



**AUGUST 2020**

# Monthly Report

# 08

**Piracy and Armed Robbery  
Against Ships in Asia**



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# INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA IN AUGUST 2020

## OVERVIEW

**2** In August 2020, six incidents of armed robbery against ships<sup>1</sup> were reported in Asia. No piracy<sup>2</sup> incident was reported. There was no report of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah, Malaysia in August 2020. However, the abduction of crew for ransom remains a serious concern as demonstrated by the Warning issued by the ReCAAP ISC on 2 July 20 that five Abu Sayyaf Group (ASG) members were planning to conduct abduction of crew from ships passing by the Tawi-Tawi and Sabah waters.

The ReCAAP ISC is concerned about the continued occurrence of incidents on board ships while underway in the Singapore Strait. Two incidents were reported in the Singapore Strait in August 2020. With these, a total of 21 incidents were reported in the Singapore Strait during January-August 2020 comprising 17 incidents occurred in the eastbound lane of the Traffic Separation Scheme (TSS), two incidents in the precautionary area, one incident in the westbound lane of the TSS and one incident just outside (south) of the TSS.

## AUGUST 2020

### NUMBER OF INCIDENTS

In August 2020, six incidents of armed robbery against ships were reported in Asia. All incidents were actual incidents<sup>3</sup>. No attempted<sup>4</sup> incident was reported. All incidents have been verified and reported to the ReCAAP ISC by ReCAAP Focal Points. Refer to the Appendix on pages 22-23 for the description of the incidents.

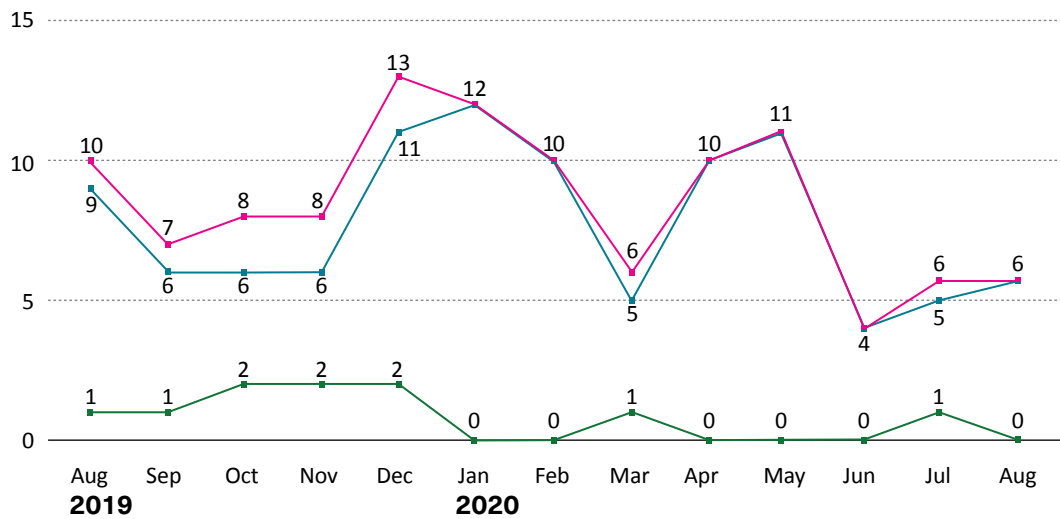
<sup>1</sup> Armed robbery against ships is in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025 (26). Refer to Appendix for detailed definition.

<sup>2</sup> 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.

<sup>3</sup> 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.

<sup>4</sup> 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 August 2019 to August 2020.



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

■ Total ■ Actual ■ Attempted

### STATUS OF SHIPS

Of the six incidents reported in August 2020, three incidents occurred on board ships while at anchor, one incident on board a ship while at berth and two incidents on board ships while underway.

## SIGNIFICANCE LEVEL OF INCIDENTS

Of the six actual incidents reported in August 2020, two were CAT 2 incidents, two were CAT 3 incidents and two were CAT 4 incidents.

The two CAT 2 incidents occurred at Batangas, Philippines. Of the two incidents, one incident occurred on board a tanker while berthed at Bauan Batangas Terminal Inc., when one perpetrator entered the cabin of the general steward, pointed a knife at him and took his personal belongings. The other incident occurred on board a bulk carrier while anchored at Batangas Bay anchorage area when the duty crew was attacked by a perpetrator with a knife. The crew suffered a cut on his right palm when he tried to stop the attack but accidentally grabbed the blade of the knife. The injured crew was subsequently evacuated and sent to a hospital for treatment.

Of the two CAT 3 incidents, one incident occurred on board a bulk carrier while underway in the Singapore Strait when six perpetrators armed with long knives were reported on board the ship. The crew conducted a search on board and updated Singapore Vessel Traffic Information System (VTIS) that no perpetrator was found. The crew was safe and nothing was stolen. The other incident occurred on board a chemical tanker while anchored at Dumai Anchorage, Indonesia when four perpetrators armed with knives boarded the ship. The alarm was raised and upon hearing the alarm, the perpetrators escaped empty-handed. The crew was not injured and nothing was stolen.

Of the two CAT 4 incidents, one incident occurred on board a bulk carrier while underway in the Singapore Strait, and the other incident on board a tanker while anchored at Sandakan Inner Anchorage, Sabah, East Malaysia.

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

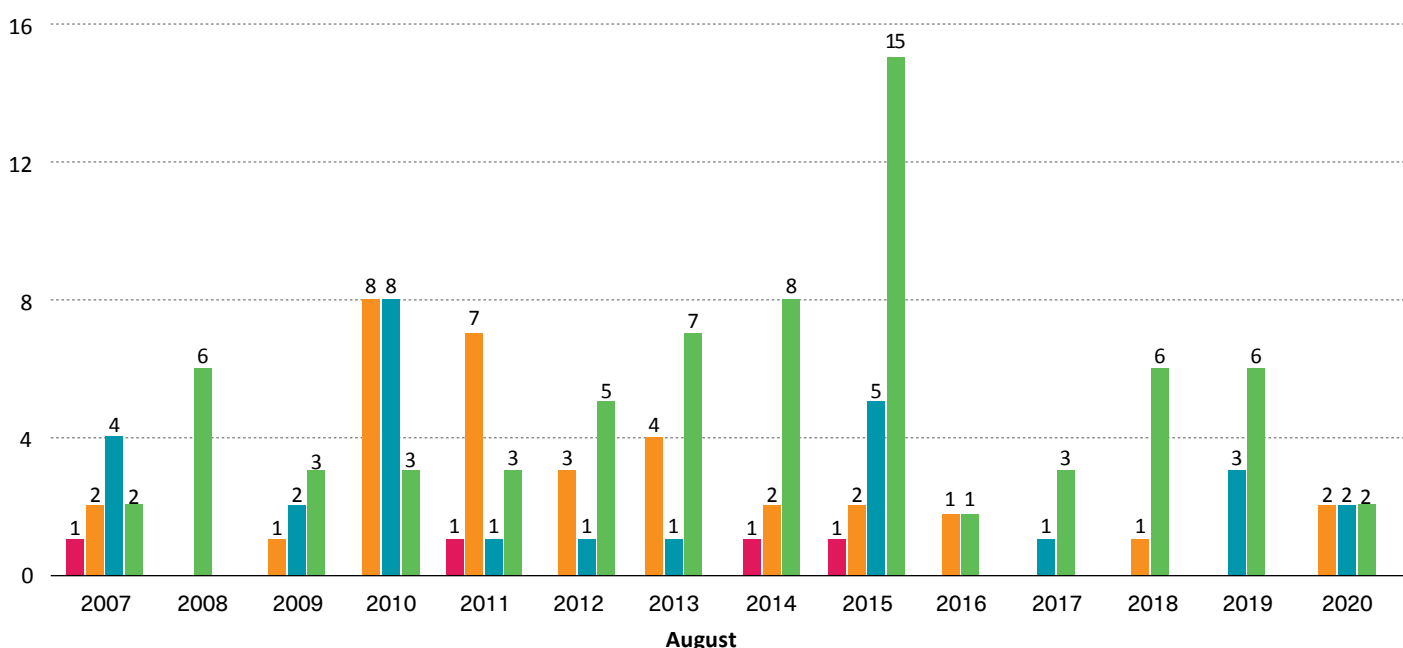


Chart 1 – Significance level of incidents (August of 2007-2020)

■ CAT 1   ■ CAT 2   ■ CAT 3   ■ CAT 4



## LOCATION OF INCIDENTS

The location of the six incidents reported in August 2020 is shown in Map 1.



**Map 1 – Location of incidents in August 2020**

● CAT 2   ● CAT 3   ● CAT 4

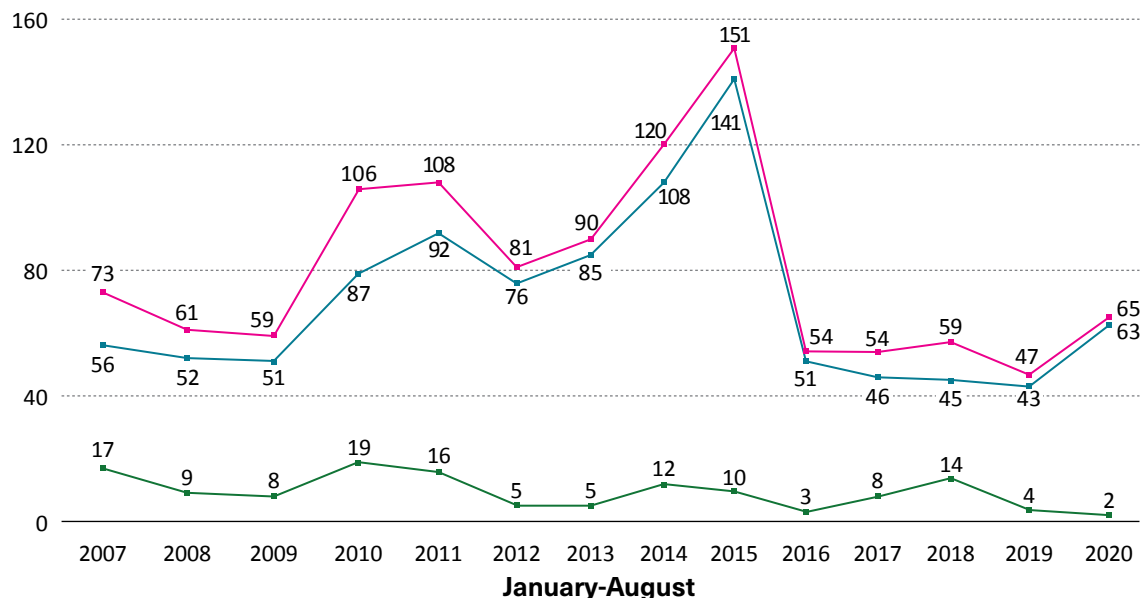
- |   |   |  |
|---|---|--|
| <p><b>1</b> <i><b>Pacific Sapphire</b></i><br/>Chemical/oil product tanker<br/>14 Aug 20<br/>1000 hrs</p> | <p><b>2</b> <i><b>Vienna Wood N</b></i><br/>Bulk carrier<br/>20 Aug 20<br/>2021 hrs</p> | <p><b>3</b> <i><b>GS Fabulous</b></i><br/>Petroleum/Chemical tanker<br/>25 Aug 20<br/>0500 hrs</p> |
| <p><b>4</b> <i><b>Stolt Perseverance</b></i><br/>Chemical tanker<br/>28 Aug 20<br/>2005 hrs</p>           | <p><b>5</b> <i><b>Amina</b></i><br/>Bulk carrier<br/>29 Aug 20<br/>2324 hrs</p>         | <p><b>6</b> <i><b>Sea Diamond</b></i><br/>Bulk carrier<br/>30 Aug 20<br/>0040 hrs</p>              |

## JANUARY-AUGUST 2020

### NUMBER OF INCIDENTS

During January-August 2020, a total of 65 incidents (comprising 63 actual incidents and two attempted incidents) of piracy and armed robbery against ships were reported in Asia. Of the 65 incidents, three were incidents of piracy and 62 were incidents of armed robbery against ships. Compared to January-August 2019, the total number of incidents reported during January-August 2020 had increased by 38%. A total of 47 incidents (comprising 43 actual incidents and four attempted incidents) were reported during January-August 2019.

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



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

■ Total ■ Actual ■ Attempted

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

Three incidents were reported in Bangladesh during January-August 2020 compared to no incident during January-August 2019. Eight incidents were reported in India during January-August 2020 compared to two incidents during the same period in 2019. In the Philippines, 10 incidents were reported during January-August 2020 compared to two incidents during January-August 2019; and in the South China Sea, three incidents were reported during January-August 2020 compared to one incident during the same period in 2019.

Of most concern is the increase of incidents in the Singapore Strait during January-August 2020 compared to the same period in 2019. A total of 21 incidents were reported in the Singapore Strait during January-August 2020 compared to 14 incidents during January-August 2019.

The ReCAAP ISC is also concerned about the occurrence of two incidents involving perpetrators who were armed and violent towards the crew at Batangas, Philippines. An Incident Alert (IA/05/2020) was issued on 25 Aug on these two incidents.

### SIGNIFICANCE LEVEL OF INCIDENTS

Of the 63 actual incidents reported during January-August 2020, one was a CAT 1 incident, three were CAT 2 incidents, 14 were CAT 3 incidents and 45 were CAT 4 incidents. Chart 2 shows the significance level of incidents reported during January-August of 2007-2020.

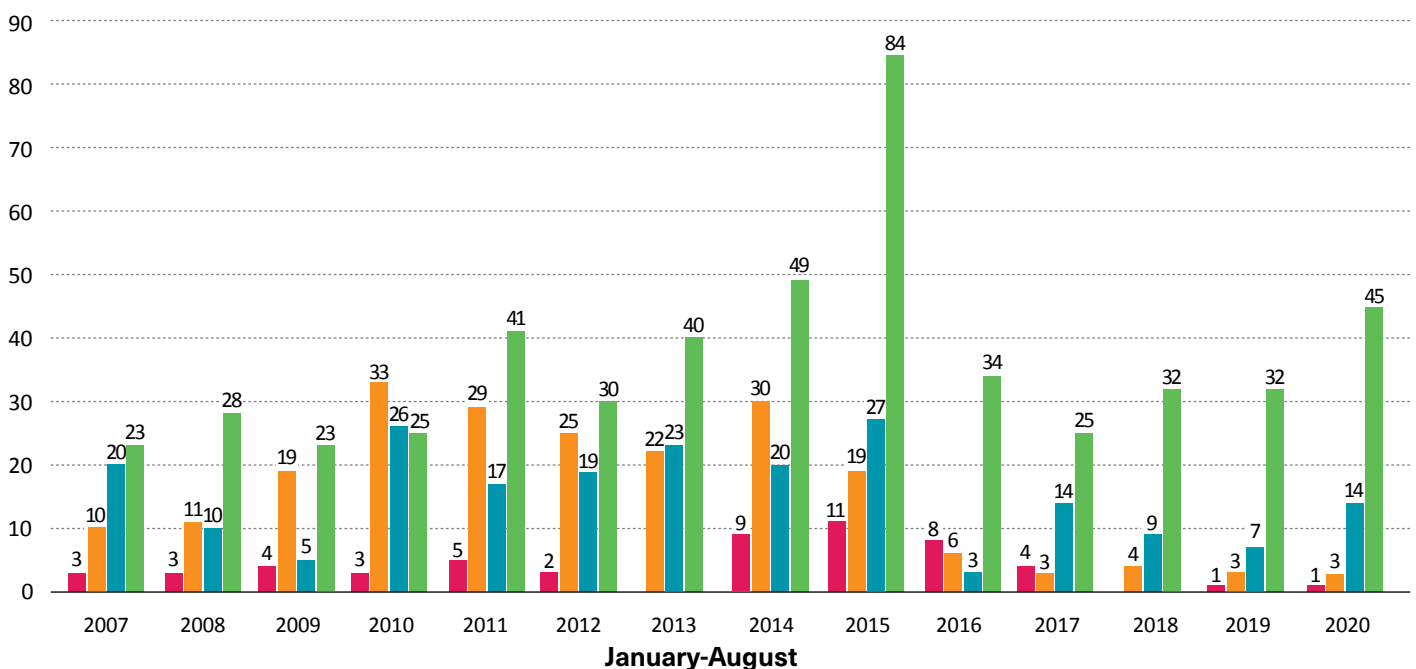


Chart 2 – Significance level of incidents (January-August of 2007-2020)

■ CAT 1 ■ CAT 2 ■ CAT 3 ■ CAT 4

The CAT 1 incident reported during January-August 2020 was the abduction of eight crew from a fishing trawler on 17 Jan off Lahad Datu, Sabah, Malaysia. On 18 Jan, 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.

A total of three CAT 2 incidents were reported during January-August 2020, which is the same during January-August 2019. It is also the lowest number of incidents reported during January-August of the past 14 years (2007-2020).

However, the number of CAT 3 and CAT 4 incidents during January-August 2020 has increased compared to the same period in 2019. The majority of the incidents reported during January-August 2020 were CAT 4 incidents (71%), which is consistent with the past trends observed in Asia.

## UPDATE ON SITUATION IN THE SINGAPORE STRAIT

### AUGUST 2020

In August 2020, two incidents (all actual incidents) were reported on board ships while they were underway in eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait. Both incidents occurred within an interval of two hours and in close proximity to each other (about 1.2 nm apart). The description of the two incidents are as follows:

#### (1) INCIDENT ON 29 AUG 20

Name of ship	<b><i>Amina</i></b>
Type of ship	Bulk carrier
Flag of ship	Iran
GT	40166
IMO Number	9305192

At about 2324 hrs, bulk carrier, *Amina* was underway at approximately 6.9 nm north-northwest of Tanjung Pergam, Pulau Bintan, Indonesia in the eastbound lane of the TSS in the Singapore Strait when six perpetrators armed with long knives were reported on board the bulk carrier. The crew conducted a search on board and updated Singapore VTIS East that no perpetrator was found. The crew was safe and no item was missing.

A navigational broadcast was initiated to warn all ships in the vicinity. The Republic of Singapore Navy (RSN)'s Maritime Security Task Force (MSTF), Singapore Police Coast Guard, and the Malaysian and Indonesian authorities were notified.

#### (2) INCIDENT ON 30 AUG 20

Name of ship	<b><i>Sea Diamond</i></b>
Type of ship	Bulk carrier
Flag of ship	Marshall Islands
GT	40690
IMO Number	9374181

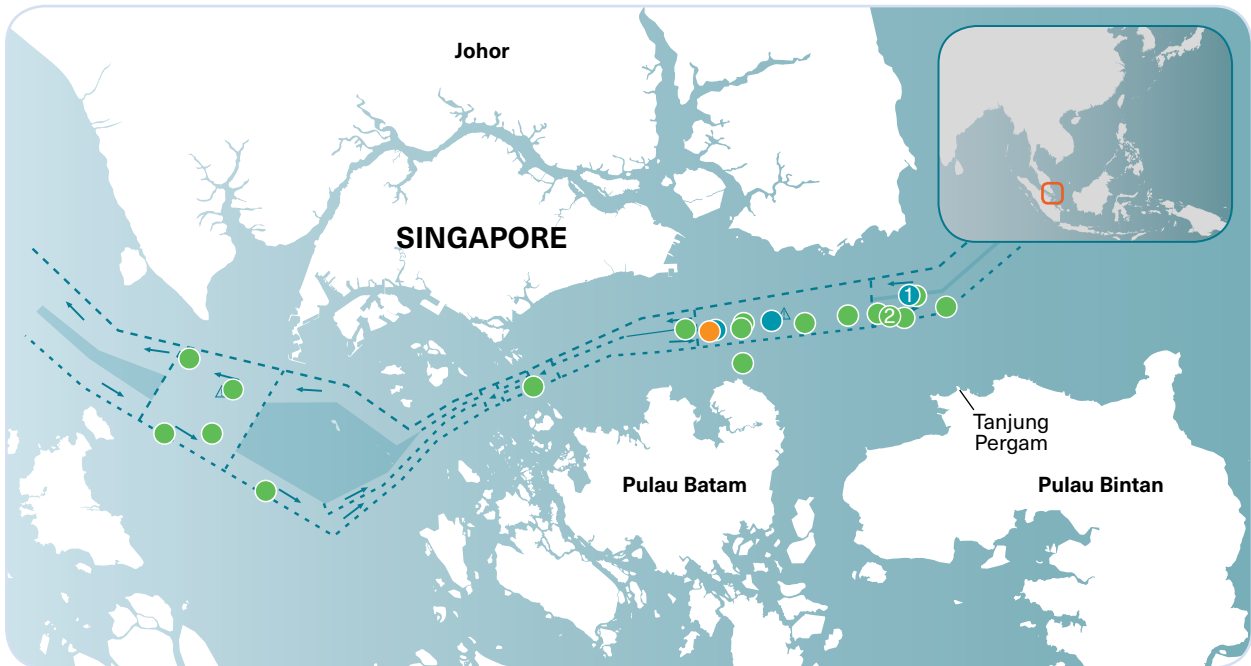
At about 0040 hrs, bulk carrier, *Sea Diamond* was underway at approximately 7 nm off Tanjung Pergam, Pulau Bintan, Indonesia in the eastbound lane of the TSS in the Singapore Strait when one perpetrator was reported on board the bulk carrier. The crew conducted a search on board and updated Singapore VTIS East that no perpetrator was found. The crew was safe and no item was missing.

A navigational broadcast was initiated to warn all ships in the vicinity. The RSN's MSTF, Singapore Police Coast Guard, and the Malaysian and Indonesian authorities were notified.



## JANUARY-AUGUST 2020

During January-August 2020, a total of 21 incidents (all actual incidents) were reported on board ships while they were underway in the Singapore Strait. Of the 21 incidents, 17 incidents occurred in the eastbound lane of the TSS, two incidents in the precautionary area, one incident in the westbound lane of the TSS and one incident just outside (south) of the TSS. Map 2 shows the location of the 21 incidents reported during January-August 2020.



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

● CAT 2    ● CAT 3    ● CAT 4

① **Amina**  
Bulk carrier  
29 Aug 20  
2324 hrs

② **Sea Diamond**  
Bulk carrier  
30 Aug 20  
0040 hrs

## 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:

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- Maximise alertness of lookouts for suspicious small boats and increase watch keeping on board ships; particularly daylight time for barges and during night time for bigger ships;
- Maintain communication with shipping 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 (at [www.recaap.org](http://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

### SITUATION UPDATE

There was no report of abduction of crew from ships in the Sulu-Celebes Seas and waters off Eastern Sabah in August 2020. 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.

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### STATUS OF ABDUCTED CREW

As of 31 Aug 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 abduction incident on 17 Jan 20 and information of planned kidnapping in Sabah and Semporna, Malaysia (as reported in the Warning issued on 2 Jul 20), the ReCAAP ISC reiterates its advisory issued via 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 3 – 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

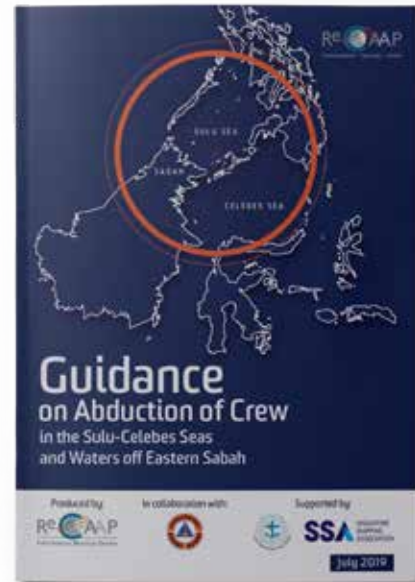
In the event that the ship master is not able to establish contact with the Operation Centres of the Philippines as listed in the ReCAAP ISC Advisory, he can contact the **Philippine Coast Guard Command Centre** at the following contact details:

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](http://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-August 2020 has increased compared to January-August 2019. This was due to the increase of incidents in Bangladesh, India, the Philippines, South China Sea and Singapore Strait during January-August 2020.

The situation in the Singapore Strait continues to be a concern with the occurrence of 21 incidents during January-August 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 August 2020, the risk of abduction is still high. The ReCAAP ISC advises the shipping industry to exercise extra vigilance when transiting the area, report all incidents immediately to the operation 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 arrest the perpetrators involved. 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
<b>Australia</b>		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: <a href="mailto:MBC_NCU@abf.gov.au">MBC_NCU@abf.gov.au</a>	+61-2-6275-6000	+61-2-6275-6275
<b>Bangladesh</b>		
Department of Shipping E-mail: <a href="mailto:cns@dos.gov.bd">cns@dos.gov.bd</a>	+88-02-9554206	+88-02-7168363
<b>Brunei</b>		
Royal Brunei Marine Police Email: <a href="mailto:marine@police.gov.bn">marine@police.gov.bn</a>	+673-2773548	+673-2770549
<b>Cambodia</b>		
Merchant Marine Department Ministry of Public Works and Transport E-mail: <a href="mailto:dararith.hg@gmail.com">dararith.hg@gmail.com</a>	+855-77-331-531	+855-23-864-110
<b>China</b>		
China Maritime Search and Rescue Coordination Centre (Beijing) Email: <a href="mailto:cnmrcc@mot.gov.cn">cnmrcc@mot.gov.cn</a> <a href="mailto:cnmrcc@msa.gov.cn">cnmrcc@msa.gov.cn</a>	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: <a href="mailto:hkmrcc@mardep.gov.hk">hkmrcc@mardep.gov.hk</a>	+85-2-2233-7999	+85-2-2541-7714
<b>Denmark</b>		
Danish Maritime Authority (DMA) Email: <a href="mailto:ReCAAP-FP-DK@dma.dk">ReCAAP-FP-DK@dma.dk</a>	+45-7219-6000	
<b>India</b>		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: <a href="mailto:mrcc-west@indiancoastguard.nic.in">mrcc-west@indiancoastguard.nic.in</a> <a href="mailto:mrcc.mumbai@gmail.com">mrcc.mumbai@gmail.com</a>	+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
<b>Japan</b>		
Japan Coast Guard (JCG) Ops Centre Email : <a href="mailto:jcg-op@mlit.go.jp">jcg-op@mlit.go.jp</a>	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
<b>Republic of Korea</b>		
Situation Room (Operation Centre) Ministry of Oceans and Fisheries Email: <a href="mailto:mof5896@korea.kr">mof5896@korea.kr</a>	+82-44-200-5895 to 98	+82-44-200-5886 to 88
<b>Laos</b>		
International Organisations Department UN Political and Security Affairs Division Ministry of Foreign Affairs Email: <a href="mailto:unpolsec.mfalaos@gmail.com">unpolsec.mfalaos@gmail.com</a>	+856-21-414025	+856-21-414025
<b>Myanmar</b>		
MRCC Ayeyarwaddy Myanmar Navy Email: <a href="mailto:mrcc.yangon@mptmail.com.mm">mrcc.yangon@mptmail.com.mm</a> <a href="mailto:mrcc.myanmar2012@gmail.com">mrcc.myanmar2012@gmail.com</a>	+95-313-1651 +95-1-8202-417 +95-979-527-9576 (Mobile)	+95-1-8202-417
<b>Netherlands</b>		
Dutch Coast Guard Maritime Information Centre Email: <a href="mailto:mik-nl@kustwacht.nl">mik-nl@kustwacht.nl</a>	+31-223-658-101	+31-223-658-358
<b>Norway</b>		
Norwegian Maritime Authority Email: <a href="mailto:security@sdir.no">security@sdir.no</a>	+47-5274-5000	+47-5274-5001
<b>Philippines</b>		
Philippine Coast Guard Command Center Email: <a href="mailto:pcgcomcen@coastguard.gov.ph">pcgcomcen@coastguard.gov.ph</a>	+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: <a href="mailto:hcgdswm@yahoo.com">hcgdswm@yahoo.com</a>	+63-998-585-7972 +63-917-842-8446 VHF: Channel 16 with call sign "NEPTUNE"	



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

Correct as at 31 August 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	<b><i>Pacific Sapphire</i></b> Chemical/oil product tanker Hong Kong, China 11572 9508158	14/08/20 1000 hrs	13° 46' N, 120° 59' E  Bauan Batangas Terminal Inc., Philippines	<p>While at berth, one perpetrator armed with a long knife boarded the tanker by climbing the mooring lines located at the starboard astern of the ship. The perpetrator entered the cabin of the general steward, threatened him by pointing a knife at him and stole his personal belongings. The alarm was raised immediately, and the perpetrator escaped via the mooring lines in an unmarked blue small motor banca stationed at the astern of the ship.</p> <p>The Port State Control (PSC) personnel boarded the ship to verify the report and advised the master to file report with the Coast Guard Station (CGS) Batangas.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
2	<b><i>Vienna Wood N</i></b> Bulk carrier Hong Kong, China 31540 9593713	20/08/20 2021 hrs	13° 44.18' N, 121° 1.46' E  Batangas Bay Anchorage Area, Philippines	<p>While the duty roving crew was performing his duty at the main deck, a perpetrator with a bolo (knife) attacked him. The duty crew tried to stop the perpetrator but accidentally grabbed the bolo, which resulted in a cut on his right palm. The perpetrator escaped empty-handed. The general alarm was raised immediately and first aid was administered to the injured crew.</p> <p>The incident was reported to the PSC and the Philippine Coast Guard (PCG). The PSC Batangas and CGS Batangas responded to the incident but did not find any watercrafts or person within the ship's surroundings. The injured crew was evacuated and brought to hospital for treatment.</p> <p>The master assessed that the perpetrator may have boarded the ship by throwing a line with hook.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
3	<b>GS Fabulous</b> Petroleum/chemical tanker Singapore 11261 9421269	25/08/20 0500 hrs	5° 49' N, 118° 7' E  Sandakan Inner Anchorage, Sabah, East Malaysia	<p>The CSO reported that the store padlock of the tanker was found broken and 11 drums of paint were discovered stolen from the paint store. There were footprints found near the railings, indicating that the perpetrators were likely to have boarded the ship from port side of forecastle. The crew was not injured.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
4	<b>Stolt Perseverance</b> Chemical tanker Cayman Islands 25196 9124471	28/08/20 2005 hrs	1° 42.8' N, 101° 26.6' E  Dumai Anchorage, Indonesia	<p>While at anchor, the duty watchman on routine rounds noticed four perpetrators armed with knives on poop deck trying to open the hatch for emergency towing arrangements. The duty watchman informed the bridge and the alarm was raised. All non-essential crew were mustered in the citadel. The perpetrators escaped upon hearing the alarm. The crew was not injured and nothing was stolen. The Coast Guard boarded the ship for investigation thereafter.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
5	<b><i>Amina</i></b> Bulk carrier Iran 40166 9305192	29/08/20 2324 hrs	1° 16.93' N, 104° 16.78' E  Approximately 6.9 nm north- northwest of Tanjung Pergam, Pulau Bintan, Indonesia in the eastbound lane of the TSS in the Singapore Strait  (SOMS)	While underway, six perpetrators armed with long knives were on board the bulk carrier. The master later updated Singapore VTIS East that the crew conducted a search on board and no perpetrator was found. The crew was safe and no item was missing.  A navigational broadcast was promulgated to warn all ships in the vicinity. The Republic of Singapore Navy (RSN)'s Maritime Security Task Force (MSTF), Singapore Police Coast Guard, and the Malaysian and Indonesian authorities were notified.  <b>[ReCAAP Focal Point (Singapore)]</b>
6	<b><i>Sea Diamond</i></b> Bulk carrier Marshall Islands 40690 9374181	30/08/20 0040 hrs	1° 16.35' N, 104° 15.71' E  Approximately 7 nm off Tanjung Pergam, Pulau Bintan, Indonesia in the eastbound lane of the TSS in the Singapore Strait  (SOMS)	While underway, one perpetrator was reported on board the bulk carrier. The master later updated Singapore VTIS East that the crew conducted a search on board and no perpetrator was found. The crew was safe, and no item was missing  A navigational broadcast was promulgated to warn all ships in the vicinity. The RSN's MSTF, Singapore Police Coast Guard, and the Malaysian and Indonesian authorities were notified.  <b>[ReCAAP Focal Point (Singapore)]</b>





Regional Cooperation Agreement on Combating  
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