

ReCAAP ISC PIRACY AND SEA ROBBERY CONFERENCE 2018

Situation of Piracy and Armed Robbery Against Ships in Asia

12 June 2018

Scope

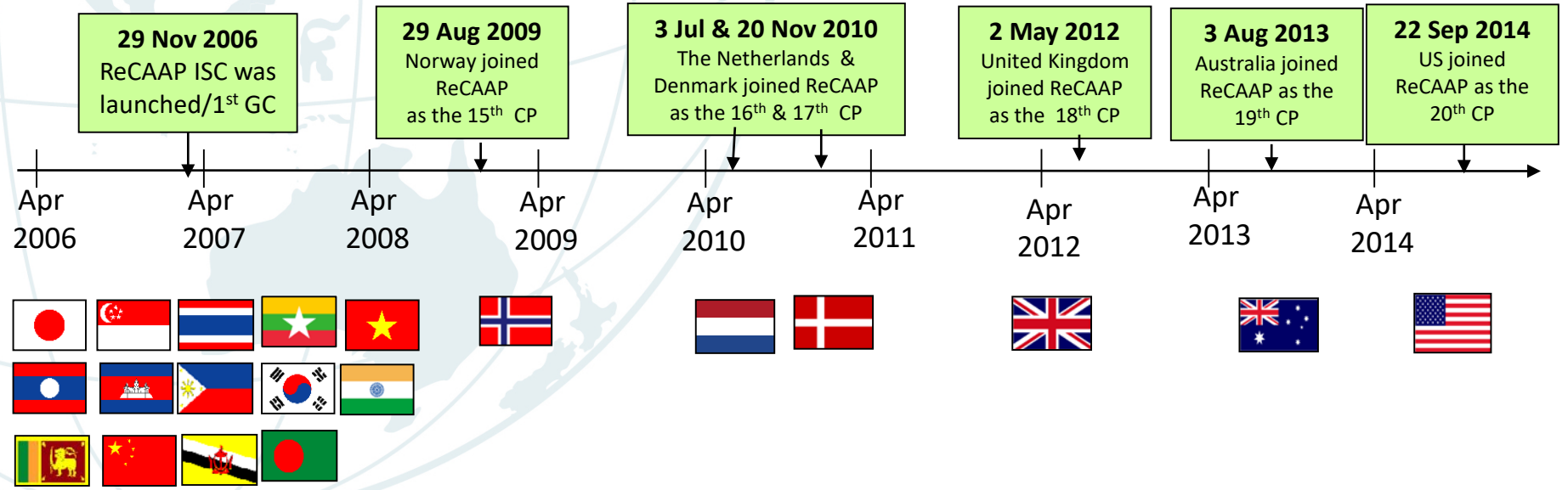
- 1. ReCAAP & ReCAAP ISC**
- 2. Incident Reporting & Information Processing**
- 3. Situation Update 2017 & 2018 (Jan – May)**
- 4. Abduction of Crew in Sulu-Celebes Seas**
- 5. Oil Cargo Theft**
- 6. Deliverables of ReCAAP ISC**

Government-to-Government Agreement

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

(entered into force on 4 Sept. 2006)

Contracting Parties: 14 countries (in 2006) → 20 countries



Information Sharing Mechanism

Focal Points

- ❖ Each ReCAAP signatory designates a Focal Point
- ❖ Roles of a Focal Point include:
 - ☑ **manage** piracy and armed robbery incidents within its territorial waters/within its jurisdiction.
 - ☑ act as **point of information exchange** among the Focal Point Network / ReCAAP ISC
 - ☑ **facilitate its country's law enforcement investigations**
 - ☑ **co-ordinate** surveillance and enforcement for piracy and armed robbery with neighbouring Focal Points

ReCAAP ISC

ReCAAP Network



Focal Points :

Coast Guard

Navies

Marine Police

Port Authorities



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

ReCAAP ISC

ReCAAP ISC Network/Connectivity



Enhancing Regional Cooperation

1st Pillar: Information Sharing

❖ Objectives

- ✓ Promote situation awareness
- ✓ Chart patterns and trends
- ✓ Provide analysis
- ✓ Offer guidance/recommendations

❖ Primary sources: ReCAAP Focal Points, regional authorities

❖ Products: Warning, Incident Alert, Update, Special Report, Periodical Report, Guidebooks

❖ Platforms: ReCAAP Website, Mobile App, Twitter, IFN (FPs)

❖ Events: Forum, Conferences, Discussions, etc

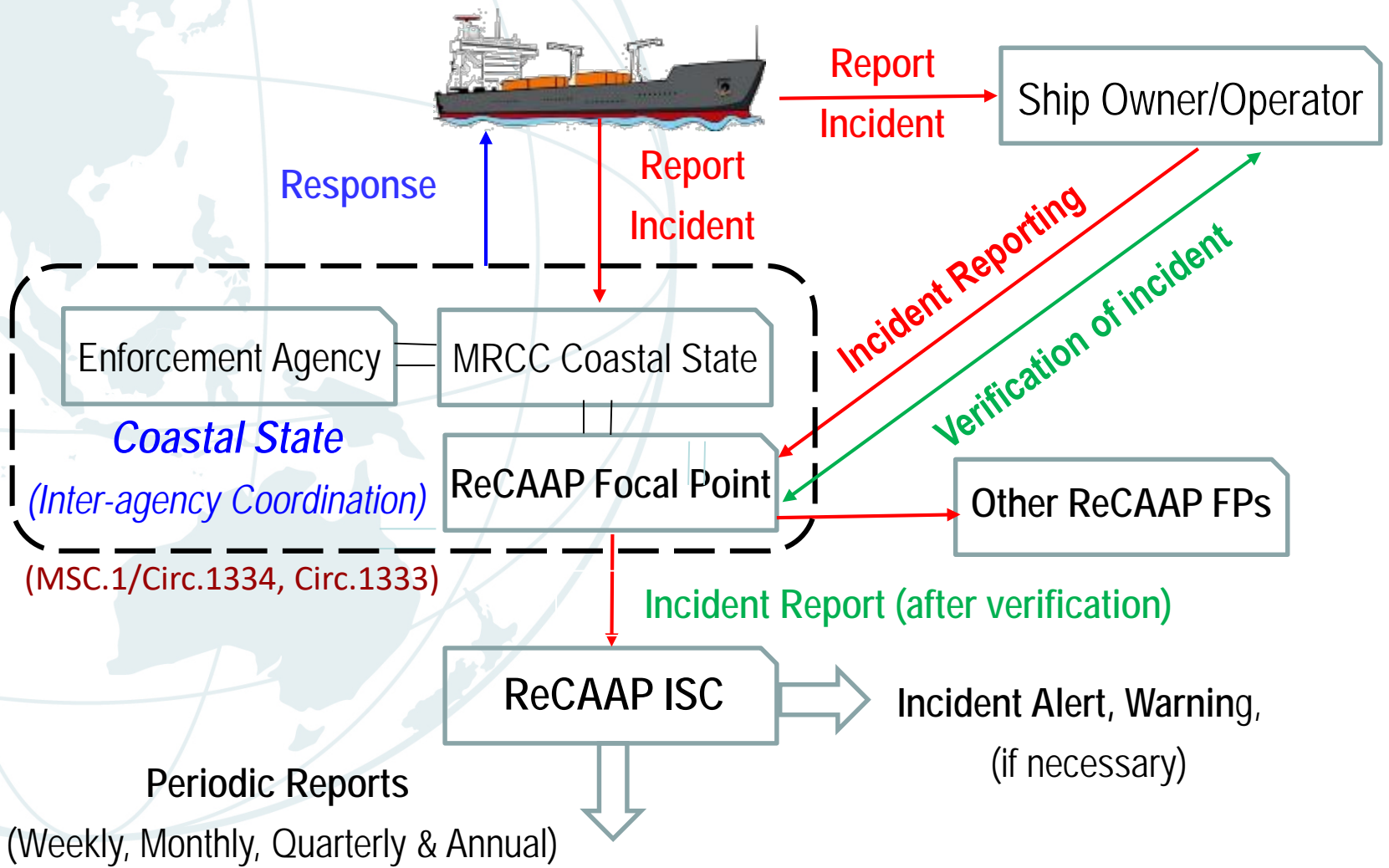


Incident Reporting

Reporting of incidents and Response (Asia)

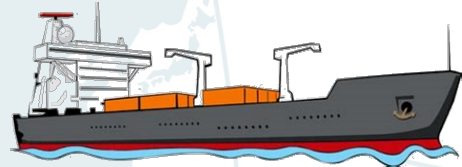


Incident Reporting (FPs) + Information Sharing (ISC & FPs)



Information Processing

Information Processing (ReCAAP ISC)



Receives info of incident from ship company, FPs, authorities etc.



Disseminates to shipping industry, FPs, authorities, etc



Verifies



Category	Significance of Incident
CAT 1	Very Significant
CAT 2	Moderately Significant
CAT 3	Less Significant
CAT 4	Least Significant

Classifies



Collates & analyses



Information Processing

Classification Methodology

❖ Definition:

- ❑ **Piracy:** Part VII ; Article 101 of UNCLOS (incidents on High Seas)
- ❑ **Armed Robbery:** IMO's Code of Practice for investigation of the Crime of Piracy & Armed Robbery against ships (incidents in Territorial waters)

❖ Classification of Incidents (by ReCAAP ISC) :

Matrix-based assessment of the severity of incidents with 2 factors:

❑ Violence Factor (V-factor)

- ➡ Type of weapon carried by pirates/robbers
- ➡ Treatment of crew
- ➡ Number of pirates/robbers involved

❑ Economic Factor (E-factor)

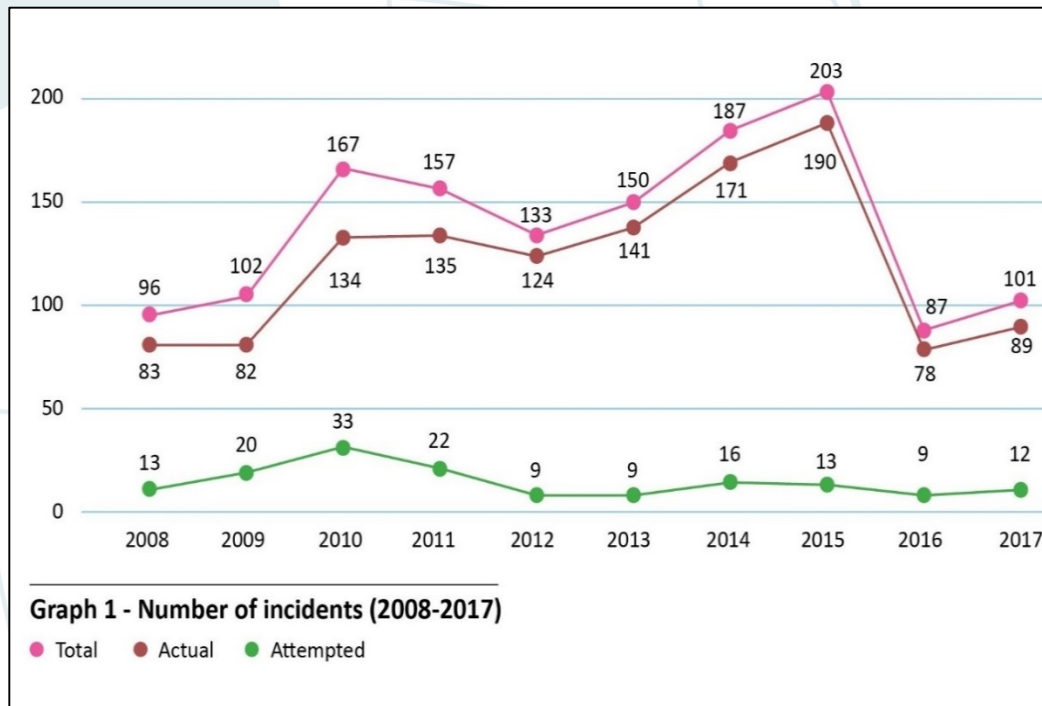
- ➡ Type of property taken

➡ **Level of Severity of each incident**
classified into 4 Categories

Category	Significance of Incident
CAT 1	Very Significant
CAT 2	Moderately Significant
CAT 3	Less Significant
CAT 4	Least Significant

Situation Update

(1) Number of Incidents (2008 – 2017)



❑ A total of 101 incidents in 2017 (89 actual and 12 attempted)

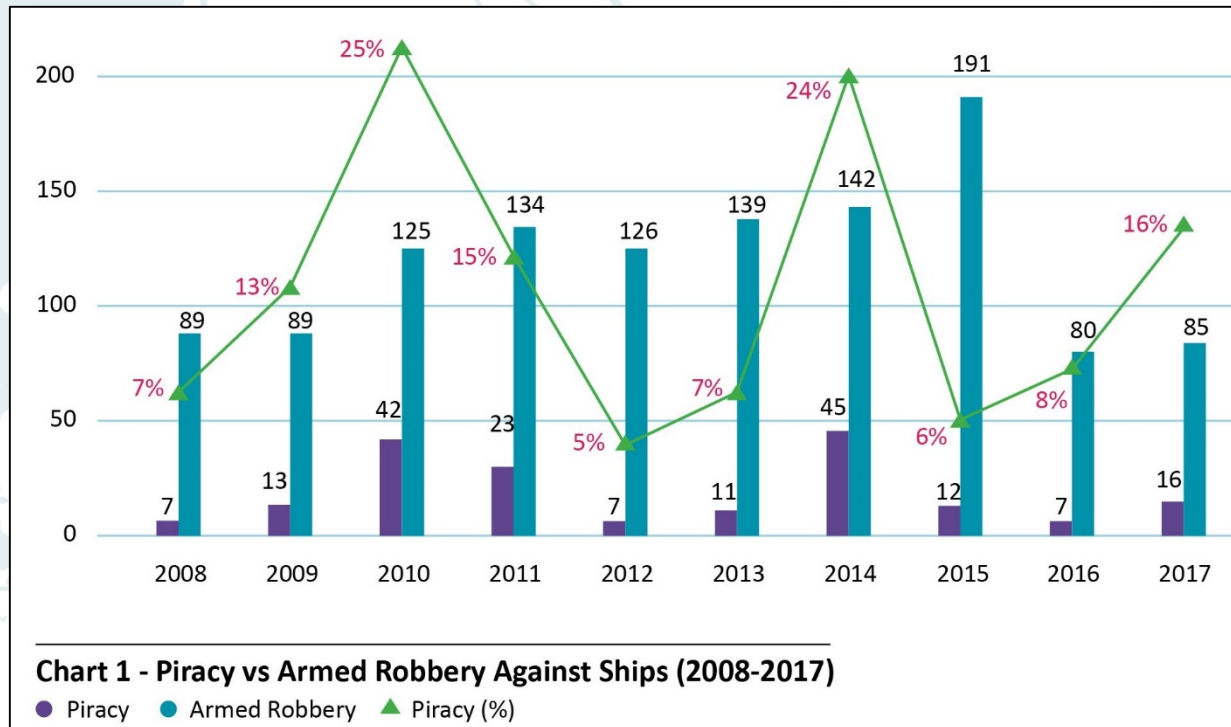
❑ 16% of increase compared to 2016 (87 incidents)

❑ Increase of incidents in Bangladesh, Philippines, South China Sea and Straits of Malacca and Singapore

❑ Decrease of incidents in India, Malaysia and Vietnam

❑ Decrease of incidents of the abduction of crew for ransom in the Sulu-Celebes Seas

(2) Piracy vs. Armed Robbery Against Ships



❖ **Majority of incidents are armed robberies against ships**

❖ Piracy (mostly in South China Sea)

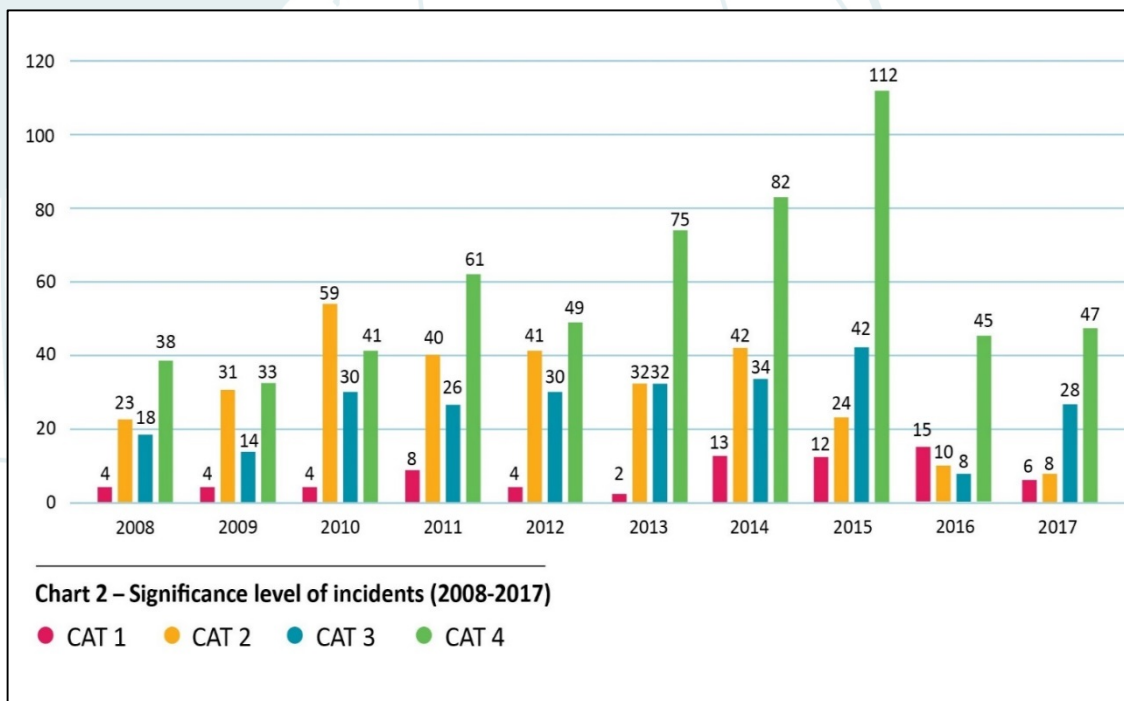
➤ 5%- 8% (2008, 2012, 2013, 2015, 2016)

➤ 11% -18% (2007, 2009, 2011, 2017)

➤ 24%-25% (2010, 2014)

Situation Update

(3) Severity of Incidents (2008 – 2017)



□ In 2017

- 6 CAT 1
- Decrease compared to 2016, 2015, 2014

□ In 2016

- 15 CAT 1
- Abduction of crew for ransom (12)
- Hijacking of ships for oil cargo theft (3)

□ In 2014 and 2015:

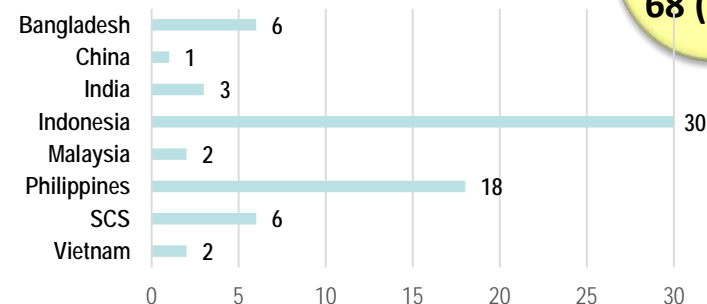
- Hijacking of ships for oil cargo theft
 - 12 (2014)
 - 10 (2015)

Situation Update

(4) Location & Status of Ships - 2017

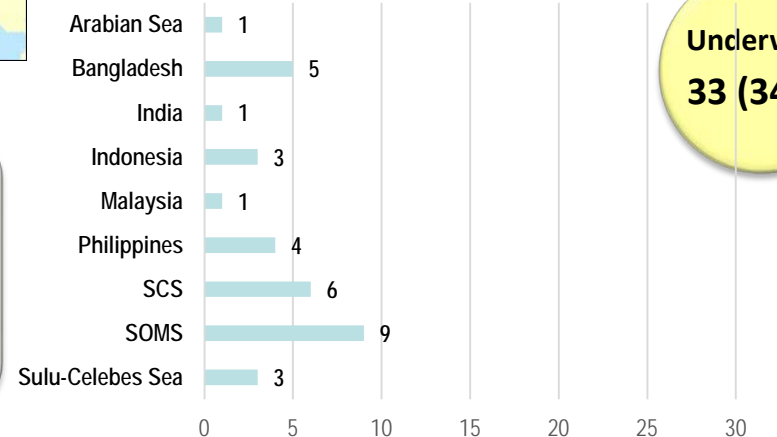


Incidents on board ships at anchor/berth (2017)



At Anchor / Berth: 68 (66%)

Incidents on board ships while underway (2017)



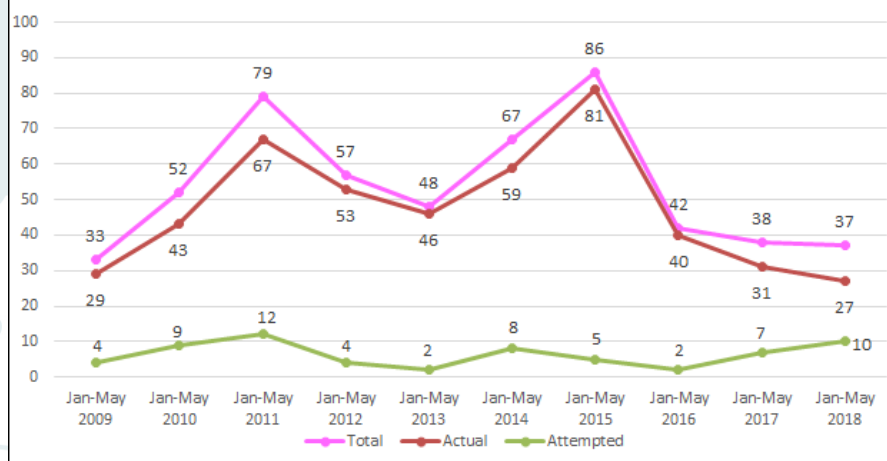
Underway: 33 (34%)

Indonesia (33), Philippines (22), SCS (12), Bangladesh (11), SOMS (9), India (4), Malaysia (3), Sulu-Celebes Sea (3), Vietnam (2), China (1), Arabian Sea (1)

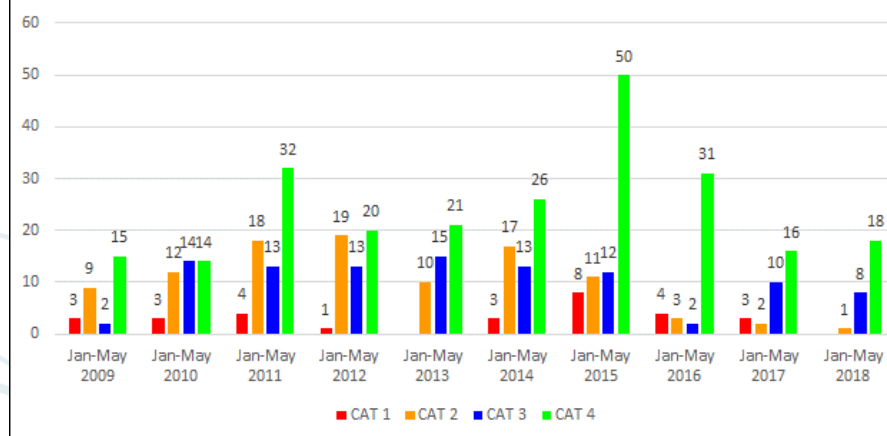
Situation Update

(5) January – May of 2009 - 2018

Number of incidents (January-May of 2009-2018)



Significance level of incidence (January-May of 2009-2018)



Number

- ❖ 37 incidents (27 actual & 10 attempted)
- ❖ Fairly consistent with 2017
- ❖ Lowest number of actual incidents

Severity Level

- ❖ 1 x CAT 2, 8 x CAT 3, 18 x CAT 4 (no CAT 1)

Improvement ...

- ❖ Ports/anchorages in Philippines, abduction of crew in Sulu/Celebes Seas
- ❖ No theft of oil cargo

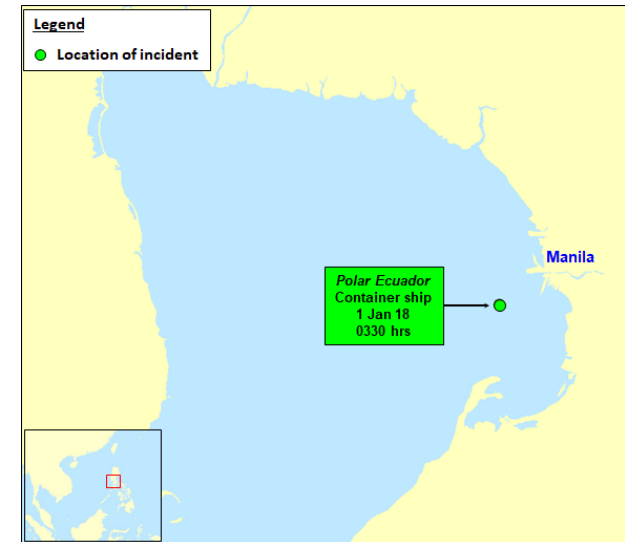
Of concern ...

- ❖ Attempted incident in Basilan Strait
- ❖ Increase in theft in
 - Straits of Malacca and Singapore
 - Muara Berau Anchorage, Indonesia

Case Study

Polar Ecuador – Arrest & Recovery

- ❖ **1 Jan 18 about 0330 hrs:** Container ship, *Polar Ecuador* anchored South Harbour Anchorage, Manila
- ❖ 7 perpetrators boarded from motor banca (“*Shyrill*”)
- ❖ Master reported to Manila port authorities
- ❖ PCG deployed *DF 313*, conducted maritime patrol
- ❖ PCG boarded motor banca & arrested 5 perpetrators
 - ☑ 2 other perpetrators jumped overboard, escaped
 - ☑ Recovered stolen items (welding machine, breathing apparatus, extension wire and paint)
- ❖ PCG took custody of motor banca [stolen]
- ❖ Charge of theft and robbery in court of Manila



(Top) Stolen items recovered
All photographs courtesy of ReCAAP Focal Point (Philippines)

Best practices

- ✓ Timely reporting by Master ✓ Quick response by PCG ✓ PCG deployed asset promptly
- ✓ Cooperation among inter-government agencies
- ✓ Arrest of perpetrators and recovery of stolen items

Abduction of Crew in Sulu-Celebes Seas

Situation Update (Mar 2016 – May 2018)

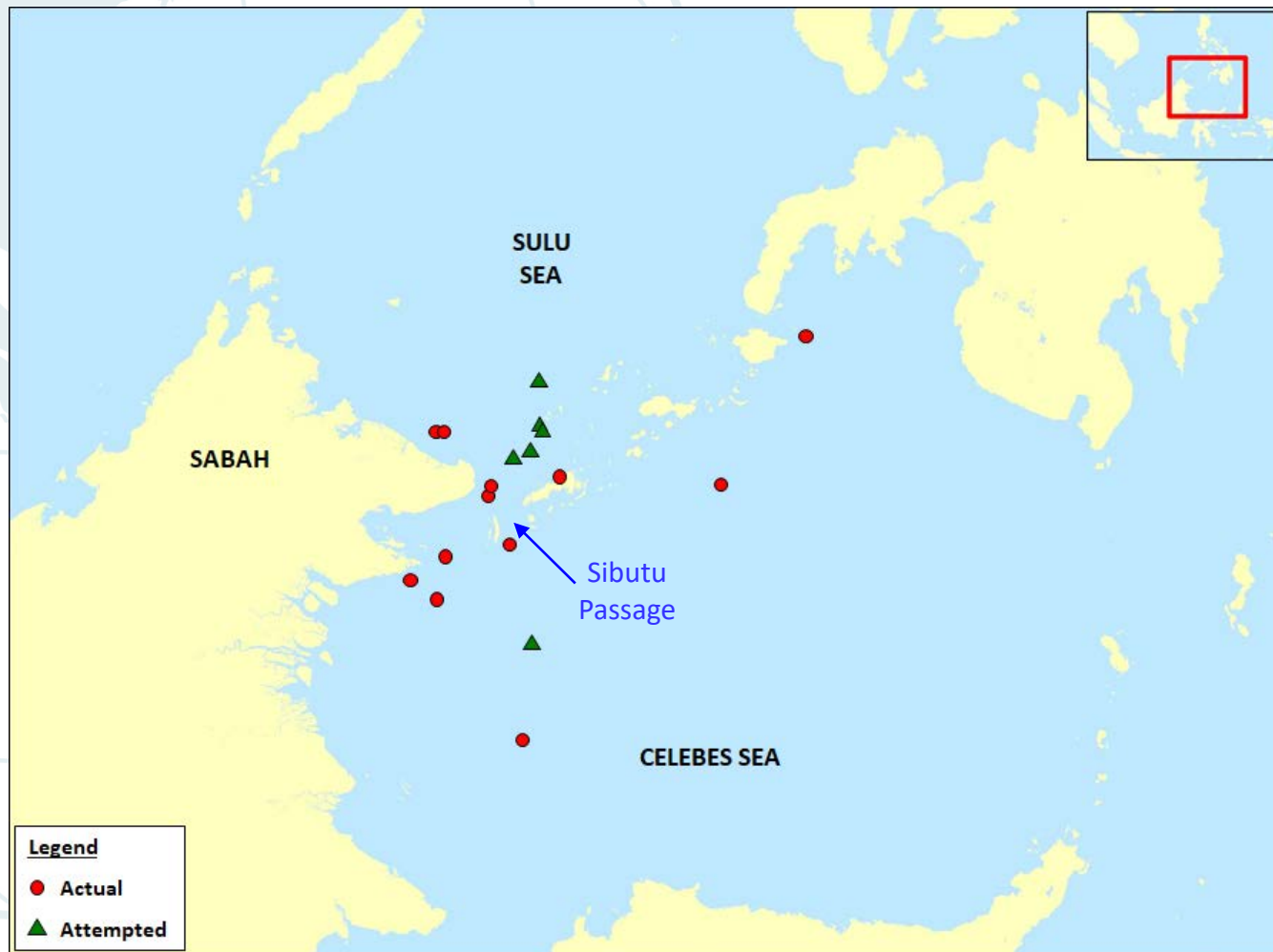
15 actual incidents and **11** attempted incidents

Incident/Type & GT of Ships	2016	2017	2018
Actual (26 Mar 16 – <u>23 Mar 17</u>)	<u>12</u> 5 – Tug boats (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>0</u>
Attempted (13 Nov 16 – <u>16 Feb 18</u>)	<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)
Status of crew abducted (as on 31 May 18)	Crew released/rescued (<u>45</u>), killed (<u>7</u>), held in captivity (<u>9</u>)		

Abduction of Crew in Sulu-Celebes Seas

Situation Update (2016)

12 actual incidents and 6 attempted incidents



Abduction of Crew in Sulu-Celebes Seas

Situation Update (2017)

3 actual incidents and 4 attempted incidents



Abduction of Crew in Sulu-Celebes Seas

Situation Update (Up to May 2018)

0 actual incidents and 1 attempted incident



Abduction of Crew in Sulu-Celebes Seas

(8) ReCAAP ISC's Advisory to Shipping Industry

- ❖ Re-route from area, where possible
- ❖ Exercise extra vigilance and report the incidents
- ❖ Maintain communication for monitoring by authorities, and immediate responses in any eventualities



- 1 Philippine Coast Guard District**
Southwestern Mindanao Operation Centre
Tel: +63 929686 4129
Tel: +63 929686 0689
VHF: Channel 16 with call-sign "ENVY"
Email: hcgdswm@yahoo.com
- 2 Navy - Littoral Monitoring Station (LMS)**
Bongao, TawiTawi
Tel: +63 917774 2293
VHF: Channel 16
Email: jointtaskgrouptt@gmail.com
- 3 Eastern Sabah Security Command (ESSCOM)**
Tel: +60 89863181/016
Fax: +60 898631812
VHF: Channel 16 with call-sign "ESSCOM"
Email: bilikgerakanesscom@jpm.gov.my

Case Study

Attempted boarding of *Kudos 1*

- ❖ 16 Feb 18 at 2240 hrs: Underway approx. 4.4 nm SE Sibago Island, province of Basilan, Philippines
- ❖ Three fast boats motorized bancas manoeuvred to the portside amidship
 - ❑ Three perpetrators armed with firearms on board each banca
 - ❑ Attempted to board using ropes and hooks
- ❖ Master and crew splashed hot water and activated flares
- ❖ Perpetrators opened fire at ship and distanced themselves
- ❖ Authorities alerted by distress signal
 - ❑ PCG provided medical treatment to three injured crew
 - ❑ PCG and Philippine Navy escorted ship to Zamboanga

Best practices:

- ✓ Vigilance and quick response by crew
- ✓ Timely reporting by ship master
- ✓ Immediate response by PCG
- ✓ Good coordination among inter-governmental agencies



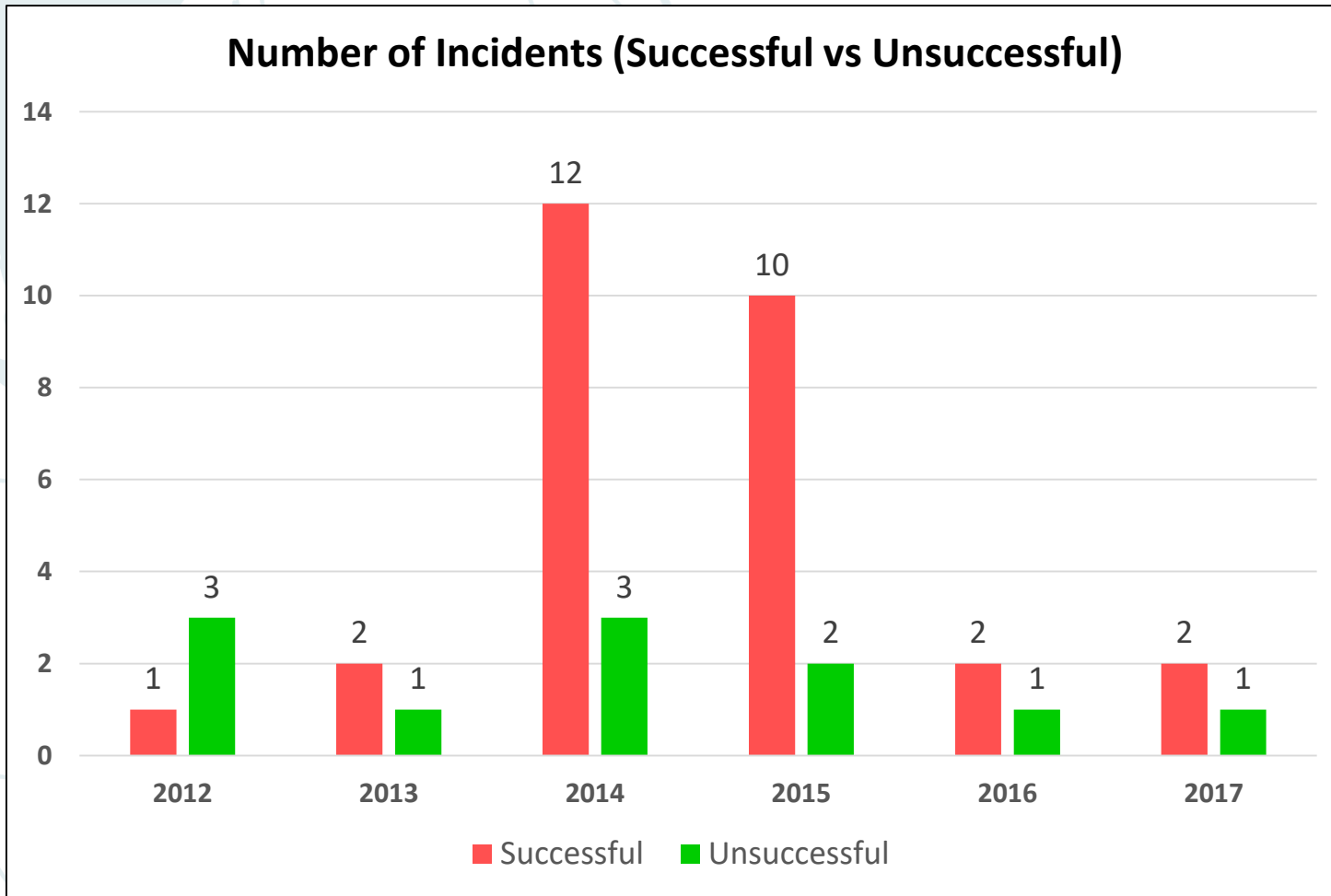
Kudos 1 (left) and PCG boat alongside *Kudos 1* (right)



Bullet holes on *Kudos 1*

Oil Cargo Theft

Situation Update (2012-2017)



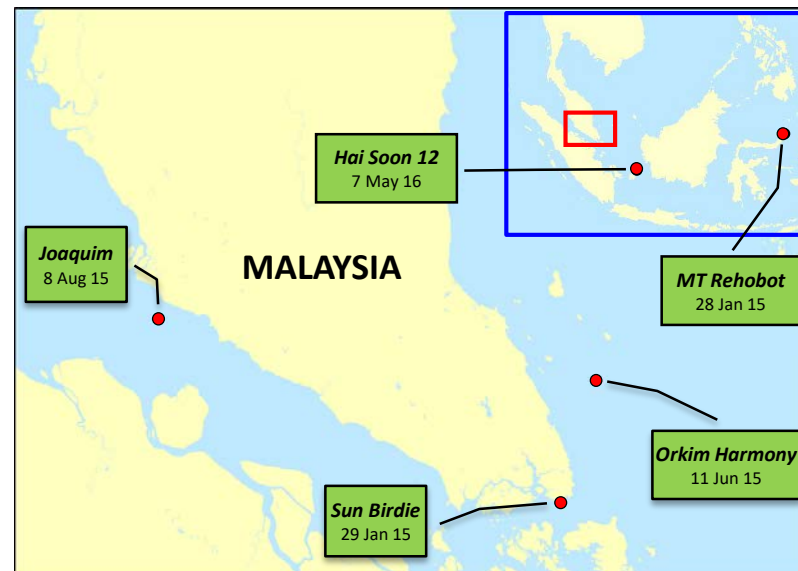
Successful: Perpetrators siphoned oil cargo and escaped

Unsuccessful: Thefts foiled &/or perpetrators arrested

Oil Cargo Theft

Arrests & Prosecution

- ❖ *Rehobot* (28 Jan 15) - **Indonesia**
 - ❑ Four perpetrators arrested in Indonesia in Feb 15
 - ❑ Mastermind arrested in Philippines in Nov 15
- ❖ *Sun Birdie* (29 Jan 15) - **Malaysia**
 - ❑ Nine perpetrators arrested in Malaysia waters on 29 Jan 15
 - ❑ 10 years imprisonment and 1 stroke of cane
- ❖ *Orkim Harmony* (11 Jun 15) – **South China Sea**
 - ❑ Eight perpetrators arrested in Vietnam in Jun 15
 - ❑ A suspect tug boat, *Meulaboh*, detained in Indonesia in Jun 15
 - ❑ Two masterminds arrested in Indonesia – one in Aug 15, another in Dec 15
 - ❑ Imprisonment - 18 years (2), 15 years (6); all 5 strokes of cane



Perpetrators involved in *Sun Birdie* (left) & *Orkim Harmony* (right)
(Source: World Maritime News and ReCAAP Focal Point (Vietnam))

Oil Cargo Theft

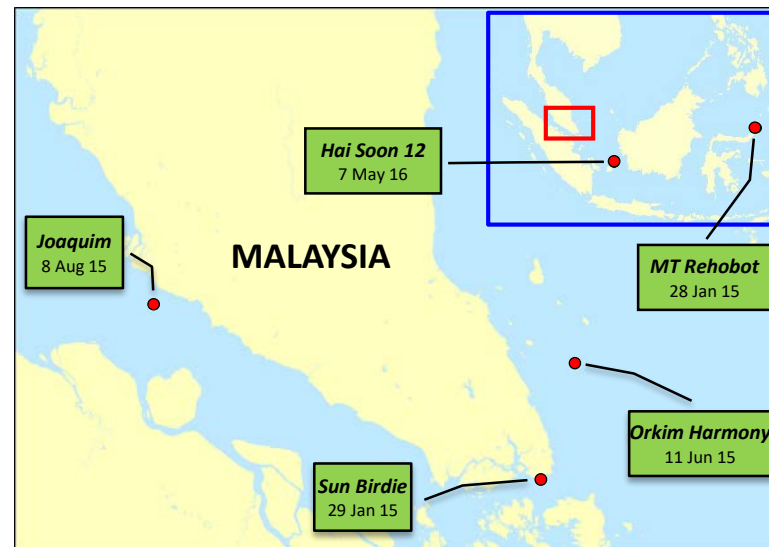
Arrests & Prosecution (cont'd)

❖ *Joaquim* (8 Aug 15) – Malacca Straits

- ❑ A suspect ship, *MT Yacon*, detained off Dumai, Indonesia in Aug 15
- ❑ Three suspects arrested in Indonesia in Dec 15

❖ *Hai Soon 12* (8 May 16) – Indonesia

- ❑ Boarded and arrested nine perpetrators onboard
- ❑ Cargo was intact



Perpetrators involved in *Hai Soon 12*
(Source: TNI-AL)

Case Study

Arrest of Perpetrators *MGT 1*

- ❖ 6 Sep 17: *MGT 1* underway Rayong Port, Thailand to Andaman Sea
- ❖ 13 armed perpetrators boarded the ship from two fast small boats
- ❖ Forced crew to transfer diesel oil to phantom ship, *Neptune 09*
- ❖ **Ship crew sent SSAS and distress signal**
 - ☑ Flag State, Coastal State and ships in vicinity

Action by ReCAAP ISC, FP & MMEA:

- ❖ ReCAAP FP Thailand reported to ReCAAP ISC and all FPs on **6 Sep 17**
- ❖ MMEA provided inputs
- ❖ ReCAAP ISC issued **Incident Alert**

(1) 6 Sep 17 @ 2100 hrs
Perpetrators in fast boats boarded *MGT 1*

(Courtesy of ReCAAP Focal Point (Thailand))

Incident Alert

Incident Alert : 03/2017
 Name and Type of Ship : *MGT 1* / Product Tanker
 Date/Time of Incident : 6 Sep 2017 at about 2100 hrs (Local Time)
 Location of Last Known Position : 5° 8.37' N 104° 16.62' E
 Area Description : 54 nm east of Kuala Dungun, Kuala Trengganu, West Malaysia

Detail of Incident

The ReCAAP ISC received a report about a piracy incident occurred on a Thai flagged Product Tanker *MGT 1*. The tanker was underway from Rayong port, Thailand to Andaman sea where the incident took place at about 2100 hrs on 6 Sep 17 at 54 nm east of Kuala Dungun, Kuala Trengganu, West Malaysia, at position 5° 8.37' N 104° 16.62' E. Initial investigation revealed that 13 armed perpetrators with two small fast boats boarded the tanker and forced the crew to transfer one million litres of diesel oil (out of 2.2 million litres contained in the tanker) to a mother ship. The crew managed to activate the SSAS alarm. The Malaysia Maritime Enforcement Agency (MMEA) dispatched two ships and a helicopter to the location and rescued the tanker at 0400 hrs on 7 Sep 17. Ten perpetrators were apprehended and search for the remaining three perpetrators is on-going. The tanker is now being escorted to Kuala Trengganu for further investigation.

Reported by: Thai-MECC, Royal Thai Navy

Comments

This is the second incident involving theft of oil cargo reported in Asia in 2017. The last incident was the hijack of product tanker C.P. 41 for oil cargo theft that occurred on 23 June 2017 approximately 25 nm east of Kuantan, West Malaysia. The ReCAAP ISC is concerned about the recurrence of incidents of hijacking of ship for theft of oil cargo. Ships carrying oil cargo are encouraged to exercise vigilance and adopt precautionary measures taking reference from the Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia. (Website: www.recaap.org)

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Name of vessel	<i>MGT 1</i>
Type of vessel	Product tanker
Flag of vessel	Thailand
GT	983

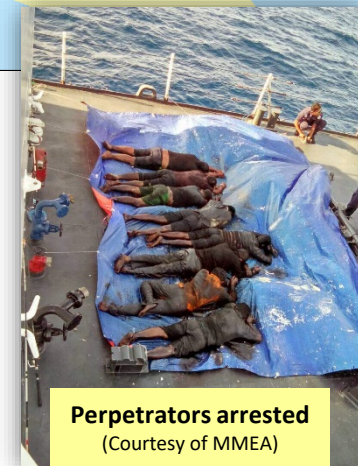
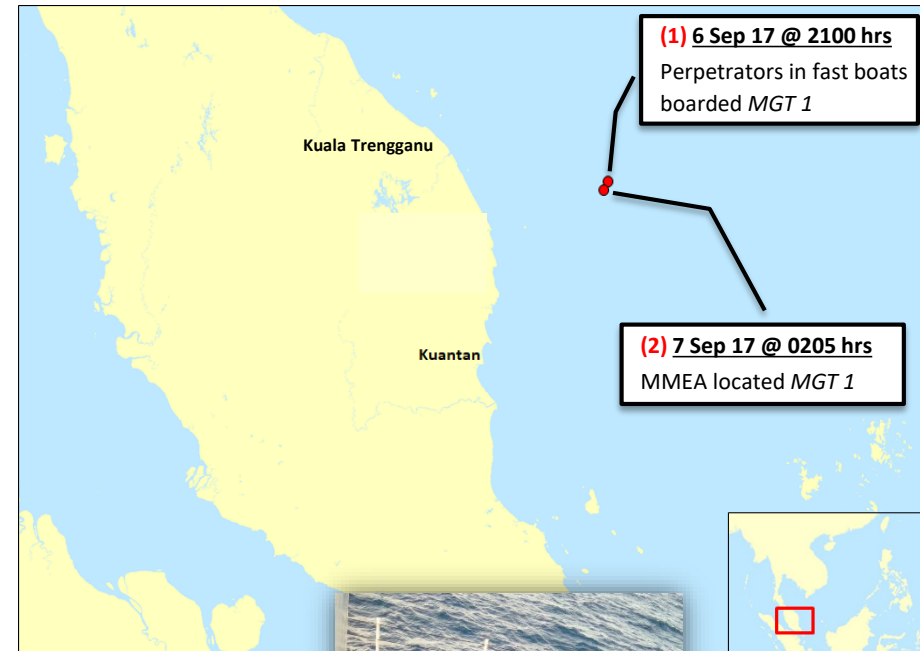
Case Study

Arrest of Perpetrators *MGT 1* (Cont'd)

- ❖ MMEA deployed Special Task and Rescue Team (STAR Team) and aircraft
- ❖ 7 Sep 17: MMEA aircraft located *MGT 1* and *Neptune 09*
- ❖ STAR team arrested 10 perpetrators
- ❖ 3 perpetrators escaped, arrested 1 later
- ❖ MMEA arrested Mastermind (in Johor) on 7 Sep 17
- ❖ Mastermind & perpetrators – 16 yrs imprisonment & caned

Best practices

- ✓ Crew alerted Coastal State and ships in vicinity
- ✓ Timely reporting by FP and regional authorities
- ✓ Immediate response from authorities → arrest
- ✓ ReCAAP ISC's Alert to warn shipping industry



Perpetrators arrested
(Courtesy of MMEA)

Deliverables of ReCAAP ISC

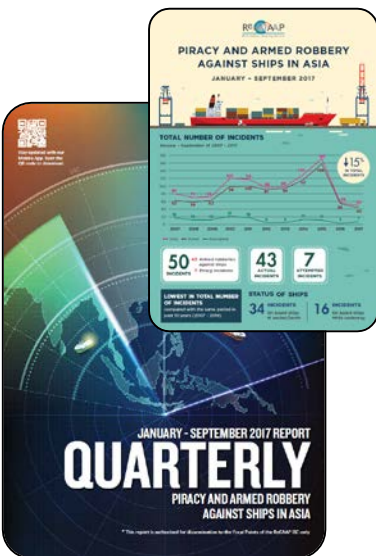
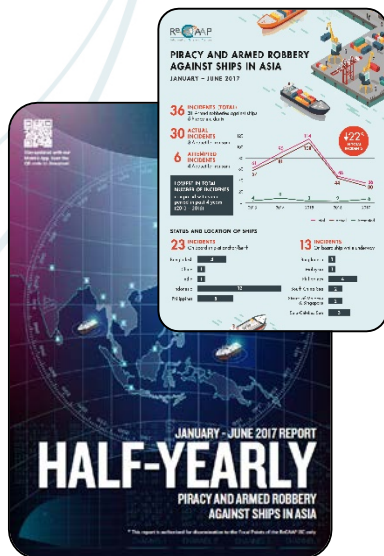
Reports



Periodical Reports

- ❖ Weekly, Monthly, Quarterly, Half-Yearly, Annual Reports, Single-sheet summary (quarterly)
 - ☑ CLOSE version (IFN); OPEN version (www.recaap.org)
 - ☑ Focal Points disseminate reports to inter-govt agencies, maritime registries, associations, etc.
 - ☑ Shipping Associations to disseminate to their members

Ship Name (Type of Ship) (IMO Number)	Date (Local Time)	Position of the Incident	Details of the Incident	Consequences for the ship, cargo	Actions taken by the captain and crew	Remarks on the incident (including any injury to crew members)	Remarks on the incident (including any injury to crew members)	Remarks on the incident (including any injury to crew members)	Remarks on the incident (including any injury to crew members)
MS Golden Panda (Container Ship) IMO: 9111111	2017-01-15 08:00 UTC	10°N 100°E	While at sea, the ship was approached by a small motor vessel. The crew was alerted and the ship was maneuvered to avoid the intruder. The intruder was observed to be a small motor vessel with a crew of approximately 10 persons. The intruder was observed to be a small motor vessel with a crew of approximately 10 persons. The intruder was observed to be a small motor vessel with a crew of approximately 10 persons.	The ship was not damaged and no cargo was lost. The intruder was observed to be a small motor vessel with a crew of approximately 10 persons.	The captain ordered the crew to remain at their posts and to maintain a high level of alertness. The ship was maneuvered to avoid the intruder.	No injuries to crew members.	No injuries to crew members.	No injuries to crew members.	No injuries to crew members.
MS Golden Panda (Container Ship) IMO: 9111111	2017-01-15 08:00 UTC	10°N 100°E	While at sea, the ship was approached by a small motor vessel. The crew was alerted and the ship was maneuvered to avoid the intruder. The intruder was observed to be a small motor vessel with a crew of approximately 10 persons. The intruder was observed to be a small motor vessel with a crew of approximately 10 persons. The intruder was observed to be a small motor vessel with a crew of approximately 10 persons.	The ship was not damaged and no cargo was lost. The intruder was observed to be a small motor vessel with a crew of approximately 10 persons.	The captain ordered the crew to remain at their posts and to maintain a high level of alertness. The ship was maneuvered to avoid the intruder.	No injuries to crew members.	No injuries to crew members.	No injuries to crew members.	No injuries to crew members.
MS Golden Panda (Container Ship) IMO: 9111111	2017-01-15 08:00 UTC	10°N 100°E	While at sea, the ship was approached by a small motor vessel. The crew was alerted and the ship was maneuvered to avoid the intruder. The intruder was observed to be a small motor vessel with a crew of approximately 10 persons. The intruder was observed to be a small motor vessel with a crew of approximately 10 persons. The intruder was observed to be a small motor vessel with a crew of approximately 10 persons.	The ship was not damaged and no cargo was lost. The intruder was observed to be a small motor vessel with a crew of approximately 10 persons.	The captain ordered the crew to remain at their posts and to maintain a high level of alertness. The ship was maneuvered to avoid the intruder.	No injuries to crew members.	No injuries to crew members.	No injuries to crew members.	No injuries to crew members.
MS Golden Panda (Container Ship) IMO: 9111111	2017-01-15 08:00 UTC	10°N 100°E	While at sea, the ship was approached by a small motor vessel. The crew was alerted and the ship was maneuvered to avoid the intruder. The intruder was observed to be a small motor vessel with a crew of approximately 10 persons. The intruder was observed to be a small motor vessel with a crew of approximately 10 persons. The intruder was observed to be a small motor vessel with a crew of approximately 10 persons.	The ship was not damaged and no cargo was lost. The intruder was observed to be a small motor vessel with a crew of approximately 10 persons.	The captain ordered the crew to remain at their posts and to maintain a high level of alertness. The ship was maneuvered to avoid the intruder.	No injuries to crew members.	No injuries to crew members.	No injuries to crew members.	No injuries to crew members.



Deliverables of ReCAAP ISC

Warnings, Alerts, Special Report



Information Sharing Centre

Adhoc Reports

Warnings

- ❖ Information pending verification

Incident Alerts

- ❖ Alert on serious incident as soon as it is verified

Special Reports

- ❖ In-depth analysis of a particular trend observed
- ❖ Value-added inputs from Focal Point

Incident Alert

Incident Alert : 02/2017
 Name and Type of Ship : Super Shuttle Tug 1 / Tugboat
 Date/Time of Incident : 23 Mar 2017 at about 1200 hrs (Local Time)
 Location of Last Known Position : 6° 34.8' N 122° 44.7' E
 Area Description : Vicinity waters east of Mutalun Point, Basilan, Philippines

Detail of Incident

The ReCAAP ISC received report about an abduction incident occurred on a Philippine- flagged tug boat Super Shuttle Tug 1. At about 1200 hrs on 23 Mar 17, the Super Shuttle Tug 1 was towing ARV Super Shuttle Roro 9 departed Cebu for General Santos City. The incident occurred at 26.1 nm east of Mutalun Point, Basilan, at position 6° 34.8' N 122° 44.7' E. Initial investigation revealed that three wooden speed boats with six men on board, of which four armed men boarded the tug boat and abducted two Filipino crew identified as Aurelio Aguirre (Master) and Laurencio Tiro (Chief Engineer). The perpetrators fled heading towards mainland Basilan. The ships are presently anchored in the vicinity of Kalkawan, Basilan and Philippine Coast Guard personnel are deployed to provide security to the ships.

Reported by: Philippine Coast Guard (PCG)

Comments

This is the third actual incident involving the abduction of crew that occurred in the Sulu-Celebes Sea since January 2017. For the period of January-March 2017, a total six incidents (comprising three actual and three attempted boarding incidents) were reported to the ReCAAP ISC. The ReCAAP ISC is deeply concerned about the situation of abduction of crew from ships while underway in the Sulu-Celebes Sea region. It reiterates its advisory which was issued via the ReCAAP ISC Incident Alert dated 21 November 2016 to all ships to en-route from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the area.

Page 1

31 March 2017

ReCAAP
Information Sharing Centre

Special Report on Abducting of Crew from Ships in the Sulu-Celebes Sea and Waters off Eastern Sabah (Part III)

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 Singapore 139502
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 Web: <http://www.recaap.org>

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Special Report

Advisory to Shipping Industry

6. The ReCAAP ISC is deeply concerned about the situation in the Sulu-Celebes Sea and waters off Eastern Sabah, and had issued two Special Reports in April 2016 and July 2016. As it was advised in the Incident Alert dated 21 November 2016, the ReCAAP ISC reiterates the advice that all ships to en-route from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the area, and to report immediately to the Centres as shown in Map 1 below.

Map 1 - Contact details of the Centres

2

Deliverables of ReCAAP ISC

Interactive Incident Reports



INTERACTIVE INCIDENT REPORTS

Incident Date
Duration: 19 April 2017 to []

Area Location
Andaman Sea
Arabian Sea
Bangladesh (Ports/Anchorage)
Bangladesh (Seas/Straits)

Ship Name []

Ship IMO Number []

Ship Flag []

Ship Type []

Incident Type []

Legend
● Category 1
● Category 2
● Category 3
● Category 4
▲ Attempted

Incident Date	Area Location	Ship Name	Ship IMO Number	Ship Flag	Ship Type	Classification	Incident Type
03 January 2018 1400	Straits of Malacca & Singapore	Tiberius	9665841	MARSHALL ISLANDS	BULK CARRIER	Attempted	Attempted
05 February 2018 0231	Bangladesh (Ports/Anchorage)	IBC Amber	9363706	ANTIGUA AND BARBUDA	GENERAL CARGO	CAT3	Robbery
11 February 2018 0120	Bangladesh (Ports/Anchorage)	Tiberius	9665841	MARSHALL ISLANDS	BULK CARRIER	CAT4	Robbery
11 February 2018 0210	Vietnam (Ports/Anchorage)	Globe Explorer	9675561	PANAMA	BULK CARRIER	CAT3	Robbery
11 January 2018 0455	Bangladesh (Ports/Anchorage)	Port Hainan	9466422	HONG KONG	BULK CARRIER	CAT3	Robbery
06 February 2018 2240	Sulu-Celebes Sea	Kuobs 1		PHILIPPINES	CONTAINER SHIP	Attempted	Attempted
01 February 2018 0100	India (Ports/Anchorage)	Team Challenge	9282780	MARSHALL ISLANDS	BULK CARRIER	Attempted	Attempted
09 January 2018 0230	Indonesia (Ports/Anchorage)	Asali	9461805	CYPRUS	BULK CARRIER	Attempted	Attempted
11 January 2018 0535	Indonesia (Ports/Anchorage)	Athos	9761334	BARBADOS	BULK CARRIER	CAT4	Robbery
17 January 2018 1245	India (Seas/Straits)	Ocean 1	8916243	TUVALU	TANKER	CAT4	Robbery
14 January 2018 0558	South China Sea	Ocean Mars	9308144	SINGAPORE	PETROLEUM PRODUCT TANKER (<60C)	CAT4	Piracy
11 January 2018 0330	Philippines (Ports/Anchorage)	Polar Ecuador	9786774	LIBERIA	CONTAINER SHIP	CAT4	Robbery
03 January 2018 0373	Straits of Malacca & Singapore	Maribee Topica	8479680	UNITED KINGDOM	WORKBOAT	Attempted	Attempted

Map-based Search of Incidents ReCAAP Website

Key Features

- Filter incidents by date, location, ship type, incident type
- Search incidents by Ship Name, IMO Number, Flag
- Geographical location of incidents on map
- Structured field display of incidents

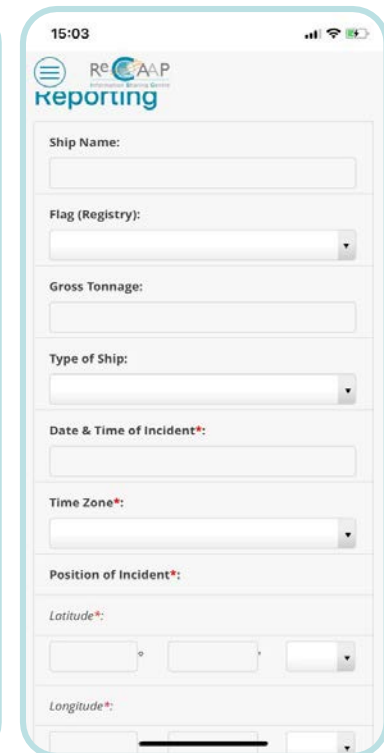
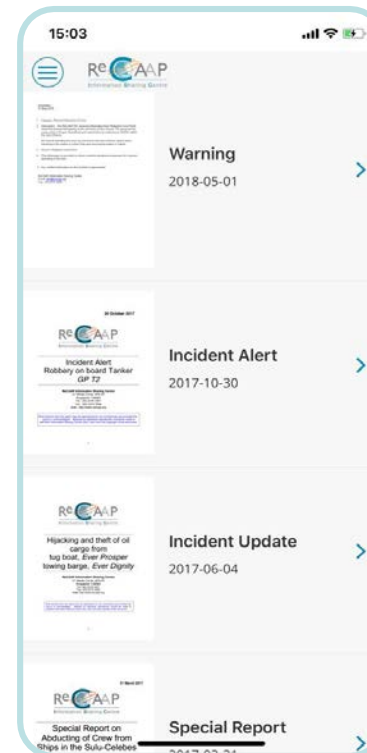
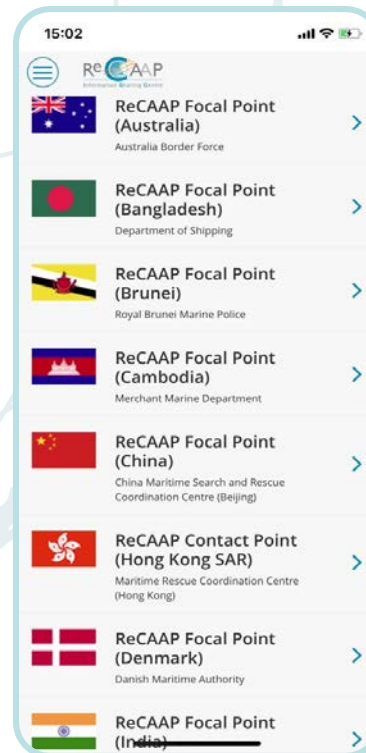
Deliverables of ReCAAP ISC

ReCAAP Mobile App

Key Features

- Contact Details of ReCAAP FPs
- Latest Publications
- Incident Reporting by Ship/Shipping Company
(to FPs, ReCAAP ISC)

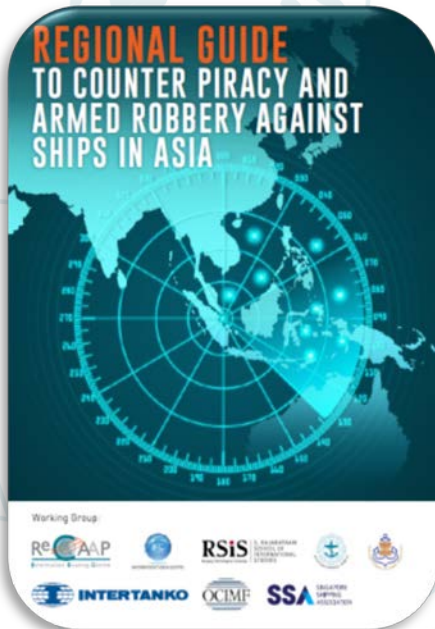
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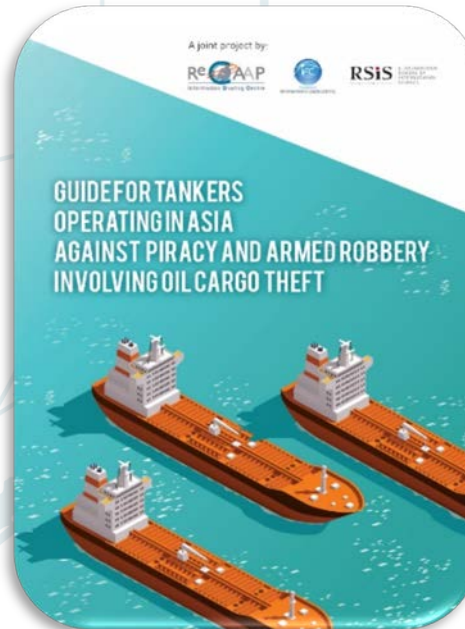
Deliverables of ReCAAP ISC

Guidebooks

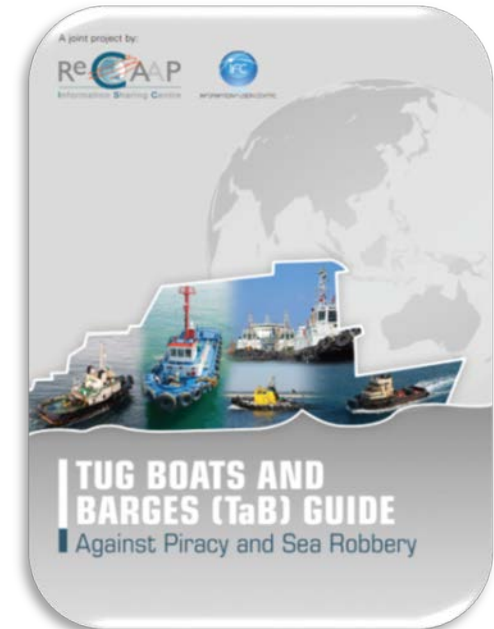
- ❖ Produce practical Guides on risk assessment, ship protection measures, reporting contacts etc.



<Regional Guide for Asia>



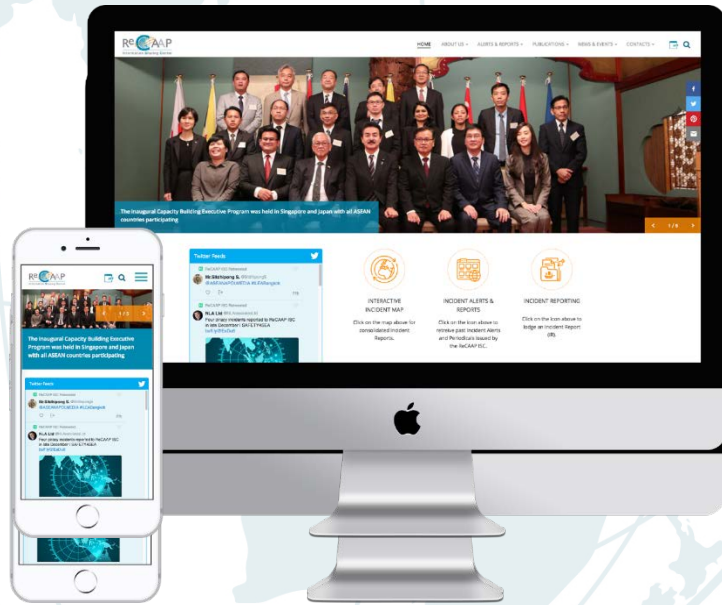
<Tankers Guide>



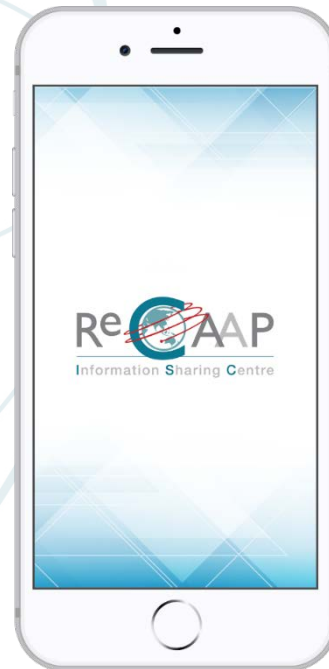
<Tug boats & barges Guide>

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