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# MONTHLY REPORT

PIRACY AND ARMED ROBBERY **FEBRUARY 2017**  
AGAINST SHIPS IN ASIA

## INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA IN FEBRUARY 2017

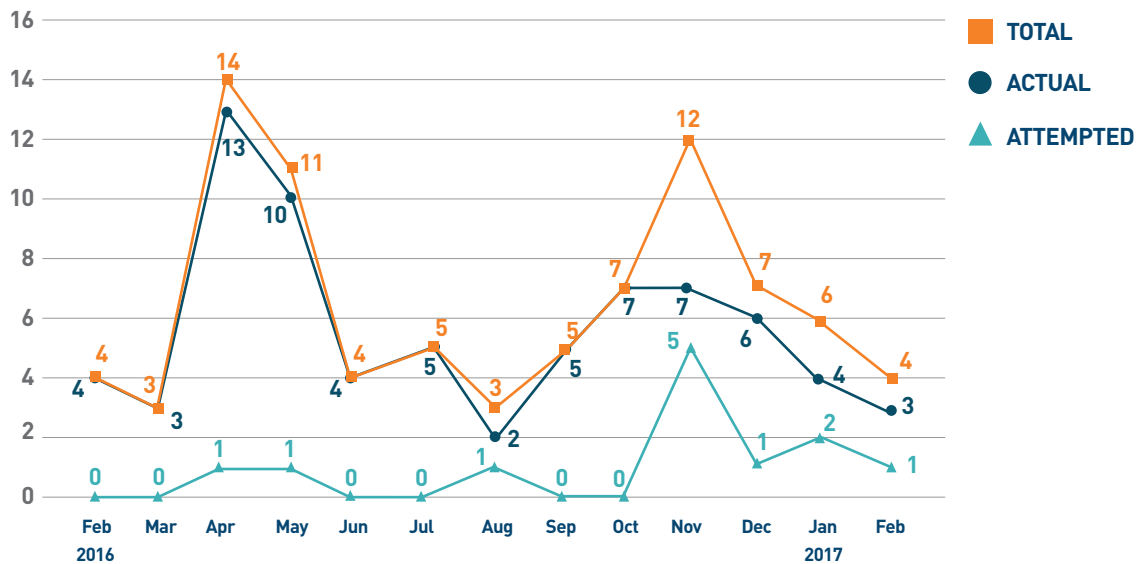
### OVERVIEW

A total of four incidents of piracy and armed robbery against ships were reported in Asia in February 2017. Of these, three were actual incidents and one was an attempted incident. Of the three actual incidents, two were incidents of armed robbery against ship and one was a piracy incident. Of concern was the continued occurrence of incidents involving the abduction of crew from ships while underway in the Sulu-Celebes Sea and waters off eastern Sabah. In February 2017, one actual incident and one attempted incident involving the abduction of crew were reported.

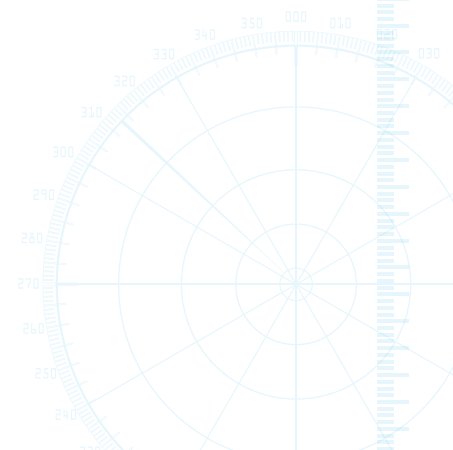
### NUMBER OF INCIDENTS BY MONTH (FEBRUARY 2016 – FEBRUARY 2017)

In February 2017, four incidents of piracy and armed robbery against ships were reported in Asia. This is consistent with the total number reported in February 2016.

On a month-on-month comparison between February 2016 and February 2017, there has been a continuous decrease in the total number of incidents in the past four months; from 12 incidents in November 2016 to seven incidents in December 2016 to six incidents in January 2017 and four incidents in February 2017.



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

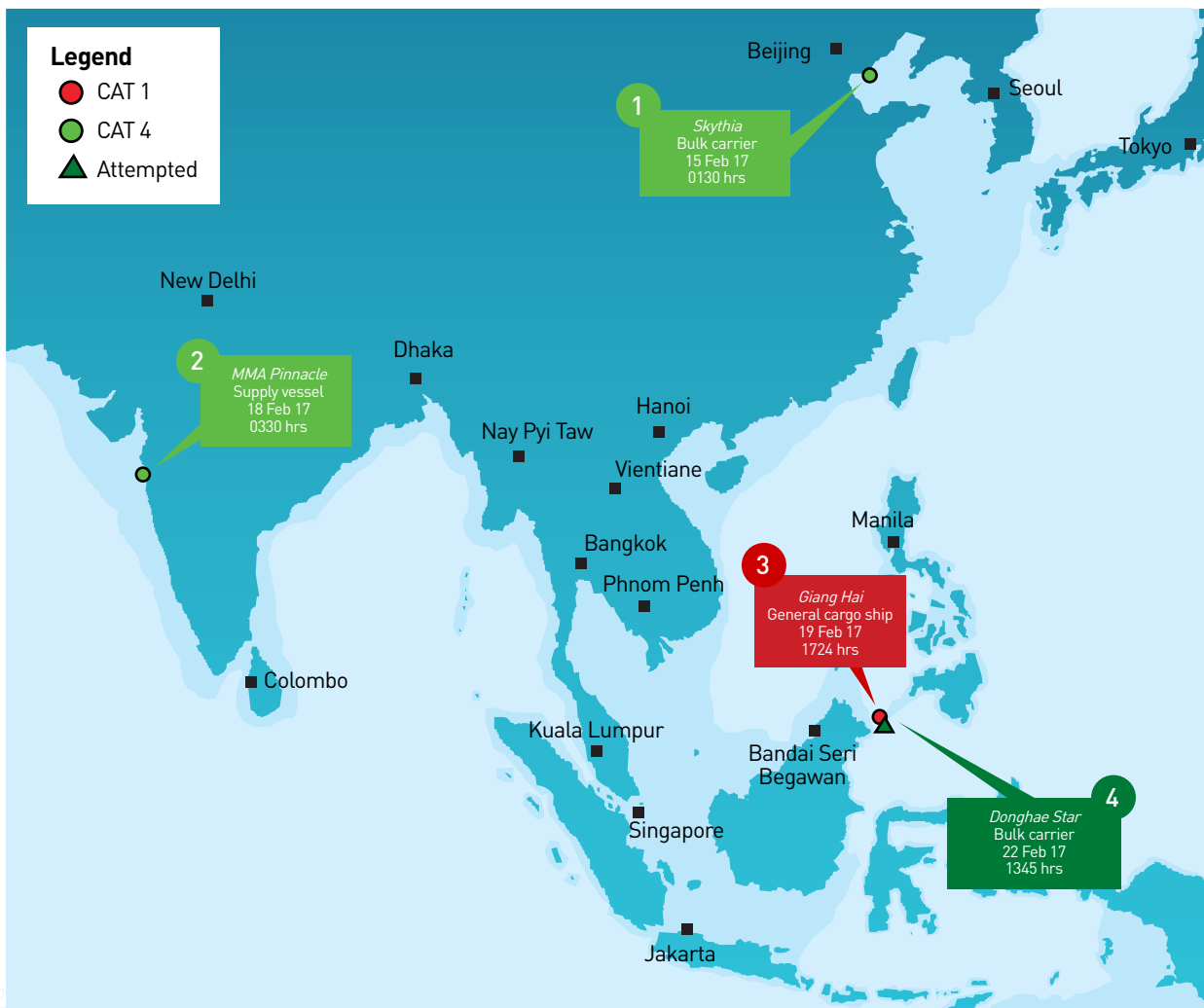


## SIGNIFICANCE LEVEL OF INCIDENTS

Of the four incidents reported in February 2017, one was a CAT 1 incident, two were CAT 4 incidents and one was an attempted incident. Of concern was the CAT 1 incident which involved the abduction of six crew from bulk carrier, *Giang Hai*. The other two were CAT 4 incidents occurred at ports and anchorages in China and India. The attempted incident involved the abduction of crew from bulk carrier, *Donghae Star*. Timely reporting of the incident by the crew of *Donghae Star* to the Philippine Navy-Littoral Monitoring Station (LMS), Bongao has prevented boarding by the perpetrators and enabled the authorities to alert other ships transiting the area.

## LOCATION AND DESCRIPTION OF INCIDENTS

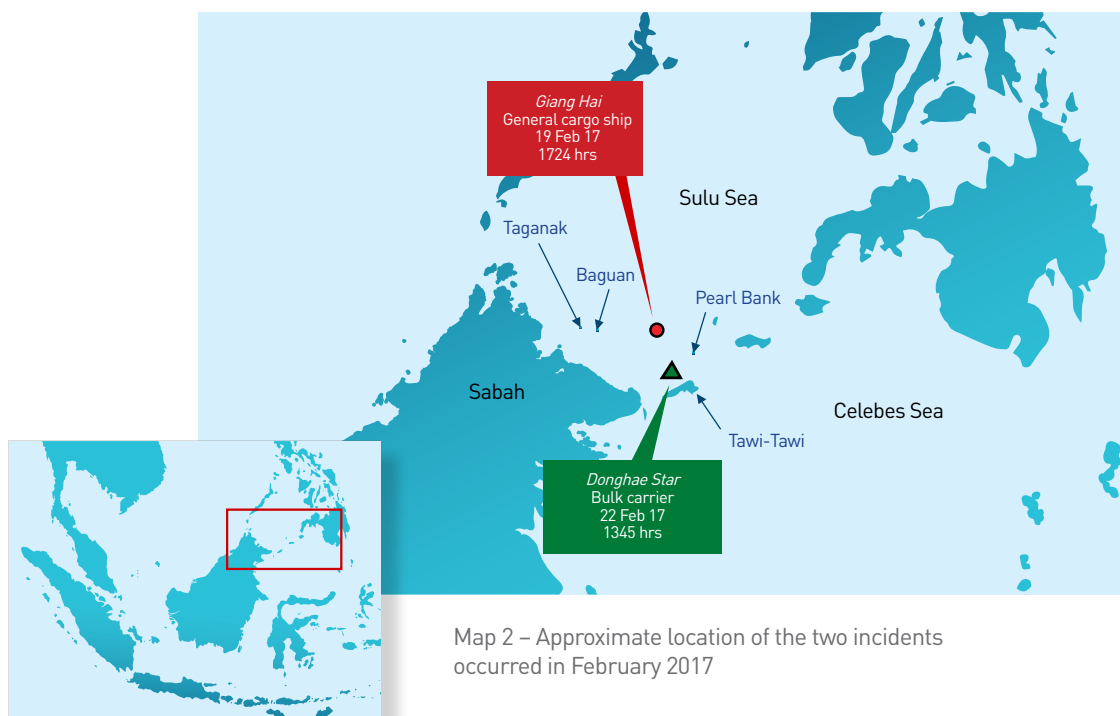
Refer to Map 1 for the location of the four incidents reported in February 2017; and the Appendix on page 12-14 for the description of these incidents.



Map 1 – Location of incidents in February 2017

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

Two incidents (comprising one actual incident and one attempted incident) of the abduction of crew in the Sulu-Celebes Sea and off eastern Sabah region were reported in February 2017.

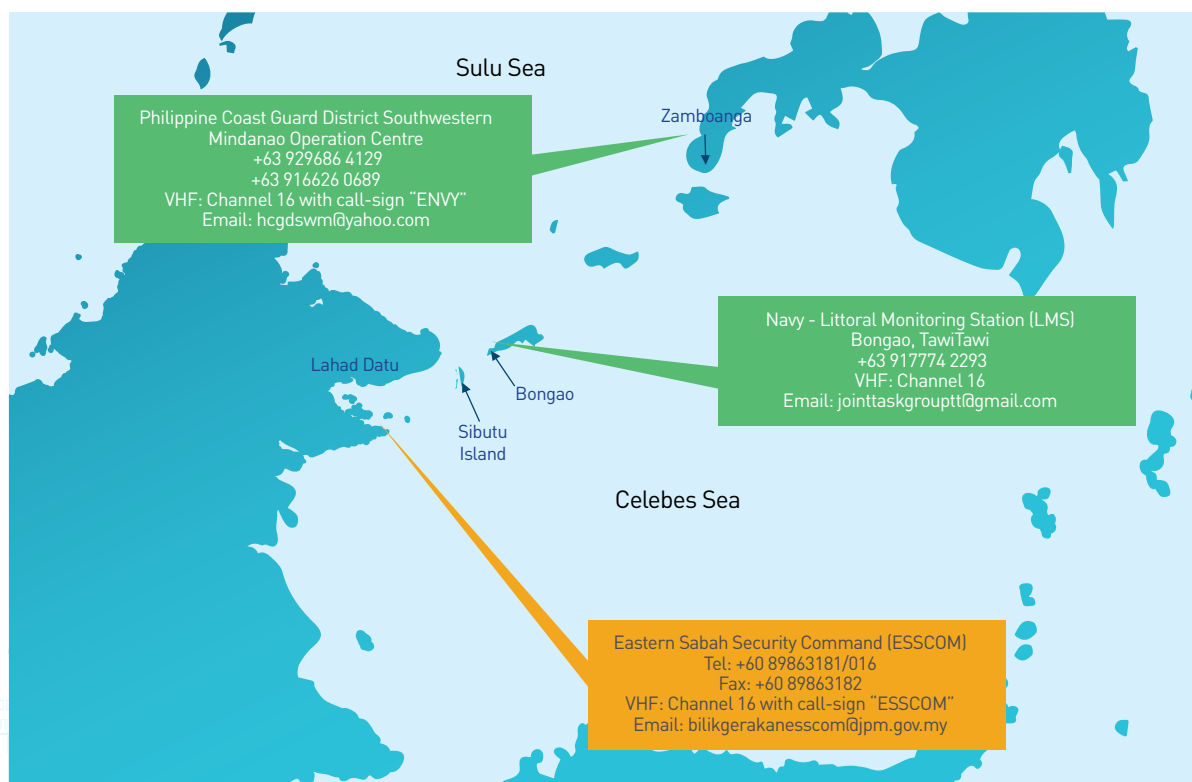


**Incident involving *Giang Hai* (bulk carrier, 2875 GT) on 19 Feb 17.** While underway from Indonesia to Iloilo port, Philippines, five perpetrators armed with firearms in a green jungkong (small wooden traditional fishing boat) approached bulk carrier, *Giang Hai*. They reportedly fired several warning shots at the ship ordering her to stop. The perpetrators continuously fired at the ship until they managed to board the ship. Upon boarding, the perpetrators gathered the crew at the crew deck. One of the crew was shot when he tried to block the perpetrators from entering the bridge. Subsequently, he died from the multiple gunshot wounds. The perpetrators entered the bridge, destroyed the ship's navigation and communication equipment, and abducted six crew (comprising the Master, Chief Officer, 3<sup>rd</sup> Officer, 2<sup>nd</sup> Engineer, 3<sup>rd</sup> Engineer and one crew). The Vietnam MRCC informed the Philippine Coast Guard (PCG) about the incident. The PCG Action Centre immediately directed personnel from Coast Guard District South Western Mindanao, Coast Guard Station (CGS) Bongao and Coast Guard Sub Station (CGSS) Taganak to the location of the incident. At about 0910 hrs on 20 Feb 17, personnel of CGSS Taganak together with personnel of Philippine National Police (PNP) and Philippine Marines conducted joint maritime patrol in the vicinity waters off Baguan Island and rescued the remaining 10 crew and the crew who was killed. The PCG also alerted Coast Guard units and Bureau of Fisheries and Agrarian Reform (BFAR) vessels in the area, issued Notice to Mariners and has organized a pursuit operation in coordination with the Armed Forces of the Philippines (AFP) and PNP units in the area.

**Attempted incident involving *Donghae Star* (bulk carrier, 45026 GT) on 22 Feb 17.** While underway, a Panama-registered bulk carrier spotted three fast boats painted in black with five perpetrators on board wearing black on 22 Feb 17 at about 1345 hrs. The boats were chasing the ship at a speed of about 20.5 knots. Immediately, the crew contacted the Philippine Navy-Littoral Monitoring Station (LMS), Bongao in the area via radio. The Station informed the Joint Task Force Tawi-Tawi (JTFTT) and immediately deployed Philippine Navy (PN) vessels to conduct maritime patrol in the location of the incident. At about 1502 hrs, the fast boats slowed down their speed and stopped chasing the ship. The ship proceeded to its next port of call with no untoward incident. The PN vessels continued patrols in the vicinity of Pearl Bank and approaches; and alerted other ships in the vicinity.

### CONCLUSION

The overall situation of piracy and armed robbery against ships in Asia in February 2017 continued to improve with continuous decrease in total number of incidents consecutively since November 2016. However, of concern was the continued occurrence of incidents involving the abduction of crew from ships while underway in the Sulu-Celebes Sea and waters off eastern Sabah. All ship masters and crew are strongly advised to avoid confrontation with the perpetrators, and report immediately to the PCG's Southwestern Mindanao Operation Centre, Philippine Navy-Littoral Monitoring Station in Bongao and Malaysia's Eastern Sabah Security Command (ESSCOM) prior to entering the area, for monitoring and immediate responses in any eventualities. Refer to map on the location and contact details:



Map 3 – Contact detail and location of the reporting centres

Under the current situation, all 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.

## 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;

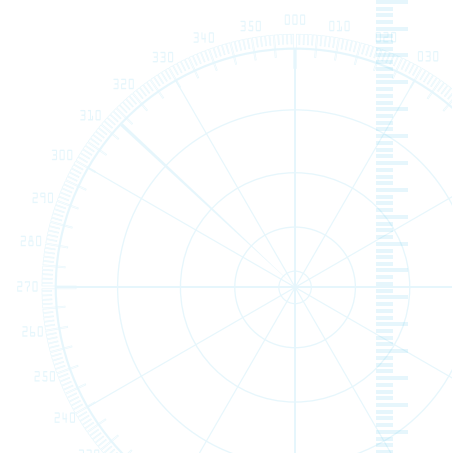
(c) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

**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:

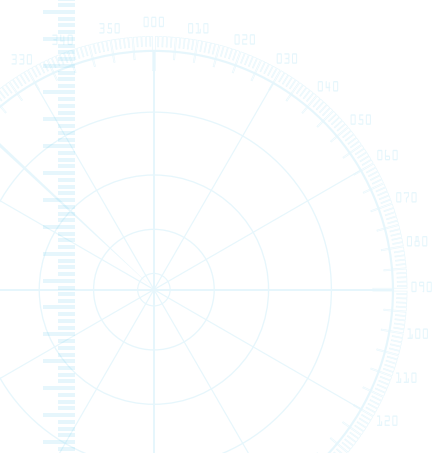
(1) **Type of weapons used.** Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered 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.

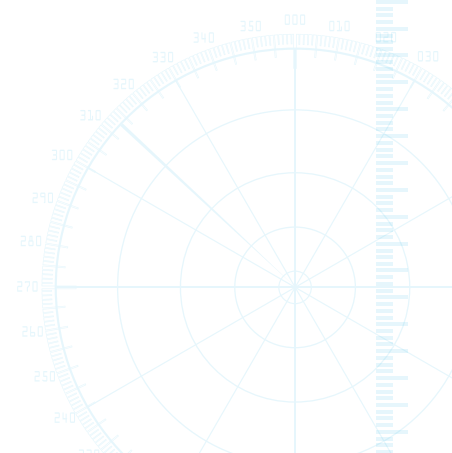
b. **Economic Factor.** This factor takes into consideration the type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo on board or theft of the vessel.

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
<b>CAT 1</b>	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.
<b>CAT 2</b>	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.
<b>CAT 3</b>	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.
<b>CAT 4</b>	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

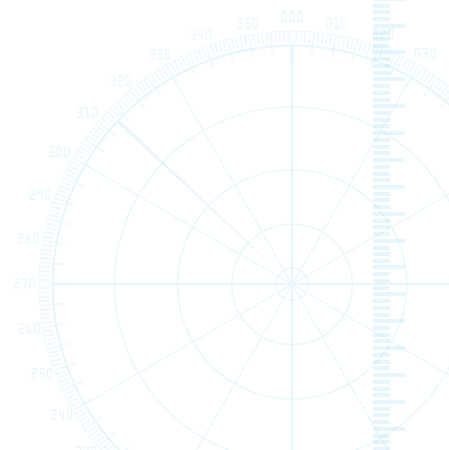
Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>Australia (ReCAAP Focal Point)</b>		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: <a href="mailto:amboc@border.gov.au">amboc@border.gov.au</a>	+61-2-6275-6000	+61-2-6275-6275
<b>Bangladesh</b>		
Department of Shipping E-mail: <a href="mailto:cns@dos.gov.bda">cns@dos.gov.bda</a>	+88-02-9553584	+88-02-9587301
<b>Brunei</b>		
Brunei Police Marine Email: <a href="mailto:kasnol.kincho@police.gov.bn">kasnol.kincho@police.gov.bn</a>	+673-8836495	+673-2774000
<b>Cambodia</b>		
Merchant Marine Department E-mail: <a href="mailto:mmd@online.com.kh">mmd@online.com.kh</a>	+85-5-2386-4110	+85-5-2386-4110
<b>China</b>		
China Maritime Search and Rescue Centre (Beijing) Email: <a href="mailto:cnmrcc@mot.gov.cn">cnmrcc@mot.gov.cn</a>	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: <a href="mailto:hkmrcc@mardep.gov.hk">hkmrcc@mardep.gov.hk</a>	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
<b>Denmark</b>		
Danish Maritime Authority (DMA) Email: <a href="mailto:ReCAAP-FP-DK@dma.dk">ReCAAP-FP-DK@dma.dk</a>	+45-9137-6000	+45-9137-6001

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>India</b>		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: <a href="mailto:indsar@vsnl.net">indsar@vsnl.net</a> <a href="mailto:icgmrcc_mumbai@mtnl.net.in">icgmrcc_mumbai@mtnl.net.in</a> <a href="mailto:mrcc-west@indiancoastguard.nic.in">mrcc-west@indiancoastguard.nic.in</a>	+91-22-2431-6558 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558
<b>Japan</b>		
Japan Coast Guard (JCG) Ops Centre Email : <a href="mailto:jcg-op@mlit.go.jp">jcg-op@mlit.go.jp</a>	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
<b>Republic of Korea</b>		
Ministry of Oceans and Fisheries Operations Centre Email: <a href="mailto:piracy@gicoms.go.kr">piracy@gicoms.go.kr</a>	+82-44-200-5895 to 98	+82-44-200-5886 to 88
<b>Laos</b>		
International Relations Department Ministry of Public Security Email: <a href="mailto:Ketkeo_pmc@yahoo.com">Ketkeo_pmc@yahoo.com</a> <a href="mailto:svongdeuane@yahoo.com">svongdeuane@yahoo.com</a>	+856-21-970 151	+856-21-212505 +856-21-212547
<b>Myanmar</b>		
MRCC Ayeyarwaddy (Myanmar Navy) Email: <a href="mailto:mrcc.yangon@mptmail.com.mm">mrcc.yangon@mptmail.com.mm</a>	+95-313-1650	+95-1202-417
<b>Netherlands</b>		
Dutch Coastguard Maritime Information Centre (MIK-NL) Email: <a href="mailto:mik-nl@kustwacht.nl">mik-nl@kustwacht.nl</a>	+31-223-658-101	+31-223-658-358
<b>Norway</b>		
Norwegian Maritime Authority Email: <a href="mailto:morten.alsaker.lossius@sjofartsdir.no">morten.alsaker.lossius@sjofartsdir.no</a>	+47-5274-5000 +47-5274-5130	+47-5274-5001

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>Philippines</b>		
Philippine Coast Guard PCG Action Centre-MRCC (Manila) Email: <a href="mailto:pcg_cg2@yahoo.com">pcg_cg2@yahoo.com</a> <a href="mailto:cg2@coastguard.gov.ph">cg2@coastguard.gov.ph</a> <a href="mailto:isc.cg2@coastguard.gov.ph">isc.cg2@coastguard.gov.ph</a>	+63-917-533-9595 +63-922-839-9513 +63-2-527-3877 +63-2-527-8481 to 89 (ext: 6136/37) +63-917-724-3682 (Text Hotline) +63-2-527-8481 loc6122	+63-2-527-3877
Coast Guard District South Western Mindanao (CGDSWM) Email: <a href="mailto:hcgdswm@yahoo.com">hcgdswm@yahoo.com</a>	+63 929689 4129 +63 916626 0689 VHF: Channel 16 with call sign "ENVY"	
<b>Singapore</b>		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: <a href="mailto:pocc@mpa.gov.sg">pocc@mpa.gov.sg</a>	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
<b>Sri Lanka</b>		
Sri Lanka Navy Operations Room / MRCC (Colombo) Email: <a href="mailto:nhqdno@navy.lk">nhqdno@navy.lk</a> <a href="mailto:nhqdno@yahoo.com">nhqdno@yahoo.com</a>	+94-11-244 5368 +94-11-221 2230/31	+94-11-244 1454 +94-11-244 9718
<b>Thailand</b>		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: <a href="mailto:miscdutyofficer@misc.go.th">miscdutyofficer@misc.go.th</a>	+66-2475-4532	+66-2475-4577
<b>United Kingdom</b>		
National Maritime Information Centre Operations Centre Email: <a href="mailto:nmic-group@mod.uk">nmic-group@mod.uk</a>	+44 2392-211951	+44 2392-212024 Please indicate "FAO NMIC – A leg" if send via fax

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>United States</b>		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: <a href="mailto:rccalameda@uscg.mil">rccalameda@uscg.mil</a>	+1-510-437-3701	
<b>Vietnam</b>		
Vietnam Coast Guard Email: <a href="mailto:vietnamcoastguard@gmail.com">vietnamcoastguard@gmail.com</a> <a href="mailto:vietnamfocalpoint@yahoo.com.vn">vietnamfocalpoint@yahoo.com.vn</a>	+84-4-3355-4378	+84-4-3355-4363

Correct as at 2 Dec 2016



## DESCRIPTION OF INCIDENTS

### Actual Incidents

■ CAT 1
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
1	<i>Skythia</i> Bulk carrier Malta 177830 9423920	15/02/17 0130 hrs	38° 52.60' N 119° 10' E  Jing Tang No.4 Anchorage, China	While at anchor, four perpetrators boarded the ship. The duty officer raised the alarm, and the perpetrators fled without stealing anything from the ship.  <b>[ReCAAP Focal Point (China)]</b>
2	<i>MMA Pinnacle</i> Offshore supply vessel Singapore 5138 9696187	18/02/17 0330 hrs	18° 54.20' N 072° 52.30' E  Mumbai D4 Anchorage, India	While at anchor, the project personnel and crew found that some items in the ship were missing. Upon further investigation, they found bare footprints at the access area on the port aft bollard /mooring station of the ship. The master reported the incident to the local agent, CSO and Flag State.  <b>[ReCAAP Focal Point (India), ReCAAP Focal Point (Singapore)]</b>
3	<i>Giang Hai</i> General cargo ship Vietnam 2875 9557329	19/02/17 1724 hrs	06° 08' N 119° 24' E  Approximately 35 nm north- northwest of Doc Can Island, Sulu, Philippines	While underway from Indonesia to Iloilo port, Philippines, five perpetrators armed with firearms in a green jungkong (small wooden traditional fishing boat) approached bulk carrier, <i>Giang Hai</i> . They reportedly fired several warning shots at the ship ordering her to stop. The perpetrators continuously fired at the ship until they managed to board the ship. Upon boarding, the perpetrators gathered the crew at the crew deck.

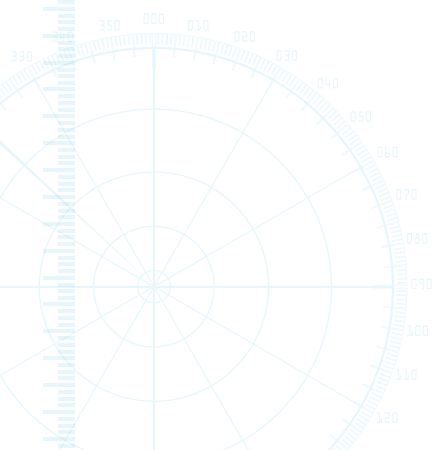
Actual Incidents

■ CAT 1 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
				<p>One of the crew was shot when he tried to block the perpetrators from entering the bridge. Subsequently, he died from the multiple gunshot wounds. The perpetrators entered the bridge, destroyed the ship's navigation and communication equipment, and abducted six crew (comprising the Master, Chief Officer, 3<sup>rd</sup> Officer, 2<sup>nd</sup> Engineer, 3<sup>rd</sup> Engineer and one crew).</p> <p>The Vietnam MRCC informed the Philippine Coast Guard (PCG) about the incident. The PCG Action Centre immediately directed personnel from the Coast Guard District South Western Mindanao, Coastal Guard Station (CGS) Bongao and Coast Guard Sub Station Taganak to the location of the incident.</p> <p>At about 0910 hrs on 20 Feb 17, personnel of CGSS Taganak together with personnel of Philippine National Police (PNP) and Philippine Marines conducted joint maritime patrol in the vicinity waters off Baguan Island and rescued the remaining 10 crew and the crew who was killed. The PCG also alerted Coast Guard units and Bureau of Fisheries and Agrarian Reform (BFAR) vessels in the area, issued Notice to Mariners and has organized a pursuit operation in coordination with the Armed Forces of the Philippines (AFP) and PNP units in the area.</p> <p><b>[ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Vietnam)]</b></p>

**Attempted Incident**

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
4	<p><i>Donghae Star</i> Bulk carrier Panama 45026 9592604</p>	<p>22/02/17 1345 hrs</p>	<p>05° 38.09' N 119° 36.63' E</p> <p>Approximately 10.4 nm southwest of Pearl Bank, Philippines</p>	<p>While underway, the ship spotted three fast boats painted in black with five perpetrators on board wearing black. The boats were chasing the ship at a speed of about 20.5 knots. Immediately, the crew contacted the Philippine Navy-Littoral Monitoring Station (LMS), Bongao in the area via radio.</p> <p>After which, the fast boats slowed down their speed. The ship proceeded to its next port of call with no untoward incident.</p> <p>The Philippine Navy (PN) informed the Joint Task Force Tawi-Tawi (JTFTT) and deployed PN vessels to continue patrols in the vicinity of Pearl Bank and approaches.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>





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