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Piracy and Armed Robbery
Against Ships in Asia

3rd Quarter Report

January-September 2020



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Executive Summary

A total of 75 incidents of piracy and armed robbery against ships (comprising 73 actual incidents and two attempted incidents) were reported in Asia during January-September 2020 compared to 54 incidents (comprising 49 actual incidents and five attempted incidents) during January-September 2019. This accounts for **an increase of 39%** in the total number of incidents reported during January-September 2020 compared to the same period in 2019.

Of the 75 incidents, 71 were incidents of armed robbery against ships and four were piracy incidents. The increase of incidents during January-September 2020 occurred in Bangladesh, India, Indonesia, the Philippines, Vietnam, South China Sea and Singapore Strait. However, there was improvement at the ports/anchorages in China and Malaysia during January-September 2020 compared to the same period in 2019.

Of concern was the continued increase of incidents on board ships while underway in the Singapore Strait during January-September 2020 with 22 incidents, compared to 15 incidents during the same period in 2019.

The situation of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah remains a serious concern as demonstrated by the abduction incident on a fishing trawler on 17 Jan 20 off Lahad Datu, Sabah, Malaysia where five crew were abducted; and information of planned kidnapping by members of the Abu Sayyaf Group in Sabah and Semporna, Malaysia targeting ships

passing by Tawi-Tawi and Sabah waters. On 29 Sep 20, the body of one of the five abducted crew from the fishing trawler was found during a military operation in Patikul, Sulu. Four crew are still held in captivity. Shipping companies are advised to follow the ReCAAP ISC's '*Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah*' and maintain communication with the Operation Centres of the Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia.

Also of concern was the increase of the number of incidents at Manila and Batangas anchorages/ports in the Philippines during January-September 2020 compared to the same period in 2019. The ReCAAP ISC has published a Special Report consisting of an Advisory on the measures to be taken by ships anchored/berthed in the area, and the contact details of the local authorities.

In view of the increase of incidents in the locations as indicated in this Report, the ReCAAP ISC reiterates the need for law enforcement agencies to enhance surveillance, increase patrols and respond promptly to incidents reported by ships in order to arrest and prosecute the perpetrators. Ship masters and crew are strongly advised to exercise vigilance, maintain constant lookout for suspicious boats in the vicinity, report all incidents immediately to the nearest coastal State, and implement preventive measures recommended in the '*Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia*'.



Overview

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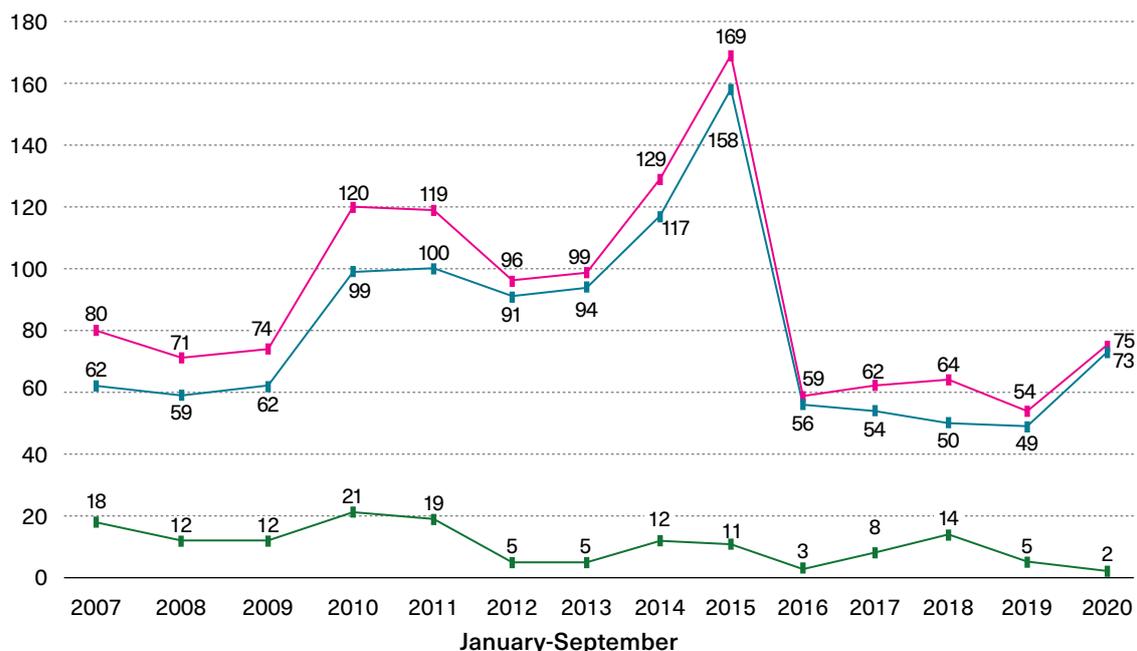
Overview

Incidents of Piracy and Armed Robbery Against Ships in Asia reported during January-September 2020

Number of Incidents

A total of 75 incidents of piracy¹ and armed robbery against ships² were reported in Asia during January-September 2020. Of the 75 incidents, 73 were actual incidents³ and two were attempted incidents⁴. Refer to the Appendix on '*Description of incidents (January-September 2020)*'.

Compared to January-September 2019, the total number of incidents during January-September 2020 had **increased by 39%**. During January-September 2019, 54 incidents (comprising 49 actual incidents and five attempted incidents) were reported. Both the total number of incidents and the number of actual incidents reported during January-September 2020 are the highest among the past five-year period of January-September of 2016-2020. Graph 1 shows the number of incidents reported during January-September of 2007-2020.



Graph 1 – Number of incidents (January-September of 2007-2020)

■ Total ■ Actual ■ Attempted

- 1 Definition of 'piracy' is in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS). Refer to Appendix for detailed definition.
- 2 Definition of 'armed robbery against ships' is in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025 (26). Refer to Appendix for detailed definition.
- 3 Actual incidents are incidents where pirates/robbers boarded the ship; and regardless of whether they stole any items from the crew or took away any items found on board the ship.
- 4 Attempted incidents are incidents where pirates/robbers tried but failed to board the ship.

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

Three incidents were reported in Bangladesh during January-September 2020 compared to no incident during January-September 2019. Eight incidents were reported in India during January-September 2020 compared to three incidents during the same period in 2019. Nineteen incidents were reported in Indonesia during January-September 2020 compared to 17 incidents during the same period in 2019.

In the Philippines, 13 incidents were reported during January-September 2020 compared to three incidents during January-September 2019. In Vietnam, three incidents were reported during January-September 2020 compared to two incidents during the same period in 2019. In the South China Sea, four incidents of piracy were reported during January-September 2020 compared to one piracy incident during the same period in 2019, and in the Singapore Strait, 22 incidents were reported during January-September 2020 compared to 15 incidents during the same period in 2019.

PIRACY VS ARMED ROBBERY AGAINST SHIPS

Of the 75 incidents reported in Asia during January-September 2020, four were piracy incidents and 71 were incidents of armed robbery against ships. All four piracy incidents occurred in the South China Sea (SCS). Chart 1 shows the number of piracy incidents versus armed robbery against ships incidents reported during January-September of 2007-2020. The majority of the incidents reported in Asia are armed robbery against ships. Over the 14-year reporting period of January-September of 2007-2020, the number of piracy incidents fluctuated each year, with an annual average of about 11% of piracy incidents and 89% of armed robbery against ships incidents.

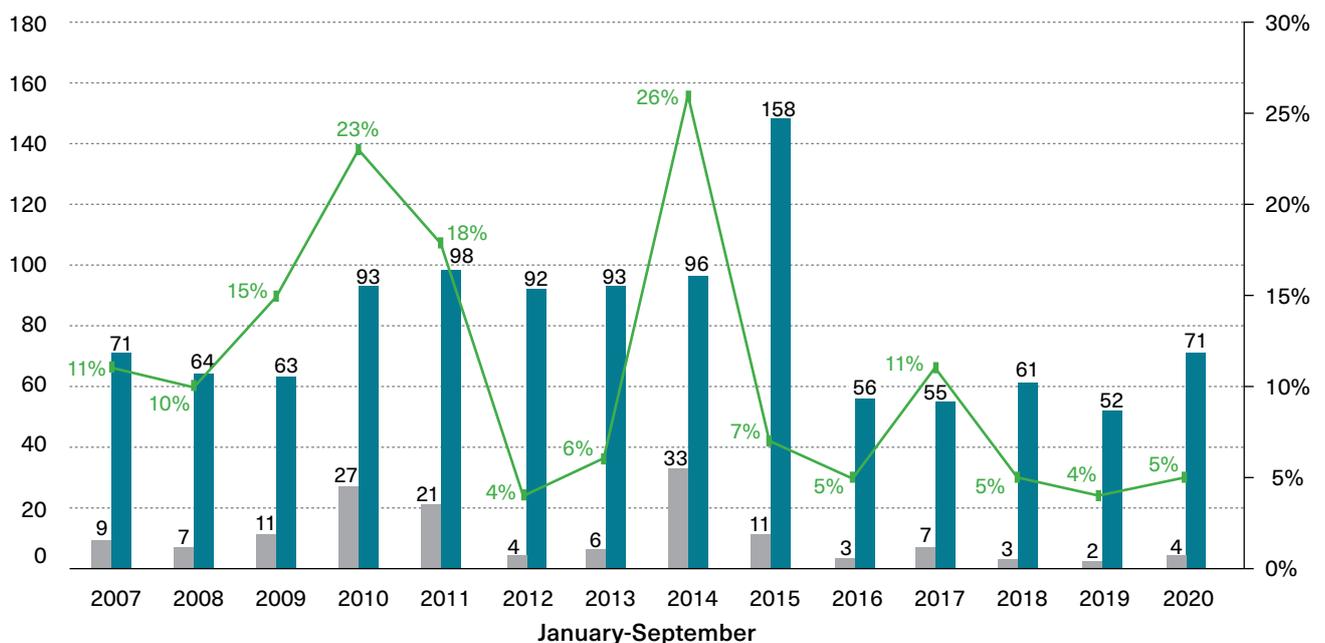


Chart 1 – Piracy vs Armed Robbery Against Ships (January-September of 2007-2020)

■ Piracy ■ Armed Robbery ■ Piracy (%)

SIGNIFICANCE LEVEL OF INCIDENTS

Of the 73 actual incidents reported during January-September 2020, one was a CAT 1 incident, three were CAT 2 incidents, 15 were CAT 3 incidents and 54 were CAT 4 incidents. Chart 2 shows the significance level of incidents reported during January-September of 2007-2020.

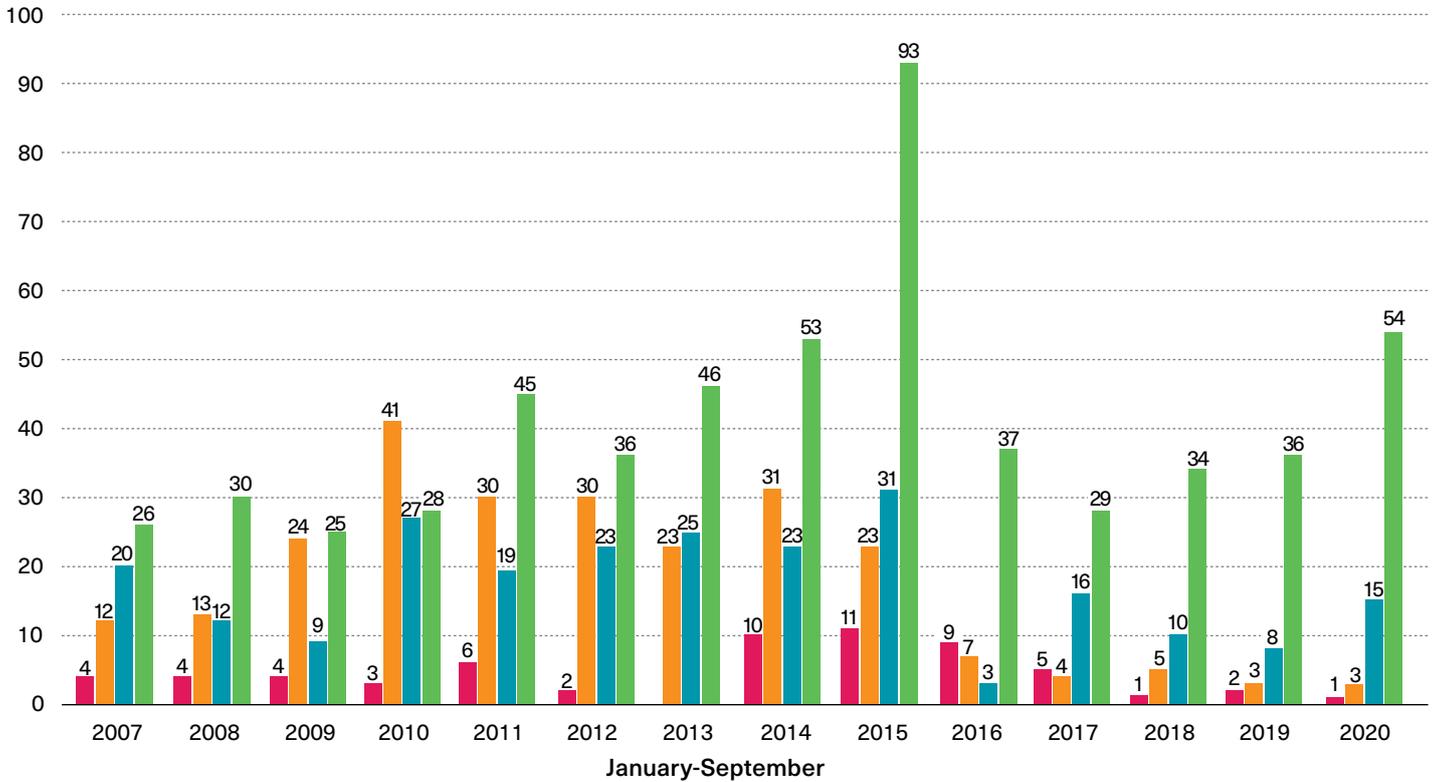


Chart 2 – Significance level of incidents (January-September of 2007-2020)

■ CAT 1 ■ CAT 2 ■ CAT 3 ■ CAT 4

- **CAT 1** The CAT 1 incident reported during January-September 2020 was the abduction of eight crew from a fishing trawler on 17 Jan 20 off Lahad Datu, Sabah, Malaysia. On 18 Jan 20, the Malaysian authorities recovered three of the eight crew in the vicinity of Lahad Datu, Sabah. The remaining five crew were abducted. On 29 Sep, the body of one of the five abducted crew was found during a military operation in Patikul, Sulu. Four crew are still held in captivity.

- **CAT 2** Three CAT 2 incidents were reported during January-September 2020. Of the three incidents, two incidents occurred on board ships while anchored/berthed at Batangas anchorages and one incident occurred on board a ship while underway in the Singapore Strait. In all three incidents, the perpetrators demonstrated violence towards the crew with knife.

In the first incident at Batangas, the perpetrator entered the cabin of the general steward, threatened him by pointing a long knife at him and stole his personal belongings. In the second incident, the duty crew suffered a cut on his right palm when he tried to stop the attack by the perpetrator, but accidentally grabbed the blade of the knife. The injured crew was evacuated and sent to a hospital for treatment. Nothing was stolen. In the incident in the Singapore Strait, five perpetrators armed with knives boarded the ship, confronted the duty ordinary seaman and took away his cellular phone. The duty ordinary seaman sustained a minor head injury. Two sets of breathing apparatus were stolen. The ship did not require assistance and resumed its voyage.

- **CAT 3** There were 15 CAT 3 incidents reported during January-September 2020. The incidents occurred on board ships while at anchor/berth in Bangladesh, India, Indonesia, Philippines and the South China Sea; and on board ships while underway in the Singapore Strait.

All 15 incidents involved perpetrators who were armed with either knives or sharp weapons. In most of the incidents, the perpetrators were non-confrontational and escaped immediately when the crew were alerted. However, there was one incident where the crew suffered facial injury during a confrontation with the perpetrators. The crew eventually managed to capture one of the perpetrators and handed him over to the police.

Of the 15 incidents, eight incidents reported that the perpetrators escaped empty-handed. In incidents where losses were reported, ship stores such as mooring ropes, flashlight, shackles and self-contained breathing apparatus (SCBA) and engine spares were stolen.

- **CAT 4** The majority of the incidents during January-September 2020 were CAT 4 incidents, and this accounts for 74% of the number of actual incidents (54 of 73 incidents).

Status of ships

Of the 75 incidents reported during January-September 2020, 48 incidents (64%) occurred to ships while at anchor/berth and 27 incidents (36%) to ships while underway. This conforms to the past trend where the majority of the incidents occurred to ships at anchor/berth.

Chart 3 shows the location of the incidents occurred to ships at anchor/berth. All the incidents reported in Bangladesh, Indonesia, Malaysia, the Philippines and Vietnam occurred on board ships at anchor/berth.

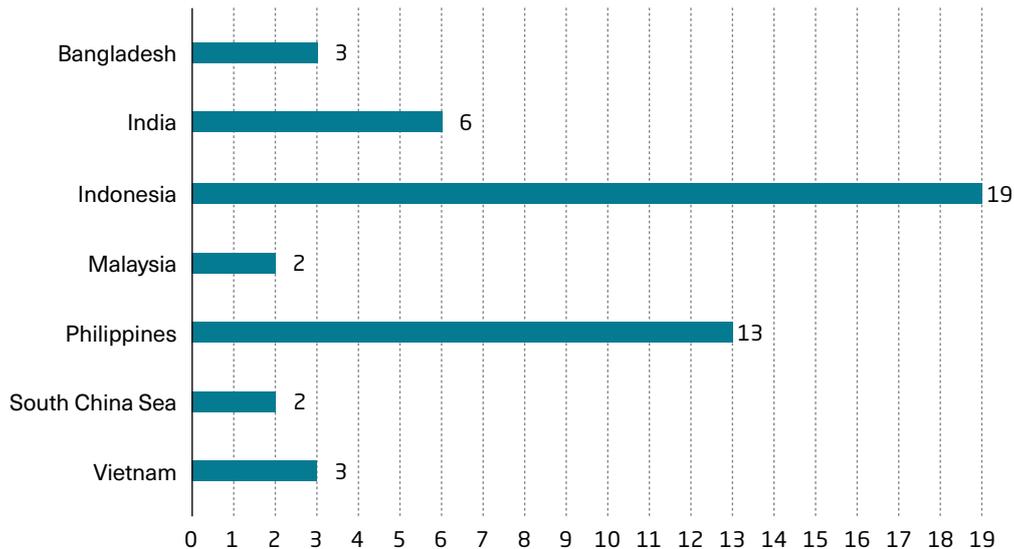


Chart 3 – Incidents on board ships at anchor/berth (January-September 2020)

Chart 4 shows the location of the incidents occurred to ships while underway. All the incidents reported in the Straits of Malacca and Singapore (SOMS) and the Sulu-Celebes Seas occurred on board ships while underway.

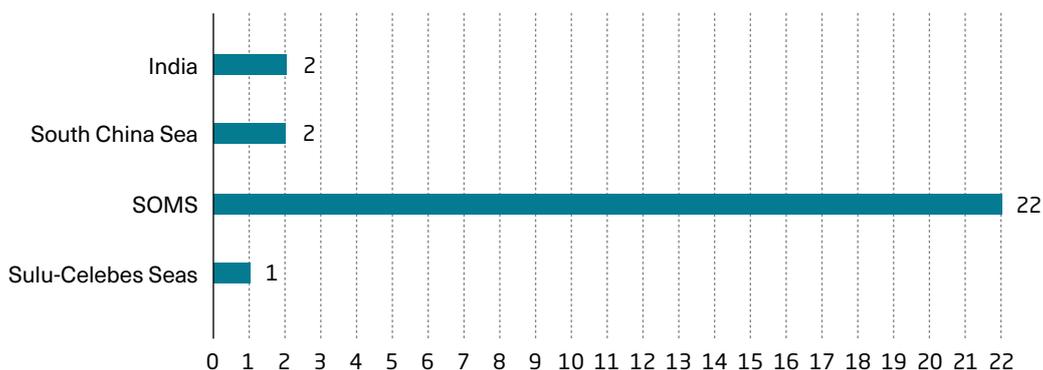


Chart 4 - Incidents on board ships while underway (January-September 2020)

Location of Incidents

Table 1 shows the number and location of incidents reported in Asia during January-September of 2007-2020.

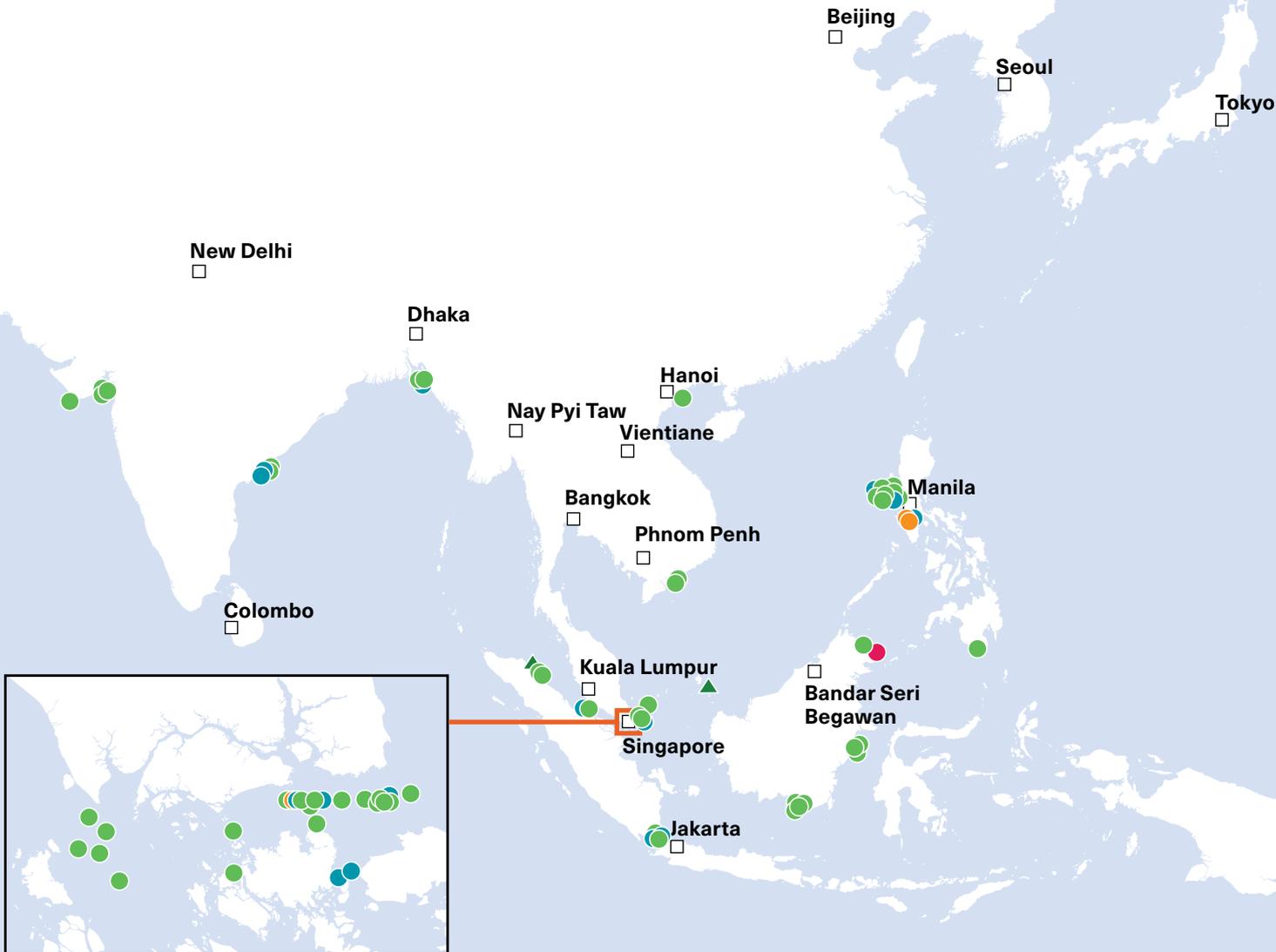
Act = Actual, Att = Attempted

	January-September																												
	2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020		
	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	
North Asia																													
China							1												3		1						3		
Sub-total							1												3		1						3		
South Asia																													
Arabian Sea	1	3								4																			
Bangladesh	11	1	7	2	11	2	18	2	7		10		6		11		10		1	1	7		9	2				3	
Bay of Bengal	1						1			1					2														
India	5		10	1	7	1	5		6	2	6	1	3		9	1	6		12		1		2	1	3			8	
Sub-total	18	4	17	3	18	3	24	2	13	7	16	1	9		22	1	16		13	1	8		11	3	3			11	
Southeast Asia																													
Gulf of Thailand							1																						
Indian Ocean															1														
Indonesia	28	6	16	1	8	3	23	9	35	1	46	2	58	4	36	5	16	1	20		20	2	20	6	14	3	18	1	
Malaysia	8	1	6		10	3	13		11	3	7		6		3	1	3		1		1	1	5		7		2		
Myanmar					1																								
Pacific Ocean																												1	
Philippines	1	1	5	1	2	1	4		4		3		5		3		5	1	3		14		3	1	2	1	13		
Singapore							2		3		1																		
South China Sea	1	3	5	2	10	1	18	7	10	6	4		6		29	1	10	1	2	1	4		2	1	1		3	1	
SOMS	1	2	3	4	5	1	2	3	18	2	11	1	5		23	3	88	8	1	1	2	1	6	2	15		22		
Sri Lanka		1																											
Sulu-Celebes Seas																			7		3	4	1	1	2		1		
Thailand	1				1		1										1												
Vietnam	4		7	1	7		10		6		3	1	5	1	1		19		6		1		2		2		3		
Sub-total	44	14	42	9	44	9	74	19	87	12	75	4	85	5	95	11	142	11	40	2	45	8	39	11	43	5	62	2	
Overall total	62	18	59	12	62	12	99	21	100	19	91	5	94	5	117	12	158	11	56	3	54	8	50	14	49	5	73	2	

Table 1 – Location of Incidents (January-September of 2007-2020)

Location of Incidents

The location of the incidents reported during January-September 2020 is shown in Map 1.



Map 1 – Location of incidents (January-September 2020)

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted



**Situation of Armed Robbery Against
Ships in the Singapore Strait**

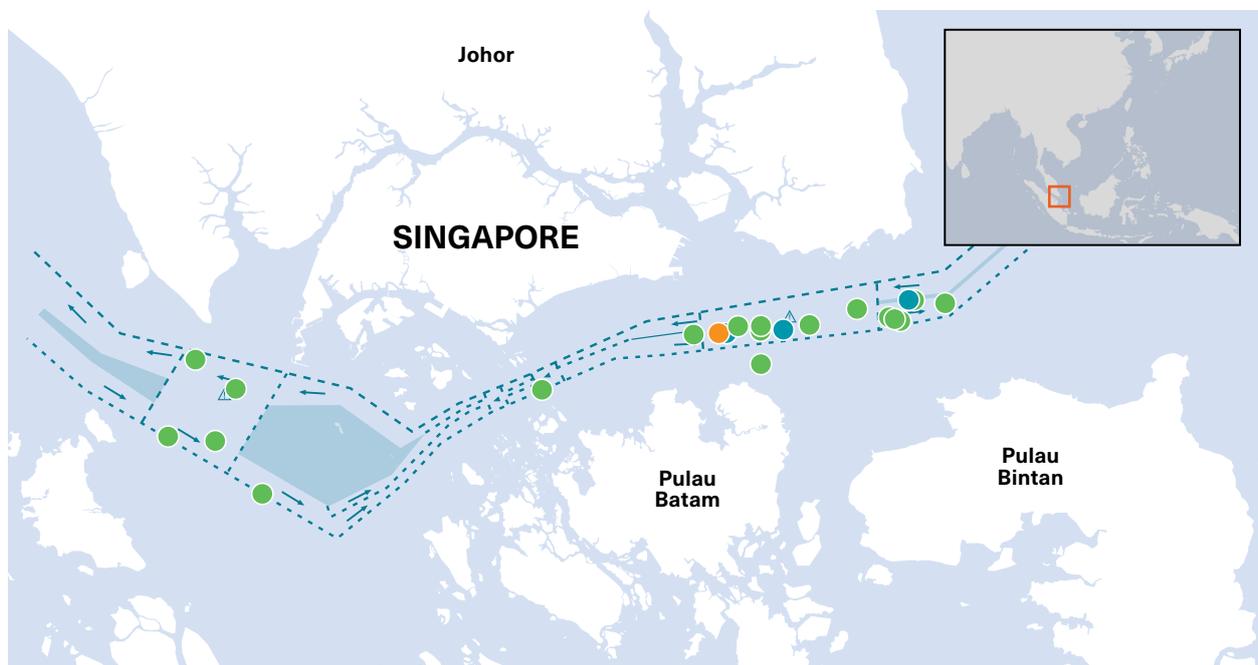
02

Situation of Armed Robbery Against Ships in the Singapore Strait

Situation update

January-September 2020

During January-September 2020, 22 incidents were reported in the Singapore Strait. Of the 22 incidents, 18 incidents occurred in the eastbound lane of the Traffic Separation Scheme (TSS), two incidents in the precautionary area in the Singapore Strait, one incident in the westbound lane of the TSS and one incident just outside (south) of the TSS. Map 2 shows the location of the 22 incidents occurred during January-September 2020.



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

● CAT 2 ● CAT 3 ● CAT 4

Modus operandi and observations

The modus operandi of the 22 incidents that occurred to ships while underway in the Singapore Strait during January-September 2020 are summarised in table below:

Factors of incident	Eastbound lane of the TSS (18 incidents)	Precautionary Area (2 incidents)	Westbound lane of the TSS (1 incident)	Just outside (south) of the TSS (1 incident)
Type of ship (number of incidents)	Bulk carrier (11) Tanker (3) Tug boat (3) Reefer vessel (1)	Bulk carrier (1) Tug boat (1)	Tug boat (1)	Tug boat (1)
No. of perpetrators (number of incidents)	8 men (1) 7 men (1) 6 men (3) 5 men (1) 4 men (2) 3 men (3) 2 men (3) 1 man (2) Unknown (2)	6 men (1) 3 men (1)	2 men (1)	3 men (1)
Weapons carried (number of incidents)	Knives (4) Not stated (13) Not armed (1)	Not stated (2)	Not stated (1)	Not stated (1)
Treatment of crew (number of incidents)	No injuries (17) Assaulted (1)	No injuries (2)	No injuries (1)	No injuries (1)
Items stolen (number of incidents)	Engine spares (6) Scrap metal on barges (2) Steel construction material on barge (1) Cash/property (1) Spare parts (1) Nothing stolen (6) Not stated (1)	Batteries (1) Nothing stolen (1)	Stores (1)	Nothing stolen (1)
Time of incident (number of incidents)	Hours of darkness (15) Daylight hours (3)	Hours of darkness (1) Daylight hours (1)	Daylight hours (1)	Hours of darkness (1)

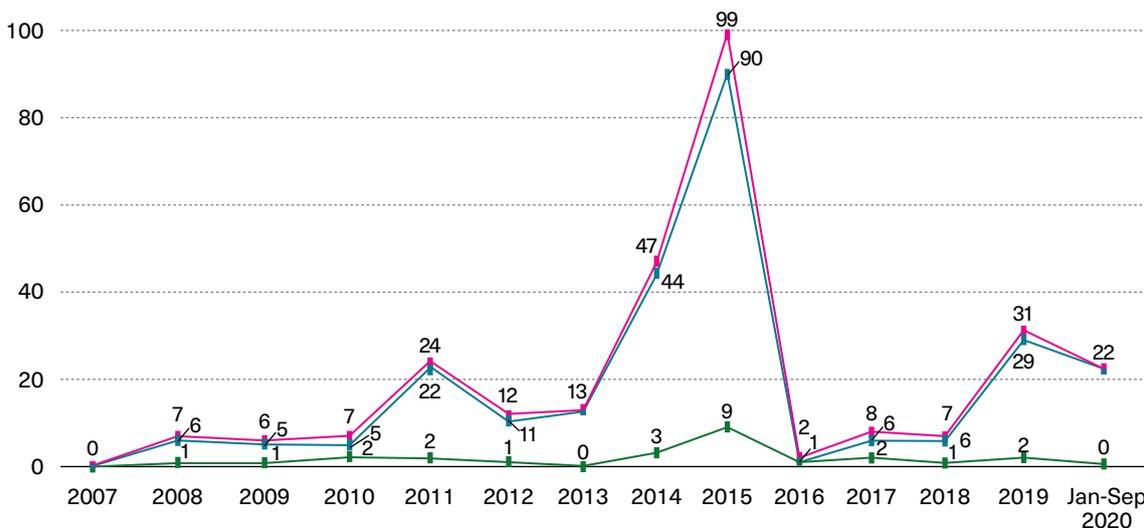
The observations are as follows:

1. The majority of the incidents involved 1-3 men. Of the 22 incidents, 11 incidents involved 1-3 men (50%), seven incidents involved 4-6 men (32%), two incidents involved 7-9 men (9%) and two incidents (9%) had no information on the number of perpetrators involved.
2. In eight of the 16 incidents involving bigger ships (bulk carriers, tankers and reefer vessel), perpetrators were sighted in the engine room. The perpetrators managed to steal engine spares from the engine room in six of the eight incidents.
3. All 16 incidents involving bigger ships occurred during hours of darkness; and 15 of the 16 incidents occurred in the eastbound lane of the TSS.
4. In four of the six incidents involving barges towed by tug boats, the perpetrators stole the cargoes carried on board the barges. All the four incidents occurred during daylight hours.

An Insight of Incidents in the Singapore Strait

Number of incidents

A total of 285 incidents (comprising 260 actual incidents and 25 attempted incidents) were reported in the Singapore Strait during the 13-year period of 2007-2019 and January-September 2020. During this period, the highest number of incidents occurred in 2015 (99 incidents) and lowest number of incidents in 2016 (two incidents). No incident was reported in the Singapore Strait in 2007. Graph 2 shows the number of incidents in the Singapore Strait during 2007-2019 and January-September 2020.



Graph 2 - Number of incidents in Singapore Strait (2007-2019 and January-September 2020)

█ Total █ Actual █ Attempted

Significance Level of Incidents

Of the 260 actual incidents reported in the Singapore Strait during the 13-year period of 2007-2019 and January-September 2020, 65 were CAT 2 incidents, 45 were CAT 3 incidents and 150 were CAT 4 incidents. No CAT 1 incident was reported. The majority of the incidents were CAT 4 incidents (58%). Chart 5 shows the significance level of incidents in the Singapore Strait during 2007-2019 and January-September 2020.

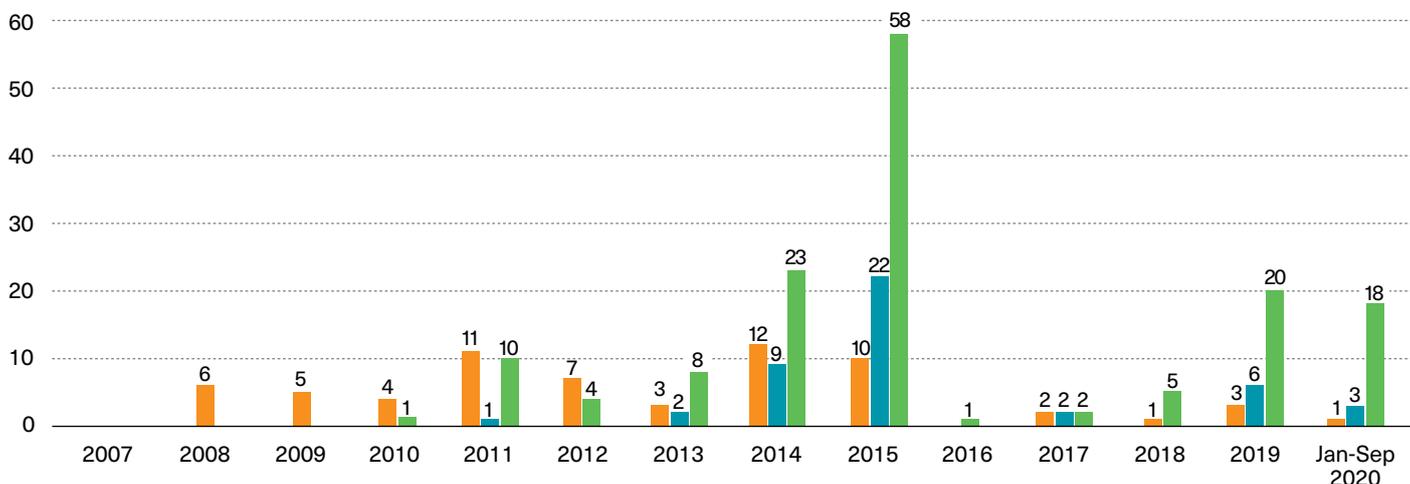


Chart 5 - Significance level of incidents in Singapore Strait (2007-2019 and January-September 2020)

█ CAT 2 █ CAT 3 █ CAT 4

Insights of incidents using Data Analytics

This section provides insight into the incidents reported in the Singapore Strait for the past 13 years of 2007-2019, and January-September 2020. The analysis focuses on the number of perpetrators, weapons carried by perpetrators, treatment of crew by perpetrators, type of losses, type of ships boarded and time of incidents.

The ReCAAP ISC has observed some form of correlations between these factors and specific locations in the Singapore Strait.

Summary of insights from Data Analytics

The majority of the incidents reported during the past 13-year of 2007-2019 and January-September 2020 involved **perpetrators of 4-6 men**, with **no information on the type of weapons** carried by the perpetrators, the crew was **not injured**, **nothing was stolen**, the incidents occurred **during hours of darkness**, and **tug boats/supply vessels** were mostly boarded. However, there was **a deviation in terms of the number of perpetrators and the type of ships boarded** by perpetrators in the incidents reported during January-September 2020 compared to the past 13-year trend of 2007-2019.

Details of Analysis

Number of perpetrators. Of the 285 incidents reported during the past 13-year period of 2007-2019 and January-September 2020, 69 incidents involved 1-3 men (24%), **127 incidents involved 4-6 men (44%)**, 25 incidents involved 7-9 men (9%), 10 incidents involved more than 9 men (4%) and 54 incidents with no information available (19%). There is a deviation in terms of the number of perpetrators involved in incidents reported during January-September 2020 where the majority of incidents involved 1-3 men (50%).

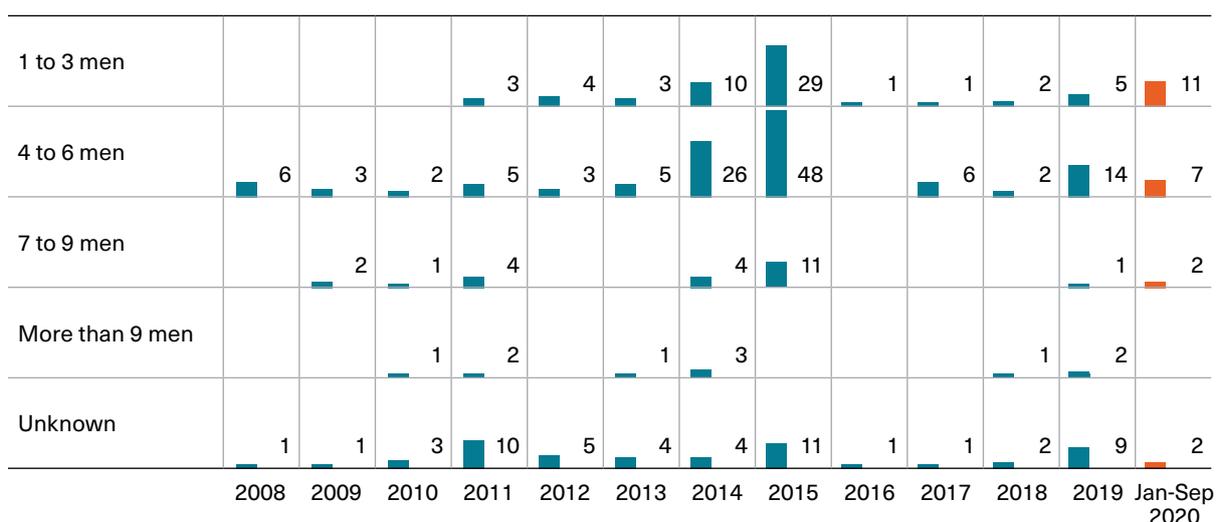
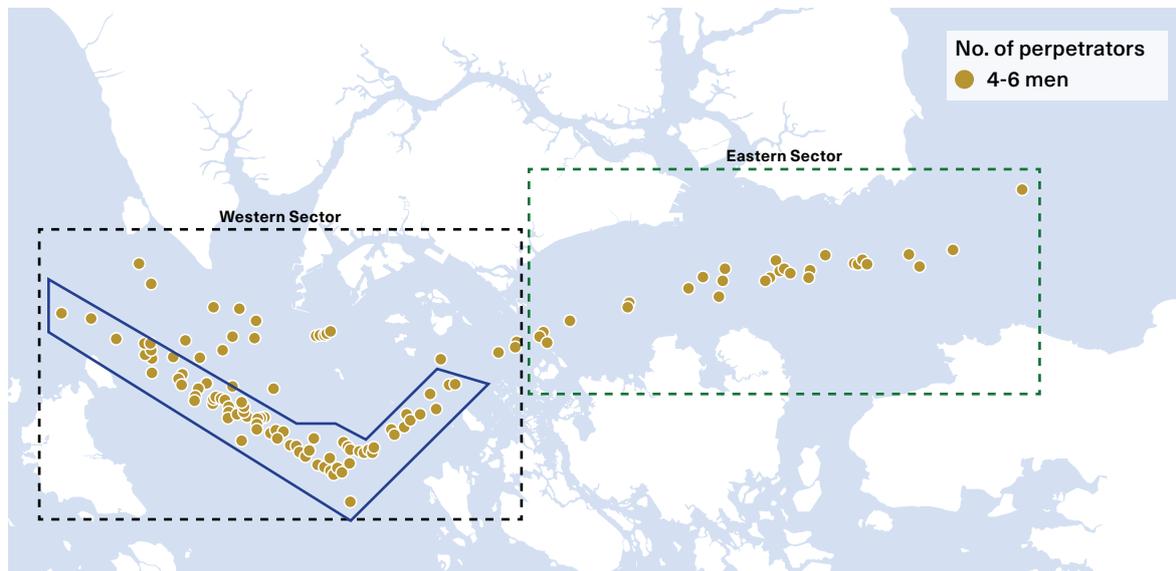


Chart 6 – Number of perpetrators – Singapore Strait (2007-2019 and Jan-Sep 2020)

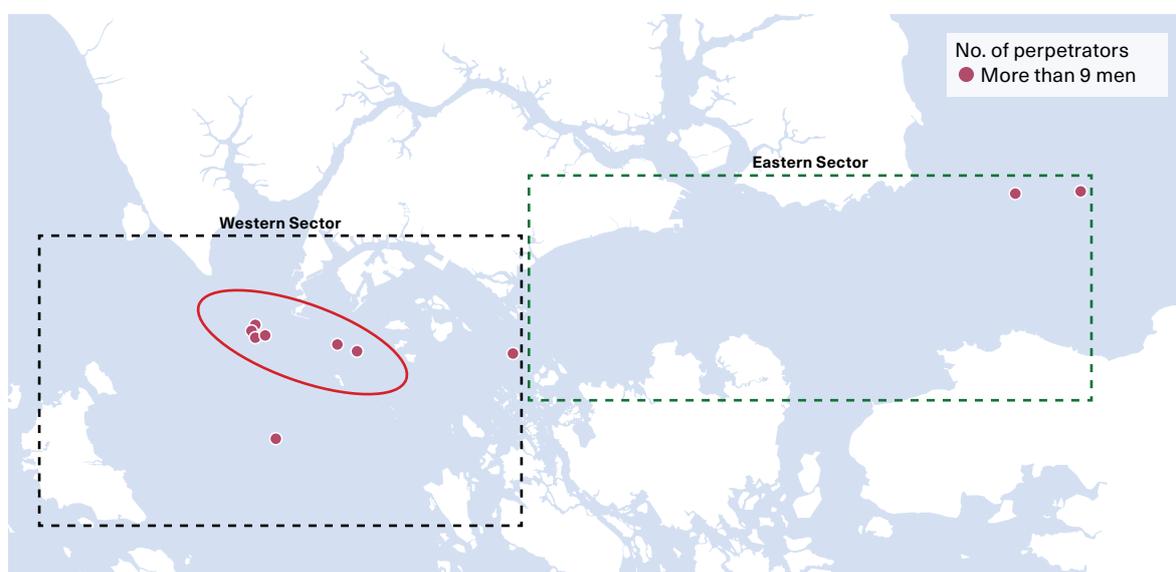
Correlation between number of perpetrators vis-à-vis location of incidents in the Singapore Strait

Perpetrators of group of 4-6 men. Map 3 shows the location of the incidents involving 4-6 men during the past 13-year period of 2007-2019 and January-September 2020. The majority of the 127 incidents occurred in the western sector of the Singapore Strait (black-dotted box) and in the eastbound lane of the TSS (blue outline).



Map 3 – Location of incidents in the Singapore Strait vis-à-vis perpetrators in groups of 4-6 men (2007-2019 and Jan-Sep 2020)

Perpetrators of more than 9 men. Of the 10 incidents involving perpetrators of more than 9 men reported during 2007-2019 and January-September 2020, eight incidents occurred in the western sector of the Singapore Strait and two incidents in the eastern sector. Notably, six of the eight incidents in the western sector occurred in the westbound lane of the TSS, as circled by the red oval in Map 4.



Map 4 – Location of incidents in the Singapore Strait vis-à-vis perpetrators in groups of more than 9 men (2007-2019 and Jan-Sep 2020)

Type of weapons carried by perpetrators. Among the 285 incidents reported during the past 13-year period of 2007-2019 and January-September 2020, the majority of the incidents had **no information on the weapons carried by the perpetrators (61%)**. For incidents where information is available, 85 incidents reported perpetrators were armed with knives/machetes (30%) and eight incidents reported perpetrators armed with guns and knives (3%).

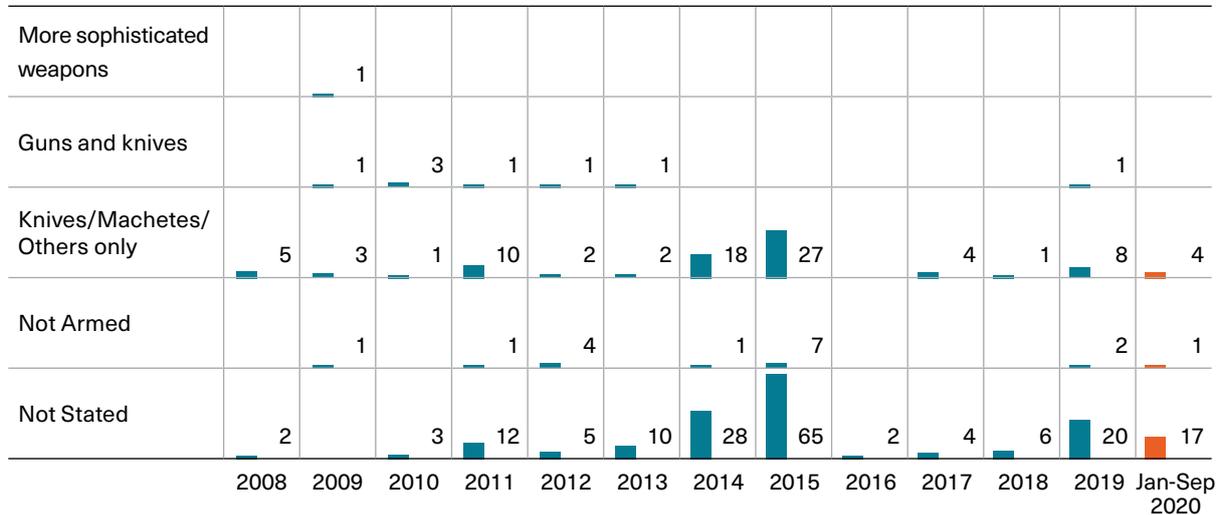
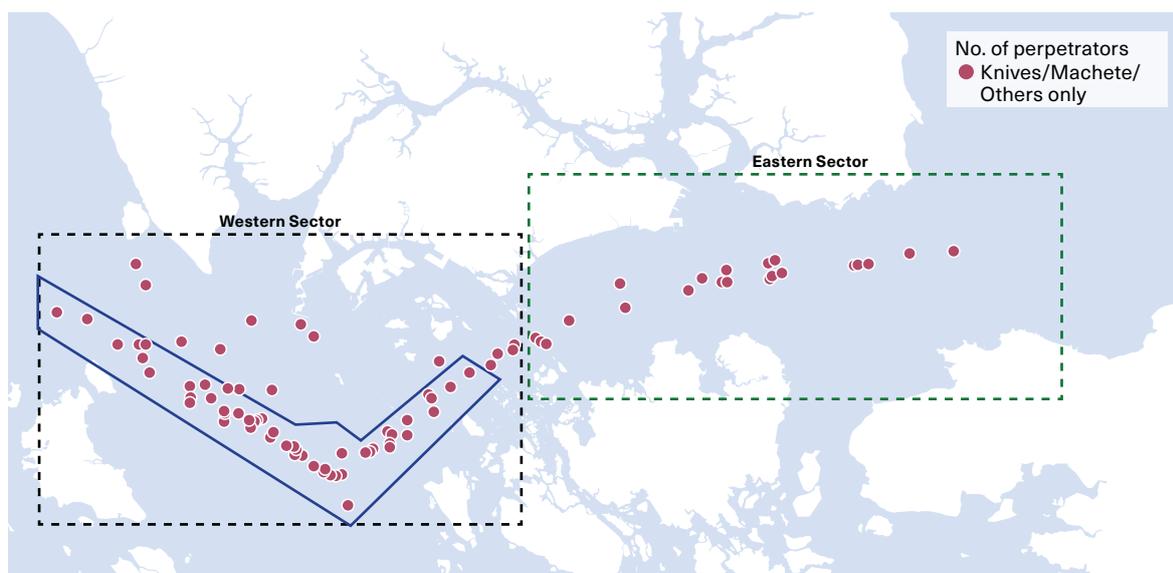


Chart 7 – Type of weapons carried – Singapore Strait (2007-2019 and Jan-Sep 2020)

Correlation between type of weapons carried by perpetrators vis-à-vis location of incidents in the Singapore Strait

Perpetrators armed with knives/machetes. Among the 85 incidents involving perpetrators who were armed with knives/machetes, three-quarters of these incidents occurred in the western sector of the Singapore Strait (black-dotted box), and in the eastbound lane of the TSS (blue outline) shown in Map 5.



Map 5 – Location of incidents in the Singapore Strait vis-à-vis perpetrators armed with knives/machetes (2007-2019 and Jan-Sep 2020)

Treatment of crew. Of the 285 incidents reported during the past 13-year period of 2007-2019 and January-September 2020, the majority of the incidents reported that **the crew was not injured (83%)**. A total of 38 incidents involved crew who were either assaulted, taken hostage or threatened (13%) during the past 13-year period of 2007-2019 and January-September 2020.

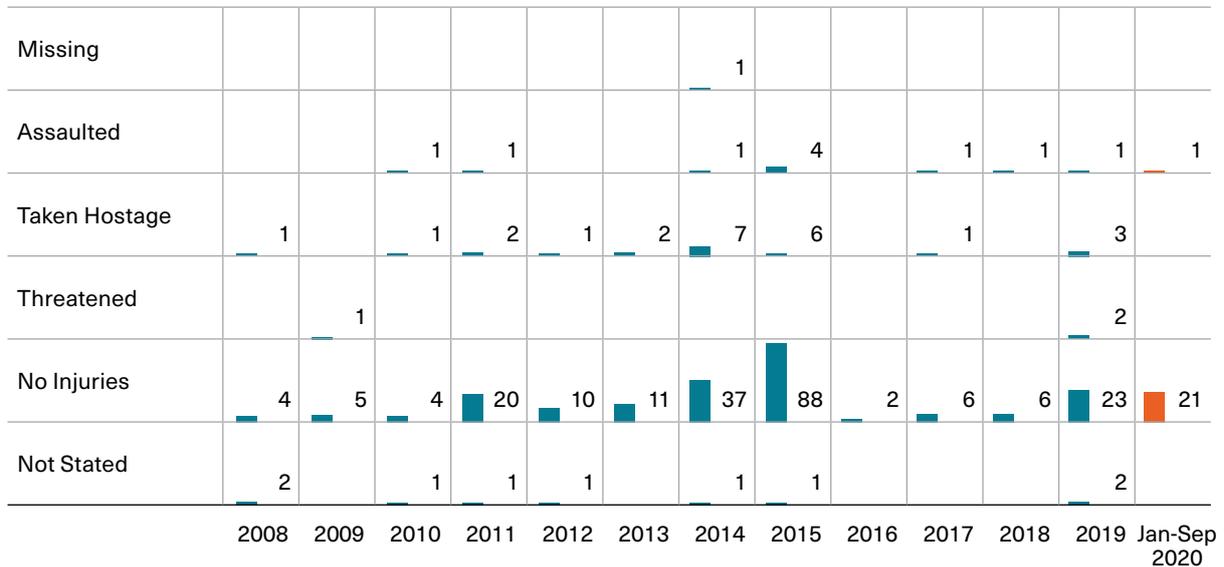
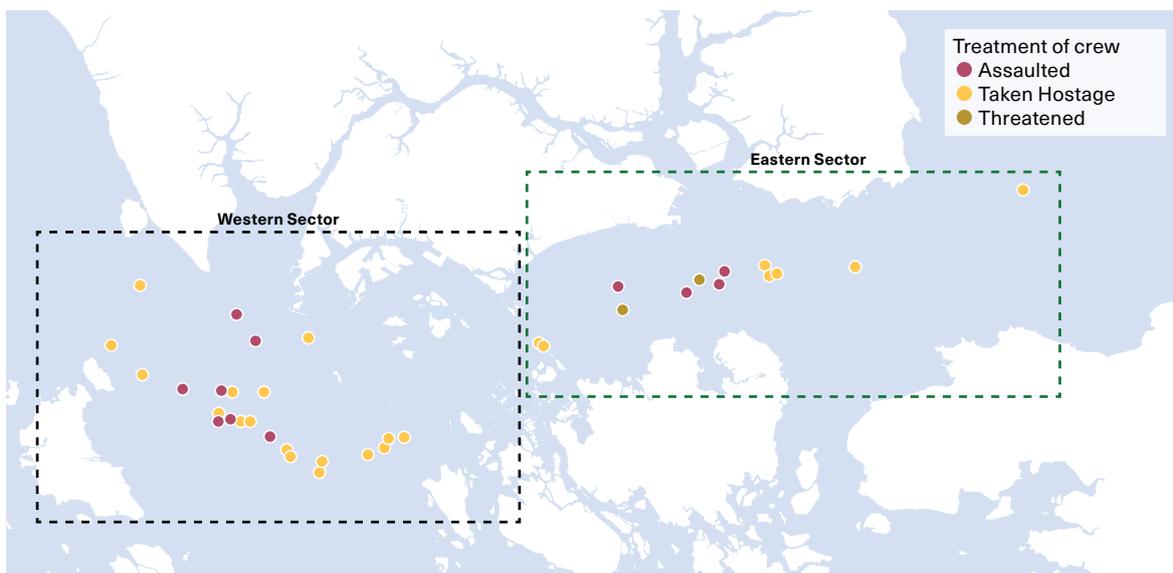


Chart 8 – Treatment of crew – Singapore Strait (2007-2019 and Jan-Sep 2020)

Correlation between treatment of crew vis-à-vis location of incidents in the Singapore Strait

Crew being assaulted, taken hostage or threatened. While the majority of the incidents reported that the crew was not injured, there were 38 incidents occurred during 2007-2019 and January-September 2020 involving crew who was either being assaulted, taken hostage or threatened. Of the 38 incidents, 24 incidents occurred in the western sector of the Singapore Strait and 14 in the eastern sector as shown in Map 6.



Map 6 – Location of incidents in the Singapore Strait vis-à-vis crew being assaulted, taken hostage or threatened (2007-2019 and Jan-Sep 2020)

Type of Losses. The majority of the incidents during the past 13-year period of 2007-2019 and January-September 2020 reported that **nothing was lost (47%)**. For incidents where losses were reported, 41 incidents reported loss of cash/property (14%), 36 incidents loss of engine spares (13%) and 29 incidents loss of ship stores (10%).

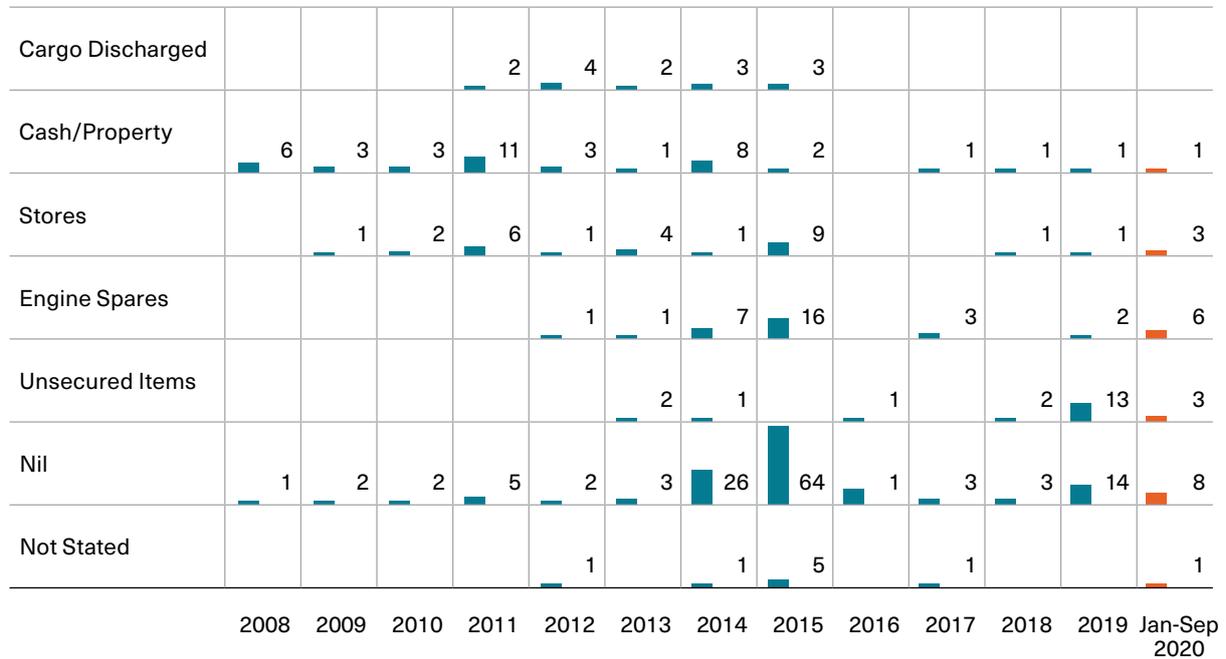
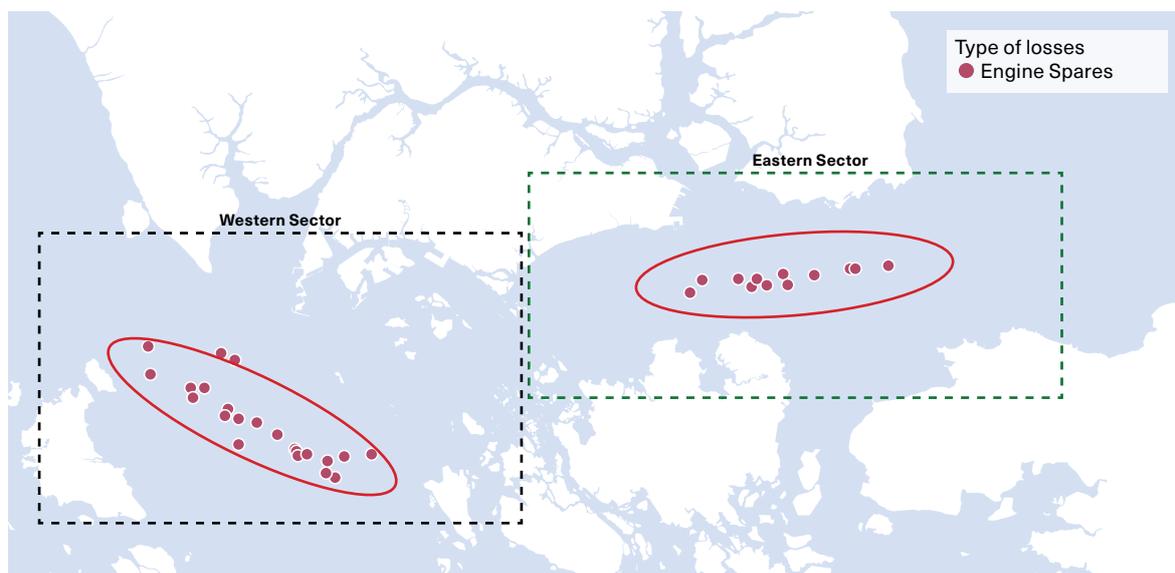


Chart 9 – Type of losses – Singapore Strait (2007-2019 and Jan-Sep 2020)

Correlation between type of losses vis-à-vis location of incidents in the Singapore Strait

Loss of engine spares. During 2007-2019 and January-September 2020, 36 incidents reported the losses of engine spares. Of these, 24 incidents occurred in the western sector of the Singapore Strait and 12 in the eastern sector. Of the 36 incidents, 34 incidents occurred while the ships were transiting in the eastbound lane of the TSS (red ovals), and two incidents in the precautionary area as shown in Map 7.



Map 7 – Location of incidents in the Singapore Strait vis-à-vis loss of engine spares (2007-2019 and Jan-Sep 2020)

Type of ships. Among the 285 incidents reported during the past 13-year period of 2007-2019 and January-September 2020, **107 incidents occurred on board tug boats/supply vessels (37%)**, 90 incidents occurred on board bulk carriers (32%), 62 incidents on board tankers (22%), 16 incidents on board container ships (6%), six incidents on board general cargo ships (2%) and four incidents on board other ships (1%). During January-September 2020, the majority of the incidents occurred on board bulk carrier (55%).

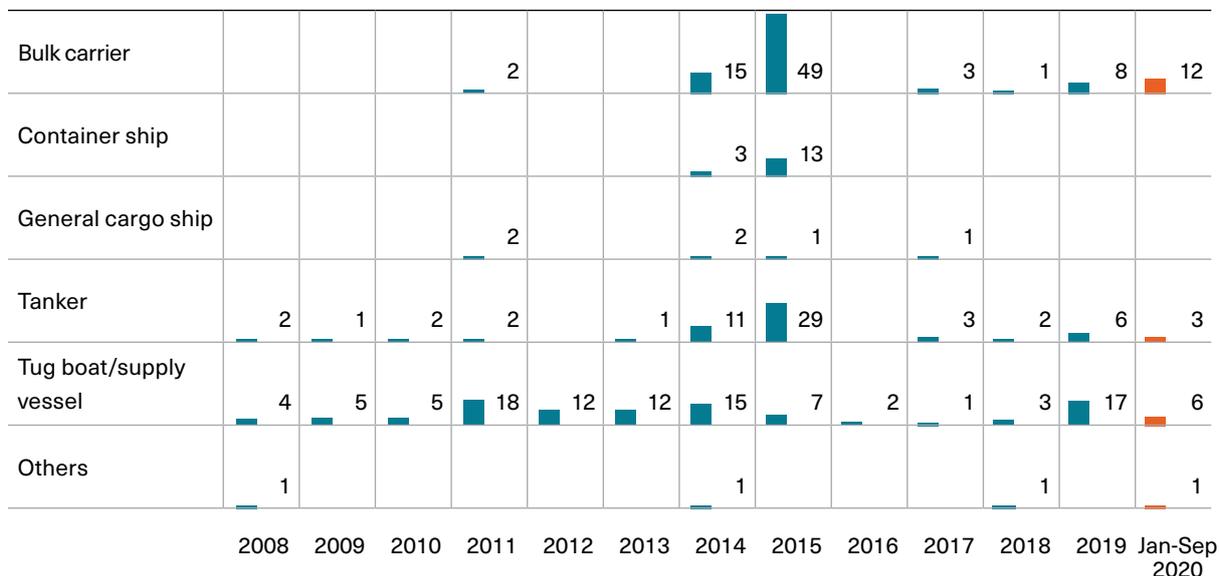
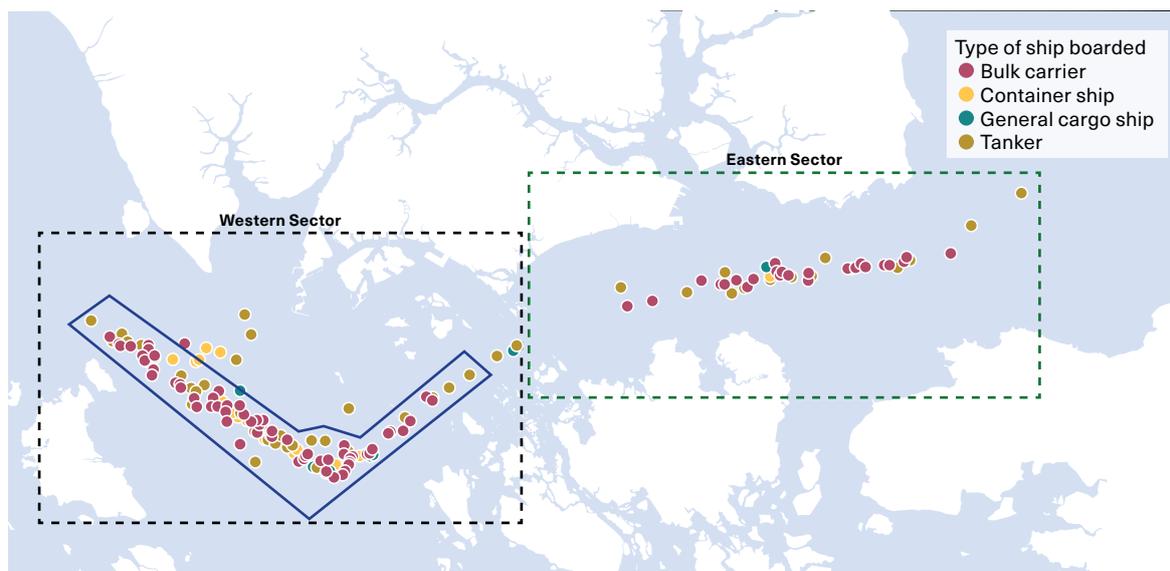


Chart 10 – Type of ships – Singapore Strait (2007-2019 and Jan-Sep 2020)

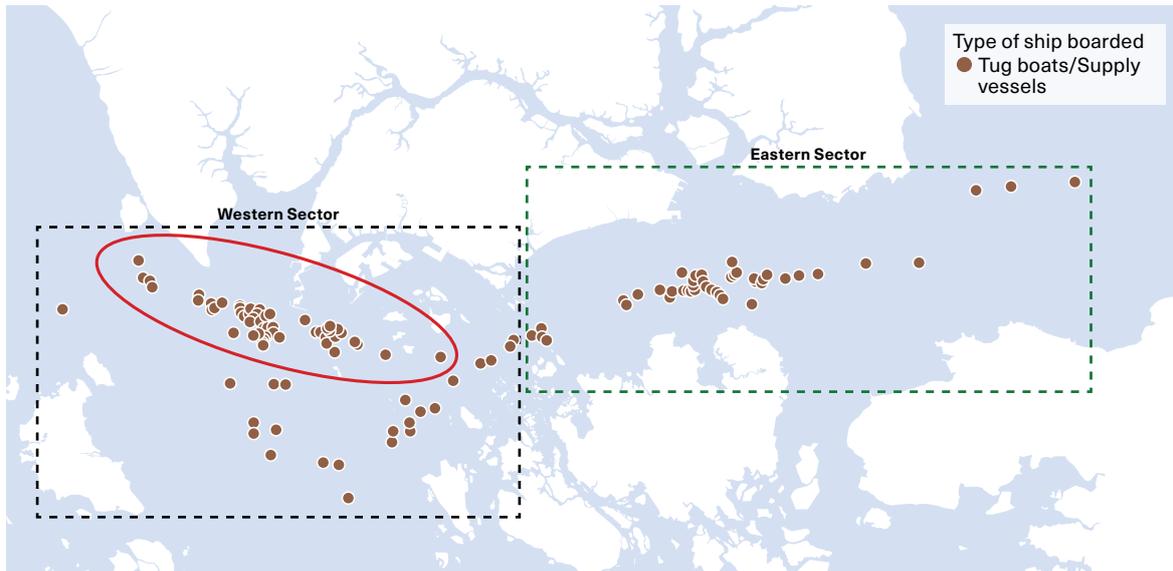
Correlation between type of ships vis-à-vis location of incidents in the Singapore Strait

Bigger ships. The majority of the incidents involving bigger ships, namely bulk carriers, container ships, general cargo ships and tankers, occurred in the western sector of the Singapore Strait, and in the eastbound lane of the TSS (blue outline) as shown in Map 8.



Map 8 – Location of incidents in the Singapore Strait vis-à-vis bigger ships (2007-2019 and Jan-Sep 2020)

Tug boats/supply vessels. Incidents involving tug boats/supply vessels were reported mostly in the western sector of the Singapore Strait, and in the westbound lane of the TSS (red oval) as shown in Map 9.



Map 9 – Location of incidents in the Singapore Strait vis-à-vis tug boats/supply vessels (2007-2019 and Jan-Sep 2020)

Time of incidents. Among the 285 incidents reported during the past 13-year period of 2007-2019 and January-September 2020, 232 incidents occurred during hours of darkness [between 1800 hrs and 0559 hrs] (81%) and 53 incidents occurred during daylight hours [between 0600 hrs and 1759 hrs] (19%).

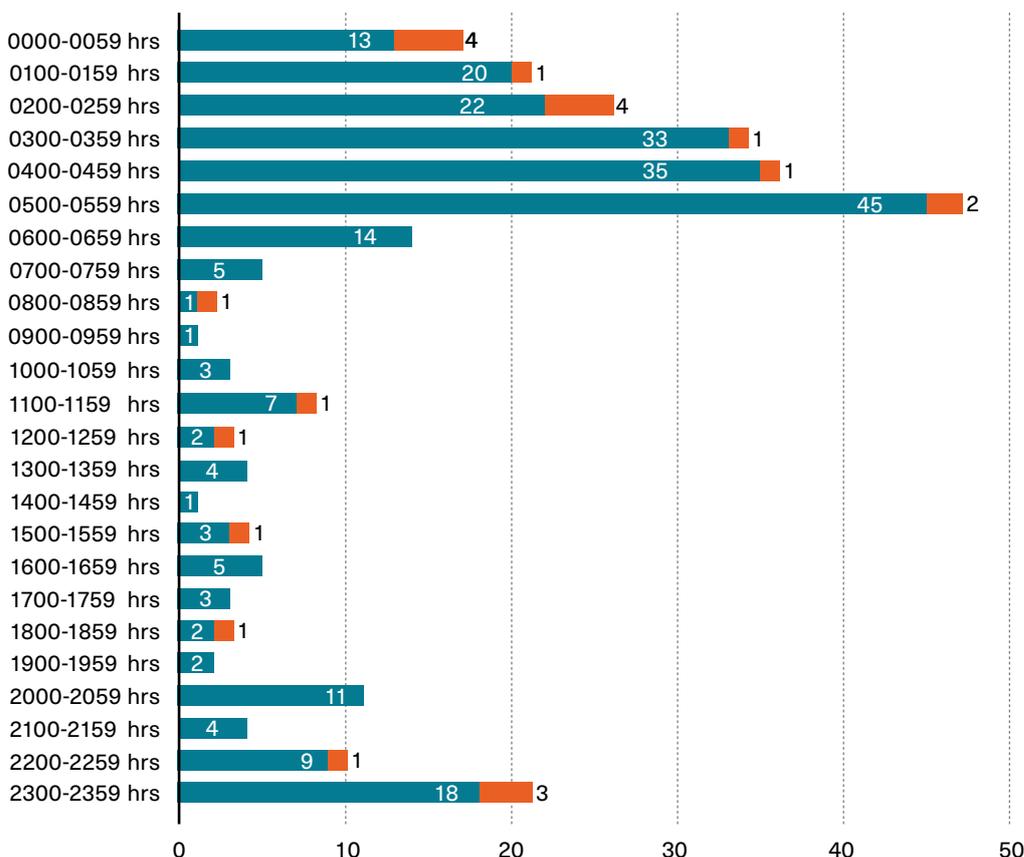
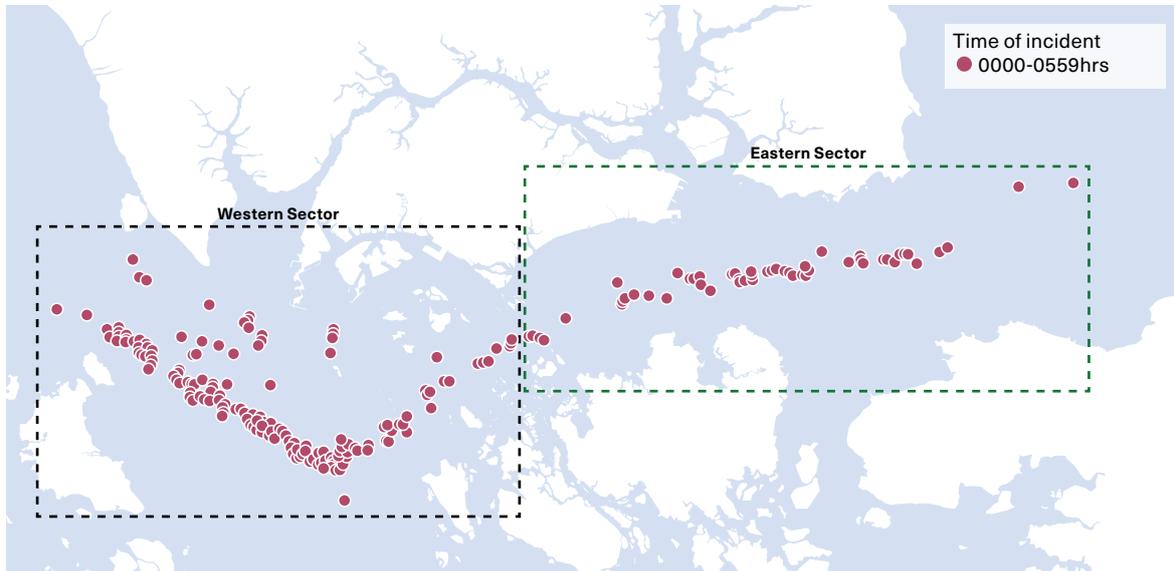


Chart 11 – Time of incidents – Singapore Strait (2007-2019 and Jan-Sep 2020)

■ 2007-2019 ■ Jan-Sep 2020

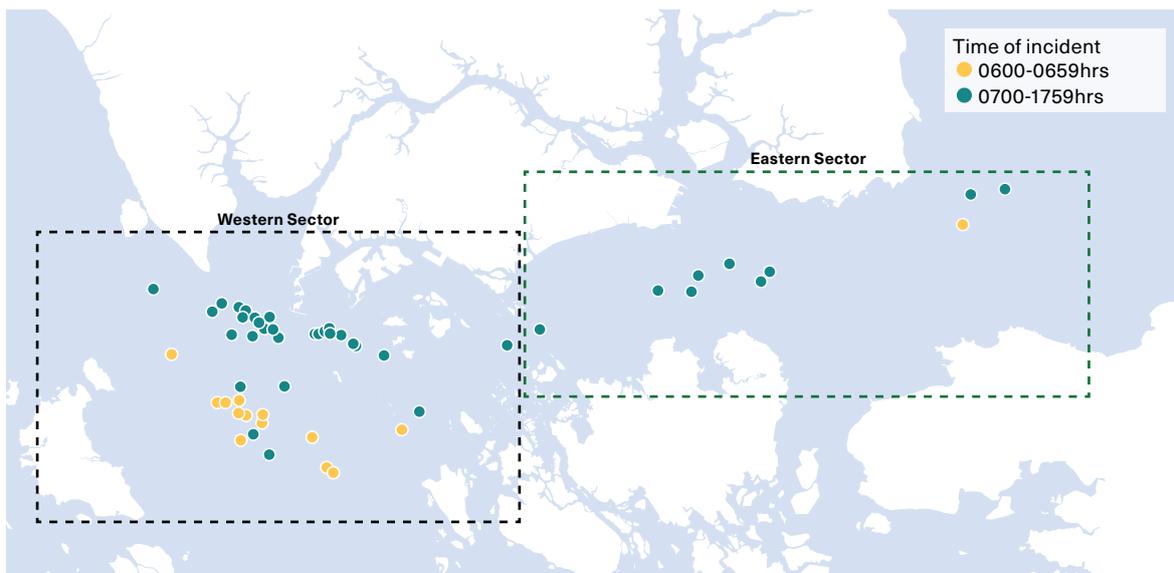
Correlation between time of incidents vis-à-vis location of incidents in the Singapore Strait

Hours of darkness. Of the 232 incidents that occurred during hours of darkness, 181 incidents occurred between 0000 hrs and 0559 hrs (78%), with the majority of the incidents occurred in the western sector of the Singapore Strait as shown in Map 10.



Map 10 – Location of incidents in the Singapore Strait vis-à-vis incidents reported during hours of darkness (between 0000 hrs and 0559 hrs) (2007-2019 and Jan-Sep 2020)

Daylight hours. Of the 53 incidents that occurred during daylight hours, 43 incidents were reported in the western sector of the Singapore Strait and 10 incidents in the eastern sector. Among the 53 incidents, the highest number of incidents occurred between 0600 and 0659 hrs (14 incidents) as shown in Map 11.



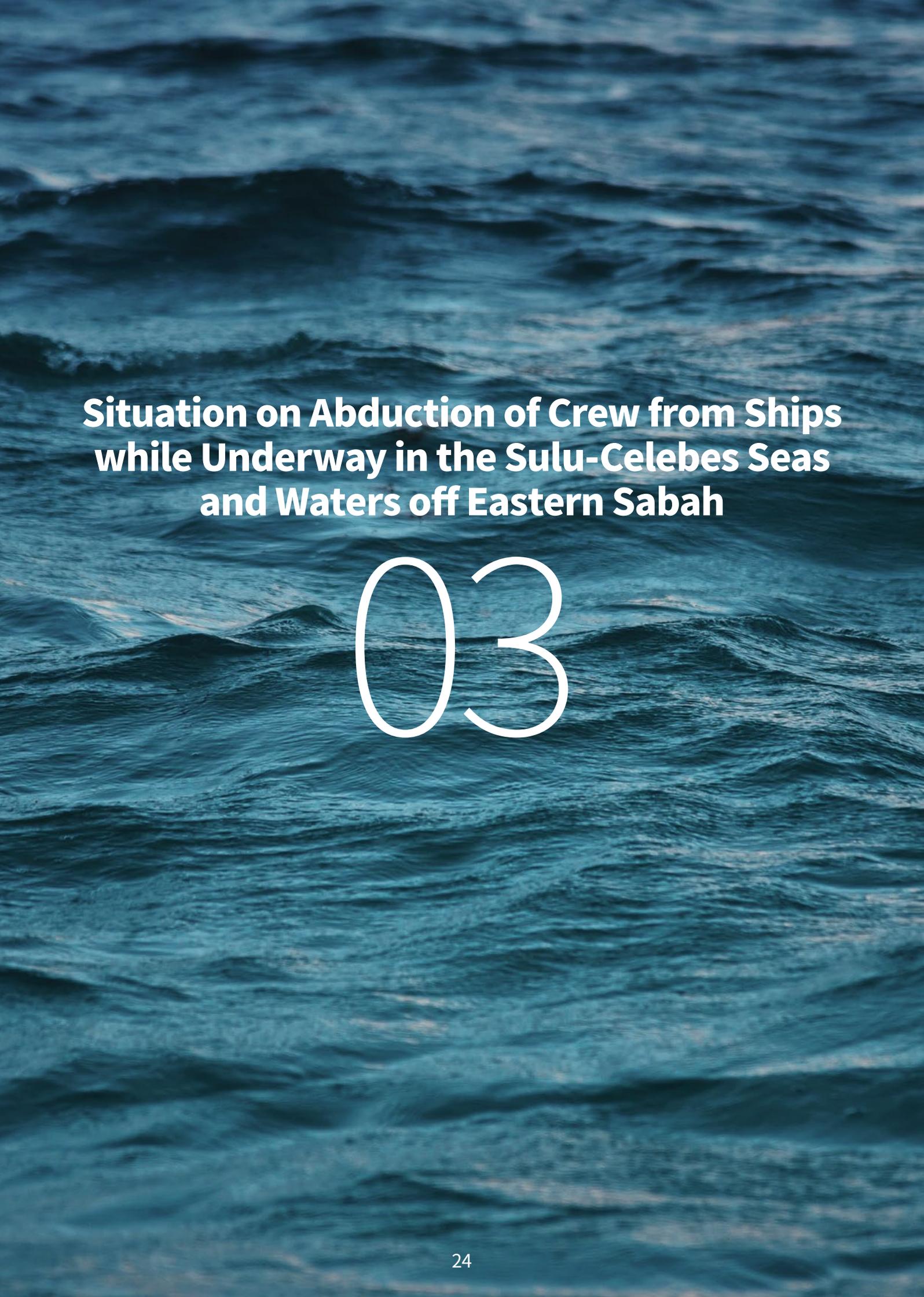
Map 11 – Location of incidents in the Singapore Strait vis-à-vis incidents reported during daylight hours (2007-2019 and Jan-Sep 2020)

Recommendations

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

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

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



**Situation on Abduction of Crew from Ships
while Underway in the Sulu-Celebes Seas
and Waters off Eastern Sabah**

03

Situation on Abduction of Crew from Ships while Underway in the Sulu-Celebes Seas and Waters off Eastern Sabah

Situation Update

January-September 2020

During January-September 2020, one incident of abduction of crew from a fishing trawler was reported in Asia. The incident occurred on 17 Jan off Lahad Datu, Sabah, Malaysia when six gunmen dressed in black suits with masks in a grey speedboat with twin engine (40 HP) abducted eight crew from a Malaysia-registered fishing trawler (with marking *SSK 00543*). On the same day at about 1500 hrs, the fishing trawler was found abandoned and with no crew on board at approximately 4.24 nm off Pulau Tambisan, Lahad Datu, Sabah, Malaysia. On 18 Jan, the Malaysian authorities reported that they recovered three of the eight missing crew in the vicinity of Lahad Datu, Sabah. Five crew were held in captivity. The body of one of the five abducted crew was found on 29 Sep 20 during a military operation in Patikul, Sulu. The remaining four crew are still held in captivity.

Status of Abducted Crew

As of 30 Sep 20, four crew are still being held in captivity.

ReCAAP ISC's Warnings on Planned Kidnapping Activities by the Abu Sayyaf Group (ASG)

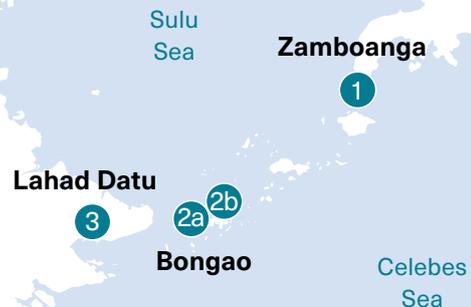
On 22 May 20, the ReCAAP ISC received information from the Philippine Coast Guard (PCG) that a group of approximately five ASG members armed with assorted firearms was planning to conduct kidnapping activities in undisclosed areas in Sabah, Malaysia. They were targeting wealthy businessmen or crew of fishing boats and other slow-moving ships plying the waters off Sabah, Malaysia. The group reportedly came from Sulu and was monitored to have landed at Omapoy Island, Sipangkot, Sitangkai, Tawi-Tawi. With this information, the ReCAAP ISC issued a Warning on 22 May to alert mariners operating in the area, and strongly urged ship masters and crew to exercise extra vigilance when transiting the waters off Eastern Sabah and in the Sulu-Celebes Seas.

On 2 Jul 20, the PCG informed the ReCAAP ISC that five members of the Abu Sayyaf Group/ Kidnap-for-Ransom Group (ASG/KFRG) were sighted in Barangay Sipangkot, Sitangkai, Tawi-Tawi on board a white with yellow and orange stripes speedboat powered by 250HP Yamaha engine on 21 Jun. The PCG validated that as of 30 Jun, the plan by the ASG to carry out kidnapping activities in Sabah and Semporna, Malaysia targeting foreigners and the abduction of crew from ships passing by the Tawi-Tawi and Sabah waters still stands. The ReCAAP ISC issued a second Warning with the latest updates.

Both ReCAAP ISC's Warnings can be found at www.recaap.org.

ReCAAP ISC Advisory

As the risk of the abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah is high as demonstrated by the abduction incident on 17 Jan 20 and information of planned kidnapping in Sabah and Semporna, Malaysia (as reported in the Warning issued on 2 Jul 20), the ReCAAP ISC reiterates its advisory issued via ReCAAP ISC Incident Alert dated 21 Nov 16 to all ships to reroute from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the area, and report immediately to the Operation Centres of Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia. The contact details of the Operation Centres of the Philippines and ESSCOM of Malaysia (updated by ReCAAP ISC on 3 Jan 19) are as follows:



Map 12 - Contact details

1 Philippine Coast Guard District Southwestern Mindanao

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

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

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

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

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

3 Eastern Sabah Security Command (ESSCOM)

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

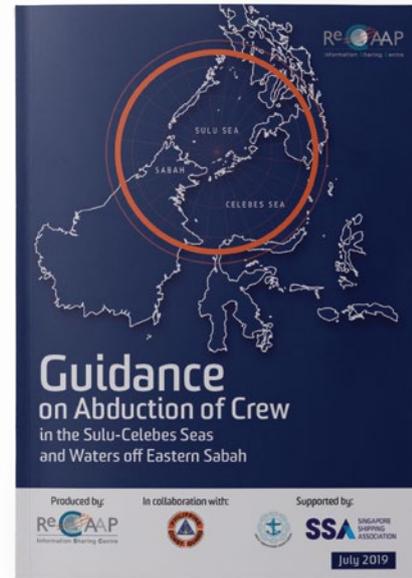
In the event that the ship master is not able to establish contact with the Operation Centres of the Philippines as listed in the ReCAAP ISC Advisory, he can contact the **Philippine Coast Guard Command Centre** at the following contact details:

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

Guidance on Abduction of Crew in the Sulu-Celebes Seas and waters off Eastern Sabah

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

The Guidance is produced in collaboration with the Philippine Coast Guard and supported by the Asian Shipowners' Association (ASA) and Singapore Shipping Association (SSA). The Guidance complements the general guidance contained in the '*Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*' produced by the ReCAAP ISC.



 The Guidance can be found at www.recaap.org.



**Incidents at Anchorages/Ports
in the Philippines**

04

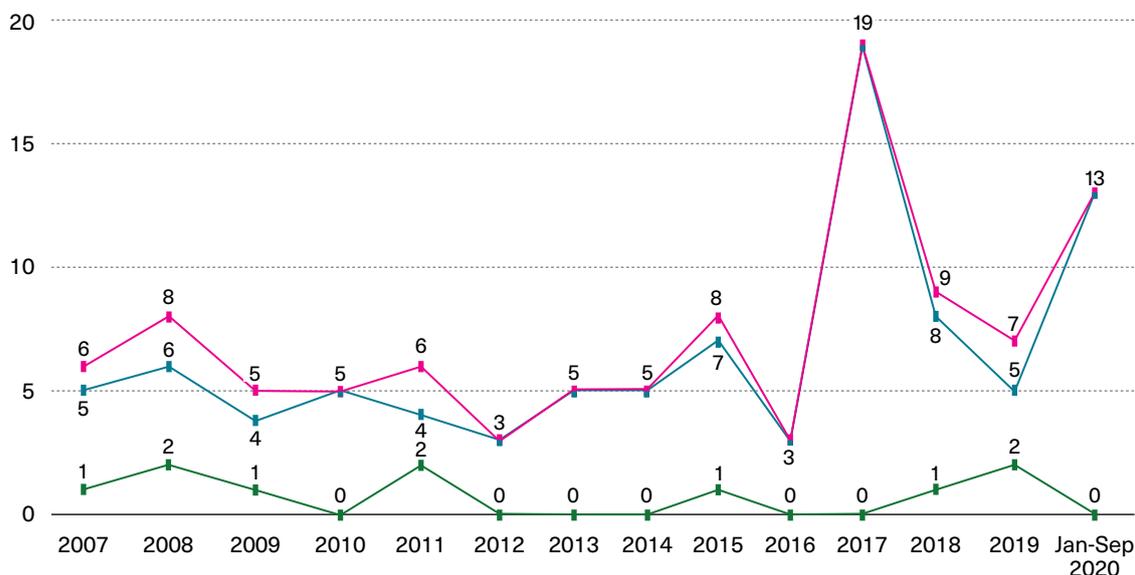
Incidents at Anchorages/Ports in the Philippines

Situation Update

Number of incidents

During January-September 2020, 13 actual incidents were reported at anchorages/ports in the Philippines. There has been an increase of the number of incidents reported in the Philippines during January-September 2020 compared to the entire year of 2019. Seven incidents were reported in 2019. Of the 13 incidents reported during January-September 2020, nine incidents occurred at Manila anchorage, three incidents at Batangas and one incident at General Santos Harbour anchorage.

Graph 3 shows the number of incidents reported in the Philippines during 2007-2019 and January-September 2020.



Graph 3 - Number of incidents in the Philippines (2007-2019 and Jan-Sep 2020)

█ Total █ Actual █ Attempted

Significance Level of Incidents

Of the 13 actual incidents reported during January-September 2020, two were CAT 2, three were CAT 3 and eight were CAT 4 incidents. The majority of the incidents during January-September 2020 were CAT 4 incidents, and this accounts for 62% of the number of actual incidents (eight of 13 incidents). Chart 12 shows the significance level of incidents reported in the Philippines during 2007-2019 and January-September 2020.

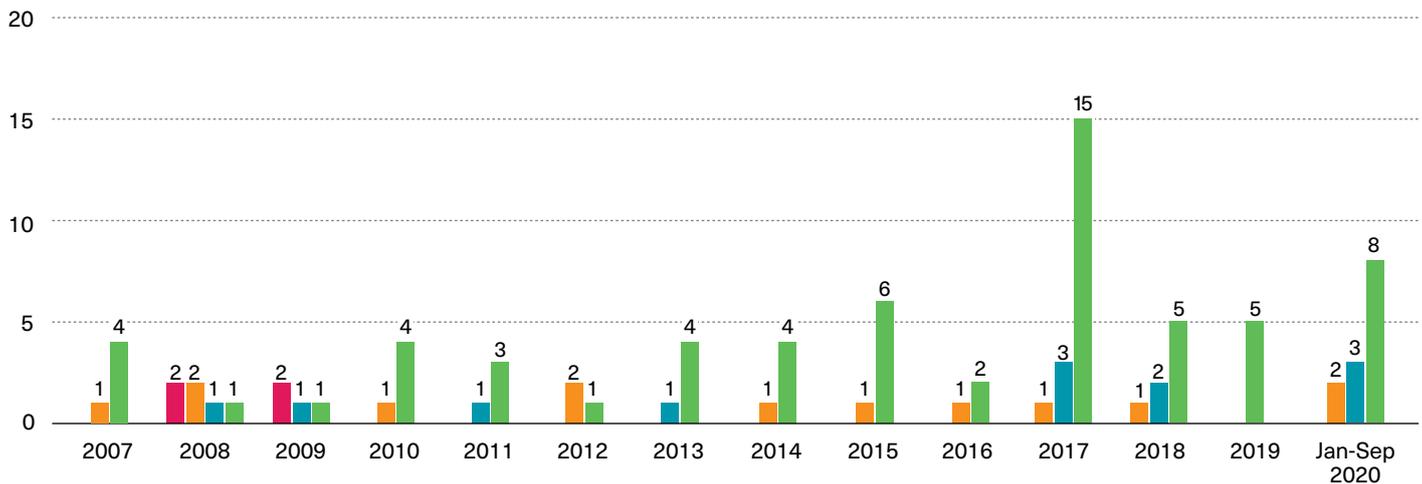


Chart 12 - Significance level of incidents in the Philippines (2007-2019 and Jan-Sep 2020)

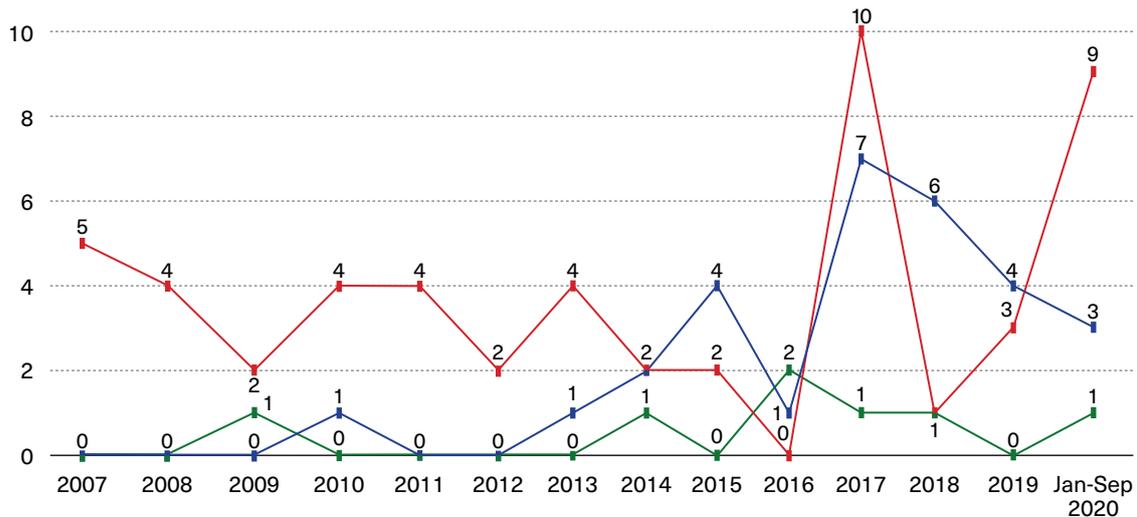
■ CAT 1 ■ CAT 2 ■ CAT 3 ■ CAT 4

An Insight of Incidents and Modus Operandi of Perpetrators (2007-2019 and January-September 2020)

Incidents at anchorages/ports in the Philippines (2007-2019 and January-September 2020)

Of the 102 incidents reported in the Philippines during the 13-year period of 2007-2019 and January-September 2020, 88 incidents occurred to ships at anchor/berth and 14 incidents to ships while underway.

Of the 88 incidents, 52 incidents occurred at Manila anchorages (59%), 29 incidents at Batangas (33%) and seven incidents at other anchorages (8%). Graph 4 shows the number of incidents at anchorages/ports in the Philippines during 2007-2019 and January-September 2020.



Graph 4 - Number of incidents at anchorages/ports in the Philippines (2007-2019 and Jan-Sep 2020)

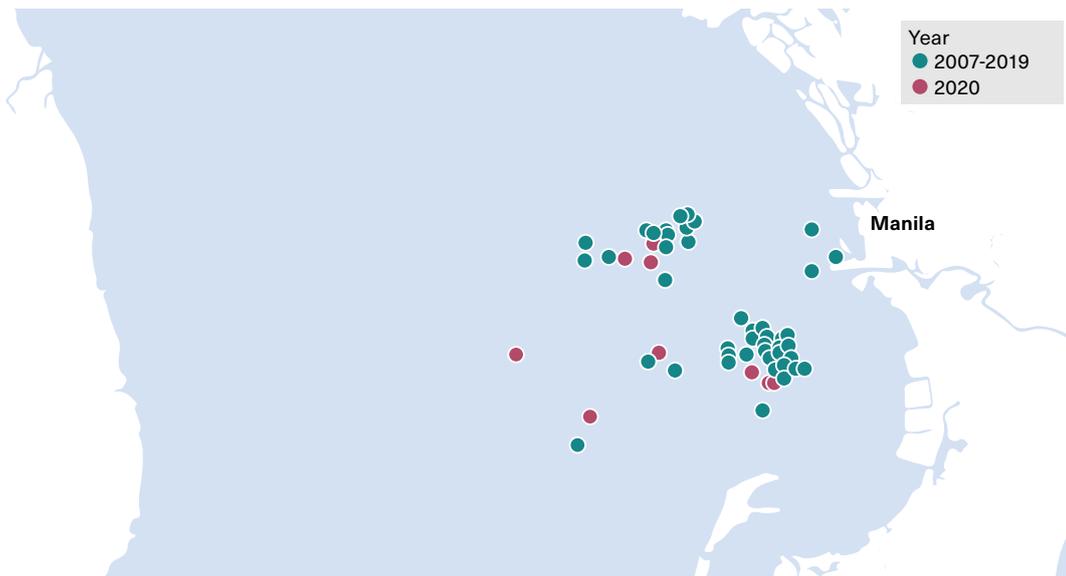
■ Manila ■ Batangas ■ Others

As the majority of the incidents occurred at the anchorages/ports in Manila and Batangas, the following section provides an insight and comparison between incidents reported in these two locations.

Incidents at Manila anchorages/ports

Nine incidents were reported in Manila anchorage areas during Jan-Sep 2020 compared to one incident reported during the same period of 2019. A total of three incidents were reported during the entire year of 2019. The increase of the number of incidents in the Manila anchorage areas during January-September 2020 is due to the increase of the number of ships anchored in the Manila Bay area which has been designated as a Green Zone for crew change by the International Maritime Organisation (IMO) due to the COVID-19 pandemic. The large number of ships anchored in the area provides opportunities for perpetrators to come alongside in small boats during hours of darkness to commit robbery/theft from the ships.

The location of the incidents at the Manila anchorages/ports during 2007-2019 and January-September 2020 is shown in Map 13.



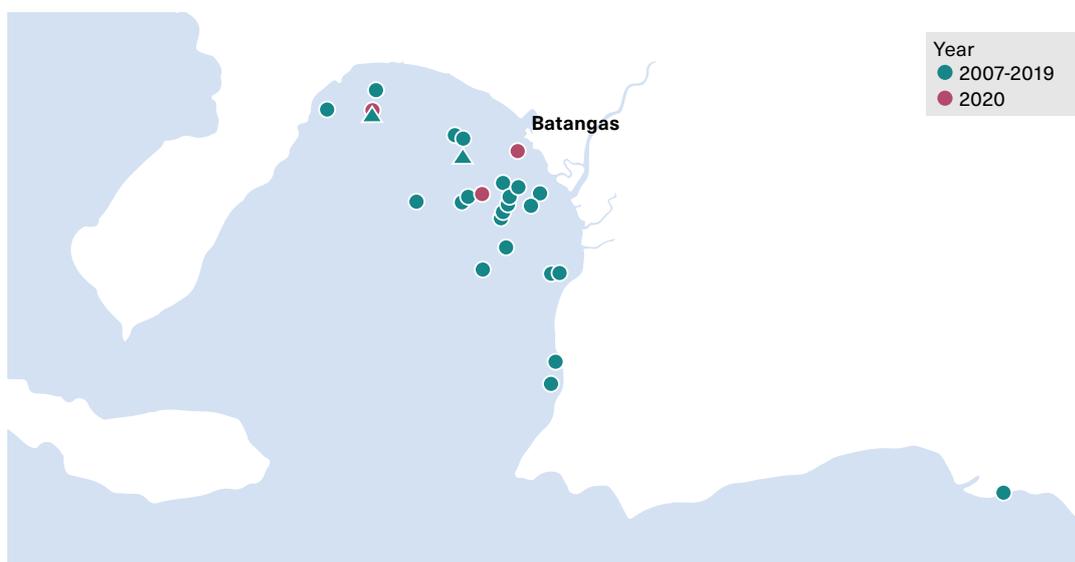
**Map 13 – Location of incidents at Manila anchorages/ports
(2007-2019 and Jan-Sep 2020)**

Incidents at Batangas anchorages/ports

During Jan-Sep 2020, three incidents were reported at anchorages in Batangas. There has been an increase of the number of incidents during Jan-Sep 2020 compared to the same period of 2019 at Batangas anchorages. Two incidents were reported during Jan-Sep 2019. A total of four incidents were reported in the entire year of 2019⁵.

Of concern was the violence demonstrated by the perpetrators towards the crew in two incidents reported during January-September 2020. The incidents occurred at Bauan Batangas Terminal Inc. on 14 Aug, and at Batangas Bay anchorage area on 20 Aug. The ReCAAP ISC has issued an Incident Alert on 25 Aug about these two incidents.

The location of the incidents at Batangas anchorages during 2007-2019 and January-September 2020 is shown in Map 14.



**Map 14 – Location of incidents at Batangas anchorages/ports
(2007-2019 and Jan-Sep 2020)**

⁵ Of the four incidents reported in 2019, one incident occurred in March, one incident in September and two incidents in November.

Modus operandi and observations of incidents at Manila and Batangas anchorages

The modus operandi of the 52 incidents reported at Manila anchorages and 29 incidents at Batangas during 2007-2019 and January-September 2020 is as follows:

Factors	Manila (52 incidents)	Batangas (29 incidents)
No. of perpetrators (number of incidents)	1 to 3 men (12) 4 to 6 men (10) 7 to 9 men (3) More than 9 men (2) Unknown (25)	1 to 3 men (21) 4 to 6 men (1) More than 9 men (1) Unknown (6)
Type of weapons (number of incidents)	Guns & knives (2) Knives/Machetes (9) Not armed (1) Not stated (40)	Knives/Machetes (8) Not armed (3) Not stated (18)
Treatment of crew (number of incidents)	Taken hostage (2) No injuries (29) Not stated (21)	Assaulted (1) Threatened (2) No injuries (12) Not stated (14)
Type of losses (number of incidents)	Cash/Property (3) Stores (34) Unsecured items (9) Nothing stolen (5) Not stated (1)	Cash/Property (2) Stores (20) Unsecured items (2) Nothing stolen (5)
Type of ship (number of incidents)	Container ship (42) General cargo ship (7) Tanker (3)	Tanker (23) Bulk carrier (2) Container ship (1) Tug boat/supply vessel (1) Others (2)
Time of incidents (number of incidents)	0000-0059 hrs (4) 0100-0159 hrs (4) 0200-0259 hrs (7) 0300-0359 hrs (8) 0400-0459 hrs (11) 0500-0559 hrs (2) 0600-0659 hrs (0) 1000-1059 hrs (0) 1300-1359 hrs (1) 1400-1459 hrs (1) 1500-1559 hrs (2) 1600-1659 hrs (0) 1700-1759 hrs (1) 1800-1859 hrs (2) 1900-1959 hrs (1) 2000-2059 hrs (2) 2100-2159 hrs (0) 2200-2259 hrs (3) 2300-2359 hrs (3)	0000-0059 hrs (4) 0100-0159 hrs (7) 0200-0259 hrs (3) 0300-0359 hrs (4) 0400-0459 hrs (0) 0500-0559 hrs (0) 0600-0659 hrs (1) 1000-1059 hrs (2) 1300-1359 hrs (0) 1400-1459 hrs (0) 1500-1559 hrs (1) 1600-1659 hrs (0) 1700-1759 hrs (0) 1800-1859 hrs (0) 1900-1959 hrs (0) 2000-2059 hrs (2) 2100-2159 hrs (1) 2200-2259 hrs (3) 2300-2359 hrs (1)

The observations are as follows:

1. **Treatment of crew.** Over the past 13-year of 2007-2019, the majority of the incidents at Manila and Batangas anchorages reported that the crew was either not injured or there was no information on their well-being.

At Manila: Of the 52 incidents reported during the past 13-year period of 2007-2019 and January-September 2020, the majority of the incidents reported that the crew was not injured (56%) or there was no information on their well-being (40%). There were two incidents of crew being held hostage and both incidents occurred in January 2012. No such incidents were reported during January-September 2020.

At Batangas: Of the 29 incidents reported during the past 13-year period of 2007-2019 and January-September 2020, majority of the incidents reported that the crew was not injured (41%) or there was no information on the well-being of the crew (48%). However, there were three incidents reported the crew was subjected to some form of duress. All three incidents occurred during January-September 2020 (one in January and two in August).

2. **Type of losses**

At Manila. Of the 52 incidents, ship stores were mostly stolen (65%). The stores commonly stolen included breathing apparatus, immersion suit, paint, fire hose nozzle and coupling, welding machine, ship bell and life raft.

At Batangas. Of the 29 incidents, the majority of the incidents also involved the losses of ship stores (69%). The ship stores commonly stolen included scupper plug, fire hose and nozzle, fire hydrant cap and ship bell.

3. **Type of ships.** The difference in the type of ships boarded at Manila and Batangas anchorages is due to the facilities provided at these two locations.

At Manila: The majority of the incidents occurred on board container ships (81%). Container ships were mostly boarded at the anchorage area of Manila International Container Terminal (MICT), the largest container terminal in the Philippines.

At Batangas: On the other hand, the majority of incidents occurred on board tankers at Batangas (80%). This is due to the growing number of international ships calling at the ports of Batangas where several of the country's gas and oil depots are located.

4. **Time of incidents.** The majority of the incidents occurred during hours of darkness at the Manila and Batangas anchorages.

At Manila: About 90% of the incidents occurred during hours of darkness. In particular, 36 of the 52 incidents occurred between 0000 hrs and 0559 hrs. This accounts for 69% of the incidents reported in Manila.

At Batangas: About 86% of the incidents occurred during hours of darkness. In particular, 18 of the 29 incidents occurred between 0000 hrs and 0359 hrs. This accounts for 62% of the incidents reported in Batangas.

Advisory

Following the increase of the number of incidents of sea robbery reported at Manila and Batangas anchorages/ports during January-September 2020, the shipping industry is advised to adopt the following measures when anchor/berth in the area:

- Enhance vigilance and maintain strict anti-robbery watch
- Keep the ship's surroundings well lit, keep flood lights on
- Keep sharp look-out for small boats approaching close to the ship and do not allow any boats to come near ship as much as possible
- Keep the ship's forward store room double and heavily locked.
- Keep breathing apparatus, brass articles (such as fire nozzles) or paint drums, in safe and secured stores
- Sound alarm when sighted suspicious boats loitering in the vicinity of the ship, or suspicious persons on board the ship
- Report immediately all incidents and suspicious activities in the vicinity via Channel 16 to alert all ships in the vicinity, the VTMS and nearest Coast Guard Station.

Ship masters are advised to immediately report all incidents to the local authorities. The contact numbers for ships bound for Manila and Batangas anchorages/ports are as follows:

Manila anchorages/ports

Coastal Guard District National Capital Region – Central Luzon

Tel: +63 917 821 8124
+632-8-527-3882 (landline)
Email: ncrcl@coastguard.gov.ph
ncrcl3@gmail.com

Coast Guard Station Manila

Tel: +63 917 842 7614
Email: cgsmanila@coastguard.gov.ph

Batangas anchorages/ports

Coast Guard Station Batangas

Tel: +63 917-842-6649
+63 998-585-5846
Email: cgdstl.station_batangas@coastguard.gov.ph
cgsbatangas@yahoo.com

Ships can also report directly to the PCG Command Centre

PCG Command Centre

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

Efforts by the Philippine Coast Guard

In response to the increase of the number of robbery/theft incidents at Manila and Batangas anchorages/ports, the Philippine Coast Guard (PCG) has directed all stations and sub-stations under the Coast Guard District National Capital Region – Central Luzon (CGDNCR-CL) and the Coastal Guard District Southern Tagalog (CGDSTL) to:

- a. Intensify intelligence collection and maritime patrol operations in the vicinity waters of Manila Bay and Southern Luzon
- b. Increase the conduct of inspection of suspicious boats and watercraft roaming in the vicinity waters during hours of darkness, as part of the intensified maritime security measures.
- c. Intensify the implementation of the Safety, Security and Environmental Numbering (SSEN) system for all Philippine-registered ships or watercraft to enhance maritime security within Philippines maritime jurisdiction to prevent the use of these ships and watercraft for robbery/theft.

Recommendations

The ReCAAP ISC reiterates that collective efforts and shared responsibilities by all stakeholders are necessary to combat robbery/theft incidents in the area. Ship master and crew are strongly advised to exercise vigilance, maintain constant look-out for suspicious boats in the vicinity, report all incidents immediately to the local authorities, and adopt the measures as recommended in the Advisory.



**Insights of incidents in Asia using
Data Analytics**

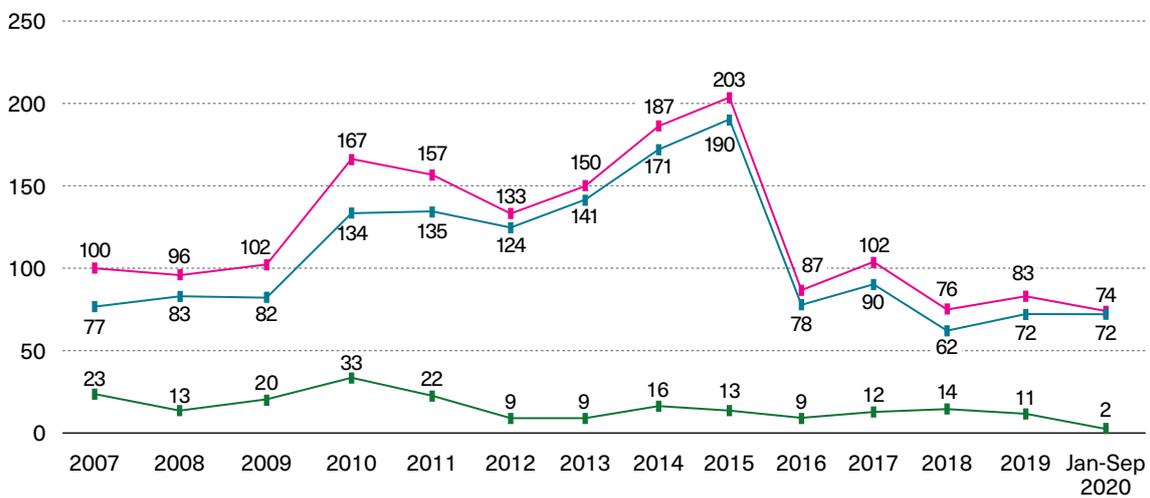
05

Insights of Incidents in Asia using Data Analytics

This section provides insight into the incidents reported in the whole of Asia during January-September 2020 compared to the past 13-year trend of incidents during 2007-2019. The analysis focuses on the number of perpetrators, weapons carried by perpetrators, treatment of crew, type of losses, type of ships boarded and time of the incidents.

Number of incidents

During the 13-year period of 2007-2019, a total of 1,643 incidents (comprising 1,439 actual incidents and 204 attempted incidents) were reported in Asia. During this period, the number of incidents fluctuated over the years, with the highest number of incidents in 2015 (203) and the lowest in 2018 (76).



Graph 5 - Number of incidents in Asia (2007-2019 and January-September 2020)

█ Total █ Actual █ Attempted

Summary of insights from Data Analytics

A total of 75 incidents were reported in Asia during January-September 2020. The incidents reported during January-September 2020 were consistent with the past 13-year trend of incidents during 2007-2019 in terms of the type of weapons carried by perpetrators (**no information on the type of weapons**), treatment of crew (**no injuries**), type of losses (**ship stores**), type of ships boarded by perpetrators (**tankers**) and time of incidents (**during hours of darkness**). However, there was a **deviation in terms of the number of perpetrators involved**.

Details of Analysis

Number of perpetrators. Among the 75 incidents reported during January-September 2020, 24 incidents involved 1-3 men, 20 incidents involved 4-6 men, four incidents involved 7-9 men and 27 incidents with no information available. Most of the incidents reported during January-September 2020 involved 1-3 men (32%). This deviates from the past 13-year trend of incidents during 2007-2019 where most of the incidents involved 4-6 men (33%).

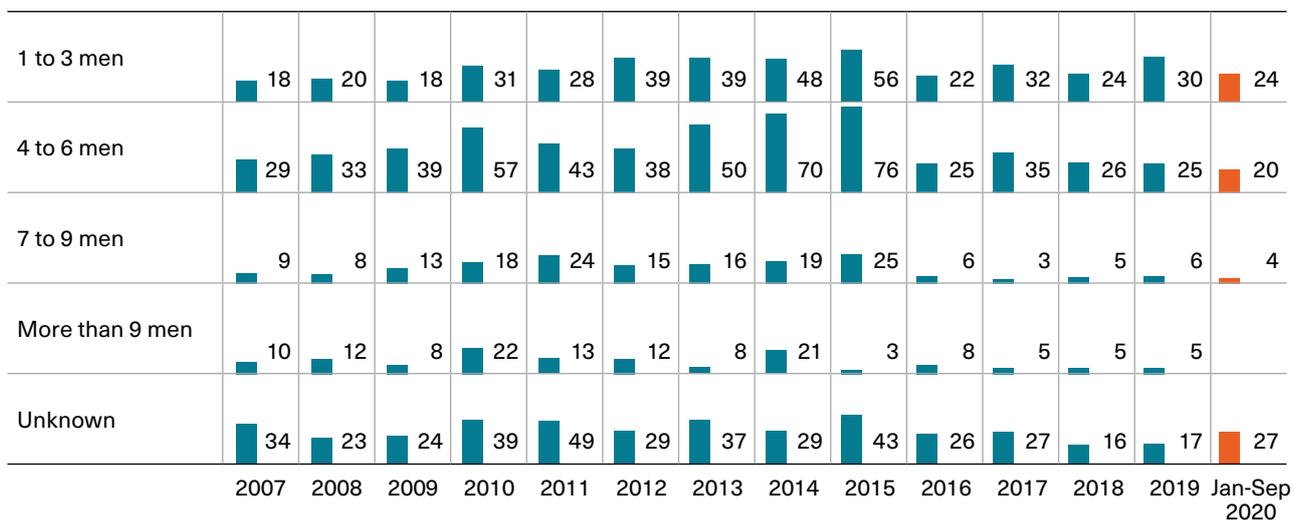


Chart 13 – Number of perpetrators – Asia (2007-2019 and Jan-Sep 2020)

Type of weapons carried by perpetrators. Of the 75 incidents reported during January-September 2020, 50 incidents had no information on the weapons carried by the perpetrators (67%). This is consistent with the past 13-year trend of incidents during 2007-2019 where most incidents (47%) had no information on the weapons carried by the perpetrators.

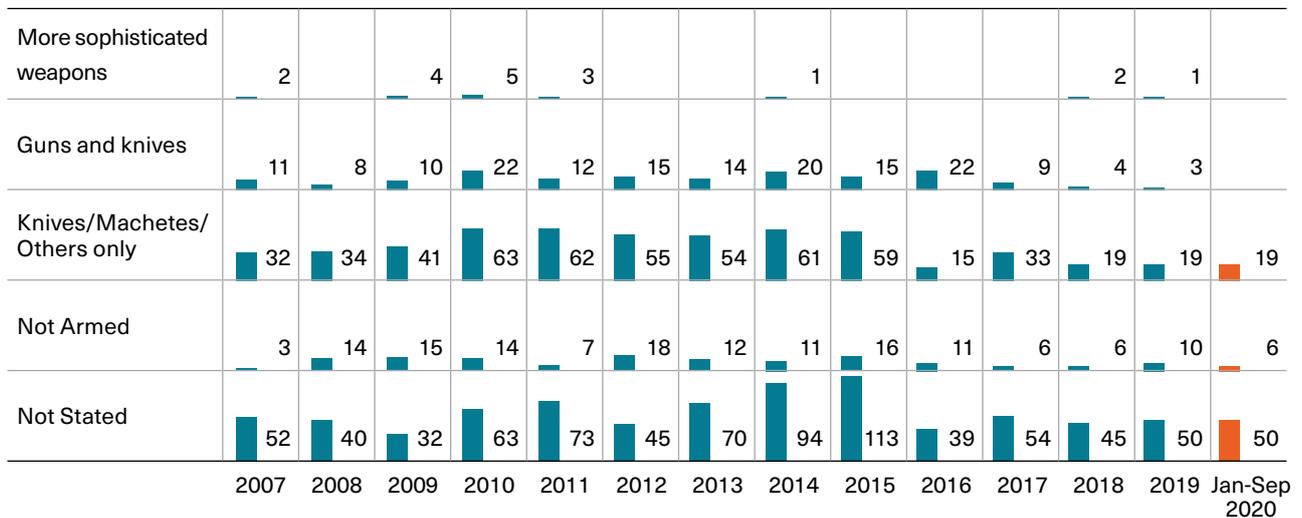


Chart 14 – Type of weapons carried – Asia (2007-2019 and Jan-Sep 2020)

Treatment of crew. Among the 75 incidents reported during January-September 2020, 57 incidents reported that the crew was not injured (76%) and 13 incidents had no statement of injury (18%). For the past 13-year trend of incidents during 2007-2019, 52% of the incidents reported that the crew was not injured and 25% had no statement of injury.

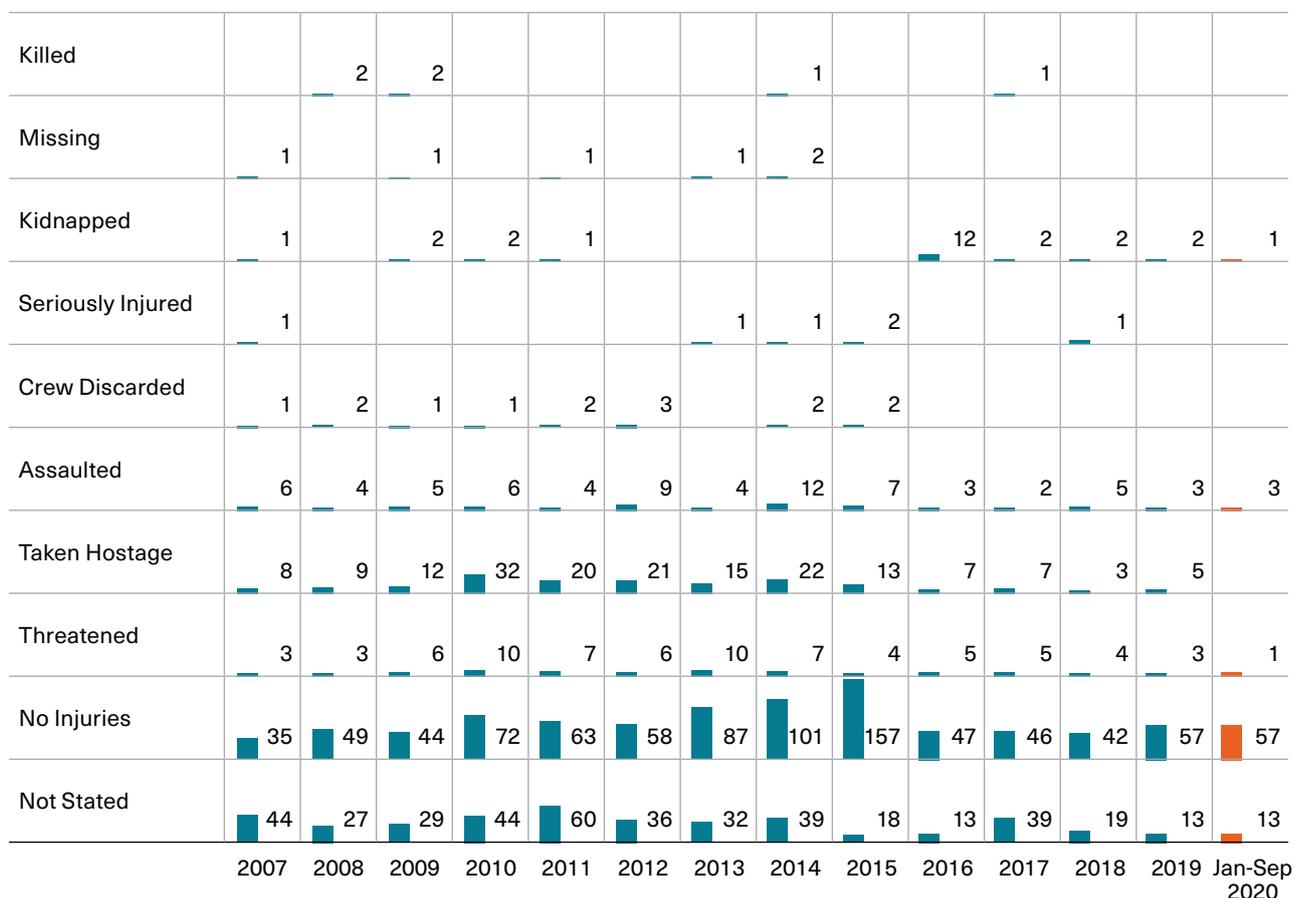


Chart 15 – Treatment of crew – Asia (2007-2019 and Jan-Sep 2020)

Type of Losses. During January-September 2020, 33 incidents reported the loss of ship stores (44%), nine incidents reported the loss of engine spares (12%), six incidents reported the loss of unsecured items (8%), three incidents reported the loss of cash/property (4%), 22 incidents reported nothing was lost (29%) and two incidents with no information on the items lost (3%). For the past 13-year trend of incidents during 2007-2019, the majority of incidents reported the loss of stores (33%) or nothing was lost (32%).

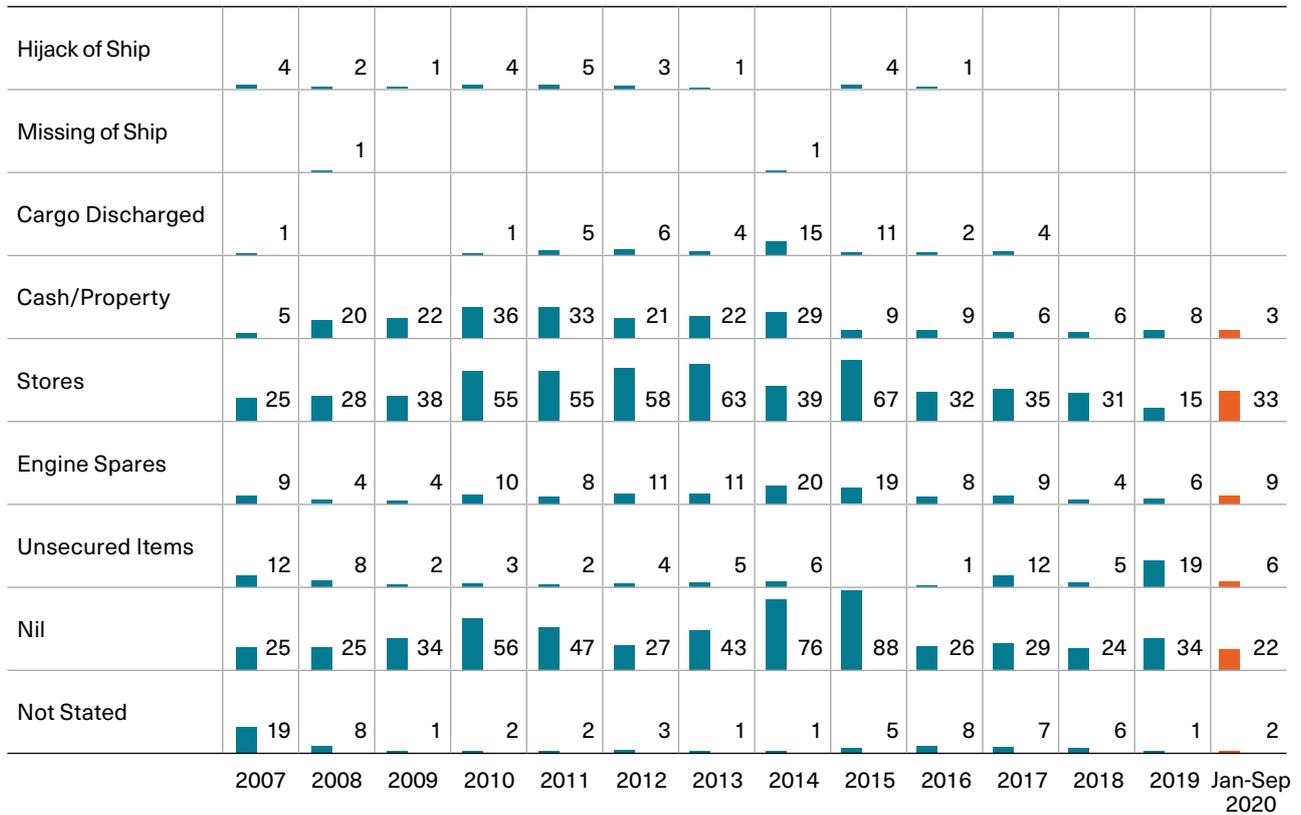


Chart 16 – Type of losses – Asia (2007-2019 and Jan-Sep 2020)

Type of ships. Among the 75 incidents reported during January-September 2020, 27 incidents occurred on board tankers (36%), 23 incidents on board bulk carriers (31%), 14 incidents on board tug boats/supply vessels (19%), eight incidents on board container ships (11%), one incident on board a general cargo ship (1%), one incident on board a fishing trawler (1%) and one incident on board a reefer vessel (1%). This is consistent with the past 13-year trend of incidents during 2007-2019 where most of the incidents occurred on board tankers (36%).

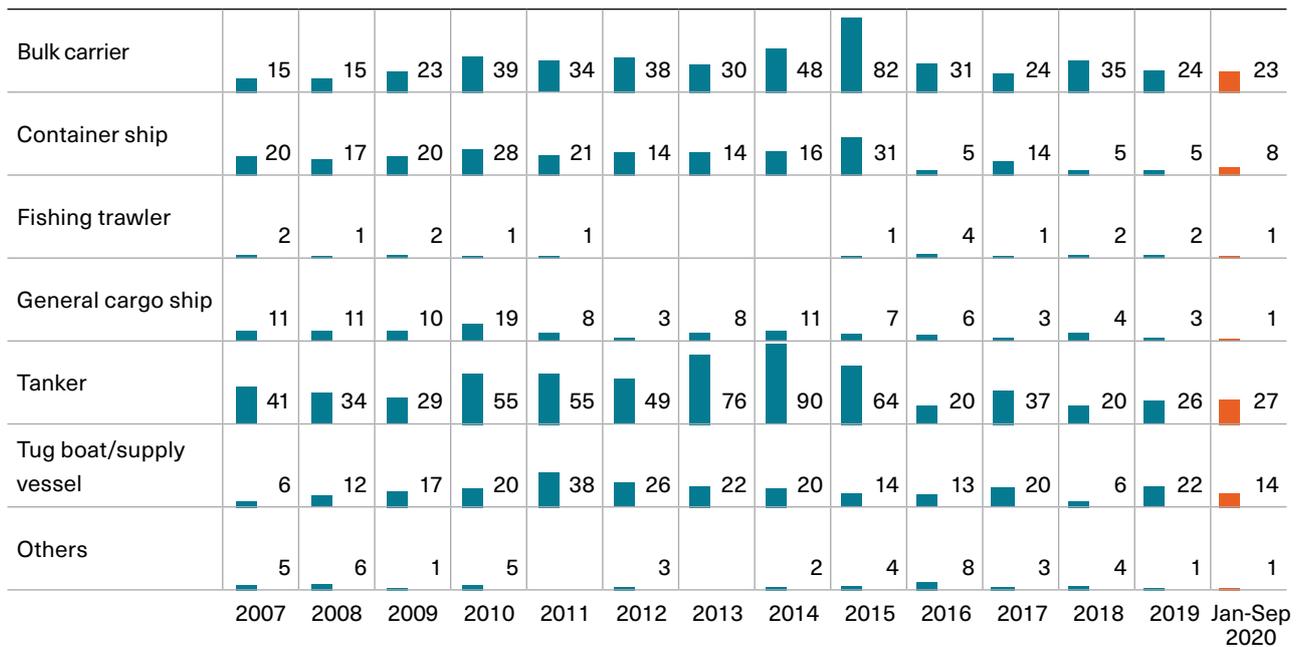


Chart 17 – Type of ships – Asia (2007-2019 and Jan-Sep 2020)

Time of incidents. Of the 75 incidents reported during January-September 2020, 60 incidents occurred during hours of darkness (80%) and 15 incidents occurred during daylight hours (20%). This is consistent with the past 13-year trend of 2007-2019 where 81% of incidents occurred during hours of darkness and 19% during daylight hours.

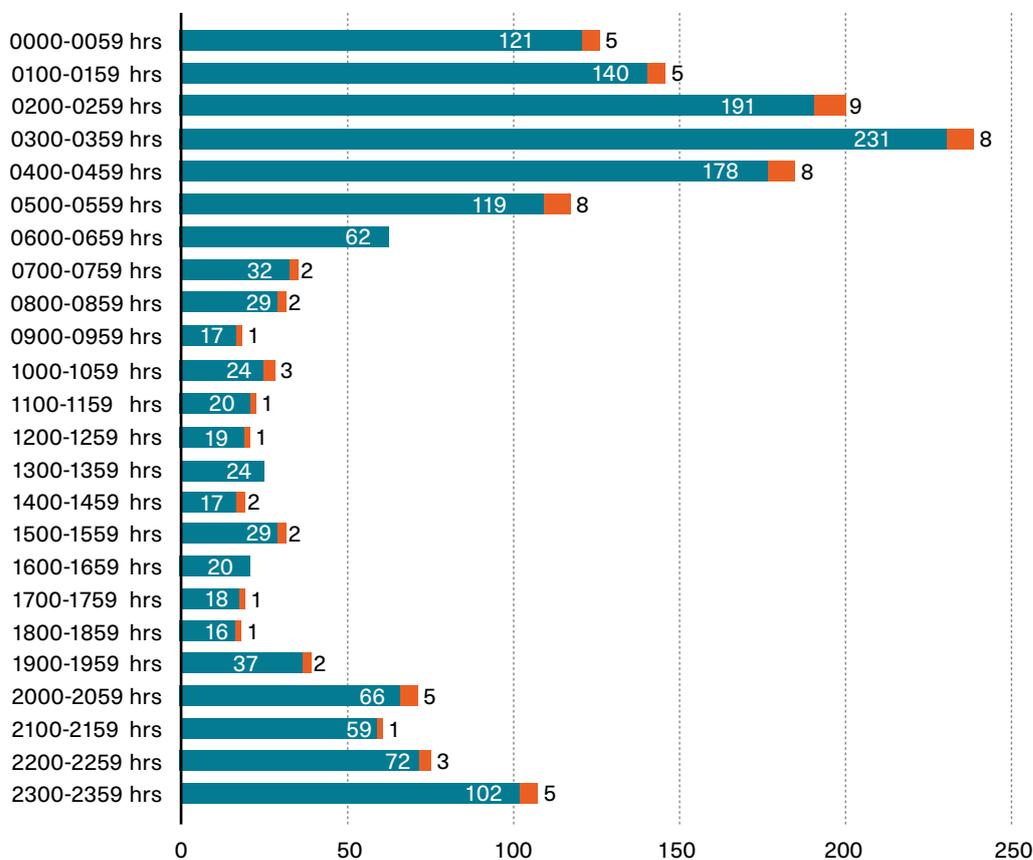


Chart 18 – Time of incidents – Asia (2007-2019 and Jan-Sep 2020)

■ 2007-2019 ■ Jan-Sep 2020



**ReCAAP ISC's Main Activities
(July-September 2020)**

06

ReCAAP ISC's Main Activities (July-September 2020)

Media Briefing (Virtual) on ReCAAP ISC Half-Yearly Report 2020 (16 July)

The Executive Director of ReCAAP Information Sharing Centre (ED-ISC), Mr Masafumi Kuroki hosted a virtual briefing to the media on 16 Jul on the Half-Yearly Report 2020 (January to June). He presented on the situation of piracy and armed robbery against ships in Asia for January to June of 2020. The briefing was well-attended by both mainstream, business, and maritime media based in Singapore. The media coverage of the Half-Yearly Report was extensive with over a hundred media articles published.

Dialogue with the Shipping Industry (Virtual) (30 July)

On 30 Jul, the ReCAAP ISC held a virtual dialogue with representatives of shipping associations and companies based in Singapore and Malaysia. During the dialogue, the Centre presented the Half-Yearly Report 2020 (January to June). Following the presentation, the participants had discussions on the following areas of concern.

- Singapore Strait – The shipping companies requested ReCAAP to engage more with the agencies of littoral States and to ask more coordination and law enforcement by the littoral States.
- Abduction of Crew – The shipping companies appreciated the Philippine authorities to address Abu Sayyaf Group challenges. Some shipping companies requested the Philippine Coast Guard (PCG) to broadcast warnings by radio to the ships transiting in the Sulu-Celebes Seas.
- Impact of COVID-19 – The shipping companies shared the difficulties of crew change and the challenges of crew who are obliged to stay longer on board ships which created some mental and physical fatigue on the crew.



Mr. Masafumi Kuroki, ED-ISC chairing the dialogue

Capacity Building Workshop (Virtual) (26 August)

The ReCAAP ISC conducted its annual Capacity Building Workshop (CBW) virtually with the 20 ReCAAP Focal Points/Contact Point on 26 Aug. The virtual meeting provided a platform for the ReCAAP Focal Points/Contact Point to discuss on the latest situation of piracy and armed robbery against ships and share best practices and challenges. The participants also discussed on the ways to improve timeliness of incident reporting, accuracy of the information and strengthen inter-agency communication for information sharing.



ReCAAP Focal Point officers participating in the virtual CBW



Conclusion

There was an **increase of 39%** in the total number of incidents and **increase of 49%** in the number of actual incidents during January-September 2020 compared to the same period in 2019. This was due to the increase of incidents in Bangladesh, India, Indonesia, the Philippines, Vietnam, South China Sea and Singapore Strait.

There was improvement at the ports/ anchorages in China and Malaysia during January-September 2020 compared to the same period in 2019.

The situation in the Singapore Strait continues to be a concern with the occurrence of 22 incidents during January-September 2020. The ReCAAP ISC recommends all ships to enhance preventive measures, including maximum alertness of lookouts when transiting the Singapore Strait, and report all incidents to the nearest coastal State immediately. The Centre also urges the littoral States to increase patrols and enforcement in their respective waters, strengthen coordination among them and promote information sharing on incidents and criminal groups involved, in order to make more arrests.

Also of concern is the occurrence of the abduction incident in waters off Eastern Sabah on 17 Jan 20, and information of planned kidnapping in Sabah and Semporna, Malaysia targeting foreigners and crew of

ships passing by the Tawi-Tawi and Sabah waters. As the threat of abduction of crew is high, the ReCAAP ISC reiterates its advisory issued via the ReCAAP ISC Incident Alert dated 21 Nov 16 to all ships to reroute from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise vigilance while transiting the area, and report immediately to the Operation Centres of Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia, and adopt the measures recommended in the '*Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah*'.

The ReCAAP ISC is also concerned about the increase of incidents at Manila and Batangas anchorages/ports, and has issued an Advisory to the shipping industry on the measures to be taken when anchored/berthed in the area, and to report all incidents to the local authorities.

The ReCAAP ISC continues to provide the maritime community with verified information in a timely manner by issuance of Warning, Incident Alert, Special Report as well as periodic reports, for all stakeholders. The Centre reiterates that collective efforts and shared responsibility by all stakeholders are indispensable in combating piracy and sea robbery.

APPENDICES

Definitions & Methodology in Classifying Incidents

Definitions

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

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

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

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

Methodology in classifying incidents

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

- A. **Violence Factor.** This factor refers to the intensity of violence in an incident, and the three indicators used to determine this are:
 - (1) Type of weapons used. Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered more violent.

- (2) Treatment of the crew. Incidents where pirates/robbers kill or kidnap crew are deemed to be more violent compared to petty thieves who flee upon being noticed. Other cases could include threatening crew members, assault, or serious injury.
- (3) Number of pirates/robbers engaged in an attack. As a rule, an incident where a larger number of pirates/robbers were involved would be considered more significant as having a large capacity (as well as probability) for use of force. A larger number of pirates/robbers may also indicate the involvement of gangs or organised syndicates rather than petty and opportunistic pirates who generally operate in small groups.

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

Using these indicators, the ReCAAP ISC classifies all incidents into one of the four categories to determine their overall significance.

Category	Description
CAT 1	CAT 1 incidents involved large number of perpetrators; more than 9 men in four out every 10 incidents and 4-9 men in the other six incidents. The perpetrators were mostly armed with guns and knives, and the crew is likely to suffer some form of injury or physical violence such as being assaulted or tied up or threatened. In term of losses, the ship was either hijacked or the cargo on board was stolen, for example siphoning of cargo oil.
CAT 2	Majority of CAT 2 incidents involved 4-9 men who are likely to be armed with knives/machetes and in 1/4 of the incidents, armed with guns. The crew is likely to be threatened or held hostage temporarily to allow the perpetrators to steal the crew's cash and ship's property including engine spares. In a few cases, the crew suffered some form of injury or physical violence but less severe in nature compared to CAT 1 incidents.
CAT 3	The number of perpetrators involved in CAT 3 incidents usually involved groups of between 1-6 men. At times, the perpetrators were armed with knives/machetes/others or other items such as sticks, rods, bats etc. The crew was not harmed, although there remains a small possibility that the crew could be subject to duress during the incident but not harmed physically. In almost half of the CAT 3 incidents, the perpetrators were unable to steal anything from the vessel, but in cases where losses were reported, stores and engine spares were the commonly targeted items.
CAT 4	The perpetrators were not armed and the crew not harmed. More than half of CAT 4 incidents involved 1-3 men who escaped empty-handed upon sighted by the crew.

This classification of incidents allows the ReCAAP ISC to provide some perspective of the piracy and armed robbery situation in Asia.

DESCRIPTION OF INCIDENTS

Actual Incidents of Piracy and Armed Robbery Against Ships in Asia

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<p>Amil 12 Offshore supply ship Palau 1621 9367085</p> <p>Amil 59 Tug boat</p>	07/01/20 0700 hrs	<p>21° 23.9' N, 72° 17.14' E</p> <p>Alang Anchorage, India</p>	<p>While at anchor, five unarmed perpetrators boarded the offshore supply vessel from a small orange boat. They stole approximately 200kg of scrap metal from the dead vessel including copper brass and iron before they escaped. The master of the towing tug, Amil 59 reported the incident to VTS Khambhat, who informed MRCC Mumbai and the local Coast Guard station. The local Coast Guard station informed Marine Police, Alang and agent of ship; and directed CG ship and Marine Police for investigation. The Marine Police later apprehended the five perpetrators, who confessed to their offence.</p> <p>[ReCAAP Focal Point (India)]</p>
2	<p>British Mariner Tanker Isle of Man 30948 9724582</p>	08/01/20 0400 hrs	<p>1° 16.2' N, 104° 16.15' E</p> <p>Approximately 6.2 nm northwest of Tanjung Tondang, Pulau Bintan, Indonesia, in the eastbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p>	<p>While underway, two perpetrators were sighted in the engine room of the ship. The alarm was immediately raised and the perpetrators escaped empty-handed. The crew was safe. The master reported the incident to Singapore Vessel Traffic Information System (VTIS) through VHF. Safety navigational broadcast was initiated. The Republic of Singapore Navy, Singapore Police Coast Guard, Indonesian and Malaysian authorities were notified.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
3	<p>Federal Bristol Bulk carrier Marshall Islands 20789 9697844</p>	13/01/20 0930 hrs	<p>5° 30' S, 105° 17' E</p> <p>Panjang Anchorage, Indonesia</p>	<p>While at anchor, the duty watchman on board noticed the steering room lock was opened and ship's engine spares were missing. The master reported the incident to the local agent.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
4	SSK 00543 Fishing trawler Malaysia	17/01/20 1500 hrs	5° 29' N, 119° 3' E Approximately 4.24 nm northwest of Pulau Tambisan, Lahad Datu, Sabah, Malaysia (Sulu-Celebes Seas)	<p>Based on initial report, eight crew from a Malaysia-registered fishing trawler (with marking <i>SSK 00543</i>) were abducted by six gunmen dressed in black suits with masks from a grey speedboat with twin engine (40 HP). The fishing trawler was found abandoned and with no crew on board on 17 January 2020 at about 1500 hrs at approximately 4.24 nm off Pulau Tambisan, Lahad Datu, Sabah, Malaysia. On 18 January 2020, the Malaysian authorities reported that they had recovered three of the eight missing crew in the vicinity of Lahad Datu, Sabah.</p> <p>The Philippine authorities were conducting maritime patrols in the area, particularly near the Sulade island (which was believed to be the staging area of the perpetrators). The Philippine and Malaysia authorities are stepping up their patrol efforts, conducting pursuit operations and intensifying its military operation to locate the five abducted Indonesian crew.</p> <p>On 29 Sep 2020, the Philippine military recovered the body of one of five abducted crew during a military operation against the Abu Sayyaf Group (ASG) in Barangay Maligay, Patikul, Sulu. The remaining four crew are still held in captivity.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
5	Kim Hock Tug 9 Tug boat Singapore 299 9767120 LKH 2882 Barge Singapore 4430	18/01/20 1129 hrs	1° 11.73' N, 103° 52.72' E In the eastbound lane of the TSS in the Singapore Strait (SOMS)	<p>While underway, six to seven perpetrators were sighted on board the barge, <i>LKH 2882</i> being towed by tug boat, <i>Kim Hock Tug 9</i>. The perpetrators escaped in two to three sampans upon seeing another tug boat, <i>Kim Hock Virgo</i> approaching them. The master of <i>Kim Hock Tug 9</i> reported the incident to Singapore VTIS. The crew was not injured. Some scrap metal was stolen.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
6	Kim Hock Tug 9 Tug boat Singapore 299 9767120 LKH 2882 Barge Singapore 4430	18/01/20 1551 hrs	1° 15.35' N, 104° 3.24' E In the eastbound lane of the TSS in the Singapore Strait (SOMS)	At about 1551 hrs on the same day of 18 Jan 20, seven perpetrators were sighted on the barge, <i>LKH 2882</i> . Two Singapore Police Coast Guard crafts were despatched to intercept. The perpetrators fled in their sampans upon seeing the Singapore Police Coast Guard crafts. The crew was not injured. Several pieces of scrap metal were stolen. At about 1735 hrs, the Singapore Police Coast Guard boarded the tug boat and barge for investigation. [ReCAAP Focal Point (Singapore)]
7	Horizon Maru Tanker Indonesia 760 9048017	21/01/20 0344 hrs	1° 4.15' N, 104° 9.02' E Off Port Kabil, east of Pulau Batam, Indonesia	While at anchor, four perpetrators armed with sharp weapons boarded the ship. The crew confronted the perpetrators and managed to capture one of them. The other three perpetrators escaped empty-handed. One of the crew suffered facial injury. The master alerted ships in the vicinity and reported to Batam Police via VHF Ch 16. The Batam Police boarded the ship and took custody of the captured perpetrator. [ReCAAP Focal Point (Singapore)]
8	RHL Clarita Bulk carrier Liberia 32486 9358864	22/01/20 1730 hrs	3° 42.1' S, 114° 25.03' E Taboneo Anchorage, South Kalimantan, Indonesia	While at anchor, the crew of the bulk carrier discovered that the lock to the bosun store was broken. Ship properties including two rolls of power cable (75 m) and one used rope (25 m) were stolen. There was no sighting of the perpetrators on board. The incident was reported to the Taboneo Port Control, the local agent and the Company Security Officer (CSO). The CSO subsequently made a report to Banjarmasin Maritime Police. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
9	AS Clarita Container ship Portugal 32968 9300972	25/01/20 0415 hrs	14° 32.68' N, 120° 55.27' E South Quarantine Anchorage area, Manila, Philippines	<p>While at anchor, the duty watch sighted one perpetrator and alerted the other crew. The perpetrator hurriedly jumped over board 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. On 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 despatched and boarded the ship to conduct inquiry and validate the report.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
10	FSL London Chemical/oil product tanker Singapore 11587 9340465	26/01/20 1024 hrs	3° 56.2' N, 98° 45.2' E Belawan Anchorage, Indonesia	<p>While at anchor, the duty officer on the bridge sighted a suspicious boat heading out from the ship. The duty officer informed the master who formed a security team to conduct a search of the ship. The security team found several buckets of paint, a fire hose, fire hydrant bronze caps and sounding pipe covers missing. From the investigation, it was likely that the perpetrators boarded the ship through the anchor chain hawse pipe.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
11	<p><i>Papora Wisdom</i> Bulk carrier Panama 17025 9508718</p>	28/01/20 0205 hrs	<p>1° 15.43' N, 104° 6.77' E</p> <p>Approximately 3.7 nm northwest of Nongsa Point, Pulau Batam, Indonesia, in the eastbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p>	<p>While underway, two perpetrators were sighted in the engine room. The ship's alarm was raised and the perpetrators escaped in a small boat from the side of the ship. There was no confrontation between the perpetrators and the crew. A search was conducted on board the ship, and some engine spares were stolen. The master reported the incident to Singapore VTIS and a safety navigational broadcast was initiated. The Republic of Singapore Navy, Singapore Police Coast Guard and the Indonesian authorities were notified. The crew was safe and the ship resumed her voyage to Hong Kong, China.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
12	<p><i>Cosco Sao Paulo</i> Container ship Hong Kong, China 40465 9484388</p>	29/01/20 0335 hrs	<p>14° 32.9' N, 120° 54.7' E</p> <p>Manila South Anchorage, Philippines</p>	<p>While at anchor, 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.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
13	Crest Onyx Tug boat Indonesia 1727 9655717	02/02/20 0520 hrs	1° 3.89' N, 103° 53.98' E Mooring buoy slot in between Pulau Melintang and Pulau Batam, Indonesia	While the tug boat was moored to a buoy, the crew sighted three perpetrators on deck and raised the alarm. The crew confronted the perpetrators who were able to escape with the assistance of two of their accomplices waiting in their small craft. The incident was reported to the Indonesian Marine Police in Batam who boarded the tug boat for investigation. A search was carried out and it was discovered that the padlock to the store room was damaged and ship equipment was stolen. The crew was not injured. [ReCAAP Focal Point (Singapore)]
14	Sung Fatt 27 Tug boat Malaysia 139 8790871 Sung Fatt 32 Barge Malaysia	07/02/20 1200 hrs	1° 3.37' N, 103° 34.78' E Approximately 9.4 nm east of Karimun Besar Island, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While the tug boat towing barge was en route from Port Klang, Malaysia to Kuching, East Malaysia, four small wooden boats approached the barge, which carried construction materials. Eight perpetrators boarded the barge, stole about 20kg of steel construction material and escaped. The crew was not injured. The incident was reported to Malaysia Marine Police. [ReCAAP Focal Point (Singapore)]
15	ASL Amber Tug boat Singapore 977 9430301	07/02/20 1910 hrs	21° 41.72' N, 91° 50.34' E Martabari Anchorage, Bangladesh	While at anchor, the duty A/B sighted two suspicious fishing boats approaching the tug boat. He saw five perpetrators armed with knives boarding the tug boat. He reported to the OOW, who immediately activated the general alarm. The perpetrators escaped from the tug boat when they realised 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 damage to the tug boat. The incident was reported to Bangladesh Coast Guard, who went on board with the security forces to investigate. [ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Bangladesh)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
16	<i>New Spirit</i> Bulk carrier Marshall Islands 32287 9425801	09/02/20 0220 hrs	1° 15.72' N, 104° 8.47' E Approximately 5.1 nm northeast of Nongsa Point, Pulau Batam, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While underway, six perpetrators armed with knives were seen in the engine room. The perpetrators ran onto the deck when they saw the crew. The master mustered and accounted for all crew in the bridge. He reported the incident to Singapore VTIS East and requested to go to Singapore to conduct further search. Upon arrival in Singapore, the Singapore Police Coast Guard boarded the ship to conduct further search. No perpetrators were found and engine spares including 20 pieces of circular brakes, 130m of cables and 25 pieces of magnetic contactors were stolen. The crew was not injured. [ReCAAP Focal Point (Singapore)]
17	<i>Swarna Jayanti</i> Tanker India 57702 9467720	09/02/20 0252 hrs	1° 15.68' N, 104° 10.52' E Approximately 6.2 nm northeast of Nongsa Point, Pulau Batam, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While underway, a perpetrator was sighted in the engine room. The master raised the alarm, mustered the crew and conducted search for the perpetrator. Some valves (engine spares) were reported missing from the engine room. The master reported incident to Singapore VTIS East. The crew was not injured. [ReCAAP Focal Point (Singapore)]
18	<i>Evimeria</i> Offshore supply ship Niue 3665 9366653	11/02/20 0530 hrs	16° 58' N, 82° 18' E Kakinada Anchorage, India	While at anchor, four perpetrators armed with knives boarded the ship from a blue and yellow craft via the starboard quarter through the ship's tyre fender. The master raised the alarm and the perpetrators escaped with 20m of mooring rope. The master reported the incident to Kakinada Port Control, who informed the coastal security police. The crew was not injured. [ReCAAP Focal Point (India)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
19	Morbius Oil/chemical/gas tanker Comoros 58141 9165762	19/02/20 0720 hrs	20° 36.4' N, 70° 3.96' E 186 Nawabandar LT 08 nm Off Gujarat, India	While <i>Morbius</i> was underway and towed by tug boat, <i>Allianz Titanium</i> , nine perpetrators in a fishing boat approached the ship. Two of the perpetrators boarded <i>Morbius</i> while the remaining seven perpetrators waited in the fishing boat. The master reported the incident to Indian Coast Guard (ICG) on VHF Ch-16 and the local Marine Police. An ICG ship immediately rushed to the location of the incident and apprehended the seven perpetrators in the fishing boat. Thereafter, the ICG boarded <i>Morbius</i> and apprehended the remaining two perpetrators hiding in the ship. The ICG handed the nine perpetrators to Marine Police Station Pipavav. The crew was not injured and nothing was stolen. [ReCAAP Focal Point (India)]
20	Al Barrah Tanker Saudi Arabia 23999 9332030	20/02/20 0530 hrs	17° 3.7' N, 82° 24.8' E Kakinada Anchorage, India	While at anchor, 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 informed 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. The crew was not injured. [ReCAAP Focal Point (India)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
21	Western Seattle Bulk carrier Philippines 32350 9660619	28/02/20 0045 hrs	1° 8.6' N, 103° 28.68' E Approximately 3.5 nm east of Pulau Karimun Kecil, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	<p>While en route to Singapore, four perpetrators boarded the bulk carrier. The crew informed the master who raised the alarm and mustered all crew in the wheelhouse. The master reported the incident to Vessel Traffic Information System Singapore. There was no confrontation between the crew and perpetrators and nothing was stolen.</p> <p>The Republic of Singapore Navy escorted the ship into Singapore and upon arrival, the Singapore Police Coast Guard boarded the ship to conduct a search. No perpetrator was found.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
22	Malaviya Ten Offshore supply ship India 2180 9202596	28/02/20 0400 hrs	16° 58.08' N, 82° 18.91' E North Anchorage Kakinada, India	<p>While at anchor, seven perpetrators in a dinghy boat approached and boarded the offshore supply ship from the stern. They stole lube oil drums and escaped. The crew was not injured. The incident was reported to Kakinada Sea Port Limited (KSPL) and Indian Coast Guard (ICG). Two ICG ships were deployed to investigate all the fishing boats entering Kakinada fisheries harbour. Further, ICG Station Kakinada informed the incident to Coastal Security Police Station Vakalapudi for investigation.</p> <p>[ReCAAP Focal Point (India)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
23	<p>Antara Koh 18 Barge Singapore 927</p> <p>Capitol T2001 Tug boat Indonesia 280 9353307</p>	06/03/20 1430 hrs	<p>22° 6.21' N, 91° 40.67' E</p> <p>Chittagong Anchorage, Bangladesh</p>	<p>While at anchor, a group of perpetrators boarded the barge, <i>Antara Koh 18</i> which was towed by tug boat <i>Capitol T2001</i>.</p> <p>The barge was installed with a crane. The perpetrators boarded the barge from some boats, cut the safety system wiring, and stole the crane data logger display, portable batteries (for machineries such as crane, generators, and hydraulic power pack), diesel and hydraulic oil.</p> <p>The crew of the tug boat contacted a passing Bangladesh Coast Guard (BCG) ship via VHF. The BCG apprehended the perpetrators and escorted the barge to Chittagong Anchorage. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
24	<p>Endeavour II Petroleum/chemical tanker Singapore 29671 9835056</p>	12/03/20 0157 hrs	<p>6° 4.95' N, 125° 11.96' E</p> <p>General Santos Harbour Anchorage, Philippines</p>	<p>The duty officer and Able Bodied (AB) were doing a safety round when they saw some perpetrators at the forecandle. The duty officer immediately informed the master who activated the general alarm.</p> <p>Upon hearing the alarm, the perpetrators escaped in a small boat. A ship security search was conducted and a padlock to the bosun store was found broken. Nothing was stolen and the crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
25	<i>Sam Jaguar</i> Bulk carrier Liberia 31760 9637428	16/03/20 0511 hrs	1° 8.02' N, 103° 31.32' E In the precautionary area in the Singapore Strait, about 6.8 nm east off Pulau Karimum Kecil, Indonesia (SOMS)	<p>While underway, the master reported to Singapore Vessel Traffic Information System (VTIS) that there was an unauthorised boarding of three perpetrators who were sighted in the engine workshop room.</p> <p>The crew managed to detain the three perpetrators, reported to Batam VTIS and waited for the Indonesian Navy to board the ship to detain the perpetrators. At 1303 hrs, the master declared that the Indonesian Navy had boarded the bulk carrier and took away the three perpetrators for investigation and prosecution. Nothing was stolen and the crew was not injured.</p> <p>The Singapore VTIS notified the Singapore Republic of Navy and Singapore Police Coast Guard about the incident. The safety navigational broadcast was also initiated.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
26	<i>Au Libra</i> Chemical/oil product tanker Panama 7092 9236339	23/03/20 0255 hrs	13° 45.11' N 121° 2.21' E Batangas Port, Philippines	<p>While at anchor, the duty crew noticed movement at the forecastle deck and saw a perpetrator with a knife climbing through the starboard anchor cable of the ship. The duty crew informed the Officer on Watch, raised the alarm on PA system and mustered the crew. Upon seeing the approaching crew, the perpetrator jumped into the water immediately; and escaped together with another person who was waiting in a small boat. An inventory of the ship's properties was conducted, and nothing was stolen.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
27	Naashi Jack-up barge Panama 2910 8762898	25/03/20 2020 hrs	21° 24.1' N 72° 20.2' E Off Alang Anchorage, India	<p>The tug boat, <i>Bateleur</i> towing <i>Naashi</i> was bound for demolition at Alang when about four perpetrators boarded the unmanned <i>Naashi</i> from a dinghy boat. The master of the tug boat noticed the perpetrators with torches on board <i>Naashi</i> 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. The boats from the Marine Police arrived at the location at 2200 hrs and found no suspicious activity.</p> <p>On 26 Mar 20, the ICG boat arrived at the location of the incident and investigated the incident with tug boat, <i>Bateleur</i>. The local agent of the ship was contacted and directed to provide a detailed report about the incident and the stolen items. Subsequently a First Information Report (FIR) was lodged with the Alang Police station. The police together with the local administration followed up with the investigation of the incident. On 30 Apr 20, the five perpetrators who boarded <i>Naashi</i> were arrested and the stolen items (ship stores) were recovered.</p> <p>[ReCAAP Focal Point (India)]</p>
28	Bumblebee Bulk carrier Marshall Islands 31250 9479046	04/04/20 2130 hrs	3° 41' S, 114° 26' E Taboneo Anchorage, South Kalimantan, Indonesia	<p>While at anchor, the A/B reported to the master that the bosun store door was tampered with and the padlock was broken. A search team was sent to the bosun store to conduct a search while the incident was reported to the port control. Initial checks by the crew revealed that the perpetrators had boarded the bulk carrier through the anchor chain and had tampered with the hawse pipe grille in order to board the ship. Ship stores including mooring rope, welding cable, fire hose nozzle and brass fire hydrant caps were stolen. At about 2300 hrs, the port security officials boarded the ship for investigation. The crew was not injured.</p> <p>[ReCAAP Contact Point (Hong Kong)]</p>

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

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
31	NYK Joanna Container ship Singapore 27003 9387449	14/04/20 0248 hrs	14° 36.05' N, 120° 52.15' E Approximately 4 nm west of Manila International Container Terminal (MICT) Breakwater, Philippines	<p>While at anchor, the duty roving noticed an unlit small motor banca near the starboard quarter of the ship. He reported to the duty officer who raised the alarm and made an announcement through the PA system. One of the crew was directed to proceed to the forward station; and he heard the banging of door and people talking. The Chief Officer together with two crew proceeded to the forward station to verify the situation. They noticed one perpetrator with a knife standing at the hawse pipe area of the ship (port side) and one perpetrator running from the bosun store and escaped through the port hawse pipe in the unlit small motor banca.</p> <p>The crew was mustered and a search and check of the inventory of the ship's property were conducted. A set of self-contained breathing apparatus (SCBA), a piece of flashlight and three sets of chain blocks were stolen. The crew was not injured. The master of the ship reported the incident to VTMS Manila and Coast Guard Station Manila. The Philippine Coast Guard boarded the ship and conducted an inquiry of the incident.</p> <p>[ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Singapore)]</p>
32	Palais Bulk carrier Marshall Islands 41605 9646649	16/04/20 0100 hrs	1° 14.95' N, 104° 6.33' E Approximately 3.2 nm north of Nongsa Point, Pulau Batam, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	<p>While en route from Singapore to China, the master of the bulk carrier reported to Singapore VTIS East on the sighting of three perpetrators at the stern of the ship. There was no confrontation between the perpetrators and the crew. The master raised the alarm and a search on board the ship was conducted to locate the perpetrators, but with no sighting of them. The master reported that the crew was safe and some engine spare parts were stolen.</p> <p>The Singapore Police Coast Guard and Republic of Singapore Navy were informed; and the Indonesian authorities were notified. A safety navigational broadcast was initiated to alert mariners.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
33	Arafura VLCC Belgium 154163 9728708	16/04/20 0800 hrs	2° 29.5' N, 105° 5.8' E Approximately 40 nm southwest of Anambas Island, Indonesia (South China Sea)	<p>While en route from port of Sungai Linggi, Malaysia to Qingdao, China, the master of the VLCC discovered that padlocks to restricted spaces were cut with heavy cutter. A breathing apparatus air compressor unit and various spare parts were found stolen. The master conducted a search on board the ship, but did not see the perpetrators. The crew was not injured.</p> <p>The master reported the incident to ReCAAP Focal Point (Singapore) via email. The Republic of Singapore Navy and Singapore Police Coast Guard were informed; and the Malaysian and Indonesian authorities were notified. A safety navigational broadcast was initiated.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
34	Seafrost Oil/chemical/gas tanker Palau 11013 8517061	18/04/20 2354 hrs	21° 25.9' N, 72° 19.8' E Off Alang Anchorage, India	<p>While <i>Seafrost</i> towed by tug boat, <i>Atlantis</i> was waiting for demolition, some perpetrators boarded the unmanned <i>Seafrost</i> from a dinghy boat. Some ship property was stolen. The master of the tug boat reported the incident to VTS Khambhat, who relayed the message to the Indian Coast Guard. The Coast Guard Station Pipavav requested Marine Police Alang and Customs Bhavnagar to investigate the matter. Further investigation is in progress.</p> <p>[ReCAAP Focal Point (India)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
35	MT Masagana Tanker Bermuda 8627 9404895	20/04/20 0145 hrs	10° 21' N, 107° 2' E Vung Tau Anchorage, Vietnam	<p>While at anchor, four perpetrators boarded the tanker via the forecastle from a wooden boat. The watchman noticed the perpetrators, reported to the duty officer and raised the general alarm. The perpetrators jumped overboard and escaped in the wooden boat. The crew conducted a search on board the ship and discovered that the forward store was opened with either a hammer or bolt cutter. The perpetrators stole 80 litres of deck red paint from the forward store. The crew was not injured. The incident was reported to Vung Tau Port Control.</p> <p>[ReCAAP Focal Point (Vietnam)]</p>
36	Horizon II Bulk carrier Panama 63993 9537563	22/04/20 2309 hrs	1° 15.11' N, 104° 4.83' E Approximately 2.9 nm north of Pulau Nongsa, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	<p>While the bulk carrier was en route from Singapore to Vietnam, two perpetrators were sighted at the stern deck of the ship. One of the perpetrators was armed with a knife. The general alarm was raised and the crew mustered at the bridge. The master reported the incident to Singapore Vessel Traffic Information System. A safety navigational broadcast was initiated. The Republic of Singapore Navy's Maritime Security Task Force (MSTF), Singapore Police Coast Guard (PCG) and the Indonesian authorities were notified.</p> <p>The master deviated the ship back to the port of Singapore and requested assistance from the authorities to conduct search on board for the perpetrators. MSTF's <i>RSS Justice</i> escorted the bulk carrier back to the port of Singapore. Upon her arrival, the Singapore PCG officers boarded the ship and conducted a search. There was no sighting of the perpetrators on board. The crew was not injured and nothing was stolen.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
37	APJ Jai Bulk carrier Panama 32987 9491393	29/04/20 0500 hrs	3° 41.43' S, 114° 25.95' E Taboneo Anchorage, Indonesia	While at anchor, the rope access hatch on forecastle deck was found partially open. Three mooring ropes were reportedly stolen. The incident was reported to the local agent and Port Facility Security Officer (PFSO). At about 1020 hrs, the deputy PFSO and the Marine Police boarded the ship for investigation. The crew was not injured. [ReCAAP Focal Point (India)]
38	Chem Ranger Tanker Marshall Islands 16411 9490296	30/04/20 0515 hrs	1° 16.7' N, 104° 16.9' E Approximately 6.2 nm northwest of Tanjung Tondong, Pulau Bintan, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While the tanker was en route from Singapore to Ulsan, Republic of Korea, three perpetrators were sighted in the engine room. The general alarm was raised and crew mustered. The master reported the incident to Singapore Vessel Traffic Information System. A safety navigational broadcast was initiated. The Republic of Singapore Navy's Maritime Security Task Force, Singapore Police Coast Guard (PCG) and the Indonesian authorities were notified. The master deviated the ship back to the port of Singapore and requested assistance from the authorities to conduct search on board for the perpetrators. Upon her arrival in Singapore, the Singapore PCG officers boarded the ship and conducted a search. There was no sighting of the perpetrators on board. The crew was not injured and nothing was stolen. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
39	<i>Torm Lotte</i> Tanker Denmark 29325 9392468	04/05/20 0350 hrs	1° 37' N, 104° 53' E Approximately 33 nm northeast of Pulau Bintan, Indonesia (South China Sea)	While at anchor, six perpetrators in a 6m long wooden boat with outboard engine came alongside the port quarter of the tanker. Four of the perpetrators boarded the ship from stern using rope hook. The other two perpetrators remained in the boat. The perpetrators wore T-shirts and shorts; and one of them carried a 20cm long knife. The perpetrators stole an UHF radio from the duty A/B before they escaped. The master informed the shipping company's security department and the local agent about the incident. The master also alerted ships in the vicinity on VHF and conducted a search on board the ship. Four padlocks were broken (steering gear room, rope locker, oxygen/acetylene and deck workshop), but nothing was missing from the rooms. [ReCAAP Focal Point (Denmark)]
40	<i>Star Glory</i> Bulk carrier Cayman Islands (UK) 33232 9503990	05/05/20 2330 hrs	0° 16' S, 117° 35' E Muara Berau Anchorage, Indonesia	While at anchor, the duty crew on routine rounds noticed the forward hatch at the forecastle was opened. Upon inspection, it was discovered that the security padlock was broken and ship stores were stolen. The incident was reported to the port authorities and the local agent. [IMO]

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

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
43	MTM Penang Petroleum/Chemical tanker Singapore 13122 9712591	16/05/20 0400 hrs	3° 47.3' N, 98° 41.8' E Terminal Ujung Baru 107, Belawan Port, Indonesia	While at berth, some stores items from the ship deck and accommodation were reported stolen. Upon investigation, it was assessed that the incident occurred during sampling procedure when all deck watch crew were involved at work. The stolen items could have been removed from the ship starboard side into some waiting boats or were taken by those who present on board the ship. The incident was reported to the local authority. The crew was not injured. [ReCAAP Focal Point (Singapore)]
44	STI Precision Tanker Marshall Islands 43142 9760213	17/05/20 0130 hrs	5° 58.7' S, 105° 56' E Anyer Anchorage, Indonesia	While at anchor, two crew (an Abled Body Seaman and an Ordinary Seaman) on deck patrol spotted a perpetrator with a machete in the port quarter. The A/B reported the sighting to the bridge via his walkie-talkie and the guard at the bridge raised the general alarm. Upon hearing the alarm, another perpetrator exited from the emergency steering gear room and escaped by jumping overboard. A search was conducted on board the ship and no perpetrator was found. Some engine parts were missing from the engine room workshop. The master reported the incident to the agent. [ReCAAP Focal Point (Singapore), ReCAAP Focal Point (India)]
45	Ocean Leader Petroleum/Chemical tanker Singapore 11999 9402835	17/05/20 0400 hrs	1° 5.3' N, 104° 10.8' E Tanjung Uban Anchorage, Indonesia	While at anchor, the duty crew spotted three perpetrators armed with knives on board the ship. The general alarm was raised and the crew mustered. Upon realizing that the crew had been alerted, the perpetrators left the ship. The crew later found a small knife on the deck that was left behind by the perpetrators. The crew was safe and nothing was stolen. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
46	<i>Torm Venture</i> Tanker Denmark 42048 9307798	18/05/20 0225 hrs	5° 54' S, 105° 59' E Merak Anchorage, Indonesia	While at anchor, two perpetrators armed with knives boarded the tanker using a ladder from a small craft. They entered the engine room via the steering gear room entrance. The perpetrators later escaped empty-handed. The crew was not injured. The master reported the incident to the coastal authority. [ReCAAP Focal Point (Denmark)]
47	<i>SMS Sangatta</i> Tug boat Indonesia 372 9637519 <i>Winposh Resolve</i> Supply vessel Indonesia	18/05/20 2247 hrs	1° 13.35' N, 104° 6.53' E Approximately 2.1 nm northeast of Pulau Nongsa, Indonesia, just outside (south) of the TSS in the Singapore Strait (SOMS)	While the tug boat towing the supply vessel was en route from Labuan, Sabah, East Malaysia to Pulau Sambu, Indonesia, three perpetrators boarded the supply vessel. The master raised the alarm and reported the incident to Singapore VTIS. At about 2358 hrs, the master updated that the perpetrators had escaped. The crew was safe and nothing was stolen. No further assistance was required; and the tug boat and supply vessel resumed their voyage. A safety navigational broadcast was initiated. The RSN's MSTF, Singapore Police Coast Guard and the Indonesian authorities were notified. [ReCAAP Focal Point (Singapore)]
48	<i>Baltic Cove</i> Bulk carrier Liberia 23456 9450727	22/05/20 0130 hrs	20° 57.2' N, 107° 18.8' E Campha Anchorage, Vietnam	While at anchor, the duty A/B found some hose nozzles in a drum near the paint store and reported to the duty officer and chief officer. A check was conducted around the stores and a hoisting wire was found missing from the bosun store. The incident was reported to the local agent. [ReCAAP Focal Point (Vietnam)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
49	FSL Osaka Petroleum/chemical tanker Singapore 28063 9354519	24/05/20 2200 hrs	22° 16.27' N, 91° 48.64' E DoJ Berth #6, Chittagong Port, Bangladesh	While at berth, an unknown number of perpetrators boarded the ship. The duty crew alerted his officer when he discovered part of a mooring rope was missing while he was making his rounds at the forecastle. A search was conducted and no other items were found missing. The crew was safe and the incident was reported to the local authority. [ReCAAP Focal Point (Singapore)]
50	Red Daisy Bulk carrier Panama 34830 9767584	29/05/20 0420 hrs	0° 16.45' S, 117° 36.7' E Muara Berau Anchorage, Indonesia	While at anchor, an unknown number of perpetrators boarded the ship unnoticed. Duty A/B on routine rounds noticed the forecastle skylight opened; and anchor pipe cover and padlock missing. He immediately informed the duty officer, who raised the alarm and crew mustered. A search was conducted and ship stores were stolen. The incident was reported to the Coast Guard who boarded the ship for investigation. [IMO]
51	Dubai Crown Bulk carrier Panama 30738 9326378	02/06/20 1900 hrs	0° 15.94' S, 117° 36.84' E Muara Berau Anchorage, Indonesia	While at anchor, two perpetrators boarded the ship from a small boat using hooks and ropes. They broke into the forecastle store and started lowering mooring ropes in the water. The crew spotted the perpetrators and raised the alarm. The perpetrators escaped empty-handed immediately. [IMO]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
52	Seaspan Fraser Container ship Hong Kong, China 41225 9351608	13/06/20 0325 hrs	14° 35.7' N, 120° 51.48' E MICT Anchorage, Manila, Philippines	While the ship was preparing to heave up the anchor going to MICT Pilot Station, one of the crew spotted a bolt cutter near the bosun store and noticed that the padlock of the store was broken. The bosun store is on the forward bow of the ship. The bosun mate immediately inspected the store and assessed that there were no missing items, and there might have been a boarding to attempt theft. The incident was reported to the Port State Control Manila. [ReCAAP Focal Point (Philippines)]
53	Osaka Bay Bulk carrier Hong Kong, China 31863 9789922	14/06/20 0001 hrs	10° 13.2' N, 107° 2.3' E Vung Tau Anchorage, Vietnam	While at anchor, an unknown number of perpetrators boarded the ship unnoticed. They stole paint cans from the paint store (located in forecabin of ship) and escaped. The crew was not injured. [ReCAAP Contact Point (Hong Kong)]
54	BW Zambesi Tanker Singapore 43885 9393101	17/06/20 0200 hrs	5° 54.2' S, 105° 59' E Merak Anchorage, Indonesia	While at anchor, the chief engineer on his rounds discovered that the ship's Inert Gas System (IGS) weathertight door handle was broken. Following a search on board the ship, the crew found there was no sign of forced entry but some generator spares were missing from the engine room. They also found the net lashing on the port side had been cut; and suspected the perpetrators could have entered and exited from there. The crew was not injured. The incident was reported to the local authority. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
55	Asia Energy Tanker Bahamas 101427 9606950	26/06/20 2217 hrs	14° 33.35' N, 120° 48.7' E Manila Anchorage, Philippines	While at anchor, the crew noticed four perpetrators on the forecastle of the tanker. The perpetrators jumped overboard when they were sighted by the crew. The master immediately reported the incident to VTMS Manila. Three immersion suits and two fire hoses were stolen. The crew was not injured. [ReCAAP Focal Point (Philippines)]
56	Cardinal Bulk carrier Marshall Islands 30645 9274575	28/06/20 0311 hrs	1° 16.55' N, 104° 13.83' E Approximately 7.7 nm northwest of Tanjung Tondang, Pulau Bintan, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While the bulk carrier was en route from Singapore to Qingdao, China, four perpetrators were sighted in the engine room workshop. Upon being sighted, the perpetrators escaped via the emergency steering room to the ship's stern deck. A thorough search on board the ship was conducted twice with no further sighting of the perpetrators. Markings found on ship railings at the stern indicated that the perpetrators had escaped using hooks and ropes. There was no confrontation with the crew and nothing was stolen. The ship resumed her voyage. The ship's CSO reported the incident to the Singapore Port Operations Control Centre on 30 Jun 20. A safety navigational broadcast was initiated. The RSN, Singapore Police Coast Guard and the Indonesian authorities were notified. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
57	<i>Frio Olympic</i> Reefer Vessel Panama 8487 8801802	02/07/20 0040 hrs	1° 16.88' N, 104° 19.1' E Approximately 5.8 nm northwest of Tanjung Pergam, Pulau Bintan, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	<p>While the reefer vessel was en route to Dalian, China, an unknown number of perpetrators were sighted on deck. The master raised the alarm and the perpetrators escaped immediately. The crew conducted a search on board and discovered that four boxes of ship stores were stolen. There was no confrontation between the perpetrators and the crew.</p> <p>The incident was reported to Singapore Vessel Traffic Information System (VTIS). The ship confirmed no assistance was required and resumed her voyage. A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF), Singapore Police Coast Guard and the Indonesian authorities were notified.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
58	<i>Wolverine</i> Bulk carrier Marshall Islands 34779 9711327	12/07/20 0215 hrs	1° 16.36' N, 104° 15.36' E Approximately 6.6 nm northwest of Tanjung Tondang, Pulau Bintan, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	<p>While the bulk carrier was en route to Cam Pha, Vietnam, three perpetrators were sighted in the engine room store. The alarm was raised and the perpetrators escaped. All crew were mustered at the navigation bridge. The crew conducted a search on board and updated Singapore VTIS at 0235 hrs that some engine spare parts were stolen and no further sighting of the perpetrators on board. The crew was safe and no assistance required.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF, Singapore Police Coast Guard and the Indonesian authorities were notified.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
59	<i>MWV Falcon</i> Offshore supply vessel Singapore 5312 9779290	16/07/20 2015 hrs	16° 58.7' N, 82° 16.75' E Jetty No NRW-3, Kakinada, India	<p>While at anchor, the duty Able-bodied (AB) sighted one perpetrator armed with a knife on board the ship. The perpetrator opened the generator door and tried to steal generator equipment using a spanner. The AB immediately reported the incident to the bridge. The perpetrator jumped into the water and escaped after his presence was discovered. A search on board the ship was carried out and the crew found one fire hose box was opened. Nothing was stolen. The crew was not injured. 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 and the local police. During the preliminary investigation, a few suspects were apprehended by the local police and further investigation is in progress. Enhanced patrols were carried out in the area.</p> <p>[ReCAAP Focal Point (India), ReCAAP Focal Point (Singapore)]</p>
60	<i>Newark</i> Container ship Liberia 35573 9322504	20/07/20 0340 hrs	14° 32.66' N, 120° 55.15' E Vicinity waters of Manila Bay Quarantine Anchorage Area South Harbour, Manila, Philippines	<p>While conducting roving at the fore-castle of the ship, the 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.</p> <p>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.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
61	<p>BS Ayres Tug boat Singapore 299 9740287</p> <p>BS 27 Flat top deck cargo barge Singapore 4506</p>	26/07/20 0837 hrs	<p>1° 11.5' N, 103° 32.3' E</p> <p>Approximately 4.4 nm from Tanjung Piai, Johor, Malaysia in the precautionary area in the Singapore Strait</p> <p>(SOMS)</p>	<p>While the tug boat towing the flat top deck cargo barge was en route to Singapore, two unknown crafts with three perpetrators on each craft were sighted approaching the barge. Two perpetrators boarded the barge and left after 20 minutes. The two crafts moved away from the location of the incident and were seen heading in a southwestern direction. The tug boat and barge resumed their voyage to Singapore. Some batteries were reported stolen from the barge. The crew was safe and no assistance was required.</p> <p>A safety navigational broadcast was initiated after the incident. The RSN's MSTF, Singapore Police Coast Guard, and the Malaysian and Indonesian authorities were notified.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
62	<p>Name withheld Tanker Saudi Arabia 29166</p>	12/08/20 0315 hrs	<p>1° 42.8' N, 101° 27.8' E</p> <p>Dumai Inner Anchorage, Indonesia</p>	<p>While at anchor, a perpetrator boarded the ship using a hook attached to a rope. The duty crew noticed the perpetrator along with two other persons in a wooden boat and raised the alarm. Upon hearing the alarm, the perpetrators escaped empty-handed. The port authority was informed through the local agent.</p> <p>[IMO]</p>
63	<p>Pacific Sapphire Chemical/oil product tanker Hong Kong, China 11572 9508158</p>	14/08/20 1000 hrs	<p>13° 46' N, 120° 59' E</p> <p>Bauan Batangas Terminal Inc., Philippines</p>	<p>While at berth, one perpetrator armed with a long knife boarded the tanker by climbing the mooring lines located at the starboard astern of the ship. The perpetrator entered the cabin of the general steward, threatened him by pointing a knife at him and stole his personal belongings. The alarm was raised immediately, and the perpetrator escaped via the mooring lines in an unmarked blue small motor banca stationed at the astern of the ship.</p> <p>The Port State Control (PSC) personnel boarded the ship to verify the report and advised the master to file report with the Coast Guard Station (CGS) Batangas.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
64	Vienna Wood N Bulk carrier Hong Kong, China 31540 9593713	20/08/20 2021 hrs	13° 44.18' N, 121° 1.46' E Batangas Bay Anchorage Area, Philippines	<p>While the duty roving crew was performing his duty at the main deck, a perpetrator with a bolo (knife) attacked him. The duty crew tried to stop the perpetrator but accidentally grabbed the bolo, which resulted in a cut on his right palm. The perpetrator escaped empty-handed. The general alarm was raised immediately and first aid was administered to the injured crew.</p> <p>The incident was reported to the PSC and the Philippine Coast Guard (PCG). The PSC Batangas and CGS Batangas responded to the incident but did not find any watercrafts or person within the ship's surroundings. The injured crew was evacuated and brought to hospital for treatment.</p> <p>The master assessed that the perpetrator may have boarded the ship by throwing a line with hook.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
65	GS Fabulous Petroleum/chemical tanker Singapore 11261 9421269	25/08/20 0500 hrs	5° 49' N, 118° 7' E Sandakan Inner Anchorage, Sabah, East Malaysia	<p>The CSO reported that the store padlock of the tanker was found broken and 11 drums of paint were discovered stolen from the paint store. There were footprints found near the railings, indicating that the perpetrators were likely to have boarded the ship from port side of forecastle. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
66	Stolt Perseverance Chemical tanker Cayman Islands 25196 9124471	28/08/20 2005 hrs	1° 42.8' N, 101° 26.6' E Dumai Anchorage, Indonesia	<p>While at anchor, the duty watchman on routine rounds noticed four perpetrators armed with knives on poop deck trying to open the hatch for emergency towing arrangements. The duty watchman informed the bridge and the alarm was raised. All non-essential crew were mustered in the citadel. The perpetrators escaped upon hearing the alarm. The crew was not injured and nothing was stolen. The Coast Guard boarded the ship for investigation thereafter.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
67	<i>Amina</i> Bulk carrier Iran 40166 9305192	29/08/20 2324 hrs	1° 16.93' N, 104° 16.78' E Approximately 6.9 nm north- northwest of Tanjung Pergam, Pulau Bintan, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While underway, six perpetrators armed with long knives were on board the bulk carrier. The master later updated Singapore VTIS East that the crew conducted a search on board and no perpetrator was found. The crew was safe and no item was missing. A navigational broadcast was promulgated to warn all ships in the vicinity. The Republic of Singapore Navy (RSN)'s Maritime Security Task Force (MSTF), Singapore Police Coast Guard, and the Malaysian and Indonesian authorities were notified. [ReCAAP Focal Point (Singapore)]
68	<i>Sea Diamond</i> Bulk carrier Marshall Islands 40690 9374181	30/08/20 0040 hrs	1° 16.35' N, 104° 15.71' E Approximately 7 nm off Tanjung Pergam, Pulau Bintan, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While underway, one perpetrator was reported on board the bulk carrier. The master later updated Singapore VTIS East that the crew conducted a search on board and no perpetrator was found. The crew was safe, and no item was missing A navigational broadcast was promulgated to warn all ships in the vicinity. The RSN's MSTF, Singapore Police Coast Guard, and the Malaysian and Indonesian authorities were notified. [ReCAAP Focal Point (Singapore)]
69	<i>AAL Nanjing</i> General cargo ship Liberia 14053 9521552	04/09/20 0330 hrs	14° 31.85' N, 120° 50.6' E South Anchorage Area, Manila, Philippines	While at anchor, the crew noticed that the forecastle light was opened. The crew conducted inventory check and discovered that some of their equipment including chainsaws, ship bell, welding machine and breathing apparatus were missing. The incident was reported to VTMS Manila and Philippine Coast Guard (PCG). The crew was not injured. [ReCAAP Focal Point (Philippines)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
70	<i>Ela</i> Container ship Liberia 18358 9516777	05/09/20 0220 hrs	14° 35.66' N, 120° 52.15' E Manila Anchorage, Philippines	While at anchor, 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. Unfortunately, the person already left the ship. 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. [ReCAAP Focal Point (Philippines)]
71	<i>Arguello</i> Container ship Liberia 40839 9409027	06/09/20 0433 hrs	14° 33.42' N, 120° 52.35' E South Harbour Anchorage Area, Manila, Philippines	While at anchor waiting for crew change, 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 (PCG). The crew was not injured. [ReCAAP Focal Point (Philippines)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
72	<p>Uni Blossom Bulk carrier Hong Kong, China 23303 9816567</p>	23/09/20 0001 hrs	<p>1° 15.4' N, 104° 5.5' E</p> <p>Approximately 3.5 nm northeast of Pulau Nongsa, Indonesia in the eastbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p>	<p>The Chief Engineer discovered some engine spare parts were stolen when he was conducting his round in the engine room at about 0200 hrs on 23 Sep. No perpetrator was sighted. The master could not determine when the actual boarding took place. As the engine room was manned till 0001 hrs on 23 Sep, the incident was assessed to have occurred between 0001 hrs and 0200 hrs. The crew was safe.</p> <p>The master reported the incident via email to Singapore POCC on 25 Sep. A safety navigational broadcast was initiated. The Republic of Singapore Navy's Maritime Security Task Force, Singapore Police Coast Guard, and the Indonesian authorities were notified. The ship was en-route to China.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
73	<p>Champion Prince Tanker Singapore 59024 9488011</p>	30/09/20 0400 hrs	<p>1° 31.1' N, 104° 49' E</p> <p>Approximately 22.4 nm northeast of Tanjung Berakit, Pulau Bintan, Indonesia</p> <p>(South China Sea)</p>	<p>While at anchor, an unknown number of perpetrators boarded the ship. The perpetrators broke the padlocks 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. There was no confrontation between the perpetrators and crew.</p> <p>[ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Japan)]</p>

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
74	Kota Anggerik Container ship Singapore 17652 9175597	13/03/20 2010 hrs	3° 55.5' N, 98° 46.3' E Belawan Anchorage, Indonesia	<p>While at anchor, the duty able bodied (AB) at the forecandle deck alerted the bridge when he discovered an unknown person trying to open the bolt of portside hawse pipe gate. The perpetrator was wearing a face mask and armed with a metallic object.</p> <p>The duty officer upon alerted by the AB immediately sounded the whistle. The perpetrator fled the scene and escaped through a hawse pipe into a waiting unlit wooden boat. A second perpetrator was spotted jumping into the water from the anchor chain. A ship security search was conducted. There was no damage to the ship's property and nothing was stolen. The incident was reported to the local authority.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
75	Global Phenix LPG tanker Panama 5917 9552719	08/07/20 1404 hrs	3° 27.5' N, 108° 40.9' E Approximately 23 nm southeast of Natuna Island, Indonesia (South China Sea)	<p>While underway, five perpetrators in a boat attempted to come alongside and board the tanker. Seeing the approaching boat, the ship conducted evasive manoeuvring and directed the Aldis lights towards the boat, which resulted in the boat moving away.</p> <p>[ReCAAP Focal Point (Japan)]</p>

FLOW DIAGRAM ON PROCEDURE FOR REPORTING INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

In accordance to the MSC.1/Circ 1334 on 'Guidance to ships owners, ship operators, ship masters and crew on preventing and suppressing acts of piracy and armed robbery against ships', the flow diagram on Procedure for Reporting Incidents of Piracy and Armed Robbery Against Ships in Asia is shown below:

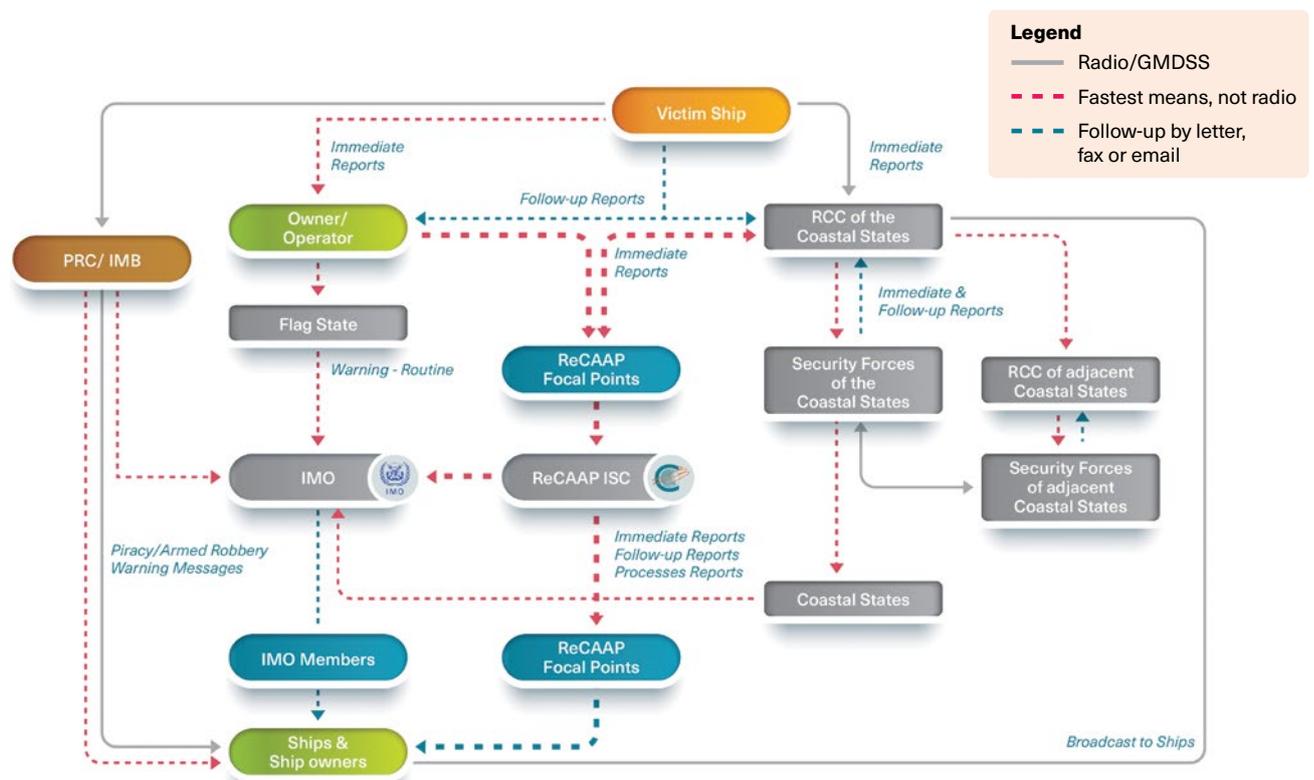


Diagram 1 – Flow Diagram for Reporting Incidents in Asia

Notes:

1. The RCCs of some ReCAAP Contracting Parties are also their ReCAAP Focal Points. These Focal Points also disseminate incident information internally to their respective RCCs, maritime authorities and law enforcement agencies as appropriate.
2. The ReCAAP Focal Points are governmental agencies designated by the respective Contracting Parties of the ReCAAP Agreement.
3. The incident reporting process in Asia does not change other reporting processes for incidents already in practice.

CONTACT DETAILS OF ReCAAP FOCAL POINTS/CONTACT POINT

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Australia		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: MBC_NCU@abf.gov.au	+61-2-6275-6000	+61-2-6275-6275
Bangladesh		
Department of Shipping E-mail: cns@dos.gov.bd	+88-02-9554206	+88-02-7168363
Brunei		
Royal Brunei Marine Police Email: marine@police.gov.bn	+673-2773548	+673-2770549
Cambodia		
Merchant Marine Department Ministry of Public Works and Transport E-mail: dararith.hg@gmail.com	+855-77-331-531	+85-5-2386-4110
China		
China Maritime Search and Rescue Coordination Centre (Beijing) Email: cnmrcc@mot.gov.cn cnmrcc@msa.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999	+85-2-2541-7714
Denmark		
Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-7219-6000	
India		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: mrcc-west@indiancoastguard.nic.in mrcc.mumbai@gmail.com	+91-22-2431-6558 +91-22-2438-8065 +91-22-2438-3592	+91-22-2431-6558 +91-22-2438-8065 +91-22-2438-3592

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Japan		
Japan Coast Guard (JCG) Ops Centre Email : jcg-op@mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
Republic of Korea		
Situation Room (Operation Centre) Ministry of Oceans and Fisheries Email: mof5896@korea.kr	+82-44-200-5895 to 98	+82-44-200-5886 to 88
Laos		
International Organisations Department UN Political and Security Affairs Division Ministry of Foreign Affairs Email: unpolsec.mfalaos@gmail.com	+856-21-414025	+856-21-414025
Myanmar		
MRCC Ayeyarwaddy Myanmar Navy Email: mrcc.yangon@mptmail.com.mm mrcc.myanmar2012@gmail.com	+95-313-1651 +95-1-8202-417 +95-979-527-9576 (Mobile)	+95-1-8202-417
Netherlands		
Dutch Coast Guard Maritime Information Centre Email: mik-nl@kustwacht.nl	+31-223-658-101	+31-223-658-358
Norway		
Norwegian Maritime Authority Email: security@sdir.no	+47-5274-5000	+47-5274-5001
Philippines		
Philippine Coast Guard Command Center Email: pcgcomcen@coastguard.gov.ph	+632-8-527-8481 (ext: 6136/37) +632-998-585-5327 (mobile) +632-917-842-8249 (mobile)	+632-8-527-3877
Coast Guard District South Western Mindanao (CGDSWM) Email: hcgdswm@yahoo.com	+63-998-585-7972 +63-917-842-8446 VHF: Channel 16 with call sign "NEPTUNE"	

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

Correct as at 30 September 2020

ACKNOWLEDGEMENTS

The ReCAAP ISC makes use of various sources of information in producing its reports. The primary source is the ReCAAP ISC's Information Network System (INF). Where necessary, the ReCAAP ISC leverages on other secondary sources of information, including those from the International Maritime Organization (IMO), the Information Fusion Centre (IFC), the Malaysian and Indonesian authorities, the commercial entities (such as shipping companies, ship owners, ship operators, ship agents etc.) and other publicly available sources to facilitate analysis on patterns and trends, and to make recommendations. The ReCAAP ISC makes every effort to acknowledge these sources.



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

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