ReCAAP
Information Sharing Centre

Nautical Forum 6/15

Situation on Piracy and Armed Robbery Against Ships in Asia for 2014

14 January 2015

Scope

- ❖ Incidents reported in 2014
- ❖ Type of incidents
  - ☑ Vessel Types and Target
  - ☑ Location
- ❖ Case studies
  - ☑ Best practices and lessons learned
- ❖ Conclusion

❖ Methodology in Classification

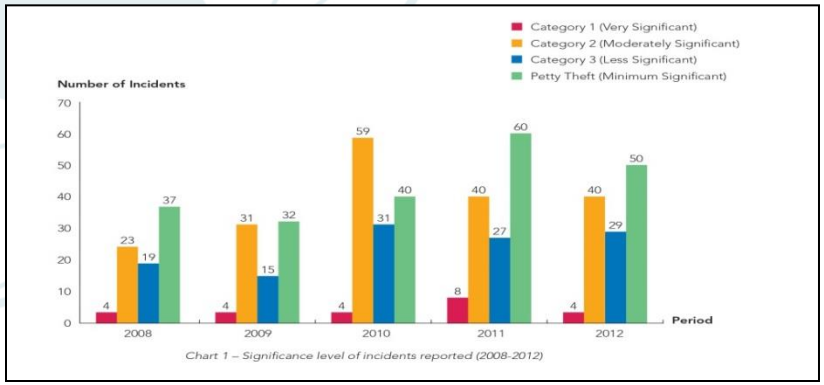
❖ Definitions:

- ☑ 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.

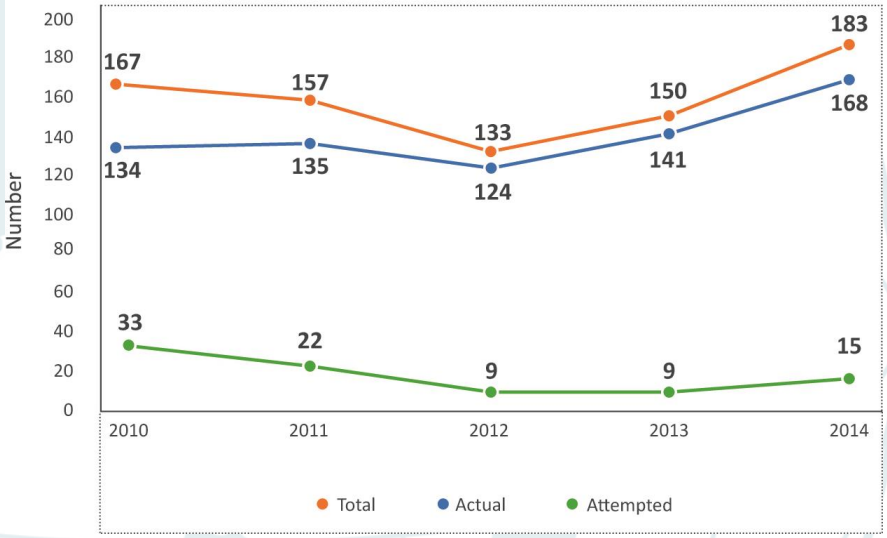
❖ Matrix assessment of incidents:

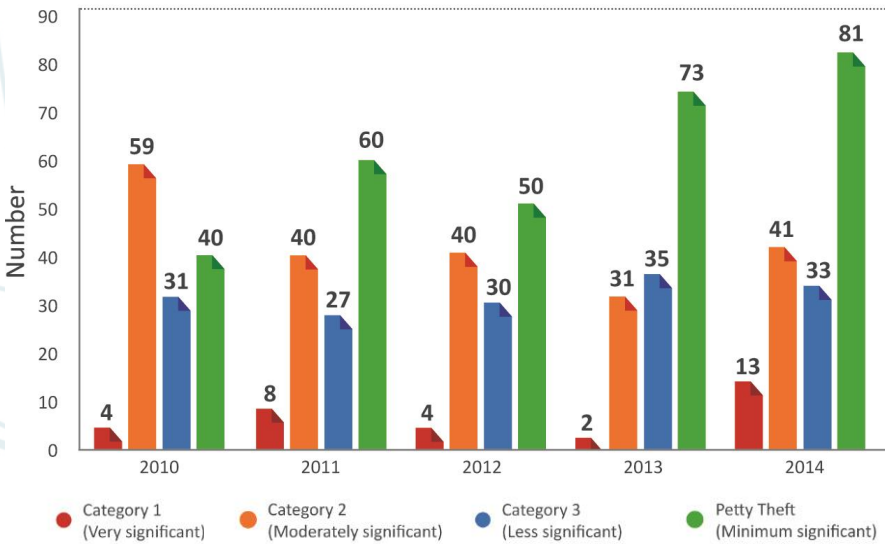
❖ **VIOLENCE** & **ECONOMIC** factors

Category	Significance of Incident
CAT 1	Very Significant
CAT 2	Moderately Significant
CAT 3	Less Significant
Petty Theft	Minimum Significant



Situation (2010-2014)

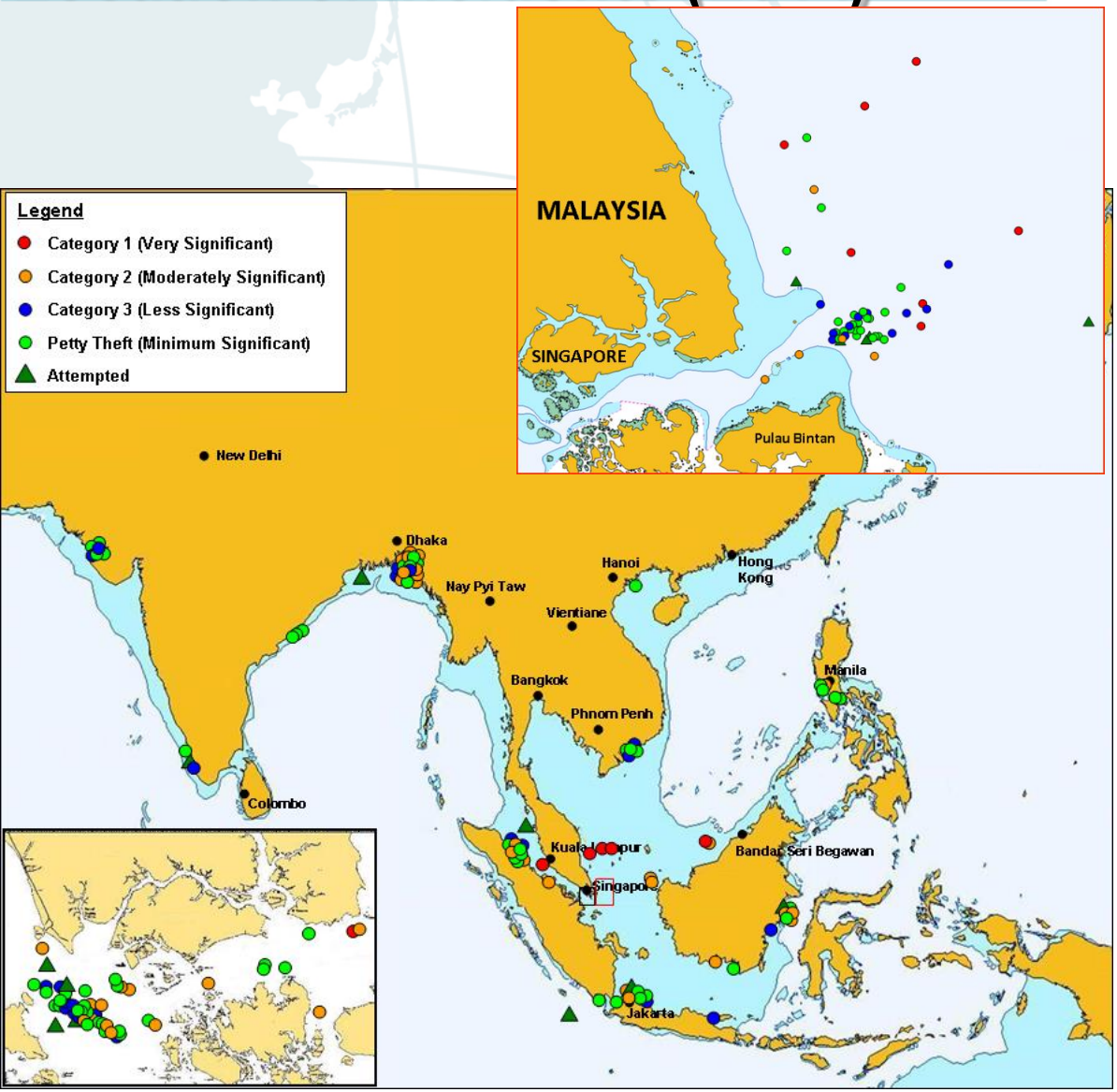




2014

- ❖ **183** incidents
  - ☑ 45 piracy, 138 robberies
- ❖ 22% increase from 2013
- ❖ Majority incidents less severe
- ❖ Half of CAT 2 involved ships at anchor / berth
  - ☑ Indonesia (13), Bangladesh (8)
- ❖ Majority of CAT 1
  - ☑ Siphoning of fuel/oil

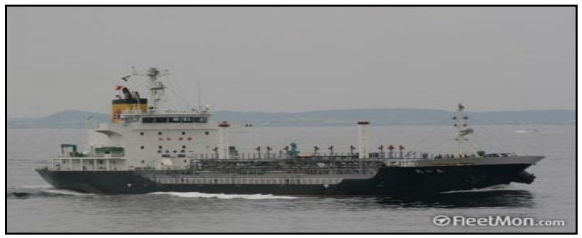
Location of Incidents (2014)



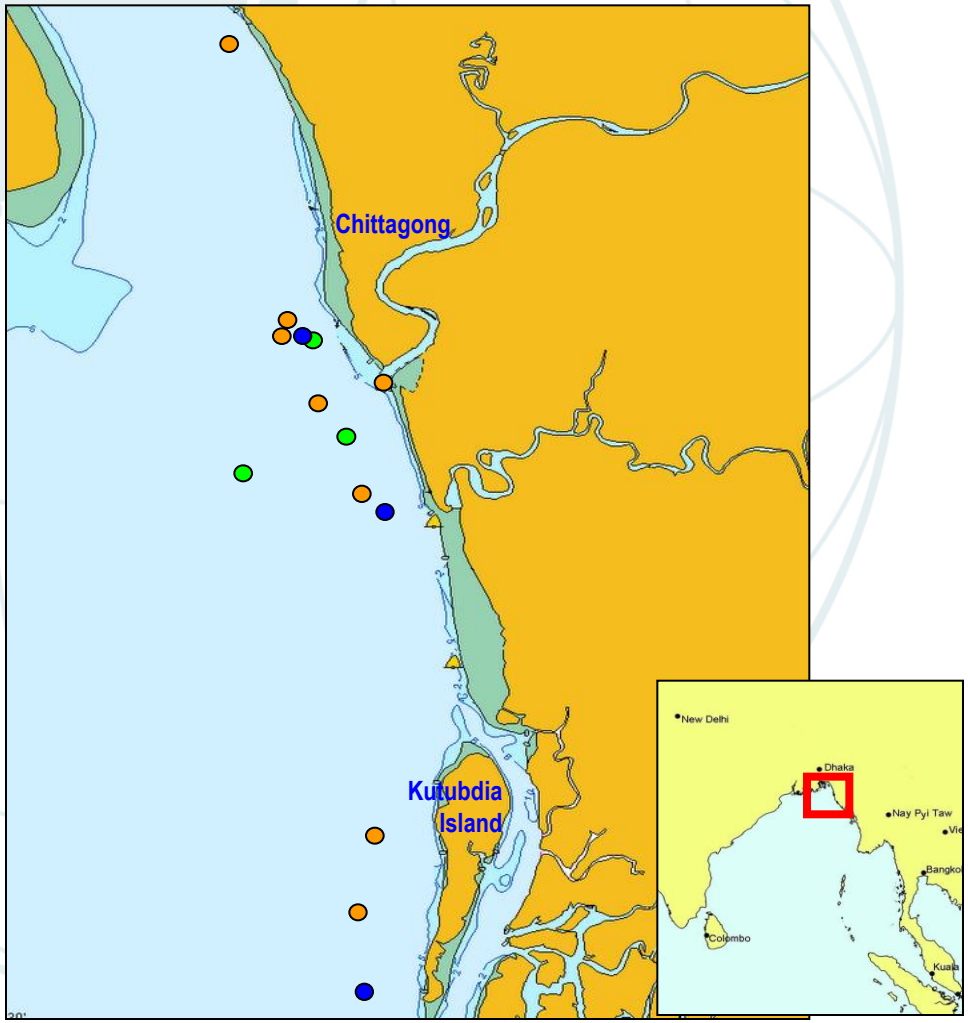
- ❖ ***Anchored/berthed: 60%***
  - ☑ **South Asia**
    - ➲ Bangladesh
    - ➲ India
  - ☑ **Indonesia**
    - ➲ Belawan, P. Bintan / P. Batam, Tanjung Priok
  - ☑ **South China Sea**
- ❖ **Underway: 40%**
  - ☑ **Straits of Malacca and Singapore**
  - ☑ **South China Sea**

Vessel Types & Targets

ReCAAP Information Sharing Centre

Type/Target	Nature/Location	Type of vessels
All vessels ▪ Anchored ▪ Underway *Stores, engine spares, cash & personal effects*	☑ Opportunistic ☑ Ports/anchorages, SCS ☑ Eastbound of TSS, SOMS	*Bulk carrier, general cargo ship, tanker, container ship, tug boat,*
Barges *Scrap metal, cash & personal effects*	☑ Opportunistic & Insider ☑ Westbound of TSS, SOMS	*Barges*
Product/oil tanker *Fuel/oil*	☑ Insider/Organised crime ☑ South China Sea	*Product/oil tankers <5000 GT* 

Bangladesh (2014)

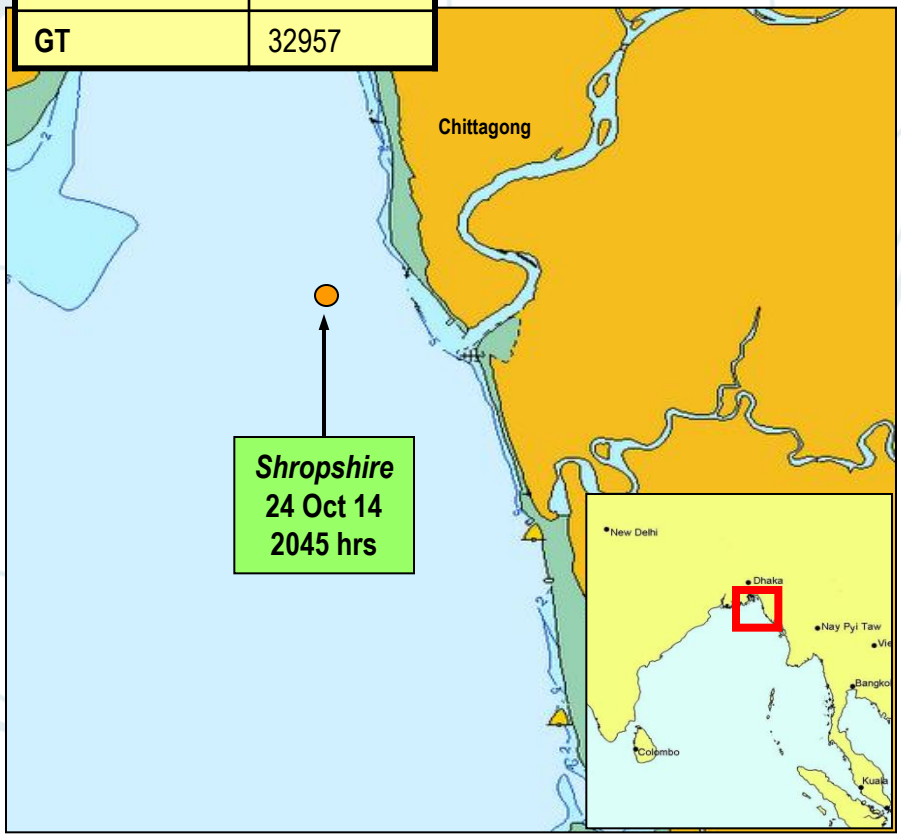


- Increase in incidents
  - ☑ **14** compared to 2013 (6)
- 50% CAT 2, rest CAT 3, PT
- CAT 2 (10-30 robbers)
  - ☑ Do not harm crew
  - ☑ Armed with knives
  - ☑ Stole ship stores
- Recommendations
  - ☑ Master to report all incidents immediately
  - ☑ Authorities to step up surveillance, increase presence, response promptly to incident reports
  - ☑ Avoid barter trading

Case Study

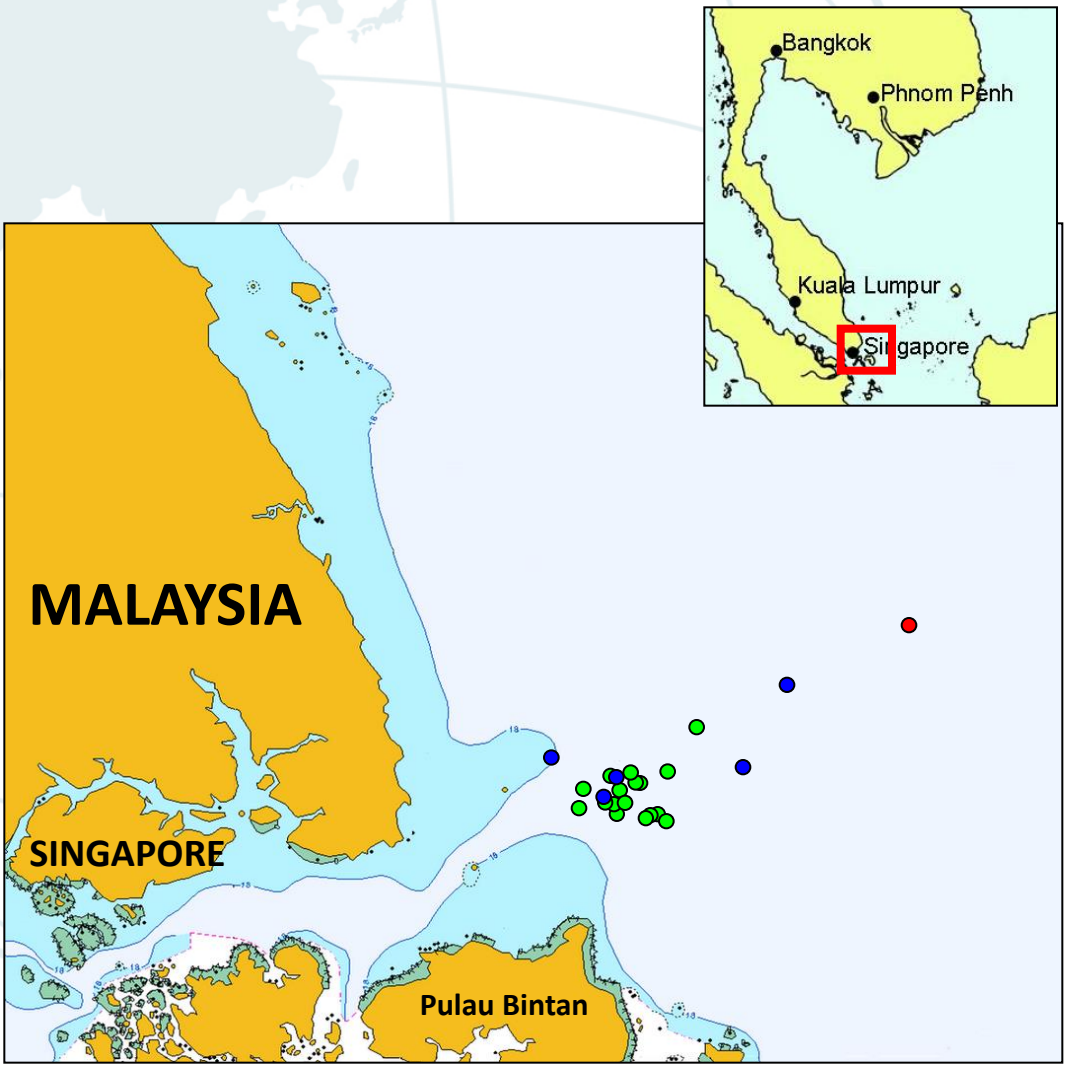
Timely Reporting: Arrest of Perpetrators

Name of vessel	*Shropshire*
Type of vessel	Bulk carrier
Flag of vessel	Malta
IMO number	9497115
GT	32957



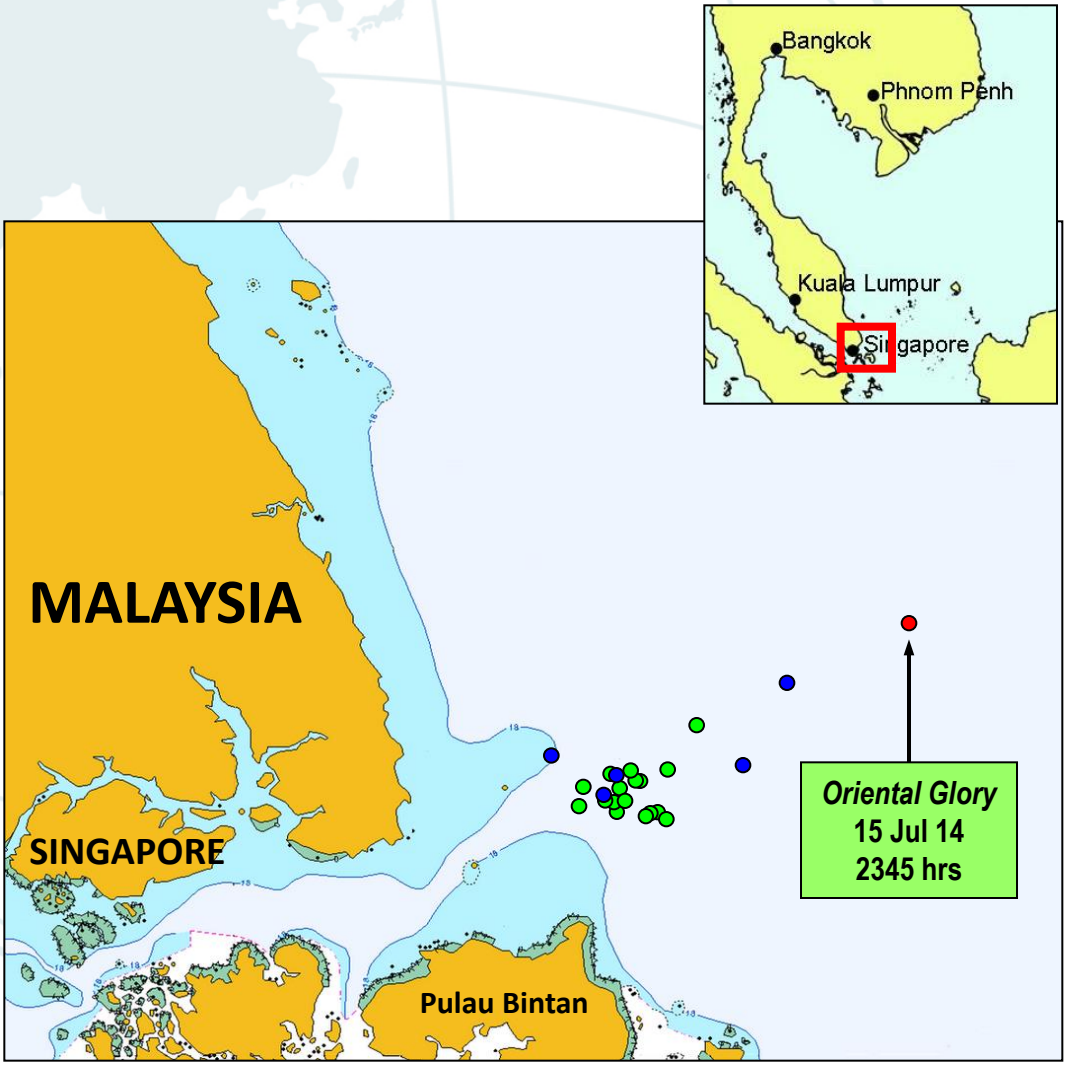
- 12 robbers in 2 speed boats approached
  - ☑ Vessel anchored Chittagong
- Three robbers armed with long knives boarded
  - ☑ Held three shore watchmen captive
  - ☑ Tied & threatened them
- Duty A/B noticed robbers trying to break into forecastle store
  - ☑ Raised alarm, mustered crew
  - ☑ Port control, Coast Guard and vessels in vicinity informed
- Robbers escaped when crew was alerted
- Bangladesh Coast Guard patrol boat despatched
  - ☑ Apprehended robbers in one of the boats

South China Sea – Anchored (2014)



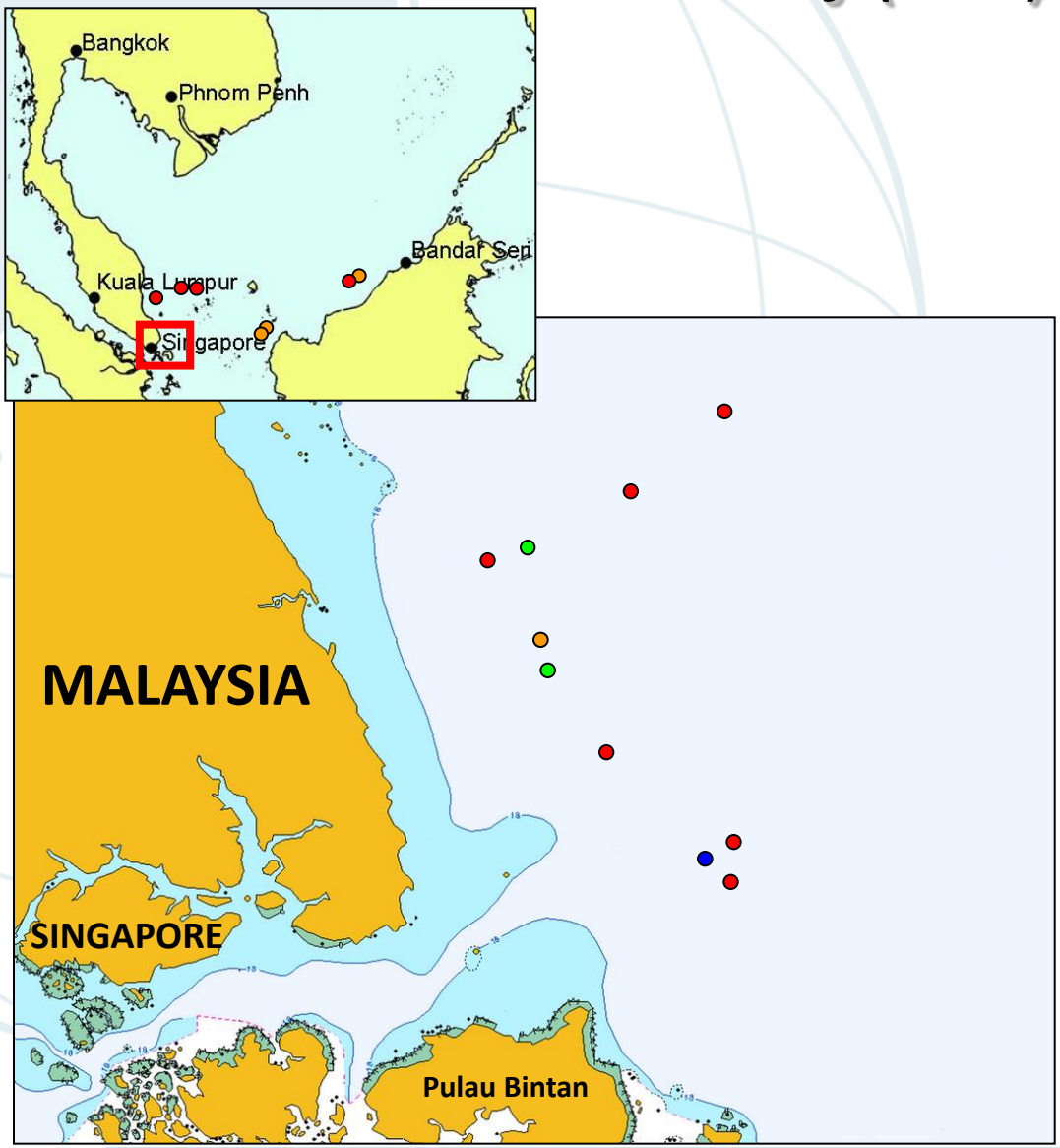
- Increase in incidents
  - ☑ 23 compared to 2013 (1)
- Majority are CAT 3 and petty thefts
  - ☑ Target stores, engine spares
  - ☑ Early detection will usually result in robbers escaping empty-handed
    - ➲ 15 incidents reported no losses
- One CAT 1 incident
  - ☑ Siphoning
  - ☑ *Oriental Glory* on 15 Jul 14
  - ☑ Furthest away from coast – perpetrators more bold
- Recommendations
  - ☑ Avoid anchoring in SCS
  - ☑ Post extra security watches

South China Sea – Anchored (2014)



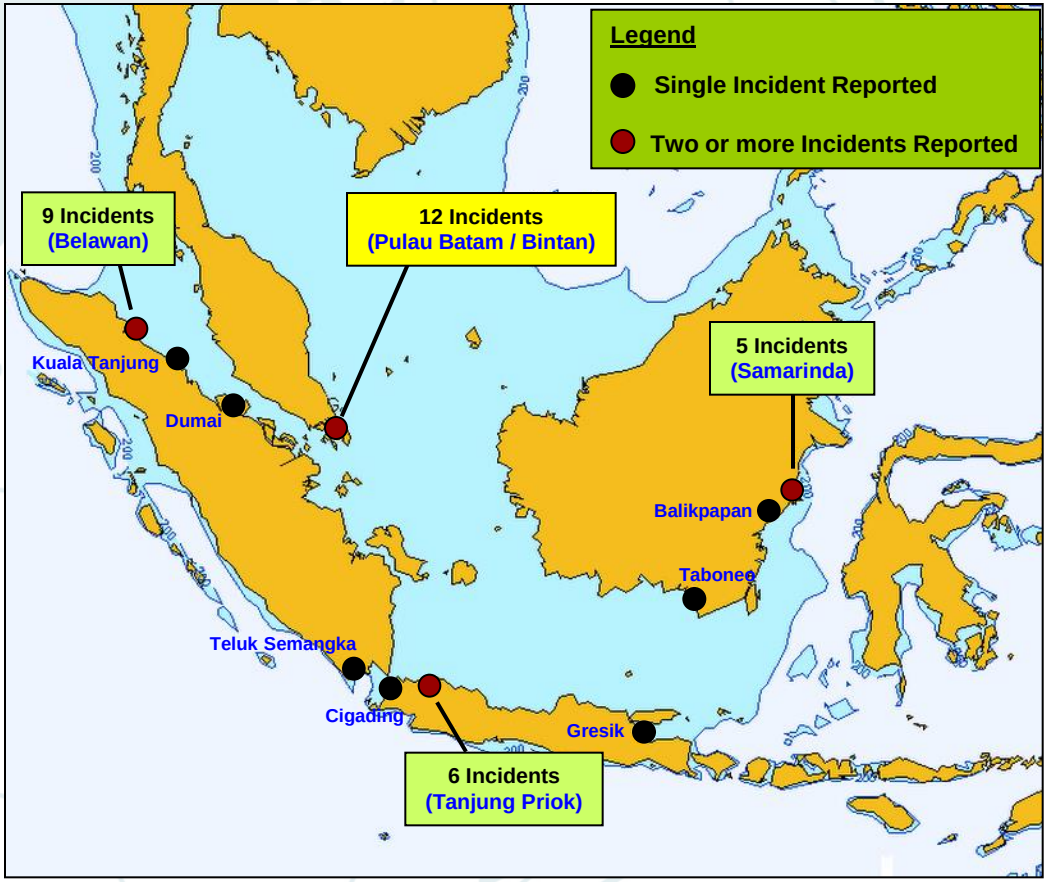
- Increase in incidents
  - ☑ 23 compared to 2013 (1)
- Majority are CAT 3 and petty thefts
  - ☑ Target stores, engine spares
  - ☑ Early detection will usually result in robbers escaping empty-handed
    - ➲ 15 incidents reported no losses
- One CAT 1 incident
  - ☑ Siphoning
  - ☑ *Oriental Glory* on 15 Jul 14
  - ☑ Furthest away from coast – perpetrators more bold
- Recommendations
  - ☑ Avoid anchoring in SCS
  - ☑ Deploy extra security watches

South China Sea – Underway (2014)



- No. of incidents doubled compared to 2013
  - ☑ 9 (2013) → 17 (2014)
- More severe
  - ☑ 10 x CAT 1 incidents
  - ☑ **Nine** siphoning incidents, **one** death of crew
- Recommendations
  - ☑ Exercise vigilance, especially during hours of darkness
  - ☑ Deploy extra security watches
  - ☑ Careful planning of route and enforce stricter security measures
    - ➲ E.g. Regular reporting by master

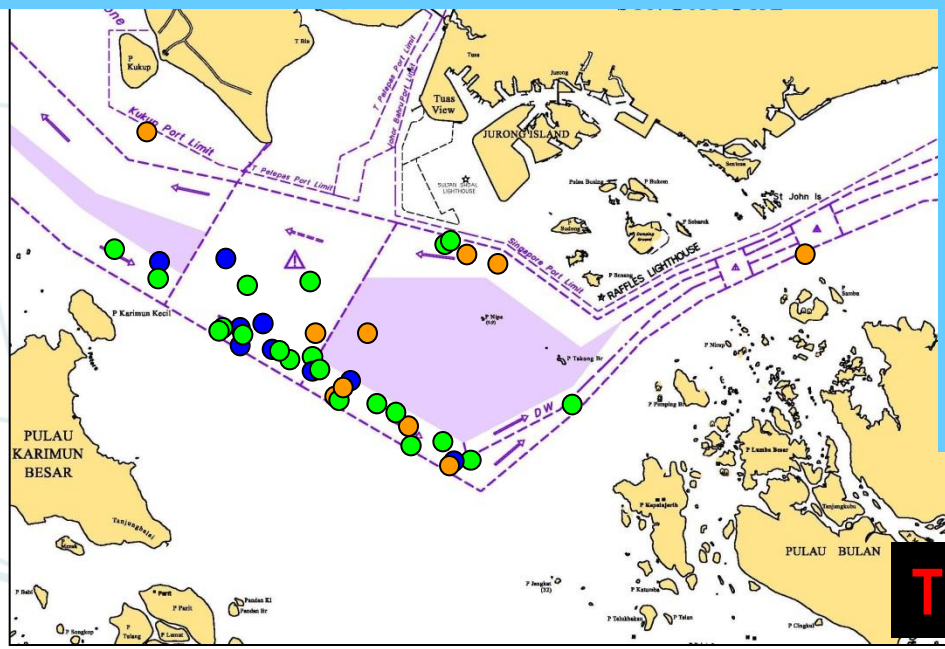
Indonesia



- 50% decrease in 2014
  - ☑ 78 (2013) → **39 (2014)**
- Improvement
  - ☑ Pulau Nipa (11 in 2013 → 0 in 2014)
  - ☑ Samarinda (12 → 5)
  - ☑ Dumai (7 → 1)
  - ☑ Belawan (14 → 9)
- Increase in incidents:
  - ☑ Anchored off Pulau Bintan
- Recommendations
  - ☑ Timely reporting to nearest coastal State
  - ☑ Continued presence of authorities
  - ☑ Exercise extra vigilance, especially off Pulau Bintan

Straits of Malacca and Singapore

- Majority of incidents involving tug boats & barges occurred in Singapore Strait (13)
- Almost 1/3 incidents involved barges loaded with scrap metal
  - ☑ Three occurred in westbound lane of TSS
  - ☑ Involved robbers in larger groups (>10 men)
- Robbers target scrap metal
  - ☑ Occurred in first half of the year
- Robbers target personal belongings
  - ☑ Trend observed during Oct-Nov 14

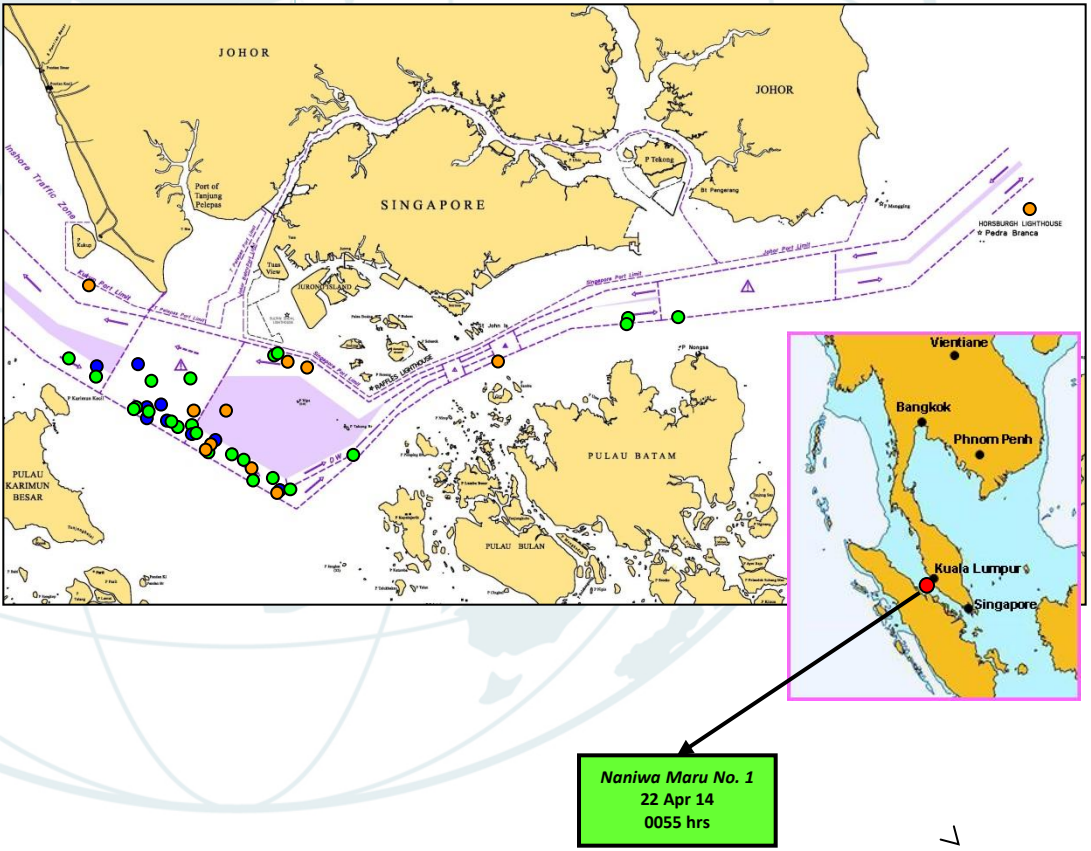


- Larger vessels
  - ☑ Bulk carriers (14), Tankers (12), General cargo ships (3), Container ship (1), Livestock vessel (1)
- Occurred in eastern part of Singapore Strait
- Occurred to vessels on eastbound lane of TSS
- Robbers operate in small groups (2-6 men)
- Robbers usually armed with knives or machetes
- Robbers do not harm crew; escaped when detected
- Majority of incidents reported no loss; indication of opportunistic robbers

The Theft onboard other vessels

Straits of Malacca and Singapore

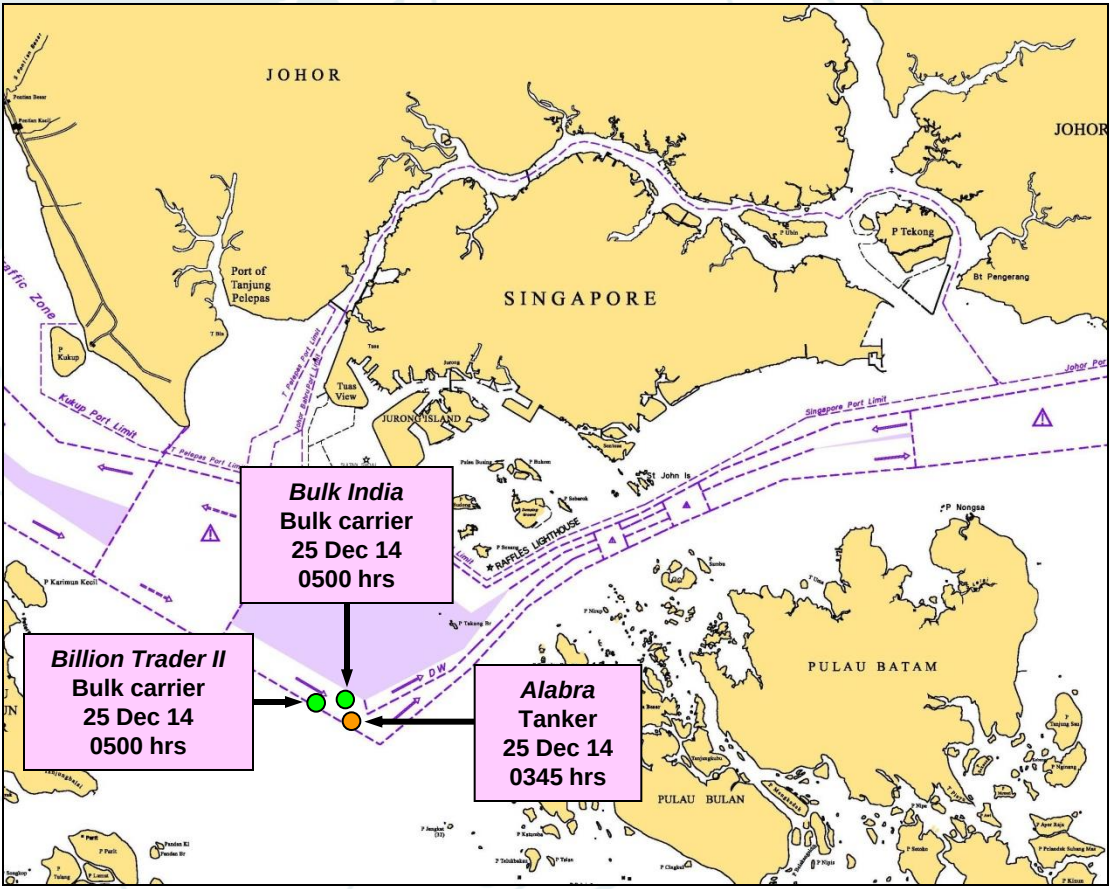
ReCAAP Information Sharing Centre



- Significant increase in 2014
  - ☑ 12 (2013) → **44 (2014)**
- Majority CAT 3 & petty thefts
- CAT 2 incidents
  - ☑ 7 of 11 CAT 2 incidents occurred onboard tug boats
    - ➲ Scrap metal; crew's cash/personal effects
- One CAT 1 incident (Malacca St)
  - ☑ Siphoning incident involving *Naniwa Maru No. 1* on 22 Apr 14
- Recommendations
  - ☑ Littoral States to increase presence and surveillance
  - ☑ Respond immediately to reports
  - ☑ Master/crew to exercise vigilance

Case Study

Arrest of Perpetrators by Indonesian Authorities



- 3 x incidents occurred between 0345 hrs and 0500 hrs on 25 Dec 14
- Masters reported incidents to Singapore Focal Point (POCC) who informed Indonesian authorities
- Indonesian Navy deployed a team immediately
- Six robbers arrested

Navy arrests six Malacca strait pirates

Senin, 29 Desember 2014 | 10:16 WIB

kontan.co.id

Navy arrests six Malacca strait pirates

BERITA TERKAIT

- Susi enlists aid of Navy
- Navy to station warships in Muntok
- Berantas illegal fishing, TNI akan beli Jet Amfibi
- Satgas pemberantasan illegal fishing terbentuk

BATAM. The Indonesian Navy has apprehended six pirates involved in a sea piracy network operating in the straits of Malacca and Singapore.

The Navy's Western Fleet commander, Rear Adm. Widodo, said the perpetrators, who were residents of Terong island, Riau Islands province, had robbed three ships passing through the straits.

"We received information on sea piracy from the Information Fusion Center [IFC] of Singapore on Wednesday. We deployed a team to arrest the pirates," Widodo said in a press conference on Saturday evening.

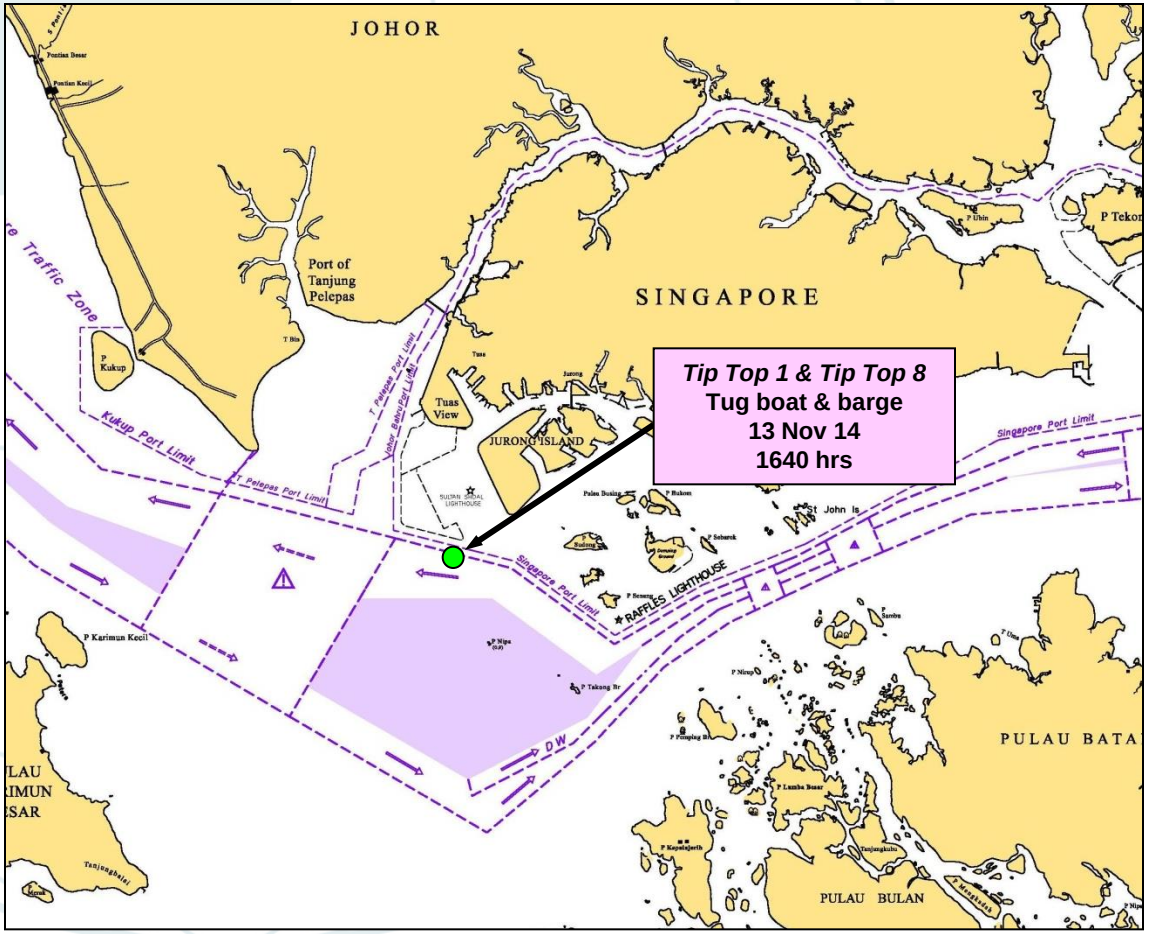
He said the team, which comprised intelligence and marine members of the Satriya Bhumi Yudha Battalion, Batam, arrested the suspects on Terong island.

He said the officers also confiscated 0.5 kilograms of marijuana, 104 small packages of marijuana and a package of crystal methamphetamine from the suspects.

Editor: Hendra Gunawan
Sumber: The Jakarta Post

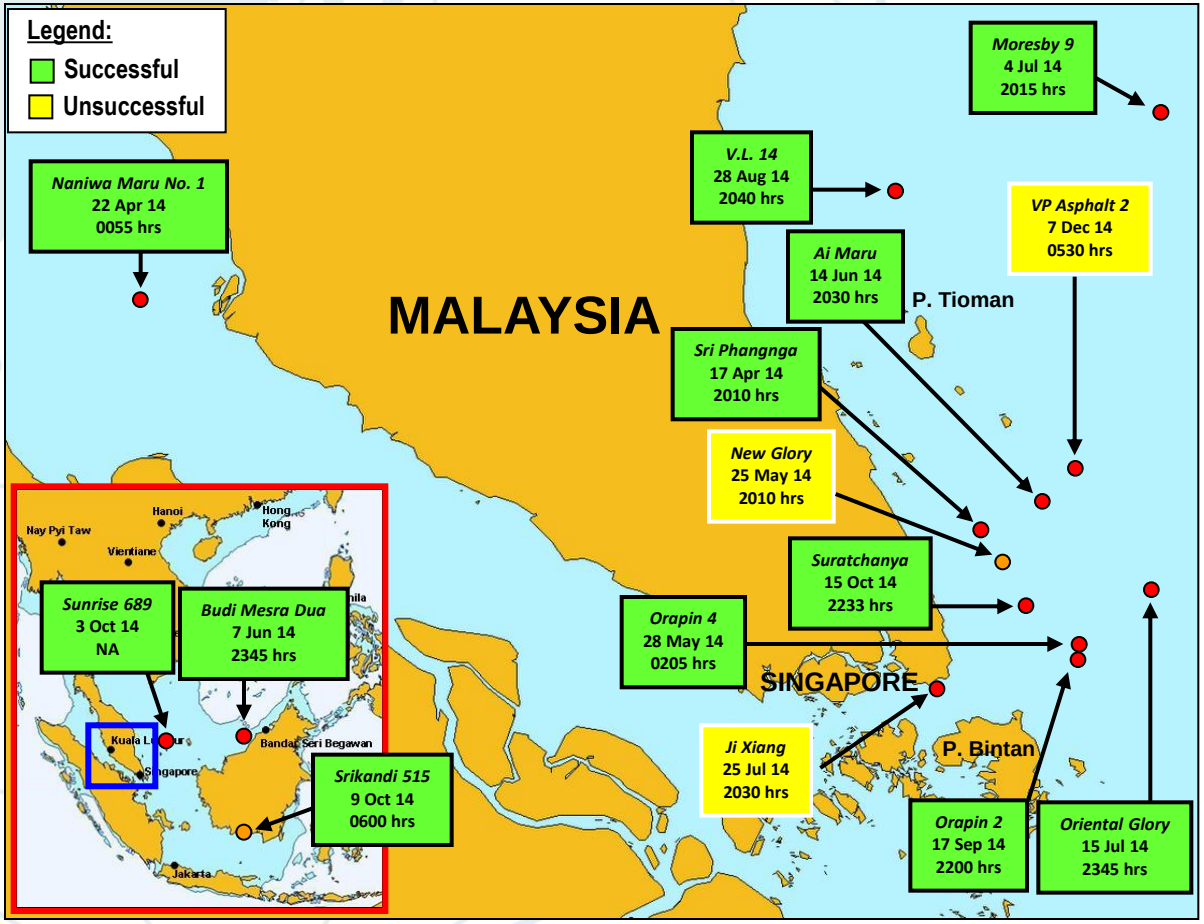
Case Study

Alertness and Prompt Response by Authorities



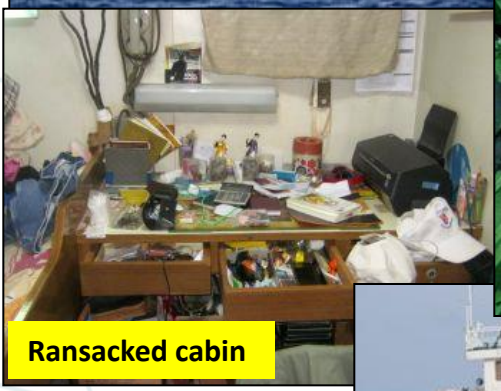
- On 13 Nov 14 at or about 1640 hrs (local time), four crafts were observed in the vicinity
- Two of the crafts went alongside barge loaded with scrap metal
- Master reported to Singapore Focal Point (POCC)
  - ☑ RSN & Singapore PCG informed
- Singapore PCG patrol craft responded
- Five robbers onboard barge escaped immediately
- Nothing stolen

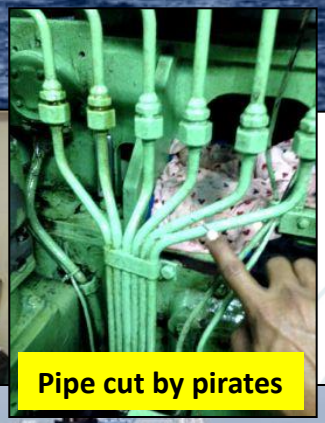
Siphoning Incidents (2014)



- 12 siphoning incidents
- Product/oil tankers
  - 7 (1000-2000 GT)
  - 5 (2000-5000 GT)
- Hours of darkness
  - 9 (during 2000-2345 hrs)
  - 3 (0055-0600 hrs)
- Type of fuel/oil
  - 5 x MGO, 3 x diesel, 2 x gasoline, 2 x others
- Number of perpetuators
  - 6 (8-10), 3 (5-7), 3 (>10)
- Weapons
  - 8 (guns and knives)
- Treatment of crew
  - Tied and locked
  - Minor injury (2 cases)

Siphoning: Modus Operandi


Ransacked cabin

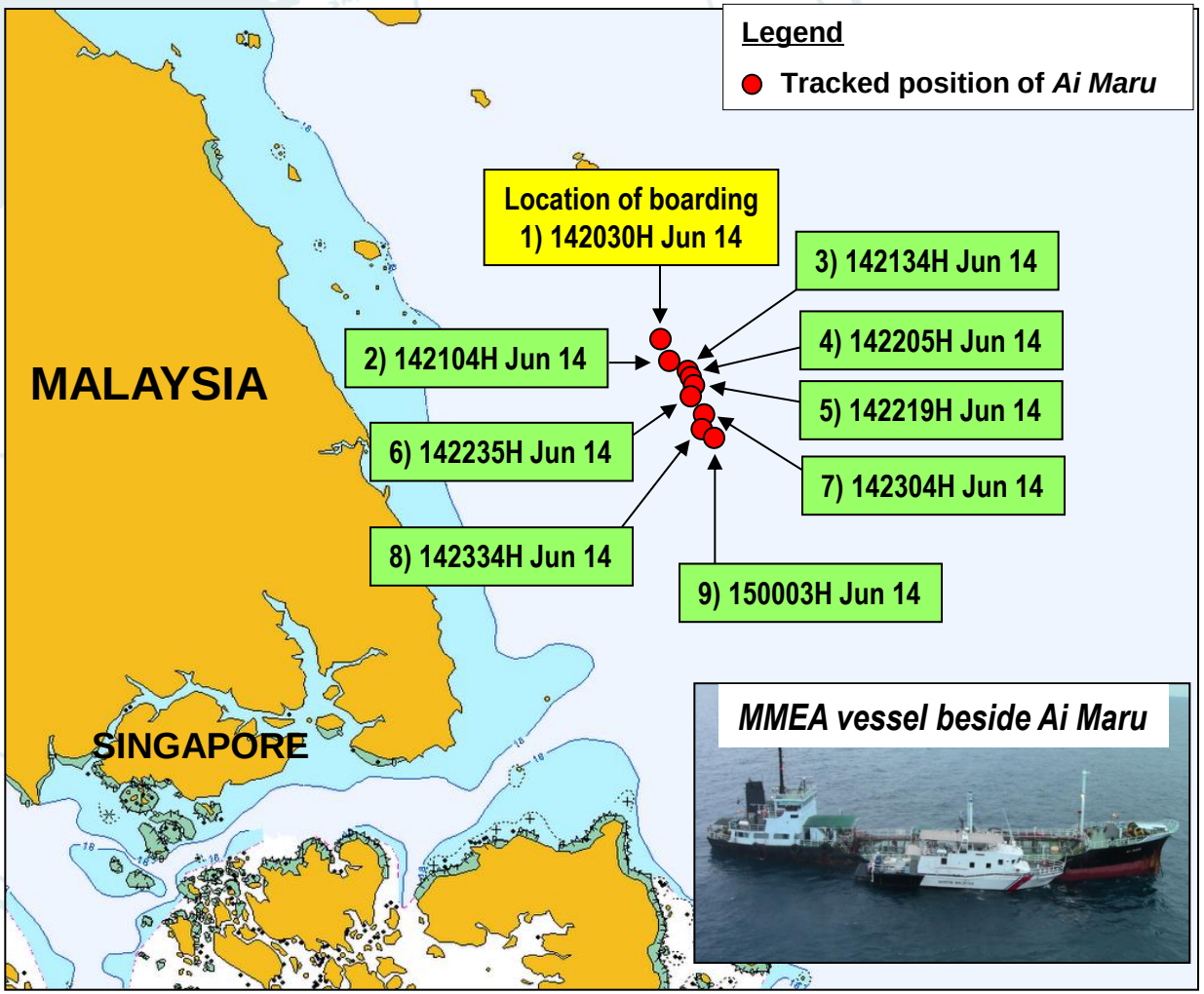

Pipe cut by pirates

Vessel renamed

- Armed with guns and knives
- Tied/threatened crew, locked them in mess room/cabin
- Steered tanker to location further from coast
- Activate cargo pump valve (with or without crew's assistance
- Another tanker/barge came alongside
- Siphoning: approx 6-10 hrs
- Damaged navigational and comms equipment
- Stole crew's cash and belongings

Case Study

Coordinated Response, cooperative mechanism



- 7 x pirates with guns/knives boarded from 3 x speed boats
- Reported to ReCAAP ISC & IFC
- Alerted the regional maritime authorities immediately
- Tracked vessel south-easterly at a speed of about 4.5 knots
- **6 vessels**: RMN (1), MMEA (2), TNI-AL (2), RSN (1)
- Broadcast incident, pirates escaped after siphoned 40%
- **Demonstrated cooperative mechanism and coordinated response**

Best practices and lessons learned

ReCAAP Information Sharing Centre

Case Studies

Arrest of Perpetrators by Indonesian Authorities, westbound TSS, SOMS

Alertness of Crew, Prompt Response by Authorities, east bound TSS, SOMS

Timely Reporting: Arrest of Perpetrators (Chittagong Port)

Coordinated Response, Cooperative Mechanism (SCS)

Best Practices and Lessons Learned

- Timely reporting by master/crew
- Alertness of crew
- Prompt response by authorities
- Arrest of perpetuators - DETERRENCE
- Cooperative mechanism among littoral States

Conclusion

- Increase in number, however majority less severe
  - ☑ SOMS
  - ☑ SCS (anchored)
- Master/crew to exercise vigilance in:
  - ☑ Vessels anchored outside port limits (SCS)
  - ☑ Underway in congested Straits
  - ☑ Slow moving tug boat towing barge
- Littoral States do more…
  - ☑ Increase surveillance and enforcement in SOMS
  - ☑ Extend coordinated patrols in SCS

Conclusion

- Siphoning fuel/oil
  - ☑ Coordinated response by authorities
  - ☑ Collaboration with INTERPOL, regional authorities
- Mindful of shift 'target' and area of 'operation' ('cat and mouse' with enforcement agencies)
- ReCAAP ISC: Situation awareness, value-added products, alerts and accurate assessments
- Shipping Industry: Timely reporting, sharing, adopt best practices
- Authorities: Immediate responses, arrest, deterrence

ReCAAP
Information Sharing Centre

Website: www.recaap.org

ReCAAP mobile app QR code