

**Piracy and Armed Robbery
Against Ships in Asia**

Half Yearly Report

**JANUARY
TO
JUNE
2021**



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Contents

Executive Summary

2

Part One

3

Incidents of Piracy and Armed Robbery Against Ships in Asia reported during January-June 2021

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

Part Two

11

Situation of Armed Robbery Against Ships in the Singapore Strait

- Situation update
- Observations
- Recommendations
- Analysis of incidents during January-June 2021 (Data Analytics)

Part Three

29

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

- Situation update
- Advisory and Guidance

Part Four

33

Insights of Incidents in Asia using Data Analytics

Part Five

39

ReCAAP ISC's Main Activity (April-June 2021)

Conclusion

41

Appendices

42

- Definitions & methodology in classifying incidents
- Description of incidents (January-June 2021)
- Flow diagram on procedure for reporting incidents of piracy and armed robbery against ships in Asia
- Contact details of ReCAAP Focal Points / Contact Point
- Acknowledgements

Executive Summary



1. A total of 37 incidents of armed robbery against ships (comprising 35 actual incidents and two attempted incidents) were reported in Asia during January-June 2021.

This accounts for a **35% decrease**, compared to a total of 57 incidents (comprising 56 actual incidents and one attempted incident) reported during the same period in 2020. All the incidents reported during January-June 2021 are armed robbery against ships. No piracy incident was reported.

2. The decrease of incidents during January-June 2021 occurred in Bangladesh, India, Indonesia, the Philippines, Vietnam, South China Sea and Sulu-Celebes Seas.

No incident was reported in Bangladesh during January-June 2021 compared to three incidents during January-June 2020.

Two incidents were reported in India during January-June 2021 compared to seven incidents during the same period in 2020.

In Indonesia, six incidents were reported during January-June 2021 compared to 17 incidents during the same period in 2020.

In the Philippines, six incidents were reported during January-June 2021 compared to seven incidents during the same period in 2020.

In Vietnam, two incidents were reported during January-June 2021 compared to three incidents during the same period in 2020.

No incident was reported in the South China Sea during January-June 2021 compared to two incidents during the same period in 2020.

No incident was reported in the Sulu-Celebes Seas during January-June 2021 compared to one incident during the same period in 2020.

3. However, of concern was the continued occurrence of incidents on board ships while underway in the Singapore Strait. A total of 20 incidents were reported during January-June 2021 compared to 16 incidents during the same period in 2020.

4. There was no incident of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah during January-June 2021. The four abducted crew who had been held in captivity by the Abu Sayyaf Group (ASG) since 17 Jan 20 were rescued by the Philippine authorities on 18 Mar 21 and 21 Mar 21. As a result, no crew is currently held in captivity by the ASG.

The threat of the abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah still remains high. Ships transiting the area are advised to follow the ReCAAP ISC's '*Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah*', and maintain communications with the Operation Centres of the Philippines and Eastern Sabah Security Command (ESSCOM).

The background features a teal color palette with a subtle pattern of ocean waves. A large, faint compass rose is centered in the lower half of the image, with cardinal directions labeled 'N', 'E', 'S', and 'W'. An orange triangle is positioned in the top-left corner.

01

**Incidents of Piracy and
Armed Robbery Against
Ships in Asia reported
during January-June 2021**

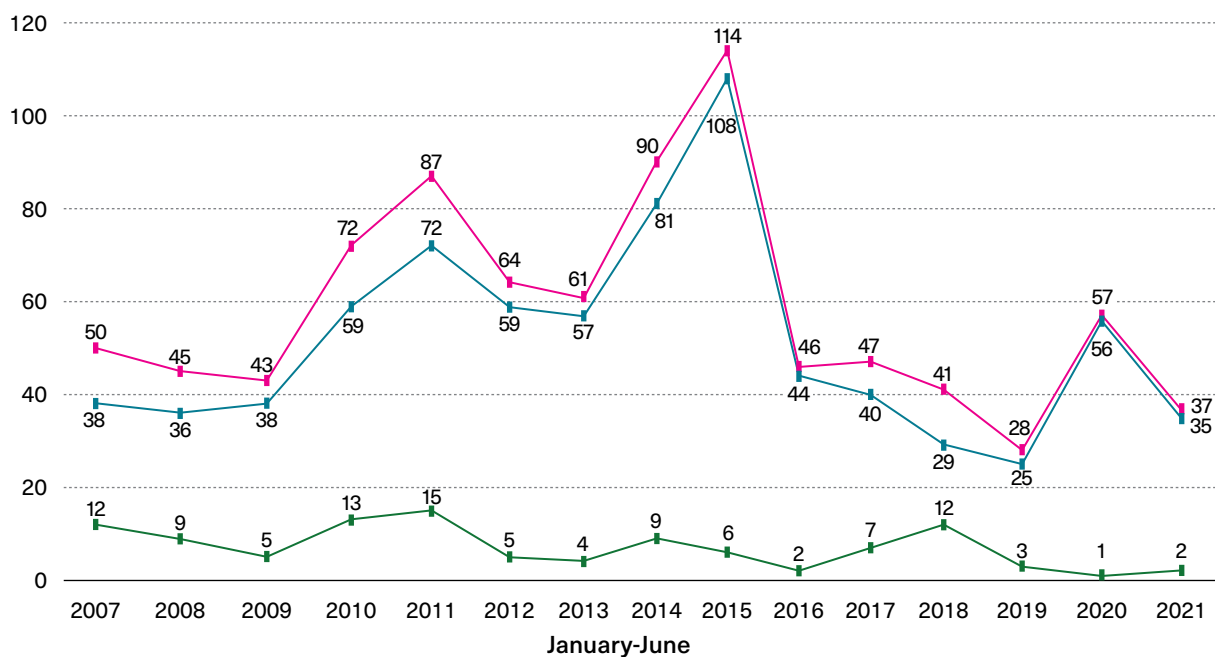
Incidents of Piracy and Armed Robbery Against Ships in Asia reported during January-June 2021

Number of Incidents

A total of 37 incidents of armed robbery against ships¹ were reported in Asia during January-June 2021. No piracy² incident was reported during this period. Of the 37 incidents, 35 were actual incidents³ and two were attempted incidents⁴. Refer to the Appendix on 'Description of incidents (January-June 2021)' for the details of all the incidents.

Compared to January-June 2020, the **total number of incidents reported during January-June 2021 decreased by 35%**. During January-June 2020, 57 incidents (comprising 56 actual incidents and one attempted incident) were reported.

Graph 1 shows the number of incidents reported during January-June of 2007-2021.



Graph 1 – Number of incidents (January-June of 2007-2021)

■ Total ■ Actual ■ Attempted

- ¹ 'Armed robbery against ships' is defined in 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.
- ² 'Piracy' is defined in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS). 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 or not.
- ⁴ Attempted incidents are incidents where pirates/robbers tried but failed to board the ship.

The **decrease** of incidents during January-June 2021 as compared to January-June 2020 occurred in the following locations:

- In Bangladesh, no incident was reported during January-June 2021 compared to three incidents during January-June 2020.
- In India, two incidents were reported during January-June 2021 compared to seven incidents during the same period in 2020.
- In Indonesia, six incidents were reported during January-June 2021 compared to 17 incidents during January-June 2020.
- In the Philippines, six incidents were reported during January-June 2021 compared to seven incidents during the same period in 2020.
- In Vietnam, two incidents were reported during January-June 2021 compared to three incidents during January-June 2020.
- In the South China Sea, no incident was reported during January-June 2021 compared to two incidents during January-June 2020.
- In the Sulu-Celebes Seas, no incident was reported during January-June 2021 compared to one incident during the same period in 2020.

However, there was an **increase** of incidents in the Singapore Strait. A total of 20 incidents were reported in the Singapore Strait during January-June 2021 compared to 16 incidents reported during January-June 2020.

Piracy vs Armed Robbery Against Ships

All 37 incidents reported in Asia during January-June 2021 were incidents of armed robbery against ships. Chart 1 shows the number of piracy incidents versus armed robbery against ships incidents reported during January-June of 2007-2021.

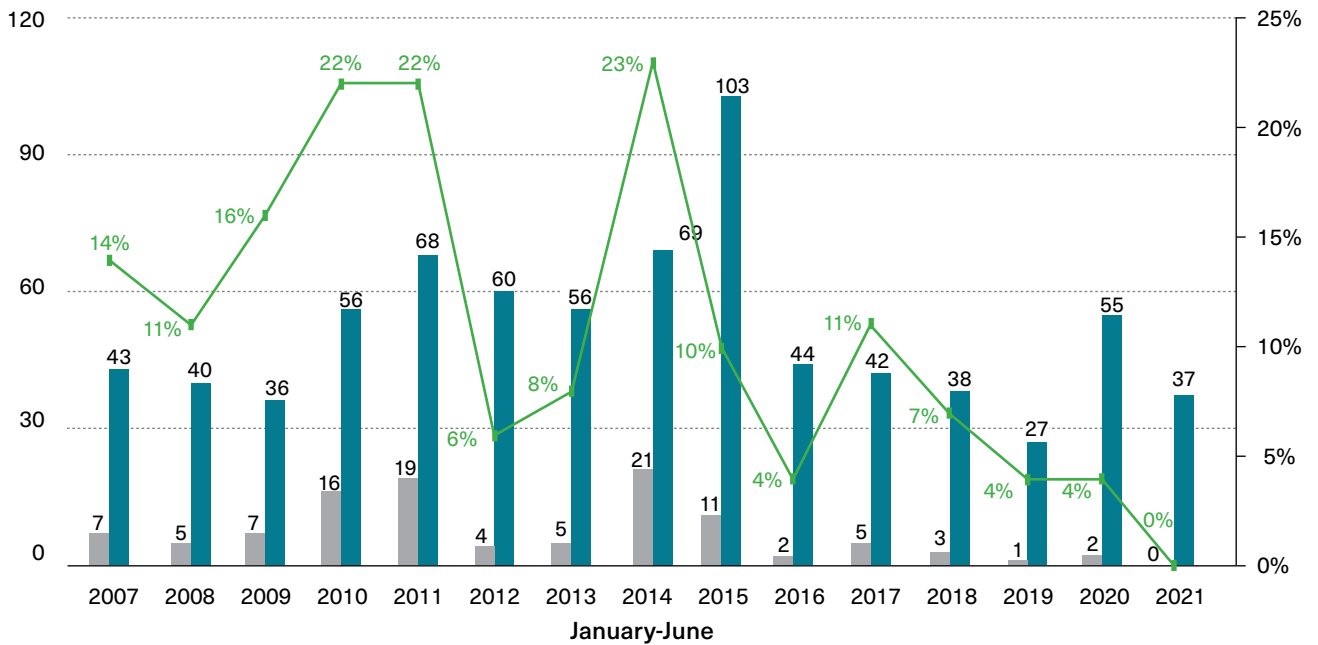


Chart 1 – Piracy vs Armed Robbery Against Ships (January-June of 2007-2021)

■ Piracy ■ Armed Robbery ■ Piracy (%)

The majority of the incidents reported in Asia were armed robbery against ships. Over the 15-year reporting period of January-June of 2007-2021, 88% were incidents of armed robbery against ships and 12% were incidents of piracy.

Significance Level of Incidents

Of the 35 actual incidents reported during January-June 2021, one was a CAT 2 incident, 10 were CAT 3 incidents and 24 were CAT 4 incidents. No CAT 1 incident was reported during this period. Chart 2 shows the significance level of incidents reported during January-June of 2007-2021.

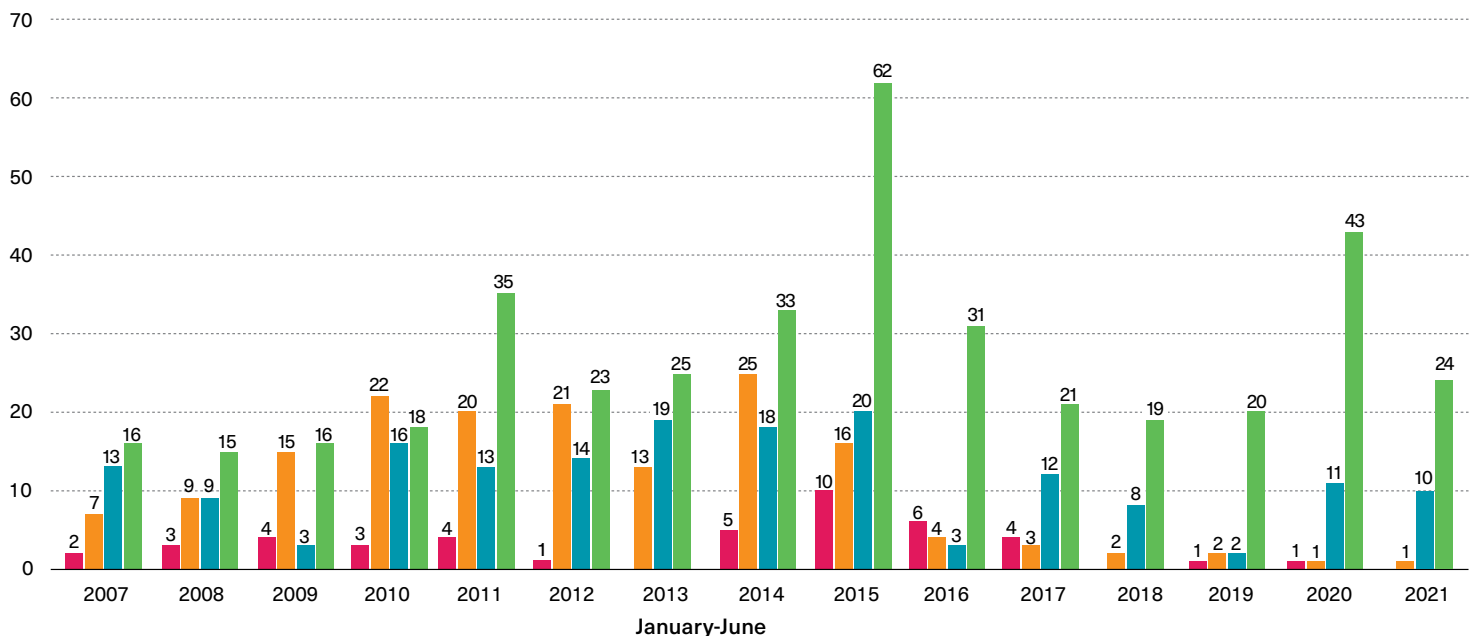


Chart 2 – Significance level of incidents (January-June of 2007-2021)

■ CAT 1 ■ CAT 2 ■ CAT 3 ■ CAT 4

CAT 2

The CAT 2 incident reported during January-June 2021 occurred on board a ship while underway in the Singapore Strait. Four perpetrators boarded the ship and one of them hit the third engineer with an adjustable wrench. The third engineer sustained a mild contusion on his forehead. The perpetrators escaped with some engine spares.

CAT 3

Of the 10 CAT 3 incidents reported during January-June 2021, seven incidents occurred on board ships while underway in the Singapore Strait and three incidents on board ships at anchorages in Indonesia. All 10 incidents involved perpetrators who were armed with knives.

The perpetrators did not harm the crew in most incidents. However, the crew was threatened at knifepoint in two of the incidents; and in another incident, the perpetrators confronted the engine room crew and hit him on his head when he attempted to shout for assistance.

Six of the 10 incidents reported that nothing was stolen from the ship. The other four incidents reported losses of ropes, ship stores and engine spares.

CAT 4

As with past trend observed in incidents in Asia, majority were CAT 4 incidents where the perpetrators were not armed and the crew not harmed. During January-June 2021, there were 24 CAT 4 incidents, which accounts for 69% of the actual incidents reported.

Status of Ships

Of the 37 incidents reported during January-June 2021, 22 incidents (59%) occurred to ships while underway and 15 incidents (41%) to ships while at anchor/berth.

Chart 3 shows the location of the incidents occurred to ships while underway. All the incidents in the Straits of Malacca and Singapore (SOMS) occurred on board ships while underway.

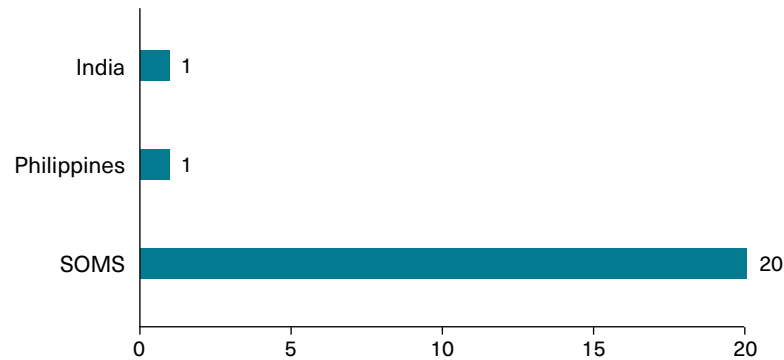


Chart 3 - Incidents on board ships while underway (January-June 2021)

Chart 4 shows the location of the incidents occurred to ships at anchor/berth. All the incidents reported in Indonesia, Malaysia and Vietnam occurred on board ships at anchor/berth.

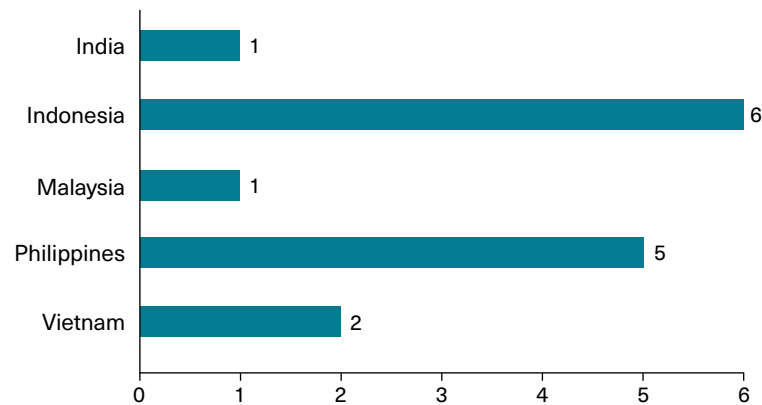


Chart 4 – Incidents on board ships at anchor/berth (January-June 2021)

Location of Incidents

The location of the incidents reported during January-June of 2021 is shown in Map 1.



Map 1 – Location of incidents (January-June 2021)

● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted



02

Situation of Armed Robbery Against Ships in the Singapore Strait



Situation of Armed Robbery Against Ships in the Singapore Strait

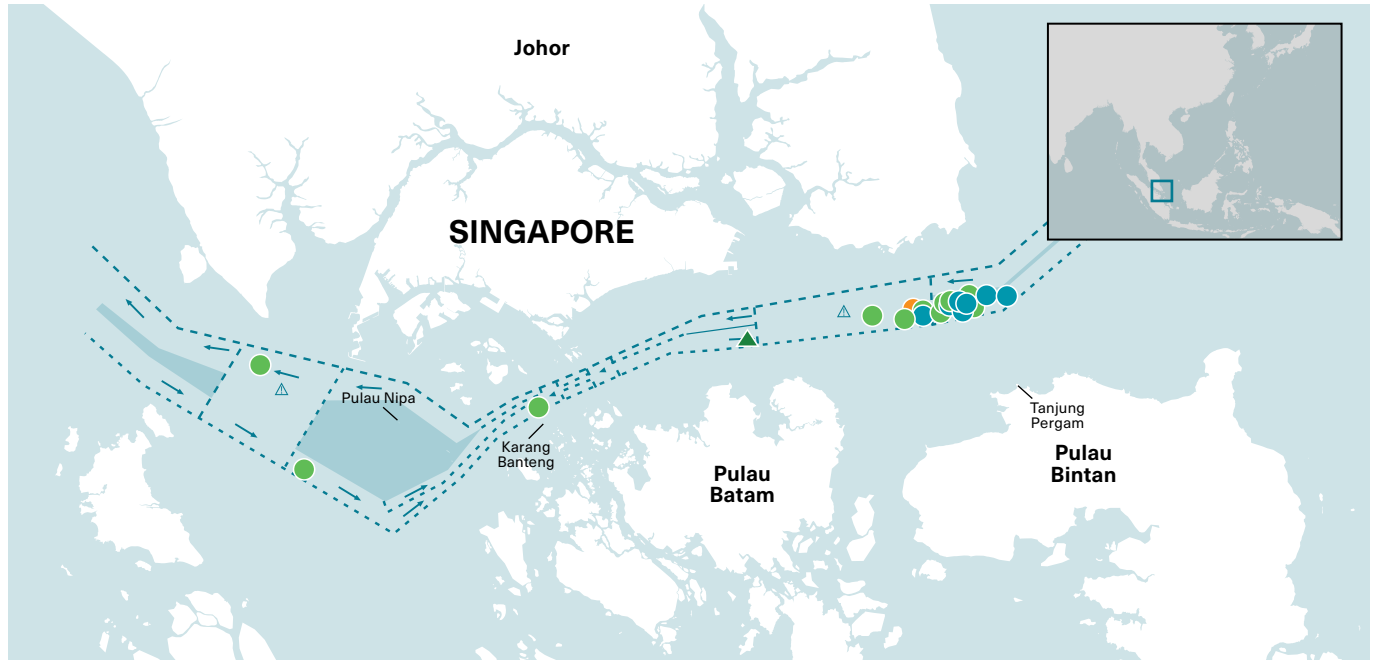
Situation Update

January-June 2021

A total of 20 incidents (comprising 19 actual incidents and one attempted incident) were reported in the Singapore Strait (SS) during January-June 2021. Of these, 19 incidents occurred in the eastbound lane of the Traffic Separation Scheme (TSS) and one incident in the westbound lane. The number of incidents in the SS accounts for more than half of the total number of incidents reported in Asia during January-June 2021 (37 incidents).

The ReCAAP ISC is concerned with the continued occurrence of incidents in the SS. Since January 2021, the ReCAAP ISC had issued four Incident Alerts to warn the shipping community of the incidents in the Singapore Strait, particularly off Tanjung Pergam, Bintan Island, Indonesia. The most recent Incident Alert was issued on 30 Jun reporting on five incidents occurred in June 2021. Of the 20 incidents reported during January-June 2021, 16 incidents occurred off Tanjung Pergam.

Map 2 below shows the location of the 20 incidents reported during January-June 2021.









Map 2 – Location of incidents in the Singapore Strait (January-June 2021)

● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted

Observations

Modus Operandi and Observations

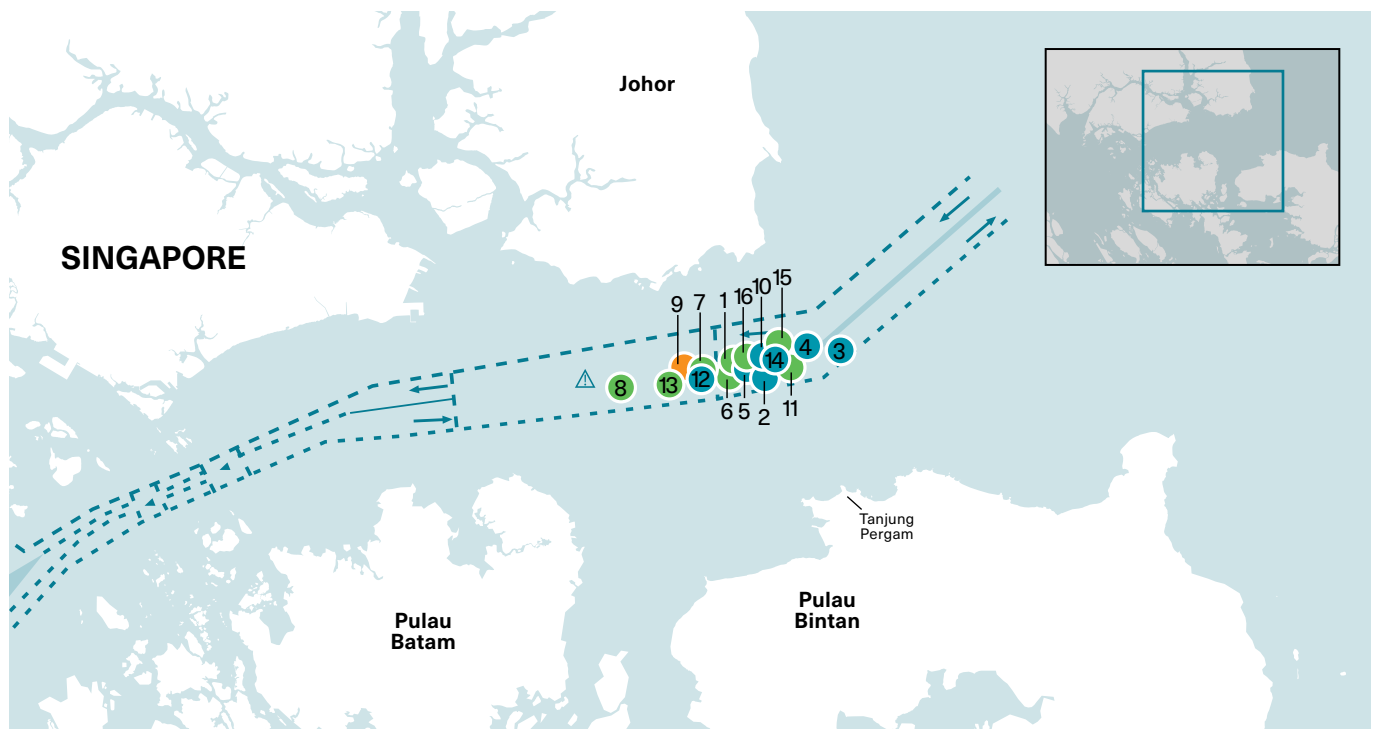
The modus operandi of the 20 incidents that occurred to ships while underway in the Singapore Strait during January-June 2021 are summarised in table below:

Factors of incident	Eastbound lane of the TSS (19 incidents)		Westbound lane of the TSS (1 incident)
	Off Tanjung Pergam, Bintan Island, Indonesia (16 incidents)	Off Batam Island, Pulau Nipa and around Karang Banteng waters (3 incidents)	
 Type of ship (number of incidents)	Bulk carrier (13) Tanker (2) General cargo ship (1)	Tug boat towing barge (2) Tanker (1)	Tug boat towing rig (1)
 No. of perpetrators (number of incidents)	10 men (1) 5 men (2) 4 men (7) 3 men (3) 2 men (1) 1 man (2)	5 men (1) 2 men (1) Unknown (1)	Not mentioned (1)
 Weapons carried (number of incidents)	Knives (7) Adjustable wrench (1) Not armed (3) Not stated (5)	Not stated (3)	Not stated (1)
 Treatment of crew (number of incidents)	Assaulted (2) Threatened (2) No injuries (12)	No injuries (2) Not stated (1)	No injuries (1)
 Items stolen (number of incidents)	Engine spares (6) Nothing stolen (10)	Shackles (1) Steel wires (1) Nothing stolen (1)	Buoy floating behind rig (1)
 Time of incident (number of incidents)	Hours of darkness (16)	Daylight hours (2) Hours of darkness (1)	Daylight hours (1)

Incidents on board ships while underway off Tanjung Pergam, Bintan island, Indonesia (16 incidents)

The observations are as follows:

1. All the 16 incidents occurred to bigger ships (13 bulk carriers, two tankers and one general cargo ship).
2. The majority of the incidents involved groups of 3 or 4 men. Seven incidents involved 4 men in each incident, and three incidents involved 3 men in each incident.
3. Eight of the 16 incidents reported that the perpetrators were armed. Of these, seven incidents involved perpetrators carried knives and one incident with an adjustable wrench.
4. The perpetrators did not harm the crew in the majority of the incidents. In the two incidents where the crew was assaulted, the crew sustained minor contusion on his forehead in one incident whilst the injury of the crew in the other incident was not known.
5. The perpetrators were sighted in the engine room in 12 of the 16 incidents. Engine spares were reported stolen in six of the incidents. The perpetrators escaped empty-handed in the remaining six incidents.
6. Of the 16 incidents, nine incidents occurred between 0000 hrs and 0159 hrs, three incidents between 0200 hrs and 0359 hrs, two incidents between 0500 hrs and 0559 hrs; and two incidents between 2200 hrs and 2259 hrs.



Map 3 – Location of incidents off Tanjung Pergam, Bintan island, Indonesia

● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted

<p>1</p> <p>Ark Royal Bulk carrier 25 Jan 21, 0325 hrs 1° 16.58' N, 104° 15.7' E</p>	<p>2</p> <p>Elvia Bulk carrier 28 Jan 21, 2232 hrs 1° 16.15' N, 104° 16.72' E</p>	<p>3</p> <p>Vantage Wave General cargo ship 29 Jan 21, 0221 hrs 1° 16.95' N, 104° 18.92' E</p>	<p>4</p> <p>African Queen Bulk carrier 25 Mar 21, 0325 hrs 1° 17' N, 104° 18' E</p>
<p>5</p> <p>Trina Oldendorff Bulk carrier 8 Apr 21, 0147 hrs 1° 16.5' N, 104° 16.1' E</p>	<p>6</p> <p>Harrisburg Petroleum / Chemical tanker 8 Apr 21, 0550 hrs 1° 16.13' N, 104° 15.56' E</p>	<p>7</p> <p>Pantazis L Bulk carrier 11 Apr 21, 0115 hrs 1° 16.32' N, 104° 14.75' E</p>	<p>8</p> <p>Name withheld Petroleum / Chemical tanker 17 Apr 21, 0140 hrs 1° 16.03' N, 104° 12.08' E</p>
<p>9</p> <p>Ioanna L Bulk carrier 17 Apr 21, 0500 hrs 1° 16.4' N, 104° 14.3' E</p>	<p>10</p> <p>Alea Bulk carrier 23 May 21, 2230 hrs 1° 16.7' N, 104° 16.6' E</p>	<p>11</p> <p>RB Eden Bulk carrier 24 May 21, 0046 hrs 1° 16.13' N, 104° 15.56' E</p>	<p>12</p> <p>New Leonidas Bulk carrier 2 Jun 21, 0035 hrs 1° 16.22' N, 104° 14.59' E</p>
<p>13</p> <p>Cape Lily Bulk carrier 5 Jun 21, 0130 hrs 1° 15.87' N, 104° 13.72' E</p>	<p>14</p> <p>Busan Star Bulk carrier 26 Jun 21, 0005 hrs 1° 16.5' N, 104° 16.9' E</p>	<p>15</p> <p>Sakizaya Champion Bulk carrier 26 Jun 21, 0014 hrs 1° 17.15' N, 104° 17' E</p>	<p>16</p> <p>J Mare Bulk carrier 30 Jun 21, 0030 hrs 1° 16.53' N, 104° 16.1' E</p>

Recommendations

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

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

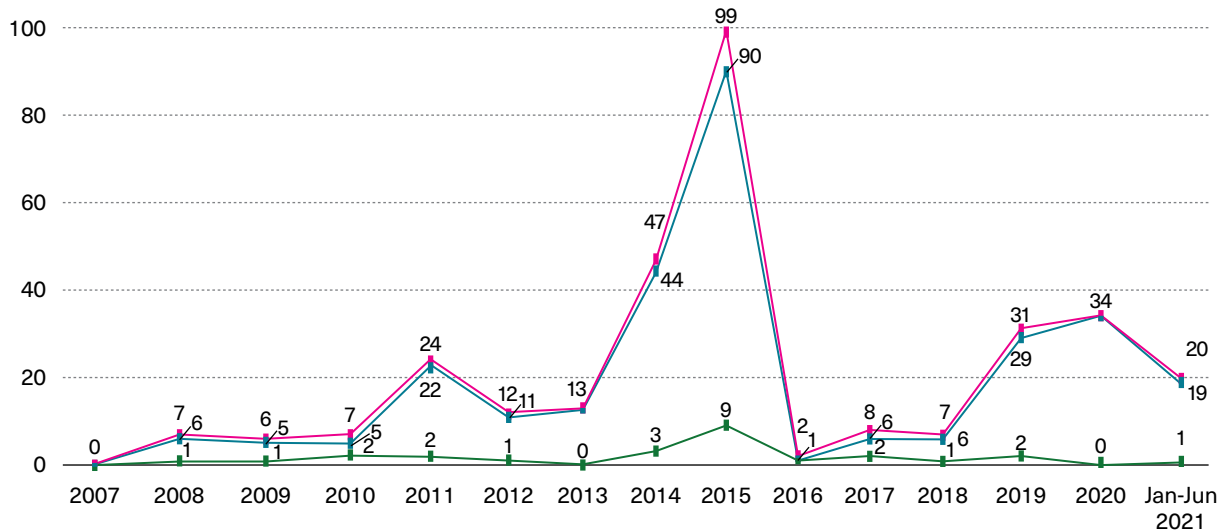
- Maximise alertness of lookouts for suspicious small boats and increase watch keeping; particularly daylight time for barges and during night time for bigger ships
- Maintain communication with their shipping company by providing periodic updates and establish daily communication checks
- Report all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

Analysis Of Incidents (Data Analytics)

This section provides an analysis of the incidents reported in the Singapore Strait for the past 14 years (2007-2020) and January-June 2021. 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 during 2007-2020 and January-June 2021

A total of 317 incidents (comprising 291 actual incidents and 26 attempted incidents) were reported in the Singapore Strait during 2007-2020 and January-June 2021. The highest number of incidents occurred in 2015 (99 incidents) and the lowest number of incidents in 2016 (two incidents), with the exception in 2007 (zero incident). Graph 2 shows the number of incidents in the Singapore Strait reported during 2007-2020 and January-June 2021.



Graph 2 - Number of incidents in the Singapore Strait (2007-2020 and January-June 2021)

█ Total █ Actual █ Attempted

Significance Level of Incidents

Of the 291 actual incidents reported in the Singapore Strait during 2007-2020 and January-June 2021, 66 were CAT 2 incidents, 53 were CAT 3 incidents and 172 were CAT 4 incidents. No CAT 1 incident was reported. Chart 5 shows the significance level of incidents in the Singapore Strait during 2007-2020 and January-June 2021.

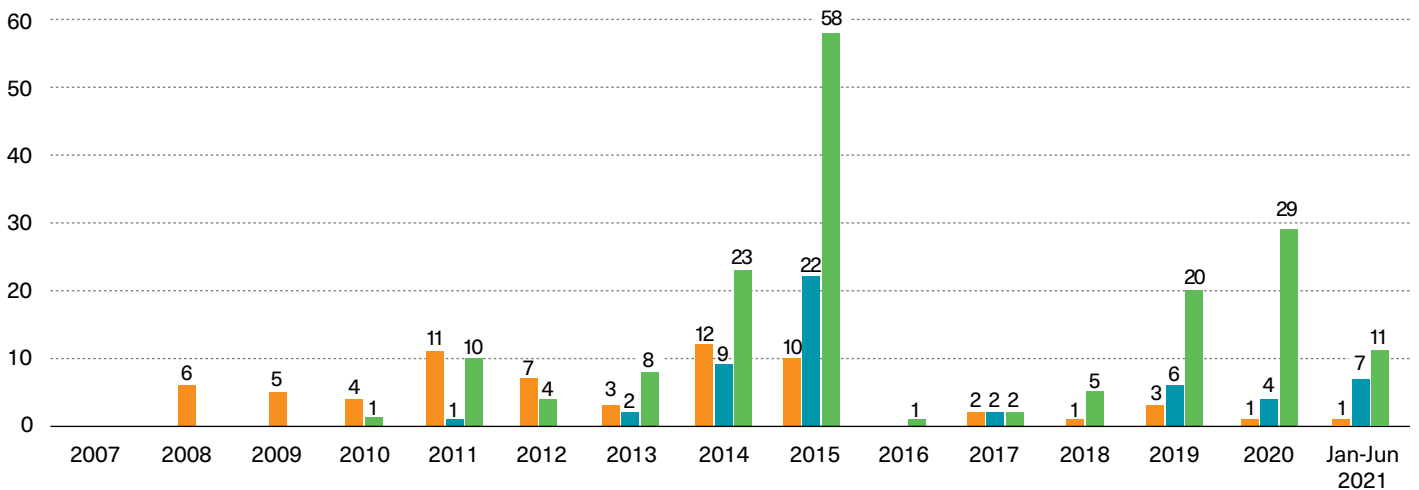


Chart 5 - Significance level of incidents in the Singapore Strait (2007-2020 and January-June 2021)

■ CAT 2 ■ CAT 3 ■ CAT 4

Summary of analysis

The characteristics of the majority of incidents reported in the Singapore Strait during 2007-2020 and January-June 2021 are as follows.

- Small numbers of perpetrators: 4-6 men (44% of all incidents)
- 61% with no information on the type of weapons carried by the perpetrators, 30% armed with knives/machetes and 3% armed with guns/knives
- 83% with no injury of crew
- Stolen items: Engine spares (14%), cash/property (13%), ship stores (11%)
48% with nothing stolen
- Type of ships boarded: Bulk carriers (35%), tug/boats/supply vessels (35%), tankers (22%), container ships (5%)
- 82% of Incidents occurred during hours of darkness

Details of Analysis

Number of perpetrators. Of the 317 incidents reported during 2007-2020 and January-June 2021, 139 incidents involved 4-6 men (44%), 86 incidents involved 1-3 men (27%), 25 incidents involved 7-9 men (8%), 11 incidents involved more than 9 men (3%) and 56 incidents with no information available (18%).

This is **consistent** with the number of perpetrators involved in incidents during January-June 2021, where half of the total number of incidents in the Singapore Strait involved 4-6 men (50%).

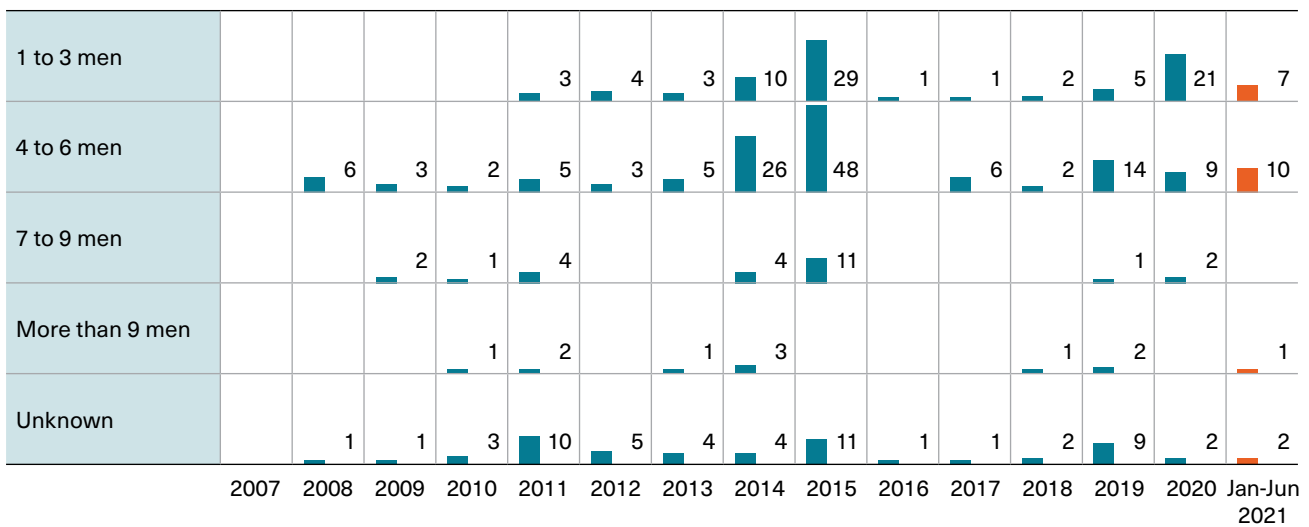
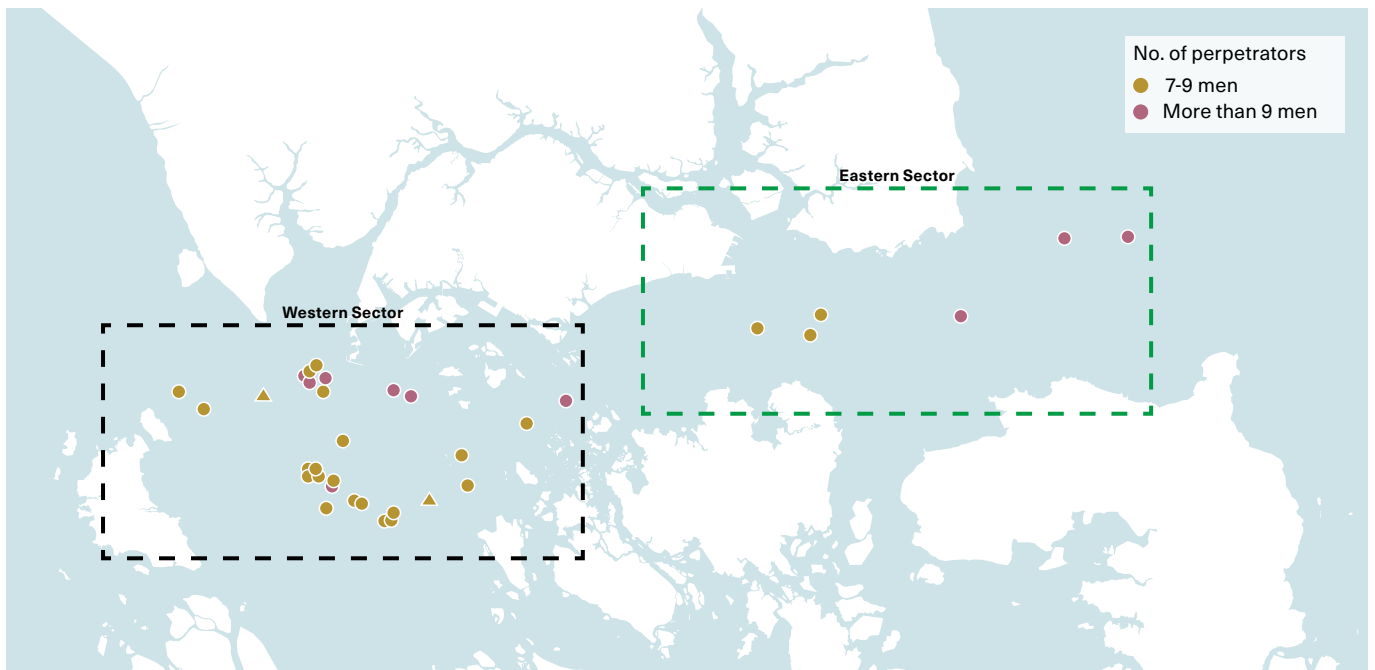


Chart 6 – Number of perpetrators – Singapore Strait (2007-2020 and January-June 2021)

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

Perpetrators in larger groups. Of the 36 incidents involving groups of more than 7 men in the Singapore Strait during 2007-2020 and January-June 2021, 30 incidents occurred in the western sector of the Singapore Strait (black-dotted box) and six incidents in the eastern sector (green-dotted box). Map 4 shows the location of the 36 incidents.



Map 4 – Location of incidents in the Singapore Strait vis-à-vis perpetrators in groups of more than 7 men (2007-2020 and January-June 2021)

Type of weapons carried by perpetrators. Among the 317 incidents reported during 2007-2020 and January-June 2021, 193 incidents had no information on the weapons carried by the perpetrators (61%) and 21 incidents reported that the perpetrators did not carry any weapons (6%). In incidents where perpetrators were armed, 94 incidents reported that they carried knives/machetes (30%), eight incidents reported that they carried guns and knives (2%) and one incident reported that they carried automatic rifles (1%).

The majority of the incidents reported during January-June 2021 also had no information on the weapons carried by the perpetrators (45%) and if the perpetrators were armed, knives/machetes were commonly carried (40%).

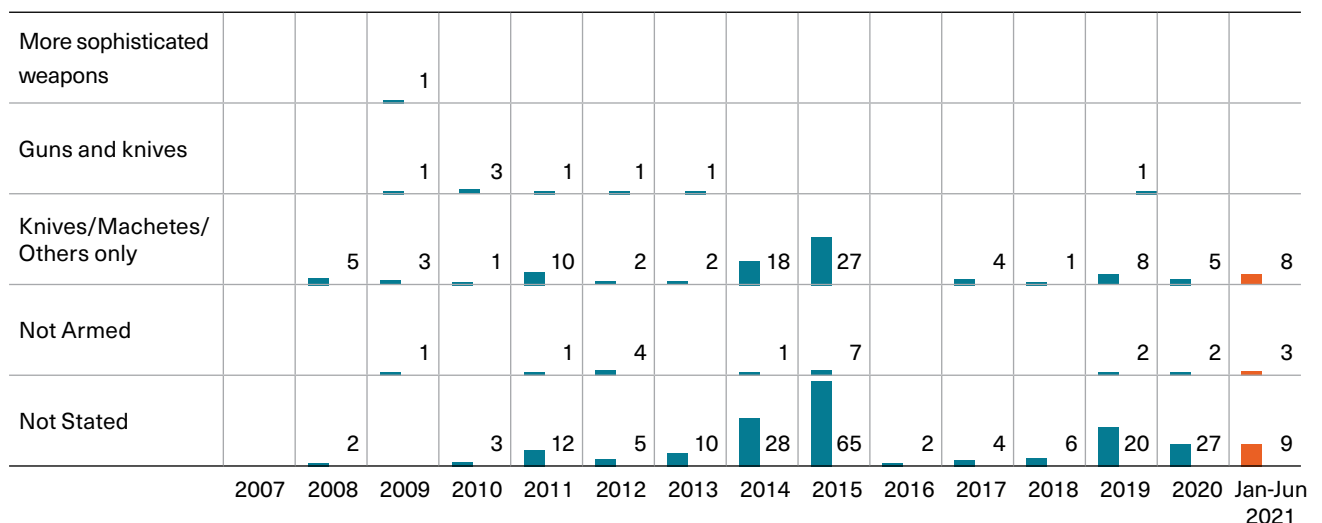
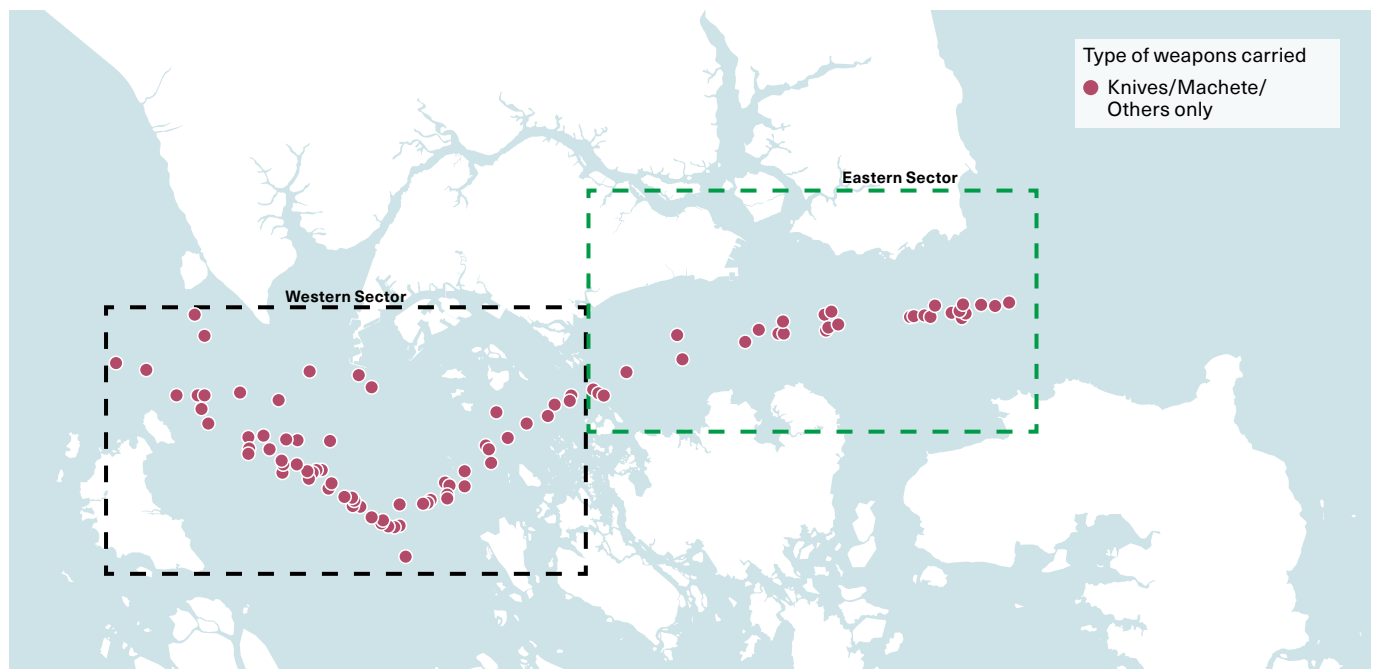


Chart 7 – Type of weapons carried – Singapore Strait (2007-2020 and January-June 2021)

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 94 incidents involving perpetrators armed with knives/machetes, 64 occurred in the western sector of the SS (black-dotted box) and 30 incidents in the eastern sector (green-dotted box) as shown in Map 5.



Map 5 – Location of incidents in the Singapore Strait vis-à-vis perpetrators armed with knives/machetes (2007-2020 and January-June 2021)

Treatment of Crew. Of the 317 incidents reported during 2007-2020 and January-June 2021, the majority of the incidents reported that the crew was not injured (83%), 43 incidents involved crew were assaulted, taken hostage temporarily or, threatened (14%).

This is **consistent** with the treatment of crew in incidents during January-June 2021, where the majority of incidents reported that the crew was not injured (75%).

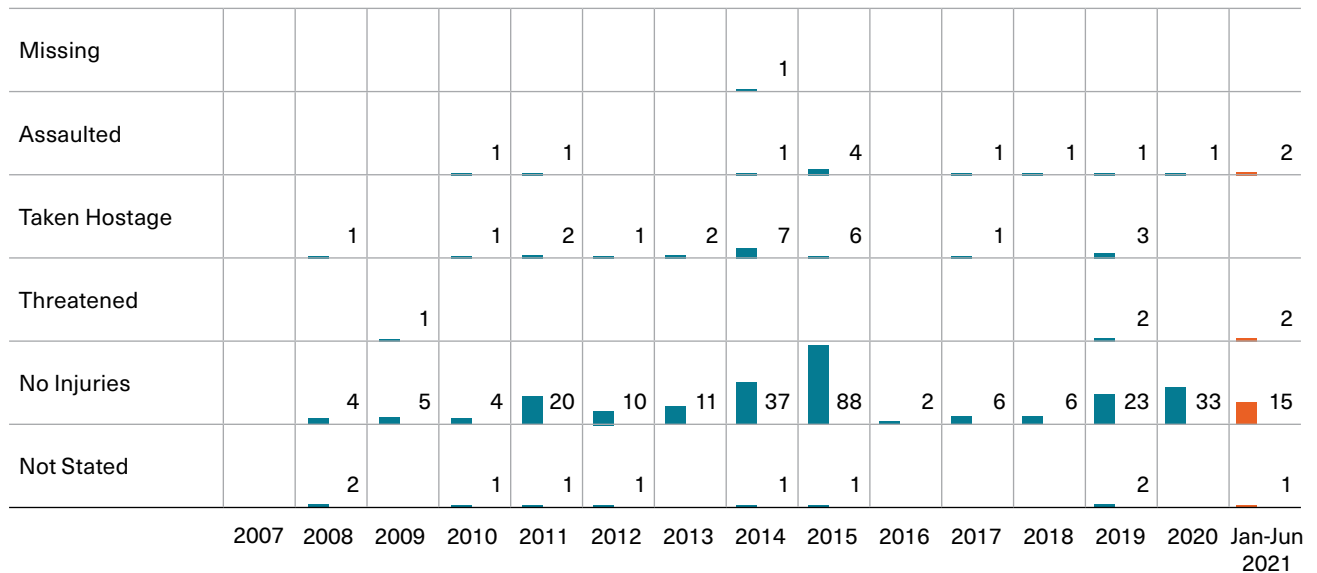
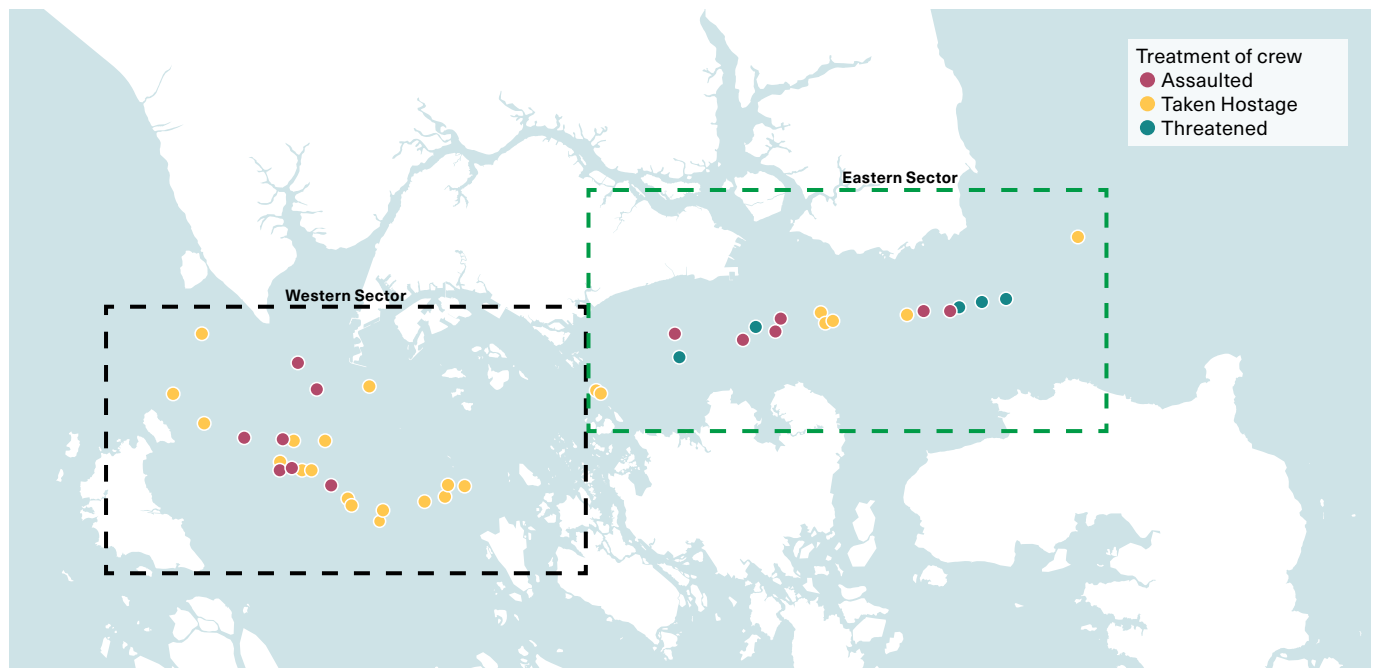


Chart 8 – Treatment of crew – Singapore Strait (2007-2020 and January-June 2021)

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 42 incidents involving crew being assaulted, taken hostage temporarily or threatened, 24 incidents occurred in the western sector (black-dotted box) and 18 incidents were reported in the eastern sector (green-dotted box). Map 6 shows the location of the 42 incidents.



Map 6 – Location of incidents in the Singapore Strait vis-à-vis crew being assaulted, taken hostage temporarily or threatened (2007-2020 and January-June 2021)

Type of Loss. Close to half of the total number of incidents during 2007-2020 and January-June 2021 reported that nothing was stolen (48%). For incidents where losses were reported, 43 incidents reported loss of engine spares (14%), 41 incidents loss of cash/property (13%), 34 incidents loss of ship stores (11%), 23 incidents loss of unsecured items on board ships (7%) and 14 incidents loss of cargo the ships were carrying (4%).

The majority of the incidents during January-June 2021 also reported that nothing was stolen (55%). However, engine spares were targeted and stolen from ships in six of the 20 incidents reported during January-June 2021 (30%).

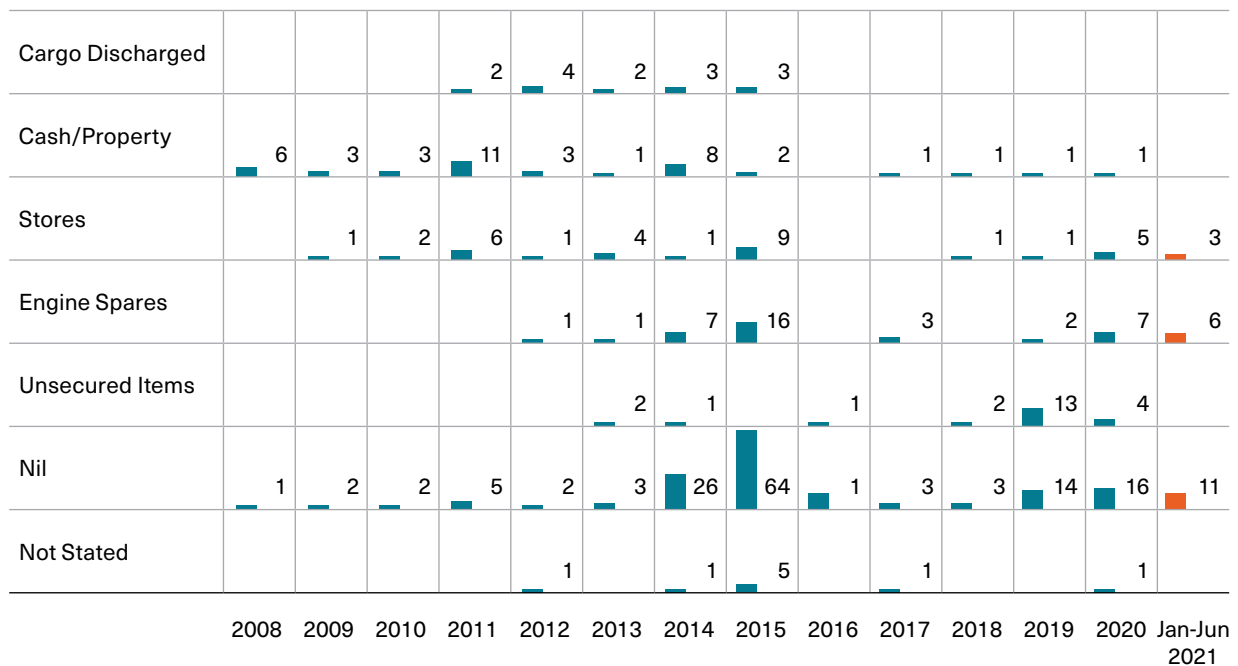
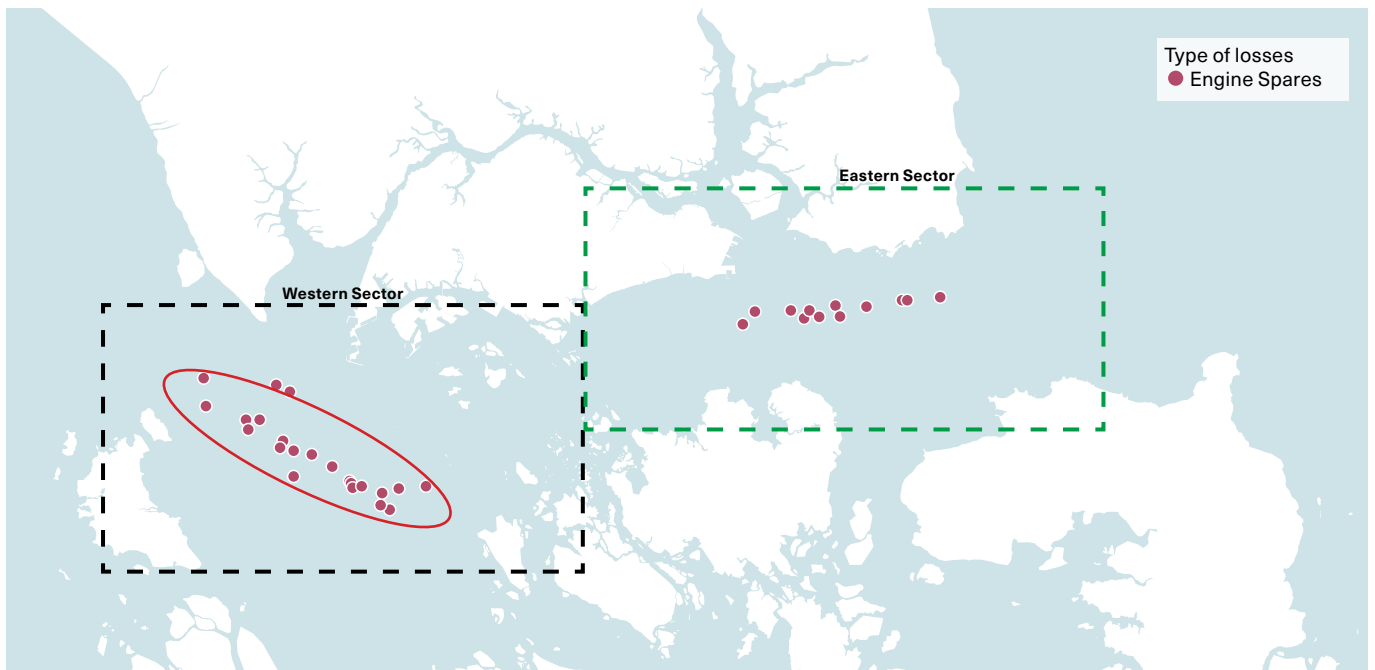


Chart 9 – Type of loss – Singapore Strait (2007-2020 and January-June 2021)

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

Loss of engine spares. During 2007-2020 and January-June 2021, 43 incidents reported the loss of engine spares. Of these, 24 incidents occurred in the western sector (black-dotted box) and 19 incidents in the eastern sector (green-dotted box). In the western sector, 22 of the 24 incidents occurred in the eastbound lane of the TSS (red oval) while all incidents in the eastern sector occurred in the eastbound lane of the TSS as shown in Map 7.



Map 7 – Location of incidents in the Singapore Strait vis-à-vis loss of engine spares (2007-2020 and January-June 2021)

Type of ships boarded. Of the 317 incidents reported during 2007-2020 and January-June 2021, 112 incidents occurred on board bulk carriers (35%), 110 incidents on board tug boats/supply vessels (35%), 68 incidents on board tankers (22%), 16 incidents on board container ships (5%), seven incidents on board general cargo ships (2%) and four incidents on board other type of ships (1%).

This is **consistent** with the type of ships boarded during January-June 2021, where the majority of the incidents occurred on board bulk carriers (65%).

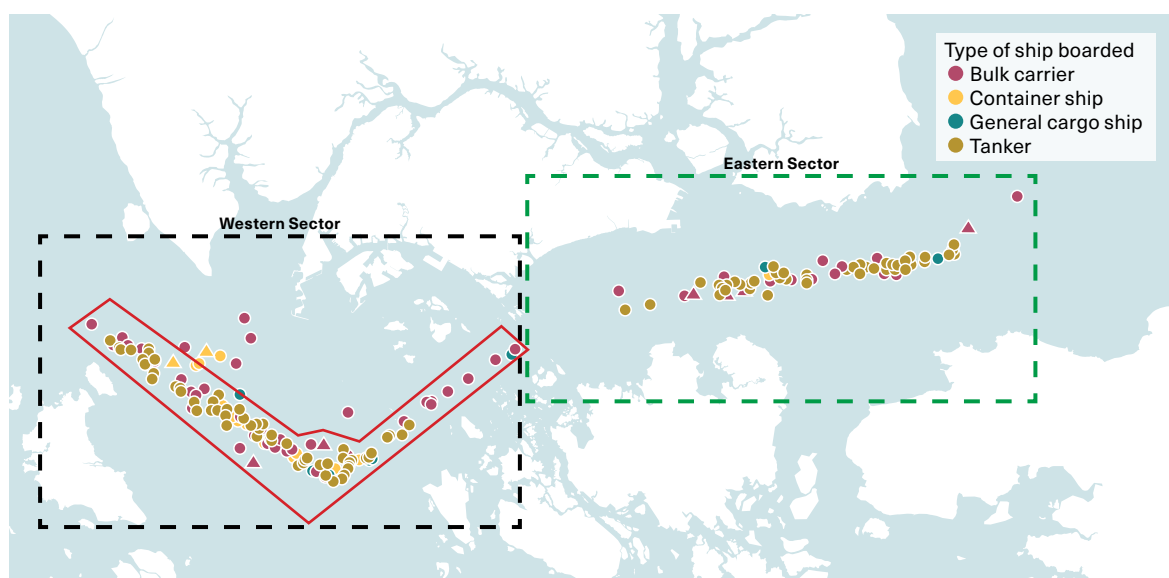
Type of ships boarded	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Jan-Jun 2021
Bulk carrier				2			15	49		3	1	8	21	13
Container ship							3	13						
General cargo ship				2			2	1		1				1
Tanker	2	1	2	2		1	11	29		3	2	6	6	3
Tug boat/supply vessel	4	5	5	18	12	12	15	7	2	1	3	17	6	3
Others	1						1				1		1	

Chart 10 – Type of ships boarded – Singapore Strait (2007-2020 and January-June 2021)

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

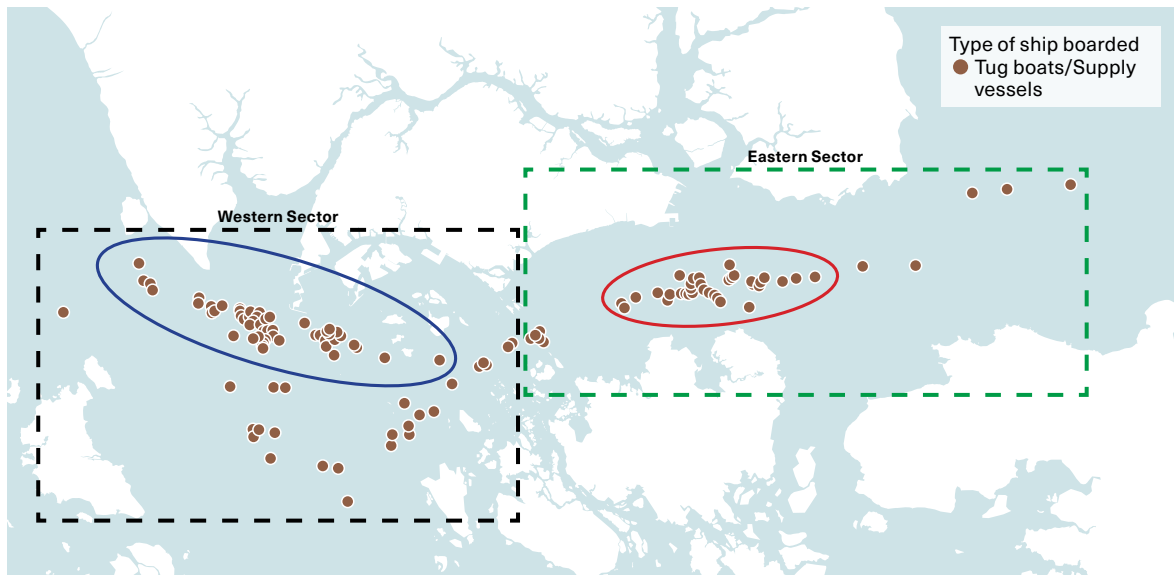
Bigger ships. The majority of the incidents involving bigger ships (bulk carriers, container ships, general cargo ships and tankers) occurred in the western sector (black-dotted box) and in the eastbound lane of the TSS (red outline) as shown in Map 8.

However, there has been a decrease of the number of incidents involving bigger ships in the western sector during January-June 2021. Of the 20 incidents reported during January-June 2021, 17 incidents occurred to bigger ships. Of these, 16 incidents occurred in the eastern sector to ships while underway in the eastbound lane of the SS and one incident in the western sector to a ship while underway in the eastbound lane.



Map 8 – Location of incidents in the Singapore Strait vis-à-vis bigger ships (2007-2020 and January-June 2021)

Tug boats/supply vessels. Map 9 shows the location of incidents involving tug boats/supply vessels during 2007-2020 and January-June 2021. The incidents involving tug boats/supply vessels were mostly reported in the westbound lane of the TSS (blue oval) in the western sector (black-dotted box) as well as in the eastbound lane of the TSS in the eastern sector (green-dotted box), in particular off Pulau Nongsa, Batam Island, Indonesia (red oval).



Map 9 – Location of incidents in the Singapore Strait vis-à-vis tug boats/supply vessels (2007-2020 and January-June 2021)

Time of incidents. Among the 317 incidents reported during 2007-2020 and January-June 2021, 260 incidents occurred during hours of darkness [between 1800 hrs and 0559 hrs] (82%) and 57 incidents occurred during daylight hours [between 0600 hrs and 1759 hrs] (18%).

This is **consistent** with the time of incidents during January-June 2021, where majority of the incidents occurred during hours of darkness (85%).

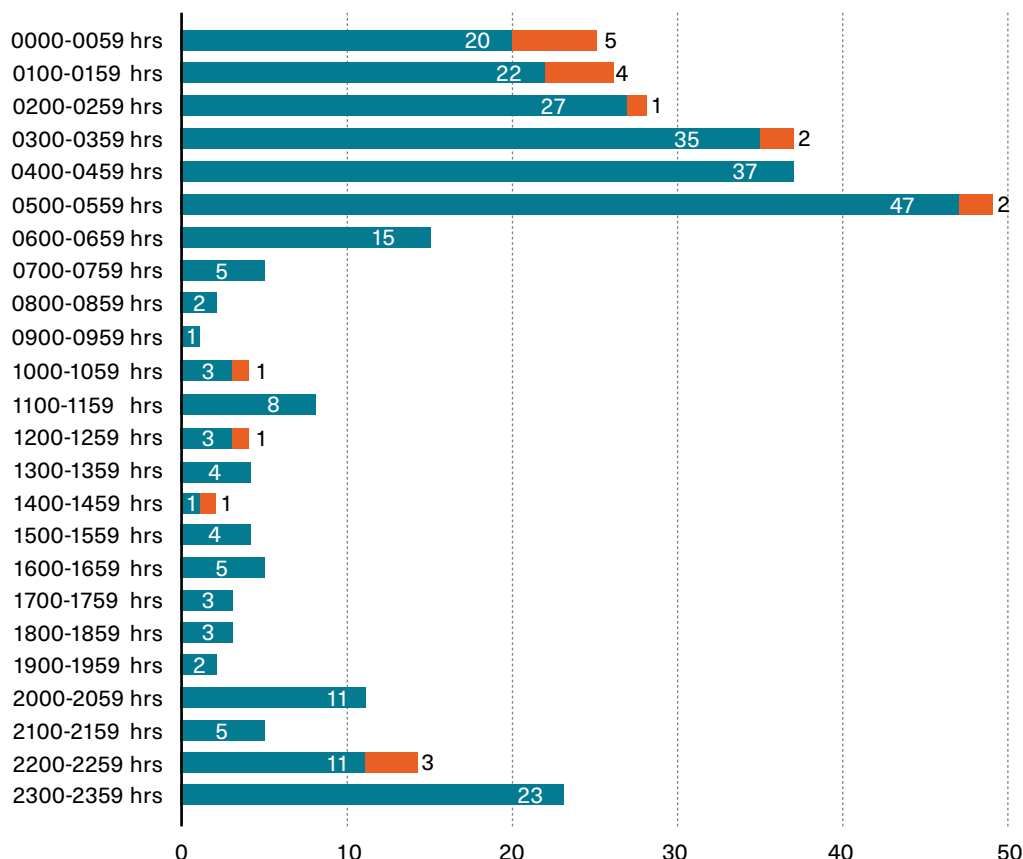
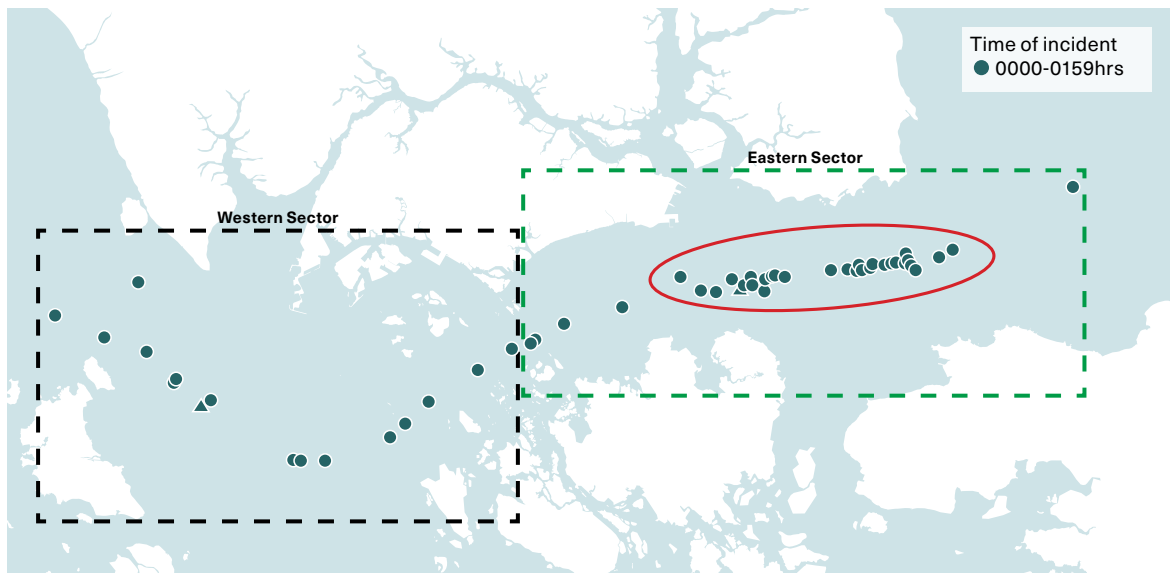


Chart 11 – Time of incidents – Singapore Strait (2007-2020 and January-June 2021)

2007-2020 Jan-Jun 2021

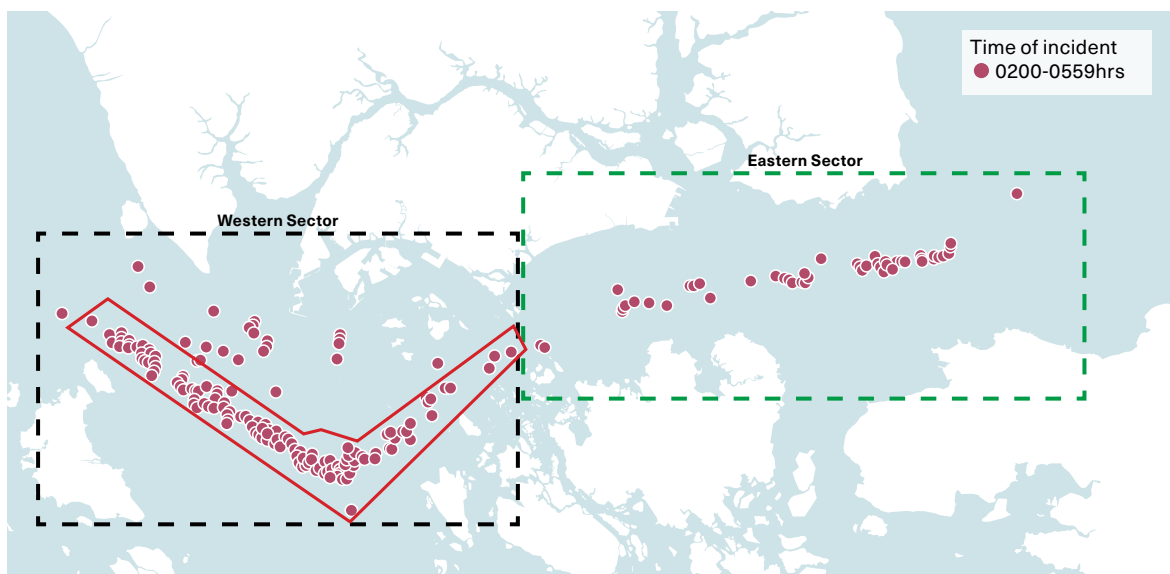
Correlation between time of incidents vis-à-vis location of incidents in the Singapore Strait

Hours of darkness. The majority of the 260 incidents during hours of darkness occurred between 0000 hrs and 0559 hrs (78%). During this period, it is further observed that incidents occurring between 0000 hrs and 0159 hrs were reported mostly in the eastern sector (green-dotted box), in particular off Pulau Nongsa, Batam Island, Indonesia and Tanjung Pergam, Bintan Island, Indonesia (red oval) as shown in Map 10.



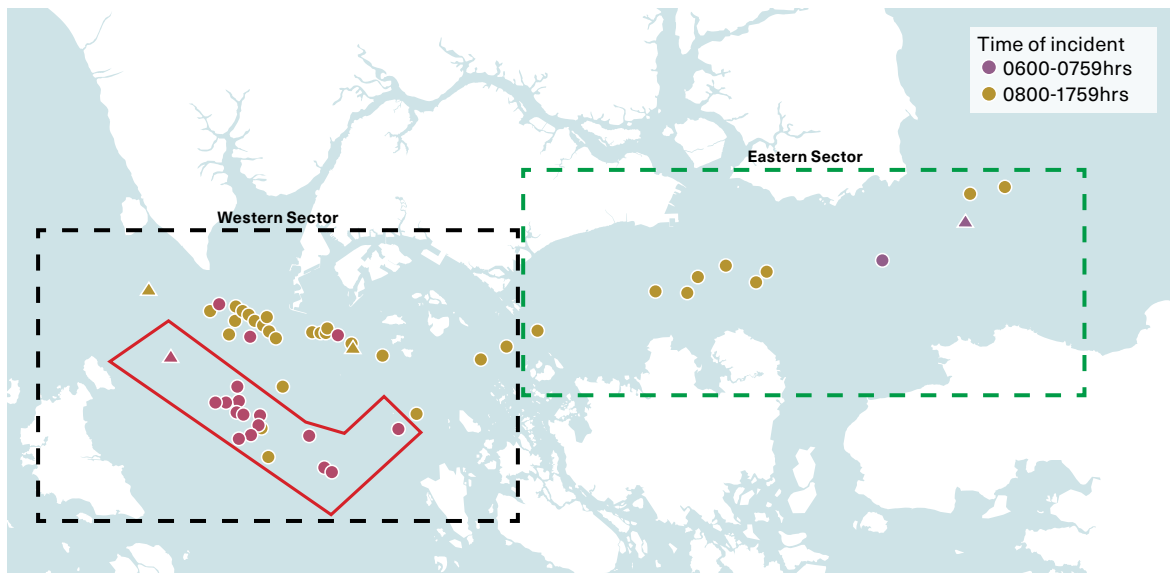
Map 10 – Location of incidents in the Singapore Strait vis-à-vis incidents reported during hours of darkness (between 0000 hrs and 0159 hrs) (2007-2020 and January-June 2021)

In contrast, incidents occurring between 0200 hrs and 0559 hrs were reported mostly in the western sector (black-dotted box) and in the eastbound lane of the TSS (red outline) as shown in Map 11.



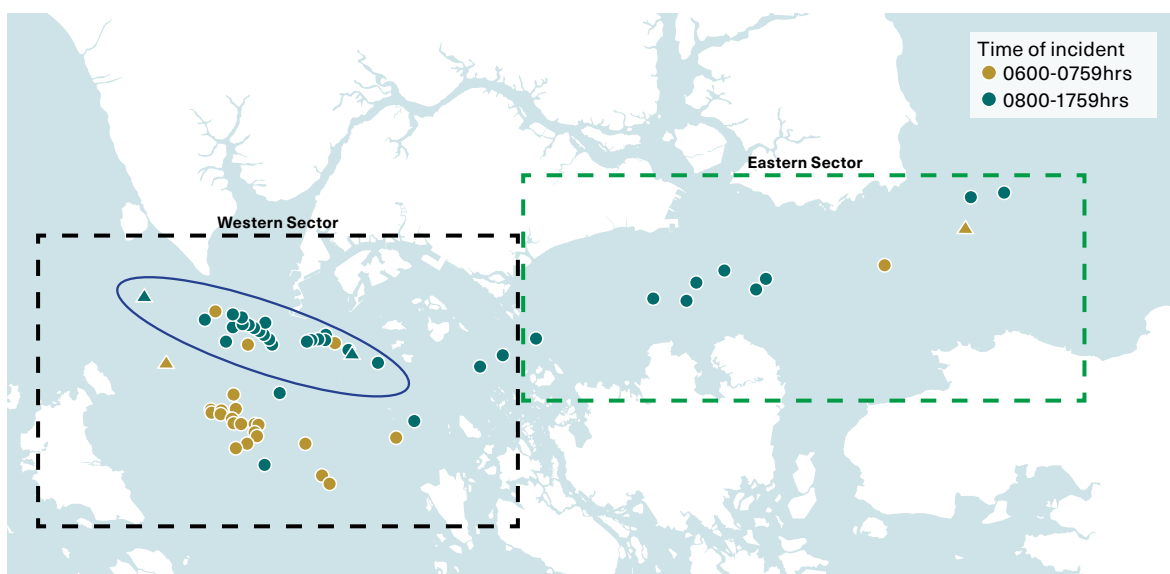
Map 11 – Location of incidents in the Singapore Strait vis-à-vis incidents reported during hours of darkness (between 0200 hrs and 0559 hrs) (2007-2020 and January-June 2021)

Daylight hours. Of the 57 incidents that occurred during daylight hours, 46 incidents were reported in the western sector of the Singapore Strait and 11 incidents in the eastern sector as shown in Map 12. During this period, it is further observed that incidents occurring between 0600 hrs and 0759 hrs were reported mostly in the western sector (black-dotted box) and in the eastbound lane of the TSS (red outline).

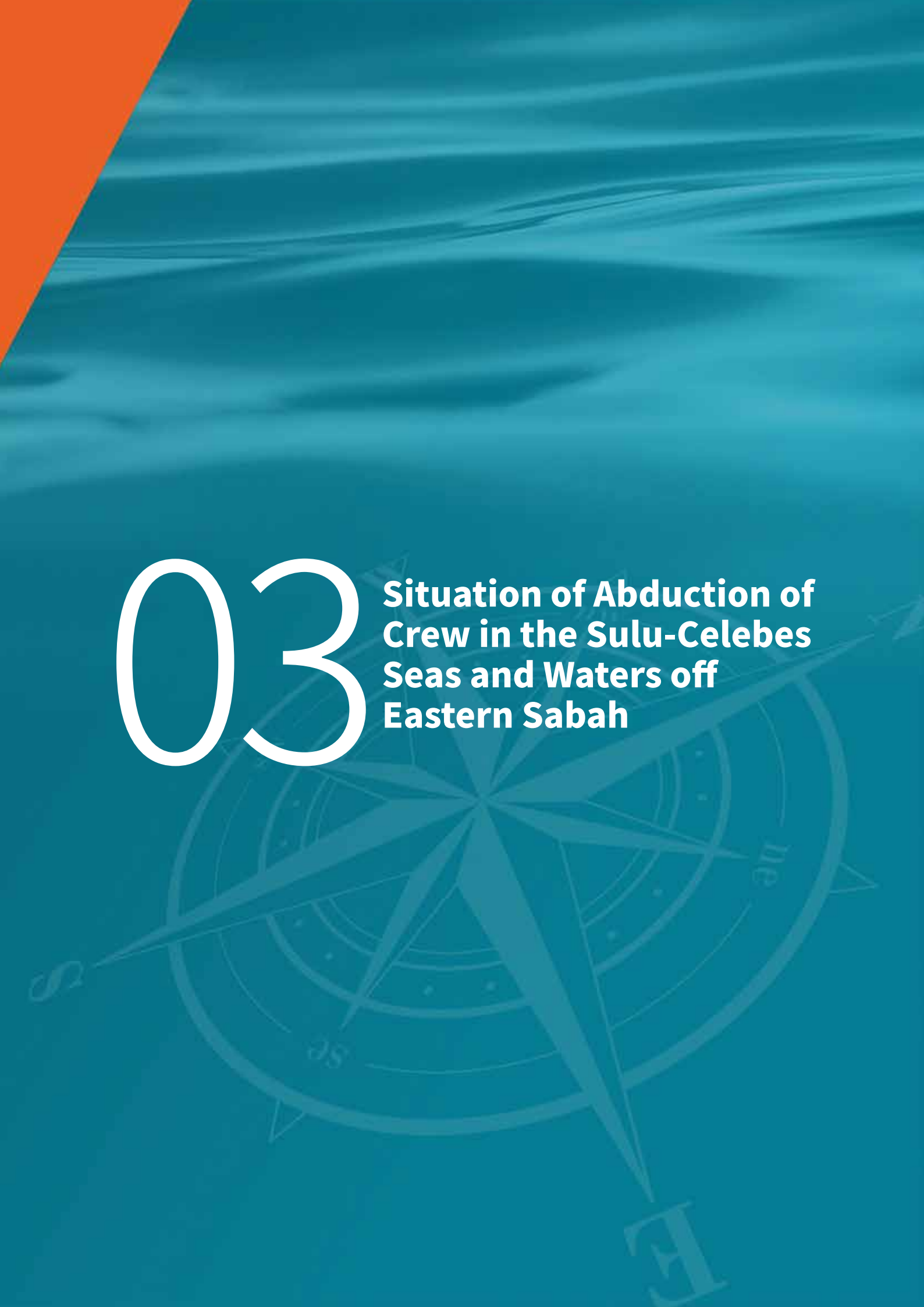


Map 12 – Location of incidents in the Singapore Strait vis-à-vis incidents reported during daylight hours (between 0600 hrs and 0759 hrs) (2007-2020 and January-June 2021)

Furthermore, it is observed that incidents occurring between 0800 hrs and 1759 hrs were reported mostly in the western sector (black-dotted box) and in the westbound lane of the TSS (blue oval) as shown in Map 13.



Map 13 – Location of incidents in the Singapore Strait vis-à-vis incidents reported during daylight hours (between 0800 hrs and 1759 hrs) (2007-2020 and January-June 2021)

The background features a teal color palette with a subtle pattern of ocean waves. A large, semi-transparent compass rose is centered in the lower half of the page. The compass rose has a prominent North arrow pointing towards the top right. The cardinal directions are labeled: 'N' at the top, 'E' at the bottom, 'S' on the left, and 'W' on the right. The text '03' is rendered in a large, white, sans-serif font on the left side of the page. To its right, the title is written in a smaller, white, sans-serif font.

03

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

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

January-June 2021

There was no report of abduction of crew from ships in the Sulu-Celebes Seas and waters off Eastern Sabah during January-June 2021.

The last actual incident occurred on 17 Jan 20 off Lahad Datu, Sabah, Malaysia where eight crew were abducted from a fishing trawler by the Abu Sayyaf Group (ASG). On 18 Jan 20, the Malaysian authorities recovered three of the eight crew in the vicinity of Lahad Datu, Sabah. On 29 Sep 20, the body of one of the five abducted crew was found during a military operation in Patikul, Sulu, the Philippines. On 18 and 21 Mar 21, the remaining four abducted crew were rescued by the Philippine authorities off Tawi-Tawi, the Philippines. With the rescue of the remaining four abducted crew, no crew is currently held in captivity.

Efforts by the authorities

Both the Philippine and Malaysian authorities continued to conduct pursuit operations and intensify military operations to neutralise the militant group.

On 23 Apr 21, the Armed Forces of the Philippines conducted a military operation at Barangay Panglayahan, Patikul, Sulu, targeting Mundi Sawadjaan (one of the ASG Commanders responsible for the abduction of crew in the Sulu area). However, during the operation, Mundi Sawadjaan managed to escape, but three other ASG members were neutralised.

On 8 May 21, the Malaysian authorities arrested eight ASG members in Beaufort, Sabah, East Malaysia. Of the eight, two were sub-leaders of the Eastern Sulu-based ASG. They were listed as most wanted ASG members by the Philippine Government as they were involved in several abduction of crew incidents in the Sulu-Celebes Seas as well as kidnapping of foreigners in Sulu, the Philippines. The Malaysian authorities turned over the eight arrested ASG members to the Philippine Government on 28 May.

On 13 Jun 21, the Philippine authorities conducted a military operation against Injam Yadah, a Sulu based ASG sub-leader. During the operation, Injam Yadah, together with Al Sawadjaan, a younger brother of Mundi Sawadjaan and two other ASG members were neutralised. Injam Yadah played a key role in the kidnapping of five Indonesian nationals at Sulu-Celebes Seas on 17 Jan 20. He is also known to be extremely violent and reportedly responsible for most beheading activities against civilians and security forces. The demise of Injam Yadah undoubtedly affected the capabilities of the ASG in carrying out kidnap-for-ransom activities. However, with Mundi Sawadjaan who is still at large, the threat of abduction of crew from ships remains high, particularly in the areas of Sulu and nearby waters off Tawi-Tawi.

ReCAAP ISC Advisory

With information on the operation by the Philippine authorities on 3 Nov 20 in preventing a kidnap-for-ransom plan by the ASG and the information that Mundi Sawadjaan (responsible for abduction of crew in the Sulu area) is still at large, the threat of 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 the Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia. The contact details of the Operation Centres of the Philippines and ESSCOM of Malaysia are as shown below:

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

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

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

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



Map 14 - Contact details

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

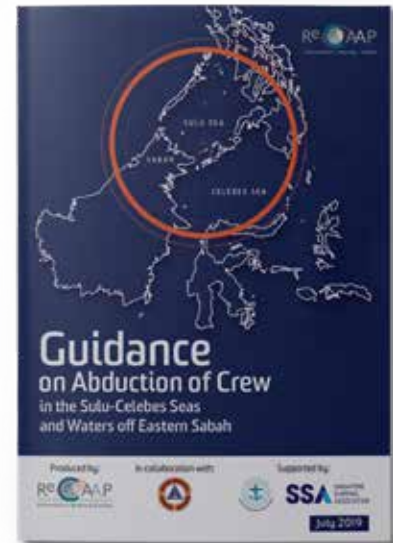
In the event that the ship master is not able to establish contact with the Operation Centres of the Philippines as listed above, he can contact the **Philippine Coast Guard Command Centre** at the following contact details:

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

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

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





04

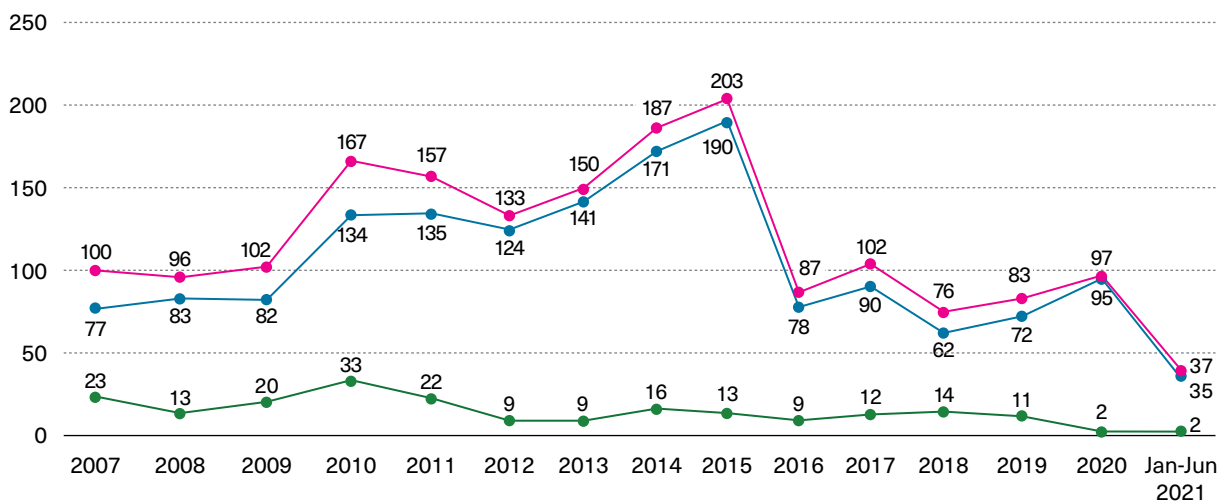
Insights of Incidents in Asia using Data Analytics

Insights of Incidents in Asia using Data Analytics

This section provides insights into the incidents reported in Asia during January-June 2021 compared to the trend of past incidents during the 14-year period of 2007-2020. The analysis focuses on the number of perpetrators involved in the incidents, weapons carried by perpetrators, treatment of crew, type of losses, type of ships boarded and time of the incidents.

Number of incidents during 2007-2020 and January-June 2021

During the 14-year period of 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 in 2015 (203) and the lowest in 2018 (76).



Graph 3 - Number of incidents (2007-2020 and January-June 2021)

● Total ● Actual ● Attempted

Summary of analysis

A total of 37 incidents were reported in Asia during January-June 2021. The incidents reported during January-June 2021 were consistent with the trend of past incidents during 14-year period of 2007-2020, in terms of the type of weapons carried by perpetrators, treatment of crew, type of losses and time of incidents. However, there were some deviations in terms of the number of perpetrators and the type of ships boarded.

The characteristics of the majority of incidents reported in Asia during January-June 2021 are as shown in next page:

- Small number of perpetrators: 1-3 men (43%) and 4-6 men (35%)
- 54% with no information on the types of weapons carried by the perpetrators, 30% of perpetrators were armed with knives/machetes
- 78% with no injury of crew
- 35% with nothing stolen
Stolen items: ship stores (37%), engine spares (19%)
- Ships boarded: bulk carriers (43%), container ships (24%), tankers (16%), tug boats/supply vessels (11%)
- 86% of incidents occurred during hours of darkness

Details of Analysis

Number of perpetrators

January-June 2021. Of the 37 incidents, 16 incidents involved 1-3 men (43%), 13 incidents involved 4-6 men (35%), two incidents involved more than 9 men (6%) and six incidents with no information available (16%).

2007-2020. Among the 1,740 incidents, there were more incidents with 4-6 men (33%) than incidents with 1-3 men (25%).

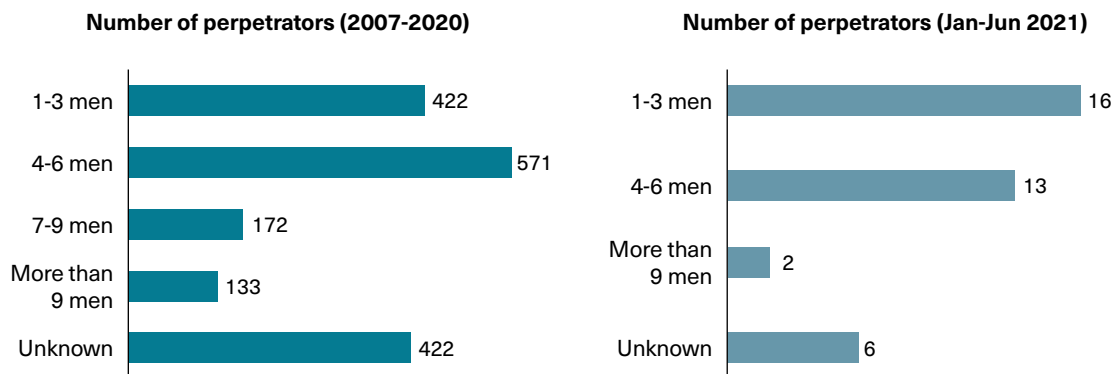


Chart 12 – Number of perpetrators – Asia

Type of weapons carried by perpetrators

January-June 2021. Among the 37 incidents, 11 incidents reported that the perpetrators carried knives/machetes (30%), six incidents reported that the perpetrators were not armed (16%) and 20 incidents had no information on the weapons of the perpetrators (54%).

2007-2020. Among the 1,740 incidents, 33% reported that the perpetrators carried knives/machetes, 10% reported guns & knives and 1% reported more sophisticated weapons, while 48% of incidents had no information on the weapons of the perpetrators.

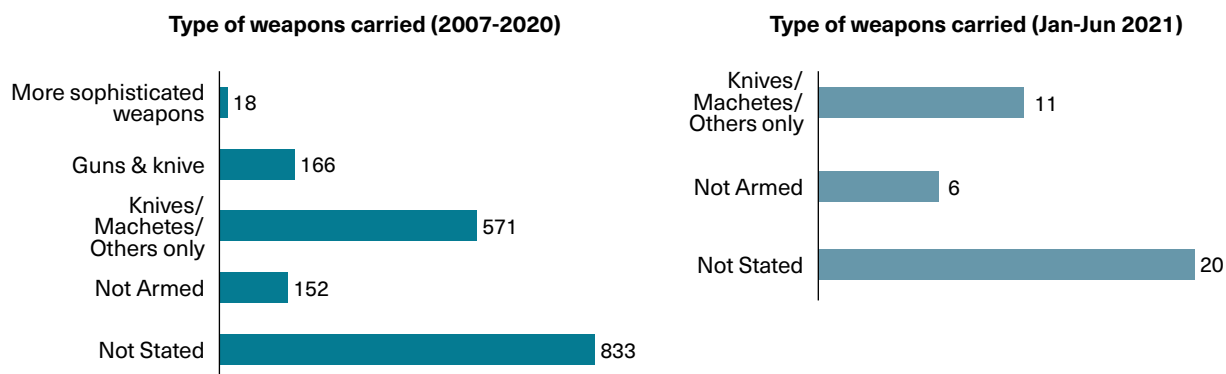


Chart 13 – Type of weapons carried by perpetrators – Asia

Treatment of crew

January-June 2021. Of the 37 incidents, two incidents reported that the crew was assaulted (5%), three incidents with the crew being threatened (9%), 29 incidents reported that the crew was not injured (78%), and three incidents had no statement of injury (8%). The treatment of crew was less severe compared to the past 14-year trend of incidents.

2007-2020. Among the 1,740 incidents, 54% reported the crew was not injured and 25% had no statement of injury. 10% of incidents reported the crew being temporarily taken hostage, 4% had the crew threatened, 4% assaulted and 1% kidnapped.

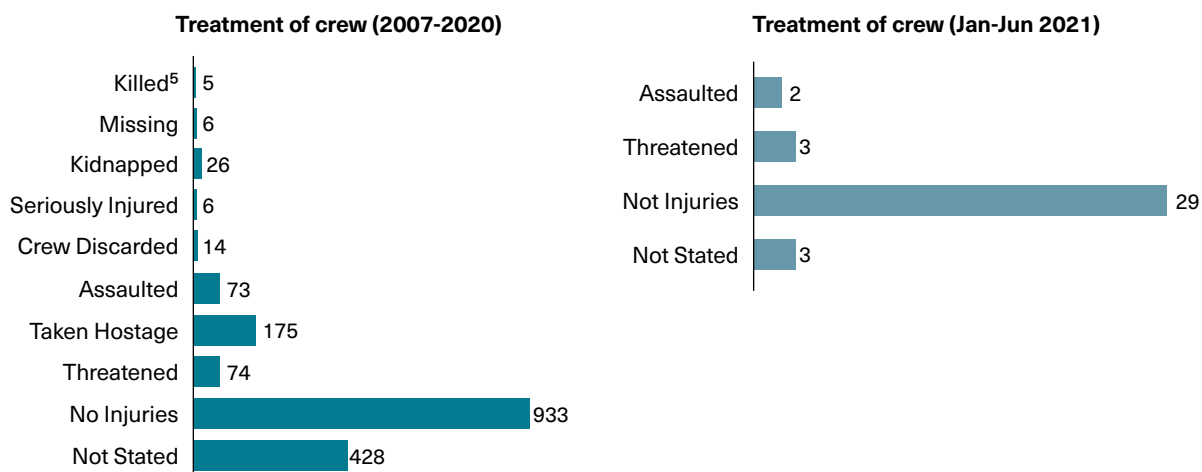


Chart 14 – Treatment of crew – Asia

5 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

January-June 2021. Among the 37 incidents, one incident reported the loss of cash (3%), 14 incidents reported the loss of ship property/stores (37%), seven incidents reported the loss of engine spares (19%), one incident reported the loss of unsecured items (3%), 13 incidents reported nothing was lost (35%) and one incident reported that the exact items stolen could not be confirmed (3%).

2007-2020. Of the 1,740 incidents, 34% reported the loss of ship property/stores, 13% the loss of cash/personal belongings, 8% the loss of engine spares, while 33% reported nothing was lost.

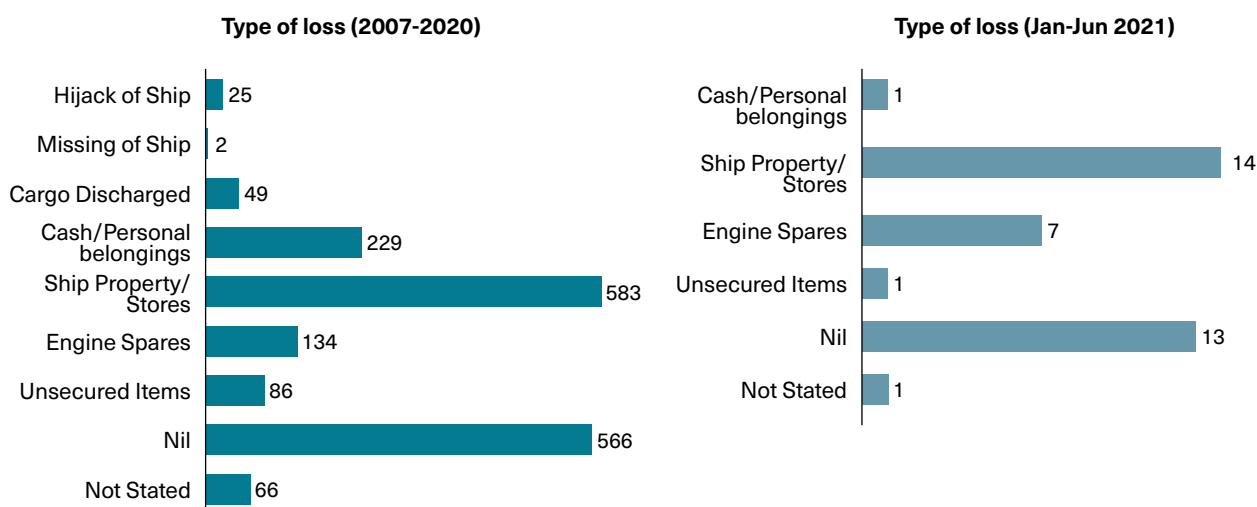


Chart 15 – Type of loss – Asia

Type of ships boarded

January-June 2021. Of the 37 incidents, 16 incidents occurred on board bulk carriers (43%), nine incidents on board container ships (24%), six incidents on board tankers (16%), four incidents involving tug boats/supply vessels on tow (11%), one incident on board a general cargo ship (3%) and one incident on board a dead ship (3%).

2007-2020. Among the 1,740 incidents, tankers (36%) and bulk carriers (27%) were mostly boarded.

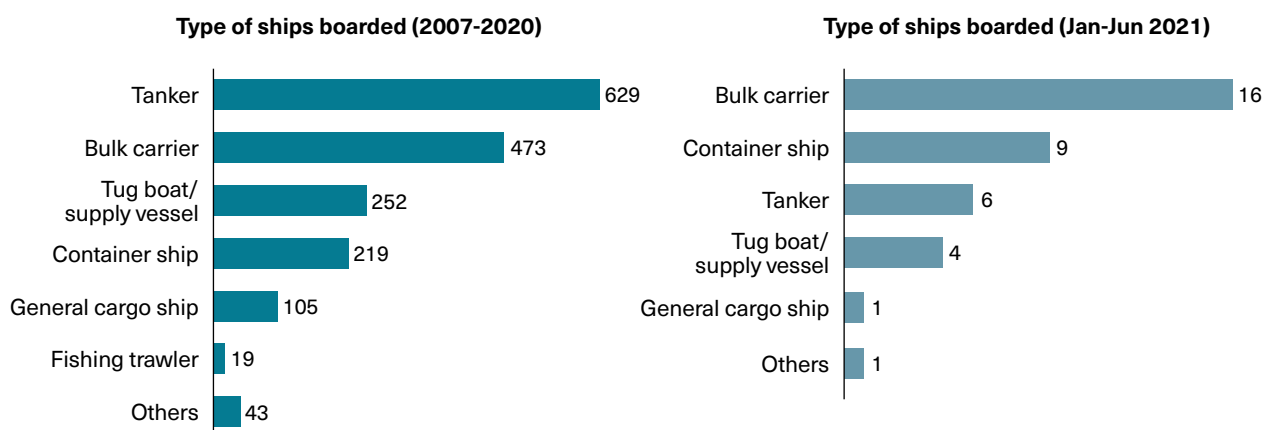


Chart 16 – Type of ships boarded – Asia

Time of incidents

January-June 2021. Among the 37 incidents, 32 incidents (86%) occurred during hours of darkness and five incidents (14%) occurred during daylight hours.

2007-2020. Of the 1,740 incidents, 81% occurred during hours of darkness.

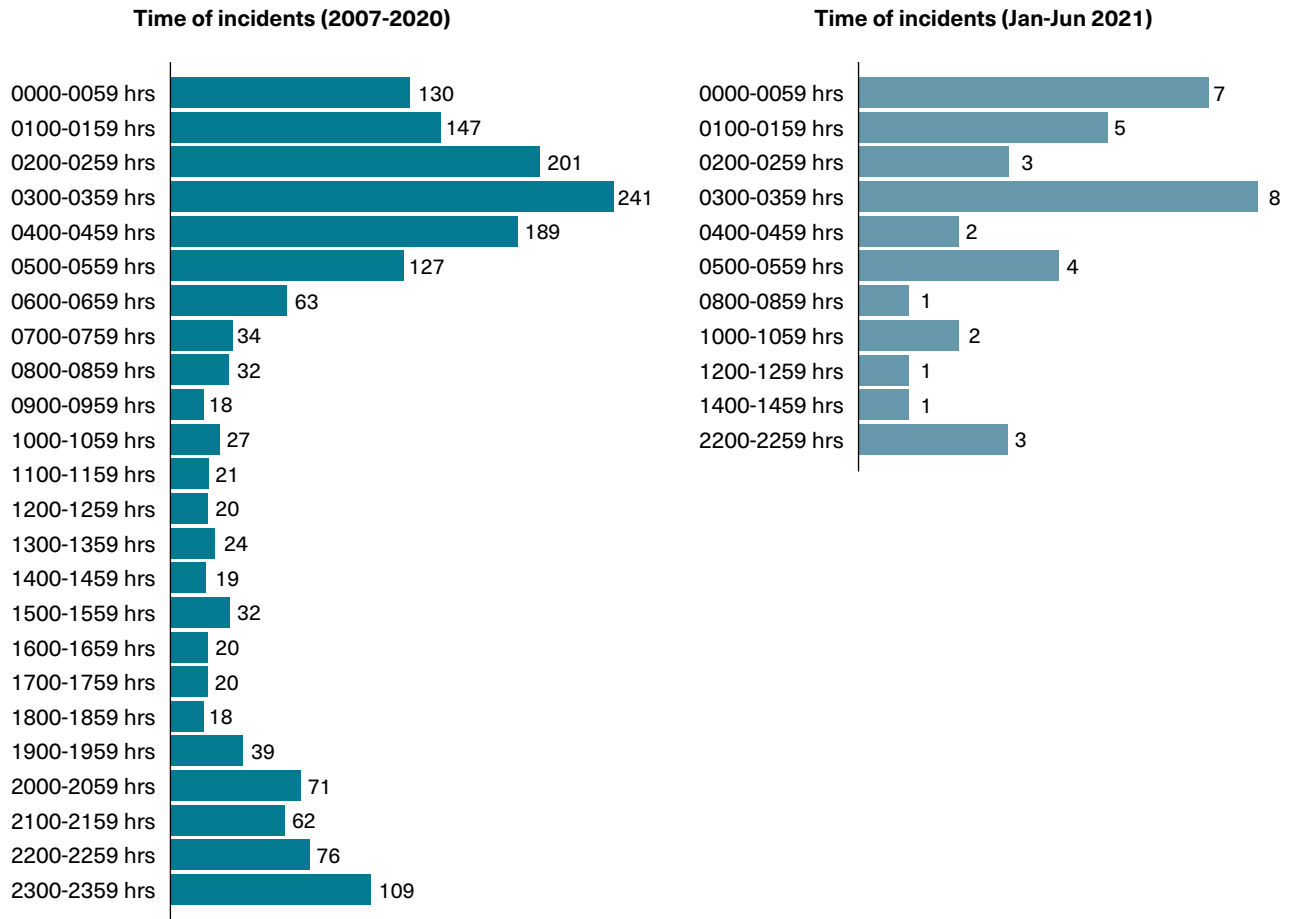


Chart 17 – Time of incidents – Asia

The background features a teal color palette with a subtle pattern of wavy lines, suggesting water or a sky. A large, faint compass rose is centered in the background, with cardinal directions labeled: 'S' for South, 'SE' for Southeast, 'E' for East, and 'NE' for Northeast. An orange triangle is located in the top-left corner.

05

**ReCAAP ISC' S
Main Activity
(April-June 2021)**

ReCAAP ISC'S Main Activity (April-June 2021)

Virtual ReCAAP ISC Capacity Building Workshop (CBW) (10 June)

The ReCAAP ISC organised its annual CBW virtually with 18 ReCAAP Focal Points on 10 Jun. A total of 28 participants, including officers from Malaysian Maritime Enforcement Agency, attended the workshop which provided a platform for the participants to share the latest situation of piracy and sea robbery, better understanding of the nexus between maritime terrorism and piracy, and update on the situation in the Gulf of Guinea. The workshop concluded with a panel discussion by participants who exchanged views on promoting timely reporting of incidents through inter-agency cooperation and engagement with the shipping industry.



Participants and speakers at the CBW

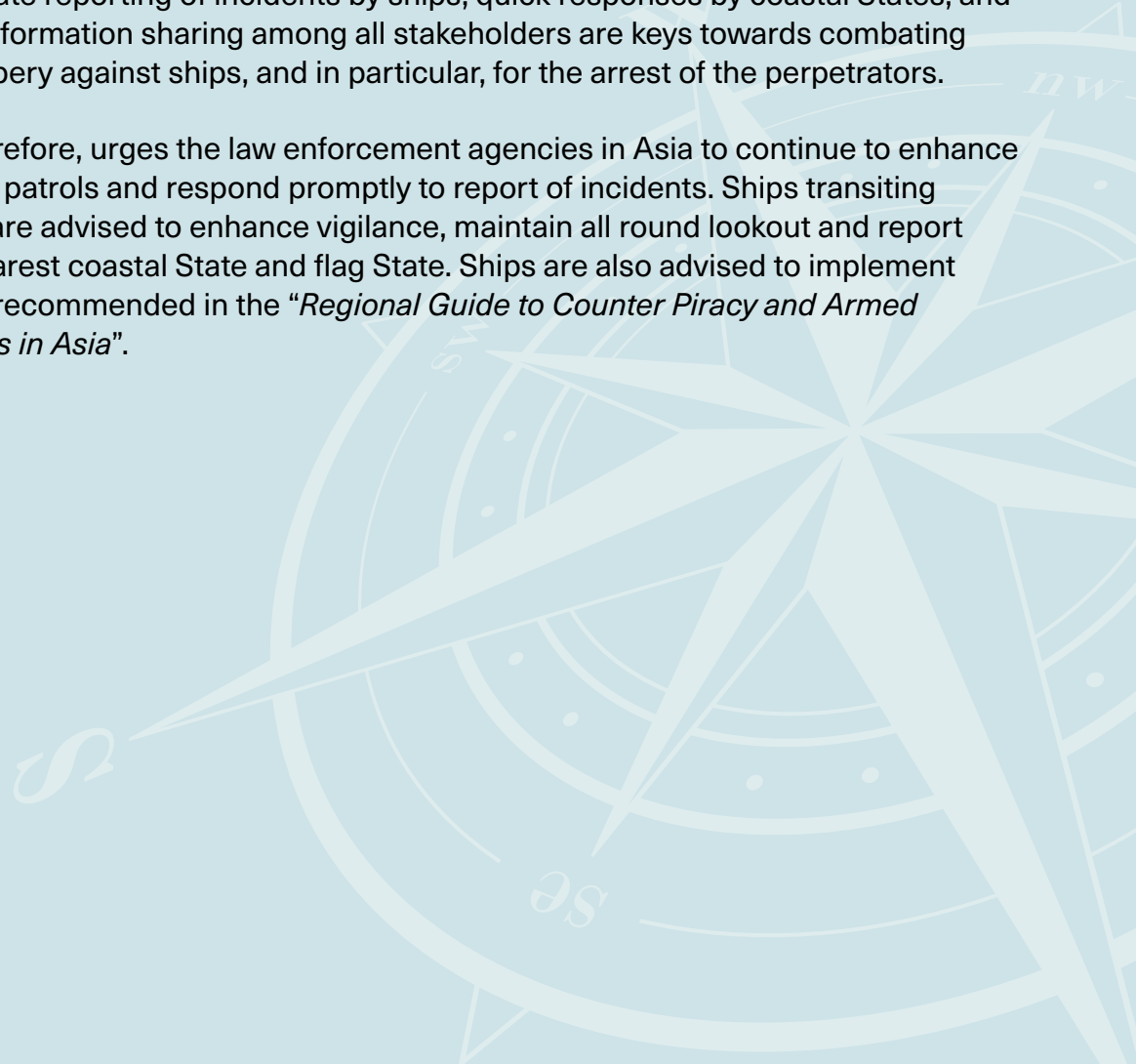
Conclusion



The total number of incidents of piracy and armed robbery against ships in Asia reported during January-June 2021 has decreased compared to the same period in 2020. This was due to the decrease of incidents in several locations in Asia. However, of concern is the continued occurrence of incidents in the Singapore Strait and the persisting threat of abduction of crew by the ASG in the Sulu-Celebes Seas and waters off Eastern Sabah.

Unless the perpetrators involved in these incidents are arrested, the incidents are likely to continue to occur. This requires collective efforts and shared responsibility of all the stakeholders. Immediate reporting of incidents by ships, quick responses by coastal States, and timely and accurate information sharing among all stakeholders are keys towards combating piracy and armed robbery against ships, and in particular, for the arrest of the perpetrators.

The ReCAAP ISC, therefore, urges the law enforcement agencies in Asia to continue to enhance surveillance, increase patrols and respond promptly to report of incidents. Ships transiting the areas of concern are advised to enhance vigilance, maintain all round lookout and report all incidents to the nearest coastal State and flag State. Ships are also advised to 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 and to facilitate the maritime community to carry out risk assessment.

Description of Incidents (January-June 2021)

Actual Incidents of Piracy and Armed Robbery Against Ships in Asia

● 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	<i>SBI Orion</i> Bulk carrier Marshall Islands 36421 9705330	03/01/21 0330 hrs	0° 15.8' S, 117° 34.3' E Muara Berau Anchorage, East Kalimantan, Indonesia	While at anchor, three perpetrators armed with knives boarded the bulk carrier. The duty crew spotted the perpetrators at forecastle store, before they escaped with ship ropes . The crew was not injured . The incident was reported to the local authorities. [ReCAAP Focal Point (Singapore)]
2	<i>Ark Royal</i> Bulk carrier Barbados 27011 9219446	25/01/21 0325 hrs	1° 16.58' N, 104° 15.7' E Approximately 7.1 nm northwest of Tanjung Pergam, Pulau Bintan, Indonesia in the eastbound lane of the Traffic Separation Scheme (TSS) (SOMS)	While underway, five unauthorized persons were sighted in the engine room. The alarm was raised and crew mustered. A search on board the ship was conducted. At 0506 hrs, the master updated Singapore Vessel Traffic Information System (VTIS) that the search on board was completed with no further sighting of the unauthorized persons. The master reported that nothing was stolen , and all crew was safe and accounted for. He added that no assistance was required, and the ship would continue its voyage. A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
3	CSCL Lima Container ship Hong Kong, China 26404 9386005	28/01/21 0400 hrs	10° 12.87' N, 107° 7.55' E Vung Tau Anchorage, Vietnam	While at anchor, an unknown number of perpetrators boarded the ship. The duty AB during the security round discovered damaged padlock and open door in the paint store. No unauthorised person was sighted on board the ship. Some cans of paint were discovered missing from the paint locker. The crew was not injured . The incident was reported to the port control, Port Facility Security Officer and the Coastal State. [ReCAAP Contact Point (Hong Kong)]
4	Elvia Bulk carrier Liberia 50697 9570840	28/01/21 2232 hrs	1° 16.15' N, 104° 16.72' E Approximately 6 nm northwest of Tanjung Pergam, Pulau Bintan, Indonesia in the eastbound lane of the TSS (SOMS)	While underway, 10 unauthorised persons armed with knives were sighted in the engine room. The alarm was raised and crew mustered. A search on board the ship was conducted. At 2338 hrs, the ship updated VTIS East that the search on board was completed with no further sighting of the unauthorized persons. Nothing was stolen and the crew was safe . No assistance was required and the ship continued on her voyage to China. A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
5	<i>Vantage Wave</i> General cargo ship Liberia 22064 9506514	29/01/21 0221 hrs	1° 16.95' N, 104° 18.92' E Approximately 5.8 nm northwest of Tanjung Pergam, Pulau Bintan, Indonesia in the eastbound lane of the TSS (SOMS)	<p>While underway, three unauthorized persons armed with knives were sighted in the engine room. The alarm was raised and crew mustered. A search on board the ship was conducted. At 0322 hrs, the ship updated VTIS East that the search on board was completed with no further sighting of the unauthorized persons. Nothing was stolen and the crew was safe. No assistance was required and the ship continued on her voyage to Caofeidian, China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
6	<i>Sea Harvest</i> Tanker Hong Kong, China 11676 9358644	30/01/21 0255 hrs	22° 47.79' N, 70° 5.16' E Kandla Outer Anchorage, India	<p>While at anchor, the deck duty AB heard a sound and found a small boat close to ship's port bow. He reported to the second officer and proceeded to forward deck. The AB saw two perpetrators on board the ship. The perpetrators escaped immediately in a small boat. The lock of the main deck store near mid-ship was broken and ship stores including six U-pieces connecting cargo line to common line, six U-pieces connecting vapor return line to tank and one tank cleaning circulation connection were stolen. The crew was not injured. The master reported the incident to the local agent and the owner. The Indian Coast Guard (ReCAAP Focal Point) boarded the ship to investigate the incident when the ship arrived at Mumbai Anchorage. The ship master was advised to report the incident to the local authorities and maintain vigilance while at anchorages.</p> <p>[ReCAAP Focal Point (India), 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
7	<p>Kota Nebula Container ship Singapore 20902 9494632</p>	<p>30/01/21 0310 hrs</p>	<p>6° 5.6' N, 125° 9.4' E</p> <p>Makar Wharf Berth No. 5 to 7, General Santos City, Philippines</p>	<p>While at berth, the watchkeeping crew spotted two perpetrators on the starboard lifeboat deck. The ship's general alarm was raised and all crew were notified of the perpetrators and their location via the PA system on board. All crew proceeded to starboard lifeboat deck. Upon being spotted, the perpetrators jumped into the water and were picked up by another perpetrator on a small motor banca. The motor banca was seen escaping toward a nearby village. A search was conducted by the crew, and ship stores comprising two units of fire nozzles and two units of fire hydrant caps were reported missing. The incident was reported to the local authorities. There was no damage to the ship and the crew was not injured.</p> <p>[ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Singapore)]</p>
8	<p>Suruya Aki LNG tanker Bahamas 20519 9060534</p>	<p>31/01/21 0535 hrs</p>	<p>3° 56.2' N, 98° 45.6' E</p> <p>Belawan Anchorage, Indonesia</p>	<p>While at anchor, two perpetrators boarded the ship. One of the perpetrators was armed with a knife. The crew retreated to the citadel and reported the incident to Belawan VTS and the shipping company. The Indonesian Marine Police boarded the ship and conducted a search on board. No perpetrators were found on board the ship. Ship stores including ropes, caps of valves, a coupling of extinguishment and nozzle, wing nuts and an emergency hand light of life raft were stolen. The crew was not injured.</p> <p>[ReCAAP Focal Point (Japan)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
9	<p><i>Ning Hai Tuo 6002</i> Tug boat China 1449 9765134</p> <p><i>Daqia Haiyu</i> Barge China</p>	09/02/21 1400 hrs	<p>1° 5.37' N, 103° 34.21' E</p> <p>Approximately 6.1 nm southwest of Pulau Nipa, Indonesia in the eastbound lane of the TSS</p> <p>(SOMS)</p>	<p>While the tug boat towing barge was underway, two perpetrators boarded the barge from two small crafts. The perpetrators escaped upon being sighted by the crew. A search on board the barge was carried out with no further sighting of the perpetrators. <u>Some shackles</u> were stolen from the barge. There was <u>no confrontation between the perpetrators and the crew of the tug boat</u>. No further assistance was required. The tug boat and barge resumed their voyage bound for China. The RSN's MSTF and Singapore Police Coast Guard were informed; and the Indonesian authorities notified. A safety navigational broadcast was initiated to alert mariners.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
10	<p><i>ALS Juventus</i> Container ship Singapore 40541 9431757</p>	13/02/21 0530 hrs	<p>6° 5.84' S, 106° 53.65' E</p> <p>Jakarta Port, Indonesia</p>	<p>While at berth, the third officer reported that the padlock hinge for the passageway door leading to the engine room was broken. There was no sign of any perpetrators on board or nearby. <u>Spare parts for auxiliary engine</u> were reported missing. <u>The crew was not injured</u>. The incident was reported to the ship's Company Security Officer.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
11	<p><i>TB Danum 50</i> Tug boat Malaysia 165 9404261</p> <p><i>TK Linau 133</i> Barge Malaysia</p>	21/02/21 1220 hrs	<p>1° 9.82' N, 103° 49' E</p> <p>Around Karang Banteng waters, Riau Islands, Indonesia in the eastbound lane of the TSS</p> <p>(SOMS)</p>	<p>While barge <i>TK Linau 133</i> towed by tug boat, <i>TB Danum 50</i> were underway in the eastbound lane of the TSS in Singapore Strait when two small boats came alongside the barge. The Indonesian Navy Marine Security Patrol <i>Kri Siwar-646</i> was conducting routine patrol in the area when they spotted three perpetrators on the barge and two others were in the small boat loading some items from the barge. The Indonesian authorities boarded the barge, conducted a search and arrested all five perpetrators. The two small boats were seized and about 150 kg of the stolen <u>steel wires</u> were recovered. <u>The crew was not injured</u>.</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
12	CSCL Lima Container ship Hong Kong, China 26404 9386005	26/02/21 0355 hrs	6° 0.84' S, 106° 54.45' E Eastern Anchorage, Jakarta, Indonesia	While at anchor, three perpetrators boarded the ship and robbed the AB of his walkie-talkie at knifepoint . The perpetrators escaped in their boat. The crew was not injured . The incident was reported to the port control, Port Facility Security Officer and the Coastal State. [ReCAAP Contact Point (Hong Kong)]
13	Name withheld Bulk carrier Liberia	16/03/21 0001 hrs	20° 54.9' N, 107° 16.7' E Cam Pha Port, Vietnam	While moored at buoy, the master and 2 nd Officer's cabins were damaged and cash was stolen. A search was conducted and no perpetrator was found. The crew was safe . The incident was assessed to have occurred between 0001 hrs and 0600 hrs. The master reported the incident to the local authorities and the CSO. The local immigration police boarded the ship and investigated the incident. [ReCAAP Focal Point (Vietnam)]
14	African Queen Bulk carrier Marshall Islands 30936 9389930	25/03/21 0325 hrs	1° 17' N, 104° 18' E Approximately 6.1 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS (SOMS)	While underway, the master reported to Singapore VTIS that five perpetrators were sighted in the engine room. The duty oiler spotted one of the perpetrators with a knife , who ordered him to keep quiet before the perpetrators left the engine room. The ship's alarm was raised and crew mustered. A search onboard was conducted. At 0405 hrs, the master updated Singapore VTIS that the search was completed with no further sighting of the perpetrators onboard. Engine spares including valve rotator, valve seat exhaust, valve seat suction, valve guide, suction valve, exhaust valve chrome plating and plunger assembly were stolen. The crew was safe . The master did not require any assistance, and continued the voyage. A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
15	Baltic North Container ship Marshall Islands 44234 9463310	30/03/21 0150 hrs	6° 2' S, 106° 48' E Jakarta Anchorage, Zone "F", Indonesia	While at anchor, the duty crew roving on deck sighted two perpetrators on the poop deck with two sacks. The duty crew shouted and flashed his light at the perpetrators, who escaped from the port side poop deck area. Upon investigation, it was found that the watertight door alarm switch wire and the lock to the engine room central store were cut. Items from the engine room central store have been stolen. The local authorities were informed and the Indonesia Coast Guard boarded the ship for investigation. [ReCAAP Focal Point (Singapore)]
16	Posh Falcon Tug boat/Supply vessel Singapore 3513 9624586 Scarabeo 7 Rig St Kitts and Nevis	30/03/21 1030 hrs	1° 12.47' N, 103° 32.71' E Approximately 4 nm south of Tanjung Piai, Malaysia in the westbound lane of the TSS (SOMS)	While the tug boat towing the unmanned rig was underway, two small boats approached the stern of the rig and stole a Norwegian Marker Buoy that was floating 100m behind the rig. The buoy was connected to a messenger line used as an emergency tow line. The incident was reported to VTIS and the Singapore Port Operations Control Centre (POCC) issued a navigational safety advisory to warn ships in the vicinity to be more vigilant. [ReCAAP Focal Point (Singapore)]
17	Trina Oldendorff Bulk carrier Portugal 41091 9642370	08/04/21 0147 hrs	1° 16.5' N 10° 16.1' E Approximately 6.8 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS (SOMS)	While underway, four perpetrators armed with knives were sighted in the engine room. The perpetrators confronted the engine room crew and hit him on his head when he attempted to shout for assistance. Thereafter, the perpetrators escaped from the ship. The alarm was raised and crew mustered. A search on board the ship was conducted with no further sighting of the perpetrators. The master declared nothing was stolen and the crew was safe and accounted for. He did not report the incident immediately to the nearest coastal State and continued with the voyage. The master reported the incident to Singapore POCC only on 9 Apr.

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
				<p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were informed, and the Malaysian and Indonesian authorities were notified.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
18	<p>Harrisburg Petroleum/Chemical tanker Singapore 30087 9859210</p>	08/04/21 0550 hrs	<p>1° 16.13' N, 104° 15.56' E</p> <p>Approximately 6.3 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS</p> <p>(SOMS)</p>	<p>While underway, two perpetrators boarded the ship. The ship's general alarm was raised and all crew were notified of the perpetrators. A search on board the ship was conducted with no further sighting of the perpetrators. <u>Nothing was reported stolen and the crew was safe.</u></p> <p>[ReCAAP Focal Point (Singapore)]</p>
19	<p>Pantazis L Bulk carrier Liberia 39746 9272995</p>	11/04/21 0115 hrs	<p>1° 16.32' N, 104° 14.75' E</p> <p>Approximately 7.6 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS</p> <p>(SOMS)</p>	<p>While underway, four perpetrators were sighted in the engine room workshop. The ship alarm was raised and a search on board the ship was conducted. At 0255 hrs, the master updated Singapore VTIS that the search on board was completed with no further sighting of the perpetrators. The master reported that <u>some engine spares</u> were stolen. <u>All crew was safe</u> and accounted for.</p> <p>No assistance was required and the ship continued with her voyage. A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were informed, and the Malaysian and 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
20	Henry Maersk Chemical/oil product tanker Denmark 25723 9399351	12/04/21 0348 hrs	5° 48' N 118° 4' E MOT Terminal, Sandakan, Sabah, East Malaysia	<p>While at berth, the crew on the manifold heard the sound of the padlock being broken. On investigation of the forecastle, it was noted that the padlock to the forward bosun store had been broken. The rod securing the plates blocking access through the anchor chain pipes was found removed but the plates were still closed. Upon further investigation of the forecastle, it was discovered that the ship's anchor bell was missing, presumably stolen by the perpetrator.</p> <p>A complete ship inspection was conducted and all other doors and locks were found intact. The crew was safe. The master reported the incident to the Agent who informed the Port Facility Security Officer (PFSO) and the local police. The Flag State was also notified.</p> <p>[ReCAAP Focal Point (Denmark), regional authorities]</p>
21	Name withheld Petroleum/chemical tanker	17/04/21 0140 hrs	1° 16.03' N 104° 12.08' E Approximately 8.6 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS (SOMS)	<p>While underway, the duty engineer was making his rounds in the engine room when he spotted a perpetrator trying to open the steering gear entrance door from poop deck. He reported the incident to the bridge and the general alarm was raised. A search on board the ship was conducted by the crew and nothing was reported missing.</p> <p>The perpetrator was believed to have escaped when his presence was discovered. The crew was not injured and there was no reported damage to the ship.</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
22	<p>Ioanna L Bulk carrier Isle of Man 43066 9803340</p>	17/04/21 0500 hrs	<p>1° 16.4' N 104° 14.3' E</p> <p>Approximately 8 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS (SOMS)</p>	<p>While underway, four perpetrators were sighted in the engine room. One of them hit the third engineer with an adjustable wrench. The crew sustained mild contusion on his forehead. The alarm was raised and crew mustered. A search on board the ship was conducted. At about 0600 hrs, the search on board was completed with no further sighting of the perpetrators. The master reported that some engine spares were stolen, and all crew was accounted for. The ship continued with her voyage for Xinsha, China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were informed, and the Malaysian and Indonesian authorities were notified.</p> <p>[ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Japan)]</p>
23	<p>Bak-Da 5 Tug boat Mongolia 198 9851567</p> <p>Bak-Da 55 Barge</p>	20/04/21 0255 hrs	<p>14° 33' N 120° 56' E</p> <p>Vicinity waters off Manila Bay, Philippines</p>	<p>While at anchor, the duty security guard spotted five perpetrators onboard the barge transferring sawn timber to motor banca, <i>Jaime Franco</i>. The duty security guard shouted and the five perpetrators jumped overboard immediately. The master and crew conducted a search for the perpetrators and saw one of them asking to be rescued. The crew rescued the perpetrator; and reported the incident to its agent and Philippine Coast Guard (PCG) Port State Control. Upon receipt of the report, the PCG proceeded to the area immediately and arrested the rescued perpetrator for inquest proceeding. 27 pieces of sawn timber were 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
24	<i>Alea</i> Bulk carrier Bahamas 17009 9550266	23/05/21 2230 hrs	1° 16.7' N 104° 16.6' E Approximately 6.7 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS (SOMS)	<p>While underway, the duty oiler sighted four perpetrators in the engine room. <u>One of the perpetrators threatened the duty oiler with a knife</u> but did not harm him. The perpetrators eventually escaped upon being sighted. The ship's alarm was raised and crew mustered. A search on board was conducted and no further sighting of the perpetrators on board. The master declared <u>nothing was stolen</u>. All crew are safe and accounted for. The ship had departed Greece and was bound for Nanjing, China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
25	<i>RB Eden</i> Bulk carrier Marshall Islands 43278 9765718	24/05/21 0046 hrs	1° 16.13' N, 10° 15.56' E Approximately 6.3 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS (SOMS)	<p>While underway, three perpetrators were sighted in the vicinity of the engine room. The ship's alarm was raised and crew mustered. A search onboard was conducted and no further sighting of the perpetrators onboard. <u>Engine gaskets and O-rings</u> were stolen. <u>All crew are safe</u> and accounted for. The ship had departed Singapore and bound for Songxia, China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
26	<p><i>Dawn 1</i> Dead ship Saint Kitts and Nevis 6253 9125281</p>	26/05/21 0830 hrs	<p>20° 59.8' N, 71° 55.91' E</p> <p>Off Diu, India</p>	<p>While underway, 10 perpetrators in two fishing boats boarded the dead ship via the astern using a ladder. The dead ship was towed by a tug, <i>MV Venture</i>. An Emergency Position Indicating Radio Beacon (EPIRB) distress alert was activated and a Marine Police was diverted to the location of the incident. However, the perpetrators had escaped. The crew of <i>MV Venture</i> tried to ascertain the items stolen but <u>could not confirm the exact losses.</u> <u>The crew was not injured.</u></p> <p>A team consisting of the Indian Coast Guard, Marine Police (Alang) and Customs boarded the dead ship to investigate the incident upon the ship's arrival at Alang anchorage on 27 May 21.</p> <p>[ReCAAP Focal Point (India)]</p>
27	<p><i>New Leonidas</i> Bulk carrier Liberia 87590 9260641</p>	02/06/21 0035 hrs	<p>1° 16.22' N, 104° 14.59' E</p> <p>Approximately 7.4 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS (SOMS)</p>	<p>While underway, four perpetrators <u>armed with knives</u> were sighted in the vicinity of the steering gear room. The ship's alarm was raised and crew mustered. A search on board was conducted and no further sighting of the four perpetrators. The master deviated the ship back to Singapore to ensure the safety of crew and ship were being addressed. Upon arrival at the port of Singapore, the Singapore Police Coast Guard boarded the ship and conducted a search on board. At 1000 hrs, the ship was cleared with no sighting of the perpetrators on board. <u>The crew was safe and nothing was declared stolen.</u> The ship had departed from Singapore earlier and was bound for Fuzhou, China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.</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
28	Cape Lily Bulk carrier Singapore 92752 9612430	05/06/21 0130 hrs	1° 15.87' N, 104° 13.72' E Northwest of Tanjung Pergam, Bintan, in the eastbound lane of the Singapore Straits	While underway, the duty oiler spotted three perpetrators in the engine room and they were heading out to the poop deck. The 2 nd Officer activated the ship's alarms, turned on all the deck lights and conducted a thorough search of the ship. The three perpetrators were last spotted on the poop deck via CCTV, but they were nowhere to be found during the search by the ship's crew. Engine spares were stolen. There was no damage to the ship and the crew was not injured . The POCC issued a navigational safety advisory to warn ships in the vicinity to be more vigilant. [ReCAAP Focal Point (Singapore)]
29	MV Sima Sahba Container ship Singapore 15995 9330927	16/06/21 0030 hrs	14° 33.87' N, 120° 55.33' E South Harbour Anchorage, Manila, Philippines	While at anchor, the duty crew spotted about four unauthorised persons on board an unidentified motorised banca at the portside of the ship under the forecastle. Upon being discovered, the unidentified persons started the engine of their motorised banca and escaped. The crew immediately informed the duty officer. The crew was safe . The ship master reported incident to VTMS Manila and conducted an assessment to determine the missing items on board the ship. During the ship security check, the paint store lock was found broken and about 480 litres of paint and 20 litres of thinner were reportedly stolen. [ReCAAP Focal Point (Philippines), [ReCAAP Focal Point (Singapore)]
30	Mount Butler Container ship Hong Kong, China 18826 9760586	22/06/21 0340 hrs	14° 33.9' N, 120° 55.2' E Manila Quarantine Anchorage, Philippines.	While at anchor, an unknown number of perpetrators boarded the ship. The master and crew raised the general emergency alarm and carried out a search operation on board the ship. The crew was safe and some ship stores were stolen. [ReCAAP Contact Point (Hong Kong)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
31	<p>Busan Star Bulk carrier Panama 33308 9592628</p>	<p>26/06/21 0005 hrs</p>	<p>1° 16.5' N, 104° 16.9' E</p> <p>Approximately 6.2 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS (SOMS)</p>	<p>While underway, one unauthorized person armed with a knife was sighted at the steering gear flat of the ship. The perpetrator escaped upon being sighted. There was no confrontation with the crew. The alarm was raised and crew mustered. The master reported the incident to Singapore VTIS via VHF. A search on board the ship was conducted. At 0109 hrs, the master updated Singapore VTIS that the search was completed with no further sighting of the perpetrator. The crew was not injured, and nothing was stolen. The master declared no assistance was required and the ship continued her voyage for Ko Siichang, Thailand.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were informed, and the Malaysian and Indonesian authorities were notified.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
32	<p>Baltic North Container ship Marshall Islands 44234 9463310</p>	<p>25/06/21 0449 hrs</p>	<p>5° 59.5' S, 106° 54.2' E</p> <p>Jakarta Anchorage, Indonesia</p>	<p>While at anchor, two unauthorised persons were sighted at the poop deck by a duty AB during anchoring operation. The ship's alarm was raised and the perpetrators escaped in a waiting small boat, with another four persons onboard. The incident was reported to the Coast Guard, who boarded the ship for investigation. Nothing was 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
33	Sakizaya Champion Bulk carrier Panama 41766 9680360	26/06/21 0014 hrs	1° 17.15' N, 104° 17' E Approximately 6.7 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS (SOMS)	<p>While underway, four unauthorised persons were sighted in the engine room. The perpetrators escaped upon being sighted. The alarm was raised and crew mustered. A search on board the ship was conducted, with no further sighting of the perpetrators. The master reported that some engine spares were stolen, and the crew was accounted for. The ship continued with her voyage for Vietnam.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
34	MV Nordtiger Container ship Cyprus 18826 9626247	28/06/21 0315 hrs	14° 33.78' N, 120° 55.54' E Manila Quarantine Anchorage, Philippines	<p>While at anchor, the 2nd Officer noticed two unidentified persons in the Bosun's store and alerted all crew onboard. Upon realising the crew had been alerted, the two perpetrators jumped overboard immediately and escaped in a motorized Banca. The Duty Officer directed the crew to conduct an initial assessment of missing items. One breathing apparatus was found stolen. The crew was not injured. The Philippine Coast Guard conducted operation and information gathering in nearby areas for possible interdiction of perpetrators.</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
35	<i>J Mare</i> Bulk carrier Liberia 43241 9802231	30/06/21 0030 hrs	1° 16.5' N, 1° 16.53' N, 104° 16.1' E Approximately 6.7 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS (SOMS)	<p>While underway, four unauthorised persons were sighted in the engine room. The perpetrators escaped in a small boat upon being sighted. The ship's alarm was raised and crew mustered. A search on board was conducted. At 0112 hrs, the master updated Singapore VTIS that the search was completed with no further sighting of the perpetrators on board. The master reported that <u>nothing was stolen</u>; and <u>all crew was safe</u> and accounted for. The master declared that no assistance was required and the ship continued with her voyage for Ruizhou, China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were informed, and the Malaysian and Indonesian authorities were notified.</p> <p>[ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Japan)]</p>

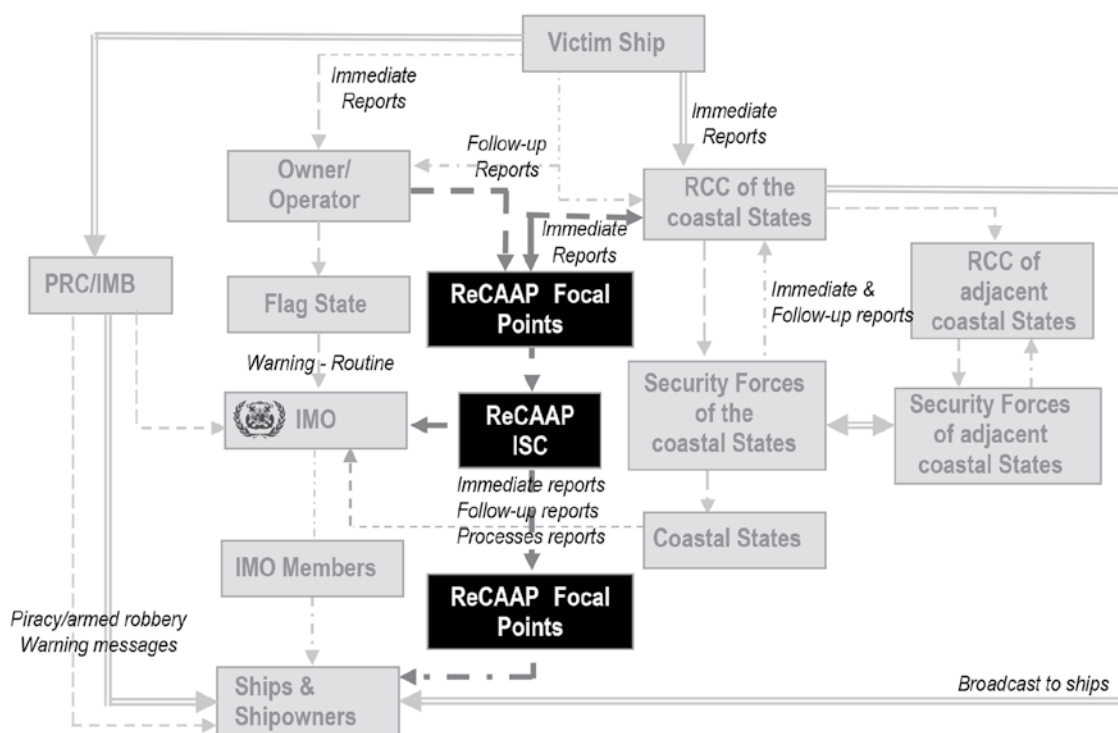
Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
36	<i>Akij Pearl</i> Bulk carrier Bangladesh 31260 9291080	03/03/20 1045 hrs	4° 29.7' N, 119° 36.91' E Approximately 9.2 nm south-west of Sicolan Island, Sibutu, Tawi-Tawi, the Philippines	<p>While underway, a white/red single OBM speedboat with three unidentified persons was heading towards the ship and attempted to throw a line at her port side beam.</p> <p>The crew noticed the speedboat and its activity; and immediately departed from the location. The ship master reported the incident via VHF radio to the Philippine Coast Guard Search and Rescue Base, Sibutu and the Philippine Navy Littoral Monitoring Station (LMS) – Bongao. The Philippine Coast Guard (PCG) immediately coordinated with other law enforcement agencies and alerted all Coast Guard stations and sub-stations about the incident. The PCG and Philippine Navy advised the ship master to maintain its speed and be vigilant when transiting the area.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
37	<i>Astro Perseus</i> Tanker Greece 80620 9280873	09/05/21 2239 hrs	1° 14.77' N 104° 2.79' E Approximately 3.1 nm northwest of Pulau Nongsa, Batam Island, Indonesia in the eastbound lane of the TSS (SOMS)	<p>While underway, a small craft was sighted following the ship from the stern. The perpetrators attempted to board the ship with a hook or rope thrown to the ship, but it failed to reach the ship. The master also made evasive manoeuvres and prevented the attempted boarding.</p> <p>At 2335 hrs, the master informed the Singapore VTIS that the search on board the ship was completed with no sighting of any perpetrators. Nothing was stolen and all crew was safe. No assistance was required.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

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

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

FLOW DIAGRAM FOR REPORTING INCIDENTS IN ASIA



Legend:
 Radio/GMDSS :
 Fastest means :
 Follow-up comms :

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
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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
Bangladesh		
Department of Shipping E-mail: cns@dos.gov.bd	+88-02-9554206	+88-02-7168363
Brunei		
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Netherlands Coast Guard Maritime Information Centre Email: mik-nl@kustwacht.nl	+31-223-658-101	+31-223-658-358
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Philippine Coast Guard Command Center Email: pcgcomcen@coastguard.gov.ph	+632-8-527-3877 (loc 6136/6137) +632-918-803-5327 (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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Correct as at 30 June 2021

Acknowledgements

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