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**FEBRUARY 2019**

# **MONTHLY REPORT**

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

# INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA IN FEBRUARY 2019

## OVERVIEW

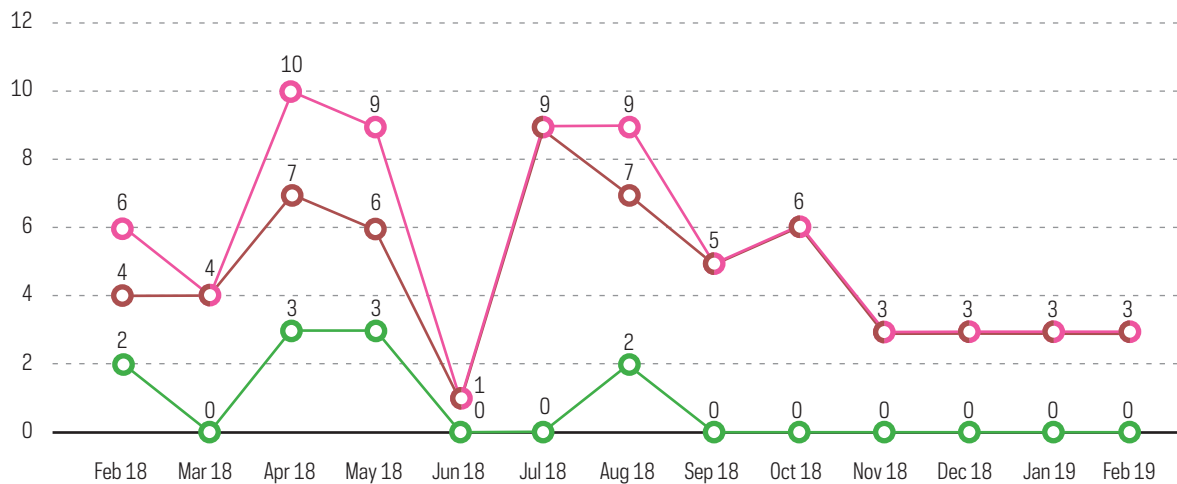
A total of three incidents of armed robbery against ships<sup>1</sup> were reported in Asia in February 2019. There was no report of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah; and no hijacking of ships for theft of oil cargo reported in February 2019. However, the abduction of crew for ransom in the Sulu-Celebes Seas and waters off Eastern Sabah remains a serious concern.

## FEBRUARY 2019

### NUMBER OF INCIDENTS

In February 2019, three actual incidents<sup>2</sup> of armed robbery against ships were reported. The incidents have been verified and reported to ReCAAP ISC by ReCAAP Focal Points. Refer to the Appendix on page 17 for the description of the incidents.

Compared to February 2018, there was a 50% decrease in the number of incidents reported in February 2019. A total of six incidents were reported in February 2018 compared to three incidents in February 2019. Graph 1 shows the number of incidents reported each month from February 2018 to February 2019.



Graph 1 - Number of incidents (February 2018 to February 2019)

● Total ● Actual ● Attempted

<sup>1</sup> 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.

<sup>2</sup> Actual incidents are incidents where pirates/robbers boarded the ship; and regardless of whether they stole any items from the crew, or took away any secured or unsecured items found on board the ship.

## STATUS OF SHIPS

Of the three incidents reported in February 2019, one incident occurred on board ship anchored at Caofeidian anchorage in China, one incident on board ship anchored at Belawan anchorage in Indonesia; and one incident on board ship while underway in the Singapore Strait.

## SIGNIFICANCE LEVEL OF INCIDENTS

All three incidents reported in February 2019 were CAT 4 incidents. Chart 1 shows the significance level of incidents reported in February of 2007-2019.

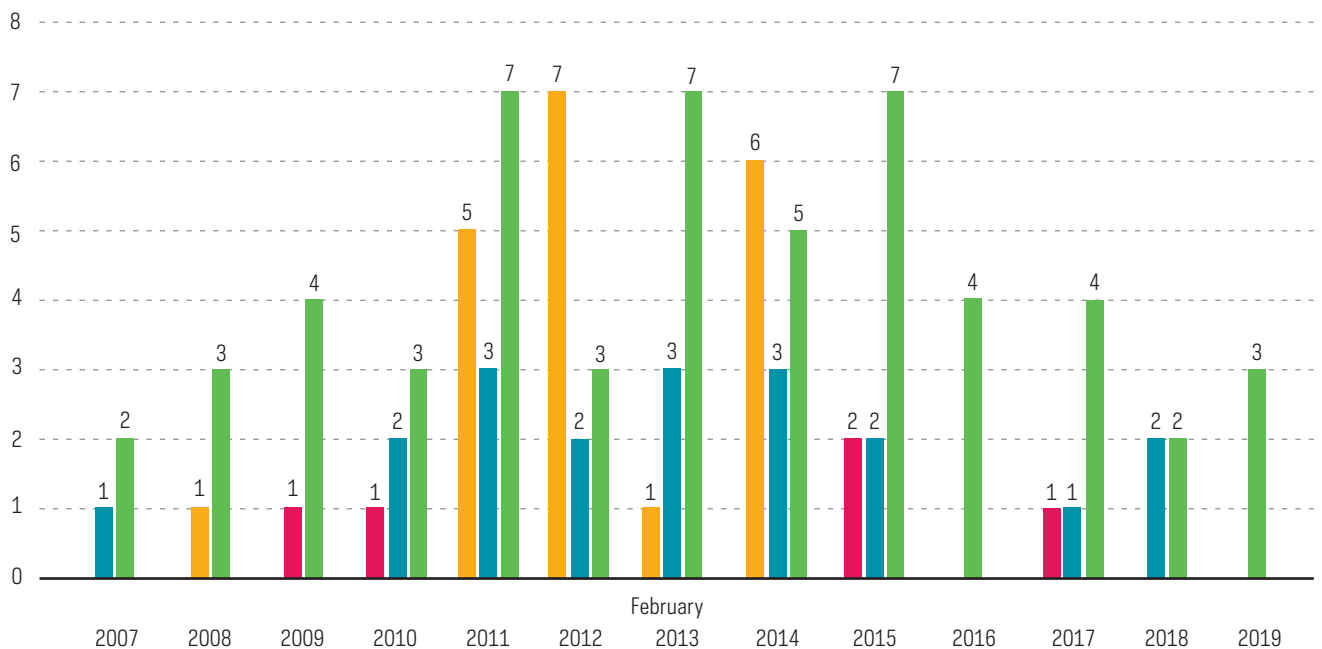
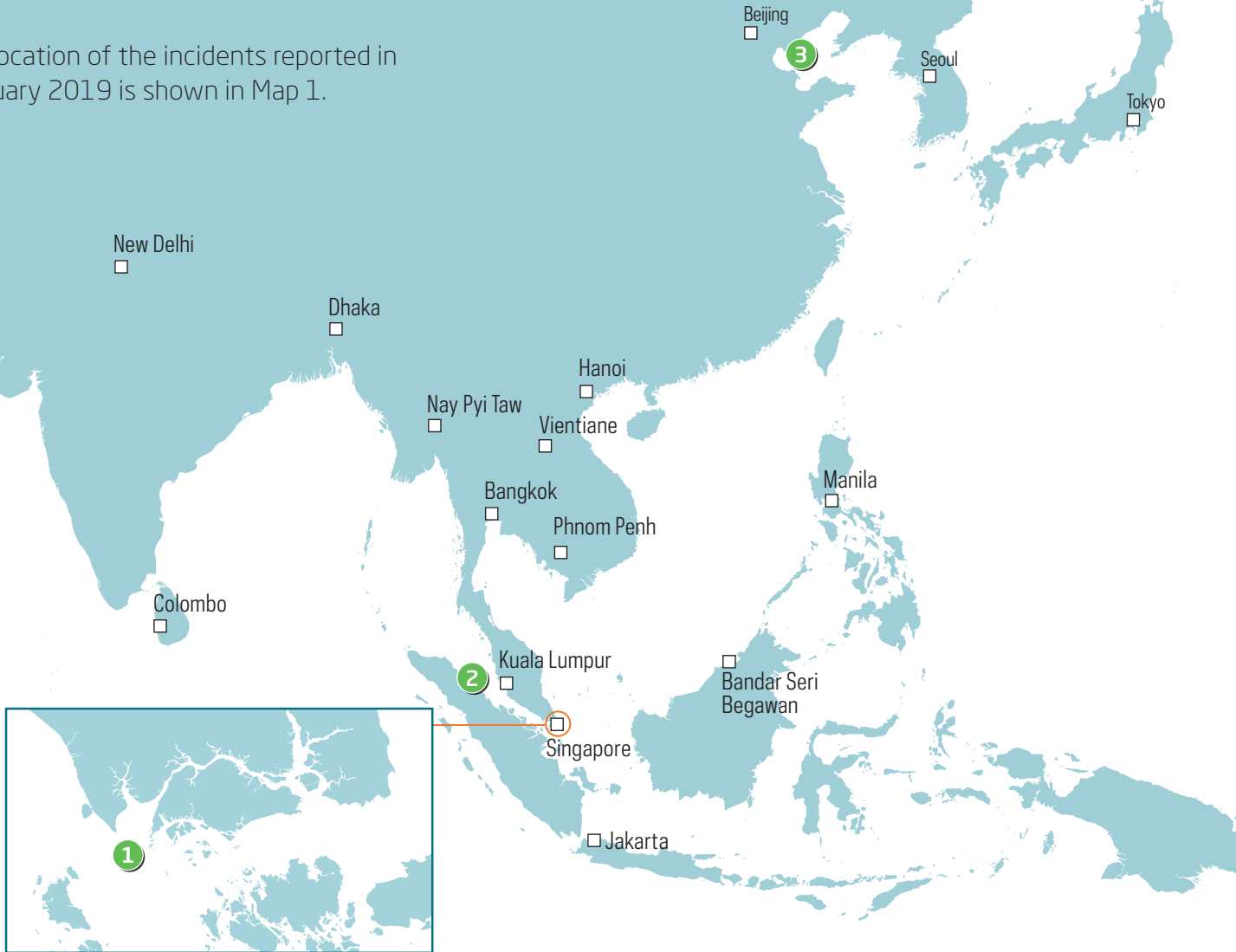


Chart 1 - Significance level of incidents (February of 2007-2019)

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4

## LOCATION OF INCIDENTS

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



Map 1 - Location of incidents in February 2019

● CAT 4

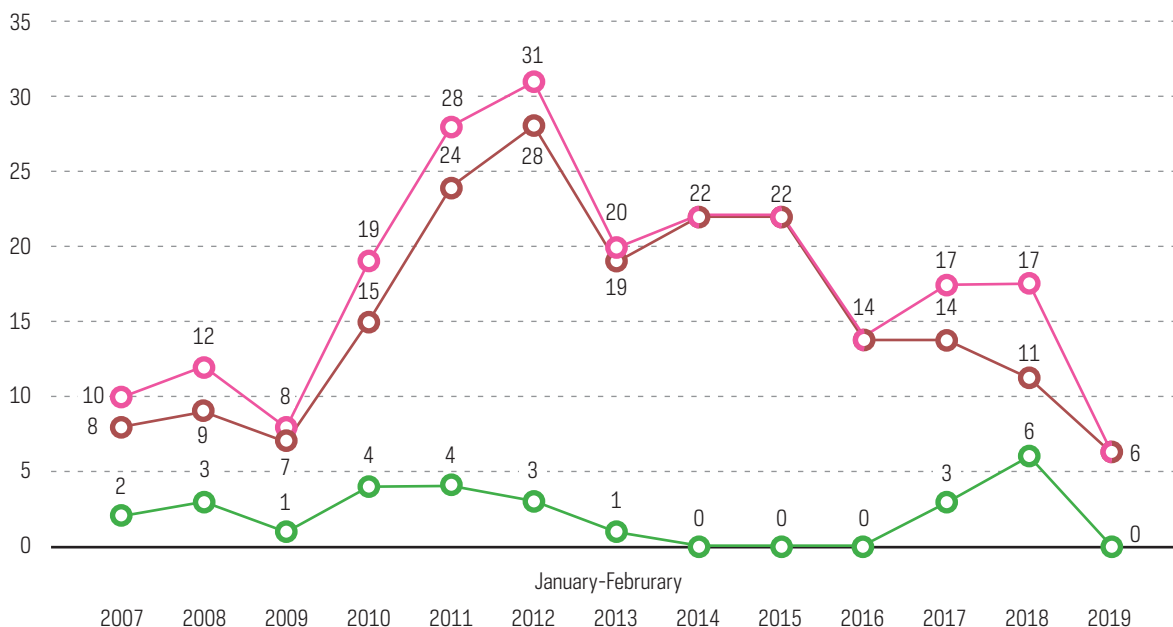
- |   |  |  |
|---|--|--|
| <p><b>1</b> <i>Jin Hwa 43 &amp; Jin Hwa 44</i><br/>Tug boat &amp; barge<br/>5 Feb 19<br/>1709 hrs</p> | <p><b>2</b> <i>Maersk Capri</i><br/>Product tanker<br/>6 Feb 19<br/>0505 hrs</p> | <p><b>3</b> <i>RTM Dampier</i><br/>Bulk carrier<br/>11 Feb 19<br/>0240 hrs</p> |
|---|--|--|

## JANUARY-FEBRUARY 2019

### NUMBER OF INCIDENTS

During January-February 2019, a total of six incidents were reported. All were incidents of armed robbery against ships. No incident of piracy was reported. Compared to January-February 2018, there was a 65% decrease in the total number of incidents reported during January-February 2019. A total of six incidents were reported during January-February 2019 compared to 17 incidents reported during January-February 2018. The improvement was most apparent at ports/anchorages in Bangladesh, India, Philippines and Vietnam with no incident reported in these areas during January-February 2019 compared to the same period in 2018.

Both the total number of incidents and the number of actual incidents reported during January-February 2019 are the **lowest** among the 13-year period of January-February of 2007-2019. Graph 2 shows the total number of incidents reported during January-February of 2007-2019.

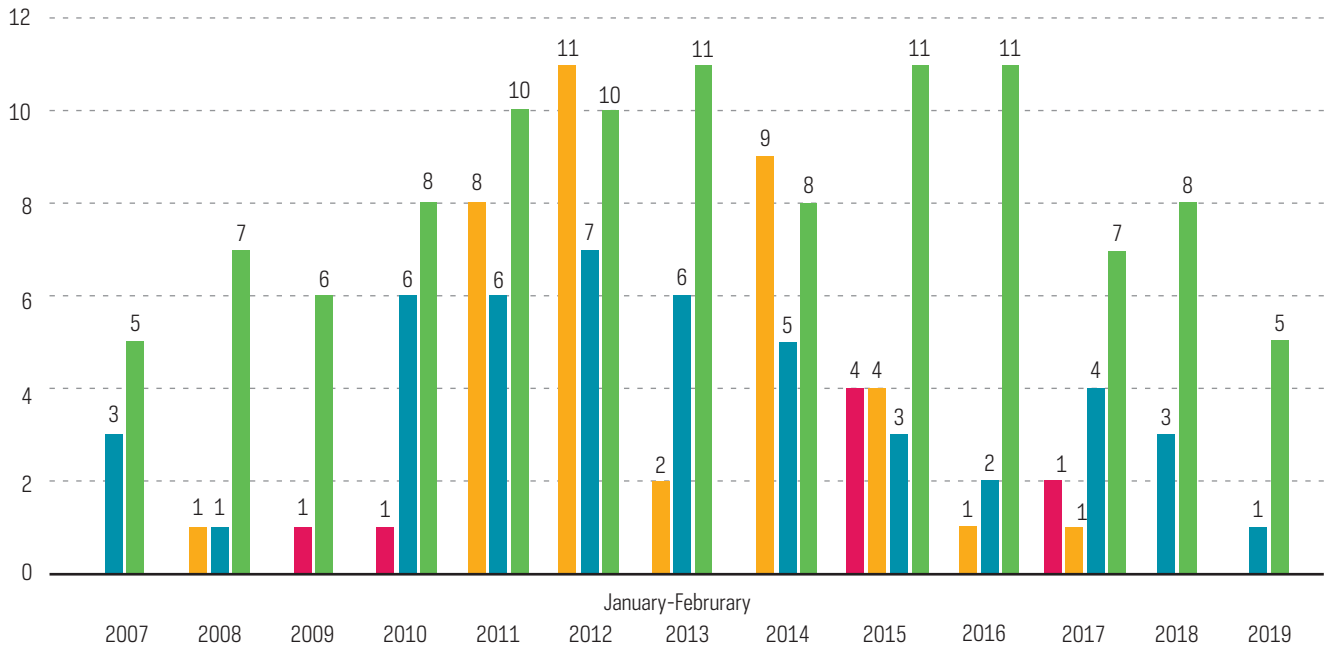


**Graph 2 - Number of incidents (January-February of 2007-2019)**

● Total ● Actual ● Attempted

**SIGNIFICANCE LEVEL OF INCIDENTS**

Chart 2 shows the significance level of incidents reported during January-February of 2007-2019. Of the six actual incidents reported during January-February 2019, one was a CAT 3 incident and five were CAT 4 incidents. No CAT 1 or CAT 2 incident was reported during January-February of 2019.



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

● CAT 1    ● CAT 2    ● CAT 3    ● CAT 4

## INCIDENTS OF ARMED ROBBERY AGAINST SHIPS OCCURRED AT PORTS/ ANCHORAGES IN CHINA

### NUMBER AND SIGNIFICANCE LEVEL OF INCIDENTS

During January-February 2019, three incidents were reported at anchorages in China. Two incidents occurred at Caofeidian anchorage (曹妃甸) and one incident occurred at Jingtang (京唐) anchorage. Of the three incidents, one was a CAT 3 incident, and two were CAT 4 incidents. Map 2 below shows the approximate location of the incidents.



Map 2 - Location of incidents reported at anchorages in China (January-February 2019)

● CAT 3 ● CAT 4

- |  |  |  |
|--|--|--|
| <p><b>1</b> <i>Name withheld</i><br/>Bulk carrier<br/>12 Jan 19<br/>0430 hrs</p> | <p><b>2</b> <i>FMG Northern Spirit</i><br/>Bulk carrier<br/>30 Jan 19<br/>0055 hrs</p> | <p><b>3</b> <i>RTM Dampier</i><br/>Bulk carrier<br/>11 Feb 19<br/>0240 hrs</p> |
|--|--|--|

## MODUS OPERANDI

The modus operandi of the three incidents are summarised in table below:

Name of ship	<i>Name withheld</i>	<i>FMG Northern Spirit</i>	<i>RTM Dampier</i>
<b>Date &amp; Time of incident</b>	12 Jan 19 at 0430 hrs	30 Jan 19 at 0055 hrs	11 Feb 19 at 0240 hrs
<b>Type of ship</b>	Bulk carrier	Bulk carrier	Bulk carrier
<b>Number of perpetrators</b>	2	3	1
<b>Type of weapons used</b>	Steel bar	No weapon reported	No weapon reported
<b>Treatment of crew</b>	No injury	No injury	No injury
<b>Type of losses</b>	Nothing stolen	Nothing stolen	67 metric tonnes of low sulphur diesel oil

From the above, the following observations are made:

- a. Time of incident. All three incidents occurred during hours of darkness between 0055 hrs and 0430 hrs.
- b. Number of perpetrators. The perpetrators operated in small groups of between one to three men.
- c. Weapons used by perpetrators. Two of the three incidents reported that the perpetrators were not armed. In one incident, the perpetrators were armed with steel bar. There was no injury reported to the crew in all three incidents.
- d. Economic Loss. Of the three incidents, two incidents reported that nothing was stolen from the ships. In both incidents, the perpetrators escaped empty-handed after the crew was alerted and alarm raised. However, in the incident involving *RTM Dampier* on 11 Feb 19, the crew was alerted but the perpetrators managed to escape with 67 metric tonnes of low sulphur diesel oil (LSDO).
- e. Type of ship boarded. All three incidents occurred on board bulk carriers. Both Caofeidian and Jingtang ports/anchorages handle mainly bulk and other general cargo such as iron ores, coal, salt, steel, etc. Bulk carriers were boarded as a large number of them called at these two ports/anchorages.



## RECOMMENDATION

The ReCAAP ISC advises all ships to exercise enhanced vigilance when calling at Caofeidian and Jingtang ports/anchorages, particularly during hours of darkness. Ship masters are encouraged to make timely report of all incidents to the port authorities and law enforcement agencies in the region; and assist in investigation when called upon by the authorities. This will help the authorities to respond and make arrests of the perpetrators involved. The ReCAAP ISC urges the enforcement agencies to beef up surveillance and provide quick responses to all reports of incidents. The ReCAAP ISC is monitoring the situation closely and working together with the ReCAAP Focal Point (China).

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

### STATUS OF ABDUCTED CREW

As of 28 Feb 19, nine crew is still held in captivity<sup>3</sup>. The Philippine authorities continue to conduct pursuit operations and intensify its military operations to rescue the abducted crew and neutralise the militant group.

### ReCAAP ISC ADVISORY

As the threat of abduction of crew in the Sulu-Celebes Seas and waters off eastern Sabah remains, ReCAAP ISC maintains its advisory issued via the ReCAAP ISC Incident Alert dated 21 Nov 16 to all ships to reroute from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the area, and report immediately to the Operation Centres of Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia.

To ensure timely responses to the reports of incidents by ships transiting the Sulu-Celebes Seas, the Philippine Coast Guard has included an additional contact of the Philippine Coast Guard Station Bongao in Tawi-Tawi; and updated the contact numbers and email addresses of the Philippine Coast Guard District Southwestern Mindanao (CGDSW) and the Philippine Navy – Littoral Monitoring Station (LMS) Bongao in Tawi-Tawi. The contact details of the Operation Centres of Philippines and ESSCOM of Malaysia (updated on 3 Jan 19) are as follows:

View [page 10](#) for contact details 

<sup>3</sup> Between March 2016 and January 2019, a total of 66 crew had been abducted. Of these, 34 had been released, 16 rescued, seven killed and nine still held in captivity.



Map 2 - Contact details of the centres

**1 Philippine Coast Guard District Southwestern Mindanao**  
 Tel: +63 998 585 7972  
 +63 917 842 8446  
 VHF: Channel 16 with call-sign "NEPTUNE"  
 Email: [hcgdswm@yahoo.com](mailto: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](mailto: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](mailto:jointtaskgroup@gmail.com)

**3 Eastern Sabah Security Command (ESSCOM)**  
 Tel: +60 89863181/016  
 Fax: +60 89863182  
 VHF: Channel 16 with call-sign "ESSCOM"  
 Email: [bilikgerakan\\_esscom@jpm.gov.my](mailto:bilikgerakan_esscom@jpm.gov.my)

# CONCLUSION

There was a 65% decrease in the number of incidents of piracy and armed robbery against ships in Asia during January-February 2019 compared to January-February 2018. A total of six incidents were reported during January-February 2019 compared to 17 incidents during January-February 2018. Both the total number of incidents and the number of actual incidents reported during January-February 2019 are the **lowest** among the 13-year period of January-February of 2007-2019.

However, the situation at ports/anchorages in Bohai Sea in China is of concern. The ReCAAP ISC urges ship masters to report all incidents to the port authorities and law enforcement agencies, and cooperate in the investigation of incidents carried out by the authorities.

The abduction of crew for ransom in the Sulu-Celebes Seas and waters off Eastern Sabah continues to present a serious threat in Asia. The ReCAAP ISC urges the shipping industry to exercise extra vigilance when transiting the Sulu-Celebes Seas and waters off Eastern Sabah, and report immediately to the reporting centres.

The ReCAAP ISC reiterates that law enforcement agencies continue to enhance surveillance, increase patrols and respond promptly to reports of incident. Ships transiting areas of concern are to exercise enhanced vigilance, maintain all round lookout 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
<b>CAT 1</b>	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.
<b>CAT 2</b>	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.
<b>CAT 3</b>	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.
<b>CAT 4</b>	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
<b>Australia</b>		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: <a href="mailto:mbcengagement@abf.gov.au">mbcengagement@abf.gov.au</a>	+61-2-6275-6000	+61-2-6275-6275
<b>Bangladesh</b>		
Department of Shipping E-mail: <a href="mailto:cns@dos.gov.bd">cns@dos.gov.bd</a>	+88-02-9554206	+88-02-9587301
<b>Brunei</b>		
Marine Police Royal Brunei Police Force Email: <a href="mailto:marine@police.gov.bn">marine@police.gov.bn</a>	+673-2773548	+673-2770549
<b>Cambodia</b>		
Merchant Marine Department E-mail: <a href="mailto:mmd@mpwt.gov.kh">mmd@mpwt.gov.kh</a>	+85-5-2386-4110	+85-5-2386-4110
<b>China</b>		
China Maritime Search and Rescue Coordination Centre (Beijing) Email: <a href="mailto:cnmrcc@mot.gov.cn">cnmrcc@mot.gov.cn</a>	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: <a href="mailto:hkmrcc@mardep.gov.hk">hkmrcc@mardep.gov.hk</a>	+85-2-2233-7999	+85-2-2541-7714
<b>Denmark</b>		
Danish Maritime Authority (DMA) Email: <a href="mailto:ReCAAP-FP-DK@dma.dk">ReCAAP-FP-DK@dma.dk</a>	+45-9137-6000	+45-9137-6001
<b>India</b>		
MRCC (Mumbai) Coast Guard Region (West) Mumbai - India Email: <a href="mailto:indsar@vsnl.net">indsar@vsnl.net</a> <a href="mailto:mrcc-west@indiancoastguard.nic.in">mrcc-west@indiancoastguard.nic.in</a>	+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
<b>Japan</b>		
Japan Coast Guard (JCG) Ops Centre Email : <a href="mailto:jcg-op@mlit.go.jp">jcg-op@mlit.go.jp</a>	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
<b>Republic of Korea</b>		
Situation Room (Operation Centre) Email: <a href="mailto:mof5896@korea.kr">mof5896@korea.kr</a>	+82-44-200-5895 to 98	+82-44-200-5886 to 88
<b>Laos</b>		
International Organisations Department UN Political and Security Affairs Division Ministry of Foreign Affairs Email: <a href="mailto:unpolsec.mfalaos@gmail.com">unpolsec.mfalaos@gmail.com</a>	+856-21-414025	+856-21-414025
<b>Myanmar</b>		
MRCC Ayeyarwaddy (Myanmar Navy) Email: <a href="mailto:mrcc.yangon@mptmail.com.mm">mrcc.yangon@mptmail.com.mm</a> <a href="mailto:mrcc.myanmar2012@gmail.com">mrcc.myanmar2012@gmail.com</a>	+95-313-1651	+95-1202-417
<b>Netherlands</b>		
Dutch Coast Guard Maritime Information Centre (MIK-NL) Email: <a href="mailto:mik-nl@kustwacht.nl">mik-nl@kustwacht.nl</a>	+31-223-658-101	+31-223-658-358
<b>Norway</b>		
Norwegian Maritime Authority Email: <a href="mailto:morten.alsaker.lossius@sjofartsdir.no">morten.alsaker.lossius@sjofartsdir.no</a>	+47-5274-5000 +47-5274-5130	+47-5274-5001
<b>Philippines</b>		
Philippine Coast Guard PCG Action Centre-MRCC (Manila) Email: <a href="mailto:cgac@coastguard.gov.ph">cgac@coastguard.gov.ph</a>	+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: <a href="mailto:hcgdswm@yahoo.com">hcgdswm@yahoo.com</a>	+63 998 585 7972 +63 917 842 8446  VHF: Channel 16 with call sign "NEPTUNE"	

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

Correct as at 4 March 2019



# DESCRIPTION OF INCIDENTS

## Actual Incidents

### ● CAT 4

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



Regional Cooperation Agreement on Combating Piracy  
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