



INFORMATION FUSION CENTRE

MARSEC SITUATION IN IFC AOI 2020

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FOREWORD

The Information Fusion Centre (IFC) has recorded the **Maritime Security (MARSEC) Situation in the IFC's Area of Interest (AOI)** since Jan 16, with data corresponding from Jan 13. This document contains briefs covering separate MARSEC categories, which IFC monitors and reports on. All incidents are grouped into the following categories for 2020: **Theft, Robbery and Piracy at Sea (TRAPS); Maritime Terrorism (MT); Maritime Incidents (MI); Illegal, Unreported and Unregulated Fishing (IUU); Contraband Smuggling (CS); and Irregular Human Migration (IHM)**. These briefs have been produced with IFC data collated from open sources and sources from our close partners.

While COVID-19 brought the world to an almost a complete stop in 2020, MARSEC incidents continued to take place, with a total of 1919 recorded within IFC's Area of Interest. As such, it was critical that MARSEC enforcement efforts persisted throughout 2020 and for operational readiness to remain high. However, the truth is that it didn't come easy. COVID-related preventive measures and restrictions made enforcement efforts very challenging. Budget cuts, lockdowns, and border restrictions affected security resources, and created capacity and sustainability issues for enforcement agencies. Regular MARSEC activities where agencies discuss and strengthen cooperation, such as exercises, planning conferences, and interactions between principal leaderships, were also postponed or cancelled altogether.

The aim of this document is to provide an update to the MARSEC situation in the IFC's AOI for each MARSEC category for Jan – Dec 2020 and highlight any observed changes in patterns or *modus operandi* when compared with preceding years.

Yours Sincerely,





<via email>
LTC Lester Yong
Head Information Fusion Centre

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SECTION A: THEFT, ROBBERY AND PIRACY AT SEA (TRAPS) & MARITIME TERRORISM (MT)

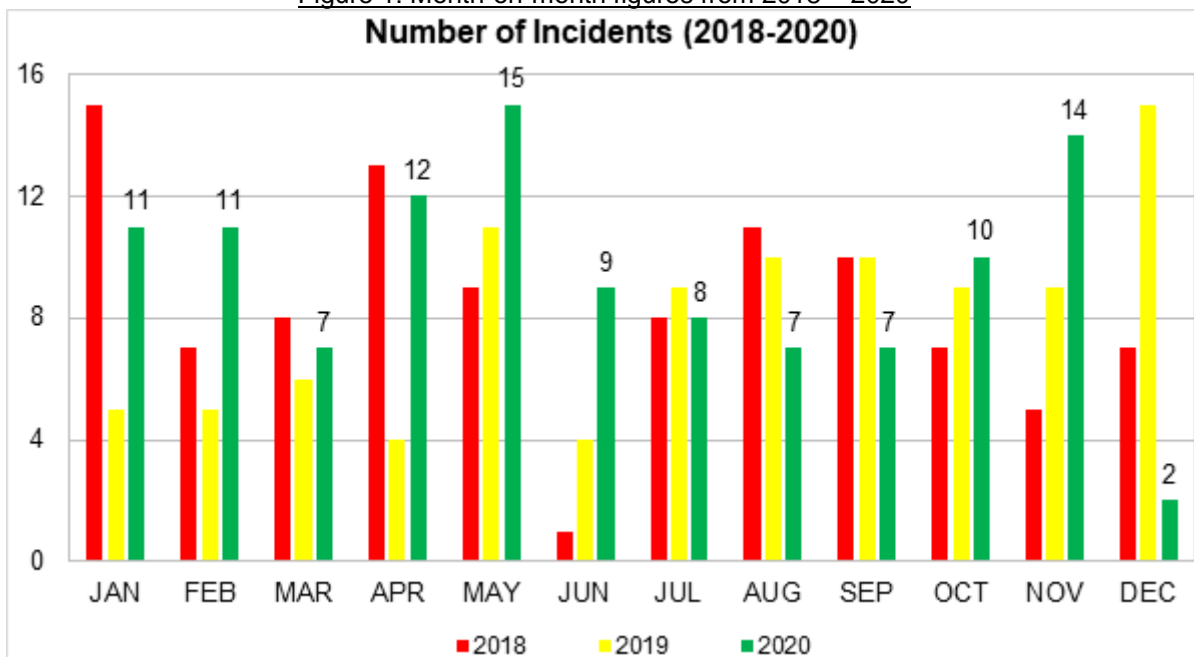
1. Summary. For 2020, a total of 113 incidents were recorded. This was higher than in 2019 and 2018, which were 97 and 101 respectively. May and November were observed to have the highest number of incidents. Bulk carriers were the most attacked vessel type, followed by Tankers and Container Ships. This is similar to 2019, whereby Bulk Carriers also accounted for the majority of incidents, followed by Tankers and Tugs with Barges. The highest number of type of incidents recorded were Sea Theft, with 63 incidents, or slightly more than half of all TRAPS incidents, which is consistent with prevailing perpetrators' modus operandi – largely confined to petty thefts and being non-violent in nature.

2. Definitions.

- **Piracy.** Any illegal acts 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: on the high seas, against another ship or aircraft, or against persons or property on board such ship or aircraft; against a ship, aircraft, persons or property in a place outside the jurisdiction of any State; 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; any act of inciting or of intentionally facilitating an act described above.
- **Sea Robbery.** Any illegal act of violence, detention, any act of depredation, or threat thereof, other than an act of piracy, committed with arms for private ends and directed against a ship or against persons or property on board such a ship, within a State's internal waters, archipelagic waters and territorial sea; or any act of inciting or of intentionally facilitating an act described above.
- **Sea Theft.** Any illegal act of stealing property from a vessel without any personal interaction with the crew or passengers, other than an act of piracy, committed for private ends and directed against a ship or property on board a ship, within a State's internal waters, archipelagic waters and territorial sea.
- **Kidnapping-Hijacking.** Any illegal act of violence whereby perpetrators have boarded and taken control/detained a vessel and/or its crew against their will, within a State's internal waters, archipelagic waters and territorial sea.
- **Attack.** Any illegal act of violence whereby a clear attempt to cause harm to the vessel/crew by (a) discharging weapons against / towards a vessel/crew, (b) ramming/boarding the vessel or any other similar acts of violence have been made, within a State's internal waters, archipelagic waters and territorial sea.

- **Attempted Actions.** Any suspicious act including but not limited to vessel(s); (1) closing on a steady bearing to hamper safe navigation, (2) having a very close CPA, (close approach or hull-to-hull contact) with boarding paraphernalia employed or visible, (3) weapons clearly seen on display as a show of force or threat against the vessel but have not yet been discharged against the merchant vessel and/or (4) unsuccessful attempt to rob or steal from vessel being boarded for illicit purposes.
 - **Suspicious Approach.** Any act of vessel(s) approaching close proximity enough to warrant suspicion.
 - **Maritime Terrorism.** This refers to the undertaking of any acts of terrorism within the maritime domain; involving vessels or fixed platforms at sea or in port, or against any one of their passengers or personnel, at coastal facilities or settlements, including tourist resorts, port areas and port towns or cities. Kidnapping for ransom claimed by a known terrorist group or terror group will also be placed in this category.
3. **Key Facts.** A total of 113 incidents recorded as compared to the 97 and 101 incidents recorded in 2019 and 2018 respectively – the month-on-month numbers can be seen in the following figure.

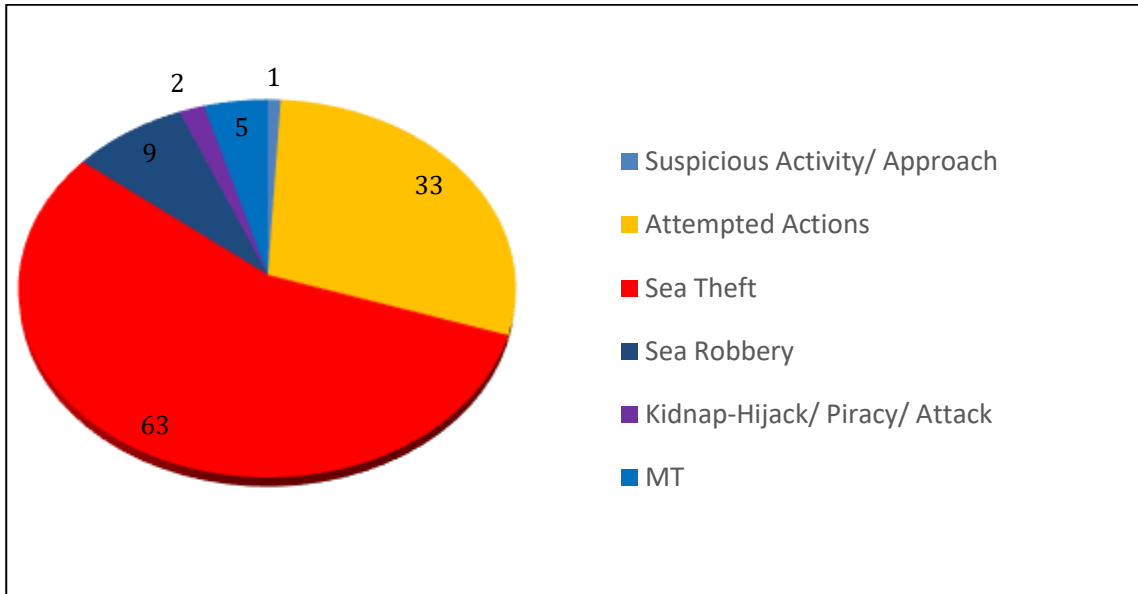
Figure 1: Month-on-month figures from 2018 – 2020



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- The breakdown of the 113 incidents reported are:
 - 5 Maritime Terrorism related [including 2 Kidnap-for-Ransom (KFR)] (4.4%);
 - 2 Piracy/Hijacking-Kidnapping (1.7%);
 - 9 Sea Robbery (8%);
 - 63 Sea Thefts (55.7%);
 - 33 Attempted Actions (29.2%);
 - 1 Suspicious Approach (1%).

Figure 2: Type of Incidents

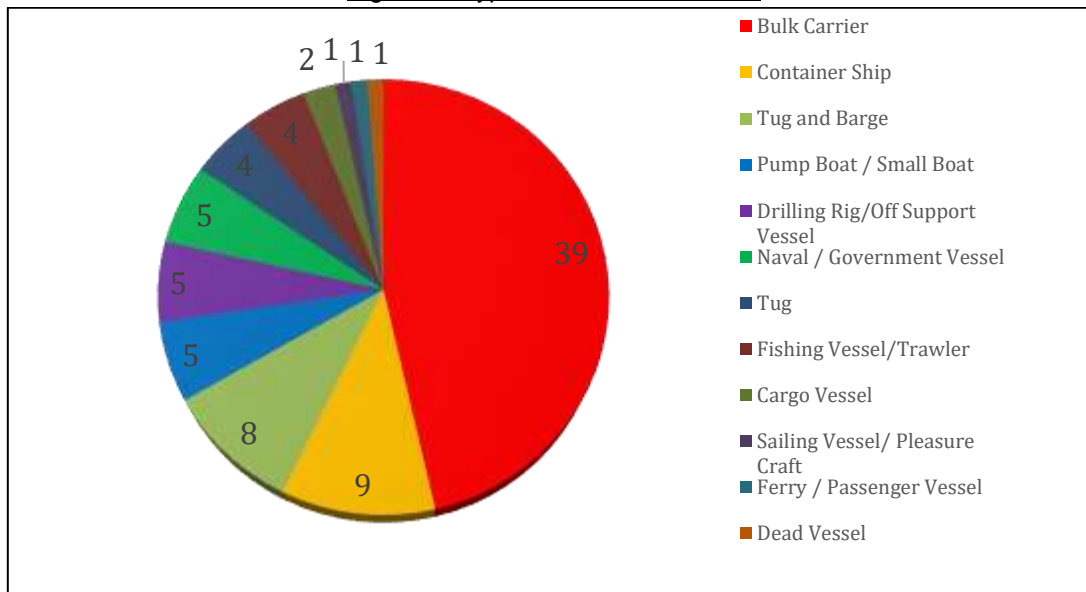


- There was an increase in incidents in the following areas:
 - Indonesian ports and anchorages; 37 incidents in 2020, compared to 31 in 2019.
 - Philippines especially in Manila Bay and Batangas anchorage; 14 in 2020, compared to 10 in 2019.
- However, there was a decrease in incidents in the following areas:
 - Malaysian territorial waters, ports/anchorages; seven incidents in 2020, compared to 14 in 2019.
 - Singapore Strait; 37 in 2020, compared to 43 in 2019. Majority of incidents occurred in the eastbound lane (29) of the TSS.

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- Vessel type most targeted:
 - Bulk Carriers; 33.1%
 - Tankers; 28.0%
 - Container Vessels; 7.6%
 - Tugs with Barges; 7.6%
 - Whereas in 2019, Tankers accounted for the majority of incidents (31.5%), followed by Bulk Carriers (24.0%) and Tugs with Barges (15.6%).

Figure 3: Type of Vessels Attacked



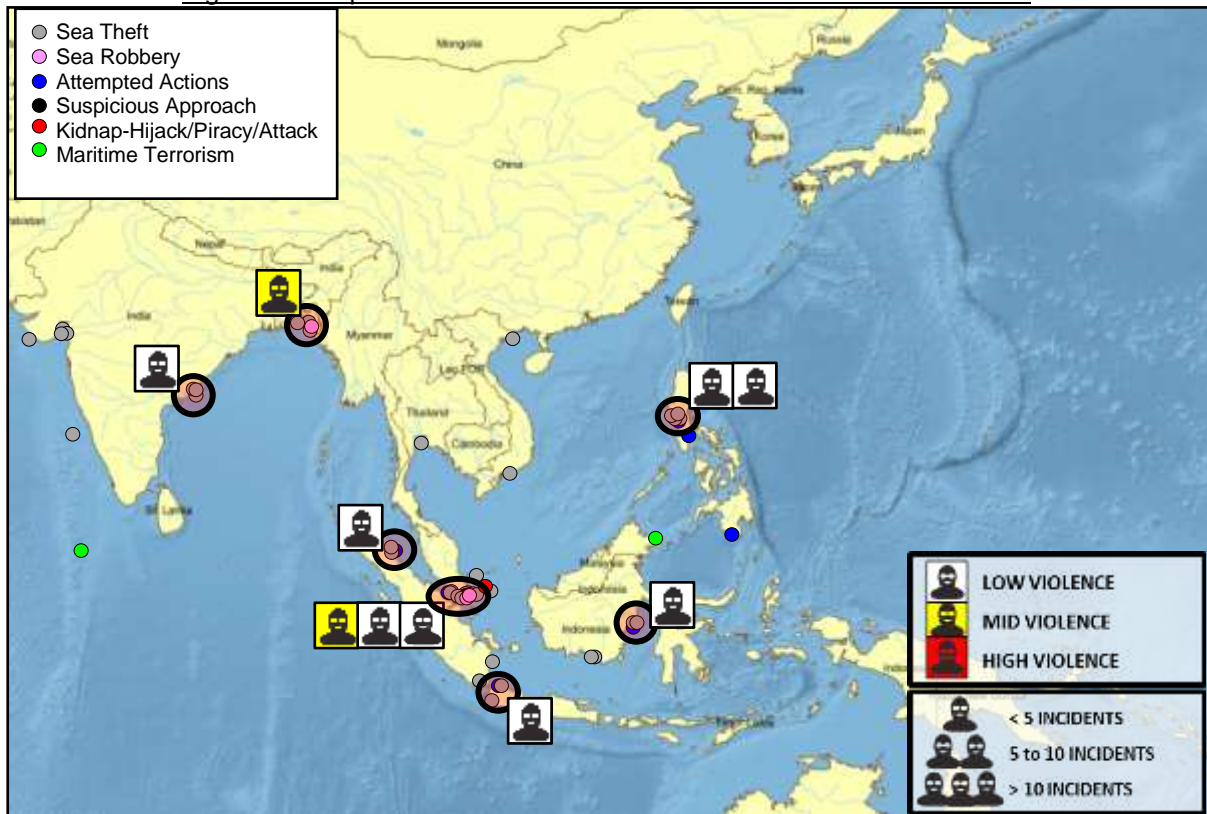
- Of the 113 incidents reported in 2020:
 - 56 incidents (49.5%) occurred to ships while at anchored
 - 7 incidents (6.2%) occurred to ships while berthed
 - 50 incidents (44.3%) occurred to ships while underway
 - This is similar to 2019, whereby a majority of the incidents occurred to anchored ships, however there is an observed trend of more incidents on ships underway.

4. Key Area of Concern (Hotspot). Several hotspots were identified according to the number of incidents listed this year, or in comparison to previous years, and are differentiated by (1) geographical location; (2) type, characteristics, frequency and level of violence used by the perpetrators; (3) date, day and time of occurrence; (4) type of vessels attacked and; (5) type of cargo and/or goods stolen or robbed.

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- **Figure 4** illustrated the hotspot relations with the number of incidents and severity of the level of violence. The level of violence is differentiated by:
 - Low Violence - incidents with no confrontation with the crew
 - Medium Violence - involving the threatening of crew/ use of knives or firearms by the perpetrators
 - High Violence - involving taking of hostages/ injury to crew by armed perpetrators.

Figure 4: Hotspots Relation - Number of Incidents and Level of Violence

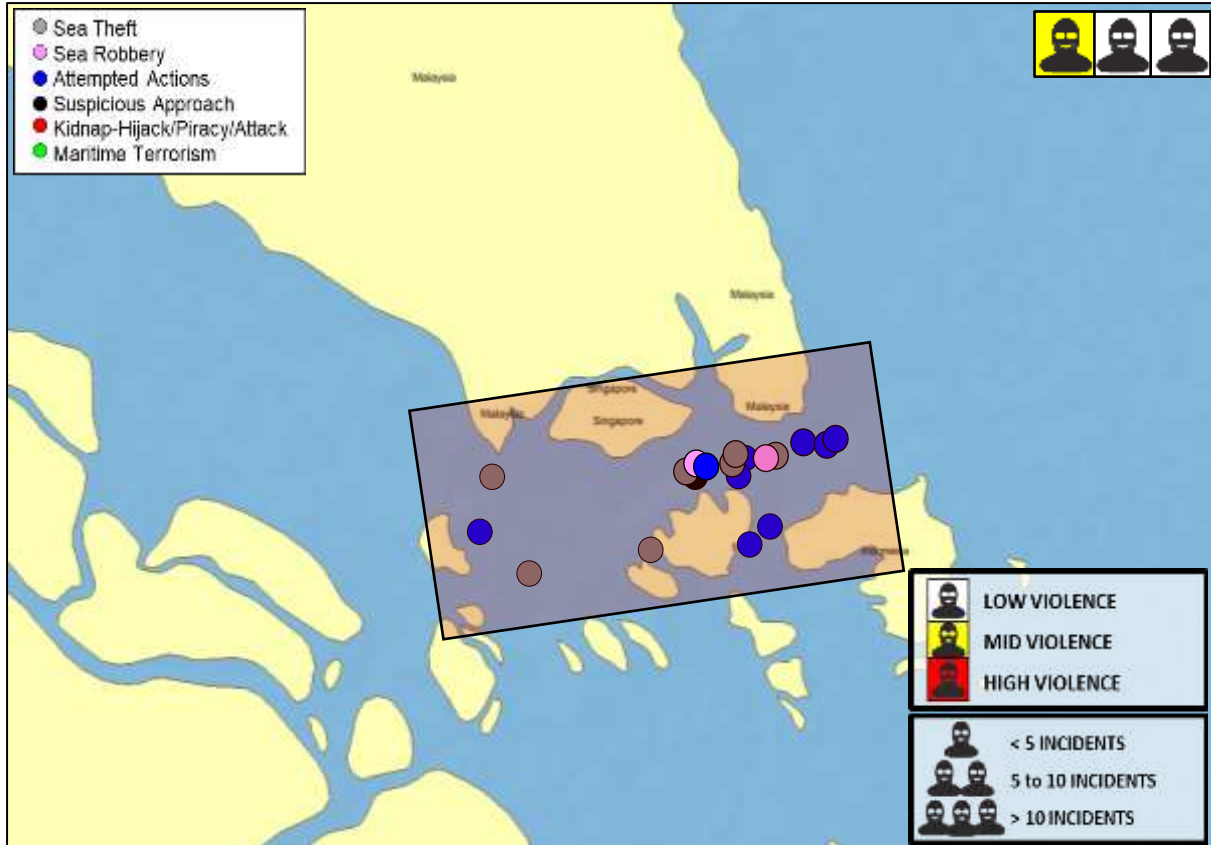


- Majority of the incidents in the hotspots tend to involve a low to mid level of violence. This is similar to 2019, with a majority of the incidents being petty theft in nature without perpetrators armed with any gun or knife, and with crew unharmed.
- 3 high-level violence incidents were reported
 - 8 crew were abducted from a fishing trawler on 17 Jan 2020, off Lahad Datu, Sabah, Malaysia;
 - An injury to the crew on 21 Jan 20 in Kabil waters, eastern Batam island, Indonesia;
 - An injury to the crew on 25 Nov 2020 while vessel was at Dumai Anchorage.

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- In some incidents in the Philippines, Bangladesh, Indonesia, Malaysia, and the Singapore Strait, perpetrators were reportedly armed with knives, or with a gun and were sometimes violent towards the crew (threat against the crew or temporary hostage taking in 4 incidents).
- Singapore Strait and Approaches. A total of 37 incidents were recorded, which include areas within the eastern and western approaches of the Singapore Strait, such as (1) off Tanjung Piai; (2) off Tanjung Setapa; and (3) off Tanjung Penawar (**Figure 5**).
 - 29 incidents (78%) occurred within the east-bound lane. The overall number of incidents were lower than the 43 incidents recorded in the same period in 2019.
 - A sharp increase in the number of incidents in the east-bound lane of the Singapore Strait (29) was recorded in 2020 while the west-bound lane saw a decrease from 2019. June, September and December 2020 saw few incidents compared to the previous year.
 - The observed modus operandi of the perpetrators remain similar to last year; attacks are observed to remain opportunistic with slow ships having low freeboards, such as tugs and barges or bulk carriers, being the preferred targets. Perpetrators may be armed with knives but avoid confrontation with the crews and leave the ship once they are spotted. They attempt to steal tools or spare parts. However, in many cases, ship captains report that nothing is stolen. Some incidents suggest that the same groups of attackers target several ships in the same night.
 - There is an observed decrease in the number of incidents in the same period reported in the westbound lane as well as incidents involving tug and barges compared to 2019.
 - This is likely due to the increase in enforcement efforts carried out by law enforcement agencies and the reduced price of scrap metal compared to the previous years.
 - The events in Singapore Strait mainly take place during the period of darkness (PoD), with 94.5% (35) observed between 23:00 and 05:00. Notably, only two vessels were attacked in daylight; both being tug and barge in the western part of the Singapore Strait.
 - In 2020, there has been one arrest of perpetrators onboard a boarded vessel by the crew themselves on 16 Mar 20.
 - Further analysis on modus operandi of perpetrators against vessels in these waters can also be found in the IFC Spot Commentary 02/20.

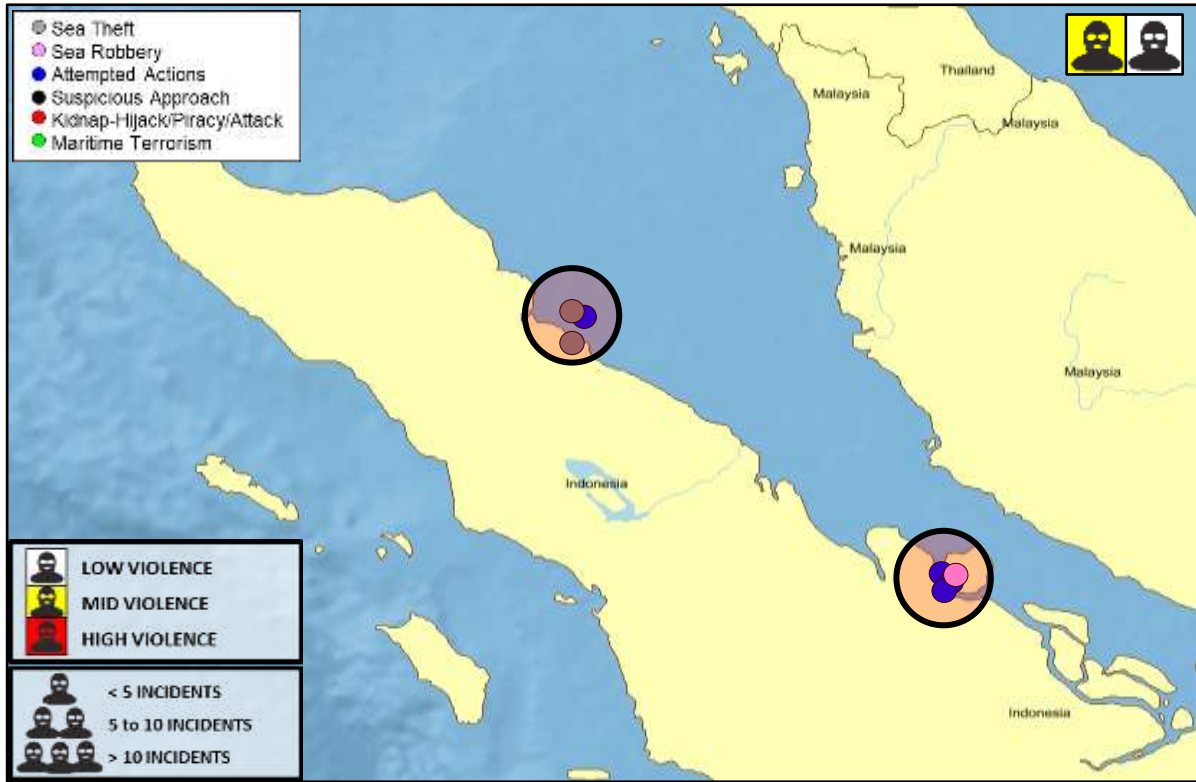
Figure 5: Incidents in Singapore Strait and Approaches



- Malacca Strait (Belawan and Dumai Port and Anchorages).
 - 3 and 5 incidents were recorded respectively in Belawan and Dumai Port and Anchorages area (**Figure 6**), all occurred during PoD and while vessels were either anchored or berthed.
 - No confrontation and injury to the crew were recorded, except on one case on 25 Nov 2020 (use of weapons and injury to the crew reported while a vessel was at Dumai Anchorage)
 - Tankers (5), bulk carriers (2) and containerships (1) were reportedly the most targeted vessels.
 - Perpetrators reportedly stole small items, such as fire hose nozzles, bronze hydrants, bronze pipe caps.

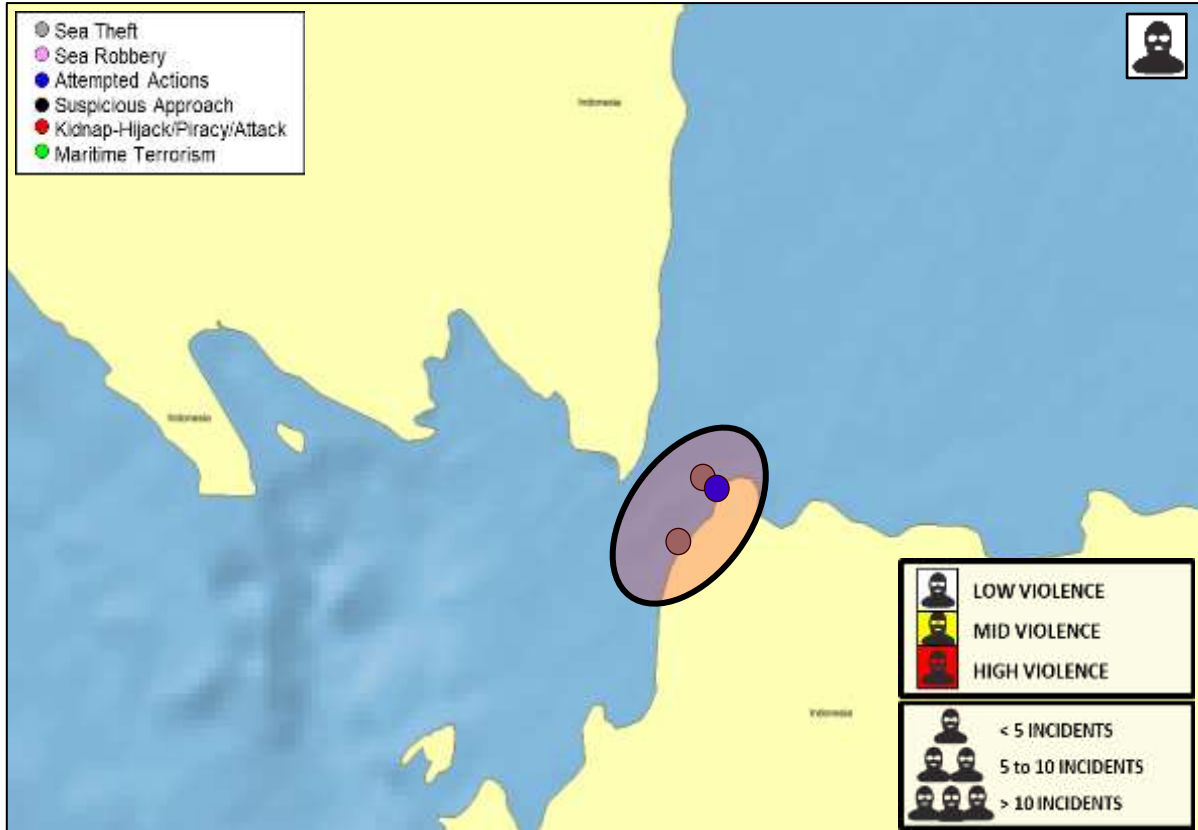
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Figure 6: Incidents in Malacca Strait (Belawan & Dumai Port and Anchorages)



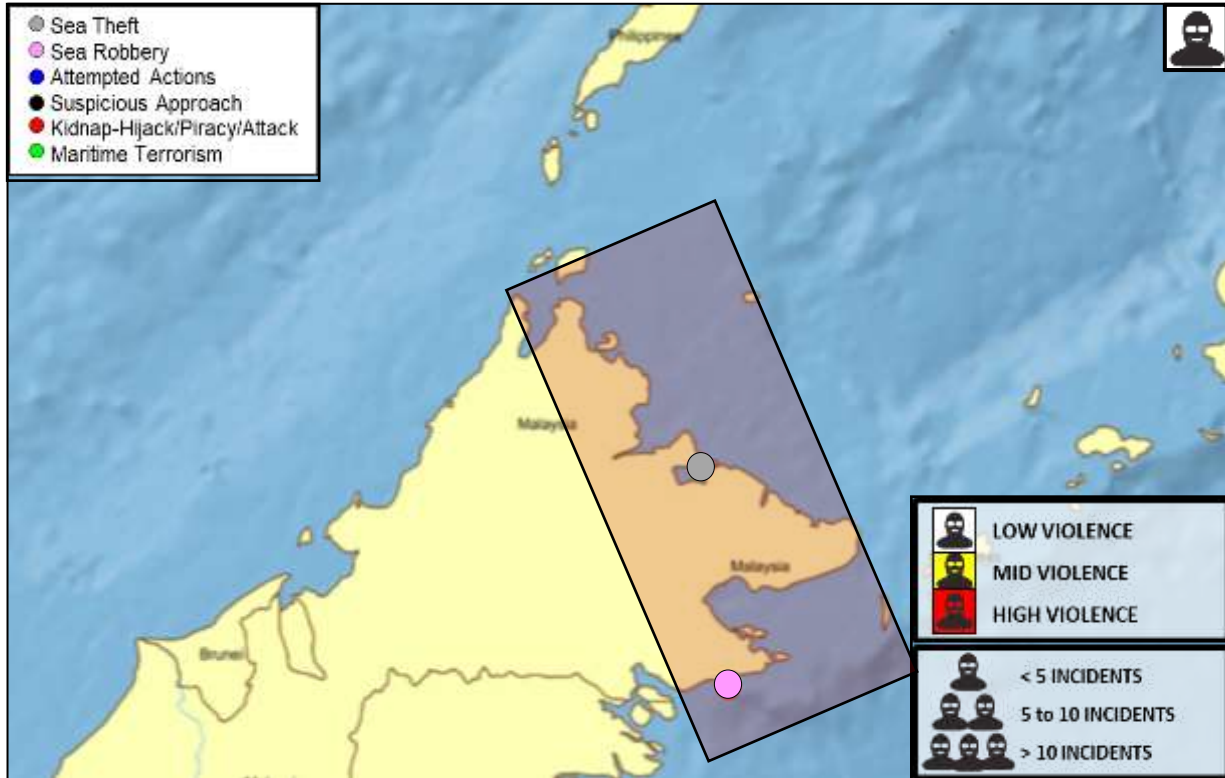
- Sunda Strait and Approaches. In West Java - South Sumatera (**Figure 7**), 3 incidents were reported in Merak and Anyer anchorages, all during PoD and while the vessels were anchored.
 - Low-level of violence were observed in all incidents;
 - Items stolen by perpetrators consisted of engine spares
 - The last incident recorded in this area involving violent perpetrators occurred in Dec 2018.

Figure 7: Incidents in Sunda Strait and Approaches



- Eastern Sabah - Sulu and Celebes Sea. 3 TRAPS incidents were recorded in Eastern Sabah (**Figure 9**) (2 Sea-Robberies and Sea-Theft). It was consistent with 3 incidents reported in 2019 but significantly lower than the 11 incidents recorded in 2018. Robbers were reportedly armed with machetes and a pistol in one incident off Inderasabah, Tawau, Malaysia.

Figure 9: Incidents in the Eastern Sabah - Sulu and Celebes Sea



- Manila and Batangas Bay. Ten and three incidents were respectively recorded in the area of Manila and Batangas Port and Anchorages, mainly on anchored vessels;

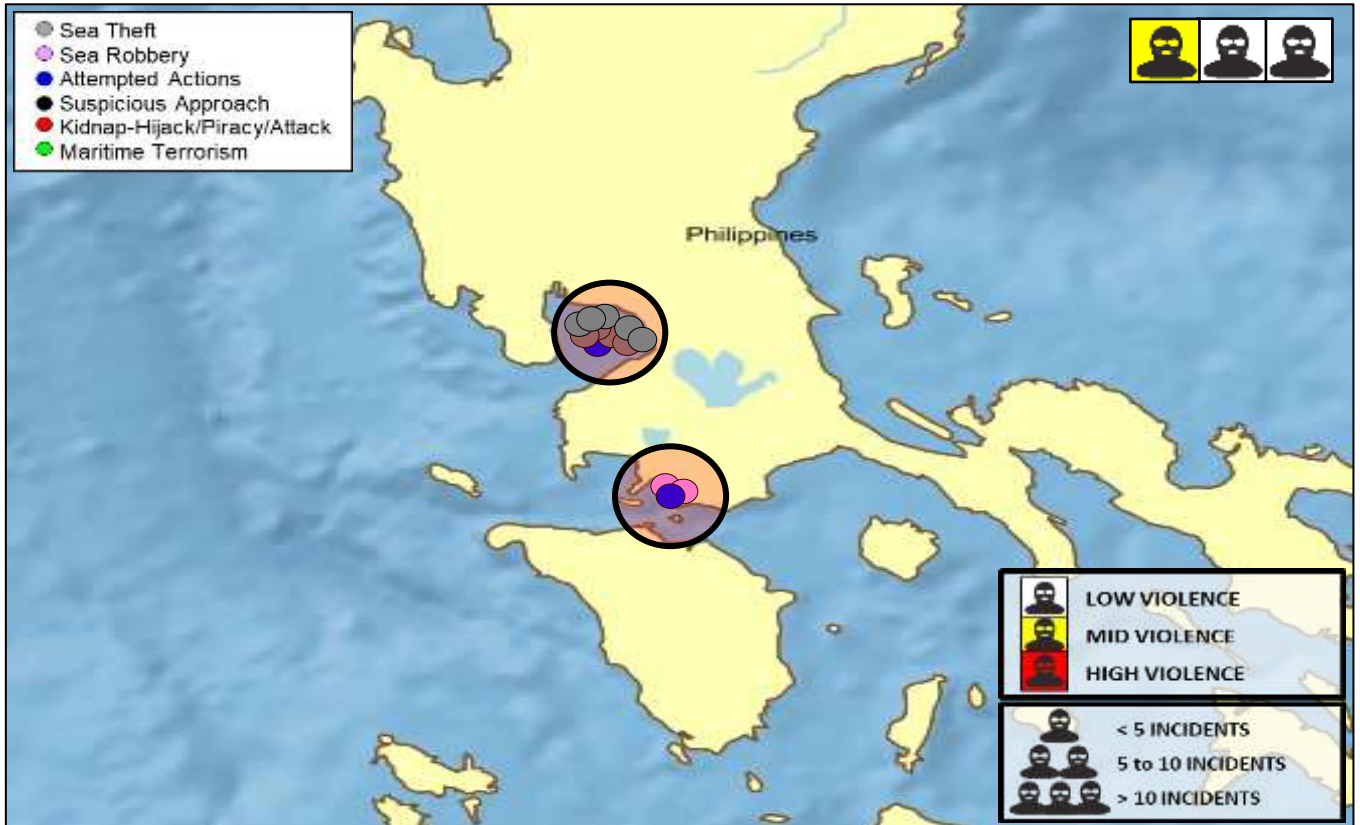
In Manila Bay:

- incidents reported on anchored Container vessels (7), Cargo (2) and Tanker (1); all during PoD;
- perpetrators usually avoid contact with the crew and flee as soon as they are spotted;
- creation of a green zone in Manila Bay for crew changeovers during the COVID 19 epidemic led to a concentration of vessels at anchor and a significant increase in the number of opportunity thefts;

In Batangas Bay:

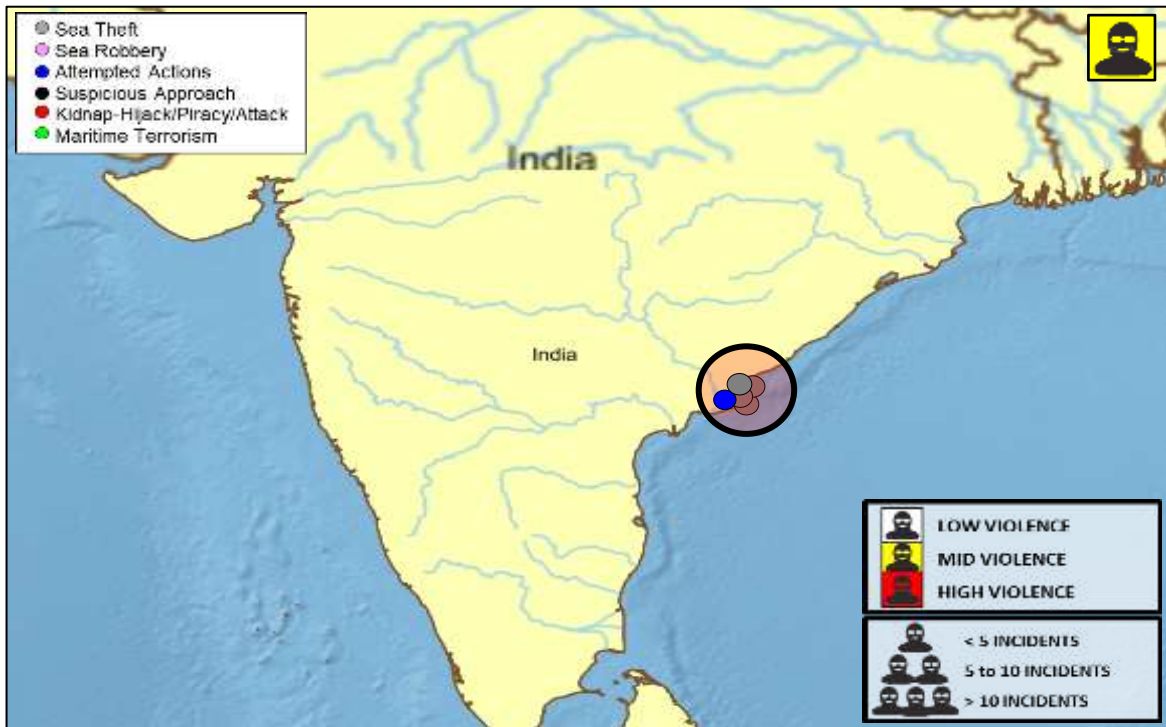
- incidents reported on anchored/berthed Tankers (2) or Bulk Carrier (1); all during PoD;
- in one case, one perpetrator was armed with a long knife, entered the cabin of the general steward, threatened him by pointing a knife at him and stole his personal belongings;
- Further analysis can be found in the IFC Spot Commentary 01/20.

Figure 10: Incidents in the Manila and Batangas Bay and Anchorages



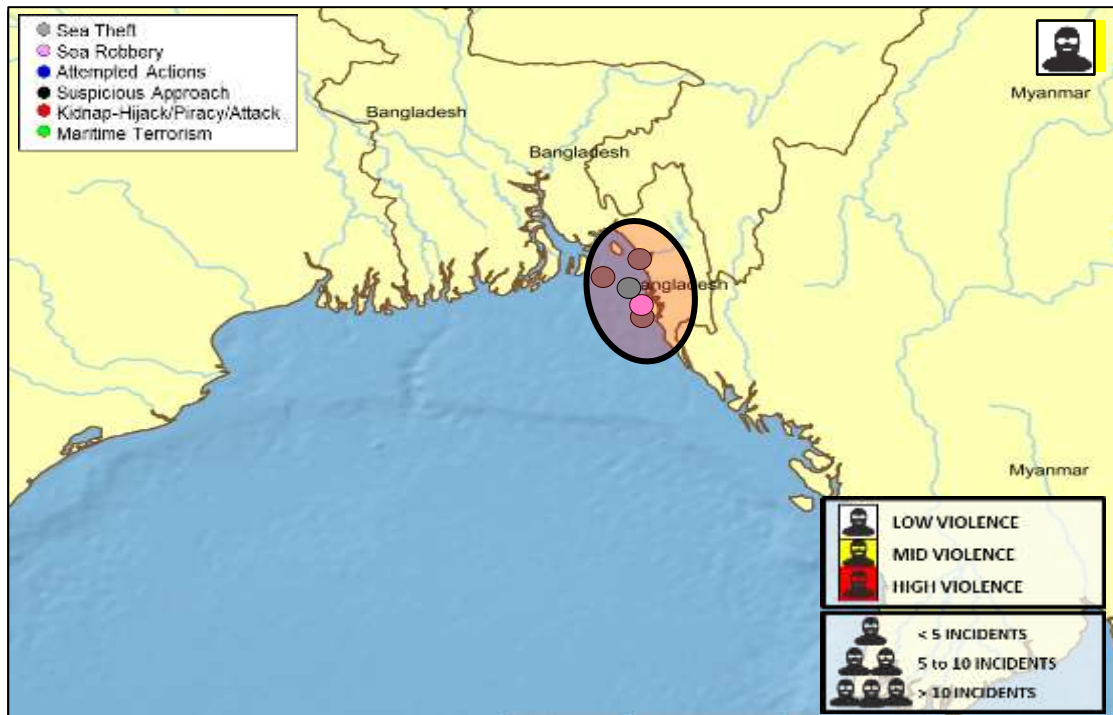
- Kakinada Port and Anchorages. 5 incidents were recorded for 2020 (one incident recorded in 2019 and 2018 each);
 - Perpetrators were observed to steal ship's stores such as mooring ropes, paints and lubricant oil drums;
 - Tanker, Bulk Carrier and offshore Supply Vessels were targeted;
 - Perpetrators were reported to have carried knives in two cases, and two confrontations with the crew were reported as well;
 - Perpetrators were arrested by local authorities subsequently.

Figure 11: Incidents in the Kakinada Port and Anchorages



- Chittagong Port and Anchorages. 5 incidents were recorded for 2020 (0 in 2019 and 13 in 2018);
 - Three incidents occurred during the day, two during PoD;
 - Perpetrators were reported to have carried knives in two cases, and there were two confrontations with the crew.

Figure 12: Incidents in the Chittagong Port and Anchorages



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- Areas with Similar TRAPS Incident Profiles. 5 other areas were observed to have incidents with similar profiles: Muara Berau and Taboneo (Indonesia), Campha Anchorage and Vung Tau (Vietnam), Kanak - Sabah (Malaysia) and Alang (India). Incident's similarities:

- Incidents occurred during PoD and/or conditions of low visibility.
- Vessel targeted while anchored or berthed.
- Incidents involved low to medium levels of violence.
- Loose items, e.g. rigging equipment/ropes were reported stolen.
- No confrontation and injury to the crew were reported in all cases.

5. MT Key Observations. Five MT incidents were recorded in two different locations within IFC's AOI - Eastern Sabah, Sulu and Celebes Sea (4) and Maldives island (1) as indicated in **Figure 13**.

- IFC recorded one incident of abduction of crew from a fishing trawler reported off Lahad Datu, Sabah, Malaysia on 17 Jan 20. Three fishermen reportedly died and five fishermen were abducted by six perpetrators. One of the abducted crew was found dead on 29 Sep 20. The remaining four crew are believed to be still held in captivity.

Figure 13: MT Incidents



6. List of TRAPS incidents for 2020 can be found at **ANNEX A**.

SECTION B: MARITIME INCIDENTS (MI)

1. Summary. For 2020, 895 maritime incidents were reported, a marginal 0.5% (4) decrease compared to the same period in 2019 and a 10.5% (94) increase to the same period in 2018. This observed increase in incidents since 2018 may be attributed to the continuous improvement of data collection processes and incident reporting in the region. Additionally, this rise can possibly be attributed to the changes in weather conditions within the period covered; vessels sinking or capsizing, mechanical failure, grounding, collision, vessel being detained, fire-explosion, medical evacuation, man overboard and missing incident accounted for most maritime incidents in IFC's AOI.

- The main type of vessels involved in maritime incidents were fishing vessels (32%), container/cargo ships (17%), passenger vessels (7%), other vessels comprising small boats, civilian landing craft tanks, dredgers, yachts, speed boats, etc. (25%), tankers (7%), bulk carriers (4%), tugs and/or barges (5%), government vessels (1%) and unknown vessels (2%).

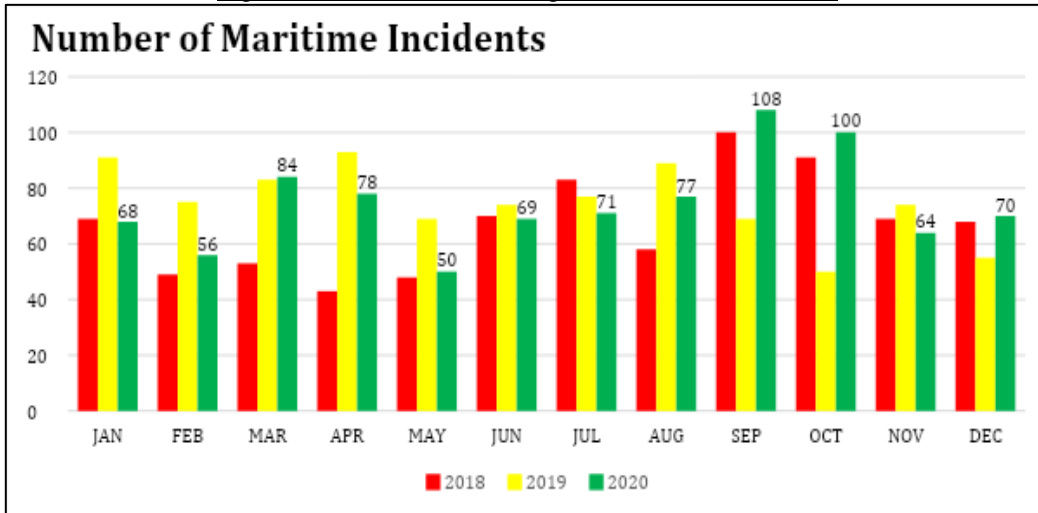
2. Definitions.

- **Collision**. Any incident involving physical impact between two or more vessels, or a vessel and any other floating or still object.
- **Grounding**. An incident involving an impact between the bottoms of a vessel's hull and the seabed or coastline, resulting in the vessel being unable to carry on or proceed with her journey without assistance.
- **Sunk/Capsized**. An incident which involves or results in a vessel being overturned or submerged in the water completely (excluding submarines).
- **Vessel Detained**. An incident arising from vessels engaging in activities that are not compliant to the rules and regulations which apply in a specific area, or activities that are carried out without official permission from the authorities over the area.
- **Violent Confrontation**. Any hostile situation that involves any form of weapons or physical violence.
- **Other Incidents**. Incidents involving vessels in the maritime domain that do not pertain to other previously defined incident categories i.e. fire, gas leak, man overboard (MOB), MEDEVAC, missing vessel, etc.
- **Registered Vessel**. A vessel registered with an IMO number.

3. Key Facts.

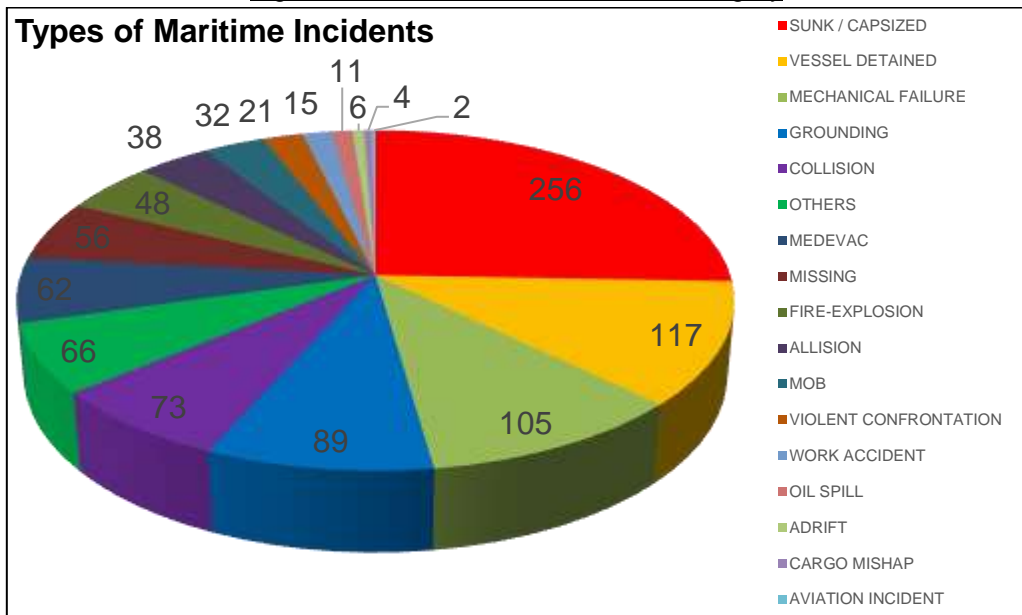
- Month-on-month numbers of maritime incidents reported can be seen from the figure below:

Figure 1: Month-on-month figures from 2018 – 2020.



- Breakdown of the incident categories as follows:

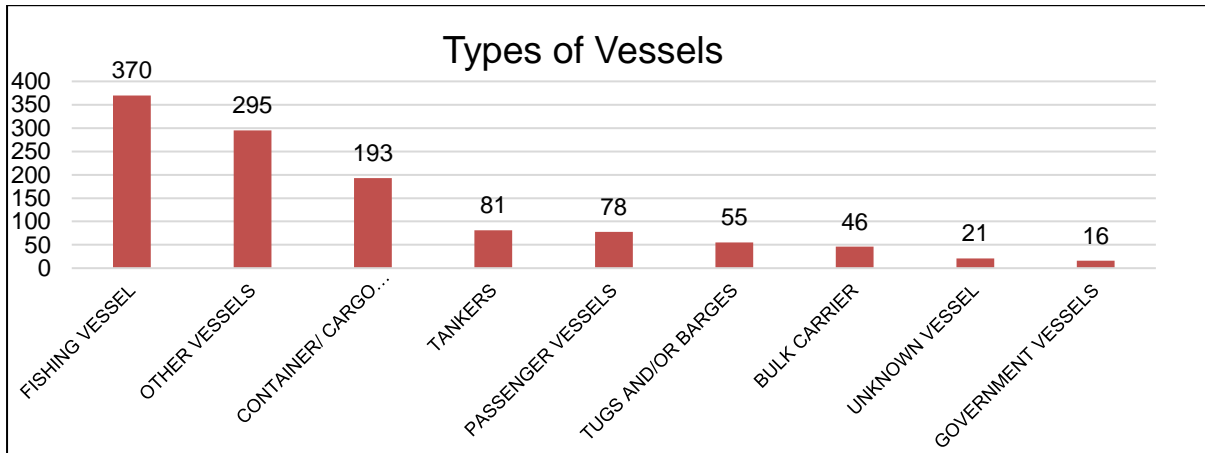
Figure 2: Incidents in accordance to category



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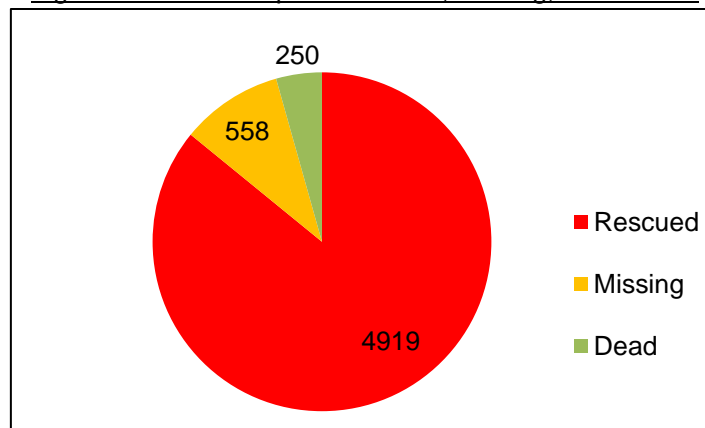
- Breakdown of vessel types can be seen as follows:

Figure 3: Number of incidents by vessel type



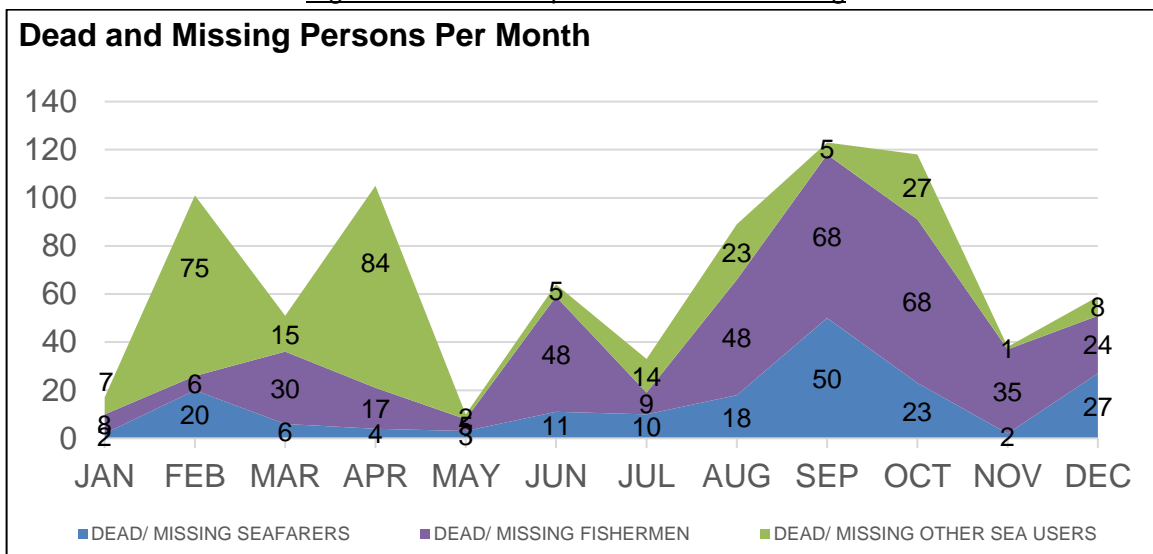
- Breakdown of number of persons Dead, Missing, or Rescued can be seen as follows:

Figure 4: Number of persons Dead, Missing, or Rescued



- Breakdown of Dead or Missing persons by month is as follows:

Figure 5: Number of persons Dead or Missing



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- SAR Operations. The IFC recorded a total of 506 SAR and 62 MEDEVAC operations. A total of 4919 persons were rescued.
- Dead and Missing Persons. A total of 808 persons were recorded dead/missing at sea. 176 (22%) were seafarers (ship crew and sailors), while 366 (45%) were fishermen and the remaining 266 (33%) comprised of persons that do not earn their livelihood out at sea, such as tourists, migrants, and ship passengers. Most deaths and cases of missing persons were due to sunk/capsized vessels caused by bad weather and rough seas.
- Collisions. 73 collision incidents were recorded, of which container/cargo ships (31%), fishing vessels (27%), bulk carriers (7%), tankers (5%), passenger vessels (3%), and other vessels consisting of small boats, research vessel, yacht, dredger etc (11%) accounted for majority of vessels involved. The incidents occurred mainly off the coasts of Japan (19%), Indonesia (17%), China (15%), the Philippines (7%), India (5%), Vietnam (5%) and Malaysia (5%). While some of these collision incidents were due to bad weather (4%) and human error (4%), most of the causal factors of the collision incidents recorded remain unknown (84%). Of the 73 collisions involving 149 vessels, 54 (36.2%) were registered vessels while 95 (63.8%) were unregistered.

Figure 5: Location of collisions within the IFC AOI



- Vessel Groundings. The IFC recorded a total of 89 vessel grounding incidents within the AOI (Figure 6). The vessels involved included container/cargo ships (53%), passenger vessels (11%), fishing vessels (8%), tankers (7%), bulk carriers (7%), tug and/or barges (4%), and other vessels consisting

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small boat and speed boat (8%). It is also worth noting that most of the grounding incidents occurred in the waters of the Philippines (25%), Indonesia (25%), Vietnam (12%), Japan (9%) and India (7%) and China (7%). Based on the statistics of the incidents recorded, bad weather (22%) and failure of some of the ship's systems such as navigation, engine, electrical, and steering (9%) accounted for some of the incidents, the causal factors of the majority of incidents remain unknown (40%). Out of the vessels involved, 60 (67%) are registered vessels and 29 (33%) are not registered.

Figure 6: Location of vessel groundings within the IFC AOI



- Vessels Sunk or Capsized. A total of 256 vessel sunk/capsized incidents were recorded, involving 288 vessels. 53 (18%) of these are registered vessels while 235 (82%) are not registered. Fishing vessels account for more than one third of vessels involved in the incidents with 118 (41%), with the remaining incidents involving container/cargo ships (19%), passenger vessels (5%) and other vessels such as small boats, speed boats, dredgers, etc. (22%). Most of the incidents occurred in the Philippines (23%), Indonesia (21%), India (16%), and Malaysia (9%). The common causal factors were bad weather (34%) and rough seas (17%); the causal factors of the remaining incidents (49%) remain unknown. Furthermore, the countries mentioned above are mostly sea-going nations that accommodate and deploy large volumes of ships for commerce and transportation.

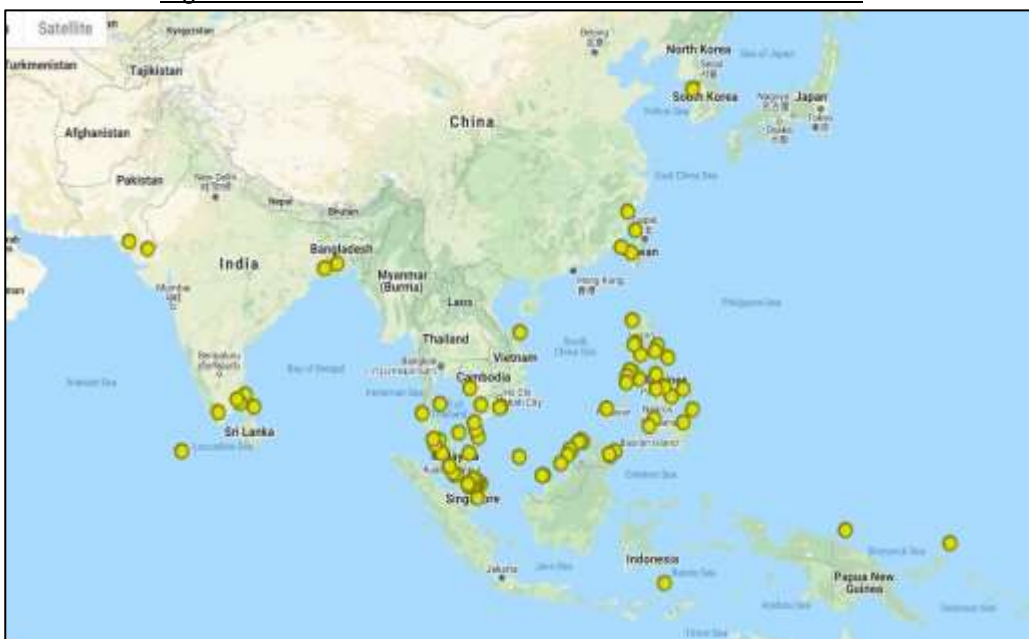
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Figure 7: Location of vessel sunk/capsized incidents within the IFC AOI



- Detained Vessels. 117 recorded incidents involved vessels detained due to illegal activities. Fishing vessels accounted for the highest numbers (28%), followed by tankers (27%), tugs and/or barges (9%), container/cargo ships (7%), and other vessels consisting of small boats, dredgers, etc. (23%). Almost half of the incidents occurred in Malaysia (46%), followed by Philippines (26%), and Indonesia (6%). Based on the IFC's records, vessels were usually detained by regional authorities due to invalid documentation (23%), unauthorised anchoring (21%), unauthorised activity (e.g. illegal ship-to-ship (STS) transfer, illegal dredging, non-compliance to regulations, etc.) (16%), and maritime safety violation (16%). Of 153 vessels involved in these incidents, 49 (32%) are registered and 104 (68%) are not registered.

Figure 8: Location of vessel detainments within the IFC AOI



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- Violent Confrontation. There were 21 cases of violent confrontations in the IFC's AOI (as indicated in Figure 26). A total of 60 vessels were involved in these incidents. Most of these incidents involved fishing vessels (67%) against government vessels (52%) in disputed fishing grounds (24%) or whenever they are fishing illegally (14%). It is worthy to note that the causes of some incidents remain unknown (24%). The locations of these incidents are as follows: India (24%), Indonesia (19%), Malaysia (14%), the Philippines (10%), Cambodia (5%), Myanmar (5%), Paracel (5%), the Singapore Strait (5%) the South China Sea (5%), Taiwan (5%), and Papua New Guinea (5%)

Figure 9: Location of violent confrontations within the IFC AOI



4. List of Maritime Incidents for 2020 can be found at **ANNEX B**.

SECTION C: ILLEGAL, UNREGULATED, AND UNREPORTED FISHING (IUUF)

1. Summary. For 2020, 465 IUUF incidents were recorded, this is ~16% lower than 2019 but ~29% higher than 2018. A possible contributing factor that brought down the IUUF incidents is the impact of the COVID-19 epidemic since early 2020. First, socio-economic restrictions due to the COVID-19 pandemic has reduced the number of vessels putting out to sea. Second, better outreach in educating fishermen, and in implementing anti-IUUF measures may have also contributed to the decrease in number of incidents last year. A total of 167 poaching incidents were recorded and committed by 13 different nationalities of fishing vessels. This figure includes 2 poaching incidents by unknown-flagged fishing vessels in November 2020. Malaysian waters have been recorded as the most poaching-prone area for illegal foreign fishing vessels with 58 recorded incidents. A total of 298 local incidents (64.1%) conducted in 7 different locations, including 2 local incidents committed by licensed Chinese fishing vessels in ROK's water in January and November. The majority of local IUU fishing are attributable to Philippines fishing vessels.

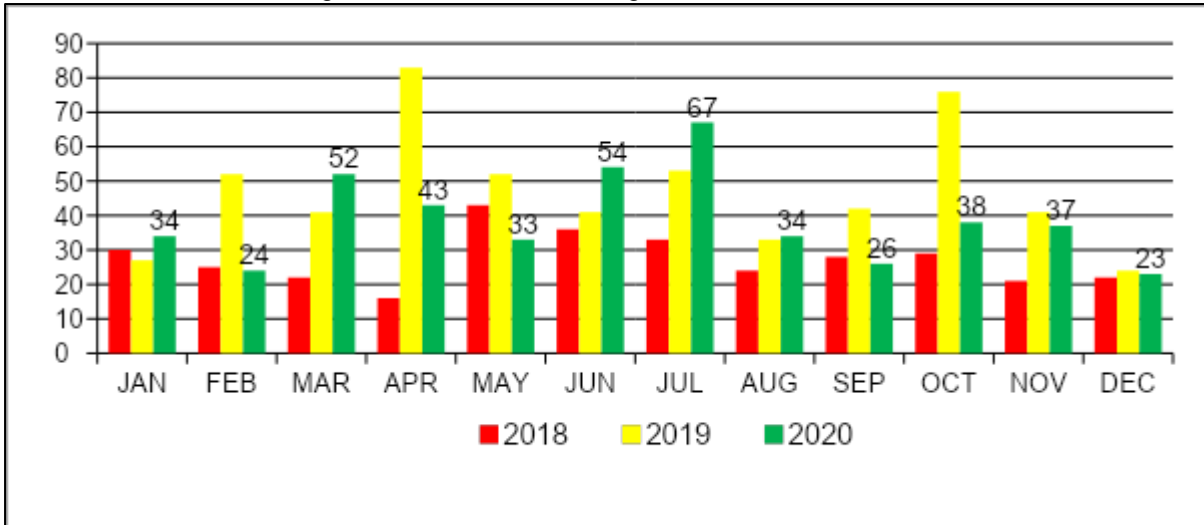
2. Definitions. IUUF refers to the illegal exploitation of living marine resource by various platforms, actions, and places. To streamline the broad terms of IUUF definition, thus for this section, IFC adopts the definitions of the specialised terms provided by the United Nations Food and Agriculture Organization's International Plans of Action (FAO-IPOA) as follows:

- **Illegal Local Practices.** The conduct of IUU fishing by national vessels, or foreign vessels which have a license to fish, in waters under the jurisdiction of a state, in contravention of its laws and regulations.
- **Poaching by Foreign Vessel.** The conduct of IUU fishing by foreign vessels in waters under the jurisdiction of a state, without the permission of that state, or in contravention of its laws and regulations.
- **Illegal International Practices.** The conduct of IUU fishing by vessels (declared as an IUU vessel by Regional Fisheries Management Organizations (RFMOs) and other official organizations) in contravention of regional regulations or international laws and regulations.

3. Key Facts.

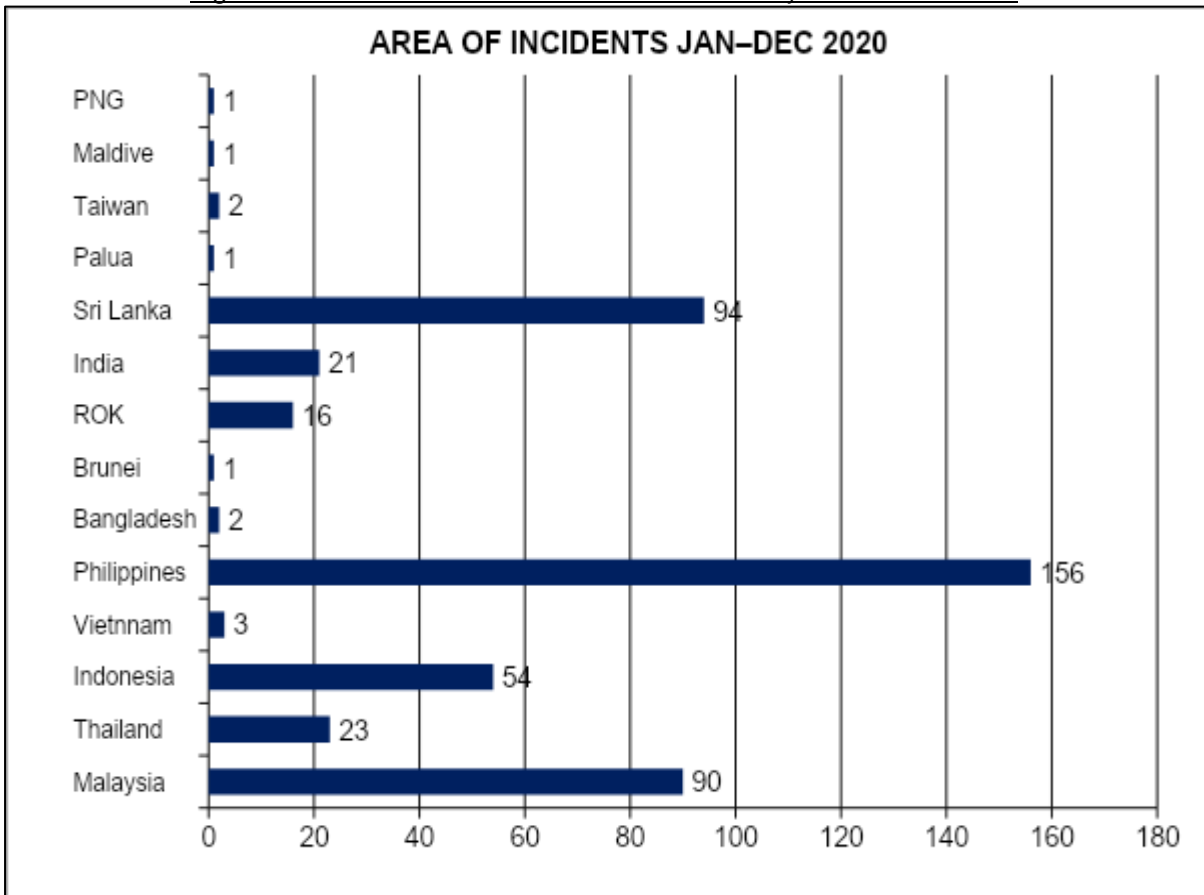
- Numbers of IUU incidents reported can be seen from the figure below:

Figure 1. Month-on-month figures from 2018 – 2020



- Breakdown of area of Incidents can be seen from the figure below:

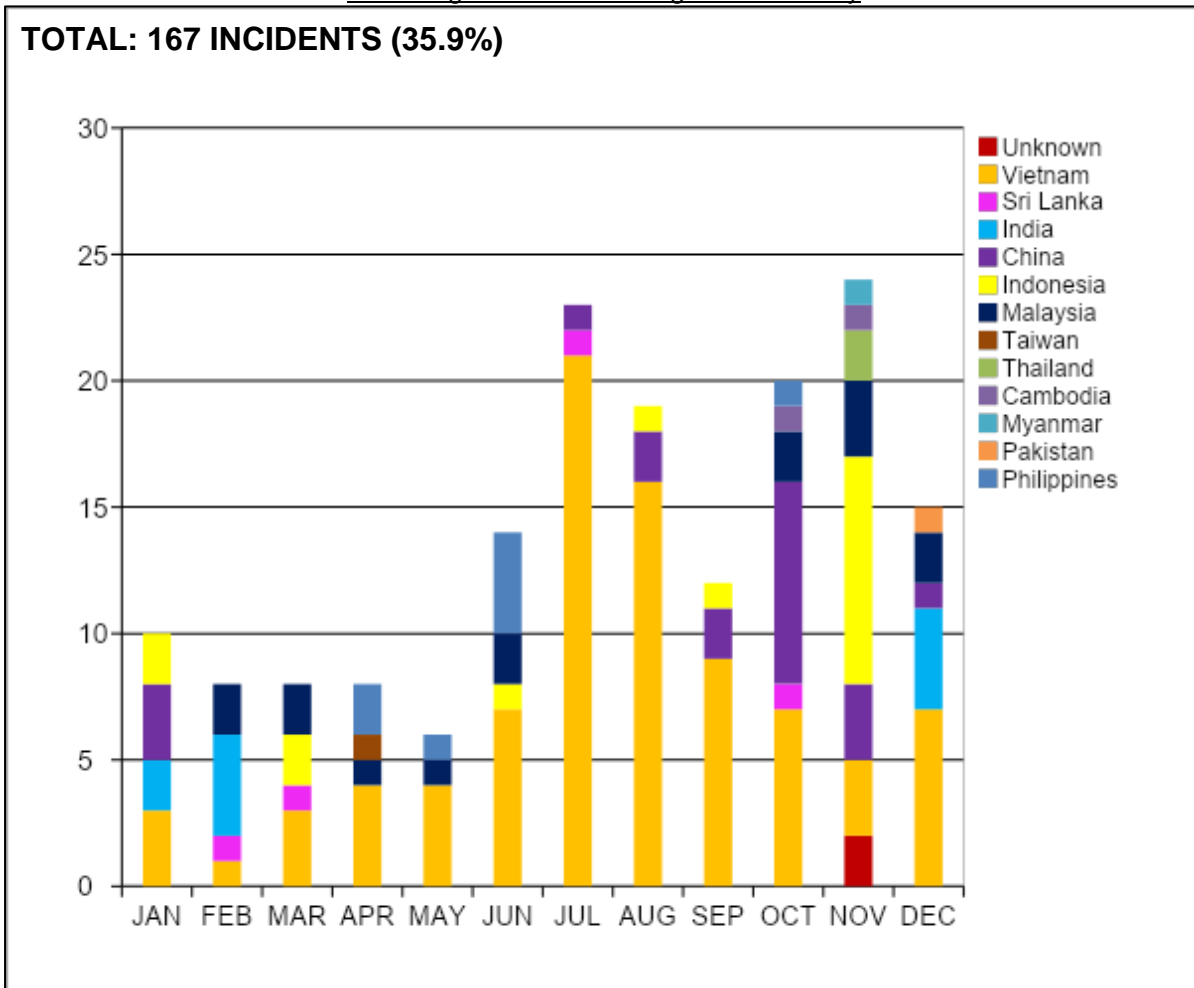
Figure 2. Breakdown of area of incidents in 2020 by affected countries



- Breakdown in number of poaching incidents by foreign vessels according to registered country can be seen from the figure below:

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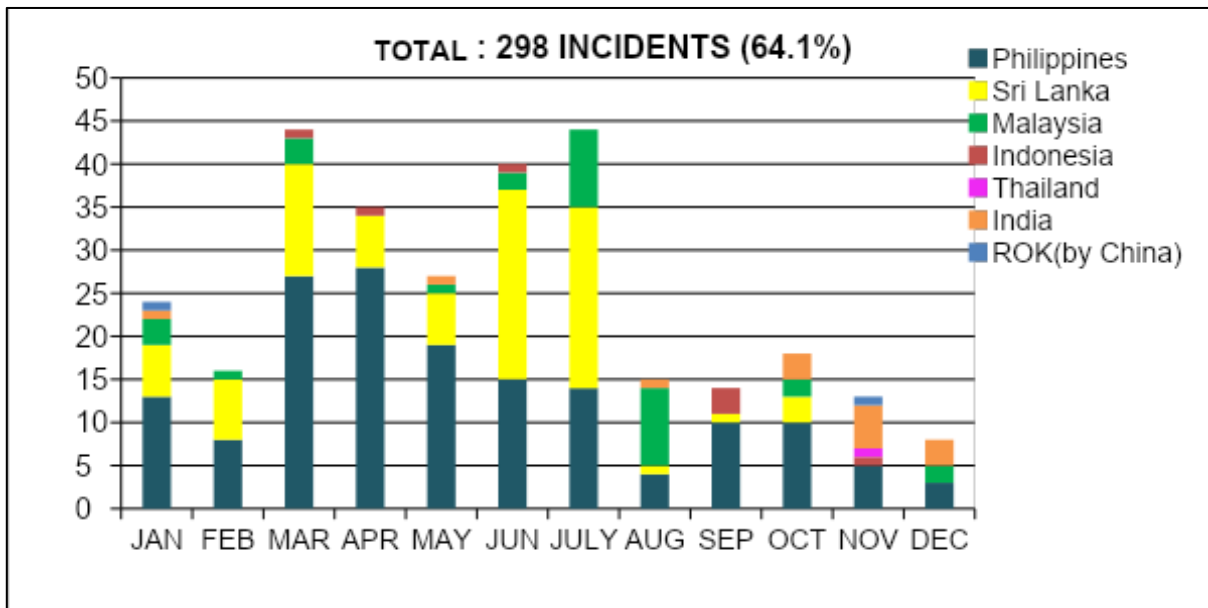
Figure 3. Number of poaching incidents by foreign vessels by month, according to the vessels' registered country



- Breakdown in number of illegal practice incidents by local vessels/license foreign vessels according to registered country can be seen from the figure below:

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Figure 4. Number of illegal practices by local vessels/license foreign vessels by month, according to the vessels' registered country

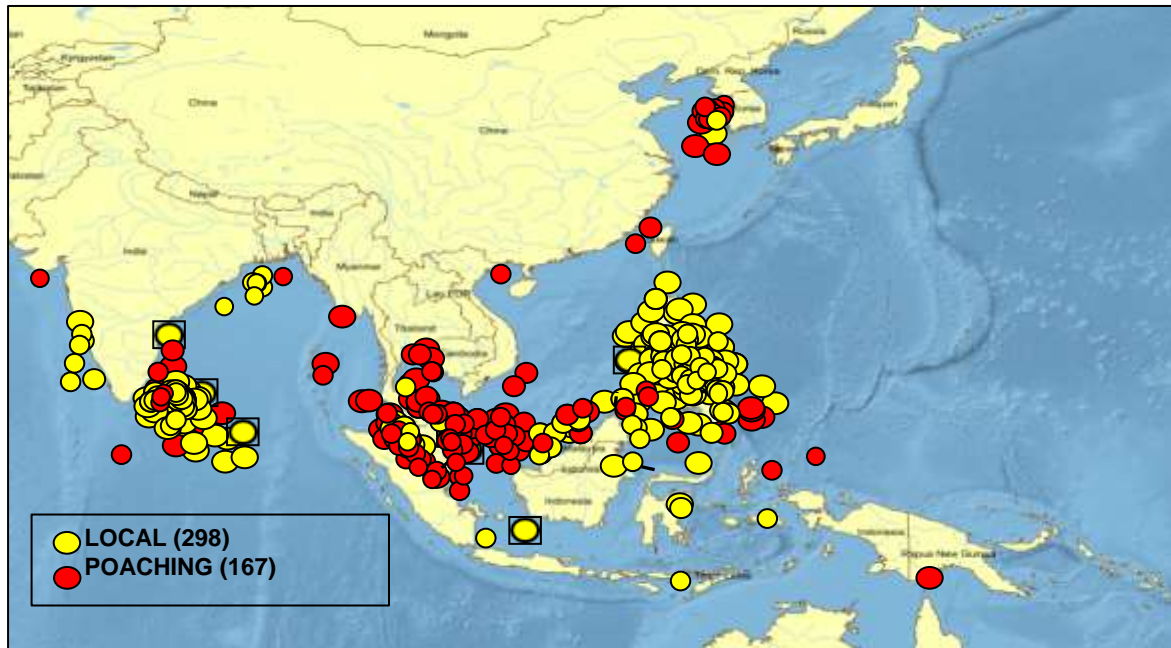


4. Assessed Modus Operandi. In practice, fishermen typically use small boats to commit local IUU fishing in the region. Therefore, over the monsoon period during the second half of the year, approximately between August and December, local IUU fishing incidents would decrease significantly compared between January to July.

5. Key Areas of Concern.

- Incidences of Poaching. The concern with poaching is the exploitation of living marine resources in the high sea/maritime zone(s) under the jurisdiction of other countries. Vietnamese fishing vessels contributed to the highest proportion of poaching incidents with a recorded 85 (50.9%) poaching incidents – this is potentially exacerbated by grey zones of overlapping claims by different countries in the South China Sea. With the Yellow Card issued from the European Commission since October 2017, the Vietnamese government has been proactive in mitigating the IUU fishing situation – i.e. adopting new Fisheries Laws, a requirement for all fishing vessels are to carry tracking devices, and support to other ASEAN member countries' initiatives on IUU fishing mitigation to regulate its fishing fleet to refrain from committing illegal fishing activities in the neighbouring countries' waters.
- Impact of COVID-19 pandemic. It was also observed that Malaysian, Indonesian and Thailand waters recorded a total of 76.9% of all recorded incidents. This may be also due to increased vigilance by the local authorities which may also be attributed to the COVID-19 pandemic. In addition, apart from detention, it has also been observed that several regional authorities are practicing expel/release measures to illegal foreign fishing vessels, to protect their territorial waters during the COVID-19 epidemic.

Figure 5: Locations of reported IUUF incidents from Jan to Dec 20



SECTION D: CONTRABAND SMUGGLING (CS)

1. Summary. For 2020, there were a total of 354 CS incidents recorded, reflecting an increase in comparison to 2019 (346 incidents) and 2018 (313). Of the 354 incidents, 126 involved drug smuggling, 87 domestic product smuggling, 74 tobacco smuggling, 31 fuel smuggling, 23 wildlife smuggling, 23 natural resources smuggling, 2 weapons smuggling, and 2 involved smuggling in the “others” category.

- The increase may be attributed to the activeness and frequency of such incidents being reported by the resident media, as information on majority of the incidents were obtained from open source media reporting and OPCENs.

- Stringent preventive measures by law enforcement agencies and better agency reporting may also have resulted in the increase numbers.

2. Definitions.

- **Drugs.** When the smuggled goods are substances with a physiological effect on the body E.g. Methamphetamine, Cocaine, Cannabis, etc.

- **Domestic Products.** When the smuggled goods are either common household products or manufactured items e.g. rice, flour, salt, gas cylinders, plastic, cars, etc.

- **Fuel.** When the smuggled goods are any kind of fuel e.g. diesel, petrol, Marine Gas Oil (MGO), etc.

- **Natural Resources.** When the smuggled goods are resources that are harvested from nature E.g. Gold, Sandalwood, Wood, Sand, etc.

- **Tobacco.** When the smuggled goods are a product of the tobacco plant e.g. cigarettes, cigars;

- **Wildlife.** When the smuggled goods are live animals or animal parts listed under the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES); e.g. elephant tusk, pangolin scales, tortoises, sloths, etc.

- **Weapons.** When the goods smuggled are designed for inflicting bodily harm or any form of damage e.g. guns, explosives, etc.

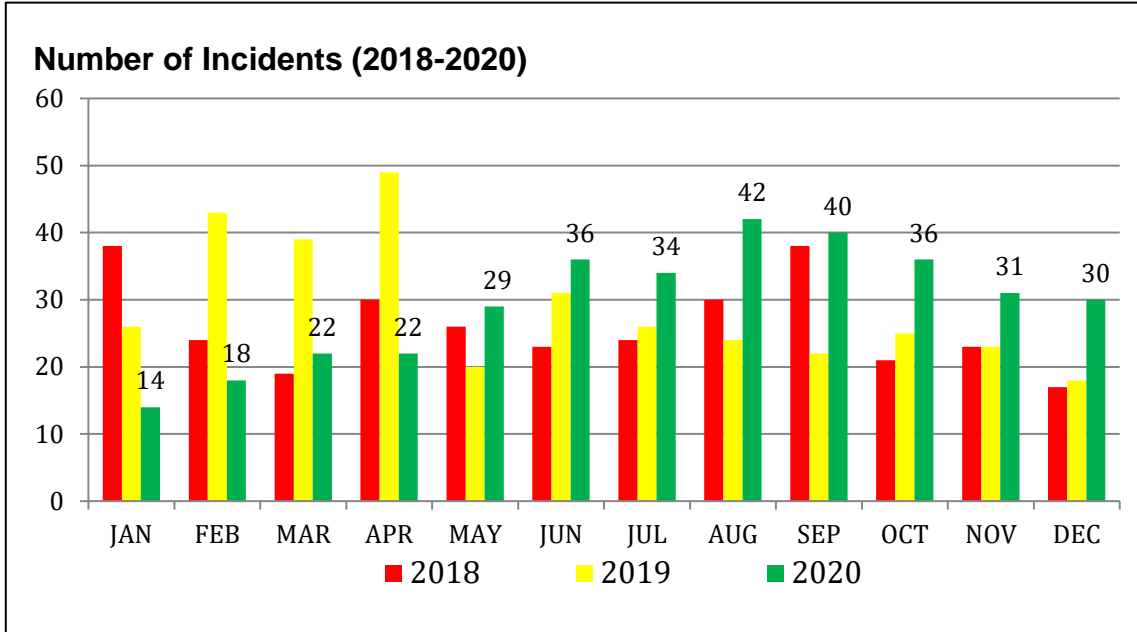
- **Others.** When the smuggled goods are anything outside of the above categories e.g. Cash, Chemicals, etc.

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3. Key Facts.

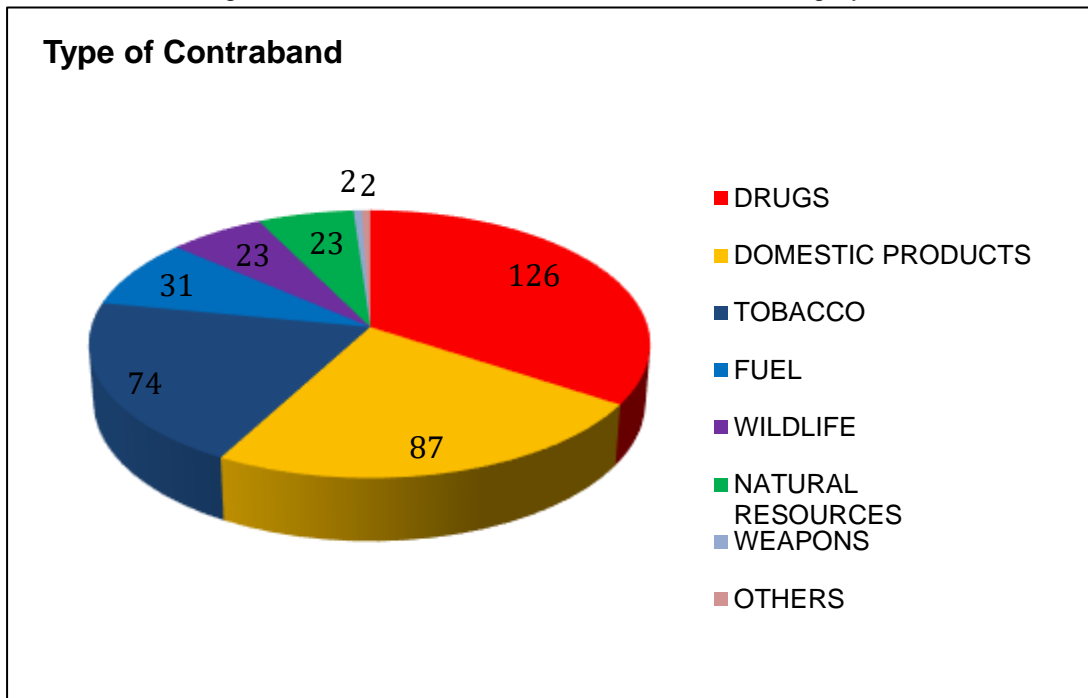
- Numbers of Contraband Smuggling incidents reported can be seen from the figure below:

Figure 1. Month-on-month figures from 2018 – 2020.



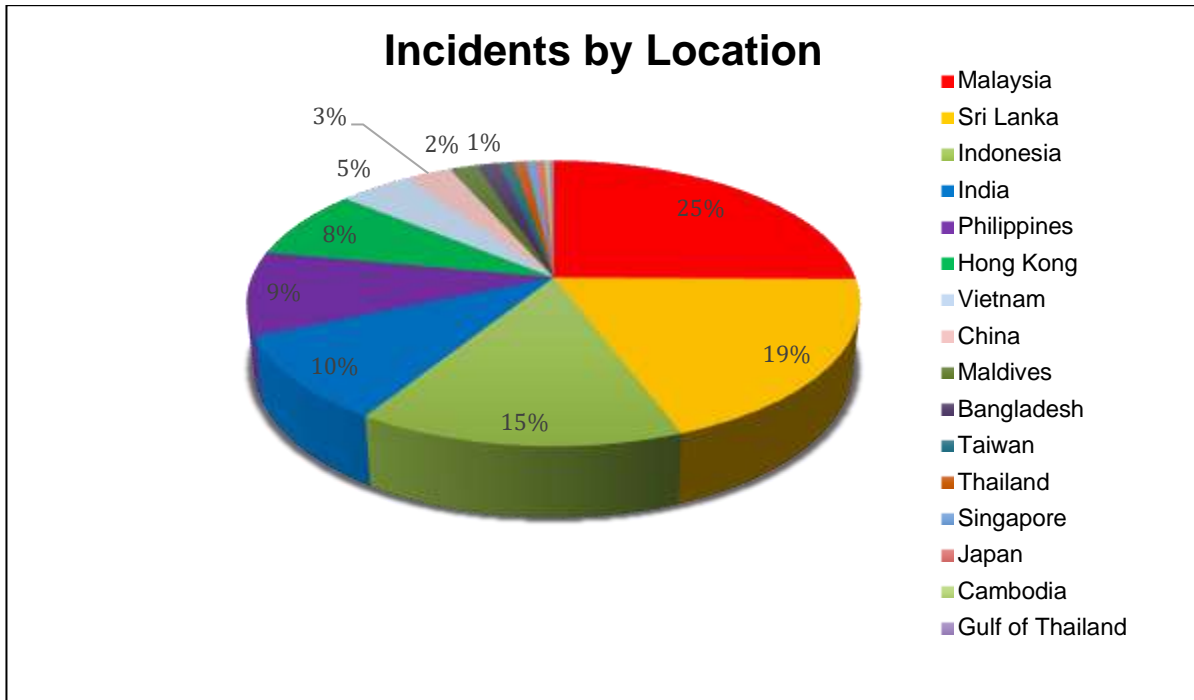
- Breakdown of the incident categories numbers as follows:

Figure 2: Number of incidents in accordance to category



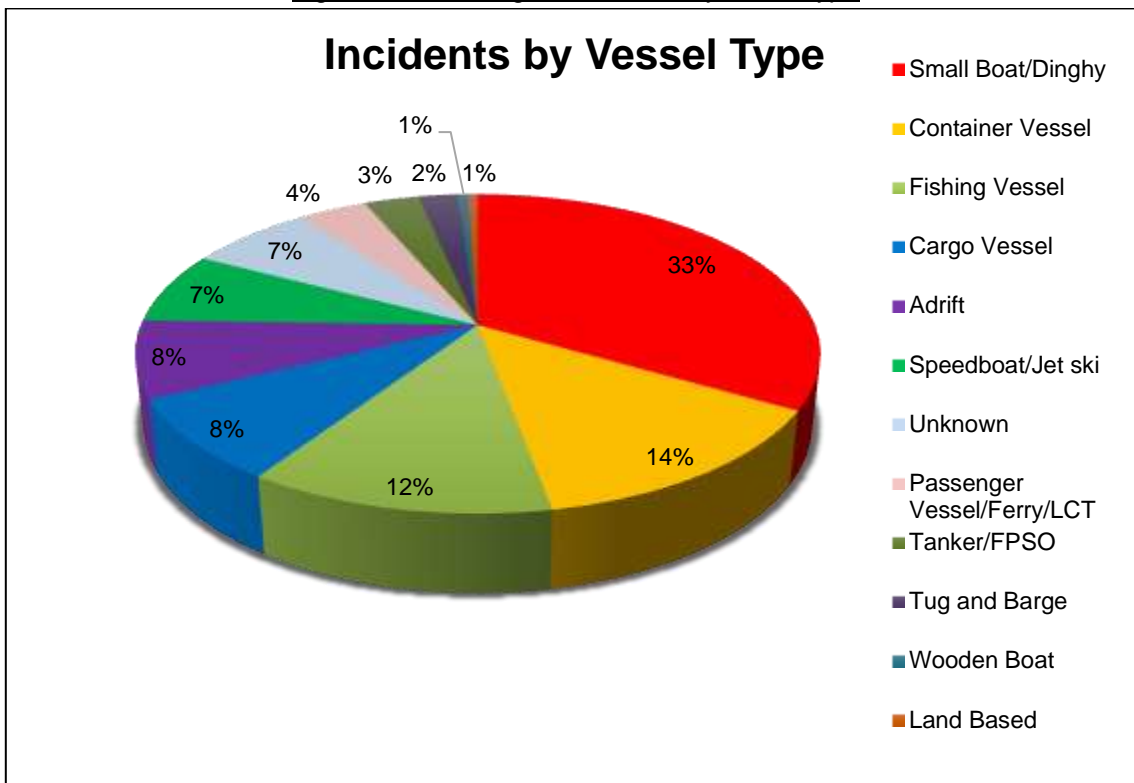
- Breakdown of incidents location by percentage as follows:

Figure 3: Percentage of incidents by location



- Breakdown of vessel types by percentage as follows:

Figure 4: Percentage of incidents by vessel type



4. Contributing Factors:

- COVID-19. The ongoing COVID-19 pandemic has affected and continues to affect the trends and drivers of contraband smuggling in the IFC's AOI. IFC, through the data recorded and analysed, has not been able to conclusively discern the impact of the pandemic with respect to the number of incidents. The varying standards of data inputs – in both geographical and time domains, further complicates such analysis. Notwithstanding, the following paragraphs summarises the likely effect of the pandemic on contraband smuggling in the IFC's AOI:

- Production/Sourcing. The production/sourcing of contraband is unlikely to be much affected they occur in areas where law enforcement authorities have severely restricted capacity/mandate. However, the restrictions on individual movements imposed during the stricter periods of lockdown had likely caused disruption to activities.

- Transportation. The lockdowns on land and restrictions on maritime movement likely made transporting contraband more difficult. The reduction in density of small vessels and fishing vessels (main contributors to incidents) is likely to have forced smugglers to adopt novel methods to circumvent law enforcement – usage of ambulances/medical transports as contraband carriers; even concealing/disguising contraband within/as medical equipment were techniques observed. As most countries classify transport as essential services and container shipping operations remained largely unaffected, it is likely that contraband smuggled through containers was not adversely affected during the pandemic.

- Detection/Reporting. A significant portion of law enforcement capabilities in various regions was re-tasked for pandemic related duties. This likely reduced the capacity to detect smuggling attempts. COVID- 19 mitigation protocols also required authorities to turn away suspect vessels from their waters, instead of detaining and searching them. This is also likely to have lowered the probability of detection.

- Economic Factors. The growing economic hardship caused by the pandemic, may have forced some individuals to engage in contraband smuggling activities, especially if timely/adequate assistance is not available. Small/independent operators of sea-based services, e.g. water taxis, fishing vessels, tourist speedboat, jet ski operators, etc, have capabilities which criminal gangs and syndicates may exploit for contraband smuggling. Other genuine maritime users whose livelihoods are affected may also use such activities to bolster their finances.

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5. Assessed Modus Operandi.

- Small Boats. The number of incidents involving small boats is observed to largely be constant, with no observable impact due to seasonal weather changes. All kinds of contraband have been recorded to be smuggled using small boats/dinghies. These vessels are also used for transshipment of contraband in the high seas, primarily to reduce scrutiny by using domestic vessels to land contraband.
- Fishing Vessels. Fishing vessels has seen greater usage by perpetrators in the region for contraband smuggling. Pressures of fish stocks and enhanced pressure to combat IUU gives rise to a ready pool of potentially underutilised fishing fleets. Built with large holds for catch, sea keeping abilities to handle rough seas, requiring low crew numbers and running costs, and often not requiring transponders, the “dark” fishing vessel fleets are a potential future MARSEC concern – especially in terms of supporting illicit contraband smuggling and irregular human migration. If left unchecked, the opportunity for these fleets to be used for smuggling to fund terror, transport fighters/arms, platforms to stage attacks be a regional MARSEC concern.
- Adrift Method. The adrift incidents recorded by the IFC are largely comprised of seizure of adrift cannabis, particularly off the North Western coast of Sri Lanka and near the India-Pakistan maritime boundary in Western India. This is primarily caused by smugglers ditching contraband to avoid apprehension. Stricken smuggler vessels are also a less likely but less probable source. Due to the challenges of accurately predicting the drift of ditched contraband, it is unlikely that smugglers will use this tactic to land high value contraband. However, the usage of this technique cannot be discounted for contraband of lower value e.g. cannabis, tobacco leaves, etc. Instances of smugglers marking adrift contraband using buoys and tying contraband to navigational/other marine buoys have also been observed.
- Smuggling via Containers. Incidences via container vessels are likely underrepresented, owing to the high volume of container trade predicted on speed and ease of processing. It is likely containers remain an option for smuggling contraband items due to the difficulty for security/enforcement forces to comprehensively scan and check all containerised cargo – usage of risk monitoring tools/effective intelligence to cue appropriate law enforcement response is thus required to combat this method of contraband smuggling.

6. Key Areas of Concern

- Malaysia, Sri Lanka, and Indonesia reported the highest number of seizures. The Philippines saw the number of smuggling incidents reported drop to 33 in 2020, from 85 incidents in 2019. This may be partially attributed to the stringent lockdown measures imposed due to COVID-19, which among other factors, reduced the number of small vessels operating at sea. It is pertinent to note the varying standards of information sharing, including open

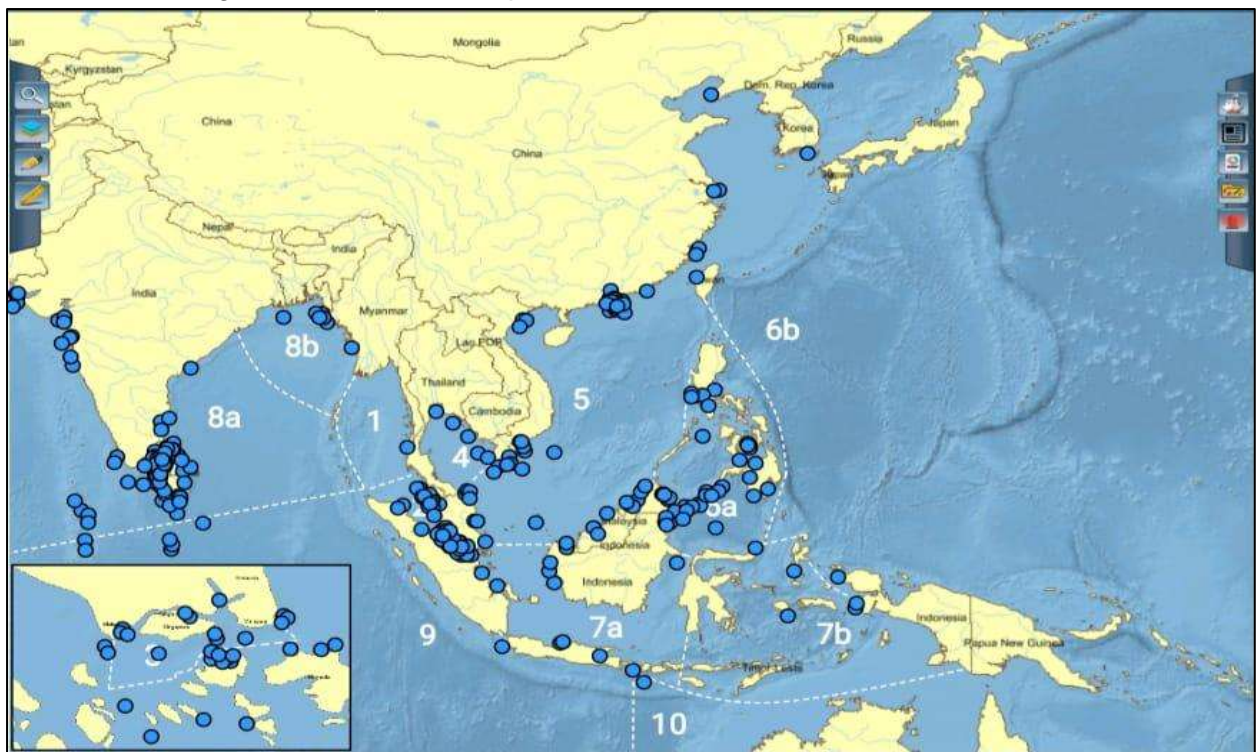
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source reporting by law enforcement authorities/ navies of different countries in the region, prior drawing conclusions from the abovementioned statistics.

- The nations with larger proportion of incidents are also coastal nations with close borders and many islands and waterways. Indonesia and the Philippines are also archipelagic states. Additionally, the high density of fishing vessels operating in an area, such as within the narrow strip of water separating India and Sri Lanka, enables smugglers to effectively conceal their activities. In some cases, the incidents have followed the historical pattern of trade between local communities which have existed before modern boundaries and regulations came into effect.

- Having instituted the trilateral patrols in and around the Sulu-Celebes seas since 2017, the enhanced cooperation between Malaysia, the Philippines and Indonesia, as well as bi-lateral relationships with other stakeholders to tackle higher priority MARSEC concerns like TRAPS and MT has led to an intensification of forces in the area, as well as enhanced legal and judicial processes, a probable side effect is the resulting higher proportion of counter-smuggling arrests in these areas.

Figure 5: Locations of reported CS incidents from Jan to Dec 20



7. List of contraband smuggling incidents for 2020 can be found at **ANNEX C**.

SECTION E: IRREGULAR HUMAN MIGRATION (IHM)

1. Summary. For 2020, there were 93 IHM incidents reported. The numbers are significantly higher than 2019 (81) and 2018 (67). 75 of these cases were Human Smuggling, 5 cases were Human Trafficking and 13 cases were Human Exploitation. In April 2020, the IFC recorded the largest number of IHM incidents (14), followed by July (13), August (13) and September (13) respectively.

- Throughout the year, a range of factors remain persistent in motivating people and for people smugglers to facilitate migration, including political persecution, environmental factors, employment and social factors. The majority of migrants are in pursuit of improved economic opportunities as they seek improved standards of living and employment due to insufficient job opportunities, improved living conditions including a stable and better future for their children in their own country or region.
- COVID-19 impacted living conditions with increasing risks of widespread transmission became prevalent, especially within the Rohingya refugee camps in Bangladesh. In these circumstances, human smuggling networks take advantage of the large number of migrants willing to take greater risks in search of a better life when there is an absence, or inability to pursue legal channels of migration.

2. Definitions. These UN definitions are specialised terms used in this segment are as follows:

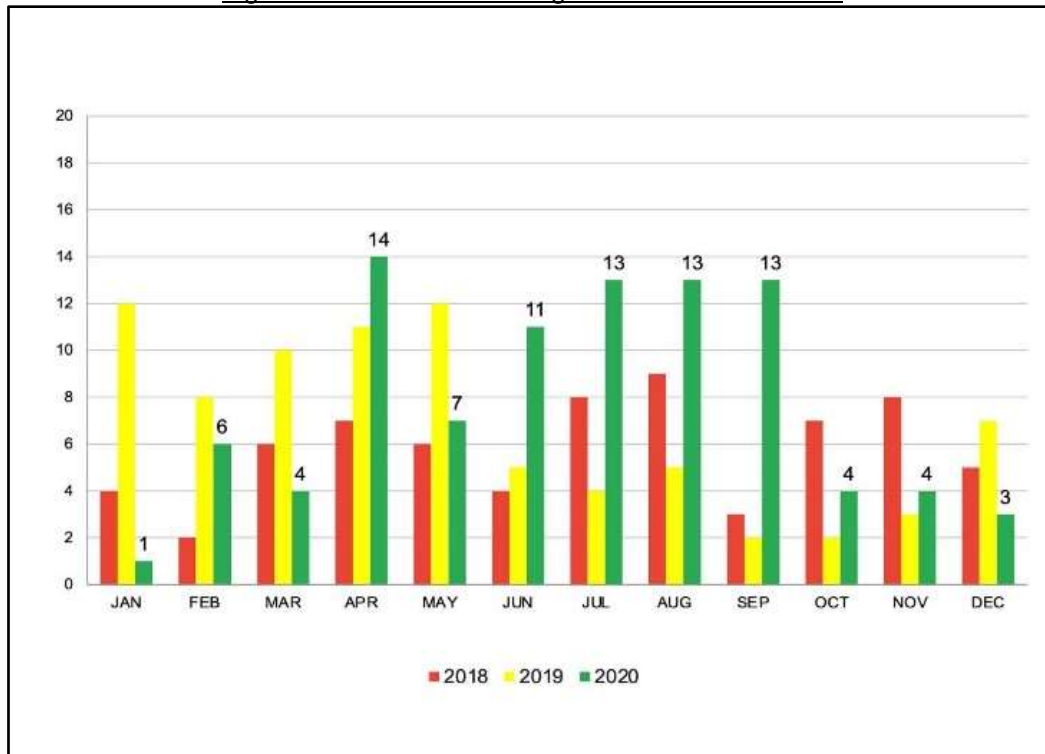
- **Human Smuggling**. When persons are implicit and wilful in their irregular/illegal migration (based on economic; filial reasons; or migration associated with the UN definitions for Refugees, Asylum Seekers, Displaced persons and Stateless persons);
- **Human Trafficking**. When persons are coerced and moved/migrated against their will (forced or deceived into doing so);
- **Human Exploitation**. When persons are used, or currently working in the maritime sector, as a resource with no regard for their well-being (within the maritime domain) e.g. Slavery. Migration may not be an element in this classification.

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3. Key Facts.

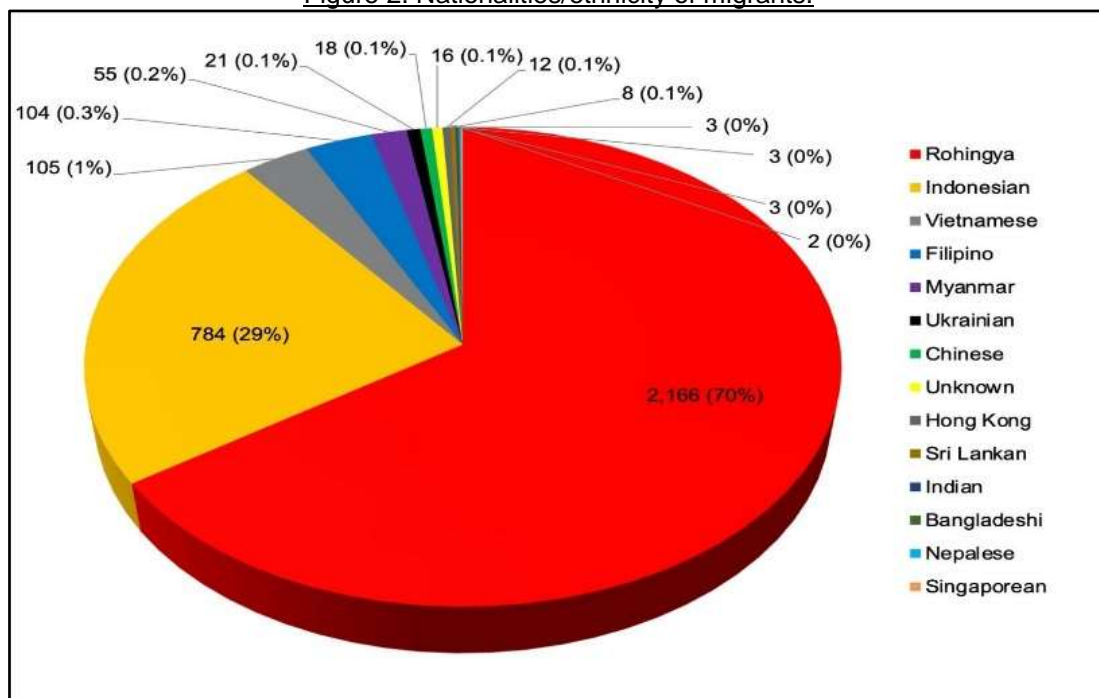
- Numbers of IHM incidents reported can be seen from the figure below:

Figure 1. Month-on-month figures from 2018 – 2020.



- Breakdown of nationalities/ethnicity of migrants can be seen from the figure below:

Figure 2. Nationalities/ethnicity of migrants.



4. Contributing Factors:

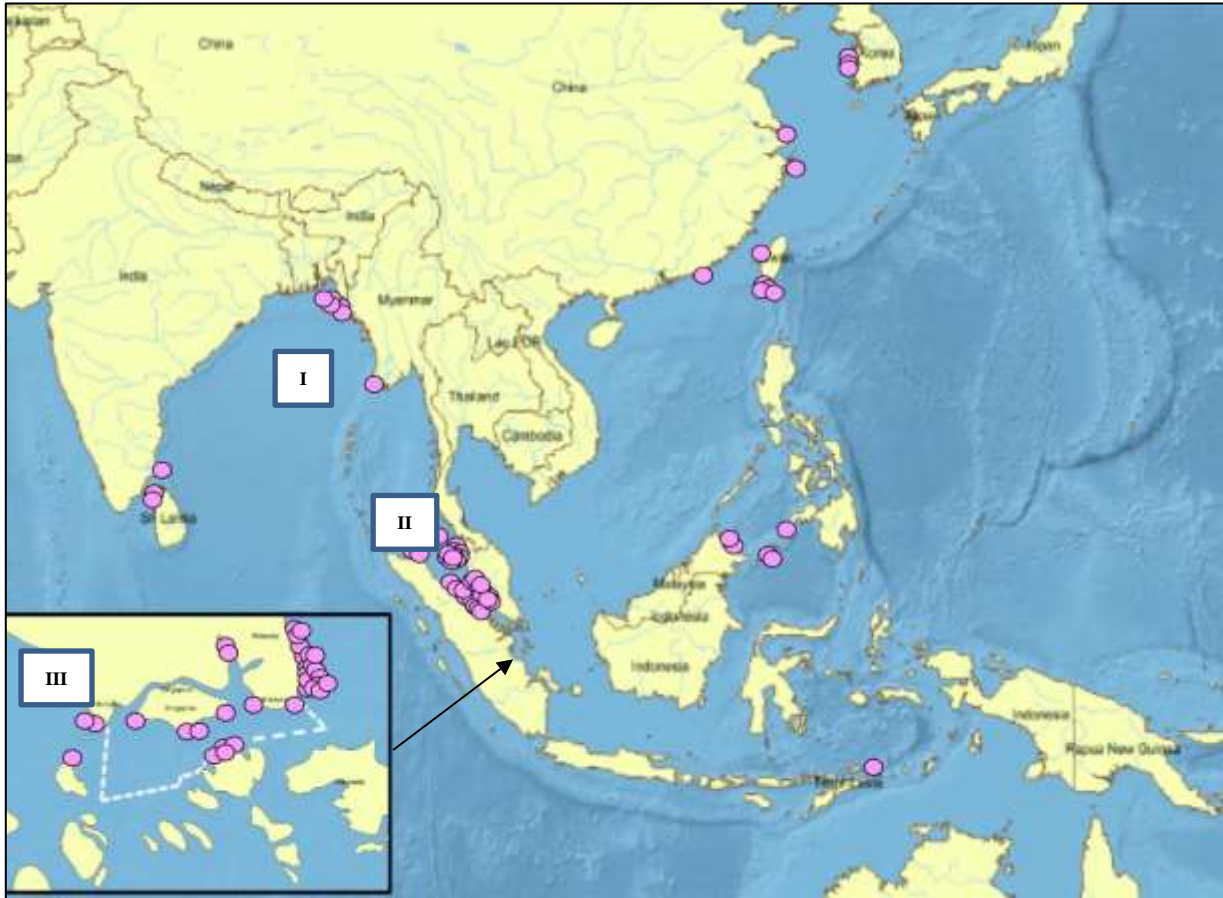
- COVID-19. The global pandemic and measures being taken by countries to control the spread of COVID through more stringent border security measures have reduced human smuggling and human trafficking. While some of the preventive measures such as nationwide lockdown and travel restrictions have effectively inhibited certain criminal opportunities in the short-term, human smugglers/traffickers and illegal migrants continue to find way to challenge authorities. The economic and employment consequences of COVID-19 have significantly impacted migrants' desire and ability to move, as well as the incentive and opportunities for human smuggling networks to profit from illegal migration.
- Climate. Human smuggling networks uses poor climate condition to convince vulnerable people to seek better living condition elsewhere. For instance, the Bay of Bengal is prone to natural disasters and impact of climate change, which affects the livelihood of people in low-lying areas.
- Weather Condition. Adverse weather condition sees lower reported incidents. Especially between October and December, movements at sea were difficult; and discouraged illegal migration at sea, thus the lower number of incidents reported.
- Political Resolve. Issues related to statelessness and conflict are clear 'push' factors. In many cases of conflict or political persecution, displacement and related migrant smuggling flows can be predicted before they occur. With displaced people, the will to identify and willingness to take action to find solutions is always difficult and takes time. Large numbers of displaced people will inevitably try to find a better situation for their families, which sometimes results in large numbers of people risking their lives by travelling via maritime routes. Criminal elements will also take advantage of these situations and convince, through lies and deceit, for desperate people to hand over their money. Governments and international organisations continue to address these situations within the IFC AOI.

5. Assessed Modus Operandi. The Asia Pacific region has some of the world's largest migration corridors. Movement in general across the region has risen precipitously over the past few years. The most prominent routes in 2020 have been the south-easterly maritime routes from the Bay of Bengal towards West Malaysia and Indonesia. These routes are used by human smugglers to lure people into seeking a better lifestyle or a new start in another country. The routes vary between coastal to the high seas. Some vessels known to loiter outside patrolled areas waiting for indications from network organisers ashore when to ingress towards territorial waters. Human smuggling networks have a variety of roles, incorporating recruiters, transporters, facilitators, enforcers, organisers and financiers within their illicit networks. Additionally, direct routes between countries have been identified in an attempt by migrants to circumvent COVID-19 security measures at traditional maritime checkpoints.

6. Key Areas of Concern.

- Area I: Bangladesh Coast. This is an area of interest as large numbers of Rohingya migrants have come from this area as they headed south-easterly towards Andaman Sea/Malacca Straits.
- Area II: Andaman Sea/Malacca Straits. The Andaman sea/Northern Malacca region is the most common route of the Rohingya headed towards Malaysia or even loitering in this area for an opportunity to make land fall. Malaysia is regarded as an attractive location by migrants as it is a Muslim-majority state and that, in the past, Malaysia has admitting migrants into the country based on humanitarian grounds. The southern part of the Malacca straits area remains an area of interest due to the influx of illegal migration, particularly by Indonesian migrants. A lot of illegal movement apprehensions in this area is due to COVID and increased border control such as Malaysia's Movement Control Order and cessation of legal transport options.
- Area III: Pengerang's Coastal Area. Similarly, this area is associated with a very high number of human migration due to economic/employment and religious reasons.
- Largest people movement. The largest numbers of people movement in this reporting period are associated with the Rohingyas. The pattern of migration is consistent with past trends recorded by IFC and the UNHCR's data. When the Rohingya migrate, the vessels are usually overloaded and endure long periods at sea. Increasing numbers of unverified deaths and some instances of inappropriate behaviour from crew occur along the journey. However, these vessels continue to be intercepted by joint law enforcement operations with the aim of early detection. Accurate surveillance and reporting remain essential to further prevent further deaths at sea and any encroachment of vessels into territorial waters.

Figure 3: Locations of reported IHM incidents from Jan to Dec 20



7. Conclusion. The observations presented with the movement of illegal migrants, particularly Rohingya migrants, within the IFC AOI indicates a significant increase in the volume of migrants compared to previous years – 2,166 in 2020 as opposed to 844 in 2019, 356 in 2018, 12 in 2017, 48 in 2016. The Rohingya migration problem is an international issue which directly involves a small number of countries. Without an effective solution to this problem, the Rohingya migrants will continue to risk their lives, criminal organisations will continue to make money, and affected countries will continue to expend resources on increased surveillance and law enforcement operations. A broader regional political solution would be the best way to resolve the issue.

8. In the meantime, states will continue to tackle IHM by employing the necessary resources to constructively manage and reinforce effective responses. As such, law enforcement authorities will continue to locate and apprehend human smuggling syndicates and illegal migrants to improve interoperability between authorities with information exchange.

9. The IFC will continue to monitor movements of illegal migrants via the maritime domain and encourage ship masters and operators to make optimal use of the tools and capabilities such as the Voluntary Community Reporting (VCR) program to promptly report any vessel(s) carrying large numbers of people onboard.

Annex A-TRAPS Incidents

1. Maritime Terrorism

- 16 Jan – Kidnap-Hijack Off Tambisan, Malaysia. Five Indonesian fishermen were abducted from the eastern edge of Sabah waters off Lahad Datu by kidnap-for-ransom groups linked to the notorious Abu Sayyaf from southern Philippines. Six gunmen dressed in black overalls took the five of eight fishermen from their Sabah-registered trawler in waters between Pulau Tambisan and Kuala Meruap in Lahad Datu (05 28N 119 04E), close to the Philippine sea border at 8pm on Thursday (16 Jan). Eastern Sabah Security Command (ESSCOM) commander Hazani Ghazali said that the gunmen were in a speedboat and fled towards the neighbouring country after taking the five hostages. He said ESSCOM has communicated with its counterparts in the Philippines and is carrying out follow-up operations in the area. Around 1pm, local fishermen told marine police in Lahad Datu that they had spotted fishing nets in the area but could not find the trawler or its crew in the Tambisan vicinity. By 9pm, ESSCOM security forces located the trawler heading towards Pulau Tambisan and an elite squad boarded the trawler to find three crew members inside. The kidnapped crewmen were skipper Arsyad Dahlan, 41; La Baa, 32; Riswanto Hayano, 27; Edi Lawalopo, 53; and Syarizal Kastamiran, 29. All are Indonesians working for a Sandakan-based fishing company.
- 15 Apr – Bombing at Mahibandhoo, Alif Dhaal Atoll, Maldives. The Islamic State magazine, al-Naba, on Thursday claimed responsibility for a bombing that set five boats — including a police vessel and an ambulance — on fire in Mahibandhoo, a small island-town some 75 kilometres from the capital Mahibandhoo. The magazine said “soldiers of the Caliphate attacked five boats belonging to the apostate Maldivian government”. Maldives Police sources confirmed to Network18 that the attack had been carried out using a simple improvised explosive device. Police had earlier characterised the bombing as “a retaliatory attack for recent investigations into drug trafficking and religious extremism”.
- 19 Sep – Counter Maritime Terrorism at Jolo Port, Sulu, Philippines. Suspected members of the Abu Sayyaf Group (ASG) failed to create havoc in the town of Jolo in Sulu after elements of the Philippine Coast Guard–Explosive and Ordnance Division (PCG-EOD) discovered a baggage that contained an improvised explosive device (IED) that the bandits planted at the local port, Saturday night, 19 Sep. Armed Force of the Philippines- Western Mindanao Command (AFP-WestMinCom) Commander Lt Gen Corleto Vinluan, Jr. said PCG EOD wharf security personnel found the abandoned baggage between the Harbor Master and Maritime Police Office located in Barangay Walled City in about 1802LT, Saturday. The Philippine Coast Guard found two electric blasting caps, a rifle grenade, a spark plug, and concrete nails after a bomb-sniffing dog sat beside a "suspicious" item abandoned at the Jolo Pier on Saturday evening,

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the military said in a statement. The explosive ordnance disposal team of Sulu Provincial Police and the Jolo Municipal Police verified that the item contained explosive materials. Boat was not counted in the Vessel Attacked since it is not attacked but rather arrested at part of the Counter MT operation of Philippine Authorities.

- 03 Nov – Counter Maritime Terrorism Off Sulare Island, Sulu, Philippines. Seven alleged members of Abu Sayyaf group, including the two brothers of the suspected mastermind of a recent deadly bombing incident, were killed in a clash with government troops in the Sulu Sea, the military confirmed on 03 Nov. The Joint Task Force Sulu said it intercepted members of the Abu Sayyaf Group, who were on board a speed boat before dawn on 03 Nov. It said Madsmar Sawadjaan and Mannul Sawadjaan, brothers of bomb expert Mundi Sawadjaan, were killed in the encounter. Mundi Sawadjaan is tagged as the mastermind of the twin suicide bombings in Jolo, Sulu last August which killed 14 and injured 75 people. The military said they are still confirming the identity of the five other members killed in the clash. The Western Mindanao Command said the group was conducting kidnap-for-ransom activities under the watch of Sawadjaan and Abu Sayyaf leader Radullan Sahiron. WestMinCom Commander Lt. Gen. Corleto Vinluan, Jr., added the suspects were thwarted as they were about to carry out their plans in Mindanao.

- 25 Nov – Counter Maritime Terrorism Off Zamboanga City, Philippines. Police intelligence agents and elite commandos killed three suspected members of the Abu Sayyaf Group (ASG) in a brief gun battle in the waters of Zamboanga City on Wednesday morning 25 Nov. Gen. Debold Sinas, chief of the Philippine National Police (PNP), said the operation stemmed from intelligence reports that a small group of Abu Sayyaf would be heading to mainland Mindanao to conduct bombing activities. Police then intercepted a pump boat early Wednesday morning 25 Nov and engaged those three on board in a gun battle. Sinas said two of the three ASG were taken to the nearby hospital for treatment but were declared dead. The body of the third fatality was retrieved later. He identified the slain ASG men as Radi Nalul Tahirin, Hasan Alimin, and Abdilla Aspalin, all ASG members and were reportedly sympathizers of Daulah Islamiyah. Police recovered from the pump boat two .45-caliber pistols and a cache of explosives. The incident occurred a few weeks after the Philippine Navy killed seven members of the ASG off the waters of Sulu. The ASG has been tagged as responsible for high-profile kidnappings and bombing activities in the past. It gained notoriety for beheading kidnap victims.

2. Kidnap-Hijack/Piracy/Attack(s)

- 04 May – Piracy Off Pu Bintan, Indonesia. A Chemical Oil Tanker at anchor on 040350LT May 20, duty personnel informed bridge on the sighting of perpetrators and Duty Officer raised alarm immediately. Upon sounding the alarm, the four perpetrators escaped in a 6-metre wooden boat with two other

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perpetrators onboard. Crew mustered and carry out a search, no other perpetrator was found. All crew reported safe and one walkie talkie was taken away from the Duty personnel when he encountered the perpetrators. The ship master informed the company security department and local agent based in Singapore. Master also alerted all other vessels in vicinity on MMS.

- 26 Oct – Kidnap-Hijack off Vadinolhu, Laamu Atoll, Maldives. A Fishing Vessel was underway on 262355LT Oct 20, invaded by a group of three armed men while crewmen were fishing off Vadinolhu Sea of Laamu atoll. Maldives Police Service (MPS) revealed that the arrests were made on Monday night and that they arrested are two 25-year-olds and a 22-year-old, all Maldivian men. Police earlier revealed that the invasion was reported at around 2355LT on Sunday where a group of men on a speedboat, invaded the boat. Further, police revealed that their findings indicate that the boat was raided, however, no one was harmed in the invasion. Officers confiscated the sharp-edged weapons the assailants are believed to have carried, onboard the vessel. The case is currently under further investigations, and police have revealed that findings thus far reveal that the incident was caused due to a dispute in business. As such, those who had hijacked the boat had refused to follow through with an agreement made.

3. Sea Robbery

- 07 Feb – Sea Robbery Off Dhalghata, Bangladesh. A Tug boat at anchor on 071910LT Feb 20, the duty AB sighted two suspicious fishing boats approaching the tug boat. He saw several perpetrators armed with knives boarding the tugboat and reported to the OOW, who immediately activated the general alarm. The perpetrators escaped from the tugboat when they realized their presence was discovered. The crew conducted a search and found some mooring ropes and shackles were stolen. The crew was not injured and there was no reported damage to the tugboat.

- 10 May – Sea Robbery along Eastbound lane of TSS, Singapore Strait. A Bulk Carrier was underway on 102345LT May 20, the shipmaster reported that one of the ship crew was injured in the incident, however no assistance is required. The master conducted a search on board and no perpetrator was found. Two breathing apparatus and one handphone was reported lost. The vessel continued her journey to next port of call in China.

- 14 Aug – Sea Robbery in Bauan Port, Batangas, Philippines. A Chemical Oil Tanker at berthed on 140100LT Aug 20, Duty Deck Crew reported that their vessel was boarded by one perpetrator armed with knife. He entered by climbing the mooring lines located at the starboard stern of the vessel and entered the cabin of General Steward of the vessel and allegedly point a long knife at him and took his personal belongings. He then immediately left the vessel via the

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mooring lines and boarded his unmarked blue small MB stationed at the stern of the vessel headed to unknown direction.

- 20 Aug – Sea Robbery in Batangas Anchorage, Philippines. A Bulk Carrier at anchor on 202021LT Aug 20, the duty crew was attacked by a perpetrator with a knife when he was performing roving watch at the main deck. He suffered a cut on his right palm when trying to stop the attack but accidentally grabbed the blade of the knife. The perpetrator escaped empty-handed. The general alarm was raised immediately, and first aid was administered to the injured crew. The incident was reported to the Port State Control (PSC) and the Philippine Coast Guard (PCG). The PSC Batangas and Coast Guard Station (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 a hospital for treatment. The master assessed that the perpetrator may have boarded the ship by throwing a line with hook.

- 20 Nov – Sea Robbery Off Inderasabah, Tawau, Malaysia. A Fishing Vessel was underway on 201540LT Nov, The Eastern Sabah Security Command (ESSCOM) tracked down three armed men believed to be foreigners who robbed two men of a 15hp boat engine and two mobile telephones as they were fishing in the Inderasabah waters. The perpetrators armed with machetes and a pistol, also took the victim's identity cards and RM3 (US\$0.7) in the incident that occurred at 1540LT. The two men were unharmed. One of them reported the robbery to the police later.

- 25 Nov – Sea Robbery in Dumai Anchorage, Indonesia. A Chemical Tanker at anchor on 250415LT Nov 20, Master of the ship reported that vessel was boarded by four armed perpetrators. They were violent and aggressive and even threatening to kill the duty-oiler they fled with valuable generator spares.

- 13 Dec – Sea Robbery in Lubuk Gaung Port, Dumai, Indonesia. A Bulk Carrier was berthed on 132100LT Dec 20, during routine rounds, duty officer on board the berthed bulk carrier was taken hostage and tied up by four perpetrators armed with knives. They stole ship's stores and spare parts and released the duty officer before escaping.

4. Sea Theft

- 07 Jan – Sea Theft in Alang, Anchorage, India. An Offshore Supply Vessel at anchor on 070700LT Jan 20, five perpetrators boarded the offshore supply vessel from a small boat. They stole stores and spares before they escaped. Marine Police, Alang was informed about the incident by Focal Point (India). The Marine Police is investigating the incident.

- 13 Jan – Sea Theft in Panjang Anchorage, Indonesia. A Bulk Carrier at anchor on 130130LT Jan 20, duty watchman on board the bulk carrier noticed

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the steering room lock was open and ship's engine spares were missing. Incident was reported to local agent.

- 18 Jan – Sea Theft in Singapore Strait. A Tug towing barge was underway on 181135LT Jan 20, seven perpetrators were sighted on board the barge. Two Police Coast Guard (PCG) craft were dispatched to intercept. However, the perpetrators fled on their sampans upon seeing the PCG craft. The vessel continued on her journey to Vietnam.
- 22 Jan – Sea Theft in Taboneo Anchorage, Indonesia. A Bulk Carrier was at anchor on 220001LT Jan 20, duty crew on board noticed the lock at the bosun store broken and ship's properties stolen. The incident was reported to Port Control and local agent.
- 25 Jan – Sea Theft in Manila South Quarantine Anchorage, Philippines. A Container Ship was at anchor on 250415LT Jan 20, the duty watch sighted one perpetrator and alerted the other crew. The perpetrator hurriedly jumped overboard and swam towards a motor banca which subsequently fled from the area. The crew conducted an inspection and check of the ship's inventory. During the inspection, the crew found two broken padlock and a lighter with attached pin light (turned on) believed to belong to the perpetrator. After checking of the ship's inventory, the following items were found missing: one jet chisel machine, two cans of paint, one forward bell, three immersion suits, two breathing apparatus cylinders, one breathing apparatus and one chemical suit. The crew reported the incident to the Philippine Coast Guard (PCG) Command Centre. A team of PCG personnel from Coast Guard Station Manila was immediately dispatched and boarded the ship to conduct inquiry and validate the report.
- 26 Jan – Sea Theft in Belawan Anchorage, Indonesia. A Chemical Oil Tanker was anchored on 261042LT Jan 20, four unauthorised personnel climbed over the port side anchor chain passing to the hawse pipe. The perpetrators used hammer to open the stores and stole 540L of paint, one fire hose, two bronze hydrant caps, and six bronze ballast tank sample pipe caps. The four unauthorised personnel then escaped using a wooden motorboat.
- 28 Jan – Sea Theft along Eastern Approaches of Singapore Strait. A Bulk Carrier was underway on 280205LT Jan 20, the master of the vessel initially reported on VTIS East that they experienced unauthorised boarding. The master updated that he saw one sampan peeling off from the vessel and subsequently conducted checks for perpetrators on board. The number of perpetrators was unknown but the master updated that there were no perpetrators on board at the time of the check, no confrontation and all crew are safe. Some items were reported missing.

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- 29 Jan – Sea Theft in Manila South Anchorage, Philippines. A Container Ship at anchor on 290335LT Jan 20, the crew noticed several perpetrators on board the container ship. Two of the storage rooms were broken into. The crew searched for the perpetrators and checked on the inventory of the ship's property. The items stolen included one set of fireman breathing device, two sets of immersion and thermal protective suits, 28 casks of paints, 34 pieces of firehose hand guns, and 34 pieces of fire hydrant covers. The master of the ship reported the incident to Vessel Traffic Management System (VTMS) Manila. The Philippine Coast Guard Sub Station boarded the ship for inquiry and advised the master and crew to strengthen their security measures and report similar incidents to the nearest Philippine Coast Guard units.

- 03 Feb – Sea Theft Off Batam, Indonesia. An Offshore Supply Ship at anchor on 030520LT Feb 20, alert crew on board a tug moored to a buoy noticed three robbers on deck and raised the alarm. The crew confronted the robbers who were able to escape with the assistance of two of their accomplices waiting in their boat. Incident reported to the Indonesian Marine Police who boarded the tug for investigations. A search was carried out. It was noticed the padlock to the storeroom was damaged and ship's equipment stolen. All crew safe. ICC-IMB Piracy Reporting Centre relayed the message to Bakamla, Indonesian Marine Police & Indonesian Navy.

- 07 Feb – Sea Theft Off Karimun Besar Island Indonesia. A Tug towing barge was underway on 071200LT Feb 20, four unknown small wooden boats approached the barge & eight perpetrator boarded the barge. Barge was carrying construction materials. Item stolen reported were a steel construction material weighting 20 kg.

- 09 Feb – Sea Theft along Eastbound lane of TSS, Singapore Strait. An Oil Product Tanker was underway on 090252LT Feb 20, the shipmaster reported on VTIS Ch 10 that an unauthorized person was sighted in the engine room. All crew are accounted for, no injuries were reported, and no assistance was required. The vessel conducted her own search and subsequently reported some valves missing and no unauthorized person found on board. The vessel continued her voyage to Korea.

- 09 Feb – Sea Theft Off Karimun Besar Island Indonesia. A Bulk Carrier was underway on 090220LT Feb 20, shipmaster reported on MMS CH 16 that unknown number of personnel with knives were sighted on board the vessel. The master requested assistance from POCC and subsequently updated that he will proceed back to Singapore. Her next port of call is in China. At 0722LT, Singapore Police Coast Guard (PCG) completed the search on board the vessel and found no unauthorized person. During the investigation, the master reported that five crew were working inside the engine room and spotted six unknown subjects, one of them holding a knife. One of the crew was tied up but managed to free themselves later and saw them leaving with two bags of spare parts.

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- 11 Feb – Sea Theft in Kakinada Anchorage, India. An Offshore Supply Ship at anchor on 110530LT Feb 20, four perpetrators in a blue and yellow craft boarded the ship via the starboard quarter through ship's tyre fender. The perpetrators armed with knives stole 20m of mooring rope. The master raised the alarm and the perpetrators escaped. The master reported the incident to Kakinada Port Control, who informed the coastal security police.

- 19 Feb – Sea Theft off Navabandar, India. A Crude Oil Tanker was under tow by tug boat on 190720LT Feb 20, Indian Coast Guard ship C-419 apprehended an Indian fishing boat Kirmani with nine crew members on board for allegedly committing theft on dead vessel MT. The operation was conducted at 0730LT. Out of the nine crew members, two of them hid on the dead vessel. The incident was reported at a distance of eight miles from Navabandar port, where the Coast Guard vessel reached in a short span of time and boarded the dead vessel apprehending the miscreants who were then handed over to the Marine Police at Pipavav. The apprehended crew is currently being interrogated by the District Police authorities and punitive action against them will surely bring deterrence to stop such activities.

- 20 Feb – Sea Theft in Kakinada Anchorage, India. A LPG Tanker at anchor on 200530LT Feb 20, an unknown number of perpetrators boarded the tanker, stole two mooring ropes and nine paint drums, and escaped. The master reported the incident to pilot station Kakinada. The incident was also reported to the local agent, local police, India Coast Guard (ICG), Kakinada Port Control and other authorities. The ICG reported the incident to the coastal security police for investigation.

- 20 Feb – Sea Theft in North Anchorage Kakinada, India. An Offshore Supply Ship at anchor on 200400LT Feb 20, seven perpetrators boarded the offshore supply ship from a dinghy boat. It was reported that lube oil drums were stolen and the perpetrators had escaped. Two Indian Coast Guard (ICG) ships were deployed to investigate the fishing boats entering Kakinada fisheries harbour. ICG Station Kakinada and Coastal Security Police Station Vakalapudi were involved in the investigation.

- 28 Feb – Sea Theft in Kutubdia Channel, Bangladesh. A Tug towing barge was underway on 280830LT Feb 20, 20 perpetrators from three fishing boats had boarded the barge towed by tug boat. The perpetrators had escaped with stolen items including lashing equipment, rope, manhole cover and steel stopper. The incident was reported to the Bangladesh Navy and Singapore Port Operations Control Centre.

- 06 Mar – Sea Theft in Chittagong Anchorage, Bangladesh. A Tug towing barge at anchored on 061430LT Mar 20, reported that a sea theft incident took place when the vessel (being towed by Indonesia-registered tug boat) was anchored at Chattogram (Chittagong), Bangladesh. The barge was installed with

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a crane. A group of unauthorised persons boarded the barge and stole the crane datalogger display and cut the safety system wiring. Portable batteries for machineries (e.g., crane, generators, and hydraulic power pack), along with diesel and hydraulic oil were stolen as well. The crew from the Indonesia-registered tug contacted a passing Coast Guard vessel via VHF. The Coast Guard took action to apprehend the perpetrators.

- 25 Mar – Sea Theft in Alang Anchorage, India. An Offshore Support Vessel towed by a tug boat was underway on 252020LT Mar 20, the tug boat, was bound for demolition at Alang when about five perpetrators boarded the unmanned Offshore Support Vessel from a dinghy boat. The master of the tug noticed the perpetrators with torches on board Offshore Support Vessel and raised the alarm. He also reported the incident to VTS Khambhat, who informed the Indian Coast Guard (ICG). The ICG Station Pipavav directed the Marine Police, Alang to despatch their boats to the location of the incident for investigation & ICG boat had also immediately reached datum and carried out joint investigation. The local police arrested defaulters and recovered the stolen items on 30 Apr 2020
- 04 Apr – Sea Theft in Taboneo Anchorage, Indonesia. A Bulk Carrier at anchor on 042230LT Apr 20, perpetrators boarded the bulk carrier and stole ship's equipment and escaped. Incident reported to port control. Police patrol boat arrived at location and conducted an investigation.
- 11 Apr – Sea Theft in Tanjung Kelesa, Johor. A Crude Oil Tanker at anchored on 111030LT Apr 20, the master discovered the losses of a breathing apparatus air charging compressor and a M4 Weldon pump. However, the crew did not see the boarding of the perpetrators.
- 12 Apr – Sea Theft in Taboneo Anchorage, Indonesia. A Bulk Carrier at anchor on 120600LT Apr 20, has found that the forecastle store door's locking arrangement had been infringed & the additionally installed padlock was broken. The hatch was additionally secured internally by chain block & wire, which was found broken too. After evaluation of the situation, it was found that three mooring ropes (220m each) had been stolen. Moreover, 100m of another mooring rope had been cut off & stolen. Before ship's arrival to the anchorage, all mooring ropes were removed from the winches & stored inside the forecastle store. After the theft was reported to the local authorities, a representative of the local Port Control, a representative of the local Police, a representative of the Navy, and a representative of the local Port Control Security boarded the vessel for investigation of the incident.
- 14 Apr – Sea Theft in Manila Anchorage, Philippines. A Container Ship at anchor on 141910LT Apr 20, the duty officer received a report from the duty Ordinary Seaman (OS) that there was an unlit slow-moving suspicious motor banca was close on their starboard quarter. At 0310H Able-Bodied seaman (AB) who was instructed by the duty officer to proceed to the forward station heard the

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door banging and people talking and immediately informed the duty officer of the situation. Chief Officer together with the Bosun and AB proceeded to the forward of the vessel to verify the situation and saw one unidentified person armed with a knife standing at the port side hawse pipe and another one running from the Bosun store escaping through the port-side hawse pipe and escaped on the motor banca.

- 16 Apr – Sea Theft along Eastbound Lane of TSS, Singapore Strait. A Bulk Carrier was underway on 160100LT Apr 20, when she was boarded by three unknown personnel. A search was conducted thereafter and reported that the three personnel had disembarked. No casualties onboard, however, some engine parts were reported stolen. The vessel continued her journey to next port of call in China.
- 16 Apr – Sea Theft Off Anambas Island, Indonesia. A Crude Oil Tanker was underway on 160800LT Apr 20, a breathing apparatus air compressor unit and various spare parts were found stolen. The crew did not witness the theft incident nor sighted the perpetrators onboard. Master believed the theft incident took place during the hours of darkness on 15 Apr 20 evening to the early morning hours of 16 Apr 20. Master reported that all crew are safe. The VLCC Arafura was east bound and was enroute from port of Sungai Linggi, Malaysia to Qingdao, China.
- 18 Apr – Sea Theft in Anchorage Kakinada, India. A Chemical Oil Tanker at anchored on 182354LT Apr 20, while the vessel towed by tug boat, Atlantis was waiting for demolition, some perpetrators boarded the unmanned Chemical Oil Tanker 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.
- 21 Apr – Sea Theft in Vung Tau Anchorage, Vietnam. A Chemical Tanker was underway on 210145LT Apr 20, four robbers in a wooden boat boarded the anchored chemical tanker. Duty watchman on routine rounds noticed the robbers and notified the OOW. Alarm raised and ship's whistle sounded. Upon hearing the alarm, the robbers escaped with stolen ship's stores. Crew mustered and a search was carried out. Incident reported to Port Control.
- 29 Apr – Sea Theft in Taboneo Anchorage, Indonesia. A Bulk Carrier at anchor on 290400LT Apr 20, during routine rounds onboard the anchored bulk carrier, ship's crew noticed the forecastle booby hatch open and ship's stores missing. Incident reported to the port control. An Indonesian Marine Police patrol boat arrived and conducted an investigation. This was reported to ICC-IMB Piracy Reporting Centre Kuala Lumpur.

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- 05 May – Sea Theft in Muara Berau Anchorage, Indonesia. A Bulk Carrier at anchor on 052330LT May 20, duty crew on routine rounds onboard the anchored ship noticed the forward hatch at the forecastle opened. Upon inspection, it was discovered that the security padlock was broken, and ship's stores stolen. Incident reported to the Port Authorities and the local agent.
- 10 May – Sea Theft along Eastbound lane of TSS, Singapore Strait. A Bulk Carrier was underway on 102345LT May 20, the shipmaster reported that one of the ship crew was injured, after confrontation with perpetrators. However no assistance was required. The master conducted a search on board and no perpetrator was found. Two breathing apparatus and one handphone was reported lost. The vessel continued her journey to next port of call in China.
- 15 May – Sea Theft in South of Tanjung Piai, Malaysia. A Tug boat was underway on 151850LT May 20, when Tug master sighted two perpetrators fled on sampan and some berthing ropes were reported missing. No assistance was required, and the tugboat continues her journey to next port of call in Greece.
- 16 May – Sea Theft in Belawan Port, Indonesia. A Product Tanker at berthed on 160400LT May 20, unnoticed robbers boarded the product tanker and stole ship's stores. The incident was noticed after the completion of cargo operations. Incident reported to Port Authority.
- 17 May – Sea Theft in Anyer Anchorage, Indonesia. A Crude Oil Tanker at anchor on 170130LT May 20, the Main Deck and Poop deck were patrolled by two crew members (AB & OS), they complete their main deck round and move from starboard aft to port side on the main deck. AB then noticed a perpetrator with a machete in the port quarter. AB aroused concern at the Walkie Talkie - "Pirates, Pirates" and ran to safety. After hearing this on Walkie Talkie, a guard on the bridge raised the general alarm. Followed by an announcement by the guard on the PA system. AB turned around and saw another perpetrator leaving the ship from the emergency wheelhouse/steering gear. After hearing the alarm, the Crew swarmed the upper deck passageway because all doors were locked around the accommodation and on the main deck. Then a thorough search was carried out on the ship. Finally, it was stated that there was no perpetrator on board. The search was completed at 0345LT. While conducting a search on board, it was observed that the side of the ship (Port quarter, upper deck) has human bare foot prints near the port side winch, emergency escape trunk that leads to ECR. It was found that the perpetrators boarded the ship from the port quarter (upper deck) then they hid behind the winch from patrol by the crew on the deck. Allegedly the perpetrators managed to enter the Engine room (ECR) through emergency escape trunk and then to workshop room. Some engine parts were missing from the engine room workshop. Finally, the perpetrators opened the emergency steering gear room from inside and escape by jumping into the sea. There was a motorboat that was seen moving away from the ship into the dark when the bridge wing's light was projected in that direction. The ship master

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did not report to local port authorities, only reported to the agent by email. But the agent did not forward this report to the local maritime law enforcer.

- 22 May – Sea Theft in Champa Anchorage, Vietnam. A Bulk Carrier at anchor on 220130LT May 20, the duty AB 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.
- 24 May – Sea Theft Off Chattogram Port, Bangladesh. An Oil Product Tanker at anchor on 242200LT May 20, unnoticed, robbers boarded the berthed tanker. Duty crew on routine rounds noticed one of the 120m soft mooring ropes (Head diameter 65mm) used to secure the ship to the berth was chopped and missing from the winch. Alarm raised, crew mustered, and a search was carried out, no perpetrators were sighted. It was reported that ship's stores were locked and intact. Incident reported to Port Facility.
- 25 May – Sea Theft Off South Sumatra, Indonesia. A Pleasure Craft at anchor on 250001LT May 20, an Australian citizen, N. N. Tadeusz, skipper of the vessel, experienced sea theft around the waters of Ogan Komering Ilir. Tadeusz then sent distress signals from the vessel and the rescue team managed to communicate with Tadeusz, it was discovered that piracy had taken place on his ship. Lost items such as EPIRB, navigation equipment, communication radios, cellphones, cooking utensils, ship's steering, boat engine starters, passports and SG\$700 cash (US\$493). As a result of this sea theft incident, the South Sumatra Regional Police immediately acted and chased the perpetrators. From the pursuit by the South Sumatra Police, on Wednesday, 27 May 20, they succeeded in retrieving items taken from the yacht.
- 29 May – Sea Theft in Muara Berau Anchorage, Indonesia. A Bulk Carrier at anchor on 290420LT May 20, Unnoticed, robbers boarded the anchored ship. Duty AB on routine rounds noticed the forecandle skylight opened and anchor pipe cover and padlock missing. He immediately informed the D/O who raised the alarm and crew mustered. A search was carried out. It was reported that ship's stores were stolen. Incident reported to the Coast Guard who boarded the ship for investigation.
- 29 May – Sea Theft Off Malwan, Maharashtra, India. A Fishing Trawler was underway on 290800LT May 20, the Mormugao Coastal Security Police arrested 16 men on Saturday for stealing fish and trawler equipment from a fishing trawler in along the coast between GOA and Malwan in Maharashtra. The police succeeded in recovering all the stolen material.
- 14 Jun – Sea Theft in Vung Tau Anchorage, Vietnam. A Bulk Carrier at anchor on 140001 LT Jun 20, unnoticed, perpetrators boarded the anchored bulk

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carrier. They stole ship's store and escaped. The incident was discovered during the voyage to the next port.

- 16 Jun – Sea Theft in Ko Sichang Anchorage, Thailand. A Bulk Carrier at anchor on 161115LT Jun 20, unnoticed, robbers boarded the anchored ship during cargo operations. They broke into the aft store, stole ship's equipment and escaped. The break-in was noticed by crew during routine operations. Incident reported to agent and PFSO.
- 17 Jun – Sea Theft in Merak Anchorage, Indonesia. An Oil Product Tanker at anchor on 170200LT Jun 20, the master suspected perpetrators had sneaked through deck security patrol and managed to enter the engine room unnoticed. All crew reported safe.
- 26 Jun – Sea Theft in Manila Quarantine Anchorage, Philippines. A Bulk Carrier at anchor on 262217LT Jun 20, 3rd Mate crew of the vessel noticed four unidentified persons on the forecastle who immediately jumped overboard by the time they were spotted. The vessel reported the incident to VTMS Manila who then informed the PCG vessel nearby. Based on the report received, three immersion suits and two fire hoses were missing.
- 26 Jun – Sea Theft in Muara Berau Anchorage, Indonesia. A Bulk Carrier at anchor on 26 Jun 20, unnoticed perpetrators boarded the anchored bulk carrier, broke into the bosun store, stole ship's stores and escaped. The theft was noticed by the Duty AB on security rounds. Incident reported to Port Control.
- 02 Jul – Sea Theft along Eastbound lane of TSS, Singapore Strait. A Refrigerator Cargo Ship was underway on 020040 Jul 20, boarded by perpetrators, alarm was raised, and the perpetrators made escape. Search was conducted on board and crew discovered that 4 boxes of spare parts were stolen. All crew were safe and there was no confrontation with the perpetrators. Vessel confirmed that no assistance was required and resumed her voyage for China.
- 07 Jul – Sea Theft in Muara Pegah, Kutai Kartanegara Regency, Indonesia. A Tug towing barge was underway, a sea theft has allegedly occurred on the Barge. Post investigation Water and Air Intelligent Unit of East Kalimantan Regional Police with Patrol Boat (KP) XII-2014 and KP Perenjak-5017 managed to capture six coal thieves including their boats involved in the incident. The police arrested 6 klotok boat captains who often steal coal on a barge in Muara Pegah area, Kutai Kartanegara, East Kalimantan (Kaltim). The police also confiscated 6 boats that were driven by each of the suspects, which contained stolen coal.
- 12 Jul – Sea Theft along Eastbound lane of TSS, Singapore Strait. A Bulk Carrier was underway on 120215LT Jul 20, boarded by three perpetrators armed with knives. The vessel conducted a search and there is no sign of the

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perpetrators. All crew safe, with some spares reported missing. The vessel did not require any assistance and continue her journey to Vietnam.

- 20 Jul – Sea Theft in Manila Bay Quarantine Anchorage Area, Philippines. A Container Ship anchored on 200340LT Jul 20, crew noticed that the padlocks of the bosun store and paint store were broken. Ship stores including paints, welding machines, electrical drills, jigsaw, electrical angle grinders, immersion suits, face shield, cylinder breathing apparatuses, helmet, self-contained breathing apparatus and chemical suit were missing. The incident was immediately reported to VTMS Manila. The Philippine Coast Guard's ship, BRP Tubbataha immediately proceeded to the location of the ship and conducted survey of the area but no suspicious motor bancas were sighted.
- 25 Aug – Sea Theft in Sandakan Inner Anchorage. A Chemical Oil Tanker at anchor on 250500LT Aug 20, 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 harmed.
- 04 Sep – Sea Theft in Manila OPL Anchorage, Philippines. A General Cargo Ship at anchor on 040335LT Sep 20, one of the crew onboard noticed that ship's forecastle skyline was opened and later discovered that there are missing items such as ship's bell and welding machine. The crew did not sight any perpetrator onboard. At 0425LT of same day, the incident was immediately coordinated with the PCG Vessel patrolling in the area and with the Port State Control of the Philippine Port Authority regarding the incident. During the incident, the General Cargo Ship was anchored at Quarantine Anchorage in Manila waiting for Crew Change and last port was Kaoshiung, Taiwan.
- 05 Sep – Sea Theft in Manila Anchorage, Philippines. A Container Ship at anchor on 040220LT Sep 20, the crew reported to the bridge that he spotted a perpetrator at forward bow behind the life craft. The crew proceeded to check the area and noticed that the perpetrator wore a mask and was holding a knife. The alarm was raised immediately and a search for the perpetrator was conducted. Two breathing apparatuses and a gong were stolen. The incident was reported to VTMS Manila and Philippine Coast Guard (PCG). The PCG proceeded to the location of the ship and conducted inquiry into the incident. The crew was not injured.
- 06 Sep – Sea Theft in Manila South Harbor Anchorage, Philippines. A Container Ship at anchor on 060433LT Sep 20, the crew noticed that the lock of the bosun store was broken. The general alarm was raised immediately. Ship stores including fire nozzles, fireman suits, breathing apparatuses, unlocking twist lock, a flashlight and a scaling machine were stolen. The incident was reported to VTMS Manila and Philippine Coast Guard.

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- 18 Sep – Sea Theft in Rizhao Shelter Anchorage, China. A Crude Oil Tanker at anchored on 181030LT Sep 20, unnoticed, perpetrators boarded the anchored tanker. They stole ship's equipment and escaped. A search was carried out. Incident reported to Port Authority and local agent.
- 23 Sep – Sea Theft along Eastbound lane of TSS, Singapore Strait. A Bulk Carrier was underway on 230001LT Sep 20, The Chief Engineer discovered some engine parts were stolen when he was conducting his round in the engine room at about 0200LT. No perpetrator was sighted. The master could not determine when the actual boarding took place. As the engine room was manned, the incident was assessed to have occurred between 0001hrs to 0200hrs. The crew was reported safe. The Master reported the incident via email to Singapore POCC on 25 Sep 20. A safety navigational broadcast was initiated.
- 30 Sep – Sea Theft Off Pulau Bintan, Indonesia. A Crude Oil Tanker at anchored on 300001LT Sep 20, unknown number of perpetrators boarded the anchored vessel. The perpetrators broke the pad locks of the paint store, emergency generator room and Suez room. Two spare starting motors of emergency generator, spanners and screwdrivers from the emergency generator room were found missing.
- 04 Oct – Sea Theft at Kakinada Anchorage, India. A Well Simulation Vessel at anchored on 040004LT Oct 20, one perpetrator was sighted at the vessel. Alarm was sounded and the perpetrator escaped. Master completed search and found one 64 mm polypropylene rope (60M) missing. No info of vessel coming to Singapore port. No one was injured.
- 14 Oct – Sea Theft along Eastbound lane of TSS, Singapore Strait. A Bulk Carrier was underway on 140040LT Oct 20, the crew had conducted a search on the vessel; one lifebuoy and several welding rods were reported missing, and no injuries sustained. The crew were unable to find the perpetrators and the Master assessed that they have disembarked. The vessel continued to her next port of call in China.
- 30 Oct – Sea Theft Off Saigon River, Vietnam. A Bulk Carrier was underway on 300800LT Oct 20, the bosun discovered that the padlock of the masthouse No. 1 was broken. Upon investigation, some spares for ship anchor were missing from the masthouse. No perpetrators were found. The ship's Company Security Officer (CSO) was informed.
- 03 Nov – Sea Theft in Vung Tau Anchorage, Vietnam. A Container Ship at anchor on 030130LT Nov 20, the duty crew noticed some unarmed perpetrators boarded the ship. The alarm was immediately raised, and all perpetrators (not armed) jumped overboard and escaped in the small boat. The crew conducted a search and noticed cans of paint (primer - 12 cans, finish white - 2 cans, hardener

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- 7 cans) were stolen from paint store. The crew was not injured. The incident was reported to Vung Tau Port Control.

- 08 Nov – Sea Theft along Eastbound lane of TSS, Singapore Strait. A Crude Oil Tanker was underway on 082129LT Nov 20, crew reported that the three perpetrators were of heavy built, around six feet in height, wearing full face mask which had eyes and mouth areas cut out. Noted perpetrators holding something in the hand that looked like knives. The Master said that it is possible the perpetrators approached the ship on a small boat that could not be tracked on radar and boarded the side of the ship. The list of items that were stolen from the ship include: three UTI tapes, one spray paint machine, one sounding rod, one cargo sampler and one BA compressor. Ship was transiting to SCS to await instructions from company on her next NPOC.

- 09 Nov – Sea Theft along Eastbound lane of TSS, Singapore Strait. A Bulk Carrier was underway on 090220LT Nov 20, two unauthorized personnel were sighted at the vicinity of engine room locker. Vessel's alarm was raised, and crew mustered. A search was conducted. At 0340LT the master updated Singapore VTIS that search completed with no further sighting of the perpetrators onboard. The master declared that the oil spill equipment locker was found unlocked with one lifebuoy reported stolen. All crew are safe and accounted for. Master declared that no assistance was required and continued with voyage.

- 10 Nov – Sea Theft Off Tonasa, South Sulawesi, Indonesia. A Tug and Barge at anchor on 10 Nov 20. Bungoro Police officers conducted investigations and increased patrols related to reports of coal theft belonging to PT Semen Tonasa. According to the information from the Bungoro Police Chief, Hari Suwita, that night, there were two ships that carried out the theft of coal. During the arrest process, the officers chased two ships suspected of the perpetrators, one of whom escaped. "The ship that managed to escape the chase while we are developing it to find the whereabouts of the ship, which has 7 members," he said. He continued that the alleged perpetrator of the coal theft had carried out the action twice, once in action loading a Dina Car, around 7 tons of coal. "The perpetrator who was arrested has the initials AT aged 50 from Bulukumba Palogea and TM aged 40 years from Galagan Kapal Makassar," he explained. "The two suspects have been arrested. They are charged with Article 362 of the Criminal Code concerning theft with a minimum sentence of 5 years in prison," Hari Suwita concluded.

- 19 Nov – Sea Theft in Cam Pha Anchorage, Vietnam. A Bulk Carrier at anchor on 192030LT Nov 20, the Master reported a petty theft incident while the vessel was discharging cargo at the inner anchorage of Campha, Vietnam. The incident was suspected to have taken place on 19 Nov 2020, between 1730LT and 2030LT when the crew was involved in the repair of the ship's equipment. There was no reported damage to the vessel nor injury to crew. It was reported that 1200 litres of paint were stolen.

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- 30 Nov – Sea Theft along Eastbound lane of TSS, Singapore Strait. A Bulk Carrier was underway on 300620LT Nov 20, the ship master reported that all crew are safe, some engine parts are missing, and no perpetrators were found. No assistance is required, and the vessel proceeds to her next port of call in China.
- 12 Dec – Sea Theft in Chittagong Port, Bangladesh. A Tug/Supply Vessel was underway on 121850LT Dec 20, ten perpetrators armed with knives had boarded the vessel and stole two drums of hydraulic oil and hoses. The perpetrators came on two small boats and had approached BRIDGEWATER 80 from the starboard side. The vessel was dead towing a Bulk Carrier when the incident took place. The incident took place while the vessel was approaching the Chittagong port, at West of Kutubdia, Chittagong. The Master immediately contacted the local Coast Guard when he discovered their presence on board. There was no reported damage to the vessel nor injury to crew.

5. Attempted Actions

- 08 Jan – Attempted Actions along Eastern Approaches of Singapore Strait. While a Chemical Oil Tanker was underway at the Eastern Approaches of Singapore Strait on 080415LT Jan 20, two perpetrators had boarded the vessel. After the alarm was raised, the 2 perpetrators ran and assessed to have jump off the vessel. The master reported to POCC, no assistance required and nothing was stolen. After the incident, footprints were also sighted on the aft deck.
- 21 Jan – Attempted Actions off Kabil, Batam. A Chemical Oil Tanker, at anchor on 210344LT Jan 20, was boarded by four perpetrators armed with sharp weapons in Kabil waters, eastern Batam Island, Indonesia. Crew managed to fight robbers off, and in the process, captured one of the perpetrators, while the other three fled overboard. One crew suffered face injury. The captured robber was handed over to local police.
- 28 Feb – Attempted Actions in Phillip Channel. A Bulk Carrier while underway on 280045LT Feb 20, was boarded by four perpetrators in Phillip Channel. The vessel proceeded to Eastern Bunkering Anchorage for assistance as the shipmaster was unsure whether the perpetrators are armed or had left the vessel. Subsequently, Singapore Police Coast Guard boarded and conducted a search with no unauthorized person found on board. All crew and vessel are safe. No stolen item was reported.
- 12 Mar – Attempted Actions in General Santos Harbour, Philippines. A Chemical Oil Tanker was at anchor on 120500LT Mar 20 when duty officer and duty A/B noticed movement at forecastle. Duty Officer informed Captain of suspected movement at forecastle, ship's horn raised, and the intruders escaped. Ship reported to Port Control that unauthorized people were observed at Forecastle. Ship crew conducted search of the ship, and on the inventory of

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the ship's property and found nothing was stolen even though crew found broken padlock to the Bosun Store.

- 13 Mar – Attempted Actions in Belawan Anchorage, Indonesia. A Container Ship was at anchor on 132020LT Mar 20 when the watchman on forecastle deck heard some noise from the port side hawse pipe. One perpetrator was seen opening the bolts of the hawse pipe and onto the forecastle. Alarm was raised, and the perpetrator re-entered the hawse pipe and fled into a wooden boat. A second perpetrator was also observed jumping into the water from the anchor chain. Subsequently, the crew mustered and conducted a search on the vessel, and nothing was reported stolen. Ship master tried calling the port control but there was no response.
- 23 Mar - Attempted Actions off East of Pu Karimun Kecil, Indonesia. Three perpetrators were sighted in the engine workshop room while a Bulk Carrier was underway on 160511LT Mar 20. The crew managed to detain the three perpetrators, reported to Batam VTIS and the Indonesian Navy boarded the ship to detain the perpetrators. At 1303LT, the master declared that the Indonesian Navy had boarded the bulk carrier and arrested the three perpetrators for investigation and prosecution. Nothing was stolen and the crew was not injured.
- 22 Apr – Attempted Actions along Eastbound lane of TSS, Singapore Strait. A Bulk Carrier was underway on 222309LT Apr 20 when two perpetrators, armed with knives, boarded the ship. The master proceeded to Singapore for assistance as he is unsure if the perpetrators had left. All crew were reported safe.
- 30 Apr - Attempted Actions along Eastbound lane of TSS, Singapore Strait. A Chemical Tanker was underway on 300515LT Apr 20, three perpetrators boarded and the master requested to return Singapore for assistance as he is unsure if the perpetrators had left. All crew were reported to be safe. Singapore Police Coast Guard have boarded the vessel and conducted checks. No items were reported stolen and no perpetrators found on board.
- 17 May - Attempted Actions off Tanjung Uban, Indonesia. A Chemical Oil Tanker was at anchored on 170400LT May 20, when duty crew on anti-piracy watch sighted three perpetrators with knives on board and informed the bridge. Duty Officer raised general alarm and ship crew mustered. Perpetrators escaped immediately, leaving a small knife on deck. The local agent informed the port authority in Tanjung Uban. There was no injury to crew and no loss of property. All stores on deck and engine room were checked, found all are in good condition. Subsequently, the Indonesian Navy patrol ship and Marine police boat have examined the vessel and F1QR (Fleet 1 Quick Response) Team from the Indonesian Navy succeeded in capturing four perpetrators at several different locations in Batam, Riau Islands who allegedly attempted sea theft on two Tankers, on 22 May. The four men often operate in Batam waters. From the results of interrogation, they confessed to have committed actions on the Tanker

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anchored in the waters of Batu Ampar, Batam and on second Tanker on 17 May 20. All four perpetrators were detained by the F1QR Team in the Batam Naval Base cell along with several pieces of evidence.

- 18 May - Attempted Actions in Merak Anchorage, Indonesia. Oil Products Tanker was at anchored on 180225LT May 20, when three robbers armed with long knives in a small boat boarded the tanker using a ladder. They forced their way into the steering gear room after breaking the padlock. Alarm raised and crew mustered. Upon hearing the alarm, the perpetrators escaped in their boat. A search was carried out and engine spares were reportedly stolen.
- 18 May - Attempted Actions off Pulau Nongsa, Indonesia. Offshore Supply Ship was towed by Indonesia-flagged tugboat on 182247LT May 20 when boarded by two to three perpetrators. Tug master sighted a sampan went alongside her tow with two to three perpetrators going on board. After the perpetrators departed, tug master reported no injuries and no items lost. Vessel continues her journey to the next destination at Nongsa.
- 22 May - Attempted Actions in Muara Berau Anchorage, Indonesia. A Bulk Carrier was anchored on 220445LT 20, when perpetrators boarded it and attempted to break the bosun store's lock. The crew noticed and raised the alarm. The perpetrators jumped overboard and escaped. Nothing was stolen. Incident was reported to port control and local Police patrol boat arrived and conducted an investigation.
- 02 Jun – Attempted Actions in Muara Berau Anchorage, Indonesia. A Bulk Carrier was at anchor on 021900LT Jun 20, when two perpetrators from a small boat boarded a bulk carrier using hooks and ropes. They broke into the forecastle store and started lowering mooring ropes in the water. Alert crew noticed and raised the alarm resulting in the perpetrators aborting and escaping without anything. ICC-IMB Piracy Reporting Centre relayed the message to Indonesian authorities.
- 28 Jun – Attempted Actions along Eastbound lane of TSS, Singapore Strait. A Bulk Carrier was underway on 280311LT Jun 20, when engineers informed that they spotted 4 perpetrators in the Engine workshop and when perpetrators were discovered, they fled via emergency steering room. Thorough search was conducted twice, and no one was found. Based on the investigation and traces on the railing, the perpetrators boarded the ship from stern using rope hook. Nothing was stolen and nobody on board was injured. The vessel resumed her voyage to her destination Qingdao.
- 08 Jul – Attempted Actions Off Natuna Islands, Indonesia. A Bulk Carrier was underway on 081404LT Jul 20, when two boats carrying approximately four to six perpetrators were sighted. One of the boats attempted to board the vessel while around five persons in one of the boats attempted to come alongside and

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board the tanker while underway. Seeing the approaching boat, the vessel made evasive manoeuvres and directed the Aldis lights towards the boat resulting in the perpetrators aborting and moving away.

- 16 Jul – Attempted Actions at Kakinada Port, India. A Heavy Lift Vessel was at berthed on 162015LT Jul 20, a duty crew member discovered one perpetrator armed with a knife attempting to steal ship's equipment. The crew member alerted the bridge, which resulted in the perpetrator jumping overboard into the water to escape. A complete search was conducted which confirmed nothing had been stolen and no injury to crew. It was assessed the perpetrator had climbed on the jetty fender from under the quay side bridge to enter the ship which was a blind spot on the main deck of ship. The incident was reported to Kakinada Port Control. Few suspects were arrested by local police and investigation is in progress. Enhanced patrol was instituted in the area.
- 26 Jul – Attempted Actions off Tanjung Piai, Malaysia. A Tug was underway on 260837LT Jul 20, Master of the Tug reported that one perpetrator boarded the barge of it was towing and left subsequently at 0850LT. Nothing was reported stolen after a thorough check. All crew are safe. Vessel headed to Sudong Special Anchorage (ASSPU).
- 31 Jul – Attempted Actions in Milne Bay, Papua New Guinea. A passenger vessel was underway on 310300LT Jul 20, four robbers boarded the vessel in the Kanakope Passage in Milne Bay. The boat captain was able to call for help at 310300LT, Provincial police commander, Superintendent Peter Barkie, said police were alerted in the early hours of Friday morning, between 2am and 3am, that a vessel approaching the Kanakope Passage was about to be boarded by criminal elements.
- 12 Aug – Attempted Actions at Dumai Anchorage, Indonesia. A Tanker vessel was at anchor on 120315LT Aug 20, when a perpetrator boarded the tanker using a hook attached to a rope. Alert duty crew noticed the perpetrator along with two others in a wooden boat and raised the alarm. Hearing the alerted crew, the perpetrator escaped without stealing anything. Port Authorities were informed through the local agent.
- 29 Aug – Attempted Actions at Dumai Anchorage, Indonesia. On 290305LT Aug 20, a Chemical Oil Tanker was at anchor, when duty watchman on routine rounds on board the chemical tanker noticed four perpetrators armed with knives on poop deck trying to open the hatch for emergency towing arrangements. The duty watchman informed bridge, alarm raised and all non-essential crew mustered in the citadel. Hearing the alarm, the perpetrators escaped.
- 30 Aug - Attempted Actions along Eastbound lane of TSS, Singapore Strait. A Bulk Carrier was underway on 300400LT Aug 20, when the ship master reported to POCC that she was boarded by one perpetrator. Security checks

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were conducted, and the crew could not find any perpetrator. No injury to the crews and no items were reported missing. No other assistance is required. The vessel continues her journey to NPOC in China.

- 11 Oct – Attempted Actions along Eastbound lane of TSS, Singapore Strait.
A Bulk Carrier was boarded by three perpetrators while underway on 110025LT Oct 20. When the crew had conducted a search on the vessel; there were no missing items and no injuries sustained. The crew were unable to find the perpetrator and the Master assessed that the perpetrators have disembarked. The vessel intends to continue to its next port of call, China.

- 13 Oct – Attempted Actions along Eastbound lane of TSS, Singapore Strait.
A Chemical Oil Tanker was underway on 132330LT Oct 20, when three perpetrators were sighted in the engine room; described to be wearing camouflaged wet suits and around 5'6-5'7 tall. One of the perpetrators was sighted carrying a long steel bar. The crew had conducted a search on the vessel; there were no missing items and no injuries sustained. The crew were unable to find the perpetrators and the Master assessed that the perpetrators have disembarked. The vessel continues to her next port of call in China.

- 25 Oct – Attempted Actions along Eastbound lane of TSS, Singapore Strait.
A Bulk Carrier was underway on 252309LT Oct 20, when she was boarded by perpetrators. The ship master reported that they captured the perpetrator initially, but the perpetrator managed to escape and jumped overboard at 2316H. A sampan was observed in the vicinity of the Bulk Carrier. Master mustered the strength and crew checked was correct. The Bulk Carrier continued voyage to NPOC, Indonesia.

- 26 Oct – Attempted Actions along Eastbound lane of TSS, Singapore Strait.
A Bulk Carrier was underway on 260128LT Oct 20, the ship master informed that three perpetrators were locked in the engine room and requested for further assistance. Indonesia Navy Boarding Team arrived at the ship and checked all rooms/cabins but did not find the perpetrators. Boarding Team only found perpetrators' footprint in the engine room. They have likely managed to escape prior to boarding team's boarding. CCTV was working but could not record the incident. There were no missing items or injured crews. Boarding Team left the ship and the Bulk Carrier proceeded to next port call in Vietnam.

- 26 Oct – Attempted Actions along Eastbound lane of TSS, Singapore Strait.
A Bulk Carrier was underway on 260055LT Oct 20, when she was boarded by four to five perpetrators. The crew had conducted a search but was unable to find the perpetrators. There were no missing items and no injuries sustained. The vessel does not require assistance and continued to her next port of call in China. Similar incidents with two nearby bulk carriers occurred within 1.5NM and approximately one-hour intervals apart.

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- 17 Nov – Attempted Actions along Eastbound lane of TSS, Singapore Strait. A Bulk Carrier was underway on 172305LT Nov 20, when three perpetrators were sighted to have disembarked from the stern of the vessel. Ship master reported that all crew are safe, no items were reported missing, and no further assistance is required. The vessel continued her voyage to the next port of call in China.
- 19 Nov – Attempted Actions along Eastbound lane of TSS, Singapore Strait. A Chemical Oil Tanker was underway on 1905LT Nov 20, when she was boarded by two to three perpetrators. At 0615LT, the ship master reported that all crew are safe, no items missing, and no perpetrators were found. No assistance is required and the vessel proceeds to her next port of call in China.

Annex B – Key Maritime Incidents By Month

1. January

- On 5 Jan 20, eight Chinese seamen from Cameroon-flagged general cargo ship, “QUAN FU 88”, as well as one Chinese seaman from another ship owned by the same company, were caught in Taichung for illegal entry after they left their ships docked at Taichung Port. They claimed that they wanted to seek help after having not received wages from the Hong Kong shipowner since Aug 2020.
- On 15 Jan 20, a Mongolia-flagged cargo ship, “STAR LOR”, was abandoned near Changhua County coast (24 08N 120 20E), Taiwan Strait, after the vessel listed to the port side. The ship had 7 crew members who abandoned ship and were rescued by helicopter.
- On 15 Jan 20, a collision involving a China-flagged tanker, “XIN JIN YANG” and a Malaysia-flagged container ship, “DANUM 160” occurred in western Singapore Strait, East of Karimunbesar Island. This incident occurred due to attempted avoidance of small fishing vessels in the vicinity. The crew of both vessels were reported safe.

2. February

- On 3 Feb 20, China-flagged tanker “DA CHI YUN” was detained by India on suspicion of carrying some "essential" parts for missile launchers in Gujarat, India. The autoclave was mis-declared as an industrial dryer. On 20 Feb, the ship was released and proceeded to a Pakistani port after the autoclave was seized.
- On 11 Feb 20, the sinking/capsizing of a trawler was reported in the sea off St. Martin’s Island, Bangladesh, resulting in 21 deaths and 50 missing.
- On 23 Feb 20, a Panama-flagged bulk carrier, “HARMONY SIX” was detained by the Philippine Coast Guard for allegedly, tampering with AIS data and records, to avoid 14-day quarantine on arrival from Chinese port.
- On 23 Feb 20, a collision occurred between a fishing vessel and general cargo ship, “GUO XING 1” off Aomori, Japan. “GUO XING 1” capsized following the collision. 13 crew were missing, marking the first fatal collision within the IFC AOI for 2020.

3. March

- On 4 Mar 20, an explosion occurred onboard a fishing vessel carrying three South Korean and five Vietnamese fishermen near Jeju island, ROK, resulting in six fishermen going missing. Two were subsequently rescued.
- On 10 Mar 20, a violent confrontation followed by a collision incident occurred between a fishing vessel and four small boats near Vellapallam, India, resulting in four missing. Seven were rescued.

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- On 30 Mar 20, a fishing vessel collided with a military ship in the East China Sea, resulting in the damage of the military vessel (the last collision involving a warship was on 31 July 2019, along the Taiwan Strait).

4. April

- On 2 Apr 20, some passengers onboard a passenger boat with 60 people onboard were washed overboard due to bad weather conditions off Solomon Islands, which caused the death of seven passengers and 20 missing (Cyclone Harold).
- On 2 Apr 20, a violent confrontation followed a collision between Chinese government vessels and Vietnam fishing vessels, near the disputed Paracel Islands, South China Sea. The eight crew members of the fishing boat were "captured and detained". Fishermen onboard two other Vietnamese fishing vessels who attempted to rescue the fishermen were detained as well.
- On 7 Apr 20, a small boat sunk/capsized after it grounded in the sea off St. Martin's Island, Bangladesh resulting in 15 deaths and 40 missing.

5. May

- On 11 May 20, Iran flagged container ship, "SHAHRAZ" and Indonesia Flagged bulk carrier "SAMUDRA SAKTI I" were both grounded in the Singapore Strait. Singapore POCC. "SAMUDRA SAKTI" I was refloated on the same day and was taken to nearby Batam Anchorage. "SHAHRAZ" remained aground having sustained damages to both sides of the hull.
- An attempted action of TRAPS incident was reported by CSO of company to have occurred off Tanjung Laboh, Johor, Malaysia on 18 May. IFC has verified that this was an incident involving fishing net entanglement between Accommodation Work Barge (AWB) "PANDAN 4504" and fishing net laid by a local fishing boat "JHF A313B", and its eventual dragging. Fishing boats "JHF A238B" and "JHF 9496B" flashed their lights to the tugboat which was on the process of towing the AWB. The tugboat eventually slowed down, allowing the fishermen to recover the fishing boat JHF A313B.
- On 20 May 20, 36 fishing vessels drifted after they were caught in a strong current due to Cyclone AMPHAN in the seas off Sri Lanka. On 23 May 20, the fishing ships were provided fuel and supplies from the Sri Lankan Navy and were escorted towards Sri Lanka. This is the first cyclone in 2020 in Bay of Bengal.

6. June

- On 5 Jun 20, the two Indonesian citizens escaped by jumping into the sea in the waters north of Karimun, Riau Islands, because they could not stand the torture experienced while working on a Chinese Fishing Vessel, "LU QING YUAN

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YU 213". On 6 Jun 20, both were rescued by local fishermen. They had reportedly been deceived by a labour sending agent.

- On 10 Jun 20, a violent confrontation followed by a collision and sunk-capsized incident occurred between Chinese fishing vessels and Vietnam fishing vessels, near the Lincoln Island, Paracel Islands. This is the second confrontation between Chinese and Vietnamese near the Paracel Islands (the last incident happened on 2 April 20).
- On 15 Jun 20, an explosion occurred onboard seven ocean-going fishing vessels at Yanpu Fishing Port, Pingtung County, southwest Taiwan.
- On 26 Jun 20, a Hong-Kong-flagged bulk carrier, "VIENNA WOOD" collided with a fishing boat with 14 Filipino fishermen onboard off Occidental Mindoro, Philippines. The said fishermen were all rescued.

7. July

- On 03 Jul 20, a power barge exploded causing at least 48,000 litres of bunker fuel to be spilled off Iloilo, Philippines.
- On 05 Jul 20, an overloaded fishing boat carrying 29 people capsized during while experiencing bad weather that killed at least four passengers to include two children, 19 rescued and leaving six other passengers and crew missing off Kupang, Indonesia.
- On 06 Jul 20, a violent confrontation due to commercial dispute occurred between a dredging ship and local society of fishermen off Kodingareng Island, Makassar, Indonesia. Accordingly, Indonesian residents threw Molotov bombs at a dredging ship in an act of protest for sand exploitation in the three islands in the vicinity.
- On 07 Jul 20, four were rescued after a private plane made an emergency landing due to engine failure in the coastal waters of Barangay Sinunuc, Zamboanga City, Philippines. All passengers were saved by members of the Philippine Coast Guard and incurred no injuries.
- On 15 Jul 20, a general cargo ship enroute from ROK to China was in collision with ROK Navy submarine navigating at the surface off Gadeok Island, ROK. The said ship suffered minor damage on its bulbous bow and the damage to the submarine was unknown.
- On 26 Jul 20, a dredger ship sunk off, leaving four crew members dead, four missing and one rescued by the Taiwan Coast Guard off Penghu Islands, Taiwan.

8. August

- On 01 Aug 20, seven people were missing, and nine others rescued after ferry “RAJA 4” hit by a strong storm leading her to capsize off Koh Samui Island, Thailand. The ferry was loaded with garbage, three 10-wheel lorries and a pick-up truck when the incident transpired.
- On 10 Aug 20, three crew of Indonesian-flagged tanker, “ANDRINA 200”. died of suffocation in a cargo tank off Calaca, Batangas, Philippines. Accordingly, the seamen were cleaning the cargo tank and inhaled fumes from cargo residues on the bottom of tank.
- On 15 Aug 20, a Philippine-flagged tanker “MALINGAP” collided with a bulk carrier “DAWN HORIZON” in the waters off Mariveles, Bataan, Philippines. Based on the investigation, the master of the “DAWN HORIZON” had failed to perform the necessary action based on the advisory of Vessel Traffic Management System Corregidor that it was sailing close and approximately two miles near where the collision occurred.
- On 16 Aug 20, a Vietnamese fisherman died from gunshot wounds after a confrontation broke out between Malaysian Maritime Enforcement Agency (MMEA) and two Vietnamese fishing boats that entered Malaysian waters off Tok Bali, Kelantan.
- On 20 Aug 20, a China-flagged oil tanker “LONG QING 1” carrying about 3,000 tonnes of gasoline and a cargo ship loaded with sand and gravel collided in waters off Yangtze River's estuary at the East China Sea. A major fire erupted onboard “Long Qing 1” following the incident while the sand barge sank. Of the 17 crew, three have been rescued, eight remains have been found while six are missing.

9. September

- On 02 Sep 20, a Panama-flagged livestock carrier “GULF LIVESTOCK 1” carrying 5,800 cows with 43 crew comprising of 39 Filipinos, two New Zealanders, an Australian and a Singaporean suffered an engine failure and was later hit by a wave that led to sank-capsized off Amami Oshima, Japan. Only one crew was rescued by Japanese authorities.
- On 05 Sept 20, Kudat Maritime Zone detained a Vietnamese fishing vessel after a violent confrontation for resisting arrest off Kudat, Sabah.
- On 07 Sep 20, a Vietnam-flagged product tanker “TRUNG THAO 36 BLC” suffered a devastating explosion in portside cargo tanks midship area while waiting for permission to enter Dung Quat port, Quang Ngai, Vietnam. Some of

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12 crew were thrown overboard by the blast. One crew went missing, 11 were rescued.

- On Sept 20, a ROK-flagged and 6,239-ton submarine cable laying vessel “RESPONDER” with 60 crew members, comprising of 49 Republic of Koreans, 10 Vietnamese and one Italian sunk-capsized when fire broke out Off Tongyeong, Republic of Korea (ROK). All crew were rescued.
- On 18 Sep 20, a total of 10 people went missing after a fishing boat was hit by unknown vessel and sank off Liaoning, China.

10. October

- On 05 Oct 20, a Vietnam-flagged cargo ship, “CONG THANH 27” with 11 crew on board reportedly sank after striking an unidentified underwater object, prior to water ingress off of Danang, Vietnam. Six were missing and five were rescued in the said incident.
- On 06 Oct 20, the Malaysian Maritime Enforcement Agency (MMEA) Kelantan has successfully detained two foreign vessels suspected to be 'supply vessels' or 'feeder' fuel to Vietnamese foreign fishing boats in the South China Sea off Tok Bali Estuary, Malaysia. Both vessels with 15 crew tried to escape to Vietnamese waters when they saw the arresting authority but were successfully intercepted and detained.
- On 10 Oct 20, a Vietnam-flagged dredger, “VIETSHIP 01” with eight crew onboard was pushed aground due to heavy rains, strong winds and rough seas off Cua Viet, Quang Tri Province, Vietnam leaving one dead and seven rescued.
- On 13 Oct 20, a China-flagged sand carrier, “SHUNAN 66” sank-capsized off Hainan, China. The incident resulted to the death of two crew, four rescued who managed to get to lifeboat and four still missing.
- On 14 Oct 20, the Malaysian Maritime Enforcement Agency (MMEA) managed to foil an unauthorized oil transfer by three vessels comprising of a Comoros-flagged Very Large Crude Carrier (VLCC), a Malaysian-flagged tanker and an Indonesian-flagged service/supply boat in the waters off Sedili, Kota Tinggi, Malaysia.
- On 27 Oct 20, a collision transpired between a Malaysian-flagged offshore supply vessel, “DAYANG TOPAZ” and an oil platform that resulted to the death of two offshore workers off Miri, Malaysia. There were 187 personnel on board and 125 personnel jumped when the incident occurred.

11. November

- On 12 Nov 20, a crew of “S.THANAWOOT-CHAINAWEE” fishing vessel undergone MEDEVAC by the responding Royal Thai Navy after he was hit by the ship’s winch resulting in broken arm, and broken ribs that cause abdominal bleeding off Phuket, Thailand.
- On 15 Nov 20, a China-flagged cargo ship, “HONG YUN 9888” collided with fishing vessel resulting for the fishing vessel to capsize and death of the four (4) fishermen and one still missing off Shidao, Shandong Province, China.
- On 16 Nov 20, Vietnam-flagged cargo ships, “HOANG TUAN 26” and “THANH THANH DAT 68” ran aground due to Typhoon VAMCO at Cua Viet beach, North Central Vietnam.
- On 19 Nov 20, a local passenger vessel carrying 62 people, mostly sixth-grade students on a school trip were rescued by Japan Coast Guard ships and nearby fishery boats before it sank off Yoshima Island, Japan. Accordingly, the vessel was able to hit into a floating object.

12. December

- On 01 Dec 20, six fishermen had gone missing after the deep-sea fishing boat capsized off Mangaluru, India. 22 fishermen were aboard the boat when the incident took place.
- On 03 Dec 20, a local passenger vessel, “UTTOH SALON” with 33 passengers onboard including women and children encountered mechanical failure and dead on water were rescued by Philippine Navy ship conducting Sovereignty and Maritime Patrol Northeast off Laparan Island, Tawi-Tawi, Philippines.
- On 09 Dec 20, the Belize-flagged cargo ship, “NEW SILK ROAD 1” was in collision with Panama-flagged bulk carrier “LUCKY PIONEER” off Kaohsiung Port, Taiwan. Both ships were manoeuvring, when the “NEW SILK ROAD 1” slammed into the stern of the “LUCKY PIONEER”, suffering bow damage.
- On 13 Dec 20, a China-flagged container ship, “XIN QI SHENG 69” and Antigua-flagged container ship, “OCEANA” collided resulting in the sinking of “XIN QI SHENG 69” with 650 containers onboard off Yangtze River, Shanghai, China. All the 16 crew members of the “XIN QI SHENG 69” jumped into the water. Eight of them were rescued by rescue teams, another three were found dead, while five remain missing.
- On 17 Dec 20, a Panama-flagged cargo ship, “XIN HONG” with 7,800 tons of clay and 15 crew onboard, including 11 Chinese and four (4) Vietnamese

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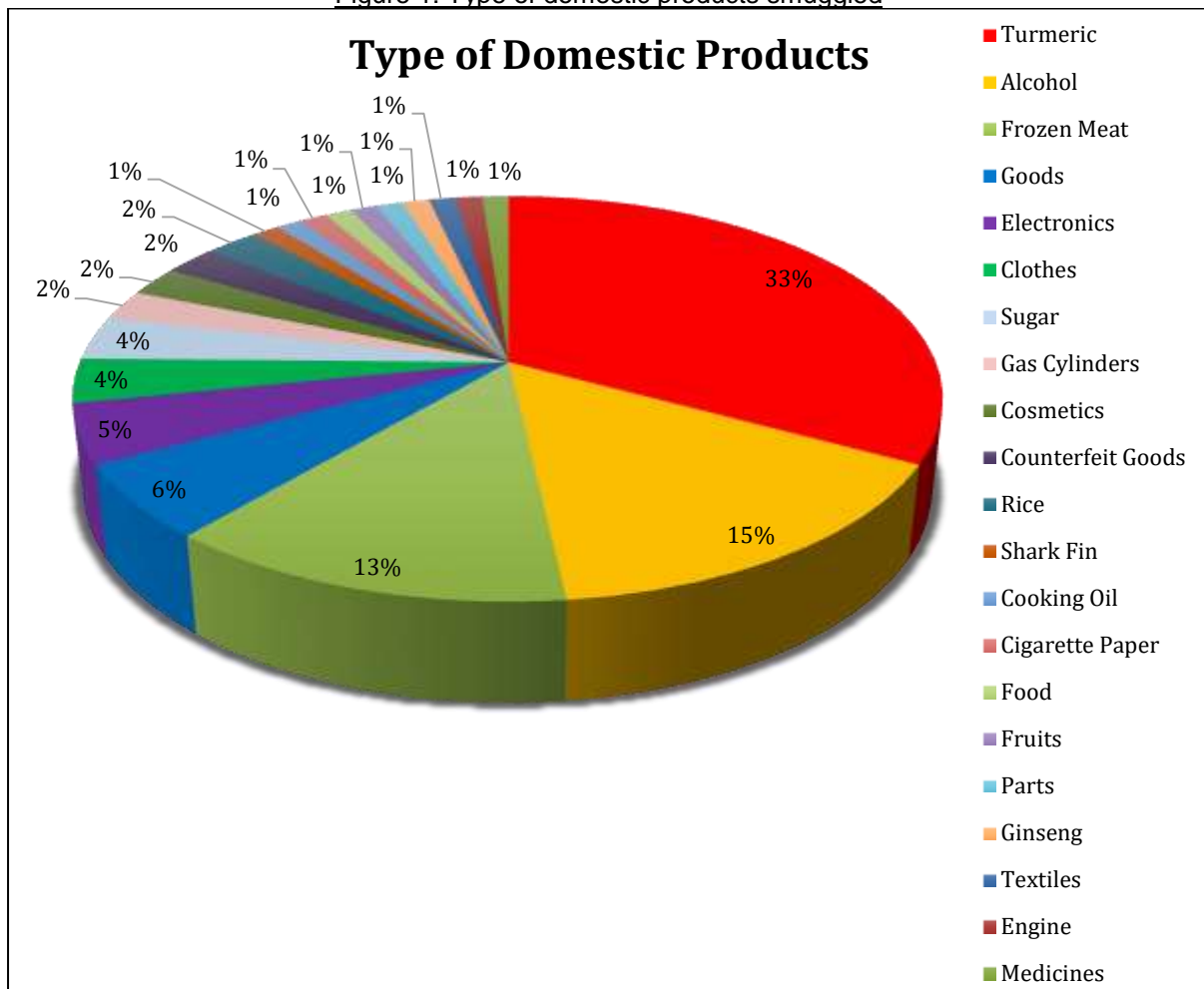
nationalities sank due to cargo shift off Phu Quy, Vietnam. The incident resulted to two dead, two missing and 11 rescued.

Annex C - Observations on individual Contraband Smuggling categories

1. As compared to 2019, there was an increase in the number of smuggling incidents involving drugs, domestic products, and natural resources. A reduction was observed in the number of smuggling incidents involving fuel, wildlife, tobacco, and weapons. The rise and drop in the overall number of smuggling incidents has not be drastic as compared to 2019 and the change may be cyclical.

2. **Domestic Products**. Domestic products have been broken down into some specific categories where large numbers and volumes have been seen or grouped together to help analysis when the numbers are smaller. As can be seen in Figure 1, most of the categories relate to what would be considered necessities e.g., food, clothing, and cooking gas.

Figure 1: Type of domestic products smuggled



- 87 cases of Domestic Product smuggling were reported in 2020, which is higher than 63 cases in 2019, but lower than 93 cases in 2018 and 88 cases in 2017. Various national and regional taxes and duties on different types of goods could a motivator for the smuggling of items like rice and onions.

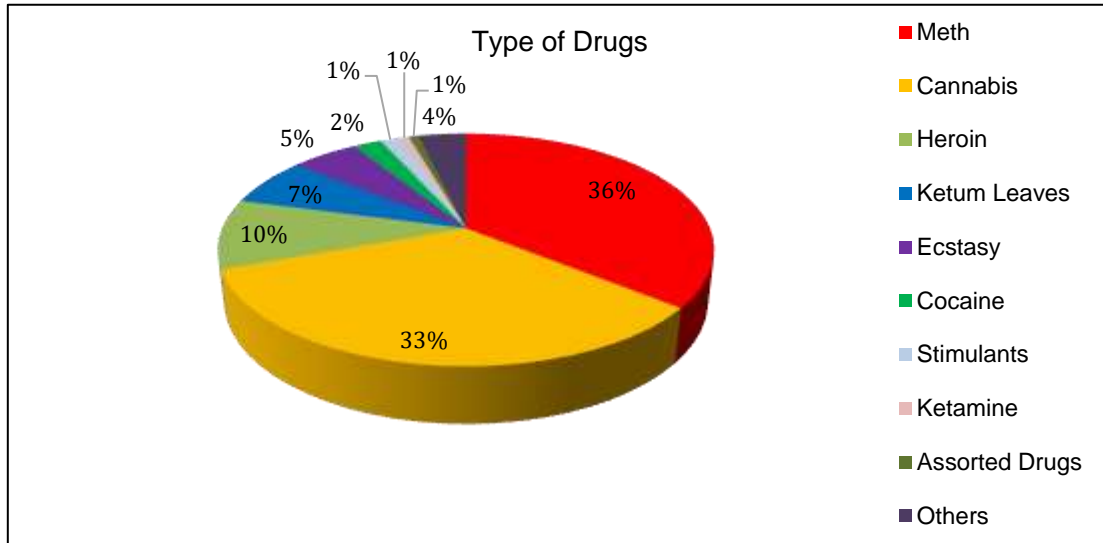
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- Turmeric was the most smuggled item, with seizures reported in India and Sri Lanka, a new trend observed in 2020. This is likely to have been caused by import restrictions imposed by Sri Lankan government, which has reduced the supply of turmeric in Sri Lanka. Media reports have indicated that the import restrictions were imposed due to concerns over dwindling reserves of foreign exchange. Due to COVID-19, the demand for turmeric has increased, partly due to the healing and immunity boosting properties associated with Turmeric in Ayurveda.
- Following turmeric, Alcohol and frozen meat accounted for the largest number of domestic products' seizure. These trends are different from the previous years where seizures of food items in Malaysia, the Philippines and Indonesia accounted for many incidents.
- Indonesia reported a higher number of seizures of domestically produced alcohol, being attempted to be smuggled domestically via sea. Hong Kong has seen high seizure numbers, indicating that it is being utilised by smugglers to smuggle to/from China. Frozen meat and Ginseng are the products that were seized while being smuggled from Hong Kong to China. Counterfeit goods and other electronic items were seized while being smuggled from China. It was observed that smugglers used cargo vessels/speedboats for smuggling between China and Hong Kong. The illegal import of frozen meat, among other factors, may be attributed to the impact of the African swine flu epidemic, which impacted China's hog rearing industry.
- In terms of the vessels used, small boats/dinghy (33 incidents), cargo vessels (13) fishing vessels (12), container vessels (10), and speed boat/ jet ski (8) were the most prevalent.

2. **Drugs**. Methamphetamine still accounts for the largest number of drugs related smuggling incidents. Meth was followed by Cannabis and Heroin. The trend of cocaine seizures is in consonance with previous years, except 2019. In 2019, cocaine accounted for the second highest number of seizures, due to many seizures of adrift cocaine packages found off the Philippines in the early part of the year. The type of drugs smuggled are shown in Figure 2 below.

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Figure 2: Type of drugs smuggled



- Methamphetamine. This remained the most smuggled drug reported in the IFC's AOI, in terms of number of seizures. In 2020, there were 48 incidents of methamphetamine seizure as compared to 33 seizures in both 2019 and 2018.

- The location of meth seizures lends credence to the fact that production has continued in the region of Myanmar bordering Thailand. Despite the crackdown by Thai authorities Thailand has remained a hub for sophisticated transfer of methamphetamines to countries in the region and beyond. Smugglers have also been observed to use innovative methods to conceal the drug within cargo, mostly containerised cargo.

- Given that Meth is manufactured in the AOI and exported, large quantities could be expected to be found relative to other types of drugs. Meth is also a highly lucrative drug with high prices being fetched in neighbouring countries like Australia and New Zealand. It is also a newsworthy drug at the centre of large busts meaning that reporting of seizures is more likely to make more news sources.

- Other incidents continued to involve the drug being smuggled in various forms in the AOI between Bangladesh and Myanmar's border as Yaba tablets and Shabu in Philippines. Open source reports have indicated that some Rohingya play an active part in the smuggling of these tablets from Myanmar to Bangladesh.

- Smaller vessels have been observed to be involved in the incidents of meth seizure in Indonesia. It has been observed that small vessels are used to smuggle the drugs south from production facilities, across national borders. Marshy lands and mangroves are used by smugglers, in order to avoid law enforcement efforts. Such incidents have been predominantly reported in Malaysia, which is sometimes used as a transit point for smuggling the drug.

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- Cannabis. In 2020, 45 seizures of Cannabis in various forms such as Charas, Hashish, etc. were reported. This was a marked increase from the 18 seizures in 2019 and 17 in 2018. The spike is largely attributable to multiple seizures of adrift Cannabis in western India, near the India-Pakistan boundary. A major portion of seizures continue to occur in the waters between Sri Lanka and India.

- Heroin. Heroin has been observed to enter the IFCs AOI predominantly from the West. The 13 seizures reported in 2020, were higher than 9 seizures in 2019 and 7 seizures in 2018. It has been observed that the Makran coast (Iran and Pakistan) has been used by smugglers for transferring heroin via the sea route in the IFC AOI. The raw material for heroin production is cultivated in the border areas of Pakistan and land-locked Afghanistan. The seizures by the international forces in the northern Arabian Sea predominantly involve much larger quantities. This may be due to the higher prices that may be extracted from the European markets. It is opined that the majority of the heroin smuggled via sea is destined to Europe (via East coast of Africa), and a smaller portion is smuggled to countries in the region such as India, Sri Lanka and Maldives.

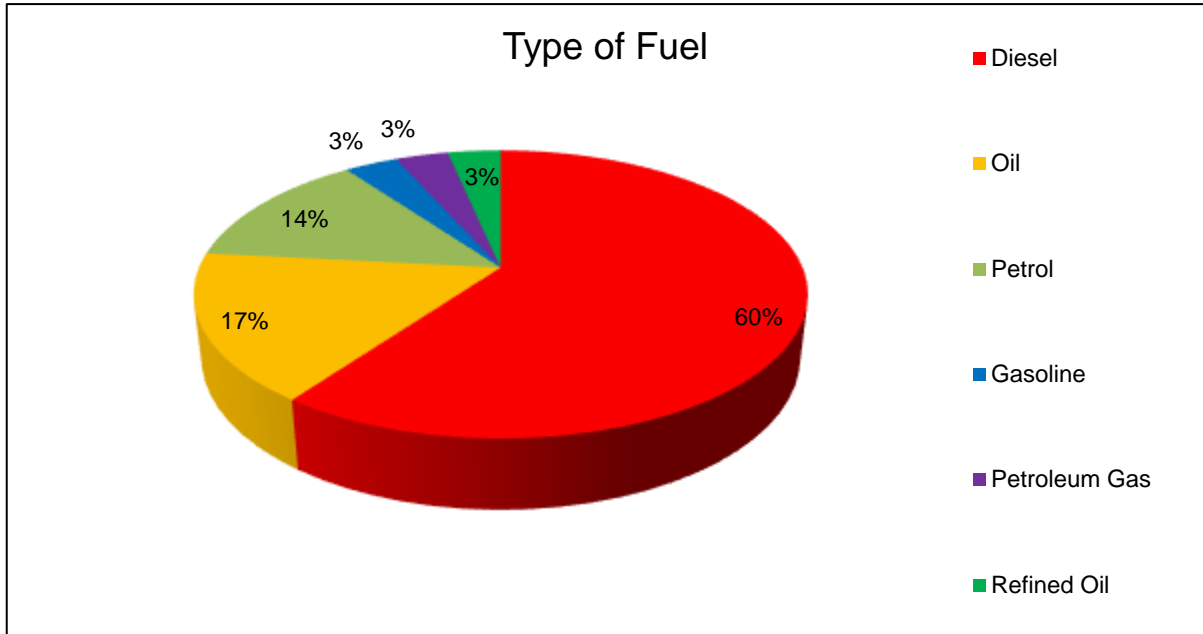
- Cocaine. In 2020, three cocaine seizures were reported in the maritime domain, within the IFC's AOI. There were 27 such seizures in 2019 and 13 in 2018. The cocaine in the IFC's AOI predominantly come in via the sea route from the East. In 2019, cocaine accounted for the second highest number of seizures, due to 11 incidents of cocaine being found adrift, washed ashore, or recovered by fishing nets in the Philippines in Feb 19. The absence of major cocaine production sites within IFC's AOI is a likely reason for the relatively lower number of seizures of the drug. The smuggling of cocaine in containerised cargo cannot be discounted.

- Other Drugs. Other drug seizures included Ketum leaves (9), Ecstasy (7), Stimulants (2), Ketamine (1), one incident of assorted drugs and five incidents of unknown/unspecified drugs.

- Drug smuggling primarily used Small Boats (47), fishing vessel (12), Speed Boats/ Jet Skis (12), Container Vessel (7). 11 incidents used an unknown type of vessel and 26 incidents involved seizure of adrift contraband.

3. Fuel. 2020 saw 31 incidents of fuel smuggling, which was less than the 37 incidents in 2019, but the same as 2018 (31). Diesel accounted for the most seizures (18), followed by Oil (5) and Petrol (5) as shown in Figure 3. Vietnam reported the most seizures (13), followed by Malaysia (8). Most of the incidents involving tankers, belong to this category.

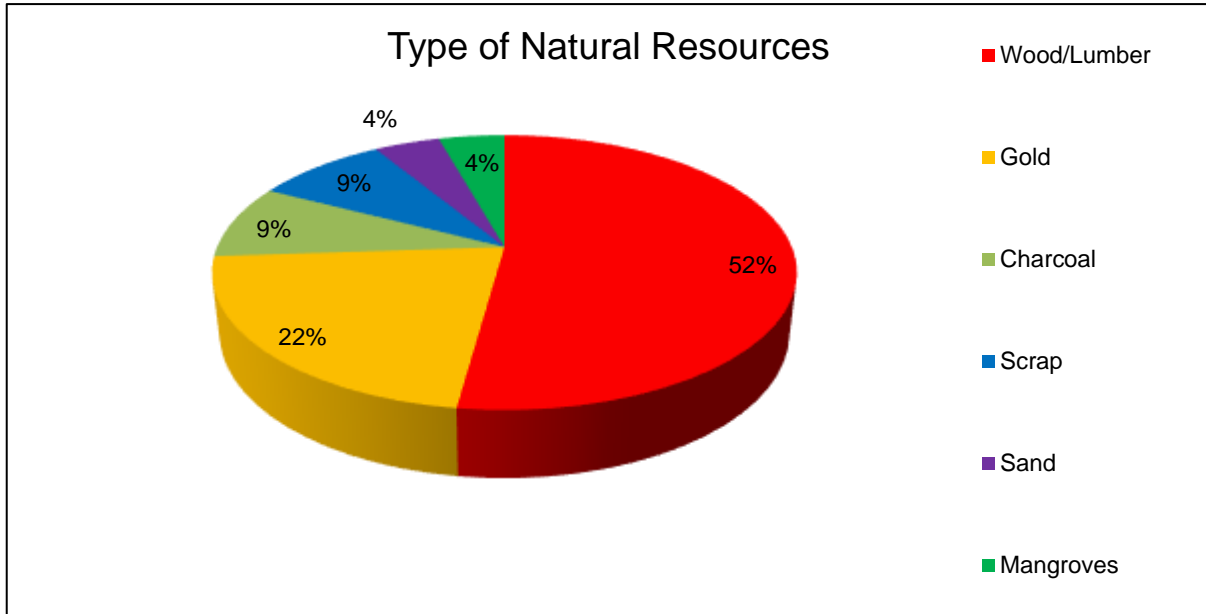
Figure 3: Types of fuel smuggled



- Fuel smuggling is predominantly driven by the difference in prices across different countries. Malaysia has one of the lowest rates in southeast Asia and is therefore a source of a sizeable number of incidents. The elevated number of seizures in Vietnam may be attributed to the enhanced enforcement operations by its coast guard in cracking down on fuel smuggling into Vietnam.
- Other concern areas include ship to ship transfer of fuel, such as those which enable DPRK to skirt UN sanctions; storage of fuel in illegally modified vessels such as tugs and fishing vessels, which are sometimes used to transfer fuel to vessels involved in illegal activities such as IUU fishing.
- Tankers (12), Small Boats (8), Fishing Vessel (8) and Cargo vessel (4) were the predominant categories of vessels involved in fuel smuggling.

4. **Natural Resources.** Incidents involving smuggling of natural resources increased to 23 in 2020, from 14 in 2019. Previously, 34 such incidents were reported in 2018 and 21 in 2017. Three seizures were reported in both China and Hong Kong, followed by India (5), Indonesia (3), Malaysia (3), Philippines (2), and Sri Lanka (2).

Figure 4: Type of natural resources smuggled



- As shown in Figure 4, the majority was Wood or timber, especially hardwoods like rose or sandal wood. Gold made up the second largest category. Due to the ease of its liquidation, gold is also likely to be used to barter for contraband at sea, illegal funding including those of illegitimate activities across national borders. The high demand of gold in India coupled with higher domestic prices drive gold smuggling, which is often carried out by some of the fishing vessels, operating between India and Sri Lanka.
- The demand of sand for construction activities, is likely to be a driver behind sand smuggling off China.
- Small boats (8), Container Vessels (5), Tug and Barge (5) and Fishing Vessels (3) were the predominant types of vessels involved in the smuggling of natural resources

5. **Tobacco.** In 2020, 74 incidents of tobacco smuggling were reported, lower than 93 incidents reported in 2019. 42 such cases were reported in 2018, and 35 in 2017. Cigarettes are a common commodity for smuggling as they can be used for both black market goods and a barter currency. Most of the cigarette smuggling incidents in the maritime domain were reported from the Philippines (25, 23 in 2019, 12 in 2018) and Malaysia (22, 11 in 2019, 13 in 2018). Tax disparity in the region, and simple “supply and demand” when considering the price differences across the region is a major driver. It is also high profit/low risk when compared to narcotics. This is because nicotine is not an illegal drug that warrants severe punishments, unlike several other types of illegal drugs. Buying cheap cigarettes from a street corner might also be deemed harmless, with many people willing to pay for cheaper cigarettes.

- Key considerations for cigarette smugglers are as follows:

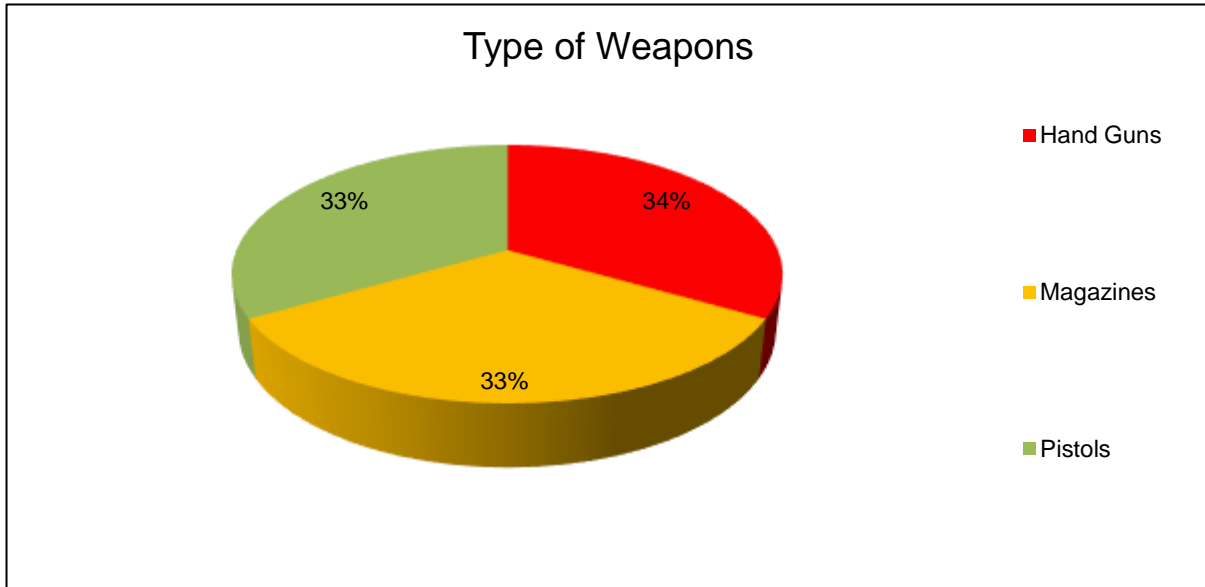
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- Lower price smuggled cigarettes can be sold for less compared to legitimate cigarettes;
 - Higher rate of return that can be made when smuggling and avoiding taxes and duties;
 - High local demand for cigarettes.
-
- One of the reasons for the drop in number of incidents is the drastic drop in the seizure of tobacco (beedi) leaves off Sri Lanka. In 2019, 19 cases involved seizure of adrift tobacco products, predominantly Beedi leaves, off Sri Lanka. 2020 had only 5 such incidents in the entire IFC AOI. It is likely that some traditional smugglers who were involved in the smuggling of tobacco leaves have switched over to smuggling turmeric in view of enhanced demand. Malaysia has seen a doubling of cigarette seizures (from 11 in 2019 to 22 in 2020), predominantly smuggled in containerised cargo and via small boats.
 - It is also likely that cigarette smuggling methods and routes may be used to test new routed or augment existing routes for narcotics, weapons, or other human trafficking routes at a transnational level.
 - Container Vessel (21), Small Boats (20), Cargo Vessel (8), Passenger Vessel/ferry (4) were the predominant types of vessels used in tobacco smuggling.

6. **Weapon**. 2 incidents of weapon smuggling were recorded in 2020, lower than the 3 incidents in 2019, 10 in 2018 and 4 in 2017. Types of weapons seized is shown in Figure 3.

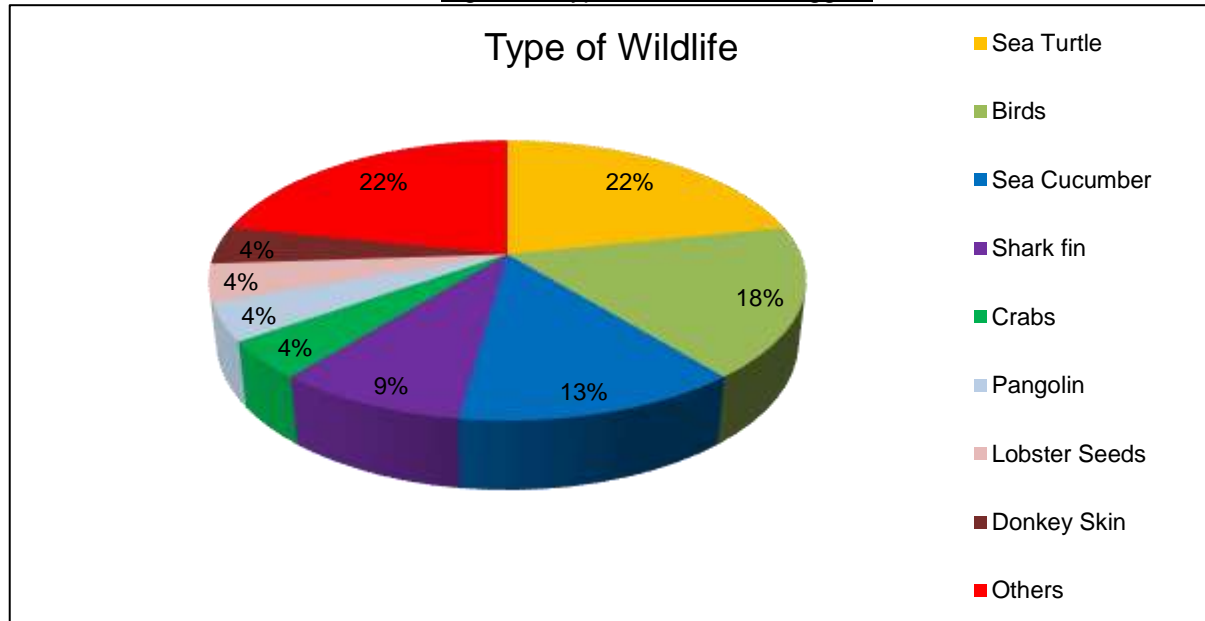
- In November, Indonesian authorities in West Papua seized six guns, three magazines, and 43 bullets (.45 calibre) ashore. These weapons were reported to have been smuggled via sea from the Philippines.
- In November, Indian authorities seized five 9-mm pistols from a Sri Lankan vessel that was also smuggling drugs. It was reported that both the drugs and weapons were transferred at sea by a dhow, which had originated from Karachi, Pakistan.
- The quantity of weapons and ammunition seized was small. While there were no direct links, the risk of arms movements in this region may possibly be attributed to extremist militants and terrorism. Additionally, it is likely that perpetrators involved in illegal drug trade, human trafficking/smuggling rackets may be armed while conducting such activities.

Figure 5: Type of weapons smuggled



7. **Wildlife.** In 2020, there were 23 incidents of wildlife smuggling, which was lesser than 45 in 2019, 51 in 2018 and 38 in 2017. Turtle (5 incidents), birds (4 incidents), sea cucumber (3 incidents), shark fin (2 incidents), and one seizure each of crabs, pangolin, lobster seeds, donkey skin. in 2019, pangolin and turtle had the highest number of seizures (7 each), followed by ivory (6 incidents), sea cucumber (5 incidents), lobster larvae (4 incidents), giant clam (3 incidents), sea horse (2 incidents), shark (2 incidents) and sea shells (1 incident). in 2018, turtle made up the most smuggled (12 incidents) followed by sea cucumber (9); then pangolin (6) and shark (5). in 2017 the top was reversed with sea cucumber followed by turtle, then pangolin.

Figure 6: Types of Wildlife smuggled



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- Indonesia (7), Malaysia (7), Hong Kong (6) and India (2) accounted for all such seizures reported in IFC AOI in 2020. Container Vessels (9), Small Boat (8), Speed Boats (3), Passenger Vessels/Ferry (2) and Fishing Vessels (2) were the major types of vessels involved.
 - The high number of seizures in Hong Kong are likely caused by high demand for usage in traditional Chinese medicine. Hong Kong is also likely to be used as a transit point for further smuggling into China, which is understood to have relatively higher demand of such products.
 - In June, it was widely reported that the Chinese government had banned pangolin scales in traditional Chinese medicine (TCM), a welcomed step. Subsequent media reports have indicated that pangolin scales are still in the ingredient lists of various patent medicines catalogued in China's 2020 pharmacopoeia and pangolin scales are still being legally traded in China based on a loophole in the country's Wildlife Protection Law, which allows the trade of protected species in special circumstances. The drop in number of pangolins smuggling incidents, is likely due to the restrictions imposed due to COVID-19. The restriction may drive up demand for smuggled pangolin scales.
 - Wildlife seizures in India involve sea cucumbers, which the authorities have indicated that are likely to be transferred to SE Asia and China, via Sri Lanka. The establishment of world's first sea cucumber conservation site in Lakshadweep, India is a welcome step.
8. **Others.** There were 2 incidents reported in this category, none in 2019 and 2 in 2018 (illegal fireworks and a shipment of glyphosate – an herbicide).
- In March, Indonesian authorities seized one ton of cyanide, which was carried in 50 jerry cans, in the waters between Buru and Ambalau Islands, Indonesia.
 - In November, Indian authorities seized 1200 vials of Multi-Vitamin injections from Tangachimadam, Palk Bay, set to be smuggled to Sri Lanka via the sea.

Note: Information herein were derived from various internal and external sources such as Focal Points, OPCENs and other maritime stakeholders. Seafarers should remain vigilant especially in areas where the threat level is assessed to be of concern in accordance with the IFC's Assessments via its Weekly Report or Spot Commentaries. Ships should apply the appropriate security measures (such as Tugs and Barge Guide, Guide for Tankers Operating in Asia, or Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia). Ship masters should also be aware and refer to the Maritime Security Charts Q6112 and Q6113, both published by the UK Hydrographic Office.





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