Patterns and Trends of Situation on Piracy and Armed Robbery Against Ships in Asia for 2011

12 January 2012
Scope

- Overall patterns and trends (2007-2011)
- Situation Update by Location
- Patterns and trends of tug boats’ incidents
- Recommendations
Patterns and Trends (2011)

- Yearly decrease in 2011
- Decrease in CAT 2 incidents
  - Incidents in Arabian Sea and SCS
- Increase in CAT 3 incidents
  - At some ports and anchorages
- 5 x hijacking incidents, 1 x kidnapping incident

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Patterns and Trends (2011)

- **Vessels underway**
  - Decrease in incidents in the South China Sea
  - Increase in incidents in the Straits of Malacca & Singapore

- **Vessels at anchor/berth**
  - Improvement in ports/anchorages in Bangladesh and Vietnam
  - Half of total number of incidents occurred at ports/anchorages in Indonesia

- **CAT 1 Incidents**
  - 5 x hijacking incidents, 1 x kidnapping incident, 1 x armed robbery onboard tanker
  - All hijacked vessels recovered and all crew rescued and unharmed
  - Kidnapped CE was rescued
Situation Update by location
Improvement in 2011 compared to 2010

- Decrease in number of incidents

Possible reasons

- Greater situation awareness
- Enhanced surveillance by authorities, improved port security
- Anti-piracy measures undertaken by ship master and increased vigilance of crew
- Cluster Meeting conducted by ReCAAP ISC and Focal Point in Dhaka and Chittagong from 10-13 Oct 2011

Authorities successfully apprehended robbers involved in three incidents in 2011

- Timely reporting by the ship master and crew

Legend

<table>
<thead>
<tr>
<th>Year</th>
<th>Cat 1</th>
<th>Cat 2</th>
<th>Cat 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007 (12)</td>
<td>0</td>
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<tr>
<td>2008 (10)</td>
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<td>2009 (15)</td>
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<td>2010 (21)</td>
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<tr>
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Ports and Anchorages of Vietnam (2007-2011)

- **Improvement in 2011**
- **Shift from South to North Vietnam**
  - Majority of incidents occurred in Vung Tau from 2007-2010
  - Half of incidents occurred in Hanoi (Cam Pha, Hon Gai) in 2011
- **Possible reasons**
  - Greater situation awareness
  - Enhanced surveillance by authorities
  - Increased in vigilance of crew
  - Cluster Meeting conducted by ReCAAP ISC and Focal Point in Vietnam from 25-27 May 11
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**South China Sea (2007-2011)**

<table>
<thead>
<tr>
<th>Year</th>
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<th>CAT 3</th>
</tr>
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<tbody>
<tr>
<td>2007 (1)</td>
<td>✴️</td>
<td>✴️</td>
<td>✴️</td>
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<tr>
<td>2008 (5)</td>
<td>✴️</td>
<td>✴️</td>
<td>✴️</td>
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<tr>
<td>2009 (11)</td>
<td>✴️</td>
<td>✴️</td>
<td>✴️</td>
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<tr>
<td>2010 (17)</td>
<td>✴️</td>
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<td>2011 (12)</td>
<td>✴️</td>
<td>✴️</td>
<td>✴️</td>
</tr>
</tbody>
</table>

- **Improvement in 2011**
  - Decrease in CAT 2 incidents
  - Hijacked vessels recovered
  - Crew rescued and unharmed
  - Pirates apprehended in incident involved *Mitra Jaya V*

- **Possible reasons for decrease**
  - Better situation awareness among shipping companies
  - Anti-piracy measures adopted by shipmasters
  - Vigilance of crew
Increase in petty theft incidents

Two CAT 1 incidents reported in Malacca Strait

- 1 x hijacking incident, 1 x kidnapping incident
- Vessels recovered
- Crew was rescued and unharmed

Surge in petty theft incidents occurred closer to shore

- Mostly were ‘hit and run’ cases
- Robbers usually operate in groups of 2-6 men
- Though armed, robbers were not violent and did not hurt crew
- Escaped after taking cash and crew’s personal belongings
Possible reasons for increase

- **Step-up in enforcement in other areas**
  - Decrease of incidents in SCS and off coast of Malaysia

- **Increase in reporting by ship companies directly to ReCAAP Focal Points**
  - 12 incidents reported to ReCAAP only

- **Shipping companies more pro-active in reporting**
  - Better situation awareness
  - Regular dialogue between shipping community and authorities/ReCAAP Focal Points
  - ‘Under-reporting’ in the past?

- **Vulnerability of tug boats**
  - 18 of the 24 incidents reported involved tug boats towing barges
  - ‘Easy’ target
  - Siphoning of fuel
  - Insiders’ job?
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**Straits of Malacca and Singapore (2007-2011)**

- **Actions taken by the littoral States, the ReCAAP ISC and ReCAAP Focal Points**
  - **Littoral States and their maritime law enforcement agencies**
    - Joint coordinated patrols
    - Stepped up surveillance
    - Strengthened efforts in policing own territorial waters
    - Enhanced cooperation and information sharing
  - **ReCAAP ISC and ReCAAP Focal Points**
    - ReCAAP ISC and Focal Points engage and share information with:
      - Malaysian authorities
      - Indonesian authorities
      - Shipping industry, including tug boat owners
  - **Joint collaboration with IFC**
    - Share modus operandi, lessons learned and BMP at Shared Awareness Meeting
    - Develop a checklist for tug boat owners, master and crew

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**Guidelines for Tug Boats and Barges Against Piracy and Sea Robbery**

**Pre-Sailing Checklist**

- Ensure personal safety of crew/members
- Verify information on communication and radio emergency communication device
- Brief all personnel involved in the mission
- Update information on piracy and robbery incidents and reporting procedures

**Advice for Master and Crew During Sailing**

- T: Take visible and visible measures
  - U: Unload valuable cargo
  - G: Gather all crew and inform about the situation
  - S: Ships security plans to be limited and tested
  - E: Endorse any physical description of pensé
  - N: Note information and experience with investigating authorities
  - I: Investigate

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Pattern and trends of tug boats’ incidents (2007 – 2011)
Number of incidents doubled in 2011 compared to 2010
- Upward trend since 2007
- Approx 1/4 of total incidents involved tug boats

Incidents more severe in nature, i.e. mostly CAT 1 and CAT 2 incidents
- Four CAT 1 incidents
  - Three hijacking incidents and one kidnapping incident
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Hijacking incidents on upward trend since 2010

Kidnapping incidents decreased

Increase in robbery incidents onboard tug boats

* Incident also involved kidnapping of the crew (Makumar Abadi-I)

^ One of the incidents also involved kidnapping of CE (Asta)
More than half of the incidents in SOMS

Of the 18 incidents, 11 were Singapore-flagged tug boats
## Update on Incidents (2011)

<table>
<thead>
<tr>
<th>Incident Involving</th>
<th>Date / Time</th>
<th>Present Status</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Marina 26</strong>&lt;br&gt;Tug boat&lt;br&gt;Indonesia&lt;br&gt;<strong>Marine Power 3301</strong>&lt;br&gt;Barge</td>
<td>22 Mar 11&lt;br&gt;2300 hrs</td>
<td>Crew rescued by a passing fishing boat on 26 Mar 11&lt;br&gt;Vessels located and detained for investigation by Malaysian authorities on 24 Jul 11&lt;br&gt;Vessels were repainted and renamed Prime 1 and Prime 2&lt;br&gt;Culprits apprehended</td>
</tr>
<tr>
<td><strong>Solid 8</strong>&lt;br&gt;Tug boat&lt;br&gt;Malaysia&lt;br&gt;<strong>Solid 66</strong>&lt;br&gt;Barge</td>
<td>25 May 11&lt;br&gt;1540 hrs</td>
<td>Crew rescued by a passing fishing boat&lt;br&gt;The RMN found <strong>Solid 66</strong> with its cargo intact on 2 Jun 11&lt;br&gt;<strong>Solid 8</strong> found by the Philippine Coast Guard (PCG) on 2 Dec 11 aground at the rocky coastline of Sitio Dibong, Barangay Dadao, Calayan, Philippines&lt;br&gt;The abandoned tug boat was repainted and renamed Vela-I.</td>
</tr>
<tr>
<td><strong>Mitra Jaya V</strong>&lt;br&gt;Tug boat&lt;br&gt;<strong>Makmur Abadi V</strong>&lt;br&gt;Barge</td>
<td>29 May 11&lt;br&gt;Between 2200-2300 hrs</td>
<td>Crew rescued by Indonesian authorities on 2 Jun 11&lt;br&gt;Vessels located and detained for investigation by Indonesian authorities&lt;br&gt;Culprits apprehended by Indonesian authorities</td>
</tr>
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<td><strong>GM Gallant</strong>&lt;br&gt;Tug boat&lt;br&gt;Singapore</td>
<td>10 Sep 11&lt;br&gt;1830 hrs</td>
<td>Chief Engineer rescued by Indonesian authorities on 19 Sep 11&lt;br&gt;Culprits arrested by Indonesian authorities on 19 Sep 11</td>
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Correlation between Timely Reporting and Outcome of Hijacking and Kidnapping Incidents (2007-2011)
### Correlation between Timely Reporting and Outcome of Hijacking

<table>
<thead>
<tr>
<th>Name of Vessel</th>
<th>Date of Incident</th>
<th>Date of Report</th>
<th>Report by</th>
<th>Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Makumar Abadi-I</strong></td>
<td>23 Dec 07</td>
<td>23 Dec 07</td>
<td>Information from press release by Indonesian Navy that the authorities were ‘informed of the incident’</td>
<td><strong>Vessels intercepted</strong> by Indonesian Navy ship, <strong>hijackers arrested</strong> and crew rescued</td>
</tr>
<tr>
<td>Tug boat</td>
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<tr>
<td><strong>Makumar Abadi-V</strong></td>
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<tr>
<td>Barge</td>
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<tr>
<td><strong>Whale 7</strong></td>
<td>7 Sep 08</td>
<td>7 Sep 08</td>
<td>Ship owner reported incident to ReCAAP Focal Point (Singapore)</td>
<td><strong>Thai Marine Police recovered</strong> vessels on 24 Sep 08, and <strong>arrested the hijackers</strong></td>
</tr>
<tr>
<td>Tug boat</td>
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<tr>
<td><strong>Sinobest</strong></td>
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<tr>
<td>Barge</td>
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</tr>
<tr>
<td><strong>Prospaq T1</strong></td>
<td>7 Apr 09</td>
<td>15 Apr 09 (+ 8 days)</td>
<td>Ship owner made a police report in Singapore</td>
<td>Crew abandoned onto life-raft and rescued by passing vessel while underway to Philippines.</td>
</tr>
<tr>
<td>Tug boat</td>
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<tr>
<td><strong>Prospaq B1</strong></td>
<td></td>
<td>17 Apr 09</td>
<td>Philippine Coast Guard reported incident in the Philippine media</td>
<td><strong>Tug boat was recovered</strong> by company from Indonesia and towed back to Singapore</td>
</tr>
<tr>
<td>Barge</td>
<td></td>
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<tr>
<td><strong>Asta</strong> Tug boat</td>
<td>6 Feb 10</td>
<td>6 Feb 10</td>
<td>Ship agent reported incident to ReCAAP Focal Point (Singapore)</td>
<td><strong>Barge located</strong> on 18 Feb 10 off Pulau Tioman, Malaysia</td>
</tr>
<tr>
<td><strong>Callista</strong> Barge</td>
<td>6 Feb 10</td>
<td>6 Feb 10</td>
<td>Ship agent reported incident to ReCAAP Focal Point (Singapore)</td>
<td><strong>Kidnapped Chief Engineer rescued</strong> and <strong>robbers were arrested</strong> on 24 Feb 10</td>
</tr>
<tr>
<td><strong>PU 2007</strong> Tug boat</td>
<td>19 Apr 10</td>
<td>20 Apr 10 (+1 day)</td>
<td>Ship owner reported incident to ReCAAP Focal Point (Singapore)</td>
<td><strong>Barge recovered</strong> on 21 Apr 10 off Kuantan, Malaysia</td>
</tr>
<tr>
<td><strong>PU 3316</strong> Barge</td>
<td>19 Apr 10</td>
<td>20 Apr 10 (+1 day)</td>
<td>Ship owner reported incident to ReCAAP Focal Point (Singapore)</td>
<td><strong>Tug boat</strong> returned to Singapore safely on 22 Apr 10</td>
</tr>
<tr>
<td><strong>Atlantic 3</strong> Tug boat</td>
<td>27 Apr 10</td>
<td>29 Apr 10 (+2 days)</td>
<td>Ship owner reported incident to ReCAAP Focal Point (Singapore) and ReCAAP ISC</td>
<td><strong>Vessels recovered</strong> at Philippines on 19 May 10</td>
</tr>
<tr>
<td><strong>Atlantic 5</strong> Barge</td>
<td>27 Apr 10</td>
<td>29 Apr 10 (+2 days)</td>
<td>Ship owner reported incident to ReCAAP Focal Point (Singapore) and ReCAAP ISC</td>
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<td>Marina 26 Tug boat</td>
<td>22 Mar 11</td>
<td>29 Mar 11 (+7 days)</td>
<td>Information from open source via MSTF-IFC</td>
<td>Vessels located and detained for investigation by Malaysian authorities on 24 Jul 11</td>
</tr>
<tr>
<td>Marine Power 3301 Barge</td>
<td></td>
<td></td>
<td></td>
<td>Culprits arrested by Malaysian authorities</td>
</tr>
<tr>
<td>Solid 8 Tug boat</td>
<td>25 May 11</td>
<td>3 Jun 11 (+9 days)</td>
<td>Information from shipping company via MMEA</td>
<td>Barge found by RMN with its cargo intact on 2 Jun 11</td>
</tr>
<tr>
<td>Solid 66 Barge</td>
<td></td>
<td></td>
<td></td>
<td>Tug boat found aground by PCG on 2 Dec 11</td>
</tr>
<tr>
<td>Mitra Jaya V Tug boat</td>
<td>29 May 11</td>
<td>6 Jun 11 (+7 days)</td>
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<td>Kidnappers arrested by Indonesian authorities 19 Sep 11</td>
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Recommendations

Ship Owners

- Effective ship security plan
- Provide backup communication with crew
- Conduct background checks of crew
- Avoid homogeneous crew
- Provide contact details for incident reporting
- Report incidents to the nearest ReCAAP Focal Point immediately
- Detailed description of incident
- Check on crew's manifest, including quantity of fuel, paint and logistics carried
- Initiate investigation immediately
Recommendations

Ship Masters

- Watch-keeping
- Situation awareness
- **Equip with lists of contact numbers and actions to take when attack**
- **Stay cool and do not panic**
- **All round vigilance**
- **Update company on vessels’ position and movement periodically**
- **Establish systematic and continuous communication between shipping company and crew onboard**
- **Avoid coastal navigation in areas with past reports of hijacked or missing vessels, whenever possible**
- **Report all incidents immediately to the nearest coastal State and flag State**
Recommendations

Authorities

- Enhanced patrolling and maritime enforcement presence
- Engage shipping community to provide timely situation update
- Encourage timely reporting to authorities
- Do not hold back vessels unnecessarily
- Build mutual confidence and promote the benefits of information sharing among the ReCAAP ISC, ReCAAP Focal Points and the shipping community through case studies
- Prompt in responding to incidents
- Conduct outreach programmes to coastal community (villages)
- Establish confidence building and comfort level in exchange of information
- Develop an effective mechanism in policing shared waterways among littoral States