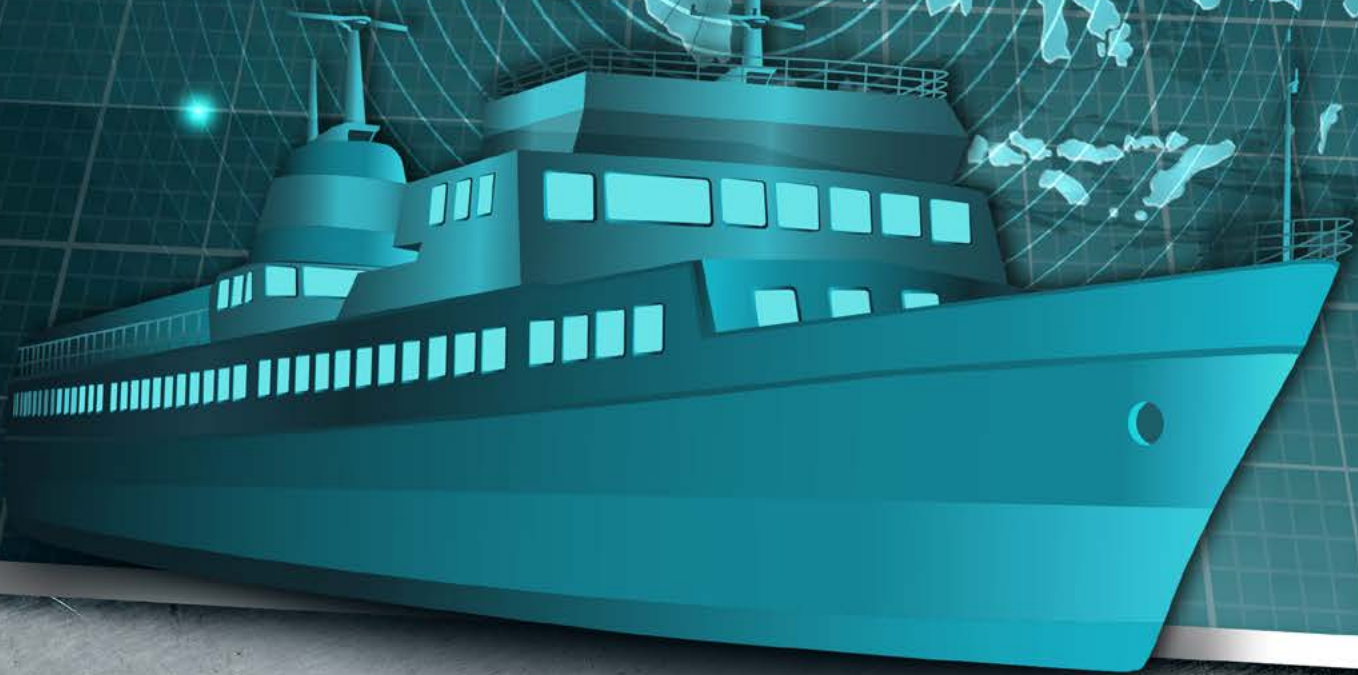




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MONTHLY REPORT

PIRACY AND ARMED ROBBERY **OCTOBER 2016** AGAINST SHIPS IN ASIA

INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA IN OCTOBER 2016

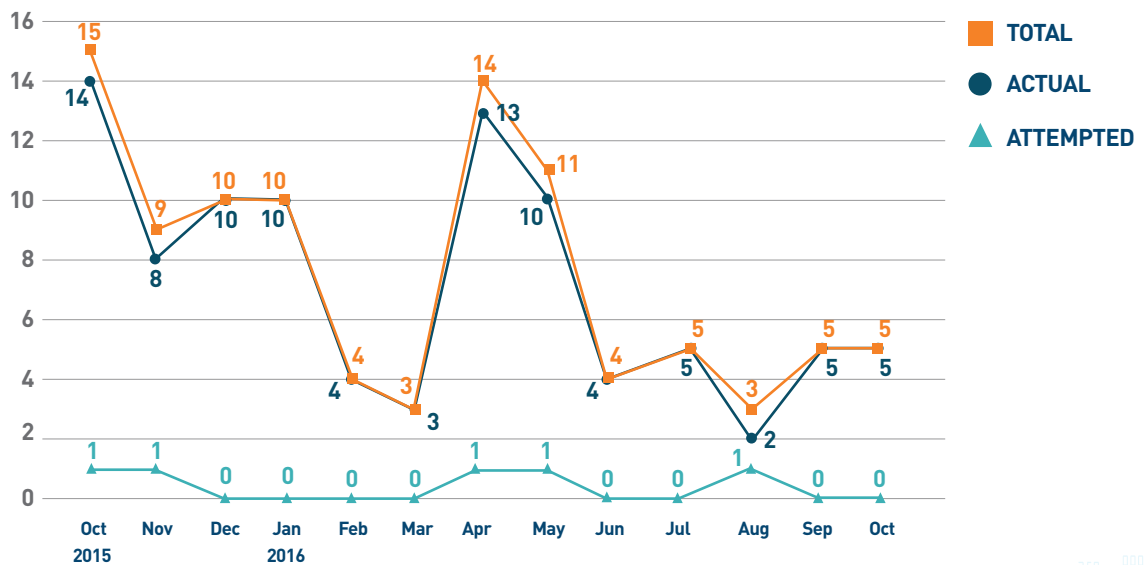
OVERVIEW

In October 2016, five incidents were reported in Asia. Of these, one was an incident of piracy in South China Sea and the other incidents were armed robbery against ships occurred in Indonesia, Philippines and Vietnam.

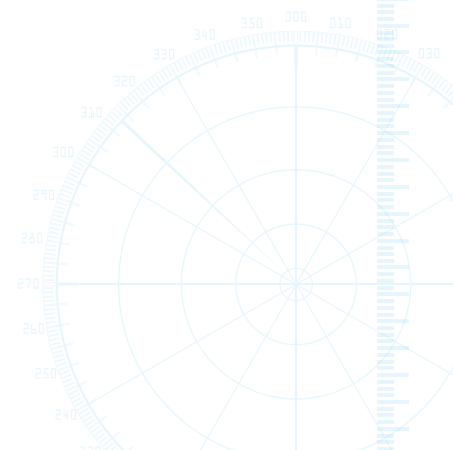
Between January and October 2016, a total of 64 incidents of piracy and armed robbery against ships were reported in Asia; and this represents a 65% decrease in total number of incidents compared to the same period in 2015 when 184 incidents were reported. The number of incidents reported during January-October 2016 is also the lowest among the five-year reporting period of January-October of 2012-2016. However, of concern was the occurrence of an incident of abduction of crew from a general cargo ship in waters off eastern Sabah and southwestern Philippines; and the hijacking of a tug boat towing a barge for theft of the oil cargo on board off Bintulu, Sarawak, East Malaysia.

NUMBER OF INCIDENTS BY MONTH (OCTOBER 2015 - OCTOBER 2016)

A total of five incidents of piracy and armed robbery against ships were reported in Asia in October 2016. Throughout the past one-year period (from October 2015 to October 2016), the number of incidents has fluctuated. Graph 1 below shows the number of incidents reported every month between October 2015 and October 2016.



Graph 1 - Number of incidents (October 2015- October 2016)

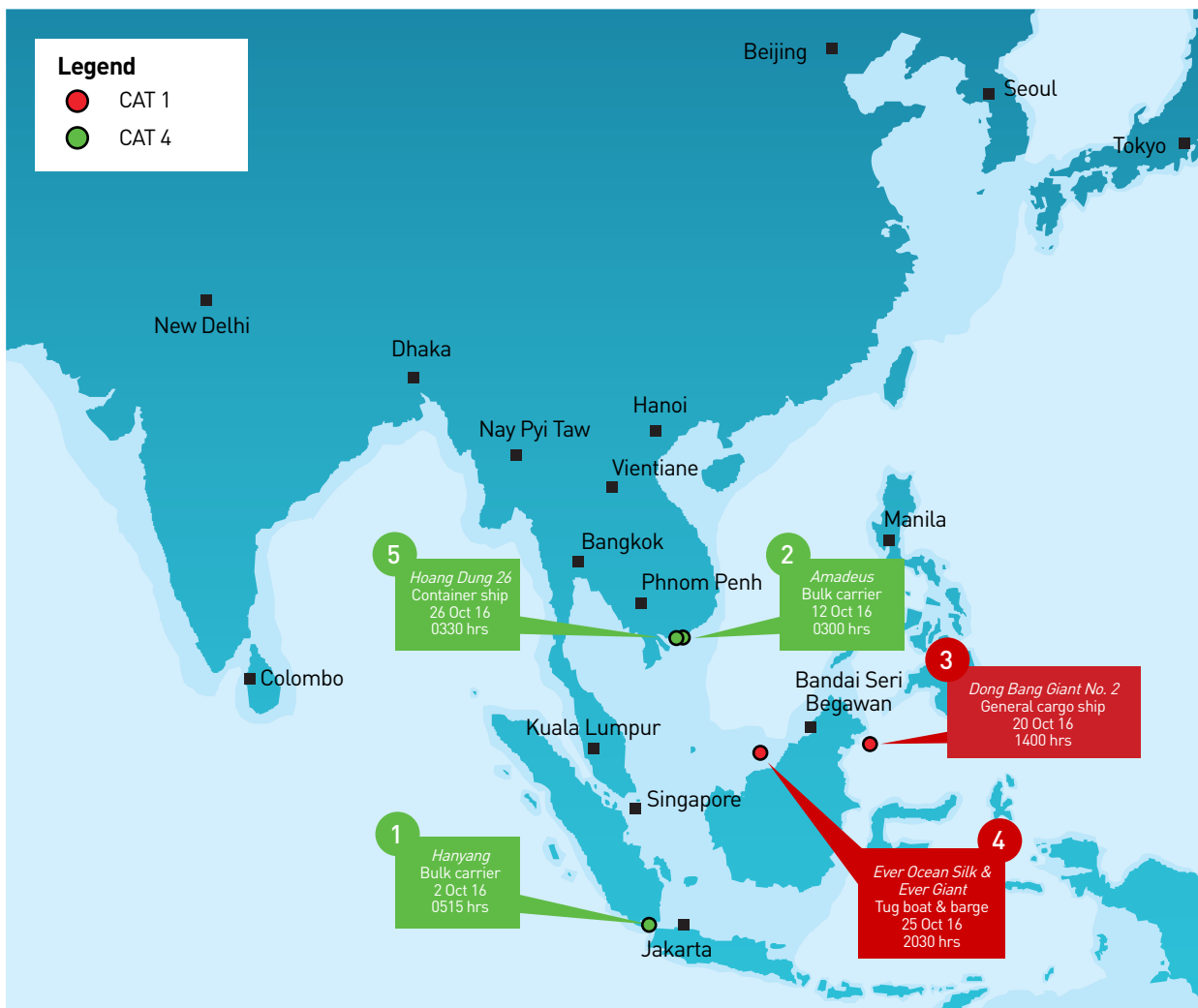


SIGNIFICANCE LEVEL OF INCIDENTS

Of the five incidents reported in October 2016, two were Category 1 incidents and three were Category 4 incidents. The two Category 1 incidents involved the abduction of crew from a general cargo ship and the hijacking of a tug boat towing a barge for theft of the oil cargo carried on board. Of the three Category 4 incidents, one occurred on board a bulk carrier while anchored at Panjang anchorage, Indonesia; and two on board a bulk carrier and a container ship while anchored at Vung Tau anchorage, Vietnam.

LOCATION AND DESCRIPTION OF INCIDENTS

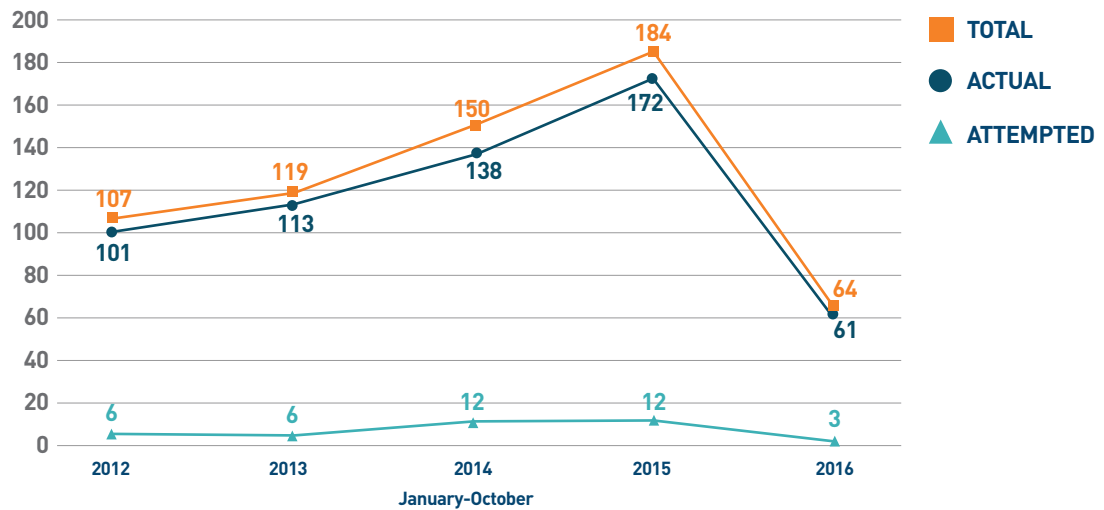
Please refer to Map 1 below for the location of the five incidents; and the Appendix on page 14-17 for the description of these incidents.



Map 1 – Location of incidents in October 2016

NUMBER OF INCIDENTS (JANUARY- OCTOBER OF 2012-2016)

A total of 64 incidents of piracy and armed robbery against ships were reported from January-October 2016 in Asia. Among the 64 incidents, 61 were actual incidents and three were attempted incidents. This is a 65% decrease in the overall number of incidents compared to January-October 2015 when 184 incidents were reported. The number of incidents reported during January-October 2016 is also the lowest among the five-year reporting period of January-October of 2012-2016. Refer to Graph 2.



Graph 2 -Number of incidents (January-October of 2012-2016)

SIGNIFICANCE LEVEL OF INCIDENTS (JANUARY- OCTOBER OF 2012-2016)

Of the 61 actual incidents reported from January to October 2016, 11 were Category 1 incidents, seven were Category 2, three were Category 3 and 40 were Category 4. Eight of the 11 Category 1 incidents were cases of abduction of crew; and three were incidents of hijacking of ships for theft of oil cargo.

Except for the Category 1 incidents, there has been a decrease in all categories of incidents during January-October 2016 compared to the same period in the past four years. The number of Category 1 incidents has been fairly consistent for the past three year of January-October of 2014-2016. Refer to Chart 1.

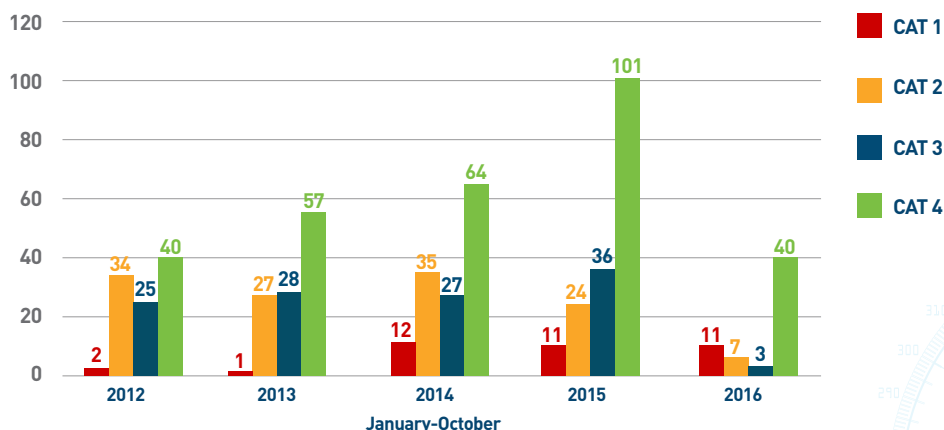


Chart 1 - Significance level of incidents (January-October of 2012-2016)

INCIDENT INVOLVING *DONG BANG GIANT NO. 2* (20 OCT 16)

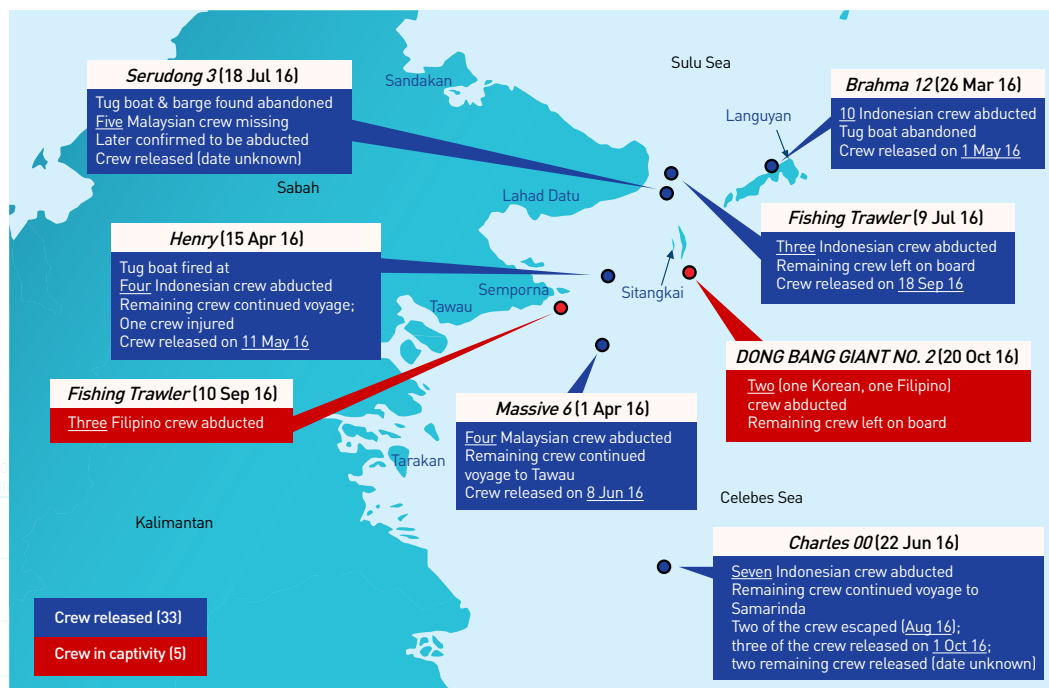
An incident involving the abduction of a ship master (Korean) and the 2nd officer (Filipino) occurred on 20 Oct 16 from a Korea-registered general cargo ship, *Dong Bang Giant No. 2* (11,391 GT). The ship departed Australia for the Republic of Korea and was en route at a speed of 8 knots when the incident occurred. Refer to the Appendix for the detailed description of the incident.



Dong Bang Giant No. 2
(Courtesy of ReCAAP Focal Point
(Republic of Korea))

Upon receipt of a satellite alarm from *Dong Bang Giant No. 2*, the ReCAAP Focal Point (Republic of Korea) reported the incident to the ReCAAP ISC who informed the Philippine Coast Guard (PCG) [also the ReCAAP Focal Point (Philippines)], and alerted all the other 19 ReCAAP Focal Points, the Information Fusion Centre (IFC), Eastern Sabah Security Command (ESSCOM), Malaysian Maritime Enforcement Agency (MMEA) and BAKAMLA. The PCG, Naval Forces of the Western Mindanao (NAVFORWEM) and the Philippine Marines (PMAR) from Task Force Tawi-tawi (TFTT) were deployed to locate the abducted crew.

This is the eighth incident of abduction of crew off eastern Sabah and southwestern Philippines since March 2016; and it is the first incident involving a general cargo ship. The previous seven incidents occurred on board tug boats towing barges and fishing trawlers. Based on the eight incidents, it is observed that ships that are slow moving and with low freeboard are vulnerable; regardless of its flag or ship type. Of the 38 crew who had been abducted in the eight incidents, 33 had been released, and five are still held in captivity.



Map 2 – Approximate location of the eight incidents

The ReCAAP ISC is concerned about the situation in the region; and advised slow moving ships with low freeboard to re-route away from the area, if possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the area. When transiting nearer to eastern Sabah, ship masters are advised to report to the Eastern Sabah Security Command (ESSCOM), particularly when sighting any suspicious activities or boats in the area. They are also to report to the Operation Centre in the PCG District Southwestern Mindanao (CGDSWM) for monitoring and immediate responses in any eventualities. The contact details of ESSCOM and CGDSWM Operation Centre are as follows:

Eastern Sabah Security Command (ESSCOM)

Tel: +60 89863181/016

Fax: +60 89863182

VHF: Channel 16 with call-sign "ESSCOM"

Email: bilikgerakanesscom@jpm.gov.my

Philippine Coast Guard District Southwestern Mindanao (CGDSWM) Operation Centre

Sat phones: +63 929686 4129/+63 916626 0689

VHF: Channel 16 with call-sign "ENVY"

Email: hcgdswm@yahoo.com

INCIDENT INVOLVING *EVER OCEAN SILK* TOWING *EVER GIANT* (25 OCT 16)



Ever Ocean Silk (Courtesy of MMEA)



Ever Giant (Courtesy of MMEA)

On 25 Oct 16 at about 2030 hrs, more than 10 perpetrators boarded the Malaysian-registered tug boat, *Ever Ocean Silk* towing barge, *Ever Giant* at approximately 60 nm north of Bintulu, Sarawak, East Malaysia. The tug boat and barge laden with palm oil, had departed Lahad Datu, Sabah, East Malaysia on 20 Oct 16 for Port Klang, Selangor, Peninsular Malaysia. The perpetrators armed with parangs (long knives) boarded the tug boat, tied the 10 crew (all Indonesians), gathered them in a cabin and instructed one of them to navigate the boat. The owner of *Ever Ocean Silk* reported the incident to the MMEA, Bintulu after they lost communications with the master. Three MMEA boats (*KM Tabah*, *KM Jepak* and *Penggalang 33*) were dispatched; and *Ever Ocean Silk* and *Ever Giant* were found at about 30 nm off Tanjung Kidurong, Sarawak. The crew was safe on board. The tug boat and barge were subsequently escorted by the MMEA boats to Bintulu port. The perpetrators had reportedly siphoned 2,499 metric tons of palm oil and stole the crew's personal belongings.

This is the second incident of theft of oil cargo from a ship belonging to the same company. On 3 Jun 16, an unknown number of perpetrators boarded tug boat, *Ever Prosper* towing barge, *Ever Dignity* off Mukah, Sarawak; and siphoned about 3000 litres of crude palm kernel oil (CPKO). Refer to Map 3 on location of the two incidents.



Map 3 – Approximate location of incidents involving *Ever Ocean Silk & Ever Giant* and *Ever Prosper & Ever Dignity*

CONCLUSION

There has been an improvement in the total number of incidents of piracy and armed robbery against ships in Asia in October 2016; with a 65% decrease compared to the same period in 2015.

However, there is serious concern with the occurrence of eight incidents of abduction of crew in waters off eastern Sabah and southwestern Philippines. There is also concern with the occurrence of two incidents of oil cargo theft in waters off Sarawak to ships belonging to the same owner.

More needs to be done by the littoral States and shipping industry to collectively address the situation. In particular, we advise the shipping industry to be more vigilant in areas where similar incidents had occurred in the past.

DEFINITIONS & METHODOLOGY IN CLASSIFYING INCIDENTS

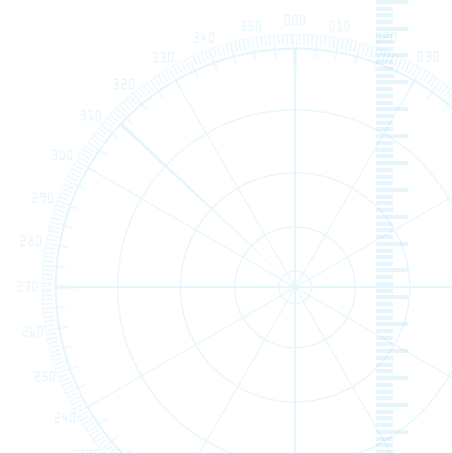
DEFINITIONS

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:

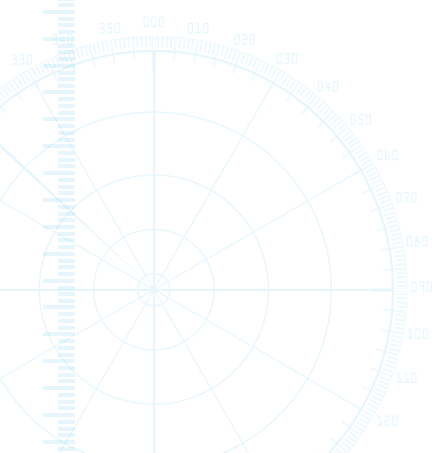
(1) **Type of weapons used.** Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered 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.

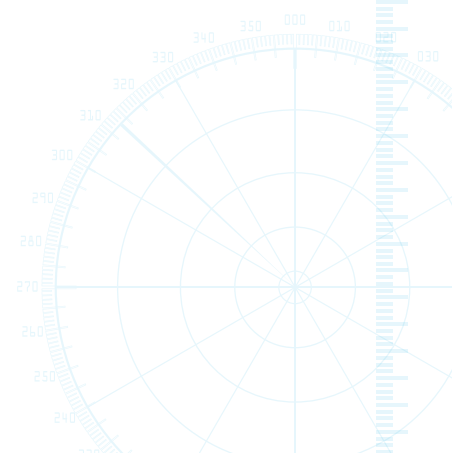
b. **Economic Factor.** This factor takes into consideration the type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo on board or theft of the vessel.

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	The perpetrators were not armed and the crew not harmed. More than half of CAT 4 incidents involved 1-3 men who escaped empty-handed upon sighted by the crew.

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.



CONTACT DETAILS OF RECAAP FOCAL POINTS / CONTACT POINT

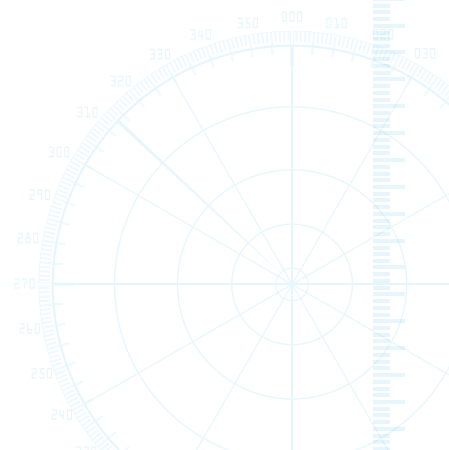
Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Australia (ReCAAP Focal Point)		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: amboc@border.gov.au	+61-2-6275-6000	+61-2-6275-6275
Bangladesh		
Department of Shipping E-mail: cns@dos.gov.bd	+88-02-9553584	+88-02-9587301
Brunei		
Brunei Police Marine Email: kasnol.kincho@police.gov.bn	+673-8836495	+673-2774000
Cambodia		
Merchant Marine Department E-mail: mmd@online.com.kh	+85-5-2386-4110	+85-5-2386-4110
China		
China Maritime Search and Rescue Centre (Beijing) Email: cnmrcc@mot.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
Denmark		
Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-9137-6000	+45-9137-6001

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
India		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: indsar@vsnl.net icgmrcc_mumbai@mtnl.net.in mrcc-west@indiancoastguard.nic.in	+91-22-2431-6558 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558
Japan		
Japan Coast Guard (JCG) Ops Centre Email : jcg-op@milit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
Republic of Korea		
Ministry of Oceans and Fisheries Operations Centre Email: piracy@gicoms.go.kr	+82-44-200-5895 to 98	+82-44-200-5886 to 88
Laos		
International Relation Department Ministry of Public Security Email: keo_kkk@hotmail.com	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547
Myanmar		
MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm	+95-313-1650	+95-1202-417
Netherlands		
Dutch Coastguard Maritime Information Centre (MIK-NL) Email: mik-nl@kustwacht.nl	+31-223-658-101	+31-223-658-358
Norway		
Norwegian Maritime Authority Email: morten.alsaker.lossius@sjofartsdirektoratet.no	+47-5274-5000 +47-5274-5130	+47-5274-5001

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Philippines		
Philippine Coast Guard PCG Action Centre-MRCC (Manila) Email: pcg_cg2@yahoo.com cg2@coastguard.gov.ph isc.cg2@coastguard.gov.ph	+63-917-533-9595 +63-922-839-9513 +63-2-527-3877 +63-2-527-8481 to 89 (ext: 6136/37) +63-917-724-3682 (Text Hotline) +63-2-527-8481 loc6122	+63-2-527-3877
Coast Guard District South Western Mindanao (CGDSWM) Email: hcgdswm@yahoo.com	+63 929689 4129 +63 916626 0689 VHF: Channel 16 with call sign "ENVY"	
Singapore		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
Sri Lanka		
Sri Lanka Navy Operations Room / MRCC (Colombo) Email: nhqdno@navy.lk nhqdno@yahoo.com	+94-11-244 5368 +94-11-221 2230/31	+94-11-244 1454 +94-11-244 9718
Thailand		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: miscdutyofficer@misc.go.th	+66-2475-4532	+66-2475-4577
United Kingdom		
National Maritime Information Centre Operations Centre Email: nmic-group@mod.uk	+44 2392-211951	+44 2392-212024 Please indicate "FAO NMIC – A leg" if send via fax

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
United States		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: rccalameda@uscg.mil	+1-510-437-3701	
Vietnam		
Vietnam Coast Guard Email: vietnamcoastguard@gmail.com vietnamfocalpoint@yahoo.com.vn	+84-4-3355-4378	+84-4-3355-4363

Correct as at 26 Sep 2016



DESCRIPTION OF INCIDENTS

Actual Incidents

■ CAT 1
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
1	<i>Hanyang</i> Bulk carrier Singapore 24785 9714226	02/10/16 0515 hrs	05° 29.70' S 105° 17.30' E Panjang anchorage, Indonesia	<p>While at anchor, three unarmed perpetrators boarded the ship on the port side aft from a wooden boat. The ship's Able Bodied (AB) sighted their presence and reported the incident to the duty officer. The general alarm was activated, and the perpetrators escaped immediately. The crew was not injured and nothing was stolen.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
2	<i>Amadeus</i> Bulk carrier Panama 44425 9749855	12/10/16 0300 hrs	10° 16.02' N 107° 03.49' E Vung Tau anchorage, Vietnam	<p>While at anchor, three unarmed perpetrators in t-shirts and shorts, medium length hair and fair complexion boarded the ship on the starboard side aft of the ship near the accommodation ladder. They threatened the watchman, and when the alarm was raised, they jumped overboard and escaped in a boat. The crew was not injured and nothing was stolen.</p> <p>[ReCAAP Focal Point (Vietnam)]</p>
3	<i>Dong Bang Giant No. 2</i> General cargo ship Republic of Korea 11391 9481788	20/10/16 1400 hrs	04° 34' N 119° 34' E Approximately 7.7 nm southeast of Sibutu Island, Philippines	<p>Upon receipt of a satellite alarm from <i>Dong Bang Giant No. 2</i>, the ReCAAP Focal Point (Republic of Korea) reported to the ReCAAP ISC that on 20 Oct 16 at or about 1400 hrs, six armed perpetrators wearing black shirt boarded the general cargo ship from a (green with white stripes) speed boat with 2 OBM. The perpetrators took away the ship master (Korean) and the 2nd officer (Filipino) at approximately 7.7 nm southeast of Sibutu Island, Philippines, and was seen heading towards Sibutu.</p>

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
				<p>The remaining crew was safe on board the ship. A total of 20 crew comprising four Koreans and 16 Filipinos were on board <i>Dong Bang Giant No. 2</i> when the incident occurred. The ship's last port of call was Australia and she was underway to the Republic of Korea at a speed of 8 knots when the incident occurred.</p> <p>The ReCAAP ISC informed the Philippines Coast Guard (PCG) who is also the ReCAAP Focal Point (Philippines), and alerted all the other 19 ReCAAP Focal Points, the Information Fusion Centre (IFC), Eastern Sabah Security Command (ESSCOM), Malaysian Maritime Enforcement Agency (MMEA) and BAKAMLA.</p> <p>The PCG directed the Coast Guard District Southwestern Mindanao (CGDSWM) to take immediate action. The CGDSWM dispatched a PCG patrol craft DF-316 to proceed to the location of the incident; and coordinated with the Naval Forces of the Western Mindanao (NAVFORWEM) who immediately deployed one high-speed multipurpose attack craft (MPAC) with the Philippine Marines (PMAR) from Task Force Tawi-tawi (TFTT) on board to locate the abducted crew. At about 1830 hrs on 20 Oct 16, another PMAR team boarded and secured <i>Dong Bang Giant No. 2</i>. The ship subsequently sailed to Manila under monitoring by the Coast Guard Action Centre. She departed Manila for the Republic of Korea on 27 Oct 16.</p> <p>[ReCAAP Focal Point (Republic of Korea), ReCAAP Focal Point (Philippines)]</p>

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
4	<p><i>Ever Ocean Silk</i> Tug boat Malaysia</p> <p><i>Ever Giant</i> Barge</p>	25/10/16 2030 hrs	South China Sea	<p>On 25 Oct 16 at about 2030 hrs, more than 10 perpetrators boarded the tug boat, <i>Ever Ocean Silk</i> towing barge, <i>Ever Giant</i> at approximately 60 nm north of Bintulu, Sarawak, East Malaysia. The tug boat and barge, laden with palm oil, had departed Lahad Datu, Sabah, East Malaysia on 20 Oct 16 and were expected to arrive at Port Klang, Selangor, Peninsular Malaysia on 1 Nov 16. The perpetrators armed with parangs (long knives) came alongside the tug boat in a speed boat and a wooden boat, similar to a fishing boat.</p> <p>Once on board, the perpetrators gathered and tied the 10 Indonesian crew in a cabin. It was reported that the perpetrators instructed one of the crew to teach them how to navigate to their desired location. The crew tried to navigate the ships closer to coast but was assaulted by the perpetrators who discovered his intention. The crew then adjusted to the perpetrators' desired course and was later locked up with the other crew.</p> <p>On 26 Oct 16, the master managed to free himself and the perpetrators were nowhere to be found. The master had to stop the tug boat as the perpetrators had stolen the communication and navigation equipment on board and he was unable to ascertain his location.</p>

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
				<p>The owner of the <i>Ever Ocean Silk</i> reported the incident to the MMEA, Bintulu after they had lost communications with the tug boat. Three MMEA boats (<i>KM Tabah</i>, <i>KM Jepak</i> and <i>Penggalang 33</i>) were dispatched and on 26 Oct 16 at about 1525 hrs, <i>KM Jepak</i> located the ships at about 30 nm off Tanjung Kidurong, Sarawak. The crew was safe on board. The tug boat and barge were subsequently escorted by the MMEA boats to Bintulu port. The perpetrators had reportedly siphoned 2,499 metric tons of palm oil and stole the crew's personal belongings.</p> <p>[MMEA, Sarawak and Sabah Shipowners Association (SSSA)]</p>
5	<i>Hoang Dung 26</i> Container ship Vietnam 1818	26/10/16 0330 hrs	10° 23.26' N 107° 03.15' E Vung Tau anchorage, Vietnam	<p>While at anchor, the crew on board the container ship sighted perpetrators boarding the ship via a small wooden boat. The master and crew managed to catch one of the perpetrators along with the wooden boat. The crew was not injured and nothing was stolen.</p> <p>[ReCAAP Focal Point (Vietnam)]</p>



Information Sharing Centre

ReCAAP Information Sharing Centre
Infinite Studios

21 Media Circle, #05-04, Singapore 138562

T +65 6376 3063 | **F** +65 6376 3066 | **E** info@recaap.org | **W** www.recaap.org