



Situation Update on Piracy and Armed Robbery Against Ships in Asia (January-March 2013)

Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia

Scope



- ❖ Situation update
- ❖ Classification methodology
- ❖ Case studies
 - ☑ Incidents at ports and anchorages
 - ☑ Incidents involving tug boats
- ❖ Conclusion

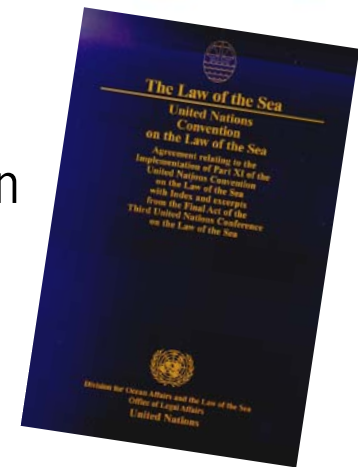
Classification Methodology

❖ 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-based assessment of incidents:

- ✓ Violence Factor (V-factor)
 - ➔ Types of weapons
 - ➔ Treatment of crew
 - ➔ Number of pirates/robbers involved
- ✓ Economic Factor (E-factor)
 - ➔ Type of property taken

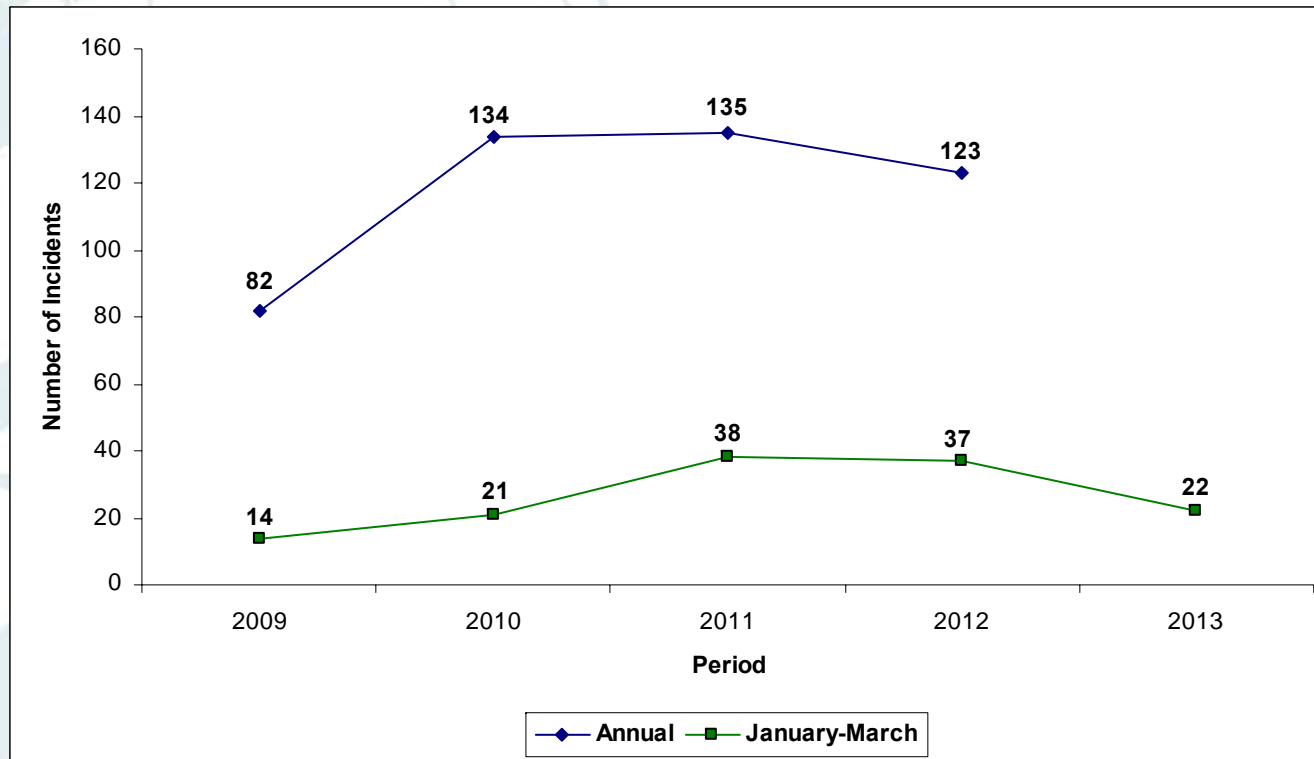


❖ Level of Significance:

- ✓ Evaluates the significance of each incident based its V-factor and E-factor

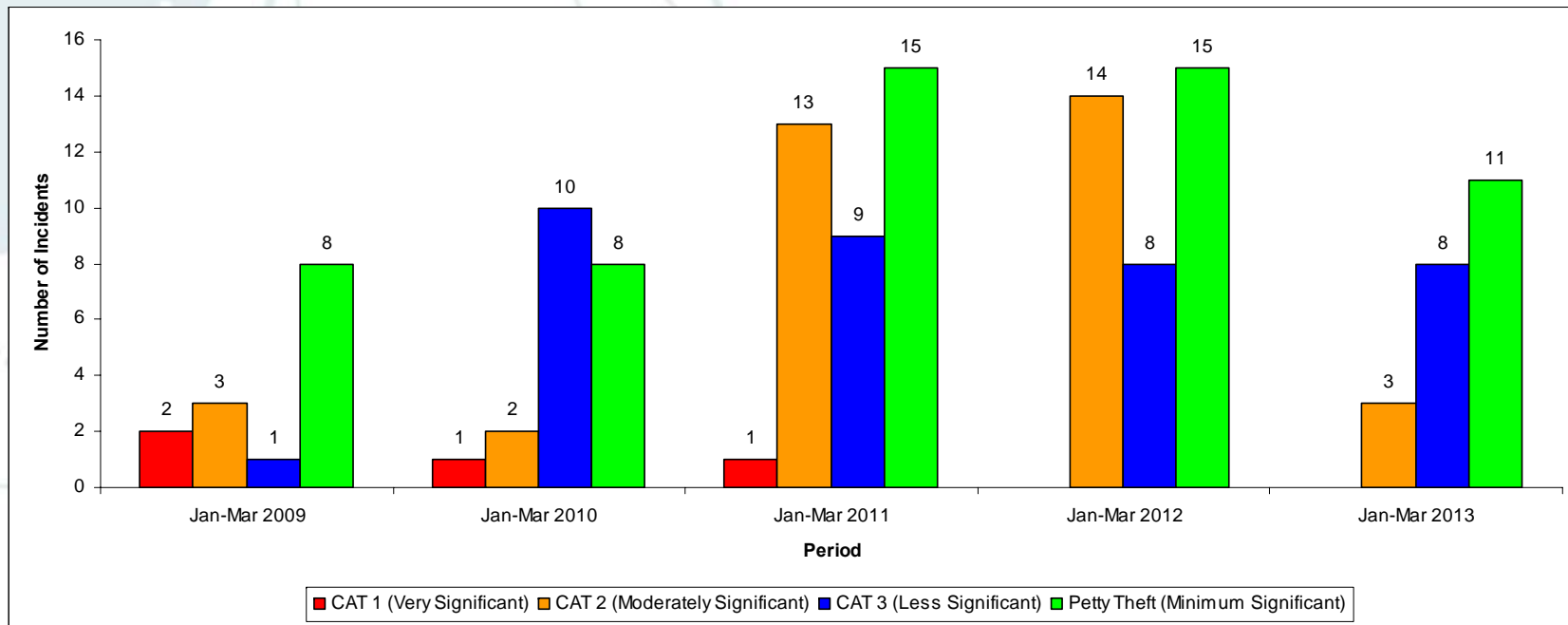
| Category | Significance of Incident |
|-------------|--------------------------|
| CAT 1 | Very Significant |
| CAT 2 | Moderately Significant |
| CAT 3 | Less Significant |
| Petty Theft | Minimum Significant |

Actual Yearly Numbers vs Qtr 1 (2009-2013)



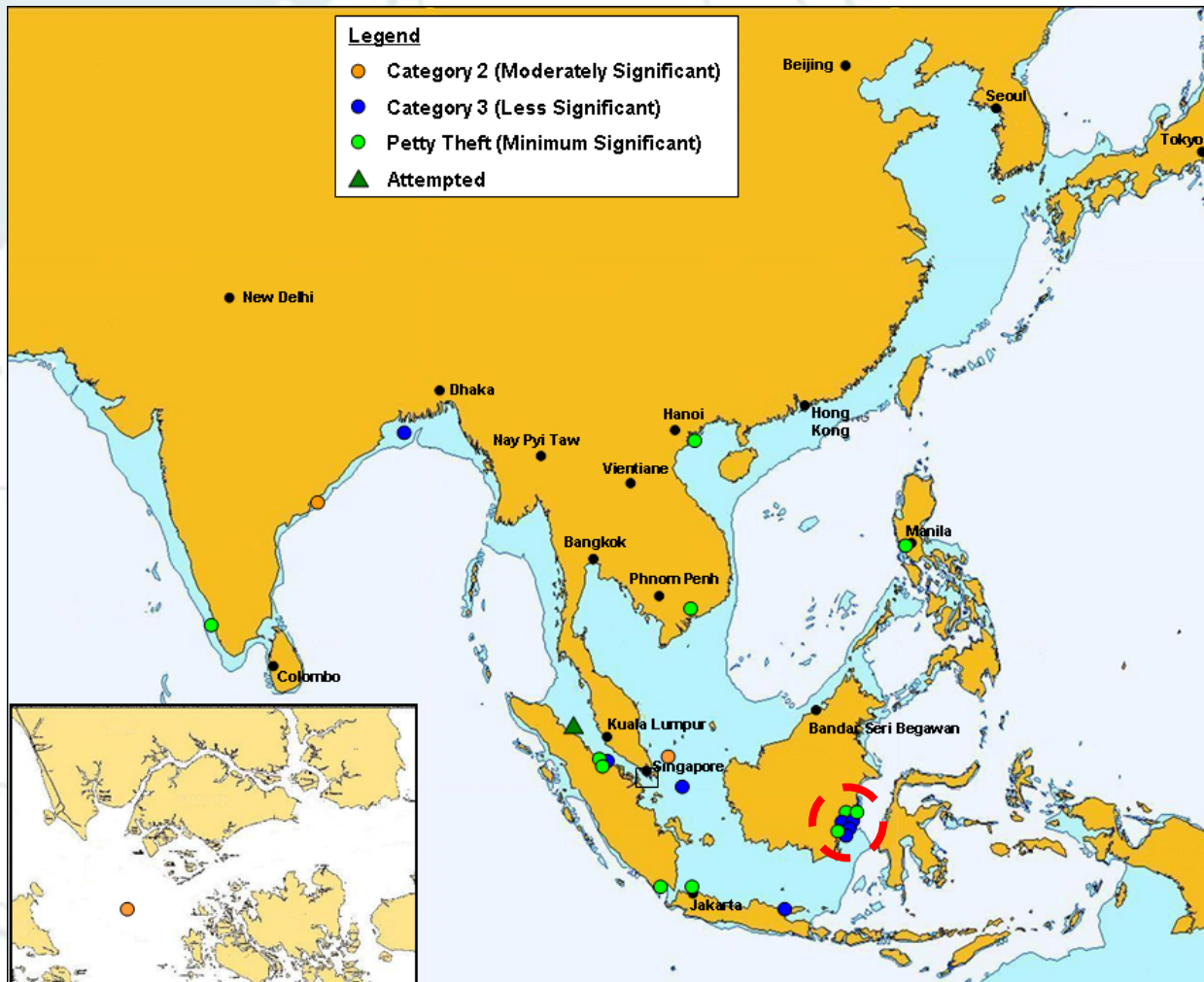
- ❖ Largest year-on-year decrease in 2012
- ❖ Decline in Qtr 1 figures in 2013

Significance Level of Incidents (Jan-Mar 2013)



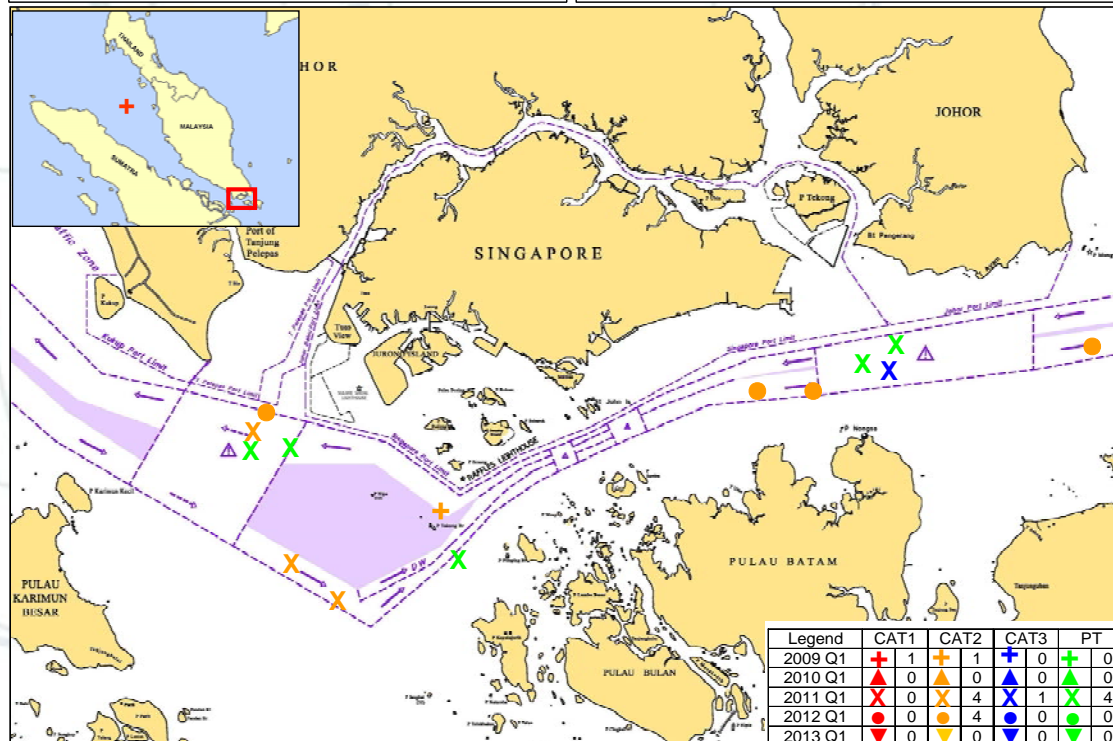
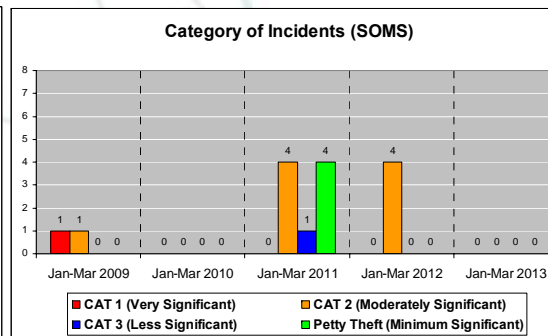
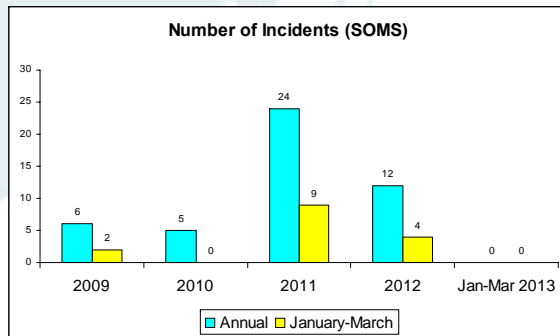
- ❖ Less severe in nature
- ❖ No CAT 1 incident
- ❖ Decrease in CAT 2, CAT 3 and Petty Theft incidents
- ❖ Largest decrease in CAT 2 incident

Location of Incidents (Jan-Mar 2013)



- ❖ Improvement in Southeast Asian region
 - ☑ Straits of Malacca and Singapore
 - ☑ Malaysia
- ❖ Improvement in South Asian region
 - ☑ Bangladesh
- ❖ More to be done at ports and anchorages in Indonesia

Straits of Malacca & Singapore (Jan-Mar 2013)



- ❖ 1st Qtr Vs Annual Number
2009 (2:6), 2010 (0:5), 2011 (9:24), 2012 (4:12), **2013 (0:0)**
- ❖ 12 (of 15 incidents) involved tug boats
- ❖ Possible reasons for the improvement
 - ☑ ReCAAP ISC provides situation awareness to tug boat industry (local and overseas)
 - ☑ Produce countermeasures collaterals
 - ☑ Tug boat posters
 - ☑ Tug boat guides
 - ☑ Situation awareness among littoral States
 - ☑ Enhanced surveillance by coastal authorities
 - ☑ Joint coordinated patrols



**Incidents at
ports and
anchorage**

Overall Update

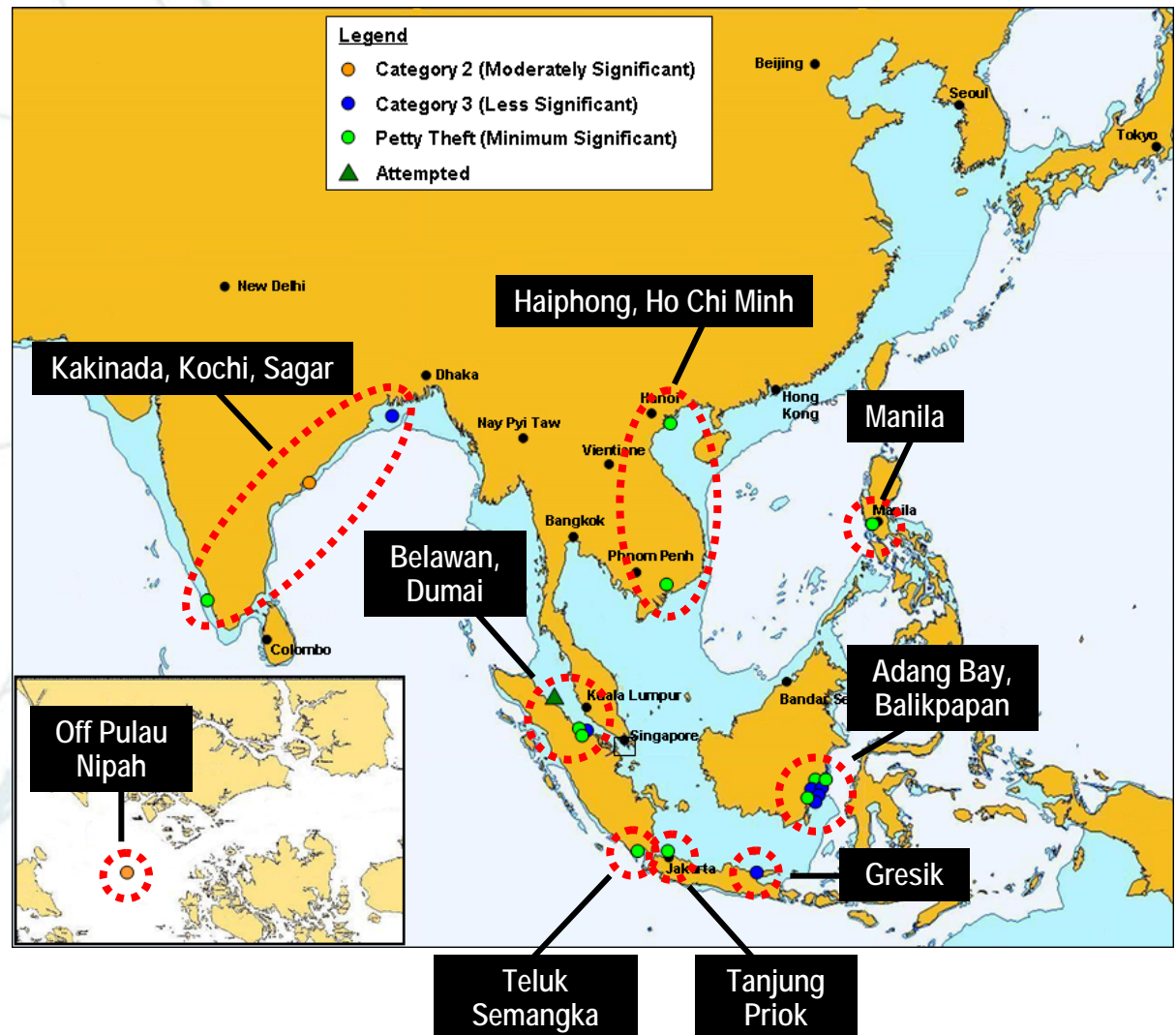
Ports and Anchorages (Jan-Mar 2013)

❖ Majority incidents occurred at ports and anchorages

- ☑ 21 x incidents (anchored /berthed), 2 x incidents (underway)
- ☑ Mainly CAT 3 or petty theft

❖ Location of incidents

- ☑ Indonesia (15 incidents)
- ☑ India (3 incidents)
- ☑ Vietnam (2 incidents)
- ☑ Philippines (1 incident)



Incidents at Ports and Anchorages

| | Indonesia (14 actual incidents) | India (3 actual incidents) | Vietnam (2 actual incidents) | Philippines (1 actual incident) |
|-------------------------|--|---|---------------------------------|------------------------------------|
| Violence Factors | | | | |
| Number of robbers | 1 to 6 men: 13 incidents 7 to 8 men: 1 incident | 1 to 6 men: 2 incidents 7 to 8 men: 1 incident | 1 to 6 men: 2 incidents | 1 to 6 men: 1 incident |
| Type of weapons used | None*: 7 incidents Knives only: 7 incidents | None: 1 incident Knives only: 2 incidents | None*: 2 incidents | None: 1 incident |
| Treatment of crew | No injuries^: 11 incidents Threatened: 1 incident Assaulted: 1 incident Taken Hostage: 1 incident | No injuries: 3 incidents | No injuries^: 2 incidents | No injuries: 1 incident |
| Economic Factor | | | | |
| Type of property stolen | Stores: 7 incidents Engine spares: 4 incidents None: 3 incidents | Stores: 3 incidents | Stores: 2 incidents | Stores: 1 incident |

* **Not stated** – No information was provided on the weapons used in some of the incidents.

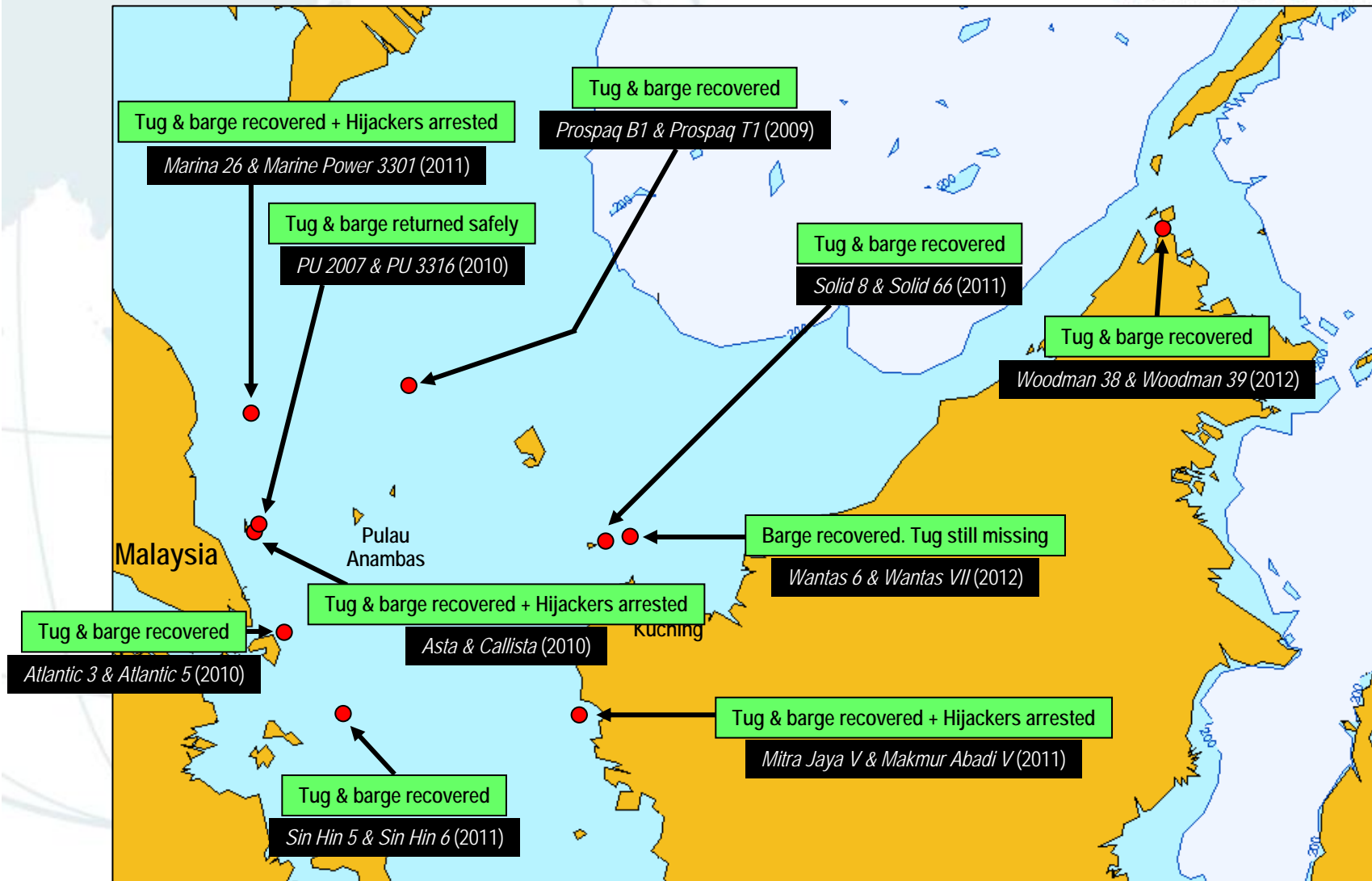
^ **Not stated** – No information was provided on the treatment of crew in some of the incidents.



**Incidents
involving
tug boats**

Case Study

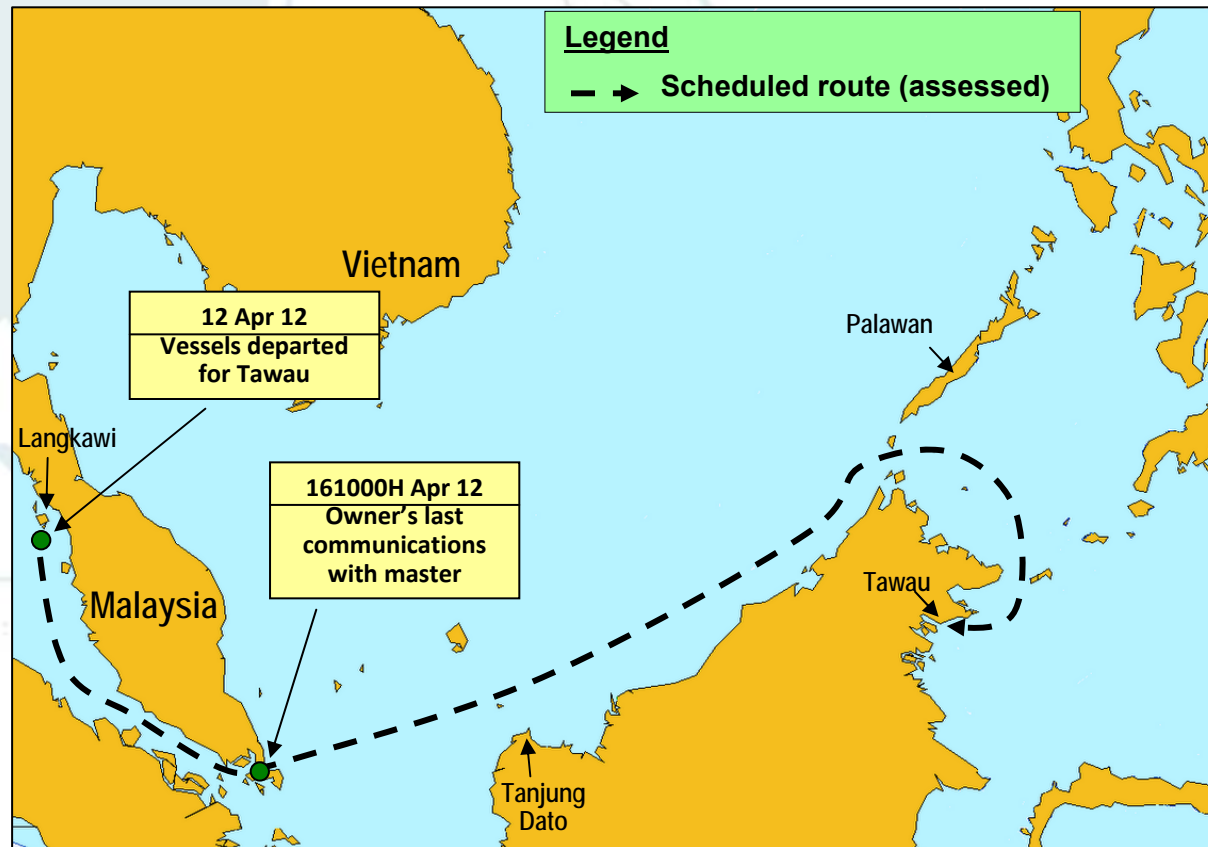
Hijacking of Tug Boats and Barges (2009-2012)



Hijack of tug boat, *Wantas 6* towing barge, *Wantas VII*

17 April 2012

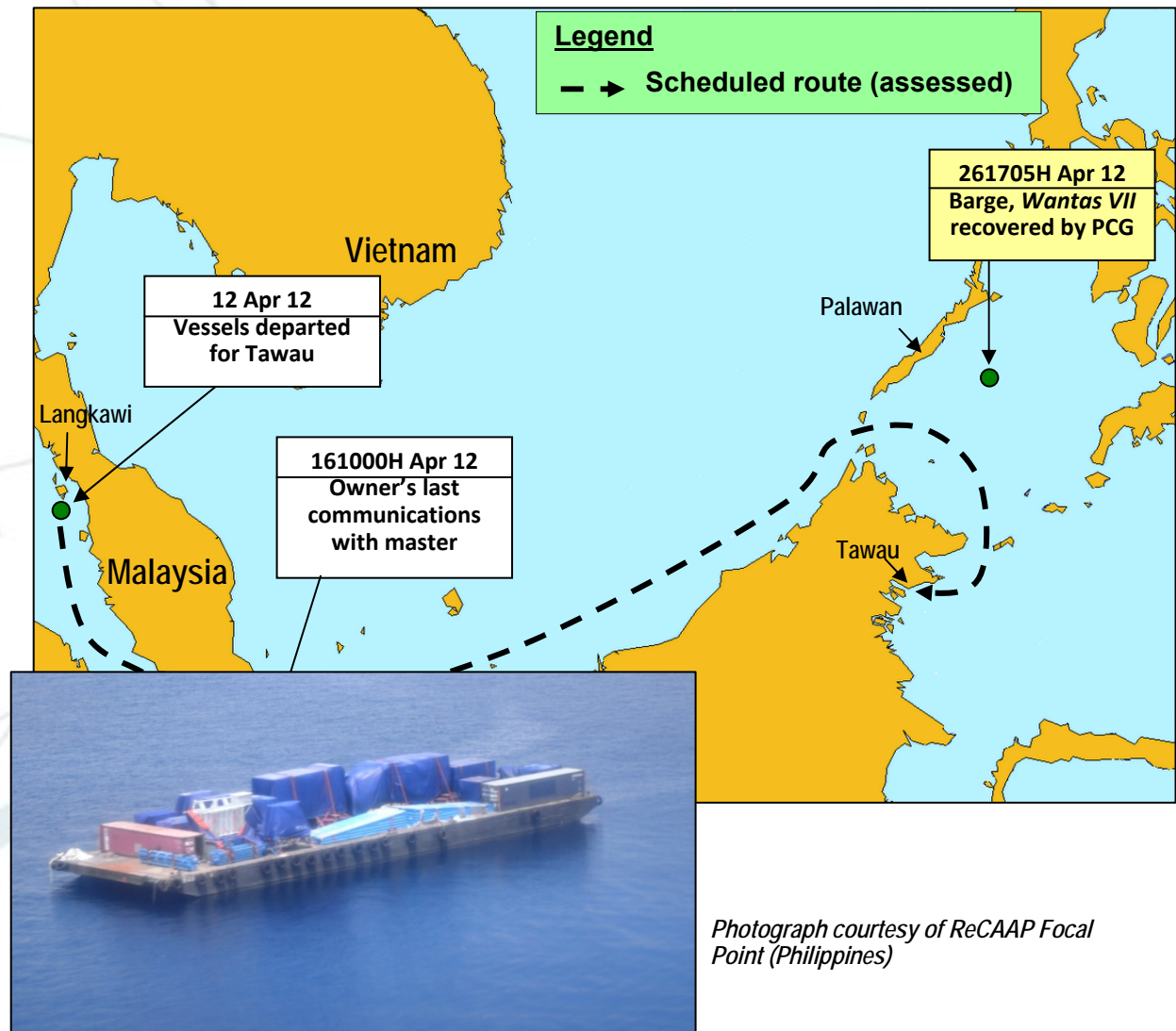
Hijack of *Wantas 6* towing *Wantas VII*



- ❖ On 12 Apr 12, a Malaysia-registered tug boat, *Wantas 6* towing barge, *Wantas VII* departed Langkawi, for Tawau, Malaysia
- ❖ On 26 Apr 12, owner reported to MMEA that he had lost communications with master
 - ➡ Last communication on 16 Apr 12 at 1000 hrs
 - ➡ Vessels passing Pulau Batam, Indonesia

Hijack of *Wantas 6* towing *Wantas VII*

- ❖ On 26 Apr 12, the PCG reported to the ReCAAP ISC that barge, *Wantas VII* has been found
 - ➡ Southeast of South Islet, Cagayancillo, Palawan, Philippines
- ❖ PCG boarded the barge
 - ➡ Eight containers containing electrical and construction supplies/materials were forced open
- ❖ Barge towed to Cagayan De Oro City, Northern Mindanao, Philippines



Hijack of *Wantas 6* towing *Wantas VII*

- ❖ On 30 Apr 12 the crew of *Wantas 6* was rescued by a passing Vietnamese fishing boat

- ➡ Crew in good health

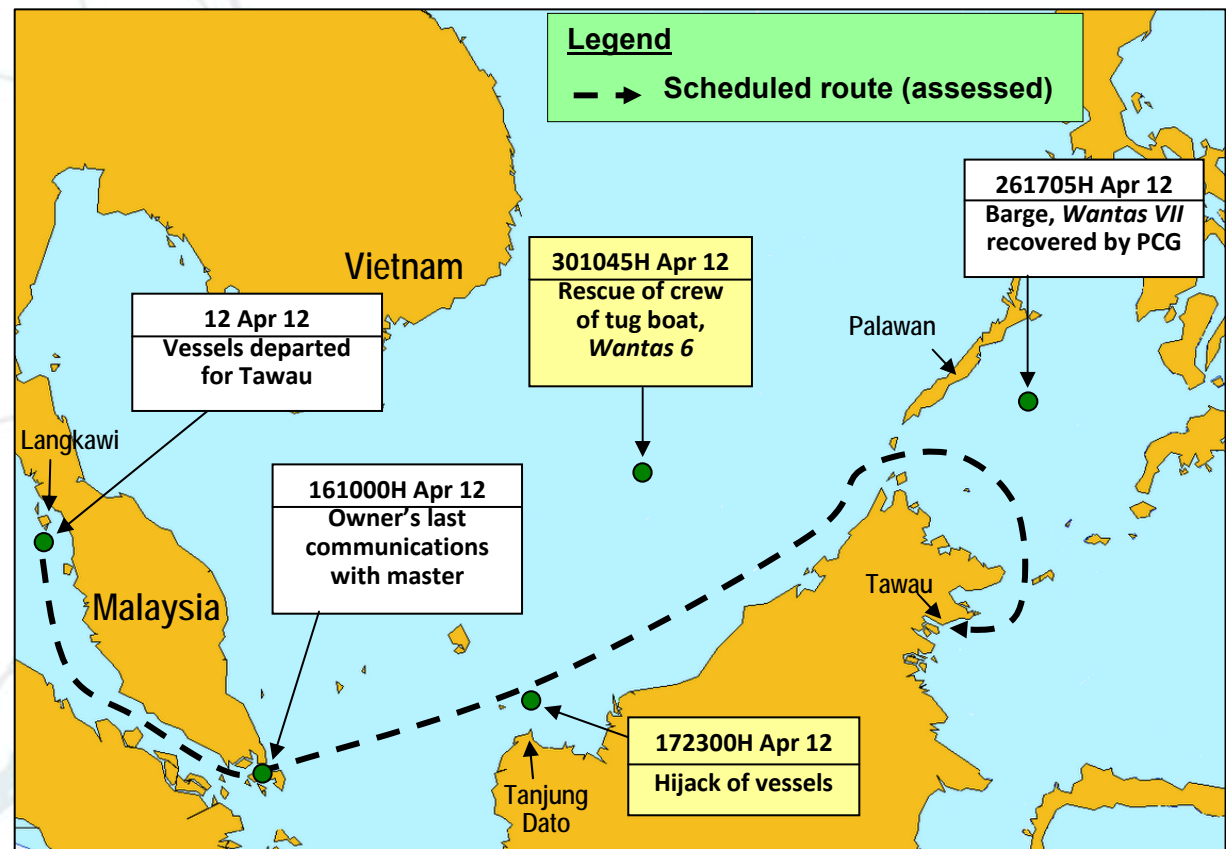
- ❖ Owner interviewed crew

- ➡ 20 pirates boarded and hijacked *Wantas 6* on 17 Apr 12 while she was underway off Tanjung Dato, Sarawak

- ➡ Crew held at knifepoint and locked in lower deck of tug boat

- ➡ Crew was put on a life raft and set adrift on 20 Apr 12

- ❖ Tug boat still missing

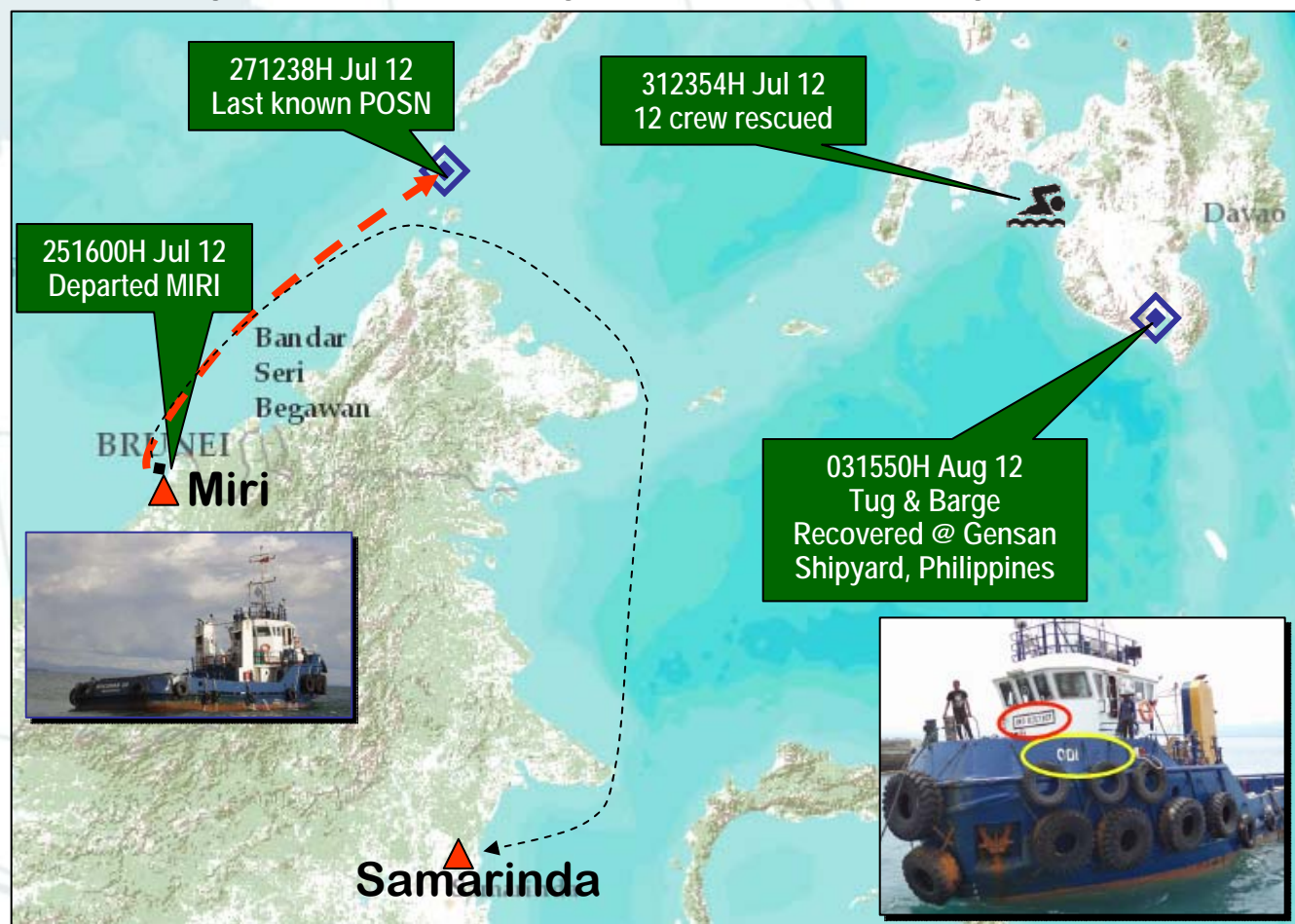


Hijacking of tug boat, *Woodman 38* towing barge, *Woodman 39*

27 July 2012

Hijack of *Woodman 38* towing *Woodman 39*

Chronological of Events (Tug-Woodman 38 & Barge-Woodman 39)



25 Jul 12 (1600 hrs)

Tugboat WOODMAN 38 with barge WOODMAN 39 departed MIRI, enroute for SAMARINDA

27 Jul 12 (1238 hrs)

Tracking device was switched off. Last known position – off BALABAC ISLAND, PHILIPPINES

31 Jul 12 (0932-1300 hrs)

Company sought assistance from ReCAAP ISC to locate the vessels which they suspected were hijacked. Focal Points, BAKORKAMLA & MMEA were alerted. Incident Alert promulgated

31 Jul 12 (2354 hrs)

12 pax in 2 inflatable liferafts rescued

4 Aug 12 (1550 hrs)

PCG recovered vessels @ Gensan Shipyard, Bawung, Siguli, Maasim. Ship name & IMO No. painted over

Hijack of *Woodman 38* towing *Woodman 39*

- ❖ *Woodman 38* renamed "*ODI*"
- ❖ IMO number changed from "9257307" to "0257307"



Sharing of Best Practices and Lessons Learned

❖ Successful Outcome: Crew rescued, vessels recovered attributed to:

- ☑ Timely reporting

➔ *Asta, PU 2007, Atlantic 3, Sin Hin 5, Woodman 38*

❖ Effectiveness of ReCAAP Network

- ☑ Information sharing
- ☑ Operational cooperation
- ☑ Verification of ownership

❖ Inter-agency coordination, information sharing and timely responses

- ☑ Philippine Coast Guard, Police, Navy, port authorities
- ☑ Vietnam Marine Police, Navy, MISC, Fishery Dept
- ☑ MMEA, Royal Malaysian Navy

❖ Lessons learned: **Delayed reporting**

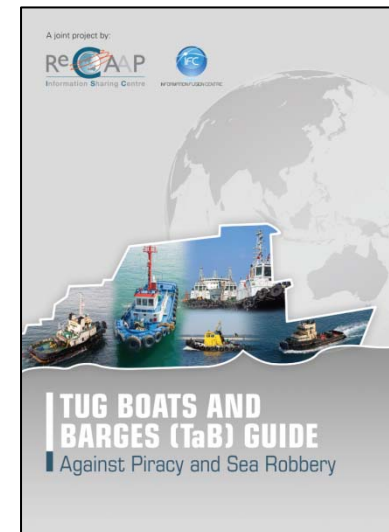
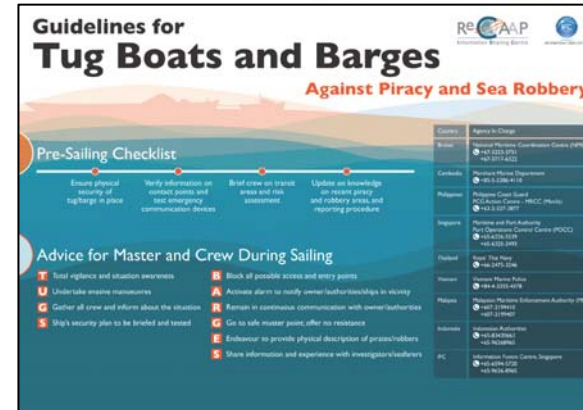
- ☑ *Marina 26* reported 7 days later (media)
- ☑ *Solid 8* reported 9 days later (MMEA)
- ☑ *Wantas 6* (did not report until barge found 9 days later) **Tug boat still missing**



Conclusion



- ❖ Overall situation has improved, but ...
 - ☑ No room for complacency
- ❖ Enhanced enforcement at ports and anchorages
- ❖ Profiling of ReCAAP network
 - ☑ Focal Points to profile itself to shipping industry
 - ☑ Capacity building of Focal Points
 - ☑ Effective and robust information sharing mechanism
- ❖ ReCAAP to engage shipping industry
 - ☑ Provides situation awareness
 - ☑ Develops countermeasures and solutions, e.g. tug boat poster, guide book
 - ☑ Shares BMPs and lessons learned
 - ☑ Encourages timely reporting



Thank you!



www.recaap.org

Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia