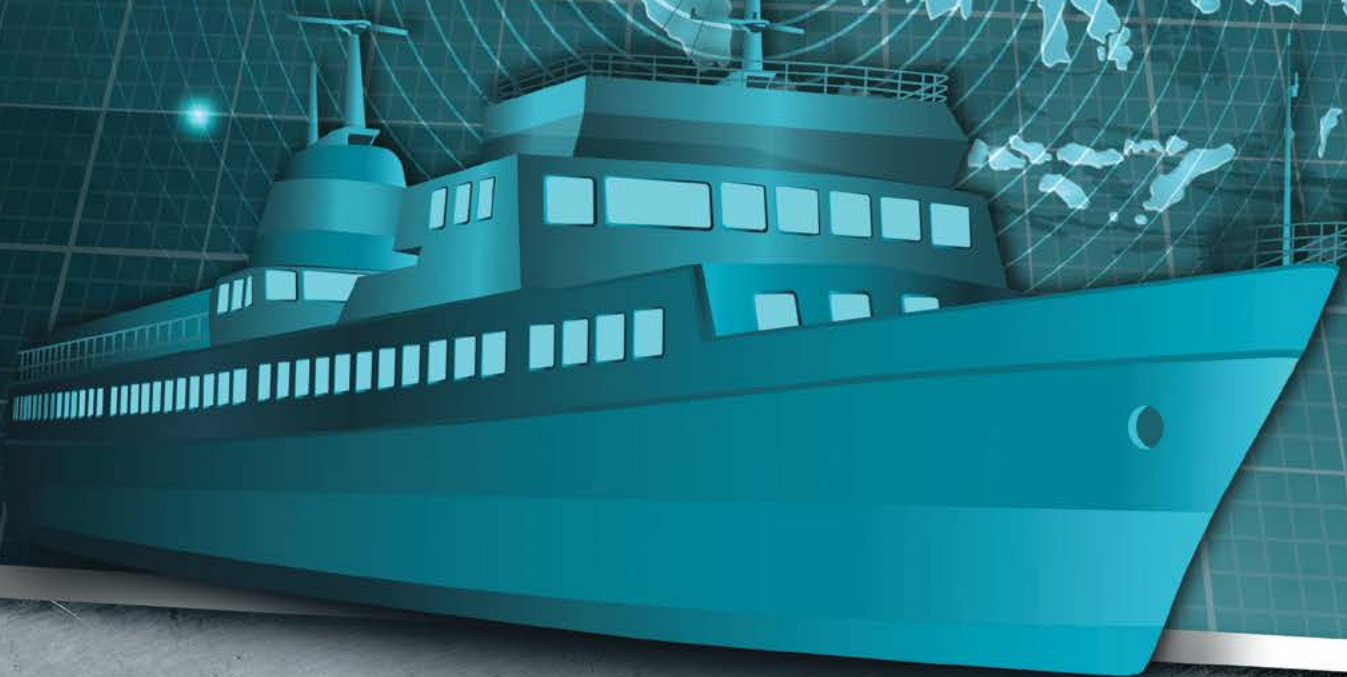




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MONTHLY REPORT

PIRACY AND ARMED ROBBERY AUGUST 2016 AGAINST SHIPS IN ASIA

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

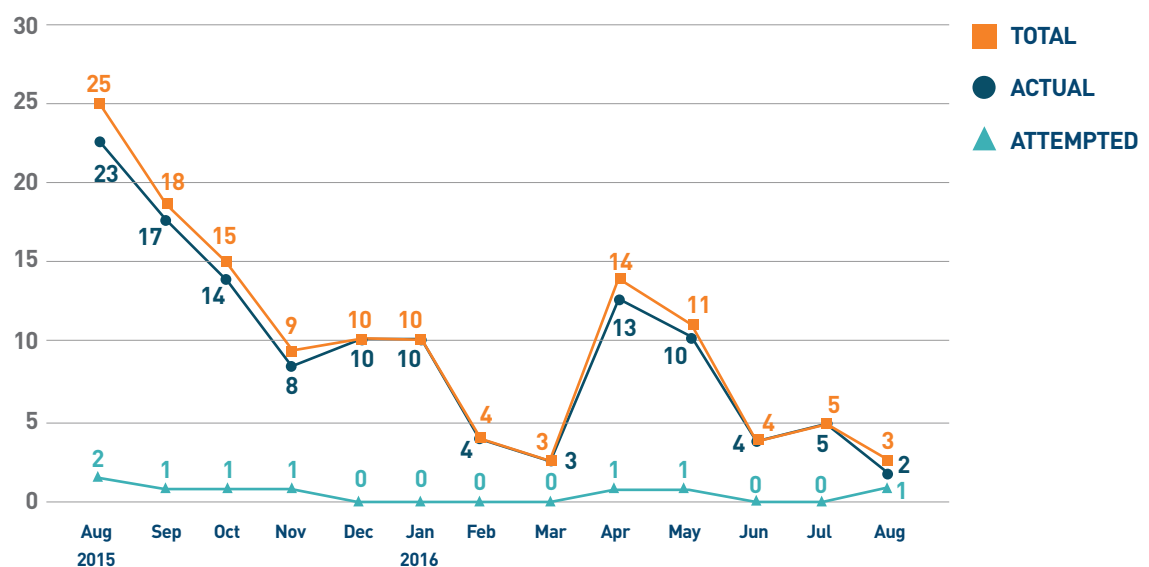
OVERVIEW

A total of three incidents of piracy and armed robbery against ships were reported in Asia in August 2016. Of these, two were actual incidents and one was an attempted incident. There were no incidents involving abduction of crew off eastern Sabah and southern Philippines; and no hijacking of ships for theft of oil cargo reported in August 2016. Worth commending was the arrest of a perpetrator by the Indonesian Navy's Western Fleet Quick Reaction Force. The perpetrator was amongst the six who boarded a Singapore-registered tanker while underway in the South China Sea. More details of the incident are elaborated in this report.

Between January and August 2016, a total of 54 incidents were reported, and this represents a 64% decrease in total number of incidents compared to the same period in 2015 when 151 incidents were reported. The number of incidents reported during January-August 2016 is also lowest among the five-year reporting period of January-August 2012-2016.

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

A total of three incidents were reported in August 2016. Of these, one was an incident of piracy and two were incidents of armed robbery against ships. The piracy incident occurred in the South China Sea (SCS) at approximately 32 nm southeast of Pulau Aur, Malaysia, one theft incident occurred at Vung Tau port, Vietnam and an attempted boarding occurred in the Singapore Strait. Graph 1 below shows the number of incidents reported between August 2015 and August 2016.



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

SIGNIFICANCE LEVEL OF INCIDENTS

Actual Incident. Of the two actual incidents reported in August 2016, one was a Category 2 incident and one was a Category 4 incident. The Category 2 incident occurred on board a product tanker while underway in the South China Sea when six perpetrators armed with guns and knives boarded the tanker, tied up the crew and stole their personal belongings before leaving the ship. The crew was not injured. The Category 4 incident occurred on board a bulk carrier while anchored at Cai-Mep, Vung Tau port, Vietnam. The three perpetrators boarded the ship via the starboard side from a wooden boat and stole six cans of 20-litres paint. The crew was not injured.

Attempted Incident. An attempted boarding of tug boat, *Nautica TG Puteri 27* occurred on 19 Aug 16 while she was underway in the Singapore Strait (SS). The perpetrators aborted the attempt to board when the master raised the alarm.

IMPROVEMENTS IN AUGUST 2016

No incidents involving the abduction of crew off eastern Sabah and southern Philippines and no hijacking of ships for theft of oil cargo were reported in August 2016.

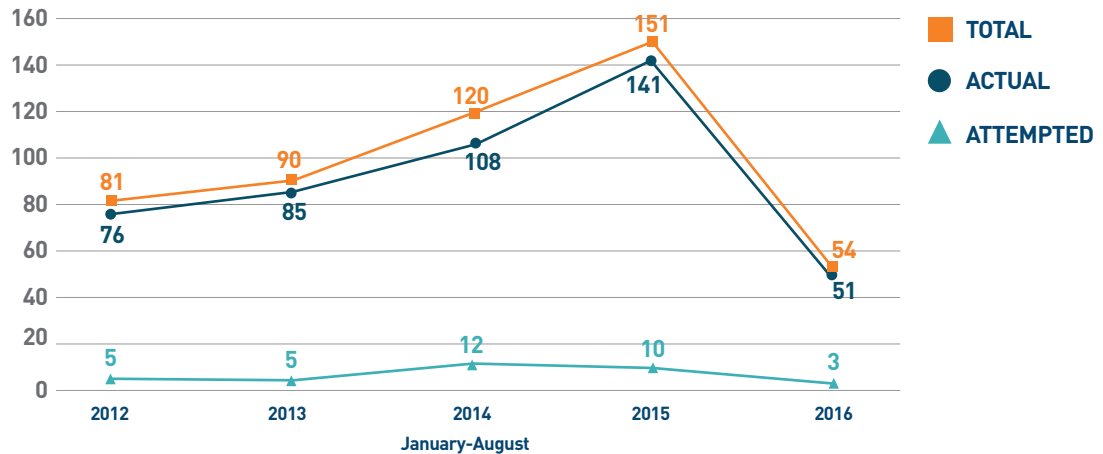
LOCATION AND DESCRIPTION OF INCIDENTS

Please refer to Map 1 below for the location of the three incidents occurred in August 2016; and the Appendix on page 9 for the description of the incidents.



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

Between January and August 2016, a total of 54 incidents of piracy and armed robbery against ships (comprising 51 actual incidents and three attempted incidents) were reported in Asia; and this is a 64% decrease in the total number of incidents compared to January-August 2015 when 151 incidents were reported. Notably, the number of incidents reported during January-August 2016 is also the lowest among the five-year reporting period of January-August of 2012-2016. Refer to Graph 2.



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

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

Of the 54 incidents, eight were Category 1 incidents, six were Category 2, three were Category 3, 34 were Category 4 and three were attempted incidents. Six of the eight Category 1 incidents were abduction of crew; and two involved the hijacking of ships for theft of oil cargo.

Except for Category 1 incidents, there has been a decrease in all categories of incidents during January-August 2016 compared to the same period in the past four years. Although the number of Category 1 incidents reported during January-August 2016 has decreased compared to the past two years, more need to be done in the months ahead by all stakeholders in preventing the recurrence of incidents of abduction of crew and hijacking of ships for theft of oil cargo. Refer to Chart 1.

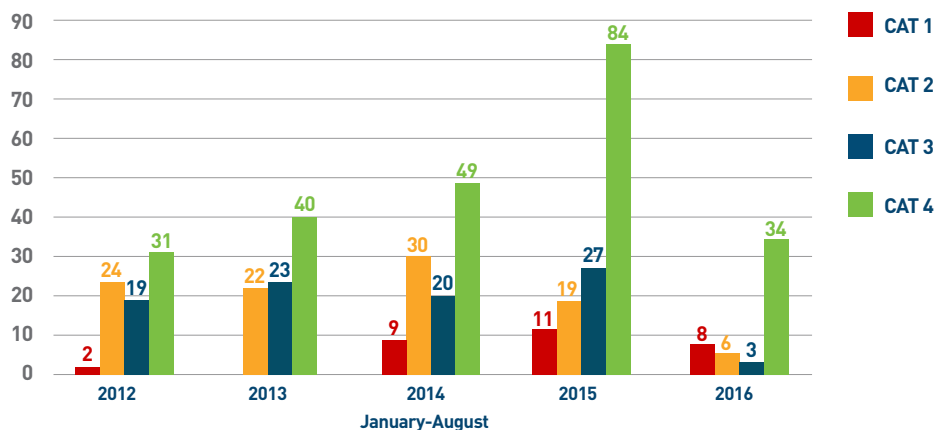
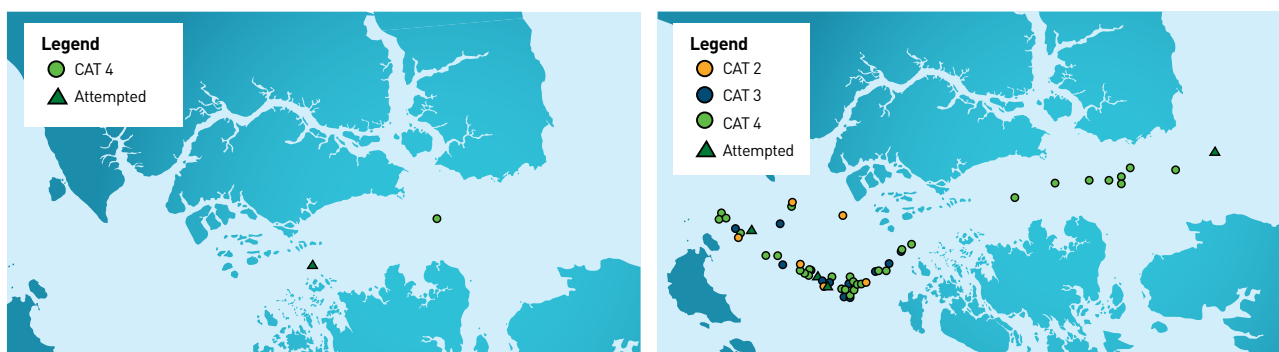


Chart 1 - Significance level of incidents (January-August of 2012-2016)

STRAITS OF MALACCA AND SINGAPORE (SOMS)

Overall the improvement of the situation during January-August 2016 was most apparent in the Straits of Malacca and Singapore, particularly the SS. A total of **two** incidents were reported in the SS during January-August 2016 compared to **85** incidents reported there during the same period in 2015.



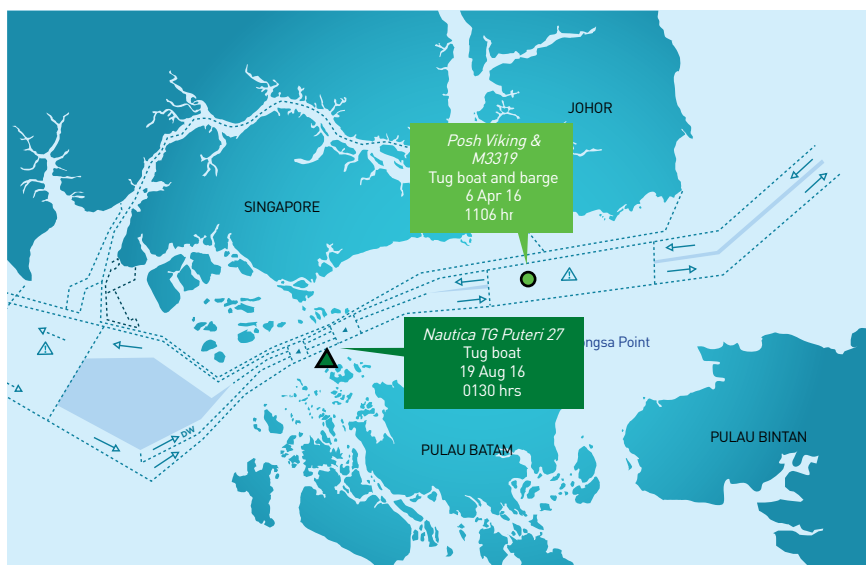
Maps 2 and 3: Incidents in the Singapore Strait during January-August 2016 (left) & January-August 2015 (right)

CASE STUDIES

INCIDENT INVOLVING NAUTICA TG PUTERI 27 (19 AUG 16)

Type of Ship : Tug boat
 Flag : Malaysia
 GT : 466

On 19 Aug 16, *Nautica TG Puteri 27* was underway in the eastbound lane of the Traffic Separation Scheme (TSS) of the Singapore Strait when the master sighted a small boat attempting to come alongside the tug boat. He raised the emergency alarm and the boat aborted the boarding on hearing the alarm. This is the second incident



Map 4 – Location of incidents involving *Nautica TG Puteri* and *Posh Viking*

reported in the Singapore Strait since January 2016. The first incident occurred on 6 Apr 16 on board *Posh Viking*, a tug boat while underway in the westbound lane of the TSS. Due to timely reporting by the master, effective information sharing among the littoral States and immediate operational response by the enforcement agency, the perpetrators were arrested and the stolen item recovered.

INCIDENT INVOLVING *AD MATSU* (7 AUG 16)

Type of Ship : Product tanker
 Flag : Singapore
 GT : 3609

On 7 Aug 16, at about 2130 hrs, *AD Matsu* was underway to Hai Phong, Vietnam from Singapore when six perpetrators boarded the tanker at the starboard side from a speed boat at approximately 15 nm off Tanjung Berakit, Indonesia. The ship master and chief officer were conducting anti-piracy rounds when two perpetrators armed with a pistol and knives confronted them. The perpetrators tied their hands and brought them to the bridge. The other perpetrators armed with knives brought the rest of the crew to the mess room. The master switched off the Bridge Navigational Watch Alarm System (BNWAS) and slowed his ship under duress. Thereafter, the perpetrators brought the master from the bridge to his cabin and forced him to hand over the petty cash. The perpetrators then brought the master to the mess room where the rest of the ship's crew was held. After about 10 min, the master and chief officer managed to free themselves and escape from the mess room.

At around 2220 hrs, the master and the chief officer observed that the perpetrators were no longer on board. A search was conducted and the master navigated the ship to safety and contacted the company. The master then activated the SSAS and broadcasted a warning message through VHF Channel 16 to ships in the vicinity. The master also informed the Singapore authorities.

Upon receipt of the information, the authorities informed the Indonesian Navy (TNI-AL) who immediately deployed the Western Fleet Quick Reaction Force who arrested one of the perpetrators. Information gathered from him revealed that on 7 Aug 16, he left Pulau Belakang Padang (an island off Pulau Batam), and met with five other men off Tanjong Berakit (off Pulau Bintan). They boarded a small boat at 1900 hrs on the same day and headed towards Pulau Mangkai (off the Anambas Island Group). Thereafter, they spotted *AD Matsu* and decided to board the ship. Among the items found on him were two Casio wrist watches which matched the description of the lost items reported by the crew and a Samurai sword. The TNI-AL is currently looking for the remaining perpetrators.



Map 5 – Location of boarding of *AD Matsu*

The ReCAAP ISC commends the TNI-AL for their immediate response which led to the arrest of the perpetrator. This incident demonstrates timely reporting by the master, effective information sharing among the littoral States; and immediate operational responses by the Indonesian authorities.

CONCLUSION

The overall situation of piracy and armed robbery against ships in Asia continued to improve in August 2016 with no incident of abduction of crew and no incident of hijacking of ship for theft of oil cargo. However, there is no room for complacency as evidenced from the attempted boarding of tug boat *Nautica TG Puteri 27* in the Singapore Strait after a lapse of four months since the last incident (involving *Posh Viking*) that was reported there on 6 Apr 16. More need to be done in the months ahead by all stakeholders in preventing the recurrence of incidents of abduction of crew and hijacking of ships for theft of oil cargo.

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.bda | +88-02-9553584 | +88-02-9587301 |
| Brunei | | |
| National Maritime Coordination Centre Brunei Email: omaralli.moktar@jpm.gov.bn p2mk@jpm.gov.bn | +673-2233751 | +673-2233753 |
| 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@sjofartsdir.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 Action Centre-MRCC (Manila) Email: cgac@coastguard.gov.ph | +63-2-527-8481 to 89 (ext.: 6136/6137) +63-917-724-3682 (Text Hotline) | +63-2-310-2097 |
| Coast Guard District South Western Mindanao (CGDSWM) Email: hcgdswm@yahoo.com | +63 929689 4129 +63 916626 0689 | |
| 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 |
| 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 |

DESCRIPTION OF INCIDENTS

Actual Incidents

■ CAT 2
 ■ CAT 4

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incidents |
|-----|---|----------------------|--|---|
| 1 | <i>Atlantica</i> Bulk Carrier Malta 28693 9216509 | 07/08/16 0005 hrs | 10° 15.50' N 107° 01.26' E Cai-Mep, Vung Tau, Vietnam | <p>While at anchor, three perpetrators boarded the bulk carrier via the starboard side from a wooden boat. The perpetrators stole six cans of 20-litres paint and escaped.</p> <p>[ReCAAP Focal Point (Vietnam)]</p> |
| 2 | <i>AD Matsu</i> Tanker Singapore 3609 9523782 | 07/08/16 2130 hrs | 02° 00.93' N 104° 52.94' E South China Sea | <p>While the master and the chief officer conducted rounds aboard the ship, they were confronted by two perpetrators who were armed with a pistol and knives. The perpetrators tied their hands and brought them to the bridge. Another three perpetrators armed with knives brought the rest of the crew to the mess room. The master switched off the Bridge Navigational Watch Alarm System (BNWAS) and slowed his ship under duress. Thereafter, the perpetrators brought the master from the bridge to his cabin and forced him to hand over the petty cash. The perpetrators then brought the master to the mess room where all the rest of the ship's crew was held. After about 10 min, the master and chief officer managed to free himself and escape from the mess room.</p> <p>At around 2220 hrs, the master and the chief officer observed that the perpetrators were no longer on board. A search was conducted and the master navigated the ship to safety and contacted the company.</p> |

Attempted Incident

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incidents |
|-----|---|----------------------|---|---|
| | | | | <p>The master then activated the SSAS and broadcasted a warning message through VHF Channel 16 to ships in the vicinity. The master also informed the Singapore authorities.</p> <p>Upon receipt of the information, the authorities informed the TNI-AL who immediately deployed the Western Fleet Quick Reaction Force and arrested one of the perpetrators. Information gathered from him revealed that on 7 Aug 16, he left Pulau Belakang Padang (an island off Pulau Batam), and met with five other men off Tanjong Berakit (off Pulau Bintan). They boarded a small boat at 1900 hrs on the same day and headed towards Pulau Mangkai (off the Anambas Island Group). Thereafter, they spotted AD Matsu and decided to board the ship. Among the items found on him were two Casio wrist-watches which matched the description of the lost items reported by the crew and a Samurai sword.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |
| 4 | <i>Nautica TG Puteri 27</i> Tug boat Malaysia 466 9762120 | 19/08/16 0130 hrs | 01° 11.30' N 103° 52.03' E Straits of Malacca and Singapore | While underway, a small boat attempting to come alongside the tug boat. The master raised the emergency alarm and the small boat aborted boarding. |



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