

MONTHLY

REPORT



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REPORT FOR JANUARY 2016

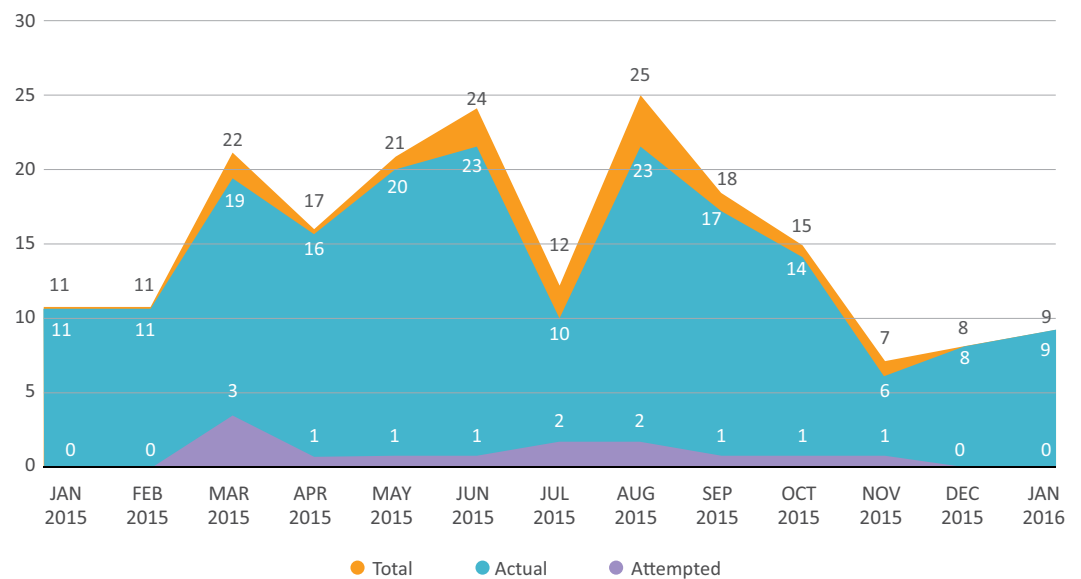
Piracy and Armed
Robbery against
Ships in Asia

ReCAP
Information Sharing Centre

OVERVIEW

A total of nine actual incidents of armed robbery against ships were reported in Asia in January 2016. No piracy incident was reported. The number of incidents in January 2016 has shown a slight increase compared to November and December 2015; but compared to January 2015, there has been a decrease. Refer to Graph 1 on the number of incidents reported every month between January 2015 and January 2016.

Graph 1 – Number of Incidents (January 2015 to January 2016)



SIGNIFICANCE LEVEL OF INCIDENTS

Of the nine incidents reported in January 2016, two were Category 2 incidents, two were Category 3 incidents and five were Category 4 incidents.



- Category 1
- Category 2
- Category 3
- Category 4

Incidents occurred in January 2016 were relatively less severe compared to incidents reported in January 2015. There was no Category 1 incident reported in January 2016 compared to two Category 1 incidents reported in January 2015. Chart 1 shows the significance level of incidents reported during January of 2012-2016. Incidents involving hijacking of tankers for theft of oil cargo did not occur in January 2016, continuously since September 2015.

The two Category 2 incidents in January 2016 occurred on board ship anchored at Tianjin outer anchorage, China and on board ship anchored at Pilot Station anchorage, Vietnam. Of the two Category 3 incidents, one occurred on board ship anchored at Kandla anchorage, India and the other on board a ship anchored at Galang anchorage, Indonesia. The other five Category 4 incidents occurred at ports and anchorages in India (Kandla and Visakhapatnam). The situation at Kandla anchorage is of concern with five incidents occurred there in January 2016.

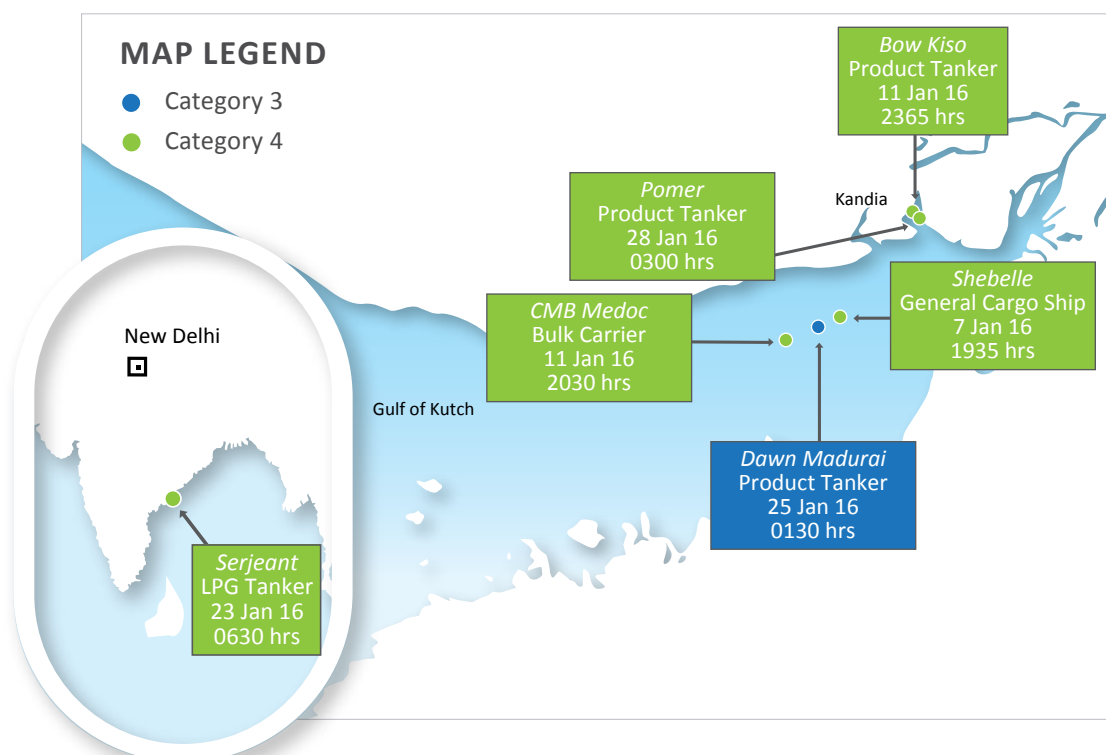
LOCATION AND DESCRIPTION OF INCIDENTS

All nine incidents reported in January 2016 occurred at ports and anchorages. Please refer to Map 2 for location of incidents and the description of incidents on page 10.

SITUATION AT PORTS AND ANCHORAGES IN INDIA

Of the six incidents reported in India, five occurred on board ships anchored in the Gulf of Kutch, Kandla, and one on board ships anchored in Visakhapatnam, eastern part of India. In the incident involving *Shebelle*, the master reported the incident to the Indian Coast Guard (ICG) who immediately deployed a patrol ship to the location of the incident. See map on location of the six incidents.

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



All six reported incidents occurred during the hours of darkness between 1930-0630 hrs. Opportunistic in nature, the perpetrators approached the ships, engaged in theft, and did not harm the crew. Of the six incidents, three reported loss of ship stores; and in the other three incidents, nothing was stolen. In all these incidents, the perpetrators escaped immediately after realising that they had been sighted by the crew.

Noting that two unauthorised boarding took place on 11 Jan 16 within a short time interval of less than three hours apart; and in close proximity to each other had suggested that the same group of perpetrators might be involved.

INVESTIGATION OUTCOME BY THE ICG

Investigations carried out by the ICG, which is also the ReCAAP Focal Point, revealed the following:

- In two of the six incidents, the advisory issued by the port authority/coastal security agency in adopting appropriate precautionary measures were generally neglected.
- In one of the incidents, the master claimed ignorance of the procedures that need to follow, and did not report the incident to the relevant authorities.
- In two incidents, the master only reported the incident to the relevant authorities some time after the incident (nine hours and two days respectively).

The ReCAAP ISC urges the port authorities along with the state marine police and relevant enforcement agencies (both at sea and on land) to beef up their presence and enhance their surveillance including inshore/offshore harbour/anchorage patrol and undertake immediate actions to apprehend the perpetrators involved.

Mariners are requested to adhere to the security advisory as directed by the port authority/coastal security agency. If suspicious activity is observed, master and crew are to keep tracking visually on radar and immediately inform ships in the vicinity and port control. The ICG encourages masters to report all incidents to the port control via VHF on Channel 8 or the ICG on Channel 16. It is recommended that local 'notice to mariners' to be promulgated to provide awareness to the ships especially those that are new in the area.

CONCLUSION

The situation of piracy and armed robbery against ships in Asia has improved since August 2015. Notably, for a consecutive three months since November 2015, there has been no actual incident reported on board ships while underway in the Straits of Malacca and Singapore (SOMS); and also no reported incident involving hijacking of tankers for theft of oil cargo since September 2015. However, there is no room for complacency as more need to be done to enhance port security at certain ports and anchorages.

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Location of Incidents in January 2016



LEGEND

- Category 2
- Category 3
- Category 4

Map 2 – Location of Incidents in January 2016

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.

Contact Details of ReCAAP Focal Points /
Contact Point

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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 2

● Category 3

● Category 4

S/N	SHIP NAME, TYPE OF SHIP, FLAG, GT, IMO NO.	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENT
1	<i>Nord Power</i> Bulk carrier Singapore 88594 9271626	01/01/16 1600 hrs	38° 49' N, 118° 49' E Tianjin outer anchorage, China	While at anchor, the watchman while on roving patrol found the diesel oil storage tank port manhole cover nuts were off the stud bolts. The master, CE, SSO and all personnel were informed of the incident. Tank sounding and quantity check was conducted and upon investigation, they found that about 39 metric tons of low sulphur MGO was stolen from the storage tank. The crew was not injured. [ReCAAP Focal Point (Singapore)]
2	<i>IVS Sentosa</i> Bulk carrier Singapore 20809 9528005	07/01/16 0155 hrs	20° 43.10' N, 107° 09.90' E Hon Cam Pilot Station anchorage limits, Vietnam	While at anchor, the duty officer on patrol spotted three perpetrators emerging from the cross deck where paint stores are kept. Upon being discovered, the perpetrators chased the officer who immediately alerted the OOW via radio. Seven perpetrators were later seen escaping from the forecastle of the main deck area. After the perpetrators escaped, 32 cans of paint were reported missing. The crew was safe. [ReCAAP Focal Point (Singapore)]
3	<i>Shebelle</i> General cargo ship Ethiopia 20471 9385594	07/01/16 1935 hrs	22° 49' N, 070° 04.90' E Kandla anchorage, India	While at anchor, the crew found two ropes hanging from the fore part of the ship and two broken locks of the store. No person or boat was sighted. Crew blew the ship's horn and crew mustered. Nothing was stolen and crew was safe. The incident was reported to ICG, who immediately diverted the ship for sanitization and investigation. [ReCAAP Focal Point (India)]
4	<i>CMB Medoc</i> Bulk carrier Panama 50633 9615171	11/01/16 2030 hrs	22° 46.50' N, 069° 59' E Outer Tuna Buoy anchorage, Kandla, India	While at anchor, the crew discovered some ship's properties were missing. No perpetrators were sighted. Items missing included three fog nozzles, hose coupling, four fire hydrant couplings, four hydrant caps, signal bell and item inside the life raft. The crew was safe. Master reported the incident to ICG two days after the incident. [ReCAAP Focal Point (India)]
5	<i>Bow Kiso</i> Product tanker Panama 19420 9379894	11/01/16 2355 hrs	Kandla anchorage, India	While at anchor, five perpetrators boarded the ship. The master raised the alarm and mustered the crew on the bridge. The crew later conducted rounds on the ship. Nothing was stolen and the crew was safe. [IMO]
6	<i>Crest Hydra</i> Diving support vessel Singapore 3023 9373591	15/01/16 0100 hrs	00° 44.40' N, 104° 09.63' E Galang anchorage, Pulau Batam, Indonesia	While at anchor, the cook discovered three perpetrators, two inside the paint store and another one outside holding a sword and a knife. The perpetrators threatened the cook to return to the accommodation area, and left the ship after stealing 40 tins of marine paint, two flashlights and a SCBA compressor. The crew was not injured. [ReCAAP Focal Point (Singapore)]

S/N	SHIP NAME, TYPE OF SHIP, FLAG, GT, IMO NO.	DATE TIME	LOCATION OF INCIDENT	DETAILS OF INCIDENT
7	<i>Serjeant</i> LPG tanker Singapore 47347 9694634	23/01/16 0630 hrs	17° 39' N, 083° 24' E Visakhapatnam anchorage, India	While at anchor, ship's crew have seen foot prints at the doors of the ship's stores and entrance at the upper deck aft area. One piece of International shore connection and 13 pieces of scupper plugs were reported missing. Crew was safe. ICG and Port authorities are conducting investigation. [ReCAAP Focal Point (India)]
8	<i>Dawn Madurai</i> Product tanker India 28414 9116383	25/01/16 0130 hrs	22° 47.83' N, 070° 02.60' E Kandla anchorage, India	While at anchor, five armed perpetrators boarded the product tanker from a craft. The perpetrators were tall and wore black clothes. The alarm was raised and the crew mustered. The perpetrators escaped with two fire hoses and two fire nozzles. [ReCAAP Focal Point (India)]
9	<i>Pomer</i> Product tanker Croatia 30638 9455739	28/01/16 0300 hrs	Kandla anchorage, India	While at anchor, six perpetrators boarded the product tanker. The master reported the boarding to the port control nine hours later after the perpetrators had escaped. The crew was not injured. [ReCAAP Focal Point (India)]