



APRIL 2020

Monthly Report

04

Piracy and Armed Robbery
Against Ships in Asia



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INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA IN APRIL 2020

OVERVIEW

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A total of nine incidents of piracy¹ and armed robbery against ships² were reported in Asia in April 2020. Of the nine incidents, one was a piracy incident and eight were incidents of armed robbery against ships. There was no report of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah in April 2020. 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. With three incidents reported in April 2020, a total of 12 incidents have been reported in the Singapore Strait since January 2020. Of the 12 incidents, 11 incidents occurred in the eastbound lane of the Traffic Separation Scheme (TSS) and one incident in the precautionary area in the Singapore Strait. The ReCAAP ISC has issued an Incident Alert (IA/04/2020) on 30 Apr 20 on the three incidents which occurred during 16-30 Apr to ships while underway in the Singapore Strait.

APRIL 2020

NUMBER OF INCIDENTS

In April 2020, nine incidents of piracy and armed robbery against ships were reported. All were actual incidents³. No attempted incident⁴ was reported. All incidents have been verified and reported to the ReCAAP ISC by ReCAAP Focal Points. Refer to the Appendix on pages 24-28 for description of the incidents.

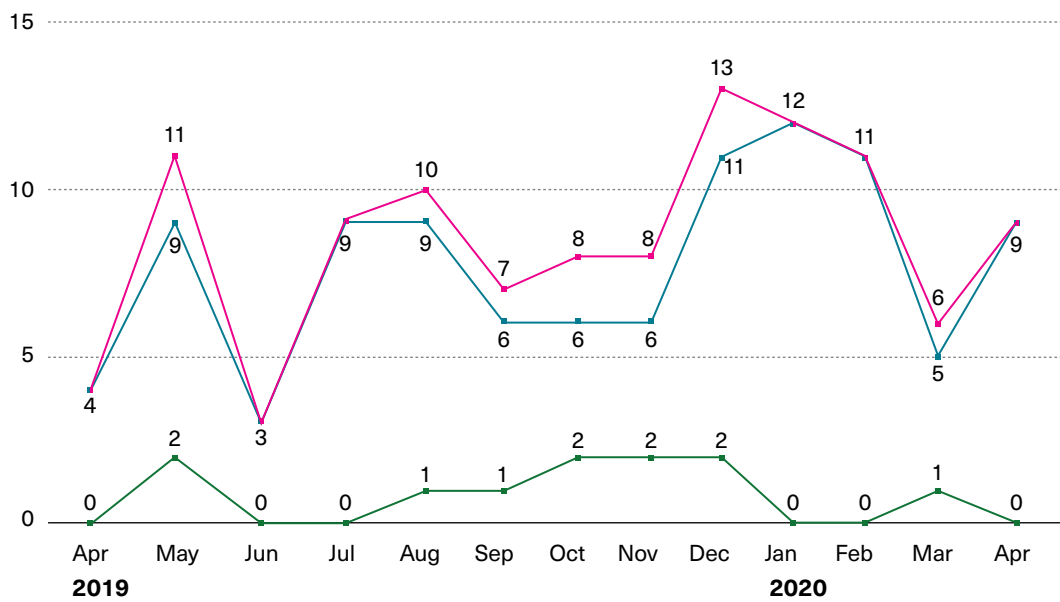
1 Piracy is defined in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS). Refer to Appendix for detailed definition.

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

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

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

Graph 1 shows the number of incidents reported each month from April 2019 to April 2020. On a month-to-month comparison, the number of total incidents reported in April 2020 is lower than the monthly number of incidents in 2020, except for the preceding month of March 2020.



Graph 1 – Number of incidents (April 2019-April 2020)

■ Total ■ Actual ■ Attempted

STATUS OF SHIPS

Of the nine incidents reported in April 2020, five incidents occurred on board ships when at anchor and four incidents on board ships while underway.

SIGNIFICANCE LEVEL OF INCIDENTS

Of the nine actual incidents reported in April 2020, two were CAT 3 incidents and seven were CAT 4 incidents. No CAT 1 or CAT 2 incident was reported in April 2020.

Of the two CAT 3 incidents, one incident occurred on board a container ship anchored at Manila International Container Terminal (MICT) Breakwater, Philippines, and one incident on board a bulk carrier while underway in the Singapore Strait. In both incidents, the perpetrators were armed with knives, and the crew was not injured.

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Four of the seven CAT 4 incidents occurred on board ships while at anchor (off Alang Anchorage, India, at Taboneo Anchorage, Indonesia, off Tanjung Kelesa, Johor, Malaysia and at Vung Tau Anchorage, Vietnam). The other three CAT 4 incidents occurred on board ships while underway (two incidents in the Singapore Strait and one incident in the South China Sea).

Chart 1 shows the significance level of incidents reported in April of 2007-2020.

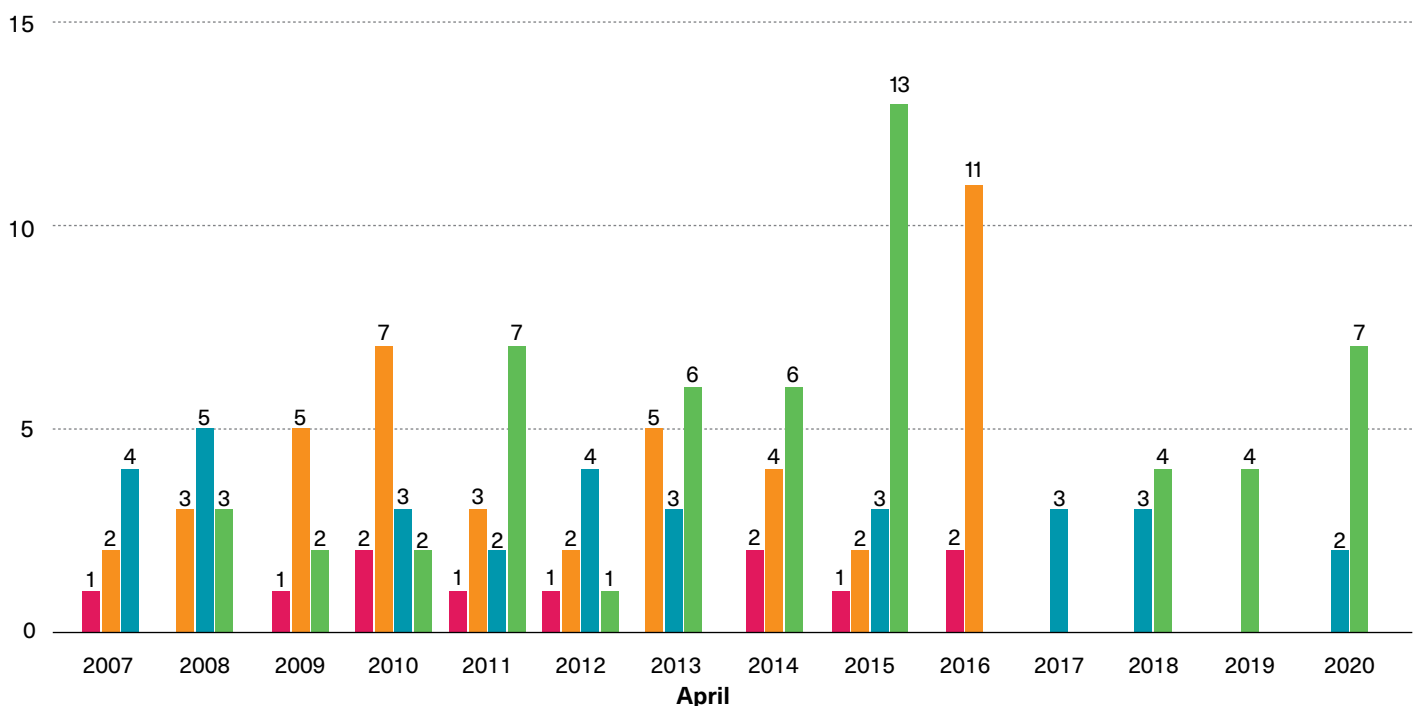


Chart 1 – Significance level of incidents (April of 2007-2020)

CAT 1 CAT 2 CAT 3 CAT 4

LOCATION OF INCIDENTS

The location of the nine incidents reported in April 2020 is shown in Map 1.



Map 1 – Location of incidents in April 2020

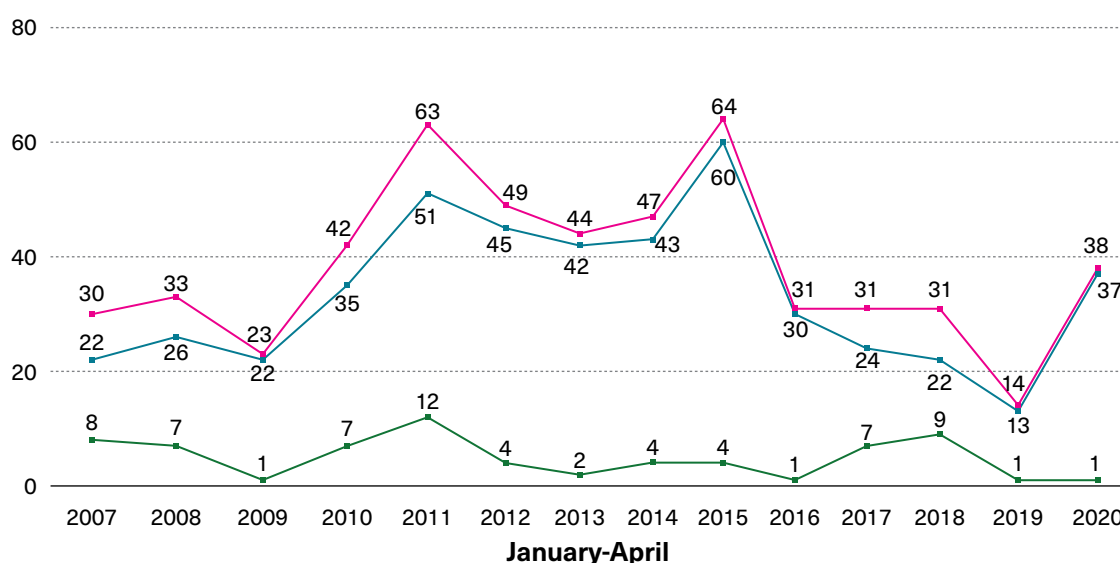
● CAT 3 ● CAT 4

- | | | | | |
|---|---|--|--|---|
| <p>1 Leyla K
Tanker
11 Apr 20
1030 hrs</p> | <p>2 Jasmine
Bulk carrier
12 Apr 20
0500 hrs</p> | <p>3 NYK Joanna
Container ship
14 Apr 20
0248 hrs</p> | <p>4 Palais
Bulk carrier
16 Apr 20
0100 hrs</p> | <p>5 Arafura
VLCC
16 Apr 20
0800 hrs</p> |
| <p>6 Seafrost
Oil/chemical/gas tanker
18 Apr 20
2354 hrs</p> | <p>7 MT Masagana
Tanker
20 Apr 20
0145 hrs</p> | <p>8 Horizon II
Bulk carrier
22 Apr 20
2309 hrs</p> | <p>9 Chem Ranger
Tanker
30 Apr 20
0515 hrs</p> | |

JANUARY-APRIL 2020

NUMBER OF INCIDENTS

During January-April 2020, a total of 38 incidents (comprising 37 actual incidents and one attempted incident) of piracy and armed robbery against ships were reported in Asia. Compared to January-April 2019, the total number of incidents reported during January-April 2020 has increased by more than 2.5 folds. A total of 14 incidents (comprising 13 actual incidents and one attempted incident) were reported during January-April 2019. Graph 2 shows the total number of incidents reported during January-April of 2007-2020.



Graph 2 – Number of incidents (January-April of 2007-2020)

■ Total ■ Actual ■ Attempted

The increase of incidents during January-April 2020 occurred mostly in Bangladesh, India, the Philippines and Singapore Strait.

Three incidents were reported in Bangladesh during January-April 2020 compared to no incident during January-April 2019. Seven incidents were reported in India during January-April 2020 compared to one incident during the same period in 2019; and five incidents in the Philippines during January-April 2020 compared to two incidents during the same period in 2019.

Of concern was the increase in the number of incidents on board ships while underway in the Singapore Strait during January-April 2020 compared to the same period in 2019. Twelve incidents were reported in the Singapore Strait during January-April 2020 compared to four incidents during the same period in 2019.

SIGNIFICANCE LEVEL OF INCIDENTS

Of the 37 actual incidents reported during January-April 2020, one was a CAT 1 incident, seven were CAT 3 incidents and 29 were CAT 4 incidents. Chart 2 shows the significance level of incidents reported during January-April of 2007-2020.

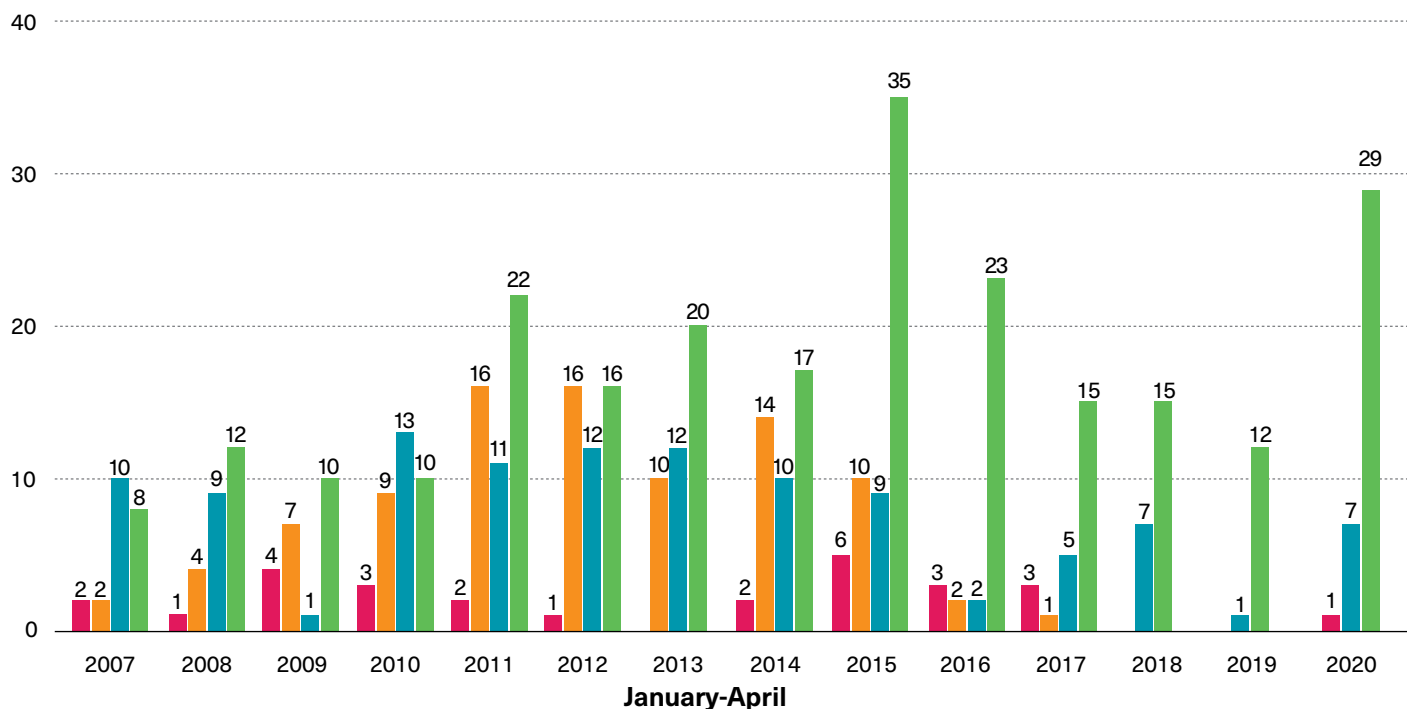


Chart 2 – Significance level of incidents (January-April of 2007-2020)

■ CAT 1 ■ CAT 2 ■ CAT 3 ■ CAT 4

The CAT 1 incident was the abduction of eight crew from a fishing trawler on 17 Jan 20 off Lahad Datu, Sabah, Malaysia. On 18 Jan 20, the Malaysian authorities recovered three of the eight crew in the vicinity of Lahad Datu, Sabah. The remaining five crew are still held in captivity.

There was an increase in the number of CAT 3 and CAT 4 incidents during January-April 2020 compared to the same period in 2019. The majority of the actual incidents reported during January-April 2020 were CAT 4 incidents (78%), which is consistent with the past trends observed in Asia.

UPDATE ON SITUATION IN THE SINGAPORE STRAIT

APRIL 2020

In April 2020, three incidents (all actual incidents) were reported on board ships while they were underway in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait. The ReCAAP ISC has issued an Incident Alert (IA/04/2020) on 30 Apr on the three incident which occurred within an interval of 14 days (16-30 Apr). The description of the three incidents are as follows:

(1) INCIDENT ON 16 APR 20

Name of ship	<i>Palais</i>
Type of ship	Bulk carrier
Flag of ship	Marshall Islands
GT	41605
IMO Number	9646649

At about 0100 hrs, *Palais* was en route from Singapore to China and underway at approximately 3.2 nm north of Nongsa Point, Pulau Batam, Indonesia in the eastbound lane of the TSS when the ship master reported to Singapore Vessel Traffic Information System (VTIS) East on the sighting of three perpetrators at the stern of the ship. The master raised the alarm and a search on board the ship was conducted to locate the perpetrators, but with no sighting of them. There was no confrontation between the perpetrators and the crew. The master reported that the crew was safe and some engine spare parts were stolen.

The Singapore Police Coast Guard (PCG) and Republic of Singapore Navy (RSN) were informed; and the Indonesian authorities were notified. A safety navigational broadcast was initiated to alert mariners.

(2) INCIDENT ON 22 APR 20

Name of ship	<i>Horizon II</i>
Type of ship	Bulk carrier
Flag of ship	Panama
GT	63993
IMO Number	9537563

At about 2309 hrs, *Horizon II* was en route from Singapore to Vietnam and underway at approximately 2.9 nm north of Pulau Nongsa, Indonesia in the eastbound lane of the TSS when two perpetrators were sighted at the stern deck of the ship. One of the perpetrators was armed with a knife. The general alarm was raised and the crew mustered at the bridge. The master reported the incident to Singapore VTIS. A safety navigational broadcast was initiated. The RSN's Maritime Security Task Force (MSTF), Singapore PCG and the Indonesian authorities were notified.

The master deviated the ship back to the port of Singapore and requested assistance from the authorities to conduct search on board for the perpetrators. The MSTF's *RSS Justice* escorted the bulk carrier back to the port of Singapore. Upon arrival at the port, the Singapore PCG officers boarded the ship and conducted a search. There was no sighting of the perpetrators on board. The crew was not injured and nothing was stolen.

(3) INCIDENT ON 30 APR 20

Name of ship	<i>Chem Ranger</i>
Type of ship	Tanker
Flag of ship	Marshall Islands
GT	16411
IMO Number	9490296

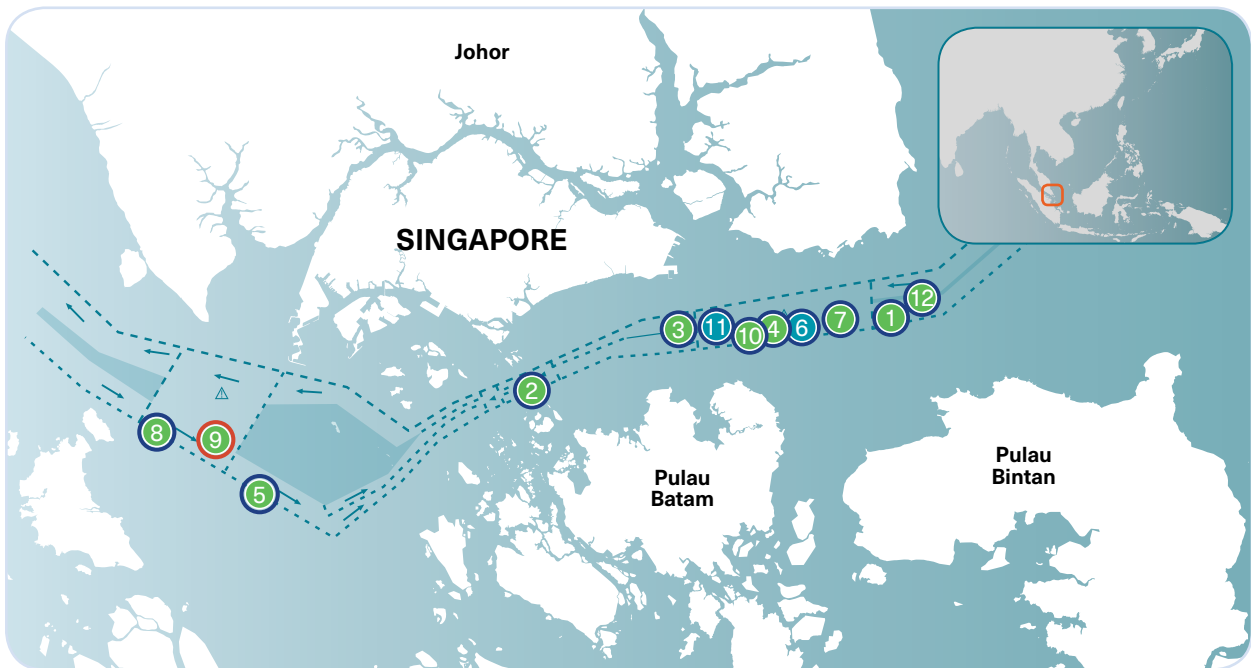
At about 0515 hrs, *Chem Ranger* was en route from Singapore to Ulsan, Republic of Korea and underway at about 6.2 nm northwest of Tanjung Tondong, Pulau Bintan, Indonesia in the eastbound lane of the TSS when three perpetrators were sighted in the engine room⁵. The general alarm was raised and crew mustered. The master reported the incident to Singapore VTIS. A safety navigational broadcast was initiated. The RSN's MSTF, Singapore PCG and the Indonesian authorities were notified.

The master deviated *Chem Ranger* back to the port of Singapore and requested assistance from the authorities to conduct search on board for the perpetrators. Upon arrival in Singapore, the Singapore PCG officers boarded the tanker and conducted a search. There was no sighting of the perpetrators on board. The crew was not injured and nothing was stolen.

⁵ In six of the nine incidents that involved bigger ships (bulk carriers and tankers), perpetrators were sighted in the engine room.

JANUARY-APRIL 2020

During January-April 2020, a total of 12 incidents (all actual incidents) were reported on board ships while they were underway in the Singapore Strait. Of the 12 incidents, 11 incidents occurred in the eastbound lane of the TSS and one incident occurred in the precautionary area in the Singapore Strait. Map 2 shows the location of the 12 incidents reported during January-April 2020.



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

● CAT 3 ● CAT 4 ● Eastbound lane ● Precautionary area

- | | | | |
|--|---|---|---|
| <p>1 British Mariner
Tanker
8 Jan 20
0400 hrs</p> | <p>2 Kim Hock Tug 9 & LKH 2882
Tug boat & barge
18 Jan 20
1129 hrs</p> | <p>3 Kim Hock Tug 9 & LKH 2882
Tug boat & barge
18 Jan 20
1551 hrs</p> | <p>4 Papora Wisdom
Bulk carrier
28 Jan 20
0205 hrs</p> |
| <p>5 Sung Fatt 27 & Sung Fatt 32
Tug boat & barge
7 Feb 20
1200 hrs</p> | <p>6 New Spirit
Bulk carrier
9 Feb 20
0220 hrs</p> | <p>7 Swarna Jayanti
Tanker
9 Feb 20
0252 hrs</p> | <p>8 Western Seattle
Bulk carrier
28 Feb 20
0045 hrs</p> |
| <p>9 Sam Jaguar
Bulk carrier
16 Mar 20
0511 hrs</p> | <p>10 Palais
Bulk carrier
16 Apr 20
0100 hrs</p> | <p>11 Horizon II
Bulk carrier
22 Apr 20
2309 hrs</p> | <p>12 Chem Ranger
Tanker
30 Apr 20
0515 hrs</p> |

RECOMMENDATIONS

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

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

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

UPDATE ON SITUATION IN INDIA

APRIL 2020

In April 2020, one actual incident was reported off Alang Anchorage in India. There was also a report of the arrest of the perpetrators who boarded jack-up barge, *Naashi* on 25 Mar 20. The description of the incident on 18 Apr; and the arrest of the perpetrators of *Naashi* on 30 Apr are as follows:

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INCIDENT ON 18 APR 20

At about 2354 hrs, tanker, *Seafrost* towed by tug boat, *Atlantis* was waiting for demolition off Alang Anchorage when some perpetrators boarded the unmanned *Seafrost* from a dinghy boat. Some ship property was stolen. The master of the tug boat reported the incident to VTS Khambhat, who relayed the message to the Indian Coast Guard (ICG). The ICG Station Pipavav requested Marine Police Alang and Customs Bhavnagar to investigate the matter. Investigation is ongoing.

Name of ship	<i>Seafrost</i>
Type of ship	Oil/chemical/gas tanker
Flag of ship	Palau
GT	11013
IMO Number	8517061

ARREST OF PERPETRATORS OF *NAASHI* ON 30 APR 20

On 25 Mar 20 at about 2020 hrs, tug boat, *Bateleur* towing *Naashi* was bound for demolition at Alang when five perpetrators boarded the unmanned *Naashi* from a dinghy boat. The master of the tug boat noticed the perpetrators with torches on board *Naashi* and raised the alarm. He also reported the incident to VTS Khambhat who

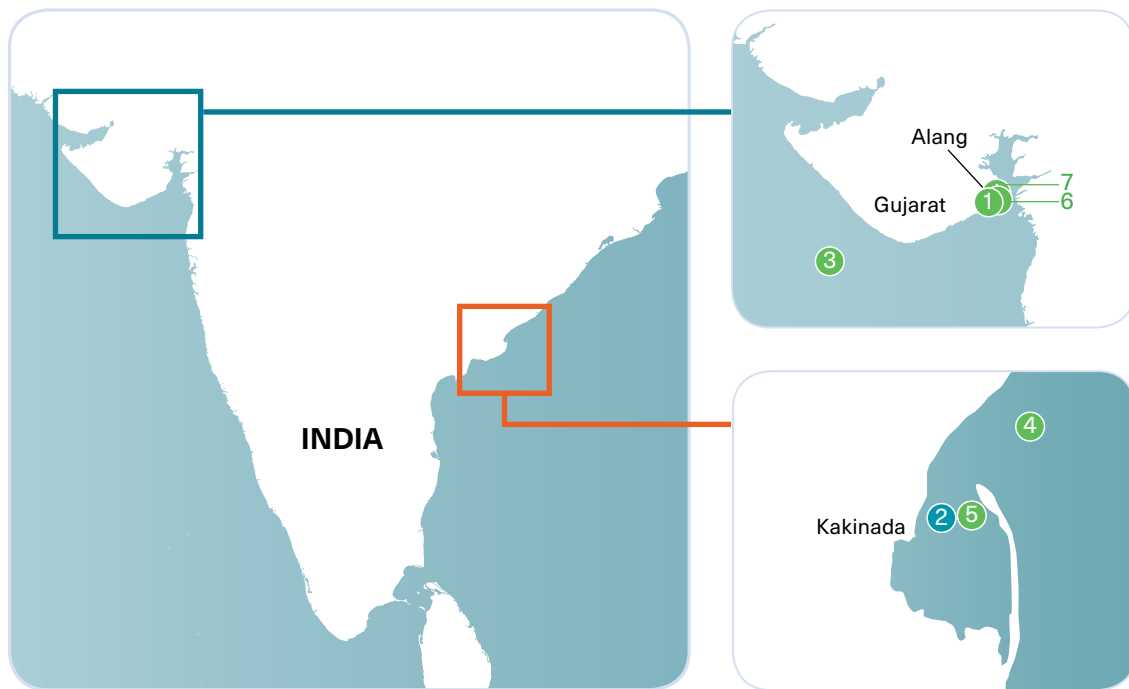
Name of ship	<i>Naashi</i>
Type of ship	Jack-up barge
Flag of ship	Panama
GT	2910

informed the ICG. The ICG Station Pipavav directed the Marine Police, Alang to despatch their boats to the location of the incident for investigation. The boats from the Marine Police arrived at the location at 2200 hrs and found no suspicious activity.

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

JANUARY-APRIL 2020

With one incident reported in April 2020, a total of seven incidents have been reported in India during January-April 2020 compared to five incidents reported in the whole year of 2019. Of the seven incidents during January-April 2020, four incidents occurred on board ships at Alang Anchorage and off Gujarat (blue square); and three incidents occurred on board ships at Kakinada Anchorage (orange square). Map 3 shows the location of the seven incidents occurred during January-April 2020.



Map 3 – Location of incidents in India (January-April 2020)

● CAT 3 ● CAT 4

- | | | |
|---|--|--|
| <p>1 Amil 12
Offshore supply ship
7 Jan 20
0700 hrs</p> | <p>2 Evimeria
Offshore supply ship
11 Feb 20
0530 hrs</p> | <p>3 Morbius
Oil/chemical/gas tanker
19 Feb 20
0720 hrs</p> |
| <p>4 Al Barrah
Tanker
20 Feb 20
0530 hrs</p> | <p>5 Malaviya Ten
Offshore supply ship
28 Feb 20
0400 hrs</p> | <p>6 Naashi
Jack-up barge
25 Mar 20
2020 hrs</p> |
| <p>7 Seafrost
Oil/chemical/gas tanker
18 Apr 20
2354 hrs</p> | | |

ADVISORY BY ALANG PORT AUTHORITIES

Ships operating and transiting the Alang Anchorage are advised to exercise enhanced vigilance and maintain vigil at all times, especially during hours of darkness. For entry, anchor or transiting the area, ship master and crew are required to contact the port authorities via VHF and refer to NAVTEX for update on the prevailing situation, broadcast on warning issued and the precautionary measures to adopt.

RECOMMENDATIONS

The ReCAAP ISC commends the coastal State and the law enforcement agencies for their follow up with the investigation of the incident that occurred on board *Naashi*. The arrest of the perpetrators and recovery of the stolen items were a result of collective effort among the stakeholders.

With no further incident reported at Kakinada Anchorage in March and April 2020, the ReCAAP ISC encourages the ICG and port authorities to continue with its surveillance efforts and patrols at the anchorage.

The ReCAAP ISC advises ship master and crew to exercise enhanced vigilance, maintain constant look-out for suspicious small boats in the vicinity, adopt extra precautionary measures and report all incidents to the coastal State immediately.

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

SITUATION UPDATE

In April 2020, there was no report of abduction of crew from ships in the Sulu-Celebes Seas and waters off Eastern Sabah. The last actual incident occurred on 17 Jan 20 off Lahad Datu, Sabah, Malaysia where eight crew were abducted from a fishing trawler. On 18 Jan 20, the Malaysian authorities recovered three of the eight crew in the vicinity of Lahad Datu, Sabah. The remaining five crew are still held in captivity.

STATUS OF ABDUCTED CREW

As of 30 Apr 20, five crew are still being held in captivity. The Philippine and Malaysia authorities continue to step up patrol efforts, conduct pursuit operations and intensify military operation to rescue the crew in captivity and neutralise 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 as demonstrated by the incident on 17 Jan 20, 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 are as follows:

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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

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

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

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

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

3 Eastern Sabah Security Command (ESSCOM)

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

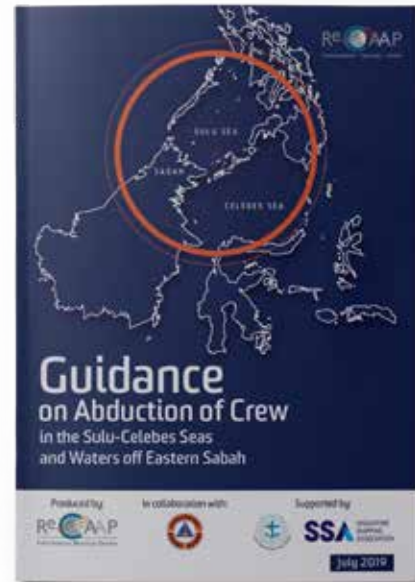
In the event that the ship master is not able to establish contact with the Operation Centres of the Philippines as listed in the ReCAAP ISC Advisory, he can contact the **Philippine Coast Guard Command Centre** at the following contact details:

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

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

In July 2019, the ReCAAP ISC has produced the '*Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah*' to assist the shipping industry and ships to enhance their situation awareness and avoid such incidents. The Guidance consists of advisory on the measures to be taken by the ships transiting the area, including contact details and the Notice to Mariners (NOTAM) issued by the Philippines and Malaysia. It also shares the analysis of incidents based on the information collected from past incidents. The Guidance 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 reported during January-April 2020 has increased compared to January-April 2019. This was due to the increase of incidents in Bangladesh, India, the Philippines and Singapore Strait during January-April 2020.

The situation in the Singapore Strait continues to be a concern with the occurrence of 12 incidents in the Traffic Separation Scheme (TSS) during January-April 2020. The ReCAAP ISC recommends all ships to enhance preventive measures, including maximum alertness of lookouts when transiting the Singapore Strait and report all incidents and presence of suspicious small boats in the vicinity to the nearest coastal State immediately. The Centre also urges the littoral States to increase patrol and enforcement in their respective waters, strengthen coordination among them and promote information sharing on the latest situation and the criminal groups involved in order to arrest and prosecute them.

Although there was no report of abduction of crew from ships transiting in the Sulu-Celebes Seas and waters off Eastern Sabah in April 2020, the threat of abduction remains. The ReCAAP ISC advises the shipping industry to exercise extra vigilance when transiting the area, report all incidents 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 patrol and respond promptly to reports of incidents. Ships transiting the 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.

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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.

DETAILS OF ReCAAP FOCAL POINTS / CONTACT POINT

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Australia		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: mbcengagement@abf.gov.au	+61-2-6275-6000	+61-2-6275-6275
Bangladesh		
Department of Shipping E-mail: cns@dos.gov.bd	+88-02-9554206	+88-02-7168363
Brunei		
Royal Brunei Marine Police Email: marine@police.gov.bn	+673-2773548	+673-2770549
Cambodia		
Merchant Marine Department Ministry of Public Works and Transport E-mail: mmd@mpwt.gov.kh	+855-88-7878-777	+85-5-2386-4110
China		
China Maritime Search and Rescue Coordination Centre (Beijing) Email: cnmrcc@mot.gov.cn cnmrcc@msa.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999	+85-2-2541-7714
Denmark		
Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-7219-6000	
India		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: mrcc-west@indiancoastguard.nic.in mrcc.mumbai@gmail.com	+91-22-2431-6558 +91-22-2438-8065 +91-22-2438-3592	+91-22-2431-6558 +91-22-2438-8065 +91-22-2438-3592

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Japan		
Japan Coast Guard (JCG) Ops Centre Email : jcg-op@mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
Republic of Korea		
Situation Room (Operation Centre) Ministry of Oceans and Fisheries Email: mof5896@korea.kr	+82-44-200-5895 to 98	+82-44-200-5886 to 88
Laos		
International Organisations Department UN Political and Security Affairs Division Ministry of Foreign Affairs Email: unpolsec.mfalaos@gmail.com	+856-21-414025	+856-21-414025
Myanmar		
MRCC Ayeyarwaddy Myanmar Navy Email: mrcc.yangon@mptmail.com.mm mrcc.myanmar2012@gmail.com	+95-313-1651	+95-1202-417
Netherlands		
Dutch Coast Guard Maritime Information Centre Email: mik-nl@kustwacht.nl	+31-223-658-101	+31-223-658-358
Norway		
Norwegian Maritime Authority Email: security@sdir.no	+47-5274-5000	+47-5274-5001
Philippines		
Philippine Coast Guard Command Center Email: pcgcomcen@coastguard.gov.ph	+632-8-527-8481 (ext: 6136/37) +632-998-585-5327 (mobile) +632-917-842-8249 (mobile)	+632-8-527-3877
Coast Guard District South Western Mindanao (CGDSWM) Email: hcgdswwm@yahoo.com	+63-998-585-7972 +63-917-842-8446 VHF: Channel 16 with call sign "NEPTUNE"	

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Singapore		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
Sri Lanka		
Sri Lanka Navy Operations Room / MRCC (Colombo) Email: nhqdno@yahoo.com nhqdno@navy.lk	+94-11-244 5368 +94-11-221 2230/31	+94-11-244 1454 +94-11-244 9718
Thailand		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: miscdutyofficer@misc.go.th sornchon2558@gmail.com	+66-2475-4532	+66-2475-4577
United Kingdom		
National Maritime Information Centre Operations Centre Email: NMIC-OPS@mod.gov.uk	+44 2392-211941	+44 2392-212024 Please indicate "FAO NMIC – A leg"
United States		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: rccalameda@uscg.mil	+1-510-437-3701	
Vietnam		
Vietnam Coast Guard Email: vietnamcoastguard@gmail.com	+84-24-3355-4378	+84-24-3355-4363

Correct as at 30 April 2020

DESCRIPTION OF INCIDENTS

ACTUAL INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

● CAT 3 ● CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	Leyla K Tanker Marshall Islands 63304 9430313	11/04/20 1030 hrs	1° 42.5' N 104° 28.7' E Approximately 15 nm east of Tanjung Kelesa, Johor, Malaysia	<p>While at anchor, the master discovered the losses of a breathing apparatus air charging compressor and a M4 Weldon pump on 11 Apr 20 at about 1030 hrs. The crew did not see the boarding of the perpetrators. The crew was not injured.</p> <p>The ReCAAP Focal Point (Singapore) was informed of the incident via email by the master on 13 Apr 20. The Focal Point shared the information with the Republic of Singapore Navy and the Singapore Police Coast Guard. A safety navigational broadcast was initiated, and the Malaysian and Indonesian authorities were notified.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
2	Jasmine Bulk carrier Liberia 31756 9514327	12/04/20 0500 hrs	3° 41.4' S 114° 27.1' E Taboneo Anchorage, Indonesia	<p>While at anchor awaiting cargo operations to commence, the crew discovered that the forecandle store door's locking arrangement had been tampered with and the padlock was broken. Upon checking, three mooring ropes (220 m each) were found stolen and 100 m of another mooring rope had been cut off. The master reported the incident to the local authorities. The local port control, Navy and Police boarded the ship for investigation. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
3	NYK Joanna Container ship Singapore 27003 9387449	14/04/20 0248 hrs	14° 36.05' N 120° 52.15' E Approximately 4 nm west of Manila International Container Terminal (MICT) Breakwater, Philippines	<p>While at anchor, the duty roving noticed an unlit small motor banca near the starboard quarter of the ship. He reported to the duty officer who raised the alarm and made an announcement through the PA system. One of the crew was directed to proceed to the forward station; and he heard the banging of door and people talking. The Chief Officer together with two crew proceeded to the forward station to verify the situation. They noticed one perpetrator with a knife standing at the hawse pipe area of the ship (port side) and one perpetrator running from the bosun store and escaped through the port hawse pipe in the unlit small motor banca.</p> <p>The crew was mustered and a search and check of the inventory of the ship's property were conducted. A set of self-contained breathing apparatus (SCBA), a piece of flashlight and three sets of chain blocks were stolen. The crew was not injured. The master of the ship reported the incident to VTMS Manila and Coast Guard Station Manila. The Philippine Coast Guard boarded the ship and conducted an inquiry of the incident.</p> <p>[ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Singapore)]</p>

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

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
6	Seafrost Oil/chemical/gas tanker Palau 11013 8517061	18/04/20 2354 hrs	21° 25.9' N 72° 19.8' E Off Alang Anchorage, India	While <i>Seafrost</i> towed by tug boat, <i>Atlantis</i> was waiting for demolition, some perpetrators boarded the unmanned <i>Seafrost</i> from a dinghy boat. Some ship property was stolen. The master of the tug boat reported the incident to VTS Khambhat, who relayed the message to the Indian Coast Guard. The Coast Guard Station Pipavav requested Marine Police Alang and Customs Bhavnagar to investigate the matter. Further investigation is in progress. [ReCAAP Focal Point (India)]
7	MT Masagana Tanker Bermuda 8627 9404895	20/04/20 0145 hrs	10° 21' N 107° 2' E Vung Tau Anchorage, Vietnam	While at anchor, four perpetrators boarded the tanker via the forecastle from a wooden boat. The watchman noticed the perpetrators, reported to the duty officer and raised the general alarm. The perpetrators jumped overboard and escaped in the wooden boat. The crew conducted a search on board the ship and discovered that the forward store was opened with either a hammer or bolt cutter. The perpetrators stole 80 litres of deck red paint from the forward store. The crew was not injured. The incident was reported to Vung Tau Port Control. [ReCAAP Focal Point (Vietnam)]
8	Horizon II Bulk carrier Panama 63993 9537563	22/04/20 2309 hrs	1° 15.11' N, 104° 4.83' E Approximately 2.9 nm north of Pulau Nongsa, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While the bulk carrier was en route from Singapore to Vietnam, two perpetrators were sighted at the stern deck of the ship. One of the perpetrators was armed with a knife. The general alarm was raised and the crew mustered at the bridge. The master reported the incident to Singapore Vessel Traffic Information System. A safety navigational broadcast was initiated. The Republic of Singapore Navy's Maritime Security Task Force (MSTF), Singapore Police Coast Guard (PCG)

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



Regional Cooperation Agreement on Combating
Piracy and Armed Robbery against Ships in Asia
Infinite Studios
21 Media Circle, #05-04, Singapore 138562

+65 6376 3091 . +65 6376 3066 (Fax) . info@recaap.org . www.recaap.org