

MAY 2020

Monthly Report

05

Piracy and Armed Robbery
Against Ships in Asia



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

OVERVIEW

2 A total of 11 incidents of piracy¹ and armed robbery against ships² were reported in Asia in May 2020. Of the 11 incidents, one was a piracy incident and 10 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, Malaysia in May 2020. However, the abduction of crew for ransom remains a serious concern as demonstrated by the Warning issued by the ReCAAP ISC on 23 May that a group of about five Abu Sayyaf Group (ASG) members armed with assorted firearms was planning to conduct abduction of crew activities in undisclosed areas off Sabah.

The ReCAAP ISC is also concerned about the continued occurrence of incidents on board ships while underway in the Singapore Strait. Three incidents were reported in May 2020. With these, a total of 15 incidents were reported in the Singapore Strait during Jan-May 20 comprising 12 incidents occurred in the eastbound lane of the Traffic Separation Scheme (TSS), one incident in the westbound lane of the TSS, one incident just outside (south) of the TSS and one incident in the precautionary area.

MAY 2020

NUMBER OF INCIDENTS

In May 2020, 11 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 22-26 for the description of the incidents.

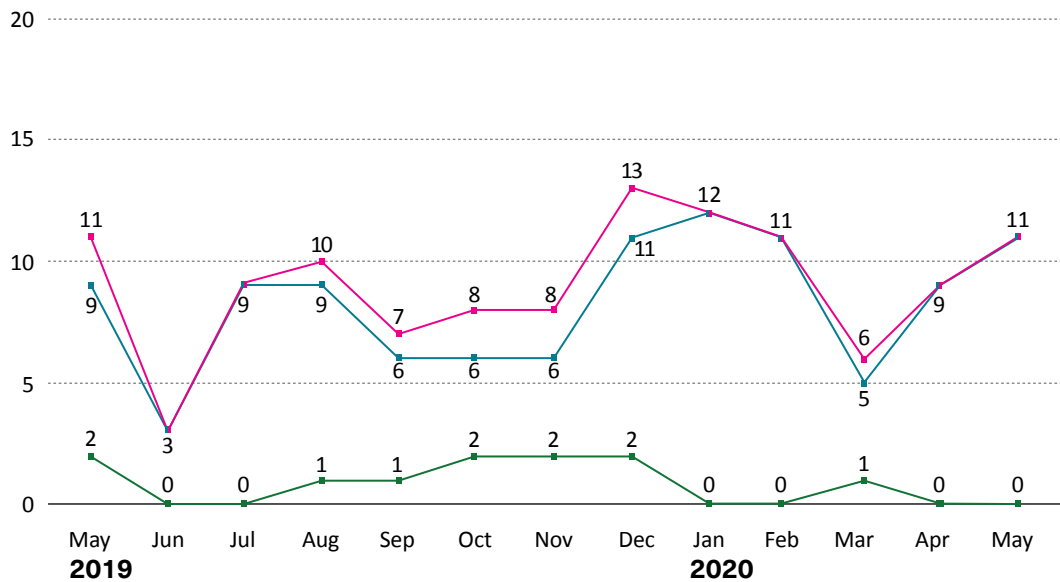
1 Piracy is defined in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS). Refer to Appendix for detailed definition.

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 May 2019 to May 2020.



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

■ Total ■ Actual ■ Attempted

STATUS OF SHIPS

Of the 11 incidents reported in May 2020, two incidents occurred on board ships while at berth, six incidents on board ships while at anchor, and three incidents on board ships while underway.

SIGNIFICANCE LEVEL OF INCIDENTS

Of the 11 incidents reported in May 2020, one was a CAT 2 incident, four were CAT 3 incidents and six were CAT 4 incidents.

The CAT 2 incident occurred on board a bulk carrier while underway in the Singapore Strait. Five perpetrators armed with knives boarded the ship. They confronted the duty ordinary seaman and took away his cellular phone. The duty ordinary seaman managed to escape and alerted the master. However, he sustained a minor head injury. Two sets of breathing apparatus were stolen. The ship required no assistance and resumed her voyage.

Of the four CAT 3 incidents, three incidents occurred on board tankers while anchored at Anyer Anchorage, Merak Anchorage and Tanjung Uban Anchorage, all in Indonesia; and one incident on board a tanker while anchored in the South China Sea. In all four incidents, the perpetrators were armed with knives but the crew was not injured.

Of the six CAT 4 incidents, two incidents occurred on board ships while underway in the Singapore Strait; two incidents on board ships while anchored at Muara Berau Anchorage, Indonesia and Campha Anchorage, Vietnam; and two incidents on board ships while berthed at Belawan Port, Indonesia and Chittagong Port, Bangladesh.

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

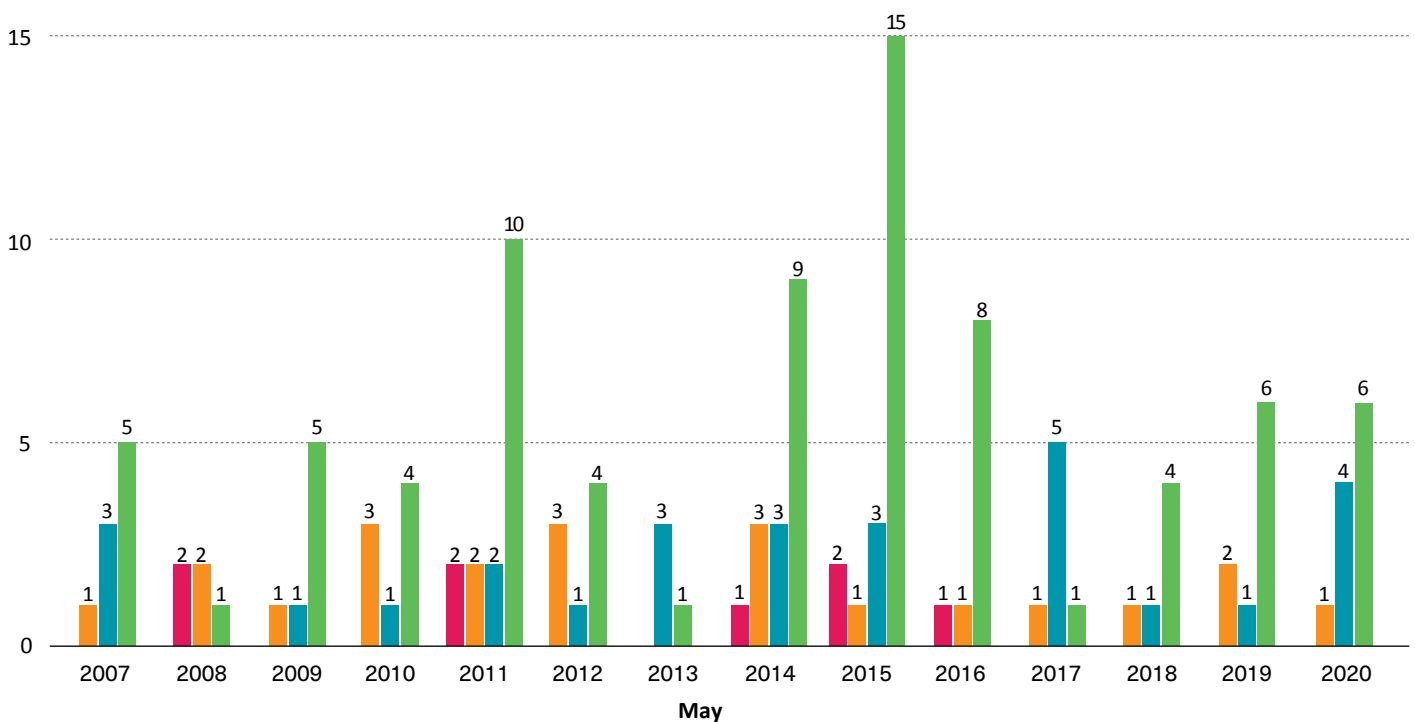


Chart 1 – Significance level of incidents (May of 2007-2020)

CAT 1 CAT 2 CAT 3 CAT 4

LOCATION OF INCIDENTS

The location of the 11 incidents reported in May 2020 is shown in Map 1.



Map 1 – Location of incidents in May 2020

● CAT 2 ● CAT 3 ● CAT 4

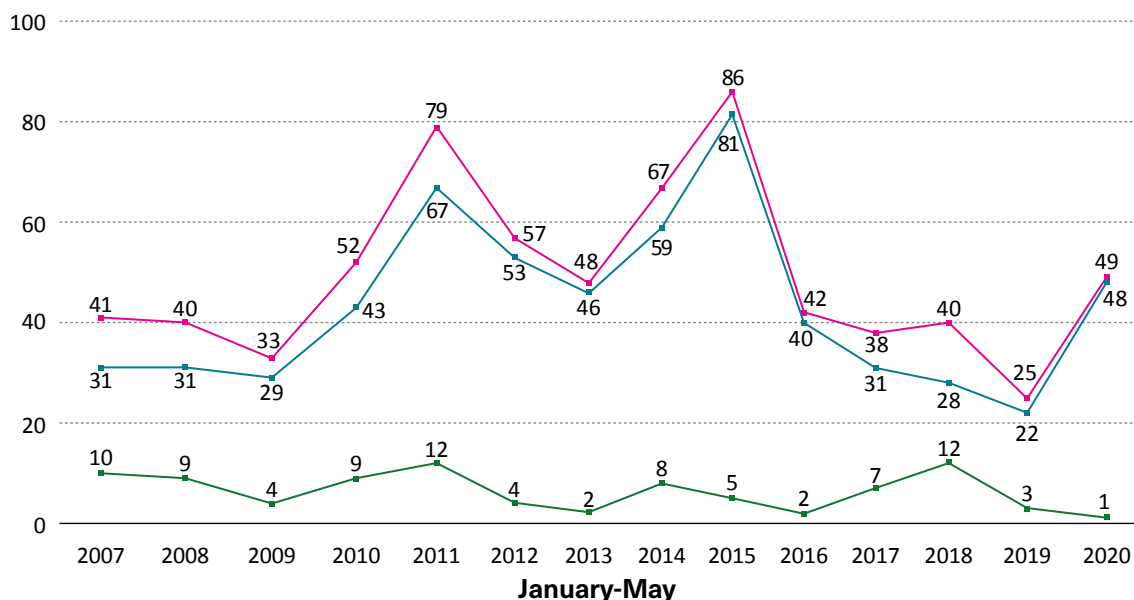
- | | | | |
|---|---|---|---|
| <p>1 <i>Torm Lotte</i>
Tanker
4 May 20
0350 hrs</p> | <p>2 <i>Star Glory</i>
Bulk carrier
5 May 20
2330 hrs</p> | <p>3 <i>Vega Aquarius</i>
Bulk carrier
9 May 20
2345 hrs</p> | <p>4 <i>Dolphin I & Kim Heng 191</i>
Tug boat & barge
15 May 20
1850 hrs</p> |
| <p>5 <i>MTM Penang</i>
Petroleum/
Chemical tanker
16 May 20
0400 hrs</p> | <p>6 <i>STI Precision</i>
Tanker
17 May 20
0130 hrs</p> | <p>7 <i>Ocean Leader</i>
Petroleum/
Chemical tanker
17 May 20
0400 hrs</p> | <p>8 <i>SMS Sangatta & Winposh Resolve</i>
Tug boat & supply vessel
18 May 20
2247 hrs</p> |
| <p>9 <i>Torm Venture</i>
Tanker
18 May 20
0225 hrs</p> | <p>10 <i>Baltic Cove</i>
Bulk carrier
22 May 20
0130 hrs</p> | <p>11 <i>FSL Osaka</i>
Petroleum/
Chemical tanker
24 May 20
2200 hrs</p> | |

JANUARY-MAY 2020

NUMBER OF INCIDENTS

During January-May 2020, a total of 49 incidents (comprising 48 actual incidents and one attempted incident) of piracy and armed robbery against ships were reported in Asia. Of the 49 incidents, two were incidents of piracy and 47 were incidents of armed robbery against ships. Compared to January-May 2019, the total number of incidents reported during January-May 2020 had almost doubled. A total of 25 incidents (comprising 22 actual incidents and three attempted incidents) were reported during January-May 2019.

The number of incidents reported during Jan-May 2020 was the highest compared to the same period of 2016-2019. Graph 2 shows the total number of incidents reported during January-May of 2007-2020.



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

■ Total ■ Actual ■ Attempted

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

Four incidents were reported in Bangladesh during January-May 2020 compared to no incident during the same period in 2019. Seven incidents were reported in India during January-May 2020 compared to two incidents during the same period in 2019. Twelve incidents were reported in Indonesia during January-May 2020 compared to nine incidents during the same period in 2019. Five incidents were reported in the Philippines during January-May 2020 compared to two incidents during the same period in 2019; and two incidents were reported in Vietnam during January-May 2020 compared to no incident during the same period in 2019.

Of most concern is the increase of incidents in the Singapore Strait during January-May 2020 compared to the same period in 2019. A total of 15 incidents were reported in the Singapore Strait during January-May 2020 compared to seven incidents during the same period in 2019.

SIGNIFICANCE LEVEL OF INCIDENTS

Of the 48 actual incidents reported during January-May 2020, one was a CAT 1 incident, one was a CAT 2 incident, 11 were CAT 3 incidents and 35 were CAT 4 incidents. Chart 2 shows the significance level of incidents reported during January-May of 2007-2020.

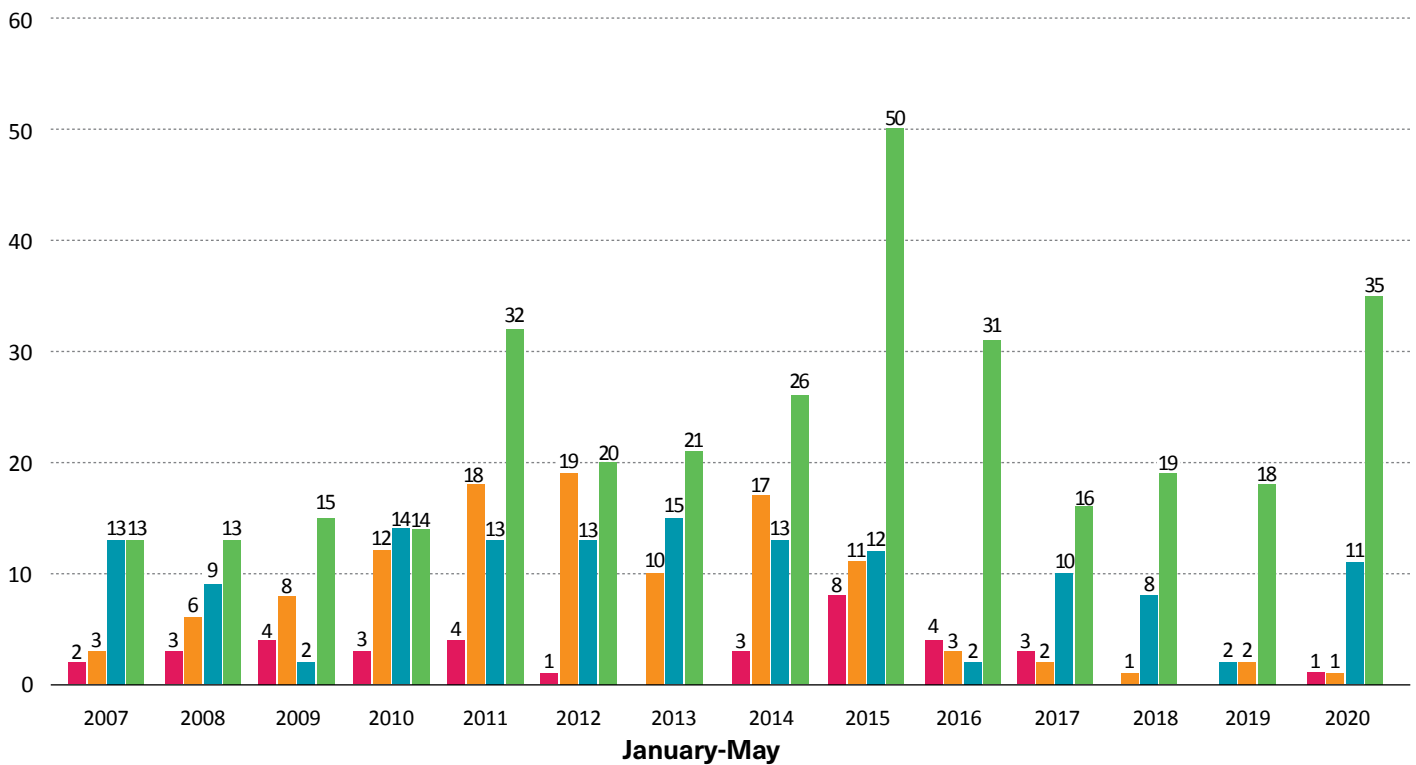


Chart 2 – Significance level of incidents (January-May of 2007-2020)

■ CAT 1 ■ CAT 2 ■ CAT 3 ■ CAT 4

The CAT 1 incident reported during January-May 2020 was the abduction of eight crew from a fishing trawler on 17 Jan 20 off Lahad Datu, Sabah, Malaysia. On 18 Jan 20, the Malaysian authorities recovered three of the eight crew in the vicinity of Lahad Datu, Sabah. The remaining five crew are still held in captivity.

The number of CAT 2 incidents has remained fairly consistent of between one to three incidents reported each year for the past five years of January-May.

However, the number of CAT 3 and CAT 4 incidents during January-May 2020 has increased compared to the same period in 2019. Majority of the incidents reported during January-May 2020 were CAT 4 incidents (73%), which is consistent with the past trends observed in Asia.

UPDATE ON SITUATION IN THE SINGAPORE STRAIT

MAY 2020

In May 2020, three incidents (all actual incidents) were reported on board ships while they were underway in the Singapore Strait (SS). Of the three incidents, one occurred in the eastbound lane of the Traffic Separation Scheme (TSS), one in the westbound lane of the TSS and one just outside (south) of the TSS in the SS. The description of the three incidents are as follows:

(1) INCIDENT ON 9 MAY 20

Name of ship	<i>Vega Aquarius</i>
Type of ship	Bulk carrier
Flag of ship	Liberia
GT	33044
IMO Number	9429170

At about 2345 hrs, bulk carrier, *Vega Aquarius* was en route from Singapore to China at approximately 3 nm north of Pulau Nongsa, Indonesia in the eastbound lane of the TSS in the Singapore Strait when five perpetrators armed with knives were sighted at the stern deck of the ship. The perpetrators confronted the duty ordinary seaman and robbed his cellular phone. The ordinary seaman managed to escape and alerted the master at the wheelhouse. The alarm was raised and the crew mustered at the wheelhouse. A search on board the ship was conducted and two sets of breathing apparatus were reported stolen. The ordinary seaman sustained minor head injury.

The master reported the incident to Singapore Vessel Traffic Information System (VTIS). A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF), Singapore Police Coast Guard and the Indonesian authorities were notified. The ship required no assistance and resumed her voyage.

(2) INCIDENT ON 15 MAY 20

Name of ship	<i>Dolphin I</i>
Type of ship	Tug boat
Flag of ship	Comoros
GT	499
IMO Number	9541899

Name of ship	<i>Kim Heng 191</i>
Type of ship	Barge
Flag of ship	Comoros

At about 1850 hrs, tug boat, *Dolphin I* towing barge, *Kim Heng 191* was underway at approximately 2.2 nm south-southwest of Tanjung Piai, Johor, Malaysia in the westbound lane of the TSS in the Singapore Strait when two perpetrators were sighted on the tug boat. The perpetrators stole two mooring ropes and escaped in a small craft. The master reported the incident to Singapore VTIS. A safety navigational broadcast was initiated. The RSN's MSTF, Singapore Police Coast Guard and the Malaysian authorities were notified. The crew was safe. No further assistance was required; and the tug boat and barge resumed their voyage.

This is the first time in 2020 that an incident was reported in the westbound lane of the TSS in the Singapore Strait. The last incident reported in the westbound lane was on 15 Aug 19.

(3) INCIDENT ON 18 MAY 20

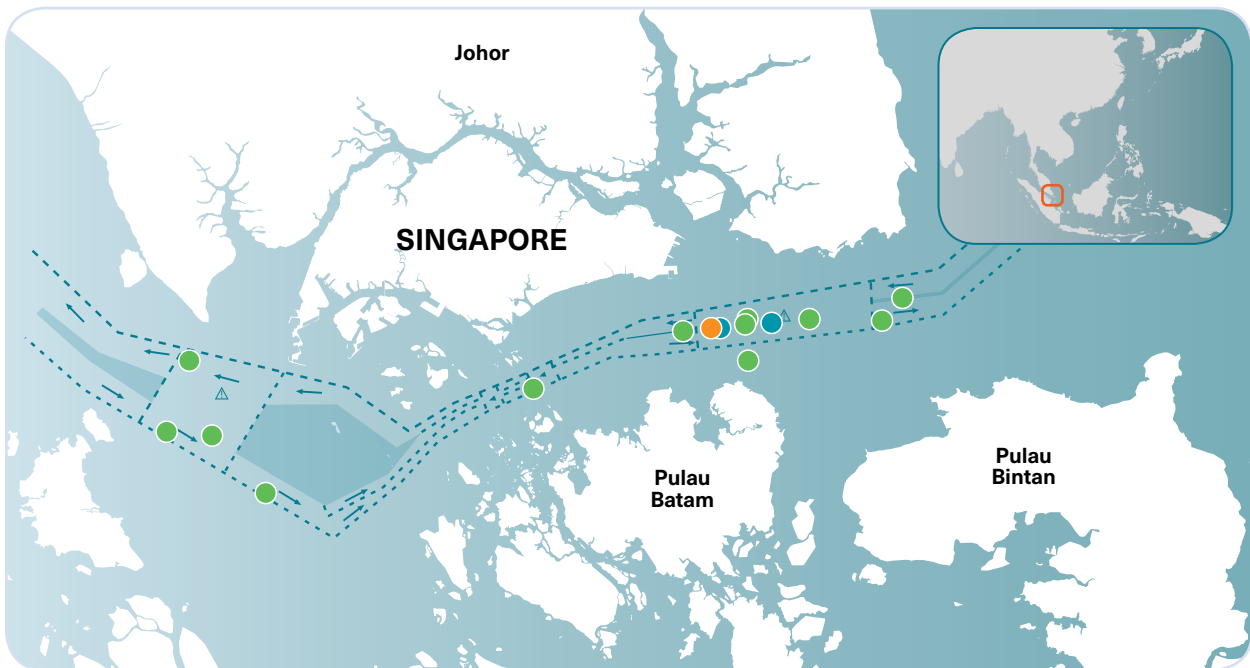
Name of ship	<i>SMS Sangatta</i>
Type of ship	Tug boat
Flag of ship	Indonesia
GT	372
IMO Number	9637519

Name of ship	<i>Winposh Resolve</i>
Type of ship	Supply vessel
Flag of ship	Indonesia

At about 2247 hrs, tug boat, *SMS Sangatta* towing supply vessel, *Winposh Resolve* was en route from Labuan, Sabah, East Malaysia to Pulau Sambu, Indonesia at approximately 2.1 nm northeast of Pulau Nongsa, Indonesia, just outside (south) of the TSS in the Singapore Strait when three perpetrators boarded the supply vessel. The master raised the alarm and reported the incident to Singapore VTIS. At about 2358 hrs, the master updated that the perpetrators had escaped. The crew was safe and nothing was stolen. No further assistance was required; and the tug boat and supply vessel resumed their voyage. A safety navigational broadcast was initiated. The RSN's MSTF, Singapore Police Coast Guard and the Indonesian authorities were notified.

JANUARY- MAY 2020

During January-May 2020, a total of 15 incidents (all actual incidents) were reported on board ships while they were underway in the Singapore Strait. Of the 15 incidents, 12 incidents occurred in the eastbound lane of the TSS, one incident in the westbound lane of the TSS, one incident just outside (south) of the TSS and one incident in the precautionary area in the Singapore Strait. Map 2 shows the location of the 15 incidents reported during January-May 2020.



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

● CAT 2 ● CAT 3 ● CAT 4

RECOMMENDATIONS

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

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

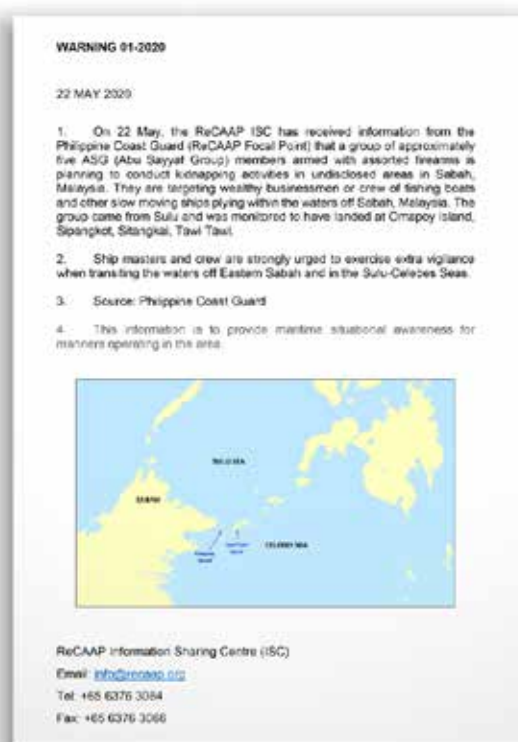
- Maximise alertness of lookouts for suspicious small boats and increase watch keeping; particularly daylight time for barges and during night time for bigger ships;
- Maintain communication with company by providing periodic updates and establish daily communication checks;
- Report all incidents, suspicious 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 OF ABDUCTION OF CREW IN THE SULU-CELEBES SEAS AND WATERS OFF EASTERN SABAH

ReCAAP ISC WARNING ON PLANNED KIDNAPPING ACTIVITIES BY THE ABU SAYYAF GROUP (ASG)

On 22 May, the ReCAAP ISC received information from the Philippine Coast Guard (ReCAAP Focal Point) that a group of approximately five Abu Sayyaf Group (ASG) members armed with assorted firearms was planning to conduct kidnapping activities in undisclosed areas in Sabah, Malaysia. They were targeting wealthy businessmen or crew of fishing boats and other slow moving ships plying the waters off Sabah, Malaysia. The group came from Sulu and was monitored to have landed at Omapoy Island, Sipangkot, Sitangkai, Tawi tawi.

With this information, the ReCAAP ISC issued a **Warning** (as shown on the right) to alert mariners operating in the area, and strongly urged ship masters and crew to exercise extra vigilance when transiting the waters off Eastern Sabah and in the Sulu-Celebes Seas. The Warning 01-2020 can be found at www.recaap.org.



SITUATION UPDATE

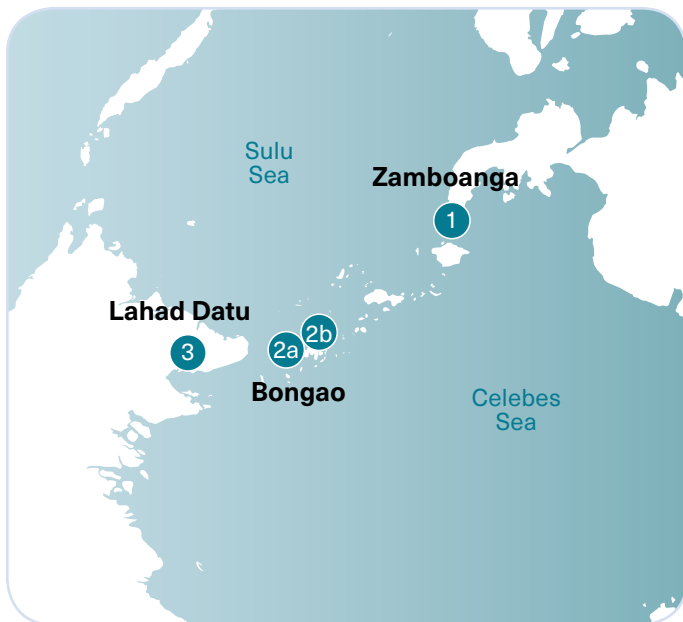
There was no report of abduction of crew from ships in the Sulu-Celebes Seas and waters off Eastern Sabah in May 20. The last actual incident occurred on 17 Jan 20 off Lahad Datu, Sabah, Malaysia where eight crew were abducted from a fishing trawler. On 18 Jan 20, the Malaysian authorities recovered 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:



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

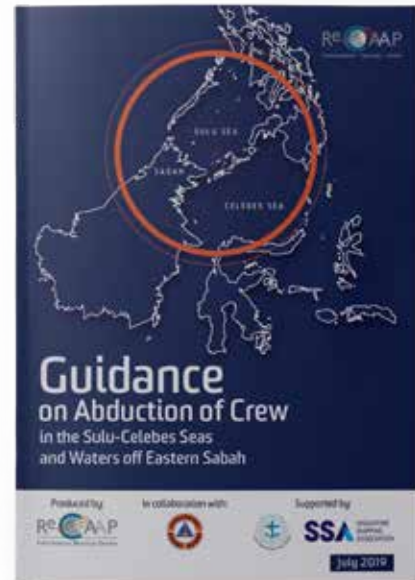
In the event that the ship master is not able to establish contact with the Operation Centres of the Philippines as listed in the ReCAAP ISC Advisory, he can contact the **Philippine Coast Guard Command Centre** at the following contact details:

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) 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.



CASE STUDY – ARREST OF PERPETRATORS

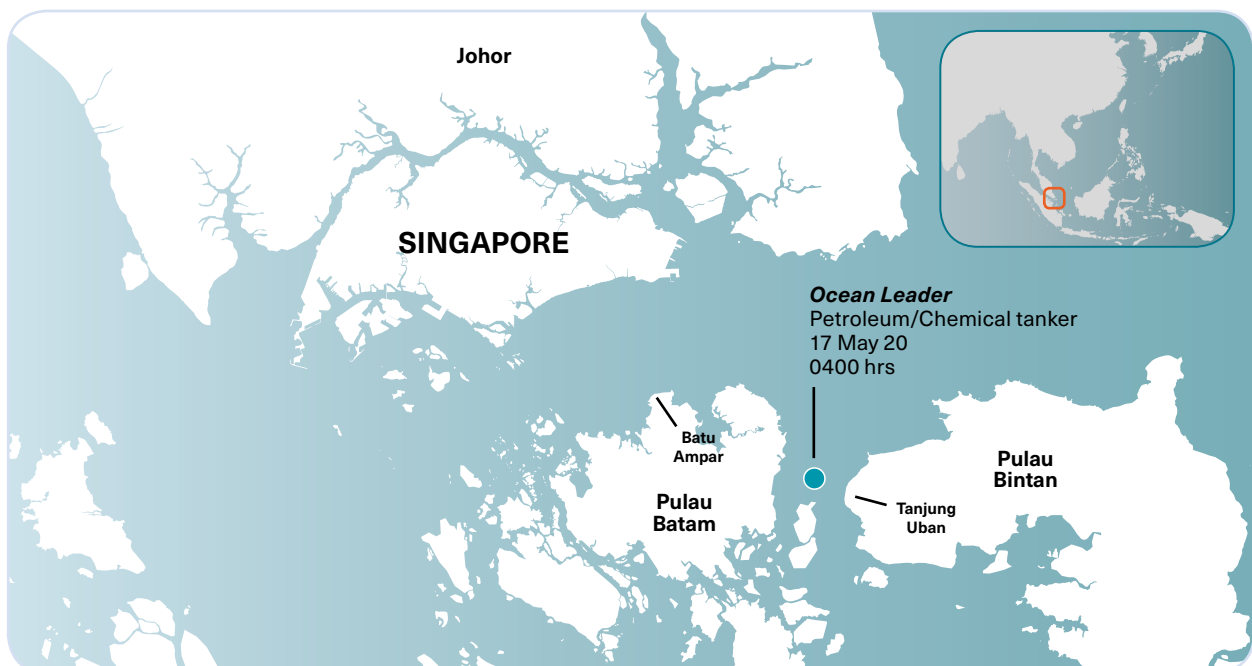
INCIDENT ON 17 MAY 20

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

Name of ship	<i>Ocean Leader</i>
Type of ship	Petroleum/Chemical tanker
Flag of ship	Singapore
GT	11999
IMO Number	9402835

ARREST OF PERPETRATORS

It was reported that the Fleet 1 Quick Response (F1QR) team of the Indonesian Navy arrested four perpetrators at different locations in Pulau Batam on 22 May⁵. From the interrogation, the perpetrators confessed that they had attempted theft on *MT Ocean Leader* on 17 May and other ships in the waters off Batu Ampar, Pulau Batam. The four perpetrators were detained at the Batam Naval Base cell along with several pieces of evidences. The F1QR team is still pursuing the other perpetrators.



Map 3 – Approximate location of incident involving *Ocean Leader*

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

CONCLUSION

The total number of incidents reported during January-May 2020 has increased compared to January-May 2019. This was due to the increase of incidents in Bangladesh, India, Indonesia, the Philippines, Vietnam and Singapore Strait during January-May 2020.

The situation in the Singapore Strait continues to be a concern with the occurrence of 15 incidents during January-May 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 May 2020, the risk of abduction is still high. This was demonstrated by the recent information provided by the Philippine Coast Guard on the planned kidnapping activities by members of the Abu Sayyaf Group (ASG) off Sabah. 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, respond promptly to reports of incidents and make more arrests of the perpetrators. 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.

18

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

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

Correct as at 31 May 2020

DESCRIPTION OF INCIDENTS

ACTUAL INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

● 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	<i>Torm Lotte</i> Tanker Denmark 29325 9392468	04/05/20 0350 hrs	1° 37' N 104° 53' E Approximately 33 nm northeast of Pulau Bintan, Indonesia (South China Sea)	While at anchor, six perpetrators in a 6m long wooden boat with outboard engine came alongside the port quarter of the tanker. Four of the perpetrators boarded the ship from stern using rope hook. The other two perpetrators remained in the boat. The perpetrators wore T-shirts and shorts; and one of them carried a 20cm long knife. The perpetrators stole an UHF radio from the duty A/B before they escaped. The master informed the shipping company's security department and the local agent about the incident. The master also alerted ships in the vicinity on VHF and conducted a search on board the ship. Four padlocks were broken (steering gear room, rope locker, oxygen/acetylene and deck workshop), but nothing was missing from the rooms. [ReCAAP Focal Point (Denmark)]
2	<i>Star Glory</i> Bulk carrier Cayman Islands (UK) 33232 9503990	05/05/20 2330 hrs	0° 16' S 117° 35' E Muara Berau Anchorage, Indonesia	While at anchor, the duty crew on routine rounds noticed the forward hatch at the forecastle was opened. Upon inspection, it was discovered that the security padlock was broken and ship stores were stolen. The incident was reported to the port authorities and the local agent. [IMO]

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

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
5	MTM Penang Petroleum/Chemical tanker Singapore 13122 9712591	16/05/20 0400 hrs	3° 47.3' N 98° 41.8' E Terminal Ujung Baru 107, Belawan Port, Indonesia	While at berth, some stores items from the ship deck and accommodation were reported stolen. Upon investigation, it was assessed that the incident occurred during sampling procedure when all deck watch crew were involved at work. The stolen items could have been removed from the ship starboard side into some waiting boats or were taken by those who present on board the ship. The incident was reported to the local authority. The crew was not injured. [ReCAAP Focal Point (Singapore)]
6	STI Precision Tanker Marshall Islands 43142 9760213	17/05/20 0130 hrs	5° 58.7' S 105° 56' E Anyer Anchorage, Indonesia	While at anchor, two crew (an Able Body Seaman and an Ordinary Seaman) on deck patrol spotted a perpetrator with a machete in the port quarter. The A/B reported the sighting to the bridge via his walkie-talkie and the guard at the bridge raised the general alarm. Upon hearing the alarm, another perpetrator exited from the emergency steering gear room and escaped by jumping overboard. A search was conducted on board the ship and no perpetrator was found. Some engine parts were missing from the engine room workshop. The master reported the incident to the agent. [ReCAAP Focal Point (Singapore), ReCAAP Focal Point (India)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
7	<i>Ocean Leader</i> Petroleum/Chemical tanker Singapore 11999 9402835	17/05/20 0400 hrs	1° 5.3' N 104° 10.8' E Tanjung Uban Anchorage, Indonesia	While at anchor, the duty crew spotted three perpetrators armed with knives on board the ship. The general alarm was raised and the crew mustered. Upon realizing that the crew had been alerted, the perpetrators left the ship. The crew later found a small knife on the deck that was left behind by the perpetrators. The crew was safe and nothing was stolen. [ReCAAP Focal Point (Singapore)]
8	<i>Torm Venture</i> Tanker Denmark 42048 9307798	18/05/20 0225 hrs	5° 54' S 105° 59' E Merak Anchorage, Indonesia	While at anchor, two perpetrators armed with knives boarded the tanker using a ladder from a small craft. They entered the engine room via the steering gear room entrance. The perpetrators later escaped empty-handed. The crew was not injured. The master reported the incident to the coastal authority. [ReCAAP Focal Point (Denmark)]
9	<i>SMS Sangatta</i> Tug boat Indonesia 372 9637519 <i>Winposh Resolve</i> Supply vessel Indonesia	18/05/20 2247 hrs	1° 13.35' N 104° 6.53' E Approximately 2.1 nm northeast of Pulau Nongsa, Indonesia, just outside (south) of the TSS in the Singapore Strait (SOMS)	While the tug boat towing the supply vessel was en route from Labuan, Sabah, East Malaysia to Pulau Sambu, Indonesia, three perpetrators boarded the supply vessel. The master raised the alarm and reported the incident to Singapore VTIS. At about 2358 hrs, the master updated that the perpetrators had escaped. The crew was safe and nothing was stolen. No further assistance was required; and the tug boat and supply vessel resumed their voyage. A safety navigational broadcast was initiated. The RSN's MSTF, Singapore Police Coast Guard and the Indonesian authorities were notified. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
10	<i>Baltic Cove</i> Bulk carrier Liberia 23456 9450727	22/05/20 0130 hrs	20° 57.2' N 107° 18.8' E Campha Anchorage, Vietnam	While at anchor, the duty A/B found some hose nozzles in a drum near the paint store and reported to the duty officer and chief officer. A check was conducted around the stores and a hoisting wire was found missing from the bosun store. The incident was reported to the local agent. [ReCAAP Focal Point (Vietnam)]
11	<i>FSL Osaka</i> Petroleum/chemical tanker Singapore 28063 9354519	24/05/20 2200 hrs	22° 16.27' N 91° 48.64' E DoJ Berth #6, Chittagong Port, Bangladesh	While at berth, an unknown number of perpetrators boarded the ship. The duty crew alerted his officer when he discovered part of a mooring rope was missing while he was making his rounds at the forecastle. A search was conducted and no other items were found missing. The crew was safe and the incident was reported to the local authority. [ReCAAP Focal Point (Singapore)]



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