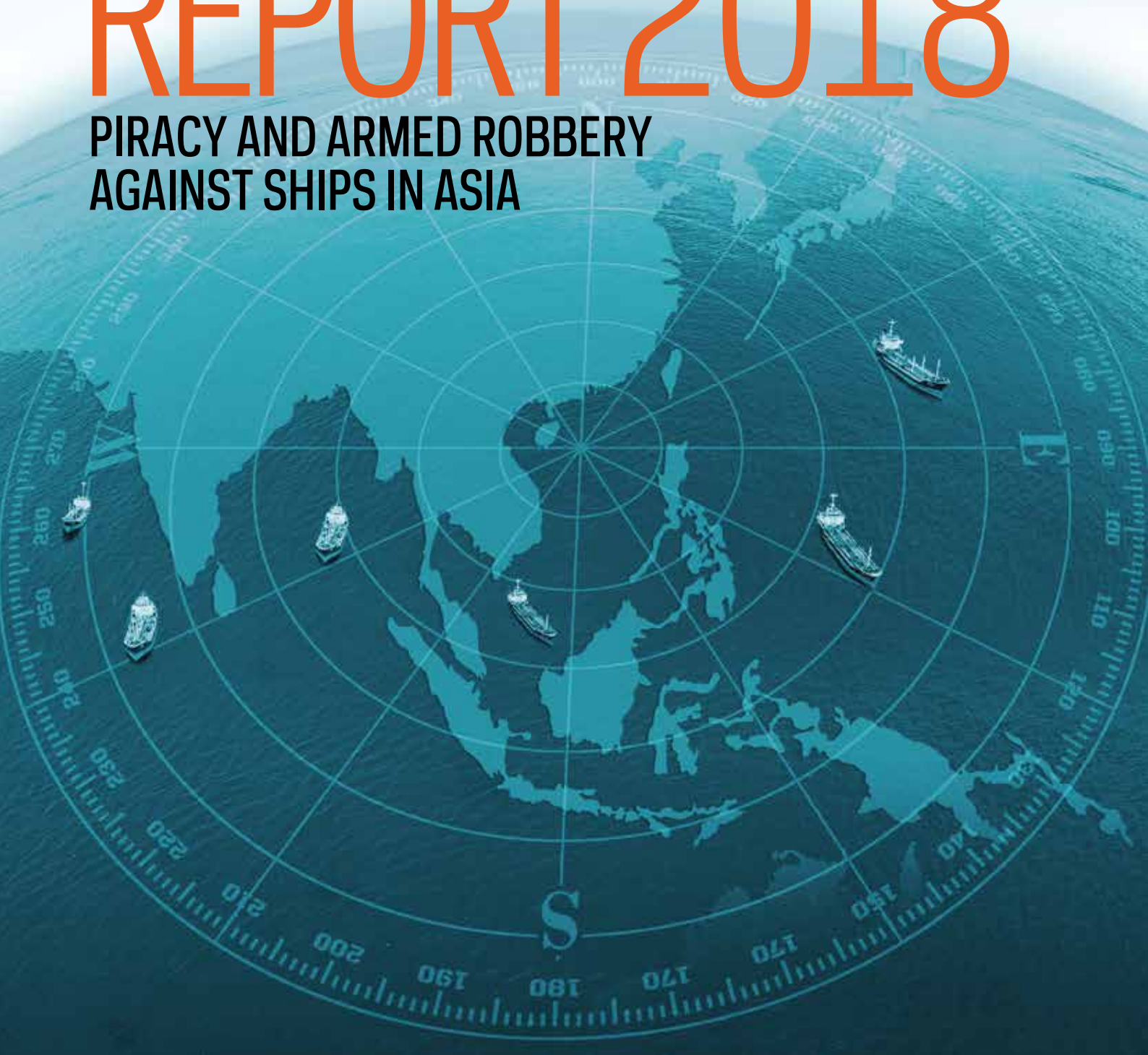




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# ANNUAL REPORT 2018

**PIRACY AND ARMED ROBBERY  
AGAINST SHIPS IN ASIA**



# CONTENTS

## EXECUTIVE SUMMARY

### PART ONE

#### OVERVIEW

Incidents of Piracy and Armed Robbery Against Ships in Asia reported in 2018

- Number of incidents
- Piracy vs armed robbery against ships
- Significance level of incidents
- Status of ships
- Location of incidents

### PART TWO

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

- Situation update
- ReCAAP ISC Warnings, Incident Alerts and Advisory

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**PART THREE**  
**INSIGHTS OF INCIDENTS BY**  
**LOCATIONS USING DATA**  
**ANALYTICS**

- Asia
- Bangladesh
- India
- Indonesia
- Vietnam
- South China Sea (SCS)
- Straits of Malacca and Singapore (SOMS)

**PART FOUR**  
**CASE STUDIES**

**PART FIVE**  
**ReCAAP ISC'S MAIN ACTIVITIES**  
**(OCTOBER-DECEMBER 2018)**

**CONCLUSION**

**APPENDICES**

- Definitions & methodology in classifying incidents
- Description of incidents (January-December 2018)
- Flow diagram on procedure for reporting incidents of piracy and armed robbery against ships in Asia
- Contact details of ReCAAP Focal Points / Contact Point
- Acknowledgements

# EXECUTIVE SUMMARY

A total of 76 incidents of piracy and armed robbery against ships (comprising 62 actual incidents and 14 attempted incidents) were reported in Asia in 2018 compared to 102 incidents (comprising 90 actual incidents and 12 attempted incidents) in 2017. This accounts for a **25% decrease** in the total number of incidents reported in 2018 compared to 2017. The number of actual incidents decreased by 31% in 2018 compared to those in 2017. Both the total number of incidents and number of actual incidents in 2018 are the lowest among the 10-year period of 2009-2018. Of the 76 incidents, four were incidents of piracy (5%) and 72 were incidents of armed robbery against ships (95%). All four piracy incidents occurred in the South China Sea.

There was improvement at some ports and anchorages in 2018, compared to 2017. The improvement was most apparent at Manila anchorage in the Philippines. On the other hand, there were more than 10 incidents at ports and anchorages in Chittagong, Bangladesh and in Samarinda, Indonesia and a slight increase in Malaysia and Vietnam.

Successful arrests of perpetrators were reported in 2018 in Bangladesh (Chittagong), India (off Alang, Gujarat), Philippines (Manila), Indonesia (Pulau Batam), Malaysia (off Pulau Tinggi, at Tg Kidurong, Sarawak and off Tambisan, Sabah).

There was no actual incident of hijacking of ships for oil cargo theft in 2018. Two incidents of suspicious intention to steal oil cargo were reported on 1 Jun 18 and 4 Aug 18. In both incidents, Malaysian Maritime Enforcement Agency (MMEA) successfully arrested the masterminds and perpetrators.

There was a decrease in the number of incidents of abduction of crew for ransom in the Sulu-Celebes Seas and waters off Eastern Sabah in 2018. Three incidents of abduction of crew (comprising two actual incidents and one attempted incident) were reported in 2018, compared to seven incidents (comprising three actual incidents and four attempted incidents) in 2017. Despite the decrease in the number of incidents, the abduction of crew for ransom remains a serious threat in the area.

The ReCAAP ISC reiterates the need for law enforcement agencies to enhance surveillance, increase patrols and respond promptly to the reports of incidents. Ships are strongly advised to report all incidents to the nearest coastal State and flag State immediately, and implement preventive measures recommended in the *Regional Guide to Counter Piracy and Armed Robbery*

*against Ships in Asia*, a Guidebook of best practices for shipping companies issued by the ReCAAP ISC.

Special Advisory of the ReCAAP ISC is as follows:

- **Sulu-Celebes Seas and waters off Eastern Sabah**

The threat of the abduction of crew by Abu Sayyaf Group (ASG) still remains in the area. Most of abduction of crew occurred on ships of slow speed with low free board such as fishing trawlers and tug boats (seven fishing trawlers and six tug boats were attacked out of 17 actual incidents). Although most were unsuccessful, perpetrators attempted to attack bigger ships as well. The incidents occurred both during daylight hours and hours of darkness. The coastal States concerned are requested to continue their efforts of enhanced surveillance, patrol and contact with ships transiting the area. Shipping companies are advised to follow the ReCAAP ISC's Incident Alert dated 21 Nov 16 and keep close communication with the contact centres of local authorities.

- **At ports and anchorages**

In 2018, 95% of incidents in Asia were armed robbery against ships which occurred in territorial waters, archipelagic waters and inner waters. In particular, 75% of the incidents took place at ports and anchorages. These incidents are under the jurisdiction of the coastal States. The mitigation of these incidents by coastal States contributes significantly to the reduction of sea robbery incidents in Asia. Most of the incidents at ports and anchorages occur during hours of darkness, particularly between 2000 hrs and 0559 hrs. In 2018, among the incidents reported at ports and anchorages are: Chittagong, Bangladesh (11), Samarinda, Indonesia (15), Batangas, Philippines (6), and Cam Pha and Godau port, Vietnam (4). Enforcement agencies of coastal States are advised to enhance surveillance at ports and anchorages, and ships were advised to increase vigilance, secure all stores and adopt preventive measures.

- **Ships underway**

In 2018, 25% of the incidents occurred on board ships while underway. Majority of these incidents occurred during hours of darkness between 0000 hrs and 0559 hrs. Most of these incidents reported in 2018 occurred in the Singapore Strait, Sulu-Celebes Seas and South China Sea. Enforcement agencies of the littoral States are advised to increase patrols; and ships are to exercise enhanced vigilance and maintain all round lookout for suspicious boats in the vicinity.

Part Three of this report highlights the trend and analysis of all the incidents of the past 12 years (2007-2018) in the whole of Asia and in six locations of Asia by using Data Analytics. It provides detailed characteristics and insights of incidents of piracy and armed robbery against ships in the region.

PART ONE

# OVERVIEW

Incidents of Piracy and Armed Robbery  
Against Ships in Asia reported in 2018



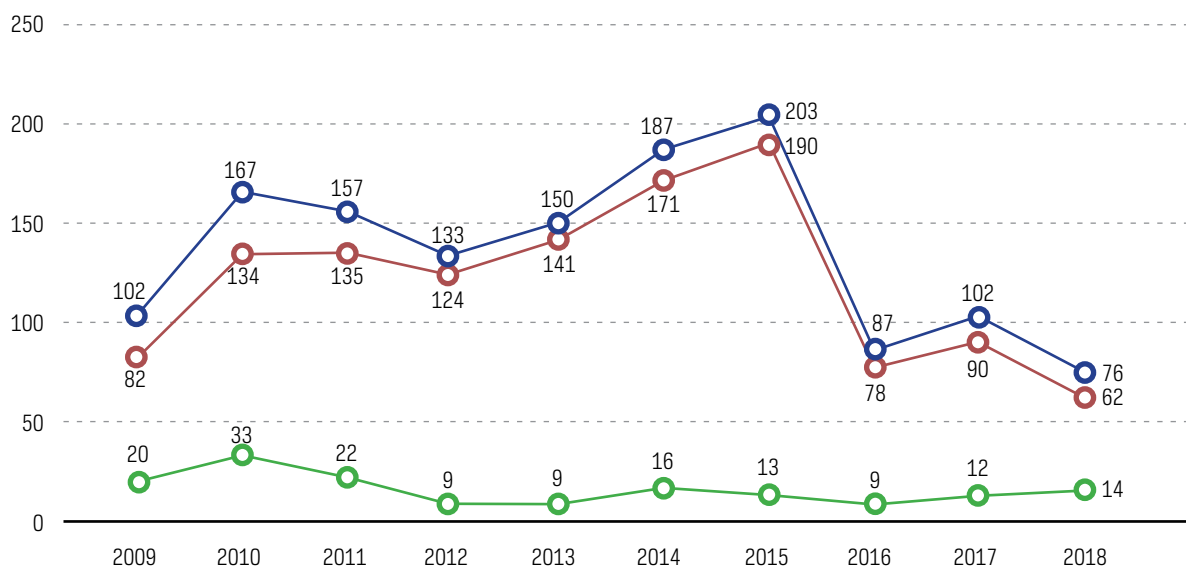
# OVERVIEW

## Incidents of Piracy and Armed Robbery Against Ships in Asia reported in 2018

### NUMBER OF INCIDENTS

A total of 76 incidents of piracy<sup>1</sup> and armed robbery against ships<sup>2</sup> (comprising 62 actual incidents<sup>3</sup> and 14 attempted incidents<sup>4</sup>) were reported in Asia. Refer to Appendix for Description of Incidents (*January-December 2018*).

Compared to 2017, there was a **25% decrease** in the total number of incidents reported in 2018. This is due to a decrease in the number of actual incidents in 2018. A total of 62 actual incidents were reported in 2018 compared to 90 actual incidents reported in 2017. Both the total number of incidents and the number of actual incidents reported in 2018 are the lowest among the 10-year period of 2009-2018. Graph 1 shows the number of incidents reported during 2009-2018.



**Graph 1 - Number of incidents (2009-2018)**

● Total ● Actual ● Attempted

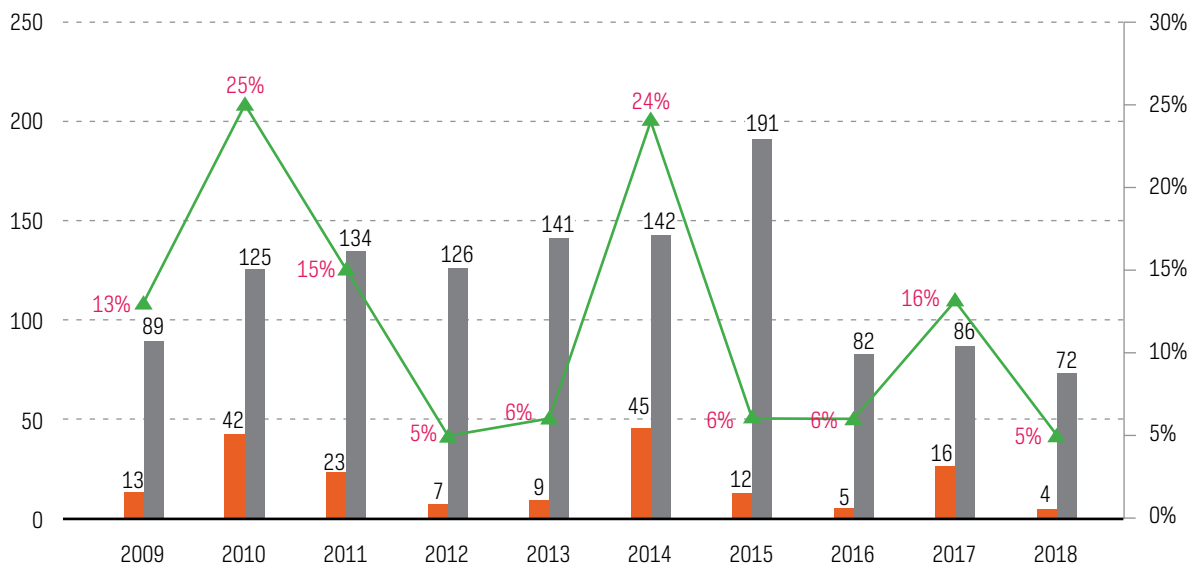
- 1 Definition of piracy is in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS). Refer to Appendix for detailed definition.
- 2 Definition of armed robbery against ships is in accordance with the Code of Practice for the Investigation of Crimes of Piracy and 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 secured or unsecured items found on board the ship.
- 4 Attempted incidents are incidents where pirates/robbers tried but failed to board the ship.

## PIRACY VS ARMED ROBBERY AGAINST SHIPS

Of the 76 incidents reported in 2018, four were incidents of piracy (5%) and 72 were armed robbery against ships (95%).

Chart 1 shows the number of piracy vs armed robbery incidents reported during 2009-2018. Majority of the incidents reported in Asia are armed robbery against ships. Over the 10-year period, the number of piracy incidents fluctuated each year, with an average of 12% for piracy incidents against 88% for armed robbery against ships incidents.

Majority of the piracy incidents in Asia occurred in the South China Sea (SCS); and these were mainly theft on board ships while underway and at anchor. In 2014 and 2015, most of the piracy incidents involved the hijacking of ships for theft of oil cargo. In 2017, of the 16 piracy incidents, 12 incidents occurred in the SCS, three incidents in the Sulu-Celebes Seas and one incident in the Arabian Sea. In 2018, all four piracy incidents occurred in the SCS.



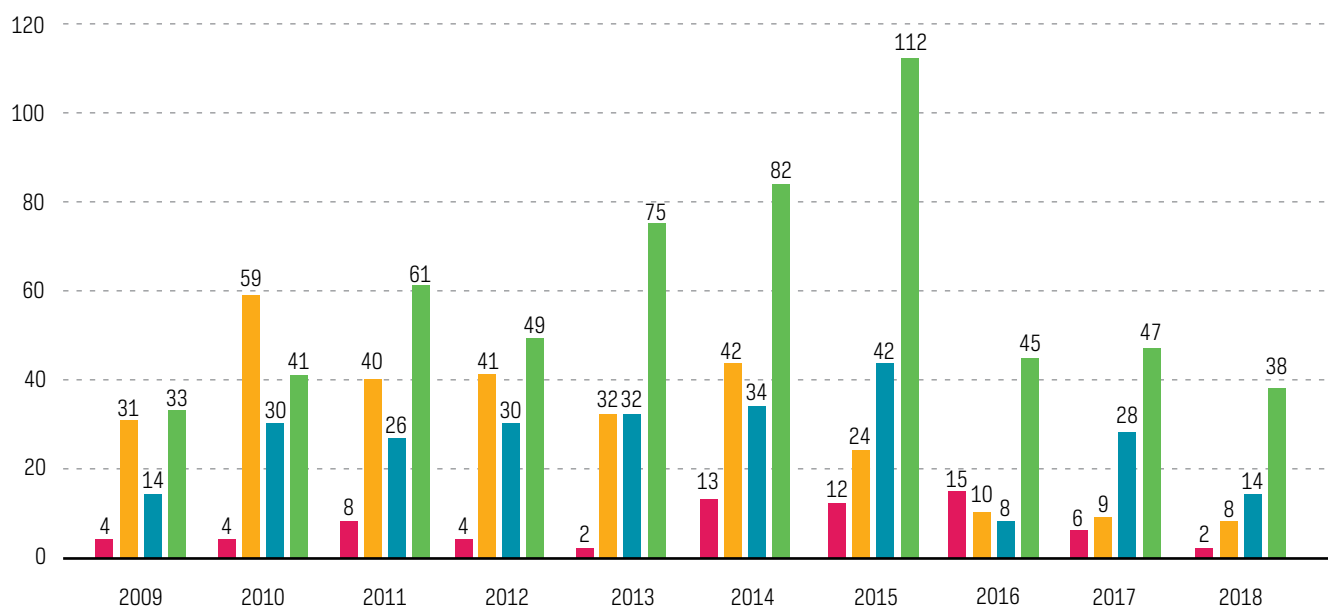
**Chart 1 - Piracy vs Armed Robbery Against Ships (2009-2018)**

● Piracy ● Armed Robbery ▲ Piracy (%)

## SIGNIFICANCE LEVEL OF INCIDENTS

Of the 62 actual incidents reported in 2018, two were CAT 1 incidents, eight were CAT 2 incidents, 14 were CAT 3 incidents and 38 were CAT 4 incidents. Chart 2 shows the significance level of incidents reported during 2009-2018.





**Chart 2 - Significance level of incidents (2009-2018)**

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4

### CAT 1

Two CAT 1 incidents were reported in 2018, and both were incidents involving the abduction of crew for ransom. The number of CAT 1 incidents reported in 2018 has decreased compared to 2017 (six CAT 1), and was the lowest among the 10-year period.

### CAT 2

The number of CAT 2 incidents reported in 2018 was the lowest among the 10-year period. All the eight CAT 2 incidents involved perpetrators who were armed. Of the eight incidents, six incidents occurred on board ships while underway and two incidents at port/anchorage. The perpetrators stole cash and property in five incidents, engine spares and stores in two incidents and in one incident, the perpetrators fled after fired at a crew. In demanding for the crew's cash and personal belongings, the perpetrators held the crew hostage (in three incidents) and assaulted them (in two incidents).

### CAT 3

A total of 14 CAT 3 incidents were reported in 2018. All 14 incidents occurred on board ships while at anchor/berth. Opportunistic in nature, the perpetrators boarded the ship unnoticed, avoided confrontation and escaped immediately when detected by crew. The losses reported in these incidents were mostly ship stores such as mooring ropes, paints, fire hose nozzles etc. These incidents are also more likely to occur on board ships while at port/anchorage.

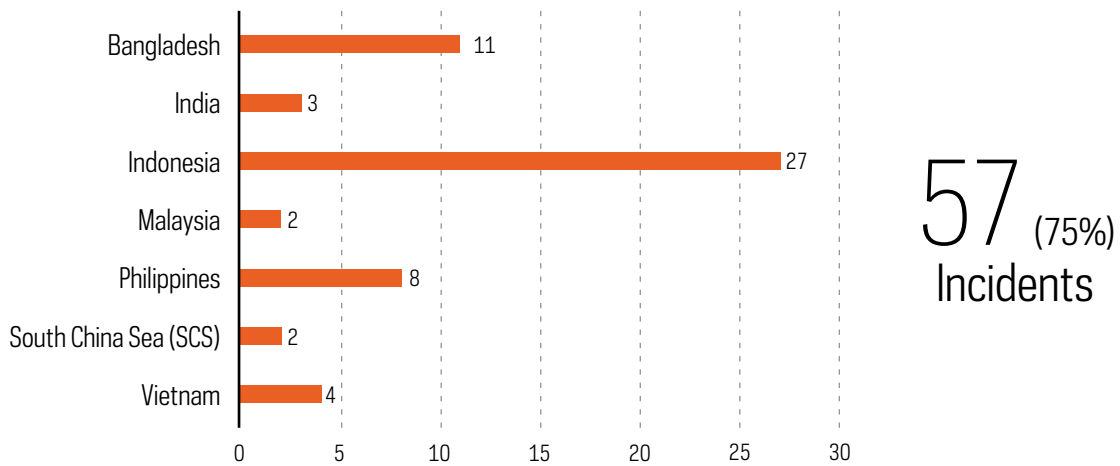
### CAT 4

A total of 38 CAT 4 incidents were reported in 2018. With the exception of 2009, the number of CAT 4 incidents reported in 2018 was the lowest among the 10-year period. All 38 CAT 4 incidents involved perpetrators who were not armed and the crew were not harmed. Of the 38 CAT 4 incidents, 11 incidents involved the perpetrators escaping empty-handed when sighted by the crew.

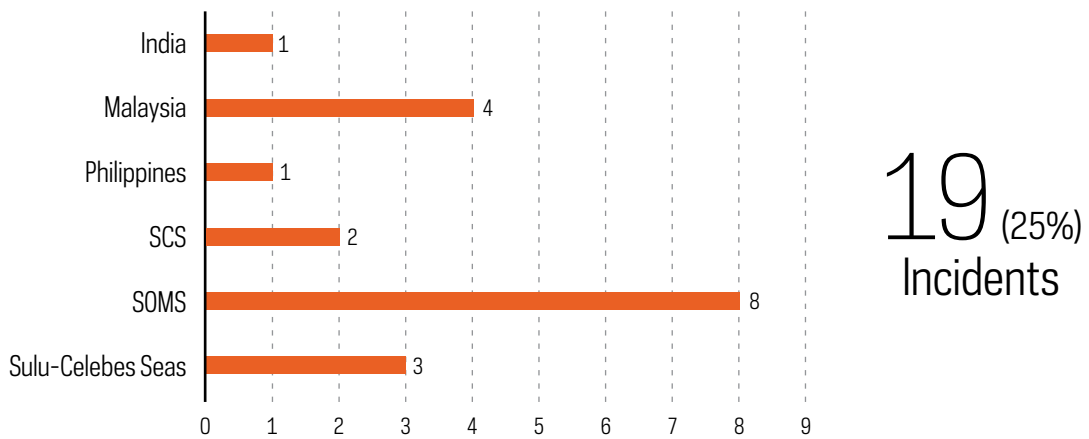
## STATUS OF SHIPS

Of the 76 incidents reported in 2018, 57 incidents (75%) occurred on board ships while at anchor/berth, and 19 incidents (25%) on board ships while underway. This conforms to the past trend which shows that majority of the incidents in Asia occurred on board ships at anchor/berth. Chart 3 and Chart 4 shows the location of the incidents occurred on board ships at anchor/berth, and on board ships while underway respectively.

All incidents in Bangladesh, Indonesia, and Vietnam reported in 2018 occurred on board ships at port/anchorage, while all incidents in the Straits of Malacca & Singapore (SOMS) and Sulu-Celebes Seas occurred on board ships while underway.



**Chart 3 - Incidents on board ships at anchor/berth (2018)**



**Chart 4 - Incidents on board ships while underway (2018)**

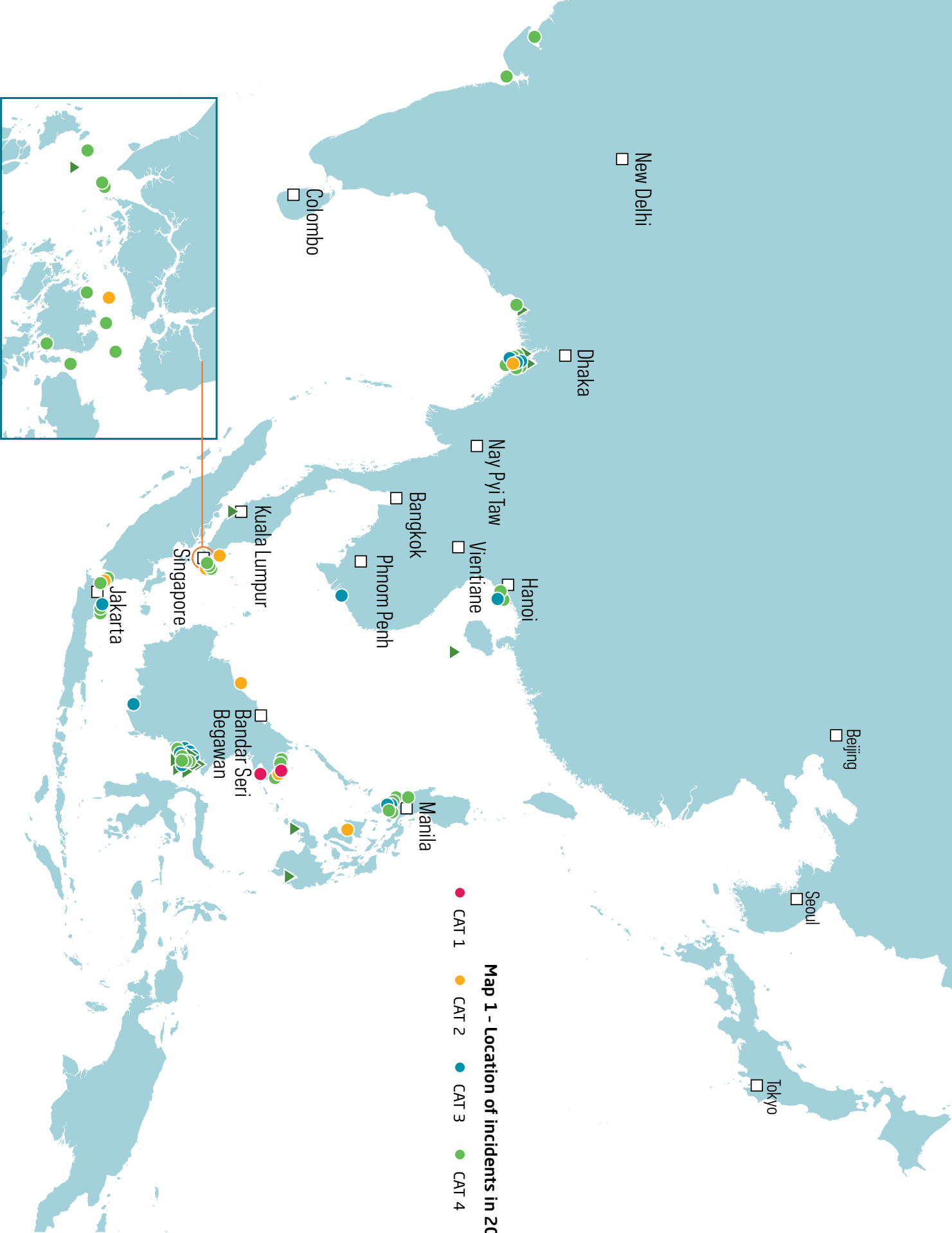
## LOCATION OF INCIDENTS

Table 1 shows the number and location of incidents reported in Asia during 2009-2018.

Act = Actual, Att = Attempted

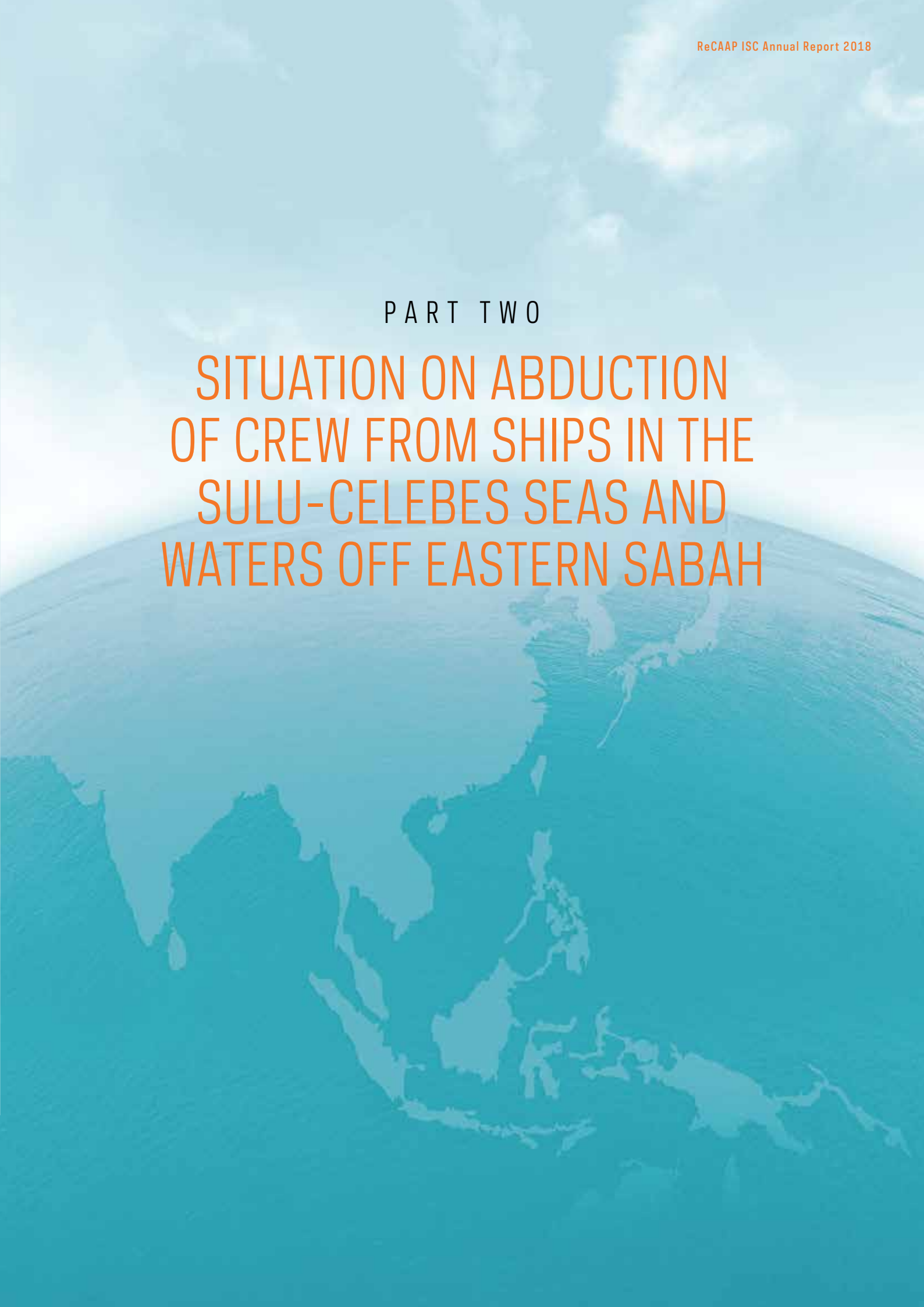
January-December																				
	2009		2010		2011		2012		2013		2014		2015		2016		2017		2018	
	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att
<b>North Asia</b>																				
China	1		1		1		1						2		3		2			
<b>Sub-total</b>	<b>1</b>		<b>1</b>		<b>1</b>		<b>1</b>						<b>2</b>		<b>3</b>		<b>2</b>			
<b>South Asia</b>																				
Arabian Sea			5	7		4												1		
Bangladesh	15	4	21	3	14		11		6		16		10		1	1	11		9	2
Bay of Bengal			3			1					2									
India	8	2	5	2	7	2	8	1	11		11	3	12		12		4		3	1
<b>Sub-total</b>	<b>23</b>	<b>6</b>	<b>34</b>	<b>12</b>	<b>21</b>	<b>7</b>	<b>19</b>	<b>1</b>	<b>17</b>		<b>29</b>	<b>3</b>	<b>22</b>		<b>13</b>	<b>1</b>	<b>15</b>	<b>1</b>	<b>12</b>	<b>3</b>
<b>Southeast Asia</b>																				
Andaman Sea													1							
Gulf of Thailand			1																	
Indian Ocean											1									
Indonesia	14	6	36	10	47	2	66	6	83	7	42	5	22	1	32		30	3	21	6
Malaysia	12	3	18		14	3	11		6		4	1	4		1		1	1	6	
Myanmar	1				1															
Philippines	4	1	5		4	2	3		5		5		7	1	3		19		8	1
SCS	11	2	18	8	12	6	7		10	1	40	2	10	1	4	1	11	1	3	1
Singapore			2		3		2													
SOMS	6	2	5	3	24	2	12	1	12		45	4	94	10	1	1	7	2	6	2
Sulu-Celebes Seas															12	6	3	4	2	1
Thailand	2		1										1							
Vietnam	8		13		8		3	1	8	1	6		27		9		2		4	
<b>Sub-total</b>	<b>58</b>	<b>14</b>	<b>99</b>	<b>21</b>	<b>113</b>	<b>15</b>	<b>104</b>	<b>8</b>	<b>124</b>	<b>9</b>	<b>142</b>	<b>13</b>	<b>166</b>	<b>13</b>	<b>62</b>	<b>8</b>	<b>73</b>	<b>11</b>	<b>50</b>	<b>11</b>
<b>Overall total</b>	<b>82</b>	<b>20</b>	<b>134</b>	<b>33</b>	<b>135</b>	<b>22</b>	<b>124</b>	<b>9</b>	<b>141</b>	<b>9</b>	<b>171</b>	<b>16</b>	<b>190</b>	<b>13</b>	<b>78</b>	<b>9</b>	<b>90</b>	<b>12</b>	<b>62</b>	<b>14</b>

Table 1 - Location of Incidents (2009-2018)



PART TWO

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



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

## SITUATION UPDATE

Between 26 Mar 16 (date of the first abduction of crew) and 31 Dec 18, a total of 17 actual incidents and 11 attempted incidents of abduction of crew from ships while underway in the Sulu-Celebes Seas and waters off Eastern Sabah were reported to ReCAAP ISC by Philippine Coast Guard (ReCAAP Focal Point). Most of the abduction incidents are claimed by the Abu Sayyaf Group (ASG).

Incident Type	2016	2017	2018	Total
<b>Actual</b> (26 Mar 16 – 5 Dec 18)	<b>12 incidents</b> 5 – Tug boat 5 – Fishing trawler/boat 1 – General cargo ship 1 – Bulk carrier	<b>3 incidents</b> 1 – Tug boat 1 – Fishing trawler 1 – Bulk carrier	<b>2 incidents</b> 2 – Fishing boat	<b>17 incidents</b>
<b>Attempted</b> (13 Nov 16 – 16 Feb 18)	<b>6 incidents</b> 5 – Bulk carrier 1 – Product tanker	<b>4 incidents</b> 1 – Container ship 1 – Bulk carrier 1 – General cargo ship 1 – Passenger /cargo ferry	<b>1 incident</b> 1 – Container ship	<b>11 incidents</b>

**Table 2 - Number of incidents and type of ships boarded (2016-2018)**

Status of abducted crew as of 31 Dec 18. As of 31 Dec 18, 10 crew is still held in captivity<sup>5</sup>. The Philippine authorities continue to conduct pursuit operations and intensify its military operations to rescue the abducted crew and neutralise the militant group.

Incidents reported in 2018. In 2018, three incidents of abduction of crew from ships (comprising two actual incidents and one attempted incident) were reported in the Sulu-Celebes Seas and waters off Eastern Sabah. In the two actual incidents, abducted crew were brought to islands in Jolo, Sulu and Tawi-Tawi in Southern Philippines. Map 2 shows the location of the three incidents.

<sup>5</sup> Between March 2016 and December 2018, a total of 66 crew had been abducted. Of these, 33 had been released, 16 rescued, seven killed and 10 still held in captivity.



**Map 2 - Location of incidents reported in 2018**

- ▲ **Kudos 1** (16 Feb 18)  
Attempted incident
- **Sri Dewi 1** (11 Sep 18)  
 Two Indonesian crew abducted;  
 One crew rescued (5 Dec 18)
- **Fishing boat** (5 Dec 18)  
 Three crew (two Indonesians and one  
 Malaysian) abducted

## TWO ACTUAL INCIDENTS IN 2018

### Abduction of crew from fishing boat, *Sri Dewi 1* on 11 Sep 18

While sailing in waters off Gaya Island, Semporna, Sabah, East Malaysia at around 0100 hrs on 11 Sep 18, two masked perpetrators armed with M16 rifles boarded the fishing boat, *Sri Dewi 1* from a motor banca and abducted two Indonesian fishermen on board. The perpetrators then headed towards the vicinity waters of Sitangkai, Tawi-Tawi, the Philippines with the two abducted crew. Both victims were transported then, by a speed boat to Talipao, Sulu, the Philippines on 11 Sep 18. On 5 Dec 18, one of the two abducted crew was rescued by the Philippine authorities in Barangay Bual in Luuk, Sulu.

### Abduction of crew from fishing boat on 5 Dec 18

At about 0001 hrs on 5 Dec 18, about 20 men believed to be from the Sulu-based Abu Sayyaf Group (ASG), armed with firearms, boarded the boat from speed boats painted green with grey, and powered with double engines. The group abducted three crew (two Indonesians and one Malaysian) and arrived at Laminusa Island, Siasi Municipality, Sulu Province on 6 Dec 18, before proceeding to So Dumlog, Barangay Likud, Pata, Sulu Province on 7 Dec 18. The Joint Task Force Sulu of the Philippines is exerting efforts to establish the condition and location of the alleged kidnapped victims.

## RELEASE AND RESCUE OF ABDUCTED CREW

In 2018, the Philippine Coast Guard reported to the ReCAAP ISC the release and rescue of six abducted crew:

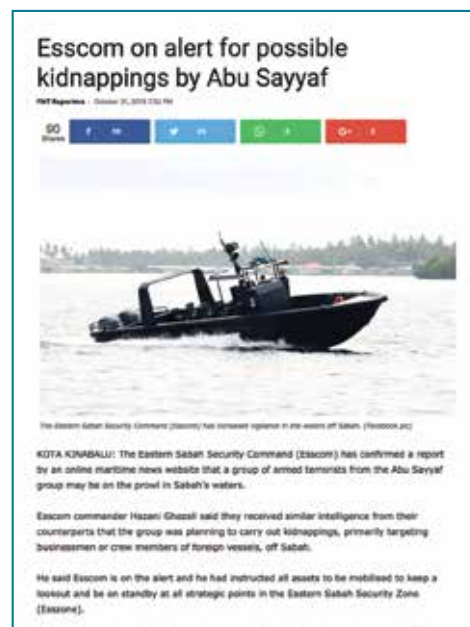
- a. On 19 Jan 18, two Indonesian fishermen who were held in captivity by the Abu Sayyaf Group (ASG) for more than a year were released in Barangay Asturias in Jolo, Sulu. The two fishermen were captains of fishing vessels *SSK 00520* and *SN 1154*; and were abducted in the waters between Pegasus Reef and Kual Kinatabangan near Taganak Island in Tawi-Tawi on 5 Nov 16.
- b. On 15 Sep 18, three Indonesian crew of Malaysian fishing banca were released in Indanan in Sulu. The three crew were abducted by nine armed perpetrators on 18 Jan 17 when their fishing banca was sailing at about 4 nm east of Bakungan Island, Taganak, Tawi-Tawi.
- c. On 5 Dec 18, one Indonesian crew of fishing trawler, *Sri Dewi 1* was rescued by the Philippine authorities in Barangay Bual in Luuk, Luuk in Sulu. *Sri Dewi 1* was sailing in waters off Gaya Island, Semporna, Sabah on 11 Sep 18 when two masked men armed with firearms boarded the fishing trawler and abducted two Indonesian fishermen.

## ReCAAP ISC'S WARNINGS, INCIDENT ALERTS AND ADVISORY

With concern over the safety of seafarers and to provide the shipping industry with immediate update of the situation and warnings, ReCAAP ISC had issued the following Warnings and Incident Alerts in 2018:

1. Two Warnings issued on 1 May 18 and 30 Oct 18<sup>6</sup>
2. Two Incident Alerts issued on 11 Sep 18<sup>7</sup> and 10 Dec 18<sup>8</sup>.

In response to the Warning of the ReCAAP ISC dated 30 Oct 18 on a planned attack of ASG, Malaysia's ESSCOM issued Advisory to their local shipping industry citing the ReCAAP ISC as the source and reference of further information.



6 These Warnings provided information on militant group's possible course of action. They aimed to alert ship master and crew to take necessary precautionary measures and enforcement agencies to step up patrols.

7 Incident Alert was issued upon receipt of report from ReCAAP Focal Point (Philippines) about an abduction incident involving *Dwijaya* (verified later as *Sri Dewi1*) on 11 Sep 18 in Semporna waters, off Sabah.

8 Incident Alert was issued upon receipt of report from ReCAAP Focal Point (Philippines) about an abduction incident occurred on a boat (name and type not known) on 5 Dec 18 in the vicinity waters of Tambisan, Lahad Datu, Sabah.



## ReCAAP ISC ADVISORY

As the threat of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah still remains, ReCAAP ISC maintains its advisory issued via the *ReCAAP ISC Incident Alert* dated 21 Nov 16 to all ships to reroute from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance when transiting the Sulu-Celebes Seas and waters off Eastern Sabah and report immediately to the local centres.

To ensure timely responses to reports of incidents by ships transiting the Sulu-Celebes Seas and waters off Eastern Sabah, the Philippine Coast Guard has included another contact of Philippine Coast Guard Station in Tawi-Tawi; and updated the contact numbers and email addresses of Philippine Coast Guard District Southwestern Mindanao. The updated contact details are as shown below.



Map 3 - Contact details

- 1 Philippine Coast Guard District Southwestern Mindanao**  
 Tel: +63 998 585 7972  
 +63 917 842 8446  
 VHF: Channel 16 with call-sign "NEPTUNE"  
 Email: [hcgdswm@yahoo.com](mailto:hcgdswm@yahoo.com)
- 2a Philippine Coast Guard Station, Bongao (Central Tawi-Tawi)**  
 Tel: +63 998 585 7941  
 +63 917 842 8402  
 VHF: Channel 16  
 Email: [cgd\\_tawi2@yahoo.com](mailto:cgd_tawi2@yahoo.com)
- 2b Philippine Navy - Littoral Monitoring Station (LMS), Bongao, Tawi-Tawi**  
 Tel: +63 955 714 0153  
 VHF: Channel 16  
 Email: [jointtaskgroup@gmail.com](mailto:jointtaskgroup@gmail.com)
- 3 Eastern Sabah Security Command (ESSCOM)**  
 Tel: +60 89863181/016  
 Fax: +60 89863182  
 VHF: Channel 16 with call-sign "ESSCOM"  
 Email: [bilikgerakan\\_esscom@jpm.gov.my](mailto:bilikgerakan_esscom@jpm.gov.my)

PART THREE

# INSIGHTS OF INCIDENTS BY LOCATIONS USING DATA ANALYTICS



# INSIGHTS OF INCIDENTS BY LOCATIONS USING DATA ANALYTICS

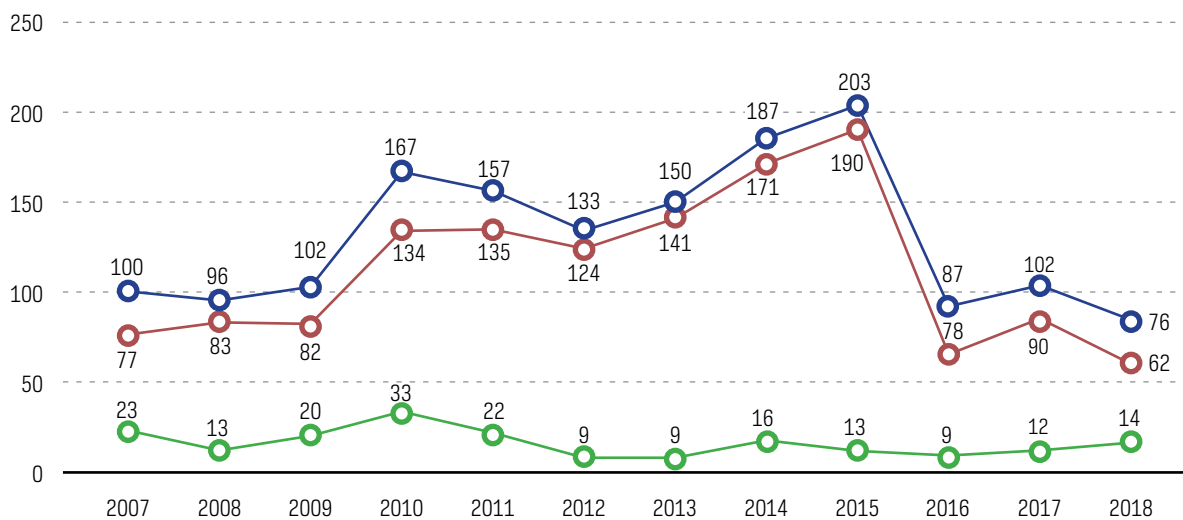
In 2018, ReCAAP ISC has started to use the tool of Data Analytics to provide deep analysis of incidents based on the accumulated data of past 12 years from 2007-2018.

This section provides insight into the incidents reported in the whole of Asia, Bangladesh, Indonesia, India, Vietnam, South China Sea (SCS) and Straits of Malacca and Singapore (SOMS) for the past 12 years of 2007-2018. The analysis focuses on the number of perpetrators, weapons carried by perpetrators, treatment of crew by perpetrators, items stolen, type of ships boarded and time of incidents. For some of the locations, ReCAAP ISC has observed some forms of correlation between type of ship vis-à-vis location; and time of incident vis-à-vis location.

## ASIA

### NUMBER OF INCIDENTS

During the 12-year period of 2007-2018, the total number of incidents reported in Asia fluctuated, with the highest number in 2015 (203 incidents) and the lowest in 2018 (76 incidents).



Graph 2 - Number of incidents in Asia (2007-2018)

● Total ● Actual ● Attempted

## INSIGHTS FROM DATA ANALYTICS

A total of 76 incidents were reported in 2018. The type of incidents reported in 2018 were consistent with past trends observed during 2007-2017 in terms of number of perpetrators (**4-6 men**), type of weapons carried by perpetrators (**knives/machetes**), treatment of crew (**no injuries**), items lost (**ship stores**), type of ships boarded (**tankers and bulk carriers**) and time of incidents (**during hours of darkness in the early hours of between 0000 and 0559 hrs**).

### DETAILS OF ANALYSIS

Number of perpetrators. In 2018, majority of incidents involved **4-6 men** (34%) which is consistent with the past 11-year trend where most incidents also involved 4-6 men (33%).

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Overall %
<b>1 to 3 men</b>	18	20	18	31	28	39	39	48	56	22	32	24	<b>24%</b>
<b>4 to 6 men</b>	29	33	39	57	43	38	50	70	76	25	35	26	<b>34%</b>
<b>7 to 9 men</b>	9	8	13	18	24	15	16	19	25	6	3	5	<b>10%</b>
<b>More than 9 men</b>	10	12	8	22	13	12	8	21	3	8	5	5	<b>8%</b>
<b>Not stated</b>	34	23	24	39	49	29	37	29	43	26	27	16	<b>24%</b>

**Chart 5 - Number of perpetrators - Asia (2007-2018)**

Types of weapons. In 2018, 45 incidents (59%) reported no information on the weapons carried by the perpetrators; and 19 incidents (25%) reported perpetrators were armed with knives/machetes /others. This is consistent with past 11-year trend that majority of the incidents (45%) had no information on the weapons carried but if armed, the perpetrators were usually **armed with knives/machetes/others** (34%).

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Overall %
More sophisticated weapons	2		4	5	3			1				2	1%
Gun & knives	11	8	10	22	12	14	14	20	15	22	9	4	10%
Knives/Machetes/Others only	32	34	41	63	62	56	53	61	59	15	33	19	34%
Not armed	3	14	15	14	7	18	12	11	16	11	6	6	9%
Not stated	52	40	32	63	73	45	71	94	113	39	54	45	46%

Chart 6 - Type of weapons used - Asia (2007-2018)

Treatment of crew. In 2018, majority of the incidents in 2018 reported crew suffered **no injuries** (55%) which is consistent with the past 11-year trend (51%).

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Overall %
Killed		2	2					1		2	1		0.5%
Missing	1		1		1		1	2					0.4%
Kidnapped	1		2	2	1					10	2	2	1.3%
Seriously injured	1						1	1	2			1	0.4%
Crew discarded	1	2	1	1	2	3		2	2				0.9%
Assaulted	6	4	5	6	4	9	4	12	7	3	2	5	4%
Taken hostage	8	9	12	32	20	21	15	22	13	7	7	3	11%
Threatened	3	3	6	10	7	6	10	7	4	5	5	4	4.5%
No injuries	35	49	44	72	62	58	86	101	157	47	46	42	51%
Not stated	44	27	29	44	60	36	33	39	18	13	39	19	26%

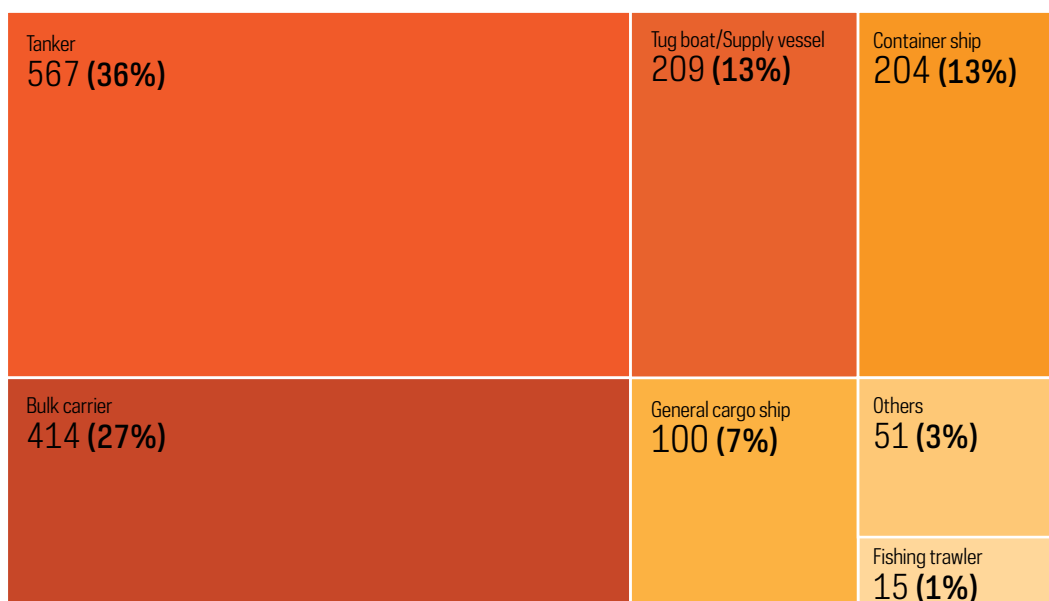
Chart 7 - Treatment of crew - Asia (2007-2018)

Type of losses. Majority of incidents in 2018 reported **loss of stores** (41%) which is consistent with the past 11-year trend (33%).

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Overall %
<b>Hijack/Missing of ship</b>	4	3	1	4	5	4	1	1	4	2			<b>2%</b>
<b>Cargo discharged</b>	1			1	5	6	4	15	11	2	4		<b>3%</b>
<b>Cash/Property</b>	5	20	22	36	33	21	22	29	9	9	6	6	<b>14%</b>
<b>Stores</b>	25	28	38	55	55	58	63	39	67	32	35	31	<b>34%</b>
<b>Engines spares</b>	9	4	4	10	8	11	11	20	19	8	9	4	<b>7%</b>
<b>Unsecured items</b>	12	8	2	3	2	4	5	6		1	12	5	<b>4%</b>
<b>Nil</b>	25	25	34	56	47	27	43	76	88	25	29	24	<b>32%</b>
<b>Not stated</b>	19	8	1	2	2	3	1	1	5	8	7	6	<b>4%</b>

**Chart 8 - Type of losses - Asia (2007-2018)**

Type of ships. In 2018, most of the incidents (72%) occurred on board **either tankers or bulk carriers**. This is consistent with the past 11-year trend of incidents (63%).



**Chart 9 - Type of ships boarded - Asia (2007-2018)**

## TIME OF INCIDENTS

In 2018, majority of the incidents (59%) occurred between 0000 hrs and 0559 hrs which is consistent with the past 11-year trend (60%).

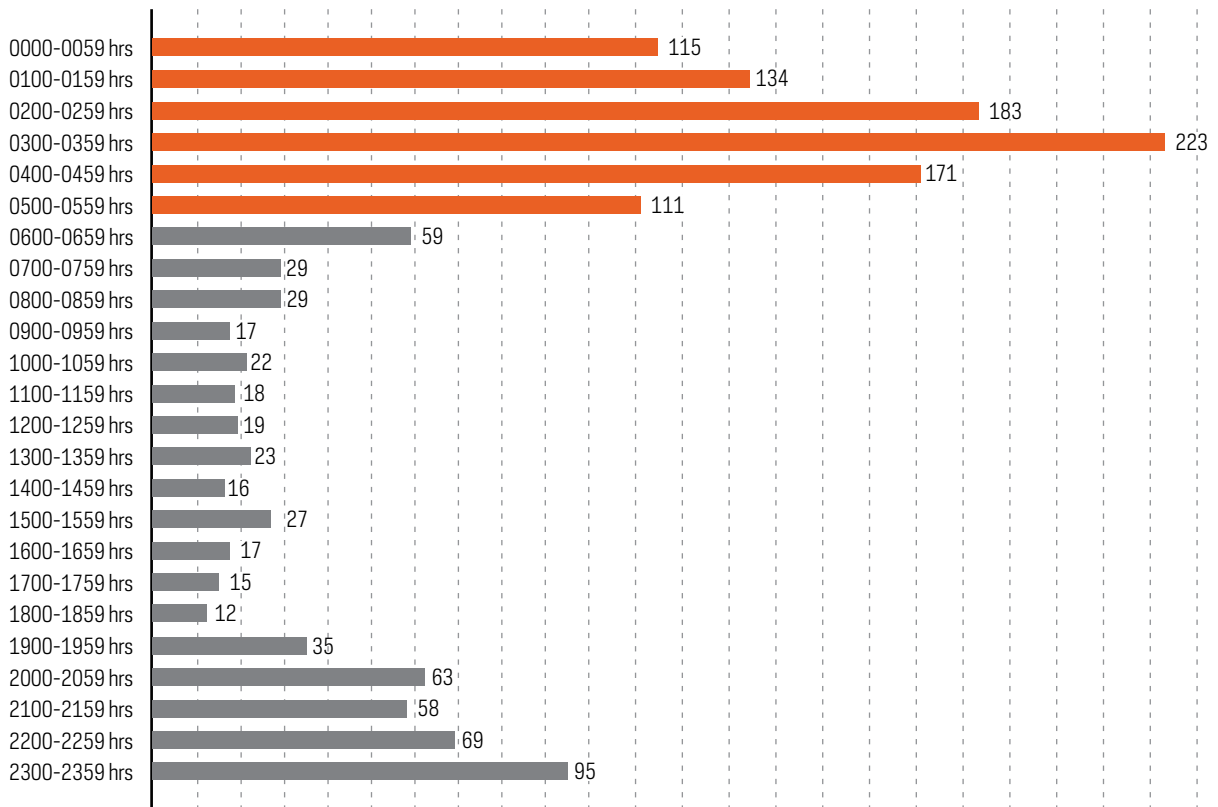
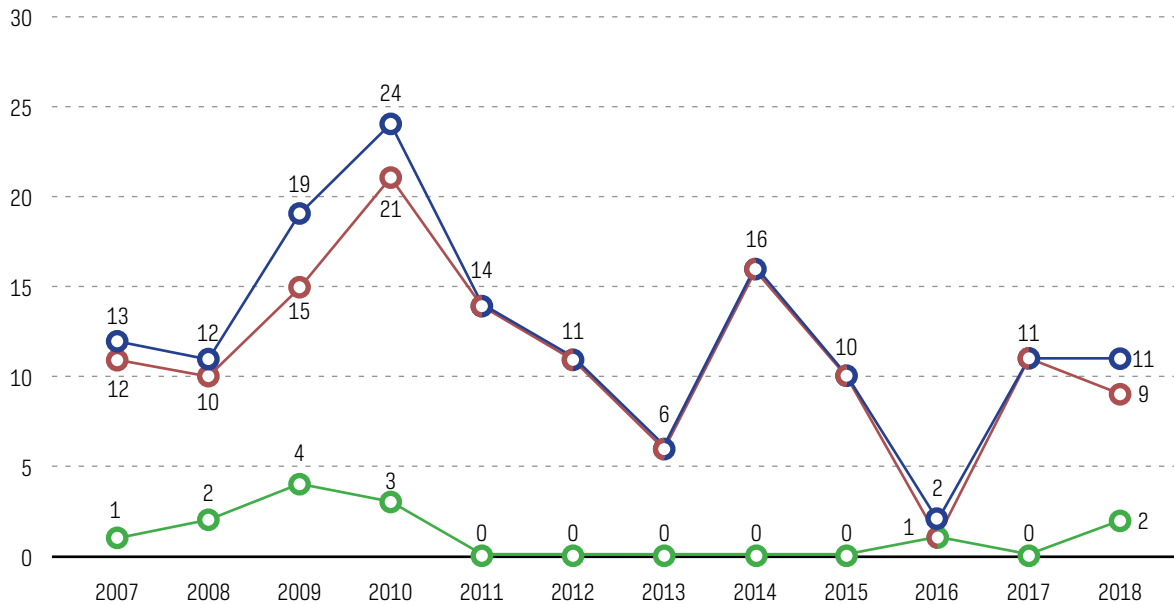


Chart 10 - Time window of incidents - Asia (2007-2018)

# BANGLADESH

## NUMBER OF INCIDENTS

During the 12-year period of 2007-2018, the number of incidents reported in Bangladesh fluctuated, with the highest number reported in 2010 (24 incidents) and the lowest in 2016 (two incidents). There was a slight improvement in 2018 with nine actual incidents reported compared to 11 actual incidents in 2017.



Graph 3 - Number of incidents in Bangladesh (2007-2018)

● Total ● Actual ● Attempted

## INSIGHTS FROM DATA ANALYTICS

A total of 11 incidents were reported in 2018. The type of incidents reported in 2018 were consistent with past trends observed during 2007-2017 in terms of type of weapons carried by perpetrators (**knives/machetes/others**), treatment of crew (**no injuries**), items lost (**ship stores**), type of ships boarded (**container ships and bulk carriers**) and time of incidents (**during hours of darkness between 0000 and 0459 hrs**). The analysis also shows the **correlation between the type of ships boarded and the location of incidents** (at Anchorage A, B and C off Chittagong).



## DETAILS OF ANALYSIS

Type of weapons. In 2018, seven incidents (64%) reported no information on the weapons carried by the perpetrators; and four incidents (36%) reported perpetrators were armed with knives/machetes/others. This is consistent with past 11-year trend that majority of the incidents (50%) involved **perpetrators armed with knives/machetes/others** such as rods and wooden poles.

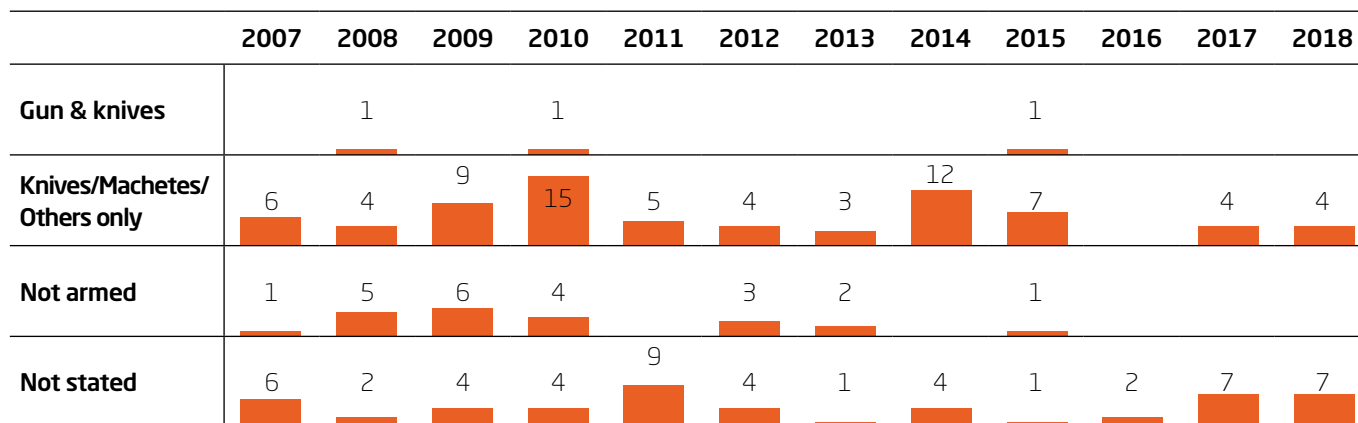


Chart 11 - Type of weapons used - Bangladesh (2007-2018)

Treatment of crew. Most of the incidents in 2018 reported crew suffered **no injuries** (45%) which is consistent with the past 11-year trend (56%).

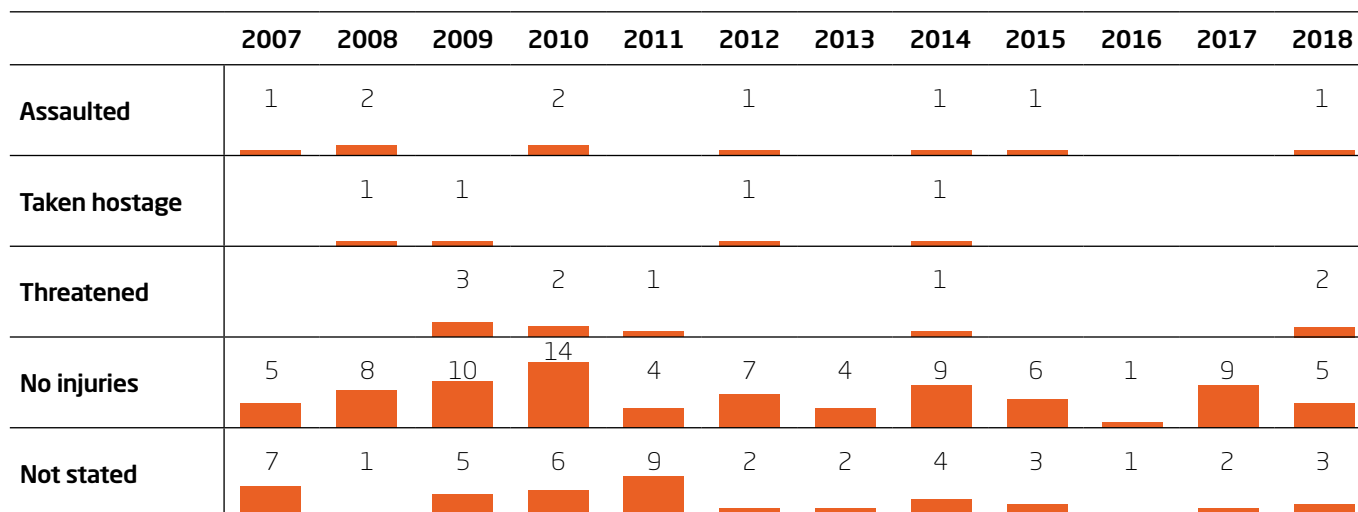
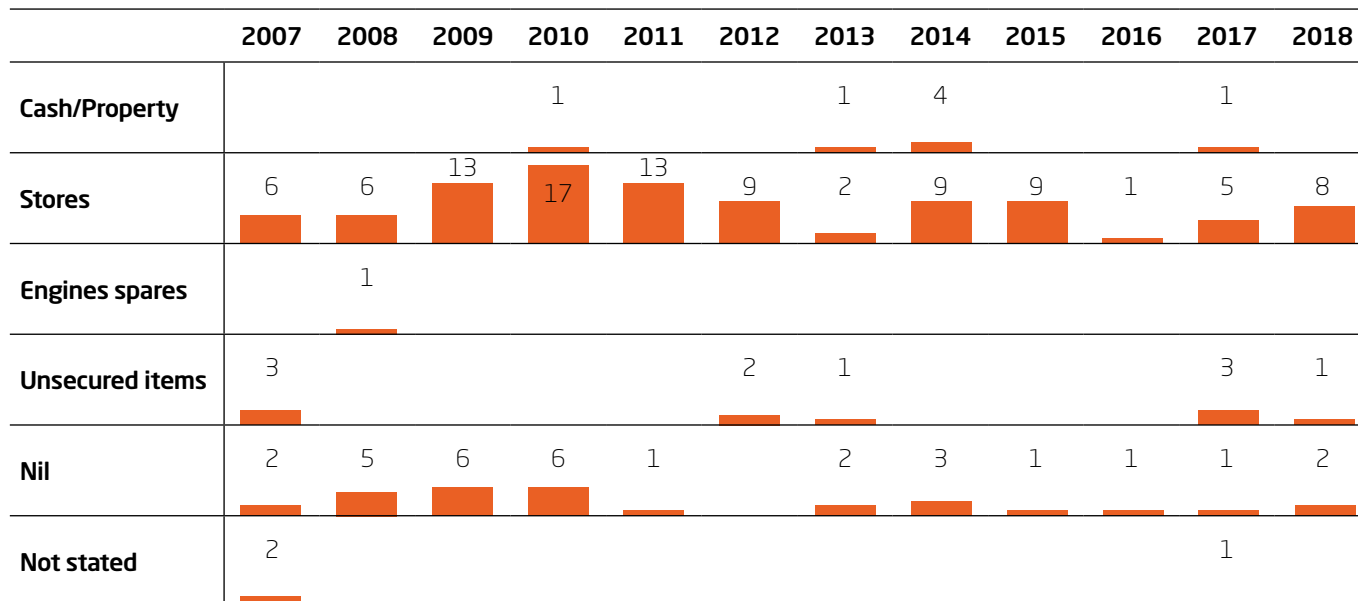


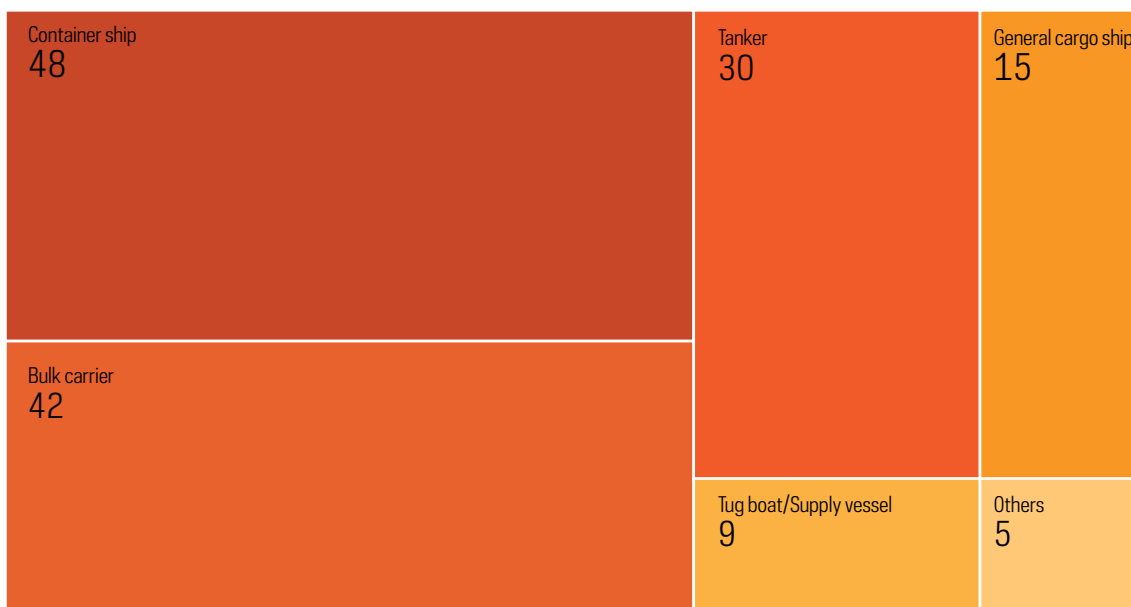
Chart 12 - Treatment of crew - Bangladesh (2007-2018)

Type of losses. Majority of incidents in 2018 reported **loss of stores** (73%) which is consistent with the past 11-year trend (65%). The common items stolen were mooring rope, life/floating buoy, gas bottle/cylinder, fire hose, fire wire, aluminium ladder, etc.



**Chart 13 - Type of losses - Bangladesh (2007-2018)**

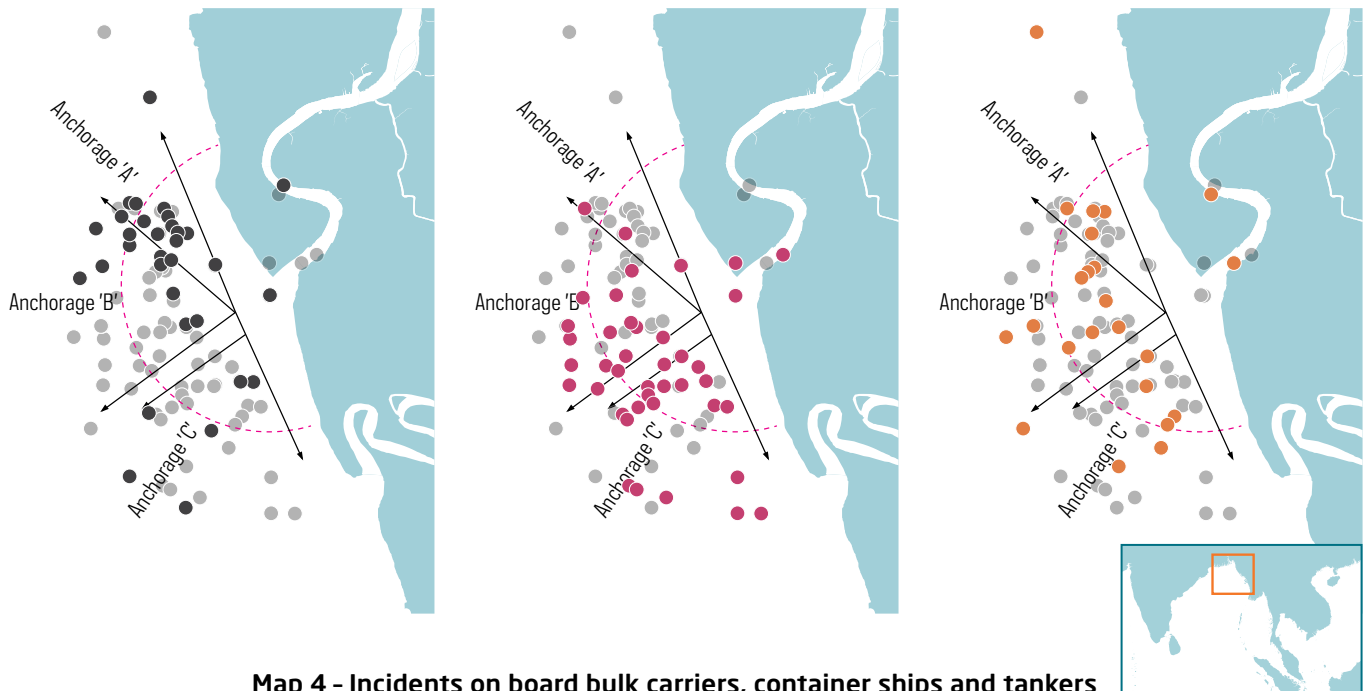
Type of ships. In 2018, most of the incidents (67%) occurred on board **either container ships or bulk carriers**. This is consistent with the past 11-year trend of incidents (60%).



**Chart 14 - Type of ships boarded - Bangladesh (2007-2018)**

## CORRELATIONS BETWEEN TYPE OF SHIPS VIS-À-VIS LOCATION

Incidents involving bulk carriers mostly occurred in the northern part of Chittagong (Anchorage A); incidents involving container ships mainly occurred between the middle part of Chittagong (Anchorage B) and the southern part (Anchorage C). However, incidents involving tankers were relatively scattered among Anchorages A, B and C. Refer to map below on the type of ships boarded off Chittagong Anchorages (A, B and C).



**Map 4 - Incidents on board bulk carriers, container ships and tankers at Chittagong anchorage (2007-2018)**

**Type of ships**

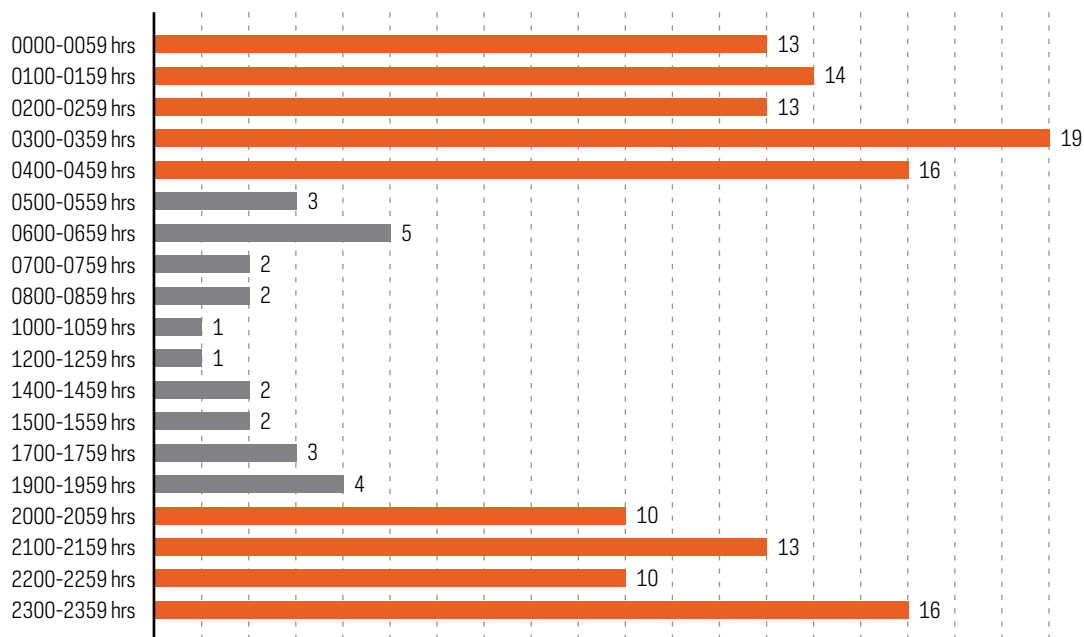
- Bulk carrier
- Container ship
- Tanker (chemical tanker, LPG tanker, oil tanker, product tanker)

## TIME OF INCIDENTS

In 2018, all 11 incidents occurred during hours of darkness as follows:

Time window (hrs)	Number of incidents
0000-0059 hrs	1
0100-0159 hrs	3
0200-0359 hrs	2
0400-0459 hrs	2
2100-2359 hrs	3

Time window of incidents reported during 2007-2018:



**Chart 15 - Time window of incidents - Bangladesh (2007-2018)**

For the past 12 years of 2007-2018, 83% of incidents occurred during hours of darkness and 17% during daylight hours.

### **ADVISORY TO SHIPS**

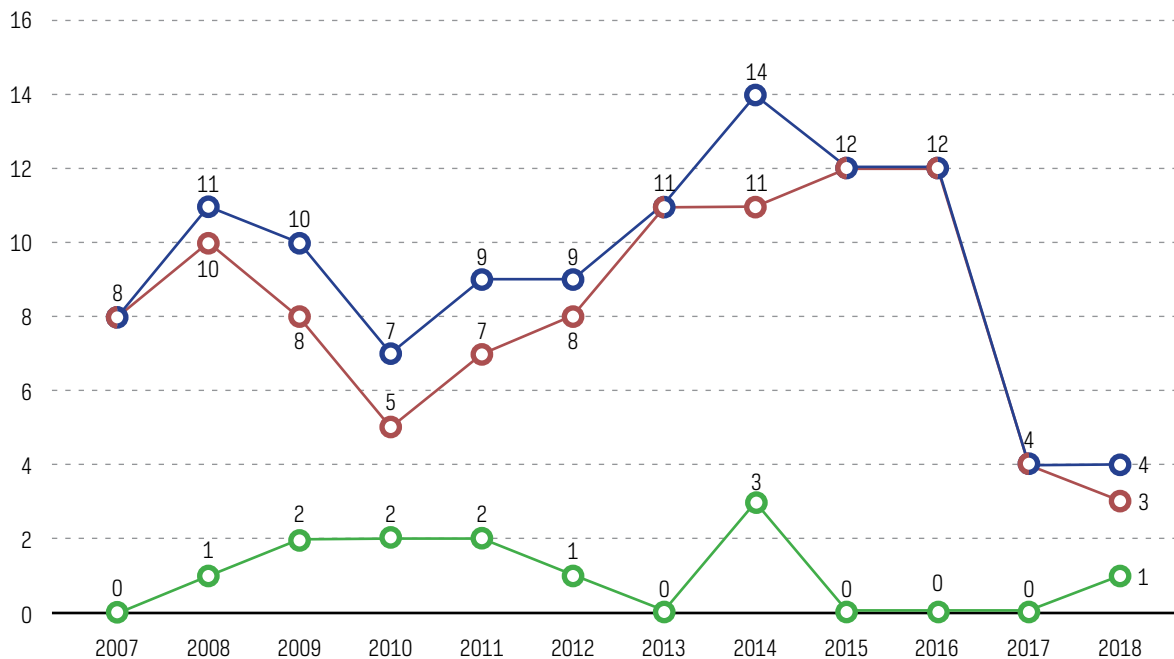
The advisory of the Bangladesh’s Department of Shipping (ReCAAP Focal Point) to ships bound for ports and anchorages in Bangladesh is as follows:

1. All ships are to exercise enhanced vigilance, alertness and report all incidents to the relevant authorities immediately.
2. Slow speed ships, deep draft ships, tug boats and towed vessels are to avoid the fishing zone. For ships sailing to Chittagong port and anchorages, they are to commence their voyage from Saint Martin Island to Cox’s Bazar areas and navigate on safe route.
3. Ships at ports/anchorages are advised to:
  - a. Maintain communication over VHF channel with the port control and law enforcement agencies when entering Bangladesh waters.
  - b. While at anchor, request for port-approved watchmen via the local shipping agent.
  - c. No barter trade or any types of business are permitted at anchorages and in the port and berthing areas
  - d. While at anchor, keep sharp lookout and do not allow any boats to come near ship.

# INDIA

## NUMBER OF INCIDENTS

The number of actual incidents reported (three) in India in 2018 was the lowest number during the 12-year period of 2007-2018.



Graph 4 - Number of incidents in India (2007-2018)

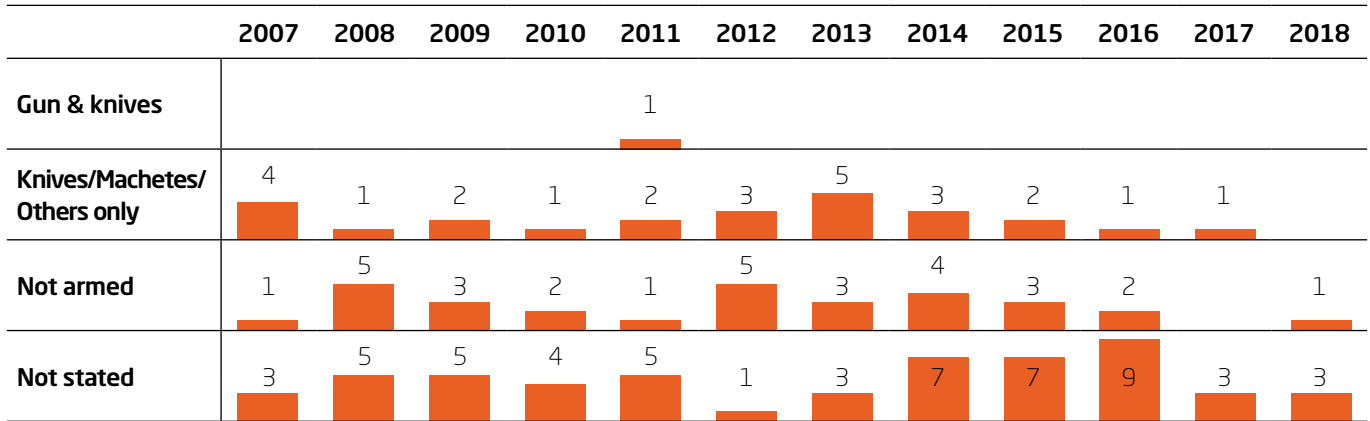
● Total ● Actual ● Attempted

## INSIGHTS FROM DATA ANALYTICS

A total of four incidents were reported in India in 2018. The types of incidents reported in 2018 were consistent with past trends in terms of weapons carried by perpetrators (**not armed or not stated**), treatment of crew (**no injuries**), items lost (**ship stores**) and type of ships (**tankers**). However, two of the four incidents reported in 2018 occurred during daylight hours. This is a deviation from past trend where most incidents occurred during hours of darkness.

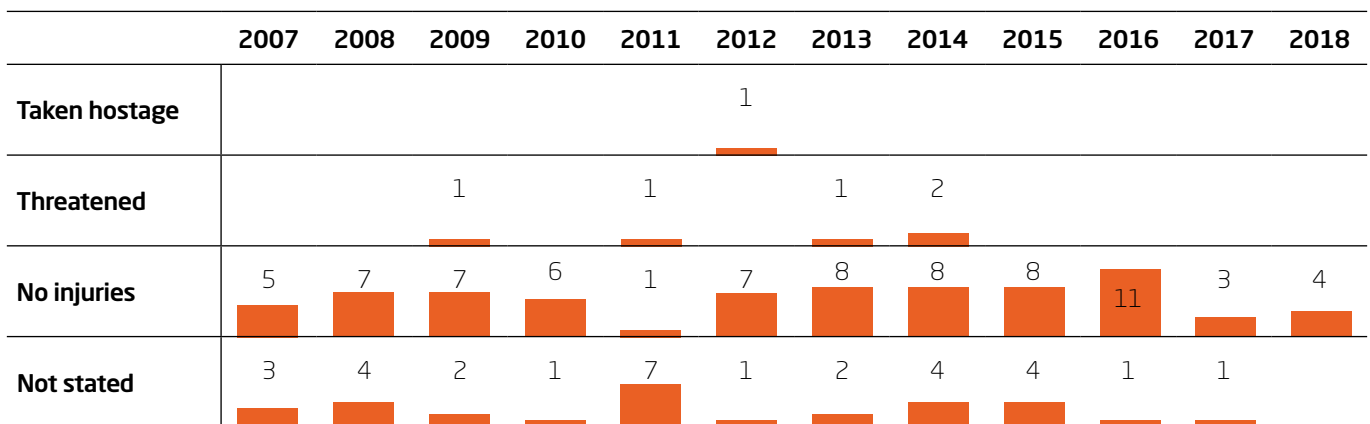
## DETAILS OF ANALYSIS

Type of weapons. In 2018, three incidents (75%) reported no information on the weapons carried by the perpetrators; and one incident (25%) reported not armed. This is consistent with the past 11-year (2007-2017) trend where 75% of incidents involved perpetrators who were not armed or there was no information available.



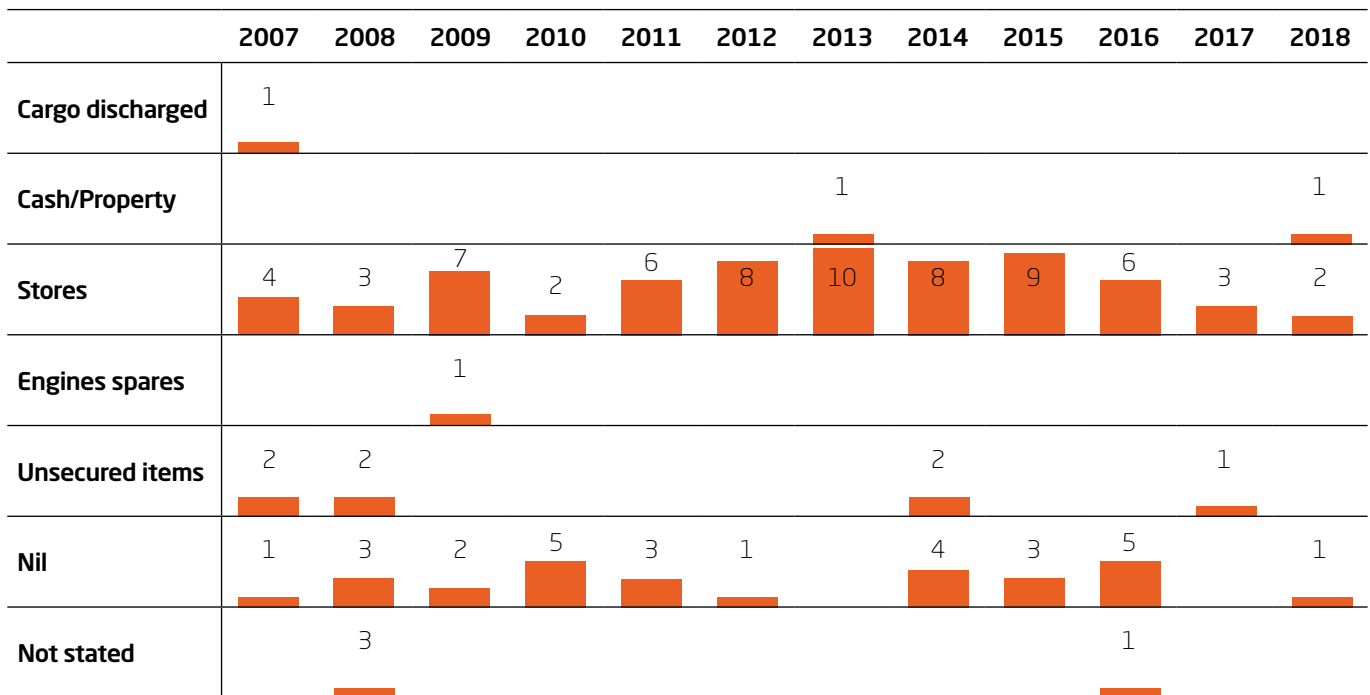
**Chart 16 - Type of weapons used - India (2007-2018)**

Treatment of crew. All the incidents in 2018 reported crew had **no injuries**. This is consistent with the past 11-year trend (66%).



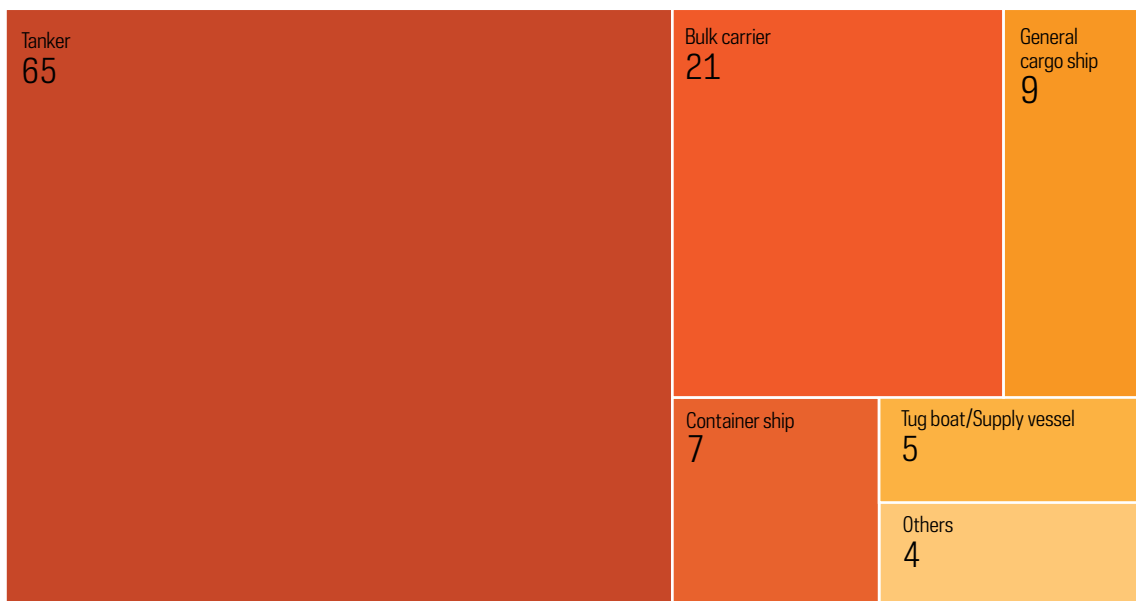
**Chart 17 - Treatment of crew - India (2007-2018)**

Type of losses. Stores were commonly targeted. Half of the incidents in 2018 reported **loss of stores** (50%) which is consistent with the past 11-year trend (62%).



**Chart 18 - Type of losses - India (2007-2018)**

Type of ships. Majority (50%) of the incidents reported in 2018 occurred on board **tankers**. This is consistent with the past 11-year trend (59%).



**Chart 19 - Type of ships boarded - India (2007-2018)**

## CORRELATIONS BETWEEN TYPE OF SHIPS VIS-À-VIS LOCATION

Majority of incidents in India occurred on board tankers. Of the 111 incidents reported during 2007-2018, 65 incidents (59%) occurred on board tankers, 21 (19%) on board bulk carriers, nine (8%) on board general cargo ships, seven (6%) on board container ships, five (4%) on board tug boats/supply vessels and four (4%) on board other types of ships.

### Tankers

Of the 65 incidents reported during 2007-2018, 26 incidents (40%) occurred at Kandla, 13 incidents (20%) at Kochi, 12 incidents (18%) at Visakhapatnam, 5 incidents (8%) at Kakinada and 5 incidents (8%) at Haldia/Sagar. The other four incidents occurred in other ports/anchorages in India.

### Bulk carriers

Of the 21 incidents reported during 2007-2018, eight incidents (38%) occurred at Kandla, seven incidents (33%) at Kakinada, four incidents (19%) at Haldia/Sagar, one incident (5%) at Kochi and one incident (5%) at Visakhapatnam.

Of all locations, tankers were mostly boarded in Kandla, Kochi and Visakhapatnam; while bulk carriers were mostly boarded in Kakinada. As for Haldia/Sagar, there is no particular type of ships that perpetrators boarded as boarding occurred to tankers, bulk carriers and container ships.

The type of ships vis-à-vis location is tabulated as follows:

	Kandla	Kochi	Kakinada	Haldia/Sagar	Visakhapatnam
Tanker	26	13	5	5	12
Bulk carrier	8	1	7	4	1
General cargo ship	3	2		1	
Container ship		2		4	
Tug boat/supply			1		
Others			2		
<b>Total</b>	<b>37</b>	<b>18</b>	<b>15</b>	<b>14</b>	<b>13</b>



## TIME OF INCIDENTS

Of the four incidents in 2018, two (50%) incidents occurred during hours of darkness (0100-0259 hrs) and two occurred during daylight hours (0800-1245 hrs).

In the past 12-years of 2007-2018, most incidents occurred during hours of darkness, particularly during 0000-0459 hrs when 59% of the incidents occurred.

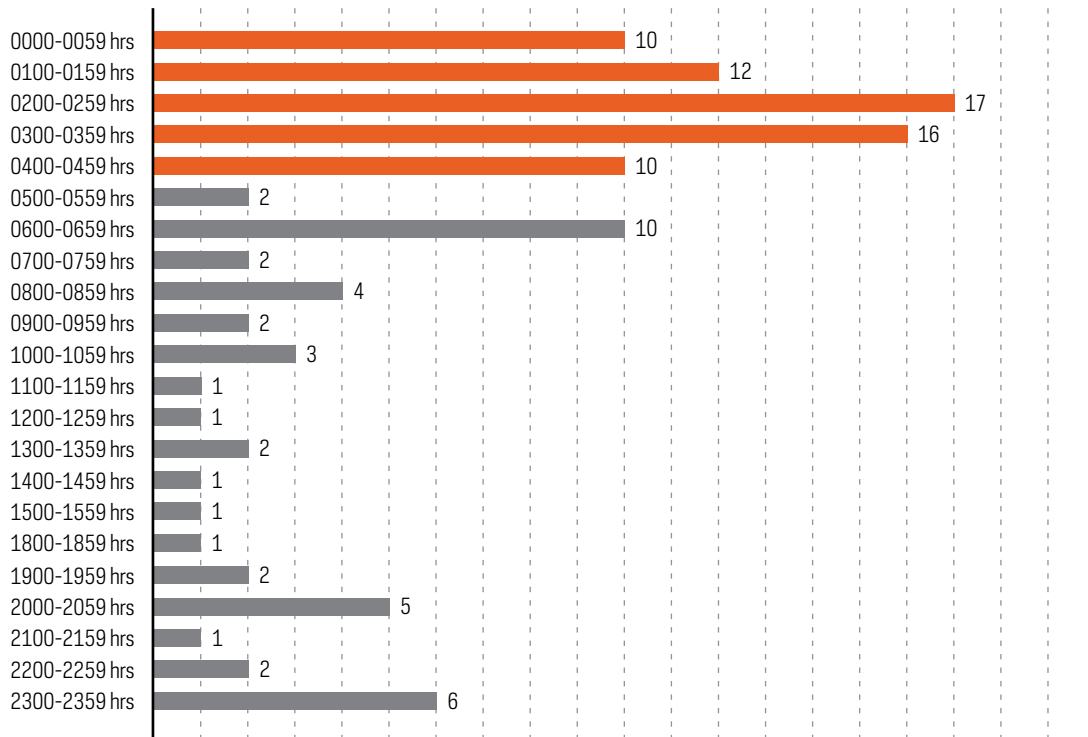
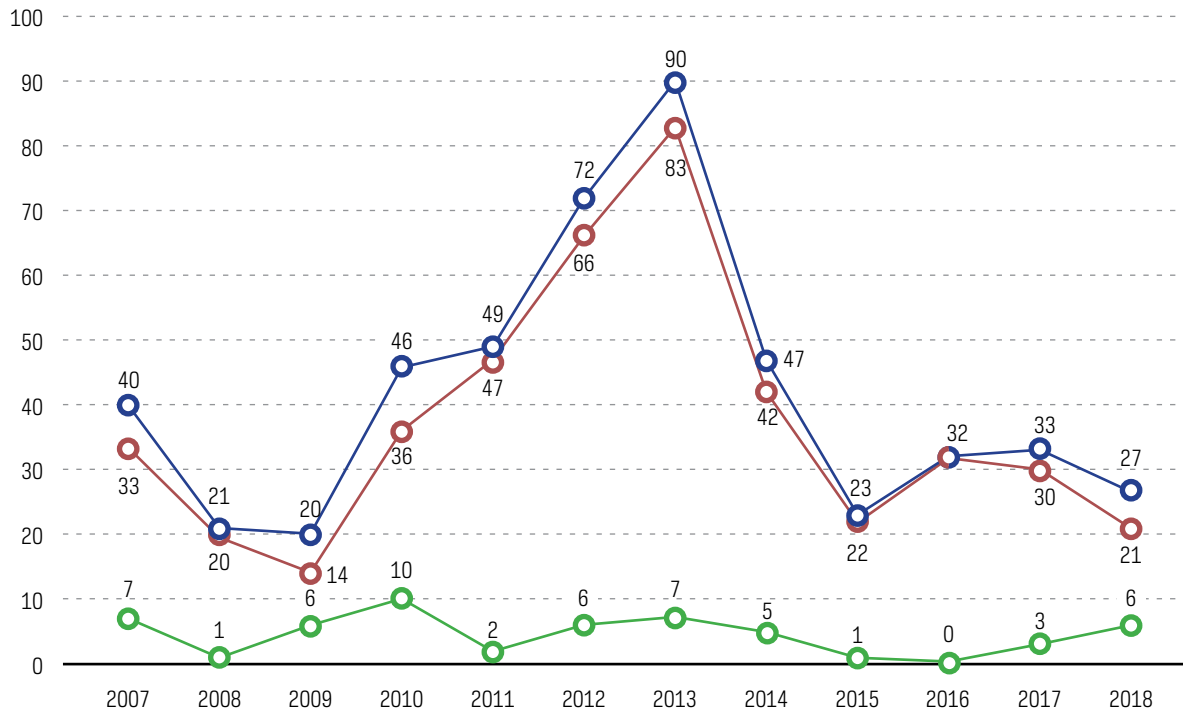


Chart 20 - Time window of incidents - India (2007-2018)

# INDONESIA

## NUMBER OF INCIDENTS

A total of 27 incidents (21 actual and six attempted) were reported in Indonesia in 2018. There was a decrease of 18% in the total number of incidents in 2018 compared to 2017.



Graph 5 - Number of incidents in Indonesia (2007-2018)

● Total ● Actual ● Attempted

## INSIGHTS FROM DATA ANALYTICS

A total of 27 incidents were reported in Indonesia in 2018. These incidents were consistent with past trends observed during 2007-2017; in terms of number of perpetrators (**4-6 men**), treatment of crew (**no injuries or not stated**), items lost (**ship stores**), type of ships (**tankers and bulk carriers**) and time of incidents (**between 2200 hrs and 0559 hrs**). The analysis shows that incidents involving tankers occurred across various ports and anchorages in Indonesia, while incidents involving bulk carriers occurred mostly along the coast of East Kalimantan; and incidents involving tug boats/supply vessels occurred off Pulau Batam and Pulau Bintan.

## DETAILS OF ANALYSIS

Number of perpetrators. Majority of incidents in 2018 involved **4-6 men** (37%) which is consistent with the past 11-year (2007-2017) trend where most incidents also involved 4-6 men (35%).

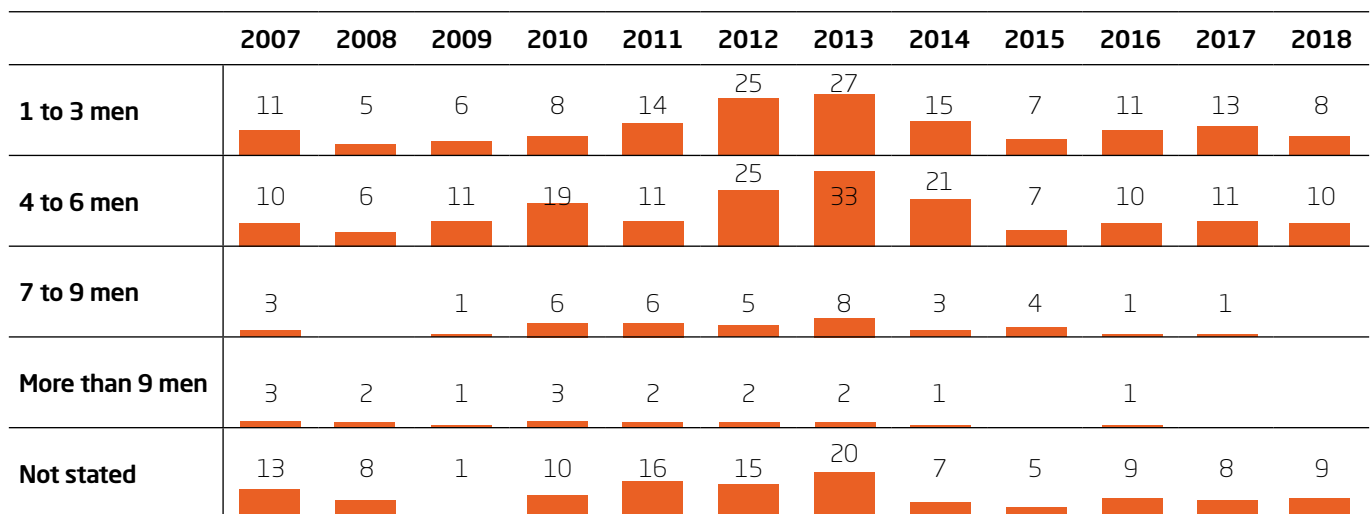


Chart 21 - Number of perpetrators - Indonesia (2007-2018)

Treatment of crew. Of the 27 incidents reported in 2018, majority (89 %) reported that either the crew did not suffer any injuries or there was no information. This is consistent with the trend observed for 2007-2017 where 74% of incidents reported that the crew either did not suffer from injuries or there was no information.

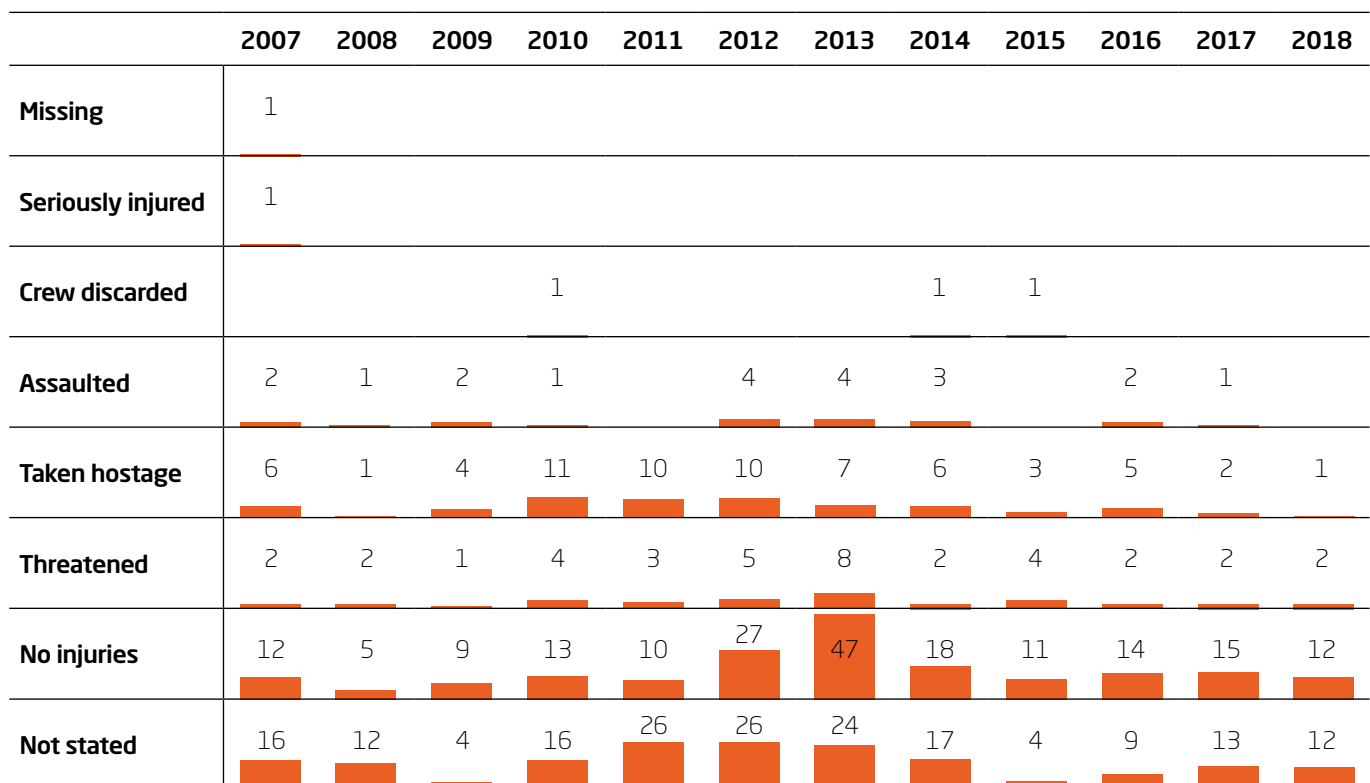


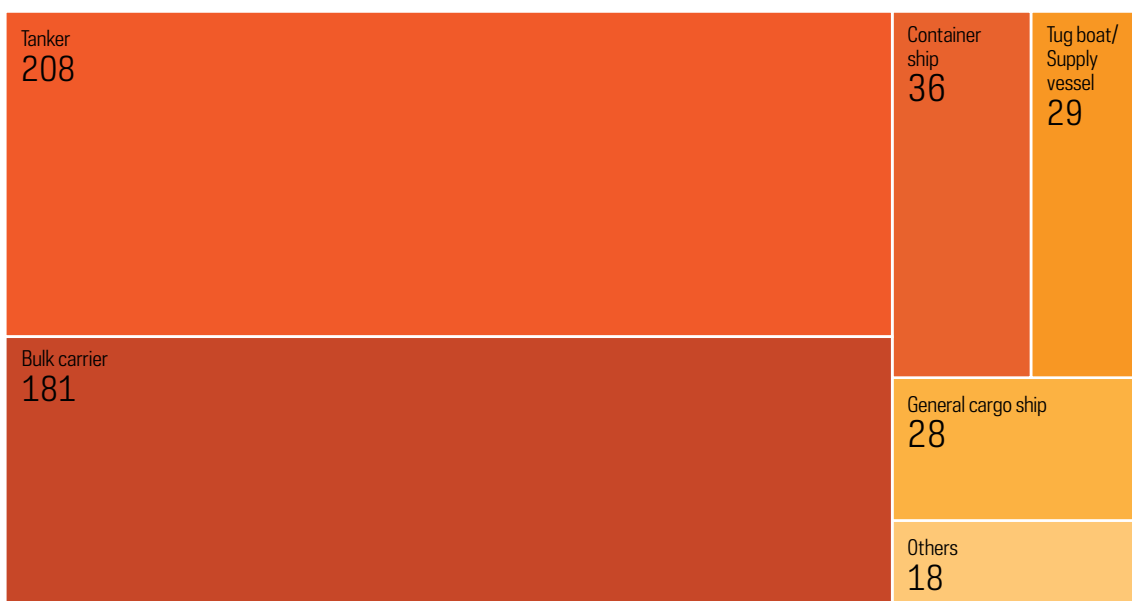
Chart 22 - Treatment of crew - Indonesia (2007-2018)

Type of losses. Of the 27 incidents reported in 2018, nothing was stolen in 10 incidents (37%). In incidents where losses were reported, loss of stores was the most common (33%), followed by engine spares (15%) and unsecured items (4%). This is consistent with the past trend during 2007-2017 where 36% of the incidents reported loss of stores and 33% reported that nothing was stolen from the ship.

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>Hijack/Missing of ship</b>	2	1		1	1				1	1		
<b>Cargo discharged</b>					1			1			1	
<b>Cash/Property</b>		2	3	12	3	6	10	9	1	1		
<b>Stores</b>	8	11	4	14	20	32	36	10	9	16	11	9
<b>Engines spares</b>	7	1	2	5	6	10	10	9	2	7	4	4
<b>Unsecured items</b>	4		1	1	1	1					4	1
<b>Nil</b>	12	4	10	12	16	22	33	18	10	7	13	10
<b>Not stated</b>	7	2		1	1	1	1					3

**Chart 23 - Type of losses - Indonesia (2007-2018)**

Type of ships. Majority of the incidents (74%) reported in 2018 occurred on board bulk carriers. During 2007-2017, 43% of the incidents occurred on board tankers and 34% occurred on board bulk carriers. There is a slight deviation as more tankers than bulk carriers were boarded in the past 11 years (2007-2017).



**Chart 24 - Type of ships boarded - Indonesia (2007-2018)**

## CORRELATION BETWEEN TYPES OF SHIPS VIS-À-VIS LOCATION

There is no evidence to suggest that a particular type of ship is being targeted by perpetrators at certain ports and anchorages. Tankers and bulk carriers are two most frequently boarded ships in Indonesia. There is no concentration of locations where tankers were boarded. Map 5 show the location of incidents involving tankers which were scattered across various ports and anchorages and waters in Indonesia.



**Map 5 - Incidents involving tankers in Indonesia (2007-2018)**

Incidents involving bulk carriers occurred mostly along the coast of East Kalimantan as shown in Map 6.



**Map 6 - Incidents involving bulk carriers in Indonesia (2007-2018)**

Incidents involving **tug boats/supply vessels** mostly occurred in the vicinity of Pulau Batam/ Pulau Bintan (as shown in Map 7).

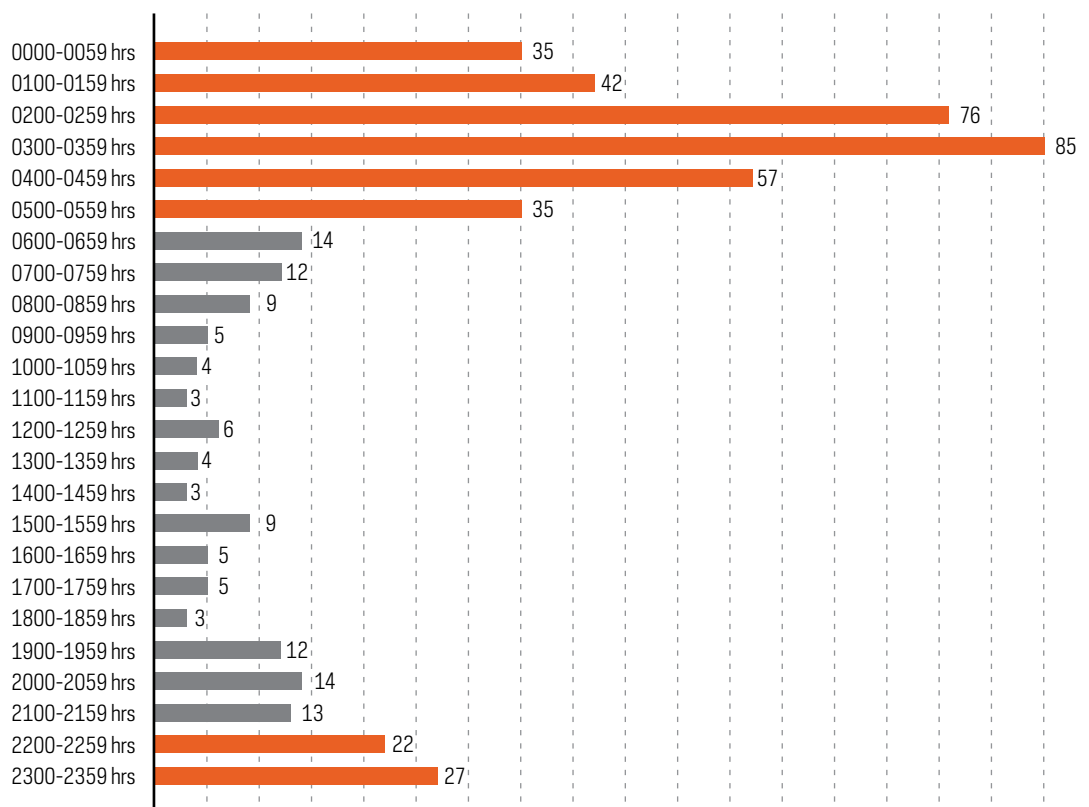


**Map 7 - Incidents involving tug boats/supply vessels in Indonesia (2007-2018)**

### TIME OF INCIDENTS

Of the 27 incidents reported in 2018, 22 occurred during hours of darkness (between 1900 hrs and 0559 hrs) and five occurred during daylight hours (between 0700 hrs and 1559 hrs).

This is consistent with the past trend of 2007-2018 where more than three-quarters of the incidents occurred between 2200 hrs and 0559 hrs.

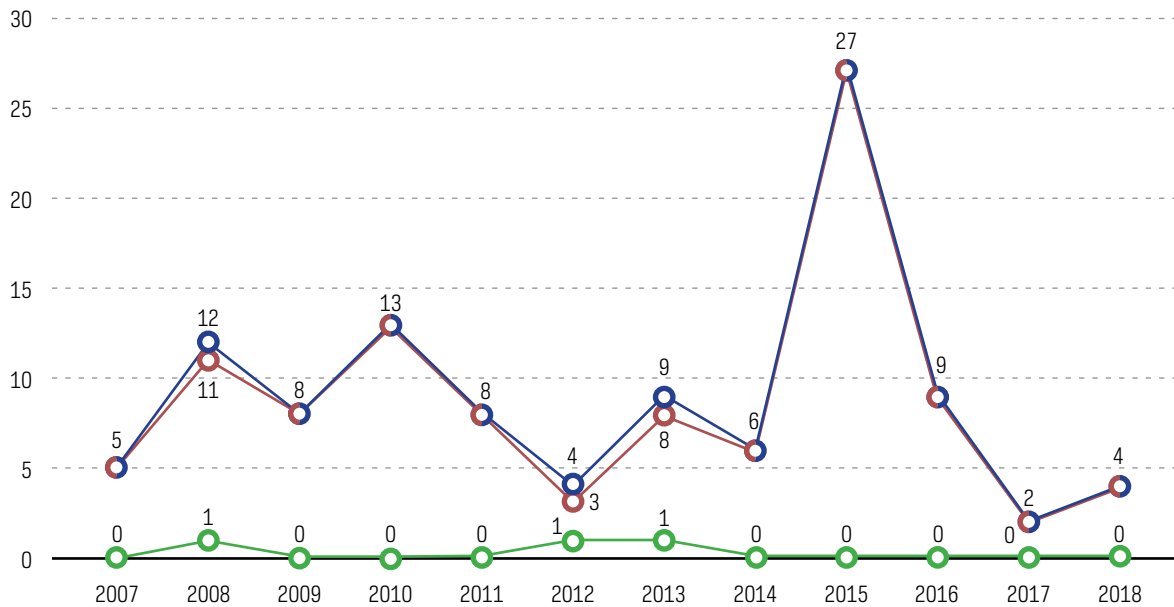


**Chart 25 - Time window of incidents - Indonesia (2007-2018)**

## VIETNAM

### NUMBER OF INCIDENTS

Four actual incidents were reported in Vietnam in 2018. This was an increase of 50% compared to 2017 when two incidents were reported. However, there was an improvement of the situation in Vietnam over the past three years (2016-2018).



Graph 6 - Number of incidents in Vietnam (2007-2018)

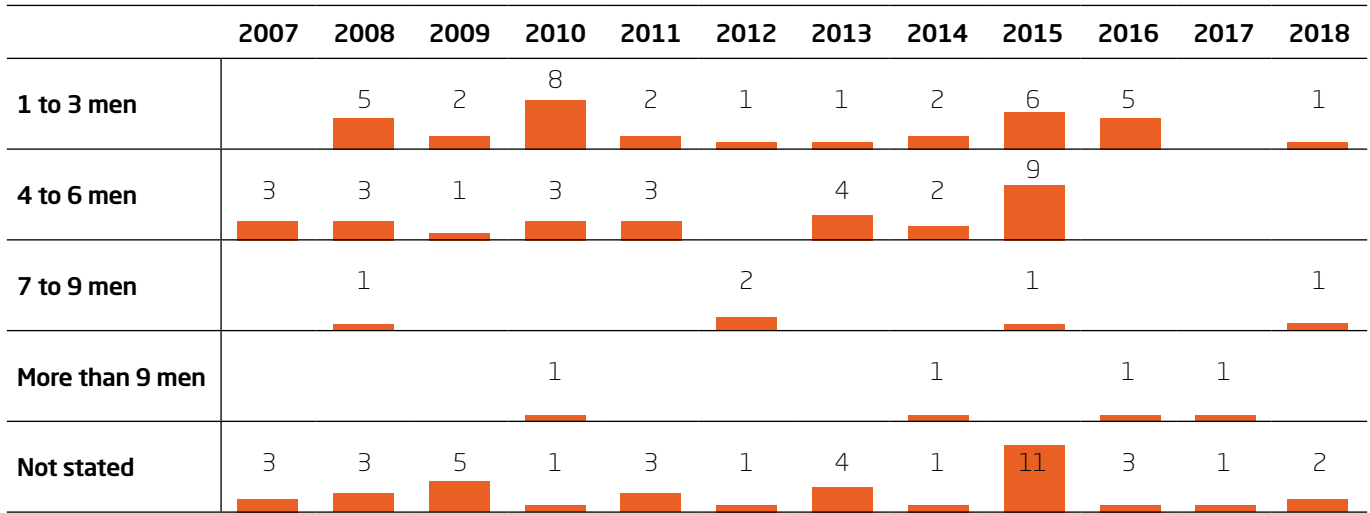
● Total ● Actual ● Attempted

### INSIGHTS FROM DATA ANALYTICS

Incidents reported in 2018 in Vietnam were consistent with the past trends observed during 2007-2017; in terms of number of perpetrators (**1-3 men**), treatment of crew (**no injuries**), items lost (**ship stores**) and type of ships (**container ships and bulk carriers**). However, there is a slight deviation regarding the time of incidents as two-thirds of the incidents reported in 2018 occurred during daylight hours; while majority of the incidents in past 11-years occurred during hours of darkness. Incidents on board container ships and tankers occurred more frequently in the southern part of Vietnam than in the northern part.

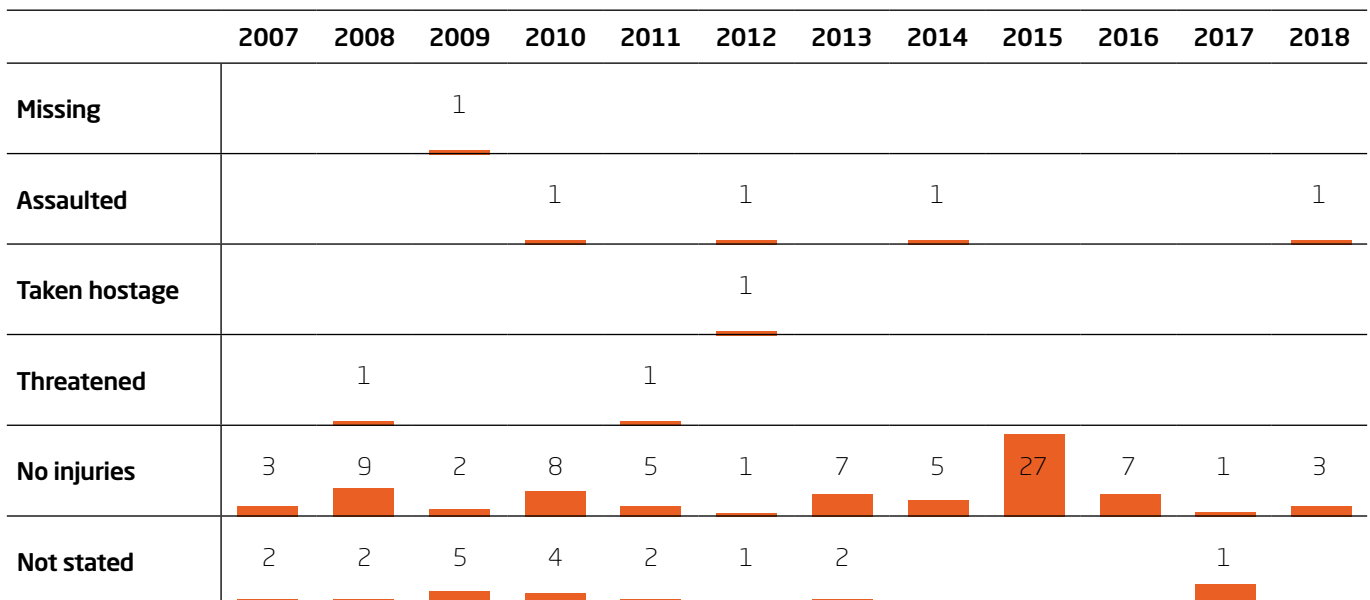
## DETAILS OF ANALYSIS

Number of perpetrators. Majority of incidents in 2018 had no information available on the number of perpetrators (50%) which is consistent with the past 11-year trend where most incidents indicated that there is no information available on the number of perpetrators (34%). However, when such information is available, the perpetrators are usually in groups of 1-3 men (31%).



**Chart 26 - Number of perpetrators - Vietnam (2007-2018)**

Treatment of crew. In 2018, three-quarters of the incidents reported that the crew did not suffer from any injuries. During 2007-2017, close to three-quarters of the incidents reported that the crew did not suffer from any injuries.



**Chart 27 - Treatment of crew - Vietnam (2007-2018)**

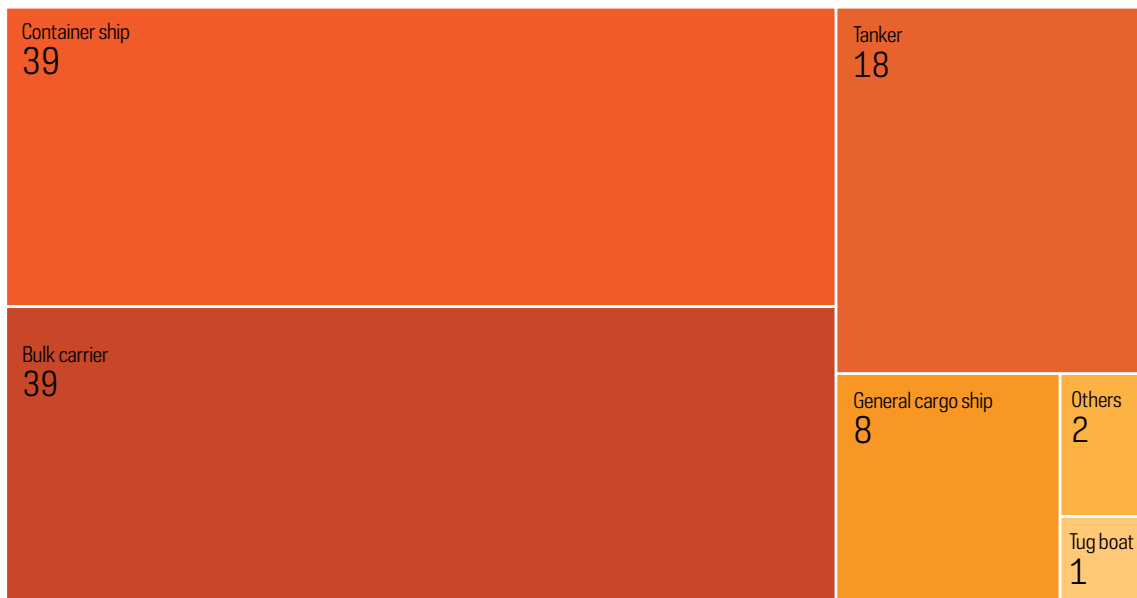


Type of losses. All four incidents in 2018 reported the loss of stores. The stores stolen included lubricating oil, grease, paints and jacket lights. During 2007-2017, three-quarters of the incidents reported that the perpetrators stole ship stores.

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>Stores</b>	4	3	7	11	5	3	8	4	22	7	2	4
<b>Engines spares</b>					1							
<b>Unsecured items</b>	1	4										
<b>Nil</b>		4	1	2	1	1	2	5	2			
<b>Not stated</b>		1	1	1								

**Chart 28 - Type of losses - Vietnam (2007-2018)**

Type of ships. All four incidents reported in 2018 involved bulk carriers. During 2007-2017, 39 incidents (38%) were reported on board container ships, 35 (34%) on board bulk carriers and 18 (17%) on board tankers.

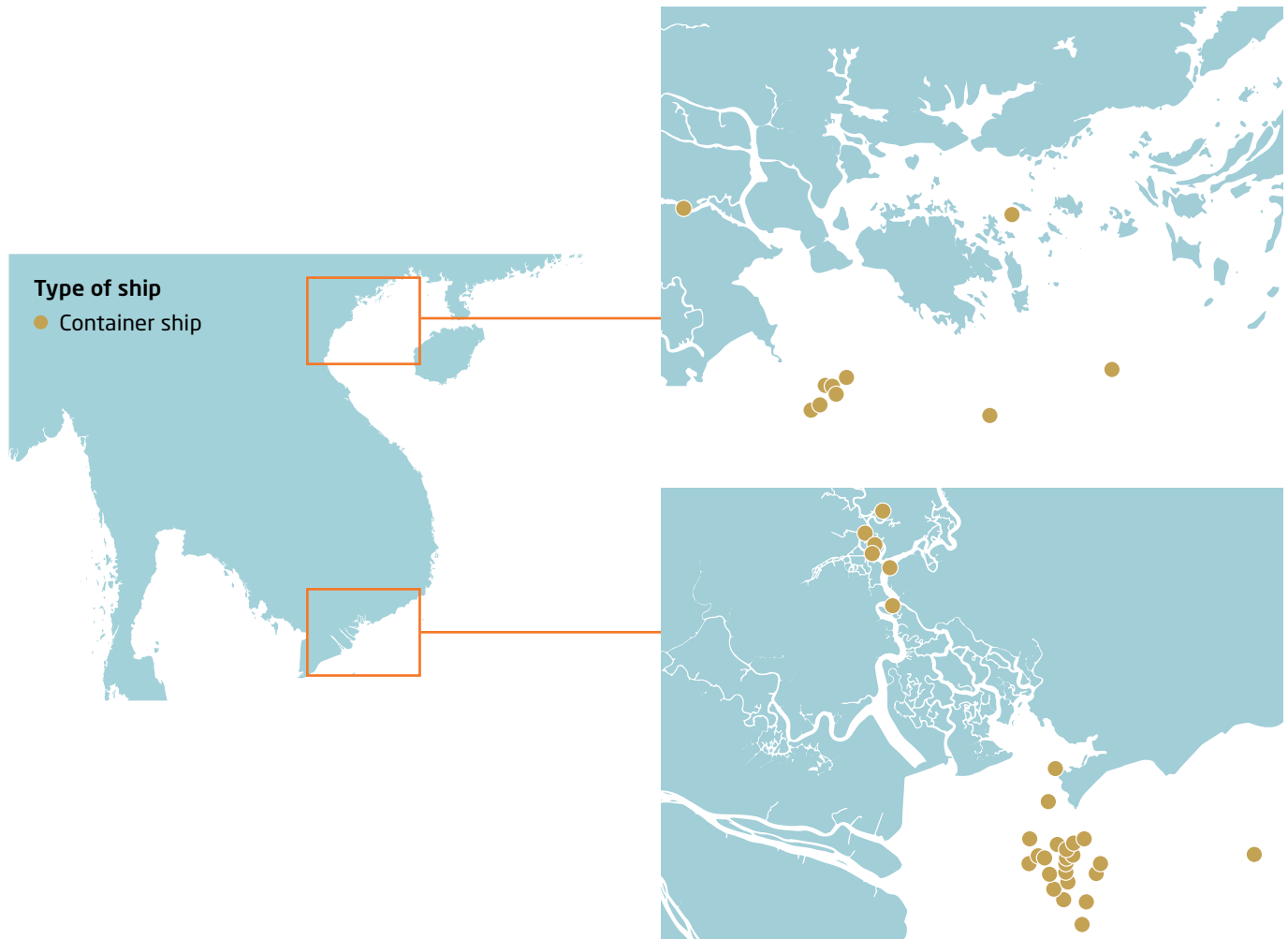


**Chart 29 - Type of ships boarded - Vietnam (2007-2018)**

## CORRELATION BETWEEN TYPES OF SHIPS VIS-À-VIS LOCATION

During 2007-2018, 39 incidents (36%) occurred on board container ships, 39 (36%) on board bulk carriers, 18 (17%) on board tankers, eight (8%) on board general cargo ships, two (2%) on board other types of ships and one (1%) on board tug boat.

Container ships. Of the 39 incidents reported during 2007-2018, 29 incidents were reported in the southern part of Vietnam and 10 incidents were reported in the northern part of Vietnam.



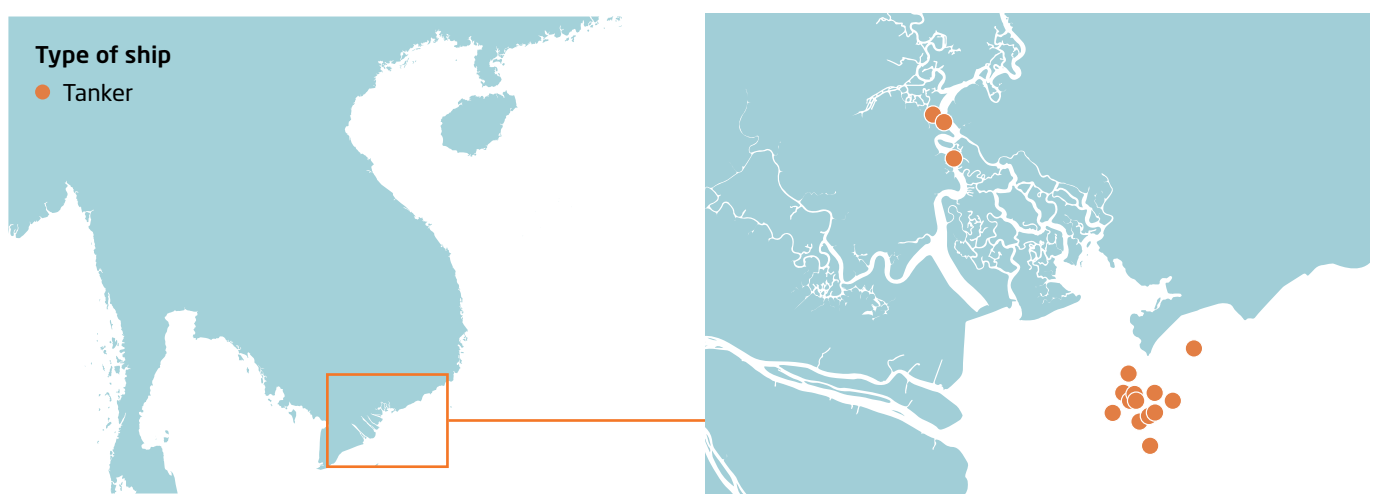
**Map 8 - Incidents involving container ships in Vietnam (2007-2018)**

Bulk carriers. Of the 39 incidents reported during 2007-2018, 21 incidents were reported in the southern part of Vietnam and 18 incidents were reported in the northern part of Vietnam.



**Map 9 - Incidents involving bulk carriers in Vietnam (2007-2018)**

Tankers. All 18 incidents involving tanker during 2007-2018 were reported in the southern part of Vietnam. Of these incidents, 14 occurred in the anchorage of Vung Tau.

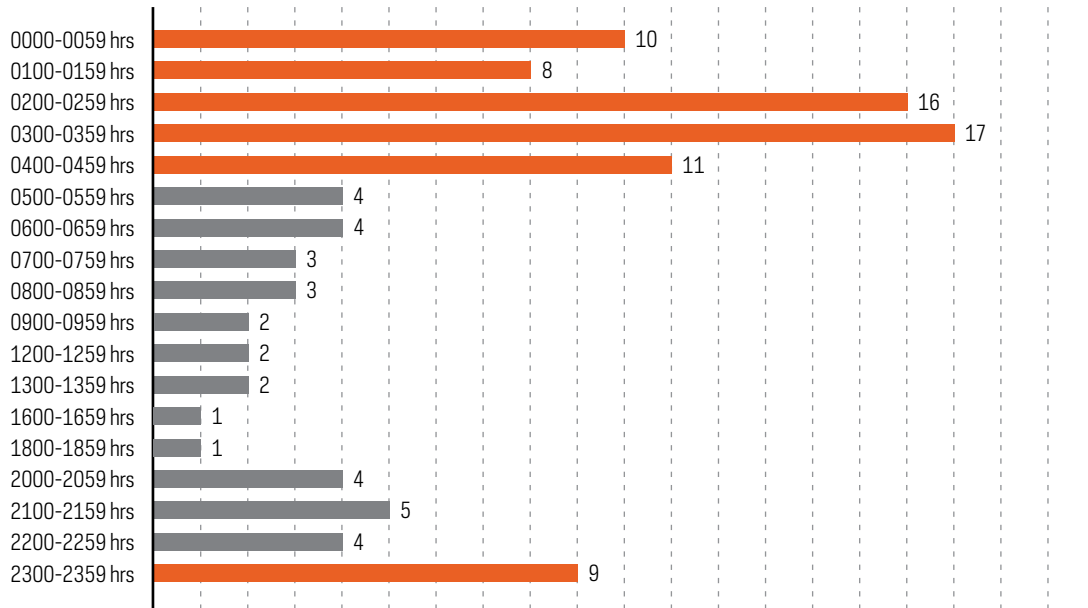


**Map 10 - Incidents involving tankers in Vietnam (2007-2018)**

## TIME OF INCIDENTS

Of the four incidents reported in 2018, two occurred during daylight hours (0700-0759 hrs), and two during hours of darkness (0200-0259 hrs and 2300-2359 hrs). During 2007-2018, 68% of the incidents occurred between 2300 hrs and 0459 hrs. The incidents observed in 2018 are not consistent with past trends.

It is noted that during 2007-2018, all incidents reported in the northern part of Vietnam occurred between 2100 hrs and 0959 hrs.

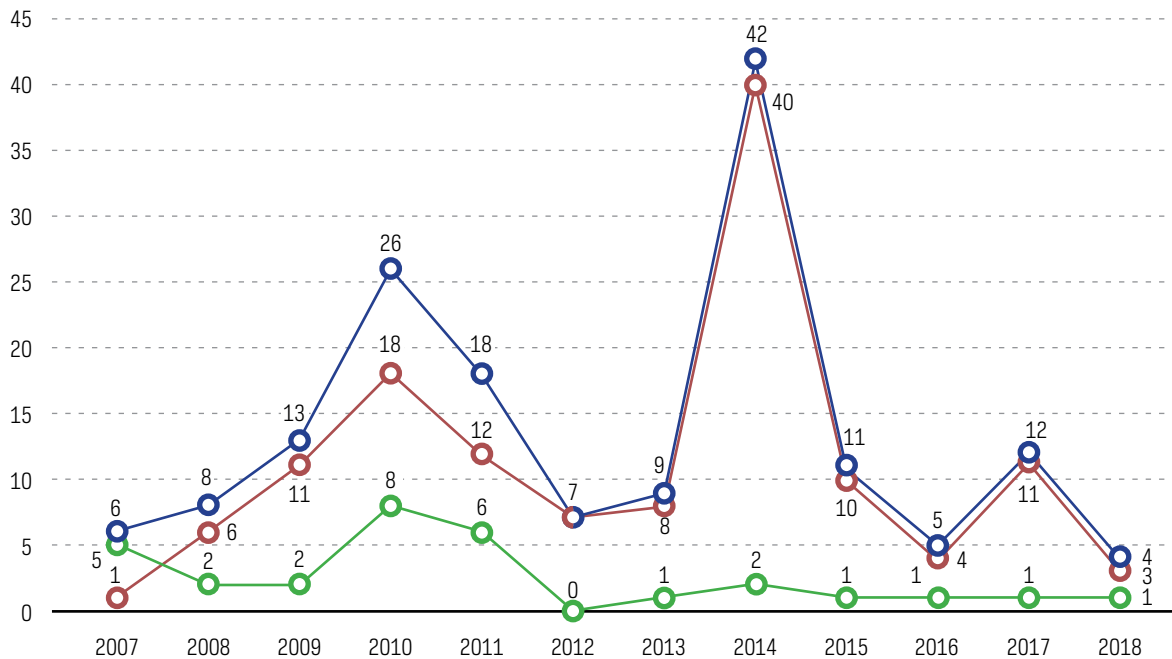


**Chart 30 - Time window of incidents - Vietnam (2007-2018)**

## SOUTH CHINA SEA (SCS)

### NUMBER OF INCIDENTS

A total of four incidents (three actual and one attempted) were reported in SCS in 2018. Compared to 2017 there has been a 67% decrease in the number of incidents reported in 2018. In 2017, 12 incidents (11 actual and one attempted) were reported. 2018 reported the lowest number of incidents among the 12-year period of 2007-2018.



Graph 7 - Number of incidents in SCS (2007-2018)

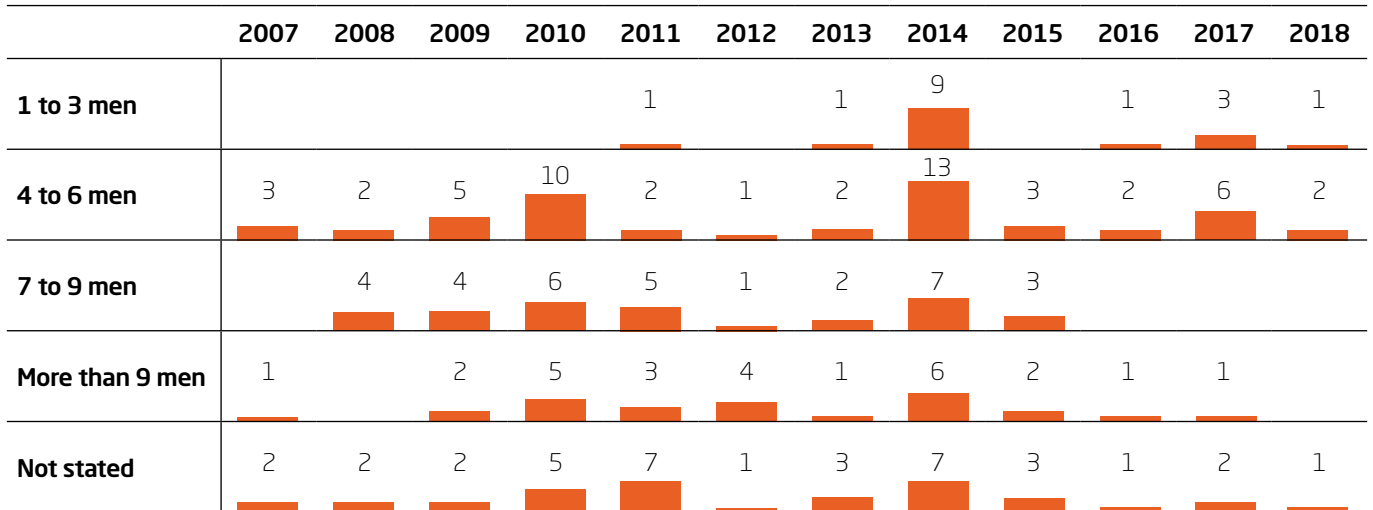
● Total ● Actual ● Attempted

### INSIGHTS FROM DATA ANALYTICS

Incidents reported in 2018 in SCS were consistent with the past trends observed during 2007-2017; in terms of number of perpetrators (**4-6 men**), treatment of crew (**no injuries**), and time of incidents (**between 0000 hrs and 0559 hrs**). However, there is a slight deviation regarding the weapons carried by perpetrators and items lost. Majority of incidents in 2018 had no information on whether the perpetrators were armed while during 2007-2017, more than half of the incidents involved armed perpetrators. As for the loss of items, majority of incidents in 2018 reported nothing was stolen while the loss of cash and personal belongings were prevalent in incidents reported during 2007-2017. Incidents were relatively less violent in 2018 compared to the past 11-years.

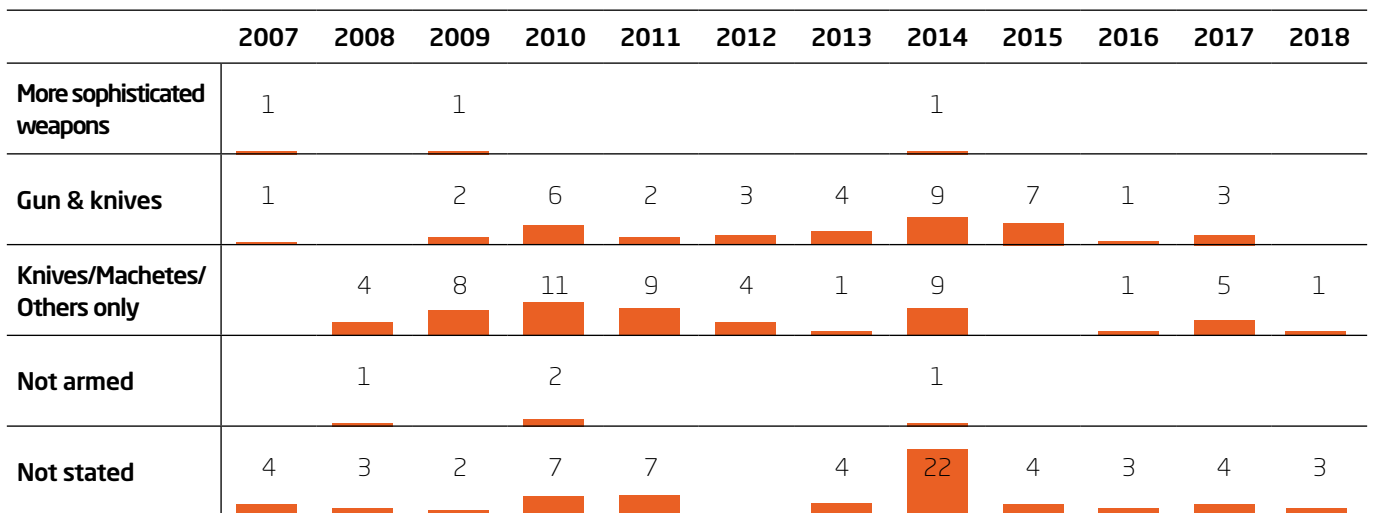
## DETAILS OF ANALYSIS

Number of perpetrators. Of the four incidents reported in 2018, half of them reported the perpetrators were in groups of 4 to 6 men. During 2007-2017, 31% of the incidents involved perpetrators in groups of 4 to 6 men. The incidents observed in 2018 are consistent with past trends.



**Chart 31 - Number of perpetrators - SCS (2007-2018)**

Type of weapons. Of the four incidents reported in 2018, three incidents had no information on arms. During 2007-2017, more than half of the incidents (57%) involved perpetrators with arms and 38% had no information on arms.



**Chart 32 - Type of weapons used - SCS (2007-2018)**

Treatment of crew. Of the four incidents reported in 2018, three incidents reported that the crew did not suffer from injuries, and one incident reported that the crew was tied up and taken hostage by perpetrators who demanded cash. During 2007-2017, 32% of the incidents reported that the crew did not suffer from any injuries and 25% of the incidents had no information. Among the incidents where the crew suffered from injuries, majority reported that the crew was tied up and taken hostage.

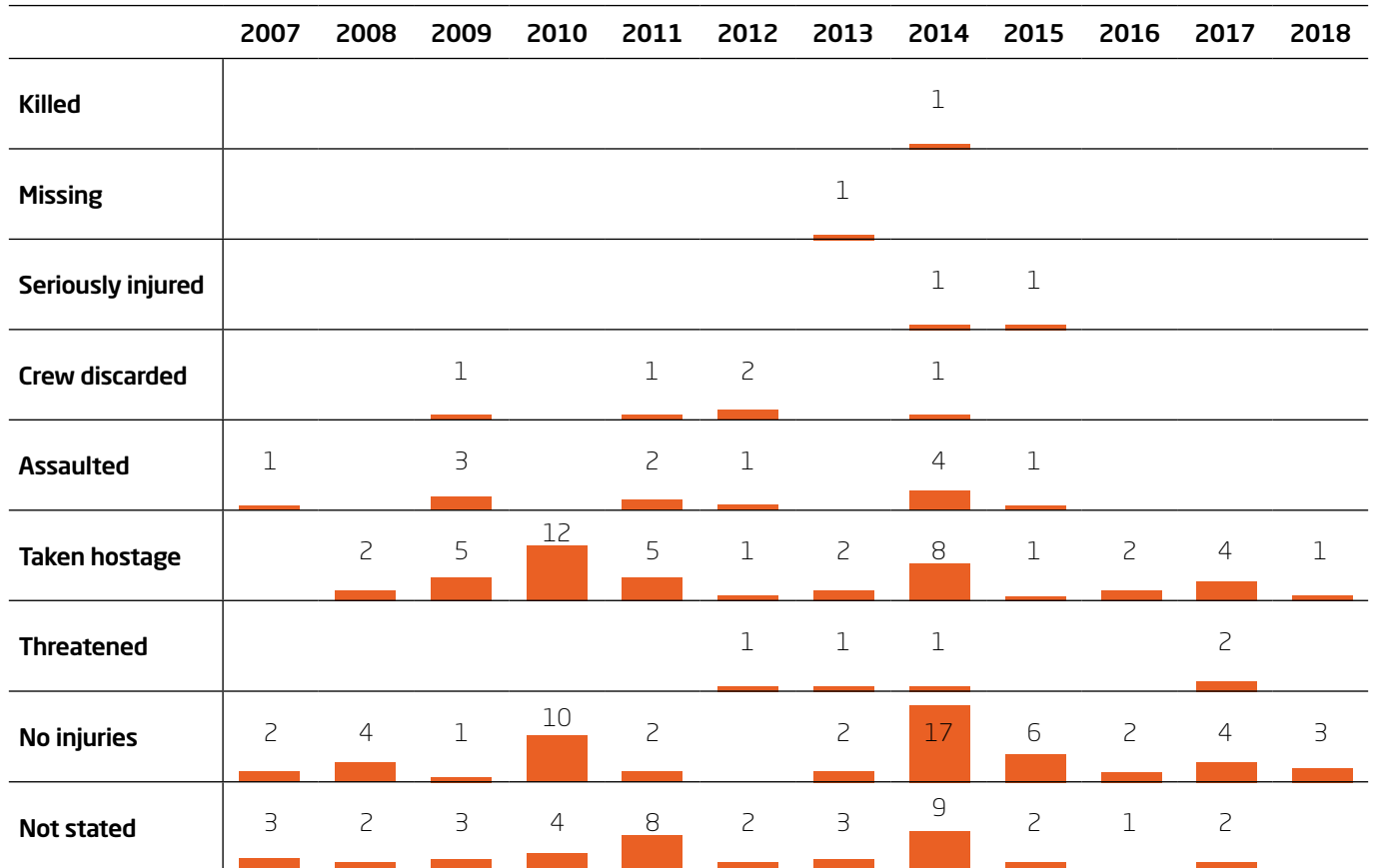


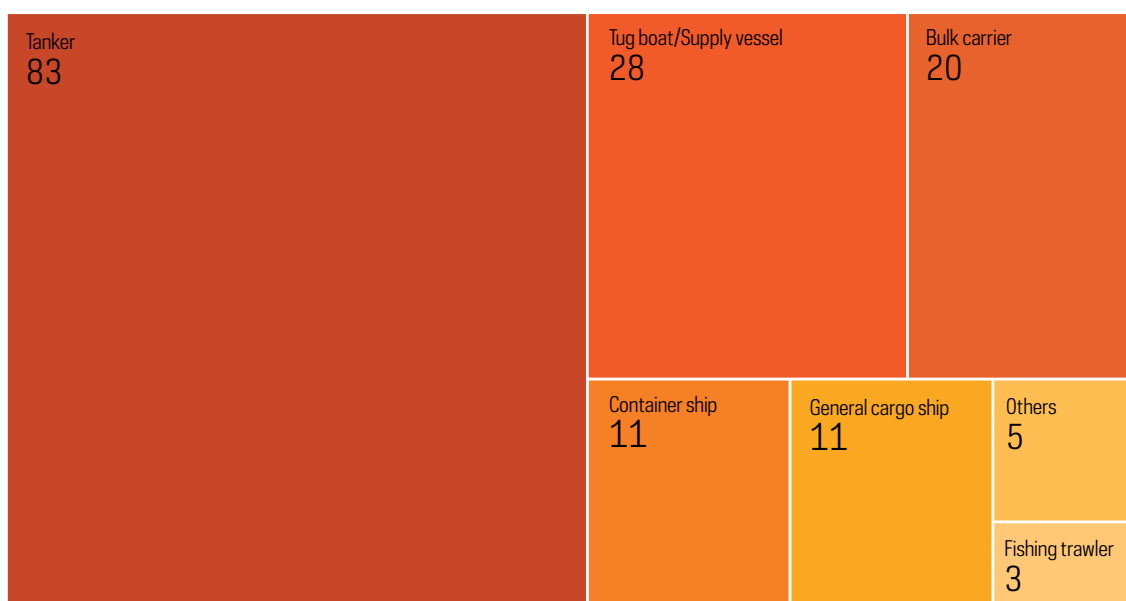
Chart 33 - Treatment of crew - SCS (2007-2018)

Type of losses. Of the four incidents in 2018, three incidents reported nothing was stolen. There was a deviation from the past trend. During 2007-2017, 35% of the incidents reported the loss of cash and personal belongings such as mobile phones, jewellery and laptops.

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>Hijack/Missing of ship</b>	1		1	1	2	2		1	1			
<b>Cargo discharged</b>					1		1	10	5	1	2	
<b>Cash/Property</b>		5	9	13	8	4	5	5	2	1	3	1
<b>Stores</b>		1	1	1				3	1		1	
<b>Engines spares</b>								3	1	1	2	
<b>Unsecured items</b>				1				1				
<b>Nil</b>	3	1	2	10	6		3	19	1	2	4	3
<b>Not stated</b>	2	1			1	1						

**Chart 34 - Type of losses - SCS (2007-2018)**

Type of ships. Of the four incidents reported in 2018, one occurred on board a bulk carrier, one on board a tanker, one on board a general cargo ship and one on board a catamaran. This is different from the past 11-year trend where 82 incidents (52%) occurred on board tankers, 28 (18%) occurred on board tug boat/supply vessels and 19 (12%) on board bulk carriers.



**Chart 35 - Type of ships boarded - SCS (2007-2018)**



## TIME OF INCIDENTS

All four incidents reported in 2018 occurred during hours of darkness between 0000 hrs and 0559 hrs. During 2007-2018, 135 incidents (84%) occurred during hours of darkness between 2000 hrs and 0559 hrs. The incidents in 2018 are consistent with past trends.

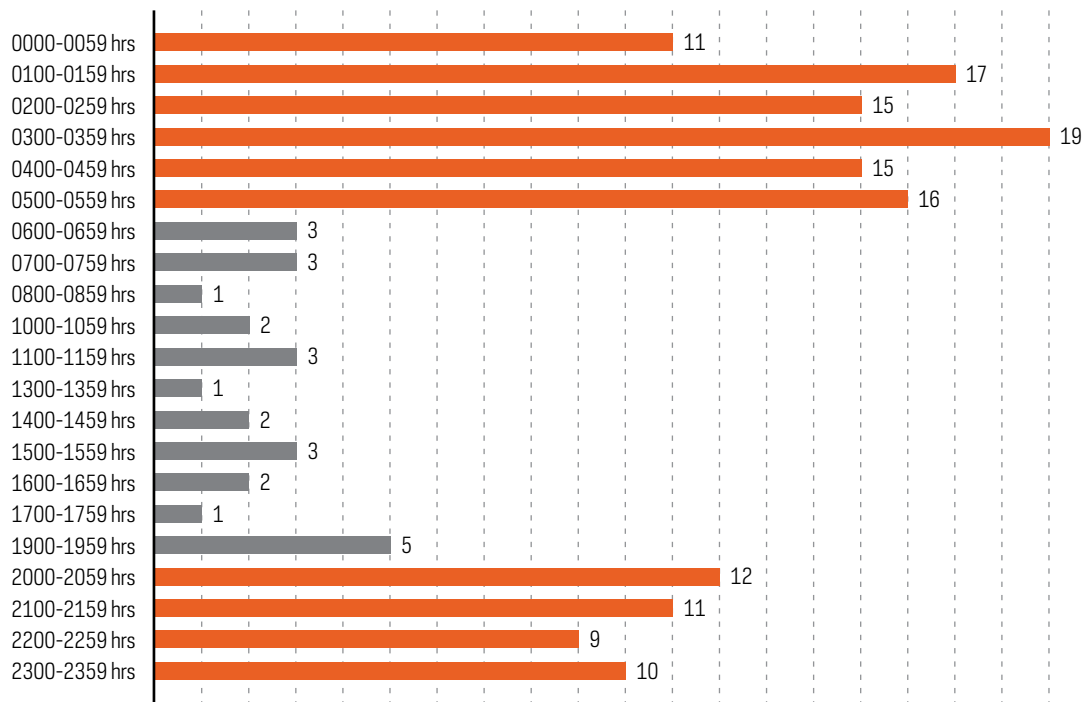
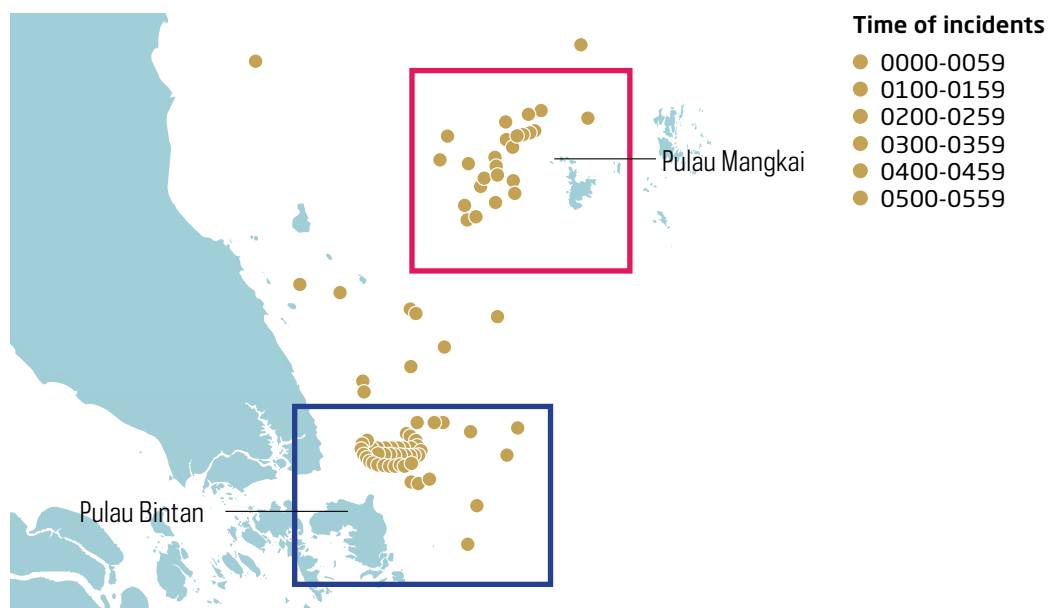


Chart 36 - Time window of incidents - SCS (2007-2018)

## CORRELATION BETWEEN TIME VIS-À-VIS LOCATION

During the past 11-years, incidents in the SCS occurred in two clusters – off Pulau Mangkai and off Pulau Bintan during hours of darkness, between 0000 hrs and 0559 hrs. The bulk of the incidents in the vicinity of Pulau Mangkai occurred during 2007-2011 while incidents in the vicinity of Pulau Bintan mostly occurred during 2011-2018.

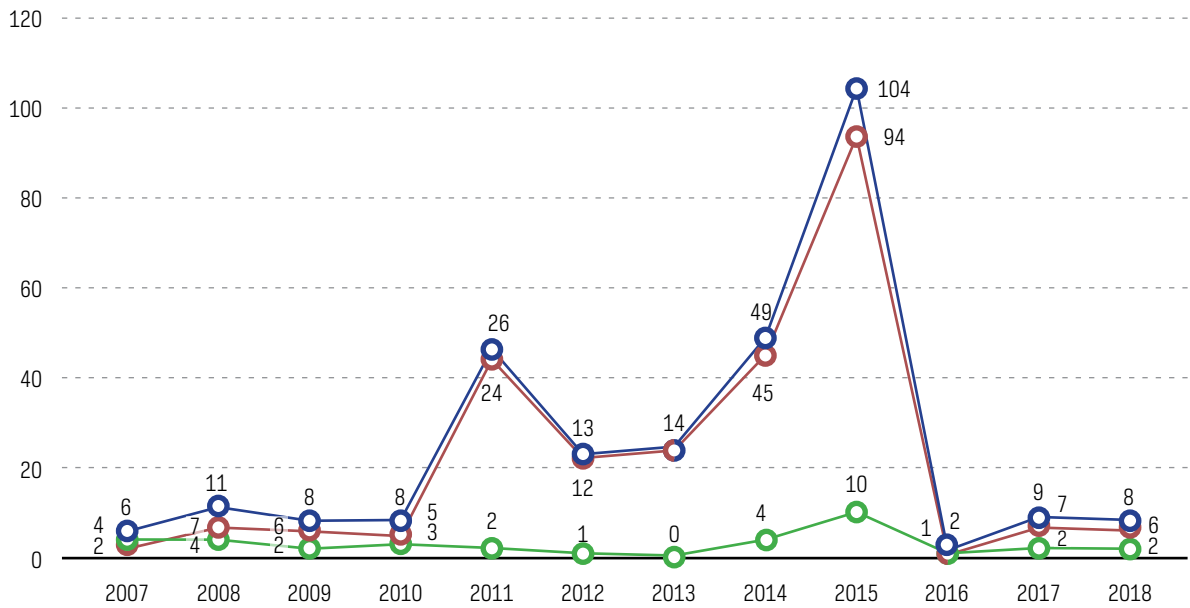


Map 11- Incidents in SCS (2007-2018)

# STRAITS OF MALACCA & SINGAPORE (SOMS)

## NUMBER OF INCIDENTS

A total of eight incidents (six actual and two attempted) were reported in SOMS in 2018. Compared to 2017 where nine incidents were reported, the number of incidents reported in 2018 had remained similar.



Graph 8 - Number of incidents in SOMS (2007-2018)

● Total ● Actual ● Attempted

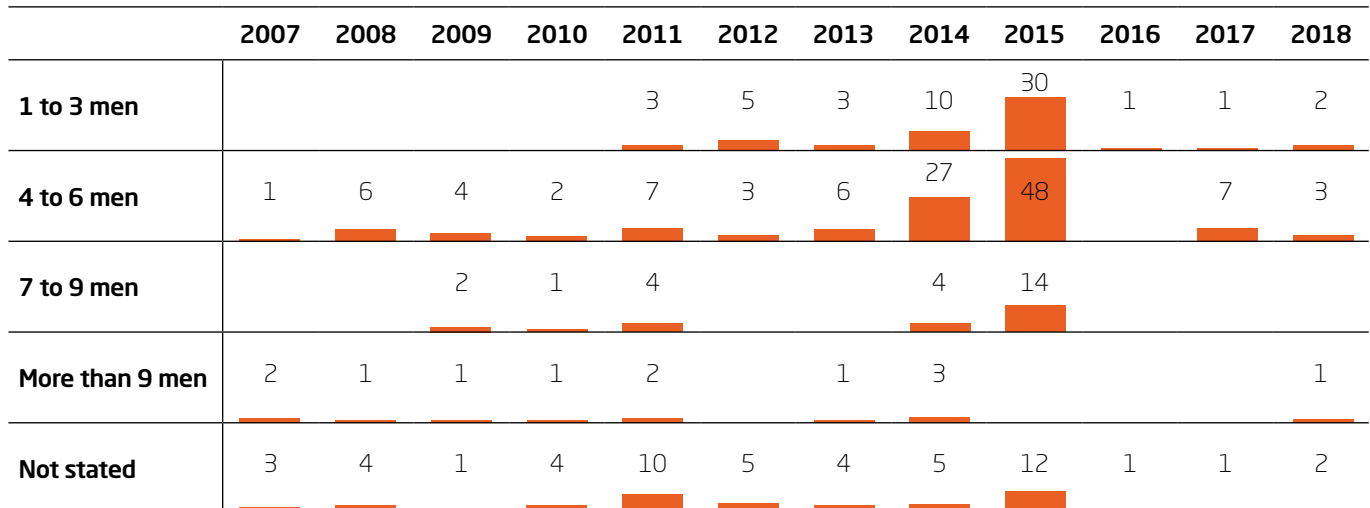
## INSIGHTS FROM DATA ANALYTICS

Incidents reported in 2018 in SOMS were consistent with the past trends observed during 2007-2017; in terms of number of perpetrators (**4-6 men**), weapons carried by perpetrators (**not stated**), treatment of crew (**no injuries**), items lost (**50% reported nothing stolen**), type of ships mostly boarded (**tug boats/supply vessels, bulk carriers and tankers**) and time of incidents (**between 2300 hrs and 0459 hrs**).

Incidents involving tug boats/supply vessels in the Singapore Strait occurred in both western and eastern sectors; while incidents on board bulk carriers and tankers occurred in the western sector. Also, a larger number of incidents were reported in the western sector of Singapore Strait during 0300-0559 hrs. However, incidents in the eastern sector of the Strait occurred more often between 2000 hrs and 0100 hrs.

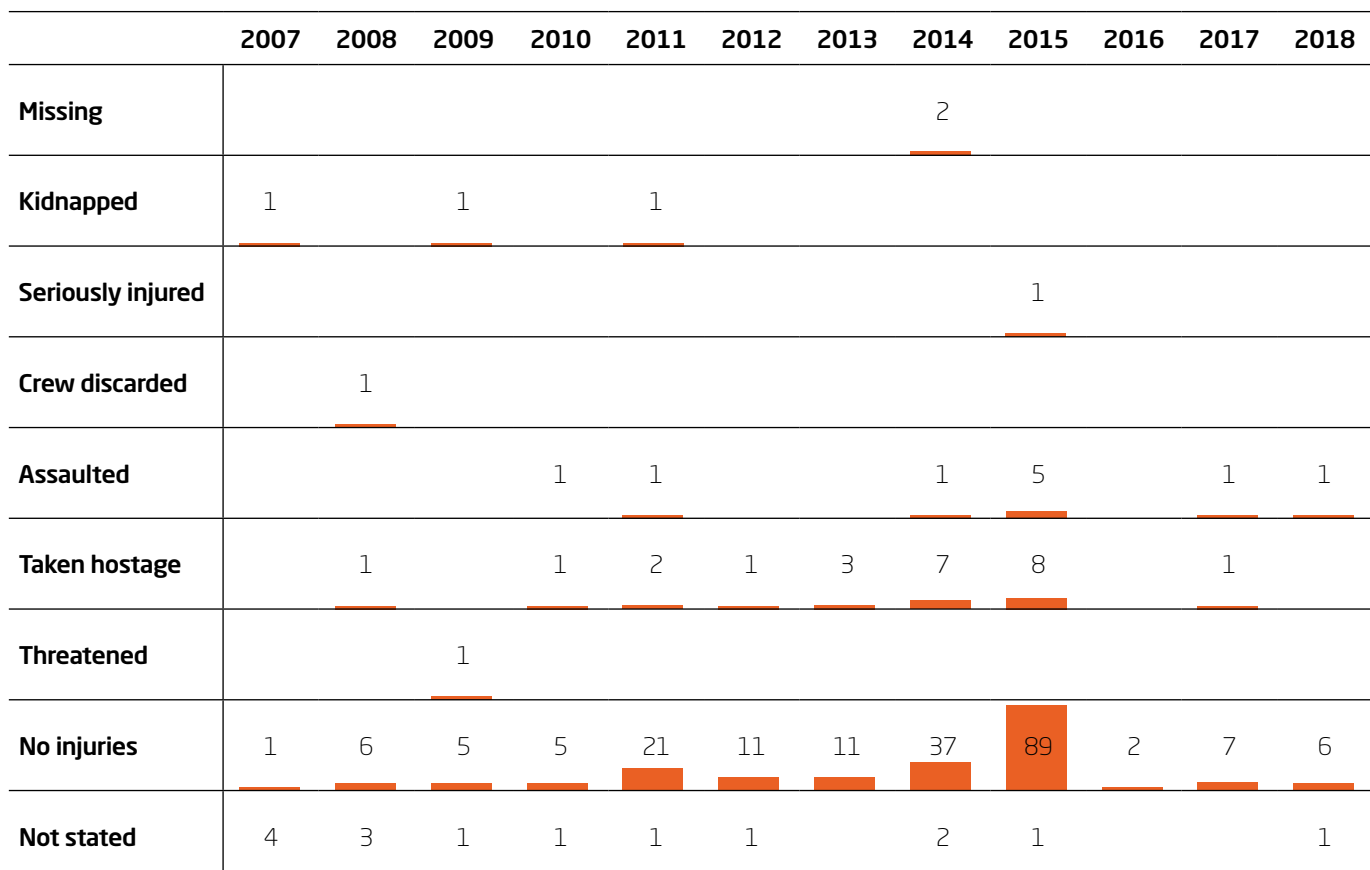
## DETAILS OF ANALYSIS

Number of perpetrators. Of the eight incidents reported in 2018, three incidents (38%) reported groups of 4-6 perpetrators, two (25%) involved groups of 1-3 perpetrators, one involved (12%) a group of more than 9 perpetrators and two (25%) had no information. During 2007-2017, majority of the incidents (44%) reported groups of 4-6 men. The incidents in 2018 are consistent with the past trend.



**Chart 37 - Number of perpetrators - SOMS (2007-2018)**

Treatment of crew. In 2018, three-quarters of the incidents (75%) reported that the crew did not suffer from any injuries. There is no deviation from the trend as 78% of incidents in the past 11 years reported that the crew did not suffer from injuries.



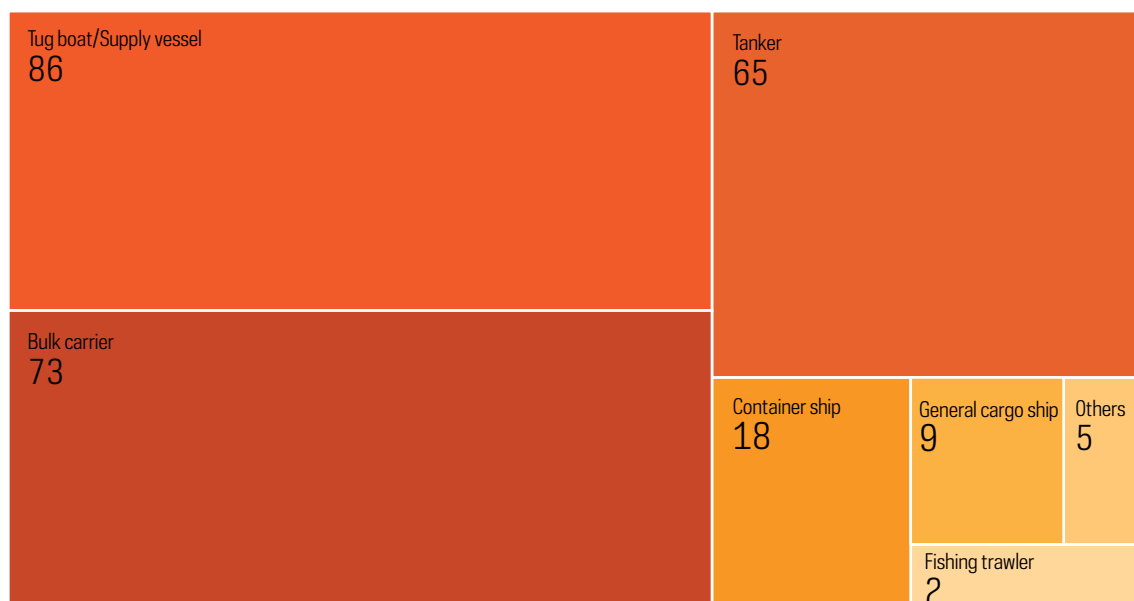
**Chart 38 - Treatment of crew - SOMS (2007-2018)**

Type of losses. Half of the eight incidents in SOMS in 2018 reported that nothing was stolen. There is no deviation from the trend as 48% of incidents in the past 11 years reported that nothing was stolen from the ships.

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>Hijack/ Missing of ship</b>		1			1							
<b>Cargo discharged</b>					2	4	3	4	6			
<b>Cash/Property</b>	1	6	4	3	12	3	1	8	3		1	1
<b>Stores</b>			1	2	6	2	2	1	9			1
<b>Engine spares</b>						1	1	7	16		3	
<b>Unsecured items</b>							2	1		1		2
<b>Nil</b>	3	4	3	3	5	2	3	27	65	1	4	4
<b>Not stated</b>	2					1		1	5		1	

**Chart 39 - Type of losses - SOMS (2007-2018)**

Type of ships. Of the eight incidents reported in 2018, three occurred on board tug boats towing barges, two on board bulk carriers, two on board tankers and one on board a workboat. There is no deviation from the trend as 33% of incidents in the past 11 years occurred on board tug boats/supply vessels, 28% on board bulk carriers and 25% on board tankers.

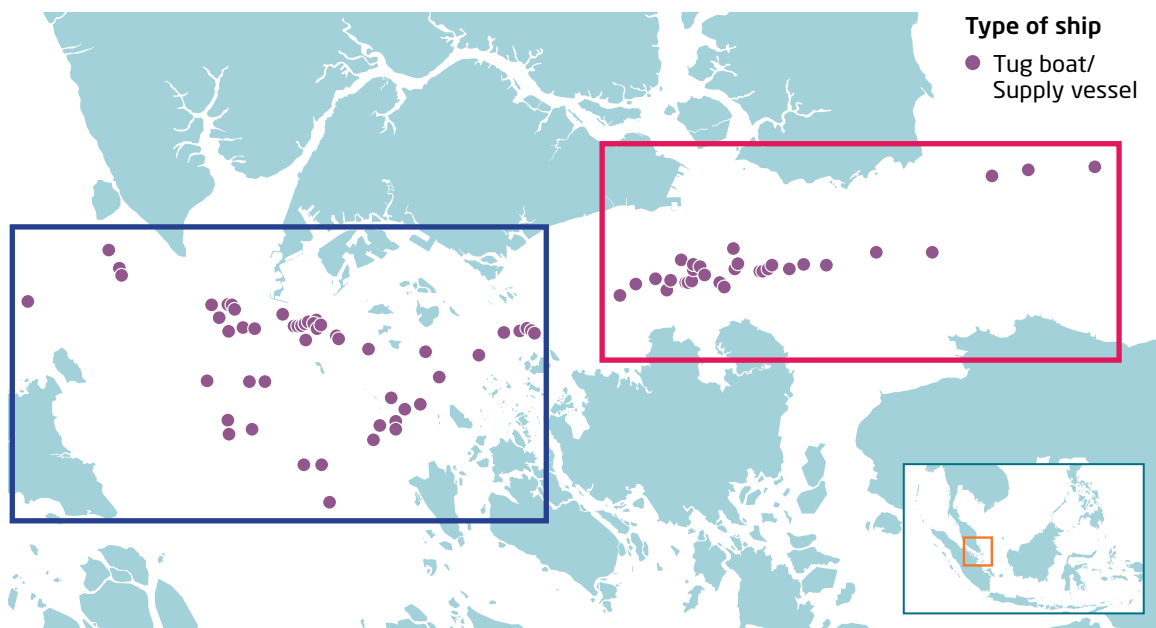


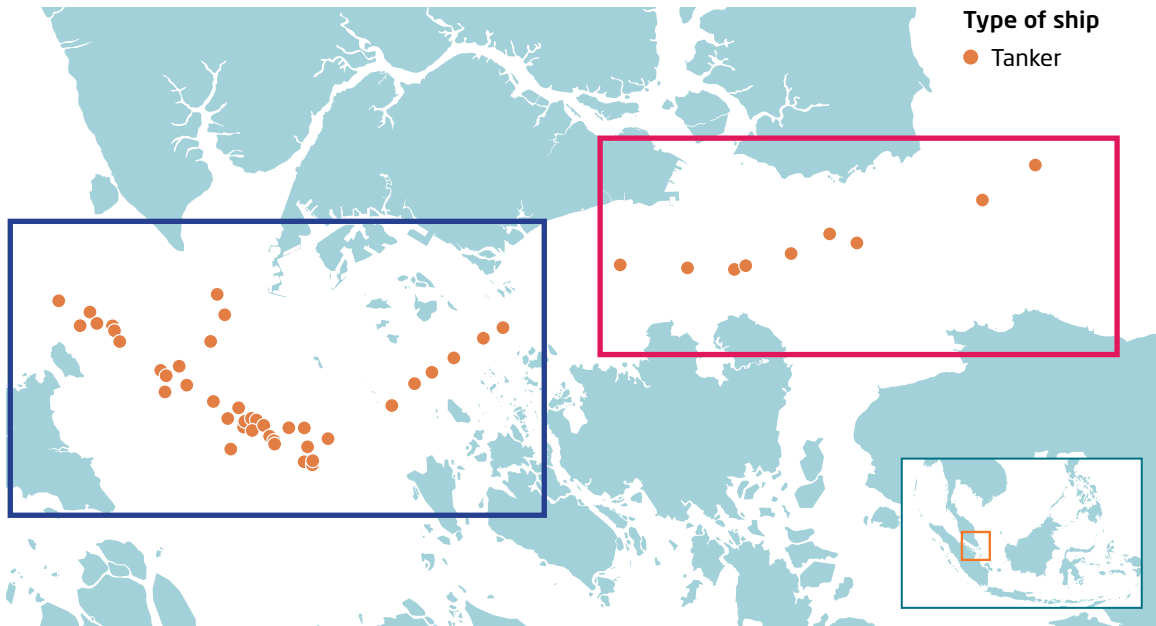
**Chart 40 - Type of ships boarded - SOMS (2007-2018)**

## CORRELATION BETWEEN TYPE OF SHIP VIS-À-VIS LOCATION

Most of the incidents reported in SOMS occurred in the Singapore Strait. Based on the three types of ships most frequently boarded in the Singapore Strait during 2007-2018, the following were observed:

- Incidents involving **tug boats/supply vessels** occurred in both the western sector (blue rectangle) and eastern sector (red rectangle) of Singapore Strait, with most incidents off Pulau Batam, Indonesia.
- Incidents involving **bulk carriers** and **tankers** mostly occurred in the western sector of Singapore Strait.



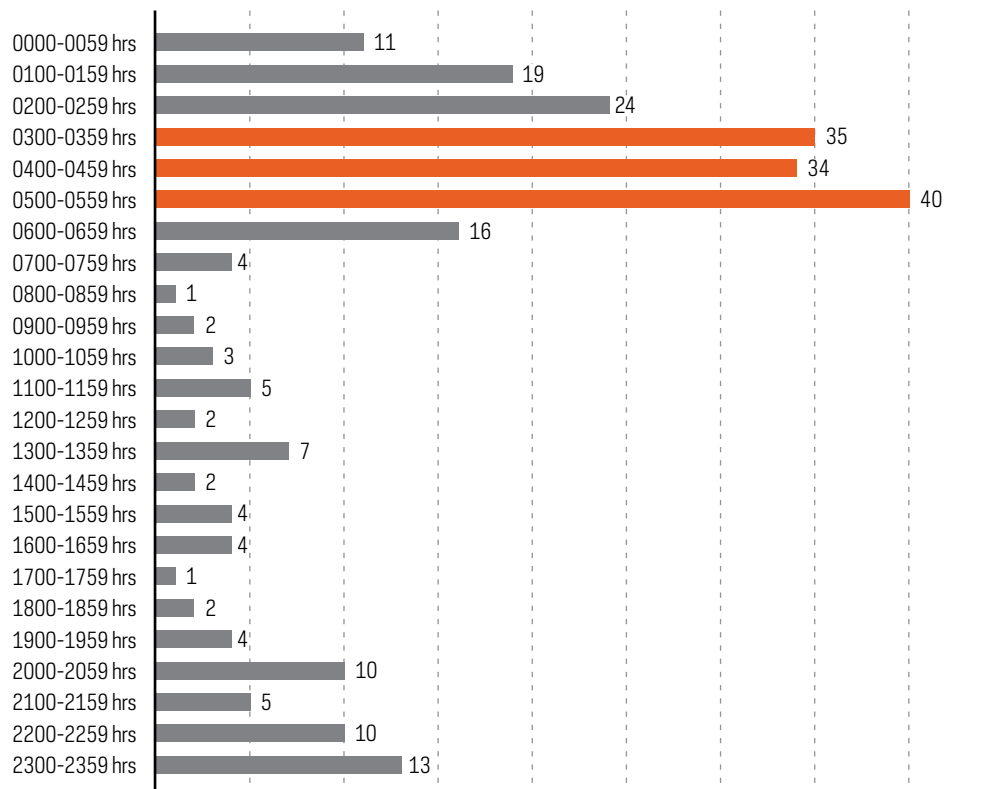


**Map 12- Incidents in Singapore Strait (2007-2018)**

## TIME OF INCIDENTS

Of the eight incidents reported in 2018, five occurred during hours of darkness (between 2300 hrs and 0459 hrs) and three occurred during daylight hours (between 1300 hrs and 1559 hrs).

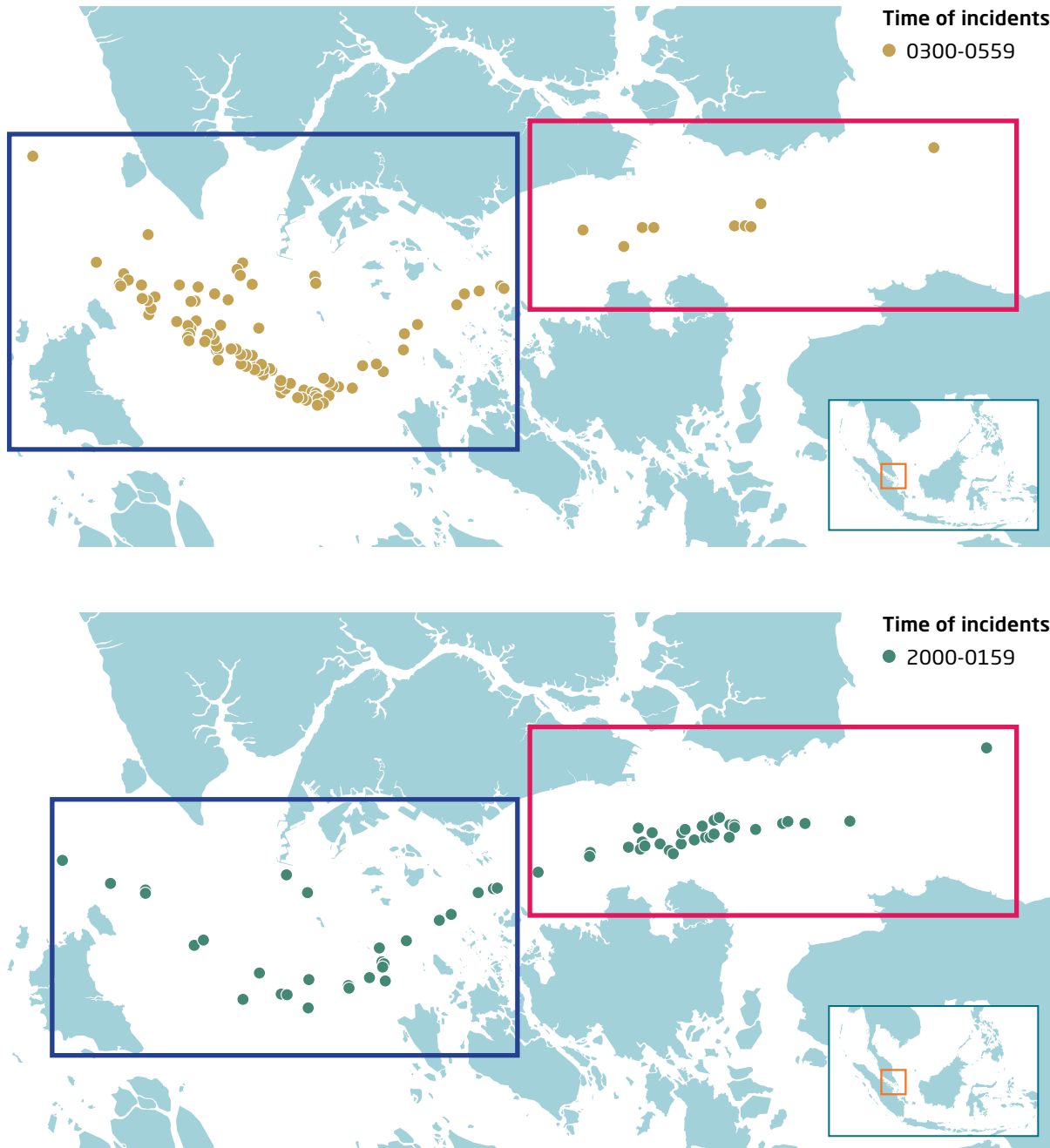
During the past 11 years, most of the incidents in SOMS occurred during hours of darkness, particularly during 0300-0559 hrs when 43% of the incidents occurred.



**Chart 41 - Time window of incidents - SOMS (2007-2018)**

### CORRELATION BETWEEN TIME OF INCIDENTS VIS-À-VIS LOCATION

The bulk of the incidents in the SOMS occurred during 0300-0559 hrs, and these incidents mostly occurred in the western sector (blue rectangle) of Singapore Strait. However, the incidents in the eastern sector of the Singapore Strait occurred mostly between 2000 hrs and 0100 hrs.



Map 13- Time of incidents in Eastern and Western sectors of Singapore Strait (2007-2018)

An aerial view of Earth from space, showing the Americas and the Atlantic Ocean. The image is tinted in shades of blue and cyan. The text "PART FOUR" and "CASE STUDIES" is overlaid on the image.

PART FOUR  
CASE STUDIES



# CASE STUDIES

In 2018, the authorities had arrested several perpetrators responsible for incidents of armed robbery on board ships in Asia. The ReCAAP ISC commends the shipping industry and crew for timely reporting of incidents to the coastal States and the authorities for their immediate responses. These collective efforts resulted in the arrests of the perpetrators and even the masterminds in some incidents.

Throughout 2018, the arrests of perpetrators were reported at ports and anchorages in Bangladesh, India, Philippines, Indonesia, and waters off Malaysia. This section shares some of these cases as good practices for the shipping industry and enforcement agencies.

## CASE 1

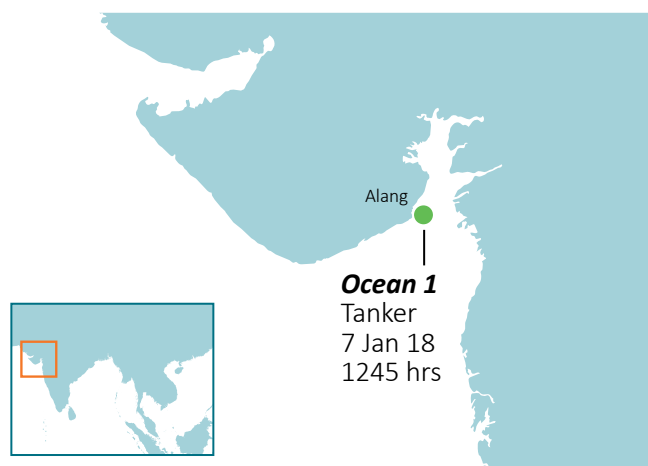
### "BERTINA" AT CHITTAGONG ANCHORAGE, BANGLADESH

On 12 Apr 18 at 2250 hrs, three perpetrators armed with iron rod boarded the product tanker from a small boat. They injured the watch keeper, stole drums of paint and escaped. The **master raised the alarm, mustered the crew and reported the incident** to the Chittagong Port Control and Bangladesh Coast Guard (BCG). The **BCG dispatched a patrol boat** to the location, arrested the perpetrators and recovered the stolen items. The stolen items were returned to the victim ship and the perpetrators were handed over to the local police.

## CASE 2

### "OCEAN 1" OFF ALANG, GUJARAT, INDIA

On 7 Jan 18 at 1245 hrs, while underway at approximately 11 nm off Alang, Gujarat, three perpetrators in a fishing boat boarded the tanker which was towed by tug *ASL Scorpio*. The **crew immediately reported the boarding to the local authorities**. The Indian Coast Guard Station Pipavav requested the Marine Police to investigate the incident. On 11 Jan 18, the Police reported that they had arrested the perpetrators and recovered the stolen items comprising stores and engine spares.



Map 14 - Location of incident (*Ocean 1*)

### CASE 3

#### "POLAR ECUADOR" AT SOUTH HARBOUR ANCHORAGE, MANILA, PHILIPPINES

While anchored at South Harbour Anchorage Area, Manila on 1 Jan 18 at 0330 hrs, five perpetrators boarded the container ship from a motor banca with the marking "Shyriil". The **master of the ship reported the incident immediately** to the port authorities. The **Philippine Coast Guard (PCG) immediately deployed** its asset and conducted maritime patrol in the vicinity. The PCG team located the suspected motor banca, boarded and apprehended five perpetrators on board. Two other perpetrators managed to jump into the water and escaped. Stolen items including welding machine, breathing apparatus, extension wire and paint were recovered from the perpetrators. No further incident was reported in Manila anchorage in 2018 after the arrest.



(Top) Stolen items recovered

All photographs courtesy of ReCAAP Focal Point (Philippines)

### CASE 4

#### OIL TANKER ANCHORED OFF PULAU BATAM, INDONESIA

While at anchor off Pulau Batam on 10 Jan 18, three perpetrators boarded the oil tanker and committed theft. The **crew on watch reported the incident immediately to Western Fleet Quick Response (WFQR) IV**, who managed to detain two perpetrators. Further investigation by **WFQR Lantamal IV with the Western Region Fleet Intelligence Detachment (Denintel Armabar)** resulted in the tracing and arrest of the third perpetrator.

## CASE 5

### "LEE BO" OFF PULAU TINGGI, MALAYSIA

On 1 Jun 18 at about 0300 hrs, tanker *Lee Bo* while underway at approximately 6.5 nm east of Pulau Tinggi when the Chief Officer on duty detected a small boat alongside the ship. Shortly thereafter, 14 perpetrators armed with knives and machetes boarded the ship. Upon realizing that the ship did not carry any oil cargo, the perpetrators robbed all the 12 crew (Indonesians and Sri Lankans) of their personal belongings. Two crew were slightly injured. The Malaysia Maritime Enforcement Agency (**MMEA**) **immediately deployed** its ship and helicopter and despatched the Special Task and Rescue (STAR) Team to the location of the incident. The team boarded the ship, arrested 14 perpetrators, and brought them to Mersing Maritime Zone for further investigation. With the cooperation of the Indonesian Armed Forces (TNI), two suspects believed to be masterminds were arrested in Batam, Indonesia on the same day.



Map 15 - Location of incident (*Lee Bo*)

## CASE 6

### OIL TANKER AT TANJUNG KIDURONG, SARAWAK, MALAYSIA

On 4 Aug 18 at 2300 hrs, a Kuching-registered oil tanker was underway from Bintulu to Miri, Sarawak when five perpetrators armed with pistol and long knife boarded the tanker from a small fast boat at about 12 nm off Tanjung Kidurong, Sarawak, East Malaysia. When on board the ship, they tied all crew and took away their cash, mobile phones and some jewellery before escaping from the ship. The crew was not injured, and the ship was not carrying any oil cargo on board. With **information gathered about the perpetrators, and in cooperation of the local police, MMEA arrested the perpetrators** on 17 Aug 18 and handed them over to the investigation team. Upon further interrogation, the perpetrators admitted to the robbery on 4 Aug 18 and brought the investigation team to the location of the fast boat they used and the stolen items. All five perpetrators were charged for gang robbery under the Penal Code of Malaysia.



**Apprehended perpetrators**  
(Photograph courtesy of MMEA)

## CASE 7

### "EVER ALPHA" OFF TAMBISAN ISLAND, SABAH, MALAYSIA

On 10 Aug 18 at about 1800 hrs, *Ever Alpha*, a Malaysia-registered tug boat towing a barge carrying 3,900 tons of Crude Palm Kernel Oil (CPKO) was underway off Tambisan Island, northeast of Sabah when 10 perpetrators boarded from a small motorized boat. **The crew locked themselves inside the bridge and contacted the local authorities.** Being unable to enter the tug boat, the perpetrators fled. A Royal Malaysian Navy vessel arrived at the location and escorted the tug boat into Sandakan waters. The Marine Operation Force, Royal Malaysian Police boarded the tug boat for investigation.

PART FIVE

ReCAAP ISC'S  
MAIN ACTIVITIES  
(OCTOBER-DECEMBER 2018)



# ReCAAP ISC'S MAIN ACTIVITIES (OCTOBER-DECEMBER 2018)

## ReCAAP ISC FOCAL POINT SENIOR OFFICERS' MEETING, SEOUL, REPUBLIC OF KOREA (12-15 NOVEMBER 2018)

The ReCAAP ISC, together with the ReCAAP Focal Point (Republic of Korea), organised the Focal Point Senior Officers' Meeting (FPSOM) 2018 during 12-15 Nov 18 in Seoul, Republic of Korea. The meeting provided an important platform for the ReCAAP Focal Points/Contact Point to be updated on the latest situation of piracy and sea robbery, share best practices and challenges; and discuss issues related with the activities of ReCAAP ISC. A total of 33 participants from Focal Points and other agencies attended the meeting. The participants shared best practices on two main topics such as 'efficient and effective information sharing' and 'legislation on piracy and armed robbery'. On the topic of anti-piracy legislation, a representative of UNODC shared its experience in Africa.



**Participants of the meeting**



**Group discussion among participants**

## 14<sup>TH</sup> HIGH LEVEL MEETING OF HEADS OF ASIAN COAST GUARD AGENCIES MEETING (HACGAM), DHAKA, BANGLADESH (23-27 OCTOBER 2018)

ReCAAP ISC was invited as an Associate Member of the High Level Meeting (HLM) of the 14<sup>th</sup> HACGAM held at Radisson Blu Hotel, Dhaka from 23-27 Oct 18, hosted by Bangladesh Coast Guard. Japan and Bangladesh jointly served as the Secretariat. Sixty-five delegates from 17 countries and one region participated in this meeting. Mr Kuroki, ED-ISC, made a presentation on the situation of piracy and sea robbery against ships in Asia. On the sideline of the meeting, the ReCAAP ISC team took the opportunity to meet with the delegation from Indian Coast Guard, Japan Coast Guard, Vietnam Coast Guard and BAKAMLA.



**Mr Kuroki delivering a presentation at the HLM**

## VISIT TO ReCAAP FOCAL POINT (BANGLADESH) (23 OCTOBER 2018)

Mr Kuroki, ED-ISC, led a team to visit the ReCAAP Focal Point (Bangladesh) on 23 Oct 18. The purpose of the visit was to understand the challenges faced by the Focal Point and the actions taken to reduce the number of incidents in Bangladesh, which has seen an increase in 2018. The visit was fruitful as it gathered the various government agencies, identified existing gap in their information sharing mechanism and discussed possible measures to overcome the challenges.



**Meeting with maritime stakeholders**

## 9<sup>TH</sup> GALLE DIALOGUE, INTERNATIONAL MARITIME CONFERENCE, COLOMBO, SRI LANKA (22-23 OCTOBER 2018)

The ReCAAP ISC was invited to attend the 9<sup>th</sup> International Maritime Conference hosted by Sri Lanka Navy in Colombo from 22-23 Oct 18. Navies of foreign countries and international organisations participated in the conference. With the theme, "*Synergizing for Collaborative Maritime Management*", the conference provided a platform for stakeholders, particularly the States in the Indian Ocean Rim Association (IORA) to discuss maritime issues.



**Group photo**

## VISIT TO ReCAAP FOCAL POINT (SRI LANKA) (25 OCTOBER 2018)

During the visit to Sri Lanka for the Galle Dialogue, the ReCAAP ISC team headed by Mr Nicholas Teo, DD-ISC, made a visit to ReCAAP FP of Sri Lanka to have meeting with the local stakeholders, namely, the Coast Guard and representatives from the local fishery and shipping community. The ReCAAP ISC team presented the structure and mechanism for reporting, an update of the situation in Asia as well as challenges. The team also called on ReCAAP Governor of Sri Lanka, CAPT Rohitha Abeysinghe.



**Meeting with local stakeholders in Sri Lanka**



## 87<sup>TH</sup> INTERPOL GENERAL ASSEMBLY, DUBAI, UNITED ARAB EMIRATES (18-21 NOVEMBER 2018)

The ReCAAP ISC was invited to attend the 87<sup>th</sup> INTERPOL General Assembly held in Dubai during 18-21 Nov 18. The Guest-of-Honour for the Assembly was His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice President of UAE, Prime Minister and Ruler of Dubai. The theme of the Assembly was '*Policing in the information age*', with focus on how innovation can best be leveraged to detect, prevent and investigate international crime. Cooperation in combating terrorism, organised crime and cybercrime were also being addressed.

## COMBINED EXERCISE (JCG, PCG AND ReCAAP ISC), MANILA, PHILIPPINES (25 NOVEMBER 2018)

A Combined Exercise between Japan Coast Guard (JCG), Philippine Coast Guard (PCG) and the ReCAAP ISC was held on 25 Nov 18 off north of Sangley Point, Cavite City, Philippines. There were three stages to the exercise and ReCAAP ISC participated in the information sharing stage, whereby a Warning was issued by ReCAAP ISC on a piracy incident. The exercise strengthened the regional coordination and collaboration between the JCG, PCG and ReCAAP ISC in addressing incidents of piracy and sea robbery.



**Representatives from JCG, PCG and ReCAAP ISC**

## ReCAAP ISC'S VISIT TO MALAYSIA (27-28 NOVEMBER 2018)

In continuation of ReCAAP ISC's engagement of Malaysia, a ReCAAP ISC team, led by Mr Kuroki, ED-ISC, visited Malaysia and had a meeting with Dr Adina Kamarudin, Director General, Department of Maritime Affairs, Ministry of Foreign Affairs, Malaysia on 27 Nov 18. ED-ISC explained to Dr Adina the latest situation of piracy and sea robbery in Asia and the various activities of ReCAAP ISC. He further requested the continued participation of Malaysian agencies in these activities, particularly capacity building meetings, as an operational level cooperation and handed over a list of activities in 2019. The team also met Dato' Ir Abdul Hak Md Amin, Chairman of Malaysia Shipowners' Association (MASA) to exchange views on the piracy and sea robbery issues.

## COAST GUARD GLOBAL SUMMIT WORKING LEVEL MEETING 2018, TOKYO, JAPAN (27-29 NOVEMBER 2018)

The Coast Guard Global Summit Working Level Meeting (CGGS-WLM) was held in Tokyo during 27-29 Nov 18. The CGGS-WLM was co-hosted by the Japan Coast Guard (JCG) and the Nippon Foundation. A total of 66 delegations from Coast Guards and Agencies representing coast guard functions from 58 countries in the world as well as international/regional organizations including ReCAAP ISC participated in the meeting. The meeting discussed the preparation for the next CGGS 2019 which included the meeting guidelines, Coast Guard Global Human Resources Development and information sharing method.



**Participants of the CGGS WLM**

## LECTURE AT WORLD MARITIME UNIVERSITY (WMU), MALMO, SWEDEN (30 NOVEMBER 2018)

Under the Memorandum of Understanding (MoU) with the WMU, the ReCAAP ISC was invited to deliver a lecture at WMU on 30 Nov 18. DD-ISC and AD (Research)-ISC delivered two presentations on the introduction of ReCAAP and on the latest situation of piracy and sea robbery in Asia to an audience of 126 undergraduates. After the lectures, a discussion to explore possible joint collaborative project between ReCAAP ISC and WMU was held with WMU academia professors and admin staff.



**Lecture by ReCAAP ISC**

## IMO 100<sup>TH</sup> MSC MEETING, LONDON, UNITED KINGDOM (3-7 DECEMBER 2018)

DD-ISC and AD(R)-ISC attended the 100<sup>th</sup> Session of the MSC Meeting during 3-7 Dec 18. The ReCAAP ISC tabled an information paper providing an update of activities of ReCAAP ISC and the situation of piracy and sea robbery in Asia. ReCAAP ISC team engaged some member States at the meeting, and participated in informal Working Group.

## 8<sup>TH</sup> ASEAN MARITIME FORUM (AMF) / 6<sup>TH</sup> EXPANDED ASEAN MARITIME FORUM (EAMF), MANILA, PHILIPPINES (5-7 DECEMBER 2018)

The 8<sup>th</sup> AMF and 6<sup>th</sup> EAMF were held in Manila from 5 to 7 Dec 18. ReCAAP ISC was invited by the host country to attend and make a presentation. Mr. Kuroki, ED-ISC made a presentation on "Assessment of the Maritime Security Situation in the Region" at the 6<sup>th</sup> EAMF.

As the EAMF is attended by the 10 ASEAN member States and Australia, China, India, Japan, Republic of Korea, New Zealand, United States and the ASEAN Secretariat, the ReCAAP ISC's participation in the Forum provided an opportunity to profile the Centre as a subject-matter-expert in piracy and sea robbery issues under the maritime security spectrum. The ReCAAP ISC's presentation also made the participants who were mostly high officials from respective Ministry of Foreign Affairs to be informed of the Centre's work in enhancing cooperation among the stakeholders.



**Presentation by ReCAAP ISC at EAMF**

# CONCLUSION

A decrease of incidents of piracy and armed robbery against ships by 25% in Asia in 2018 is quite significant. Furthermore, the number of actual incidents decreased by 31% in 2018. Since 2016, the number of incidents remains at a lower level compared to preceding years. We commend the efforts of law enforcement agencies and the vigilance of shipping industries to address these maritime crimes and recommend their continued efforts.

Improvement was observed at some ports and anchorages in 2018. However, the situation at some ports and anchorages needs to be improved. Since 75% of incidents in 2018 were armed robbery against ships at ports and anchorages, authorities of coastal States are advised to further enhance their efforts.

There was no actual incident of hijacking of ships for oil cargo theft in 2018. This is the first time that there was no such incident since 2011.

The abduction of crew for ransom in the Sulu-Celebes Seas and waters off Eastern

Sabah continues to present a serious threat in Asia as was demonstrated by the two abduction incidents on 11 Sep 18 and 5 Dec 18. The ReCAAP ISC appeals to the maritime community to keep serious consideration to the Advisory issued by the ReCAAP ISC Incident Alert dated on 21 Nov 16.

Despite the general improvement of situation of piracy and sea robbery in Asia, the ReCAAP ISC reiterates the need for law enforcement agencies to enhance surveillance, increase patrols and respond promptly to reports of incidents. Ships transiting or anchoring at areas of concern are advised to exercise enhanced vigilance, maintain all round lookout for suspicious boats and implement preventive measures recommended in the *Regional Guide to Counter Piracy and Armed Robbery against ships in Asia*. Ships are strongly advised to report all incidents to the nearest coastal State and flag State immediately.

The ReCAAP ISC continues to provide the maritime community with verified information in a timely manner by its Warning and Incident Alert as well as periodic reports, all of which are accessible for all stakeholders.

# 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
<b>CAT 1</b>	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.
<b>CAT 2</b>	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.
<b>CAT 3</b>	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.
<b>CAT 4</b>	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 (JANUARY-DECEMBER 2018)

## Actual Incidents

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
1	<b><i>Polar Ecuador</i></b> Container ship Liberia 43628 9786774	01/01/18 0330 hrs	14° 34' N, 120° 55' E  South Harbour Anchorage Area, Manila, Philippines	While at anchor, five perpetrators boarded the ship from a motorized motor banca with markings " <i>Shyriill</i> ". The master of the ship reported the incident immediately to the port authorities. Upon receipt of the report, the Philippine Coast Guard (PCG) deployed its floating asset <i>DF 313</i> and conducted maritime patrol in the vicinity. The PCG team located the suspected motor banca, boarded and apprehended five perpetrators on board. Two other perpetrators managed to jump into the water and swam towards an unknown direction. Stolen items including welding machine, breathing apparatus, extension wire and paint were recovered from the perpetrators.  <b>[ReCAAP Focal Point (Philippines)]</b>
2	<b><i>Alentejo</i></b> Bulk carrier Singapore 24166 9626118	01/01/18 0730 hrs	20° 57.08' N, 107° 19.33' E  Cam Pha loading anchorage, Vietnam	While at anchor and when the cargo operation was ongoing, the bosun discovered the padlock of the paint and chemical store was broken. A check revealed that some items were missing including lubricating oil, grease, paints and three pieces of light jacket lights. During that time, the duty watchman did not observe the presence of any suspicious boats. The crew was not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>
3	<b><i>Ocean Mars</i></b> Petroleum product tanker Singapore 30965 9308144	04/01/18 0558 hrs	1° 33.1' N, 104° 47' E  Approximately 22.8 nm northeast of Tanjung Berakit, Pulau Bintan, Indonesia (SCS)  (Piracy)	While at anchor, the duty watch spotted five perpetrators boarding the ship from the stern. Upon sighting the perpetrators, the general alarm was raised and the crew proceeded to the citadel. A search was later conducted and the perpetrators had escaped. No items were stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>

	<b>Ship Name, Type of Ship, Flag, GT, IMO No.</b>	<b>Date Time</b>	<b>Location of Incident</b>	<b>Details of Incidents</b>
4	<b><i>Ocean 1</i></b> Tanker Tuvalu 19081 8916243  <b><i>ASL Scorpio</i></b> Tug	07/01/18 1245 hrs	21° 12.7' N, 72° 12.8' E  Approximately 11 nm off Alang, Gujarat, India	While underway, three perpetrators in a fishing boat boarded the tanker which was towed by tug <i>ASL Scorpio</i> . The crew immediately reported the boarding to the local authorities. The Indian Coast Guard Station Pipavav requested the Marine Police to investigate the incident. On 11 Jan 18, the Police reported that they had arrested the perpetrators and recovered the stolen items comprising ship stores and engine spares.  <b>[ReCAAP Focal Point (India)]</b>
5	<b><i>Name withheld</i></b> Oil tanker Indonesia	10/01/18	Pulau Batam, Indonesia	While at anchor, three perpetrators boarded the oil tanker and committed theft on board the ship. The crew on watch reported the incident immediately to Western Fleet Quick Response (WFQR) IV, who managed to detain two perpetrators. Further investigation by WFQR Lantamal IV with the Western Region Fleet Intelligence Detachment (Denintel Armabar) resulted in the tracing and arrest of the third perpetrator by the Indonesian authorities.  <b>[ReCAAP Focal Point (Singapore)]</b>
6	<b><i>Athos</i></b> Bulk carrier Barbados 32478 9761334	21/01/18 0535 hrs	0° 15.8' N, 117° 35.3' E  Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, two perpetrators boarded the ship. From the CCTV, the perpetrators were sighted on the main deck on the right side of the hull and then towards the left hull of the warehouse. They stole two mooring ropes from the warehouse in the bow of the ship and escaped.  <b>[ReCAAP Focal Point (United Kingdom), Regional authorities]</b>



Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
7 <b>Port Hainan</b> Bulk carrier Hong Kong, China 33036 9456422	31/01/18 0455 hrs	21° 48' N, 91° 48' E  Kutubdia Anchorage B, Bangladesh	While at anchor, five perpetrators armed with knives boarded the bulk carrier. They threatened the crew, stole ropes and escaped. The incident was reported to Chittagong Port Control and the Bangladesh Coast Guard investigated immediately. The stolen ropes were recovered and returned to the ship at 1630 hrs on the same day.  <b>[ReCAAP Focal Point (Bangladesh)]</b>
8 <b>Globe Explorer</b> Bulk carrier Panama 17027 9675561	01/02/18 0210 hrs	10° 39' N, 107° 0.9' E  Godau Port, Vietnam	While at anchor, two perpetrators armed with knives boarded the bulk carrier. They held the bosun hostage, threatened and injured him with a knife and then tied him up. The bosun managed to free himself and informed the master who raised the alarm and mustered the crew. A search was conducted and ship stores were reported missing. The incident was reported to the port authorities who boarded the ship for investigation, and sent the bosun ashore for medical treatment.  <b>[ReCAAP Focal Point (Japan), ReCAAP Focal Point (Vietnam)]</b>
9 <b>BBC Amber</b> General cargo ship Antigua & Barbuda 12838 9563706	06/02/18 0231 hrs	22° 8' N, 91° 44' E  Chittagong Anchorage, Bangladesh	While at anchor, six perpetrators in a local out board engine boat boarded the general cargo ship using grapnel hook with rope. They threatened the crew, stole unsecured items from the ship and escaped. Upon receipt of the information, the Bangladesh Coast Guard deployed patrol boats to investigate but were unable to locate the perpetrators.  <b>[ReCAAP Focal Point (Bangladesh)]</b>

	<b>Ship Name, Type of Ship, Flag, GT, IMO No.</b>	<b>Date Time</b>	<b>Location of Incident</b>	<b>Details of Incidents</b>
10	<b><i>Tiberius</i></b> Bulk carrier Marshall Islands 21163 9665841	11/02/18 0120 hrs	22° 7' N, 91° 43' E  Chittagong Anchorage, Bangladesh	While at anchor, five perpetrators in a boat boarded the bulk carrier from the port side via hook. The perpetrators stole a rope and escaped. The incident was reported to the port control who informed the Bangladesh Coast Guard (BCG). The BCG conducted a search in the vicinity and was able to recover the stolen rope and returned it to the ship.  <b>[ReCAAP Focal Point (Bangladesh)]</b>
11	<b><i>Name withheld</i></b> Tug boat Norway 7473	19/02/18 0200 hrs	1° 9.7' N, 103° 56.4' E  Approximately 3 nm west of Batu Ampar Port, Pulau Batam, Indonesia	During routine rounds on board the tug boat, the bosun reported that the lock to the engine room hatch was broken. Further investigation revealed several footprints on the aft deck and a large number of spare parts missing.  <b>[ReCAAP Focal Point (Singapore)]</b>
12	<b><i>Alerce N</i></b> Bulk carrier Chile 17979 9250323	03/03/18 2245 hrs	6° 2.9' S, 106° 53.40' E  Tanjung Priok Anchorage, Jakarta, Indonesia	While at anchor, the duty motorman on board noticed two perpetrators on the aft deck and raised the alarm. Seeing the alerted crew, the perpetrators escaped in a waiting boat. A search was conducted on board the ship, but nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
13	<b><i>LA Solognais</i></b> Bulk carrier Malta 24725 9733258	08/03/18 0510 hrs	0° 15.1' S, 117° 37.7' E  Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, perpetrators boarded the ship unnoticed, stole two mooring ropes and escaped. The theft was discovered during security round.  <b>[ReCAAP Focal Point (Singapore)]</b>

	<b>Ship Name, Type of Ship, Flag, GT, IMO No.</b>	<b>Date Time</b>	<b>Location of Incident</b>	<b>Details of Incidents</b>
14	<b><i>GH Rich Wall</i></b> Bulk carrier Marshall Islands 36291 9735804	20/03/18 1530 hrs	3° 42.6' S, 114° 28.2' E  Taboneo Anchorage, Banjarasin, South Kalimantan, Indonesia	While at anchor, six perpetrators armed with knives boarded the ship. The duty crew sighted the perpetrators and informed the duty officer. The alarm was raised, crew mustered and port control notified. Upon realising the crew had been alerted, the perpetrators escaped empty-handed immediately. The crew was not injured. An Indonesian Police Coast Guard vessel was also despatched to the location.  <b>[ReCAAP Focal Point (Singapore)]</b>
15	<b><i>Captain Vangelis L</i></b> Bulk carrier Liberia 88420 9450868	28/03/18 0710 hrs	1° 16.5' S, 117° 41.5' E  Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, four perpetrators approached the ship in a small boat. Two of the perpetrators boarded the ship while the other two were waiting in the boat. The duty crew on routine rounds spotted the perpetrators and raised the alarm immediately. Upon realising the crew had been alerted, the perpetrators escaped empty-handed.  <b>[ReCAAP Focal Point (Singapore)]</b>
16	<b><i>African Lunde</i></b> Bulk carrier Singapore 34769 9713961	05/04/18 0405 hrs	0° 15.1' S, 117° 34.18' E  Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, a perpetrator on board a small boat climbed the ship via the port anchor chain through the hawse pipe. The perpetrator removed the razor wires and hawse pipe cover. Two mooring ropes stored in the Bosun store were reported missing. The officer-on-watch raised the alarm. Realising that the crew had been alerted, the perpetrator escaped back to the boat and fled.  <b>[ReCAAP Focal Point (Singapore)]</b>

	<b>Ship Name, Type of Ship, Flag, GT, IMO No.</b>	<b>Date Time</b>	<b>Location of Incident</b>	<b>Details of Incidents</b>
17	<b><i>Bertina</i></b> Product tanker Bahamas 8545 9352133	12/04/18 2250 hrs	22° 12.8' N, 91° 44.54' E  Chittagong Anchorage, Bangladesh	<p>Three perpetrators armed with iron rod boarded the ship from a small boat. They injured the watch keeper, stole 10 drums of paint (each 140 litres) and escaped. The master raised the alarm, mustered the crew and reported the incident to the Chittagong Port Control and Bangladesh Coast Guard (BCG).</p> <p>The BCG dispatched a patrol boat to the location, recovered the stolen items and arrested the perpetrators. The stolen items were returned to the victim ship and the perpetrators handed over to the local police.</p> <p><b>[ReCAAP Focal Point (Bangladesh)]</b></p>
18	<b><i>PPS Luck</i></b> Bulk carrier Singapore 30811 9407524	19/04/18 0200 hrs	0° 15.2' S, 117° 36.7' E  Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia	<p>While at anchor, the crew discovered that the padlocks of the fore peak store entrance were broken, and two mooring ropes were missing – one from the starboard side mooring drum and another inside the forecandle store. Upon investigation, it was suspected that armed perpetrators had climbed on board the ship via anchor chain and stole the ropes by lowering to a small boat from the forward store door at the forecandle deck. The incident was estimated to take place between 0200-0600 hrs (local time). The crew was not injured.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

	<b>Ship Name, Type of Ship, Flag, GT, IMO No.</b>	<b>Date Time</b>	<b>Location of Incident</b>	<b>Details of Incidents</b>
19	<b><i>Katerina</i></b> Bulk carrier Cyprus 40002 9256884	21/04/18 2300 hrs	1° 15.9' N, 104° 8.6' E  Approximately 4.7 nm northeast of Nongsa Point, Batam Island, Indonesia (eastbound lane of the Traffic Separation Scheme (TSS) of Singapore Strait)	<p>While underway in the eastbound lane of the Traffic Separation Scheme (TSS) of Singapore Strait, the duty officer of the bulk carrier sighted four perpetrators in the engine room on 21 Apr 18 at about 2300 hrs and reported the incident to the master. The master raised the alarm, mustered the crew and reported the incident to Singapore's Vessel Traffic Management System (VTMS) via VHF. The VTMS informed the Republic of Singapore Navy, Singapore Police Coast Guard and Indonesian authority; and initiated a safety navigational broadcast to warn ships in the vicinity.</p> <p>The master conducted a search and there was no further sighting of the perpetrators. The Malaysian Maritime Enforcement Agency (MMEA) reported that it deployed its boat and boarded <i>Katerina</i> at 0144 hrs on 22 Apr 18 at about 4 nm south of Tanjung Penyusop, Malaysia after receiving a distress signal. No item was stolen, and the crew was not harmed.</p> <p><b>[ReCAAP Focal Point (Singapore), Regional authorities]</b></p>
20	<b><i>Apollo Troth</i></b> General cargo ship Panama 6925 9550931	28/04/18 2230 hrs	0° 14.92' S, 117° 32.73' E  Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia	<p>While at anchor, four perpetrators armed with knives on board two boats boarded the ship through the hawse pipe. When on deck, two of the perpetrators threatened the duty AB who was on routine rounds.</p> <p>The duty AB after rescued by another crew, immediately switched on the hydraulic pump, and the perpetrators fled.</p> <p><b>[ReCAAP Focal Point (Japan)]</b></p>

	<b>Ship Name, Type of Ship, Flag, GT, IMO No.</b>	<b>Date Time</b>	<b>Location of Incident</b>	<b>Details of Incidents</b>
21	<b><i>Kirana Tritya</i></b> Product tanker Singapore 13203 9367750	29/04/18 0300 hrs	5° 30.13' S, 105° 18.13' E  Panjang Anchorage, Indonesia	While at anchor, the Officer-on-Watch (OOW) observed a fishing boat that was proceeding close to the ship. He informed the Security Watch, who then spotted three perpetrators at the starboard quarter of the ship. The alarm was raised and upon hearing the alarm, the three perpetrators jumped overboard. The crew was not injured, and nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
22	<b><i>Bigroll Beaufort</i></b> Heavy transport vessel Netherlands 23134 9766841	30/04/18 0001 hrs	1° 24' N, 104° 46.8' E  Approximately 16 nm northeast of Tanjung Berakit, Pulau Bintan, Indonesia (SCS)  (Piracy)	While at anchor, the bosun discovered the padlock of the paint store was broken and the door left open. Further investigation revealed that the padlocks of the garbage room, oxygen locker, acetylene locker and the bunker station were also broken and the doors were left open. However, nothing was missing. The crew was not injured.  <b>[ReCAAP Focal Point (Netherlands)]</b>
23	<b><i>Erik Spirit</i></b> Tanker Bahamas 62929 9292515	05/05/18 1500 hrs	1° 27.4' N, 104° 36.3' E  Approximately 12 nm north- northeast of Tanjung Berakit, Pulau Bintan, Indonesia	While at anchor, perpetrators boarded the tanker unnoticed, stole ship's properties and escaped. The theft was later discovered during the routine emergency drill.  <b>[ReCAAP Focal Point (Singapore)]</b>

	<b>Ship Name, Type of Ship, Flag, GT, IMO No.</b>	<b>Date Time</b>	<b>Location of Incident</b>	<b>Details of Incidents</b>
24	<b><i>Kirana Santya</i></b> Product tanker Singapore 13201 9667277	16/05/18 0345 hrs	1° 6.25' N, 104° 11.17' E  Tanjung Uban Anchorage, Indonesia	While at anchor, the master reported that a set of breathing apparatus (BA) compressor was found missing and the padlock was broken. Subsequent investigation and review of the footage from CCTV revealed the presence of two perpetrators at the poop deck. About 10 minutes later, a wooden boat appeared passing near the poop deck from stern. Another three perpetrators climbed up the ship from starboard side. The perpetrators were believed to have gained access to the ship unnoticed by the duty officer and AB. The crew was not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>
25	<b><i>Front Ull</i></b> Tanker Marshall Islands 81670 9600932	19/05/18 0201 hrs	1° 10' N, 103° 27' E  Approximately 2.5 nm east- northeast of Pulau Karimun Kecil, Indonesia (SOMS)	While underway, six perpetrators boarded the tanker. The duty engineer noticed the perpetrators, informed the master who raised the alarm. Seeing the crew alerted, the perpetrators escaped empty-handed.  <b>[ReCAAP Focal Point (Singapore)]</b>
26	<b><i>Wangaratta</i></b> Bulk carrier Panama 43012 9461166	19/05/18 0245 hrs	5° 32' S, 105° 18.8' E  Tarahan Anchorage, Indonesia	While at anchor, five perpetrators armed with knives boarded the ship using a rope. They held the duty AB hostage, tied him and threatened him with knives. The perpetrators stole the ship's properties, damaged the door to the engine room, stole the engine spares and escaped.  The AB managed to free himself and raise the alarm. The OOW sounded the ship's horn and mustered the crew. A search was conducted on board the ship.  <b>[ReCAAP Focal Point (Japan), ReCAAP Focal Point (Singapore)]</b>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
27 <b>Budget 19</b> Tug boat Malaysia 140 9515369  <b>Budget 29</b> Barge Malaysia	19/05/18 1500 hrs	1° 12.29' N, 103° 34.12' E  Approximately 4.65 nm southeast of Tanjung Piai, Southern Johor, Malaysia, in the westbound lane of the Traffic Separation Scheme (TSS) of the Singapore Strait (SS) (SOMS)	While the tug boat towing a barge was underway, a few small craft were seen alongside the unmanned barge. Some scrap metal was found stolen from the barge. The crew was not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>
28 <b>Clover Colossus</b> Bulk carrier Singapore 31545 9748758	20/05/18 0230 hrs	5° 52.3' S, 106° 4.8' E  Merak Anchorage, Indonesia	While at anchor, three perpetrators armed with knives boarded the ship by climbing up the portside poop deck using a hook and rope. The duty AB spotted the perpetrators who were approaching him from starboard aft of cargo hold 5. The perpetrators threatened the duty AB with a knife when he tried to use his handheld radio to call for assistance. While the duty AB was being held by one of the perpetrators, the other two perpetrators entered the accommodation area. Some minutes later, the three perpetrators jumped into a waiting boat and escaped. Some engine spare parts were stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>



	<b>Ship Name, Type of Ship, Flag, GT, IMO No.</b>	<b>Date Time</b>	<b>Location of Incident</b>	<b>Details of Incidents</b>
29	<b>Lee Bo</b> Tanker Mongolia	01/06/18 0300 hrs	2° 18.61' N, 104° 14.85' E  Approximately 6.5 nm east of Pulau Tinggi, Malaysia	<p>While underway, the Chief Officer on duty detected a small boat alongside the ship. Shortly thereafter, 14 perpetrators armed with knives and machetes boarded the ship.</p> <p>Upon realizing that the ship did not carry any oil cargo, the perpetrators robbed all the 12 crew (Indonesians and Sri Lankans) of their personal belongings. Two crew were slightly injured in the process.</p> <p>The MMEA upon receipt information of the incident, immediately deployed its ship <i>KM Sebatik</i>, Agusta Westland AW139 helicopter and the Special Task and Rescue (STAR) Team to the location of the incident. The team boarded the ship, arrested the 14 perpetrators, and brought them to Mersing Maritime Zone for further investigation.</p> <p>With the cooperation of the Indonesian Armed Forces (TNI), two suspects believed to be masterminds (aged between 40 to 50) were arrested in Batam, Indonesia on the same day.</p> <p><b>[Regional authorities]</b></p>
30	<b>Sung Fatt 31</b> Tug boat Malaysia 135  <b>Sung Fatt 38</b> Barge Malaysia 135	03/07/18 1320 hrs	1° 12.57' N, 103° 33.77' E  Approximately 4.6 nm southeast of Tanjung Piai, Malaysia, in the westbound lane of the Traffic Separation Scheme (TSS) of the Singapore Strait (SOMS)	<p>While underway, 10 perpetrators from six sampans boarded <i>Sung Fatt 38</i> towed by <i>Sung Fatt 31</i>. This incident was confirmed by the Singapore Police Coast Guard, who informed relevant law enforcement agencies. The Singapore Vessel Traffic Management System (VTMS) informed the master of the tug boat who raised the alarm. The perpetrators escaped with some scrap metal from the barge. The crew was not injured.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

	<b>Ship Name, Type of Ship, Flag, GT, IMO No.</b>	<b>Date Time</b>	<b>Location of Incident</b>	<b>Details of Incidents</b>
31	<b><i>Medi Firenze</i></b> Bulk carrier Hong Kong, China 32379 9386407	04/07/18 0400 hrs	22° 19.45' N, 91° 43.67' E  Chittagong Outer Anchorage Alpha, Bangladesh	While at anchor, eight perpetrators armed with long knives boarded the ship using ropes with hook. They stole three mooring ropes and escaped.  <b>[ReCAAP Focal Point (Bangladesh), ReCAAP Focal Point (Japan), ReCAAP Contact Point (Hong Kong)]</b>
32	<b><i>Innovator</i></b> LNG tanker Isle of Man 93948 9238040	06/07/18 0040 hrs	13° 45.44' N, 121° 0.82' E  Delta Anchorage Area Banuan, Batangas, Philippines	While at anchor, perpetrators boarded the ship, stole ship stores and escaped. The duty watch alerted the master who sounded the general alarm and mustered the crew. The hawse pipe was slightly moved and the crew suspected that the perpetrators had climbed through the anchor chain.  The master reported the incident to VTMS Batangas. The Philippine Coast Guard (PCG) conducted an investigation and advised the master to take precautionary measures while anchored at Batangas Port.  <b>[ReCAAP Focal Point (Philippines)]</b>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
33 <b>Bintang Ocean 3</b> Tug boat  <b>Winbuild 2313</b> Barge Singapore 1468	07/07/18 0320 hrs	1° 15.05' N, 104° 2.73' E  Approximately 3.8 nm northeast of Tanjung Sengkuang, Pulau Batam, Indonesia, in the eastbound lane of the Traffic Separation Scheme (TSS) of the Singapore Strait (SOMS)	<p>While tug boat, <i>Bintang Ocean 3</i> towing barge, <i>Winbuild 2313</i> was underway, Singapore Police Coast Guard reported to Singapore Port Operations Control Centre (POCC) at 0130 hrs that two sampans were spotted alongside <i>Winbuild 2313</i>. The VTIS Central contacted the tug boat and the master replied that everything was fine. At about 0320 hrs, the Singapore Police Coast Guard again reported to POCC that the two same sampans were still following at the stern of <i>Winbuild 2313</i>. At about 0325 hrs, the tug master reported to VTIS East that four coils of tow line were missing from <i>Winbuild 2313</i>.</p> <p>Upon arrival at Changi Barge Holding Anchorage on the same day at about 0800 hrs, the Singapore Police Coast Guard boarded the ships and conducted an investigation. The crew was not injured.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
34 <b>Maersk Cancun</b> Oil/chemical product tanker Singapore 29816 9786138	10/07/18 1400 hrs	5° 47.2' N, 118° 1.5' E  Sandakan Port, East Malaysia	<p>While at berth, an unknown number of perpetrators boarded the ship, stole ship stores and escaped. The deck watch crew later discovered that the forepeak store locker padlock was broken. Upon checking, a ship's bell, a coil of heaving line and two bicycles were found missing. The agent and PFSO were informed and thereafter, the local police conducted an investigation and took a statement from the Chief Officer. The crew was not injured.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
35 <b><i>Ocean Nhava Sheva</i></b> Bulk carrier Panama 17280 9470765	19/07/18 0020 hrs	22° 2' N, 91° 46.5' E  Chittagong Outer Anchorage, Bangladesh	While at anchor, an unknown number of perpetrators boarded the ship. They stole three mooring ropes and escaped from the ship. The crew was not injured. The master reported the incident to the local port control and conveyed the information to the Bangladesh Coast Guard who deployed a team to investigate the incident.  <b>[ReCAAP Focal Point (Bangladesh)]</b>
36 <b><i>Capt Stefanos</i></b> Bulk carrier Bahamas 39035 9227194	20/07/18 2220 hrs	1° 17.3' S, 117° 40.6' E  Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, the duty officer noticed suspicious movement on the forecastle deck. He raised the alarm and the crew rushed forward and noticed a small boat with four perpetrators on board moving away from the ship's side with stolen ship's store. The crew was not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>
37 <b><i>Mykonos</i></b> Bulk carrier Marshall Islands 23456 9450791	28/07/18 2100 hrs	13° 44.4' N, 121° 1.9' E  Mabini Batangas Anchorage Area, Philippines	While at anchor, an unknown number of perpetrators boarded the ship, stole two pieces of fire nozzle cover and escaped.  <b>[ReCAAP Focal Point (Philippines)]</b>

	<b>Ship Name, Type of Ship, Flag, GT, IMO No.</b>	<b>Date Time</b>	<b>Location of Incident</b>	<b>Details of Incidents</b>
38	<b><i>Achilleas S</i></b> Bulk carrier Liberia 32839 9490789	31/07/18 1915 hrs	1° 14.2' S, 117° 33.7' E  Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, the duty crew on security rounds noticed five perpetrators armed with knives on the forecastle deck. He immediately informed the Officer-On-Watch (OOw). Alarm was raised and upon seeing that the alerted crew approached the forecastle deck, the perpetrators escaped with stolen ship's store in a boat. The crew was not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>
39	<b><i>Omera Legacy</i></b> Tanker Marshall Islands 60007 9291236	02/08/18 2320 hrs	22° 0.9' N, 91° 46.1' E  Chittagong Anchorage Area, Bangladesh	While at anchor, six perpetrators boarded the ship, stole a rope and escaped. The crew was not injured. The incident was reported to the Chittagong Port Control. The Bangladesh Coast Guard (BCG) investigated the incident and recovered the stolen rope, which was handed over to the ship on 4 Aug 18.  <b>[ReCAAP Focal Point (Bangladesh)]</b>
40	<b><i>SFL Tyne</i></b> Bulk carrier Hong Kong, China 19998 9594535	03/08/18 0300 hrs	6° 2.2' S 106° 53.4' E  Approximately 2.6 nm north of Tanjung Priok Port, Indonesia	While at anchor, an unknown number of perpetrators boarded the ship and proceeded to the engine room. They stole some engine spares, consisting of piston and turbo charger cartridge for auxiliary engine, and escaped. The master mustered the crew and conducted a search. The crew was not injured.  <b>[ReCAAP Contact Point (Hong Kong)]</b>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
41 <b>Name withheld</b> Oil tanker 187	04/08/18 2300 hrs	3° 24.5' N, 112° 54.5' E  Approximately 12 nm northwest of Tanjung Kidurong, Sarawak, East Malaysia	<p>While a Kuching-registered oil tanker was underway from Bintulu to Miri, five perpetrators armed with pistol and long knife boarded the tanker from a small fast boat. The perpetrators wore masks and gloves. When on board the ship, they tied all crew and took away their cash, mobile phones and some jewellery items before escaping from the ship.</p> <p>With information gathered about the perpetrators, and cooperation with the local police, MMEA arrested the perpetrators on 17 Aug 18 and handed over to the investigation team. Upon further interrogation, the perpetrators admitted to the robbery on 4 Aug 18 and brought the investigation team to the location of the fast boat they used to commit the robbery and the stolen items. All five perpetrators are currently being held in remand and to be charged for gang robbery under the Penal Code of Malaysia.</p> <p><b>[Regional authorities]</b></p>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
42 <b>Ever Alpha</b> Tug boat Malaysia 272 9552757	10/08/18 1800 hrs	5° 26.07' N, 119° 13.47' E  Off Tambisan Island, northeast of Sabah, Malaysia	<p>While underway, 10 perpetrators wearing masks covering their faces boarded the tug boat towing a barge carrying 3,900 tons of Crude Palm Kernel Oil (CPKO) from a small motorized boat. The crew locked themselves safely inside the bridge and contacted the local authorities. They did not see the perpetrators carrying any firearms (from their position inside the bridge).</p> <p>Unable to enter the tug boat, the perpetrators fled. A Royal Malaysian Navy vessel arrived at the location and escorted the tug boat into Sandakan waters. The Marine Operation Force, Royal Malaysian Police boarded the tug boat for investigation. The tug boat was then allowed to continue her voyage to Kuantan Port. The crew was not injured.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
43 <b>Stargate</b> General cargo ship Liberia 17025 9493212	11/08/18 0225 hrs	21° 41.42' N, 88° 1.15' E  Approximately 2.75 nm off Sagar Light, India	<p>While at anchor, 10 to 12 perpetrators came alongside the general cargo ship in a boat and two of them boarded the ship. The patrol sentry spotted the perpetrators transferring bundles of rope to the boat and alerted the crew. Realising that the crew had been alerted, the perpetrators escaped immediately. 70 metres of mooring rope with eye; and eight metres of mooring rope were stolen. The crew was not injured.</p> <p>The master reported the incident to the local agent and Indian Coast Guard (ICG). The ICG followed up by deploying a ship to investigate.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
44 <b>MCC Ningbo</b> Container ship Hong Kong, China 31649 9761011	17/08/18 0142 hrs	22° 6.75' N, 91° 44.22' E  Chittagong outer anchorage, Bangladesh	<p>While at anchor, four perpetrators boarded the ship, took the 200 metres mooring rope and escaped. The crew was not injured. The master reported the incident to the local authorities. The Bangladesh Coast Guard (BCG) was deployed in the area and investigated the incident.</p> <p><b>[ReCAAP Focal Point (Bangladesh)]</b></p>
45 <b>West Scent</b> Container ship Saint Vincent and the Grenadines 11875 9132703	17/08/18 0350 hrs	22° 12.02' N, 91° 44.2' E  Chittagong outer anchorage, Bangladesh	<p>While at anchor, four perpetrators boarded the ship, took away 70 metres mooring rope and escaped. The crew was not injured. The master reported the incident to the Chittagong Port Control. The authority is investigating the incident, and taking steps to recover the stolen rope.</p> <p><b>[ReCAAP Focal Point (Bangladesh)]</b></p>



Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
46 <b>F/B Sri Dewi 1</b> Fishing boat Indonesia	11/09/18 0100 hrs	4° 40.36' N, 118° 43.12' E  Seawaters off Gaya Island, Semporna, Sabah, East Malaysia	<p>While underway, two masked perpetrators armed with M16 armalite rifles boarded <i>Sri Dewi 1</i> from a motor banca and abducted two crew on board. The perpetrators then headed towards the vicinity waters of Sitangkai, Tawi-Tawi in a motorboat with the two abducted crew.</p> <p>One of the crew of <i>F/B Dwi Jaya 1</i>, sister boat of <i>F/B Sri Dewi 1</i> reported the incident to Eastern Security Command (ESSCOM) in Malaysia. He reported that while he was resting inside the room of <i>F/B Dwi Jaya 1</i>, he noticed that the light of <i>F/B Sri Dewi 1</i> suddenly went off. When he was finding out what happened to the sister boat, he noticed some perpetrators equipped with M16 rifles on board. He hurriedly went into hiding and an hour later, he discovered that two Indonesian crew of <i>F/B Sri Dewi 1</i> were missing.</p> <p>Fishing boats <i>Sri Dewi 1</i> and <i>Dwi Jaya 1</i> were manned by 15 crew/fishermen and had been on fishing venture in the seawaters of Pulau Gaya, Sabah for three days. At the time of the incident, there were only four crew left on board the two fishing boats while the other 11 crew went to mainland Semporna using light boats to deliver/ dispose their fish catch.</p>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
			<p>ESSCOM relayed the information to Philippine Coast Guard (PCG). Upon receipt of the information, the PCG District Southwestern Mindanao (CGDSWM) immediately dispatched PCG vessel MRRV 4408 to augment with CG Station Tawi-Tawi and Joint Task Force Tawi-Tawi in its pursuit operations against the perpetrators. Likewise, the law enforcement authorities in Zamboanga, Basilan, Sulu and Tawi-Tawi intensified its monitoring and networking to establish the location and status of the kidnap victims.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
47 <b><i>NCC Haiel</i></b> Chemical tanker Saudi Arabia 29575 9335068	11/09/18 0230 hrs	5° 55' S, 105° 21' E  Tarahan Jetty, Indonesia	<p>While at berth, the duty AB on rounds spotted two perpetrators on deck and he immediately raised the alarm. Seeing the alerted crew, the perpetrators escaped empty-handed.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
48 <b><i>Hako</i></b> Bulk carrier Malta 35873 9691814	18/09/18 0415 hrs	5° 48.45' N, 118° 4.9' E  Sandakan Berth No. 1 AB, Malaysia	<p>While at berth, three perpetrators approached the ship in a craft. One of the perpetrators climbed up the portside anchor chain and boarded the ship. Nothing was stolen and the crew was not injured.</p> <p><b>[ReCAAP Contact Point (Hong Kong)]</b></p>

	<b>Ship Name, Type of Ship, Flag, GT, IMO No.</b>	<b>Date Time</b>	<b>Location of Incident</b>	<b>Details of Incidents</b>
49	<b><i>Pindos</i></b> Bulk carrier Barbados 32478 9761322	19/09/18 0215 hrs	0° 14.2' S, 117° 39.4' E  Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, perpetrators armed with knives boarded the ship twice in three hours. On both occasions, the duty watchman noticed the perpetrators on the forecastle deck and raised the alarm resulting in the perpetrators escaping with ship stores.  <b>[ReCAAP Focal Point (Singapore)]</b>
50	<b><i>Maregas</i></b> LPG tanker Panama 4200 9007087	19/09/18 0445 hrs	1° 14.87' N, 103° 57.92' E  Approximately 3.7 nm south- southeast of Bedok Jetty, Singapore in the westbound lane of the Traffic Separation Scheme (TSS) of the Singapore Strait (SOMS)	While underway, three perpetrators armed with a wooden pole were sighted at the stern of the ship. The Chief Engineer was confronted by the perpetrators and sustained injuries to his face and hand. The Chief Engineer reported to the master, who raised the alarm immediately. Upon realising the crew had been alerted, the perpetrators escaped with a gold chain belonging to the Chief Engineer. The crew was mustered to conduct security search after the perpetrators had escaped. The rest of the crew was safe and not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
51 <b>Name withheld</b> Fishing trawler	03/10/18 2100 hrs	10° 19.48' N 122° 51' E  Vicinity waters between Guimaras Island and Negros Occidental, Philippines	While underway, three perpetrators wearing face masks armed with two pistols and one M16 rifle boarded the fishing banca from a blue motor banca with "Juvelin" marking on its freeboard. They took the fishermen's fish catches and other valuable material.  The three fishermen were on fishing venture when the three perpetrators boarded their fishing trawler, which was not registered, crystal blue with red waterline paint, and has no Safety, Security and Environmental Numbering (SSEN).  <b>[ReCAAP Focal Point (Philippines)]</b>
52 <b>Gas Odyssey</b> Tanker Liberia 9160 9545211	11/10/18 0800 hrs	22° 49' N, 70° 2' E  Approximately 11 nm off Tekra Light, Kandla, India	While at anchor, the watch crew found footprints on the main deck portside leading to forecastle and back to manifold area. Further investigation revealed that two scupper plugs and three cargo reducers were missing, believed to had been cut off with knife. The master suspected two perpetrators had boarded the ship with ladder and took away the items during early hours of 11 Oct 18. The master reported the incident to Indian Coast Guard (ICG), Kandla Port Trust and the agent of the ship. The Indian Coast Guard (ICG) is investigating the incident in coordination with the Marine Police and port authorities of Mundra.  <b>[ReCAAP Focal Point (India)]</b>
53 <b>Alpha Bulker</b> Bulk carrier Panama 19885 9336763	17/10/18 0700 hrs	20° 53.4' N 107° 16.8' E  Cam Pha loading anchorage, Vietnam	While at anchor, about seven perpetrators (not armed) pretended to be stevedores boarded the bulk carrier. They damaged the midship locker, stole ship's stores and escaped.  <b>[ReCAAP Focal Point (Vietnam)]</b>

	<b>Ship Name, Type of Ship, Flag, GT, IMO No.</b>	<b>Date Time</b>	<b>Location of Incident</b>	<b>Details of Incidents</b>
54	<b><i>Super Caroline</i></b> Bulk carrier Marshall Islands 21192 9316983	18/10/18 0130 hrs	0° 15' S, 117° 35.8' E  Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, two perpetrators armed with machetes boarded the ship through the anchor chain. Two other perpetrators were on standby on board a motorized boat. The duty A/B, upon seeing the two perpetrators on the forward deck, immediately informed the duty officer who sounded the alarm and mustered the crew. The chief mate and other crew rushed to the scene. The duty officer informed the pilot station through VHF as well as the ship's agent. Padlocks were damaged and three mooring ropes were stolen. The crew was not injured.  <b>[ReCAAP Contact Point (Hong Kong)]</b>
55	<b><i>Searacer</i></b> Oil tanker Malta 84598 9227443	21/10/18 0100 hrs	13° 43.66' N, 121° 1.84' E  Tabangao Customary Anchorage, Batangas, Philippines	While at anchor, the security personnel sighted two perpetrators armed with knives at the forecandle of the ship. The duty officer sounded the ship's alarm, and the perpetrators escaped in their motor boat. Six scupper plugs, two fire hose nozzles and 15 hydrant caps were stolen. The crew was not injured.  The Coast Guard Sub-Station Batangas City and personnel from Port State Control Centre Batangas boarded the ship and investigated the incident.  <b>[ReCAAP Focal Point (Philippines)]</b>
56	<b><i>Lotus Gas</i></b> LPG tanker Panama 45811 9405887	24/10/18 2200 hrs	13° 40.05' N, 121° 3' E  Batangas JG Summit Terminal, Batangas Bay, Philippines	While at berth, a perpetrator boarded the LPG tanker from a small bamboo watercraft. The perpetrator stole a fire hose coupling and a nozzle; and escaped.  <b>[ReCAAP Focal Point (Philippines)]</b>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
57 <b>British Century</b> Tanker Isle of Man 85445 9682978	02/11/18 0031 hrs	13° 42.45' N, 121° 3.14' E  Tabangao "Alpha" Anchorage Area, Batangas Bay, Philippines	<p>While at anchor, the deck roving watch spotted a perpetrator armed with knives at the ship's forward. The OOw activated the general alarm and mustered the crew. The crew went to the forecandle area and discovered that the security padlock to the bosun's store was broken. A ship's bell, eight scupper plugs, three fire hose nozzles, four hydrant caps and six fire hose couplings were stolen.</p> <p>The OOw reported the incident to Shell Terminal and ship's local agent through VHF radio. The agent only submitted the report of the incident to Philippine Coast Guard (PCG) after the ship left the anchorage.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
58 <b>Northern Defender</b> Container ship Liberia 35975 9329643	04/11/18 0100 hrs	13° 42.46' N, 121° 3' E  Tabangao Anchorage Area, Batangas Bay, Philippines	<p>While at anchor, two perpetrators boarded the ship from a small motor banca approximately three meters in length and painted in blue. The perpetrators stole various items including fire nozzles and cable wire from the ship.</p> <p>The ship's master and crew were not aware of the robbery on board their ship until when the Philippine Coast Guard (PCG) maritime patrol team alerted and informed them of the stolen items which were confiscated by PCG.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
59 <b><i>TN Sunrise</i></b> Bulk carrier Marshall Islands 34349 9729348	05/11/18 0435 hrs	0° 56.5' N 105° 6.8' E  South China Sea  (Piracy)	<p>While underway, five perpetrators armed with machetes and with their faces covered with balaclavas, boarded the port quarter of the ship from a small boat.</p> <p>The perpetrators managed to enter the wheelhouse and confronted the chief officer who was on watch-keeping duty. They brought the chief officer down to the master's cabin where the perpetrators ordered the master to open the safe. The perpetrators took some cash from the safe, tied up the master and chief officer and escaped at about 0500 hrs (local time).</p> <p>The chief officer managed to untie himself and subsequently activated the Ship Security Alert System. The crew was safe with no injury, and the ship proceeded to Singapore Pilot Eastern Boarding Ground Station.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
60 <b><i>Name not known</i></b> Fishing boat	05/12/18 0001 hrs	5° 38.37' N, 118° 57.44' E  Vicinity waters of Tambisan, Lahad Datu, Sabah, Malaysia (Sulu-Celebes Seas)	<p>While underway, about 20 men believed to be from the Sulu-based Abu Sayyaf Group (ASG), armed with firearms, boarded the boat (name and type not known) from speed boats painted green with grey, and powered with double engine. The group abducted three crew (one Malaysian and two Indonesians) and arrived at Laminusa Island, Siasi Municipality, Sulu Province on 6 Dec 18, before proceeding to So Dumlog, Brgy Likud, Pata, Sulu Province on 7 Dec 18.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
61 <b>Magtrans II</b> Tug boat Malaysia 363 9594652	05/12/18 1923 hrs	5° 38' N, 118° 57' E  Off Tambisan Island, Sabah, East Malaysia	<p>While the tug boat was underway from Bintulu, Sabah to Papua New Guinea, four perpetrators armed with M-16 machine guns boarded the tug boat from a small black boat equipped with four outboard engines. The tug boat had 13 crew (two Malaysians and 11 Indonesians) on board. The master was shot in the left thigh and the crew retaliated by firing a flare gun to defend themselves, causing the perpetrators to escape from the tug boat. The incident was reported by a nearby tug boat, <i>April Dragon</i>, to the local authorities. The authorities recovered the wounded master and arrived at Tambisan Jetty, Sabah. Meanwhile, the tug boat was escorted safely and arrived at Lahad Datu Marine Jetty on 6 Dec 18.</p> <p><b>[Regional authorities]</b></p>
62 <b>Glovis Maple</b> Bulk carrier Bahamas 9607019 32545	09/12/18 2310 hrs	20° 55.12' N, 107° 17.41' E  Cam Pha Anchorage, Vietnam	<p>While at anchor, an unknown number of perpetrators armed with knives boarded the ship from a wooden boat through the anchor chain hawse pipe by removing the cover. They broke the forecastle entrance padlock including the Niger lock and remove the additional securing lashing. They stole ship's property and escaped.</p> <p><b>[ReCAAP Focal Point (Vietnam)]</b></p>



## Attempted Incidents

	<b>Ship Name, Type of Ship, Flag, GT, IMO No.</b>	<b>Date Time</b>	<b>Location of Incident</b>	<b>Details of Incidents</b>
63	<b><i>Tiberius</i></b> Bulk carrier Marshall Islands 21163 9665841	03/01/18 1400 hrs	2° 27.4' N, 101° 39.11' E  Approximately 9 nm southwest of Port Dickson, Malaysia (SOMS)	While underway, the OOW noticed a speed boat with five masked perpetrators holding a long hook approaching the bulk carrier. The alarm was raised and crew mustered with fire hoses. Upon realising the crew had been alerted, the speed boat moved away.  <b>[IMO]</b>
64	<b><i>Asali</i></b> Bulk carrier Cyprus 33338 9461805	06/01/18 0230 hrs	0° 16.22' N, 117° 36.11' E  Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, five perpetrators on board a small boat approached the bulk carrier and attempted to board via the anchor chain. The duty crew noticed the perpetrators and raised the alarm. The perpetrators aborted the attempt and moved away.  <b>[Regional authorities]</b>
65	<b><i>Name withheld</i></b> Bulk carrier Marshall Islands 33032	09/01/18 0700 hrs	0° 16.15' S, 117° 43.01' E  Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, the crew noticed perpetrators attempting to board the ship via the anchor chain. They informed the OOW, who sounded the fog horn. Seeing the alerted crew, the perpetrators aborted the attempt and escaped in a small boat.  <b>[IMO]</b>

	<b>Ship Name, Type of Ship, Flag, GT, IMO No.</b>	<b>Date Time</b>	<b>Location of Incident</b>	<b>Details of Incidents</b>
66	<b><i>Marineco Toomai</i></b> Workboat United Kingdom 137 9429986	18/01/18 0023 hrs	1° 7.16' N, 103° 30.48' E  Approximately 8.5 nm north- northeast of Tanjung Balai, Pulau Karimun Besar, Indonesia, in the eastbound lane of the Traffic Separation Scheme (TSS) of the Singapore Strait (SS) (SOMS)	<p>The boat towing three pipelines (length of tow about 700 metres) was underway in the Singapore Strait from Bangladesh to Batam port, Indonesia when two perpetrators on board a small craft approached the boat.</p> <p>The crew was alerted and reported the incident immediately to the Singapore Vessel Traffic Information System (VTIS) on VHF radio. The perpetrators did not board the boat. There was no description of the small craft due to the darkness of the surroundings.</p> <p>The VTIS on duty initiated the navigational broadcast to request ships to look out for approaching small craft in the vicinity. The VTIS also notified the Republic of Singapore Navy (RSN), Singapore Police Coast Guard and Indonesian authority.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
67 <b>Team Challenge</b> Bulk carrier Marshall Islands 17679 9282780	10/02/18 0100 hrs	22° 11.4' N, 88° 9.17' E  Diamond Harbour Anchorage, near Kolkata, India	<p>While at anchor, the duty AB noticed an unusual noise coming from the anchor chain. He checked and saw one perpetrator climbing up through the anchor chain, and two other perpetrators were waiting in a boat. The duty crew shouted, and the perpetrator jumped into the water and escaped in the boat. The master raised the general alarm and mustered the crew. The crew was not injured and nothing was stolen.</p> <p>The incident was reported to MRCC Mumbai who requested the nearest Indian Coast Guard (ICG) unit in Haldia (CGD HQ 8) to investigate the incident. Upon investigation, the incident was verified by the port authorities who has been requested to enhance surveillance in the area and implement deterrent measures. The incident is pending further investigation by the police and local port authorities.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
68 <b><i>Kudos 1</i></b> Container ship 892	16/02/18 2240 hrs	6° 42.6' N, 122° 27.8' E  Approximately 4.4 nm southeast of Sibago Island, province of Basilan, Philippines	<p>While underway, three motorized bancas with three perpetrators on board each banca manoeuvred to the portside amidship of <i>Kudos 1</i>. Armed with firearms, the perpetrators attempted to board the ship using ropes and hooks.</p> <p>The master and crew splashed hot water onto the perpetrators who opened fire at the ship for about two minutes and re-positioned themselves at about 400 to 500 meters away from the ship. The master also activated two flares. The perpetrators escaped quickly in the motorized bancas and sped heading towards Basilan. Three crew suffered minor injuries on their hands due to the glass debris from the ship's porthole mirror which was broken because of the gun shot.</p> <p>The authorities were alerted to the distress signal and immediately responded by deploying the multi-role vessel (MRRV-4402) to the location of the incident. The PCG boarded the ship and provided medical treatment to the injured crew. Maritime patrol was also conducted in the area.</p> <p>The PCG and Philippine Navy (PN) escorted the ship safely towards the port of Zamboanga City.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
69 <b><i>Doodle</i></b> General cargo ship Panama 9992 9112557	18/04/18 0115 hrs	22° 11.3' N, 91° 42.1' E  Chittagong Bravo Anchorage, Bangladesh	<p>Six perpetrators with knives in a black boat tried to board an anchored ship from astern. The ship master and crew were vigilant and raised the alarm.</p> <p><b>[ReCAAP Focal Point (Bangladesh)]</b></p>

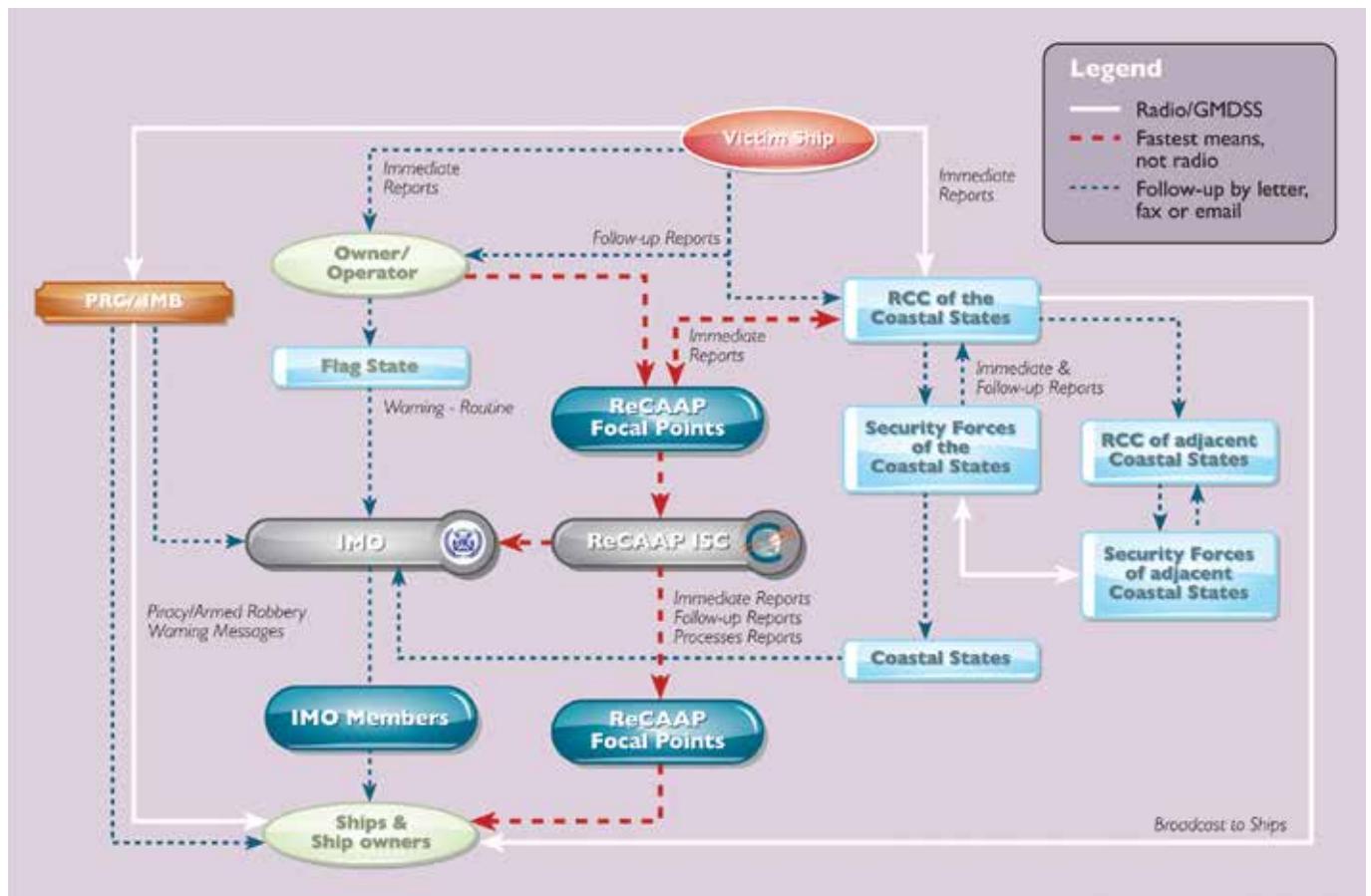
	<b>Ship Name, Type of Ship, Flag, GT, IMO No.</b>	<b>Date Time</b>	<b>Location of Incident</b>	<b>Details of Incidents</b>
70	<b><i>Swiss Prestige</i></b> Catamaran Hong Kong, China	06/04/18 0230 hrs	17° 15.7' N, 111° 16.3' E  South China Sea  (Piracy)	While sailing, a small ship <i>Hong Lrut</i> with two perpetrators on board approached the catamaran at high speed (approximately 15 knots) within 200 nm and turned parallel to <i>Swiss Prestige</i> . The catamaran sounded "mayday" via VHF Channel 16 and increased her speed to 8 knots. The suspected ship moved away from the catamaran but continued parallel course. A cruise liner <i>Diamond Princess</i> responded to the mayday call and moved to the location. <i>Swiss Prestige</i> communicated with <i>Diamond Princess</i> that Falmouth MRCC had been informed. The suspected ship began to move away and depart from the area shortly. <i>Swiss Prestige</i> cancelled its mayday call and moved towards Johor, Malaysia.  <b>[ReCAAP Focal Point (United Kingdom)]</b>
71	<b><i>Alkyonis</i></b> Bulk carrier Liberia 23266 9709465	27/08/18 2054 hrs	0° 15.52' S, 117° 41.96' E  Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, perpetrators in a boat approached the ship and attempted to board via the anchor chain. The duty crew directed lights towards the perpetrators and raised the alarm. Realising the crew had been alerted, the perpetrators aborted their attempt and escaped in their boat.  <b>[IMO]</b>

	<b>Ship Name, Type of Ship, Flag, GT, IMO No.</b>	<b>Date Time</b>	<b>Location of Incident</b>	<b>Details of Incidents</b>
72	<b>Vela Ocean</b> Bulk carrier Singapore 30006 9480966	06/05/18 2125 hrs	22° 15' N, 91° 18.13' E  Chittagong Alpha Anchorage, Bangladesh	While at anchor, the duty watchmen spotted seven perpetrators attempting to board the ship. The duty officer sounded the general alarm immediately, followed by a public announcement to alert crew of the situation. The crew was mustered at the ship's office while the duty watchmen entrapped the perpetrators, resulting in a futile boarding attempt. The perpetrators eventually jumped overboard and escaped. The crew was not injured, and nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
73	<b>Baltic Scorpion</b> Bulk carrier Marshall Islands 36353 9729477	06/05/18 2330 hrs	0° 13.8' S, 117° 33.8' E  Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, the duty AB on routine rounds on board the ship heard noises coming from the hawse pipe. He sighted a perpetrator trying to remove the hawse pipe protection cover. The duty AB immediately informed the OOw who raised the alarm and sounded the ship's whistle. Upon hearing the alarm, the perpetrators aborted their attempted boarding and escaped. The crew was mustered, and a search was carried out. Nothing was stolen. The SSO tried to call the port control on VHF but received no response.  <b>[ReCAAP Focal Point (Singapore)]</b>
74	<b>Name withheld</b> Bulk carrier Marshall Islands	27/05/18 0515 hrs	0° 2.4' S, 117° 34.9' E  Approximately 5 nm southeast of Bontang, East Kalimantan, Indonesia	While at anchor, the duty A/B on routine rounds on board the ship noticed perpetrators attempting to board the ship via the hawse pipe. The alarm was raised and crew mustered. Seeing the alerted crew, the perpetrators aborted their attempt and escaped in their boat.  <b>[IMO]</b>

	<b>Ship Name, Type of Ship, Flag, GT, IMO No.</b>	<b>Date Time</b>	<b>Location of Incident</b>	<b>Details of Incidents</b>
75	<b><i>Red Lily</i></b> Bulk carrier Panama 46036 9758442	27/08/18 2054 hrs	0° 15.52' S, 117° 41.96' E  Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia	<p>While at anchor and during cargo operations, the duty crew stationed at the forecastle deck sighted two perpetrators attempted to board the ship through the anchor chain. He immediately notified the duty officer and the master. The alarm was raised, and other crew made their way to the forward deck.</p> <p>Hearing the alerted crew approaching, the perpetrators aborted the attempt and escaped in their boat. The master reported the incident to the ship's agent. Nothing was stolen and the crew was not injured.</p> <p><b>[ReCAAP Focal Point (Japan), ReCAAP Focal Point (Singapore)]</b></p>
76	<b><i>Maersk Mishima</i></b> Product tanker Panama 28049 9450789	28/08/18 0415 hrs	7° 0.9' N, 125° 39.5' E  Vicinity Insular Oil - Davao Bulk Terminal, Sasa, Davao City, Philippines	<p>While at berth, four perpetrators wearing dark clothes attempted to board the product tanker at the starboard quarter (stern area) using fire hose. The duty personnel spotted the perpetrators and shouted at them. He also immediately informed the duty officer and other crew. Upon realising that the crew had been alerted, the perpetrators jumped from the ship and escaped using a outriggerr motorbanca. Nothing was stolen and the crew was not injured. After the occurrence, the fire hose was immediately removed and all of the stores, fire boxes and other items on deck were checked thoroughly.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></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

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Coast Guard District South Western Mindanao (CGDSWM) Email: <a href="mailto:hcgdswm@yahoo.com">hcgdswm@yahoo.com</a>	+63 998 585 7972 +63 917 842 8446  VHF: Channel 16 with call-sign "NEPTUNE"	

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Correct as at 3 January 2019



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