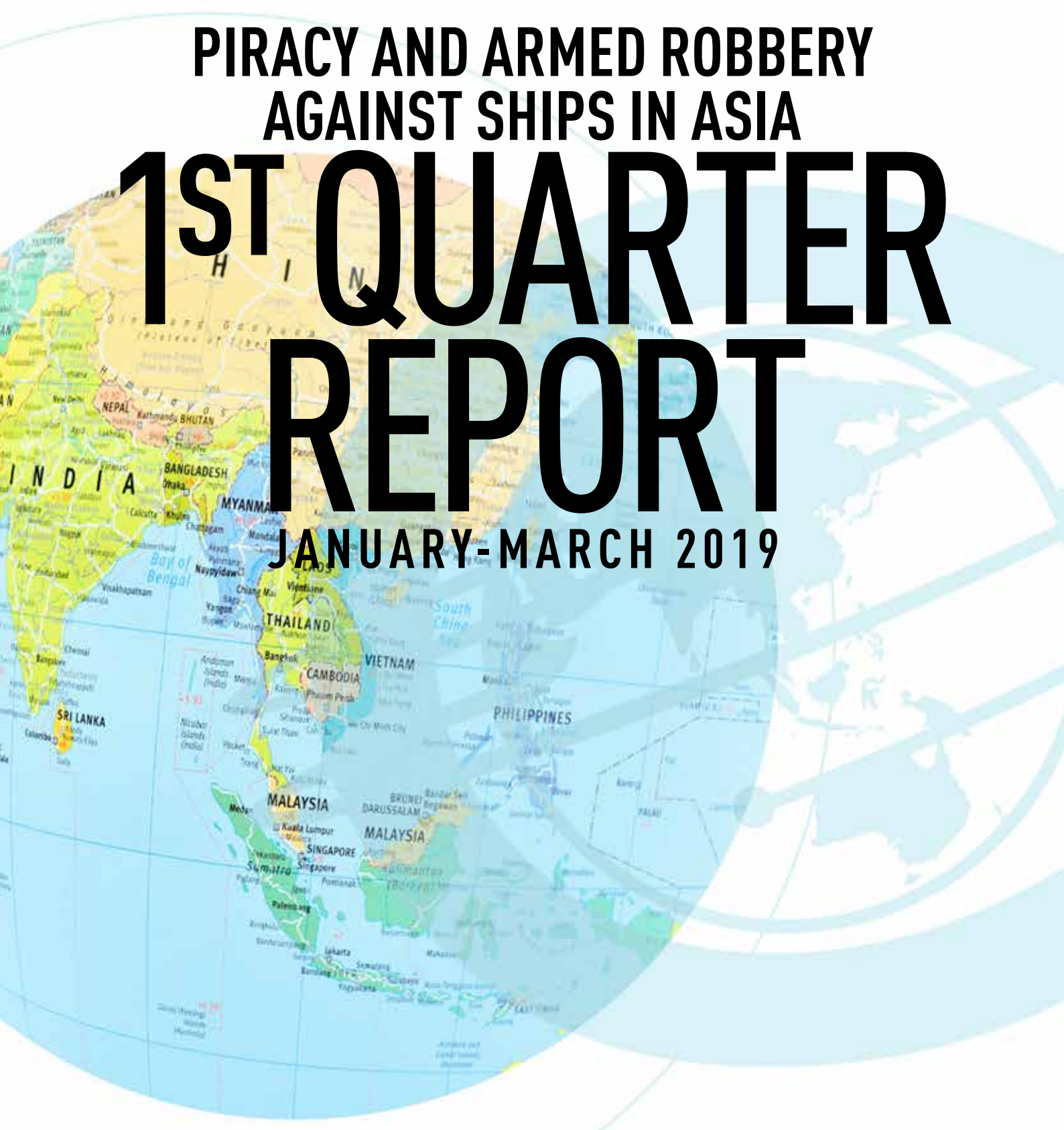


PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

1ST QUARTER REPORT

JANUARY-MARCH 2019



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PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

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EXECUTIVE SUMMARY

PIRACY
AND ARMED
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IN ASIA

EXECUTIVE SUMMARY

A total of **10** incidents of armed robbery against ships (comprising nine actual incidents and one attempted incident) were reported in Asia during January-March 2019 compared to 21 incidents (comprising 15 actual incidents and six attempted incidents) during January-March 2018. This accounts for a **52% decrease** in the total number of incidents reported during January-March 2019 compared to the same period in 2018. The number of actual incidents has also decreased by 40% during January-March 2019 compared to January-March 2018. Both the total number of incidents and number of actual incidents reported during January-March 2019 are the **lowest** among the period of January-March of 13-year (2007-2019).

The nine actual incidents reported during January-March 2019 were less severe incidents with one CAT 3 incident and eight CAT 4 (petty theft) incidents. There were no severe incidents such as CAT 1 and CAT 2.

All incidents reported during January-March 2019 were armed robbery against ships. No piracy incident was reported. There were improvements at some ports and anchorages during January-March 2019 compared to the same period in 2018. The improvement was most apparent at the ports and anchorages in Indonesia; with three incidents reported in Indonesia during January-March 2019 compared to nine incidents during the same period in 2018. There were also improvements at the ports and anchorages in Bangladesh, India and Vietnam. No incidents

were reported at these ports/anchorages during January-March 2019 compared to three incidents reported in Bangladesh and two incidents each in India and Vietnam during January-March 2018.

There was no incident of abduction of crew for ransom in the Sulu-Celebes Seas and waters off Eastern Sabah during January-March 2019. Despite the improvement of the situation in the Sulu-Celebes Seas, the abduction of crew for ransom remains a serious threat in the area. Shipping companies are advised to follow the ReCAAP ISC's Incident Alert dated 21 Nov 16 and maintain close communication with the contact centres of the national reporting centres.

Of concern was the increase in the number of incidents at some anchorages in China and incidents of theft of scrap metal from barges while underway in the Singapore Strait during January-March 2019.

The ReCAAP ISC reiterates the need for enforcement agencies to enhance surveillance, increase patrols and respond promptly to the reports of incidents. Ship masters and crew are strongly advised to exercise vigilance, maintain all round lookouts, report all incidents to the nearest coastal State and flag State immediately and implement preventive measures recommended in the *Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*.

01

OVERVIEW

Incidents of Piracy and Armed Robbery Against Ships in Asia reported during 1st Quarter of 2019 (January-March 2019)

PIRACY
AND ARMED
ROBBERY
AGAINST SHIPS
IN ASIA

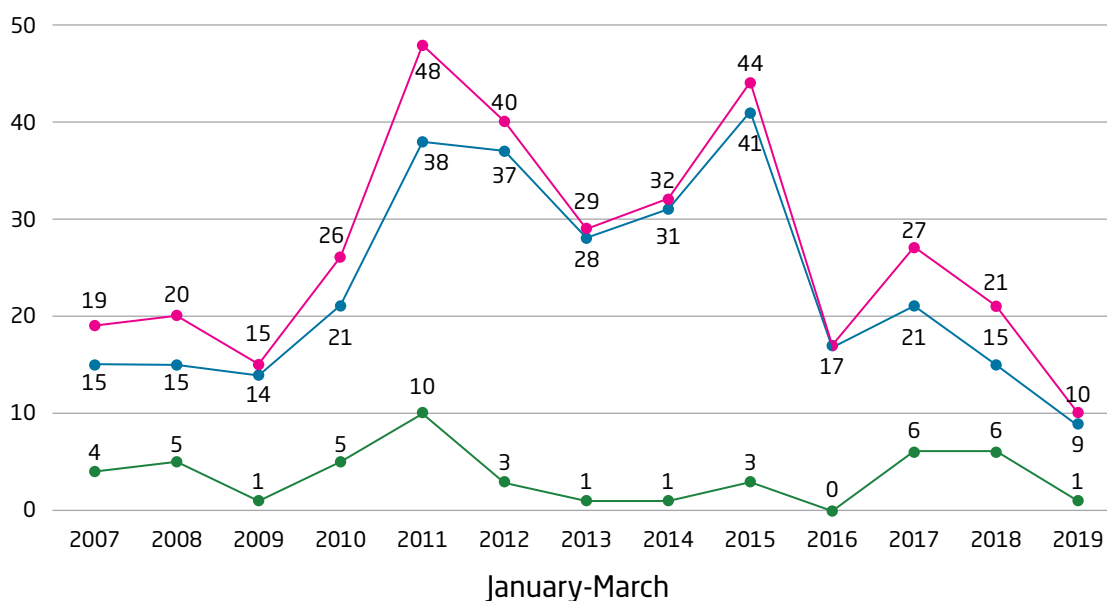
OVERVIEW

Incidents of Piracy and Armed Robbery Against Ships in Asia reported during 1st Quarter of 2019 (January-March 2019)

NUMBER OF INCIDENTS

A total of 10 incidents of armed robbery against ships¹ (comprising nine actual incidents² and one attempted incident³) were reported in Asia during January-March 2019 compared to 21 incidents (comprising 15 actual incidents and six attempted incidents) reported during January-March 2018. This accounts for a **52% decrease in the total number** of incidents and a **40% decrease in actual number** of incidents during January-March 2019 compared to the same period in 2018. Refer to Appendix for 'Description of incidents (January-March 2019)'.

Both the total number of incidents and the number of actual incidents reported during January-March 2019 are the **lowest** among the period of January-March of the 13-year period (2007-2019). Graph 1 shows the number of incidents reported during January-March of 2007-2019.



Graph 1 - Number of incidents (January-March of 2007-2019)

█ 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 Appendix for detailed definition.
 2 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.
 3 Attempted incidents are incidents where pirates/robbers tried but failed to board the ship.

PIRACY VS ARMED ROBBERY AGAINST SHIPS

All 10 incidents reported in Asia during January-March 2019 were armed robbery against ships. There was no piracy incident reported to the ReCAAP ISC during January-March 2019.

Chart 1 shows the number of piracy⁴ vs armed robbery incidents reported during January-March of 2007-2019. Majority of the incidents reported in Asia are armed robbery against ships. Over the 13-year period (of January-March of 2007-2019), the number of piracy incidents fluctuated each year, with an annual average of about 9% of piracy incidents and 91% of armed robbery against ships.

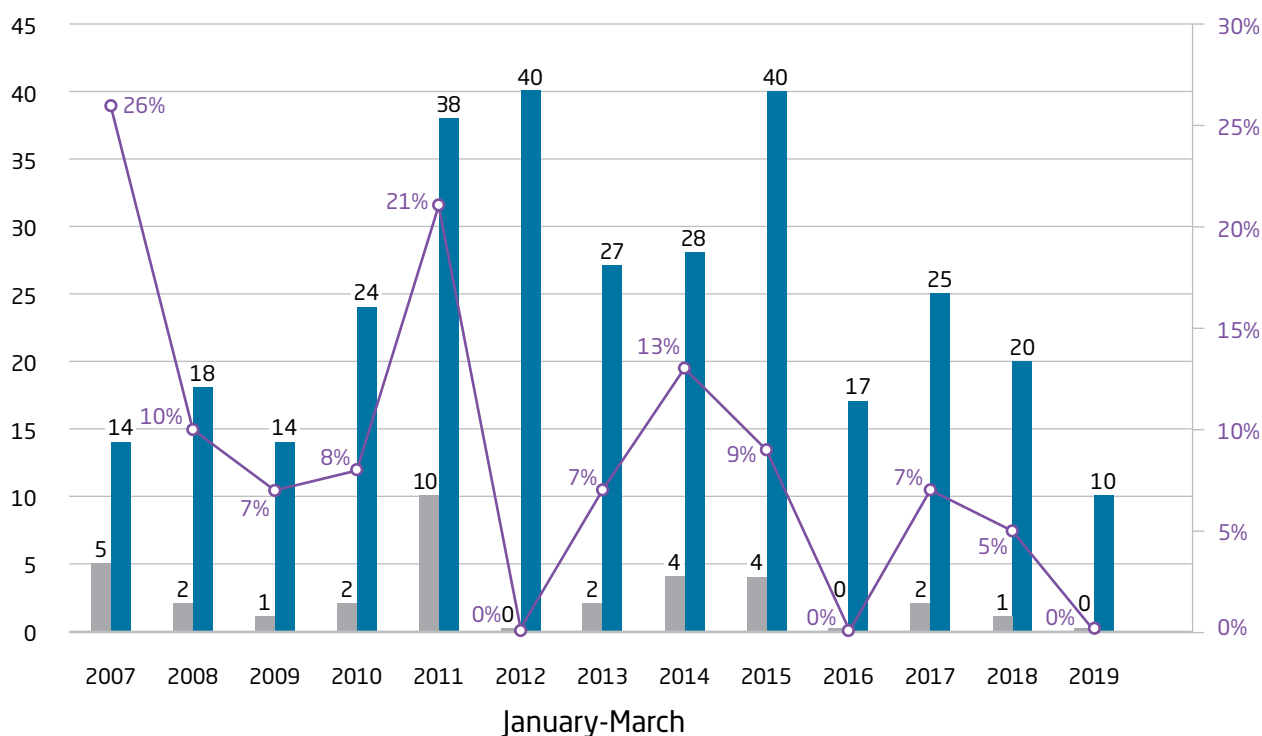


Chart 1 - Piracy vs Armed Robbery Against Ships (January-March of 2007-2019)

■ Piracy ■ Armed Robbery ■ Piracy (%)

⁴ Definition of piracy is in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS). Refer to Appendix for detailed definition.

SIGNIFICANCE LEVEL OF INCIDENTS

Of the nine actual incidents reported during January-March 2019, one was a CAT 3 incident and eight were CAT 4 incidents. There were no CAT 1 and CAT 2 incidents.

The incidents reported during January-March 2019 were relatively less severe compared to incidents reported during the same period of 2018. Of the 15 actual incidents reported during January-March 2018, four were CAT 3 and 11 were CAT 4. Chart 2 shows the significance level of incidents reported during January-March of 2007-2019.

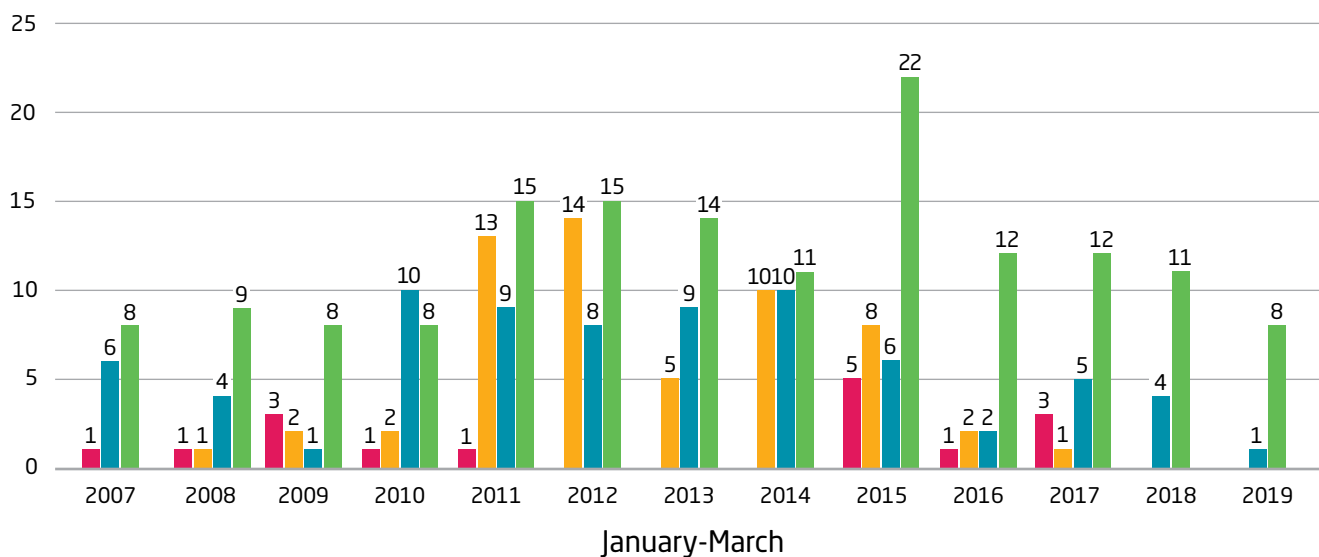


Chart 2 - Significance level of incidents (January-March of 2007-2019)

■ CAT 1 ■ CAT 2 ■ CAT 3 ■ CAT 4

STATUS OF SHIPS

10

Of the 10 incidents reported during January-March 2019, eight incidents (80%) occurred on board ships while at anchor/berth and two incidents (20%) on board ships while underway. This conforms to the past trend where majority of the incidents in Asia occurred on board ships at anchor/berth.

Chart 3 shows the location of the incidents occurred on board ships at anchor/berth and incidents on board ships while underway.

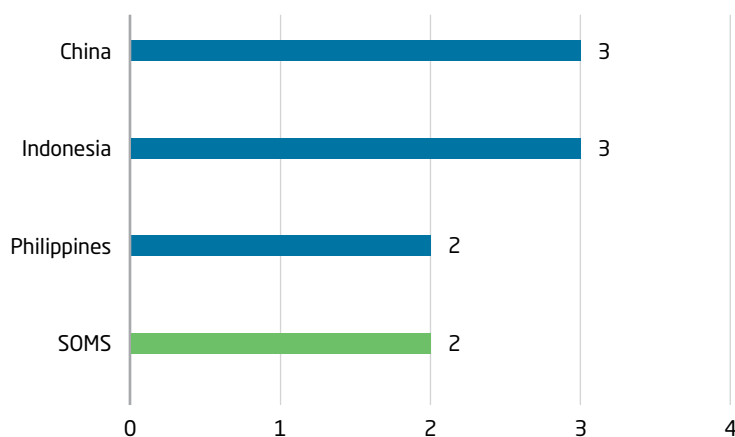


Chart 3 - Status of ships (January-March 2019)

■ Anchor/Berth ■ Underway

LOCATION OF INCIDENTS

Table 1 shows the number and location of incidents reported in Asia during January-March of 2007-2019.

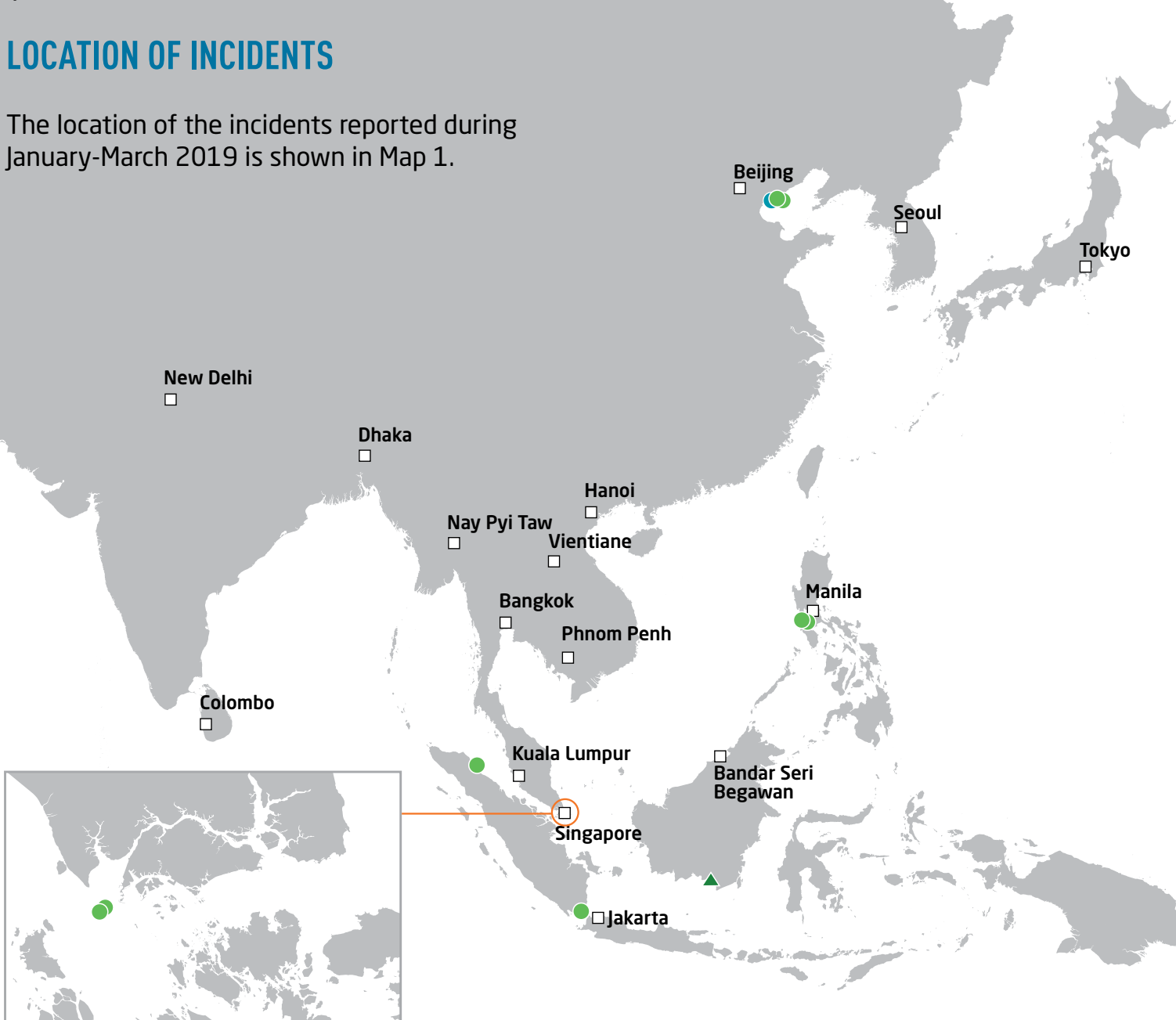
Act = Actual, Att = Attempted

January-March																										
	2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019	
	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att
North Asia																										
China																				1		1				3
Sub-total																				1		1				3
South Asia																										
Arabian Sea	1	2							3																	
Bangladesh	2		3		1		2		5		8			3		2				5		3				
Bay of Bengal	1						1		1				2													
India	1		6		2		4		4		3	1	3		2		2		10		1		1	1		
Sub-total	5	2	9		3		7		9	4	11	1	3		7		4		10		6		4	1		
Southeast Asia																										
Andaman Sea																										
Gulf of Thailand																										
Indian Ocean															1											
Indonesia	7	1	2	1	1		5	4	6		17	1	19	1	14		5		3		6	2	7	2	2	1
Malaysia	1		1		1		4		7		1					1				1						
Philippines			1	1	1	1	1		2		2		1				1			4		1		2		
SCS	1		1	1	1		1		1	5			2		1		3	1					1			
Singapore		1							2																	
SOMS				2	2			1	9	1	4		1		9		20	1				1		2	2	
Sulu-Celebes Seas																		1		3	3		1			
Thailand					1												1									
Vietnam	1		1		4		3		1		2	1	2				7		2				2			
Sub-total	10	2	6	5	11	1	14	5	29	6	26	2	25	1	24	1	37	3	6		14	6	11	5	6	1
Overall total	15	4	15	5	14	1	21	5	38	10	37	3	28	1	31	1	41	3	17		21	6	15	6	9	1

Table 1 - Location of Incidents (January-March of 2007-2019)

12 **LOCATION OF INCIDENTS**

The location of the incidents reported during January-March 2019 is shown in Map 1.



Map 1 - Location of incidents in (January-March 2019)

● CAT 3 ● CAT 4 ▲ Attempted



02

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

PIRACY
AND ARMED
ROBBERY
AGAINST SHIPS
IN ASIA

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

SITUATION UPDATE

During January-March 2019, there were no reports of actual or attempted incident of abduction of crew from ships while underway in the Sulu-Celebes Seas and waters off Eastern Sabah. The last actual incident occurred on 5 Dec 18. It involved the abduction of three crew (two Indonesians and one Malaysian) from a fishing boat. [On 4 and 5 Apr 19, the three abducted crew were rescued by the Philippine military authorities. During the rescue process, one crew was shot during the firefight between the military forces and his abductors. The crew later died from the gun wound; and another crew was drowned. As of 5 Apr 19, six crew is still being held in captivity.]

ReCAAP ISC ADVISORY

As the threat of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah remains, ReCAAP ISC maintains 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 extra vigilance while transiting the area, and report all incidents immediately to the Operation Centres of Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia. The contact details of the Operation Centres of Philippines and ESSCOM of Malaysia (updated on 3 Jan 19) are as follows:



Map 2 - 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

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

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

03

INSIGHTS OF INCIDENTS USING DATA ANALYTICS

Analysis of incidents reported
in Asia during January-March of
2007-2019

PIRACY
AND ARMED
ROBBERY
AGAINST SHIPS
IN ASIA

INSIGHTS OF INCIDENTS USING DATA ANALYTICS

Analysis of incidents reported in Asia during January-March of 2007-2019

This section provides insight into the incidents reported in Asia during January-March 2019 compared to the past 12-year of January-March of 2007-2018. The analysis focuses on the number of perpetrators, weapons carried by perpetrators, treatment of crew, items stolen, type of ships boarded and time of the incidents.

NUMBER OF INCIDENTS IN ASIA

During the 13-year period of January-March of 2007-2019, a total of 348 incidents (comprising of 302 actual incidents and 46 attempted incidents) were reported in Asia.

SUMMARY OF INSIGHTS FROM DATA ANALYTICS

A total of 10 incidents were reported during January-March 2019. The type of incidents reported during January-March 2019 were consistent with the past 12-year trend of January-March of 2007-2018 in terms of type of weapons carried by perpetrators (majority of incidents with **no information on the type of weapons**), treatment of crew (**no injuries**), type of losses (**ship stores**) and time of incidents (**during hours of darkness**). However, there were slight deviations in terms of the number of perpetrators and the type of ships boarded during January-March 2019 compared with the past 12-year trend of January-March of 2007-2018.

DETAILS OF ANALYSIS

Number of perpetrators. During January-March 2019, six of 10 incidents involved 1-3 men, one incident involved more than 9 men and three incidents with no information available. The majority of the incidents during January-March 2019 involved 1-3 men (60%) compared with the past 12-year trend of January-March of 2007-2018 where most incidents involved 4-6 men (29%).

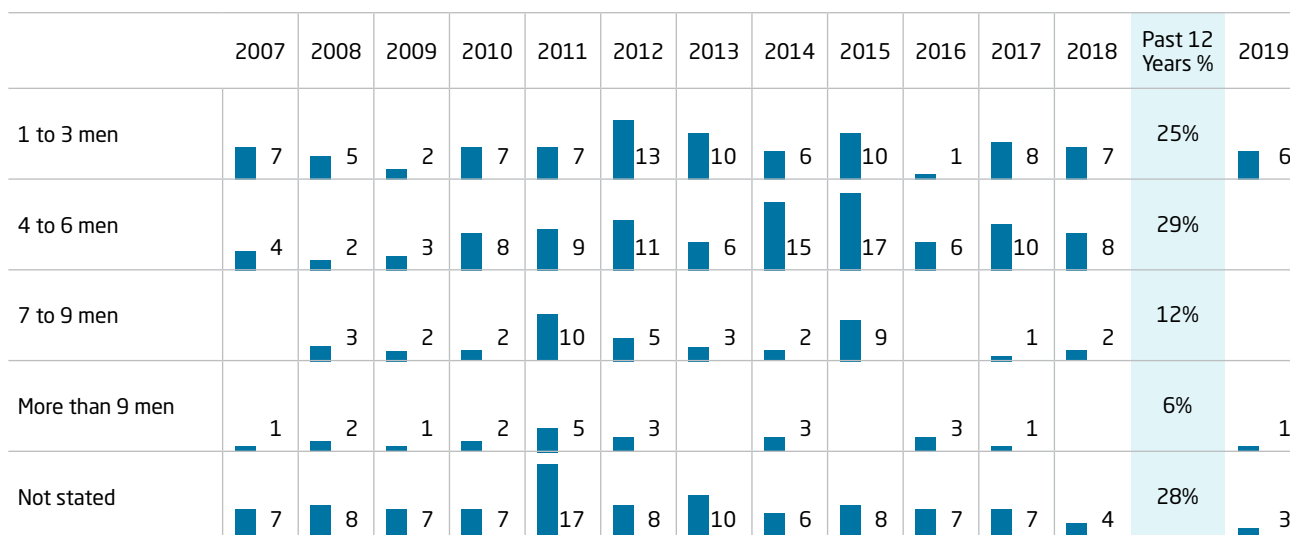


Chart 4 - Number of perpetrators - Asia (January-March of 2007-2019)

Type of weapons. Of the 10 incidents reported during January-March 2019, eight incidents (80%) had no information on the weapons carried by the perpetrators, one incident reported perpetrators armed with knives/machetes and one incident reported perpetrators were not armed. For the past 12-year trend of January-March of 2007-2018, 48% of incidents had no information on the weapons carried by the perpetrators, and 32% involved perpetrators who were armed with knives/machetes.

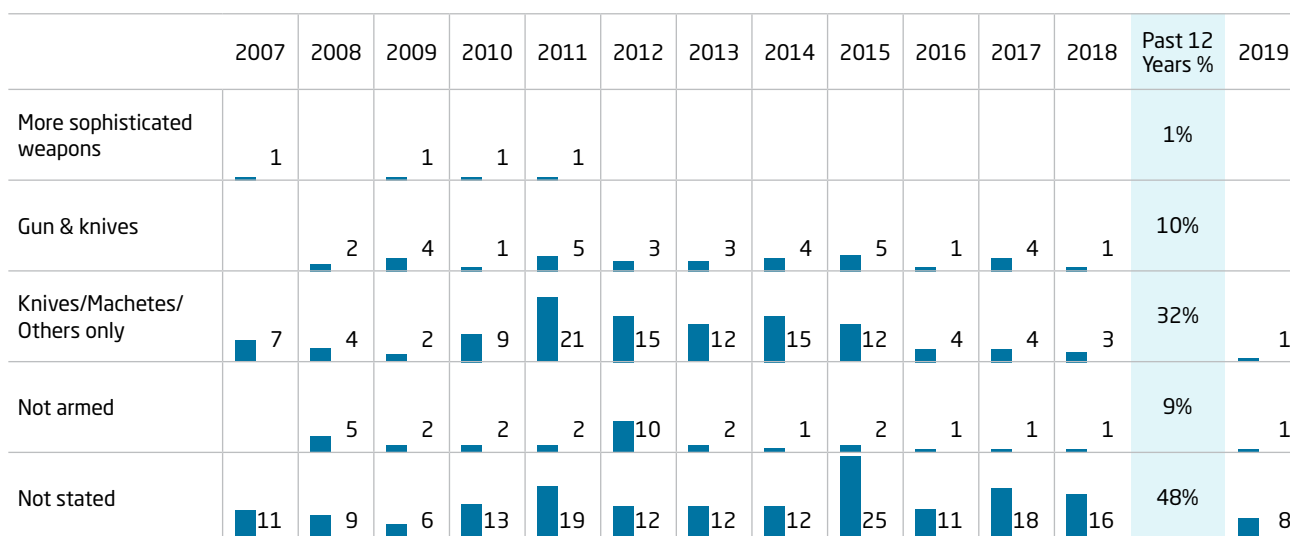


Chart 5 - Type of weapons used - Asia (January-March of 2007-2019)

Treatment of crew. Nine of the 10 incidents occurred during January-March 2019 reported that the crew was not injured (90%). This is consistent with past 12-year trend where majority of incidents (49%) reported that the crew was not injured.

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Past 12 Years %	2019
Killed		1	2								1		1%	
Missing					1								1%	
Kidnapped			1	1						1	2		1%	
Crew discarded					1				1				1%	
Assaulted	2	1	1		2	3	1	1	4	1		2	5%	
Taken hostage		1		2	4	7	3	5	4		1		8%	
Threatened				1	2	1	2	2	1	2	1	2	4%	
No injuries	5	9	6	14	23	16	15	15	31	11	12	8	49%	9
Not stated	12	8	5	8	15	13	8	9	3	2	10	9	30%	1

Chart 6 - Treatment of crew - Asia (January-March of 2007-2019)

Type of Losses. During January-March 2019, four incidents (40%) reported the losses of ship stores, two incidents reported loss of unsecured items from ships (20%), one incident reported loss of engine spares (10%) and three incidents reported nothing was stolen (30%). For the past 12-year trend of January-March of 2007-2018, majority of the incidents reported the loss of stores (39%) or nothing was stolen (34%).

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Past 12 Years %	2019
Hijack/Missing of ship	1			1	1				2				1%	
Cargo discharged						3		1	5				3%	
Cash/Property		1	4		13	2	1	3	2	1	1		8%	
Stores	4	7	7	11	15	21	17	9	13	8	12	8	39%	4
Engines spares	2			2	2	5	4	6	5	1		1	8%	1
Unsecured items	1	2	1			1		2			1	1	3%	2
Nil	8	7	3	12	17	8	7	11	17	6	8	10	34%	3
Not stated	3	3								1	5	1	4%	

Chart 7 - Type of losses - Asia (January-March of 2007-2019)

Type of ships. Among the 10 incidents reported during January-March 2019, four incidents occurred on board bulk carriers (40%), two on board tankers (20%), two on board tug boats towing barges (20%), one on board a container ship (10%) and one on board a general cargo ship (10%). In the past 12-year trend of incidents during January-March of 2007-2018, 33% of the incidents occurred on board tankers, and 30% on board bulk carriers.

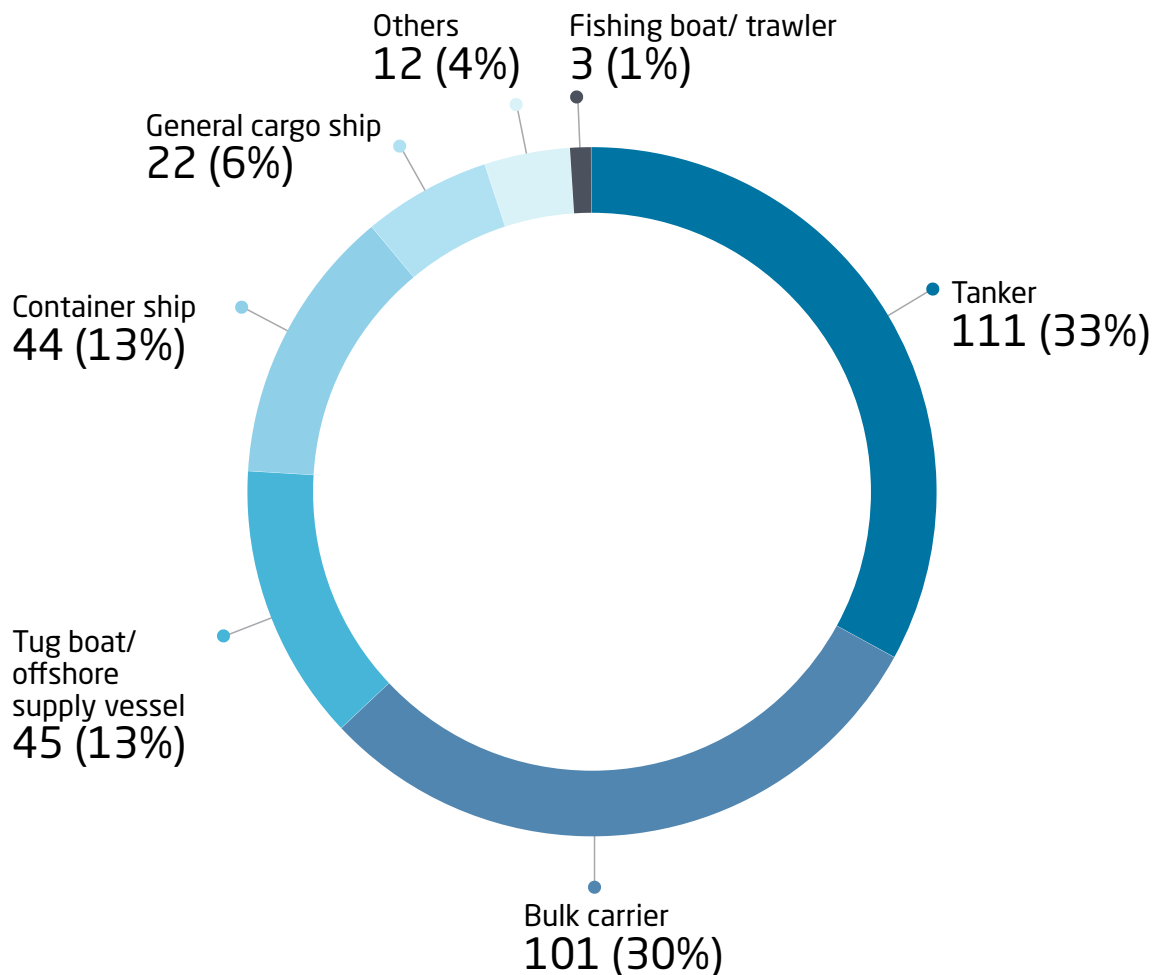


Chart 8 - Type of ships boarded - Asia (January-March of 2007-2018)

Time of incidents. Among the 10 incidents reported during January-March 2019, seven incidents occurred during hours of darkness (70%) and three incidents occurred during daylight hours (30%). This is consistent with past 12-year trend of 76% of incidents occurred during hours of darkness and 24% incidents during daylight hours.

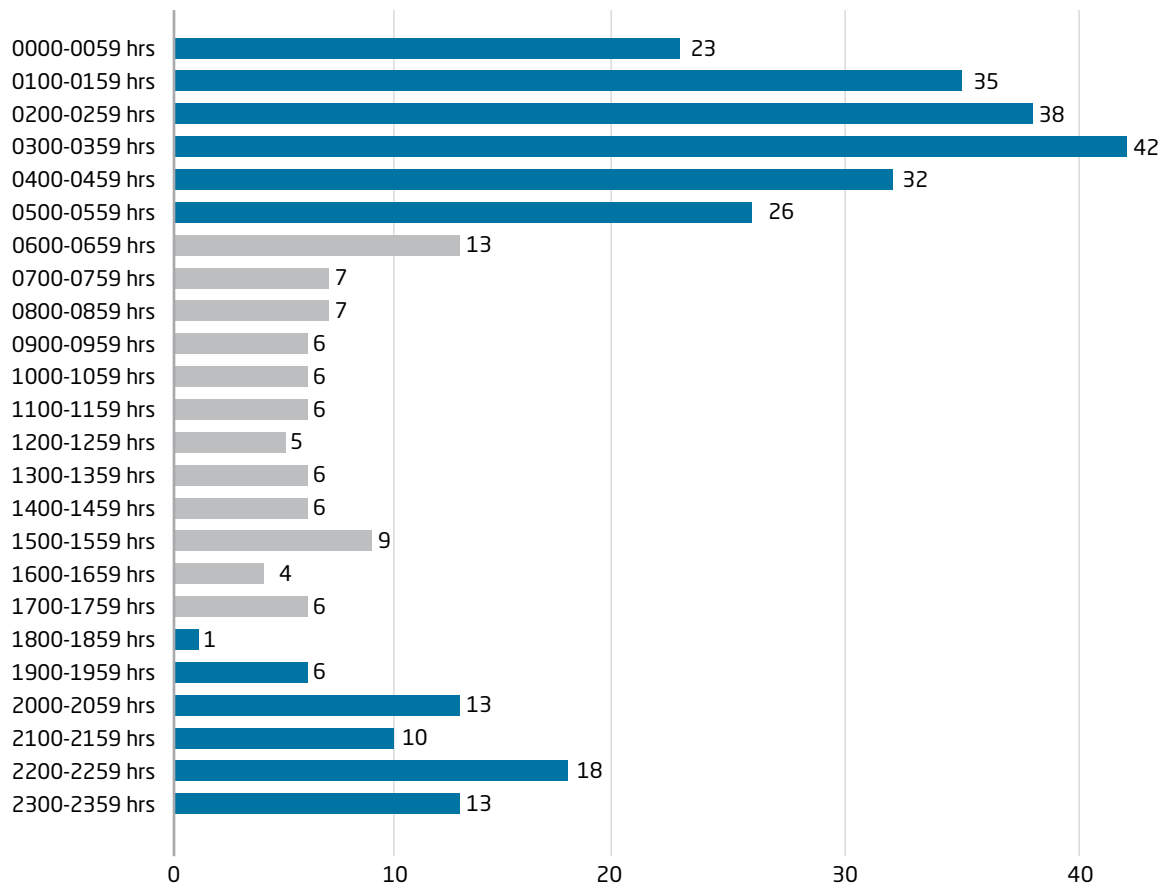


Chart 9 - Time window of incidents - Asia (2007-2018)



04

**MODUS OPERANDI
OF THEFT OF SCRAP
METAL FROM BARGES
IN SINGAPORE STRAIT**

PIRACY
AND ARMED
ROBBERY
AGAINST SHIPS
IN ASIA

MODUS OPERANDI OF THEFT OF SCRAP METAL FROM BARGES IN SINGAPORE STRAIT

SITUATION UPDATE

During January-March 2019, two incidents of theft of scrap iron from barges were reported in Singapore Strait (SS). The incidents occurred in close proximity to each other and during daylight hours. Map 3 below shows the approximate location of the two incidents.

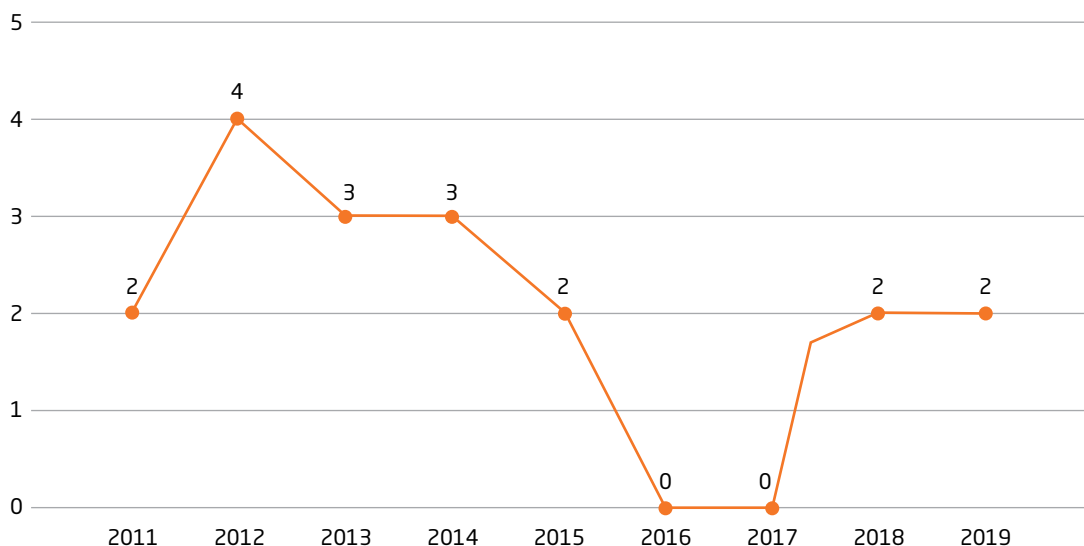


Map 3 - Location of incidents of theft of scrap metal in Singapore Strait (January-March 2019)

- | | |
|---|---|
| ① <i>Jin Hwa 43 & Jin Hwa 44</i>
Tug boat & barge
5 Feb 19
1709 hrs | ② <i>Sung Fatt 31 & Sung Fatt 36</i>
Tug boat & barge
5 Mar 19
1110 hrs |
|---|---|

PAST INCIDENTS

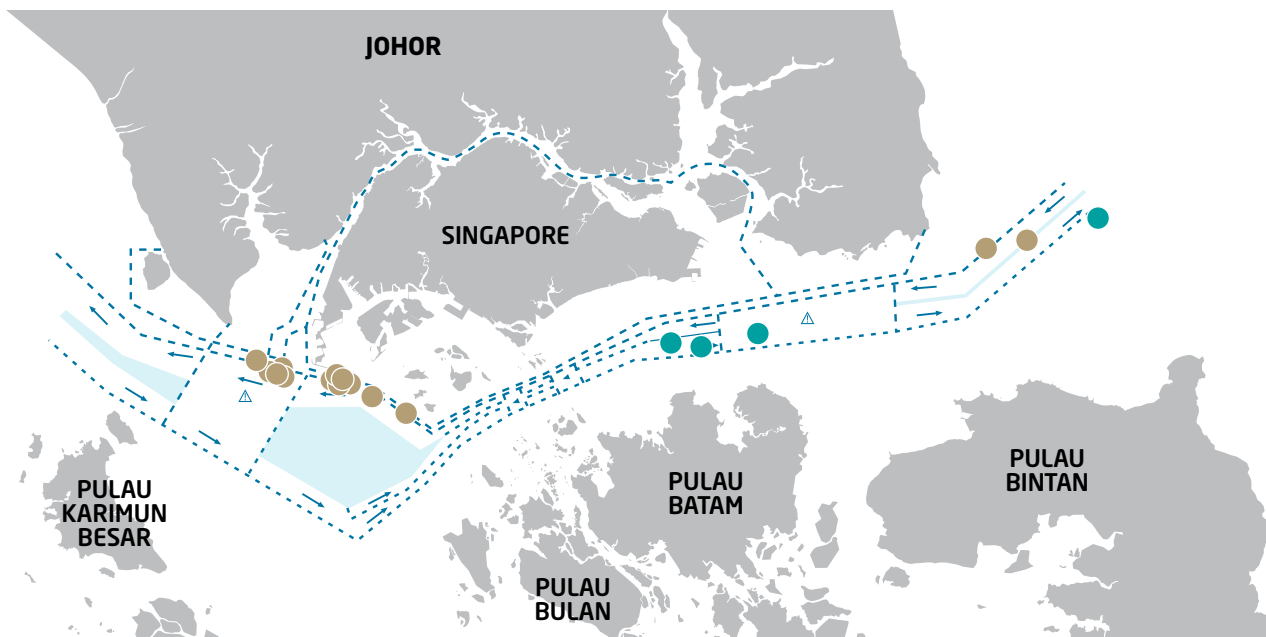
Number of incidents. A total of 18 incidents involving the theft of scrap metal from barges were reported in Singapore Strait between 2011 and 2019 (up to March 2019). Graph 2 shows the number of incidents reported during 2011-2019. The highest number of incidents was reported in 2012 and no incident was reported in 2016 and 2017.



Graph 2 - Incidents involving theft of scrap metal in Singapore Strait (2011-March 2019)

Location of incidents. Of the 18 incidents, 14 incidents occurred on board barges towed by tug boats while underway in the **westbound lane** of the Traffic Separation Scheme (TSS) of Singapore Strait; and four incidents occurred in the **eastbound lane** of the TSS.

Of the 14 incidents in the westbound lane of the TSS, 12 incidents occurred in the western sector of Singapore Strait; and two occurred in the eastern sector. As for the four incidents in the eastbound lane of the TSS of Singapore Strait, all occurred in the eastern sector of the strait. Map 4 shows the location of the 18 incidents in the westbound lane and eastbound lane of TSS of Singapore Strait.



Map 4 - Location of incidents in Singapore Strait (westbound and eastbound lane of the TSS) (2011-March 2019)

● Westbound lane ● Eastbound lane

Time of incidents. Of the 18 incidents reported during 2011-March 2019, 13 occurred during daylight hours (blue icons) and five occurred during hours of darkness (purple icons). There is a deviation from the usual trend observed in incidents reported in Asia, where majority of the incidents occurred during hours of darkness.



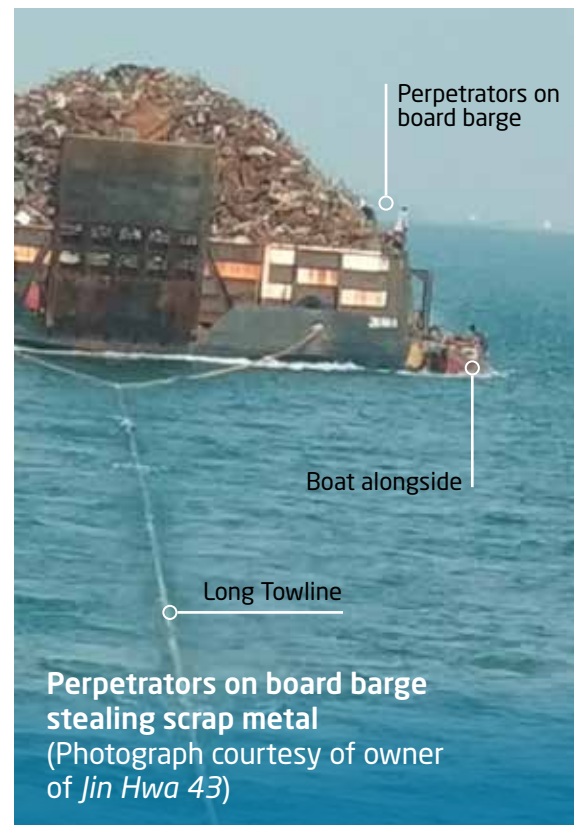
Map 5 - Time window of incidents in Singapore Strait (2011-March 2019)

MODUS OPERANDI OF PERPETRATORS

In most of the 18 incidents, the perpetrators came alongside the barge in several small boats. They climbed up the barge and transferred the scrap metal from the barge into the small boats.

The barge is usually loaded with a huge heap of the scrap metal and towed by a tug boat with a long towline (see photograph on right). Due to the heavy load on the barge, the tug boat and barge were moving at slow speed.

As the barge was not manned, the perpetrators were rather bold in carrying out the theft during daylight hours.



RECOMMENDATION

The ReCAAP ISC advises masters of tug boats towing barges loaded with scrap metal to exercise enhanced vigilance, maintain all round lookout for suspicious boats in the vicinity and report all incidents immediately to the coastal State and flag State. The ReCAAP ISC urges the relevant authorities of the littoral States to step up surveillance, increase patrols and respond promptly to reports of incidents.



05

**ReCAAP ISC'S MAIN ACTIVITIES
(JANUARY-MARCH 2019)**

PIRACY
AND ARMED
ROBBERY
AGAINST SHIPS
IN ASIA

ReCAAP ISC'S MAIN ACTIVITIES (JANUARY-MARCH 2019)



The ReCAAP ISC Governing Council

ReCAAP ISC 13TH GOVERNING COUNCIL MEETING, SINGAPORE (20-22 MARCH 2019)

The 13th ReCAAP ISC Governing Council Meeting was held on 20-22 Mar 19 in Singapore. Governors from 20 ReCAAP Contracting Parties attended the meeting. The Council reviewed the activities of ReCAAP ISC in FY2018 and deliberated on its activities for FY2019 and beyond. The Open Session of the Meeting was held on 22 Mar 19, and attended by External Participants from three countries and 12 organizations.

The Council commended ReCAAP ISC for producing positive results in respect to

its activities in FY2018 under the three pillars of its mission, i.e., information sharing, capacity building and cooperative arrangement. The Governors reviewed the progress of the implementation of the Roadmap for the Future of ReCAAP ISC and appreciated the continued progress and the new initiatives ReCAAP ISC has made.

At the meeting, the Council appointed Mr. Masafumi Kuroki as the 5th Executive Director of ReCAAP ISC for a three-year term beginning 1 Apr 19.



Participants of Focal Point Training Programme

FOCAL POINT TRAINING PROGRAMME 2019, SINGAPORE (14-15 JANUARY 2019)

The ReCAAP ISC conducted its third Focal Point Training Programme during 14-15 Jan 19. The aim of the programme is to train new Focal Point (FP) staff who are responsible for operations of the Focal Point in their countries. The programme included the learning of the role and functions of FP and the training of incident reporting via the Information Network System (IFN). The programme also included the participation in the Nautical Forum on 15 Jan 19, and visit to MPA Port and Operation Command Centre (POCC). The participants were from the Focal Point of Cambodia, Myanmar, Philippines and Vietnam.



Organisers and panellists

NAUTICAL FORUM 10/19, SINGAPORE (15 JANUARY 2019)

The ReCAAP ISC organised the 10th Nautical Forum supported by Maritime and Port Authority of Singapore (MPA) and the Singapore Shipping Association (SSA) on 15 Jan 19 in Singapore. The Forum was a platform for ReCAAP ISC to present the annual statistics of piracy and armed robbery against ships in Asia in 2018; and to share views on how to improve the situation in 2019. A total of 150 participants attended the forum and they were members of the local shipping industry, representatives of the international and regional shipping associations, regional authorities and other stakeholders.



Participants at Nautical Forum 2019

CONCLUSION

The total number of incidents of piracy and armed robbery against ships reported during January-March 2019 decreased by 52% compared to January-March 2018. The actual number of incidents decreased by 40%. Both total number and actual number of incidents during January-March 2019 are **the lowest** among the 13-year period of January-March of 2007-2019. The ReCAAP ISC commends the vigilance of the shipping industry and the efforts of the law enforcement agencies which contribute towards the improvement of the situation during January-March 2019.

The improvement was most apparent at the ports and anchorages in Indonesia during January-March 2019 compared to January-March 2018. No incidents were reported at the ports and anchorages in Bangladesh, India and Vietnam during January-March 2019. However, the situation at certain anchorages in China and the theft of scrap metal from barges while underway in the Singapore Strait require further improvement.

Although there was no incident of abduction of crew for ransom in the Sulu-Celebes Seas and waters off Eastern Sabah, the threat of abduction of crew remains. The ReCAAP ISC advises the maritime community to continue to keep serious consideration to the Advisory issued by the ReCAAP ISC Incident Alert dated 21 Nov 16.

Despite the continued improvement of the situation of piracy and sea robbery in Asia during January-March 2019, ReCAAP ISC cautions the respective stakeholders against complacency. The shipping industry should continue to keep abreast of the latest situation, make immediate report of all incidents to the nearest coastal State and flag State as stated in the MSC Circular 1333 and 1334, and implement preventive measures recommended in the *'Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia'*. The ReCAAP ISC urges the law enforcement agencies to continue to enhance surveillance, increase patrols and respond promptly to all reports of incidents.

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 3 ● CAT 4

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
<p>1 <i>Mito</i> General cargo ship Panama 9815 9587788</p>	<p>11/01/19 0700 hrs</p>	<p>5° 59.2' S, 105° 56.1' E</p> <p>Ciwandan anchorage, Indonesia</p>	<p>While at anchor, the engineer on duty discovered that the door to the spare parts room was broken. He reported the incident to the chief engineer and 1st officer. Upon inspection, spare parts of the generator were found missing. The crew was not injured.</p> <p>[ReCAAP Focal Point (Japan)]</p>
<p>2 <i>Name withheld</i> Bulk carrier Hong Kong, China 94866</p>	<p>12/01/19 0430 hrs</p>	<p>38° 53.4' N, 118° 36.6' E</p> <p>Caofeidian Large Oil Tank anchorage, China</p>	<p>While at anchor, two perpetrators armed with a steel bar came alongside the ship in a boat and boarded the ship via the port quarter using a rope. The crew spotted the perpetrators who upon realising the crew had been alerted, they escaped empty-handed immediately. The crew was not injured.</p> <p>[ReCAAP Contact Point (Hong Kong)]</p>
<p>3 <i>FMG Northern Spirit</i> Ore carrier Hong Kong, China 134693 9753595</p>	<p>30/01/19 0055 hrs</p>	<p>38° 52.8' N, 119° 11.8' E</p> <p>Jingtang anchorage, China</p>	<p>While at anchor, the crew on the bridge wing noticed a barge close to the ship side on the starboard quarter and raised the alarm. As the crew rushed out to the bridge wing starboard side, they noticed two perpetrators on board. The perpetrators were lowering hoses to the barge from the starboard quarter. Once the hoses were lowered, the perpetrators slid down a rope tied to the gangway base onto the barge, where another perpetrator was waiting. The barge went astern and escaped. Upon checking the area where the perpetrators were sighted, the sounding caps of MDO storage and MDO service tanks were found opened. The MDO storage tank had oil stains around the sounding pipe. However, nothing was missing. The crew was not injured.</p> <p>[ReCAAP Contact Point (Hong Kong)]</p>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
<p>4 Jin Hwa 43 Tug boat Malaysia 148 9689768</p> <p>Jin Hwa 44 Barge Malaysia</p>	<p>05/02/19 1709 hrs</p>	<p>1° 12.63' N, 103° 34.79' E</p> <p>Approximately 1.3 nm southwest of the Western Boarding Ground Alpha, Singapore, Straits of Malacca and Singapore (SOMS)</p>	<p>While the tug boat towing barge was underway, the master of the tug boat reported to Singapore Vessel Traffic Information System (VTIS) and Singapore Police Coast Guard that some perpetrators were boarding the barge from a few small boats. The barge was laden with scrap iron. The master later reported that the perpetrators had left the barge with some scrap iron. The tug boat and barge continued her voyage to Penang, Malaysia.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
<p>5 Maersk Capri Product tanker Singapore 29816 9786140</p>	<p>06/02/19 0505 hrs</p>	<p>3° 55.4' N 98° 47' E</p> <p>Belawan anchorage, Indonesia</p>	<p>While at anchor, the duty A/B conducted a security round and noticed a perpetrator at the forecastle. The master raised the alarm, mustered the crew, and conducted a search. Noting that his presence was discovered, the perpetrator escaped through the hawse pipe and jumped into a wooden boat. A fire hose nozzle was stolen. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
<p>6 RTM Dampier Bulk carrier Singapore 106796 9591325</p>	<p>11/02/19 0240 hrs</p>	<p>38° 52.5' N, 118° 42.5' E</p> <p>Caofeidian anchorage, China</p>	<p>While at anchor, a perpetrator boarded the ship. The 2nd Officer sighted from the port bridge wings that the port low sulphur diesel oil (LSDO) tank manhole was opened and there was a hose connected to the tank. Over the port ship side, he saw a small unlit barge. He immediately alerted the master and chief officer. The duty A/B who was making his security rounds was also alerted to check on the port side. The perpetrator removed the hose from the tank immediately and jumped into the barge when his presence was discovered. Following the incident, a search on the ship was conducted. No other perpetrator was found on board the ship. A total of 67 metric tonnes of LSDO was reported stolen. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
<p>7 <i>Sung Fatt 31</i> Tug boat Malaysia 135 9434008</p> <p><i>Sung Fatt 36</i> Barge Malaysia</p>	<p>05/03/19 1110 hrs</p>	<p>1° 12.08' N, 103° 34.62' E</p> <p>Approximately 1.68 nm southwest of Western Boarding Ground Alpha, Singapore, Straits of Malacca and Singapore (SOMS)</p>	<p>While underway, the ship's crew spotted 11 perpetrators boarding the barge that was being towed by the tug boat from two small crafts. The tug boat and barge were carrying scrap iron, bound for Penang, Malaysia. At about 1145 hrs, the master reported that the 11 perpetrators have escaped in their small crafts with some scrap iron being stolen. There was no confrontation with the crew. All crew are safe.</p> <p>The master of the tug boat reported the incident to the Singapore Vessel Traffic Information System (VTIS) via VHF. Singapore VTIS initiated the safety navigational broadcast and notified the Police Coast Guard and the Navy.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
<p>8 <i>Nakhal Silver</i> Product tanker Marshall Islands 29354 9718765</p>	<p>26/03/19 2030 hrs</p>	<p>13° 44' N, 121° 2.01' E</p> <p>Batangas anchorage, Philippines</p>	<p>While at anchor, a perpetrator boarded the ship through the anchor chain by breaking the padlock of the anchor chain pipe securing arrangement. The duty A/B sighted the perpetrator and informed the OOw. The general alarm was raised and all crew were mustered. The crew went to the forecandle to investigate and the perpetrator jumped overboard. Ship's bell was stolen and the crew was not injured.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
<p>9 TRF Kaya Container ship Liberia 28616 9330549</p>	<p>27/03/19 0430 hrs</p>	<p>14° 33.18' N, 120° 54.13' E Manila Quarantine Anchorage, Philippines</p>	<p>While at anchor, the Security Officer was conducting roving inspection when he noticed there were footprints near the anchor chain; and the razor wire (near the anchor chain) was removed. The ship master conducted a check of the inventory of the ship's equipment and discovered the loss of ship stores. He reported the incident to the VTMS Manila. The Coast Guard Station of Manila deployed fast craft DF 312 and conducted maritime patrol in the area. A team boarded the ship to conduct investigation. The DF 312 also conducted inquiry on several fishing boats and ships anchored and transiting the area.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

ATTEMPTED INCIDENT

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
<p>1 Name withheld Liberia Bulk carrier 36322</p>	<p>25/02/19 1806 hrs</p>	<p>3° 43.1' S, 114° 26.3' E Taboneo anchorage, Indonesia</p>	<p>While at anchor, the duty watchman on routine rounds noticed two perpetrators attempting to board via the anchor chain. He immediately informed the OOW who raised the alarm and the crew mustered. Realising the crew had been alerted, the perpetrators retreated into their waiting skiff and escaped.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

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PIRACY
AND ARMED
ROBBERY
AGAINST SHIPS
IN ASIA



Information Sharing Centre

**Regional Cooperation Agreement on Combating
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