

Situation of Piracy and Armed Robbery Against Ships in Asia

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- I. Classification Methodology**
- II. Past Trends – 10 years**
- III. Situation Update (2016, Jan-Apr 17)**
- IV. Case Studies**
- V. 3 x Guides for Shipping Industry**

I. Classification Methodology

Definition & Classification of Incidents



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❖ Definition:

- Piracy:** Part VII ; Article 101 of UNCLOS
- Armed Robbery:** IMO's Code of Practice for investigation of the Crime of Piracy & Armed Robbery against ships

❖ Matrix-based assessment of incidents:

Violence Factor (V-factor)

- ⌚ Type of weapon carried by pirates/robbers
- ⌚ Treatment of crew
- ⌚ Number of pirates/robbers involved



Economic Factor (E-factor)

- ⌚ Type of property taken



❖ Level of Significance:

Evaluates the significance of each incident based on

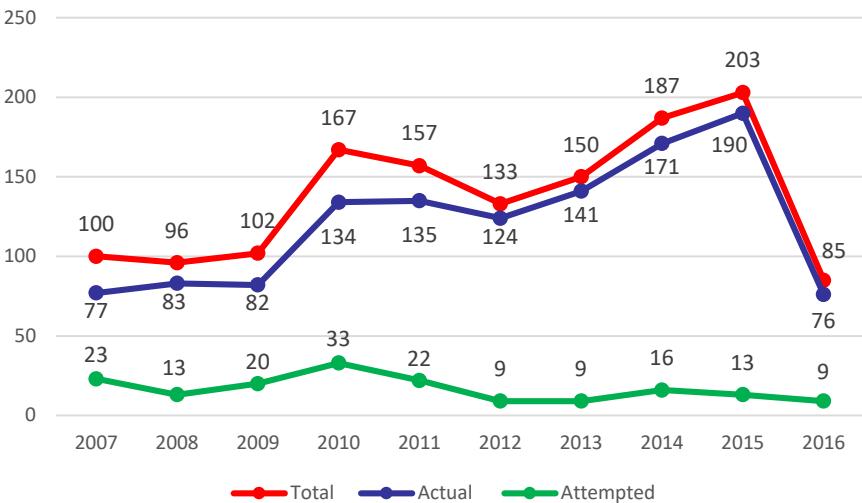
- ⌚ level of violence (V-factor), and
- ⌚ economic loss incurred (E-factor)

Category	Significance of Incident
CAT 1	Very Significant
CAT 2	Moderately Significant
CAT 3	Less Significant
CAT 4	Least Significant

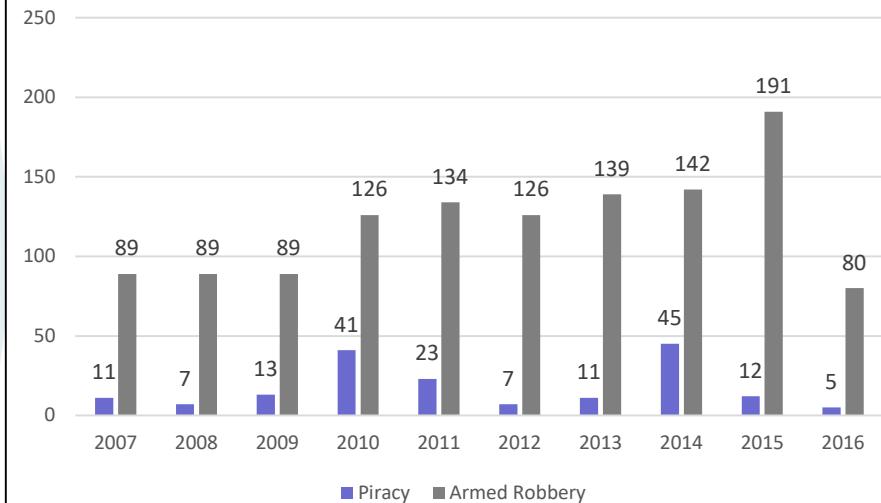
II. Past Trends – 10 years

Piracy & Armed Robbery

Number of Incidents



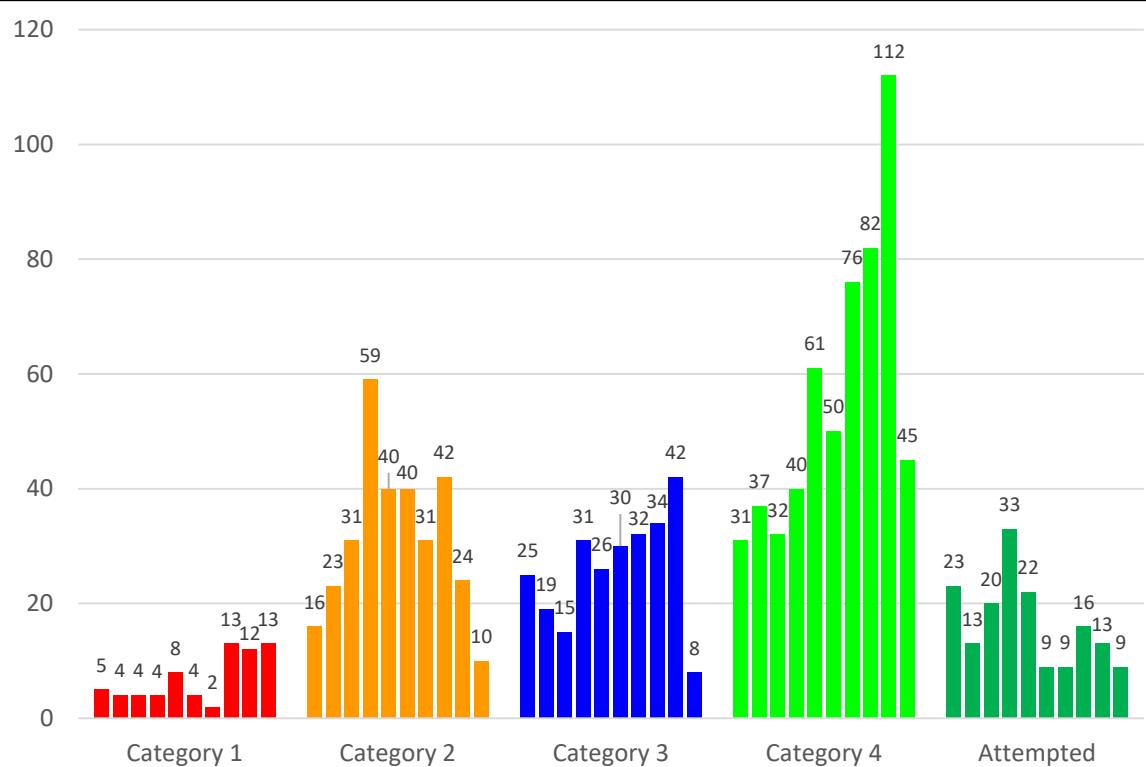
Piracy vs Armed Robbery



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

- Average 25% piracy (2010, 2014)
- Average 6% piracy (2015, 2016)

Significance Level (2006-2016)



Majority CAT 4 incidents

More CAT 1 incidents during the last three years

III. Situation Update (2016)

2012-2016

Compared to past years...

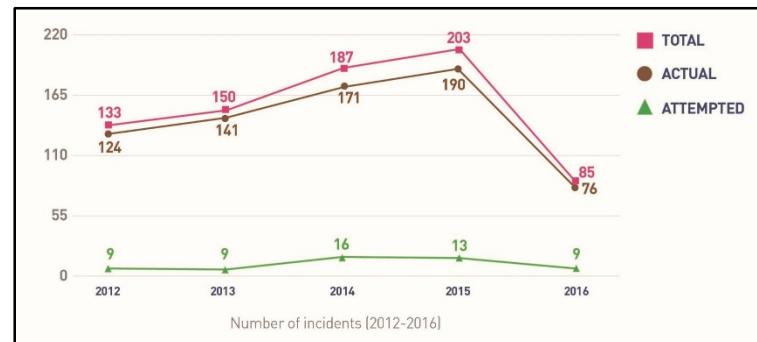
- ❖ Lowest in overall number
- ❖ 58% decrease compared to 2015

Areas contribute to decrease

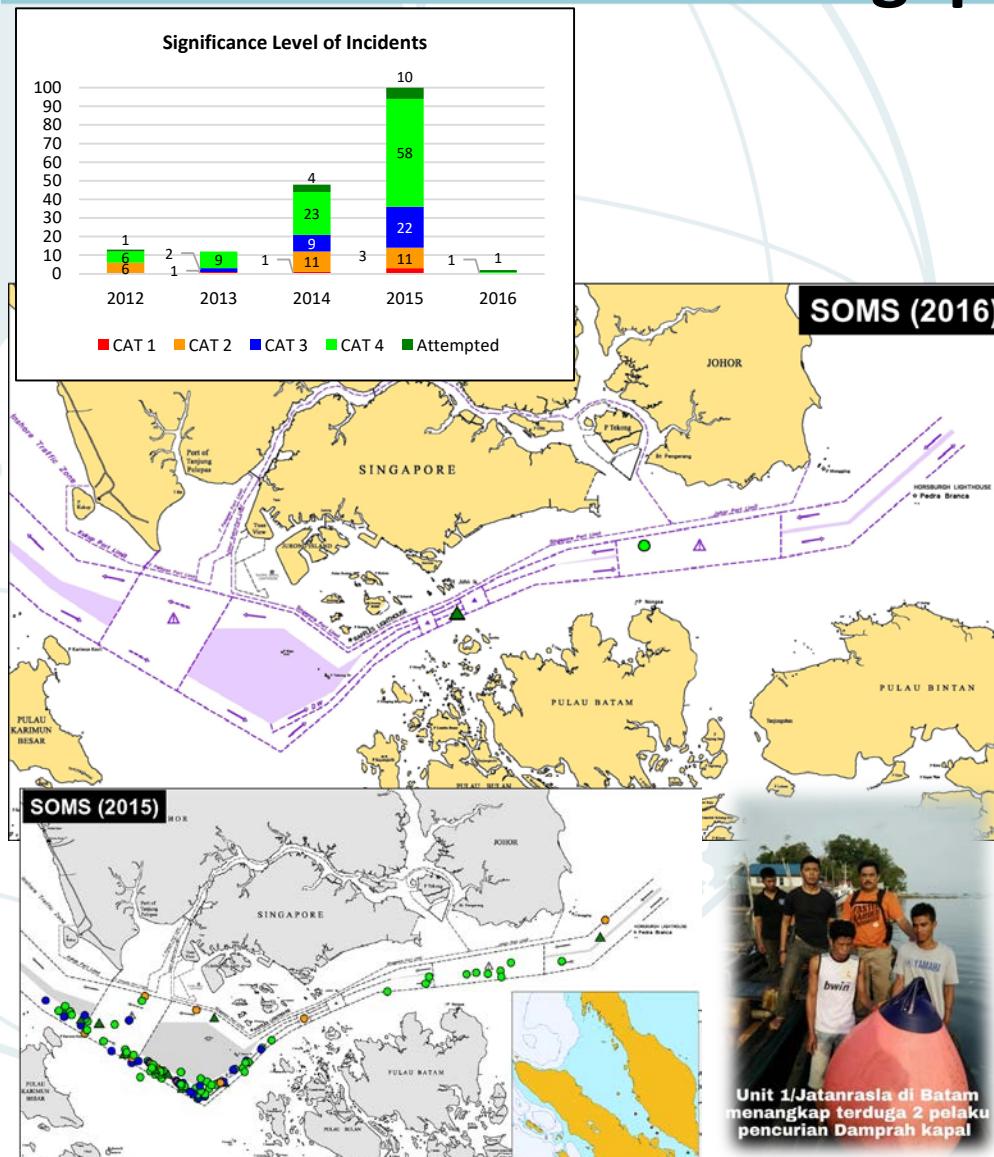
- ❖ Straits of Malacca and Singapore
- ❖ Hijack of ships for **oil cargo theft**
- ❖ At certain ports/anchorages

Possible reasons

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



III. Situation Update (2016) Straits of Malacca and Singapore



Significant improvement in 2016

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

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

III. Situation Update (2016)

Decrease in Oil Cargo Theft



Improving Situation

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

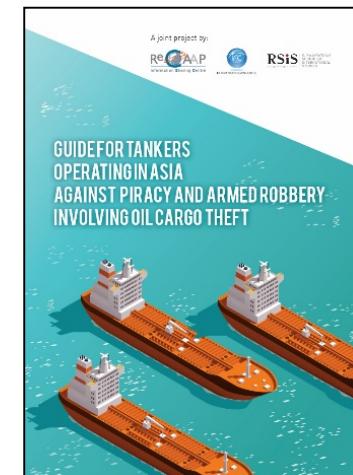
Three incidents in 2016

- ❖ **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

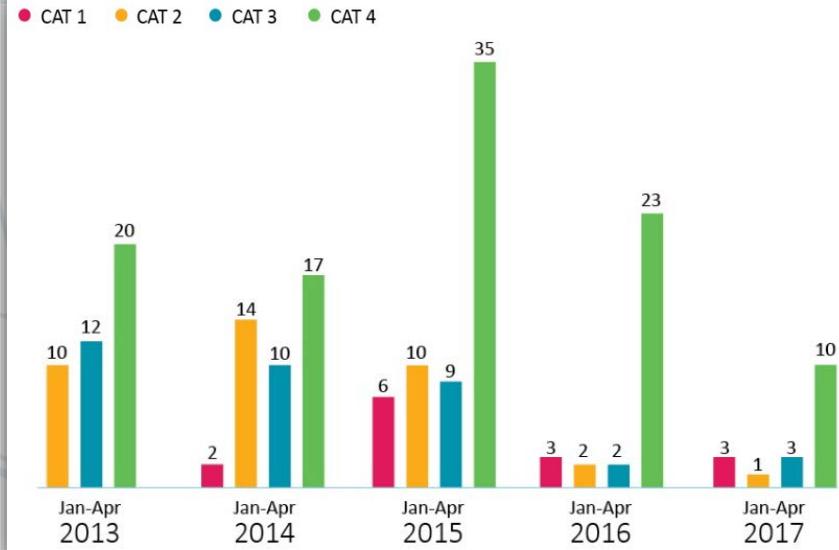
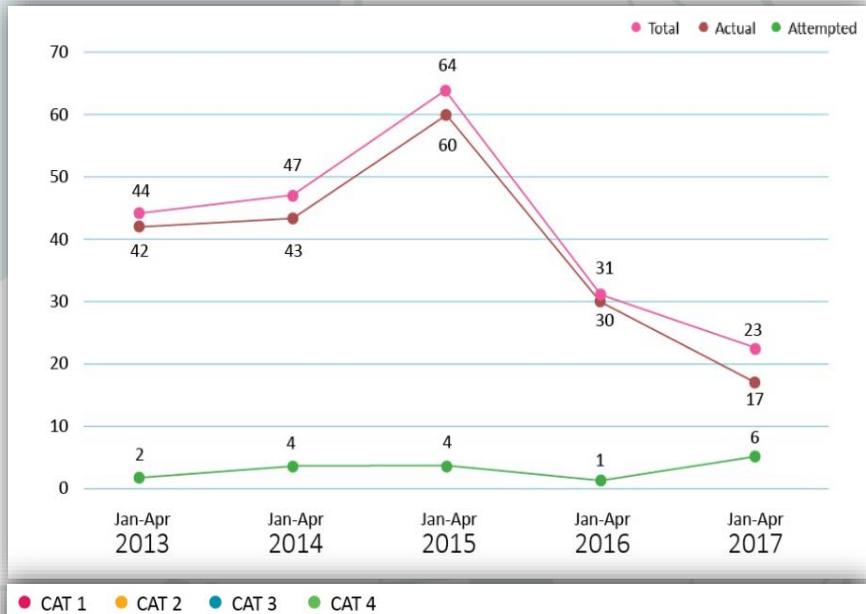


III. Situation Update (Jan-Apr 2017)

Latest Situation Update (Jan-Apr 2017)



Information Sharing Centre



- 23 incidents
 - 17 Actual Incidents, 6 Attempted Incidents
 - 3 piracy, 20 armed robbery
- Compared to Jan-Apr 2016
 - Decrease 26% in Actual Incidents
 - Increase in Attempted Incidents (1 → 6)
(Successful prevention from boarding)
- Improvement at ports & anchorages
 - India, Vietnam
- Of concern ... continued occurrence
 - Abduction of crew (3), Attempted (4)

III. Situation Update (Jan-Apr 2017)

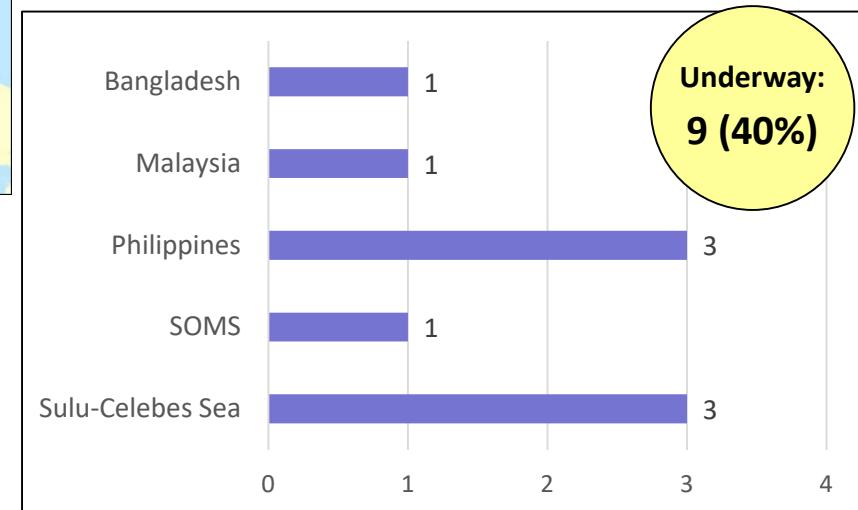
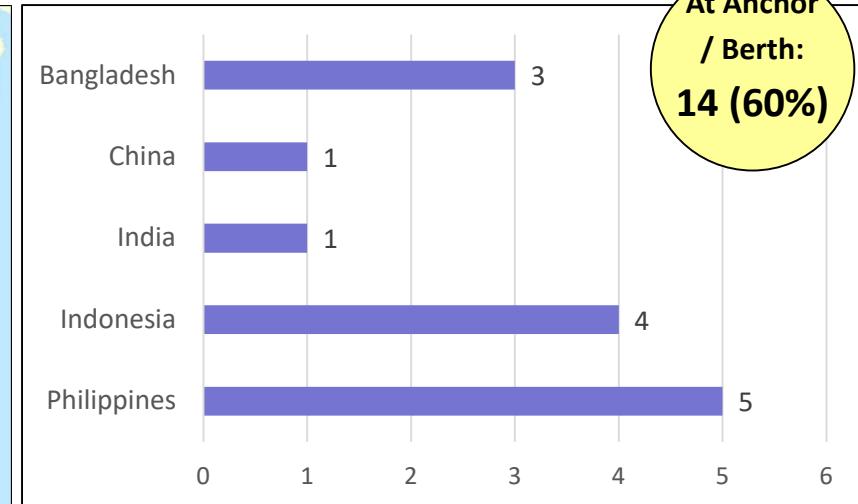
Location & Status (Jan-Apr 2017)



Information Sharing Centre



Philippines (8), Bangladesh (4),
Indonesia (4), Sulu-Celebes Sea (3),
China (1), India (1), Malaysia (1),
SOMS (1)



III. Situation Update (Jan-Apr 2017)

Philippine Ports/Anchorages

Number of Incidents 2013-2017

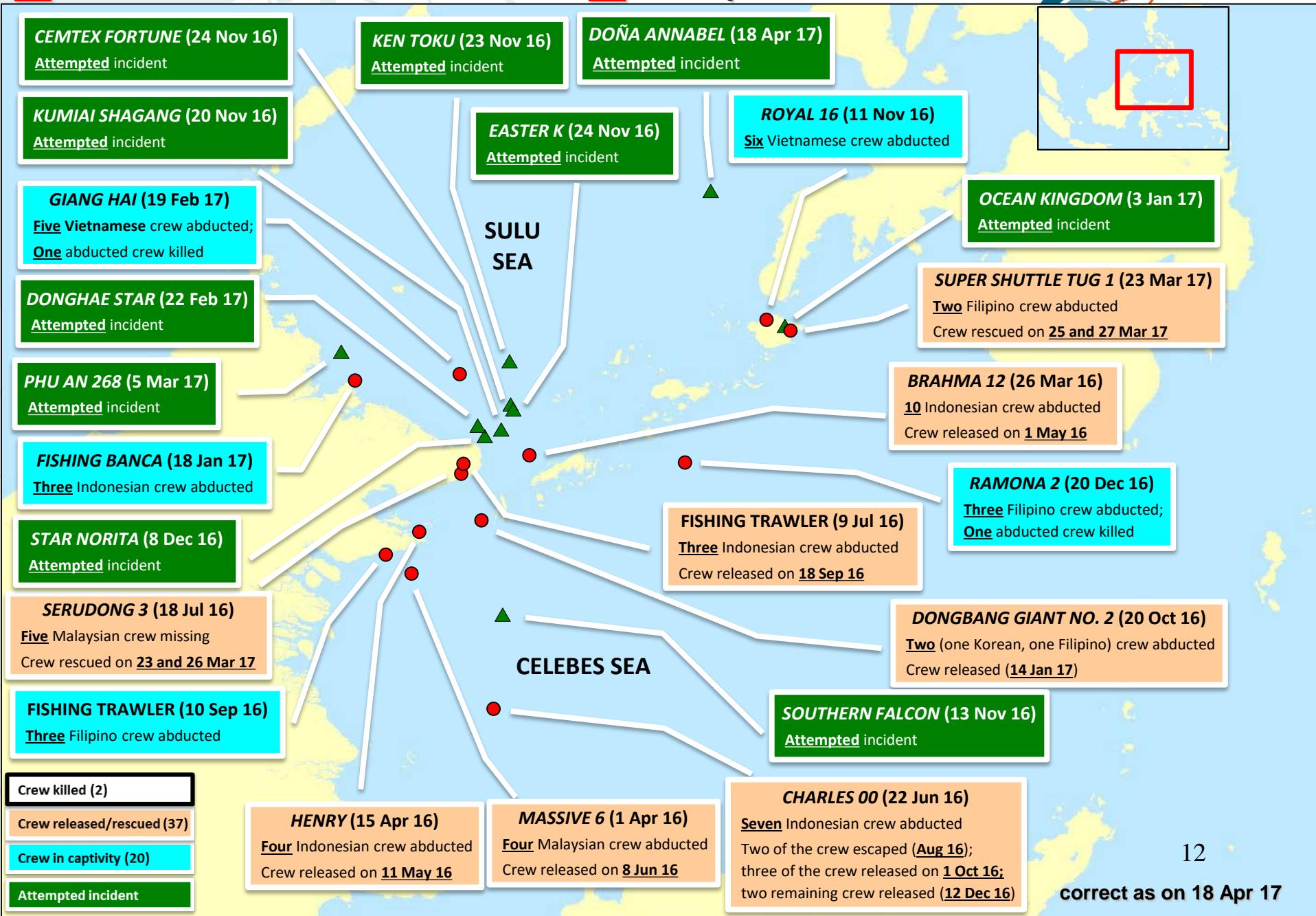
Year	January-December	January-April
2013	5	1
2014	5	0
2015	6	0
2016	3	1
2017	-	5



- ❖ Five incidents (Jan-Apr 17)
- ❖ 3 x CAT 4, 2 x CAT 3
- ❖ Occurred at Batangas
- ❖ Boarded ships during 2230 hrs - 0300 hrs
- ❖ 2 incidents (perpetrators armed with knives)
- ❖ Theft of ship stores/spare parts
- ❖ Escaped with stolen items when sighted and alarmed raised
- ❖ **Recommendation:**
 - ❖ Secure ship stores, increase night lookout, enhanced vigilant
 - ❖ Report all incidents immediately to law enforcement agencies
 - ❖ Enforcement agency to beef up patrols, response immediately and provide assistance to victim ships

III. Situation Update (Mar 16 – Apr 17)

13 Incidents of Abduction of Crew & 10 Attempted Incidents



Abduction of Crew : Status

March 2016 – April 2017

- ❖ Crew Abducted: 59
- ❖ Crew Released: 30
- ❖ Crew Rescued: 7
- ❖ Crew Killed: 2
- ❖ Crew in Captivity: 20

Efforts by ReCAAP ISC

- ❖ Provides advisory to shipping industry
 - ❖ *Incident Alert* on 21 Nov 16
 - ❖ *Special Report (Part III)* on 31 Mar 17
 - ❖ *Regional Guide*
- ❖ Issues warning and alert
 - ❖ **Warning (timeliness is key)**
 - ❖ *Incident Alerts* (verified information)

WARNING 01/MARCH/2017

1.

Category: Kidnap

2. Description: On 23 March 2017 at 1215 hours, a kidnap incident occurred near Sibago Island on board a Panama-Flagged vessel MV Super Shuttle Roro 9 off Basilan while sailing for General Santos City.

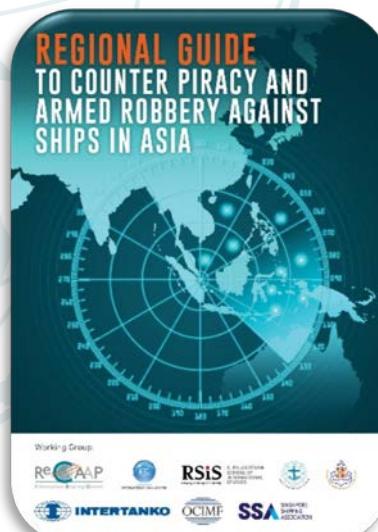
3. Source: Media Report

4. This information is provided to inform maritime situational awareness for mariners operating in the area.

5. Any further information on this incident is appreciated.

ReCAAP Information Sharing Centre (ISC)
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THIS WARNING IS PENDING VERIFICATION BY THE ReCAAP ISC



Incident Alert

Incident Alert : 02/2017
 Name and Type of Ship : Super Shuttle Tug 1 / Tugboat
 Date/Time of incident : 23 Mar 2017 at about 1220 hrs (Local Time)
 Location of Last Known Position : 6° 34.8' N 122° 44.7' E
 Area Description : Vicinity waters east of Matanal Point, Basilan, Philippines

Detail of Incident

The ReCAAP ISC received report about an abduction incident occurred on a Philippine-flagged fast crew service (FCS) ship, MV Super Shuttle Roro 9 at about 1220 hrs on 23 Mar 2017. The ship was en route from General Santos City. The incident occurred at 26 minutes past 1200 hrs (Local Time) on 23 March 2017 at coordinates 6° 34.8' N 122° 44.7' E. Initial investigation revealed that three wooden speed boats with six men on board, of which four were armed, approached the ship and abducted two Filipino crew identified as Aurelio Agac-ac (Master) and Laurence Tito (Chief Engineer). The two crew members held securely and are presently anchored in the vicinity of Kalawasan, Basilan and Philippine Coast Guard personnel are deployed to provide security to the ships.

Reported by: Philippine Coast Guard (PCG)

Comments

This is the third actual incident involving the abduction of crew that occurred in the Sulu-Celebes Sea since January 2017. For the period of January-March 2017, a total six incidents (comprising three actual and three attempted boarding incidents) were reported to the ReCAAP ISC. The ReCAAP ISC is fully committed against the practice of abductions of crew from ships while under way in the Sulu-Celebes Sea region. It reiterates its advisory which was issued via the ReCAAP ISC Incident Alert dated 21 November 2016 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.

31 March 2017

**Special Report on
Abducting of Crew from
Ships in the Sulu-Celebes
Sea and Waters off Eastern
Sabah (Part III)**

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Web: <http://www.recaap.org>

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Advisory to Shipping Industry

- ❖ Re-route from area where possible
- ❖ Exercise extra vigilance and report
- ❖ Maintain comms for monitoring by authorities, and immediate responses in any eventualities



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Southwestern Mindanao Operation Centre
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Tel: +63 929686 0689
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Email: hcgdswm@yahoo.com
- 2 Navy - Littoral Monitoring Station (LMS)**
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- 3 Eastern Sabah Security Command (ESSCOM)**
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Fax: +60 898631812
VHF: Channel 16 with call-sign "ESSCOM"
Email: bilikgerakanesscom@jpm.gov.my

IV. Case Studies

Attempted Abduction – *Doña Annabel*

- ❖ 18 Apr 17: *Doña Annabel* underway at approx. 14 nm northwest of Port Santa Maria, Siocon, Zamboanga Peninsula, Philippines
- ❖ Three fast boats surrounded and approached ferry
 - Perpetrators wore bonnets and armed with guns
- ❖ Ship captain report to PCG immediately
- ❖ PCG immediately coordinated with local authorities; deployed assets to conduct maritime patrol
- ❖ Philippine Navy also deployed its assets
- ❖ Philippine Air Force also deployed two Huey helicopters
- ❖ Authorities located the ship and rendered assistance to her
- ❖ Perpetrators had aborted the attempt and escaped
- ❖ **Best Practices:**
 - ✓ Timely reporting ✓ Immediate operational responses



Information Sharing Centre

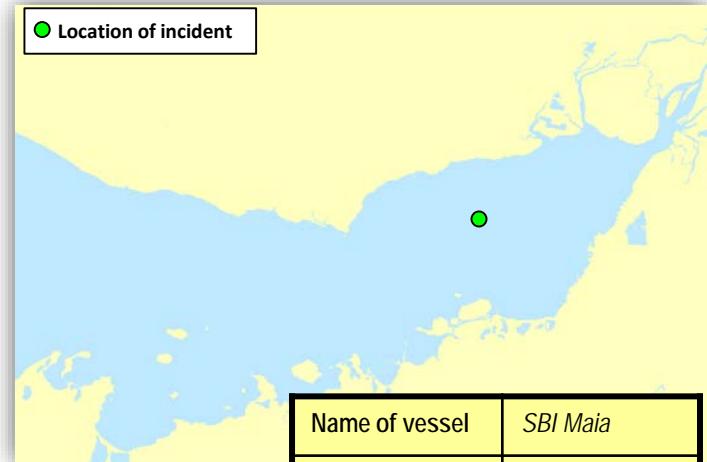


Name of vessel	<i>Doña Annabel</i>
Type of vessel	Passenger/cargo ferry
Flag of vessel	Philippines

IV. Case Studies

Port/Anchorage – SBI Maia

- ❖ **14 Feb 16**: Four perpetrators boarded *SBI Maia* from a wooden boat via the starboard side
 - Southwest of Tuna Buoy anchorage, Kandla, India
- ❖ Perpetrators broke padlock to entrance door of bosun store
- ❖ Ship security on round spotted perpetrators
 - Informed duty officer immediately
 - Alarm raised
 - Announcement on PA system
 - Crew mustered on bridge
- ❖ Perpetrators escaped immediately
- ❖ Investigation conducted by the crew
 - Nothing stolen and only padlock was damaged
- ❖ Indian Coast Guard (ICG) intensified patrols
- ❖ **22 Feb 16**: ICG detained a suspicious boat, with eight suspects on board



Name of vessel	<i>SBI Maia</i>
Type of vessel	Bulk carrier
Flag of vessel	Marshall Islands
GT	34447



Arrest of perpetrators by ICG

IV. Case Studies

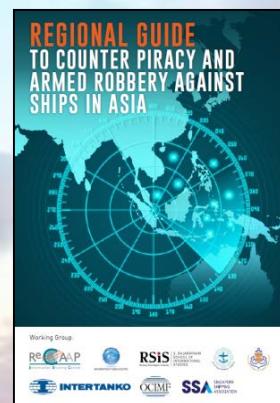
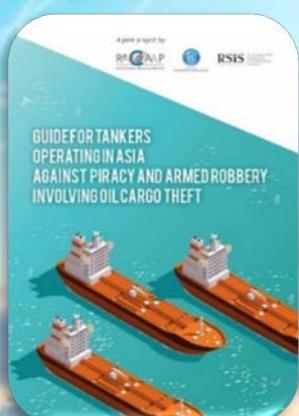
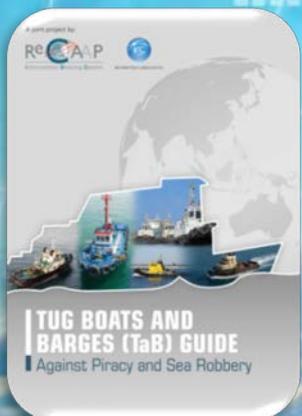
Efforts, Arrests & Preventive Measures by ICG



- ❖ Post-apprehension/arrest of eight alleged perpetrators by the ICG on 22 Feb 16
- ❖ Periodic preventive measures undertaken by ICG
 - Broadcast advisories on NAVTEX
 - Intensified sea patrolling activities
 - Community Interaction Programmes (CIP)
 - Training Marine police and other law enforcement agencies
 - Inter-services operational exercises
 - Random patrols
 - Meetings and interaction with shipping companies, CSO and agents for situation awareness and guidance on maintenance of anti-piracy watch



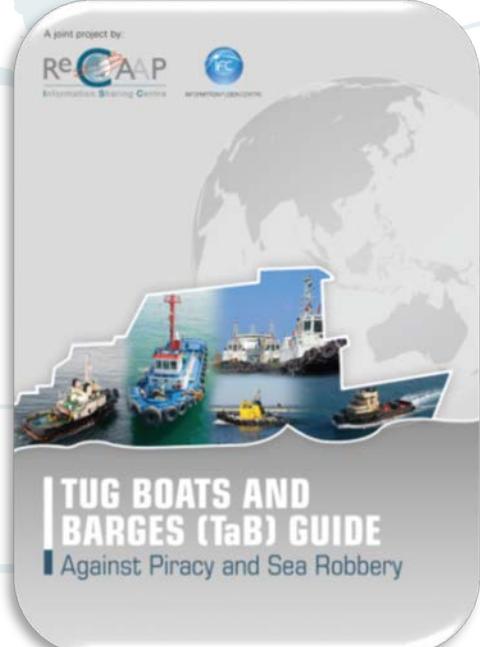
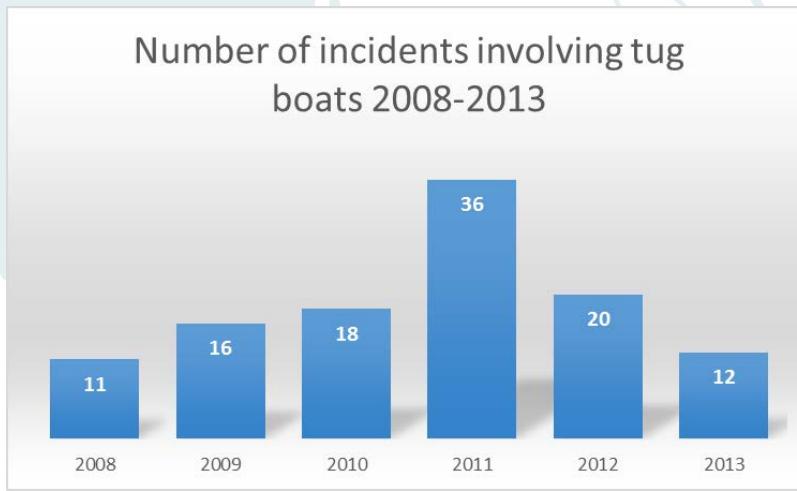
Three Guides for Shipping Industry



COL QIAN Wen Jun
Senior Manager (Research)
ReCAAP ISC

Three Guides for Shipping Industry

1. Tug Boats Guide



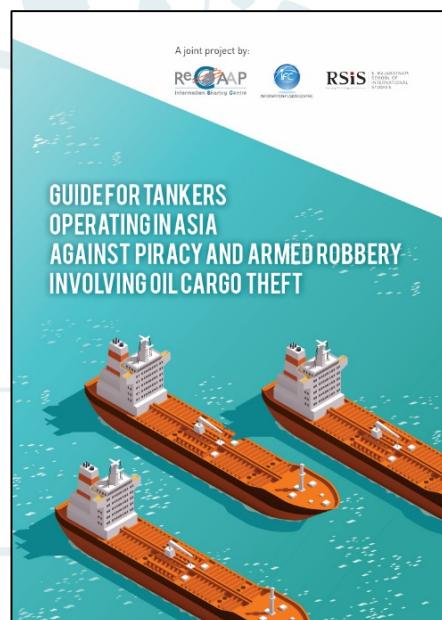
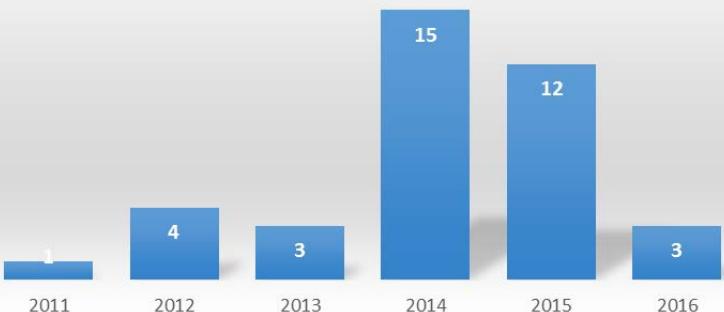
- ❖ Requested by the tug boat industry (thru' SSSA)
 - Increase in incidents of hijacking of tug boats and robberies (2008-2012)
 - Call for guidance
- ❖ ReCAAP ISC and IFC jointly launched the Guide on 10 January 2013
- ❖ Consolidation of modus operandi, locations of incidents, factors for consideration, reporting procedures, protection measures and contact details
- ❖ Accumulation of experience, best practices and lessons learned from members of the tug boat industry and association

Three Guides for Shipping Industry

2. Tanker Guide



Number of incidents involving oil cargo theft 2011-2016



- ❖ Requested by local small tanker industry (<1000 GT)
 - Increase in incidents of hijacking of tankers for theft of oil cargo (2014-2015)
 - Victim ships asked for guidance
- ❖ Working Group, led by ReCAAP ISC with Information Fusion Centre (IFC) and S. Rajaratnam School of International Studies (RSIS)
- ❖ Guidelines to assist ships to avoid, deter or delay such incidents; and post incident management
- ❖ Accumulation of experiences, best practices and lessons learned from members of the tanker industry and shipping association
- ❖ Guide was launched on 25 November 2015

Three Guides for Shipping Industry

3. Regional Guide

- ❖ Requested by Ship Owners at 24th ASA Meeting for
 - A guide for Asia
 - Regional guidance to cover all type of incidents regardless of ship type, cargo targeted, modus operandi, etc.
- ❖ ReCAAP ISC invited like-minded agencies to join in drafting the Regional Guide
- ❖ Guide was launched on 17 February 2016
- ❖ Available on ReCAAP ISC's IFN, public website and mobile app



With Inputs from :



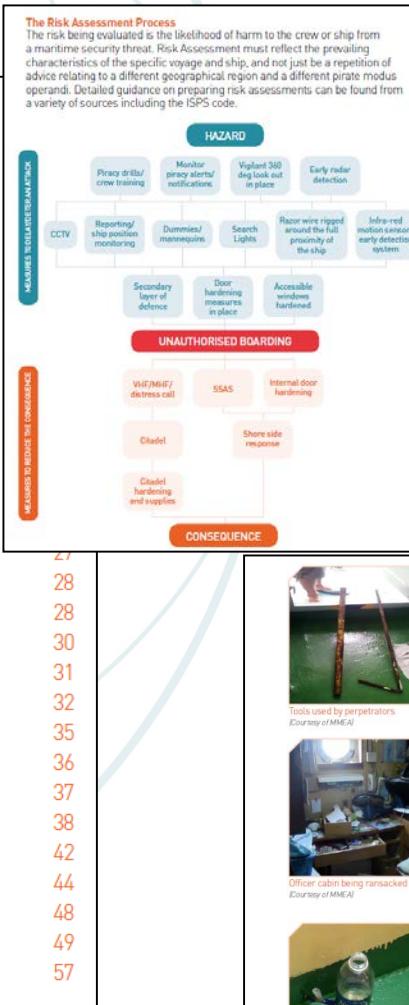
Three Guides for Shipping Industry

Regional Guide



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SECTION 8 SHIP PROTECTION MEASURES

The guidance within this section primarily focuses on preparations that might be within the capability of the ship's crew, or with some external assistance. The guidance is based on experience and may require amendment over time if the perpetrators change their modus operandi.

The Ship Protection Measures described have been effective, however layered protection is recommended to help deter and delay unauthorised boarding.



Figure 3: Example of layered protection

Owners may wish to consider making further alterations to the ship beyond the scope of this booklet, and/or provide additional equipment and/or manpower as a means of further reducing the risk of attack. If perpetrators are unable to board a ship they cannot hijack it.

Watchkeeping and Enhanced Vigilance

- Prior to entering an area of concern, it is recommended that preparations as directed by the risk assessment are made:
 - Consider a shorter rotation of the Watch period in order to maximise alertness of the lookouts, and ensuring that lookouts are fully briefed and trained.

- A robust razor wire barrier is particularly effective if:
 - Constructed outboard of the ship's structure (i.e., overhanging) to make it more difficult for perpetrators to hook on their boarding ladder/grappling hooks to the ship's structure.
 - Consider having a full roll of concertina wire around the proximity of the ship - some ships use a triple roll of concertina razor wire which is even more effective.
 - When rigging razor wire, care must be taken not to overstretch the wire in order to reduce the amount needed as it becomes ineffective.
- It is recommended that when rigging razor wire, a steel cable is run through the centre in order to add additional strength and reduce the ability of the hostile attacker being able to pull it down. The added advantage of having the steel cable is for ease of rigging/removal particularly for ships operating on short voyages.
- Although preferable razor wire should be rigged around the full proximity of the ship with a minimum of two layers, this may not be ideal for ships with a narrow deck. To that end, alternative methods may be considered using razor wire in front of accommodation in at least 3 layers in order to delay or deter a hostile attacker. If this method is being adopted, due consideration should be given to the security of deck stores and the equipments forward of the barrier.



Country & Agency In Charge	Point of Contact
	Phone No Fax Number
India (ReCAAP Focal Point) MRCC Mumbai Coast Guard Region West Mumbai - India Email: rgcpar@cgil.nic.in www.mrccg.org.in www.indiancoastguard.gov.in	+91-22-2431-6558 +91-22-2433-3727 +91-22-2430-8065 +91-22-2431-6558
Indonesia Badan Keamanan Laut Republik Indonesia (BAKAMLA) www.bakamla.go.id	021 - 1500550 021 - 127
Japan (ReCAAP Focal Point) Japan Coast Guard (JCG) Ops Centre Email : jcg_ops@jcg.go.jp	+81-3-3591-9812 +81-3-3581-2953 +81-3-3591-4361
Republic of Korea (ReCAAP Focal Point) Ministry of Oceans and Fisheries Operations Centre Email: recaap@ocean.go.kr	+82-44-200-5895 to 98 +82-44-200-5886 to 88
Laos (ReCAAP Focal Point) International Relation Department Ministry of Public Security Email: laos_recaap@minps.gov.la	+85-6-2121-2505 +85-6-2121-2505 +85-6-2121-2507
Malaysia Malaysian Maritime Enforcement Agency (IMMEA) www.immea.gov.my	
Northern Region	604-94699800
Southern Region	607-7199400
Eastern Region	609-5717300
Sabah Region	608-838 5000 608-8526460
Sarawak Region	608-24325253 608-24327544
	604-9469542
	607-2236191
	609-5735469
	608-838 4161
	608-2432502

Thank you!



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