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HALF YEARLY REPORT

PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

JANUARY TO JUNE 2016

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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

There has been an improvement in the piracy and armed robbery situation in Asia with the largest decrease in number of incidents during January-June 2016 compared to the same period in the past four years of 2012-2015. The number of incidents reported during January-June 2016 has decreased by 64% compared to the same period in 2015. A total of 41 incidents were reported during January-June 2016 compared to 114 incidents in 2015.

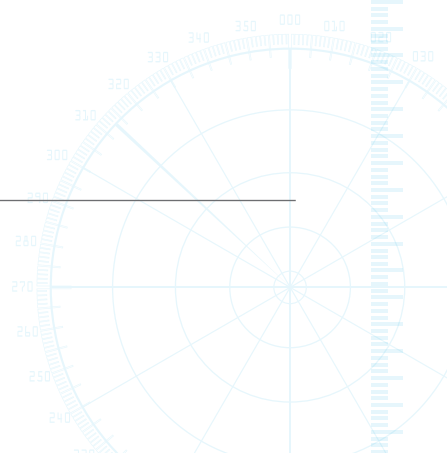
The decline in the number of incidents reported during January-June 2016 was most evident in the Straits of Malacca and Singapore (SOMS). One incident was reported in SOMS during January-June 2016 compared to 55 incidents during the same period in 2015. The number of incidents involving hijacking of tankers for oil cargo theft has also decreased during January-June 2016. Two incidents involving the hijacking of tankers for oil cargo theft were reported during January-June 2016 compared to 10 such incidents during the same period in 2015.

A total of six CAT 1 incidents were reported during January-June 2016 compared to 10 CAT 1 incidents reported during same period in 2015. Of the six CAT 1 incidents, four involved the abduction of crew and two involved the hijacking of ships for oil cargo theft. The ReCAAP ISC is concerned of the four cases of abduction of crew, and urges the littoral States to step up surveillance/patrols and the shipping industry to adopt appropriate preventive measures. Refer to the ReCAAP ISC Special Report SR 01/2016 on “*Special Report on Abducting of Crew from Tug Boats in Waters off Eastern Sabah and South Philippines*”¹.

The situation at most ports and anchorages in Asia has improved during January-June 2016 compared to the same period in 2015, except at certain ports and anchorages in India and Indonesia.

The ReCAAP ISC and its Focal Points are committed to work together collectively with the shipping industry, enforcement agencies and relevant stakeholders to address the situation of piracy and armed robbery against ships in Asia.

¹ The report can be found on ReCAAP ISC Website at www.recaap.org.





PART ONE

OVERVIEW

INCIDENTS OF PIRACY AND
ARMED ROBBERY AGAINST SHIPS
IN ASIA REPORTED DURING 1ST
HALF OF 2016 (JANUARY-JUNE
2016)

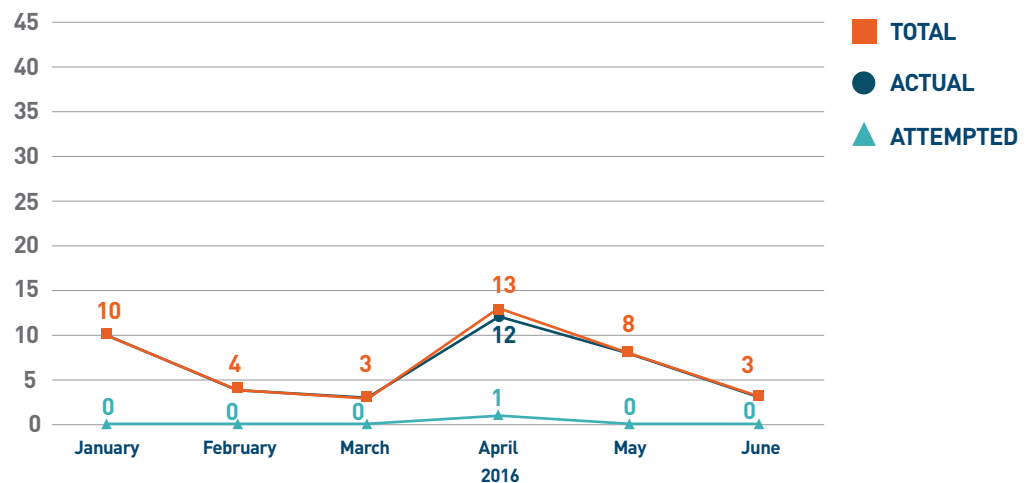
PART ONE – OVERVIEW

INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA REPORTED DURING 1ST HALF OF 2016 (JANUARY-JUNE 2016)

NUMBER OF INCIDENTS

During January-June 2016, 41 incidents of piracy² and armed robbery against ships³ were reported in Asia, comprising 40 actual incidents and one attempted incident. Among these, two were piracy incidents that occurred in the South China Sea (SCS), and 39 were incidents of armed robbery against ships.

The number of incidents reported during January-June 2016 fluctuated across the months; with highest of 13 incidents reported in April 2016 and lowest of three incidents in March and June 2016. Graph 1 shows the number of incidents reported during January-June 2016. Of the 10 incidents reported in January 2016, six occurred at India's ports and anchorages and of 21 incidents reported during April-May 2016, 11 occurred at Indonesian ports and anchorages. For this period, there is no substantial evidence to suggest any correlation between the number of incidents and the month of the year.



Graph 1 - Number of incidents (January-June 2016)

² Definition of piracy is in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS). Refer to Appendix for detailed definition.

³ Definition of armed robbery against ships is in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025 (26). Refer to Appendix for detailed definition.

SIGNIFICANCE LEVEL

Of the 40 actual incidents reported during January-June 2016, six were CAT 1 incidents, four were CAT 2 incidents, two were CAT 3 incidents and 28 were CAT 4 incidents. Chart 1 shows the Significance Level⁴ of incidents reported during January-June 2016.

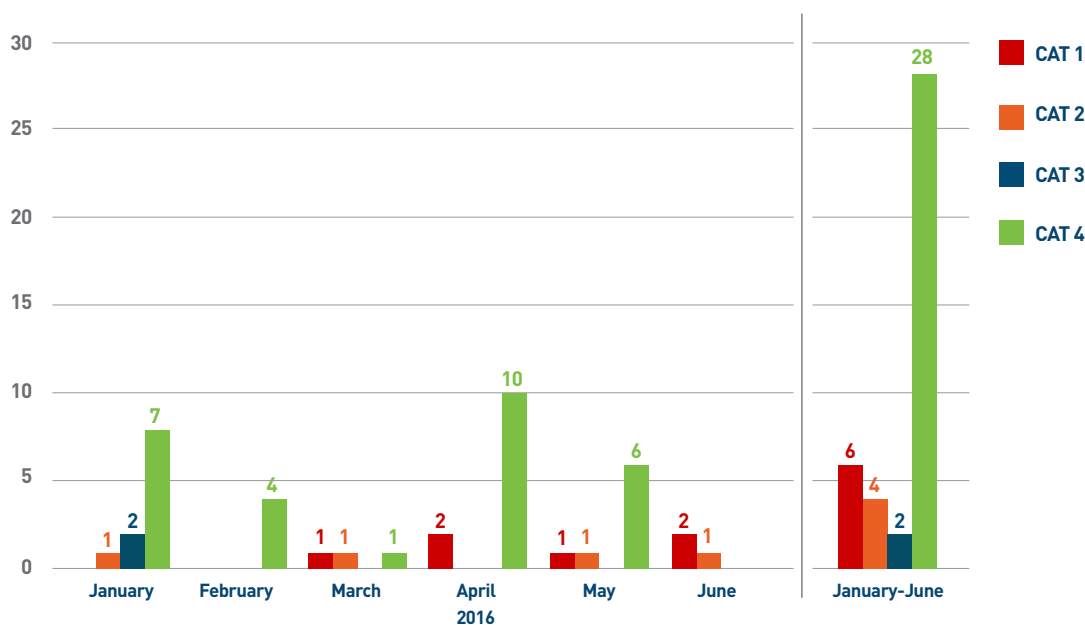


Chart 1 - Significance level of incidents (January-June 2016)

CATEGORY 1

Of the six CAT 1 incidents reported during January-June 2016, four involved the abduction of crew from tug boats, namely *Brahma 12*, *Massive 6*, *Henry* and *Charles 00* in waters off Eastern Sabah and Southern Philippines; and two were incidents involving hijacking of product tanker, *Hai Soon 12* and tug boat, *Ever Prosper* for oil cargo theft.

CATEGORY 2

Four CAT 2 incidents were reported during January-June 2016, all of which occurred at ports and anchorages in Indonesia (three) and Vietnam (one).

CATEGORY 3 AND CATEGORY 4

Of the 30 incidents (comprising two CAT 3 and 28 CAT 4), 25 occurred at ports and anchorages and five on board ships while underway. In majority of these incidents, the perpetrators were not armed, avoided confrontation with crew, escaped immediately with the stolen items when sighted.

⁴ Refer to Appendix for the description of the Classification Methodology and its four categories of CAT 1, CAT 2, CAT 3 and CAT 4.



Chart 2 -Number of perpetrators
(January-June 2016)

VIOLENCE FACTORS OF ACTUAL INCIDENTS

NUMBER OF PERPETRATORS

Almost half of the incidents (48%) reported during January-June 2016 involved group of 1 to 6 men, and two incidents involved 7-9 men (*Hai Soon 12*, a product tanker boarded by 9 men who targeted the Marine Gas Oil (MGO) carried on board and *Massive 6*, a tug boat boarded by 8 men who abducted the crew for ransom). Three incidents involved more than 9 men; and they occurred on board *Pacific Warlock*, a supply ship while underway in the Gulf of Khambhat, Arabian Sea, was boarded by 10 men who later escaped empty-handed when the crew sounded the ship whistle; *Brahma 12*, a tug boat boarded by 17 men who abducted the crew for ransom; and *IVS Sentosa*, a bulk carrier was boarded by 10 men who reportedly stole 32 cans of paint when the ship was anchored at Hon Cam anchorage, Vietnam.

Of the 40 actual incidents, 16 has no information on the number of perpetrators involved; some of which were due to lack of vigilance of crew who did not detect the perpetrators on board, but only discovered some items missing subsequently.

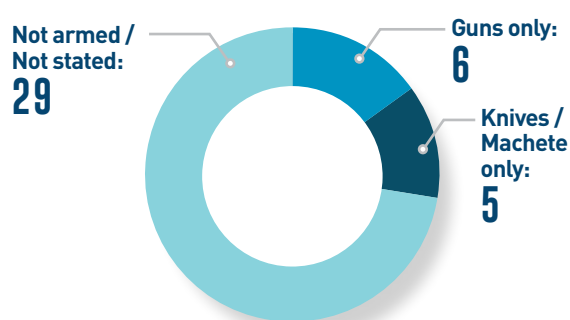


Chart 3 -Type of weapons carried by
perpetrators (January-June 2016)

TYPE OF WEAPONS CARRIED BY PERPETRATORS

Majority of the incidents reported during January-June 2016 indicated that the perpetrators were either not armed or there was no information available on the weapons carried by the perpetrators. Of the six incidents involving perpetrators who were armed with guns, four were incidents of abduction of crew (*Brahma 12*, *Massive 6*, *Henry and Charles 00*), one was an incident of oil cargo theft (*Hai Soon 12*) and one was an armed robbery incident at Pulau Batam anchorage, Indonesia (*Fjell*).

TREATMENT OF CREW

During January-June 2016, 11 incidents involved the crew being physically mistreated by the perpetrators. Among these, four were incidents of kidnapping of crew for ransom (*Brahma 12*, *Massive 6*, *Henry* and *Charles 00*), three incidents involving the crew being held hostage by perpetrators until when they left the ships (*Alpha Effort*, *Hai Soon 12* and *Fjell*), two incidents of the crew being assaulted (*Maratha Promise* and *Ever Prosper*), and two incidents of the perpetrators threatened the crew who spotted them (*IVS Sentosa* and *Crest Hydra*). The crew was not injured in these incidents except in the two assault incidents where the crew was injured and treated. Details can be found in 'Description of Incidents' featured in the Appendix of this report.

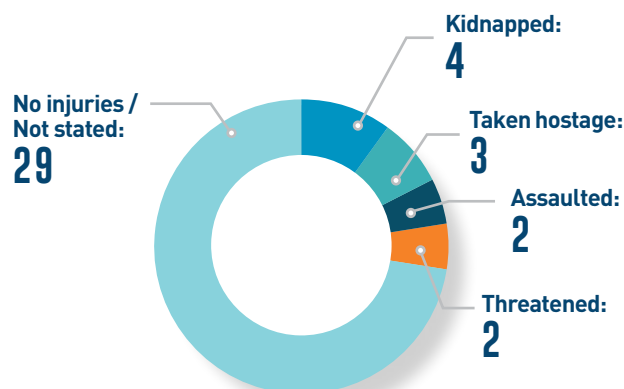


Chart 4 - Treatment of crew
(January-June 2016)

ECONOMIC FACTORS OF ACTUAL INCIDENTS

TYPE OF LOSSES

Half of the incidents during January-June 2016 reported the loss of ship stores. There were two hijacking of ships, involving tug boat, *Brahma 12* and product tanker, *Hai Soon 12*. *Brahma 12* was hijacked by perpetrators, who kidnapped the crew and abandoned the tug boat. The tug boat has since been found and the kidnapped crew released. *Hai Soon 12* was hijacked for the MGO she carried on board, and due to timely reporting by the master, she was found and intercepted by the Indonesian Navy (TNI-AL) ships.

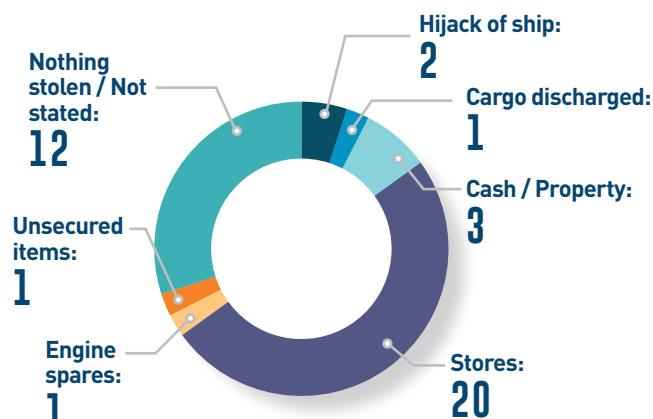


Chart 5 - Type of losses
(January-June 2016)

TYPE OF SHIPS

Close to three-quarter of the 40 incidents reported during January-June 2016 occurred on board bulk carrier (11), tanker⁵ (13) and tug boat (six). The remaining 27% occurred on board container ship (three), general cargo ship (one), supply ship (one) and other types of ship including accommodation barge, cutter section dredger, diving support vessel, semi-submersible heavy lift cargo ship and vehicle carrier.

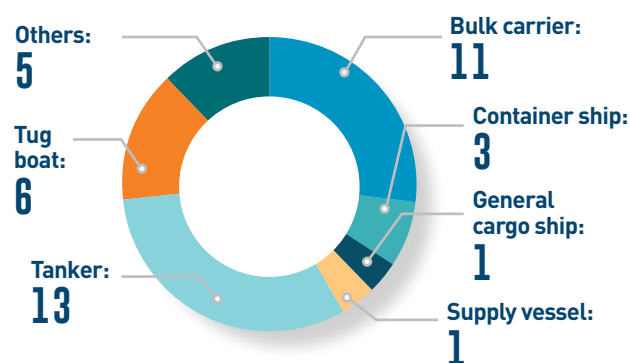


Chart 6 - Type of ships
(January-June 2016)

⁵ Comprising product tanker (7), chemical tanker (2), LPG tanker (2) and oil tanker (2).

STATUS AND LOCATION OF SHIPS

Of the 41 incidents reported during January-June 2016, 30 incidents occurred on board ships while at anchor/berth, and 11 incidents on board ships while underway.

INCIDENTS ON BOARD SHIPS WHILE UNDERWAY

Of the 11 incidents occurred on board ships while underway, three were reported in Indonesia waters (off Balikpapan, Pulau Belitung, Pulau Bintan), two in Malaysia waters (off Sabah, Sarawak), three in Philippine waters (off Sitangkai, Languyan), one in India waters (Gulf of Khambat), one in SCS (off Pulau Subi Besar) and one in the SOMS (off Nongsa Point). Of the 11 incidents, six were CAT 1 and five were CAT 4 incidents.

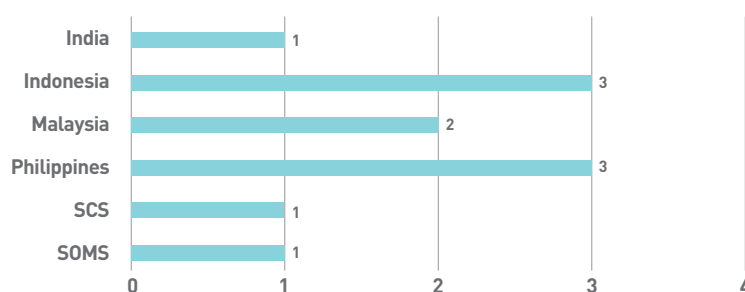


Chart 7 - Incidents on board ships while underway (January-June 2016)

INCIDENTS ON BOARD SHIPS AT ANCHOR/BERTH

More than three-quarter of the 30 incidents reported at ports and anchorages occurred in Indonesia (Belawan, Pulau Batam, Samarinda, Semarang, Tanjung Priok) and India (Haldia, Kandla and Visakhapatnam). The remaining incidents occurred in Vietnam (Hon Cam, Hon Gai, Vung Tau), China (Longkou, Tianjin), Philippines (Batangas) and SCS (off Pulau Bintan). Comparatively, the incidents on board ships at anchor/berth are less severe in nature compared to incidents on board ships while underway. Of the 30 incidents, four were CAT 2, two CAT 3, 23 CAT 4 and one was an attempted incident.

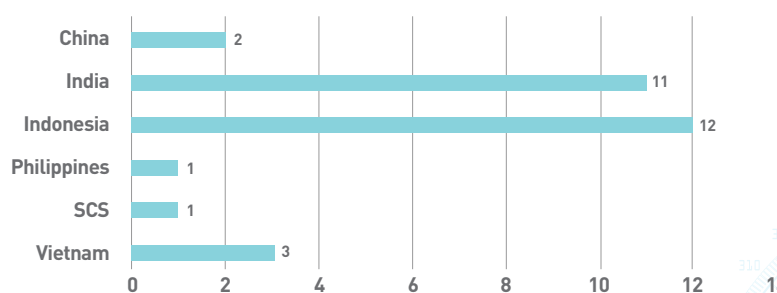
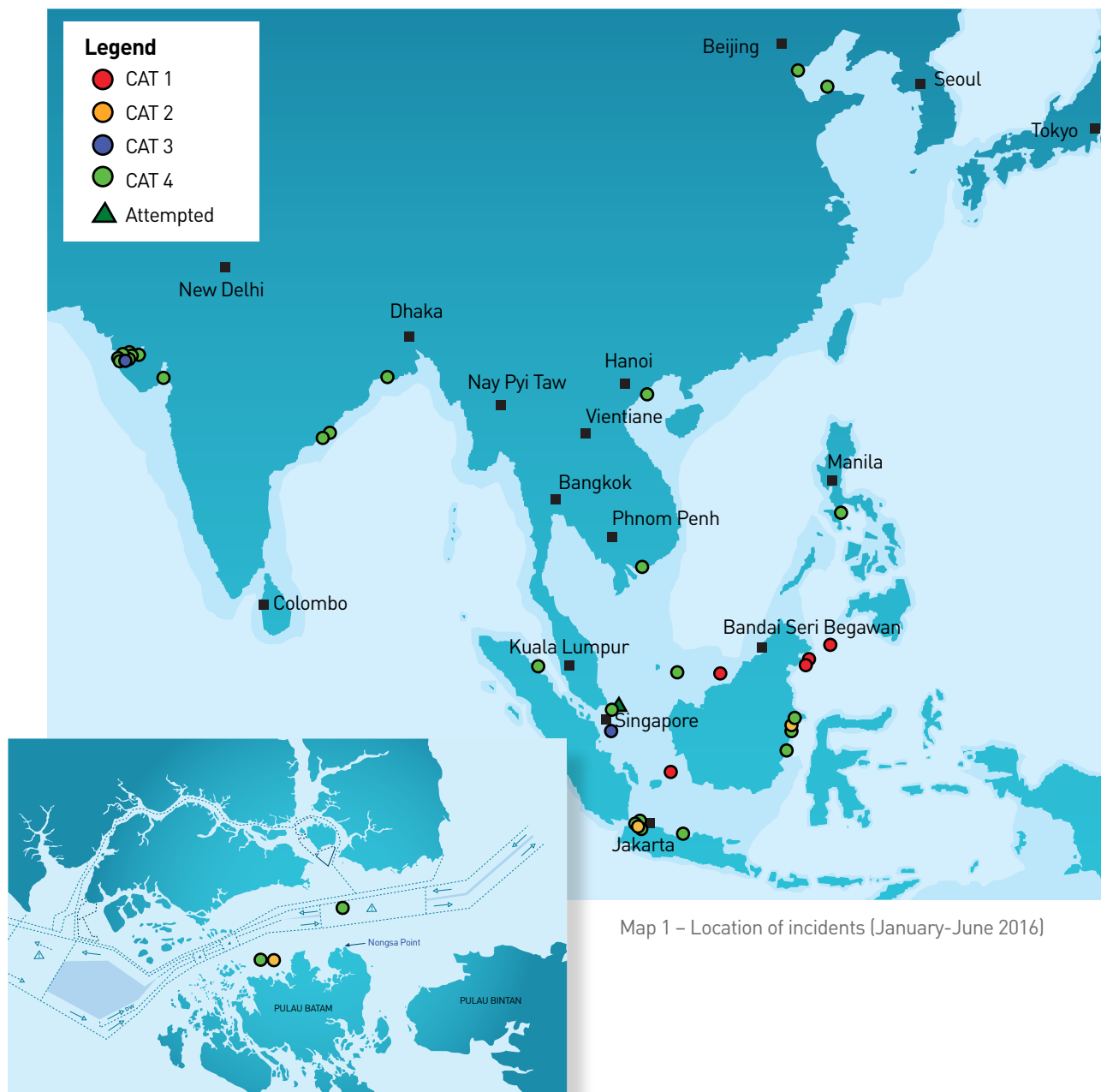


Chart 8 - Incidents on board ships at anchor / berth (January-June 2016)

Map 1 below shows the location of incidents reported during January-June 2016.





PART TWO

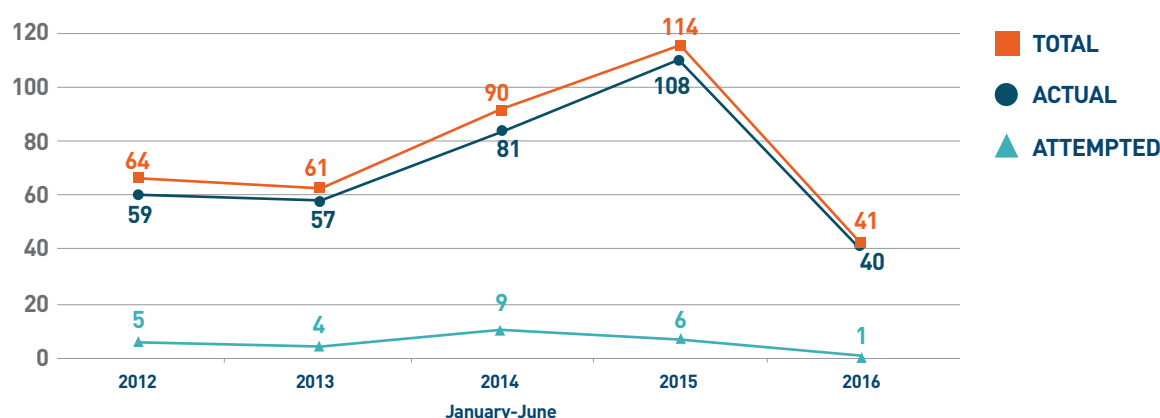
INSIGHT

ANALYSIS OF INCIDENTS DURING
1ST HALF OF 2016 COMPARED
TO SAME PERIOD IN PAST FOUR
YEARS (JANUARY-JUNE OF
2012-2016)

PART TWO – INSIGHT ANALYSIS OF INCIDENTS DURING 1ST HALF OF 2016 COMPARED TO SAME PERIOD IN PAST FOUR YEARS (JANUARY-JUNE OF 2012-2016)

NUMBER OF INCIDENTS

Compared to January-June 2015, there has been an improvement in the situation of piracy and armed robbery against ships in Asia during January-June 2016. In terms of number of incidents, January-June 2016 has seen a 64% decrease from the 114 incidents reported during the same period in 2015. The number of incidents reported during January-June 2016 is also the lowest compared to the same period over the past four years (2012-2015). Graph 2 shows the number of incidents reported during January-June of 2012-2016.



Graph 2 - Number of incidents (January-June of 2012-2016)

SIGNIFICANCE LEVEL

While the number of incidents during January-June 2016 has decreased, the ReCAAP ISC is concerned with the proportion of CAT 1 incidents reported during the period. Six out of 40 actual incidents (15%) reported during January-June 2016 were CAT 1 incidents, compared to 10 CAT 1 out of 114 (9%) reported during January-June 2015, and 5 CAT 1 out of 90 (6%) during January-June 2014. Chart 9 shows the Significance Level of incidents reported during January-June of 2012-2016.

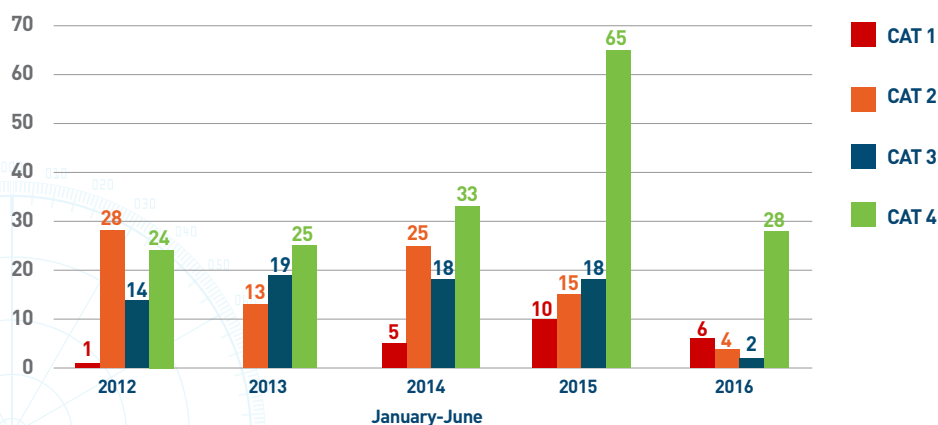


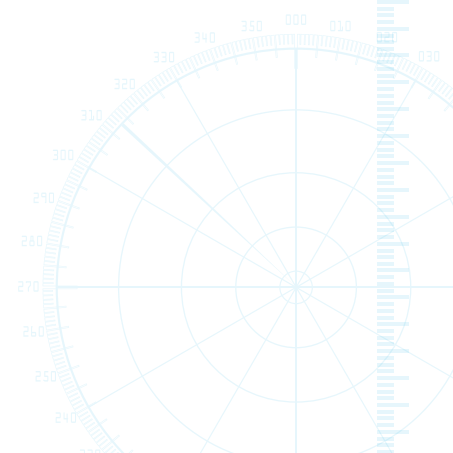
Chart 9 - Significance level of incidents (January-June of 2012-2016)

LOCATION OF INCIDENTS

Table 1 show the number and location of incidents reported in Asia during January-June of 2012-2016.

	January-June 2012		January-June 2013		January-June 2014		January-June 2015		January-June 2016	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
East Asia										
China									2	
Sub Total									2	
South Asia										
Bangladesh	8		1		8		10			
Bay of Bengal					2					
India	4	1	3		3	1	4		12	
Sub-Total	12	1	4		13	1	14		12	
Southeast Asia										
Indian Ocean						1				
Indonesia	29	2	37	4	26	4	10		15	
Malaysia	2		4		1	1	2		2	
Phillipines	3		1		2		3	1	4	
South China Sea	4		5		17	1	10	1	1	1
Straits of Malacca and Singapore	6	1	3		22	1	55	4	1	
Thailand							1			
Vietnam	3	1	3				13		3	
Sub-Total	47	4	53	4	68	8	94	6	26	1
Overall Total	59	5	57	4	81	9	108	6	40	1

Table 1 – Location of incidents (January-June of 2012-2016)



The background features a dark blue grid that transitions to a lighter blue at the bottom. On the left side, there is a circular graphic element resembling a compass or a scale, with concentric circles and radial lines. A large, faint, light blue number '2' is visible behind the main text.

PART THREE

LOCATION

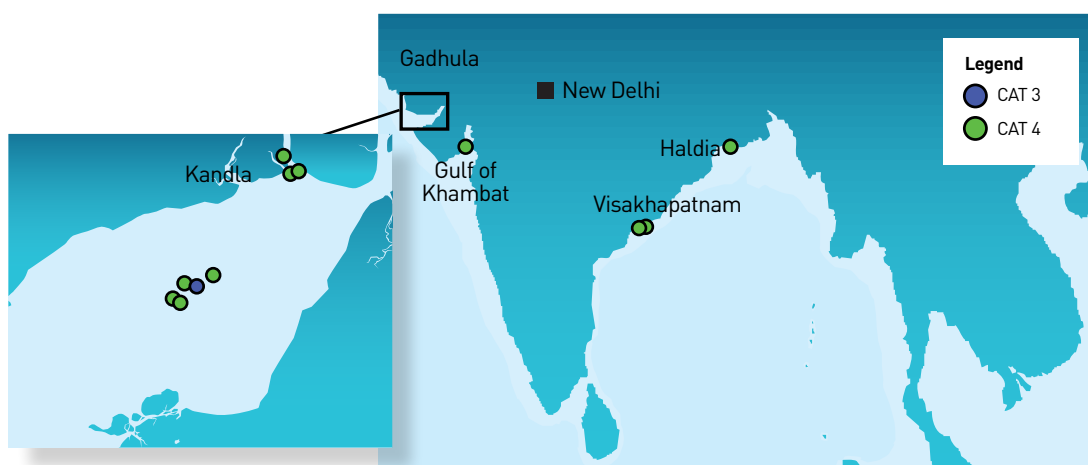
PART THREE – LOCATION

INDIA

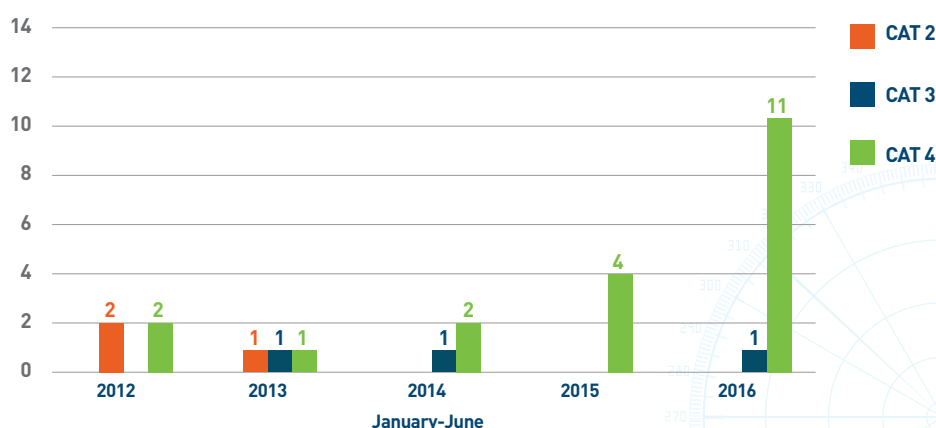
A total of 12 incidents were reported in India during January-June 2016. Of these, 11 were reported at ports and anchorages and one on board a ship while underway in Gulf of Khambhat, Arabian Sea. Compared to the same period in 2015, the number of incidents reported in India has tripled during January-June 2016, it is also the highest among the five-year period (2012-2016).

Of the 12 incidents, eight were reported at Kandla port and anchorage. However, the situation at Kandla has seen an improvement with a decrease in the number of incidents in the last four months of 2016. Five incidents were reported in January 2016, two in February 2016 and one in May 2016. As reported in ReCAAP ISC's Quarterly Report for January-March 2016, the improvement in the situation at Kandla could be attributed to the arrest of eight perpetrators by the Indian Coast Guard (ICG) in February 2016.

The ReCAAP ISC commends the ICG and urges them to continue with their exemplary efforts in enforcement and apprehension of the culprits. While the situation has shown some improvement, ship master and crew are advised to exercise vigilance and deployed extra security watches, if necessary, while at anchor/berth there.



Map 2 – Location of incidents in India (January-June 2016)



INDONESIA

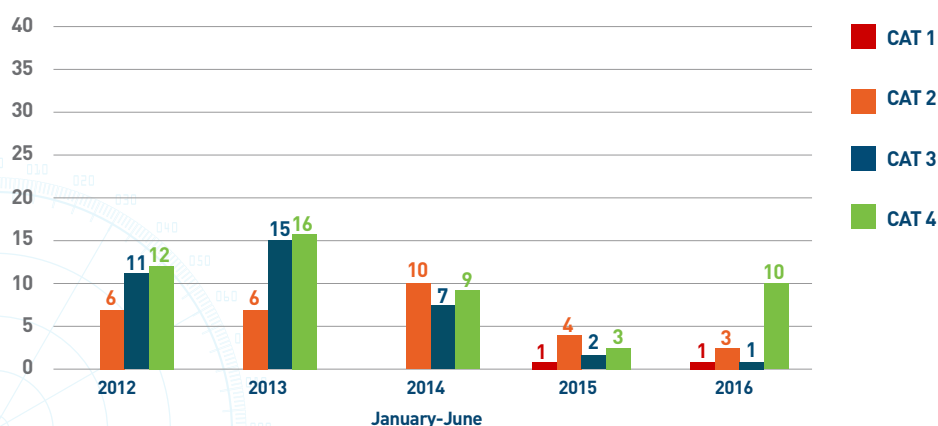
A total of 15 incidents were reported in Indonesia, of which 13 occurred at ports and anchorages (Tanjung Priok [four], Samarinda [three], Pulau Batam [three], Balikpapan [one], Belawan [one] and Semarang [one]). Compared to January-June 2015 (10 incidents), there is a 50% increase during January-June 2016.

The CAT 1 incident involved product tanker, *Hai Soon 12*, which was hijacked off Pulau Belitung, Indonesia.

The ReCAAP ISC recommends the port authorities and enforcement agencies to maintain presence and respond to reports made by victim ships. On the other hand, ship master and crew are advised to exercise extra vigilance, especially during hours of darkness and report all incidents to the relevant authorities immediately.



Map 3 – Location of incidents in Indonesia (January-June 2016)



The background is a dark blue grid. On the left side, there is a large, light blue stylized number '4'. Overlaid on the grid is a circular technical drawing element, resembling a protractor or a scale, with a curved edge and many small tick marks. The text 'PART FOUR' is written in large, white, bold, sans-serif capital letters across the middle of the image, partially overlapping the stylized '4' and the circular scale.

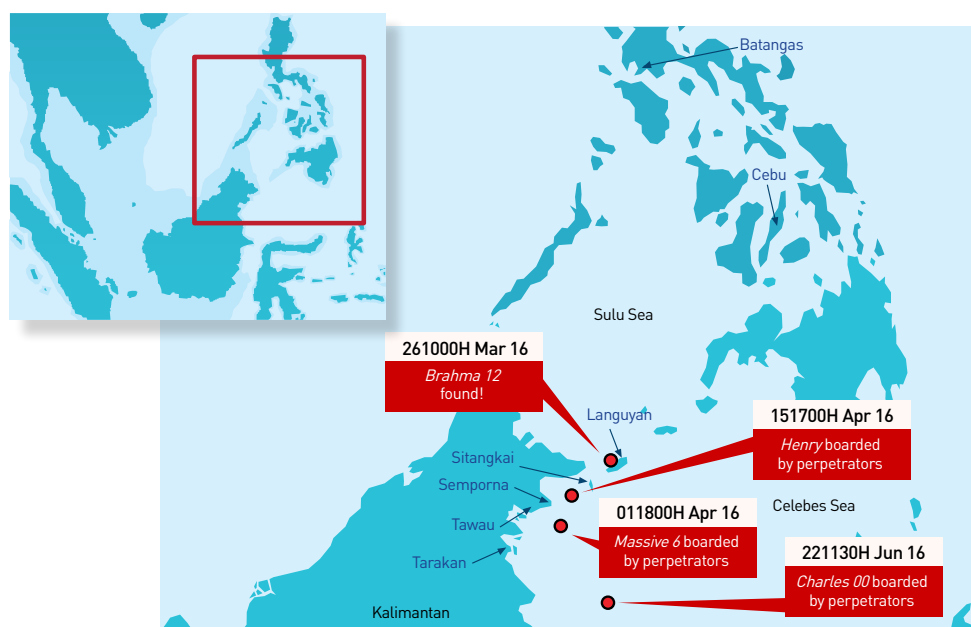
PART FOUR

CASE STUDIES AND BEST PRACTICES

PART FOUR – CASE STUDIES AND BEST PRACTICES

UPDATE ON INCIDENTS INVOLVING ABDUCTION OF CREW

A total of four incidents of abduction of crew were reported during January–June 2016, with one incident in March 2016, two in April 2016 and one in June 2016. The map below shows the approximate location of the incidents.



Map 4 – Location of incidents in involving abduction of crew (January-June 2016)

INDONESIAN-REGISTERED TUG BOAT, *BRAHMA 12* (26 MAR 16)

- Boarded by 17 perpetrators, 10 crew abducted
- All released on 1 May 16 after 38 days of captivity

MALAYSIAN-REGISTERED TUG BOAT, *MASSIVE 6* (1 APR 16)

- Boarded by eight perpetrators, four crew abducted
- All released on 8 Jun 16 after 68 days of captivity

INDONESIAN-REGISTERED TUG BOAT, *HENRY* (15 APR 16)

- Boarded by five perpetrators, four crew abducted
- All released on 10 May 16 after 26 days of captivity

INDONESIAN-REGISTERED TUG BOAT, *CHARLES 00* (22 JUN 16)

On 22 Jun 16, at about 1130 hrs and 1245 hrs, while underway in Sulu Sea, Philippines, two different armed groups of perpetrators reportedly opened fire and forcibly boarded the tug boat. The two groups of perpetrators abducted three and four Indonesian crew respectively.

The remaining six crew on board *Charles 00* towing barge *Robby 152* were left unharmed and continued their voyage to Samarinda, Indonesia. The perpetrators are believed to be the members of the Abu Sayyaf Group (ASF).

MODUS OPERANDI

All four abductions occurred off Eastern Sabah and Southern Philippines, with the latest incident involved the abduction of seven crew from *Charles 00* on two separate occasions within an interval of 1 hr and 15 minutes on the same day of 22 Jun 16.

The modus operandi of the four incidents were fairly consistent, involving armed men boarding the victim tug boats from Jungkong-type of pump boats. The perpetrators reportedly stole the crew's personal belongings, ship property and abducted all or some of the crew.

The Abu Sayyaf Group (ASG) has been confirmed to be responsible for the abduction of crew from *Brahma 12* and *Henry* while investigation is ongoing for *Massive 6* and *Charles 00*; although it is likely that the same group or affiliated group was involved.

GOVERNMENT INITIATIVES

Taking a strong resolution against the recent spate of abductions, the Philippine Coast Guard (PCG) has enhanced the surveillance in area and also set up a nodal centre for direct reporting of incidents. An open source reported that the littoral States including Philippines, Indonesia and Malaysia have reportedly beefed up its regional security to thwart against the criminal activities at sea⁶. The three countries have reportedly agreed upon the conduct of tri-lateral maritime and air patrols in the three countries' maritime areas of common concern, particularly in the Sulu Sea.

Following the latest incident involved *Charles 00*, there are reports that the Indonesian government has issued a ban on Indonesian flagged ships sailing to the Philippines⁷.

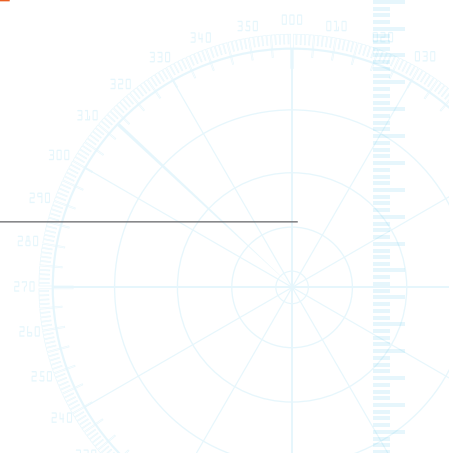
RECOMMENDATIONS

In view of the recent spate of abduction incidents, the PCG recommends that the shipping industry report to the PCG's Operation Centre in southwestern Mindanao when their ships were transiting the area; for monitoring by PCG, and immediate response in any eventualities.

Philippine Coast Guard District
Southwestern Mindanao
Operation Centre
+63 929686 4129
+63 916626 0689
Email: hcgdswm@yahoo.com

⁶ www.inquirer.net

⁷ www.thejakartapost.com



UPDATE ON OIL CARGO THEFT

Two incidents involving the hijacking of ships for oil cargo theft were reported on 8 May 16 on board *Hai Soon 12*, and on 2 Jun 16 on board tug boat, *Ever Prosper* towing barge *Ever Dignity*.

The detailed description of the two incidents are as follows:

INCIDENT INVOLVING *HAI SOON 12* ON 8 MAY 16

Type of Vessel : Tanker
Flag : Cook Islands
GT : 3243
IMO Number : 9078751



Arrest of perpetrators (Photograph courtesy of TNI-AL)

On 7 May 16, a Cook Islands-registered oil product tanker, *Hai Soon 12*, carrying 4,000 metric tons of MGO departed Singapore for high sea bunkering and selling of MGO to fishing vessels in the Southern Ocean. At about 2045 hrs, nine perpetrators reportedly climbed up the poop deck of *Hai Soon 12* from a small boat in waters off Pulau Belitung. They tied up the crew in the mess room and intended to sell the MGO in the night. On 8 May 16, the shipping company reported to the ReCAAP ISC and Information Fusion Centre (IFC) about the loss of communications with *Hai Soon 12*. On 9 May 16 at about 1430 hrs, two TNI-AL ships intercepted and boarded *Hai Soon 12*. All nine perpetrators found on board were arrested, and the cargo was intact. The ship was reportedly renamed to “*AI SO*”, and the 21 crew was not injured. *Hai Soon 12* was detained and escorted to Surabaya for investigation.



Map 5 – Location of boarding of *Hai Soon 12*

INCIDENT INVOLVING *EVER PROSPER* & *EVER DIGNITY* ON 2 JUN 16

Name : *Ever Prosper*
Type of Ship : Tug Boat
GT : 126

Name : *Ever Dignity*
Type of Ship : Barge
GT : 2104



Ever Prosper and Ever Dignity
(Photograph courtesy of SSSA)

On 3 Jun 16, the ReCAAP ISC received information from the Sarawak and Sabah Shipowners' Association (SSSA) that the owner of tug boat, *Ever Prosper* had lost communication with the ships on 2 Jun 16. The towed barge *Ever Dignity* was carrying crude palm kernel oil (CPKO). Another of the company's tug boat, *Ever Master* sighted a tug boat and barge alongside *Ever Prosper* and *Ever Dignity* pumping out the CPKO. At about 0900 hrs on 3 Jun 16, *Ever Prosper* and barge, *Ever Dignity* were reported off Mukah, Sarawak, East Malaysia. See map below.

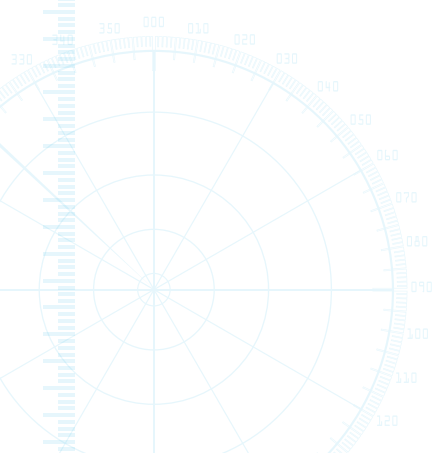


Map 6 – Reported positions of
Ever Prosper and *Ever Dignity*

The ReCAAP ISC reported the incident to the Malaysian Maritime Enforcement Agency (MMEA) immediately. Two MMEA ships from Bintulu, Sarawak proceeded to the location of the ships which was estimated 35 nm away from Bintulu. The MMEA reported that the perpetrators robbed the crew and pumped out 3000 litres of the CPKO the night before, and entered Bintulu port after completing the transfer. The 10 crew was safe and one of the crew suffered injury to one of his eyes, believed to be punched by the perpetrators. The MMEA ships escorted *Ever Prosper* and *Ever Dignity* into Bintulu port on the early morning of 4 Jun 16; and the injured crew was brought to the hospital. Investigation is ongoing.

OBSERVATIONS

After an interval of eight months since the last hijacking incident that occurred on 8 Aug 15 involving *Joaquim*, the first incident of such nature occurred on board product tanker, *Hai Soon 12* on 8 May 16. Timely reporting by the ship master to the ReCAAP ISC, quick sharing of the incident by the ReCAAP ISC and IFC with the regional authorities; and prompt responses by the Indonesian authorities; all led to the arrest of the nine perpetrators on board *Hai Soon 12*, recovery of the cargo on board and safety of the crew. The ReCAAP ISC commends the TNI-AL for their prompt responses and apprehension of the perpetrators involved in the hijacking of *Hai Soon 12*.





PART FIVE

**ReCAAP ISC
ACTIVITIES
(APRIL-JUNE 2016)**

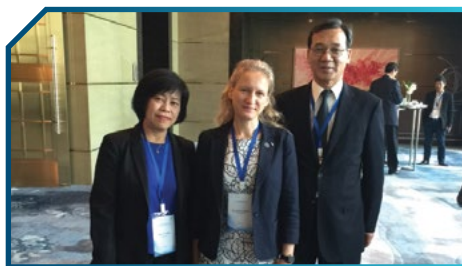
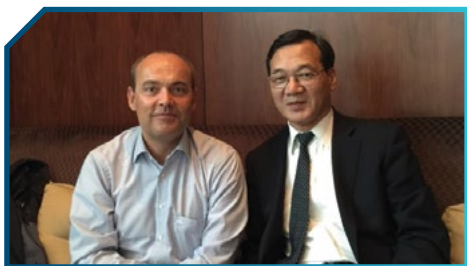
PART FIVE ReCAAP ISC ACTIVITIES (APRIL-JUNE 2016)

25th ASIAN SHIPOWNERS' FORUM (ASF) ANNUAL GENERAL MEETING (AGM), SHANGHAI, CHINA (18-20 MAY 2016)

In conjunction with the 25th anniversary of the Asian Shipowners' Forum (ASF), its Secretary General, Mr Harry Shin invited the ReCAAP ISC to make a presentation on the situation of piracy and armed robbery in Asia and promote the *Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia* at the meeting. The ReCAAP ISC led by Executive Director, Mr Masafumi Kuroki delivered a presentation on the latest situation of piracy and armed robbery against ships highlighting best practices and lessons learned; and shared the newly launched regional guide.

The participation of the event allowed the ReCAAP ISC team, particularly the new ED to network and interact with members of the ASF; and at the sideline to meet representatives from BIMCO, INTERTANKO and MASA to discuss areas of cooperation and collaboration. On the whole, it was a successful and fruitful meeting to profile the ReCAAP and its work; and establish contacts with the Asian ship owners and members of the Asian shipping industry.

At the meeting, the ASF officially declared its change of name to Asian Shipowners' Association (ASA) to better reflect the work and progress of its members and committees.



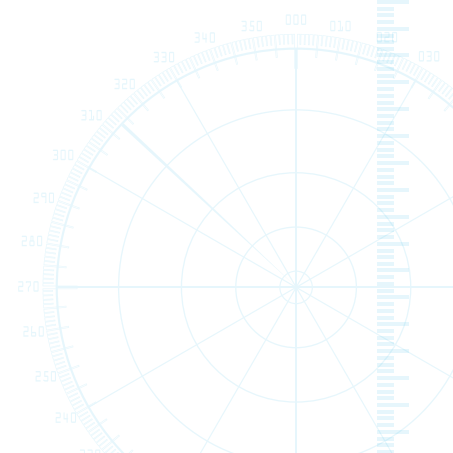
(Top) Meeting with BIMCO (left) and
INTERTANKO (right)
(Bottom) Meeting with MASA

VISIT TO MALAYSIA (14 JUNE 2016)

In continuing with ReCAAP ISC's commitment to engage Malaysia and for the new Executive Director, Mr Masafumi Kuroki to introduce himself and reiterate ReCAAP ISC's commitment on enhancing cooperation and strengthening friendship; a visit to key maritime authorities in Malaysia was organised on 14 Jun 16. It was indeed a great opportunity for Mr Kuroki to meet the leadership of three key maritime authorities, namely ADM Dato' Ahmad Puzi bin Hj AB Kahar, Director General of Malaysian Maritime Enforcement Agency (MMEA), FADM (Retd) Dato' Chin Yoon Chin, Director General of Maritime Institute of Malaysia (MIMA) and Mr Nordin Mat Yusoff, Chairman of Malaysia Shipowners' Association (MASA). The meetings were fruitful and enlightening with sharing of views on the current situation in Asia, identifying possible areas for improvement and exploring avenues for future cooperation and collaboration.



(Top) Meeting with MMEA (left) and MASA (right)
(Bottom) Meeting with MIMA



CAPACITY BUILDING WORKSHOP, MANILA, PHILIPPINES (21-23 JUNE 2016)

The ReCAAP ISC Capacity Building Workshop (CBW) jointly organized by the ReCAAP ISC and Philippine Coast Guard (PCG), was held in Manila, Philippines on 21-23 Jun 16. The aim of the workshop was to enhance the capabilities of the ReCAAP Focal Points by promoting dialogue and sharing of knowledge on recent incidents of piracy and armed robbery, to promote networking and mutual understanding among the ReCAAP ISC, Focal Points and law enforcement agencies, and to improve the efficiency of Focal Points in submitting Incident Reports through the Information Network System (IFN).

During the workshop, enlightening presentations were delivered by guest speakers from MMEA, the International Maritime Organization (IMO), Philippine Coast Guard and Philippine Maritime Industry Authority (MARINA). The attendance of MMEA was also an opportunity for ReCAAP ISC to enhance the mutual understanding and working rapport between both agencies.

Included in the programme was the discussion among the participants on the *Future of ReCAAP ISC*. The participants were divided into three groups to identify the key components and discuss the road map in the ReCAAP ISC's journey towards becoming the Centre of Excellence in information sharing. The active deliberation during the group discussions was useful and all inputs would be put forward to the *Working Group on the Future of ReCAAP ISC* for further deliberation.



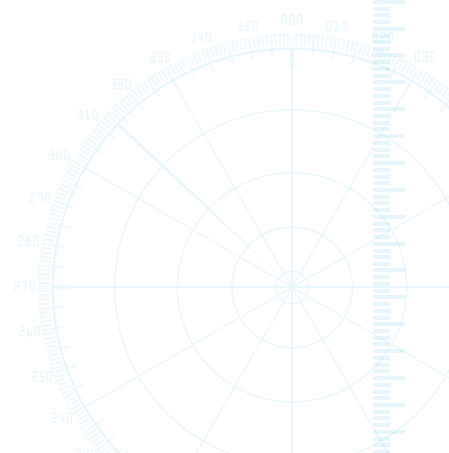
Participants at CBW



Training on the IFN



Group discussion among participants



The background is a dark blue gradient with a light blue grid pattern. On the left side, there is a circular scale or gauge with a semi-circular arc and radial lines, resembling a technical drawing or a scientific instrument. The word "CONCLUSION" is written in large, bold, white capital letters across the center of the image.

CONCLUSION

CONCLUSION

There has been an improvement in the situation of piracy and armed robbery against ships in Asia during the period of January-June 2016 which recorded a decrease of 64% in number of incidents compared to the same period in 2015. A total of 41 incidents were reported during January-June 2016 compared to 114 incidents during January-June 2015.

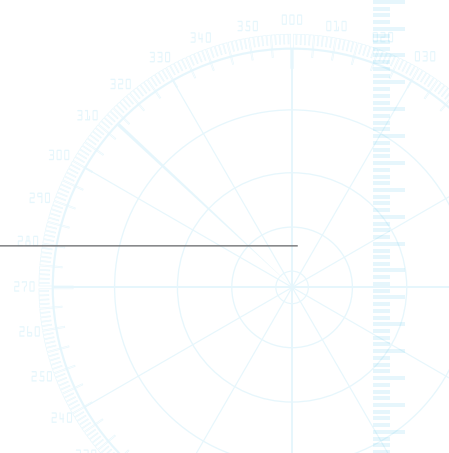
Notwithstanding the decrease in the total number of incidents reported during January-June 2016, the incidents involving abduction of crew remains a concern. A total of four incidents of abduction of crew has been reported off Eastern Sabah and Southern Philippines since March 2016. Ships masters and crew are strongly urged to exercise extra caution while operating in the area of concern.

The ReCAAP ISC urges the littoral States and stakeholders to institutionalize their respective coordinated efforts and enhance information sharing and operational cooperation. Taking cognizance of the incidents reported during January-June 2016, the following are recommended:

- Ship master and crew to report all incidents immediately to the nearest coastal State in accordance with the IMO MSC.1/Circ. 1334
- Ship owner and operator to report all incidents immediately to the flag State and local ReCAAP Focal Points⁸ in accordance with the IMO MSC.1/Circ. 1334
- Enforcement agencies to render assistance and respond promptly to all reports made by the master/crew/owner/operator
- Master and crew to exercise extra vigilance while at certain berth/anchorage
- Port authorities to implement and enforce the International Ship and Port Facility Security (ISPS) code
- Joint responsibility among all stakeholders

There is no room for complacency and more need to be done together towards a safer sea for all.

⁸ Contact details of ReCAAP Focal Points are available on page 43-45 of this report.



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APPENDICES

APPENDICES DEFINITIONS & METHODOLOGY IN CLASSIFYING INCIDENTS

DEFINITIONS

Piracy, in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS), is defined as:

1. “Piracy” means any of the following acts:

(a) any illegal act of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:

(i) on the high seas, against another ship, or against persons or property on board such ship;

(ii) against a ship, persons or property in a place outside the jurisdiction of any State;

(b) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;

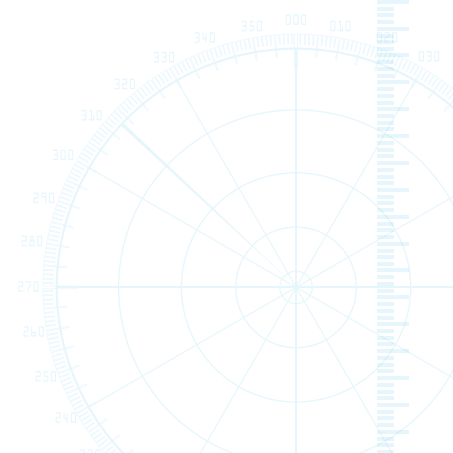
(c) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

Armed Robbery Against Ships, in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025(26), is defined as:

2. “Armed robbery against ships” means any of the following acts:

(a) any illegal act of violence or detention, or any act of depredation, or threat thereof, other than an act of “piracy”, committed for private ends and directed against a ship, or against persons or property on board such ship, within a State’s internal waters, archipelagic waters and territorial sea.

(b) any act of inciting or of intentionally facilitating an act described above.



METHODOLOGY IN CLASSIFYING INCIDENTS

To provide some perspective on incidents of piracy and armed robbery, the ReCAAP ISC evaluates the significance of each incident in terms of two factors – the level of violence and the economic loss incurred. The indicators for these two factors are as follows:

a. **Violence Factor.** This factor refers to the intensity of violence in an incident, and the three indicators used to determine this are:

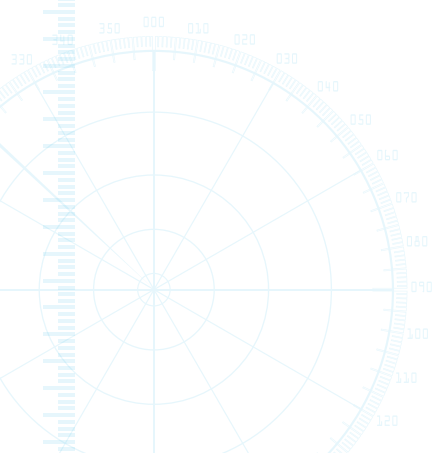
(1) **Type of weapons used.** Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered more violent.

(2) **Treatment of the crew.** Incidents where pirates/robbers kill or kidnap crew are deemed to be more violent compared to petty thieves who flee upon being noticed. Other cases could include threatening crew members, assault, or serious injury.

(3) **Number of pirates/robbers engaged in an attack.** As a rule, an incident where a larger number of pirates/robbers were involved would be considered more significant as having a large capacity (as well as probability) for use of force. A larger number of pirates/robbers may also indicate the involvement of gangs or organised syndicates rather than petty and opportunistic pirates who generally operate in small groups.

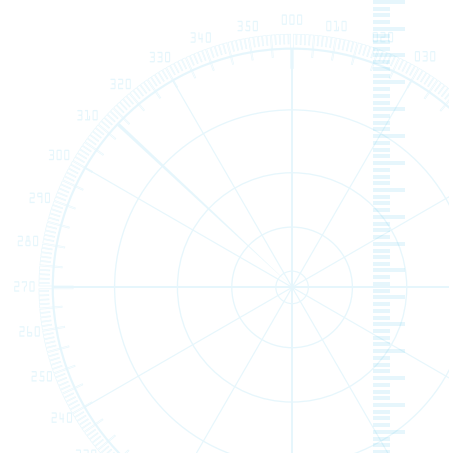
b. **Economic Factor.** This factor takes into consideration the type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo on board or theft of the vessel.

Using these indicators, the ReCAAP ISC classifies all incidents into one of the four categories to determine their overall significance.



Category	Description
CAT 1	CAT 1 incidents involved large number of perpetrators; more than 9 men in four out every 10 incidents and 4-9 men in the other six incidents. The perpetrators were mostly armed with guns and knives, and the crew is likely to suffer some form of injury or physical violence such as being assaulted or tied up or threatened. In term of losses, the ship was either hijacked or the cargo on board was stolen, for example siphoning of cargo oil.
CAT 2	Majority of CAT 2 incidents involved 4-9 men who are likely to be armed with knives/machetes and in 1/4 of the incidents, armed with guns. The crew is likely to be threatened or held hostage temporarily to allow the perpetrators to steal the crew's cash and ship's property including engine spares. In a few cases, the crew suffered some form of injury or physical violence but less severe in nature compared to CAT 1 incidents.
CAT 3	The number of perpetrators involved in CAT 3 incidents usually involved groups of between 1-6 men. At times, the perpetrators were armed with knives/machetes/others or other items such as sticks, rods, bats etc. The crew was not harmed, although there were cases of crew subject to duress during the incident but not harmed physically. In almost half of the CAT 3 incidents, the perpetrators were unable to steal anything from the vessel, but in cases where losses were reported, stores and engine spares were the commonly targeted items.
CAT 4	More than half of CAT 4 incidents involved 1-3 men who were not reported to be armed and the perpetrators escaped empty-handed upon sighted by the crew immediately. Nothing was stolen and crew was not harmed.

This classification of incidents allows the ReCAAP ISC to provide some perspective of the piracy and armed robbery situation in Asia.



APPENDICES

DESCRIPTION OF INCIDENTS

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
1	<i>Nord Power</i> Bulk carrier Singapore 88594 9271626	01/01/16 1600 hrs	38° 49' N, 118° 49' E Tianjin outer anchorage, China	<p>While at anchor, the watchman while on roving patrol found the diesel oil storage tank port manhole cover nuts were off the stud bolts. The master, CE, SSO and all personnel were informed of the incident. Tank sounding and quantity check was conducted and upon investigation, they found that about 39 metric tons of Low Sulphur Marine Gas Oil (LSMGO) was stolen from the storage tank. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
2	<i>Trident Challenger</i> Bulk carrier Marshall Islands 33044 9555149	05/01/16 0500 hrs	20° 41.15' N, 107° 10.32' E Outer approach to Hon Gai, Vietnam	<p>While at anchor, perpetrators boarded the bulk carrier, stole ship stores and escaped.</p> <p>[ReCAAP Focal Point (Vietnam)]</p>
3	<i>IVS Sentosa</i> Bulk carrier Singapore 20809 9528005	07/01/16 0155 hrs	20° 43.10' N, 107° 09.90' E Hon Cam Pilot Station an- chorage limits ,Vietnam	<p>While at anchor, the duty officer on patrol spotted three perpetrators emerging from the cross deck where paint stores are kept. Upon being discovered, the perpetrators chased the officer who immediately alerted the OOW via radio. Announcement was made via the public speaker and the crew was mustered at the bridge. Seven perpetrators were later seen escaping from the forecastle</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
				<p>of the main deck area. After the perpetrators escaped, 32 cans of paint were reported missing. The crew was safe.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
4	<i>Shebelle</i> General cargo ship Ethiopia 20471 9385594	07/01/16 1935 hrs	22° 49' N, 070° 04.90' E Kandla anchorage, India	<p>While at anchor, the crew found two ropes hanging from the fore part of the ship and two locks of the store broken. No person or boat was sighted. The crew sounded the ship's horn and crew mustered. Nothing was stolen and crew was safe. The incident was reported to ICG, who immediately diverted the ship for sanitization and investigation.</p> <p>[ReCAAP Focal Point (India)]</p>
5	<i>CMB Medoc</i> Bulk carrier Panama 50633 9615171	11/01/16 2030 hrs	22° 46.50' N, 069° 59' E Outer Tuna Buoy anchorage, Kandla, India	<p>While at anchor, the crew discovered some ship's properties missing. No perpetrators were sighted. Items missing included three fog nozzles, hose coupling, four fire hydrant couplings, four hydrant caps, signal bell and item inside the life raft. The crew was safe. Master reported the incident to ICG two days after the incident.</p> <p>[ReCAAP Focal Point (India)]</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
6	<i>Bow Kiso</i> Product tanker Panama 19420 9379894	11/01/16 2355 hrs	Kandla anchorage, India	<p>While at anchor, five perpetrators boarded the ship. The master raised the alarm and mustered the crew on the bridge. The crew later conducted rounds on the ship. Nothing was stolen and the crew was safe.</p> <p>[ReCAAP Focal Point (India)]</p>
7	<i>Crest Hydra</i> Diving support vessel Singapore 3023 9373591	15/01/16 0100 hrs	00° 44.40' N, 104° 09.63' E Galang anchorage, Pulau Batam, Indonesia	<p>While at anchor, the cook discovered three perpetrators, two inside the paint store and another one outside holding a sword and a knife. The perpetrators threatened the cook to return to the accommodation area, and left the ship after stealing 40 tins of marine paint, two flashlights and a SCBA compressor. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
8	<i>Serjeant</i> LPG tanker Singapore 47347 9694634	23/01/16 0630 hrs	17° 39' N, 083° 24' E Visakhapat- nam anchor- age, India	<p>While at anchor, ship's crew saw foot prints at the doors of the ship's stores and entrance at the upper deck aft area. One piece of International shore connection and 13 pieces of scupper plugs were reported missing. The crew was safe. The ICG and port authorities are investigating the incident.</p> <p>[ReCAAP Focal Point (India)]</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
9	<i>Dawn Madurai</i> Product tanker India 28414 9116383	25/01/16 0130 hrs	22° 47.83' N, 070° 02.60' E Kandla anchorage, India	While at anchor, five perpetrators armed with knives/machetes boarded the product tanker from a craft. The perpetrators were tall and wore black clothes. The alarm was raised and the crew mustered. The perpetrators escaped with two fire hoses and two fire nozzles. [ReCAAP Focal Point (India)]
10	<i>Pomer</i> Product tanker Croatia 30638 9455739	28/01/16 0300 hrs	Kandla anchorage, India	While at anchor, six perpetrators boarded the product tanker. The master reported the boarding to the port control nine hours later after the perpetrators had escaped. The crew was not injured. [ReCAAP Focal Point (India)]
11	<i>Excelsior Bay</i> Product tanker Marshall Islands 29735 9697612	08/02/16 0405 hrs	22° 47.90' N, 070° 00.90' E Kandla outer anchorage, India	While at anchor, the duty officer on bridge spotted two perpetrators who were boarding the ship from a boat. The alarm was raised immediately and the perpetrators escaped in their boat. Three other perpetrators remained in the boat. A search on board the ship was conducted and the starboard midship locker padlock was found broken. Nothing was stolen. The incident was reported to the port control and agents for their follow up. [ReCAAP Focal Point (India)]

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
12	<i>SBI Maia</i> Bulk carrier Marshall Islands 34447 9705304	14/02/16 0015 hrs	22° 46' N, 070° 00' E Southwest of Tuna Buoy anchorage, Kandla, India	<p>While at anchor, four perpetrators boarded the ship from starboard side. The perpetrators broke the padlock to the entrance door of the bosun store which is located at the starboard side. The ship security on round saw this, immediately informed the duty officer and raised the alarm, followed by announcement on the PA system. The crew was mustered on bridge. Noting that the crew had been alerted, the perpetrators escaped by using a rope with grappling hook. An investigation was conducted by the crew and it was found that only the padlock was damaged. Nothing was stolen.</p> <p>[ReCAAP Focal Point (India)]</p>
13	<i>Songa Falcon</i> Product tanker Marshall islands 8505 9482653	15/02/16 0600 hrs	22° 02' N, 088° 06' E Haldia Dock Complex, Kol- kata, India	<p>While at berth, the crew of the product tanker discovered that four mooring ropes were missing. The master posted additional lookout on the ship. The crew was not injured. Investigation is underway.</p> <p>[ReCAAP Focal Point (India)]</p>

Actual Incidents

■ CAT 1
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 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
14	<i>Pacific Warlock</i> Supply ship Singapore 2327 9250048	19/02/16 1445 hrs	21° 14.40' N, 072° 16.60' E Gulf of Khambat, Arabian Sea	<p>While underway, suspicious fishing boats approached the supply ship from port quarter. The supply ship was towing barge, <i>Nelson</i>, which is to be scrapped. Perpetrators were seen walking on the ship's rig deck. Furthermore, two fishing boats were also sighted alongside the barge. The crew sounded five short blasts on ship whistle. The crew locked down the ship, monitored the situation and increased vigilance. Upon realizing the crew had been alerted, the perpetrators escaped empty-handed immediately.</p> <p>[ReCAAP Focal Point (India)]</p>
15	<i>SBI Subaru</i> Bulk carrier Marshall Islands 34584 9705160	04/03/16 1600 hrs	Jakarta anchorage, Indonesia	<p>While at anchor, the crew discovered that the security padlock to deck store room was broken. A search was conducted on board and firefighting apparatus were found missing.</p> <p>[IMO]</p>
16	<i>Maratha Promise</i> Bulk carrier Marshall Islands 22863 9422809	22/03/16 0250 hrs	06° 01' S, 106° 54' E Tanjung Priok anchorage, Indonesia	<p>While at anchor, five perpetrators armed with iron rods boarded the bulk carrier from a small boat. One of the crew on anti-piracy watch spotted a perpetrator and was assaulted by the perpetrator. One of the perpetrators guarded the watch crew and four perpetrators stole engine spares before they escaped.</p> <p>[ReCAAP Focal Point (India)]</p>

Actual Incidents

■ CAT 1
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 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
17	<i>Brahma 12</i> Tug boat Indonesia 198 9765407	26/03/16 1000 hrs	05° 16' N, 120° 05' E Vicinity of Tubig Dakula, Languyan Municipality, Tawi-Tawi Province, Philippines	<p>On 26 Mar 16, tug boat <i>Brahma 12</i> towing a barge was en route from Kalimantan, Indonesia to Batangas, Philippines when 17 perpetrators armed with guns boarded the tug boat and casted off the barge. The perpetrators ransacked all the detachable items on board the tug boat including the navigational equipment, took away the 10 Indonesian crew and abandoned the tug boat. On the same day, the tug boat <i>Brahma 12</i> was found by a passing ship, and towed to Marang Wharf, Languyan Municipality, Tawi-Tawi Province, Philippines. The barge that was casted off was subsequently recovered by the MMEA on 1 Apr 16.</p> <p>It was believed that the kidnapping of the crew was carried out by a group who handed over the crew to an insurgent group who in turn, demanded for ransom from the shipping company for the release of the crew. It was reported that the crew could have been brought to the Philippines. The 10 abducted crew was subsequently released on 1 May 16.</p> <p>[ReCAAP Focal Point (Philippines), MMEA]</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
18	<i>Frontier Hero</i> Bulk carrier Panama 43291 9701308	01/04/16 0315 hrs	00° 15.20' S, 117° 34.80' E Samarinda anchorage, Indonesia	<p>While at anchor, the duty officer heard voices at the forecandle deck on board. The alarm was raised and an announcement was made on the PA system. As the crew rushed to location to muster, three perpetrators escaped with three mooring lines. The crew was not injured.</p> <p>[ReCAAP Focal Point (Japan)]</p>
19	<i>Massive 6</i> Tug boat Malaysia 269 9265823	01/04/16 1800 hrs	04° 06.65' N, 118° 53.87' E Approximately 27 nm southeast of Semporna, Malaysia	<p>On 1 Apr 16, <i>Massive 6</i> with nine crew on board was underway from Manila, Philippines to Tawau for bunkering. Between 1815 and 1840 hrs in the vicinity about 27 nm southeast of Semporna, Sabah, East Malaysia, eight perpetrators armed with firearms approached and boarded the tug boat. The perpetrators, took with them four Malaysian crew in their speed boat, and their mobile phones and laptops.</p> <p>The shipping company managed to establish contact with the remaining crew on or at about 2000 hrs on 1 Apr 16, and reported the incident to the MMEA, Philippine authorities and the ReCAAP ISC. The remaining five crew continued their voyage to Tawau, Sabah escorted by a MMEA ship. The four abducted crew was subsequently released on 8 Jun 16.</p> <p>[ReCAAP Focal Point (Philippines), MMEA]</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
20	<i>Cougar</i> Container ship Liberia 17156 9014080	03/04/16 2345 hrs	05° 59.40' S, 106° 54.30' E Jakarta anchorage, Indonesia	<p>While at anchor, five perpetrators boarded the container ship using a hook attached with a rope. The crew spotted the perpetrators and raised the alarm. Upon realizing that the crew has been alerted, the perpetrators jumped overboard and escaped. A search was conducted on board, and nothing was found missing. The incident was reported to the port police, who boarded the ship for investigation.</p> <p>[IMO]</p>
21	<i>Posh Viking</i> Tug boat Cayman Islands (UK) 2538 9494292 <i>M3319</i> Barge Singapore	06/04/16 1106 hrs	01° 16.10' N, 104° 05.20' E Straits of Malacca and Singapore (SOMS)	<p>While the tug boat towing a barge was underway, two perpetrators boarded the barge from a small wooden boat. They stole a Norwegian buoy towed at the stern of the barge and escaped. The master raised the alarm and reported the incident to the Singapore's POCC who initiated navigational broadcast, and informed the Indonesian and Malaysian authorities. On 7 Apr 16 at about 0730 hrs, the Indonesian authorities arrested the perpetrators in Kampung Agas, Batam and recovered the Norwegian buoy.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
22	<i>Capricornus Leader</i> Vehicle carrier Singapore 61854 9283863	10/04/16 0340 hrs	13° 45.34' N, 121° 01.02' E Anchorage Delta, Batangas Bay, Philippines	<p>While at anchor, the Able Seaman (A/B) reported to the Second Officer that the watertight door to the forward mooring station could not be opened. An additional A/B was sent for assistance. At 0410 hrs, the Chief Officer, Bosun and two A/Bs were on site and were not successful in opening the watertight door. The master was then informed and the crew was gathered.</p> <p>At 0600 hrs, an embarkation ladder was rigged to access the watertight door from the outside. The Bosun found that the watertight door was tied with iron rods to prevent the opening. The alarm was raised, the crew was mustered and the agent was informed to arrange for the Philippine Coast Guard (PCG) to be on board.</p> <p>At 1000 hrs, the PCG boarded the vehicle carrier. The watertight door was successfully opened and only some foot prints were found. Ship stores were found to be missing.</p> <p>[ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Singapore)]</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
23	<i>Kota Rancak</i> Container ship Singapore 9678 9296298	12/04/16 0730 hrs	06° 54.70' S, 110° 22.20' E Semarang anchorage, Indonesia	<p>While at anchor, the duty oiler spotted two perpetrators in the engine room and immediately reported to the Officer-on-watch (OOW). The two perpetrators escaped to the poop deck via the steering gear room. A search was conducted and as all deck stores were locked, nothing was missing. However, some spare parts of the air compressor were found missing from the engine room. It was also discovered that the water tight door of the steering gear room from the deck to engine room was unlocked. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
24	<i>Henry</i> Tug boat Indonesia 245 9302231	15/04/16 1700 hrs	04° 31' N, 119° 00' E Approximately 25.37 nm southwest of Sitangkai Island, Philippines	<p>While underway, five perpetrators armed with firearms boarded the tug boat. One of the crew was injured during a shoot-out between the perpetrators claimed to be the Abu Sayyaf Group (ASG) and the Malaysian Marine Police. The injured crew was treated at a local hospital in Sabah and reported to be in stable condition. The perpetrators escaped with four abducted crew. The remaining five crew continued with their voyage, and rescued by the Malaysian authority. The four abducted crew was subsequently released on 11 May 16.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
25	<i>Lewek Champion</i> Accommoda- tion barge Singapore 25112 9377377	16/04/16 0342 hrs	01° 23.70' N, 104° 33.60' E Approximately 10.8 nm north of Pulau Bintan, Indonesia	<p>While underway, the storeman supervisor spotted five perpetrators walking out from the deck below the warehouse staircase. The perpetrators were not armed, wore short pants and T-shirt and were barefooted. The perpetrators tried to communicate with the supervisor who alerted the bridge and deck crew. The alarm was sounded and a search was conducted but the perpetrators could not be found. The crew was not injured and nothing was stolen.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
26	<i>Name withheld</i> Chemical tanker Saudi Arabia 29168	19/04/16 0247 hrs	03° 56' N, 098° 45' E Belawan anchorage, Indonesia	<p>While at anchor, the duty Able Seaman (A/B) on routine rounds spotted a perpetrator on the forecastle deck and informed the OOW who raised the alarm. Upon hearing the alarm, the perpetrator escaped immediately. The crew was mustered and a search was conducted on board the ship. Nothing was stolen.</p> <p>[IMO]</p>
27	<i>Sea Holly</i> Oil tanker Marshall Islands 58070 9266865	23/04/16 0140 hrs	37° 50.50' N, 120° 01.90' E Longkou anchorage, China	<p>While at anchor, the oil tanker was boarded by perpetrators unnoticed. The perpetrators stole 8.46 metric tons of LSMGO and escaped.</p> <p>[ReCAAP Focal Point (China)]</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
28	<i>J.F.J De Nul</i> Cutter Suction Dredger Luxembourg 9497 9260677	25/04/16 1000 hrs	01° 09.35' N, 103° 56.69' E Pulau Batam anchorage, Indonesia	While at anchor, three perpetrators were spotted on the main deck near the entrance of the boatswain store. The greaser shouted at the perpetrators who immediately escaped into a waiting small boat. [ReCAAP Focal Point (Singapore)]
29	<i>New Challenge</i> Oil tanker Marshall Islands 41994 9298284	30/04/16 0650 hrs	17° 35' N, 083° 24' E Vizag anchorage, India	While at anchor awaiting berthing space, two unarmed perpetrators wearing local dress, boarded the starboard side of the poop deck of the ship from a wooden boat. After sighting the perpetrators, the crew sounded the general alarm. The two perpetrators escaped with the ship's fire axe. [ReCAAP Focal Point (India)]
30	<i>SBI Rumba</i> Bulk carrier Marshall Islands 45200 9712498	04/05/16 0330 hrs	01° 20' S, 116° 52' E Balikpapan inner anchorage, Indonesia	While underway, perpetrators boarded the bulk carrier, stole ship stores and property, and escaped. The incident was noticed by the duty crew on routine rounds and reported to the port authority. [IMO]
31	<i>Alpha Effort</i> Bulk carrier Greece 38564 9189081	04/05/16 0500 hrs	00° 15' S, 117° 40' E Samarinda anchorage, Indonesia	While at anchor, four perpetrators armed with knives boarded the bulk carrier. They tied the duty A/B who was on patrol. The alarm was raised and the crew mustered. The perpetrators escaped with ship stores. [IMO]

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
32	<i>Hai Soon 12</i> Product tanker Cook Islands 3243 9078751	07/05/16 2045 hrs	Off Pulau Belitung, Indonesia	<p>On 8 May 16, the ReCAAP ISC received information from the shipping company about the loss of communications with its product tanker, <i>Hai Soon 12</i> for about 12 hours.</p> <p><i>Hai Soon 12</i>, carrying 4,000 metric tons of MGO, departed Singapore via Sunda Straits for the Southern Ocean to conduct high seas bunkering /selling MGO to fishing vessels. However, the ship was observed to have deviated from her planned route and moved in an easterly direction towards Sulawesi instead.</p> <p>Upon receipt of the information, the ReCAAP ISC immediately informed BAKAMLA, who in turn shared the information with the TNI-AL. The incident was also reported to the IFC, who worked closely with the shipping company to monitor the position of <i>Hai Soon 12</i>. Two TNI-AL ships were despatched to locate <i>Hai Soon 12</i>, who maintained her course towards Bawean Island until on 8 May 16 at about 2211 hrs, she altered course tracking eastwards.</p> <p>On 9 May 16 at about 1430 hrs, the TNI-AL ships intercepted and boarded <i>Hai Soon 12</i>. Nine perpetrators were found on board the ship and were arrested. All 21 crew of <i>Hai Soon 12</i> were safe and not injured. The cargo was also found to be intact. The ship was reportedly renamed to "<i>AI SO</i>".</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
				<p>Initial investigations revealed that on 7 May 16 at about 2045 hrs, nine perpetrators climbed up the poop deck of <i>Hai Soon 12</i> from a small boat in waters off Pulau Belitung, Indonesia. The crew was tied up in the mess room. Arrangements were overheard stating the intent to sell the MGO in the night. <i>Hai Soon 12</i> has since been detained and is in Surabaya for further investigation.</p> <p>[ReCAAP Focal Point (Singapore), IFC, Shipping company]</p>
33	<i>Tristen</i> Chemical tanker Panama 1997 9104445	08/05/16 2050 hrs	03° 20.80' N, 109° 36' E South China Sea	<p>While en route from Labuan to Kuantan, the Third Officer sighted one perpetrator trying to open the entrance door of accommodation on the deck. The Third Officer immediately alerted the duty officer on the bridge who sounded the alarm and switched on all lights. The crew then conducted search in the engine room and accommodation but no perpetrator was found. The crew was not injured and nothing was stolen.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
34	<i>Haydn</i> Container ship Marshall Islands 27786 9308429	09/05/16 2106 hrs	10° 11.70' N, 107° 04.25' E Mui Vung Tau, Vietnam	<p>While at anchor, perpetrators boarded the container ship from a wooden craft via the forecastle starboard side. The alarm was raised and extra light shone towards the forecastle area. The perpetrators escaped with ship stores.</p> <p>[ReCAAP Focal Point (Vietnam)]</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
35	<i>Gas Snapper</i> LPG tanker Marshall Islands 22978 9447794	14/05/16 0400 hrs	23° 02' N, 070° 13' E Kandla Port, India	<p>While at berth, the crew noticed ship stores including ship's bell, fire hose couplings and fire hose nozzles were missing from the forecastle bosun store room. The incident was reported to the port control, who investigated the incident.</p> <p>[ReCAAP Focal Point (India)]</p>
36	<i>Name withheld</i> Bulk carrier Hong Kong, China 41586	18/05/16 0001 hrs	00° 14' S, 117° 34' E Samarinda anchorage, Indonesia	<p>While at anchor, perpetrators boarded the bulk carrier unnoticed. A search was conducted and five coils of mooring ropes (three unusable and two new) were found missing.</p> <p>[ReCAAP Contact Point (Hong Kong), ReCAAP Focal Point (Singapore)]</p>
37	<i>Torm Ragnhild</i> Product tanker Singapore 30018 9290579	21/05/16 0100 hrs	06° 02.50' S, 106° 54' E Jakarta Tanker anchorage, Indonesia	<p>Upon arrival at berth, the Third Mate found the starboard side door padlock and eye broken. The fireman and chemical outfit boxes were also opened. Three chemical sets and two breathing apparatus sets were found missing. The master suspected that the theft could have occurred while the ship was anchored between 0100 hrs to 0330 hrs during heavy rain.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
38	<i>Ever Prosper</i> Tug boat Malaysia 126 <i>Ever Dignity</i> Barge Malaysia 2104	03/06/16 0900 hrs	03° 05.54' N, 112° 26.59' E Off Mukah, Sarawak, East Malaysia	<p>On 3 Jun 16, the ReCAAP ISC received information from the Sarawak and Sabah Shipowners' Association (SSSA) that the owner of tug boat, <i>Ever Prosper</i> towing barge, <i>Ever Dignity</i> had lost communication with the ships on 2 Jun 16. The barge <i>Ever Dignity</i> was carrying crude palm kernel oil (CPKO). Another of the company's tug boat, <i>Ever Master</i> sighted a tug boat and barge were alongside the hijacked ships pumping out the CPKO. At about 0900 hrs on 3 Jun 16, <i>Ever Prosper</i> and barge, <i>Ever Dignity</i> were reported off Mukah, Sarawak, East Malaysia.</p> <p>The ReCAAP ISC reported the incident to the Malaysian Maritime Enforcement Agency (MMEA) immediately. Two MMEA ships were despatched from Bintulu, Sarawak to the location of the ships which was estimated 35 nm away from Bintulu. The MMEA reported that the perpetrators had robbed the crew and pumped out 3000 litres of the CPKO the night before, and entered Bintulu port after completed the transfer. The 10 crew was safe and one of the crew suffered injury to one of his eyes, believed to be punched by the perpetrators. The MMEA ships escorted <i>Ever Prosper</i> and <i>Ever Dignity</i> into Bintulu port on the early morning of 4 Jun 16; and the injured crew was brought to the hospital. Investigation is ongoing.</p> <p>[MMEA, SSSA]</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
39	<i>Fjell</i> Semi- submersible heavy lift cargo ship Netherlands 15751 8766296	16/06/16 0300 hrs	01° 10.30' N, 103° 57.40' E Approximately 2.5 nm west- northwest of Batu Ampar, Pulau Batam, Indonesia	<p>While at anchor, five perpetrators boarded the ship from a boat. One of the perpetrators was armed with a shotgun and another perpetrator carried a revolver. The watch keeping A/B was taken hostage by the perpetrators and his walkie-talkie was taken away. The perpetrators were seen carrying three carton boxes and a bag before they escaped. The A/B reported to the Second Officer immediately, who informed the master and switched on the searchlight. The boat was seen leaving in a westerly direction. The crew was mustered, an announcement was made on the PA system and a search on board was conducted. Ship spares were found missing.</p> <p>[ReCAAP Focal Point (Netherlands)]</p>
40	<i>Charles 00</i> Tug boat Indonesia 175 <i>Robby 152</i> Barge	22/06/16 1130 hrs	02° 44.40' N, 119° 35.34' E Vicinity waters bordering the Philippines and Indonesia	<p>While the tug boat <i>Charles 00</i> towing barge <i>Robby 152</i> were on its way back to Indonesia after discharging 7,500 metric tons of coal in Gracia, Cagayan de Oro, groups of armed perpetrators in two Jungkong-type pump boats (one green and the other red) opened fire and forcibly boarded the tug boat. The armed perpetrators took seven crew on two separate occasions, with three crew abducted at around 1130 hrs on 22 Jun 16 and another four at around 1245 hrs on the same day.</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
				<p>The abduction of the seven crew members is believed to be carried by ASG. The remaining six crew continued their voyage to Samarinda, Indonesia.</p> <p>The shipping company's local agent reported the incident to the PCG, who relayed the information to the Armed Forces of the Philippines for the monitoring of the abducted Indonesian crew. Maritime patrol operations in the area in coordination with other law enforcement agencies had been intensified.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

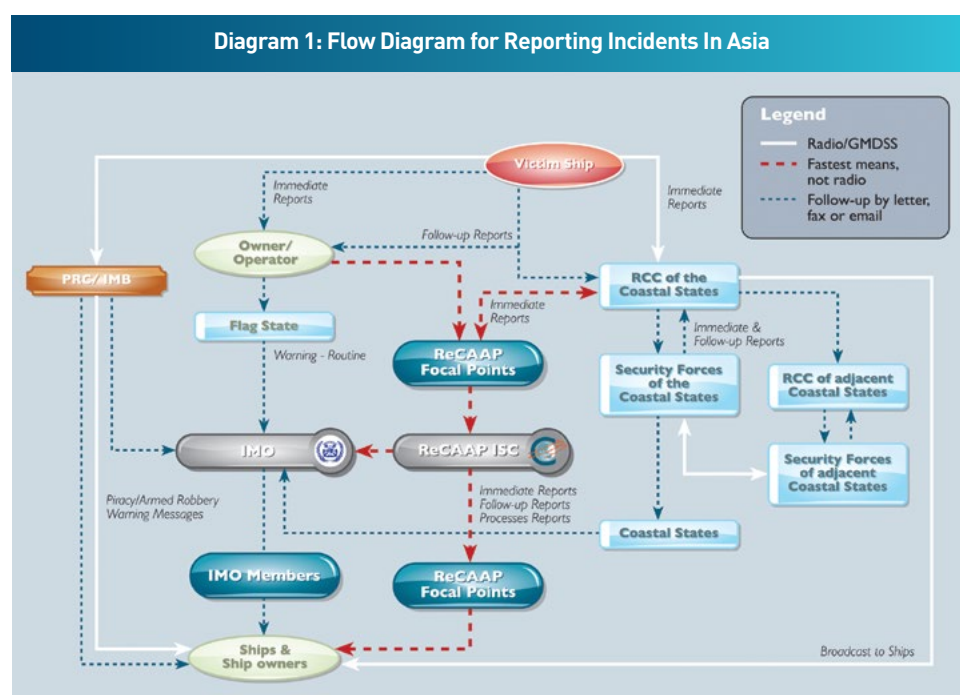
Attempted Incident

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
41	ANL Darwin Trader General cargo ship Cyprus 5272 9372016	17/04/16 2345 hrs	01° 30' N, 104° 52' E South China Sea	<p>While at anchor, four perpetrators in a wooden boat approached and attempted to board the general cargo ship. The alarm was raised, whistle sounded and crew mustered. Upon hearing the alarm and seeing that the crew has been alerted, the perpetrators aborted the attempt.</p> <p>[IMO]</p>

APPENDICES

MARITIME SAFETY COMMITTEE (MSC) CIRCULARS ON PREVENTING AND SUPPRESSING ACTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

In accordance to the MSC.1/Circ 1334 on 'Guidance to ships owners, ship operators, ship masters and crew on preventing and suppressing acts of piracy and armed robbery against ships', the flow diagram on Procedure for Reporting Incidents of Piracy and Armed Robbery Against Ships in Asia is shown below:



Notes:

1. The RCCs of some ReCAAP Contracting Parties are also their ReCAAP Focal Points. These Focal Points also disseminate incident information internally to their respective RCCs, maritime authorities and law enforcement agencies as appropriate.
2. The ReCAAP Focal Points are governmental agencies designated by the respective Contracting Parties of the ReCAAP Agreement.
3. The incident reporting process in Asia does not change other reporting processes for incidents already in practice.

APPENDICES

CONTACT DETAILS OF RECAAP FOCAL POINTS / CONTACT POINT

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Australia (ReCAAP Focal Point)		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: amboc@border.gov.au	+61-2-6275-6000	+61-2-6275-6275
Bangladesh		
Department of Shipping E-mail: cns@dos.gov.bda	+88-02-9553584	+88-02-9587301
Brunei		
Brunei Police Marine Email: kasnol.kincho@police.gov.bn	+673-8836495	+673-2774000
Cambodia		
Merchant Marine Department E-mail: mmd@online.com.kh	+85-5-2386-4110	+85-5-2386-4110
China		
China Maritime Search and Rescue Centre (Beijing) Email: cnmrcc@mot.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
Denmark		
Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-9137-6000	+45-9137-6001

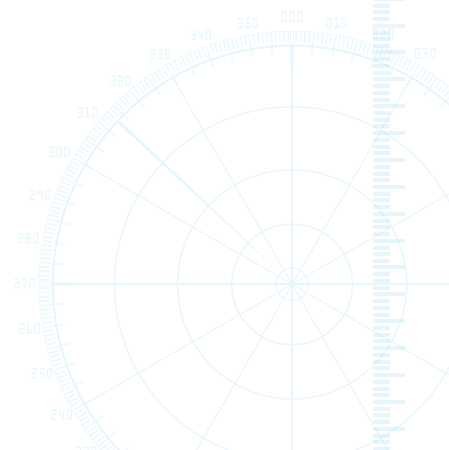
Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
India		
MRCC (Mumbai)	+91-22-2431-6558	+91-22-2433-3727
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mrcc-west@indiancoastguard.nic.in		
Japan		
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Ministry of Oceans and Fisheries	+82-44-200-5895 to	+82-44-200-5886
Operations Centre	98	to 88
Email: piracy@gicoms.go.kr		
Laos		
International Relation Department	+85-6-2121-2505	+85-6-2121-2505
Ministry of Public Security		+85-6-2121-2547
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Netherlands		
Dutch Coastguard	+31-223-658-101	+31-223-658-358
Maritime Information Centre (MIK-NL)		
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Norway		
Norwegian Maritime Authority	+47-5274-5000	+47-5274-5001
Email: morten.alsaker.lossius@sjofartsdir.no	+47-5274-5130	

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Philippines		
Philippine Coast Guard Action Centre-MRCC (Manila) Email: cgac@coastguard.gov.ph	+63-2-527-8481 to 89 (ext.: 6136/6137) +63-917-724-3682 (Text Hotline)	+63-2-310-2097
Singapore		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 65-6325-2493	+65-6227-9971 +65-6224-5776
Sri Lanka		
Sri Lanka Navy Operations Room / MRCC (Colombo) Email: nhqdn@navy.lk nhqdn@yahoo.com	+94-11-244 5368 +94-11-221 2230/31	+94-11-244 1454 +94-11-244 9718
Thailand		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: miscdutyofficer@misc.go.th	+66-2475-4532	+66-2475-4577
United Kingdom		
National Maritime Information Centre Operations Centre Email: nmic-group@mod.uk	+44 2392-211951	+44 2392-212024 Please indicate "FAO NMIC – A leg" if send via fax
United States		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: rccalameda@uscg.mil	+1-510-437-3701	
Vietnam		
Vietnam Coast Guard Email: vietnamcoastguard@gmail.com vietnamfocalpoint@yahoo.com.vn	+84-4-3355-4378	+84-4-3355-4363

Correct as at 25 May 2016

APPENDICES ACKNOWLEDGEMENTS

The ReCAAP ISC makes use of various sources of information in producing its reports. The primary source is the ReCAAP ISC's Information Network System (IFN). Where necessary, the ReCAAP ISC leverages on other secondary sources of information, including those from the International Maritime Organization (IMO), the Information Fusion Centre (IFC), the Malaysian and Indonesian authorities, the commercial entities (such as shipping companies, ship owners, ship operators, ship agents etc.) and other publicly available sources to facilitate analysis on patterns and trends, and to make recommendations. The ReCAAP ISC makes every effort to acknowledge these sources.





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