

MONTHLY

REPORT



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REPORT FOR
J U L Y
2015

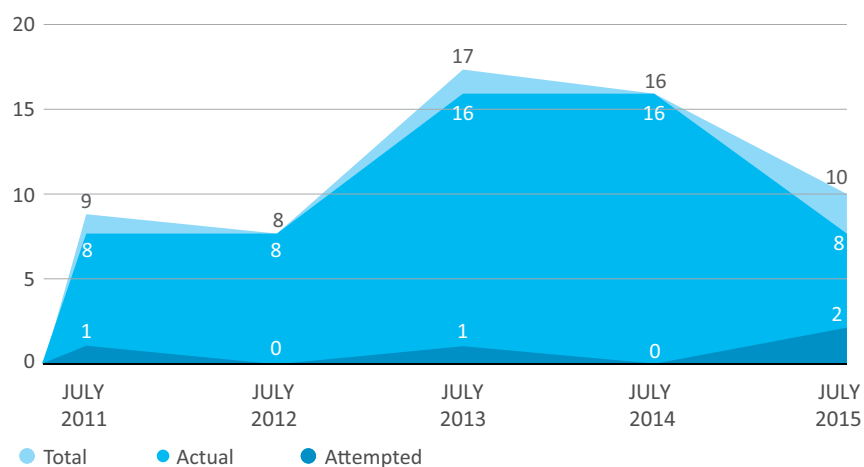
Piracy and Armed
Robbery against
Ships in Asia

ReC AAP
Information Sharing Centre

DECLINE IN NUMBERS

A total of 10 incidents of armed robbery against ships were reported in Asia in July 2015. Of these, eight were actual incidents and two were attempted incidents. No piracy incident was reported. Graph 1 shows the number of incidents reported in July 2015 compared to the same period in the past four years (2011-2014). Notably, the number of incidents reported in July 2015 has decreased by 41% and 38% compared to July 2013 and July 2014 respectively.

Graph 1 – Number of incidents (July of 2011-2015)

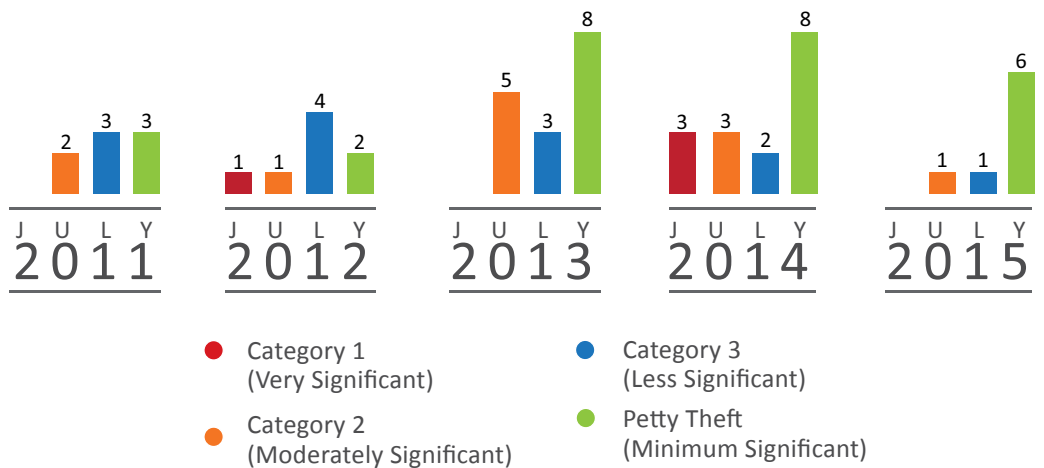


NO INCIDENT INVOLVING SIPHONING OF SHIP FUEL/OIL

Of the 10 incidents reported in July 2015, one was a Category 2 incident, one was a Category 3 incident, six were petty theft incidents and two were attempted incidents. No Category 1 incident was reported in July 2015; unlike in July 2014 when three Category 1 incidents were reported, of which two involved siphoning of ship fuel/oil. Please see Chart 1.

This is the first time since January 2015 when no siphoning of ship fuel/oil was known to have had occurred. During January-June 2015, a total of 11 such incidents had been reported. The recent arrest of eight perpetrators involved in the hijacking and siphoning of fuel from *Orkim Harmony* in the South China Sea on 11 Jun 15 could be the reason for no such incident reported in July 2015; probably a result of the perpetrators/syndicate operating in that area chose to lie low for a period of time, amidst heightened precautionary measures being taken by ship owners / masters and some other counter-piracy measures taken by the relevant authorities.

Chart 1 – Significance level of incidents (July of 2011-2015)



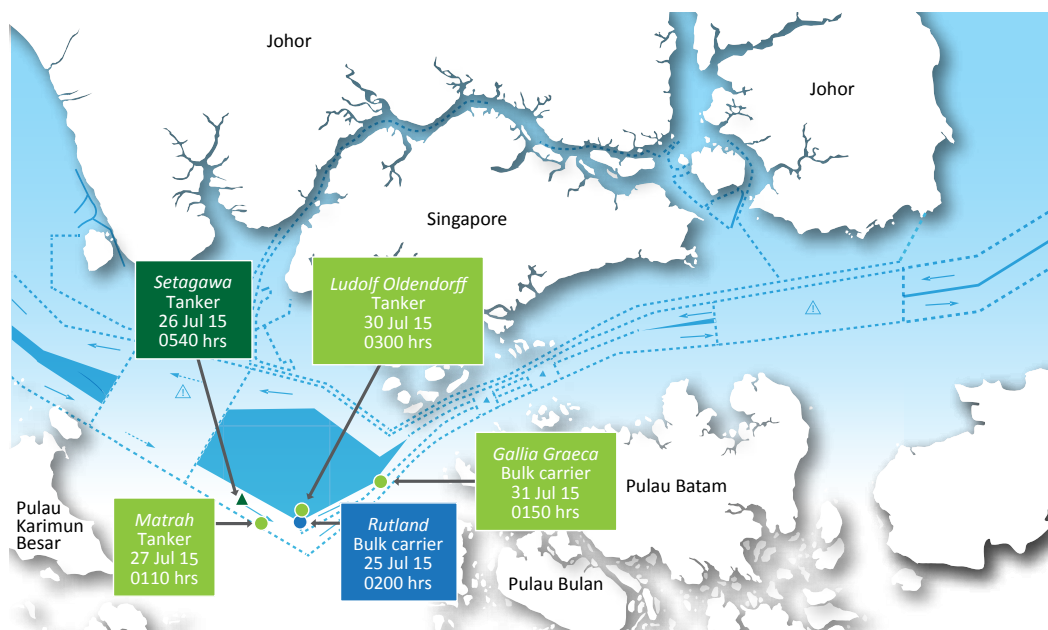
LOCATION OF INCIDENTS

Of the 10 incidents reported in July 2015, five incidents occurred onboard ships while underway in the Straits of Malacca and Singapore (SOMS), two onboard ships while anchored at Vietnam ports/anchorages (Ho Chi Minh, Vung Tau), one onboard ship anchored at Kandla anchorage, India; one onboard a barge towed by a supply vessel off the coast of Tanjung Kelasa, Malaysia; and one onboard ship anchored off Pulau Batam. Refer to Map 3 on the location of these incidents.

IMPROVING SITUATION IN THE STRAITS OF MALACCA AND SINGAPORE (SOMS)

In July 2015, five incidents of sea robbery were reported onboard ships while underway in the eastbound lane of the Traffic Separation Scheme (TSS) of SOMS. Of these, one was a Category 3 incident, three were petty theft incidents and one was an attempted incident; all of which occurred in close proximity to each other in the Philip Channel and on consecutive days of 25, 26 and 27 Jul 15; and 30 and 31 Jul 15. Please refer to Map 1 below on the approximate location of the five incidents reported in SOMS in July 2015.

Map 1 – Location of incidents in SOMS (July 2015)

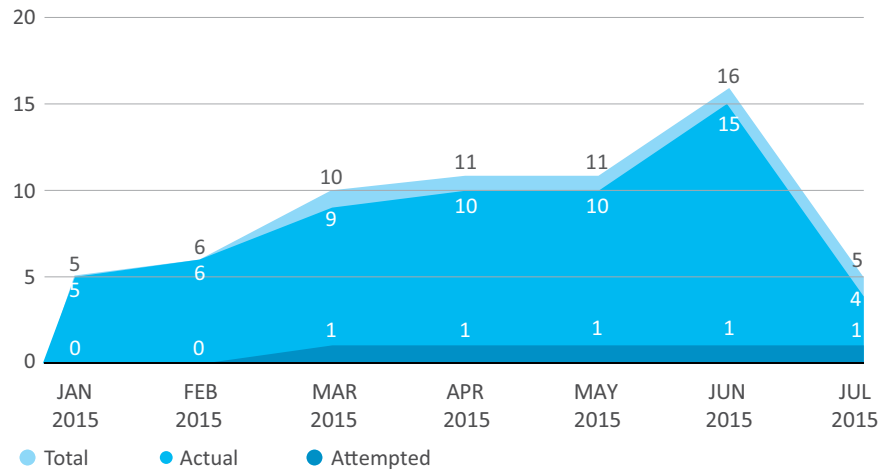


MAP LEGEND

- Category 3 (Less Significant)
- Petty Theft (Minimum Significant)
- ▲ Attempted

Since January 2015 till July 2015, a total of 64 incidents were reported in SOMS. Graph 2 shows the number of incidents reported there during the first seven months of 2015. On a month-on-month comparison, the number of incidents has been increasing since January 2015. However, a sharp decline occurred in July 2015. This could be attributed to the persistent and intensive efforts by the littoral States to step up its surveillance efforts and precautionary measures undertaken by ship masters and crew. The ReCAAP ISC together with its Focal Points will continue to share information with the regional authorities to provide timely and accurate situation awareness and updates to the shipping community to ensure collective efforts put in by all stakeholders to bring down the number of incidents.

Graph 2 – Number of incidents in SOMS (Jan-Jul 2015)



MORE NEED TO BE DONE AT VUNG TAU ANCHORAGE

Between January and July 2015, a total of nine incidents had been reported onboard ships anchored at Vung Tau anchorage. The latest incident occurred on 11 Jul 15 onboard product tanker, *Adara*. With an average of at least an incident per month reported at Vung Tau anchorage, the ReCAAP ISC urges the authorities to enforce its implementation of the ISPS code and encourages ship master and crew to exercise vigilance and maintain stringent watch keeping while at anchor there.

Map 2 – Incidents at Vung Tau anchorage (Jan-Jul 2015)



CONCLUSION

The number of incidents of piracy and armed robbery against ships in Asia in July 2015 has decreased compared to the same period in past two years (2013 and 2014). Although there is no siphoning of fuel/oil incident reported in July 2015, there is no room for complacency, but instead the ReCAAP ISC will continue to work hard with the regional enforcement agencies, shipping industry and INTERPOL towards eradicating such maritime crime.

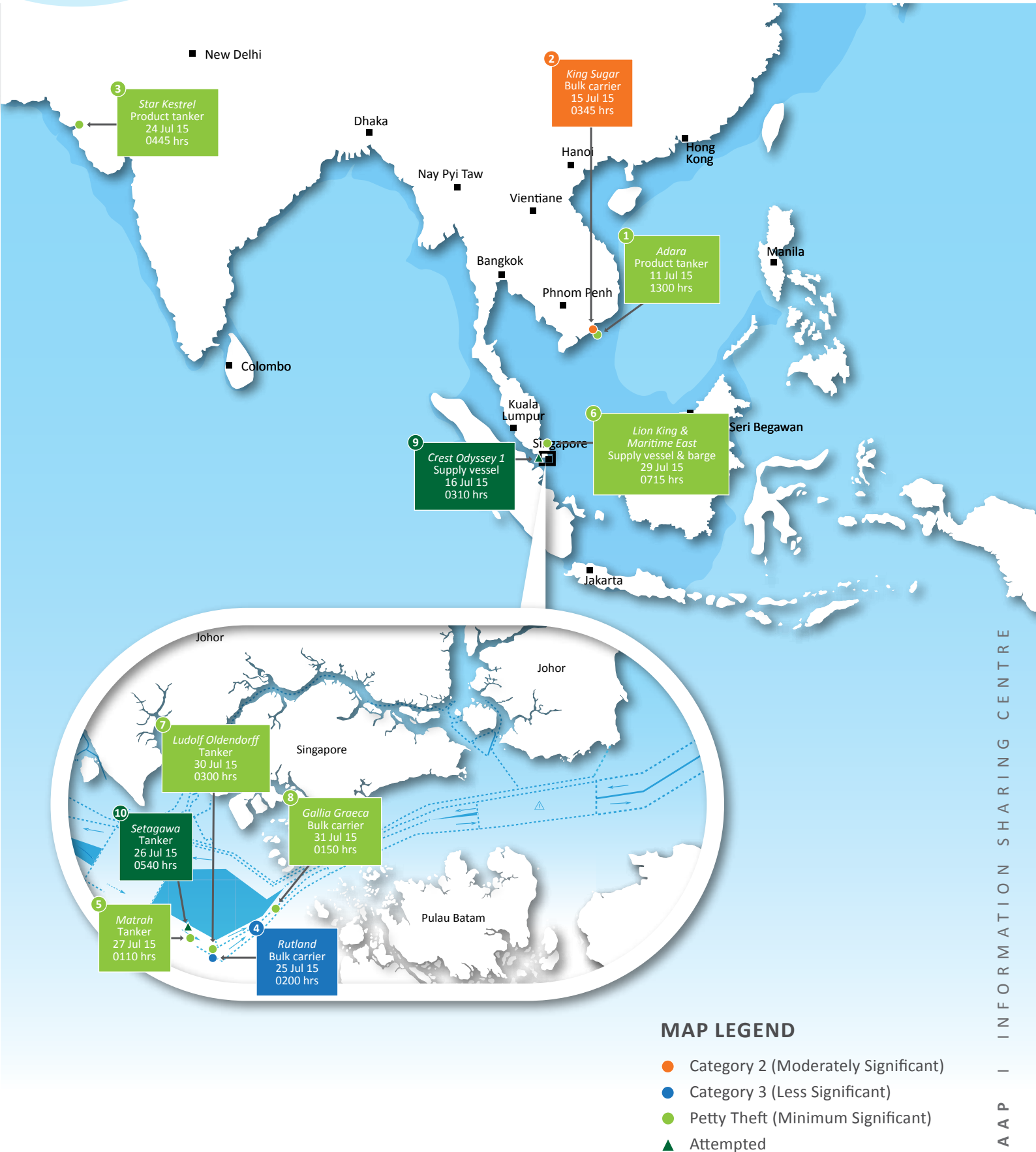
The situation at Vung Tau Anchorage, Vietnam warrants collective and cooperative efforts by the port authorities, enforcement agencies and shipping industry; each playing its part to prevent boarding by perpetrators who were interested in stealing ship stores, including paint, ropes and spare parts.

The improvement in the situation in SOMS could be attributed to the increase in presence of enforcement agencies and better situational awareness of ship masters and crew transiting the area. The joint coordinated Malacca Strait Patrol (MSP) conducted by the littoral States in SOMS is but one of the countermeasure efforts undertaken in combating armed robbery onboard ships in that region. While the situation in SOMS has shown slight improvements compared to past months, the ReCAAP ISC encourages the littoral States to step up surveillance in certain parts of SOMS. In addition, ship masters and crew transiting the area are advised to exercise enhanced vigilance and deploy extra watch keepers and look-outs noting that most of the perpetrators operating there were mostly opportunistic in nature and escaped immediately when they were detected by the crew.

Though a larger percentage of the incidents are deemed to be “petty theft” in nature, more needs to be done to prevent further escalation of such incidents, whether in terms of number or severity level.

REPORT FOR JULY 2015

Location of Incidents in July 2015



Map 3 – Location of Incidents in July 2015

DEFINITIONS

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

1. "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 Against Ships, in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025(26), is defined as:

2. "Armed robbery against ships" means any of the following acts:

- (a) any illegal act of violence or detention, or any act of depredation, or threat thereof, other than an act of "piracy", committed for private ends and directed against a ship, or against persons or property on board such ship, within a State's internal waters, archipelagic waters and territorial sea;
- (b) any act of inciting or of intentionally facilitating an act described above.

Petty theft is defined as whoever, intending to dishonestly take any moveable property out of the possession of any person/vessel without the person/owner's consent, moves that property for private gains, is said to commit theft. For purpose of classifying an incident as petty theft, the classification methodology is adopted with the following pre-requisites:

- Incident meets the criteria to be considered as an act of armed robbery against ships, and
- Incident is categorised as a Category 3 incident, and
- The robbers who boarded the vessel were not armed or no reports that they were armed, and
- The crew of the vessel was not harmed or no reports that the crew was harmed.

METHODOLOGY IN 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 crew members, 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 large 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.

CATEGORY	SIGNIFICANCE OF INCIDENT
CAT 1	Very Significant
CAT 2	Moderately Significant
CAT 3	Less Significant
Petty Theft	Minimum Significant

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 onboard or theft of the vessel.

Using these indicators, the ReCAAP ISC classifies all incidents into one of the four categories to determine their overall significance.

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

COUNTRY & AGENCY IN CHARGE	Point of Contact	
	Phone No	Fax Number
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Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) <i>Email: amboc@border.gov.au</i>	+61-2-6275-6000	+61-2-6275-6275
BANGLADESH		
Department of Shipping <i>Email: info@dos.gov.bd</i>	+88-02-9554206	+88-02-7168363
BRUNEI		
National Maritime Coordination Centre Brunei <i>Email: p2mk@jpm.gov.bn</i>	+673-2233751	+673-2233753
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Merchant Marine Department <i>Email: mmd@online.com.kh</i>	+85-5-2386-4110	+85-5-2386-4110
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China Maritime Search and Rescue Centre (Beijing) <i>Email: cnmrcc@mot.gov.cn</i>	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) <i>Email: hkmrcc@mardep.gov.hk</i>	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
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Danish Maritime Authority (DMA) <i>Email: ReCAAP-FP-DK@dma.dk</i>	+45-9137-6000	+45-9137-6001
INDIA		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India <i>Email: indsar@vsnl.net</i> <i>icgmrcc_mumbai@mtnl.net.in</i> <i>mrcc-west@indiancoastguard.nic.in</i>	+91-22-2431-6558 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558
JAPAN		
Japan Coast Guard (JCG) Ops Centre <i>Email: jcg-op@mlit.go.jp</i>	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
REPUBLIC OF KOREA		
Ministry of Oceans and Fisheries Operations Centre <i>Email: piracy@gicomms.go.kr</i>	+82-44-200-5895 to 98	+82-44-200-5886 to 88
LAOS		
International Relation Department Ministry of Public Security <i>Email: keo_kkk@hotmail.com</i>	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547

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National Maritime Information Centre Operations Centre <i>Email: nmic-ws@mod.uk</i>	+44 2392-211951	+44 2392-212024 Please indicate "FAO NMIC – A leg" if send via fax
UNITED STATES		
USCG Rescue Coordination Center Alameda (RCCAlameda) <i>Email: rccalameda@uscg.mil</i>	+1-510-437-3701	+1-510-409-9437
VIETNAM		
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Correct as at 11 August 2015

List of Abbreviations

Below is a list of abbreviations that are commonly used in the reports published by the ReCAAP ISC.

A/B	Able Seaman
ADF	Automotive Diesel Fuel
CE	Chief Engineer
CPA	Chittagong Port Authority
CSO	Company Security Officer
GMDSS	Global Maritime Distress and Safety System
ICG	Indian Coast Guard
IFC	Information Fusion Centre
JCG	Japan Coast Guard
MDO	Marine Diesel Oil
MGO	Marine Gas Oil
MMEA	Malaysian Maritime Enforcement Agency
MOGAS	Motor Gasoline
MSTF	Maritime Security Task Force
OOW	Officer-on-Watch
O/S	Ordinary Seamen
PCG	Philippine Coast Guard
PNP	Philippine National Police
POCC	Port Operations Control Centre
RMN	Royal Malaysian Navy
RSN	Republic of Singapore Navy
RTN	Royal Thai Navy
SCBA	Self Contained Breathing Apparatus
SCS	South China Sea
Singapore PCG	Singapore Police Coast Guard
SOMS	Straits of Malacca & Singapore
SSAS	Ship Security Alert System
SSSA	Sabah and Sarawak Shipowners' Association
TNI-AL	Indonesian Navy
TSS	Traffic Separation Scheme
VTIS	Vessel Traffic Information System
VTMS	Vessel Traffic Management System

Time

The time of incidents indicated in this report is in local time.

Actual Incidents

- Category 1 (Very Significant)
- Category 2 (Moderately Significant)
- Category 3 (Less Significant)
- Petty Theft (Minimum Significant)

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
1	<i>Adara</i> Product tanker France 23248 9587829	11/07/15 1300 hrs	10° 10.50' N, 107° 05.20' E Vung Tau anchorage, Vietnam	While at anchor, an unknown number of perpetrators boarded the product tanker unnoticed, stole paint and escaped. The crew was not injured. [ReCAAP Focal Point (Vietnam)]
2	<i>King Sugar</i> Bulk carrier Panama 17025 9574183	15/07/15 0345 hrs	10° 45.80' N, 107° 05.20' E Fertilizer Terminal, Ho Chi Minh City, Vietnam	While at berth, eight perpetrators armed with knives boarded the bulk carrier from the starboard side via two small wooden boats. The perpetrators wore black T-shirts and shorts. The perpetrators stole stores including immersion suits, welding cable, paint spray, scaling machine and blower. Upon realising that the crew had been alerted, the perpetrators escaped immediately. The crew was not injured. [ReCAAP Focal Point (Vietnam)]
3	<i>Star Kestrel</i> Product tanker Panama 30068 9321940	24/07/15 0445 hrs	22° 48.50' N, 070° 02.50' E Kandla anchorage, India	While at anchor, the duty watchman sighted two perpetrators onboard the product tanker. He reported to the duty officer, who raised the alarm immediately, and mustered the crew. Upon hearing the alarm, the perpetrators jumped overboard and escaped with three fire nozzles. [ReCAAP Focal Point (India)]
4	<i>Rutland</i> Bulk carrier Singapore 85848 9112301	25/07/15 0200 hrs	01° 03.80' N, 103° 39.70' E SOMS	While underway, the oiler and the Chief Engineer sighted two perpetrators armed with knives in the engine room of the bulk carrier. The bridge was informed immediately, the alarm was raised, the deck lights were switched on and the crew mustered. The two perpetrators jumped overboard and escaped in a small unlit speed boat. Some spare parts were found missing. The crew was not injured. [ReCAAP Focal Point (Singapore)]
5	<i>Matrah</i> Tanker Panama 29768 9405849	27/07/15 0110 hrs	01° 03.60' N, 103° 36.70' E SOMS	While en route to Singapore, the crew sighted three perpetrators in the engine room of the tanker. The alarm was raised and a search was conducted immediately. Subsequently, the vessel updated that there were no further sightings of the perpetrators onboard and nothing was stolen. The vessel continued its passage to Singapore. [ReCAAP Focal Point (Singapore)]
6	<i>Lion King</i> Supply vessel Marshall Islands 1537 9636319 <i>Maritime East</i> Barge	29/07/15 0715 hrs	01° 43.50' N, 104° 34' E Approximately 21 nm east of Tanjung Kelesa, Malaysia	While the supply vessel towing barge was en route from Pulau Batam, Indonesia to Kuantan, Malaysia, the crew discovered that there were some items missing from the barge. The missing items included mooring ropes, Norwegian buoy and shackle for emergency towing. The crew was not injured and the vessels not damaged. [ReCAAP Focal Point (Singapore)]

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
7	<i>Ludolf Oldendorff</i> Bulk carrier Portugal 107413 9691955	30/07/15 0300 hrs	01° 04.40' N, 103° 39.70' E SOMS	While en route to Singapore, four perpetrators were sighted at the poop deck onboard the bulk carrier. The alarm was raised and the deck light was switched on. Upon realising the crew had been alerted, the perpetrators escaped empty-handed immediately. The crew was not injured. [ReCAAP Focal Point (Singapore)]
8	<i>Gallia Graeca</i> Bulk carrier Cyprus 39035 9221607	31/07/15 0150 hrs	01° 05.95' N, 103° 44.05' E SOMS	While underway, the crew sighted five perpetrators onboard the bulk carrier and the alarm was raised immediately. Upon realising the crew had been alerted, the perpetrators escaped empty-handed immediately. [ReCAAP Focal Point (Singapore)]

Attempted Incident

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENTS
9	<i>Crest Odyssey 1</i> Supply vessel Singapore 49387 9554585	16/07/15 0310 hrs	00° 44.20' N, 104° 09.80' E Bias Delta Pratama Lay Up Anchorage, Pulau Batam, Indonesia	While at anchor, the A/B sighted six perpetrators on a fishing boat trying to board the supply vessel from the starboard air dive station. The A/B shouted at the perpetrators, who moved away immediately. The A/B subsequently informed the watchkeeping oiler and Bias Delta Control. [ReCAAP Focal Point (Singapore)]
10	<i>Setagawa</i> Tanker Panama 159936 9391763	26/07/15 0540 hrs	01° 04.70' N, 103° 36' E SOMS	While underway, the tanker was chased by a small boat, about 15-20m in length, with outboard engine and white cover. The duty crew shone a light at the boat, who subsequently aborted the chase. [ReCAAP Focal Point (Singapore)]