



NEWS RELEASE – FOR IMMEDIATE RELEASE

18 July 2018

Forty Incidents Reported to ReCAAP Information Sharing Centre from January to June 2018, Marking 15% Year-on-Year Decrease, and the Lowest in Number among 10-Year Period of January to June

ReCAAP Information Sharing Centre (ISC) today released its Half-Yearly (January to June 2018) Report. Highlights of the report, whose information is verified by the respective government agencies, also known as Focal Points, and regional authorities, include:

Overall Summary

- Total of **40** incidents reported from January to June 2018, of which **29** were **actual incidents** while **11** were **attempted cases**
- Of the 40 incidents reported, **37 (92%)** were **armed robbery against ships** and **three (8%)** were **piracy**
- This marks a **15% decrease** compared to the same period in **2017** in the number of incidents reported
- This is also the **lowest number among the 10-year period (2009-2018)** of January to June
- In terms of severity, there was **no Category 1 incident**, and **two Category 2 incidents**, marking the **least number of severe incidents since 2009**

Areas of Improvement

- There was **no actual incident of abduction of crew or theft of oil cargo**
- There was a **decrease** in the number of incidents at ports and anchorages in the **Philippines**
- There were **successful arrests and recovery** of stolen items

Areas of Concern

- There was a slight increase of incidents
 - In the **Singapore Strait (from 2 cases in Jan-Jun 2017 to 4 cases in Jan-Jun 2018)**
 - At ports and anchorages in **Vietnam (from zero case in Jan-Jun 2017 to 2 cases in Jan-Jun 2018)**
- One attempted incident of abduction of crew in Sulu-Celebes Seas
- One attempted incident of theft of oil cargo

“Looking back to the number of incidents in 2017 which increased by 16% compared to 2016, the 15% decrease in the first half of 2018 compared to the same period in 2017 is welcome news. Nonetheless, continued vigilance by all stakeholders is an effective deterrence to maritime crime, and we urge heightened measures to be taken in the areas of concern,” said Masafumi Kuroki, Executive Director of ReCAAP ISC.

Insights from Data Analytics

Throughout 2017, ReCAAP ISC embarked on incorporating Data Analytics into its analysis to enhance its information sharing capabilities. Since 2007, ReCAAP ISC has collected the data of over 1,500 incidents of piracy and armed robbery against ships in Asia. These data enable the Centre to conduct deeper analysis on the nature of incidents.

Using Data Analytics, ReCAAP ISC has made analysis, in the Half-Yearly Report, on the main characteristics of incidents at ports and anchorages in Bangladesh, the Philippines and Vietnam as well as incidents on board ships while underway in the Straits of Malacca and Singapore, particularly the Singapore Strait.

Using the **Straits of Malacca and Singapore** as an example, some of the insights gained from the data of incidents during Jan-Jun period over the last 11 years (2007-2017) were:

In the Straits of Malacca and Singapore

- Of 122 incidents analysed over the past 11 years, 111 incidents (91%) occurred in the Singapore Strait and 11 incidents (9%) in the Malacca Strait
- The majority of perpetrators operated in groups of 4-6 men (40%)
- 64% of the perpetrators were not armed/not stated, while 30% were armed with knives/machetes
- In 83% of the incidents, the crew were not injured/not stated

In the Singapore Strait

- More incidents occurred in the western sector than the eastern sector of the Singapore Strait (85 in western sector, 26 in eastern sector)
- Bulk carriers and tankers were mostly boarded in the eastbound lane of TSS in the western sector
- Among tug boats/supply vessels boarded in both western sector and eastern sector, relatively more incidents occurred in the westbound lane of the TSS in the western sector
- There appeared to be a correlation between the types of losses and types of ships:
 - Engine spares tended to be the most common items stolen from bulk carriers and tankers in the eastbound lane of the Traffic Separation Scheme (TSS) in the western sector
 - Cash/property tended to be the most common items stolen from tug boats/supply vessels in the eastbound lane of the TSS in the western sector (northwest of Pulau Batam)

- Scrap metal tended to be the most common item stolen from barges towed by tug boats in the westbound lane of the TSS in the western sector
- There appeared to be a correlation between armed perpetrators and treatment of crew in the eastbound lane of the TSS in the western sector; i.e. the more heavily armed the perpetrators, the more violent they tended to be towards the crew

“At ReCAAP ISC, we are at an initial stage of using Data Analytics to yield insights from our collected data. There is much to learn as we build internal capability in using Data Analytics, and we will continue to do so in order to produce meaningful and useful analysis for our partners and stakeholders in the maritime community,” concluded Masafumi Kuroki.

– End of Release –

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About ReCAAP Information Sharing Centre (ReCAAP 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 against ships in Asia. The Agreement entered into force on September 4, 2006 with 14 Asian countries as Contracting Parties, and the Information Sharing Centre was established on November 29, 2006. To date, 20 States (14 Asian countries, 4 European countries, Australia, the USA) have become Contracting Parties to ReCAAP. To fulfil its vision as the Information Hub for combating piracy and armed robbery against ships in Asia, ReCAAP ISC enhances regional cooperation through information sharing, capacity building and cooperative arrangements. At the 12th Governing Council Meeting in 2018, the Council announced that ReCAAP ISC has met the criteria to be a Centre of Excellence for information sharing in combating piracy and armed robbery at sea. For more information about ReCAAP ISC, please visit <http://www.recaap.org>

PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

JANUARY-JUNE 2018



DECREASE BY 15% compared with Jan-Jun 2017

NUMBER OF INCIDENTS

January - June 2018

LOWEST IN TOTAL NUMBER among 10-year period of January-June



37 ARMED ROBBERY

3 PIRACY

SEVERITY OF INCIDENTS

January - June 2018

LEAST SEVERE among 10-year period of January-June



January - June 2018
NO CAT 1
LOWEST NUMBER of CAT 2



STATUS OF SHIPS

January - June 2018

31 Incidents on board ships AT ANCHOR / BERTH



9 Incidents on board ships UNDERWAY

JANUARY - JUNE 2018 COMPARED TO JANUARY - JUNE 2017



IMPROVEMENT

DECREASE ↓
incidents at Philippines
ports/anchorages

NO SUCCESSFUL
• abduction of crew
• theft of oil cargo

ARRESTS AND RECOVERY
of stolen items



OF CONCERN

INCREASE ↑
• incidents in
Singapore Strait
• incidents at Vietnam
ports/anchorages

**ONE ATTEMPTED
ABDUCTION**
of crew and
ONE ATTEMPTED THEFT
of oil cargo



ABDUCTION OF CREW FOR RANSOM IN SULU-CELEBES SEAS

- **Attempted incident**
on 16 Feb 18 (*Kudos 1*)
- Status of abducted crew
(as of 31 Jun 18):

7 killed

9 still in captivity

45

released/
rescued

61 TOTAL



- Threat not totally eliminated,
maintain ReCAAP ISC's
Advisory to ships to re-route
where possible, otherwise
 - » Exercise enhanced
vigilance
 - » Conduct risk assessment
 - » Adopt piracy
countermeasures to
mitigate risk
 - » Make timely report
 - » Maintain comms with
authorities

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call-sign "ESSCOM"

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THEFT OF OIL CARGO

- Attempted incident on 1 Jun 18 (*Lee Bo*)
- MMEA and Indonesian Navy arrested
the perpetrators and mastermind

RECOMMENDATION

The ReCAAP ISC advises ships transiting areas of concern to:

- Exercise enhanced vigilance
- Maintain look-out for suspicious approaches
- Report incidents to nearest coastal State and
flag State immediately
- Keep abreast of the latest situation
(www.recaap.org)
- Implement preventive measures recommended
in the *Regional Guide to Counter Piracy and
Armed Robbery against Ships in Asia*