



# SEA ROBBERY AND HIJACKING: SHARING MMEA PRESPECTIVE



**FIRST ADMIRAL MARITIME HJ ADON BIN HJ SHALAN  
COMMANDER OF MMEA SOUTHERN REGION**



# SCOPES

- ❑ GENERAL OVERVIEWS
- ❑ CASE PRESENTATION
  - MORESBY 9
  - DANAI 4
  - GPT 21
- ❑ KEY SUCCESS FACTORS
- ❑ MMEA REQUIREMENTS
- ❑ HOTLINES



## GENERAL OVERVIEWS

- ❑ The patterns of Sea Robberies have change since 2012.
  - Petty theft aiming on cash and valuable items – secondary.
  - Focus on Marine Gas Oil (MGO) / Diesel (as cargo or fuel) and also aimed to confiscating the vessel.
- ❑ Most of vessels owned by small company, small tanker (bunkering services), old & poorly maintain, single hull and operate within S/E Asian waters.
- ❑ Possibility the involvement from oil and shipping industry players (based on investigation).

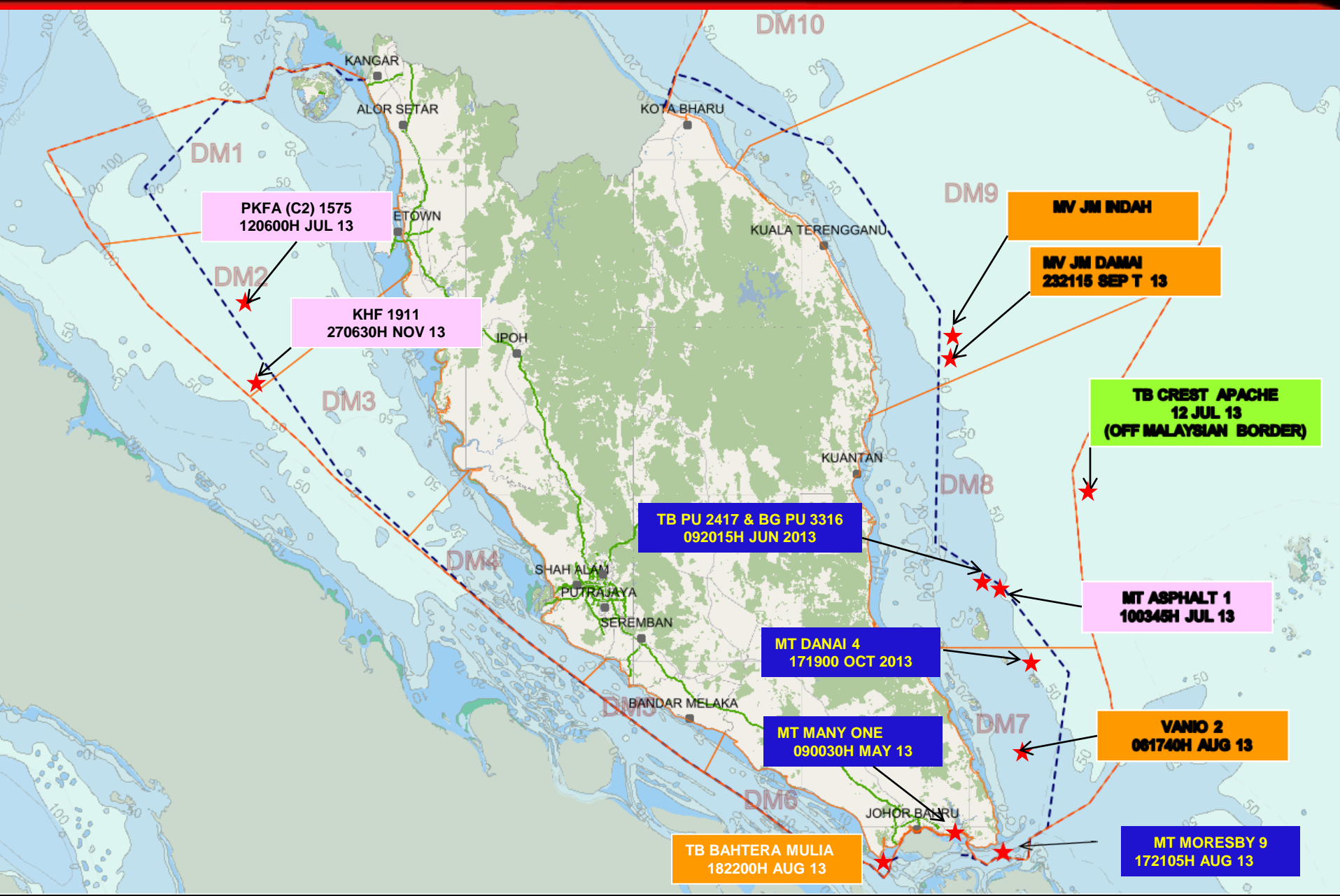


## Incidents Reported to MMEA 2012 – 2013

LOCATION	2012	2013	TOTAL
STRAITS OF MALACCA	2	2	4
JOHOR	12	5	17
SOUTH CHINA SEA	1	4	5
SARAWAK	2	2	4
SABAH	1	0	1
<b>TOTAL</b>	<b>18</b>	<b>12</b>	<b>31</b>



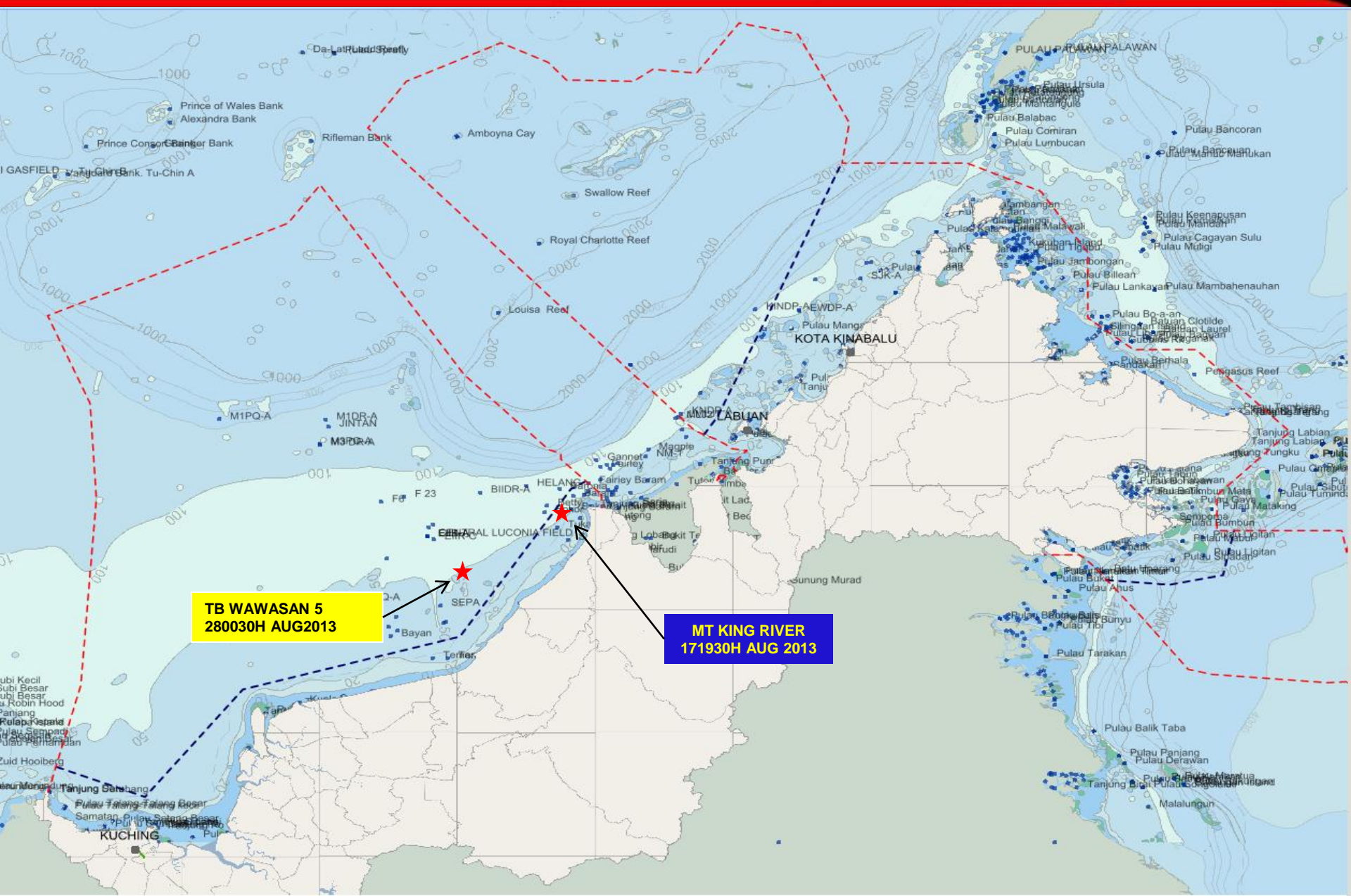
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## **Current Modus Operandi**

- Robbers 5 in numbers or more.
- Involving fire arms (or fake fire arm).
- Board vessel with the sole intention of confiscating cargo or ship.
- **Hijacked ship changed to 'Phantom' ship. The name and colour will be changed while underway.**
- **Cargoes will be transferred at sea to another 'Phantom' ship or 'Unknown' ship.**
- Crew will be tied/ locked in cabin or left to drift at sea on a life raft.
- Believed supported by planted crews/ operators.



## MT MORESBY 9

(As Per ReCAAP Report)



- Assaulted at anchor (off Tg Penyusup) at 172045H Aug 13 while fully loaded with fuel cargo and the owner call MMEA for help at 172105H Aug 13. KILAT 21 (MMEA Boat) was immediately task to location.
- Her sister ships (MT BITUN 2 & MT ATAMI MARU) trying to help. Rockets Flare was illuminated to warn surrounding ships.
- The robbers controlled and navigated the vessel until she was collided with other vessel at anchor. KILAT 21 arrived at her location and robbers managed to escape.
- MMEA found 4 machetes, hammer and masks. Early investigation found just small volume of personal belonging were taken. No forensic evidence could be found because the scene has been contaminated (cleared) and ship surveyor already make an inspection.
- Unable to complete investigation due to no cooperation from vessel.





## MT DANAI 4

(As Per ReCAAP Report)



- ❑ Load with 2,000 MT of MGO and bound to Cambodia. Was boarded at dawn 10 Oct 13 when she 19 nm of Pu. Aur.
- ❑ The Crew not aware they being followed and boarded until they was arrested. The robbers confirming the cargo was loaded before proceeding with their action and used satellite phone to communicate for directive.
- ❑ All crew were locked in the mess while DANAI 4 under Robbers Command until they left the ship at 14 Oct 13.



- ❑ All communication and navigational equipment's was damaged. Ship name was changed from “DANAI 4” to “DAN” and registry was change from “BANGKOK” into “MALABO”.

- ❑ The Cargo was siphoned at Kemaman water to approximately 20 -30 other vessels.

- ❑ **Observations**

- The vessel had been track down for sometimes since loading the MGO.
- Involved coordinated syndicate due to location, distance and number of receiving vessels.





## MT GPT 21

(As Per ReCAAP Report)

- ❑ GPT 21 claimed; she was hijacked and the MGO was siphoned to an orange super tanker within 070900H – 071600H Nov 13.
- ❑ The Incident occurred between Pu Kukup and Pu Pisang Waters.
- ❑ No Police Report was lodged and she was not entering Malaysian Water for further Investigation by MMEA even after OHC Ship Management Pte Ltd (Ship Operator) was asked by MMEA.
- ❑ MMEA replayed the movement of GPT 21 on 7<sup>th</sup> Nov 13 via radar and AIS tracking. There is no existence of an orange super tanker or any other vessels merged with GPT 21 throughout reported time.
- ❑ **The incident classified as a false report based on Radar/ AIS tracking, No Police Report and not cooperative with Malaysian Authorities.**





## KEY SUCCESS FACTORS

- **Situational awareness** - always aware on current situation in every port or waters.
- **Training** - drill the crews.
- **Vigilance** - treat every context with suspicion.
- **Know Your Friends And Foes** – study, research and aware about your crews, operator, agents, bunker clerk, suppliers, business contender etc.



## **MMEA REQUIREMENTS**

- ❑ Notify when at anchor, passing through or conducting any activities when inside Malaysian Maritime Zone to Malaysian Authorities (not just limit to 12 nm from coast).
- ❑ Maintain communication with MMEA when approach by suspicious context.
- ❑ Lodge Police Report if any incident.
- ❑ Enter Malaysian Water/ Port and cooperate with Investigation Team.
- ❑ Preserved Crime Scene & evidence. Perform the action of surveyor after Investigation Team completed at the scene.

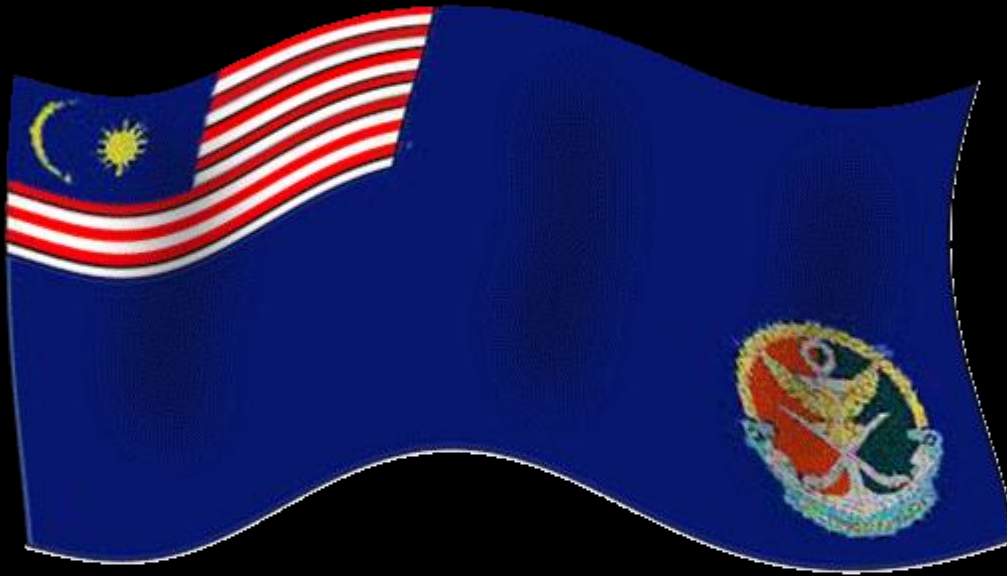




# HOTLINES

## Emergency Hot Line - 999

MMEA Operational Contact Numbers (24 Hours)			
HQ	+603-89434001	Kuantan	+609-5735587
Langkawi	+604-9609814	Kuala Terengganu	+609-6223657
Pulau Pinang	+604-26246146	Tok Bali	+609-7780070
Lumut	+605-6838737	Kuching	+6082-432544
Kuala Kedah	+604-7621810	Bintulu	+6086-314024
Kuala Perlis	+604-9851072	Miri	+6085-418204
Kuala Kurau	+605-7279919	Tg. Manis	+6084-431364
Klang	+603-31012445	Labuan	+6087-427999
Linggi	+606-3876730	Kota Kinabalu	+6088-385174
Johor Bahru	+607-2199402	Sandakan	+6089-229504
Tg Sedili	+607-8916590	Tawau	+6089-752115
Batu Pahat	+607-4344343	Lahad Datu	+6089-885713
Mersing	+607-8531145		



# THANK YOU