



REPORT FOR APRIL 2017

MONTHLY

PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA IN APRIL 2017

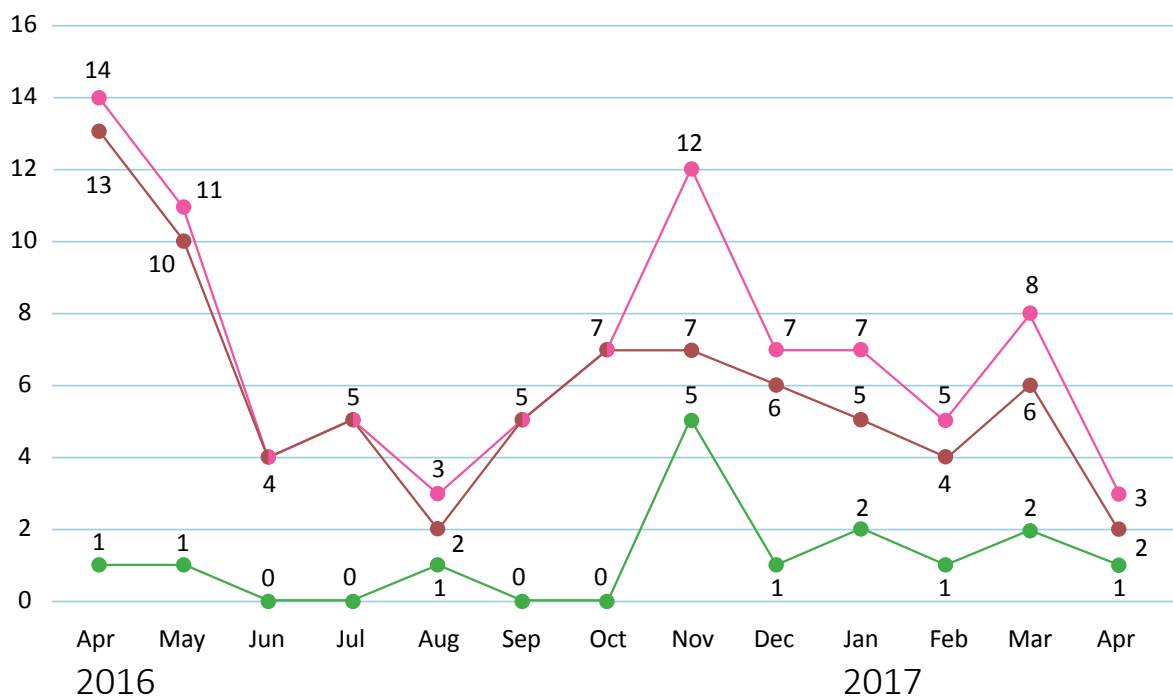
OVERVIEW

A total of three incidents of piracy and armed robbery against ships were reported in Asia in April 2017. Of these, two were actual incidents (armed robbery against ships) and one was an attempted incident (piracy). There was no actual incident of abduction of crew from ship while underway in the Sulu-Celebes Sea and waters off Eastern Sabah in April 2017, except for an attempted incident involving a passenger/cargo ferry on 18 Apr 17. However, there is no room for complacency. The ReCAAP ISC continues to emphasize collective and shared responsibility among the law enforcement agencies and shipping industry.

NUMBER OF INCIDENTS

In April 2017, three incidents of piracy and armed robbery against ships were reported in Asia. Compared to the same period in 2016, there was a decrease in the number of incidents reported in April 2017. A total of 14 incidents were reported in April 2016 compared to three incidents in April 2017.

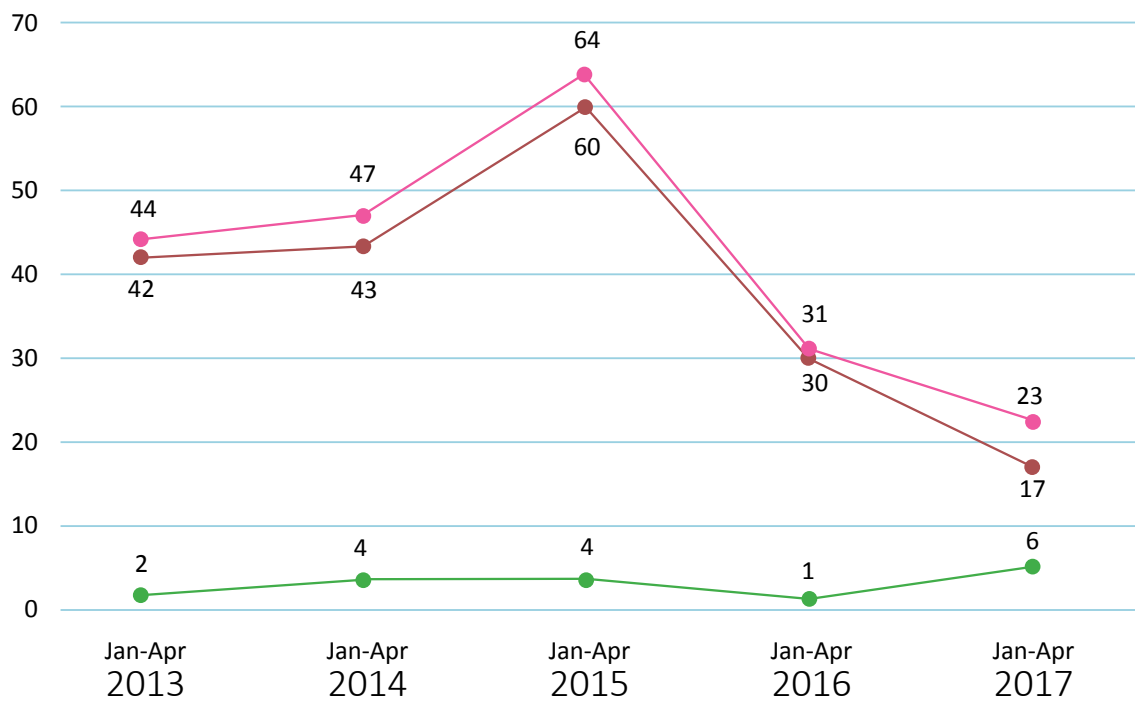
On a month-on-month comparison between April 2016 and April 2017, the number of incidents fluctuated throughout the period, with the lowest of three incidents reported in August 2016 and April 2017; and the highest of 14 incidents in April 2016.



Graph 1 - Number of incidents (April 2016 to April 2017)

● Total ● Actual ● Attempted

Graph 2 below shows the number of incidents reported during the period of January-April of 2013-2017. The number of incidents reported during the period of January-April 2017 was the lowest among the five-year reporting period. Of the 23 incidents reported during January-April 2017, 17 were actual incidents and six were attempted incidents. While the number of actual incidents was the lowest during January-April 2017, the number of attempted incidents was the highest. The increase in the number of attempted incidents indicates that either more attempted incidents were reported, or ship masters, crew and the law enforcement agencies had been successful in preventing boarding by perpetrators.



Graph 2 - Number of incidents (January-April of 2013-2017)

● Total ● Actual ● Attempted

SIGNIFICANCE LEVEL OF INCIDENTS

APRIL 2017

Of the three incidents reported in April 2017, two were CAT 4 incidents which occurred at Samarinda anchorage, Indonesia and Batangas Port, Philippines; while one attempted incident occurred off Siocon, Zamboanga, Philippines in the Sulu-Celebes Sea.

JANUARY-APRIL 2017

Of the 17 actual incidents reported during January-April 2017, three were CAT 1 incidents, one was a CAT 2 incident, three were CAT 3 incidents and 10 were CAT 4 incidents. Except for the CAT 4 incidents, the number of CAT 1, CAT 2 and CAT 3 incidents were fairly consistent during January-April 2016 and January-April 2017.

In comparison, there has been a 26% decrease in the total number of incidents reported during January-April 2017 compared to January-April 2016; and the main bulk of the decrease was the CAT 4 incidents which occurred at the ports and anchorages in India and Indonesia. India reported one incident during January-April 2017 compared to 10 incidents during the same period in 2016; and Indonesia reported three incidents during January-April 2017 compared to seven incidents during the same period in 2016.

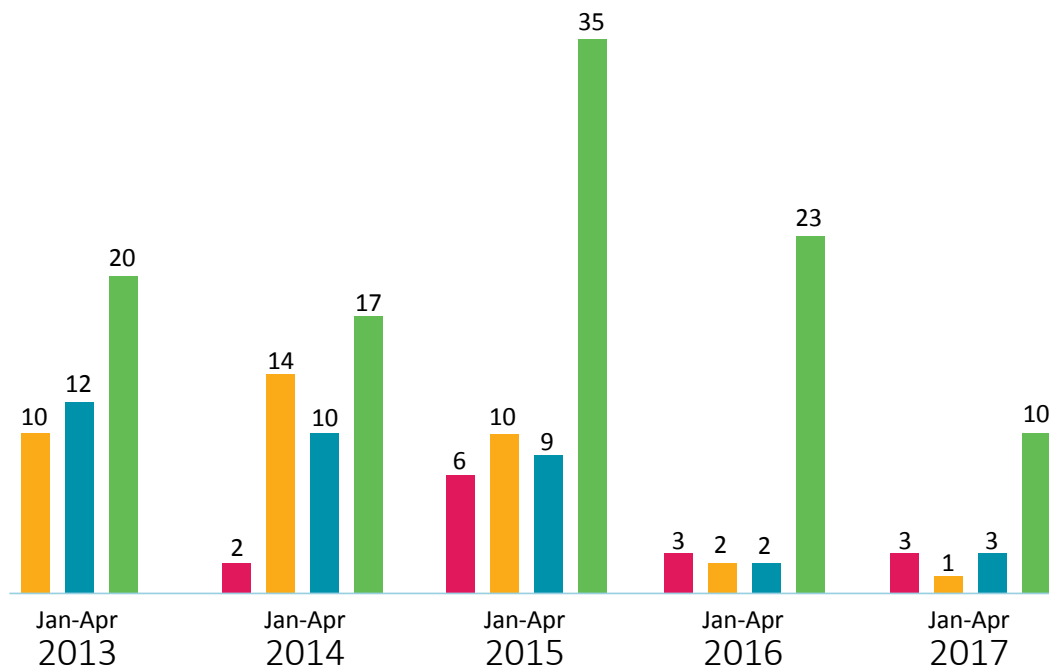


Chart 1 - Significance level of incidents (January-April of 2013-2017)

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4

LOCATION AND DESCRIPTION OF INCIDENTS

Refer to Map 1 for the location of the three incidents reported in April 2017; and the Appendix on page 14 for the description of these incidents.



Map 1 – Location of incidents in April 2017

- | | | |
|---|--|--|
| 1 <i>Arpeggio</i>
Bulk carrier
20 Apr 17
0200 hrs | 2 <i>Lucina Providence</i>
LPG tanker
22 Apr 17
0300 hrs | 3 <i>Doña Annabel</i>
Passenger/cargo ferry
18 Apr 17
0754 hrs |
|---|--|--|

UPDATE ON SITUATION OF ABDUCTION OF CREW FROM SHIPS IN THE SULU-CELEBES SEA AND WATERS OFF EASTERN SABAH

ATTEMPTED INCIDENT ON 18 APRIL 17

The Philippine Coast Guard (PCG) who is the ReCAAP Focal Point for Philippines reported to the ReCAAP ISC an incident involving a Philippine-registered passenger/cargo ferry, *Doña Annabel*. On 18 Apr 17, *Doña Annabel* was underway at approximately 14 nm northwest of Port Santa Maria, Siocon, Zamboanga Peninsula, Philippines when three fast boats surrounded and tried to approach the ferry. An unknown number of perpetrators wearing bonnets and armed with guns were on board the boats. The ship captain reported the incident to the PCG.



Map 2 – Location of incident

- 1** *Doña Annabel*
Passenger/cargo ferry
18 Apr 17
0754 hrs

Upon receipt of the distress call, the PCG immediately coordinated with local authorities, and deployed its assets to conduct maritime patrol in the area. The Philippine Navy also deployed its assets and the Philippine Air Force deployed two Huey helicopters to the location of the incident. The authorities located the ship and rendered assistance to her until she arrived safely at the port of Zamboanga City, Philippines.

STATUS OF THE ABDUCTED CREW

The PCG reported to the ReCAAP ISC that on 13 Apr 17, one of the four abducted crew of fishing boat, *Ramona 2* was beheaded in Sitio Pantay Minol, Brgy. Tanum, Patikul, Sulu. His remains was found by the Philippine Government forces who conducted a search operation after informed about the incident. *Ramona 2* was boarded by an unknown number of perpetrators on 20 Dec 16.

As of 30 Apr 17, of the 59 crew who were abducted since March 2016, 30 were released, seven were rescued, two were killed and 20 still in captivity.

ADVISORY TO SHIPPING INDUSTRY

The ReCAAP ISC strongly urges ship masters and crew to exercise enhanced vigilance and make immediate report prior to entering the Sulu-Celebes Sea and Sibutu Passage for monitoring and immediate responses in any eventualities.

Under the current situation, ships are advised to re-route, where possible. Otherwise ship masters and crew are strongly urged to exercise enhanced vigilance, maximise alertness in lookouts and maintain continuous communication with the shipping company and reporting centres with contact details as shown below.



- 1 Philippine Coast Guard District**
Southwestern Mindanao
Operation Centre
Tel: +63 929686 4129
Tel: +63 929686 0689
VHF: Channel 16 with call-sign "ENVY"
Email: hcgdswm@yahoo.com
- 2 Navy - Littoral Monitoring Station (LMS)**
Bongao, TawiTawi
Tel: +63 917774 2293
VHF: Channel 16
Email: jointtaskgroupptt@gmail.com
- 3 Eastern Sabah Security Command (ESSCOM)**
Tel: +60 89863181/016
Fax: +60 898631812
VHF: Channel 16 with call-sign "ESSCOM"
Email: bilikgeraknesscom@jpm.gov.my



CONCLUSION

The overall situation of piracy and armed robbery against ships in Asia in April 2017 had improved compared to the same period in 2016. Three incidents were reported in April 2017 compared to 14 incidents in April 2016.

Although there was no actual incident of abduction of crew reported in April 2017, there is no room for complacency as the perpetrators continued to seek out for victim ships to board. This was evidenced in the incident involving *Doña Annabel* on 18 Apr 17 where the perpetrators tried to approach the ship, but was not successful in boarding due to timely reporting by the crew and immediate response by the Philippine authorities.

More need to be done to address the situation of abduction of crew, both on land and at sea. The littoral States' enforcement agencies are to conduct coordinated patrols, implement stringent enforcement at sea and make arrest on land; and the shipping industry to keep abreast of the situation, exercise enhanced vigilance and make timely reporting of all incidents.

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 onboard or theft of the vessel.

Using these indicators, the ReCAAP ISC classifies all incidents into one of the four categories to determine their overall significance.

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 remains a small possibility that the crew could be 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.

DETAILS OF ReCAAP FOCAL POINTS / CONTACT POINT

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Australia		
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	+88-02-9554206	+88-02-9587301
Brunei		
Brunei Police Marine Email: kasnol.kincho@police.gov.bn	+673-8836495	+673-2774000
Cambodia		
Merchant Marine Department E-mail: mmd@mpwt.gov.kh	+85-5-2386-4110	+85-5-2386-4110
China		
China Maritime Search and Rescue Coordination 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	+85-2-2541-7714
Denmark		
Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-9137-6000	+45-9137-6001
India		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: indsar@vsnl.net mrcc-west@indiancoastguard.nic.in	+91-22-2431-6558 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Japan		
Japan Coast Guard (JCG) Ops Centre Email : jcg-op@mlit.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@gicomsgo.kr	+82-44-200-5895 to 98	+82-44-200-5886 to 88
Laos		
International Relations Department Ministry of Public Security Email: Ketkeo_pmc@yahoo.com svongdeuane@yahoo.com	+856-21-970-151	+85-6-2121-2505 +85-6-2121-2547
Myanmar		
MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm mrcc.myanmar2012@gmail.com	+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
Philippines		
Philippine Coast Guard PCG Action Centre-MRCC (Manila) Email: cgac@coastguard.gov.ph	+63-2-527-8481 to 89 (ext: 6136/37) +63-917-724-3682 +63-929-825-3207 (mobile)	+63-2-310-2097
Coast Guard District South Western Mindanao (CGDSWM) Email: hcgdswm@yahoo.com	+63 929689 4129 +63 916626 0689 VHF: Channel 16 with call sign "ENVY"	

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
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: nhqдно@yahoo.com nhqдно@navy.lk	+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 sornchon2558@gmail.com	+66-2475-4532	+66-2475-4577
United Kingdom		
National Maritime Information Centre Operations Centre Email: nmic-ws@mod.uk	+44 2392-211951	+44 2392-212024 Please indicate "FAO NMIC – A leg"
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 25 April 2017

DESCRIPTION OF INCIDENTS

ACTUAL INCIDENTS

CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	Arpeggio Bulk carrier Panama 42608 9636278	20/04/17 0200 hrs	00° 15.70' S, 117° 34.50' E Samarinda Anchorage, Indonesia	While at anchor, three perpetrators boarded the bulk carrier. The alarm was raised and crew mustered. Upon seeing that the crew had been alerted, the perpetrators escaped without taking anything. [ReCAAP Focal Point (Singapore)]
2	Lucina Providence LPG tanker Panama 46025 9349784	22/04/17 0300 hrs	13° 40.50' N, 121° 03.10' E JG Summit Terminal Jetty 1, Batangas, Philippines	While at berth, an unknown number of perpetrators boarded the LPG tanker, stole ship's property and escaped. The crew only discovered the theft during their routine rounds. The port authority boarded the ship for investigation. [MMEA]

ATTEMPTED INCIDENT

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
3	Doña Annabel Passenger/cargo ferry Philippines	18/04/17 0754 hrs	07° 57.50' N, 121° 55.96' E Approximately 14 nm northwest of Port Santa Maria, Siocon, Zamboanga Peninsula, Philippines (Sulu-Celebes Sea)	While underway, three fast boats surrounded and tried to approach the ship. There was an unknown number of perpetrators wearing bonnets and armed with guns on board the boats. The ship captain reported the incident to the Philippine Coast Guard (PCG). After receiving the distress call from the ship, the PCG immediately coordinated with local authorities and deployed its assets to conduct maritime patrol in the area. The Philippine Navy also deployed its assets and the Philippine Air Force deployed two Huey helicopters. The authorities located the ship and rendered assistance to her until she arrived safely at the port of Zamboanga City, Philippines. [ReCAAP Focal Point (Philippines)]



**Regional Cooperation Agreement on Combating Piracy
and Armed Robbery against Ships in Asia**

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