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JULY 2018

MONTHLY REPORT

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

INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA IN JULY 2018

OVERVIEW

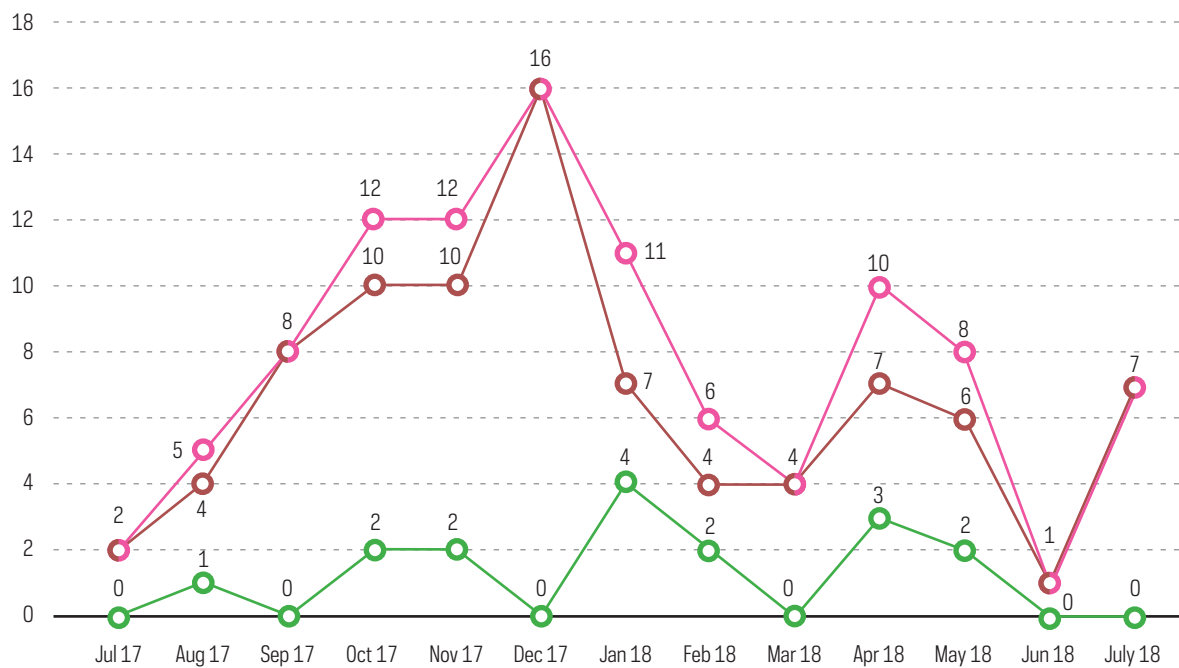
A total of seven incidents of armed robbery against ships¹ were reported in Asia in July 2018. No piracy² incident was reported. There was also no report of abduction of crew in the Sulu-Celebes Seas and no hijacking of ships for theft of oil cargo.

JULY 2018

NUMBER OF INCIDENTS

In July 2018, a total of seven incidents (all actual incidents³) of armed robbery against ships were reported. All incidents have been verified and reported to the ReCAAP ISC by ReCAAP Focal Points and Contact Point. Refer to the Appendix on pages 16-18 for the description of these incidents.

Compared to the preceding month of Jun 2018, there has been an increase in the number of incidents in July 2018. Only one incident was reported in Jun 2018. Graph 1 shows the number of incidents reported each month from July 2017 to July 2018.



Graph 1 - Number of incidents (July 2017 to July 2018)

● Total ● Actual ● Attempted

1 Definition of armed robbery against ships is in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025 (26). Refer to Appendix for detailed definition.

2 Definition of piracy is in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS). Refer to Appendix for detailed definition.

3 Actual incidents are incidents where pirates/robbers boarded the ship; and regardless of whether they stole any items from the crew or secured and unsecured items found on board the ship.

STATUS OF SHIPS

Of the seven incidents reported in July 2018, two incidents occurred on board ships while underway and five incidents on board ships at anchor/berth.

SIGNIFICANCE LEVEL OF INCIDENTS

Of the seven incidents reported in July 2018, one was a CAT 2 incident and six were CAT 4 incidents. There were no CAT 1 and CAT 3 incidents. Majority of the incidents were CAT 4 (petty theft cases). Chart 1 shows the significance level of incidents reported in July of 2009-2018.

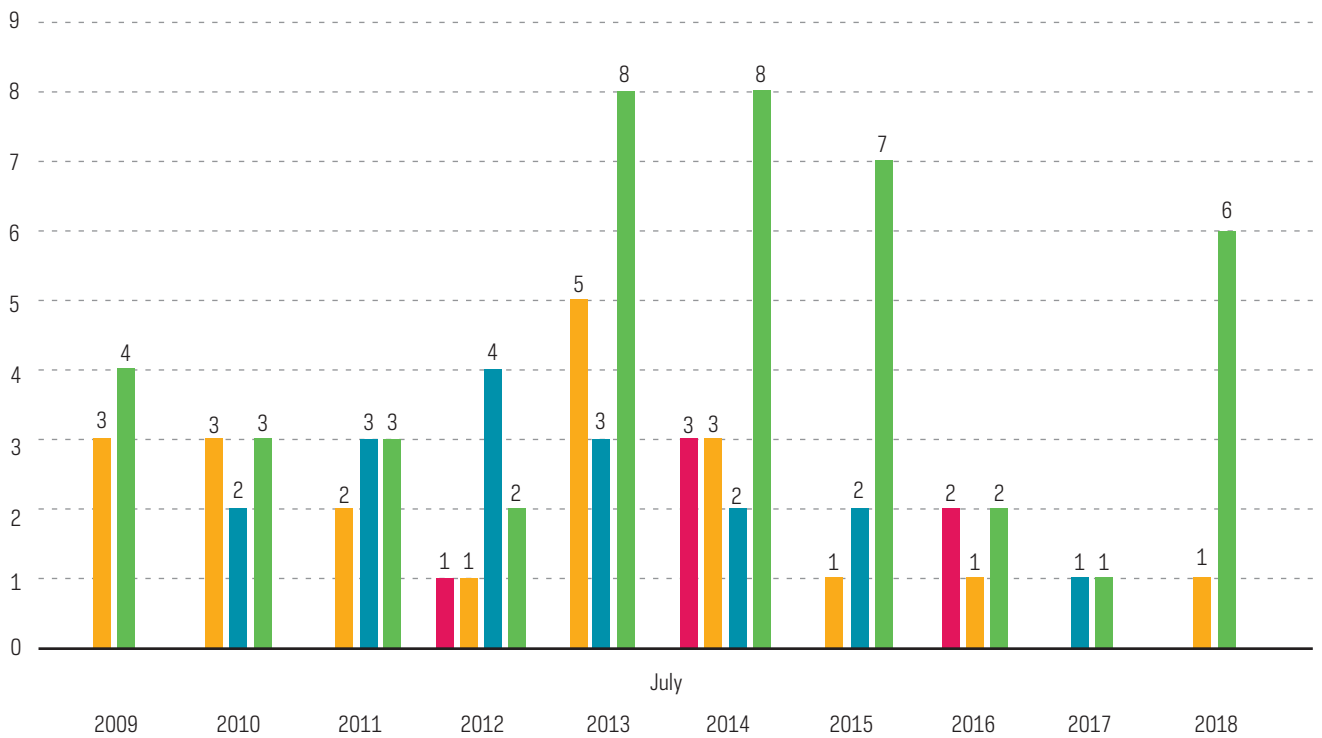
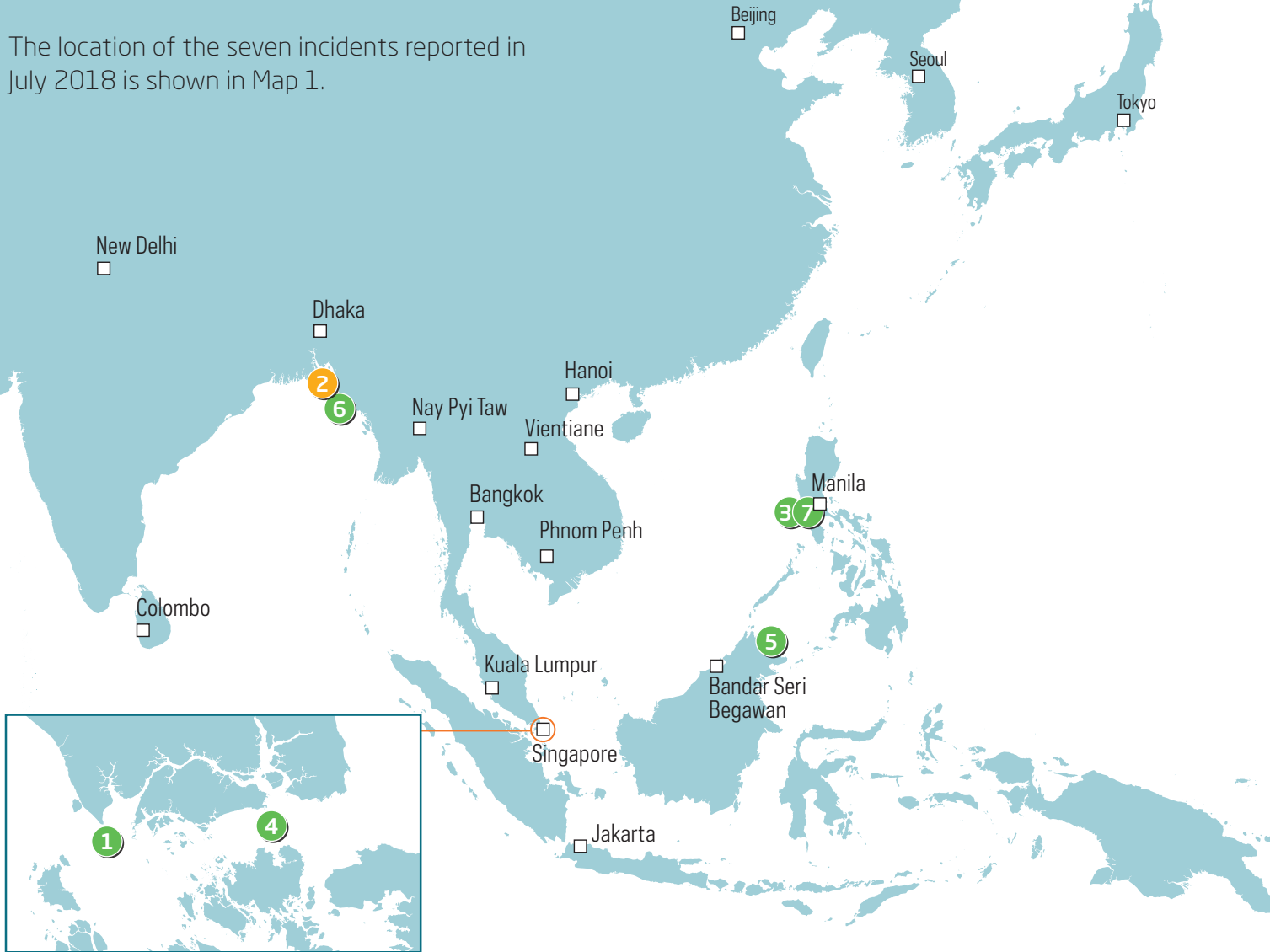


Chart 1 - Significance level of incidents (July of 2009-2018)

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4

LOCATION OF INCIDENTS

The location of the seven incidents reported in July 2018 is shown in Map 1.



Map 1 - Location of incidents in July 2018

● CAT 2 ● CAT 4

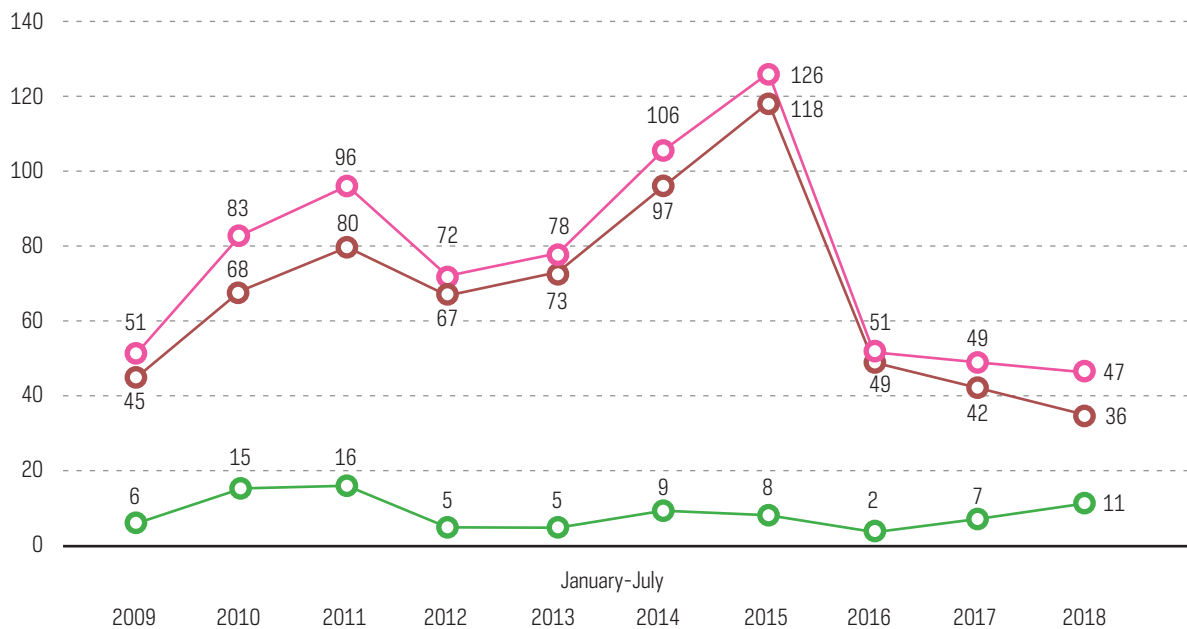
- | | | | |
|---|--|--|---|
| <p>1 <i>Sung Fatt 31 & Sung Fatt 38</i>
Tug boat & barge
3 Jul 18
1320 hrs</p> | <p>2 <i>Medi Firenze</i>
Bulk carrier
4 Jul 18
0400 hrs</p> | <p>3 <i>Innovator</i>
LNG tanker
6 Jul 18
0040 hrs</p> | <p>4 <i>Bintang Ocean 3 & Winbuild 2313</i>
Tug boat & barge
7 Jul 18
0320 hrs</p> |
| <p>5 <i>Maersk Cancun</i>
Product tanker
10 Jul 18
1400 hrs</p> | <p>6 <i>Ocean Nhava Shiva</i>
Container ship
19 Jul 18
1700 hrs</p> | <p>7 <i>Mykonos</i>
Bulk carrier
28 Jul 18
2100 hrs</p> | |

JANUARY-JULY 2018

NUMBER OF INCIDENTS

A total of 47 incidents comprising 36 actual incidents and 11 attempted incidents, had been verified and reported to the ReCAAP ISC during January-July 2018. Graph 2 shows the number of incidents reported during the 10-year reporting period.

Compared to January-July 2017, there was a **4% decrease** in the total number of incidents reported during January-July 2018. A total of 49 incidents comprising 42 actual and seven attempted incidents were reported during January-July 2017.



Graph 2 - Number of incidents (January-July of 2009-2018)

● Total ● Actual ● Attempted

4 Attempted incidents are incidents where pirates/robbers tried but failed to board the ship.

SIGNIFICANCE LEVEL OF INCIDENTS

Of the 36 actual incidents reported during January-July 2018, three were CAT 2 incidents, eight were CAT 3 incidents and 25 were CAT 4 incidents. Chart 2 shows the significance level of incidents reported during January-July of 2009-2018.

In comparison, the overall severity level of incidents reported during January-July 2018 was the lowest among the 10-year period of January-July. There was no CAT 1 incident reported during January-July 2018, and the number of CAT 2 incidents was among the lowest during the 10-year period. Majority of the incidents reported during January-July 2018 were CAT 4 (petty theft incidents), and this accounts for more than two-thirds of the total number of actual incidents.

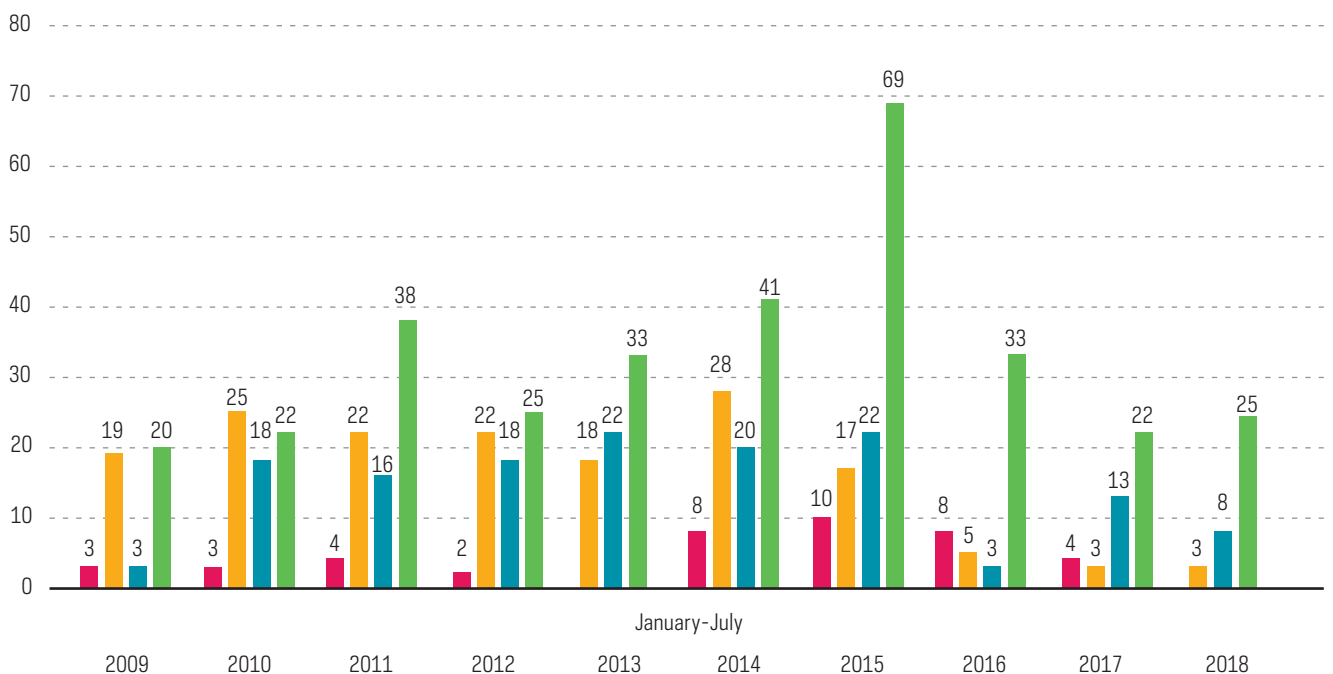


Chart 2 - Significance level of incidents (January-July of 2009-2018)

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4

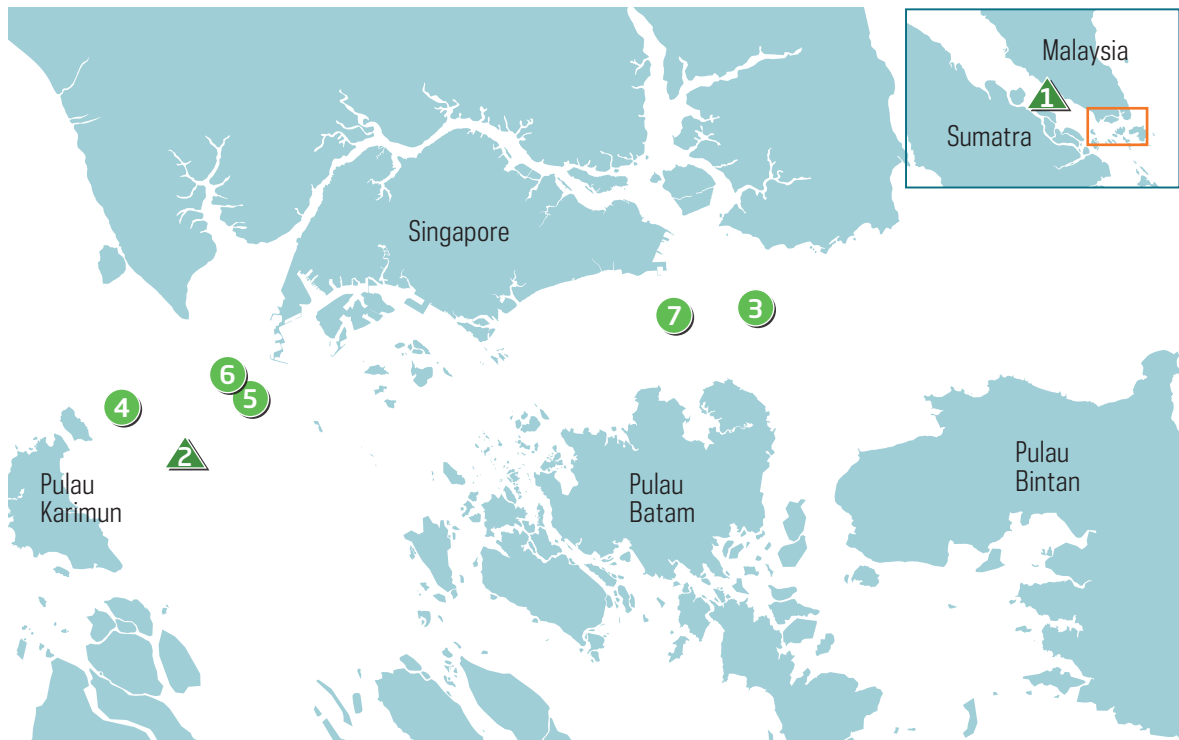
SITUATION IN THE STRAITS OF MALACCA AND SINGAPORE (SOMS)

There has been an increase in the number of incidents in the Straits of Malacca and Singapore (SOMS) during January-July 2018 compared to the same period in 2017. A total of seven incidents (comprising five actual incidents and two attempted incidents) were reported compared to two incidents (comprising one actual incident and one attempted incident) reported during the same period in 2017.

Of the seven incidents reported during January-July 2018, two occurred in July, two in May, one in April and two in January. The latest two incidents in July 2018 involved tug boat, *Sung Fatt 31* towing barge, *Sung Fatt 38* loaded with scrap metal while underway in the westbound lane of the Traffic Separation Scheme (TSS) in the western sector of the Singapore Strait on 3 Jul 18; and the other incident involving tug boat, *Bintang Ocean 3* towing barge, *Winbuild 2313* while underway in the eastbound lane of the TSS in the eastern sector of the Singapore Strait on 7 Jul 18. In both incidents, the masters and crew did not notice the sampans alongside the barges. The perpetrators boarded the barges from the sampans and escaped with scrap metal from *Sung Fatt 38* and coils of tow line from *Winbuild 2313*.

The ReCAAP ISC advises all ships to exercise enhanced vigilance and report all incidents to the nearest coastal State. Tug boats towing barges loaded with cargo are relatively more vulnerable as they are slower in speed, with lower freeboard and unmanned barges. On the part of the authorities, the relevant enforcement agencies are encouraged to beef up their surveillance, increase patrols and render assistance promptly to reports made by victim ships. Tug boats are advised to enhance vigilance with their towed barges.

 [View page 8 for map](#) 



Map 2 - Location of incidents reported in SOMS (January-July 2018)

● CAT 4 ▲ Attempted

- | | | | |
|--|---|---|--|
| <p>▲ 1 <i>Tiberius</i>
Bulk carrier
3 Jan 18
1400 hrs</p> | <p>▲ 2 <i>Marineco Toomai</i>
Workboat
18 Jan 18
0023 hrs</p> | <p>● 3 <i>Katerina</i>
Bulk carrier
22 Apr 18
0001 hrs</p> | <p>● 4 <i>Front Ull</i>
Tanker
19 May 18
0201 hrs</p> |
| <p>● 5 <i>Budget 19 & Budget 29</i>
Tug boat & barge
19 May 18
1500 hrs</p> | <p>● 6 <i>Sung Fatt 31 & Sung Fatt 38</i>
Tug boat & barge
3 Jul 18
1320 hrs</p> | <p>● 7 <i>Bintang Ocean 3 & Winbuild 2313</i>
Tug boat & barge
7 Jul 18
0320 hrs</p> | |

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

There was no report of actual or attempted incident involving the abduction of crew from ships while underway in the Sulu-Celebes Seas and waters off eastern Sabah in July 2018. The last actual incident reported to the ReCAAP ISC occurred on board *Super Shuttle Tug 1* on 23 Mar 17; and the last attempted incident occurred on board *Kudos 1* on 16 Feb 18. As of 31 July 18, nine crew is still held in captivity⁵. The Philippine authorities continue to conduct pursuit operations and intensify its military operations to rescue the abducted crew and neutralise the militant groups.

Inputs from the Philippine Coast Guard who is ReCAAP Focal Point revealed that the threat is not eradicated and there were reports that the militant groups had been able to recruit and replenish its ranks, and continue to attempt to stage abductions. The possibility of resurrecting maritime piracy and kidnappings is plausible when the opportunity arises given the complex maritime environment of the Sulu-Celebes Seas.

As the threat of abduction of crew in the Sulu-Celebes Sea is not eliminated, ReCAAP ISC maintains its advisory issued via the *ReCAAP ISC Incident Alert* dated 21 November 2016 to all ships to re-route from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the Sulu-Celebes Seas and eastern Sabah region, and report immediately to the following Centres:



Map 3 - Contact details of the centres

- 1 Philippine Coast Guard District**
Southwestern Mindanao
Operation Centre
Tel: +63 929686 4129
Tel: +63 929686 0689
VHF: Channel 16 with call-sign "ENVY"
Email: hcgdswm@yahoo.com
- 2 Navy - Littoral Monitoring Station (LMS)**
Bongao, TawiTawi
Tel: +63 917774 2293
VHF: Channel 16
Email: jointtaskgrouptt@gmail.com
- 3 Eastern Sabah Security Command (ESSCOM)**
Tel: +60 89863181/016
Fax: +60 898631812
VHF: Channel 16 with call-sign "ESSCOM"
Email: bilikgerakanesscom@jpm.gov.my

⁵ Since March 2016 (till July 2018), a total of 61 crew had been abducted. Of these, 28 had been released, 17 rescued, seven killed and nine are still in captivity.

CONCLUSION

The situation of piracy and armed robbery against ships in Asia during January-July 2018 has improved compared to the same period in 2017. There was a decrease of 4% in the total number of incidents during January-July 2018 compared to the same period in 2017. A total of 47 incidents (comprising 36 actual and 11 attempted incidents) were reported during January-July 2018 compared to 49 incidents (comprising 42 actual and seven attempted incidents) reported during January-July 2017.

The severity level of incidents has also decreased during January-July 2018 with no CAT 1 incident and the lowest number of CAT 2 incidents compared to the same period of 2009-2018. There was no actual incident of abduction of crew for ransom and no hijacking of ships for oil cargo theft during January-July 2018.

However, of concern was the continued occurrence of incidents in the Singapore Strait. Two incidents of theft of cargo from barges

towed by tug boats while underway in the Singapore Strait were reported in July 2018, bringing the total number of incidents in the Strait of Malacca and Singapore to seven during January-July 2018 compared to two incidents reported during the same period in 2017.

Although there was no actual incident of abduction of crew in the Sulu-Celebes Seas and no theft of oil cargo during January-July 2018, the threat of these incidents still remains.

The ReCAAP ISC reiterates the need for law enforcement agencies to enhance surveillance, increase patrols and respond promptly to reports of incident. Ships transiting areas of concern are to exercise enhanced vigilance, maintain look-out for suspicious boats, report all incidents to the nearest coastal State and flag State immediately, and implement preventive measures recommended in the *Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*.

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	v 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.

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: amboc@border.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		
Marine Police Royal Brunei Police Force Email: kasnol.kincho@police.gov.bn	+673-8836495	+673-2774000
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: indsar@vsnl.net 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		
Ministry of Oceans and Fisheries Operations Centre Email: piracy@gicoms.go.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	+95-313-1650	+95-1202-417
Netherlands		
Dutch Coast Guard Maritime Information Centre (MIK-NL) Email: mik-nl@kustwacht.nl	+31-223-658-101	+31-223-658-358
Norway		
Norwegian Maritime Authority Email: morten.alsaker.lossius@sjofartsdir.no	+47-5274-5000 +47-5274-5130	+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 929689 4129 +63 916626 0689 VHF: Channel 16 with call sign "ENVY"	

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 12 July 2018

DESCRIPTION OF INCIDENTS IN JULY 2018

Actual Incidents

● CAT 2 ● CAT 4

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<p><i>Sung Fatt 31</i> Tug boat Malaysia 135</p> <p><i>Sung Fatt 38</i> Barge Malaysia 135</p>	03/07/18 1320 hrs	<p>1° 12.57' N, 103° 33.77' E</p> <p>Approximately 4.6 nm southeast of Tanjung Piai, Malaysia, in the westbound lane of the Traffic Separation Scheme (TSS) of the Singapore Strait (SOMS)</p>	<p>While underway, 10 perpetrators from six sampans boarded <i>Sung Fatt 38</i> towed by <i>Sung Fatt 31</i>. This incident was confirmed by the Singapore Police Coast Guard, who informed relevant law enforcement agencies. The Singapore Vessel Traffic Management System (VTMS) informed the master of the tug boat who raised the alarm. The perpetrators escaped with some scrap metal from the barge. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
2	<p><i>Medi Firenze</i> Bulk carrier Hong Kong, China 32379 9386407</p>	04/07/18 0400 hrs	<p>22° 19.45' N, 91° 43.67' E</p> <p>Chittagong Outer Anchorage Alpha, Bangladesh</p>	<p>While at anchor, eight perpetrators armed with long knives boarded the ship using ropes with hook. They stole three mooring ropes and escaped.</p> <p>[ReCAAP Focal Point (Bangladesh), ReCAAP Contact Point (Hong Kong), ReCAAP Focal Point (Japan)]</p>
3	<p><i>Innovator</i> LNG tanker Isle of Man 93948 9238040</p>	06/07/18 0040 hrs	<p>13° 45.44' N, 121° 0.82' E</p> <p>Delta Anchorage Area Banuan, Batangas, Philippines</p>	<p>While at anchor, perpetrators boarded the ship, stole ship stores and escaped. The duty watch alerted the master who sounded the general alarm and mustered the crew. The hawse pipe was slightly moved and the crew suspected that the perpetrators had climbed through the anchor chain.</p> <p>The master reported the incident to VTMS Batangas. The Philippine Coast Guard (PCG) conducted an investigation and advised the master to take precautionary measures while anchored at Batangas Port.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
4 <i>Bintang Ocean 3</i> Tug boat <i>Winbuild 2313</i> Barge Singapore 1468	07/07/18 0320 hrs	1° 15.05' N, 104° 2.73' E Approximately 3.8 nm northeast of Tanjung Sengkuang, Pulau Batam, Indonesia, in the eastbound lane of the Traffic Separation Scheme (TSS) of the Singapore Strait (SOMS)	<p>While tug boat, <i>Bintang Ocean 3</i> towing barge, <i>Winbuild 2313</i> was underway, Singapore Police Coast Guard reported to Singapore Port Operations Control Centre (POCC) at 0130 hrs that two sampans were spotted alongside <i>Winbuild 2313</i>. The VTIS Central contacted the tug boat and the master replied that everything was fine. At about 0320 hrs, the Singapore Police Coast Guard again reported to POCC that the two same sampans were still following at the stern of <i>Winbuild 2313</i>. At about 0325 hrs, the tug master reported to VTIS East that four coils of tow line were missing from <i>Winbuild 2313</i>.</p> <p>Upon arrival at Changi Barge Holding Anchorage on the same day at about 0800 hrs, the Singapore Police Coast Guard boarded the ships and conducted an investigation. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
5 <i>Maersk Cancun</i> Oil/chemical product tanker Singapore 29816 9786138	10/07/18 1400 hrs	5° 47.2' N, 118° 1.5' E Sandakan Port, East Malaysia	<p>While at berth, an unknown number of perpetrators boarded the ship, stole ship stores and escaped. The deck watch crew later discovered that the forepeak store locker padlock was broken. Upon checking, a ship's bell, a coil of heaving line and two bicycles were found missing. The agent and PFSO were informed and thereafter, the local police conducted an investigation and took a statement from the Chief Officer. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
6 <i>Ocean Nhava</i> Shiva Container ship Panama 17280 9470765	19/07/18 1700 hrs	22° 2' N, 91° 46.5' E Chittagong Outer Anchorage, Bangladesh	<p>While at anchor, an unknown number of perpetrators boarded the ship. They stole three mooring ropes and escaped from the ship. The crew was not injured. The master reported the incident to the local port control and conveyed the information to the Bangladesh Coast Guard who deployed a team to investigate the incident.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
7 Mykonos Bulk carrier Marshall Islands 23456 9450791	28/07/18 2100 hrs	13° 44.4' N, 121° 1.9' E Mabini Batangas Anchorage Area, Philippines	While at anchor, an unknown number of perpetrators boarded the ship, stole two pieces of fire nozzle cover and escaped. [ReCAAP Focal Point (Philippines)]



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