

2008

● ANNUAL RESEARCH REPORT



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EXECUTIVE SUMMARY



EXECUTIVE SUMMARY

There has been a decrease in the total number of incidents of piracy and armed robbery against ships in Asia in 2008 compared to the past four years (2004-2007). Overall, the decrease in the total number of reported incidents in 2008 was largely due to the decrease in the number of attempted incidents which was the largest yearly decrease since 2006. The decline in the total number of reported incidents was most evident in the ports and anchorages of Indonesia and the port of Chittagong, Bangladesh.

The decrease in the actual number of incidents from 2007 to 2008 occurred in Category I (very significant) incidents. Of

the four Category I incidents reported in 2008, two were incidents of hijacking and two were incidents involving members of the crew being killed. In the two hijacking incidents, the culprits were arrested, the crew rescued and the hijacked ships recovered. The greatest increase in the actual incidents from 2007 to 2008 occurred in the Category 2 (moderately significant) incidents. The number of Category 3 (less significant) incidents has remained fairly consistent between 2006 and 2008.

In 2008, 92% of incidents reported at anchorages and at berth involved robbers operating in small groups of one to six men.

The incidents in 2008 were generally less violent compared to those in the previous four years (2004-2007). Incidents involving assault and taking members of the crew hostage occurred less frequently in 2008 compared to previous years.

Theft of ship stores and engine spares made up a higher proportion of incidents reported in 2008. However, there has been a significant increase in the number of incidents that reported loss of cash and properties in 2008 compared to 2005-2007.

PART ONE

DEFINITIONS &
METHODOLOGY USED



PART ONE

DEFINITIONS & METHODOLOGY USED

1.1 DEFINITIONS ADOPTED BY RECAAP INFORMATION SHARING CENTRE

The definitions of piracy and armed robbery against ships adopted by the ReCAAP Information Sharing Centre (ISC) are in accordance with the ReCAAP Agreement, wherein:

Piracy, in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS), is defined in Article I (Definitions) of the ReCAAP as:

- (1) For the purpose of this Agreement, “piracy” means any of the following acts:
- (a) any illegal act of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:
 - (i) on the high seas, against another ship, or against persons or property on board such ship;
 - (ii) against a ship, persons or property in a place outside the jurisdiction of any State;

- (b) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;
- (c) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

Armed Robbery, in accordance with the Code of Practice for the Investigations of Crime of Piracy and Armed Robbery against Ships of International Maritime Organisation (IMO) (MSC/Circ. 984, Article 2.2), is defined in Article I (Definitions) of the ReCAAP as:

- (2) For the purpose of this Agreement, “armed robbery against ships” means any of the following acts:
- (a) any illegal act of violence or detention, or any act of depredation,

committed for private ends and directed against a ship, or against persons or property on board such ship, in a place within a Contracting Party’s jurisdiction over such offences;

- (b) any act of voluntary participation in the operation of a ship with knowledge of facts making it a ship for armed robbery against ships;
- (c) any act of inciting or of intentionally facilitating an act described in subparagraphs (a) or (b).

PART ONE

DEFINITIONS & METHODOLOGY USED

1.2 METHODOLOGY FOR CLASSIFYING INCIDENTS

To provide some perspective on incidents of piracy and armed robbery, the ReCAAP ISC evaluates the significance of each incident in terms of two factors - the level of violence and the economic loss incurred. The indicators for these two factors are as follows:

a. **Violence Factor.** This factor refers to the intensity of violence in an incident, and the three indicators used to determine this are:

- (1) **Type of weapons used.** Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered more violent.
- (2) **Treatment of the crew.** Incidents where pirates/robbers kill or kidnap crew are deemed to be more violent compared to petty thieves who flee upon being noticed. Other cases could include threatening the crew, assault, or serious injury.

(3) **Number of pirates/robbers engaged in an attack.** As a rule, an incident where a larger number of pirates/robbers were involved would be considered more significant as having a larger capacity (as well as probability) for use of force. A larger number of pirates/robbers may also indicate the involvement of gangs or organised syndicates rather than petty and opportunistic pirates who generally operate in small groups.

b. **Economic Factor.** This factor takes into consideration the type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo on board or theft of the vessel.

Using these indicators, the ReCAAP ISC categorises all actual incidents into one of the three categories to determine their overall significance.

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

This classification of incidents allows the ReCAAP ISC to provide some perspective of the piracy and armed robbery situation in Asia.

I.3 NOTE ON MAPS USED TO DEPICT LOCATION OF INCIDENTS

The maps used in the ReCAAP ISC's reports are not drawn to scale and the locations of incidents depicted are therefore approximations.

I.4 ACKNOWLEDGEMENTS

The ReCAAP ISC makes use of various sources of information in producing its reports. The primary source is the ReCAAP ISC's Information Network System (IFN). Where necessary, the ReCAAP ISC leverages other secondary sources of information, including those from the International Maritime Organisation (IMO), the International Chamber of Commerce-International Maritime Bureau (ICC-IMB), ship owners/operators and other publicly available sources to facilitate analysis on patterns and trends, and to make recommendations. The ReCAAP ISC makes every effort to acknowledge these sources.

PART TWO

ANNUAL REPORT
FOR 2008



PART TWO

ANNUAL REPORT FOR 2008

2.1 ANALYSIS OF INCIDENTS REPORTED DURING OCTOBER-DECEMBER 2008

2.1.1 Number of Reported Incidents

A total of 25 incidents were reported between October 2008 and December 2008. Of these, eight incidents were reported in October 2008, 10 incidents in November 2008 and seven incidents in December 2008. The number of actual incidents reported between October 2008 and December 2008 was highest compared to the first three quarters of 2008. However, the number of attempted incidents reported during the period October-December 2008 was lowest among the four quarters of 2008. Please refer to Table 1.

2.1.2 Significance Level of Reported Incidents

During the period October-December 2008, 24 actual incidents were reported compared to 23 incidents reported during July-September 2008, 21 incidents during April-June 2008 and 15 incidents during

January-March 2008. Notably, the highest number of Category 2 incidents occurred during the period October-December 2008 compared to the first three quarters of 2008. A total of 10 Category 2 incidents were reported during October-December 2008

compared to four Category 2 incidents reported during July-September 2008, six Category 2 incidents during April-June 2008 and one Category 2 incident during January-March 2008. Please refer to Table 2.

Incidents	Oct 08	Nov 08	Dec 08	4th Qtr (Oct- Dec 08)	3rd Qtr (Jul- Sep 08)	2nd Qtr (Apr- Jun 08)	1st Qtr (Jan- Mar 08)	2008
Actual	8	9	7	24	23	21	15	83
Attempted	0	1	0	1	3	4	5	13
Total	8	10	7	25	26	25	20	96

Table 1 - Actual and attempted incidents (January-December 2008)

	Oct 08	Nov 08	Dec 08	4th Qtr (Oct- Dec 08)	3rd Qtr (Jul- Sep 08)	2nd Qtr (Apr- Jun 08)	1st Qtr (Jan- Mar 08)	2008
Category 1	0	0	0	0	1	2	1	4
Category 2	5	4	1	10	4	6	1	21
Category 3	3	5	6	14	18	13	13	58
Total	8	9	7	24	23	21	15	83

Table 2 - Significance level of actual incidents (January-December 2008)

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ANNUAL REPORT FOR 2008

2.1.3 Location of Reported Incidents

The ReCAAP ISC notes that there has been an increase in the number of actual incidents reported in Southeast Asia during the period October-December 2008 compared to the first three quarters of 2008. The increase was most evident in the Straits of Malacca and Singapore and off Pulau Tioman, Malaysia. During October-December 2008, four incidents were reported in the Straits of Malacca and Singapore, and seven incidents off Malaysia. Table 3 shows the location of incidents reported in 2008.

In contrast, the number of incidents reported in South Asia, including Bangladesh and India was highest during the period January-March 2008 compared to the last three quarters of 2008.

Location	Oct 08		Nov 08		Dec 08		4th Qtr (Oct- Dec 08)		3rd Qtr (Jul- Sep 08)		2nd Qtr (Apr- Jun 08)		1st Qtr (Jan- Mar 08)		2008	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
South Asia																
■ Bangladesh			1		2		3		1		3	2	3		10	2
■ India									3		1	1	6		10	1
Sub-total			1		2		3		4		4	3	9		20	3
Southeast Asia																
■ Indonesia	1		2		1		4		9		8		3	1	24	1
■ Malaysia	2		2		3		7		2		2		1		12	
■ Vietnam	2		1		1		4		4	1	2		1		11	1
■ South China Sea	1						1		1	1	2			1	4	2
■ Straits of Malacca and Singapore	2		2				4		1	1	1	1		2	6	4
■ Philippines			1	1			1	1	2		2		1	1	6	2
Sub-total	8	0	8	1	5		21	1	19	3	17	1	6	5	63	10
Overall Total	8	0	9	1	7	0	24	1	23	3	21	4	15	5	83	13
	8		10		7		25		26		25		20		96	

Table 3 - Location of incidents (January-December 2008)

2.1.4 Status of Ships

Of the 25 incidents reported between October 2008 and December 2008, 17 occurred while the ships were at anchor/berth and eight while the ships were under way (or steaming). Table 4 shows the status of ships during actual and attempted incidents. This trend of incidents occurred mostly when ships were at anchor/berth has been observed throughout the four quarters of 2008. In 2008, more than 80% of incidents involving ships at anchor/berth took place at ports and anchorages of Bangladesh, India, Indonesia and Vietnam. One third of incidents involving ships that were under way occurred in the Straits of Malacca and Singapore.

Location	Oct 08		Nov 08		Dec 08		4th Qtr (Oct-Dec 08)		3rd Qtr (Jul-Sep 08)		2nd Qtr (Apr-Jun 08)		1st Qtr (Jan-Mar 08)		2008	
	Berthed/ Anchored	Steaming	Berthed/ Anchored	Steaming	Berthed/ Anchored	Steaming	Berthed/ Anchored	Steaming	Berthed/ Anchored	Steaming	Berthed/ Anchored	Steaming	Berthed/ Anchored	Steaming	Berthed/ Anchored	Steaming
South Asia																
■ Bangladesh			1		2		3		1		5		3		12	
■ India									3		2		5	1	10	1
■ Sub-total			1		2		3		4		7		8	1	22	1
Southeast Asia																
■ Indonesia		1	2		1		3	1	9		3	5	2	2	17	8
■ Malaysia	2		2		2	1	6	1	1	1	2	1		8	4	
■ Vietnam	2		1		1		4		5		2		1	12		
■ South China Sea		1						1		2		2		1		6
■ Straits of Malacca and Singapore		2		2				4		2		2		2		10
■ Philippines			1	1			1	1	2		1	1		2	4	4
■ Sub-total	4	4	6	3	4	1	14	8	17	5	6	12	4	7	41	32
Overall Total	4	4	7	3	6	1	17	8	21	5	13	12	12	8	63	33
	8		10		7		25		26		25		20		96	

Table 4 - Status of ships (January-December 2008)

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Incidents involving ships at anchor/berth were generally less significant (Category 3) incidents. Of the 59 actual incidents reported in 2008 involving ships at anchor/berth, 53 were Category 3 incidents and six were Category 2 incidents. Incidents involving ships under way have generally been more significant, and were classified as either Category 1 or Category 2 incidents. In 2008, four of the 24 actual incidents were Category 1 incidents, 15 were Category 2 incidents and five were Category 3 incidents. Refer to Chart 1.

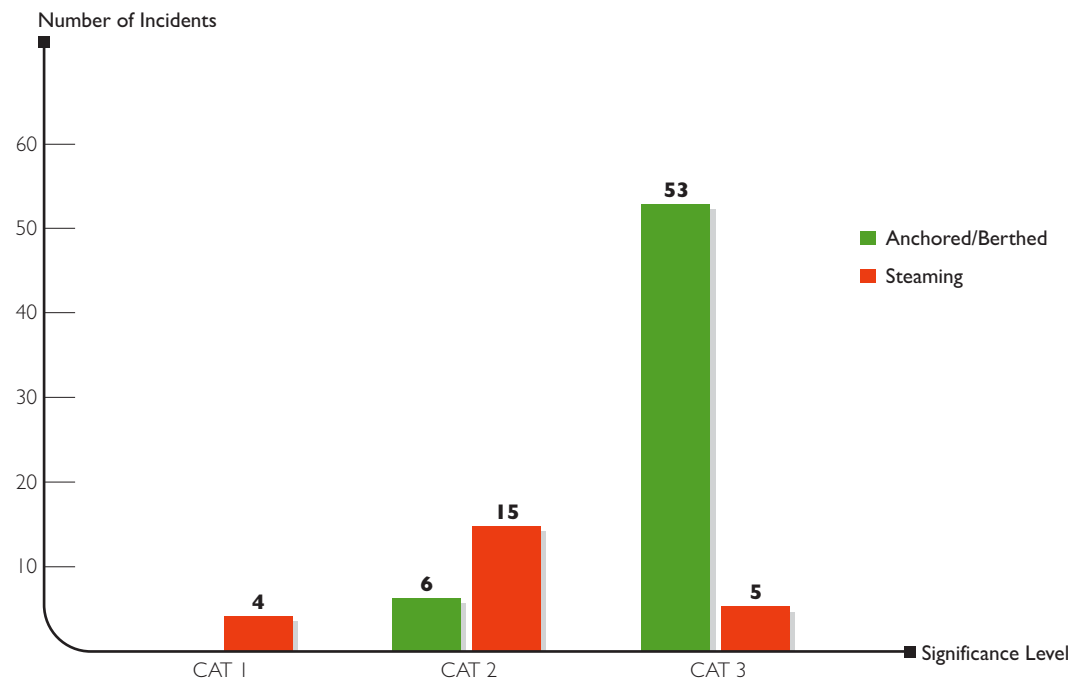


Chart 1 - Status of ships vs significance level (2008)

Between October 2008 and December 2008, tankers were targeted more frequently compared to other type of ships. Of the 25 incidents reported during the period October-December 2008, eight involved tankers, five involved container ships and four involved bulk carriers. Please refer to Table 5 on the type of ships involved in actual and attempted incidents during 2008.

The ReCAAP ISC notes that tug boats were targeted most frequently during the period October-December 2008 compared to the first three quarters of 2008. Four out of 25 incidents (16%) involved tug boats during the period October-December 2008 compared to two out of 26 incidents (8%) during July-September 2008, three out of 25 incidents (12%) during April-June 2008 and two out of 20 incidents (10%) during January-March 2008.

	Oct 08	Nov 08	Dec 08	Oct-Dec 08	Jul-Sep 08	Apr-Jun 08	Jan-Mar 08	2008
General Cargo	1	1	1	3	2	3	4	12
Bulk Carrier		2	2	4	5	1	4	14
Container Ship	3	2		5	5	7	2	19
Chemical Tanker	1		1	2	4	4	4	14
Oil Tanker						1	2	3
Product Tanker		2	1	3	1	1		5
Tug Boat/Barge	1	2	1	4	2	3	2	11
Fishing Boat/Trawler						1		1
Vehicle Carrier					1			1
LPG Tanker	1			1	3	1		5
Tanker (Unspecified)	1	1		2	2	1		5
Diving Support Vessel			1	1				1
VLCC							1	1
Passenger Ship						1	1	2
Research Support Vessel						1		1
Supply Vessel					1			1
Total	8	10	7	25	26	25	20	96

Table 5 - Type of ships involved (January-December 2008)

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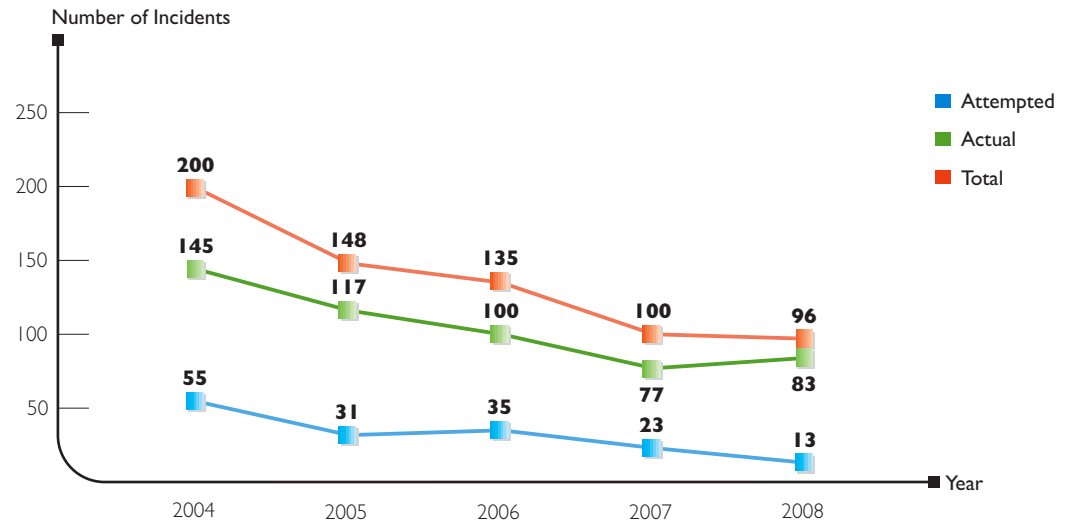
2.2 OVERALL ANALYSIS OF PATTERNS AND TRENDS OF INCIDENTS REPORTED BETWEEN JANUARY 2008 AND DECEMBER 2008

2.2.1 Number, Location and Significance of Reported Incidents

Number of Reported Incidents

A total of 96 piracy and armed robbery incidents were reported in Asia in 2008, of which 83 were actual incidents and 13 were attempted incidents. The total number of incidents reported in 2008 has decreased by 4% compared to 2007, the smallest yearly decrease since 2004. There were 100 incidents reported in 2007, of which 77 were actual incidents and 23 were attempted incidents.

The decrease in the total number of incidents in 2008 was due to the decrease in the number of attempted incidents. The number of attempted incidents has decreased by 43%, from 23 incidents in 2007 to 13 incidents in 2008. This is the largest yearly decrease in the number of attempted incidents since 2006. Please refer to Graph 1.



Graph 1 - Total number of incidents reported (2004-2008)

MAPS I TO 5

These maps are for illustrative purposes only. They do not contain all areas where piracy and armed robbery take place, and they may change over time. Please refer to the ReCAAP ISC reports for the latest information on incidents of piracy and armed robbery reported in Asia.



Map I: Location of All Incidents (January-December 2008)

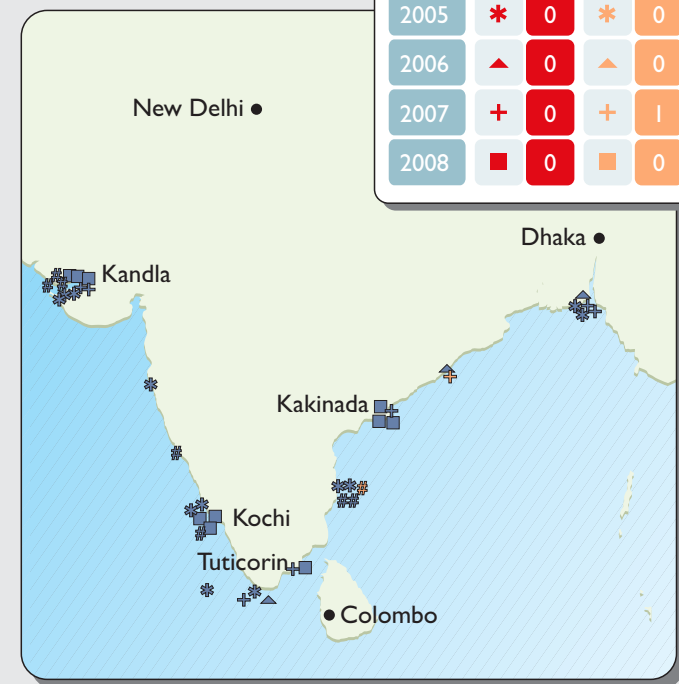
Legend

Actual CAT 1	●
Actual CAT 2	●
Actual CAT 3	●
Attempted	★

Map 2 - Map of actual incidents in the waters and ports off the Indian Sub Continent (2004-2008)

Although there has been an increase in the overall number of reported incidents in the Indian sub-continent between January 2008 and December 2008 compared to 2007, there is a decline in the significance level of these incidents. A total of 10 incidents (all Category 3 incidents) were reported in 2008. Of these, three incidents were reported in Kandla, three incidents in Kochi, three incidents in Kakinada and one incident in Tuticorin. In the incident that occurred in Tuticorin, the robbers were arrested and prosecuted. In 2007, eight incidents were reported (one Category 2 and seven Category 3) compared to 2006 when three incidents (all Category 3) were reported. A total of 12 incidents comprising all Category 3 incidents were reported in 2005 and eight incidents (one Category 2 and seven Category 3) were reported in 2004.

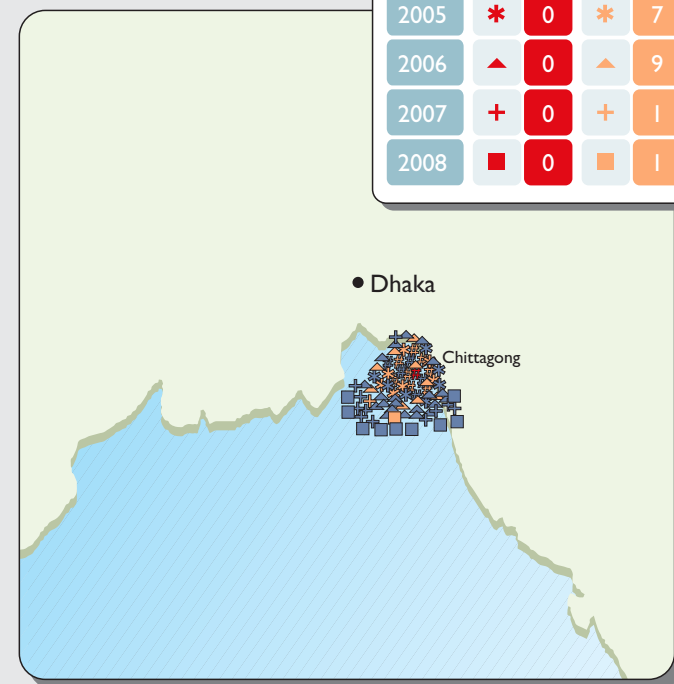
Legend	CAT 1	CAT 2	CAT 3
2004	# 0	# 1	# 7
2005	* 0	* 0	* 12
2006	▲ 0	▲ 0	▲ 3
2007	+ 0	+ 1	+ 7
2008	■ 0	■ 0	■ 10



Map 3 - Map of actual incidents in the port and anchorages of Chittagong, Bangladesh (2004-2008)

There has been an improvement in the situation in the port and anchorages of Chittagong, Bangladesh in 2008 compared to past four years. In 2008, 10 incidents (one Category 2 and nine Category 3) were reported compared to 12 incidents (one Category 2 and 11 Category 3) reported in 2007. A total of 30 incidents (nine Category 2 and 21 Category 3) were reported in 2006. This accounts for the largest number of incidents reported during the five years' period. In 2005, 15 incidents (seven Category 2 and eight Category 3) were reported and in 2004, 14 incidents comprising one Category 1, eight Category 2 and five Category 3 were reported. Notably, the reduction in the number of incidents was also accompanied by a decrease in their significance level. This can be attributed to the continued efforts by the Bangladesh authorities in enhancing security in and around the port of Chittagong.

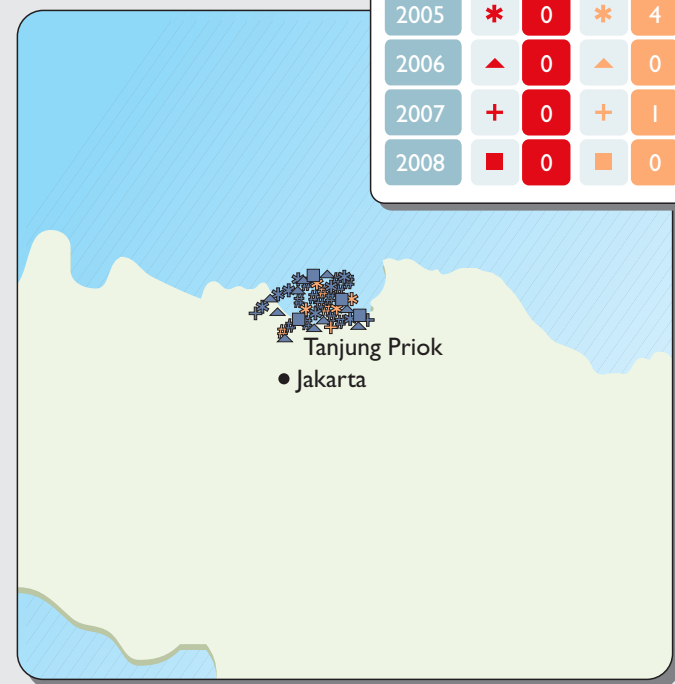
Legend	CAT 1	CAT 2	CAT 3
2004	# 1	# 8	# 5
2005	* 0	* 7	* 8
2006	▲ 0	▲ 9	▲ 21
2007	+ 0	+ 1	+ 11
2008	■ 0	■ 1	■ 9



Map 4 - Map of actual incidents in the Java Sea and surrounding areas of Tanjung Priok and Jakarta (2004-2008)

There has been a significant improvement in the situation in the area around Tanjung Priok and Jakarta in 2008 compared to the past four years. The reduction in the number of incidents was also corresponded by a reduction in the significance level. In 2008, only four Category 3 incidents were reported in the area compared to one Category 2 incident and two Category 3 incidents reported in 2007. In 2006, 10 Category 3 incidents were reported compared to 12 incidents (four Category 2 and eight Category 3) reported in 2005. The highest number of incident was reported in 2004 when 15 incidents were reported, of which three were Category 2 and 12 were Category 3 incidents.

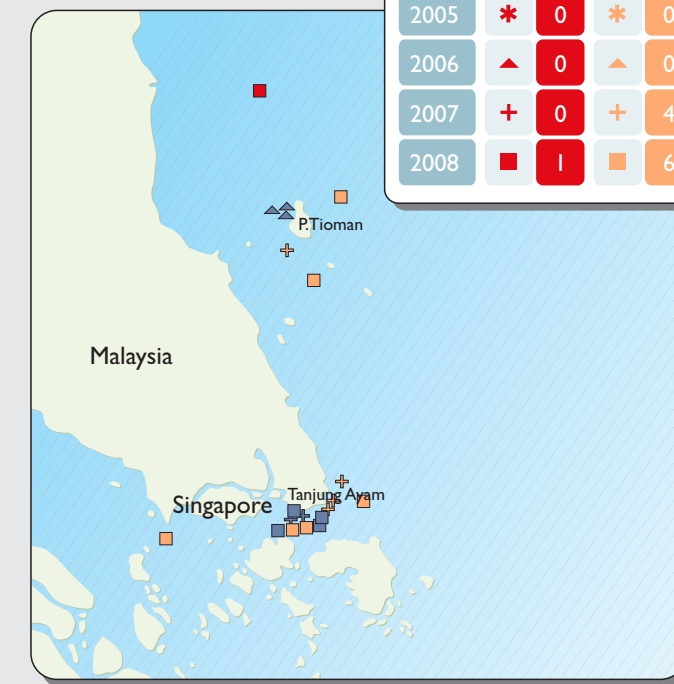
Legend	CAT 1	CAT 2	CAT 3
2004	# 0	# 3	# 12
2005	* 0	* 4	* 8
2006	▲ 0	▲ 0	▲ 10
2007	+ 0	+ 1	+ 2
2008	■ 0	■ 0	■ 4



Map 5 - Map of actual incident off the waters of Malaysia (2004-2008)

There has been an increase in activities off Tanjung Ayam, Johor and the vicinity of Pulau Tioman area in 2008 compared to the past four years. A total of 11 incidents (one Category 1, six Category 2 and four Category 3) were reported in 2008 compared to six incidents (four Category 2 and two Category 3) reported in 2007. The increase in the number of reported incidents in 2008 was also matched by an increase in the significance level. There were only three Category 3 incidents in 2006 and no incidents were reported in 2005 and 2004. The Malaysian authorities have increased their presence and enhanced surveillance in the region.

Legend	CAT 1	CAT 2	CAT 3
2004	# 0	# 0	# 0
2005	* 0	* 0	* 0
2006	▲ 0	▲ 0	▲ 3
2007	+ 0	+ 4	+ 2
2008	■ 1	■ 6	■ 4



Location of Reported Incidents

The decrease in the number of reported incidents was most evident in the ports and anchorages of Indonesia in 2008 compared to the past four years. A total of 25 incidents were reported in Indonesia in 2008 compared to 40 incidents reported in 2007, 49 incidents in 2006, 72 incidents in 2005 and 87 incidents in 2004. Table 6 shows the number of incidents reported in 2008 compared to the past four years. The increase in the number of incidents in 2008 was most prevalent in the Straits of Malacca and Singapore, off Pulau Tioman, south of Tanjung Ayam, Johor, Malaysia and the ports and anchorages of Vietnam. The ReCAAP ISC recommends continual monitoring and enforcement in these areas. Please refer to Maps 2 to 5.

	2008		2007		2006		2005		2004	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
East Asia										
■ China					1		4		3	
■ Sub-total					1		4		3	
South Asia										
■ Bangladesh	10	2	12	1	30	14	15	4	14	
■ India	10	1	8		3		12	2	8	4
■ Arabian Sea			1	3		1			3	
■ Bay of Bengal			1					1	1	1
■ Sri Lanka				1	1					
■ Sub-total	20	3	22	5	34	15	27	7	26	5
Southeast Asia										
■ Indonesia	24	1	33	7	39	10	62	10	70	17
■ Malaysia	12		7	1	10	1	2		7	2
■ Myanmar									1	
■ Vietnam	11	1	5		3		10		2	
■ Gulf of Thailand							1			
■ South China Sea	4	2	1	5	3		3	6	9	6
■ Straits of Malacca and Singapore	6	4	3	4	6	7	8	8	21	22
■ Thailand			1		1				3	1
■ Philippines	6	2	5	1	3	2			3	2
■ Sub-total	63	10	55	18	65	20	86	24	116	50
■ Overall Total	83	13	77	23	100	35	117	31	145	55
	96		100		135		148		200	

Table 6 - Location of incidents reported (2004-2008)

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Significance Level of Reported Incidents

Overall, there has been an increase in the number of actual incidents reported in 2008 compared to 2007. The number of actual incidents in 2008 has increased by 8% compared to 2007 (from 77 incidents in 2007 to 83 incidents in 2008). The greatest increase occurred in the Category 2 incidents. The number of Category 2 incidents reported in 2008 has increased by 40% compared to 2007. There is a slight decrease in the number of Category 1 incidents in 2008 compared to 2007. The number of Category 3 incidents has remained fairly consistent between 2006 and 2008. Of the 83 incidents reported in 2008, four were Category 1 incidents, 21 were Category 2 incidents and 58 were Category 3 incidents. In 2007, of the 77 incidents reported, five were Category 1 incidents, 15 were Category 2 incidents and 57 were Category 3 incidents. Chart 2 shows the significance level of reported incidents (2004-2008).

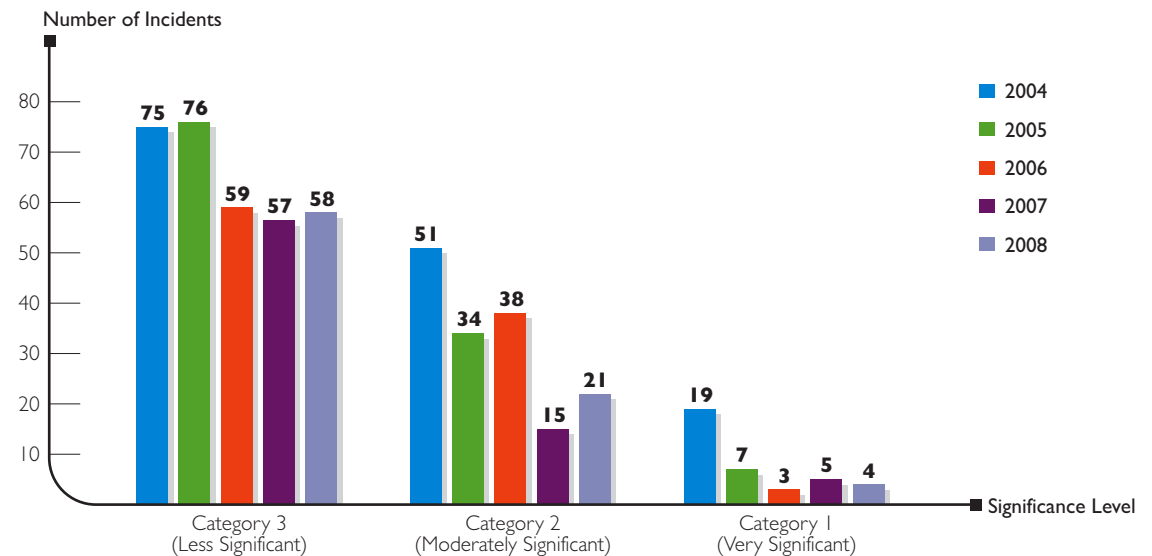


Chart 2 - Significance level of reported incidents (2004-2008)

2.2.2 Type of Ships

Tankers were most frequently involved in incidents compared to other type of ships in 2008 and 2007. In contrast, bulk carriers were most frequently involved in incidents between 2004 and 2006.

Of the 96 incidents reported between January 2008 and December 2008, 32 incidents involved tankers, 19 involved container ships, 14 involved bulk carriers and 12 involved general cargo ships. Incidents involving tankers occurred mostly at ports and anchorages of Indonesia, India and Vietnam. Of the 32 incidents involving tankers, three were Category 2 incidents involving ships while under way off Mangkai Island, Indonesia, off Tanjung Penawar, Malaysia and off Batu Berhenti, the Straits of Malacca and Singapore.

Notably, there has been an increase in the number of incidents involving tug boats. A total of 11 incidents out of 96 (11%) involving tug boats were reported in 2008 compared to seven incidents out of 100 (7%) in 2007, six incidents out of 135 (4%) in 2006, 12 out

of 148 (8%) in 2005 and 22 incidents out of 200 (11%) in 2004. Majority of incidents involving tug boats occurred while the boats were under way. Of the 11 incidents reported in 2008, one was a Category 1 incident, seven

were Category 2 incidents and three were Category 3 incidents. Majority of these incidents occurred off Pulau Tioman, Malaysia, in the Straits of Malacca and Singapore and in the South China Sea. Please see Chart 3 below.

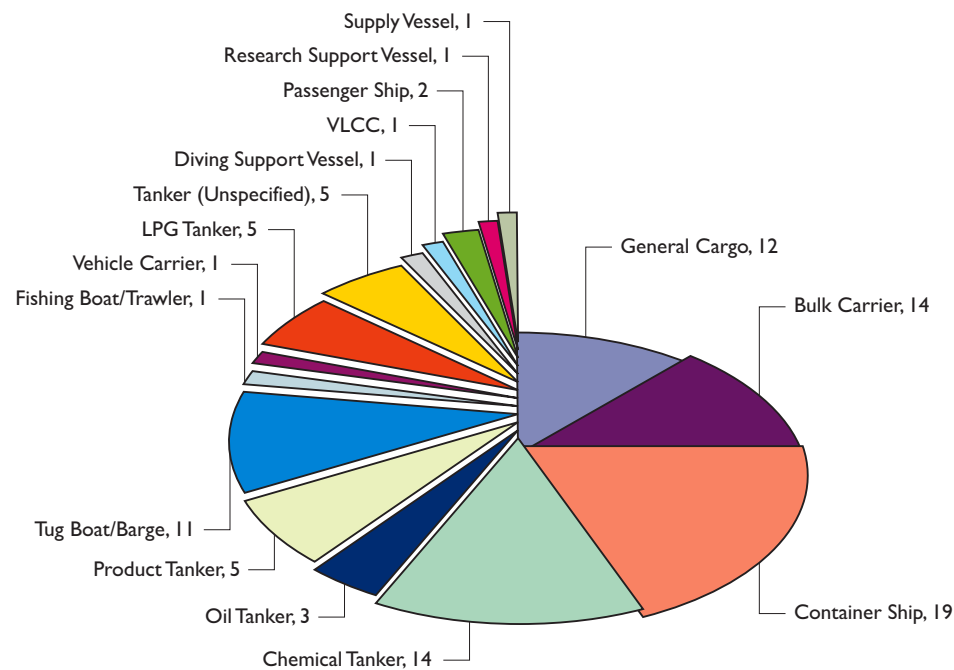


Chart 3 – Type of ships involved in reported incidents (2008)

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2.2.3 Status of Ships

Chart 4 shows the status of ships at the time of actual incidents. Majority of the incidents occurred while the ships were at anchor/berth throughout the five years' period (2004-2008). These incidents were usually petty theft incidents. The ReCAAP ISC notes that the proportion of incidents involving ships while under way in 2008 has increased compared to 2007. In 2008, 29% of the total number of incidents occurred while ships were under way compared to 19% in 2007.

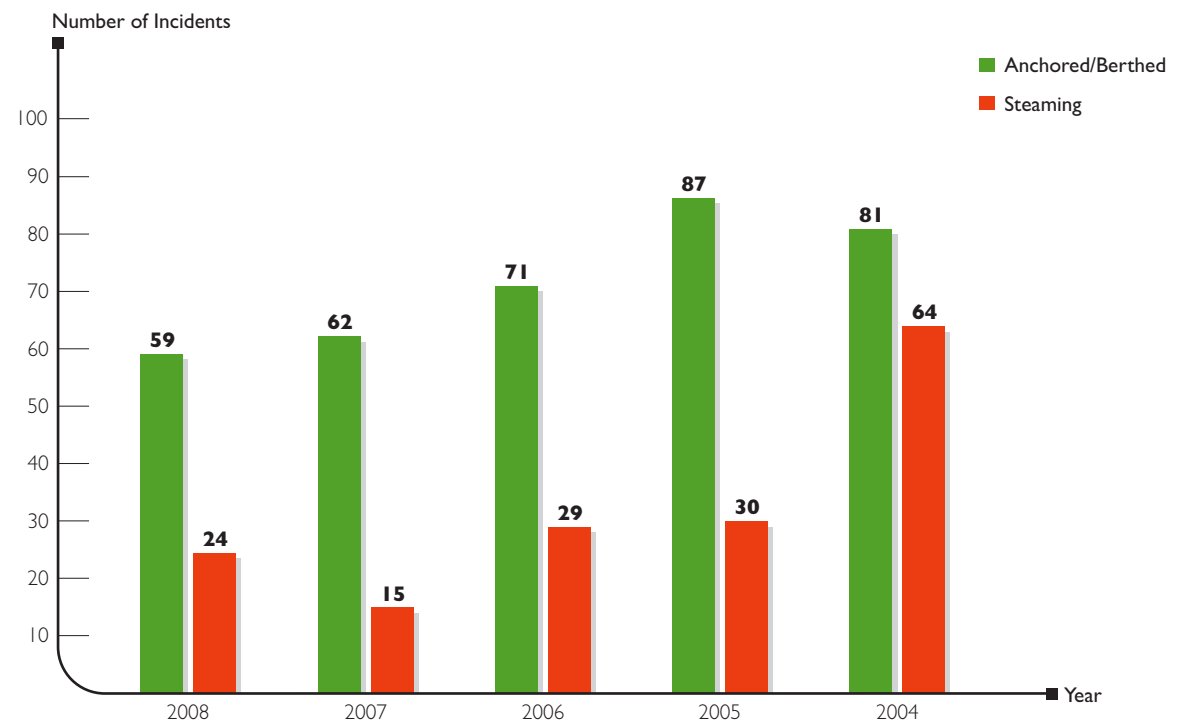


Chart 4 - Status of ships at the time of the incidents (2004-2008)

Incidents involving ships while under way have generally been more significant, and were either Category 1 or Category 2 incidents. An average of three out of every four incidents involving ships while under way were either Category 1 or Category 2 incidents. In 2008, 19 of the 24 incidents (79%) involving ships that were under way were either Category 1 or Category 2 incidents. Of the 19 incidents, four were Category 1 incidents and 15 were Category 2 incidents. In 2007, 11 of the 15 incidents (73%) were either Category 1 or Category 2 incidents, and in 2006, 22 of the 29 incidents (76%) were either Category 1 or Category 2 incidents. This declined to 63% (19 out of 30 incidents) in 2005. The greatest number was reported in 2004 where 51 of the 64 incidents (80%) involving ships that were under way were either Category 1 or Category 2 incidents. Refer to Chart 5.

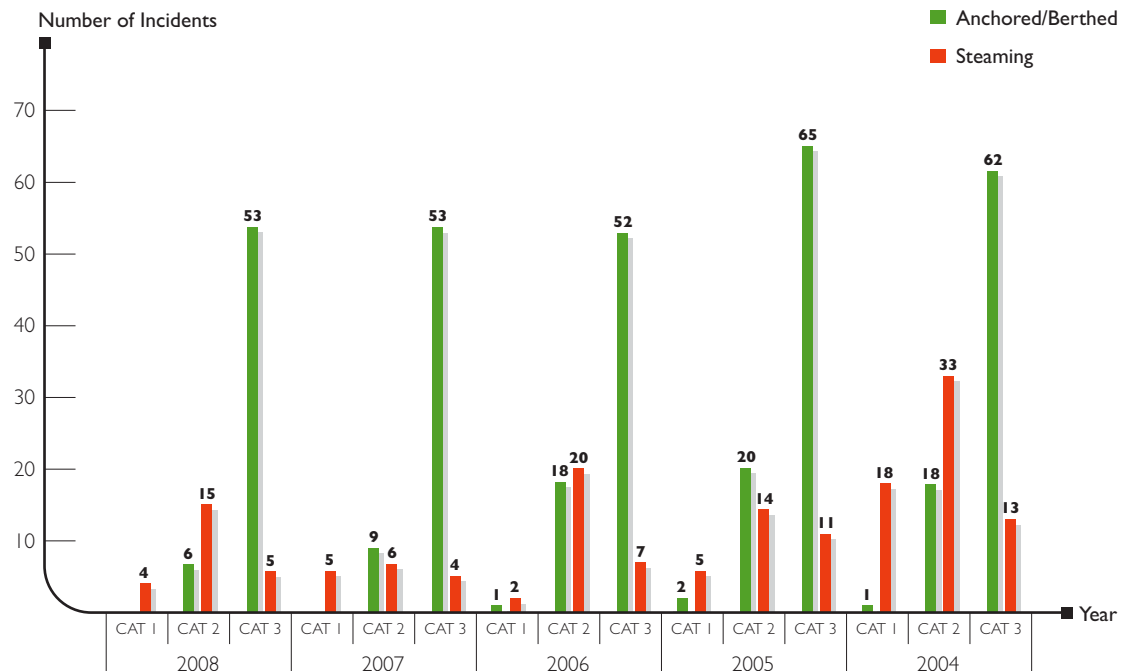


Chart 5 - Status of ships and significance level at the time of the incidents (2004-2008)

PART TWO

ANNUAL REPORT FOR 2008

2.3 ANALYSIS OF VIOLENCE FACTOR

2.3.1 Weapons Used

In incidents where type of weapons used were reported, knives were most commonly used by robbers throughout the period from 2004 to 2008. Refer to Chart 6 on the type of weapons used by robbers in actual incidents. The ReCAAP ISC observes that most of the robbers were armed with knives which were used to cut mooring ropes and other unsecured items on board the ships. The use of guns by robbers appeared to be least prevalent in 2008 compared to past four years. In 2008, nine out of 83 incidents (11%) involved the use of guns compared to 10 out of 77 incidents (13%) in 2007, 17 out of 100 incidents (17%) in 2006, 21 out of 117 incidents (18%) in 2005 and 30 out of 145 incidents (21%) in 2004.

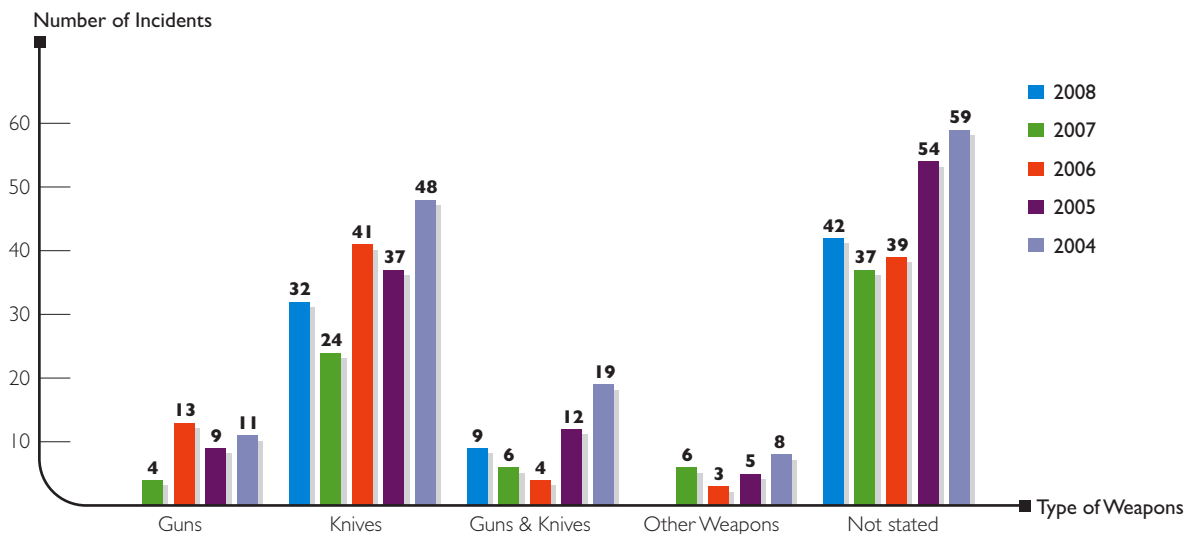


Chart 6 - Type of weapons used at the time of the incidents (2004-2008)

2.3.2 Treatment of Crew

Chart 7 shows the number of actual incidents where treatment of crew were reported. In 2008, there were two incidents in which members of the crew were killed. One involving a passenger boat, the *Baby Renze* while she was under way off Polillo Island, Philippines on 17 March 2008, and the other

involving another passenger boat, the *Al-Aziz* while she was en route from Jolo, Sulu to Laminusa Island, Philippines on 6 May 2008.

There was no incident of kidnap in 2008 compared to the past four years. However, there were two incidents of crew taken hostage. The first incident occurred on 13 February 2008 involving a Singapore-

registered container ship, the *Kota Tegap* at the anchorage of Chittagong, Bangladesh. Twelve robbers armed with knives and a revolver boarded the ship, tied up the deck watchman to the winch. The second incident occurred east of Kalimantan involving the hijacking of an Indonesian-registered tanker, the *Blue Ocean 7*. Two of the crew who had been taken hostage reportedly jumped overboard when the ship arrived at the port of Sandakan, and made a police report.

There were two incidents in 2008 where members of the crew were abandoned. On 2 May 2008, two Malaysian-registered fishing trawlers, the *KNF 7547* and the *KNF 7548* were hijacked and the crew was thrown overboard at a nearby island in Indonesia. On 7 September 2008, robbers hijacked the Singapore-registered tug boat, *Whale 7* and abandoned the crew on a remote beach on Pulau Tioman, before heading north towards Thailand.

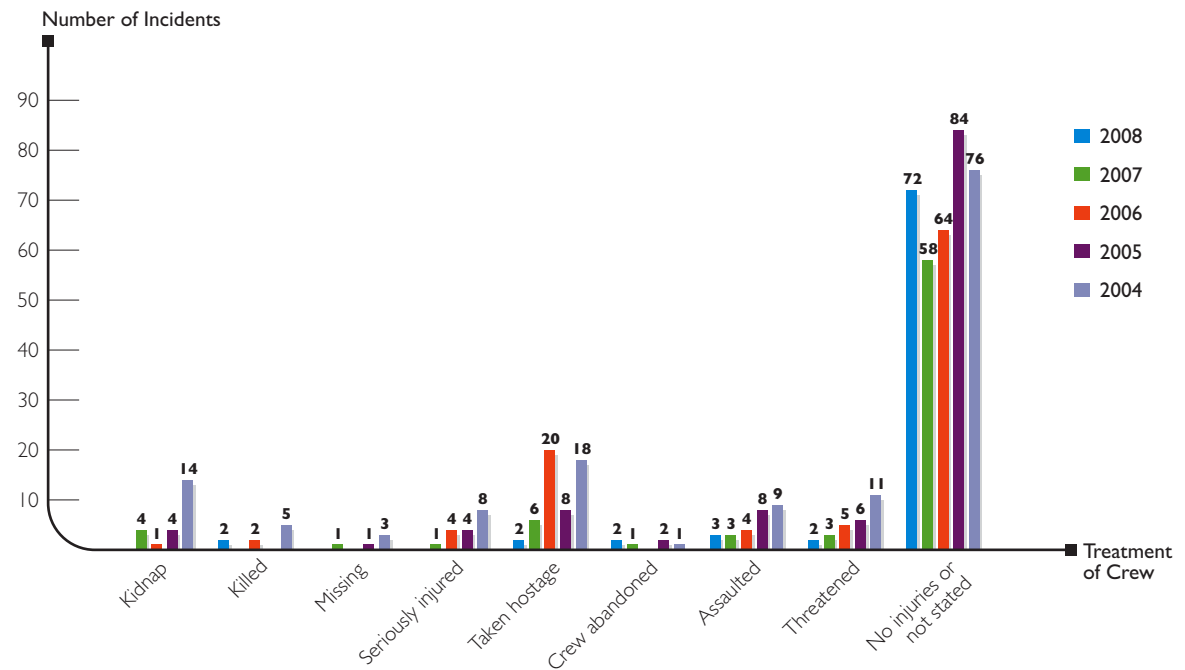


Chart 7 - Treatment of crew in actual incidents (2004-2008)

PART TWO

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2.3.3 Number of Robbers/Pirates

Chart 8 shows the reported number of robbers involved in actual incidents. In 2008, 92% of incidents reported at anchorages and at berth involved robbers operating in small groups of one to six men.

In 2008, groups of more than 9 robbers were involved in nine incidents compared to six incidents in 2007. Of the nine incidents, six involving ships while under way and three involving ships while at anchor. Of these, three were Category 1 incidents and six were Category 2 incidents. These incidents were:

- Hijacking of the tanker, *Blue Ocean 7* east of Kalimantan on 25 May 2008 (Category 1 incident)
- Hijacking of the tug boat, *Whale 7* north of Pulau Tioman, Malaysia on 7 September 2008 (Category 1 incident)
- Armed robberies on board the passenger boats, *MV Gaz Millennium* on 13 July 2008 (Category 2 incident) and *MV Victoria Strait* on 22 July 2008 at the Manila Anchorage, Philippines (Category 2 incident)

- Armed robberies on board the tug boat, *Wecoy 6* on 29 June 2008 (Category 2 incident) and the tug boat, *Entebe Star 21* on 1 December 2008 off Pulau Tioman (Category 2 incident)
- Armed robbery on board the passenger boat, *Al Aziz* on 6 May 2008 in Philippines (Category 1 incident)

- Armed robbery on board the bulk carrier, *Spar Cetus* on 13 April 2008 off Pulau Mangkai, Anambas Islands, Indonesia (Category 2 incident)
- Armed robbery on board the container ship, *Kota Tegap* on 13 February 2008 at the port of Chittagong, Bangladesh (Category 2 incident)

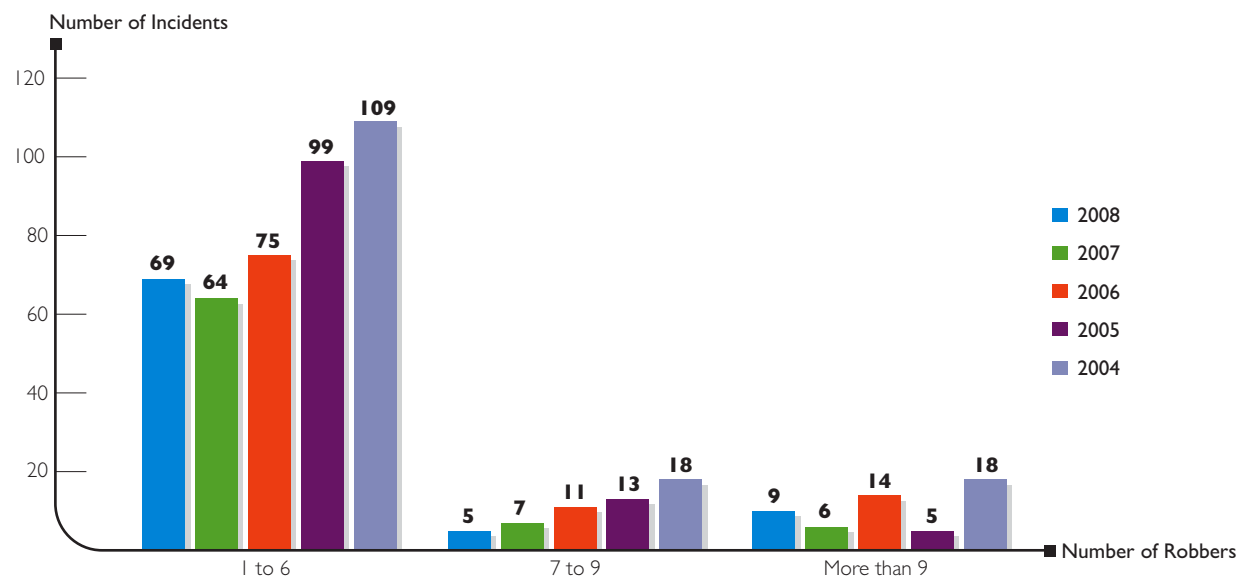


Chart 8 - Number of robbers involved in actual incidents (2004-2008)

2.3 ANALYSIS OF ECONOMIC FACTOR

In incidents where losses were reported, theft of ship stores and engine spares appeared to be most common in 2008. However, there has been a significant increase in the number of incidents which reported loss of cash and properties. A total of 20 incidents involving theft of cash and property were reported in 2008 compared to five incidents in 2007, 17 incidents in 2006 and eight incidents in 2005. Most of these incidents were Category 2 incidents. Of the 20 incidents in 2008, one was a Category 1 incident, 16 were Category 2 incidents and three were Category 3 incidents.

In 2008, there were three incidents of hijacking of ships and these were:

- Hijacking of the tug boat, *Whale 7* on 7 September 2008
- Hijacking of the tanker, *Blue Ocean 7* on 25 May 2008
- Hijacking of the fishing trawlers *KNF 7547*, *KNF 7548* on 2 May 2008

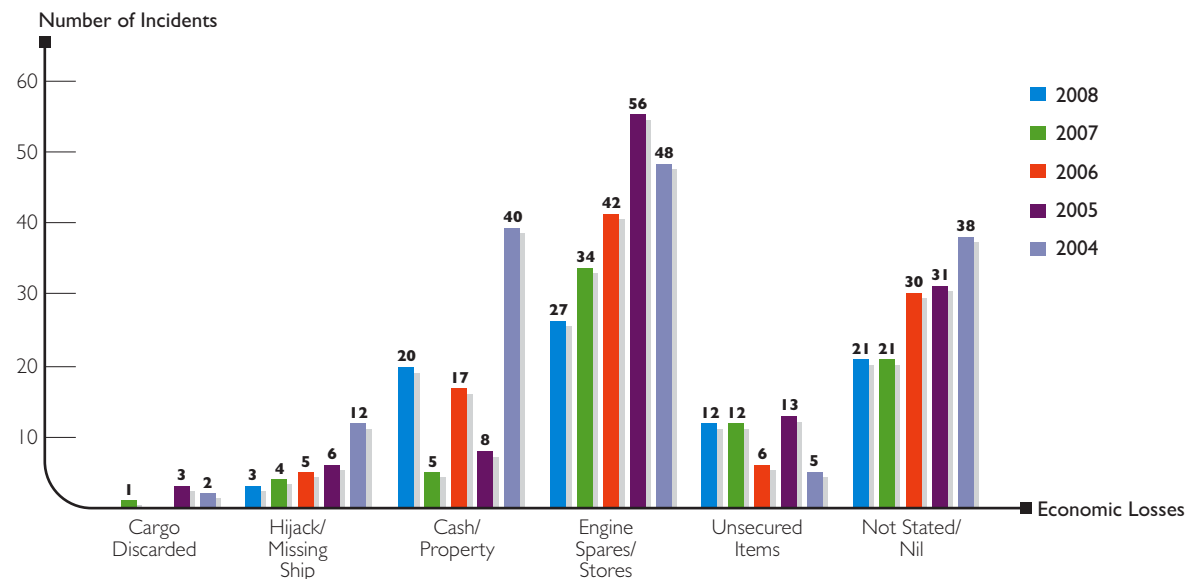


Chart 9 - Reported economic losses in actual incidents (2004-2008)

PART THREE

DETAILS OF SELECTED
INCIDENTS



PART THREE

DETAILS OF SELECTED INCIDENTS

3.1 INCIDENTS REPORTED OFF PULAU TIOMAN AND THE SOUTH CHINA SEA

3.1.1 Between January 2008 and December 2008, a total of seven incidents of armed robbery occurred in the vicinity off Pulau Tioman, Malaysia and the South China Sea. Of these, one was a Category 1 incident, five were Category 2 incidents and one was a Category 3 incident. The latest incident occurred on 1 December 2008 involving a Singapore-registered tug boat, the *Entebe Star 21*. Detail of the incident is described below.

Name of Ship	: <i>Entebe Star 21</i>
Type of Ship	: Tug boat
Flag of Ship	: Singapore
IMO Number	: 9336103
GT	: 229

3.1.2 On 1 December 2008 at about 2100 hrs, the *Entebe Star 21* was about 7.3 nm off Teluk Juara, East of Pulau Tioman at approximately 2° 51'N, 104° 19'E when 10 robbers boarded the tug boat. The robbers threatened the ship master and crew with knives, tied them with ropes and locked them in a cabin. The robbers took the crew's belongings including cash, mobile phones, digital camera and the ship's documents.

3.1.3 The 2nd Officer of the tug boat reported the incident to the boat's owner on 2 December 2008 at about 0215 hrs. The owner instructed the boat to continue its journey to their intended destination at Sricaca, Thailand. The master reported the incident to the local authorities at Kemaman, Trengganu on 4 December 2008. The delay in reporting of the incident by the ship master to the local authorities prevented the law enforcement agencies from taking immediate action to investigate the incident.

3.1.4 The ReCAAP Focal Point (Singapore) and the Malaysian Maritime Enforcement Agency (MMEA) reported the incident to the ReCAAP Information Sharing Centre (ISC).

PART THREE

DETAILS OF SELECTED INCIDENTS

Past Incidents

3.1.5 Of the seven reported incidents in 2008, three occurred off Pulau Tioman, Malaysia and four in the South China Sea (SCS). These were:

- Armed robbery on board the tug boat, the *Wecoy 6* on 29 June 2008 at 10 nm south of Pulau Tioman
- Hijacking of the tug boat, *Whale 7* on 7 September 2008 at 12 nm north of Pulau Tioman
- Armed robbery on board the tug boat, *Entebe Star 21* on 1 December 2008 east of Pulau Tioman
- Armed robbery on board the tug boat, *PU 2008* on 30 April 2008 south of Pulau Tioman, SCS
- Armed robbery on board the chemical tanker, *Red Wing* on 4 June 2008 in the SCS

- Armed robbery on board the bulk carrier, *JKM Muhieddine* on 30 September 2008 40 nm west of Pulau Mungkai, SCS

- Armed robbery on board chemical tanker, the *Sun Geranium* on 2 October 2008 70 nm north-east of Pulau Tioman, SCS

Follow-up Action by the Malaysian Authorities

3.1.6 The Malaysian authorities view the incidents off Pulau Tioman seriously and had increased their presence in the areas and provided enhanced surveillance.

Observations on the Modus Operandi of the Robbers

3.1.7 All incidents occurred while the ships were under way. Except for the incident involving the *Whale 7* which was a Category 1 incident, five were Category 2 incidents and one was a Category 3 incident. Please see approximate locations of the incidents in the following map. Although not conclusive, it appears that there is a pattern regarding the occurrence of these incidents.

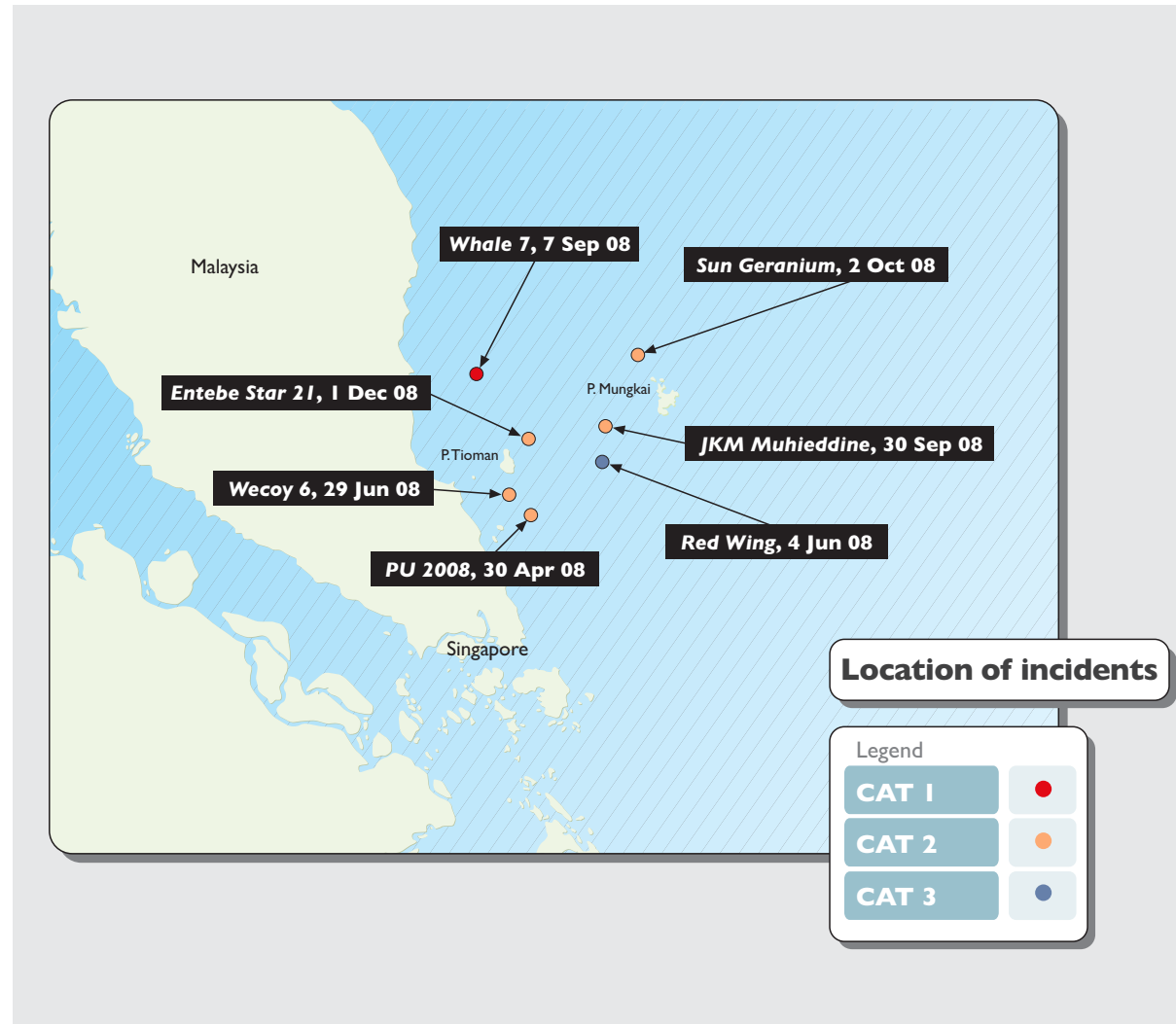
- **Type of Ship.** All three incidents reported off Pulau Tioman involved tug boats. Tug boats were known to be more vulnerable due to its slow speed and low free-board. For incidents occurred in the South China Sea, chemical tanker were targeted on two out of four incidents reported in 2008.

- **Weapon Used.** In all seven incidents, the robbers were commonly armed with knives. Some of them were armed with iron bars, pipes and axes as well.

- **Time of Operation.** All incidents occurred during hours of darkness. Half of the total number of incidents occurred between 2030 hrs and 2330 hrs, and the other half during 0130 hrs and 0350 hrs.

- **Number of Robbers.** Five of the seven incidents involved robbers of group between six to eight robbers. These incidents occurred in the SCS. The other two incidents involved more than 10 robbers, and these incidents occurred off Pulau Tioman.

- Economic Loss.** In all incidents, the robbers fled with the crew's cash, laptops, mobile telephones, personal cameras, and other personal belongings. It appeared that the robbers operating in these areas targeted at cash and personal properties instead of engine spares or stores.
- Treatment of Crew.** In four of the seven incidents, it was reported that the robbers tied the ship master and crew with ropes before they escaped with their cash and personal belongings. In the hijacking of the *Whale 7*, the robbers tied the crew, blindfolded and abandoned them at a remote beach on Pulau Tioman.



PART THREE

DETAILS OF SELECTED INCIDENTS

Conclusion

3.1.8 In most of the incidents, the robbers came alongside the ship in a speed boat during hours of darkness when the vessel was under way. They fled in their speed boats after stealing the crew's cash and other personal belongings. In two of the incidents, it was reported that the robbers took about 15 to 20 minutes for the entire operation of boarding the vessel, robbing the crew and escaping in their speed boats.

3.1.9 Although there is no conclusive evidence as yet, it appears that same groups of pirates/robbers were probably involved in the incidents off Pulau Tioman and the South China Sea.

Recommendations

3.1.10 The ReCAAP ISC encourages ship masters to report piracy and armed robbery incidents to the nearest RCC, coastal or port state authorities, whichever appropriate immediately after an actual or attempted attack. This is to facilitate follow-up action and investigation by the law enforcement agencies in response to the incident, and enable the authorities to issue precautionary warnings to ships operating in the vicinity and to be on lookout for suspicious boats.

3.1.11 Ship masters are advised to be more alert and take precautionary measures when operating in high risk area during hours of darkness. When under way, ship master should monitor all maritime safety information broadcasts for the area, and maintain radar and visual watch for speed boat trailing the ship.

3.2 INCIDENTS REPORTED IN PORTS AND ANCHORAGES OF VIETNAM

3.2.1 Between January 2008 and December 2008, 12 incidents (11 actual and one attempted) were reported in ports and anchorages of Vietnam. Of the 12 incidents, four occurred in July 2008, two in October 2008 and one each in January, April, June, September, November and December 2008. All incidents occurred while the ships were at anchor. The details of the incident that occurred on 25 December 2008 are described below.

Incident on board the *Eugenia B* on 25 December 2008

Name of Ship	: <i>Eugenia B</i>
Type of Ship	: Bulk carrier
Flag of Ship	: Malta
IMO Number	: 9166883
GT	: 26,778

3.2.2 On 25 December 2008 at about 0030 hrs, the Malta-registered bulk carrier, *Eugenia B* was anchored in the Saigon River at approximately 10° 41.22'N, 106° 45.6'E when a crew stationed on the ship's forecandle deck heard some noises. He conducted a search immediately. Two robbers were seen escaping. Upon investigation, it was discovered that the padlocks to the store were broken. However, nothing was stolen.

Past Incidents

3.2.3 The incident involving the *Eugenia B* was the 11th actual incident reported to have occurred in ports, anchorages and the surrounding waters of Vietnam in 2008. Please refer to the following map. All were Category 3 incidents of petty theft targeting at ship's stores and engine spares. The incidents were:

- Incident involving the container ship, *Syms Huashan* on 4 January 2008 at the anchorage of Halong Bay.
- Incident involving the LPG tanker, *Chelsea Bridge* on 21 April 2008 at the anchorage of Vung Tau.
- Incident involving the general cargo ship, *Jimeida* on 13 June 2008 at the inner anchorage of the port of Campha.
- Incident involving the container ship, *Marcompetition* on 1 July 2008 at Nha Be River, Ho Chi Minh.

PART THREE

DETAILS OF SELECTED INCIDENTS



- e. Incident involving the crude oil tanker, *Garden City River* on 1 July 2008 at the port of Vung Tau.
- f. Incident involving the bulk carrier, *CSL SAMS* on 25 July 2008 at the port of Go Dau, Vam Co Dong river.
- g. Incident involving the chemical tanker, *Rengganis* on 30 July 2008 at the anchorage of Vung Tau.
- h. Incident involving the container ship, *Sumire* on 13 October 2008 at the anchorage of Vung Tau.
- i. Incident involving the container ship, *Ocean Mermaid* on 26 October 2008 at the Vict port, Ho Chi Minh.
- j. Incident involving the general cargo ship, *BBC Orinoco* on 29 November 2008 at the outer anchorage of Vung Tau.

Observations

3.2.4 There has been a significant increase in the number of incidents reported in ports, anchorages and the surrounding waters of Vietnam in 2008 compared to the past four

years. Five incidents were reported in 2007, three in 2006, ten in 2005 and three in 2004. Majority of the incidents reported in 2008 occurred in the anchorages of Vung Tau and the port of Ho Chi Minh. The incidents appeared to be opportunistic in nature and container ships were most frequently involved in incidents in 2008.

3.2.5 Most of the incidents occurred during hours of darkness when visibility is low. Five of the 11 incidents reported in 2008 occurred between 0230 hrs and 0330 hrs. Another three incidents occurred between 2000 hrs and 2200 hrs. In incidents where losses were reported, theft of ship stores and unsecured items made up a higher proportion of the actual incidents reported in 2004-2008.

Efforts by Vietnam's Authorities in Combating Armed Robbery

3.2.6 A study trip to Vietnam was conducted as part of the ReCAAP ISC's effort to understand the local factors affecting incidence of piracy and armed robbery in ports and anchorages of Vietnam, and to identify possible areas for capacity building.

3.2.7 The Vietnam authorities have undertaken several measures to enhance security of its ports, anchorages and surrounding waters, and reduce the incidence of actual and attempted armed robbery against ships. Each maritime law enforcement authority and maritime administration has a defined role towards ensuring maritime safety and security for its ports, water front of ports, river area around the port and the maritime zones. The Vietnam Marine Police is responsible to ensure security, safety and law enforcement at sea through regular patrols in the proximity of the ports of Vietnam and around the anchored vessels. They worked closely with the land police and Department of Public Security in monitoring people engaged in ship scrap businesses. The Border Guards and Immigration Department are responsible for the security of the water front of ports and post incident investigation. The Border Guards' posts are located at vantage points to maintain round-the-clock patrol within the port limits. River patrols are also conducted in areas around the port facilities. Unauthorised boats

are prohibited from entering the ports and efforts are undertaken to forbid boats from illicit boarding vessels at anchorages.

3.2.8 The Maritime Administration of Vietnam administers and manages most of the major ports in Vietnam. Each port has a port security committee headed by a Port Facilities Security Officer (PFSO) with members from the Border Guards, Vietnam Marine Police, Navy, Customs, Immigration, quarantine and police. Regular co-ordination meetings to enhance safety and security were conducted among the members, ship owners, agents and other stakeholders. The government of Vietnam is in the process of integrating these resources and operations conducted by the various agencies in dealing with the dynamic maritime security environment.

Recommendation

3.2.9 The ReCAAP ISC recommends that ship masters take precautionary measures while their ships are at anchor. The crew should be vigilant and maintain close watch especially during hours of darkness.

PART FOUR

OBSERVATIONS FOR
JANUARY-DECEMBER 2008



PART FOUR

OBSERVATIONS FOR JANUARY-DECEMBER 2008

4.1 The overall number of reported incidents of armed robbery and piracy against ships in Asia for the period January-December 2008 has decreased slightly compared to the same period in 2007. Overall, the following observations can be made for incidents reported during January-December 2008:

- a. There was an increase in the number of actual incidents in 2008 compared to 2007 (from 77 incidents to 83 incidents). The increase was off-set by a decrease in the number of attempted incidents, the largest yearly decrease since 2006. Overall, there was a decrease in the total number of incidents in 2008 compared to 2007.
- b. The decrease in the total number of reported incidents in 2008 was most evident in the ports and anchorages of Indonesia and the port of Chittagong, Bangladesh. However, there has been an increase in activities in the Straits of Malacca and Singapore, South China Sea and off Pulau Tioman, Tanjung Ayam, Malaysia.
- c. The greatest increase in the number of actual incidents in 2008 occurred in the Category 2 (moderately significant) incidents. The number of Category 1 (very significant) incidents reported in 2008 was slightly lower than that reported in 2007 and the number of Category 3 (less significant) incidents has remained fairly consistent between 2006 and 2008.
- d. Tankers appeared to have been targeted on more occasions than other type of ships between January 2008 and December 2008.
- e. A large proportion of incidents reported in 2008 occurred while ships were at anchor or at berth and during hours of darkness.
- f. Robbers were most commonly armed with knives during incidents between 2004 and 2008. The use of guns was least prevalent in 2008 compared to past years.
- g. More than half of all reported incidents involved robbers operating in groups of 1 and 6.
- h. Theft of ship stores and engine spares made up a higher proportion of incidents reported in 2008. However, there has been a significant increase in the number of incidents that reported loss of cash and properties in 2008 compared to 2005-2007.

ANNEX

DETAILS OF INCIDENTS
IN DECEMBER 2008



ANNEX

DETAILS OF INCIDENTS IN DECEMBER 2008

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Status of Ship	Details of Incident	Consequences for Crew, Cargo, Ship Equipment, etc	Reporting Agency	Significance Level (classified by the ReCAAP ISC)
1.	<i>Entebe Star 21</i> Tug boat 9336103 229	01/12/2008 2100 hrs	2° 51'N 104° 19'E 7.3 nm off Teluk Juara, east of Pulau Tioman, Malaysia	Steaming	<p>Ten robbers armed with knives boarded the tug boat while under way. The robbers threatened the ship master and crew with knives, tied them with ropes and locked them in a cabin. The robbers took the crew's belongings including cash, mobile phones, digital camera and the ship's documents.</p> <p>The 2nd Officer of the tug boat reported the incident to the boat's owner on 2 December 2008 at about 0215 hrs. The owner instructed the boat to continue its journey to their intended destination at Sricaca, Thailand. The master reported the incident to the local authorities at Kemaman, Trengganu on 4 December 2008.</p>	<p>No injuries to crews.</p> <p>Cash and crew's personal belongings.</p>	<p>IMO</p> <p>Malaysian Maritime Enforcement Agency (MMEA)</p>	CAT 2

ANNEX

DETAILS OF INCIDENTS IN DECEMBER 2008

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Status of Ship	Details of Incident	Consequences for Crew, Cargo, Ship Equipment, etc	Reporting Agency	Significance Level (classified by the ReCAAP ISC)
2.	<i>Conti Guinea</i> Chemical tanker Germany 9391402 22,000	6/12/2008 0145 hrs	Belawan outer anchorage, Indonesia	Anchored	Robbers boarded the chemical tanker while at anchor. They broke the padlock to the bosun store and stole the ship's stores.	No injuries to crew. Ship's stores were stolen.	IMO	CAT 3
3.	<i>Tulum</i> Product tanker Marshall Islands 9222560 28,534	11/12/2008 0142 hrs	22° 15'N 091° 44'E Chittagong 'A' anchorage, Bangladesh	Anchored	Six robbers armed with knives boarded the tanker while at anchor. Alarm was raised and crew mustered. The Bangladesh Coast Guard boarded the ship to investigate. Ship's stores were stolen from the bosun store.	No injuries to crew. Ship's stores were stolen.	ReCAAP Focal Point (Bangladesh)	CAT 3
4.	<i>Yaad-e-Mustafa</i> General cargo ship Saint Vincent and the Grenadines 7531228 13,542	22/12/2008 2210 hrs	22° 10'N 091° 46'E Chittagong anchorage, Bangladesh	Anchored	Robbers armed with knives approached the tanker in two small engine-driven boats. The robbers boarded the tanker and stole ropes and engine spares. The master raised the alarm and alerted the crew. Two crew were beaten by the robbers.	Crew were beaten. Ropes and engine spares stolen.	ReCAAP Focal Point (Bangladesh)	CAT 3

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Status of Ship	Details of Incident	Consequences for Crew, Cargo, Ship Equipment, etc	Reporting Agency	Significance Level (classified by the ReCAAP ISC)
5.	<i>Eugenia B</i> Bulk carrier Malta 9166883 26,778	25/12/2008 0030 hrs	10° 41.22'N 106° 45.6'E Mid-stream Saigon River, Vietnam	Anchored	A crew stationed on the ship's forecastle deck heard some noises. He conducted a search immediately. Two robbers were seen escaping. Upon investigation, it was discovered that the padlocks to the store were found broken. However, nothing was stolen.	No injuries to crew. Nothing was stolen.	IMO	CAT 3
6.	<i>MV Allied Centurion</i> Diving support vessel Malaysia 6716895 2,455	26/12/2008 0340 hrs	01° 18.05'N 104° 08.90'E Johor outer port limit, Malaysia	Anchored	Six armed robbers boarded and stole the vessel's stores and properties. One of the crew suffered head injuries but condition was stable. The authorities were informed and boarded for investigation.	One of the crew suffered head injuries. Ship's stores were stolen.	IMO MMEA	CAT 3

ANNEX

DETAILS OF INCIDENTS IN DECEMBER 2008

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Status of Ship	Details of Incident	Consequences for Crew, Cargo, Ship Equipment, etc	Reporting Agency	Significance Level (classified by the ReCAAP ISC)
7.	MV Newtec Bulk carrier Hong Kong 7616482 16,438	26/12/2008 0305 hrs	01° 19.13'N 104° 17.32'E 2.9 nm from Pulau Mungging, Malaysia	Anchored	Three robbers were believed to have boarded the carrier and fled. The ship's crew searched for the suspected robbers and checked the bulk carrier. The ship master reported no injuries to the crew and no loss of item on board the ship.	No injuries to crew. Nothing was stolen.	ReCAAP Focal Point (Singapore)	CAT 3

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Correct as at 16 February 2009



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

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