

# MONTHLY

REPORT



Stay updated with our Mobile App. Scan the QR code above to download.

---

## REPORT FOR FEBRUARY 2016

---

Piracy and Armed  
Robbery against  
Ships in Asia

---

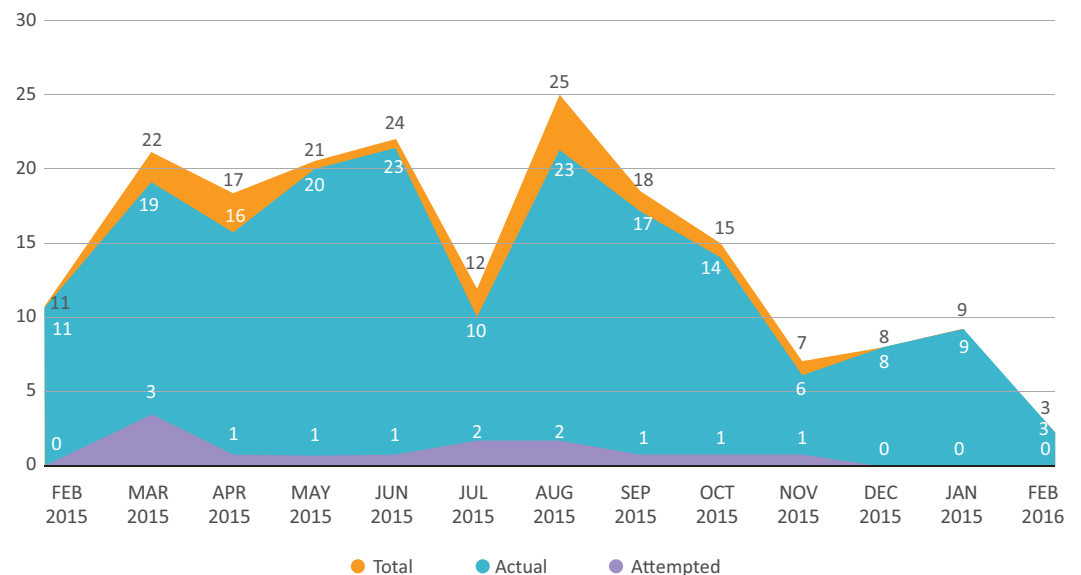
ReC  
AAP  
Information Sharing Centre

**OVERVIEW**

A total of three incidents of armed robbery against ships were reported in Asia in February 2016. No piracy incident was reported. Graph 1 below shows the number of incidents reported between February 2015 and February 2016. The number of incidents reported in February 2016 is lowest among the 12-months period.

Further, no incidents involving oil cargo theft was reported in February 2016, continuously from September 2015.

**Graph 1 - Number of Incidents (February 2015 to February 2016)**

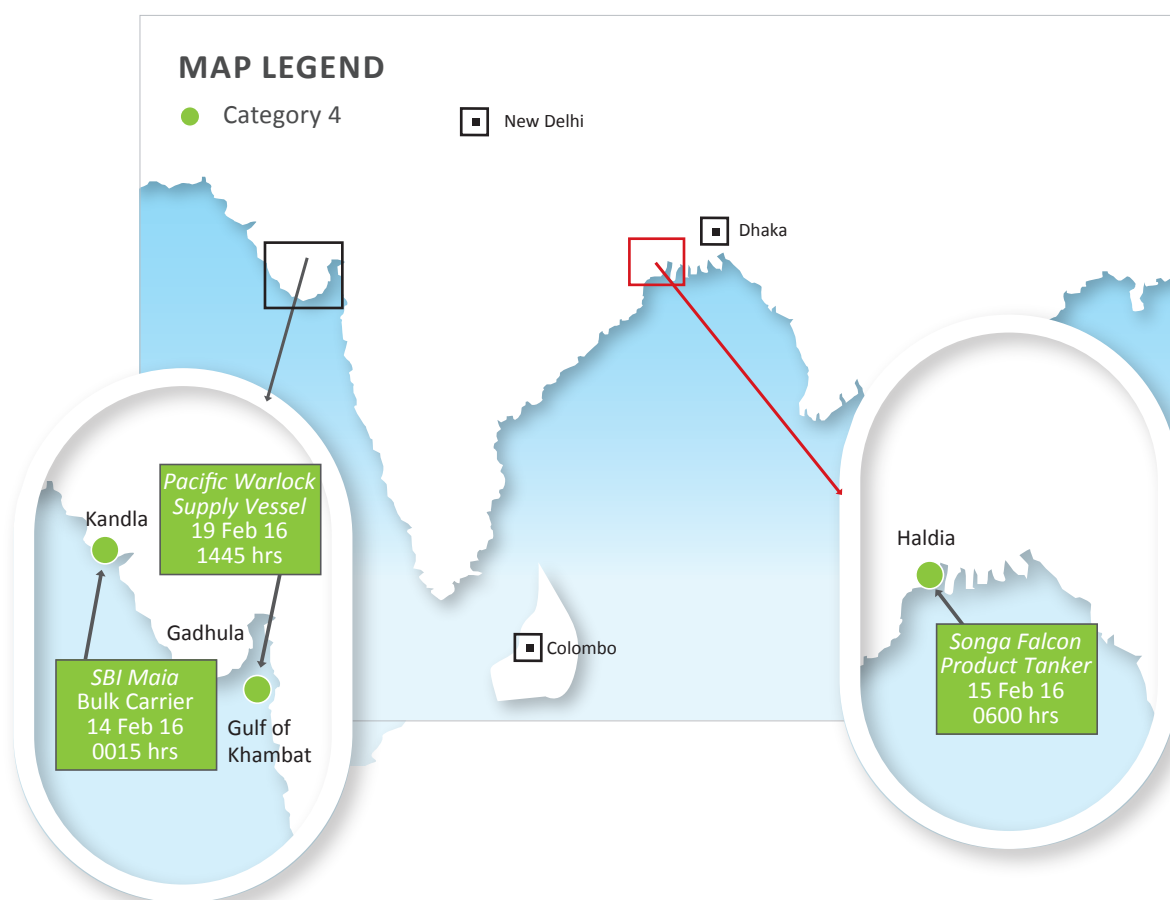


**SIGNIFICANCE LEVEL OF INCIDENTS**

All three incidents in February 2016 were Category 4 incidents, indicating that the incidents were opportunistic in nature involving perpetrators who were not armed and escaped immediately after realising that they have been sighted by the crew. Of the three incidents, one reported loss of stores and in the other two incidents, nothing was stolen.

**LOCATION AND DESCRIPTION OF INCIDENTS**

Of the three incidents reported in February 2016, two occurred on board ships while anchored in India (Tuna Buoy anchorage, Kandla and Haldia Dock Complex, Kolkata); and the third incident occurred while the ship was underway in the Gulf of Khambat off Gadghula, India. Please refer to Map 1 for location of incidents; and page 9 for the description of incidents.



Map 1 – Location of Incidents in India (February 2016)

### PROACTIVE ACTIONS BY INDIAN COAST GUARD (ICG)

In response to the increase in incidents at certain ports and anchorages in India since January 2016, the ICG had intensified its sea patrolling activities especially during hours of darkness. A total of six incidents had been reported in India in January 2016. The apprehension of a suspected boat on 22 Feb 16 along with all eight suspects demonstrates the determination and commitment of the ICG in clamping down such illegal maritime activities in the region.

Ship masters and crew are advised to enhance vigilance, increase security watch shifts and sound the alarm when suspicious boats are sighted in the vicinity or unauthorised boardings took place. Raising alarm and mustering of crew are effective in compelling the perpetrators to escape immediately as evidenced in one of the three incidents reported in February 2016. Immediate reporting to local authorities is essential for response. The ICG recommends that ship masters and crew to keep a listening watch on NAVTEX on frequency 518 KHz for updates on the situation.

**REGIONAL GUIDE TO COUNTER PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA**

The request for a regional guide to address the threats and concerns faced by seafarers operating in the Asian region was made at the 24th Asian Shipowners' Forum (ASF) Annual General Meeting (AGM) held on 18-20 May 15 in Jeju Island, South Korea. In response to that, the ReCAAP ISC led a working group comprising the Asian Shipowners' Forum (ASF), Federation of ASEAN Shipping Association (FASA), International Association of Independent Tanker Owners (INTERTANKO), Oil Companies International Marine Forum (OCIMF), Singapore Shipping Association (SSA), Information Fusion Centre (IFC) and Rajaratnam School of International Studies



(RSIS) jointly produced a guide for the region entitled "Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia." The group also reaches out to shipping companies, the IMO, regional authorities including the Malaysian Maritime Enforcement Agency (MMEA), experts in the maritime fields and like-minded agencies to solicit their inputs towards making the guide a comprehensiveness, all-encompassing and most of all, useful and relevant guidance for seafarers operating in the Asian region. An electronic copy of the Guide was launched on 17 February 2016 at a SSA's annual event. The e-copy of the Guide is available online at the ReCAAP ISC website [www.recaap.org](http://www.recaap.org).

**CONCLUSION**

The situation of piracy and armed robbery against ships in Asia continued to improve in February 2016 with lowest number of incidents reported during February 2015-February 2016. Coupled with the decrease in the number of incidents was also a reduction in the severity level of incidents. Notably, no incident involving hijacking of tankers for theft of oil cargo had been reported since September 2015. Also, there was no report of unauthorised boarding in the Straits of Malacca and Singapore (SOMS) since November 2015.

However, more needs to be done at certain ports and anchorages in India where the port authorities along with the state marine police and relevant enforcement agencies need to enhance their surveillance; and ship masters and crew to maintain stringent watch-keeping while their ships are anchored/berthed there.

Whilst there has been improvement, consolidated efforts by the stakeholders at sea and on land to do their part towards apprehension and prosecution of the perpetrators are key towards clamping down this maritime crime.



## 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.

COUNTRY & AGENCY IN CHARGE	Point of Contact	
	Phone No	Fax Number
<b>AUSTRALIA</b>		
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
<b>BANGLADESH</b>		
Department of Shipping <i>Email: cns@dos.gov.bd</i>	+880-2-955 3584	+880-2-958 7301
<b>BRUNEI</b>		
National Maritime Coordination Centre Brunei <i>Email: p2mk@jpm.gov.bn</i>	+673-2233751	+673-2233753
<b>CAMBODIA</b>		
Merchant Marine Department <i>Email: mmd@online.com.kh</i>	+85-5-2386-4110	+85-5-2386-4110
<b>CHINA</b>		
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
<b>DENMARK</b>		
Danish Maritime Authority (DMA) <i>Email: ReCAAP-FP-DK@dma.dk</i>	+45-9137-6000	+45-9137-6001
<b>INDIA</b>		
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
<b>JAPAN</b>		
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
<b>REPUBLIC OF KOREA</b>		
Ministry of Oceans and Fisheries Operations Centre <i>Email: piracy@gicoms.go.kr</i>	+82-44-200-5895 to 98	+82-44-200-5886 to 88
<b>LAOS</b>		
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

Contact Details of ReCAAP Focal Points /  
Contact Point

COUNTRY & AGENCY IN CHARGE	Point of Contact	
	Phone No	Fax Number
<b>MYANMAR</b>		
MRCC Ayeyarwaddy (Myanmar Navy) <i>Email: mrcc.yangon@mptmail.com.mm</i>	+95-313-1650	+95-1202-417
<b>NETHERLANDS</b>		
Netherlands Coastguard Maritime Information Centre (MIK-NL) <i>Email: mik-nl@kustwacht.nl</i>	+31-223-658-382	+31-223-658-358
<b>NORWAY</b>		
Norwegian Maritime Authority <i>Email: morten.alsaker.lossius@sjofartsdir.no</i>	+47-5274-5130 +47-5274-5000	+47-5274-5001
<b>PHILIPPINES</b>		
Philippine Coast Guard PCG Action Centre-MRCC (Manila) <i>Email: pcg_cg2@yahoo.com cg2@coastguard.gov.ph isc.cg2@coastguard.gov.ph</i>	+63-2-527-3877 +63-2-527-8481 to 89 (ext: 6136/6137) +63-917-724-3682 (Text Hotline) +63-2-527-8481 loc6122	+63-2-527-3877
<b>SINGAPORE</b>		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) <i>Email: pocc@mpa.gov.sg</i>	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
<b>SRI LANKA</b>		
Sri Lanka Navy Operations Room / MRCC (Colombo) <i>Email: nhqдно@yahoo.com nhqдно@navy.lk</i>	+94-11-244 5368 +94-11-221 2230/31	+94-11-244 1454 +94-11-244 9718
<b>THAILAND</b>		
Royal Thai Navy Maritime Information Sharing Centre (MISC) <i>Email: miscdutyofficer@misc.go.th</i>	+66-2475-4532	+66-2475-4577
<b>UNITED KINGDOM</b>		
National Maritime Information Centre Operations Centre <i>Email: nmic-group@mod.uk</i>	+44 2392-211951	+44 2392-212024 Please indicate "FAO NMIC – A leg" if send via fax
<b>UNITED STATES</b>		
USCG Rescue Coordination Center Alameda (RCCAlameda) <i>Email: rccalameda@uscg.mil</i>	+1-510-437-3701	
<b>VIETNAM</b>		
Vietnam Coast Guard <i>Email: vietnamcoastguard@gmail.com vietnamfocalpoint@yahoo.com.vn</i>	+84-4-3355-4378	+84-4-3355-4363

Correct as at 27 January 2016



**List of Abbreviations**

This 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
ADO	Automotive Diesel Oil
ASF	Asian Shipowners' Forum
BCG	Bangladesh Coast Guard
CE	Chief Engineer
CPA	Chittagong Port Authority
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
SSA	Singapore Shipping Association
SSAS	Ship Security Alert System
SSSA	Sabah and Sarawak Shipowners' Association
TNI-AL	Indonesian Navy
TSS	Traffic Separation Scheme
VCG	Vietnam Coast Guard
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 4

S/N	SHIP NAME, TYPE OF SHIP, FLAG, GT, IMO NO.	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENT
1	<i>SBI Maia</i> Bulk carrier Marshall Islands 34447 9705304	14/02/16 0015 hrs	22° 46' N, 070° 00' E  Southwest of Tuna Buoy anchorage, Kandla, India	While at anchor, four perpetrators boarded the ship from starboard side. The perpetrators broke the padlock to the entrance door of the bosun store which is located at the starboard side. The ship security on round saw this, immediately informed the duty officer and raised the alarm, followed by announcement on the PA system. The crew was mustered on bridge. Upon realising the crew had been alerted, the perpetrators escaped by using a rope with grappling hook. An investigation was conducted by the crew and it was found that only the padlock was damaged. Nothing was stolen.  <b>[ReCAAP Focal Point (India)]</b>
2	<i>Songa Falcon</i> Product tanker Marshall islands 8505 9482653	15/02/16 0600 hrs	22° 02' N, 088° 06' E  Haldia Dock Complex, Kolkata, India	While at berth, the crew of the product tanker discovered that four mooring ropes were missing. The master posted additional lookout on the ship. The crew was not injured. Investigation is underway.  <b>[ReCAAP Focal Point (India)]</b>
3	<i>Pacific Warlock</i> Product tanker Marshall islands 8505 9482653	19/02/16 1445 hrs	21° 14.40' N, 072° 16.60' E  Gulf of Khambat, Arabian Sea	While underway, suspicious fishing boats approached the supply ship from port quarter. The supply ship was towing barge, Nelson, which is to be scrapped. Perpetrators were seen walking on the ship's rig deck. Furthermore, two fishing boats were also sighted alongside the barge. The crew sounded five short blasts on ship whistle. The crew locked down the ship, monitored the situation and increased vigilance. Upon realizing the crew had been alerted, the perpetrators escaped empty-handed immediately.  <b>[ReCAAP Focal Point (India)]</b>