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**REPORT FOR JULY 2017**

# MONTHLY

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

# INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA IN JULY 2017

## OVERVIEW

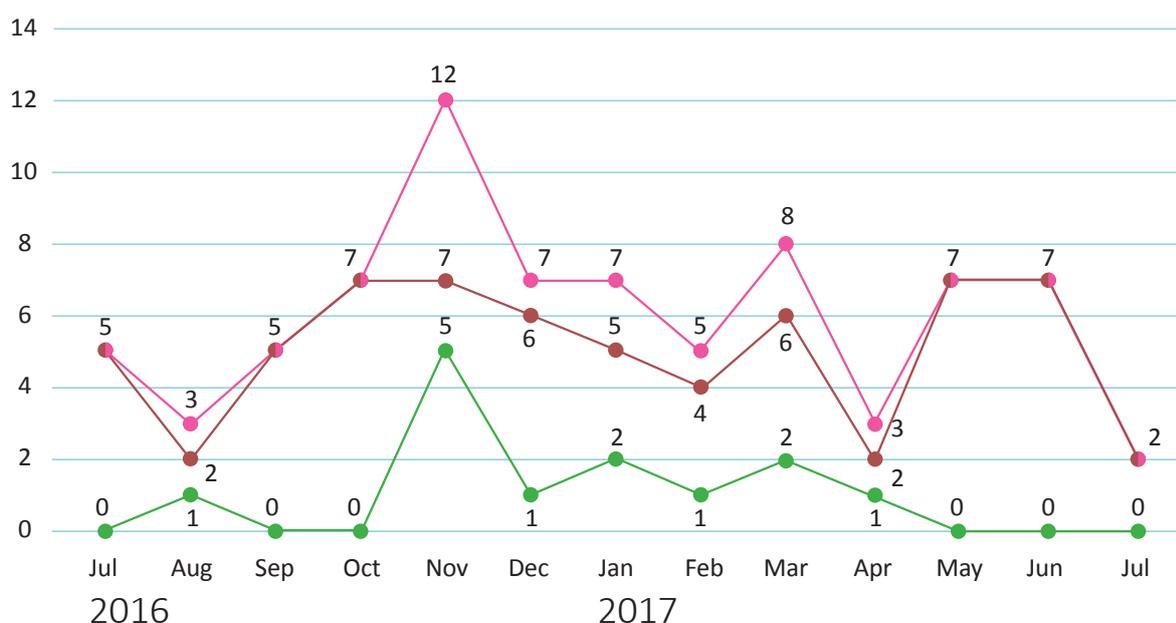
A total of two actual incidents of armed robbery against ships were reported in Asia in July 2017. No piracy incident was reported. The two incidents occurred on board ships while anchored in the vicinity of Pier 13, South Harbour, Manila, Philippines. There was no report of actual or attempted incidents involving the abduction of crew from ships in the Sulu-Celebes Sea and waters off Eastern Sabah in July 2017. No abduction of crew incident was reported since April 2017. The ReCAAP ISC continues to reiterate the need for collective efforts and shared responsibility among ReCAAP Focal Points, regional authorities and the shipping industry in addressing the situation of piracy and armed robbery against ships in Asia.

## NUMBER OF INCIDENTS

### JULY 2017

In July 2017, two incidents of armed robbery against ships were reported in Asia. The location of the incidents is shown in Map 1.

Compared to July 2016, the total number of incidents reported in July 2017 has decreased by more than 50%. A total of five incidents were reported in July 2016. Compared to the preceding months during the period of July 2016 to June 2017, July 2017 reported the lowest total number of incidents in a month. Graph 1 shows the number of incidents reported each month during July 2016 to July 2017.



**Graph 1 - Number of incidents (July 2016 to July 2017)**

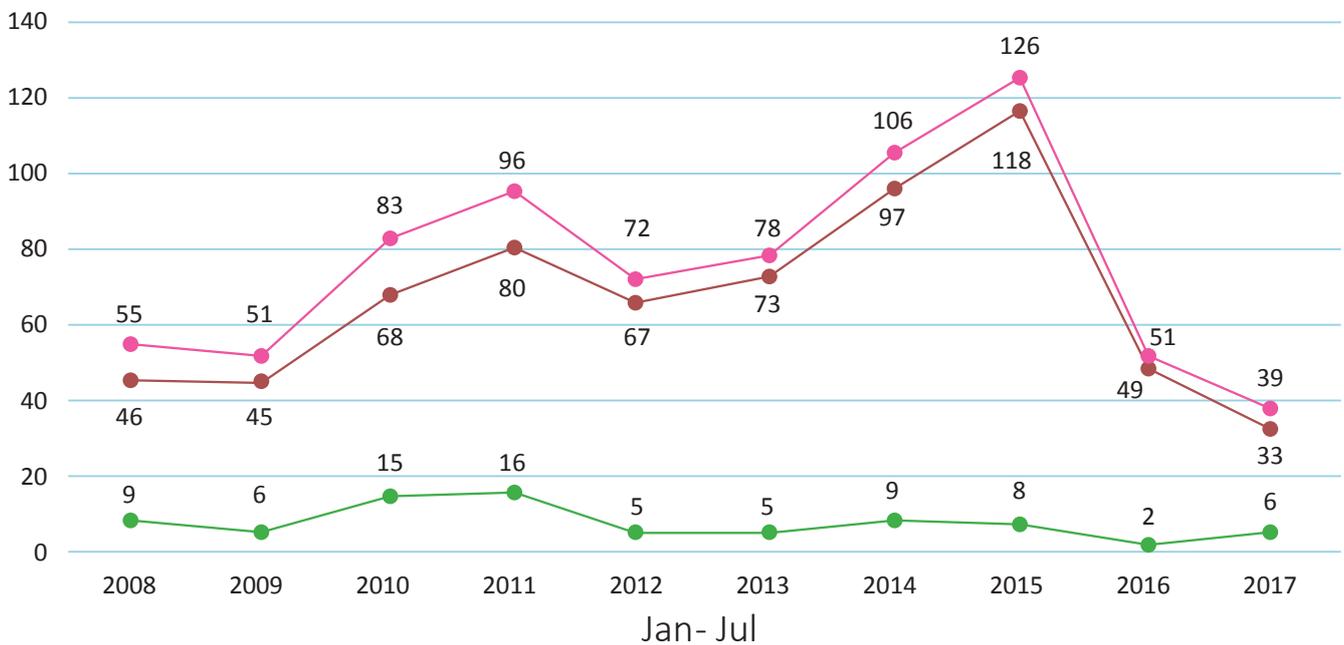
● Total ● Actual ● Attempted

## JANUARY-JULY 2017

Graph 2 shows the number of incidents reported during January-July of 2008-2017.

A total of 39 incidents were reported during January-July 2017, of which 33 were actual incidents and six were attempted incidents. The number of incidents reported during January-July 2017 was the lowest among the 10-year reporting period. Compared to January-July 2016, there was a 24% decrease in the total number of incidents reported during January-July 2017, and a 69% decrease compared to the same period in 2015. A total of 51 incidents were reported during January-July 2016, and 126 incidents reported during January-July 2015. The improvement during January-July 2017 was attributed to, amongst other contributing factors, the improvement of the situation in the Straits of Malacca and Singapore (since 2016) and at certain ports and anchorages in India, Indonesia and Vietnam.

While the overall situation during January-July 2017 has improved, there was increase in the number of incidents reported at certain ports and anchorages in Bangladesh (Chittagong) and Philippines (Manila and Batangas) compared to the same period in 2016.



**Graph 2 - Number of incidents (January-July of 2008-2017)**

● Total ● Actual ● Attempted

# SIGNIFICANCE LEVEL OF INCIDENTS<sup>1</sup>

## JULY 2017

Of the two incidents reported in July 2017, one was a CAT 3 incident and the other a CAT 4 incident. Both occurred on board ships while at anchor.

## JANUARY-JULY 2017

Of the 33 actual incidents reported during January-July 2017, four were CAT 1 incidents, three were CAT 2 incidents, 11 were CAT 3 incidents and 15 were CAT 4 incidents. Majority of the incidents reported during January-July 2017 were CAT 3 and CAT 4 incidents, which conforms to the trend observed for the same period in the past 10 years (January-July of 2008-2017).

Except for January-July of 2013, CAT 1 incidents were reported throughout January-July of 2008-2017. Most of these incidents were organised crimes carried out by perpetrators believed to operate in syndicates; specifically, the incidents involved the hijacking of tug boats for resale (2010 and 2011), and hijacking of tankers for theft of oil cargo (2014 and 2015). Most of the CAT 1 incidents reported in 2016 and 2017 involved the abduction of crew in the Sulu-Celebes Sea and waters off Eastern Sabah for ransom, claimed to be carried out by the Abu Sayyaf Group (ASG).

Notably, there has been a 50% decrease in the number of CAT 1 incidents reported during January-July 2017 compared to the same period in 2016. Six of the eight CAT 1 incidents reported during January-July 2016 were abduction of crew for ransom compared to three out of the four CAT 1 incidents reported during the same period in 2017.

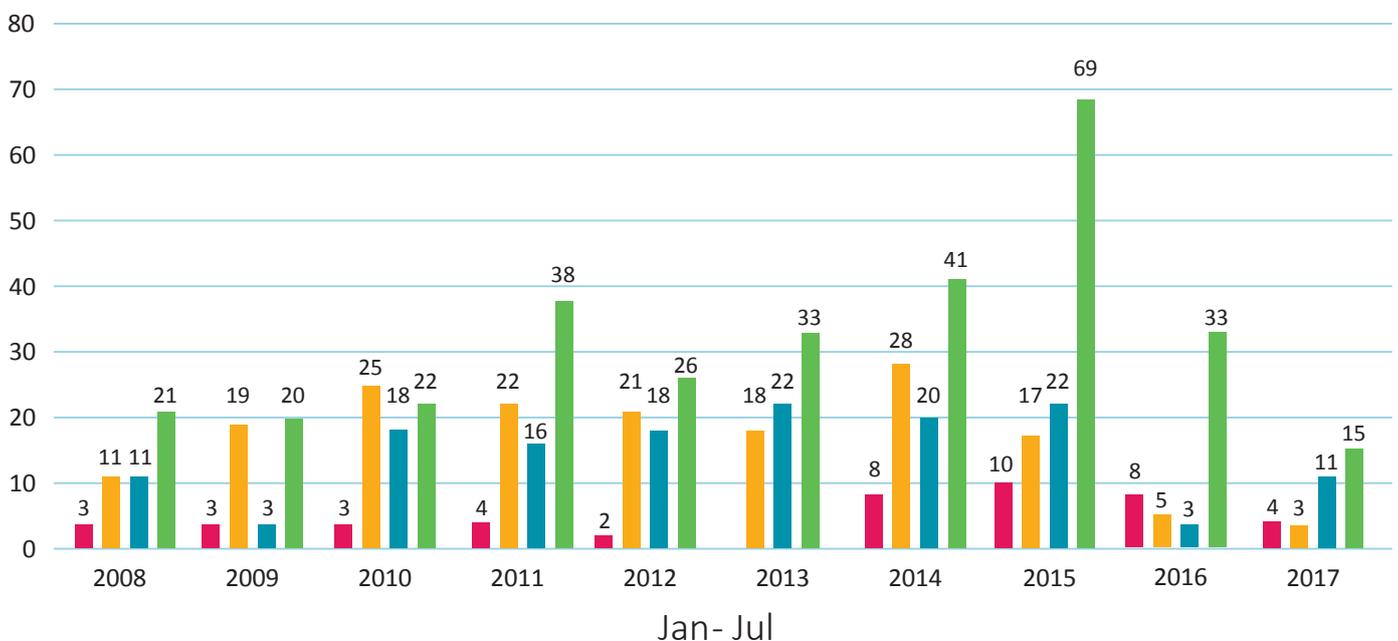


Chart 1 - Significance level of incidents (January-July of 2008-2017)

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4

<sup>1</sup> Refer to the Appendix for the description of the four Category levels (CAT 1, CAT 2, CAT 3 and CAT 4).

## LOCATION AND DESCRIPTION OF INCIDENTS

Refer to Map 1 for the location of the two incidents reported in July 2017; and the Appendix on page 14 for the description of these incidents.



**Map 1 – Location of incidents in July 2017**

- |                                                                                 |                                                                           |
|---------------------------------------------------------------------------------|---------------------------------------------------------------------------|
| <b>1</b> <i>E. R. Martinique</i><br>General cargo ship<br>11 Jul 17<br>0150 hrs | <b>2</b> <i>Cosco Fukuyama</i><br>Container ship<br>14 Jul 17<br>1930 hrs |
|---------------------------------------------------------------------------------|---------------------------------------------------------------------------|

## INCIDENTS AT PORT/ANCHORAGE IN MANILA, PHILIPPINES

Within an interval of three days in July 2017, two incidents were reported in close proximity to each other on board ships anchored in the vicinity of Pier 13, South Harbour, Manila, Philippines.

On 11 Jul 17 at about 0150 hrs, the duty watch of general cargo ship, *E. R. Martinique* discovered the portside door of the forecastle store was open and the padlock was broken. Several footprints were seen on the deck and a small boat moving towards the ship's bow. A subsequent check revealed that some ship equipment was missing including a fire hose nozzle. On 14 Jul 17 at 1930 hrs, the duty officer of container ship, *Cosco Fukuyama* sighted two perpetrators climbed and boarded the ship through the anchor hawse pipe and stole a life raft and a fireman self-contained breathing apparatus (SCBA). Both incidents were reported to the Philippine Coast Guard (PCG) who immediately deployed its assets to the location of the incidents to search for the perpetrators and conduct maritime patrol in the area. It was not known if the same group of perpetrators were involved in the two incidents due to the absence of information about the perpetrators involved in the incident on board *E. R. Martinique*. It is noted that in both cases, fire-fighting related equipment were taken (fire hose nozzle and SCBA).

## SITUATION OF ABDUCTION OF CREW FROM SHIPS WHILE UNDERWAY IN THE SULU-CELEBES SEA AND WATERS OFF EASTERN SABAH (JANUARY-JULY 2017)

There was no report of incident involving the abduction of crew from ships in the Sulu-Celebes Sea and waters off Eastern Sabah in July 2017. The last incident reported to the ReCAAP ISC occurred on board *Super Shuttle Tug 1* on 23 Mar 17.

On 5 Jul 17, the Philippine military found the bodies of two abducted crew of bulk carrier *Royal 16* at Sitio Limbutulan, Brgy Tumahubong, Sumisip Basilan, Province. *Royal 16* was boarded by 10 armed men who abducted six of its crew on 11 Nov 16.

On 7 Jul 17, the Philippine troops while conducting military operations in Patikul Sulu recovered a cadaver which was later identified as one of the abducted crew of bulk carrier *Giang Hai*. An unknown number of armed men boarded *Giang Hai* on 19 Feb 17, abducted six of its crew and killed one while underway.

During January-July 2017, a total of 11 crew had been abducted from ships while underway in the Sulu-Celebes Sea and waters off Eastern Sabah. Of the 11 crew, two had been rescued, two killed and seven are still in captivity<sup>2</sup>. The Philippine authorities continued to conduct pursuit operations and intensify its military operations to rescue the abducted crew and neutralize the militant group.

<sup>2</sup> Between March 2016 and July 2017, a total of 59 crew had been abducted. Of these, 30 had been released, nine rescued, five killed and 15 are still in captivity.



**Map 2 – Incidents of abduction of crew (actual and attempted) January-July 2017**

**1** *FISHING BANCA* (18 Jan 17)  
Three Indonesian crew abducted

**2** *GIANG HAI* (19 Feb 17)  
Six Vietnamese crew abducted;  
Two abducted crew killed

**3** *SUPER SHUTTLE TUG 1* (23 Mar 17)  
Two Filipino crew abducted  
Crew rescued on 25 and 27 Mar 17

**4** *OCEAN KINGDOM* (3 Jan 17)  
Attempted incident

**5** *DONGHAE STAR* (22 Feb 17)  
Attempted incident

**6** *PHU AN 268* (5 Mar 17)  
Attempted incident

**7** *DOÑA ANNABEL* (18 Apr 17)  
Attempted incident

# CONCLUSION

The overall situation of piracy and armed robbery against ships in Asia in July 2017 had improved compared to the same period in 2016. Two incidents were reported in July 2017 compared to five incidents reported in July 2016.

There was no report of incident involving the abduction of crew from ships while underway in the Sulu-Celebes Sea since the last reported incident that occurred in March 2017. Nevertheless there is no room for complacency. The ReCAAP ISC reiterates its advisory issued via the ReCAAP ISC Incident Alert dated 21 November 2016 to all ships to re-route from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the Sulu-Celebes Sea and in waters off Eastern Sabah, and to report all incidents immediately to the following Centres:

**1) Philippine Coast Guard District  
Southwestern Mindanao Operation Centre**

+63 929686 4129

+63 916626 0689

VHF: Channel 16 with call-sign "ENVY"

Email: [hcgdswm@yahoo.com](mailto:hcgdswm@yahoo.com)

**2) Navy - Littoral Monitoring Station (LMS)  
Bongao, TawiTawi**

+63 917774 2293

VHF: Channel 16

Email: [jointtaskgroupptt@gmail.com](mailto:jointtaskgroupptt@gmail.com)

**3) Eastern Sabah Security Command (ESSCOM)**

Tel: +60 89863181/016

Fax: +60 89863182

VHF: Channel 16 with call-sign "ESSCOM"

Email: [bilikgerakanesscom@jpm.gov.my](mailto:bilikgerakanesscom@jpm.gov.my)

The ReCAAP ISC reiterates the need for port authorities to maintain enhanced port security measures, particularly during hours of darkness; and ship masters to exercise all round vigilance and make timely reporting of all incidents to the relevant authorities.

# 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 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 and to facilitate the maritime community to carry out risk assessment.

## DETAILS OF ReCAAP FOCAL POINTS / CONTACT POINT

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>Australia</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.bd">cns@dos.gov.bd</a>	+88-02-9554206	+88-02-9587301
<b>Brunei</b>		
Marine Police Royal Brunei Police Force 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@mpwt.gov.kh">mmd@mpwt.gov.kh</a>	+85-5-2386-4110	+85-5-2386-4110
<b>China</b>		
China Maritime Search and Rescue Coordination 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	+85-2-2541-7714
<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
<b>India</b>		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: <a href="mailto:indsar@vsnl.net">indsar@vsnl.net</a> <a href="mailto:mrcc-west@indiancoastguard.nic.in">mrcc-west@indiancoastguard.nic.in</a>	+91-22-2431-6558 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>Japan</b>		
Japan Coast Guard (JCG) Ops Centre Email : <a href="mailto:jcg-op@mlit.go.jp">jcg-op@mlit.go.jp</a>	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
<b>Republic of Korea</b>		
Ministry of Oceans and Fisheries Operations Centre Email: <a href="mailto:piracy@gicom.s.go.kr">piracy@gicom.s.go.kr</a>	+82-44-200-5895 to 98	+82-44-200-5886 to 88
<b>Laos</b>		
International Organisations Department Ministry of Foreign Affairs Email: <a href="mailto:unpolsec.mfalaos@gmail.com">unpolsec.mfalaos@gmail.com</a>	+856-21-414025	+856-21-414025
<b>Myanmar</b>		
MRCC Ayeyarwaddy (Myanmar Navy) Email: <a href="mailto:mrcc.yangon@mptmail.com.mm">mrcc.yangon@mptmail.com.mm</a> <a href="mailto:mrcc.myanmar2012@gmail.com">mrcc.myanmar2012@gmail.com</a>	+95-313-1650	+95-1202-417
<b>Netherlands</b>		
Dutch Coast Guard Maritime Information Centre (MIK-NL) Email: <a href="mailto:mik-nl@kustwacht.nl">mik-nl@kustwacht.nl</a>	+31-223-658-101	+31-223-658-358
<b>Norway</b>		
Norwegian Maritime Authority Email: <a href="mailto:morten.alsaker.lossius@sjofartsdir.no">morten.alsaker.lossius@sjofartsdir.no</a>	+47-5274-5000 +47-5274-5130	+47-5274-5001
<b>Philippines</b>		
Philippine Coast Guard PCG Action Centre-MRCC (Manila) Email: <a href="mailto:cgac@coastguard.gov.ph">cgac@coastguard.gov.ph</a>	+63-2-527-8481 to 89 (ext: 6136/37) +63-917-724-3682 +63-929-825-3207 (mobile)	+63-2-310-2097
Coast Guard District South Western Mindanao (CGDSWM) Email: <a href="mailto:hcgdswm@yahoo.com">hcgdswm@yahoo.com</a>	+63 929689 4129 +63 916626 0689  VHF: Channel 16 with call sign "ENVY"	

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<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:nhqдно@yahoo.com">nhqдно@yahoo.com</a> <a href="mailto:nhqдно@navy.lk">nhqдно@navy.lk</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> <a href="mailto:sornchon2558@gmail.com">sornchon2558@gmail.com</a>	+66-2475-4532	+66-2475-4577
<b>United Kingdom</b>		
National Maritime Information Centre Operations Centre Email: <a href="mailto:nmic-ws@mod.uk">nmic-ws@mod.uk</a>	+44 2392-211951	+44 2392-212024 Please indicate "FAO NMIC – A leg"
<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 7 August 2017

# DESCRIPTION OF INCIDENTS

## ACTUAL INCIDENTS

● CAT 3 ● CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<b>E. R. Martinique</b> General cargo ship Liberia 28927 9314985	11/07/17 0150 hrs	14° 33.88' N, 120° 54.77' E  Approximately 3.27 nm from Pier 13, South Harbour, Manila, Philippines	<p>While at anchor, the duty officer conducted a regular security inspection on the deck area and discovered that the portside door of the forecandle store was opened and the padlock was broken. He also noticed several footprints on the deck and a small boat with unknown number of perpetrators was moving towards the ship's bow.</p> <p>The duty A/B reported the situation to the Officer on Watch (OOW) on the bridge who raised the alarm. A general inspection and inventory of equipment were conducted. A fire hose nozzle was stolen.</p> <p>Upon receipt of the report, the PCG immediately deployed its asset with one team of Special Operating Unit (SOU) on board to conduct maritime patrol in the area.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
2	<b>Cosco Fukuyama</b> Container ship Panama 40165 9400306	14/07/17 1930 hrs	14° 33.43 ' N, 120° 55.41' E  Approximately 2.91 nm from Pier 13, South Harbour, Manila, Philippines	<p>While at anchor, two armed perpetrators boarded the ship through the hawse pipe. The perpetrators stole the life raft at the bow station and one fireman Self-Contained Breathing Apparatus (SCBA) before they escaped. The duty officer reported the incident to the chief officer who immediately raised the alarm. The master then reported the incident to the local port authorities.</p> <p>PCG immediately deployed its assets and intercepted a motor banca, <i>John Andrea</i> that was spotted near the area of incident. The team conducted search and inspected the said motor banca but yielded negative result.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>





**Regional Cooperation Agreement on Combating Piracy  
and Armed Robbery against Ships in Asia**

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