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JANUARY-JUNE 2018 REPORT

HALF-YEARLY

PIRACY AND ARMED ROBBERY
AGAINST SHIPS IN ASIA





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Incidents of Piracy and Armed Robbery Against Ships in Asia reported during 1st Half of 2018 (January-June 2018)

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- Location of incidents

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Analysis of incidents during January-June 2018 compared to the same period in past four years (January-June of 2014-2017)

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EXECUTIVE SUMMARY

A total of 40 incidents of piracy and armed robbery against ships (comprising 29 actual incidents and 11 attempted incidents) were reported in Asia during January-June 2018 compared to 47 incidents (comprising 40 actual incidents and seven attempted incidents) during January-June 2017. This accounts for a 15% decrease in the number of incidents reported during January-June 2018 compared to January-June 2017. Of the 40 incidents reported during January-June 2018, three were incidents of piracy and 37 were incidents of armed robbery against ships. It was the lowest number of incidents reported among the 10-year reporting period of January-June of 2009-2018.

There were improvements at ports and anchorages in Asia during January-June 2018 compared to the same period of 2017. The improvement was most apparent in Bangladesh and Philippines. Several arrests of perpetrators and/or recovery of stolen items were reported in Bangladesh (Chittagong Port), Philippines (South Harbour, Manila) and India (off Alang, Gujarat). There was no actual incident of abduction of crew in the Sulu-Celebes Seas during January-June 2018. Likewise, no successful theft of oil cargo incident was reported

during the same period. The ReCAAP ISC commends the Malaysian Maritime Enforcement Agency (MMEA) for their successful arrest of the mastermind and perpetrators involved in the incident involving tanker *Lee Bo* for attempt of oil cargo theft on 1 Jun 18.

However, of concern was the increase in incidents on board ships while underway in the Straits of Malacca & Singapore (SOMS) and at Vietnam ports/ anchorages during January-June 2018 compared to the same period in 2017.

The ReCAAP ISC encourages ship master and crew to exercise enhanced vigilance and make immediate reporting of all incidents to the nearest coastal State and flag State. The ReCAAP ISC also urges enforcement agencies to provide quick responses to reports of incidents and render assistance to victim ships. The ReCAAP ISC emphasises the importance of collective and shared responsibility among all stakeholders including littoral States' enforcement agencies and shipping industry to institutionalise their efforts on land and at sea.

PART ONE

OVERVIEW

Incidents of Piracy and Armed Robbery Against
Ships in Asia reported during 1st Half of 2018
(January-June 2018)



OVERVIEW

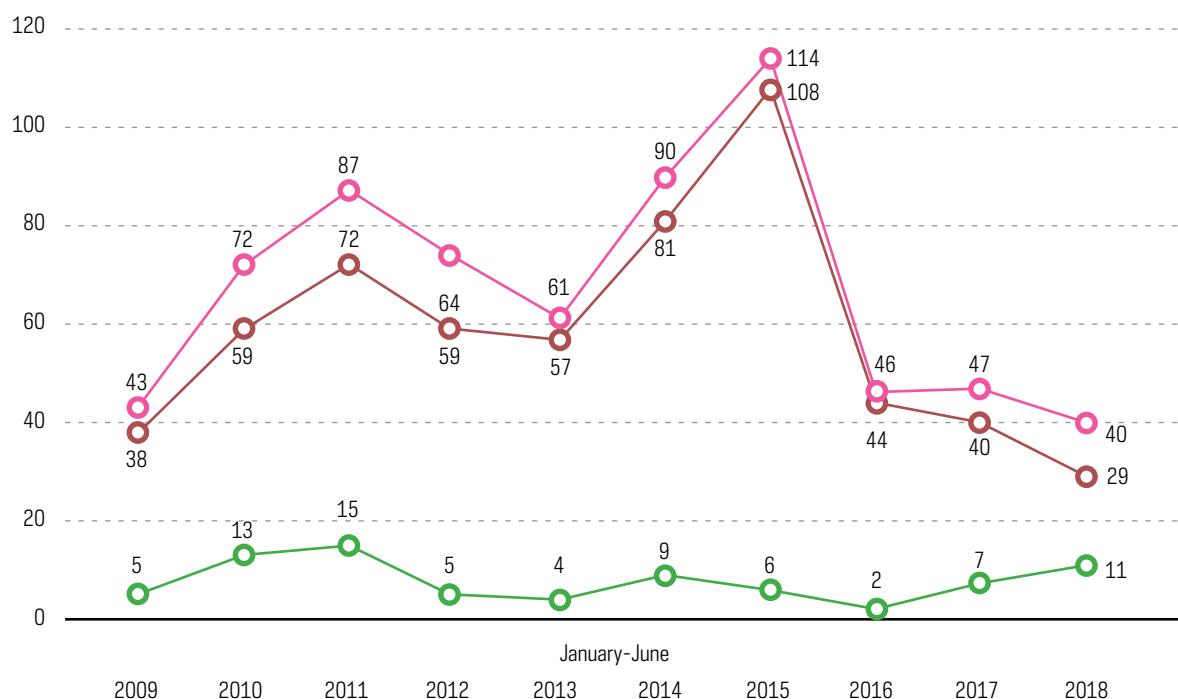
Incidents of Piracy and Armed Robbery Against Ships in Asia reported during 1st Half of 2018 (January-June 2018)

NUMBER OF INCIDENTS

During January-June 2018, a total of 40 incidents of piracy¹ and armed robbery against ships² (comprising 29 actual incidents³ and 11 attempted incidents⁴) were reported in Asia. Refer to Appendix for *Description of incidents (January-June 2018)*.

The situation of piracy and armed robbery against ships continued to improve during January-June 2018 with the lowest number of incidents reported among the 10-year reporting period of January-June of 2009-2018.

Compared to January-June 2017, it was a 15% decrease in the total number of incidents during the same period in 2018. Graph 1 shows the number of incidents reported during January-June of 2009-2018.



Graph 1 - Number of incidents (January-June of 2009-2018)

● Total ● Actual ● Attempted

1 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.

2 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.

3 Actual incidents are incidents where pirates/robbers boarded the ship; and regardless of whether they stole any items from the crew or took away any secured and unsecured items found on board the ship.

4 Attempted incidents are incidents where pirates/robbers tried but failed to board the ship.

PIRACY VS ARMED ROBBERY AGAINST SHIPS

Of the 40 incidents reported during January-June 2018, three were incidents of piracy and 37 were incidents of armed robbery against ships. Piracy incidents account for 8% of the total incidents during January-June 2018. Majority of the incidents reported in Asia were armed robbery against ships. Over the 10-year period of January-June, piracy incidents mostly ranged between 8% and 11%. The exception occurred in January-June of 2009, 2010, 2011 and 2014, where piracy incidents accounted for 16%, 22%, 22% and 23% respectively. Chart 1 shows the number of piracy vs armed robbery incidents reported during January-June of 2009-2018.

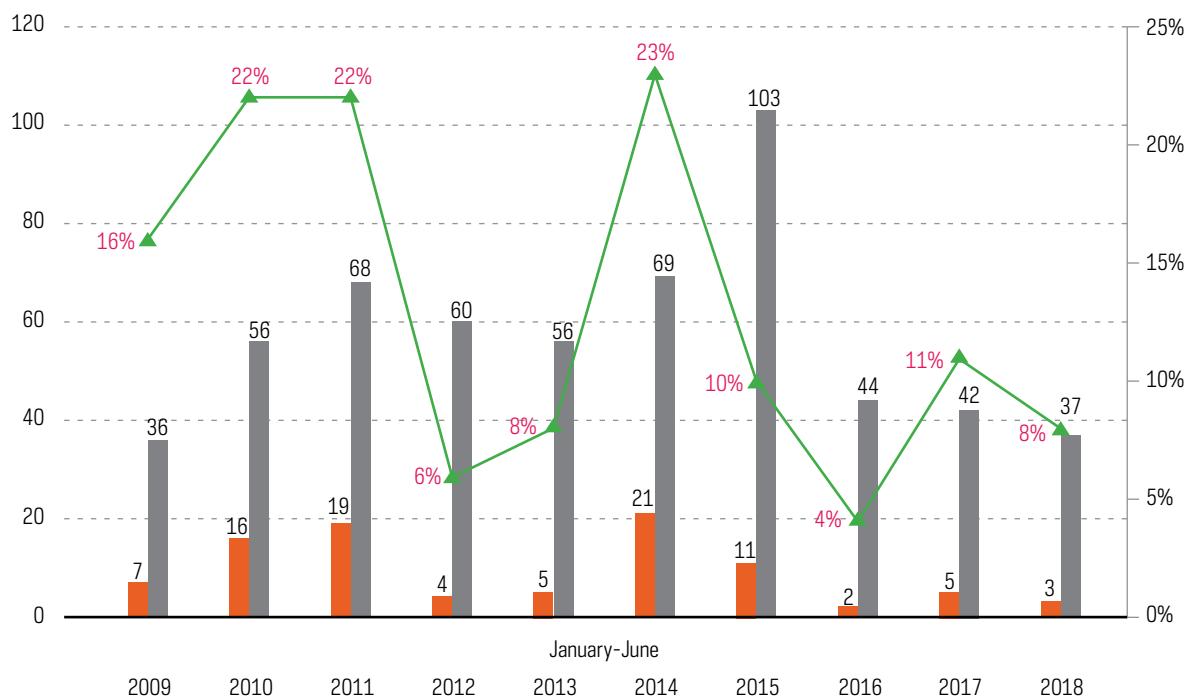


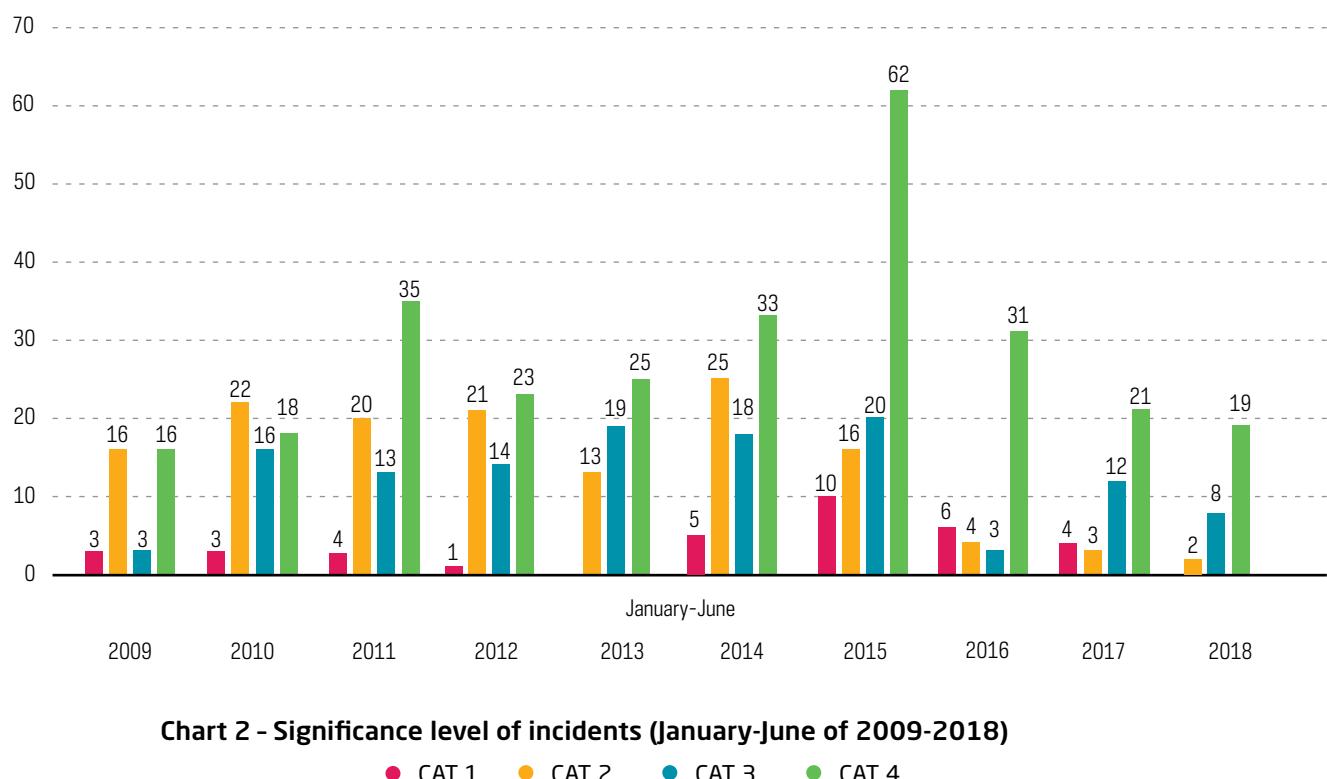
Chart 1 - Piracy vs Armed Robbery Against Ships (January-June of 2009-2018)

● Piracy ● Armed Robbery ▲ Piracy (%)

SIGNIFICANCE LEVEL OF INCIDENTS

Of the 29 actual incidents reported during January-June 2018, two were CAT 2 incidents, eight were CAT 3 incidents and 19 were CAT 4 incidents. Chart 2 shows the significance level of incidents reported during January-June of 2009-2018.

In comparison, the severity level of incidents reported during January-June 2018 was the lowest among the 10-year period of January-June. No CAT 1 incident was reported during January-June 2018, and the number of CAT 2 incidents was the lowest among the 10-year period of January-June. The majority of the incidents reported during January-June 2018 were CAT 4 (petty theft incidents), and this accounts for two-thirds of the total number of actual incidents.



STATUS OF SHIPS

Of the 40 incidents reported during January-June 2018, 31 incidents (78%) occurred on board ships while at anchor/berth, and nine incidents (22%) on board ships while underway. This conforms to the general trend in Asia where more incidents occurred on ships at anchor/berth than ships while underway. Refer to Charts 3 and 4 for the location of the incidents occurred on ships at anchor/berth and while underway respectively. All of the incidents in Bangladesh and Indonesia occurred on board ships at anchor/berth while all incidents in the Straits of Malacca and Singapore occurred on board ships while underway.

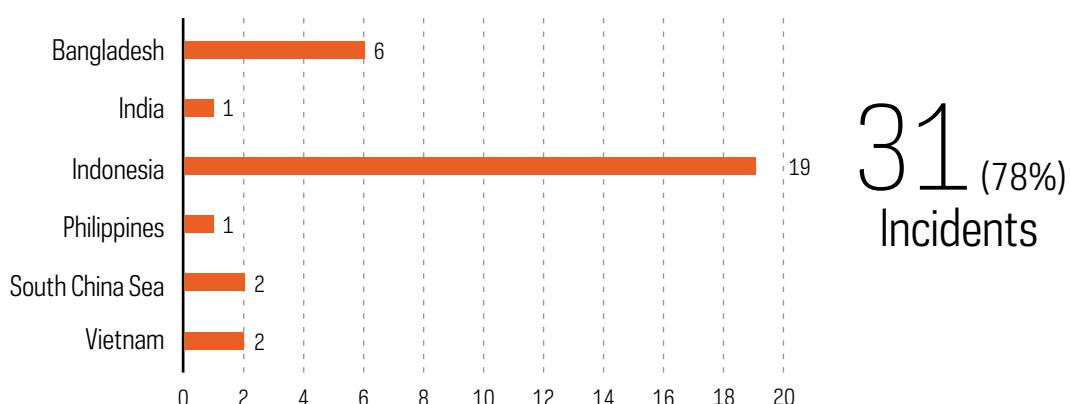


Chart 3 - Incidents on board ships at anchor/berth (January-June 2018)

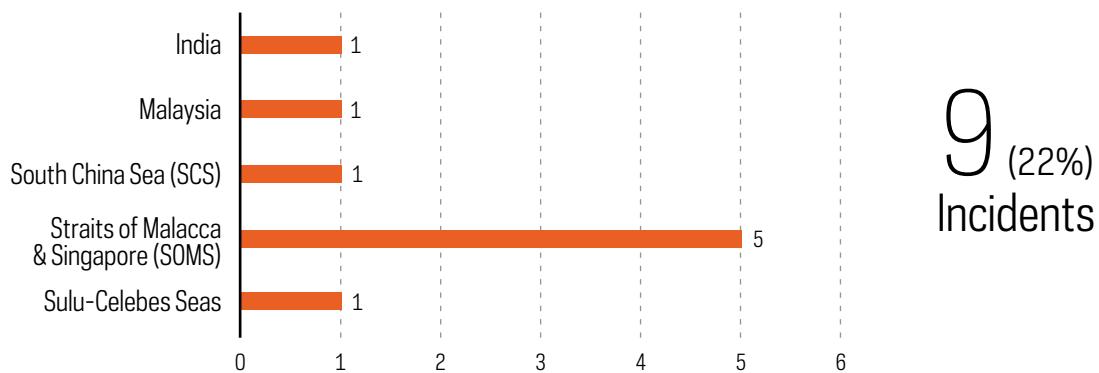


Chart 4 - Incidents on board ships while underway (January-June 2018)

LOCATION OF INCIDENTS

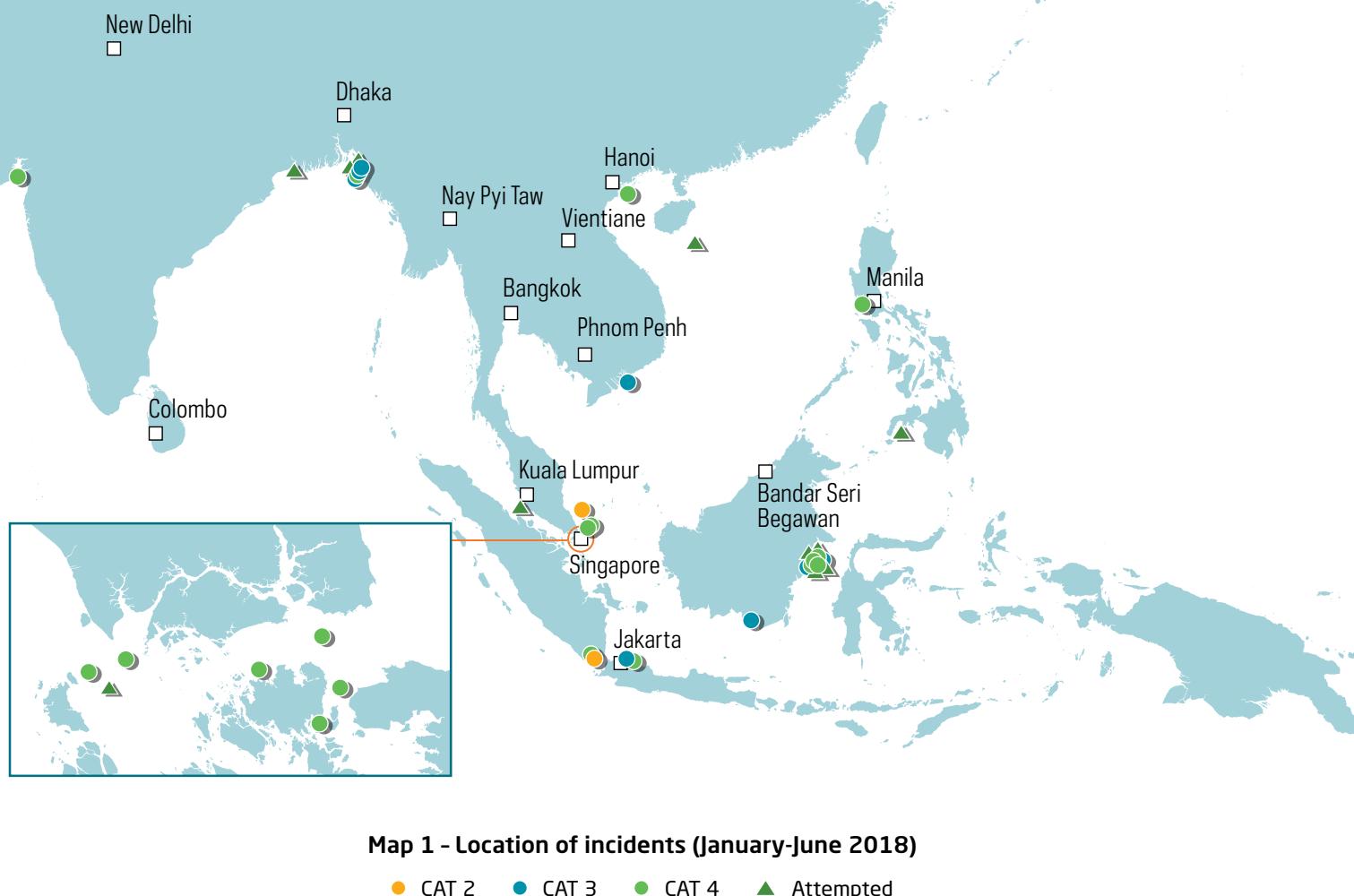
Table 1 shows the number and location of incidents reported in Asia during January-June of 2009-2018.

Act = Actual, Att = Attempted

	2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		
	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	
East Asia																					
China			1														3		1		
Sub-total			1														3		1		
South Asia																					
Arabian Sea							4														
Bangladesh	4	1	9	2	5		8		1		8		10				1	6		4	2
Bay of Bengal			1			1					2										
India	4		5		6	2	4	1	3		3	1	4		12		1		1	1	
Sub-total	8	1	15	2	11	7	12	1	4		13	1	14		12	1	7		5	3	
South East Asia																					
Gulf of Thailand			1																		
Indian Ocean													1								
Indonesia	3	2	12	6	23	1	29	2	37	4	26	4	10		18		17	2	15	4	
Malaysia	8	1	9		8		2		4		1	1	2		1		1		1		
Myanmar	1																				
Philippines	2	1	1		3		3		1		2		3	1	1		8		1		
SCS	7		11	3	8	6	4		5		17	1	10	1	1	1	2		2	1	
Singapore					2																
SOMS	3		2	2	13	1	6	1	3		22	1	55	4	1		1	1	3	2	
Sulu-Celebes Seas														4		3	4		1		
Thailand	1												1								
Vietnam	5		7		4		3	1	3				13		3				2		
Sub-total	30	4	43	11	61	8	47	4	53	4	68	8	94	6	29	1	32	7	24	8	
Overall total	38	5	59	13	72	15	59	5	57	4	81	9	108	6	44	2	40	7	29	11	

Table 1 - Number and location of Incidents (January-June of 2009-2018)

Map 1 shows the location of incidents reported during January-June 2018.



PART TWO
INSIGHT

Analysis of incidents during January-June 2018 compared to the same period in past four years (January-June of 2014-2017)



INSIGHT

Analysis of incidents during January-June 2018 compared to the same period in past four years (January-June of 2014-2017)

VIOLENCE FACTORS OF ACTUAL INCIDENTS

NUMBER OF PERPETRATORS



Map 2 - Number of perpetrators vis-à-vis location (January-June 2018)

Of the 29 actual incidents reported during January-June 2018, 38% of the incidents involved perpetrators operating in groups of 4 to 6 men, a trend that was also observed in 2014-2016. The location of the incidents is shown in Map 2.

TYPE OF WEAPONS CARRIED BY PERPETRATORS



There was no incident involving perpetrators armed with guns and knives reported during January-June 2018. Of the 29 actual incidents, nine incidents involved perpetrators armed with knives/machetes, and no information about the other 20 incidents. All the nine incidents with armed perpetrators occurred at ports and anchorages in Indonesia, Bangladesh, Vietnam and Malaysia.

TREATMENT OF CREW



There was no incident of crew killed or kidnapped during January-June 2018. However, there were eight incidents involving crew who were assaulted or held hostage or threatened during January-June 2018. Majority of the incidents reported no injuries or no information available.

ECONOMIC FACTOR OF ACTUAL INCIDENTS

TYPE OF LOSSES



Map 5 - Type of losses vis-à-vis location (January-June 2018)

There was no incident involving cargo stolen during January-June 2018. Of the 29 actual incidents reported during January-June 2018, 18 incidents reported the loss of ship stores, unsecured items and engine spares. There was one incident reported loss of cash/property.

TYPE OF SHIPS

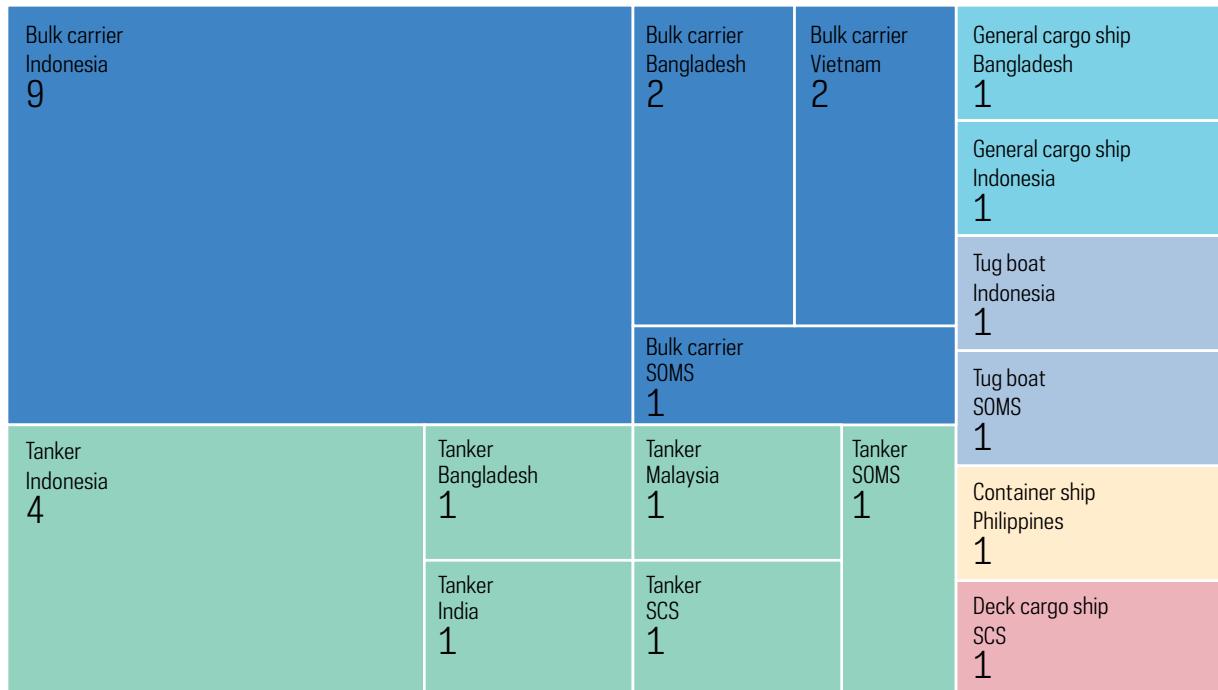


Chart 5 - Type of ships vis-à-vis location (January-June 2018)

Of the 29 actual incidents reported during January-June 2018, 14 occurred on board bulk carriers, nine on board tankers⁵, two on board tug boats, two on board general cargo ships, one on board a deck cargo ship and one on board a container ship. There was no evidence to suggest that a particular type of ship was targeted.

⁵ Include product tanker and oil tanker

PART THREE

ANALYSIS BY LOCATION (USING DATA ANALYTICS)



ANALYSIS BY LOCATION (USING DATA ANALYTICS)

During January-June 2018, the improvement in the situation of piracy and armed robbery against ships was more apparent in Bangladesh and the Philippines, with decrease in the total number of incidents compared to the same period in 2017. However, the number of incidents at Vietnam's ports and anchorages and in the Straits of Malacca and Singapore (SOMS) has increased.

This section provides insight into the violence and economic factors of incidents at ports and anchorages in Bangladesh, Philippines, Vietnam and on board ships while underway in SOMS during January-June 2018 compared to January-June of 2007-2017 (11-year trend). Using data analytics which the ReCAAP ISC embarked on in 2017, this section features an insight in these locations based on the data collected by the ReCAAP ISC in the past 11 years.

BANGLADESH

During January-June 2018, a total of six incidents (four actual and two attempted) were reported off the port of Chittagong and Kutubdia Island compared to six actual incidents during the same period in 2017.

NUMBER OF PERPETRATORS

Four of the six incidents (67%) reported during January-June 2018 involved 4 to 6 men.

	January-June												11-year trend (2007-2017)	2018
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017			
1 to 3 men	2	3		1	1	3		1	4		1	24%	1	
4 to 6 men	1	2	1	3	2	2	1	1	3		2	26%	4	
7 to 9 men			2	1		1			1	1		9%	1	
> 9 men		2		4				5	1		1	19%		
Not stated	2	1	2	2	2	2		1	1		2	22%		

11-year trend. This is consistent with the trend which shows majority of incidents involved 4 to 6 men.

TYPE OF WEAPONS

Of the six incidents reported during January-June 2018, three incidents (50%) involved perpetrators armed with knives/machetes/others.

	January-June											11-year trend (2007- 2017)	2018
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017		
Guns & knives		1		1					1			4%	
Knives/Machetes/ Others only	1	2	3	5	3	2	1	6	7		2	47%	3
Not armed		5		3		3			1			18%	
Not stated	4		2	2	2	3		2	1	1	4	31%	3

11-year trend. There is no deviation from the trend as 47% of incidents involved perpetrators armed with knives/machetes/others in the past 11 years. The weapon commonly used was knives; and others included iron rods, metal hacksaw, steel bars, etc. Only three incidents (in 2008, 2010 and 2015) reported perpetrators armed with guns and knives.

TREATMENT OF CREW

The crew suffered relatively more mistreatment during January-June 2018 compared to the past years. Three out of six incidents (50%) reported that the crew was either assaulted or threatened.

	January-June											11-year trend (2007- 2017)	2018
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017		
Assaulted	1	1				1		1	1			7%	1
Taken hostage		1										2%	
Threatened			1		1			1				5%	2
No injuries		6	1	8	2	5		5	6	1	5	57%	2
Not stated	4		3	3	2	2	1	1	3		1	29%	1

11-year trend. There is a deviation from the trend as 57% of incidents in the past 11 years reported that the crew did not suffer from injuries.

TYPE OF LOSSES

Of the six incidents reported during January-June 2018, three (50%) reported loss of stores, one reported loss of unsecured item and nothing was lost in the other two incidents.

	January-June											11-year trend (2007-2017)	2018
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017		
Cash/ Property				1				1			1	4%	
Stores	3	5	4	8	5	7		5	9		3	72%	3
Unsecured items						1						2%	1
Nil	2	3	1	2			1	2	1	1	1	21%	2
Not stated											1	1%	

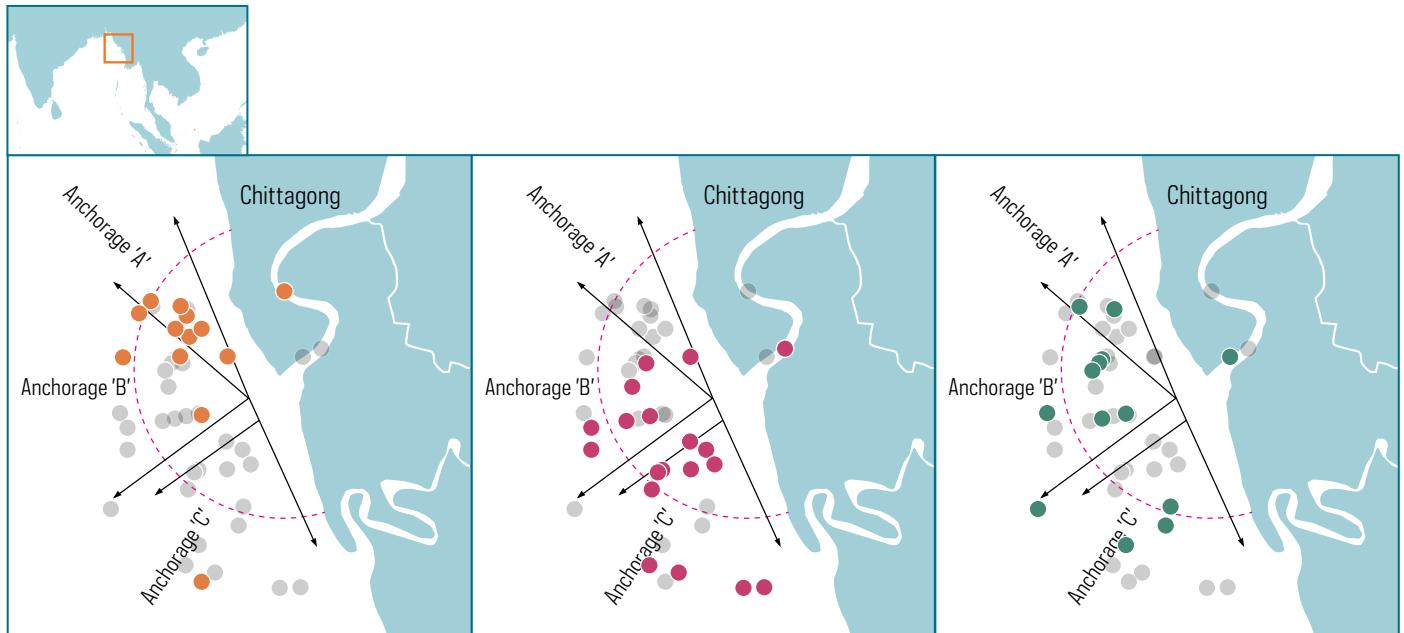
11-year trend. This is consistent with the trend where stores were mostly targeted. The common items stolen at the ports/anchorages in Bangladesh were mooring rope, life/floating buoy, gas bottle/cylinder, fire hose, fire wire, aluminium ladder, etc.

TYPE OF SHIPS

Of the six incidents reported during January-June 2018, three were bulk carriers, two were general cargo ships and one was a product tanker.

11-year trend. For the period of January-June of 2007-2017, the three most common ships boarded at the ports and anchorages in Bangladesh were container ships (27), tankers (16) and bulk carriers (14). Refer to Map 6 on the type of ships boarded off Chittagong Anchorages (A, B and C).

By location. The ReCAAP ISC observes that incidents involving bulk carriers (indicated in orange dots in Map 6) mostly occurred in the northern part of Chittagong at Anchorage A; incidents involving container ships (indicated in red dots) mainly occurred between the middle part of Chittagong (Anchorage B) and the southern part (Anchorage C). Incidents involving tankers (indicated in green dots) were relatively scattered between Anchorage A and Anchorage B, with a few incidents at Anchorage C.



Map 6 - Type of ships boarded off Chittagong Anchorages (A, B and C)

Type of ships

- Bulk carrier
- Container ship
- Tanker (chemical tanker, LPG tanker, oil tanker, product tanker)

SUMMARY OF INSIGHT

Incidents reported during January-June 2018 at ports/anchorages in Bangladesh were consistent with the 11-year trend in terms of number of perpetrators (4-6 men), weapons carried by perpetrators (knives/machetes) and item lost (ship stores). The ship stores targeted at Chittagong ports/anchorages included mooring rope, life/floating buoy, gas bottle/cylinder, fire host, fire wire, aluminium ladder, etc. The 11-year trend also shows that most incidents reported that the crew did not suffer from injuries.

There is correlation between the type of ships boarded and the location of incidents (at Anchorage A, B and C off Chittagong).

PHILIPPINES

During January-June 2018, one incident was reported at the South Harbour Anchorage Area, Manila compared to eight incidents during the same period in 2017.

NUMBER OF PERPETRATORS

The incident reported during January-June 2018 involved seven perpetrators.

	January-June											11-year trend (2007-2017)	2018
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017		
1 to 3 men		2				1	1	1	3	1	4	42%	
4 to 6 men					1							3%	
7 to 9 men								1				3%	1
> 9 men	1	1				1					1	13%	
Not stated		1	3	1	2	1			1		3	39%	

11-year trend. Majority of incidents involved small group of 1 to 3 men over the past 11 years.

TREATMENT OF CREW

The crew was not injured in the incident occurred during January-June 2018.

	January-June											11-year trend (2007-2017)	2018
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017		
Killed		2	1									10%	
Taken hostage						1						6%	
Threatened								1			1	3%	
No injuries		2	1		3	1	1	1	1	1		36%	
Not stated	1		1	1		1			3		7	45%	1

11-year trend. For incidents with information available on the condition of the crew, more than one-third of these incidents reported that the crew did not suffer from injuries. There were three incidents⁶ reported that the crew was killed; and these occurred during January-June of 2008 and 2009.

⁶ Baby Benze on 17 Mar 08 off Polillo Island, Al-Aziz on 6 May 08 while en route from Jolo, Sulu to Laminusa Island, Sulu and fishing trawler on 5 Mar 09 at Lanhil, Sibago Fishing Ground, Zamboanga City.

TYPE OF LOSSES

In the incident reported during January-June 2018, stores were stolen.

	January-June												11-year trend (2007-2017)	2018
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017			
Cargo discharged						1							3%	
Cash/ Property		1	1			1		1				1	16%	
Stores		1	1	1	1	1	1	1	3	1	5	52%	1	
Unsecured items					1							1	6%	
Nil		1	1		1				1		1	16%		
Not stated	1	1											7%	

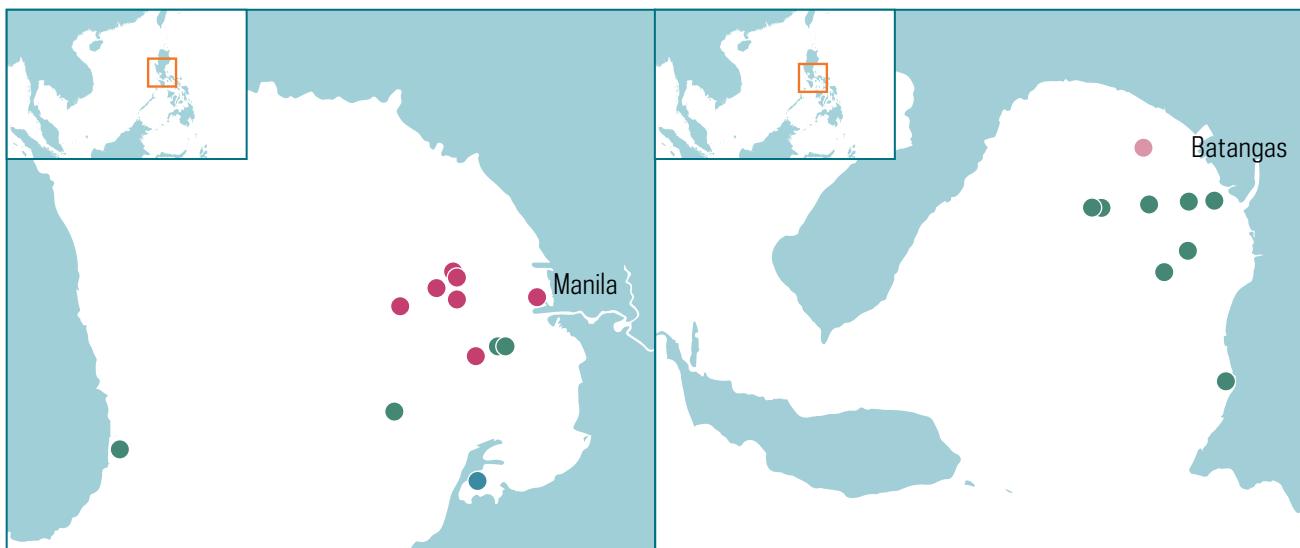
11-year trend. Stores were commonly targeted at ports and anchorages in the Philippines. The common items stolen were breathing apparatus, immersion suit, fire hose, fire nozzle, welding cable/machine, fire hydrant cap/cover etc.

TYPE OF SHIPS

The incident reported during January-June 2018 occurred on board a container ship.

11-year trend. Of the 31 incidents reported during January-June of 2007-2017, 11 incidents occurred on board tankers, nine on board container ships, three on board general cargo ships, three on board tug boats and the remaining five on board passenger ship, bulk carrier, fishing trawler and vehicle carrier.

By location. In Manila, seven out of 12 incidents occurred on board container ships; while in Batangas, eight out of nine incidents on board tankers. Refer to Map 7 on the type of ships boarded at ports/anchorages off Manila and Batangas.



Map 7 - Type of ships boarded at ports/anchorages off Manila and Batangas

Type of ships

- Container ship
- Fishing trawler
- General cargo ship
- Tanker (chemical tanker, LPG tanker, oil tanker, product tanker)

SUMMARY OF INSIGHT

Only one incident was reported at the South Harbour Anchorage Area in Manila during January-June 2018. The incident was consistent with the 11-year trend of incidents in terms of items lost (ship stores) and treatment of crew (no injuries). The 11-year trend shows that most incidents at Philippines' ports/anchorages involved small group of 1 to 3 men, crew did not suffer from injuries and ship stores stolen were breathing apparatus, immersion suit, fire hose, fire nozzle, welding cable, fire hydrant cap/cover, etc.

There is correlation between the type of ships boarded and the location of the incident, as observed for incidents reported at ports/anchorages off Manila and Batangas.

VIETNAM

During January-June 2018, two incidents were reported in Vietnam compared to none during the same period in 2017.

NUMBER OF PERPETRATORS

Of the two incidents reported during January-June 2018, one incident involved 1 to 3 men, and no information available about the other incident.

	January-June											11-year trend (2007-2017)	2018	
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017			
1 to 3 men		1	2	7	1	1	1			3			35%	1
4 to 6 men	1		1		1					5			18%	
7 to 9 men		1				2							7%	
> 9 men											1		2%	
Not stated	2	1	2		2	1	2		5	2			38%	1

11-year trend. About 38% of the incidents did not have information on the number of perpetrators as the crew did not see them. In most of these incidents, the theft was only discovered after the perpetrators left the ships. For incidents with information on the number of perpetrators, more than one-third of the incidents involved 1 to 3 men. Incidents involving groups of more than 7 men occurred in the northern part of Vietnam (at Hai Phong and Hon Cam Anchorages).

TREATMENT OF CREW

Of the two incidents occurred during January-June 2018, one incident reported that the crew was assaulted with a knife and the other reported no injuries.

	January-June											11-year trend (2007-2017)	2018	
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017			
Missing			1										2%	
Assaulted				1		1							5%	1
Taken hostage						1							2%	
Threatened											1		2%	
No injuries	1	3	1	4	2	1	2		13	2			65%	1
Not stated	2		3	2	2	1	1						24%	

11-year trend. About two-thirds of the incidents reported that the crew did not suffer from injuries.

TYPE OF LOSSES

The two incidents occurred during January-June 2018 reported the loss of stores.

	January-June												11-year trend (2007-2017)	2018
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017			
Stores	3	2	4	6	2	3	3		12	3		85%	2	
Engine spares					1							2%		
Unsecured items		1										2%		
Nil				1	1	1			1			9%		
Not stated			1									2%		

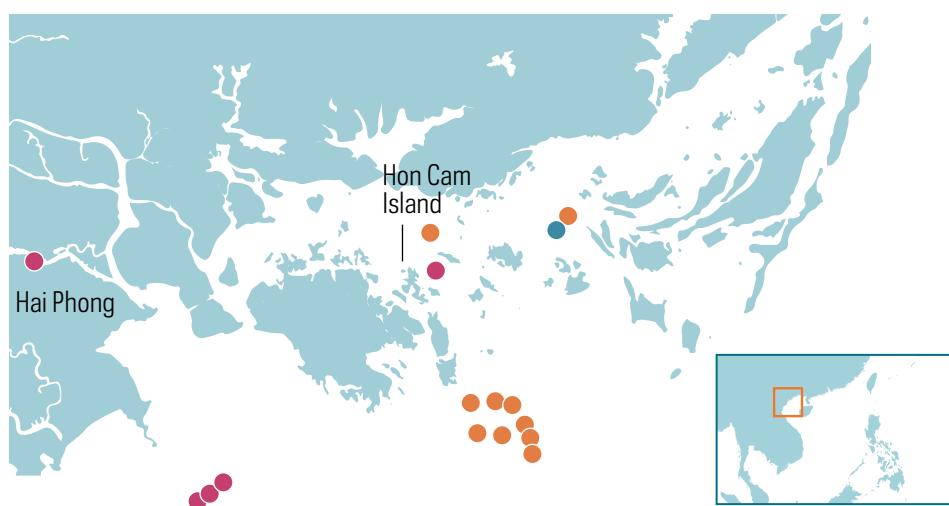
11-year trend. Stores were mostly targeted. The stores commonly stolen at the ports and anchorages in Vietnam were paint/paint drum, mooring rope, fire hose, fire nozzle, fire hydrant cap, scupper plug, extension cable etc.

TYPE OF SHIPS

Both incidents occurred during January-June 2018 were bulk carriers.

11-year trend. Different types of ships were targeted in Vietnam.

By location. In the northern part of Vietnam, 15 out of 16 incidents involved bulk carriers and container ships and one involved a general cargo ship. Refer to Map 8 on the type of ships boarded in the northern part of Vietnam.



Map 8 - Type of ships boarded in the northern part of Vietnam

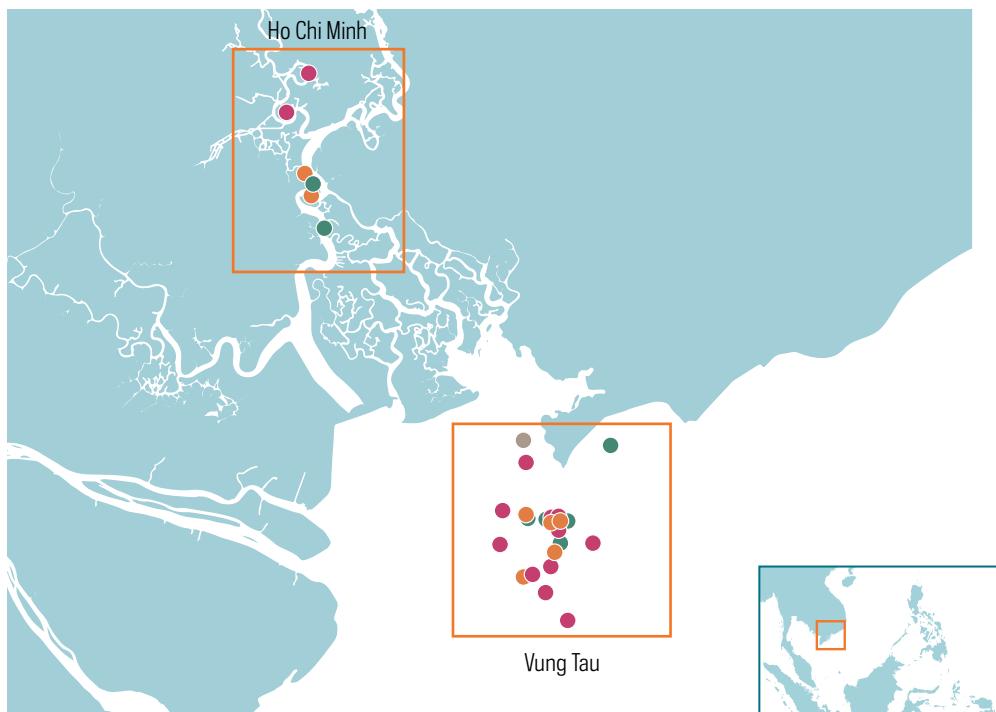
Type of ships

- Bulk carrier
- Container ship
- General cargo ship

In the southern part of Vietnam, there are two clusters:

- Vung Tau – Container ship (11), Bulk carrier (5), Tanker (5), Cable lying ship (1)
- Ho Chi Minh – Bulk carrier (2), Container ship (2), Tanker (2)

Refer to Map 9 on the type of ships boarded in the southern part of Vietnam.



Map 9 - Type of ships boarded in the southern part of Vietnam

Type of ships

- Bulk carrier
- Container ship
- Cable laying ship
- Tanker

SUMMARY OF INSIGHT

The two incidents occurred during January-June 2018 were consistent with the 11-year trend of incidents in terms of number of perpetrators (1-3 men) and items lost (ship stores). In Vietnam, perpetrators mostly stole ship stores such as paint, mooring rope, fire hose, fire nozzle, fire hydrant cap, scupper plug, extension cable, etc. In most of the incidents reported during the past 11 years, the crew was not injured.

There is no correlation between the type of ships boarded and location of incidents in Vietnam. Bulk carriers and container ships were among the more common type of ships that were boarded both in the northern part and in the southern part of Vietnam.

STRAITS OF MALACCA AND SINGAPORE (SOMS)

During January-June 2018, a total of five incidents (three actual and two attempted) were reported in SOMS compared to two incidents (one actual and one attempted) during the same period in 2017. Of the five incidents reported during January-June 2018, four occurred in the Singapore Strait and one in the Malacca Strait.

NUMBER OF PERPETRATORS

Three of the five incidents reported during January-June 2018 involved 4 to 6 men, one involved 1 to 3 men, and one was not known.

	January-June											11-year trend (2007-2017)	2018
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017		
1 to 3 men					2	2		4	20	1		24%	1
4 to 6 men	1	1		1	3	2	2	14	23		1	39%	3
7 to 9 men			2		4				10				13%
> 9 men			1		2			3					5%
Not stated		4		3	3	3	1	2	6		1	19%	1

11-year trend. Most incidents involved groups of 4-6 men. Large groups of 7 to 9 men were last reported during January-June 2015 and groups of >9 men last reported in 2014.

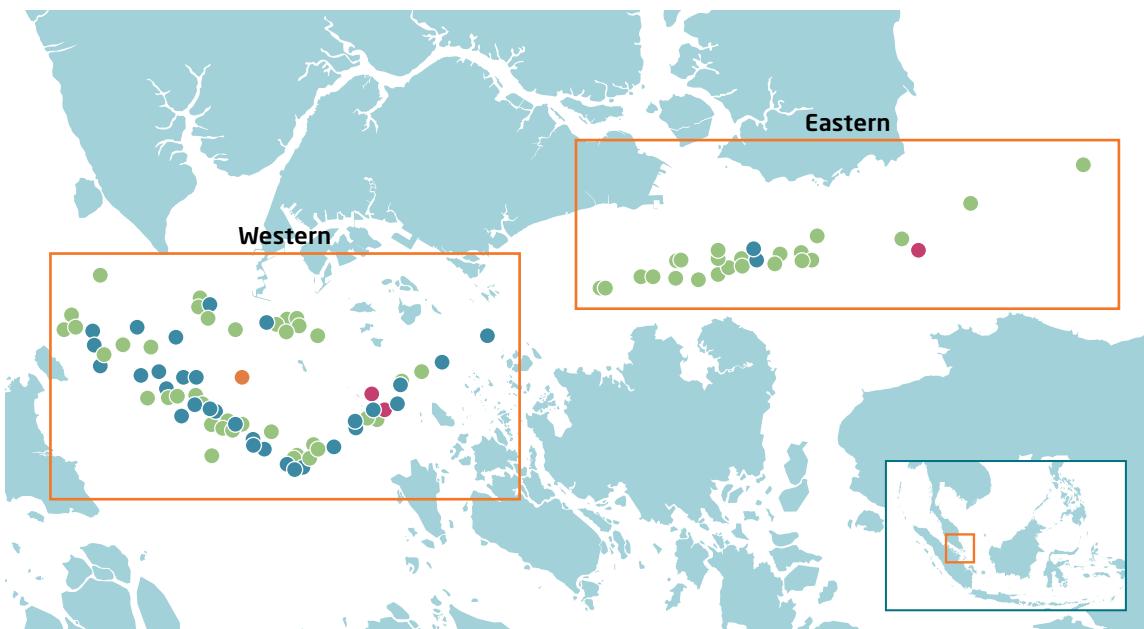
TYPE OF WEAPONS

In all the incidents reported during January-June 2018, it was not known whether the perpetrators were armed.

	January-June											11-year trend (2007-2017)	2018
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017		
More sophisticated weapons			1									1%	
Guns & knives			2	1		1			2			5%	
Knives/Machetes/ Others only		1			7		2	10	16		1	30%	
Not armed					1	4			3			7%	
Not stated	1	4		3	6	2	1	13	38	1	1	57%	5

11-year trend. For incidents with information on type of weapons, the majority of incidents involved perpetrators armed with knives/machetes during the 11-year period. There were six incidents involving perpetrators armed with guns and knives during the 11-year period and these occurred in 2009, 2010, 2012 and 2015. In 2009, the perpetrators were armed with automatic rifles in one of the two incidents.

By location. The ReCAAP ISC notes that more incidents in the western sector of the Singapore Strait involved perpetrators who were armed compared to incidents in the eastern sector. Most of them were armed with knives/machetes.



Map 10 - Type of weapons carried by perpetrators in the Singapore Strait

Type of weapons

- Guns & knives
- Knives/Machetes/Others only
- More sophisticated weapons (automatic rifles)
- Not armed/not stated

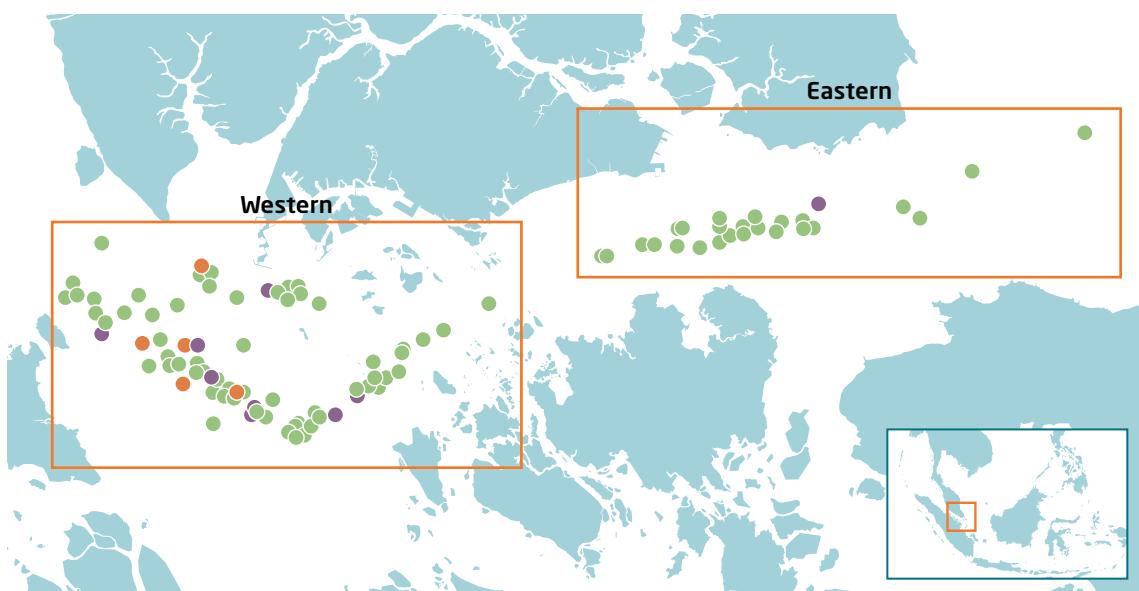
TREATMENT OF CREW

The crew was not injured in all the five incidents reported during January-June 2018.

	January-June												11-year trend (2007-2017)	2018
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017			
Missing								1					1%	
Kidnapped			1										1%	
Crew discarded		1											1%	
Assaulted				1				1	4				5%	
Taken hostage					2		1	3	5				9%	
No injuries		2	2	3	11	7	2	17	49	1	2	5%	4	
Not stated	1	2		1				1	1			78%	1	

11-year trend. Assuming that 'not stated' means 'no injuries', as it was usually the case, crew was not injured in majority of the incidents reported during the past 11 years. The more severe mistreatment of crew, such as kidnapping of crew (one incident⁷) and crew missing (one incident⁸) were reported in the Malacca Strait.

By location. More incidents of crew being mistreated were reported in the western sector of the Singapore Strait compared to incidents in the eastern sector. Of the 20 incidents where crew were mistreated, 14 occurred in the Singapore Strait and six in the Malacca Strait. Map 11 below shows the location of the 14 incidents in the Singapore Strait. Of the 14 incidents, 12 involved perpetrators who were armed. In relation to Map 10 on perpetrators who were armed, there is a correlation between armed perpetrators and mistreatment of crew.



Map 11 - Treatment of crew on board ships in the Singapore Strait

Treatment of crew

- Assaulted
- Taken hostage
- No injuries/not stated

⁷ MLC Nancy 5 on 19 Feb 09.

⁸ Naniwa Maru 5 on 22 Apr 14.

TYPE OF LOSSES

Of the five incidents in January-June 2018, four reported nothing was stolen and one reported loss of unsecured item.

	January-June												11-year trend (2007-2017)
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Hijack of ship		1											1%
Cargo discharged						4		4	4				10%
Cash/ property		1	2		6	1		2	2				11%
Stores				2	4		2		3				9%
Engine spares						1		4	8				11%
Unsecured items										1		1	1%
Nil	1	3	1	2	4		1	13	40		2	55%	4
Not stated						1							2%

11-year trend. More than half of the incidents occurred during the 11-year period reported nothing was stolen. The items that perpetrators targeted most were cash/property, engine spares and ship cargo such as scrap metal and oil cargo.

BY LOCATION

Loss of engine spares. The ReCAAP ISC notes that most of the 13 incidents that reported the loss of engine spares occurred in the eastbound lane of the Traffic Separation Scheme (TSS) in the western sector of the Singapore Strait (as showed in purple dots in Map 12). The incidents occurred on board tankers (6), bulk carrier (4), container ship (2) and tug boat (1).



Map 12 - Loss of engine spares from ships in the Singapore Strait

Type of losses

- Engine spares

Loss of cash/property. Of the 12 incidents that reported loss of cash/property in the Singapore Strait, most of them occurred in the eastbound lane of the TSS in the western sector of Singapore Strait, northwest of Pulau Batam. The incidents occurred on board tug boats/supply vessels (8), general cargo ship (2), container ship (1) and tanker (1).



Map 13 - Loss of cash/property from ships in the Singapore Strait

Type of losses

- Cash/Property

Discharge of cargo. Of the nine incidents reported loss of cargo in the Singapore Strait, eight were losses of scrap metals from barges towed by tug boats and one was theft of oil cargo from product tanker, most occurred in the westbound lane of the TSS in the western sector of the Singapore Strait.



Map 14 - Cargo discharged from ships in the Singapore Strait

Type of losses

- Scrap metal
- Oil cargo

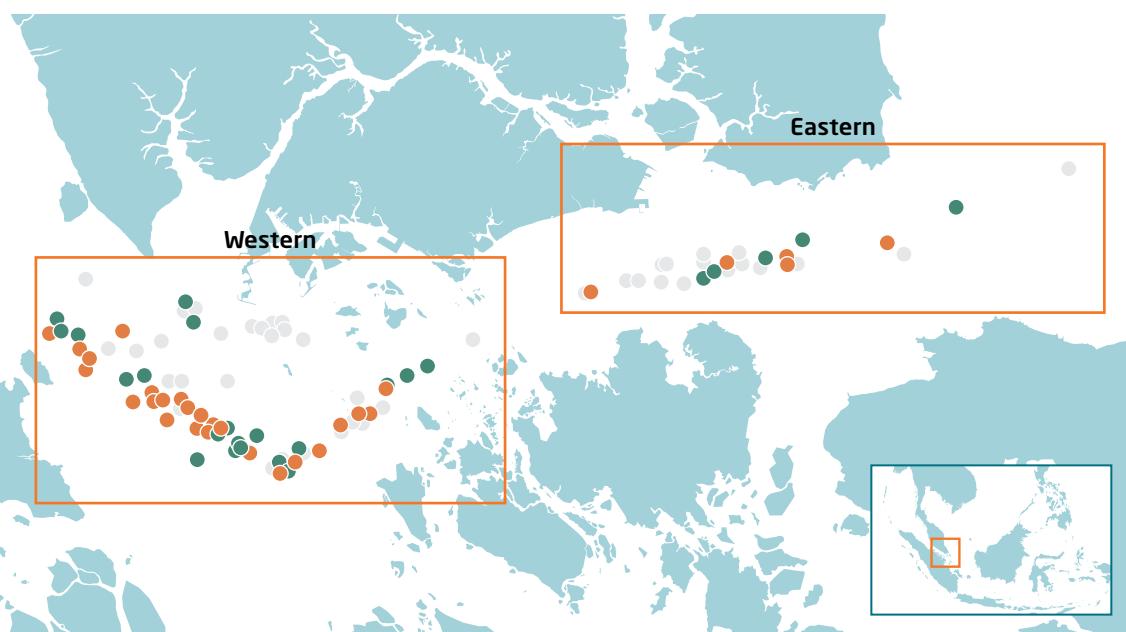
TYPE OF SHIPS

Of the five incidents reported during January-June 2018, two involved bulk carriers, one tanker, one tug boat and one workboat.

11-year trend. Incidents in the Singapore Strait mostly occurred on board bulk carriers (36), tug boats/supply vessels (34) and tankers⁹ (30). The rest of the incidents occurred on board other ships including container ship (8), general cargo ship (4) and barges (2).

BY LOCATION

Majority of the incidents on board bulk carriers (as shown in orange dots in Map 15) and tankers (green dots), occurred in the eastbound lane of the TSS in the western sector of the Singapore Strait.



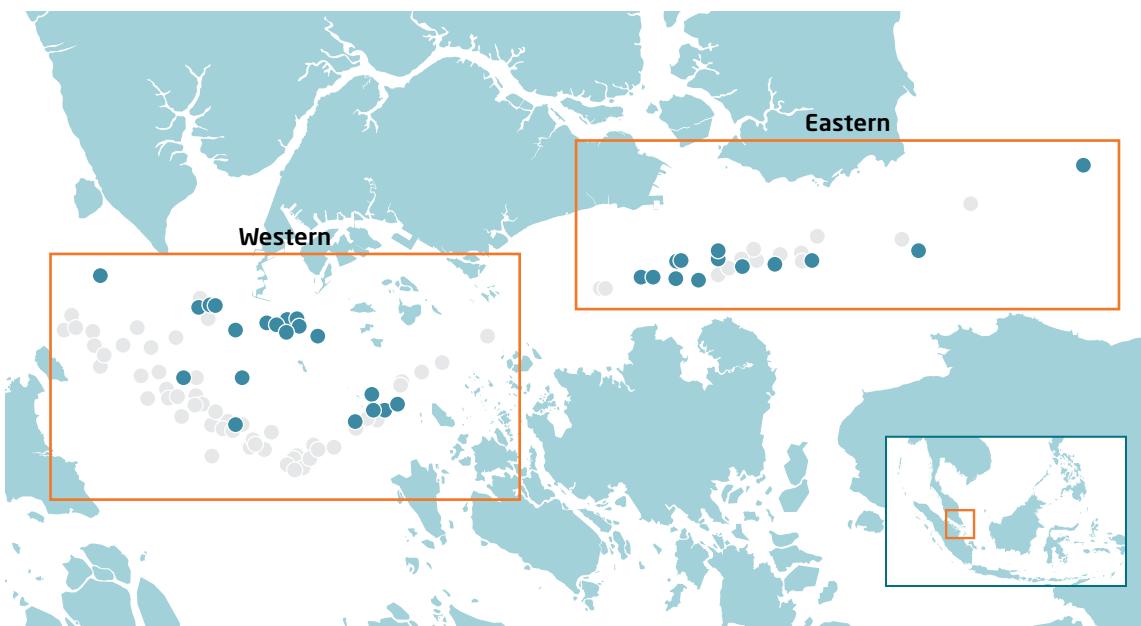
Map 15 - Bulk carriers and tankers boarded in the Singapore Strait

Type of ships

- Bulk carrier
- Tanker

⁹ Include chemical tanker, LNG tanker, LPG tanker, oil tanker and product tanker.

Incidents involving tug boats/supply vessels (as shown in blue dots in Map 16) occurred both in the western and eastern sectors of Singapore Strait. There were relatively more incidents occurred in the westbound lane of the TSS in the western sector; than incidents in the eastbound lane of the TSS in the eastern sector.



Map 16 - Tug boat/supply vessel in the Singapore Strait

Type of ships

- Tug boat/supply vessel

SUMMARY OF INSIGHT

The 11-year trend takes into account the unusual spike in the number of incidents occurred in 2015 where 104 incidents were reported in the Singapore Strait.

The five incidents reported during January-June 2018 in the Straits of Malacca and Singapore were consistent with the 11-year trend in terms of number of perpetrators (4–7 men), perpetrators were not armed, and crew did not suffer from injuries. For the past 11 years, the items stolen were mostly engine spares, cash/property and cargo on board ships.

From the 11-year trend, more incidents in the western sector of the Singapore Strait involved perpetrators who were armed compared to perpetrators in the eastern sector. Also more incidents in the western sector of the Singapore Strait reported mistreatment of crew (assaulted or held hostage) compared to incidents in the eastern sector. There was a correlation between armed perpetrators and treatment of crew prevailing in the western sector of the Singapore Strait involving bulk carriers and tankers.

The 11-year trend also reveals correlation between type of losses and type of ships:

- Engine spares were stolen from ships (mostly bulk carriers and tankers) while underway in the eastbound lane of the Traffic Separation Scheme (TSS) in the western sector of Singapore Strait.
- Cash/property were stolen from ships (mostly tug boats and supply vessels) while underway in the eastbound lane of the TSS in the western sector of Singapore Strait (northwest of Pulau Batam).
- Ship cargo such as scrap metal and oil cargo were stolen from barges and product tankers respectively while underway in the westbound lane of the TSS in the western sector of Singapore Strait.

PART FOUR

SITUATION ON ABDUCTION OF CREW FROM SHIPS IN THE SULU-CELEBES SEAS AND WATERS OFF EASTERN SABAH



SITUATION ON ABDUCTION OF CREW FROM SHIPS IN THE SULU-CELEBES SEAS AND WATERS OFF EASTERN SABAH

SITUATION UPDATE

During January-June 2018 there was no report of actual incident involving the abduction of crew from ships while underway in the Sulu-Celebes Seas. The last actual incident occurred on board *Super Shuttle Tug 1* on 23 Mar 17. Of concern was the report of an attempted incident occurred in the Sulu-Celebes Seas on 16 Feb 18 involving *Kudos 1*.

On 1 May 18, the ReCAAP ISC received information from the Philippine Coast Guard (ReCAAP Focal Point) about a planned kidnapping by members of the Abu Sayyaf Group. The information stated that the group would be using a blue 3-engine speed boat and expected to be underway to Sabah within the next 24 hours. Upon receipt of the information, the ReCAAP ISC issued a Warning to advise ships to exercise extreme caution when transiting in the waters in Lahad Datu, Sabah and surrounding waters in Sabah.

As of 30 June 18, nine crew is still held in captivity¹⁰. The Philippine authorities continue to conduct pursuit operations and intensify its military operations to rescue the abducted crew and neutralise the militant group.

WARNING 01 May 2018

1. Category: Planned Abduction of Crew
2. Description: The ReCAAP-ISC received information from Philippine Focal Point about the planned kidnapping by the members of Abu Sayyaf. The group will be using a blue 3-Engine Speedboat and expected to be underway to SABAH within the next 24hours.

All Vessels transiting the area are advised to exercise extreme caution when transiting in the waters in Lahad Datu and surrounding waters in Sabah.
3. Source: Philippine Focal Point
4. This information is provided to inform maritime situational awareness for mariners operating in the area.
5. Any verified information on this incident is appreciated.

ReCAAP Information Sharing Centre
Email: info@recaap.org
Fax: +65 6376 3066

Warning by ReCAAP ISC on 1 May 18

¹⁰ Since March 2016 (till June 2018), a total of 61 crew had been abducted. Of these, 28 had been released, 17 rescued, seven killed and nine are still in captivity.

ReCAAP ISC ADVISORY

As the threat of abduction of crew in the Sulu-Celebes Seas is not eliminated, ReCAAP ISC maintains its advisory issued via the *ReCAAP ISC Incident Alert* dated 21 Nov 16 to all ships to re-route from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the Sulu-Celebes Seas and eastern Sabah region, and report immediately to the following Centres:



Map 17 - Contact details of reporting centres

① Philippine Coast Guard District

Southwestern Mindanao
Operation Centre
Tel: +63 929686 4129
Tel: +63 916626 0689
VHF: Channel 16 with call-sign "ENVY"
Email: hcgdsrm@yahoo.com

② Navy - Littoral Monitoring Station (LMS)

Bongao, TawiTawi
Tel: +63 917774 2293
VHF: Channel 16
Email: jointtaskgroup@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

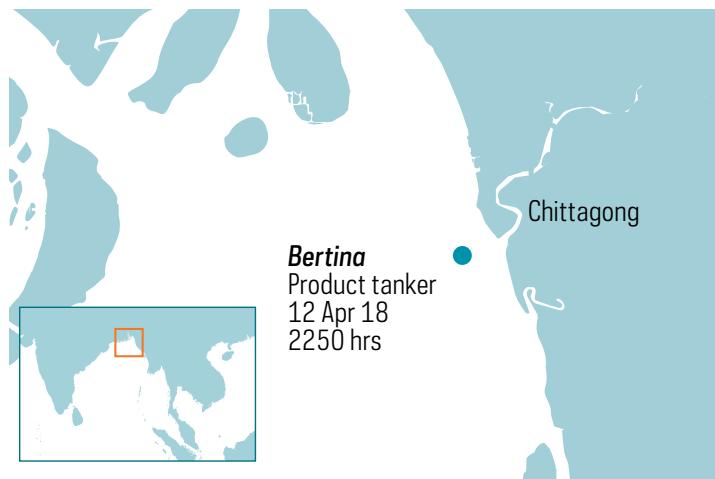
CASE STUDIES



CASE STUDIES

Incident involving *Bertina*

Name of ship	<i>Bertina</i>
Type of ship	Product tanker
Flag of ship	Bahamas
GT	8545
IMO No.	9352133



Map 18 - Approximate location of incident

On 4 Apr 18 at about 2250 hrs, product tanker, *Bertina* was anchored at Chittagong Anchorage, Bangladesh, when three perpetrators armed with iron rod boarded the ship from a small boat. They injured the watch keeper, stole 10 drums of paint (each 140 litres) and escaped.

The master raised the alarm, mustered the crew and reported the incident to the Chittagong Port Control and Bangladesh Coast Guard (BCG). The BCG dispatched a patrol boat to the location, recovered the stolen items and arrested the perpetrators. The stolen items were returned to the victim ship and the perpetrators handed over to the local police.

Comments

The arrest of the perpetrators and recovery of the stolen items were attributed to immediate and accurate reporting by the crew to the Port Control and BCG, close inter-agencies cooperation and quick response of the authorities. The ReCAAP ISC advocates vigilance of crew, immediate and accurate reporting of all incidents and suspicious approaches, to the authorities of littoral States. The ReCAAP ISC also urges enforcement agencies to continue to step-up its surveillance and make quick operational responses to render assistance to victim ships.

Incident involving *Lee Bo*

Name of ship	<i>Lee Bo</i>
Type of ship	Tanker



Map 19 - Approximate location of incident

While tanker, *Lee Bo* was underway, the Chief Officer on duty detected a small boat alongside the ship. Shortly thereafter, 14 perpetrators armed with knives and machetes boarded the ship. Upon realising that the ship did not carry any oil cargo, the perpetrators robbed all the 12 crew (Indonesians and Sri Lankans) of their personal belongings. Two crew were slightly injured in the process.



Lee Bo

(Photograph courtesy of MMEA)

The Malaysian Maritime Enforcement Agency (MMEA) upon receipt information of the incident, immediately deployed its ship *KM Sebatik*, Agusta Westland AW139 helicopter and the Special Task and Rescue (STAR) Team to the location of the incident. The team boarded the ship, arrested the 14 perpetrators, and brought them to Mersing Maritime Zone for further investigation. With the cooperation from Indonesian Armed Forces, two suspects believed to be the mastermind were arrested in Batam on the same day. All perpetrators were brought to Mersing Maritime Zone in Malaysia for further investigation to be charged under Section 397 of the Penal Code for gang robbery.

Comments

The successful arrest of the perpetrators and the mastermind was attributed to immediate and accurate reporting by the master to the authorities, quick response by the authorities and the cooperation among inter-regional authorities [MMEA and Indonesian Armed Forces].

PART SIX

ReCAAP ISC'S MAIN ACTIVITIES (APRIL–JUNE 2018)



ReCAAP ISC'S MAIN ACTIVITIES (APRIL – JUNE 2018)

ReCAAP ISC AND RSIS CO-ORGANISED MARITIME ROUNDTABLE (25 APRIL 2018)

For the first time, ReCAAP ISC and S. Rajaratnam School of International Studies (RSIS) co-organised a Maritime Roundtable co-moderated by Mr. Masafumi Kuroki, Executive Director of ReCAAP ISC and Amb. Ong Keng Yong, Executive Deputy Chairman of RSIS. The Roundtable was held on 25 Apr 18, in conjunction with the Singapore Maritime Week 2018. The topic of discussion at the Roundtable was "*Is a Single Reporting Centre the Answer to Timely Reporting, and Prompt Response against Piracy and Sea Robbery?*"



Participants of Roundtable

Held under the Chatham House Rule, participants of the Maritime Roundtable included senior representatives from International Maritime Organization (IMO); international and regional shipping associations such as the Asian Shipowners' Association (ASA), BIMCO, INTERTANKO, International Chamber of Shipping (ICS), Oil Companies International Marine Forum (OCIMF), Singapore Shipping Association (SSA); maritime regulatory and enforcement agencies such as the Indian Coast Guard (ICG), Malaysian Maritime Enforcement Agency (MMEA), Philippine Coast Guard (PCG), Maritime and Port Authority of Singapore (MPA), Thailand Maritime Enforcement Coordinating Centre (Thai-MECC), Vietnam Coast Guard (VCG); information sharing/reporting centres such as ReCAAP ISC, International Maritime Bureau (IMB), and Information Fusion Centre (IFC); and RSIS, a research institute.

There was general consensus among the participants that the proposal of a single reporting centre was not feasible in the region in the foreseeable future. However, several suggestions and recommendations were put forward to address the issue and improve the current mechanism:

- a. Enhance crew training to help seafarers better familiarise themselves with relevant MSC Circulars, standard operating procedures, and relevant contact numbers to call during an attack;
- b. Establish capacity-building programs to help improve the capability of individual coastal states in executing a timely response; and
- c. Conduct confidence building exercises to improve the trust of the shipping industry in the existing reporting mechanisms.

ReCAAP ISC-OCIMF DIALOGUE (26 APRIL 2018)

On 26 Apr 18, Chairperson of the ReCAAP ISC Governing Council, RADM Joel S Garcia and Executive Director Mr. Masafumi Kuroki hosted members of OCIMF for a dialogue to discuss the latest situation of piracy and sea robbery in Asia and topics of mutual interests.



Meeting with members of the OCIMF

CAPACITY BUILDING EXECUTIVE PROGRAMME 2018 IN TOKYO (20-24 MAY 2018)



Participants and organisers of Capacity Building Executive Programme

The Ministry of Foreign Affairs of Japan (MOFA Japan) and the ReCAAP ISC jointly organized the Capacity Building Executive Programme 2018 in Tokyo, Japan during 20-24 May 18.

Building on the success of the inaugural meeting held in 2017 which was specially organised for ASEAN maritime regulatory and enforcement agencies on the occasion of the 50th Anniversary of ASEAN, the 2018 programme was attended by senior officers of all 20 ReCAAP member countries as well as Indonesia and Malaysia.

The programme included an observation of Japan Coast Guard (JCG) Sea Review and Comprehensive Drill on-board a Japan Coast Guard (JCG) vessel in celebration of the 70th anniversary of the formation of JCG, lectures on topics such as international maritime law, visit to key operational installations and facilities of the JCG, and a dialogue with the Japan Shipowners' Association.

ReCAAP ISC PIRACY AND SEA ROBBERY CONFERENCE 2018, HONG KONG, CHINA (12 JUNE 2018)

The annual ReCAAP ISC Piracy and Sea Robbery Conference 2018 was held on 12 Jun 18. It was the first time the Conference was held outside Singapore and the Singapore Maritime Week (in April 2018). The Conference was held in Hong Kong, China, to reach out to the shipping community in China and beyond. The theme of the Conference was "*Counter Piracy: Proactive Response*". The Conference was organised by ReCAAP ISC, BIMCO and INTERTANKO, with the support of the Hong Kong Shipowners Association.

Taking stock of the current situation in Asia and sharing the situation of piracy and sea robbery in other parts of the world including the Horn of Africa and Gulf of Guinea, the Conference featured speakers from PCG, MMEA, Indonesia's BAKAMLA, EU NAVFOR (Horn of Africa), MDAT-GoG (Gulf of Guinea), ReCAAP ISC, and the shipping industry. Together, these speakers addressed the issues and situations across Asia, the Horn of Africa, and the Gulf of Guinea.

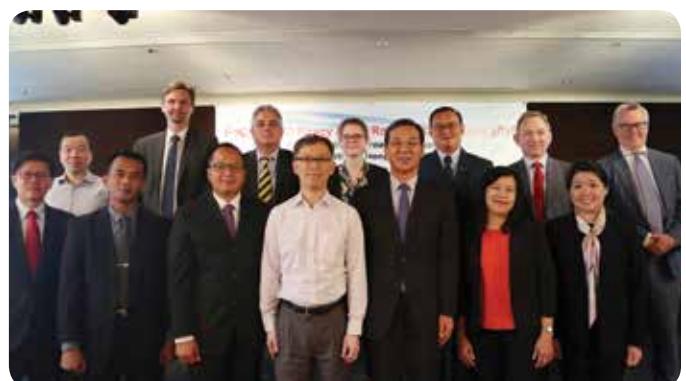
About 90 participants attended the Conference which provided a platform for exchange of perceptions and views among speakers and audience at the panel discussion.



Mr. Masafumi Kuroki declares the opening of the ReCAAP ISC Piracy and Sea Robbery Conference 2018 in Hong Kong, China



Panel discussion moderated by Ms. Jane Chan from the S. Rajaratnam School of International Studies



Group picture with the organisers and panellists of the ReCAAP ISC Piracy and Sea Robbery Conference 2018 and Mr. Jack Hsu, Chairman of the Hong Kong Shipowners Association who delivered the Welcome Remarks.

IMO 99TH SESSION OF THE MARITIME SAFETY COMMITTEE (MSC) MEETING, LONDON, UNITED KINGDOM (16-25 MAY 2018)



ReCAAP ISC Team @ the 99th MSC Meeting

A ReCAAP ISC team attended the 99th MSC meeting on 16-25 May 18. As an observer at the IMO, the ReCAAP ISC's attendance at the MSC meeting was to update the meeting on the progress of ReCAAP ISC via submission of an information paper on the *"Progress Report of the Regional Cooperation Agreement on Combating Piracy and Armed Robbery Against Ships in Asia"*, to engage and network with MSC's member States, representatives of ReCAAP Contracting Parties at the Meeting and other like-minded members. The ReCAAP ISC team also attended a side event on the launch of the Ocean Beyond Piracy Annual Report that was held at the Riverside Plaza Hotel on 23 May 18, organised by the Ocean Beyond Piracy (OBP).

CONCLUSION

The overall situation of piracy and armed robbery against ships in Asia during January-June 2018 has improved compared to the same period in 2017. There was a decrease of 15% in the number of incidents during January-June 2018 compared to the same period in 2017. The number of incidents reported during January-June 2018 was also the lowest among the same period in the past 10 years of 2009-2018.

The severity level of incidents has decreased during January-June 2018 with no CAT 1 incidents and lowest number of CAT 2 incidents compared to the same period of 2009-2017. There were no actual incidents of abduction of crew for ransom and no actual incident of hijacking of ships for oil cargo theft during January-June 2018.

However, of concern was the increase in the number of incidents in the Straits of Malacca and Singapore and at ports/anchorages in Vietnam. There were also an attempted abduction of crew in the Sulu-Celebes Sea and an attempted incident of theft of oil cargo during January-June 2018.

The ReCAAP ISC reiterates the need for port authorities and law enforcement agencies to enhance surveillance, beef up security measures and respond promptly to incident reports. Ships transiting areas of concern are to exercise enhanced vigilance, maintain look-out for suspicious boats, report all incidents to the nearest coastal State and flag State immediately, and implement preventive measures recommended in the *Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*.

APPENDICES

Definitions & Methodology in Classifying Incidents

Definitions

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 2 ● CAT 3 ● CAT 4

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
1	Polar Ecuador Container ship Liberia 43628 9786774	01/01/18 0330 hrs	14° 34' N, 120° 55' E South Harbour Anchorage Area, Manila, Philippines	While at anchor, five perpetrators boarded the ship from a motorized motor banca with markings "Shyrrill". The master of the ship reported the incident immediately to the port authorities. Upon receipt of the report, the Philippine Coast Guard (PCG) deployed its floating asset DF 313 and conducted maritime patrol in the vicinity. The PCG team located the suspected motor banca, boarded and apprehended five perpetrators on board. Two other perpetrators managed to jump into the water and swam towards an unknown direction. Stolen items including welding machine, breathing apparatus, extension wire and paint were recovered from the perpetrators. [ReCAAP Focal Point (Philippines)]
2	Alentejo Bulk carrier Singapore 24166 9626118	01/01/18 0730 hrs	20° 57.08' N, 107° 19.33' E Cam Pha loading anchorage, Vietnam	While at anchor and when the cargo operation was ongoing, the bosun discovered the padlock of the paint and chemical store was broken. A check revealed that some items were missing including lubricating oil, grease, paints and three pieces of light jacket lights. During that time, the duty watchman did not observe the presence of any suspicious boats. The crew was not injured. [ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Vietnam)]
3	Ocean Mars Petroleum product tanker Singapore 30965 9308144	04/01/18 0558 hrs	1° 33.1' N, 104° 47' E Approximately 22.8 nm northeast of Tanjung Berakit, Pulau Bintan, Indonesia (SCS)	While at anchor, the duty watch spotted five perpetrators boarding the ship from the stern. Upon sighting the perpetrators, the general alarm was raised and the crew proceeded to the citadel. A search was later conducted and the perpetrators had escaped. No items were stolen. [ReCAAP Focal Point (Singapore)]

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
4	Ocean 1 Tanker Tuvalu 19081 8916243 ASL Scorpio Tug	07/01/18 1245 hrs	21° 12.7' N, 72° 12.8' E Approximately 11 nm off Alang, Gujarat, India	<p>While underway, three perpetrators in a fishing boat boarded the tanker which was towed by tug <i>ASL Scorpio</i>. The crew immediately reported the boarding to the local authorities. The Indian Coast Guard Station Pipavav requested the Marine Police to investigate the incident. On 11 Jan 18, the Police reported that they had arrested the perpetrators and recovered the stolen items comprising ship stores and engine spares.</p> <p>[ReCAAP Focal Point (India)]</p>
5	Name withheld Oil tanker Indonesia	10/01/18	Pulau Batam, Indonesia	<p>While at anchor, three perpetrators boarded the oil tanker and committed theft on board the ship. The crew on watch reported the incident immediately to Western Fleet Quick Response (WFQR) IV, who managed to detain two perpetrators. Further investigation by WFQR Lantamal IV with the Western Region Fleet Intelligence Detachment (Denintel Armabar) resulted in the tracing and arrest of the third perpetrator by the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
6	Athos Bulk carrier Barbados 32478 9761334	21/01/18 0535 hrs	0° 15.8' N, 117° 35.3' E Muara Berau Anchorage, East Kalimantan, Indonesia	<p>While at anchor, two perpetrators boarded the ship. From the CCTV, the perpetrators were sighted on the main deck on the right side of the hull and then towards the left hull of the warehouse. They stole two mooring ropes from the warehouse in the bow of the ship and escaped.</p> <p>[ReCAAP Focal Point (United Kingdom), Regional authorities]</p>

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
7	Port Hainan Bulk carrier Hong Kong, China 33036 9456422	31/01/18 0455 hrs	21° 48' N, 91° 48' E Kutubdia Anchorage B, Bangladesh	While at anchor, five perpetrators armed with knives boarded the bulk carrier. They threatened the crew, stole ropes and escaped. The incident was reported to Chittagong Port Control and the Bangladesh Coast Guard investigated immediately. The stolen ropes were recovered and returned to the ship at 1630 hrs on the same day. [ReCAAP Focal Point (Bangladesh)]
8	Globe Explorer Bulk carrier Panama 17027 9675561	01/02/18 0210 hrs	10° 39' N, 107° 0.9' E Godau Port, Vietnam	While at anchor, two perpetrators armed with knives boarded the bulk carrier. They held the bosun hostage, threatened and injured him with a knife and then tied him up. The bosun managed to free himself and informed the master who raised the alarm and mustered the crew. A search was conducted and ship stores were reported missing. The incident was reported to the port authorities who boarded the ship for investigation, and sent the bosun ashore for medical treatment. [ReCAAP Focal Point (Japan), ReCAAP Focal Point (Vietnam)]
9	BBC Amber General cargo ship Antigua & Barbuda 12838 9563706	06/02/18 0231 hrs	22° 8' N, 91° 44' E Chittagong Anchorage, Bangladesh	While at anchor, six perpetrators in a local out board engine boat boarded the general cargo ship using grapnel hook with rope. They threatened the crew, stole unsecured items from the ship and escaped. Upon receipt of the information, the Bangladesh Coast Guard deployed patrol boats to investigate but were unable to locate the perpetrators. [ReCAAP Focal Point (Bangladesh)]

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
10	Tiberius Bulk carrier Marshall Islands 21163 9665841	11/02/18 0120 hrs	22° 7' N, 91° 43' E Chittagong Anchorage, Bangladesh	While at anchor, five perpetrators in a boat boarded the bulk carrier from the port side via hook. The perpetrators stole a rope and escaped. The incident was reported to the port control who informed the Bangladesh Coast Guard (BCG). The BCG conducted a search in the vicinity and was able to recover the stolen rope and returned it to the ship. [ReCAAP Focal Point (Bangladesh)]
11	Name withheld Tug boat Norway 7473	19/02/18 0200 hrs	1° 9.7' N, 103° 56.4' E Approximately 3 nm west of Batu Ampar Port, Pulau Batam, Indonesia	During routine rounds on board the tug boat, the bosun reported that the lock to the engine room hatch was broken. Further investigation revealed several footprints on the aft deck and a large number of spare parts missing. [ReCAAP Focal Point (Singapore)]
12	Alerce N Bulk carrier Chile 17979 9250323	03/03/18 2245 hrs	6° 2.9' S, 106° 53.40' E Tanjung Priok Anchorage, Jakarta, Indonesia	While at anchor, the duty motorman on board noticed two perpetrators on the aft deck and raised the alarm. Seeing the alerted crew, the perpetrators escaped in a waiting boat. A search was conducted on board the ship, but nothing was stolen. [ReCAAP Focal Point (Singapore)]
13	LA Solognais Bulk carrier Malta 24725 9733258	08/03/18 0510 hrs	0° 15.1' S, 117° 37.7' E Muara Berau Anchorage, Samarinda, Indonesia	While at anchor, perpetrators boarded the ship unnoticed, stole two mooring ropes and escaped. The theft was discovered during security round. [ReCAAP Focal Point (Bangladesh)]

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
14	<i>GH Rich Wall</i> Bulk carrier Marshall Islands 36291 9735804	20/03/18 1530 hrs	3° 42.6' S, 114° 28.2' E Taboneo Anchorage, Banjarmasin, South Kalimantan, Indonesia	While at anchor, six perpetrators armed with knives boarded the ship. The duty crew sighted the perpetrators and informed the duty officer. The alarm was raised, crew mustered and port control notified. Upon realising the crew had been alerted, the perpetrators escaped empty-handed immediately. The crew was not injured. An Indonesian Police Coast Guard vessel was also despatched to the location. [ReCAAP Focal Point (Singapore)]
15	<i>Captain Vangelis L</i> Bulk carrier Liberia 88420 9450868	28/03/18 0710 hrs	1° 16.5' S, 117° 41.5' E Muara Berau Anchorage, Samarinda, Indonesia	While at anchor, four perpetrators approached the ship in a small boat. Two of the perpetrators boarded the ship while the other two were waiting in the boat. The duty crew on routine rounds spotted the perpetrators and raised the alarm immediately. Upon realising the crew had been alerted, the perpetrators escaped empty-handed. [ReCAAP Focal Point (Singapore)]
16	<i>African Lunde</i> Bulk carrier Singapore 34769 9713961	05/04/18 0405 hrs	0° 15.1' S, 117° 34.18' E Muara Berau Anchorage, Samarinda, Indonesia	While at anchor, a perpetrator on board a small boat climbed the ship via the port anchor chain through the hawse pipe. The perpetrator removed the razor wires and hawse pipe cover. Two mooring ropes stored in the Bosun store were reported missing. The officer-on-watch raised the alarm. Realising that the crew had been alerted, the perpetrator escaped back to the boat and fled. [ReCAAP Focal Point (Singapore)]

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
17	Bertina Product tanker Bahamas 8545 9352133	12/04/18 2250 hrs	22° 12.8' N, 91° 44.54' E Chittagong Anchorage, Bangladesh	<p>Three perpetrators armed with iron rod boarded the ship from a small boat. They injured the watch keeper, stole 10 drums of paint (each 140 litres) and escaped. The master raised the alarm, mustered the crew and reported the incident to the Chittagong Port Control and Bangladesh Coast Guard (BCG).</p> <p>The BCG dispatched a patrol boat to the location, recovered the stolen items and arrested the perpetrators. The stolen items were returned to the victim ship and the perpetrators handed over to the local police.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>
18	PPS Luck Bulk carrier Singapore 30811 9407524	19/04/18 0200 hrs	0° 15.2' S, 117° 36.7' E Samarinda Anchorage (Muara Berau), Indonesia	<p>While at anchor, the crew discovered that the padlocks of the fore peak store entrance were broken, and two mooring ropes were missing – one from the starboard side mooring drum and another inside the forecastle store. Upon investigation, it was suspected that armed perpetrators had climbed on board the ship via anchor chain and stole the ropes by lowering to a small boat from the forward store door at the forecastle deck. The incident was estimated to take place between 0200-0600 hrs (local time). The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
19	Katerina Bulk carrier Cyprus 40002 9256884	21/04/18 2300 hrs	1° 15.9' N, 104° 8.6' E Approximately 4.7 nm northeast of Nongsa Point, Batam Island, Indonesia (eastbound lane of the Traffic Separation Scheme (TSS) of Singapore Strait)	<p>While underway in the eastbound lane of the Traffic Separation Scheme (TSS) of Singapore Strait, the duty officer of the bulk carrier sighted four perpetrators in the engine room on 21 Apr 18 at about 2300 hrs and reported the incident to the master. The master raised the alarm, mustered the crew and reported the incident to Singapore's Vessel Traffic Management System (VTMS) via VHF. The VTMS informed the Republic of Singapore Navy, Singapore Police Coast Guard and Indonesian authority; and initiated a safety navigational broadcast to warn ships in the vicinity.</p> <p>The master conducted a search and there was no further sighting of the perpetrators. The Malaysian Maritime Enforcement Agency (MMEA) reported that it deployed its boat and boarded <i>Katerina</i> at 0144 hrs on 22 Apr 18 at about 4 nm south of Tanjung Penyusop, Malaysia after receiving a distress signal. No item was stolen, and the crew was not harmed.</p> <p>[ReCAAP Focal Point (Singapore), MMEA]</p>
20	Apollo Troth General cargo Panama 6925 9550931	28/04/18 2230 hrs	0° 14.92' S, 117° 32.73' E Muara Berau, Anchorage, Samarinda, Indonesia	<p>While at anchor, four perpetrators armed with knives on board two boats boarded the ship through the hawse pipe. When on deck, two of the perpetrators threatened the duty AB who was on routine rounds.</p> <p>The duty AB after rescued by another crew, immediately switched on the hydraulic pump, and the perpetrators fled.</p> <p>[ReCAAP Focal Point (Japan)]</p>

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
21	Kirana Tritya Product tanker Singapore 13203 9367750	29/04/18 0300 hrs	5° 30.13' S, 105° 18.13' E Panjang Anchorage, Indonesia	While at anchor, the Officer-on-Watch (OOW) observed a fishing boat that was proceeding close to the ship. He informed the Security Watch, who then spotted three perpetrators at the starboard quarter of the ship. The alarm was raised and upon hearing the alarm, the three perpetrators jumped overboard. The crew was not injured, and nothing was stolen. [ReCAAP Focal Point (Singapore)]
22	Bigroll Beaufort Deck cargo ship Netherlands 23134 9766841	30/04/18 0001 hrs	1° 24' N, 104° 46.8' E Approximately 16 nm northeast of Tanjung Berakit, Pulau Bintan, Indonesia (SCS)	While at anchor, the bosun discovered the padlock of the paint store was broken and the door left open. Further investigation revealed that the padlocks of the garbage room, oxygen locker, acetylene locker and the bunker station were also broken and the doors were left open. However, nothing was missing. The crew was not injured. [ReCAAP Focal Point (Netherlands)]
23	Erik Spirit Tanker Bahamas 62929 9292515	05/05/18 1500 hrs	1° 27.4' N, 104° 36.3' E Approximately 12 nm north- northeast of Tanjung Berakit, Pulau Bintan, Indonesia	While at anchor, perpetrators boarded the tanker unnoticed, stole ship's properties and escaped. The theft was later discovered during the routine emergency drill. [ReCAAP Focal Point (Singapore)]

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
24 Kirana Santya Product tanker Singapore 13201 9667277	16/05/18 0345 hrs	1° 6.25' N, 104° 11.17' E Tanjung Uban Anchorage, Indonesia	<p>While at anchor, the master reported that a set of breathing apparatus (BA) compressor was found missing and the padlock was broken. Subsequent investigation and review of the footage from CCTV revealed the presence of two perpetrators at the poop deck. About 10 minutes later, a wooden boat appeared passing near the poop deck from stern. Another three perpetrators climbed up the ship from starboard side. The perpetrators were believed to have gained access to the ship unnoticed by the duty officer and AB. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
25 Front Ull Tanker Marshall Islands 81670 9600932	19/05/18 0201 hrs	1° 10' N, 103° 27' E Approximately 2.5 nm east- northeast of Pulau Karimun Kecil, Indonesia (SOMS)	<p>While underway, six perpetrators boarded the tanker. The duty Engineer noticed the perpetrators, informed the master who raised the alarm. Seeing the crew alerted, the perpetrators escaped empty-handed.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
26 Wangaratta Bulk carrier Panama 43012 9461166	19/05/18 0245 hrs	5° 32' S, 105° 18.8' E Tarahan Anchorage, Indonesia	<p>While at anchor, five perpetrators armed with knives boarded the ship using a rope. They held the duty AB hostage, tied him and threatened him with knives. The perpetrators stole the ship's properties, damaged the door to the engine room, stole the engine spares and escaped.</p> <p>The AB managed to free himself and raise the alarm. The OOW sounded the ship's horn and mustered the crew. A search was conducted on board the ship.</p> <p>[ReCAAP Focal Point (Japan), ReCAAP Focal Point (Singapore)]</p>

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
27	Budget 19 Tug boat Malaysia 140 9515369 Budget 29 Barge Malaysia	19/05/18 1500 hrs	1° 12.29' N, 103° 34.12' E Approximately 4.65 nm southeast of Tanjung Piai, Southern Johor, Malaysia, in the westbound lane of the Traffic Separation Scheme(TSS) of the Singapore Strait (SS) (SOMS)	<p>While the tug boat towing a barge was underway, a few small craft were seen alongside the unmanned barge. Some scrap metal was found stolen from the barge. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
28	Clover Colossus Bulk carrier Singapore 31545 9748758	20/05/18 0230 hrs	5° 52.3' S, 106° 4.8' E Merak Anchorage, Indonesia	<p>While at anchor, three perpetrators armed with knives boarded the ship by climbing up the portside poop deck using a hook and rope. The duty AB spotted the perpetrators who were approaching him from starboard aft of cargo hold 5. The perpetrators threatened the duty AB with a knife when he tried to use his handheld radio to call for assistance. While the duty AB was being held by one of the perpetrators, the other two perpetrators entered the accommodation area. Some minutes later, the three perpetrators jumped into a waiting boat and escaped. Some engine spare parts were stolen.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
29	Lee Bo Tanker Mongolia	01/06/18 0300 hrs	2° 18.61' N, 104° 14.85' E Approximately 6.5 nm east of Pulau Tinggi, Malaysia	<p>While underway, the Chief Officer on duty detected a small boat alongside the ship. Shortly thereafter, 14 perpetrators armed with knives and machetes boarded the ship.</p> <p>Upon realizing that the ship did not carry any oil cargo, the perpetrators robbed all the 12 crew (Indonesians and Sri Lankans) of their personal belongings. Two crew were slightly injured in the process.</p> <p>The MMEA upon receipt information of the incident, immediately deployed its ship <i>KM Sebatik</i>, Agusta Westland Aw139 helicopter and the Special Task and Rescue (STAR) Team to the location of the incident. The team boarded the ship, arrested the 14 perpetrators, and brought them to Mersing Maritime Zone for further investigation.</p> <p>With the cooperation of the Indonesian Armed Forces (TNI), two suspects believed to be masterminds (aged between 40 to 50) were arrested in Batam, Indonesia on the same day.</p> <p>[Regional authorities]</p>

Attempted Incidents

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
30	Tiberius Bulk carrier Marshall Islands 21163 9665841	03/01/18 1400 hrs	2° 27.4' N, 101° 39.11' E Approximately 9 nm southwest of Port Dickson, Malaysia [Straits of Malacca and Singapore (SOMS)]	While underway, the OOW noticed a speed boat with five masked perpetrators holding a long hook approaching the bulk carrier. The alarm was raised and crew mustered with fire hoses. Upon realising the crew had been alerted, the speed boat moved away. [IMO]
31	Asali Bulk carrier Cyprus 33338 9461805	06/01/18 0230 hrs	0° 16.22' N, 117° 36.11' E Muara Berau Anchorage, East Kalimantan, Indonesia	While at anchor, five perpetrators on board a small boat approached the bulk carrier and attempted to board via the anchor chain. The duty crew noticed the perpetrators and raised the alarm. The perpetrators aborted the attempt and moved away. [Regional authorities]
32	Name withheld Bulk carrier Marshall Islands 33032	09/01/18 0700 hrs	0° 16.15' S, 117° 43.01' E Muara Berau Anchorage, Samarinda, Indonesia	While at anchor, the crew noticed perpetrators attempting to board the ship via the anchor chain. They informed the OOW, who sounded the fog horn. Seeing the alerted crew, the perpetrators aborted the attempt and escaped in a small boat. [IMO]

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
33 Marineco Toomai Workboat United Kingdom 137 9429986	18/01/18 0023 hrs	1° 7.16' N, 103° 30.48' E Approximately 8.5 nm north- northeast of Tanjung Balai, Pulau Karimun Besar, Indonesia, in the eastbound lane of the Traffic Separation Scheme (TSS) of the Singapore Strait (SS) (SOMS)	<p>The boat towing three pipelines (length of tow about 700 metres) was underway in the Singapore Strait from Bangladesh to Batam port, Indonesia when two perpetrators on board a small craft approached the boat.</p> <p>The crew was alerted and reported the incident immediately to the Singapore Vessel Traffic Information System (VTIS) on VHF radio. The perpetrators did not board the boat. There was no description of the small craft due to the darkness of the surroundings.</p> <p>The VTIS on duty initiated the navigational broadcast to request ships to look out for approaching small craft in the vicinity. The VTIS also notified the Republic of Singapore Navy (RSN), Singapore Police Coast Guard and Indonesian authority.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
34	Team Challenge Bulk carrier Marshall Islands 17679 9282780	10/02/18 0100 hrs	22° 11.4' N, 88° 9.17' E Diamond Harbour Anchorage, near Kolkata, India	<p>While at anchor, the duty AB noticed an unusual noise coming from the anchor chain. He checked and saw one perpetrator climbing up through the anchor chain, and two other perpetrators were waiting in a boat. The duty crew shouted, and the perpetrator jumped into the water and escaped in the boat. The master raised the general alarm and mustered the crew. The crew was not injured and nothing was stolen.</p> <p>The incident was reported to MRCC Mumbai who requested the nearest Indian Coast Guard (ICG) unit in Haldia (CGD HQ 8) to investigate the incident. Upon investigation, the incident was verified by the port authorities who has been requested to enhance surveillance in the area and implement deterrent measures. The incident is pending further investigation by the police and local port authorities.</p> <p>[ReCAAP Focal Point (India)]</p>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
35 Kudos 1 Container ship 892	16/02/18 2240 hrs	6° 42.6' N, 122° 27.8' E Approximately 4.4 nm southeast of Sibago Island, province of Basilan, Philippines	<p>While underway, three motorized bancas with three perpetrators on board each banca manoeuvred to the portside amidship of <i>Kudos 1</i>. Armed with firearms, the perpetrators attempted to board the ship using ropes and hooks.</p> <p>The master and crew splashed hot water onto the perpetrators who opened fire at the ship for about two minutes and re-positioned themselves at about 400 to 500 meters away from the ship. The master also activated two flares. The perpetrators escaped quickly in the motorized bancas and sped heading towards Basilan. Three crew suffered minor injuries on their hands due to the glass debris from the ship's porthole mirror which was broken because of the gun shot.</p> <p>The authorities were alerted to the distress signal and immediately responded by deploying the multi-role vessel (MRRV-4402) to the location of the incident. The PCG boarded the ship and provided medical treatment to the injured crew. Maritime patrol was also conducted in the area.</p> <p>The PCG and Philippine Navy (PN) escorted the ship safely towards the port of Zamboanga City.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
36 Doodle General cargo ship Panama 9992 9112557	18/04/18 0115 hrs	22° 11.3' N, 91° 42.1' E Chittagong Bravo Anchorage, Bangladesh	<p>Six perpetrators with knives in a black boat tried to board an anchored ship from astern. The ship master and crew were vigilant and raised the alarm.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
37	Swiss Prestige Catamaran Hong Kong, China	06/04/18 0230 hrs	17° 15.7' N, 111° 16.3' E South China Sea	<p>While sailing, a small ship <i>Hong Lrut</i> with two perpetrators on board approached the catamaran at high speed (approximately 15 knots) within 200 nm and turned parallel to <i>Swiss Prestige</i>. The catamaran sounded "mayday" via VHF Channel 16 and increased her speed to 8 knots. The suspected ship moved away from the catamaran but continued parallel course. A cruise liner <i>Diamond Princess</i> responded to the mayday call and moved to the location. <i>Swiss Prestige</i> communicated with <i>Diamond Princess</i> that Falmouth MRCC had been informed. The suspected ship began to move away and depart from the area shortly. <i>Swiss Prestige</i> cancelled its mayday call and moved towards Johor, Malaysia.</p> <p>[ReCAAP Focal Point (United Kingdom)]</p>
38	Alkyonis Bulk carrier Liberia 23266 9709465	21/04/18 2100 hrs	0° 14.33' S, 117° 35' E Muara Berau Anchorage, Samarinda, Indonesia	<p>While at anchor, perpetrators in a boat approached the ship and attempted to board via the anchor chain. The duty crew directed lights towards the perpetrators and raised the alarm. Realising the crew had been alerted, the perpetrators aborted their attempt and escaped in their boat.</p> <p>[IMO]</p>

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
39	Vela Ocean Bulk carrier Singapore 30006 9480966	06/05/18 2125 hrs	22° 15' N, 91° 18.13' E Chittagong Alpha Anchorage, Bangladesh	While at anchor, the duty watchmen spotted seven perpetrators attempting to board the ship. The duty officer sounded the general alarm immediately, followed by a public announcement to alert crew of the situation. The crew was mustered at the ship's office while the duty watchmen entrapped the perpetrators, resulting in a futile boarding attempt. The perpetrators eventually jumped overboard and escaped. The crew was not injured, and nothing was stolen. [ReCAAP Focal Point (Singapore)]
40	Baltic Scorpion Bulk carrier Marshall Islands 36353 9729477	06/05/18 2330 hrs	0° 13.8' S, 117° 33.8' E Muara Berau Anchorage, Samarinda, Indonesia	While at anchor, the duty AB on routine rounds on board the ship heard noises coming from the hawse pipe. He sighted a perpetrator trying to remove the hawse pipe protection cover. The duty AB immediately informed the OOW who raised the alarm and sounded the ship's whistle. Upon hearing the alarm, the perpetrators aborted their attempted boarding and escaped. The crew was mustered, and a search was carried out. Nothing was stolen. The SSO tried to call the port control on VHF but received no response. [ReCAAP Focal Point (Singapore)]

Maritime Safety Committee (MSC) Circulars on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships in Asia

In accordance to the MSC.1/Circ 1334 on 'Guidance to ships owners, ship operators, ship masters and crew on preventing and suppressing acts of piracy and armed robbery against ships', the flow diagram on Procedure for Reporting Incidents of Piracy and Armed Robbery Against Ships in Asia is shown below:

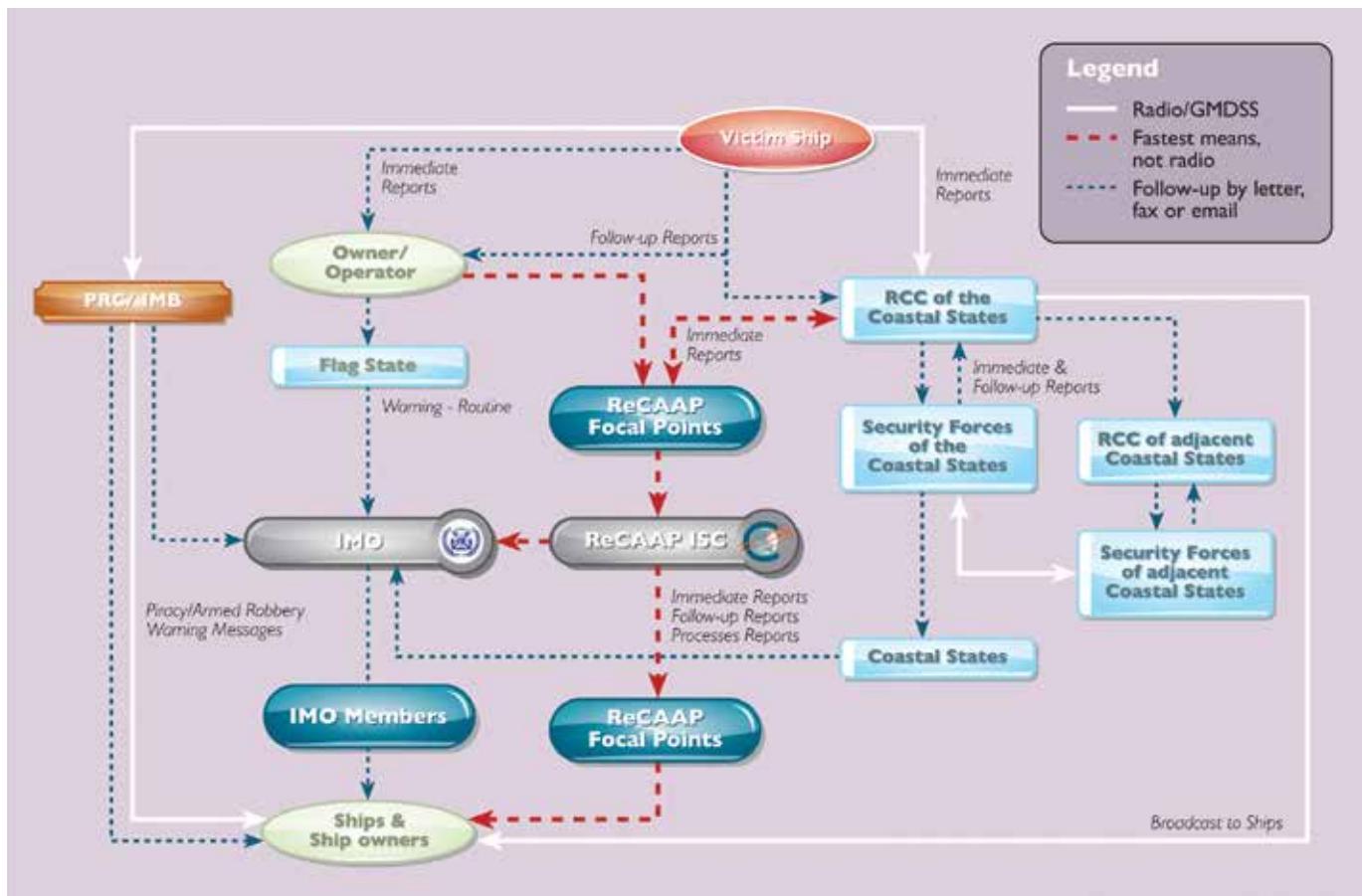


Diagram 1 - Flow Diagram for Reporting Incidents in Asia

Notes:

1. The RCCs of some ReCAAP Contracting Parties are also their ReCAAP Focal Points. These Focal Points also disseminate incident information internally to their respective RCCs, maritime authorities and law enforcement agencies as appropriate.
2. The ReCAAP Focal Points are governmental agencies designated by the respective Contracting Parties of the ReCAAP Agreement.
3. The incident reporting process in Asia does not change other reporting processes for incidents already in practice.

CONTACT DETAILS OF ReCAAP FOCAL POINTS / CONTACT POINT

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Australia		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: amboc@border.gov.au	+61-2-6275-6000	+61-2-6275-6275
Bangladesh		
Department of Shipping E-mail: cns@dos.gov.bd	+88-02-9554206	+88-02-9587301
Brunei		
Brunei Police Marine Email: kasnol.kincho@police.gov.bn	+673-8836495	+673-2774000
Cambodia		
Merchant Marine Department E-mail: mmd@mpwt.gov.kh	+85-5-2386-4110	+85-5-2386-4110
China		
China Maritime Search and Rescue Coordination Centre (Beijing) Email: cnmrcc@mot.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999	+85-2-2541-7714
Denmark		
Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-9137-6000	+45-9137-6001
India		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: indsar@vsnl.net mrcc-west@indiancoastguard.nic.in	+91-22-2431-6558 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Japan		
Japan Coast Guard (JCG) Ops Centre Email : jcg-op@mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
Republic of Korea		
Ministry of Oceans and Fisheries Operations Centre Email: piracy@gicoms.go.kr	+82-44-200-5895 to 98	+82-44-200-5886 to 88
Laos		
International Organisations Department Ministry of Foreign Affairs Email: Ketkeo_pmc@yahoo.com svongdeuane@yahoo.com	+856-21-970 151	+856-21-212505 +856-21-212547
Myanmar		
MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm mrcc.myanmar2012@gmail.com	+95-313-1650	+95-1202-417
Netherlands		
Dutch Coast Guard Maritime Information Centre (MIK-NL) Email: mik-nl@kustwacht.nl	+31-223-658-101	+31-223-658-358
Norway		
Norwegian Maritime Authority Email: morten.alsaker.lossius@sjofartsdir.no	+47-5274-5000 +47-5274-5130	+47-5274-5001
Philippines		
Philippine Coast Guard PCG Action Centre-MRCC (Manila) Email: cgc@coastguard.gov.ph	+63-2-527-8481 to 89 (ext: 6136/37) +63-917-724-3682 +63-929-825-3207 (mobile)	+63-2-310-2097
Coast Guard District South Western Mindanao (CGDSWM) Email: hcgdswm@yahoo.com	+63 929689 4129 +63 916626 0689 VHF: Channel 16 with call sign "ENVY"	

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Singapore		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
Sri Lanka		
Sri Lanka Navy Operations Room / MRCC (Colombo) Email: nhqdn@yahoo.com nhqdn@navy.lk	+94-11-244 5368 +94-11-221 2230/31	+94-11-244 1454 +94-11-244 9718
Thailand		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: miscdutyofficer@misc.go.th sornchon2558@gmail.com	+66-2475-4532	+66-2475-4577
United Kingdom		
National Maritime Information Centre Operations Centre Email: NMIC-OPS@mod.gov.uk	+44 2392-211951	+44 2392-212024 Please indicate "FAO NMIC – A leg"
United States		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: rccalameda@uscg.mil	+1-510-437-3701	
Vietnam		
Vietnam Coast Guard Email: vietnamcoastguard@gmail.com	+84-4-3355-4378	+84-4-3355-4363

Correct as at 4 April 2018

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

21 Media Circle, #05-04, Singapore 138562
T +65 6376 3091 . F +65 6376 3066
E info@recaap.org . W www.recaap.org