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JANUARY - JUNE 2017 REPORT

HALF-YEARLY

PIRACY AND ARMED ROBBERY
AGAINST SHIPS IN ASIA

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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

A total of 36 incidents of piracy and armed robbery against ships (comprising 30 actual incidents and six attempted incidents) were reported during January-June 2017 in Asia. The total number of incidents reported during January-June 2017 has decreased by 22% compared to the same period in 2016. A total of 46 incidents were reported during January-June 2016.

There were improvements at ports and anchorages in India, Indonesia and Vietnam. However, of concern was the occurrence of the incident involving the hijacking of ship for theft of oil cargo carried on board. Incident of similar modus operandi was last reported in October 2016.

Of serious concern was the occurrence of incidents involving the abduction of crew from ships while underway in the Sulu-Celebes Sea and waters off Eastern Sabah. A total of seven incidents (comprising three actual incidents and four attempted incidents) were reported during January-April 2017. Though no incident was reported in May 2017 and June 2017, there is no room for complacency. As of 30 Jun 17, 18 crew are still being held in captivity out of the 59 crew being abducted since March 2016. The ReCAAP ISC reiterates its advice that all ships to re-route from the area, where possible. Otherwise ship masters and crew are strongly urged to exercise enhanced vigilance while transiting the area and report

immediately to the relevant Centres. Vigilance and timely reporting by ships were effective in preventing the perpetrators from boarding, as occurred in the incidents involving *Ocean Kingdom* (3 Jan 17), *Donghae Star* (22 Feb 17), *Phu An 268* (5 Mar 17) and *Doña Annabel* (18 Apr 17).

On 19 Jun 17, the three littoral States (Malaysia, Indonesia and Philippines) launched a trilateral maritime patrol agreement to address the increasing incidence of piracy, armed robbery against ships, kidnapping of crew at sea and other transnational crimes along the shared borders of the three countries. In dealing with the increasing threats to ships transiting the Sulu-Celebes Sea, the Philippine Coast Guard (PCG) has also implemented several regulations and guidelines with strict enforcement in security and safety measures to prevent potential abductors from boarding ships.

The ReCAAP ISC emphasises the importance of collective and shared responsibility among all stakeholders including the littoral States' enforcement agencies and the shipping industry to institutionalise their efforts on land and at sea. More need to be done to strengthen regional cooperation and coordination among the littoral States in conducting coordinated patrols, law enforcement and apprehension of the perpetrators.

PART ONE

OVERVIEW

Incidents of Piracy and Armed Robbery
Against Ships in Asia reported during
1st Half of 2017 (January-June 2017)

PART ONE OVERVIEW

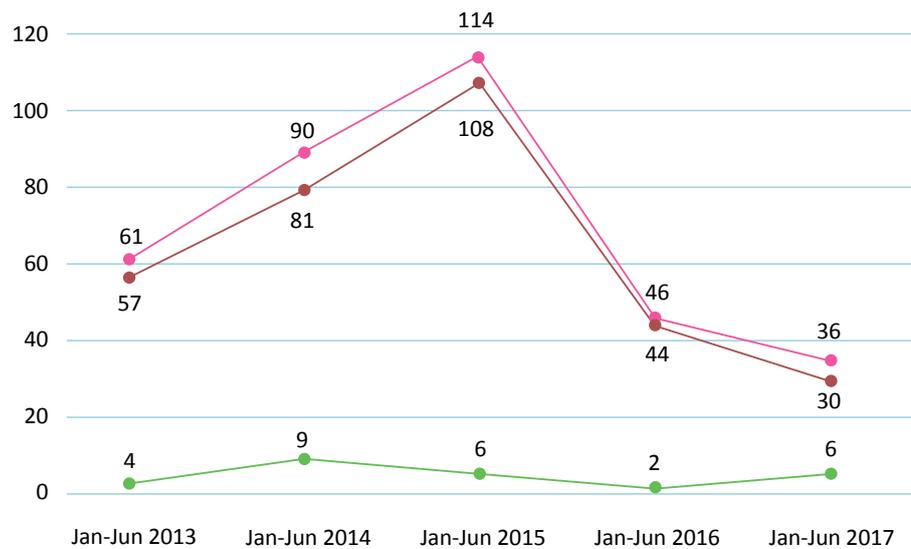
Incidents of Piracy and Armed Robbery Against Ships in Asia reported during 1st Half of 2017 (January-June 2017)

NUMBER OF INCIDENTS

During January-June 2017, a total of 36 incidents of piracy¹ and armed robbery against ships² were reported in Asia (comprising 30 actual incidents³ and six attempted incidents⁴). Of the 36 incidents, five were piracy incidents and 31 were incidents of armed robbery against ships. Refer to Appendix for *Description of incidents (January-June 2017)*. Graph 1 shows the number of incidents reported during January-June of 2013-2017 and Graph 2 shows the number of piracy incidents vis-a-vis incidents of armed robbery against ships during this period. The situation of piracy and armed robbery against ships in Asia continues to improve during January-June 2017, with the lowest number of incidents reported during the five-year period.

Graph 1 - Number of incidents (January-June of 2013-2017)

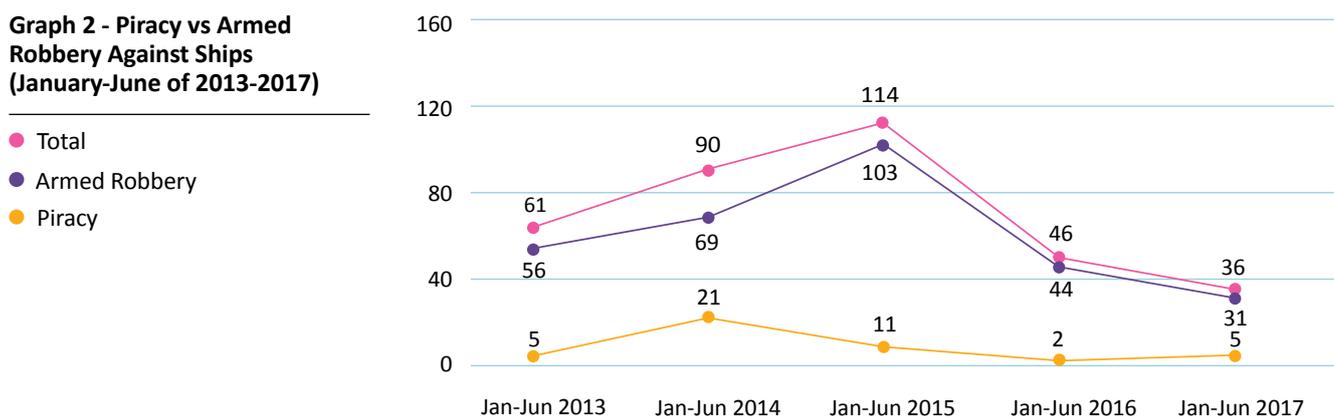
- Total
- Actual
- Attempted



- 1 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.
- 2 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.
- 3 Actual incidents are incidents where pirates/robbers had boarded the ship; and regardless of whether they made off with any items stolen from the crew or secured and unsecured found on board the ship.
- 4 Attempted incidents are incidents where pirates/robbers tried but fail to board the ship.

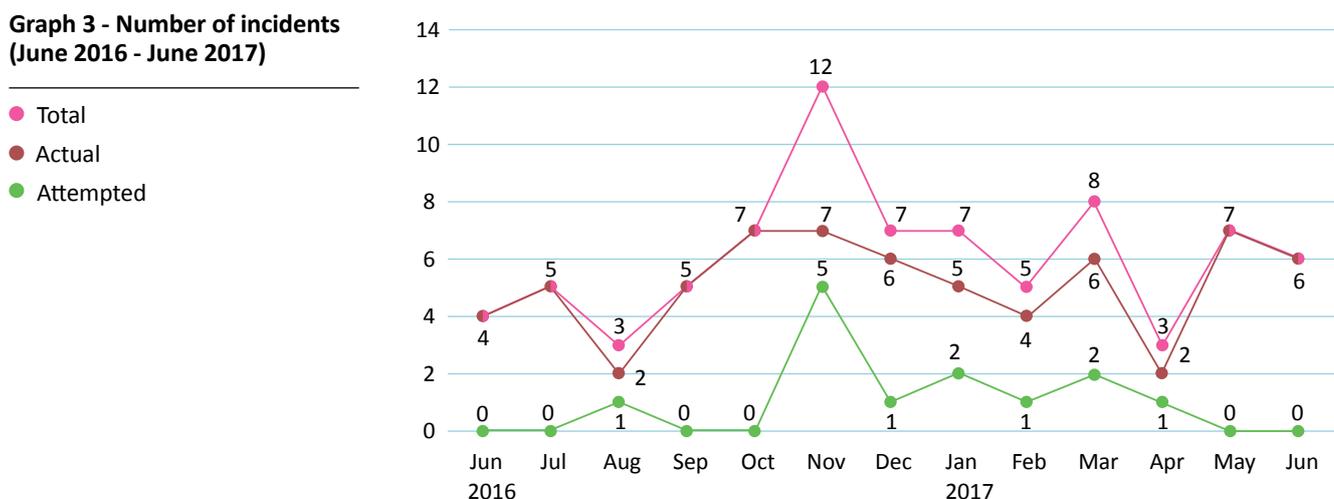
Graph 2 shows the number of piracy vs armed robbery incidents reported during January-June of 2013-2017. About 14% (5 of 36) of the total number of incidents reported during January-June 2017 were piracy incidents compared to 4% (2 of 46) during the same period in 2016, 10% (11 of 114) in 2015, 23% (21 of 90) in 2014 and 8% (5 of 61) in 2013. The number of piracy incidents fluctuated throughout the five-year period, varied in modus operandi and location of the incidents. The highest percentage of piracy incidents occurred during January-June 2014. Of the 21 incidents, 18 occurred in the South China Sea (SCS), two in the Bay of Bengal and one in the Indian Ocean. Of the 18 incidents reported in the SCS, 10 occurred on board ships anchored in the SCS, and eight on board ships while underway (of which four were incidents involving the hijacking of ships for theft of oil cargo). During January-June 2017, of the five piracy incidents, two occurred in the SCS on board ships while underway and three in the Sulu-Celebes Sea involving the abduction of crew for ransom.

Graph 2 - Piracy vs Armed Robbery Against Ships (January-June of 2013-2017)



Graph 3 shows the number of reported incidents that occurred each month between June 2016 and June 2017. The number of actual incidents fluctuated between two and seven incidents throughout the one-year period. The highest total number of incidents was reported in November 2016. Of the 12 incidents reported in November 2016, five were attempted incidents where the crew had successfully prevented boarding by the perpetrators. All five were attempted incidents of abduction of crew for ransom (*Southern Falcon* on 13 Nov 16, *Kumiai Shagang* on 20 Nov 16, *Ken Toku* on 23 Nov 16, *Cemtex Fortune* on 24 Nov 16 and *Easter K* on 24 Nov 16).

Graph 3 - Number of incidents (June 2016 - June 2017)



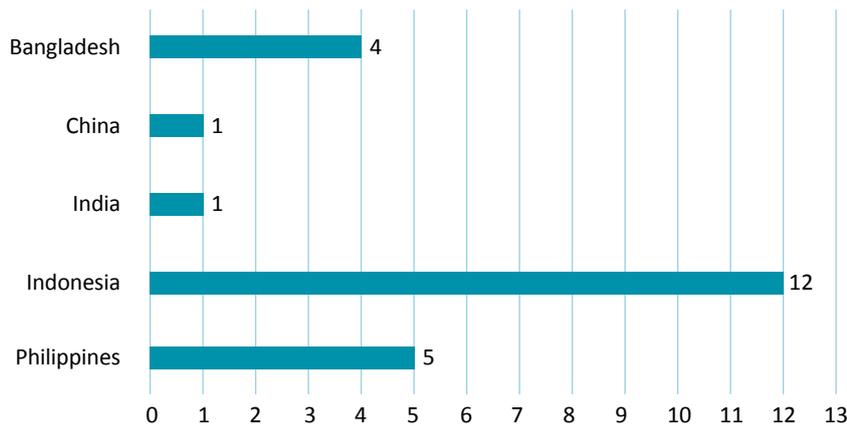
STATUS AND LOCATION OF SHIPS

Of the 36 incidents reported during January-June 2017, 23 incidents occurred on board ships while at anchor/berth, and 13 incidents on board ships while underway.

INCIDENTS ON BOARD SHIPS AT ANCHOR/BERTH

Of the 23 incidents, 12 incidents occurred on board ships anchored/berthed at ports and anchorages in Indonesia. The incidents occurred at Dumai (four incidents), off Pulau Bintan (two), Samarinda (two), Cilacap (one), Belawan (one), Taboneo (one) and Tanjung Priok (one). Of the remaining 11 incidents, five occurred at port and anchorages in Philippines (Batangas), four in Bangladesh (Chittagong and off Kutubdia Island), one in China (Tangshan Jingtang) and one in India (Mumbai). Chart 1 shows the location of the 23 incidents occurred on board ships at anchor/berth.

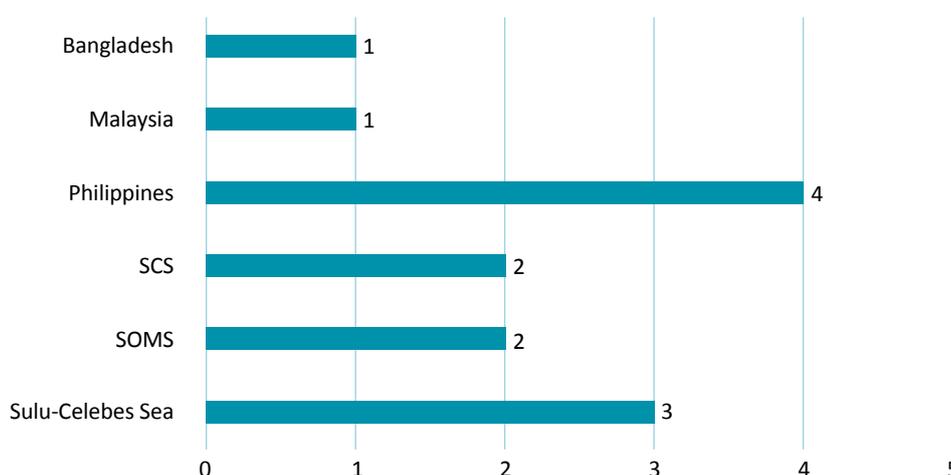
**Chart 1 - Incidents on board ships at anchor/berth
(January - June 2017)**



INCIDENTS ON BOARD SHIPS WHILE UNDERWAY

Majority of the incidents that occurred on board ships while underway involved the abduction of crew from ships while underway in the Sulu-Celebes Sea, Philippines and waters off Eastern Sabah, Malaysia. Of the 13 incidents that occurred on board ships while underway, seven were incidents of abduction of crew (three actual and four attempted). The remaining six incidents occurred on board ships while underway: one in Bangladesh (Cox’s Bazar), one in Philippines (Sarangani Strait), two in South China Sea (off Kuantan and Pulau Mangkai) and two in Straits of Malacca and Singapore (off Nongsa Point and off Pulau Kukup). Chart 2 shows the location of the 13 incidents on board ships while underway.

**Chart 2 - Incidents on board ships while underway
(January - June 2017)**



PART TWO INSIGHT

Analysis of incidents during January-June 2017
compared to the same period in past four years
(January-June of 2013-2017)

2017

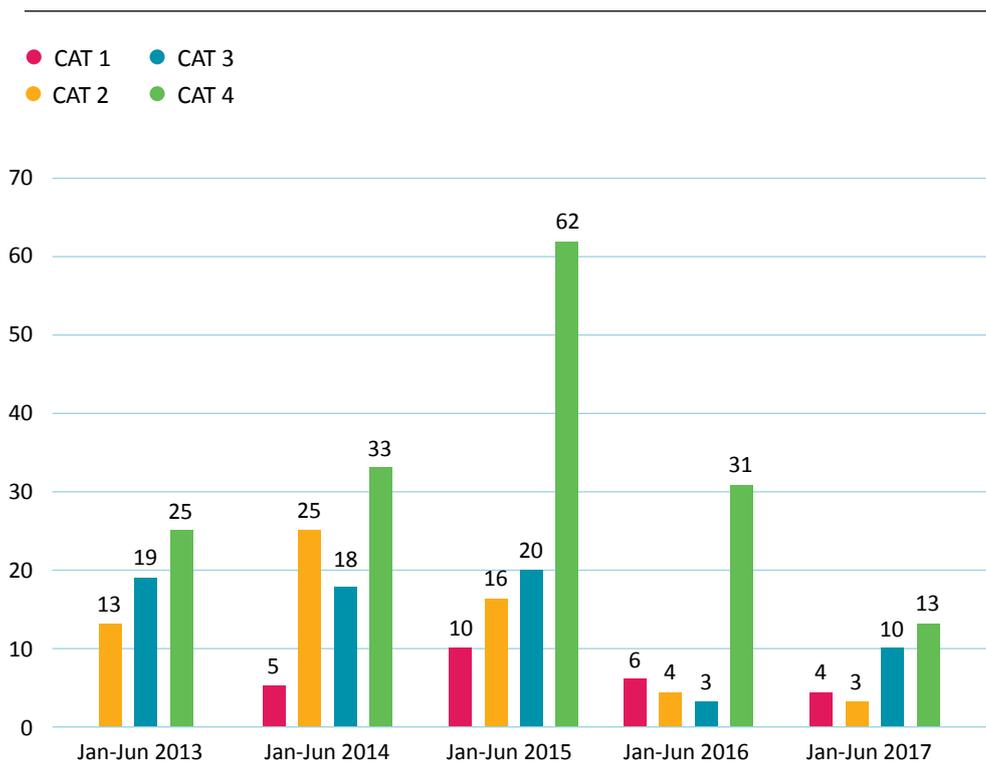
PART TWO INSIGHT

Analysis of incidents during January-June 2017 compared to the same period in past four years (January-June of 2013-2016)

SIGNIFICANCE LEVEL OF ACTUAL INCIDENTS

Of the 30 actual incidents reported during January-June 2017, four were CAT 1 incidents, three were CAT 2 incidents, 10 were CAT 3 incidents and 13 were CAT 4 incidents. Of the four CAT 1 incidents reported during January-June 2017, three were incidents of abduction of crew and one was an incident of hijacking of ship for theft of oil cargo. The number of CAT 1 incidents reported decreased compared to the same period in 2016, owing to the improving situation in the Sulu-Celebes Sea, with no incidents of abduction reported in May and June 2017. Chart 3 shows the Significance Level of incidents reported during January-June of 2013-2017.

Chart 3 - Significance level of incidents (January - June of 2013 - 2017)



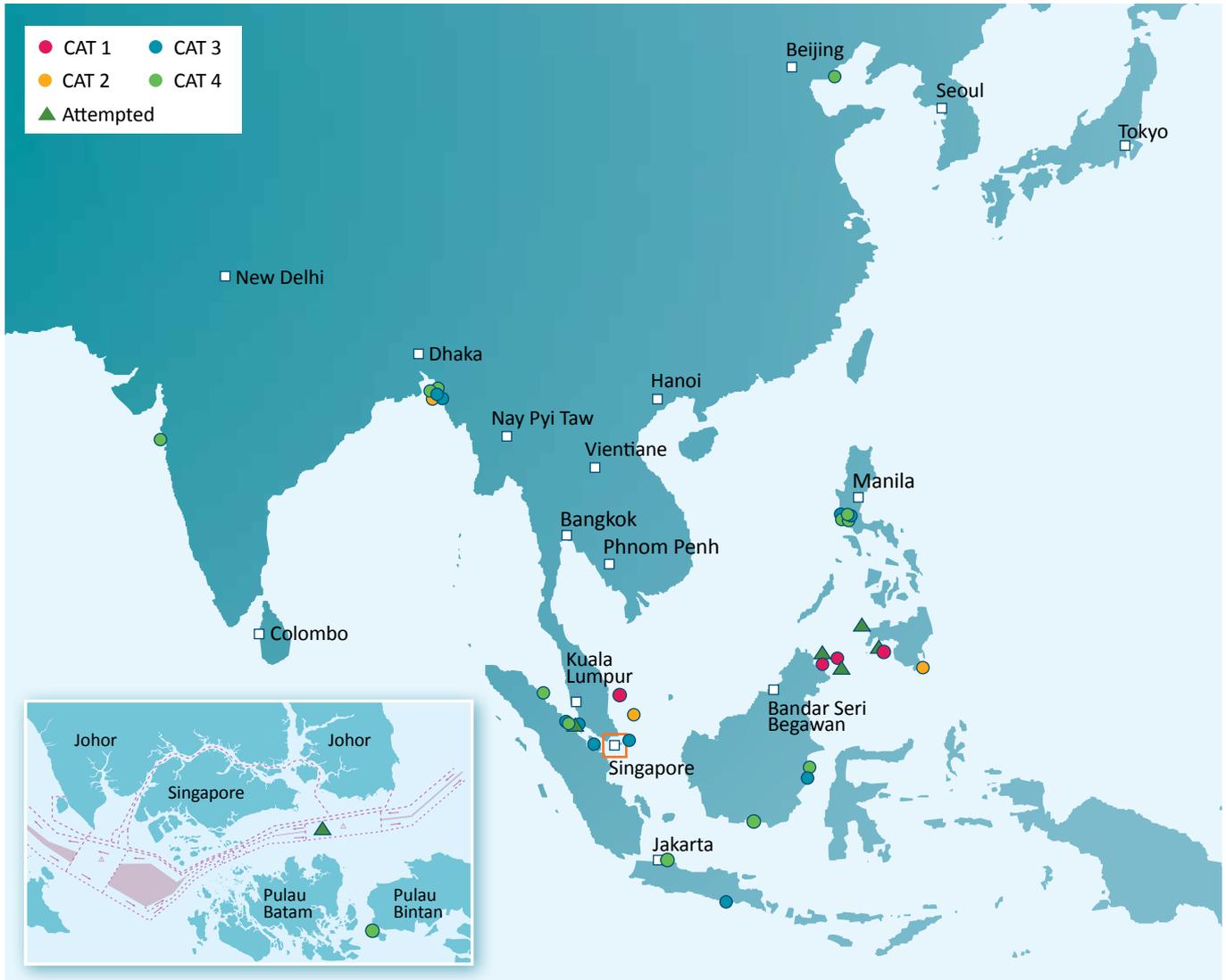
LOCATION OF INCIDENTS

Table 1 shows the number and location of incidents reported in Asia during January-June of 2013-2017.

	January - June 2013		January - June 2014		January - June 2015		January - June 2016		January - June 2017	
	Actual	Attempted								
East Asia										
China							3		1	
Sub-total	0	0	0	0	0	0	3	0	1	0
South Asia										
Bangladesh	1		8		10			1	5	
Bay of Bengal			2							
India	3		3	1	4		12		1	
Sub-total	4	0	13	1	14	0	12	1	6	0
South East Asia										
Indian Ocean				1						
Indonesia	37	4	26	4	10		18		11	1
Malaysia	4		1	1	2		2			1
Philippines	1		2		3	1	4		8	1
SCS	5		17	1	10	1	1	1	2	
SOMS	3		22	1	55	4	1		1	1
Sulu-Celebes Sea									1	2
Thailand					1					
Vietnam	3				13		3			
Sub-total	53	4	68	8	94	6	29	1	23	6
Overall total	57	4	81	9	108	6	44	2	30	6

Table 1 – Location of Incidents (January-June of 2013-2017)

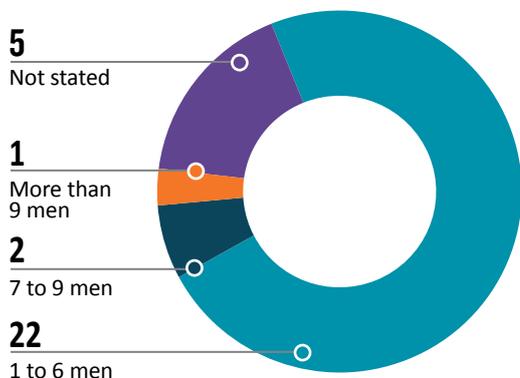
Location of incidents is shown in Map 1 below.



Map 1 – Location of incidents (January-June 2017)

VIOLENCE FACTORS OF ACTUAL INCIDENTS

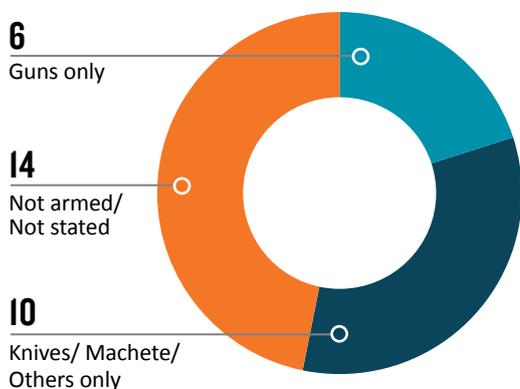
Chart 4 - Number of perpetrators (January - June 2017)



NUMBER OF PERPETRATORS

Of the 30 incidents, 22 (73%) incidents reported during January-June 2017 involved perpetrators operating in groups of 1 to 6 men. One incident involved 22 men who boarded *M/Tug 308* and stole fuel, paint and rice on 5 Jun 17 when the ship was underway in the vicinity of Sarangani Strait, Philippines. Two of the men were later arrested by the Philippine Coast Guard (PCG). There were two incidents involving perpetrators in groups of 7 to 9 men. Of the two incidents, one incident involved nine men who boarded a fishing banca off Tawi-tawi, Philippines and abducted three crew on 18 Jan 17; and the other involved eight men who boarded *Harvester* off Belawan, Indonesia on 3 Jun 17. The Indonesian Navy Western Fleet Quick Response (WFQR) managed to locate and arrest two of the men who boarded *Harvester*; and recovered the stolen items.

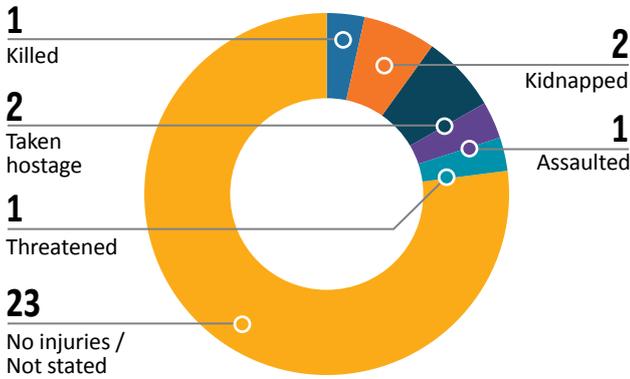
Chart 5 - Type of weapons carried by perpetrators (January - June 2017)



TYPE OF WEAPONS CARRIED BY PERPETRATORS

Of the 30 incidents, six incidents involved perpetrators armed with guns. Of these, three were incidents of abduction of crew from ships while underway in the Sulu-Celebes Sea and waters off Eastern Sabah (*Fishing Banca*, *Giang Hai* and *Super Shuttle Tug 1*); and one was an incident involving the hijacking of ship for theft of oil cargo (*C. P. 41*) in the South China Sea. The other two incidents occurred on board *Alice* when she was underway in the South China Sea and *M/Tug 308* while underway in the vicinity of Sarangani Strait, Philippines. There were 10 incidents involving perpetrators armed with knives/machetes or other type of weapons such as rods, pipes, bats etc.. Of these, five incidents were reported at port and anchorages in Indonesia, two in Bangladesh, two in Philippines and one in SOMS. There were 14 incidents with no information on the type of weapons carried by perpetrators or that the perpetrators were not armed.

**Chart 6 - Treatment of crew
(January - June 2017)**

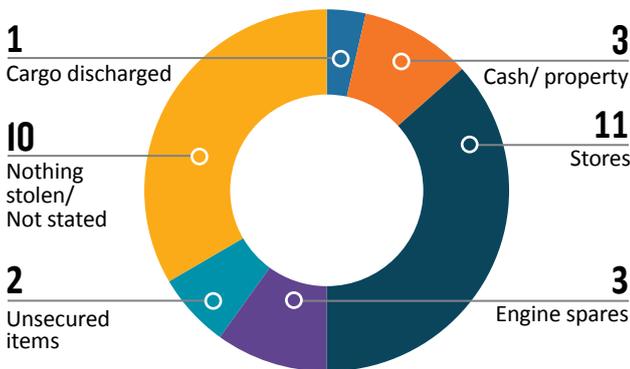


TREATMENT OF CREW

One incident reported the death of crew (*Giang Hai* on 19 Feb 17) and two incidents involved the abduction of crew for ransom (*Fishing Banca* and *Super Shuttle Tug 1*), two incidents reported that the perpetrators tied the crew to restrain their movement (*Alice* and *C. P. 41*), one incident reported that the perpetrators assaulted the crew using a slingshot (*Uni Challenge*) and one incident reported that the perpetrators threatened the crew who sighted them (*Silver Express*). There was no information on the condition of the crew, or the crew was not injured in 23 incidents.

ECONOMIC FACTOR OF ACTUAL INCIDENTS

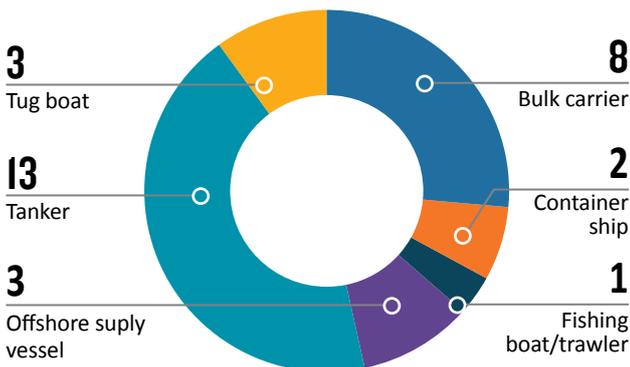
**Chart 7 - Type of losses
(January - June 2017)**



TYPE OF LOSSES

Of the 30 actual incidents reported during January-June 2017, 16 incidents reported the loss of ship stores, unsecured items and engine spares. All these incidents occurred on board ships while at ports and anchorages. There was one incident involving cargo discharged where the perpetrators stole 1.5 million litres of diesel from *C. P. 41* when she was underway off Kuantan, Malaysia in the South China Sea. There were three incidents reported loss of cash/property which occurred on board *Jaya Crystal* in Cox’s Bazar, Bangladesh, *Alice* off Pulau Mangkai in South China Sea and *M/ Tug 308* in vicinity of Sarangani Strait, Philippines.

**Chart 8 - Type of ships
(January - June 2017)**



TYPE OF SHIPS

Of the 30 actual incidents reported during January-June 2017, 13 occurred on board tankers, eight on board bulk carriers, three on board offshore supply vessels, three on board tug boats, two on board container ships and one on board a fishing boat/trawler. There was no evidence to suggest that a particular type of ship was targeted.

PART THREE
GEOGRAPHICAL

03

PART THREE

GEOGRAPHICAL

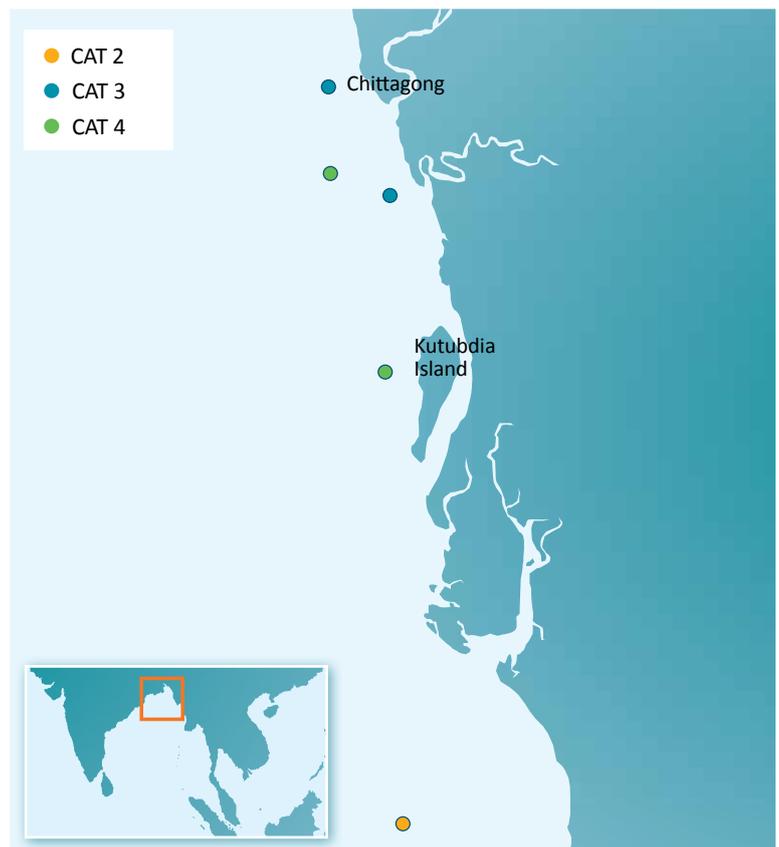
BANGLADESH

A total of five incidents were reported in Bangladesh during January-June 2017. Of these, four occurred on board ships while at anchor and one (CAT 2) on board ship while underway. Compared to the same period in 2016, the number of incidents reported in Bangladesh has increased during January – June 2017. One attempted incident was reported in Bangladesh during January-June 2016.

Of the five incidents, the perpetrators escaped empty-handed in three incidents. In the incident involving *Spirit of Bangkok*, the stolen ship stores were successfully recovered by the Bangladesh Coast Guard due to timely reporting by the ship master.

Typically, the perpetrators boarded ships while anchored/berthed in the outer anchorages via small wooden boats. The ReCAAP ISC advises ships to anchor within the specified port limits, adhere to strict implementation of anti-piracy measures, install sufficient deck lighting, be vigilant at all times, enhance security watch especially during hours of darkness and report all incidents to the port authorities and enforcement agencies immediately. The ReCAAP ISC advocates close inter-agency cooperation and timely information sharing among the relevant agencies.

The ReCAAP ISC commends the Bangladesh Coast Guard who was involved in active patrolling and responded promptly to incident involving *Spirit of Bangkok*. The prompt and swift deployment of the Bangladesh Coast Guard led to the recovery of the stolen items.

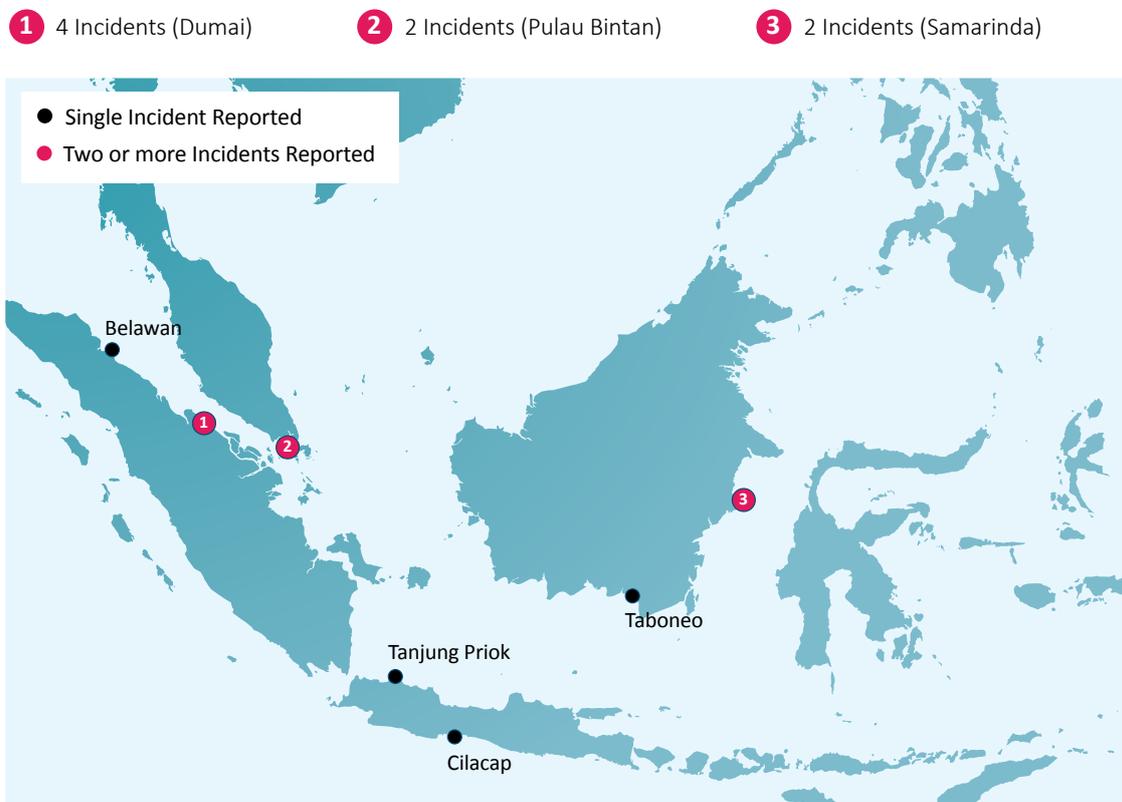


Map 2 – Location of incidents in Bangladesh (January-June 2017)

INDONESIA

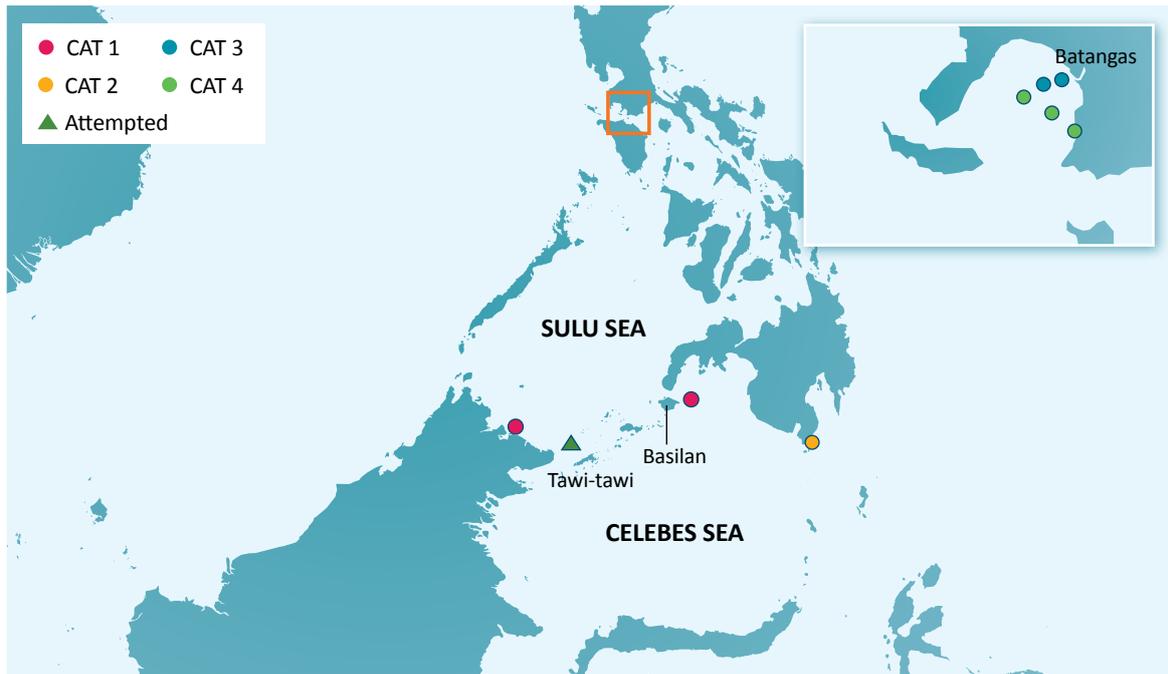
A total of 12 incidents were reported at ports/anchorages in Indonesia during January-June 2017. Of these 12 incidents, five were CAT 3 incidents, six were CAT 4 incidents and one was an attempted incident. Compared to the same period in 2016 (18 incidents), the number of incidents reported in Indonesia has decreased by 33% during January-June 2017 and was the lowest among the five-year period (2013-2017). The ReCAAP ISC commends the Indonesian authorities for their good efforts and encourages them to continue with their work in addressing incidents mostly petty theft at ports and anchorages. Of the 12 incidents, four were reported at Dumai port and anchorage while the remaining eight occurred at Tanjung Priok [1], Samarinda [2], Pulau Bintan [2], Taboneo [1], Belawan [1] and Cilacap [1]).

Map 3 – Location of incidents in Indonesia (January-June 2017)



PHILIPPINES

A total of nine incidents were reported in the Philippines, of which, five occurred off Batangas, Philippines involving perpetrators who boarded ships anchored/berthed in the area during 2230 hrs to 0300 hrs. In two of these incidents, the perpetrators were armed with knives, and escaped with stolen items such as ship stores/ spare parts. There was a CAT 2 incident reported in the waters of Davao Occidental, where perpetrators armed with firearms stole fuel, paint and rice from a tug boat and escaped.



Map 4 – Location of incidents in Philippines (January-June 2017)

Three incidents reported in the Philippine waters were abduction of crew from ships while underway (two actual and one attempted) in the waters of Sulu, Tawi-tawi, and Basilan in the Philippines⁵.

The ReCAAP ISC recommends the port authorities and enforcement agencies to maintain presence, beef up patrols, response immediately to reports and render assistance to victim ships. Ship masters and crew are advised to exercise extra vigilance, especially during hours of darkness, increase number of crew on night watch, secure ship stores and report all incidents to the relevant authorities immediately.

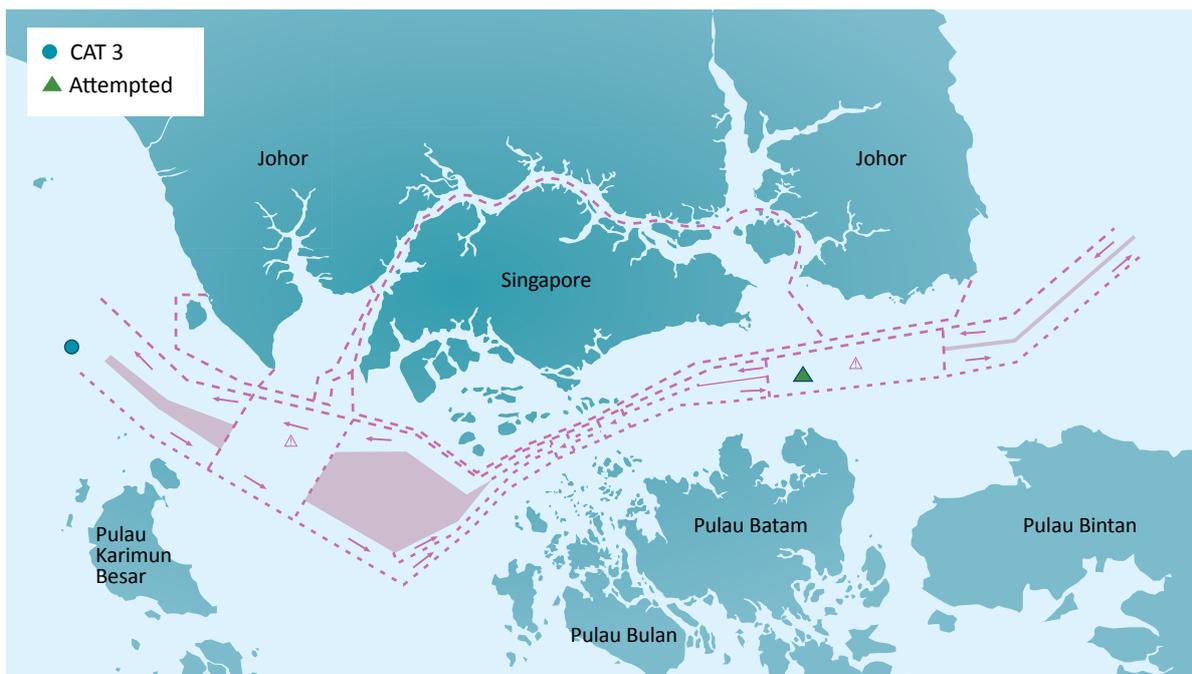
⁵ There were three other incidents of abduction of crew that occurred in the Sulu-Celebes Sea.

STRAITS OF MALACCA AND SINGAPORE (SOMS)

Two incidents (one actual and one attempted) were reported in SOMS during Jan-Jun 2017 compared to one actual incident during the same period in 2016.

On 6 Jan 17, chemical tanker *Great Sailor* was underway in the eastbound lane of the Traffic Separation Scheme (TSS) of the Singapore Strait when she sighted a small fast craft with unknown number of perpetrators onboard attempting to board the tanker. The master took evasive action, raised alarm and shone the spotlight at the craft which subsequently aborted the boarding. The second incident occurred on 4 May 17 when six perpetrators armed with knives boarded crude oil tanker, *Nave Buena Suerte*. The perpetrators escaped empty-handed when sighted by the crew who raised the alarm.

The situation in SOMS has improved significantly in 2016 with report of one incident; and this was attributed to the concerted efforts by the littoral States in patrols, arrest of perpetrators by the Indonesian authorities and vigilance exercised by ship masters and crew.



Map 5 – Location of incidents in SOMS (January-June 2017)

PART FOUR
INCIDENTS OF
ABDUCTION OF CREW
FROM SHIPS IN THE
SULU-CELEBES SEA
AND WATERS OFF
EASTERN SABAH



PART FOUR

INCIDENTS OF ABDUCTION OF CREW FROM SHIPS IN THE SULU-CELEBES SEA AND WATERS OFF EASTERN SABAH

LATEST SITUATION

From January to April 2017, three actual incidents and four attempted incidents of abduction of crew from ships in the Sulu-Celebes Sea were reported. No incident was reported to the ReCAAP ISC in May and June 2017. As of 30 Jun 17, of the 23 incidents (comprising 13 actual incidents and 10 attempted incidents) that were reported to the ReCAAP ISC during March 2016 – June 2017, a total of 59 crew had been abducted. Of these, two crew were killed, 39 released/rescued; and 18 still held in captivity.



Map 6 – Actual and attempted abduction incidents (March 2016-June 2017)

- | | | |
|---|---|--|
| <p>1 <i>BRAHMA 12</i> (26 Mar 16)
10 Indonesian crew abducted
Crew released on 1 May 16</p> | <p>8 <i>DONGBANG GIANT NO. 2</i> (20 Oct 16)
Two crew abducted (one Korean,
one Filipino)
Crew released on 15 Jan 17</p> | <p>10 <i>SOUTHERN FALCON</i> (13 Nov 16)
Attempted incident</p> |
| <p>2 <i>MASSIVE 6</i> (1 Apr 16)
Four Malaysian crew abducted
Crew released on 8 Jun 16</p> | <p>9 <i>ROYAL 16</i> (11 Nov 16)
Six Vietnamese crew abducted
One crew rescued on 16 Jun 17</p> | <p>11 <i>KUMIAI SHAGANG</i> (20 Nov 16)
Attempted incident</p> |
| <p>3 <i>HENRY</i> (15 Apr 16)
Four Indonesian crew abducted
Crew released on 11 May 16</p> | <p>16 <i>RAMONA 2</i> (20 Dec 16)
Four Filipino crew abducted
One crew killed on 13 Apr 17;
One crew escaped on 6 Jun 17</p> | <p>12 <i>KEN TOKU</i> (23 Nov 16)
Attempted incident</p> |
| <p>4 <i>CHARLES OO</i> (22 Jun 16)
Seven Indonesian crew abducted
Two crew escaped on 17 Aug 16;
Three crew released on 1 Oct 16;
Two crew released on 12 Dec 16</p> | <p>18 <i>FISHING BANCA</i> (18 Jan 17)
Three Indonesian crew abducted</p> | <p>13 <i>CEMTEX FORTUNE</i> (24 Nov 16)
Attempted incident</p> |
| <p>5 <i>FISHING TRAWLER</i> (9 Jul 16)
Three Indonesian crew abducted
Crew released on 18 Sep 16</p> | <p>19 <i>GIANG HAI</i> (19 Feb 17)
Six Vietnamese crew abducted
One crew killed</p> | <p>14 <i>EASTER K</i> (24 Nov 16)
Attempted incident</p> |
| <p>6 <i>SERUDONG 3</i> (18 Jul 16)
Five Malaysian crew missing
Crew rescued on 23 and 26 Mar 17</p> | <p>22 <i>SUPER SHUTTLE TUG 1</i> (23 Mar 17)
Two Filipino crew abducted
Crew rescued on 25 and 27 Mar 17</p> | <p>15 <i>STAR NORITA</i> (8 Dec 16)
Attempted incident</p> |
| <p>7 <i>FISHING TRAWLER</i> (10 Sep 16)
Three Filipino crew abducted</p> | | <p>17 <i>OCEAN KINGDOM</i> (3 Jan 17)
Attempted incident</p> |
| | | <p>20 <i>DONGHAE STAR</i> (22 Feb 17)
Attempted incident</p> |
| | | <p>21 <i>PHU AN 268</i> (5 Mar 17)
Attempted incident</p> |
| | | <p>23 <i>DOÑA ANNABEL</i> (18 Apr 17)
Attempted incident</p> |

ACTIONS BY THE LITTORAL STATES – TRILATERAL MARITIME PATROL

On 19 Jun 17, the Philippine Department of National Defence (DND) announced that Malaysia, Indonesia and Philippines had launched a trilateral maritime patrol agreement to address the increasing incidence of piracy, armed robbery against ships, kidnapping of crew at sea and other transnational crime along the shared borders of the three countries. Given the vast areas to be patrolled, DND explained that it is necessary for the three countries to join force to ensure that the waters remain safe and secure.

With the launch of the trilateral maritime patrol, three Maritime Command Centres (MCCs) located at Bongao in the Philippines, Tawau in Malaysia and Tarakan (West Kalimantan) in Indonesia were established. Refer to Map 7 which shows the location of the three MCCs.



Map 7 – Location of the three MCCs

- 1 Maritime Command Centre (MCC) BONGAO (Philippines)
- 2 Maritime Command Centre (MCC) TAWAU (Malaysia)
- 3 Maritime Command Centre (MCC) TARAKAN (Indonesia)

ACTIONS BY THE PHILIPPINE AUTHORITIES

Rescue of Crew. The Philippine authorities continued to conduct pursuit operations and intensify its military operations to rescue the abducted crew and neutralize the militant group. Between January and June 2017, the Philippines authorities successfully rescued nine crew (five crew of *Serudong 3* in March 2017, two crew of *Super Shuttle* in March 2017, one crew of *Ramona 2* in June 2017 and one crew of *Royal 16* in June 2017).

Promulgation of Regulations and Guidelines. In dealing with the increasing threats to ships transiting the Sulu-Celebes Sea, the Philippine Coast Guard (PCG) has implemented several regulations and guidelines with strict enforcement in security and safety measures to prevent potential abductors from boarding ships. With effective from 2 Jun 17, the following regulations were implemented:

a. Establishment of Recommended Transit Corridor (RTC) between Moro Gulf and Basilan Strait

The PCG provides a RTC for all ships transiting between the Moro Gulf and Basilan Strait. The RTC is a route designated for transiting of ships to reduce risk of collision, providing a measure of traffic separation and minimizing threats of piracy/armed robbery against ships. The RTC is monitored by law enforcement units deployed nearby to respond to incidents of piracy/armed robbery against ships. Under the rules of passage, vessels navigating the RTC shall notify the PCG in Zamboanga and Davao through radio communication at least 6 hours before entering the RTC.



Map 8 – Inbound and Outbound Transit Lanes of the RTC

**1 Coast Guard District
South western Mindanao**
+63 929686 4129
+63 916626 0689
VHF: Channel 16 with call-sign “ENVY”
Email: hcgdswm@yahoo.com

**2 Coast Guard District
South eastern Mindanao**
+63 921743 9444
+63 915122 6712
VHF: Channel 16
Email: cgdsem_8@yahoo.com.ph

b. Implementation of Safety, Security and Environmental Numbering (SSEN) Systems for all Philippine-registered vessels and/or watercrafts

This regulation enables the authorities to track all vessels/watercrafts by numbering them in order to prevent them from being used by perpetrators to abduct crew for ransom, or carry out acts of piracy, sea robbery or terrorism. The regulation applies to all Philippine-registered vessels/watercrafts operating within Philippine waters regardless of size, utilization and propulsion except vessels belonging to Philippine law enforcement agencies and other vessels that may be exempted by the authorities.

c. Regulation on guidelines pertaining to radio communication equipment

These guidelines include prescribed radio communication equipment onboard Philippine-registered vessels; designation of VHF marine band channel/frequency; and accreditation of manufacturers and/or suppliers of radio communications equipment for maritime security communication.

Proposed Recommended Transit Corridor (RTC) in the Sibutu Passage (Pending). With increasing number of incidents occurred in the vicinity of the Sibutu Passage in the Sulu Sea, the PCG recommended a RTC in the Sibutu Passage for international commercial ships entering Philippine waters. The PCG is currently consulting with stakeholders, pending the resolution of legal and liability issues.

PCG took over security operations in all seaports in Mindanao. On 5 Jun 17, the PCG announced that it had taken over the security supervision of all seaports, both public and private, in Mindanao, including the egress and ingress to all waterways, from the Maritime Industry Authority (MARINA) and the Philippine Port Authority (PPA). Pursuant to the provisions of the International Ships and Ports Security (ISPS) Code, the PCG is now mandated to control movement of all vessels at seaports and harbours, impose ports and ships identification system, designate security zones for maritime security purposes, inspect cargoes to prevent the transport of contrabands, regulate access to ports, vessels and waterfront facilities, and enforce appropriate security levels at all seaports in Mindanao.

ReCAAP ISC'S ADVISORY TO SHIPPING INDUSTRY

The ReCAAP ISC reiterates its advisory to all ships to re-route, where possible. Otherwise to exercise enhanced vigilance, maximize alertness and maintain communication with the littoral States' enforcement agencies and report all incidents to the relevant authorities.

- a. In transiting the Sulu-Celebes Seas, the ReCAAP ISC advises ships to report to 1) the Philippine Coast Guard District in Southwestern Mindanao Operation Centre in Zamboanga; 2) the Philippine Navy- Littoral Monitoring Station (LMS) based in Bongao, TawiTawi; and 3) the Eastern Sabah Security Command in Lahad Datu, Sabah, Malaysia. Refer to Map 9.
- b. For passage through the Moro Gulf and Basilan via the RTC, shipping industry is encouraged to report to Philippine Coast Guard District South Western Mindanao (CGDSWM) in Zamboanga and Coast Guard District South Eastern Mindanao (CGDSEM) in Davao.



Map 9 – Contact details of the Centres

- 1 Philippine Coast Guard District**
Southwestern Mindanao
Operation Centre
Tel: +63 929686 4129
Tel: +63 929686 0689
VHF: Channel 16 with call-sign "ENVY"
Email: hcgdswm@yahoo.com
- 2 Navy - Littoral Monitoring Station (LMS)**
Bongao, TawiTawi
Tel: +63 917774 2293
VHF: Channel 16
Email: jointtaskgrouptt@gmail.com
- 3 Eastern Sabah Security Command (ESSCOM)**
Tel: +60 89863181/016
Fax: +60 898631812
VHF: Channel 16 with call-sign "ESSCOM"
Email: bilikgerakanesscom@jpm.gov.my

PART FIVE
CASE STUDY

05

PART FIVE

CASE STUDY

HIJACKING OF *C. P. 41* FOR OIL CARGO THEFT ON BOARD

While underway at approximately 25 nm off Kuantan, Malaysia, six perpetrators armed with guns and knives boarded *C. P. 41* on 23 Jun 17. The perpetrators reportedly spoke Bahasa, locked all crew in the engine room and instructed the ship's engineer to operate the pump and siphon the cargo of diesel from *C. P. 41* to their ship. An estimated of 1.5 million litres of diesel was siphoned from *C. P. 41*. Thereafter, the perpetrators released the crew on 24 Jun 17 at 0420 hrs, and left.



C. P. 41 (Photograph courtesy of Thai MECC)

Name of ship	<i>C. P. 41</i>
Type of ship	Chemical/oil product tanker
Flag of ship	Thailand
GT	2752
IMO No.	9186455

Before leaving *C. P. 41*, the perpetrators damaged the ship's communication equipment. *C. P. 41* arrived at Songkha port, Thailand on 26 Jun 17; and an investigation team from Thailand Maritime Enforcement Coordinating Centre (THAI-MECC) boarded the ship for investigation.

OBSERVATION

This is the first incident of hijacking of ship for theft of oil cargo reported in Asia in 2017. The last incident of oil cargo theft occurred on 25 Oct 16 on board tug boat, *Ever Ocean Silk* towing barge, *Ever Giant* while they were underway off Bintulu, Sarawak, East Malaysia. The perpetrators had reportedly siphoned 2,499 metric tons of palm oil from the ships and stole the crew's personal belongings.

The ReCAAP ISC is concerned about the recurrence of incident of hijacking of ship for theft of oil cargo. Ships carrying oil cargo are encouraged to exercise vigilance and adopt precautionary measures taking reference from the '*Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*'⁶.



Map 10 – Location of boarding of *C. P. 41*



THAI-MECC investigation team on board *C. P. 41*

⁶ The '*Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*' is available at www.recaap.org.

PART SIX

ReCAAP ISC'S MAIN ACTIVITIES (APRIL-JUNE 2017)

06

PART SIX

ReCAAP ISC'S MAIN ACTIVITIES (APRIL-JUNE 2017)

ReCAAP ISC PIRACY AND SEA ROBBERY CONFERENCE 2017, SINGAPORE (27 APRIL 2017)



Dr Pornchai Danvivathana, Chairperson of the ReCAAP ISC Governing Council, delivering the Welcome Remarks

The ReCAAP ISC, BIMCO, INTERTANKO and S. Rajaratnam School of International Studies (RSIS) jointly organised the ReCAAP ISC Piracy and Sea Robbery Conference 2017 on 27 April 2017 at Sands Expo & Convention Centre, Marina Bay Sands, Singapore, held in conjunction with Singapore Maritime Week 2017.

The ninth event in the series, the theme of this year's conference was "*Changing Trends of Maritime Piracy and Armed Robbery in Asia*". The Conference addressed the changing trends of piracy and sea robbery in Asia for the past 10 years, and emerging and potential threats against ships such as the abduction of crew in the Sulu-Celebes Sea, and the nexus between cybercrime and piracy. Distinguished guest speakers included representatives from International Maritime Organization (IMO), the Philippine Coast Guard (PCG) and Federation of ASEAN Shipowners' Associations (FASA).

About 160 participants attended the Conference which provided a platform for exchange of perspectives and views among speakers and audience at the panel discussion. For the first time, the Conference engaged the audience using an interactive tool known as Slido which consisted of a Q & A module for the audience to raise their questions; and a poll to collect views on their expectation of future ReCAAP ISC Piracy and Sea Robbery Conferences and assessment of the role of the ReCAAP ISC and its deliverables.

CLUSTER MEETING, MANILA, PHILIPPINES (30-31 MAY 2017)

The ReCAAP ISC conducted the seventh Cluster Meeting; and lectures at with seafarers training institute and maritime university in Manila, Philippines on 30-31 May 2017. The aim of the Cluster Meeting was to enhance cooperation and collaboration among the governmental agencies in the Philippines, and foster closer cooperation between the governmental agencies and the shipping industry. The Cluster Meeting was co-chaired by Mr. Masafumi Kuroki, Executive Director and Commodore Garcia of the Philippine Coast Guard. The incidents of abduction of crew in Sulu-Celebes Sea was one of the main topics of the discussion. It was noted that the whole-of-the Government approach and comprehensive approach (political, economic, social etc.) were important to address the issue.

On 31 May 17, the ReCAAP ISC delivered lectures at the Maritime Academy of Philippines (MAAP) and the Coast Guard Education Training Centre (CGETC) to profile and introduce the ReCAAP ISC's work to future mariners at both institutions.



Discussion during Cluster Meeting



Visit to MAAP



Vessels and JCG helicopter participated during the exercise

PCG-JICA-JCG AND ReCAAP-ISC JOINT EXERCISE 2017, DAVAO, PHILIPPINES (3 JUNE 2017)

CDR Mitzie Silva-Campo PCG, Senior Manager (Research), ReCAAP ISC participated in the Joint Exercise in combating Piracy at Sea with the Philippine Coast Guard (PCG), together with the Japan Coast Guard (JCG) and Japan International Cooperation Agency (JICA) on 3 Jun 17. The exercise was part of the 12th Combined Maritime Law Enforcement (MARLEN) Exercise and was conducted in waters off Talikud Island, Davao del Norte, Philippines.

There were five stages in the exercise, in which the ReCAAP ISC actively participated in Stage 3 (Counter Piracy Exercise), where information about a mock attack by pirates on a cargo ship in the southern sea area off the Sulu Archipelago in the Philippines was part of the exercise play among the law enforcement agencies.



CDR Mitzie sharing information with law enforcement agencies

LECTURE AT WORLD MARITIME UNIVERSITY (WMU), MALMO, SWEDEN (5 JUNE 2017)

In accordance with the ReCAAP ISC Workplan, the ReCAAP ISC delivered lectures at WMU in Sweden to profile the work of the ReCAAP ISC to students at WMU, who are future seafarers and potential key maritime policy makers. The ReCAAP ISC team, comprising of Mr Nicholas Teo, Deputy Director and Ms Lee Yin Mui, Assistant Director (Research), visited WMU on 5 Jun 17 and conducted three lectures to a class of 30 students from Ghana, Kenya, Republic of Korea, Indonesia, Philippines, Tanzania, Thailand, Vietnam and Yemen. The students were attending a Maritime Safety course focusing on SOLAS requirements and regulations and its implementation, and the three lectures focused on how the ReCAAP ISC activities were associated with these requirements.



Students at lecture

IMO 98TH SESSION OF THE MARITIME SAFETY COMMITTEE (MSC) MEETING, LONDON, UNITED KINGDOM (7-16 JUNE 2017)

A ReCAAP ISC team attended the 98th MSC meeting on 7-16 Jun 17. As an observer at the IMO, the ReCAAP ISC's attendance at the MSC meeting is to update the meeting on the progress of ReCAAP ISC via submission of an information paper on the "*Progress Report on the Piracy and Armed Robbery Situation in Asia*", and to engage and network with MSC's member States, representatives of ReCAAP Contracting Parties at the Meeting and other like-minded members. At the sideline of the MSC Meeting, the ReCAAP ISC team had informal meetings with the Oil Companies International Marine Forum (OCIMF) to finalise the signing ceremony of the MoU between ReCAAP ISC and OCIMF in July 2017, the UK Chamber of Shipping, European Commission (EC), Indonesia Ministry of Foreign Affairs and Malaysian Shipowners' Association (MASA).

VISIT BY AMBASSADOR LUI TUCK YEW (7 JUNE 2017)

Ambassador Lui Tuck Yew, the former Minister for Transport, visited ReCAAP ISC on 7 Jun 17, where he was hosted by Mr Masafumi Kuroki, Executive Director. Ambassador Lui was appointed Singapore's Ambassador to Japan and was keen to learn more about ReCAAP ISC before assuming his appointment.



Ambassador Lui (left) with Mr Kuroki

ReCAAP ISC'S VIST TO MYANMAR (20-21 JUNE 2017)

The ReCAAP ISC team, led by Mr Masafumi Kuroki, Executive Director, conducted a bilateral visit to ReCAAP Focal Point (Myanmar) in Yangon on 20-21 Jun 17. The visit allowed the ReCAAP ISC to better appreciate the development, capabilities and challenges faced by the Myanmar Focal Point. The ReCAAP ISC team also had the opportunity to engage with other Myanmar Government Agencies, including the Department of Marine Administration (DMA), Department of Civil Aviation, Custom Department, Myanmar University, Coast Radio Station and Myanmar Port Authority. In addition, the ReCAAP ISC also delivered a lecture at the Myanmar Maritime University, which was attended by university staff and about 100 students from the Nautical Study and Marine Engineering programmes.



Courtesy call on Commodore Nay Win, Commander of Ayeyarwady Naval Region Command

CONCLUSION

The overall situation of piracy and armed robbery against ships during January-June 2017 in Asia has improved compared to the same period in 2016, and this was due to the decrease in incidents at ports and anchorages in India, Indonesia and Vietnam; and abduction of crew in the Sulu-Celebes Sea.

Of concern was the recurrence of an incident involving the hijacking of ship for theft of oil cargo carried on board in the South China Sea. The last known incident of similar nature occurred in October 2016. The ReCAAP ISC urges ships carrying oil cargo to exercise vigilance and adopt precautionary measures taking reference from the *'Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia'*

Although no incident of abduction of crew in Sulu-Celebes Sea was reported in May and June 2017, there is no room for complacency. The ReCAAP ISC reiterates its advisory to all ships to re-route from the area, where possible. Otherwise, we strongly urge the shipping industry to conduct voyage risk assessment, adopt piracy countermeasures to mitigate the risk, exercise enhanced vigilance, making immediate reports prior to entering the area, continue to maintain communication with the littoral States' enforcement agencies and report all incidents to the relevant authorities.

APPENDICES

Definitions & Methodology in Classifying Incidents

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 onboard 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.

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	Silver Express Tanker Panama 26900 9380099	07/01/17 2250 hrs	13° 44.20' N, 121° 02.07' E Batangas Alpha anchorage, Philippines	<p>While at anchor, the duty watch spotted two perpetrators armed with long knives on board the tanker during routine inspection. He reported the incident immediately. One of the perpetrators noticed the duty watch and chased him with a knife. The duty watch ran towards the accommodation and locked all access door while the master raised the alarm. The perpetrators escaped with ship stores including an airline valve cap, a forecandle bell and three fire hydrant caps. The incident was reported to the PCG, who immediately conducted maritime patrol in the vicinity.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
2	Spirit of Bangkok Container ship Marshall Islands 16986 9197349	16/01/17 0325 hrs	22° 06.60' N, 091° 44.40' E Chittagong outer anchorage, Bangladesh	<p>While at anchor, an unidentified number of perpetrators boarded the ship and stole 15 drums of paint which is about 20 litres each.</p> <p>Upon receipt of information about the incident via VHF, the Bangladesh Coast Guard (BCG) immediately dispatched Coast Guard Ship (CGS) <i>Tawhid</i> with a boarding team to conduct investigation. The Special Section of the CG force recovered all drums of paint and one high pressure jet machine.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>
3	Fishing Banca Fishing Trawler Malaysia Bow No.: 838/4F	18/01/17 1730 hrs	06° 05' N, 118° 18' E Approximately 25 nm east of Matanal Point, Sibago Island, Basilan Province, Philippines (Sulu-Celebes Sea)	<p>While underway, nine perpetrators armed with guns boarded the trawler from a grey speed boat. They abducted three Indonesian crew and fled towards Sulu in the speed boat. The local residents of Bakungan Island, Taganak reported the incident to the PCG and local police. While conducting maritime patrol in the area, the PCG stationed in Taganak spotted the abandoned fishing trawler drifting in the vicinity waters of Bacungan Island, Tawi-tawi. The PCG towed the fishing trawler and turned over to Taganak Municipal Office together with several fishing paraphernalia and navigational equipment.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
4	Santa Fiorenza Container ship Liberia 21583 9162253	19/01/17 0155 hrs	22° 05.80' N, 091° 48.80' E Chittagong Anchorage, Bangladesh	<p>While at anchor, four armed perpetrators boarded the container ship and stole some ship stores. The master reported the incident to the Bangladesh Coast Guard via VHF Ch 12. Upon receiving the call, the Bangladesh Coast Guard ship, CG <i>Tawheed</i> anchored near the incident area sent a high speed boat to the area. The Bangladesh Coast Guard is investigating the Incident.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>
5	Jaya Crystal Tug boat Singapore 2763 9594212	23/01/17 1000 hrs	21° 12' N, 091° 43' E Cox's Bazar, Bangladesh / Bay of Bengal	<p>While underway, multiple small boats approached tug boat, <i>Jaya Crystal</i> which was towing another ship, <i>EL Hadj</i>. The master immediately contacted the Chittagong Port Control and Bangladesh Coast Guard on Channel 12 and Channel 16 to request for assistance. Meantime, <i>Jaya Crystal</i> performed zigzag manoeuvres in an attempt to deter the small boats from approaching. However, the master sighted a number of the perpetrators climbing onto <i>EL Hadj</i>, and set fire on board the ship. The small boats left the area after the Bangladesh Navy arrived at the location of the incident.</p> <p><i>Jaya Crystal</i> began to fight the fire on the port quarter of <i>EL Hadj</i> but was interrupted when the master had to manoeuvre both ships into deeper waters to prevent grounding.</p> <p>The crew was not injured and nothing was stolen.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
6	Skandi Atlantic Asphalt tanker Norway 3181 9447665	04/02/17 0255 hrS	21° 51.90' N, 091° 48.20' E Off Kutubdia Island, Bangladesh	<p>While at anchor, three perpetrators boarded the ship and escaped empty-handed.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
7	Skythia Bulk carrier Malta 177830 9423920	15/02/17 0130 hrs	38° 52.60' N 119° 10' E Jing Tang No.4 Anchorage, China	While at anchor, four perpetrators boarded the ship. The duty officer raised the alarm, and the perpetrators fled without stealing anything from the ship. [ReCAAP Focal Point (China)]
8	MMA Pinnacle Offshore supply vessel Singapore 5138 9696187	18/02/17 0330 hrs	18° 54.20' N 072° 52.30' E Mumbai D4 Anchorage, India	While at anchor, the project personnel and crew found that some items in the ship were missing. Upon further investigation, they found bare footprints of perpetrators at the access area on the port aft bollard /mooring station of the ship. The master reported the incident to the local agent, CSO and Flag State. [ReCAAP Focal Point (India), ReCAAP Focal Point (Singapore)]
9	Giang Hai General cargo ship Vietnam 2875 9557329	19/02/17 1724 hrs	06° 08' N 119° 24' E Approximately 35 nm north- northwest of Doc Can Island, Sulu, Philippines (Sulu-Celebes Sea)	While underway from Indonesia to Iloilo port, Philippines, five perpetrators armed with firearms in a green jungkong (small wooden traditional fishing boat) approached bulk carrier, <i>Giang Hai</i> . They reportedly fired several warning shots at the ship ordering her to stop. The ship manoeuvred to evade the attack, and that prompted the perpetrators to continuously fire several shots at the ship until the perpetrators managed to board the ship. Upon boarding, the perpetrators gathered the crew at the crew deck. One of the crew was shot when he tried to block the perpetrators from entering the bridge. Subsequently, he died from the multiple gunshot wounds. The perpetrators entered the bridge, destroyed the ship's navigation and communication equipment, and abducted six crew (comprising the Master, Chief Officer, 3 rd Officer, 2 nd Engineer, 3 rd Engineer and one crew). The Vietnam MRCC informed the Philippine Coast Guard (PCG) about the incident. The PCG Action Centre immediately directed Coast Guard District South Western Mindanao, CGS Bongao and Coast Guard Sub Station Taganak to the location of the incident.

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
				<p>At about 0910 hrs on 20 Feb 17, personnel of CGSS Taganak together with personnel of Philippine National Police (PNP) and Philippine Marines conducted joint maritime patrol in the vicinity waters off Baguan Island and rescued the remaining 10 crew and the crew who was killed.</p> <p>The PCG also alerted Coast Guard units and Bureau of Fisheries and Agrarian Reform (BFAR) vessels in the area, issued Notice to Mariners and has organized a pursuit operation in coordination with the Armed Forces of the Philippines (AFP) and PNP units in the area.</p> <p>On 9 Mar 17, the ReCAAP Focal Point (Vietnam) informed the ReCAAP ISC that they received information that the perpetrators had killed one of the six abducted crew of <i>Giang Hai</i> during the transport; and thrown his body overboard. A search was conducted to locate the body of the crew.</p> <p>[ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Vietnam)]</p>
10	Maersk Aegean Product tanker Singapore 23297 9636644	12/03/17 0145 hrs	01° 42.80' N, 101° 26' E Lubuk Gaung, Inner Anchorage, Dumai, Indonesia	<p>While at anchor, the 2nd engineer reported that a portable welding machine, an electric drill and an electric hacksaw were found missing from the engine room workshop. Upon checking, the emergency access to the steering flat was found to be opened. A search was conducted, but no person was found. The agent and port authority were informed.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
11	Nancy P Chemical/Oil product tanker Marshall Islands 29225 9702194	14/03/17 0228 hrs	13° 44' N, 121° 00' E Batangas Anchorage "C", Philippines	<p>While at anchor, the duty watch conducted roving inspection, and noticed that the lock of the forward storage locker was broken. He reported the incident to the Duty Officer who raised the alarm, conducted inspection of the ship and search for perpetrators on board. Some ship items were reported lost, and no perpetrators were found.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
12	Global Phenix LPG tanker Panama 5017 9552719	22/03/17 0200 hrs	13° 44.10' N, 121° 01.12' E Batangas Anchorage "C", Philippines	<p>While at anchor, the duty watch conducted roving inspection, and noticed an unidentified perpetrator armed with a long bladed knife was hiding on the starboard side winch of the ship. He reported the incident to the master who raised the alarm, mustered the crew and checked on the inventory of the ship's items. The perpetrator jumped into the water and escaped in a small motor banca which was manned by his companion.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
13	Super Shuttle Tug 1 Tug boat Philippines 225 8609709	23/03/17 1220 hrs	06° 34.80' N, 122° 44.70' E Vicinity waters east of Matanal Point, Basilan, Philippines	<p>The Philippines-registered tug boat, <i>Super Shuttle Tug 1</i>, towing Roro cargo ship, <i>Super Shuttle Roro 9</i>, departed Cebu for General Santos City and were underway when four armed men boarded the tug boat from three wooden green speed boats at approximately 26 nm east of Matanal Point, Basilan, Philippines. They abducted two crew (captain and chief engineer, both Filipino nationality), and fled heading towards mainland Basilan. There were two armed men on board each speed boat. The remaining crew was safe.</p> <p>After receiving the report from the crew, CGS Zamboanga immediately coordinated with local authorities and deployed its floating assets to conduct maritime patrol in the area. The Philippine Navy (PN) also deployed its speedboat and air assets after receiving the distress call from the tug boat.</p> <p>The authorities tracked down the Abu Sayyaf militants who escaped on speed boats. The immediate response by the ground forces led to the rescue of the abducted boat captain and the chief engineer on 25 Mar 17 and 27 Mar 17 respectively.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
14	<i>Ocean Ambition</i> Bulk carrier Marshall Islands 44855 9717709	26/03/17 2015 hrs	03° 43' N, 114° 25.0' E Taboneo anchorage, Indonesia	<p>While at anchor, between four to five perpetrators boarded the ship from a boat via the ship's anchor chain. They cut the securing rope of the hawse pipe cover, shifted the butterfly nuts, opened the hawse pipe cover, broke the lock to the forecastle store, removed the internal securing arrangement of the forecastle booby hatch and took away two new mooring ropes. It happened during hours of darkness when small unlit boats cannot be seen visually and on radar.</p> <p>The duty AB on anti-piracy watch round noticed that the forecastle store door of the ship with lock was open and the door was locked from inside. He informed the bridge immediately. The Chief Officer raised the alarm and together with the crew, conducted a check.</p> <p>[ReCAAP Contact Point (Hong Kong)]</p>
15	<i>Overseas Andromar</i> Chemical tanker Marshall Islands 30018 9265885	27/03/17 0130 hrs	13° 42.52' N, 121° 01.50' E Batangas Anchorage "A", Philippines	<p>While at anchor, the duty deck watch conducted roving inspection and noticed an unidentified perpetrator climbing up the ship's anchor chain. When confronted by the duty deck watch, the perpetrator immediately jumped into the water and escaped in a small motor banca together with his companion. The master mustered the crew and checked on the inventory of the ship's items.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
16	<i>Arpeggio</i> Bulk carrier Panama 42608 9636278	20/04/17 0200 hrs	0° 15.7' S, 117° 34.5' E Samarinda Anchorage, Indonesia	<p>While at anchor, three perpetrators boarded the bulk carrier. The alarm was raised and crew mustered. Upon seeing that the crew had been alerted, the perpetrators escaped without taking anything.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
17	<i>Lucina Providence</i> LPG tanker Panama 46025 9349784	22/04/17 0300 hrs	13° 40.5' N, 121° 3.1' E JG Summit Terminal Jetty 1, Batangas, Philippines	<p>While at berth, an unknown number of perpetrators boarded the LPG tanker, stole ship's property and escaped. The crew only discovered the theft during their routine rounds. The port authority boarded the ship for investigation.</p> <p>[MMEA]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
18	Unique Developer Tanker Hong Kong 26914 9402809	02/05/17 2315 hrs	22° 13.9' N, 91° 44.1' E Bravo Anchorage, Chittagong, Bangladesh	While at anchor, two perpetrators speaking in local dialect Bangla, armed with sword, boarded on the poop deck of the ship from an approximately three to four meters long boat with two other perpetrators waiting on board the boat. The duty crew, upon seeing the perpetrators boarding the ship, informed the bridge and the duty officer raised the alarm by sounding the ship whistle followed by making announcement over the PA system. The perpetrators left the ship empty-handed. [ReCAAP Contact Point (Hong Kong)]
19	Nord Maru Bulk carrier Singapore 30684 9284491	03/05/17 0100 hrs	5° 57.5' S, 106° 55.6' E Tanjung Priok Anchorage, Indonesia	While at anchor, the duty crew sighted three perpetrators boarded the ship through the stern from a wooden boat. The duty crew reported the sighting to the duty officer. The general alarm was immediately activated, and the perpetrators escaped in an unlit wooden boat. Some ship stores were reported missing and the crew was not injured. [ReCAAP Focal Point (Singapore)]
20	Nave Buena Suerte Crude oil tanker Hong Kong 152727 9514561	04/05/17 0106 hrs	1° 16.6' N, 103° 17.6' E Straits of Malacca and Singapore (SOMS)	While underway, the 2 nd Engineer sighted six perpetrators armed with knives in the engine room. Upon being sighted, the perpetrators forced the 2 nd Engineer to show them the way out of the engine room. Nothing was stolen as the perpetrators were sighted before they could steal anything. The alarm was sounded immediately and a search was conducted on board the ship. No perpetrators were found. A report was made to the Vessel Traffic Information System (VTIS) via VHF. The crew was not injured. [ReCAAP Contact Point (Hong Kong)]
21	Prabhu Lal Bulk carrier India 30057 9263124	11/05/17 2012 hrs	0° 16.3' S 117° 37.9' E Samarinda Anchorage, Indonesia	While at anchor, a perpetrator armed with knife boarded the ship via the anchor chain. The duty A/B on routine rounds sighted the perpetrator and informed the OOW who raised the alarm and mustered the crew. Upon hearing the alarm and realising that the crew had been alerted, the perpetrator escaped via the anchor chain and fled in a speed boat. A search was conducted on board the ship and nothing was stolen. [ReCAAP Focal Point (India)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
22	SC Dalian Chemical tanker Hong Kong 8539 9430454	21/05/17 0330 hrs	1° 43.7' N, 101° 23.2' E Port Lubuk Gaung, Indonesia	While at berth, six perpetrators armed with long knives boarded the ship from a speed boat. The perpetrators stole the outboard engine of a rescue boat on the poop deck and escaped. [ReCAAP Contact Point (Hong Kong)]
23	Name withheld Product tanker Saudi Arabia 29165	25/05/17 0515 hrs	1° 43.1' N, 101° 25.8' E Dumai Anchorage, Indonesia	While at anchor, two perpetrators armed with a machete boarded the product tanker. The alarm was raised and crew mustered. The perpetrators escaped with stolen ship property. [Regional authorities]
24	Alice Chemical tanker Marshall Islands 4202 9520273	28/05/17 2300 hrs	2° 49.9' N, 105° 17.4' E South China Sea (SCS)	While underway, six perpetrators armed with guns and knives boarded the ship through the port quarter. The perpetrators tied the master and crew, took the ship's cash, crew's personal belongings and cash, and escaped in a small boat. After the perpetrators left the ship, the master managed to untie himself and reported the incident to his Company Security Officer (CSO). The company reported the incident to the ReCAAP Focal Point (Singapore) who initiate the navigational broadcast of the incident and informed the relevant authorities. The crew was not injured. [ReCAAP Focal Point (Singapore)]
25	Uni Challenge Bulk carrier Singapore 18465 9606546	01/06/17 0300 hrs	7° 45.67' S, 109° 4.25' E Cilacap Anchorage, Indonesia	While at anchor, the duty oiler spot a perpetrator in the engine room. The perpetrator 'shot' two stones with a slingshot at the duty oiler and barely missed him. The duty oiler ran into the engine control room, locked himself inside and reported to the master. The master raised the alarm, heard a loud engine sound as a boat sped off with a group of three unknown persons. A search was conducted on the ship's aft station, main deck and engine room. It was discovered that the access watertight door in the main deck to the engine room was open. The perpetrator had removed A search was conducted but no perpetrator was found on board. The chief engineer discovered that some spares from the engine store room were missing. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
26	Harvester Bulk carrier Liberia 23651 9777711	03/06/17	Off Belawan, Indonesia	<p>While at anchor, eight perpetrators boarded the bulk carrier and stole paint. The Indonesian Navy Western Fleet Quick Response (WFQR) managed to locate and arrest two of the perpetrators, and recover the stolen items.</p> <p>[Regional authorities]</p>
27	M/Tug 308 Tug boat Philippines SSL Barge 08 Barge Philippines	05/06/17 1223 hrs	<p>5° 48.36' N, 125° 44.55' E</p> <p>Vicinity of Sarangani Strait, Jose Abad Santos, Davao Occidental, Philippines</p>	<p>While underway, 20 perpetrators carrying short firearms on board five motor bancas approached and boarded the tug boat. The perpetrators took away several gallons of fuel, paint and half sack of rice. The crew of the tug boat reported the incident to the Philippine Coast Guard (PCG) who immediately launched its assets and conducted maritime patrol in the area. The PCG located the tug boat and the barge; and rendered assistance to the tug boat.</p> <p>While the PCG team was conducting verification on board the tug boat, one motor banca with two perpetrators on board came alongside on the other side of the tug boat. The perpetrators who were not armed boarded the tug boat and were immediately apprehended by the PCG team. They were handed over to the Philippine National Police (PNP) for investigation and filing of appropriate charges in court.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
28	Akrotiri Tanker Singapore 25190 9007752	08/06/17 0355 hrs	<p>1° 21' N, 104° 36' E</p> <p>Off Tanjung Berakit, Pulau Bintan, Indonesia</p>	<p>While at anchor, unknown number of perpetrators armed with knives boarded the ship from a boat and grabbed the AB on watch to the engine room. The duty officer suspected that something happened when the duty AB failed to reply through the handheld radio. While searching for the AB, he spotted a boat alongside the starboard quarter from the bridge wing of the ship. He then raised the alarm which made the perpetrators left the ship. The crew was not injured and some engine spares were stolen.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
29	Loch Seaforth Offshore supply vessel Singapore 10835 9594949	14/06/17 0450 hrs	1° 0.09' N, 104° 14.58' E Off Pulau Bintan, Indonesia	While at anchor, four perpetrators boarded the ship and escaped immediately upon being sighted by the crew. The crew was not injured and nothing was stolen. [ReCAAP Focal Point (Singapore)]
30	C. P. 41 Chemical/oil product tanker Thailand 2752 9186455	23/06/17 2100 hrs	3° 55.27'N, 103° 52.8'E South China Sea (SCS)	While sailing, six perpetrators speaking Bahasa, armed with guns and knives boarded the ship and locked all crew in the engine room. The perpetrators instructed the ship's engineer to operate the pump and siphon the cargo of diesel to their ship. An estimated of 1.5 million litres of diesel was siphoned from the ship. Thereafter the perpetrators released all the crew at 0420 hrs on 24 Jun 17. Before leaving the ship, the perpetrators damaged the ship's communication equipment. The ship arrived at Songkha port on 26 Jun 17; and a team boarded the ship for investigation. [ReCAAP Focal Point (Thailand)]

ATTEMPTED INCIDENTS

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
31	<i>Ocean Kingdom</i> Container ship Antigua and Barbuda 7541 9202091	03/01/17 1500 hrs	06° 37.70' N, 122° 44.40' E Approximately 25 nm east of Matanal Point, Sibago Island, Basilan, Philippines (Sulu-Celebes Sea)	<p>While underway, two white and yellow speed boats, each with two and three perpetrators armed with guns and long rifles, approached the container ship. While approaching, one of the perpetrators in one of the boats made a hand signal to stop and then increased its speed abruptly to 14 knots while the other speed boat proceeded towards the stern of the ship with one perpetrator attempted to climb onto the container ship. The master conducted a zig-zag manoeuvring which resulted in swaying of the rudder and propeller that created some intermittent waves which forced the perpetrator to abort his attempt to board the ship.</p> <p>The perpetrators fired continuously at the ship which resulted in multiple bullet shots at the bridge area and different parts of the ship. The crew was not injured. The incident was reported to the Philippine Coast Guard (PCG) Station at Zamboanga who coordinated with the Naval Forces Western Mindanao in dispatching boats to the location.</p> <p>The DA-BFAR Monitoring, Control and Surveillance (MCS) vessel- 3009, which is under the operational control (OPCON) of the PCG that was operating in the vicinity, was directed to proceed to the area. In addition, the Search and Rescue Vessel (SARV)-3503, Tug Boat (TB)-271 and DA-BFAR MCS-3006 were also dispatched</p> <p>[ReCAAP Focal Point (Philippines)]</p>
32	<i>Great Sailor</i> Chemical tanker Vietnam 9419 9183477	06/01/17 0123 hrs	01° 14.83' N, 104° 06.02' E Straits of Malacca and Singapore (SOMS)	<p>While underway in the eastbound lane of the Singapore Strait, an unknown number of perpetrators in a small fast moving craft attempted to board the tanker. The master took evasive action, raised alarm and shone the spot light at the small craft. Upon realising that they had been detected, the unknown craft aborted the boarding attempt.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
33	Donghae Star Bulk carrier Panama 45026 9592604	22/02/17 1345 hrs	05° 38.09' N 119° 36.63' E Approximately 10.4 nm southwest of Pearl Bank, Philippines	<p>While underway, the ship spotted three fast boats painted in black with five perpetrators on board wearing black. The boats were heading towards the ship's direction at a speed of about 20.5 knots chasing after the ship. Immediately, the crew contacted the Philippine Navy-Littoral Monitoring Station (LMS), Bongao in the area through radio.</p> <p>After which, the fast boats slowed down their speed. The ship proceeded to its next port of call with no untoward incident.</p> <p>The Philippine Navy (PN) informed the Joint Task Force Tawi-Tawi (JTFTT) and deployed PN vessels to continue patrols in the vicinity of Pearl Bank and approaches.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
34	Phu An 268 General cargo ship Vietnam 1599 9549293	05/03/17 1600 hrs	06° 21' N, 118° 09' E Approximately 15.48 nm northeast of Pulau Libaran, off Sandakan, East Malaysia	<p>A skiff with six perpetrators on board approached and followed the ship for about 1.5 hours. The master and the crew used net and water canon to prevent the perpetrators from getting on board. Then the master informed the local authorities. In response, the Malaysian Royal Navy (RMN) vessel responded and proceeded to the area. The perpetrators escaped.</p> <p>[ReCAAP Focal Point (Vietnam)]</p>
35	Ping An Oil/chemical tanker Marshall Islands 11438 9495856	26/03/17 0100 hrs	01° 43' N, 101° 26.25' E Port Lubuk Gaug anchorage, Dumai, Indonesia	<p>While at anchor, a crew on security patrol sighted a perpetrator attempting to board the ship at poop deck from the ship's astern area. The crew alerted the duty officer on the bridge who raised the ship alarm and mustered the crew. The perpetrator aborted the boarding and escaped with three other accomplices who were on board a small craft. The crew was safe and a security search was conducted on board the ship. No ship's property was stolen. The perpetrators were subsequently arrested by the Indonesian Marine Police (IMP) who was patrolling in the vicinity.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
36	<i>Doña Annabel</i> Passenger/ cargo ferry Philippines	18/04/17 0754 hrs	07° 57.50' N, 121° 55.96' E Approximately 14 nm northwest of Port Santa Maria, Siocon, Zamboanga Peninsula, Philippines (Sulu-Celebes Sea)	<p>While underway, three fast boats surrounded and tried to approach the ship. There was an unknown number of perpetrators wearing bonnets and armed with guns on board the boats. The ship captain reported the incident to the Philippine Coast Guard (PCG).</p> <p>After receiving the distress call from the ship, the PCG immediately coordinated with local authorities and deployed its assets to conduct maritime patrol in the area. The Philippine Navy also deployed its assets and the Philippine Air Force deployed two Huey helicopters.</p> <p>The authorities located the ship and rendered assistance to her until she arrived safely at the port of Zamboanga City, Philippines.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

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Correct as of 25 April 2017

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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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