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Piracy and Armed Robbery
Against Ships in Asia

Annual Report

January-December 2020



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Executive Summary

A total of 97 incidents (comprising 95 actual incidents and two attempted incidents) of piracy and armed robbery against ships were reported in Asia in 2020. This accounts for a 17% increase in the total number of incidents, and a 32% increase in actual incidents reported in 2020 compared to 2019. In 2019, 83 incidents (comprising 72 actual incidents and 11 attempted incidents) were reported. Of the 97 incidents reported in 2020, 93 incidents (96%) were armed robbery against ships, and four incidents (4%) were piracy.

The ReCAAP ISC is concerned with the significant increase of actual incidents compared to the previous years. In 2018, we had the lowest number of actual incidents (62 incidents) among the 14 years of 2007-2020, but the actual incidents increased to 72 in 2019 and further increased to 95 in 2020.

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

One of the particular concerns in 2020 was the continued increase of incidents on board ships while underway in the Singapore Strait in 2020 with 34 incidents, compared to 31 incidents in 2019.

The situation of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah remains a concern as demonstrated by the abduction incident on a fishing trawler on 17 Jan off Sabah (Malaysia) and information of planned kidnapping by members of the Abu Sayyaf Group (ASG) targeting ships passing by Tawi-Tawi (the Philippines) and Sabah waters.

Also of concern was the increase of incidents at the ports/anchorages in the Philippines in 2020. A total of 13 incidents were reported in 2020 compared to seven incidents in 2019.

On the other hand, there was some improvement at the ports/anchorages in China and Malaysia in 2020 compared to 2019. There were also arrests of perpetrators in Bangladesh, India, the Philippines, Indonesia and the Singapore Strait. Furthermore, the severity level (violence factor and stolen items) of the incidents in 2020 has remained moderate as in 2019. The number of incidents of CAT 1 (one incident) and CAT 2 (six incidents) in 2020 were the lowest among the past 14 years of 2007-2020. The majority of the incidents (74%) were CAT 4 incidents (petty theft in nature where the crew is not harmed and perpetrators not armed).

In view of the increase of incidents, particularly in the locations mentioned 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, in order to arrest and prosecute the perpetrators. Ship masters and crew are strongly advised to exercise vigilance, maintain constant lookout for suspicious boats in the vicinity, report all incidents immediately to the nearest coastal State, and implement preventive measures recommended in the *"Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia"*.

The background of the slide is a close-up, high-angle shot of the ocean's surface. The water is a deep, vibrant blue, with numerous small, rhythmic waves and ripples creating a textured, undulating pattern. The lighting is soft, highlighting the crests of the waves and casting gentle shadows in the troughs, giving the scene a sense of depth and movement.

Overview

01

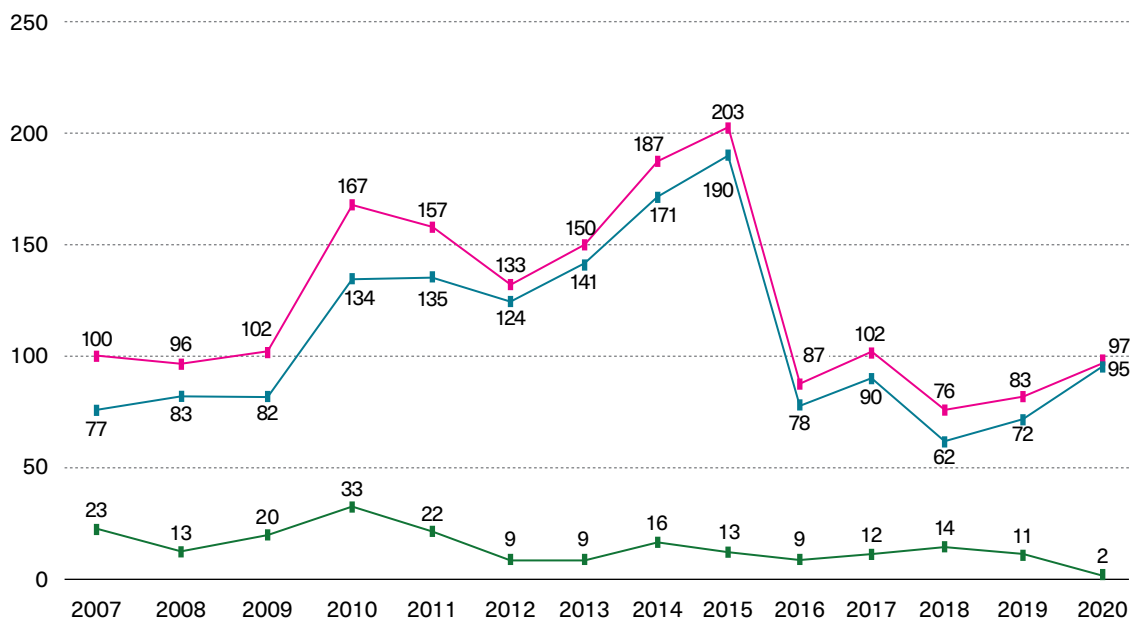
Overview

Incidents of Piracy and Armed Robbery Against Ships in Asia reported in 2020

Number of Incidents

A total of 97 incidents of piracy¹ and armed robbery against ships² were reported in Asia in 2020. Of the 97 incidents, 95 were actual incidents³ and two were attempted incidents⁴. Refer to the Appendix on 'Description of incidents (January-December 2020)'. Compared to 2019, the **total number of incidents in 2020 increased by 17%**, and the number of **actual incidents increased by 32%**. In 2019, 83 incidents (comprising 72 actual incidents and 11 attempted incidents) were reported.

The total number of incidents and the number of actual incidents reported in 2020 are the highest among the past three-year period (2018-2020). Graph 1 shows the number of incidents reported during 2007-2020.



Graph 1 – Number of incidents (2007-2020)

■ Total ■ Actual ■ Attempted

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

The **increase** of incidents in 2020 as compared to 2019 occurred in the following locations (all these incidents are armed robbery against ships except in the South China Sea):

- In Bangladesh, five incidents were reported in 2020 compared to no incident in 2019.
- In India, nine incidents were reported in 2020 compared to five incidents in 2019.
- In the Philippines (excluding the Sulu-Celebes Seas), 13 incidents were reported in 2020 compared to seven incidents in 2019.
- In Vietnam, six incidents were reported in 2020 compared to two incidents in 2019.
- In the South China Sea, four incidents of piracy were reported in 2020 compared to one incident of piracy in 2019.
- In the Singapore Strait, 34 incidents were reported in 2020 compared to 31 incidents in 2019.

However, there was a **decrease** in the number of incidents reported in 2020 compared to 2019 in the following locations:

- In China, no incident was reported in 2020 compared to three incidents in 2019.
- In Malaysia (excluding the Singapore Strait), three incidents were reported in 2020 compared to eight incidents in 2019.
- In Sulu-Celebes Seas, one incident of abduction of crew was reported in 2020 compared to two incidents of abduction of crew in 2019.

Piracy vs Armed Robbery Against Ships

Of the 97 incidents reported in Asia in 2020, four were piracy incidents and 93 were incidents of armed robbery against ships. All four piracy incidents occurred in the South China Sea (SCS). Chart 1 shows the number of piracy incidents versus armed robbery against ships incidents reported during 2007-2020.

The majority of the incidents reported in Asia are armed robbery against ships. Over the 14-year reporting period (2007-2020), the share of piracy incidents fluctuated each year, with an annual average of 13% for piracy incidents and 87% for armed robbery against ships incidents.

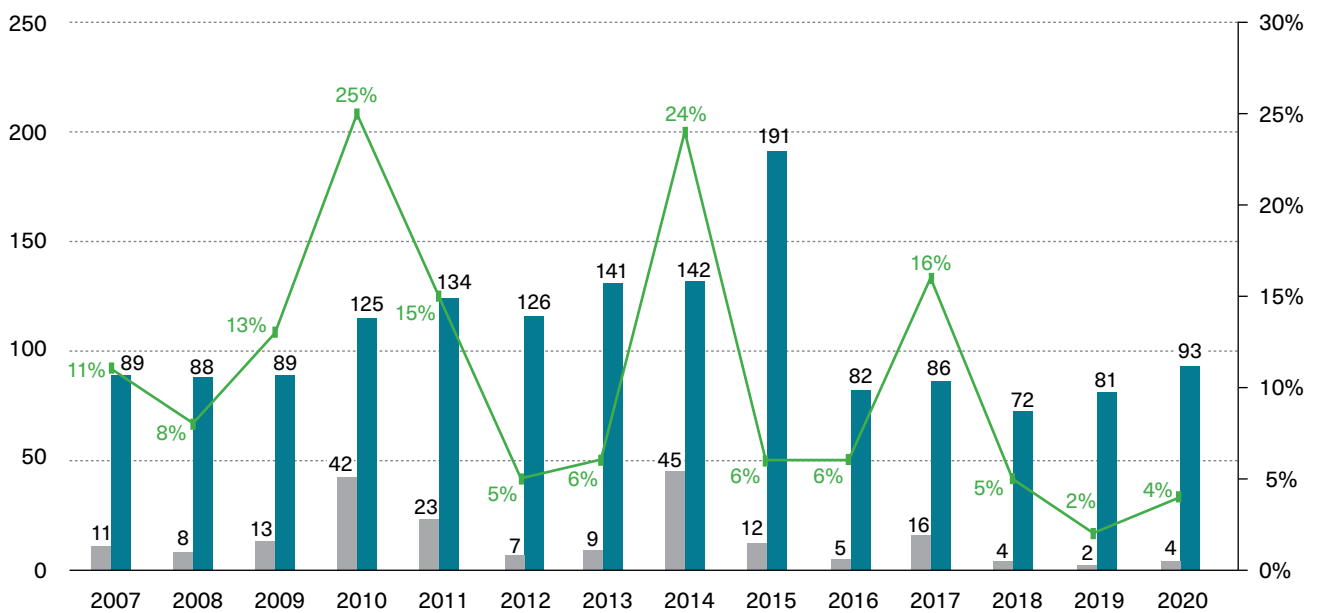


Chart 1 – Piracy vs Armed Robbery Against Ships (2007-2020)

■ Piracy ■ Armed Robbery ■ Piracy (%)

Significance Level of Incidents

Of the 95 actual incidents reported in 2020, one was a CAT 1 incident, six were CAT 2 incidents, 18 were CAT 3 incidents and 70 were CAT 4 incidents. Chart 2 shows the significance level of incidents reported during 2007-2020.

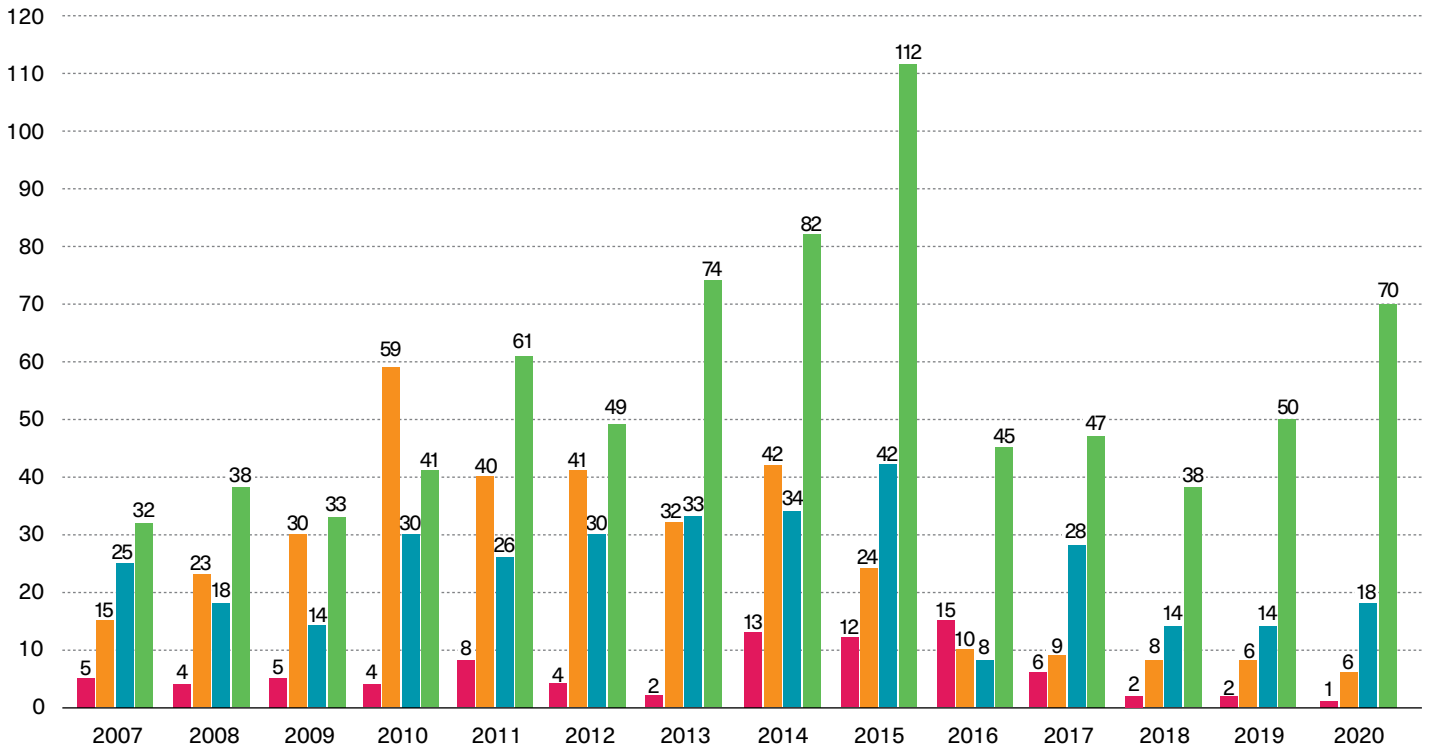


Chart 2 – Significance level of incidents (2007-2020)

■ CAT 1 ■ CAT 2 ■ CAT 3 ■ CAT 4

- **CAT 1** One CAT 1 incident was reported in 2020. It is the lowest number of CAT 1 incident reported during the 14-year period (2007-2020). The CAT 1 incident was the abduction of eight crew from a fishing trawler on 17 Jan off Lahad Datu, Sabah, Malaysia. On 18 Jan, the Malaysian authorities recovered three of the eight crew in the vicinity of Lahad Datu, Sabah. On 29 Sep, the body of one of the five abducted crew was found during a military operation in Patikul, Sulu. The remaining four crew are still held in captivity.
-
- **CAT 2** Six CAT 2 incidents were reported in 2020, which is the same number of CAT 2 incidents reported in 2019. It is also the lowest number of CAT 2 incidents reported during 2007-2020. Of the six incidents, two incidents occurred in the Philippines, one incident each in Bangladesh, in Indonesia, in Malaysia and in the Singapore Strait.
- Five of the six CAT 2 incidents involved perpetrators who were armed with knives, and one incident involved the perpetrator armed with a gun. The perpetrators were violent towards the crew in four incidents as they either threatened the crew, held them hostage temporarily by tying them up or assaulted them. The crew was not harmed in the other two incidents. Of the six incidents, personal belongings were taken from the crew in three incidents, ship stores and spare parts stolen in two incidents and nothing was stolen in one incident.
-
- **CAT 3** There were 18 CAT 3 incidents reported in 2020. The incidents occurred on board ships while at anchor/berth in Bangladesh, India, Indonesia, Philippines and the South China Sea; and on board ships while underway in the Singapore Strait.
- All 18 incidents involved perpetrators who were armed with either knives or sharp weapons. However, the perpetrators were non-confrontational in 17 of the 18 incidents; and the crew was not injured. In one incident, the crew suffered facial injury during a confrontation with the perpetrators. More than half of the 18 CAT 3 incidents reported that the perpetrators escaped empty-handed. In incidents where losses were reported, ship stores such as mooring ropes, flashlight, shackles and self-contained breathing apparatus (SCBA) and engine spares were commonly stolen.
-
- **CAT 4** As in the past trend observed in incidents reported during the past 13-year period (2007-2019), the majority of the incidents reported in 2020 were CAT 4 incidents. This accounts for 74% of the number of actual incidents (70 of 95 incidents) in 2020.

Status of Ships

Of the 97 incidents reported in 2020, 55 incidents (57%) occurred to ships while at anchor/berth and 42 incidents (43%) to ships while underway. This conforms to the past trend where the majority of the incidents occurred to ships while at anchor/berth.

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

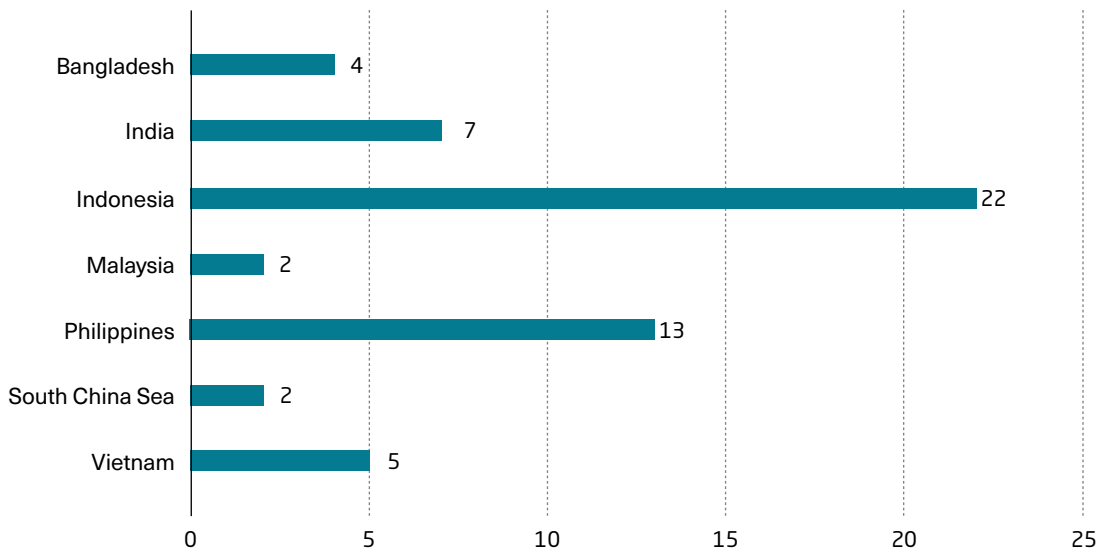


Chart 3 – Incidents on board ships at anchor/berth (2020)

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

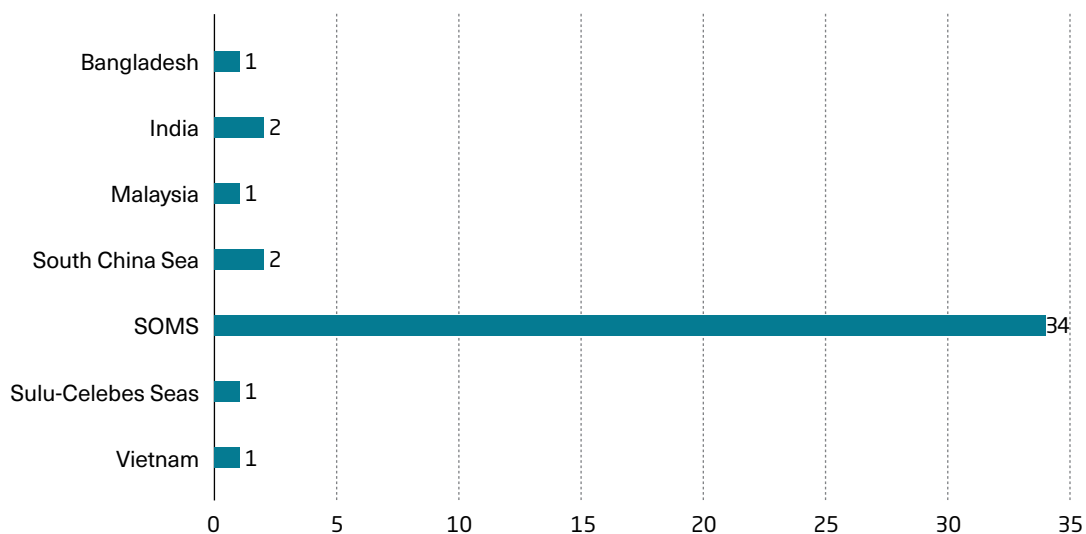


Chart 4 - Incidents on board ships while underway (2020)

Location of Incidents

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

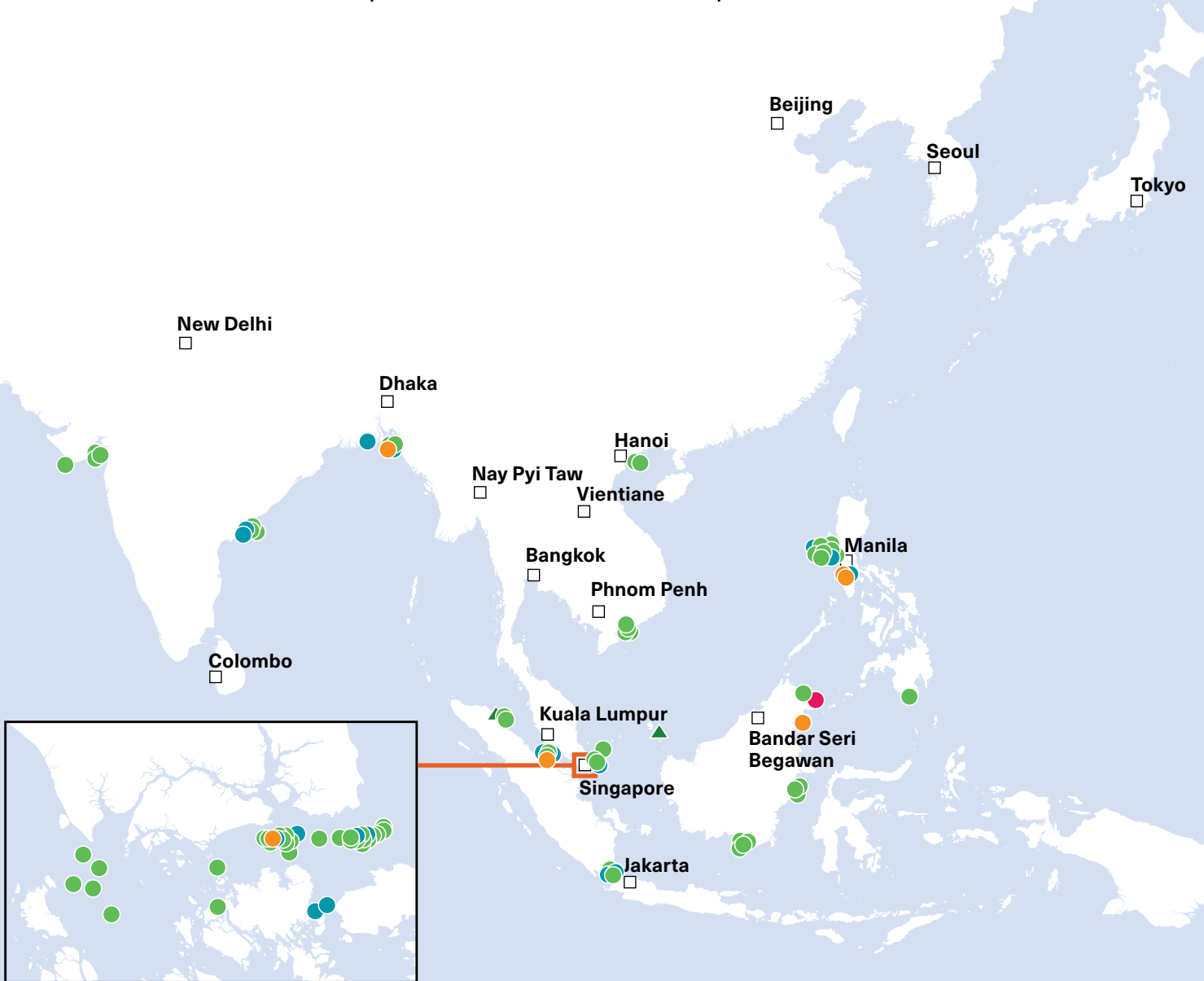
Act = Actual, Att = Attempted

	2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att
North Asia																												
China					1		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			5	
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	9	
Sub-total	22	4	20	3	23	6	34	12	21	7	19	1	17		29	3	22		13	1	15	1	12	3	4	1	14	
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	21	1
Malaysia	8	1	13		12	3	18		14	3	11		6		4	1	4		1		1	1	6		8		3	
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	5	2	13	
Singapore							2		3		2																	
South China Sea	1	5	6	2	11	2	18	8	12	6	7		8	1	40	2	10	1	4	1	11	1	3	1	1		3	1
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	34	
Sri Lanka		1																										
Sulu-Celebes Seas																			12	6	3	4	2	1	2		1	
Thailand	1				2		1										1											
Vietnam	5		11	1	8		13		8		3	1	8	1	6		27		9		2		4		2		6	
Sub-total	55	19	63	10	58	14	99	21	113	15	104	8	124	9	142	13	166	13	62	8	73	11	50	11	65	10	81	2
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	72	11	95	2

Table 1 – Location of Incidents (2007-2020)

Location of Incidents

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



Map 1 – Location of incidents (2020)

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



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

02

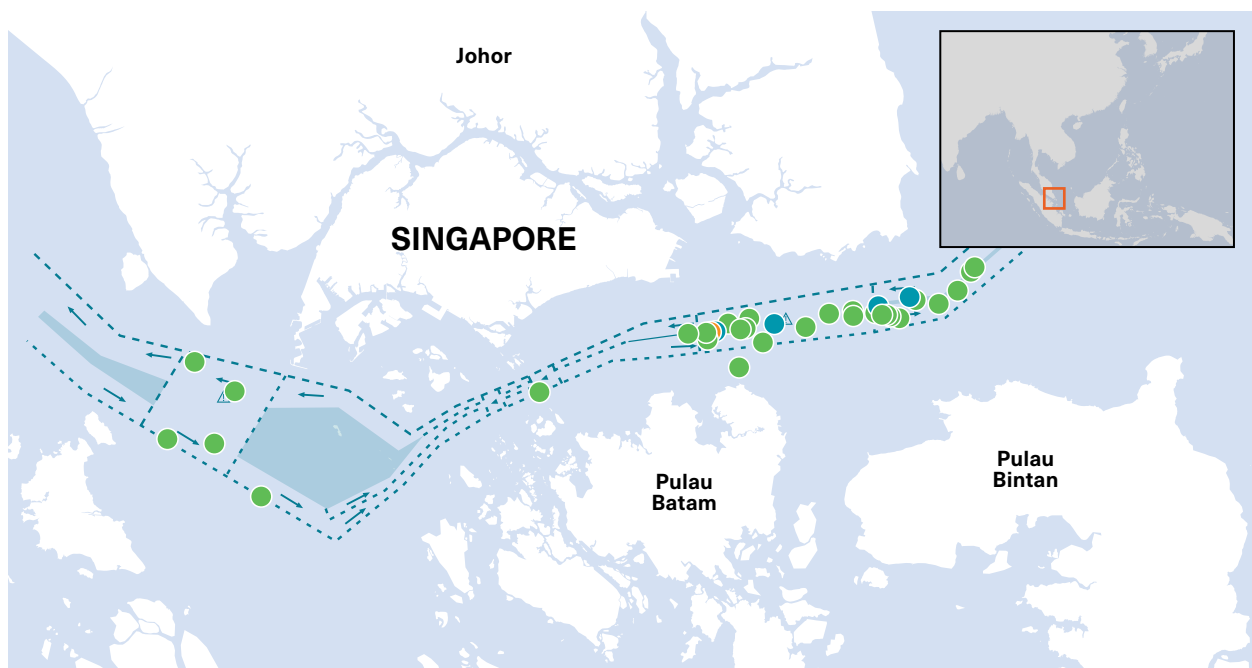
Situation of Armed Robbery Against Ships in the Singapore Strait

Situation Update

Situation in 2020

A total of 34 incidents were reported in the Singapore Strait in 2020. Of these, 30 incidents occurred in the eastbound lane of the Traffic Separation Scheme (TSS), two incidents in the precautionary area in the Singapore Strait, one incident in the westbound lane of the TSS and one incident just outside (south) of the TSS. Map 2 shows the location of the 34 incidents occurred in 2020.

Concerned with the continued occurrence of incidents in the Singapore Strait in 2020, the ReCAAP ISC issued a Special Report on “*Incidents against ships in the Singapore Strait*” on 23 Nov to provide an insight of the incidents, modus operandi of the perpetrators and recommendations to the shipping industry and authorities of littoral States to address the situation collectively. A total of 31 incidents were reported in the Singapore Strait in 2019.



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

● CAT 2 ● CAT 3 ● CAT 4

Observations

Modus Operandi and Observations in 2020

The modus operandi of the 34 incidents that occurred to ships while underway in the Singapore Strait in 2020 are summarised in table below:

Factors of incident	Eastbound lane of the TSS (30 incidents)	Precautionary Area (2 incidents)	Westbound lane of the TSS (1 incident)	Just outside (south) of the TSS (1 incident)
Type of ship (number of incidents)	Bulk carrier (20) Tanker (6) Tug boat (3) Reefer vessel (1)	Bulk carrier (1) Tug boat (1)	Tug boat (1)	Tug boat (1)
No. of perpetrators (number of incidents)	8 men (1) 7 men (1) 6 men (3) 5 men (2) 4 men (3) 3 men (8) 2 men (6) 1 man (4) Unknown (2)	6 men (1) 3 men (1)	2 men (1)	3 men (1)
Weapons carried (number of incidents)	Knives (5) Not stated (23) Not armed (2)	Not stated (2)	Not stated (1)	Not stated (1)
Treatment of crew (number of incidents)	No injuries (29) Assaulted (1)	No injuries (2)	No injuries (1)	No injuries (1)
Items stolen (number of incidents)	Engine spares (7) Ship stores (4) Scrap metal on barges (2) Steel construction material on barge (1) Cash/property (1) Nothing stolen (14) Not stated (1)	Batteries (1) Nothing stolen (1)	Stores (1)	Nothing stolen (1)
Time of incident (number of incidents)	Hours of darkness (26) Daylight hours (4)	Hours of darkness (1) Daylight hours (1)	Daylight hours (1)	Hours of darkness (1)

The observations are as follows:

1. The majority of the incidents involved 1-3 men. Of the 34 incidents, 21 incidents involved 1-3 men (62%), nine incidents involved 4-6 men (26%), two incidents involved 7-9 men (6%) and two incidents (6%) had no information on the number of perpetrators involved.
2. In 14 of the 28 incidents involving bigger ships (bulk carriers, tankers and reefer vessel), perpetrators were sighted in the engine room. The perpetrators managed to steal engine spares from the engine room in seven of the 14 incidents.
3. Of the 28 incidents involving bigger ships, 27 of them occurred during hours of darkness.
4. In four of the six incidents involving barges towed by tug boats, the perpetrators stole the cargoes carried on board the barges. All the four incidents occurred during daylight hours.

Comparison between 2019 and 2020

Comparing the location of the incidents reported in 2019 with 2020, there was a shift from the westbound lane to the eastbound lane of the TSS in the Singapore Strait. During the first eight months of 2019, all incidents reported in the Singapore Strait occurred in the westbound lane of the TSS. But from September 2019 onwards till November 2020, the majority of the incidents occurred in the eastbound lane of TSS. No incident was reported in December 2020. Chart 5 shows the number and location of the incidents occurred in the Singapore Strait in each month of 2019 and 2020.

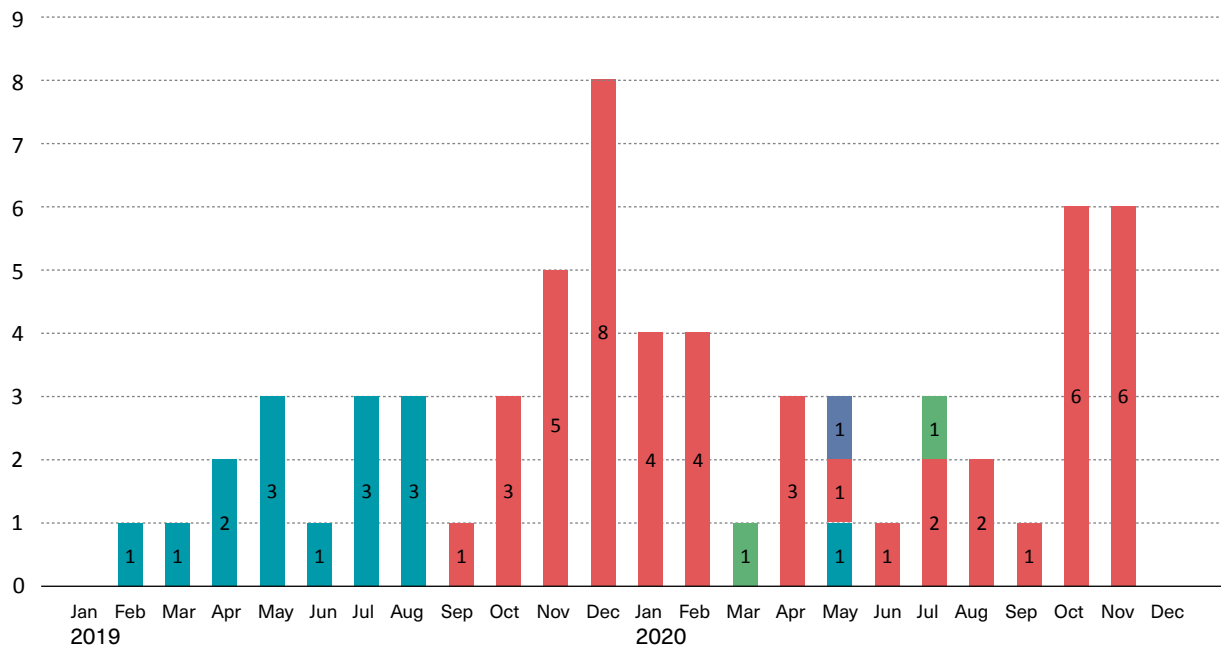


Chart 5 – Number and location of incidents in the Singapore Strait (2019-2020)

■ Westbound ■ Eastbound ■ Precautionary Area ■ Just south of TSS

The observations are as follows:

1. There was a decrease of the number of incidents reported in the westbound lane of TSS as well as incidents involving tug boats and barges in 2020 compared to 2019⁵. Some of the possible reasons attributed to the decrease of the number of incidents could be: (1) increase of enforcement efforts carried out by the law enforcement agencies in the westbound lane of TSS, particularly in the western sector, (2) the price of scrap metal in 2020 dropped compared to 2019⁶ and it is no longer lucrative to steal scrap metal for resale, and (3) under-reporting by ship master due to various reasons⁷.

⁵ The number of incidents involving tug boats and barges in 2019 was the second highest among the past 13 years of 2007-2019. A total of 17 incidents involving tug boats and barges were reported in 2019. Of these, 12 incidents were theft of scrap metal from the barges. In 2020, six incidents occurred to tug boats and barges. Three of the six incidents were theft of scrap metal from the barges. The last known incident involving tug boat and barge occurred on 26 Jul 20 in the Precautionary Area in the Singapore Strait.

⁶ The price of scrap metal varies over time and in different location. Reference the website at <http://www.scrapmetal.sg/>, the price of scrap metal as of 12 Nov 2020 ranges between S\$280 to S\$350 per ton, depending on its type. Compared to August 2019, the price was between S\$350 to S\$500 per ton.

⁷ Due to fear of being held back by the authorities for investigation, too troublesome to file report with the local authority, the losses are minor or no losses was incurred, etc.

2. On the other hand, there was an increase of the number of incidents reported in the eastbound lane of TSS in 2020 compared to 2019. Most of these incidents involved bigger ships (bulk carriers and tankers). The perpetrators were persistent in their attempts to board ships in the eastbound lane, as demonstrated by more than one boarding occurred within short intervals of time. Two incidents were reported on 18 Jan; two incidents on 9 Feb; two incidents on 29 and 30 Aug; four incidents in October (on 13 and 14 Oct, and two incidents on 26 Oct); and five incidents in November (on 8 Nov, two incidents on 9 Nov, one incident on 17 Nov and one incident on 19 Nov). It is possible that the same group of perpetrators was involved in some of these incidents based on the short time interval between the incidents, the close proximity of the incidents to each other and their modus operandi.

Recommendations

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

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

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

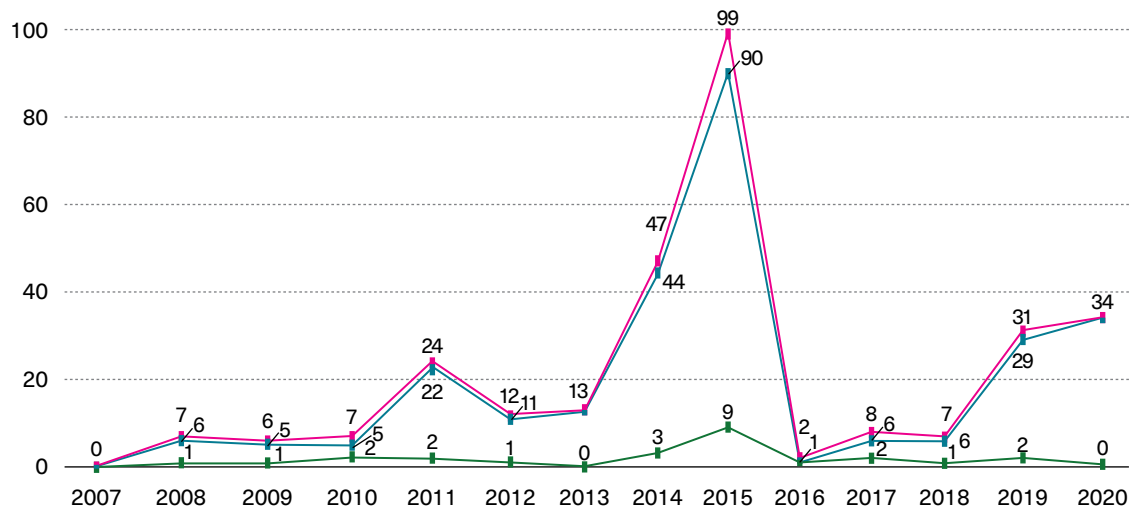
Analysis of Incidents during 2007-2020 (Data Analytics)

This section provides analysis of all the incidents reported in the Singapore Strait for the past 14 years (2007-2020). The analysis focuses on the number of perpetrators, weapons carried by perpetrators, treatment of crew, item stolen, type of ships boarded and time of incidents.

Some correlations between these factors and specific locations in the Singapore Strait are observed.

Number of incidents from 2007-2020

A total of 297 incidents (comprising 272 actual incidents and 25 attempted incidents) were reported in the Singapore Strait during 2007-2020. The highest number of incidents occurred in 2015 (99 incidents) and the lowest number of incidents in 2016 (two incidents), except in 2007 (zero incident). Graph 2 shows the number of incidents in the Singapore Strait during 2007-2020.



Graph 2 - Number of incidents in the Singapore Strait (2007-2020)

■ Total ■ Actual ■ Attempted

Significance Level of Incidents

Of the 272 actual incidents reported in the Singapore Strait during 2007-2020, 65 were CAT 2 incidents, 46 were CAT 3 incidents and 161 were CAT 4 incidents. No CAT 1 incident was reported. The majority of the incidents were CAT 4 incidents (60%). Chart 6 shows the significance level of incidents in the Singapore Strait during 2007-2020.

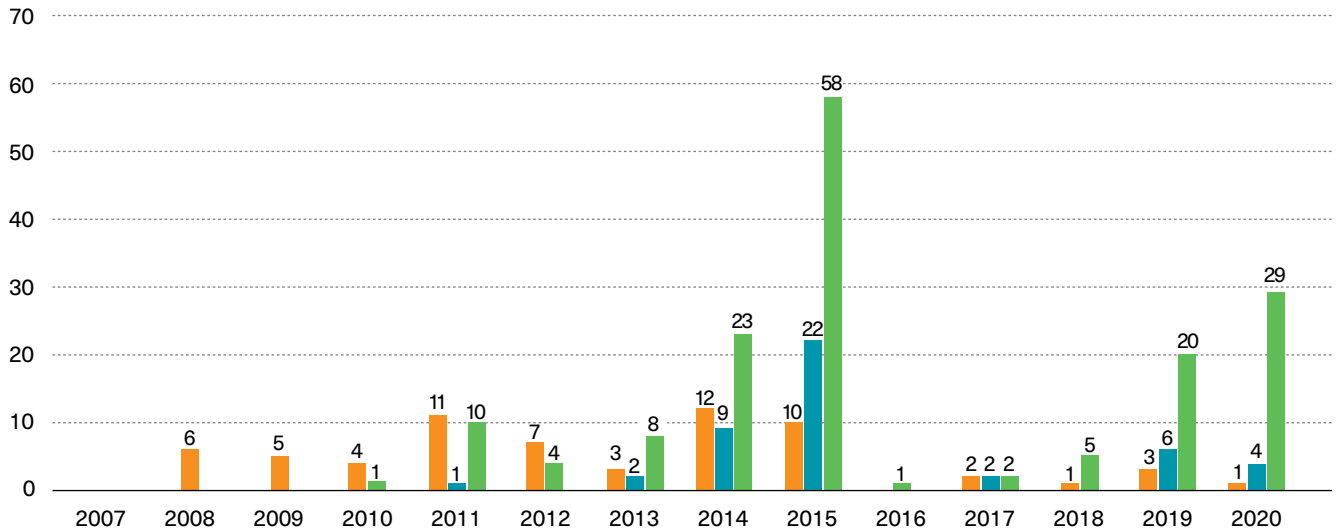


Chart 6 - Significance level of incidents in the Singapore Strait (2007-2020)

█ CAT 2
 █ CAT 3
 █ CAT 4

Summary of analysis

The characteristics of the majority of incidents reported in the Singapore Strait during 2007-2020 are as follows.

- Small number of perpetrators: 4-6 men (44% of all incidents) and 1-3 men (27%)
- 62% with no information on the type of weapons carried by the perpetrators, 29% armed with knives/machetes and 3% armed with guns/knives
- 84% with no injury of crew
- 48% with nothing stolen
Stolen items: cash/property (14%), engine spares (12%), ship stores (10%)
- Boarded ships: Tug/boats/supply vessels (36%), bulk carriers (33%), tankers (22%), container ships (6%)
- 82% of incidents occurred during hours of darkness

Details of Analysis

Number of perpetrators. Of the 297 incidents reported during 2007-2020, 129 incidents involved 4-6 men (44%), 79 incidents involved 1-3 men (27%), 25 incidents involved 7-9 men (8%), 10 incidents involved more than 9 men (3%) and 54 incidents with no information available (18%). There is a deviation in the number of perpetrators in incidents in 2020, where the majority of incidents involved 1-3 men (62%).

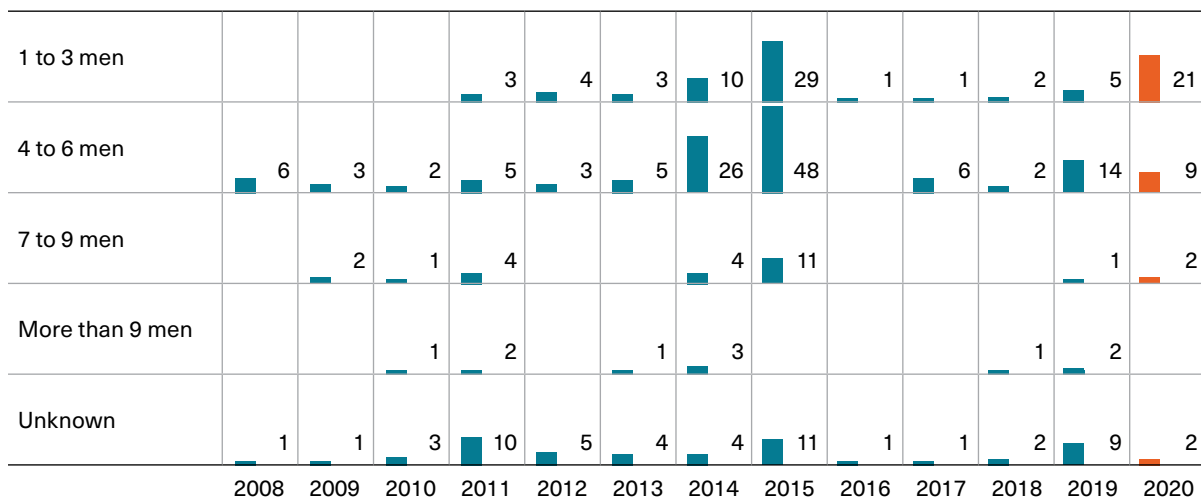
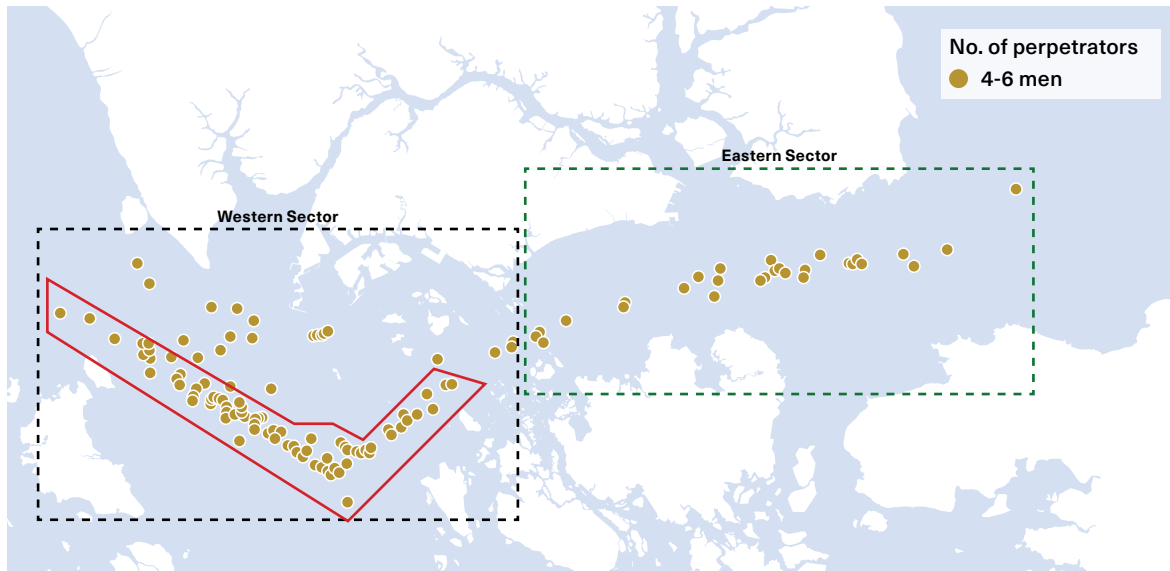


Chart 7 – Number of perpetrators – Singapore Strait (2007-2020)

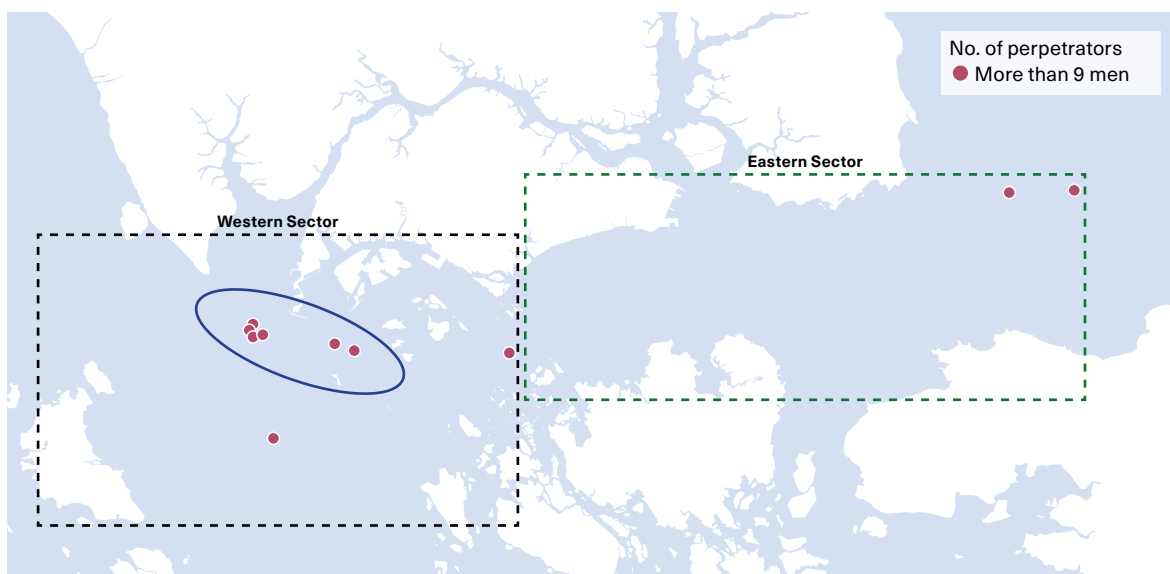
Correlation between number of perpetrators vis-à-vis location of incidents in the Singapore Strait

Perpetrators of group of 4-6 men. Map 3 shows the location of the 129 incidents involving 4-6 men during 2007-2020. The majority of these incidents occurred in the western sector of the Singapore Strait (black-dotted box) and in the eastbound lane of the TSS (red outline).



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

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



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

Type of weapons carried by perpetrators. Among the 297 incidents reported during 2007-2020, the majority of the incidents had no information on the weapons carried by the perpetrators (62%). 86 incidents reported perpetrators armed with knives/machetes (29%) and eight incidents reported perpetrators armed with guns and knives (3%).

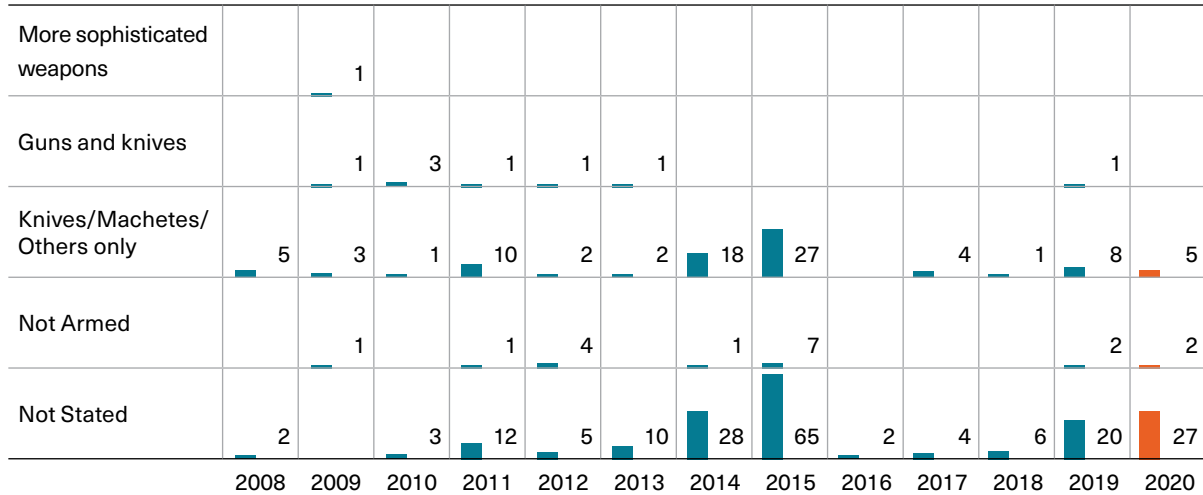
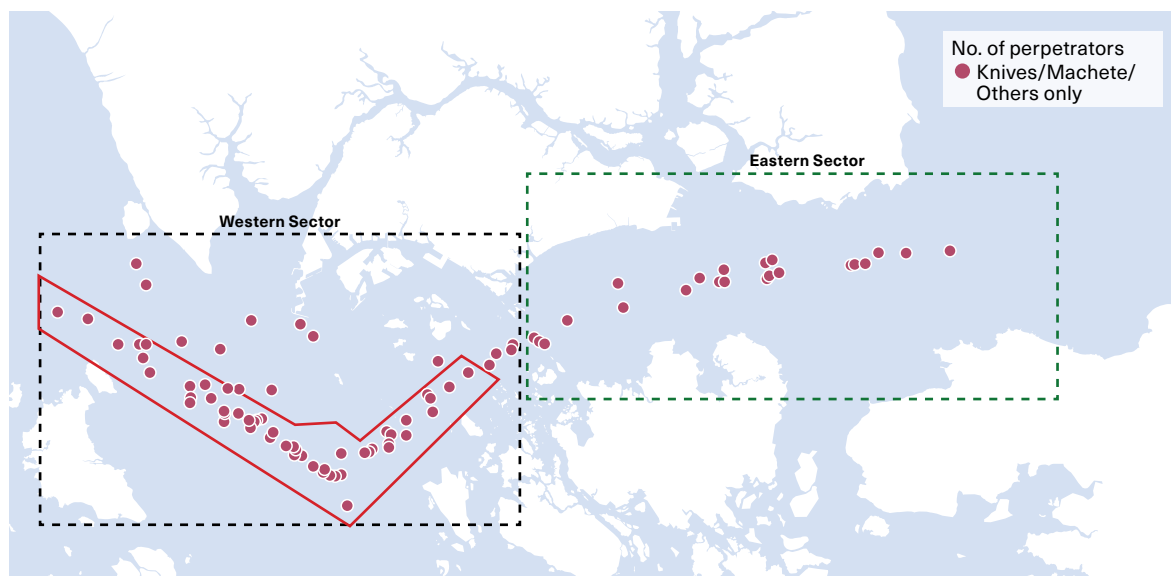


Chart 8 – Type of weapons carried by perpetrators – Singapore Strait (2007-2020)

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

Perpetrators armed with knives/machetes. Among the 86 incidents involving perpetrators armed with knives/machetes, three-quarters of these incidents occurred in the western sector of the Singapore Strait (black-dotted box), and in the eastbound lane of the TSS (red outline) shown in Map 5.



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

Treatment of crew. Of the 297 incidents reported during 2007-2020, the majority of the incidents reported that the **crew was not injured (84%)**. 38 incidents involved crew who were either assaulted, taken hostage temporarily or threatened (13%).

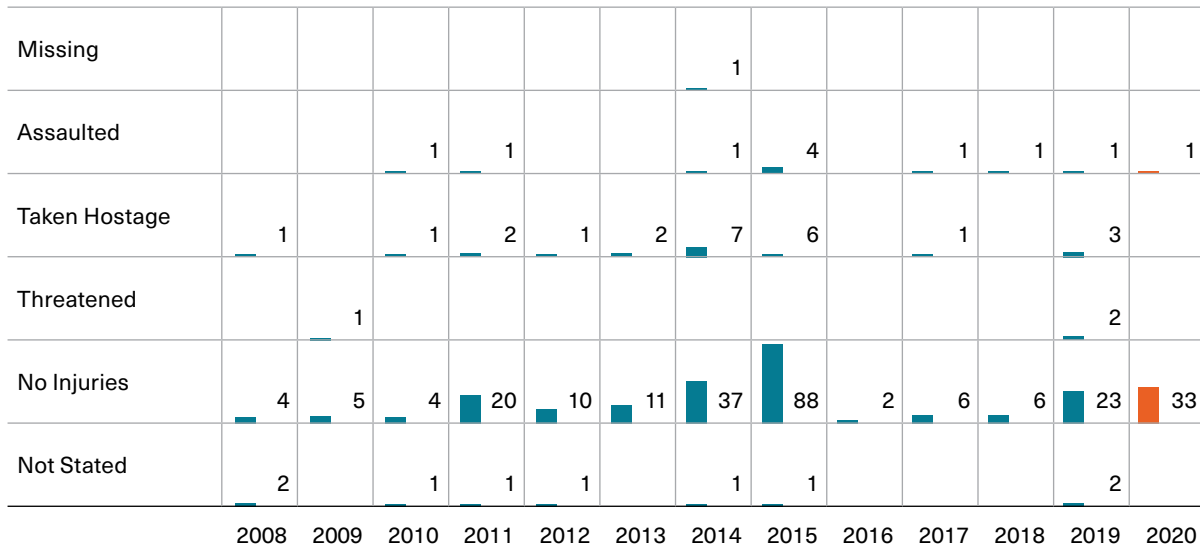
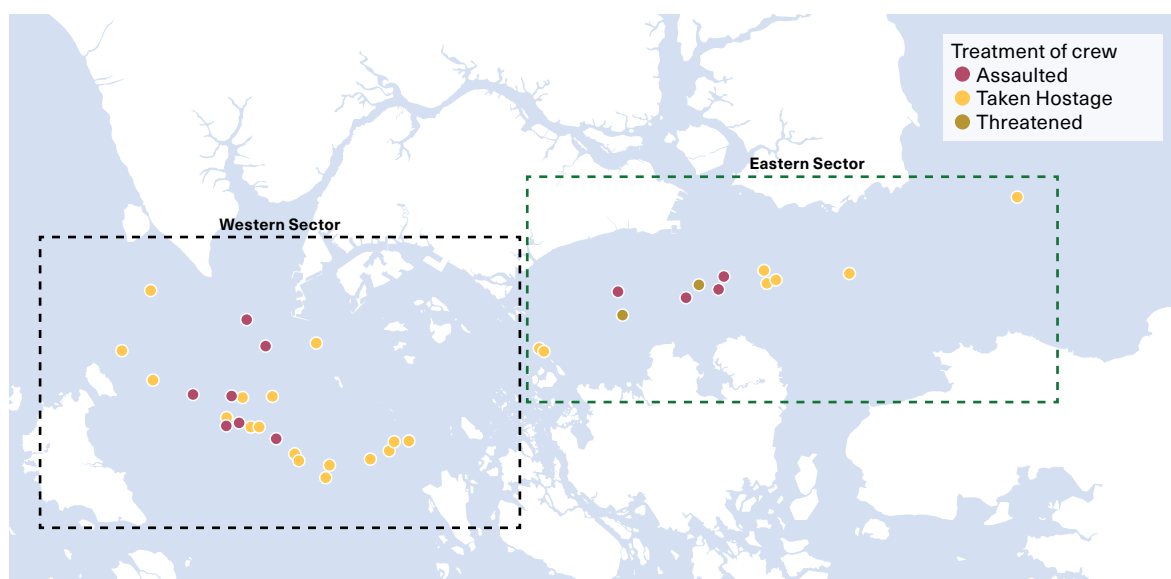


Chart 9 – Treatment of crew – Singapore Strait (2007-2020)

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

Crew being assaulted, taken hostage temporarily or threatened. Among the 38 incidents involving crew being assaulted or taken hostage temporarily or threatened, 24 incidents occurred in the western sector of the Singapore Strait and 14 in the eastern sector as shown in Map 6.



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

Type of Loss. The majority of the incidents during 2007-2020 reported that **nothing was stolen (48%)**. For incidents where losses were reported, 41 incidents reported loss of cash/property (14%), 37 incidents loss of engine spares (12%) and 31 incidents loss of ship stores (10%).

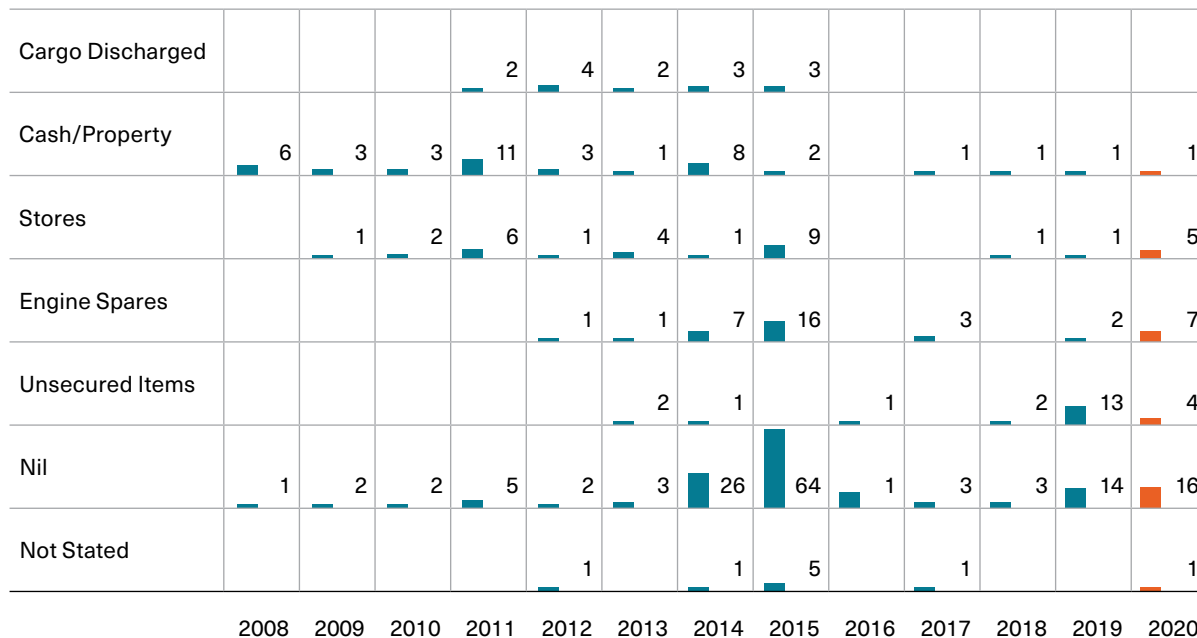
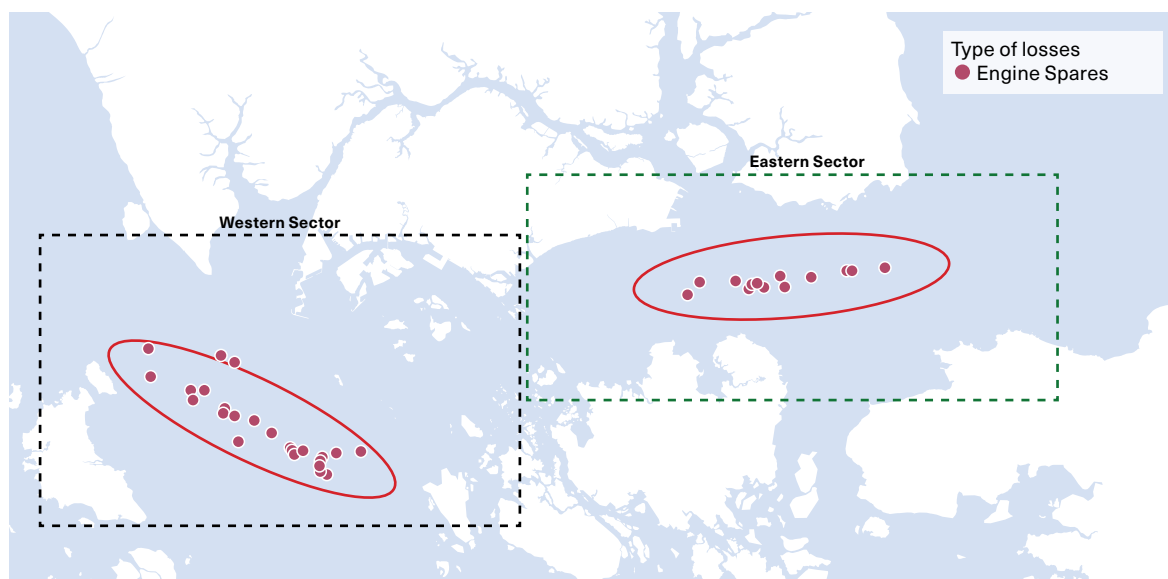


Chart 10 – Type of loss – Singapore Strait (2007-2020)

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

Loss of engine spares. During 2007-2020, 37 incidents reported the loss of engine spares. Of these, 35 incidents occurred in the eastbound lane of the TSS (red ovals), and two incidents in the precautionary area as shown in Map 7.



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

Type of ships boarded. Among the 297 incidents reported during 2007-2020, 107 incidents occurred on board tug boats/supply vessels (36%), 99 incidents occurred on board bulk carriers (33%), 65 incidents on board tankers (22%), 16 incidents on board container ships (6%), six incidents on board general cargo ships (2%) and four incidents on board other ships (1%). However, the majority of the incidents reported in 2020 occurred on board bulk carriers (62%).

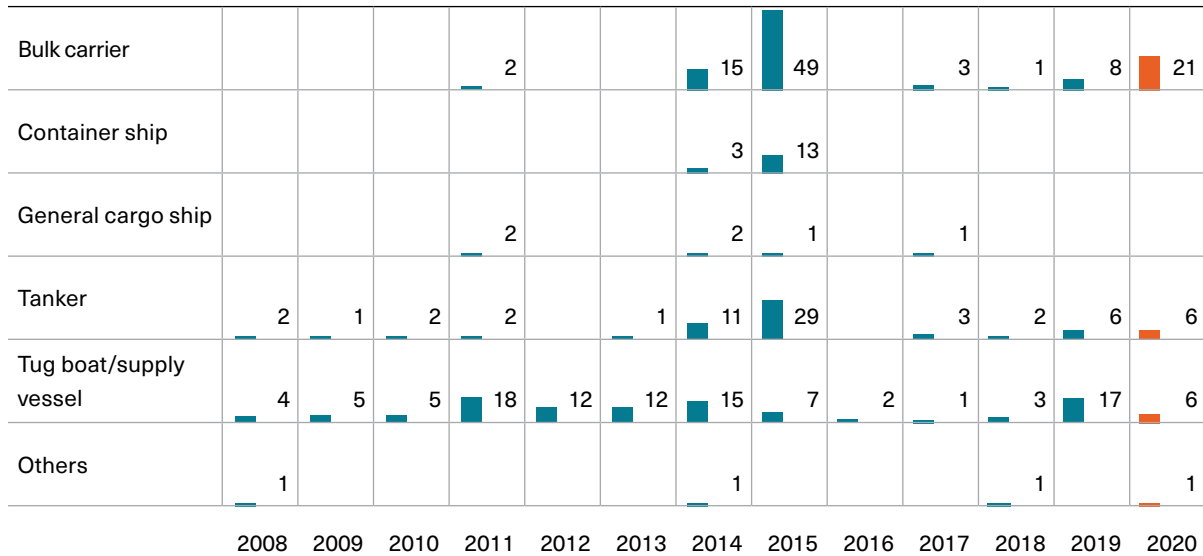
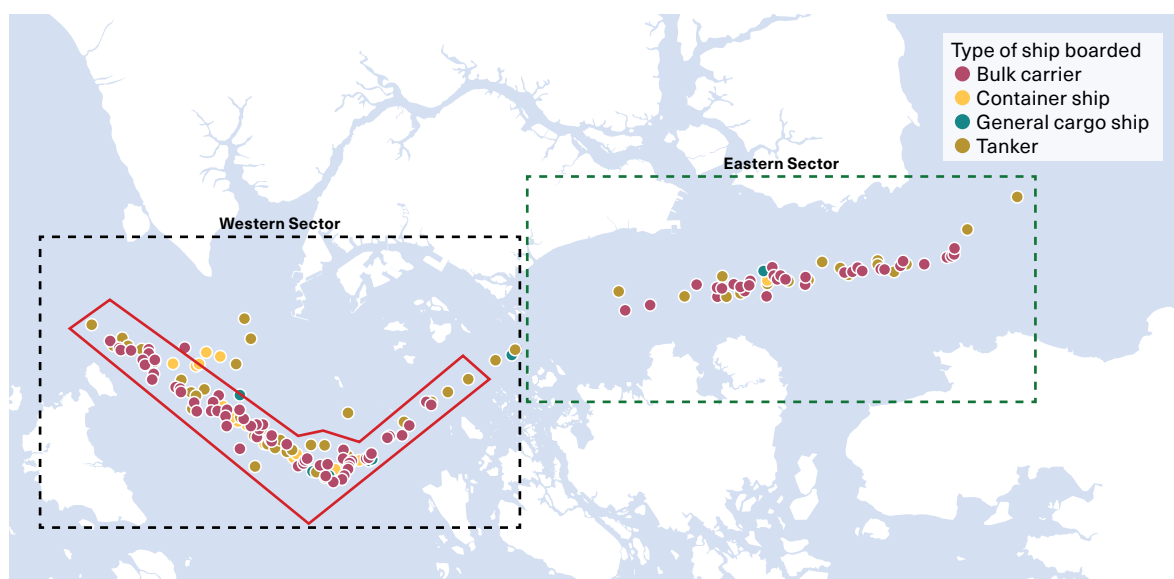


Chart 11 – Type of ships boarded – Singapore Strait (2007-2020)

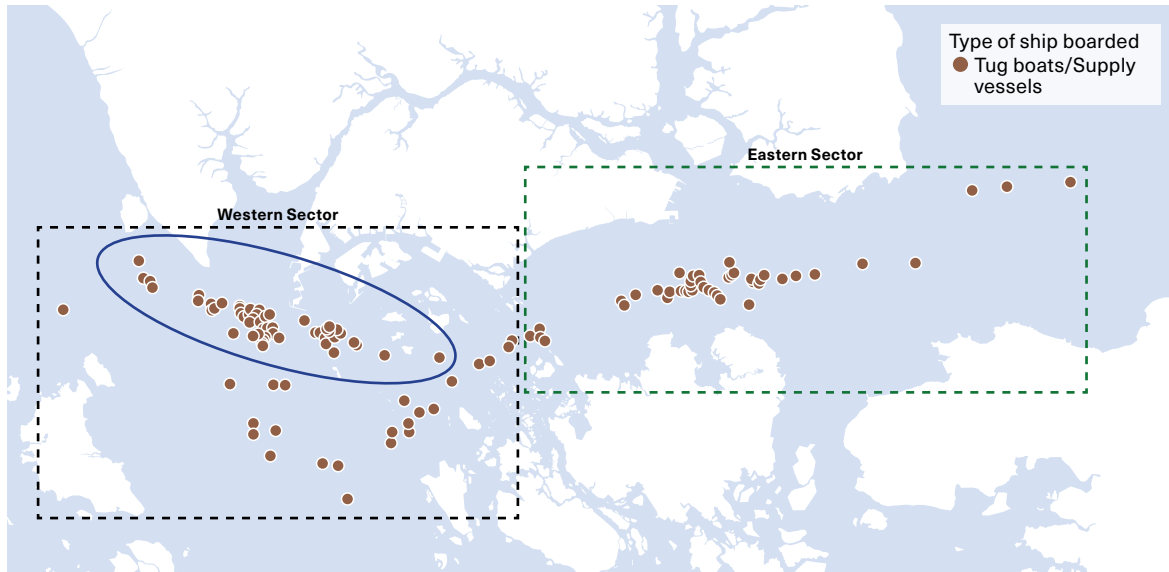
Correlation between type of ships vis-à-vis location of incidents in the Singapore Strait

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



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

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



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

Time of incidents. Among the 297 incidents reported during 2007-2020, 243 incidents occurred during hours of darkness [between 1800 hrs and 0559 hrs] (82%) and 54 incidents occurred during daylight hours [between 0600 hrs and 1759 hrs] (18%).

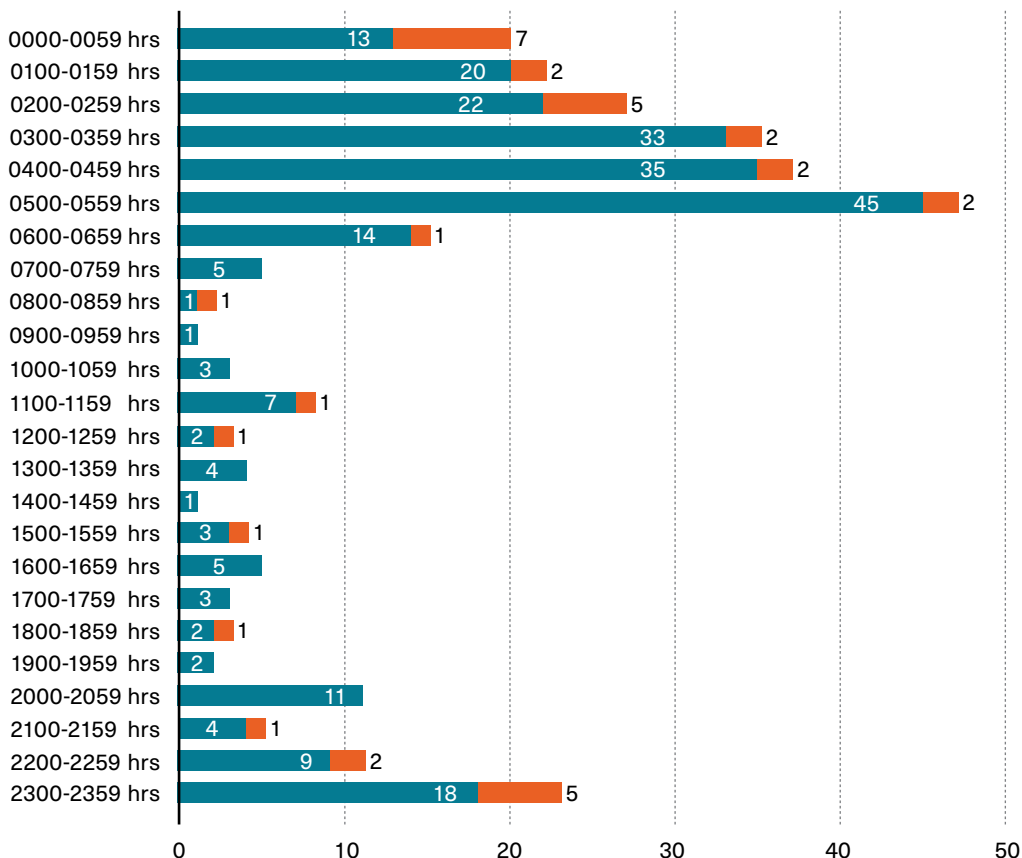
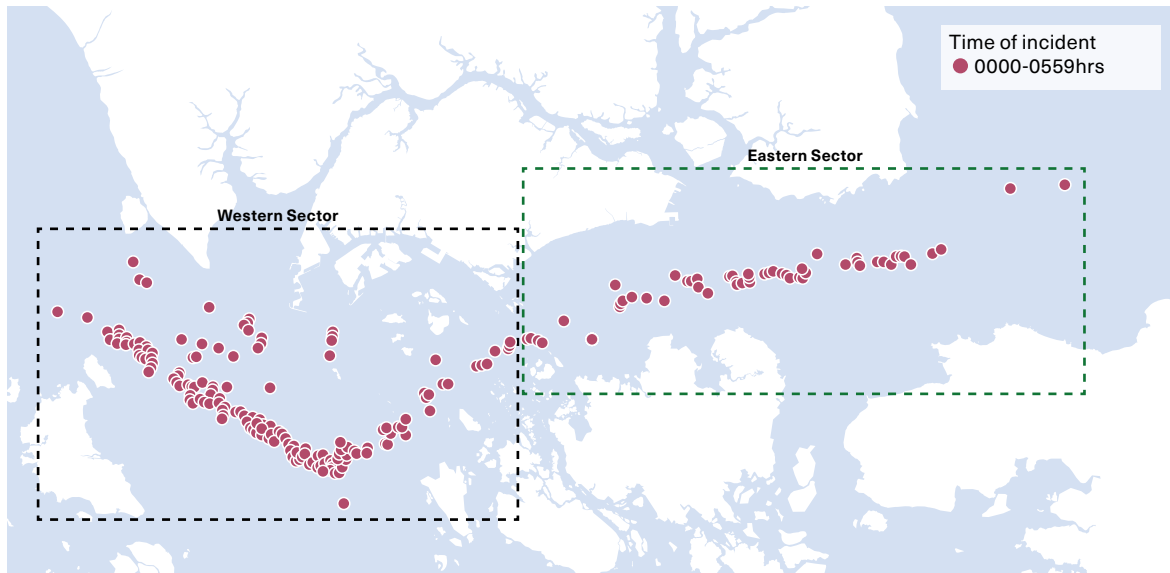


Chart 12 – Time of incidents – Singapore Strait (2007-2020)

■ 2007-2019 ■ 2020

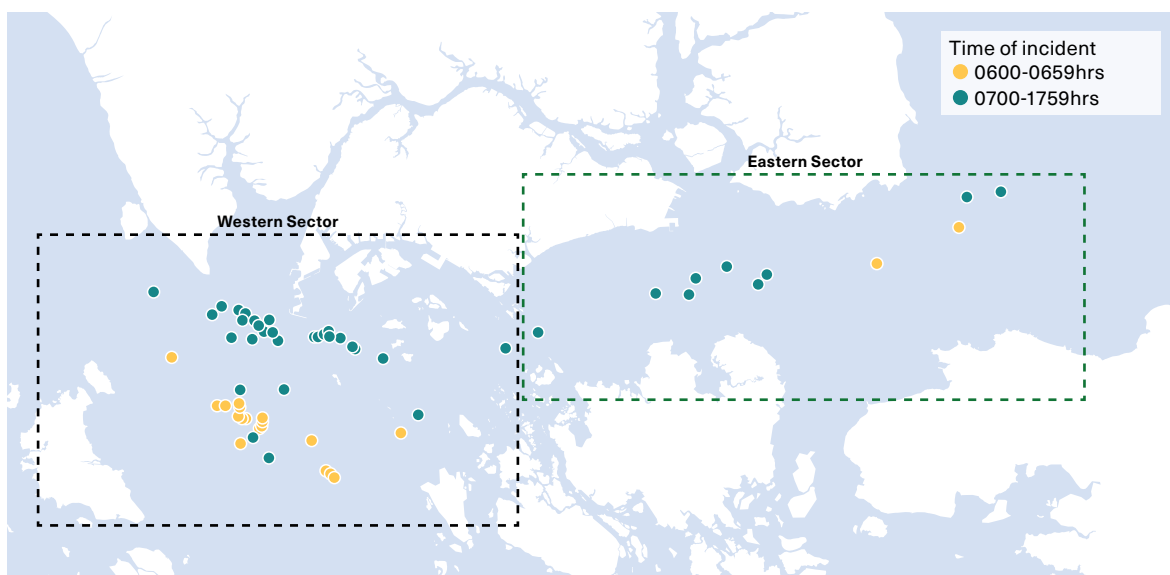
Correlation between time of incidents vis-à-vis location of incidents in the Singapore Strait

Hours of darkness. Of the 243 incidents that occurred during hours of darkness, 188 incidents occurred between 0000 hrs and 0559 hrs (77%), with the majority of the incidents occurred in the western sector of the Singapore Strait as shown in Map 10.



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

Daylight hours. Of the 54 incidents that occurred during daylight hours, 43 incidents were reported in the western sector of the Singapore Strait and 11 incidents in the eastern sector as shown in Map 11. Among the 54 incidents, the highest number of incidents occurred between 0600 and 0659 hrs (15 incidents).



Map 11 – Location of incidents in the Singapore Strait vis-à-vis incidents reported during daylight hours (between 0600 hrs and 1759 hrs) (2007-2020)



**Situation of Abduction of Crew
in the Sulu-Celebes Seas and
Waters off Eastern Sabah**

03

Situation of Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah

Situation Update

Situation in 2020

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

Efforts by the authorities

The Philippine and Malaysia authorities continue to step up patrols, conduct pursuit operations and intensify military operations to rescue the crew in captivity, arrest and neutralise the members of the Abu Sayyaf Group/Kidnap-for-Ransom Group (ASG/KFRG).

Arrest of ASG members by the Malaysian authorities

The Malaysian authorities arrested three members of the ASG in Sabah, Malaysia. The arrested ASG members were handed over to the Philippine authorities on 7 Jun 20.

Military operation against the ASG members by the Philippine authorities on 22 Jun 20

On 22 Jun, the Armed Forces of the Philippines engaged in a firefight with members of the ASG during a military operation. The operation was part of the continuous military operations of the Philippine military against the ASG, and pursuit operation to rescue the abducted victims. During the confrontation, an unknown number of the ASG members were killed and wounded.

Philippine Joint Task Force of Sulu foiled a Kidnap-for-Ransom plan by the ASG on 3 Nov 20

The Joint Task Force (JTF) of Sulu successfully thwarted a kidnap-for-ransom plan by the ASG. The JTF had been monitoring the activities of the ASG members who planned to execute a kidnap-for-ransom plan in an undisclosed province in northern Mindanao. At about 0215 hrs on 3 Nov, the JTF located the ASG's boat near Sulare Island in Parang, Sulu, fired upon the boat and neutralised seven ASG members on board.

ReCAAP ISC Warnings

The ReCAAP ISC has issued two Warnings in 2020 based on information from the Philippine Coast Guard (PCG). The first Warning was issued on 22 May. It was about a group of five ASG members armed with assorted firearms planning to conduct kidnapping activities in undisclosed areas in Sabah, Malaysia. The ASG members were targeting wealthy businessmen or crew of fishing boats and other slow-moving ships plying the waters off Sabah, Malaysia. The group reportedly came from Sulu and was monitored to have landed at Omapoy Island, Sipangkot, Sitangkai, Tawi-Tawi.

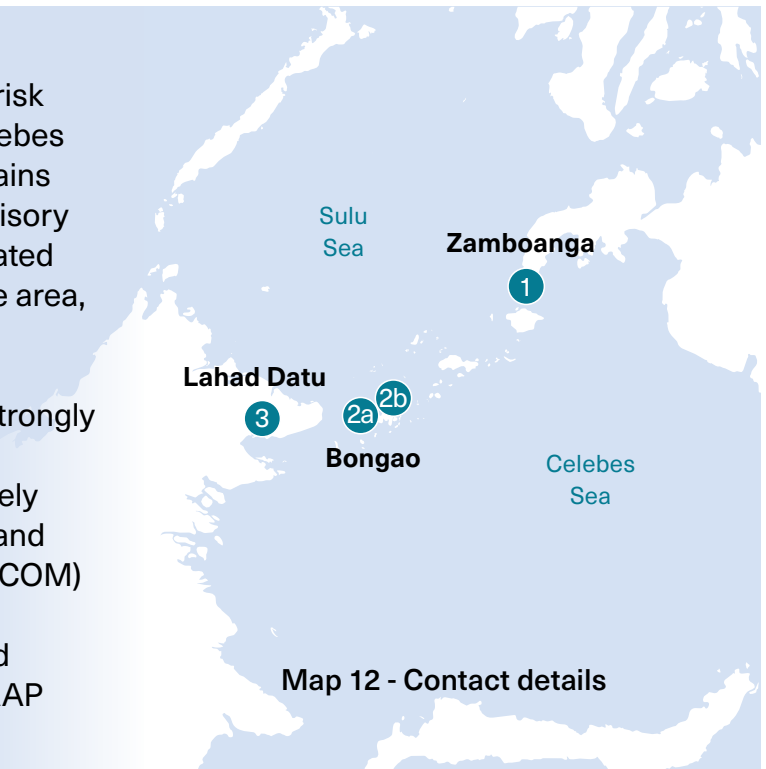
The second Warning was issued on 2 Jul based on information from the PCG that five members of the ASG/Kidnap-for-Ransom Group were sighted in Barangay Sipangkot, Sitangkai, Tawi-Tawi on board a speedboat powered by 250HP engine on 21 Jun. According to the PCG, the ASG planned to carry out kidnapping activities in Sabah and Semporna, Malaysia targeting foreigners and the abduction of crew from ships passing by the Tawi-Tawi and Sabah waters.

ReCAAP ISC Advisory and Guidance

Advisory

Based on the information obtained, the risk of the abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah remains high. The ReCAAP ISC reiterates its advisory issued via ReCAAP ISC Incident Alert dated 21 Nov 16 to all ships to reroute from the area, where possible.

Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the area, and report immediately to the Operation Centres of Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia. The contact details of the Operation Centres of the Philippines and ESSCOM of Malaysia (updated by ReCAAP ISC on 3 Jan 19) are as follows:



1 Philippine Coast Guard District Southwestern Mindanao

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

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

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

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

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

3 Eastern Sabah Security Command (ESSCOM)

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

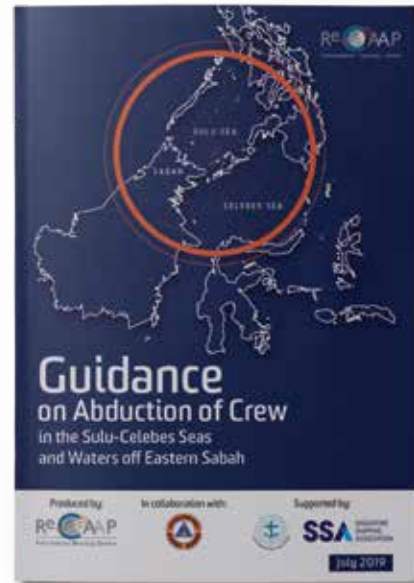
In the event that the ship master is not able to establish contact with the Operation Centres of the Philippines as listed in the ReCAAP ISC Advisory, he can contact the **Philippine Coast Guard Command Centre** at the following contact details:


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

Guidance

The ReCAAP ISC recommends the shipping industry to refer to the '*Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah*' produced in July 2019. The Guidance consists of advisory on the measures to be taken by the ships transiting the area, including contact details and the Notice to Mariners (NOTAM) issued by the Philippines and Malaysia. It also shares the analysis of incidents based on the information collected from past incidents. The Guidance can be found at www.recaap.org.

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





**Analysis of Incidents in Asia
during 2007-2020 (Data Analytics)**

04

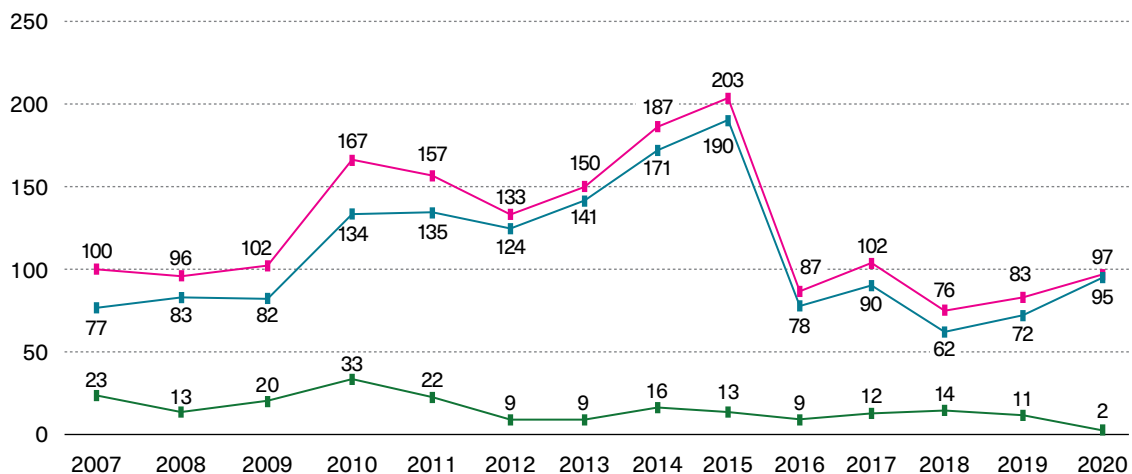
Analysis of Incidents in Asia during 2007-2020 (Data Analytics)

This section provides analysis of all the incidents reported in the whole of Asia during the past 14 years of 2007-2020. The analysis focuses on the number of perpetrators, weapons carried by perpetrators, treatment of crew, type of loss, type of ships boarded and time of the incidents.

Comparison of incidents in 2020 with the past trend is also provided.

Number of incidents

During 2007-2020, a total of 1,740 incidents (comprising 1,534 actual incidents and 206 attempted incidents) were reported in Asia. During this period, the number of incidents fluctuated over the years, with the highest number of incidents reported in 2015 (203) and the lowest in 2018 (76).



Graph 3 - Number of incidents in Asia (2007-2020)

■ Total ■ Actual ■ Attempted

Summary of analysis

The characteristics of the majority of the incidents reported in Asia during 2007-2020 are as follows:

- Small number of perpetrators: 4-6 men (33%) and 1-3 men (25%)
- 48% with no information on the type of weapons, 33% armed with knives/machetes and 10% armed with guns/knives
- 54% with no injury of crew, 25% no information of treatment of crew
- 33% with nothing stolen
Stolen items: ship stores (33%), cash/property (13%), engine spares (8%)
- Boarded ships: Tankers (36%), bulk carriers (27%), tug boats/supply vessels (14%), container ships (13%)
- 81% of incidents occurred during hours of darkness.

Details of Analysis

Number of perpetrators. Among the 1,740 incidents reported during 2007-2020, 571 incidents involved 4-6 men (33%), 442 incidents involved 1-3 men (25%), 172 incidents involved 7-9 men (10%), 133 incidents involved more than 9 men (8%). and 422 incidents had no information available (24%).

In 2020, there was a slight deviation from the past trend with 38% of incidents that involved 1-3 men and 26% of incidents involved 4-6 men.

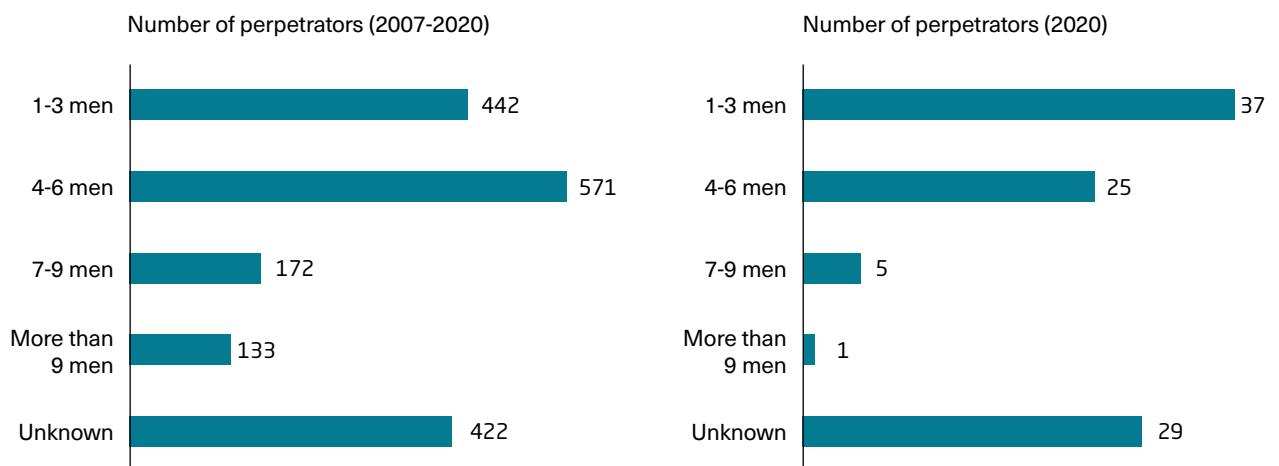


Chart 13 – Number of perpetrators – Asia

Type of weapons carried by perpetrators. Of the 1,740 incidents reported during 2007-2020, 833 incidents had no information on the weapons carried by the perpetrators (48%), 571 incidents reported knives/machetes (33%) and 166 incidents reported guns and knives (10%).

In 2020, 65% of incidents had no information of weapons, 25% reported knives/machetes and 1% reported guns and knives.

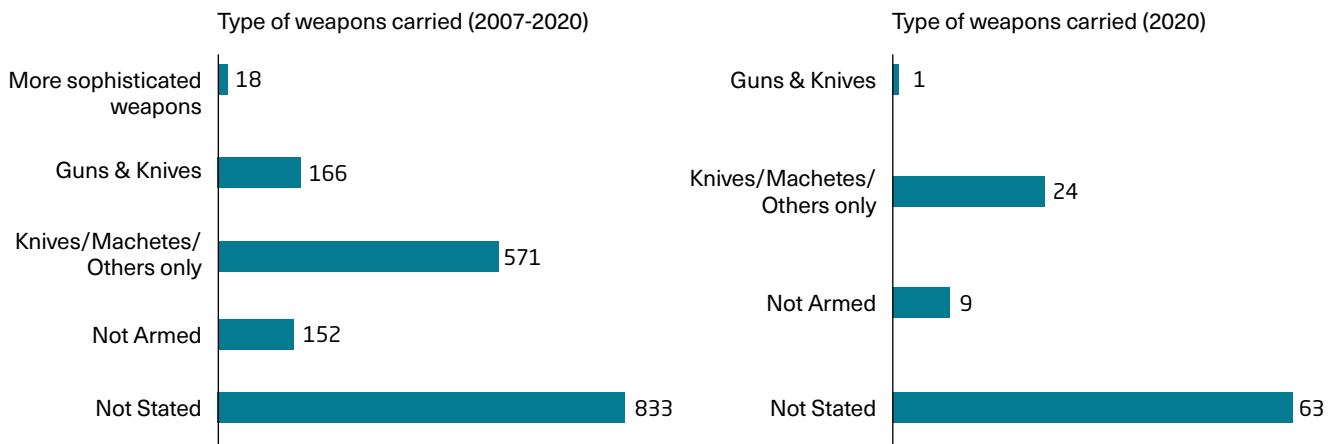


Chart 14 – Type of weapons carried – Asia

Treatment of crew. Among the 1,740 incidents reported during 2007-2020, 933 incidents reported that the crew was not injured (54%) and 428 incidents had no statement of injury (25%), while 175 incidents reported crew being temporarily taken hostage (10%), 74 incidents of crew being threatened (4%), 73 incidents of crew being assaulted (4%), 26 incidents of crew being kidnapped (1%), 14 incidents of crew being discarded (1%), 5 incidents with crew being killed (0.3%) and 6 incidents of crew missing (0.3%).

In 2020, the treatment of crew was less severe than in the past trend. 78% of incidents reported no injury and 15% had no statement of injury, while 3% of incidents reported crew being assaulted and 1 incident each with crew being kidnapped or temporarily taken hostage or threatened.

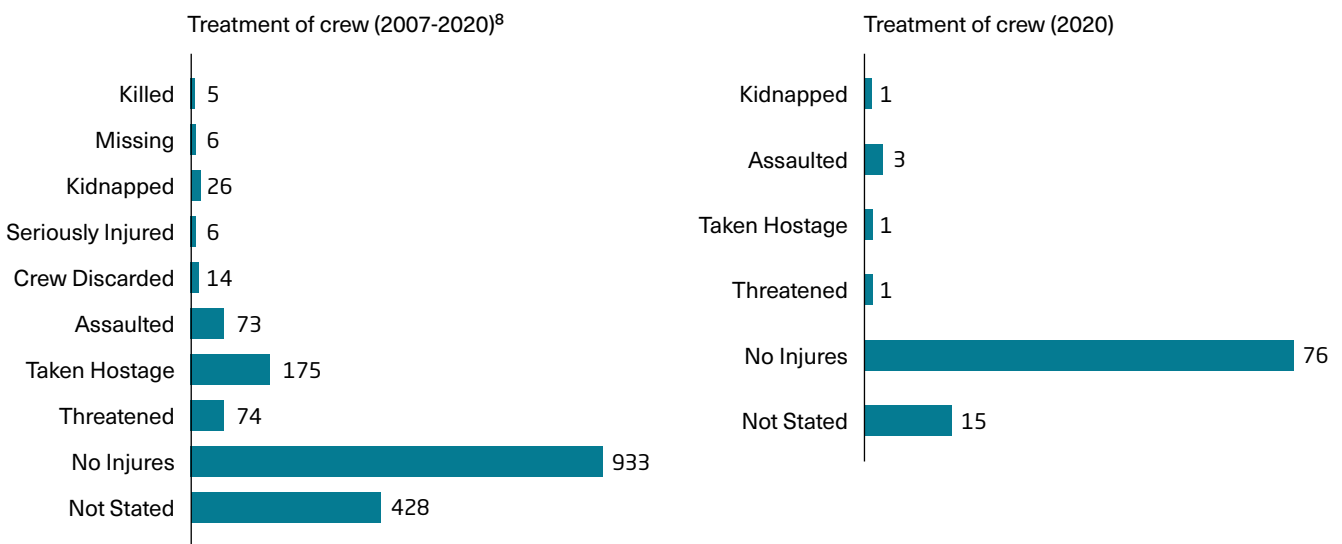


Chart 15 – Treatment of crew – Asia

⁸ The number of incidents of crew “killed” does not include the number of incidents of abduction of crew in the Sulu-Celebes Seas where some of the abducted crew were killed. These incidents are counted as the incidents of crew “kidnapped”.

Type of Loss. Among the 1,740 incidents reported during 2007-2020, 582 incidents reported the loss of ship stores (33%), 230 incidents reported the loss of cash/property (13%), 134 incidents reported the loss of engine spares (8%), while 566 incidents reported nothing was lost (33%).

In 2020, the pattern is similar to the past trend. 42% of incidents reported the loss of ship stores, 12% the loss of engine spares, 7% the loss of unsecured items and 4% the loss of cash/property (4%), while 33% reported nothing was lost.

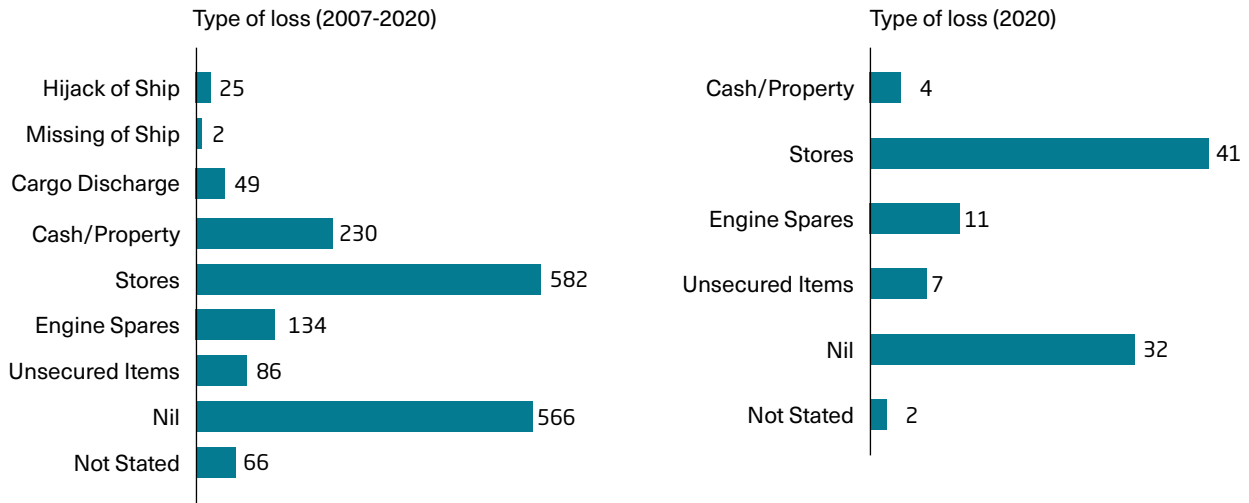


Chart 16 – Type of loss – Asia

Type of ships boarded. Of the 1,740 incidents reported during 2007-2020, 629 incidents occurred on board tankers (36%), 473 incidents on bulk carriers (27%), 252 incidents on tug boats/barges (14%), 219 incidents on container ships (13%) and 105 incidents on general cargo ships (6%).

In 2020, there was a slight deviation from the past trend. There were more incidents on bulk carriers (36%) than on board tankers (34%).

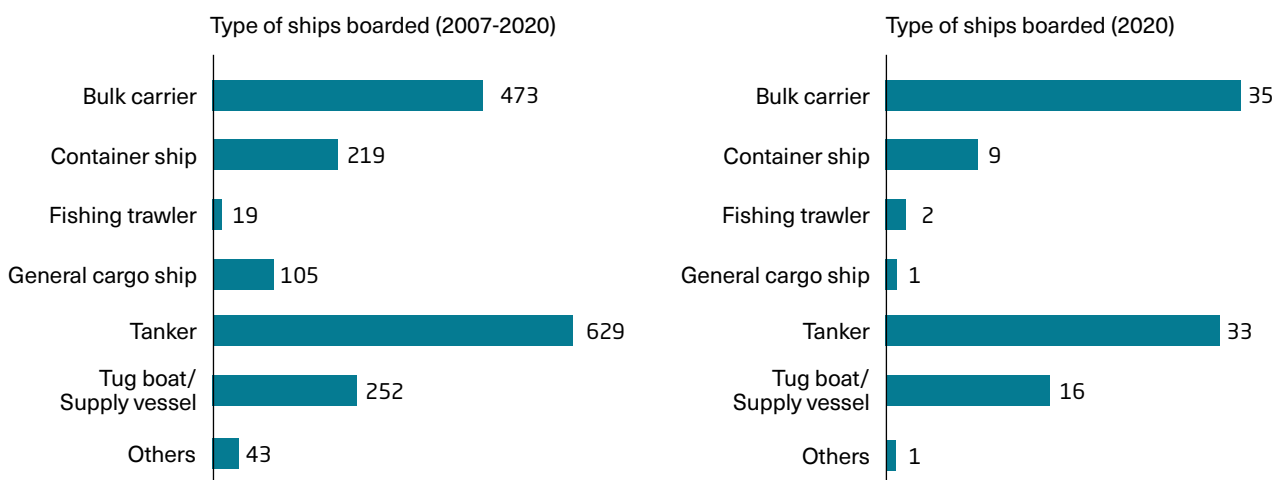


Chart 17 – Type of ships boarded – Asia

Time of incidents. Among the 1,740 incidents reported during 2007-2020, 1,410 incidents occurred during hours of darkness (81%) and 330 incidents occurred during daylight hours (19%).

In 2020, the pattern was the same as in the past trend. 80% of incidents occurred during hours of darkness and 20% during daylight hours.

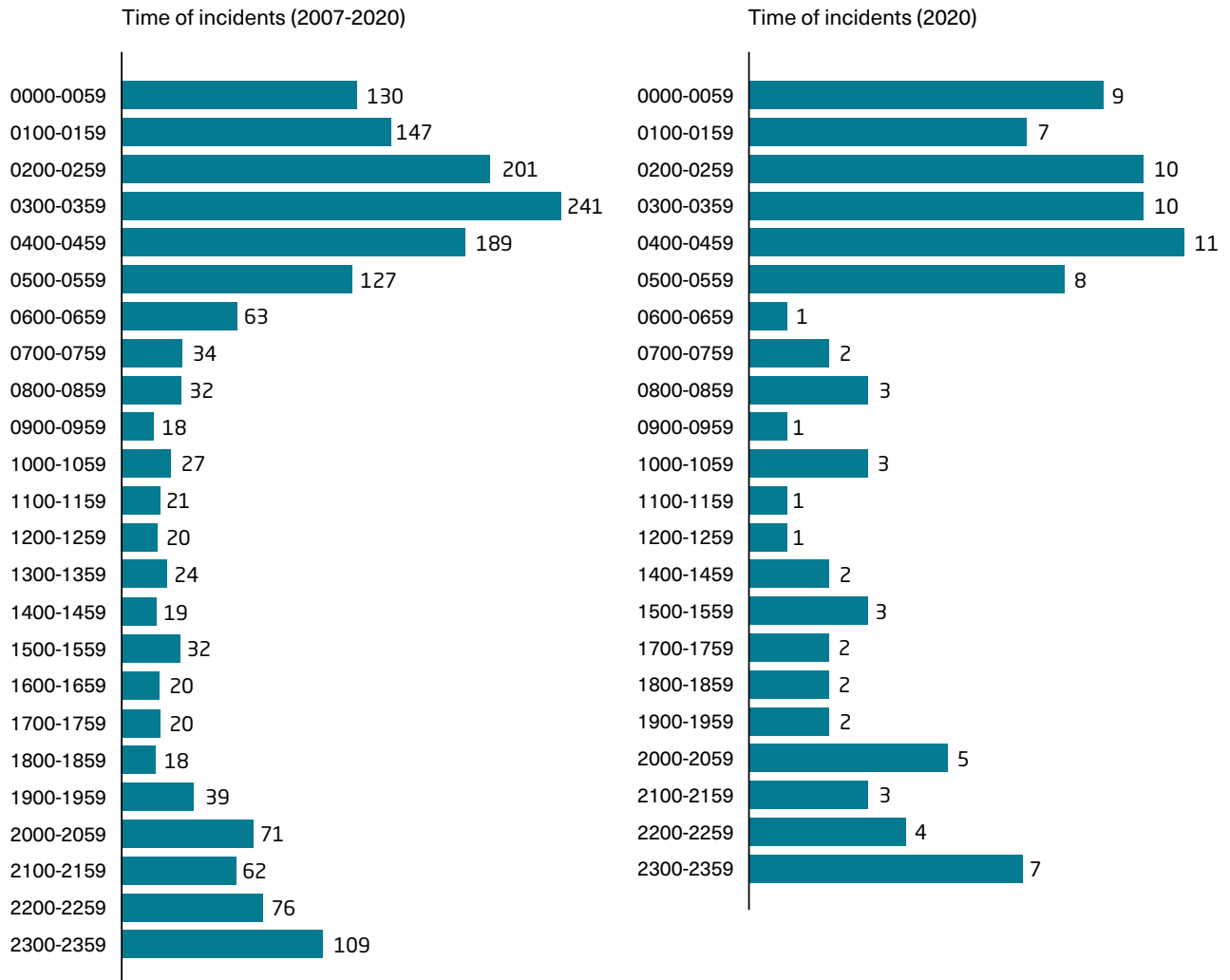


Chart 18 – Time of incidents – Asia



**Case Studies on Arrests of Perpetrators
& Efforts by Coastal States**

05

Case Studies on Arrests of Perpetrators & Efforts by Coastal States

This section features the case studies on the arrests of perpetrators in India, the Singapore Strait and the Philippines, and enforcement efforts made by the authorities.

Arrests of perpetrators

I. India

(1) Offshore supply vessel, *Amil 12* on 7 Jan 20 at Alang Anchorage

On 7 Jan at about 0700 hrs, offshore supply vessel, *Amil 12* together with towing tug, *Amil 59* were anchored at Alang Anchorage when five unarmed perpetrators boarded *Amil 12* from a small orange boat. The perpetrators stole approximately 200kg of scrap metal from the dead vessel including copper brass and iron before they escaped. The master of the towing tug reported the incident to VTS Khambhat, who informed MRCC Mumbai and the local Coast Guard (CG) station. The local CG station informed Marine Police, Alang and agent of ship and directed CG ship and Marine Police for investigation. The Marine Police later apprehended the five perpetrators, who confessed to their offence.

(2) Tanker, *Morbius* on 19 Feb 20 off Gujarat

On 19 Feb at about 0720 hrs, tanker *Morbius* towed by tug boat *Allianz Titanium* was underway off Gujarat, India when nine perpetrators approached the ship in a fishing boat, *Faiz Kirmani*. Two perpetrators boarded *Morbius* using a pilot ladder while the remaining seven perpetrators waited in the fishing boat. The master of the tug boat raised the alarm and reported the incident to Indian Coast Guard (ICG) and local Marine Police through radio. An ICG ship was dispatched to the location of the incident and arrested the seven perpetrators in the fishing boat. Thereafter, the ICG team boarded *Morbius* and arrested the remaining two perpetrators who were hiding in the ship. The perpetrators and their fishing boat were handed over to Marine Police Station Pipavav.

(3) Jack-up barge, *Naashi* on 25 Mar 20 at Alang

On 25 Mar at about 2020 hrs, tug boat, *Bateleur* towing jack-up barge, *Naashi* was bound for demolition at Alang when five perpetrators boarded the unmanned *Naashi* from a dinghy boat. The master of the tug boat noticed the perpetrators with torches on board *Naashi* and raised the alarm. He also reported the incident to VTS Khambhat who informed the ICG. The ICG Station Pipavav directed the Marine Police, Alang to despatch their boats to the location of the incident for investigation. On 26 Mar, the ICG boat arrived at the location of the incident and investigated the incident with tug boat, *Bateleur*. The police together with the local administration followed up with the investigation of the incident. On 30 Apr, the five perpetrators who boarded *Naashi* were arrested and the stolen items (ship stores) were recovered.

II. Singapore Strait

Bulk carrier, *Sam Jaguar* on 16 Mar 20 in the precautionary area

On 16 Mar at about 0511 hrs, bulk carrier, *Sam Jaguar* was underway at approximately 6.8 nm east off Pulau Karimum Kecil, Indonesia in the precautionary area in the Singapore Strait when the master reported to Batam and Singapore Vessel Traffic Information System (VTIS) about the unauthorised boarding of three perpetrators. The crew sighted the perpetrators in the engine room workshop and managed to detain them. The master reported the incident to the Indonesian Navy who boarded the bulk carrier and took away the three perpetrators for investigation and prosecution.

III. Philippines (Ports/Anchorages)

There has been an increase in the number of incidents at the ports/anchorages in the Philippines. A total of 13 incidents were reported in 2020 compared to seven incidents in 2019. Of these, nine incidents occurred at Manila Anchorage, three incidents at Batangas and one incident at General Santos Harbour Anchorage. The ReCAAP ISC issued a Special Report on 25 Sep including an Advisory on the measures to be taken by ships anchored/berthed in these locations, and the contact details of the local authorities. The Philippines Coast Guard (PCG) has intensified patrols and law enforcement at Manila and Bantangas anchorages with some positive results.

(1) Manila

On 30 Oct, Philippine Coast Guard (PCG) patrol boat, BRP *Kalanggaman* was conducting patrol within the vicinity waters of Manila Bay when they apprehended and arrested 14 perpetrators who had stolen cargoes carried on board two barges towed by tug boat, *Mika*. The perpetrators had boarded the barges from two motor bancas. The PCG personnel took the perpetrators and towed their motor bancas with the stolen cargo to Coast Guard Station (CGS) Manila to file criminal charges of theft against them.

(2) Batangas

The CGS Batangas has intensified the deployment of its assets and personnel to conduct patrols and ensure visibility and security of ships anchored in Batangas Bay and at port extending up to the waters of Bauan and Mabini areas (north and northwest of Batangas Bay respectively). The patrols are conducted to preempt and deter any unlawful activities, arrest perpetrators and detain motor bancas that do not comply with the Department of Transportation Memorandum Circular 2017-001 on Safety, Security and Environmental Numbering System (SSEN).

Lessons Learned

Timely reporting of the incidents by the crew and immediate response by the law enforcement agencies resulted in the arrests of the perpetrators as demonstrated in the abovementioned incidents.

India

The ReCAAP ISC commends the arrest of perpetrators involved in the three incidents that occurred at Alang and off Gujarat. Since the last arrest of perpetrators on 30 Apr, no incident was reported off Gujarat and at Alang Anchorage.

Singapore Strait

While the efforts by the crew of *Sam Jaguar* to detain the perpetrators are commendable, the ReCAAP ISC advises that the crew should not engage as much as possible in physical confrontation with the perpetrators in order not to endanger their own lives. It is to be noted that since the arrest of the perpetrators who boarded *Sam Jaguar*, no incident involving a bigger ship was reported in the Precautionary Area and in the western sector of the eastbound lane of the TSS.

Manila and Batangas

The ReCAAP ISC commends the Philippine authorities for their efforts in conducting intensified patrols to ensure the safety of ships anchored at the ports/anchorages in Manila and Batangas. The situation at these locations has improved, and this was demonstrated by no report of incident in the areas since the last incident occurred on 6 Sep 20.



**ReCAAP ISC's Main Activities
(October-December 2020)**

06

ReCAAP ISC's Main Activities (October-December 2020)

Virtual 14th Governing Council Meeting (13 & 15 October)

The 14th Governing Council Meeting of the ReCAAP ISC was held on 13 and 15 October by virtual modality due to the ongoing COVID-19 pandemic. The Meeting was attended by the Governors/Representatives of all the 20 ReCAAP Contracting Parties. The Council reviewed the activities of the ReCAAP ISC in FY2019 and ongoing FY2020 and deliberated on projected activities for FY2020 and FY2021. The Council commended the Centre for conducting its mission actively and producing positive results in FY2019 under the three pillars of its mission, i.e., information sharing, capacity building and cooperative arrangements. The Council also appreciated the Centre's efforts of virtual activities for capacity building and training of Focal Points, virtual lecture and dialogue with shipping industry in 2020 under the constraint of COVID-19 pandemic. The Council expressed concern on the recent increase of incidents of piracy and sea robbery in Asia. The Council encouraged the Centre to continue its mission by virtual activities and physical activities, when possible, to address the problem of piracy and sea robbery, by working closely with the ReCAAP Contracting Parties, Focal Points and the maritime community.



Governors/Representatives of the ReCAAP Contracting Parties and Executive Director

Virtual Focal Point Training Programme (FPTP) (19 November)

The ReCAAP ISC conducted a virtual FPTP on 19 November. A total of seven ReCAAP Focal Points, namely Bangladesh, Brunei, Cambodia, Denmark, the Netherlands, Norway and Vietnam participated in the programme. The training was to provide the new staff of Focal Points with a better understanding on the role of Focal Point, the importance of timely and accurate reporting of incidents and the procedures for the submission of incident reports on the Information Network System.



Participants at the FPTP



Conclusion

The increase of the total number of incidents by 17% and particularly the increase of actual incidents by 32% in 2020 is quite significant. Moreover, the increase of incidents is not limited to a particular location but in many areas such as in Bangladesh, India, the Philippines, Vietnam, South China Sea and Singapore Strait.

Since we had the lowest number of actual incidents (62 incidents) reported in 2018, the actual incidents increased to 72 in 2019 and further increased to 95 in 2020. This upward trend has to be reversed so that the safety of seafarers and safe navigation of ships will be protected in Asia.

To achieve this objective, collective efforts and shared responsibility of all the stakeholders are indispensable. Immediate reporting of incidents by ships, enhanced patrol and quick response by Coastal States and timely and accurate information sharing are key factors for combating piracy and sea robbery. Furthermore, the arrest and prosecution of perpetrators is an effective deterrence. The arrest of perpetrators demonstrates the importance of timely reporting of incidents by ships to the Coastal State which enables prompt response of the enforcement agencies.

The ReCAAP ISC is providing the maritime community with timely and accurate information on the incidents as well as situation analysis, particularly on the locations of concern, to assist the shipping industry to raise awareness and enhance preventive measures, as well as the Coastal States to intensify patrols and conduct law of enforcement. In this Annual Report 2020, the ReCAAP ISC draws attention of the maritime community, in particular, to the increasing incidents in the Singapore Strait and the continued risk of abduction of crew in the Sulu-Celebes Seas, in addition to the incidents at ports/anchorages in several countries.

We hope the information and analysis contained in our Warning, Incident Alert, Special Report as well as periodic reports serve as relevant source of information and will be effectively utilised by the stakeholders so as to better address the incidents of piracy and armed robbery against ships in Asia.

Appendices

Definitions & Methodology in Classifying Incidents

Definitions

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

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

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

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

Methodology in classifying incidents

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

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

- (2) Treatment of the crew. Incidents where pirates/robbers kill or kidnap crew are deemed to be more violent compared to petty thieves who flee upon being noticed. Other cases could include threatening crew members, assault, or serious injury.
- (3) Number of pirates/robbers engaged in an attack. As a rule, an incident where a larger number of pirates/robbers were involved would be considered more significant as having a large capacity (as well as probability) for use of force. A larger number of pirates/robbers may also indicate the involvement of gangs or organised syndicates rather than petty and opportunistic pirates who generally operate in small groups.
- B. **Economic Factor.** This factor takes into consideration the type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo onboard or theft of the vessel.

Using these indicators, the ReCAAP ISC classifies all incidents into one of the four categories based on a matrix of the indicators of the Violence Factor and Economic Factor. Below is the broad narration of the four Categories.

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

This classification of incidents allows the ReCAAP ISC to provide some perspective of the piracy and armed robbery situation in Asia and to facilitate the maritime community to carry out risk assessment.

Description of Incidents

Actual Incidents of Piracy and Armed Robbery Against Ships in Asia

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4

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

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

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

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
9	AS Clarita Container ship Portugal 32968 9300972	25/01/20 0415 hrs	14° 32.68' N, 120° 55.27' E South Quarantine Anchorage area, Manila, Philippines	<p>While at anchor, the duty watch sighted one perpetrator and alerted the other crew. The perpetrator hurriedly jumped over board and swam towards a motor banca which subsequently fled from the area. The crew conducted an inspection and check of the ship's inventory. During the inspection, the crew found two broken padlock and a lighter with attached pin light (turned on) believed to belong to the perpetrator. On checking of the ship's inventory, the following items were found missing: one jet chisel machine, two cans of paint, one forward bell, three immersion suits, two breathing apparatus cylinders, one breathing apparatus and one chemical suit. The crew reported the incident to the Philippine Coast Guard (PCG) Command Centre. A team of PCG personnel from Coast Guard Station Manila was immediately despatched and boarded the ship to conduct inquiry and validate the report.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
10	FSL London Chemical/oil product tanker Singapore 11587 9340465	26/01/20 1024 hrs	3° 56.2' N, 98° 45.2' E Belawan Anchorage, Indonesia	<p>While at anchor, the duty officer on the bridge sighted a suspicious boat heading out from the ship. The duty officer informed the master who formed a security team to conduct a search of the ship. The security team found several buckets of paint, a fire hose, fire hydrant bronze caps and sounding pipe covers missing. From the investigation, it was likely that the perpetrators boarded the ship through the anchor chain hawse pipe.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
11	<p><i>Papora Wisdom</i> Bulk carrier Panama 17025 9508718</p>	28/01/20 0205 hrs	<p>1° 15.43' N, 104° 6.77' E</p> <p>Approximately 3.7 nm northwest of Nongsa Point, Pulau Batam, Indonesia, in the eastbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p>	<p>While underway, two perpetrators were sighted in the engine room. The ship's alarm was raised and the perpetrators escaped in a small boat from the side of the ship. There was no confrontation between the perpetrators and the crew. A search was conducted on board the ship, and some engine spares were stolen. The master reported the incident to Singapore VTIS and a safety navigational broadcast was initiated. The Republic of Singapore Navy, Singapore Police Coast Guard and the Indonesian authorities were notified. The crew was safe and the ship resumed her voyage to Hong Kong, China.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
12	<p><i>Cosco Sao Paulo</i> Container ship Hong Kong, China 40465 9484388</p>	29/01/20 0335 hrs	<p>14° 32.9' N, 120° 54.7' E</p> <p>Manila South Anchorage, Philippines</p>	<p>While at anchor, the crew noticed several perpetrators on board the container ship. Two of the storage rooms were broken into. The crew searched for the perpetrators and checked on the inventory of the ship's property. The items stolen included one set of fireman breathing device, two sets of immersion and thermal protective suits, 28 casks of paints, 34 pieces of firehose hand guns and 34 pieces of fire hydrant covers. The master of the ship reported the incident to Vessel Traffic Management System (VTMS) Manila. The Philippine Coast Guard Sub Station boarded the ship for inquiry and advised the master and crew to strengthen their security measures and report similar incidents to the nearest Philippine Coast Guard units.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

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

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

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

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

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

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

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

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

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

**[ReCAAP Focal Point (Philippines),
ReCAAP Focal Point (Singapore)]**

[ReCAAP Focal Point (Singapore)]

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

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

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37	<i>APJ Jai</i> Bulk carrier Panama 32987 9491393	29/04/20 0500 hrs	3° 41.43' S, 114° 25.95' E Taboneo Anchorage, Indonesia	<p>While at anchor, the rope access hatch on forecastle deck was found partially open. Three mooring ropes were reportedly stolen. The incident was reported to the local agent and Port Facility Security Officer (PFSO). At about 1020 hrs, the deputy PFSO and the Marine Police boarded the ship for investigation. The crew was not injured.</p> <p>[ReCAAP Focal Point (India)]</p>
38	<i>Chem Ranger</i> Tanker Marshall Islands 16411 9490296	30/04/20 0515 hrs	1° 16.7' N, 104° 16.9' E Approximately 6.2 nm northwest of Tanjung Tondong, Pulau Bintan, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	<p>While the tanker was en route from Singapore to Ulsan, Republic of Korea, three perpetrators were sighted in the engine room. The general alarm was raised and crew mustered. The master reported the incident to Singapore Vessel Traffic Information System. A safety navigational broadcast was initiated. The Republic of Singapore Navy's Maritime Security Task Force, Singapore Police Coast Guard (PCG) and the Indonesian authorities were notified.</p> <p>The master deviated the ship back to the port of Singapore and requested assistance from the authorities to conduct search on board for the perpetrators. Upon her arrival in Singapore, the Singapore PCG officers boarded the ship and conducted a search. There was no sighting of the perpetrators on board. The crew was not injured and nothing was stolen.</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
39	<i>Torm Lotte</i> Tanker Denmark 29325 9392468	04/05/20 0350 hrs	1° 37' N, 104° 53' E Approximately 33 nm northeast of Pulau Bintan, Indonesia (South China Sea)	While at anchor, six perpetrators in a 6m long wooden boat with outboard engine came alongside the port quarter of the tanker. Four of the perpetrators boarded the ship from stern using rope hook. The other two perpetrators remained in the boat. The perpetrators wore T-shirts and shorts; and one of them carried a 20cm long knife. The perpetrators stole an UHF radio from the duty A/B before they escaped. The master informed the shipping company's security department and the local agent about the incident. The master also alerted ships in the vicinity on VHF and conducted a search on board the ship. Four padlocks were broken (steering gear room, rope locker, oxygen/acetylene and deck workshop), but nothing was missing from the rooms. [ReCAAP Focal Point (Denmark)]
40	<i>Star Glory</i> Bulk carrier Cayman Islands (UK) 33232 9503990	05/05/20 2330 hrs	0° 16' S, 117° 35' E Muara Berau Anchorage, Indonesia	While at anchor, the duty crew on routine rounds noticed the forward hatch at the forecandle was opened. Upon inspection, it was discovered that the security padlock was broken and ship stores were stolen. The incident was reported to the port authorities and the local agent. [IMO]

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

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

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

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

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

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

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

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59	<i>MWV Falcon</i> Offshore supply vessel Singapore 5312 9779290	16/07/20 2015 hrs	16° 58.7' N, 82° 16.75' E Jetty No NRW-3, Kakinada, India	<p>While at anchor, the duty Able-bodied (AB) sighted one perpetrator armed with a knife on board the ship. The perpetrator opened the generator door and tried to steal generator equipment using a spanner. The AB immediately reported the incident to the bridge. The perpetrator jumped into the water and escaped after his presence was discovered. A search on board the ship was carried out and the crew found one fire hose box was opened. Nothing was stolen. The crew was not injured. It was assessed the perpetrator had climbed on the jetty fender from under the quay side bridge to enter the ship which was a blind spot on the main deck of ship. The incident was reported to Kakinada Port control and the local police. During the preliminary investigation, a few suspects were apprehended by the local police and further investigation is in progress. Enhanced patrols were carried out in the area.</p> <p>[ReCAAP Focal Point (India), ReCAAP Focal Point (Singapore)]</p>
60	<i>Newark</i> Container ship Liberia 35573 9322504	20/07/20 0340 hrs	14° 32.66' N, 120° 55.15' E Vicinity waters of Manila Bay Quarantine Anchorage Area South Harbour, Manila, Philippines	<p>While conducting roving at the fore-castle of the ship, the crew noticed that the padlocks of the bosun store and paint store were broken. Ship stores including paints, welding machines, electrical drills, jigsaw, electrical angle grinders, immersion suits, face shield, cylinder breathing apparatuses, helmet, self-contained breathing apparatus and chemical suit were missing. The incident was immediately reported to VTMS Manila.</p> <p>The Philippine Coast Guard's ship, BRP Tubbataha immediately proceeded to the location of the ship and conducted survey of the area but no suspicious motor bancas were sighted.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

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

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64	Vienna Wood N Bulk carrier Hong Kong, China 31540 9593713	20/08/20 2021 hrs	13° 44.18' N, 121° 1.46' E Batangas Bay Anchorage Area, Philippines	<p>While the duty roving crew was performing his duty at the main deck, a perpetrator with a bolo (knife) attacked him. The duty crew tried to stop the perpetrator but accidentally grabbed the bolo, which resulted in a cut on his right palm. The perpetrator escaped empty-handed. The general alarm was raised immediately and first aid was administered to the injured crew.</p> <p>The incident was reported to the PSC and the Philippine Coast Guard (PCG). The PSC Batangas and CGS Batangas responded to the incident but did not find any watercrafts or person within the ship's surroundings. The injured crew was evacuated and brought to hospital for treatment.</p> <p>The master assessed that the perpetrator may have boarded the ship by throwing a line with hook.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
65	GS Fabulous Petroleum/chemical tanker Singapore 11261 9421269	25/08/20 0500 hrs	5° 49' N, 118° 7' E Sandakan Inner Anchorage, Sabah, East Malaysia	<p>The CSO reported that the store padlock of the tanker was found broken and 11 drums of paint were discovered stolen from the paint store. There were footprints found near the railings, indicating that the perpetrators were likely to have boarded the ship from port side of forecastle. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
66	Stolt Perseverance Chemical tanker Cayman Islands 25196 9124471	28/08/20 2005 hrs	1° 42.8' N, 101° 26.6' E Dumai Anchorage, Indonesia	<p>While at anchor, the duty watchman on routine rounds noticed four perpetrators armed with knives on poop deck trying to open the hatch for emergency towing arrangements. The duty watchman informed the bridge and the alarm was raised. All non-essential crew were mustered in the citadel. The perpetrators escaped upon hearing the alarm. The crew was not injured and nothing was stolen. The Coast Guard boarded the ship for investigation thereafter.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

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

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70	<i>Ela</i> Container ship Liberia 18358 9516777	05/09/20 0220 hrs	14° 35.66' N, 120° 52.15' E Manila Anchorage, Philippines	While at anchor, the crew reported to the bridge that he spotted a perpetrator at forward bow behind the life craft. The crew proceeded to check the area and noticed that the perpetrator wore a mask and was holding a knife. The alarm was raised immediately and a search for the perpetrator was conducted. Unfortunately, the person already left the ship. Two breathing apparatuses and a gong were stolen. The incident was reported to VTMS Manila and Philippine Coast Guard (PCG). The PCG proceeded to the location of the ship and conducted inquiry into the incident. The crew was not injured. [ReCAAP Focal Point (Philippines)]
71	<i>Arguello</i> Container ship Liberia 40839 9409027	06/09/20 0433 hrs	14° 33.42' N, 120° 52.35' E South Harbour Anchorage Area, Manila, Philippines	While at anchor waiting for crew change, the crew noticed that the lock of the bosun store was broken. The general alarm was raised immediately. Ship stores including fire nozzles, fireman suits, breathing apparatuses, unlocking twist lock, a flashlight and a scaling machine were stolen. The incident was reported to VTMS Manila and Philippine Coast Guard (PCG). The crew was not injured. [ReCAAP Focal Point (Philippines)]

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

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
74	Name withheld Offshore supply vessel Singapore	04/10/20 0004 hrs	17° 4.99' N, 82° 24.77' E Kakinada OPL Anchorage, India	<p>While at anchor, the duty officer saw a perpetrator standing at port forward. The duty officer sounded the ship horn and made an announcement on the PA system. The perpetrator then jumped off the ship into the water. The crew observed that the perpetrator, together with two other perpetrators, were retrieving a mooring rope and then escaped in a small unlit boat. A search on board the ship was conducted and one mooring rope was reported missing. The crew was not injured.</p> <p>An Indian Coast Guard ship was tasked to investigate the incident.</p> <p>[ReCAAP Focal Point (India), ReCAAP Focal Point (Singapore)]</p>
75	Ganj Bulk carrier Iran 40166 9305219	11/10/20 0026 hrs	<p>1° 16.42' N, 104° 13.92' E</p> <p>Approximately 7.2 nm northwest of Tanjung Tondang, Pulau Bintan, Indonesia in the eastbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p>	<p>While underway and en route to Fang Cheng, China, the master was alerted by his crew who sighted three perpetrators at the stern of the ship. The alarm was raised and the perpetrators escaped upon being sighted. There was no confrontation between the perpetrators and crew. A search was conducted on board the ship with no sighting of the perpetrators. Nothing was stolen. The master reported the incident to Singapore Vessel Traffic Information System (VTIS) and continued her voyage with no assistance required.</p> <p>A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF), Singapore Police Coast Guard and the Indonesian authorities were notified.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
76	<i>FSL New York</i> Petroleum/Chemical tanker Singapore 11587 9340453	13/10/20 2330 hrs	1° 16.55' N, 104° 15.06' E Approximately 6.9 nm northwest of Tanjung Tondang, Pulau Bintan, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While underway, three perpetrators were sighted in the engine room of the ship. The crew was alerted and a search was conducted on board the ship, with no sighting of the perpetrators. The master reported the incident to Singapore Port Operations Control Centre (POCC) and concluded that the perpetrators had escaped undetected. The crew was not injured and nothing was stolen. The Malaysian and Indonesian authorities were notified. [ReCAAP Focal Point (Singapore)]
77	<i>Ian M</i> Bulk carrier Liberia 93916 9434773	14/10/20 0040 hrs	1° 17.4' N, 104° 20' E Approximately 5.9 nm north of Tanjung Pergam, Pulau Bintan, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While underway and en route to Ruizhou, China, three perpetrators were sighted in the engine room. The alarm was raised. The crew conducted a search on board the ship, with no further sighting of the three perpetrators on board. There was no confrontation between the perpetrators and crew. A lifebuoy and some welding rods were stolen. The master reported the incident to Singapore VTIS and confirmed that no assistance was required. A safety navigational broadcast was initiated. The RSN's MSTF, Singapore Police Coast Guard, and the Malaysian and Indonesian authorities were notified. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
78	Seajourney Bulk carrier Marshall Islands 43152 9392456	25/10/20 2309 hrs	1° 15.03' N, 104° 6.15' E Approximately 3.1 nm from Nongsa Point, Pulau Batam, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While underway and en route to Ciwadan, Indonesia, the master reported to VTIS East that one unauthorized perpetrator was sighted in the vicinity of the entrance of the engine room. The alarm was raised and the master carried out a search on board the ship, but with no sighting of the perpetrator. The crew was safe, and nothing was stolen. The RSN's MSTF, Singapore Police Coast Guard, and the Indonesian authorities were notified. A safety navigational broadcast was initiated. [ReCAAP Focal Point (Singapore)]
79	A Racer Bulk carrier Liberia 16041 9086318	26/10/20 0046 hrs	1° 14.55' N, 104° 4.43' E Approximately 2.3 nm north of Nongsa, Pulau Batam, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While underway and en route to China, the bulk carrier was alerted by VTIS East about an unknown craft alongside the bulk carrier. The master reported that five unauthorized perpetrators were sighted on board the ship. The alarm was raised and a search was carried out on board, but with no sighting of the perpetrators. The crew was safe and nothing was stolen. The RSN's MSTF, Singapore Police Coast Guard, and the Indonesian authorities were notified. A safety navigational broadcast was initiated. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
80	<i>El Matador</i> Bulk carrier Cyprus 36394 9750048	26/10/20 0130 hrs	1° 14.6' N, 104° 7.58' E Approximately 3.2 nm from Nongsa Point, Pulau Batam, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	<p>While underway, the bulk carrier was alerted by VTIS East about an unknown craft alongside the bulk carrier. The master reported the sighting of three perpetrators in the engine room. The alarm was raised and four perpetrators were seen escaping from the ship. As the master was not sure if all the perpetrators had left the ship, he diverted the ship to Batam anchorage for boarding by the Indonesian Navy. A security search was conducted on board the ship by the Indonesian Navy, with no further sighting of the perpetrators. The crew was safe, nothing was stolen and the ship resumed its voyage.</p> <p>The RSN's MSTF, Singapore Police Coast Guard and the Indonesian authorities were notified. A safety navigational broadcast was initiated.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
81	<i>SG Friendship</i> Chemical tanker Panama 11594 9288576	28/10/20 0405 hrs	1° 42.5' N, 101° 28.2' E Dumai Anchorage, Indonesia	<p>While at anchor, a perpetrator boarded the ship via the midpoint on the stern of the ship from a wooden motor boat with one OBM. The duty AB, while on his rounds noticed some wet steps on the poop deck and conducted a search. During his search, the perpetrator came out from his hiding place and escaped in the wooden boat with four other perpetrators waiting in the boat. The duty AB alerted the other crew immediately via walkie-talkie. The duty officer sounded the alarm and the crew was mustered. A thorough search was conducted on board the ship. Nothing was stolen and the crew was not injured. The incident was reported to the local police through the agents.</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
82	Hanyang Bulk carrier Singapore 24785 9714226	30/10/20 0800 hrs	10° 45.5' N, 106° 43.7' E Saigon River, Ho Chi Minh City, Vietnam	While underway, the bosun discovered that the padlock of the masthouse No. 1 was broken. Upon investigation, some spares for ship anchor were missing from the masthouse. No perpetrators were found. The ship's Company Security Officer (CSO) was informed. [ReCAAP Focal Point (Singapore)]
83	Cape Martin Container ship Cyprus 28007 9360245	3/11/20 0130 hrs	10° 14.8' N, 107° 0.9' E Vung Tau Anchorage (on "H19"), Vietnam	While at anchor, the duty crew noticed seven or eight perpetrators had boarded the ship. The alarm was raised immediately. The perpetrators jumped overboard and escaped in a small boat. The crew conducted a search on board the ship and discovered 12 cans of paint were stolen from the paint store. The crew was not injured. The incident was reported to Vung Tau Port Control; and the Vietnam authorities and Vietnam Coast Guard were notified. [ReCAAP Focal Point (Vietnam)]
84	Zeno Tanker Liberia 79668 9247429	8/11/20 2125 hrs	1° 16.47' N, 104° 12.53' E Approximately 4.4 nm south of Tanjung Bulat, East Johor, Malaysia in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait (SOMS)	While underway, three perpetrators were sighted in the engine room. The alarm was immediately raised and a search on board the ship was conducted. There was no confrontation between the crew and the perpetrators. At about 2305 hrs, the master updated Singapore Vessel Traffic Information System (VTIS) via VHF that there was no further sighting of the perpetrators on board. Some ship equipment including a sounding rod, an oil sampling rod, a portable breathing apparatus, portable instruments for measuring ullage and a portable spray painter were stolen from the engine room. The crew was not injured. The Republic of Singapore Navy (RSN)'s Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were informed; and the Malaysian and Indonesian authorities were notified. A safety navigational broadcast was initiated to alert mariners. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
85	<p>Lefkada Bulk carrier Liberia 23306 9767546</p>	9/11/20 0220 hrs	<p>1° 17.71' N, 104° 20.02' E</p> <p>Approximately 5.4 nm southeast of Tanjung Ramunia, East Johor, Malaysia in the eastbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p>	<p>While underway, two perpetrators were sighted in the vicinity of engine room locker. The alarm was raised, crew mustered and a search on board the ship was conducted. There was no confrontation between the crew and the perpetrators. At about 0340 hrs, the master updated Singapore VTIS that there was no further sighting of the perpetrators on board. The oil spill equipment locker was found unlocked and a lifebuoy was stolen. The crew was not injured. The RSN's MSTF and Singapore Police Coast Guard were informed; and the Malaysian and Indonesian authorities were notified. A safety navigational broadcast was initiated to alert mariners.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
86	<p>Atlantic Diana Bulk carrier Panama 17018 9515539</p>	9/11/20 0308 hrs	<p>1° 16.73' N, 104° 18.02' E</p> <p>Approximately 5.7 nm northwest of Tanjung Pergam, Pulau Bintan, Indonesia in the eastbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p>	<p>While underway, one perpetrator was sighted in the vicinity of the steering gear flat. The alarm was raised, crew mustered and a search on board the ship was conducted. There was no confrontation between the crew and the perpetrator. At about 0755 hrs, the master updated Singapore VTIS that there was no further sighting of the perpetrator on board. Nothing was stolen and the crew was not injured. The RSN's MSTF and Singapore Police Coast Guard were informed; and the Indonesian authorities were notified. A safety navigational broadcast was initiated to alert mariners.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
87	Asia Spring Bulk carrier Panama 39994 9223320	17/11/20 2255 hrs	1° 15.19' N, 104° 4.34' E Approximately 2.9 nm north of Pulau Nongsa, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While underway, three perpetrators were sighted on the main deck. The alarm was raised and crew mustered. The perpetrators escaped from the stern of the ship. The master reported the incident to Singapore VTIS. Nothing was stolen and the crew was not injured. The ship did not require assistance and proceeded on her passage to China. The RSN's MSTF and Singapore Police Coast Guard were informed; and the Indonesian authorities were notified. A safety navigational broadcast was initiated to alert mariners. [ReCAAP Focal Point (Singapore)]
88	MTM Amsterdam Petroleum/chemical tanker Singapore 12184 9776444	19/11/20 0419 hrs	1° 16.96' N, 104° 14.95' E Approximately 10.6 nm from Pulau Nongsa, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While underway, two perpetrators armed with knives were sighted at aft poop deck. The alarm was raised and a search on board the ship was conducted immediately. The master reported the incident to Singapore VTIS; and that the perpetrators had escaped undetected. Nothing was stolen and the crew was not injured. The ship proceeded on her passage to China. The RSN and Singapore Police Coast Guard were informed; and the Malaysian and Indonesian authorities were notified. [ReCAAP Focal Point (Singapore)]
89	Asia Emerald III Bulk carrier Singapore 33045 9530682	19/11/20 1730 hrs	20° 55.79' N, 107° 18.06' E Inner Anchorage, Campha, Vietnam	While at anchor and discharging cargo, ship stores (paint) were found stolen from the bulk carrier. The incident was suspected to have taken place on 19 Nov 20 between 1730 hrs and 2030 hrs when the crew was involved in the repair of the ship's equipment. The ship was not damaged and crew 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
90	<i>TW 5320/6 F</i> Fishing boat Malaysia	20/11/20 1550 hrs	Tanjung Hantu area, Inderasabah, Tawau, East Malaysia	<p>While underway, three perpetrators approached the fishing boat in a purple-striped white wooden boat (Honda 40 HP). One of the perpetrators was seen carrying a weapon resembling a gun. The perpetrators took away a Yamaha 15HP Outboard Motor (OBM) and crew's personal belongings including their IDs, driver's license, boat license and two mobile phones before they left. The police under the command of Eastern Command is currently investigating the incident.</p> <p>[Regional authorities]</p>
91	<i>Fairchem Sword</i> Tanker Marshall Islands 11752 9673678	25/11/20 0415 hrs	1° 42.93' N, 101° 26.48' E Dumai Anchorage, Indonesia	<p>While at anchor, four perpetrators armed with long knives boarded the tanker, stole auxiliary engine spares and escaped. The local authorities were informed and investigation were ongoing.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
92	<i>Epic Bolivar</i> Tanker Singapore 6036 9254264	25/11/20 2105 hrs	22° 22.99' N, 89° 37.37' E Pussur River, Mongla, Bangladesh	<p>While at anchor, three perpetrators armed with a crowbar boarded the tanker. The duty watchman noticed the perpetrators and informed the bridge. The alarm was raised and crew mustered. Seeing the alerted crew, the perpetrators escaped empty-handed. The crew was not injured. The incident was reported to the port control.</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
93	Semirio Bulk carrier Marshall Islands 88995 9406893	30/11/20 0620 hrs	1° 16.4' N, 104° 15.5' E Approximately 6.4 nm northwest of Tanjung Tondang, Pulau Bintan, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While underway, two perpetrators were sighted in the vicinity of the steering gear room. The bulk carrier had departed Singapore Anchorage and was bound for China. The alarm was raised and a search on board was conducted. At about 0835 hrs, the master updated that there was no further sighting of the perpetrators on board. Some engine spares were stolen. The crew was safe and no assistance required. The ship continued her voyage to China. The RSN's MSTF and Singapore Police Coast Guard were informed; and the Malaysian and Indonesian authorities were notified. A safety navigational broadcast was initiated to alert mariners. [ReCAAP Focal Point (Singapore)]
94	Bridgewater 80 Tug boat/Supply vessel Singapore 1705 9299848	12/12/20 1850 hrs	21° 48.8' N, 91° 42.5' E West of Kutubdia, Bangladesh	While underway and dead towing a bulk carrier, 10 perpetrators armed with long knives in two small boats approached the tug boat/supply vessel from starboard side. The perpetrators boarded the tug boat/supply vessel and stole two drums of hydraulic oil and hoses. The master immediately contacted the local Coast Guard when he discovered the perpetrators on board. Responding to the master's call, the coast guard proceeded to the location of the incident. There was no reported damage to the tug boat/supply and the crew was not injured. [ReCAAP Focal Point (Singapore)]
95	Vantage Rider Bulk carrier Liberia 18481 9613226	15/12/20 2100 hrs	1° 44' N, 101° 22' E Lubuk Guang Port, Dumai, Indonesia	During the routine rounds, the duty officer on board the ship was taken hostage and tied up by four perpetrators who were armed with knives. The perpetrators stole ship stores and spare parts; and released the duty officer before they escaped. [ReCAAP Focal Point (Singapore)]

Attempted Incidents

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

Flow Diagram on Procedure for Reporting Incidents of Piracy and Armed Robbery Against Ships in Asia

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

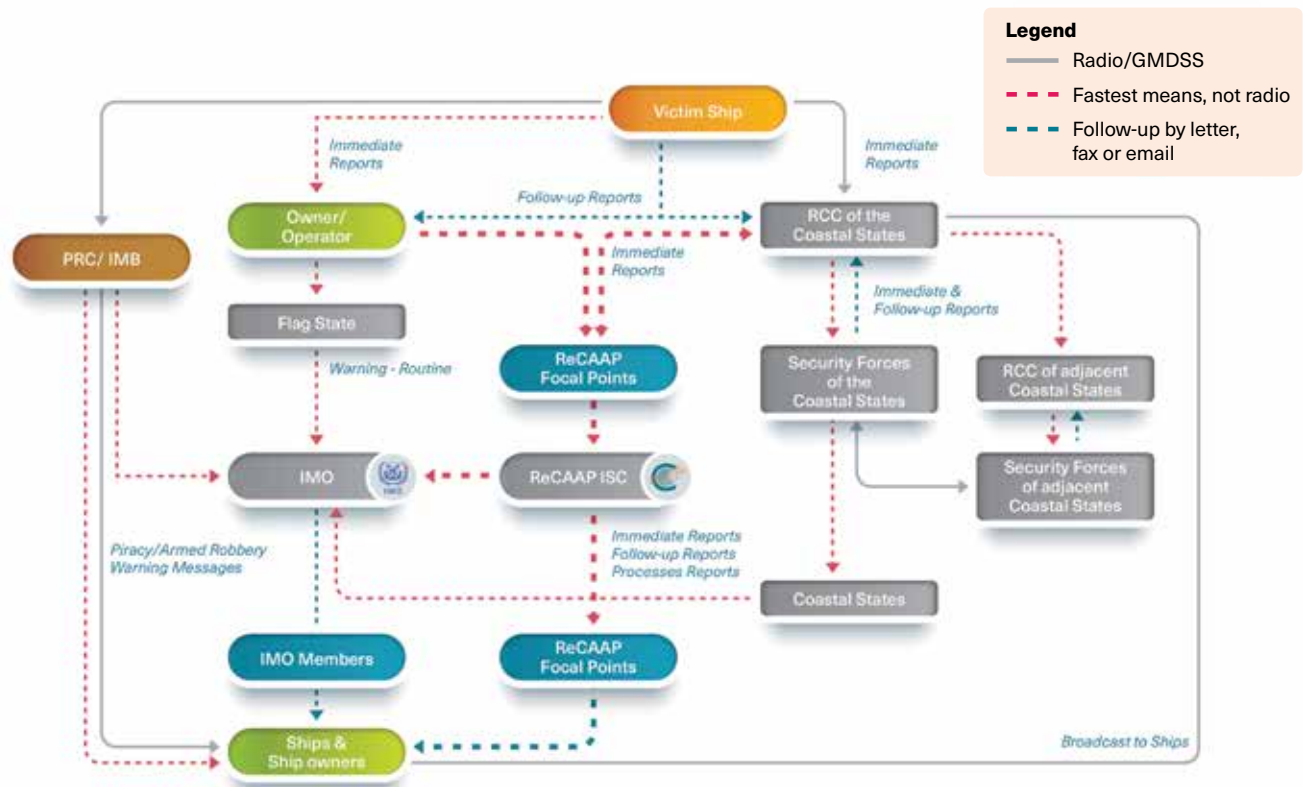


Diagram 1 – Flow Diagram for Reporting Incidents in Asia

Notes:

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

Contact Details Of ReCAAP Focal Points/Contact Point

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	Phone No	Fax Number
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Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: MBC_NCU@abf.gov.au	+61-2-6275-6000	+61-2-6275-6275
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Cambodia		
Merchant Marine Department Ministry of Public Works and Transport E-mail: dararith.hg@gmail.com	+855-77-331-531	+85-5-2386-4110
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	Phone No	Fax Number
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Philippine Coast Guard Command Center Email: pcgcomcen@coastguard.gov.ph	+632-8-527-8481 (ext: 6136/37) +632-998-585-5327 (mobile) +632-917-842-8249 (mobile)	+632-8-527-3877
Coast Guard District South Western Mindanao (CGDSWM) Email: hcgdswm@yahoo.com	+63-998-585-7972 +63-917-842-8446 VHF: Channel 16 with call sign "NEPTUNE"	

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National Maritime Information Centre Operations Centre Email: NMIC-OPS@mod.gov.uk	+44 2392-211941	+44 2392-212024 Please indicate "FAO NMIC – A leg"
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Correct as at 30 November 2020

Acknowledgements

The ReCAAP ISC makes use of various sources of information in producing its reports. The primary source is the ReCAAP ISC's Information Network System (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.



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

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