NEWS RELEASE – FOR IMMEDIATE RELEASE

January 16, 2018

ReCAAP ISC Urges Heightened Vigilance as Total Number of Incidents of Piracy and Armed Robbery against Ships in Asia Increased in 2017 Compared to 2016

Annual Report (January-December 2017) released at 9th Nautical Forum, ReCAAP ISC’s annual dialogue with maritime, diplomatic and business communities

The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia Information Sharing Centre (ReCAAP ISC) today released its Annual (January-December 2017) Report at the 9th Nautical Forum held in Singapore.

Highlights of the ReCAAP ISC Annual Report (January-December 2017), whose information is verified by the respective government agencies, also known as Focal Points, and regional authorities, include:

Overall Summary

- There was an increase in the number of incidents reported in 2017 compared to 2016
- A total of 101 incidents (comprising 89 actual incidents and 12 attempted incidents) were reported in 2017 compared to 85 incidents in 2016
- This accounted for a 19% increase in the number of incidents reported in 2017 compared to 2016
- Of the incidents reported in 2017, the majority, i.e. 85 (84%) were armed robbery against ships, while 16 (16%) were piracy incidents
- Two-thirds of the incidents occurred at anchor/berth (68 incidents), while one-third of the incidents occurred on board ships while underway (33 incidents)

Improvements

- There was a decrease in number of incidents at ports and anchorages in India, Malaysia and Vietnam compared to 2016
- There was a decrease in the number of incidents of abduction of crew in the Sulu-Celebes Seas in 2017 (3 actual incidents) compared to 2016 (10 actual incidents)
In terms of the severity level of incidents, there was a decline in the number of the most severe incidents (CAT 1) in 2017 compared to the past three years (2014-2016)
  - The number of CAT 1 incidents has reduced by more than 50% in 2017 (6 incidents) compared to 2016 (13 incidents).

**Areas of Concern**

- The following areas saw an increase in incidents in 2017
  - Ports/anchorages in Chittagong and off Kutubdia Island, Bangladesh (11 incidents)
  - Ports/anchorages in Batangas and Manila, Philippines (17 incidents)
  - South China Sea (anchored & underway) (12 incidents)
  - Straits of Malacca & Singapore (9 incidents)

- Also of concern was the continued occurrence of abduction of crew in the Sulu-Celebes Seas, although the latest actual incident was in March 2017 (3 incidents in 2017 compared to 10 in 2016)
- There was also occurrence of hijacking of ship for theft of oil cargo (3)

The annual statistics and analysis were shared at the 9th Nautical Forum held today in Singapore, jointly organized by ReCAAP ISC, the Maritime and Port Authority of Singapore and the Singapore Shipping Association.

In addition to the 2017 statistics, topics discussed at the forum included:

- ‘Update of the abduction of crew in the Sulu-Celebes Seas’ by LT Al-Hafidz Bih, Assistant Deputy Chief of Coast Guard Staff for Intelligence, Security and Law Enforcement (CG-2) of the Philippines Coast Guard
- ‘Incidents of Oil Cargo Theft’ by CAPT Sahapon Praserttheeraphong, Deputy Director, Maritime Law Enforcement Operations Division, Naval Operations Department and attached to Plan and Policy directorate of the Thailand Maritime Enforcement Coordinating Centre (Thai-MECC)
- ‘Perspective on Piracy in Africa and Asia’ by Mr. Malcolm Brown, Director, UK National Maritime Information Centre, who is also UK Governor to the ReCAAP ISC Governing Council

The 9th Nautical Forum saw more than 150 participants from shipping companies, industry associations, government/regulatory agencies, diplomatic missions as well as academic institutions.

“While the number of incidents in 2017 continue to be among the lowest in the past decade, the increase that occurred over the last year is a reminder that there is no room for complacency in the fight against piracy and armed robbery against ships, and underscores the need for enhanced vigilance among all stakeholders,” said Masafumi Kuroki, Executive Director of ReCAAP ISC Information Sharing Centre.

“The capacity of the maritime enforcement authorities is critical in dealing with the threat of piracy and sea robbery, and ReCAAP ISC will continue to work with our Focal Points and other enforcement agencies through our capacity building programs to help them become more effective,” Masafumi Kuroki added
PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA
2017

NUMBER OF INCIDENTS

SIGNIFICANCE LEVEL OF INCIDENTS

STATUS OF SHIPS

101 Armored robbery against ships
85 Actual incidents
16 Piracy incidents
12 Attempted incidents

19% Compared to 2016

13 20 33 22 9 9 16 13 9 12

Total  Actual  Attempted

68 Incidents On board ships at anchor/berth
33 Incidents On board ships while underway

CAT 1  CAT 2  CAT 3  CAT 4

2008 4 23 18 38
2009 4 31 14 33
2010 4 59 30 41
2011 6 40 26 61
2012 4 41 30 49
2013 2 32 32 75
2014 13 42 34 82
2015 12 24 42 112
2016 13 10 10 45
2017 5 18 28 47
**SUMMARY OF VIOLENCE AND ECONOMIC FACTORS OF ACTUAL INCIDENTS**

<table>
<thead>
<tr>
<th>NUMBER OF PERPETRATORS</th>
<th>Majority in groups of 1 to 6 men</th>
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<tbody>
<tr>
<td>TYPE OF WEAPONS USED</td>
<td>50% not armed/not reported, 33% armed with knives/machetes, 7% armed with guns &amp; knives</td>
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<tr>
<td>TREATMENT OF CREW</td>
<td>No injuries reported in most incidents, except abduction of crew incidents</td>
</tr>
<tr>
<td>TYPE OF ECONOMIC LOSSES</td>
<td>Mainly ship stores, engine spares and unsecured items</td>
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**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

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– 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. For more information about ReCAAP ISC, please visit http://www.recaap.org