



Stay updated with
our Mobile App.
Scan the QR code
to download.

Piracy and Armed Robbery
Against Ships in Asia

Half Yearly Report

January-June 2020



Contents

| | | | |
|---|----|--|----|
| Executive Summary | 2 | Part Four | 20 |
| Part One | 3 | Insights of Incidents using Data Analytics | |
| Overview | | <ul style="list-style-type: none">• Asia• Indonesia (excluding incidents in the Indonesian waters in the Straits of Malacca and Singapore)• Philippines (excluding incidents of abduction of crew) | |
| Incidents of Piracy and Armed Robbery Against Ships in Asia reported during January-June 2020 | | | |
| • Number of incidents | | | |
| • Piracy vs armed robbery against ships | | | |
| • Significance level of incidents | | | |
| • Status of ships | | | |
| • Location of incidents | | | |
| Part Two | 11 | Part Five | 41 |
| Situation of Armed Robbery Against Ships in the Singapore Strait | | Case Studies | |
| • Situation update | | Arrests of perpetrators | |
| • Modus operandi and observations | | | |
| • Recommendations | | | |
| Part Three | 15 | Conclusion | 46 |
| Situation on Abduction of Crew from Ships while Underway in the Sulu-Celebes Seas and Waters off Eastern Sabah | | Appendices | 47 |
| • Situation update | | <ul style="list-style-type: none">• Definitions & methodology in classifying incidents | |
| • ReCAAP ISC's Warnings on Planned Kidnapping Activities by the Abu Sayyaf Group (ASG) | | <ul style="list-style-type: none">• Description of incidents (January-June 2020) | |
| • ReCAAP ISC Advisory | | <ul style="list-style-type: none">• Flow diagram on procedure for reporting incidents of piracy and armed robbery against ships in Asia | |
| • Guidance on abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah | | <ul style="list-style-type: none">• Contact details of ReCAAP Focal Points / Contact Point | |
| | | <ul style="list-style-type: none">• Acknowledgements | |

Executive Summary

A total of 51 incidents of piracy and armed robbery against ships (comprising 50 actual incidents and one attempted incident) were reported in Asia during January-June 2020 compared to 28 incidents (comprising 25 actual incidents and three attempted incidents) during January-June 2019. This accounts for **close to a two-fold increase** in the total number of incidents reported during January-June 2020 compared to the same period in 2019. Of the 51 incidents, 49 were incidents of armed robbery against ships and two were piracy incidents.

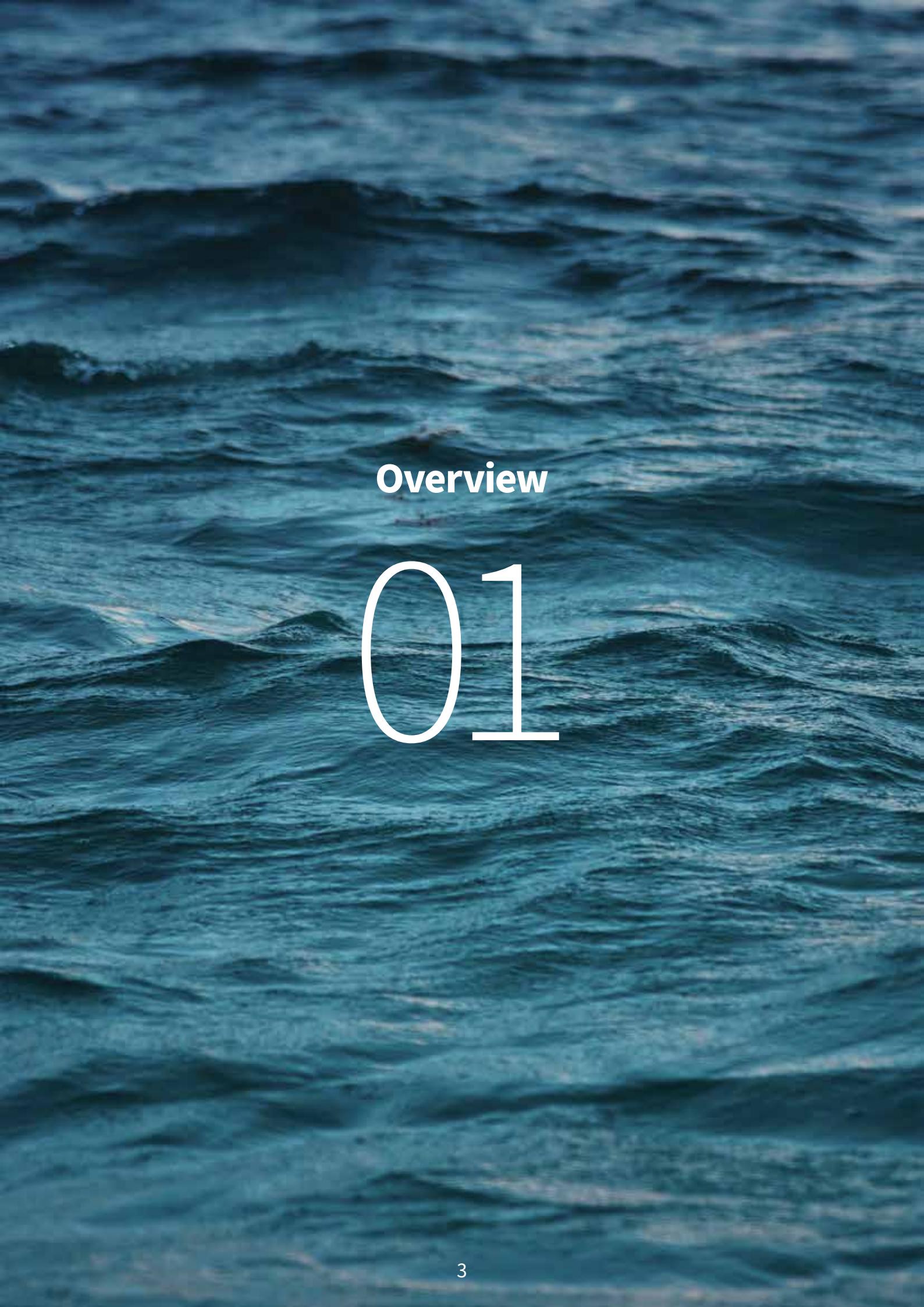
The increase of incidents during January-June 2020 occurred in Bangladesh, India, Indonesia, the Philippines, Vietnam, South China Sea and Singapore Strait.

Of concern was the continued increase of incidents on board ships while underway in the Singapore Strait during January-June 2020 with 16 incidents, compared to eight incidents during the same period in 2019.

However, there was improvement at the ports/anchorages in China with no incident reported during January-June 2020, compared to three incidents during the same period in 2019. There were also arrests of perpetrators at Chittagong Anchorage in Bangladesh, off Gujarat and Alang in India, off Pulau Batam, Indonesia and in the Singapore Strait.

The situation of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah remains a serious concern as demonstrated by the abduction incident on a fishing trawler on 17 Jan 20 off Lahad Datu, Sabah, Malaysia and information of planned kidnapping activities by members of the Abu Sayyaf Group in Sabah and Semporna, Malaysia targeting foreigners and crew of ships passing by the Tawi-Tawi and Sabah waters. Five of the crew abducted from the fishing trawler on 17 Jan are still held in captivity. Shipping companies are advised to follow the ReCAAP ISC's '*Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah*' and maintain communication with the Operation Centres of the Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia.

In view of the increase of incidents in the locations as indicated in this Report, the ReCAAP ISC reiterates the need for law enforcement agencies to enhance surveillance, increase patrols and respond promptly to incidents reported by ships in order to arrest and prosecute the perpetrators. Ship masters and crew are strongly advised to exercise vigilance, maintain constant lookout for suspicious boats in the vicinity, report all incidents immediately to the nearest coastal State, and implement preventive measures recommended in the '*Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia*'.

The background of the slide is a close-up photograph of dark blue ocean waves. The waves are textured with white foam at their peaks, creating a sense of movement and depth. The lighting suggests it might be late afternoon or early morning.

Overview

01

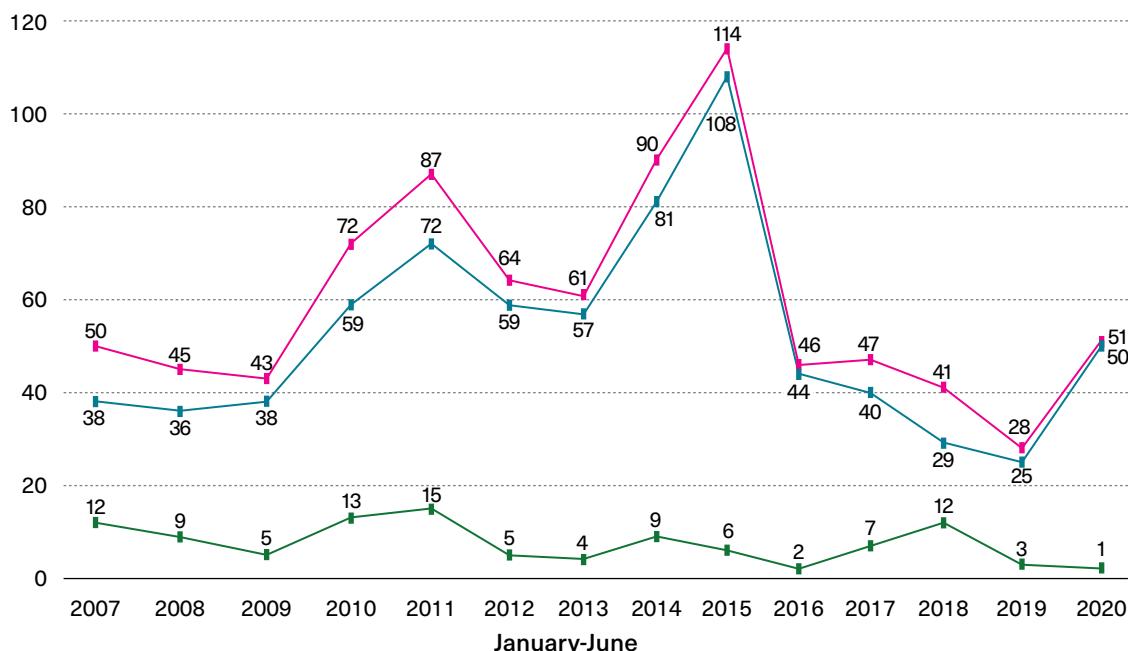
Overview

Incidents of Piracy and Armed Robbery Against Ships in Asia reported during January-June 2020

Number of Incidents

A total of 51 incidents of piracy¹ and armed robbery against ships² were reported in Asia during January-June 2020. Of the 51 incidents, 50 were actual incidents³ and one was an attempted incident⁴. Refer to the Appendix on '*Description of incidents (January-June 2020)*'.

Compared to January-June 2019, the number of incidents during January-June 2020 increased by almost two-fold. During January-June 2019, 28 incidents (comprising 25 actual incidents and three attempted incidents) were reported. Graph 1 shows the number of incidents reported during January-June of 2007-2020.



Graph 1 – Number of incidents (January-June of 2007-2020)

■ Total ■ Actual ■ Attempted

1 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 the 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 items found on board the ship.

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

The increase of incidents during January-June 2020 occurred in Bangladesh, India, Indonesia, the Philippines, Vietnam, South China Sea and Singapore Strait.

Three incidents were reported in Bangladesh during January-June 2020 compared to no incident during January-June 2019. Seven incidents were reported in India during January-June 2020 compared to two incidents during the same period in 2019. Thirteen incidents were reported in Indonesia during January-June 2020 compared to nine incidents during the same period in 2019. Six incidents were reported in the Philippines during January-June 2020 compared to two incidents during the same period in 2019. In Vietnam, two incidents were reported during January-June 2020 compared to no incident during the same period in 2019. In the South China Sea, two incidents of piracy were reported during January-June 2020 compared to no incident during the same period in 2019; and in the Singapore Strait, 16 incidents were reported during January-June 2020 compared to eight incidents during the same period in 2019.

Piracy Vs Armed Robbery Against Ships

Of the 51 incidents reported in Asia during January-June 2020, two were piracy incidents and 49 were incidents of armed robbery against ships. Both piracy incidents reported during January-June 2020 occurred in the South China Sea (SCS). Chart 1 shows the number of piracy incidents versus armed robbery against ships incidents reported during January-June of 2007-2020. Majority of the incidents reported in Asia are armed robbery against ships. Over the 14-year reporting period of January-June of 2007-2020, the number of piracy incidents fluctuated each year, with an annual average of about 12% of piracy incidents and 88% of armed robbery against ships incidents.

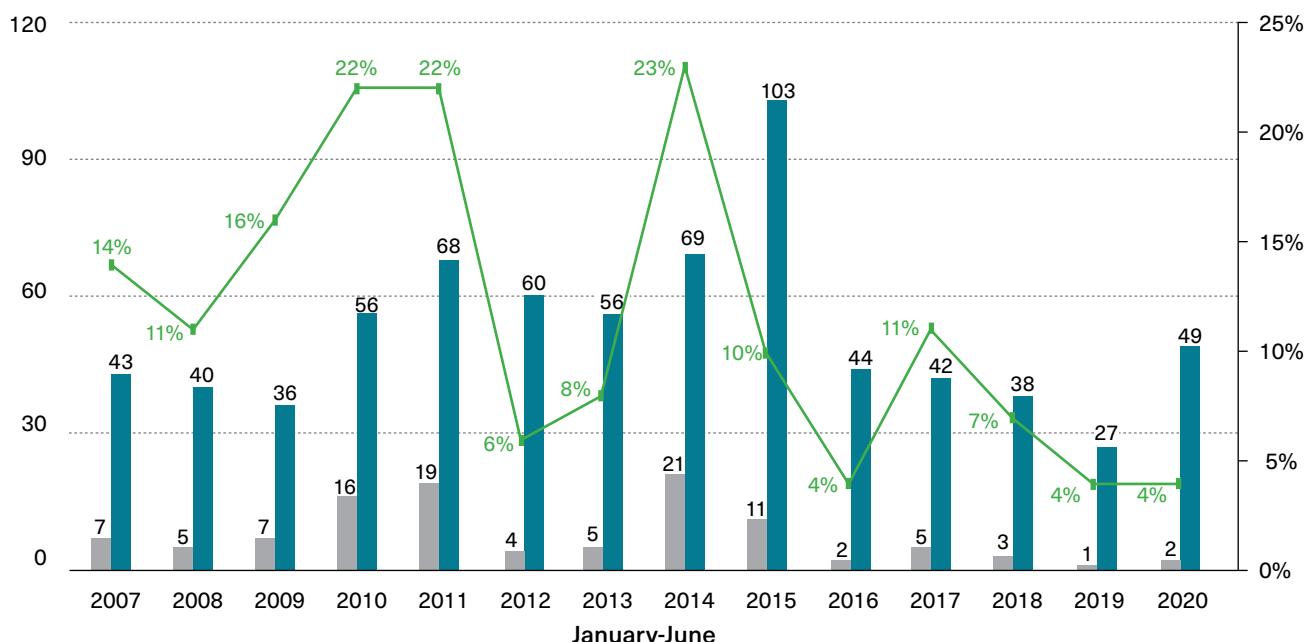


Chart 1 – Piracy vs Armed Robbery Against Ships (January-June of 2007-2020)

■ Piracy ■ Armed Robbery ■ Piracy (%)

Significance Level of Incidents

Of the 50 actual incidents reported during January-June 2020, one was a CAT 1 incident, one was a CAT 2 incident, 11 were CAT 3 incidents and 37 were CAT 4 incidents. Chart 2 shows the significance level of incidents reported during January-June of 2007-2020.

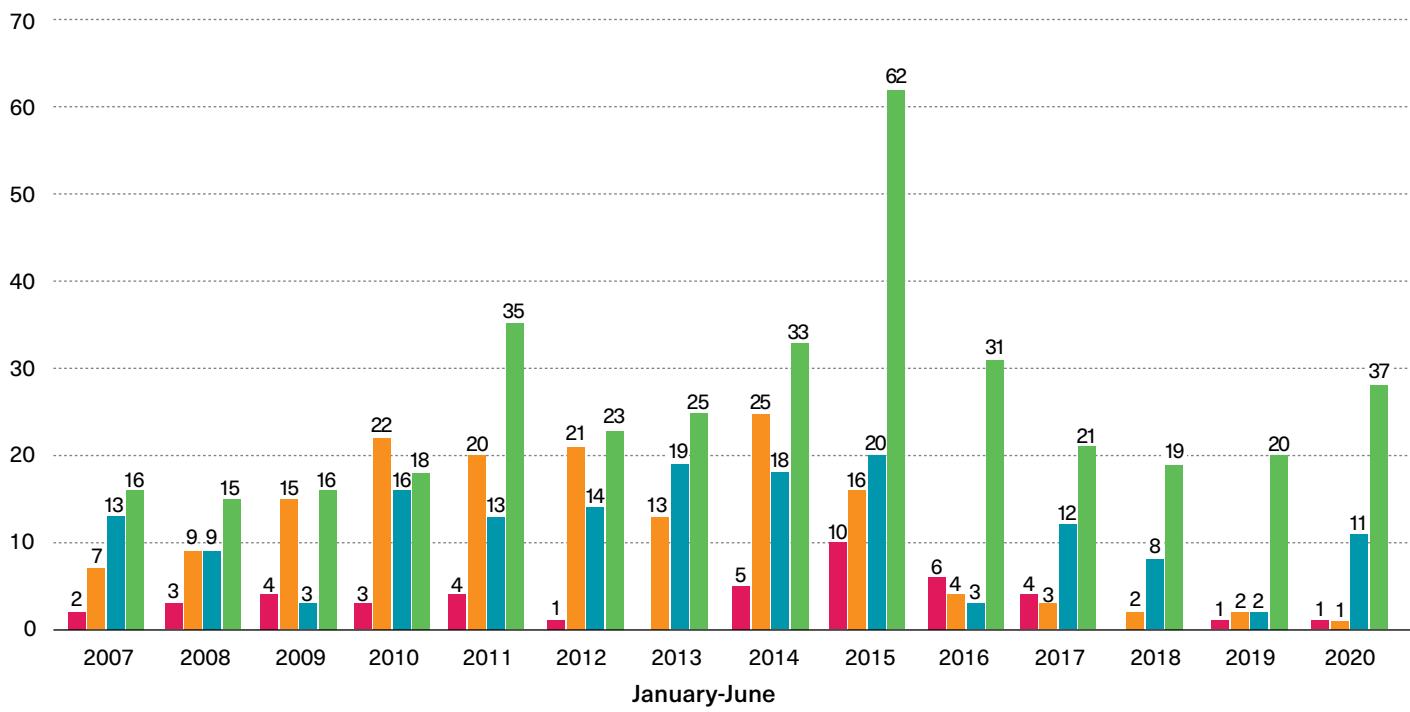


Chart 2 – Significance level of incidents (January-June of 2007-2020)

■ CAT 1 ■ CAT 2 ■ CAT 3 ■ CAT 4

- **CAT 1** The CAT 1 incident reported during January-June 2020 was the abduction of eight crew from a fishing trawler on 17 Jan 20 off Lahad Datu, Sabah, Malaysia. On 18 Jan 20, the Malaysian authorities recovered three of the eight crew in the vicinity of Lahad Datu, Sabah. The remaining five crew are still held in captivity.
- **CAT 2** One CAT 2 incident was reported during January-June 2020. The incident occurred on board a bulk carrier while underway in the Singapore Strait. Five perpetrators armed with knives boarded the ship. They confronted the duty ordinary seaman and took away his cellular phone. The duty ordinary seaman managed to escape and alerted the master. However, he sustained a minor head injury. Two sets of breathing apparatus were stolen. The ship did not require assistance and resumed its voyage.

The number of CAT 2 incident reported during January-June 2020 is the lowest among the 14-year period of January-June.
- **CAT 3** There were 11 CAT 3 incidents reported during January-June 2020. The incidents occurred on board ships at anchor/berth in Bangladesh, India, Indonesia and the South China Sea; and on board ships while underway in the Singapore Strait.

All 11 incidents involved perpetrators who were armed with either knives or sharp weapons. The perpetrators were usually non-confrontational and escaped immediately when the crew were alerted. In one incident, the crew confronted the perpetrators and managed to capture one of them and handed him over to the police. Of the 11 incidents, four incidents reported that the perpetrators did not steal anything from the ships and escaped empty-handed. In incidents where losses were reported, ship stores such as mooring ropes, flashlight, shackles and self-contained breathing apparatus (SCBA) and engine spares were stolen.
- **CAT 4** The majority of the incidents during January-June 2020 were CAT 4 incidents, and this accounts for 74% of the number of actual incidents (37 of 50 incidents).

Status of ships

Of the 51 incidents reported during January-June 2020, 31 incidents (61%) occurred to ships while at anchor/berth and 20 incidents (39%) to ships while underway. This conforms to the past trend where the majority of incidents occurred to ships at anchor/berth.

Chart 3 shows the location of the incidents occurred to ships at anchor/berth. All the incidents reported in Indonesia, Malaysia, the Philippines and Vietnam occurred on board ships at anchor/berth.

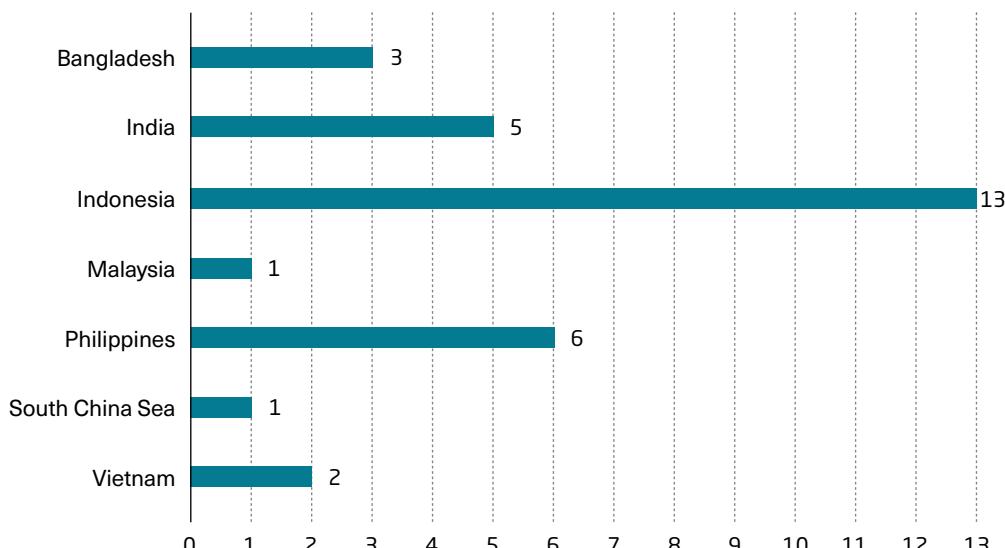


Chart 3 – Incidents on board ships at anchor/berth (January-June 2020)

Chart 4 shows the location of the incidents occurred to ships while underway. All the incidents in the Straits of Malacca and Singapore (SOMS) and the Sulu-Celebes Seas occurred on board ships while underway.

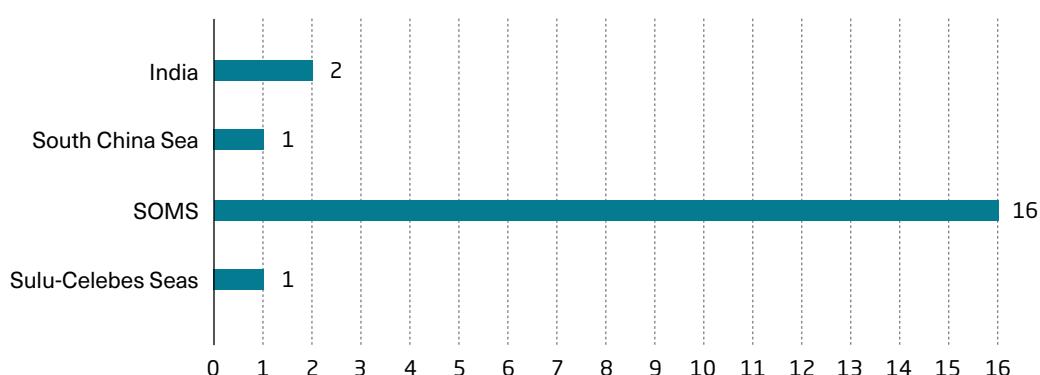


Chart 4 - Incidents on board ships while underway (January-June 2020)

Location of Incident

Table 1 shows the number and location of incidents reported in Asia during January-June of 2007-2020.

Act = Actual, Att = Attempted

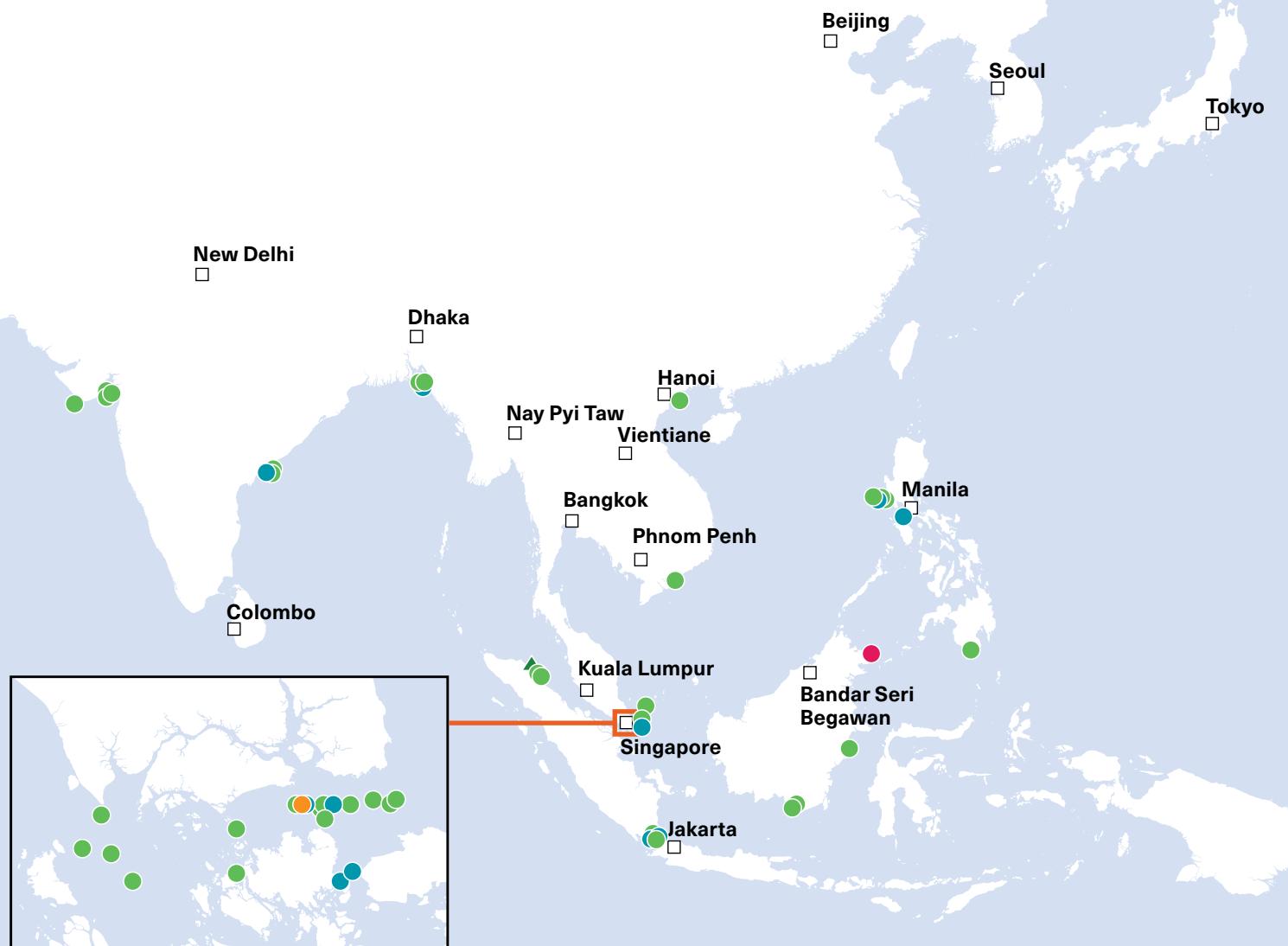
January-June

| | 2007 | | 2008 | | 2009 | | 2010 | | 2011 | | 2012 | | 2013 | | 2014 | | 2015 | | 2016 | | 2017 | | 2018 | | 2019 | | 2020 | |
|-----------------------|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|
| | Act | Att |
| North Asia | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| China | | | | | | | 1 | | | | | | | | | | | | | | 3 | 1 | | | 3 | | | |
| Sub-total | | | | | | | 1 | | | | | | | | | | | | | | 3 | 1 | | | 3 | | | |
| South Asia | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Arabian Sea | 1 | 3 | | | | | | | | | 4 | | | | | | | | | | | | | | | | | |
| Bangladesh | 5 | | 6 | 2 | 4 | 1 | 9 | 2 | 5 | | 8 | | 1 | | 8 | | 10 | | | 1 | 6 | | 4 | 2 | | | 3 | |
| Bay of Bengal | 1 | | 7 | 1 | 4 | | 1 | | 1 | | | | | | 2 | | | | | | | | | | | | | |
| India | 3 | | | | | | 5 | | 6 | 2 | 4 | 1 | 3 | | 3 | 1 | 4 | | 12 | | 1 | | 1 | 1 | 2 | | 7 | |
| Sub-total | 10 | 3 | 13 | 3 | 8 | 1 | 15 | 2 | 11 | 7 | 12 | 1 | 4 | | 13 | 1 | 14 | | 12 | 1 | 7 | | 5 | 3 | 2 | | 10 | |
| Southeast Asia | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Gulf of Thailand | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | |
| Indian Ocean | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | |
| Indonesia | 18 | 5 | 7 | 1 | 3 | 2 | 12 | 6 | 23 | 1 | 29 | 2 | 37 | 4 | 26 | 4 | 10 | | 18 | | 17 | 2 | 15 | 5 | 7 | 2 | 12 | 1 |
| Malaysia | 5 | 1 | 4 | | 8 | 1 | 9 | | 8 | | 2 | | 4 | | 1 | 1 | 2 | | 1 | | 1 | | 1 | | 2 | | 1 | |
| Myanmar | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| Pacific Ocean | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| Philippines | 1 | 3 | 1 | 2 | 1 | 1 | | 3 | | 3 | 1 | | 2 | | 3 | 1 | 1 | | 8 | | 1 | | 2 | | 6 | | | |
| Singapore | | | | | | | 2 | | | | | | | | | | | | | | | | | | | | | |
| SOMS | 1 | 2 | 3 | 3 | | 2 | 2 | 13 | 1 | 6 | 1 | 3 | | 22 | 1 | 55 | 4 | 1 | | 1 | 1 | 3 | 2 | 8 | | 16 | | |
| South China Sea | 1 | 1 | 4 | 1 | 7 | | 11 | 3 | 8 | 6 | 4 | | 5 | | 17 | 1 | 10 | 1 | 1 | 1 | 2 | | 2 | 1 | | | 2 | |
| Sulu-Celebes Seas | | | | | | | | | | | | | | | | | | 4 | | 3 | 4 | | 1 | 1 | | 1 | | |
| Thailand | 1 | | | 1 | | | | | | | | | | | | 1 | | | | | | | | | | | | |
| Vietnam | 3 | | 3 | | 5 | | 7 | | 4 | | 3 | 1 | 3 | | | 13 | | 3 | | | 2 | | | | | 2 | | |
| Sub-total | 28 | 9 | 23 | 6 | 30 | 4 | 43 | 11 | 61 | 8 | 47 | 4 | 53 | 4 | 68 | 8 | 94 | 6 | 29 | 1 | 32 | 7 | 24 | 9 | 20 | 3 | 40 | 1 |
| Overall total | 38 | 12 | 36 | 9 | 38 | 5 | 59 | 13 | 72 | 15 | 59 | 5 | 57 | 4 | 81 | 9 | 108 | 6 | 44 | 2 | 40 | 7 | 29 | 12 | 25 | 3 | 50 | 1 |

Table 1 – Location of Incidents (January-June of 2007-2020)

Location of Incidents

The location of the incidents reported during January-June of 2020 is shown in Map 1.



Map 1 – Location of incidents (January-June 2020)

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted

The background of the entire image is a close-up photograph of dark blue ocean waves, showing ripples and small whitecaps.

Situation of Armed Robbery Against Ships in the Singapore Strait

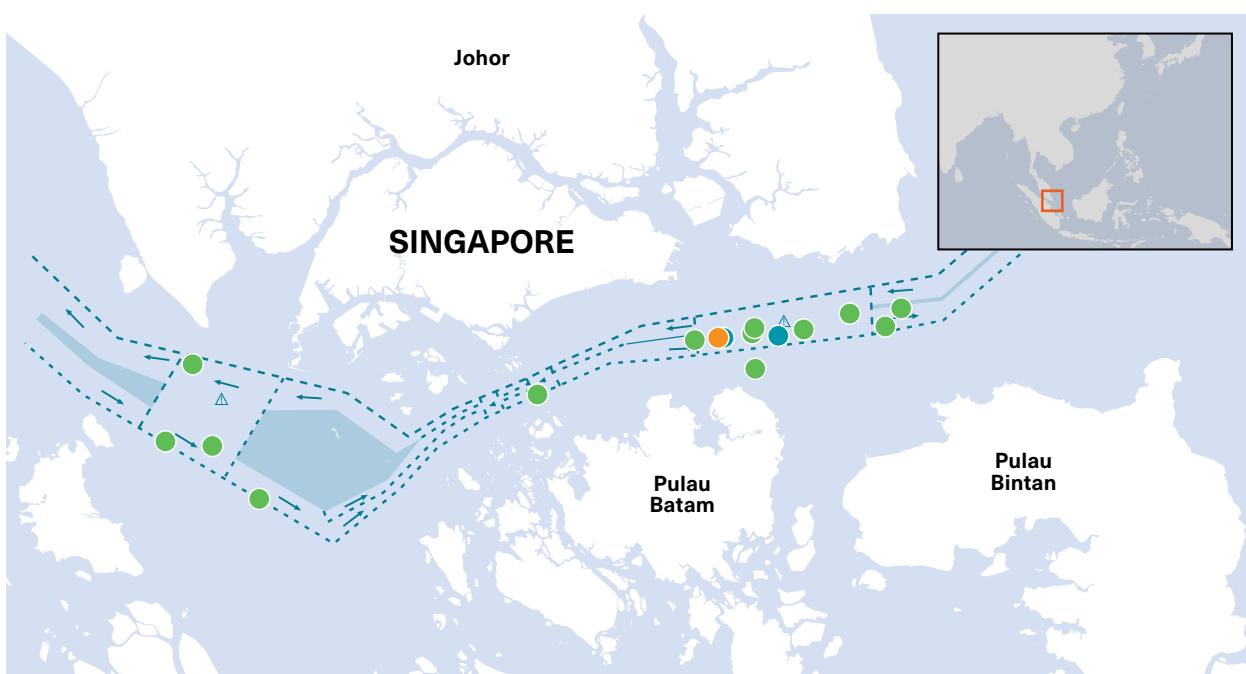
02

Situation of Armed Robbery Against Ships in the Singapore Strait

Situation update

January – June 2020

During January-June 2020, 16 incidents were reported in the Singapore Strait. Of the 16 incidents, 13 incidents occurred in the eastbound lane of the Traffic Separation Scheme (TSS), one incident in the westbound lane of the TSS, one incident just outside (south) of the TSS and one incident in the precautionary area in the Singapore Strait. Map 2 shows the location of the 16 incidents occurred during January-June 2020.



Map 2 – Location of incidents in the Singapore Strait (January-June 2020)

● CAT 2 ● CAT 3 ● CAT 4

Modus operandi and observations

The modus operandi of the 16 incidents that occurred to ships while underway in the Singapore Strait during January-June 2020 are summarised in table below:

| Factors of incident | Eastbound lane of the TSS (13 incidents) | Westbound lane of the TSS (1 incident) | Just outside (south) of the TSS (1 incident) | Precautionary Area (1 incident) |
|---|---|--|--|---------------------------------|
| Type of ship (number of incidents) | Bulk carrier (7) Tanker (3) Tug boat (3) | Tug boat (1) | Tug boat (1) | Bulk carrier (1) |
| No. of perpetrators (number of incidents) | 8 men (1) 7 men (2) 6 men (1) 5 men (1) 4 men (2) 3 men (2) 2 men (3) 1 man (1) | 2 men (1) | 3 men (1) | 3 men (1) |
| Weapons carried by perpetrators (number of incidents) | Knives (3) Not stated (10) | Not stated (1) | Not stated (1) | Not stated (1) |
| Treatment of crew (number of incidents) | No injuries (12) Assaulted (1) | No injuries (1) | No injuries (1) | No injuries (1) |
| Items stolen (number of incidents) | Engine spares (3) Scrap metal on barges (2) Steel construction material on barge (1) Cash/property (1) Nothing stolen (6) | Stores (1) | Nothing stolen (1) | Nothing stolen (1) |
| Time of incident (number of incidents) | Hours of darkness (10) Daylight hours (3) | Daylight hours (1) | Hours of darkness (1) | Hours of darkness (1) |

The observations are as follows:

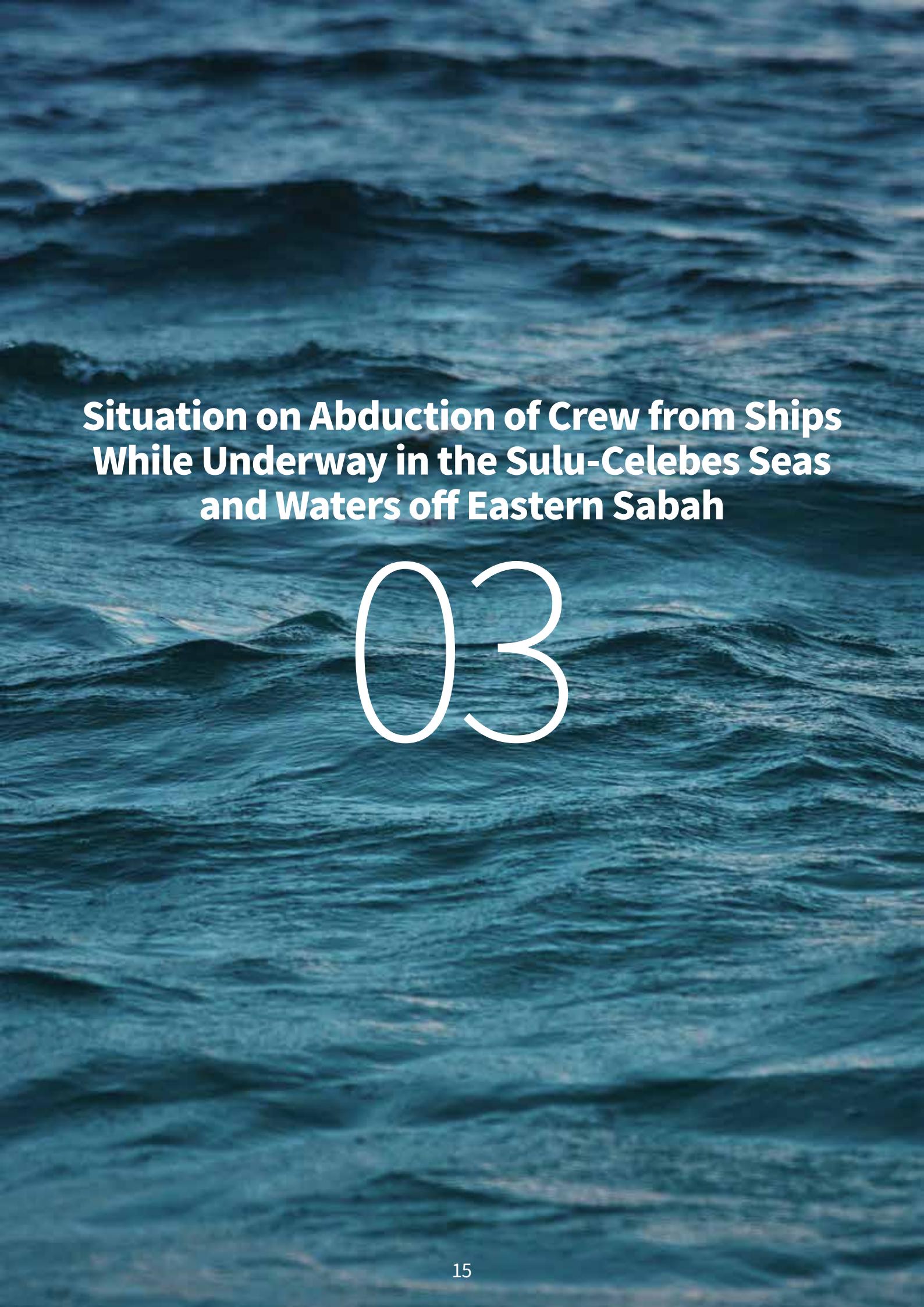
1. In seven of the 11 incidents involving bigger ships (bulk carriers and tankers), perpetrators were sighted in the engine room.
2. All the 11 incidents involving bigger ships occurred during hours of darkness.
3. In four of the five incidents involving barges towed by tug boats, the perpetrators stole the cargoes carried on board the barges. All the four incidents occurred during daylight hours.
4. Of the 16 incidents, nine incidents (56%) involved 1-3 men, four incidents (25%) involved 4-6 men and three incidents (19%) involved 7-9 men.

Recommendations

Due to the continued occurrence of incidents in the Singapore Strait, the ReCAAP ISC strongly urges the littoral States to increase patrols and enforcement in their respective waters, strengthen coordination among them and promote information sharing on incidents and criminal groups involved in order to make more arrests.

While transiting the Singapore Strait, ship master and crew are strongly advised to proactively adopt the following measures:

- Maximise alertness of lookouts for suspicious small boats and increase watch keeping; particularly daylight time for barges and during night time for bigger ships
- Maintain communication with their shipping company by providing periodic updates and establish daily communication checks
- Report all incidents, suspicious activities and presence of suspicious small boats in the vicinity to the nearest coastal State and flag State
- Sound alarm when sighted suspicious boats loitering in the vicinity of the ship or barge or suspicious individuals on board the ship or barge
- Keep abreast of the latest situation (at www.recaap.org) and tune-in to advisories and navigational broadcast announced by the authorities



Situation on Abduction of Crew from Ships While Underway in the Sulu-Celebes Seas and Waters off Eastern Sabah

03

Situation on Abduction of Crew from Ships While Underway in the Sulu-Celebes Seas and Waters off Eastern Sabah

Situation Update

January-June 2020

One incident of abduction of crew from a fishing trawler was reported in Asia during January-June 2020. Six gunmen dressed in black suits with masks in a grey speedboat with twin engine (40 HP) abducted eight crew from a Malaysia-registered fishing trawler (with marking SSK 00543). On 17 Jan at about 1500 hrs, the fishing trawler was found abandoned and with no crew on board at approximately 4.24 nm off Pulau Tambisan, Lahad Datu, Sabah, Malaysia. On 18 Jan, the Malaysian authorities reported that they recovered three of the eight missing crew in the vicinity of Lahad Datu, Sabah. The remaining five crew are still held in captivity.

Status of Abducted Crew

As of 30 Jun 20, five crew are still held in captivity.

Efforts by the Authorities

The Philippine and Malaysian authorities continue to step up patrol efforts, conduct pursuit operations and intensify military operation to rescue the crew in captivity and neutralise the Abu Sayyaf Group (ASG).

Arrest of ASG members by the Malaysian authorities. The ReCAAP ISC received information from the Philippine Coast Guard (ReCAAP Focal Point) that the Malaysian authorities had arrested three members of the ASG in Sabah, Malaysia. The arrested ASG members were handed over to the Philippine authorities on 7 Jun 20.

Military operation against the ASG by the Philippine authorities. On 22 Jun 20, the Armed Forces of the Philippines (AFP) engaged in a firefight with members of the ASG during a military operation against the militant group. The operation was part of the continuous military operations carried out by the Philippine military against the ASG, and pursuit operation to rescue the abducted victims who were still in captivity. During the confrontation, an unknown number of the ASG members were killed and wounded. On the side of the AFP, an Army lieutenant was killed and nine AFP soldiers were wounded in the firefight.

ReCAAP ISC's Warnings on Planned Kidnapping Activities by the Abu Sayyaf Group (ASG)

On 22 May, the ReCAAP ISC received information from the Philippine Coast Guard (PCG) that a group of approximately five ASG members armed with assorted firearms was planning to conduct kidnapping activities in undisclosed areas in Sabah, Malaysia. They were targeting wealthy businessmen or crew of fishing boats and other slow-moving ships plying the waters off Sabah, Malaysia. The group reportedly came from Sulu and was monitored to have landed at Omapoy Island, Sipangkot, Sitangkai, Tawi-Tawi. With this information, the ReCAAP ISC issued a Warning on 22 May to alert mariners operating in the area, and strongly urged ship masters and crew to exercise extra vigilance when transiting the waters off Eastern Sabah and in the Sulu-Celebes Seas.

On 2 Jul, the PCG informed the ReCAAP ISC that five members of the Abu Sayyaf Group/Kidnap-for-Ransom Group (ASG/KFRG) were sighted in Barangay Sipangkot, Sitangkai, Tawi-Tawi on board a **white with yellow and orange stripes speedboat** powered by 250HP Yamaha engine on 21 Jun. The PCG validated that as of 30 Jun, the plan by the ASG to carry out kidnapping activities in Sabah and Semporna, Malaysia targeting foreigners and the abduction of crew from ships passing by the Tawi-Tawi and Sabah waters still stands. The ReCAAP ISC issued a second Warning with the latest updates.

Both ReCAAP ISC's Warnings can be found at www.recaap.org.

ReCAAP ISC Advisory

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. 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:



Map 3 - Contact details

- 1 Philippine Coast Guard District Southwestern Mindanao**
 Tel: +63 998 585 7972
 +63 917 842 8446
 VHF: Channel 16 with call-sign
 “NEPTUNE”
 Email: hcgdswm@yahoo.com

- 2a Philippine Coast Guard Station, Bongao (Central Tawi-Tawi)**
 Tel: +63 998 585 7941
 +63 917 842 8402
 VHF: Channel 16
 Email: cgd_tawi2@yahoo.com

- 2b Philippine Navy – Littoral Monitoring Station (LMS), Bongao, Tawi-Tawi**
 Tel: +63 955 714 0153
 VHF: Channel 16
 Email: jointtaskgroup@gmail.com

- 3 Eastern Sabah Security Command (ESSCOM)**
 Tel: +60 89863181/016
 Fax: +60 89863182
 VHF: Channel 16 with call-sign
 “ESSCOM”
 Email: bilikgerakan_esscom@jpm.gov.my

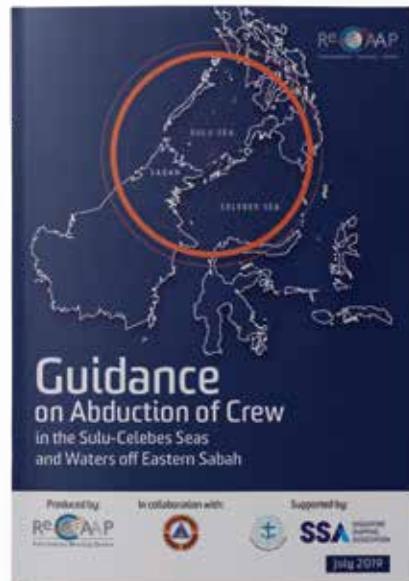
In the event that the ship master is not able to establish contact with the Operation Centres of the Philippines as listed in the ReCAAP ISC Advisory, he can contact the **Philippine Coast Guard Command Centre** at the following contact details:

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

Guidance on Abduction of Crew in the Sulu-Celebes Seas and waters off Eastern Sabah

In July 2019, the ReCAAP ISC has produced the '*Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah*' to assist the shipping industry and ships to enhance their situation awareness and avoid such incidents. The Guidance consists of advisory on the measures to be taken by the ships transiting the area, including contact details and the Notice to Mariners (NOTAM) issued by the Philippines and Malaysia. It also shares the analysis of incidents based on the information collected from past incidents.

The Guidance is produced in collaboration with the Philippine Coast Guard and supported by the Asian Shipowners' Association (ASA) and Singapore Shipping Association (SSA). The Guidance complements the general guidance contained in the '*Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*' produced by the ReCAAP ISC.



 The Guidance can be found at www.recaap.org.



Insights of Incidents using Data Analytics

04

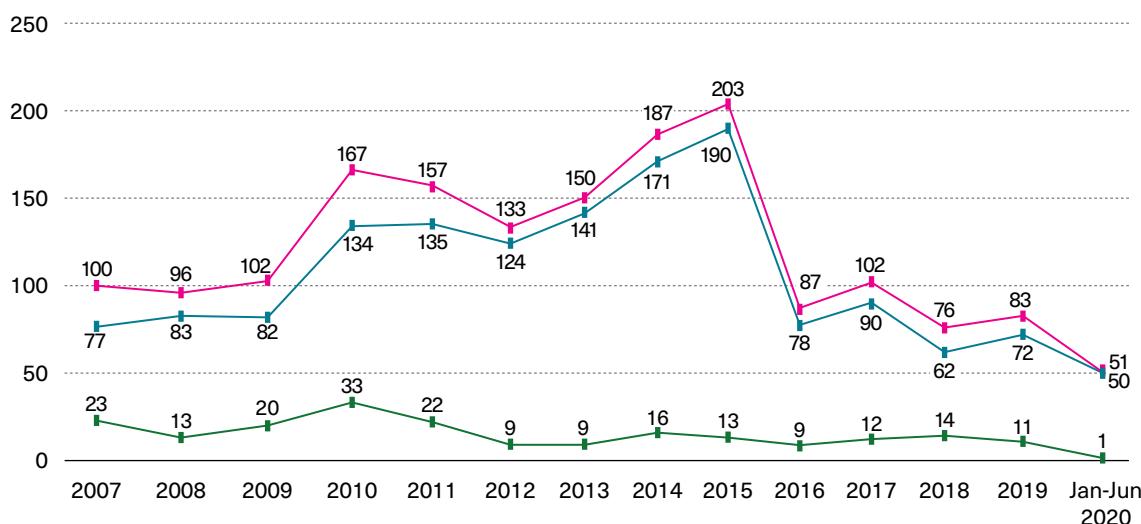
Insights of Incidents using Data Analytics

This section provides insight into the incidents reported in the whole of Asia, Indonesia and the Philippines (excluding abduction of crew incidents) during January-June 2020 compared to the past 13-year trend of incidents during 2007-2019. The analysis focuses on the number of perpetrators, weapons carried by perpetrators, treatment of crew, type of losses, type of ships boarded and time of the incidents. For some of the locations, the ReCAAP ISC has observed some correlation between the type of ship vis-à-vis location; and time of incident vis-à-vis location.

I. Asia

Number of incidents

During the 13-year period of 2007-2019, a total of 1,643 incidents (comprising 1,439 actual incidents and 204 attempted incidents) were reported in Asia. During this period, the number of incidents fluctuated over the years, with the highest number of incidents in 2015 (203) and the lowest in 2018 (76).



Graph 2 – Number of incidents in Asia (2007-2019 and Jan-Jun 2020)

■ Total ■ Actual ■ Attempted

Summary of insights from Data Analytics

A total of 51 incidents were reported in Asia during January-June 2020. The incidents reported during January-June 2020 were consistent with the past 13-year trend of incidents during 2007-2019 in terms of the type of weapons carried by perpetrators (**no information on the type of weapons**), treatment of crew (**no injuries**), type of losses (**ship stores**), type of ships boarded by perpetrators (**tankers**) and time of incidents (**during hours of darkness**). However, there was a **deviation in terms of the number of perpetrators involved**.

Details of Analysis

Number of perpetrators. Among the 51 incidents reported during January-June 2020, 16 incidents involved 1-3 men, 15 incidents involved 4-6 men, four incidents involved 7-9 men and 16 incidents with no information available. Most of the incidents reported during January-June 2020 involved 1-3 men (31%). This deviates from the past 13-year trend of incidents during 2007-2019 where most of the incidents involved 4-6 men (33%).

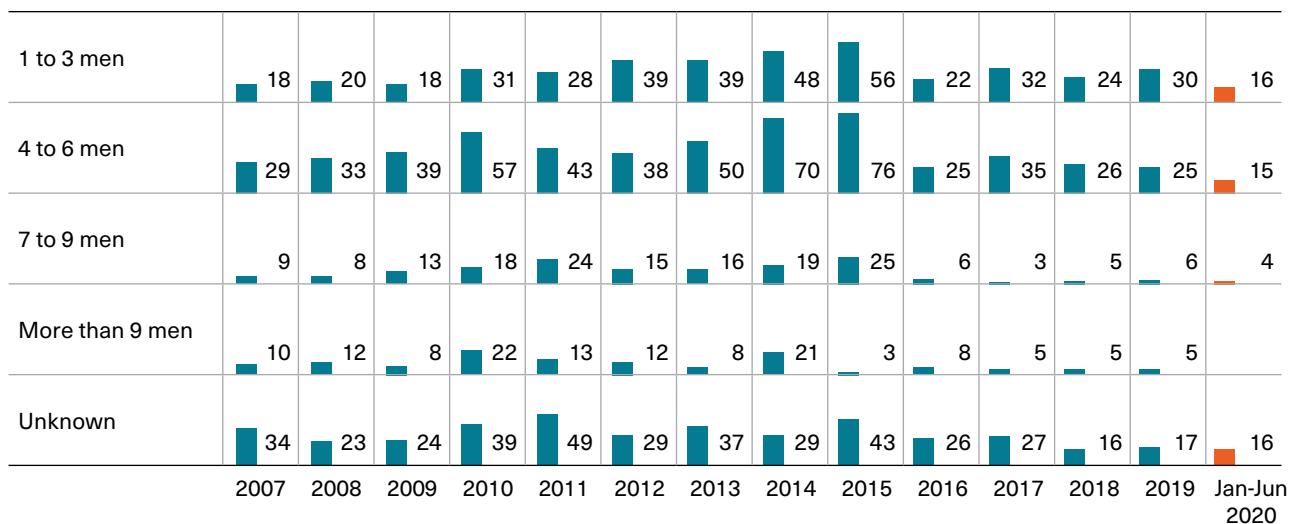


Chart 5 – Number of perpetrators – Asia (2007-2019 and Jan-Jun 2020)

Type of weapons carried by perpetrators. Of the 51 incidents reported during January-June 2020, 33 incidents had no information on the weapons carried by the perpetrators (65%). This is consistent with the past 13-year trend of incidents during 2007-2019 where most incidents (47%) had no information on the weapons carried by the perpetrators.

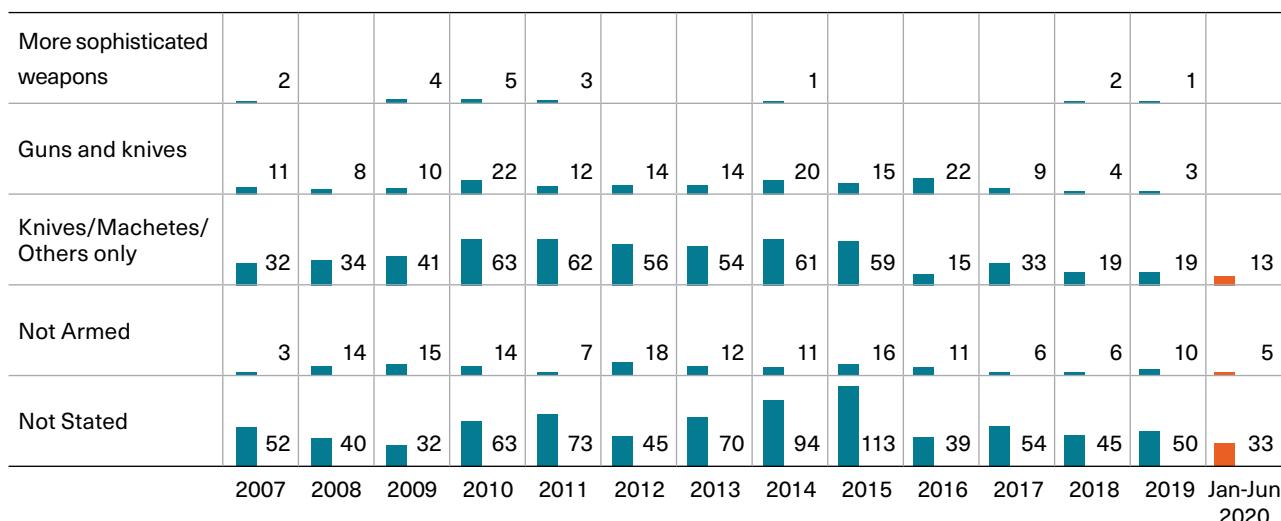


Chart 6 – Type of weapons carried by perpetrators – Asia (2007-2019 and Jan-Jun 2020)

Treatment of crew. Among the 51 incidents reported during January-June 2020, 38 incidents reported that the crew was not injured (74%) and 10 incidents had no statement of injury (20%). For the past 13-year trend of incidents during 2007-2019, 52% of the incidents reported that the crew was not injured and 25% had no statement of injury.

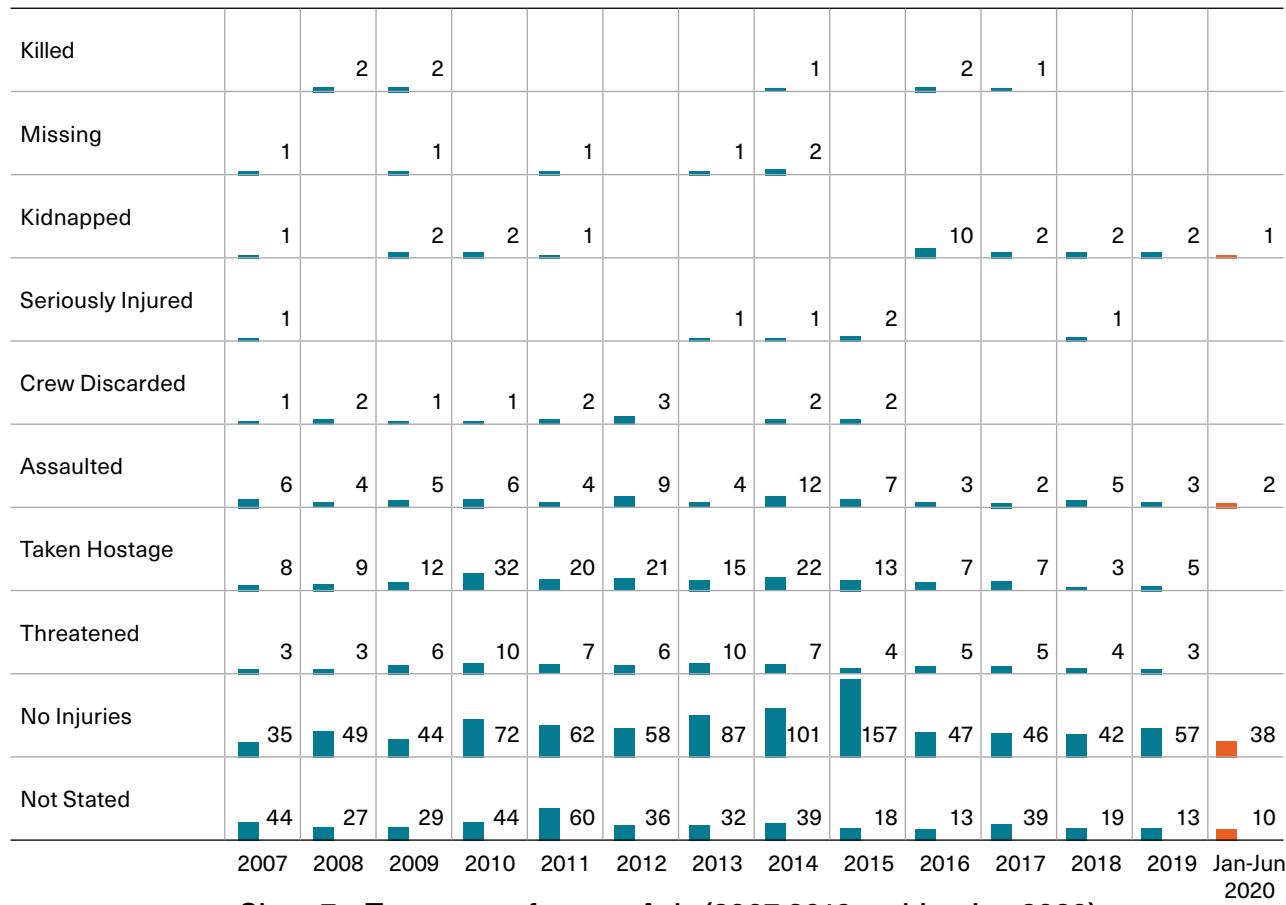


Chart 7 – Treatment of crew – Asia (2007-2019 and Jan-Jun 2020)

Type of Losses. During January-June 2020, 19 incidents reported the loss of ship stores (37%), five incidents reported the loss of unsecured items (10%), six incidents reported the loss of engine spares (12%), four incidents reported the loss of cash/property (8%), 14 incidents reported nothing was lost (27%) and three incidents with no information on the items lost (6%). For the past 13-year trend of incidents during 2007-2019, the majority of incidents reported the loss of stores (33%) or nothing was lost (32%).

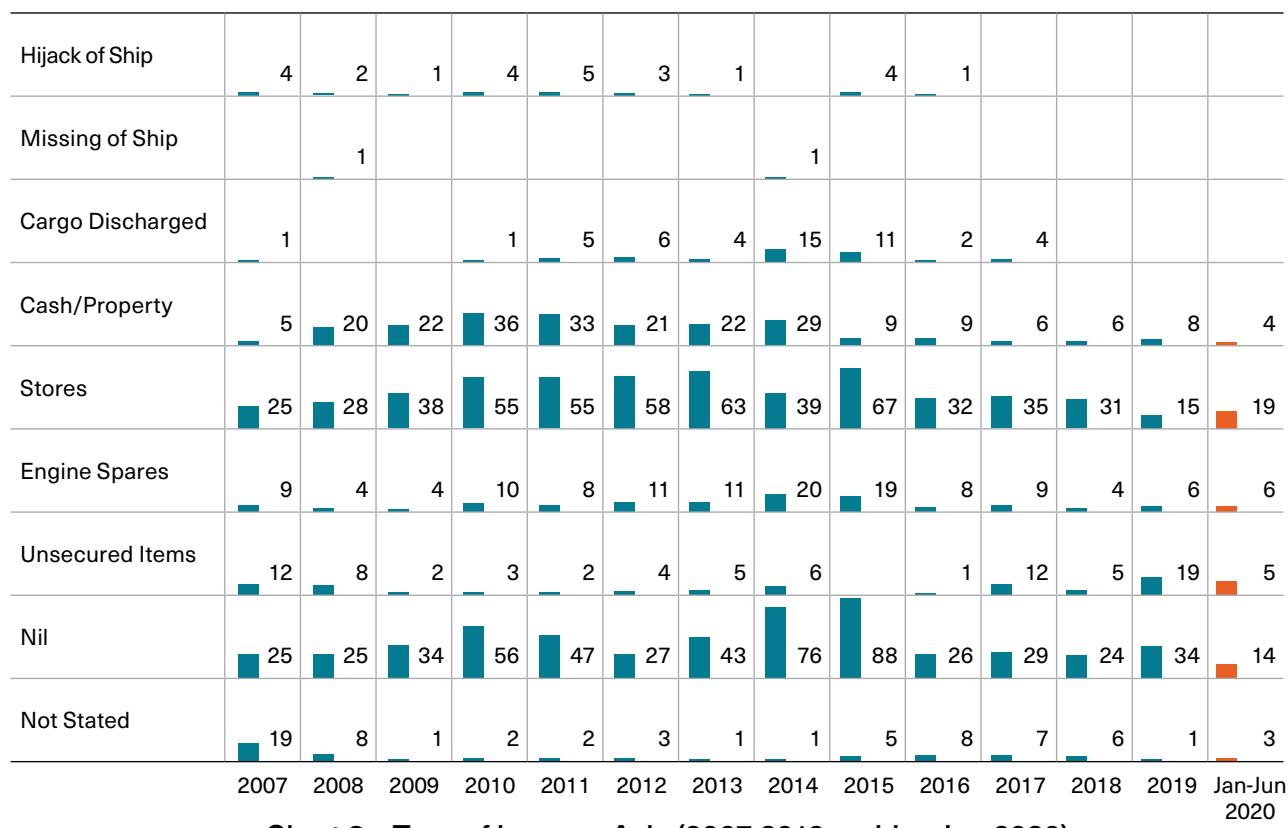


Chart 8 – Type of losses – Asia (2007-2019 and Jan-Jun 2020)

Type of ships. Among the 51 incidents reported during January-June 2020, 20 incidents occurred on board tankers (39%), 13 incidents on board bulk carriers (25%), 12 incidents occurred on board tug boats/supply vessels (24%), five incidents on board container ships (10%) and one incident on board a fishing trawler (2%). This is consistent with the past 13-year trend of incidents during 2007-2019 where most of the incidents occurred on board tankers (36%).



Chart 9 – Type of ships – Asia (2007-2019 and Jan-Jun 2020)

Time of incidents. Of the 51 incidents reported during January-June 2020, 39 incidents occurred during hours of darkness (76%) and 12 incidents occurred during daylight hours (24%). This is consistent with the past 13-year trend of 2007-2019 where 81% of incidents occurred during hours of darkness and 19% during daylight hours.

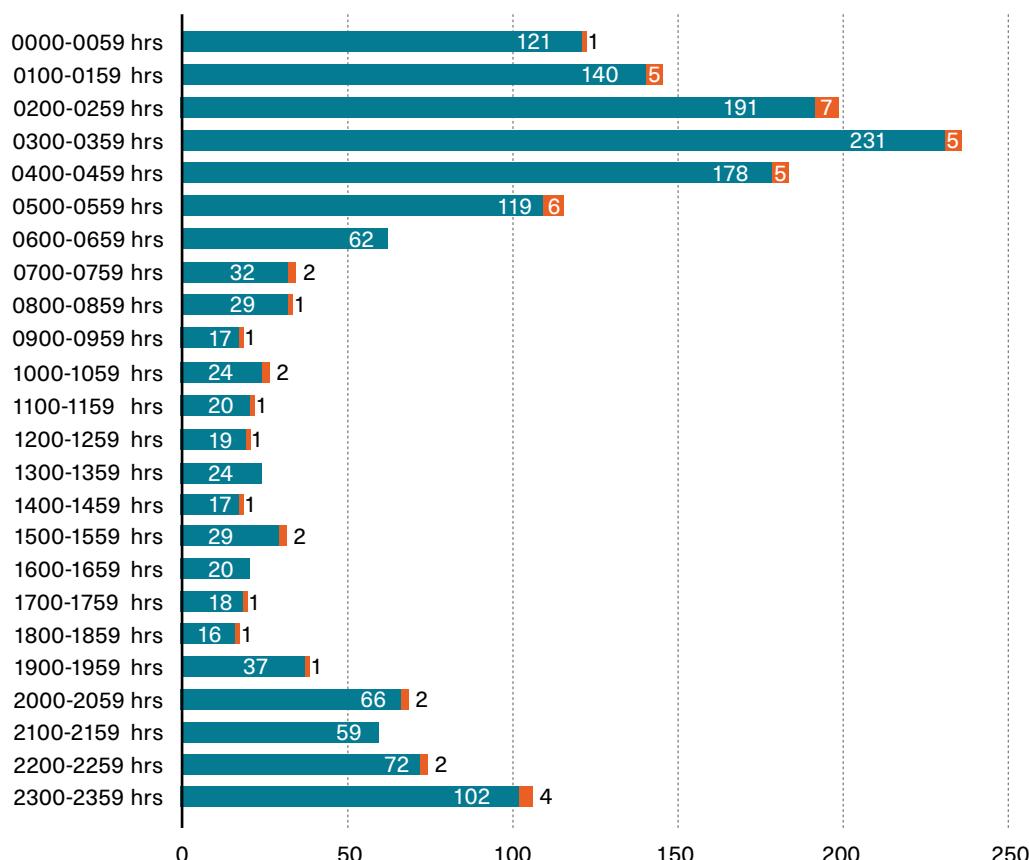


Chart 10 – Time of incidents – Asia (2007-2019 and Jan-Jun 2020)

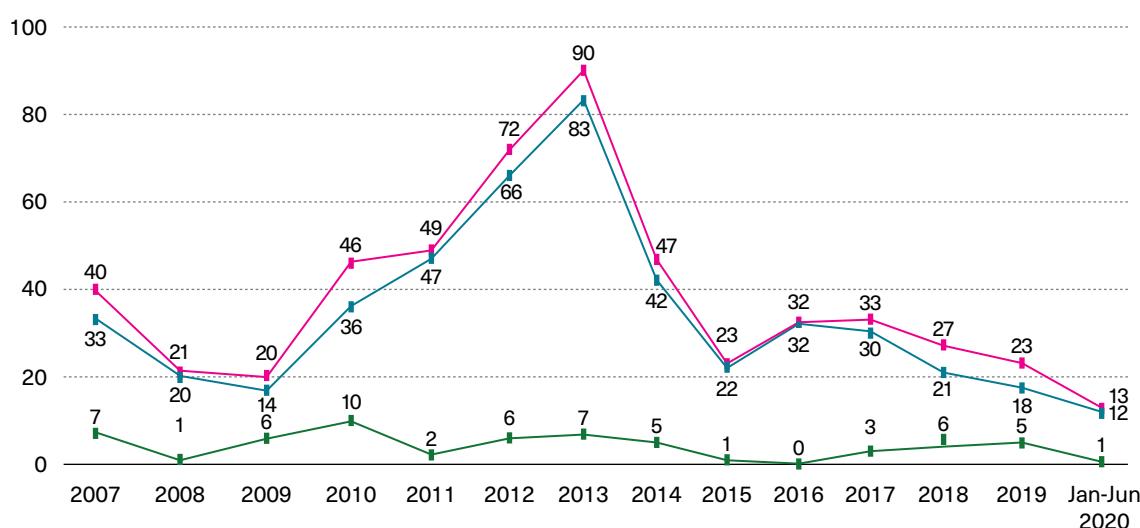
■ 2007-2019 ■ Jan-Jun 2020

II. INDONESIA (excluding incidents in the Indonesian waters in the Straits of Malacca and Singapore)

This section provides insight into the incidents reported in Indonesia during January-June 2020 compared to the past 13-year trend of incidents during 2007-2019. In accordance with the practice of ReCAAP ISC's statistics, this section does not include the incidents occurred in the Indonesian waters in the Straits of Malacca and Singapore. The analysis focuses on the number of perpetrators, weapons carried by perpetrators, treatment of crew, type of losses, type of ships boarded and time of incidents.

Number of incidents

A total of 523 incidents (comprising 464 actual incidents and 59 attempted incidents) were reported in Indonesia during the 13-year period of 2007-2019. During this period, the highest number of incidents occurred in 2013 (90 incidents) and lowest number of incidents in 2009 (20 incidents). All these incidents were armed robbery against ships.



Graph 3 - Number of incidents in Indonesia (2007-2019 and Jan-Jun 2020)

■ Total ■ Actual ■ Attempted

Significance Level of Incidents

Of the 464 actual incidents reported in Indonesia during the 13-year period of 2007-2019, nine were CAT 1 incidents, 96 were CAT 2 incidents, 144 were CAT 3 incidents and 215 were CAT 4 incidents. The majority of the incidents reported during the past 13-year period of 2007-2019 were CAT 4 incidents, and this accounts for 46% of the number of actual incidents (215 of 464 actual incidents). Of the 12 actual incidents reported during January-June 2020, four were CAT 3 incidents and eight were CAT 4 incidents. No CAT 1 incident was reported during the past three years (2018-2019 and January-June 2020). The last known CAT 1 incident was on 22 Nov 17 involving the hijacking of tug boat, *Ever Prosper* and barge, *Ever Omega* for theft of oil cargo off Singkawang, West Kalimantan, Indonesia.

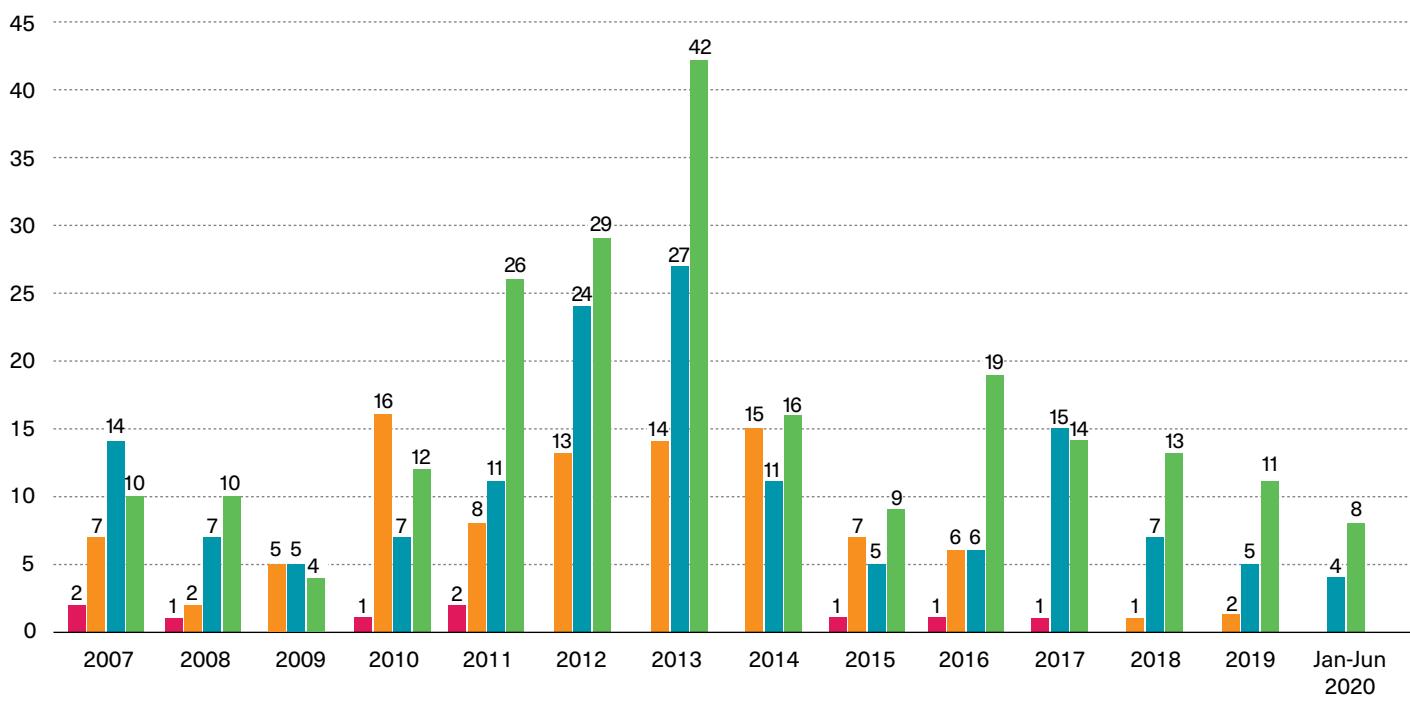


Chart 11 – Significance level of incidents in Indonesia (2007-2020 vs January-June 2020)

CAT 1 CAT 2 CAT 3 CAT 4

Summary of insights from Data Analytics

During January-June 2020, 13 incidents (comprising 12 actual incidents and one attempted incident) were reported in Indonesia. The 13 incidents occurred at the anchorages in Belawan, off Pulau Batam/Bintan, Merak, Anyer, Panjang, Taboneo and Muara Berau. The incidents reported during January-June 2020 were consistent with the past 13-year trend of incidents during 2007-2019 in terms of the type of weapons carried by perpetrators (**no information on the type of weapons**), treatment of crew (**no injuries**), type of losses (**ship stores**), type of ships boarded by perpetrators (**tankers**) and time of incidents (**during hours of darkness**). However, there was a **deviation in terms of the number of perpetrators involved** in the incidents reported during January-June 2020 compared to incidents reported during the past 13-year of 2007-2019.

Number of perpetrators. Of the 13 incidents reported during January-June 2020, four incidents involved 1-3 men (31%), three incidents involved 4-6 men (23%) and six incidents with no information available (46%). For the past 13-year trend of incidents during 2007-2019, 34% of the incidents involved 4-6 men.

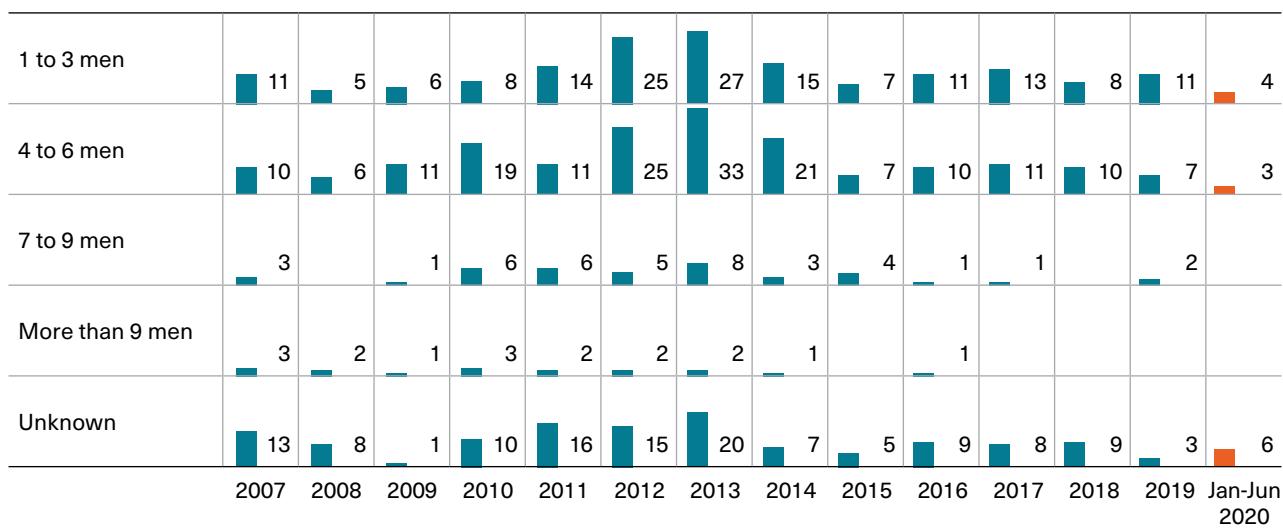


Chart 12 – Number of perpetrators – Indonesia (2007-2019 and Jan-Jun 2020)

Type of weapons carried by perpetrators. Among the 13 incidents reported during January-June 2020, eight incidents had no information on the weapons carried by the perpetrators (62%) and five incidents reported perpetrators were armed with knives/machetes (38%). This is consistent with the past 13-year trend observed during 2007-2019 where most of the incidents (47%) had no information on the weapons carried by the perpetrators, and if they were armed, the perpetrators usually carried knives/machetes (41%).

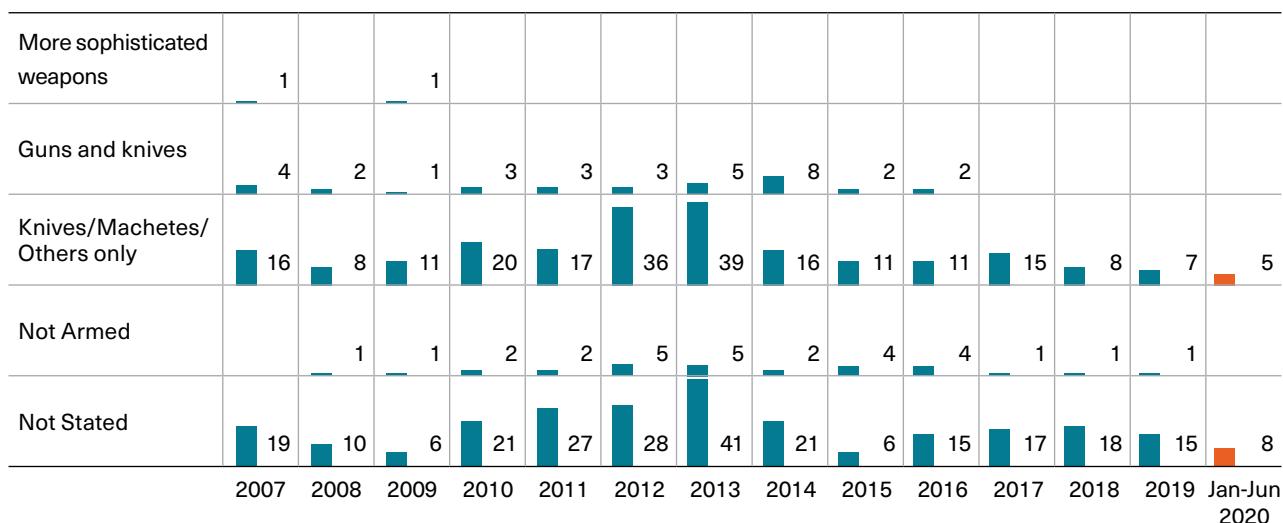


Chart 13 – Type of weapons carried by perpetrators – Indonesia (2007-2019 and Jan-Jun 2020)

Treatment of crew. The majority of the incidents during January-June 2020 reported that the crew did not suffer any injuries (61%). This is consistent with the past 13-year trend of incidents during 2007-2019 where the majority of the incidents reported that the crew was not injured (40%).

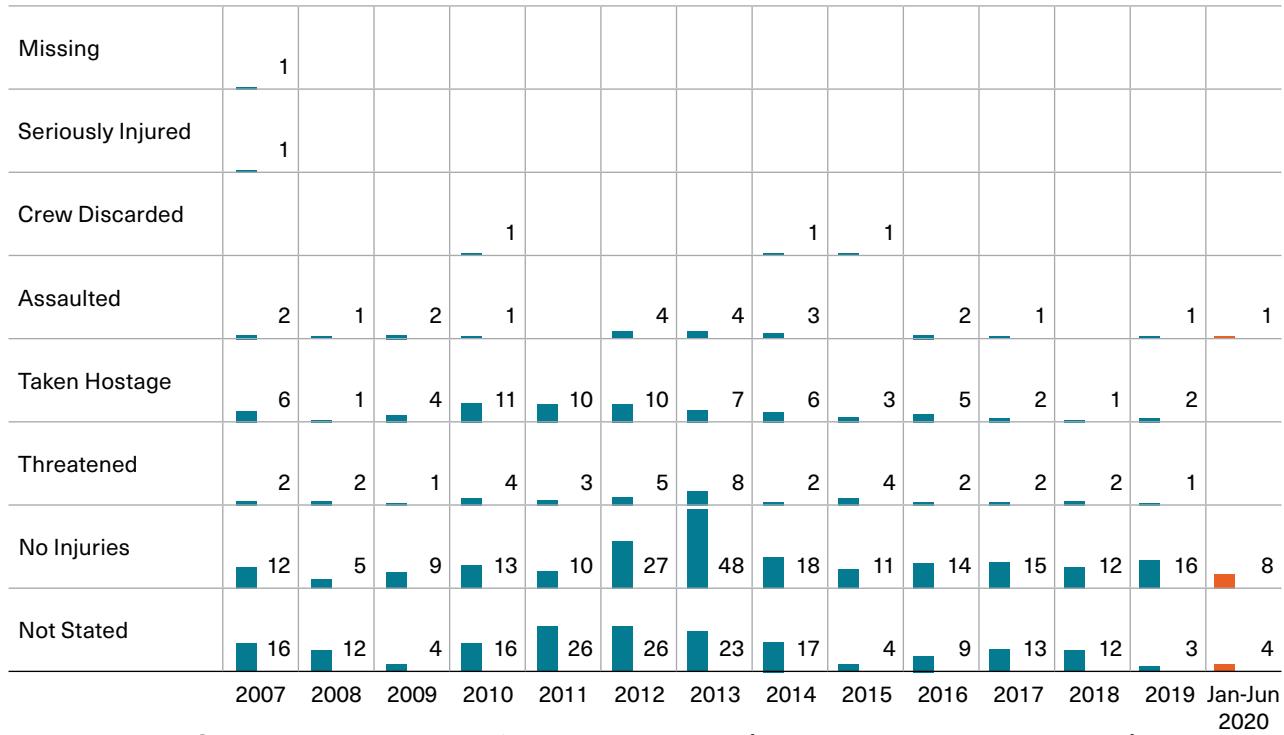


Chart 14 – Treatment of crew – Indonesia (2007-2019 and Jan-Jun 2020)

Type of Losses. During January-June 2020, four incidents reported the loss of ship stores (30%), three incidents reported the loss of engine spares (23%), one incident reported the loss of cash/property (8%), one incident reported the loss of unsecured items (8%), three incidents reported nothing was lost (23%) and one incident had no information on the items lost (8%). For the past 13-year trend of incidents during 2007-2019, the majority of incidents reported the loss of stores (35%) or nothing was lost (34%).

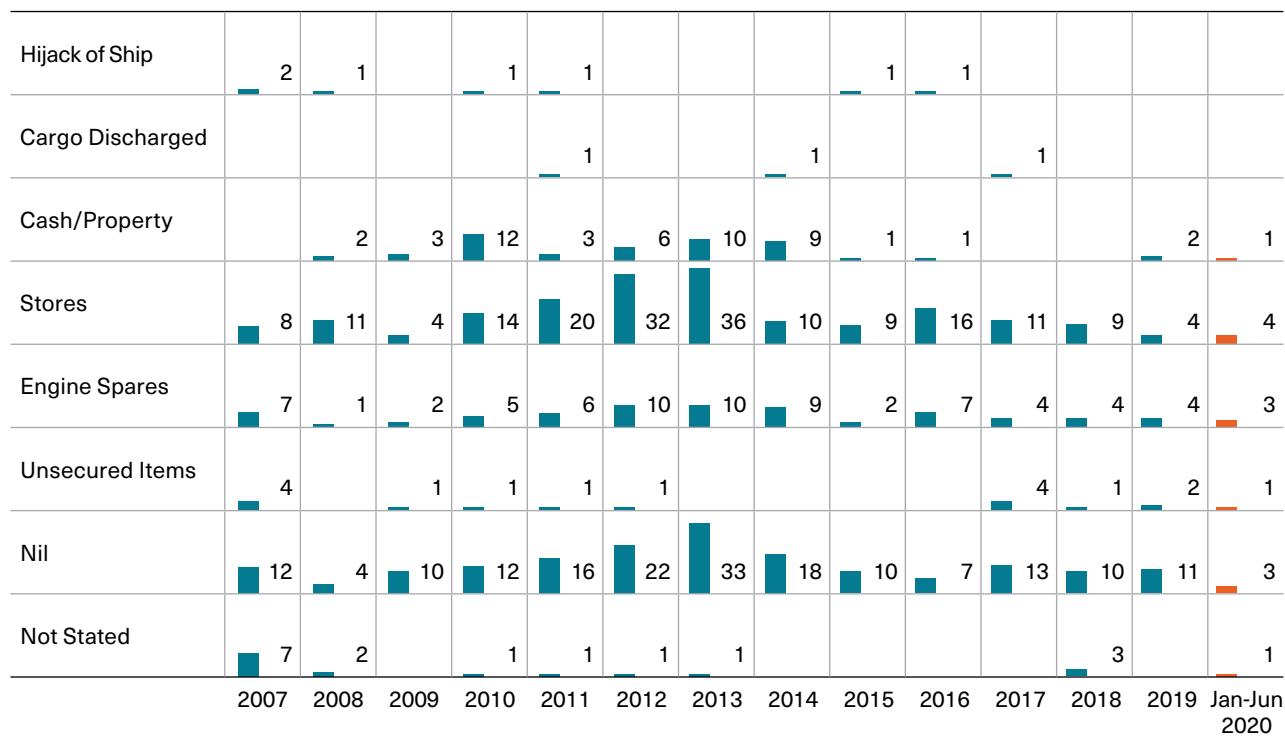


Chart 15 – Type of losses – Indonesia (2007-2019 and Jan-Jun 2020)

Type of ships. Of the 13 incidents reported during January-June 2020, seven incidents occurred on board tankers (54%), four incidents on board bulk carriers (30%), one incident on board a container ship (8%) and one incident on board a tug boat (8%). This is consistent with the past 13-year trend of incidents during 2007-2019 where the majority of the incidents occurred on board tankers (42%).

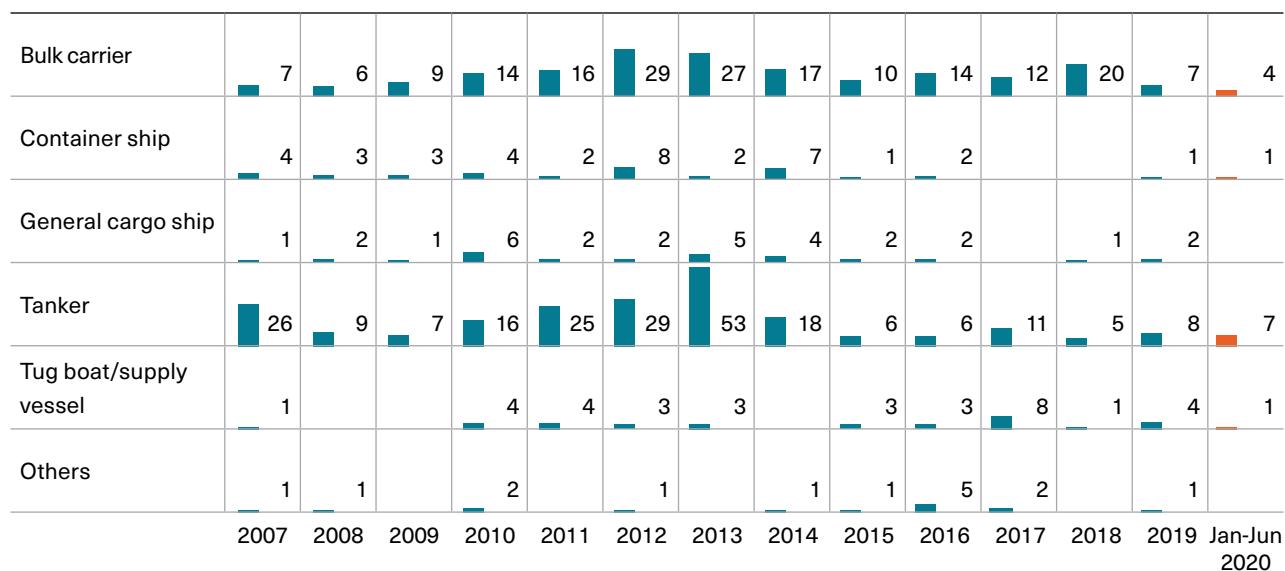


Chart 16 – Type of ships – Indonesia (2007-2019 and Jan-Jun 2020)

Time of incidents. Among the 13 incidents reported during January-June 2020, 10 incidents occurred during hours of darkness (77%) and three incidents occurred during daylight hours (23%). For the past 13-year trend of incidents during 2007-2019, 84% of incidents occurred during hours of darkness and 16% during daylight hours.

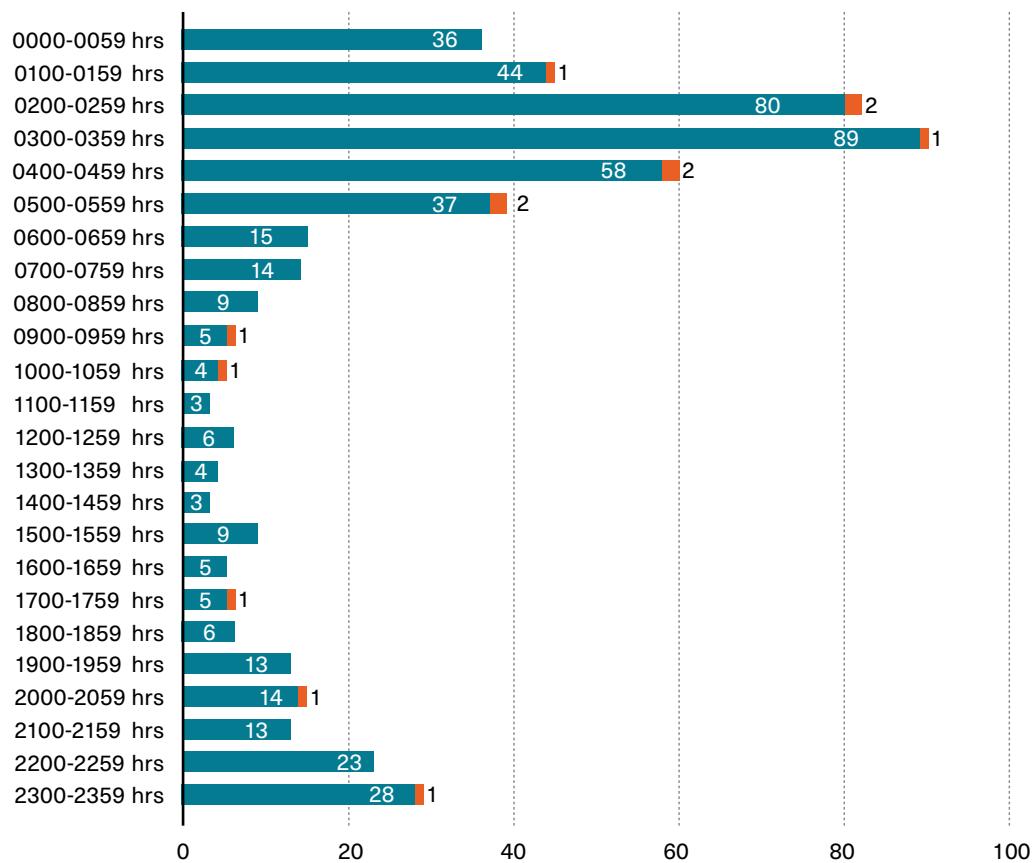


Chart 17 – Time of incidents – Indonesia (2007-2019 and Jan-Jun 2020)

■ 2007-2019 ■ Jan-Jun 2020

Advisory by the Indonesian Marine Police

The ReCAAP ISC would like to share with the shipping industry an advisory by the Indonesian Marine Police, advising all ships intending to anchor to do so at the following 10 locations:

| S/No | Location | Lat/Long |
|------|------------------------|----------------------|
| 1 | Belawan | 03:55.00N-098:45.30E |
| 2 | Dumai | 01:42.00N-101:28.00E |
| 3 | Nipah | 01:07.30N-103:37.00E |
| 4 | Tanjung Berakit/Bintan | 01:23.30N-104:42.30E |
| 5 | Tanjung Priok | 06:00.30S-106:54.00E |
| 6 | Gresik | 07:09.00S-112:40.00E |
| 7 | Taboneo | 03:41.30S-114:28.00E |
| 8 | Adang Bay | 01:40.00S-116:40.00E |
| 9 | Muara Berau | 00:17.00S-117:36.00E |
| 10 | Balikpapan | 01:22.00S-116:53.00E |

The Indonesian Marine Police is patrolling these 10 locations in its efforts for preventing incidents of sea robbery at these locations.

The ReCAAP ISC advises all ships at anchor/berth to exercise enhanced vigilance and maintain strict anti-robbery watch, and report all incidents and suspicious activities in the vicinity to the coastal authorities.

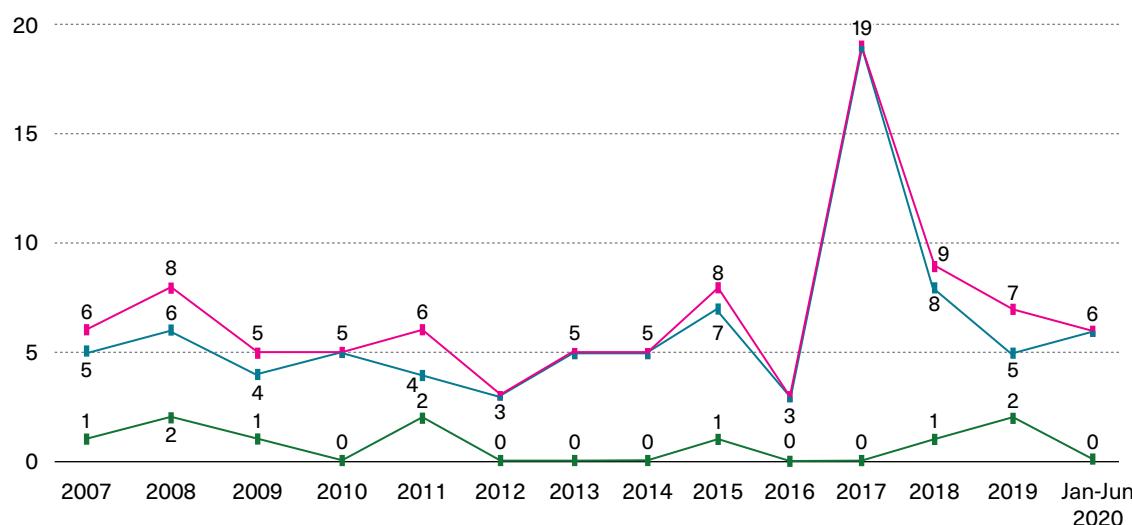
III. PHILIPPINES (excluding Incidents of Abduction of Crew)

This section provides insight into the incidents reported in the Philippines during January-June 2020 compared to the past 13-year trend of incidents during 2007-2019. All the incidents are armed robbery against ships. The analysis focuses on the number of perpetrators, weapons carried by perpetrators, treatment of crew, type of losses, type of ships boarded and time of incidents.

The ReCAAP ISC has observed that some correlation between the type of ships vis-à-vis location of incidents; and time of incident vis-à-vis location of incidents (at the port/anchorages in Manila and Batangas).

Number of incidents

A total of 89 incidents (comprising 79 actual incidents and 10 attempted incidents) were reported in the Philippines during the 13-year period of 2007-2019.



Graph 4 - Number of incidents in the Philippines (2007-2019 and Jan-Jun 2020)

■ Total ■ Actual ■ Attempted

Significance Level of Incidents

Of the 79 actual incidents reported in the Philippines during the 13-year period of 2007-2019, four were CAT 1 incidents, 11 were CAT 2 incidents, nine were CAT 3 incidents and 55 were CAT 4 incidents. The majority of the incidents reported during the past 13-year period of 2007-2019 were CAT 4 incidents, and this accounts for 70% of the number of actual incidents (55 of 79 actual incidents). Of the six actual incidents reported during January-June 2020, two were CAT 3 incidents and four were CAT 4 incidents. No CAT 1 incident was reported in the Philippines for the past 11 years (2010-2019 and January-June 2020). There was no CAT 2 incident reported during the past two years (2019 and January-June 2020). The last known CAT 1 incident occurred on 21 Nov 09 involving the kidnapping of crew from tug boat, *Marinero* towing barge, *Salvmar-II* at Siocon Bay, Zamboanga.

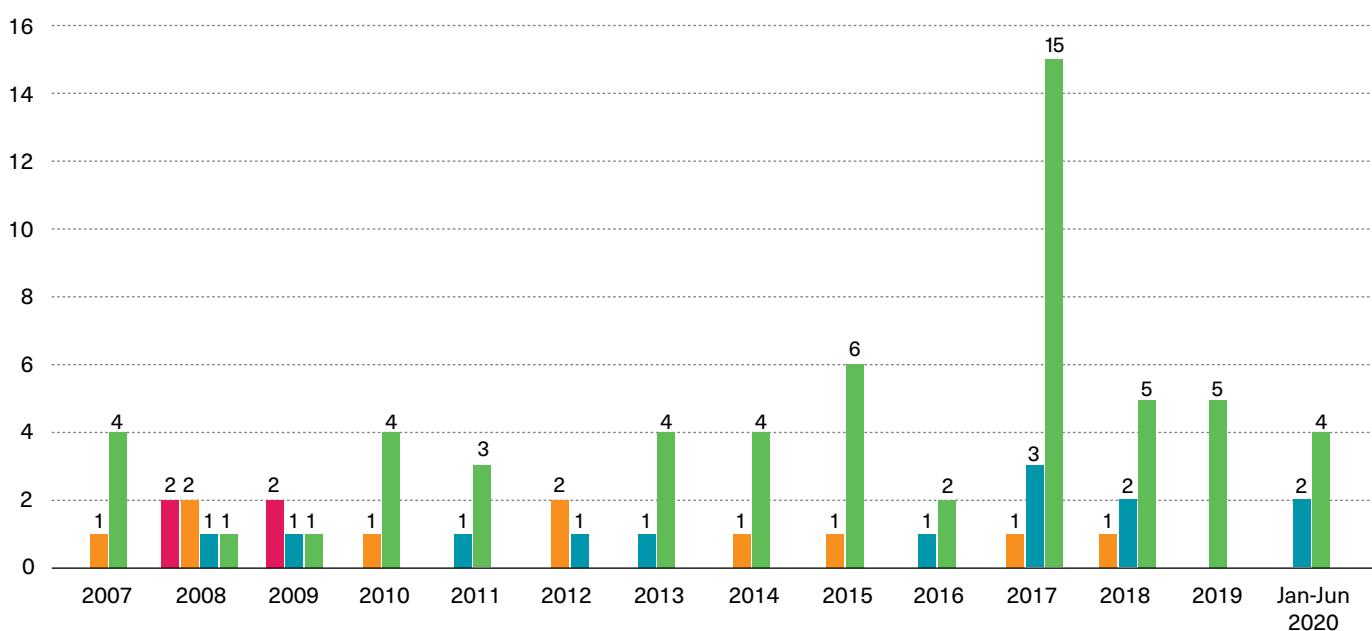


Chart 18 – Significance level of incidents in the Philippines (2007-2020 and Jan-Jun 2020)

CAT 1 CAT 2 CAT 3 CAT 4

Summary of insights from Data Analytics

During January-June 2020, six incidents were reported in the Philippines. Of the six incidents, four incidents occurred at Manila anchorage, one incident at Batangas port, and one incident at the General Santos Harbour anchorage. The incidents reported during January-June 2020 were consistent with the past 13-year trend of incidents during 2007-2019 in terms of the number of perpetrators involved (**1-3 men**), type of weapons carried by perpetrators (**no information on the type of weapons**), treatment of crew (**no statement of injury or no injuries**), type of ships boarded by perpetrators (**container ships**) and time of incidents (**during hours of darkness**). However, there was a deviation in terms of the type of losses in incidents reported during January-June 2020 compared with the past 13-year trend of 2007-2019.

Details of Analysis

Number of perpetrators. Half of the six incidents reported during January-June 2020, involved 1-3 men and the other half of the incidents had no information available. For the past 13-year trend of incidents during 2007-2019, most of the incidents involved 1-3 men (35%).

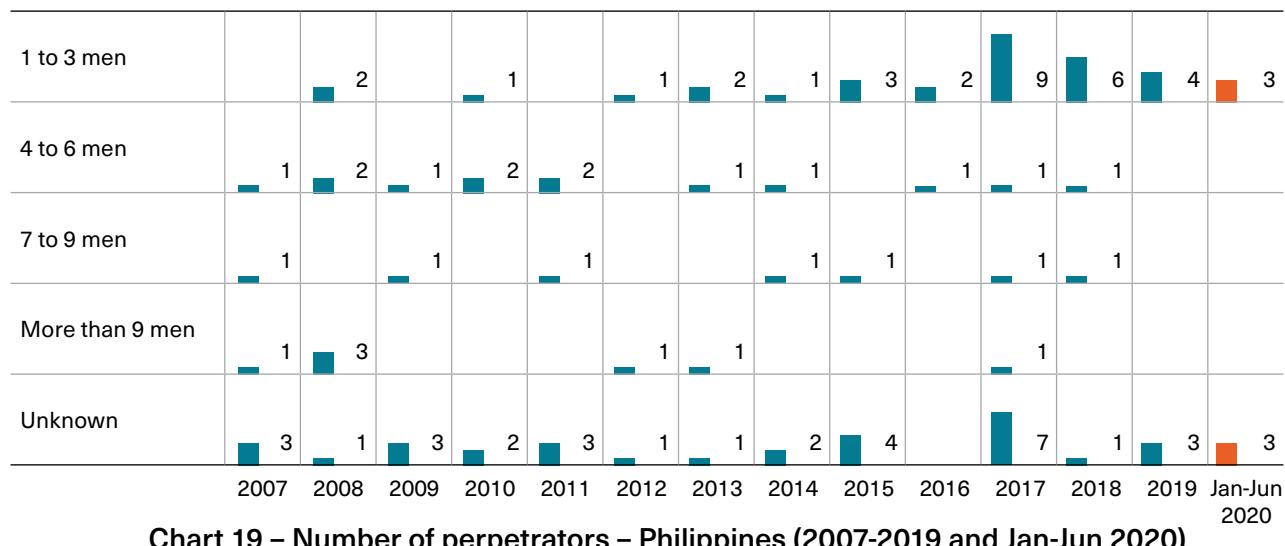


Chart 19 – Number of perpetrators – Philippines (2007-2019 and Jan-Jun 2020)

Type of weapons carried by perpetrators. Of the six incidents reported during January-June 2020, four incidents had no information on the weapons carried by the perpetrators (67%) and two incidents reported perpetrators were armed with knives/machetes (33%). This is consistent with the past 13-year trend of incidents during 2007-2019 where most of the incidents (66%) had no information on the weapons carried by the perpetrators.

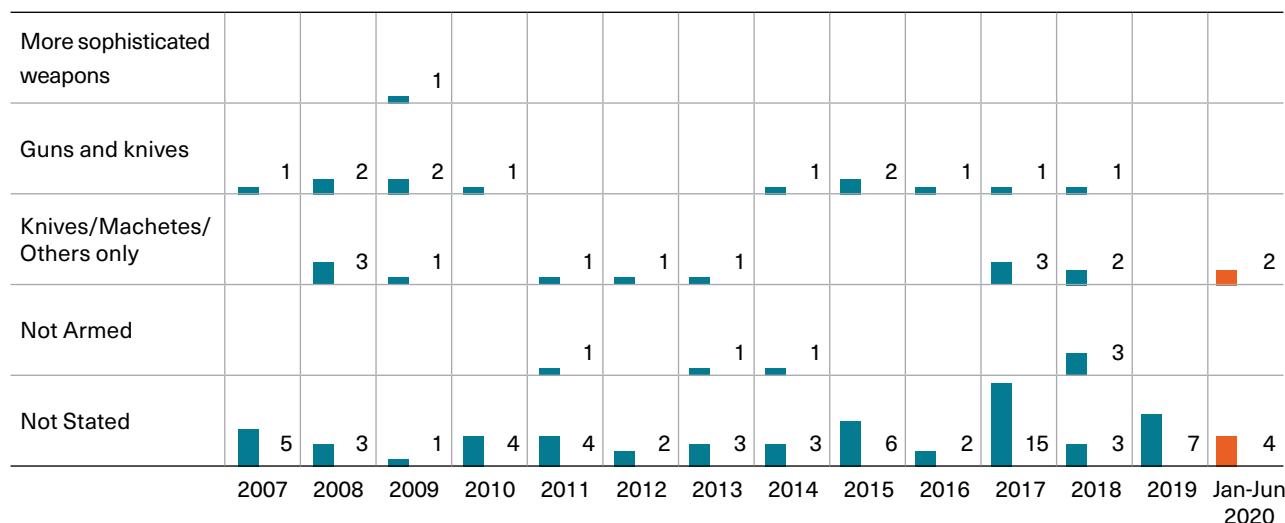


Chart 20 – Type of weapons carried by perpetrators – Philippines (2007-2019 and Jan-Jun 2020)

Treatment of crew. Among the six incidents reported during January-June 2020, five incidents had no statement of injury (83%) and one incident reported that the crew was not injured (17%). For the past 13-year trend of incidents during 2007-2019, 41% of the incidents had no statement of injury and 50% reported that the crew was not injured.

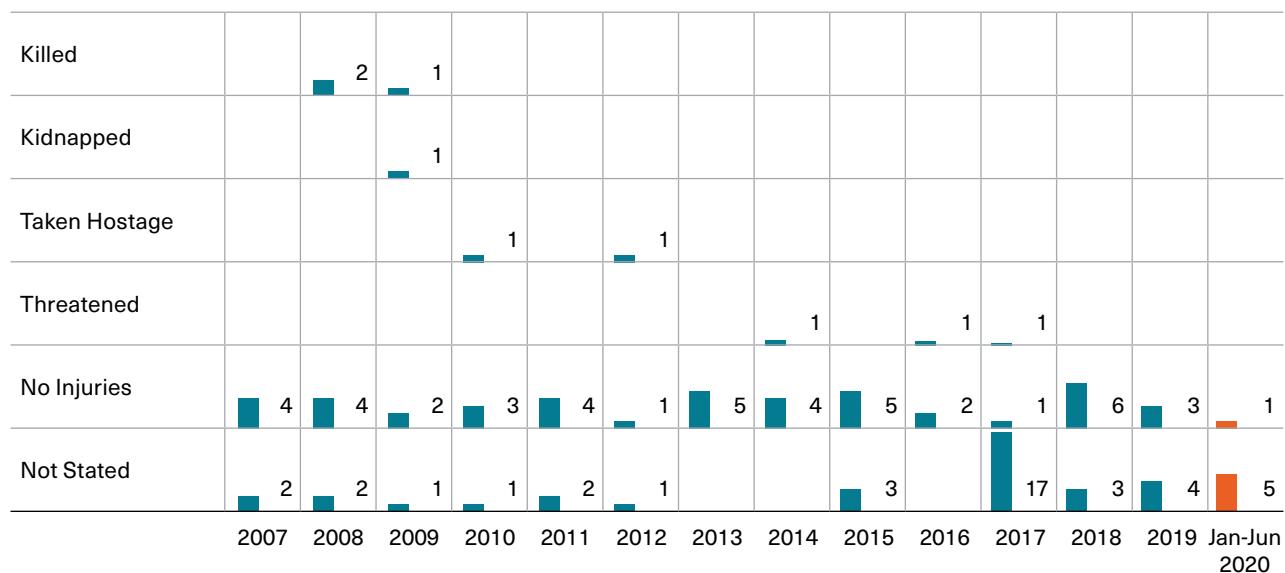


Chart 21 – Treatment of crew – Philippines (2007-2019 and Jan-Jun 2020)

Type of Losses. During January-June 2020, two incidents reported the loss of cash/property (33%), one incident reported the loss of ship stores (17%) and three incidents reported nothing was lost (50%). This deviates from the past 13-year trend of incidents during 2007-2019, where the majority of the incidents reported the loss of stores (53%).

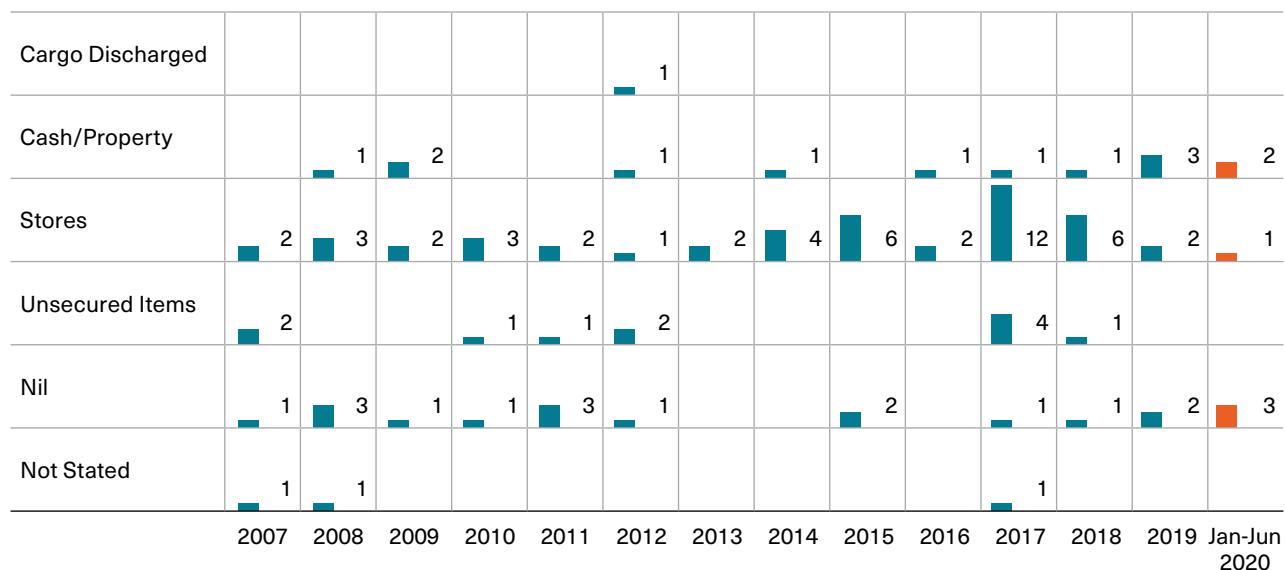


Chart 22 – Type of losses – Philippines (2007-2019 and Jan-Jun 2020)

Type of ships. Of the six incidents reported during January-June 2020, four incidents occurred on board container ships (67%) and two incidents occurred on board tankers (33%). For the past 13-year trend of incidents during 2007-2019, 42% of the incidents occurred on board container ships, 30% on board tankers, and 28% on board other type of ships.

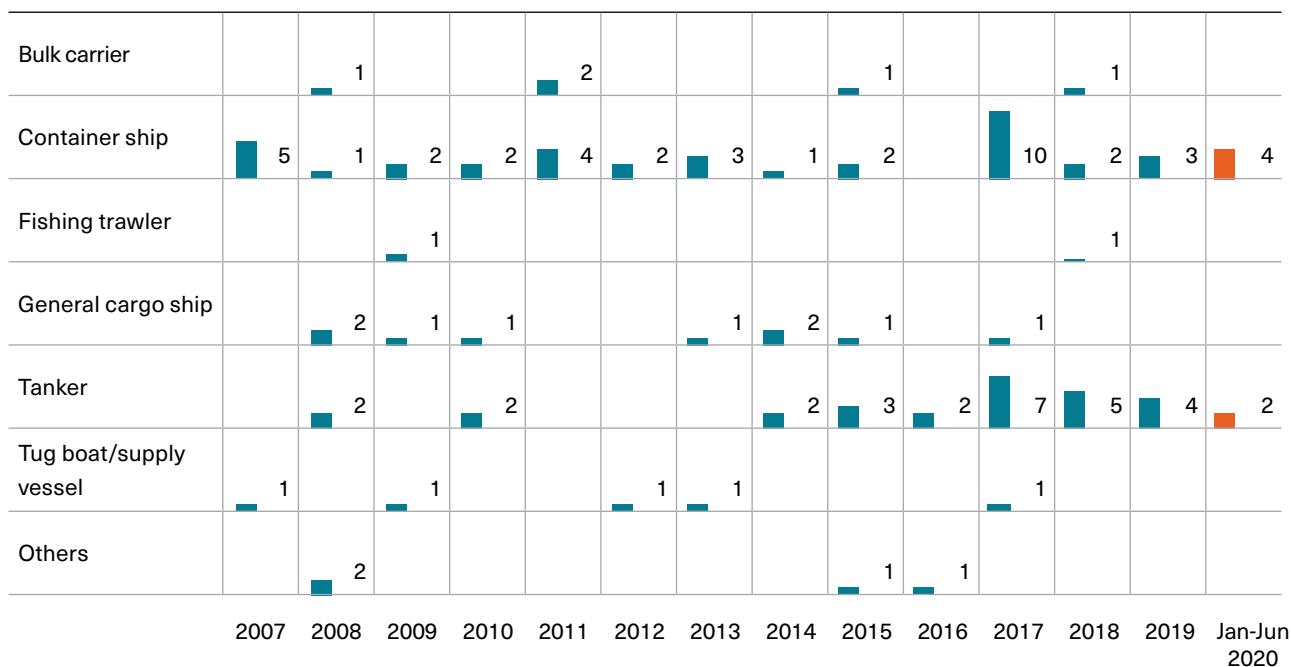
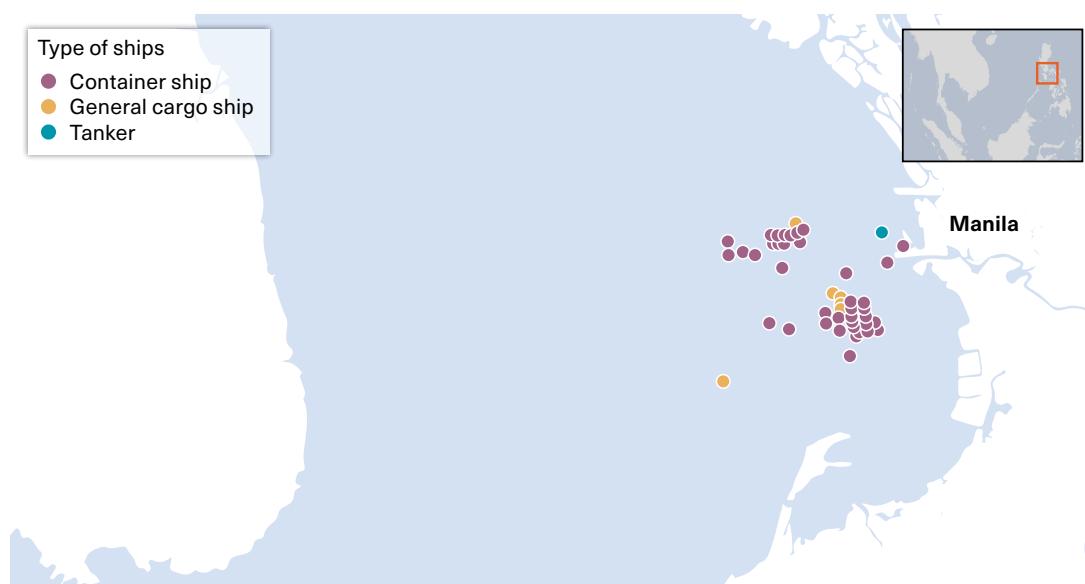


Chart 23 – Type of ships – Philippines (2007-2019 and Jan-Jun 2020)

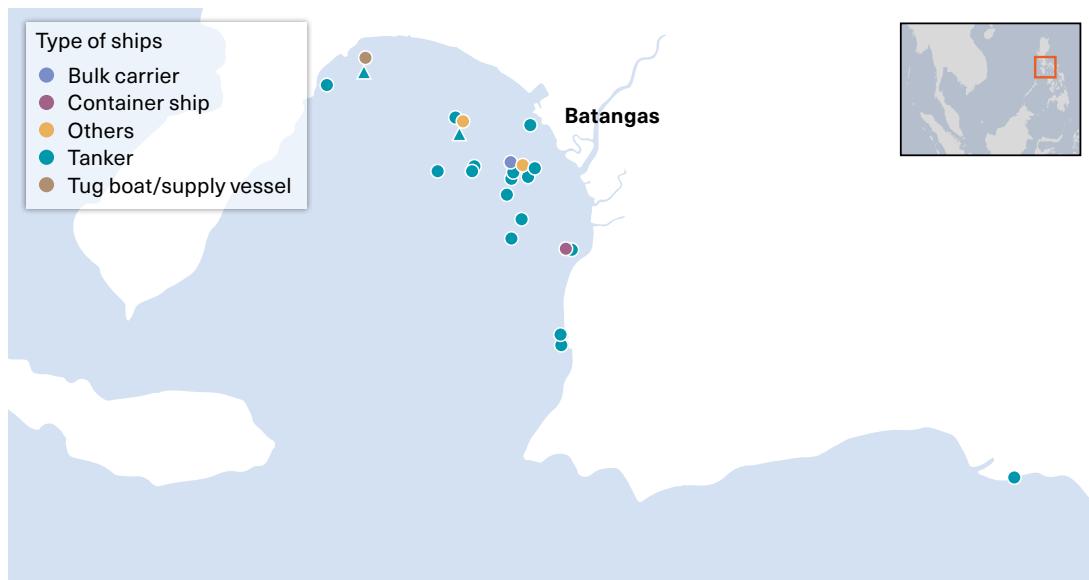
Correlation between type of ships vis-à-vis location

Port/Anchorage in Manila. During 2007-2020, a total of 47 incidents were reported in Manila. Of the 47 incidents, 39 incidents occurred on board container ships (83%), six incidents on board general cargo ships (13%) and two incidents occurred on board tankers (4%). **The container ships were mostly boarded** as these incidents occurred in the anchorage area of Manila International Container Terminal (MICT), the largest container terminal in the Philippines.



Map 4 – Type of ships boarded in Manila (2007-2019 and Jan-Jun 2020)

Port/Anchorages in Batangas. During 2007-2020, a total of 27 incidents were reported in Batangas. Of the 27 incidents, 22 occurred on board tankers (81%), two on board vehicle carriers (7%), one on board a bulk carrier (4%), one on board a container ship (4%) and one on board a barge towed by a supply vessel (4%). **The majority of the incidents occurred on board tankers.** This is due to the growing number of international ships, mostly tankers, calling at the port of Batangas where several of the country's gas and oil depots are located.



Map 5 – Type of ships boarded in Batangas (2007-2019 and Jan-Jun 2020)

Time of incidents. All six incidents reported during January-June 2020 occurred during hours of darkness. This is consistent with the past 13-year trend of incidents during 2007-2019 where 78% of incidents occurred during hours of darkness and 22% during daylight hours. It is also noted that all six incidents during January-June 2020 occurred during a 4-hour window of between 0100 hrs and 0459 hrs.

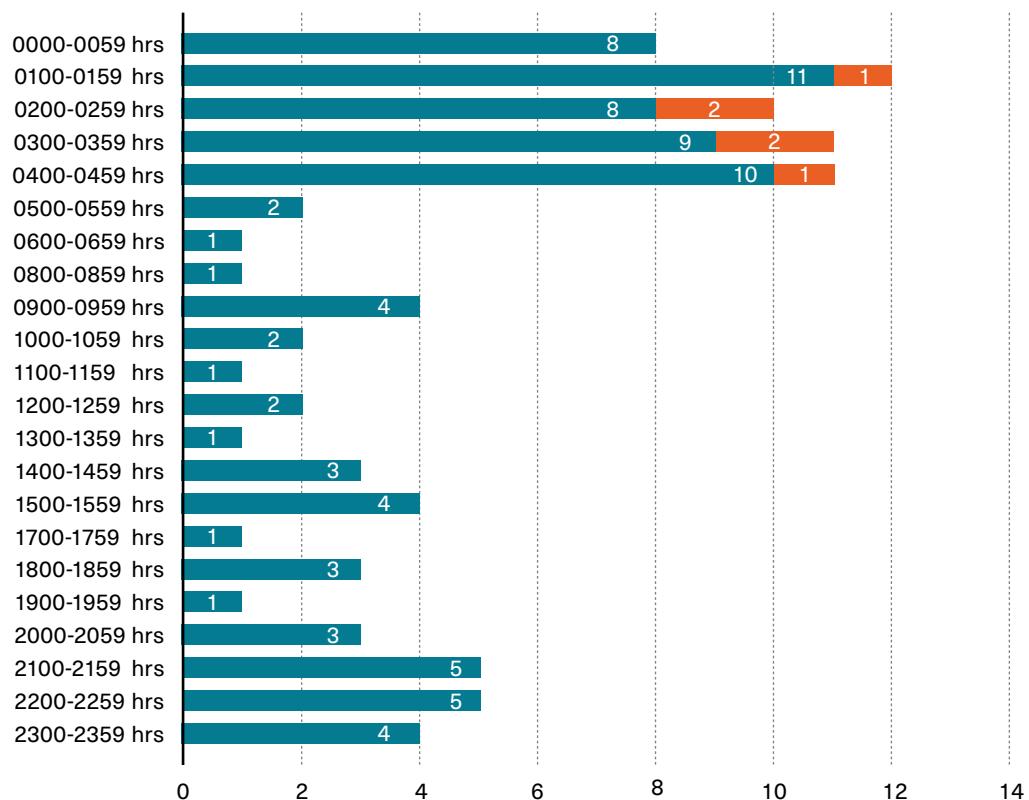
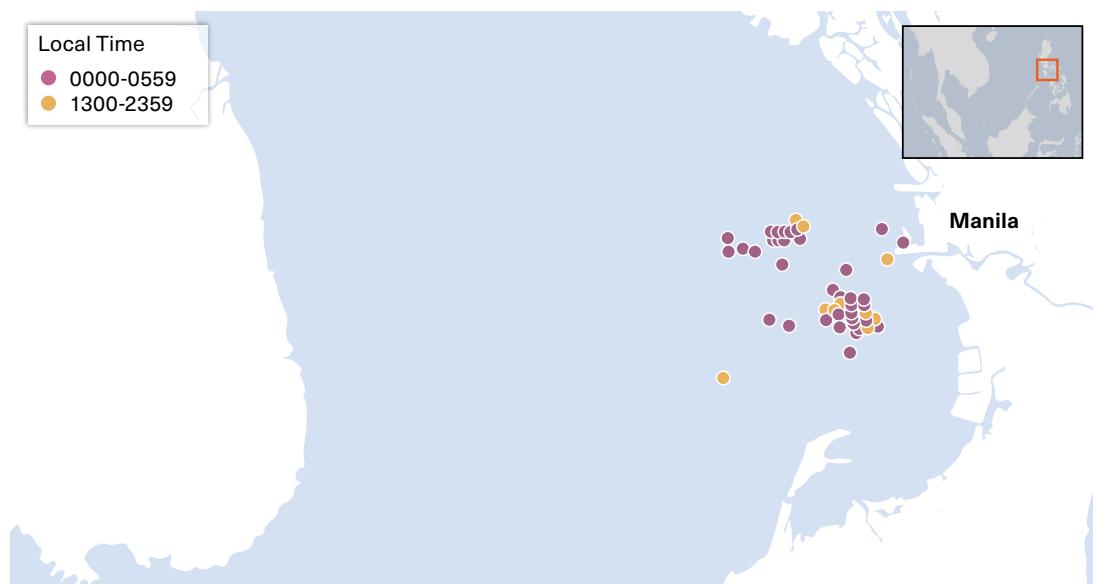


Chart 24 – Time of incidents – Philippines (2007-2019 and Jan-Jun 2020)

■ 2007-2019 ■ Jan-Jun 2020

Correlation between time of incidents vis-à-vis location

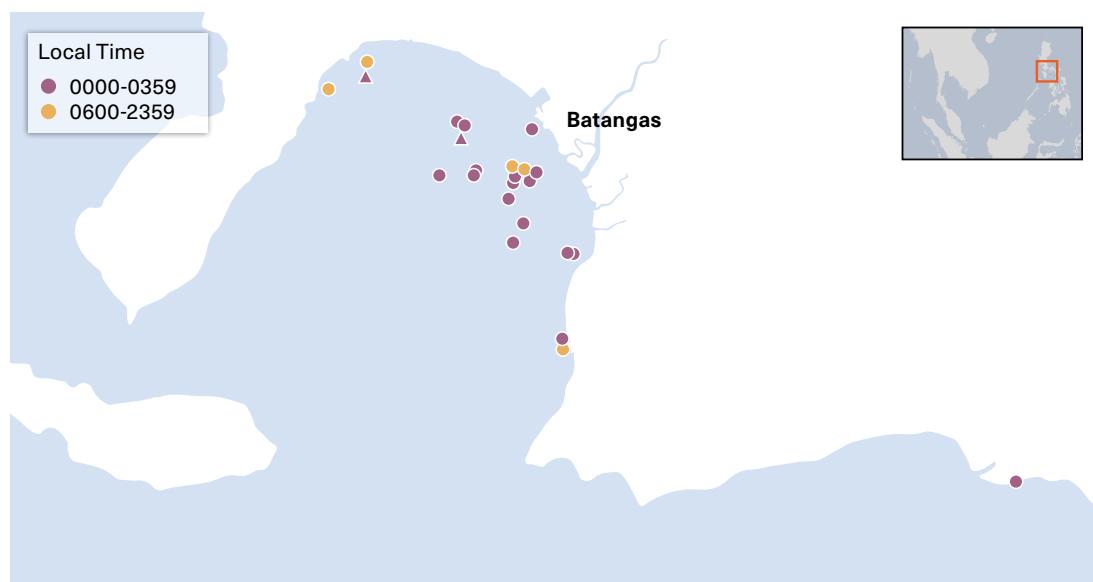
Port/Anchorages in Manila. Majority of the 47 incidents reported in Manila during 2007-2020 occurred during hours of darkness. In particular, 32 incidents occurred between 0000 hrs and 0559 hrs. This accounts for more than two-thirds of the incidents reported in Manila.



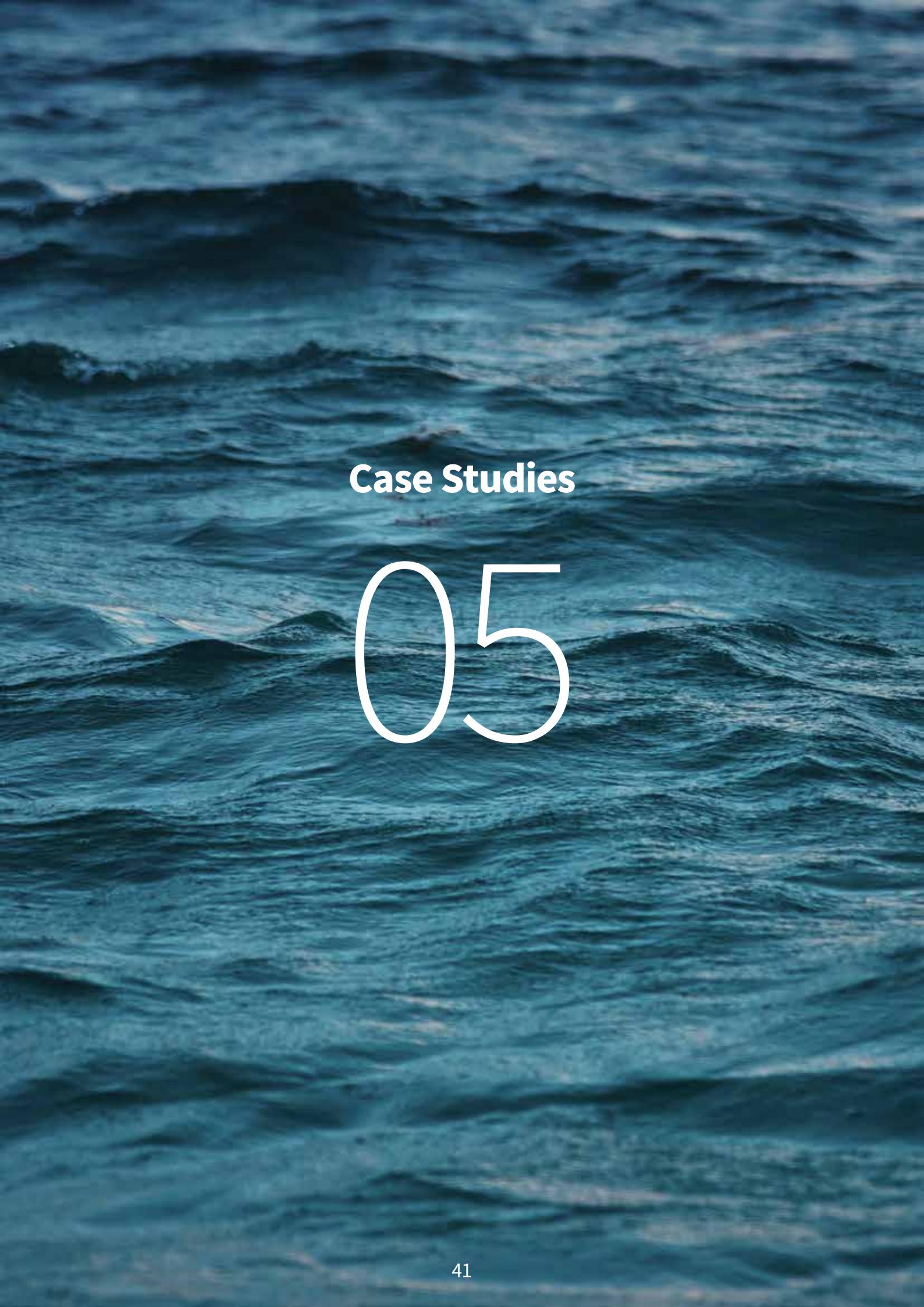
Map 6 – Time of incidents reported in Manila (2007-2019 and Jan-Jun 2020)

Correlation between time of incidents vis-à-vis location

Port/Anchorages in Batangas. The majority of the 27 incidents reported in Batangas occurred during hours of darkness. Two-thirds of the incidents in Batangas occurred between 0000 hrs and 0359 hrs (18 incidents).



Map 7 – Time of incidents reported in Batangas (2007-2019 and Jan-Jun 2020)

The background of the entire image is a close-up photograph of dark blue ocean waves. The waves are slightly choppy, with white foam visible at their peaks. The lighting suggests it might be late afternoon or early morning.

Case Studies

05

Case Studies

Arrests of Perpetrators

During January-June 2020, there were reports of arrest of perpetrators who were involved in five incidents. These incidents occurred in India, Bangladesh, Indonesia and the Singapore Strait. The details of the incidents and arrests are as follows:

I. INDIA

(1) Tanker, *Morbius* underway off Gujarat on 19 Feb 20

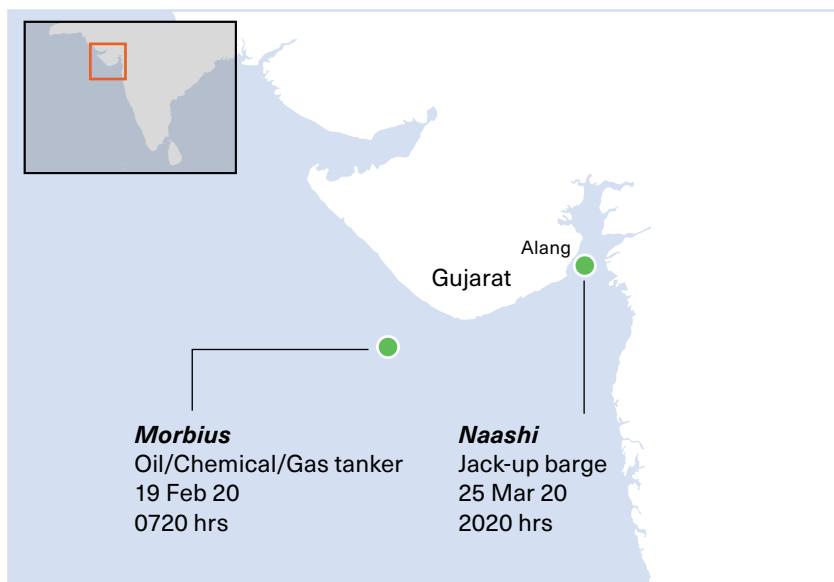
On 19 Feb 20 at about 0720 hrs, *Morbius* towed by tug boat *Allianz Titanium* was underway off Gujarat, India when nine perpetrators approached the ship in a fishing boat, *Faiz Kirmani*.

Two perpetrators boarded *Morbius* using a pilot ladder while the remaining seven perpetrators waited in the fishing boat. The master of the tug boat raised the alarm and reported the incident to Indian Coast Guard (ICG) and local Marine Police through radio. An ICG ship was dispatched to the location of the incident and arrested the seven perpetrators in the fishing boat. Thereafter, the ICG team boarded *Morbius* and arrested the remaining two perpetrators who were hiding in the ship. The perpetrators and their fishing boat were handed over to Marine Police Station Pipavav.

(2) Jack-up barge, *Naashi* underway to Alang on 25 Mar 20

On 25 Mar 20 at about 2020 hrs, tug boat, *Bateleur* towing *Naashi* was bound for demolition at Alang when five perpetrators boarded the unmanned *Naashi* from a dinghy boat. The master of the tug boat noticed the perpetrators with torches on board *Naashi* and raised the alarm. He also reported the incident to VTS Khambhat who informed the ICG. The ICG Station Pipavav directed the Marine Police, Alang to despatch their boats to the location of the incident for investigation. The boats from the Marine Police arrived at the location at 2200 hrs and found no suspicious activity.

On 26 Mar 20, the ICG boat arrived at the location of the incident and investigated the incident with tug boat, *Bateleur*. The local agent of the ship was contacted and directed to provide a detailed report about the incident and the stolen items. Subsequently a First Information Report (FIR) was lodged with the Alang Police station. The police together with the local administration followed up with the investigation of the incident. On 30 Apr 20, the five perpetrators who boarded *Naashi* were arrested and the stolen items (ship stores) were recovered.

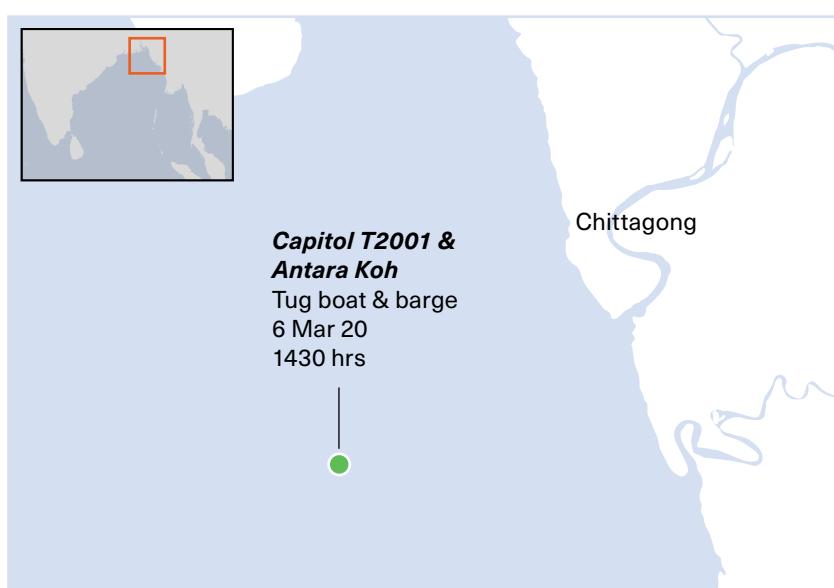
Map 8 – Location of incidents involving *Morbius* and *Naashi*

● CAT 4

II. BANGLADESH

Barge *Antara Koh 18* anchored at Chittagong anchorage on 6 Mar 20

On 6 Mar 20 at about 1430 hrs, barge, *Antara Koh 18* towed by tug boat *Capitol T2001* was anchored at Chittagong Anchorage, Bangladesh when a group of perpetrators boarded the barge from some boats. A crane was installed on the barge. The perpetrators cut the safety system wiring, and stole the crane data logger display, portable batteries (for machineries such as crane, generators, and hydraulic power pack), diesel and hydraulic oil. The crew of the tug boat contacted a passing Bangladesh Coast Guard (BCG) ship via VHF. The BCG arrested the perpetrators and escorted the barge to Chittagong Anchorage. The crew was not injured. Refer to Map 9 for the approximate location of the incident.

Map 9 – Location of incident involving *Antara Koh 18*

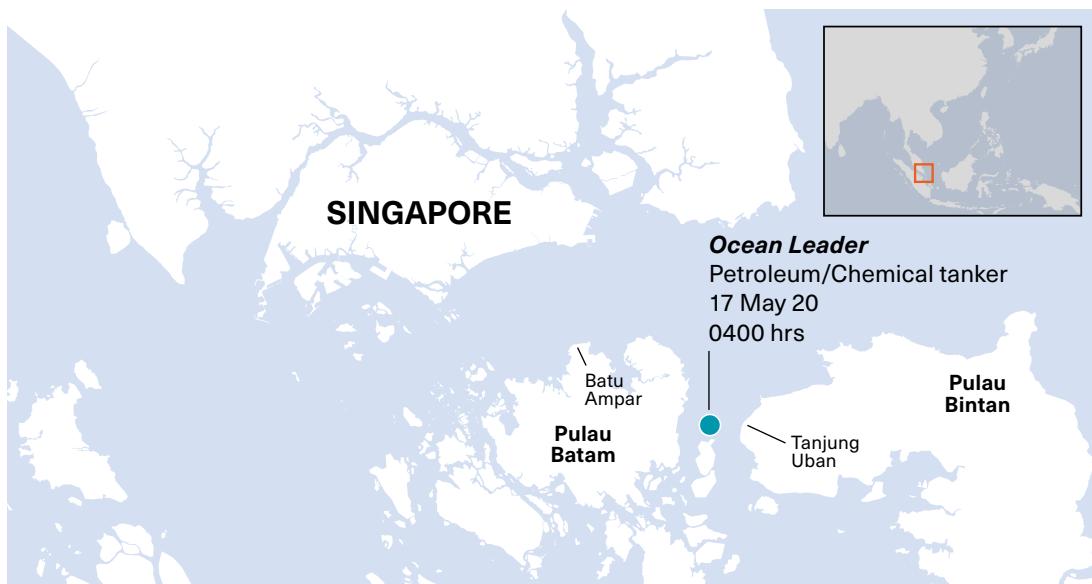
● CAT 4

III. INDONESIA

Petroleum/Chemical tanker, *Ocean Leader* anchored at Tanjung Uban anchorage, off Pulau Batam on 17 May 20

At about 0400 hrs, tanker, *Ocean Leader* was anchored at Tanjung Uban Anchorage, Indonesia when the duty crew spotted three perpetrators armed with knives on board the ship. The general alarm was raised and the crew mustered. Upon realising that the crew had been alerted, the perpetrators left the ship. The crew later found a small knife on the deck of the ship that was left behind by the perpetrators. The crew was safe and nothing was stolen.

The Fleet 1 Quick Response (F1QR) team of the Indonesian Navy reportedly arrested four perpetrators at different locations in Pulau Batam on 22 May⁵. From the interrogation, the perpetrators confessed that they had attempted theft on *MT Ocean Leader* on 17 May and other ships in the waters off Batu Ampar, Pulau Batam.



Map 10 – Approximate location of incident involving *Ocean Leader*

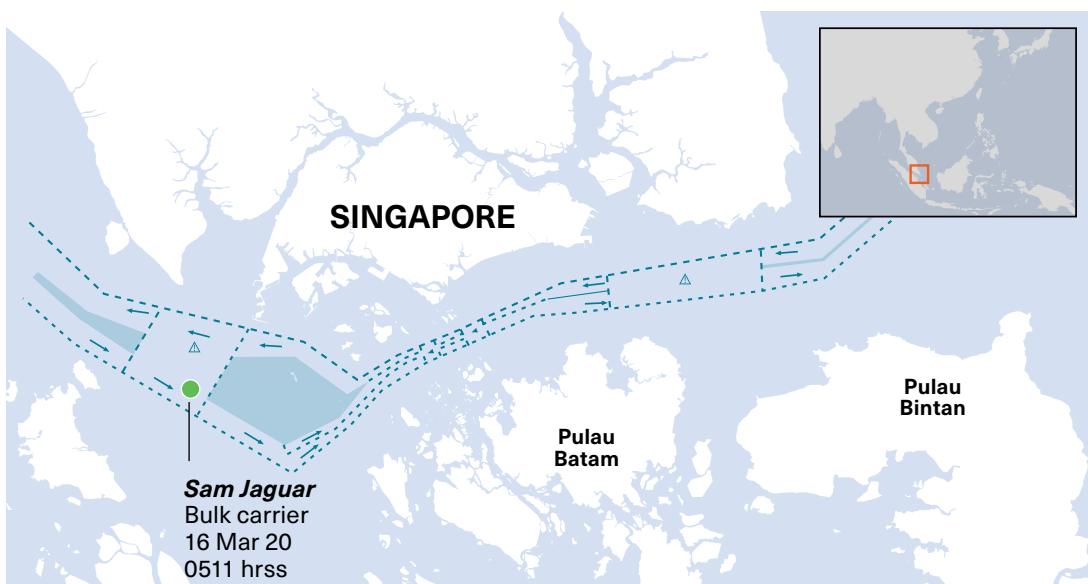
● CAT 3

⁵ <https://www.cnnindonesia.com/nasional/20200523121146-12-506152/tni-al-tangkap-empat-perompak-kapal-tanker-di-perairan-batam>

IV. SINGAPORE STRAIT

Bulk carrier, *Sam Jaguar* underway in the Singapore Strait on 16 Mar 20

On 16 Mar 20 at about 0511 hrs, *Sam Jaguar* was underway at approximately 6.8 nm east off Pulau Karimum Kecil, Indonesia in the precautionary area in the Singapore Strait when the master reported to Batam and Singapore Vessel Traffic Information System (VTIS) about the unauthorised boarding of three perpetrators. The crew sighted the perpetrators in the engine room workshop and managed to detain them. At 1303 hrs on the same day, the master reported that the Indonesian Navy boarded the bulk carrier and took away the three perpetrators for investigation and prosecution. Nothing was stolen from the ship and the crew was not injured.



Map 11 – Location of incident involving *Sam Jaguar*

● CAT 4

Sharing of Best Practices and Lesson Learned

Timely reporting of the incidents by the crew and immediate response by the law enforcement agencies had resulted in the arrests of the perpetrators in the five incidents. In one of the incidents, the authorities followed up with the investigation of the incident the next day, and this led to the arrest of the perpetrators and recovery of the stolen items a few days later.

In all the incidents, the crew raised the alarm when sighted the perpetrators. The sounding of the alarm serves to alert the ship crew about the boarding, and more importantly to let the perpetrators know that the ship crew is aware of their boarding and is reacting to it. In most incidents, the perpetrators will escape immediately when knowing that the crew had been alerted.

The ReCAAP ISC advises that the crew should, as much as possible, not engage in physical confrontation with the perpetrators in order not to endanger their own lives.



Conclusion

The total number of incidents of piracy and armed robbery against ships in Asia reported during January-June 2020 has increased compared to the same period in 2019. This was due to the increase of incidents in Bangladesh, India, Indonesia, the Philippines, Vietnam, South China Sea and Singapore Strait.

There was an improvement at the ports/ anchorages in China during January-June 2020. There were also arrests of perpetrators at Chittagong anchorage, Bangladesh, off Gujarat and Alang in India, off Pulau Batam, Indonesia and in the Singapore Strait.

The situation in the Singapore Strait continues to be a concern with the occurrence of 16 incidents during January-June 2020. The ReCAAP ISC recommends all ships to enhance preventive measures, including maximum alertness of lookouts when transiting the Singapore Strait, and report all incidents to the nearest coastal State immediately. The Centre also urges the littoral States to increase patrols and enforcement in their respective waters, strengthen coordination among them and promote information sharing on incidents and criminal groups involved, in order to make more arrests.

Also of concern is the occurrence of the abduction incident in waters off Eastern Sabah on 17 Jan 20, and information of planned kidnapping in Sabah and Semporna, Malaysia targeting foreigners and crew of ships passing by the Tawi-Tawi and Sabah waters. As the threat of abduction of crew is high, the ReCAAP ISC reiterates its advisory issued via the 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 vigilance while transiting the area, and report immediately to the Operation Centres of Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia, and adopt the measures recommended in the '*Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah*'.

The arrests of perpetrators demonstrate the importance of timely reporting of incidents by ships to the coastal State and the prompt response of the authorities. The ReCAAP ISC reiterates that collective efforts and shared responsibility by all stakeholders are indispensable in combating piracy and sea robbery.

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 of Piracy and Armed Robbery Against Ships in Asia

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|--|----------------------|---|--|
| 1 | Amil 12 Offshore supply ship Palau 1621 9367085 Amil 59 Tug boat | 07/01/20 0700 hrs | 21° 23.9' N, 72° 17.14' E Alang Anchorage, India | <p>While at anchor, five perpetrators boarded the ship from a small boat and stole some stores and spares before escaping. The master of the tug boat <i>Amil 59</i> towing <i>Amil 12</i> reported the incident to VTS Khambhat, MRCC Mumbai and the Indian Coast Guard. The crew was safe.</p> <p>[ReCAAP Focal Point (India)]</p> |
| 2 | British Mariner Tanker Isle of Man 30948 9724582 | 08/01/20 0400 hrs | 1° 16.2' N, 104° 16.15' E Approximately 6.2 nm northwest of Tanjung Tondang, Pulau Bintan, Indonesia, in the eastbound lane of the TSS in the Singapore Strait (SOMS) | <p>While underway, two perpetrators were sighted in the engine room of the ship. The alarm was immediately raised and the perpetrators escaped empty-handed. The crew was safe. The master reported the incident to Singapore Vessel Traffic Information System (VTIS) through VHF. Safety navigational broadcast was initiated. The Republic of Singapore Navy, Singapore Police Coast Guard, Indonesian and Malaysian authorities were notified.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |
| 3 | Federal Bristol Bulk carrier Marshall Islands 20789 9697844 | 13/01/20 0930 hrs | 5° 30' S, 105° 17' E Panjang Anchorage, Indonesia | <p>While at anchor, the duty watchman on board noticed the steering room lock was opened and ship's engine spares were missing. The master reported the incident to the local agent.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|---|----------------------|---|---|
| 4 | SSK 00543 Fishing trawler Malaysia | 17/01/20 1500 hrs | 5° 29' N, 119° 3' E Approximately 4.24 nm northwest of Pulua Tambisan, Lahad Datu, Sabah, Malaysia (Sulu-Celebes Seas) | <p>The Philippine Coast Guard reported to ReCAAP ISC that six gunmen dressed in black suits with masks used a grey speedboat with twin engine (40 HP) and abducted eight crew from a Malaysia-registered fishing trawler (with marking SSK 00543). The fishing trawler was later found abandoned and with no crew on board on 17 Jan 20 at about 1500 hrs at approximately 4.24 nm off Pulau Tambisan, Lahad Datu, Sabah, Malaysia. On 18 Jan 20, the Malaysian authorities reported that they had recovered three of the eight missing crew in the vicinity of Lahad Datu, Sabah. The Philippine authorities were conducting maritime patrols in the area, particularly near the Sulare island (which was believed to be the staging area of the perpetrators).</p> <p>The Philippine and Malaysia authorities are stepping up their patrol efforts, conducting pursuit operations and intensifying its military operation to locate the five abducted Indonesian crew.</p> <p>[ReCAAP Focal Point (Philippines)]</p> |
| 5 | Kim Hock Tug 9 Tug boat Singapore 299 9767120 LKH 2882 Barge Singapore 4430 | 18/01/20 1129 hrs | 1° 11.73' N, 103° 52.72' E In the eastbound lane of the TSS in the Singapore Strait (SOMS) | <p>While underway, six to seven perpetrators were sighted on board the barge, LKH 2882 being towed by tug boat, Kim Hock Tug 9. The perpetrators escaped in two to three sampans upon seeing another tug boat, Kim Hock Virgo approaching them. The master of Kim Hock Tug 9 reported the incident to Singapore VTIS. The crew was not injured. Some scrap metal was stolen.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|---|----------------------|---|---|
| 6 | <p>Kim Hock Tug 9 Tug boat Singapore 299 9767120</p> <p>LKH 2882 Barge Singapore 4430</p> | 18/01/20 1551 hrs | <p>1° 15.35' N, 104° 3.24' E</p> <p>In the eastbound lane of the TSS in the Singapore Strait (SOMS)</p> | <p>At about 1551 hrs on the same day of 18 Jan 20, seven perpetrators were sighted on the barge, LKH 2882. Two Singapore Police Coast Guard crafts were despatched to intercept. The perpetrators fled in their sampans upon seeing the Singapore Police Coast Guard crafts. The crew was not injured. Several pieces of scrap metal were stolen. At about 1735 hrs, the Singapore Police Coast Guard boarded the tug boat and barge for investigation.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |
| 7 | <p>Horizon Maru Tanker Indonesia 760 9048017</p> | 21/01/20 0344 hrs | <p>1° 4.15' N, 104° 9.02' E</p> <p>Off Port Kabil, east of Pulau Batam, Indonesia</p> | <p>While at anchor, four perpetrators armed with sharp weapons boarded the ship. The crew confronted the perpetrators and managed to capture one of them. The other three perpetrators escaped empty-handed. One of the crew suffered facial injury. The master alerted ships in the vicinity and reported to Batam Police via VHF Ch 16. The Batam Police boarded the ship and took custody of the captured perpetrator.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |
| 8 | <p>RHL Clarita Bulk carrier Liberia 32486 9358864</p> | 22/01/20 1730 hrs | <p>3° 42.1' S, 114° 25.03' E</p> <p>Taboneo Anchorage, South Kalimantan, Indonesia</p> | <p>While at anchor, the crew of the bulk carrier discovered that the lock to the bosun store was broken. Ship properties including two rolls of power cable (75 m) and one used rope (25 m) were stolen. There was no sighting of the perpetrators on board. The incident was reported to the Taboneo Port Control, the local agent and the Company Security Officer (CSO). The CSO subsequently made a report to Banjarmasin Maritime Police.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|---|----------------------|--|---|
| 9 | AS Clarita Container ship Portugal 32968 9300972 | 25/01/20 0415 hrs | 14° 32.68' N, 120° 55.27' E South Quarantine Anchorage area, Manila, Philippines | <p>While at anchor, the duty watch sighted one perpetrator and alerted the other crew. The perpetrator hurriedly jumped over board and swam towards a motor banca which subsequently fled from the area. The crew conducted an inspection and check of the ship's inventory. During the inspection, the crew found two broken padlock and a lighter with attached pin light (turned on) believed to belong to the perpetrator. On checking of the ship's inventory, the following items were found missing: one jet chisel machine, two cans of paint, one forward bell, three immersion suits, two breathing apparatus cylinders, one breathing apparatus and one chemical suit. The crew reported the incident to the Philippine Coast Guard (PCG) Command Centre. A team of PCG personnel from Coast Guard Station Manila was immediately despatched and boarded the ship to conduct inquiry and validate the report.</p> <p>[ReCAAP Focal Point (Philippines)]</p> |
| 10 | FSL London Chemical/oil product tanker Singapore 11587 9340465 | 26/01/20 1024 hrs | 3° 56.2' N, 98° 45.2' E Belawan Anchorage, Indonesia | <p>While at anchor, the duty officer on the bridge sighted a suspicious boat heading out from the ship. The duty officer informed the master who formed a security team to conduct a search of the ship. The security team found several buckets of paint, a fire hose, fire hydrant bronze caps and sounding pipe covers missing. From the investigation, it was likely that the perpetrators boarded the ship through the anchor chain hawse pipe.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|--|----------------------|--|---|
| 11 | Papora Wisdom Bulk carrier Panama 17025 9508718 | 28/01/20 0205 hrs | 1° 15.43' N, 104° 6.77' E Approximately 3.7 nm northwest of Nongsa Point, Pulau Batam, Indonesia, in the eastbound lane of the TSS in the Singapore Strait (SOMS) | While underway, two perpetrators were sighted in the engine room. The ship's alarm was raised and the perpetrators escaped in a small boat from the side of the ship. There was no confrontation between the perpetrators and the crew. A search was conducted on board the ship, and some engine spares were stolen. The master reported the incident to Singapore VTIS and a safety navigational broadcast was initiated. The Republic of Singapore Navy, Singapore Police Coast Guard and the Indonesian authorities were notified. The crew was safe and the ship resumed her voyage to Hong Kong, China. [ReCAAP Focal Point (Singapore)] |
| 12 | Cosco Sao Paulo Container ship Hong Kong, China 40465 9484388 | 29/01/20 0335 hrs | 14° 32.9' N, 120° 54.7' E Manila South Anchorage, Philippines | While at anchor, the crew noticed several perpetrators on board the container ship. Two of the storage rooms were broken into. The crew searched for the perpetrators and checked on the inventory of the ship's property. The items stolen included one set of fireman breathing device, two sets of immersion and thermal protective suits, 28 casks of paints, 34 pieces of firehose hand guns and 34 pieces of fire hydrant covers. The master of the ship reported the incident to Vessel Traffic Management System (VTMS) Manila. The Philippine Coast Guard Sub Station boarded the ship for inquiry and advised the master and crew to strengthen their security measures and report similar incidents to the nearest Philippine Coast Guard units. [ReCAAP Focal Point (Philippines)] |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|---|----------------------|--|--|
| 13 | Crest Onyx Tug boat Indonesia 1727 9655717 | 02/02/20 0520 hrs | 1° 3.89' N, 103° 53.98' E Mooring buoy slot in between Pulau Melintang and Pulau Batam, Indonesia | <p>While the tug boat was moored to a buoy, the crew sighted three perpetrators on deck and raised the alarm. The crew confronted the perpetrators who were able to escape with the assistance of two of their accomplices waiting in their small craft. The incident was reported to the Indonesian Marine Police in Batam who boarded the tug boat for investigation. A search was carried out and it was discovered that the padlock to the store room was damaged and ship equipment was stolen. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |
| 14 | Sung Fatt 27 Tug boat Malaysia 139 8790871 Sung Fatt 32 Barge Malaysia | 07/02/20 1200 hrs | 1° 3.37' N, 103° 34.78' E Approximately 9.4 nm east of Karimun Besar Island, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS) | <p>While the tug boat towing barge was en route from Port Klang, Malaysia to Kuching, East Malaysia, four small wooden boats approached the barge, which carried construction materials. Eight perpetrators boarded the barge, stole about 20kg of steel construction material and escaped. The crew was not injured. The incident was reported to Malaysia Marine Police.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |
| 15 | ASL Amber Tug boat Singapore 977 9430301 | 07/02/20 1910 hrs | 21° 41.72' N, 91° 50.34' E Martabari Anchorage, Bangladesh | <p>While at anchor, the duty A/B sighted two suspicious fishing boats approaching the tug boat. He saw five perpetrators armed with knives boarding the tug boat. He reported to the OOW, who immediately activated the general alarm. The perpetrators escaped from the tug boat when they realised their presence was discovered. The crew conducted a search and found some mooring ropes and shackles were stolen. The crew was not injured and there was no damage to the tug boat. The incident was reported to Bangladesh Coast Guard, who went on board with the security forces to investigate.</p> <p>[ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Bangladesh)]</p> |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|---|----------------------|--|---|
| 16 | New Spirit Bulk carrier Marshall Islands 32287 9425801 | 09/02/20 0220 hrs | 1° 15.72' N, 104° 8.47' E Approximately 5.1 nm northeast of Nongsa Point, Pulau Batam, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS) | While underway, six perpetrators armed with knives were seen in the engine room. The perpetrators ran onto the deck when they saw the crew. The master mustered and accounted for all crew in the bridge. He reported the incident to Singapore VTIS East and requested to go to Singapore to conduct further search. Upon arrival in Singapore, the Singapore Police Coast Guard boarded the ship to conduct further search. No perpetrators were found and engine spares including 20 pieces of circular brakes, 130m of cables and 25 pieces of magnetic contactors were stolen. The crew was not injured. [ReCAAP Focal Point (Singapore)] |
| 17 | Swarna Jayanti Tanker India 57702 9467720 | 09/02/20 0252 hrs | 1° 15.68' N, 104° 10.52' E Approximately 6.2 nm northeast of Nongsa Point, Pulau Batam, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS) | While underway, a perpetrator was sighted in the engine room. The master raised the alarm, mustered the crew and conducted search for the perpetrator. Some valves (engine spares) were reported missing from the engine room. The master reported incident to Singapore VTIS East. The crew was not injured. [ReCAAP Focal Point (Singapore)] |
| 18 | Evimeria Offshore supply ship Niue 3665 9366653 | 11/02/20 0530 hrs | 16° 58' N, 82° 18' E Kakinada Anchorage, India | While at anchor, four perpetrators armed with knives boarded the ship from a blue and yellow craft via the starboard quarter through the ship's tyre fender. The master raised the alarm and the perpetrators escaped with 20m of mooring rope. The master reported the incident to Kakinada Port Control, who informed the coastal security police. The crew was not injured. [ReCAAP Focal Point (India)] |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|---|----------------------|---|---|
| 19 | <i>Morbius</i> Oil/chemical/gas tanker Comoros 58141 9165762 | 19/02/20 0720 hrs | 20° 36.4' N, 70° 3.96' E 186 Nawabandar LT 08 nm Off Gujarat, India | While <i>Morbius</i> was underway and towed by tug boat, <i>Allianz Titanium</i> , nine perpetrators in a fishing boat approached the ship. Two of the perpetrators boarded <i>Morbius</i> while the remaining seven perpetrators waited in the fishing boat. The master reported the incident to Indian Coast Guard (ICG) on VHF Ch-16 and the local Marine Police. An ICG ship immediately rushed to the location of the incident and apprehended the seven perpetrators in the fishing boat. Thereafter, the ICG boarded <i>Morbius</i> and apprehended the remaining two perpetrators hiding in the ship. The ICG handed the nine perpetrators to Marine Police Station Pipavav. The crew was not injured and nothing was stolen. [ReCAAP Focal Point (India)] |
| 20 | <i>Al Barrah</i> Tanker Saudi Arabia 23999 9332030 | 20/02/20 0530 hrs | 17° 3.7' N, 82° 24.8' E Kakinada Anchorage, India | While at anchor, an unknown number of perpetrators boarded the tanker, stole two mooring ropes and nine paint drums, and escaped. The master reported the incident to pilot station Kakinada. The incident was also informed to the local agent, local police, India Coast Guard (ICG), Kakinada Port Control and other authorities. The ICG reported the incident to the coastal security police for investigation. The crew was not injured. [ReCAAP Focal Point (India)] |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|---|----------------------|--|--|
| 21 | Western Seattle Bulk carrier Philippines 32350 9660619 | 28/02/20 0045 hrs | 1° 8.6' N, 103° 28.68' E Approximately 3.5 nm east of Pulau Karimun Kecil, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS) | <p>While en route to Singapore, four perpetrators boarded the bulk carrier. The crew informed the master who raised the alarm and mustered all crew in the wheelhouse. The master reported the incident to Vessel Traffic Information System Singapore. There was no confrontation between the crew and perpetrators and nothing was stolen.</p> <p>The Republic of Singapore Navy escorted the ship into Singapore and upon arrival, the Singapore Police Coast Guard boarded the ship to conduct a search. No perpetrator was found.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |
| 22 | Malaviya Ten Offshore supply ship India 2180 9202596 | 28/02/20 0400 hrs | 16° 58.08' N, 82° 18.91' E North Anchorage Kakinada, India | <p>While at anchor, seven perpetrators in a dinghy boat approached and boarded the offshore supply ship from the stern. They stole lube oil drums and escaped. The crew was not injured. The incident was reported to Kakinada Sea Port Limited (KSPL) and Indian Coast Guard (ICG). Two ICG ships were deployed to investigate all the fishing boats entering Kakinada fisheries harbour. Further, ICG Station Kakinada informed the incident to Coastal Security Police Station Vakalapudi for investigation.</p> <p>[ReCAAP Focal Point (India)]</p> |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|--|----------------------|--|---|
| 23 | <p>Antara Koh 18 Barge Singapore 927</p> <p>Capitol T2001 Tug boat Indonesia 280 9353307</p> | 06/03/20 1430 hrs | 22° 6.21' N, 91° 40.67' E Chittagong Anchorage, Bangladesh | <p>While at anchor, a group of perpetrators boarded the barge, <i>Antara Koh 18</i> which was towed by tug boat <i>Capitol T2001</i>.</p> <p>The barge was installed with a crane. The perpetrators boarded the barge from some boats, cut the safety system wiring, and stole the crane data logger display, portable batteries (for machineries such as crane, generators, and hydraulic power pack), diesel and hydraulic oil.</p> <p>The crew of the tug boat contacted a passing Bangladesh Coast Guard (BCG) ship via VHF. The BCG apprehended the perpetrators and escorted the barge to Chittagong Anchorage. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |
| 24 | <p>Endeavour II Petroleum/chemical tanker Singapore 29671 9835056</p> | 12/03/20 0157 hrs | 6° 4.95' N, 125° 11.96' E General Santos Harbour Anchorage, Philippines | <p>The duty officer and Able Bodied (AB) were doing a safety round when they saw some perpetrators at the forecastle. The duty officer immediately informed the master who activated the general alarm.</p> <p>Upon hearing the alarm, the perpetrators escaped in a small boat. A ship security search was conducted and a padlock to the bosun store was found broken. Nothing was stolen and the crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|--|----------------------|---|--|
| 25 | Sam Jaguar Bulk carrier Liberia 31760 9637428 | 16/03/20 0511 hrs | 1° 8.02' N, 103° 31.32' E In the precautionary area in the Singapore Strait, about 6.8 nm east off Pulau Karimum Kecil, Indonesia (SOMS) | <p>While underway, the master reported to Singapore Vessel Traffic Information System (VTIS) that there was an unauthorised boarding of three perpetrators who were sighted in the engine workshop room.</p> <p>The crew managed to detain the three perpetrators, reported to Batam VTIS and waited for the Indonesian Navy to board the ship to detain the perpetrators. At 1303 hrs, the master declared that the Indonesian Navy had boarded the bulk carrier and took away the three perpetrators for investigation and prosecution. Nothing was stolen and the crew was not injured.</p> <p>The Singapore VTIS notified the Singapore Republic of Navy and Singapore Police Coast Guard about the incident. The safety navigational broadcast was also initiated.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |
| 26 | Au Libra Chemical/oil product tanker Panama 7092 9236339 | 23/03/20 0255 hrs | 13° 45.11' N 121° 2.21' E Batangas Port, Philippines | <p>While at anchor, the duty crew noticed movement at the forecastle deck and saw a perpetrator with a knife climbing through the starboard anchor cable of the ship. The duty crew informed the Officer on Watch, raised the alarm on PA system and mustered the crew. Upon seeing the approaching crew, the perpetrator jumped into the water immediately; and escaped together with another person who was waiting in a small boat. An inventory of the ship's properties was conducted, and nothing was stolen.</p> <p>[ReCAAP Focal Point (Philippines)]</p> |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|--|----------------------|--|--|
| 27 | Naashi Jack-up barge Panama 2910 8762898 | 25/03/20 2020 hrs | 21° 24.1' N 72° 20.2' E Off Alang Anchorage, India | <p>The tug boat, <i>Bateleur</i> towing <i>Naashi</i> was bound for demolition at Alang when about four perpetrators boarded the unmanned <i>Naashi</i> from a dinghy boat. The master of the tug boat noticed the perpetrators with torches on board <i>Naashi</i> and raised the alarm. He also reported the incident to VTS Khambhat, who informed the Indian Coast Guard (ICG). The ICG Station Pipavav directed the Marine Police, Alang to despatch their boats to the location of the incident for investigation. The boats from the Marine Police arrived at the location at 2200 hrs and found no suspicious activity.</p> <p>On 26 Mar 20, the ICG boat arrived at the location of the incident and investigated the incident with tug boat, <i>Bateleur</i>. The local agent of the ship was contacted and directed to provide a detailed report about the incident and the stolen items. Subsequently a First Information Report (FIR) was lodged with the Alang Police station. The police together with the local administration followed up with the investigation of the incident. On 30 Apr 20, the five perpetrators who boarded <i>Naashi</i> were arrested and the stolen items (ship stores) were recovered.</p> <p>[ReCAAP Focal Point (India)]</p> |
| 28 | Leyla K Tanker Marshall Islands 63304 9430313 | 11/04/20 1030 hrs | 1° 42.5' N, 104° 28.7' E Approximately 15 nm east of Tanjung Kelesa, Johor, Malaysia | <p>While at anchor, the master discovered the losses of a breathing apparatus air charging compressor and a M4 Weldon pump on 11 Apr 20 at about 1030 hrs. The crew did not see the boarding of the perpetrators. The crew was not injured.</p> <p>The ReCAAP Focal Point (Singapore) was informed of the incident via email by the master on 13 Apr 20. The Focal Point shared the information with the Republic of Singapore Navy and the Singapore Police Coast Guard. A safety navigational broadcast was initiated, and the Malaysian and Indonesian authorities were notified.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|--|----------------------|---|--|
| 29 | Jasmine Bulk carrier Liberia 31756 9514327 | 12/04/20 0500 hrs | 3° 41.4' S, 114° 27.1' E Taboneo Anchorage, Indonesia | <p>While at anchor awaiting cargo operations to commence, the crew discovered that the forecastle store door's locking arrangement had been tampered with and the padlock was broken. Upon checking, three mooring ropes (220 m each) were found stolen and 100 m of another mooring rope had been cut off. The master reported the incident to the local authorities. The local port control, Navy and Police boarded the ship for investigation. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |
| 30 | NYK Joanna Container ship Singapore 27003 9387449 | 14/04/20 0248 hrs | 14° 36.05' N, 120° 52.15' E Approximately 4 nm west of Manila International Container Terminal (MICT) Breakwater, Philippines | <p>While at anchor, the duty roving noticed an unlit small motor banca near the starboard quarter of the ship. He reported to the duty officer who raised the alarm and made an announcement through the PA system. One of the crew was directed to proceed to the forward station; and he heard the banging of door and people talking. The Chief Officer together with two crew proceeded to the forward station to verify the situation. They noticed one perpetrator with a knife standing at the hawse pipe area of the ship (port side) and one perpetrator running from the bosun store and escaped through the port hawse pipe in the unlit small motor banca.</p> <p>The crew was mustered and a search and check of the inventory of the ship's property were conducted. A set of self-contained breathing apparatus (SCBA), a piece of flashlight and three sets of chain blocks were stolen. The crew was not injured. The master of the ship reported the incident to VTMS Manila and Coast Guard Station Manila. The Philippine Coast Guard boarded the ship and conducted an inquiry of the incident.</p> <p>[ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Singapore)]</p> |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|---|----------------------|---|--|
| 31 | Palais Bulk carrier Marshall Islands 41605 9646649 | 16/04/20 0100 hrs | 1° 14.95' N, 104° 6.33' E Approximately 3.2 nm north of Nongsa Point, Pulau Batam, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS) | <p>While en route from Singapore to China, the master of the bulk carrier reported to Singapore VTIS East on the sighting of three perpetrators at the stern of the ship. There was no confrontation between the perpetrators and the crew. The master raised the alarm and a search on board the ship was conducted to locate the perpetrators, but with no sighting of them. The master reported that the crew was safe and some engine spare parts were stolen.</p> <p>The Singapore Police Coast Guard and Republic of Singapore Navy were informed; and the Indonesian authorities were notified. A safety navigational broadcast was initiated to alert mariners.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |
| 32 | Arafura VLCC Belgium 154163 9728708 | 16/04/20 0800 hrs | 2° 29.5' N, 105° 5.8' E Approximately 40 nm southwest of Anambas Island, Indonesia (South China Sea) | <p>While en route from port of Sungai Linggi, Malaysia to Qingdao, China, the master of the VLCC discovered that padlocks to restricted spaces were cut with heavy cutter. A breathing apparatus air compressor unit and various spare parts were found stolen. The master conducted a search on board the ship, but did not see the perpetrators. The crew was not injured.</p> <p>The master reported the incident to ReCAAP Focal Point (Singapore) via email. The Republic of Singapore Navy and Singapore Police Coast Guard were informed; and the Malaysian and Indonesian authorities were notified. A safety navigational broadcast was initiated.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|---|----------------------|---|---|
| 33 | Seafrost Oil/chemical/gas tanker Palau 11013 8517061 | 18/04/20 2354 hrs | 21° 25.9' N, 72° 19.8' E Off Alang Anchorage, India | While <i>Seafrost</i> towed by tug boat, <i>Atlantis</i> was waiting for demolition, some perpetrators boarded the unmanned <i>Seafrost</i> from a dinghy boat. Some ship property was stolen. The master of the tug boat reported the incident to VTS Khamhat, who relayed the message to the Indian Coast Guard. The Coast Guard Station Pipavav requested Marine Police Alang and Customs Bhavnagar to investigate the matter. Further investigation is in progress. [ReCAAP Focal Point (India)] |
| 34 | MT Masagana Tanker Bermuda 8627 9404895 | 20/04/20 0145 hrs | 10° 21' N, 107° 2' E Vung Tau Anchorage, Vietnam | While at anchor, four perpetrators boarded the tanker via the forecastle from a wooden boat. The watchman noticed the perpetrators, reported to the duty officer and raised the general alarm. The perpetrators jumped overboard and escaped in the wooden boat. The crew conducted a search on board the ship and discovered that the forward store was opened with either a hammer or bolt cutter. The perpetrators stole 80 litres of deck red paint from the forward store. The crew was not injured. The incident was reported to Vung Tau Port Control. [ReCAAP Focal Point (Vietnam)] |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|--|----------------------|---|--|
| 35 | Horizon II Bulk carrier Panama 63993 9537563 | 22/04/20 2309 hrs | 1° 15.11' N, 104° 4.83' E Approximately 2.9 nm north of Pulau Nongsa, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS) | <p>While the bulk carrier was en route from Singapore to Vietnam, two perpetrators were sighted at the stern deck of the ship. One of the perpetrators was armed with a knife. The general alarm was raised and the crew mustered at the bridge. The master reported the incident to Singapore Vessel Traffic Information System. A safety navigational broadcast was initiated. The Republic of Singapore Navy's Maritime Security Task Force (MSTF), Singapore Police Coast Guard (PCG) and the Indonesian authorities were notified.</p> <p>The master deviated the ship back to the port of Singapore and requested assistance from the authorities to conduct search on board for the perpetrators. MSTF's <i>RSS Justice</i> escorted the bulk carrier back to the port of Singapore. Upon her arrival, the Singapore PCG officers boarded the ship and conducted a search. There was no sighting of the perpetrators on board. The crew was not injured and nothing was stolen.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |
| 36 | Chem Ranger Tanker Marshall Islands 16411 9490296 | 30/04/20 0515 hrs | 1° 16.7' N, 104° 16.9' E Approximately 6.2 nm northwest of Tanjung Tondong, Pulau Bintan, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS) | <p>While the tanker was en route from Singapore to Ulsan, Republic of Korea, three perpetrators were sighted in the engine room. The general alarm was raised and crew mustered. The master reported the incident to Singapore Vessel Traffic Information System. A safety navigational broadcast was initiated. The Republic of Singapore Navy's Maritime Security Task Force, Singapore Police Coast Guard (PCG) and the Indonesian authorities were notified.</p> <p>The master deviated the ship back to the port of Singapore and requested assistance from the authorities to conduct search on board for the perpetrators. Upon her arrival in Singapore, the Singapore PCG officers boarded the ship and conducted a search. There was no sighting of the perpetrators on board. The crew was not injured and nothing was stolen.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|--|----------------------|---|--|
| 37 | Torm Lotte Tanker Denmark 29325 9392468 | 04/05/20 0350 hrs | 1° 37' N, 104° 53' E Approximately 33 nm northeast of Pulau Bintan, Indonesia (South China Sea) | While at anchor, six perpetrators in a 6m long wooden boat with outboard engine came alongside the port quarter of the tanker. Four of the perpetrators boarded the ship from stern using rope hook. The other two perpetrators remained in the boat. The perpetrators wore T-shirts and shorts; and one of them carried a 20cm long knife. The perpetrators stole an UHF radio from the duty A/B before they escaped. The master informed the shipping company's security department and the local agent about the incident. The master also alerted ships in the vicinity on VHF and conducted a search on board the ship. Four padlocks were broken (steering gear room, rope locker, oxygen/ acetylene and deck workshop), but nothing was missing from the rooms. [ReCAAP Focal Point (Denmark)] |
| 38 | Star Glory Bulk carrier Cayman Islands (UK) 33232 9503990 | 05/05/20 2330 hrs | 0° 16' S, 117° 35' E Muara Berau Anchorage, Indonesia | While at anchor, the duty crew on routine rounds noticed the forward hatch at the forecastle was opened. Upon inspection, it was discovered that the security padlock was broken and ship stores were stolen. The incident was reported to the port authorities and the local agent. [IMO] |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|--|----------------------|--|--|
| 39 | Vega Aquarius Bulk carrier Liberia 33044 9429170 | 09/05/20 2345 hrs | 1° 15.1' N, 104° 4.48' E Approximately 3 nm north of Pulau Nongsa, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS) | <p>While the tanker was en route from Singapore to China, five perpetrators armed with knives were sighted at the stern deck of the ship. The perpetrators confronted the duty ordinary seaman and robbed his cellular phone. The ordinary seaman managed to escape and alerted the master at the wheelhouse. The alarm was raised and the crew mustered at the wheelhouse. A search on board the ship was conducted and two sets of breathing apparatus were reported stolen. The ordinary seaman sustained minor head injury.</p> <p>The master reported the incident to Singapore Vessel Traffic Information System (VTIS). A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF), Singapore Police Coast Guard and the Indonesian authorities were notified. The ship required no assistance and resumed her voyage.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |
| 40 | Dolphin I Tug boat Comoros 499 9541899 Kim Heng 191 Barge Comoros | 15/05/20 1850 hrs | 1° 13.85' N, 103° 30.08' E Approximately 2.2 nm south- southwest of Tanjung Piai, Johor, Malaysia in the westbound lane of the TSS in the Singapore Strait (SOMS) | <p>While the tug boat towing barge was underway, two perpetrators were sighted on the tug boat. The perpetrators stole two mooring ropes and escaped in a small craft. There was no confrontation between the perpetrators and the crew.</p> <p>The master reported the incident to Singapore VTIS. A safety navigational broadcast was initiated. The RSN's MSTF, Singapore Police Coast Guard and the Malaysian authorities were notified. The crew was safe. No further assistance was required and the tug boat resumed her voyage.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|---|----------------------|--|---|
| 41 | MTM Penang Petroleum/Chemical tanker Singapore 13122 9712591 | 16/05/20 0400 hrs | 3° 47.3' N, 98° 41.8' E Terminal Ujung Baru 107, Belawan Port, Indonesia | While at berth, some stores items from the ship deck and accommodation were reported stolen. Upon investigation, it was assessed that the incident occurred during sampling procedure when all deck watch crew were involved at work. The stolen items could have been removed from the ship starboard side into some waiting boats or were taken by those who present on board the ship. The incident was reported to the local authority. The crew was not injured. [ReCAAP Focal Point (Singapore)] |
| 42 | STI Precision Tanker Marshall Islands 43142 9760213 | 17/05/20 0130 hrs | 5° 58.7' S, 105° 56' E Ayer Anchorage, Indonesia | While at anchor, two crew (an Able Body Seaman and an Ordinary Seaman) on deck patrol spotted a perpetrator with a machete in the port quarter. The A/B reported the sighting to the bridge via his walkie-talkie and the guard at the bridge raised the general alarm. Upon hearing the alarm, another perpetrator exited from the emergency steering gear room and escaped by jumping overboard. A search was conducted on board the ship and no perpetrator was found. Some engine parts were missing from the engine room workshop. The master reported the incident to the agent. [ReCAAP Focal Point (Singapore), ReCAAP Focal Point (India)] |
| 43 | Ocean Leader Petroleum/Chemical tanker Singapore 11999 9402835 | 17/05/20 0400 hrs | 1° 5.3' N, 104° 10.8' E Tanjung Uban Anchorage, Indonesia | While at anchor, the duty crew spotted three perpetrators armed with knives on board the ship. The general alarm was raised and the crew mustered. Upon realizing that the crew had been alerted, the perpetrators left the ship. The crew later found a small knife on the deck that was left behind by the perpetrators. The crew was safe and nothing was stolen. [ReCAAP Focal Point (Singapore)] |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|--|----------------------|--|--|
| 44 | Torm Venture Tanker Denmark 42048 9307798 | 18/05/20 0225 hrs | 5° 54' S, 105° 59' E Merak Anchorage, Indonesia | <p>While at anchor, two perpetrators armed with knives boarded the tanker using a ladder from a small craft. They entered the engine room via the steering gear room entrance. The perpetrators later escaped empty-handed. The crew was not injured. The master reported the incident to the coastal authority.</p> <p>[ReCAAP Focal Point (Denmark)]</p> |
| 45 | SMS Sangatta Tug boat Indonesia 372 9637519 Winposh Resolve Supply vessel Indonesia | 18/05/20 2247 hrs | 1° 13.35' N, 104° 6.53' E Approximately 2.1 nm northeast of Pulau Nongsa, Indonesia, just outside (south) of the TSS in the Singapore Strait (SOMS) | <p>While the tug boat towing the supply vessel was en route from Labuan, Sabah, East Malaysia to Pulau Sambu, Indonesia, three perpetrators boarded the supply vessel. The master raised the alarm and reported the incident to Singapore VTIS. At about 2358 hrs, the master updated that the perpetrators had escaped. The crew was safe and nothing was stolen. No further assistance was required; and the tug boat and supply vessel resumed their voyage.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF, Singapore Police Coast Guard and the Indonesian authorities were notified.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |
| 46 | Baltic Cove Bulk carrier Liberia 23456 9450727 | 22/05/20 0130 hrs | 20° 57.2' N, 107° 18.8' E Campha Anchorage, Vietnam | <p>While at anchor, the duty A/B found some hose nozzles in a drum near the paint store and reported to the duty officer and chief officer. A check was conducted around the stores and a hoisting wire was found missing from the bosun store. The incident was reported to the local agent.</p> <p>[ReCAAP Focal Point (Vietnam)]</p> |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|---|----------------------|---|--|
| 47 | FSL Osaka Petroleum/chemical tanker Singapore 28063 9354519 | 24/05/20 2200 hrs | 22° 16.27' N, 91° 48.64' E DoJ Berth #6, Chittagong Port, Bangladesh | While at berth, an unknown number of perpetrators boarded the ship. The duty crew alerted his officer when he discovered part of a mooring rope was missing while he was making his rounds at the forecastle. A search was conducted and no other items were found missing. The crew was safe and the incident was reported to the local authority. [ReCAAP Focal Point (Singapore)] |
| 48 | Seaspan Fraser Container ship Hong Kong, China 41225 9351608 | 13/06/20 0325 hrs | 14° 35.7' N, 120° 51.48' E MICT Anchorage, Manila, Philippines | While the ship was preparing to heave up the anchor going to MICT Pilot Station, one of the crew spotted a bolt cutter near the bosun store and noticed that the padlock of the store was broken. The bosun store is on the forward bow of the ship. The bosun mate immediately inspected the store and assessed that there were no missing items, and there might had been a boarding to attempt theft. The incident was reported to the Port State Control Manila. [ReCAAP Focal Point (Philippines)] |
| 49 | BW Zambesi Tanker Singapore 43885 9393101 | 17/06/20 0200 hrs | 5° 54.2' S, 105° 59' E Merak Anchorage, Indonesia | While at anchor, the chief engineer on his rounds discovered that the ship's Inert Gas System (IGS) watertight door handle was broken. Following a search on board the ship, the crew found there was no sign of forced entry but some generator spares were missing from the engine room. They also found the net lashing on the port side had been cut; and suspected the perpetrators could have entered and exited from there. The crew was not injured. The incident was reported to the local authority. [ReCAAP Focal Point (Singapore)] |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|---|----------------------|---|--|
| 50 | Cardinal Bulk carrier Marshall Islands 30645 9274575 | 28/06/20 0311 hrs | 1° 16.55' N, 104° 13.83' E Approximately 7.7 nm northwest of Tanjung Tondang, Pulau Bintan, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS) | <p>While the bulk carrier was en route from Singapore to Qingdao, China, four perpetrators were sighted in the engine room workshop. Upon being sighted, the perpetrators escaped via the emergency steering room to the ship's stern deck. A thorough search on board the ship was conducted twice with no further sighting of the perpetrators. Markings found on ship railings at the stern indicated that the perpetrators had escaped using hooks and ropes. There was no confrontation with the crew and nothing was stolen. The ship resumed her voyage.</p> <p>The ship's CSO reported the incident to the Singapore Port Operations Control Centre on 30 Jun 20. A safety navigational broadcast was initiated. The RSN, Singapore Police Coast Guard and the Indonesian authorities were notified.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |

Attempted Incident

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|---|----------------------|--|---|
| 51 | Kota Anggerik Container ship Singapore 17652 9175597 | 13/03/20 2010 hrs | 3° 55.5' N, 98° 46.3' E Belawan Anchorage, Indonesia | <p>While at anchor, the duty able bodied (AB) at the forecastle deck alerted the bridge when he discovered an unknown person trying to open the bolt of portside hawse pipe gate. The perpetrator was wearing a face mask and armed with a metallic object.</p> <p>The duty officer upon alerted by the AB immediately sounded the whistle. The perpetrator fled the scene and escaped through a hawse pipe into a waiting unlit wooden boat. A second perpetrator was spotted jumping into the water from the anchor chain. A ship security search was conducted. There was no damage to the ship's property and nothing was stolen. The incident was reported to the local authority.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |

FLOW DIAGRAM ON PROCEDURE FOR REPORTING INCIDENTS 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:

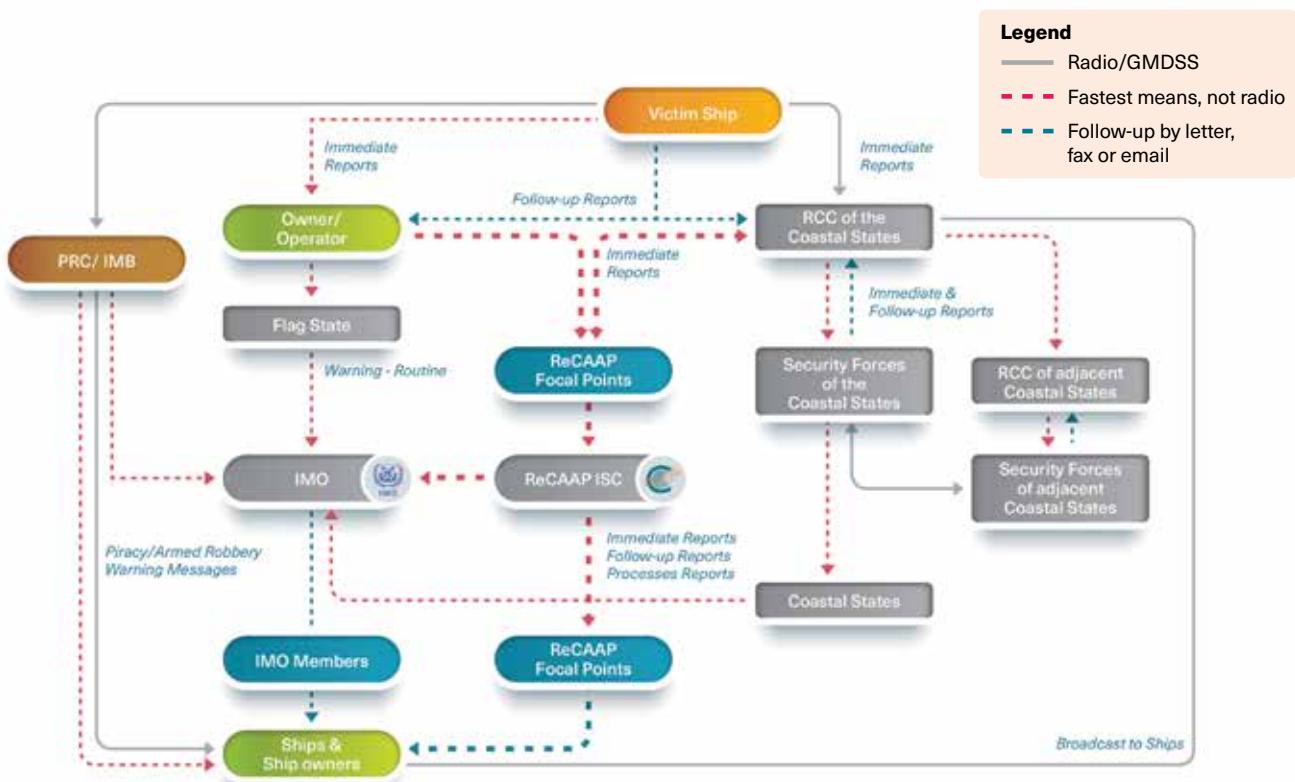


Diagram 1 – Flow Diagram for Reporting Incidents in Asia

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: mbcengagement@abf.gov.au | +61-2-6275-6000 | +61-2-6275-6275 |
| Bangladesh | | |
| Department of Shipping E-mail: cns@dos.gov.bd | +88-02-9554206 | +88-02-7168363 |
| Brunei | | |
| Royal Brunei Marine Police Email: marine@police.gov.bn | +673-2773548 | +673-2770549 |
| Cambodia | | |
| Merchant Marine Department Ministry of Public Works and Transport E-mail: mmd@mpwt.gov.kh | +855-88-7878-777 | +85-5-2386-4110 |
| China | | |
| China Maritime Search and Rescue Coordination Centre (Beijing) Email: cnmrcc@mot.gov.cn cnmrcc@msa.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 | +45-7219-6000 | |
| India | | |
| MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: mrcc-west@indiancoastguard.nic.in mrcc.mumbai@gmail.com | +91-22-2431-6558 +91-22-2438-8065 +91-22-2438-3592 | +91-22-2431-6558 +91-22-2438-8065 +91-22-2438-3592 |

| 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 | | |
| Situation Room (Operation Centre) Ministry of Oceans and Fisheries Email: mof5896@korea.kr | +82-44-200-5895 to 98 | +82-44-200-5886 to 88 |
| Laos | | |
| International Organisations Department UN Political and Security Affairs Division Ministry of Foreign Affairs Email: unpolsec.mfalaos@gmail.com | +856-21-414025 | +856-21-414025 |
| Myanmar | | |
| MRCC Ayeyarwaddy Myanmar Navy Email: mrcc.yangon@mptmail.com.mm mrcc.myanmar2012@gmail.com | +95-313-1651 | +95-1202-417 |
| Netherlands | | |
| Dutch Coast Guard Maritime Information Centre Email: mik-nl@kustwacht.nl | +31-223-658-101 | +31-223-658-358 |
| Norway | | |
| Norwegian Maritime Authority Email: security@sdir.no | +47-5274-5000 | +47-5274-5001 |
| Philippines | | |
| Philippine Coast Guard Command Center Email: pcgcomcen@coastguard.gov.ph | +632-8-527-8481 (ext: 6136/37) +632-998-585-5327 (mobile) +632-917-842-8249 (mobile) | +632-8-527-3877 |
| Coast Guard District South Western Mindanao (CGDSWM) Email: hcgdswm@yahoo.com | +63-998-585-7972 +63-917-842-8446 VHF: Channel 16 with call sign “NEPTUNE” | |

| 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: nhqdno@yahoo.com nhqdno@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 2392-211941 | +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 | +84-24-3355-4378 | +84-24-3355-4363 |

Correct as at 30 Jun 2020

ACKNOWLEDGEMENTS

The ReCAAP ISC makes use of various sources of information in producing its reports. The primary source is the ReCAAP ISC's Information Network System (IFN). Where necessary, the ReCAAP ISC leverages on other secondary sources of information, including those from the International Maritime Organization (IMO), the Information Fusion Centre (IFC), the Malaysian and Indonesian authorities, the commercial entities (such as shipping companies, ship owners, ship operators, ship agents etc.) and other publicly available sources to facilitate analysis on patterns and trends, and to make recommendations. The ReCAAP ISC makes every effort to acknowledge these sources.



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