

# Situation on Piracy and Armed Robbery Against Ships in Asia

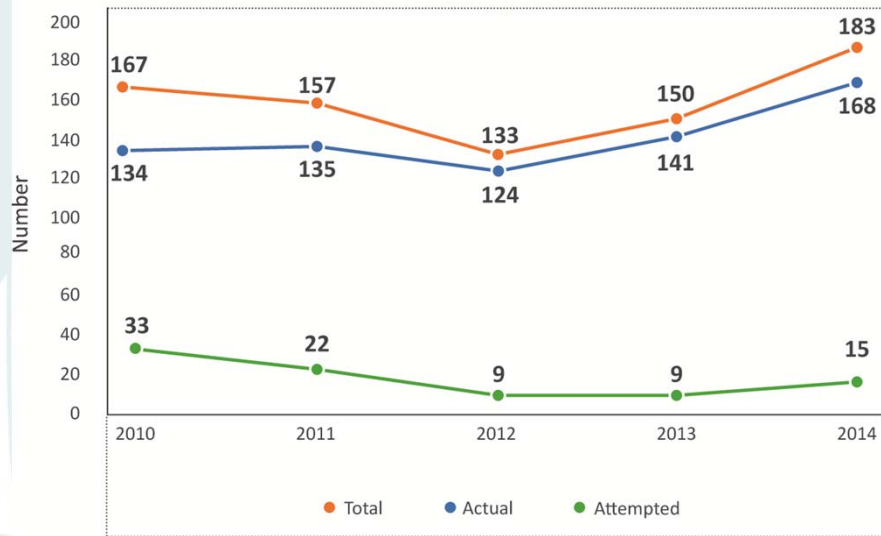
31 March 2015

# Scope

- ❖ Situation update of Asia
- ❖ Assessment by ReCAAP ISC
- ❖ Specific Issues of Concern – Oil Siphoning
- ❖ Efforts by ReCAAP ISC
  - ❖ Close Coordination with LEAs
  - ❖ Cooperation with like minded organisations with expertise such as INTERPOL
  - ❖ Sensitizing private shipping industry and Extracting Info
  - ❖ Awareness enhancement through, Seminar, Conferences, symposium etc
  - ❖ Production of Best Management Practices (BMP)
- ❖ Successful Case Studies
- ❖ Conclusion

# Situation of Piracy and Armed Robbery Against Ships in Southeast Asia and recent “Alarmist” Reports regarding our region

# Overall Situation in 2014



## 2014

❖ 183 incidents

☑ 45 piracy, 138 robberies

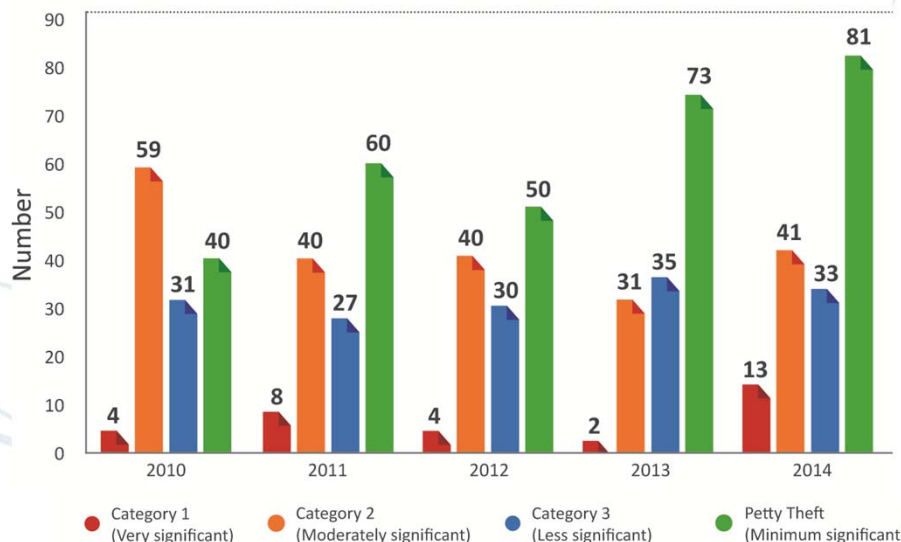
❖ 22% significant increase from 2013

❖ Majority (62%) of incidents are less severe

❖ Highest number of CAT 1 incidents

☑ 2 (2013) → 13 (2014)

☑ Majority siphoning of fuel/oil (12)



## Alarmist Reports

❖ “UN Declares: Southeast Asia has now become a global piracy spot” – AFP 2014/June

❖ “In Southeast Asia / Malacca, we observe a slight decrease though. No significant trend in the number of attacks or in their severity .

❖ “ A significant shift of the Centre of Gravity for marine activities to Asia.” - UNITAR (UNITED NATIONS INSTITUTE of Training And Research) report

❖ “ (BIMCO) Accusing the ReCAAP of being uncooperative and downplaying the situation, a source familiar with the matter told Lloyd’s List” – Lloyds List 2015/March

❖ “ They (the ReCAAP) have done a tremendous amount to improve the accuracy of reporting in the region. And they should take credit for that.

❖ “ But to say that all the increase in piracy in the last two years is due to reporting might be a little naive,” - Lloyd’s List quoting BIMCO expert remarks.



# Assessment by ReCAAP ISC

# Assessment by ReCAAP

- ❖ Neither downplaying nor overplaying
- ❖ Quality vs Quantity
- ❖ Other possible factors
  - Increase of reporting
  - Insiders' – indicated by like minded organisation INTERPOL
  - Interest Group
- ❖ Nevertheless, a significant increase of numbers and frequency of siphoning
  - A matter of concern



# Specific issue of concern: Siphoning of Ship Fuel/Oil



# Siphoning Incidents

## ❖ Siphoning incidents

- ✓ Illegal transfer of fuel/oil carried by victim vessel to another unknown vessel
- ✓ Fuel siphoned includes MGO, MDO, MFO, ADF, gasoline, diesel, crude palm oil, lube oil

## ❖ Increasing trend in Asia

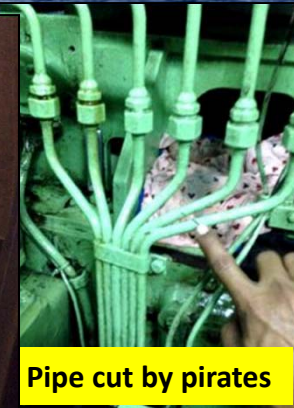
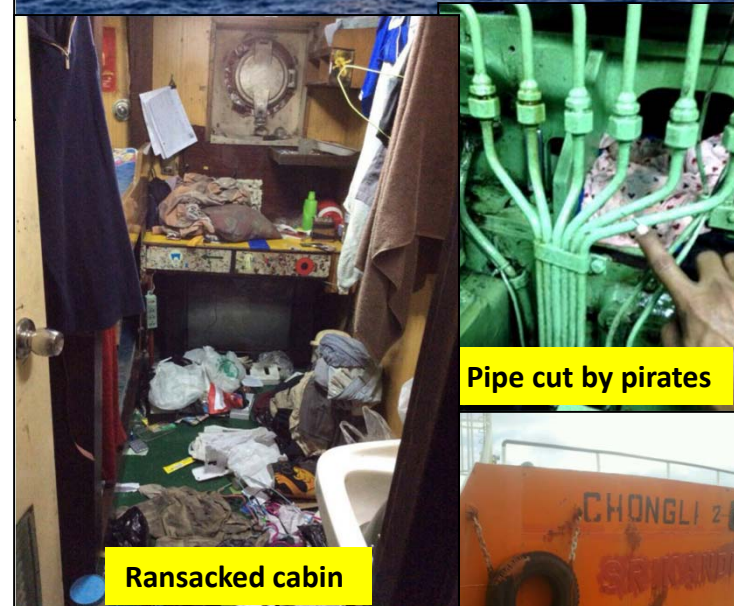
- ✓ 1 (2011) → 4 (2012) → 3 (2013) → 15 (2014)

## ❖ Majority occurred in the South China Sea

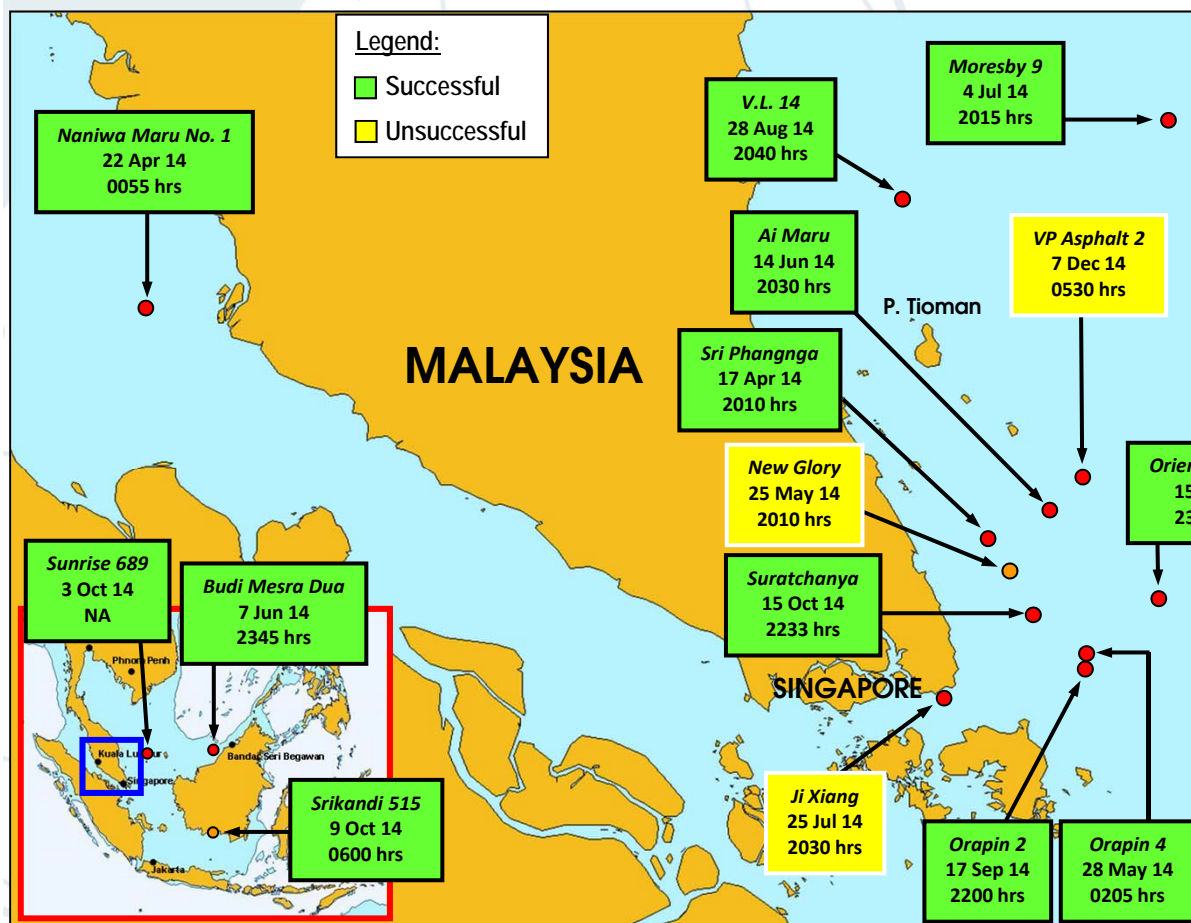
- ✓ Lack of enforcement

## ❖ Modus operandi

- ✓ Small tankers targeted
- ✓ During hours of darkness
- ✓ Involve large group of perpetrators (> 8 men)
- ✓ Armed with guns and knives
- ✓ Tied/threatened crew, locked them in mess room/cabin.
- ✓ Steered tanker to location further from coast
- ✓ Another tanker/barge came alongside
- ✓ Siphoning: approx. 6-10 hrs
- ✓ Damaged navigational and comms equipment
- ✓ Stole crew's cash and belongings



# Siphoning Incidents (2014)



- ❖ 12 siphoning incidents
- ❖ Product/oil tankers
  - ☑ 7 (900-2000 GT)
  - ☑ 5 (> 2000 GT)
- ❖ Hours of darkness
  - ☑ 9 (during 1955-2345 hrs)
  - ☑ 3 (0055-0600 hrs)
- ❖ Type of fuel/oil
  - ☑ MGO, MDO, MFO, ADF, gasoline, diesel, crude palm oil, lube oil
- ❖ Number of perpetrators
  - ☑ 3 (5-7); 6 (8-10), 3 (>10)
- ❖ Weapons
  - ☑ 10 (guns and knives)
- ❖ Treatment of crew
  - ☑ Tied and locked
  - ☑ Crew discarded (1 incident)

# Actions taken by ReCAAP ISC



- ❖ Responses to siphoning incidents
  - ☑ Timely and accurate information dissemination to shipping industry (5 x Alerts, 6 x Updates, 2 x Special Reports)

- ❖ Meet shipping company of victim vessels
  - ☑ Collate further information collaboration
  - ☑ Update on reality of incident

- ❖ International and internal coordination by ReCAAP ISC and ReCAAP Focal Points

**Special Report**  
on  
**Incidents of Siphoning of Fuel/Oil at Sea in Asia (Part II)**

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**Special Report**

**Annex A**

**Incidents involving siphoning of fuel/oil (2011-2014)**

1. A total of 23 siphoning of fuel/oil incidents had been reported for the period 2011-2014. Of the 23 incidents, 16 were successfully conducted while seven were unsuccessful due to the timely intervention by enforcement agencies resulting from the timely reporting of incidents to the ReCAAP ISC and authorities that prompted the concerned agencies to respond immediately to the incident. The unsuccessful conduct of siphoning incidents also can be attributed to the vigilance shown by the crew by activating the Ship Security Alert System (SSAS) and reporting the incident to other vessels within the vicinity. The chart below shows the total number of reported incidents occurred in Asia during 2011-2014 (both successful and unsuccessful cases).

Number of Siphoning Incidents (Successful and Unsuccessful) (2011-2014)

**Location of incidents (2011-2014)**

2. Of the 23 incidents, 14 incidents occurred in South China Sea (SCS), 10 of which were successfully conducted and four were foiled. See map on the next page for the location of the incidents.

**Special Report**

**Annex A**

**Incidents involving siphoning of fuel/oil (successful and unsuccessful cases) during 2011-2014**

Name	Date	Time	GT	Successful/Fuel Siphoned?	Good Practices
<b>2011</b>					
<i>Bang Dood</i>	15 Apr 11	1700 hrs	-	Yes (0.8 metric ton of diesel)	-
<b>2012</b>					
<i>Al Maru</i>	5 Jun 12	1124 hrs	1007	NO	Small aircraft flown by Indonesian Navy, causing pirates to escape.
<i>Scopio</i>	13 Sep 12	2300 hrs	1861	Detained (750 ton of fuel oil)	MMEA patrol boat in the vicinity, causing robbers to escape. Detained <i>Scopio</i> and <i>Sea Jade</i> for investigation.
<i>Yunita</i>	11 Nov 12	0200 hrs	1893	Yes (80 metric ton of MGO)	-
<i>Zalrah</i>	19 Nov 12	1641 hrs	496	NO	Coordination and cooperation among VBM, VPM, Vietnam MISC and Vietnam MRCC that led to apprehension of pirates.
<b>2013</b>					
<i>Moresby 9</i>	17 Aug 13	2045 hrs	1321	NO	Chief Officer activated SSAS; one crew alerted vessels nearby via radio. MMEA patrol boat rendered assistance, causing robbers to escape.
<i>Damai 4</i>	10 Oct 13	0930 hrs	964	Yes (1.650 metric ton of MGO)	-
<i>SPF 21</i>	7 Nov 13	0330 hrs	1981	Yes (amount siphoned not reported)	-
<b>2014</b>					
<i>Sri Phangnga</i>	17 Apr 14	2010 hrs	920	Yes (400 metric ton of MGO)	-
<i>Naava Mary No. 1</i>	22 Apr 14	0655 hrs	3238	Yes (1,500 metric ton of MGO)	MMEA boarded vessel for investigation. MMEA working with IAP.
<i>New Glory</i>	25 May 14	2010 hrs	4268	NO	Asphalt instead of diesel was onboard.
<i>Dragon 4</i>	28 May 14	0305 hrs	1524	Yes (1,200 metric ton of ASF)	-
<i>Boat Mera Dua</i>	7 Jun 14	2345 hrs	5153	Yes (540 metric ton of ASF)	-
<i>Al Maru</i>	14 Jun 14	2030 hrs	1007	Yes (220 metric ton of MGO)	Six vessels deployed by MMEA, RRM, TNI-AL & RSN, causing pirates to escape. Indonesian Navy reportedly deployed their ships to the location of incident. However, they were not able to locate <i>Moresby 9</i> .
<i>Moresby 9</i>	4 Jul 14	1938 hrs	1321	Yes (218 metric ton of MGO)	-
<i>Oriental Glory</i>	15 Jul 14	2345 hrs	2223	Yes (1600 metric ton of MFO)	IRAN ship <i>PD Frengganu</i> arrived at location and boarded the vessel. Indonesian Navy also reportedly deployed their assets in response to the incident.

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

11/17

## Actions taken by ReCAAP ISC

### ❖ Enhanced Situation awareness

- ☑ Issues of concern (eg. ship type, location, time, items targeted)
- ☑ Lessons learned, good practices, challenges

### ❖ Moving forward...

#### ☑ Collaborate with law enforcement agencies

- Provide value added information
- Share information with stakeholders concerned

#### ☑ Collective efforts by

shipping industry, authorities,  
ReCAAP, etc.

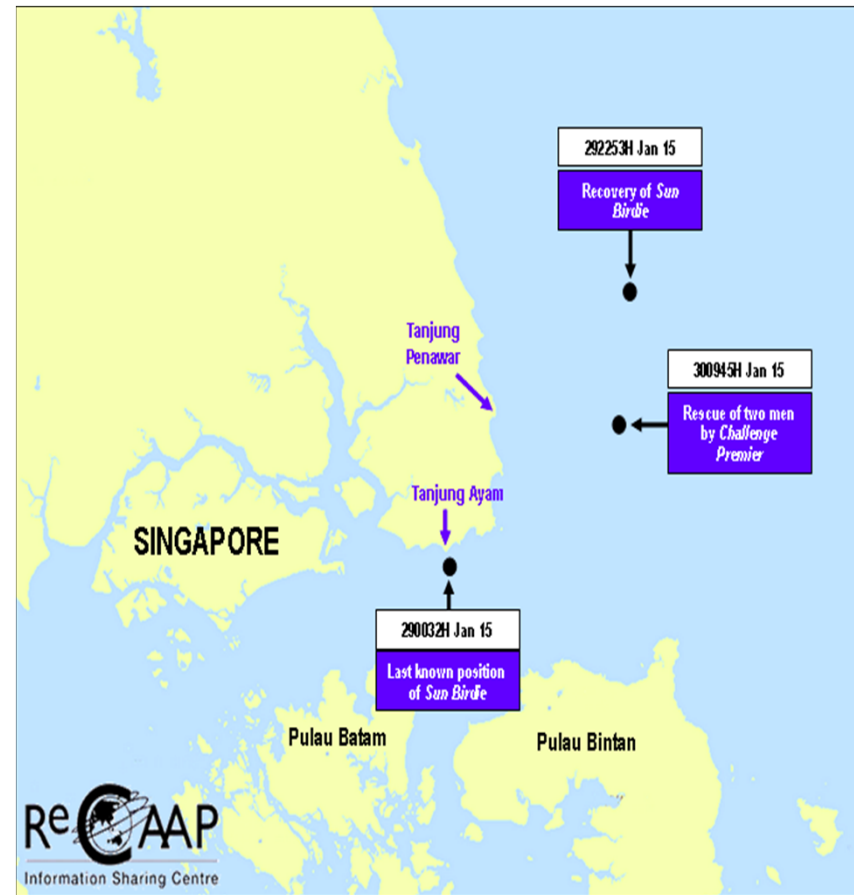




# Successful Case Studies

## *Sun Birdie (29 Jan 15)*

- ❖ On 29 Jan 15, the owner reported to MMEA loss of contact with the tanker;
  - ☑ Laden with 700 metric tons of MFO; 11 crew onboard
  - ☑ Last known position: approximately 1 nm south of Tanjung Ayam, Malaysia
- ❖ The ReCAAP ISC informed its ReCAAP Focal/Contact points
  - ☑ Request to reports on sightings of the vessel and crew to the nearest coastal State



## Sun Birdie (29 Jan 15)

- ❖ MMEA and Royal Malaysian Navy (RMN) deployed vessels
- ❖ On 29 Jan, the MMEA successfully recovered *Sun Birdie* at approximately 17.63 nm northeast of Tanjung Penawar, Malaysia
  - ☑ Detained 7 perpetrators onboard
- ❖ Two perpetrators jumped overboard, fled
- ❖ They picked up by passing ship, *Challenger Premier*



- ✓ *High vigilance, timely reporting and quick response by LE agency led to arrest of the perpetrators and safeguarding the safety of the crew.*
- ✓ *Sharing of information by passing ship*

## Recommendation (2014)

- ❖ Regional approach
- ❖ Close collaboration with law enforcement agencies
- ❖ Strengthen cooperation with likeminded governmental organisations, eg. INTERPOL, UNODC
- ❖ Promote situation awareness among the authorities
- ❖ Joint undertaking of stakeholders, both governmental and non-governmental, such as production of BMPs, annual convening of symposiums and conferences
- ❖ Encourage early reporting in collaboration with shipping industry
- ❖ Littoral States do more...
  - ☑ Increase surveillance and enforcement
  - ☑ Extend coordinated patrols



Thank you for your attention

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*ReCAAP mobile app QR code*

