

**PIRACY AND ARMED ROBBERY
AGAINST SHIPS IN ASIA
ANNUAL
REPORT
JANUARY-DECEMBER 2019**

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PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

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EXECUTIVE SUMMARY

PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

EXECUTIVE SUMMARY

A total of **82 incidents** of piracy and armed robbery against ships (comprising 71 actual incidents and 11 attempted incidents) were reported in Asia in 2019. This accounts for a **8% increase** in the total number of incidents and a 15% increase in the actual incidents reported in 2019 compared to 2018. In 2018, 76 incidents (comprising 62 actual incidents and 14 attempted incidents) were reported. Majority of the incidents reported in 2019 were armed robbery against ships. Of the 82 incidents reported in 2019, two were incidents of piracy, and 80 were incidents of armed robbery against ships.

There was improvement at some ports and anchorages in Asia in 2019 compared to 2018. The improvement occurred in Bangladesh and Indonesia. In Bangladesh, no incident was reported at its ports and anchorages in 2019 compared to 11 incidents in 2018. In Indonesia, the number of incidents at its ports and anchorages decreased to 23 incidents in 2019 from 27 incidents in 2018.

Of concern was the occurrence of two incidents of abduction of crew for ransom on 18 Jun and 23 Sep in the waters off Eastern Sabah, Malaysia. The risk of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah remains high as demonstrated by the two abduction incidents. The coastal States concerned are requested to enhance surveillance, increase patrols and maintain contacts with ships transiting the area. Shipping companies are advised to follow the ReCAAP ISC's advisory issued via the ReCAAP ISC Incident Alert dated 21 Nov 16 to all ships to reroute from the area where possible, otherwise to exercise extra vigilance when transiting the area and report immediately

to the operation centres of the Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia. In July 2019, the ReCAAP ISC produced the '*Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah*' for shipping companies and ships to enhance their situation awareness and take appropriate countermeasures to avoid such incidents.

Also of concern in 2019 was the increase of incidents on ships while underway in the Singapore Strait compared to 2018. A total of 31 incidents were reported in 2019 compared to seven incidents in 2018. There was also an increase of incidents on ships anchored off Bandar Penawar, Johor, Malaysia. Five incidents were reported in 2019 on board ships anchored outside of the designated anchorage areas, while no incident was reported at the location in 2018.

In view of the increase of incidents in some locations as indicated in this Report, the ReCAAP ISC recommends to the law enforcement agencies in Asia to enhance surveillance, increase patrols and respond promptly to incidents reported by ships. Ship masters and crew are advised to exercise enhanced vigilance when transiting the areas of concern, maintain constant look-out for suspicious boats in the vicinity, report all incidents immediately to the nearest coastal State, and implement preventive measures recommended in the '*Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia*'. Ship masters are also advised to comply with the regulations and circulars issued by coastal States to assume their shared responsibility for safety.

01

OVERVIEW

Incidents of Piracy and Armed
Robbery Against Ships in Asia
reported in 2019

PIRACY
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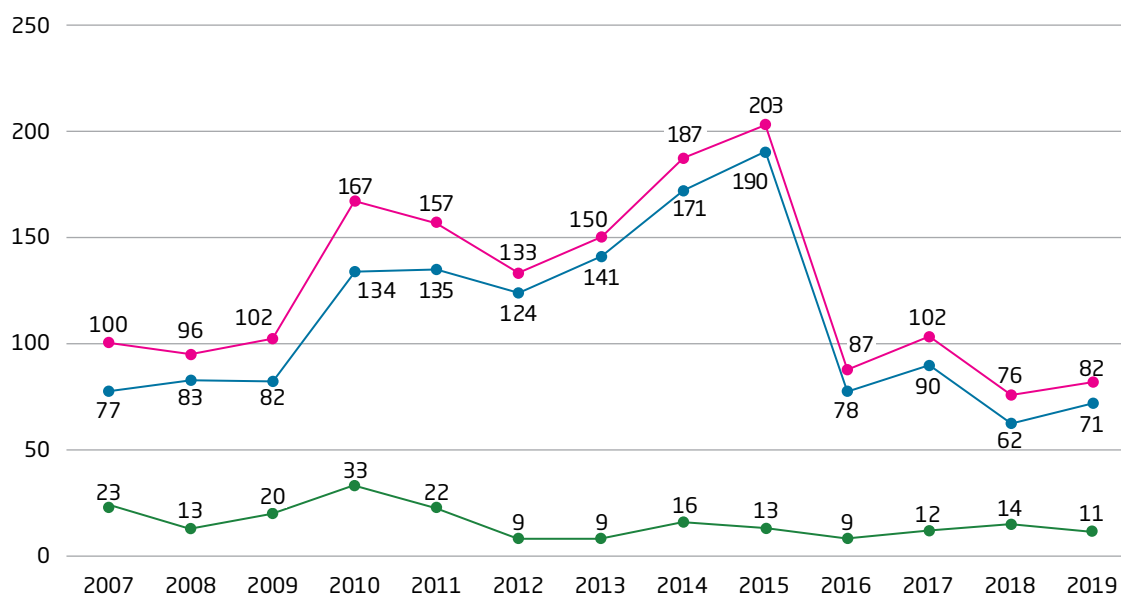
OVERVIEW

Incidents of Piracy and Armed Robbery Against Ships in Asia reported in 2019

NUMBER OF INCIDENTS

A total of 82 incidents of piracy¹ and armed robbery against ships² (comprising 71 actual incidents³ and 11 attempted incidents⁴) were reported in Asia in 2019. Refer to the Appendix on 'Description of incidents (January-December 2019)'.

Compared to 2018, it was a 8% increase in the total number of incidents and 15% increase in the actual number of incidents in 2019. In 2018, 76 incidents (comprising 62 actual incidents and 14 attempted incidents) were reported. Graph 1 shows the number of incidents reported during 2007-2019.



Graph 1 - Number of incidents (2007-2019)

█ 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 the 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 the Appendix for detailed definition.
 3 Actual incidents are incidents where pirates/robbers boarded the ship; and regardless of whether they stole any items from the crew or took away any items found on board the ship.
 4 Attempted incidents are incidents where pirates/robbers tried but failed to board the ship.

PIRACY VS ARMED ROBBERY AGAINST SHIPS

Of the 82 incidents reported in Asia in 2019, two were piracy incidents (2%) and 80 were incidents of armed robbery against ships (98%). Chart 1 shows the number of piracy incidents versus armed robbery against ships incidents reported during 2007-2019. Majority of the incidents reported in Asia are armed robbery against ships. Over the 13-year reporting period of 2007-2019, piracy incidents ranged between 2% and 13%. The exception occurred during 2010, 2011, 2014 and 2017 where piracy incidents accounted for 25%, 15%, 24% and 16% respectively.

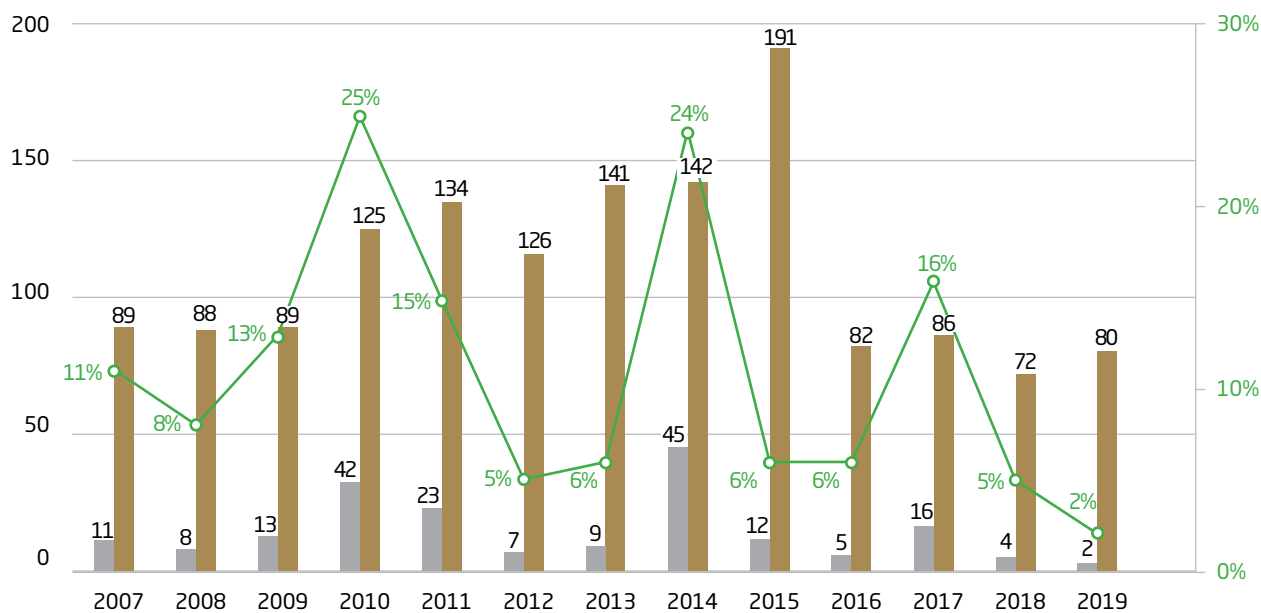


Chart 1 - Piracy vs Armed Robbery Against Ships (2007-2019)

■ Piracy ■ Armed Robbery ● Piracy (%)

SIGNIFICANCE LEVEL OF INCIDENTS

Of the 71 actual incidents reported in 2019, two were CAT 1 incidents (abduction of crew), six were CAT 2 incidents, 14 were CAT 3 incidents and 49 were CAT 4 incidents. Chart 2 shows the significance level of incidents reported during 2007-2019.

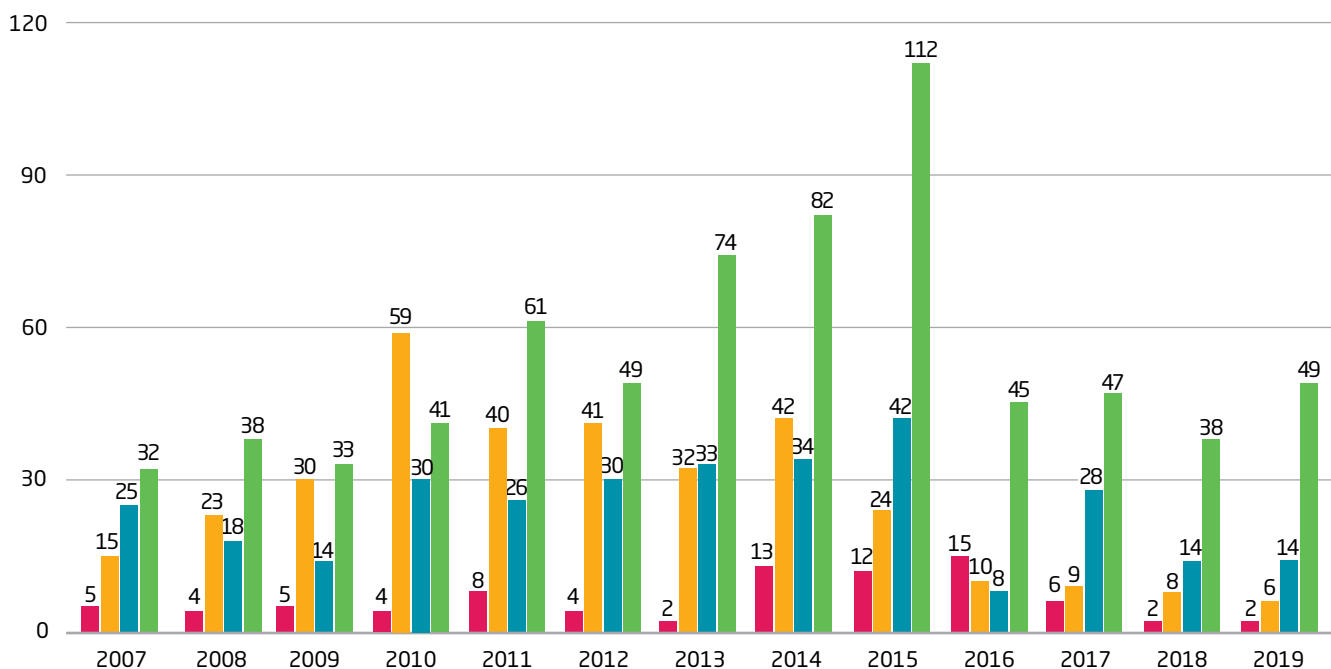


Chart 2 - Significance level of incidents (2007-2019)

■ CAT 1 ■ CAT 2 ■ CAT 3 ■ CAT 4

5 Refer to the Appendix for the 'Methodology in classifying incidents'.

CAT 1

There were two CAT 1 incidents reported in 2019. Both were incidents of abduction of crew from fishing boats off Lahad Datu, Sabah, Malaysia on 18 Jun and 23 Sep. The first incident involved the abduction of nine crew from two fishing boats. All the nine abducted crew were released on 21 Jun as the abductors realised that the abducted crew could not pay ransom. The second incident involved the abduction of three crew from a fishing boat on 23 Sep. Two crew were rescued by the Philippine authorities on 22 Dec, and one crew is still in captivity. In 2018, there were two CAT 1 incidents. Both were also incidents of abduction of crew from fishing boats on 11 Sep and 5 Dec off Eastern Sabah.

CAT 2

There were six CAT 2 incidents reported in 2019. It was the lowest among the 13-year reporting period of 2007-2019. Of the six CAT 2 incidents reported in 2019, three incidents occurred in the Singapore Strait (SS), two incidents occurred in Indonesia and one incident occurred in the South China Sea (SCS).

CAT 3

Of the 14 CAT 3 incidents reported in 2019, six incidents occurred in the SS, five incidents occurred in Indonesia, two incidents in Malaysia and one incident in China.

CAT 4

As in the past trend observed during the 13-year reporting period, majority of the incidents were CAT 4 incidents. The CAT 4 incidents account for 69% (49 out of 71) of the number of actual incidents in 2019.

STATUS OF SHIPS

Of the 82 incidents reported in 2019, 43 incidents (52%) occurred to ships while at anchor/berth and 39 incidents (48%) to ships while underway. This conforms to the general trend in Asia where more incidents occurred to ships at anchor/berth than ships while underway.

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

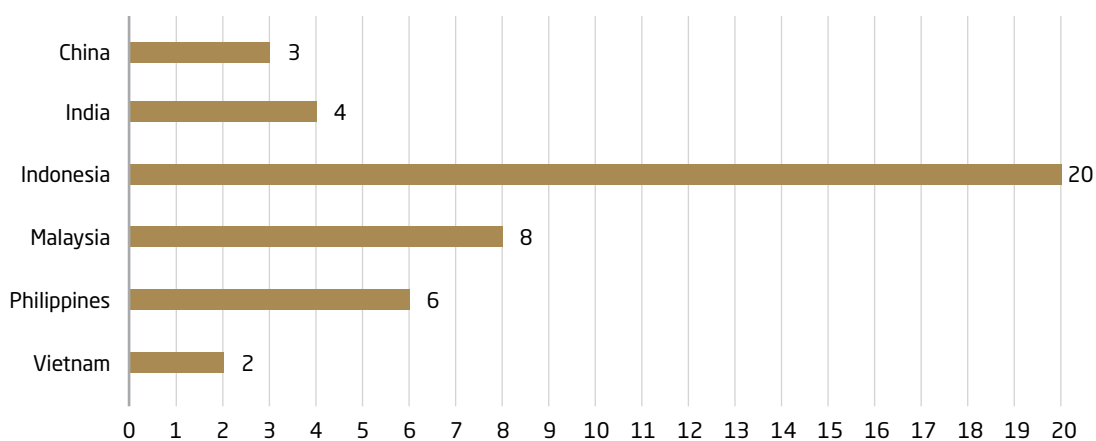


Chart 3 - Incidents on board ships at anchor/berth (2019)

Chart 4 shows the location of the incidents occurred to ships while underway. All the incidents in Straits of Malacca and Singapore (SOMS), South China Sea (SCS) and Sulu-Celebes Seas occurred to ships while underway.

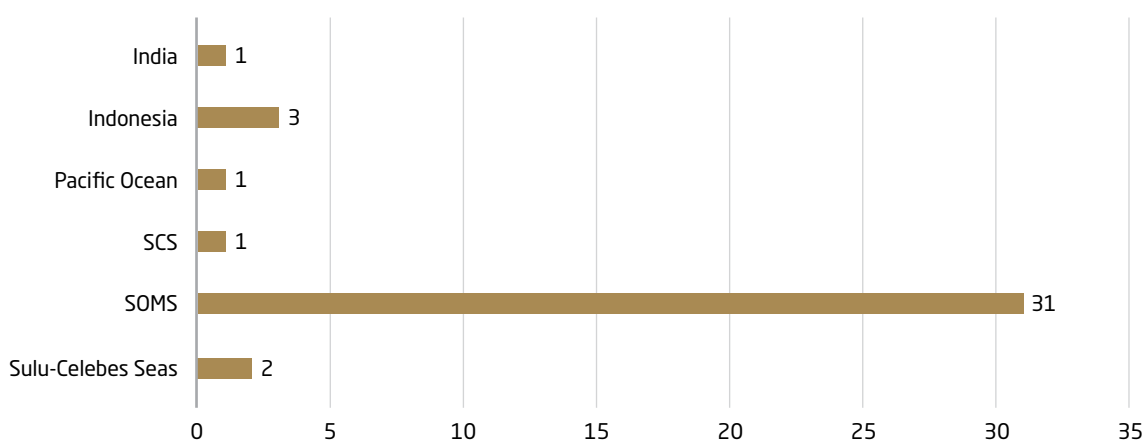


Chart 4 - Incidents on board ships while underway (2019)

LOCATION OF INCIDENTS

Table 1 shows the number and location of incidents reported in Asia during 2007-2019.

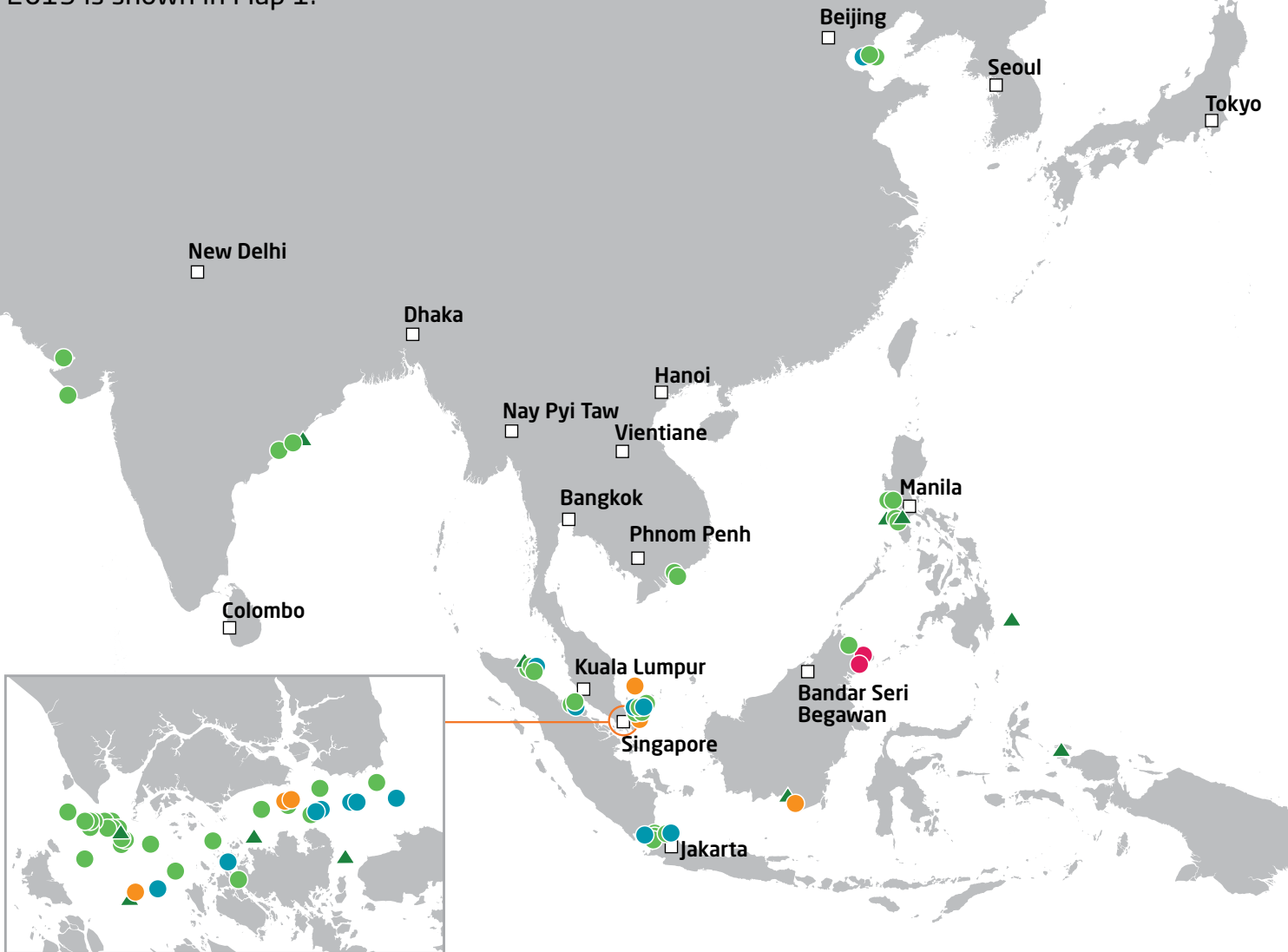
Act = Actual, Att = Attempted

| | 2007 | | 2008 | | 2009 | | 2010 | | 2011 | | 2012 | | 2013 | | 2014 | | 2015 | | 2016 | | 2017 | | 2018 | | 2019 | | |
|-----------------------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-----------|------------|-----------|------------|----------|------------|----------|------------|-----------|------------|-----------|-----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|---|
| | Act | Att | Act | Att | Act | Att | Act | Att | Act | Att | Act | Att | Act | Att | Act | Att | Act | Att | Act | Att | Act | Att | Act | Att | Act | Att | |
| North Asia | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| China | | | | | 1 | | 1 | | 1 | | 1 | | | | | | 2 | | 3 | | 2 | | | | | 3 | |
| Sub-total | | | | | 1 | | 1 | | 1 | | 1 | | | | | | 2 | | 3 | | 2 | | | | | 3 | |
| South Asia | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Arabian Sea | 1 | 3 | | | | | 5 | 7 | | 4 | | | | | | | | | | | | 1 | | | | | |
| Bangladesh | 12 | 1 | 10 | 2 | 15 | 4 | 21 | 3 | 14 | | 11 | | 6 | | 16 | | 10 | | 1 | 1 | 11 | | 9 | 2 | | | |
| Bay of Bengal | 1 | | | | | | 3 | | | 1 | | | | | 2 | | | | | | | | | | | | |
| India | 8 | | 10 | 1 | 8 | 2 | 5 | 2 | 7 | 2 | 8 | 1 | 11 | | 11 | 3 | 12 | | 12 | | 4 | | 3 | 1 | 4 | 1 | |
| Sri Lanka | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sub-total | 22 | 5 | 20 | 3 | 23 | 6 | 34 | 12 | 21 | 7 | 19 | 1 | 17 | | 29 | 3 | 22 | | 13 | 1 | 15 | 1 | 12 | 3 | 4 | 1 | |
| Southeast Asia | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Andaman Sea | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | |
| Gulf of Thailand | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | |
| Indian Ocean | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | |
| Indonesia | 33 | 7 | 20 | 1 | 14 | 6 | 36 | 10 | 47 | 2 | 66 | 6 | 83 | 7 | 42 | 5 | 22 | 1 | 32 | | 30 | 3 | 21 | 6 | 18 | 5 | |
| Malaysia | 8 | 1 | 13 | | 12 | 3 | 18 | | 14 | 3 | 11 | | 6 | | 4 | 1 | 4 | | 1 | | 1 | 1 | 6 | | 8 | | |
| Myanmar | | | | | 1 | | | | 1 | | | | | | | | | | | | | | | | | | |
| Pacific Ocean | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| Philippines | 5 | 1 | 6 | 2 | 4 | 1 | 5 | | 4 | 2 | 3 | | 5 | | 5 | | 7 | 1 | 3 | | 19 | | 8 | 1 | 4 | 2 | |
| SCS | 1 | 5 | 6 | 2 | 11 | 2 | 18 | 8 | 12 | 6 | 7 | | 8 | 1 | 40 | 2 | 10 | 1 | 4 | 1 | 11 | 1 | 3 | 1 | 1 | | |
| Singapore | | | | | | | 2 | | 3 | | 2 | | | | | | | | | | | | | | | | |
| SOMS | 2 | 4 | 7 | 4 | 6 | 2 | 5 | 3 | 24 | 2 | 12 | 1 | 14 | | 45 | 4 | 94 | 10 | 1 | 1 | 7 | 2 | 6 | 2 | 29 | 2 | |
| Sulu-Celebes Seas | | | | | | | | | | | | | | | | | | | 12 | 6 | 3 | 4 | 2 | 1 | 2 | | |
| Thailand | 1 | | | | 2 | | 1 | | | | | | | | | | 1 | | | | | | | | | | |
| Vietnam | 5 | | 11 | 1 | 8 | | 13 | | 8 | | 3 | 1 | 8 | 1 | 6 | | 27 | | 9 | | 2 | | 4 | | 2 | | |
| Sub-total | 55 | 18 | 63 | 10 | 58 | 14 | 99 | 21 | 113 | 15 | 104 | 8 | 124 | 9 | 142 | 13 | 166 | 13 | 62 | 8 | 73 | 11 | 50 | 11 | 64 | 10 | |
| Overall total | 77 | 23 | 83 | 13 | 82 | 20 | 134 | 33 | 135 | 22 | 124 | 9 | 141 | 9 | 171 | 16 | 190 | 13 | 78 | 9 | 90 | 12 | 62 | 14 | 71 | 11 | |

Table 1 - Location of Incidents (2007-2019)

LOCATION OF INCIDENTS

The location of the incidents reported in 2019 is shown in Map 1.



Map 1 - Location of incidents (2019)

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

02

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

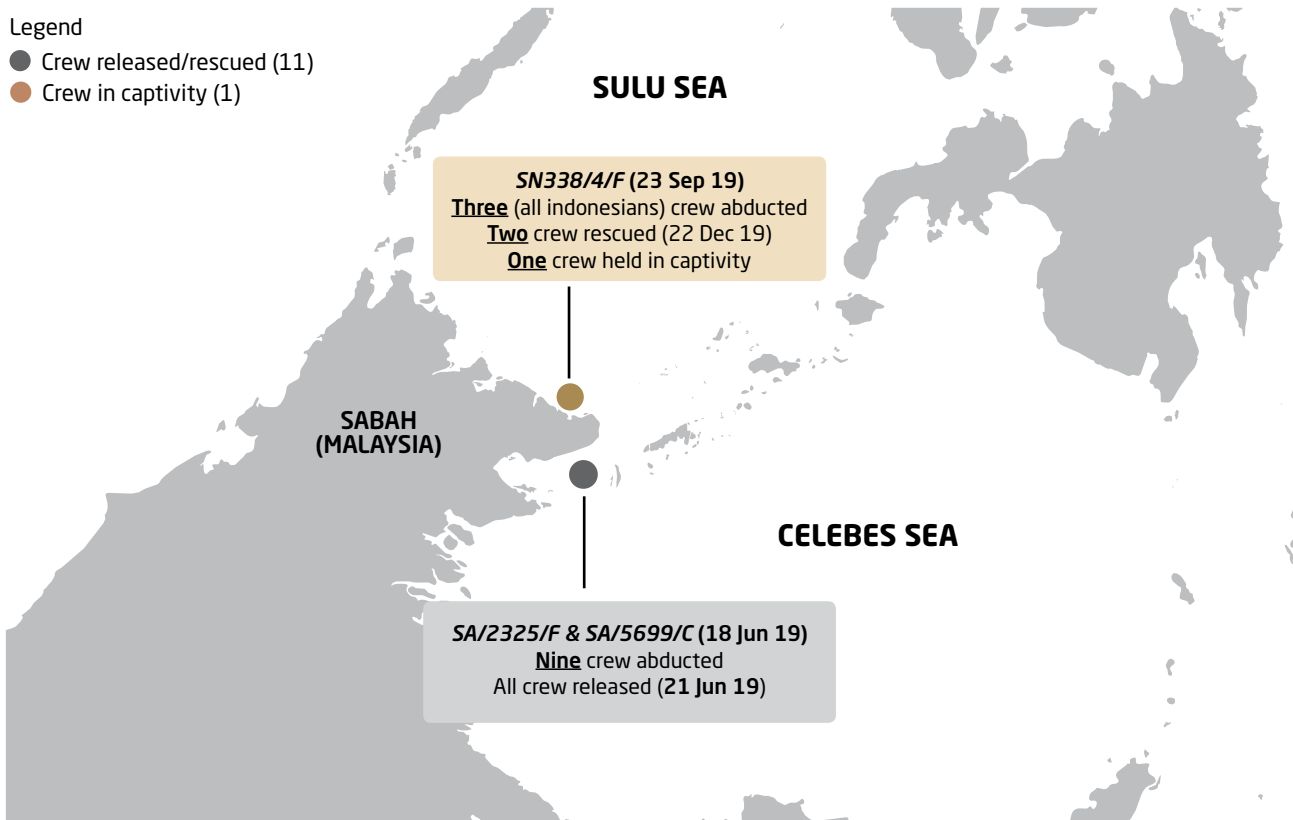
PIRACY
AND ARMED
ROBBERY
AGAINST SHIPS
IN ASIA

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

SITUATION UPDATE

INCIDENTS REPORTED IN 2019

In 2019, two actual incidents of abduction of crew occurred on 18 Jun and 23 Sep. Map 2 shows the location of the two incidents.



Map 2 - Location of the two incidents reported in 2019

Incident on 18 Jun

At about 0245 hrs, nine crew on board two Malaysian fishing boats (with markings SA/2325/F and SA/5699/C) were abducted by 10 perpetrators believed to be members of the Sulu-based Abu Sayyaf Group (ASG) in the vicinity waters of Lahad Datu, Sabah. The ReCAAP ISC issued a Warning, followed by an Incident Alert on the same day of the incident upon verification by the Philippine Coast Guard (PCG). On 21 Jun 19, all nine abducted crew were released by the abductors after they realised that the crew could not pay ransom.

Incident on 23 Sep

16

At about 1155 hrs, two Malaysian fishing boats (with markings SSK00520K and SN338/4/F) were in the vicinity waters of Tambisan Island, Lahad Datu, Sabah when seven perpetrators wearing mask and military camouflage uniform boarded the fishing boats. The perpetrators were armed with AK 47, M16 rifles (with grenade launcher) and pistols, and believed to be members of the Kidnap for Ransom Group (KFRG) of Sulu-based Abu Sayyaf Group (ASG).

The perpetrators boarded the first fishing boat SSK00520K from two speed boats painted in green and blue with red stripes. They gathered the crew and took their mobile phones, cash and personal documents; and left the boat. At around 1300 hrs, the perpetrators boarded the second fishing boat SN338/4/F which was approximately 300 meters away from SSK00520K and abducted three Indonesian crew from the fishing boat and then fled towards the waters of Tawi-tawi, Philippines. At about 1530 hrs, the Malaysian authorities recovered the fishing boat SN338/4/F at Gem Water Reef, Lahad Datu without the crew on board and the engine was still running. The Philippine Coast Guard District Southwestern Mindanao intensified seaborne and coastal security patrol in coordination with Malaysian authorities.

The ReCAAP ISC issued a Warning about the incident on 23 Sep 19 and an Incident Alert on 26 Sep 19 after the Philippine Coast Guard (PCG) verified the incident and provided additional information.

On 22 Dec 19 at about 0400 hrs, the Philippine military forces rescued two of the three abducted Indonesian crew. The two rescued crew were airlifted to Western Mindanao Command at about 1500 hrs on 22 Dec 19 and brought to Camp General Navarro hospital for medical check-up and debrief; before handed over to the Indonesian government. With the rescue of the two Indonesian crew, there is still one Indonesian crew held in captivity. The Philippine authorities are carrying out all efforts to locate the crew.

NUMBER OF INCIDENTS AND TYPE OF SHIPS BOARDED (2016-2019)

Between 26 Mar 2016 (date of the first abduction of crew incident) and 31 Dec 2019, a total of 19 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 incidents were claimed by the Abu Sayyaf Group (ASG). Table 2 below shows the number of incidents during 2016 - 2019, the type of ships boarded, the number of crew abducted and status of the abducted crew.

| Incident/Type & GT of Ships | 2016 | 2017 | 2018 | 2019 |
|--|---|---|-------------------------------------|-----------------------------------|
| Actual (26 Mar 16 - 23 Sep 19) (19 incidents) | 12 5 - Tug boat (60 - 269 GT) 5 - Fishing trawler/boat (NA) 1 - General cargo ship (11,391 GT) 1 - Bulk carrier (2,999 GT) | 3 1 - Tug boat (255 GT) 1 - Fishing trawler/boat (NA) 1 - Bulk carrier (2,875 GT) | 2 2 - Fishing boat (NA) | 2 2 - Fishing boat (NA) |
| Attempted (13 Nov 16 - 16 Feb 18) (11 incidents) | 6 5 - Bulk carrier (17,979 - 93,169 GT) 1 - Product tanker (5,557 GT) | 4 1 - Container ship (NA) 1 - Bulk Carrier (45,026 GT) 1 - General cargo ship (1,599 GT) 1 - Passenger/Cargo ferry (NA) | 1 1 - Container ship (NA) | |
| Status of abducted crew Total 78 (as on 31 Dec 2019) | Crew released/rescued (67) Crew killed/died (10) Crew in captivity (1) | | | |

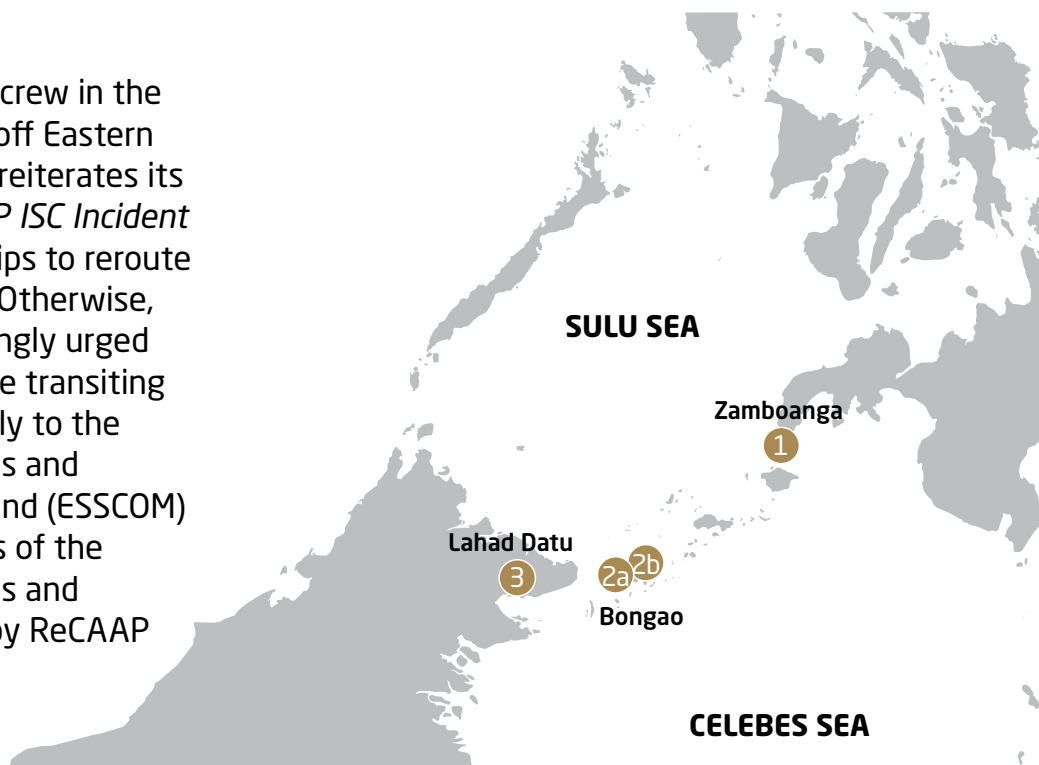
Table 2 - Number of incidents and type of ships boarded (2016-2019)

STATUS OF ABDUCTED CREW

As of 31 Dec 19, one crew is still held in captivity. The Philippine and Malaysian authorities continue to step up patrol efforts. The Philippine authorities continue to conduct pursuit operations and intensify military operations to rescue the crew in captivity and neutralise the militant group.

ReCAAP ISC ADVISORY

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



Map 3 - Contact details of the centres

1 Philippine Coast Guard District Southwestern Mindanao

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

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

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

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

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

3 Eastern Sabah Security Command (ESSCOM)

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

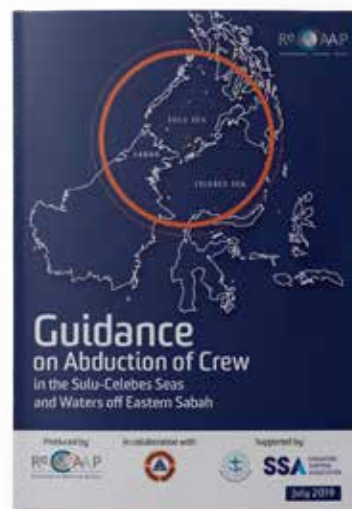
In the event that the ship master is not able to establish contact with the Operation Centres of the Philippines as listed in the ReCAAP ISC Advisory, he can contact the **Philippine Coast Guard Command Centre** at the following contact details:

Tel: +63-2-5273877 (direct) +63-917-724-3682 (mobile)
+63-2-527-8481 to 89 (ext: 6136/37) +63-929-825-3207 (mobile)
Email: pcgcomcen@coastguard.gov.ph

GUIDANCE ON ABDUCTION OF CREW IN THE SULU-CELEBES SEAS AND WATERS OFF EASTERN SABAH

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

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



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

03

**ANALYSIS OF INCIDENTS
AND MODUS OPERANDI OF
PERPETRATORS BY LOCATIONS**

PIRACY
AND ARMED
ROBBERY
AGAINST SHIPS
IN ASIA

ANALYSIS OF INCIDENTS AND MODUS OPERANDI OF PERPETRATORS BY LOCATIONS

SINGAPORE STRAIT

In 2019, a total of 31 incidents (comprising 29 actual incidents and two attempted incidents) were reported in the Singapore Strait (SS).

Chart 5 below shows the number of incidents (by month) reported in the Singapore Strait in 2019. The highest number of incidents occurred in December 2019 (eight incidents).

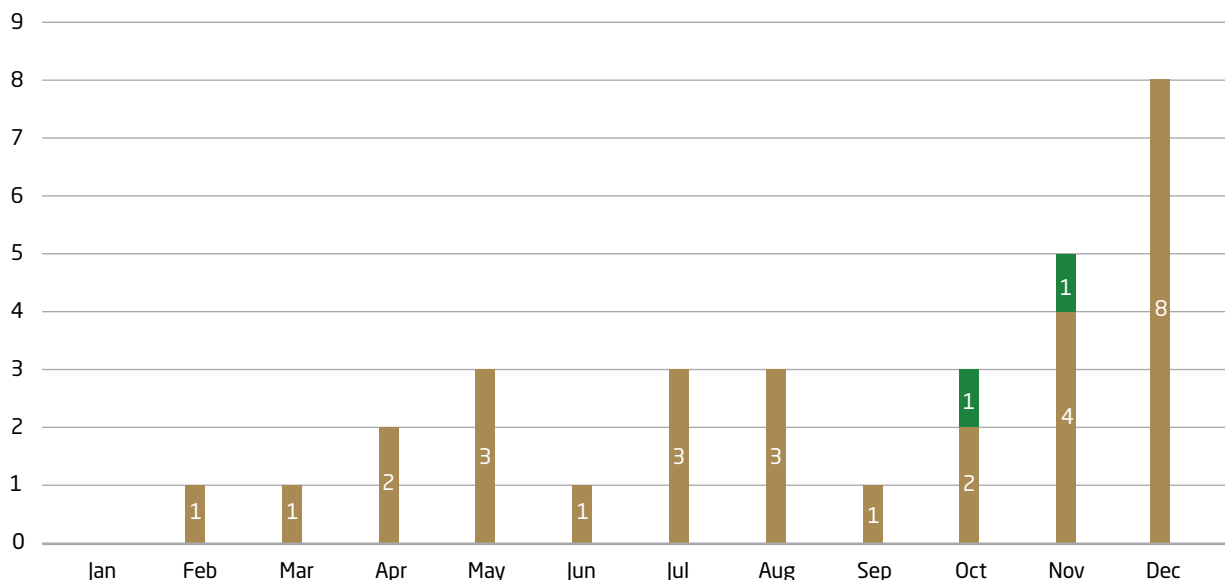
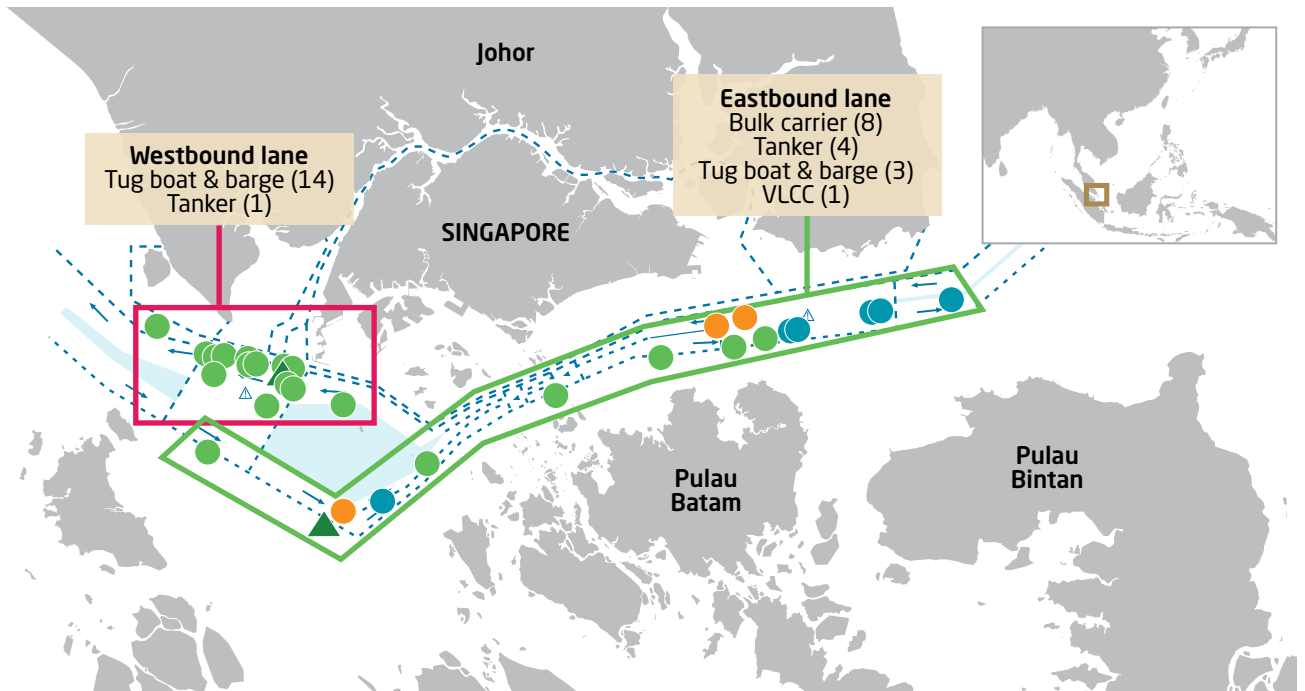


Chart 5 - Number of incidents (monthly) in the Singapore Strait in 2019

● Actual ● Attempted

Of the 31 incidents, 15 incidents occurred in the westbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait, and 16 incidents occurred in the eastbound lane of the TSS. Refer to Map 4 below on the approximate location of the 31 incidents.



Map 4 - Location of incidents in the Singapore Strait (2019)

● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted

Among the 15 incidents that occurred in the westbound lane of the TSS, 14 occurred on board barges towed by tug boats; and one occurred on board a tanker. For the 16 incidents that occurred in the eastbound lane of the TSS, eight incidents occurred on board bulk carriers, four on board tankers, three on board barges towed by tug boats and one on board a VLCC.

MODUS OPERANDI OF PERPETRATORS IN INCIDENTS INVOLVING SHIPS WHILE UNDERWAY IN THE SINGAPORE STRAIT IN 2019

The modus operandi of the 31 incidents while underway in the westbound lane and eastbound lane of the TSS in the Singapore Strait are summarised in table below:

| Factors | Westbound lane of the TSS (15 incidents) | Eastbound lane of the TSS (16 incidents) |
|---------------------|---|--|
| Type of ships | <ul style="list-style-type: none"> • Barges towed by tug boats (14) • Tanker (1) | <ul style="list-style-type: none"> • Bulk carrier (8) • Tanker (4) • Barge towed by tug boat (3) • VLCC (1) |
| No. of perpetrators | <ul style="list-style-type: none"> • 11 men (1 incident) • 8 men (1 incident) • 6 men (2 incidents) • 4 men (1 incident) • 3 men (2 incidents) • 2 men (1 incident) • Not stated (7 incidents) | <ul style="list-style-type: none"> • 10-15 men (1 incident) • 6 men (3 incidents) • 5 men (6 incidents) • 4 men (2 incidents) • 3 men (1 incident) • 2 men (1 incident) • Not stated (2 incidents) |
| Weapons carried | <ul style="list-style-type: none"> • Knives/machetes/others (1 incident) • Not stated (14 incidents) | <ul style="list-style-type: none"> • Gun & jungle knife (1 incident) • Knives/machete (7 incidents) • Not armed (2 incidents) • Not stated (6 incidents) |
| Treatment of crew | <ul style="list-style-type: none"> • No injuries (13 incidents) • Not stated (2 incident) | <ul style="list-style-type: none"> • Minor injuries (1 incident) • No injuries (15 incidents) <p>In two of the incidents, the crew were threatened; and in another two incidents, the crew were tied up.</p> |
| Items stolen | <ul style="list-style-type: none"> • Scrap metal (9 incidents) • Tools (2 incidents) • Nothing stolen (4 incidents) | <ul style="list-style-type: none"> • Engine spares (2 incidents) • Scrap metal (2 incidents) • Twist locks & ropes (1 incident) • Personal gold chain (1 incident) • Nothing stolen (10 incidents) <p>It is to be noted that in seven incidents, perpetrators entered the engine room of ships.</p> |
| Time of incident | <ul style="list-style-type: none"> • Hours of darkness (8 incidents) • Daylight hours (7 incidents) | <ul style="list-style-type: none"> • Hours of darkness (14 incidents) • Daylight hours (2 incidents) |

The observations are as follows:

- a. **Type of ships.** Perpetrators mostly boarded barges towed by tug boats while they were underway in the **westbound lane of the TSS**; and bigger ships while underway in the **eastbound lane of the TSS**.
- b. **Number of perpetrators.** In seven of the 15 incidents in the **westbound lane of the TSS** there was no information on the number of perpetrators involved. This was because the crew of tug boats were not able to see the boarding by perpetrators on the unmanned barges towed by the tug boats. For incidents in the **eastbound lane of the TSS**, majority of the incidents involved 4-6 perpetrators.
- c. **Type of weapons carried.** All 14 incidents that occurred on board barges towed by tug boats in the **westbound lane of the TSS** had no information if the perpetrators carried any weapons. For incidents in the **eastbound lane of the TSS**, seven of the 16 incidents reported that the perpetrators carried knives. In the incident involving bulk carrier, *Nord Steel* on 19 Oct 19, the perpetrators carried a gun and jungle knife. The gun was not discharged.
- d. **Treatment of crew.** There was no report of injuries of crew in the 15 incidents that occurred in the **westbound lane of the TSS**. However, the perpetrators of incidents in the **eastbound lane of the TSS** were relatively more violent. In one of the incident, the 4th engineer and chief engineer were assaulted by the perpetrators and sustained minor injuries. In another four incidents, though the crew did not suffer any injuries, the perpetrators threatened the crew by pointing a gun and a knife at them (two incidents) and tied them up (two incidents).
- e. **Items stolen.** Majority of the incidents in the **westbound lane of the TSS** reported that scrap metal was stolen from the barges towed by tug boats. For incidents in the **eastbound lane**, nothing was stolen in 10 of the 16 incidents. In the six incidents in the **eastbound lane of the TSS** that reported losses; engine spares, scrap metal, twist locks and ropes, and a personal belonging of the crew (a gold chain) were stolen. Notably, the three incidents on board barges towed by tug boats in the eastbound lane reported losses of items (scrap metal, twist locks and ropes).
- f. **Time of incident.** Of the 15 incidents in the **westbound lane of the TSS**, eight incidents occurred during hours of darkness (between 1900 hrs and 0530 hrs) and seven occurred during daylight hours (between 0700 hrs and 1700 hrs). Fourteen of the 16 incidents in the **eastbound lane of the TSS** occurred during hours of darkness (between 2300 hrs and 0532 hrs).

RECOMMENDATIONS

The ReCAAP ISC is concerned with the increase of incidents in the Singapore Strait and has issued one Special Report⁵ and six Incident Alerts in 2019. The Special Report and Incident Alerts provided insights of the incidents in the Singapore Strait and updated the modus operandi of the perpetrators to the shipping industry, ships and littoral States.

The ReCAAP ISC advises the shipping industry and ships to exercise enhanced vigilance, look out for suspicious small boats, adopt extra precautionary measures and report all incidents to the nearest coastal State immediately.

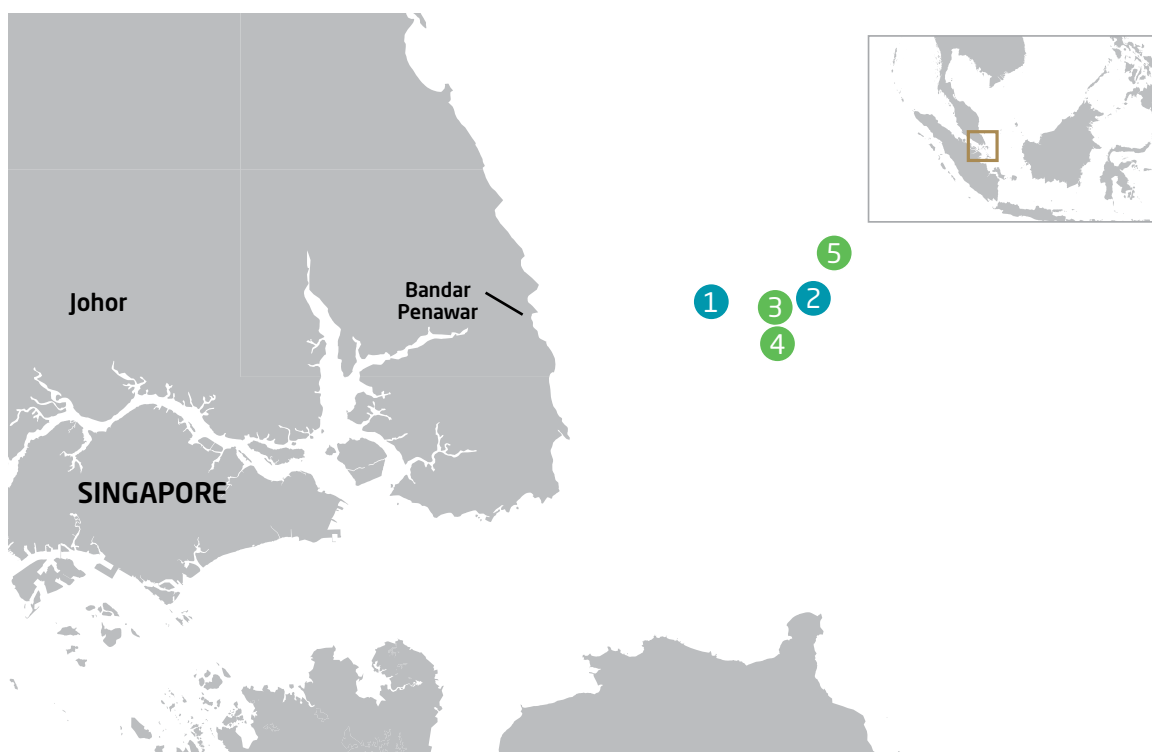
The ReCAAP ISC recommends that law enforcement agencies of the littoral States to enhance surveillance, increase patrols and respond promptly to report of incidents. The littoral States are also encouraged to strengthen joint coordinated patrols, share information on the movement of suspicious boats and the criminal groups involved in order to arrest and prosecute the perpetrators.

⁵ The Special Report issued on 22 Aug 19 is on '*Incidents involving tug boats and barges in the Singapore Strait*'.

OFF BANDAR PENAWAR, JOHOR, MALAYSIA

In 2019, a total of five incidents of armed robbery against ships were reported off Bandar Penawar, Johor, Malaysia. Of the five incidents, two were CAT 3 incidents and three were CAT 4 incidents. The five incidents occurred between May and September 2019. The map below shows the approximate location of the incidents.

It is noted that all the five ships anchored outside of the anchorage areas designated by the littoral States.



Map 5 -Location of incidents off Bandar Penawar, Johor, Malaysia (2019)

● CAT 3 ● CAT 4

- | | | |
|---|--|--|
| <p>① Safesea Neha II Bulk carrier 31 May 19 2330 hrs</p> | <p>② Eagle Tanker 26 Aug 19 0445 hrs</p> | <p>③ British Contributor LNG Tanker 8 Sep 19 1708 hrs</p> |
| <p>④ Front Leopard Tanker 26 Sep 19 0415 hrs</p> | <p>⑤ TSL Rosemary Bulk carrier 26 Sep 19 0600 hrs</p> | |

MODUS OPERANDI OF THE PERPETRATORS IN INCIDENTS INVOLVING SHIPS ANCHORED OFF BANDAR PENAWAR, JOHOR, MALAYSIA IN 2019

The modus operandi of the five incidents off Bandar Penawar, Johor, Malaysia are summarised in table below:

| Factors | Off Bandar Penawar, Johor, Malaysia (5 incidents) |
|----------------------------|---|
| Type of ships | <ul style="list-style-type: none"> • Tankers (3 incidents) • Bulk carriers (2 incidents) |
| No. of perpetrators | <ul style="list-style-type: none"> • 4 men (1 incident) • 3 men (2 incidents) • 2 men (1 incident) • Not stated (1 incident) |
| Weapons carried | <ul style="list-style-type: none"> • Knives/machetes/others (2 incidents) • Not armed (1 incident) • Not stated (2 incidents) |
| Treatment of crew | <ul style="list-style-type: none"> • No injuries (5 incidents) |
| Items stolen | <ul style="list-style-type: none"> • Life raft, fire hoses, nozzles, couplings (2 incidents) • Mooring rope (1 incident) • Ship's equipment (1 incident) • Nothing stolen (1 incident) |
| Time of incident | <ul style="list-style-type: none"> • Hours of darkness (3 incidents) • Daylight hours (2 incidents) |

The observations are as follows:

- a. **Type of ships.** Of the five incidents, three occurred on board tankers and two occurred on board bulk carriers. There is no evidence to suggest that a specific type of ship was targeted by the perpetrators.
- b. **Number of perpetrators.** Four of the five incidents reported that the perpetrators were in groups of 2-4 men.
- c. **Type of weapons carried.** Of the five incidents, two reported that the perpetrators were armed with knives, one reported that the perpetrators were not armed and two had no information if the perpetrators carried weapons.
- d. **Treatment of crew.** All five incidents reported that the crew was not injured.
- e. **Items stolen.** Four of the five incidents reported losses of ship property and equipment. Among the four incidents, two incidents reported loss of life raft, fire hoses, nozzles and couplings.
- f. **Time of incident.** Three of the five incidents occurred during hours of darkness (between 2330 hrs and 0445 hrs) and two incidents occurred during daylight hours (between 0600 hrs and 1708 hrs).

RECOMMENDATIONS

On 26 Nov 19, the Tanjung Sedili Zone of the Malaysia Maritime Enforcement Agency (MMEA) detained a Singapore-registered container ship anchored at about 11.5 nm east of Tanjung Penawar without permission from the authority⁶. The MMEA advises ships to anchor at the designated port areas. The ReCAAP ISC and the littoral States urge ship operators and masters to anchor their ships at anchorage areas designated by the respective littoral States for better surveillance and patrol by law enforcement agencies.

Ship masters are advised to comply with the regulations and circulars issued by littoral States and to assume their shared responsibility for safety.

When at anchor/berth, all ships are to exercise enhanced vigilance, look out for suspicious small boats, adopt extra precautionary measures and report all incidents to the nearest coastal State immediately.

6 Reported by the Star at <https://www.tjestar.com.my/news/nation/2019/11/26/mmea-seize-s039porean-container-shio-detain-22-crew-off-joohr039s-tanjung-oenawar>.



04

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

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

INSIGHTS OF INCIDENTS BY LOCATIONS USING DATA ANALYTICS

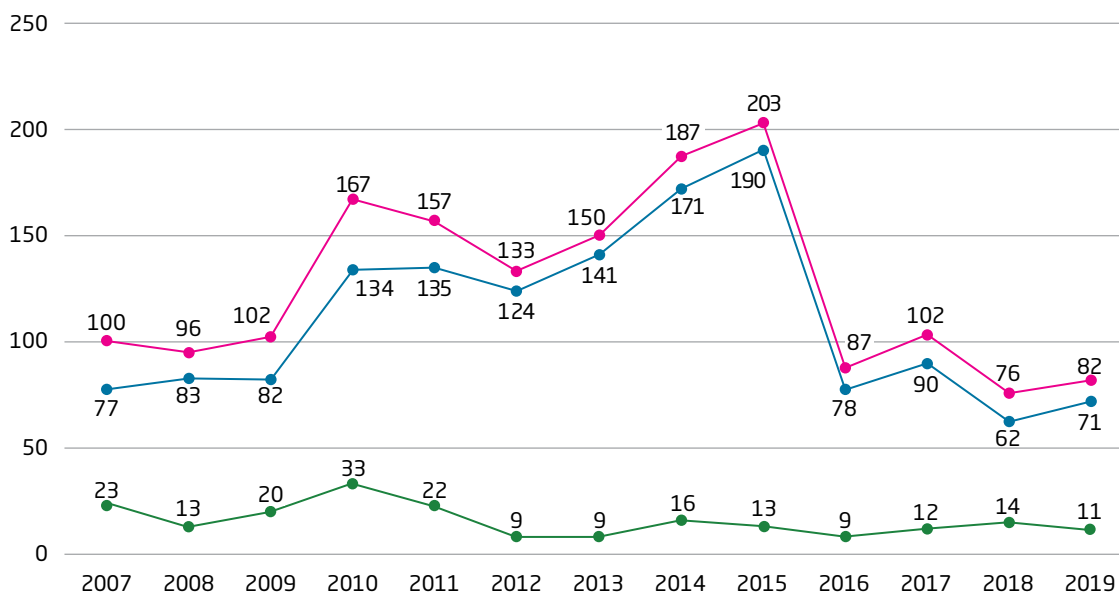
In 2018, ReCAAP ISC started to use the tools of Data Analytics to provide deep analysis of incidents based on data the Centre has accumulated since 2007.

This section provides insight into the incidents reported in the whole of Asia, Straits of Malacca and Singapore (SOMS), India and the Philippines for the past 13 years of 2007-2019. 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.

I. ASIA

NUMBER OF INCIDENTS

During the 13-year period of 2007-2019, a total of 1642 incidents were reported to the ReCAAP ISC. During this period, the number of incidents fluctuated over the years, with the highest number of incidents in 2015 (203 incidents) and the lowest in 2018 (76 incidents).



Graph 2 - Number of incidents (2007-2019)

■ Total ■ Actual ■ Attempted

INSIGHT FROM DATA ANALYTICS

A total of 82 incidents were reported in Asia in 2019. The type of incidents reported in 2019 were consistent with the past trend observed during the past 12 years of 2007-2018 in terms of the number of perpetrators (**1-6 perpetrators**), type of weapons carried by perpetrators (**no information available**), treatment of crew (**no injuries**), type of losses (**ship stores**), type of ships boarded (**tankers, bulk carriers and tug boats/supply vessels**), and time of incidents (**hours of darkness**).

DETAILS OF ANALYSIS

Number of perpetrators. Of the 82 incidents reported in 2019, 30 incidents (37%) involved groups of **1-3 men**, 25 incidents (30%) involved groups of **4-6 men**, six incidents (7%) involved 7-9 men, five incidents (6%) involved more than 9 men and 16 incidents (20%) had no information. Majority of the incidents in 2019 involved groups of 1-6 men (67%). This is consistent with the past trend observed during 2007-2018, where most incidents (58%) involved groups of 1-6 men.

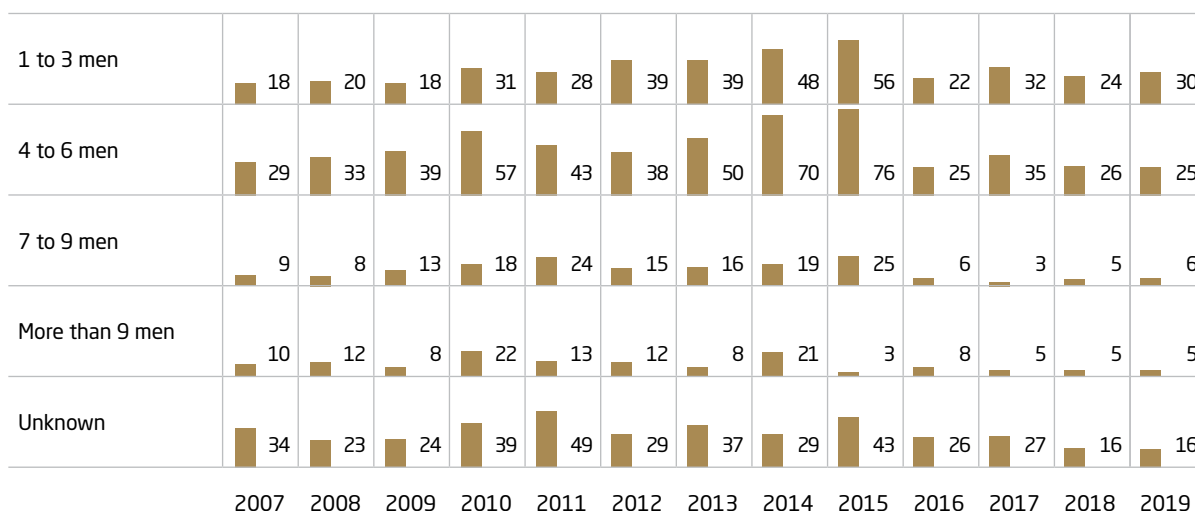


Chart 6 - Number of perpetrators - Asia (2007-2019)

Type of weapons. In 2019, 49 of 82 incidents (60%) had **no information** if the perpetrators were armed. Another 23% reported that the perpetrators were armed with knives, machetes or other weapons such as iron hooks, steel bars and hammer. This is consistent with past 12-year trend that majority (46%) of the incidents had no information if the perpetrators were armed; and if they were armed, the perpetrators usually carried knives and other weapons (34%).

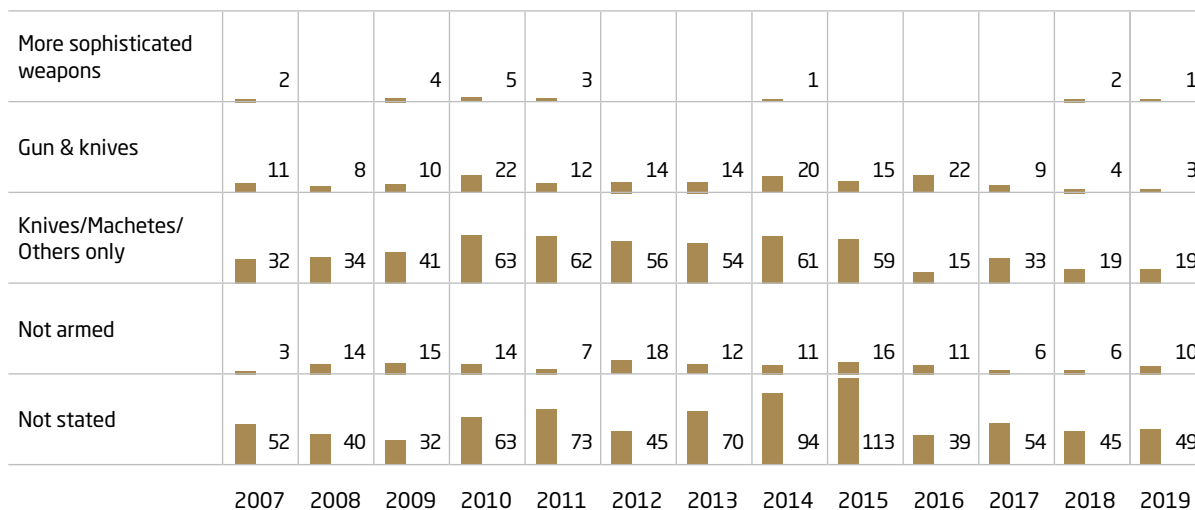


Chart 7 - Type of weapons - Asia (2007-2019)

Treatment of crew. Majority of the incidents (68%) in 2019 reported that the crew **did not suffer** from any injuries which is consistent with the past 12-year trend (77%).

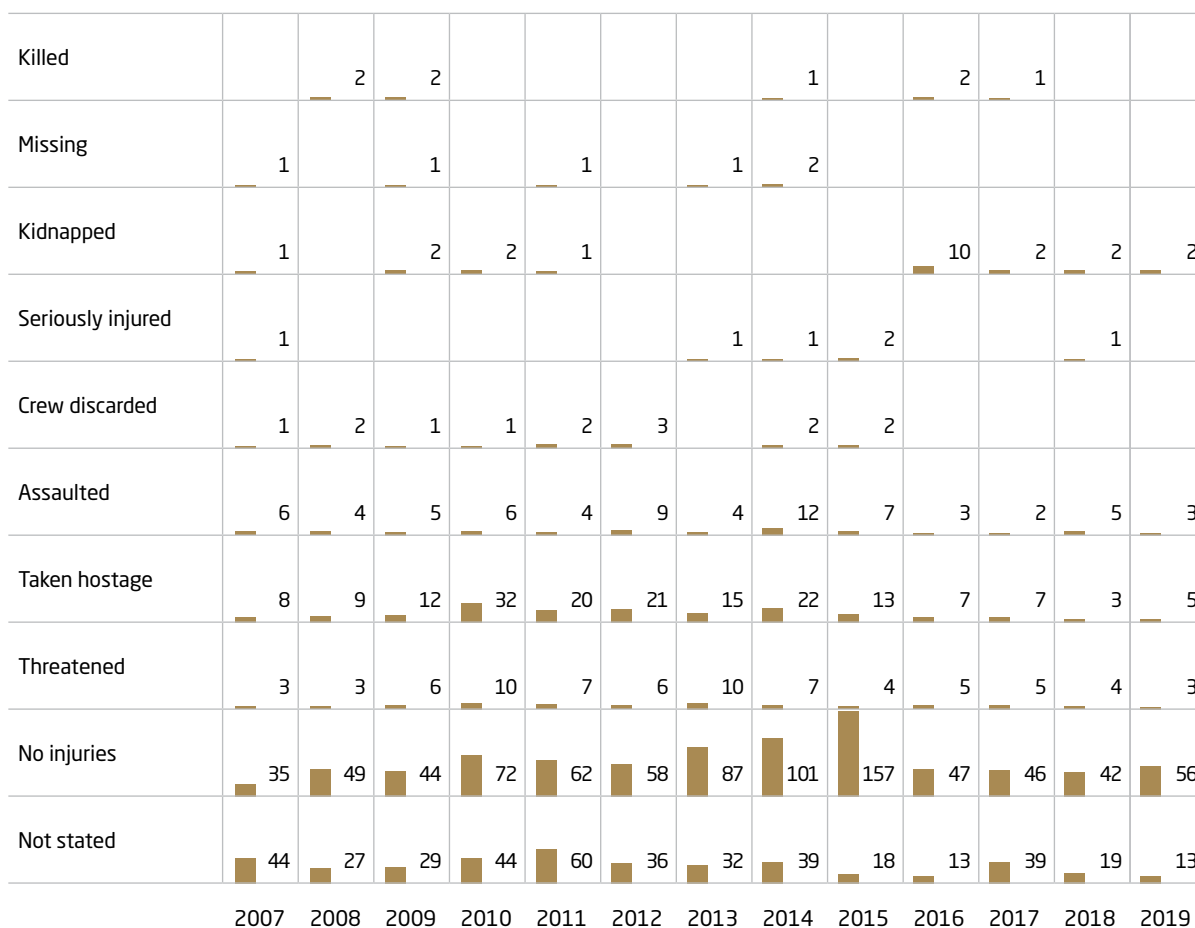


Chart 8 - Treatment of crew - Asia (2007-2019)

Type of losses. Most of the incidents (42%) in 2019 reported loss of **stores and unsecured items** from ships which is consistent with the past 12-year trend (38%).

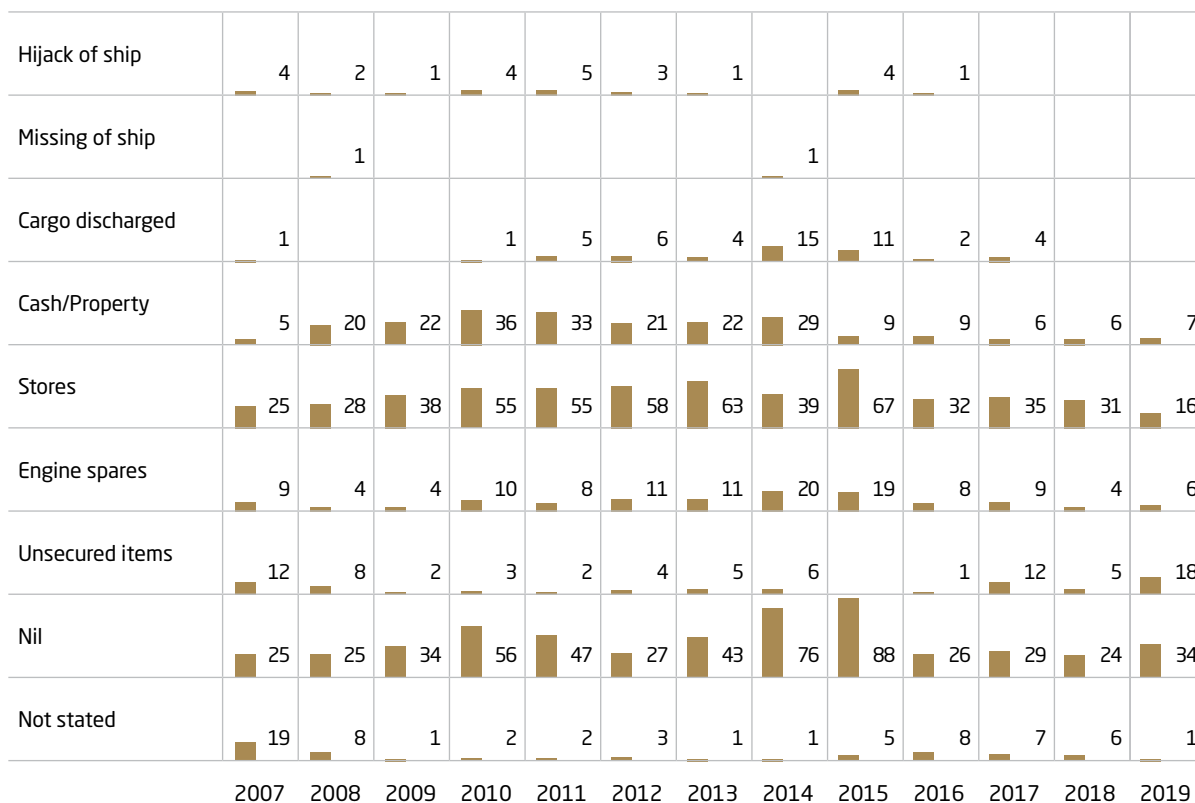


Chart 9 - Type of losses - Asia (2007-2019)

Type of ships. In 2019, most of the incidents (88%) occurred on board either **tankers** (32%) or **bulk carriers** (29%) or **tug boats/supply vessels** (27%). This is consistent with the past 12-year trend of incidents (77%).

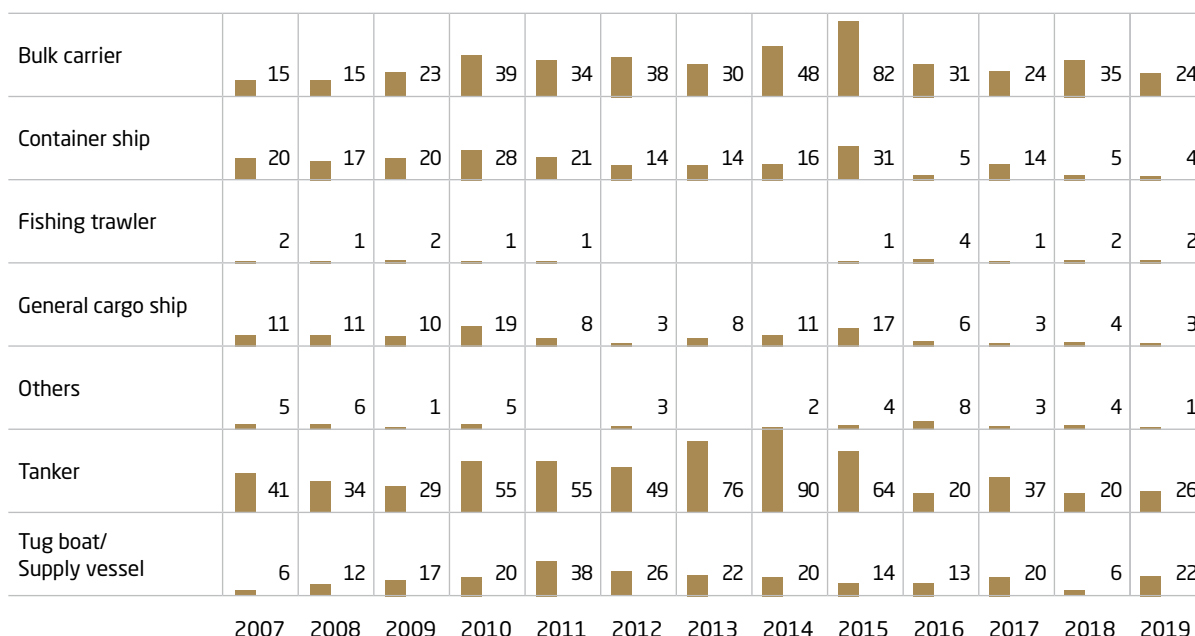


Chart 10 - Type of ships boarded - Asia (2007-2019)

Time of incidents. In 2019, majority of the incidents (52%) occurred between 0000 hrs and 0559 hrs, which is consistent with the past 12-year (60%).

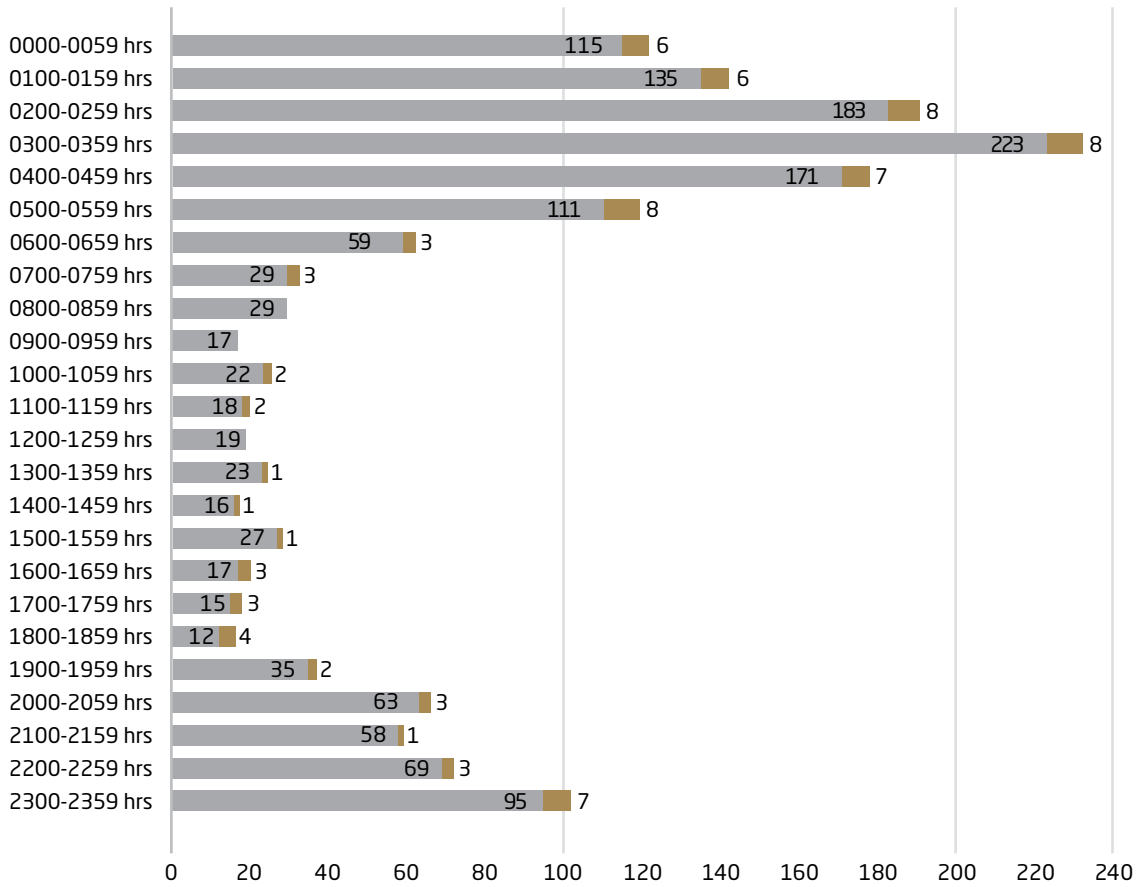


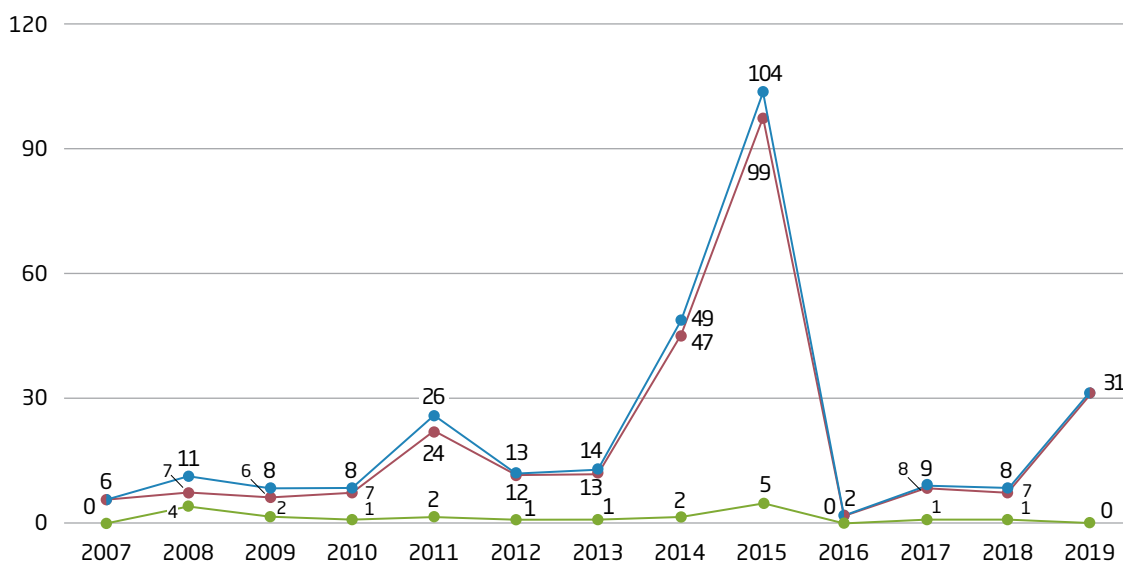
Chart 11 - Time of incidents - Asia (2007-2019)

2017-2018 2019

II. STRAITS OF MALACCA AND SINGAPORE (SOMS)

NUMBER OF INCIDENTS

A total of 31 incidents (29 actual incidents and two attempted incidents) were reported in the Singapore Strait in 2019. There was no report of incident in the Malacca Strait. During 2007-2019, the highest number of incidents occurred in 2015 (104 incidents) and the lowest number of incidents occurred in 2016 (two incidents) in SOMS.



Graph 3 - Number of incidents in SOMS (2007-2019)

■ Total ■ Singapore Strait ■ Malacca Strait

INSIGHT FROM DATA ANALYTICS

Incidents reported in 2019 in SOMS were consistent with past trend observed during 2007-2018 in terms of the number of perpetrators (**4-6 perpetrators**), type of weapons carried by perpetrators (**no information available**), treatment of crew (**no injuries**), type of ships (**tug boats/supply vessels**) and time of incidents (**hours of darkness**). However, there is a deviation on the type of losses in 2019 from past 12-year trend of 2007-2018.

DETAILS OF ANALYSIS

Number of perpetrators. Of the 31 incidents reported in 2019, majority of the incidents involved groups of **4-6 perpetrators** (45%). This is consistent with the past 12-year trend of incidents involving 4-6 perpetrators (44%).

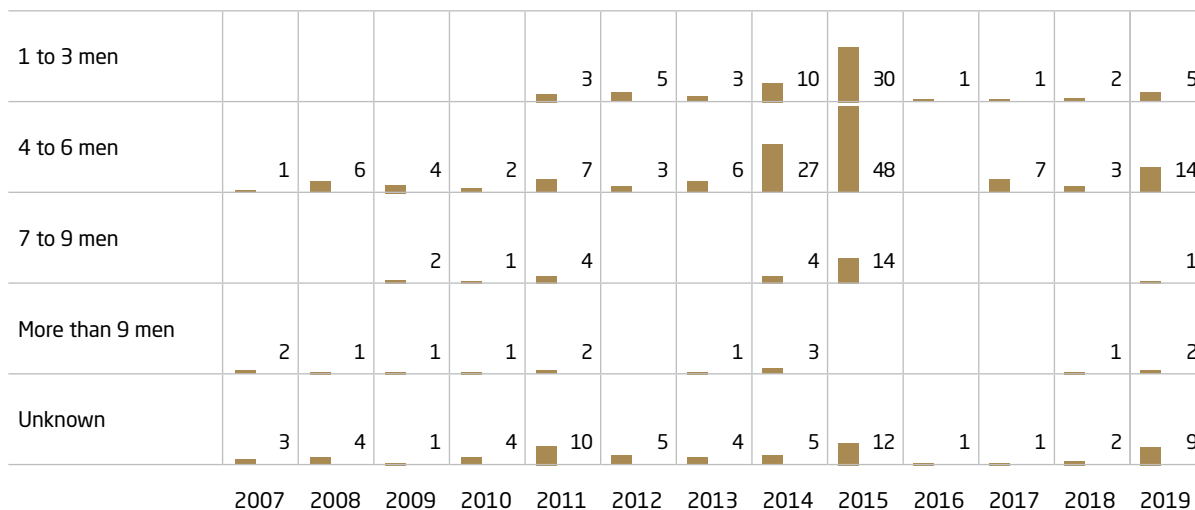


Chart 12 - Number of perpetrators - SOMS (2007-2019)

Type of weapons. Close to two-thirds (65%) of the 31 incidents reported in 2019 had **no information if the perpetrators were armed**. This is consistent with the past 12-year trend of incidents that had no information if the perpetrators were armed (59%).

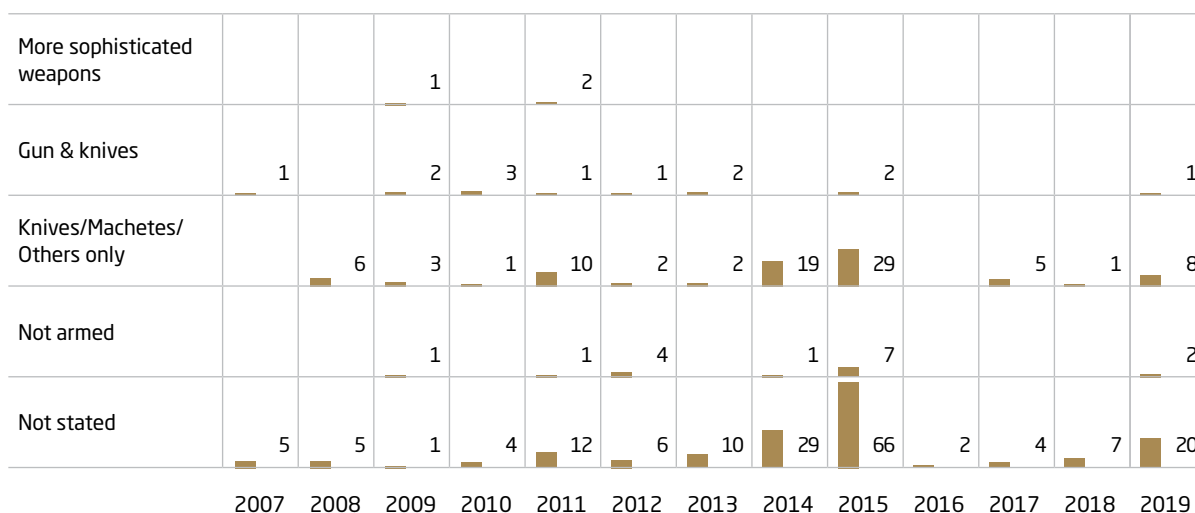


Chart 13 - Type of weapons - SOMS (2007-2019)

Treatment of crew. Of the 31 incidents reported in 2019, 23 (74%) reported that the crew **did not suffer any injuries**. This is consistent with the past 12-year trend that the crew did not suffer any injuries (78%).

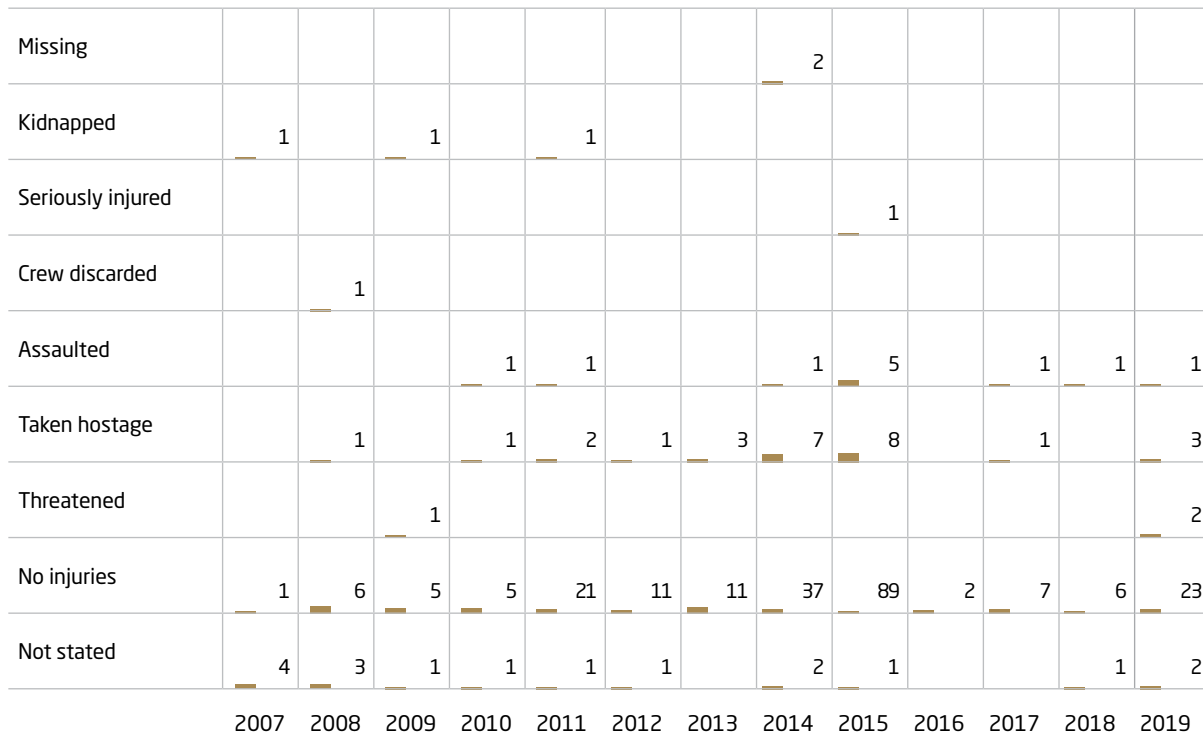


Chart 14 - Treatment of crew - SOMS (2007-2019)

Type of losses. In 2019, 13 of the 31 incidents (42%) reported the losses of unsecured items such as scrap metal from barges towed by tug boats; and 14 incidents (45%) reported that nothing was stolen. There is a deviation from the past 12-year trend where 52% of incidents reported that nothing was stolen or there was no information on items stolen.

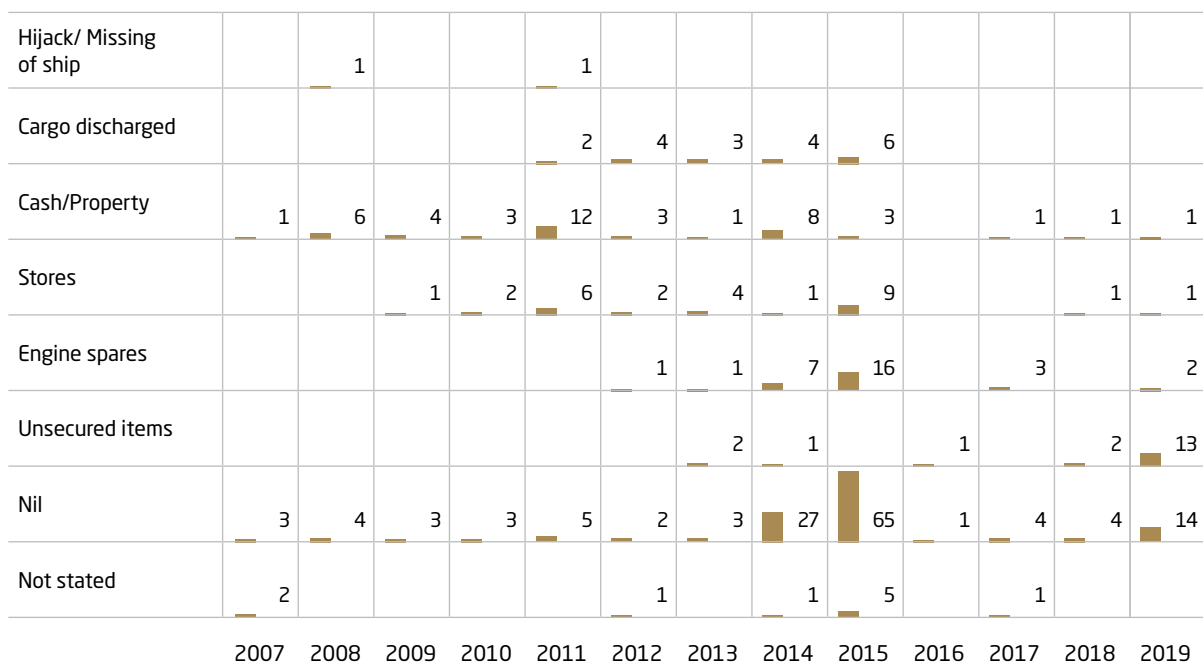


Chart 15 - Type of losses - SOMS (2007-2019)

Type of ships. Majority of the incidents (55%) reported in 2019 occurred on board **barques towed by tug boats**. Another eight incidents (26%) occurred on board bulk carriers and six incidents (19%) occurred on board tankers. This is similar to past 12-year trend where most of the incidents (34%) occurred on tug boats/supply vessels.

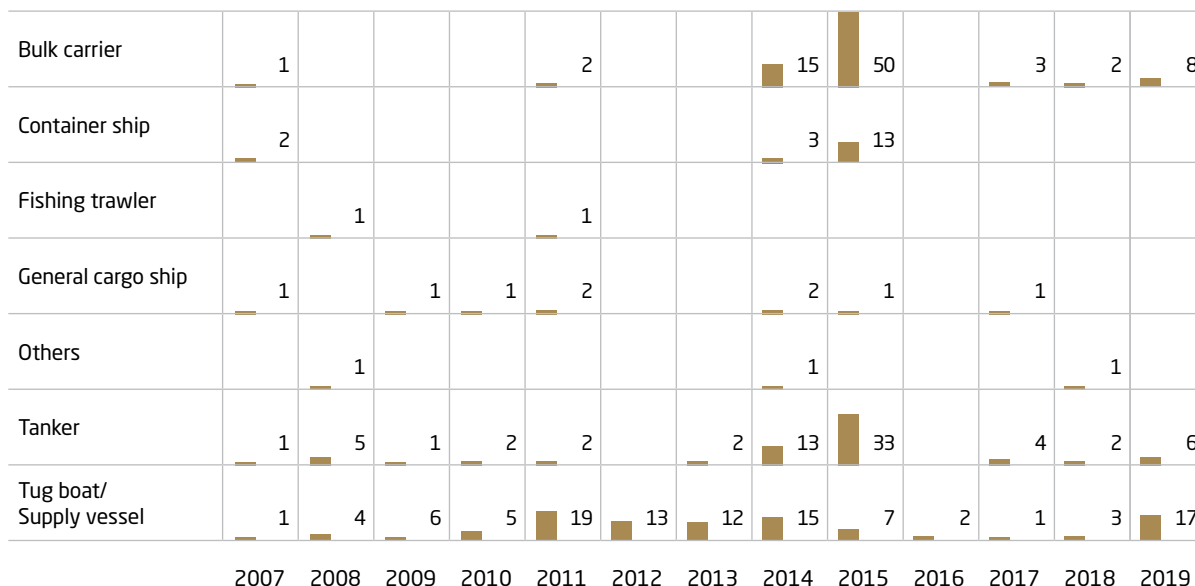
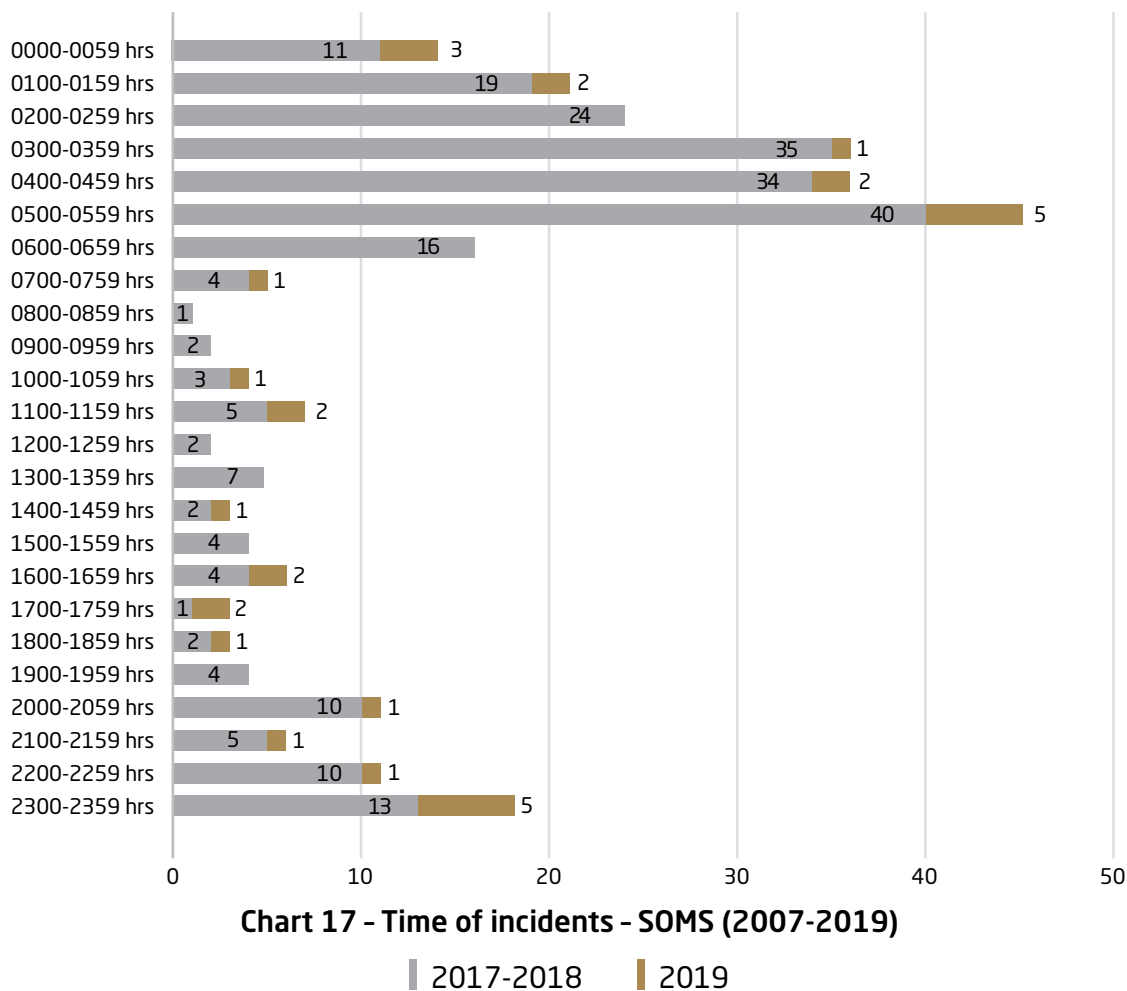


Chart 16 - Type of ships boarded - SOMS (2007-2019)

Time of incidents. Majority of the incidents (71%) reported in 2019 occurred during **hours of darkness** (between 1800 hrs and 0559 hrs). This is consistent with past 12-year trend observed during 2007-2018, where the majority of the incidents (80%) occurred during hours of darkness. In 2019, 18 of the 31 incidents (58%) occurred during **2300-0559 hrs**. This is consistent with the past 12-year trend with 176 incidents (68%) occurred within this time period.



Prohibited Anchoring Outside Designated Anchorages

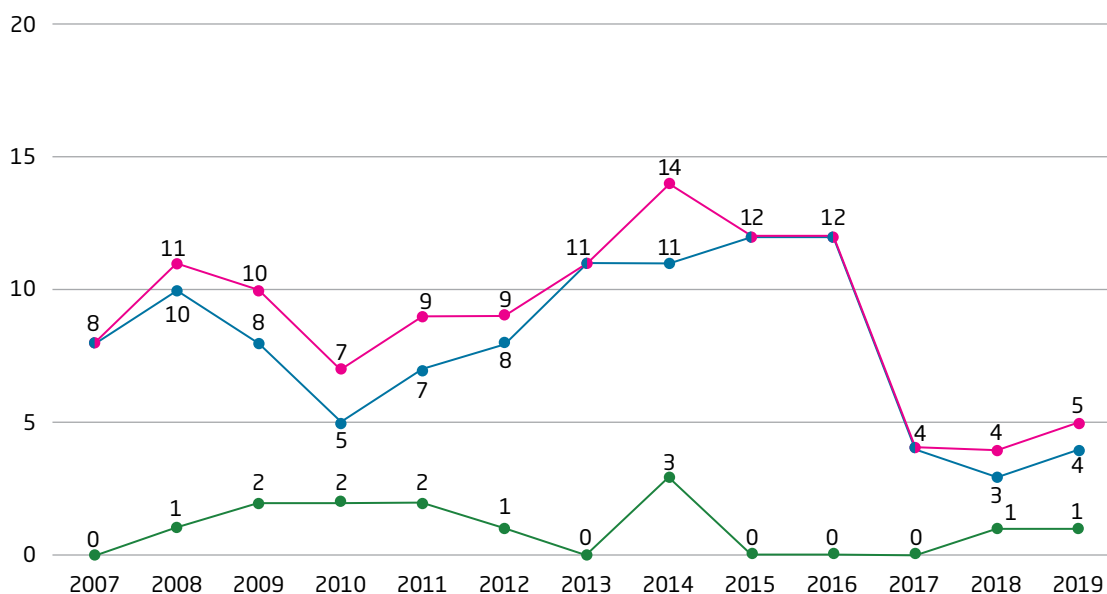
40

The Maritime and Port Authority of Singapore (MPA) [ReCAAP Focal Point] published the Port Marine Circular No. 8 dated 8 Apr 2019 which reminds ship masters, owners and agents of vessels operating in Singapore port waters that anchoring in all areas outside the designated anchorages is strictly prohibited. Offenders whose vessels are anchored outside the designated anchorages may, upon conviction, be liable for fines of up to S\$20,000 and S\$2,000 for every day or part of a day that the offence continues after conviction.

III. INDIA

NUMBER OF INCIDENTS

A total of five incidents (four actual incidents and one attempted incident) were reported in India in 2019. During 2007-2019, the highest number of incidents occurred in 2014 (14 incidents) and the lowest number of incidents occurred in 2017 and 2018 (four incidents each). Of the 116 incidents reported in India during 2007-2019, 38 (33%) occurred at Kandla port.



Graph 4 - Number of Incidents in India (2007-2019)

█ Total █ Actual █ Attempted

INSIGHT FROM DATA ANALYTICS

Incidents reported in 2019 in India were consistent with past trend observed during 2007-2018 in terms of the number of perpetrators (**1-6 perpetrators**), type of weapons carried by perpetrators (**no information available**), treatment of crew (**no injuries**), type of losses (**stores**) and type of ships (**tankers**). However, there is a deviation from past trend on the time of incidents.

DETAILS OF ANALYSIS

Number of perpetrators. Of the five incidents reported in 2019, one incident involved 3 perpetrators (20%), two (40%) involved **4-6 perpetrators**, one (20%) involved 7 perpetrators and one (20%) involved 11 perpetrators. This is fairly consistent with past 12-year trend where more than half of the incidents (56%) involved perpetrators in groups of 1-6 perpetrators.

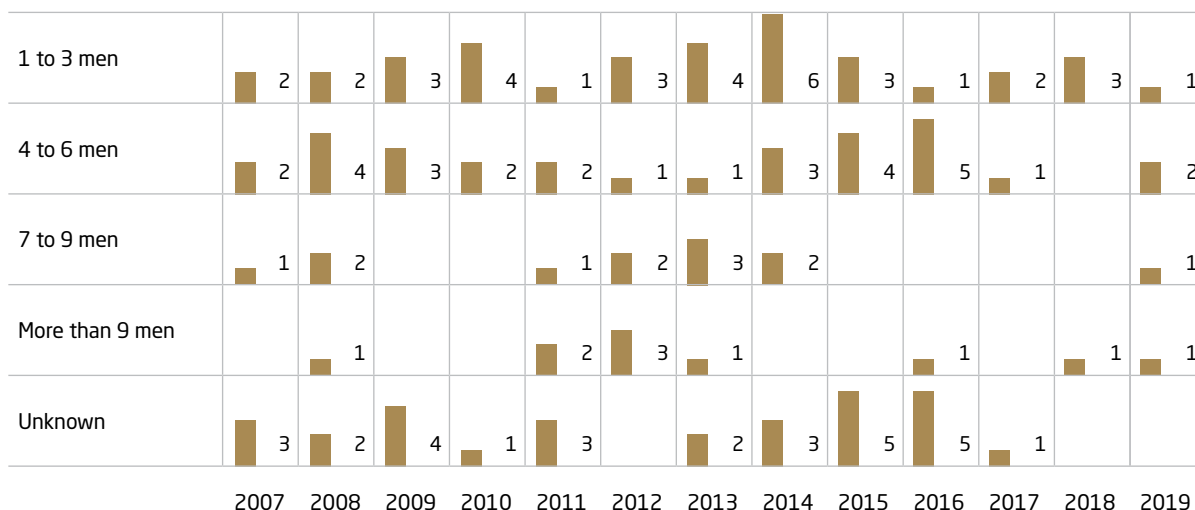


Chart 18 - Number of perpetrators - India (2007-2019)

Type of weapons. Three of the five incidents (60%) in 2019 reported that the perpetrators were not armed and the other two incidents reported that there was no information available if the perpetrators were armed. This is consistent with the past 12-year trend where half of the incidents reported that there was no information available if the perpetrators were armed.

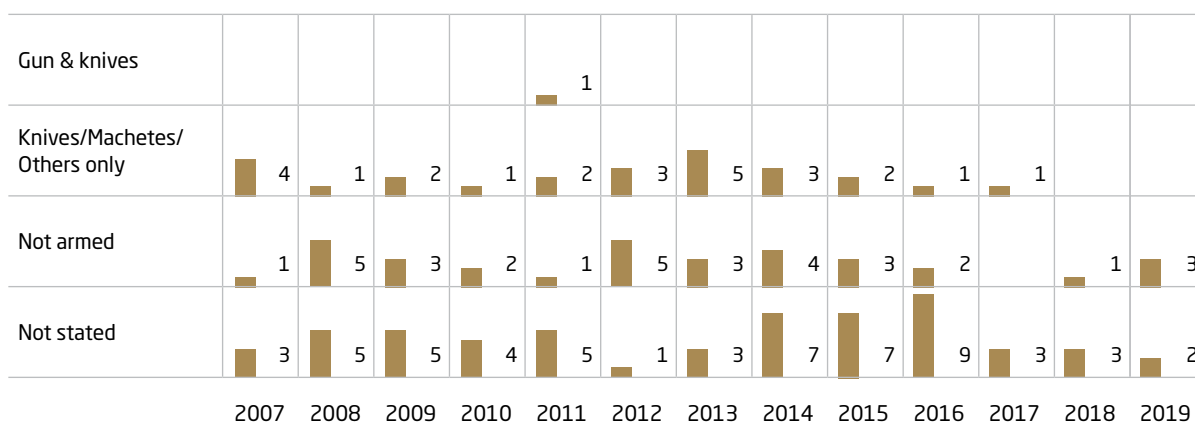


Chart 19 - Type of weapons - India (2007-2019)

Treatment of crew. The crew **did not suffer from any injuries** in four of the five incidents (80%) reported in 2019 and no information was available on the condition of the crew in the other incident. This is consistent with the past 12-year trend where more than two-thirds of the incidents (68%) reported that the crew did not suffer any injuries.

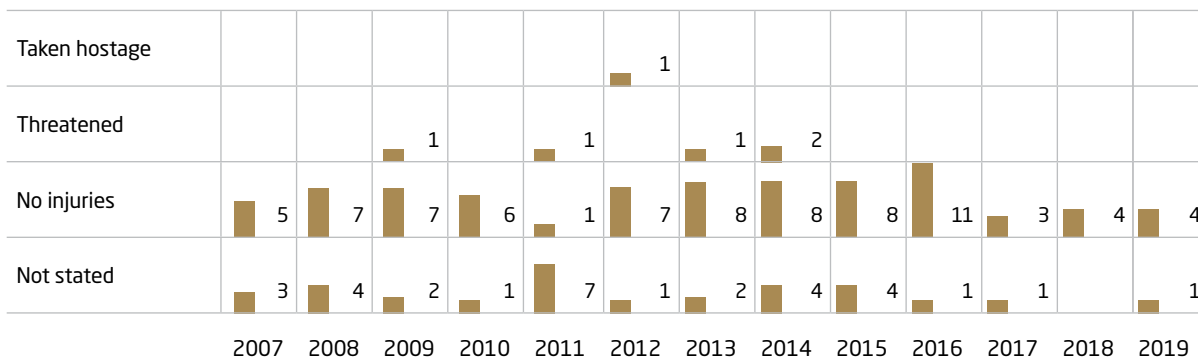


Chart 20 - Treatment of crew - India (2007-2019)

Type of losses. Three of the five incidents (60%) in 2019 reported that **stores** such as mooring ropes and cargo reducers were stolen by the perpetrators. The other two incidents reported that nothing was stolen. This is consistent with the past 12-year trend where majority of the incidents reported losses of stores (61%).

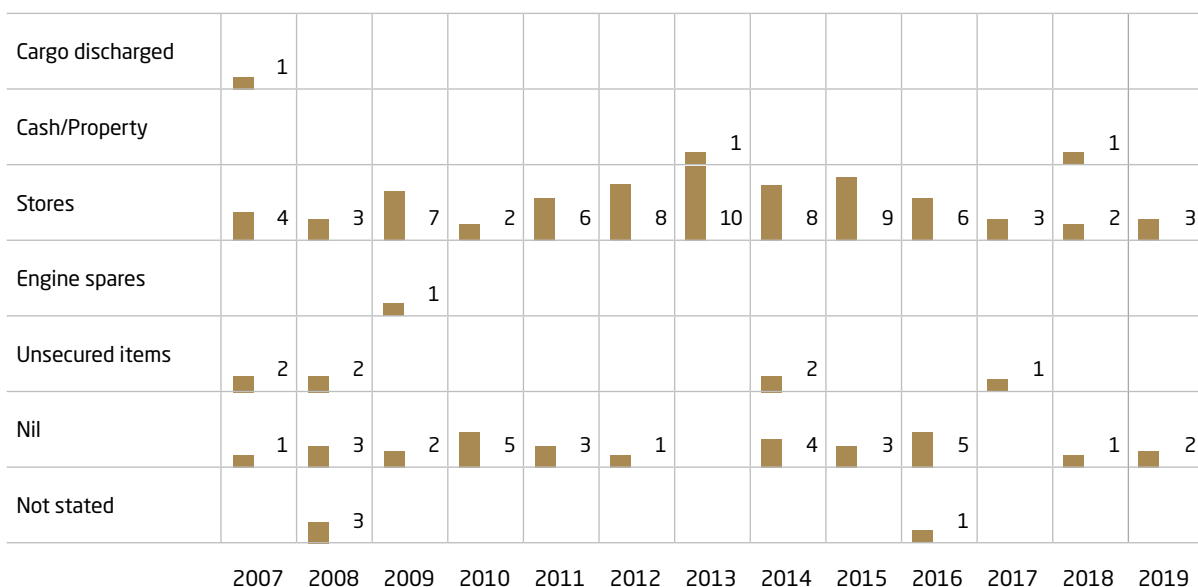


Chart 21 - Type of losses - India (2007-2019)

Type of ships. Three of the five incidents (60%) reported in 2019 occurred on board **tankers**, one incident on board a bulk carrier and one incident on board a supply vessel. This is consistent with the past 12-year trend where most of the incidents occurred on board tankers (59%).

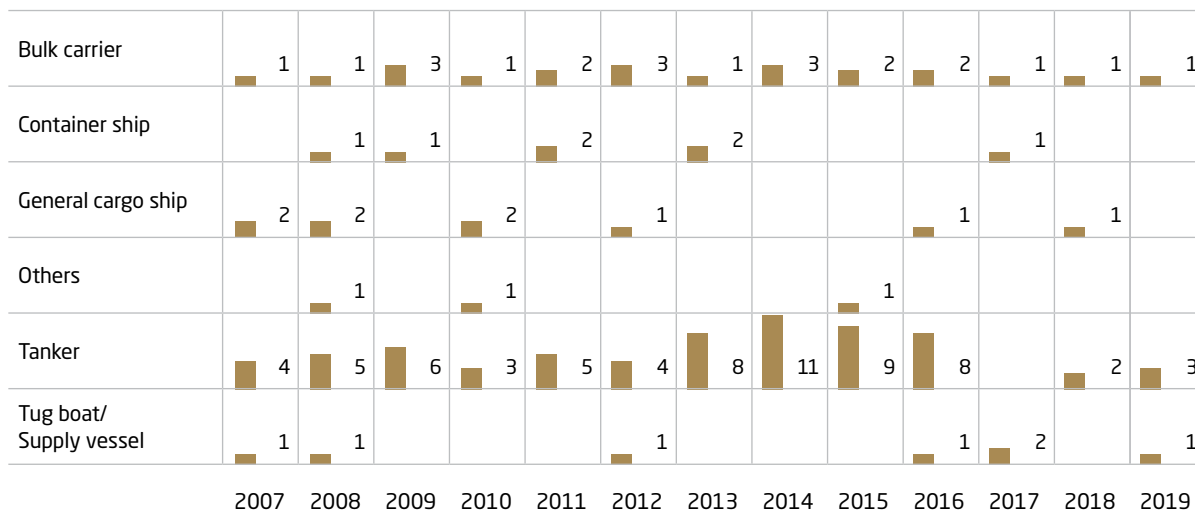


Chart 22 - Type of ships boarded - India (2007-2019)

Time of incidents. Three of the five incidents (60%) reported in 2019 occurred during daylight hours (**between 0600 hrs and 1659 hrs**) and the other two incidents occurred during hours of darkness (between 2200 hrs and 0159 hrs). There is a deviation from past 12-year trend where most of the incidents occurred during hours of darkness (between 1800 and 0559 hrs) (76%).

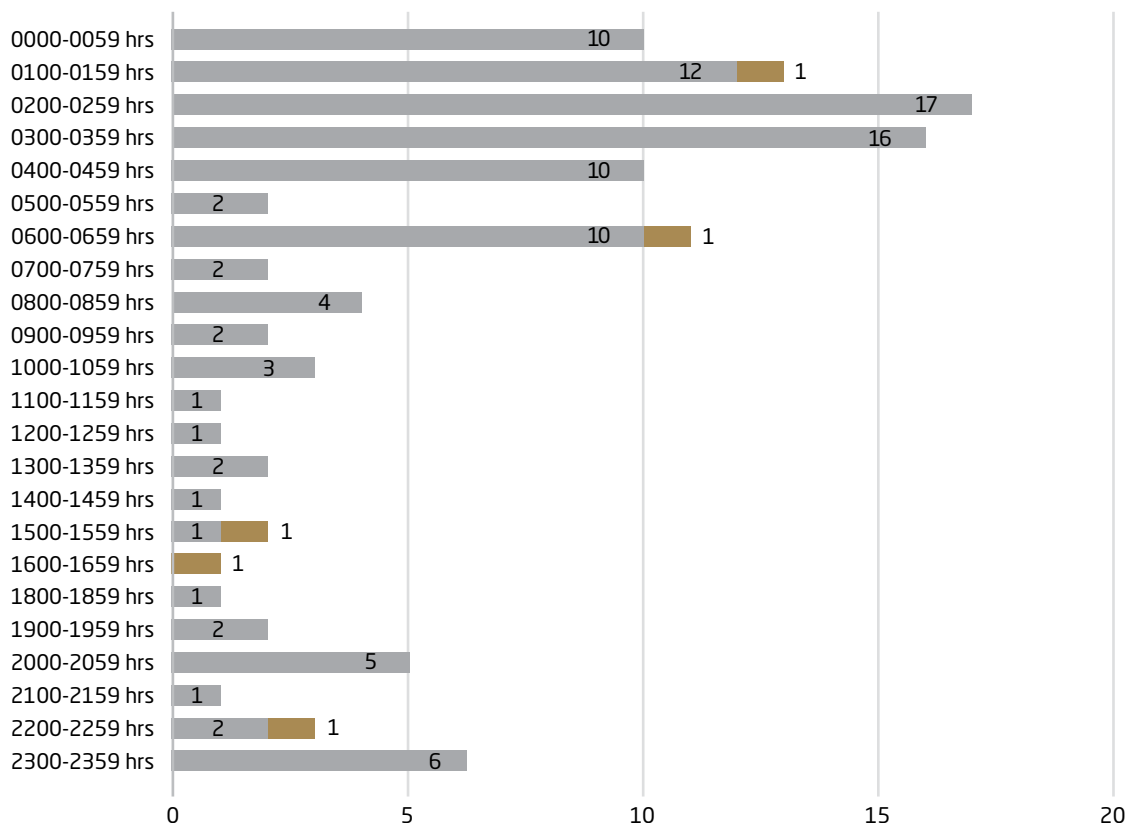


Chart 23 - Time of incidents - India (2007-2019)

■ 2017-2018 ■ 2019

Advisory to ships arriving at Deendayal port, Kandla

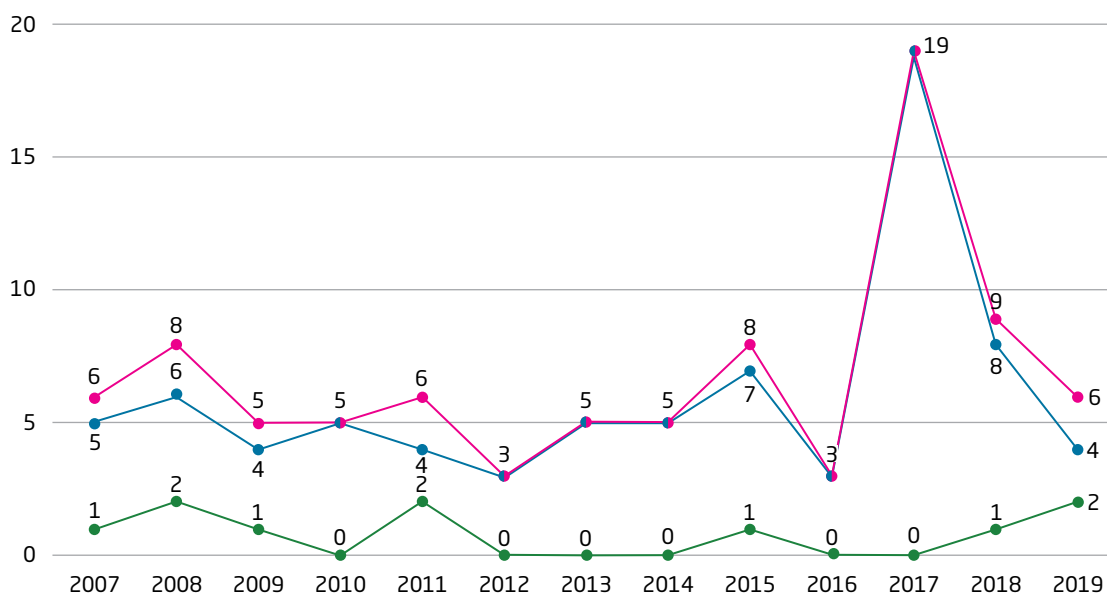
The advisory of the Indian Coast Guard (ICG) (ReCAAP Focal Point) to ships bound for Deendayal port, Kandla is as follows:

- Keep the vessel's surroundings well lit, keep flood lights on.
- Keep sharp look-outs for small fishing boats approaching close to the vessel.
- Keep the vessel's forward store room double and heavily locked. Also lock the anchor house properly.
- Keep brass articles, like fire nozzles or paint drums, etc., in safe secure place preferably in ship's main store.
- Deploy an extra deck hand for watchkeeping duties, and equipped with communication support.
- Maintain good radar watch for small fishing boats.
- If the perpetrators are already on board the vessel, the master is to gather a group of crew and chase the perpetrators away. The master can also use sirens, shine flood light on them if need, and if possible, take photos of the perpetrators and the boat used by them.
- Master and crew are to be vigilant and alert on both forward/mid ship/aft areas as perpetrators will try to distract the crew by attempting to board from aft, but suddenly they board from forward.
- If the perpetrators attempt to board the vessel or are found on board or have stolen something from the forward store, the master is to immediately inform Kandla Tower on Channel 08, and call on Channel 06 and 16 to alert all the ships in vicinity.
- Report all incidents to the port authorities and Indian Coast Guard (ICG).
- Report incident to VTS GOK to track the boats used by the perpetrators

IV. PHILIPPINES

NUMBER OF INCIDENTS (EXCLUDING THE ABDUCTION OF CREW IN THE SULU-CELEBES SEAS)

In 2019, a total of six incidents (four actual and two attempted) were reported in the Philippines. This is a **33% decrease** in the number of incidents in 2019 compared to 2018. During 2007-2019, the highest number of incidents occurred in 2017 (19 incidents) and the lowest number of incidents occurred in 2012 and 2016 (three incidents each).



Graph 5 - Number of Incidents in Philippines (2007-2019)

■ Total ■ Actual ■ Attempted

INSIGHT FROM DATA ANALYTICS

Incidents reported in 2019 in the Philippines were consistent with past 12-year trend observed during 2007-2018 in terms of the number of perpetrators (**1-3 perpetrators**), type of weapons carried by perpetrators (**no information available**), treatment of crew (**no information available**), type of losses (**stores**), type of ships (**tankers**) and time of incidents (**hours of darkness**).

DETAILS OF ANALYSIS

Number of perpetrators. Four of the six incidents (67%) reported in 2019 involved groups of **1-3 perpetrators** and two incidents (33%) had no information. This is consistent with the past 12-year trend where most of the incidents (33%) involved perpetrators in groups of 1-3 men.

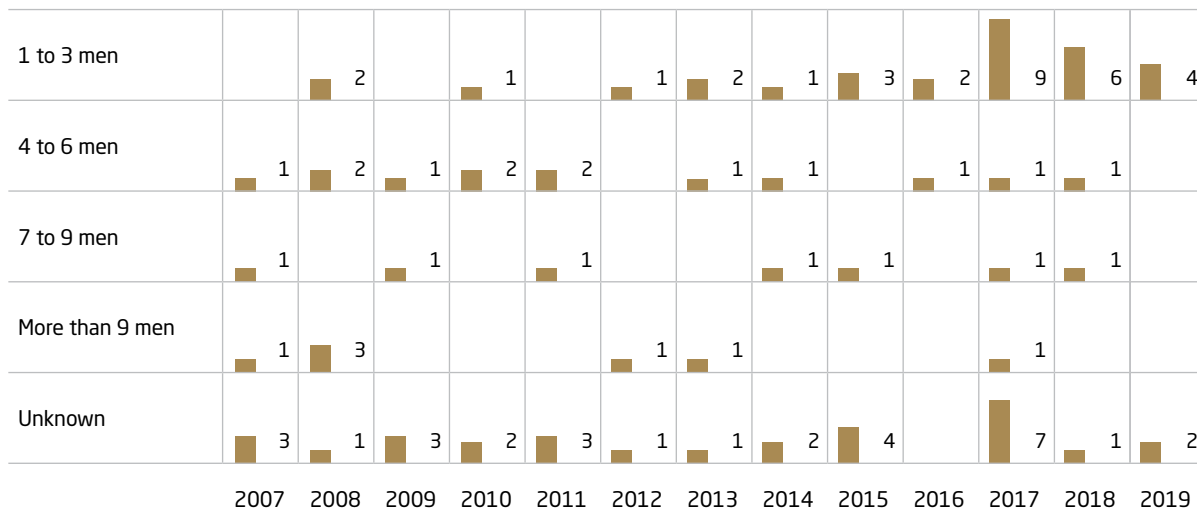


Chart 24 - Number of perpetrators - Philippines (2007-2019)

Type of weapons. All six incidents reported in 2019 had **no information if the perpetrators were armed**. This is consistent with the past 12-year trend where majority of the incidents (62%) had no information if the perpetrators were armed.

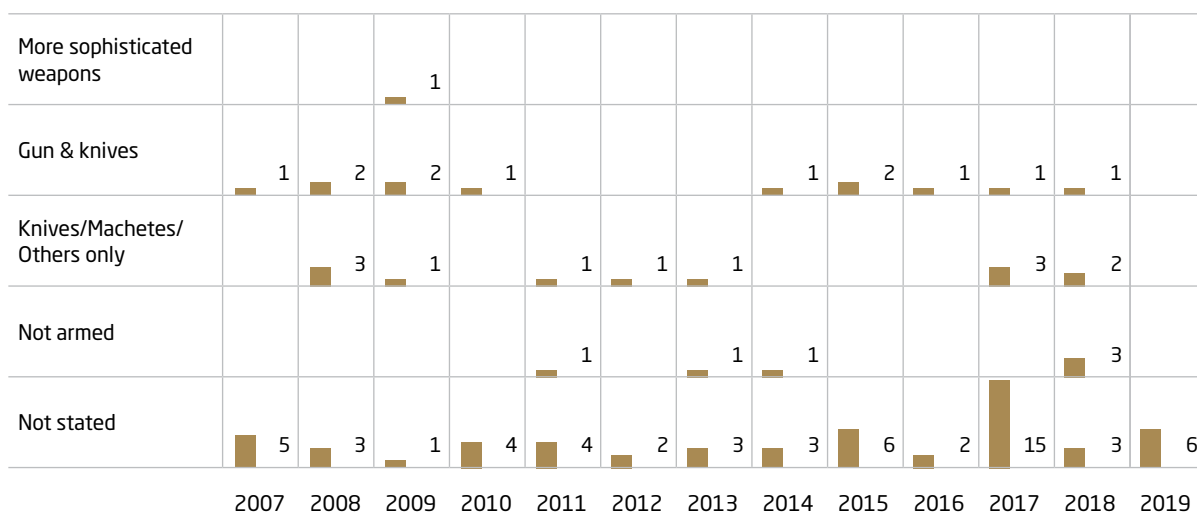


Chart 25 - Type of weapons - Philippines (2007-2019)

Treatment of crew. Four of the six incidents reported in 2019 had **no information available on the condition of the crew** and two incidents reported that the crew did not suffer any injuries. This is consistent with the past 12-year trend where majority of the incidents (89%) reported that the crew did not suffer any injuries or there was no information available on the condition of the crew.

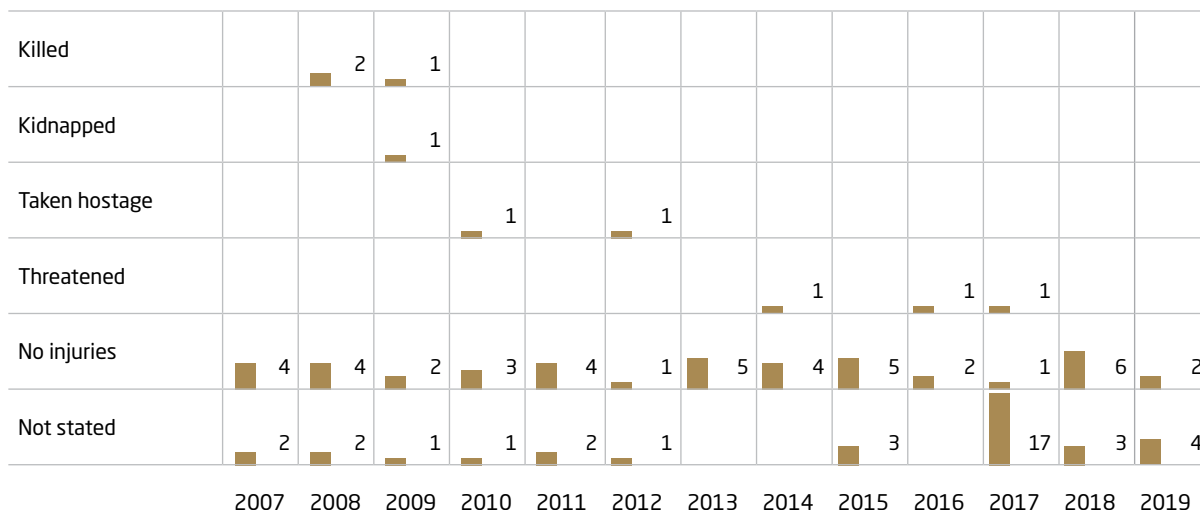


Chart 26 - Treatment of crew - Philippines (2007-2019)

Type of losses. Of the six incidents reported in 2019, two incidents reported the losses of cash/property, two reported the losses of ship stores such as fire nozzles, extension cables etc. and two reported that nothing was stolen. This is fairly consistent with the past 12-year trend where more than half of the incidents (55%) reported the losses of stores.

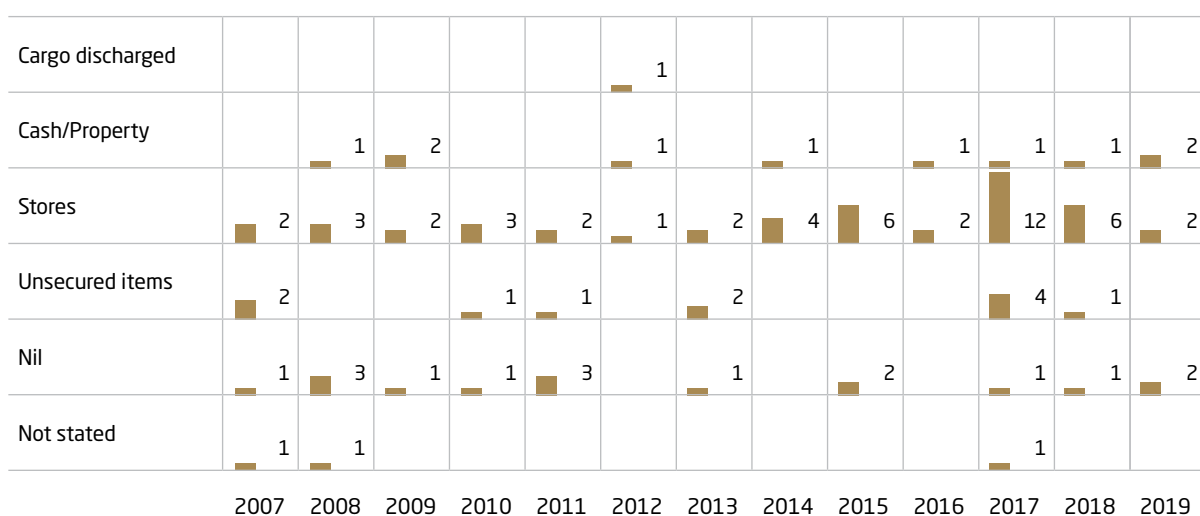


Chart 27 - Type of losses - Philippines (2007-2019)

Type of ships. In 2019, four incidents occurred on board **tankers** and two incidents occurred on board container ships. This is similar to past 12-year trend where majority of the incidents (70%) occurred on board tankers and container ships.

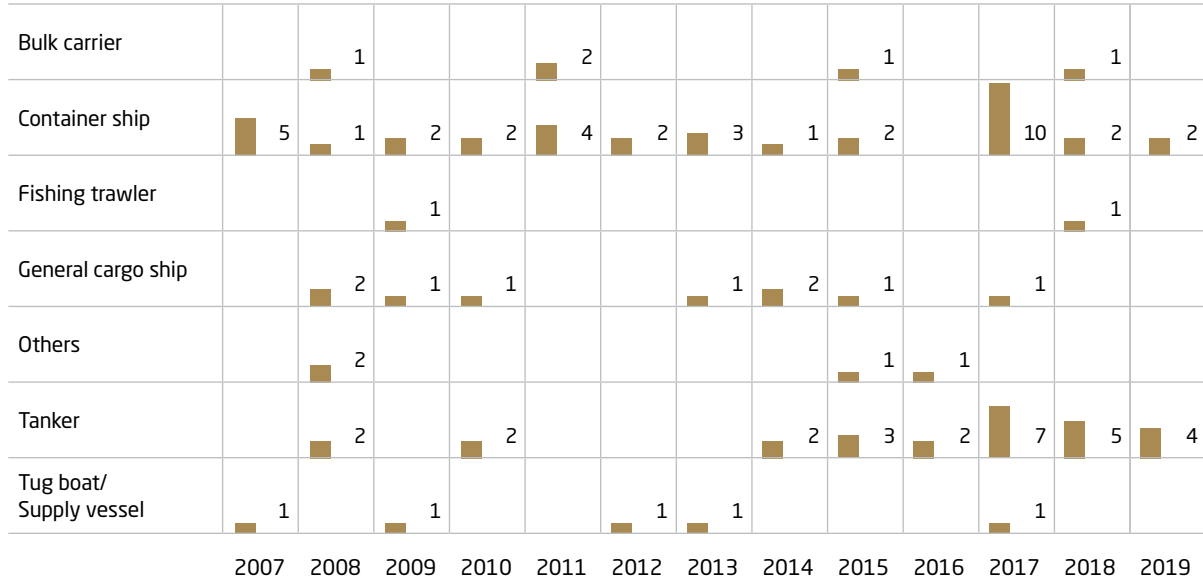


Chart 28 - Type of ships boarded - Philippines (2007-2019)

Time of incidents. All six incidents reported in 2019 occurred during **hours of darkness** (between 2000 hrs and 0559 hrs). This is consistent with past 12-year trend where majority of the incidents (72%) occurred **during 0000-0559 hrs**. In 2019, five incidents (83%) occurred within this time period; and this is similar to the past 12-year trend where 52% of incidents occurred within this time period.

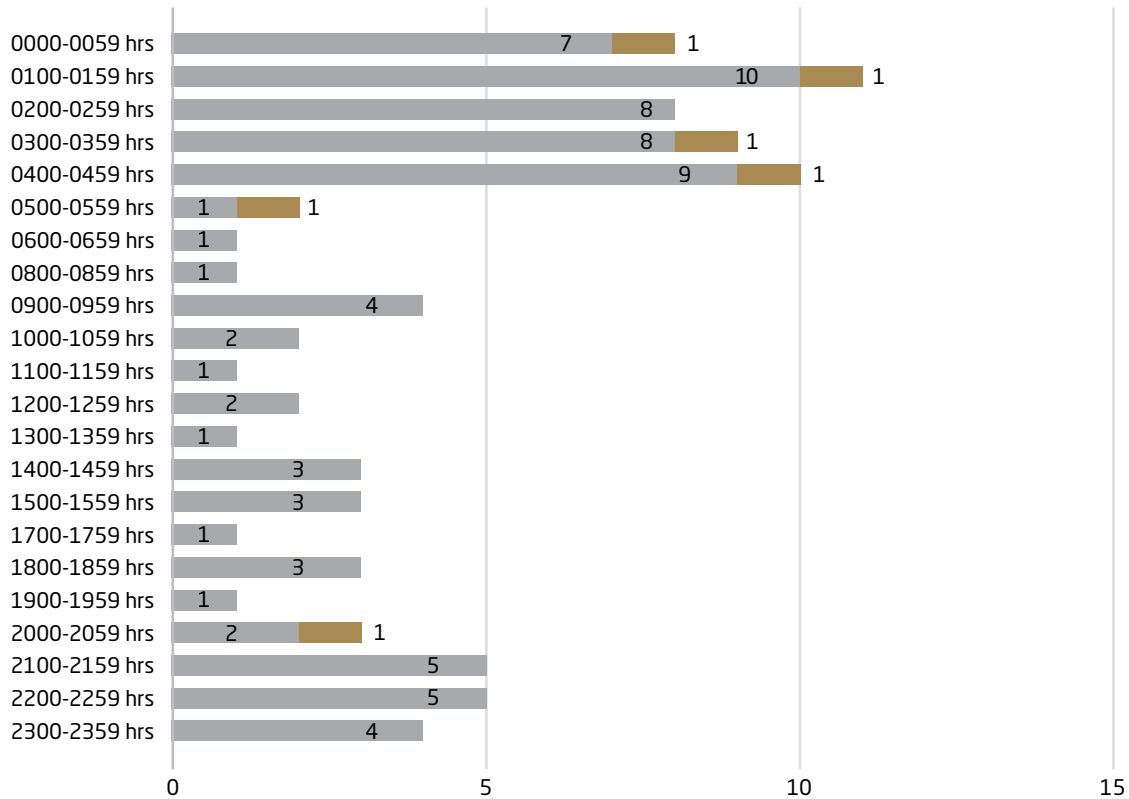


Chart 29 - Time of incidents - Philippines (2007-2019)

■ 2017-2018 ■ 2019



05

**ReCAAP ISC'S MAIN ACTIVITIES
(OCTOBER-DECEMBER 2019)**

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

ReCAAP ISC'S MAIN ACTIVITIES (OCTOBER-DECEMBER 2019)

CAPACITY BUILDING SENIOR OFFICERS' MEETING 2019, HANOI, VIETNAM (10-11 DECEMBER)

The ReCAAP ISC, together with the ReCAAP Focal Point (Vietnam), organised the Capacity Building Senior Officers' Meeting (CBSOM) 2019 during 10-11 December in Hanoi, Vietnam. 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. Besides the ReCAAP Focal Points, external participants including representatives of Vietnam Navy, Vinamarine, Malaysian Maritime Enforcement Agency (MMEA) and Indonesia (BAKAMLA) also attended the meeting. The participants of the meeting also discussed on the ways to encourage timely reporting of incident by victim ship to the nearest coastal State, and strengthen inter-agency communication for information sharing.



Participants of CBSOM

CLUSTER MEETING, MANILA, PHILIPPINES (18-19 DECEMBER)

The ReCAAP ISC, together with ReCAAP Focal Point (Philippines), organized the Cluster Meeting during 18-19 December in Manila, Philippines. The objective of the meeting was to share the latest situation of abduction of crew in the Sulu-Celebes Seas and to take stock of the efforts and progress made by the Philippine authorities to address the situation. The meeting involved representatives from Indonesia (BAKAMLA), the Focal Points of China, Philippines, Thailand and Vietnam, and members of the shipping industry of Philippines.



15TH HEADS OF ASIAN COAST GUARD AGENCIES MEETING (HACGAM), COLOMBO, SRI LANKA (8-10 OCTOBER)

The 15th HACGM - High-Level Meeting (HLM) was held on 8-10 October in Colombo, Sri Lanka. The HACGAM is a high-level meeting of Asian Coast Guards to promote safe, secure and cleaner seas in Asia and it has four pillars of cooperation namely: Search and Rescue, Environmental Protection, Preventing and Controlling Unlawful Acts at Sea, and Capacity Building. The meeting agreed to launch HACGAM website on a trial basis. The ED-ISC made a presentation on the latest situation of piracy and sea robbery in Asia at the meeting. On the sideline of HACGAM, ED-ISC held bilateral meetings with delegations from Australia Maritime Border Command, Indian Coast Guard, Japan Coast Guard, Sri Lanka Coast Guard, Sri Lanka Navy, Vietnam Coast Guard, BAKAMLA and MMEA.



ED-ISC presenting on the situation of piracy and armed robbery against ships in Asia

GALLE DIALOGUE, COLOMBO, SRI LANKA (21-22 OCTOBER)

The 10th Galle Dialogue International Maritime Conference 2019, organised by the Sri Lanka Navy, was held on 21-22 October in Colombo, Sri Lanka. DD-ISC attended the two-day conference with theme "*Refining Mindset to Address Transnational Maritime Threats: A Review of the Decade*". The conference is aimed at fostering regional maritime cooperation and formulating a global strategy to face common challenges. It was attended by representatives of 55 countries, 12 international agencies and three defence industries.

BORDER SECURITY WORKSHOP ON PIRACY, ARMED ROBBERY AND KIDNAP FOR RANSOM, SEMARANG, INDONESIA (4-8 NOVEMBER)

The Australia Border Force (ABF) - Maritime Border Command organised the 'Border Security Workshop on Piracy, Armed Robbery and Kidnap for Ransom' during 4-8 November at Jakarta Centre for Law Enforcement Cooperation (JCLEC), Semarang, Indonesia. It is part of the series of ABF workshop to build interagency cooperation, awareness of information sources, and gathering together practitioners of border security agencies within the region. A total of 24 personnel from the Malaysia Marine Police, MMEA, Indonesia Marine Police, BAKAMLA, Philippine Coast Guard and Philippine National Police participated in the workshop. Each of these agencies presented on how they shared information, provided response and the lessons learned. AD (Research)-ISC presented the activities of ISC, regional cooperation and the trends of piracy and sea robbery in Asia.



Situation Update by ReCAAP ISC

COAST GUARD GLOBAL SUMMIT, TOKYO, JAPAN (19-22 NOVEMBER)

The Japan Coast Guard and the Nippon Foundation co-hosted the 2nd Coast Guard Global Summit during 19-22 November in Tokyo, Japan. The aim of the Summit was to promote collaboration and cooperation among Coast Guard agencies worldwide in coping with new challenges, maritime disasters, maritime incidents and transnational maritime crimes. ED-ISC presented the experience of ISC on the topics of the meeting, namely information sharing and capacity building as well as the latest piracy and sea robbery situation in Asia.



ED-ISC delivering remarks

CONCLUSION

There was an **increase of 8%** in the total number of incidents and **increase of 15%** in the number of actual incidents in 2019 compared to 2018.

In 2019, there was an increase in the number of incidents reported in the Singapore Strait. There was also an increase of incidents off Bandar Penawar, Johor, Malaysia. However, there was improvement at the ports and anchorages in Bangladesh and Indonesia in 2019 compared to 2018.

In the Sulu-Celebes Seas and waters off Eastern Sabah, the risk of abduction of crew for ransom remains, with the occurrence of two incidents in 2019. The ReCAAP ISC advises the shipping industry to refer to the *Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah* including the recommended routes for safe and secure navigation in the concerned area and precautionary measures to take to avoid boarding. The ReCAAP ISC also reiterates its advisory issued on 21 Nov 16 to all ships to reroute from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the area, and report immediately to the Operation Centres of the Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia.

Despite the improvement of the situation at certain ports and anchorages, there are areas of concern which warrant the efforts of the law enforcement agencies to enhance surveillance, increase patrols and make timely response to incidents reported to them. Ship masters are encouraged to exercise enhanced vigilance and maintain look-out for suspicious boats when transiting the areas of concern and report all incidents to the nearest coastal State immediately. The ReCAAP ISC will continue to provide the maritime community with Warnings, Incident Alerts, periodic reports and advisories to 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 |
|----------|--|
| ● CAT 1 | CAT 1 incidents involved large number of perpetrators; more than 9 men in four out every 10 incidents and 4-9 men in the other six incidents. The perpetrators were mostly armed with guns and knives, and the crew is likely to suffer some form of injury or physical violence such as being assaulted or tied up or threatened. In term of losses, the ship was either hijacked or the cargo on board was stolen, for example siphoning of cargo oil. |
| ● CAT 2 | Majority of CAT 2 incidents involved 4-9 men who are likely to be armed with knives/machetes and in 1/4 of the incidents, armed with guns. The crew is likely to be threatened or held hostage temporarily to allow the perpetrators to steal the crew's cash and ship's property including engine spares. In a few cases, the crew suffered some form of injury or physical violence but less severe in nature compared to CAT 1 incidents. |
| ● CAT 3 | The number of perpetrators involved in CAT 3 incidents usually involved groups of between 1-6 men. At times, the perpetrators were armed with knives/machetes/others or other items such as sticks, rods, bats etc. The crew was not harmed, although there remains a small possibility that the crew could be subject to duress during the incident but not harmed physically. In almost half of the CAT 3 incidents, the perpetrators were unable to steal anything from the vessel, but in cases where losses were reported, stores and engine spares were the commonly targeted items. |
| ● CAT 4 | The perpetrators were not armed and the crew not harmed. More than half of CAT 4 incidents involved 1-3 men who escaped empty-handed upon sighted by the crew. |

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

DESCRIPTION OF INCIDENTS (JANUARY-DECEMBER 2019)

Actual Incidents of Piracy and Armed Robbery Against Ships in Asia

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|---|----------------------|---|--|
| 1 | Mito General cargo ship Panama 9815 9587788 | 11/01/19 0700 hrs | 5° 59.2' S, 105° 56.1' E Ciwandan anchorage, Indonesia | While at anchor, the engineer on duty discovered that the door to the spare parts room was broken. He reported the incident to the chief engineer and 1st officer. Upon inspection, spare parts of the generator were found missing. The crew was not injured. [ReCAAP Focal Point (Japan)] |
| 2 | Name withheld Bulk carrier Hong Kong, China 94866 | 12/01/19 0430 hrs | 38° 53.4' N, 118° 36.6' E Caofeidian Large Oil Tank anchorage, China | While at anchor, two perpetrators armed with a steel bar came alongside the ship in a boat and boarded the ship via the port quarter using a rope. The crew spotted the perpetrators who upon realising the crew had been alerted, they escaped empty-handed immediately. The crew was not injured. [ReCAAP Contact Point (Hong Kong)] |
| 3 | FMG Northern Spirit Ore carrier Hong Kong, China 134693 9753595 | 30/01/19 0055 hrs | 38° 52.8' N, 119° 11.8' E Jingtang anchorage, China | While at anchor, the crew on the bridge wing noticed a barge close to the ship side on the starboard quarter and raised the alarm. As the crew rushed out to the bridge wing starboard side, they noticed two perpetrators on board. The perpetrators were lowering hoses to the barge from the starboard quarter. Once the hoses were lowered, the perpetrators slid down a rope tied to the gangway base onto the barge, where another perpetrator was waiting. The barge went astern and escaped. Upon checking the area where the perpetrators were sighted, the sounding caps of MDO storage and MDO service tanks were found opened. The MDO storage tank had oil stains around the sounding pipe. However, nothing was missing. The crew was not injured. [ReCAAP Contact Point (Hong Kong)] |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|--|----------------------|--|---|
| 4 | <p>Jin Hwa 43 Tug boat Malaysia 148 9689768</p> <p>Jin Hwa 44 Barge Malaysia</p> | 05/02/19 1709 hrs | <p>1° 12.63' N, 103° 34.79' E</p> <p>Approximately 1.3 nm southwest of the Western Boarding Ground Alpha, Singapore, in the west-bound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p> | <p>While the tug boat towing barge was underway, the master of the tug boat reported to Singapore Vessel Traffic Information System (VTIS) and Singapore Police Coast Guard that some perpetrators were boarding the barge from a few small boats. The barge was laden with scrap iron. The master later reported that the perpetrators had left the barge with some scrap iron. The tug boat and barge continued her voyage to Penang, Malaysia.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |
| 5 | <p>Maersk Capri Product tanker Singapore 29816 9786140</p> | 06/02/19 0505 hrs | <p>3° 55.4' N 98° 47' E</p> <p>Belawan anchorage, Indonesia</p> | <p>While at anchor, the duty A/B conducted a security round and noticed a perpetrator at the forecastle. The master raised the alarm, mustered the crew, and conducted a search. Noting that his presence was discovered, the perpetrator escaped through the hawse pipe and jumped into a wooden boat. A fire hose nozzle was stolen. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |
| 6 | <p>RTM Dampier Bulk carrier Singapore 106796 9591325</p> | 11/02/19 0240 hrs | <p>38° 52.5' N, 118° 42.5' E</p> <p>Caofeidian anchorage, China</p> | <p>While at anchor, a perpetrator boarded the ship. The 2nd Officer sighted from the port bridge wings that the port low sulphur diesel oil (LSDO) tank manhole was opened and there was a hose connected to the tank. Over the port ship side, he saw a small unlit barge. He immediately alerted the master and chief officer. The duty A/B who was making his security rounds was also alerted to check on the port side. The perpetrator removed the hose from the tank immediately and jumped into the barge when his presence was discovered. Following the incident, a search on the ship was conducted. No other perpetrator was found on board the ship. A total of 67 metric tonnes of LSDO was reported stolen. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|--|------------------------------|--|--|
| 7 | <p>Sung Fatt 31 Tug boat Malaysia 135 8984446</p> <p>Sung Fatt 36 Barge Malaysia</p> | <p>05/03/19 1110 hrs</p> | <p>1° 12.08' N, 103° 34.62' E</p> <p>Approximately 1.68 nm southwest of Western Boarding Ground Alpha, Singapore, in the westbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p> | <p>While underway, the ship's crew spotted 11 perpetrators boarding the barge that was being towed by the tug boat from two small crafts. The tug boat and barge were carrying scrap iron, bound for Penang, Malaysia. At about 1145 hrs, the master reported that the 11 perpetrators have escaped in their small crafts with some scrap iron being stolen. There was no confrontation with the crew. All crew are safe.</p> <p>The master of the tug boat reported the incident to the Singapore Vessel Traffic Information System (VTIS) via VHF. Singapore VTIS initiated the safety navigational broadcast and notified the Police Coast Guard and the Navy.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |
| 8 | <p>Nakhal Silver Product tanker Marshall Islands 29354 9718765</p> | <p>26/03/19 2030 hrs</p> | <p>13° 44' N, 121° 2.01' E</p> <p>Batangas anchorage, Philippines</p> | <p>While at anchor, a perpetrator boarded the ship through the anchor chain by breaking the padlock of the anchor chain pipe securing arrangement. The duty A/B sighted the perpetrator and informed the OOW. The general alarm was raised and all crew were mustered. The crew went to the forecandle to investigate and the perpetrator jumped overboard. Ship's bell was stolen and the crew was not injured.</p> <p>[ReCAAP Focal Point (Philippines)]</p> |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|---|------------------------------|--|---|
| 9 | <p>TRF Kaya Container ship Liberia 28616 9330549</p> | <p>27/03/19 0430 hrs</p> | <p>14° 33.18' N, 120° 54.13' E</p> <p>Manila Quarantine Anchorage, Philippines</p> | <p>While at anchor, the Security Officer was conducting roving inspection when he noticed there were footprints near the anchor chain; and the razor wire (near the anchor chain) was removed. The ship master conducted a check of the inventory of the ship's equipment and discovered the loss of ship stores. He reported the incident to the VTMS Manila. The Coast Guard Station of Manila deployed fast craft DF 312 and conducted maritime patrol in the area. A team boarded the ship to conduct investigation. The DF 312 also conducted inquiry on several fishing boats and ships anchored and transiting the area.</p> <p>[ReCAAP Focal Point (Philippines)]</p> |
| 10 | <p>Sonangol Namibe Tanker Bahamas 83469 9325049</p> | <p>13/04/19 1536 hrs</p> | <p>17° 37.1' N, 83° 19.2' E</p> <p>Visakhapatnam SPM anchorage, India</p> | <p>While proceeding to anchor at Visakhapatnam SPM anchorage, the ship was approached by 11 perpetrators in five country boats. The master sounded the ship's whistle, raised the alarm and made an announcement on the PA system. The accommodation and other spaces of the ship were secured and guarded by the crew. The master reported the incident to Vizag Port Control and Indian Coast Guard (ICG), requesting for assistance. The perpetrators subsequently boarded the ship via the main deck. The crew did not offer resistance but monitored the perpetrators and managed to restrict their movement to deck.</p> <p>Upon receiving the information from the master, the Port Control informed Central Industrial Security Force (CISF) / Vizag Port Trust (VPT), Coastal Security Police (CSP) and ICG along with the Port Facility Security Officer (PFSO) and Dy PFSO. CISF / VPT and ICG crafts were despatched to the location.</p> |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|------------------|--|------------------------------|---|---|
| | | | | <p>Upon seeing the authorities' crafts approaching, the perpetrators escaped in their boats. The crew was not injured and nothing was stolen.</p> <p>The Director General of Shipping (India) has requested the Port Authorities and Mercantile Marine Department (MMD) of Visakhapatnam to conduct investigation and provide details of action taken to prevent recurrence of such incident.</p> <p>[ReCAAP Focal Point (India)]</p> |
| <p>11</p> | <p>Union Topaz Tug boat Cyprus 2312 9406427</p> <p>Magnor Backhoe dredger Cyprus</p> | <p>24/04/19 0510 hrs</p> | <p>1° 10.63' N, 103° 34.3' E</p> <p>Approximately 5 nm west-northwest of Nipa island, Indonesia, in the westbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p> | <p>While the tug boat towing a backhoe dredger was underway, two perpetrators boarded the dredger. Two wooden boats were sighted alongside the backhoe dredger. The master shone light at the backhoe dredger, and the two perpetrators escaped via the wooden boats. The crew was safe and no items were reported stolen. The pilot on board the tug boat reported the incident to Singapore VTIS. Singapore VTIS initiated the safety navigational broadcast and notified the Singapore Police Coast Guard, the Republic of Singapore Navy (RSN) and the Indonesian authority.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |
| <p>12</p> | <p>Vector 1 Tug boat Malaysia 106 5330005</p> <p>Yong Tat 319 Barge</p> | <p>25/04/19 0530 hrs</p> | <p>1° 13.33' N, 103° 31.02' E</p> <p>Off Tanjung Piai, Johor, Malaysia, in the west-bound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p> | <p>While the tug boat towing barge was underway, three to four perpetrators boarded the barge. The master reported the incident to Singapore VTIS who informed the Malaysian Maritime Enforcement Agency (MMEA). The crew was safe and no items were reported stolen.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|---|----------------------|--|--|
| 13 | Jackson Bay Container ship Liberia 39912 9322358 | 27/04/19 0405 hrs | 6° 5.5' S, 106° 52.9' E Jakarta Container Terminal, Indonesia | While at berth, two perpetrators boarded the container ship. The duty oiler on routine rounds spotted the perpetrators in the engine room and raised the alarm. Upon hearing the alarm, the perpetrators escaped. A search was conducted on board the ship. Nothing was stolen. [IMO] |
| 14 | Arionas Tanker Marshall Islands 23270 9315757 | 09/05/19 2210 hrs | 22° 46.8' N, 70° 2.8' E Deendayal Port (Kandla) outer anchorage, India | While at anchor, seven unarmed perpetrators boarded the tanker from a red boat. They approached the midship starboard from the bow, and stole two pieces of 10 inches x 12 inches cargo reducers from midship starboard side manifold area. The master raised the alarm, sounded the ship's whistle, mustered the crew and reported the incident to the ship's agent, Marine Police, Indian Coast Guard (ICG) and Kandla port authority. The crew was not injured. A joint investigation by the Marine Police, ICG and Kandla port authority is ongoing. [ReCAAP Focal Point (India)] |
| 15 | Princess Paula Bulk carrier Hong Kong, China 19885 9300207 | 11/05/19 1800 hrs | 1° 42.76' N, 101° 26.62' E Lubuk Gaung Anchorage, Dumai, Indonesia | While at anchor, the 3 rd Engineer of the bulk carrier discovered that the spare part room in the main engine room had been broken into. Some engine spares were stolen. The master raised the alarm and a search was conducted. The crew was not injured. [ReCAAP Focal Point (Singapore)] |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|--|----------------------|--|--|
| 16 | Da Yang Bai Li General cargo ship China 7216 9607978 | 13/05/19 0210 hrs | 1° 0.1' N, 104° 54.8' E Approximately 4 nm east of Pulau Mapur, Indonesia | While underway, four masked perpetrators armed with long knives boarded the general cargo ship. The perpetrators took an A/B hostage, entered the cabin of the master and tied the master and A/B. The perpetrators stole cash and personal effects of the master and A/B; cut the Inmarsat telephone line and escaped. [ReCAAP Focal Point (China), ReCAAP Focal Point (Singapore)] |
| 17 | Barlian T1201 Tug boat Niue 153 9433432 Smit Cyclone Barge Dominican Republic | 18/05/19 1650 hrs | 1° 13.27' N, 103° 32.72' E Approximately 3.3 nm south- east of Tanjung Piai, Johor, Malaysia, in the westbound lane of the TSS in the Singapore Strait (SOMS) | While the tug boat towing barge was underway, the master of the tug boat reported to Singapore Vessel Traffic Information System (VTIS) via VHF that six perpetrators were boarding the barge from a small boat. The master also raised the alarm and mustered the crew. The master later reported that the perpetrators had left the barge with some tools stolen from the barge. The tug boat and barge continued her voyage to Port Klang, Malaysia. Singapore VTIS initiated the safety navigational broadcast and notified the Singapore Police Coast Guard, the Republic of Singapore Navy (RSN) and the Malaysian authority. [ReCAAP Focal Point (Singapore)] |
| 18 | Modalwan 11 Tug boat Malaysia 91 Asiapride 2332 Barge | 19/05/19 1700 hrs | 1° 11.79' N, 103° 34.96' E Approximately 5.9 nm south- east of Tanjung Piai, Johor, Malaysia, in the westbound lane of the TSS in the Singapore Strait (SOMS) | While the tug boat towing barge was en route to Port Klang, Malaysia, perpetrators in four sampans came alongside and boarded the barge. The perpetrators stole some scrap metal and some small items from the barge before they escaped. The crew was not injured. The incident was reported to MMEA. [ReCAAP Focal Point (Singapore)] |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|--|----------------------|--|---|
| 19 | Odysseas L Bulk carrier Liberia 44180 9597381 | 23/05/19 1930 hrs | 3° 43' S, 114° 26.3' E Taboneo Anchorage, Kalimantan, Indonesia | While at anchor, seven perpetrators armed with knives, boarded the bulk carrier. The duty watchman raised the alarm and the crew mustered. The perpetrators confronted the crew with their knives and stole ship stores before they escaped. The incident was reported to Taboneo Port Control and a patrol boat was dispatched to investigate. All seven perpetrators were later arrested. [ReCAAP Focal Point (Singapore)] |
| 20 | CSK Enterprise Bulk carrier Malaysia 107449 9816555 | 29/05/19 0152 hrs | 5° 59.8' S, 105° 57.8' E Berth D6, Cigading Port, Indonesia | While at berth, the duty oiler found two perpetrators in the steering room during his safety patrol. He raised the alarm and the perpetrators escaped. The steering room lock was broken and some spare engine parts were stolen. [ReCAAP Focal Point (Singapore)] |
| 21 | Asia Jaya 28 Tug boat Malaysia 145 9517501 Sinar Jaya 28 Barge Malaysia | 30/05/19 2230 hrs | 1° 13.25' N, 103° 32.75' E Approximately 3.4 nm south- east of Tanjung Piai, Johor, Malaysia, in the westbound lane of the TSS in the Singapore Strait (SOMS) | While the tug boat towing barge was en route from Tawau, Malaysia to Penang, Malaysia, the master of the tug boat reported to Singapore VTIS that an unknown number of perpetrators had boarded the barge on tow. The perpetrators escaped in a small craft, with some small tools stolen from the barge. The crew was not injured. Singapore VTIS initiated the safety navigational broadcast and notified the Singapore Police Coast Guard, the Republic of Singapore Navy (RSN) and the Malaysian authority. [ReCAAP Focal Point (Singapore)] |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|--|------------------------------|---|--|
| 22 | <p>Safesea Neha II Bulk carrier Liberia 31144 9347918</p> | <p>31/05/19 2330 hrs</p> | <p>1° 35' N, 104° 28' E</p> <p>Approximately 12.2 nm east of Bandar Penawar, Johor, Malaysia</p> | <p>While at anchor, two perpetrators armed with knives boarded the bulk carrier. The crew spotted and chased after the perpetrators, who jumped overboard and escaped immediately. The crew was not injured and nothing was stolen.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |
| 23 | <p>M.T. Ponier Tanker</p> | <p>16/06/19 0300 hrs</p> | <p>1° 18.6' N, 104° 16.03' E</p> <p>Approximately 2.9 nm south of Teluk Ramunia, Pengerang, Johor, Malaysia</p> | <p>A Malaysian Maritime Enforcement Agency (MMEA) patrol team sighted two wooden boats, both named <i>Lima Sore</i>, secured to <i>M.T. Ponier</i> that was anchored at about 2.9 nm south of Teluk Ramunia, Pengerang, Johor, Malaysia. Suspecting that something was amiss, the MMEA team conducted checks and found four perpetrators who attempted to steal items from the tanker, including scrap metal. All four perpetrators were arrested. However, two of the four perpetrators escaped by jumping overboard when one of the MMEA patrol boats broke down on the way back to the MMEA maritime base in Tanjung Pengelih, Malaysia. The two perpetrators were later arrested in Pulau Batam, Indonesia by the Indonesian authorities.</p> <p>[MMEA]</p> |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|---|----------------------|---|--|
| 24 | <p>Name not available (with marking SA/2325/F) Fishing boat Malaysia</p> <p>Name not available (with marking SA/5699/C) Fishing boat Malaysia</p> | 18/06/19 0245 hrs | <p>5° 2' N, 119° 4' E</p> <p>Approximately 2 nm off Felda Lahad Datu, Sabah, Malaysia</p> <p>(Sulu-Celebes Seas)</p> | <p>On 18 Jun 19 at about 0245 hrs, about 10 men armed with high powered firearms, believed to be members of the Sulu-based Abu Sayyaf Group (ASG) boarded the fishing boats from two speed boats. The perpetrators abducted four crew from the first fishing boat and five crew from the second fishing boat. The nine abducted crew were sighted in the area of Pondohan, Tabawan, Sitangkai, Tawi-tawi, Philippines at about 0330 hrs on 18 Jun 19.</p> <p>On 21 Jun 19 at about 2200 hrs, the nine abducted crew were released by the abductors at the unnamed shorelines of Sulu Province and the perpetrators sped towards an unknown direction. All abducted crew were later recovered by the police. According to the abducted crew, prior to their release, the perpetrators took away some of their personal belongings such as wrist watch and cellular phone.</p> <p>On 24 Jun 19, the abducted crew escorted by police authorities departed Jolo, Sulu for Zamboanga city for a joint debrief by the Philippines authorities.</p> <p>[ReCAAP Focal Point (Philippines)]</p> |
| 25 | <p>Budget 19 Tug boat Malaysia 141 5647360</p> <p>Budget 29 Barge</p> | 18/06/19 1857 hrs | <p>1° 12.91' N, 103° 34.12' E</p> <p>Approximately 4.5 nm south-east of Tanjung Piai, Johor, Malaysia, in the westbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p> | <p>While the tug boat towing barge was underway, eight perpetrators boarded the barge from nine sampans. The perpetrators stole scrap metal and escaped. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|--|------------------------------|---|--|
| 26 | <p>Modalwan 11 Tug boat Malaysia 91</p> <p>Lion Kimtrans 2301 Barge Malaysia</p> | <p>11/07/19 1030 hrs</p> | <p>1° 13' N, 103° 31' E</p> <p>Approximately 2.9 nm south of Tanjung Piai, Johor, Malaysia in the westbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p> | <p>While the tug boat towing barge was underway, an unknown number of perpetrators boarded the barge from six small wooden boats. They stole scrap metal from the barge and escaped. The master reported the incident to the Malaysian authority who dispatched a patrol vessel to investigate the incident. There was no confrontation between the perpetrators and crew. The crew was safe.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |
| 27 | <p>Sung Fatt 31 Tug boat Malaysia 133 8984446</p> <p>Sung Fatt 36 Barge Malaysia</p> | <p>16/07/19 0430 hrs</p> | <p>1° 10.23' N, 103° 39.09' E</p> <p>Approximately 0.6 nm west of North Nipa Beacon, Indonesia in the westbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p> | <p>While the tug boat and barge were carrying scrap metal bound for Penang, Malaysia, the master of tug boat reported to the Singapore Vessel Traffic Information System (VTIS) that his crew spotted some perpetrators boarding the barge from an unknown number of sampans. The perpetrators stole some scrap metal and escaped via the sampans. There was no confrontation between the perpetrators and the crew.</p> <p>The Singapore VTIS notified the Singapore Navy and Singapore Police Coast Guard. The Malaysian counterparts and Indonesian authorities were also notified, and the safety navigational broadcast was initiated.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
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| 28 | <p>CK Bluebell Republic of Korea Bulk carrier 44132 9595876</p> | <p>22/07/19 0325 hrs</p> | <p>2° 55.8' N, 105° 10.8' E</p> <p>Approximately 28 nm west of Pulau Anambas, Indonesia</p> <p>(SCS)</p> <p>(Piracy)</p> | <p>While underway, seven perpetrators armed with guns and knives boarded the ship. They threatened the ship captain, chief engineer and duty navigator and took away approximately 13,000 USD from the safe and the crew's personal belongings. Two crew members sustained minor injury. The perpetrators left the ship at about 0400 hrs. The ship proceeded towards the next port of call at Incheon, Korea.</p> <p>The master reported the incident to Republic of Korea's Ministry of Oceans and Fisheries. The Republic of Korea authorities informed the Singapore's Port and Operation Control Centre (POCC) who notified the Singapore Police Coast Guard, Singapore Navy and initiated the safety navigational broadcast. The Indonesian authority was also notified.</p> <p>[ReCAAP Focal Point (Korea), ReCAAP Focal Point (Singapore)]</p> |
| 29 | <p>Crest Onyx Tug boat Indonesia 1727 9655717</p> | <p>23/07/19 0715 hrs</p> | <p>1° 4.15' N, 103° 54.2' E</p> <p>PT Dharma Sentosa Marindo Yard, Pulau Batam, Indonesia</p> | <p>While berthed, four perpetrators in a boat approached and boarded the tug boat. The second mate on routine rounds noticed footprints on the main deck. Further checks revealed that a storeroom padlock was broken. The alarm was raised and crew mustered. Ship's properties were reported stolen. On the next day at about 0400 hrs, a suspicious boat came alongside the tug boat with two perpetrators on board. One of them was armed with a knife. The alerted crew raised the alarm immediately, which resulted in the boat moving away. The incident was reported to the Port Facility Security Officer (PFSO) and yard manager.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |

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| 30 | <p>Virgo 29 Tug boat Malaysia 149 9576612</p> <p>Victory 9 Barge Malaysia</p> | 25/07/19 0703 hrs | <p>1° 13.5' N, 103° 31.63' E</p> <p>Approximately 2.6 nm southeast of Tanjung Piai, Johor, Malaysia in the westbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p> | <p>While the tug boat towing barge loaded with scrap metal was en route to Penang, Malaysia, perpetrators boarded the barge. The alarm was raised and the perpetrators escaped immediately. The crew was not injured and nothing was stolen from the barge. The tug boat and barge continued their voyage to Penang.</p> <p>Upon receiving information from Singapore Navy that some sampans were approaching the barge, the Singapore Vessel Traffic Information System (VTIS) communicated with the master via VHF. The Singapore Police Coast Guard was notified and the Malaysian authorities informed. A safety navigational broadcast was also initiated for the unauthorised boarding.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |
| 31 | <p>Molengracht General cargo ship Netherlands 9524 9571533</p> | 25/07/19 1940 hrs | <p>10° 44.45' N, 106° 44.71' E</p> <p>Lotus Port, Phu My Bridge, Ho Chi Minh, Vietnam</p> | <p>While at berth, the officer on board the general cargo ship spotted two small boats hidden along the shadow of the forecastle of the ship. Upon realising that the officer had noticed their presence, three perpetrators, who wore caps and masks, escaped immediately in their boats. The stolen items included two sets of breathing apparatus, two spare bottles and two sets of chemical suits. The crew was not injured. The local authorities were notified, who boarded the ship for investigation.</p> <p>[ReCAAP Focal Point (Vietnam)]</p> |
| 32 | <p>Bright Dawn Chemical tanker Panama 30042 9362372</p> | 28/07/19 0255 hrs | <p>1° 45.5' N, 101° 22' E</p> <p>SDS Terminal, ST01, Lubuk Gaung, Dumai, Indonesia</p> | <p>While waiting for pilot, six perpetrators armed with knives/machete boarded the ship. They assaulted and injured the chief engineer who was on routine rounds. The alarm was raised and crew mustered. Seeing that the crew was alerted, the perpetrators escaped empty handed. The incident was reported to Indonesia's VTS.</p> <p>[ReCAAP Contact Point (Hong Kong), ReCAAP Focal Point (Singapore)]</p> |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|--|----------------------|--|---|
| 33 | <i>Sichem Rio</i> Chemical tanker Malta 8562 9322073 | 30/07/19 2220 hrs | 6° 1.1' S, 106° 52.8' E Approximately 5 nm north of Tanjung Priok, Indonesia | While waiting for pilot, six perpetrators armed with knives/machete boarded the ship. They assaulted and injured the chief engineer who was on routine rounds. The alarm was raised and crew mustered. Seeing that the crew was alerted, the perpetrators escaped empty handed. The incident was reported to Indonesia's VTS. [ReCAAP Focal Point (Singapore)] |
| 34 | <i>Strategic Unity</i> Bulk carrier Singapore 24641 9648099 | 31/07/19 0620 hrs | 3° 56.8' N, 98° 48.73' E Belawan Anchorage, Indonesia | While at anchor, two perpetrators boarded the ship from the port side anchor chain by removing the hawse pipe. The crew discovered them hiding in the forecabin and raised the alarm. Upon hearing the alarm, the perpetrators escaped in a small speed boat. The crew was not injured and nothing was stolen from the ship. The crew secured back the hawse pipe cover plate with additional wire slings. [ReCAAP Focal Point (Singapore)] |
| 35 | <i>Tekun 16217</i> Tug boat Malaysia 163 9517862 <i>Tidal Marine Perdana</i> Barge Malaysia | 03/08/19 0030 hrs | 1° 15.21' N, 103° 26.42' E Approximately 4.1 nm west of Tanjung Piai, Johor, Malaysia in the westbound lane of the TSS in the Singapore Strait (SOMS) | The Malaysian Maritime Enforcement Agency (MMEA) while on routine patrol sighted a small wooden boat without registration number. Upon inspecting the boat, they found more than two tons of scrap metal believed to be stolen from a barge towed by <i>Tekun 16217</i> . The MMEA detained the wooden boat and her three crew suspected of theft for further investigation. [ReCAAP Focal Point (Singapore)] |

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| 36 | <p>Crystal Auriga Tug boat Indonesia 108 9072228</p> <p>Crystal 128 Barge Singapore</p> | 09/08/19 1800 hrs | <p>1° 26.62' N, 104° 38.93' E</p> <p>Approximately 14 nm northeast of Pulau Bintan, Indonesia</p> | <p>While anchored off Pulau Bintan, the barge was boarded by an unknown number of perpetrators. They stole some mattress protectors from a container on the barge. The master discovered that the items on board the barge were missing upon arrival at Crystal Offshore Yard, Singapore on 10 Aug 19 at 1200 hrs. He reported the incident to Singapore's Port Operations Control Centre (POCC) and Singapore Police Coast Guard. The Singapore Police Coast Guard boarded the tug boat and barge to investigate.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |
| 37 | <p>Kota Waris Container ship Singapore 16772 9157404</p> | 12/08/19 0230 hrs | <p>10° 44.33' N, 106° 46.2' E</p> <p>Phuoc Long Mooring Buoy No. 3, Vietnam</p> | <p>While at anchor, two perpetrators in black mask boarded the ship through the port quarter deck from a wooden boat. They were trying to open the entrance door of the steering gear room. The duty A/B discovered them when he was conducting deck safety and security round. He reported the incident to the duty officer and raised the general alarm. The perpetrators jumped into the water and escaped empty-handed in a wooden boat. The master reported incident to the agent who informed the port authorities.</p> <p>[ReCAAP Focal Point (Vietnam)]</p> |
| 38 | <p>Permata 1 Tug boat Malaysia 128 3702100</p> <p>Permata 2 Barge</p> | 12/08/19 2051 hrs | <p>1° 13.66' N, 103° 30.08' E</p> <p>Approximately 4.3 nm south of Tanjung Piai, Johor, Malaysia in the westbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p> | <p>While underway to Port Klang, Malaysia from Sarawak, East Malaysia an unknown number of perpetrators boarded the barge from a small boat. They stole some scrap metal and ropes from the barge before escaping. The master raised the alarm and reported the incident to Singapore's VTIS via the VHF. The crew was safe.</p> <p>The Singapore's Port Operations Control Centre (POCC) issued navigational broadcast to alert ships in the vicinity to maintain vigilance, and notified the Singapore Coast Guard, Singapore Navy and RCC Putra Jaya, Malaysia.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |

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|-----|--|------------------------------|---|---|
| 39 | <p><i>Kien San 1</i> Tug boat Malaysia 192 9218600</p> <p><i>Kien San 8</i> Barge Malaysia</p> | <p>15/08/19 1659 hrs</p> | <p>1° 12.95' N, 104° 33.31' E</p> <p>Approximately 3.8 nm southeast of Tanjung Piai, Johor, Malaysia in the westbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p> | <p>While underway, three perpetrators from two small boats boarded the barge and stole some scrap metal. The master raised the alarm and reported the incident to the Singapore Vessel Traffic Information System (VTIS) via VHF. The perpetrators disembarked the barge at about 1710 hrs with some scrap metal. The crew was not injured; and the tug boat and barge resumed their passage westbound.</p> <p>The Singapore Navy and Police Coast Guard were notified. The safety navigational broadcast was initiated and Malaysian authority was also notified.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |
| 40 | <p><i>Salviceroy</i> Tug boat Singapore 2658 9351830</p> | <p>21/08/19 0340 hrs</p> | <p>1° 6.15' N, 103° 53.06' E</p> <p>Pulau Batam Anchorage, Indonesia</p> | <p>While the tug boat was at anchor, five perpetrators wearing dark clothes and armed with knives and hammer boarded the boat. The perpetrators were sighted by the crew who raised the alarm and mustered at the bridge. The master reported the incident to the local authorities and flag State, and activated the Ship Security Alert System (SSAS). The authorities reportedly boarded the ship and conducted a search. No perpetrator was found on board the ship. It was reported that engine spares were stolen.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|---|----------------------|---|--|
| 41 | Tomini Dynasty Bulk carrier Marshall Islands 36308 9721360 | 23/08/19 0130 hrs | 3° 54.4' N, 98° 47.25' E Belawan anchorage, Indonesia | While at anchor, the duty crew noticed a small boat near the anchor chain and told the boat to move away as they were about to heave up the anchor. As the duty crew was about to raise the alarm, two armed perpetrators who had already boarded the ship, held the duty crew at knife point and tied him up. When the ship was ready to heave up the anchor, the remaining crew proceeded to the forecastle. Upon seeing the crew members approaching, the perpetrators snatched the duty crew's walkie-talkie and escaped through the hawse pipe after opening the security cover. The incident was reported to Port Control. On berthing, Marine Police boarded the ship for investigation. [IMO] |
| 42 | Eagle Tanker Marshall Islands 333 9233753 | 26/08/19 0445 hrs | 1° 35' N, 104° 32' E Approximately 17 nm east off Bandar Penawar, Johor, Malaysia | While at anchor, four perpetrators armed with knives and sharp object boarded the tanker by climbing the anchor chain and entered through the hawse pipe from a wooden craft. The crew sighted the perpetrators, raised the ship's alarm and sounded the forward whistle. Upon realising the crew had been alerted, the perpetrators escaped with a 6-man life raft, and a few fire hoses and nozzles. The crew was not injured. The Malaysian authority was notified. [ReCAAP Focal Point (Singapore)] |
| 43 | Name withheld Bulk carrier 24785 | 27/08/19 2025 hrs | Sandakan Port, Malaysia | While at berth, the duty A/B during routine rounds noticed two perpetrators on the forecastle and raised the alarm. Upon realising the crew had been alerted, the perpetrators jumped overboard and escaped in a boat which was alongside the ship with another perpetrator. Upon investigation, ship's properties reported stolen. The incident was reported to the port auxiliary police. [MMEA] |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|--|----------------------|---|--|
| 44 | British Contributor LNG tanker Isle of Man 115366 9766554 | 08/09/19 1708 hrs | 1° 34.6' N 104° 30.9' E Approximately 15.7 nm east of Bandar Penawar, Johor, Malaysia | While at anchor, three perpetrators boarded the ship through the anchor cable hawse pipe. They stole a life raft and four hose couplings from the forecastle area. The perpetrators also gained access to the forward store and stole a rescue harness, two small coils of fire hose and some additional fire hose fittings. The perpetrators disembarked the ship through the hawse pipe at about 1740 hrs. The crew was not injured. [ReCAAP Focal Point (Singapore)] |
| 45 | Name not available (with marking SN338/4/F) Fishing boat Malaysia | 23/09/19 1155 hrs | 5° 33.95' N, 119° 1.18' E Vicinity waters of Tambisan Island, Lahad Datu, Sabah, Malaysia (Sulu-Celebes Seas) | While underway, seven masked men armed reportedly armed with AK 47, M16 (with grenade launcher) and pistols; believed to be members of the Kidnap for Ransom Group (KFRG) in Sulu-based Abu Sayyaf Group (ASG) abducted three Indonesian crew from a Malaysian fishing boat in the vicinity waters of Tambisan Island, Lahad Datu, Sabah, Malaysia from two pump boats. The perpetrators then fled towards Tawitawi Island, Philippines. The Malaysia and Philippine authorities are stepping up its patrol efforts, conducting pursuit operations and intensifying its military operation to rescue the abducted crew and neutralize the militant group. [ReCAAP Focal Point (Philippines)] |
| 46 | Trammo Cornell LPG tanker Singapore 25600 9543081 | 24/09/19 0105 hrs | 17° 3.7' N 82° 26.2' E Kakinada anchorage, India | While at anchor, the deck watch keeper spotted four perpetrators in T-shirts and shorts using ropes with hook to climb on board the ship from a small craft with outboard engines through the forecastle area. The deck watch keeper reported to the duty officer, who raised the alarm. Upon hearing the alarm, the perpetrators escaped with two mooring ropes. The incident was reported to Kakinada Port Control on VHF Channel 14. [ReCAAP Focal Point (India), ReCAAP Focal Point (Singapore)] |

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|-----|---|----------------------|--|--|
| 47 | Front Leopard Tanker Marshall Islands 62700 9703320 | 26/09/19 0415 hrs | 1° 36' N, 104° 32' E Approximately 16.9 nm east of Bandar Penawar, Johor, Malaysia | While at anchor, perpetrators boarded the ship unnoticed via the anchor chain, stole ship's equipment from the forward store and escaped. The incident was reported to the regional authorities. [IMO] |
| 48 | TSL Rosemary Bulk carrier Hong Kong, China 21483 9527192 | 26/09/19 0600 hrs | 1° 36.7' N, 104° 32.7' E Approximately 17.7 nm east of Bandar Penawar, Johor, Malaysia | While at anchor, three perpetrators boarded the ship via the anchor chain from a small wooden boat. The perpetrators broke the forepeak store lock and stole a new mooring rope. The crew was alerted, mustered and proceeded towards the forecastle. Upon realising the crew had been alerted, the perpetrators jumped overboard and escaped immediately. The Malaysian Maritime Enforcement Agency (MMEA) later boarded the ship to investigate the incident. [ReCAAP Contact Point (Hong Kong)] |
| 49 | Transpacific Bulk carrier Malta 43721 9599722 | 30/09/19 2314 hrs | 1° 3.83' N, 103° 41.2' E Approximately 2.1 nm northwest of Pulau Cula, Indonesia, in the eastbound lane of the TSS in the Singapore Strait (SOMS) | While underway, five perpetrators armed with knives were sighted on the ship deck. The alarm was raised and the crew searched the accommodation area but the perpetrators already escaped. The master reported the incident to Singapore Vessel Traffic Information System (VTIS). The crew was safe and nothing was stolen. The Singapore VTIS initiated the safety navigational broadcast. The Singapore Police Coast Guard boarded the ship when she arrived in Singapore. A search for the perpetrators was conducted. The Indonesian authorities were notified. [ReCAAP Focal Point (Singapore)] |

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| 50 | ASD Jaguar Offshore supply vessel Tanzania 1512 7423861 | 3/10/19 1630 hrs | 21° 8.5' N, 70° 7.2' E Approximately 3 nm of Gopnath Point, India | <p>While the tug boat <i>Bateleur</i> towing <i>ASD Jaguar</i> was underway, the tug master saw three perpetrators boarding <i>ASD Jaguar</i> which was bound for Bhavnagar, (west of Gopnath Point) for demolition. The perpetrators stole ship stores and escaped. The tug master reported the incident to VTS Khambat, who in turn reported to the Indian Coast Guard.</p> <p>VTS Khambhat advised the master to take photographs of the perpetrators if possible and hand it over to the local agent for further investigation. A questionnaire was forwarded to the master for ascertaining further details. The Indian Marine Police has been tasked to conduct further investigation.</p> <p>[ReCAAP Focal Point (India)]</p> |
| 51 | Clipper EOS LPG tanker NIS (Norway) 18898 9827205 | 6/10/19 0200 hrs | 1° 18.14' N, 104° 7.03' E Johor anchorage, Malaysia | <p>While at anchor, perpetrators boarded the LPG tanker unnoticed, stole two mooring ropes and ship's bell, and escaped. The duty crew on routine rounds noticed the theft and notified the OOW. The alarm was raised and a search was conducted.</p> <p>[IMO]</p> |
| 52 | Name withheld Product tanker Saudi Arabia 29575 | 9/10/19 0220 hrs | 1° 43' N, 101° 26' E Dumai anchorage, Indonesia | <p>While at anchor, the duty officer noticed four perpetrators on deck and informed the master. The alarm was raised, crew mustered and PA announcement made. The perpetrators escaped empty-handed. A search was carried out and the incident was reported to the local agent.</p> <p>[IMO]</p> |

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|-----|---|------------------------------|--|---|
| 53 | <p>Hirado VLCC Greece 159806 9377420</p> | <p>18/10/19 2324 hrs</p> | <p>1° 6.23' N, 103° 43.76' E</p> <p>Approximately 4.1 nm north-northeast of Pulau Cula, Indonesia in the eastbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p> | <p>While underway, five perpetrators were sighted at the engine room. The master raised the alarm and the perpetrators escaped. The master conducted a search of the ship. Nothing was stolen and there was no further sighting of the perpetrators on board the ship. There was no confrontation between the perpetrators and the crew. The crew was safe and the ship continued her passage to the next port of call at Yingkou, China.</p> <p>The master reported the incident to Singapore Vessel Traffic Information System (VTIS) via VHF. The safe navigational broadcast was initiated. The Indonesian authority, Singapore Navy and Singapore Police Coast Guard were notified.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |
| 54 | <p>Nord Steel Bulk carrier Singapore 90086 9406518</p> | <p>19/10/19 0100 hrs</p> | <p>1° 3.45' N, 103° 38.69' E</p> <p>South of Nipa Transit Anchorage, in the eastbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p> | <p>While underway, the duty oiler sighted five perpetrators armed with gun and jungle knife on deck. They threatened the duty oiler and tied his hands. They stole engine spares (piston rings, oil rings, valve seats, valve spindles, crankpin bearing shell, delivery valves, repair kits, oil rings, etc) and escaped through the steering room. The duty oiler informed the master who raised the general alarm and reported the incident to Singapore Vessel Traffic Information System (VTIS), and the ship manager.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|---|----------------------|--|---|
| 55 | CSK Enterprise Bulk carrier Singapore 107449 9816555 | 22/10/19 0047 hrs | 6° 1.3' S, 105° 53.8' E Cigading Anchorage, Indonesia | While at anchor, the duty officer sighted four perpetrators at the engine room. The ship whistle was sounded and an announcement was made through the PA system. The perpetrators escaped from the port quarter using a speed boat. The master organised a security team to patrol the ship and conduct further check to confirm that the situation is safe with no signs of unauthorised persons on board the ship. [ReCAAP Focal Point (Singapore)] |
| 56 | Maersk Borneo Product tanker Singapore 19758 9341445 | 8/11/19 0300 hrs | 3° 47.2' N, 98° 41.8' E Belawan Port, Indonesia | While at berth, the duty watch keeper noticed one perpetrator trying to board the tanker using ropes with hook. The perpetrator escaped when the duty watch discovered his presence. The lower platform of the accommodation ladder was reported stolen. No damage to the ship and the crew was not injured. The Singapore Navy and Police Coast Guard was notified. The safety navigational broadcast was initiated and the Indonesian authority was notified. [ReCAAP Focal Point (Singapore)] |
| 57 | Faye Bulk carrier Marshall Islands 39737 9553062 | 23/11/19 0522 hrs | 1° 16.3' N, 104° 14.08' E Approximately 4.4 nm south- southeast of Tanjung Bulat, Malaysia, in the eastbound lane of the TSS in the Singapore Strait (SOMS) | While underway, five perpetrators armed with two long knives were sighted in the engine room. The crew immediately raised the alarm and the perpetrators escaped. The crew followed up with search for any missing items and perpetrators on board. The master later confirmed that there were no perpetrators on board the ship. He reported the incident to Singapore Vessel Traffic Information System (VTIS). The crew was safe and the ship resumed her voyage to Incheon, Republic of Korea. [ReCAAP Focal Point (Singapore)] |

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|-----|--|------------------------------|---|---|
| 58 | <p>Harbour Libra Tug boat Malaysia 163 9570383</p> <p>Harbour Voyager Barge Malaysia</p> | <p>24/11/19 0300 hrs</p> | <p>1° 14.25' N, 104° 4.01' E</p> <p>Approximately 2.2 nm northwest of Pulau Nongsa, Indonesia, in the eastbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p> | <p>While underway, two perpetrators were sighted on board the barge loaded with containers. The perpetrators escaped after the crew on board the barge raised the alarm and chased them away. Some twist locks and ropes were stolen. The master reported the incident to Singapore Vessel Traffic Information System (VTIS). The crew was not injured and the ship resumed her voyage to Port Sibul, Sarawak.</p> <p>The Singapore Police Coast Guard and Singapore Navy were informed of the incident. Indonesian authority was notified and the safety navigational broadcast was initiated.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |
| 59 | <p>KMAX Evdokia Bulk carrier Marshall Islands 41662 9341873</p> | <p>28/11/19 0458 hrs</p> | <p>1° 17.17' N, 104° 19.67' E</p> <p>Approximately 6.9 nm north by east of Pulau Tanjung Buntung Besar, Indonesia, in the eastbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p> | <p>While underway, the duty oiler, who was collecting engine spares at the steering gear room, was confronted by five perpetrators. The duty oiler was grabbed and had a knife pointed at him. The duty oiler subsequently managed to escape to the engine control room. The ship's alarm was raised, the crew mustered and a search was carried out on board. The master reported that all crew were accounted for and there was no further sighting of the perpetrators on board. Nothing was stolen and the ship did not require further assistance. <i>KMAX Evdokia</i> was en route from Singapore to Phu My, Vietnam.</p> <p>The master reported the incident to Singapore VTIS via VHF. The Republic of Singapore Navy and Singapore Police Coast Guard were notified. The Singapore Police Coast Guard deployed its asset to search for the perpetrators and escorted <i>KMAX Evdokia</i> till she cleared the TSS. The Indonesia authority was also notified and a safety navigational broadcast was initiated.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|--|------------------------------|--|---|
| 60 | <p>China Pioneer Bulk carrier Hong Kong, China 106884 9588768</p> | <p>28/11/19 2320 hrs</p> | <p>1° 16.2' N, 104° 13.4' E</p> <p>Approximately 7.6 nm north west of Pulau Tanjung Buntung Besar, Indonesia, in the eastbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p> | <p>While underway, the chief engineer sighted four perpetrators in the engine room on the 2nd deck level. One of the perpetrators was armed with a knife about 50 cm long. The chief engineer reported to the master about the unauthorised boarding. The perpetrators escaped when hearing the ship's alarm and deck lightings. The crew was mustered at the bridge and a search conducted on board. All crew was safe and nothing was stolen. The ship departed Singapore for Majishan, China.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |
| 61 | <p>Rio Daytona Tanker Marshall Islands 8278 9449443</p> | <p>30/11/19 0330 hrs</p> | <p>13° 43.9' N, 121° 2.5' E</p> <p>Alpha anchorage, Tabangao Batangas, Philippines</p> | <p>While at anchor, the duty officer noticed two perpetrators, who had boarded the tanker through the hawse pipe. Upon seeing the duty officer, the two perpetrators escaped immediately. The duty officer informed the master and raised the ship's general alarm. An inventory of the ship's property was immediately conducted. Fire nozzle, fire hydrant cover and butterfly bolts were stolen from the Bosun store hatch. The incident was reported to Port State Control Manila, who relayed the information to the Philippine Focal Point. The Coast Guard Station Batangas conducted maritime patrol in the area thereafter.</p> <p>[ReCAAP Focal Point (Philippines)]</p> |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|---|-----------------------------|---|---|
| 62 | <p>CMA CGM New Jersey Container ship Malta 54309 9351141</p> | <p>1/12/19 0540 hrs</p> | <p>14° 32.96' N, 120° 52.77' E</p> <p>South Harbour, Manila anchorage area, Philippines</p> | <p>While at anchor, the duty officer on the Bridge noticed an alarm from Alarm and Display Panel. He later found out that it was on the Boatswain Store Port Side, with the Water Tight Door opened. He immediately informed the master and proceeded to Boatswain Store with other crew. They discovered that the padlock was broken and the anchor hawse pipe was removed. An angle grinder machine, a welding inverter cable and six immersion suits were also missing.</p> <p>[ReCAAP Focal Point (Philippines)]</p> |
| 63 | <p>Kim Hock Tug 8 Tug boat Singapore 299 9557537</p> <p>LKH 7887 Flat top deck cargo barge Singapore 4448</p> | <p>6/12/19 1132 hrs</p> | <p>1° 10.59' N, 103° 50.6' E</p> <p>Eastbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p> | <p>While the tug boat towing barge was underway, 10 to 15 small sampans came alongside LKH 7887 and boarded the barge to steal the scrap metal cargo on board. A Singapore-registered tug boat, Kim Hock Virgo, was escorting Kim Hock Tug 8 when the boarding occurred and assisted to chase away the sampans.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|---|----------------------|--|--|
| 64 | Jag Lalit Tanker India 81396 9297905 | 20/12/19 2325 hrs | 1° 15.7' N, 104° 4.8' E Approximately 3.5 nm north of Pulau Nongsa, Indonesia, in the eastbound lane of the TSS in the Singapore Strait (SOMS) | While underway, six perpetrators armed with knives boarded the ship. The 4th engineer was punched in the face while the chief engineer sustained bruises on the neck and had a gold chain stolen from him. The master reported the incident to Singapore VTIS; and deviated the ship to Singapore to ensure the safety of crew, before proceed on her voyage. Upon the ship's arrival in Singapore, the Singapore Police Coast Guard boarded the ships for investigation and verified that all crew are safe. [ReCAAP Focal Point (Singapore)] |
| 65 | Akij Globe Bulk carrier Bangladesh 30000 9293105 | 20/12/19 2338 hrs | 1° 15.34' N, 104° 3.17' E Approximately 3.5 nm northwest of Pulau Nongsa, Indonesia, in the eastbound lane of the TSS in the Singapore Strait (SOMS) | While underway, five armed perpetrators were sighted in the engine room. The alarm was raised and upon hearing the alarm, the perpetrators confronted three crew in the engine room. They stole some main engine and generator spares and escaped in a white small boat. The master reported the incident to the Singapore VTIS and resumed her passage to Singapore. The Singapore Police Coast Guard boarded the ship upon arrival in Singapore. All crew was safe. [ReCAAP Focal Point (Singapore)] |
| 66 | Jian Fa Bulk carrier Panama 25074 9132868 | 21/12/19 0532 hrs | 1° 13.95' N, 103° 59.98' E Approximately 3 nm northwest of Tanjung Sengkuang, Pulau Batam, Indonesia, in the eastbound lane of the TSS in the Singapore Strait (SOMS) | While underway, an unknown number of perpetrators boarded the ship. The Singapore Police Coast Guard notified the Singapore VTIS about the boarding. The ship informed Singapore VTIS that a search on board the ship was conducted and there was no sighting of the perpetrators. Nothing was stolen. All crew are safe and the ship resumed her voyage to China. [ReCAAP Focal Point (Singapore)] |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|---|----------------------|--|---|
| 67 | <p>Kim Hock Tug 9 Tug boat Singapore 299 9767120</p> <p>LKH 2882 Barge Singapore 4430</p> | 22/12/19 1410 hrs | <p>1° 14.9' N, 103° 59.98' E</p> <p>Eastern Approaches of Singapore Strait, in the eastbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p> | <p>While the tug boat towing barge was underway, two sampans came alongside and boarded the barge, and stole scrap metal on board. The master of the tug boat reported VTIS and sailed into Singapore waters, after which the Singapore Police Coast Guard and Republic of Singapore Navy assisted to chase away the sampans. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |
| 68 | <p>Bamzi Tanker Panama 58088 9256468</p> | 23/12/19 0012 hrs | <p>1° 15.51' N, 104° 7.8' E</p> <p>Approximately 4.2 nm northeast of Nongsa Point, Pulau Batam, Indonesia, in the eastbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p> | <p>While underway, the chief engineer and duty engineer sighted three perpetrators in the engine room. One of the perpetrators was armed with a knife. The alarm was raised and the three perpetrators escaped immediately. Two motormen were later found tied up by the perpetrators. A search on board the ship was conducted, with no further sighting of the perpetrators. The crew was safe, nothing was stolen and the ship resumed her voyage.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |
| 69 | <p>Trust Star Bulk carrier Panama 21699 9610236</p> | 23/12/19 0154 hrs | <p>1° 15.72' N, 104° 8.33' E</p> <p>Approximately 4.5 nm northeast of Nongsa Point, Pulau Batam, Indonesia, in the eastbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p> | <p>While underway, six perpetrators were sighted at the engine room. They confronted and tied up two crew in the engine room who later untie themselves. The perpetrators escaped when the ship's alarm system was raised. The master reported the incident to Singapore VTIS and deviated to Singapore port. Upon the ship's arrival in Singapore, the Singapore Police Coast Guard boarded the ship and conducted a search on board. There was no further sighting of any perpetrator, the crew was safe and nothing was stolen.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|--|------------------------------|--|---|
| 70 | <p>MTM Penang Product tanker Singapore 13122 9712591</p> | <p>24/12/19 0330 hrs</p> | <p>5° 30.1' S, 105° 18.3' E</p> <p>Panjang Customary Anchorage, Lampung, Sumatra, Indonesia</p> | <p>While at anchor, the 3rd engineer was doing a safety round of the engine room when he saw three perpetrators armed with knives chasing and attempting to attack the duty oiler. The 3rd engineer immediately ran to the engine control room and activated the general alarm. The perpetrators escaped from the starboard side by rope attached to the ship's railing when their presence was discovered. The crew was not injured and nothing was stolen. The Panjang Vessel Traffic Scheme (VTS) and ship's CSO were informed. A ship security search was also conducted.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |
| 71 | <p>Stena Immortal Tanker United Kingdom 29666 9685475</p> | <p>25/12/19 0028 hrs</p> | <p>1° 8.95' N, 103° 29' E</p> <p>Approximately 4.6 nm east of Pulau Karimun Kecil, Indonesia, in the eastbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p> | <p>While underway and bound for the port of Singapore, six unarmed perpetrators were sighted in the engine room. The chief engineer sighted the perpetrators and alerted the master. The ship's alarm system was activated and the six perpetrators escaped empty-handed at the stern of the ship in an unidentified small boat. There was no confrontation between the perpetrators and the crew. The master reported the incident to Singapore VTIS who initiated a safety navigational broadcast. The Singapore Police Coast Guard boarded the ship upon her arrival at the port of Singapore. The Indonesian authority, Republic of Singapore Navy and Singapore Police Coast Guard were notified.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |

ATTEMPTED INCIDENTS

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|--|----------------------|--|--|
| 1 | Name withheld Liberia Bulk carrier 36322 | 25/02/19 1806 hrs | 3° 43.1' S, 114° 26.3' E Taboneo anchorage, Indonesia | While at anchor, the duty watchman on routine rounds noticed two perpetrators attempting to board via the anchor chain. He immediately informed the OOW who raised the alarm and the crew mustered. Realising the crew had been alerted, the perpetrators retreated into their waiting skiff and escaped. [ReCAAP Focal Point (Singapore)] |
| 2 | Zhehai 169 Bulk carrier China 56635 9622784 | 10/05/19 1000 hrs | 7° 40.8' N, 128° 29.3' E Approximately 120 nm east of Mindanao, Philippines (Pacific Ocean) (Piracy) | While underway, 10 perpetrators in five high speed wooden boats approached and attempted to board the bulk carrier. The perpetrators were observed to be carrying iron hooks. The ship started emergency response and the crew was mustered. The crew used fire hoses on the perpetrators, who aborted the attempt after an hour. [ReCAAP Focal Point (China)] |
| 3 | El Toro Sailing boat Austria | 22/05/19 2305 hrs | 0° 53.5' S, 131° 14.4' E Off Pulau Doom, Sorong, Indonesia | While at anchor, a perpetrator in a fishing boat approached and attempted to steal the sailing boat's dinghy. Upon sighting the perpetrator, the skipper directed a lamp and shouted at him. Realising the skipper had been alerted, the perpetrator released the dinghy and escaped. [ReCAAP Focal Point (Singapore)] |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|---|----------------------|---|---|
| 4 | SG Pegasus Chemical tanker Panama 8195 9494876 | 07/08/19 0300 hrs | 1° 6.2' N, 104° 10.7' E Tanjung Uban anchorage, Pulau Bintan, Indonesia | While at anchor, three perpetrators using grappling hooks attempted to board the chemical tanker from a small craft with outboard engine. Upon sighting of the perpetrators, the crew sounded the ship's horn and general alarm. The perpetrators subsequently aborted the attempt. The crew was safe and nothing was stolen. The incident was reported to the local port authority. [ReCAAP Focal Point (Singapore)] |
| 5 | NCC Qassim Oil tanker Saudi Arabia 29595 9306811 | 24/09/19 0015 hrs | 13° 46' N, 120° 59' E Mabini anchorage, Batangas, Philippines | While at anchor, a perpetrator from a small watercraft climbed the anchor chain and attempted to board the ship through the hawse pipe. The master reported the incident to the authorities. The personnel of CGS Batangas and PSC Batangas boarded the ship to investigate. [ReCAAP Focal Point (Philippines)] |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|--|----------------------|--|---|
| 6 | Name withheld Product tanker Saudi Arabia 29575 | 15/10/19 0500 hrs | 3° 55' N, 98° 48' E Belawan anchorage, Indonesia | While at anchor, the duty crew noticed a perpetrator attempting to board via the anchor chain. Another two perpetrators waited in the boat alongside the ship. The duty crew reported the incident to the OOW, who raised the alarm. Realising the crew had been alerted, the perpetrators escaped in their boat. [IMO] |
| 7 | NCC Amal Chemical tanker Saudi Arabia 29168 9411317 | 25/10/19 0515 hrs | 1° 2.96' N, 103° 38' E Approximately 4.9 nm west of Pulau Cula, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS) | While underway, four perpetrators from a small boat attempted to board the ship from starboard quarter. The alarm was raised and the attempt to board the ship was aborted. The small boat sped away. The master reported the incident to Singapore Vessel Traffic Information System (VTIS). The ship resumed her voyage with all crew safe. The Singapore Navy, Singapore Police Coast Guard and Indonesian authority were notified. Safe navigational broadcast was initiated. [ReCAAP Focal Point (Singapore)] |
| 8 | GT Equality Chemical tanker Vietnam 4159 9205512 | 5/11/19 2118 hrs | 1° 12.6' N, 103° 34.3' E Approximately 4.8 nm southeast of Tanjung Piai, Johor, Malaysia, in the westbound lane of the TSS in the Singapore Strait (SOMS) | While the chemical tanker was departing from Tanjung Pelepas, Johor, Malaysia, six perpetrators in two speed boats attempted to board the ship. Upon sighting of the two speed boats, the alarm was raised. The master increased the speed and took evasive manoeuvres. The perpetrators aborted the attempt to board the ship. The ship resumed her voyage heading easterly. The crew was safe. [ReCAAP Focal Point (Singapore)] |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incident |
|-----|--|---------------------|--|---|
| 9 | Silver Millie Tanker Marshall Islands 29327 9692363 | 9/11/19 0100 hrs | 13° 45' N, 121° 1' E Alpha Anchorage, Batangas Bay, Batangas City, Philippines | <p>While the tanker was dropping its anchor, the duty anchor detail of the watch noticed a perpetrator trying to climb through the ship's anchor chain. The duty officer shook the hawse pipe, causing the perpetrator to fall into the water. The perpetrator escaped towards an unknown direction. The incident was reported to the Philippine Coast Guard District Southern Tagalog.</p> <p>The Philippine Coast Guard and Bureau of Immigration and Quarantine boarded the ship, and conducted an initial investigation. They advised the master of the ship to enhance security measures to avoid recurrence of similar incident.</p> <p>[ReCAAP Focal Point (Philippines)]</p> |
| 10 | Dione Bulk carrier Marshall Islands 40622 9213363 | 1/12/19 0605 hrs | 17° 36.89' N, 83° 21.98' E Visakhapatnam Anchorage Area, India | <p>While at anchor, six perpetrators in a skiff came near the ship and attempted to board the vessel by rope with hooks. The master reported the incident to Visakhapatnam Port Control, who advised the master to contact Indian Coast Guard (ICG). An ICG Ship was then directed to assist the ship. Upon seeing an Indian naval ship approaching the bulk carrier, the perpetrators cut off the rope and escaped.</p> <p>[ReCAAP Focal Point (India)]</p> |
| 11 | BW Loyalty Tug boat Singapore 160 9492622 | 6/12/19 0210 hrs | 1° 10.95' N, 103° 56.63' E Off Pulau Sambu, Indonesia | <p>While underway, a suspicious boat with five to seven perpetrators approached the tug boat. One of the perpetrators attempted to secure a rope at port side but failed due to choppy water conditions and strong winds. The duty officer sounded the general alarm and the suspicious boat aborted the attempt after a while.</p> <p>[ReCAAP Focal Point (Singapore)]</p> |

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

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

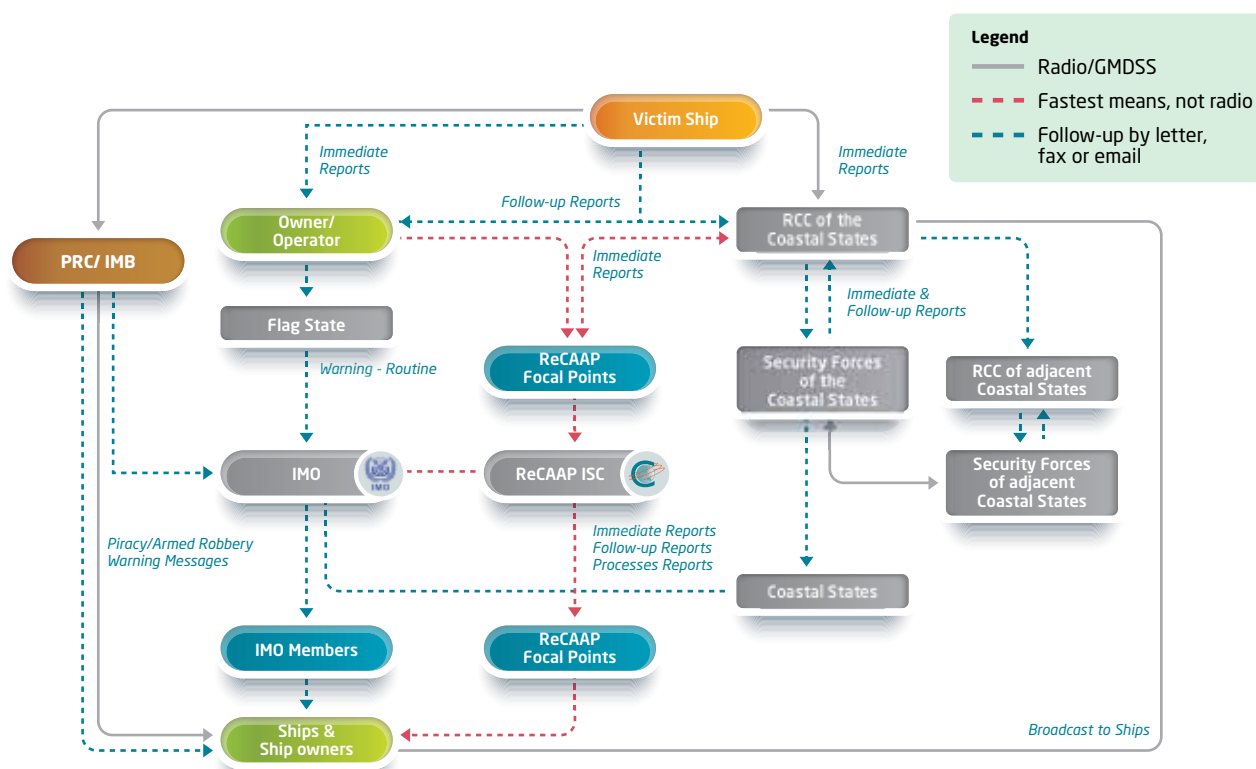


Diagram 1 - Flow Diagram for Reporting Incidents in Asia

Notes:

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

CONTACT DETAILS OF ReCAAP FOCAL POINTS/CONTACT POINT

| Country & Agency In Charge | Point of Contact | |
|---|--|--------------------------------------|
| | Phone No | Fax Number |
| Australia | | |
| Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: mbcengagement@abf.gov.au | +61-2-6275-6000 | +61-2-6275-6275 |
| Bangladesh | | |
| Department of Shipping E-mail: cns@dos.gov.bd | +88-02-9554206 | +88-02-7168363 |
| Brunei | | |
| Royal Brunei Marine Police Email: marine@police.gov.bn | +673-2773548 | +673-2770549 |
| Cambodia | | |
| Merchant Marine Department Ministry of Public Works and Transport E-mail: mmd@mpwt.gov.kh | +855-88-7878-777 | +85-5-2386-4110 |
| China | | |
| China Maritime Search and Rescue Coordination Centre (Beijing) Email: cnmrcc@mot.gov.cn cnmrcc@msa.gov.cn | +86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221 | +86-10-6529-2245 |
| Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk | +85-2-2233-7999 | +85-2-2541-7714 |
| Denmark | | |
| Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk | +45-9137-6000 | +45-9137-6001 |
| India | | |
| MRCC (Mumbai) Coast Guard Region (West) Mumbai - India Email: mrcc-west@indiancoastguard.nic.in | +91-22-2431-6558 +91-22-2438-8065 | +91-22-2433-3727 +91-22-2431-6558 |

| Country & Agency In Charge | Point of Contact | |
|--|--|--------------------------|
| | Phone No | Fax Number |
| Japan | | |
| Japan Coast Guard (JCG) Ops Centre Email : jcg-op@mlit.go.jp | +81-3-3591-9812 +81-3-3591-6361 | +81-3-3581-2853 |
| Republic of Korea | | |
| Situation Room (Operation Centre) Ministry of Oceans and Fisheries Email: mof5896@korea.kr | +82-44-200-5895 to 98 | +82-44-200-5886 to 88 |
| Laos | | |
| International Organisations Department UN Political and Security Affairs Division Ministry of Foreign Affairs Email: unpolsec.mfalaos@gmail.com | +856-21-414025 | +856-21-414025 |
| Myanmar | | |
| MRCC Ayeyarwaddy Myanmar Navy Email: mrcc.yangon@mptmail.com.mm mrcc.myanmar2012@gmail.com | +95-313-1651 | +95-1202-417 |
| Netherlands | | |
| Netherlands Coast Guard Maritime Information Centre Email: mik-nl@kustwacht.nl | +31-223-658-101 | +31-223-658-358 |
| Norway | | |
| Norwegian Maritime Authority Email: security@sdir.no | +47-5274-5000 | +47-5274-5001 |
| Philippines | | |
| Philippine Coast Guard Command Center Email: pcgcomcen@coastguard.gov.ph | +63-2-527-8481 to 89 (ext: 6136/37) +63-917-724-3682 +63-929-825-3207 (mobile) | +63-2-310-2097 |
| Coast Guard District South Western Mindanao (CGDSWM) Email: hcgdswm@yahoo.com | +63 998 585 7972 +63 917 842 8446 VHF: Channel 16 with call sign "NEPTUNE" | |

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

Correct as at 31 October 2019

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

PIRACY
AND ARMED
ROBBERY
AGAINST SHIPS
IN ASIA



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