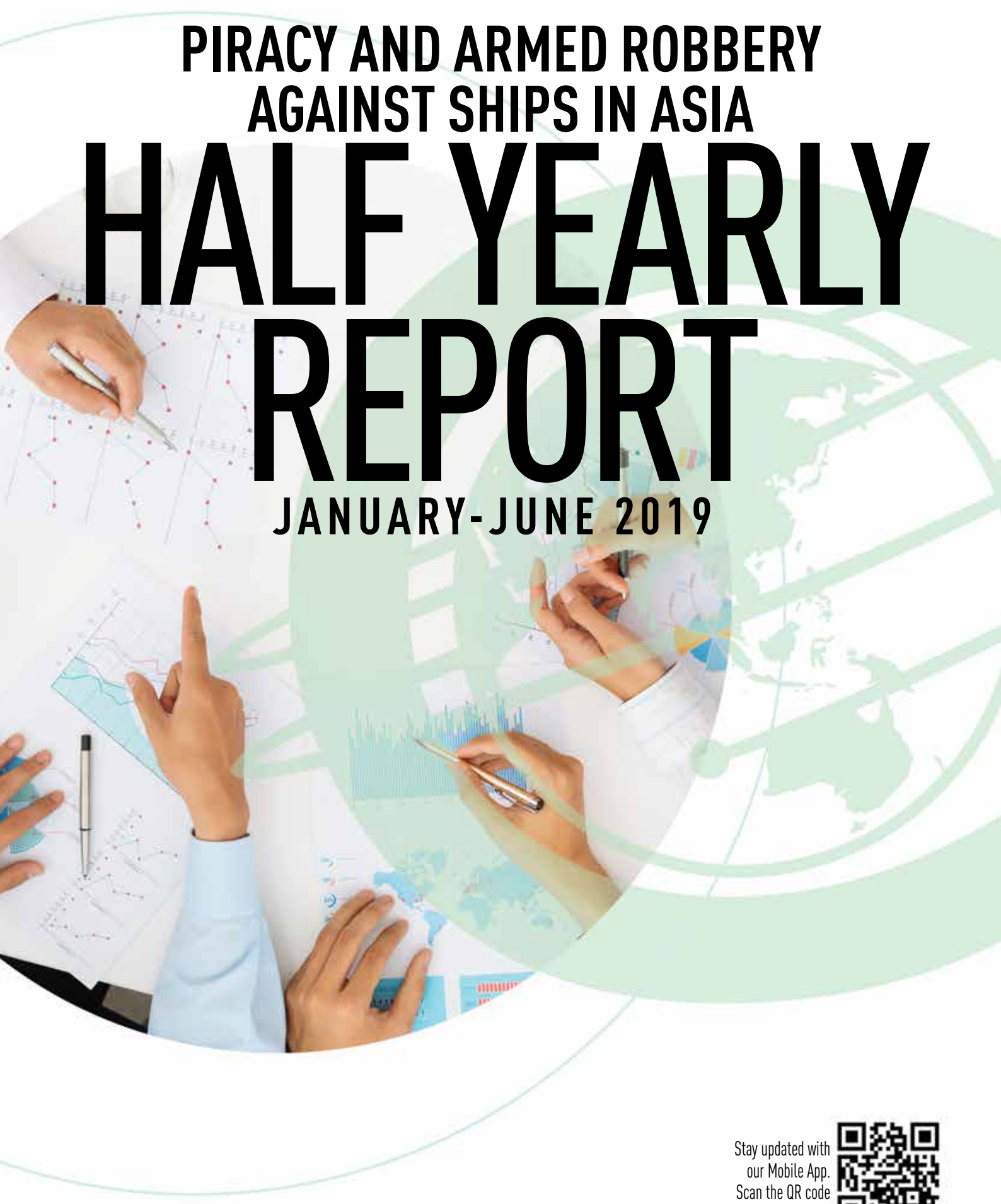


PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA HALF YEARLY REPORT JANUARY-JUNE 2019



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PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

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EXECUTIVE SUMMARY

PIRACY
AND ARMED
ROBBERY
AGAINST SHIPS
IN ASIA

EXECUTIVE SUMMARY

A total of 28 incidents of piracy and armed robbery against ships (comprising 25 actual incidents and three attempted incidents) were reported in Asia during January-June 2019 compared to 41 incidents (comprising 29 actual incidents and 12 attempted incidents) during January-June 2018. This accounts for a **32% decrease** in the total number of incidents reported during January-June 2019 compared to the same period in 2018. Majority of the incidents reported during January-June 2019 were incidents of armed robbery against ships. Of the 28 incidents reported during January-June 2019, two were incidents of piracy, and 26 were incidents of armed robbery against ships.

There were improvements at some ports and anchorages in Asia during January-June 2019 compared to January-June 2018. The improvements occurred in Bangladesh and Vietnam with no incidents reported at their ports and anchorages during January-June 2019 compared to the same period in 2018 where six incidents were reported in Bangladesh and two incidents in Vietnam. The number of incidents at Indonesia's ports and anchorages also decreased to nine incidents during January-June 2019 from 20 incidents during the same period in 2018.

Of concern was the recurrence of one incident of abduction of crew for ransom on 18 Jun 19 in the waters off Eastern Sabah, Malaysia. The risk of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah is high as demonstrated by the incident. The coastal States concerned are requested to increase their efforts of enhanced surveillance, patrols and maintain contacts with ships transiting the area. Shipping companies are advised to

follow the ReCAAP ISC's advisory issued via the ReCAAP ISC Incident Alert dated 21 Nov 16 to all ships to reroute from the area, where possible, otherwise to exercise extra vigilance when transiting the area, and report immediately to the operation centres of the Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia.

During January-June 2019, there was also an increase in the number of incidents on board ships while underway in the Strait of Malacca and Singapore. A total of eight actual incidents were reported during January-June 2019 compared to five incidents (comprising three actual incidents and two attempted incidents) during the same period in 2018. All the eight incidents during January-June 2019 were CAT 4 (or petty theft) incidents.

The ReCAAP ISC encourages ship masters and crew to exercise enhanced vigilance when transiting areas of concern and make immediate reporting of all incidents to the nearest coastal State. The ReCAAP ISC urges the authorities to provide prompt response to the reports of incidents. This was demonstrated by the Malaysian Maritime Enforcement Agency (MMEA) and the Indonesian authorities who arrested the perpetrators who boarded tanker, *M.T. Ponier* on 16 Jun 19. The ReCAAP ISC reiterates the importance of collective efforts and shared responsibility among all stakeholders, including the shipping industry and authorities in their efforts to address the situation of piracy and armed robbery against ships in Asia.

01

OVERVIEW

Incidents of Piracy and Armed Robbery Against Ships in Asia reported during 1st Half of 2019 (January-June 2019)

PIRACY
AND ARMED
ROBBERY
AGAINST SHIPS
IN ASIA

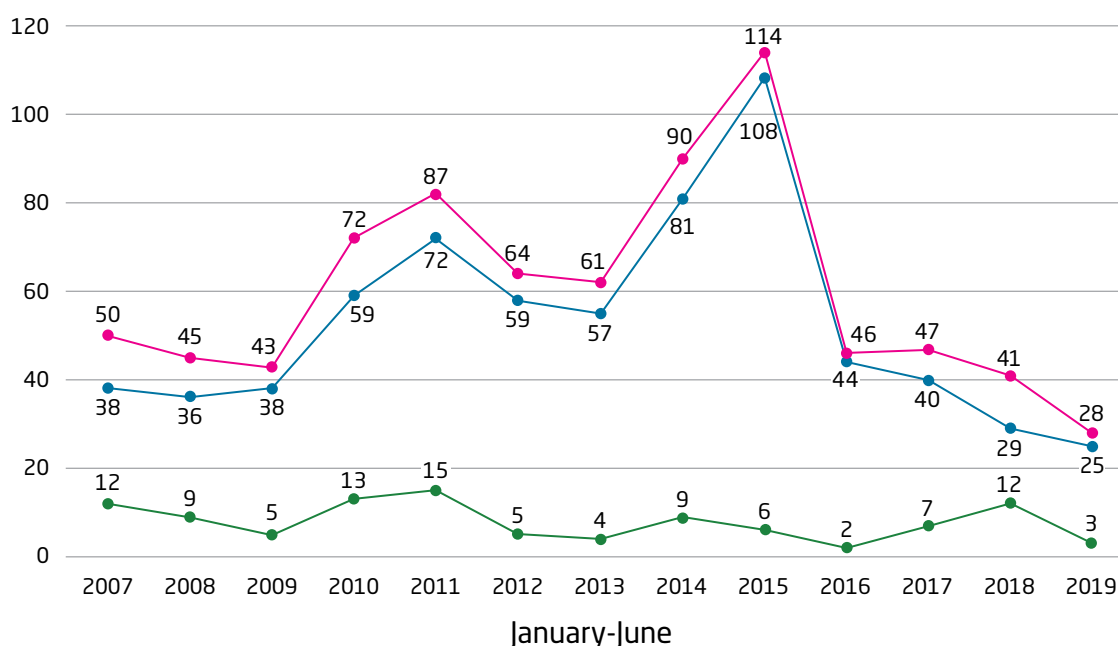
OVERVIEW

Incidents of Piracy and Armed Robbery Against Ships in Asia reported during 1st Half of 2019 (January-June 2019)

NUMBER OF INCIDENTS

A total of 28 incidents of piracy¹ and armed robbery against ships² (comprising 25 actual incidents³ and three attempted incidents⁴) were reported in Asia during January-June 2019. Refer to the Appendix on 'Description of incidents (January-June 2019)'.

The situation of piracy and armed robbery against ships in Asia continued to improve during January-June 2019. Both the total number of incidents and the number of actual incidents reported during January-June 2019 are **the lowest** among the 13-year period of January-June of 2007-2019. Graph 1 shows the number of incidents reported during January-June of 2007-2019.



Graph 1 - Number of incidents in Asia (January-June of 2007-2019)

■ Total ■ Actual ■ Attempted

Compared to January-June 2018, it was a **32% decrease** in the total number of incidents and **14% decrease** in the number of actual incidents during the same period in 2019. The decrease of attempted incidents accounts for the bulk of the decrease in the total number of incidents during January-June 2019. Compared to January-June 2018, there was a **75% decrease** in the number of attempted incidents during the same period in 2019. A total of 12 attempted incidents were reported during January-June 2018 compared to three attempted incidents during the same period in 2019.

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

PIRACY VS ARMED ROBBERY AGAINST SHIPS

Of the 28 incidents reported in Asia during January-June 2019, two were piracy incidents and 26 were incidents of armed robbery against ships. Piracy incident accounts for 7% of the total incidents and the majority of the incidents reported in Asia were armed robbery against ships. Over the 13-year period, piracy incidents ranged between 4% and 11%. The exception occurred during January-June of 2007, 2009, 2010, 2011 and 2014 where piracy incidents accounted for 14%, 16%, 22%, 22% and 23% respectively. Chart 1 shows the number of piracy incidents versus armed robbery against ships incidents reported during January-June of 2007-2019.

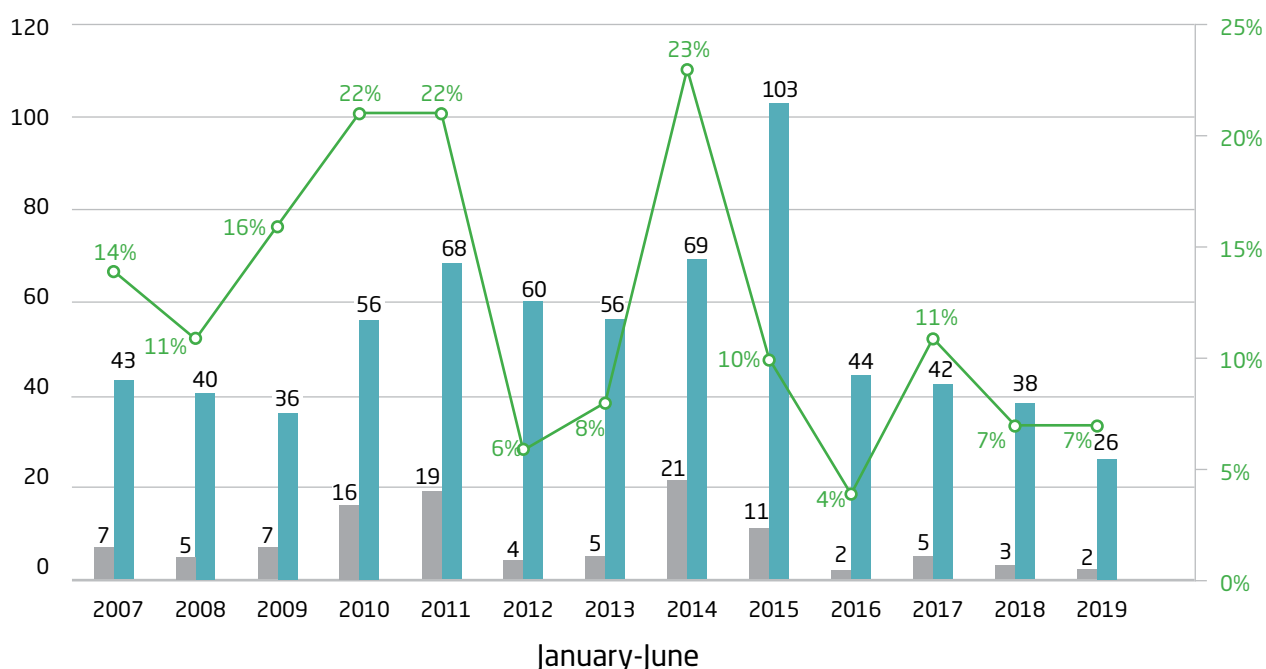


Chart 1 - Piracy vs Armed Robbery Against Ships (January-June of 2007-2019)

■ Piracy ■ Armed Robbery ■ Piracy (%)

SIGNIFICANCE LEVEL OF INCIDENTS

Of the 25 actual incidents reported during January-June 2019, one was CAT 1 incident, two were CAT 2 incidents, two were CAT 3 incidents and 20 were CAT 4 incidents⁵. Chart 2 shows the significance level of incidents reported during January-June of 2007-2019.

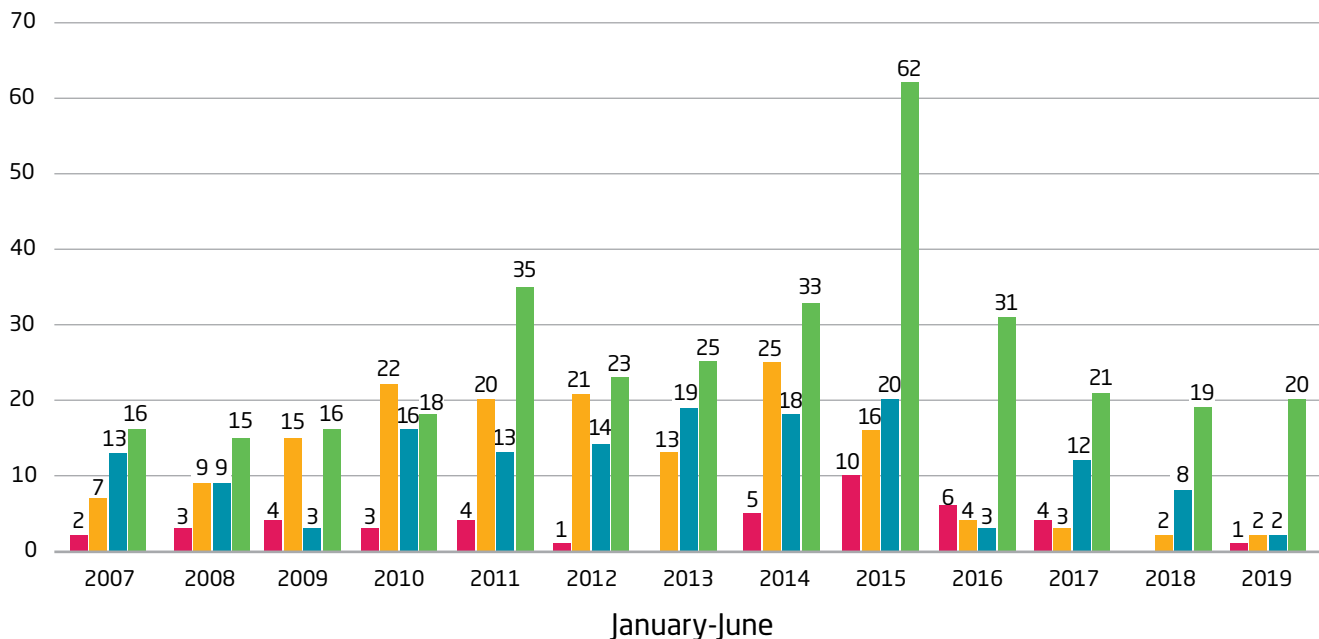


Chart 2 - Significance level of incidents (January-June of 2007-2019)

■ CAT 1 ■ CAT 2 ■ CAT 3 ■ CAT 4

CAT 1

There was one CAT 1 incident reported during January-June 2019. The incident involved the abduction of nine crew from two fishing boats on 18 Jun 19 off Lahad Datu, Sabah, Malaysia. The abducted crew members were released on 21 Jun 19 as the abductors could have realised that the abducted crew had no money nor anything to give as ransom.

CAT 2

The two CAT 2 incidents reported during January-June 2019 occurred at anchorages in Indonesia. In both incidents, the perpetrators were armed with knives. In the incident at the anchorage off Pulau Mapur, the perpetrators held the A/B hostage and stole the crew's cash and personal belongings. In the incident at Taboneo anchorage, the perpetrators confronted the crew with knives and escaped with ship stores. In both incidents, the crew was not injured.

CAT 3

There were two CAT 3 incidents reported during January-June 2019, and it was the lowest in number among the 13-year period.

CAT 4

The majority of the incidents reported during January-June 2019 were CAT 4 incidents, and this accounts for 80% (20 out of 25) of the total number of actual incidents.

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

STATUS OF SHIPS

Of the 28 incidents reported during January-June 2019, 17 incidents (61%) occurred on ships while at anchor/berth and 11 incidents (39%) on ships while underway. This conforms to the general trend in Asia where more incidents occurred to ships at anchor/berth than ships while underway. Chart 3 and Chart 4 shows the location of the incidents occurred on ships at anchor/berth and on ships while underway respectively.

All the incidents reported in China, the Philippines and India occurred on board ships at anchor/berth while all incidents in the Straits of Malacca and Singapore (SOMS) occurred on ships while underway.

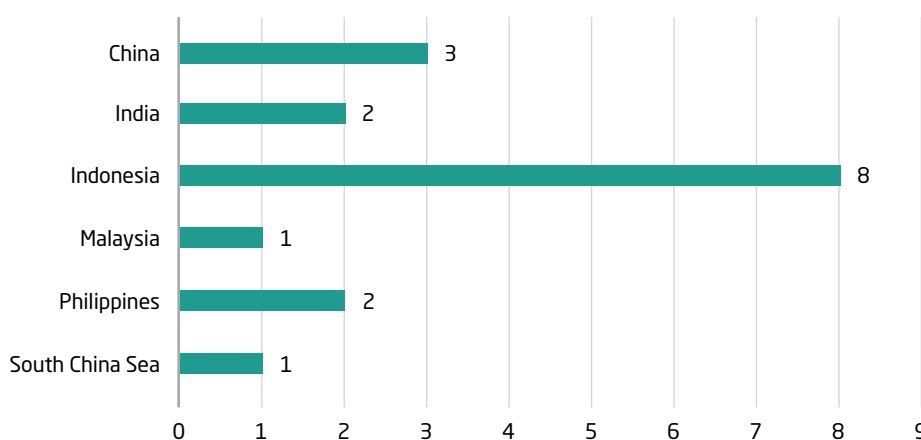


Chart 3 - Incidents on board ships at anchor/berth (January-June 2019)

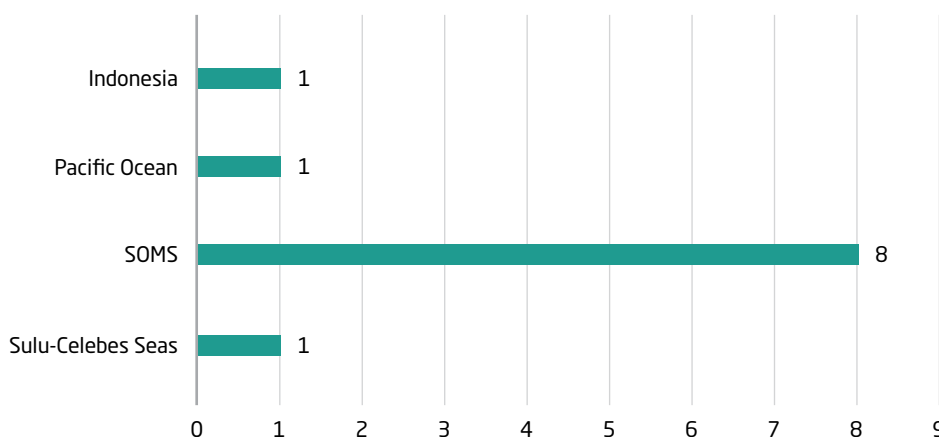


Chart 4 - Incidents on board ships while underway (January-June 2019)

LOCATION OF INCIDENTS

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

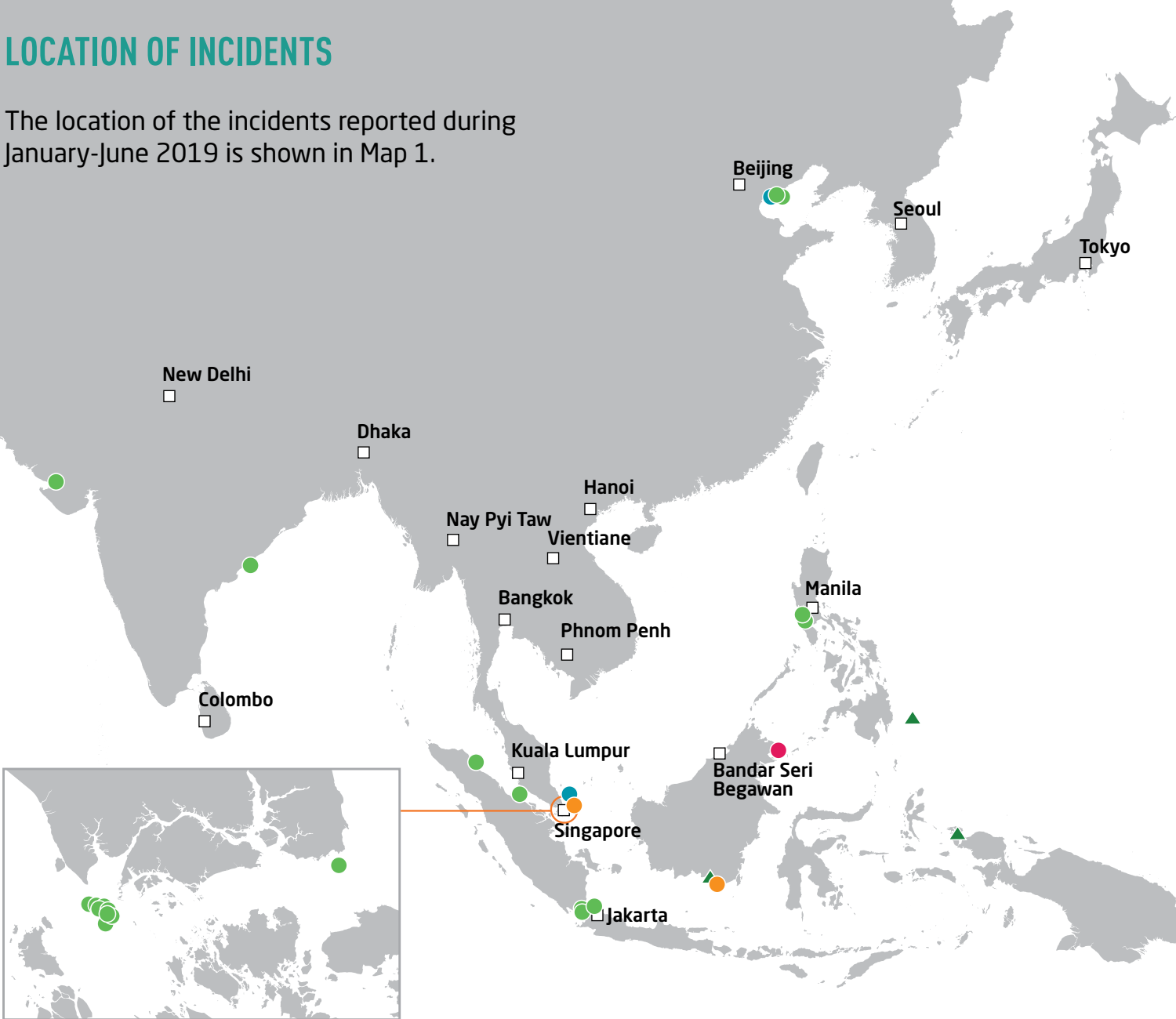
Act = Actual, Att = Attempted

	January-June																									
	2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019	
	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att
North Asia																										
China							1											3		1					3	
Sub-total							1											3		1					3	
South Asia																										
Arabian Sea	1	3							4																	
Bangladesh	5		6	2	4	1	9	2	5		8		1		8		10		1	6		4	2			
Bay of Bengal	1						1		1					2												
India	3		7	1	4		5		6	2	4	1	3		3	1	4		12		1		1	1	2	
Sub-total	10	3	13	3	8	1	15	2	11	7	12	1	4		13	1	14		12	1	7		5	3	2	
Southeast Asia																										
Gulf of Thailand							1																			
Indian Ocean															1											
Indonesia	18	5	7	1	3	2	12	6	23	1	29	2	37	4	26	4	10		18		17	2	15	5	7	2
Malaysia	5	1	4		8	1	9		8		2		4		1	1	2		1		1		1		1	
Myanmar					1																					
Pacific Ocean																									1	
Philippines		1	3	1	2	1	1		3		3		1		2		3	1	1		8		1		2	
SCS	1	1	4	1	7		11	3	8	6	4		5		17	1	10	1	1	1	2		2	1	1	
Singapore									2																	
SOMS		1	2	3	3		2	2	13	1	6	1	3		22	1	55	4	1		1	1	3	2	8	
Sulu-Celebes Seas																		4		3	4		1	1		
Thailand	1				1												1									
Vietnam	3		3		5		7		4		3	1	3				13		3				2			
Sub-total	28	9	23	6	30	4	43	11	61	8	47	4	53	4	68	8	94	6	29	1	32	7	24	9	20	3
Overall total	38	12	36	9	38	5	59	13	72	15	59	5	57	4	81	9	108	6	44	2	40	7	29	12	25	3

Table 1 - Location of Incidents (January-June of 2007-2019)

LOCATION OF INCIDENTS

The location of the incidents reported during January-June 2019 is shown in Map 1.



Map 1 - Location of incidents during January-June 2019

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



02

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

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

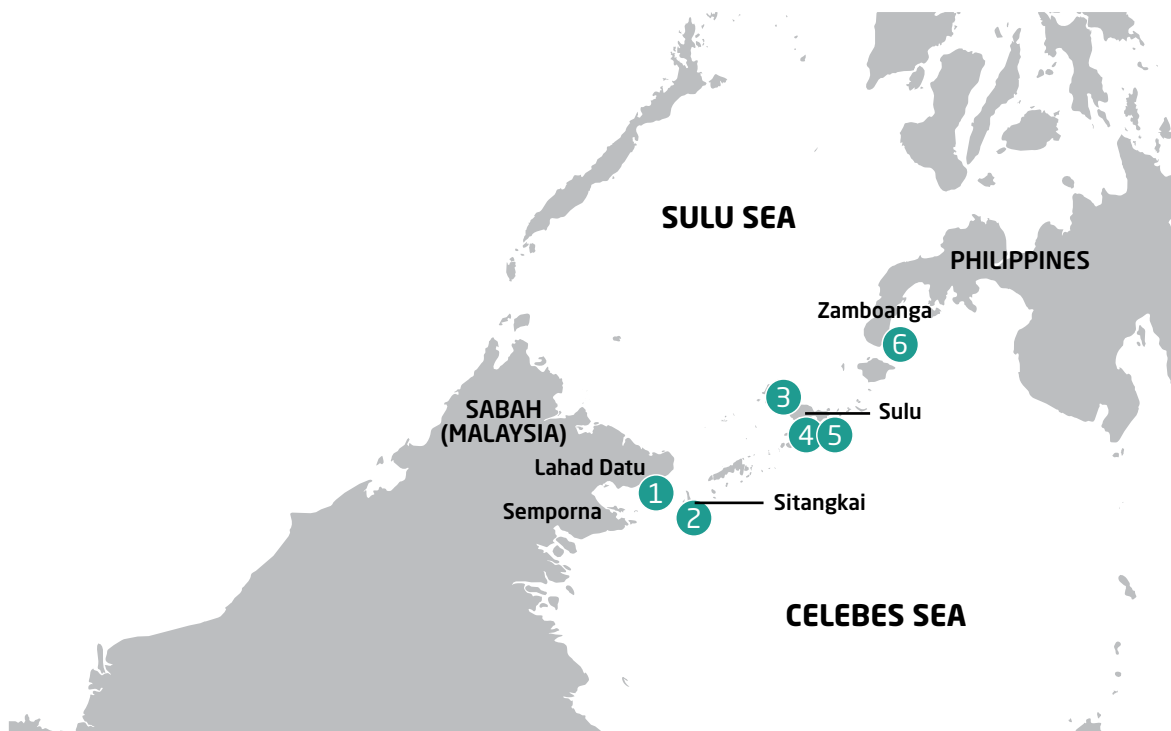
SITUATION UPDATE

FIRST INCIDENT OF ABDUCTION OF CREW IN 2019

On 18 Jun 19 at about 0245 hrs, two Malaysia-registered fishing boats were in Lahad Datu's Tambisan waters and heading towards Semporna when 10 men armed with high powered firearms, boarded the fishing boats from one jungkong-type watercraft and one speed boat painted in orange and white. The perpetrators believed to be members of the Sulu-based Abu Sayyaf Group (ASG) abducted five crew from one fishing boat (with markings SA/2325/F) and four crew from another fishing boat (with markings SA/5699/C). The ASG members and the abducted crew were sighted in the area of Pondohan, Tabawan, Sitangkai, Tawi-tawi, Philippines at about 0330 hrs on 18 Jun 19.

On 21 Jun 19 at about 2200 hrs, the personnel of the maritime police station were on mobile patrol at Bgy Kahawa, Talipao, Sulu, Philippines and they found the nine abducted crew walking along the road. It was believed that the abductors released the abducted crew after they realised that the crew had no money nor anything to give as ransom. Prior to their release, the abductors took away the crew's personnel belongings (including wrist watches and cellular phones) while pointing guns at them.

On 22 Jun 19 at about 0700 hrs, the abducted crew was brought to the Sulu Provincial Police Office for debrief and to the hospital for medical checkup. On 24 Jun 19, the abducted crew boarded Philippine Coast Guard (PCG) patrol vessel and departed for Zamboanga City. After their arrival at Zamboanga on 25 Jun 19, a joint debrief was conducted by the Philippine authorities. Refer to Map 2 on the locations of the abducted crew.



Map 2 - Locations of the abducted crew

- 1 18 Jun 0245 hrs Boarding by ASG
- 2 18 Jun 0330 hrs Sight of ASG and abducted crew
- 3 21 Jun 2200 hrs Abducted crew released
- 4 22 Jun 0700 hrs Abducted crew debriefed and medical check up
- 5 24 Jun 1538 hrs Abducted crew departed for Zamboanga city
- 6 25 Jun 0900 hrs Joint debrief by Philippines authorities



ReCAAP ISC ISSUED WARNING

On 18 Jun 19, the ReCAAP ISC issued a Warning about the abduction of crew incident that occurred in the early morning of 18 Jun 19. The warning is aimed to alert the shipping industry and ships transiting the area to exercise extra vigilance and take precautionary counter measures.



ReCAAP ISC ISSUED INCIDENT ALERT

On the same day, the Philippine Coast Guard (PCG) verified and confirmed the abduction incident and provided more information. The ReCAAP ISC followed up with the issuance of an Incident Alert.

STATUS OF ABDUCTED CREW

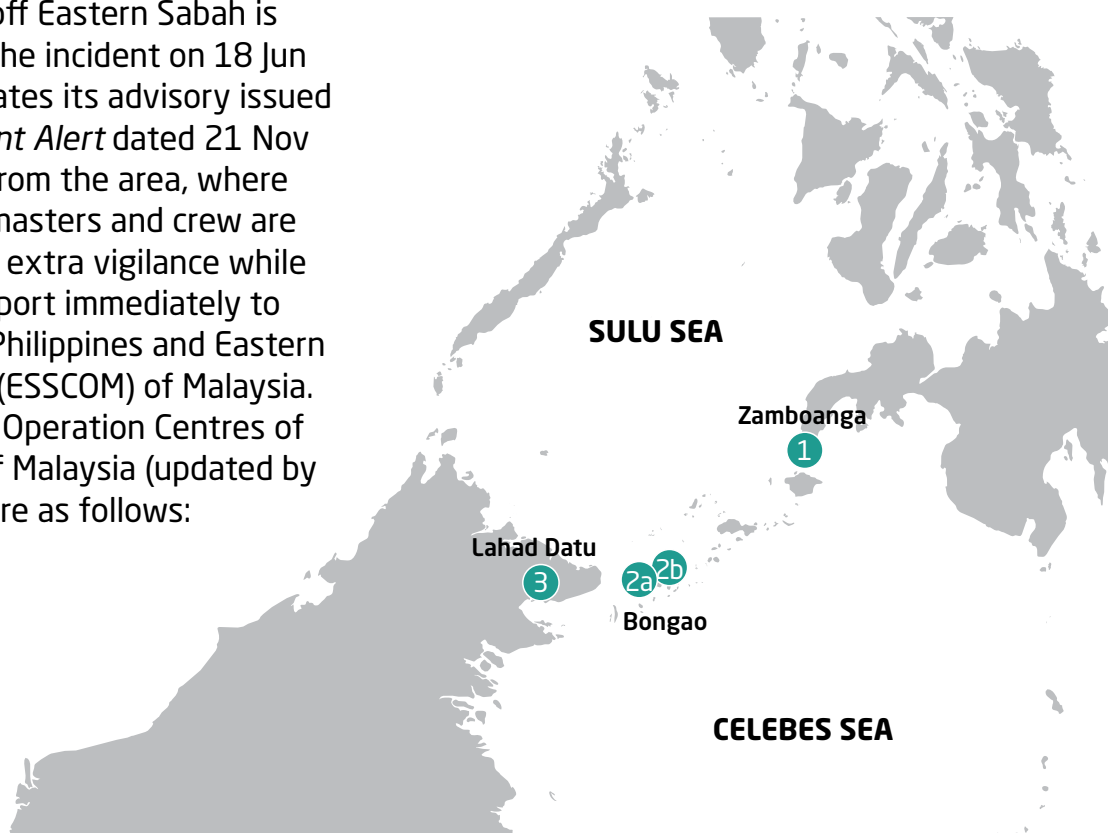
In May 2019, the Philippine Coast Guard (PCG) reported to the ReCAAP ISC that the Philippines authorities had rescued and released all the abducted crew. As of 31 May 19, there was no more crew being held in captivity. With the release of the nine crew who were abducted on 18 Jun 19 (as described in the above paragraphs), there is no more crew being held in captivity. The status of the 75 crew who had been abducted since March 2016 is as follows:

NO. OF CREW ABDUCTED	NO. OF CREW RELEASED/RESCUED	NO. OF CREW KILLED/DIED	STILL IN CAPTIVITY
75	65	10	0

The Philippine authorities continue to undertake military and law enforcement operations to neutralise the militant group.

ReCAAP ISC ADVISORY

As the risk of the abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah is high as demonstrated by the incident on 18 Jun 19, the ReCAAP ISC reiterates its advisory issued via the *ReCAAP ISC Incident Alert* dated 21 Nov 16 to all ships to reroute from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the area, and report immediately to the Operation Centres of Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia. The contact details of the Operation Centres of Philippines and ESSCOM of Malaysia (updated by ReCAAP ISC on 3 Jan 19) are as follows:



Map 3 - Contact details of the centres

**1 Philippine Coast Guard District
Southwestern Mindanao**

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

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

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

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

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

**3 Eastern Sabah Security Command
(ESSCOM)**

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

03

INSIGHTS OF INCIDENTS BY LOCATION

- Straits of Malacca and Singapore
- Indonesia

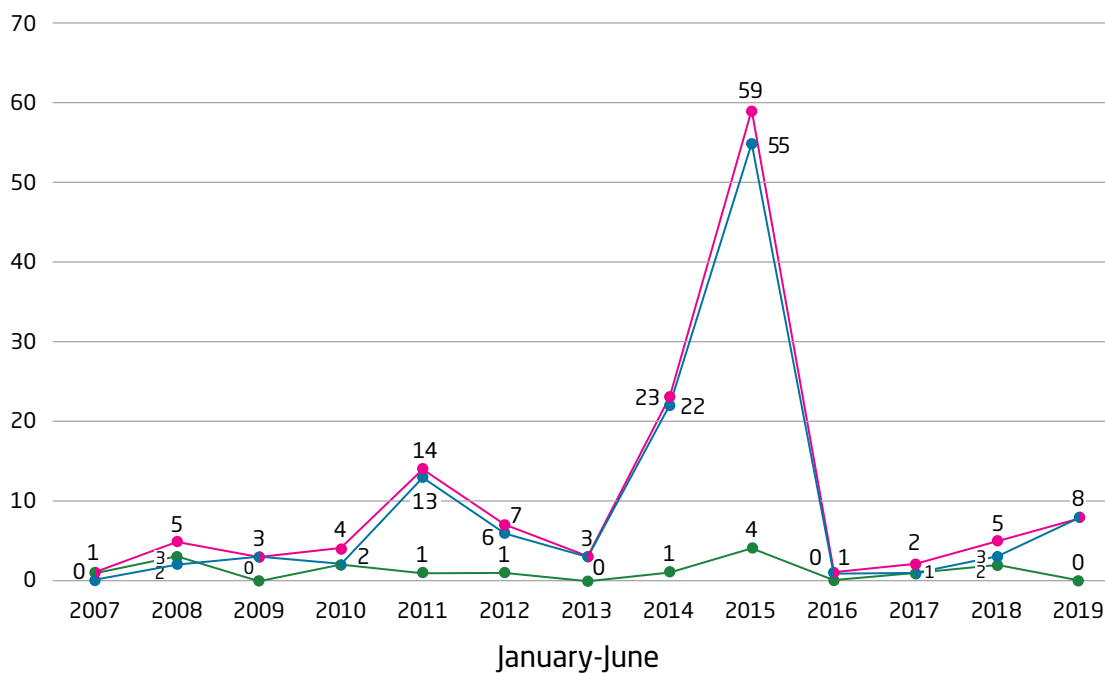
PIRACY
AND ARMED
ROBBERY
AGAINST SHIPS
IN ASIA

INSIGHTS OF INCIDENTS BY LOCATION

I. STRAITS OF MALACCA AND SINGAPORE (SOMS)

During January-June of 2007-2019, a total of 135 incidents (comprising 119 actual incidents and 16 attempted incidents) were reported in the Straits of Malacca and Singapore (SOMS). Over the 13-year period of January-June, the highest number of incidents occurred during January-June 2015 (59 incidents) and the lowest number during January-June 2007 and January-June 2016 (one incident each). Of the 135 incidents reported in the SOMS during January-June of 2007-2019, 123 incidents (91%) occurred in the Singapore Strait, and 12 (9%) incidents in the Malacca Strait.

During January-June 2019, a total of eight actual incidents were reported compared to five incidents (comprising three actual incidents and two attempted incidents) during the same period in 2018.



Graph 2 - Number of incidents in SOMS (January-June of 2007-2019)

█ Total █ Actual █ Attempted

INSIGHTS FROM DATA ANALYTICS

Incidents reported during January-June 2019 in SOMS were fairly consistent with the past trends observed during January-June of 2007-2018 in terms of the number of perpetrators (**4-6 men**), type of weapons used (**not stated**) and treatment of crew (**no injuries**). However, there are slight deviations from the past trend in terms of the **items lost, type of ships** and the **time of incidents**.

DETAILS OF ANALYSIS

Number of perpetrators. Of the eight incidents reported during January-June 2019, two incidents involved groups of 4-6 perpetrators, one incident involved two perpetrators, one incident involved eight perpetrators, one incident involved 11 perpetrators and three incidents had no information.

The incidents occurred during January-June 2019 are consistent with the past trend, whereby majority (40%) of the incidents during January-June of 2007-2018 involved groups of 4-6 perpetrators.

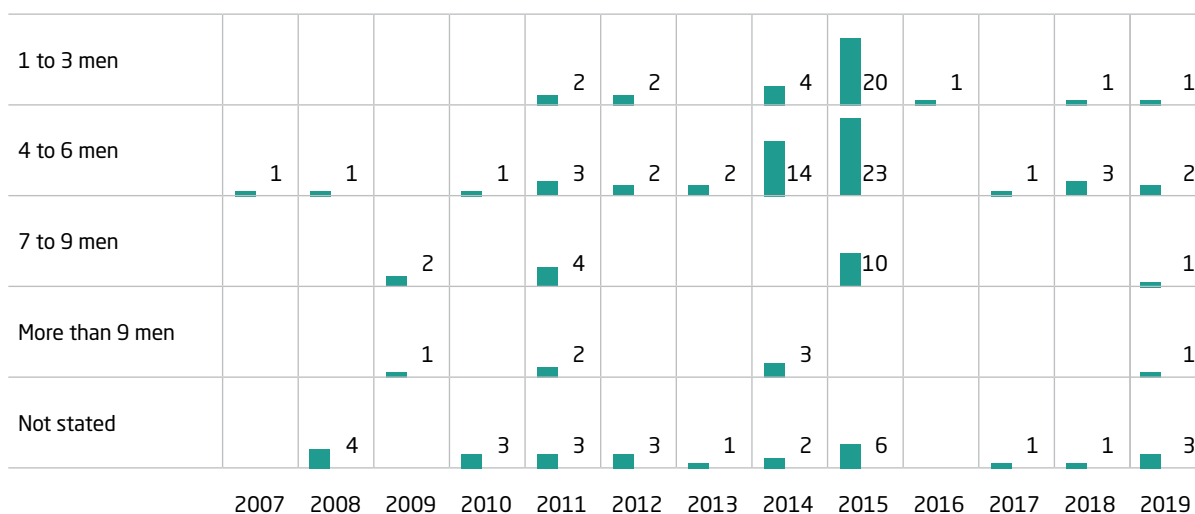


Chart 5 - Number of perpetrators - SOMS (January-June of 2007-2019)

Type of weapons. All eight incidents reported during January-June 2019 had no information if the perpetrators were armed. This is consistent with the past trend, whereby majority (59%) of the incidents during January-June of 2007-2018 had no information if the perpetrators were armed.

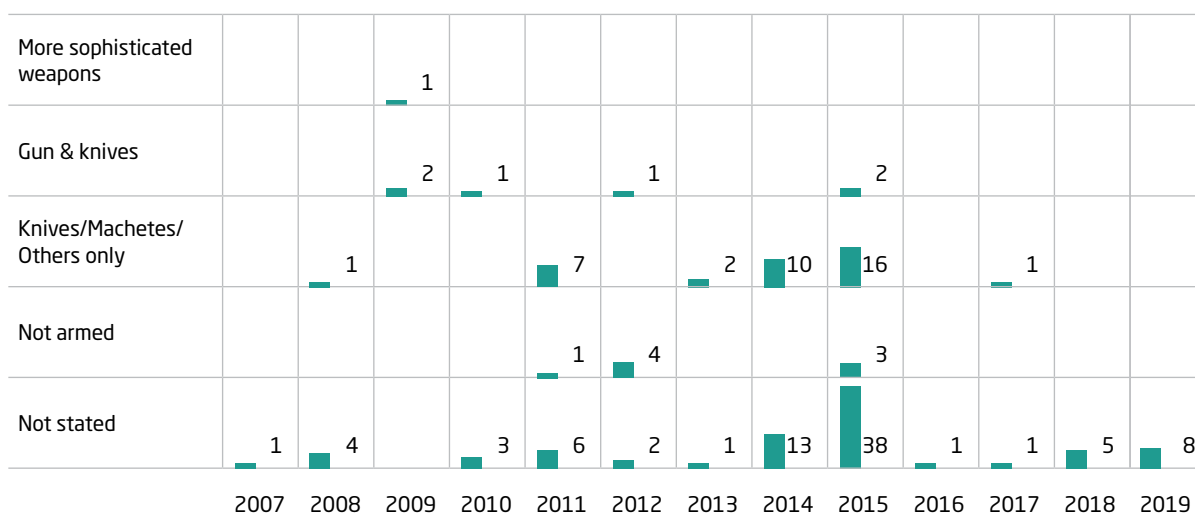


Chart 6 - Type of weapons - SOMS (January-June of 2007-2019)

Treatment of crew. Of the eight incidents occurred during January-June 2019, seven incidents reported that the crew did not suffer injuries and one incident had no information on the condition of the crew. This is consistent with the past trend, whereby majority (79%) of the incidents during January-June of 2007-2018 reported that the crew did not suffer any injuries.

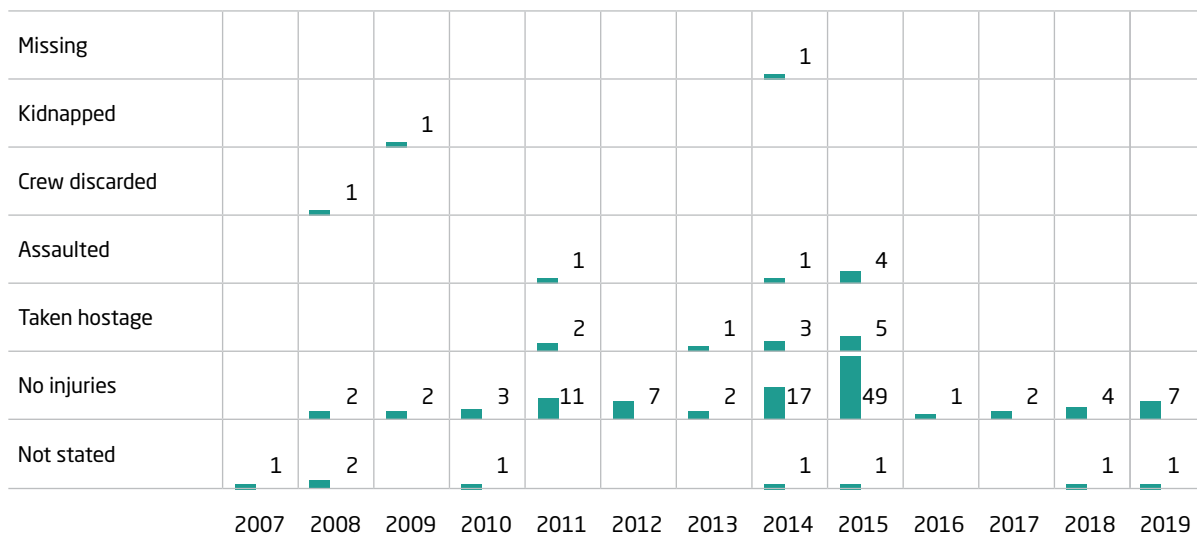


Chart 7 - Treatment of crew - SOMS (January-June of 2007-2019)

Type of Losses. During January-June 2019, six of the eight incidents (75%) in SOMS reported that unsecured items including scrap metal and tools on board barges were stolen by the perpetrators. There is a slight deviation from the past trend whereby majority of the incidents (56%) during January-June of 2007-2018 reported that nothing was stolen from the ships.

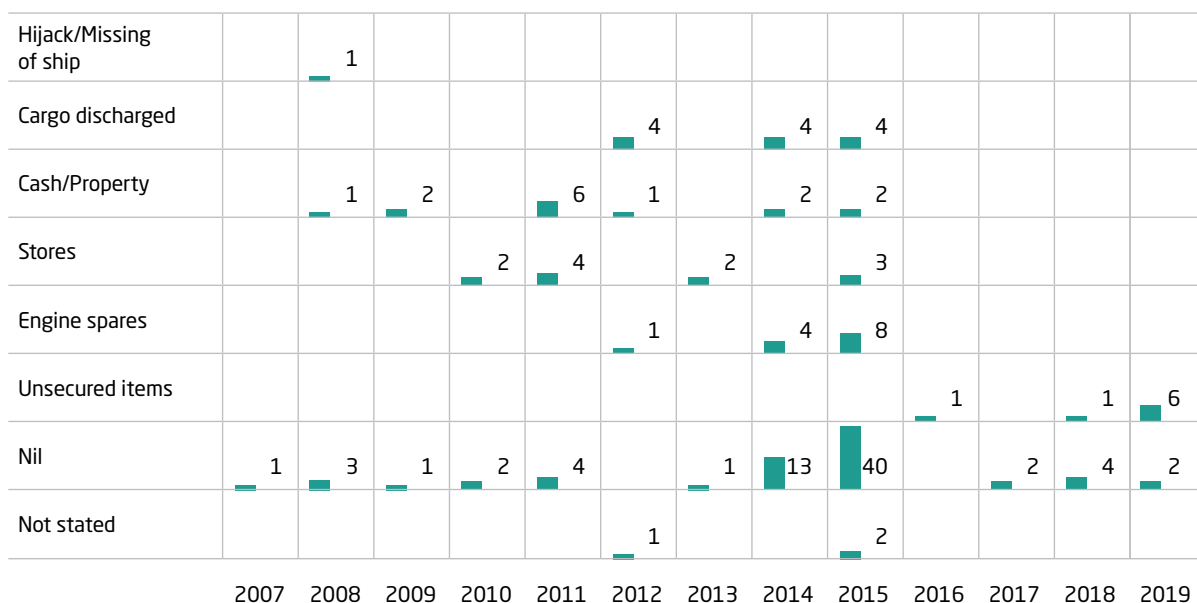


Chart 8 - Type of losses - SOMS (January-June of 2007-2019)

Type of ships. All eight incidents reported during January-June 2019 occurred on board barges towed by tug boats. There is a deviation from the past trend whereby 39 of 135 incidents during January-June of 2007-2018 occurred on board bulk carriers, 37 on board tankers and 35 on board tug boats/supply vessels.

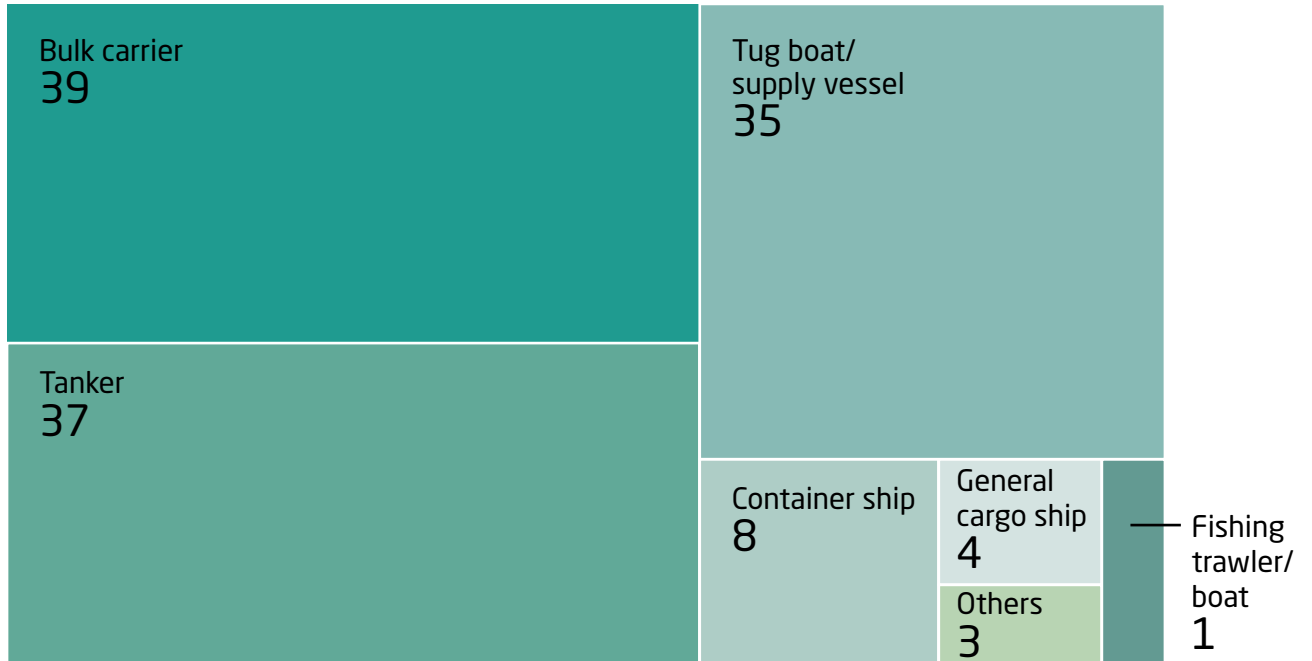


Chart 9 - Type of ships boarded - SOMS (January-June of 2007-2018)

Time of incidents. Of the eight incidents reported during January-June 2019, four incidents occurred during hours of darkness (between 1800 hrs and 0530 hrs) and four incidents occurred during daylight hours (between 1100 hrs and 1759 hrs).

This deviates from the past trend whereby most incidents in SOMS occurred during hours of darkness. Of the 127 incidents reported during January-June 2007-2018, 98 incidents (77%) occurred during hours of darkness (between 1800 hrs and 0559 hrs). Chart 10 shows the time of incidents reported in SOMS during January-June of 2007-2018.

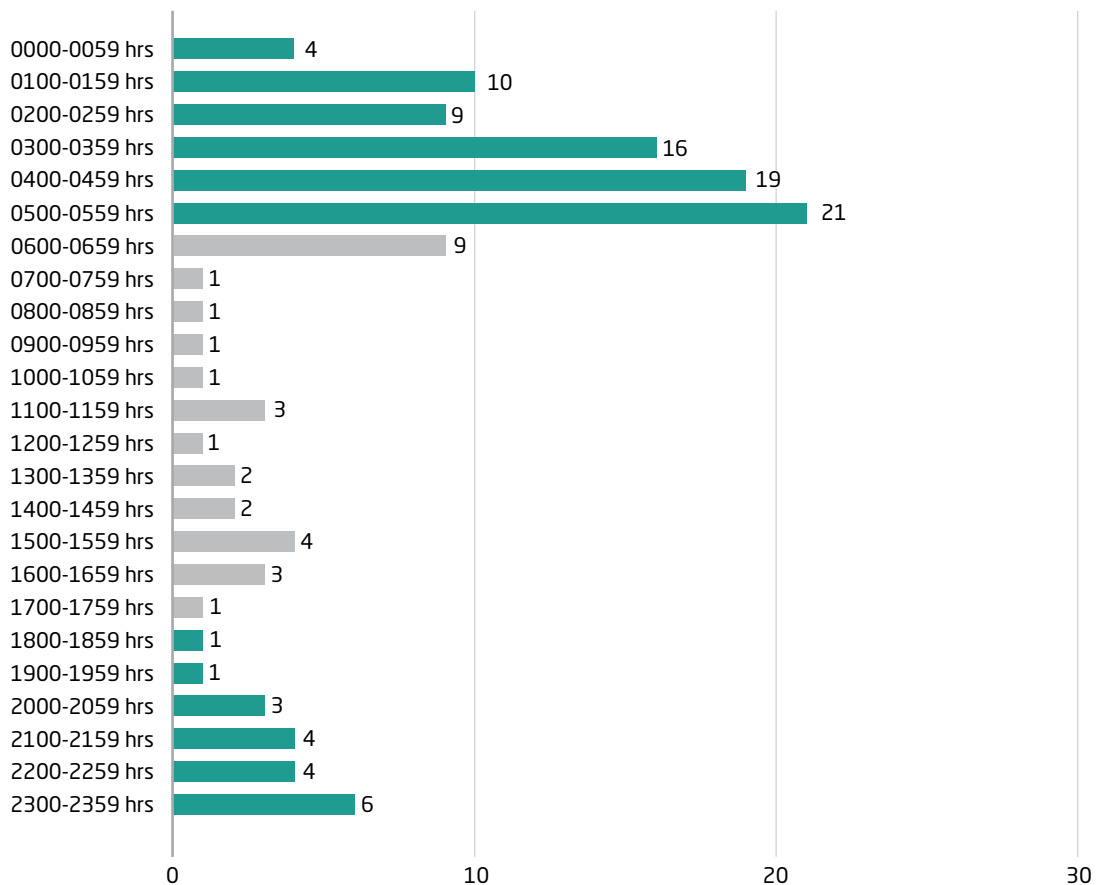


Chart 10 - Time of incidents - SOMS (January-June of 2007-2018)

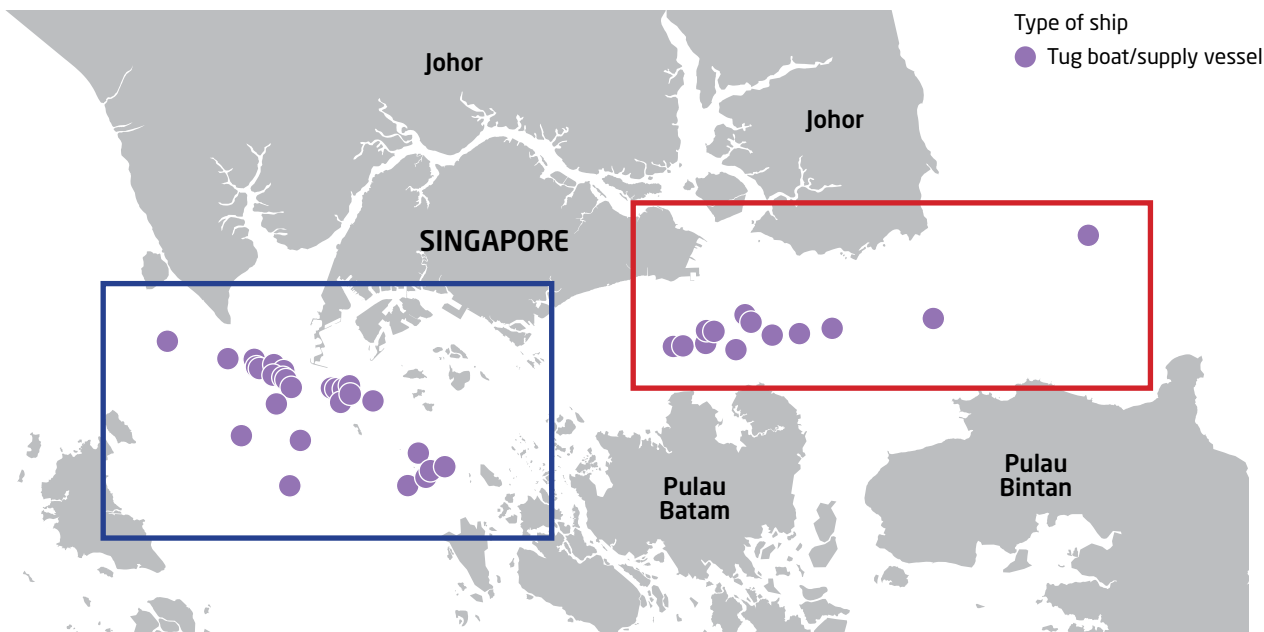
■ Hours of darkness ■ Daylight hours

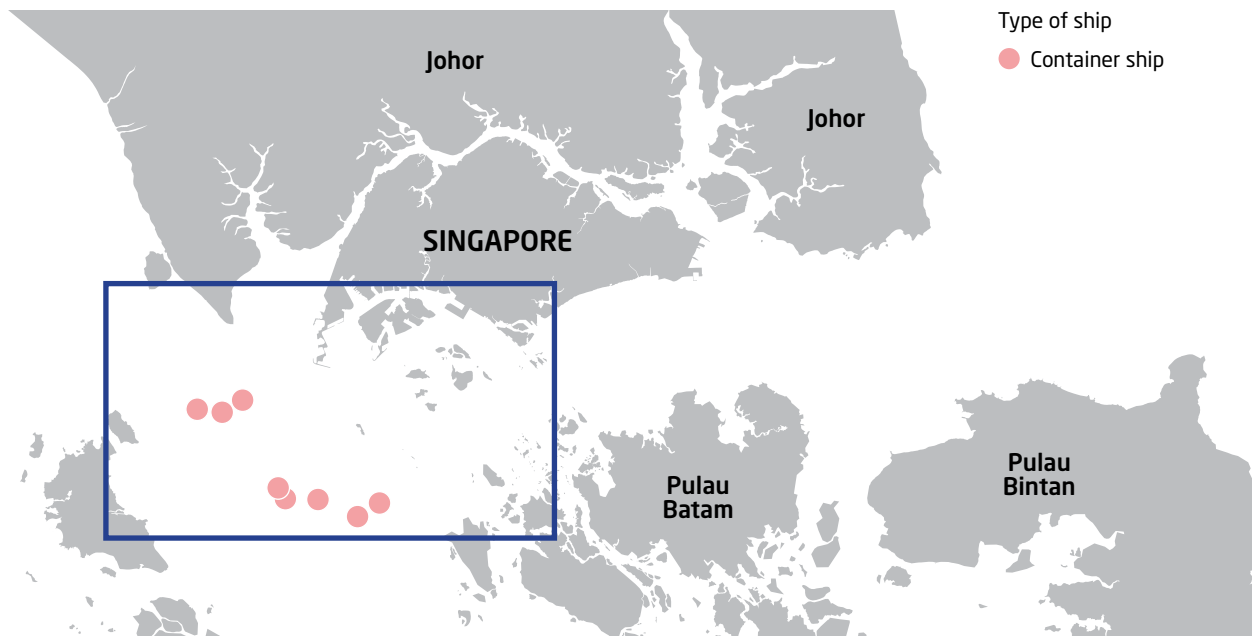
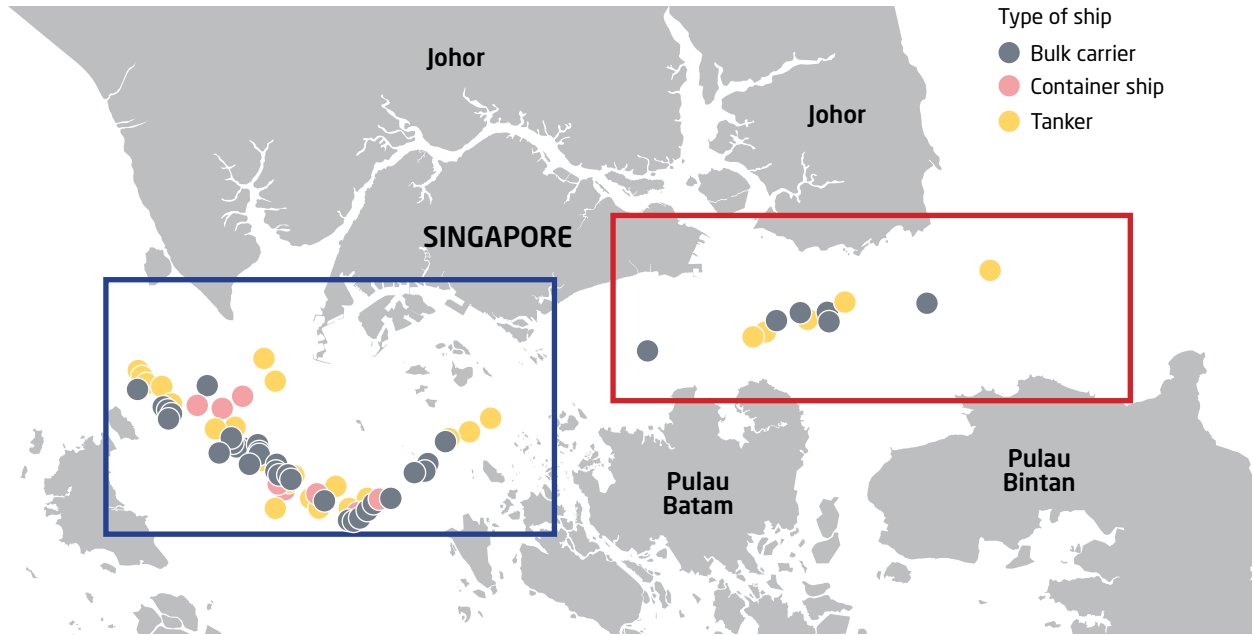
CORRELATION BETWEEN TYPE OF SHIP VIS-À-VIS LOCATION OF INCIDENTS IN THE SINGAPORE STRAIT

24

Map 4 shows the location of incidents reported in the Singapore Strait that occurred on board tug boats/supply vessels, bulk carriers, container ships and tankers during January-June 2007-2019. The ReCAAP ISC observes the following:

- a. Incidents involving **tug boats/supply vessels** occurred in both the western sector (blue rectangle) and eastern sector (red rectangle) of Singapore Strait. Most of the incidents in the eastern sector occurred off Pulau Batam, Indonesia.
- b. Incidents involving **bulk carriers** and **tankers** mostly occurred in the western sector of Singapore Strait.
- c. All incidents involving **container ships** occurred in the western sector of Singapore Strait.
- d. In the western sector of the Singapore Strait, incidents involving tug boats/supply vessels occurred **closer to shore** than incidents involving bigger ships such as bulk carriers, tankers and container ships.

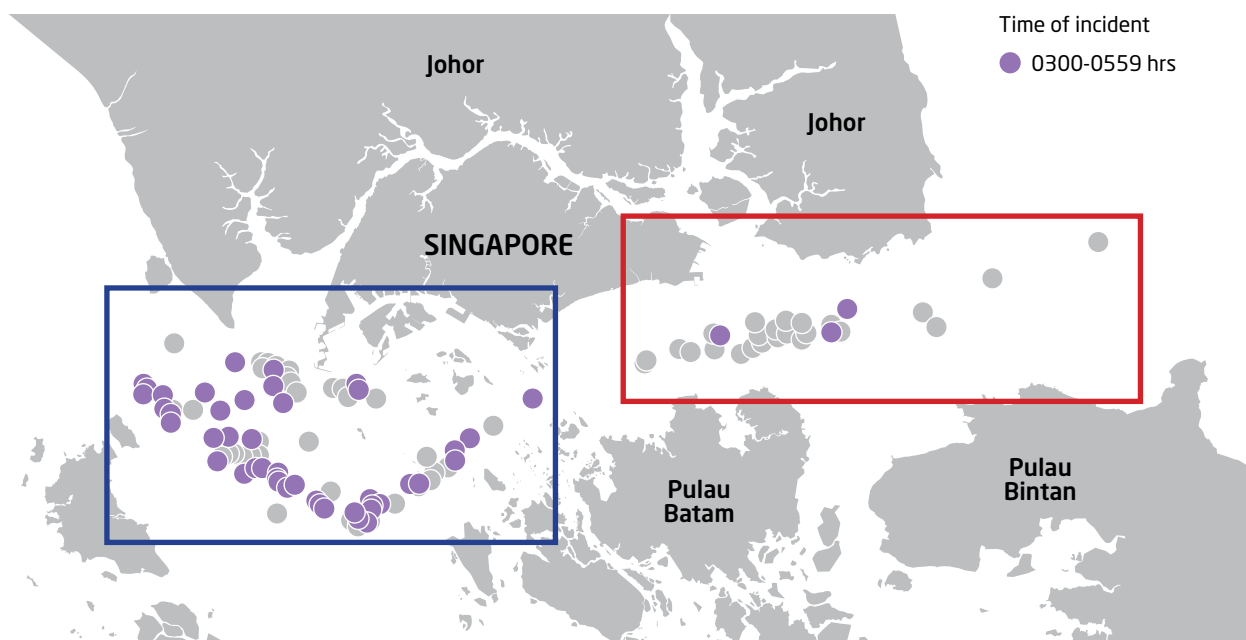




Map 4 - Location of incidents in the Singapore Strait vis-à-vis type of ships (January-June of 2007-2019)

CORRELATION BETWEEN TIME OF INCIDENTS VIS-A-VIS LOCATION

Map 5 shows the time and location of incidents reported in the Singapore Strait during January-June of 2007-2019. Majority of the incidents that occurred during 0300-0559 hrs were reported in the western sector of Singapore Strait. Of the 58 incidents reported during 0300-0559 hrs, 54 occurred in the western sector of Singapore Strait.

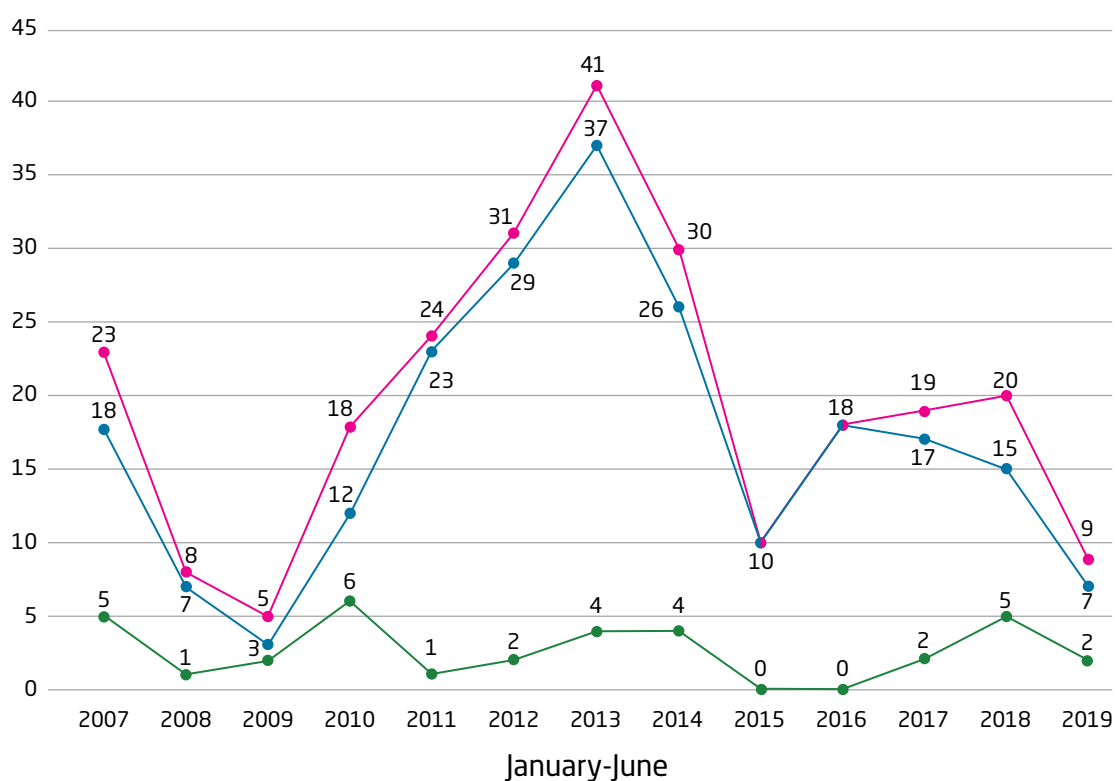


Map 5 - Time of incidents in eastern and western sectors of the Singapore Strait (January-June of 2007-2019)

II. INDONESIA

NUMBER OF INCIDENTS

A total of nine incidents (comprising seven actual incidents and two attempted incidents) were reported in Indonesia during January-June 2019. This is a 55% decrease in the total number of incidents compared to January-June 2018, where 20 incidents (comprising 15 actual incidents and five attempted incidents) were reported.



Graph 3 - Number of incidents in Indonesia (January-June of 2007-2019)

■ Total ■ Actual ■ Attempted

SIGNIFICANCE LEVEL OF INCIDENTS

Chart 11 shows the significance level of incidents reported in Indonesia during January-June of 2007-2019. Majority of the incidents in Indonesia were CAT 3 and CAT 4 incidents. The last CAT 1 incident was reported during January-June 2016 when *Hai Soon 12* was hijacked by perpetrators for oil cargo theft on 7 May 2016.

Of the nine incidents during January-June 2019, two were CAT 2 incidents, five were CAT 4 incidents and two were attempted incidents. Compared to January-June 2018, there was a slight increase (from one to two incidents) in the number of CAT 2 incidents reported during January-June 2019. However, the number of CAT 3 and CAT 4 incidents decreased significantly.

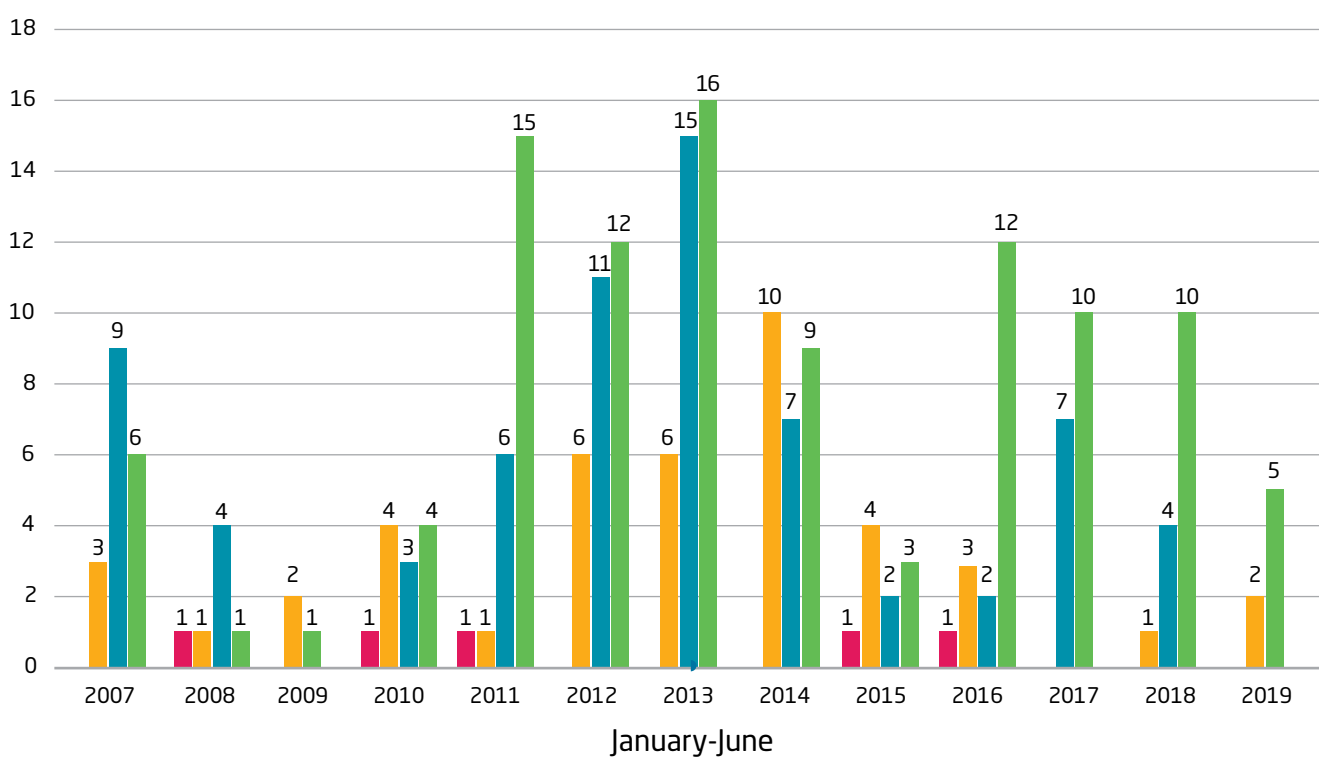


Chart 11 - Significance level of incidents in Indonesia (January-June of 2007-2019)

■ CAT 1 ■ CAT 2 ■ CAT 3 ■ CAT 4

LOCATION OF INCIDENTS

Map 6 shows the location of incidents reported in Indonesia during January-June 2019.



Map 6 - Location of incidents in Indonesia (January-June 2019)

Table 2 below shows the location of incidents reported in Indonesia for the past five years (January-June of 2015-2019).

January-June						
	2015	2016	2017	2018	2019	Total
Balikpapan		1				1
Belawan	5	1	1		1	8
Cigading / Ciwandan					2	2
Cilacap			1			1
Dumai	1	1	5		1	8
Lembeh Islands	1					1
Merak			1	1		2
Panjang / Tarahan				2		2
Pulau Batam / Pulau Bintan	2	6	6	4		18
Pulau Belitung		1				1
Pulau Mapur					1	1
Samarinda		3	3	11		17
Semarang		1				1
Sorong					1	1
Taboneo			1	1	2	4
Tanjung Priok	1	4	1	1	1	8

Table 2 - Location of incidents in Indonesia (January-June of 2015-2019)

The following observations are made based on the five-year data above:

1. There has been a significant improvement of the situation at Samarinda, Kalimantan with no incident reported during January-June 2019 compared to 11 incidents reported during the same period in 2018.
2. The number of incidents off Pulau Batam / Pulau Bintan has decreased since 2018. No incident was reported in the area during January-June 2019 compared to four incidents during the same period in 2018, and six incidents each during January-June 2016 and January-June 2017.
3. Compared to previous years, the situation at Belawan, Dumai and Tanjung Priok has improved with one incident reported in each of these locations during January-June 2019.
4. Four of the nine incidents reported during January-June 2019 occurred at locations where no incident had been reported in the past four years. These locations are: Cigading/Ciwandan (2), Pulau Mapur (1) and Sorong (1).



04

CASE STUDY

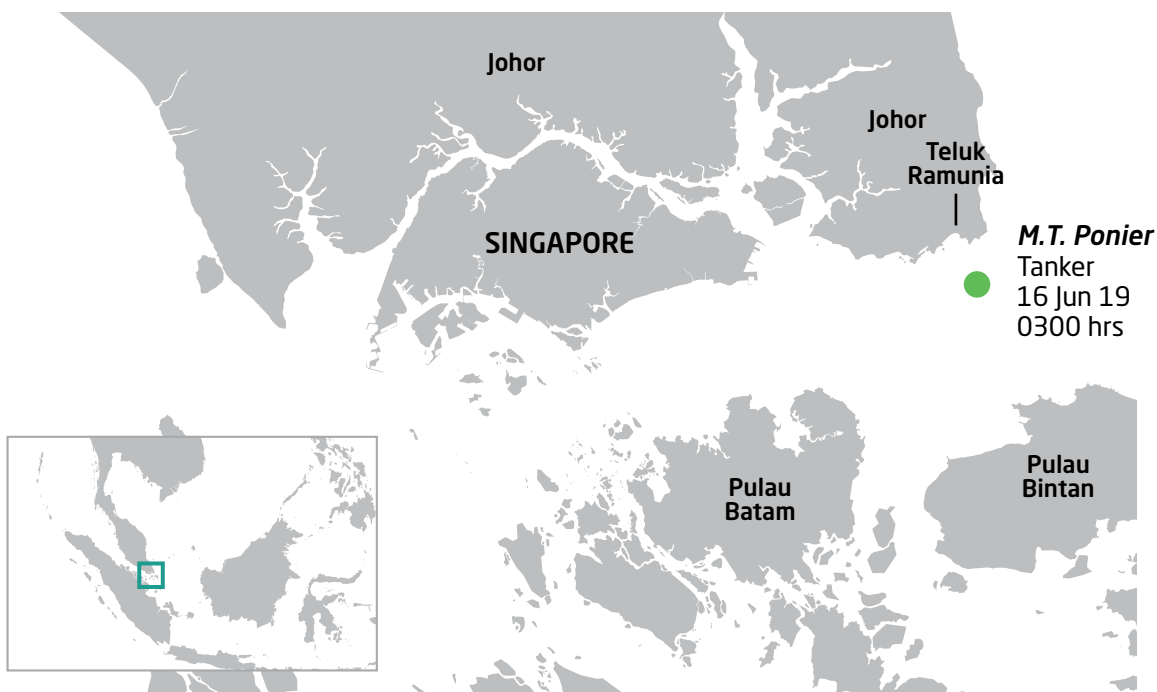
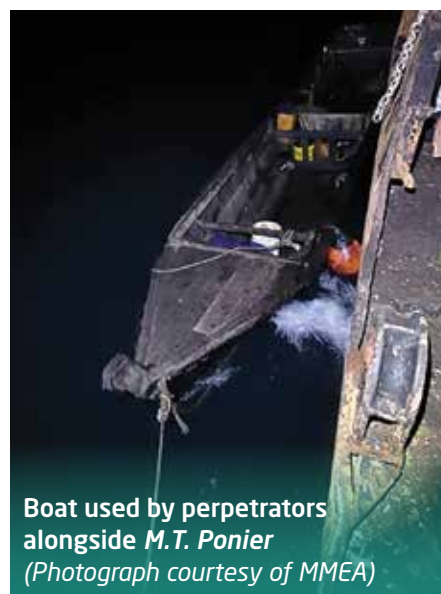
PIRACY
AND ARMED
ROBBERY
AGAINST SHIPS
IN ASIA

CASE STUDY

M.T. PONIER (16 JUN 19)

On 16 Jun 19 at about 0300 hrs, a Malaysian Maritime Enforcement Agency (MMEA) patrol team sighted two wooden boats, both named *Lima Sore*, secured to a tanker, *M.T. Ponier* that was anchored at about 2.9 nm south of Teluk Ramunia, Pengerang, Malaysia. Suspecting that something was amiss, the MMEA team conducted checks and found four perpetrators who attempted to steal items from the tanker, including scrap metal. All four perpetrators were arrested. However, two of the four perpetrators escaped by jumping overboard when one of the MMEA patrol boats broke down while on the way back to the MMEA maritime base in Tanjung Pengelih, Malaysia. The two perpetrators were later arrested in Pulau Batam, Indonesia by the Indonesian authorities.

Name of ship	M.T. Ponier
Type of ship	Tanker



Map 7 - Location of incident (M.T. Ponier)

● CAT 4

ReCAAP ISC'S COMMENTS

The ReCAAP ISC commends the MMEA for its timely interception of the perpetrators who were caught while stealing items from the tanker. The arrest of the remaining two perpetrators demonstrated the close cooperation between MMEA and the Indonesian authorities in information sharing and operational response.

The incident involving *M.T. Ponier* is the first incident reported off Pengerang, Southern Johor, Malaysia in 2019. No incident was reported in the vicinity during 2016-2018 while during 2007-2015, a total of 42 incidents were reported in the area. Refer to Map 8 for the location of the incidents. The last incident reported in that vicinity was in 2015 when chemical tanker, *Sun Birdie* was hijacked by perpetrators for the theft of Marine Fuel Oil on 29 Jan 15. The perpetrators were later arrested and the ship recovered by MMEA.



Map 8 - Location of incidents off Pengerang, Southern Johor (2007-2015)



05

**ReCAAP ISC'S MAIN ACTIVITIES
(JANUARY-JUNE 2019)**

PIRACY
AND ARMED
ROBBERY
AGAINST SHIPS
IN ASIA

ReCAAP ISC'S MAIN ACTIVITIES (JANUARY-JUNE 2019)

CAPACITY BUILDING WORKSHOP 2019, NEW DELHI, INDIA (19-20 JUNE 2019)

The ReCAAP ISC and the Indian Coast Guard (ICG) jointly organised the Capacity Building Workshop 2019 during 18-21 Jun 19 in New Delhi, India. The workshop was attended by 32 participants from the ReCAAP Focal Points, Contact Point and regional maritime law enforcement agencies from Asia. At the workshop, the ReCAAP Focal Points discussed the issues related to the improvement of the timeliness and accuracy of incident reports and sharing of best practices and challenges. The workshop included a table-top exercise on the submission of Incident Report (IR) via the Information Network System (IFN) and group discussions on improving the timeliness of incident reporting. The workshop also included presentations by India's DG Shipping, Indian Ship Owners' Association and an academia on international maritime law and piracy related regulations.



ADG VSR Murthy, PTM, TM, Additional Director General of ICG (second from left) with Mr Masafumi Kuroki, Executive Director of ReCAAP ISC (second from right)

ReCAAP ISC PIRACY AND SEA ROBBERY CONFERENCE 2019, SINGAPORE (9 APRIL 2019)

The annual ReCAAP ISC Piracy and Sea Robbery Conference 2019 was held on 9 April 2019 at the Marina Bay Sands Convention Centre, Singapore. The conference was organised by ReCAAP ISC jointly with BIMCO, INTERTANKO and RSIS during the Singapore Maritime Week 2019. The Conference provided a platform for international and local shipping associations, shipping companies, enforcement agencies and academic experts to share information and best practices in dealing with piracy and armed robbery against ships in Asia and beyond. A total of 150 participants attended the Conference. The highlight of the conference was the keynote address delivered by Mr Koji Sekimizu, former Secretary General of the International Maritime Organization (IMO). The Conference consisted of two parts: Part 1 comprised of four presentations; and Part 2, a Panel Discussion on the effects and implications of piracy on shipping industry and seafarers.



Panellists answering questions from participants

28TH ASIAN SHIPOWNERS' ASSOCIATION (ASA) MEETING, BANGKOK, THAILAND (27-29 MAY 2019)

The ReCAAP ISC attended the Shipping Forum of the 28th ASA AGM held on 27-29 May 19 in Bangkok, Thailand. The Deputy Director of ISC delivered a presentation on the latest situation of piracy and armed robbery against ships in Asia. The meeting provided the ReCAAP ISC an opportunity to share the efforts of ReCAAP ISC and its Focal Points in addressing piracy and sea robbery in Asia, and to engage with members of ASA.



MEETING WITH ReCAAP FOCAL POINT (NORWAY), LONDON, UNITED KINGDOM (12 JUNE 2019)

At the sideline of the IMO 101st Maritime Safety Committee (MSC) Meeting, the ReCAAP ISC team led by ED-ISC took the opportunity to meet with Mr Gaute Sivertsen, ReCAAP Governor for Norway and representatives of the ReCAAP Focal Point for Norway. Mr Sivertsen updated the ReCAAP ISC team about the new development of ReCAAP Focal Point (Norway), and introduced the new Head of Focal Point, Ms Anna Kari Rasmussen from the Norwegian Maritime Authority. The ReCAAP ISC team briefed the new Head of Focal Point on the role and functions of ReCAAP Focal Points; and the upcoming activities organised by ReCAAP ISC during FY 2019/2020.

LECTURE AT WORLD MARITIME UNIVERSITY (WMU), MALMO, SWEDEN (18 JUNE 2019)

The ReCAAP ISC was invited to deliver a lecture at WMU on 18 Jun 19. The DD-ISC delivered a presentation to the undergraduates on the key areas of the ReCAAP ISC mechanism including linkages/engagements with stakeholders, relevance and usefulness of ReCAAP ISC to the maritime community. In addition, DD-ISC had a separate meeting with WMU academia professors to further discuss on possible joint project between ReCAAP ISC and WMU.

CONCLUSION

The overall situation of piracy and armed robbery against ships in Asia during January-June 2019 has improved compared to the same period in 2018. There was a decrease of 32% in the total number of incidents during January-June 2019 compared to the same period in 2018. The total number of incidents reported during January-June 2019 was the **lowest** among the 13-year period of 2007-2019.

Improvements were observed at the ports and anchorages in Bangladesh, Indonesia and Vietnam during January-June 2019 compared to the same period in 2018. However, there was an increase in the number of incidents (all CAT 4 incidents) in the Singapore Strait.

The improvement during January-June 2019 was also due to the decrease in the number of attempted incidents. There was a 75% decrease in the number of attempted incidents during January-June 2019 compared to the same period in 2018.

Of concern was the recurrence of the abduction incident in waters off Eastern Sabah on 18 Jun 19. This signals that the risk of abduction of crew for ransom in that area is high. The ReCAAP ISC reiterates its advisory issued via the ReCAAP ISC Incident Alert dated 21 Nov 16 to all ships to reroute from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the area, and report immediately to the Operation Centres of Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia.

The ReCAAP ISC reiterates the need for law enforcement agencies to enhance surveillance, step up patrols and respond quickly to incident reports. Ship masters are advised to exercise enhanced vigilance, maintain look-out for suspicious boats, report all incidents to the nearest coastal State immediately, and implement preventive measures recommended in the *'Regional Guide to Counter 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 to determine their overall significance.

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

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

DESCRIPTION OF INCIDENTS

Actual Incidents of Piracy and Armed Robbery Against Ships in Asia

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4

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

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

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

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

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

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

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

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

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

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

ATTEMPTED INCIDENTS

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

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

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

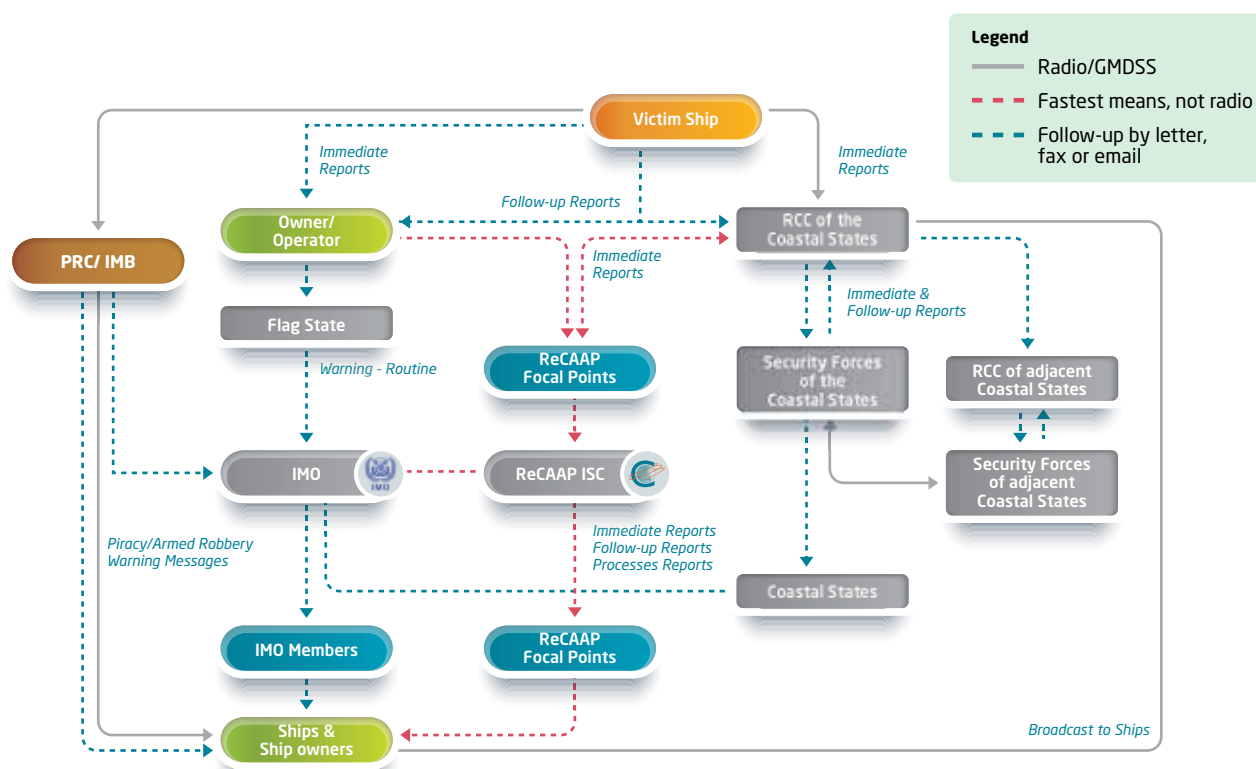


Diagram 1 - Flow Diagram for Reporting Incidents in Asia

Notes:

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

CONTACT DETAILS OF ReCAAP FOCAL POINTS/CONTACT POINT

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Australia		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: mbcengagement@abf.gov.au	+61-2-6275-6000	+61-2-6275-6275
Bangladesh		
Department of Shipping E-mail: cns@dos.gov.bd	+88-02-9554206	+88-02-9587301
Brunei		
Royal Brunei Police Force Email: marine@police.gov.bn	+673-2773548	+673-2770549
Cambodia		
Merchant Marine Department E-mail: mmd@mpwt.gov.kh	+85-5-2386-4110	+85-5-2386-4110
China		
China Maritime Search and Rescue Coordination Centre (Beijing) Email: cnmrcc@mot.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999	+85-2-2541-7714
Denmark		
Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-9137-6000	+45-9137-6001
India		
MRCC (Mumbai) Coast Guard Region (West) Mumbai - India Email: mrcc-west@indiancoastguard.nic.in	+91-22-2431-6558 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558

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

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Singapore		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
Sri Lanka		
Sri Lanka Navy Operations Room / MRCC (Colombo) Email: nhqдно@yahoo.com nhqдно@navy.lk	+94-11-244 5368 +94-11-221 2230/31	+94-11-244 1454 +94-11-244 9718
Thailand		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: miscdutyofficer@misc.go.th sornchon2558@gmail.com	+66-2475-4532	+66-2475-4577
United Kingdom		
National Maritime Information Centre Operations Centre Email: NMIC-OPS@mod.gov.uk	+44 2392-211941	+44 2392-212024 Please indicate "FAO NMIC - A leg"
United States		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: rccalameda@uscg.mil	+1-510-437-3701	
Vietnam		
Vietnam Coast Guard Email: vietnamcoastguard@gmail.com	+84-4-3355-4378	+84-4-3355-4363

Correct as at 24 June 2019

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

PIRACY
AND ARMED
ROBBERY
AGAINST SHIPS
IN ASIA



Information Sharing Centre

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

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