

MONTHLY

REPORT



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REPORT FOR NOVEMBER 2015

Piracy and Armed
Robbery against
Ships in Asia

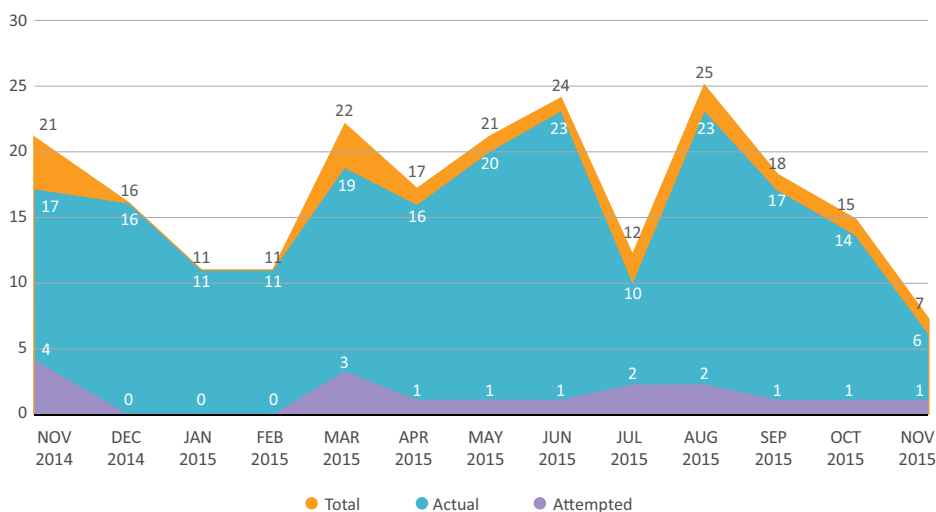
ReC
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Information Sharing Centre

DECREASE IN NUMBER OF INCIDENTS REPORTED IN NOVEMBER 2015

There has been an improvement in the situation of piracy and armed robbery against ships in Asia in November 2015 for a consecutive three-month period since September 2015. Graph 1 shows the number of incidents reported monthly from November 2014 to November 2015.

Compared to October 2015, there has been a 53% decrease in number of incidents reported in November 2015. A total of seven incidents of armed robbery against ships were reported in November 2015 compared to 15 incidents in October 2015. Of the seven incidents reported in November 2015, six were actual incidents and one was an attempted incident. No piracy incident was reported.

Graph 1 – Number of incidents (November 2014 to November 2015)



SIGNIFICANCE LEVEL OF INCIDENTS

Of the six actual incidents reported in November 2015, three were Category 3 incidents and three were Category 4 incidents. No incident involving hijacking of tankers for theft of cargo oil (which were mainly Category 1 incidents) was reported in November 2015. Compared to the same period of 2011-2014, overall there has been an improvement in the situation during November 2015, with no reports of Category 1 and Category 2 incidents.

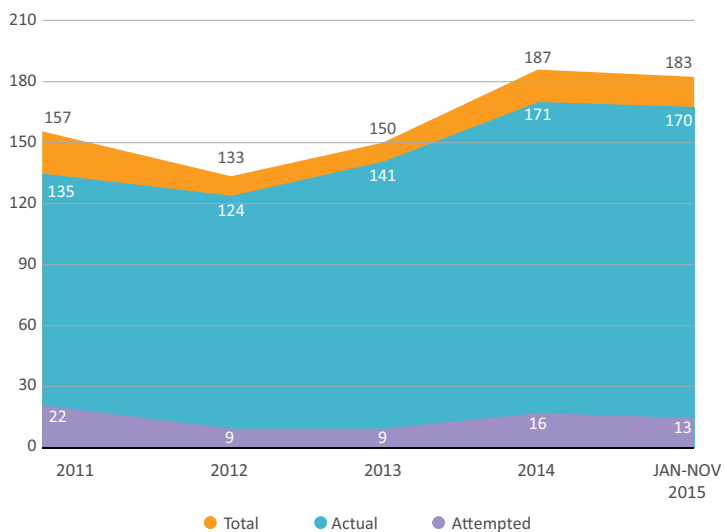
Chart 1 – Significance level of incidents (November of 2011-2015)



OVERALL NUMBER OF INCIDENTS DURING JANUARY-NOVEMBER 2015

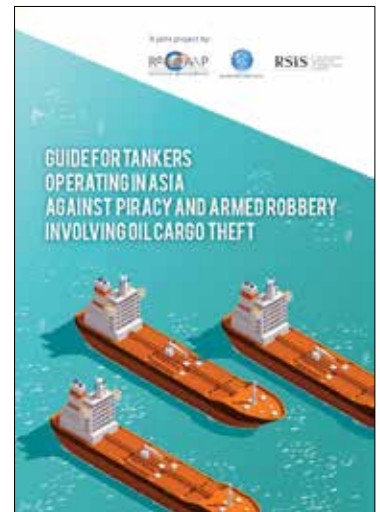
Since January 2015 till November 2015, a total of 183 incidents comprising 170 actual and 13 attempted incidents had been reported. This is 98% of the total number of incidents reported in 2014. Graph 2 shows the annual number of incidents reported in 2011-2014, and during period of January-November 2015.

Graph 2 – Number of incidents (2011-2014 & Jan-Nov of 2015)



**NO INCIDENT INVOLVING HIJACKING OF
TANKER FOR THEFT OF OIL CARGO**

No incident involving theft of oil cargo had been reported in November 2015. In 2014, against a backdrop of increasing number of such incidents, the ReCAAP ISC had been sharing with the shipping industry best practices and lessons learned through case studies. The promulgation of the guide was mooted, following calls from the industry concerned who requested for a guide to address preventive measures and mitigate risks. A collection of experiences, best practices and lessons learned was compiled and put together in a guide entitled '*Guide for tankers operating in Asia against piracy and armed robbery involving oil cargo theft*'. Produced by the ReCAAP ISC jointly with the Information Fusion Centre (IFC) and the S. Rajaratnam School of International Studies (RSIS), the guide was launched on 25 Nov 15.



"ReCAAP FOCAL
POINTS"

Refer to www.recaap.org for an e-copy of the guide. The guide can also be found in ReCAAP's mobile app under 'publications' (download for free by scanning the QR code [left]).

Whilst this guide has been launched, a regional maritime guide on piracy and armed robbery against ships in Asia, regardless of ship type or cargo carried, is currently being worked on by the ReCAAP ISC, IFC, Federation of ASEAN Shipowners' Association (FASA) / Singapore Shipping Association (SSA), Asian Shipowners' Forum (ASF), INTERTANKO, RSIS and Oil Companies International Marine Forum (OCIMF).

IMPROVEMENT IN THE STRAITS OF MALACCA AND SINGAPORE (SOMS)

In November 2015, there was one attempted incident reported in the SOMS, involving tug boat *Salvigilant* towing barge *Poe Giant 1* while underway in the westbound lane of Traffic Separation Scheme (TSS). A small boat attempted to board the barge by coming alongside, but aborted boarding when the master raised the alarm immediately.

Notably, this is the first time in 2015 when no incident of robbery was reported on board ships while underway in the eastbound lane of the SOMS. The ReCAAP ISC commends and encourages the littoral States, in particular Indonesian authorities to continue with their efforts in stepping up surveillance and enforcement in the area.

LOCATION AND DESCRIPTION OF INCIDENTS

Of the seven incidents reported in November 2015, three occurred in Indonesia, three in Vietnam, and one attempted incident in the Straits of Malacca and Singapore (SOMS). Please refer to Map 1 for location of incidents, and the description of incidents on page 12.

CONCLUSION

The situation of piracy and armed robbery against ships in Asia had improved in November 2015, with a 53% decrease in total number of incidents compared to October 2015. Coupled with the decrease was also a reduction in the severity level of incidents. No incident involving hijacking of tankers for theft of oil cargo had been reported in November 2015 for a consecutive period of three months since September 2015. Notably, for the first time in 2015, there was no report of incident reported on board ship while underway in the eastbound lane of the TSS of SOMS in November 2015. However, more need to be done at certain ports and anchorages where the port authorities and enforcement agencies need to enhance their surveillance; and ship masters and crew to maintain stringent watch-keeping while their ships were anchored there. Whilst the numbers had declined, consolidated efforts to address regional situation with regional stakeholders are underway.

REPORT FOR NOVEMBER 2015

Location of Incidents in November 2015



MAP LEGEND

- Category 3
- Category 4
- ▲ Attempted

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.

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.

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 based on a matrix of the indicators of the Violence Factor and Economic Factor. Below is the broad narration of the four Categories.

CATEGORY	DESCRIPTION
CAT 1	CAT 1 incidents involved large number of perpetrators; more than 9 men in four out every 10 incidents and 4-9 men in the other six incidents. The perpetrators were mostly armed with guns and knives, and the crew is likely to suffer some form of injury or physical violence such as being assaulted or tied up or threatened. In term of losses, the ship was either hijacked or the cargo on board was stolen, for example siphoning of cargo oil.
CAT 2	Majority of CAT 2 incidents involved 4-9 men who are likely to be armed with knives/machetes and in 1/4 of the incidents, armed with guns. The crew is likely to be threatened or held hostage temporarily to allow the perpetrators to steal the crew's cash and ship's property including engine spares. In a few cases, the crew suffered some form of injury or physical violence but less severe in nature compared to CAT 1 incidents.
CAT 3	The number of perpetrators involved in CAT 3 incidents usually involved groups of between 1-6 men. At times, the perpetrators were armed with knives/machetes/others or other items such as sticks, rods, bats etc. The crew was not harmed, although there were cases of crew subject to duress during the incident but not harmed physically. In almost half of the CAT 3 incidents, the perpetrators were unable to steal anything from the vessel, but in cases where losses were reported, stores and engine spares were the commonly targeted items.
CAT 4	More than half of CAT 4 incidents involved 1-3 men who were not reported to be armed and the perpetrators escaped empty-handed upon sighted by the crew immediately. Nothing was stolen and crew was not harmed.

This classification of incidents allows the ReCAAP ISC to provide some perspective of the piracy and armed robbery situation in Asia and to facilitate the maritime community to carry out risk assessment.

REPORT FOR NOVEMBER 2015

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REPORT FOR NOVEMBER 2015

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Correct as at 12 October 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 3 ● Category 4

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENT
1	<i>Tokyo Tower</i> Container ship United Kingdom 17229 9384875	01/11/15 0635 hrs	10° 43.90' N, 106° 45.60' E Near Ho Chi Minh Cat Lai Container Terminal, Vietnam	While at anchor, the duty A/B reported that three perpetrators armed with long knives had boarded the container ship via starboard side using a rope. The perpetrators wore T-shirts and jeans. The alarm was raised, whistle sounded and crew mustered. Upon realising the crew had been alerted, the perpetrators escaped immediately in their speed boat. Nothing was stolen and the crew was not injured. [ReCAAP Focal Point (Vietnam)]
2	<i>Beks Cyda</i> Bulk carrier Marshall Islands 36353 9748239	03/11/15 0205 hrs	03° 42' S, 114° 26' E Taboneo anchorage, Indonesia	While at anchor, three perpetrators boarded the bulk carrier via the anchor chain. The alarm was raised and the crew mustered. Upon realising the crew had been alerted, the perpetrators escaped immediately. Nothing was stolen. [IMO]
3	<i>Willi</i> General cargo ship Marshall Islands 26125 9160413	06/11/15 1505 hrs	Belawan anchorage, Indonesia	While at anchor, two perpetrators boarded the general cargo ship. The duty crew on routine rounds spotted the perpetrators on board and raised the alarm. Upon hearing the alarm, the perpetrators escaped immediately. Nothing was stolen. [IMO]
4	<i>MSC Ningbo</i> Container ship Luxembourg 83133 9285677	10/11/15 0445 hrs	10° 15.64' N, 107° 03.11' E Vung Tau anchorage, Vietnam	While at anchor, the duty watchman discovered two broken padlocks at steering gear door and steering gear skylight. A search was conducted and foot prints were seen on the poop deck. Nothing was stolen and the crew was not injured. [ReCAAP Focal Point (Vietnam)]
5	<i>Name withheld</i> Bulk carrier Marshall Islands 44485	12/11/15 0720 hrs	03° 56.32' N, 098° 45.62' E Belawan outer anchorage, Indonesia	While at anchor, two perpetrators armed with knives boarded the ship via the anchor chain hawse pipe by cutting the razor wire and removing the hawse pipe cover. The perpetrators went to the Bosun store and deck store no. 1. The perpetrators broke the padlock to the stores and stole nozzles and coupling. The OOW sighted the perpetrators and sound the alarm. Upon realising the crew had been alerted, the two perpetrators escaped immediately. [IMO]
6	<i>Cape Fulmar</i> Container ship Marshall Islands 15995 9359313	14/11/15 0540 hrs	10° 14.10' N, 107° 02' E Approximately 6 nm off Vung Tau, Vietnam	While at anchor, the deck watchman sighted perpetrators armed with long knives and iron bar at forecastle. He informed the duty officer on the bridge and the crew was alerted. About five to six perpetrators jumped overboard, boarded a waiting wooden boat and escaped. A search on board the ship was conducted and it was discovered that the padlock to the paint store was broken. Paint and thinner were stolen. [ReCAAP Focal Point (Vietnam)]

Attempted Incident

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENT
7	<i>Salvigilant</i> Tug boat Singapore 2658 9351842	20/11/15 1113 hrs	01° 10.73' N, 103° 40.50' E SOMS	While the tug boat towing barge was en route from China to India, a small boat attempted to come alongside the barge. The master raised the alarm immediately and the small boat aborted the attempt to board the barge. [ReCAAP Focal Point (Singapore)]
	<i>Poe Giant 1</i> Barge Singapore			