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REPORT FOR MAY 2017

MONTHLY

PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA IN MAY 2017

OVERVIEW

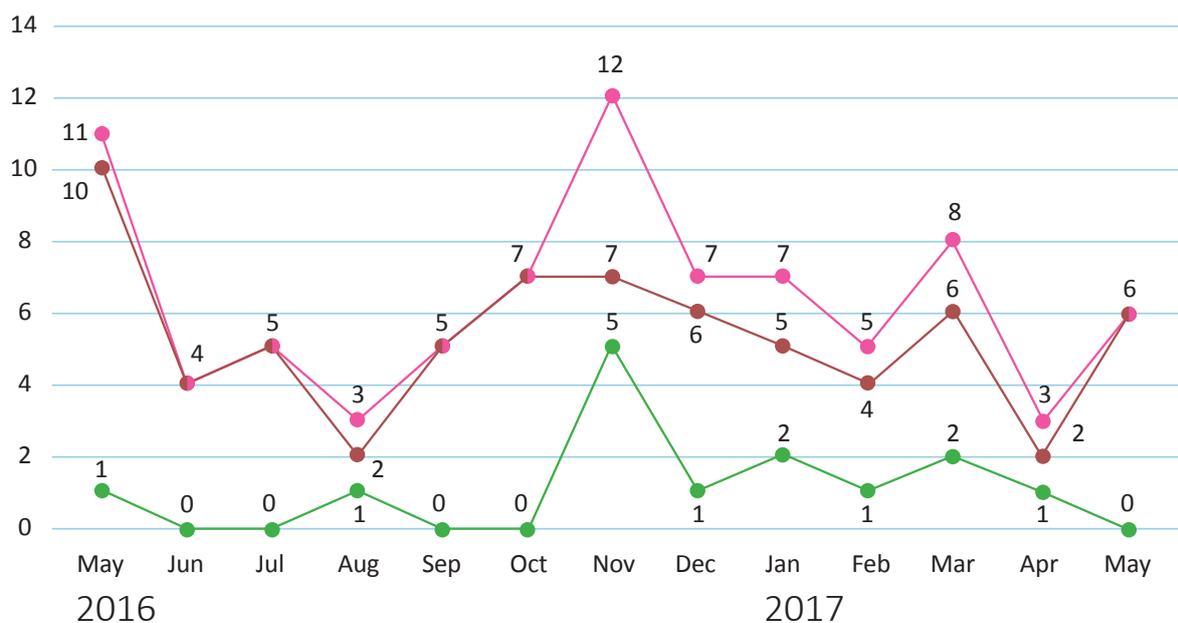
A total of six actual incidents of piracy and armed robbery against ships were reported in Asia in May 2017. No attempted incident was reported. Of the six incidents, one was a piracy incident in the South China Sea (SCS) and five were armed robbery against ships. Notably, there was no report on actual or attempted incidents involving the abduction of crew from ships while underway in the Sulu-Celebes Sea and waters off Eastern Sabah in May 2017. However, there is no room for complacency. 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

MAY 2017

In May 2017, six incidents of piracy and armed robbery against ships were reported in Asia. Compared to the same period in 2016, the number of incidents reported in May 2017 had decreased by almost 50%. A total of 11 incidents were reported in May 2016 compared to six incidents in May 2017. Compared to the preceding month, the number of incidents reported in May 2017 had doubled; from three incidents in April 2017 to six incidents in May 2017.

On a month-on-month comparison between May 2016 and May 2017, the number of incidents had fluctuated throughout the 1-year period; from as low as three incidents reported in August 2016 and in April 2017; to highest of 12 incidents in November 2016.



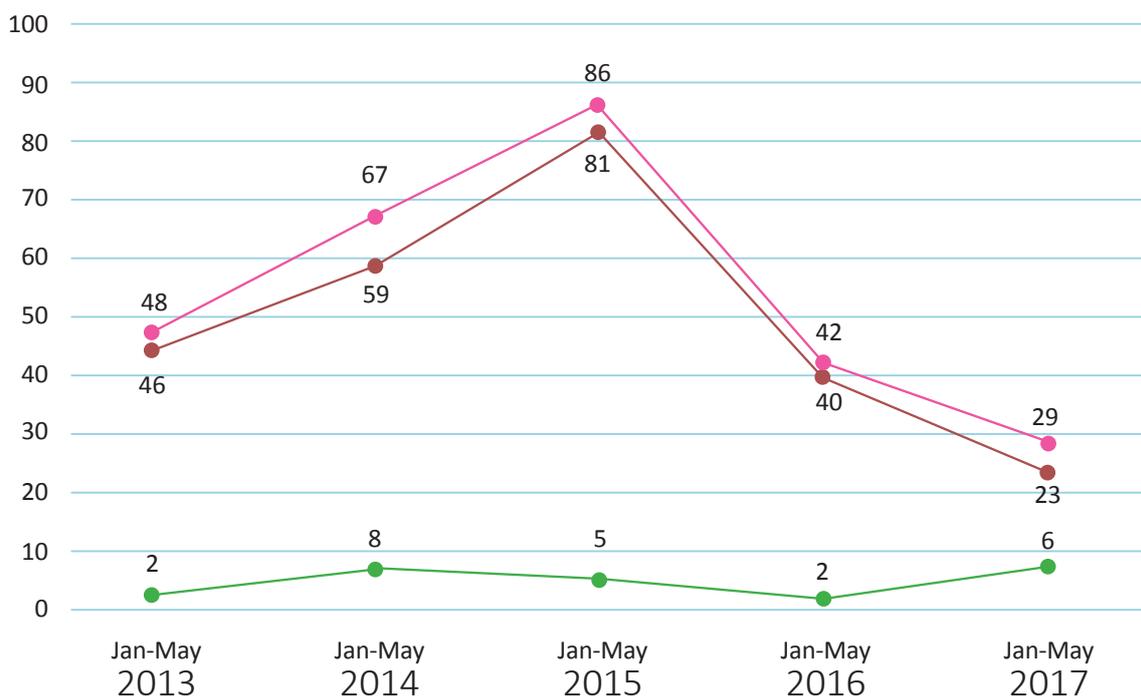
Graph 1 - Number of incidents (May 2016 to May 2017)

● Total ● Actual ● Attempted

JAN-MAY 2017

Graph 2 shows the number of incidents reported during the period of January-May of 2013-2017. Of the 29 incidents reported during January-May 2017, 23 were actual incidents and six were attempted incidents. The number of incidents reported for the period of January-May 2017 was the lowest among the five-year reporting period. Compared to the same period in 2016, there has been a 31% decrease in the total number of incidents reported during January-May 2017. This was due to, amongst other contributing factors, the improvement in the situation at ports and anchorages in India, Indonesia and Vietnam.

Conversely, the number of attempted incidents reported during January-May 2017 had increased compared to January-May of 2015 and 2016. The increase in the number of attempted incidents indicated that either more attempted incidents were reported, or ship masters, crew and the law enforcement agencies had been successful in preventing boarding by perpetrators. Of the six attempted incidents, four were incidents occurred to ships while underway in the Sulu-Celebes Sea.



Graph 2 - Number of incidents (January-May of 2013-2017)

● Total ● Actual ● Attempted

SIGNIFICANCE LEVEL OF INCIDENTS

MAY 2017

Of the six incidents reported in May 2017, one was a CAT 2 incident, four were CAT 3 incidents and one was a CAT 4 incident. The location of the incidents was shown in Map 1.

JANUARY-MAY 2017

Of the 23 actual incidents reported during January-May 2017, three were CAT 1 incidents, two were CAT 2 incidents, seven were CAT 3 incidents and 11 were CAT 4 incidents. See Chart 1. The bulk of the incidents were CAT 4 in nature as was the situation for the same period in the past four years (January-May of 2013-2016).

There had been a decrease in the number of CAT 1 incidents during January-May 2017 compared to the same period in 2015 and 2016. The three CAT 1 incidents reported during January-May 2017 were incidents involving the abduction of crew from ships while underway in the Sulu-Celebes Sea and waters off Eastern Sabah. The three incidents occurred in January, February and March of 2017. No actual abduction of crew incidents were reported in April and May of 2017. This could be attributed to the increase in presence and enhanced enforcement carried out by the Philippines and Malaysian authorities. The CAT 1 incidents reported during January-May of 2015 and 2016 included incidents involving the hijacking of tankers for theft of oil cargo. No such incident had been reported in 2017 so far.

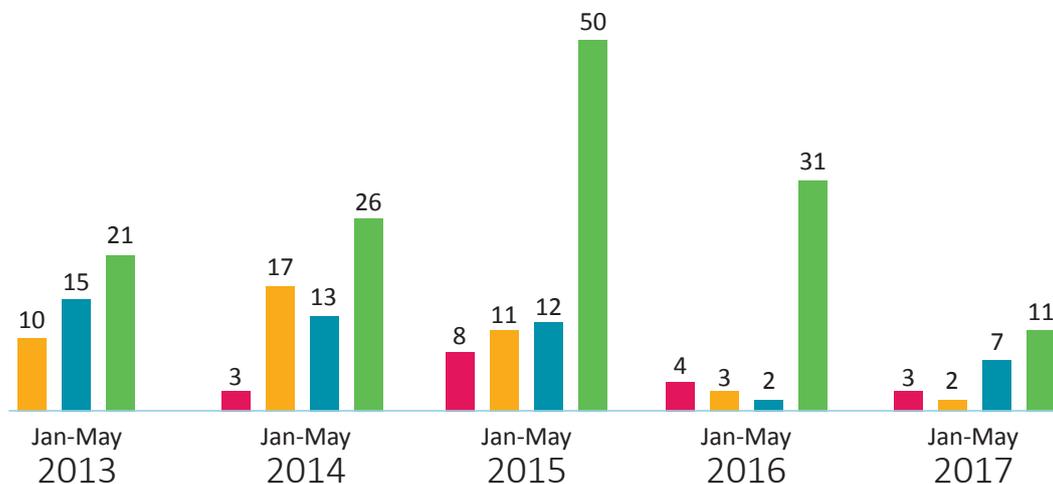


Chart 1 - Significance level of incidents (January-May of 2013-2017)

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4

LOCATION AND DESCRIPTION OF INCIDENTS

Refer to Map 1 for the location of the six incidents reported in May 2017; and the Appendix on pages 12-13 for the description of these incidents.



Map 1 – Location of incidents in May 2017

<p>1 <i>Unique Developer</i> Tanker 2 May 17 2315 hrs</p>	<p>2 <i>Nord Maru</i> Bulk carrier 3 May 17 0100 hrs</p>	<p>3 <i>Nave Buena Suerte</i> Oil tanker 4 May 17 0106 hrs</p>
<p>4 <i>Prabhu Lal</i> Bulk carrier 11 May 17 2012 hrs</p>	<p>5 <i>SC Dalian</i> Chemical tanker 21 May 17 0330 hrs</p>	<p>6 <i>Alice</i> Chemical tanker 28 May 17 2300 hrs</p>



CONCLUSION

The overall situation of piracy and armed robbery against ships in Asia in May 2017 had improved compared to the same period in 2016. Six incidents were reported in May 2017 compared to 11 incidents in May 2016.

Since the first report on the abduction of crew from ships while underway in the Sulu-Celebes Sea and off waters of Eastern Sabah was made to the ReCAAP ISC in March 2016, this is the first time no report on actual or attempted incident was reported in May 2017. Nevertheless, the ReCAAP ISC together with ReCAAP Focal Points, particularly the ReCAAP Focal Point for Philippines (Philippine Coast Guard), and the regional authorities will continue to monitor the situation closely and update on advisories and proactive measures initiated by the Philippine authorities in addressing the situation.

While the situation at certain ports and anchorages had improved during January-May 2017, there is no room for complacency. 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 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
Australia		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: amboc@border.gov.au	+61-2-6275-6000	+61-2-6275-6275
Bangladesh		
Department of Shipping E-mail: cns@dos.gov.bd	+88-02-9554206	+88-02-9587301
Brunei		
Brunei Police Marine Email: kasnol.kincho@police.gov.bn	+673-8836495	+673-2774000
Cambodia		
Merchant Marine Department E-mail: mmd@mpwt.gov.kh	+85-5-2386-4110	+85-5-2386-4110
China		
China Maritime Search and Rescue Coordination Centre (Beijing) Email: cnmrcc@mot.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999	+85-2-2541-7714
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Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-9137-6000	+45-9137-6001
India		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: indsar@vsnl.net mrcc-west@indiancoastguard.nic.in	+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
Japan		
Japan Coast Guard (JCG) Ops Centre Email : jcg-op@mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
Republic of Korea		
Ministry of Oceans and Fisheries Operations Centre Email: piracy@gicomsgo.kr	+82-44-200-5895 to 98	+82-44-200-5886 to 88
Laos		
International Relations Department Ministry of Public Security Email: Ketkeo_pmc@yahoo.com svongdeuane@yahoo.com	+856-21-970-151	+85-6-2121-2505 +85-6-2121-2547
Myanmar		
MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm mrcc.myanmar2012@gmail.com	+95-313-1650	+95-1202-417
Netherlands		
Dutch Coastguard Maritime Information Centre (MIK-NL) Email: mik-nl@kustwacht.nl	+31-223-658-101	+31-223-658-358
Norway		
Norwegian Maritime Authority Email: morten.alsaker.lossius@sjofartsdir.no	+47-5274-5000 +47-5274-5130	+47-5274-5001
Philippines		
Philippine Coast Guard PCG Action Centre-MRCC (Manila) Email: cgac@coastguard.gov.ph	+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: hcgdswm@yahoo.com	+63 929689 4129 +63 916626 0689 VHF: Channel 16 with call sign "ENVY"	

Country & Agency In Charge	Point of Contact	
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Singapore		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
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Sri Lanka Navy Operations Room / MRCC (Colombo) Email: nhqдно@yahoo.com nhqдно@navy.lk	+94-11-244 5368 +94-11-221 2230/31	+94-11-244 1454 +94-11-244 9718
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Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: miscdutyofficer@misc.go.th sornchon2558@gmail.com	+66-2475-4532	+66-2475-4577
United Kingdom		
National Maritime Information Centre Operations Centre Email: nmic-ws@mod.uk	+44 2392-211951	+44 2392-212024 Please indicate "FAO NMIC – A leg"
United States		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: rccalameda@uscg.mil	+1-510-437-3701	
Vietnam		
Vietnam Coast Guard Email: vietnamcoastguard@gmail.com vietnamfocalpoint@yahoo.com.vn	+84-4-3355-4378	+84-4-3355-4363

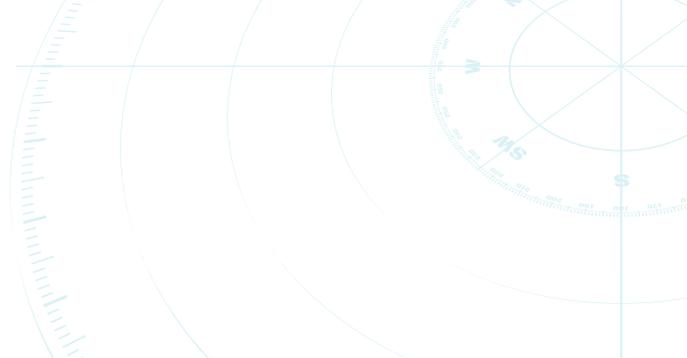
Correct as at 25 April 2017

DESCRIPTION OF INCIDENTS

ACTUAL INCIDENTS

● CAT 2 ● CAT 3 ● CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	Unique Developer Tanker Hong Kong 26914 9402809	02/05/17 2315 hrs	22° 13.9' N, 91° 44.10' E Bravo anchorage, Chittagong, Bangladesh	<p>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.</p> <p>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.</p> <p>[ReCAAP Contact Point (Hong Kong)]</p>
2	Nord Maru Bulk carrier Singapore 30684 9284491	03/05/17 0100 hrs	5° 57.50' S, 106° 55.6' E Tanjung Priok anchorage, Indonesia	<p>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.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
3	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)	<p>While underway, the 2nd Engineer sighted six perpetrators armed with knives in the engine room. Upon being sighted, the perpetrators forced the 2nd 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.</p> <p>[ReCAAP Contact Point (Hong Kong)]</p>



S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
4	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)]
5	SC Dalian Chemical tanker Hong Kong 8539 9430454	21/05/17 0330 hrs	01° 43.70' N, 101° 23.20' E Port Lubum 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)]
6	Alice Chemical tanker Marshall Islands 4202 9520273	28/05/17 2300 hrs	2° 49.9' N, 105° 17.4' E Approximately 23.5 nm southwest of Pulau Mangkai, Indonesia	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)]



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

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