ReCAAP
Information Sharing Centre

Nautical Forum 8/17

Situation on Piracy and Armed Robbery Against Ships in Asia for 2016

12 January 2017

Scope

I. Situation Update

II. Location of Incidents

III. Oil Cargo Theft

IV. Abduction of Crew

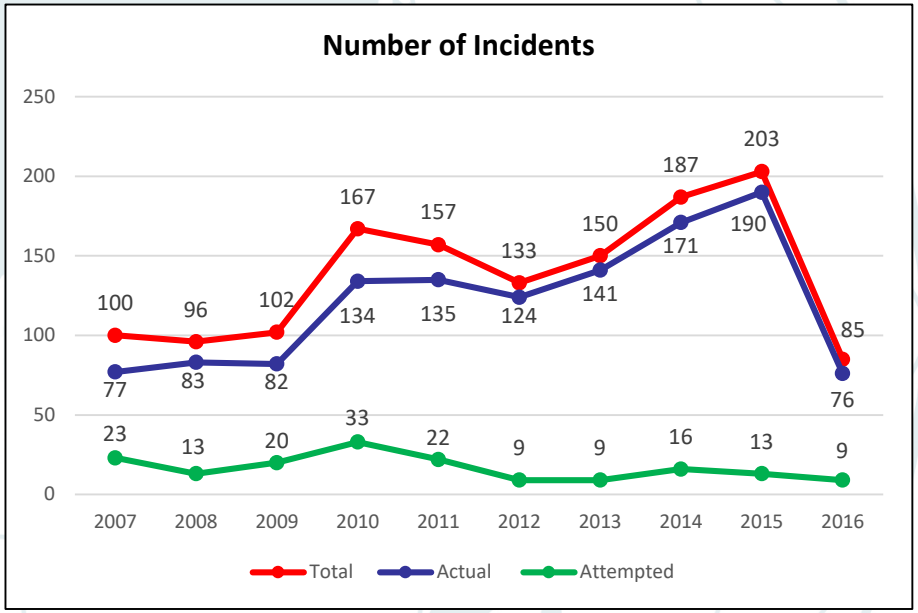
V. Case Studies

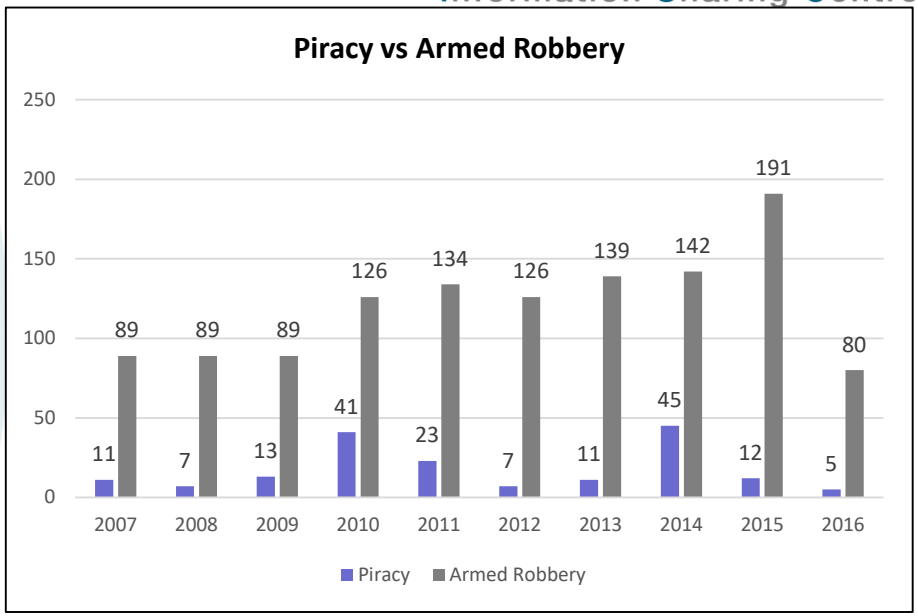
VI. Products of ReCAAP ISC

VII. Summary & Lesson learned

I. Situation Update

Situation Update (2012-2016)

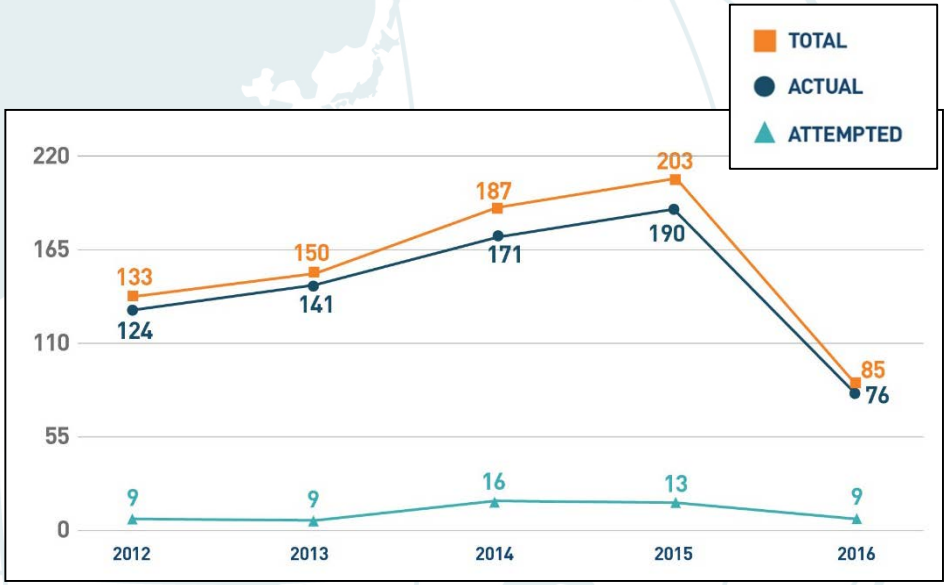


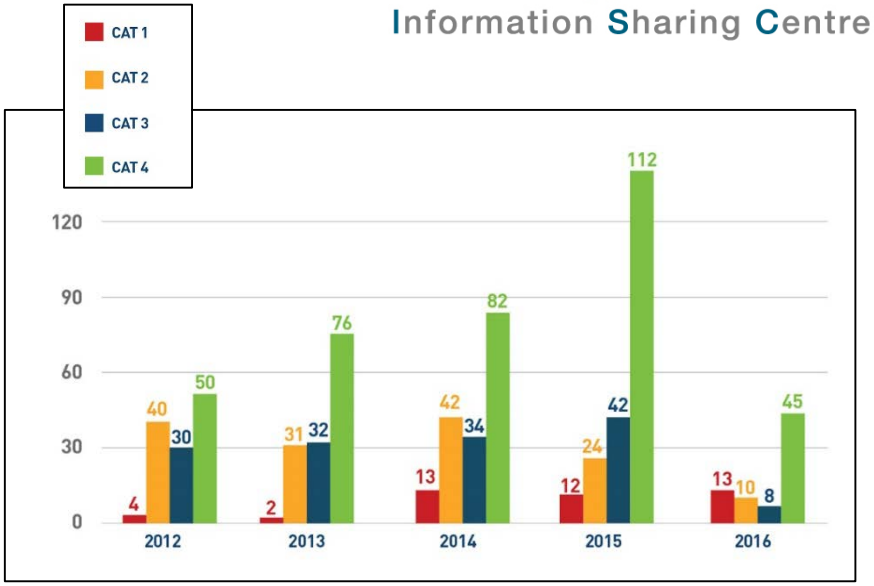


- No. of incidents fluctuates
- Lowest in 2016 year-on-year comparison

Average ...10% piracy
90% armed robbery

Situation Update (2012-2016)





Total: 85 (5 piracy, 80 robberies)

- **76** actual, **9** attempted
- **Decrease across all CATs except CAT 1**
- **13 x CAT 1** incidents
  - ☑ Abduction of crew (10) **serious concern**
  - ☑ Hijack of ships for oil cargo (3)

Situation Update (2016)

ReCAAP Information Sharing Centre

Compared to past years…

- **Lowest** in overall number
- **58% decrease** compared to 2015

Areas contribute to decrease

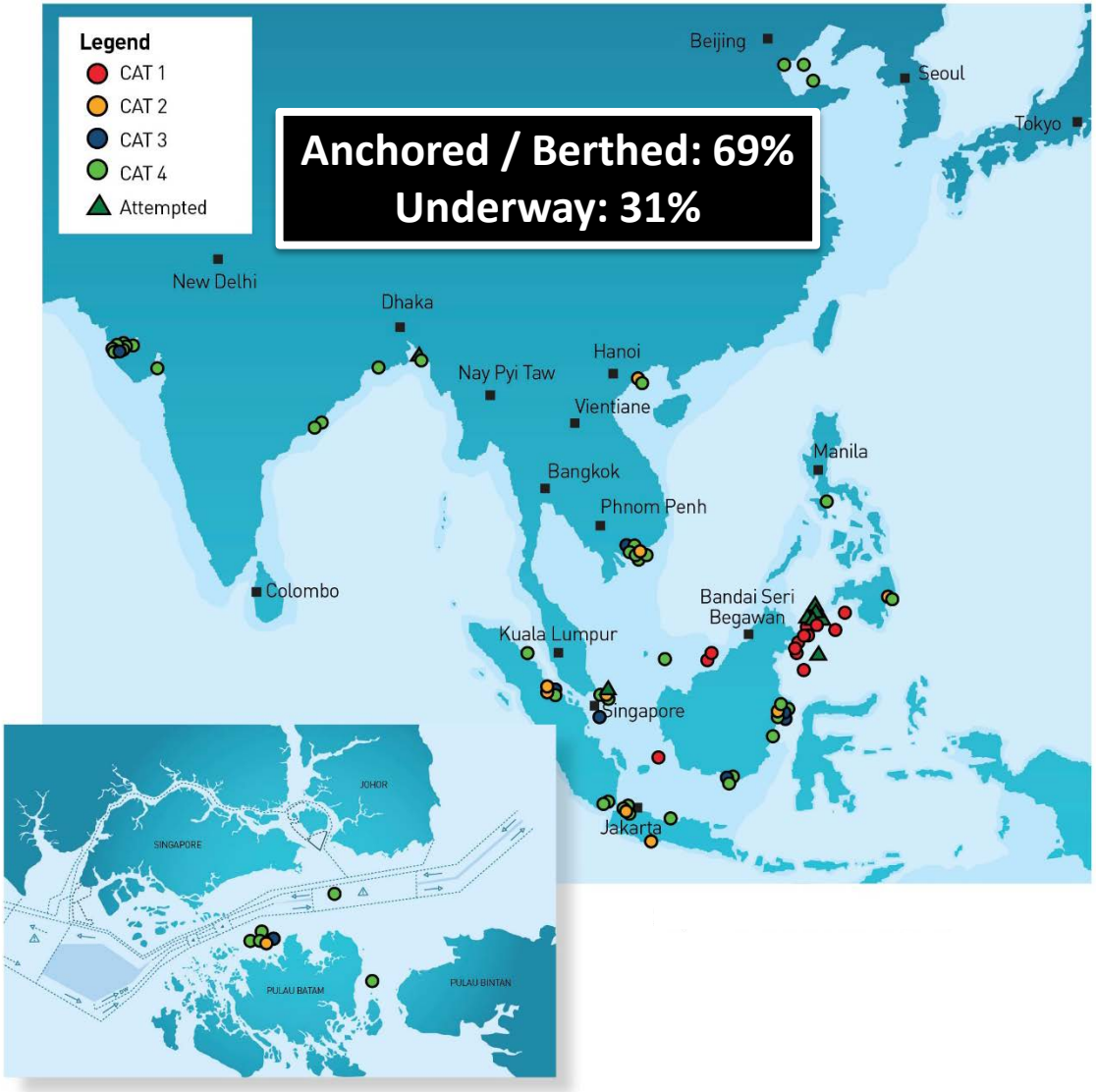
- Marked improvement in Straits of Malacca and Singapore (**SOMS**)
- Decrease in hijack of ships for **oil cargo theft**
- Improvement at certain **ports/anchorage**s

Possible reasons

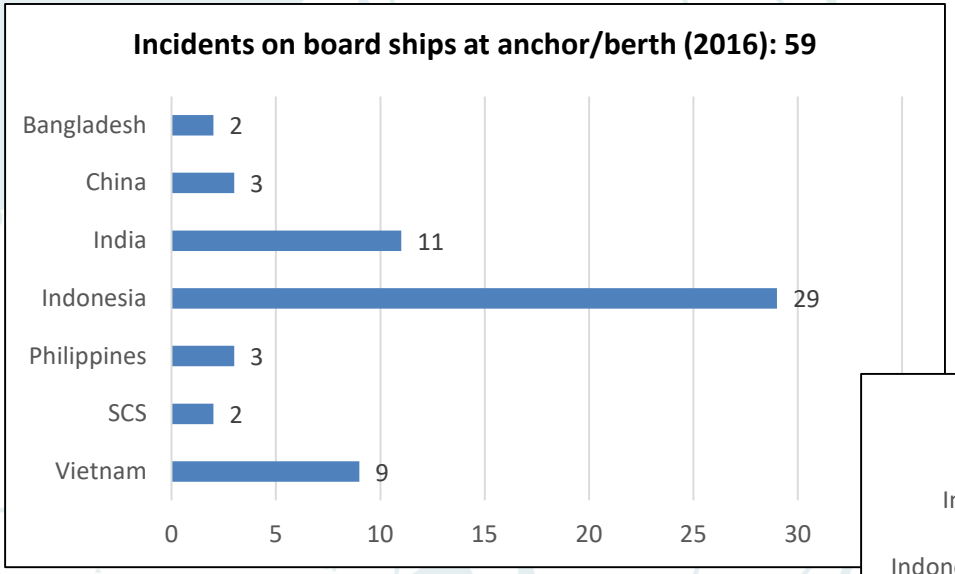
- Commitment and coordinated efforts by littoral States led to arrest of perpetrators/heads of syndicate
- Implement port security measures
- Vigilance and anti-piracy measures by crew

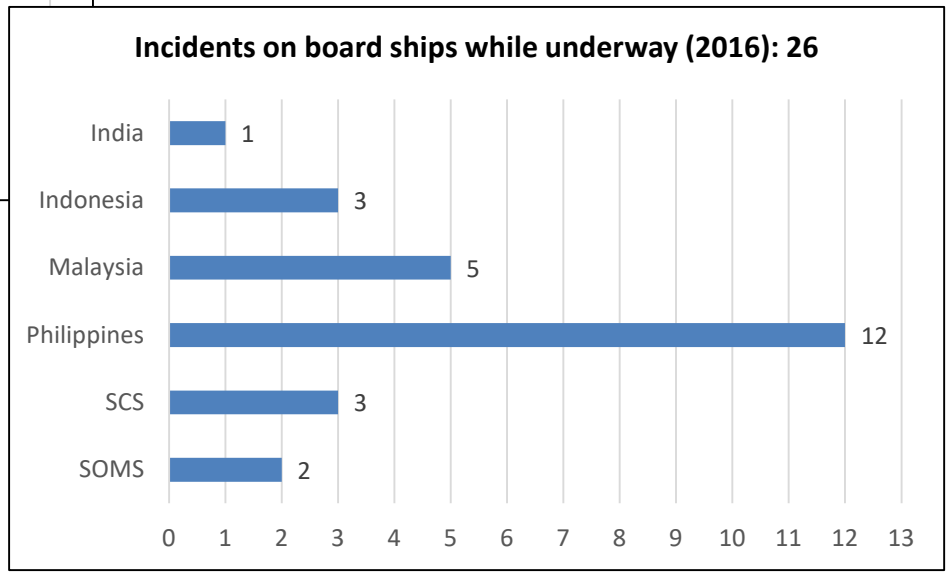
II. Location of Incidents

Location of Incidents (2016)

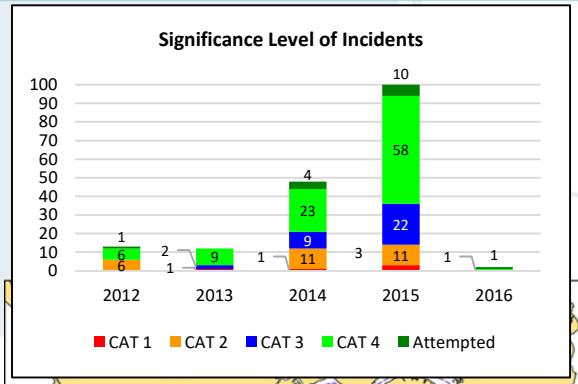


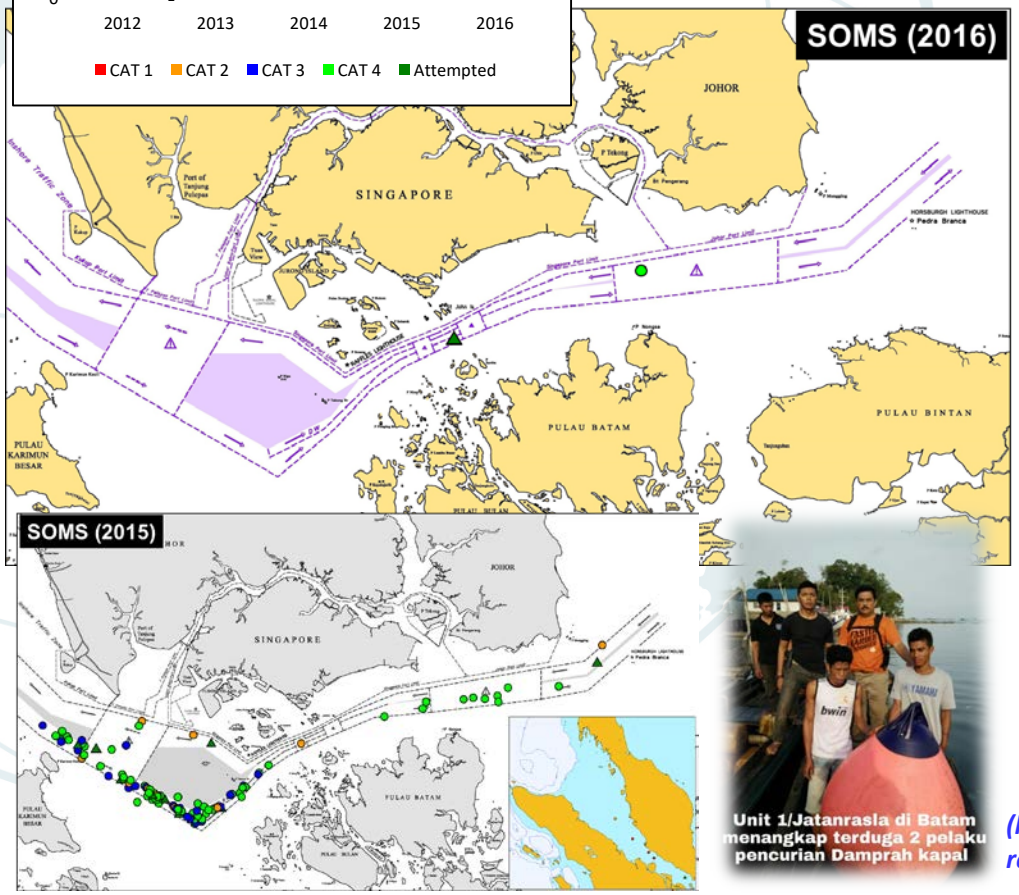
Location of Incidents (2016)





Straits of Malacca and Singapore





(left) Arrest of perpetrators and recovery of stolen item

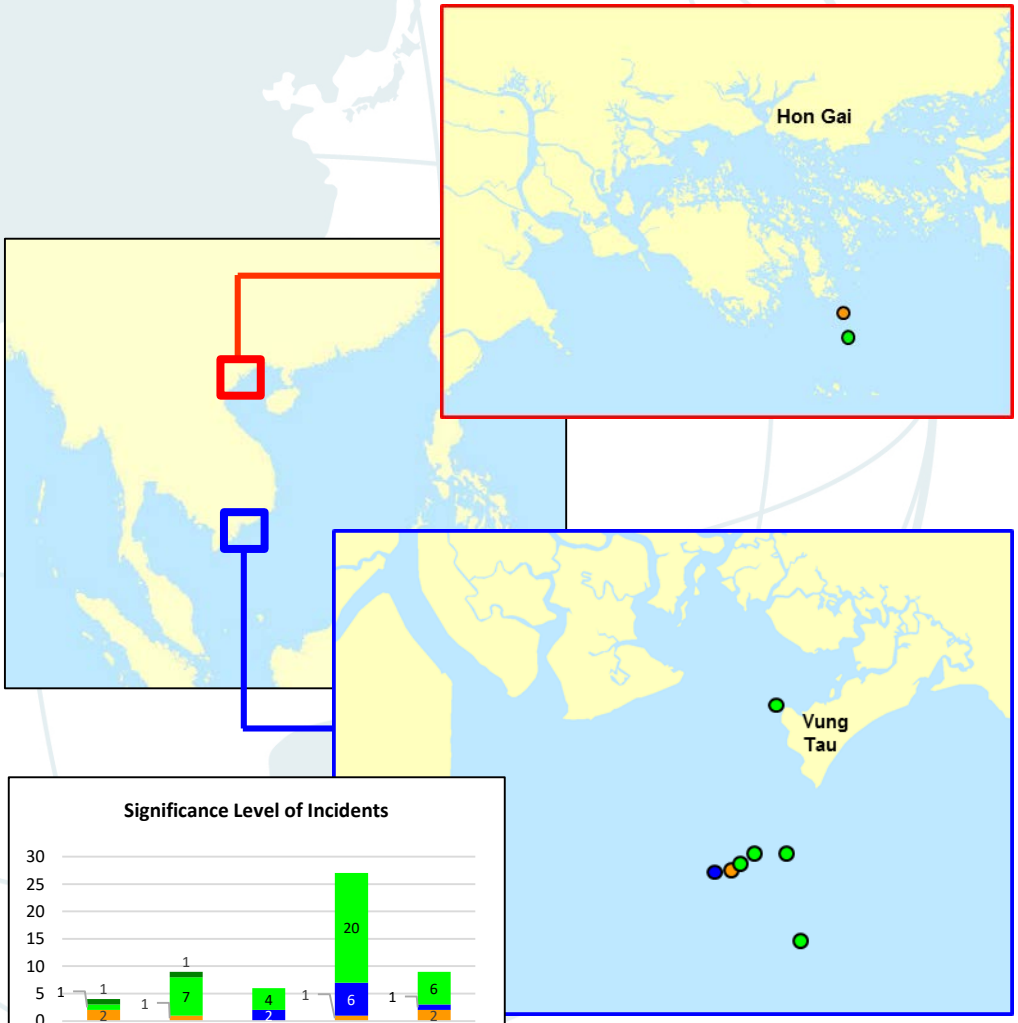
Significant improvement in 2016

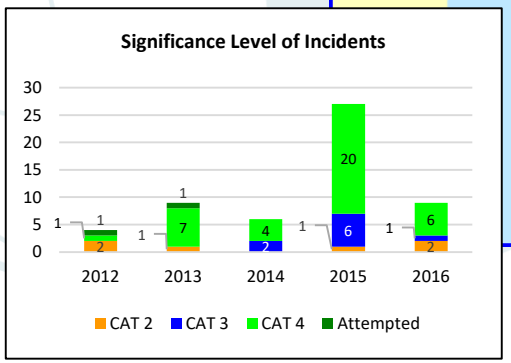
- 104 (2015) → 2 (2016)
- One CAT 4 and one attempted
- Lowest number (2012-2016)
- No incidents in Malacca St

Possible reasons for decrease

- Joint coordinated patrols and surveillance by littoral States
- Arrest of perpetrators
- Land enforcement in action
- Enhanced vigilance and timely reporting by master/crew

Vietnam





Improvement in 2016

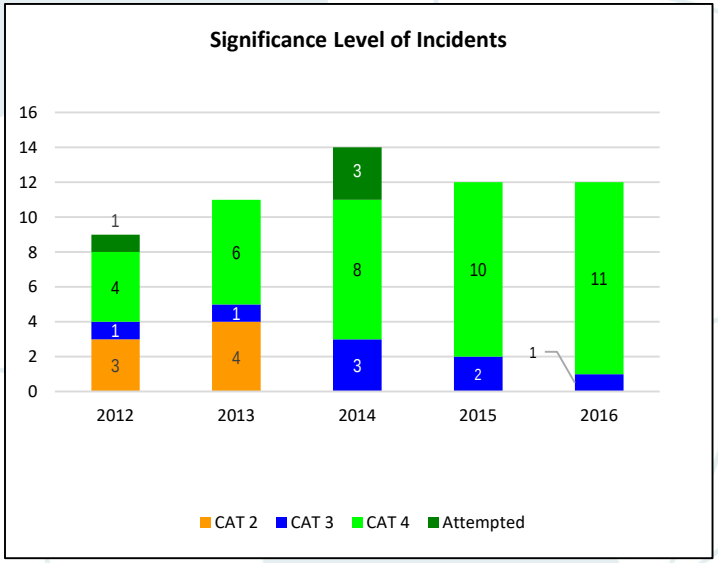
- 27 (2015) → 9 (2016)
- Majority are CAT 3 & CAT 4 incidents
  - ☑ Did not harm crew, stole stores such as paint, mooring ropes etc.
- Decrease seen in both northern and southern part of Vietnam

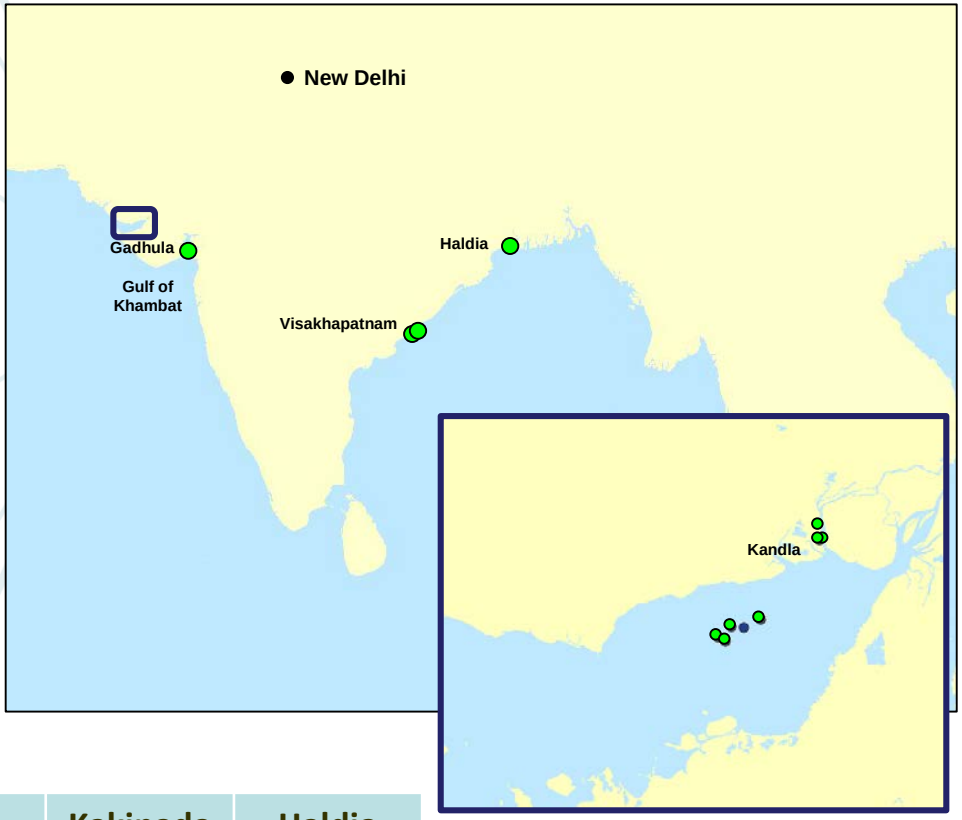
Possible reasons for decrease

- Concerted efforts by port authorities
- Enhanced vigilance and watch-keeping by crew

India

- Total no. of incidents – 12
- Majority CAT 4





- Location

	Kandla	Gulf of Khambat	Sikka	Vizag	Kakinada	Haldia
2015	6	0	3	1	2	0
2016	8	1	0	2	0	1

India

Efforts, Arrests & Preventive Measures

- Majority occurred in Kandla
- Post-apprehension/arrest of eight alleged perpetrators by the ICG on 22 Feb 16
- Periodic preventive measures undertaken by ICG
  - ☑ Continuous broadcast of real time advisories on NAVTEX
  - ☑ Intensified sea patrolling activities (esp. hours of darkness)
  - ☑ Community Interaction Programmes (CIP) in various local fishing hamlets
  - ☑ Training Marine police and other law enforcement agencies
  - ☑ Inter services operational exercises
  - ☑ Enhanced vigilance
  - ☑ Random patrols
  - ☑ Meetings and interaction with shipping companies, CSO and agents for situation awareness and guidance on maintenance of anti-piracy watch

III. Oil Cargo Theft

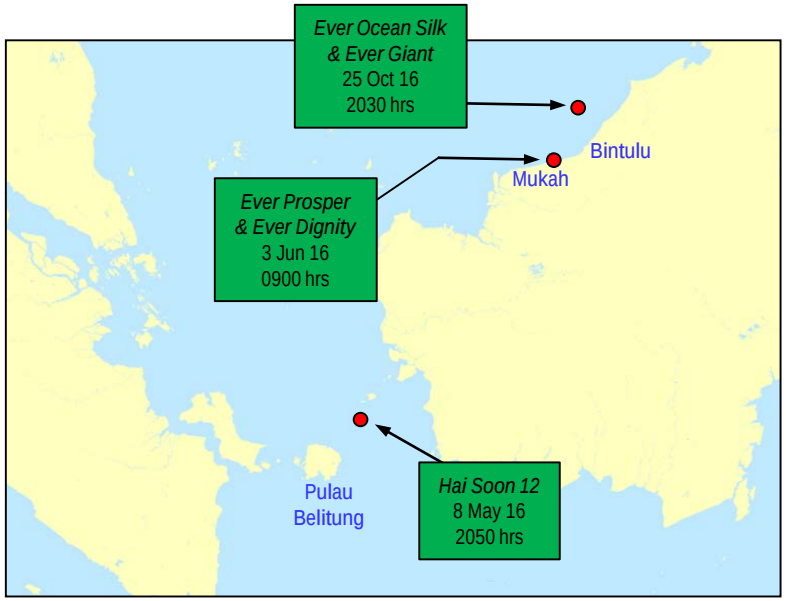
Decrease in Oil Cargo Theft

Improving Situation

- 4 (2012) → 3 (2013) → 15 (2014) → 12 (2015) → 3 (2016)

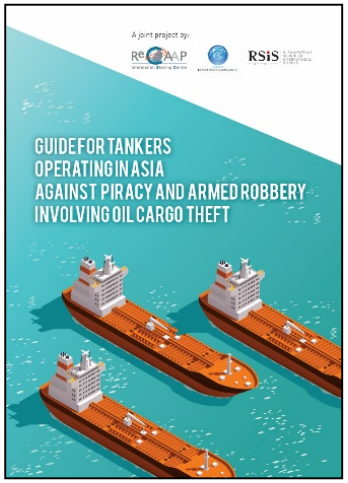
Three incidents in 2016

- ***Hai Soon 12*** (off Pulau Belitung, Indonesia)
- ***Ever Prosper & Ever Dignity*** (off Mukah, Sarawak, East Malaysia)
- ***Ever Ocean Silk & Ever Giant*** (off Bintulu, Sarawak)



Possible reasons for decrease

- Arrests of masterminds and perpetrators in 'different locations of past incidents'
- Commitment and efforts by authorities
- Best management practices by industry
- Drop in oil prices?

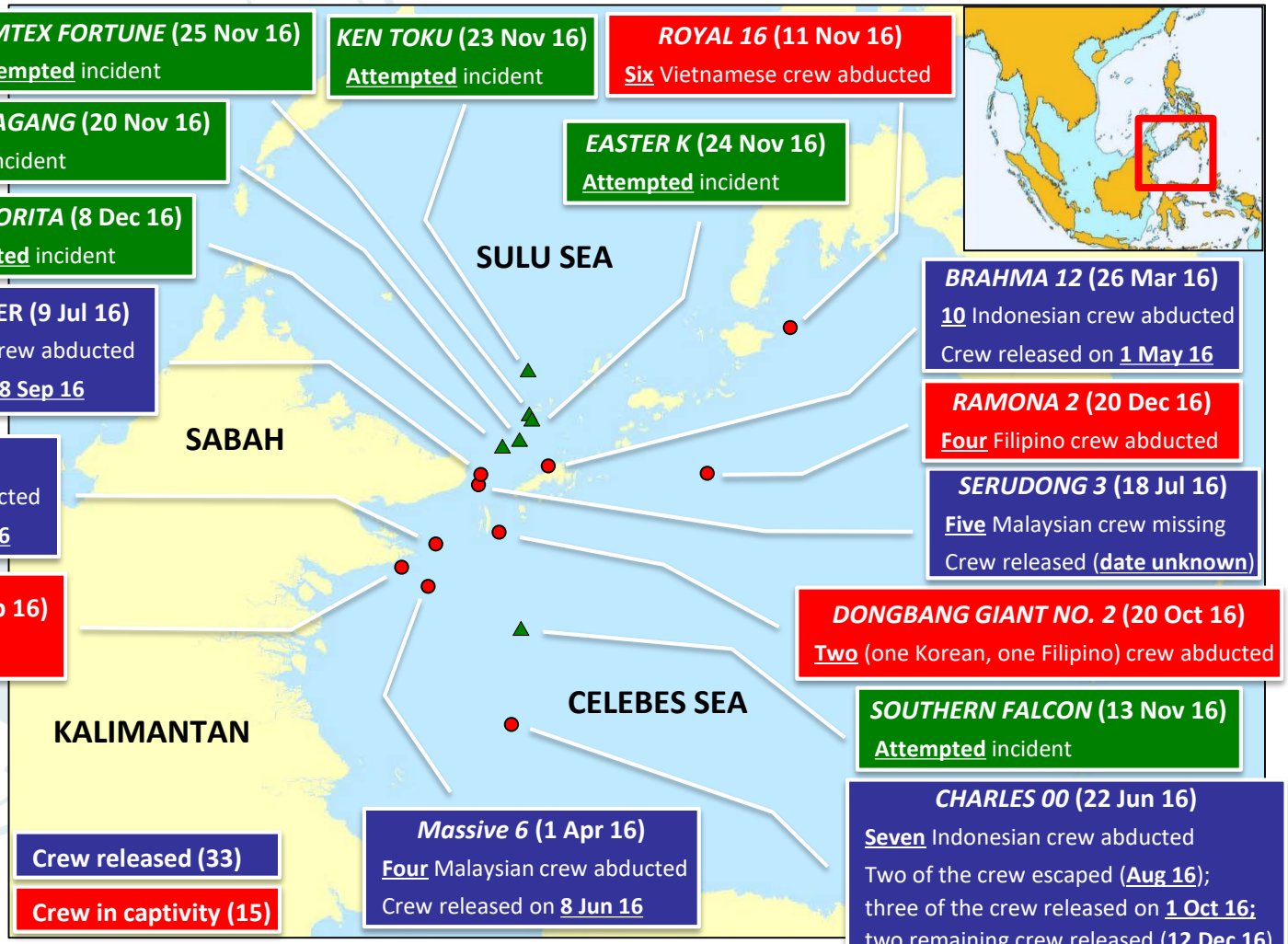


IV. Abduction of Crew

Abduction of Crew (2016)

ReCAAP Information Sharing Centre

❖ **16** incidents **(10 successful and 6 failed attempt)**



***CEMTEX FORTUNE* (25 Nov 16)**
Attempted incident

***KEN TOKU* (23 Nov 16)**
Attempted incident

***ROYAL 16* (11 Nov 16)**
Six Vietnamese crew abducted

***KUMIAI SHAGANG* (20 Nov 16)**
Attempted incident

***EASTER K* (24 Nov 16)**
Attempted incident

***STAR NORITA* (8 Dec 16)**
Attempted incident

FISHING TRAWLER (9 Jul 16)
Three Indonesian crew abducted
Crew released on **18 Sep 16**

***BRAHMA 12* (26 Mar 16)**
10 Indonesian crew abducted
Crew released on **1 May 16**

***RAMONA 2* (20 Dec 16)**
Four Filipino crew abducted

***HENRY* (15 Apr 16)**
Four Indonesian crew abducted
Crew released on **11 May 16**

***SERUDONG 3* (18 Jul 16)**
Five Malaysian crew missing
Crew released (**date unknown**)

FISHING TRAWLER (10 Sep 16)
Three Filipino crew abducted

***DONGBANG GIANT NO. 2* (20 Oct 16)**
Two (one Korean, one Filipino) crew abducted

***SOUTHERN FALCON* (13 Nov 16)**
Attempted incident

***CHARLES 00* (22 Jun 16)**
Seven Indonesian crew abducted
Two of the crew escaped (**Aug 16**);
three of the crew released on **1 Oct 16;**
two remaining crew released (**12 Dec 16**)

***Massive 6* (1 Apr 16)**
Four Malaysian crew abducted
Crew released on **8 Jun 16**

Crew released (33)

Crew in captivity (15)

Abduction of Crew

Modus Operandi

- Type of ships involved
  - ☑ **Crew abducted:** Tug boats (5), Fishing boat/trawler (3), Bulk carrier (1), General cargo (1)
  - ☑ **Attempted abduction**: Bulk carrier (5), Product tanker (1)
- Time of incident
  - ☑ **0600 hrs to 1800 hrs (12)**, 1800 hrs to 0600 hrs (4)
- Number of perpetrators
  - ☑ 3 to 6 men (3), **7 to 9 men (4)**, **10 to 17 men (4)**, Not known (5)
- Type of weapons used
  - ☑ **Firearms (13)**, Not stated (3)
- Nationality of abducted crew
  - ☑ Indonesian (24), Malaysian (9), Filipino (8), Vietnamese (6), Korean (1)
- Economic loss
  - ☑ Navigational equipment and crew's personal belongings (3)

Abduction of Crew

Efforts by ReCAAP ISC

- ❖ ReCAAP ISC published two ***Special Reports*** on 22 Apr 16 and 27 Jul 16 advising shipping industry to:
  - ☑ Adopt precautionary measures
  - ☑ Report to PCG's Operation Centre when ships are transiting the area; for monitoring by the PCG and immediate responses in any eventualities
  - ☑ Report to Eastern Sabah Security Command (ESSCOM) when transiting nearer to eastern Sabah

Philippine Coast Guard District

Southwestern Mindanao Operation Centre

+63 929686 4129

+63 916626 0689

VHF: Channel 16 with call sign "ENVY"

Email: hcgdswm@yahoo.com

Eastern Sabah Security Command (ESSCOM)

Tel: +60 89863181/016

Fax: +60 89863182

VHF: Channel 16 with call sign "ESSCOM"

Email: bilikgerakanesscom@jpm.gov.my

Special Report

SR 02/2016 27 July 2016

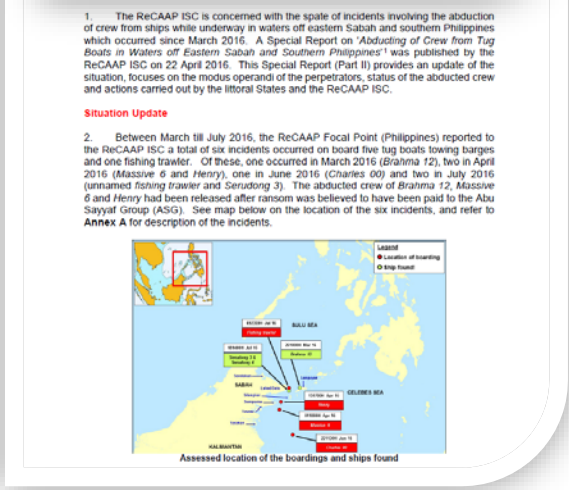
Abducting of Crew from Ships in Waters off Eastern Sabah and Southern Philippines (Part II)

Following the spate of incidents involving the abducting of crew from ships in waters of eastern Sabah and southern Philippines, the shipping industry is advised to adopt the following measures when in the vicinity:

- Enhance vigilance and increase security watch rotations
- Sound alarm when sighted unknown people on board ship or suspicious boats in the vicinity
- Maintain a continuous watch to the advisories issued on NAVTEX
- Report all incidents in accordance with the IMO circular MSC.1/Circ.1334 on 'Revised guidance to ship owner, ship operator, ship master and crew on preventing and suppressing acts of piracy and armed robbery against ships'
- Maintain continuous communication with shipping company and enforcement agencies
- Avoid confrontation with the perpetrators
- Refer to ReCAAP ISC's website at www.recaap.org for updates on incidents and trends
- Conduct risk assessment
- Reroute/Avoid area if feasible

The shipping industry is advised to report to Philippine Coast Guard's Operations Centre when their ships are transiting the area; for monitoring by the Philippine Coast Guard and immediate response in any eventualities:

Philippine Coast Guard District
Southwestern Mindanao Operation Centre
+63 929686 4129
+63 916626 0689
Email: hcgdswm@yahoo.com



1. The ReCAAP ISC is concerned with the spate of incidents involving the abduction of crew from ships while underway in waters off eastern Sabah and southern Philippines which occurred since March 2016. A Special Report on '*Abducting of Crew from Tug Boats in Waters off Eastern Sabah and Southern Philippines*' was published by the ReCAAP ISC on 22 April 2016. This Special Report (Part II) provides an update of the situation, focuses on the modus operandi of the perpetrators, status of the abducted crew and actions carried out by the littoral States and the ReCAAP ISC.

Situation Update

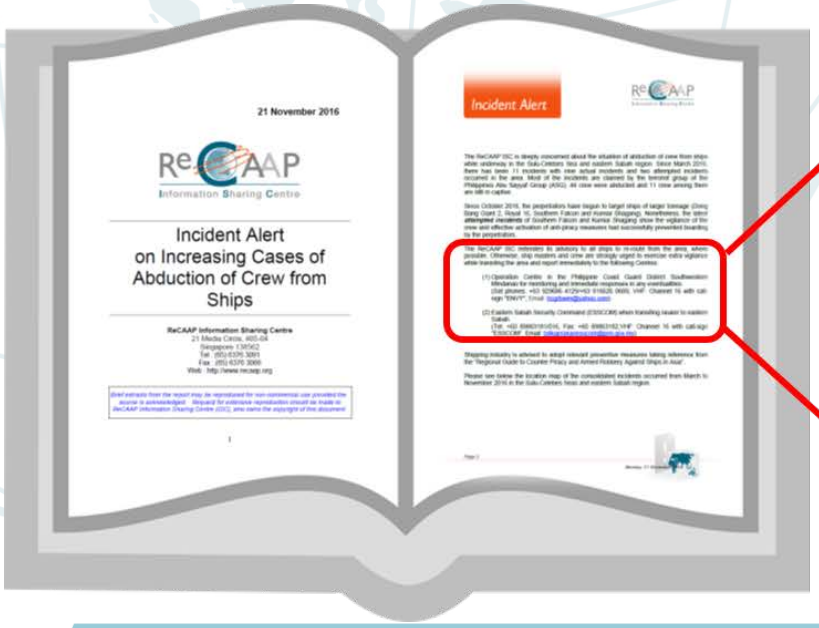
2. Between March till July 2016, the ReCAAP Focal Point (Philippines) reported to the ReCAAP ISC a total of six incidents occurred on board five tug boats towing barges and one fishing trawler. Of these, one occurred in March 2016 (*Brahma 12*), two in April 2016 (*Massive 6* and *Henry*), one in June 2016 (*Charles 00*) and two in July 2016 (unnamed *fishing trawler* and *Serudong 3*). The abducted crew of *Brahma 12*, *Massive 6* and *Henry* had been released after ransom was believed to have been paid to the Abu Sayyaf Group (ASG). See map below on the location of the six incidents, and refer to **Annex A** for description of the incidents.

Assessed location of the boardings and ships found

Abduction of Crew

Efforts by ReCAAP ISC

- ReCAAP ISC published an **Incident Alert** on 21 Nov 16
- Following agencies referred to ReCAAP Alert in advisories for their shipping industry:
  - ☑ United States Maritime Administration (MARAD)
  - ☑ Japanese Foreign Ministry
  - ☑ UK Dept of Transport
  - ☑ MRCC Mumbai , India



The ReCAAP ISC reiterates its advisory to all ships to re-route from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the area and report immediately to the following Centres:

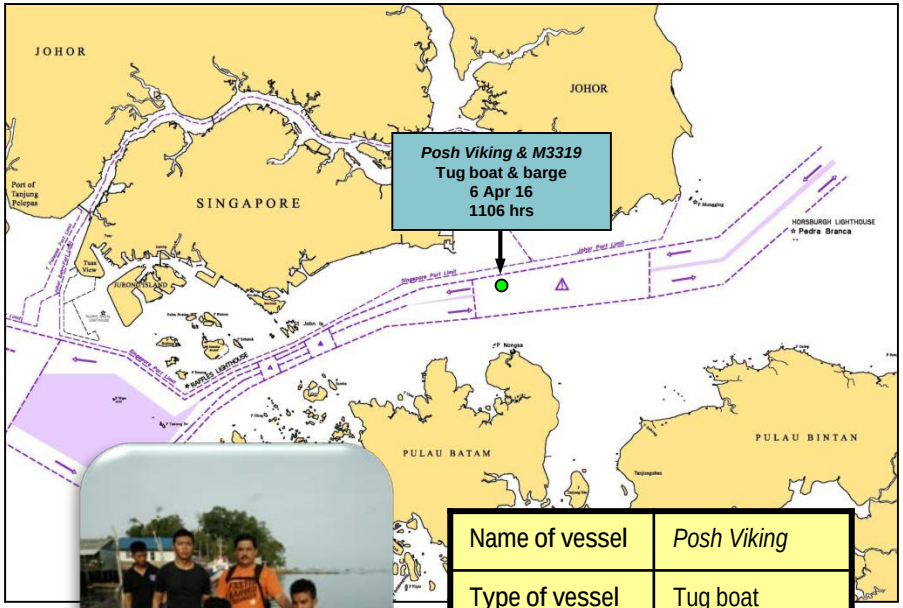
(1) Operation Centre in the Philippine Coast Guard District Southwestern Mindanao for monitoring and immediate responses in any eventualities.
(Sat phones: +63 929686 4129/+63 916626 0689, VHF: Channel 16 with call-sign "ENVY", Email: hcgdswm@yahoo.com)

(2) Eastern Sabah Security Command (ESSCOM) when transiting nearer to eastern Sabah.
(Tel: +60 89863181/016, Fax: +60 89863182,VHF: Channel 16 with call-sign "ESSCOM", Email: bilikgerakanesscom@jpm.gov.my)

V. Case Studies

Posh Viking (6 Apr 16)

- Tug boat, *Posh Viking* towing Singapore-registered barge, *M3319*
- On 6 Apr 16 at about 1106 hrs, two perpetrators boarded the barge
  - ☑ Approx. 4.2 nm northwest of Nongsa Point
  - ☑ Westbound lane of TSS in Singapore Strait
- Stole towed Norwegian buoy from stern of barge
- Master raised alarm and reported incident to VTIS
  - ☑ VTIS notified RSN, Singapore PCG, Indonesia and Malaysia authorities
- On 7 Apr 16 at about 0730 hrs, the perpetrators were apprehended by Indonesian authority
  - ☑ In Kampung Agas, Pulau Batam, Indonesia
  - ☑ Buoy recovered



Name of vessel	*Posh Viking*
Type of vessel	Tug boat
Flag of vessel	Cayman Islands
GT	2538

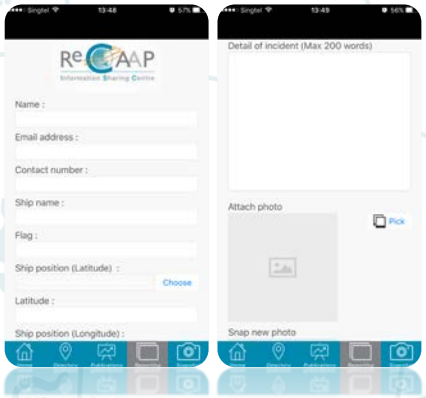
Best Practices:

- ✓ **Timely reporting by crew**
- ✓ **Quick response by authorities**
- ✓ **Arrest of perpetrators and recovery of stolen item**

Hai Soon 12 (8 May 16)

ReCAAP Information Sharing Centre

- **8 May 16**: Shipping company reported to ReCAAP ISC via mobile app

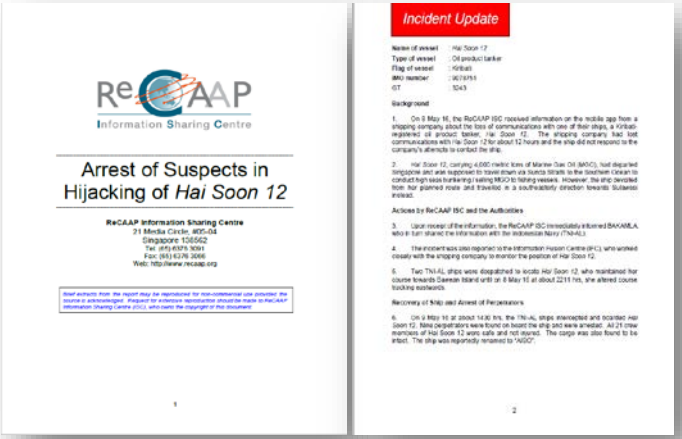


QR Code for mobile app

Photograph courtesy of shipping company

Name of vessel	*Hai Soon 12*
Type of vessel	Oil product tanker
Flag of vessel	Kiribati
GT	3243

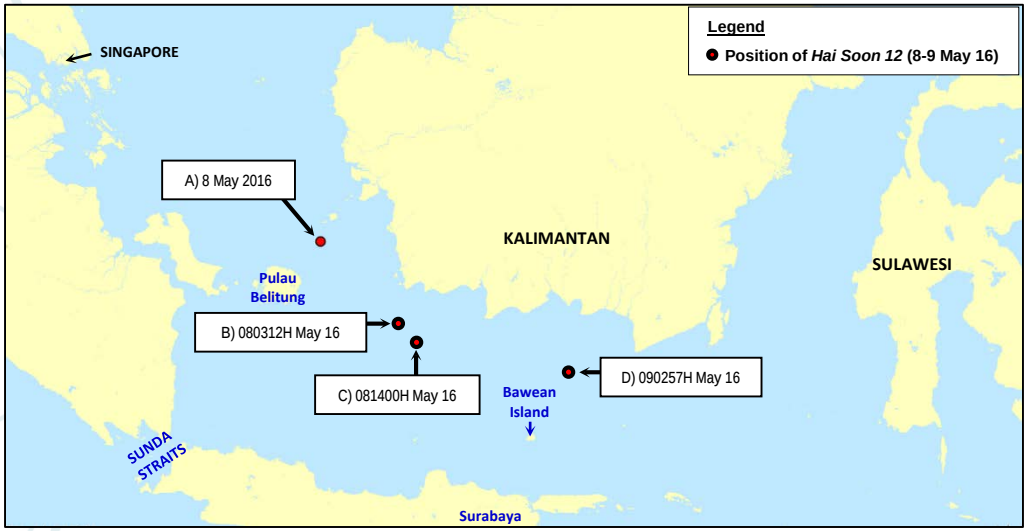
- Loss of communications with *Hai Soon 12* for about 12 hours
  - ☑ Carrying 4,000 metric tons of MGO
  - ☑ En route from Singapore to Southern Ocean via Sunda Straits
- Immediate actions by ReCAAP ISC and authorities
  - ☑ ReCAAP ISC informed IFC and BAKAMLA
  - ☑ Two TNI-AL ships were despatched to locate *Hai Soon 12*
  - ☑ Work closely with shipping company to monitor *Hai Soon 12*
- ReCAAP ISC published an Incident Update



Hai Soon 12 (Cont'd)

ReCAAP Information Sharing Centre

- **9 May 16 at about 1430 hrs**: TNI-AL ships intercepted *Hai Soon 12*
  - ☑ Arrested nine perpetrators on board
  - ☑ Crew was safe and not injured
  - ☑ Cargo was found intact
  - ☑ Ship renamed to '*AI SO*'



(Left) Perpetrators arrested by Indonesian authority (*Photograph courtesy of TNI-AL*)
(Right) *Hai Soon 12* escorted by Indonesian authority (*Photograph taken from jpnn.com*)

Best Practices:

- ✓ **Timely reporting**
- ✓ **ReCAAP ISC information sharing mechanism**
- ✓ **Regional cooperation and collaboration**
- ✓ **Immediate operational responses**

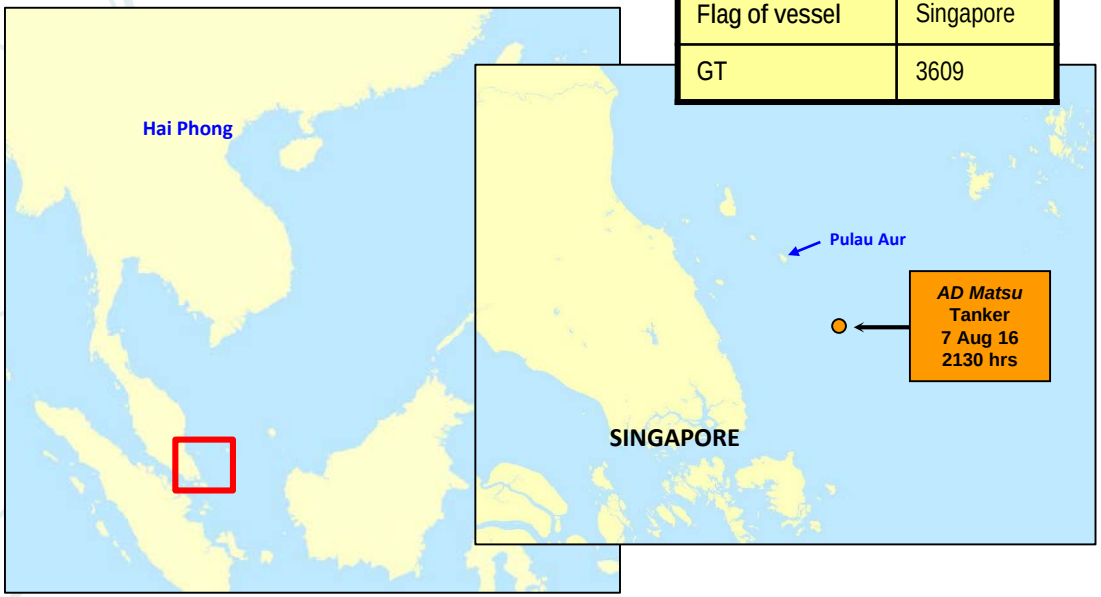
AD Matsu (7 Aug 16)

ReCAAP Information Sharing Centre

Name of vessel	*AD Matsu*
Type of vessel	Tanker
Flag of vessel	Singapore
GT	3609

❖ **7 Aug 16 at about 2130 hrs**:

- ☑ Underway to Hai Phong, Vietnam from Singapore
- ☑ Six perpetrators boarded tanker from a speedboat
  - ➲ Approx. 32 nm southeast of Pulau Aur, Malaysia
  - ➲ Perpetrators armed with a pistol and knives
- ☑ Perpetrators tied the hands of ship master and ship officer, and brought them to the bridge



- ☑ Rest of the crew were brought to the mess room by other perpetrators
- ☑ Master switched off the BNWS & slowed the ship
- ☑ Master was forced to hand over the petty cash to the perpetrators
- ☑ Master and chief officer managed to free themselves and escaped from the mess room

Case Studies – *AD Matsu*

ReCAAP Information Sharing Centre

Arrested Perpetrator with the TNI-AL team (photo courtesy of TNI-AL)

- **7 Aug 16 at about 2200 hrs**:
  - ☑ Perpetrators left the vessel
- **Master's action:**
  - ☑ Contacted company
  - ☑ Activated the SSAS
  - ☑ Broadcasted warning message
  - ☑ Informed Singapore authorities
- **Immediate actions by ReCAAP ISC and authorities:**
  - ☑ Informed the TNI-AL
  - ☑ TNI-AL deployed the Western Fleet Quick Reaction Force
  - ☑ **Perpetrators arrested; stolen items recovered**
  - ☑ TNI-AL currently looking for the remaining perpetrators

Best Practices:

- ✓ **Timely reporting by master**
- ✓ **Effective information sharing among littoral States**
- ✓ **Immediate operational responses**

VI. Products of ReCAAP ISC

Regional Guide for Asia

- Request by shipping industry at 24th ASF Meeting for a regional guide to address incidents in Asia
- Guide to cover all incidents regardless of ship type, cargo targeted, etc
- ReCAAP ISC invited like-minded agencies to join in drafting the Regional Guide…

WORKING GROUP

ReCAAP Information Sharing Centre
IFC Information Fusion Centre
RSIS S. Rajaratnam School of International Studies
Asian Shipowners' Forum
Federation of ASEAN Shipowners' Associations
SSA Singapore Shipping Association
INTERTANKO
OCIMF

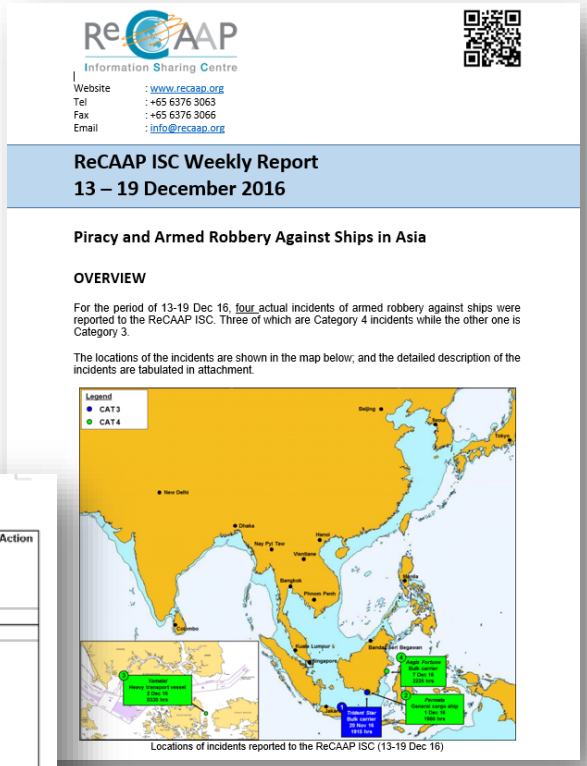
INPUTS

Members of Working Group

IMO | INTERPOL | MMEA

ReCAAP ISC Weekly Report

- Provide consolidated update of situation on a weekly basis:
  - ☑ Ensure timely and accurate situation awareness
  - ☑ Timely information for industry to make risk assessment
  - ☑ Facilitate optimal deployment of resources based on latest situation update
  - ☑ Encourage further sharing of information on incident
  - ☑ Promote ReCAAP ISC as Centre of Excellence for information sharing



ReCAAP Information Sharing Centre

Website : www.recaap.org
Tel : +65 6376 3063
Fax : +65 6376 3066
Email : info@recaap.org

ReCAAP ISC Weekly Report
13 – 19 December 2016

Piracy and Armed Robbery Against Ships in Asia

OVERVIEW

For the period of 13-19 Dec 16, four actual incidents of armed robbery against ships were reported to the ReCAAP ISC. Three of which are Category 4 incidents while the other one is Category 3.

The locations of the incidents are shown in the map below; and the detailed description of the incidents are tabulated in attachment.

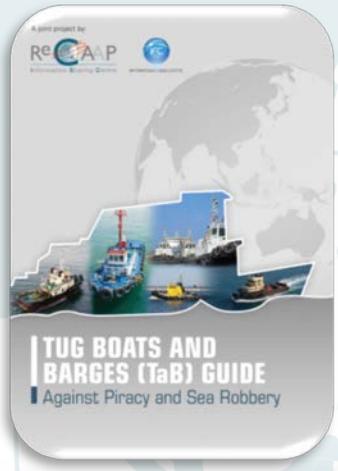
Locations of incidents reported to the ReCAAP ISC (13-19 Dec 16)

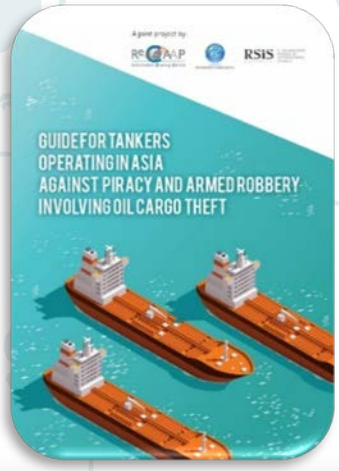
Description of Incidents of Piracy and Armed Robbery against Ships
13 to 19 December 2016

NO	Ship Name Type of Ship Flag Gross Tonnage IMO Number	Date Local time of Incident (LT)	Position of the Incident	Details of the Incident	Consequences for crew, ship, cargo	Action taken by the master and crew	Was the incident reported to the coastal authority? Which one?	Reporting State or International Organization	Coastal State Action Taken
1	2	3	4	5	6	7	8	9	10
A. ACTUAL INCIDENT									
1.	*Trident Star* Bulk carrier Hong Kong 32370 9707637	20/11/16 1915 hrs	3° 41' S 114° 25' E Taboneo Anchorage, Indonesia	While at anchor, two perpetrators armed with knives boarded the ship from a light body structure Fibre Reinforced Plastic (FRP) speed boat by using anchor chain. They broke the padlock of the forecastle store open skylight. By the time the duty officer raised the alarm, the perpetrators escaped using the aforementioned speedboat with the 3 other perpetrators who were standing by as lookout.	Crew was not injured The skylight of the forecastle store was opened, the hawse pipe cover was removed and the forecastle store padlock was broken. The following items were stolen: a. one new coil mooring rope (62mm x 220 m / Polypropylene & Polyester), and b. one-piece brass hydrant cover.	Raised the alarm and strengthened security watch.	Yes Coastal State and Flag State	ReCAAP ISC via ReCAAP Contact Point (Hong Kong)	No information available.
2.	*Permata* General Cargo Panama 8714 9636137	01/12/16 1900 hrs	3° 40.3' S 114° 27.2' E Banjarmasin Anchorage, Indonesia	While at anchor, the AB during his rounds in the ship spotted the three perpetrators on the forecastle deck. By the time the duty officer raised the alarm, the perpetrators escaped through the hawse pipe.	Crew was not injured The Boatswain's store door was damaged.	Report the incident to local port authority.	Yes Local port authority	ReCAAP ISC via ReCAAP Focal Point (Japan)	No information available.
3.	*Yamatai* Heavy Transport Vessel Panama 14538 9567714	02/12/16 0330 hrs	1° 5.9' N 104° 10.3'E Kabil Anchorage, Indonesia	While at anchor, the ship's crew spotted the three perpetrators on board the ship. The duty officer raised the alarm, made the PA announcement and mustered the crew. By that time, the perpetrators fled.	Crew was not injured No stole item	Raised the alarm, made the PA announcement, mustered the crew and report the incident to local port authorities.	Yes Belum VTS and port control	ReCAAP ISC via ReCAAP Focal Point (Japan)	The port authority boarded the ship and conducted an investigation.

Others

ReCAAP Information Sharing Centre





Guides

Tug Boats and Barges (TaB) Guide

Tanker Guide

ReCAAP Mobile App

Consolidated Incident Reports

Available at www.recaap.org

VII. Summary & Lessons Learned

Summary

- **85** incidents in 2016
  - ☑ 58% **decrease** compared to 2015
  - ☑ Lowest number of incidents reported during 2012-2016
- Situation improving…
  - ☑ Sharp decrease in number of incidents in SOMS
  - ☑ Decrease in number of oil cargo thefts & certain ports/anchorages
- No room for complacency…of **serious concern**…Abduction of crew incidents in Sulu-Celebes Sea and waters off Eastern Sabah

VII. Summary & Lessons Learned

Lessons Learned

ReCAAP Information Sharing Centre

- ☑ **Resilient**: Changes in modus operandi and shift in locations
  - ➲ Access to timely and accurate reports critical
  - ➲ Timely reporting by company, master, crew essential
  - ➲ ReCAAP ISC provides timely updates and balanced analysis
- ☑ **Commitment**: Shared responsibilities among stakeholders
  - ➲ Sharing information
  - ➲ Immediate operational response by enforcement agencies
  - ➲ Adopt BMP and learned from case studies
- ☑ **Team work**: Coordinated efforts and cooperation among all
  - ➲ No one State or Agency can do it alone

ReCAAP
Information Sharing Centre

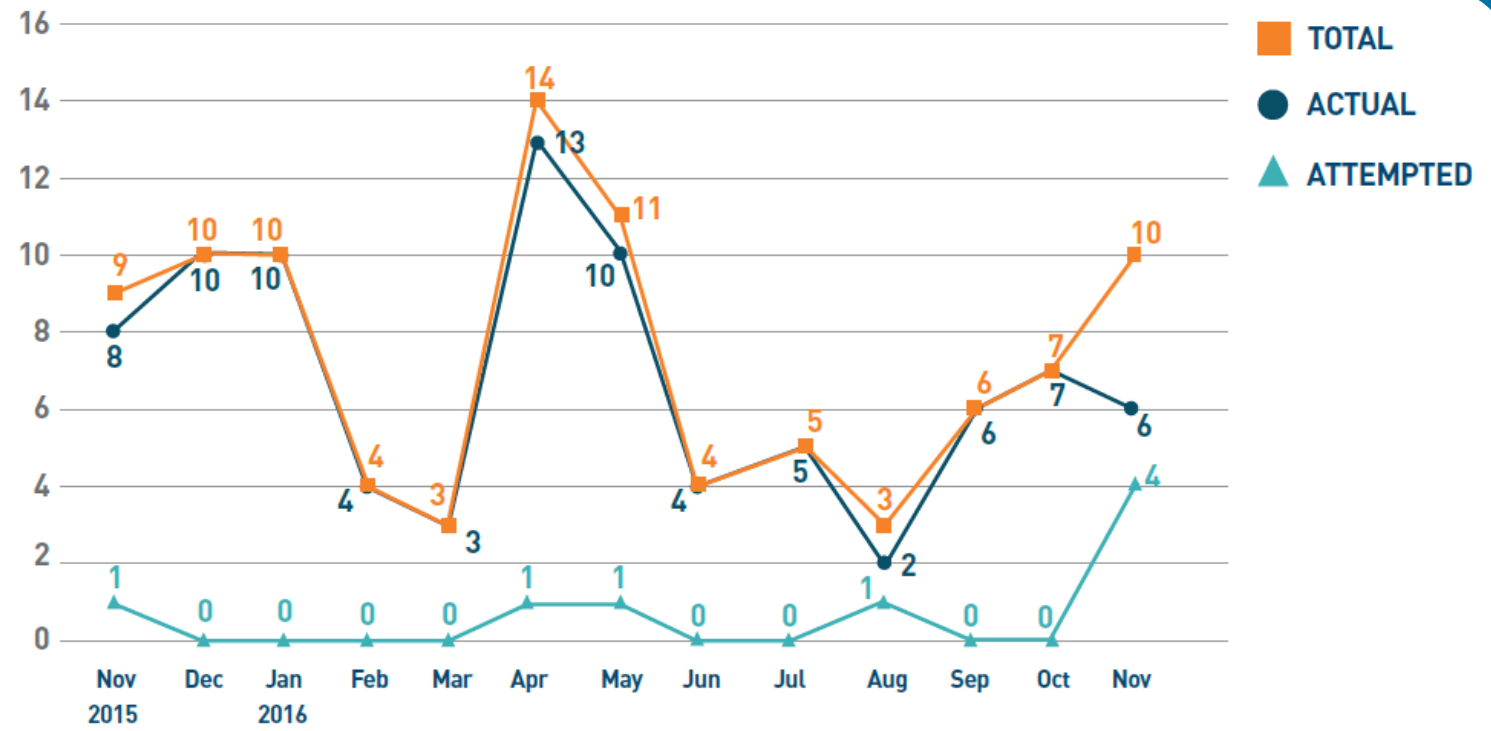
Website: www.recaap.org

ReCAAP mobile app QR code

Nautical Forum Opening Remarks

Mr Tan Suan Jow
Director of Marine/
Director (Shipping)/
Director (Sustainability Office)

Incidents of Piracy and Armed Robbery Against Ships in Asia - 2016



Graph 1 - Number of incidents (November 2015-November 2016)

International Co-operation of Maritime Security

Inaugural Anti-Piracy Contact Points Workshop

Combined Task Force 151 (CTF151)

Regional Co-operation of Maritime Security

Straits of Malacca and Singapore – consensus on 3 principles:

- Primary responsibility for security of the Straits lies with littoral States
- International community, including user States & the IMO, has a role to play
- New measures should be developed in line with international law and with respect for national sovereignty

Malacca Straits Sea Patrols (MSSP) launched in 2004

'Eyes in the Sky' maritime air patrols launched in 2005

Regional Co-operation of Maritime Security

Participation in ReCAAP

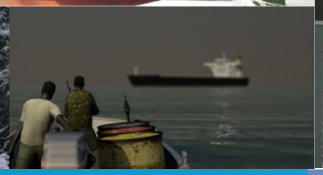
- Regional Co-operation Agreement on Combating Piracy and Armed Robbery Against Ships in Asia (ReCAAP)

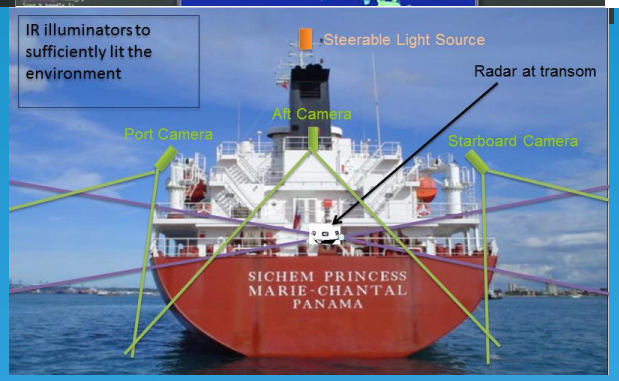
- Host country – ReCAAP Information Sharing Centre

- Co-host / co-organise ReCAAP ISC events and activities

Singapore Whole of Government Approach

Industry Collaboration





Thank you

An Industry Perspective

Singapore Shipping Association

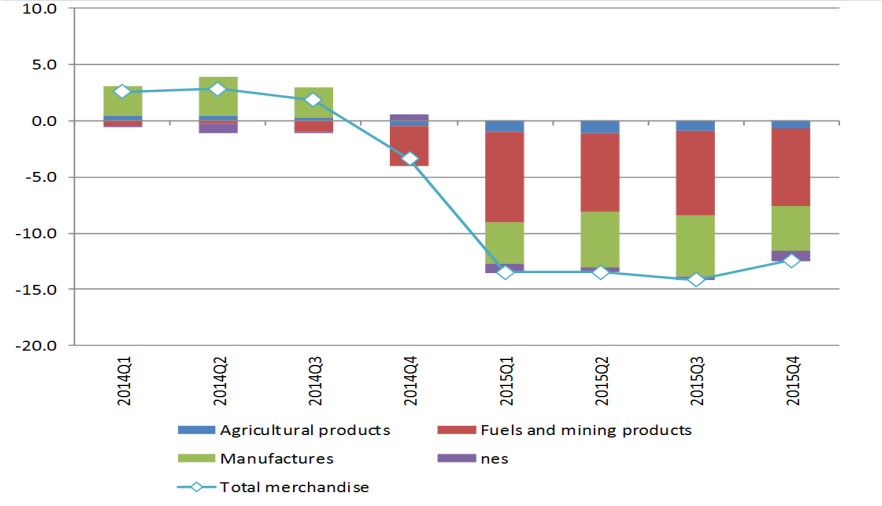
SSA

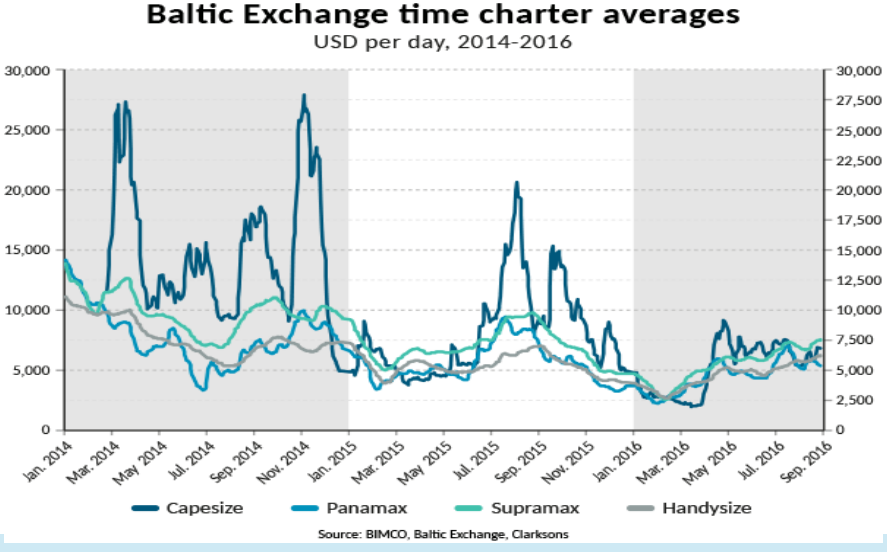
NAVIGATING THE FUTURE

ReCAAP Nautical Forum, 12 January 2017

State of Industry

- Global trade down.
- 2016 a very challenging year for the shipping industry.
- Record lows for containers, bulk, offshore marine
- Industry rocked by bankruptcies, consolidations





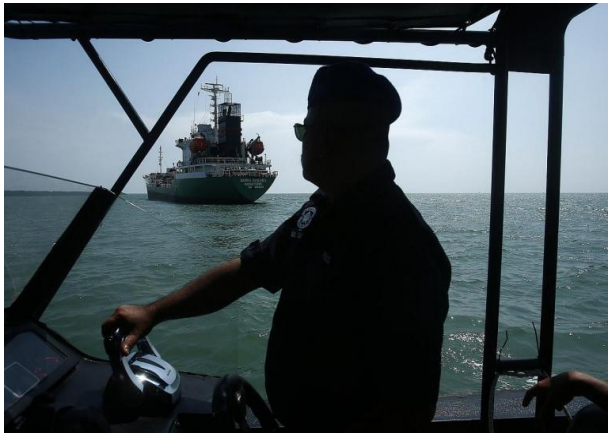
SSA SINGAPORE SHIPPING ASSOCIATION

Shipowner Efforts

- Shipowners remain committed to safety and well-being of seafarers
- Seafarers highly-trained professionals
- High standards for merchant seafarers

Anti-Piracy Networks

- Multilateral anti-piracy networks have proven to be effective.
- Situation off Somalia vastly improved.
- Situation in ASEAN waters also showed drastic improvement.
- Cooperation and communication critical.



Moving Forward

- Increasingly uncertain world.
- Cannot afford to be complacent.
- Stability and safety critical.

Thank You

Michael Phoon

Executive Director

T +65 6305 2261

E ssa.ed@ssa.org.sg

NAVIGATING THE FUTURE

Footer. Copyright © Singapore Shipping Association 2015.

Information Fusion Centre:

Enhancing Maritime Security in the Region

SLTC Raymond Ong
Head Information Fusion Centre

Maritime Domain Challenges

Maritime Domain Challenges

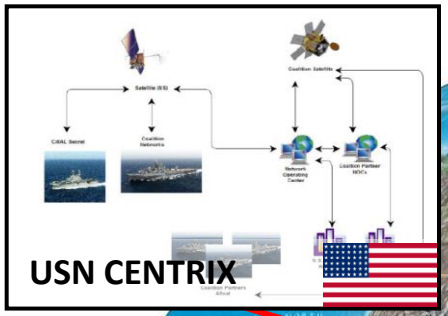
Enhancing Maritime Security

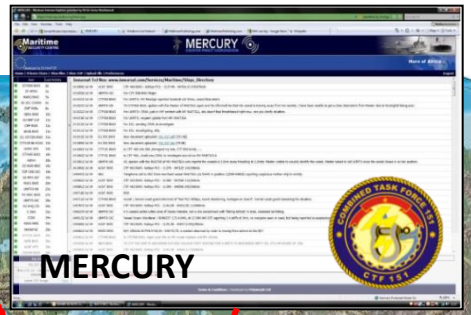
1. Collaboration between regional and extra-regional navies, law enforcement and other relevant maritime agencies
2. Capacity and Confidence Building towards MARSEC information sharing
3. Actions by shipping community to adopt best practices and defensive measures

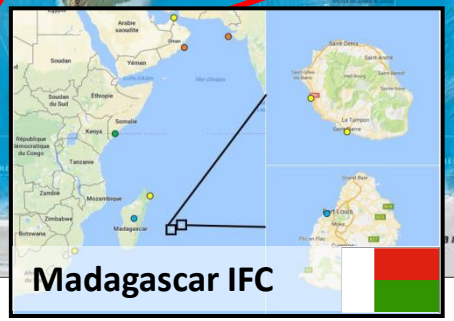
Enhancing Maritime Security

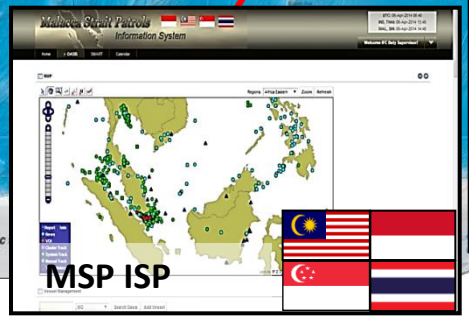
1. Collaboration between regional and extra-regional navies, law enforcement and other relevant maritime agencies
2. Capacity and Confidence Building towards MARSEC information sharing
3. Actions by shipping community to adopt best practices and defensive measures

Information Sharing Initiatives







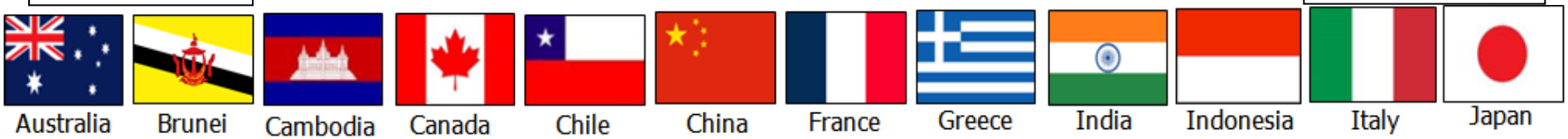


Information Fusion Centre

Australia
Belgium
Brazil
Brunei
Cambodia
Canada
Chile
China
Denmark
France
Ghana
India
Indonesia
Italy
Japan
Malaysia
Myanmar
New Zealand
Norway
Pakistan

Peru
Philippines
Portugal
Russia
Senegal
Seychelles
Singapore
South Korea
Sri Lanka
Spain
Thailand
United Kingdom
United States
Vietnam
Yemen

IMB
NATO
ReCAAP



Since 2009, **116 ILOs** from **23 countries** have deployed to the IFC

Information Fusion Centre

IFC's Integrated RSN & ILO Team

IFC's Operations Floor

Team building Activities

Enhancing Maritime Security

1 Collaboration between regional and extra-regional navies, law enforcement and other relevant maritime agencies

2 Capacity and Confidence Building towards MARSEC information sharing

3 Actions by shipping community to adopt best practices and defensive measures

Thrust 2: Capacity and Confidence Building towards MARSEC information sharing

Regional Maritime Security Practitioner Program (RMPP) May 2016

Senior Commander's Dialogue with Operational Commanders from Australia, China, Indonesia & Singapore Naval & Law Enforcement Agencies

Attended by 75 mid-level Officers from 26 Countries

Thrust 2: Capacity and Confidence Building towards MARSEC information sharing

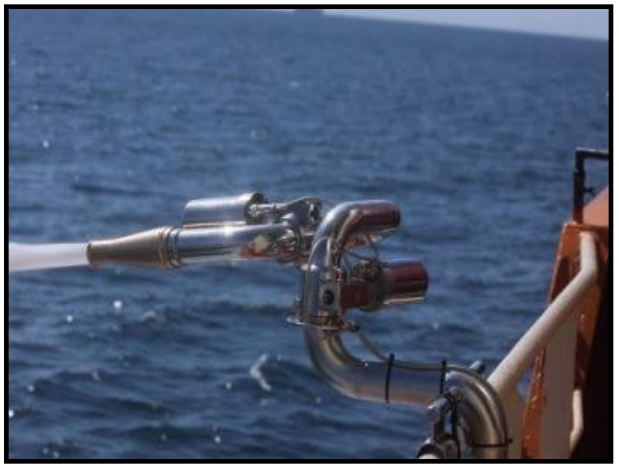
Maritime Security Information Sharing Exercise (MARISX) May 2015

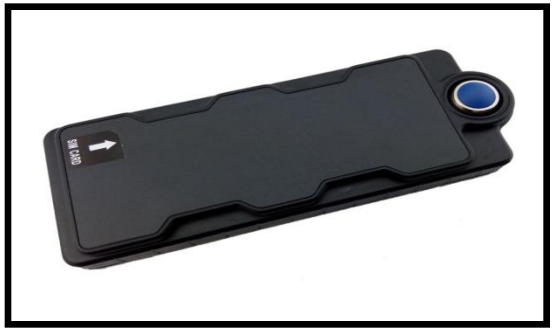
Malacca Straits Patrol (MSP) Exercise Apr 2016

Enhancing Maritime Security

1. Collaboration between regional and extra-regional navies, law enforcement and other relevant maritime agencies
2. Capacity and Confidence Building towards MARSEC information sharing
3. Actions by shipping community to adopt best practices and defensive measures

Thrust 3: Actions by Shipping Community





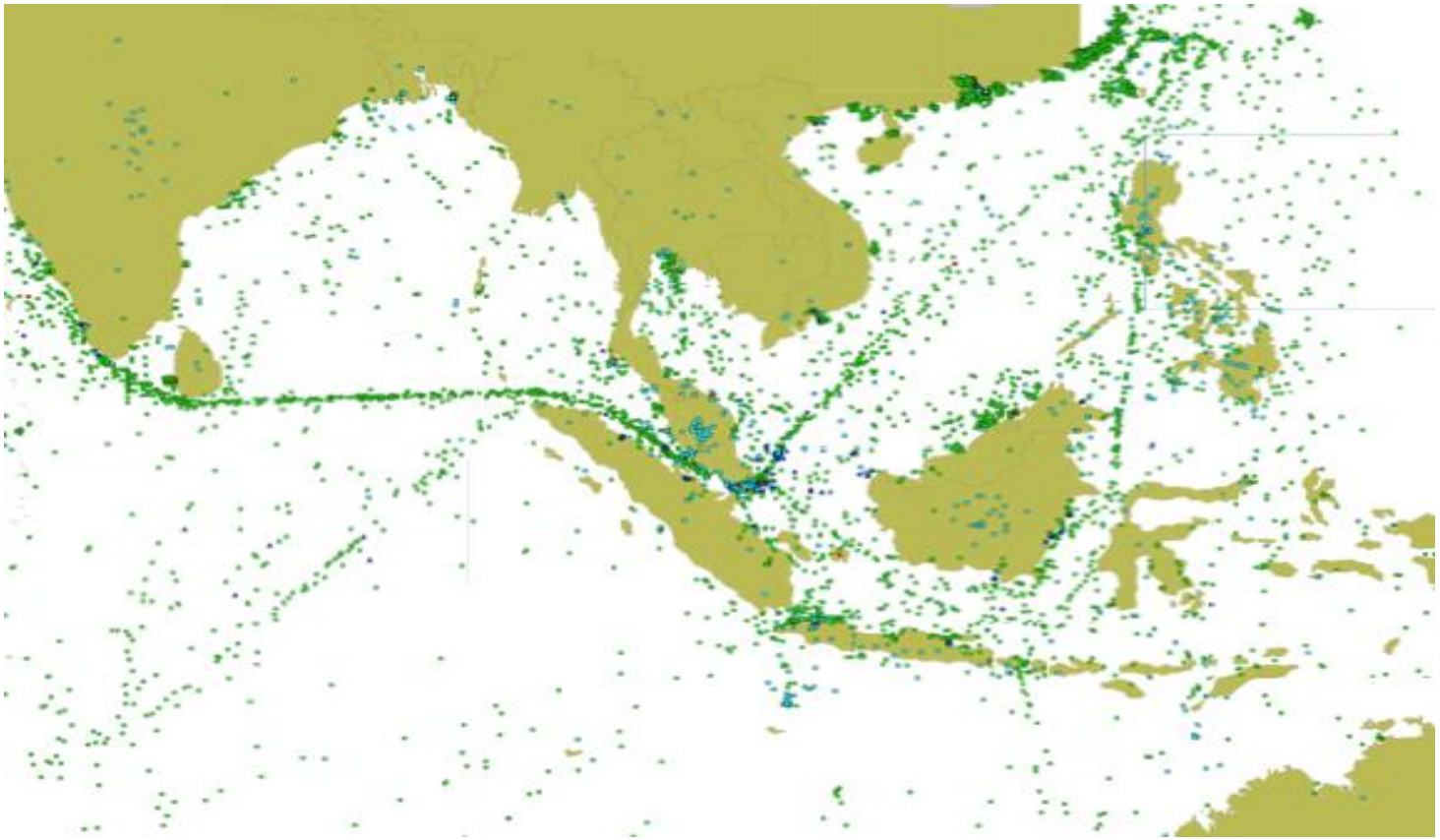
Defensive Measures on board Ships

Quarterly Shared Awareness Meetings with the Shipping Community & Company Visits

Shared Awareness Meeting (SAM) - Organised by IFC; Supported by ReCAAP, PCG and regional Navies & Law Enforcement Agencies

Visits to Shipping companies and vessels

Safe and Secure Seas for All



Whole-of-Government Whole-of-Region
Whole-of-Industry

UPDATES ON ABDUCTION INCIDENTS OFF SOUTHERN PHILIPPINES AND EASTERN SABAH

CDR WENIEL A AZCUNA PCG

SCOPE OF PRESENTATION

- Situational Updates
- Incident Analysis
- Status of the Abducted Crew
- Actions done by PH Government
- Assessment
- Recommendations

➢ Situational Updates

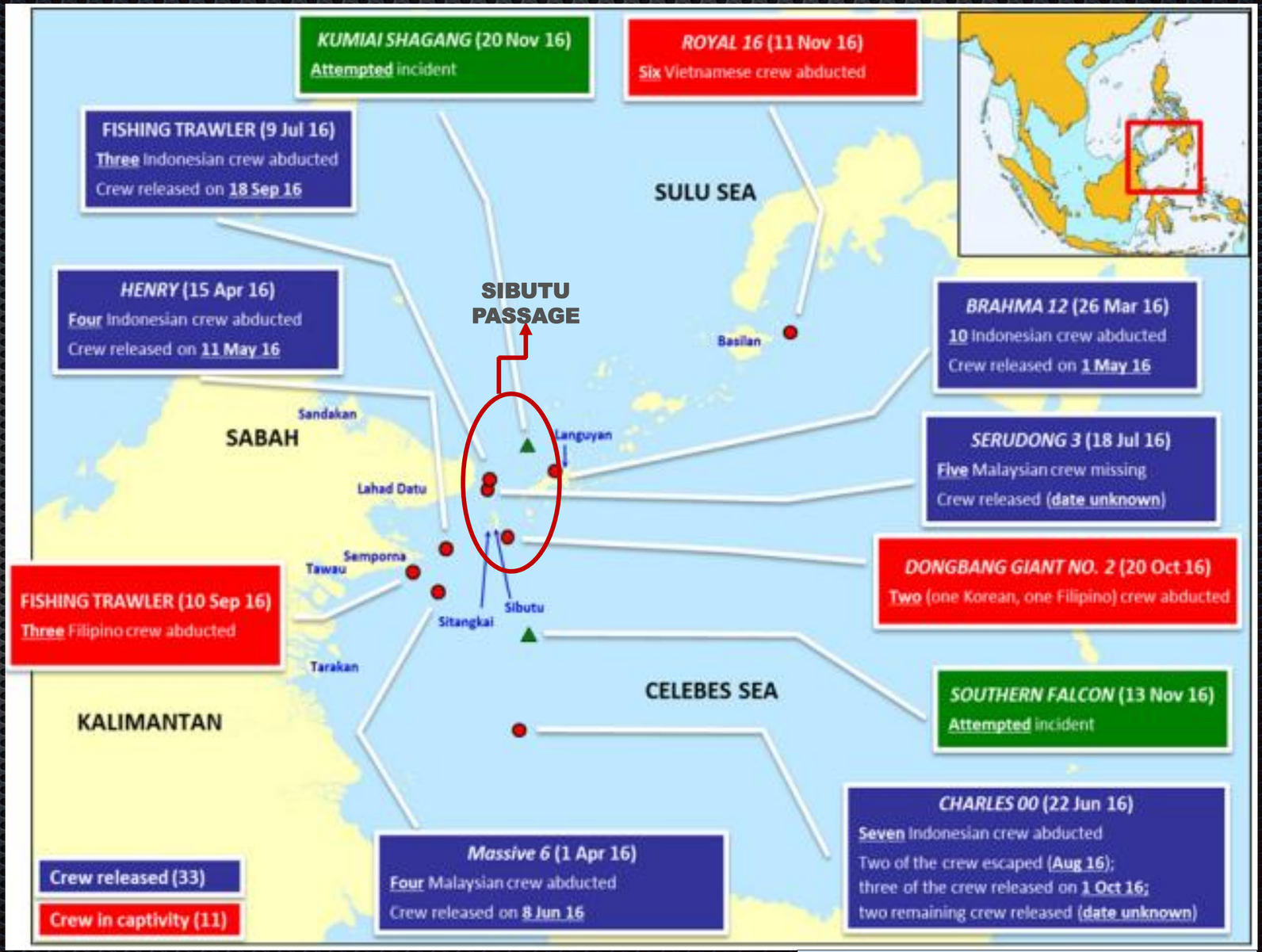
A total of **16 Incidents** between March 2016 until December 2016.

6 Incidents between Nov 2016 until Dec 2016 have been attempted sea-jacking incidents.

10 Incidents between March 2016 till Dec 2016 have been abduction incidents.

Most Incidents occur near waters of **Sabah Malaysia and the Southern Philippines**.

Radical Islamist group of the Southern Philippines **Abu Sayyaf Group (ASG)** claimed responsibility for the abduction.



Source: ReCAAP Incident Alert 21 Nov 2016

➢ Incident Analysis

Most of the involved ships are tugboats, barges, fishing trawlers and vessels with low freeboard.

14 of the 16 incidents occurred during daylight hours of between **0700H – 1800H.**

Ten incidents reported the use of **speed boats "Jungkong type"** (blue, green, yellow and white striped) by the perpetrators.

Perpetrators operate **between more or less 10 armed men** often wearing black shirt.

The perpetrators were reported **to carry long high powered firearms.**

	DATE	TIME	Vessel	PERPETRATORS	NATIONALITY of Abducted Crew
1	26 Mar 2016	1000H	TB Brahma 12	2 SPEED BOATS (ONE IS GREY, OTHER UNKNOWN)	Indonesian
2	01 April 2016	1800H	TB Massive 6	1 SPEED BOAT, 8 PERSONS	Malaysian
3	15 April 2016	1700H	TB Henry	-	Indonesian
4	22 June 2016	1130H	TB Charles	2 SPEED BOATS (GREEN AND RED)	Indonesian
5	09 July 2016	2359H	Not Named	1 SPEED BOAT (WHITE), 5 PERSONS IN BLACK SHIRT	Indonesian
6	18 July 2016	1400H	TB Serundung	-	Malaysian
7	10 Sept 2016	2230H	Badjao Fishermen	1 SPEED BOAT, 7 PERSONS IN BLACK SHIRT	Filipino
8	20 Oct 2016	1445H	MV Dong Bang Giant 2	1 SPEED BOAT (WHITE AND GREEN), 7 PERSONS IN BLACK SHIRT	Korean and Filipino
9	11 Nov 2016	0700H	Royal 16	1 SPEED BOAT, 10 PERSONS	Vietnamese
10	20 Dec 2016	0230H	FB Ramona 2	-	Filipino
1	20 Nov 2016	0705H	Kumai Shagang	-	-
2	13 Nov 2016	1620H	Southern Falcon	-	-
3	23 Nov 2016	1007H	Kintoku	1 SPEED BOAT (GREYAND BLUE STRIPE, 9 PERSONS	-
5	24 Nov 2016	1040H	EASTER K	1 SPEED BOAT (WHITE AND BLUE), 10 PERSONS	-
4	24 Nov 2016	1030H	Cemtex Fortune	1 SPEED BOAT (WHITE AND BLUE, 10 PERSONS IN BLACK SHIRT	-
6	08 Dec 2016	1140H	Star Norita	1 SPEED BOAT (WHITE AND BLUE), 5 PERSONS IN WHITE & BLACK SHIRT	-

RED indicates confirmed abduction
Blue indicates attempted abduction

➢ Status of the Abducted Crew

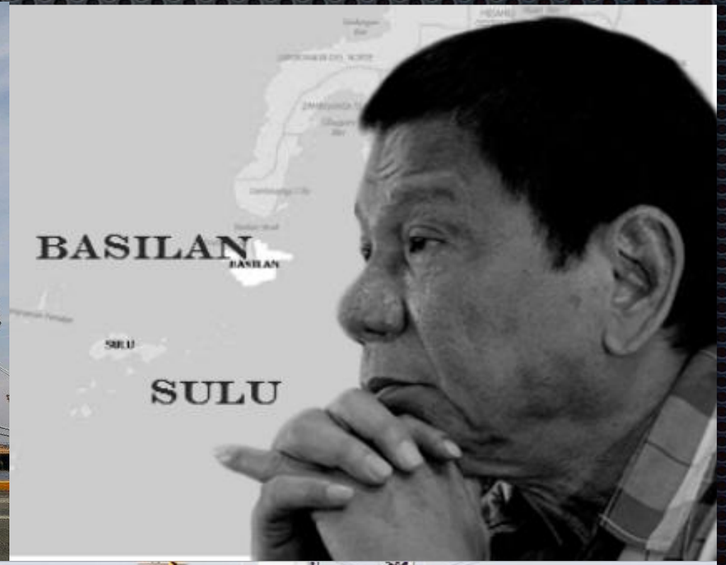
Of the 48 crew who had been abducted in the eleven incidents, 33 **crews have been released due to the extensive operations and negotiations made by PH Government**.

The remaining 15 captives are: **the 3 Filipino Badjao fishermen, the 2 crew (1 Filipino & 1 Korean) of MV Dong Bang Giant 2, 1 Indonesian fisherman, 6 Vietnamese crew of MV Royal 16 and and 4 Filipino crew of FB Ramona 2.**

	Vessel Name	Number of Crew Abducted	Nationality of Abducted Crew	Number of Crew Released	Still in Captivity
1	TB Brahma 12	10	Indonesian	10	-
2	TB Massive 6	4	Malaysian	4	-
3	TB Henry	4	Indonesian	4	-
4	TB Charles	7	Indonesian	7	-
5	Not Named	3	Indonesian	3	-
6	TB Serundung	5	Malaysian	5	-
7	Badjao Fishermen	3	Filipino		3
8	MV Dong Bang Giant 2	2	1 Korean and 1 Filipino		2
9	Royal 16	6	Vietnamese		6
10	FB Ramona 2	4	Filipino		4
TOTAL				33	15

➢ Actions done by PH Government

On 05 Sept 2016, President Rodrigo Duterte signed a proclamation putting the country under a state of emergency on account of lawless violence. The declaration commands the **Armed Forces of the Philippines (AFP) and the Philippine National Police (PNP) to undertake measures permitted by the Constitution and laws to suppress all forms of lawless violence in Mindanao.**



On 26 September 2016, the **Philippine President Rodrigo R. Duterte** included the **Philippine Coast Guard thru Memorandum no. 4-** a proclamation giving the PCG the power to operate under the “State of Emergency” in the agencies that were designated to take part in the fight against lawlessness.

➢ Actions done by PH Government

On 02 Aug 2016, the Foreign Ministers and Defense Ministers of Philippines, Indonesia and Malaysia met in Yogyakarta, Indonesia to **discuss immediate regional maritime and security challenges** affecting the three countries. A **Joint Declaration** to address the security issues in maritime areas of common concern was drafted and agreed upon.

Indonesia, Malaysia and the Philippines agreed to allow each other's maritime forces to pursue suspected criminals into their waters in a bid to stem a surge of hostage-takings by Islamic militants.

Philippine Government's ongoing peace process initiative in Mindanao with the Moro rebels.

Philippine Gov't agencies like (PCG, Philippine Navy, BFAR, PNP Maritime Group) is intensifying the conduct of patrols in the areas of South Western Mindanao to preempt and monitor illegal activities in the area.

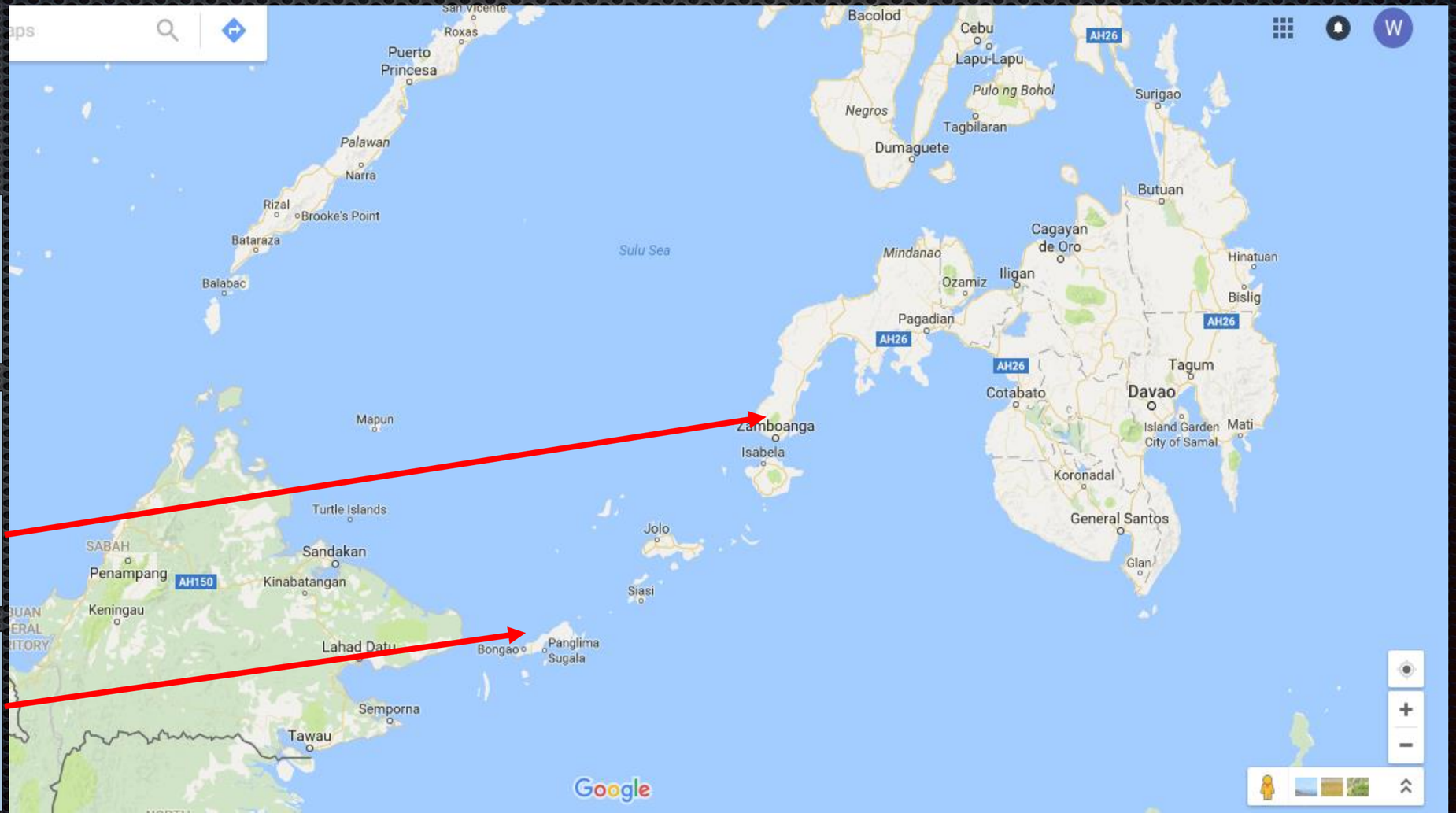
➢ Recommendations & Ongoing Plans

- When entering/ passing Philippine Waters:
  - All vessels to turn on their AIS
  - Inform or report to Philippine authorities like the PCG, Navy-Littoral Monitoring Station (LMS) Bongao prior entering/ passing Sibutu Passage, Sulu sea ad Celebes sea.

Philippine Coast Guard Action Center
+527-8481
loc 613/617
Email: cgac@coastguard.gov.ph

Philippine Coast Guard District Southwestern Mindanao Operation Centre
+63 929686 4129
+63 916626 0689
Email: hcgdswm@yahoo.com

Littoral Monitoring Station (LMS) Bongao, TawiTawi
+639177742293
VHF: International Marine Band CH16
Email: jointtaskgrouptt@gmail.com



➢ Recommendations & Ongoing Plans

- Sea escorting of ships
  – As ships enter near Philippine waters (i.e. Sibutu Passage), through an organized maritime communication and ships routeing system based on SOLAS Convention (Chapter 4, 5 and 11-2), commercial ships will be escorted by maritime law enforcement vessels up to their point of destination or when outside the designated danger zone.

- Guarding the ships on innocent passage transiting the Philippine Archipelagic waters, particularly, Sulu sea, Sibutu passage and Celebes sea.
  – Maritime law enforcement vessels (PCG, PNP-MG and BFAR) shall be employed to act as a “mobile” sea-watch RADAR system over the stretch of Sibutu and Sulu sea passages, preferably guarding each way-points and designated areas at least every thirty (30) nautical mile radius. These floating assets shall act as the “police check points at sea” and contain suspicious watercrafts from sailing in their respective area of operations.

End of Presentation

MALAYSIA COAST GUARD

ENFORCEMENT EFFORTS AND MEASURES UNDERTAKEN IN COMBATING PIRACY AND ARMED ROBBERY AGAINTS SHIP

BY
FIRST ADMIRAL MARITIME IBRAHIM BIN MOHAMED
DIRECTOR MARITIME CRIME INVESTIGATION DEPARTMENT

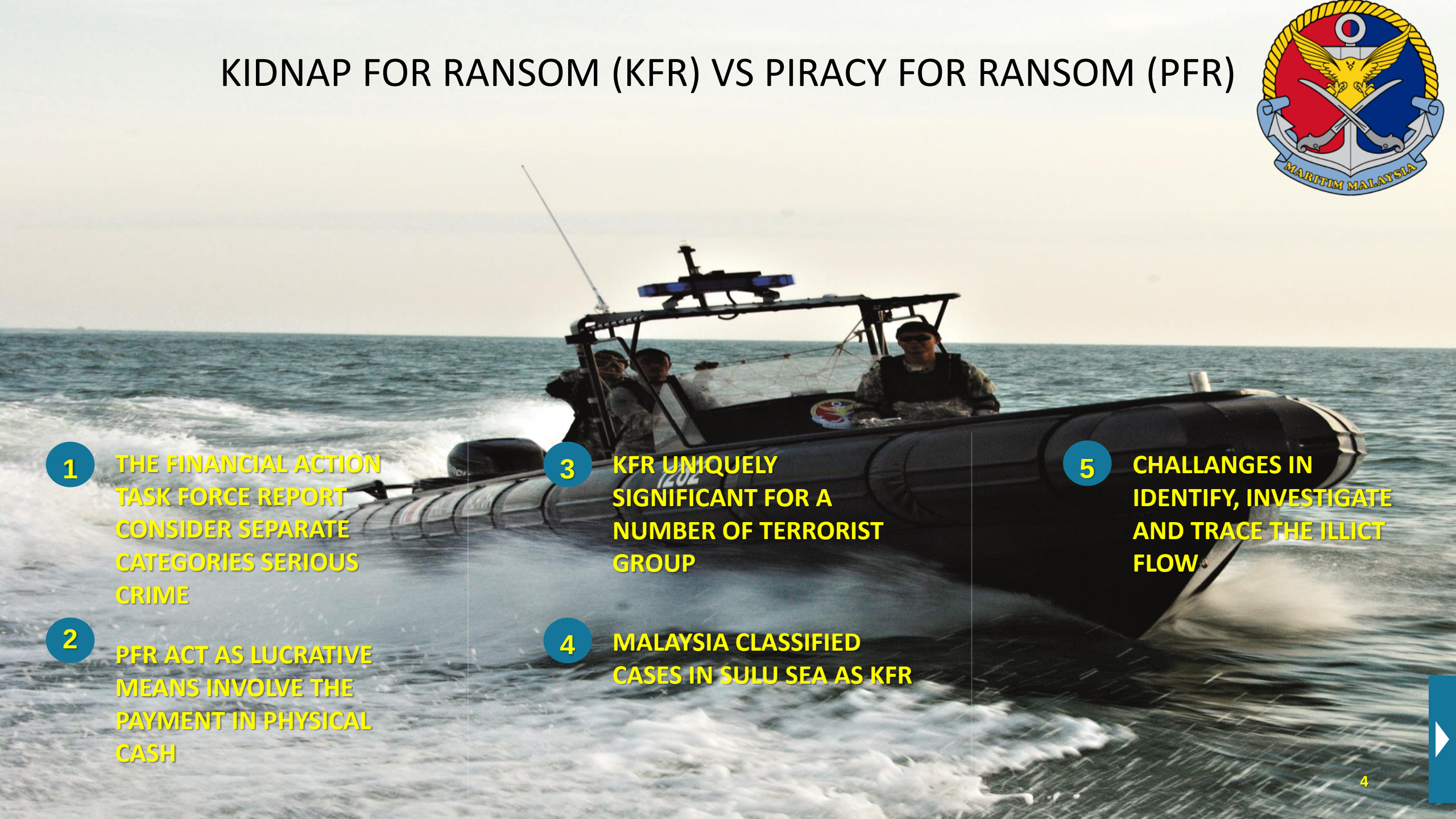
GENERAL OVERVIEW

65%	IN 2016 DECREASED IN NUMBER OF CASES COMPARED 2015
59	INCIDENTS
03	CLASSIFIED PIRACY CASES
56	CLASSIFIED ARMED ROBBERY CASES

MODUS OPERANDI

1. OPPORTUNITY BASIS
2. ORGANISED CRIME
3. AD-HOC TARGETS
4. LOW FREEBOARD VESSEL
5. SLOW MOVING AND TUG BOATS

KIDNAP FOR RANSOM (KFR) VS PIRACY FOR RANSOM (PFR)



1. THE FINANCIAL ACTION TASK FORCE REPORT CONSIDER SEPARATE CATEGORIES SERIOUS CRIME
2. PFR ACT AS LUCRATIVE MEANS INVOLVE THE PAYMENT IN PHYSICAL CASH
3. KFR UNIQUELY SIGNIFICANT FOR A NUMBER OF TERRORIST GROUP
4. MALAYSIA CLASSIFIED CASES IN SULU SEA AS KFR
5. CHALLANGES IN IDENTIFY, INVESTIGATE AND TRACE THE ILLICT FLOW

“……..that naval efforts and enforcement agencies to counter piracy is not a long term and finite solution, self – help by seafarers and ship owners in complying with best management practices (BMPs) is the first layers of protection against incidents at sea”.

Source: ReCAAP ICS Piracy and Sea Robbery Conference 2013 report

BEST MANAGEMENT PRACTICES

MMEA
MALAYSIAN MARITIME ENFORCEMENT AGENCY

SHIP'S PREVENTIVE ACTION

- EQUIPPED RAZOR BARBED WIRED
- SHIP'S AWARENESS -SSP-SSAS
- INSTALLING ANOTHER HIDDEN TRACKER
- AGGRESSIVE MANEUVER
- DAY TIME PASSAGE
- ENHANCE VIGILANCE
- ENFORCEMENT OFFICER ON BOARD
- TIMELY REPORTING
- PRIVATE SECURITY COMPANY

MALAYSIA EFFORTS

2	IN 2016 CASES COMPARED 2015
0	INCIDENTS IN MALACCA STRAITS
2	CASES IN SOUTH CHINA SEA
8	MALAYSIA COAST GUARD SUCCESS RECORD

SUCCESSFUL CASES

9 MARCH 2011 - MT FRONT QUEEN WAS ROBBED BY 7 ROBBERS 3NM OFF MUNGGING ISLAND, SOUTH OF JOHORE. THEY WERE

CAUGHT, CONVICTED AND SENTENCED TO 12 YEARS

IMPRISONMENT + 4 STROKES OF THE WHIP.

SUCCESSFUL CASES

7 AUG 2011 – MALAYSIAN FISHING BOAT (PKF U 928) WAS HIJACKED BY 2 ROBBERS IN MALAYSIAN WATERS. THE VESSEL WAS INTERCEPTED BY MMEA NORTH OF STRAITS OF MALACCA. THE ROBBERS WERE CAUGHT, CONVICTED AND SENTENCED TO 10 YEARS IMPRISONMENT + 4 STROKES OF THE WHIP.

SUCCESSFUL CASES

18 SEP 2011 – 6 ROBBERS WERE CAUGHT ATTEMPTING TO ROB MV SKY JUPITER 2.5 NM OFF TG PIAI. THEY WERE SENTENCED TO 15 YEARS IMPRISONMENT + 5 STROKES OF THE WHIP.

SUCCESSFUL CASES

18 OCT 2012 – 4 ROBBERS WERE CAUGHT BY MMEA AFTER THEY HIJACKED TUG BOAT TB HUB 1 OFF MERUDUNG, INDONESIA. MMEA SUCCESSFULLY INTERCEPTED THE TUG BOAT AND THE ROBBERS WERE ARRESTED.

11 DECEMBER 2012 - ARREST OF 8 SEA ROBBERS AT 3.2 NM OFF TG SETAPA. FOUND GUILTY. 2 INDIVIDUALS (MASTERMIND) ARE SENTENCED 13 YEARS OF JAIL & 2 LASHES. THE OTHER 6 INDIVIDUALS ARE SENTENCED 13 YEARS OF JAIL & ONE LASH.

14 OKT 2014 - ARREST OF 4 SUSPECT SEA ROBBERS AT 3.2 NM OFF TG PIAI . LACK OF EVIDENT TO CHARGE RELATED OF STEALING SCRAP METALS FROM TB/BARGE CHIN HUA 40. PROSECUTED UNDER GENERAL CRIME ACT. FINED FOR RM700 EACH.

SUCCESSFUL CASES

29 JAN 2015 – MT SUN BIRDIES WAS ROBBED BY 9 ROBBERS OFF TG PENAWAR. THEY WERE CAUGHT, CONVICTED AND SENTENCED
TO 10 YEARS IMPRISONMENT + 1 STROKE OF THE WHIP.

MT ORKIM HARMONY

MT ORKIM HARMONY CASE - THE SENTENCED

18 YEARS JAIL

15 YEARS JAIL + 5 WHIP

15 YEARS JAIL + 5 WHIP

18 YEARS JAIL

15 YEARS JAIL + 5 WHIP

15 YEARS JAIL + 5 WHIP

15 YEARS JAIL + 5 WHIP

15 YEARS JAIL + 5 WHIP

MALAYSIA COAST GUARD APPROACHES

3 E

Increase Patrols in Hot Spot Area
Optimize mobile radar
Effective enforcement at sea
Increase asset readiness
Improve join SOP
Special Force for quick response
Special Operation
Increase Inspection at sea/anchorage

Working close with counterpart
Sharing of Information
Effective enforcement on land and Investigation
Joint Investigation
Information from local communities
Capacity Building with other agencies

Awareness Program
Timely Report
Effective Shipping Communities Effort and Cooperation
Best Management Practices (BMPs)
Sharing Information with Agencies
Stop buying black market syndicate stolen cargo

REGIONAL APPROACHES

THE NEED FOR REGIONAL COOPERATION

- problems of piracy and armed robbery which no longer operates on small organized crime syndicates locally but operate under large international crime syndicates

- counter operation against piracy and armed robbery to involve more than on country

- lack of intelligence and joint investigation resulted in difficulty to catch syndicates on land

- cooperating with other states in the region enforcement authorities can increase the response capabilities

WAY FORWARD FOR ENHANCING REGIONAL COOPERATION

- Establish cooperation agreement with respect to preventing and suppressing piracy
- Establish of bilateral Mutual Legal Agreement or extradition treaties
- Enhance timely information sharing
- Arrange exercise to verify procedures and actions to be taken by each country

- Coordinated patrol in areas of high piracy incidents
- Establishing a scheme of exchange of officers and liaison officers
- Conducting seminar/workshops for evolving/updating policy for maritime law enforcement
- Maintain close liaison with their counterparts to facilitate the apprehension and prosecution of criminals.

- Closer cooperation between the enforcement agencies and other maritime partners, non-governmental organizations and private sectors such as ship owners, master of ships and goods-owners are essential.

- Effective preventive measures to ensure maritime security in the maritime domain can be made effective through such cooperation

- cost sharing by the maritime industries communities can be possible cost effective approach in managing the regional water

CONCLUSION

THANKS YOU
MARITIM MALAYSIA