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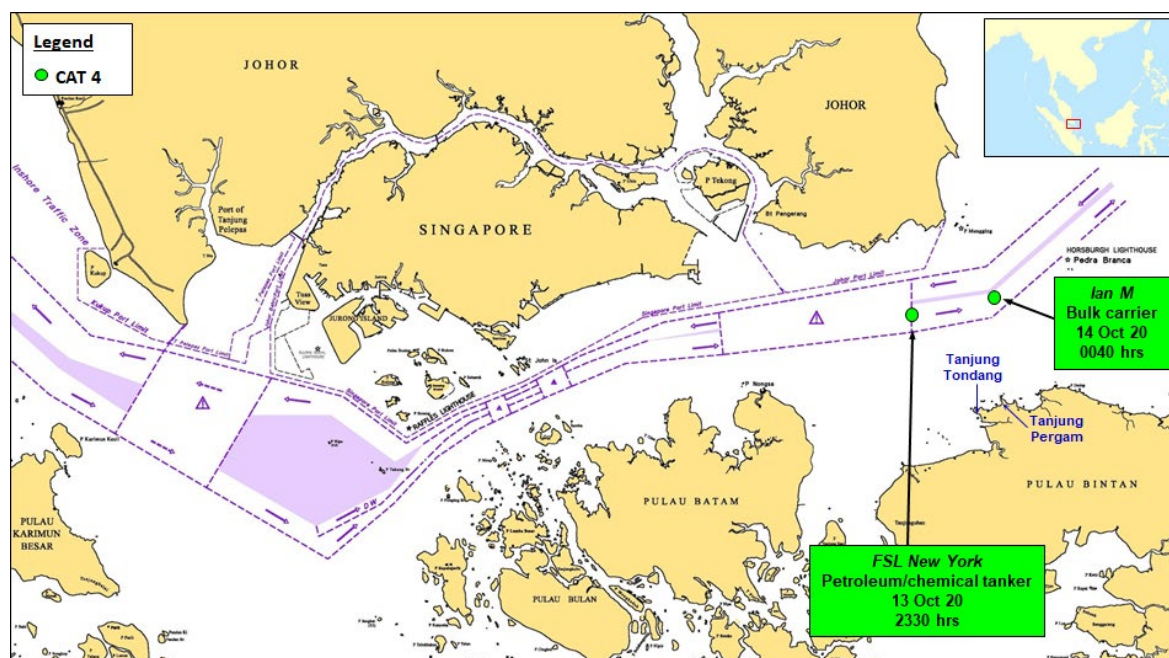
ReCAAP ISC Weekly Report 13-19 Oct 2020

Piracy and Armed Robbery Against Ships in Asia

OVERVIEW

During 13-19 Oct 20, two CAT 4¹ incidents (where the perpetrators are not armed and the crew not harmed) were reported to the ReCAAP ISC. Both incidents occurred on board ships while they were underway in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait (SS). The location of the two incidents is shown in the map below; and detailed description of the incidents tabulated in the attachment.

With these two incidents, a total of 25 incidents have been reported in the SS since January 2020. Of the 25 incidents, 20 incidents occurred in the eastbound lane of the TSS, one incident in the westbound lane, two incidents in the precautionary area in the SS and one incident just outside the TSS.



Location of incidents

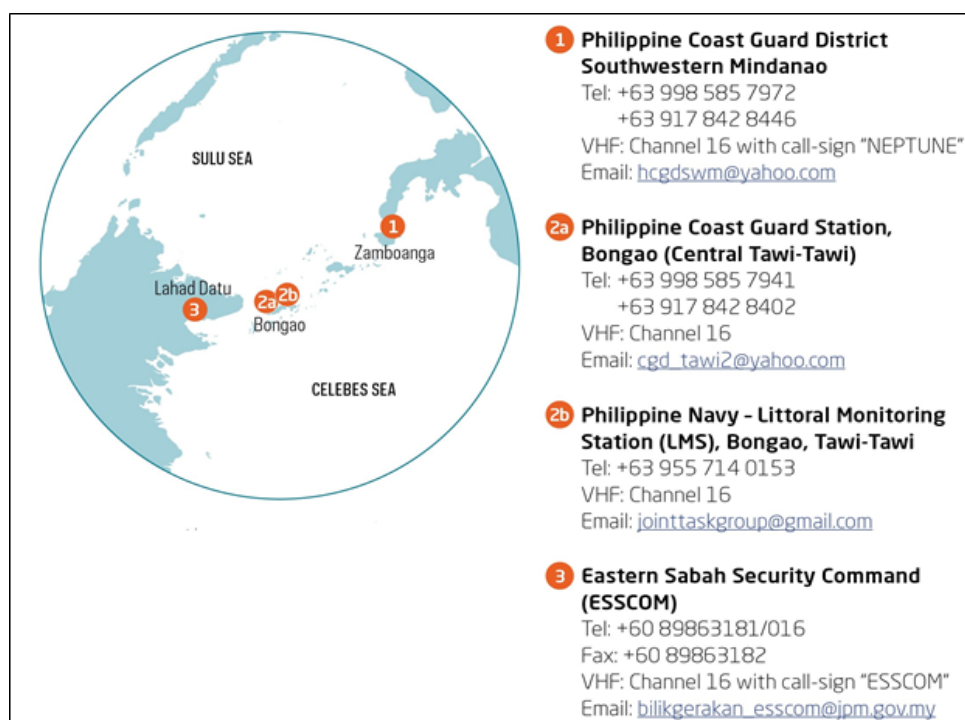
¹ CAT (Category) 4 incident is classified as “least significant” in nature.

INCIDENTS OUTSIDE ASIA

During 13-19 Oct 20, two incidents outside Asia were reported to the ReCAAP ISC by ReCAAP Focal Point (Singapore) and ReCAAP Contact Point (Hong Kong). Of the two incidents, one was an actual incident that occurred on 17 Oct on board a tanker while underway off Togo. The other was an attempted incident that occurred on 15 Oct on board a tanker while anchored at Conakry Anchorage, Guinea. The detailed description of the incidents is tabulated in the attachment.

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

As the risk of the abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah is high as demonstrated by the abduction incident on 17 Jan 20 and information of planned kidnapping in Sabah and Semporna, Malaysia (as reported in ReCAAP ISC's Warning issued on 2 Jul 20), the ReCAAP ISC reiterates its advisory issued via ReCAAP ISC Incident Alert dated 21 Nov 16 to all ships to reroute from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the area, and report immediately to the Operation Centres of Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia. The contact details of the Operation Centres of the Philippines and ESSCOM of Malaysia (updated by ReCAAP ISC on 3 Jan 19) are as follows:



Contact details

In the event that the ship master is not able to establish contact with the Operation Centres of the Philippines as listed in the ReCAAP ISC Advisory, he can contact the **Philippine Coast Guard Command Centre** at the following contact details:

Tel: +632-8-527-8481 (ext: 6136/37)
+632-998-585-5327 (mobile)
+632-917-842-8249 (mobile)
+632-8-527-3877 (fax)
Email: pcgcomcen@coastguard.gov.ph

The ReCAAP ISC advises the shipping industry and ships to enhance their situation awareness by referring to the *Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah* produced by ReCAAP ISC in July 2019. The Guidance is available at www.recaap.org.

RECOMMENDATION

The ReCAAP ISC urges ship master and crew to report all incidents of piracy and armed robbery against ships to the nearest coastal State and flag State, exercise vigilance and adopt relevant preventive measures taking reference from the *Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia*.

**Description of Incidents of Piracy and Armed Robbery against Ships
13-19 October 2020**

	Ship Name Type of Ship Flag Gross Tonnage IMO Number	Date Local Time of Incident (LT)	Position of the Incident	Details of the Incident	Consequences for crew, ship, cargo	Action taken by the master and crew	Was the incident reported to coastal authority? Which one?	Reporting State or International Organization	Coastal State Taken Action
1	2	3	4	5	6	7	8	9	10
INCIDENTS IN ASIA									
ACTUAL INCIDENTS									
1.	Ian M Bulk carrier Liberia 93916 9434773	14/10/20 0040 hrs	1° 17.4' N, 104° 20' E Approximately 5.9 nm north of Tanjung Pergam, Pulau Bintan, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While underway and en route to Ruizhou, China, three perpetrators were sighted in the engine room. The alarm was raised. The crew conducted a search on board the ship, with no further sighting of the three perpetrators on board. There was no confrontation between the perpetrators and crew. A lifebuoy and some welding rods were stolen. The master reported the incident to Singapore Vessel Traffic Information System (VTIS) and confirmed that no assistance was required. A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF), Singapore Police Coast Guard, and the Malaysian and Indonesian authorities were notified. [Category 4]	There was no confrontation between the perpetrators and crew. A lifebuoy and some welding rods were stolen.	The alarm was raised and a search was conducted on board the ship.	Yes Singapore VTIS	ReCAAP ISC via ReCAAP Focal Point (Singapore)	A safety navigational broadcast was initiated. The RSN's MSTF, Singapore Police Coast Guard, and the Malaysian and Indonesian authorities were notified.

	Ship Name Type of Ship Flag Gross Tonnage IMO Number	Date Local Time of Incident (LT)	Position of the Incident	Details of the Incident	Consequences for crew, ship, cargo	Action taken by the master and crew	Was the incident reported to coastal authority? Which one?	Reporting State or International Organization	Coastal State Taken Action
2.	FSL New York Petroleum/Chemical tanker Singapore 11587 9340453	13/10/20 2330 hrs	1° 16.55' N, 104° 15.06' E Approximately 6.9 nm northwest of Tanjung Tondang, Pulau Bintan, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While underway, three perpetrators were sighted in the engine room of the ship. The crew was alerted and a search was conducted on board the ship, with no sighting of the perpetrators. The master reported the incident to Singapore Port Operations Control Centre (POCC) and concluded that the perpetrators had escaped undetected. The crew was not injured and nothing was stolen. The Malaysian and Indonesian authorities were notified. [Category 4]	The crew was not injured. Nothing was stolen.	A search was conducted on board the ship.	Yes Singapore VTIS East and Singapore POCC	ReCAAP ISC via ReCAAP Focal Point (Singapore)	The Malaysian and Indonesian authorities were notified.
INCIDENTS OUTSIDE ASIA									
ACTUAL INCIDENT									
1.	PTI Nile Tanker Hong Kong, China 29557 9747338	17/10/20 2040 hrs	4° 14' N, 1° 24' E Off Togo	While underway, perpetrators armed with guns approached the ship in more than two speed boats. The ship engaged in zig zag movement to delay boarding while all 21 crew locked themselves in the citadel. The incident was reported to the Togo Navy, who deployed a military operation boat that arrived at the location on 18 Oct at about 0800 hrs. With the arrival of Togo Navy, all crew came out of the citadel unhurt. The ship walkie talkie, a laptop and a mobile phone were stolen.	The crew was not injured. The ship walkie talkie, a laptop and a mobile phone were stolen.	The ship engaged in zig zag movement to delay boarding while all 21 crew locked themselves in the citadel.	Yes Togo Navy. Also reported to Hong Kong Marine Department, HK MRCC and Beijing MRCC	ReCAAP ISC via ReCAAP Contact Point (Hong Kong)	The Togo Navy deployed a military operation boat to the location of the incident.

	Ship Name Type of Ship Flag Gross Tonnage IMO Number	Date Local Time of Incident (LT)	Position of the Incident	Details of the Incident	Consequences for crew, ship, cargo	Action taken by the master and crew	Was the incident reported to coastal authority? Which one?	Reporting State or International Organization	Coastal State Taken Action
ATTEMPTED INCIDENT									
2.	Name withheld Petroleum/Chemical tanker Singapore	15/10/20 0435 hrs	9° 16.12' N, 13° 46.64' E Conakry Anchorage, Guinea	While at anchor, the duty officer on Watch (OOW) noticed a suspicious target on radar moving towards the starboard side of the ship. The alarm was raised when the suspicious boat was about 1 nm away from the ship's starboard quarter side with no lights on. The suspicious boat then moved to the forward starboard side of the ship. The privately contracted armed security personnel (PCASP) on board the ship fired three warning shots when the suspicious boat was less than 50 metres away from the ship. The suspicious boat moved away from the ship after the warning shots. The crew stepped up vigilance during the ship's stay at the anchorage by hardening the deck with razor wires, securing all doors and arranged extra lookouts.	The crew was not injured. Nothing was stolen.	The alarm was raised and the PCASP on board the ship fired three warning shots. The crew stepped up vigilance during the ship's stay at the anchorage by hardening the deck with razor wires, securing all doors and arranged extra lookouts.	Yes Maritime Domain Awareness for Trade – Gulf of Guinea (MDAT-GoG), Harbour master and port terminal operator	ReCAAP ISC via ReCAAP Focal Point (Singapore)	No information available