

**PIRACY AND ARMED ROBBERY  
AGAINST SHIPS IN ASIA**

**3<sup>RD</sup> QUARTER  
REPORT**

**JANUARY-SEPTEMBER 2019**

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# PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

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# EXECUTIVE SUMMARY

# PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

## EXECUTIVE SUMMARY

A total of **54 incidents** of piracy and armed robbery against ships (comprising 49 actual incidents and five attempted incidents) were reported in Asia during January-September 2019 compared to 64 incidents (comprising 50 actual incidents and 14 attempted incidents) during January-September 2018. This accounts for a **16% decrease** in the total number of incidents reported during January-September 2019 compared to the same period in 2018. However, in terms of actual incidents, there was only one incident less during January-September 2019 compared to the same period in 2018. Of the 54 incidents reported during January-September 2019, two were incidents of piracy, and 52 were incidents of armed robbery against ships.

There was improvement at some ports and anchorages in Asia during January-September 2019 compared to January-September 2018. The improvement occurred in Bangladesh and Indonesia. In Bangladesh, no incident was reported at the ports and anchorages during January-September 2019 compared to 11 incidents reported during the same period in 2018. In Indonesia, the number of incidents at its ports and anchorages had decreased to 17 incidents during January-September 2019 from 26 incidents during the same period in 2018.

Of concern was the occurrence of two incidents of abduction of crew for ransom on 18 Jun and 23 Sep in the waters off Eastern Sabah, Malaysia. The risk of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah remains high as demonstrated by the two abduction incidents. The coastal States concerned are requested to enhance surveillance, patrols and maintain contacts with ships transiting the area. Shipping companies are advised to follow the ReCAAP

ISC's advisory issued via the ReCAAP ISC Incident Alert dated 21 Nov 16 to all ships to reroute from the area where possible, otherwise to exercise extra vigilance when transiting the area and report immediately to the operation centres of the Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia. In July 2019, the ReCAAP ISC produced the '*Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah*' to shipping companies and ships to enhance their situation awareness and take appropriate countermeasures to avoid such incidents.

Also of concern was the increase of incidents on board ships while underway in the Singapore Strait during January-September 2019. A total of 15 incidents were reported during January-September 2019 compared to seven incidents during the same period in 2018. There was also an increase of incidents on ships anchored off Bandar Penawar, Johor, Malaysia. Five incidents were reported during January-September 2019, while no such incident was reported during the same period in 2018.

Given the persistent incidents in several locations as indicated in this Report, the ReCAAP ISC recommends to the law enforcement agencies in Asia to enhance surveillance, step up patrols, particularly in the areas of concern, and respond quickly to incidents reported by ships. Ship masters are advised to implement preventive measures recommended in the '*Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia*', exercise enhanced vigilance, maintain look-out for suspicious boats and report all incidents to the nearest coastal State immediately.

# 01

## OVERVIEW

Incidents of Piracy and Armed  
Robbery Against Ships in Asia  
reported during 3<sup>rd</sup> Quarter of 2019  
(January-September 2019)

PIRACY  
AND ARMED  
ROBBERY  
AGAINST SHIPS  
IN ASIA

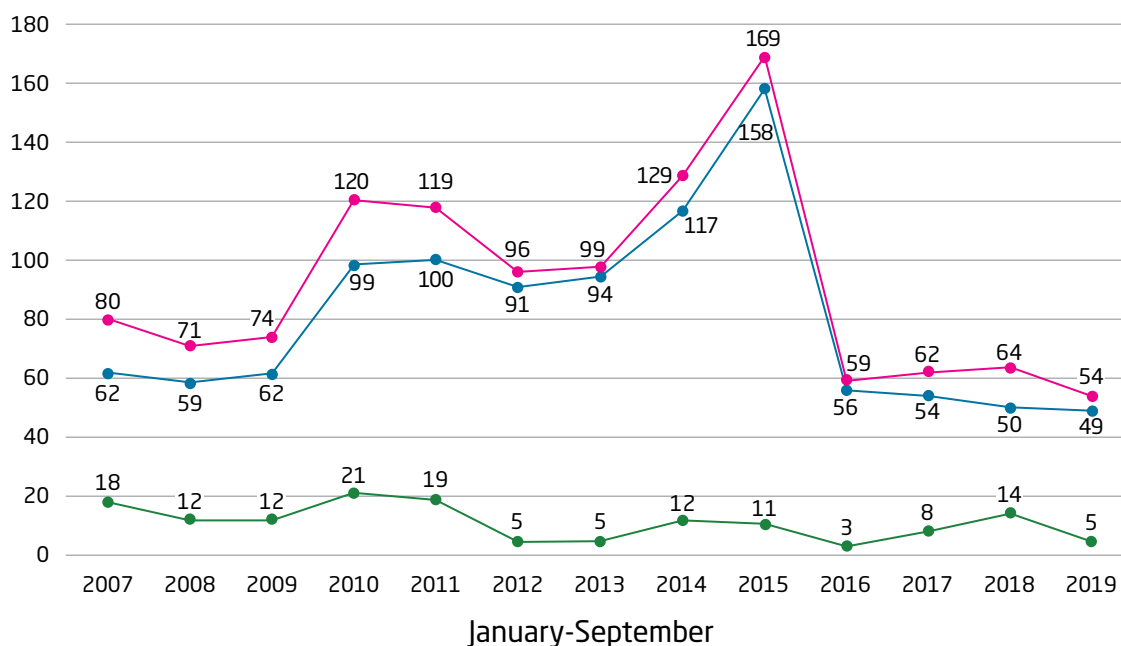
# OVERVIEW

## Incidents of Piracy and Armed Robbery Against Ships in Asia reported during 3<sup>rd</sup> Quarter of 2019 (January-September 2019)

### NUMBER OF INCIDENTS

A total of 54 incidents of piracy<sup>1</sup> and armed robbery against ships<sup>2</sup> (comprising 49 actual incidents<sup>3</sup> and five attempted incidents<sup>4</sup>) were reported in Asia during January-September 2019. Refer to the Appendix on 'Description of incidents (January-September 2019)'.

The situation of piracy and armed robbery against ships in Asia continued to improve during January-September 2019. Both the total number of incidents and the number of actual incidents reported during January-September 2019 are **the lowest** among the 13-year period of January-September of 2007-2019. Graph 1 shows the number of incidents reported in Asia during January-September of 2007-2019.



Graph 1 - Number of incidents in Asia (January-September of 2007-2019)

■ Total ■ Actual ■ Attempted

It was a **16% decrease** in the total number of incidents and **2% decrease** in the number of actual incidents during January-September 2019, compared to the same period in 2018. Particularly, the number of attempted incidents has decreased during January-September 2019. A total of five attempted incidents were reported during January-September 2019 compared to 14 attempted incidents during the same period in 2018.

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

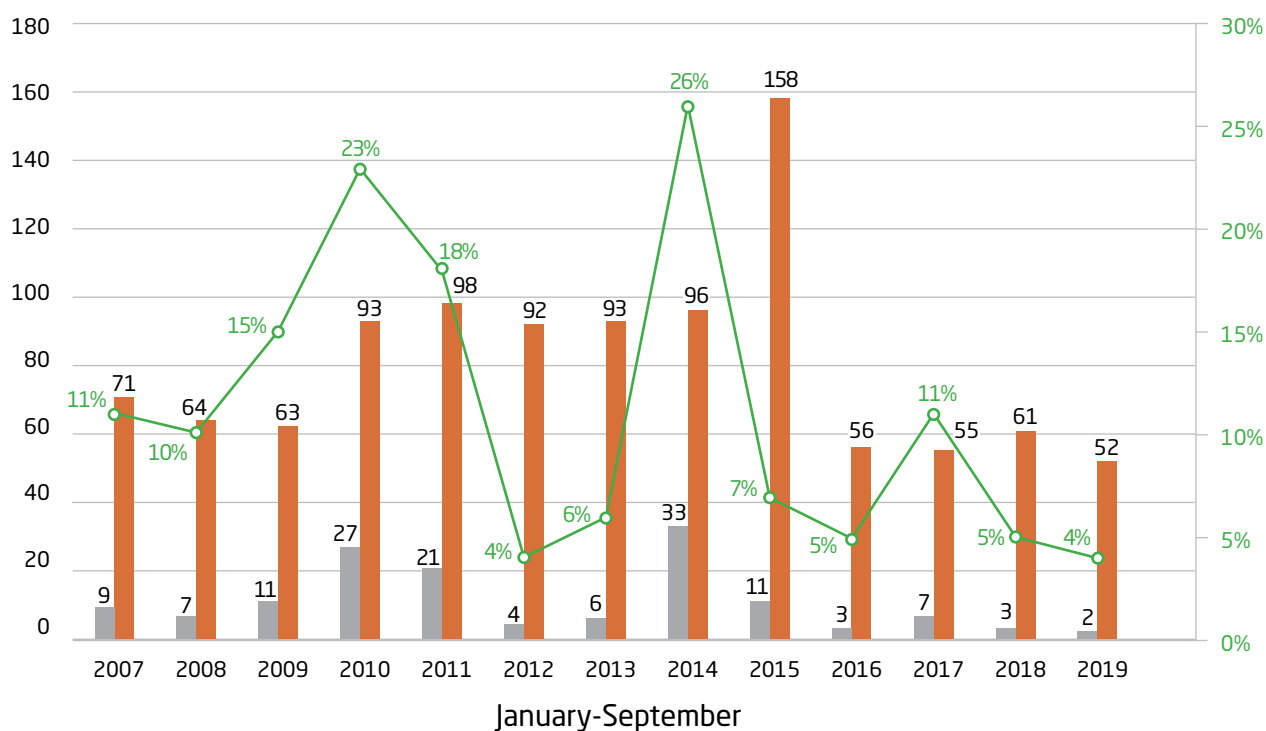
3 Actual incidents are incidents where pirates/robbers boarded the ship; and regardless of whether they stole any items from the crew or took away any items found on board the ship.

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



## PIRACY VS ARMED ROBBERY AGAINST SHIPS

Of the 54 incidents reported in Asia during January-September 2019, two were piracy incidents and 52 were incidents of armed robbery against ships. Piracy incidents account for 4% of the total incidents and 96% of the incidents were armed robbery against ships. During January-September of 2007-2019, piracy incidents ranged between 4% and 13%. The exception occurred during January-September of 2009, 2010, 2011 and 2014 where piracy incidents accounted for 15%, 23%, 18% and 26% respectively. Chart 1 shows the number of piracy incidents versus armed robbery against ships incidents reported during January-September of 2007-2019.



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

■ Piracy ■ Armed Robbery ■ Piracy (%)



## SIGNIFICANCE LEVEL OF INCIDENTS

Of the 49 actual incidents reported during January-September 2019, two were CAT 1 incidents, three were CAT 2 incidents, eight were CAT 3 incidents and 36 were CAT 4 incidents<sup>5</sup>. Chart 2 shows the significance level of incidents reported during January-September of 2007-2019.

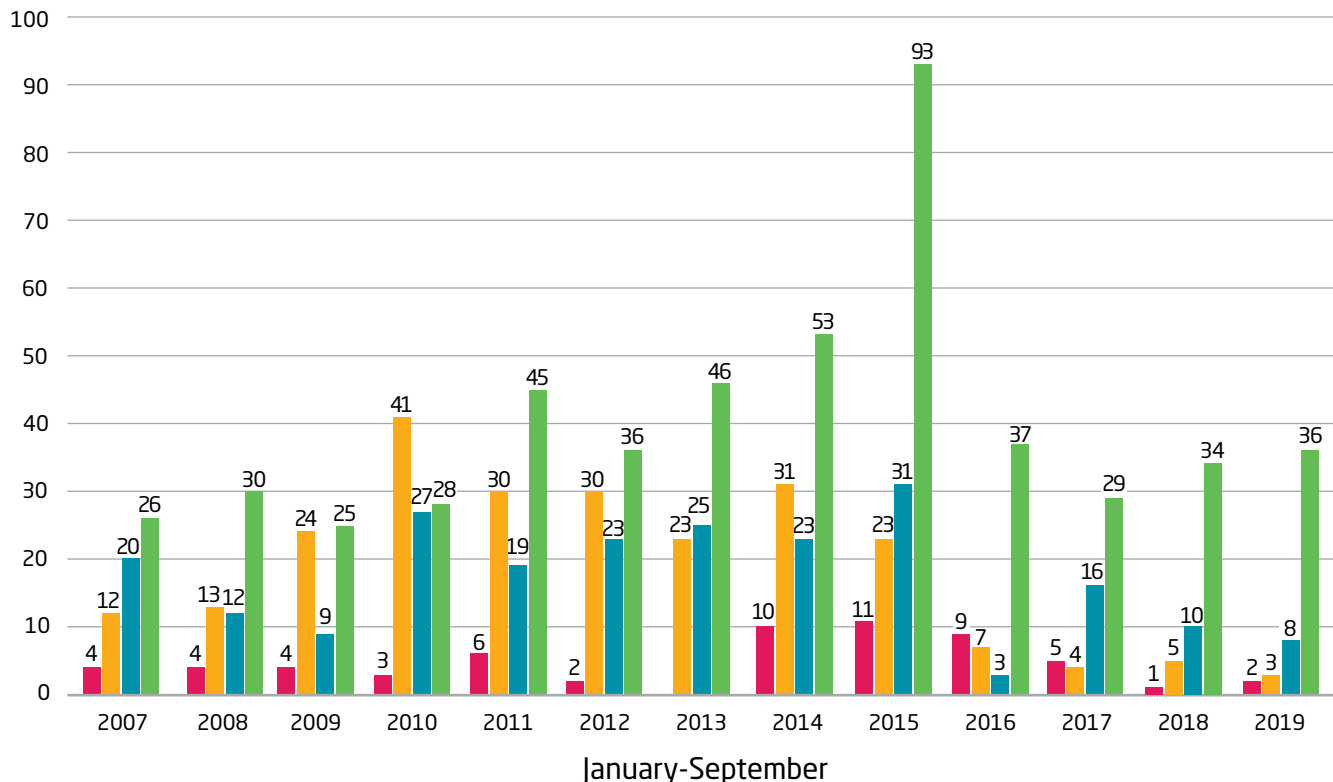


Chart 2 - Significance level of incidents (January-September of 2007-2019)

■ CAT 1   ■ CAT 2   ■ CAT 3   ■ CAT 4

<sup>5</sup> Refer to the Appendix for the 'Methodology in classifying incidents'.

## **CAT 1**

There were two CAT 1 incidents reported during January-September 2019. Both were incidents of abduction of crew from fishing boats off Lahad Datu, Sabah, Malaysia. The incidents occurred on 18 Jun and 23 Sep. The first incident involved the abduction of nine crew from two fishing boats on 18 Jun. All the nine abducted crew were released on 21 Jun as the abductors could have realised that the abducted crew could not pay ransom. The second incident involved the abduction of three crew from a fishing boat on 23 Sep. The three crew are still in captivity.

## **CAT 2**

The number of CAT 2 incidents (three incidents) reported during January-September 2019 was the lowest among the 13-year reporting period. Of the three CAT 2 incidents, two incidents occurred in Indonesia and one incident occurred in the South China Sea (SCS). In the two incidents at anchorage in Indonesia, the perpetrators were armed with knives and they stole the crew's cash, personal belongings and ship stores. The crew was not injured. The incident in the SCS (off Anambas Islands, Indonesia) involved perpetrators armed with guns and knives, and they threatened the ship master, chief engineer and duty navigator. Two of the crew sustained minor injuries. The perpetrators stole cash from the ship safe and the crew's personal belongings before they escaped.

## **CAT 3**

Of the eight CAT 3 incidents reported during January-September 2019, four incidents occurred in Indonesia, two incidents in Malaysia, one incident in China and one incident in the Straits of Malacca & Singapore (SOMS). In all eight incidents, the perpetrators were armed with either knives, machetes, steel bar or hammer. The perpetrators escaped immediately when they realised that the crew were alerted. In four of the eight incidents, the perpetrators escaped empty-handed. The crew was not injured in most of the incidents except in the incident at Tanjung Priok whereby the chief engineer suffered minor injury.

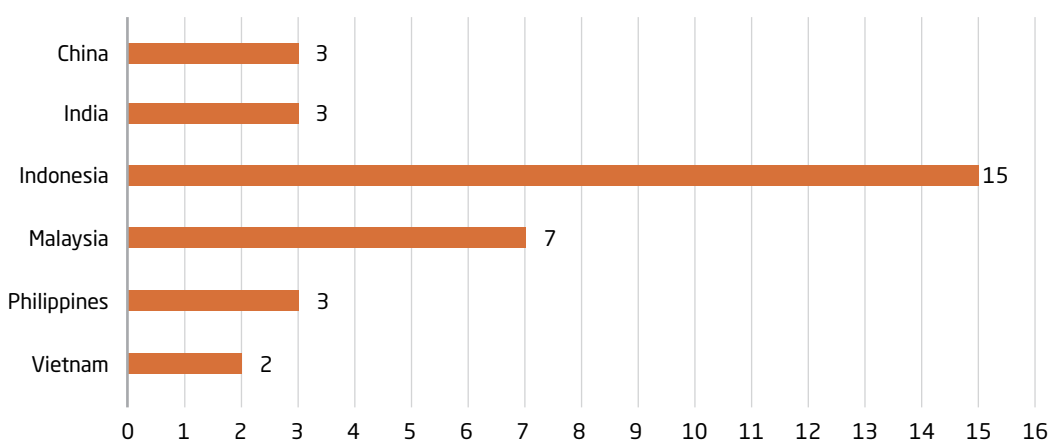
## **CAT 4**

As with the past trend observed during the 13-year reporting period, majority of the incidents reported were CAT 4 incidents. The CAT 4 incidents accounts for 73% (36 out of 49) of the actual incidents during January-September 2019.

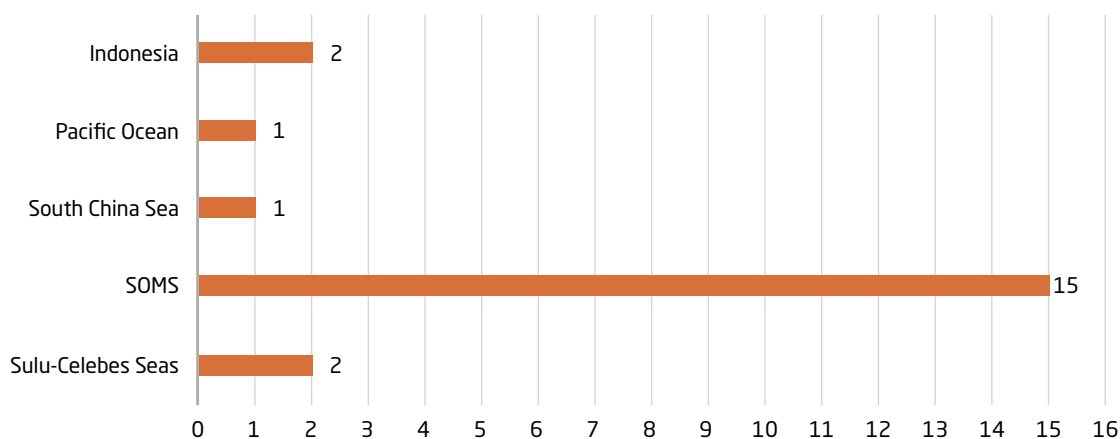
## STATUS OF SHIPS

Of the 54 incidents reported during January-September 2019, 33 incidents (61%) occurred to ships while at anchor/berth and 21 incidents (39%) to ships while underway. This conforms to the general trend in Asia where more incidents occurred to ships at anchor/berth than ships while underway. Chart 3 and Chart 4 show the location of the incidents occurred to ships at anchor/berth and to ships while underway respectively.

All the incidents reported in China, India, Malaysia, Philippines and Vietnam occurred on board ships at anchor/berth; while all incidents in the Straits of Malacca and Singapore (SOMS) and the Sulu-Celebes Seas occurred on board ships while underway.



**Chart 3 - Incidents on board ships at anchor/berth (January-September 2019)**



**Chart 4 - Incidents on board ships while underway (January-September 2019)**

## LOCATION OF INCIDENTS

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

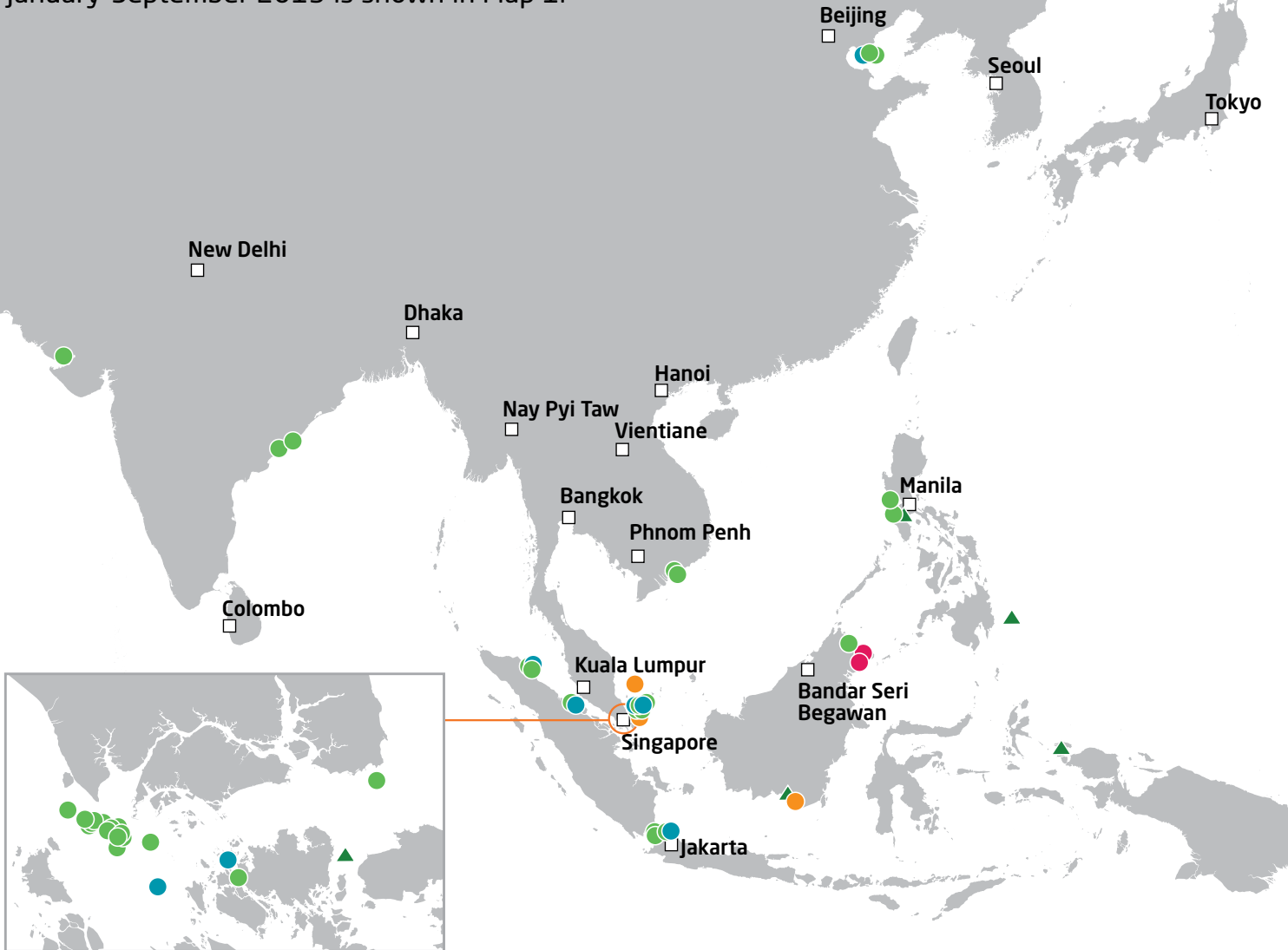
Act = Actual, Att = Attempted

		January-September																									
		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
<b>North Asia</b>																											
China								1												3		1					3
<b>Sub-total</b>								<b>1</b>												<b>3</b>		<b>1</b>					<b>3</b>
<b>South Asia</b>																											
Arabian Sea		1	3							4																	
Bangladesh		11	1	7	2	11	2	18	2	7		10		6		11		10		1	1	7		9	2		
Bay of Bengal		1						1		1					2												
India		5		10	1	7	1	5		6	2	6	1	3		9	1	6		12		1		2	1	3	
<b>Sub-total</b>		<b>18</b>	<b>4</b>	<b>17</b>	<b>3</b>	<b>18</b>	<b>3</b>	<b>24</b>	<b>2</b>	<b>13</b>	<b>7</b>	<b>16</b>	<b>1</b>	<b>9</b>		<b>22</b>	<b>1</b>	<b>16</b>		<b>13</b>	<b>1</b>	<b>8</b>		<b>11</b>	<b>3</b>	<b>3</b>	
<b>Southeast Asia</b>																											
Gulf of Thailand								1																			
Indian Ocean																1											
Indonesia		28	6	16	1	8	3	23	9	35	1	46	2	58	4	36	5	16	1	20		20	2	20	6	14	3
Malaysia		8	1	6		10	3	13		11	3	7		6		3	1	3		1		1	1	5		7	
Myanmar						1																					
Pacific Ocean																											1
Philippines		1	1	5	1	2	1	4		4		3		5		3		5	1	3		14		3	1	2	1
SCS		1	3	5	2	10	1	18	7	10	6	4		6		29	1	10	1	2	1	4		2	1	1	
Singapore								2		3		1															
SOMS		1	2	3	4	5	1	2	3	18	2	11	1	5		23	3	88	8	1	1	2	1	6	2	15	
Sri Lanka			1																								
Sulu-Celebes Seas																			7		3	4	1	1	1	2	
Thailand		1				1		1										1									
Vietnam		4		7	1	7		10		6		3	1	5	1	1		19		6		1		2		2	
<b>Sub-total</b>		<b>44</b>	<b>14</b>	<b>42</b>	<b>9</b>	<b>44</b>	<b>9</b>	<b>74</b>	<b>19</b>	<b>87</b>	<b>12</b>	<b>75</b>	<b>4</b>	<b>85</b>	<b>5</b>	<b>95</b>	<b>11</b>	<b>142</b>	<b>11</b>	<b>40</b>	<b>2</b>	<b>45</b>	<b>8</b>	<b>39</b>	<b>11</b>	<b>43</b>	<b>5</b>
<b>Overall total</b>		<b>62</b>	<b>18</b>	<b>59</b>	<b>12</b>	<b>62</b>	<b>12</b>	<b>99</b>	<b>21</b>	<b>100</b>	<b>19</b>	<b>91</b>	<b>5</b>	<b>94</b>	<b>5</b>	<b>117</b>	<b>12</b>	<b>158</b>	<b>11</b>	<b>56</b>	<b>3</b>	<b>54</b>	<b>8</b>	<b>50</b>	<b>14</b>	<b>49</b>	<b>5</b>

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

## LOCATION OF INCIDENTS

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



Map 1 - Location of incidents (January-September 2019)

● CAT 1 ● CAT 2 ● 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

Two incidents of abduction of crew occurred on 18 Jun and 23 Sep during January-September 2019.

### INCIDENT ON 18 JUN 19

At about 0245 hrs on 18 Jun 19, nine crew on board two Malaysian fishing boats (with markings SA/2325/F and SA/5699/C) were abducted by 10 perpetrators believed to be members of the Sulu-based Abu Sayyaf Group (ASG) in the vicinity waters of Lahad Datu, Sabah. The ReCAAP ISC issued a Warning, followed by an Incident Alert on the same day of the incident upon verification by the Philippine Coast Guard (PCG). On 21 Jun 19, all nine abducted crew were released by the abductors after they realised that the crew could not pay ransom.

### INCIDENT ON 23 SEP 19

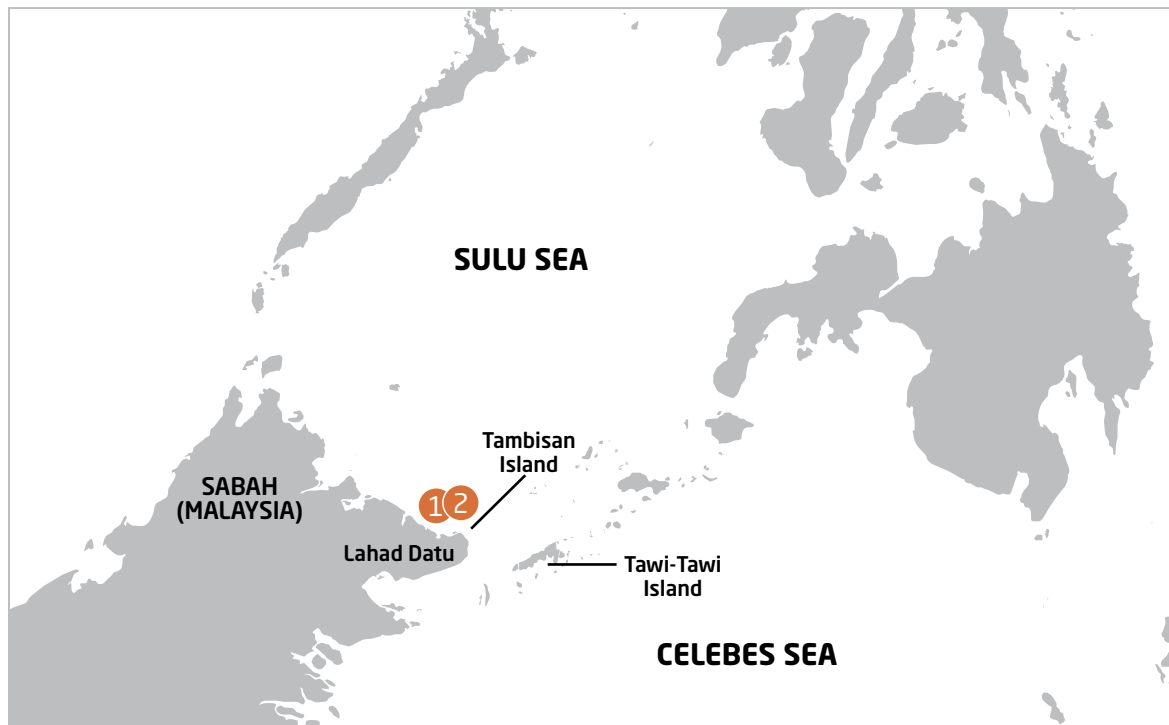
On 23 Sep 19 at about 1155 hrs two Malaysian fishing boats (with markings SSK00520F and SN338/4/F) were in the vicinity waters of Tambisan Island, Lahad Datu, Sabah when seven perpetrators wearing mask and military camouflage uniform boarded the fishing boats. They were armed with AK 47, M16 (with grenade launcher) and pistols, and believed to be members of the Kidnap for Ransom Group (KFRG) of Sulu-based Abu Sayyaf Group (ASG).

The perpetrators boarded the first fishing boat SSK00520K from two speed boats painted in green and blue with red stripes. They gathered the crew and took their mobile phones, cash and personal documents; and left the boat. At around 1300 hrs, the perpetrators boarded the second fishing boat SN338/4/F which was approximately 300 meters away from SSK00520K and abducted three Indonesian crew from the fishing boat and then fled towards the waters of Tawi-Tawi, Philippines.

At about 1530 hrs, the Malaysian authorities recovered the second fishing boat SN338/4/F at Gem Water Reef, Lahad Datu without the crew on board and the engine was still running. The Philippine Coast Guard District Southwestern Mindanao intensified seaborne and coastal security patrol in coordination with Malaysian authorities. See Map 2 next page for the location of the incident.

The ReCAAP ISC issued a Warning about the incident on 23 Sep 19 and an Incident Alert on 26 Sep 19 after the Philippine Coast Guard (PCG) verified the incident and provided additional information.





Map 2 - Location of the incident on 23 Sep 19

- ① 231300H Sep 19  
Boarding of  
SN338/4/F
- ② 231530H Sep 19  
Recovery of  
SN338/4/F

## STATUS OF ABDUCTED CREW

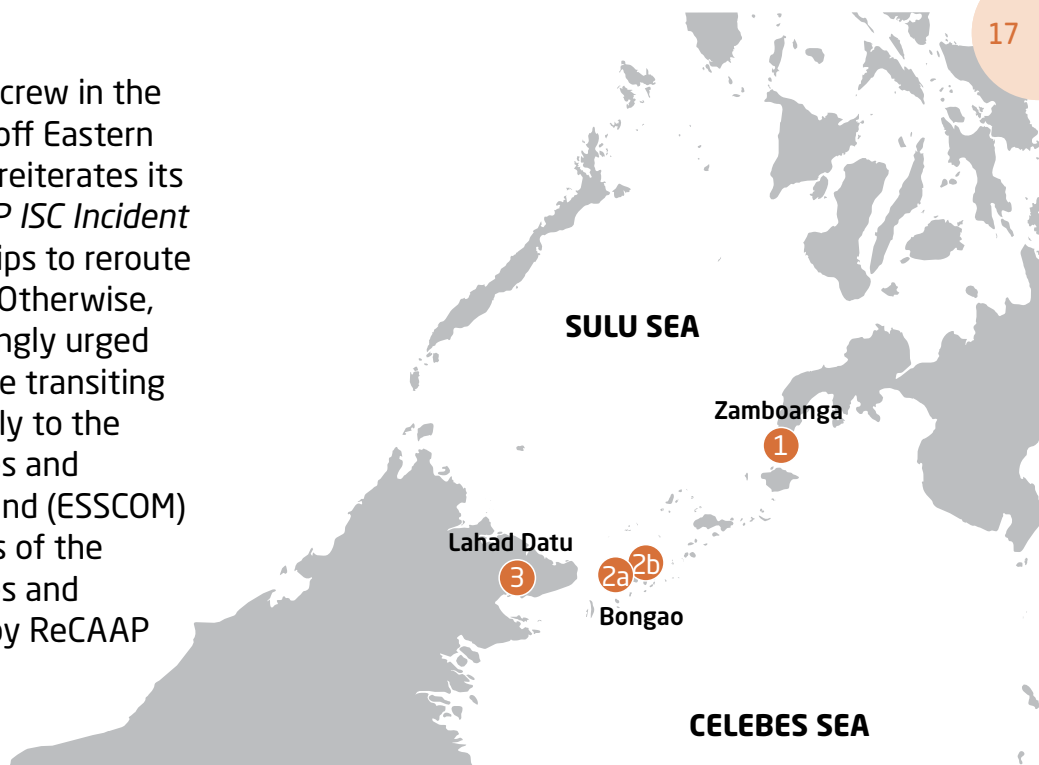
As of September 2019, a total of three crew are still being held in captivity. The status of the abducted crew is as follows:

NO. OF CREW ABDUCTED	NO. OF CREW RELEASED/RESCUED	NO. OF CREW KILLED/DIED	STILL IN CAPTIVITY
78	65	10	3

The Philippine and Malaysia authorities continue to step up patrol efforts, conduct pursuit operations and intensify military operations to rescue the crew in captivity and neutralize the militant group.

## ReCAAP ISC ADVISORY

As the risk of the abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah 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 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 Philippines and ESSCOM of Malaysia (updated by ReCAAP ISC on 3 Jan 19) are as follows:



Map 3 - Contact details of the centres

**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](mailto: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](mailto: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](mailto: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](mailto:bilikgerakan_esscom@jpm.gov.my)

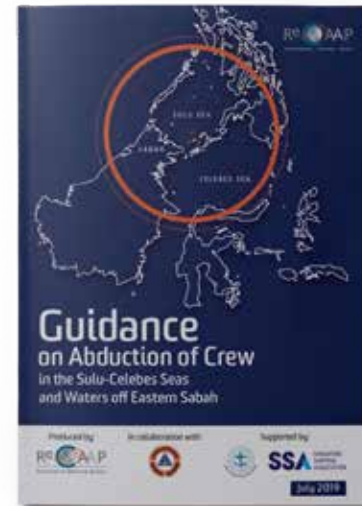
In the event that the ship master is not able to establish contact with the Operation Centres of the Philippines as listed in the ReCAAP ISC Advisory, he can contact the **Philippine Coast Guard Command Centre** at the following contact details:

Tel: +63-2-5273877 (direct) +63-917-724-3682 (mobile)  
+63-2-527-8481 to 89 (ext: 6136/37) +63-929-825-3207 (mobile)  
Email: [pcgcomcen@coastguard.gov.ph](mailto: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 produced the 'Guidance on the 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 ships transiting the area, 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 (PCG) 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](http://www.recaap.org).

# 03

## INSIGHTS OF INCIDENTS BY LOCATION

- Straits of Malacca and Singapore
- Indonesia

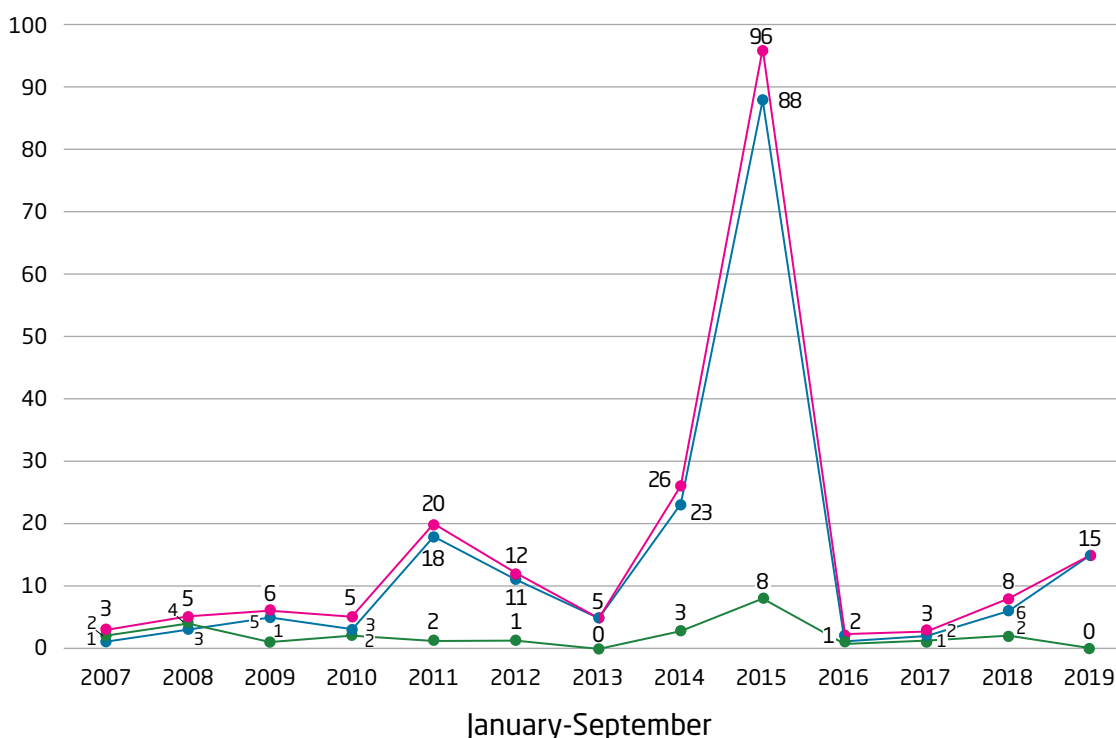
PIRACY  
AND ARMED  
ROBBERY  
AGAINST SHIPS  
IN ASIA

# INSIGHTS OF INCIDENTS BY LOCATION

## I. STRAITS OF MALACCA AND SINGAPORE

### NUMBER OF INCIDENTS

A total of 15 actual incidents were reported in the Straits of Malacca and Singapore (SOMS) during January-September 2019. All the incidents occurred in the Singapore Strait. There was no incident reported in the Malacca Strait. Over the 13-year period of January-September of 2007-2019, the highest number of incidents occurred during January-September 2015 (96 incidents).



Graph 2 - Number of incidents in SOMS (January-September of 2007-2019)

█ Total █ Actual █ Attempted

### INSIGHTS FROM DATA ANALYTICS

Of the 15 incidents reported during January-September 2019 in the Singapore Strait, there was no information on the number of perpetrators in seven incidents. Of the eight incidents with reports on the number of perpetrators, majority of them involved groups of **1-6 men**. Fourteen of the 15 incidents had no information if the perpetrators were armed. The crew was **not injured** in all the incidents. **Barges towed by tug boats** were boarded in 14 of the 15 incidents. The items stolen were mostly **scrap metal** from barges. Only slightly more than half of the 15 incidents occurred during hours of darkness which is a deviation from past trend where more than 75% of incidents in SOMS occurred during hours of darkness.

## DETAILS OF ANALYSIS

**Number of perpetrators.** Of the 15 incidents reported during January-September 2019, three incidents (20%) involved group of 1-3 men, three incidents (20%) involved groups of 4-6 perpetrators, one incident (7%) involved eight perpetrators, one incident (7%) involved 11 perpetrators and seven incidents (46%) had no information. Majority of the incidents in SOMS involved group of **1-6 perpetrators**. There was a large number of incidents with no information on the number of perpetrators, and this was because the crew of tug boats were not able to see the boarding on the unmanned barges towed by the tug boats.

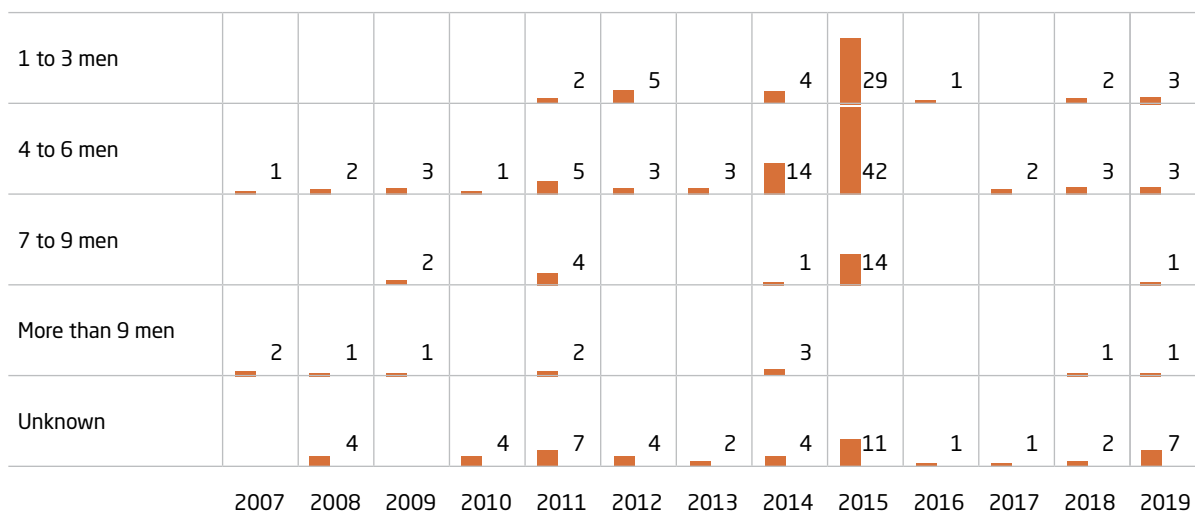


Chart 5 - Number of perpetrators - SOMS (January-September of 2007-2019)

**Type of weapons.** One incident reported that the perpetrators were armed with knives, and 14 incidents (93%) had **no information** if the perpetrators were armed. This is consistent with the past trend in SOMS whereby majority (58%) of the incidents reported during January-September of 2007-2018 had no information if the perpetrators were armed.

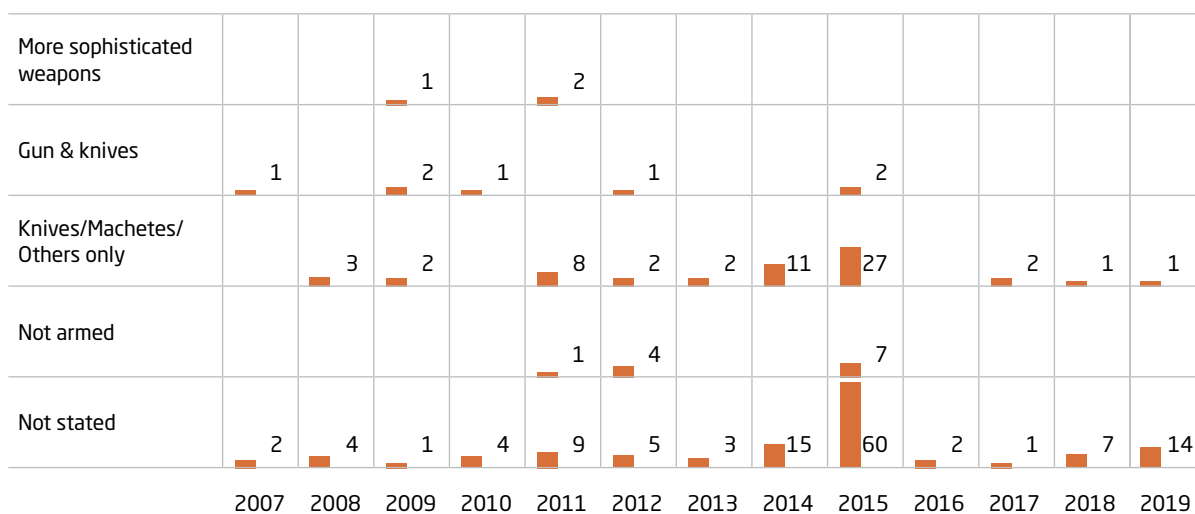
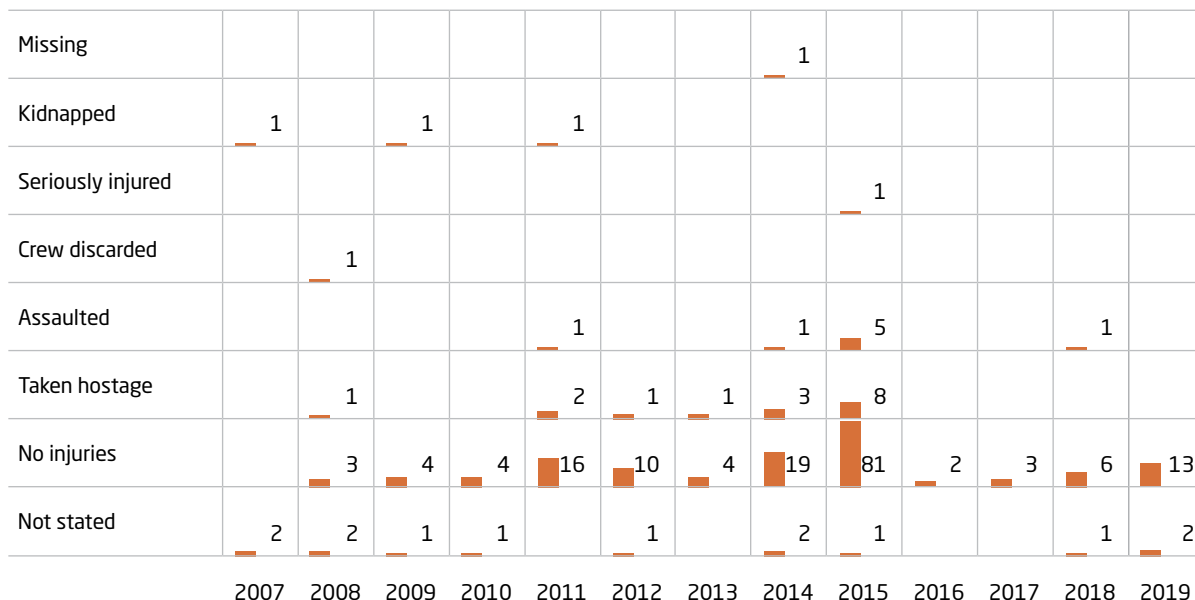


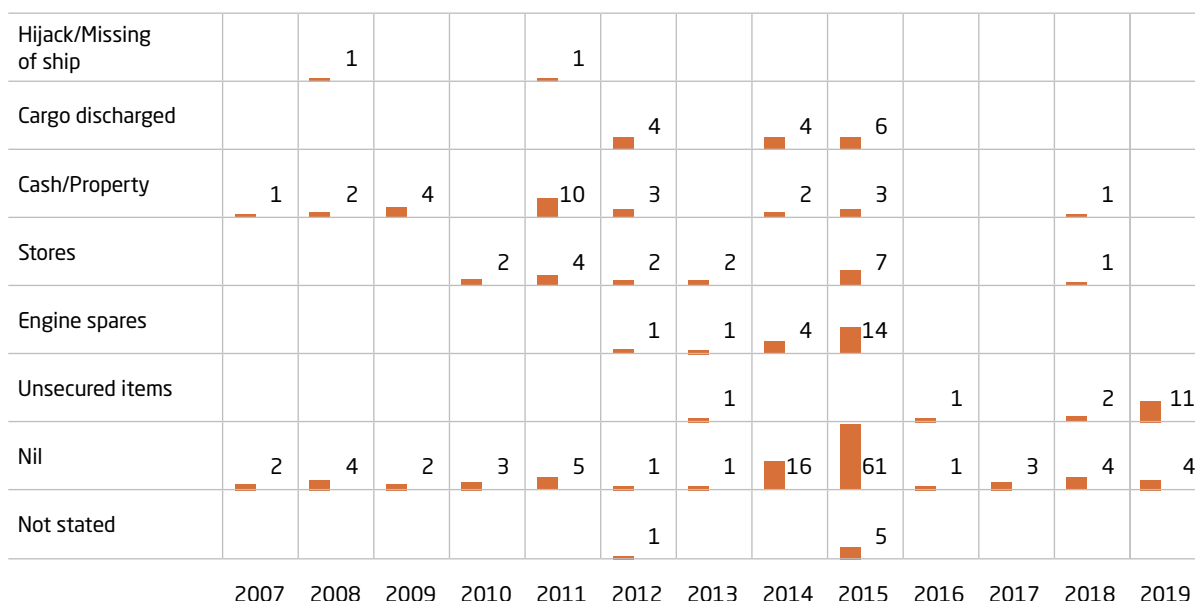
Chart 6 - Type of weapons - SOMS (January-September of 2007-2019)

**Treatment of crew.** The crew of the tug boats **did not suffer** from any injuries in 12 of the 14 incidents (86%) and no information was available on the condition of the crew in two incidents because the perpetrators boarded only the barges. This is consistent with the past trend in SOMS whereby majority of the incidents (79%) during January-September of 2007-2018 reported that the crew did not suffer any injuries.



**Chart 7 - Treatment of crew - SOMS (January-September of 2007-2019)**

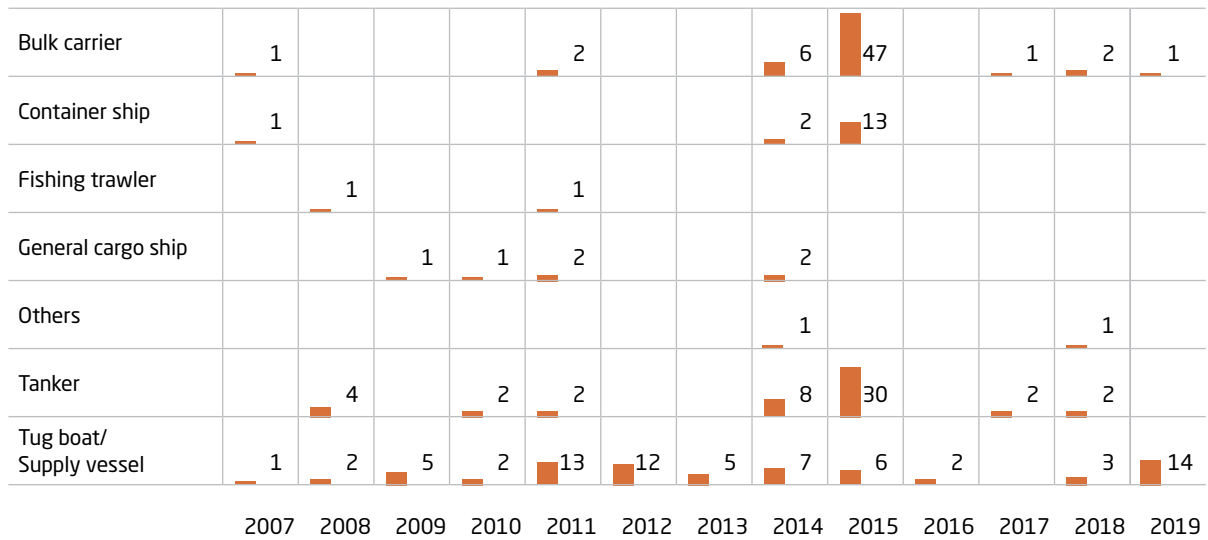
**Type of Losses.** Of the 15 incidents, 11 incidents (73%) reported that **unsecured items** including scrap metal and tools on board barges were stolen by the perpetrators. The other four incidents reported that nothing was stolen. There is a slight deviation from past trend in SOMS whereby majority of the incidents (54%) during January-September of 2007-2018 reported that nothing was stolen from ships.



**Chart 8 - Type of losses - SOMS (January-September of 2007-2019)**



**Type of ships.** Of the 15 incidents reported during January-September 2019, 14 incidents occurred to **barges towed by tug boats** and one incident to a bulk carrier. This is fairly similar to past trend in SOMS whereby bulk of the incidents during January-September of 2007-2018 occurred to tug boats/supply vessels (30%). However, a large number of incidents during January-September of 2007-2018 was also reported on board bulk carriers (31%).



**Chart 9 - Type of ships boarded - SOMS (January-September of 2007-2019)**

**Time of incidents.** Of the 15 incidents reported during January-September 2019, eight incidents (53%) occurred during **hours of darkness** (between 1800 hrs and 0559 hrs) and seven incidents (47%) occurred during daylight hours (between 1100 hrs and 1759 hrs). There is a slight deviation from past trend as most incidents in SOMS occurred during hours of darkness during January-September 2007-2018. Of the 193 incidents reported during January-September of 2007-2018, 150 incidents (78%) occurred during hours of darkness (between 1800 hrs and 0559 hrs) and 22% during daylight hours. Notably, of the 150 incidents that occurred during hours of darkness during January-September of 2007-2018, 96 incidents (64%) occurred between 0200 hrs and 0559 hrs.

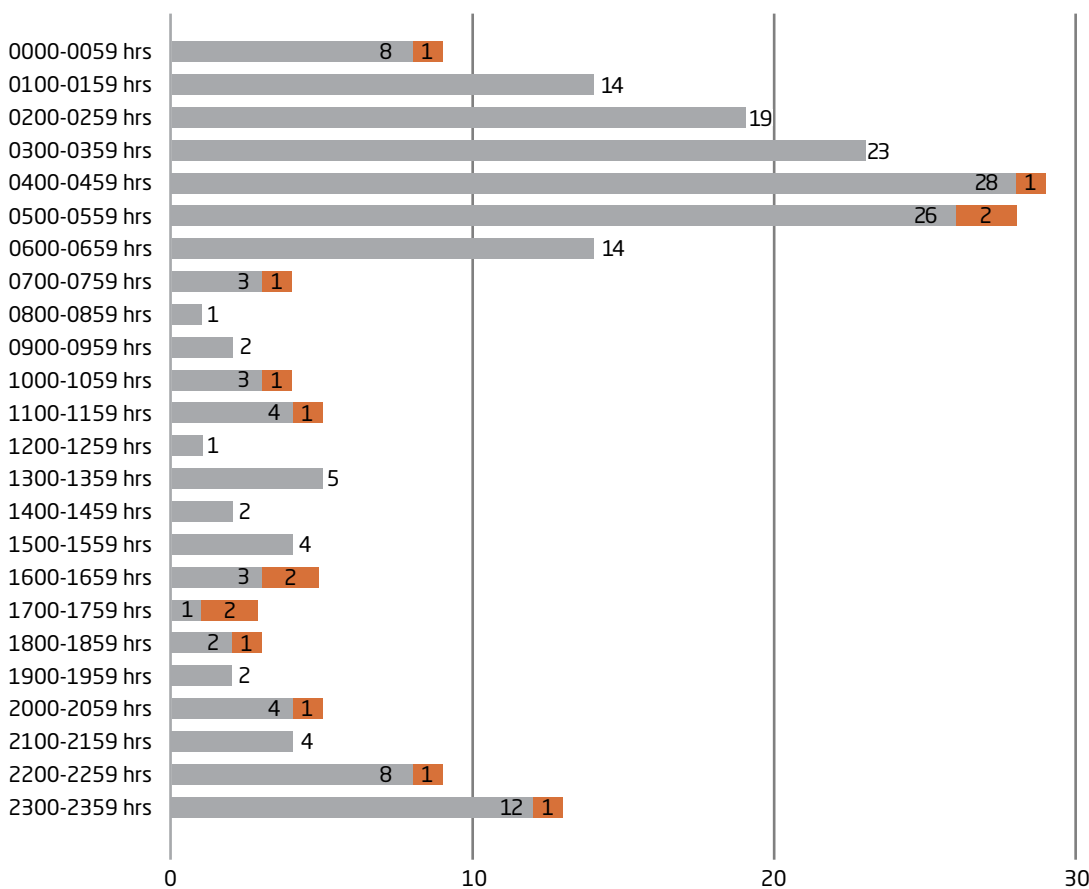
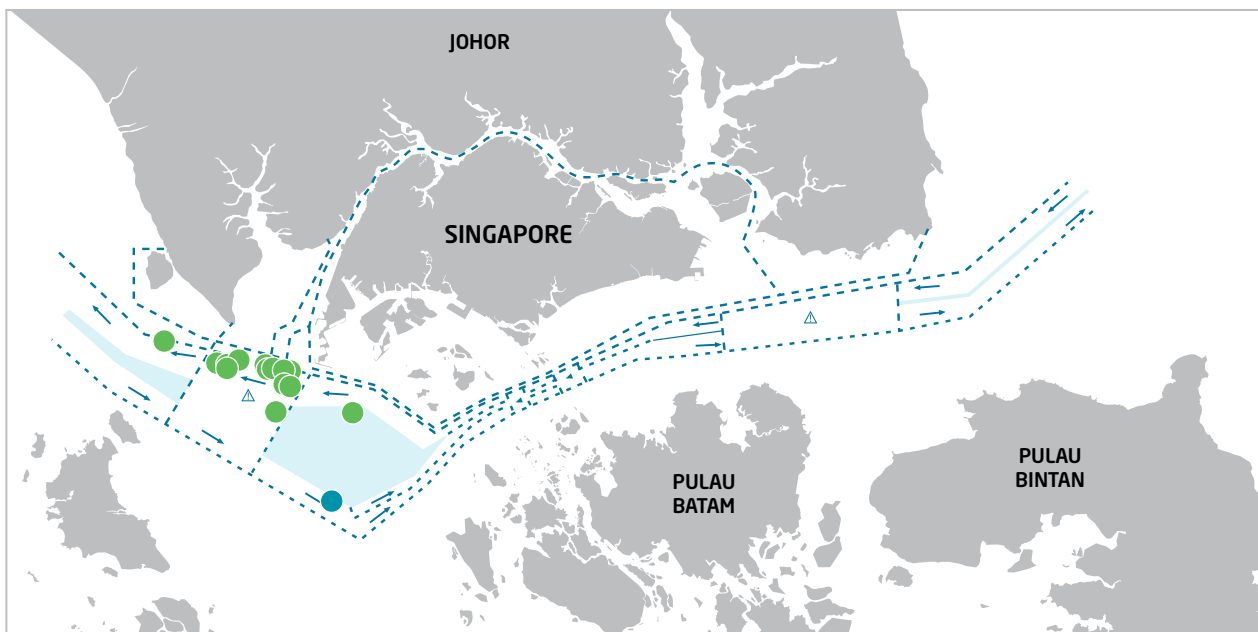


Chart 10 - Time of incidents - SOMS (January-September of 2007-2019)

■ 2017-2018   ■ 2019

## INCIDENTS DURING JANUARY-SEPTEMBER 2019

Map 4 below shows the location of the 15 incidents in the Singapore Strait during January-September 2019.



Map 4 - Location of incidents in the Singapore Strait (January-September 2019)

● CAT 3   ● CAT 4

Of the 15 incidents, 14 occurred to barges towed by tug boats in the westbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait and one incident occurred to a bulk carrier while underway in the eastbound lane of the TSS. All incidents of tug boats towing barges were CAT 4 in nature involving perpetrators who were not armed and the crew were not harmed. The incident involving a bulk carrier is CAT 3 in nature. The crew sighted five perpetrators armed with knives on the deck of the bulk carrier. The alarm was raised and a search for the perpetrators was conducted. The crew was not injured and nothing was stolen from the ship. This is the first time in 2019 when an incident involving a bigger ship was reported in the Singapore Strait. In 2018, a total of three incidents involving bigger ships were reported in the Singapore Strait (bulk carrier was boarded on 21 Apr 18, tanker on 19 May 18 and LPG tanker on 19 Sep 18).

The ReCAAP ISC notes that all the 14 incidents involving **barges towed by tug boats** occurred in the western sector of the Singapore Strait, and closer to shore than the **bulk carrier**.

## RECOMMENDATION TO SHIPS

26

The ReCAAP ISC advises ship master and crew to adopt the following measures while transiting the Singapore Strait:

- Enhance vigilance, maximise alertness for suspicious small boats and increase watch keeping
- Maintain communication with shipping company by providing periodic updates to ensure that the tug boat is on planned course
- 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 barge, or suspicious personnel on board the tug boat and barge
- Take heed of advisories and navigational broadcasts
- Shorten the tow line between the tug boat and barge while maintaining a safe distance
- Satellite tracking of the tug boat
- Ensure that the AIS on tug boat is switched ON
- Use night vision binoculars during hours of darkness to facilitate checking the barge and the surroundings
- Secure loose items onto the barge to prevent the perpetrators from taking them away easily

## II. INDONESIA

During January-September 2019, a total of 17 incidents (comprising 14 actual incidents and three attempted incidents) were reported compared to 26 incidents (comprising 20 actual incidents and six attempted incidents) during the same period in 2018. There is a **35% decrease** in the number of incidents during January-September 2019 compared the same period in 2018.

Over the 13-year period of January-September, the highest number of incidents occurred during January-September 2013 (62 incidents) and the lowest number during January-September 2009 (11 incidents).

**Status of ships.** Of the 17 incidents reported during January-September 2019, 15 incidents (88%) occurred to ships at ports and anchorages while two incidents (12%) occurred to ships while underway. This is consistent with past trend in Indonesia whereby majority of the incidents during January-September of 2007-2018 occurred to ships at ports and anchorages (89%) compared to incidents occurred to ships while underway (11%).



Graph 3 - Number of incidents in Indonesia (January-September of 2007-2019)

█ Total █ Actual █ Attempted

### INSIGHT FROM DATA ANALYTICS

Incidents reported during January-September 2019 in Indonesia were fairly consistent with past trend observed during January-September of 2007-2018 in terms of the type of weapons used (**knives/machetes/others**), treatment of crew (**no injuries**), items lost (**stores**), type of ships boarded (**tankers and bulk carriers**) and time of incidents (**hours of darkness**). There is a slight deviation from past trend on the number of perpetrators. Majority of the incidents reported during January-September 2019 involved smaller group of men (**1-3 men**) who were not armed and the crew not harmed.

## DETAILS OF ANALYSIS

**Number of perpetrators.** Of the 17 incidents reported during January-September 2019, eight incidents (47%) involved groups of **1-3 men**, five incidents (29%) involved groups of 4-6 men, one incident (6%) involved 7 men and three incidents (18%) had no information on the number of perpetrators involved. There is a slight deviation from past trend in Indonesia whereby majority of the incidents during January-September of 2007-2018 involved groups of 1-3 men (30%) and groups of 4-6 men (33%).

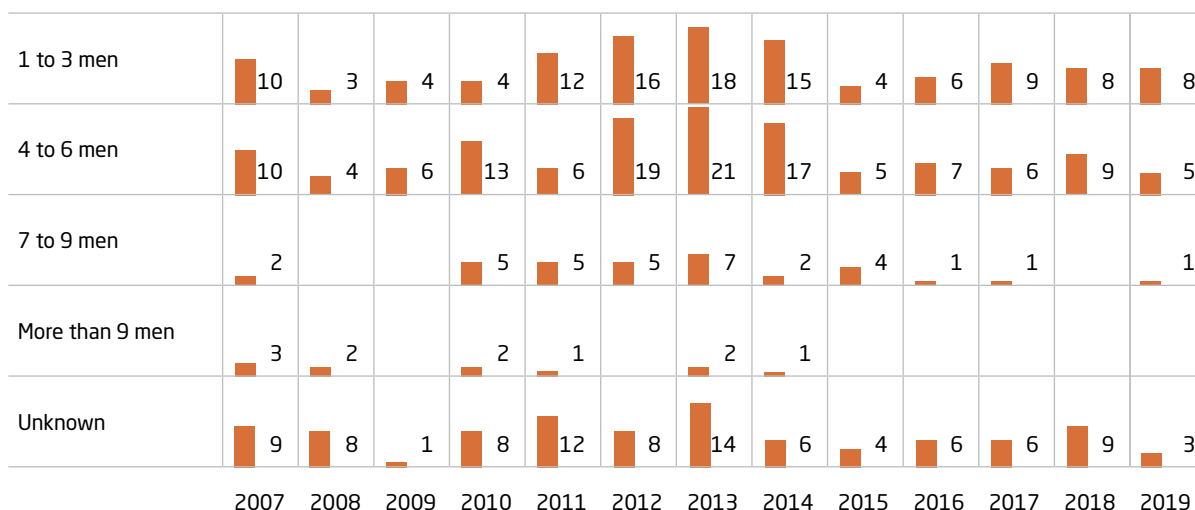


Chart 11 - Number of perpetrators - Indonesia (January-September of 2007-2019)

**Type of weapons.** Of the 17 incidents reported during January-September 2019, six incidents (35%) involved perpetrators who were armed with knives, machetes and hammer, one incident (6%) reported that the perpetrators were not armed and 10 incidents (59%) **did not have information** available if the perpetrators were armed. This is consistent with past trend in Indonesia whereby majority of the incidents during January-September of 2007-2018 had no information if the perpetrators were armed (47%). If perpetrators were armed, they were usually armed with knives or machetes (39%).

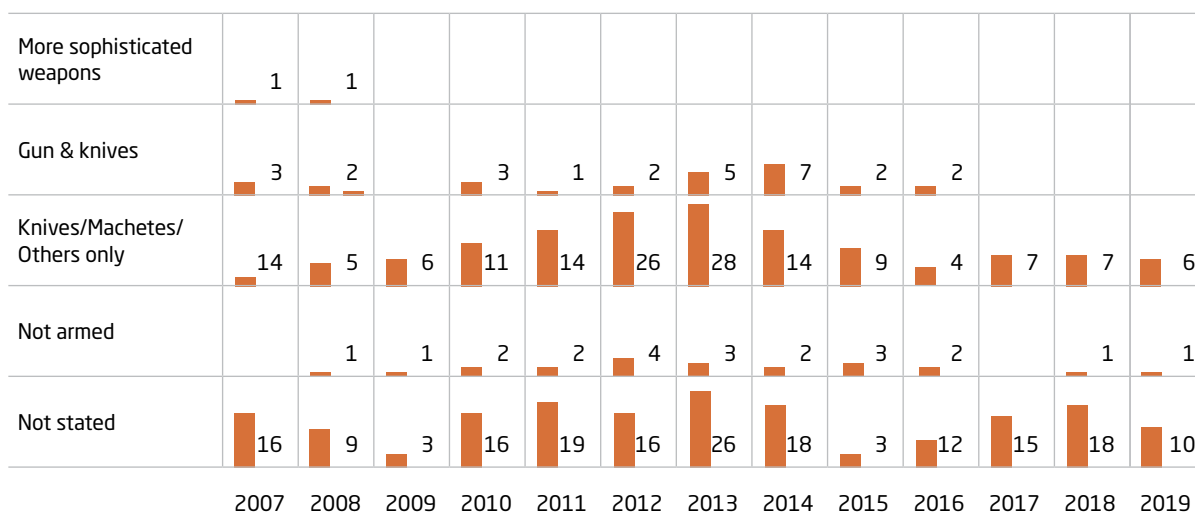
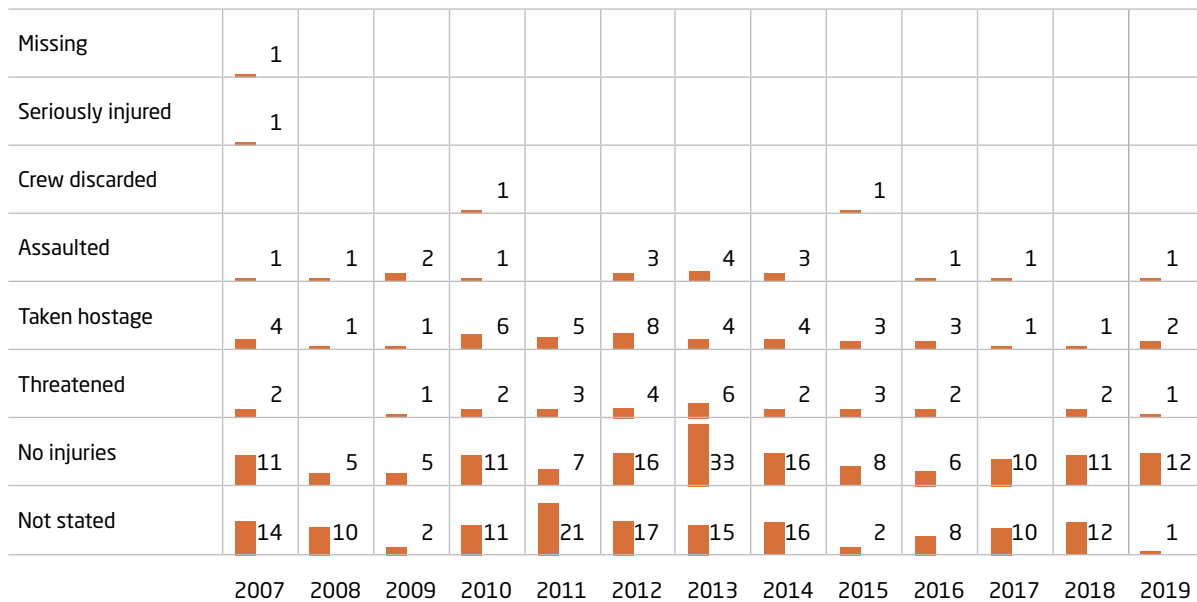


Chart 12 - Type of weapons - Indonesia (January-September of 2007-2019)

**Treatment of crew.** Twelve of the 17 incidents (71%) occurred during January-September 2019 reported that the crew **did not suffer injuries**. There were four incidents (24%) reported the perpetrators were violent toward the crew. They tied the crew, assaulted the crew resulting in one of them suffered minor injuries on his forehead and threatened them with knives. One incident had no information available on the treatment of the crew. This is consistent with past trend in Indonesia, whereby most of the incidents (38%) during January-September of 2007-2018 reported that the crew did not suffer any injuries.



**Chart 13 - Treatment of crew - Indonesia (January-September of 2007-2019)**



**Type of losses.** During January-September 2019, five incidents (29%) reported the losses of stores (fire hose nozzle, calliper etc.), four incidents (24%) reported the losses of engine spares, one incident (6%) reported the loss of cash and personal belongings, one incident (6%) reported the loss of unsecured items (walkie-talkie) and six incidents (35%) reported that nothing was stolen. This is fairly consistent with past trend in Indonesia, whereby a large number of the incidents (34%) during January-September of 2007-2018 reported nothing was stolen. If anything was taken from the ship, stores were usually stolen (36%).

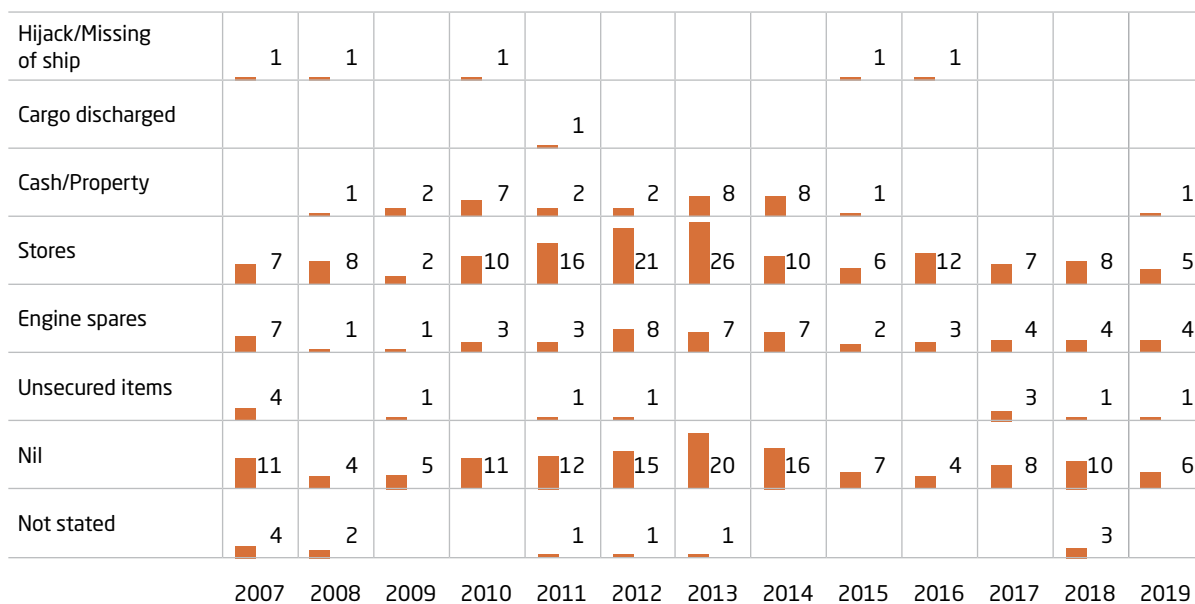


Chart 14 - Type of losses - Indonesia (January-September of 2007-2019)

**Type of ships.** Of the 17 incidents reported during January-September 2019, six incidents (35%) occurred on board **bulk carriers**, four incidents (23%) on board tankers, three incidents (18%) on board tug boats, two incidents (12%) on board general cargo ships, one incident each on board a container ship (6%) and a sailing boat (6%). This is consistent with past trend in Indonesia as majority of the incidents reported during January-September of 2007-2018 occurred on board tankers (43%) and bulk carriers (36%).

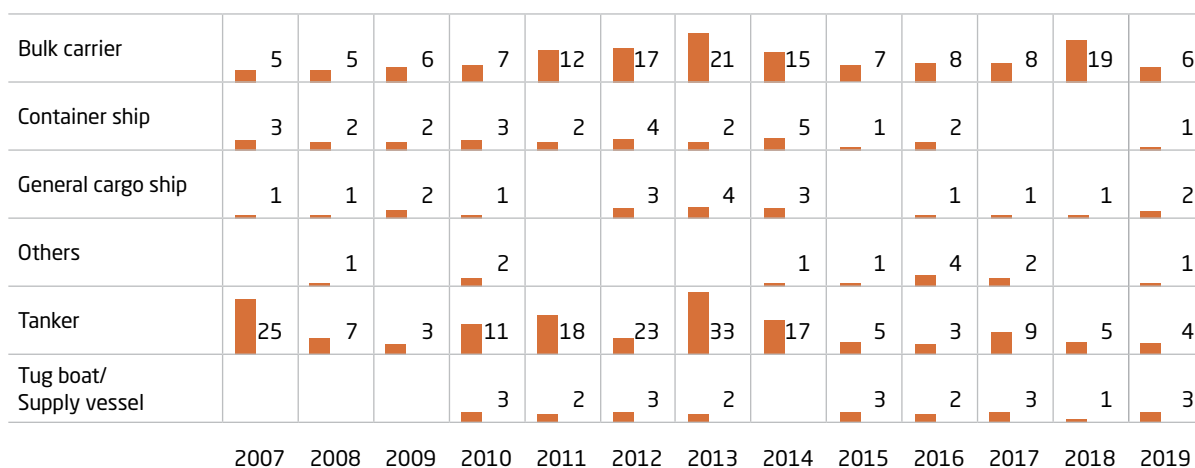


Chart 15 - Type of ships boarded - Indonesia (January-September of 2007-2019)

## TIME OF INCIDENTS

Majority of the incidents (82%) reported during January-September 2019 occurred during **hours of darkness** (1800 hrs and 0505 hrs). This is consistent with past trend in Indonesia as 84% of the incidents reported during January-September 2018 occurred during hours of darkness (between 1800 hrs and 0559 hrs), in particular during 0200-0459 hrs.

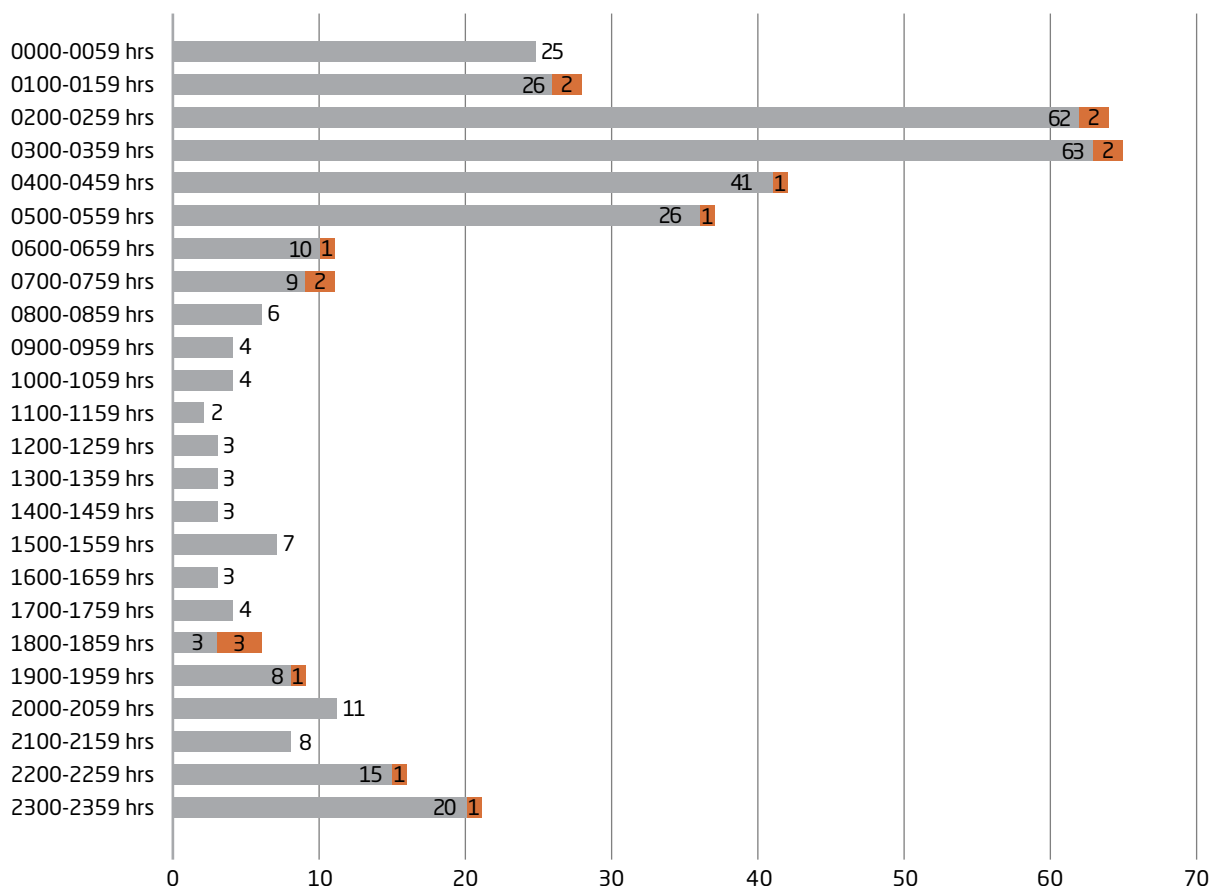
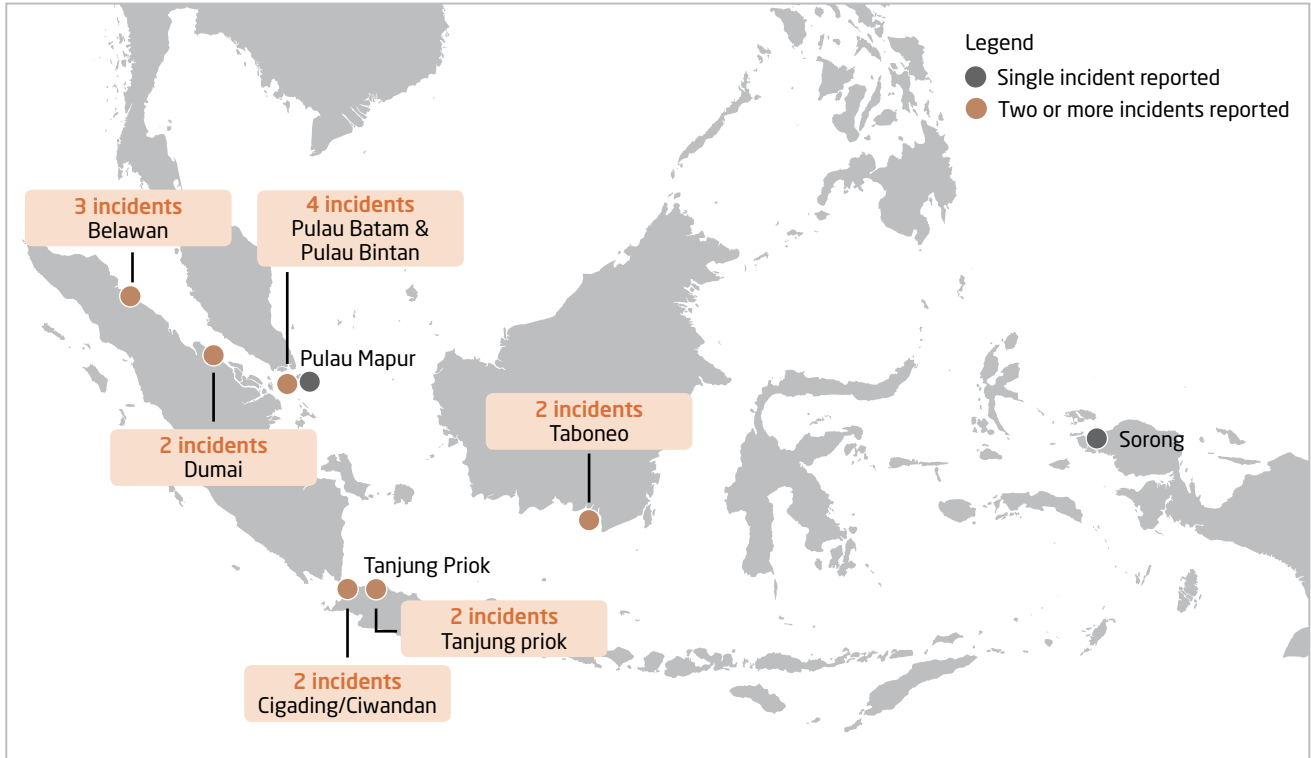


Chart 16 - Time of incidents - Indonesia (January-September of 2007-2019)

■ 2017-2018   ■ 2019

## INCIDENTS DURING JANUARY-SEPTEMBER 2019

Map 5 shows the location of incidents reported in Indonesia during January-September 2019.



Map 5 - Location of incidents in Indonesia (January-September 2019)

Table 2 below shows the location of incidents reported in Indonesia for the past five years (January-September of 2015-2019).

January-September						
	2015	2016	2017	2018	2019	Total
Balikpapan		1				1
Belawan	7	1	1		3	12
Bontang				1		1
Cigading / Ciwandan					2	2
Cilacap			1			1
Dumai	1	1	5		2	9
Kuala Tanjung	2					2
Lembeh Islands	1					1
Merak			1	1		2
Panjang / Tarahan		1		3		4
Pulau Batam / Pulau Bintan	4	6	8	4	4	26
Pulau Belitung		1				1
Pulau Mapur					1	1
Pulau Nipa	1					1
Samarinda		3	4	14		21
Semarang		1				1
Sorong					1	1
Taboneo		1	1	1	2	5
Tanjung Priok	1	4	1	2	2	10

**Table 2 - Location of incidents in Indonesia (January-September of 2015-2019)**

The following observations are made based on the five-year data shown in Table 2:

1. The situation at Samarinda, Kalimantan has improved with no incident reported at Samarinda during January-September 2019 compared to 14 incidents reported during the same period in 2018.
2. There was also improvement at Panjang/Tarahan. No incident was reported at Panjang/Tarahan during January-September 2019 compared to three incidents during January-September 2018.
3. However, the number of incidents at Belawan, Dumai and Taboneo have increased during January-September 2019 compared to January-September 2018. During January-September 2019, three incidents were reported at Belawan compared to no incident reported during January-September 2018. At Dumai, two incidents were reported during January-September 2019 compared to no incident reported during January-September 2018. At Taboneo, two incidents were reported during January-September 2019 compared to one incident reported during January-September 2018.



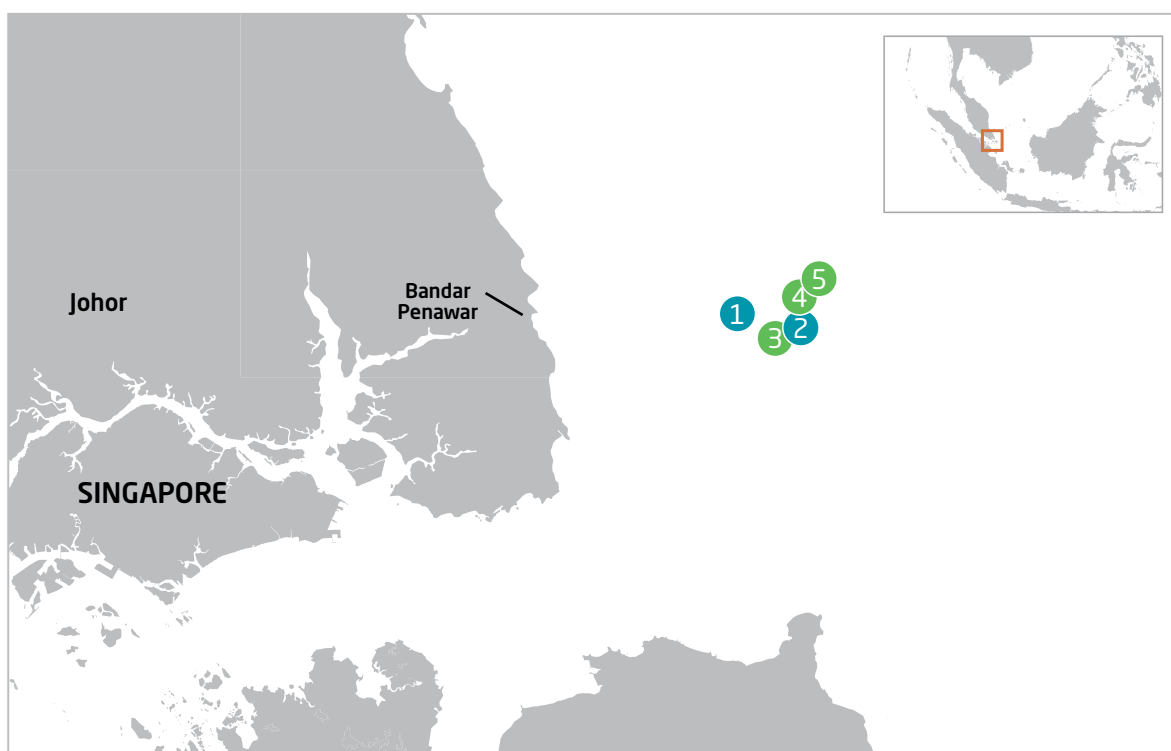
**04** CASE STUDY

PIRACY  
AND ARMED  
ROBBERY  
AGAINST SHIPS  
IN ASIA

# CASE STUDY

## INCIDENTS OFF BANDAR PENAWAR, JOHOR, MALAYSIA

A total of five incidents occurred off Bandar Penawar, Johor, Malaysia during January-September 2019. Of the five incidents, two were CAT 3 incidents and three were CAT 4 incidents. Map 6 shows the approximate location of incidents reported off Bandar Penawar, Johor, Malaysia during January-September 2019.



Map 6 - Location of incidents off Bandar Penawar (January-September 2019)

● CAT 3   ● CAT 4

- |   |  |  |
|---|--|--|
| <p>① <b>Safesea Neha II</b><br/>Bulk carrier<br/>31 May 19<br/>2330 hrs</p> | <p>② <b>Eagle</b><br/>Tanker<br/>26 Aug 19<br/>0445 hrs</p>              | <p>③ <b>British Contributor</b><br/>LNG Tanker<br/>8 Sep 19<br/>1708 hrs</p> |
| <p>④ <b>Front Leopard</b><br/>Tanker<br/>26 Sep 19<br/>0415 hrs</p>         | <p>⑤ <b>TSL Rosemary</b><br/>Bulk carrier<br/>26 Sep 19<br/>0600 hrs</p> |  |

The description of the five incidents are as follows:

### 1 Incident on 31 May 19

Name of ship	<i>Safesea Neha II</i>
Type of ship	Bulk carrier
Flag of ship	Liberia
GT	31144
IMO number	9347918

On 31 May 19 at about 2330 hrs, two perpetrators armed with knives boarded the bulk carrier when she was anchored at approximately 12.2 nm east of Bandar Penawar, Johor, Malaysia. The crew spotted and chased after the perpetrators, who jumped overboard and escaped immediately. The crew was not injured and nothing was stolen.

### 2 Incident on 26 Aug 19

Name of ship	<i>Eagle</i>
Type of ship	Tanker
Flag of ship	Marshall Islands
GT	333
IMO number	9233753

On 26 Aug 19 at about 0445 hrs, four perpetrators armed with knives and sharp object boarded the tanker by climbing the anchor chain and entered through the hawse pipe from a wooden craft when the tanker was anchored at approximately 17 nm east off Bandar Penawar, Johor, Malaysia. The crew sighted the perpetrators, raised the ship's alarm and sounded the forward whistle. Upon realising the crew had been alerted, the perpetrators escaped with a 6-man life raft, and a few fire hoses and nozzles. The crew was not injured. The Malaysian authority was notified.

### 3 Incident on 8 Sep 19

Name of ship	<i>British Contributor</i>
Type of ship	LNG tanker
Flag of ship	Isle of Man
GT	115366
IMO number	9766554

On 8 Sep 19 at about 1708 hrs, three perpetrators boarded the LNG tanker through the anchor cable hawse pipe when she was anchored at approximately 15.7 nm east of Bandar Penawar, Johor, Malaysia. They stole a life raft and four hose couplings from the forecastle area. The perpetrators also gained access to the forward store and stole a rescue harness, two small coils of fire hose and some additional fire hose fittings. The perpetrators escaped through the hawse pipe at about 1740 hrs. The crew was not injured.



#### 4 Incident on 26 Sep 19

<b>Name of ship</b>	<i>Front Leopard</i>
<b>Type of ship</b>	Tanker
<b>Flag of ship</b>	Marshall Islands
<b>GT</b>	62700
<b>IMO number</b>	9703320

On 26 Sep 19 at about 0415 hrs, perpetrators boarded the tanker unnoticed via the anchor chain when she was anchored at approximately 16.9 nm east of Bandar Penawar, Johor, Malaysia. They stole the ship's equipment from the forward store and escaped. The incident was reported to the regional authorities.

#### 5 Incident on 26 Sep 19

<b>Name of ship</b>	<i>TSL Rosemary</i>
<b>Type of ship</b>	Bulk Carrier
<b>Flag of ship</b>	Hong Kong, China
<b>GT</b>	21483
<b>IMO number</b>	9527192

On 26 Sep 19 at about 0600 hrs, three perpetrators boarded the bulk carrier via the anchor chain from a small wooden boat when the bulk carrier was anchored at approximately 17.7 nm east of Bandar Penawar, Johor, Malaysia. The perpetrators broke the forepeak store lock and stole a new mooring rope. The crew was alerted, mustered and proceeded towards the forecandle. Upon realising the crew had been alerted, the perpetrators jumped overboard and escaped immediately. The Malaysian Maritime Enforcement Agency (MMEA) later boarded the ship to investigate the incident.

## MODUS OPERANDI OF THE PERPETRATORS

The modus operandi of the perpetrators involved in the five incidents are summarised in table below:

Name of ship	<i>Safesea Neha II</i>	<i>Eagle</i>	<i>British Contributor</i>	<i>Front Leopard</i>	<i>TSL Rosemary</i>
<b>Date &amp; Time of incident</b>	31 May 19 at 2330 hrs	26 Aug 19 at 0445 hrs	8 Sep 19 at 1708 hrs	26 Sep 19 at 0415 hrs	26 Sep 19 at 0600 hrs
<b>Type of ship</b>	Bulk carrier	Tanker	LNG Tanker	Tanker	Bulk carrier
<b>Number of perpetrators</b>	2	4	3	Unknown	3
<b>Type of weapons used</b>	Knives	Knives & sharp object	Not stated	Not stated	Not armed
<b>Treatment of crew</b>	No injuries	No injuries	No injuries	Not stated	No injuries
<b>Type of losses</b>	Nothing stolen	Life raft, fire hoses and nozzles	Life raft, fire hose couplings, rescue harness, fire hose & fittings	Ship's equipment	Mooring rope

**Table 3 - Modus Operandi of Perpetrators**

From the above, the following observations are made:

- a. **Time of incident.** Four of the five incidents occurred during hours of darkness (between 2330 hrs and 0600 hrs). The other incident occurred during daylight hours (1708 hrs).
- b. **Number of perpetrators.** The number of perpetrators involved were less than five men. Three of the five incidents reported that the perpetrators were in groups of 3-4 men. One incident involved two men, and the other incident had no information on the number of perpetrators involved.
- c. **Weapons used by perpetrators.** Of the five incidents, two reported that the perpetrators were armed with knives, two had no information if the perpetrators were armed and one reported that the perpetrators were not armed.
- d. **Treatment of crew.** The crew was not injured in four of the five incidents reported. The other incident had no information on the treatment of the crew.

- e. **Economic loss.** Of the five incidents, four reported losses and one reported nothing was stolen. Notably, in the incidents involving *Eagle* and *British Contributor*, similar items such as life raft, fire hoses, nozzles and fittings were stolen from the ships.
- f. **Type of ships boarded.** Three of the five incidents occurred on board tankers. The other two incidents occurred on board bulk carriers. However, there is no conclusive evidence to suggest that the perpetrators targeted a specific type of ship. The perpetrators were most likely opportunistic in nature, as they boarded ships with crew who was less vigilant.
- g. **Date of incident.** Notably, four of the five incidents reported occurred towards the end of the month (26<sup>th</sup> to 31<sup>st</sup>), and only one incident occurred in the early part of the month (8<sup>th</sup>).

## RECOMMENDATION BY ReCAAP ISC

The ReCAAP ISC is concerned about the situation off Bandar Penawar, Johor, Malaysia. This is especially so when two incidents occurred on the same day (on 26 Sep 19) within an interval of two hours, and in close proximity to each other. The ReCAAP ISC recommends the Malaysian Maritime Enforcement Agency (MMEA) to step up surveillance, increase patrols and respond promptly to all reports of incidents off Bandar Penawar, Johor, Malaysia. The ReCAAP ISC encourages ship masters who anchor their ships in the area to take the following measures:

- Do not anchor at the outer port limit area
- Stay vigilant and maintain deck and bridge watch
- Be on constant lookout for suspicious boats in the vicinity
- Establish and maintain communication with the port authorities and coastal State
- Report all incidents to the coastal State and flag State
- Implement preventive measure recommended in the '*Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*'.



05

**ReCAAP ISC'S MAIN ACTIVITIES  
(JULY-SEPTEMBER 2019)**

PIRACY  
AND ARMED  
ROBBERY  
AGAINST SHIPS  
IN ASIA

## ReCAAP ISC'S MAIN ACTIVITIES (JULY-SEPTEMBER 2019)

### CAPACITY BUILDING EXECUTIVE PROGRAMME 2019, SINGAPORE (9-12 SEPTEMBER 2019)

The Ministry of Foreign Affairs of Japan and Maritime and Port Authority of Singapore jointly organized the Capacity Building Executive Programme (CBEP) 2019 in Singapore during 9-12 Sep 19. A total of 21 participants from Focal Points, law enforcement agencies, shipping industry and international organisations attended the meeting. The CBEP 2019 provided the Focal Points the opportunity to engage the shipping industry. The Focal Points and the shipping industry shared their perspective on piracy and sea robbery, the countermeasures they are implementing and best practices taken to prevent piracy and sea robbery against their ships.



Group photo of the 3<sup>rd</sup> Capacity Building Executive Programme (CBEP) 2019

## WORKING LEVEL MEETING FOR 15<sup>TH</sup> HEADS OF ASIAN COAST GUARD AGENCIES MEETING (HACGAM), COLOMBO, SRI LANKA (9-11 JULY 2019)

The Working Level Meeting (WLM) for the 15<sup>th</sup> HACGAM was held on 9-11 Jul 19 in Colombo, Sri Lanka. A total of 42 participants attended the meeting, which was hosted by the Sri Lanka Coast Guard. ReCAAP ISC is the associate member of HACGAM, and the meeting provided a good opportunity for ReCAAP ISC to engage members of the HACGAM (15 of the 21 members are ReCAAP Contracting Parties). The WLM conducted intensive discussion in four Working Groups for the preparation of the High Level Meeting of 15<sup>th</sup> HACGAM which is scheduled to be held on 7-10 Oct 19 in Colombo, Sri Lanka.



Group photo of participants of WLM for 15<sup>th</sup> HACGAM

## LECTURE AT JAPAN INTERNATIONAL COOPERATION AGENCY (JICA) TRAINING COURSE, TOKYO, JAPAN (10 JULY 2019)

The JICA and Japan Coast Guard jointly conducted the JICA Training Course for Maritime Law Enforcement in Asia and off coast of Somalia during 23 Jun-19 Jul 19 in Tokyo, Japan. The ReCAAP ISC was invited to deliver a presentation, to introduce ReCAAP and provide an update on the latest situation of piracy and armed robbery against ships in Asia. A total of 19 participants from law enforcement agencies and maritime authorities in Asia and Africa region attended the course.



Participants and ReCAAP ISC Staff during JICA Training Course for Maritime Law Enforcement



## IMO 122<sup>ND</sup> COUNCIL MEETING (15-19 JULY 2019)

The ED-ISC, Mr Masafumi Kuroki attended the IMO 122<sup>nd</sup> Council Meeting in London, UK on 15-19 Jul 19. During the Council, ED made an intervention on the Information Paper tabled by ReCAAP ISC. The paper focuses on Asia's incident reporting and responses mechanism with a central role of coastal States. The paper was co-sponsored by 10 ReCAAP's member States (namely, Bangladesh, China, Denmark, Japan, Norway, Republic of Korea, the Philippines, Singapore, the United States and Vietnam).

## VISIT TO ReCAAP FOCAL POINT (CAMBODIA) (15 AUGUST 2019)

A team of ReCAAP ISC staff visited the Ministry of Public Works and Transport (MPWT) [who is also the ReCAAP Focal Point (Cambodia)] on 15 Aug 19 in Phnom Penh, Cambodia. A meeting comprising of 20 participants was organised by the MPWT with the attendance of the Cambodian Navy, Police Sea Border Protection, Autonomous Port of Sihanoukville and shipping companies. The ReCAAP ISC presented the latest situation of piracy and armed robbery against ships in Asia, and discussed with the participants on anti-piracy measures adopted by the shipping companies in Cambodia and the challenges faced by the Focal Point.

## SARAWAK AND SABAH SHIPOWNERS ASSOCIATION (SSSA) ANTI-PIRACY AND SEA ROBBERY FORUM (19-20 AUGUST 2019)

The SSSA organised the Anti-Piracy and Sea Robbery Forum 2019 on 19 Aug in Kota Kinabalu, Sabah, Malaysia and invited ReCAAP ISC. At the Forum, the ReCAAP ISC presented the latest situation in Asia focusing on the abduction of crew for ransom off Eastern Sabah and distributed the '*Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah*' to members of SSSA. The Forum was part of SSSA's ongoing effort to engage the local and regional government agencies, ReCAAP ISC and SSSA's members. Other speakers were from the Philippine Coast Guard, Malaysian Maritime Enforcement Agency, and Malaysia Shipowners' Association. A total of 20 participants from SSSA attended the Forum.



Participants at the Anti-Piracy and Sea Robbery Forum 2019

## CONCLUSION

There was a **decrease of 16%** in the total number of incidents during January-September 2019 compared to the same period in 2018. However, in terms of actual incidents there was only one incident less during January-September 2019 compared to the same period in 2018. The improvement during January-September 2019 was largely due to the decrease in the number of attempted incidents reported. There was a 64% decrease in the number of attempted incidents during January-September 2019 (five incidents) compared to the same period in 2018 (14 incidents).

Improvement was observed at the ports and anchorages in Bangladesh and Indonesia during January-September 2019. However, there was an increase in the number of incidents (mostly petty theft) in the Singapore Strait and off Bandar Penawar, Johor, Malaysia.

In the Sulu-Celebes Seas and waters off Eastern Sabah, the risk of abduction of crew for ransom remains, with the occurrence of two incidents of abduction of crew during January-September 2019. The ReCAAP ISC advises the shipping industry to refer to the *'Guidance on the Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah'* for safe navigation in the concerned area and precautionary measures to take to avoid the incident. ReCAAP ISC also reiterates its advisory issued on 21 Nov 16 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 ReCAAP ISC encourages ship masters and crew to exercise enhanced vigilance when transiting areas of concern and immediately report all incidents to the nearest coastal State. The ReCAAP ISC reiterates the importance of collective efforts and shared responsibility among all stakeholders, including the shipping industry and law enforcement agencies.



# 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 (JANUARY-SEPTEMBER 2019)

## 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	<b>Mito</b> General cargo ship Panama 9815 9587788	11/01/19 0700 hrs	5° 59.2' S, 105° 56.1' E  Ciwandan anchorage, Indonesia	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.  [ReCAAP Focal Point (Japan)]
2	<b>Name withheld</b> Bulk carrier Hong Kong, China 94866	12/01/19 0430 hrs	38° 53.4' N, 118° 36.6' E  Caofeidian Large Oil Tank anchorage, China	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.  [ReCAAP Contact Point (Hong Kong)]
3	<b>FMG Northern Spirit</b> Ore carrier Hong Kong, China 134693 9753595	30/01/19 0055 hrs	38° 52.8' N, 119° 11.8' E  Jingtang anchorage, China	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.  [ReCAAP Contact Point (Hong Kong)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
4	<p><b>Jin Hwa 43</b> Tug boat Malaysia 148 9689768</p> <p><b>Jin Hwa 44</b> Barge Malaysia</p>	05/02/19 1709 hrs	<p>1° 12.63' N, 103° 34.79' E</p> <p>Approximately 1.3 nm southwest of the Western Boarding Ground Alpha, Singapore, in the west-bound lane of the TSS in the Singapore Strait</p> <p>(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><b>[ReCAAP Focal Point (Singapore)]</b></p>
5	<p><b>Maersk Capri</b> Product tanker Singapore 29816 9786140</p>	06/02/19 0505 hrs	<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><b>[ReCAAP Focal Point (Singapore)]</b></p>
6	<p><b>RTM Dampier</b> Bulk carrier Singapore 106796 9591325</p>	11/02/19 0240 hrs	<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><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
7	<p><b>Sung Fatt 31</b> Tug boat Malaysia 135 8984446</p> <p><b>Sung Fatt 36</b> 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, in the westbound lane of the TSS in the Singapore Strait</p> <p>(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><b>[ReCAAP Focal Point (Singapore)]</b></p>
8	<p><b>Nakhal Silver</b> 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><b>[ReCAAP Focal Point (Philippines)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
9	<b>TRF Kaya</b> Container ship Liberia 28616 9330549	27/03/19 0430 hrs	14° 33.18' N, 120° 54.13' E  Manila Quarantine Anchorage, Philippines	<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><b>[ReCAAP Focal Point (Philippines)]</b></p>
10	<b>Sonangol Namibe</b> Tanker Bahamas 83469 9325049	13/04/19 1536 hrs	17° 37.1' N, 83° 19.2' E  Visakhapatnam SPM anchorage, India	<p>While proceeding to anchor at Visakhapatnam SPM anchorage, the ship was approached by 11 perpetrators in five country boats. The master sounded the ship's whistle, raised the alarm and made an announcement on the PA system. The accommodation and other spaces of the ship were secured and guarded by the crew. The master reported the incident to Vizag Port Control and Indian Coast Guard (ICG), requesting for assistance. The perpetrators subsequently boarded the ship via the main deck. The crew did not offer resistance but monitored the perpetrators and managed to restrict their movement to deck.</p> <p>Upon receiving the information from the master, the Port Control informed Central Industrial Security Force (CISF) / Vizag Port Trust (VPT), Coastal Security Police (CSP) and ICG along with the Port Facility Security Officer (PFSO) and Dy PFSO. CISF / VPT and ICG crafts were despatched to the location.</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
				<p>Upon seeing the authorities' crafts approaching, the perpetrators escaped in their boats. The crew was not injured and nothing was stolen.</p> <p>The Director General of Shipping (India) has requested the Port Authorities and Mercantile Marine Department (MMD) of Visakhapatnam to conduct investigation and provide details of action taken to prevent recurrence of such incident.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>
<p><b>11</b></p>	<p><b>Union Topaz</b> Tug boat Cyprus 2312 9406427</p> <p><b>Magnor</b> Backhoe dredger Cyprus</p>	<p>24/04/19 0510 hrs</p>	<p>1° 10.63' N, 103° 34.3' E</p> <p>Approximately 5 nm west-northwest of Nipa island, Indonesia, in the westbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p>	<p>While the tug boat towing a backhoe dredger was underway, two perpetrators boarded the dredger. Two wooden boats were sighted alongside the backhoe dredger. The master shone light at the backhoe dredger, and the two perpetrators escaped via the wooden boats. The crew was safe and no items were reported stolen. The pilot on board the tug boat reported the incident to Singapore VTIS. Singapore VTIS initiated the safety navigational broadcast and notified the Singapore Police Coast Guard, the Republic of Singapore Navy (RSN) and the Indonesian authority.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
<p><b>12</b></p>	<p><b>Vector 1</b> Tug boat Malaysia 106 5330005</p> <p><b>Yong Tat 319</b> Barge</p>	<p>25/04/19 0530 hrs</p>	<p>1° 13.33' N, 103° 31.02' E</p> <p>Off Tanjung Piai, Johor, Malaysia, in the westbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p>	<p>While the tug boat towing barge was underway, three to four perpetrators boarded the barge. The master reported the incident to Singapore VTIS who informed the Malaysian Maritime Enforcement Agency (MMEA). The crew was safe and no items were reported stolen.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
13	<b>Jackson Bay</b> Container ship Liberia 39912 9322358	27/04/19 0405 hrs	6° 5.5' S, 106° 52.9' E  Jakarta Container Terminal, Indonesia	While at berth, two perpetrators boarded the container ship. The duty oiler on routine rounds spotted the perpetrators in the engine room and raised the alarm. Upon hearing the alarm, the perpetrators escaped. A search was conducted on board the ship. Nothing was stolen.  <b>[IMO]</b>
14	<b>Arionas</b> Tanker Marshall Islands 23270 9315757	09/05/19 2210 hrs	22° 46.8' N, 70° 2.8' E  Deendayal Port (Kandla) outer anchorage, India	While at anchor, seven unarmed perpetrators boarded the tanker from a red boat. They approached the midship starboard from the bow, and stole two pieces of 10 inches x 12 inches cargo reducers from midship starboard side manifold area.  The master raised the alarm, sounded the ship's whistle, mustered the crew and reported the incident to the ship's agent, Marine Police, Indian Coast Guard (ICG) and Kandla port authority. The crew was not injured. A joint investigation by the Marine Police, ICG and Kandla port authority is ongoing.  <b>[ReCAAP Focal Point (India)]</b>
15	<b>Princess Paula</b> Bulk carrier Hong Kong, China 19885 9300207	11/05/19 1800 hrs	1° 42.76' N, 101° 26.62' E  Lubuk Gaung Anchorage, Dumai, Indonesia	While at anchor, the 3 <sup>rd</sup> Engineer of the bulk carrier discovered that the spare part room in the main engine room had been broken into. Some engine spares were stolen. The master raised the alarm and a search was conducted. The crew was not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>



S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
16	<b>Da Yang Bai Li</b> General cargo ship China 7216 9607978	13/05/19 0210 hrs	1° 0.1' N, 104° 54.8' E  Approximately 4 nm east of Pulau Mapur, Indonesia	While underway, four masked perpetrators armed with long knives boarded the general cargo ship. The perpetrators took an A/B hostage, entered the cabin of the master and tied the master and A/B. The perpetrators stole cash and personal effects of the master and A/B; cut the Inmarsat telephone line and escaped.  <b>[ReCAAP Focal Point (China), ReCAAP Focal Point (Singapore)]</b>
17	<b>Barlian T1201</b> Tug boat Niue 153 9433432  <b>Smit Cyclone</b> Barge Dominican Republic	18/05/19 1650 hrs	1° 13.27' N, 103° 32.72' E  Approximately 3.3 nm south- east of Tanjung Piai, Johor, Malaysia, in the westbound lane of the TSS in the Singapore Strait  (SOMS)	While the tug boat towing barge was underway, the master of the tug boat reported to Singapore Vessel Traffic Information System (VTIS) via VHF that six perpetrators were boarding the barge from a small boat. The master also raised the alarm and mustered the crew.  The master later reported that the perpetrators had left the barge with some tools stolen from the barge. The tug boat and barge continued her voyage to Port Klang, Malaysia.  Singapore VTIS initiated the safety navigational broadcast and notified the Singapore Police Coast Guard, the Republic of Singapore Navy (RSN) and the Malaysian authority.  <b>[ReCAAP Focal Point (Singapore)]</b>
18	<b>Modalwan 11</b> Tug boat Malaysia 91  <b>Asiapride 2332</b> Barge	19/05/19 1700 hrs	1° 11.79' N, 103° 34.96' E  Approximately 5.9 nm south- east of Tanjung Piai, Johor, Malaysia, in the westbound lane of the TSS in the Singapore Strait  (SOMS)	While the tug boat towing barge was en route to Port Klang, Malaysia, perpetrators in four sampans came alongside and boarded the barge. The perpetrators stole some scrap metal and some small items from the barge before they escaped. The crew was not injured. The incident was reported to MMEA.  <b>[ReCAAP Focal Point (Singapore)]</b>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
19	<b>Odysseas L</b> Bulk carrier Liberia 44180 9597381	23/05/19 1930 hrs	3° 43' S, 114° 26.3' E  Taboneo Anchorage, Kalimantan, Indonesia	While at anchor, seven perpetrators armed with knives, boarded the bulk carrier. The duty watchman raised the alarm and the crew mustered. The perpetrators confronted the crew with their knives and stole ship stores before they escaped. The incident was reported to Taboneo Port Control and a patrol boat was dispatched to investigate. All seven perpetrators were later arrested.  <b>[ReCAAP Focal Point (Singapore)]</b>
20	<b>CSK Enterprise</b> Bulk carrier Malaysia 107449 9816555	29/05/19 0152 hrs	5° 59.8' S, 105° 57.8' E  Berth D6, Cigading Port, Indonesia	While at berth, the duty oiler found two perpetrators in the steering room during his safety patrol. He raised the alarm and the perpetrators escaped. The steering room lock was broken and some spare engine parts were stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
21	<b>Asia Jaya 28</b> Tug boat Malaysia 145 9517501  <b>Sinar Jaya 28</b> Barge Malaysia	30/05/19 2230 hrs	1° 13.25' N, 103° 32.75' E  Approximately 3.4 nm south- east of Tanjung Piai, Johor, Malaysia, in the westbound lane of the TSS in the Singapore Strait  (SOMS)	While the tug boat towing barge was en route from Tawau, Malaysia to Penang, Malaysia, the master of the tug boat reported to Singapore VTIS that an unknown number of perpetrators had boarded the barge on tow. The perpetrators escaped in a small craft, with some small tools stolen from the barge. The crew was not injured.  Singapore VTIS initiated the safety navigational broadcast and notified the Singapore Police Coast Guard, the Republic of Singapore Navy (RSN) and the Malaysian authority.  <b>[ReCAAP Focal Point (Singapore)]</b>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
22	<p><b>Safesea Neha II</b> Bulk carrier Liberia 31144 9347918</p>	<p>31/05/19 2330 hrs</p>	<p>1° 35' N, 104° 28' E</p> <p>Approximately 12.2 nm east of Bandar Penawar, Johor, Malaysia</p>	<p>While at anchor, two perpetrators armed with knives boarded the bulk carrier. The crew spotted and chased after the perpetrators, who jumped overboard and escaped immediately. The crew was not injured and nothing was stolen.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
23	<p><b>M.T. Ponier</b> Tanker</p>	<p>16/06/19 0300 hrs</p>	<p>1° 18.6' N, 104° 16.03' E</p> <p>Approximately 2.9 nm south of Teluk Ramunia, Pengerang, Johor, Malaysia</p>	<p>A Malaysian Maritime Enforcement Agency (MMEA) patrol team sighted two wooden boats, both named <i>Lima Sore</i>, secured to <i>M.T. Ponier</i> that was anchored at about 2.9 nm south of Teluk Ramunia, Pengerang, Johor, Malaysia. Suspecting that something was amiss, the MMEA team conducted checks and found four perpetrators who attempted to steal items from the tanker, including scrap metal. All four perpetrators were arrested. However, two of the four perpetrators escaped by jumping overboard when one of the MMEA patrol boats broke down on the way back to the MMEA maritime base in Tanjung Pengelih, Malaysia. The two perpetrators were later arrested in Pulau Batam, Indonesia by the Indonesian authorities.</p> <p><b>[MMEA]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
24	<p><b>Name not available (with marking SA/2325/F)</b> Fishing boat Malaysia</p> <p><b>Name not available (with marking SA/5699/C)</b> Fishing boat Malaysia</p>	18/06/19 0245 hrs	<p>5° 2' N, 119° 4' E</p> <p>Approximately 2 nm off Felda Lahad Datu, Sabah, Malaysia</p> <p>(Sulu-Celebes Seas)</p>	<p>On 18 Jun 19 at about 0245 hrs, about 10 men armed with high powered firearms, believed to be members of the Sulu-based Abu Sayyaf Group (ASG) boarded the fishing boats from two speed boats. The perpetrators abducted four crew from the first fishing boat and five crew from the second fishing boat. The nine abducted crew were sighted in the area of Pondohan, Tabawan, Sitangkai, Tawi-tawi, Philippines at about 0330 hrs on 18 Jun 19.</p> <p>On 21 Jun 19 at about 2200 hrs, the nine abducted crew were released by the abductors at the unnamed shorelines of Sulu Province and the perpetrators sped towards an unknown direction. All abducted crew were later recovered by the police. According to the abducted crew, prior to their release, the perpetrators took away some of their personal belongings such as wrist watch and cellular phone.</p> <p>On 24 Jun 19, the abducted crew escorted by police authorities departed Jolo, Sulu for Zamboanga city for a joint debrief by the Philippines authorities.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
25	<p><b>Budget 19</b> Tug boat Malaysia 141 5647360</p> <p><b>Budget 29</b> Barge</p>	18/06/19 1857 hrs	<p>1° 12.91' N, 103° 34.12' E</p> <p>Approximately 4.5 nm south-east of Tanjung Piai, Johor, Malaysia, in the westbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p>	<p>While the tug boat towing barge was underway, eight perpetrators boarded the barge from nine sampans. The perpetrators stole scrap metal and escaped. The crew was not injured.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
26	<p><b>Modalwan 11</b> Tug boat Malaysia 91</p> <p><b>Lion Kimtrans 2301</b> Barge Malaysia</p>	11/07/19 1030 hrs	<p>1° 13' N, 103° 31' E</p> <p>Approximately 2.9 nm south of Tanjung Piai, Johor, Malaysia in the westbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p>	<p>While the tug boat towing barge was underway, an unknown number of perpetrators boarded the barge from six small wooden boats. They stole scrap metal from the barge and escaped. The master reported the incident to the Malaysian authority who dispatched a patrol vessel to investigate the incident. There was no confrontation between the perpetrators and crew. The crew was safe.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
27	<p><b>Sung Fatt 31</b> Tug boat Malaysia 133 8984446</p> <p><b>Sung Fatt 36</b> Barge Malaysia</p>	16/07/19 0430 hrs	<p>1° 10.23' N, 103° 39.09' E</p> <p>Approximately 0.6 nm west of North Nipa Beacon, Indonesia in the westbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p>	<p>While the tug boat and barge were carrying scrap metal bound for Penang, Malaysia, the master of tug boat reported to the Singapore Vessel Traffic Information System (VTIS) that his crew spotted some perpetrators boarding the barge from an unknown number of sampans. The perpetrators stole some scrap metal and escaped via the sampans. There was no confrontation between the perpetrators and the crew.</p> <p>The Singapore VTIS notified the Singapore Navy and Singapore Police Coast Guard. The Malaysian counterparts and Indonesian authorities were also notified, and the safety navigational broadcast was initiated.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
28	<p><b>CK Bluebell</b> Republic of Korea Bulk carrier 44132 9595876</p>	<p>22/07/19 0325 hrs</p>	<p>2° 55.8' N, 105° 10.8' E</p> <p>Approximately 28 nm west of Pulau Anambas, Indonesia</p> <p>(SCS)</p> <p><b>(Piracy)</b></p>	<p>While underway, seven perpetrators armed with guns and knives boarded the ship. They threatened the ship captain, chief engineer and duty navigator and took away approximately 13,000 USD from the safe and the crew's personal belongings. Two crew members sustained minor injury. The perpetrators left the ship at about 0400 hrs. The ship proceeded towards the next port of call at Incheon, Korea.</p> <p>The master reported the incident to Republic of Korea's Ministry of Oceans and Fisheries. The Republic of Korea authorities informed the Singapore's Port and Operation Control Centre (POCC) who notified the Singapore Police Coast Guard, Singapore Navy and initiated the safety navigational broadcast. The Indonesian authority was also notified.</p> <p><b>[ReCAAP Focal Point (Korea), ReCAAP Focal Point (Singapore)]</b></p>
29	<p><b>Crest Onyx</b> Tug boat Indonesia 1727 9655717</p>	<p>23/07/19 0715 hrs</p>	<p>1° 4.15' N, 103° 54.2' E</p> <p>PT Dharma Sentosa Marindo Yard, Pulau Batam, Indonesia</p>	<p>While berthed, four perpetrators in a boat approached and boarded the tug boat. The second mate on routine rounds noticed footprints on the main deck. Further checks revealed that a storeroom padlock was broken. The alarm was raised and crew mustered. Ship's properties were reported stolen. On the next day at about 0400 hrs, a suspicious boat came alongside the tug boat with two perpetrators on board. One of them was armed with a knife. The alerted crew raised the alarm immediately, which resulted in the boat moving away. The incident was reported to the Port Facility Security Officer (PFSO) and yard manager.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
30	<p><b>Virgo 29</b> Tug boat Malaysia 149 9576612</p> <p><b>Victory 9</b> Barge Malaysia</p>	25/07/19 0703 hrs	<p>1° 13.5' N, 103° 31.63' E</p> <p>Approximately 2.6 nm southeast of Tanjung Piai, Johor, Malaysia in the westbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p>	<p>While the tug boat towing barge loaded with scrap metal was en route to Penang, Malaysia, perpetrators boarded the barge. The alarm was raised and the perpetrators escaped immediately. The crew was not injured and nothing was stolen from the barge. The tug boat and barge continued their voyage to Penang.</p> <p>Upon receiving information from Singapore Navy that some sampans were approaching the barge, the Singapore Vessel Traffic Information System (VTIS) communicated with the master via VHF. The Singapore Police Coast Guard was notified and the Malaysian authorities informed. A safety navigational broadcast was also initiated for the unauthorised boarding.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
31	<p><b>Molengracht</b> General cargo ship Netherlands 9524 9571533</p>	25/07/19 1940 hrs	<p>10° 44.45' N, 106° 44.71' E</p> <p>Lotus Port, Phu My Bridge, Ho Chi Minh, Vietnam</p>	<p>While at berth, the officer on board the general cargo ship spotted two small boats hidden along the shadow of the forecastle of the ship. Upon realising that the officer had noticed their presence, three perpetrators, who wore caps and masks, escaped immediately in their boats. The stolen items included two sets of breathing apparatus, two spare bottles and two sets of chemical suits. The crew was not injured. The local authorities were notified, who boarded the ship for investigation.</p> <p><b>[ReCAAP Focal Point (Vietnam)]</b></p>
32	<p><b>Bright Dawn</b> Chemical tanker Panama 30042 9362372</p>	28/07/19 0255 hrs	<p>1° 45.5' N, 101° 22' E</p> <p>SDS Terminal, ST01, Lubuk Gaung, Dumai, Indonesia</p>	<p>While waiting for pilot, six perpetrators armed with knives/machete boarded the ship. They assaulted and injured the chief engineer who was on routine rounds. The alarm was raised and crew mustered. Seeing that the crew was alerted, the perpetrators escaped empty handed. The incident was reported to Indonesia's VTS.</p> <p><b>[ReCAAP Contact Point (Hong Kong), ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
33	<b><i>Sichem Rio</i></b> Chemical tanker Malta 8562 9322073	30/07/19 2220 hrs	6° 1.1' S, 106° 52.8' E  Approximately 5 nm north of Tanjung Priok, Indonesia	While waiting for pilot, six perpetrators armed with knives/machete boarded the ship. They assaulted and injured the chief engineer who was on routine rounds. The alarm was raised and crew mustered. Seeing that the crew was alerted, the perpetrators escaped empty handed. The incident was reported to Indonesia's VTS.  <b>[ReCAAP Focal Point (Singapore)]</b>
34	<b><i>Strategic Unity</i></b> Bulk carrier Singapore 24641 9648099	31/07/19 0620 hrs	3° 56.8' N, 98° 48.73' E  Belawan Anchorage, Indonesia	While at anchor, two perpetrators boarded the ship from the port side anchor chain by removing the hawse pipe. The crew discovered them hiding in the forecabin and raised the alarm. Upon hearing the alarm, the perpetrators escaped in a small speed boat. The crew was not injured and nothing was stolen from the ship. The crew secured back the hawse pipe cover plate with additional wire slings.  <b>[ReCAAP Focal Point (Singapore)]</b>
35	<b><i>Tekun 16217</i></b> Tug boat Malaysia 163 9517862  <b><i>Tidal Marine Perdana</i></b> Barge Malaysia	03/08/19 0030 hrs	1° 15.21' N, 103° 26.42' E  Approximately 4.1 nm west of Tanjung Piai, Johor, Malaysia in the westbound lane of the TSS in the Singapore Strait  (SOMS)	The Malaysian Maritime Enforcement Agency (MMEA) while on routine patrol sighted a small wooden boat without registration number. Upon inspecting the boat, they found more than two tons of scrap metal believed to be stolen from a barge towed by <i>Tekun 16217</i> . The MMEA detained the wooden boat and her three crew suspected of theft for further investigation.  <b>[ReCAAP Focal Point (Singapore)]</b>



S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
36	<p><b>Crystal Auriga</b> Tug boat Indonesia 108 9072228</p> <p><b>Crystal 128</b> Barge Singapore</p>	09/08/19 1800 hrs	<p>1° 26.62' N, 104° 38.93' E</p> <p>Approximately 14 nm northeast of Pulau Bintan, Indonesia</p>	<p>While anchored off Pulau Bintan, the barge was boarded by an unknown number of perpetrators. They stole some mattress protectors from a container on the barge. The master discovered that the items on board the barge were missing upon arrival at Crystal Offshore Yard, Singapore on 10 Aug 19 at 1200 hrs. He reported the incident to Singapore's Port Operations Control Centre (POCC) and Singapore Police Coast Guard. The Singapore Police Coast Guard boarded the tug boat and barge to investigate.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
37	<p><b>Kota Waris</b> Container ship Singapore 16772 9157404</p>	12/08/19 0230 hrs	<p>10° 44.33' N, 106° 46.2' E</p> <p>Phuoc Long Mooring Buoy No. 3, Vietnam</p>	<p>While at anchor, two perpetrators in black mask boarded the ship through the port quarter deck from a wooden boat. They were trying to open the entrance door of the steering gear room. The duty A/B discovered them when he was conducting deck safety and security round. He reported the incident to the duty officer and raised the general alarm. The perpetrators jumped into the water and escaped empty-handed in a wooden boat. The master reported incident to the agent who informed the port authorities.</p> <p><b>[ReCAAP Focal Point (Vietnam)]</b></p>
38	<p><b>Permata 1</b> Tug boat Malaysia 128 3702100</p> <p><b>Permata 2</b> Barge</p>	12/08/19 2051 hrs	<p>1° 13.66' N, 103° 30.08' E</p> <p>Approximately 4.3 nm south of Tanjung Piai, Johor, Malaysia in the westbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p>	<p>While underway to Port Klang, Malaysia from Sarawak, East Malaysia an unknown number of perpetrators boarded the barge from a small boat. They stole some scrap metal and ropes from the barge before escaping. The master raised the alarm and reported the incident to Singapore's VTIS via the VHF. The crew was safe.</p> <p>The Singapore's Port Operations Control Centre (POCC) issued navigational broadcast to alert ships in the vicinity to maintain vigilance, and notified the Singapore Coast Guard, Singapore Navy and RCC Putra Jaya, Malaysia.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
39	<p><b><i>Kien San 1</i></b> Tug boat Malaysia 192 9218600</p> <p><b><i>Kien San 8</i></b> Barge Malaysia</p>	<p>15/08/19 1659 hrs</p>	<p>1° 12.95' N, 104° 33.31' E</p> <p>Approximately 3.8 nm southeast of Tanjung Piai, Johor, Malaysia in the westbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p>	<p>While underway, three perpetrators from two small boats boarded the barge and stole some scrap metal. The master raised the alarm and reported the incident to the Singapore Vessel Traffic Information System (VTIS) via VHF. The perpetrators disembarked the barge at about 1710 hrs with some scrap metal. The crew was not injured; and the tug boat and barge resumed their passage westbound.</p> <p>The Singapore Navy and Police Coast Guard were notified. The safety navigational broadcast was initiated and Malaysian authority was also notified.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
40	<p><b><i>Salviceroy</i></b> Tug boat Singapore 2658 9351830</p>	<p>21/08/19 0340 hrs</p>	<p>1° 6.15' N, 103° 53.06' E</p> <p>Pulau Batam Anchorage, Indonesia</p>	<p>While the tug boat was at anchor, five perpetrators wearing dark clothes and armed with knives and hammer boarded the boat. The perpetrators were sighted by the crew who raised the alarm and mustered at the bridge. The master reported the incident to the local authorities and flag State, and activated the Ship Security Alert System (SSAS). The authorities reportedly boarded the ship and conducted a search. No perpetrator was found on board the ship. It was reported that engine spares were stolen.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
41	<b>Tomini Dynasty</b> Bulk carrier Marshall Islands 36308 9721360	23/08/19 0130 hrs	3° 54.4' N, 98° 47.25' E  Belawan anchorage, Indonesia	While at anchor, the duty crew noticed a small boat near the anchor chain and told the boat to move away as they were about to heave up the anchor. As the duty crew was about to raise the alarm, two armed perpetrators who had already boarded the ship, held the duty crew at knife point and tied him up. When the ship was ready to heave up the anchor, the remaining crew proceeded to the forecastle. Upon seeing the crew members approaching, the perpetrators snatched the duty crew's walkie-talkie and escaped through the hawse pipe after opening the security cover. The incident was reported to Port Control. On berthing, Marine Police boarded the ship for investigation.  [IMO]
42	<b>Eagle</b> Tanker Marshall Islands 333 9233753	26/08/19 0445 hrs	1° 35' N, 104° 32' E  Approximately 17 nm east off Bandar Penawar, Johor, Malaysia	While at anchor, four perpetrators armed with knives and sharp object boarded the tanker by climbing the anchor chain and entered through the hawse pipe from a wooden craft. The crew sighted the perpetrators, raised the ship's alarm and sounded the forward whistle. Upon realising the crew had been alerted, the perpetrators escaped with a 6-man life raft, and a few fire hoses and nozzles. The crew was not injured. The Malaysian authority was notified.  [ReCAAP Focal Point (Singapore)]
43	<b>Name withheld</b> Bulk carrier 24785	27/08/19 2025 hrs	Sandakan Port, Malaysia	While at berth, the duty A/B during routine rounds noticed two perpetrators on the forecastle and raised the alarm. Upon realising the crew had been alerted, the perpetrators jumped overboard and escaped in a boat which was alongside the ship with another perpetrator. Upon investigation, ship's properties reported stolen. The incident was reported to the port auxiliary police.  [MMEA]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
44	<b>British Contributor</b> LNG tanker Isle of Man 115366 9766554	08/09/19 1708 hrs	1° 34.6' N 104° 30.9' E  Approximately 15.7 nm east of Bandar Penawar, Johor, Malaysia	While at anchor, three perpetrators boarded the ship through the anchor cable hawse pipe. They stole a life raft and four hose couplings from the forecastle area. The perpetrators also gained access to the forward store and stole a rescue harness, two small coils of fire hose and some additional fire hose fittings. The perpetrators disembarked the ship through the hawse pipe at about 1740 hrs. The crew was not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>
45	<b>Name not available (with marking SN338/4/F)</b> Fishing boat Malaysia	23/09/19 1155 hrs	5° 33.95' N, 119° 1.18' E  Vicinity waters of Tambisan Island, Lahad Datu, Sabah, Malaysia  (Sulu-Celebes Seas)	While underway, seven masked men armed reportedly armed with AK 47, M16 (with grenade launcher) and pistols; believed to be members of the Kidnap for Ransom Group (KFRG) in Sulu-based Abu Sayyaf Group (ASG) abducted three Indonesian crew from a Malaysian fishing boat in the vicinity waters of Tambisan Island, Lahad Datu, Sabah, Malaysia from two pump boats. The perpetrators then fled towards Tawitawi Island, Philippines. The Malaysia and Philippine authorities are stepping up its patrol efforts, conducting pursuit operations and intensifying its military operation to rescue the abducted crew and neutralize the militant group.  <b>[ReCAAP Focal Point (Philippines)]</b>
46	<b>Trammo Cornell</b> LPG tanker Singapore 25600 9543081	24/09/19 0105 hrs	17° 3.7' N 82° 26.2' E  Kakinada anchorage, India	While at anchor, the deck watch keeper spotted four perpetrators in T-shirts and shorts using ropes with hook to climb on board the ship from a small craft with outboard engines through the forecastle area. The deck watch keeper reported to the duty officer, who raised the alarm. Upon hearing the alarm, the perpetrators escaped with two mooring ropes. The incident was reported to Kakinada Port Control on VHF Channel 14.  <b>[ReCAAP Focal Point (India), ReCAAP Focal Point (Singapore)]</b>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
47	<b>Front Leopard</b> Tanker Marshall Islands 62700 9703320	26/09/19 0415 hrs	1° 36' N, 104° 32' E  Approximately 16.9 nm east of Bandar Penawar, Johor, Malaysia	While at anchor, perpetrators boarded the ship unnoticed via the anchor chain, stole ship's equipment from the forward store and escaped. The incident was reported to the regional authorities.  <b>[IMO]</b>
48	<b>TSL Rosemary</b> Bulk carrier Hong Kong, China 21483 9527192	26/09/19 0600 hrs	1° 36.7' N, 104° 32.7' E  Approximately 17.7 nm east of Bandar Penawar, Johor, Malaysia	While at anchor, three perpetrators boarded the ship via the anchor chain from a small wooden boat. The perpetrators broke the forepeak store lock and stole a new mooring rope. The crew was alerted, mustered and proceeded towards the forecastle. Upon realising the crew had been alerted, the perpetrators jumped overboard and escaped immediately. The Malaysian Maritime Enforcement Agency (MMEA) later boarded the ship to investigate the incident.  <b>[ReCAAP Contact Point (Hong Kong)]</b>
49	<b>Transpacific</b> Bulk carrier Malta 43721 9599722	30/09/19 2314 hrs	1° 3.83' N, 103° 41.2' E  Approximately 2.1 nm northwest of Pulau Cula, Indonesia, in the eastbound lane of the TSS in the Singapore Strait  (SOMS)	While underway, five perpetrators armed with knives were sighted on the ship deck. The alarm was raised and the crew searched the accommodation area but the perpetrators already escaped. The master reported the incident to Singapore Vessel Traffic Information System (VTIS). The crew was safe and nothing was stolen.  The Singapore VTIS initiated the safety navigational broadcast. The Singapore Police Coast Guard boarded the ship when she arrived in Singapore. A search for the perpetrators was conducted. The Indonesian authorities were notified.  <b>[ReCAAP Focal Point (Singapore)]</b>

# ATTEMPTED INCIDENTS

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<b>Name withheld</b> Liberia Bulk carrier 36322	25/02/19 1806 hrs	3° 43.1' S, 114° 26.3' E  Taboneo anchorage, Indonesia	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.  <b>[ReCAAP Focal Point (Singapore)]</b>
2	<b>Zhehai 169</b> Bulk carrier China 56635 9622784	10/05/19 1000 hrs	7° 40.8' N, 128° 29.3' E  Approximately 120 nm east of Mindanao, Philippines  (Pacific Ocean)  <b>(Piracy)</b>	While underway, 10 perpetrators in five high speed wooden boats approached and attempted to board the bulk carrier. The perpetrators were observed to be carrying iron hooks. The ship started emergency response and the crew was mustered. The crew used fire hoses on the perpetrators, who aborted the attempt after an hour.  <b>[ReCAAP Focal Point (China)]</b>
3	<b>El Toro</b> Sailing boat Austria	22/05/19 2305 hrs	0° 53.5' S, 131° 14.4' E  Off Pulau Doom, Sorong, Indonesia	While at anchor, a perpetrator in a fishing boat approached and attempted to steal the sailing boat's dinghy. Upon sighting the perpetrator, the skipper directed a lamp and shouted at him. Realising the skipper had been alerted, the perpetrator released the dinghy and escaped.  <b>[ReCAAP Focal Point (Singapore)]</b>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
4	<b>SG Pegasus</b> Chemical tanker Panama 8195 9494876	07/08/19 0300 hrs	1° 6.2' N, 104° 10.7' E  Tanjung Uban anchorage, Pulau Bintan, Indonesia	While at anchor, three perpetrators using grappling hooks attempted to board the chemical tanker from a small craft with outboard engine. Upon sighting of the perpetrators, the crew sounded the ship's horn and general alarm. The perpetrators subsequently aborted the attempt. The crew was safe and nothing was stolen. The incident was reported to the local port authority.  <b>[ReCAAP Focal Point (Singapore)]</b>
5	<b>NCC Qassim</b> Oil tanker Saudi Arabia 29595 9306811	24/09/19 0015 hrs	13° 46' N, 120° 59' E  Mabini anchorage, Batangas, Philippines	While at anchor, a perpetrator from a small watercraft climbed the anchor chain and attempted to board the ship through the hawse pipe. The master reported the incident to the authorities. The personnel of CGS Batangas and PSC Batangas boarded the ship to investigate.  <b>[ReCAAP Focal Point (Philippines)]</b>

# 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:

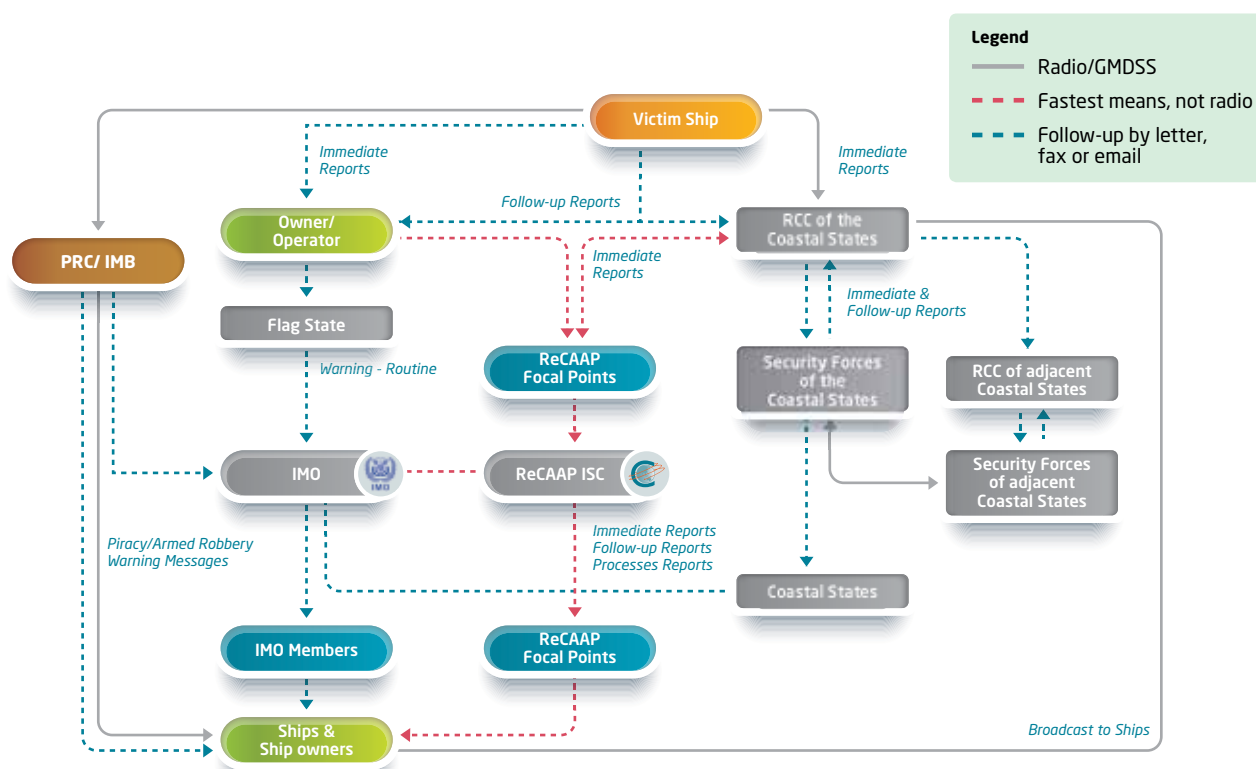


Diagram 1 - Flow Diagram for Reporting Incidents in Asia

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
<b>Australia</b>		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: <a href="mailto:mbcengagement@abf.gov.au">mbcengagement@abf.gov.au</a>	+61-2-6275-6000	+61-2-6275-6275
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<b>Philippines</b>		
Philippine Coast Guard Command Center Email: <a href="mailto:pcgcomcen@coastguard.gov.ph">pcgcomcen@coastguard.gov.ph</a>	+63-2-527-8481 to 89 (ext: 6136/37) +63-917-724-3682 +63-929-825-3207 (mobile)	+63-2-310-2097
Coast Guard District South Western Mindanao (CGDSWM) Email: <a href="mailto:hcgdswwm@yahoo.com">hcgdswwm@yahoo.com</a>	+63 998 585 7972 +63 917 842 8446  VHF: Channel 16 with call sign "NEPTUNE"	

Country & Agency In Charge	Point of Contact	
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Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: <a href="mailto:pocc@mpa.gov.sg">pocc@mpa.gov.sg</a>	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
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<b>United States</b>		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: <a href="mailto:rccalameda@uscg.mil">rccalameda@uscg.mil</a>	+1-510-437-3701	
<b>Vietnam</b>		
Vietnam Coast Guard Email: <a href="mailto:vietnamcoastguard@gmail.com">vietnamcoastguard@gmail.com</a>	+84-24-3355-4378	+84-24-3355-4363

Correct as at 24 September 2019

## 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.

PIRACY  
AND ARMED  
ROBBERY  
AGAINST SHIPS  
IN ASIA



**ReCAP**  
Information Sharing Centre

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

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