

Nautical Forum 5/14

Situation on Piracy and Armed Robbery Against Ships in Asia for 2013

14 January 2014

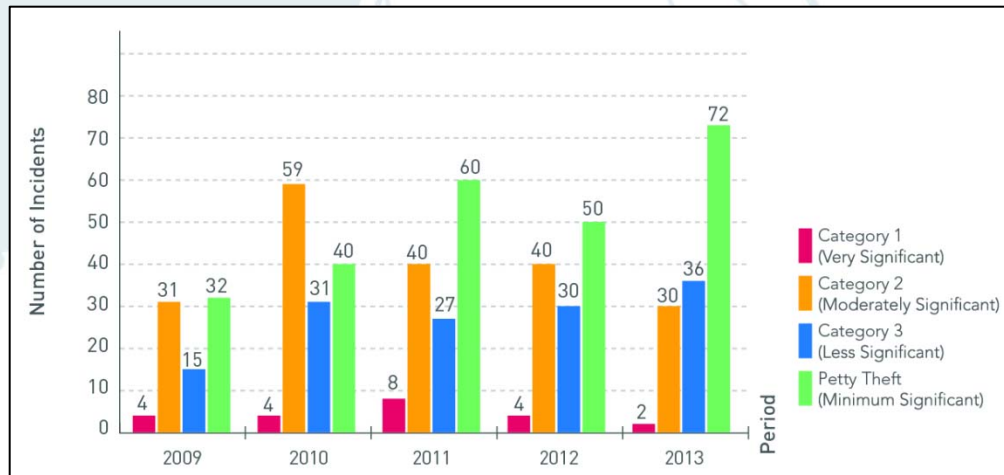
Scope

- ❖ Situation Update
- ❖ Incidents at Ports & Anchorages
- ❖ Incidents involving Vessels while Underway
- ❖ Trends on Tug Boats towing Barges
- ❖ Siphoning incidents
- ❖ Conclusion



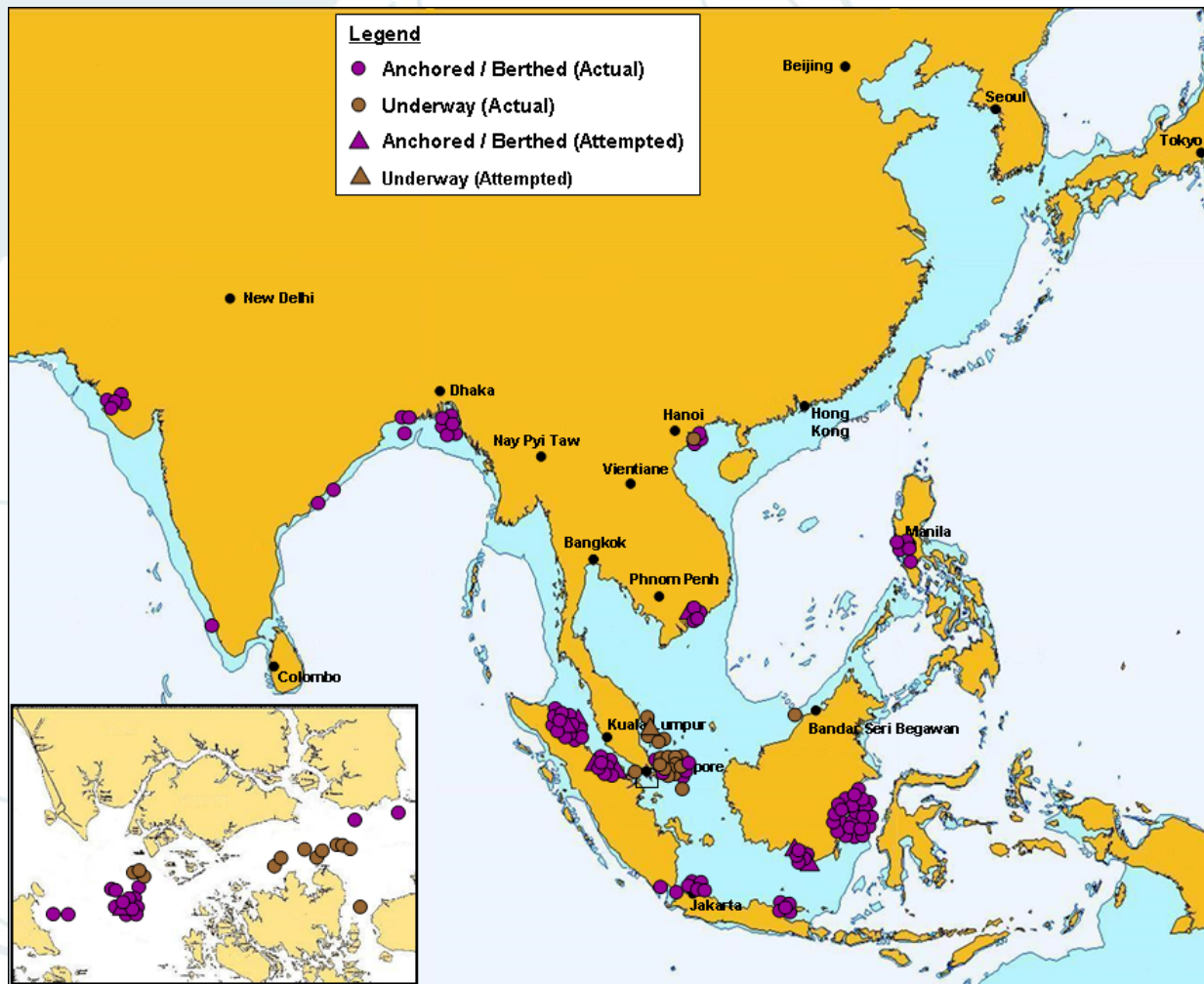
Situation Update

Situation (2009-2013)



- ❖ 138 robberies, 11 piracy incidents
- ❖ Overall improvement in 2013 in severity level
- ❖ Mostly least severe, although numbers increase
 - ☑ Increase in petty theft
 - ☑ Petty theft + CAT 3 (77%)
 - ☑ CAT 1 and CAT 2 lowest
 - ☑ CAT 3 remained consistent
- ❖ More incidents reported
 - ☑ Greater awareness of need to report
 - ☑ More ship owners/masters report to ReCAAP Focal Points & coastal States
 - ☑ Better situation awareness

Location of Incidents (2013)



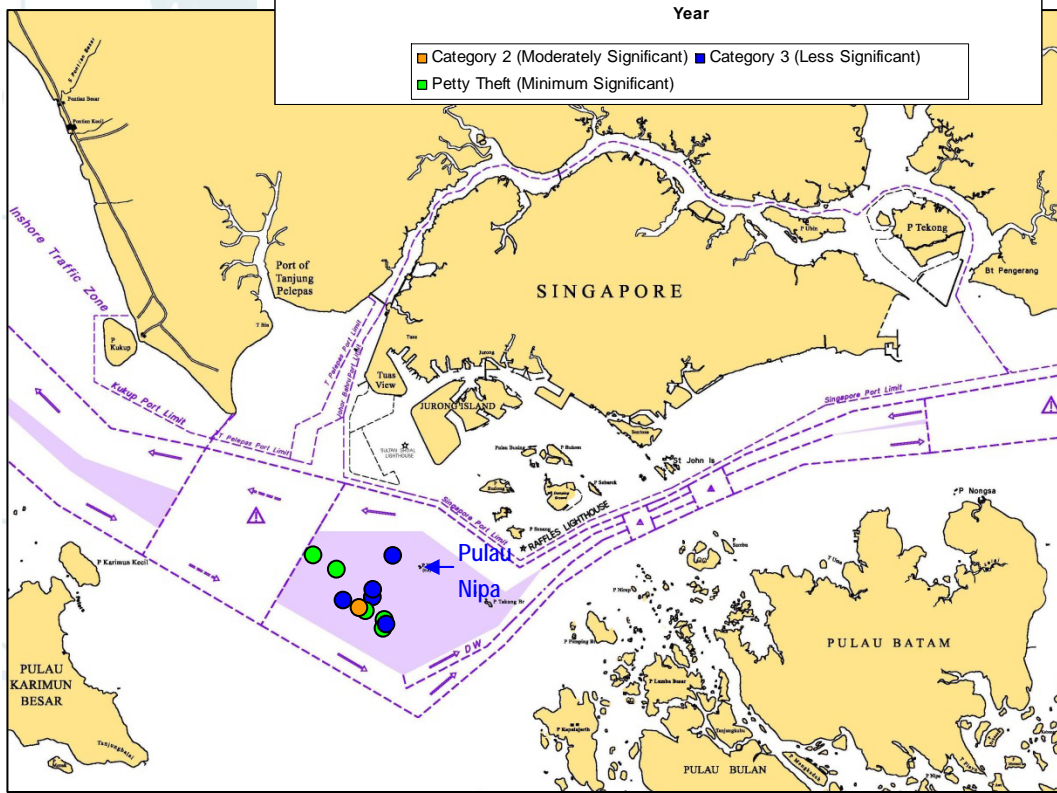
- ❖ Mostly at ports and anchorages (79%)
 - ☑ Bangladesh, India, Indonesia, Philippines, Vietnam
 - ☑ Usually CAT 3 and petty thefts
- ❖ Vessels while underway
 - ☑ South China Sea, SOMS
 - ➡ South China Sea – more severe incidents
 - ➡ SOMS – less severe incidents



Incidents at Ports & Anchorages

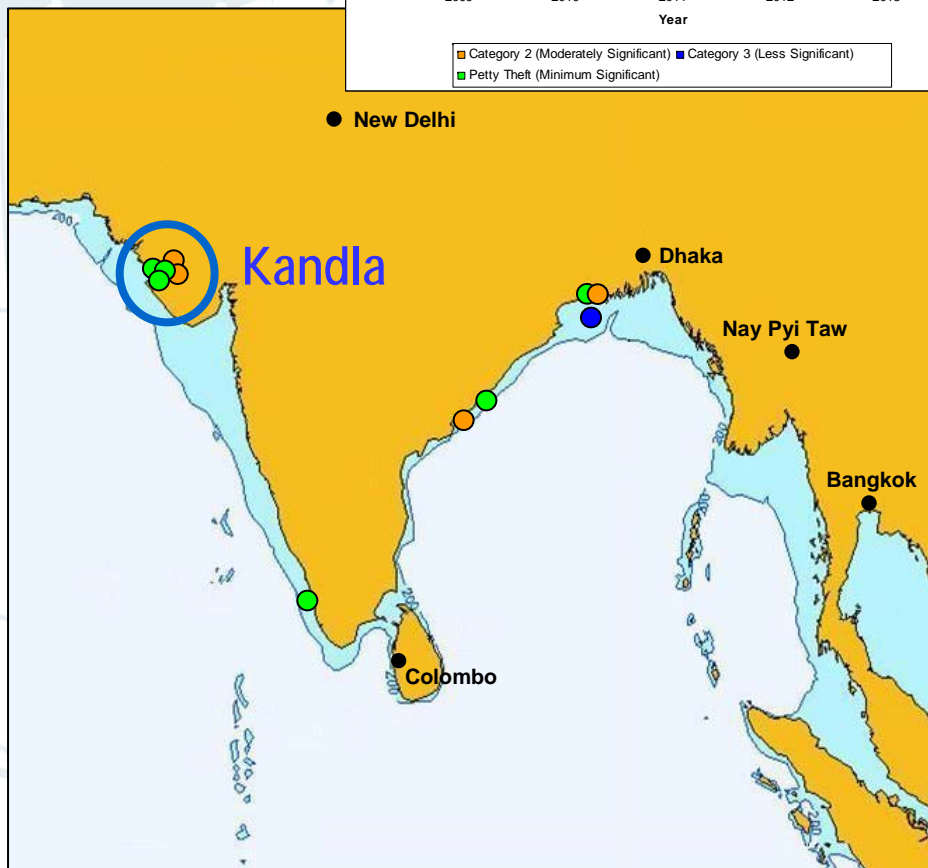
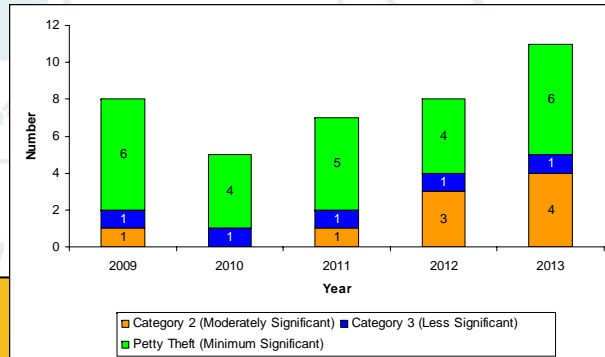
Pulau Nipa

Category	Species	Number
1	Blue	1
2	Blue	1
2	Green	1
3	Orange	1
3	Blue	5
3	Green	5



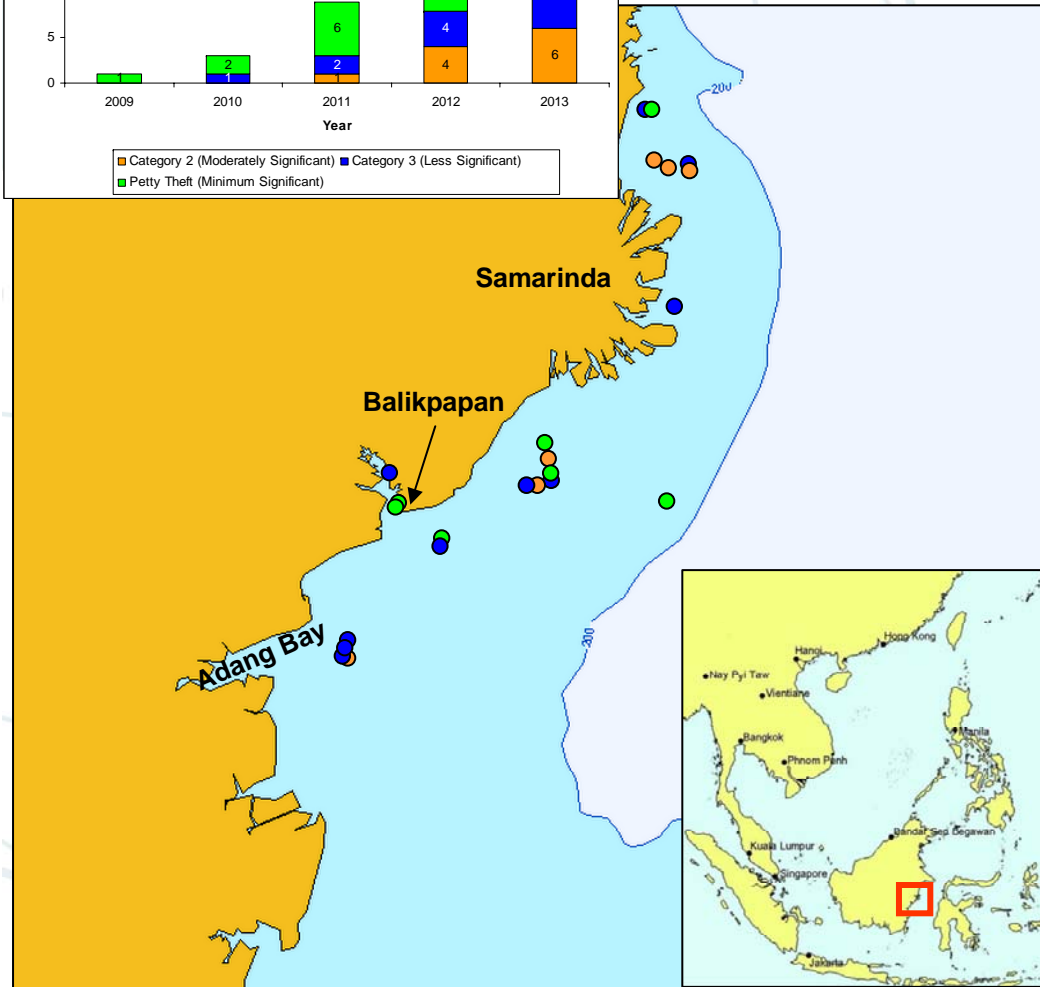
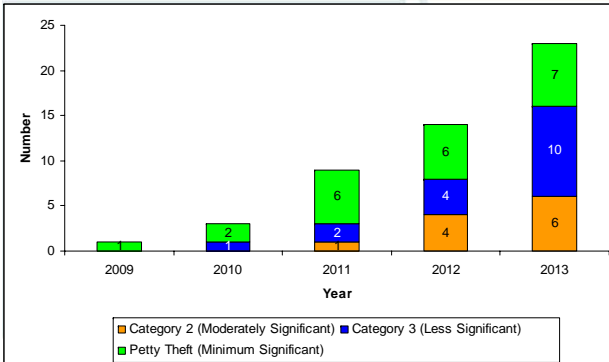
- ❖ Increase in activities during 2013
 - ☑ 0 (2009 & 2010) → 1 (2011) → 2 (2012) → 11 (2013)
- ❖ ALL 11 incidents involved tankers
- ❖ More than half of the incidents occurred during STS operations
- ❖ Robbers are usually non-confrontational
 - ☑ Escaped when crew alerted
 - ☑ Empty-handed in 7 of the incidents
- ❖ Possible reasons for increase
 - ☑ Lack of presence of enforcement agencies
 - ☑ Inadequate security watch during STS operations

India



- ❖ Increase in activities during 2013
 - ☑ 8 (2009) → 5 (2010) → 7 (2011) → 8 (2012) → 11 (2013)
- ❖ Highest among five-year period
- ❖ Significant increase in last 3 months
 - ☑ Jan-Sep: 3 incidents
 - ☑ Oct-Dec: 8 incidents, of which 5 were reported in Kandla
- ❖ CAT 2 incidents
 - ☑ Robbers in larger groups (7 to 10)
 - ☑ Armed with knives but not violent
 - ☑ Stores
- ❖ Recommendations
 - ☑ Law enforcement agencies to increase presence
 - ☑ Crew to be vigilant at all times

East Kalimantan



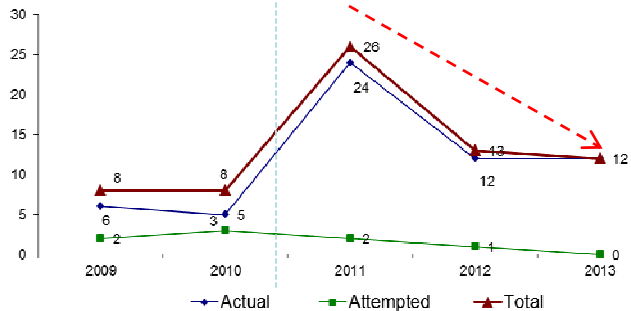
- ❖ Increase in activities during 2013
 - ☑ 1 (2009) → 3 (2010) → 9 (2011) → 14 (2012) → 23 (2013)
- ❖ Highest among five-year period
- ❖ Increase in CAT 2 incidents
 - ☑ Robbers armed with knives and sometimes guns (2 cases)
 - ☑ Threaten, assault or take crew hostage
 - ☑ Crew's personal belongings
- ❖ Recommendations
 - ☑ Ship master and crew to exercise vigilance
 - ☑ Port authorities and enforcement agencies to strengthen presence



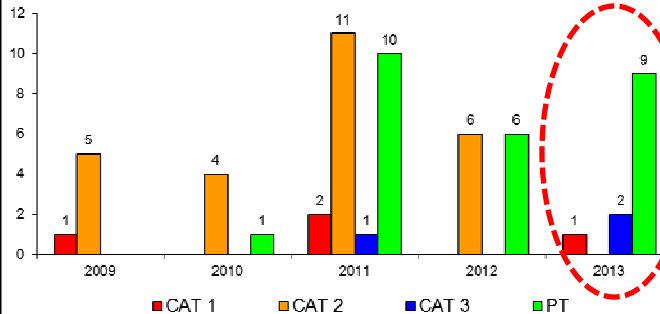
Incidents involving Vessels while Underway

Straits of Malacca and Singapore

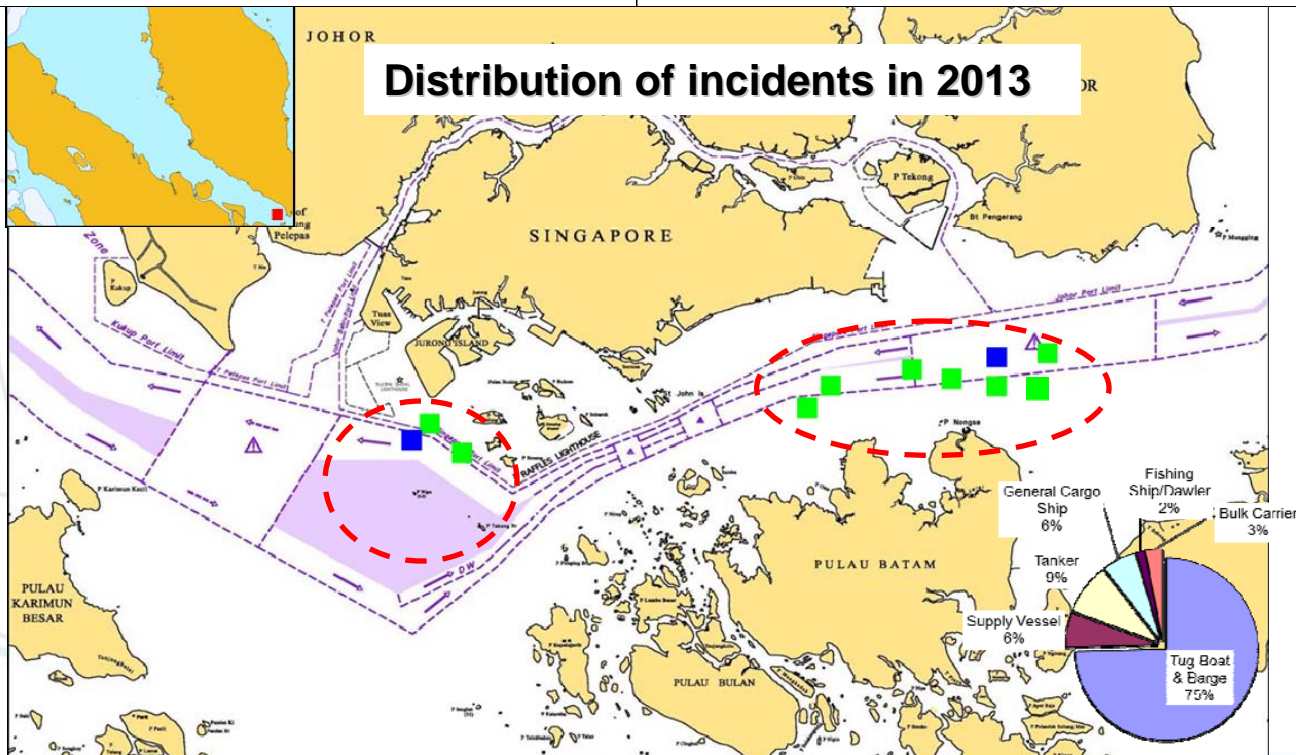
Number of Incidents reported during 2009 - 2013



Category of Incidents during 2009-2013



Distribution of incidents in 2013

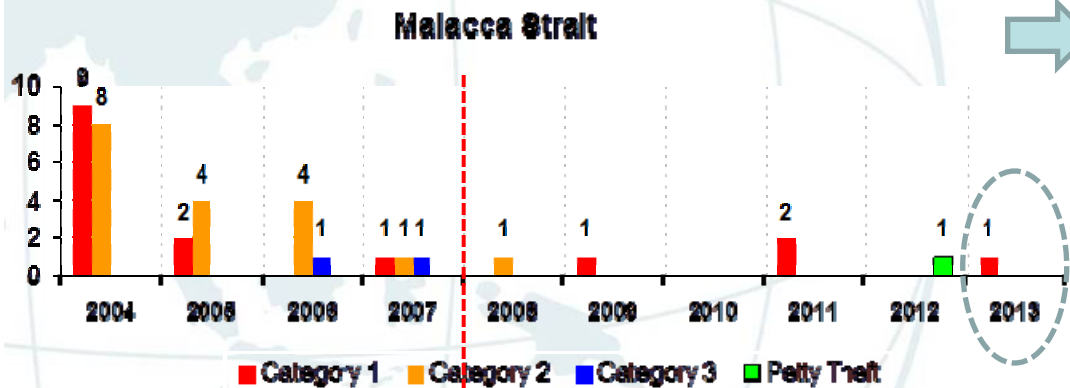


Type of Vessel reported during 2009-2013

- ❖ **Number**
Same as 2012
- ❖ **Severity**
92% PT & CAT3
- ❖ **Status**
Underway transiting
- ❖ **Approximate Location**
Nipa & north Batam
- ❖ **Frequent Target**
75% tug boat & barge,
9 out of 12 in 2013; 50
out of 67 from 2009 –
2013
- ❖ **Loss**
Stores & unsecured
items

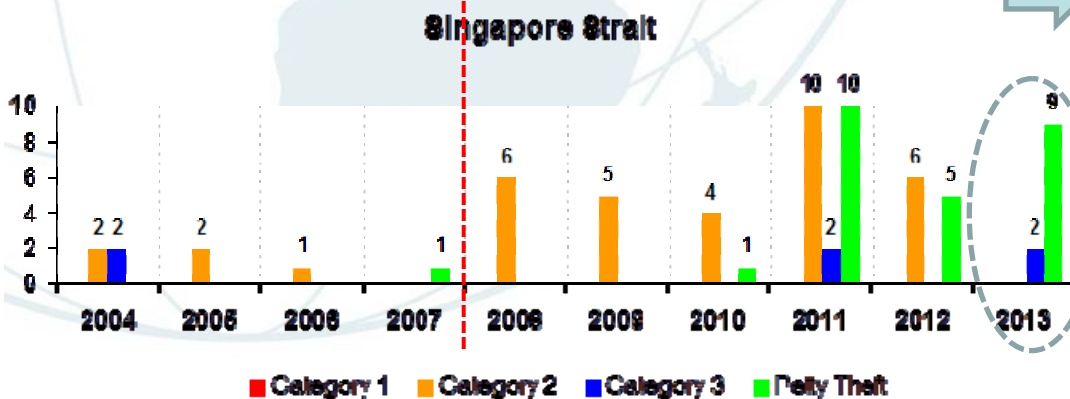
Straits of Malacca and Singapore

Incidents in Malacca Strait and Singapore Strait



❖ Malacca Strait:

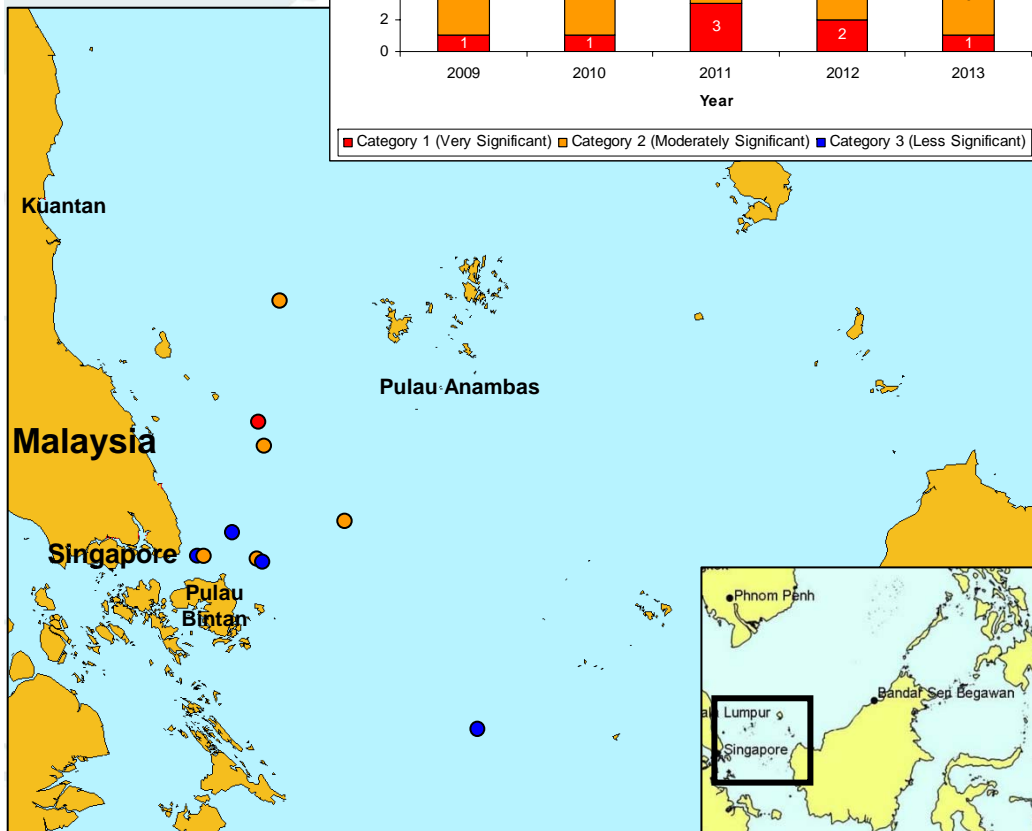
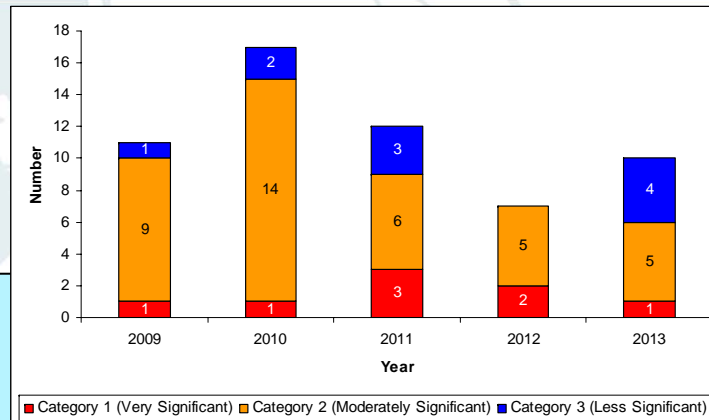
- ☑ Reduced in numbers since 2008
- ☑ More significant (CAT 1 & CAT 2 incidents)
- ☑ Past years: kidnapping crew, hijacking ships and cargo discharge
- ☑ CAT 1: Hijack of tanker for siphon of MGO



❖ Singapore Strait:

- ☑ More frequent since 2008
- ☑ Less severe (CAT 2 and PT)
- ☑ Opportunist in nature (rob and escape; cargo, ship stores and personal property)
- ☑ Tug boats and barges remain venerable!

South China Sea

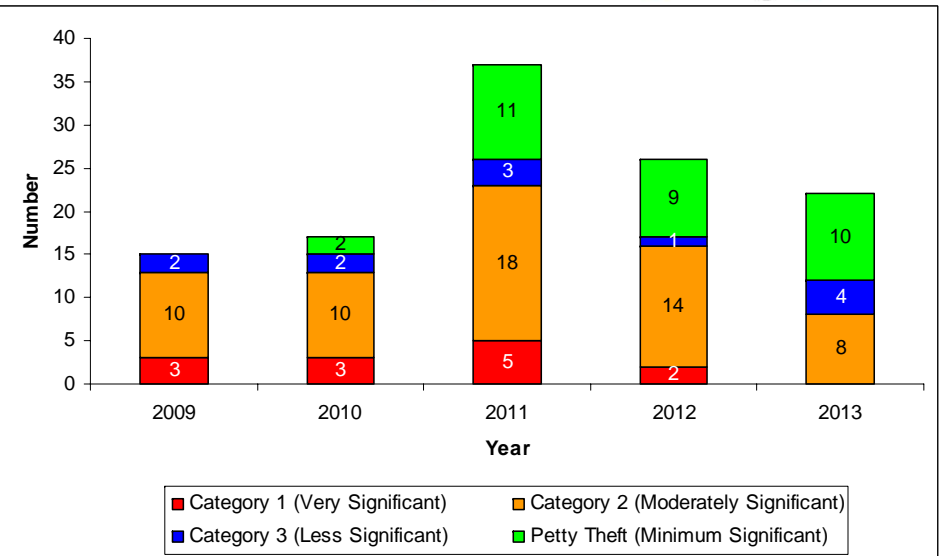
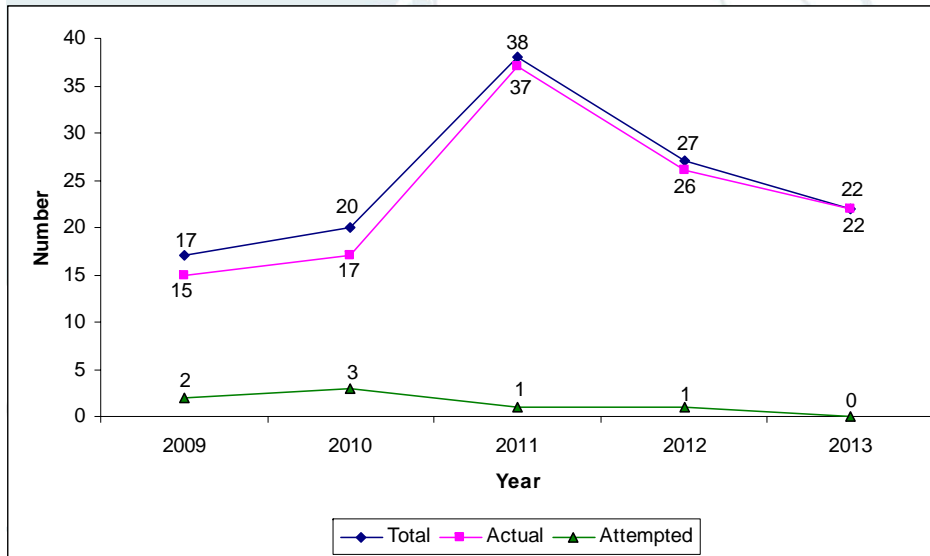


- ❖ Actual incidents in 2013
 - ☑ 11 (2009) → 17 (2010) → 12 (2011) → 7 (2012) → 10 (2013)
- ❖ Still lower than 2009-2011
- ❖ CAT 1 incident
 - ☑ Siphon MGO from *Danai 4*
- ❖ CAT 2 incidents
 - ☑ Tug boats (3) and tankers (2)
 - ☑ Pirates armed with guns and knives
 - ☑ Stole laptops, mobile phones, jewelry, cash
- ❖ Recommendations
 - ☑ Ship masters and crew to exercise vigilance, especially during hours of darkness
 - ☑ Deploy extra security watches, if possible



Trends on Tug boats towing Barges

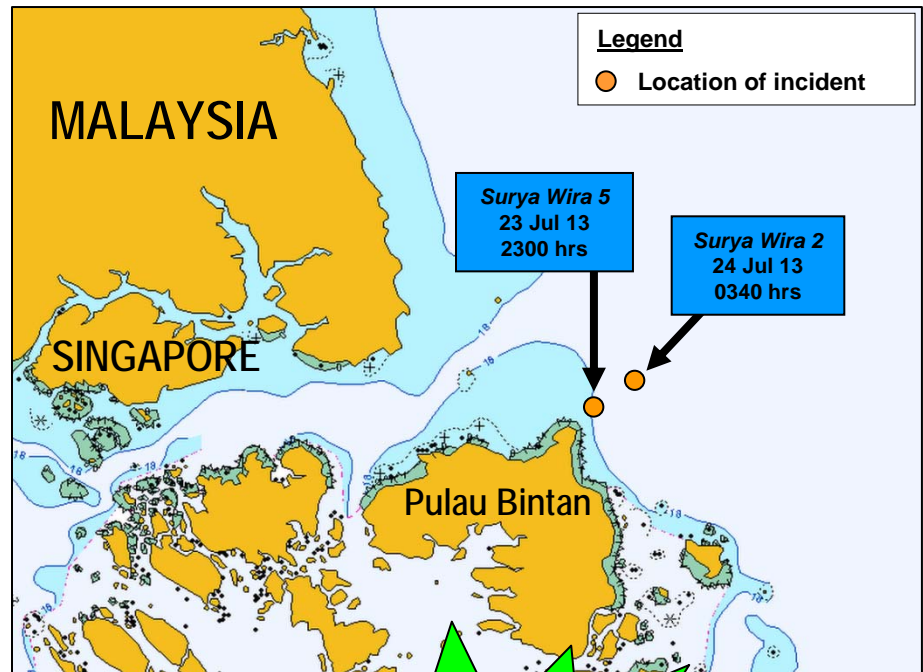
Number & Significance Level



- ❖ Steady decrease since its peak in 2011
- ❖ NO hijacking incidents for the first time in five years
- ❖ Incidents less severe
 - ☑ No CAT 1 incidents
 - ☑ Lowest number of CAT 2 incidents
- ❖ Majority are CAT 3 and petty theft incidents
 - ☑ 13% (2009) → 24% (2010) → 38% (2011) → 38% (2012) → 64% (2013)

Surya Wira 5 & Surya Wira 2

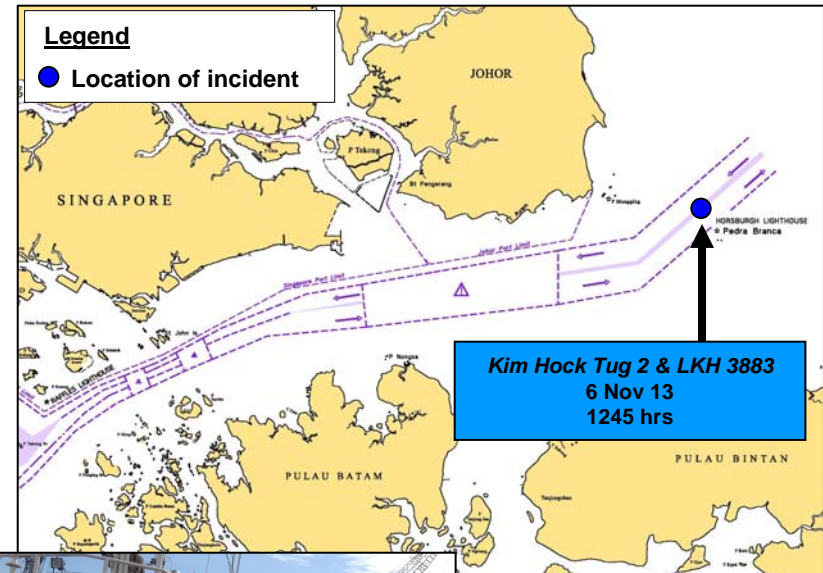
- ❖ Singapore-registered tug boat, *Surya Wira 5* en route to Jambi, Indonesia
- ❖ On 23 Jul 13 at or about 2300 hrs, seven robbers armed with knives boarded tug boat from a speed boat
 - ☑ Approx. 3.1 nm NE of Pulau Bintan
- ❖ Took crew's personal belongings and cash before they escaped
- ❖ Singapore-registered tug boat, *Surya Wira 2* en route to Kantang, Thailand
- ❖ On 24 Jul 13 at or about 0340 hrs, seven robbers armed with knives boarded the tug boat from a speed boat
 - ☑ Approx. 8.2 nm NE of Pulau Bintan
- ❖ Robbers stole crew's personal belongings and cash before they escaped



Likely same
group of
robbers
involved

Kim Hock Tug 2 towing Barge LKH 3883

- ❖ On 6 Nov 13 at or about 1245 hrs, *Kim Hock Tug 2* towing barge, *LKH 3883* was underway at approximately 1.6 nm northwest of Horsburgh Lighthouse



Loading of scrap metal onto barge and tug boat (Photographs courtesy of shipping company)

Kim Hock Tug 2 towing Barge LKH 3883

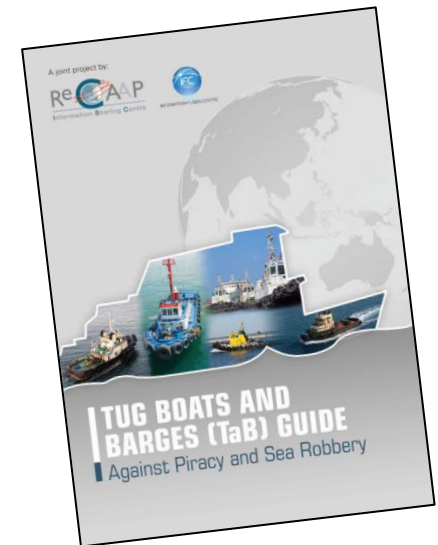
- ❖ 16 small boats, each with about two to three men onboard approached the barge at various intervals
- ❖ Robbers transferred scrap metal from the barge onto the boats which moved off before another boat came alongside to collect the scrap metal
- ❖ On seeing a patrol vessel from the Republic of Singapore Navy (RSN), the robbers left the barges
 - ☑ Boats were seen moving towards the direction of Pulau Batam, Indonesia



*Robbers transferring scrap metal from barge to boats
(Photograph courtesy of shipping company)*

Observations

- ❖ Number of incidents involving tug boats is decreasing
 - ☑ 15% (2013), 20% (2012), 24% (2011)
- ❖ Less severe in 2013
 - ☑ No CAT 1 incident; lowest number of CAT 2 incidents
 - ☑ Majority are CAT 3 and petty theft incidents
- ❖ Half of the incidents (11) involving tug boats in 2013 occurred in the Straits of Malacca and Singapore
 - ☑ Robbers boarded barges in 10 of the 11 incidents
 - ☑ Barges are unmanned and far behind tug boat – easy target
 - ☑ Target stores or scrap metal
- ❖ No room for complacency
 - ☑ Tug Boats and Barges (TaB) Guide by ReCAAP ISC & IFC
 - ☑ Can be downloaded at www.recaap.org





Siphoning Incidents

Modus operandi

❖ Trend in siphoning incidents

☑ 0 (2009 & 2010) → 1 (2011) → 3 (2012) → 3 (2013)

❖ Modus operandi

- ☑ Robbers (about 5-10) took control of tanker
- ☑ Tied crew and put them in mess room/cabin
- ☑ At times, asked crew to steer vessel, or operate pumps/hoses
- ☑ Ordered crew move vessel to 'less monitored' location (5 of 7 incidents)
- ☑ Siphoned to another vessel or sold MGO to another vessel
- ☑ Also took crew's personal belongings (5 of 7 incidents)



Photographs courtesy of Southern Maritime Region, MMEA

Observations

- ❖ 'Hijacking' of tankers for MGO
 - ✓ More severe in nature
 - ✓ High oil price, i.e. lucrative business
- ❖ Probably involved syndicates
 - ✓ Target tankers with MGO onboard
 - ✓ Insider information on route taken
 - ✓ Sail tanker to 'remote' location to carry out illegal siphoning
- ❖ Successful foil of plan to hijack *Moresby 9*
 - ✓ Immediate reporting by owner/agent
 - ✓ Information sharing by ReCAAP ISC with
 - ➔ ReCAAP Focal Points, regional enforcement authorities
 - ➔ Shipping community and Mariners via *Incident Alert* notice
 - ✓ Authorities deploy patrol vessel
 - ✓ Sharing of investigation outcome





Conclusion

Conclusion

❖ Overall situation

- ✓ Increase numbers BUT less severe in nature
- ✓ Majority at ports and anchorages (CAT 3 and petty thefts)
- ✓ Incidents in Straits of Malacca & Singapore (SOMS)
 - ➡ Barges towed by tug boats
- ✓ Two CAT 1 incidents in 2013
 - ➡ Siphoning MGO from oil product tankers

❖ More need to be done!

- ✓ At ports and anchorages
 - ➡ East Kalimantan, India, Pulau Nipa, Bangladesh, Vietnam
- ✓ Tug boats towing barges to exercise extra vigilance
- ✓ 'Hijack' of tanker to siphon MGO

❖ Recommendations

- ✓ Ship masters to report incident immediately to nearest coastal State
- ✓ Ship owners, operators to report incident to ReCAAP Focal Points
- ✓ Authorities to respond immediately to render assistance

THANK YOU

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