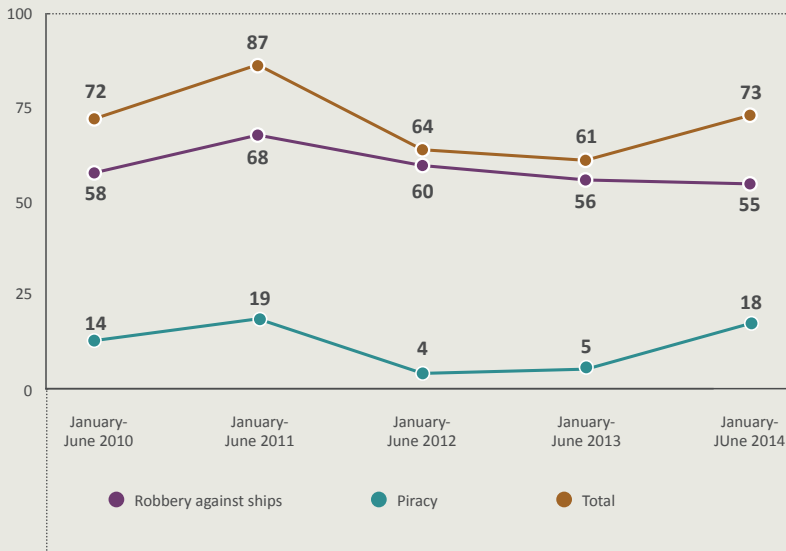


Piracy and Armed Robbery Against Ships in Asia (January-June 2014)

Key Findings

Number of incidents of piracy and armed robbery against ships (January- June of 2010-2014)

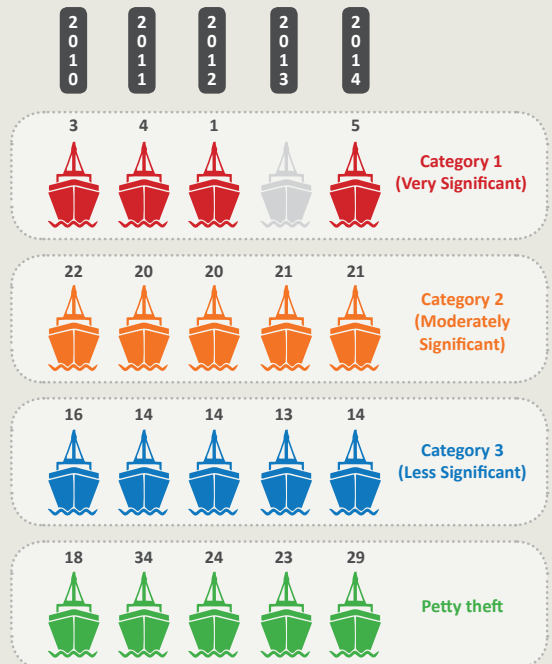


Total number of incidents January-June 2014



Of 73 incidents, 69 were actual and four were attempted incidents.

Significance level of incidents (January - June of 2010 - 2014)



- Number of robberies onboard ships lowest among five-year period
- Of concern are the five Category 1 incidents of fuel/oil siphoning which warrant careful monitoring
- Category 2, 3 and petty theft incidents fairly consistent throughout the five-year period

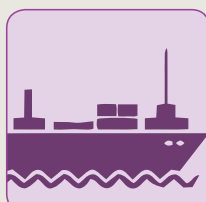
Type of Incidents

Theft of fuel/oil



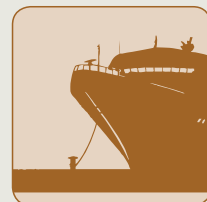
- Tankers of GT between 1000 and 2000 are targeted
- Pirates/robbers armed with guns and knives
- Escaped after siphoning, without harming crew
- Four of five incidents occurred in South China Sea (SCS)
- Organised crime
- Insider job

Robbery onboard ships while underway



- Bulk carriers, general cargo ships, tankers, container ships boarded while underway in the eastbound lane of Traffic Separation Scheme (TSS), Straits of Malacca & Singapore
- Barges carrying scrap metal boarded by robbers from several small boats in the westbound lane of TSS

Robbery at ports and anchorages



- Indonesia - decline by 50%
- Bangladesh
- India

Piracy and Armed Robbery Against Ships in Asia (January-June 2014)

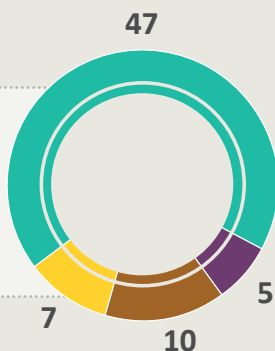
Violence Factor

Close to 90% of the incidents involved pirates/robbers who were either not armed or armed with knives. For incidents where guns were reported, none was discharged.

Two-thirds of the incidents reported no injury suffered by crew. The rest involved crew being threatened or held hostage by pirates/robbers who demanded for crew's personal belongings and valuables. One incident of crew discarded, but subsequently rescued by passing fishing boats. The incident of missing crew was pending investigation for suspected conspiracy with the pirates.

Number of pirates/robbers
(January- June 2014)

- 1 to 6 men
- 7 to 9 men
- More than 9 men
- Not stated



Type of weapons used
(January- June 2014)



35 Not armed / Not stated



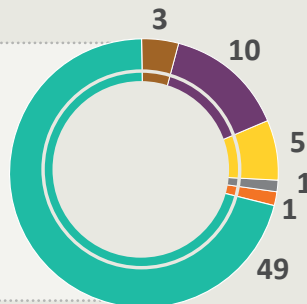
26 Knives / machete only



8 Guns & knives

Treatment of crew
(January- June 2014)

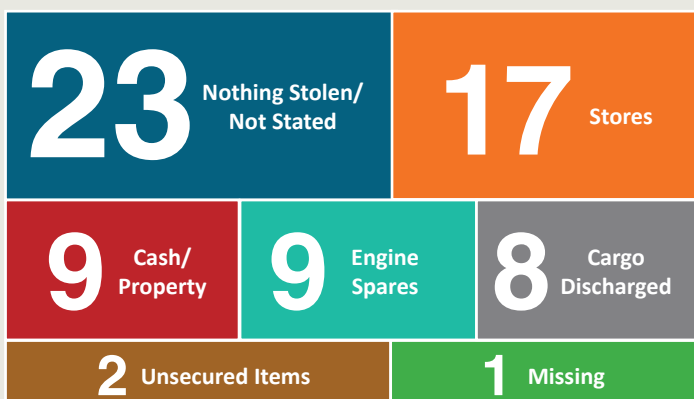
- No injuries / Not stated
- Threatened
- Taken hostage
- Assaulted
- Crew Discarded
- Missing



Economic Factor

Cargo discharged: Fuel/oil, scrap metal. Tug boat *Manyplus 12* is still missing.

Type of economic losses (January - June 2014)



Conclusion

- Lowest number of robberies onboard ships
- Good efforts by authorities at ports and anchorages in Indonesia
- However, more need to be done in response to theft of fuel/oil, warrant close monitoring
- Vigilance onboard vessels underway to prevent loss of cargo (scrap metal, engine spares, cash, etc) in TSS and SCS
- Timely reporting, enhanced vigilance and coordinated operational responses.