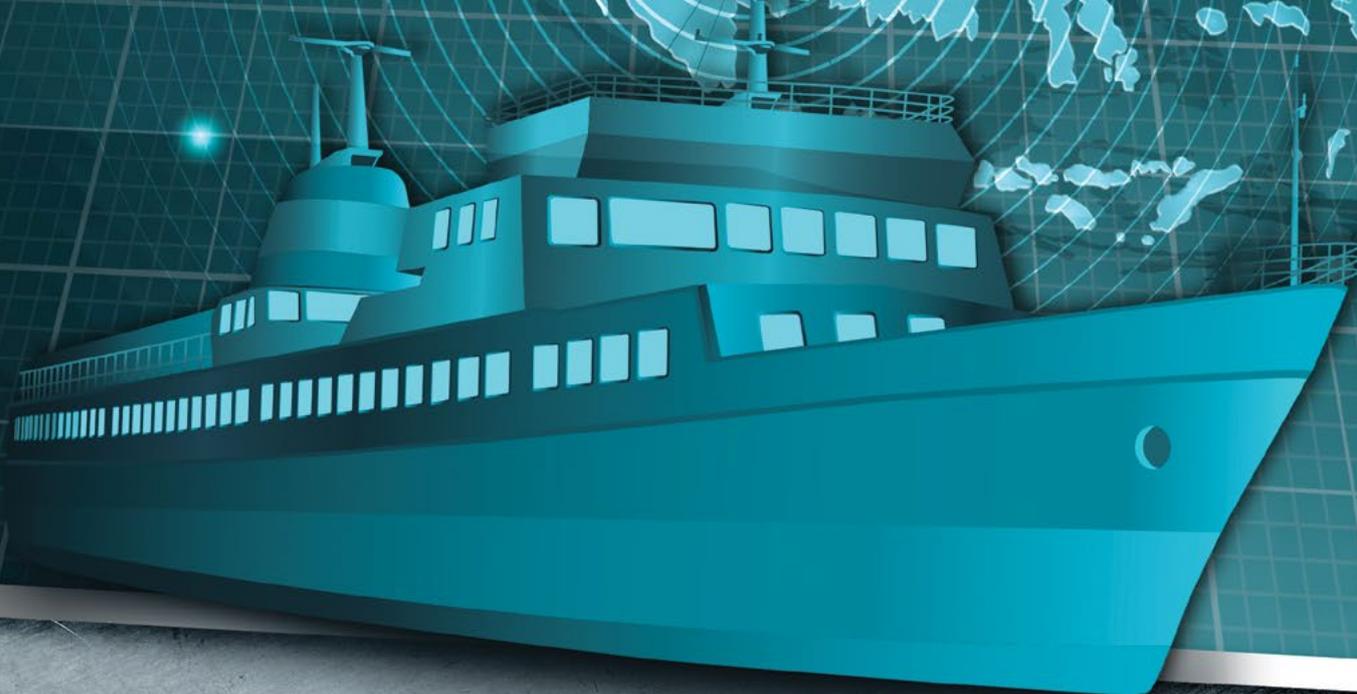




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# MONTHLY REPORT

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## PIRACY AND ARMED ROBBERY JULY 2016 AGAINST SHIPS IN ASIA

## INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA IN JULY 2016

### OVERVIEW

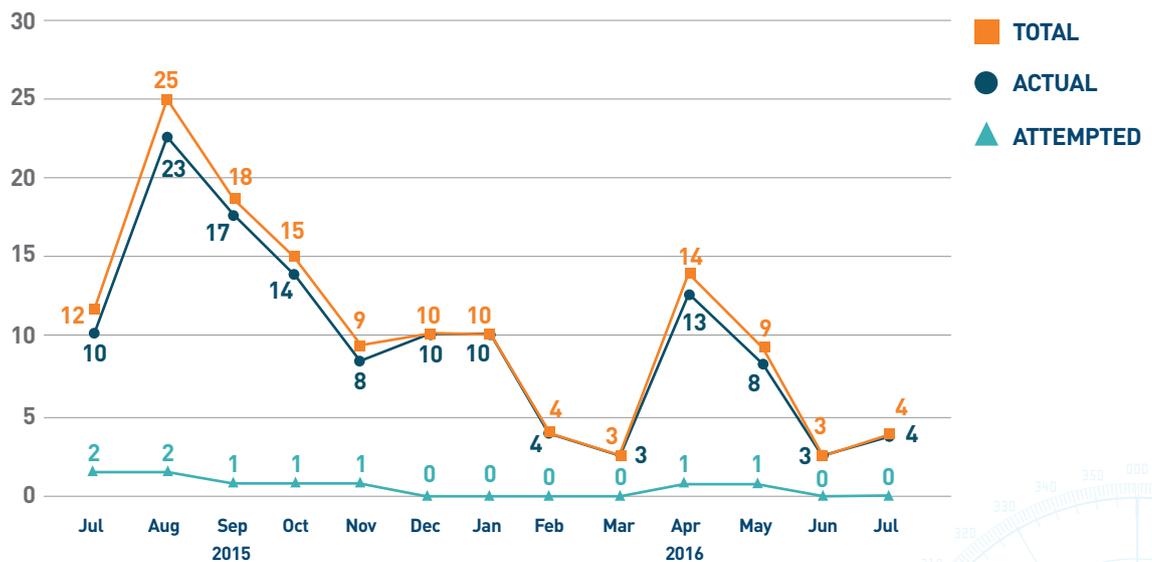
A total of four incidents of armed robbery against ships were reported in Asia in July 2016. Two were incidents of abduction of crew from ships in waters off eastern Sabah and southern Philippines; one was an incident of robbery at a wharf in Lanang Davao City, Philippines and another was a robbery at Taboneo anchorage, Indonesia.

Between January and July 2016, a total of 47 incidents were reported, and this represents a 63% decrease in total number of incidents compared to January-July 2015 when 126 incidents were reported. The number of incidents reported during January-July 2016 is the lowest among the five-year reporting period of January-July of 2012-2016. The improvement was most apparent in the Straits of Malacca and Singapore (SOMS).

Incidents involving the hijacking of ships for theft of oil cargo has also decreased. Of concern was the six cases of abduction of crew off eastern Sabah and southern Philippines, which occurred between March and July 2016.

### NUMBER OF INCIDENTS BY MONTH (JULY 2015-JULY 2016)

A total of four incidents of armed robbery against ships were reported in Asia in July 2016. No incident of piracy was reported. Graph 1 below shows the number of incidents reported between July 2015 and July 2016.



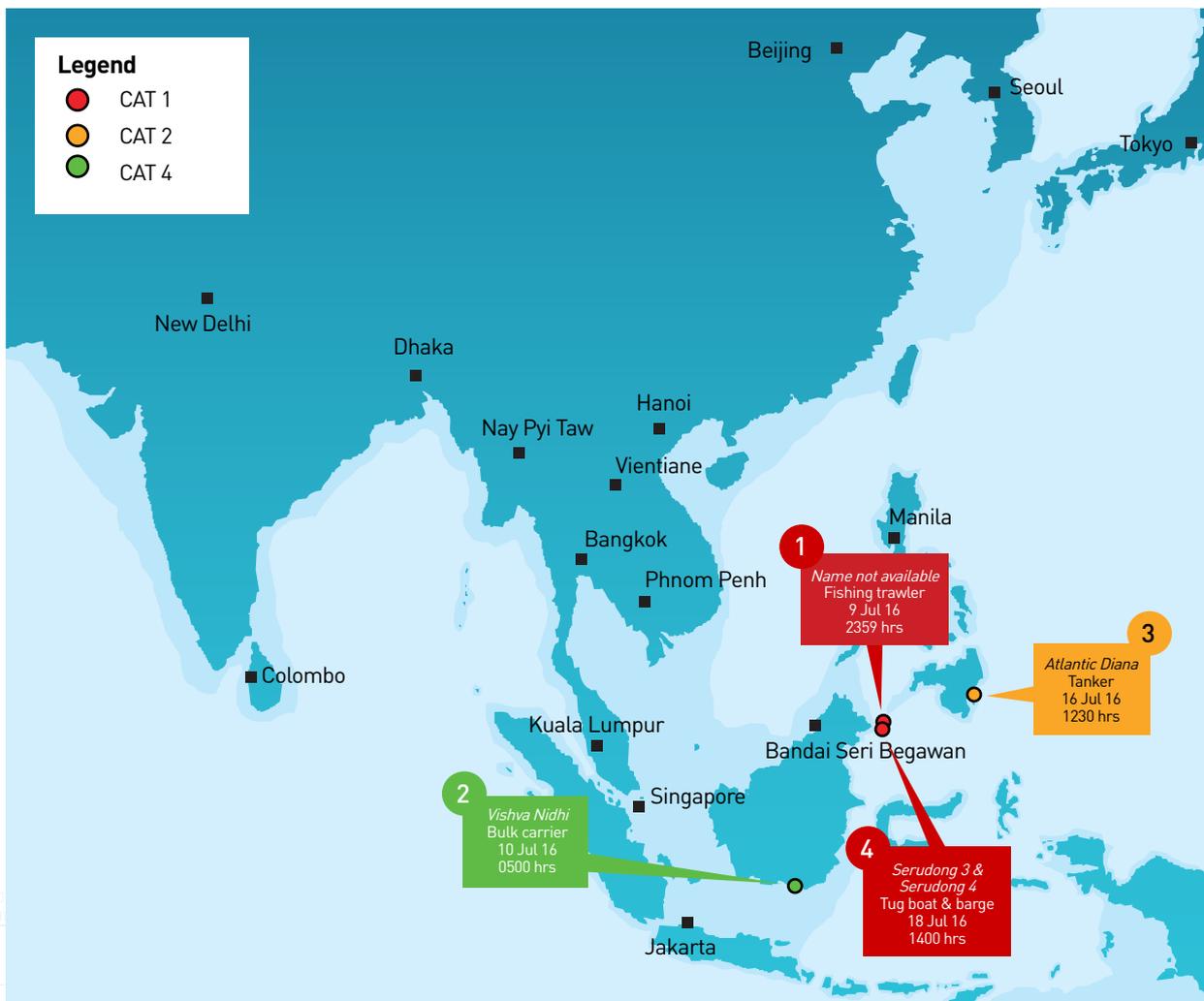
Graph 1 - Number of incidents (July 2015-July 2016)

## SIGNIFICANCE LEVEL OF INCIDENTS (JULY 2016)

Of the four incidents reported in July 2016, two were Category 1 incidents, one was Category 2 and one was Category 4. Both Category 1 incidents occurred off Lahad Datu, Sabah, East Malaysia, involving the abduction of crew allegedly by the Abu Sayyaf Group (ASG). The Category 2 incident occurred at a wharf in Lanang Davao City, Philippines, involving perpetrators armed with guns and knives, boarded a tanker, stole the ship stores and escaped after the crew was alerted. The Category 4 incident occurred at Taboneo anchorage, Indonesia where perpetrators boarded a bulk carrier, broke the forepeak store padlock and stole two mooring ropes.

## LOCATION AND DESCRIPTION OF INCIDENTS

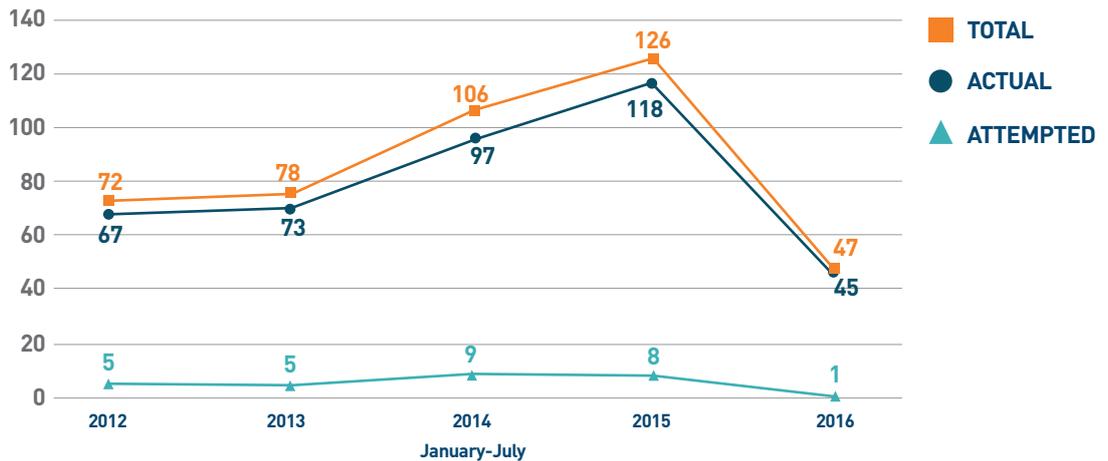
Please refer to Map 1 below for the location of the four incidents; and the Appendix on page 13-14 for the description of the incidents.



Map 1 – Location of incidents in July 2016

### NUMBER OF INCIDENTS (JANUARY-JULY OF 2012-2016)

Between January and July 2016, a total of 47 incidents (comprising 45 actual incidents and two attempted incidents) were reported in Asia. This is a 63% decrease in overall number of incidents compared to January-July 2015 when 126 incidents were reported. The number of incidents reported during January-July 2016 is the lowest among the five-year reporting period of January-July of 2012-2016. Refer to Graph 2.



Graph 2 - Number of incidents (January-July of 2012-2016)

### SIGNIFICANCE LEVEL OF INCIDENTS (JANUARY-JULY OF 2012-2016)

Of the 47 incidents, eight were Category 1 incidents, five were Category 2, two were Category 3, 30 were Category 4 and two were attempted incidents. Six of the eight Category 1 incidents were cases of abduction of crew; and two were incidents of hijacking of ships for theft of oil cargo. Except for Category 1 incidents, there has been a decrease in all categories of incidents during January-July 2016 compared to the same period in the past four years. Refer to Chart 1.

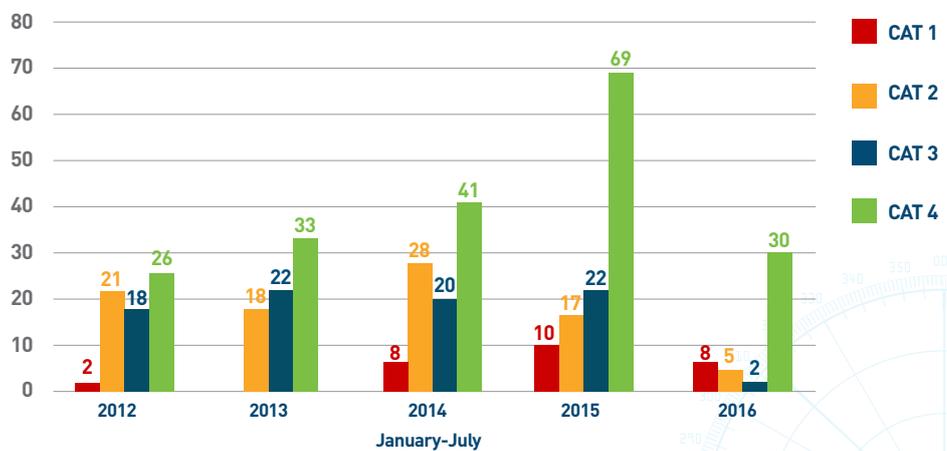


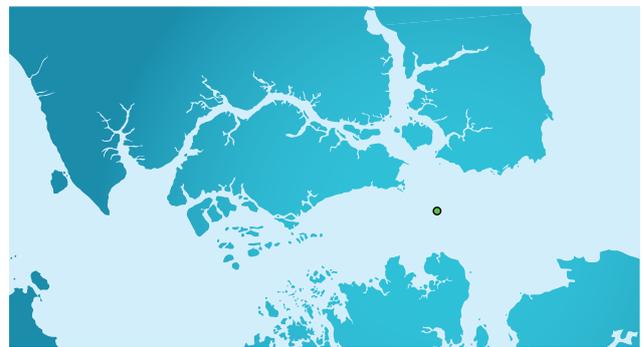
Chart 1 - Significance level of incidents (January-July of 2012-2016)

## IMPROVEMENTS

**Straits of Malacca and Singapore.** The improvement in the situation in July 2016 was most apparent in the Straits of Malacca and Singapore (SOMS). No incident was reported in the SOMS in July 2016. During January-July 2016, one incident was reported there compared to 64 incidents during the same period in 2015. See Map 2 and Map 3 below.

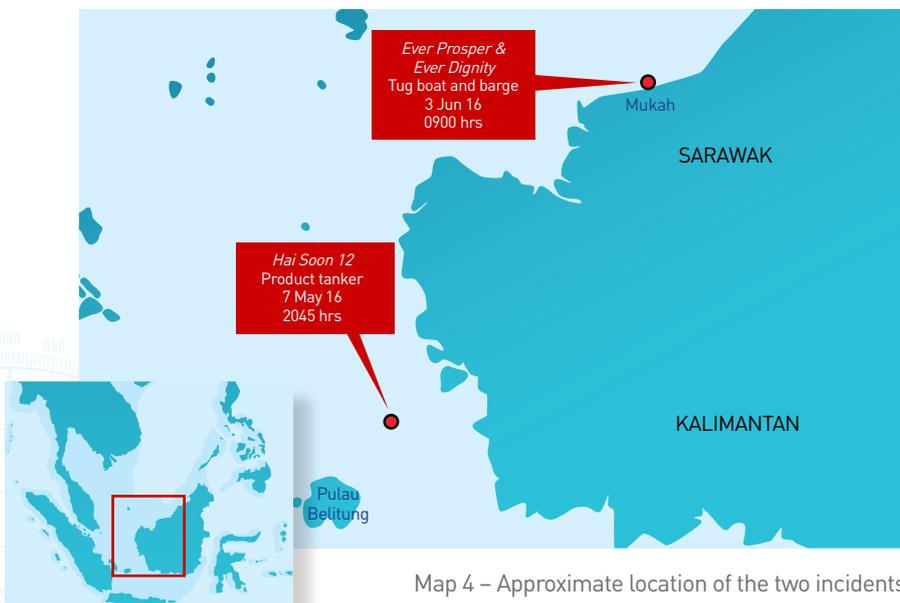


Map 2 – Location of incidents in SOMS (January-July 2015)



Map 3 – Location of incidents in SOMS (January-July 2016)

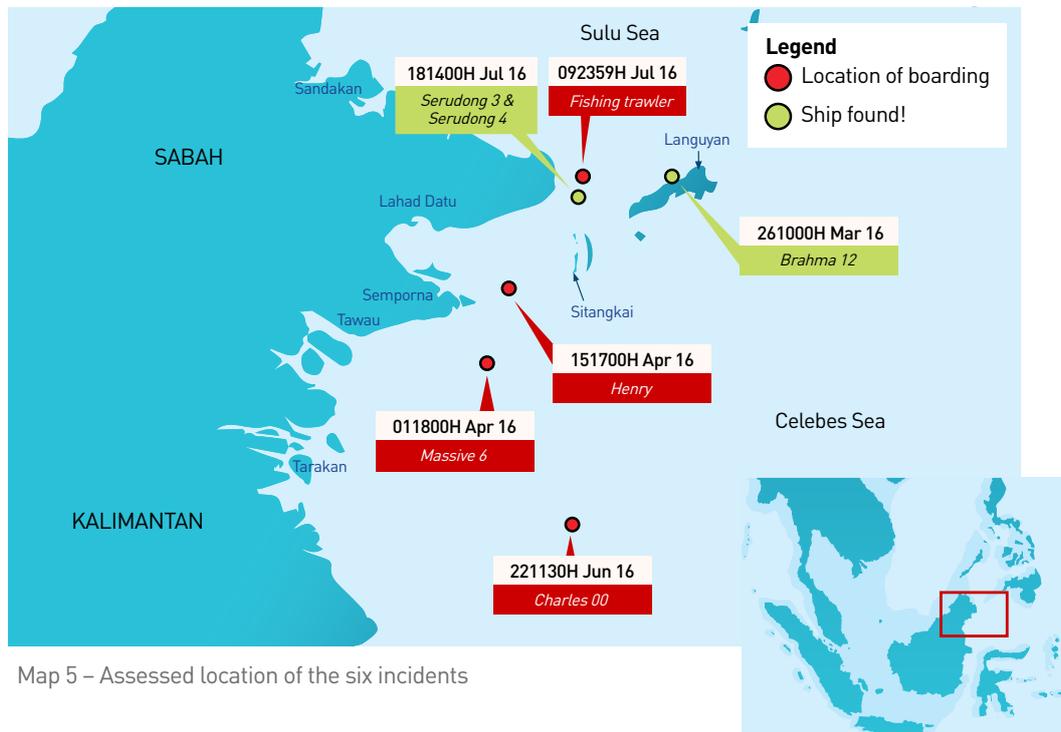
**Hijacking of ship for theft of oil cargo.** The number of incidents involving hijacking of ships for theft of oil cargo has also decreased during January-July 2016. Two incidents were reported during January-July 2016 (see Map 4) compared to 12 incidents during the same period in 2015. In one of the incidents reported in 2016, the perpetrators were arrested and cargo remained intact as a result of timely reporting by the crew, effective information sharing among the littoral States and quick response by the authorities.



Map 4 – Approximate location of the two incidents

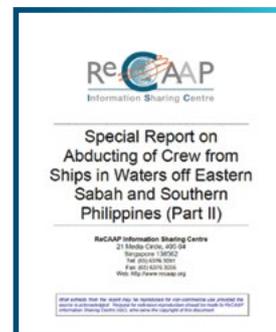
## INCIDENTS INVOLVING THE ABDUCTION OF CREW

Two incidents involving the abduction of crew from ships while underway east of Lahad Datu, Sabah were reported in July 2016. On 9 Jul 16, five armed men boarded a fishing trawler, abducted three Indonesian fishermen and fled in their white speed boat. On 18 Jul 16, five Malaysian crew were abducted from their tug boat *Serudong 3* which was subsequently found abandoned, with its engine still running, by a ship passing by. With the latest two incidents, a total of six incidents of abduction of crew had occurred in 2016 (see Map 5) within a period of five months (March-July).



Map 5 – Assessed location of the six incidents

Concerned with the situation, the ReCAAP ISC published a *'Special Report on Abducting of Crew from Ships in Waters off Eastern Sabah and Southern Philippines (Part II)'*<sup>1</sup> on 27 Jul 16 sharing with the shipping industry the precautionary and preventive measures to adopt when their ships are in the vicinity, the modus operandi of the perpetrators and actions carried out by the littoral States and the ReCAAP ISC.

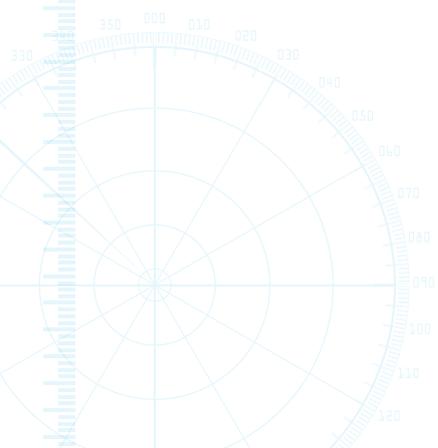


<sup>1</sup> Report can be found at the ReCAAP ISC website ([www.recaap.org](http://www.recaap.org)) and Mobile App under 'Publications-Alerts'.

## CONCLUSION

Overall, there has been improvement in the situation of piracy and armed robbery against ships in Asia in July 2016 with no incident reported in the SOMS and no incident involving hijacking of ships for theft of oil cargo. However, the occurrence of two incidents of abduction of crew from ships off eastern Sabah and southern Philippines in July 2016 continued to be of concern. The ReCAAP ISC strongly encourages all ships while transiting the area to report to the Operations Centre of the Coast Guard District South Western Mindanao (CGDSWM), for monitoring by the Philippine Coast Guard (PCG) and immediate response in any eventualities:

Tel: +63 929689 4129 / +63 916626 0689; Email: [hcgdswm@yahoo.com](mailto:hcgdswm@yahoo.com)



## DEFINITIONS & METHODOLOGY IN CLASSIFYING INCIDENTS

### DEFINITIONS

**Piracy**, in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS), is defined as:

1. “Piracy” means any of the following acts:

(a) any illegal act of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:

(i) on the high seas, against another ship, or against persons or property on board such ship;

(ii) against a ship, persons or property in a place outside the jurisdiction of any State;

(b) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;

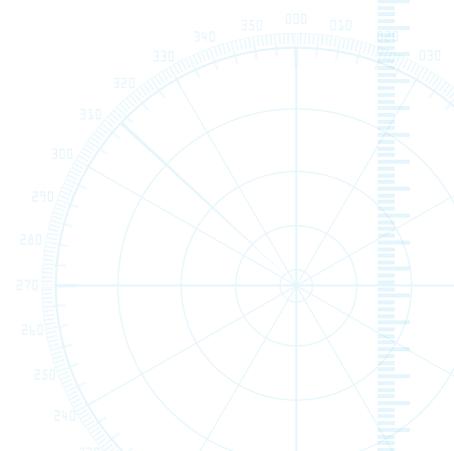
(c) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

**Armed Robbery Against Ships**, in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025(26), is defined as:

2. “Armed robbery against ships” means any of the following acts:

(a) any illegal act of violence or detention, or any act of depredation, or threat thereof, other than an act of “piracy”, committed for private ends and directed against a ship, or against persons or property on board such ship, within a State’s internal waters, archipelagic waters and territorial sea.

(b) any act of inciting or of intentionally facilitating an act described above.



## METHODOLOGY IN CLASSIFYING INCIDENTS

To provide some perspective on incidents of piracy and armed robbery, the ReCAAP ISC evaluates the significance of each incident in terms of two factors – the level of violence and the economic loss incurred. The indicators for these two factors are as follows:

a. **Violence Factor.** This factor refers to the intensity of violence in an incident, and the three indicators used to determine this are:

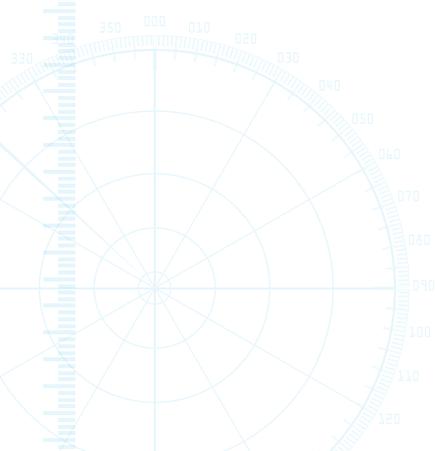
(1) **Type of weapons used.** Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered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

(2) **Treatment of the crew.** Incidents where pirates/robbers kill or kidnap crew are deemed to be more violent compared to petty thieves who flee upon being noticed. Other cases could include threatening crew members, assault, or serious injury.

(3) **Number of pirates/robbers engaged in an attack.** As a rule, an incident where a larger number of pirates/robbers were involved would be considered more significant as having a large capacity (as well as probability) for use of force. A larger number of pirates/robbers may also indicate the involvement of gangs or organised syndicates rather than petty and opportunistic pirates who generally operate in small groups.

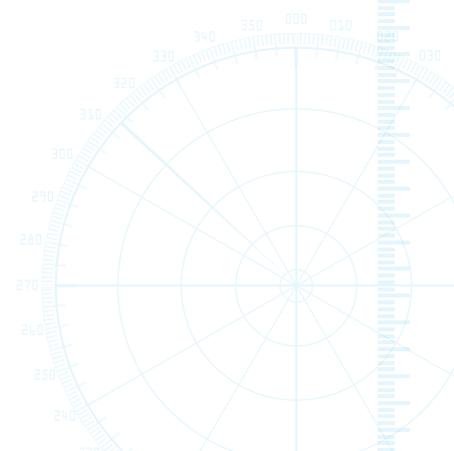
b. **Economic Factor.** This factor takes into consideration the type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo on board or theft of the vessel.

Using these indicators, the ReCAAP ISC classifies all incidents into one of the four categories based on a matrix of the indicators of the Violence Factor and Economic Factor. Below is the broad narration of the four Categories.



Category	Description
<b>CAT 1</b>	CAT 1 incidents involved large number of perpetrators; more than 9 men in four out every 10 incidents and 4-9 men in the other six incidents. The perpetrators were mostly armed with guns and knives, and the crew is likely to suffer some form of injury or physical violence such as being assaulted or tied up or threatened. In term of losses, the ship was either hijacked or the cargo on board was stolen, for example siphoning of cargo oil.
<b>CAT 2</b>	Majority of CAT 2 incidents involved 4-9 men who are likely to be armed with knives/machetes and in 1/4 of the incidents, armed with guns. The crew is likely to be threatened or held hostage temporarily to allow the perpetrators to steal the crew's cash and ship's property including engine spares. In a few cases, the crew suffered some form of injury or physical violence but less severe in nature compared to CAT 1 incidents.
<b>CAT 3</b>	The number of perpetrators involved in CAT 3 incidents usually involved groups of between 1-6 men. At times, the perpetrators were armed with knives/machetes/others or other items such as sticks, rods, bats etc. The crew was not harmed, although there were cases of crew subject to duress during the incident but not harmed physically. In almost half of the CAT 3 incidents, the perpetrators were unable to steal anything from the vessel, but in cases where losses were reported, stores and engine spares were the commonly targeted items.
<b>CAT 4</b>	More than half of CAT 4 incidents involved 1-3 men who were not reported to be armed and the perpetrators escaped empty-handed upon sighted by the crew immediately. Nothing was stolen and crew was not harmed.

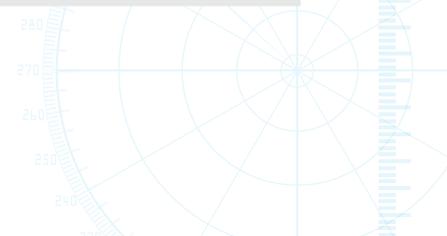
This classification of incidents allows the ReCAAP ISC to provide some perspective of the piracy and armed robbery situation in Asia and to facilitate the maritime community to carry out risk assessment.



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Maritime Rescue Coordination Centre (Hong Kong) Email: <a href="mailto:hkmrcc@mardep.gov.hk">hkmrcc@mardep.gov.hk</a>	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
<b>Denmark</b>		
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Norwegian Maritime Authority Email: <a href="mailto:morten.alsaker.lossius@sjofartdir.no">morten.alsaker.lossius@sjofartdir.no</a>	+47-5274-5000 +47-5274-5130	+47-5274-5001



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Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: <a href="mailto:pocc@mpa.gov.sg">pocc@mpa.gov.sg</a>	+65-6226-5539 65-6325-2493	+65-6227-9971 +65-6224-5776
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National Maritime Information Centre Operations Centre Email: <a href="mailto:nmic-group@mod.uk">nmic-group@mod.uk</a>	+44 2392-211951	+44 2392-212024 Please indicate "FAO NMIC – A leg" if send via fax
<b>United States</b>		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: <a href="mailto:rccalameda@uscg.mil">rccalameda@uscg.mil</a>	+1-510-437-3701	
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## DESCRIPTION OF INCIDENTS

### Actual Incidents

■ CAT 1  
 ■ CAT 2  
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
1	<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><b>[ReCAAP Focal Point (Philippines)]</b></p>
2	<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><b>[ReCAAP Focal Point (India)]</b></p>
3	<i>Atlantic Diana</i> Tanker Hong Kong, China 29266 9332171	16/07/16 1230 hrs	07° 09' N, 125° 39' E  New Davao Bay Coconut Oil Mill (DB-COM) wharf in Lanang Davao City, Philip-pines	<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 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 <i>Atlantic Diana</i> and conducted an investigation.</p> <p><b>[ReCAAP Focal Point (Philippines), ReCAAP Contact Point (Hong Kong)]</b></p>
4	<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><b>[ReCAAP Focal Point (Philippines)]</b></p>



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