

ReCAAP ISC

PIRACY AND SEA ROBBERY CONFERENCE 2017

27 APRIL 2017 | SINGAPORE



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**CHANGING TRENDS OF MARITIME
PIRACY AND ARMED ROBBERY IN ASIA**

Jointly Organized by:



ABOUT THE REGIONAL COOPERATION AGREEMENT ON COMBATING PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA (ReCAAP), AND THE ReCAAP INFORMATION SHARING CENTRE (ISC)

The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) is the first regional government-to-government agreement to promote and enhance cooperation against piracy and armed robbery in Asia. It was finalised on 11 November 2004 and entered into force on 4 September 2006. To date, 20 States have become Contracting Parties to ReCAAP.

The 20 Contracting Parties to ReCAAP are Australia, the People's Republic of Bangladesh, Brunei Darussalam, the Kingdom of Cambodia, the People's Republic of China, the Kingdom of Denmark, the Republic of India, Japan, the Republic of Korea, the Lao People's Democratic Republic, the Republic of the Union of Myanmar, the Kingdom of the Netherlands, the Kingdom of Norway, the Republic of the Philippines, the Republic of Singapore, the Democratic Socialist Republic of Sri Lanka, the Kingdom of Thailand, the United Kingdom, the United States of America and the Socialist Republic of Viet Nam.

The ReCAAP Information Sharing Centre (ReCAAP ISC) was established under the Agreement, and was officially launched in Singapore on 29 November 2006.

The roles of the ReCAAP ISC are:

INFORMATION SHARING

Serve as a platform for information exchange with ReCAAP Focal Points via the Information Network System (IFN); facilitate communications and information exchange among participating governments to improve incident response by member countries; analyse and provide accurate statistics of piracy and armed robbery incidents to foster better understanding of the situation in Asia;

CAPACITY BUILDING

Facilitate capacity building efforts that help improve the capability of member countries in combating piracy and armed robbery in the region; and

COOPERATIVE ARRANGEMENTS

Cooperate with organisations and like-minded parties on joint exercises, information sharing, capacity building programme, or other forms of cooperation, as appropriate, and agreed upon among the Contracting Parties.

The ReCAAP ISC facilitates exchange of information among the ReCAAP Focal Points through a secure web-based Information Network System (IFN). Through this network, the ReCAAP Focal Points are linked to each other as well as the ReCAAP ISC on a 24/7 basis, and are able to facilitate appropriate responses to incident. The agency receiving the incident report will manage the incident in accordance to its national policies and response procedures, and provide assistance to the victim ship where possible. The agency will in turn, inform their ReCAAP Focal Point which will submit an incident report to the ReCAAP ISC and its neighbouring Focal Points.

For more information about the ReCAAP and ReCAAP ISC, please visit www.recaap.org

ABOUT BIMCO

BIMCO is the world's largest international shipping association, with 2,300 members in around 130 countries. It provides a wide range of services to its global membership – which includes shipowners, operators, managers, brokers and agents.

BIMCO's core objective is to facilitate the commercial operations of members by developing standard contracts and clauses, and providing quality information, advice and education.

BIMCO promotes fair business practices, free trade and open access to markets and is a strong advocate for the harmonisation and standardisation of all shipping related activity.

BIMCO actively promotes the application of globally agreed regulatory instruments. BIMCO is accredited as a Non-Governmental Organisation (NGO) with all relevant United Nations agencies and other regulatory entities.

ABOUT INTERNATIONAL ASSOCIATION OF INDEPENDENT TANKER OWNERS INTERTANKO

Membership is open to independent tanker owners and operators of oil and chemical tankers, i.e. non-oil companies and non-state controlled tanker owners, who fulfil the Association's membership criteria. As of January 2015, the organisation had 204 members, whose combined fleet comprises some 3,077 tankers totalling over 270 million dwt. INTERTANKO's associate membership stands at some 236 companies related to the tanker industry.

INTERTANKO stands for safe transport, cleaner seas and free competition.

ABOUT S. RAJARATNAM SCHOOL OF INTERNATIONAL STUDIES RSIS

The S. Rajaratnam School of International Studies (RSIS) is a professional graduate school of international affairs at the Nanyang Technological University, Singapore. The mission of RSIS is to develop a community of scholars and policy analysts at the forefront of security studies and international affairs. Its core functions are research, graduate education and networking. It produces cutting-edge research on Asia Pacific Security, Multilateralism and Regionalism, Conflict Studies, Non-Traditional Security, International Political Economy, and Country and Region Studies. The activities are aimed at assisting policymakers to develop comprehensive approaches to strategic thinking on issues related to security and stability in the Asia Pacific region.

For more information about RSIS, please visit www.rsis.edu.sg.

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EXECUTIVE SUMMARY

The ReCAAP ISC, BIMCO, INTERTANKO and RSIS jointly organised the Piracy and Sea Robbery Conference 2017 on 27 April 2017 at Sands Expo & Convention Centre, Marina Bay Sands, Singapore. This was the ninth in the series of the annual ReCAAP ISC Piracy and Sea Robbery Conferences and was held in conjunction with the Singapore Maritime Week 2017. The theme of the Conference was '*Changing Trends of Maritime Piracy and Armed Robbery in Asia*'.

The Conference provided a platform for sharing of views, best practices, lessons learned and challenges among the ReCAAP ISC, local and international shipping associations, shipping companies, enforcement agencies, and academic institutes. At the opening of the conference, the Welcome Remarks were delivered by Ambassador Dr Pornchai Danvivathana, Chairperson of the ReCAAP ISC Governing Council. Following this, Dr Phillip Belcher, Marine Director of INTERTANKO delivered the "Keynote Address" on behalf of Ms Katharina Stanzel, Managing Director of INTERTANKO. Subsequently, Mr Christopher Trelawny, Special Adviser to the Secretary General on Maritime Security and Facilitation, Maritime Safety Division, IMO spoke on "piracy trends and emerging global threats". Ms Lee Yin Mui, Assistant Director (Research), ReCAAP ISC, delivered a presentation on "the changing trends of piracy and sea robbery in Asia". Commodore Joel S Garcia PCG, Ph.D., H.D, Al-Haj, Officer-in-Charge of the Philippine Coast Guard (PCG) next updated on "emerging threats, focusing on the abduction of crew in the Sulu-Celebes Sea". The last speaker, Mr Philip Tinsley, Manager (Maritime Security) of BIMCO spoke on "the nexus between cybersecurity and maritime piracy in Asia". Subsequently a panel discussion was held with the speakers and a representative of FASA/SSA; and was moderated by Ambassador Ong Keng Yong, Executive Deputy Chairman of RSIS. The panellists engaged actively with the audience, in a dynamic two-way exchange of perspectives on the changing trends in the maritime security landscape, challenges, and best practices in response to the incidents. The Conference was concluded by the Closing Remarks by Mr Masafumi Kuroki, Executive Director of ReCAAP ISC.

For the first time, the Conference engaged the audience in using an interactive tool known as *Slido* which consisted of a Q & A module for the audience to raise their questions, and a poll to collect views on their expectation for future Piracy Conferences and their assessment on the role of the ReCAAP ISC and its deliverables.





The Conference was attended by about 150 participants from various fields and regions, demonstrating the ReCAAP ISC to be a body of strong relevance in regional and international maritime communities. It also demonstrated the successful outcome of the ReCAAP ISC's outreach efforts to strengthen its networking and partnership with relevant stakeholders towards its objective of becoming a Centre of Excellence for information sharing by 2020.



WELCOME REMARKS

HIS EXCELLENCY DR PORNCHAI DANVIVATHANA

Chairperson of the ReCAAP ISC Governing Council

On behalf of the ReCAAP ISC Governing Council, His Excellency Dr Pornchai Danvivathana welcomed all participants to the ReCAAP ISC Piracy and Sea Robbery Conference 2017. The gist of his speech is summarised in the following paragraphs.



The Conference has served, since 2009, as an information sharing platform among international, regional, and local shipping associations; shipping companies; regional enforcement agencies; international organisations; and academic experts on the situation of piracy and armed robbery against ships in Asia. At the same time, such a platform fosters confidence, trust, and cooperation between the ReCAAP ISC and its stakeholders.

The broad theme of this year's conference is addressing the changing trends of piracy and armed robbery against ships, such as kidnapping for ransom of ship crew in the Sulu-Celebes Sea and the nexus between cybercrime and piracy.

An analysis of past trends revealed that the type and location of incidents varied over the years. It was noted that from 2007-2009, incidents occurred mainly at ports and anchorages. From 2010 to 2012, incidents occurred on board ships while underway in the South China Sea. During the same period, hijacking of tug boats for resale and robbery on board tug boats were also reported. In 2013, robberies on board ships anchored off Pulau Nipa reached its peak, and the situation improved in the subsequent year. From 2014 to 2015, incidents shifted to another location with robberies occurred on board ships while underway in the eastbound lane of the Traffic Separation Scheme (TSS) of the Singapore Strait. During the same period, hijacking of small tankers for theft of oil cargo started to occur.

In 2016, however, the overall situation in Asia improved significantly with a drastic decline in the number of incidents in the Singapore Strait which was attributed to several arrests of perpetrators responsible for these incidents, the increase in surveillance by the littoral States and enhanced vigilance of the crew. There were also reports on the apprehension of mastermind of several syndicates involved in the hijacking of tankers for theft of oil cargo. During January-March 2017, there was further improvement in the situation of piracy and armed robbery against ships in Asia with a 12% decrease in number of actual incidents compared to the same period in 2016. Moreover, there had been an increase in the number of attempted incidents which was an indication that more incidents of successful efforts by crew in deterring boarding by perpetrators.

However, of concern were incidents of abduction of crew for ransom from ships transiting the Sulu-Celebes Seas and the waters off Eastern Sabah which occurred since March 2016. A terrorist group in the Southern Philippines was reportedly responsible for the majority of these abduction incidents, and it was a new emergent threat to regional maritime safety.

Dr Pornchai emphasised that the current success in some areas did not allow for complacency as incidents of abduction of crew continued into 2017 with reports of three actual incidents where two crew were killed and eight crew still held in captivity for the period of January-March 2017. The ReCAAP ISC encourages all stakeholders including enforcement agencies, relevant organisations and the shipping industry to keep abreast of the latest situation, make appropriate risk assessments, exercise enhanced vigilance, and make timely reporting as perpetrators constantly changed their modus operandi and the trend of this maritime crime was dynamic. It is only through collective efforts and collaboration among all stakeholders can the risk of piracy and armed robbery be mitigated.

In concluding, Dr Pornchai stated that the ReCAAP ISC aimed to become a Centre of Excellence for information sharing. At the ReCAAP ISC's 11th Governing Council Meeting held on 14-16 March 2017, the Council endorsed a Roadmap with the goal for the ReCAAP ISC to become a Centre of Excellence for information sharing by 2020. The Roadmap focuses on improvement in the timeliness and accuracy of information sharing and analysis of incidents, enhancement of the capability of ReCAAP Focal Points, further engagement with the maritime community, and raising the ReCAAP ISC's profile with partner organisations and the media.

KEYNOTE ADDRESS

DR PHILLIP BELCHER

Marine Director, INTERTANKO

On behalf of

MS KATHARINA STANZEL

Managing Director, INTERTANKO

Dr Phillip Belcher began his keynote address by highlighting the vital importance of shipping, which is the enabler of globalisation. In this respect, piracy is a threat to world trade and in extension, to the world economy.

In the run up to 2015, piracy was a serious problem in Asia. There were many ships being attacked, with tankers being regularly hijacked for theft of its cargo. But a regionally-led response led to a massive reduction of incidents. Dr Belcher argued that it was a model of success for the rest of the world. However, while the solutions can predominantly come from the region, their impact was global. Dr Belcher emphasised that ongoing security was necessary, even in the presence of current successes, as the threat of piracy and sea robbery was ever-present, although it might not be necessarily obvious. If current efforts were removed too soon, there was the danger of piracy recurring and re-emerging. If ships cannot afforded protection, Dr Belcher remarked that the shipping industry would avoid these areas.

The speaker highlighted some of the key tenets of this successful 'model' in Asia: (i) increased joint patrols; (ii) more reporting; (iii) enhanced cooperation among states; (iv) better exchange of information; (v) arrest and prosecution of perpetrators; and (vi) education and follow-up actions ashore. Dr Belcher added that the Asian region is tackling its own problem and the production of the *Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia* is one of the joint efforts by the regional stakeholders and authorities supported by international shipping associations and industry towards addressing the regional problem.

The speaker also mentioned a number of other related issues which would impact the incidence of piracy and sea robbery. These included the risk of terrorism and negative spill-over effects from war zones. Cyber threat too is a real issue and worse possibilities are likely to emerge.

In looking towards the future, Dr Belcher identified three contributing factors of piracy: the intent to commit the crime, the capability to effectively execute this intention, and the opportunity to do so. He identified the third factor, i.e., the opportunity, as the one which needed to be tackled foremost. The speaker finally emphasised that real efforts and resources were required. While Asia's regional response is a model for success in combating piracy and armed robbery against ships, its continued success required considerable and sustained efforts by all relevant stakeholders.



PIRACY TRENDS AND EMERGING THREATS (GLOBALLY)

MR CHRISTOPHER TRELAWNY

Special Adviser to the Secretary General on Maritime Security and Facilitation, Maritime Safety Division, IMO



Mr Trelawny highlighted that there was a 29% reduction of piracy incidents worldwide from 2015-2016 (i.e., 303-215). Moreover, reported incidents in the South China Sea represented a 16% reduction, down from 81 incidents in 2015 to 68 incidents in 2016. Reported incidents in the Malacca Straits fell from 134 in 2015 to 20 incidents in 2016, representing an 85% reduction. However, this trend does not apply to all regions, as in West Africa, the numbers show an increase of 69%, from 35 incidents reported in 2015 to 59 in 2016. Reports of actual and attempted attacks by pirates and armed robbers are updated via the Piracy and Armed Robbery database in the IMO Global Integrated Shipping Information System (GISIS). Relevant guidance is available in GISIS to assist users with the compilation of customised reports.

The speaker brought attention to how over the years there had been a change in the type of attacks. Most of the incidents in Asia had focused on low-level theft. In recent years, the focus has been on the theft of hydrocarbons from tankers ('siphoning') and scrap metal from barges. More recently, there has been a switch to kidnapping of crew for ransom, particularly in the Sulu Sea area. For instance on 19 Feb 17, *Giang Hai*, a Vietnamese-registered ship while underway from Indonesia to Philippines, Iloilo port, was boarded by pirates who abducted six crew. One of the crew was killed, and the remaining crew was rescued by joint efforts led by the Philippine Coast Guard Sub-Station (CGSS) Taganak, Philippine National Police and Philippine Marines.

Mr Trelawny highlighted some of the regional level responses to the issue: tripartite cooperation of Indonesia, Malaysia, and Singapore, production of regional-specific guidance on piracy, and sharing the lessons learned from the ReCAAP ISC which have been applied to the Djibouti and Yaoundé Codes of Conduct. The IMO is advocating the role and ownership of coastal States and regional initiatives.

Nevertheless, the speaker said that the IMO's position was that Somali piracy had never been eradicated, but was currently being contained due to (i) action by international navies to deter and disrupt pirate action groups and to break the pirate business model; (ii) better situational awareness; (iii) diligent application by merchant ships of self-protection measures detailed in IMO guidance and BMP; and (iv) enhanced law enforcement capacity ashore in Somalia, in a whole-of-government response. He added that the IMO is focusing on helping Somalia to develop its maritime sector pursuant to the Sustainable Development Goals, such as through building regional maritime law enforcement through the Jeddah Amendment. With piracy attacks off the coast of Somalia continuing, the speaker stressed the need for ships to continue to implement effective self-protection mechanism.

In the Western Indian Ocean, there were four incidents reported in 2017. While most of the criminals involved in Somali piracy had shifted to more lucrative criminal activities, such as human trafficking and smuggling, piracy would return if the Navies were to withdraw and the shipping industry dropped its guard. The speaker also mentioned that there was evidence that merchant ships were increasingly taking risks.

Meanwhile, in West Africa, institutional corruption and collusion with perpetrators is a major impediment to tackling piracy. There has also been a shift to the majority of attacks taking place inside territorial waters, and mostly in Nigerian waters. Recent years had also seen the theft of hydrocarbons, but as oil prices have decreased, there has been a shift to kidnapping of crew for ransom. He added that sovereign coastal states did not support the use of foreign armed guards. The speaker recommended coastal states to adopt a whole-of-government approach.

CHANGING TRENDS OF MARITIME PIRACY AND ARMED ROBBERY IN ASIA

MS LEE YIN MUI

Assistant Director (Research), ReCAAP ISC

In terms of trends of maritime piracy and armed robbery in Asia since 2007, 2015 marked the highest in terms of numbers of incidents (203) while 2016 marked the lowest at 85. The majority of these incidents were armed robbery against ships (94%), while piracy generally accounts for around 6% (except in 2010 and 2014 when piracy accounted for 25%). From 2015-16, there has been a decrease in the number of piracy incidents by 6%. Nevertheless, of concern was the continued occurrence of incidents of abduction of crew. During January-March 2017, there were three abduction incidents and three attempted incidents, of which two crew were killed, two were rescued, and eight held in captivity.

In terms of changing trends from 2007-2016, attacks were increasingly those that were opportunistic, i.e., on ships that were anchored and underway, and shifting in locations. The shift in the location of incidents was due to enforcement variability. Changes in modus operandi and targets were driven by economic demands – for instance, demand for second-hand tug boats at a cheaper rate, higher market price of scrap metal, demand for cheaper cargo oil, and abduction of crew for ransom.

In the Straits of Malacca and Singapore, majority of incidents in the last 10 years occurred in the Singapore Strait, with the largest number reported in 2015. There had been improvement in these numbers in 2016 due to action by littoral states, presence of enforcement agencies, arrests of perpetrators, and vigilance by the master and crew.

There had also been reports of more incidents at certain ports and anchorages in the last 10 years. In Bangladesh, 90% of incidents over the past 10 years occurred at the port of Chittagong; in India, the majority of incidents occurred at Kandla port; and in Vietnam, the majority of incidents were at Vung Tau port.



In terms of hijacking of tug boats towing barges, 12 tug boats were hijacked for resale over the past 10 years, to meet the demand for second-hand tug boats. There were also robberies on board tug boats and barges (carrying scrap metal). With regard to hijacking of tankers for oil cargo theft, over 2007-2016, there have been 37 incidents (mostly during 2014-15). Ms Lee stated that there was much improvement in 2016 (three incidents compared to 15 in 2014), and this was due to arrests of masterminds and perpetrators; commitment and efforts by authorities; best management practices by industry; and possibly drop in oil prices which made it less lucrative. An increase in the number of attempted incidents was an indication of more successful efforts by the crew to prevent boarding by the perpetrators. Other challenges included changing trends of perpetrators, lack of timely reporting, stolen items being easily disposable at black markets, and difficulty in tracking stolen items (e.g. cargo oil, stores, ropes, scrap metal).

The ReCAAP ISC provides the advisory to the shipping industry, and this includes publication of Incident Alerts, Special Reports, and Regional Guides. In response to the situation of abduction of crew in the Sulu-Celebes Sea, the ReCAAP ISC advises the shipping industry to re-route from areas of concern where possible; otherwise to exercise extra vigilance and make timely report; and to maintain communications for monitoring by authorities who can respond immediately in the case of any eventualities. Apart from the Regional Guide, the ReCAAP ISC had produced a poster on Guidelines for Tug Boats and Barges (Jan 2012) and *'Tug Boats and Barges (TaB) Guide* (Jan 2013), and the *Guide for Tankers Operating in Asia Against Piracy and Armed Robbery Involving Oil Cargo Theft* (Nov 2015).

In concluding, Ms Lee acknowledged that the ReCAAP ISC has been largely reactive, as it was challenging to speculate the next target and the new modus operandi that are lucrative in nature. To this end, the availability of verified information, timeliness and responsiveness of all stakeholders, situational awareness, and close cooperation and collaboration between industry and enforcement agencies are key to fostering trust and deriving solutions in addressing the emerging challenges as quickly as possible.

EMERGING THREAT: ABDUCTION OF CREW IN SULU-CELEBES SEA

COMMODORE JOEL S GARCIA
PCG, PH.D., H.D, AL-HAJ

Officer-in-Charge, Philippine Coast Guard (PCG)



An average of 14,000 vessels passing through the Sibutu Passage every year. During 2016-2017, there have been 22 reported incidents of kidnap of crew from ships in that region, including 13 actual abductions and nine attempted abduction incidents.

Most of the targeted ships were tugboats, barges, fishing trawlers, and ships with low freeboard. Ten incidents reported the use of speed boats ('Jungkong type' – blue, green, yellow and white striped) by the abductors. Of the 59 crew who had been abducted, 37 crew had been released due to the extensive law enforcement operations and negotiations of the concerned government agencies, two were killed and 20 are still in captivity.

In assessing the situation, Commodore Garcia stated that the Southern Philippines is characterised by complexities in political, social, economic, and religious domains. The interplay of such complexities has contributed towards the emergence of the Kidnap For Ransom ('KFR') incidents. While there had been intensified law enforcement activities to eliminate these terror groups, the speaker emphasised that there was a need for collective and shared responsibilities among all stakeholders to institutionalise their respective efforts.

In term of actions taken by the Philippines in tackling the threat of terrorism, Commodore Garcia referred to the proclamation signed by President Rodrigo Duterte on 5 Sep 16, putting the country under a state of emergency on account of lawless violence. This declaration commands the Armed Forces of the Philippines (AFP), the Philippine National Police (PNP), and PCG to undertake measures permitted by the Constitution and laws to suppress all forms of lawless violence in Mindanao. In addition, the Philippine government is also seeking cooperation from the Mindanaoan Leaders in the negotiations /operations with the abductors for the release of the abducted victims. Other measures included intensified law enforcement activities and enhanced inter-agency coordination among concerned maritime security agencies in information gathering and rescue activities. In addition, there had been a series of consultative meetings between the private maritime stakeholders and the Philippine Coast Guard.

The speaker also remarked an increase in maritime security measures in the Eastern Sabah Security Zone (ESSZ) and the Southern Philippine Waters. The Philippine Government is preparing a number of relevant Circulars. These include: the Circular on Establishment of Transit Corridor Circular which prescribes the guidelines and procedures to ensure the safety and security of vessels navigating through the Moro Gulf and Basilan Strait and through Sibutu Passage; the Circular for Speed Limits For Watercrafts 35 GT and below; and the Circular on Prescribed Radio Communication Equipment on board Philippine Registered Vessels.

NEXUS BETWEEN CYBERSECURITY AND MARITIME PIRACY IN ASIA

MR PHILIP TINSLEY

Manager, Maritime Security, BIMCO

Mr Philip Tinsley spoke of maritime cyber security as the latest threat in the maritime security domain. The scale of the threat, however, may not be obvious at present, given the lack of a central reporting system, ship owners being reluctant to admit cyber-attacks, and also incidents might occurred without being noticed or identified – for instance, in some ships, the operating systems are vulnerable and already infected.



The major formats of cyber threats at present are in the form of malware and phishing. Ships are highly vulnerable currently due to low quality hardware used to construct networks which are not being segregated, outdated/unpatched software, lack of access control to computers and networks, lack of intrusion detection, with obsolete operating systems, and lack of cyber security and safety policies, etc.

Ships can be protected in a number of ways, including training and awareness of the crew; and protection measures on board, such as network protection and segregation system, and use of contemporary software. Cyber security awareness involved threat and vulnerabilities identification; assessment of risk exposure; development of protection and detection measures, establishment of contingency plans, and quick response and recovery from cyber security incidents. Mr Tinsley stated that awareness in the shipping industry had only just begun and that ships needed to adopt a risk-based approach.

Cyber threat to ships can emanate from a number of sources: such as (i) activists or disgruntled ex-employees who have information of the ships to create reputational damage or disrupt operations through the destruction or publication of sensitive data; (ii) cyber criminals and opportunists whose motivations were financial gain, commercial espionage and industrial espionage, and whose objectives included selling stolen data, ransoming stolen data, ransoming system operability, and arranging fraudulent transportation of cargo; and (iii) state-sponsored groups for political gain and espionage whose objectives were gaining knowledge, and causing disruption to economies and critical national infrastructure.

The speaker drew attention to a maritime security survey conducted by IHS Markit and BIMCO in July 2016. Of the 300 respondents, 65 had been victims of cyberattack. The nature of attacks was malware (77%) and phishing (57%). The extent of the attack included loss of corporate data (48%), financial loss (21%), IT system functionality (67%) and shipborne systems functionality (4%).

In conclusion, Mr Tinsley stated that a holistic cyber security approach was required which involved developing a cyber-aware culture, risk management, appropriate governance and information management and setting the tone from the top. He stressed that greater awareness was needed in the industry and that industry guidance had been endorsed by the IMO. As cybercrime is constantly developing, there is a need to keep up with it. To this end, cyber security considerations and robustness should start at the software production stage, i.e., when the ship is being constructed.

PANEL DISCUSSION

MODERATOR

AMBASSADOR ONG KENG YONG

Executive Deputy Chairman, RSIS

PANELLISTS

MR CHRISTOPHER TRELAWNY,

IMO

COMMODORE JOEL S GARCIA

PCG, PH.D., H.D, AL-HAJ,

PCG

MS LEE YIN MUI,

ReCAAP ISC

MR MICHAEL PHOON,

FASA

DR PHILLIP BELCHER,

INTERTANKO

MR PHILIP TINSLEY,

BIMCO

The panellists addressed a number of questions raised by the audience through the moderator.

Concerning cyber security, the issue of burden sharing was raised. While the burden of ship owners increase with cyber security measures, the possibility of sharing the burden with equipment providers was raised. This issue can be more complex with semi- or fully-autonomous ships. The panellists emphasized the importance of preventive measures against emerging threats such as cyber security by shipping companies before they become serious. It was also acknowledged that robust recovery measures were important when prevention failed.



Another question was raised on how to ensure Asia continues to respond to changing trends of piracy and armed robbery in regional waters. To this, it was noted that timely reporting by ships and quick response by authorities were very important. In particular, it was strongly suggested that shipping companies made timely reporting of all incidents so that lessons could be shared with other companies. It was said that around 70% incidents in the Gulf of Guinea were not reported.



Asked on the joint coordinated patrols and air coverage by the littoral States in the Sulu Sea, Commodore Garcia of PCG explained that three countries were committed to carry out joint patrols by deploying numerous assets in the area and added that aircrafts had limited capacity to cover the vast area in the Sulu Sea.



Finally, the comment made by Ms Lee Yin Mui from ReCAAP ISC on improvements at ports and anchorages in India and Vietnam was further probed. In response, it was revealed that in India, the last reported piracy incident at ports and anchorages in 2016 was in May. This was attributed to the ongoing efforts by the Indian Coast Guard (ICG) who has programmes in engaging the local coastal villagers with the objective of educating them about the menace of piracy and armed robbery. Over time, the ICG build trust with the locals who were comfortable and forthcoming in relaying important information to the ICG and Navy, on suspicious persons or activities they observed in their neighbourhood. The arrests of perpetrators made by the Indian authorities had also attributed to a decline in the number of incidents.

In Vietnam, the presence of large number of small boats at certain ports and anchorages area involved in barter trading had made enforcement more challenging. These boats carried out barter trading with bigger ships while anchored in the area. Incidents occurred when perpetrators from these boats boarded the ships during hours of darkness. The Vietnam port authorities have in response had regular interactions and information sharing with the shipping industries to discourage barter trading and making arrests.

CLOSING REMARKS

MR MASAFUMI KUROKI

Executive Director, ReCAAP ISC

Mr Kuroki expressed appreciation to the honourable moderator, speakers, panellists and audience for their contribution to the successful conduct of this conference. He stated that the conference had benefited immensely from the expertise of the representatives of international organisations, law enforcement agencies, and shipping associations. He also hoped that the conference was instructive and useful to all.



Mr Kuroki highlighted two main points of the Conference. First was that while the number of incidents and location were changing with various factors. Despite the decrease of incidents last year, we should not be complacent to think that this would be a long-term trend, as piracy can always resurface depending on the political, economic, and social factors onshore.

Second, the modus operandi of piracy and sea robbery is changing frequently. Perpetrators were looking for opportunity for any mode of piracy and sea robbery, whenever it was lucrative. While the reduction of oil cargo thefts last year was encouraging, new challenges in the form of the abduction of crew from ships in the Sulu-Celebes Sea had emerged. Such abduction was not predicted a year ago. Cybercrime against ships was also no more a potential threat but an actual one. Therefore, the need to be prepared for different types of maritime crimes remains.

Mr Kuroki stated that the aim of the Conference was to raise the awareness of its stakeholders on the importance of being prepared for the changing trends of piracy and sea robbery, including emerging threats. All stakeholders need to remain vigilant, prepared and to sustain their efforts to address maritime threats in the long run.

Mr Kuroki finally stated that in order to address these challenges, the mission of ReCAAP ISC is to remain relevant for governmental agencies and shipping industry. This year, ReCAAP ISC started to issue Warnings to the shipping industry to alert serious incidents in a timely manner in addition to the Incident Alerts it had been providing. He added that the ReCAAP ISC would also conduct Data Analytics on the co-relations between various factors related with piracy and sea robbery, and predictive analysis. Such new activities of the ReCAAP ISC is part of its efforts to become a Centre of Excellence for information sharing by 2020. However, such efforts can be effective only with the cooperation and engagement of all stakeholders. Mr Kuroki concluded by requesting for collective efforts of all stakeholders to make the seas safer for seafarers and ships.

USE OF SLIDO

For the first time, the Conference engaged the audience using an interactive tool known as Slido which consisted of a Q & A module for the audience to raise their questions, and a poll to collect views on their expectation for future Piracy and Sea Robbery Conferences and their assessment on the role of the ReCAAP ISC and its deliverables.



Q & A

From the list of questions raised, it was clear that the audience was interested in the situation of abduction of crew in Sulu-Celebes Sea.

POLL

Although the participants in the poll were limited (28 people), there was some interesting outcome in response to questions on:

Piracy and Sea Robbery Conference

How do you rate the Piracy and Sea Robbery Conference 2017?

- 25% of the audience rated the Piracy Conference 2017 as 'excellent' and 43% considered it 'very good'.

What other subjects /topics you would like to be covered in next year's Conference?

- Among the suggested topics were: cyber security, insight of the perpetrators, security measures to be adopted and action plans by national enforcement agencies.

ReCAAP ISC

How do you rate the ReCAAP ISC as the information hub for combating piracy and sea robbery in Asia?

- 15% viewed the ReCAAP ISC as their 'go-to-agency', 45% viewed the Centre as a relevant agency and 40% viewed the Centre as useful.

Which ReCAAP ISC product is useful to you? Plural answers are possible

- ReCAAP ISC Special Report (68% found the report useful)
- ReCAAP ISC Warning/Incident Alert (64%)
- ReCAAP ISC Weekly Report (61%)
- ReCAAP ISC Single-Sheet Summary (53%)
- ReCAAP ISC Periodical Reports (Annual, Quarterly and Monthly) (50%)

Is the Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia useful and relevant to the shipping industry?

- 57% strongly agree, 29% agree, 11% remained neutral

PROGRAMME

TIME	EVENT
0830 hrs	Registration
0900 hrs	Welcome Remarks H.E. Dr. Pornchai Danvivathana Chairperson of the ReCAAP ISC Governing Council
0910 hrs	Keynote Address Ms. Katharina Stanzel Managing Director, INTERTANKO
0920 hrs	Piracy trends and emerging threats (globally) Mr Christopher Trelawny Special Adviser to the Secretary-General on Maritime Security and Facilitation, Sub-Division for Maritime Security and Facilitation, Maritime Safety Division, IMO
0940 hrs	Changing trends of maritime piracy and armed robbery in Asia Ms. Lee Yin Mui Assistant Director (Research), ReCAAP ISC
1000 hrs Coffee/Tea break	
1020 hrs	Emerging threat: Abduction of crew in Sulu-Celebes Sea COMMO Joel S Garcia PCG, Ph.D., H.D, Al-Haj Officer-in-Charge, Philippine Coast Guard (PCG)
1040 hrs	Nexus between Cybersecurity and Maritime Piracy in Asia Mr. Philip Tinsley Manager, Maritime Security, BIMCO
1100 hrs	Panel Discussion <u>Moderator</u> Ambassador Ong Keng Yong Executive Deputy Chairman, RSIS <u>Panellists</u> Mr. Christopher Trelawny, IMO COMMO Joel S Garcia PCG, Ph.D., H.D, Al-Haj Ms. Lee Yin Mui, ReCAAP ISC Mr. Michael Phoon, Secretary General, FASA Dr. Phillip Belcher, Marine Director, INTERTANKO Mr. Philip Tinsley, BIMCO
1150 hrs	Presentation of Mementos
1155 hrs	Closing Remarks Mr. Masafumi Kuroki Executive Director, ReCAAP ISC
1200 hrs End of Conference	

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- 1. His Excellency Dr. Pornchai Danvivathana**
Chairperson of the ReCAAP ISC Governing Council
- 2. Masafumi Kuroki**
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- 3. Ambassador Ong Keng Yong**
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