

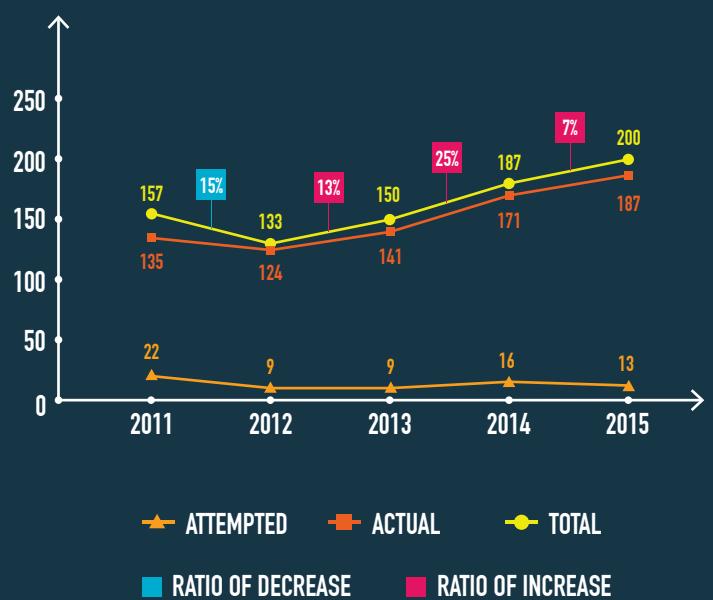
# PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA (2015)

## 7% INCREASE IN NUMBER IN 2015 COMPARED WITH 2014

Ratio of increase declined over 2012-2015



## 5 YEARS-OVERVIEW



## NO INCIDENT OF HIJACKING OF TANKERS FOR THEFT OF OIL CARGO SINCE SEPTEMBER 2015

12 incidents reported; of which 2 were foiled by authorities.

### ARRESTS AND PROSECUTION



Arrest of mastermind



Arrest of perpetrators



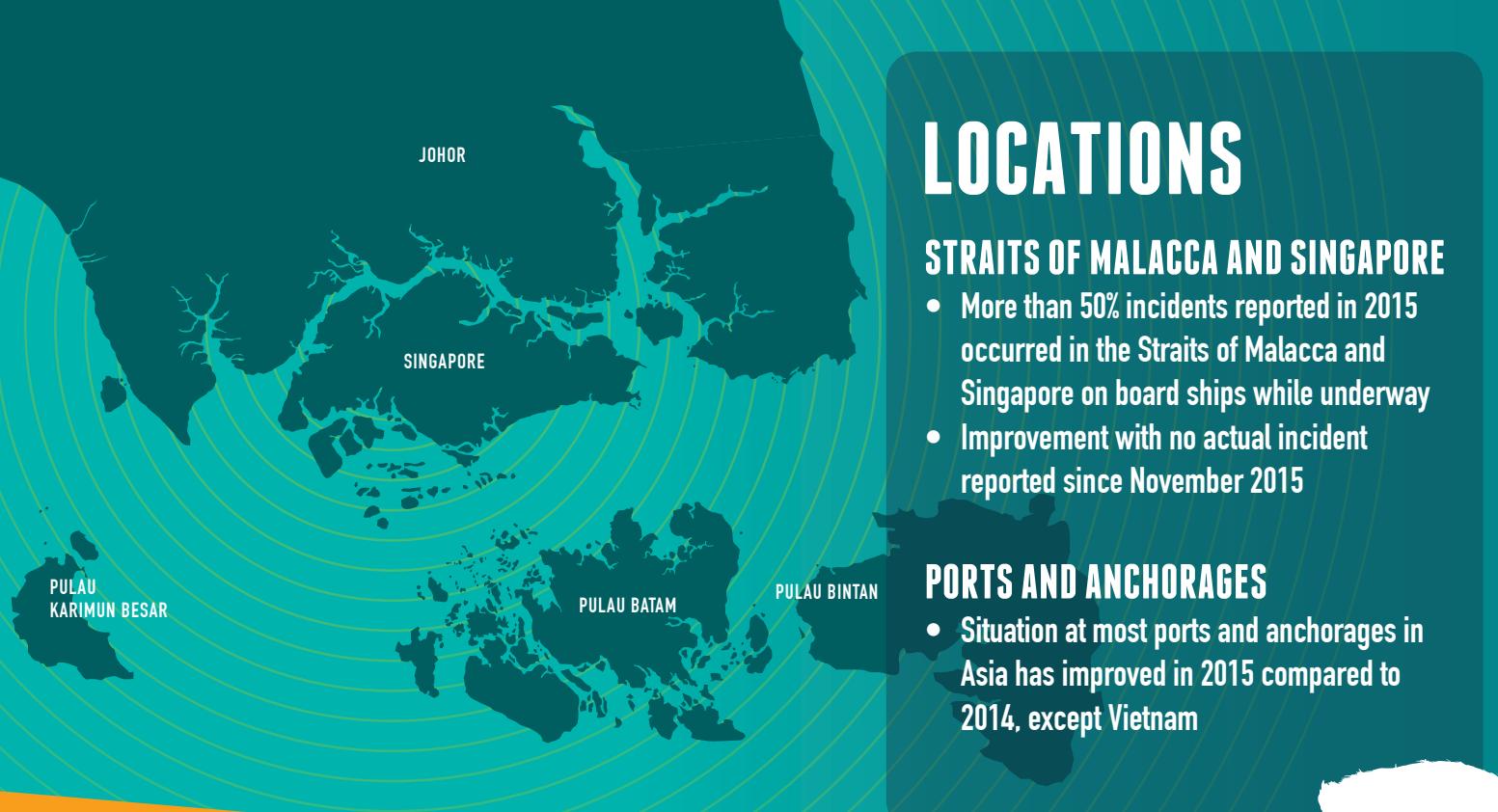
Found and detain ships used by perpetrators



Prosecution of perpetrators by MMEA



Produced 'Guide for Tankers Operating in Asia against Piracy and Armed Robbery Involving Oil Cargo Theft'



## LOCATIONS

### Straits of Malacca and Singapore

- More than 50% incidents reported in 2015 occurred in the Straits of Malacca and Singapore on board ships while underway
- Improvement with no actual incident reported since November 2015

### Ports and anchorages

- Situation at most ports and anchorages in Asia has improved in 2015 compared to 2014, except Vietnam

## WAY FORWARD

Collaboration among the ReCAAP ISC, shipping industry and authorities to:



Share timely updates and assessments



Ensure immediate assistance and responses to victim ships



Work in progress...ReCAAP ISC jointly producing *'Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia'* with ASF, IFC, INTERTANKO, OCIMF, RSIS, SSA/FASA

## CONCLUSION

The efforts of various regional enforcement agencies in enhanced patrols and agility, had led to the quick apprehension of the perpetrators. With more perpetrators being put to task, the overall situation in Asia is heading for improvement.

However, there is no room for complacency. Cooperation and collaboration among the ReCAAP Focal Points, shipping industry and regional authorities are key towards combating piracy and armed robbery against ships in Asia.