

NAUTICAL FORUM

Situation Of Piracy and Armed Robbery against Ships in Asia in 2019

**ReCAAP Information Sharing Centre
15 January 2020**

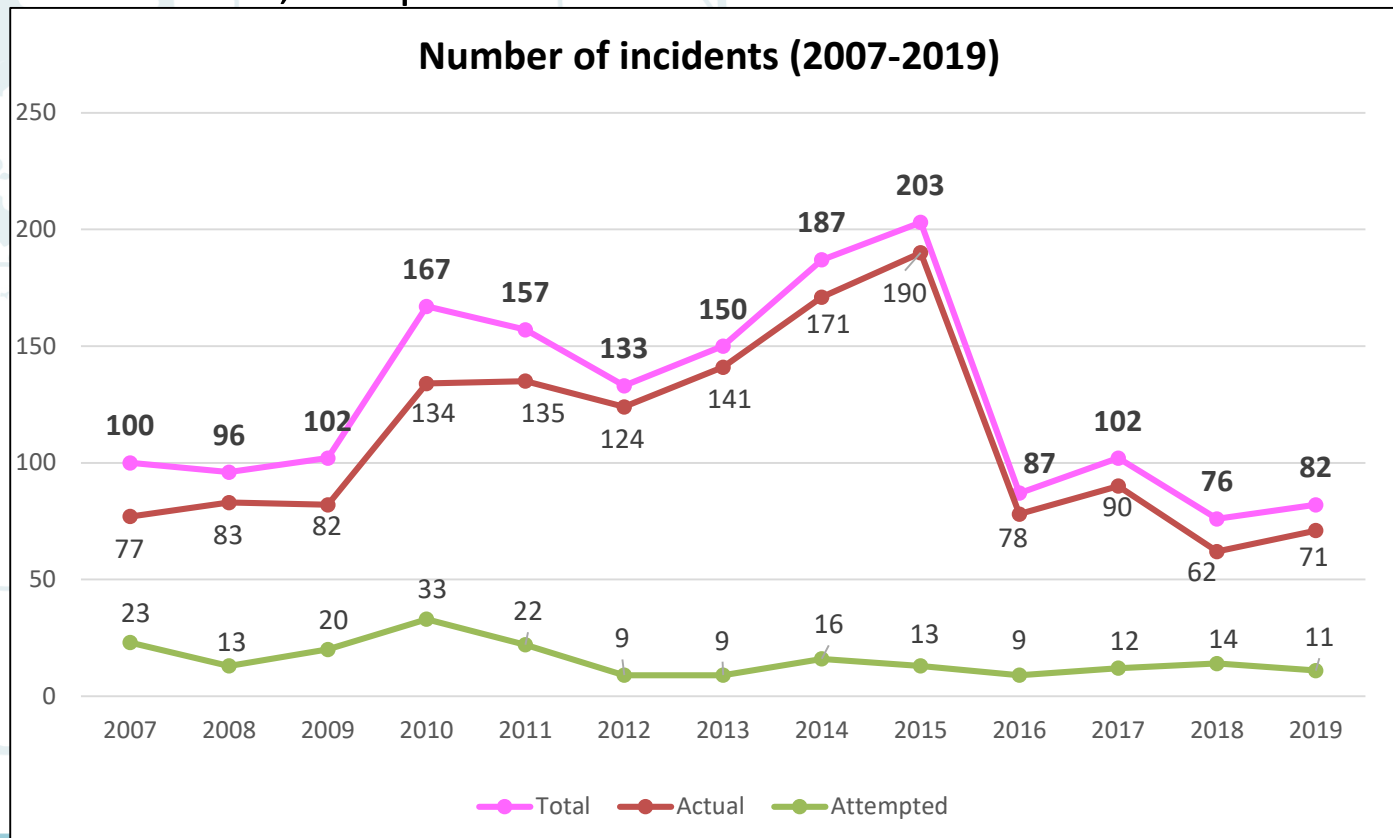
Scope

- I. Situation update (2019)**
- II. Update by Location**
- III. Abduction of Crew in Sulu-Celebes Seas**

I. Situation update (2019)

1. Number of Incidents

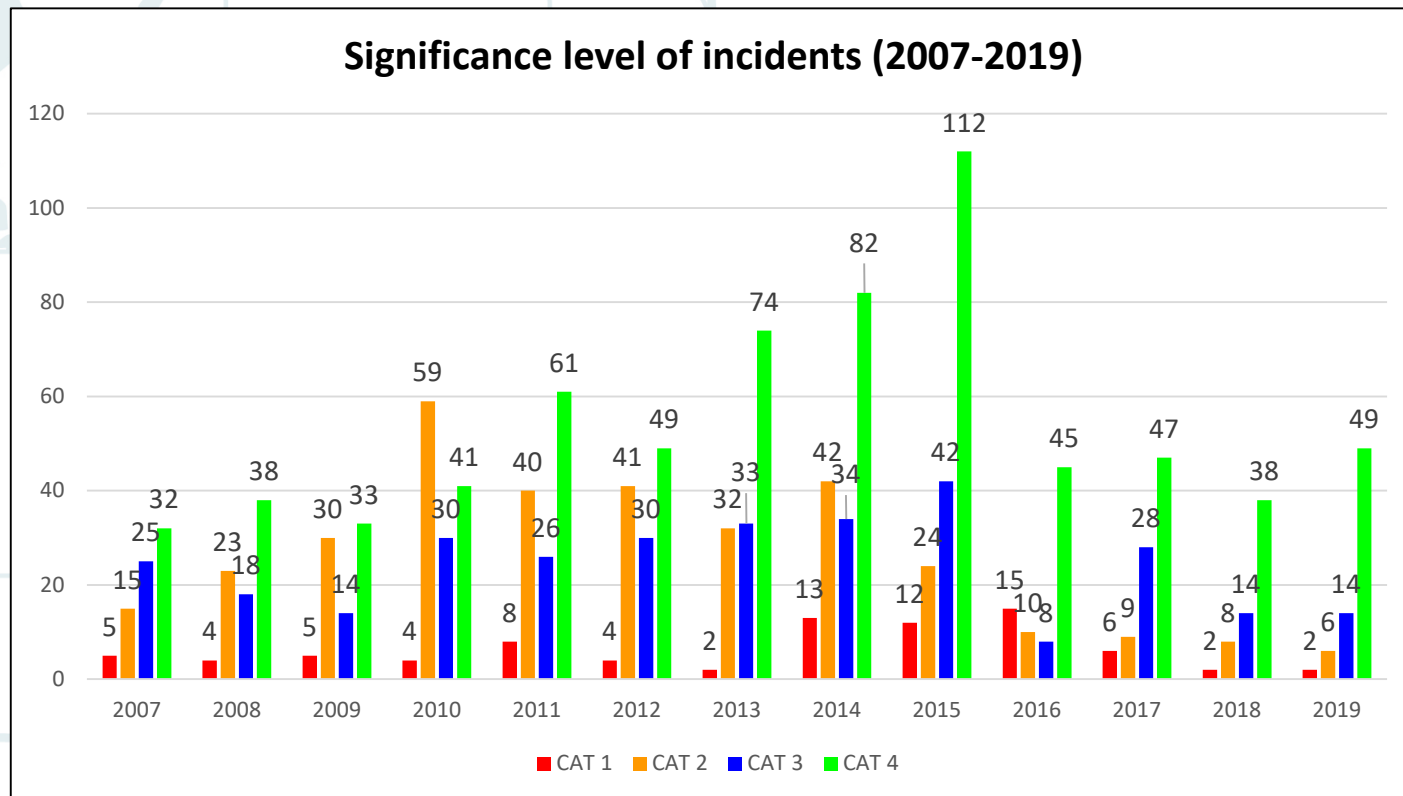
- ❑ Since 2016, significant decrease of incidents
- ❑ **The lowest** number of incidents **in 2018**
- ❑ **82 incidents** (71 actual and 11 attempted) **in 2019**: second lowest since 2007
8% (6 incidents) increase in total incidents and **15% (9 incidents) increase** in actual incidents, compared to 2018



I. Situation update (2019)

2. Severity of Incidents

- ☐ 71 actual incidents in 2019
- 2 x CAT 1, 6 x CAT 2, 14 x CAT 3 and 49 x CAT 4: not worsened compared to 2018
- CAT 1: 2 actual incidents of abduction of crew (same as in 2018)
- The lowest number of CAT 2
- Majority (69%) are CAT 4 incidents (perpetrators not armed, crew not harmed)



I. Situation update (2019)

3. Location of Incidents in 2019

- Straits of Malacca and Singapore (31)
- Indonesia (23)
- Malaysia (8)
- Philippines (6)
- India (5)
- China (3)
- Sulu-Celebes Seas (2)
- Vietnam (2)
- South China Sea (1)
- Pacific Ocean (1)

Piracy

(2 incidents)

Armed robbery against ships

(80 incidents)

1. Improvement (mainly at ports/anchorages)

Bangladesh

2019: 0

2018: 11 (9 actual, 2 attempted)

Indonesia

2019: 23 (18 actual, 5 attempted)

2018: 27 (21 actual, 6 attempted)

Philippines

2019: 6 (4 actual, 2 attempted)

2018: 9 (8 actual, 1 attempted)

2. Areas of concern

Sulu-Celebes Seas: Threat of abduction of crew

2019: 2 actual (2 actual and 1 attempted in 2018)

Singapore Strait

2019: 31 (29 actual, 2 attempted) (6 actual and 1 attempted in 2018)

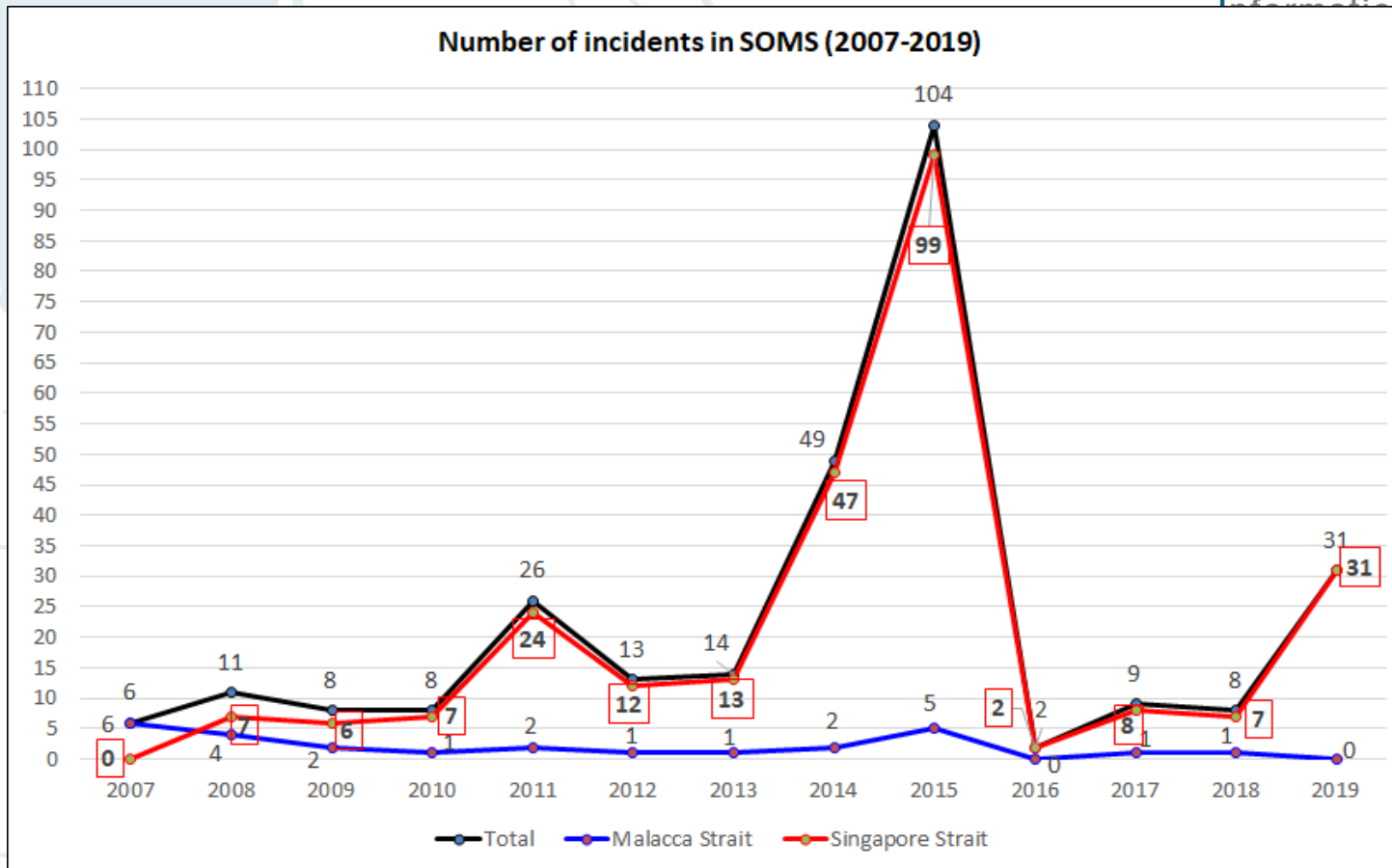
Malaysia: anchored off Bandar Penawar, Johor

2019: 5 actual (0 in 2018)

outside of anchorage areas designated by the littoral States

II. Update by location

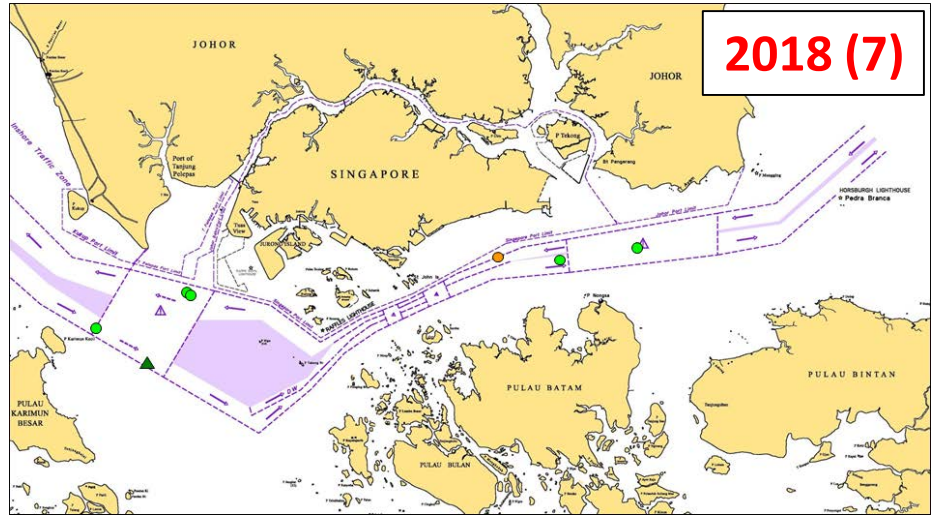
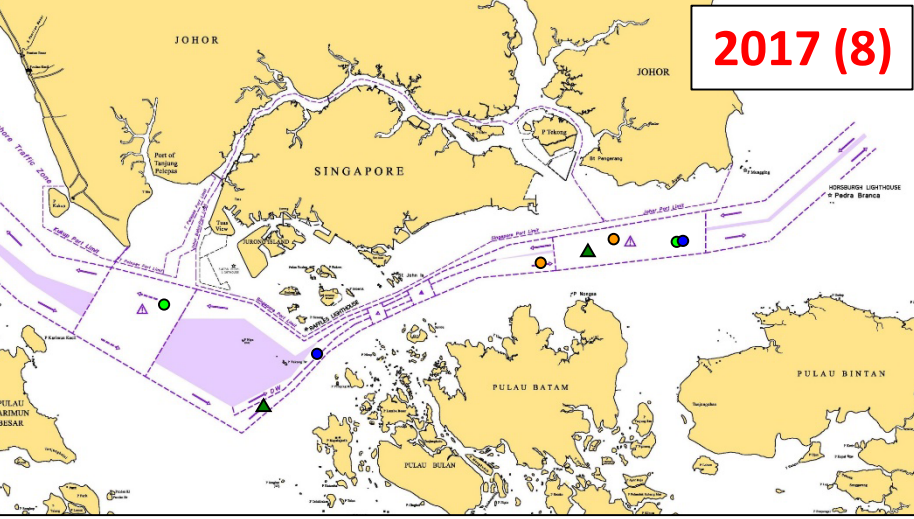
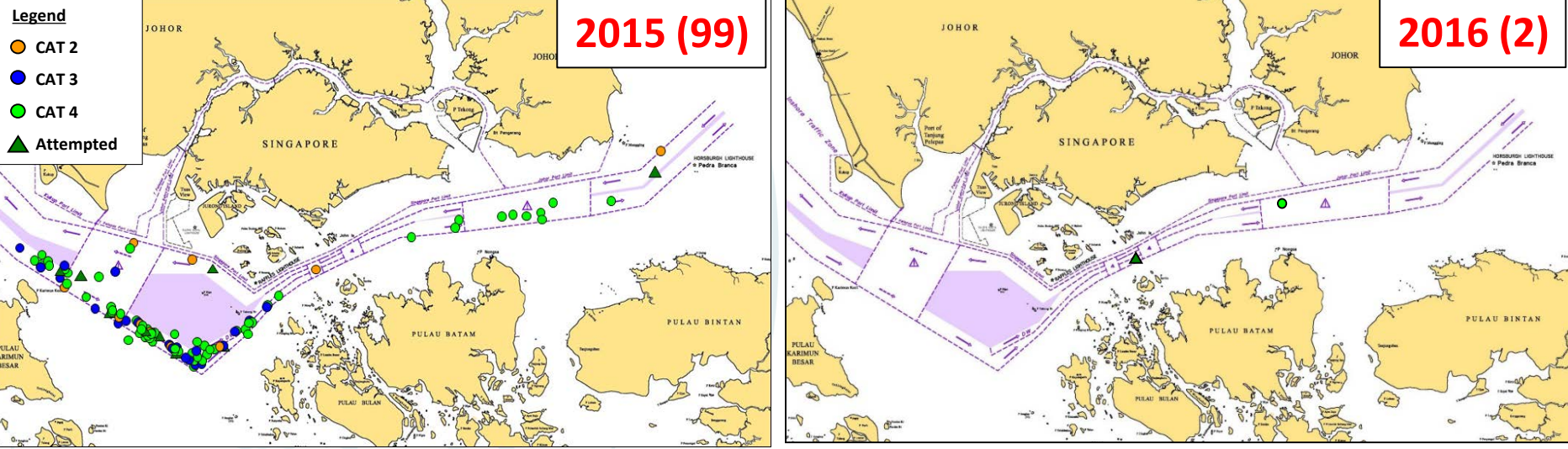
1. Straits of Malacca & Singapore (2007-2019)



- ❑ Most of incidents occurred in Singapore Strait, except in 2007
- ❑ Significant decrease in 2016: Arrests of perpetrators by Indonesian authorities in 2014 and 2015 were reported

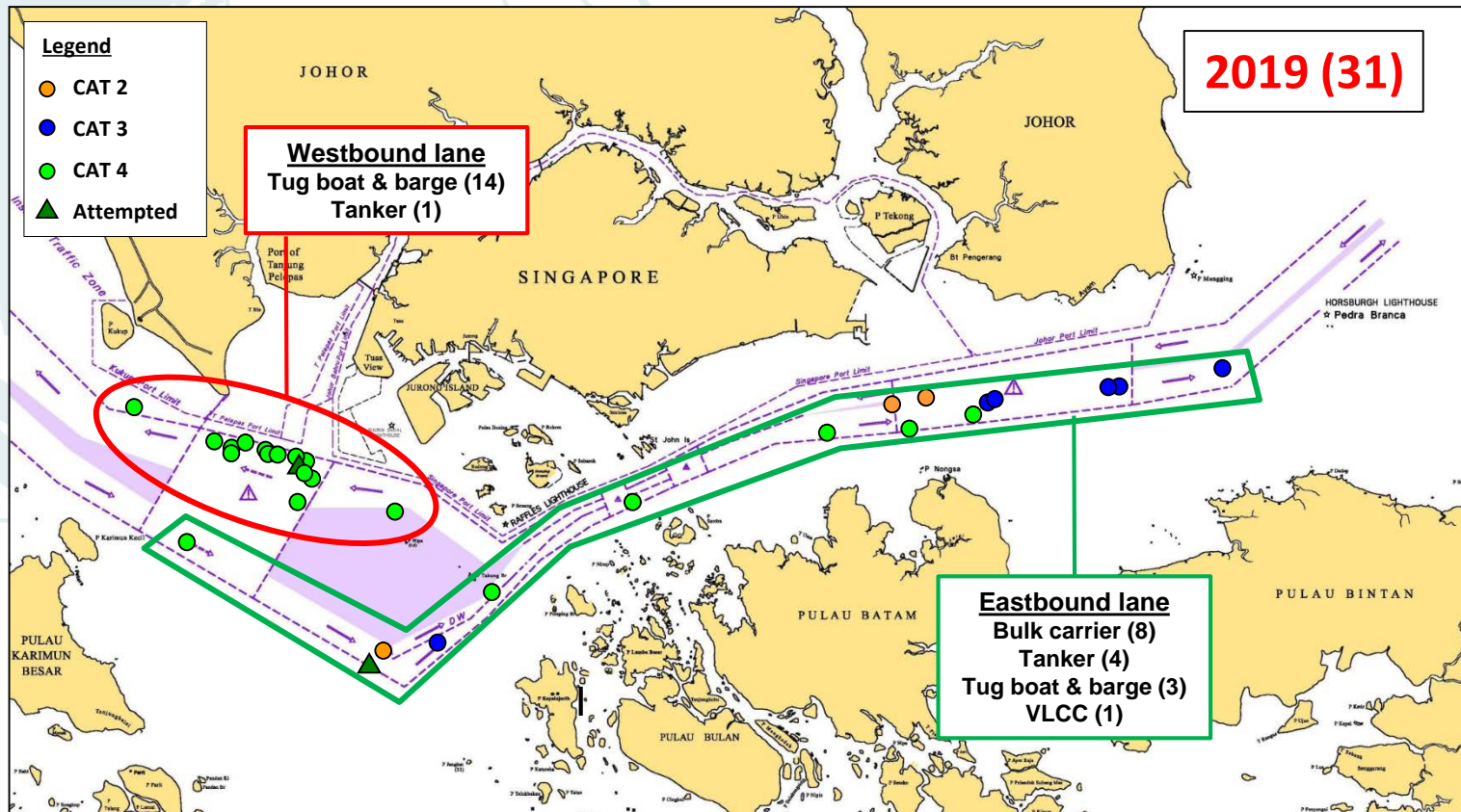
II. Update by location

2.(1) Singapore Strait (2015-2018)



II. Update by location

2.(2) Singapore Strait (2019)



❑ **15 incidents** in **westbound lane** of the Traffic Separation Scheme (TSS)

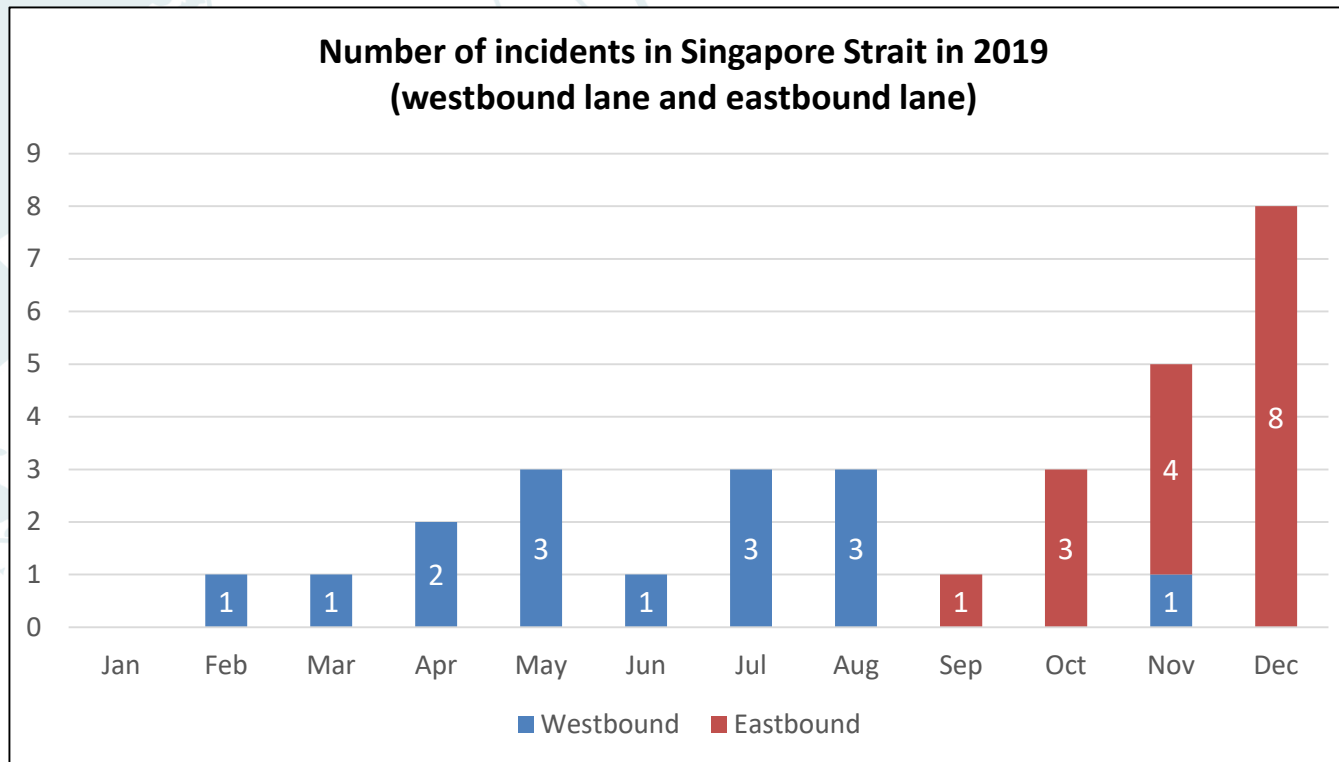
➤ **14** x CAT 4, **1** x Attempted

❑ **16 incidents** in **eastbound lane** of the TSS

➤ **3** x CAT 2, **6** x CAT 3, **6** x CAT 4, **1** x Attempted

II. Update by location

2.(3) Singapore Strait (2019) - Monthly



❑ Date of successive incidents in eastbound lane of TSS (Sep – Dec 2019)

- 30 Sep
- 18 Oct, 19 Oct, 25 Oct
- 5 Nov, 23 Nov, 24 Nov, 28 Nov (2 incidents)
- 6 Dec, 20 Dec (2 incidents), 21 Dec, 22 Dec, 23 Dec (2 incidents), 25 Dec

II. Update by location

2.(4) Singapore Strait (2019) - Modus Operandi

* Number of incidents in bracket

	Type of ships	Weapons carried	Treatment of crew	Items stolen	Time of incident
Westbound lane of the TSS (15 incidents)	<ul style="list-style-type: none"> • Barges towed by tug boats (14) • Tanker (1) 	<ul style="list-style-type: none"> • Knives / machetes / others (1) • Not stated (14) 	<ul style="list-style-type: none"> • No injuries (13) • Not stated (2) 	<ul style="list-style-type: none"> • Scrap metal (9) • Tools (2) • Nothing stolen (4) 	<ul style="list-style-type: none"> • Hours of darkness (8) • Daylight hours (7)
Eastbound lane of the TSS (16 incidents)	<ul style="list-style-type: none"> • Bulk carriers (8) • Tankers (4) • Barges towed by tug boats (3) • VLCC (1) 	<ul style="list-style-type: none"> • Gun & jungle knife (1) • Knives / machete (7) • Not armed (2) • Not stated (6) 	<ul style="list-style-type: none"> • Minor injury (1) • No injuries (15) • Threatened by gun/knife (2) • Crew tied up (2) 	<ul style="list-style-type: none"> • Engine spares (2) • Scrap metal (2) • Twist locks & ropes (1) • Personal belongings (1) • Nothing stolen (10) <p>[Entered engine room (7)]</p>	<ul style="list-style-type: none"> • Hours of darkness (14) • Daylight hours (2)

II. Update by location

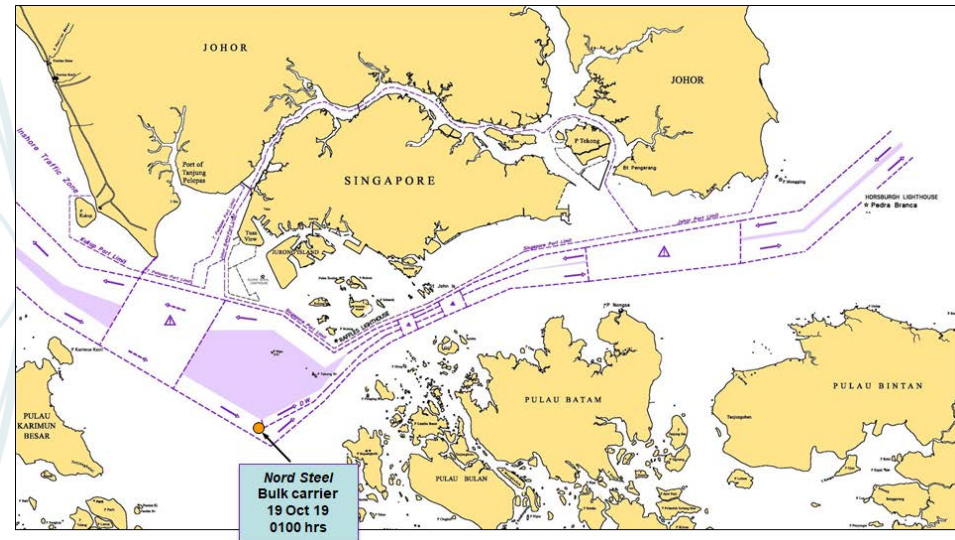
2.(5) Singapore Strait: Actions by ReCAAP ISC

- ❑ **Five Incident Alerts during October-December 2019**, following the successive incidents in the eastbound lane of the Singapore Strait, with recommendations:
 - Enhanced information sharing among littoral States
 - Increased surveillance and patrols of law enforcement agencies
 - Crew to exercise utmost vigilance, adopt preventive measures and report incidents immediately to nearest coastal State

II. Update by location

2.(6) Singapore Strait (Case Study 1)

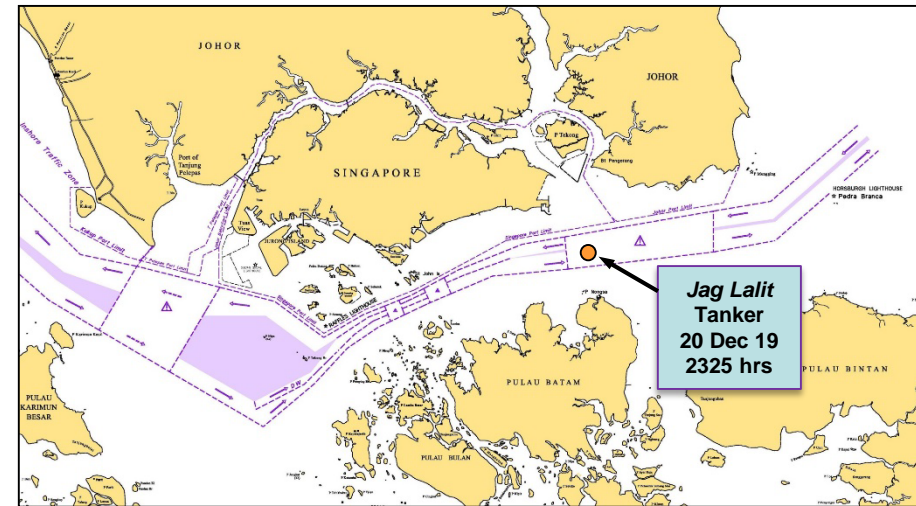
- ❖ 19 Oct 19 at about 0100 hrs: Bulk carrier, ***Nord Steel*** was underway south of Nipa transit anchorage, Indonesia
 - ❑ **Eastbound** lane of TSS in the Singapore Strait
- ❖ The duty oiler sighted five perpetrators armed with gun and jungle knife on deck.
- ❖ The perpetrators threatened the duty oiler, tied his hands and stole engine spares and escaped through the steering room.
- ❖ The duty oiler informed the master who raised the general alarm and reported incident to VTIS and ship master.
- ❖ The gun was not discharged.



II. Update by location

2.(7) Singapore Strait (Case Study 2)

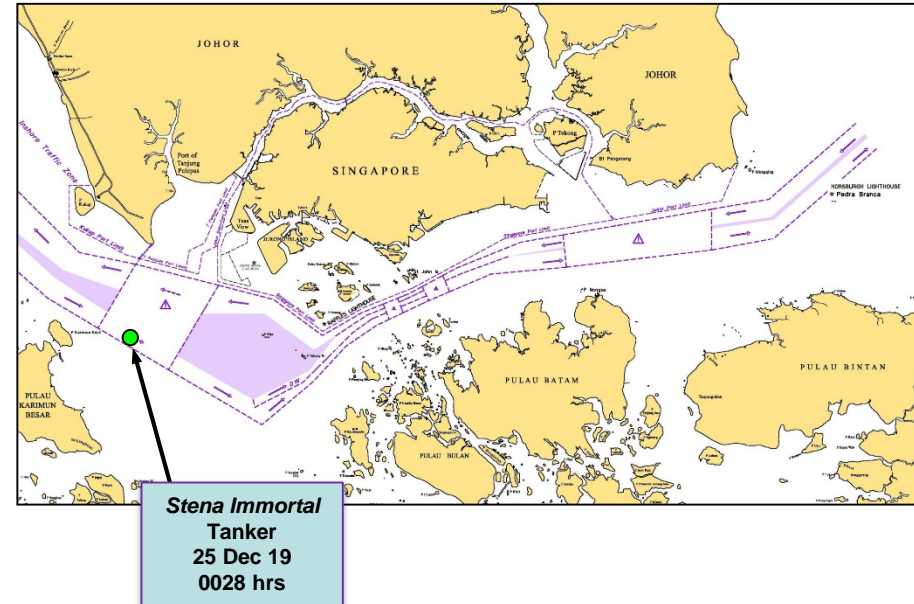
- ❖ 20 Dec 19 at about 2325 hrs: Tanker, *Jag Lalit* was underway at approx. 3.5 nm north of Pulau Nongsa, Indonesia
 - ❑ Eastbound lane of TSS in the Singapore Strait
 - ❑ Bound for Kaoshiung, Taiwan, China
- ❖ Six perpetrators armed with knives boarded the ship
 - ❑ 4th Engineer was punched in the face
 - ❑ Chief engineer sustained bruises on the neck when he had a gold chain stolen from him
- ❖ Master reported incident to Singapore VTIS
 - ❑ Safety navigational broadcast was initiated
 - ❑ Republic of Singapore Navy and Indonesian authority were notified
- ❖ Master deviated ship to Singapore for safety of crew
 - ❑ Singapore Police Coast Guard boarded ship for investigation and verified that all crew were safe



II. Update by location

2.(8) Singapore Strait (Case Study 3)

- ❖ 25 Dec 19 at about 0028 hrs: Tanker, *Stena Immortal* was underway at approx. 4.6 nm east of Pulau Karimun Kecil, Indonesia
 - ❑ Eastbound lane of TSS in the Singapore Strait
 - ❑ Bound for Singapore
- ❖ Six unarmed perpetrators were sighted in the engine room
- ❖ The chief engineer sighted perpetrators, alerted master and activated ship alarm
- ❖ Perpetrators escaped empty-handed at stern of ship in a small boat
- ❖ Master reported the incident to Singapore VTIS
 - ❑ Safety navigational broadcast was initiated
 - ❑ Republic of Singapore Navy and Indonesian authority were notified
- ❖ Master resumed voyage to Singapore
 - ❑ Singapore Police Coast Guard boarded ship for investigation



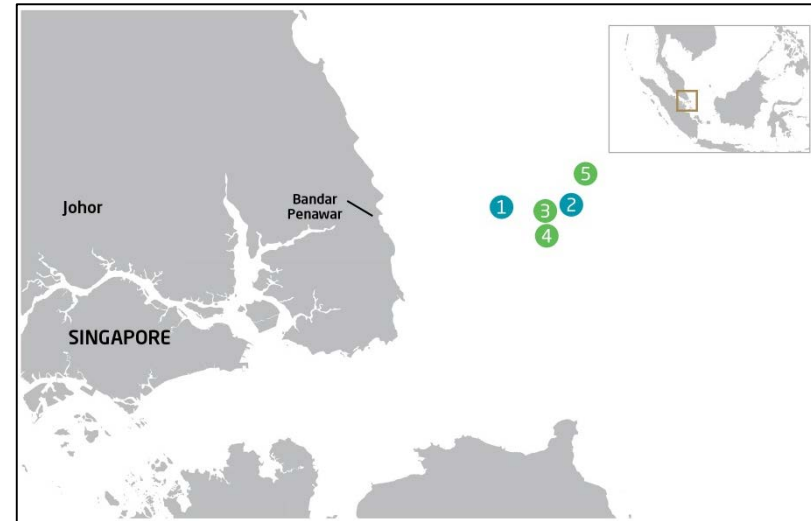
II. Update by location

3. Off Bandar Penawar, Johor, Malaysia

- 5 incidents reported off Bandar Penawar, Johor, Malaysia in 2019
 - No incident was reported in the area in 2018
- Ships anchored outside of the anchorage areas designated by the littoral States
- Incidents occurred between May and September 2019

Recommendations

- Ship masters to anchor their ships at anchorage areas designated by the respective littoral States
- Exercise enhanced vigilance, adopt precautionary measures, report all incidents to nearest coastal State immediately



1 **Safesea Neha II**
Bulk carrier
31 May 19
2330 hrs

2 **Eagle**
Tanker
26 Aug 19
0445 hrs

3 **British Contributor**
LNG Tanker
8 Sep 19
1708 hrs

4 **Front Leopard**
Tanker
26 Sep 19
0415 hrs

5 **TSL Rosemary**
Bulk carrier
26 Sep 19
0600 hrs

II. Update by location

4. Indonesia (except in SOMS)

Past 5 years ...

- ❖ 23 (2015) → 32 (2016) → 33 (2017)
→ 27 (2018) → **23** (2019)

2019

- ❖ 15% decrease compared to 2018
- ❖ 2 x CAT 2, 5 x CAT 3, 11 x CAT 4, 5 x attempted
- ❖ Improvements in:
 - ❑ Samarinda (15 → 0)
- ❖ Increase incidents in:
 - ❑ Belawan (0 → 5), Dumai (0 → 3)

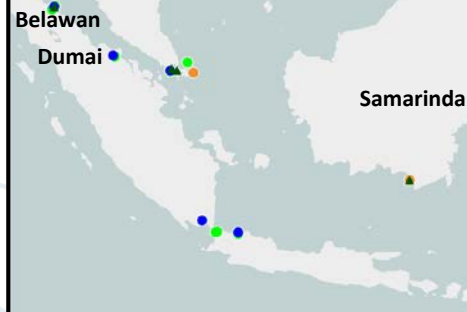
Insights of 2019 incidents

- ❖ Majority involved 1-6 perpetrators (78%)
- ❖ No info available on weapons carried (65%)
- ❖ Crew not injured (70%)
- ❖ Stores and engine spares (35%), nothing stolen (48%)
- ❖ Tanker (35%), Bulk carrier (30%)
- ❖ During hours of darkness (87%)

2018

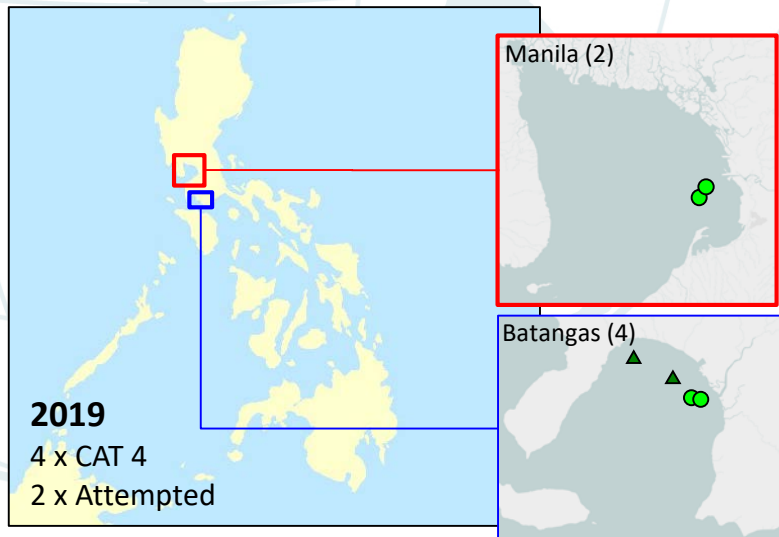
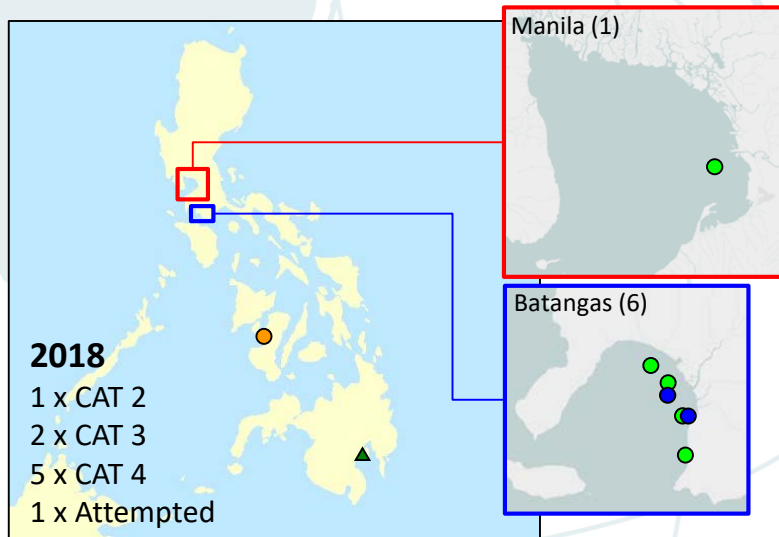


2019



II. Update by location

5. Philippines (except abduction of crew)



Past 5 years ...

- ❖ 8 (2015) → 3 (2016) → 19 (2017) → 9 (2018) → **6** (2019)

2019

- ❖ Decrease by 33% compared to 2018
- ❖ 4 x CAT 4 & 2 x attempted
- ❖ 4 in Batangas, 2 in Manila
- ❖ Slight increase at Manila anchorage (1 → 2)
- ❖ Improvement at Batangas anchorage (6 → 4)

Insights of 2019 insights

- ❖ Majority involved 1-3 perpetrators (67%)
- ❖ No info available on weapons carried
- ❖ No report of injuries of crew
- ❖ Stores stolen (33%) (fire nozzles, extension cables etc.)
- ❖ Tankers (66%)
- ❖ All incidents occurred during hours of darkness

II. Update by location

6. India

Past 5 years ...

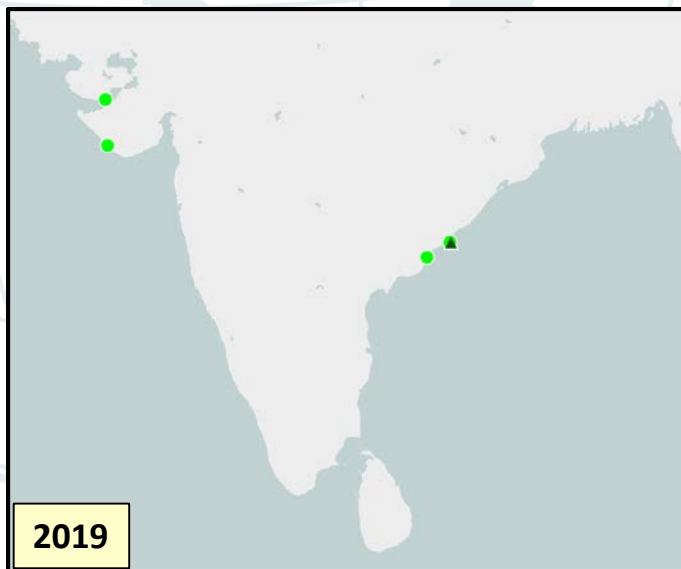
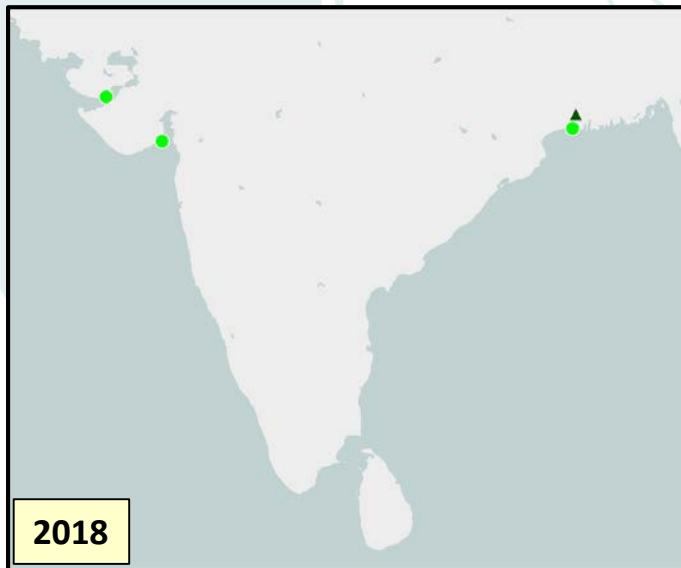
- ❖ 12 (2015) → 12 (2016) → 4 (2017)
→ 4 (2018) → 5 (2019)

2019

- ❖ Slight increase in 2019 compared to 2018
- ❖ 4 x CAT 4 and 1 x attempted
- ❖ Visakhapatnam (2), Kandla (1), Kakinada (1), Gopnath Point (1)

Insights of 2019 incidents

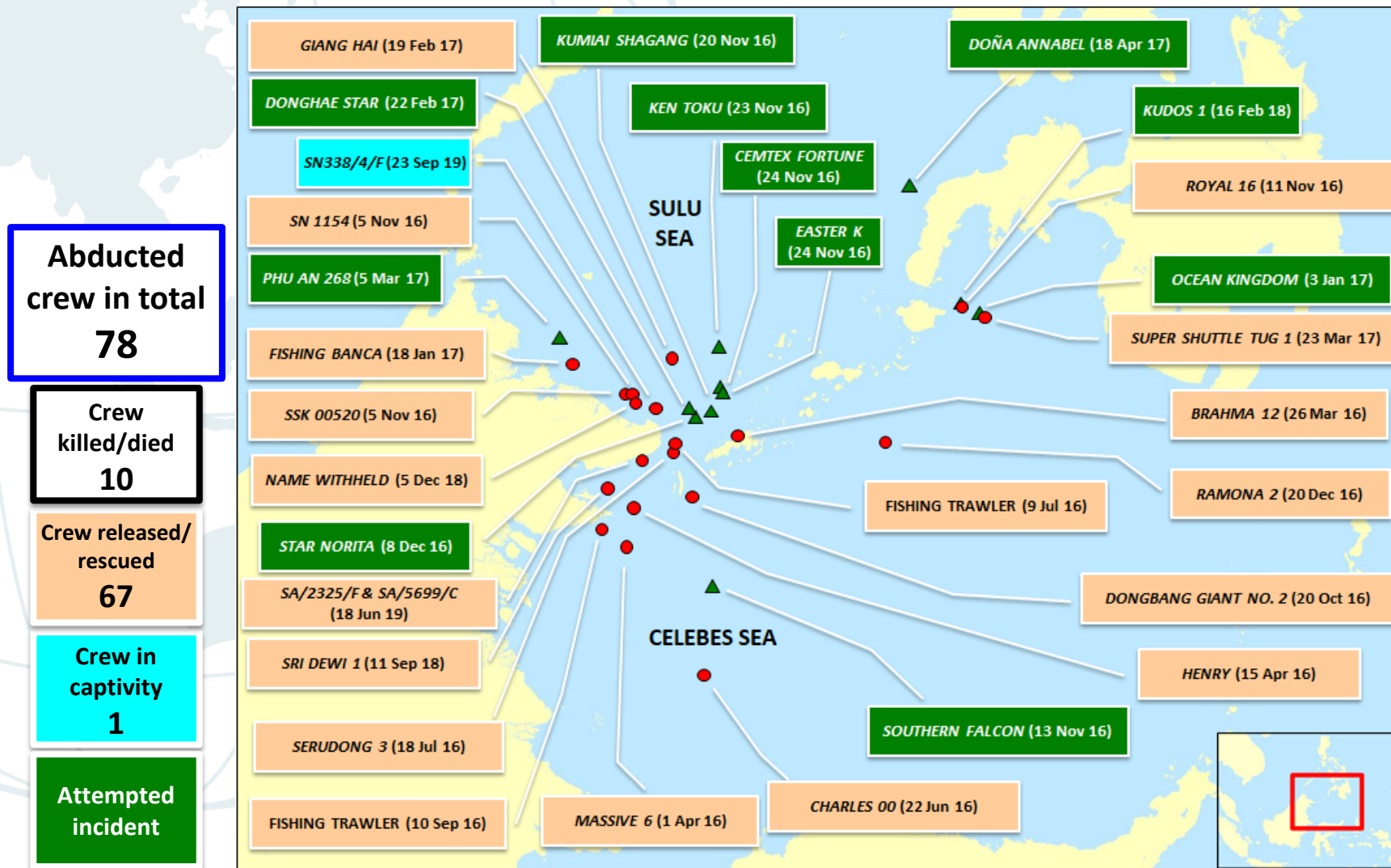
- ❖ Majority involved 1-6 perpetrators (60%)
- ❖ Perpetrators not armed (60%), no info available on weapons carried (40%)
- ❖ Crew not injured (80%)
- ❖ Stores, e.g. mooring ropes, cargo reducers (60%), Nothing was stolen (40%)
- ❖ Tankers (60%)
- ❖ Mostly during daylight hours (60%)



III. Abduction of Crew in Sulu-Celebes Seas

1. Overall Situation (2016 - 2019)

19 actual incidents and 11 attempted incidents



III. Abduction of Crew in Sulu-Celebes Seas



Information Sharing Centre

2. Trend and Type of ships (2016 - 2019)

Incident/Type & GT of Ships	2016 (18)	2017 (7)	2018 (3)	2019 (2)
Actual incidents (19 incidents in total)	<u>12</u> 5 – Tug boat (60 – 269 GT) 5 – Fishing trawler/boat (NA) 1 – General cargo ship (11,391 GT) 1 – Bulk carrier (2,999 GT)	<u>3</u> 1 – Tug boat (225 GT) 1 – Fishing trawler (NA) 1 – Bulk carrier (2,875 GT)	<u>2</u> 2 – Fishing boat (NA)	<u>2</u> 2 – Fishing boat (NA)
Attempted incidents (11 incidents in total)	<u>6</u> 5 – Bulk carrier (17,979 – 93,169 GT) 1 – Product tanker (5,557 GT)	<u>4</u> 1 – Container ship (NA) 1 – Bulk carrier (45,026 GT) 1 – General cargo ship (1,599 GT) 1 – Passenger/Cargo ferry (NA)	<u>1</u> 1 – Container ship (NA)	

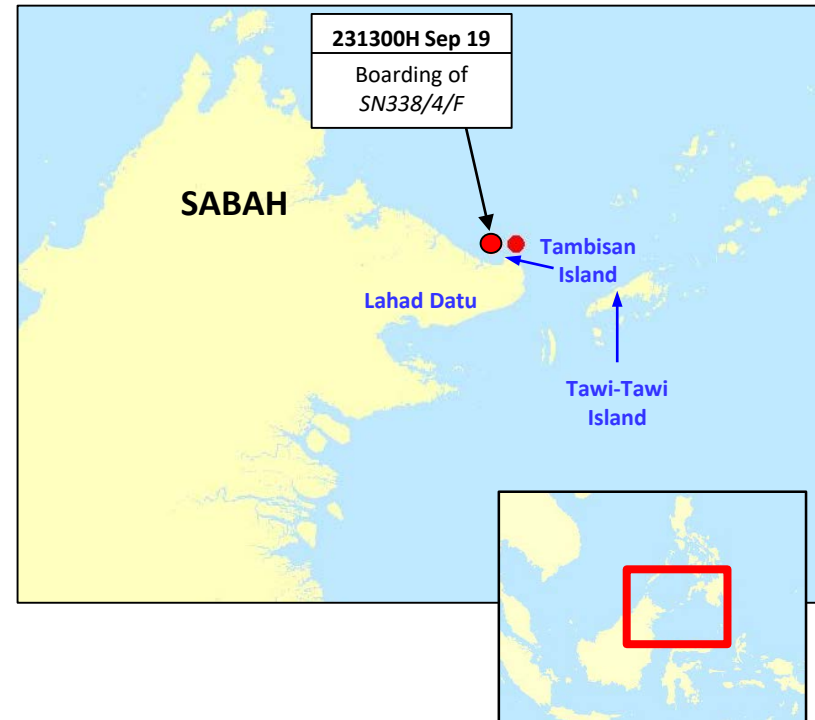
III. Abduction of Crew in Sulu-Celebes Seas



Information Sharing Centre

3. Latest incident on 23 Sep 19

- ❖ **At about 1155 hrs**, 2 Malaysian fishing boats (markings SSK00520K and SN338/4/F) (about 300m apart) were in the vicinity waters of Tambisan Island, Lahad Datu, Sabah
- ❖ 7 perpetrators wearing mask and military camouflage uniform, and armed with guns boarded fishing boat SSK00520K from 2 speed boats
- ❖ They stole the crew's personal belongings and escaped
- ❖ **At about 1300 hrs**, the perpetrators boarded fishing boat SN338/4/F, abducted 3 crew and fled towards Tawi-Tawi
- ❖ ReCAAP ISC issued a Warning on 23 Sep & an Incident Alert on 26 Sep
- ❖ 2 crew were rescued on 22 Dec 19, and 1 crew still in captivity

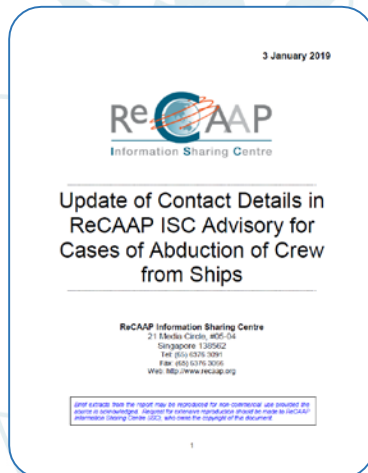


III. Abduction of Crew in Sulu-Celebes Seas

4. Advisory by ReCAAP ISC

ReCAAP ISC Alert on 21 Nov 2016

- ❑ Re-route from area, where possible
- ❑ Exercise extra vigilance and maintain comms with authorities of Philippines and Malaysia
- ❑ ReCAAP ISC updated contact details of authorities on 3 Jan 19



- 1 Philippine Coast Guard District Southwestern Mindanao**
Tel: +63 998 585 7972
+63 917 842 8446
VHF: Channel 16 with call-sign "NEPTUNE"
Email: hcgdswm@yahoo.com
- 2a Philippine Coast Guard Station, Bongao (Central Tawi-Tawi)**
Tel: +63 998 585 7941
+63 917 842 8402
VHF: Channel 16
Email: cgd_tawi2@yahoo.com
- 2b Philippine Navy - Littoral Monitoring Station (LMS), Bongao, Tawi-Tawi**
Tel: +63 955 714 0153
VHF: Channel 16
Email: jointtaskgroup@gmail.com
- 3 Eastern Sabah Security Command (ESSCOM)**
Tel: +60 89863181/016
Fax: +60 89863182
VHF: Channel 16 with call-sign "ESSCOM"
Email: bilikgerakan_esscom@jpm.gov.my

III. Abduction of Crew in Sulu-Celebes Seas

5. Guidance

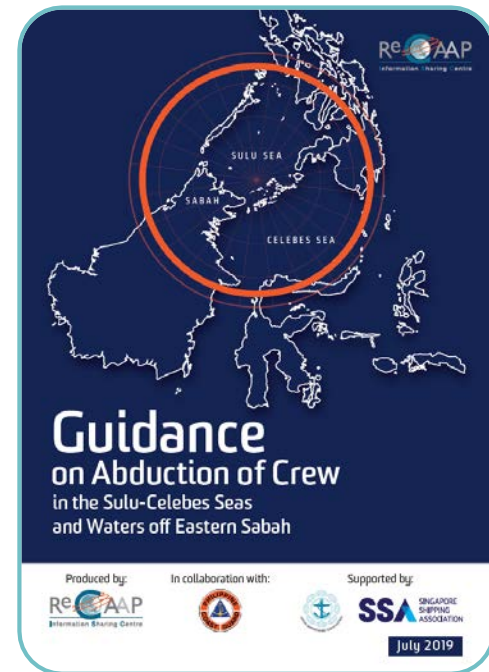
“Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah”

❑ Produced in July 2019

- In collaboration with Philippine Coast Guard

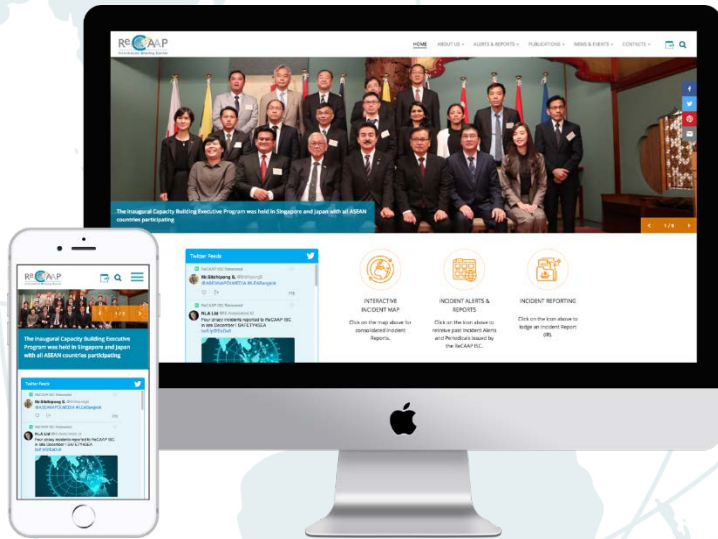
❑ Main contents

- Advisory
- Measures adopted by the littoral States (Recommended Transit Corridors)
- Modus operandi of past incidents
- Case studies
- Notice to Mariners by the Philippines and Malaysia



Thank you for your attention

Get our latest news and reports via:



www.recaap.org



Mobile App



@recaapisc