



## NEWS RELEASE – FOR IMMEDIATE RELEASE

January 16, 2018

### **ReCAAP ISC Urges Heightened Vigilance as Total Number of Incidents of Piracy and Armed Robbery against Ships in Asia Increased in 2017 Compared to 2016**

*Annual Report (January-December 2017) released at 9<sup>th</sup> Nautical Forum, ReCAAP ISC's annual dialogue with maritime, diplomatic and business communities*

The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia Information Sharing Centre (ReCAAP ISC) today released its Annual (January-December 2017) Report at the 9<sup>th</sup> Nautical Forum held in Singapore.

Highlights of the ReCAAP ISC Annual Report (January-December 2017), whose information is verified by the respective government agencies, also known as Focal Points, and regional authorities, include:

#### Overall Summary

- There was an **increase** in the number of incidents reported in 2017 compared to 2016
- A total of **101** incidents (comprising 89 actual incidents and 12 attempted incidents) were reported in 2017 compared to **85** incidents in 2016
- This accounted for a **19% increase** in the number of incidents reported in 2017 compared to 2016
- Of the incidents reported in 2017, the **majority**, i.e. 85 (84%) were **armed robbery against ships**, while 16 (16%) were piracy incidents
- Two-thirds of the incidents occurred at anchor/berth (68 incidents), while one-third of the incidents occurred on board ships while underway (33 incidents)

#### Improvements

- There was a **decrease** in number of incidents at ports and anchorages in **India, Malaysia and Vietnam** compared to 2016
- There was a **decrease** in the number of incidents of **abduction of crew** in the **Sulu-Celebes Seas** in 2017 (3 actual incidents) compared to 2016 (10 actual incidents)

- In terms of the severity level of incidents, there was a **decline** in the number of the most severe incidents (**CAT 1**) in 2017 compared to the past three years (2014-2016)
  - The number of **CAT 1** incidents has **reduced by more than 50%** in 2017 (6 incidents) compared to 2016 (13 incidents).

### Areas of Concern

- The following areas saw an increase in incidents in 2017
  - Ports/anchorage in **Chittagong and off Kutubdia Island, Bangladesh** (11 incidents)
  - Ports/anchorage in **Batangas and Manila, Philippines** (17 incidents)
  - **South China Sea** (anchored & underway) (12 incidents)
  - **Straits of Malacca & Singapore** (9 incidents)
- Also of concern was the continued occurrence of abduction of crew in the **Sulu-Celebes Seas**, although the latest actual incident was in March 2017 (3 incidents in 2017 compared to 10 in 2016)
- There was also occurrence of hijacking of ship for theft of oil cargo (3)

The annual statistics and analysis were shared at the 9<sup>th</sup> Nautical Forum held today in Singapore, jointly organized by ReCAAP ISC, the Maritime and Port Authority of Singapore and the Singapore Shipping Association.

In addition to the 2017 statistics, topics discussed at the forum included:

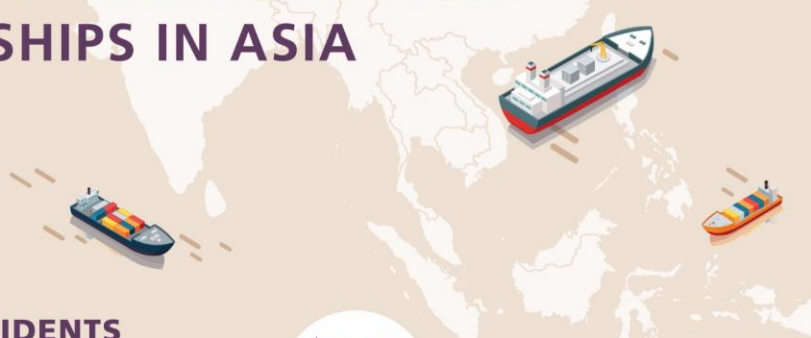
- 'Update of the abduction of crew in the Sulu-Celebes Seas' by LT Al-Hafidz Bih, Assistant Deputy Chief of Coast Guard Staff for Intelligence, Security and Law Enforcement (CG-2) of the Philippines Coast Guard
- 'Incidents of Oil Cargo Theft' by CAPT Sahapon Praserttheeraphong, Deputy Director, Maritime Law Enforcement Operations Division, Naval Operations Department and attached to Plan and Policy directorate of the Thailand Maritime Enforcement Coordinating Centre (Thai-MECC)
- 'Perspective on Piracy in Africa and Asia' by Mr. Malcolm Brown, Director, UK National Maritime Information Centre, who is also UK Governor to the ReCAAP ISC Governing Council

The 9<sup>th</sup> Nautical Forum saw more than 150 participants from shipping companies, industry associations, government/regulatory agencies, diplomatic missions as well as academic institutions.

"While the number of incidents in 2017 continue to be among the lowest in the past decade, the increase that occurred over the last year is a reminder that there is no room for complacency in the fight against piracy and armed robbery against ships, and underscores the need for enhanced vigilance among all stakeholders," said Masafumi Kuroki, Executive Director of ReCAAP Information Sharing Centre.

"The capacity of the maritime enforcement authorities is critical in dealing with the threat of piracy and sea robbery, and ReCAAP ISC will continue to work with our Focal Points and other enforcement agencies through our capacity building programs to help them become more effective," Masafumi Kuroki added

# PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA 2017



## NUMBER OF INCIDENTS (2008 – 2017)



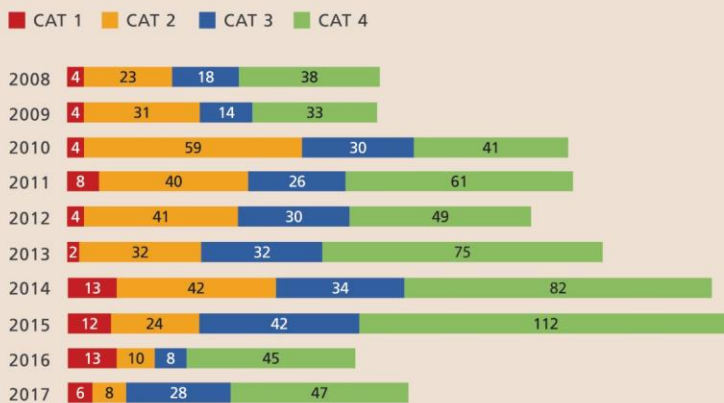
**↑19%**  
COMPARED TO 2016

**101** INCIDENTS  
85 Armed robbery against ships  
16 Piracy incidents

**89** ACTUAL INCIDENTS

**12** ATTEMPTED INCIDENTS

## SIGNIFICANCE LEVEL OF INCIDENTS (2008 – 2017)



## STATUS OF SHIPS

**68** INCIDENTS  
On board ships at anchor/berth

**33** INCIDENTS  
On board ships while underway



## SUMMARY OF VIOLENCE AND ECONOMIC FACTORS OF ACTUAL INCIDENTS



### NUMBER OF PERPETRATORS

Majority in groups of 1 to 6 men



### TYPE OF WEAPONS USED

50% not armed/not reported, 33% armed with knives/machetes, 7% armed with guns & knives



### TREATMENT OF CREW

No injuries reported in most incidents, except abduction of crew incidents



### TYPE OF ECONOMIC LOSSES

Mainly ship stores, engine spares and unsecured items

## OF CONCERN IN 2017

- Ports/anchorage in Chittagong and off Kutubdia Island, Bangladesh (11)
- Ports/anchorage in Batangas and Manila, Philippines (17)
- South China Sea (anchored and underway, 12)
- Straits of Malacca and Singapore (9)
- Abduction of crew in Sulu-Celebes Sea and off waters in Eastern Sabah (3)
- Occurrence of hijacking of ship for theft of oil cargo (3)

## IMPROVEMENTS

At ports/anchorage in India, Malaysia and Vietnam

## ABDUCTION OF CREW

In Sulu-Celebes Sea and off waters in Eastern Sabah (2017)

**3**

### ABDUCTION INCIDENTS

Fishing banca, *Giang Hai*,  
*Super Shuttle Tug 1*

**4**

### ATTEMPTED INCIDENTS

*Ocean Kingdom*, *Donghae Star*,  
*Phu An 268*, *Doña Annabel*

Last actual incident in March 2017 and last attempted incident in April 2017

## CURRENT STATUS SINCE ABDUCTION IN MARCH 2016

- 59** Abducted
- 43** Released/rescued
- 7** Killed
- 9** In captivity



## ReCAAP ISC'S ADVISORY TO SHIPS

Re-route where possible, otherwise:

- Exercise enhanced vigilance
- Conduct risk assessment
- Adopt piracy countermeasures to mitigate risk
- Make timely reporting
- Maintain communication

## CONCLUSION

- Increase in number of incidents in 2017 compared to 2016, and more need to be done in certain locations
  - Bangladesh, Philippines, South China Sea and Straits of Malacca and Singapore
- Abduction of crew and theft of oil cargo remain a concern in 2017
  - Abduction of crew still occurred although decreased
  - Theft of oil cargo continued
- ReCAAP ISC reiterates collective and shared responsibility among authorities and shipping industry

## **Media Contact**

David Lee

E-mail: [david\\_lee@recaap.org](mailto:david_lee@recaap.org)

Tel: +65 6376-3091

## **About ReCAAP Information Sharing Centre (ReCAAP ISC)**

The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) is the first regional government-to-government agreement to promote and enhance cooperation against piracy and armed robbery against ships in Asia. The Agreement entered into force on September 4, 2006 with 14 Asian countries as Contracting Parties, and the Information Sharing Centre was established on November 29, 2006. To date, 20 States (14 Asian countries, 4 European countries, Australia, the USA) have become Contracting Parties to ReCAAP. To fulfil its vision as the Information Hub for combating piracy and armed robbery against ships in Asia, ReCAAP ISC enhances regional cooperation through information sharing, capacity building and cooperative arrangements. For more information about ReCAAP ISC, please visit <http://www.recaap.org>