

NOVEMBER 2019

MONTHLY REPORT

PIRACY AND ARMED ROBBERY
AGAINST SHIPS IN ASIA



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INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA IN NOVEMBER 2019

OVERVIEW

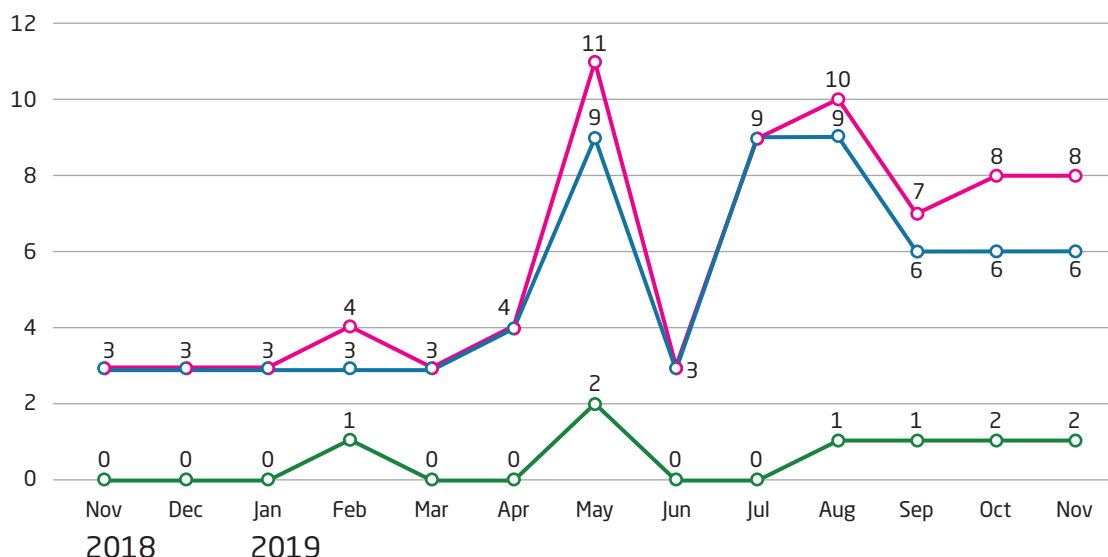
A total of eight incidents of armed robbery against ships¹ were reported in Asia in November 2019. No piracy² incident was reported in November 2019. There was also no report of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah reported in November 2019. However, the abduction of crew for ransom in the Sulu-Celebes Seas and waters off Eastern Sabah remains a serious concern. The ReCAAP ISC is also concerned about the continued occurrence of incidents on board ships while underway in the Singapore Strait. Of the eight incidents reported in November 2019, five incidents (comprising four actual incidents and one attempted incident) occurred in the Singapore Strait.

NOVEMBER 2019

NUMBER OF INCIDENTS

In November 2019, eight incidents of armed robbery against ships were reported. Of the eight incidents, six were actual incidents³ and two were attempted incidents⁴. All incidents have been verified and reported to the ReCAAP ISC by ReCAAP Focal Points. Refer to the Appendix on pages 22-25 for description of the incidents.

Graph 1 shows the number of incidents reported each month from November 2018 to November 2019. The number of incidents occurred in November 2019 is the same as that in the preceding month (October 2019).



Graph 1 - Number of incidents (November 2018 to November 2019)

■ Total ■ Actual ■ Attempted

1 Armed robbery against ships is in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025 (26). Refer to Appendix for detailed definition.

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

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

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

STATUS OF SHIPS

Of the eight incidents reported in November 2019, five incidents occurred on board ships while underway in the Singapore Strait, two incidents on board ships anchored at Batangas anchorage, Philippines and one incident on board ship berthed at Belawan port, Indonesia.

SIGNIFICANCE LEVEL OF INCIDENTS

Of the six actual incidents reported in November 2019, three were CAT 3 incidents and three were CAT 4 incidents.

All three CAT 3 incidents occurred on board bulk carriers while underway in the Singapore Strait.

Of the three CAT 4 incidents, one occurred on board a barge towed by a tug boat in the Singapore Strait, one occurred on board a product tanker berthed at Belawan Port, Indonesia and one occurred on board a tanker anchored at Batangas anchorage, Philippines. Chart 1 shows the significance level of incidents reported in November of 2007-2019.

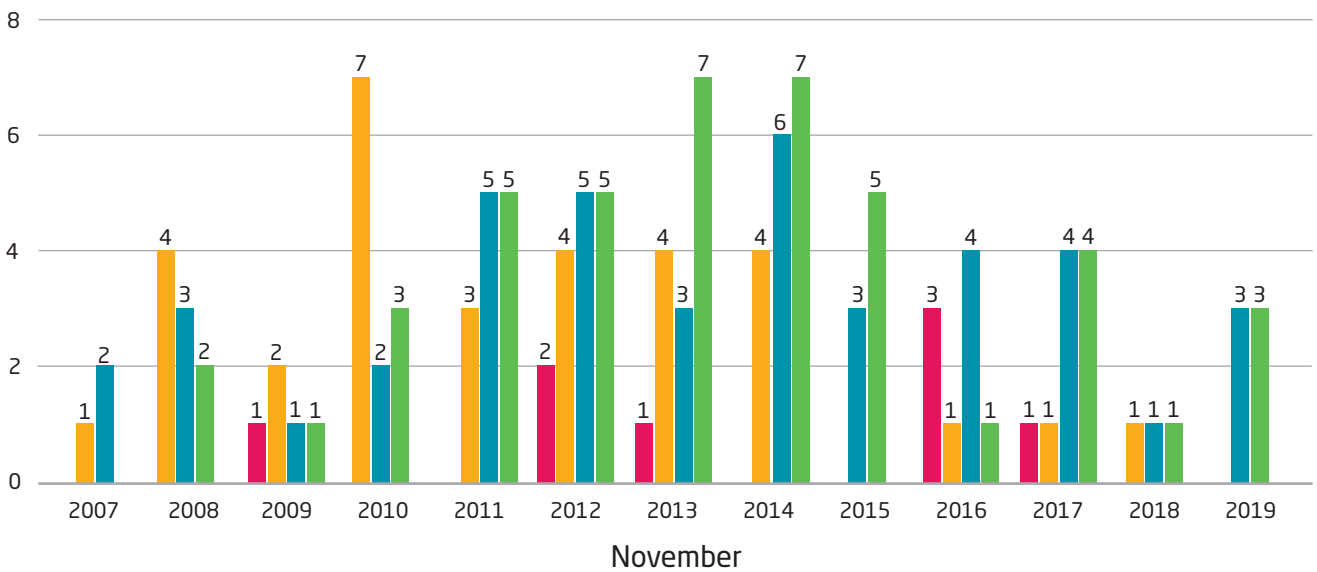
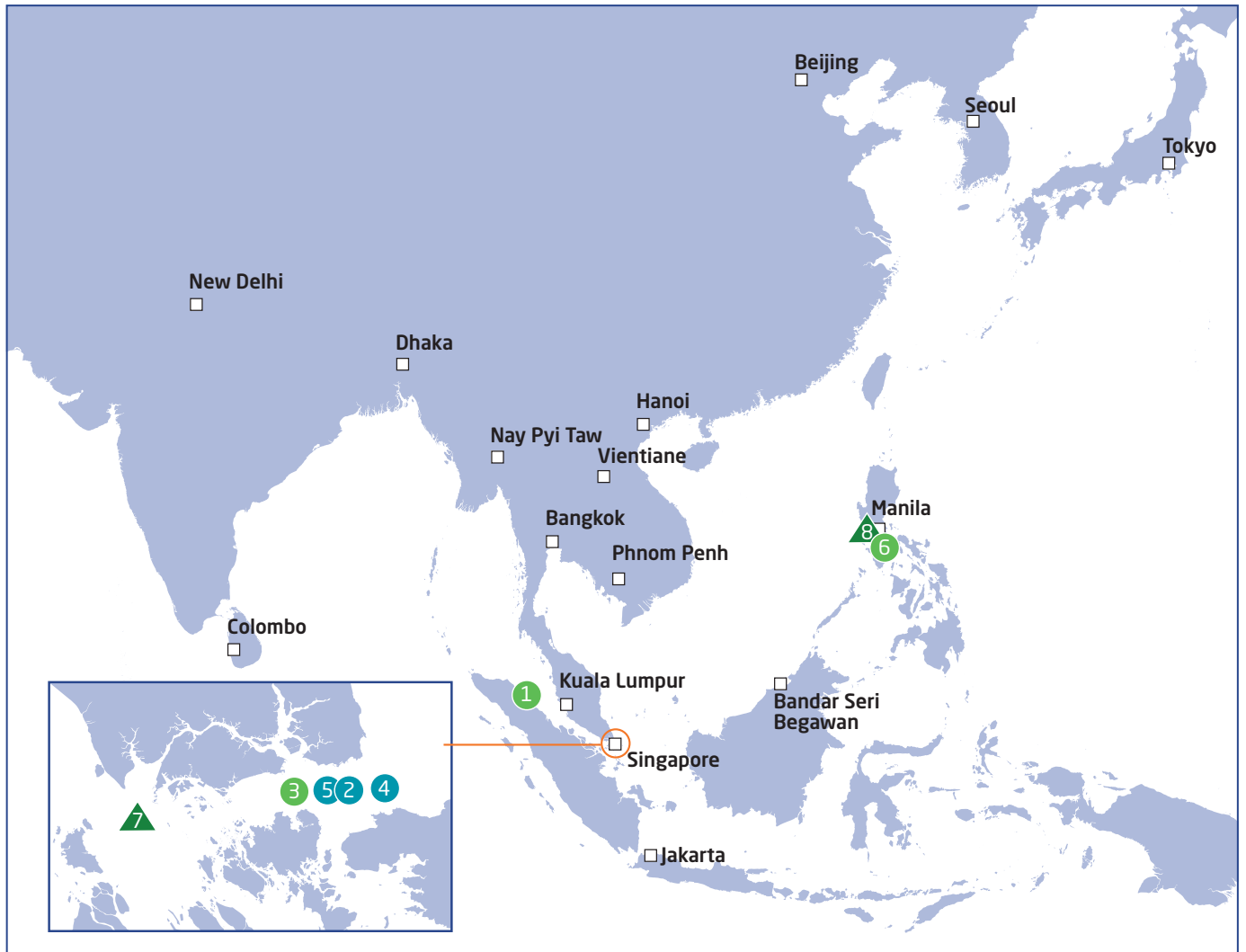


Chart 1 - Significance level of incidents (November of 2007-2019)

■ CAT 1 ■ CAT 2 ■ CAT 3 ■ CAT 4

LOCATION OF INCIDENTS

The location of the eight incidents reported in November 2019 is shown in Map 1.



Map 1 - Location of incidents in November 2019

● CAT 3 ● CAT 4 ▲ Attempted

- | | | | |
|--|---|---|--|
| <p>1 Maersk Borneo
Product tanker
8 Nov 19
0300 hrs</p> | <p>2 Faye
Bulk carrier
23 Nov 19
0522 hrs</p> | <p>3 Harbour Libra & Harbour Voyager
Tug boat & barge
24 Nov 19
0300 hrs</p> | <p>4 KMAX Evdokia
Bulk carrier
28 Nov 19
0458 hrs</p> |
| <p>5 China Pioneer
Bulk carrier
28 Nov 19
2320 hrs</p> | <p>6 Rio Daytona
Tanker
30 Nov 19
0330 hrs</p> | <p>7 GT Equality
Chemical tanker
5 Nov 19
2118 hrs</p> | <p>8 Silver Millie
Tanker
9 Nov 19
0100 hrs</p> |

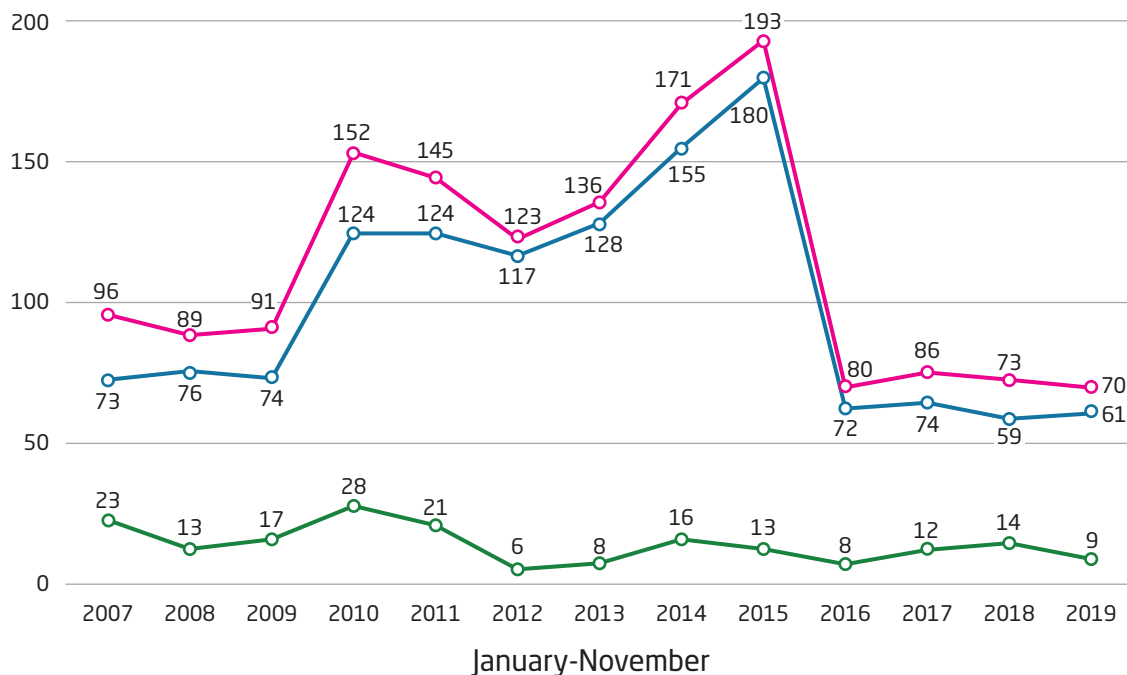
JANUARY-NOVEMBER 2019

NUMBER OF INCIDENTS

During January-November 2019, a total of 70 incidents (comprising 61 actual incidents and nine attempted incidents) were reported in Asia. Of the 70 incidents, 68 were incidents of armed robbery against ships and two were piracy incidents. The piracy incidents occurred in the South China Sea and in the Pacific Ocean.

Compared to January-November 2018, there was a **4% decrease in the total number of incidents** reported during January-November 2019. However, the number of **actual incidents increased by 3%** during January-November 2019 compared to the same period in 2018. A total of 73 incidents (comprising 59 actual incidents and 14 attempted incidents) were reported during January-November 2018. The main reason for the decrease in the total number of incidents during January-November 2019 was due to the decrease in the number of attempted incidents. A total of 14 attempted incidents were reported during January-November 2018 compared to nine incidents during the same period in 2019.

Graph 2 shows the total number of incidents reported during January-November of 2007-2019.



Graph 2 - Number of incidents (January-November of 2007-2019)

█ Total █ Actual █ Attempted

During January-November 2019, there was a decrease of the number of incidents at ports and anchorages in Bangladesh, Indonesia and the Philippines. No incident was reported in Bangladesh during January-November 2019 compared to 11 incidents at its ports and anchorages during the same period in 2018. In Indonesia, the number of incidents decreased to 21 incidents during January-November 2019 from 27 incidents during the same period in 2018. In the Philippines, the number of incidents decreased to five incidents during January-November 2019 compared to nine incidents during the same period in 2018.

On the other hand, there was a significant increase in the number of incidents in the Singapore Strait during January-November 2019 compared to January-November 2018. A total of 23 incidents were reported in the Singapore Strait during January-November 2019 compared to eight incidents during the same period in 2018.

SIGNIFICANCE LEVEL OF INCIDENTS

Of the 61 actual incidents reported during January-November 2019, two were CAT 1 incidents, four were CAT 2 incidents, 11 were CAT 3 incidents and 44 were CAT 4 incidents. Chart 2 shows the significance level of incidents reported during January-November of 2007-2019.

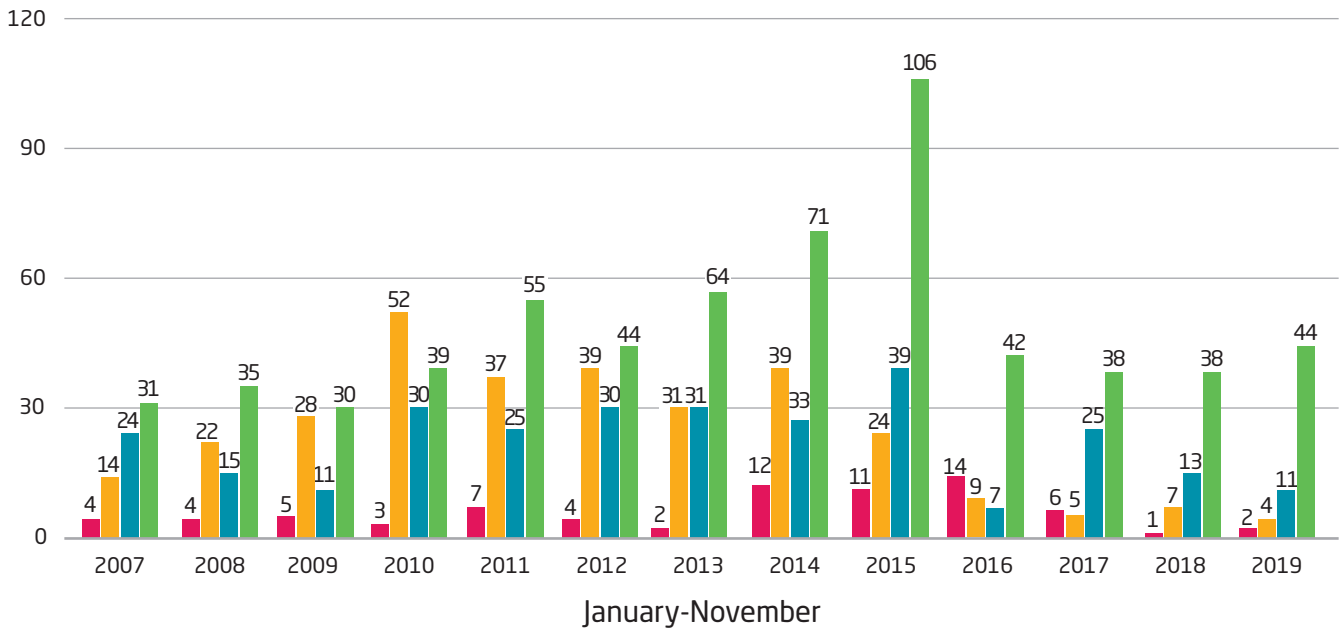


Chart 2 - Significance level of incidents (January-November of 2007-2019)

■ CAT 1 ■ CAT 2 ■ CAT 3 ■ CAT 4

The two CAT 1 incidents during January-November 2019 were incidents of abduction of crew from fishing boats off Lahad Datu, Sabah, Malaysia on 18 Jun and 23 Sep. The first incident involved the abduction of nine crew from two fishing boats. All the nine abducted crew were released on 21 Jun as the abductors realised that the abducted crew were not able to pay ransom. The second incident on 23 Sep involved the abduction of three crew from a fishing boat. The three crew are still in captivity. During January-November 2018, there was one CAT 1 incident. It involved the abduction of two crew from fishing boat, *Sri Dewi 1* off Semporna, Sabah on 11 Sep 18.

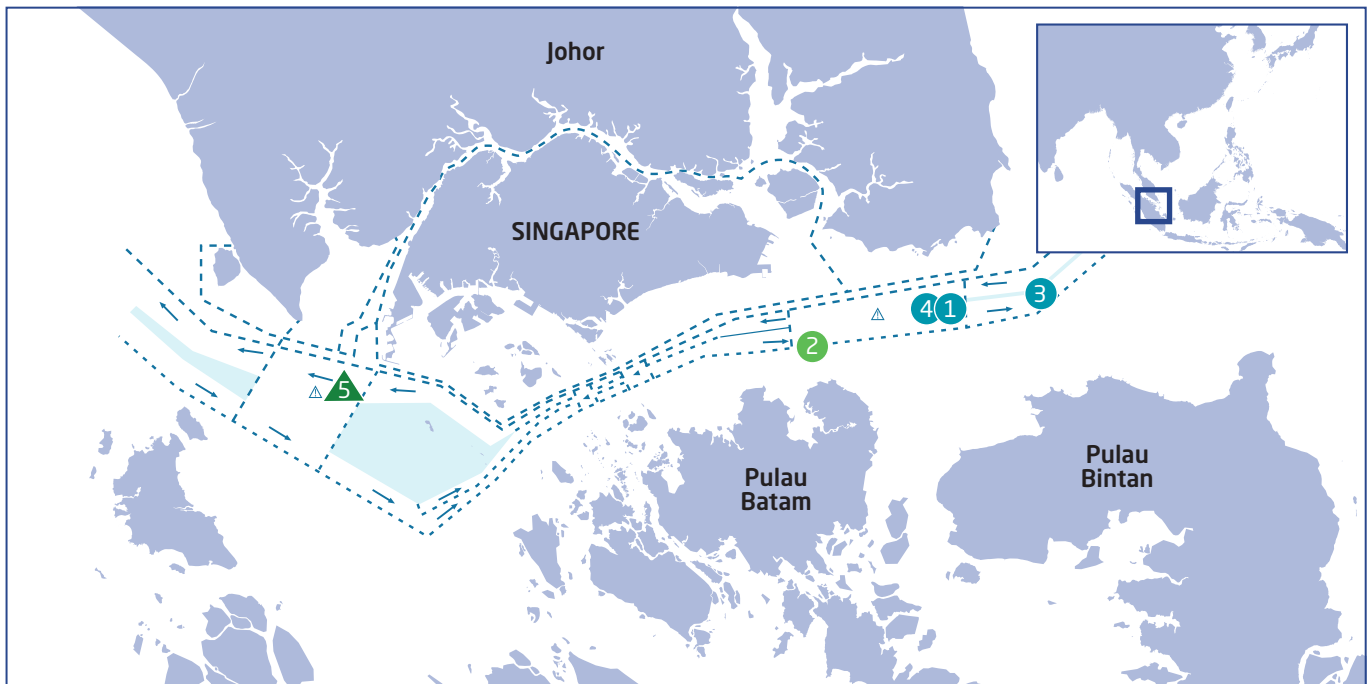
There was a decrease in the number of CAT 2 and CAT 3 incidents during January-November 2019 compared to the same period in 2018. As with past trend, the majority of the incidents reported during January-November 2019 were CAT 4 incidents (72%).

UPDATE ON SITUATION IN THE SINGAPORE STRAIT

NOVEMBER 2019

In November 2019, five incidents (comprising four actual incidents and one attempted incident) were reported in the Singapore Strait. Of the five incidents, four occurred to ships while they were underway in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait; and one incident (attempted) occurred to a ship while she was underway in the westbound lane of the TSS. Map 2 shows the location of the five incidents occurred in November 2019.

The ReCAAP ISC notes that of the four incidents that occurred in the eastbound lane of the TSS, two incidents occurred on consecutive days, 23 Nov and 24 Nov; and two incidents occurred on the same day, 28 Nov.



Map 2 - Location of incidents in the Singapore Strait in November 2019

● CAT 3 ● CAT 4 ▲ Attempted

① **Faye**
Bulk carrier
23 Nov 19
0522 hrs

② **Harbour Libra & Harbour Voyager**
Tug boat & barge
24 Nov 19
0300 hrs

③ **KMAX Evdokia**
Bulk carrier
28 Nov 19
0458 hrs

④ **China Pioneer**
Bulk carrier
28 Nov 19
2320 hrs

⑤ **GT Equality**
Chemical tanker
5 Nov 19
2118 hrs

The description of the five incidents are as follows:

① **Attempted incident on 5 Nov 19**

Name of ship:	<i>GT Equality</i>
Type of ship:	Chemical tanker
Flag of ship:	Vietnam
GT:	4159
IMO Number:	9205512

At about 2118 hrs, *GT Equality* was departing from Tanjung Pelepas, Johor, Malaysia and underway at approximately 4.8 nm southeast of Tanjung Piai, Johor in the westbound lane of the TSS when six perpetrators in two speed boats attempted to board the ship. Upon sighting of the two speed boats, the alarm was raised. The master increased the speed and took evasive manoeuvres. The perpetrators aborted the attempt to board the ship. The crew was safe and the ship resumed her voyage towards the eastbound lane of the TSS.

② **Actual Incident on 23 Nov 19**

Name of ship:	<i>Faye</i>
Type of ship:	Bulk carrier
Flag of ship:	Marshall Islands
GT:	39737
IMO Number:	9553062

At about 0522 hrs, *Faye* was underway at approximately 4.4 nm south-southeast of Tanjung Bulat, Malaysia, in the eastbound lane of the TSS when five perpetrators armed with two long knives were sighted in the engine room. The crew immediately raised the alarm and the perpetrators escaped. The crew followed up with search for any missing items and perpetrators on board. The master later confirmed that there were no perpetrators on board the ship, and no item was reported lost. He reported the incident to Singapore Vessel Traffic Information System (VTIS). The crew was safe and the ship resumed her voyage to Incheon, Republic of Korea.

③ **Actual Incident on 24 Nov 19**

Name of ship:	<i>Harbour Libra</i>	Name of ship:	<i>Harbour Voyage</i>
Type of ship:	Tug boat	Type of ship:	Barge
Flag of ship:	Malaysia	Flag of ship:	Malaysia
GT:	163		
IMO Number:	9570383		

At about 0300 hrs, *Harbour Libra* towing *Harbour Voyager* was underway at approximately 2.2 nm northwest of Pulau Nongsa, Indonesia, in the eastbound lane of the TSS when two perpetrators were sighted on board the barge loaded with containers. The perpetrators escaped after the crew on board the barge raised the alarm and chased them away. Some twist locks and ropes were stolen. The master reported the incident to Singapore VTIS. The crew was not injured and the ship resumed her voyage to Sibu port, Sarawak.

④ **Actual Incident on 28 Nov 19**

Name of ship:	<i>KMAX Evdokia</i>
Type of ship:	Bulk carrier
Flag of ship:	Marshall Islands
GT:	41662
IMO Number:	9341873

At about 0458 hrs, *KMAX Evdokia* was underway at approximately 6.9 nm northeast of Pulau Tanjung Buntung Besar, Indonesia, in the eastbound lane of the TSS when the duty oiler while collecting engine spares at the steering gear room, was confronted by five perpetrators. The duty oiler was grabbed and had a knife pointed at him. The duty oiler subsequently managed to escape to the engine control room. The ship's alarm was raised, the crew mustered and a search was carried out on board. Nothing was stolen. The master reported the incident to Singapore VTIS via VHF. *KMAX Evdokia* was en route from Singapore to Phu My, Vietnam.

5 Actual Incident on 28 Nov 19

Name of ship:	<i>China Pioneer</i>
Type of ship:	Bulk carrier
Flag of ship:	Hong Kong, China
GT:	106884
IMO Number:	9588768

At about 2320 hrs, *China Pioneer* was underway at approximately 7.9 nm northwest of Pulau Tanjung Buntung Besar, Indonesia, in the eastbound lane of the TSS when the chief engineer sighted four perpetrators in the engine room on the 2nd deck level. One of the perpetrators was armed with a knife about 50 cm long. The chief engineer reported the incident to the master. The four perpetrators escaped upon hearing the ship's activation of alarm and deck lightings. The crew was mustered at the bridge and a search for the perpetrators was conducted. Nothing was stolen and the crew was safe. The ship continued her journey to Majishan, China.

JANUARY-NOVEMBER 2019

During January-November 2019, a total of 23 incidents (comprising 21 actual and two attempted incidents) were reported in the Singapore Strait.

Chart 3 below shows the number of incidents in the Singapore Strait by month during January-November 2019. The highest number of incidents occurred in November 2019. Five incidents were reported in November 2019 compared to three incidents in October 2019 and one incident in September 2019.

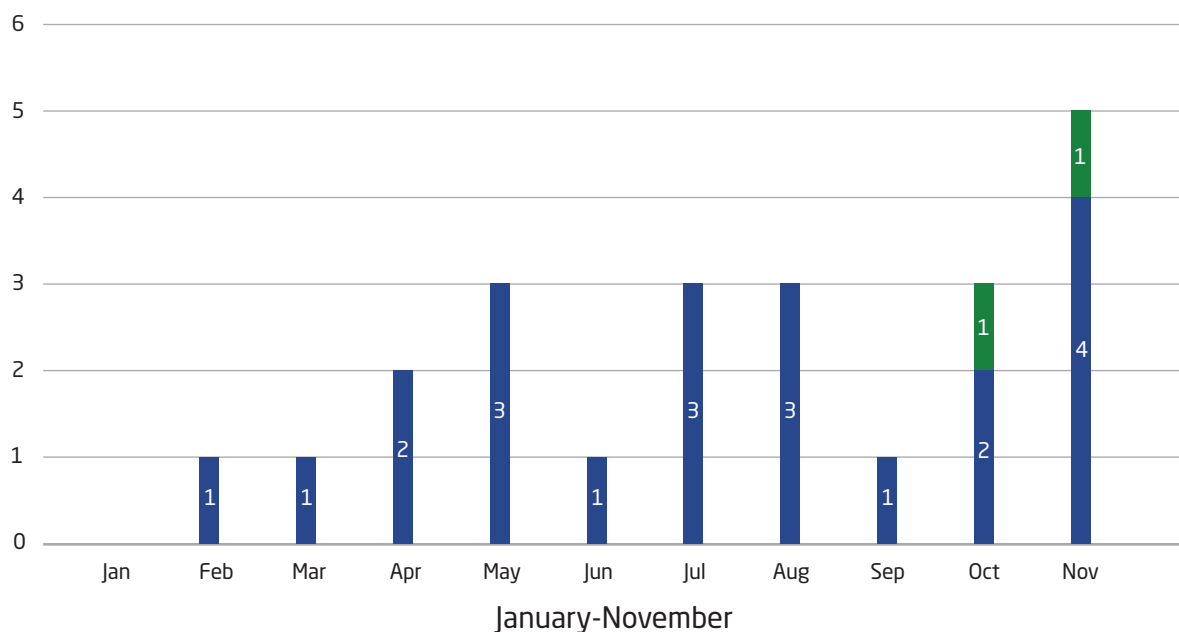
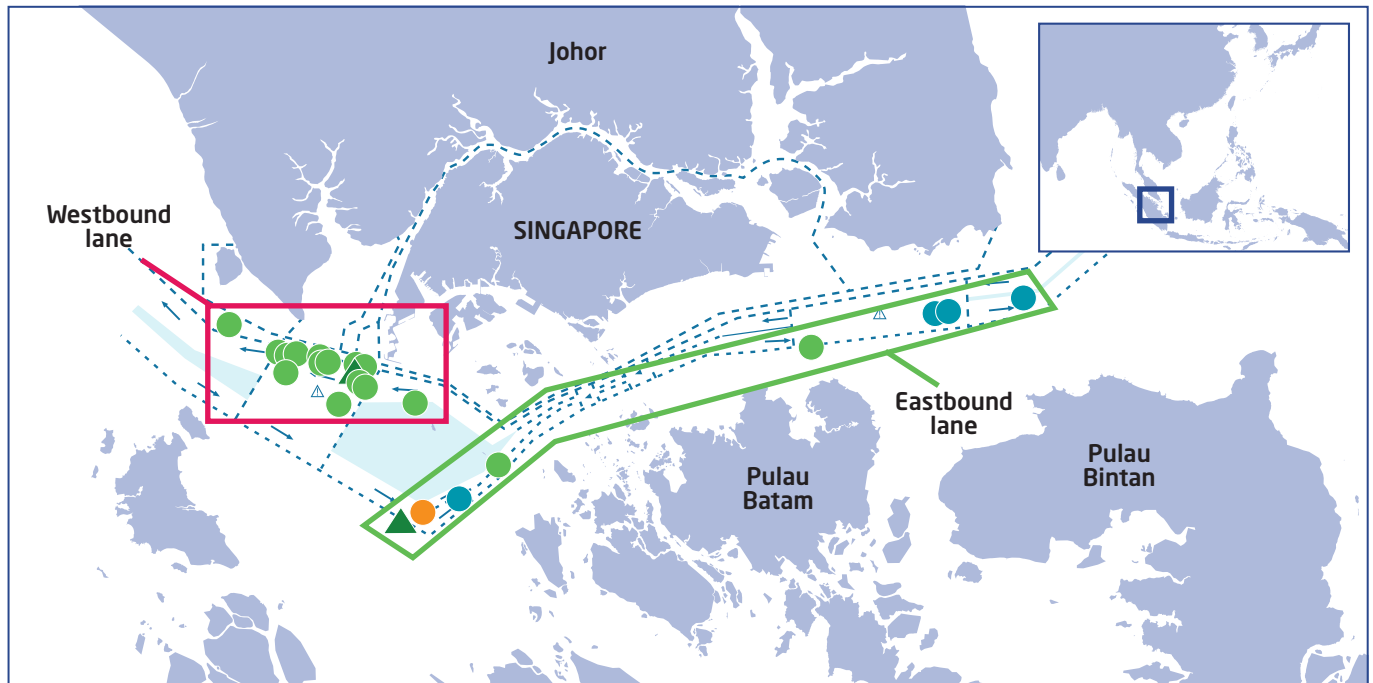


Chart 3 - Number of incidents in the Singapore Strait (by month) during January-November 2019

Of the 23 incidents, 15 incidents occurred in the westbound lane of the TSS in the Singapore Strait, and eight occurred in the eastbound lane of the TSS. Refer to Map 3 below on the approximate location of the 23 incidents.



Map 3 - Location of incidents in the Singapore Strait (January-November 2019)

● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted

Among the 15 incidents that occurred in the westbound lane of the TSS, 14 occurred on board barges towed by tug boats; and one occurred on board a tanker. For the eight incidents that occurred in the eastbound lane of the TSS, five occurred on board bulk carriers, one on board a tanker, one on board a VLCC and one on board a barge towed by a tug boat.

MODUS OPERANDI OF PERPETRATORS IN INCIDENTS INVOLVING SHIPS WHILE UNDERWAY IN THE SINGAPORE STRAIT

The modus operandi of the 23 incidents while underway in the westbound lane and eastbound lane of the TSS in the Singapore Strait are summarised in table below:

Factors	Westbound lane of the TSS (15 incidents)	Eastbound lane of the TSS (8 incidents)
Type of ships	<ul style="list-style-type: none"> • Barges towed by tug boats (14) • Tanker (1) 	<ul style="list-style-type: none"> • Bulk carrier (5) • VLCC (1) • Tanker (1) • Barge towed by tug boat (1)
No. of perpetrators	<ul style="list-style-type: none"> • 11 men (1 incident) • 8 men (1 incident) • 6 men (2 incidents) • 4 men (1 incident) • 3 men (2 incidents) • 2 men (1 incident) • Not stated (7 incidents) 	<ul style="list-style-type: none"> • 5 men (5 incidents) • 4 men (2 incidents) • 2 men (1 incident)
Weapons carried	<ul style="list-style-type: none"> • Knives/machetes/others (1 incident) • Not stated (14 incidents) 	<ul style="list-style-type: none"> • Gun & jungle knife (1 incident) • Knives (4 incidents) • Not stated (3 incidents)
Treatment of crew	<ul style="list-style-type: none"> • No injuries (13 incidents) • Not stated (2 incident) 	<ul style="list-style-type: none"> • No injuries (8 incidents) - Crew were threatened in two of these incidents
Items stolen	<ul style="list-style-type: none"> • Scrap metal (9 incidents) • Tools (2 incidents) • Nothing stolen (4 incidents) 	<ul style="list-style-type: none"> • Spare parts (1 incident) • Twist locks & ropes (1 incident) • Nothing stolen (6 incidents)
Time of incident	<ul style="list-style-type: none"> • Hours of darkness (8 incidents) • Daylight hours (7 incidents) 	<ul style="list-style-type: none"> • Hours of darkness (8 incidents)

The observations are as follows:

- a. Type of ships. Perpetrators mostly boarded barges towed by tug boats while they were underway in the **westbound lane of the TSS**; and bigger ships while underway in the **eastbound lane of the TSS**.
- b. Number of perpetrators. In seven of the 15 incidents in the **westbound lane of the TSS** there was no information on the number of perpetrators involved. This was because the crew of tug boats were not able to see the boarding by perpetrators on the unmanned barges towed by the tug boats. For incidents in the **eastbound lane of the TSS**, majority of the incidents involved 4-5 perpetrators.
- c. Type of weapons carried. All 14 incidents that occurred on board barges towed by tug boats in the **westbound lane of the TSS** had no information if the perpetrators carried any weapons. For incidents in the **eastbound lane of the TSS**, four of the eight incidents reported that the perpetrators carried knives. In the incident involving bulk carrier, *Nord Steel* on 19 Oct 19, the perpetrators carried a gun and jungle knife.
- d. Treatment of crew. Majority of the incidents in the **westbound lane and eastbound lane of the TSS** reported that the crew did not suffer any injuries. However, in comparison, the perpetrators of incidents in the eastbound lane were more violent, as evidenced in the two incidents where perpetrators threatened the crew.
- e. Items stolen. Majority of the incidents in the **westbound lane of the TSS** reported that scrap metal was stolen from the barges towed by tug boats. For incidents in the **eastbound lane**, nothing was stolen in six of the eight incidents. In the two incidents with losses, engine spares, twist locks and ropes were stolen.
- f. Time of incident. Of the 15 incidents in the **westbound lane of the TSS**, eight incidents occurred during hours of darkness (between 1900 hrs and 0530 hrs) and seven occurred during daylight hours (between 0700 hrs and 1700 hrs). All the eight incidents in the **eastbound lane** occurred during hours of darkness (between 2300 hrs and 0530 hrs).

RECOMMENDATIONS

1. On the incidents on board barges towed by tug boats in the westbound lane of the TSS, ReCAAP ISC had issued an Incident Alert 01/2019 on 25 Apr 19 and a Special Report on 22 Aug 19. Regarding the incidents on board ships while underway in the eastbound lane of the TSS, the ReCAAP ISC had issued two Incident Alerts - the first Incident Alert on 23 Oct 19 and second Incident Alert on 29 Nov 19.
2. The ReCAAP ISC advises the shipping industry and ships to exercise enhanced vigilance, look out for suspicious small boats, adopt extra precautionary measures and report all incidents to the nearest coastal State immediately.
3. The ReCAAP ISC strongly urges the littoral States to strengthen joint coordinated patrols, increase enforcement in their respective waters and promote information sharing on the latest situation and the criminal groups involved in order to arrest and prosecute the perpetrators.

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

SITUATION UPDATE

No incident of abduction of crew for ransom was reported during November 2019. The last incident of abduction of crew occurred on 23 Sep 19 on board a fishing boat in the waters of Tambisan Island, Lahad Datu, Sabah, Malaysia where three crew were abducted.

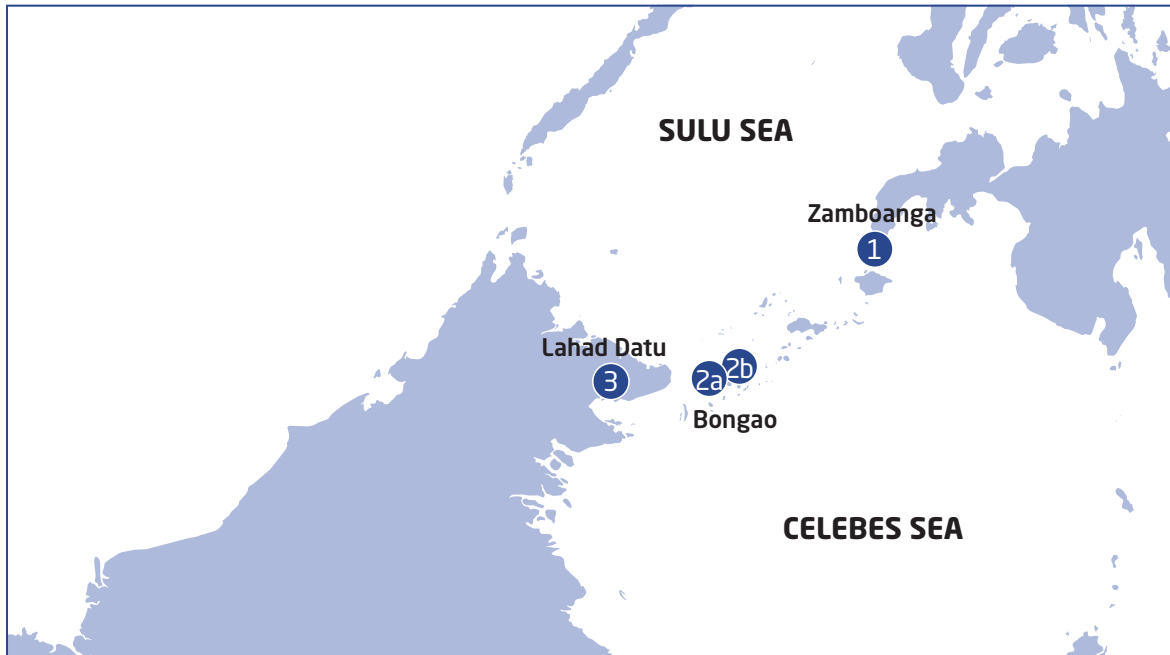
STATUS OF ABDUCTED CREW

Three crew are still held in captivity as of Oct 19:

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

RECAAP ISC ADVISORY

As the risk of the abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah is high as demonstrated by the two abduction of crew incidents on 18 Jun 19 and 23 Sep19, 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 the Philippines and ESSCOM of Malaysia (updated by ReCAAP ISC on 3 Jan 19) are as follows:



Map 4 - Contact details

① Philippine Coast Guard District Southwestern Mindanao

Tel: +63 998 585 7972
+63 917 842 8446
VHF: Channel 16 with call-sign "NEPTUNE"
Email: hcgdswm@yahoo.com

②b Philippine Navy - Littoral Monitoring Station (LMS), Bongao, Tawi-Tawi

Tel: +63 955 714 0153
VHF: Channel 16
Email: jointtaskgroup@gmail.com

②a Philippine Coast Guard Station, Bongao (Central Tawi-Tawi)

Tel: +63 998 585 7941
+63 917 842 8402
VHF: Channel 16
Email: cgd_tawi2@yahoo.com

③ Eastern Sabah Security Command (ESSCOM)

Tel: +60 89863181/016
Fax: +60 89863182
VHF: Channel 16 with call-sign "ESSCOM"
Email: bilikgerakan_esscom@jpm.gov.my

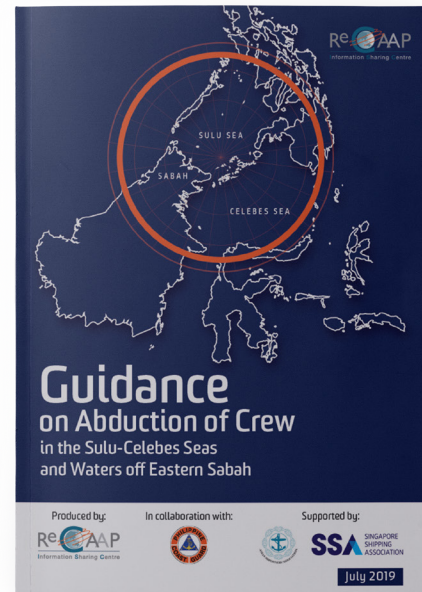
In the event that the ship master is not able to establish contact with the Operation Centres of the Philippines as listed in the ReCAAP ISC Advisory, he can contact the **Philippine Coast Guard Command Centre** at the following contact details:

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

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

The ReCAAP ISC has 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 the ships transiting the area, including contact details and the Notice to Mariners (NOTAM) issued by the Philippines and Malaysia. It also shares the analysis of incidents based on the information collected from past incidents. The Guidance can be found at www.recaap.org.

The Guidance is produced in collaboration with the Philippine Coast Guard (ReCAAP Focal Point of the Philippines) 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.



CONCLUSION

The total number of incidents of piracy and armed robbery against ships reported during January-November 2019 has **decreased by 4%** but the number of actual incidents has increased by 3% compared to January-November 2018.

On one hand, there was a decrease of incidents during January-November 2019 at ports and anchorages in Bangladesh, Indonesia and Philippines. On the other hand, the number of incidents in the Singapore Strait continued to increase in November 2019. The ReCAAP ISC recommends all ships to exercise enhanced vigilance when transiting the Singapore Strait and report all incidents and presence of suspicious small boats in the vicinity to the nearest coastal State immediately. The ReCAAP ISC strongly urges the littoral States to strengthen joint coordinated patrols, increase enforcement in their respective waters and promote information sharing on the latest situation and the criminal groups involved in order to arrest and prosecute the perpetrators.

As the threat of the abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah is still high, the ReCAAP ISC advises the shipping industry to exercise extra vigilance when transiting the area, report immediately to the reporting centres and adopt the measures recommended in the ReCAAP ISC's *'Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah'*.

The ReCAAP ISC urges law enforcement agencies to continue to enhance surveillance, increase patrols and respond promptly to reports of incidents. Ships transiting areas of concern are to exercise enhanced vigilance, maintain all round lookout for suspicious boats, report all incidents to the nearest coastal State and flag State immediately, and implement preventive measures recommended in the *'Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia'*.

APPENDICES

Definitions & Methodology in Classifying Incidents

Definitions

Piracy, in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS), is defined as:

1. "Piracy" means any of the following acts:
 - (a) any illegal act of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:
 - (i) on the high seas, against another ship, or against persons or property on board such ship;
 - (ii) against a ship, persons or property in a place outside the jurisdiction of any State;
 - (b) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;
 - (c) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

Armed Robbery Against Ships, in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025(26), is defined as:

2. "Armed robbery against ships" means any of the following acts:
 - (a) any illegal act of violence or detention, or any act of depredation, or threat thereof, other than an act of "piracy", committed for private ends and directed against a ship, or against persons or property on board such ship, within a State's internal waters, archipelagic waters and territorial sea;
 - (b) any act of inciting or of intentionally facilitating an act described above.

Methodology in classifying incidents

To provide some perspective on incidents of piracy and armed robbery, the ReCAAP ISC evaluates the significance of each incident in terms of two factors – the level of violence and the economic loss incurred. The indicators for these two factors are as follows:

- A. **Violence Factor.** This factor refers to the intensity of violence in an incident, and the three indicators used to determine this are:
 - (1) Type of weapons used. Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered more violent.
 - (2) Treatment of the crew. Incidents where pirates/robbers kill or kidnap crew are deemed to be more violent compared to petty thieves who flee upon being noticed. Other cases could include threatening crew members, assault, or serious injury.

(3) Number of pirates/robbers engaged in an attack. As a rule, an incident where a larger number of pirates/robbers were involved would be considered more significant as having a large capacity (as well as probability) for use of force. A larger number of pirates/robbers may also indicate the involvement of gangs or organised syndicates rather than petty and opportunistic pirates who generally operate in small groups.

B. **Economic Factor.** This factor takes into consideration the type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo onboard or theft of the vessel.

Using these indicators, the ReCAAP ISC classifies all incidents into one of the four categories based on a matrix of the indicators of the Violence Factor and Economic Factor. Below is the broad narration of the four Categories.

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 and to facilitate the maritime community to carry out risk assessment.

DESCRIPTION OF INCIDENTS

Actual Incidents

● CAT 3 ● CAT 4

S/No.	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	Maersk Borneo Product tanker Singapore 19758 9341445	8/11/19 0300 hrs	3° 47.2' N, 98° 41.8' E Belawan Port, Indonesia	<p>While at berth, the duty watch keeper noticed one perpetrator trying to board the tanker using ropes with hook. The perpetrator escaped when the duty watch discovered his presence. The lower platform of the accommodation ladder was reported stolen. No damage to the ship and the crew was not injured.</p> <p>The Singapore Navy and Police Coast Guard was notified. The safety navigational broadcast was initiated and the Indonesian authority was notified.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
2	Faye Bulk carrier Marshall Islands 39737 9553062	23/11/19 0522 hrs	1° 16.3' N, 104° 14.08' E Approximately 4.4 nm south- southeast of Tanjung Bulat, Malaysia, in the eastbound lane of the TSS in the Singapore Strait (SOMS)	<p>While underway, five perpetrators armed with two long knives were sighted in the engine room. The crew immediately raised the alarm and the perpetrators escaped. The crew followed up with search for any missing items and perpetrators on board. The master later confirmed that there were no perpetrators on board the ship. He reported the incident to Singapore Vessel Traffic Information System (VTIS). The crew was safe and the ship resumed her voyage to Incheon, Republic of Korea.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/No.	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
3	<p>Harbour Libra Tug boat Malaysia 163 9570383</p> <p>Harbour Voyager Barge Malaysia</p>	24/11/19 0300 hrs	<p>1° 14.25' N, 104° 4.01' E</p> <p>Approximately 2.2 nm northwest of Pulau Nongsa, Indonesia, in the eastbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p>	<p>While underway, two perpetrators were sighted on board the barge loaded with containers. The perpetrators escaped after the crew on board the barge raised the alarm and chased them away. Some twist locks and ropes were stolen. The master reported the incident to Singapore Vessel Traffic Information System (VTIS). The crew was not injured and the ship resumed her voyage to Port Sibu, Sarawak.</p> <p>The Singapore Police Coast Guard and Singapore Navy were informed of the incident. Indonesian authority was notified and the safety navigational broadcast was initiated.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
4	<p>KMAX Evdokia Bulk carrier Marshall Islands 41662 9341873</p>	28/11/19 0458 hrs	<p>1° 17.17' N, 104° 19.67' E</p> <p>Approximately 6.9 nm northeast of Pulau Tanjung Buntung Besar, Indonesia, in the eastbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p>	<p>While underway, the duty oiler, who was collecting engine spares at the steering gear room, was confronted by five perpetrators. The duty oiler was grabbed and had a knife pointed at him. The duty oiler subsequently managed to escape to the engine control room. The ship's alarm was raised, the crew mustered and a search was carried out on board. The master reported that all crew were accounted for and there was no further sighting of the perpetrators on board. Nothing was stolen and the ship did not require further assistance. <i>KMAX Evdokia</i> was en route from Singapore to Phu My, Vietnam.</p> <p>The master reported the incident to Singapore VTIS via VHF. The Republic of Singapore Navy and Singapore Police Coast Guard were notified. The Singapore Police Coast Guard deployed its asset to search for the perpetrators and escorted <i>KMAX Evdokia</i> till she cleared the TSS. The Indonesia authority was also notified and a safety navigational broadcast was initiated.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/No.	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
5	China Pioneer Bulk carrier Hong Kong, China 106884 9588768	28/11/19 2320 hrs	1° 16.2' N, 104° 13.4' E Approximately 7.6 nm northwest of Pulau Tanjung Buntung Besar, Indonesia, in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While underway, the chief engineer sighted four perpetrators in the engine room on the 2 nd deck level. One of the perpetrators was armed with a knife about 50 cm long. The chief engineer reported to the master about the unauthorised boarding. The perpetrators escaped when hearing the ship's alarm and deck lightings. The crew was mustered at the bridge and a search conducted on board. All crew was safe and nothing was stolen. The ship departed Singapore for Majishan, China. [ReCAAP Focal Point (Singapore)]
6	Rio Daytona Tanker Marshall Islands 8278 9449443	30/11/19 0330 hrs	13° 43.9' N, 121° 2.5' E Alpha anchorage, Tabangao Batangas, Philippines	While at anchor, the duty officer noticed two perpetrators, who had boarded the tanker through the hawse pipe. Upon seeing the duty officer, the two perpetrators escaped immediately. The duty officer informed the master and raised the ship's general alarm. An inventory of the ship's property was immediately conducted. Fire nozzle, fire hydrant cover and butterfly bolts were stolen from the Bosun store hatch. The incident was reported to Port State Control Manila, who relayed the information to the Philippine Focal Point. The Coast Guard Station Batangas conducted maritime patrol in the area thereafter. [ReCAAP Focal Point (Philippines)]

Attempted Incidents

S/No.	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
7	GT Equality Chemical tanker Vietnam 4159 9205512	5/11/19 0500 hrs	1° 12.6' N, 103° 34.3' E Approximately 4.8 nm southeast of Tanjung Piai, Johor, Malaysia, in the westbound lane of the TSS in the Singapore Strait (SOMS)	While the chemical tanker was departing from Tanjung Pelepas, Johor, Malaysia, six perpetrators in two speed boats attempted to board the ship. Upon sighting of the two speed boats, the alarm was raised. The master increased the speed and took evasive manoeuvres. The perpetrators aborted the attempt to board the ship. The ship resumed her voyage heading easterly. The crew was safe. [ReCAAP Focal Point (Singapore)]
8	Silver Millie Tanker Marshall Islands 29327 9692363	9/11/19 0100 hrs	13° 45' N, 121° 1' E Alpha Anchorage, Batangas Bay, Batangas City, Philippines	While the tanker was dropping its anchor, the duty anchor detail of the watch noticed a perpetrator trying to climb through the ship's anchor chain. The duty officer shook the hawse pipe, causing the perpetrator to fall into the water. The perpetrator escaped towards an unknown direction. The incident was reported to the Philippine Coast Guard District Southern Tagalog. The Philippine Coast Guard and Bureau of Immigration and Quarantine boarded the ship, and conducted an initial investigation. They advised the master of the ship to enhance security measures to avoid recurrence of similar incident. [ReCAAP Focal Point (Philippines)]

CONTACT DETAILS OF ReCAAP FOCAL POINTS/CONTACT POINT

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Australia		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: mbcengagement@abf.gov.au	+61-2-6275-6000	+61-2-6275-6275
Bangladesh		
Department of Shipping E-mail: cns@dos.gov.bd	+88-02-9554206	+88-02-7168363
Brunei		
Royal Brunei Marine Police Email: marine@police.gov.bn	+673-2773548	+673-2770549
Cambodia		
Merchant Marine Department Ministry of Public Works and Transport E-mail: mmd@mpwt.gov.kh	+855-88-7878-777	+85-5-2386-4110
China		
China Maritime Search and Rescue Coordination Centre (Beijing) Email: cnmrcc@mot.gov.cn cnmrcc@msa.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999	+85-2-2541-7714
Denmark		
Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-9137-6000	+45-9137-6001
India		
MRCC (Mumbai) Coast Guard Region (West) Mumbai - India Email: mrcc-west@indiancoastguard.nic.in	+91-22-2431-6558 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Japan		
Japan Coast Guard (JCG) Ops Centre Email : jcg-op@mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
Republic of Korea		
Situation Room (Operation Centre) Ministry of Oceans and Fisheries Email: mof5896@korea.kr	+82-44-200-5895 to 98	+82-44-200-5886 to 88
Laos		
International Organisations Department UN Political and Security Affairs Division Ministry of Foreign Affairs Email: unpolsec.mfalaos@gmail.com	+856-21-414025	+856-21-414025
Myanmar		
MRCC Ayeyarwaddy Myanmar Navy Email: mrcc.yangon@mptmail.com.mm mrcc.myanmar2012@gmail.com	+95-313-1651	+95-1202-417
Netherlands		
Netherlands Coast Guard Maritime Information Centre Email: mik-nl@kustwacht.nl	+31-223-658-101	+31-223-658-358
Norway		
Norwegian Maritime Authority Email: security@sdir.no	+47-5274-5000	+47-5274-5001
Philippines		
Philippine Coast Guard Command Center Email: pcgcomcen@coastguard.gov.ph	+63-2-527-8481 to 89 (ext: 6136/37) +63-917-724-3682 +63-929-825-3207 (mobile)	+63-2-310-2097
Coast Guard District South Western Mindanao (CGDSWM) Email: hcgdswm@yahoo.com	+63 998 585 7972 +63 917 842 8446 VHF: Channel 16 with call sign "NEPTUNE"	

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Singapore		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
Sri Lanka		
Sri Lanka Navy Operations Room / MRCC (Colombo) Email: nhqдно@yahoo.com nhqдно@navy.lk	+94-11-244 5368 +94-11-221 2230/31	+94-11-244 1454 +94-11-244 9718
Thailand		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: miscdutyofficer@misc.go.th sornchon2558@gmail.com	+66-2475-4532	+66-2475-4577
United Kingdom		
National Maritime Information Centre Operations Centre Email: NMIC-OPS@mod.gov.uk	+44 2392-211941	+44 2392-212024 Please indicate "FAO NMIC - A leg"
United States		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: rccalameda@uscg.mil	+1-510-437-3701	
Vietnam		
Vietnam Coast Guard Email: vietnamcoastguard@gmail.com	+84-4-3355-4378	+84-4-3355-4363

Correct as at 31 October 2019



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

Infinite Studios

21 Media Circle, #05-04, Singapore 138562

T +65 6376 3091 . F +65 6376 3066

E info@recaap.org . W www.recaap.org