



JANUARY - MARCH 2017 REPORT

QUARTERLY

PIRACY AND ARMED ROBBERY
AGAINST SHIPS IN ASIA

200 km

400 km

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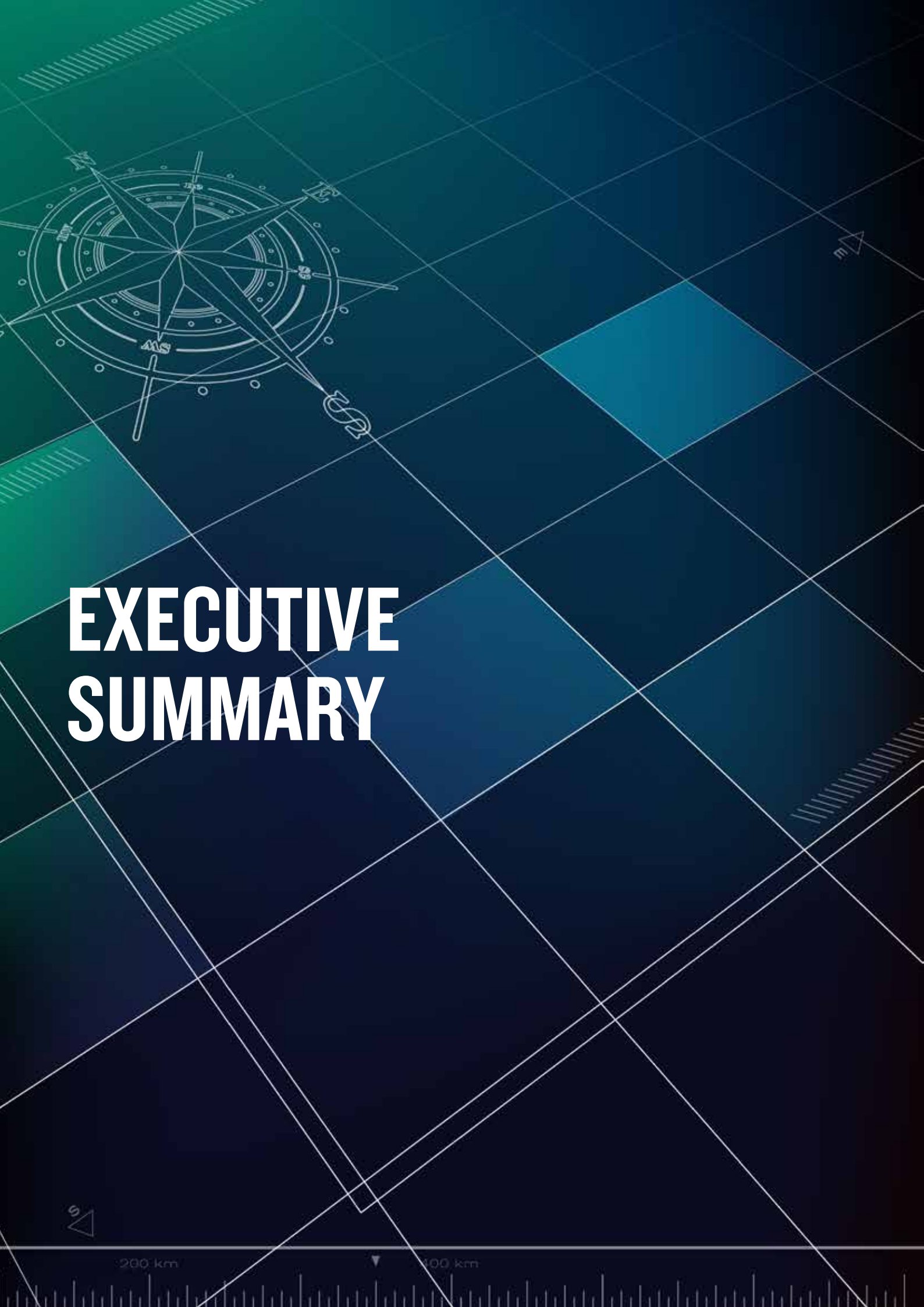
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EXECUTIVE SUMMARY

200 km

100 km

EXECUTIVE SUMMARY

A total of 20 incidents of piracy and armed robbery against ships (comprising 15 actual incidents and five attempted incidents) were reported during January-March 2017 in Asia. The number of actual incidents has decreased by 12% compared to the same period in 2016. A total of 17 incidents (all actual incidents) were reported during January-March 2016. The increase in the number of attempted incidents during January-March 2017 was an indication of successful efforts by crew in deterring boarding by perpetrators.

There were improvements at ports and anchorages in Asia, particularly India. One incident was reported in India during January-March 2017 compared to 10 incidents reported there during the same period in 2016.

However, of serious concern was the continued occurrence of incidents involving the abduction of crew from ships while underway in the Sulu-Celebes Sea and waters off Eastern Sabah, East Malaysia. During January-March 2017, six incidents comprising three abduction incidents and three attempted incidents were reported to the ReCAAP ISC by the Philippine Coast Guard (PCG) who is the ReCAAP Focal Point for Philippines. The operations carried out by the Philippine military, PCG and other law enforcement agencies of the Philippines during 23-27 Mar 17 resulted in the rescue of the two abducted crew of *Super Shuttle Tug 1* and five

abducted crew of *Serudong 3*. As of 31 Mar 17, of the total number of 58 abducted crew since March 2016, 37 were released and 21 are still in captivity.

On 31 Mar 17, the ReCAAP ISC published a *Special Report on Abducting of Crew from Ships in the Sulu-Celebes Sea and Waters off Eastern Sabah (Part III)*¹. The Report provides an analysis of the situation of abduction of crew from ships since March 2016 in the Sulu-Celebes Sea and waters off Eastern Sabah, the modus operandi of the perpetrators and an advisory to the shipping industry. 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. The vigilance and timely reporting by ships were effective in preventing the perpetrators from boarding *Ocean Kingdom*, *Donghae Star* and *Phu An 268*.

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, maintaining stringent enforcement and apprehending the perpetrators.

¹ Refer to ReCAAP ISC's website at www.recaap.org for the '*Special Report on Abducting of Crew from Ships in the Sulu-Celebes Sea and Waters off Eastern Sabah (Part III)*'.



PART ONE OVERVIEW

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

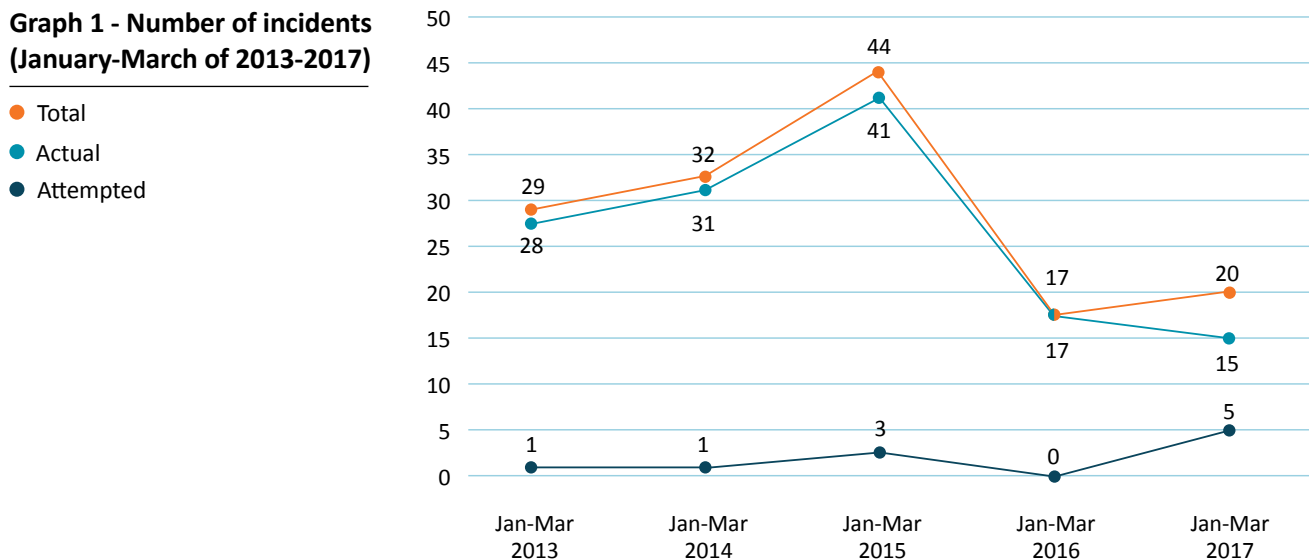
PART ONE OVERVIEW

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

NUMBER OF INCIDENTS

During January-March 2017, a total of 20 incidents of piracy² and armed robbery against ships³ were reported in Asia (comprising 15 actual incidents⁴ and five attempted incidents⁵). Graph 1 shows the number of incidents reported during January-March of 2013-2017). Of the 20 incidents, two were piracy incidents and 18 were incidents of armed robbery against ships. Refer to Appendix for *Description of incidents (January-March 2017)*.

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



² 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.

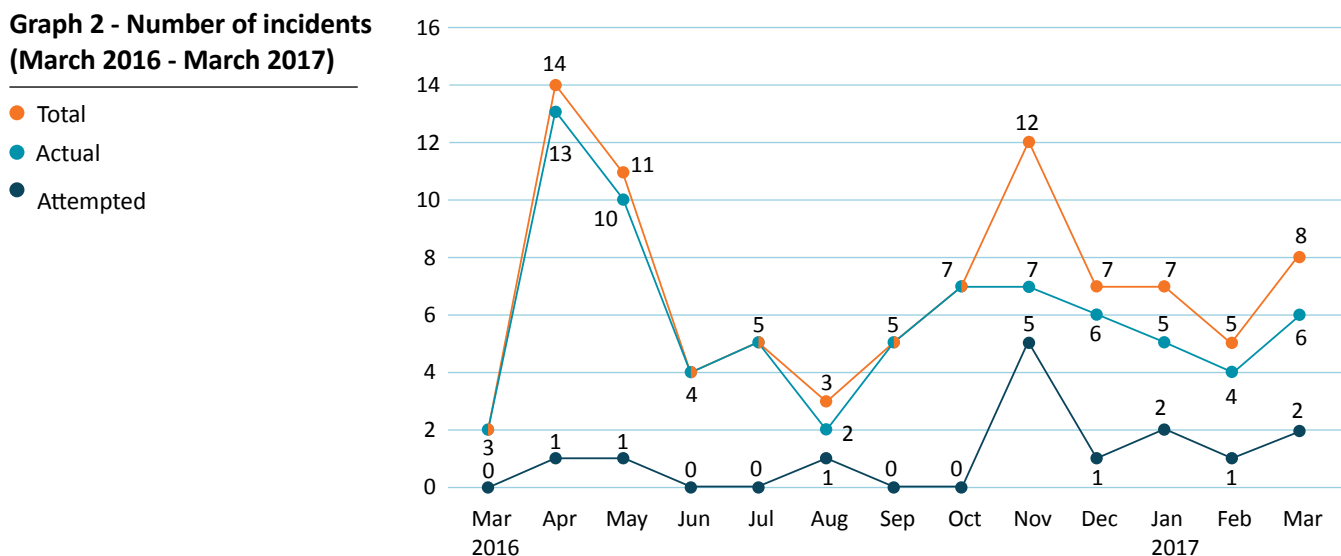
³ Definition of armed robbery against ships is in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025 (26). Refer to Appendix for detailed definition.

⁴ 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.

⁵ Attempted incidents are incidents where pirates/robbers tried but fail to board the ship.

Graph 2 shows the number of reported incidents that occurred each month between March 2016 and March 2017. The number of incidents fluctuates throughout the period between March 2016 and November 2016, after which the number of incidents continued to decrease every month, from December 2016 till February 2017.

Graph 2 - Number of incidents (March 2016 - March 2017)



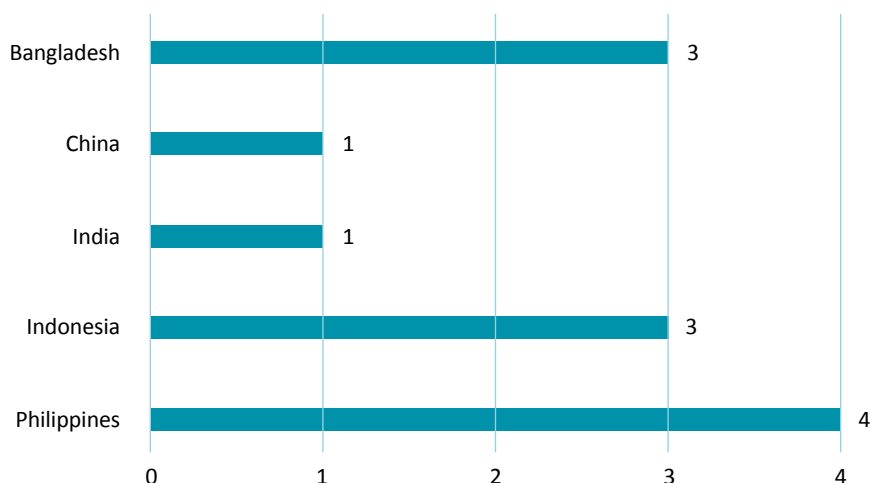
STATUS AND LOCATION OF SHIPS

Of the 20 incidents reported during January-March 2017, eight incidents occurred on board ships while underway, and 12 incidents occurred on board ships while at anchor/berth. Majority of the incidents that occurred on board ships while underway involved the abduction of crew from ships underway in the Sulu-Celebes Sea, waters of Philippines and off Eastern Sabah, East Malaysia.

INCIDENTS ON BOARD SHIPS AT ANCHOR/BERTH

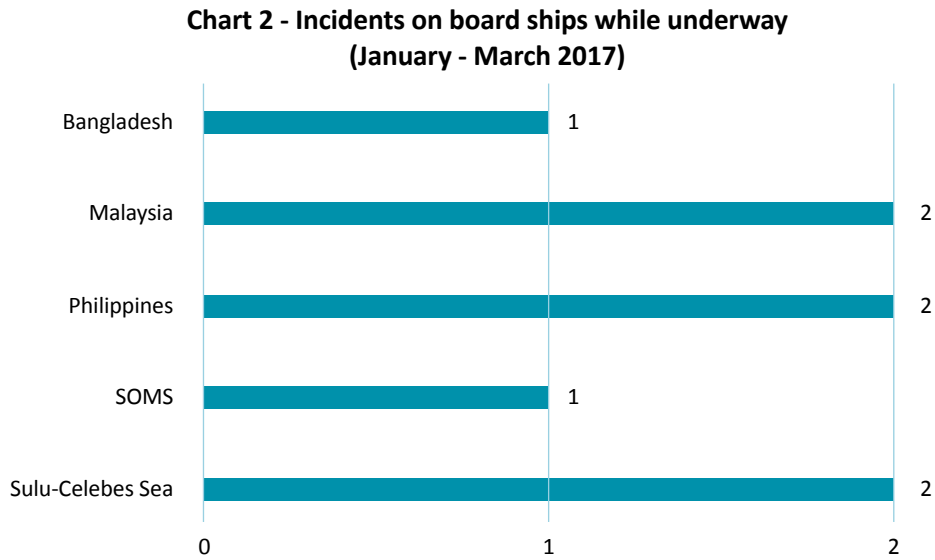
Of the 12 incidents that occurred on board ships at anchor/berth, four occurred at port and anchorages in Philippines (Batangas), three occurred at ports and anchorages in Bangladesh (Chittagong and off Kutubdia Island) and three occurred at ports and anchorages in Indonesia (Dumai and Taboneo). The remaining two incidents occurred at ports and anchorages in China (Jingtang) and India (Mumbai). Chart 1 shows the location of the 12 incidents on board ships at anchor/berth.

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



INCIDENTS ON BOARD SHIPS WHILE UNDERWAY

Of the eight incidents that occurred on board ships while underway, six incidents of abduction of crew (three actual and three attempted) occurred in the Sulu-Celebes Sea, waters of the Philippines and East Malaysia, one incident on board ship while underway in Bangladesh (Cox’s Bazar) and one incident in the Straits of Malacca and Singapore (off Nongsa Point). Chart 2 shows the location of the eight incidents on board ships while underway.



Refer to Map 1 below for the location of all incidents reported during January-March 2017.



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



PART TWO INSIGHT

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

200 km

100 km

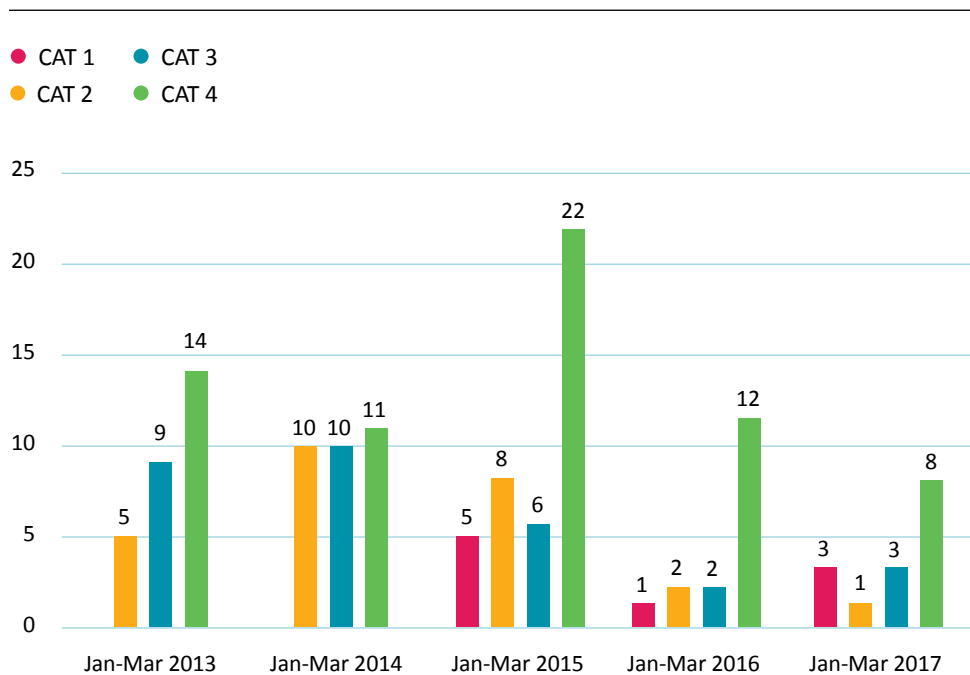
PART TWO INSIGHT

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

SIGNIFICANCE LEVEL OF ACTUAL INCIDENTS

Of the 15 actual incidents reported during January-March 2017, three were CAT 1 incidents, one was a CAT 2 incident, three were CAT 3 incidents and eight were CAT 4 incidents. Except for the CAT 1 incidents and CAT 3 incidents, the number of CAT 2 and CAT 4 incidents were the lowest in January-March 2017 compared to the same period of 2013-2016. Chart 3 shows the Significance Level of incidents reported during January-March of 2013-2017.

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



LOCATION OF INCIDENTS

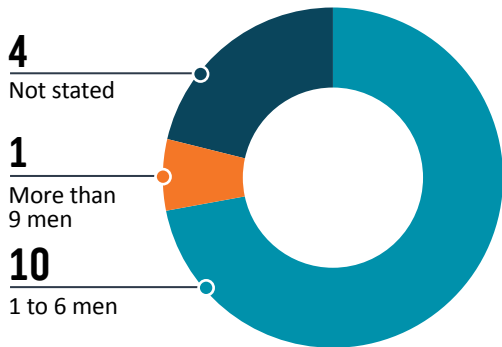
Table 1 shows the number and location of incidents reported in Asia during January-March of 2013-2017.

	January - March 2013		January - March 2014		January - March 2015		January - March 2016		January - March 2017	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
East Asia										
China							1		1	
Sub-total	0	0	0	0		0	1	0	1	0
South Asia										
Bangladesh			3		2				4	
Bay of Bengal			2							
India	3		2		2		10		1	
Sub-total	3	0	7	0	4	0	10	0	5	0
South East Asia										
Indian Ocean				1						
Indonesia	19	1	14		5		3		2	1
Malaysia					1				1	1
Philippines	1					1	1		5	1
SCS	2		1							
SOMS	1		9		20	1				1
Sulu-Celebes Sea									1	1
Thailand					1					
Vietnam	2				7		2			
Sub-total	25	1	24	1	37	3	6	0	9	5
Overall total	28	1	31	1	41	3	17	0	15	5

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

VIOLENCE FACTORS OF ACTUAL INCIDENTS

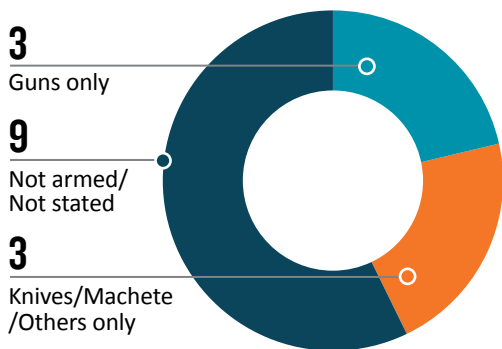
**Chart 4 - Number of perpetrators
(January - March 2017)**



NUMBER OF PERPETRATORS

Ten of the 15 actual incidents (67%) reported during January-March 2017 involved perpetrators operating in groups of 1 to 6 men. One incident involved 9 men who boarded a *Fishing Banca* and abducted three crew on 18 Jan 17. There was no information on the number of perpetrators involved in four other incidents.

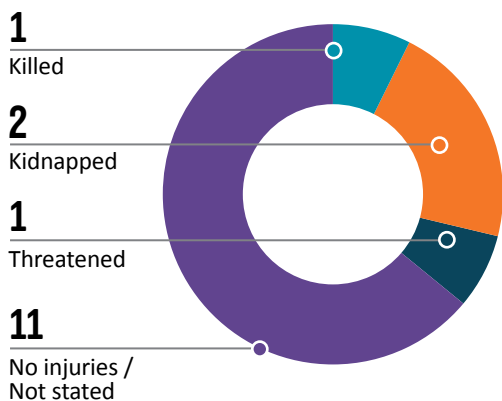
**Chart 5 - Type of weapons carried by perpetrators
(January - March 2017)**



TYPE OF WEAPONS CARRIED BY PERPETRATORS

Of the 15 incidents, three incidents (21%) reported that the perpetrators were armed with guns. These incidents involved the abduction of crew from ships (*Fishing Banca*, *Giang Hai* and *Super Shuttle Tug 1*) while underway in the Sulu-Celebes Sea and waters off Philippines. Three incidents involved perpetrators armed with knives/machetes and these incidents occurred at Batangas anchorage in Philippines and Chittagong anchorage in Bangladesh. No information on the type of weapons carried by perpetrators or that the perpetrators were not armed in nine of the incidents.

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

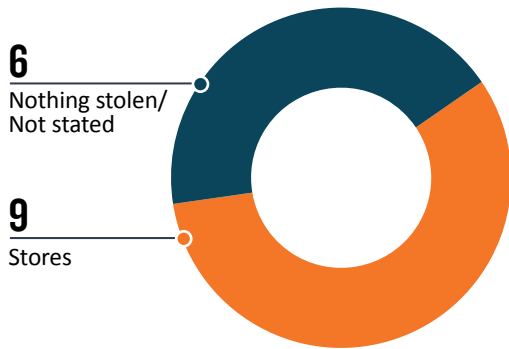


TREATMENT OF CREW

One incident reported the death of two crew and abduction of five crew for ransom (*Giang Hai*), two incidents involved the abduction of crew (*Fishing Banca* and *Super Shuttle Tug 1*), and one incident reported the threatening of crew by the perpetrators who sighted them (*Silver Express*). The remaining 11 incidents reported that the crew was not hurt or there was no information available on the condition of the crew.

ECONOMIC FACTOR OF ACTUAL INCIDENTS

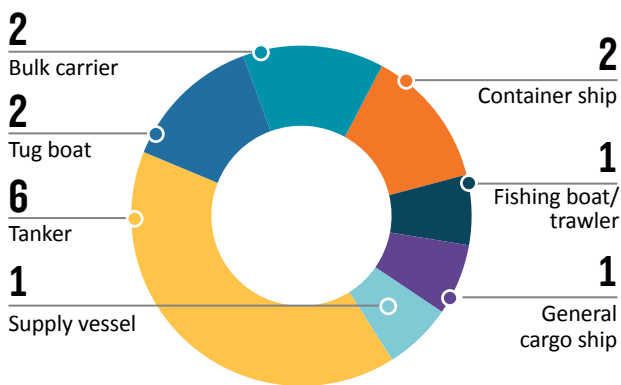
Chart 7 - Type of losses
(January - March 2017)



TYPE OF LOSSES

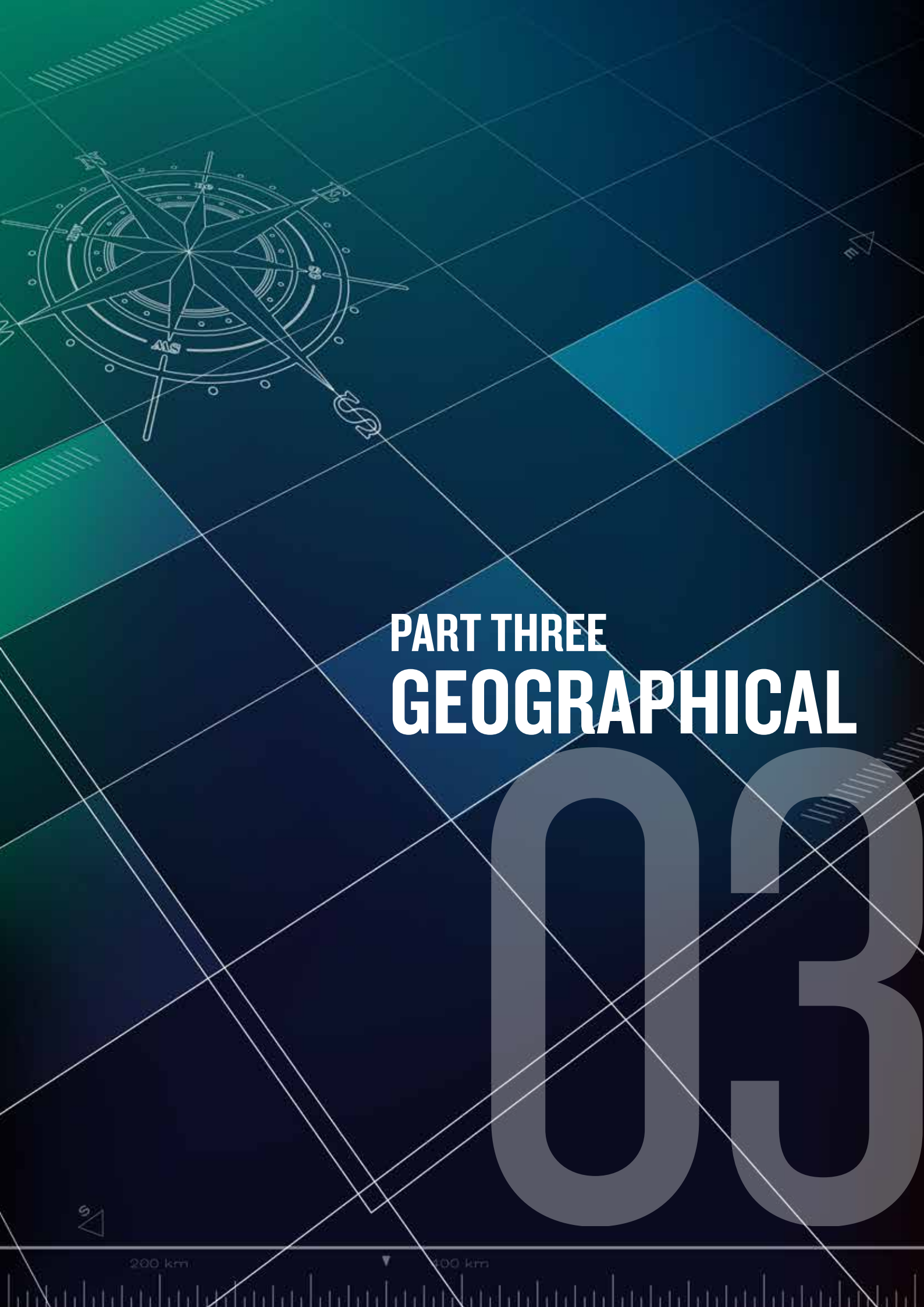
Of the 15 incidents reported during January-March 2017, nine incidents reported the loss of ship stores and equipment, such as mooring rope, paint, portable welding machine, electric drill, electric hacksaw, fire hydrant caps, forecastle bell, etc. All these incidents occurred on board ships while at ports and anchorages. The other six incidents reported nothing was stolen or there was no information about the losses.

Chart 8 - Type of ships
(January - March 2017)



TYPE OF SHIPS

Of the 15 actual incidents reported during January-March 2017, six occurred on board tankers, two on board bulk carriers, two on board container ships, two on board tug boats, and the remaining three incidents on board general cargo ship (1), fishing boat (1) and supply vessel (1). There was no evidence to suggest that a particular type of ship was being targeted.



PART THREE
GEOGRAPHICAL

03

200 km

200 km

PART THREE

GEOGRAPHICAL

BANGLADESH

A total of four incidents were reported in Bangladesh during January-March 2017. No incident was reported there during the same period of 2016. Of the four incidents, one incident occurred on board a tug boat towing a ship while underway off Cox's Bazar (CAT 2), the other three incidents occurred on board ships when anchored at Chittagong anchorage (CAT 3 and CAT 4) and off Kutubdia Island (CAT 4).

In three of the four incidents, the masters reported the incidents to the port authorities and Bangladesh authorities immediately who responded by dispatching ships to the location of the incidents.

Container ship, *Spirit of Bangkok*

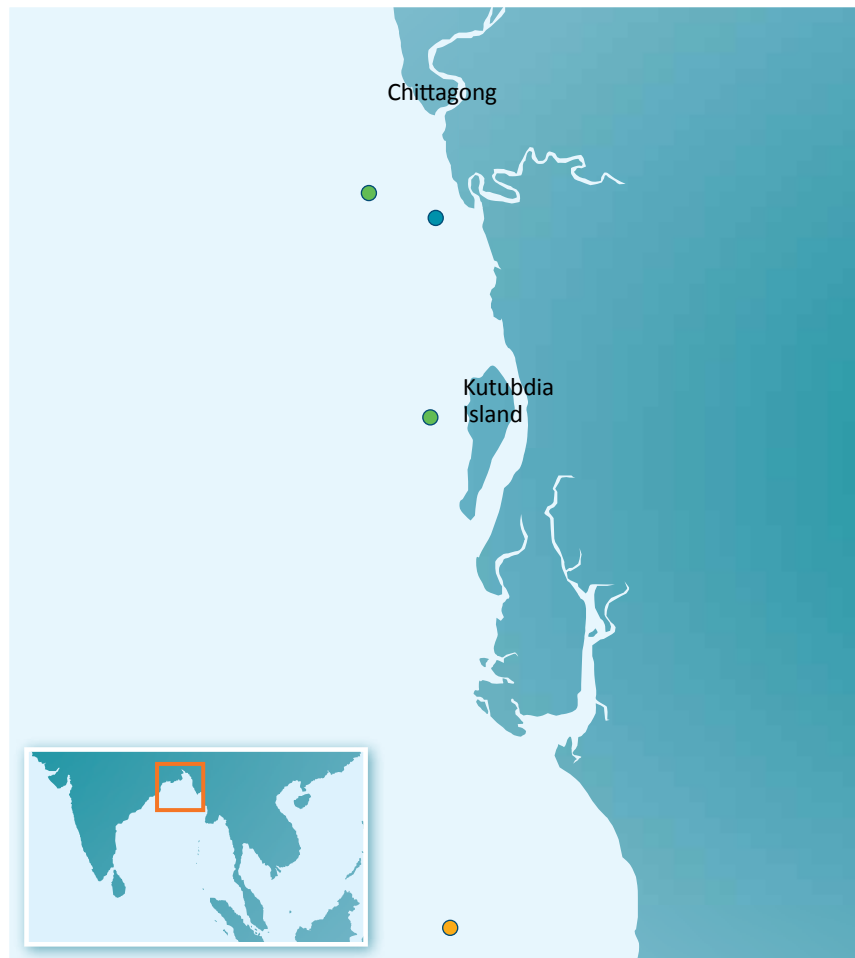
- The ship was anchored at Chittagong outer anchorage on 16 Jan 17 when a number of perpetrators boarded the ship and stole drums of paint. The master reported the incident to the Bangladesh Coast Guard (BCG) who dispatched a ship with a boarding team to the location of the incident for investigation. The Special Section of the BCG recovered all the drums of paint, conducted an investigation and revealed the following:
 - o The ship was anchored outside port limit.
 - o The master did not inform its position to the Chittagong Port Authority (CPA).
 - o The ship didn't deploy watchmen from the CPA's approved agent although it was required by CPA.
 - o Insufficient personnel on security duty on board ship.

Container ship, *Santa Fiorenza*

- The ship was anchored outside of port limit of Chittagong anchorage on 19 Jan 17 when four armed perpetrators boarded the ship. The master reported the incident to the BCG who dispatched a high speed BCG ship to the location of the incident. Investigation by the BCG revealed that:
 - o The ship was anchored outside port limit.
 - o The ship didn't deploy watchmen from the CPA's approved agent although it was required by CPA.
 - o Crew on duty need to be vigilant and alert.

Tug boat, *Jaya Crystal*

- The tug boat towing another ship, *EL Hadj* was underway on 23 Jan 17 when multiple small boats approached the tug boat. The master immediately reported the incident to the Chittagong Port Control and BCG, and conducted evasive manoeuvres in an attempt to deter the small boats from approaching. However, a number of perpetrators managed to climb onto *EL Hadj*. A Navy ship was sent to the location, and the perpetrators and the small boats left the area after seeing the arrival of the Navy ship.



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

RECOMMENDATIONS

All ships at Chittagong anchorage are advised to anchor within port limit, respect port regulations (particularly, deployment of watchmen) and maintain contact with the BCG, Bangladesh Navy and port authorities. Ship masters and crew are to enhance security watch-out especially during hours of darkness and report all incidents immediately to the port authorities and enforcement agencies.

INDIA

During January-March 2017, one incident was reported at Mumbai anchorage, India compared to 10 incidents reported at ports and anchorages in India during the same period in 2016.

Offshore supply vessel, *MMA Pinnacle*

On 18 Feb 17 at about 0330 hrs, Singapore-registered offshore supply vessel, *MMA Pinnacle* was anchored at Mumbai, India when the master reported that some personal items and ship stores were missing. Upon further investigation, they found bare footprints at the access area on the port aft bollard/mooring station. Upon report from the flag State, the ReCAAP ISC informed the Indian Coast Guard (ICG) who is the ReCAAP Focal Point for India. Immediately an ICG ship on patrol was diverted to the location of the incident.

After boarding and simultaneous investigation by the ICG VBSS (Visit, Board, Search and Seizure) team, it was discovered that the master did not report the incident to the port/local authorities and the local agent. During investigation on board *MMA Pinnacle*, the ICG VBSS team took note of the CCTV footage produced by the master which showed the presence of two perpetrators. Initial investigation reveals that the items stolen, as stated by the master, appeared too excessive for two persons to carry manually into a small boat. Investigation by the police is ongoing.

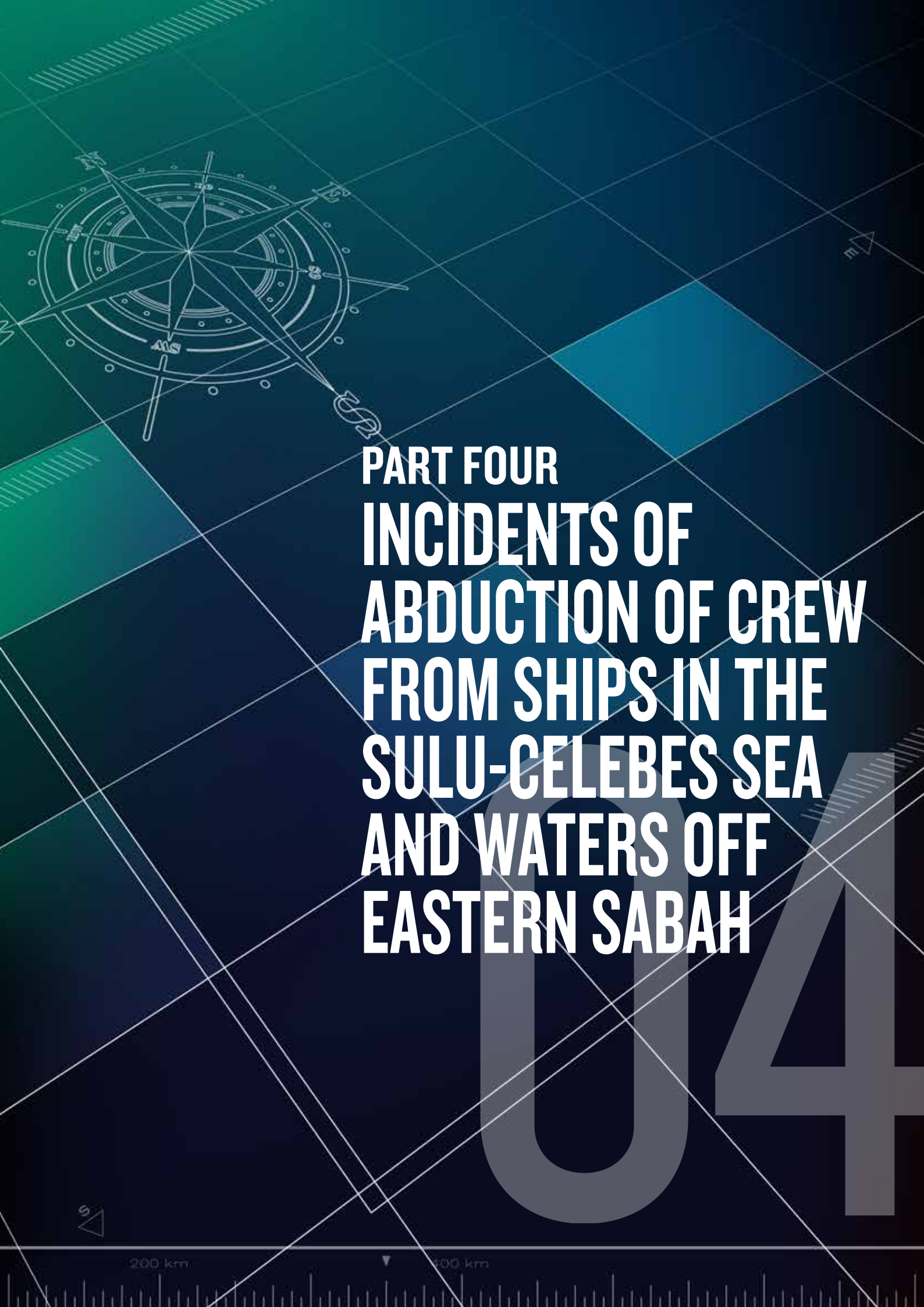
RECOMMENDATIONS

The ReCAAP ISC commends the ICG for its immediate response to board the ship for investigation when triggered by the ReCAAP ISC. The ReCAAP ISC urges ship masters and crew to report all incidents to nearest coastal State and flag State in accordance with the IMO circular MSC.1/Circ.1334 on 'Guidance to ship owners, ship operators, ship masters and crew on preventing and suppressing acts of piracy and armed robbery against ships'. The ICG encourages ship masters to report all incidents to the port control or the ICG via VHF at the earliest possible. Ships in vicinity are advised to be on a 24x7 listening watch on the VHF for any advisories and alerts transmitted by the ICG.



Map 3 – Location of incidents in India (January-March of 2016 and 2017)

- Jan-Mar 2016
- Jan-Mar 2017



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

200 km

200 km

PART FOUR

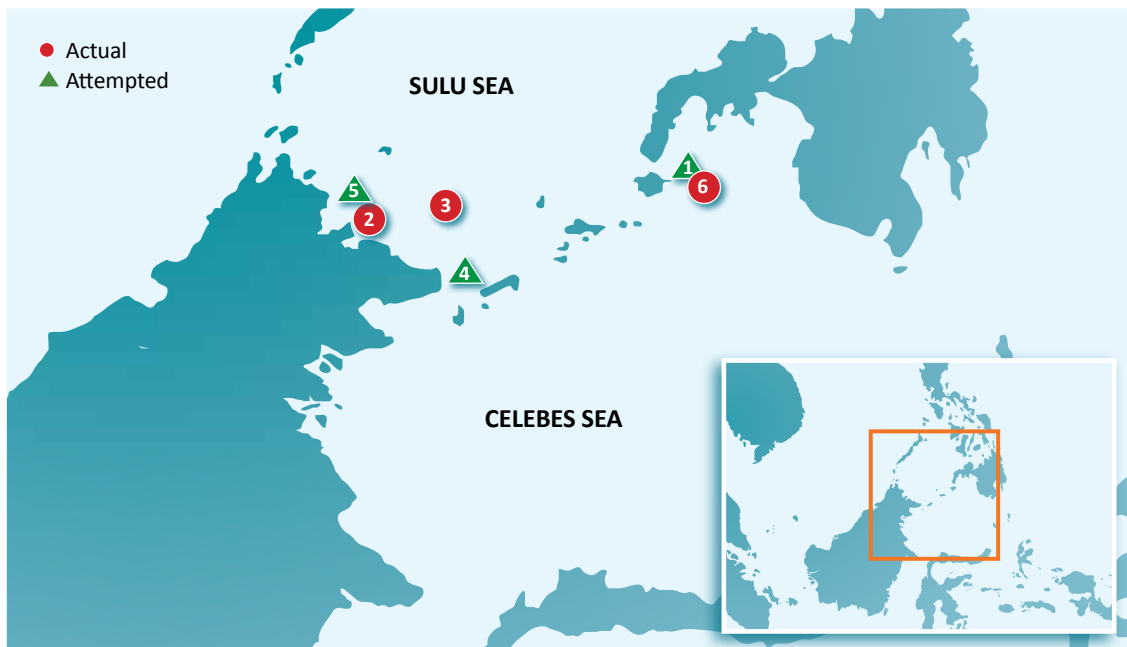
INCIDENTS OF ABDUCTION OF CREW FROM SHIPS IN THE SULU-CELEBES SEA AND WATERS OFF EASTERN SABAH

SITUATION UPDATE (JANUARY-MARCH 2017)

A total of six incidents of abduction of crew (comprising three actual and three attempted incidents) occurred in the Sulu-Celebes Sea and waters off eastern Sabah during January-March 2017. The incidents were reported to the ReCAAP ISC by the Philippine Coast Guard (PCG) who is also the ReCAAP Focal Point for Philippines. Map 4 below shows the approximate location of the incidents.

Map 4 – Approximate location of abduction incidents (January-March 2017)

- | | | |
|--|---|---|
| 1 <i>OCEAN KINGDOM</i> (3 Jan 17)
Attempted Incident | 2 <i>FISHING BANCA</i> (18 Jan 17)
Three Indonesian crew abducted | 3 <i>GIANG HAI</i> (19 Feb 17)
Five Vietnamese crew abducted;
Two Vietnamese crew shot dead |
| 4 <i>DONGHAE STAR</i> (22 Feb 17)
Attempted Incident | 5 <i>PHU AN 268</i> (5 Mar 17)
Attempted Incident | 6 <i>SUPER SHUTTER TUG 1</i> (23 Mar 17)
Two Filipino crew abducted
Crew rescued on 25 and 27 Mar 17 |



Below are the details of the three actual incidents of abduction of crew reported during January-March 2017.

Incident involving *Fishing Banca* on 18 Jan 17

While underway, nine perpetrators armed with guns boarded the trawler from a grey speed boat at approximately 25 nm east of Matanal Point, Sibago Island, Basilan Province, Philippines. 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 it over to Taganak Municipal Office together with several fishing and navigational equipment.

Name of ship	<i>Fishing Banca</i>
Type of ship	Fishing trawler
Flag of ship	Malaysia

Incident involving *Giang Hai* on 19 Feb 17

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, *Giang Hai* at approximately 35 nm north-northwest of Doc Can Island, Sulu, Philippines. The perpetrators reportedly fired several warning shots at the ship to force the master to stop. The ship manoeuvred to evade the attack, but the perpetrators continued to fire at the ship. Eventually, the perpetrators managed to board the ship, and upon boarding, they 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, 3rd Officer, 2nd Engineer, 3rd Engineer and one crew).

The Vietnam MRCC informed the Philippine Coast Guard (PCG) of the incident. The PCG Action Centre immediately directed a ship from the Coast Guard District South Western Mindanao, Coast Guard Station (CGS) Bongao and a ship from the Coast Guard Sub-Station (CGSS) Taganak to the location of the incident.

Name of ship	<i>Giang Hai</i>
Type of ship	General cargo ship
Flag of ship	Vietnam
GT	2875
IMO No.	9557329



Giang Hai (Photo courtesy of ReCAAP Focal Point Philippines)

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 recovered the body of the crew who was killed. The PCG also alerted Coast Guard units and Bureau of Fisheries and Agrarian Reform (BFAR) vessels in the area, issued Notice to Mariners and organized a pursuit operation in coordination with the Armed Forces of the Philippines (AFP) and PNP units in the area.

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 *Giang Hai* during the transport; and thrown his body overboard. A search was conducted to locate the body of the crew.

Incident involving *Super Shuttle Tug 1* on 23 Mar 17

Name of ship	<i>Super Shuttle Tug 1</i>
Type of ship	Tug boat
Flag of ship	Philippines
GT	225
IMO No.	9557329

Name of ship	<i>Super Shuttle Roro 9</i>
Type of ship	Roro cargo ship
Flag of ship	Philippines
GT	17884
IMO No.	7902647

The Philippines-registered tug boat, *Super Shuttle Tug 1*, towing Roro cargo ship, *Super Shuttle Roro 9*, 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.

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.

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.

MODUS OPERANDI OF THE PERPETRATORS

The modus operandi of the perpetrators involved in the six incidents of abduction of crew during January-March 2017 and ReCAAP ISC’s observations and recommendations are summarised as follows:

Type of ships

2 General cargo ship,
1 Bulk carrier,
1 Container ship
1 Fishing boat/trawler,
1 Tug boat

- Tug boats and fishing boats/trawlers were targeted due to slow speed and low free board.
- Except for one general cargo ship, the attempts on the other three bigger ships (bulk carrier, container ship and general cargo ship) were not successful.
- Ships are recommended to increase speed and conduct evasive manoeuvres.

Flag of ship

2 Vietnam, 1 Malaysia, 1 Antigua & Barbuda,
1 Panama, 1 Philippines

- No clear evidence of certain flagged ship was targeted.

Nationality of abducted crew

6 Vietnamese, 3 Indonesians, 2 Filipinos

- No particular nationality of crew was targeted.



Time of incident

Between 1220 hrs and 1730 hrs (6)

- All incidents occurred during daylight hours.
- The perpetrators were bold and not concerned of being detected.

Boats used by perpetrators

4 Speed boats
1 “Jungkong” pump boats
1 Skiff



- Speed boats were commonly used.
- Colors of speed boats reported were grey, green, white, yellow and black.
- “Jungkong” pump boat is a small wooden traditional fishing boat.

MODUS OPERANDI OF THE PERPETRATORS

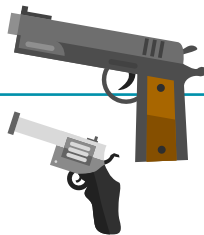
Number of perpetrators

7 to 9 men (1) 5 to 6 men (5)

- One incident involved 9 men (*Fishing Banca* on 18 Jan 17).

Weapons possessed by perpetrators

Firearms (3)
Type of weapons not known (1)
No information available (2)



- Perpetrators were armed with firearms.
- Two incidents where shots were fired.
 - o *Giang Hai* (fired warning shots to force her to stop; perpetrators shot one of the crew dead when he blocked their entry and killed one of the abducted crew while transitting to hide-out)
 - o *Ocean Kingdom* (fire at container ship to force her to stop)
- **DO NOT** confront or antagonise the perpetrators, particularly if they were armed

Treatment of crew

Crew was killed (1)
No other injuries reported (5)

- In incident involving *Giang Hai*, two crew were killed:
 - o One crew was shot dead when he tried to block perpetrators from entering the bridge
 - o One crew was killed after he was abducted; and his body was thrown overboard
- 10 crew were abducted. Of which two had been rescued. As of 31 Mar 17, eight crew are still in captivity.

Economic loss

Destroyed ship navigation and communication equipment (1)
No other losses (5)

- Perpetrators destroyed navigation and communication equipment to delay/prevent crew from reporting to authorities.

SHARING OF BEST PRACTICES

As evidenced in incidents involving *Donghae Star* and *Phu An 268*, vigilance of crew and timely reporting to the littoral States' enforcement agencies prevented boarding by the perpetrators.

A. Attempted boarding of *Donghae Star*

On 22 Feb 17 at 1345 hrs, bulk carrier *Donghae Star* was underway in the vicinity of about 37.8 nm northwest of Littoral Monitoring Station (LMS) Bongao, Tawi-Tawi when the ship sighted three fast boats painted in black with five perpetrators on board wearing black clothes. The boats were chasing after the ship at a speed of about 20.5 knots. Immediately, the crew contacted the Philippine Navy-LMS, Bongao through radio. The PN informed the Joint Task Force Tawi Tawi (JTFTT) and deployed PN patrol vessels to the location. At about 1502 hrs, the three speed boats slowed down and stopped chasing *Donghae Star*. At about 1907 hrs, the bulk carrier exited from the Sibutu Passage and proceeded to its next port of call in Indonesia. The PN vessels continued to patrol in the vicinity of Pearl Bank and approaches; and alerted other commercial ships in the area. Timely reporting of the incident by crew of *Donghae Star* prevented boarding by the perpetrators and enabled the authorities to alert other ships transiting the area.

B. Attempted boarding of *Phu An 268*

On 5 Mar 17, general cargo ship, *Phu An 268* carrying 2,700 tons of rice departed My Thoi port, Vietnam for Sandakan, Sabah, Malaysia. At about 1600 hrs, a skiff with six perpetrators on board approached and followed the ship for around 1.5 hours. The master and the crew were alerted. They raised the alarm, increased speed and activated the water hose to prevent the perpetrators from boarding. The master informed the Malaysian authorities immediately, and in response, the Malaysian Royal Navy deployed vessels immediately to the location of the incident to provide assistance and escort *Phu An 268* safely to Sandakan port.

Map 5 – Locations of *Donghae Star* and *Phu An 268*

- | | |
|---|--|
| <p>1 <i>DONGHAE STAR</i>
Bulk carrier
22 Feb 17
1345 hrs</p> | <p>2 <i>PHU AN 268</i>
General cargo ship
5 Mar 17
1600 hrs</p> |
|---|--|



RELEASE OF ABDUCTED CREW

Recent efforts by the military, PCG and other law enforcement agencies of the Philippines during the rescue operations during 23-27 Mar 17 resulted in the immediate rescue of two crew of *Super Shuttle Tug 1* and the five crew of *Serudong 3*. The close cooperation between the maritime law enforcement and military operation on land; and the efforts by the national and local authorities produced this result.

As of 31 Mar 17, of the total number of 58 abducted crew since March 2016, 37 were released and 21 are still in captivity.

SPECIAL REPORTS BY THE ReCAAP ISC

With concern over the safety of seafarers, the ReCAAP ISC had published three Special Reports on 22 Apr 16⁶, 27 Jul 16⁷ and 31 Mar 17⁸ to provide updates on the latest situation, modus operandi of the perpetrators and include an advisory to the shipping industry.

ReCAAP ISC's ADVISORY TO SHIPPING INDUSTRY

Under the current situation of abduction of crew in the Sulu-Celebes Sea involving all types of ships and the discharge of firearms at ships and at crew which resulted in the death of crew, the ReCAAP ISC advises all the ships to re-route from the area, where possible as was stated in the Incident Alert dated 21 Nov 16. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance and adopt anti-piracy measures as follows, prior to entering and when transiting the area.

Prior to entering the area

Ship masters are advised to conduct voyage risk assessment⁹, conduct drill on ship protection measures, prepare emergency communication plan, etc by taking reference from the '*Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*'¹⁰.

⁶ Abducting of Crew from Tug Boats in Waters off Eastern Sabah and Southern Philippines

⁷ Abducting of Crew from Ships in Waters off Eastern Sabah and Southern Philippines (Part II)

⁸ Abducting of Crew from Ships in Waters off Eastern Sabah and Southern Philippines (Part III)

⁹ Refer to ReCAAP ISC's website at www.recaap.org for latest updates on the situation, past patterns and trends and locations of concern.

¹⁰ The '*Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*' is available at www.recaap.org.

When transiting the area

Ship masters and crew are advised to adopt the following measures:

- Enhance vigilance, maximise alertness of lookouts and increase watch keeping
- Maintain continuous communication with shipping company and enforcement agencies for monitoring and immediate responses in any eventualities
- Control the access to bridge, accommodation and machinery spaces
- Sound alarm when sighted suspicious boats in the vicinity or suspicious persons on board ship
- Avoid confrontation with perpetrators
- Look out for advisories issued on NAVTEX
- Report all incidents to nearest coastal State and flag State in accordance with the IMO circular MSC.1/Circ.1334 on 'Guidance to ship owners, ship operators, ship masters and crew on preventing and suppressing acts of piracy and armed robbery against ships

Ship masters and crew are also strongly urged to communicate with, prior to entering and when transiting the area, and report incidents immediately to (a) the Southwestern Mindanao Operation Centre of the Philippines Coast Guard, (b) the Philippine Navy – Littoral Monitoring Station (LMS) based in Bongao, Tawi Tawi (the nearest Centre to the area where the bulk of the incidents occurred) and (c) the Eastern Sabah Security Command (ESSCOM) of Malaysia, as shown in the Map 6.



Map 6 – 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

**ReCAAP ISC'S
MAIN ACTIVITIES
(JANUARY-MARCH 2017)**

200 km

100 km

PART FIVE

ReCAAP ISC'S MAIN ACTIVITIES (JANUARY-MARCH 2017)

11TH ReCAAP ISC GOVERNING COUNCIL MEETING, SINGAPORE (14-16 March 2017)

The 11th Governing Council Meeting of the ReCAAP ISC was held on 14-16 Mar 17 in Singapore. Governors from the 20 ReCAAP Contracting Parties attended the Meeting. The Council reviewed the activities of the ReCAAP ISC in FY2016 and deliberated on the Future of the ReCAAP ISC and the activities for FY2017. On 16 Mar 17, the Open Session of the Meeting was held with External Participants from two countries and 14 organizations.



Chairperson, Executive Director and Governors of the ReCAAP ISC Governing Council

The Council commended the ReCAAP ISC on producing positive results of its activities in FY2016 under the three pillars of its mission, viz, information sharing, capacity building and cooperative arrangement. The highlight of the Meeting was on the Future of the ReCAAP ISC. A Report on the Future of the ReCAAP ISC was submitted for deliberation at the Meeting. The Report was based on the deliberations of the Working Group which comprised members of the Contracting Parties, and inputs gathered from the shipping industry and academia since June 2016. The Report consisted of the strategy paper and the Roadmap with Action Plan covering a period of 10 years with a goal for the ReCAAP ISC to become a Centre of Excellence for information sharing by 2020. The Council endorsed the Roadmap which focused on improving the timeliness and accuracy of information and analysis of incidents, enhancing the capability of ReCAAP Focal Points, strengthening ReCAAP ISC's engagement with the maritime community, and raising the ReCAAP ISC's profile with partner organisations and the media. The Workplan for FY2017 which was based on the Roadmap was endorsed by the Council.



Dr Pornchai Danvivathana (middle) chairing the meeting

MEETING OF ANTI-PIRACY CONTACT POINTS AND WORKSHOP ON PIRACY AND ARMED ROBBERY AGAINST SHIPS, SINGAPORE (11-12 JANUARY 2017)

The Maritime Port Authority of Singapore (MPA) and the ReCAAP ISC co-organised the ‘Inaugural Meeting of Anti-Piracy Contact Points and Workshop on Piracy and Armed Robbery against Ships’ from 11-12 Jan 17 in Singapore. The 1.5 day meeting and workshop was held back-to-back with the ReCAAP ISC Nautical Forum on 12 Jan 17. The objectives of the meeting and workshop were two-fold: to strengthen the relationship amongst anti-piracy contact points and international reporting centres to facilitate information exchanges; and to promote networking among them. The meeting and workshop involved participants from Africa, Asia and Europe; and representatives from the IMO and NATO Shipping Command.



Participants of the workshop

NAUTICAL FORUM, SINGAPORE (12 JANUARY 2017)

The ReCAAP ISC organised the 8th Nautical Forum supported by MPA, the Information Fusion Centre (IFC) and the Singapore Shipping Association (SSA) on 12 Jan 17. Held at the PSA Auditorium, a total of 180 participants attended the Forum.

The key objective of the Forum was for the ReCAAP ISC to share the findings of the piracy and sea robbery situation in Asia for 2016. Presentations at the Nautical Forum included update of the situation of abduction of crew in the Sulu-Celebes Sea by a senior officer from the Philippine Coast Guard (PCG) and update on Malaysia’s efforts in combating piracy and armed robbery by a senior officer from the Malaysian Maritime Enforcement Agency (MMEA). The Forum was a platform for the various stakeholders to share and exchange views. For the first time, representatives from the Information Sharing/Reporting Centres of the African region attended the Forum. They were in Singapore to attend the “Inaugural Meeting of Anti-Piracy Contact Points and Workshop on Piracy and Armed Robbery against Ships” jointly organised by the MPA and the ReCAAP ISC.



Mr Kuroki delivering the Opening Remarks



PCG speaker responds to query

ReCAAP ISC'S VISIT TO MALAYSIA (25 JANUARY 2017)

As part of ReCAAP ISC's continuing effort to engage Malaysia and maintain good relationship, Mr Masafumi Kuroki, Executive Director of ReCAAP ISC called on Ms Haznah Md. Hashim, Deputy Director General, Department of Maritime Affairs, Ministry of Foreign Affairs (MFA); and Mr Shakib bin Ahmad Shakir, Undersecretary, Maritime Security and Sovereignty Division, National Security Council (NSC), Prime Minister's Department in Putra Jaya, Malaysia on 25 Jan 17.



Mr Kuroki (second from left) with Mr Shakib (second from right)

The aim of the visit to MFA and NSC was to update the Malaysian officials on the situation of piracy and armed robbery against ships in Asia and to invite Malaysia to the Open Session of the ReCAAP ISC's 11th Governing Council Meeting on 16 Mar 17.

While in Malaysia, the team also visited the Piracy Reporting Centre (PRC) of IMB and met with Mr Noel Choong, Head of IMB PRC. The visit allowed the ReCAAP ISC to better understand IMB's activities for the shipping industry.

9TH ASEAN REGIONAL FORUM (ARF) INTER-SESSIONAL MEETING ON MARITIME SECURITY, TOKYO, JAPAN (8 FEBRUARY 2017)

The 9th ARF-Inter Sessional Meeting on Maritime Security was held on 8 Feb 17 in Tokyo, Japan. The meeting was attended by government officials, military/coast guard experts and academia from 26 States and five International Organisations. Mr Nicholas Teo, Deputy Director of ReCAAP ISC attended this meeting, where he made a presentation on "Enhancing Regional Cooperation".



Participants at the ARF

INTERNATIONAL SEMINAR ON REGIONAL COOPERATION FOR SAFE AND SECURE SEA, GOA, INDIA (8-10 FEBRUARY 2017)

The Indian Coast Guard (ICG) organised a commemorative event to celebrate the 40th anniversary of the ICG and the 10th Anniversary of ReCAAP. The event titled “International Seminar on Regional Co-operation for Safe and Secure Seas” was held in Goa, India on 8-10 Feb 17. The seminar aimed at promoting awareness on the importance of cooperation towards ensuring safety of life and property at sea. It was inaugurated by Ms Mridula Sinha, Honourable Governor of Goa and more than 115 foreign delegates from the ReCAAP Contracting Party States, Indian Ocean Rim (IOR) nations and Middle East countries participated in the seminar.



Mr Kuroki (second from right), Ms Mridula Sinha (third from right) and DG Rajenda Singh, PTM, TM who is the Governor for India (extreme left)

The three-day seminar brought together law enforcement agencies in the region and provided a platform for discussions on maritime law enforcement, marine pollution response and maritime SAR. The ReCAAP ISC was invited to make a presentation at the seminar and other speakers include representatives from World Maritime University, Indian National Ship Owner’s Association, Indian Space Research Organization, National Think Tanks and the Coast Guard Agencies from the United States and Japan. Table-top exercises on the scenario of Piracy and Armed Robbery, Search and Rescue, and Pollution Response were also conducted. The event included sea exercises off Goa on 10 Feb 17, participated by India national stake holders, ICG surface and air units; and Bangladesh Coast Guard Ship *Tajuddin*.

The commemoration of the 10th Anniversary of ReCAAP together with the 40th Anniversary of the ICG has enhanced the profiling of the ReCAAP ISC to an international audience during the event.



CONCLUSION

The total number of actual incidents reported during January-March 2017 has decreased by 12% compared to the same period in 2016. There has been an increase in the number of attempted incidents during January-March 2017 and this was an indication of increased vigilance of crew which resulted in successful efforts by the crew in deterring boarding by perpetrators.

The situation at the ports and anchorages in India has improved during January-March 2017 compared to the same period in 2016. This was the result of prompt and stringent enforcement efforts by the port authorities, timely reporting and vigilance exercise by the masters and crew.

However, of concern was the current situation of abduction of crew in Sulu-Celebes Sea involving the discharge of firearms at ships and crew which resulted in death and injuries of crew. Timely reporting and vigilance of crew has prevented the perpetrators from boarding as was demonstrated in the incidents involving *Ocean Kingdom* on 3 Jan 17, *Donghae Star* on 22 Feb 17 and *Phu An 268* on 5 Mar 17. The ReCAAP ISC reiterates its advisory to all ships to re-route from the area, where possible. Otherwise, ship master and crew are strongly urged 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	<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 Tawheed 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	<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	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, Giang Hai. 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 Giang Hai 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	<p>Maersk Aegean Product tanker Singapore 23297 9636644</p>	12/03/17 0145 hrs	<p>01° 42.80' N, 101° 26' E</p> <p>Lubuk Gaung, Inner Anchorage, Dumai, Indonesia</p>	<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	<p>Nancy P Chemical/Oil product tanker Marshall Islands 29225 9702194</p>	14/03/17 0228 hrs	<p>13° 44' N, 121° 00' E</p> <p>Batangas Anchorage "C", Philippines</p>	<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, 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	26/3/17 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>

ATTEMPTED INCIDENTS

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
16	Ocean Kingdom 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	<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>
17	Great Sailor 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
18	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>
19	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>
20	Ping An Oil/ chemical tanker Marshall Islands 11438 9495856	26/3/17 0100 hrs	01° 43' N, 101° 26.25' E Port Lubuk Gaung 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>

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Correct as at 11 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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