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# MONTHLY REPORT

PIRACY AND ARMED ROBBERY **MAY 2016**  
AGAINST SHIPS IN ASIA

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

### OVERVIEW

A total of eight incidents of piracy and armed robbery against ships were reported in Asia in May 2016, and this accounts for a 65% decrease compared to the same period in 2015.

For the period of January to May 2016, a total of 38 incidents were reported, the lowest in number compared to the same period in the past four years (2012-2015).

There was no incident reported in the Straits of Malacca and Singapore in May 2016. However, there was one incident involving the hijacking of a product tanker, *Hai Soon 12* for theft of oil cargo on board; after a lapse of nine months from the last oil cargo theft incident which occurred last year on 8 Aug 15 involving *Joaquim*. Notably, the Indonesian authorities had successfully foiled the theft on board *Hai Soon 12* by intercepting/boarding the tanker, rescued the crew, arrested the perpetrators and recovered the full cargo.

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

A total of eight incidents of piracy and armed robbery against ships were reported in Asia in May 2016. Compared to the same period in 2015 there has been a 65% decrease in the total number of incidents. Of the eight incidents reported in May 2016, seven were armed robbery against ships and one was a piracy incident occurred in the South China Sea. Chart 1 below shows the number of incidents reported between May 2015 and May 2016.

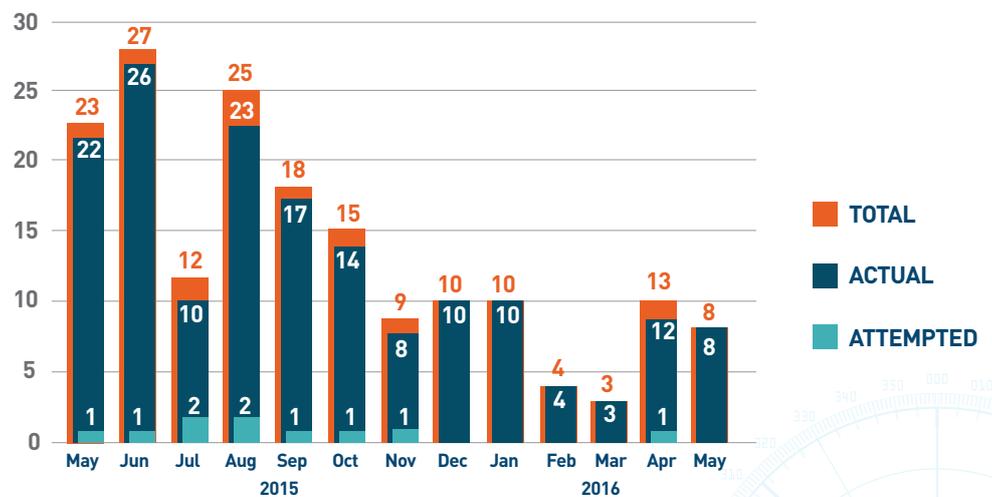


Chart 1 - Number of incidents (May 2015 to May 2016)

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

Between January and May 2016, a total of 38 incidents were reported in Asia, and this accounts for a 56% decrease in overall number of incidents compared to January-May 2015 when 87 incidents were reported. The number of incidents reported during January-May 2016 is the lowest among the five-year reporting period of January-May of 2012-2016. Refer to Chart 2.

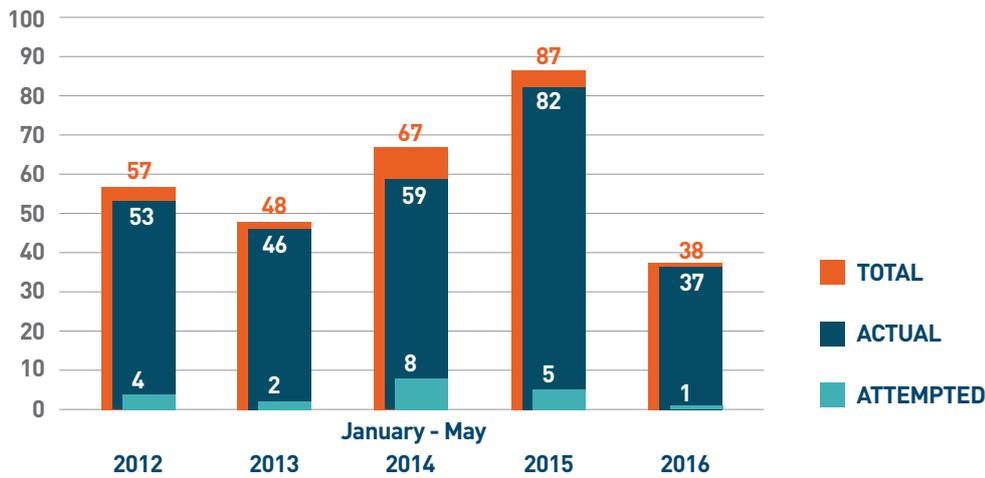


Chart 2 - Number of incidents (January-May of 2012-2016)

### SIGNIFICANCE LEVEL OF INCIDENTS (MAY OF 2012-2016)

Of the eight incidents reported in May 2016, one was Category 1 incident involving the hijacking of product tanker *Hai Soon 12* off Pulau Belitung, Indonesia on 7 May 16. However, the incident was foiled by the Indonesian authorities who intercepted and boarded the tanker, rescued the crew, apprehended the perpetrators and recovered the full cargo. There was a Category 2 incident occurred at Samarinda Anchorage, Indonesia involving four perpetrators armed with knives who boarded a bulk carrier, tied up the crew and fled with ship stores. The other six incidents were Category 4 incidents of petty theft in nature, mostly occurred at ports and anchorages. Refer to Chart 3.

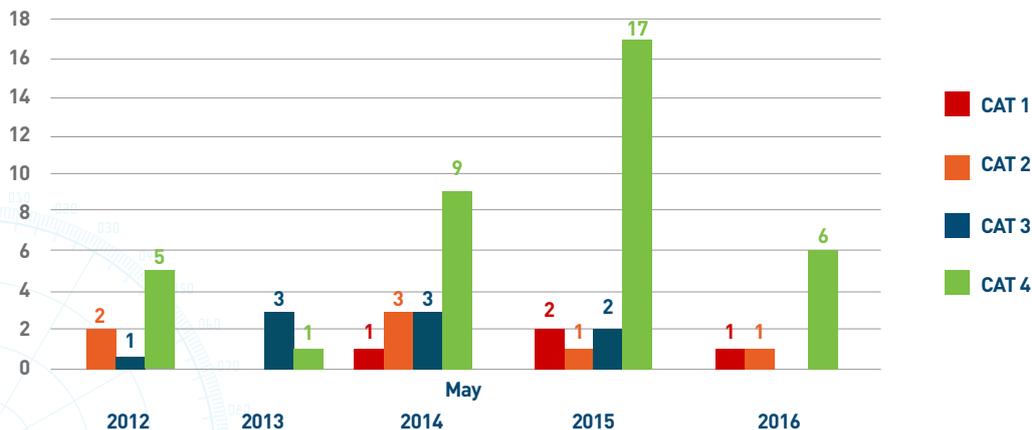


Chart 3 - Significance level of incidents (May of 2012-2016)

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

In comparison, there has been a decrease in the number of incidents across all categories during January-May 2016 compared to the same period in 2015. A 50% decrease in both the Category 1 and Category 2 incidents were observed during January-May 2016 compared to the same period in 2015. Refer to Chart 4.

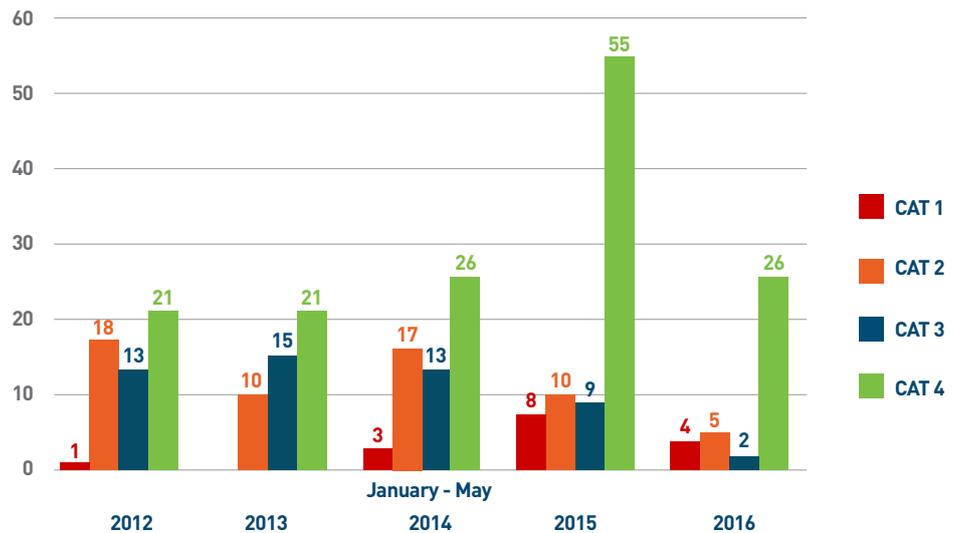


Chart 4 - Significance level of incidents (January-May of 2012-2016)

## LOCATION AND DESCRIPTION OF INCIDENTS

Of the eight incidents reported in May 2016, four incidents occurred on board ships while anchored in Indonesia (Jakarta Tanker Anchorage, Balikpapan Inner Anchorage and Samarinda Anchorage), one in Vietnam (Vung Tau Anchorage), and one in India (Kandla Port). The other two incidents occurred on board ships while underway in the South China Sea approaches towards Pulau Subi Besar and Java Sea, Indonesia. Please refer to Map 1 for location of incidents and Appendix for the description of the incidents.

### CASE STUDY: INCIDENT INVOLVING *HAI SOON 12*

On 8 May 16, the ReCAAP ISC received information from the shipping company about the loss of communications with product tanker, *Hai Soon 12*. *Hai Soon 12*, carrying 4,000 metric tons of Marine Gas Oil (MGO), departed Singapore 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.

Upon receipt of the information, the ReCAAP ISC immediately informed BAKAMLA, who shared the information with the Indonesian Navy (TNI-AL). The incident was also reported to the Information Fusion Centre (IFC), who worked closely with the shipping company

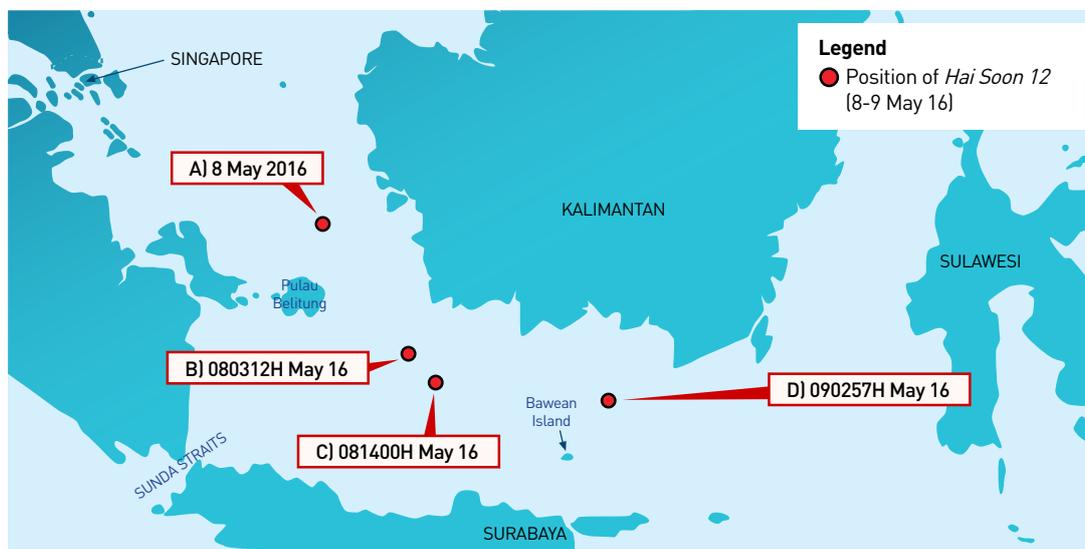
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to monitor the position of *Hai Soon 12*. Two TNI-AL ships were dispatched to locate *Hai Soon 12*, who maintained her course towards Bawean Island until on 8 May 16 at about 2211 hrs, she altered course tracking eastwards. On 9 May 16 at about 1430 hrs, the TNI-AL ships intercepted, boarded *Hai Soon 12* and arrested the nine perpetrators found on board. All 21 crew was safe and not injured, and the cargo was found to be intact. The ship was reportedly renamed to “*AI SO*”.



Perpetrators arrested by Indonesian authorities  
(Photograph courtesy of TNI-AL)

Initial investigations revealed that on 7 May 16 at about 2045 hrs, nine perpetrators climbed up the poop deck of *Hai Soon 12* from a small boat in waters off Pulau Belitung, Indonesia. The crew was tied up in the mess room and they overheard about the intent to sell the MGO in the night. *Hai Soon 12* has since been detained in Surabaya for further investigation.



Map 2 – Positions of *Hai Soon 12* (8-9 May 16)

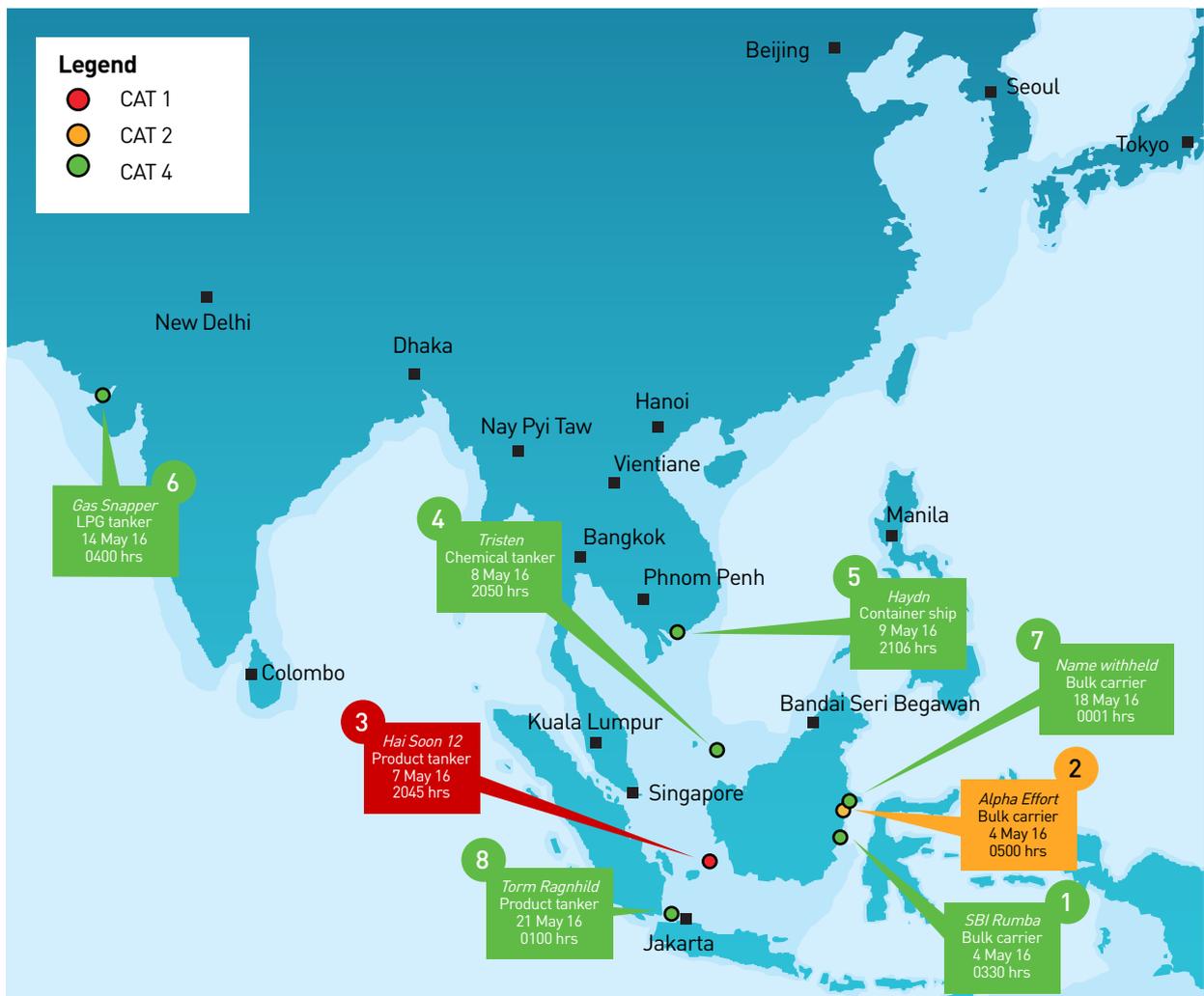
This is the first incident of hijacking of tanker for oil cargo theft in 2016; and was foiled by the authorities. Among the best practices and contributing factors leading to the arrest of the perpetrators were: timely reporting of incident by the company to the ReCAAP ISC via its mobile app (download QR code); effective ReCAAP ISC information sharing mechanism and network among the ReCAAP ISC, ReCAAP Focal Points, IFC and the regional authorities; cooperation and collaboration among the littoral States and enforcement agencies; and immediate operational responses by the Indonesian authorities who dispatched their assets to the location of the incident to intercept and arrest the perpetrators on board.



## CONCLUSION

The number of incidents has decreased from 13 incidents reported in April 2016 to eight incidents in May 2016. The severity of incidents occurred in May 2016 has also reduced. However, there is no room for complacency as evidenced from the hijacking of *Hai Soon 12* on 7 May 16, after a lapse of nine months from the last oil cargo theft which occurred in August 2015. The failed attempt on *Hai Soon 12* demonstrates the importance of timely reporting by the ship master, effectiveness of the information sharing mechanism and quick responses by the enforcement agencies.

Notably, six out of eight incidents reported in May 2016 occurred at ports and anchorages involving perpetrators who boarded ships to steal stores and escaped immediately once they are detected. On this note, the ReCAAP ISC urges ship master and crew to exercise extra vigilance while at berth/anchorage; and relevant port authorities to enforce the International Ship and Port Facility Security (ISPS) code.



Map 1 – Location of incidents in May 2016

## 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;

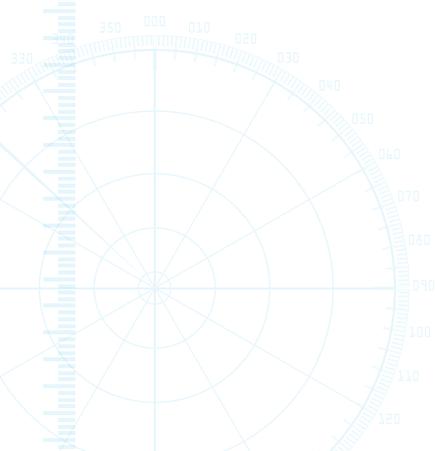
(c) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

**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:

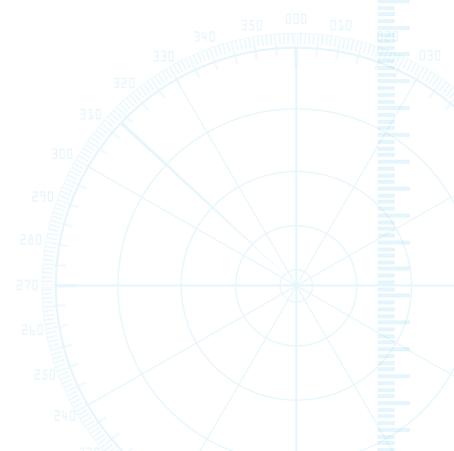
(1) **Type of weapons used.** Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered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

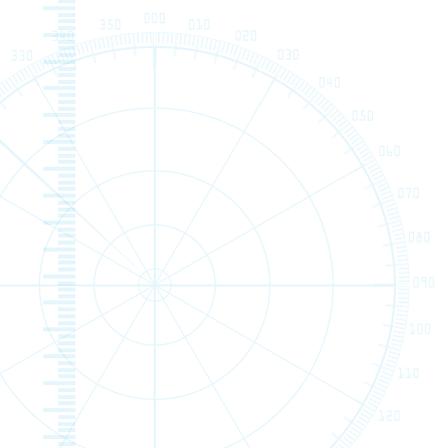
b. **Economic Factor.** This factor takes into consideration the type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo on board or theft of the vessel.

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.



## APPENDICES

### CONTACT DETAILS OF RECAAP FOCAL POINTS / CONTACT POINT

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>Australia (ReCAAP Focal Point)</b>		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: <a href="mailto:amboc@border.gov.au">amboc@border.gov.au</a>	+61-2-6275-6000	+61-2-6275-6275
<b>Bangladesh</b>		
Department of Shipping E-mail: <a href="mailto:cns@dos.gov.bda">cns@dos.gov.bda</a>	+88-02-9553584	+88-02-9587301
<b>Brunei</b>		
Brunei Police Marine Email: <a href="mailto:kasnol.kincho@police.gov.bn">kasnol.kincho@police.gov.bn</a>	+673-8836495	+673-2774000
<b>Cambodia</b>		
Merchant Marine Department E-mail: <a href="mailto:mmd@online.com.kh">mmd@online.com.kh</a>	+85-5-2386-4110	+85-5-2386-4110
<b>China</b>		
China Maritime Search and Rescue Centre (Beijing) Email: <a href="mailto:cnmrcc@mot.gov.cn">cnmrcc@mot.gov.cn</a>	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
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>		
Danish Maritime Authority (DMA) Email: <a href="mailto:ReCAAP-FP-DK@dma.dk">ReCAAP-FP-DK@dma.dk</a>	+45-9137-6000	+45-9137-6001

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>India</b>		
MRCC (Mumbai)	+91-22-2431-6558	+91-22-2433-3727
Coast Guard Region (West)	+91-22-2438-8065	+91-22-2431-6558
Mumbai – India		
Email: <a href="mailto:indsar@vsnl.net">indsar@vsnl.net</a>		
<a href="mailto:icgmrcc_mumbai@mtnl.net.in">icgmrcc_mumbai@mtnl.net.in</a>		
<a href="mailto:mrcc-west@indiancoastguard.nic.in">mrcc-west@indiancoastguard.nic.in</a>		
<b>Japan</b>		
Japan Coast Guard (JCG) Ops Centre	+81-3-3591-9812	+81-3-3581-2853
Email : <a href="mailto:jcg-op@milit.go.jp">jcg-op@milit.go.jp</a>	+81-3-3591-6361	
<b>Republic of Korea</b>		
Ministry of Oceans and Fisheries	+82-44-200-5895 to	+82-44-200-5886
Operations Centre	98	to 88
Email: <a href="mailto:piracy@gicoms.go.kr">piracy@gicoms.go.kr</a>		
<b>Laos</b>		
International Relation Department	+85-6-2121-2505	+85-6-2121-2505
Ministry of Public Security		+85-6-2121-2547
Email: <a href="mailto:keo_kkk@hotmail.com">keo_kkk@hotmail.com</a>		
<b>Myanmar</b>		
MRCC Ayeyarwaddy (Myanmar Navy)	+95-313-1650	+95-1202-417
Email: <a href="mailto:mrcc.yangon@mptmail.com.mm">mrcc.yangon@mptmail.com.mm</a>		
<b>Netherlands</b>		
Dutch Coastguard	+31-223-658-101	+31-223-658-358
Maritime Information Centre (MIK-NL)		
Email: <a href="mailto:mik-nl@kustwacht.nl">mik-nl@kustwacht.nl</a>		
<b>Norway</b>		
Norwegian Maritime Authority	+47-5274-5000	+47-5274-5001
Email: <a href="mailto:morten.alsaker.lossius@sjofartsdir.no">morten.alsaker.lossius@sjofartsdir.no</a>	+47-5274-5130	

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>Philippines</b>		
Philippine Coast Guard Action Centre-MRCC (Manila) Email: <a href="mailto:cgac@coastguard.gov.ph">cgac@coastguard.gov.ph</a>	+63-2-527-8481 to 89 (ext.: 6136/6137) +63-917-724-3682 (Text Hotline)	+63-2-310-2097
<b>Singapore</b>		
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
<b>Sri Lanka</b>		
Sri Lanka Navy Operations Room / MRCC (Colombo) Email: <a href="mailto:nhqdno@navy.lk">nhqdno@navy.lk</a> <a href="mailto:nhqdno@yahoo.com">nhqdno@yahoo.com</a>	+94-11-244 5368 +94-11-221 2230/31	+94-11-244 1454 +94-11-244 9718
<b>Thailand</b>		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: <a href="mailto:miscdutyofficer@misc.go.th">miscdutyofficer@misc.go.th</a>	+66-2475-4532	+66-2475-4577
<b>United Kingdom</b>		
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	
<b>Vietnam</b>		
Vietnam Coast Guard Email: <a href="mailto:vietnamcoastguard@gmail.com">vietnamcoastguard@gmail.com</a> <a href="mailto:vietnamfocalpoint@yahoo.com.vn">vietnamfocalpoint@yahoo.com.vn</a>	+84-4-3355-4378	+84-4-3355-4363

Correct as at 25 May 2016

## APPENDICES

### 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>SBI Rumba</i> Bulk carrier Marshall Islands 45200 9712498	04/05/16 0330 hrs	01° 20' S, 116° 52' E  Balikpapan Inner Anchor- age, Indonesia	<p>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.</p> <p><b>[IMO]</b></p>
2	<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><b>[IMO]</b></p>
3	<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>

## 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>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 despatched 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> <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><b>[ReCAAP Focal Point (Singapore), IFC, Shipping company]</b></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
4	<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><b>[ReCAAP Focal Point (Singapore)]</b></p>
5	<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><b>[ReCAAP Focal Point (Vietnam)]</b></p>
6	<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><b>[ReCAAP Focal Point (India)]</b></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
7	<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><b>[ReCAAP Contact Point (Hong Kong), ReCAAP Focal Point (Singapore)]</b></p>
8	<i>Torm Ragnhild</i> Product tanker Singapore 30018 9290579	21/05/16 0100 hrs	06° 02.50' S, 106° 54' E  Jakarta Tank- er 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><b>[ReCAAP Focal Point (Singapore)]</b></p>



Information Sharing Centre

ReCAAP Information Sharing Centre  
Infinite Studios

21 Media Circle, #05-04, Singapore 138562

**T** +65 6376 3063 | **F** +65 6376 3066 | **E** [info@recaap.org](mailto:info@recaap.org) | **W** [www.recaap.org](http://www.recaap.org)