

# PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

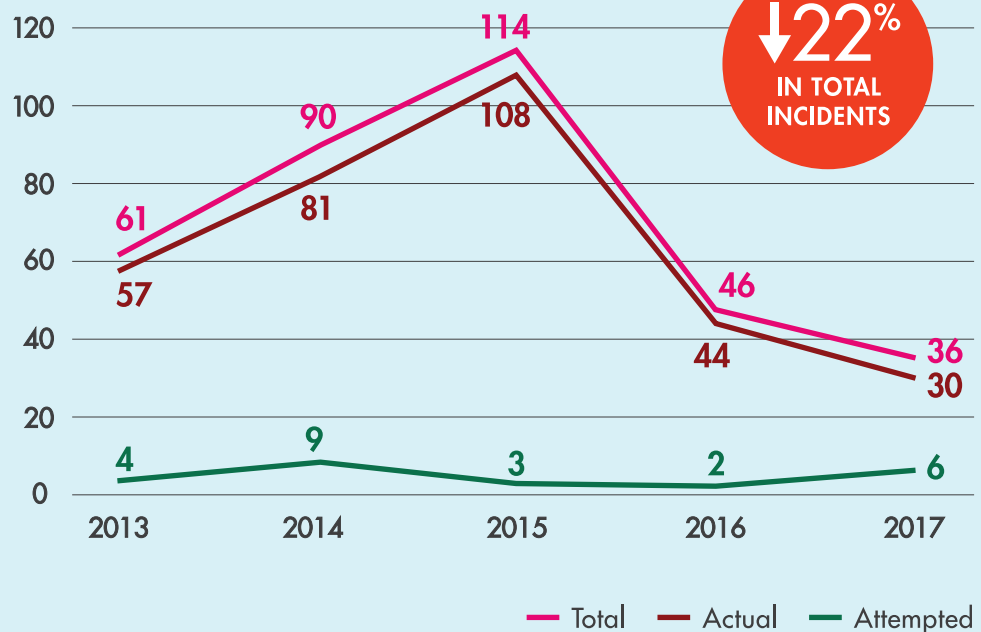
JANUARY – JUNE 2017

**36 INCIDENTS (TOTAL)**  
31 Armed robberies against ships  
5 Piracy incidents

**30 ACTUAL INCIDENTS**  
3 Abduct for ransom

**6 ATTEMPTED INCIDENTS**  
4 Abduct for ransom

**LOWEST IN TOTAL  
NUMBER OF INCIDENTS**  
compared with same  
period in past 4 years  
(2013 – 2016)



## STATUS AND LOCATION OF SHIPS

**23 INCIDENTS**  
On board ship at anchor/berth

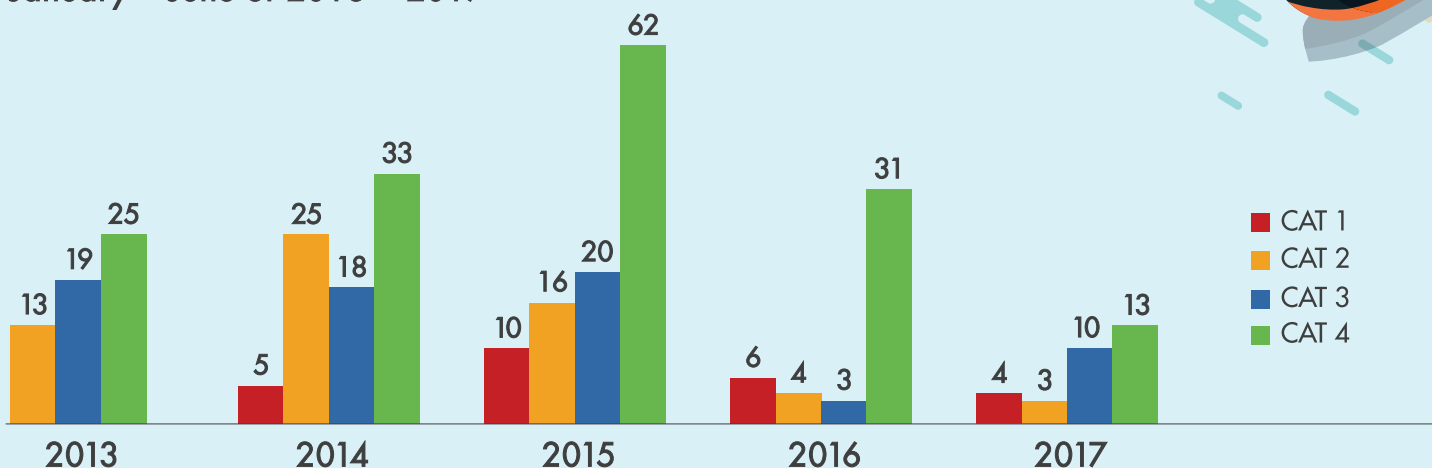
Bangladesh	4
China	1
India	1
Indonesia	12
Philippines	5

**13 INCIDENTS**  
On board ship while underway

Bangladesh	1
Malaysia	1
Philippines	4
South China Sea	2
Straits of Malacca & Singapore	2
Sulu-Celebes Sea	3

# SIGNIFICANCE LEVEL OF ACTUAL INCIDENTS

January – June of 2013 – 2017



## DUE TO IMPROVEMENT

**0 INCIDENT** of abduction of crew since May 2017

## INCIDENTS AT PORT OR ANCHORAGE

Actual incidents during January – June of 2016:2017

India **12:1** Indonesia **18:11** Vietnam **3:0**

## HOWEVER, OF CONCERN ARE

- Recurrence of hijacking of ship for theft of oil cargo (1<sup>st</sup> incident after last one in October 2016)
- Incidents at Bangladesh port or anchorages (5 in 2017 compared to 1 attempted in 2016)

## TRILATERAL MARITIME PATROLS

Malaysia, Indonesia and Philippines launched the trilateral maritime patrol agreement on 19 June 2017 to address the increasing incidence of piracy, armed robbery against ships, abducting of crew at sea and other transnational crime along the shared areas of the three countries.

## STATUS OF ABDUCTION OF CREW

**3 ACTUAL INCIDENTS**

**4 ATTEMPTED INCIDENTS**

- Crew's Enhanced Vigilance
- Timely Reporting
- Authorities' Ops Responses prevented boarding

> *Ocean Kingdom, Donghae Star, Phu An 268 and Doña Annabel*

**CURRENT STATUS SINCE MAR 2016**

**2** Crew killed

**59** Crew abducted

**9** Rescued  
**30** Released

**18** Still in captivity

## ADVISORY TO SHIPS

Re-route where possible, otherwise:

- Exercise enhanced vigilance
- Conduct risk assessment
- Adopt piracy countermeasures to mitigate risk
- Make timely report
- Maintain comms

## CONCLUSION

- Decrease in the number of incidents
- No room for complacency
- Concern about recurrence of oil cargo theft
- More needs to be done
- **ReCAAP ISC reiterates collective and shared responsibility among authorities and shipping industry**