ReCAAP
Information Sharing Centre

Situation of Piracy and Armed Robbery Against Ships in Asia & Guides for the Industry

14 July 2016

Scope

- Situation Update
- Modus operandi & developments
- Case Studies
- Guides for Industry
- Conclusion

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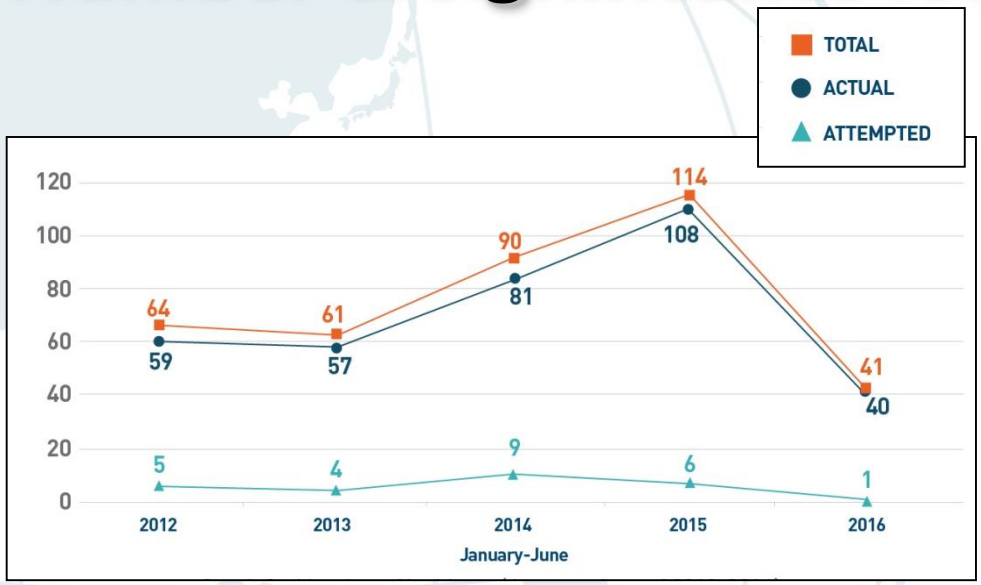
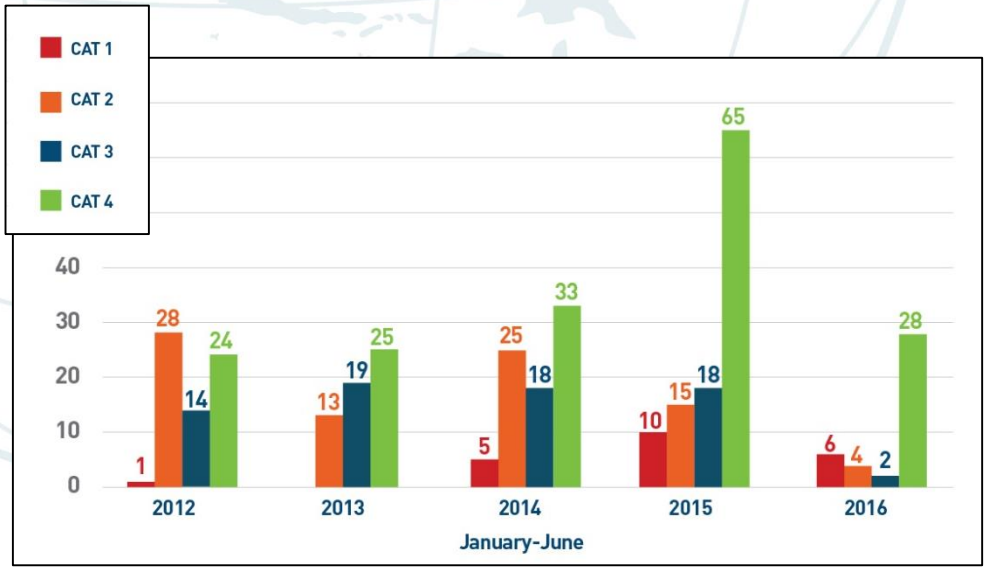
Situation Update

Number & Significance level





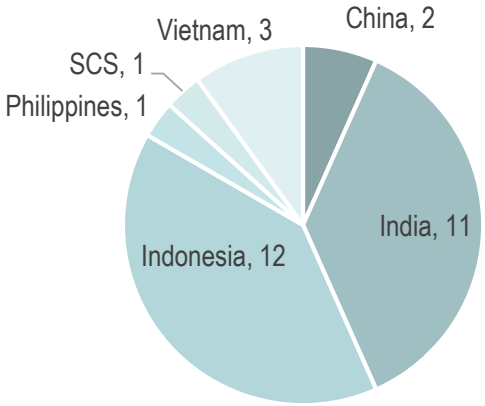
January-June 2016

- **40** actual, **1** attempted
  - ☑ 64% decrease compared to 2015
- Lowest among 5-year period
  - ☑ Decrease incidents in SOMS
  - ☑ Decrease oil cargo theft
- More than 2/3 are CAT 4 incidents
- **6 x CAT 1** incidents
  - ☑ 4 x abduction of crew
  - ☑ 2 x oil cargo theft

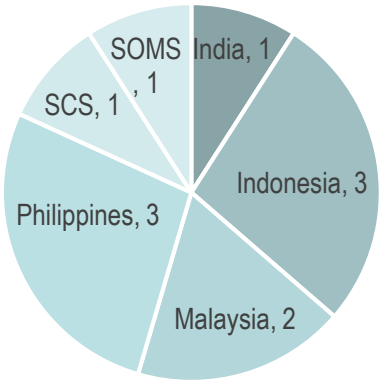
Location of Incidents

Location	January-June 2016	
	Actual	Attempted
China	2	
India	12	
Indonesia	15	
Malaysia	2	
Philippines	4	
South China Sea	1	1
Straits of Malacca & Singapore	1	
Vietnam	3	

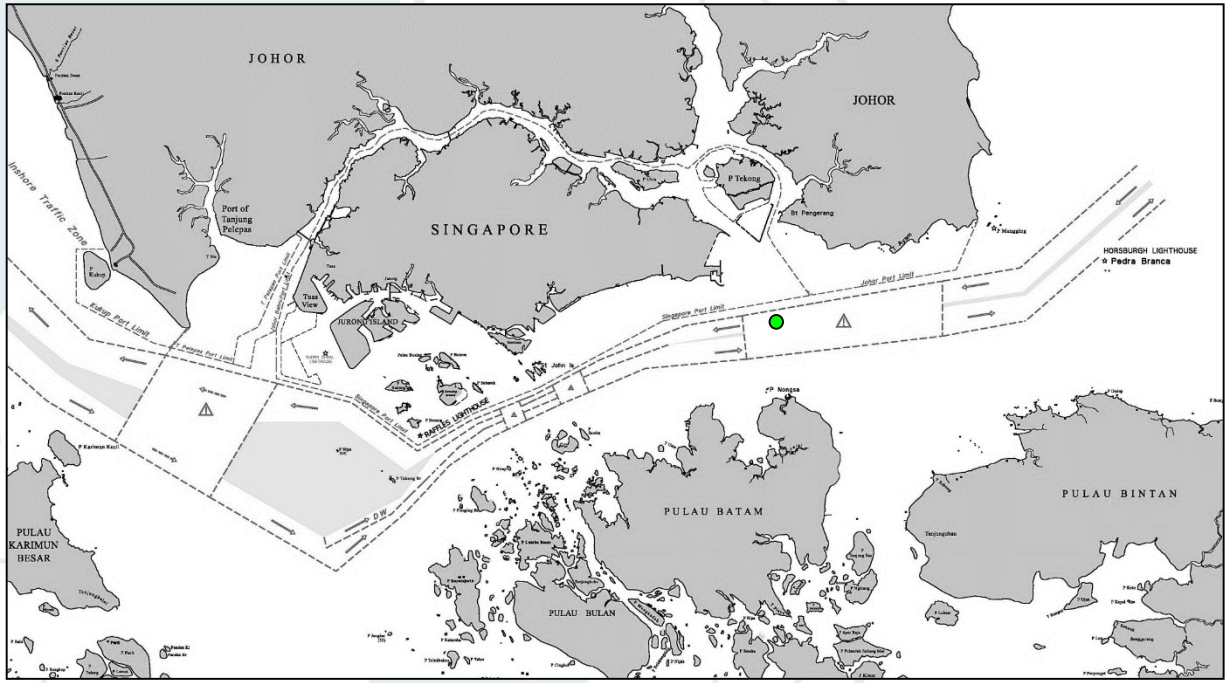
Anchored / Berthed (73%)

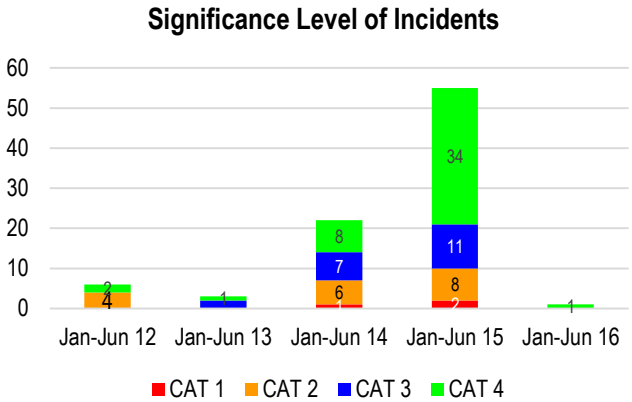


Underway (27%)



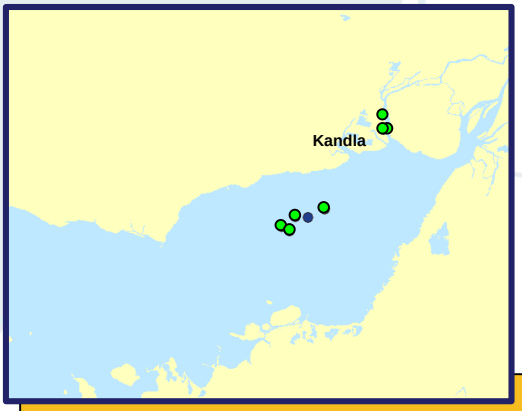
Straits of Malacca and Singapore

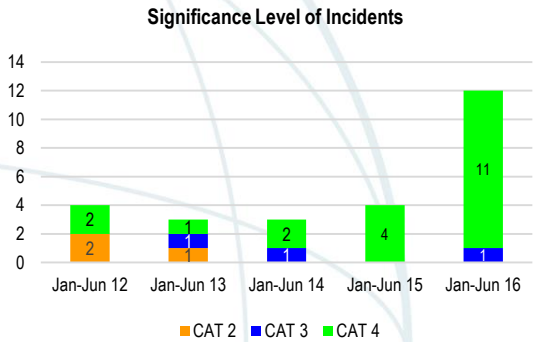


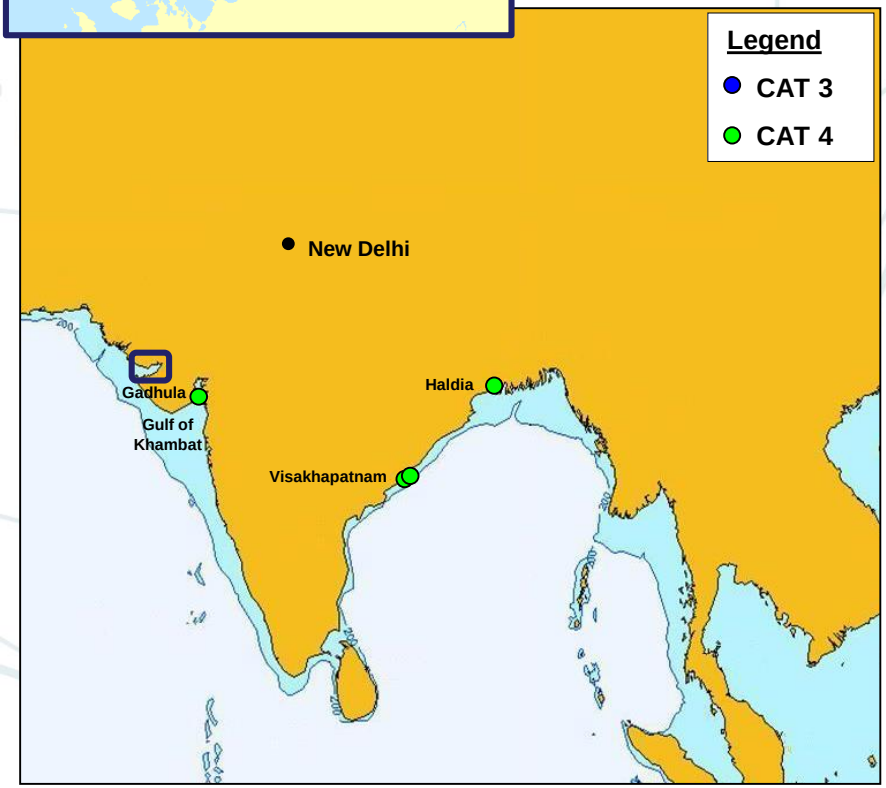


- Incidents reported in Singapore Strait (January-June)
  - ☑ 6 (2012) → 3 (2013) → 22 (2014) → 55 (2015) → **1 (2016)**
- Significant improvement
- Majority of incidents in eastbound lane of TSS in Singapore Strait
- Littoral States' efforts and commitment, surveillance and patrol

India







- Number of incidents tripled
  - ☑ 4 (Jan-Jun 2015) → **12 (Jan-Jun 2016)**
  - ☑ Highest among five-year period
- 92% are CAT 4 incidents
  - ☑ Opportunistic, petty thefts
- 11 incidents at ports & anchorages
  - ☑ Eight of these occurred at Kandla
- **HOWEVER**, improving situation
  - ☑ 6 (Jan) → 4 (Feb) → 0 (Mar) → 1 (Apr) → 1 (May)
  - ☑ Arrest of perpetrators in Feb by India Coast Guard (ICG)
- Enhanced efforts…
  - ☑ Master/crew to exercise vigilance
  - ☑ Report all incidents to authority
  - ☑ Enforcement agencies to increase surveillance and presence

Arrest of Perpetrators (India)

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- On 22 Feb 16 at about 0245 hrs, the ICG received information
  - ☑ 2 x ships at Kandla anchorage reported some perpetrators trying to board from a small boat
- Authorities intensified search in the area
  - ☑ One small unlit fishing boat operating suspiciously
- Fishing boat escaped upon seeing ICG patrol vessel
  - ☑ Vessel gave chase and intercepted the boat
- All eight suspects on board apprehended
- Found stolen tools on board
  - ☑ All were handed over to the local security for investigation

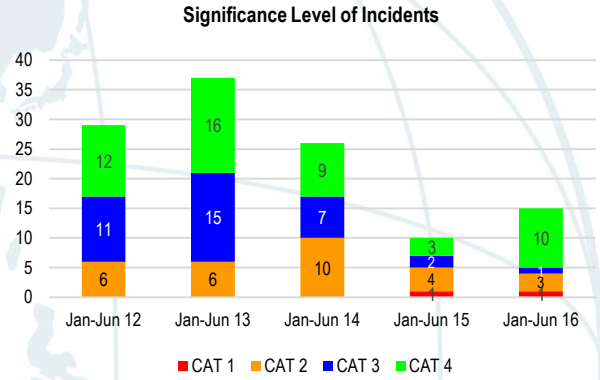
Best practices

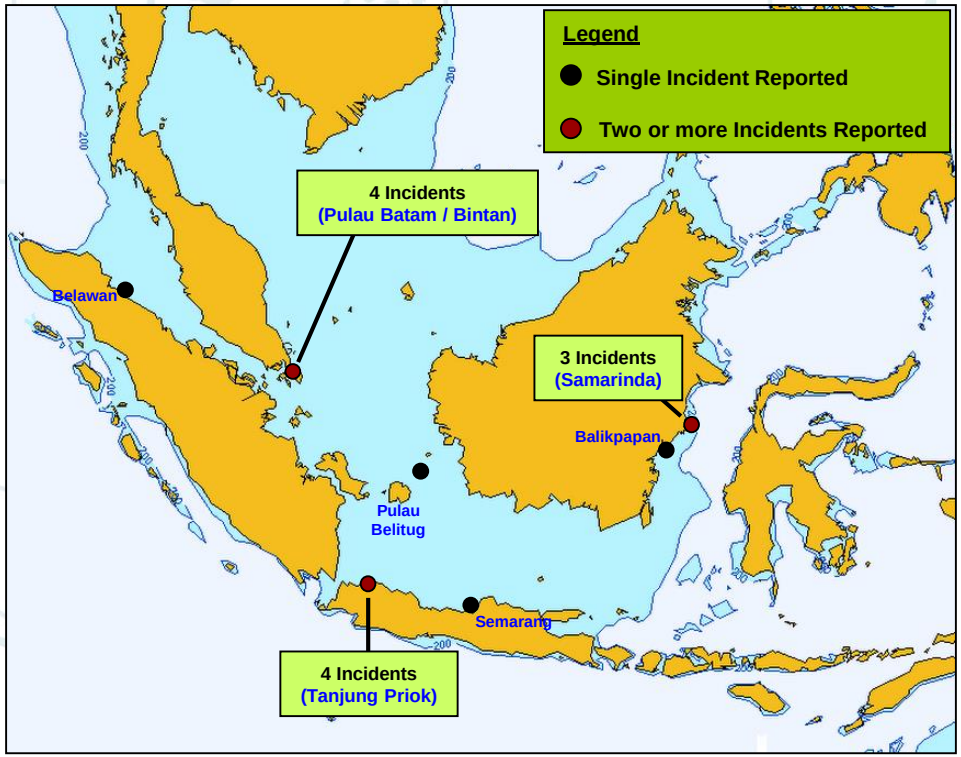
- ✓ **Timely reporting by merchant ships**
- ✓ **Quick response by authorities**
- ✓ **Arrest of perpetrators and recovery of stolen items**

(Top) ICG personnel boarded the small boat
(Middle) Apprehension of the suspects
(Bottom) Items on board the boat

All photographs courtesy of ReCAAP Focal Point (India)

Indonesia





- Increase
  - ☑ 10 (Jan-Jun 2015) → **15 (Jan-Jun 2016)**
- However, lower than January-June of 2012-2014
- Majority at ports & anchorages
  - ☑ Tanjung Priok, Pulau Batam, Samarinda
- 11 of 15 incidents are CAT 3 & CAT 4
- One CAT 1 incident
  - ☑ Attempted oil cargo theft (*Hai Soon 12*)
  - ☑ Indonesian authorities arrested perpetrators and recovered cargo
  - ☑ Crew safe
- Recommendations
  - ☑ Response & assistance by authorities
  - ☑ Masters & crew to be vigilant

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Modus Operandi
&
Developments

Modus operandi & developments

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Abduction of crew

- ❖Off eastern Sabah (Mar-Jun) – **4** (*Brahma 12, Massive 6, Henry, Charles 00*)

Hijacking of ships for theft of oil cargo

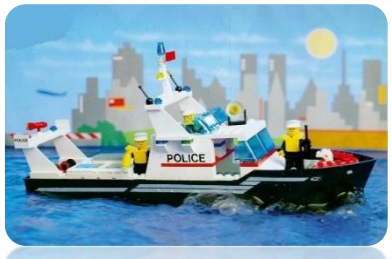
- ❖May-Jun – **2** (*Hai Soon 12, Ever Prosper*)

Incidents at ports and anchorages

- ❖India – **11**
- ❖Indonesia – **14**

Arrest made by authorities

- ❖Arrests: *Posh Viking* (**2**), *Hai Soon 12* (**9**), Kandla Anchorage (**8**)



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Case Studies

Abduction of Crew

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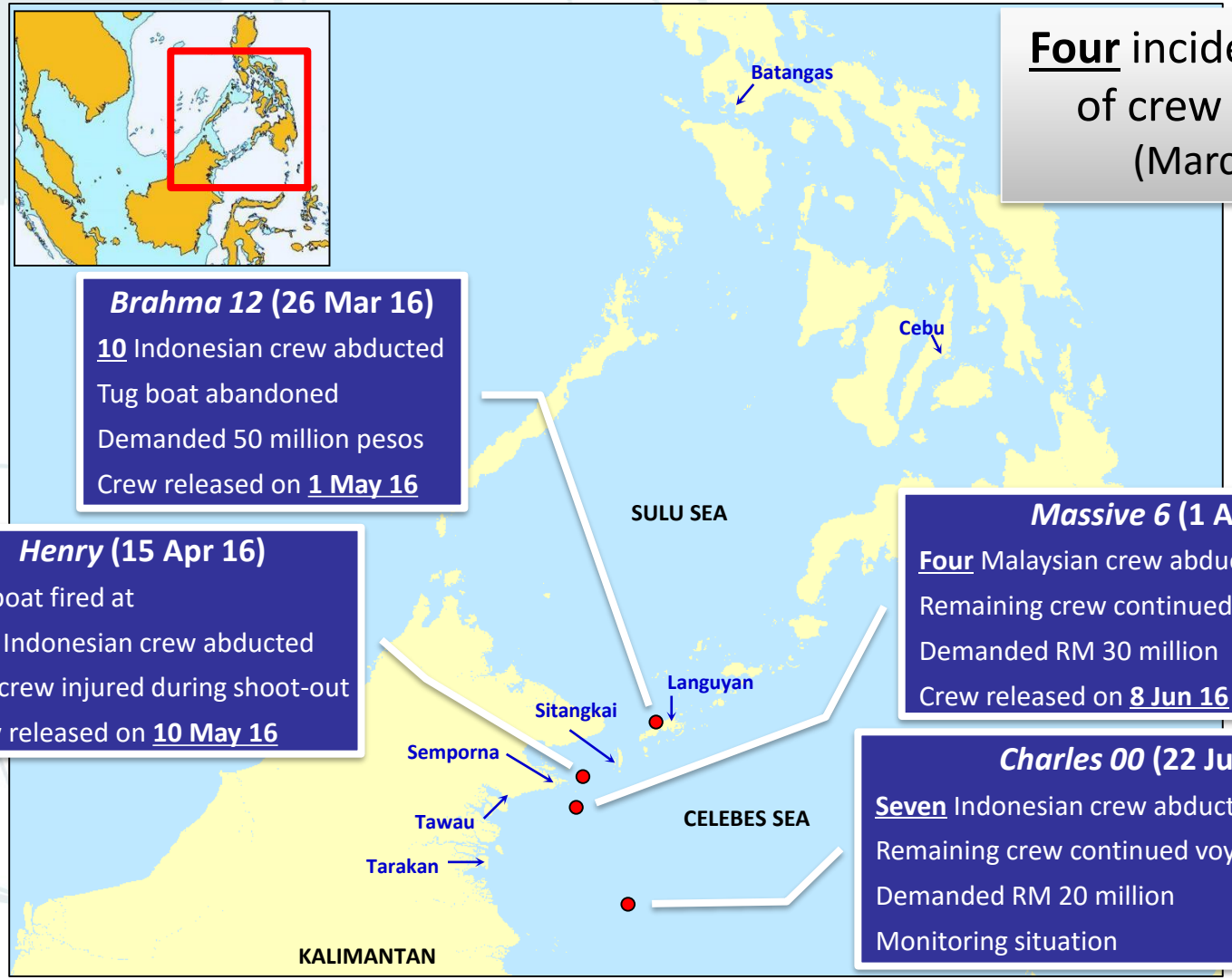
Four incidents of abduction of crew from tug boats (March-June 2016)



***Brahma 12* (26 Mar 16)**

- **10** Indonesian crew abducted
- Tug boat abandoned
- Demanded 50 million pesos
- Crew released on **1 May 16**

***Henry* (15 Apr 16)**

- Tug boat fired at
- **Four** Indonesian crew abducted
- One crew injured during shoot-out
- Crew released on **10 May 16**

***Massive 6* (1 Apr 16)**

- **Four** Malaysian crew abducted
- Remaining crew continued voyage to Tawau
- Demanded RM 30 million
- Crew released on **8 Jun 16**

***Charles 00* (22 Jun 16)**

- **Seven** Indonesian crew abducted
- Remaining crew continued voyage to Samarinda
- Demanded RM 20 million
- Monitoring situation

Abduction of Crew

- ❖ ReCAAP ISC published ***Special Report*** on 22 Apr 16

- ❖ Shipping industry advised to adopt following measures:
  - ☑ Stringent watch-keeping while the ships are anchored
  - ☑ Keep ship's surroundings well-lit and switched on the flood lights
  - ☑ Enhance vigilance, increase security watch rotations and sound the alarm when unknown people are sighted in the vicinity or on board the ships
  - ☑ Maintain a continuous watch to the advisories being issued on NAVTEX
  - ☑ Report all incidents in accordance with the IMO MSC circular of 1334
  - ☑ Reroute/Avoid area if feasible
  - ☑ Maintain continuous communications with enforcement agencies/company

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Special Report on Abducting of Crew from Tug Boats in Waters off East Sabah and South Philippines

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Special Report

ReCAAP Information Sharing Centre

SR 01/2016

Abducting of Crew from Tug Boats in Waters off East Sabah and South Philippines

Following the spate of incidents involving the abducting of crew from tug boats in the waters of East Sabah and South Philippines, the shipping industry are advised to adopt the following measures:

- Stringent watch-keeping while the ships are anchored.
- Keep vessel's surroundings well-lit and switched on the flood lights.
- Enhance vigilance, increase security watch rotations and sound the alarm when unknown people are sighted in the vicinity or on board the ships.
- Maintain a continuous watch to the advisories being issued on NAVTEX.
- Report all incidents in accordance with the IMO MSC circular of 1334.
- Reroute/Avoid area if feasible.
- Maintain continuous communications with enforcement agencies/company.

Background

1. Within a period of three weeks (26 March 2016 – 15 April 2016), the ReCAAP Focal Point (Philippines) reported to the ReCAAP ISC about three incidents of abducting of crew from tug boats in the waters off East Sabah and South Philippines. The incidents occurred on board tug boat *Brahma 12* on 26 March 2016, tug boat *Massive 6* on 1 April 2016 and tug boat *Henry* towing barge, *Christi* on 15 April 2016.

Incident on board *Brahma 12*

2. Indonesian-registered tug boat *Brahma 12* towing barge, *Anand 12* loaded with 7,000 metric tons of coal departed Kalimantan, Indonesia for a power plant in Batangas, Philippines when 17 perpetrators armed with firearms boarded the tug boat from one grey speed boat powered by three outboard engines and one wooden-type motorised pump boat propelled by double built-in engine. The perpetrators forcibly abducted all its 10 Indonesian crew, and abandoned the tug boat. The exact date, time and location of the boarding have yet to be determined.

Abduction of Crew – Reporting

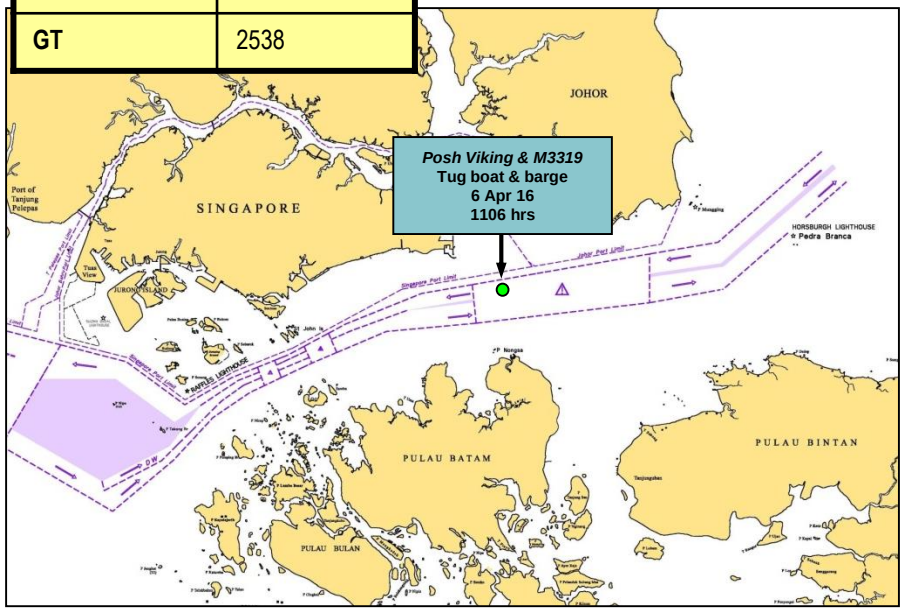
Shipping industry to report all incidents to the PCG Operation Centre in southwestern Mindanao when their ships were transiting the area for PCG's monitoring and immediate response in any eventualities:

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

Posh Viking (6 Apr 16)

- Tug boat, *Posh Viking* towing Singapore-registered barge, *M3319*
- On 6 Apr 16 at about 1106 hrs, two perpetrators boarded the barge
  - ☑ Approx. 4.2 nm northwest of Nongsa Point
  - ☑ Westbound lane of TSS in Singapore Strait
- Stole towed Norwegian buoy from stern of barge
- Master raised alarm and reported incident to VTIS
  - ☑ VTIS notified RSN, Singapore PCG, Indonesia and Malaysia authorities
- On 7 Apr 16 at about 0730 hrs, the perpetrators were apprehended by Indonesian authority
  - ☑ In Kampung Agas, Pulau Batam, Indonesia
  - ☑ Buoy recovered
- **Best Practices:**
  - ✓ **Timely reporting by crew**
  - ✓ **Quick response by authorities**
  - ✓ **Arrest of perpetrators and recovery of stolen item**

Name of vessel	*Posh Viking*
Type of vessel	Tug boat
Flag of vessel	Cayman Islands
GT	2538



Hai Soon 12 (8 May 16)

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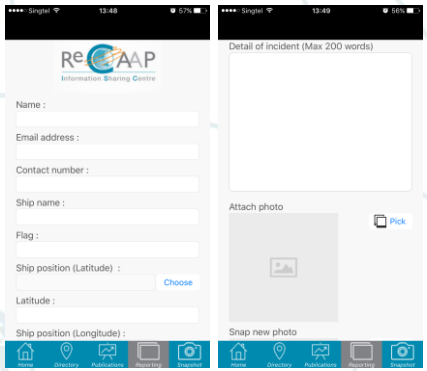
- **8 May 16**: Shipping company reported to ReCAAP ISC via mobile app

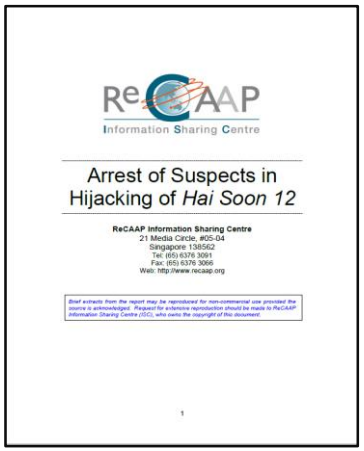


QR Code for mobile app

Photograph courtesy of shipping company

Name of vessel	*Hai Soon 12*
Type of vessel	Oil product tanker
Flag of vessel	Kiribati
GT	3243

- Loss of communications with *Hai Soon 12* for about 12 hours
  - ☑ Carrying 4,000 metric tons of MGO
  - ☑ En route from Singapore to Southern Ocean via Sunda Straits
- Immediate actions by ReCAAP ISC and authorities
  - ☑ ReCAAP ISC informed IFC and BAKAMLA
  - ☑ Two TNI-AL ships were despatched to locate *Hai Soon 12*
  - ☑ Work closely with shipping company to monitor *Hai Soon 12*
- ReCAAP ISC published an Incident Update



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Arrest of Suspects in Hijacking of *Hai Soon 12*

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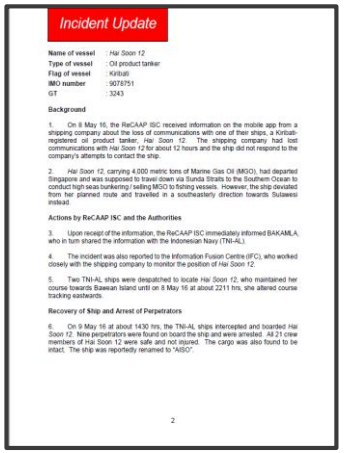


Incident Update

Name of vessel : *Hai Soon 12*
Type of vessel : Oil product tanker
Flag of vessel : Kiribati
IMO number : 9078751
GT : 3243

Background

1. On 9 May 16, the ReCAAP ISC received information on the mobile app from a shipping company about the loss of communications with one of their ships, a Kiribati-registered oil product tanker, *Hai Soon 12*. The shipping company had lost communications with *Hai Soon 12* for about 12 hours and the ship did not respond to the company's attempts to contact the ship.

2. *Hai Soon 12*, carrying 4,000 metric tons of Marine Gas Oil (MGO), had departed Singapore and was supposed to travel down via Sunda Straits to the Southern Ocean to conduct high seas bunkering / selling MGO to fishing vessels. However, the ship deviated from her planned route and travelled in a southeasterly direction towards Sulawesi instead.

Actions by ReCAAP ISC and the Authorities

3. Upon receipt of the information, the ReCAAP ISC immediately informed BAKAMLA, who in turn shared the information with the Indonesian Navy (TNI-AL).

4. The incident was also reported to the Information Fusion Centre (IFC), who worked closely with the shipping company to monitor the position of *Hai Soon 12*.

5. Two TNI-AL ships were despatched to locate *Hai Soon 12*, who maintained her course towards Bawean Island until on 8 May 16 at about 2211 hrs, she altered course tracking eastwards.

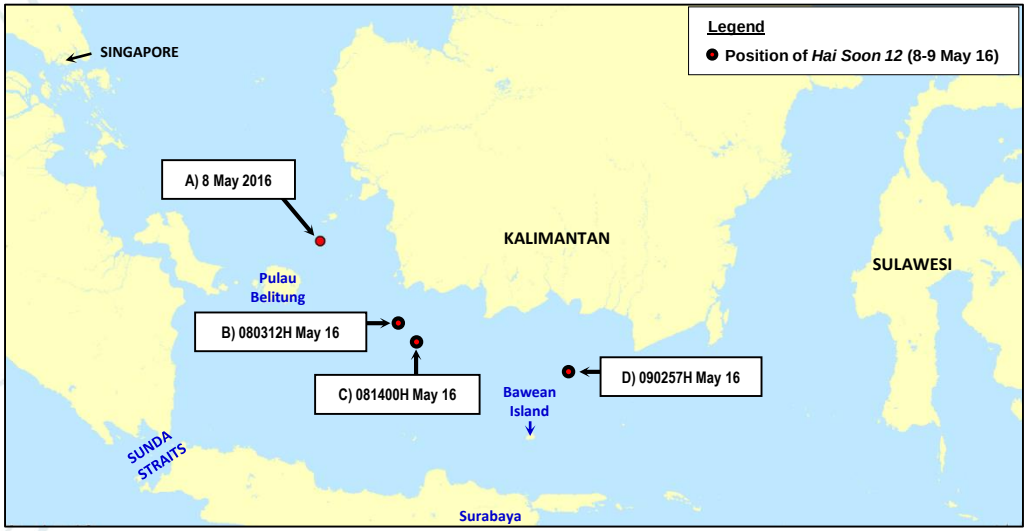
Recovery of Ship and Arrest of Perpetrators

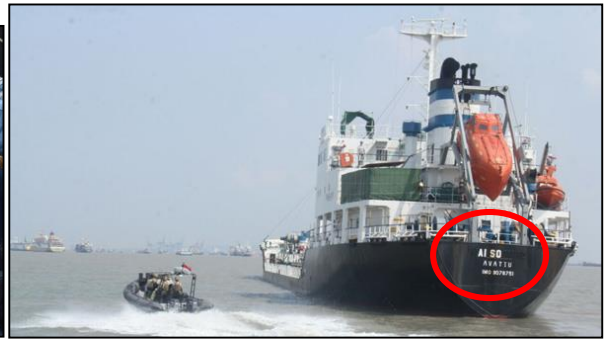
6. On 9 May 16 at about 1430 hrs, the TNI-AL ships intercepted and boarded *Hai Soon 12*. Nine perpetrators were found on board the ship and were arrested. All 21 crew members of Hai Soon 12 were safe and not injured. The cargo was also found to be intact. The ship was reportedly renamed to "AISO".

2

Hai Soon 12 (8 May 16)

- **<u>9 May 16 at about 1430 hrs</u>**: TNI-AL ships intercepted *Hai Soon 12*
  - ☑ Arrested nine perpetrators on board
  - ☑ Crew was safe and not injured
  - ☑ Cargo was found intact
  - ☑ Ship renamed to '*AI SO*'
- Initial investigation
  - ☑ Nine perpetrators boarded *Hai Soon 12* on 7 May at 2045 hrs
  - ☑ From a small boat off Pulau Belitung, Indonesia
  - ☑ Crew was tied up in the mess room
  - ☑ Overheard intention to sell MGO
- First attempted incident of hijacking of tanker for oil cargo theft in 2016
  - ☑ Last such incident in August 2015 (*Joaquim*)
- **Best Practices:**
  - ✓ **Timely reporting**
  - ✓ **ReCAAP ISC information sharing mechanism**
  - ✓ **Regional cooperation and collaboration**
  - ✓ **Immediate operational responses**
  - ✓ **Crew safe, arrest of perpetrators, cargo intact**

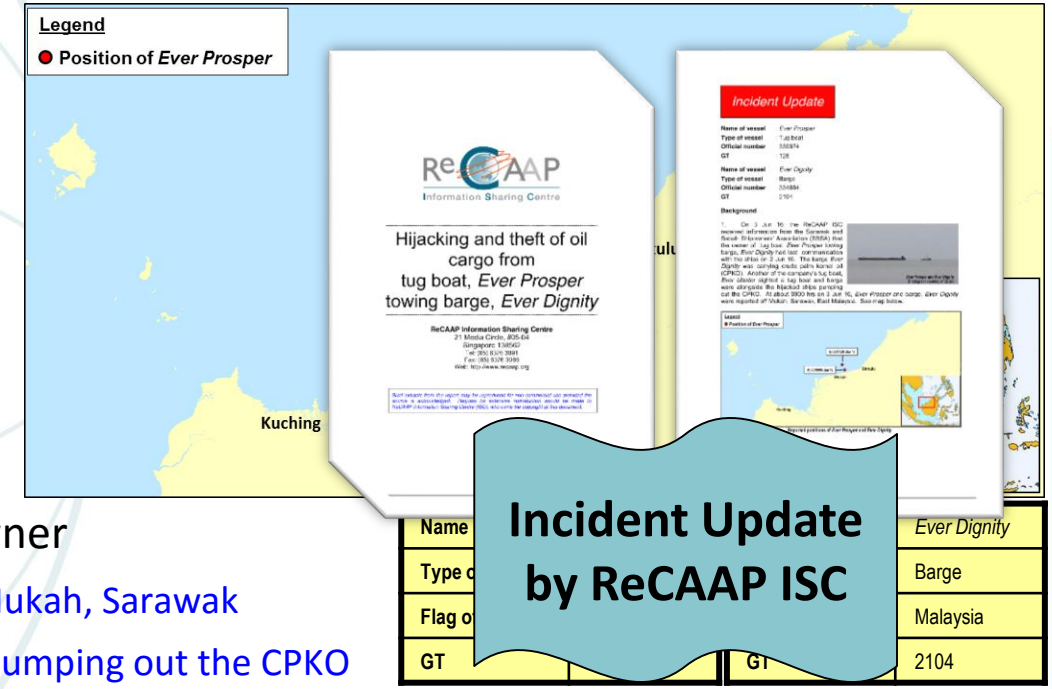




(Left) Perpetrators arrested by Indonesian authority (*Photograph courtesy of TNI-AL*)
(Right) *Hai Soon 12* escorted by Indonesian authority (*Photograph taken from jpnn.com*)

Ever Prosper & Ever Dignity (3 Jun 16)

- **3 Jun 16**: Sarawak and Sabah Shipowners' Association (SSSA) reported to ReCAAP ISC
- Owner of *Ever Prosper* & *Ever Dignity* had lost communications with the ships on **2 Jun 16**
  - ☑ *Ever Dignity* carrying Crude Palm Kernel Oil (CPKO)
- Sister boat, *Ever Master* reported to owner
  - ☑ *Ever Prosper* & *Ever Dignity* were seen off Mukah, Sarawak
  - ☑ An unknown tug boat and barge alongside pumping out the CPKO
- ReCAAP ISC informed MMEA, who despatched two ships immediately
- Perpetrators escaped, investigation by MMEA …
  - ☑ Oil cargo theft occurred on 2 Jun 16
  - ☑ 10 crew was safe; one of them suffered injury to eye
  - ☑ MMEA escorted both ships to Bintulu Port
  - ☑ Injured crew brought to hospital



(Photograph courtesy of owner)

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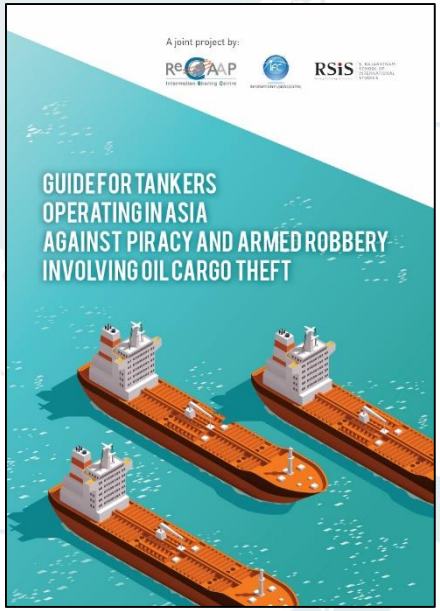
Guides for Industry

Tanker Guide



Call for a guide by affected tanker industry

- Increasing number of hijacking of tankers (mostly <1000GT) for oil cargo in 2014 (12) & 2015 (10)
- Prelude to the regional guide

Working Group

- Led by ReCAAP ISC with Information Fusion Centre (IFC) and S. Rajaratnam School of International Studies (RSIS)

Purpose and Content

- Guidelines to assist ships to avoid, deter or delay such incidents; and post incident management
- Collection of experiences, best practices and lessons learned shared by various stakeholders

Launch

- On 25 November 2015

Regional Guide

- Request by shipping industry at 24th ASF Meeting for a regional guide to address incidents in Asia
- Guide to cover all incidents regardless of ship type, cargo targeted, etc
- ReCAAP ISC invited like-minded agencies to join in drafting the Regional Guide…

WORKING GROUP

ReCAAP Information Sharing Centre
IFC Information Fusion Centre
RSIS S. Rajaratnam School of International Studies, Nanyang Technological University
Asian Shipowners' Forum
Federation of ASEAN Shipowners' Associations
SSA Singapore Shipping Association
INTERTANKO
OCIMF

INPUTS

Members of Working Group

IMO | INTERPOL | MMEA

Regional Guide

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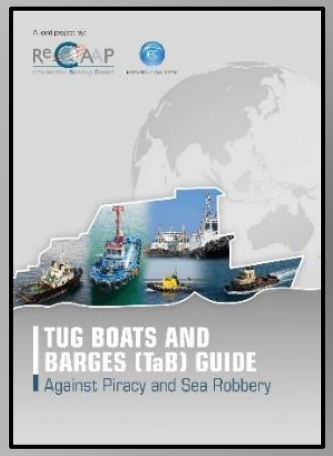
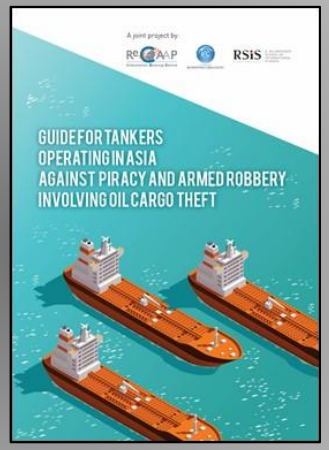
Encompasses…



TaB Guide



Tanker Guide

Useful information…

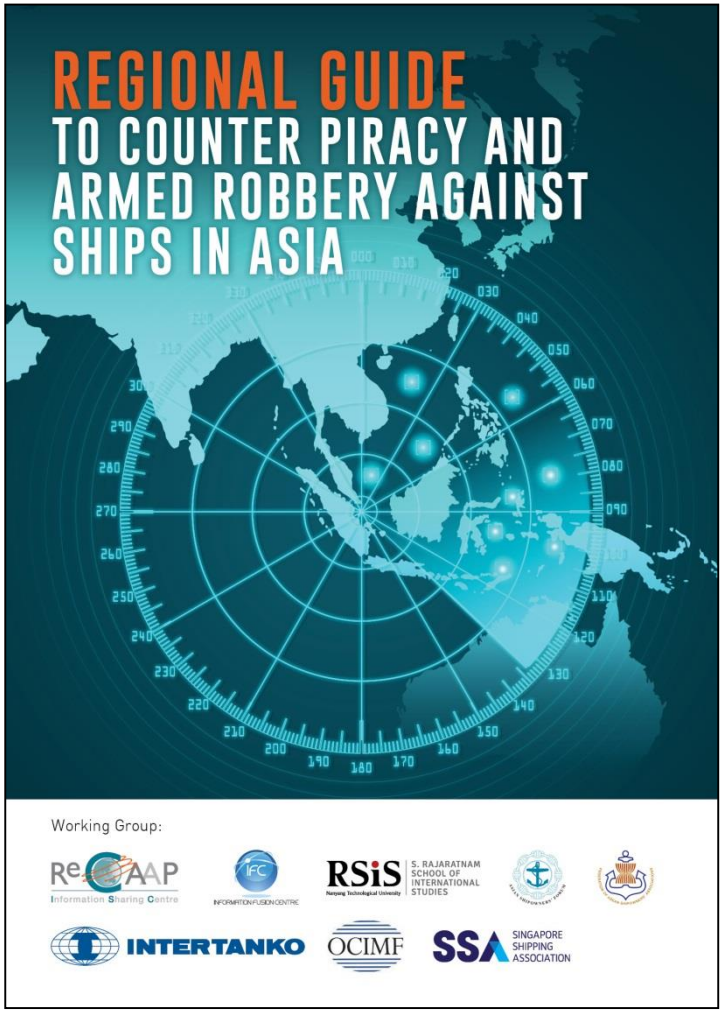
- Contacts of authorities/ enforcement agencies
- Risk assessment procedures
- Ship protection measures
- Reporting format
- Includes MMEA, BAKAMLA & IMB-PRC

Recommended Guidelines…

- Avoid
- Deter
- Delay
- Actions
- Evidence Preservation

Regional Guide

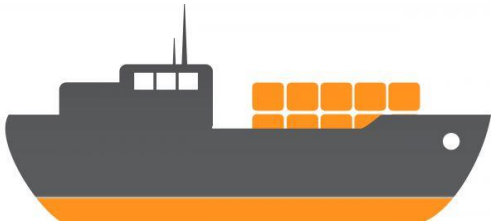
- Digital launch on 17 February 2016 at SSA event
- One of the deliverables at the ReCAAP ISC 10th Anniversary Celebration on 18 March 2016
- Available on ReCAAP ISC's IFN, public website and mobile app



Conclusion

- **41** incidents during January-June 2016
- **64% decrease** compared to same period in 2015
- Key areas of improvement
  - ☑ Oil cargo thefts (2 in 2016 vs 9 in 2015)
  - ☑ Incidents in Singapore Straits (1 in 2016 vs 55 in 2015)

- Overall numbers improving **BUT** no room for complacency
- Concerns remain …
  - ☑ Certain ports and anchorages
  - ☑ Abduction incidents



- Cooperation and coordination among all agencies…timely reporting, effective information sharing mechanism, immediate responses, enhanced vigilance…
- Adopt recommendations in Regional Guide

ReCAAP
Information Sharing Centre

Thank you!

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