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QUARTERLY REPORT

PIRACY AND ARMED ROBBERY
AGAINST SHIPS IN ASIA

**JANUARY TO
SEPTEMBER 2016**



CONTENTS

02 EXECUTIVE SUMMARY

04 PART ONE -

OVERVIEW

Incidents of Piracy and Armed Robbery Against Ships in Asia reported during January-September 2016

- Number and significance level
- Status and location of ships

11 PART TWO -

INSIGHT

- Violence factor
- Economic factor
- Type of ships

14 PART THREE -

GEOGRAPHICAL

- Straits of Malacca and Singapore
- South China Sea
- Indonesia
- India
- Vietnam

17 PART FOUR -

UPDATE ON ABDUCTION OF CREW IN SULU SEA

23 PART FIVE

ReCAAP ISC Activities (July-September 2016)

28 CONCLUSION

30 APPENDICES

- Definitions & methodology in classifying incidents
- Description of incidents (January-September 2016)
- Flow diagram on procedure for reporting incidents of piracy and armed robbery against ships in Asia
- Contact details of ReCAAP Focal Points / Contact Point
- Acknowledgements



EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

There has been a significant improvement in the situation of piracy and armed robbery against ships in Asia during January-September 2016 compared to the same period in past four years (2012-2015). The number of incidents reported during January-September 2016 has **decreased by 65%** compared to the same period in 2015. A total of 59 incidents were reported during January-September 2016 compared to 169 incidents during the same period in 2015. The total number of incidents reported during January-September 2016 is also the lowest amongst the reporting period of January-September of 2012-2016.

Of the 59 incidents, three were incidents of piracy and 56 armed robberies against ships. Of concern was the CAT 1 (very significant) incidents involving the abduction of crew from ships while underway in the Sulu Sea, and they accounted for seven of the nine CAT 1 incidents reported during January-September 2016. The other two CAT 1 incidents involved the hijacking of ships for theft of oil cargo; of which the Indonesian authorities had arrested the perpetrators involved in one of the incidents and recovered the cargo. More than two-thirds of the incidents reported during January-September 2016 were CAT 4 (minimum significant) incidents, and the number of CAT 2 and CAT 3 incidents had also decreased and were the lowest among the five year reporting period of January-September of 2012-2016.

The decrease in the overall number of incidents reported during January-September 2016 was most evident in the Straits of Malacca and Singapore (SOMS) involving ships while underway. Other improvements were reported at ports and anchorages in Bangladesh and Vietnam. There has also been a decrease in incidents involving hijacking of ships for theft of oil cargo. Two such incidents were reported during January-September 2016 compared to 11 incidents during January-September 2014 and 12 incidents during January-September 2015.

About 73% of the incidents reported during January-September 2016 occurred on board ships while at ports and anchorages, and 27% on board ships while underway. In incidents where losses were reported, theft of ship stores such as mooring ropes, paint and engine spares were mostly stolen from ships anchored/berthed; while loss of crew's personal belongings and cash were reported to ships while underway.

Although the total number of incidents has decreased, there is no room for complacency as more need to be done at certain ports and anchorages; and preventive measures be implemented to prevent the recurrence of incidents involving the abduction of crew in the Sulu Sea and hijacking of ships for theft of oil cargo. The ReCAAP ISC encourages ship masters and crew to exercise enhanced vigilance while underway and maintain watch-keeping while at ports and anchorages; and the relevant authorities to implement port security measures, maintain regular surveillance and patrols, and render immediate responses to victim ships.



PART ONE

OVERVIEW

INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA REPORTED DURING JANUARY-SEPTEMBER 2016

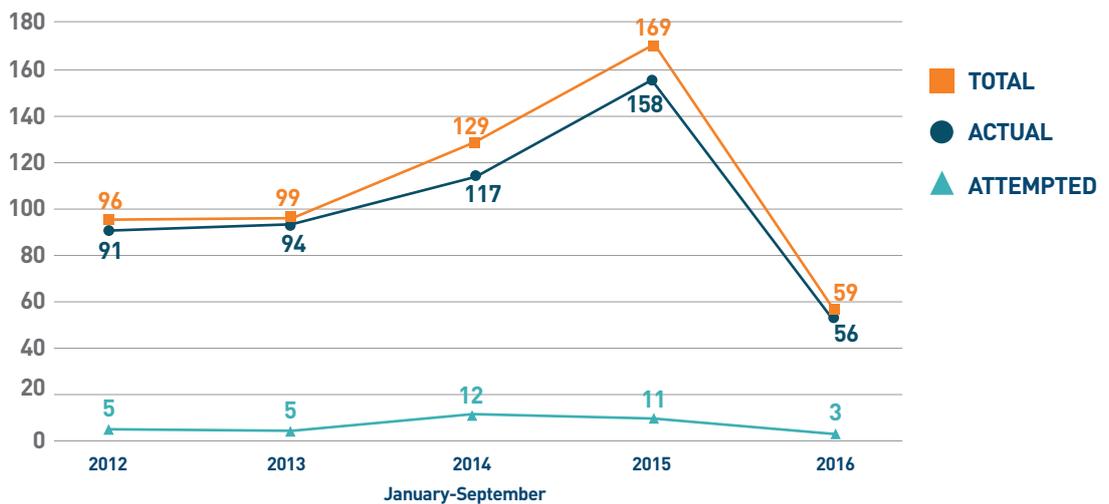
- Number and significance level
- Status and location of ships

PART ONE – OVERVIEW INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA REPORTED DURING JANUARY-SEPTEMBER 2016

NUMBER

During January-September 2016, a total of 59 incidents of piracy and armed robbery against ships were reported in Asia, comprising 56 actual incidents¹ and three attempted incidents². Of the 59 incidents, three were piracy incidents³ and 56 were incidents of armed robbery against ships⁴.

Compared to January-September 2015, there has been a 65% decrease in the number of incidents reported in 2016. The number of incidents reported during January-September 2016 is also the lowest amongst the same period of the past five years.



Graph 1 -Number of incidents (January-September of 2012-2016)

¹ Actual incidents are incidents where pirates/robbers managed to board the ship, and regardless of whether they steal any items from ship or crew.

² Attempted incidents are incidents where pirates/robbers did not manage to board the ship.

³ Definition of piracy is in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS). Refer to Appendix for detailed definition.

⁴ Definition of armed robbery against ships is 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). Refer to Appendix for detailed definition.

SIGNIFICANCE LEVEL

Of the 56 actual incidents reported during January-September 2016, nine were CAT 1 incidents, seven were CAT 2 incidents, three were CAT 3 incidents and 37 were CAT 4 incidents. Chart 1 shows the significance level⁵ of incidents reported during January-September of 2012-2016.

As with past statistics, majority of the incidents reported were CAT 4 incidents.

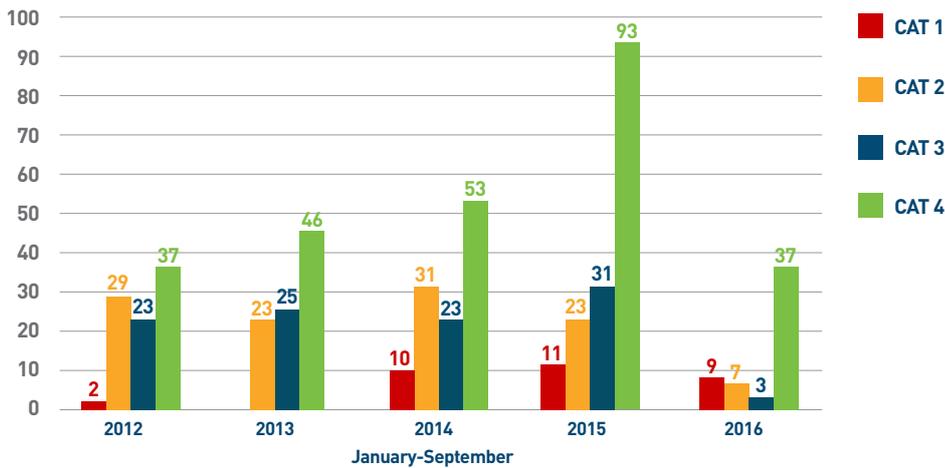


Chart 1 - Significance level of incidents (January-September of 2012-2016)

Except the CAT 1 and CAT 4 incidents, the number of CAT 2 and CAT 3 incidents reported during January-September 2016 had decreased across the board compared to the same period of 2012-2015. The nine CAT 1 incidents, although has decreased compared to the past two years, are still of concern. A brief description of the incidents by significance level, are as follows:

CATEGORY 1

Seven of the nine CAT 1 incidents reported during January-September 2016 involved the abduction of crew from tug boats, namely *Brahma 12*, *Massive 6*, *Henry*, *Charles 00* and *Serudong 3*; and two fishing trawlers in waters off eastern Sabah and southern Philippines. The other two CAT 1 incidents involved the hijacking of product tanker, *Hai Soon 12* and tug boat, *Ever Prosper* for theft of oil cargo carried on board.

CATEGORY 2

Seven CAT 2 incidents were reported during January-September 2016, of which three occurred at ports and anchorages in Indonesia, one in Philippines, two in Vietnam; and one on board a tanker while underway in the South China Sea (SCS).

⁵ Refer to Appendix for the description of the Classification Methodology and the four Significance Level of CAT 1, CAT 2, CAT 3 and CAT 4.

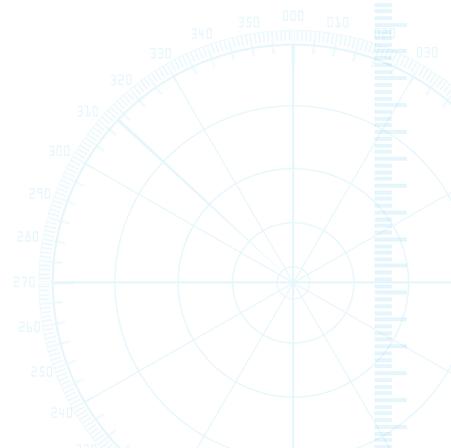
CATEGORY 3

Three CAT 3 incidents were reported at ports and anchorages. It is also the lowest number of CAT 3 incidents occurred during January-September 2016 among the five-year reporting period of January-September of 2012-2016.

CATEGORY 4

A total of 37 CAT 4 incidents were reported, of which 32 occurred on board ships while anchored/berthed, and five on board ships while underway in Indonesia (2), India (1), SCS (1) and Straits of Malacca and Singapore (SOMS) (1).

Refer to Appendix for *Description of incidents (January-September 2016)*.



STATUS AND LOCATION OF SHIPS

Of the 59 incidents reported during January-September 2016, 43 (73%) incidents occurred on board ships while at anchor/berth, and 16 (27%) incidents on board ships while underway.

INCIDENTS ON BOARD SHIPS AT ANCHOR/BERTH

Of the 43 incidents reported on board ships at anchor/berth, 17 (40%) occurred at ports and anchorages in Indonesia (at Belawan, Dumai, Pajang, Pulau Batam, Samarinda, Semarang, Taboneo and Tanjung Priok). The remaining occurred in India at Haldia, Kandla and Visakhapatnam; in Vietnam at Hon Cam, Hon Gai and Vung Tau; in China at Shandong Longkou, Tangshan Jingtang and Tianjin; in Philippines at Batangas and Davao; in Bangladesh at Chittagong and in the SCS off Pulau Bintan. Chart 2 shows the location of the 43 incidents.

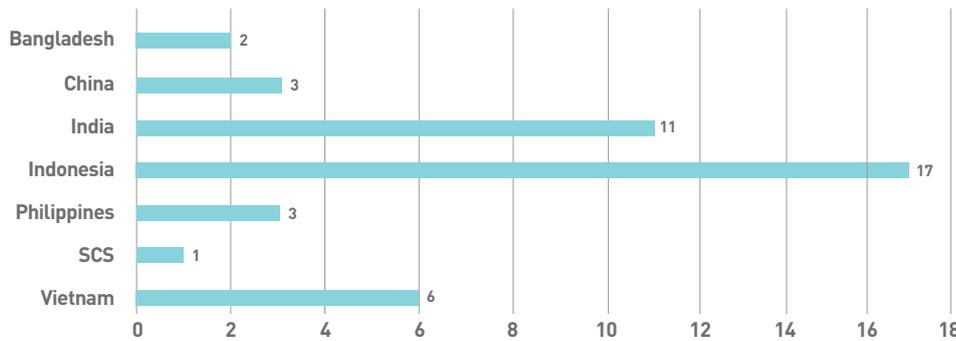


Chart 2 - Incidents on board ships at anchor/berth (January-September 2016)

INCIDENTS ON BOARD SHIPS WHILE UNDERWAY

Of the 16 incidents occurred on board ships while underway, five were reported in Malaysian waters (off Sabah and Sarawak), three in Indonesian waters (off Balikpapan, Pulau Belitung and Pulau Bintan), three in Philippine waters (off Sitangkai and Languyan), two in SCS (off Pulau Subi Besar and Pulau Aur), two in the SOMS (off Nongsa Point and Pulau Lenkang) and one in the Gulf of Khambat, India. Chart 3 shows the location of the 16 incidents.

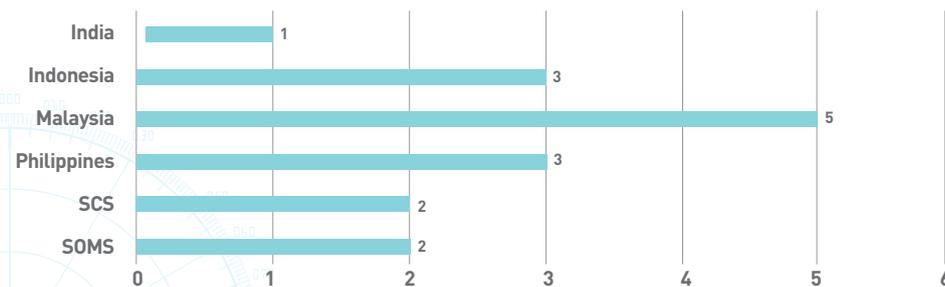


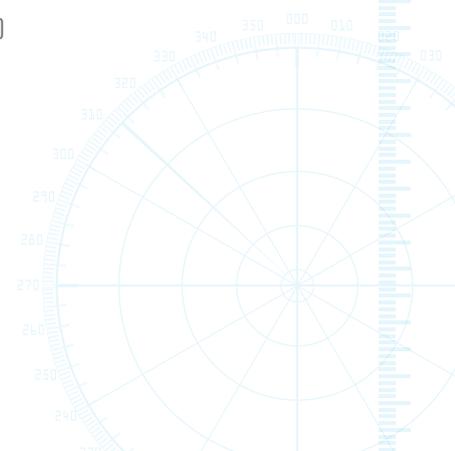
Chart 3 - Incidents on board ships while underway (January-September 2016)

LOCATION OF INCIDENTS

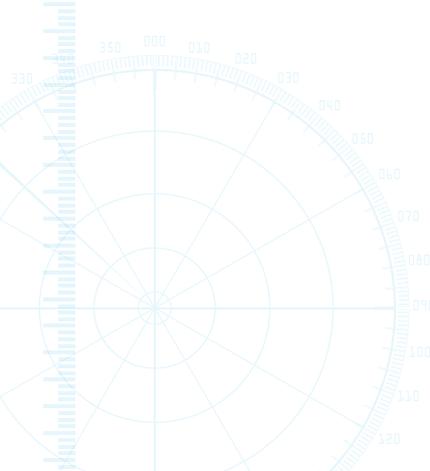
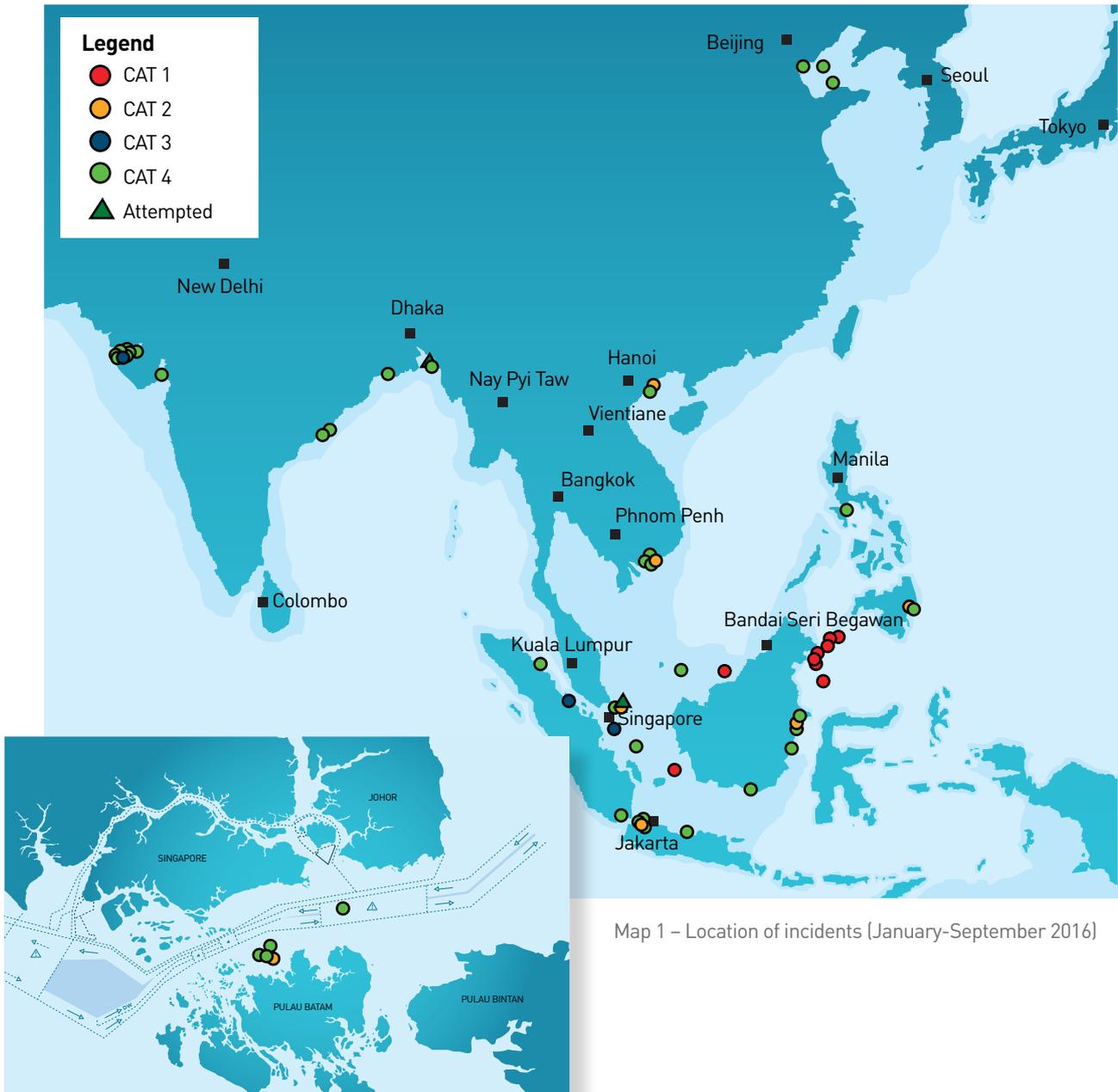
Table 1 show the number and location of incidents reported in Asia during January-September of 2012-2016.

	January-September 2012		January-September 2013		January-September 2014		January-September 2015		January-September 2016	
	Actual	Attempted								
East Asia										
China									3	
Sub Total									3	
South Asia										
Bangladesh	10		6		11		10		1	1
Bay of Bengal					2					
India	6	1	3		9	1	6		12	
Sub-Total	16	1	9		22	1	16		13	1
Southeast Asia										
Indian Ocean						1				
Indonesia	46	2	58	4	36	5	16	1	20	
Malaysia	7		6		3	1	3		5	
Philippines	3		5		3		5	1	6	
Singapore	1									
South China Sea	4		6		29	1	10	1	2	1
Straits of Malacca and Singapore	11	1	5		23	3	88	8	1	1
Thailand							1			
Vietnam	3	1	5	1	1		19		6	
Sub-Total	75	4	85	5	95	11	142	11	40	2
Overall Total	91	5	94	5	117	12	158	11	56	3

Table 1 – Location of incidents (January-September of 2012-2016)



Refer to Map 1 for the location of incidents reported during January-September 2016.





PART TWO

INSIGHT

- Violence factor
- Economic factor
- Type of ships

PART TWO – INSIGHT

In evaluating the significance of each actual incident, the ReCAAP ISC takes into account its violence factor and economic factor.

VIOLENCE FACTOR

The violence factor refers to the intensity of violence in an incident, and the three indicators used to determine this are: number of pirates/robbers, type of weapons carried/used and treatment of crew.



Chart 4 -Number of pirates/robbers (January-September 2016)

NUMBER OF PIRATES/ROBBERS

Slightly more than half of the incidents (54%) reported during January-September 2016 involved group of 1 to 6 men. Notably, more than one-third of the incidents with no information on the number of perpetrators involved, which suggests that the master either did not reveal the information in his report or not aware of the boarding. The ReCAAP ISC urges master and crew to make comprehensive report about an incident, including the number of pirates/robbers and their description if possible; and exercise enhanced vigilance to prevent boarding.

TYPE OF WEAPONS CARRIED/USED

About 70% of the incidents reported during January-September 2016 indicated that the pirates/robbers were either not armed or there was no information available on the weapons carried/used by them. There were 11 incidents involving pirates/robbers who were armed with guns, including incidents of abduction of crew (*Brahma 12*, *Massive 6*, *Henry*, *Charles 00* and two fishing trawlers), incident of oil cargo theft (*Hai Soon 12*); and armed robbery incidents at anchorages in Indonesia, Philippines and Vietnam (*Fjell*, *Atlantic Diana* and *Apollo Rikuyo* respectively), and incident reported in the SCS (*AD Matsu*). The ReCAAP ISC urges ship master and crew to avoid physical confrontation with pirates/robbers, particularly when they are armed.



Chart 5 -Type of weapons carried/used by pirates/robbers (January-September 2016)

TREATMENT OF CREW

Majority of the incidents during January-September 2016 reported that the crew was not hurt or there was no information available on the well-being of the crew. Of the 16 incidents that involved crew being mistreated by the pirates/robbers: seven were incidents of kidnapping of crew for ransom (*Brahma 12*, *Massive 6*, *Henry*, *Charles 00*, *Serudong 3* and two fishing trawlers), four incidents involving the crew being held hostage temporarily by pirates/robbers until they left the ships (*Alpha Effort*, *Hai Soon 12*, *Fjell* and *AD Matsu*), two incidents of the crew being assaulted (*Maratha Promise* and *Ever Prosper*), and three incidents of the pirates/robbers threatening the crew who sighted them (*IVS Sentosa*, *Crest Hydra* and *Anna-Maria*).

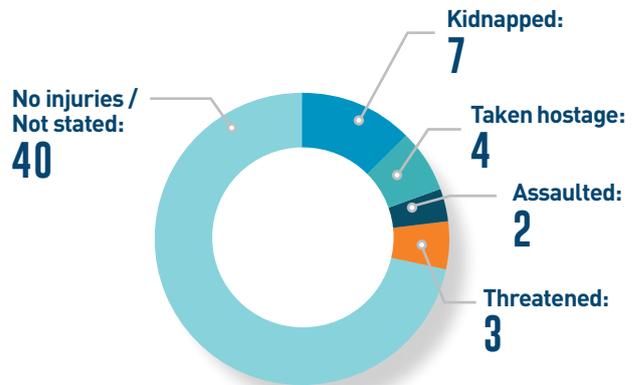


Chart 6 - Treatment of crew (January-September 2016)

ECONOMIC FACTOR

The economic factor considers the types of property taken from ships and the crew. These include theft of ship stores, engine spares, unsecured items, cash and personal effects. In more serious cases, the entire ship was hijacked for the cargo carried on board or for resale; with the crew either locked in the cabin or abandoned onto life rafts respectively.

TYPE OF LOSSES

Slightly more than half of the incidents during January-September 2016 reported the loss of ship stores, engine spares and unsecured items. There were two hijacking of ships (*Brahma 12* and *Hai Soon 12*) which were reported missing and subsequently found; and one incident of cargo discharged (*Ever Prosper*), where Crude Palm Kernel Oil (CPKO) was pumped from the barge. Another seven incidents reported the loss of cash, personal belongings such as mobile phones and laptops, and ship's property including ship's compass and immersion suits.

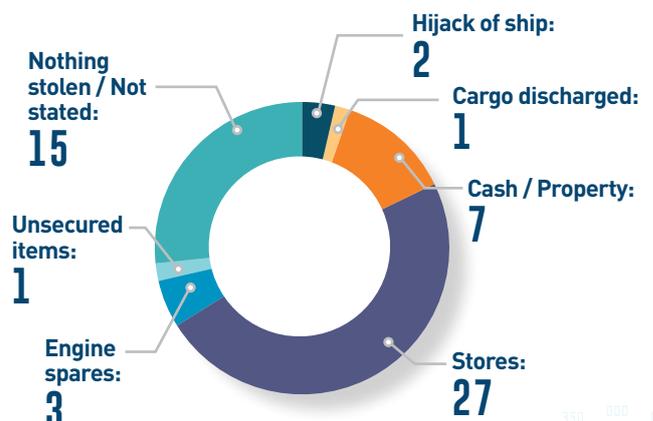


Chart 7 - Type of losses (January-September 2016)

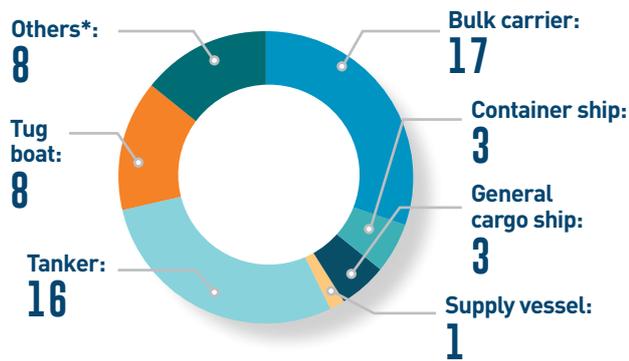
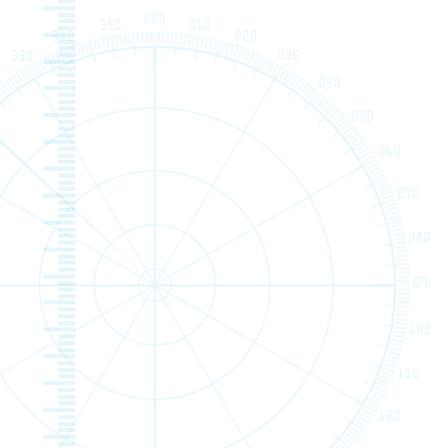


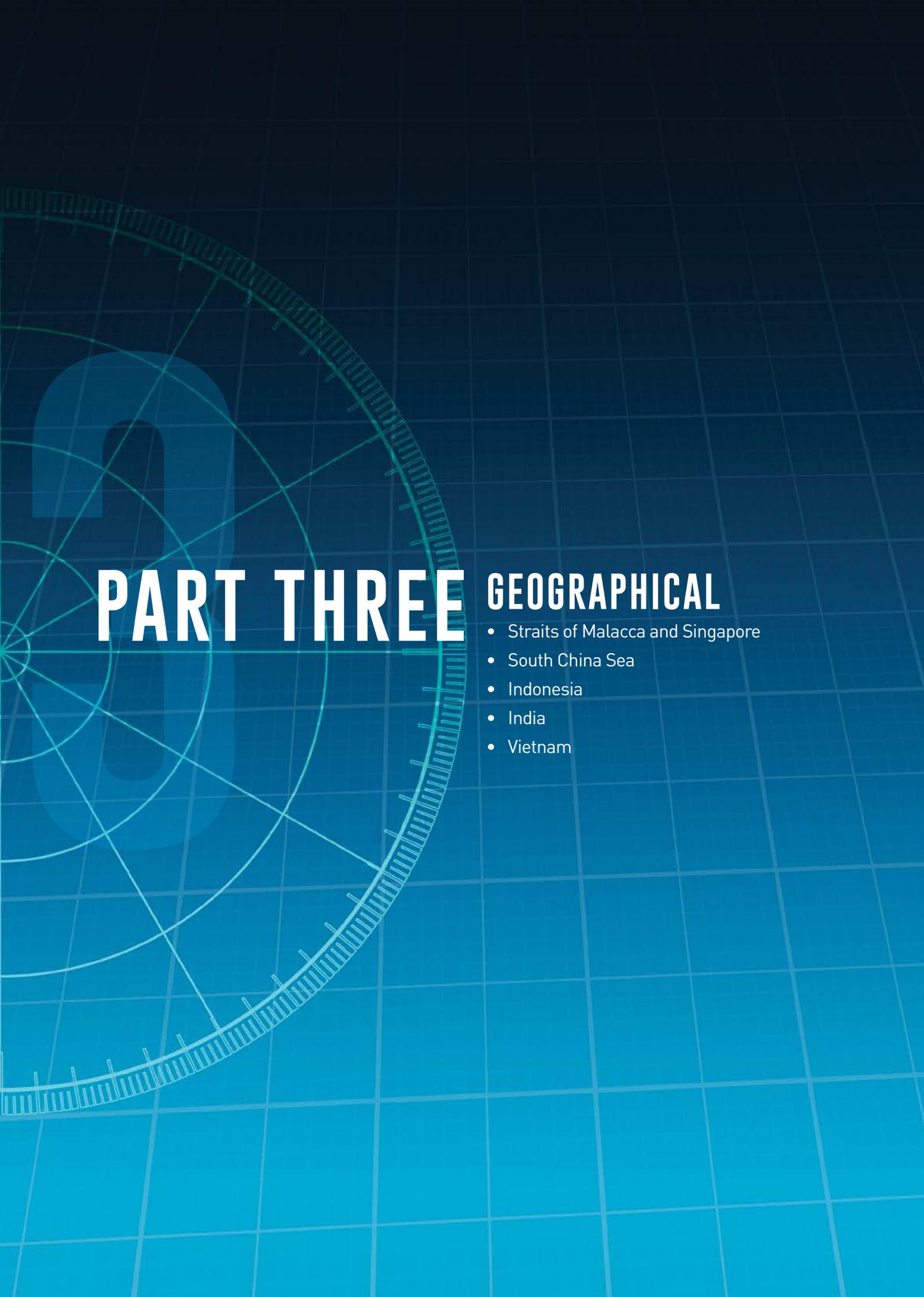
Chart 8 -Type of ships
(January-September 2016)

* Includes accommodation barge, cutter section dredger, fishing trawler, diving support ship, research ship, semi-submersible heavy lift cargo ship and vehicle carrier

TYPE OF SHIPS

About three-quarter of the incidents reported during January-September 2016 occurred on board bulk carriers (17), tankers (16) and tug boats (8). However, there is no evidence to suggest that the pirates/robbers were targeting particular type of ships. Instead, pirates/robbers in most incidents are observed to be opportunistic in nature, chose to board ships which were slow moving, of low freeboard or with crew who were less vigilant.





PART THREE

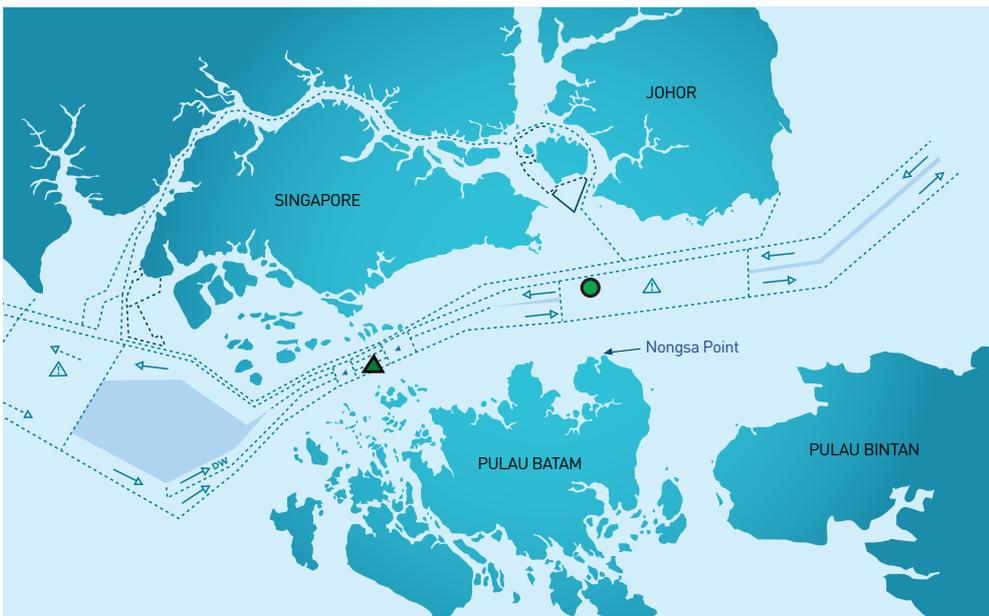
GEOGRAPHICAL

- Straits of Malacca and Singapore
- South China Sea
- Indonesia
- India
- Vietnam

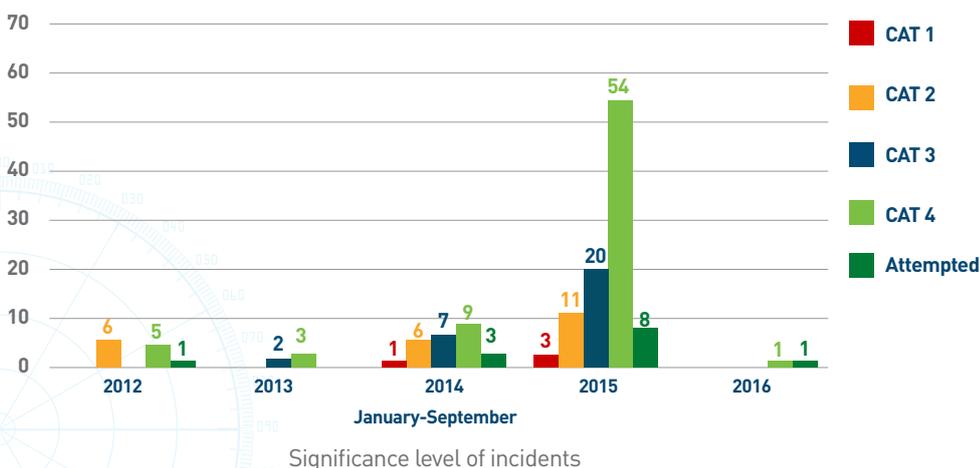
PART THREE – GEOGRAPHICAL

STRAITS OF MALACCA AND SINGAPORE (SOMS)

Two incidents were reported on board ships while underway in the Singapore Straits (SS) of the SOMS during January-September 2016 compared to 96 incidents occurred in SOMS during the same period in 2015. Of the two incidents, one was an actual incident involving *Posh Viking* and the other was an attempted incident involving *Nautica TG Puteri 27*. Tug boat *Posh Viking* was underway in the westbound lane of the Traffic Separation Scheme (TSS) of the SS when two perpetrators boarded the boat and stole a buoy. Due to timely reporting by the master and sharing of information among the littoral States, the perpetrators were arrested by the Indonesian authorities and the stolen item was recovered. There has been significant improvement in the situation in SOMS, and this was a result of enhanced enforcement and surveillance by the littoral States as well as vigilance and timely reporting by the crew. A series of arrest of the perpetrators were made by the Indonesian authorities since last quarter of 2015, and this could have served as a deterrence.

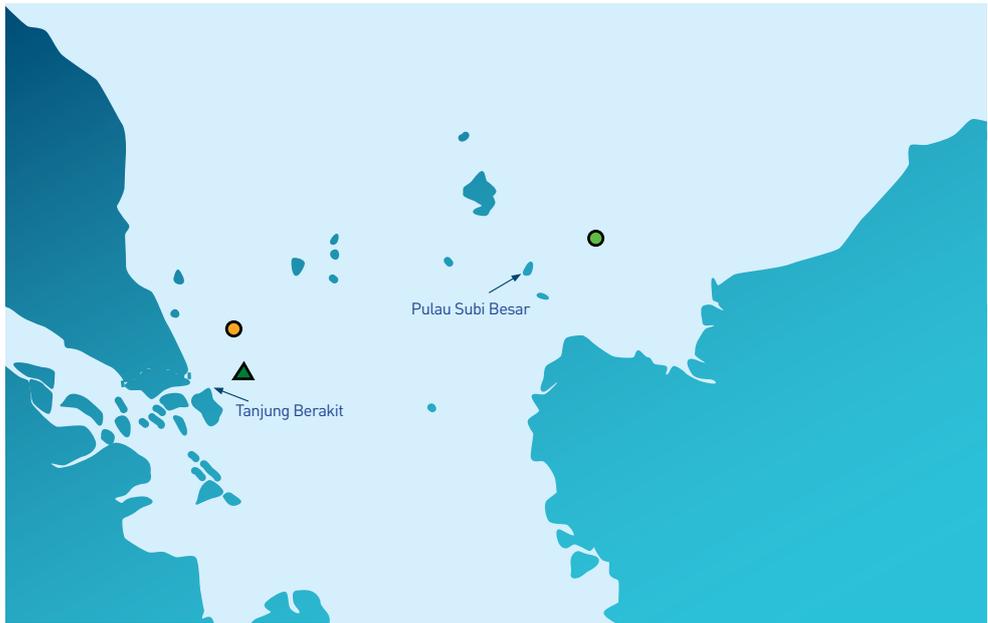


Map 2 – Location of incidents in SOMS (January-September 2016)

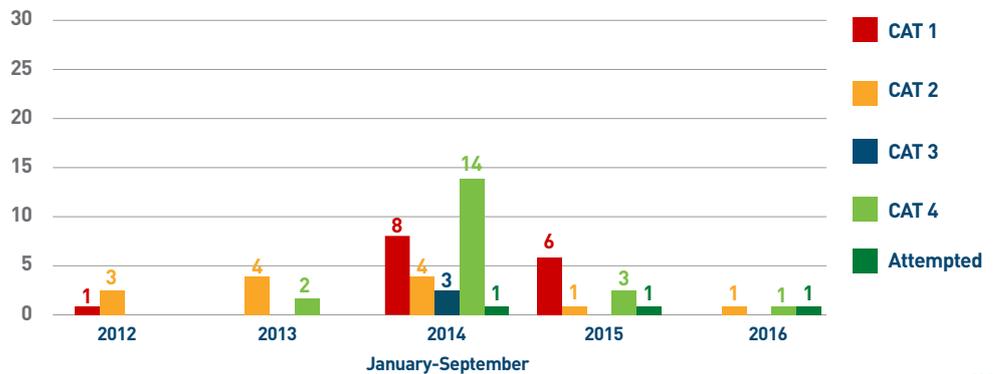


SOUTH CHINA SEA (SCS)

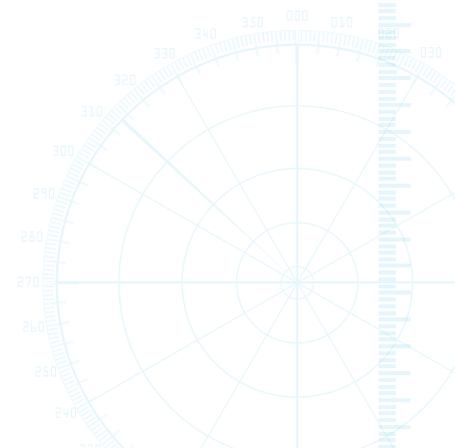
Three incidents were reported on board ships in the SCS during January-September 2016 compared to 11 incidents during the same period in 2015. Of the three incidents, one was a CAT 2 incident, one was a CAT 4 incident and one was an attempted incident. The CAT 2 incident involved *AD Matsu* which was boarded by six perpetrators armed with a pistol and knives. The crew was tied and held in the mess room. Some cash and watches were taken. Due to timely reporting by the master and immediate response by the Indonesian Navy, one of the perpetrators was arrested.



Map 3 – Location of incidents in SCS (January-September 2016)

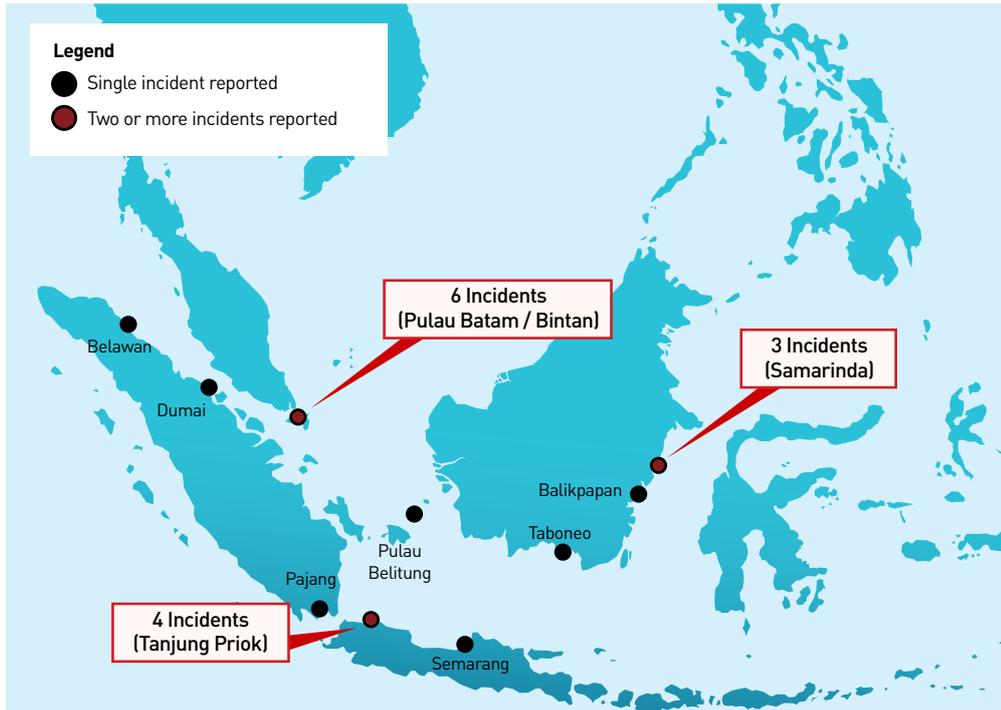


Significance level of incidents

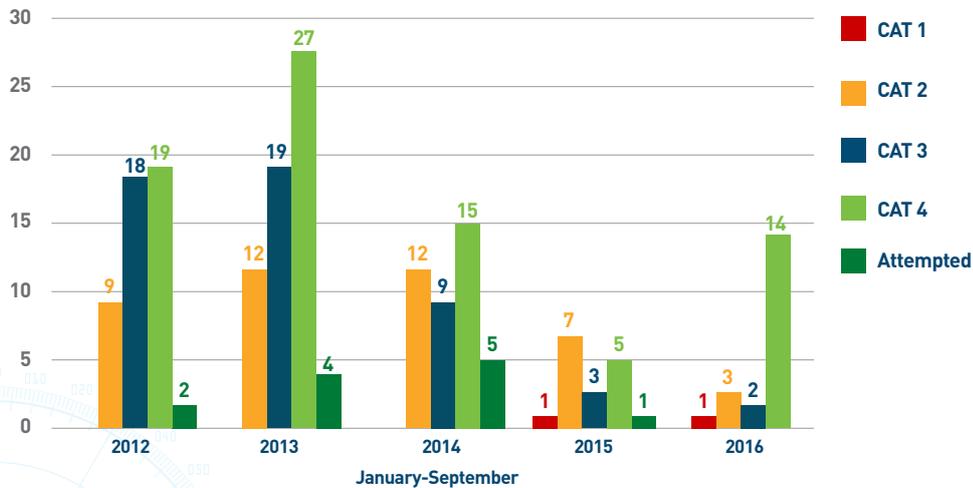


INDONESIA

During January-September 2016, a total of 17 incidents occurred on board ships berthed/anchored and three on board ships while underway in Indonesia. Of these, six incidents were reported off Pulau Batam/Bintan, four at Tanjung Priok, three at Samarinda, one off Pulau Belitung, and one each at Dumai, Balikpapan, Pajang, Semarang, Belawan and Taboneo.



Map 4 – Location of incidents in Indonesia (January-September 2016)



Significance level of incidents

INDIA

There has been an increase in the number of incidents at the ports and anchorages in India during January-September 2016 compared to the same period in the past four years. Of the 12 incidents reported during January-September 2016, 11 occurred on board ships at anchor/berth. Ten of the 11 incidents were CAT 4 and one was CAT 3. Of the 11 incidents, eight (75%) occurred in the Gulf of Kutch at Kandla port/anchorage, two at Vishakapatnam port and one at Haldia dock complex.

Taking a strict cognizance of the deteriorating situation, the Indian Coast Guard (ICG) issued advisories and implemented enhanced surveillance in the area, especially during the hours of darkness. During one of the intensified night surveillance and timely reporting by crew on board ships in the Kandla anchorage area, the ICG apprehended eight perpetrators along with their alleged tools in an unlit fishing boat. No incident was reported at the ports and anchorages in India since the last one reported on 14 May 16 at Kandla port.

The ReCAAP ISC encourages close linkage and engagement between the authorities and the maritime communities to curb this maritime crime of armed robbery against ships.

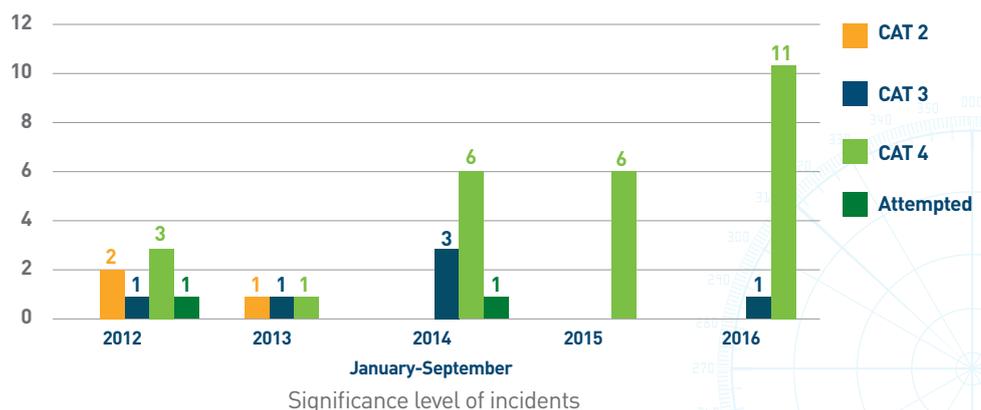


(Left) Apprehension of the suspects
(Right) Items on board the boat

(Photographs courtesy of ReCAAP Focal Point (India))



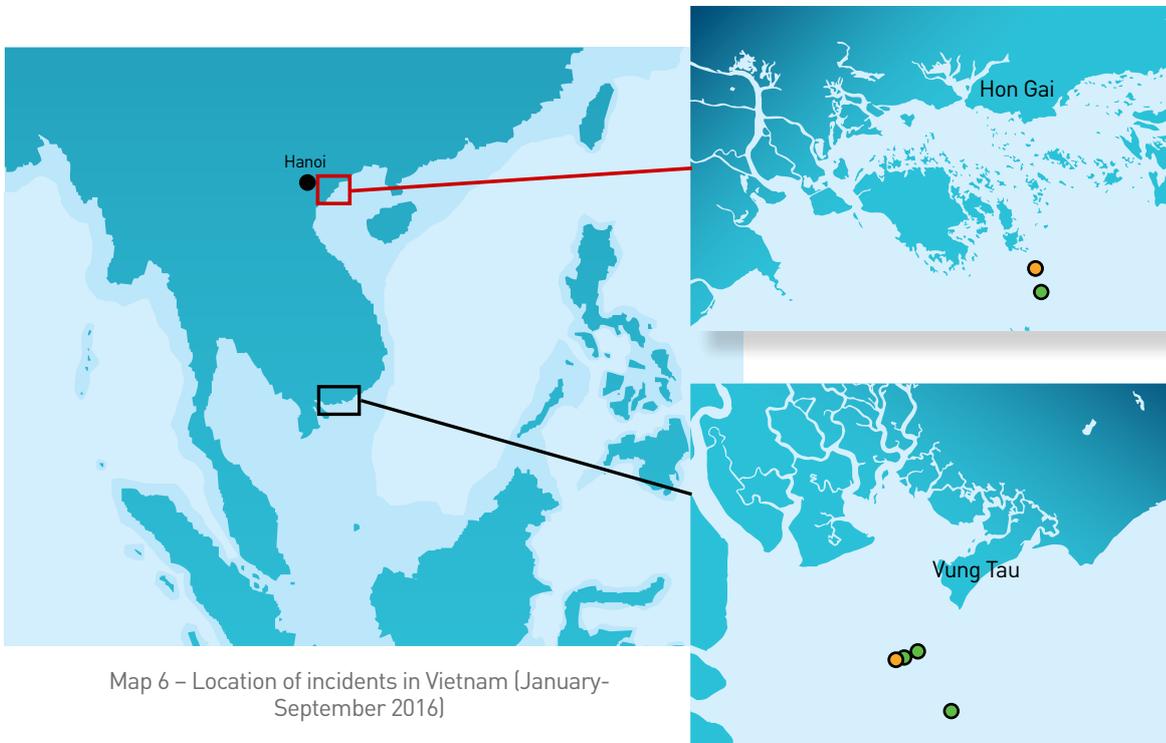
Map 5 – Location of incidents in India (January-September 2016)



VIETNAM

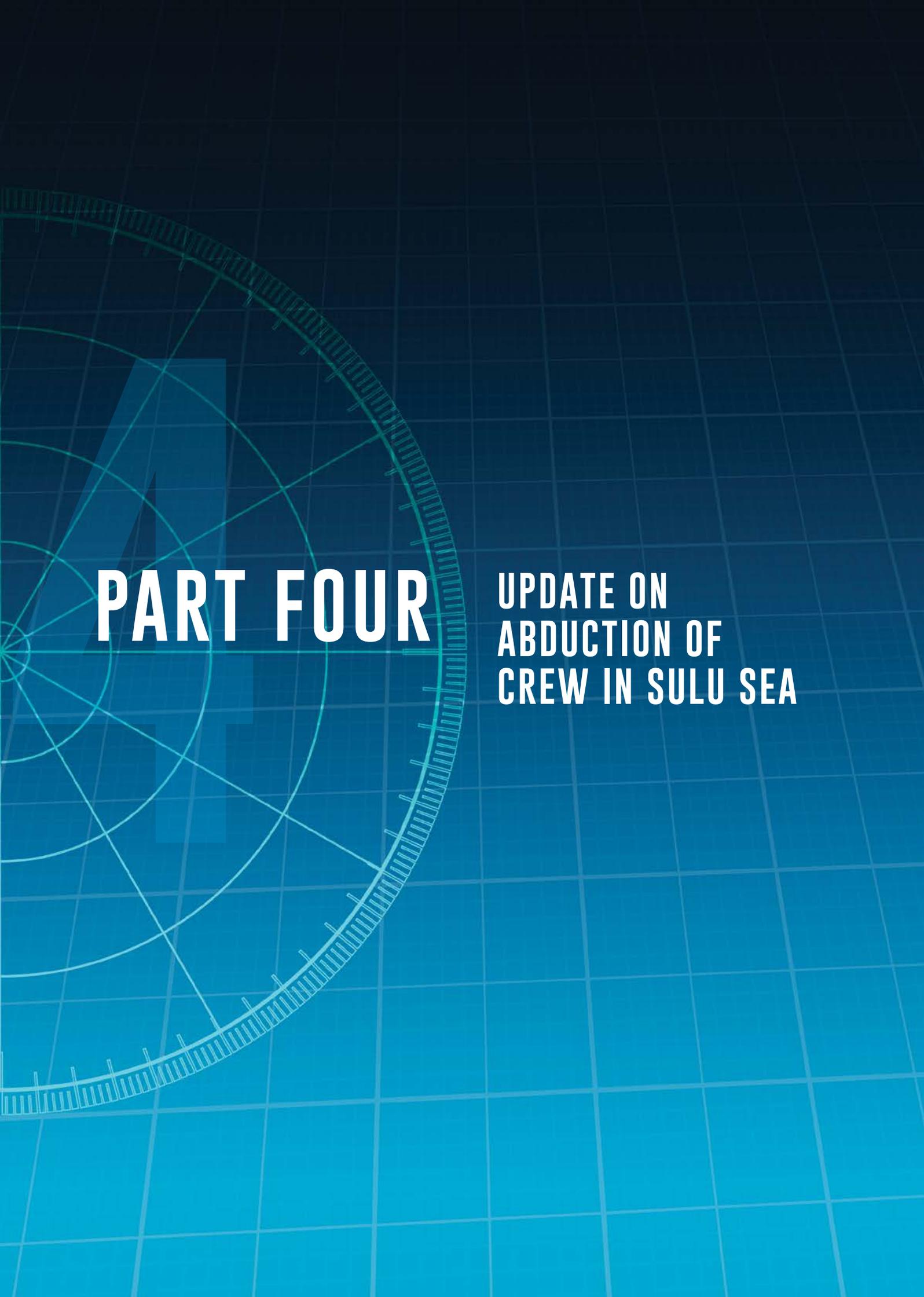
The situation at ports and anchorages in Vietnam has improved during January-September 2016 compared to the same period in 2015. During January-September 2016, a total of six incidents were reported compared to 19 incidents during the same period in 2015. Of the six incidents, four were CAT 4 incidents and two were CAT 2 incidents. Four of the six incidents occurred at Vung Tau anchorage, south of Vietnam while two incidents occurred in the northern part of Vietnam. In most of the incidents the number of perpetrators ranged between 1 to 6 men; did not cause any injury to the crew, and stole ship's stores, paint and mooring ropes.

The improved situation in Vietnam could be attributed to enhanced surveillance carried out by the port authorities, enhanced vigilance and watch-keeping measures carried out by the crew.



Map 6 – Location of incidents in Vietnam (January-September 2016)





PART FOUR

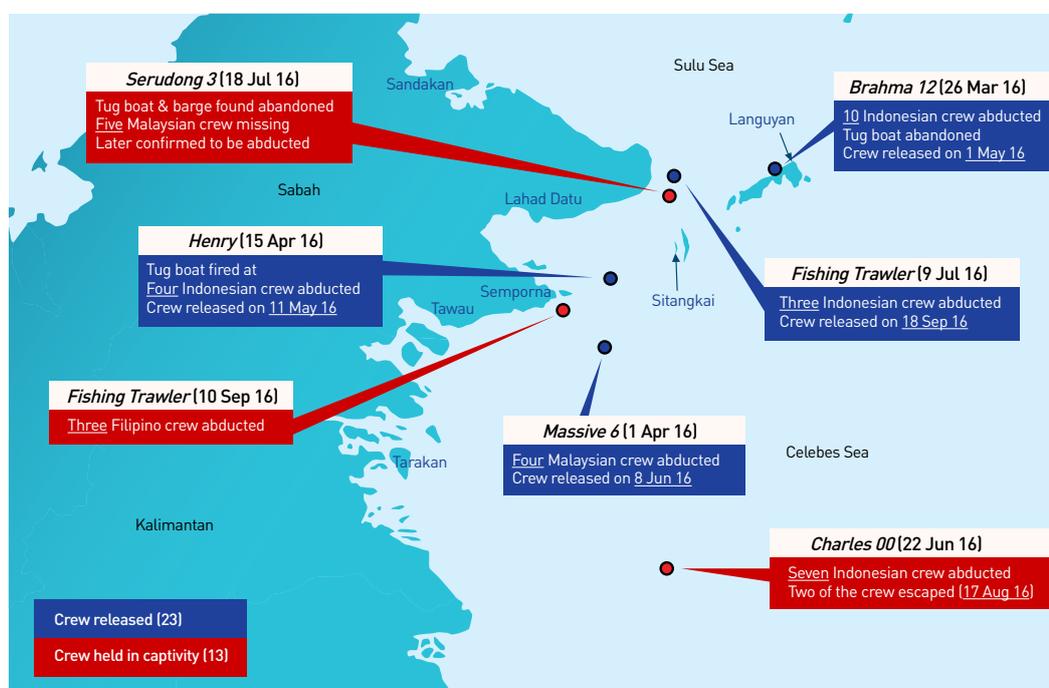
**UPDATE ON
ABDUCTION OF
CREW IN SULU SEA**

PART FOUR – UPDATE ON ABDUCTION OF CREW IN SULU SEA

Between March and September 2016, a total of seven incidents of abduction of crew were reported to the ReCAAP ISC by the Philippine Coast Guard (PCG) which is also the ReCAAP Focal Point for Philippines. A total of four incidents were reported during January-June 2016, two incidents in July 2016 and one incident in September 2016.

Of the seven incidents of abduction, a total of 36 crew were abducted and held in captivity. Of these, 23 crew (from *Brahma 12*, *Massive 6*, *Henry* and fishing trawler) had been released, and ransom was believed to have been paid to secure the releases. The remaining 13 crew are still being held in captivity.

The map below shows the approximate location of the incidents and status of the abducted crew as on 30 Sep 16:



Map 7 – Location of incidents and status of crew (January-September 2016)

BRAHMA 12 (26 MAR 16), INDONESIA

- Boarded by 17 perpetrators, 10 crew abducted
- All released on 1 May 16 after 38 days of captivity

MASSIVE 6 (1 APR 16), MALAYSIA

- Boarded by eight perpetrators, four crew abducted
- All released on 8 Jun 16 after 68 days of captivity

HENRY (15 APR 16), INDONESIA

- Boarded by five perpetrators, four crew abducted
- All released on 10 May 16 after 26 days of captivity

CHARLES 00 (22 JUN 16), INDONESIA

- Seven Indonesian crew were abducted
- Two crew escaped on 17 Aug 16

FISHING TRAWLER (9 JUL 16), MALAYSIA

- Boarded by five armed men who spoke Malay and local Tausug dialect
- Three fishermen with passport out of seven Indonesian fishermen were abducted and released on 18 Sep 16
- The perpetrators with the three abducted fishermen fled in their white speed boat towards the Philippine waters, leaving the remaining four fishermen on board the fishing boat.

SERUNDONG 3 (18 JUL 16), MALAYSIA

- Tug boat, *Serudong 3* towing barge, *Serudong 4*
- The five Malaysian crew of *Serudong 3* were abducted
- Under monitoring

FISHING TRAWLER (10 SEP 16), MALAYSIA

- Boarded by unidentified armed gunmen
- Three out of 11 fishing boat crew were abducted
- The crew was believed to be Filipino Badjaos living in the area

MODUS OPERANDI

Generally, the modus operandi of the perpetrators involved in the seven incidents was fairly similar, except for one incident (*Charles 00*) where the perpetrators abducted the crew twice within a duration of 75 minutes on the same day. In all seven incidents, the target was the crew, and not the ships nor its cargo. In two incidents (*Brahma 12* and *Serudong 3*), the tug boats were abandoned after the perpetrators abducted the entire crew. In the other four incidents, only some of the crew were abducted, the remaining crew were left on board the ships to continue their voyage. In one incident in July (fishing trawler), the perpetrators abducted only the three fishermen with passports and left the remaining four fishermen on board the fishing boat.

The modus operandi of the seven incidents, is summarized as follows:

a. **Type of ship.** Of the seven incidents, five involved tug boats towing barges, and two involved fishing trawlers. Tug boats engaged in towing operations operate at a slow speed of between 2-3 knots, with low freeboard, are vulnerable and easy target for boarding. There were two incidents involving fishing trawlers which were boarded on 9 Jul 16 and 10 Sep 16, an indication that slow moving ship was targeted regardless of its type.

b. **Time of incident.** Five of the seven incidents occurred during daylight hours of between 1000 hrs and 1800 hrs. Ship master and crew are strongly encouraged to exercise vigilance, and should there be any suspicious boats in the vicinity, they are to raise the alarm and report to PCG Operations Centre in southwestern Mindanao and the coastal State immediately.

c. **Type of boats used by perpetrators.** Six of the seven incidents reported the use of speed boats by the perpetrators. Of these, two incidents reported the use of green and red 'jungkong' pump boats (small wooden traditional fishing boats), and four incidents reported the use of grey and white speed boats.

d. **Number of perpetrators.** Three of the seven incidents (*Massive 6*, *Henry* and fishing trawler) involved perpetrators operate in groups of between 5-8 men. There was one incident where 17 perpetrators were reported (*Brahma 12*). There was no mention about the number of perpetrators in the other three incidents (*Charles 00*, *Serudong 3* and fishing trawler).

e. **Weapons.** In all the incidents, the perpetrators were reported to carry firearms. In the incident involving *Henry*, one of the crew was injured during a shoot-out between the perpetrators and the Malaysian Marine Police. In another incident involving *Charles 00*, the perpetrators opened fire at the tug boat before forcibly boarded the boat. Ship master and crew are strongly advised to avoid confronting or antagonising the perpetrators, particularly when they are armed.

f. **Treatment of crew.** In most incidents the perpetrators did not harm the crew except in *Henry* when one of the crew was reportedly injured and subsequently brought to a hospital for treatment.

g. **Flag of ships.** Of the seven incidents, four were Malaysia-registered ships and three were Indonesia-registered ships. No evidence to indicate that certain flag ships were targeted.

h. **Nationality of abducted crew.** Of the 36 crew abducted, 24 were Indonesians, 9 Malaysians and 3 Filipino Badjaos. It appeared the perpetrators were particular about the nationality of the crew they abducted. This was evidenced in the incident involving the fishing trawler where the perpetrators inquired who among the crew had passport, and they abducted the three crew who replied positively that they had passports. It appeared that the perpetrators were abducting crew of certain nationality or only targeting crew with document showing their nationality; probably based on specific instructions given to them.

i. **Economic loss.** Some reports mentioned that the perpetrators stole other items on board the ship, including navigational equipment, and crew's personal belongings such as mobile phones and laptops. It appeared that the perpetrators stole other ship items and crew's personal belongings in addition to abducting the crew. There were speculations that their key task was to abduct the crew and hand them over to the ASG for a fee; and keeping the stolen items for themselves.

ACTION BY THE LITTORAL STATES

In addressing the situation in the Sulu Sea, various meetings were held and responsive actions carried out by the Defence Ministers of Philippines, Indonesia and Malaysia since May 2016. A Joint Declaration⁶ dated 5 May 16 and a Joint Statement⁷ dated 20 Jun 16 were agreed among the three littoral States to address the security issues in maritime areas of common concern. Following the 20 Jun 16 meeting, there was a trilateral meeting of the Defence Ministers in the first week of August 2016 to address the growing security challenges that undermine peace, security and prosperity in the region⁸.

On 25 Jul 16, the President of the Philippines, Rodrigo R. Duterte during his first State of the Nation Address (SONA) mentioned that the "full force" of the Armed Forces of the Philippines (AFP) will be applied "to crush" the terrorist ASG, whom he described as "criminals who operate under the guise of religious fervor."⁹ In August 2016, in addition to the 5,000 troops already based in Sulu and 2,500 based in Basilan, the AFP pulled out troops from the Visayas, Luzon and other areas of Mindanao and deployed them to the two island provinces with the specific mission "*to seek and destroy the Abu Sayyaf*".¹⁰

On 30 Aug 16, at least 30 Abu Sayyaf bandits were reportedly killed including its sub-leader Mohammad Said, alias Ama Maas, and an undetermined number wounded. On the other hand, the military suffered 15 fatalities and 12 casualties.¹¹ It was also reported that the Philippine Navy units had also started blocking strategic areas of Sulu to prevent ASG sympathizers from resupplying and reinforcing their beleaguered comrades on the island and to contain the areas to keep militants from escaping from their Sulu enclaves, which were under heavy military pressure.¹²

⁶ Kementerian Luar Negeri Republik Indonesia. [2016, May]. Joint Declaration of Foreign Ministers and Chiefs of Defence Forces of Indonesia-Malaysia-Philippines. Retrieved from <http://www.kemlu.go.id/id/berita/Pages/Joint-Declaration-Foreign-Ministers-and-Chiefs-of-Defence-Forces-of-Indonesia-Malaysia-Philippines.aspx>

⁷ Department of National Defense, Republic of the Philippines. [2016, June]. Joint Statement: Trilateral Meeting among the Defence Ministers of the Philippines, Malaysia and Indonesia. Retrieved from <http://dnd.gov.ph/PDF%202016/Press%20-%20Trilateral%20Meeting%20among%20the%20Defence%20Ministers%20of%20the%20Philippines,%20Malaysia%20and%20Indonesia.pdf>

⁸ Department of National Defense, Republic of the Philippines. [2016, July]. SND to meet with Malaysian, Indonesian counterparts. Retrieved from <http://dnd.gov.ph/PDF%202016/Press%20-%20SND%20to%20meet%20with%20Malaysian,%20Indonesian%20Counterparts.pdf>

⁹ The 2016 State of the Nation Address dated 26 July 2016. Retrieved from <http://www.gov.ph/2016/07/26/the-2016-state-of-the-nation-address/>

¹⁰ Duterte on Abu Sayyaf: Destroy Them. ABS-CBN News dated 25 August 2016. Retrieved from <http://news.abs-cbn.com/focus/08/24/16/duterte-on-abu-sayyaf-destroy-them>

¹¹ Remains of soldiers killed in Sulu clash flown to Zamboanga. Philippine Star dated 30 August 2016. Retrieved from <http://www.philstar.com/nation/2016/08/30/1618935/remains-soldiers-killed-sulu-clash-flown-zamboanga>

¹² Philippine Navy Blocking Abu Sayyaf Reinforcement. Philippine Star News dated 30 August 2016. Retrieved from <http://www.philstar.com:8080/nation/2016/08/30/1618780/philippine-navy-blocking-abu-sayyaf-reinforcement>

On 9 Sep 16, President Duterte announced that he would allow Indonesian military to pursue the ASG bandits in Philippines' territorial waters.¹³ If the abduction happened in the waters of Indonesia, applying the doctrine of "hot pursuit" would allow the authorities to pursue the abductors into Philippines' territorial waters by informing the Philippine authorities who will join them in the pursuit. The Defence Secretary of the Philippines, Gen. Delfin Lorenzana AFP (Ret) in an interview on 19 Sep 16, mentioned that there is no joint military operation between the Philippines and Indonesia. However, he stated that joint naval patrols at the command borders between the two countries will continue.¹⁴ He further explained that joint patrols are a trilateral agreement among the three littoral States of Philippines, Indonesia, and Malaysia.

Due to intensive military operations by the AFP, there were reports that 20 members of the ASG had surrendered on 22 Sep 16 in Sumisip, Basilan. The local authorities believed that there were still other members of the ASG who were willing to surrender.¹⁵ In an article published by the Strait Times Asia dated 24 Sep 16, it was reported that the Malaysian authorities are on high alert for Abu Sayyaf members who were among the hundreds of Filipinos fled for Sabah, after the Philippine military's offensive in the country's south.¹⁶ The PCG in coordination with the Western Mindanao Command had launched night patrols across the vast and contiguous coastline in response to reports that Abu Sayyaf militants have been fleeing Sulu to escape a military offensive there.¹⁷



Philippine Coast Guard Ready Force
(Photograph courtesy of ReCAAP
Focal Point (Philippines))

The ReCAAP ISC is working closely with the Philippine Coast Guard (PCG) in monitoring the situation closely, and sharing the latest situation, best practices and lessons learned with the shipping industry and regional authorities.

¹³ Indonesia can chase pirates into Philippine waters. Philippine Star Global dated 25 September 2016. Retrieved from: <http://www.philstar.com/headlines/2016/09/10/1622354/duterte-indonesia-can-chase-pirates-philippine-waters>

¹⁴ Billones Trishla (2016, September 19). Misuari seeks fewer offensives vs. Abu Sayyaf, says Lorenzana. Retrieved from <http://news.abs-cbn.com/news/09/19/16/misuari-seeks-fewer-offensives-vs-abu-sayyaf-says-lorenzana>

¹⁵ Twenty Abu Sayyaf Bandits Surrender in Basilan. CNN Philippines dated 23 September 2016. Retrieved from <http://cnnphilippines.com/regional/2016/09/23/Twenty-Abu-Sayyaf-surrender-Basilan.html>

¹⁶ Malaysia on high alert for Abu Sayyaf rebels fleeing military action. The Straits Times Asia dated 24 September 2016. Retrieved from <http://www.straitstimes.com/asia/se-asia/malaysia-on-high-alert-for-abu-sayyaf-rebels-fleeing-military-action>

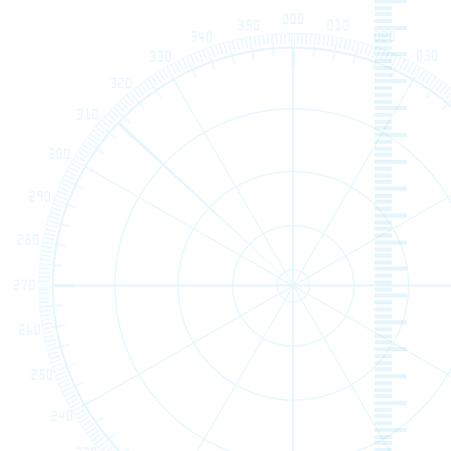
¹⁷ Coast Guard launches patrols vs Abu Sayyaf. The Phil Star dated 26 September 2016. Retrieved from <http://www.philstar.com/nation/2016/09/26/1627601/coast-guard-launches-patrols-vs-abu-sayyaf>

RECOMMENDATIONS

The shipping industry is advised to report to the Operation Centre in the Coast Guard District Southwestern Mindanao when their ships are transiting the area; for monitoring by the PCG and immediate response in any eventualities. The contact details of the Coast Guard District Southwestern Mindanao Operation Centre are:

Coast Guard District Southwestern Mindanao (CGDSWM)
Operation Centre
Sat phones: +63 929686 4129/+63 916626 0689
VHF: Channel 16 with call sign "ENVY"
Email: hcgdswm@yahoo.com

Moreover, shipping industry is likewise advised to adopt relevant preventive measures taking reference from the *Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia*. Slow moving ships such as tug boats are most vulnerable especially when engaged in towing operation and they should re-route away from the area, if possible. Otherwise, they are advised to exercise enhanced vigilance and report to the PCG District Southwestern Mindanao. The ReCAAP ISC reiterates collective and shared responsibilities among all stakeholders by institutionalising their respective efforts.





PART FIVE

**ReCAAP ISC ACTIVITIES
(JULY-SEPTEMBER 2016)**

PART FIVE ReCAAP ISC ACTIVITIES (JULY-SEPTEMBER 2016)

ReCAAP ISC CLUSTER MEETING 2016, BANGKOK, THAILAND (13 JULY 2016)

Jointly organised by the ReCAAP ISC, Thailand's Ministry of Foreign Affairs (MFA), Thailand's National Security Council (NSC) and Royal Thai Navy (RTN), the 6th Cluster Meeting was held in Bangkok, Thailand on 13 Jul 16. Participants of the Cluster Meeting exchanged views and shared challenges on their countries' legislative and prosecution processes; intra-governmental and inter-governmental agencies' cooperation in enforcement and sharing of information on piracy and armed robbery against ships in Asia. Participants of the Cluster Meeting comprising representatives from six ReCAAP Focal Points (Cambodia, Myanmar, Philippines, Singapore, Thailand and Vietnam), Malaysian Maritime Enforcement Agency (MMEA), Indonesian Coast Guard (BAKAMLA), Thailand's MFA, NSC, Thai-Maritime Enforcement Coordination Centre (Thai-MECC), INTERPOL and UNODC.



Sharing of views from participants



(Left to right) Mr Masafumi Kuroki, Executive Director, ReCAAP ISC; Mr. Kasem Taveepanyaskul, Director, Directorate of Border Security Strategy and Neighboring Countries' Affairs, Office of the NSC; Mr. Vitavas Srivihok, Deputy Permanent Secretary, Thai MFA; RADM Kriangkrai Anantasarn, Chief of Maritime Security Affairs, RTN; His Excellency Dr Pornchai Danvithana, Chairperson, ReCAAP ISC Governing Council

ReCAAP ISC PIRACY AND SEA ROBBERY CONFERENCE 2016, BANGKOK, THAILAND (14 JULY 2016)

Conducted back-to-back with the 6th Cluster Meeting was the 8th ReCAAP ISC Piracy and Sea Robbery (PSR) Conference in Bangkok, Thailand. Held on 14 Jul 16, the ReCAAP ISC PSR Conference was jointly organised by the ReCAAP ISC, Thailand's MFA, Thailand's NSC and RTN. A total of 120 participants attended the conference including representatives from ReCAAP Focal Points, MMEA, BAKAMLA, INTERPOL, Information Fusion Centre (IFC), regional shipping associations including Indonesia National Shipowners' Association (INSA), Federation of ASEAN Shipowners' Association (FASA)/Singapore Shipping Association (SSA), Sarawak and Sabah Shipowners' Association (SSSA), Thai Shipowners' Association (TSA), and international shipping associations such as BIMCO, INTERTANKO, and academia from Maritime Institute of Malaysia (MIMA) and Universitas Gadjah Mada in Yogyakarta, Indonesia.

The conference consisted of two sessions and revolved around the theme, *A Safer Sea: Addressing Challenges Together*. Session I provided a general picture on the situation of piracy and armed robbery in Asia; and sharing of views by various stakeholders, particularly on incidents involving abduction of crew off eastern Sabah and southern Philippines. Session II focused on cooperation and collaboration between enforcement agencies and shipping industry; and inter-agencies cooperation and collaboration in information sharing and operational coordination and responses.



Opening remarks delivered by His Excellency Dr Pornchai (left) and closing remarks delivered by Mr Kuroki (right)



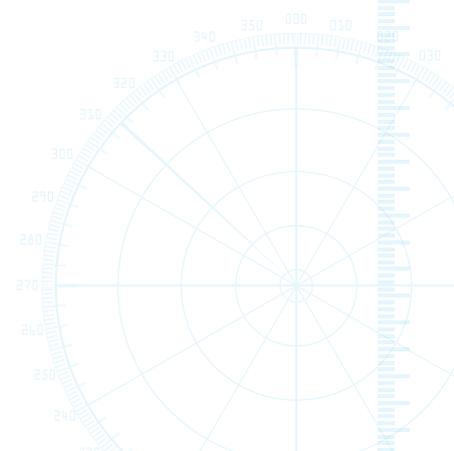
(Left) Participant posing question to panelists during Q & A
(Right) Participants at the conference

VISIT BY MR KOJI SEKIMIZU, FORMER SECRETARY GENERAL OF IMO (22 AUGUST 2016)

The former Secretary-General of International Maritime Organization (IMO), Mr Koji Sekimizu visited the ReCAAP ISC on 22 Aug 16. This was his third visit to the Centre. Mr Sekimizu was in Singapore under the invitation of the Maritime and Port Authority of Singapore (MPA) as a special fellow of the MPA's Academy. At the meeting in the ReCAAP ISC, Mr Masafumi Kuroki, Executive Director of ReCAAP ISC apprised Mr Sekimizu on the recent activities of the ReCAAP ISC, the working relations between ReCAAP ISC and DCoC (Djibouti Code of Conduct) Information Sharing Centres which were established under the initiative of Mr Sekimizu when he was the Secretary General of IMO. Mr Sekimizu added that maritime security including piracy is still serious and the involvement of Governments is important to address this problem. While IMO cannot be involved directly in regional cooperation, the ReCAAP is able to take leadership in regional cooperation and be involved in other regions.



Mr Koji Sekimizu (fourth from left) with ReCAAP ISC and MPA staff



ENGAGING THE SHIPPING INDUSTRY AND RELEVANT AUTHORITIES IN SARAWAK AND SABAH, EAST MALAYSIA (25-30 AUGUST 2016)



Visit to shipyard in Tawau

As part of the Sarawak and Sabah Shipowners' Association (SSSA)'s effort in engaging the government agencies and shipping industry to further promote collaboration in Sabah region, the SSSA conducted a series of dialogues in several cities in Sabah to promote and profile their effort with ReCAAP ISC's participation in this outreach programme. Together with representatives from SSSA, the ReCAAP ISC team visited Tawau, Lahad Datu, Sandakan, Labuan, Kota Kinabalu and Miri on 25-29 Aug 16. Aside from meeting the ship owners at the various locations, the ReCAAP ISC also met the Malaysia Marine Department based at Tawau.

The outreach programme culminated with an Anti-Piracy and Sea Robbery Forum that was held on 30 Aug 16 in Miri, Sarawak, which was jointly organised by ReCAAP ISC and SSSA. The forum was attended by about 50 participants with the theme, *Enhancing Cooperation between Government Agencies and Shipping Industry*. The forum provided a good platform for ReCAAP ISC to share with participants on the latest situation of piracy and armed robbery against ships in Asia. The shipowners and their shipping companies were able to share their challenges and establish network and contacts with the ReCAAP ISC and speakers from Philippine Coast Guard (PCG) and Malaysia Shipowners' Association (MASA).



Speakers from MASA (left) and PCG (right)

MARITIME KNOWLEDGE SHIPPING SESSION (26 AUGUST 2016)



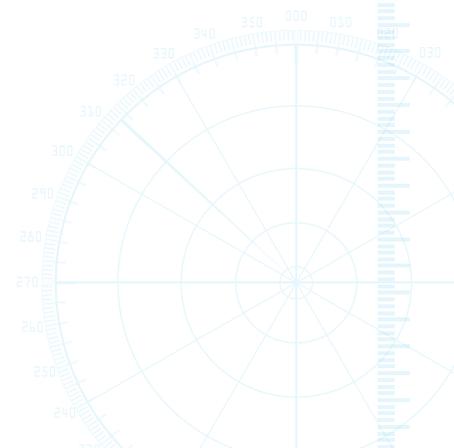
Presentation by Mr Kuroki

Mr Masafumi Kuroki was invited to speak at the Maritime Knowledge Shipping Session (MKSS) on 26 Aug 16 at the STI Auditorium, Capital Tower. Jointly organised by the Singapore Maritime Foundation (SMF) and the General Insurance Association of Singapore (GIA), the MKSS is a quarterly briefing to the shipping, insurance and business sectors.

Mr Kuroki delivered a presentation about ReCAAP, the activities carried out by the ReCAAP ISC, the information sharing network, trends and situation update on piracy and armed robbery against ships in Asia. He underscored the importance of cooperation with the stakeholders, particularly the shipping industry, and cited the two Guidebooks produced by the ReCAAP ISC which were requested by the shipping industry (*Guide for Tankers Operating in Asia against Piracy and Armed Robbery Involving Oil Cargo Theft* and *Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*). The session was a good opportunity to profile ReCAAP ISC with the private sector, particularly the insurance industry and shipping industry.



(Left) Mr Kuroki answering to query from participant,
(Right) Organiser, moderator and speakers



VISIT BY MR LIM KI TACK, SECRETARY GENERAL OF IMO (29 AUGUST 2016)

Mr Lim Ki Tack, Secretary-General of the IMO, visited the ReCAAP ISC on 29 Aug 16. Mr Lim was in Singapore to speak at the *MPA Academy Distinguished Speaker Series: Future Plans and Vision for the IMO*, and to deliver the keynote address at the inaugural *International Safety@Sea Conference*. The meeting at ReCAAP ISC covered wide ranging issues of mutual interest, among others, the situation of piracy and armed robbery against ships in Asia, cooperation between the ReCAAP ISC and IMO, and the Future of the ReCAAP ISC in the next decade. Mr Lim commended the good achievement and steady development of the ReCAAP ISC in the past 10 years, which has contributed towards safer seas in Asia; and reaffirmed IMO's commitment to continue extending its cooperation to the ReCAAP ISC.



(Left) Mr Lim Ki Tack with Mr Kuroki, (Right) Meeting during visit to ReCAAP ISC

VISIT BY DIPLOMATIC CORPS (8 SEPTEMBER 2016)

The diplomatic corps of Defence Attaché in Singapore visited ReCAAP ISC on 8 Sep 16. They were representatives from Germany, France, USA, Thailand, India, Netherlands, Russia, Sweden and Vietnam. The purpose of the visit was to know about the ReCAAP ISC, apprise about the work of the centre and latest situation of piracy and armed robbery in Asia. The visit was also an opportunity for the ReCAAP ISC to profile itself to members of the diplomatic corps and establish informal linkages.



Mr Kuroki (fifth from left) with the Defence Attachés and representatives

MEDIA BRIEFING SESSION (19 SEPTEMBER 2016)

As part of the outreach activities, Mr Masafumi Kuroki held a media briefing session on 19 Sep 16 in Singapore with the main objective of providing a situation update for the period of January-August 2016 and networking with the media. Five news agencies comprising Jane's Defence, Kyodo News, Lianhe Zaobao, Lloyd's List, and The Press Trust of India, attended the session. Following the session, a total of 22 news articles were published focusing on the key message of "**Asian piracy and armed robbery against ships has dropped by 64%**". The media representatives found the session useful and the ReCAAP ISC will be conducting similar session at the appropriate time in the future.



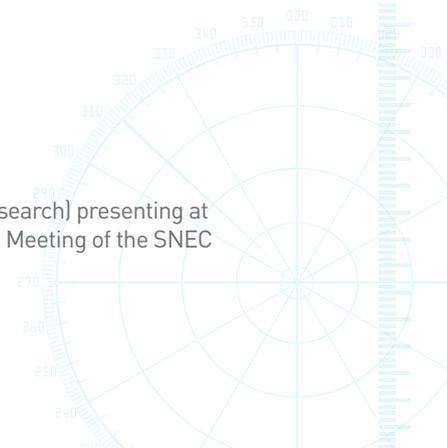
Engagement with media entities

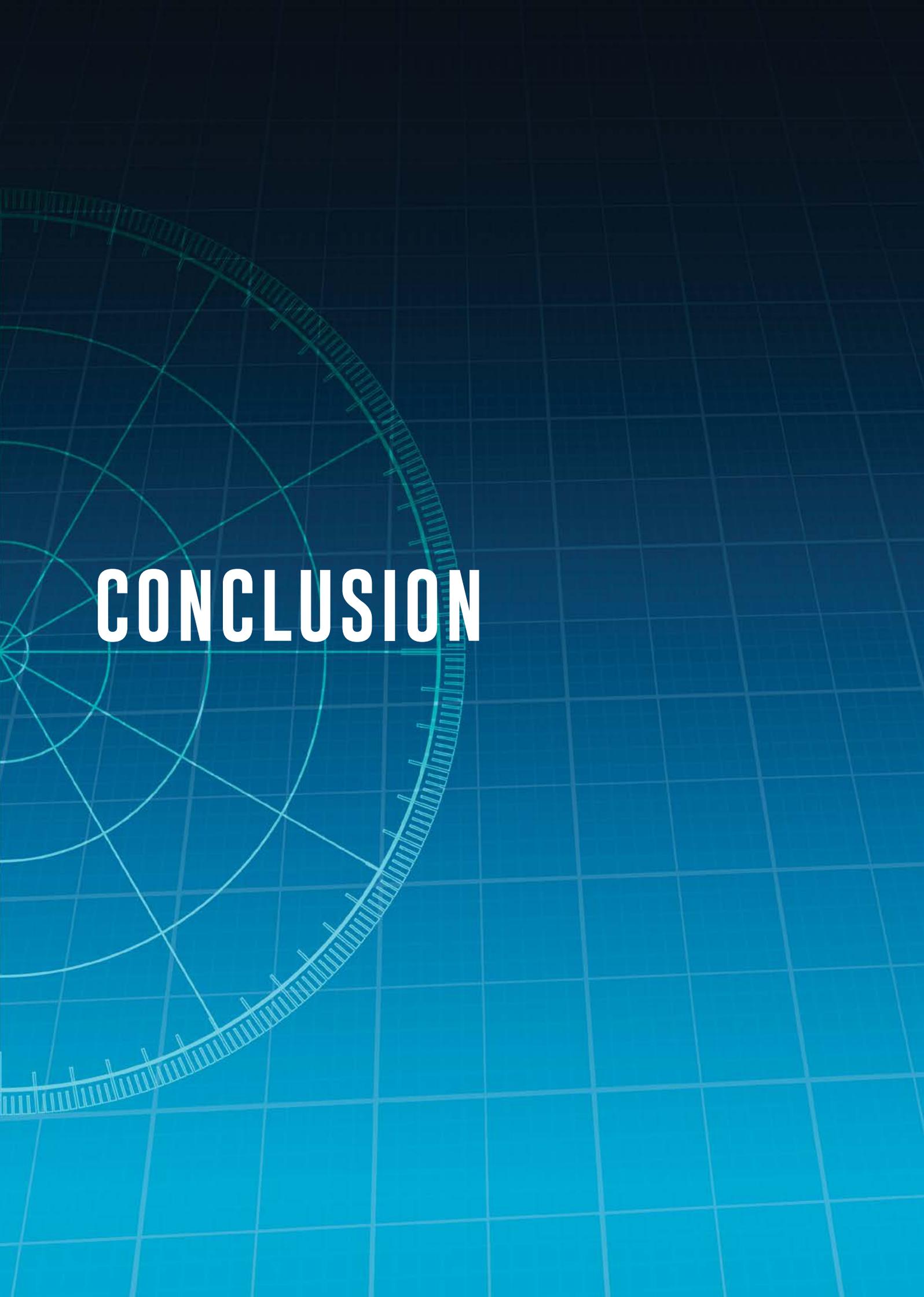
31st Interim Meeting of the Asian Shipowners' Association (ASA) Safe Navigation & Environment Committee (SNEC) (23 SEPTEMBER 2016)

The ReCAAP ISC was invited by Singapore Shipping Association (SSA), the lead Association and an active Chair for the SNEC, to speak at the 31st Interim meeting of the ASA SNEC held in Singapore on 23 Sep 16 about the latest developments in the Sulu Sea, involving the abduction of crew for ransom. The ReCAAP ISC apprised the committee about the piracy and armed robbery situation in Asia, the abduction of crew in the Sulu Sea and the precautionary measures and contact number to call when ships transit the area. The meeting was attended by representatives from regional shipping associations of Japan, Korea, China, Malaysia, Indonesia, Thailand, Vietnam and Singapore.



AD (Research) presenting at the 31st Meeting of the SNEC



The background features a dark blue grid that transitions to a lighter blue at the bottom. On the left side, there is a technical drawing of a circular scale or dial. It consists of several concentric circles and radial lines. The outermost circle has a series of small, vertical tick marks along its circumference, resembling a scale or a gauge. The word "CONCLUSION" is written in a bold, white, sans-serif font across the center of the image, overlapping the technical drawing and the grid.

CONCLUSION

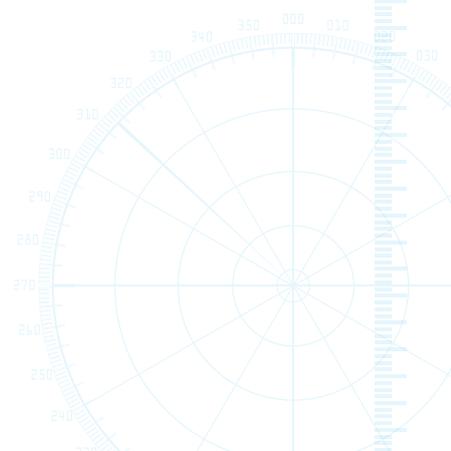
CONCLUSION

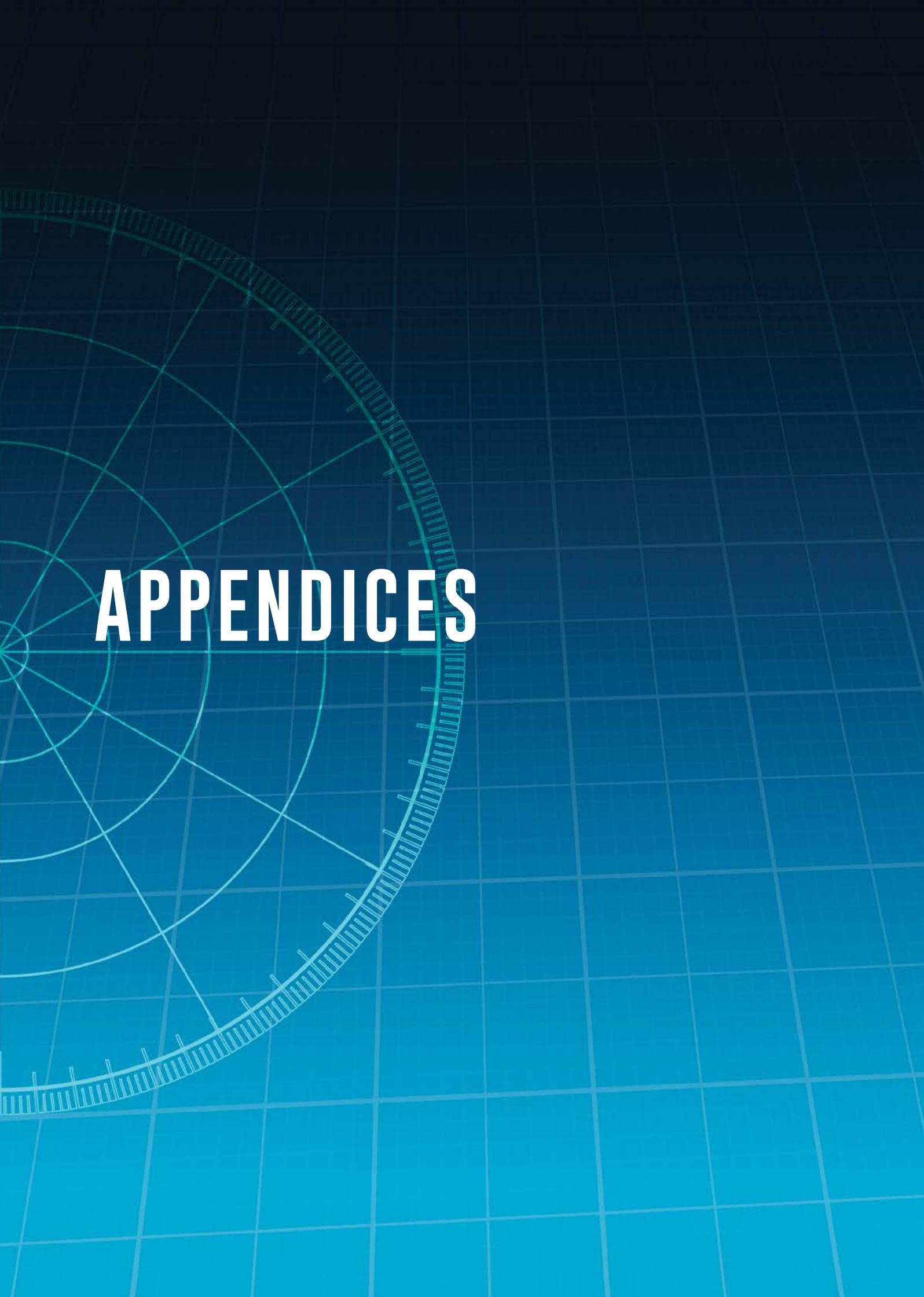
The overall situation of piracy and armed robbery against ships in Asia during January-September 2016 has improved significantly compared to the same period of 2015. The total number of incidents reported during January-September 2016 was also the lowest among the same reporting period of 2012-2016.

The improvement in SOMS was most evident and has contributed to the overall decrease in number of incidents in Asia. A total of two incidents, comprising one actual incident and one attempted incident, were reported in the SOMS compared to 96 incidents during the same period in 2015. Concerted enforcement efforts by the littoral States, including enhanced cooperation and coordination arrangements, strengthened surveillance and patrols, timely information sharing and prompt response to incidents had led to several arrests of the perpetrators. The decline in the number of hijacking of ships for theft of oil cargo has also contributed to the overall improvement. A total of two incidents were reported during January-September 2016 compared to 11 incidents during January-September 2014 and 12 incidents during January-September 2015.

Notwithstanding the decrease in the total number of incidents during January-September 2016, the incidents involving the abduction of crew for ransom off eastern Sabah and southern Philippines remain of concern. To hamper this scourge effectively, coordinated operational efforts by the littoral states need to be institutionalized as soon as possible.

There is no room for complacency. All stakeholders must remain vigilant and exercise all necessary preventive measures while at sea, and appropriate enforcement and prosecution at sea and on land.



The background features a dark blue grid with a lighter blue circular scale or protractor on the left side. The scale has markings and is partially obscured by the text. The overall aesthetic is technical and scientific.

APPENDICES

APPENDICES 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;

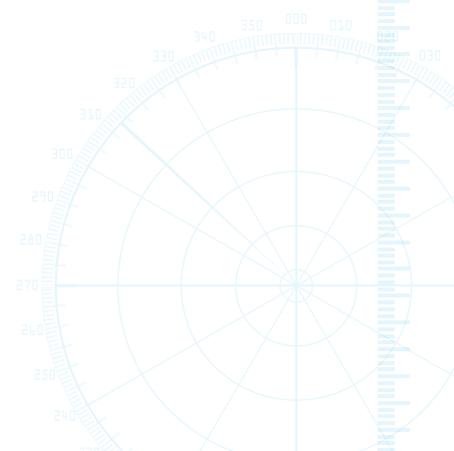
(c) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

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:

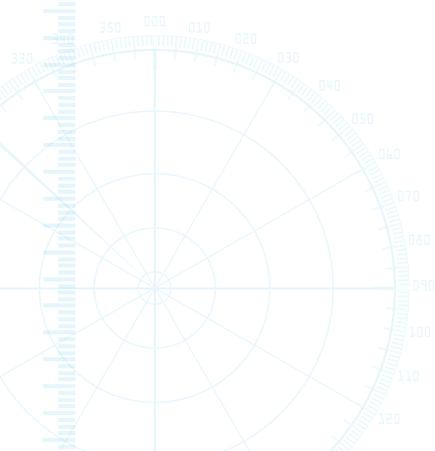
(1) **Type of weapons used.** Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered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

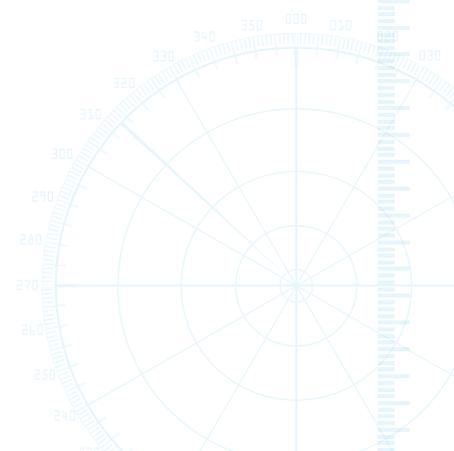
b. **Economic Factor.** This factor takes into consideration the type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo on board or theft of the vessel.

Using these indicators, the ReCAAP ISC classifies all incidents into one of the four categories to determine their overall significance.



Category	Description
CAT 1	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.
CAT 2	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.
CAT 3	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 remains a small possibility that the crew could be 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.
CAT 4	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.



APPENDICES

DESCRIPTION OF INCIDENTS

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
1	<i>Nord Power</i> Bulk carrier Singapore 88594 9271626	01/01/16 1600 hrs	38° 49' N, 118° 49' E Tianjin outer anchorage, China	<p>While at anchor, the watchman while on roving patrol found the diesel oil storage tank port manhole cover nuts were off the stud bolts. The master, CE, SSO and all personnel were informed of the incident. Tank sounding and quantity check was conducted and upon investigation, they found that about 39 metric tons of Low Sulphur Marine Gas Oil (LSMGO) was stolen from the storage tank. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
2	<i>Trident Challenger</i> Bulk carrier Marshall Islands 33044 9555149	05/01/16 0500 hrs	20° 41.15' N, 107° 10.32' E Outer approach to Hon Gai, Vietnam	<p>While at anchor, perpetrators boarded the bulk carrier, stole ship stores and escaped.</p> <p>[ReCAAP Focal Point (Vietnam)]</p>
3	<i>IVS Sentosa</i> Bulk carrier Singapore 20809 9528005	07/01/16 0155 hrs	20° 43.10' N, 107° 09.90' E Hon Cam Pilot Station anchorage limits, Vietnam	<p>While at anchor, the duty officer on patrol spotted three perpetrators emerging from the cross deck where paint stores are kept. Upon being discovered, the perpetrators chased the officer who immediately alerted the OOW via radio. Announcement was made via the public speaker and the crew was mustered at the bridge. Seven perpetrators were later seen escaping from the forecastle</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
				<p>of the main deck area. After the perpetrators escaped, 32 cans of paint were reported missing. The crew was safe.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
4	<i>Shebelle</i> General cargo ship Ethiopia 20471 9385594	07/01/16 1935 hrs	22° 49' N, 070° 04.90' E Kandla anchorage, India	<p>While at anchor, the crew found two ropes hanging from the fore part of the ship and two locks of the store broken. No person or boat was sighted. The crew sounded the ship's horn and crew mustered. Nothing was stolen and crew was safe. The incident was reported to ICG, who immediately diverted the ship for sanitization and investigation.</p> <p>[ReCAAP Focal Point (India)]</p>
5	<i>CMB Medoc</i> Bulk carrier Panama 50633 9615171	11/01/16 2030 hrs	22° 46.50' N, 069° 59' E Outer Tuna Buoy anchorage, Kandla, India	<p>While at anchor, the crew discovered some ship's properties missing. No perpetrators were sighted. Items missing included three fog nozzles, hose coupling, four fire hydrant couplings, four hydrant caps, signal bell and item inside the life raft. The crew was safe. Master reported the incident to ICG two days after the incident.</p> <p>[ReCAAP Focal Point (India)]</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
6	<i>Bow Kiso</i> Product tanker Panama 19420 9379894	11/01/16 2355 hrs	Kandla anchorage, India	<p>While at anchor, five perpetrators boarded the ship. The master raised the alarm and mustered the crew on the bridge. The crew later conducted rounds on the ship. Nothing was stolen and the crew was safe.</p> <p>[ReCAAP Focal Point (India)]</p>
7	<i>Crest Hydra</i> Diving support vessel Singapore 3023 9373591	15/01/16 0100 hrs	00° 44.40' N, 104° 09.63' E Galang anchorage, Pulau Batam, Indonesia	<p>While at anchor, the cook discovered three perpetrators, two inside the paint store and another one outside holding a sword and a knife. The perpetrators threatened the cook to return to the accommodation area, and left the ship after stealing 40 tins of marine paint, two flashlights and a SCBA compressor. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
8	<i>Serjeant</i> LPG tanker Singapore 47347 9694634	23/01/16 0630 hrs	17° 39' N, 083° 24' E Visakhapatnam anchorage, India	<p>While at anchor, ship's crew saw foot prints at the doors of the ship's stores and entrance at the upper deck aft area. One piece of International shore connection and 13 pieces of scupper plugs were reported missing. The crew was safe. The ICG and port authorities are investigating the incident.</p> <p>[ReCAAP Focal Point (India)]</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
9	<i>Dawn Madurai</i> Product tanker India 28414 9116383	25/01/16 0130 hrs	22° 47.83' N, 070° 02.60' E Kandla anchorage, India	<p>While at anchor, five perpetrators armed with knives/machetes boarded the product tanker from a craft. The perpetrators were tall and wore black clothes. The alarm was raised and the crew mustered. The perpetrators escaped with two fire hoses and two fire nozzles.</p> <p>[ReCAAP Focal Point (India)]</p>
10	<i>Pomer</i> Product tanker Croatia 30638 9455739	28/01/16 0300 hrs	Kandla anchorage, India	<p>While at anchor, six perpetrators boarded the product tanker. The master reported the boarding to the port control nine hours later after the perpetrators had escaped. The crew was not injured.</p> <p>[ReCAAP Focal Point (India)]</p>
11	<i>Excelsior Bay</i> Product tanker Marshall Islands 29735 9697612	08/02/16 0405 hrs	22° 47.90' N, 070° 00.90' E Kandla outer anchorage, India	<p>While at anchor, the duty officer on bridge spotted two perpetrators who were boarding the ship from a boat. The alarm was raised immediately and the perpetrators escaped in their boat. Three other perpetrators remained in the boat. A search on board the ship was conducted and the starboard midship locker padlock was found broken. Nothing was stolen. The incident was reported to the port control and agents for their follow up.</p> <p>[ReCAAP Focal Point (India)]</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
12	<i>SBI Maia</i> Bulk carrier Marshall Islands 34447 9705304	14/02/16 0015 hrs	22° 46' N, 070° 00' E Southwest of Tuna Buoy anchorage, Kandla, India	<p>While at anchor, four perpetrators boarded the ship from starboard side. The perpetrators broke the padlock to the entrance door of the bosun store which is located at the starboard side. The ship security on round saw this, immediately informed the duty officer and raised the alarm, followed by announcement on the PA system. The crew was mustered on bridge. Noting that the crew had been alerted, the perpetrators escaped by using a rope with grappling hook. An investigation was conducted by the crew and it was found that only the padlock was damaged. Nothing was stolen.</p> <p>[ReCAAP Focal Point (India)]</p>
13	<i>Songa Falcon</i> Product tanker Marshall islands 8505 9482653	15/02/16 0600 hrs	22° 02' N, 088° 06' E Haldia Dock Complex, Kolkata, India	<p>While at berth, the crew of the product tanker discovered that four mooring ropes were missing. The master posted additional lookout on the ship. The crew was not injured. Investigation is underway.</p> <p>[ReCAAP Focal Point (India)]</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
14	<i>Pacific Warlock</i> Supply ship Singapore 2327 9250048	19/02/16 1445 hrs	21° 14.40' N, 072° 16.60' E Gulf of Khambat, Arabian Sea	<p>While underway, suspicious fishing boats approached the supply ship from port quarter. The supply ship was towing barge, <i>Nelson</i>, which is to be scrapped. Perpetrators were seen walking on the ship's rig deck. Furthermore, two fishing boats were also sighted alongside the barge. The crew sounded five short blasts on ship whistle. The crew locked down the ship, monitored the situation and increased vigilance. Upon realizing the crew had been alerted, the perpetrators escaped empty-handed immediately.</p> <p>[ReCAAP Focal Point (India)]</p>
15	<i>SBI Subaru</i> Bulk carrier Marshall Islands 34584 9705160	04/03/16 1600 hrs	Jakarta anchorage, Indonesia	<p>While at anchor, the crew discovered that the security padlock to deck store room was broken. A search was conducted on board and firefighting apparatus were found missing.</p> <p>[IMO]</p>
16	<i>Maratha Promise</i> Bulk carrier Marshall Islands 22863 9422809	22/03/16 0250 hrs	06° 01' S, 106° 54' E Tanjung Priok anchorage, Indonesia	<p>While at anchor, five perpetrators armed with iron rods boarded the bulk carrier from a small boat. One of the crew on anti-piracy watch spotted a perpetrator and was assaulted by the perpetrator. One of the perpetrators guarded the watch crew and four perpetrators stole engine spares before they escaped.</p> <p>[ReCAAP Focal Point (India)]</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
17	<i>Brahma 12</i> Tug boat Indonesia 198 9765407	26/03/16 1000 hrs	05° 16' N, 120° 05' E Vicinity of Tubig Dakula, Languyan Municipality, Tawi-Tawi Province, Philippines	<p>On 26 Mar 16, tug boat <i>Brahma 12</i> towing a barge was en route from Kalimantan, Indonesia to Batangas, Philippines when 17 perpetrators armed with guns boarded the tug boat and casted off the barge. The perpetrators ransacked all the detachable items on board the tug boat including the navigational equipment, took away the 10 Indonesian crew and abandoned the tug boat. On the same day, the tug boat <i>Brahma 12</i> was found by a passing ship, and towed to Marang Wharf, Languyan Municipality, Tawi-Tawi Province, Philippines. The barge that was casted off was subsequently recovered by the MMEA on 1 Apr 16.</p> <p>It was believed that the kidnapping of the crew was carried out by a group who handed over the crew to an insurgent group who in turn, demanded for ransom from the shipping company for the release of the crew. It was reported that the crew could have been brought to the Philippines. The 10 abducted crew was subsequently released on 1 May 16.</p> <p>[ReCAAP Focal Point (Philippines), MMEA]</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
18	<i>Frontier Hero</i> Bulk carrier Panama 43291 9701308	01/04/16 0315 hrs	00° 15.20' S, 117° 34.80' E Samarinda anchorage, Indonesia	<p>While at anchor, the duty officer heard voices at the forecandle deck on board. The alarm was raised and an announcement was made on the PA system. As the crew rushed to location to muster, three perpetrators escaped with three mooring lines. The crew was not injured.</p> <p>[ReCAAP Focal Point (Japan)]</p>
19	<i>Massive 6</i> Tug boat Malaysia 269 9265823	01/04/16 1800 hrs	04° 06.65' N, 118° 53.87' E Approximately 27 nm southeast of Semporna, Malaysia	<p>On 1 Apr 16, <i>Massive 6</i> with nine crew on board was underway from Manila, Philippines to Tawau for bunkering. Between 1815 and 1840 hrs in the vicinity about 27 nm southeast of Semporna, Sabah, East Malaysia, eight perpetrators armed with firearms approached and boarded the tug boat. The perpetrators, allegedly spoke Tagalog and English, took with them four Malaysian crew in their speed boat, and their mobile phones and laptops.</p> <p>The shipping company managed to establish contact with the remaining crew on or at about 2000 hrs on 1 Apr 16, and reported the incident to the MMEA, Philippine authorities and the ReCAAP ISC. The remaining five crew continued their voyage to Tawau, Sabah escorted by a MMEA ship. The four abducted crew was subsequently released on 8 Jun 16.</p> <p>[ReCAAP Focal Point (Philippines), MMEA]</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
20	<i>Cougar</i> Container ship Liberia 17156 9014080	03/04/16 2345 hrs	05° 59.40' S, 106° 54.30' E Jakarta anchorage, Indonesia	<p>While at anchor, five perpetrators boarded the container ship using a hook attached with a rope. The crew spotted the perpetrators and raised the alarm. Upon realizing that the crew has been alerted, the perpetrators jumped overboard and escaped. A search was conducted on board, and nothing was found missing. The incident was reported to the port police, who boarded the ship for investigation.</p> <p>[IMO]</p>
21	<i>Posh Viking</i> Tug boat Cayman Islands (UK) 2538 9494292 <i>M3319</i> Barge Singapore	06/04/16 1106 hrs	01° 16.10' N, 104° 05.20' E Straits of Malacca and Singapore (SOMS)	<p>While the tug boat towing a barge was underway, two perpetrators boarded the barge from a small wooden boat. They stole a Norwegian buoy towed at the stern of the barge and escaped. The master raised the alarm and reported the incident to the Singapore's POCC who initiated navigational broadcast, and informed the Indonesian and Malaysian authorities. On 7 Apr 16 at about 0730 hrs, the Indonesian authorities arrested the perpetrators in Kampung Agas, Batam and recovered the Norwegian buoy.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
22	<i>Capricornus Leader</i> Vehicle carrier Singapore 61854 9283863	10/04/16 0340 hrs	13° 45.34' N, 121° 01.02' E Anchorage Delta, Batangas Bay, Philippines	<p>While at anchor, the Able Seaman (A/B) reported to the Second Officer that the watertight door to the forward mooring station could not be opened. An additional A/B was sent for assistance. At 0410 hrs, the Chief Officer, Bosun and two A/Bs were on site and were not successful in opening the watertight door. The master was then informed and the crew was gathered.</p> <p>At 0600 hrs, an embarkation ladder was rigged to access the watertight door from the outside. The Bosun found that the watertight door was tied with iron rods to prevent the opening. The alarm was raised, the crew was mustered and the agent was informed to arrange for the Philippine Coast Guard (PCG) to be on board.</p> <p>At 1000 hrs, the PCG boarded the vehicle carrier. The watertight door was successfully opened and only some foot prints were found. Ship stores were found to be missing.</p> <p>[ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Singapore)]</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
23	<i>Kota Rancak</i> Container ship Singapore 9678 9296298	12/04/16 0730 hrs	06° 54.70' S, 110° 22.20' E Semarang anchorage, Indonesia	<p>While at anchor, the duty oiler spotted two perpetrators in the engine room and immediately reported to the Officer-on-watch (OOW). The two perpetrators escaped to the poop deck via the steering gear room. A search was conducted and as all deck stores were locked, nothing was missing. However, some spare parts of the air compressor were found missing from the engine room. It was also discovered that the water tight door of the steering gear room from the deck to engine room was unlocked. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
24	<i>Henry</i> Tug boat Indonesia 245 9302231	15/04/16 1700 hrs	04° 31' N, 119° 00' E Approximately 25.37 nm southwest of Sitangkai Island, Philippines	<p>While underway, five perpetrators armed with firearms boarded the tug boat. One of the crew was injured during a shoot-out between the perpetrators claimed to be the Abu Sayyaf Group (ASG) and the Malaysian Marine Police. The injured crew was treated at a local hospital in Sabah and reported to be in stable condition. The perpetrators escaped with four abducted crew. The remaining five crew continued with their voyage, and rescued by the Malaysian authority. The four abducted crew was subsequently released on 11 May 16.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
25	<i>Lewek Champion</i> Accommodation barge Singapore 25112 9377377	16/04/16 0342 hrs	01° 23.70' N, 104° 33.60' E Approximately 10.8 nm north of Pulau Bintan, Indonesia	<p>While underway, the storeman supervisor spotted five perpetrators walking out from the deck below the warehouse staircase. The perpetrators were not armed, wore short pants and T-shirt and were barefooted. The perpetrators tried to communicate with the supervisor who alerted the bridge and deck crew. The alarm was sounded and a search was conducted but the perpetrators could not be found. The crew was not injured and nothing was stolen.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
26	<i>Name withheld</i> Chemical tanker Saudi Arabia 29168	19/04/16 0247 hrs	03° 56' N, 098° 45' E Belawan anchorage, Indonesia	<p>While at anchor, the duty Able Seaman (A/B) on routine rounds spotted a perpetrator on the forecastle deck and informed the OOW who raised the alarm. Upon hearing the alarm, the perpetrator escaped immediately. The crew was mustered and a search was conducted on board the ship. Nothing was stolen.</p> <p>[IMO]</p>
27	<i>Sea Holly</i> Oil tanker Marshall Islands 58070 9266865	23/04/16 0140 hrs	37° 50.50' N, 120° 01.90' E Longkou anchorage, China	<p>While at anchor, the oil tanker was boarded by perpetrators unnoticed. The perpetrators stole 8.46 metric tons of LSMGO and escaped.</p> <p>[ReCAAP Focal Point (China)]</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
28	<i>J.F.J De Nul</i> Cutter Suction Dredger Luxembourg 9497 9260677	25/04/16 1000 hrs	01° 09.35' N, 103° 56.69' E Pulau Batam anchorage, Indonesia	While at anchor, three perpetrators were spotted on the main deck near the entrance of the boatswain store. The greaser shouted at the perpetrators who immediately escaped into a waiting small boat. [ReCAAP Focal Point (Singapore)]
29	<i>Warrambo</i> Bulk carrier Japan 132512 9621340	29/04/16 0100 hrs	38° 55' N, 119° 13' E Tangshan Jingtang anchorage, China	While at anchor, the crew of the bulk carrier discovered two oil tankers were opened and approximately 64 tons of light oil had been stolen. Qinhuangdao Coast Guard conducted an investigation on board the ship. [ReCAAP Focal Point (China)]
30	<i>New Challenge</i> Oil tanker Marshall Islands 41994 9298284	30/04/16 0650 hrs	17° 35' N, 083° 24' E Vizag anchorage, India	While at anchor awaiting berthing space, two unarmed perpetrators wearing local dress, boarded the starboard side of the poop deck of the ship from a wooden boat. After sighting the perpetrators, the crew sounded the general alarm. The two perpetrators escaped with the ship's fire axe. [ReCAAP Focal Point (India)]
31	<i>SBI Rumba</i> Bulk carrier Marshall Islands 45200 9712498	04/05/16 0330 hrs	01° 20' S, 116° 52' E Balikpapan inner anchorage, Indonesia	While underway, perpetrators boarded the bulk carrier, stole ship stores and property, and escaped. The incident was noticed by the duty crew on routine rounds and reported to the port authority. [IMO]

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
32	<i>Alpha Effort</i> Bulk carrier Greece 38564 9189081	04/05/16 0500 hrs	00° 15' S, 117° 40' E Samarinda anchorage, Indonesia	<p>While at anchor, four perpetrators armed with knives boarded the bulk carrier. They tied the duty A/B who was on patrol. The alarm was raised and the crew mustered. The perpetrators escaped with ship stores.</p> <p>[IMO]</p>
33	<i>Hai Soon 12</i> Product tanker Cook Islands 3243 9078751	07/05/16 2045 hrs	Off Pulau Belitung, Indonesia	<p>On 8 May 16, the ReCAAP ISC received information from the shipping company about the loss of communications with its product tanker, <i>Hai Soon 12</i> for about 12 hours.</p> <p><i>Hai Soon 12</i>, carrying 4,000 metric tons of MGO, departed Singapore via Sunda Straits for the Southern Ocean to conduct high seas bunkering /selling MGO to fishing vessels. However, the ship was observed to have deviated from her planned route and moved in an easterly direction towards Sulawesi instead.</p> <p>Upon receipt of the information, the ReCAAP ISC immediately informed BAKAMLA, who in turn shared the information with the TNI-AL. The incident was also reported to the IFC, who worked closely with the shipping company to monitor the position of <i>Hai Soon 12</i>. Two TNI-AL ships were dispatched to locate <i>Hai Soon 12</i>, who maintained her course towards Bawean Island until on 8 May 16 at about 2211 hrs, she altered course tracking eastwards.</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
				<p>On 9 May 16 at about 1430 hrs, the TNI-AL ships intercepted and boarded <i>Hai Soon 12</i>. Nine perpetrators were found on board the ship and were arrested. All 21 crew of <i>Hai Soon 12</i> were safe and not injured. The cargo was also found to be intact. The ship was reportedly renamed to "AI SO".</p> <p>Initial investigations revealed that on 7 May 16 at about 2045 hrs, nine perpetrators climbed up the poop deck of <i>Hai Soon 12</i> from a small boat in waters off Pulau Belitung, Indonesia. The crew was tied up in the mess room. Arrangements were overheard stating the intent to sell the MGO in the night. <i>Hai Soon 12</i> has since been detained and is in Surabaya for further investigation.</p> <p>[ReCAAP Focal Point (Singapore), IFC, Shipping company]</p>
34	<i>Tristen</i> Chemical tanker Panama 1997 9104445	08/05/16 2050 hrs	03° 20.80' N, 109° 36' E South China Sea	<p>While en route from Labuan to Kuantan, the Third Officer sighted one perpetrator trying to open the entrance door of accommodation on the deck. The Third Officer immediately alerted the duty officer on the bridge who sounded the alarm and switched on all lights. The crew then conducted search in the engine room and accommodation but no perpetrator was found. The crew was not injured and nothing was stolen.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
35	<i>Haydn</i> Container ship Marshall Islands 27786 9308429	09/05/16 2106 hrs	10° 11.70' N, 107° 04.25' E Mui Vung Tau, Vietnam	<p>While at anchor, perpetrators boarded the container ship from a wooden craft via the forecandle starboard side. The alarm was raised and extra light shone towards the forecandle area. The perpetrators escaped with ship stores.</p> <p>[ReCAAP Focal Point (Vietnam)]</p>
36	<i>Gas Snapper</i> LPG tanker Marshall Islands 22978 9447794	14/05/16 0400 hrs	23° 02' N, 070° 13' E Kandla Port, India	<p>While at berth, the crew noticed ship stores including ship's bell, fire hose couplings and fire hose nozzles were missing from the forecandle bosun store room. The incident was reported to the port control, who investigated the incident.</p> <p>[ReCAAP Focal Point (India)]</p>
37	<i>Name withheld</i> Bulk carrier Hong Kong, China 41586	18/05/16 0001 hrs	00° 14' S, 117° 34' E Samarinda anchorage, Indonesia	<p>While at anchor, perpetrators boarded the bulk carrier unnoticed. A search was conducted and five coils of mooring ropes (three unusable and two new) were found missing.</p> <p>[ReCAAP Contact Point (Hong Kong), ReCAAP Focal Point (Singapore)]</p>
38	<i>Polar Duchess</i> Research ship Cyprus 7142 9378216	19/05/16 0430 hrs	01° 11' N, 103° 57' E Pulau Batam anchorage, Indonesia	<p>While at anchor, four perpetrators boarded the ship from a small craft, stole ship's property and escaped.</p> <p>[IMO, IFC]</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
39	<i>Torm Ragnhild</i> Product tanker Singapore 30018 9290579	21/05/16 0100 hrs	06° 02.50' S, 106° 54' E Jakarta Tanker anchorage, Indonesia	<p>Upon arrival at berth, the Third Mate found the starboard side door padlock and eye broken. The fireman and chemical outfit boxes were also opened. Three chemical sets and two breathing apparatus sets were found missing. The master suspected that the theft could have occurred while the ship was anchored between 0100 hrs to 0330 hrs during heavy rain.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
40	<i>Fairmount Summit</i> Tug boat Netherlands 3239 9315575	21/05/16 0330 hrs	01° 10' N, 103° 58' E Pulau Batam anchorage, Indonesia	<p>While at anchor, six perpetrators in a boat approached and came alongside the tug boat. Four of the perpetrators wearing ski masks boarded the ship. The duty watchman spotted the perpetrators and informed the duty officer on the bridge, who raised the alarm and crew mustered. Upon hearing the alarm and seeing the crew alertness, the perpetrators escaped. Nothing was stolen.</p> <p>[IMO, IFC]</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
41	<p><i>Ever Prosper</i> Tug boat Malaysia 126</p> <p><i>Ever Dignity</i> Barge Malaysia 2104</p>	03/06/16 0900 hrs	<p>03° 05.54' N, 112° 26.59' E</p> <p>Off Mukah, Sarawak, East Malaysia</p>	<p>On 3 Jun 16, the ReCAAP ISC received information from the Sarawak and Sabah Shipowners' Association (SSSA) that the owner of tug boat, <i>Ever Prosper</i> towing barge, <i>Ever Dignity</i> had lost communication with the ships on 2 Jun 16. The barge <i>Ever Dignity</i> was carrying crude palm kernel oil (CPKO). Another of the company's tug boat, <i>Ever Master</i> sighted a tug boat and barge were alongside the hijacked ships pumping out the CPKO. At about 0900 hrs on 3 Jun 16, <i>Ever Prosper</i> and barge, <i>Ever Dignity</i> were reported off Mukah, Sarawak, East Malaysia.</p> <p>The ReCAAP ISC reported the incident to the Malaysian Maritime Enforcement Agency (MMEA) immediately. Two MMEA ships were despatched from Bintulu, Sarawak to the location of the ships which was estimated 35 nm away from Bintulu. The MMEA reported that the perpetrators had robbed the crew and pumped out 3000 litres of the CPKO the night before, and entered Bintulu port after completed the transfer. The 10 crew was safe and one of the crew suffered injury to one of his eyes, believed to be punched by the perpetrators. The MMEA ships escorted <i>Ever Prosper</i> and <i>Ever Dignity</i> into Bintulu port on the early morning of 4 Jun 16; and the injured crew was brought to the hospital. Investigation is ongoing.</p> <p>[MMEA, SSSA]</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
42	<i>Fjell</i> Semi-submersible heavy lift cargo ship Netherlands 15751 8766296	16/06/16 0300 hrs	01° 10.30' N, 103° 57.40' E Approximately 2.5 nm west-northwest of Batu Ampar, Pulau Batam, Indonesia	<p>While at anchor, five perpetrators boarded the ship from a boat. One of the perpetrators was armed with a shotgun and another perpetrator carried a revolver. The watch keeping A/B was taken hostage by the perpetrators and his walkie-talkie was taken away. The perpetrators were seen carrying three carton boxes and a bag before they escaped. The A/B reported to the Second Officer immediately, who informed the master and switched on the searchlight. The boat was seen leaving in a westerly direction. The crew was mustered, an announcement was made on the PA system and a search on board was conducted. Ship spares were found missing.</p> <p>[ReCAAP Focal Point (Netherlands)]</p>
43	<i>Anna-Maria</i> Bulk carrier Liberia 30811 9407469	21/06/16 0540 hrs	01° 41.45' N, 101° 30.37' E Dumai inner anchorage, Indonesia	<p>While at anchor, three perpetrators armed with knives boarded the ship. Two of the perpetrators entered the engine room via the open skylight. They threatened the duty oiler with knives and ordered him not to raise the alarm. The perpetrators stole engine spares and escaped. After the perpetrators had left, the oiler informed the duty officer, who raised the alarm and crew mustered. The crew was not injured.</p> <p>[IFC]</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
44	<p><i>Charles 00</i> Tug boat Indonesia 175</p> <p><i>Robby 152</i> Barge</p>	22/06/16 1130 hrs	<p>02° 44.40' N, 119° 35.34' E</p> <p>Vicinity waters bordering the Philippines and Indonesia</p>	<p>While the tug boat <i>Charles 00</i> towing barge <i>Robby 152</i> was on its way back to Indonesia after discharging 7,500 metric tons of coal in Gracia, Cagayan de Oro, groups of armed perpetrators in two Jungkong-type pump boats (one colored green and the other red) opened fire and forcibly boarded the tug boat. The armed perpetrators took seven crew members on two separate occasions, with three crew members being abducted at around 1130 hrs on 22 Jun 16 and another four crew members being abducted at around 1245 hrs on the same day. The abduction of the seven crew members is believed to be carried by ASG. The remaining six crew members continued their voyage to Samarinda, Indonesia.</p> <p>The shipping company's local agent reported the incident to the PCG, who relayed the information to the Armed Forces of the Philippines for the monitoring of the abducted Indonesian crew. Maritime patrol operations in the area in coordination with other law enforcement agencies was also intensified.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
45	<i>Name not available</i> Fishing trawler Malaysia	09/07/16 2359 hrs	Approximately 8 nm off east coast of Lahad Datu, Sabah, Malaysia	<p>Five armed men who spoke Malay and local Tausug dialect, boarded an unnamed fishing trawler carrying seven Indonesian fishermen on board. The perpetrators inquired who among the crew have passport; and three fishermen replied that they had. The perpetrators abducted the three fishermen with passports, fled in their white speed boat towards the Philippine waters, leaving the remaining four fishermen on board the fishing boat.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
46	<i>Vishva Nidhi</i> Bulk carrier India 33170 9464742	10/07/16 0500 hrs	03° 41' S, 114° 25' E Taboneo anchorage, Indonesia	<p>While the bulk carrier was at anchorage and waiting for loading operations, perpetrators boarded the ship. They broke the forepeak store padlock and stole two mooring ropes. The master informed the port authorities, who boarded the ship for investigation.</p> <p>[ReCAAP Focal Point (India)]</p>
47	<i>Atlantic Diana</i> Tanker Hong Kong, China 29266 9332171	16/07/16 1230 hrs	07° 9' N, 125° 39' E New Davao Bay Coconut Oil Mill (DBCOM) wharf in Lanang Davao City, Philippines	<p>While at dock, three small motor bancas (green, blue and white) came alongside the ship with six unidentified persons on board. Three of them boarded the ship using ropes and hooks while another three served as look-outs. The group who boarded the ship broke the padlock and security seal of the forepeak store and took one set of Self Contained Breathing Apparatus (SCABA) and one spare oxygen tank.</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
				<p>The perpetrators were sighted by the ship's boatswain who immediately informed the duty officer. The ship's crew then chased the perpetrators who threatened the crew with knives and guns. Thereafter, the perpetrators jumped into the water with the stolen items and were seen fleeing towards Sasa, Panacan, Davao City. PCGS Davao boarded Atlantic Diana and conducted an investigation.</p> <p>[ReCAAP Focal Point (Philippines), ReCAAP Contact Point (Hong Kong)]</p>
48	<p><i>Serudong 3</i> Tug boat Malaysia 60</p> <p><i>Serudong 4</i> Barge</p>	18/07/16 1400 hrs	<p>05° 08' N, 119° 24' E</p> <p>Tanjung Labian, Lahad Datu, Sabah, Malaysia</p>	<p>A ship passing by at the waters in Tanjung Labian, Lahad Datu, Sabah discovered an abandoned tug boat, <i>Serudong 3</i> with barge, <i>Serudong 4</i>. The tug boat with engine still running had no crew on board, the ship compass was missing and the crew's belongings in a mess. The tug boat and barge were later towed to Lahud Datu Jetty Port for further investigation by the authorities. The five Malaysian crew of <i>Serudong 3</i> were missing and they were later confirmed to had been abducted by the Abu Sayyaf Group (ASG).</p> <p>[ReCAAP Focal Point (Philippines)]</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
49	<i>Pacific Jasmine</i> Bulk carrier Panama 15243 9487550	29/07/16 2300 hrs	10° 16.03' N, 107° 01.83' E Vung Tau anchorage, Vietnam	While at anchor, three perpetrators boarded the ship from a small craft. They stole 25 cans of paint and escaped. [ReCAAP Focal Point (Vietnam)]
50	<i>Atlantica</i> Bulk Carrier Malta 28693 9216509	07/08/16 0005 hrs	10° 15.50' N 107° 01.26' E Cai-Mep, Vung Tau, Vietnam	While at anchor, three perpetrators boarded the bulk carrier via the starboard side from a wooden boat. The perpetrators stole six cans of 20-litres paint and escaped. [ReCAAP Focal Point (Vietnam)]
51	<i>AD Matsu</i> Tanker Singapore 3609 9523782	07/08/16 2130 hrs	02° 00.93' N 104° 52.94' E South China Sea	While the master and the chief officer conducted rounds aboard the ship, they were confronted by two perpetrators who were armed with a pistol and knives. The perpetrators tied their hands and brought them to the bridge. Another three perpetrators armed with knives brought the rest of the crew to the mess room. The master switched off the Bridge Navigational Watch Alarm System (BNWAS) and slowed his ship under duress. Thereafter, the perpetrators brought the master from the bridge to his cabin and forced him to hand over the petty cash. The perpetrators then brought the master to the mess room where all the rest of the ship's crew was held. After about 10 min, the master and chief officer managed to free himself and escape from the mess room.

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
				<p>At around 2220 hrs, the master and the chief officer observed that the perpetrators were no longer on board. A search was conducted and the master navigated the ship to safety and contacted the company. The master then activated the SSAS and broadcasted a warning message through VHF Channel 16 to ships in the vicinity. The master also informed the Singapore authorities.</p> <p>Upon receipt of the information, the authorities informed the TNI-AL who immediately deployed the Western Fleet Quick Reaction Force and arrested one of the perpetrators. Information gathered from him revealed that on 7 Aug 16, he left Pulau Belakang Padang (an island off Pulau Batam), and met with five other men off Tanjong Berakit (off Pulau Bintan). They boarded a small boat at 1900 hrs on the same day and headed towards Pulau Mangkai (off the Anambas Island Group). Thereafter, they spotted <i>AD Matsu</i> and decided to board the ship. Among the items found on him were two Casio wrist-watches which matched the description of the lost items reported by the crew and a Samurai sword.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
52	<i>Maersk Torshavn</i> Product tanker Singapore 29455 9718088	02/09/16 0820 hrs	07° 09.70' N 125° 39.60' E Davao Port, Philippines	<p>While at berth, the Third Officer spotted a perpetrator on the forecandle deck. The perpetrator was about 1.7m tall, and was dressed in shorts and T-shirt. The perpetrator jumped overboard and escaped via a wooden boat when the Third Officer alerted the duty A/B to raise the alarm. Upon investigation, they discovered that three immersion suits from the LSA box were missing. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
53	<i>Name not available</i> Fishing trawler Malaysia	10/09/16 2359 hrs	22° 13.54' N 091° 41.14' E Approximately 8 nm off east coast of Lahad Datu, Sabah, Malaysia	<p>While underway, seven armed men boarded the fishing trawler from a speed boat. The armed men kidnapped three of the 11 crew on board and escaped. The three crew were believed to be taken toward Tawi-Tawi, Philippines.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
54	<i>Sea Star</i> Bulk carrier Marshall Islands 33042 9624506	14/09/16 1500 hrs	22° 13.54' N 091° 41.14' E Chittagong outer anchorage Area 'B', Bangladesh	<p>While at anchor, the duty crew found a bunch of butterfly nuts, chipping hammer and few padlocks were missing. He reported the matter, conducted a search and recovered the missing items from hold no. 2, midway void space of the ship.</p> <p>An initial investigation revealed that six mooring men from a local shipping agent engaged to work for a lighter vessel for unloading cargo,</p>

Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

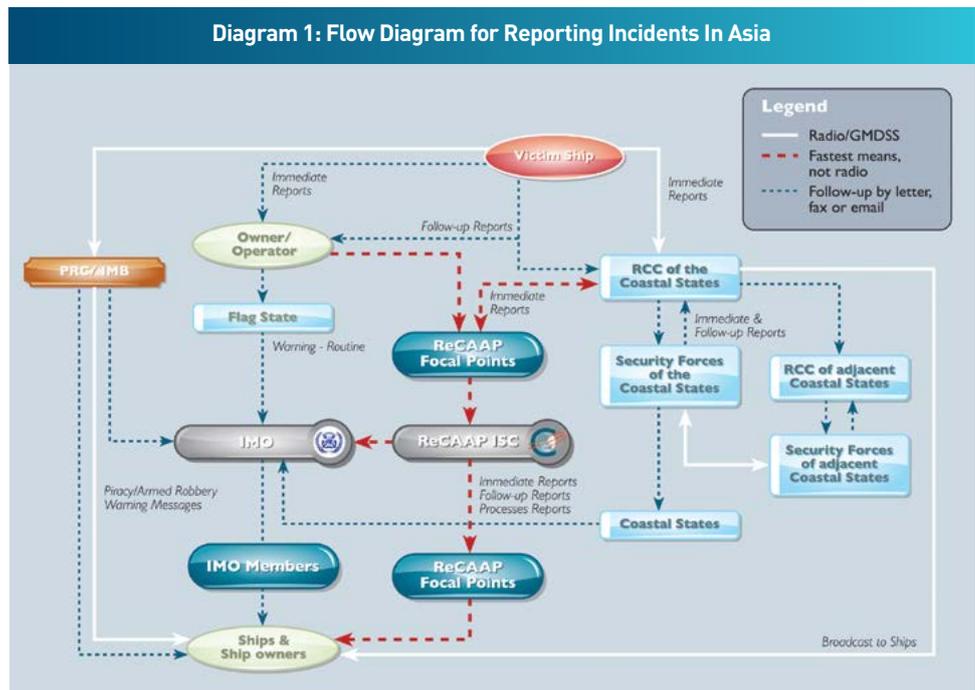
S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
				<p>that was alongside <i>Sea Star</i> when they were believed to have had boarded the bulk carrier. The missing items were recovered from <i>Sea Star</i>, and the six men were arrested and handed over to the local police.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>
55	<i>Panamana</i> General cargo ship Singapore 39258 9401805	16/09/16 0800 hrs	05° 30' S 105° 17' E Pajang anchorage, Indonesia	<p>While at anchor, one of the crew discovered that the padlock to the engine store room was broken and that some spare parts were missing. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
56	<i>Apollo Rikuyo</i> General cargo ship Panama 6925 9370355	27/09/16 0220 hrs	10° 15.20' N 107° 00.90' E Vung Tau anchorage, Vietnam	<p>While at anchor, the watchman spotted three perpetrators armed with a pistol and knife boarded the ship from a small craft. The watchman hid at the port windlass and came out from hiding after the perpetrators had left the ship. He informed the duty officer and the paint locker was discovered to be ransacked. A total of 25 tins of paint were stolen.</p> <p>[ReCAAP Focal Point (Vietnam)]</p>

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
57	<i>ANL Darwin Trader</i> General cargo ship Cyprus 5272 9372016	17/04/16 2345 hrs	01° 30' N, 104° 52' E South China Sea	While at anchor, four perpetrators in a wooden boat approached and attempted to board the general cargo ship. The alarm was raised, whistle sounded and crew mustered. Upon hearing the alarm and seeing that the crew has been alerted, the perpetrators aborted the attempt. [IMO]
58	<i>Yadanabon Star</i> Container ship Liberia 16801 9122057	15/05/16 0242 hrs	22° 06.40' N, 091° 45.50' E Chittagong anchorage, Bangladesh	While at anchor, seven perpetrators approached the ship in a small wooden boat. The crew spotted the boat and prevented the attempted boarding. [ReCAAP Focal Point (Bangladesh)]
59	<i>Nautica TG Puteri 27</i> Tug boat Malaysia 466 9762120	19/08/16 0130 hrs	01° 11.30' N, 103° 52.03' E Straits of Malacca and Singapore	While underway, a small boat was observed to be trying to come alongside the tug boat. The master raised the emergency alarm and the small boat aborted boarding. [ReCAAP Focal Point (Singapore)]

APPENDICES MARITIME SAFETY COMMITTEE (MSC) CIRCULARS ON PREVENTING AND SUPPRESSING ACTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

In accordance to the MSC.1/Circ 1334 on 'Guidance to ships owners, ship operators, ship masters and crew on preventing and suppressing acts of piracy and armed robbery against ships', the flow diagram on Procedure for Reporting Incidents of Piracy and Armed Robbery Against Ships in Asia is shown below:



Notes:

1. The RCCs of some ReCAAP Contracting Parties are also their ReCAAP Focal Points. These Focal Points also disseminate incident information internally to their respective RCCs, maritime authorities and law enforcement agencies as appropriate.
2. The ReCAAP Focal Points are governmental agencies designated by the respective Contracting Parties of the ReCAAP Agreement.
3. The incident reporting process in Asia does not change other reporting processes for incidents already in practice.

APPENDICES

CONTACT DETAILS OF RECAAP FOCAL POINTS / CONTACT POINT

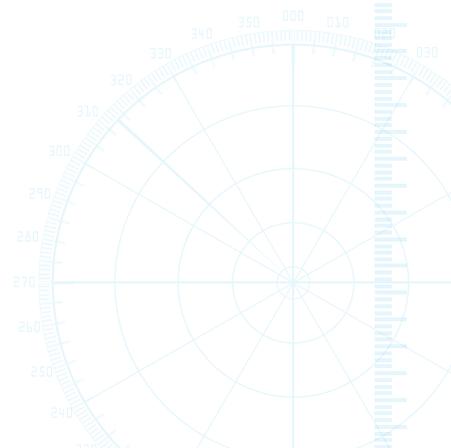
Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Australia (ReCAAP Focal Point)		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: amboc@border.gov.au	+61-2-6275-6000	+61-2-6275-6275
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Cambodia		
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China		
China Maritime Search and Rescue Centre (Beijing) Email: cnmrcc@mot.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
Denmark		
Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-9137-6000	+45-9137-6001

Country & Agency In Charge	Point of Contact	
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Coast Guard Region (West)	+91-22-2438-8065	+91-22-2431-6558
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Email: indsar@vsnl.net		
icgmrcc_mumbai@mtnl.net.in		
mrcc-west@indiancoastguard.nic.in		
Japan		
Japan Coast Guard (JCG) Ops Centre	+81-3-3591-9812	+81-3-3581-2853
Email : jcg-op@mlit.go.jp	+81-3-3591-6361	
Republic of Korea		
Ministry of Oceans and Fisheries	+82-44-200-5895 to	+82-44-200-5886
Operations Centre	98	to 88
Email: piracy@gicoms.go.kr		
Laos		
International Relation Department	+85-6-2121-2505	+85-6-2121-2505
Ministry of Public Security		+85-6-2121-2547
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Myanmar		
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Email: mrcc.yangon@mptmail.com.mm		
Netherlands		
Dutch Coastguard	+31-223-658-101	+31-223-658-358
Maritime Information Centre (MIK-NL)		
Email: mik-nl@kustwacht.nl		
Norway		
Norwegian Maritime Authority	+47-5274-5000	+47-5274-5001
Email: morten.alsaker.lossius@sjofartsdir.no	+47-5274-5130	

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Philippines		
Philippine Coast Guard PCG Action Centre-MRCC (Manila) Email: pcg_cg2@yahoo.com cg2@coastguard.gov.ph isc.cg2@coastguard.gov.ph	+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: hcgdswm@yahoo.com	+63 929689 4129 +63 916626 0689 VHF: Channel 16 with call sign "ENVY"	
Singapore		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
Sri Lanka		
Sri Lanka Navy Operations Room / MRCC (Colombo) Email: nhqdno@navy.lk nhqdno@yahoo.com	+94-11-244 5368 +94-11-221 2230/31	+94-11-244 1454 +94-11-244 9718
Thailand		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: miscdutyofficer@misc.go.th	+66-2475-4532	+66-2475-4577
United Kingdom		
National Maritime Information Centre Operations Centre Email: nmic-group@mod.uk	+44 2392-211951	+44 2392-212024 Please indicate "FAO NMIC – A leg" if send via fax

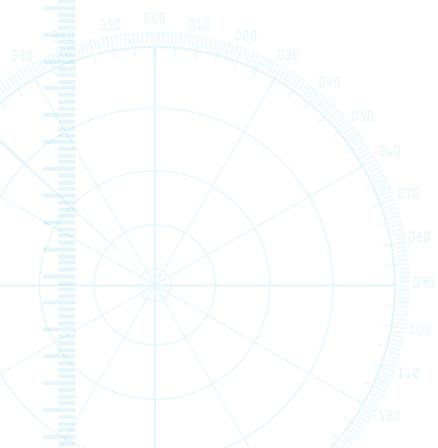
Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
United States		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: rccalameda@uscg.mil	+1-510-437-3701	
Vietnam		
Vietnam Coast Guard Email: vietnamcoastguard@gmail.com vietnamfocalpoint@yahoo.com.vn	+84-4-3355-4378	+84-4-3355-4363

Correct as at 26 Sep 2016



APPENDICES ACKNOWLEDGEMENTS

The ReCAAP ISC makes use of various sources of information in producing its reports. The primary source is the ReCAAP ISC's Information Network System (IFN). Where necessary, the ReCAAP ISC leverages on other secondary sources of information, including those from the International Maritime Organization (IMO), the Information Fusion Centre (IFC), the Malaysian and Indonesian authorities, the commercial entities (such as shipping companies, ship owners, ship operators, ship agents etc.) and other publicly available sources to facilitate analysis on patterns and trends, and to make recommendations. The ReCAAP ISC makes every effort to acknowledge these sources.







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