

23rd April 2015



PIRACY ATTACKS IN SOUTH

INTERPOL Maritime Security Sub-directorate
Presentation ReCAAP – April 23rd 2015

EAST ASIA

Overview of the Maritime Piracy Situation in the South East Asian Region



Source IMB

Piracy Map for 2014

Yellow pin = Attempted Attack Orange pin = Boarded Blue pin = Fired upon Red pin = Hijacked Purple pin = Suspicious vessel



As for 7 April 2015

 = Attempted Attack  = Boarded  = Fired upon  = Hijacked  = Suspicious vessel

INTERPOL Global Database on Maritime Piracy

- **UNCLASSIFIED data** and shareable with international law enforcement sent to INTERPOL for law enforcement use
- **Cross matches** and analytical reports
- **Hits** to be shared with relevant stakeholders
- Various documents, **businesses**, **identity documents**, **locations**, **anchorage points**, **engines**, **bank accounts**, **weapons**, **videos**, etc.

Global Database Statistics: 114,657 Records

As of March 2015

- **2,000** Subjects (pirates, financiers, negotiators)
- **1,174** Incident Reports
- **1,039** Vessels
- **17,878** Telephones
- **336** Emails
- **211,724** Currency serial numbers

Evidence collected entered into the
Global Maritime Piracy Database for
the **benefit of member countries**



INTERPOL Global Database on Maritime Piracy

- Two-way information e.g. ReCAAP & INTERPOL
- Identifying links between on-going and previous investigations, high value targets
- Currently being used for incidents of piracy in South East Asia
- New information added daily
- Regular responses to requests for information
- Analysis

INTERPOL Global Database on Maritime Piracy

- Hijacking, fired upon, suspicious approach, disruption etc.
- Date, time and location of event
- Details of incidents
- Entities linked to incident
- Events post-hijacking
- Crew numbers and nationalities
- Ransoms
- Post vessel release

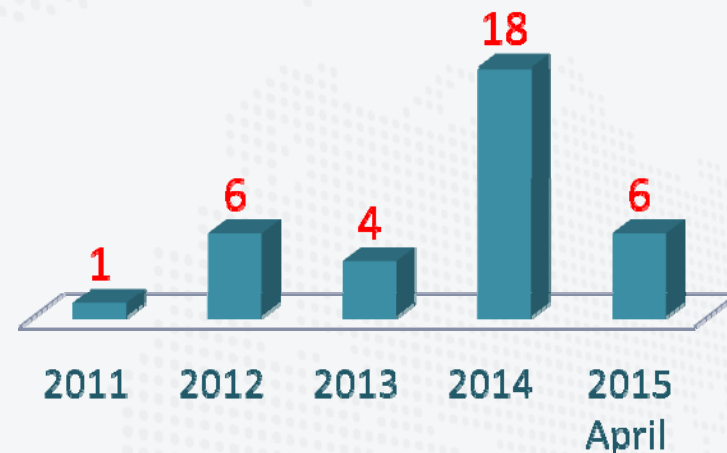
INTERPOL Global Database on Maritime Piracy

- Piracy database query result report
 - (i.e. cross-match report)
- Operational analysis reports
- Post naval disruption report
- Link chart analysis
- Profiles
- Ad hoc intelligence reports

Trends & Modus Operandi

- Continuous rise in the number of hijackings since 2014, primarily for the purpose of siphoning oil
 - Under-reporting of hijacking
- Attacks orchestrated by a small number of criminal networks.
 - Suspected connections with the oil/fuel shipping industries
 - Hijacked vessels are **not** targeted randomly

Hijackings and attempted hijackings
in the SEA region

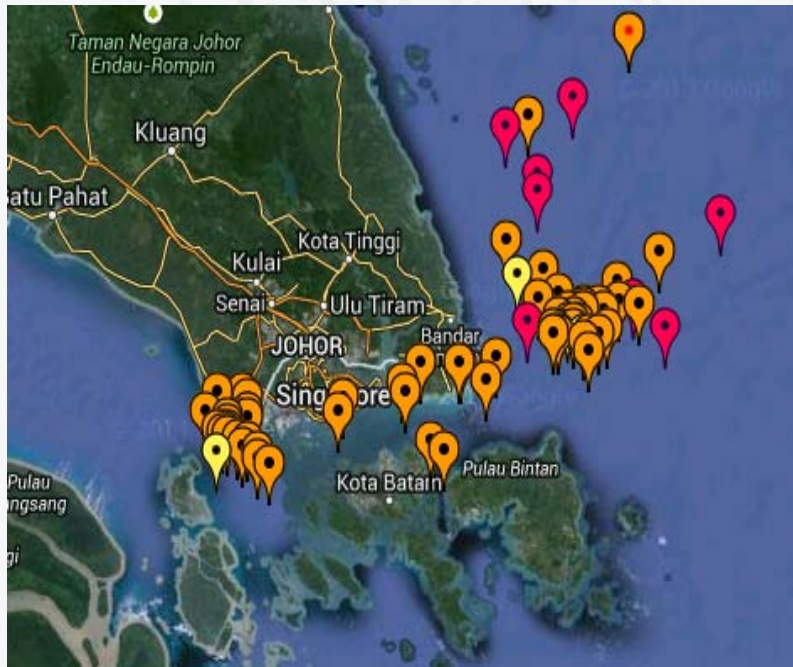


Trends & Modus Operandi

Hijacked Vessels characteristics

- **Small to medium sized tanker**, under 2,000 gross tonnage (GT)
- Built **20 to 30 years ago**, with exceptions (*Sunrise 689* built in 2012, *Srikandi 515* built in 2013)
- Mostly owned by **small companies** operating exclusively within the region
- **Oil/fuel cargo targeted**: Marine Gas Oil (MGO) is the most expensive

Trends & Modus Operandi



Location

- Targeted vessels operate primarily in the **South China Sea** and **Straits of Malacca/or Singapore Straits**.
- At least 2 pirates groups operating in these two zones
- Location of the attacks seem to be **spreading further out** in the South China Sea

Trends & Modus Operandi

Perpetrators

- Typical pirate boarding teams of **6-8 individuals in speedboats** with high-powered outboard motor engines
- Usually armed with **knives and firearms**
- High level of **shipping and/or oil industry knowledge** and expertise
- **Well-resourced groups** with access to mother ships that receive stolen cargo and possible crew complicity

Trends & Modus Operandi



Hijacking duration and treatments

- Usually it does **not involve any kidnappings for ransom**, exception made with the kidnapping committed by terrorist groups (*MY Catherine* owners kept hostages by Abu Sayyaf' in the Philippines, 26 April 2014).
- Most incidents for oil siphoning last **4 up until 12 hours** with exceptions (*Sunrise* 689 7days; *Srikandi* 515 49 days)
- Crew members tend to **not be physically harmed**, with exceptions (*VP Asphalt 2* crew member shot dead in December 2014)

Challenges encountered by regional states responding to piracy incidents:

- Enhanced information sharing
- Crime scene investigation and systematic crew debriefs
- Land based responses
- Review of legislation
- Biometrics and forensics

Conclusion

- ❖ Enhanced transnational cooperation
- ❖ Sharing of data
- ❖ Use of INTERPOL tools and services
 - ❖ E.g.: Global Database on Maritime Piracy



Information Sharing Centre

23rd April 2015



Thank you very much for your attention

نشكركم جزيل الشكر على انتباهكم

Muchas gracias por su atencion

Merci beaucoup pour votre attention

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