PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA
(JANUARY - SEPTEMBER 2016)

59 INCIDENTS
3 PIRACY
56 ARMED ROBBERY

65% DECREASE COMPARED TO 2015

LOWEST NUMBER OF INCIDENTS YEAR-ON-YEAR

IMPROVEMENT
STRAITS OF MALACCA AND SINGAPORE:
Contribute to decrease in overall number

2 incidents in 2016, compared to 96 in 2015

Enhanced surveillance and patrol by littoral States

DECREASE IN HIJACKING OF SHIPS FOR OIL CARGO THEFT:

2 incidents in 2016, compared to 12 in 2015

- Product tanker, Hai Soon 12 (8 May 16) foiled by Indonesian authorities (arrest perpetrators and recovery of cargo)
- Ever Prosper (2 Jun 16) (loss of crude palm oil)
ABDUCTION OF CREW FOR RANSOM
off eastern Sabah and southwest Philippines

36 Crew abducted (7 incidents)  
24 Released till date  
2 Managed to escape  
10 In captivity

Philippine Coast Guard recommends shipping industry to report to its operation centre in southwest Mindanao for monitoring when their ships are transiting the area and for immediate responses in any eventualities:

Philippine Coast Guard District  
Southwestern Mindanao  
Operation Centre  
+63 929686 4129 / +63 916626 0689  
VHF: Channel 16 with call sign "ENVY"  
Email: ncgdswn@yahoo.com

BEST PRACTICES
- Vigilance of crew (Nautica Tg Puteri)  
- Immediate operational responses – arrest (Hai Soon 12)  
- Effective and efficient information sharing and operational response among littoral States (Posh Viking, situation in Sulu Sea)  
- Collaboration between shipping industry with authorities (arrest at Kandla Port)

CONCLUSION
- No room for complacency  
  - Concern over incidents of abduction of crew  
  - Incidents at certain ports and anchorages  
- Authorities to step up surveillance, conduct patrols and initiate timely operational responses  
- Industry to exercise enhanced vigilance and adopt best practices as recommended in the ‘Regional guide to counter piracy and armed robbery against ships in Asia’