

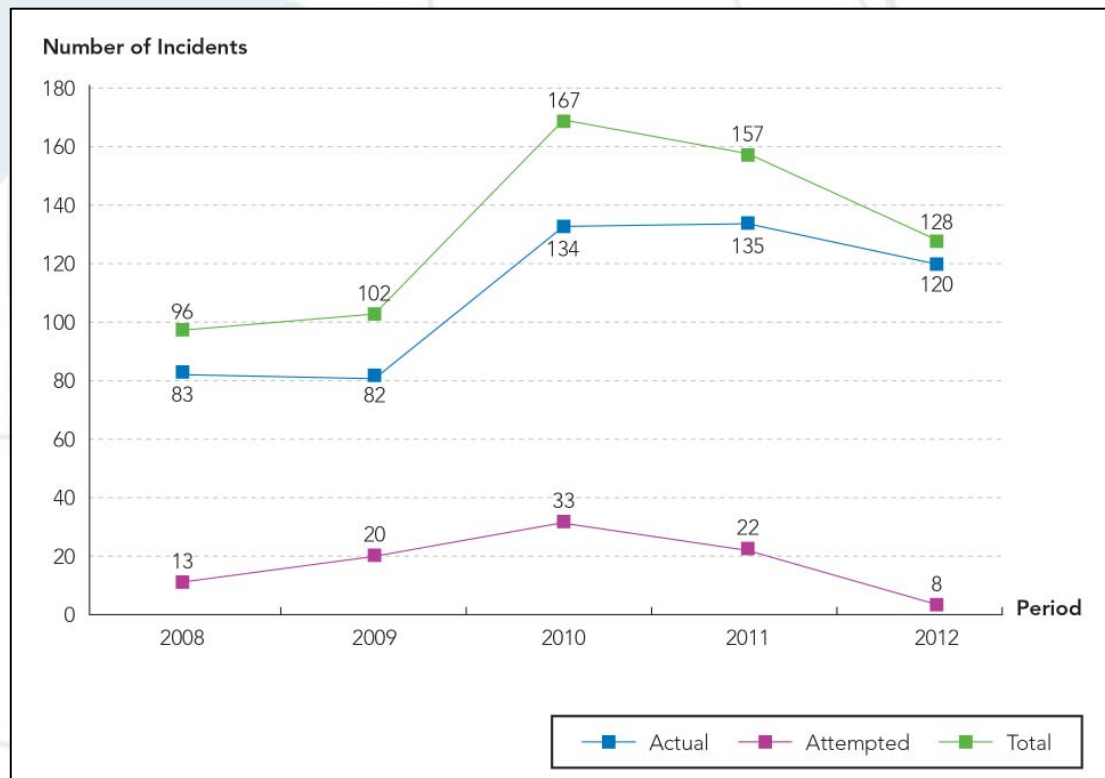


# **Situation of Piracy and Armed Robbery Against Ships in Asia in 2012**

# Scope

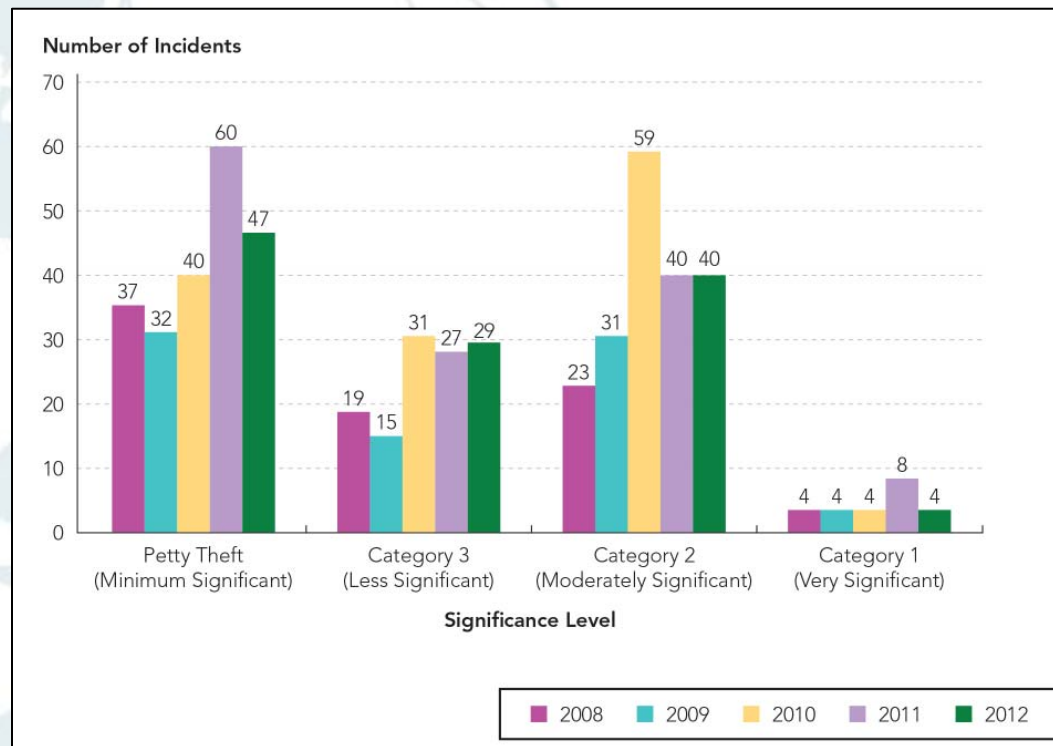
- ❖ Situation update
- ❖ Incidents involving tug boats
- ❖ Illegal siphoning of marine gas oil
- ❖ Conclusion

## Number of Incidents (2008-2012)



- ❖ Downward trend since 2010
  - ☑ Largest year-on-year decrease in 2012
- ❖ Compared to 2011, improvements at:
  - ☑ Ports and anchorages in Bangladesh and Vietnam
  - ☑ Vessels underway in the South China Sea and Straits of Malacca and Singapore
- ❖ No room for complacency

## Significance Level (2008-2012)



### ❖ Decrease in CAT 1 and Petty Theft compared to 2011

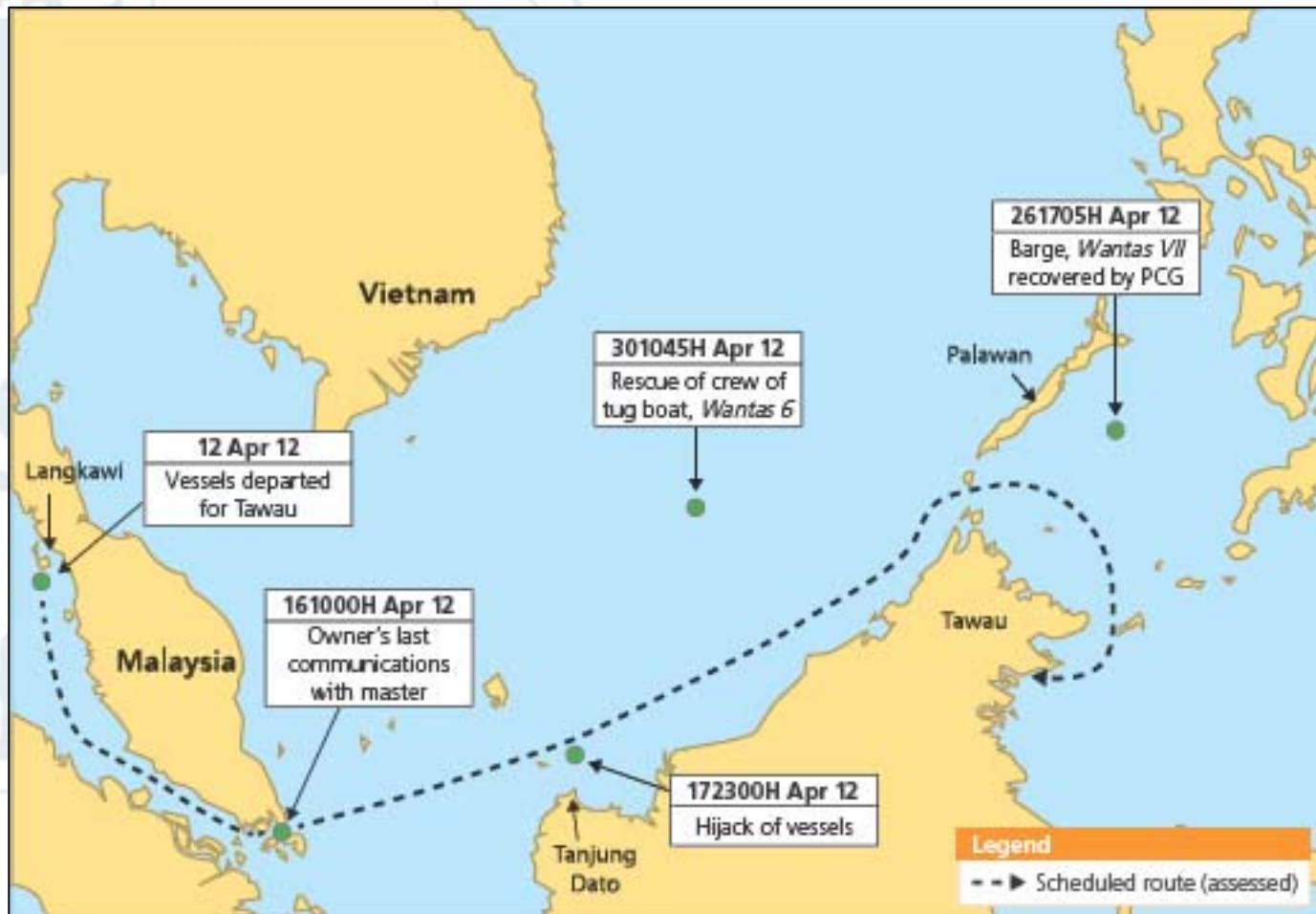
- ☑ 50% decrease in CAT 1

- ☑ 4 x CAT 1 incidents in 2012

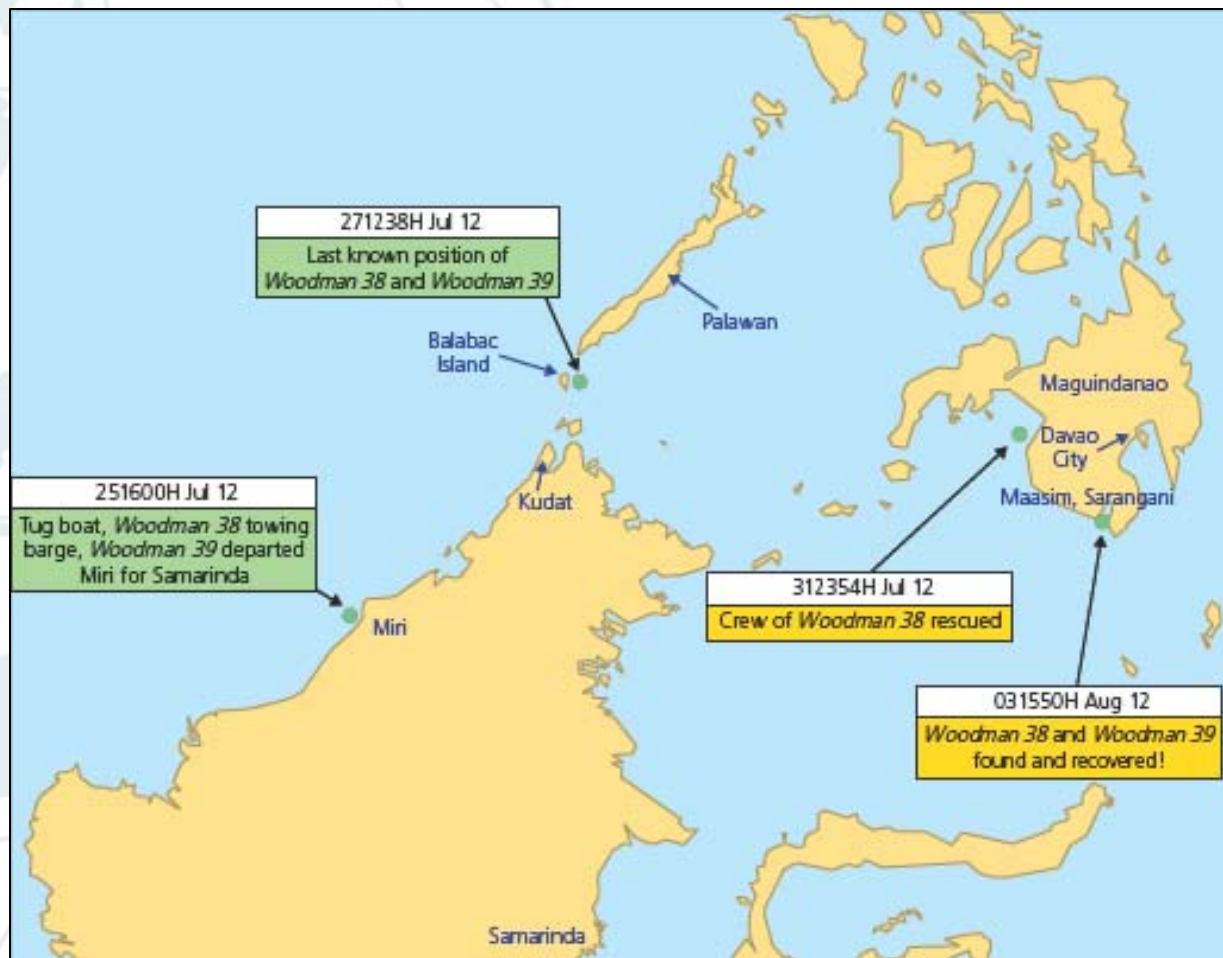
- ➡ 3 x hijacking incidents and 1 x illegal siphoning of marine gas oil

### ❖ CAT 2 and CAT 3 fairly consistent in past two years (2011 & 2012)

## Hijacking of *Wantas 6* on 17 Apr 12

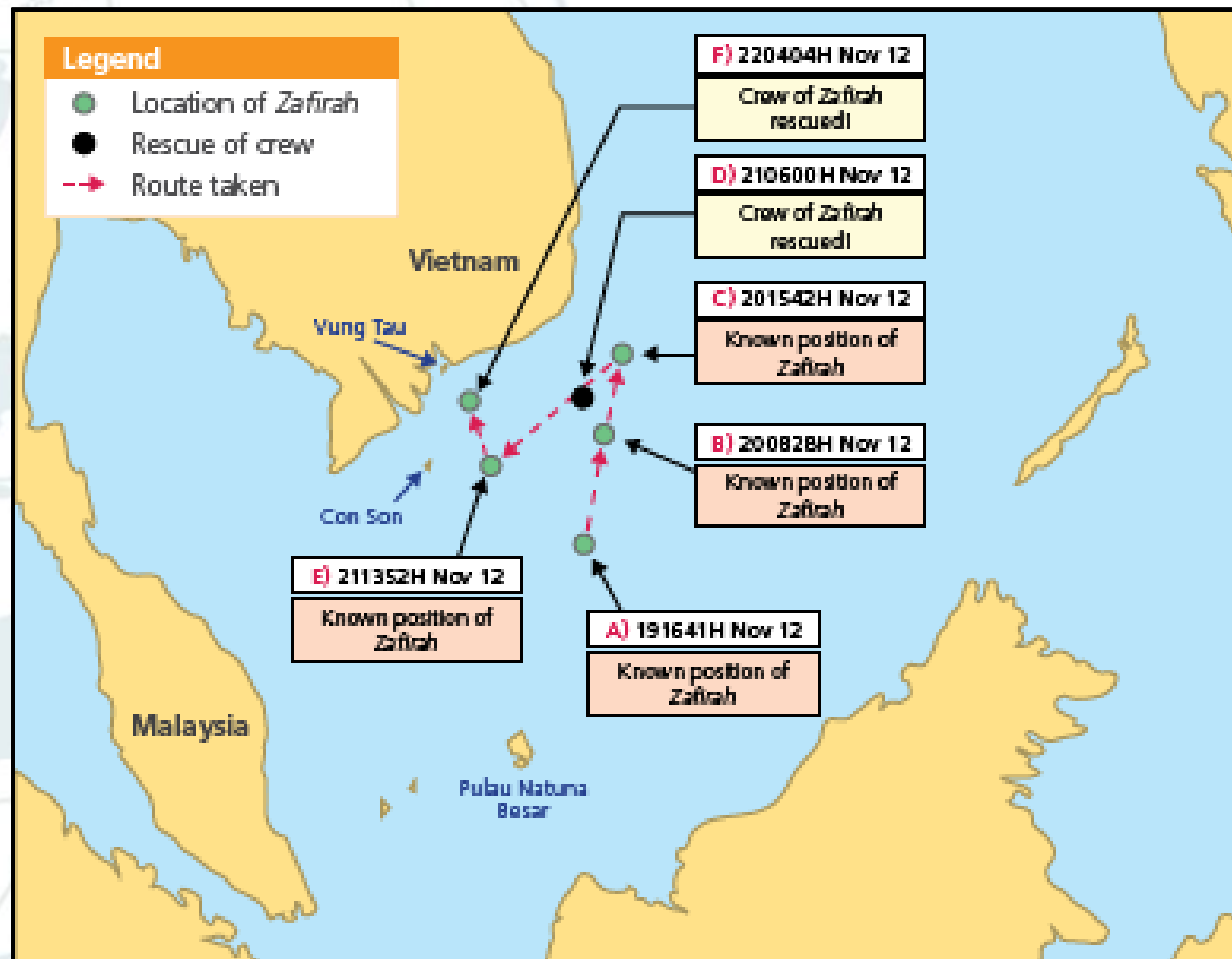


# Hijacking of *Woodman 38* on 27 Jul 12

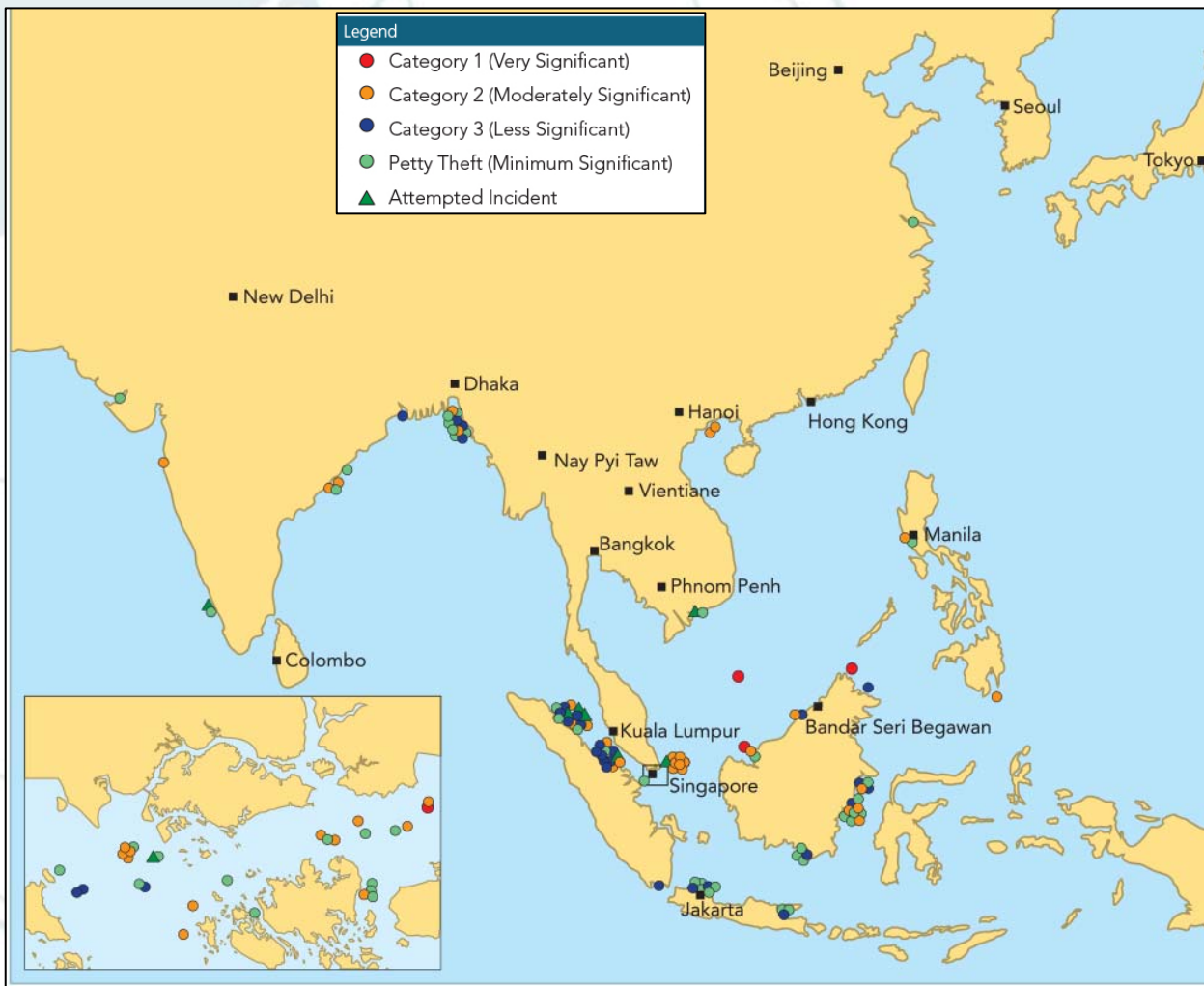




# Hijacking of *Zafirah* on 19 Nov 12



# Location of Incidents (2012)



## ❖ Improvement in Southeast Asian region

- ☑ Straits of Malacca and Singapore
- ☑ South China Sea
- ☑ Malaysia
- ☑ Vietnam

## ❖ Improvement in South Asian region

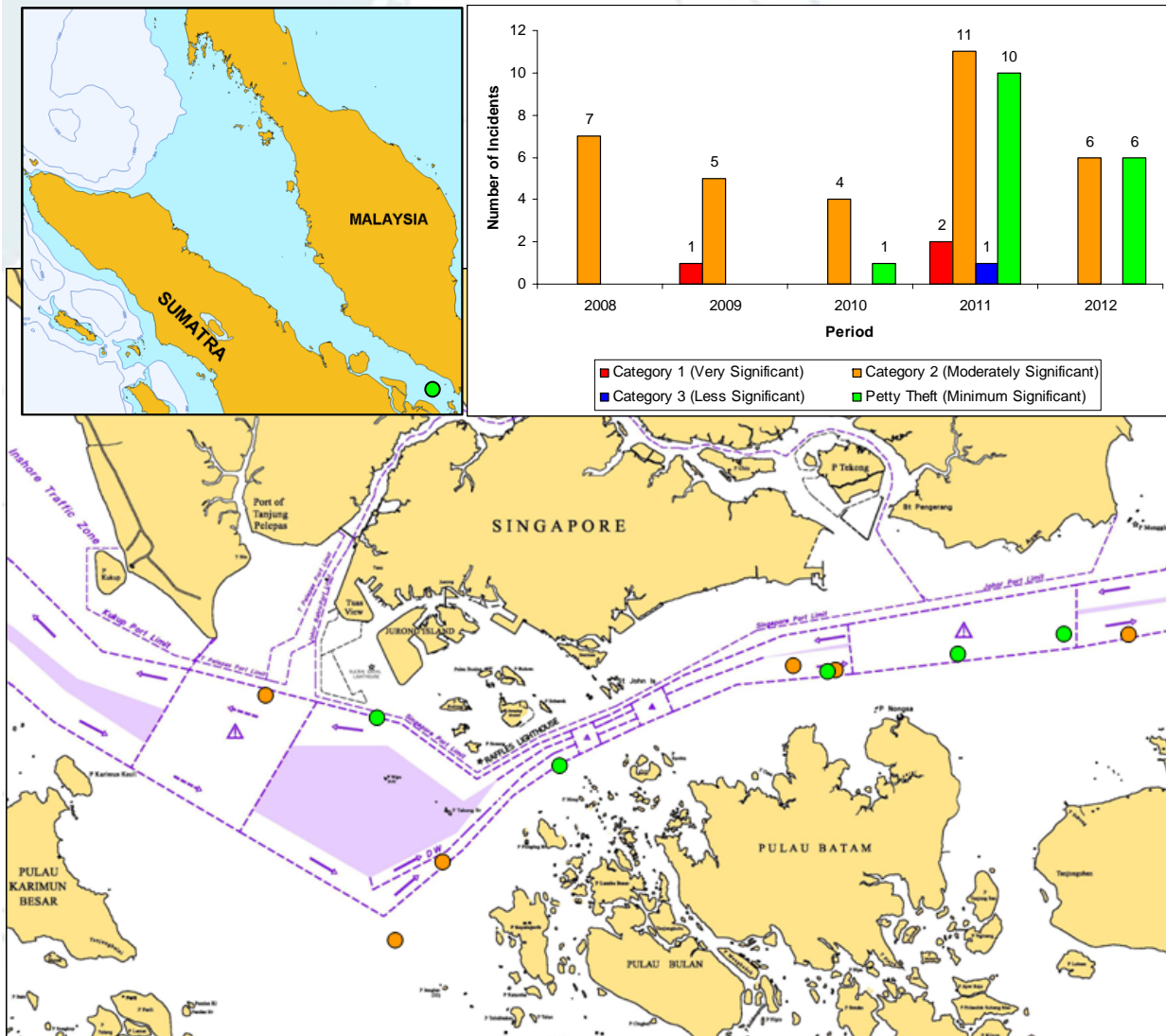
- ☑ Arabian Sea
- ☑ Bangladesh

## ❖ Increase in incidents at ports and anchorages in

- ☑ Indonesia (Belawan, Dumai, Tanjung Priok, Balikpapan, Samarinda)



# Straits of Malacca & Singapore



## ❖ Improvement in 2012

☑ 7 (2008) → 6 (2009) → 5 (2010) → 24 (2011) → 12 (2012)

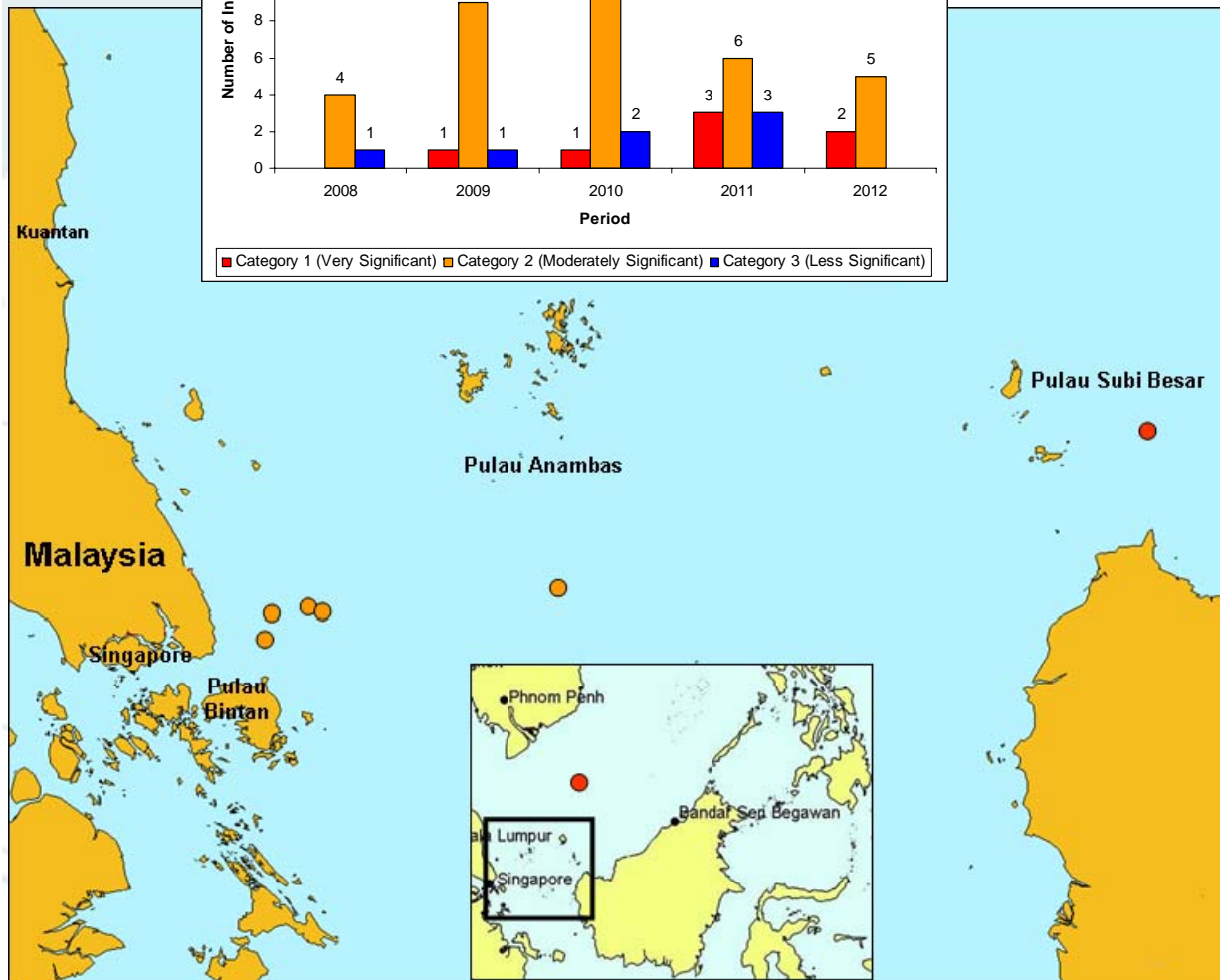
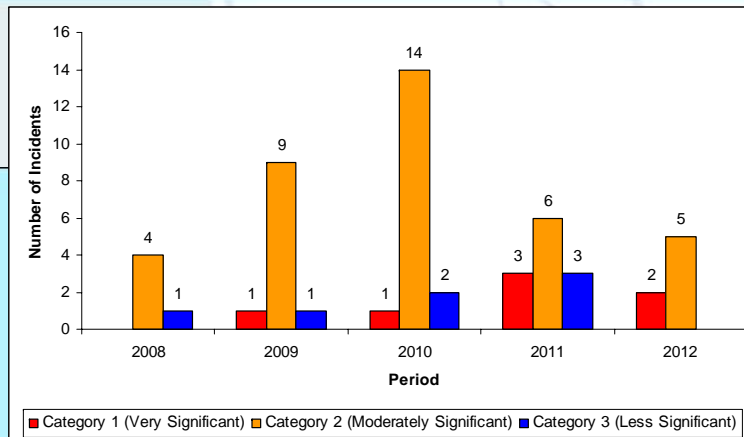
## ❖ Decrease may be attributed to

☑ Greater situation awareness among the ship masters and crew

☑ Enhanced surveillance and coordinated patrols carried out by the littoral States

## ❖ 11 of the 12 incidents involved tug boats towing barges

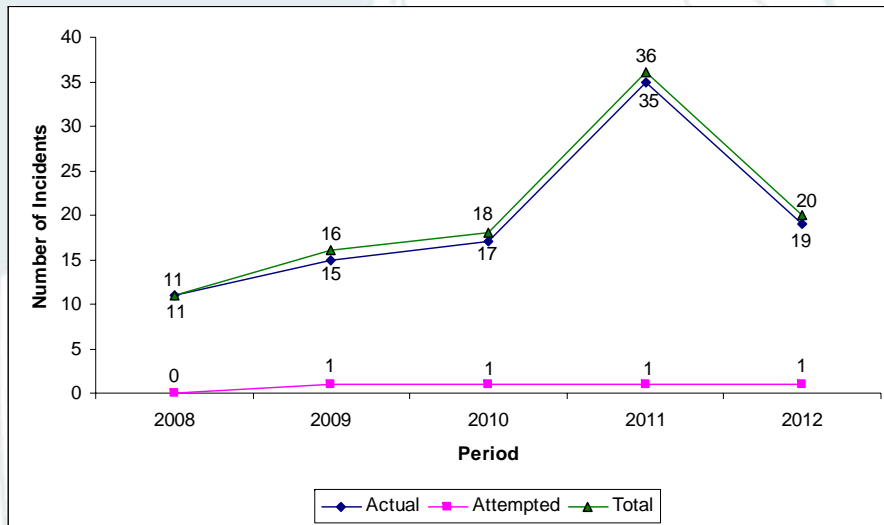
# South China Sea



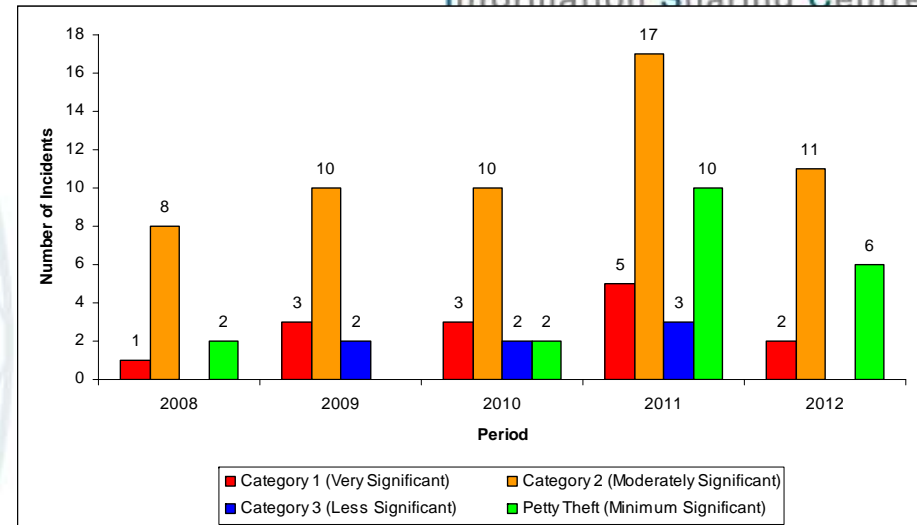
- ❖ Improvement in 2012
  - ☑ 5 (2008) → 11 (2009) → 17 (2010) → 12 (2011) → 7 (2012)
- ❖ Three of the 7 incidents involved tug boats
- ❖ Two CAT 1 incidents in 2012
  - ☑ Hijacking incidents
    - ➡ Tug boat, *Wantas 6* towing barge *Wantas VII*
    - ➡ Chemical tanker, *Zafirah*
  - ☑ All recovered except *Wantas 6*
- ❖ Decrease may be attributed to
  - ☑ Greater situation awareness among masters and crew
  - ☑ Weather conditions
  - ☑ Shift in the area of operation by the pirates

# **Incidents involving tug boats (2008 – 2012)**

## Situation of Tug Boats & Barges (2008-2012)





Total number of incidents involving tug boats (2008-2012)



Significance level of actual incidents involving tug boats (2008-2012)

- ❖ Upward trend (2008-2011)
- ❖ Downward trend in 2012
  - ☑ Proportion of total incidents involving tug boats
    - ➡ 11% (2008) → 16% (2009) → 11% (2010) → 23% (2011) → 16% (2012)
- ❖ 90% of incidents are robbery onboard (86 of 97)
  - ☑ Mainly Category 2 and Petty Theft
- ❖ 10% are hijacking incidents (11 of 97)

## Hijacking of Tug Boats and Barges (2008- Sep 2012)

	Tug Boat 	Barge 	
2012 (2)	<i>Wantas 6</i>	<i>Wantas VI</i>	Barge recovered. <b>Tug still missing</b>
	<i>Woodman 38</i>	<i>Woodman 39</i>	Tug and barge recovered
2011 (4)	<i>Marina 26</i>	<i>Marine Power 3301</i>	Tug and barge recovered + hijackers arrested
	<i>Solid 8</i>	<i>Solid 66</i>	Tug and barge recovered
	<i>Mitra Jaya V</i>	<i>Makmur Abadi V</i>	Tug and barge recovered + hijackers arrested
	<i>Sin Hin 5</i>	<i>Sin Hin 6</i>	Tug and barge recovered
2010 (3)	<i>Asta</i>	<i>Callista</i>	Tug and barge recovered + hijackers arrested
	<i>PU 2007</i>	<i>PU 3316</i>	Tug and barge returned safely
	<i>Atlantic 3</i>	<i>Atlantic 5</i>	Tug and barge recovered
2009 (1)	<i>Prospaq T1</i>	<i>Prospaq B1</i>	Tug and barge recovered
2008 (1)	<i>Whale 7</i>	<i>Sinobest</i>	Tug and barge recovered + hijackers arrested





**Illegal Siphoning of  
Marine Gas Oil**

# Case Study



## Illegal Siphoning of Marine Gas Oil

❖ Three incidents in 2012 compared to two incidents in 2011

☑ Tanker, *Scorpio* on 13 Sep 12

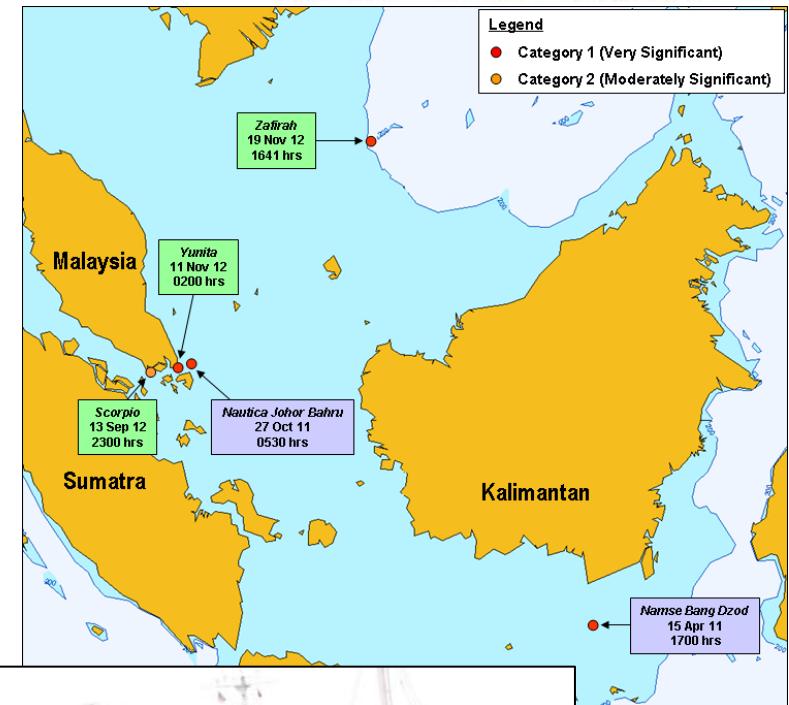
- ➡ Six robbers forced tanker to anchor at another location
- ➡ Another tanker, *Sea Jade* came alongside *Scorpio*
- ➡ Transfer of MGO from *Scorpio* to *Sea Jade*
- ➡ Robbers escaped upon seeing MMEA's patrol boat

☑ Tanker, *Yunita* on 11 Nov 12

- ➡ Eight robbers armed with pistol and long knives forced tanker to pump out about 80MT of MGO to an unknown barge. Escaped after five hours

☑ Chemical tanker, *Zafirah* on 19 Nov 12

- ➡ Eleven pirates armed with knives and pistol hijacked the chemical tanker
- ➡ Crew abandoned on life raft, later rescued by a passing vessel
- ➡ Vessel located and recovered; and pirates apprehended by VMP
- ➡ Pirates to sell MGO onboard the tanker



Photograph  
courtesy of  
MMEA

*Sea Jade (left) alongside Scorpio (right)*

# Conclusion



- ❖ Overall situation has improved, but ...
  - ☑ No room for complacency
  - ☑ Overall figures still higher than 2008 and 2009
- ❖ Enhance enforcement at Indonesian ports and anchorages
- ❖ Continued cooperation with shipping industry
  - ☑ Incidents involving tug boats towing barges declining
    - ➡ Hijacking cases (3 in 2010, 4 in 2011, 2 in 2012)
    - ➡ Robbery cases (14 in 2010, 31 in 2011, 17 in 2012)
- ❖ Evolving trend of Illegal siphoning of marine gas oil?
- ❖ Timely reporting and information sharing
  - ☑ ReCAAP ISC, ReCAAP Focal Points, intergovernmental agencies
  - ☑ MMEA and Indonesian authorities
  - ☑ Shipping industry and maritime community in region

# Thank you!



[www.recaap.org](http://www.recaap.org)

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