PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA (JANUARY - JUNE 2015)

INCREASE IN NUMBER OF INCIDENTS

18% INCREASE COMPARED TO JAN-JUN 2014

INCIDENTS IN JAN-JUN 2014: 90
INCIDENTS IN JAN-JUN 2015: 106

SIGNIFICANCE LEVEL OF ACTUAL INCIDENTS

10 CAT 1
14 CAT 2
14 CAT 3
62 PETTY THEFT

NUMBER OF INCIDENTS JAN-JUN 2015

BULK ARE PETTY THEFTS, 56% IN STRAITS OF MALACCA AND SINGAPORE

10 VERY SEVERE INCIDENTS OF SHIP FUEL/OIL SIPHONING & HIJACKING

SHIP FUEL/OIL SIPHONING AND HIJACKING

At least one incident reported each month of January-June 2015. A total of 11 incidents of siphoning & hijacking.

TYPE OF VESSELS
Product tankers (7), chemical tanker (2), tanker (1), supply vessel (1).

KEY TARGET
Cargo of ship fuel/oil carried onboard. Perpetrators left after siphoning is completed.

MODUS OPERANDI

<table>
<thead>
<tr>
<th>SIZE OF VESSELS (GT)</th>
<th>NUMBER OF PERPETRATORS</th>
<th>TYPE OF WEAPONS USED</th>
<th>TREATMENT OF CREW</th>
<th>COMMUNICATION EQUIPMENT DAMAGED?</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 1000: 2</td>
<td>4–6 men: 2</td>
<td>Guns &amp; knives: 7</td>
<td>Discarded: 1</td>
<td>Yes: 5</td>
</tr>
<tr>
<td>1001–5000: 5</td>
<td>7–9 men: 6</td>
<td>Knives/machetes only: 2</td>
<td>Taken hostage: 2</td>
<td>No: 4</td>
</tr>
<tr>
<td>&gt; 5000: 3</td>
<td>&gt; 9 men: 2</td>
<td>Not armed/no info: 2</td>
<td>Injured: 1</td>
<td>Turned off: 1</td>
</tr>
<tr>
<td>No info: 1</td>
<td>No info: 1</td>
<td>No injuries/no info: 7</td>
<td>No info: 1</td>
<td></td>
</tr>
</tbody>
</table>

ARREST AND PROSECUTION OF HIJACKERS – SERVE AS DETERRENCE

A welcome move and much waited for...

- Nine hijackers of Sun Birdie charged for armed gang robbery which carries a maximum of 20 years’ jail and canning
- Arrest of the eight hijackers of Orkim Harmony
INCIDENTS INVOLVING VESSELS UNDERWAY IN STRAITS OF MALACCA AND SINGAPORE

CATEGORY 1 (VERY SIGNIFICANT)
CATEGORY 2 (MODERATELY SIGNIFICANT)
CATEGORY 3 (LESS SIGNIFICANT)
PETTY THEFT (MINIMUM SIGNIFICANT)

ATTEMPTED

CALL FOR HEIGHTENED VIGILANCE AND SURVEILLANCE

More than 50% were bulk carriers.
Majority incidents occurred in Eastbound lane of Traffic Separation Scheme (TSS).
Incidents in Singapore straits are more in numbers but relatively less severe compared to Malacca straits.

CONCLUSION

Seafarers to exercise all round vigilance
Littoral states to enhance maritime patrol/presence
Enforcement action on land

Already 106 incidents were reported at the half-way mark of 2015; this signals the urgency and importance of more need to be done by authorities, shipping industry and the ReCAAP ISC towards improvements in the coming 2nd half of 2015.

The ReCAAP ISC continues to work closely with its Focal Points and regional authorities to ensure timely sharing of information, enhanced patrol/presence and effective responses to render assistance to victim ships.

Collective and concerted efforts are essential to address the increasing incidents of siphoning/hijacking of ships through collaboration and cooperation with our stakeholders; including INTERPOL leveraging on its expertise on transnational and syndicate crimes.