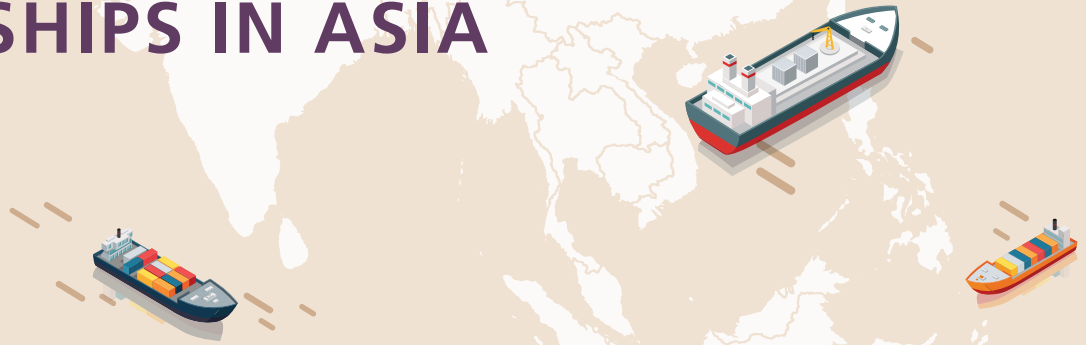
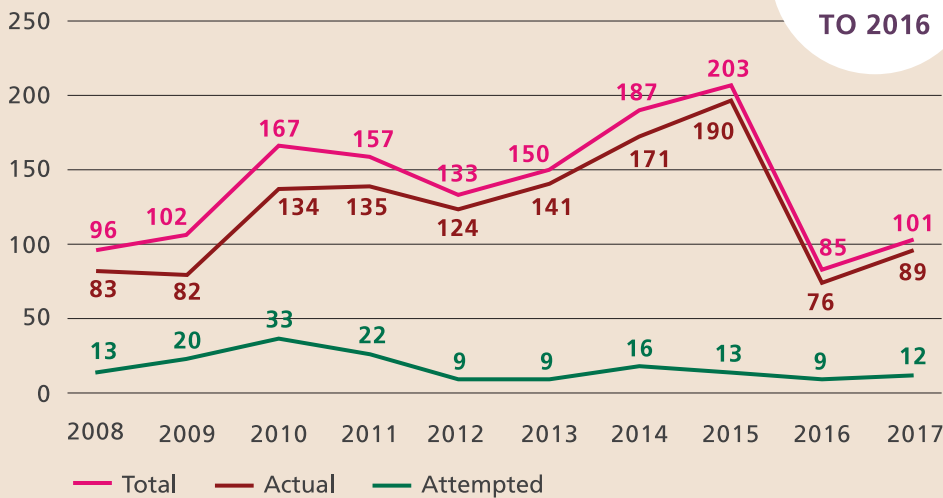


PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA 2017



NUMBER OF INCIDENTS (2008 – 2017)



↑19%
COMPARED TO 2016

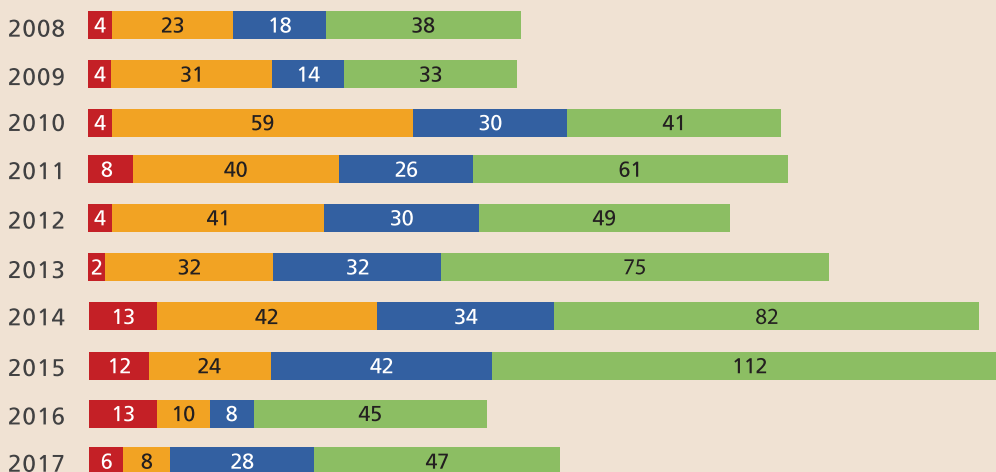
101 INCIDENTS
85 Armed robbery against ships
16 Piracy incidents

89 ACTUAL INCIDENTS

12 ATTEMPTED INCIDENTS

SIGNIFICANCE LEVEL OF INCIDENTS (2008 – 2017)

■ CAT 1 ■ CAT 2 ■ CAT 3 ■ CAT 4



STATUS OF SHIPS

68 INCIDENTS
On board ships at anchor/berth

33 INCIDENTS
On board ships while underway



SUMMARY OF VIOLENCE AND ECONOMIC FACTORS OF ACTUAL INCIDENTS



NUMBER OF PERPETRATORS

Majority in groups of 1 to 6 men



TYPE OF WEAPONS USED

50% not armed/not reported, 33% armed with knives/machetes, 7% armed with guns & knives



TREATMENT OF CREW

No injuries reported in most incidents, except abduction of crew incidents



TYPE OF ECONOMIC LOSSES

Mainly ship stores, engine spares and unsecured items

OF CONCERN IN 2017

- Ports/anchorages in Chittagong and off Kutubdia Island, Bangladesh (11)
- Ports/anchorages in Batangas and Manila, Philippines (17)
- South China Sea (anchored and underway, 12)
- Straits of Malacca and Singapore (9)
- Abduction of crew in Sulu-Celebes Sea and off waters in Eastern Sabah (3)
- Occurrence of hijacking of ship for theft of oil cargo (3)

IMPROVEMENTS

At ports/anchorages in India, Malaysia and Vietnam

ABDUCTION OF CREW

In Sulu-Celebes Sea and off waters in Eastern Sabah (2017)

3 ABDUCTION INCIDENTS Fishing banca, *Giang Hai*, *Super Shuttle Tug 1*

4 ATTEMPTED INCIDENTS *Ocean Kingdom*, *Donghae Star*, *Phu An 268*, *Doña Annabel*

Last actual incident in March 2017 and last attempted incident in April 2017



CURRENT STATUS SINCE ABDUCTION IN MARCH 2016

- 59** Abducted
- 43** Released/rescued
- 7** Killed
- 9** In captivity



ReCAAP ISC'S ADVISORY TO SHIPS

Re-route where possible, otherwise:

- Exercise enhanced vigilance
- Conduct risk assessment
- Adopt piracy countermeasures to mitigate risk
- Make timely reporting
- Maintain communication

CONCLUSION

- Increase in number of incidents in 2017 compared to 2016, and more need to be done in certain locations
 - Bangladesh, Philippines, South China Sea and Straits of Malacca and Singapore
- Abduction of crew and theft of oil cargo remain a concern in 2017
 - Abduction of crew still occurred although decreased
 - Theft of oil cargo continued
- ReCAAP ISC reiterates collective and shared responsibility among authorities and shipping industry