

MONTHLY

REPORT



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REPORT FOR OCTOBER 2015

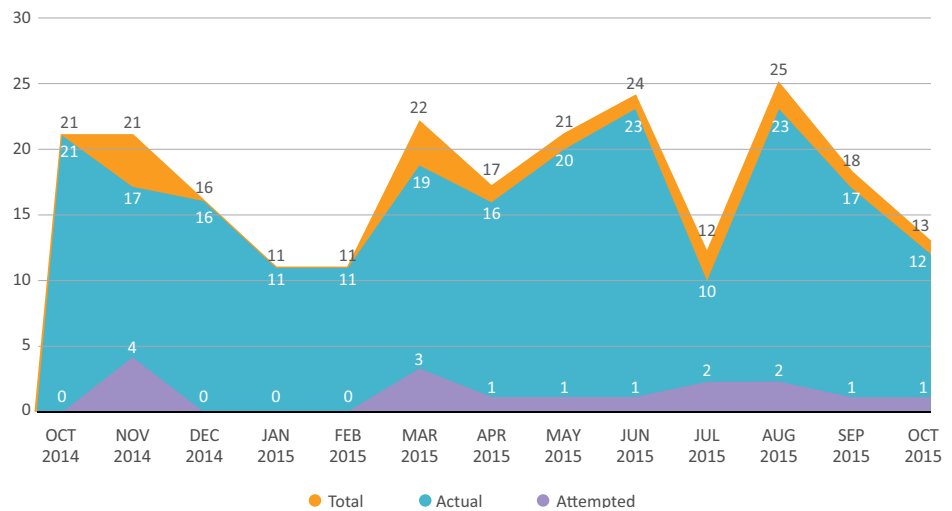
Piracy and Armed
Robbery against
Ships in Asia

ReC^oAAAP
Information Sharing Centre

NUMBER OF INCIDENTS REPORTED IN OCTOBER 2015

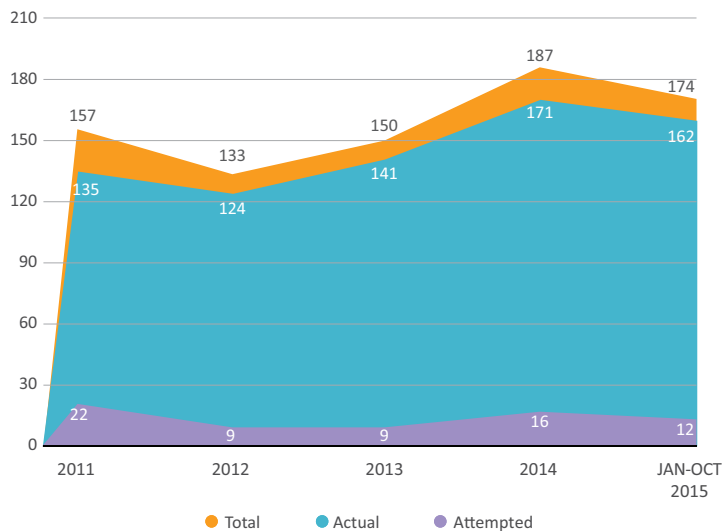
Comparing to past two months, there has been an improvement in the situation of piracy and armed robbery against ship in Asia in October 2015. A total of 13 incidents of armed robbery against ships were reported in October 2015 compared to 18 incidents in September 2015 and 25 incidents in August 2015. Of the 13 incidents reported in October 2015, 12 were actual incidents and one was an attempted incident. No piracy incident was reported. Graph 1 shows the monthly reported incidents from October 2014 to October 2015.

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



From January 2015 till October 2015, a total of 174 incidents (comprising 162 actual and 12 attempted incidents) were reported. Notably, the total number of incidents reported during the first 10 months of 2015 is higher than the annual number of incidents reported in 2011, 2012 and 2013; but lower than that in 2014. However, if the average number of incidents of about 17 incidents reported per month for the period of January-October 2015 continues, the number of incidents for the entire 2015 is expected to be higher than that reported in 2014 (187). Graph 2 shows the number of incidents reported in 2011, 2012, 2013, 2014 and January-October 2015.

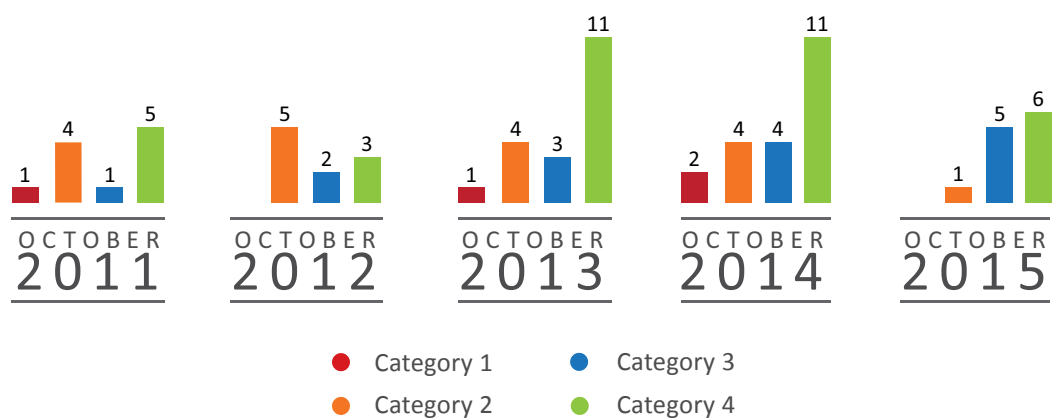
Graph 2 – Number of incidents (2011-2014 & Jan-Oct of 2015)



SIGNIFICANCE LEVEL OF INCIDENTS

Of the 13 incidents reported in October 2015, one was a Category 2 incident, five were Category 3 incidents, six were Category 4 incidents and one was an attempted incident. Compared to 2014, there has been an improvement in the severity of incidents reported in October 2015, with no Category 1 incident, and a decline in Category 2 and Category 4 incidents while the Category 3 incidents remained fairly consistent.

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



INCIDENT INVOLVING HIJACKING OF TANKERS FOR THEFT OF OIL CARGO

No incident involving hijacking of tankers for theft of oil cargo had been reported in October 2015, for a consecutive of two months in a row already. Nevertheless, the ReCAAP ISC will continue to monitor the trend closely, and there is no room for complacency.

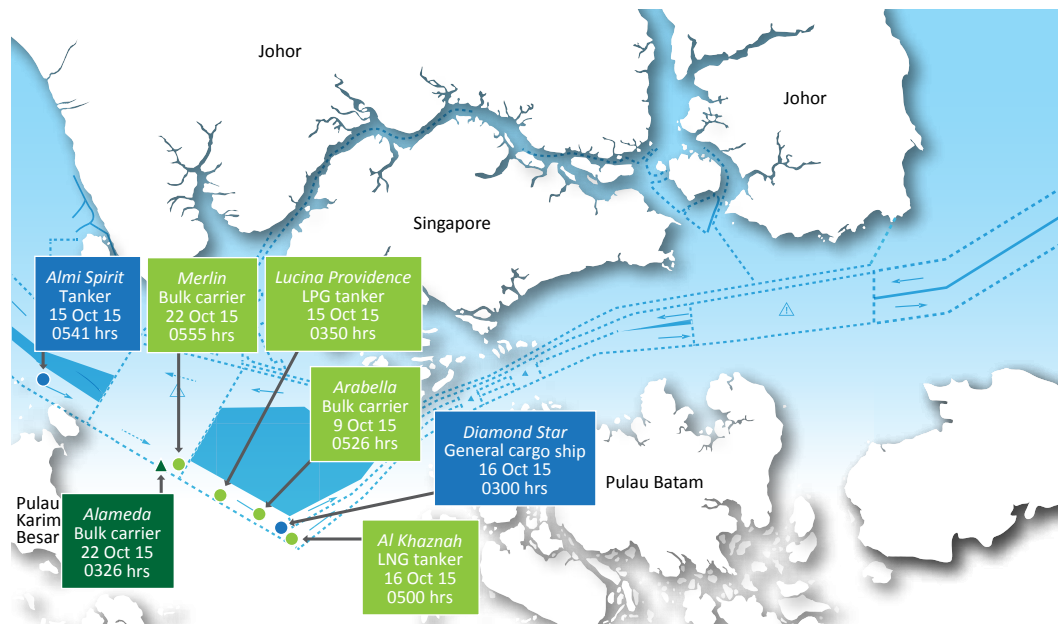
LOCATION AND DESCRIPTION OF INCIDENTS

Of the 13 incidents reported in October 2015, seven occurred in the Straits of Malacca and Singapore (SOMS); two at India anchorages (Kandla and Sikka); one at Belawan anchorage, Indonesia; one at Sandakan anchorage, East Malaysia; one at Davao, Philippines; and one at Cai Lan anchorage, Vietnam. Please refer to Map 2 for location of incidents.

SITUATION IN THE STRAITS OF MALACCA AND SINGAPORE (SOMS)

In October 2015, seven incidents of sea robbery occurred on board ships while underway in the eastbound lane of the Traffic Separation Scheme (TSS) of the Straits of Malacca and Singapore (SOMS). Refer to Map 1 for the approximate location of incidents. In four of the seven incidents, the perpetrators managed to steal engine spares and stores from the ships. In all the incidents, the crew was not injured and the ship suffered no damages. The masters reported these incidents to Singapore VTIS who followed up immediately with safety navigational broadcast warning mariners to exercise enhanced vigilance when operating in the vicinity. The situation in the SOMS is of concern as there has been an increase in unauthorised boardings in the eastbound lane of the TSS since January 2015. From January-October 2015, a total of 103 incidents had been reported compared to 33 incidents during the same period in 2014 and eight in 2012.

Map 1 – Incidents in SOMS (October 2015)



MAP LEGEND

- Category 3
- Category 4
- ▲ Attempted

MALAYSIAN MARITIME ENFORCEMENT AGENCY (MMEA) FOILED ROBBERY ON BOARD *ALMI SPIRIT* WHILE UNDERWAY IN THE SOMS

On 15 Oct 15, about six perpetrators armed with knives boarded Liberia-registered tanker, *Almi Spirit*. The Engineer spotted the perpetrators and raised the alarm. A MMEA's patrol vessel, *KM Rawa* was in the vicinity and intercepted the tanker. On seeing the approaching of the MMEA vessel, the perpetrators escaped in their boat and some jumped into the sea without taking anything.



MMEA team boarded *Almi Spirit* (left) and gathered the crew at the deck (right)

Photographs courtesy of MMEA

CONCLUSION

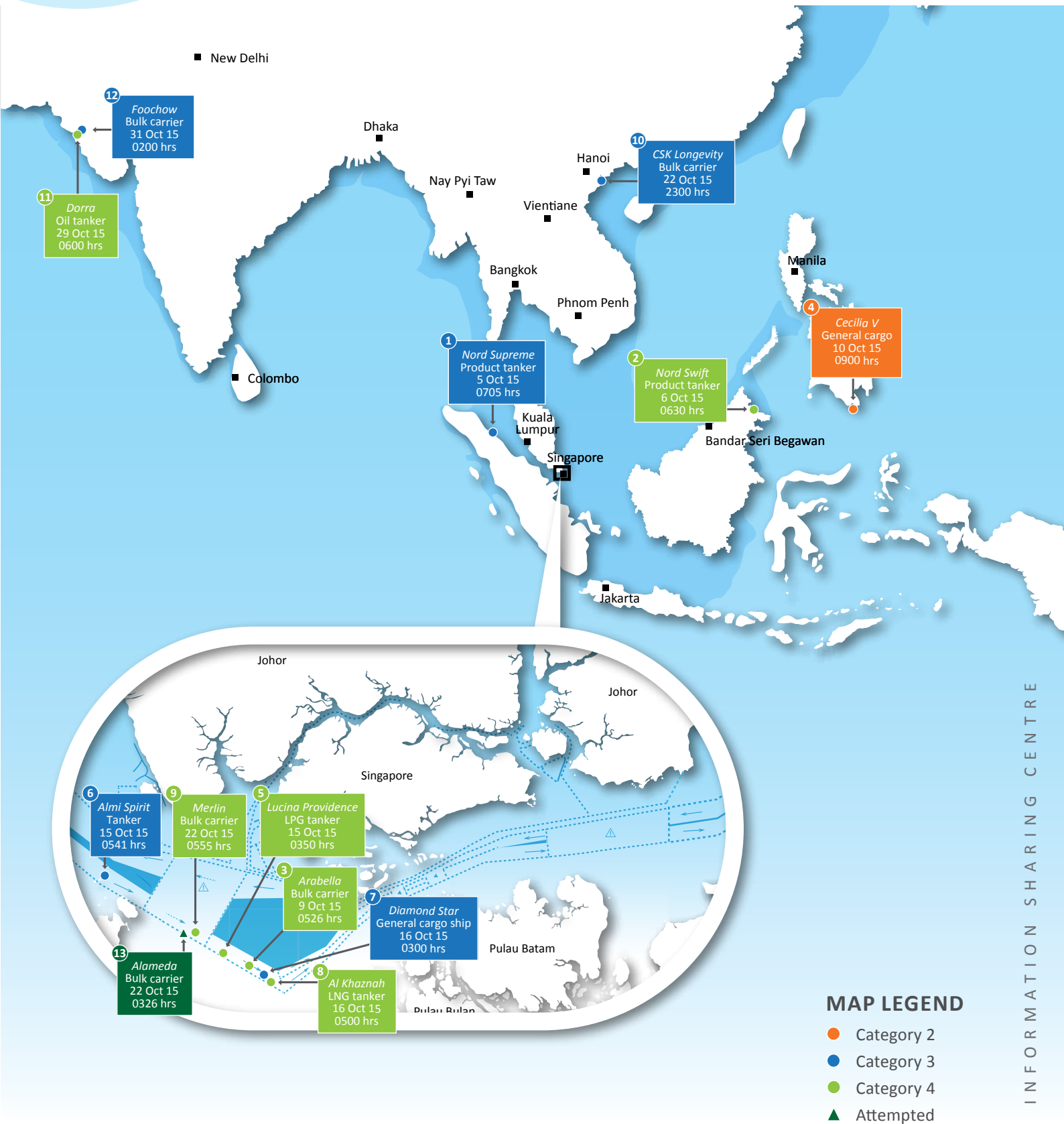
Comparing to August 2015 and September 2015, the number of incidents reported in October 2015 has decreased by 48% and 28% respectively. Notably, no incident involving hijacking of tankers for theft of cargo oil on board was reported in October 2015. Nevertheless, there is no room for complacency, and the ReCAAP ISC will continue to monitor the situation closely.

Ship's crew are advised to exercise vigilance, coordinate and report all piracy and sea robbery incidents to the nearest coastal State; and littoral States are to step up their patrols/presence and beef up surveillance.

Worth commending was the response by the MMEA in foiling the robbery on board *Almi Spirit*, which demonstrated the littoral State's enforcement efforts towards addressing the situation in SOMS. The ReCAAP ISC together with its Focal Points are committed towards information sharing on incidents, best practices and lessons learned with the industry; and cooperating with the regional enforcement agencies in eradicating incidents of piracy and armed robbery against ships in Asia.

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Location of Incidents in October 2015



Map 2 – Location of Incidents in October 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.

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.

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COUNTRY & AGENCY IN CHARGE	Point of Contact	
	Phone No	Fax Number
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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
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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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UNITED KINGDOM		
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	
VIETNAM		
Vietnam Coast Guard <i>Email: vietnamcoastguard@gmail.com</i> <i>vietnamfocalpoint@yahoo.com.vn</i>	+84-4-3355-4378	+84-4-3355-4363

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 2 ● 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>Nord Supreme</i> Product tanker Denmark 30108 9692131	05/10/15 0705 hrs	Belawan anchorage, Indonesia	While at anchor, a passing ship warned the product tanker that five perpetrators attempted to board the ship by climbing the anchor chain. The master immediately alerted the crew by radio and raised the alarm. Upon approaching the forecastle, the crew was threatened by three perpetrators armed with long knives. The forward horn was sounded and the perpetrators escaped empty-handed. The crew was not injured. [ReCAAP Focal Point (Denmark)]
2	<i>Nord Swift</i> Product tanker Denmark 30108 9692155	06/10/15 0630 hrs	Sandakan anchorage, Malaysia	While at anchor, perpetrators boarded the product tanker, stole ship stores and escaped. [ReCAAP Focal Point (Denmark)]
3	<i>Arabella</i> Bulk carrier Malta 36353 9700122	09/10/15 0526 hrs	01° 03.92' N, 103° 37.36' E SOMS	While underway, the master reported to the VTIS West that five perpetrators were sighted on board the bulk carrier. The alarm was raised and crew mustered on the bridge. There was no sighting of the perpetrators and some engine spares were found missing. [ReCAAP Focal Point (Singapore)]
4	<i>Cecilia V</i> General cargo ship Philippines 491 9159610	10/10/15 0900 hrs	05° 35.20' N, 125° 28.40' E Approximately 2.2 nm southeast of Silacay Point, Jose Abad Santos, Davao Occidental, Philippines	While underway, nine perpetrators in two motorbancas (white and blue) approached the general cargo ship. Seven of the perpetrators boarded the ship through its fantail. The perpetrators were armed with guns and covered their faces with bonnet. At 0910 hrs, the ship's security escort informed their office in General Santos City, who then reported to the Coast Guard District South Western Mindanao. The PCG despatched a patrol boat to the location but the perpetrators had already escaped. Nothing was stolen and the crew was not injured. [ReCAAP Focal Point (Philippines)]
5	<i>Lucina Providence</i> LPG tanker Panama 46025 9349784	15/10/15 0350 hrs	01° 04.56' N, 103° 35.22' E SOMS	While underway, four perpetrators boarded the LPG tanker from a craft. The crew sighted the perpetrators attempting to enter the machinery space and raised the alarm. The crew was mustered and the perpetrators escaped via the starboard quarter in their craft. Ship spares were found stolen. The crew was not injured. [ReCAAP Focal Point (Singapore)]

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENT
6	<i>Almi Spirit</i> Tanker Liberia 57325 9312872	15/10/15 0541 hrs	01° 12.72' N, 103° 23.02' E SOMS	<p>While underway, six perpetrators armed with knives boarded the tanker using a hook to scale the rear of the ship from a boat. Two of the perpetrators entered the main engine room, while the others stayed on the deck. The engineer upon sighted the perpetrators reported to the VTIS, raised the alarm and mustered the crew on the bridge.</p> <p>The MMEA's patrol vessel, <i>KM Rawa</i> was in the vicinity and intercepted the tanker. On seeing the approaching of <i>KM Rawa</i>, the perpetrators escaped in their boat and some jumped into the sea without taking anything. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore), MMEA, Borneo Post Online dated 16 Oct 15]</p>
7	<i>Diamond Star</i> General cargo ship Panama 9980 9561655	16/10/15 0300 hrs	01° 03' N, 103° 37.80' E SOMS	<p>While underway, five perpetrators armed with knives boarded the general cargo ship. The alarm was raised and a security search was conducted on board. No perpetrators were found and the crew was not injured. Some ship's spare parts were found missing.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
8	<i>Al Khaznah</i> LNG tanker Liberia 110895 9038440	16/10/15 0500 hrs	01° 02.37' N, 103° 39.15' E SOMS	<p>While underway, a perpetrator boarded the LNG tanker. The ship reported to the VTIS, anti-piracy watch was maintained and the alarm was raised. Nothing was stolen and the crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
9	<i>Merlin</i> Bulk carrier Marshall Islands 27980 9223552	22/10/15 0555 hrs	01° 06.80' N, 103° 32' E SOMS	<p>While underway, five perpetrators were sighted disembarking from the bulk carrier in a small boat. The alarm was raised and a search was conducted on board. Some engine spares were found missing. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
10	<i>CSK Longevity</i> Bulk carrier Singapore 40963 9679799	22/10/15 2300 hrs	20° 41' N, 107° 13' E Cai Lan Outer Anchorage, Vietnam	<p>While at anchor, six perpetrators armed with iron pipes climbed onto the forecandle of the bulk carrier via a rope with a hook attached. The duty officer sighted the perpetrators and informed the OOW, who raised the alarm and the crew mustered. Noting that the crew had been alerted, the perpetrators escaped empty-handed immediately. The crew was not injured.</p> <p>[ReCAAP Focal Point (Vietnam)]</p>
11	<i>Dorra</i> Oil tanker Bahamas 160782 9386964	29/10/15 0600 hrs	22° 40' N, 069° 56' E Reliance Crude anchorage, Sikka, India	<p>While at anchor, perpetrators boarded the oil tanker via the anchor cable through the hose pipe. The perpetrators stole stores, used ship's messenger line to lower the items and escaped. The crew was not injured.</p> <p>[ReCAAP Focal Point (India)]</p>

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENT
12	<i>Foochow</i> Bulk carrier Singapore 24785 9690901	31/10/15 0200 hrs	22° 46.43' N, 070° 02.23' E Kandla anchorage, India	While at anchor, the crew of the bulk carrier discovered that the padlocks on the bosun stores, No. 1, 2 and 3 deck stores were damaged and stores were missing. It was reported that through the CCTV playback footage, a suspicious boat had approached from the ship's bow at 0017 hrs. Footprints of the perpetrators were also found at the port side main deck. Upon investigation, shackles, turnbuckles, spare chains and log lashing chains were found to be missing. The crew was not injured.

[ReCAAP Focal Point (Singapore)]

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Attempted Incident

S/N	SHIP NAME, TYPE OF SHIP, FLAG, IMO NO., GT	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENT
13	<i>Alameda</i> Bulk carrier Malta 86743 9228174	22/10/15 0326 hrs	01° 07' N, 103° 31' E SOMS	While underway, the crew sighted three to four perpetrators in a small boat attempting to board the bulk carrier via the stern. The alarm was raised and the boat sped off upon being sighted. A search was conducted on board the ship. Nothing was stolen and the crew was not injured. [ReCAAP Focal Point (Singapore) ReCAAP Focal Point (Japan)]