

JULY 2019

MONTHLY REPORT

PIRACY AND ARMED ROBBERY
AGAINST SHIPS IN ASIA



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INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA IN JULY 2019

OVERVIEW

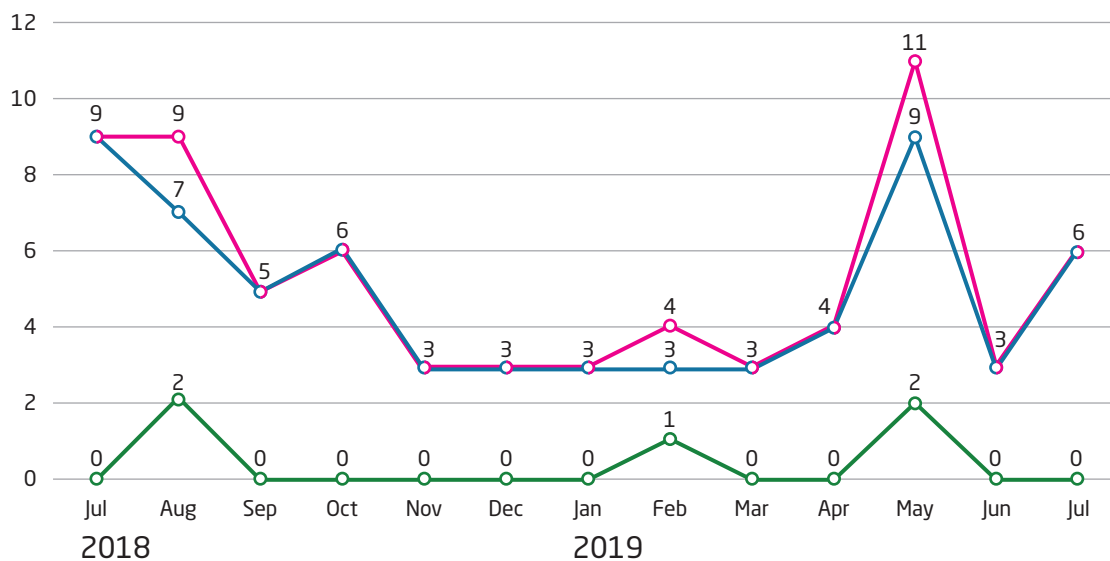
A total of six incidents of piracy¹ and armed robbery against ships² were reported in Asia in July 2019. Of the six incidents, one was an incident of piracy and five were incidents of armed robbery against ships. There was no report of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah; and no hijacking of ships for theft of oil cargo reported in July 2019. However, the abduction of crew for ransom in the Sulu-Celebes Seas and waters off Eastern Sabah remains a serious concern. On this issue, the ReCAAP ISC has made a Guidance on the abduction of crew in the Sulu Celebes Seas and waters off Eastern Sabah. (Page 14 in this Report).

JULY 2019

NUMBER OF INCIDENTS

In July 2019, six actual incidents³ of piracy and 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 18-20 for the description of the incidents.

Compared to July 2018, there was a 33% decrease in the number of incidents reported in July 2019. A total of nine incidents were reported in July 2018 compared to six incidents in July 2019. Graph 1 shows the number of incidents reported each month from July 2018 to July 2019.



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

█ Total █ Actual █ Attempted

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

STATUS OF SHIPS

Of the six incidents reported in July 2019, four incidents occurred on board ships while underway (in the Singapore Strait and South China Sea) and two incidents on board ships at berth (in Indonesia and Vietnam).

SIGNIFICANCE LEVEL OF INCIDENTS

Of the six actual incidents reported in July 2019, one was a CAT 2 incident and five were CAT 4 incidents. The CAT 2 incident occurred in the South China Sea and the perpetrators were armed with guns and knives. They boarded the bulk carrier while underway, threatened the crew, stole cash from the ship’s safe and took the crew’s personal belongings. Two crew sustained minor injuries. Of the five CAT 4 incidents, three incidents occurred in the Singapore Strait and the other two incidents occurred at ports/anchorages off Batam, Indonesia and Lotus Port, Ho Chi Minh, Vietnam. Chart 1 shows the significance level of incidents reported in July of 2007-2019.

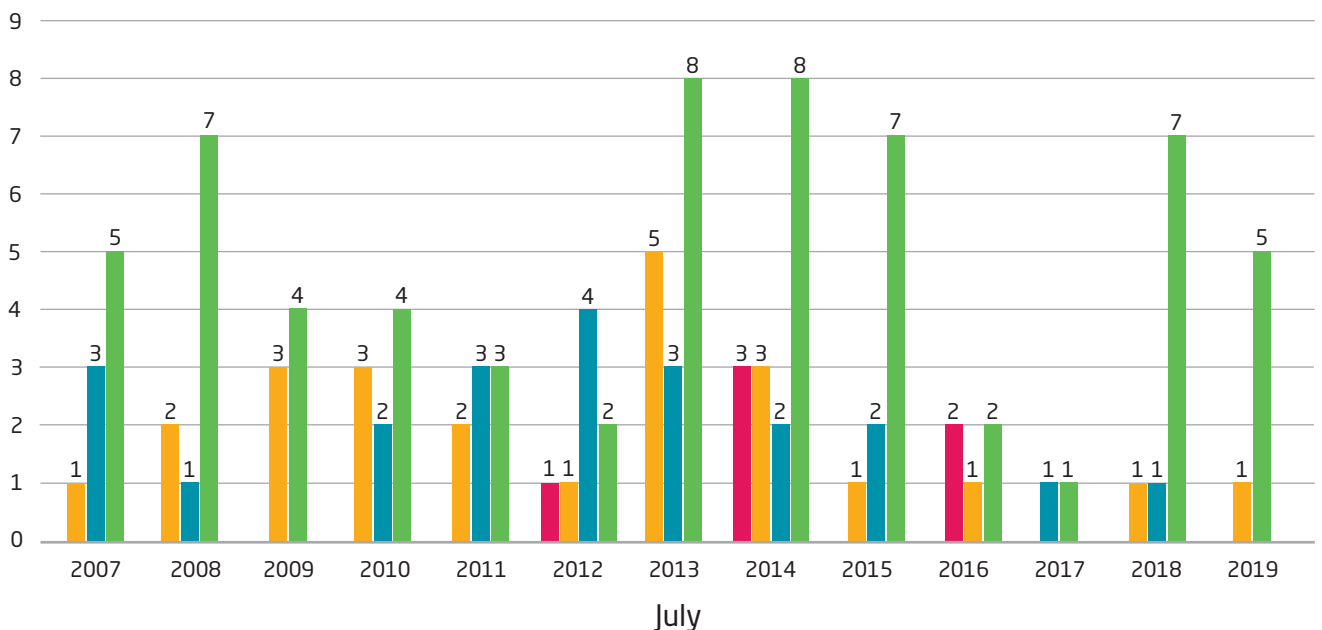


Chart 1 - Significance level of incidents (July of 2007-2019)

■ CAT 1 ■ CAT 2 ■ CAT 3 ■ CAT 4

LOCATION OF INCIDENTS

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



Map 1 - Location of incidents in July 2019

● CAT 2 ● CAT 4

- | | | | |
|---|--|--|---|
| <p>1 <i>Modalwan 11 & Lion Kimtrans 2301</i>
Tug boat & barge
11 Jul 19
1030 hrs</p> | <p>2 <i>Sung Fatt 31 & Sung Fatt 36</i>
Tug boat & barge
16 Jul 19
0430 hrs</p> | <p>3 <i>CK Bluebell</i>
Bulk carrier
22 Jul 19
0325 hrs</p> | <p>4 <i>Crest Onyx</i>
Tug boat
23 Jul 19
0715 hrs</p> |
| <p>5 <i>Virgo 29 & Victory 9</i>
Tug boat & barge
25 Jul 19
0703 hrs</p> | <p>6 <i>Molengracht</i>
General cargo ship
25 Jul 19
1940 hrs</p> | | |

JANUARY-JULY 2019

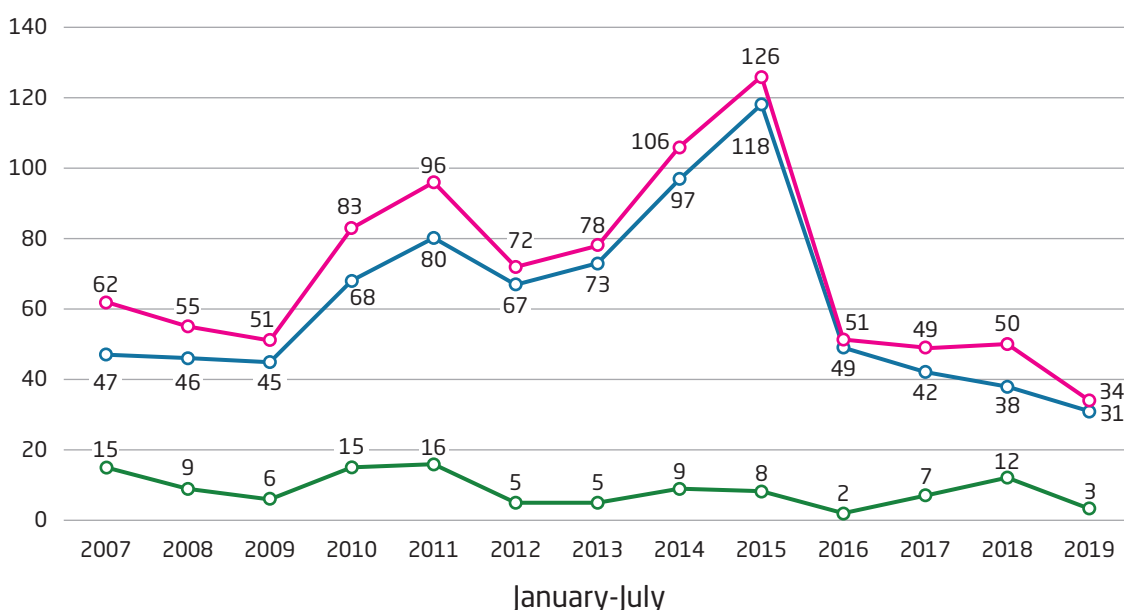
NUMBER OF INCIDENTS

During January-July 2019, a total of 34 incidents (31 actual incidents and three attempted incidents⁴) were reported in Asia. Of the 34 incidents, 31 were incidents of armed robbery against ships and three were piracy incidents. Compared to January-July 2018, there was a **32% decrease in the total number of incidents** reported during January-July 2019. The number of **actual incidents has also decreased by 18%**. A total of 50 incidents (38 actual incidents and 12 attempted incidents) were reported during January-July 2018.

The improvement of the situation during January-July 2019 can be attributed to the improvement at ports and anchorages in Bangladesh and Indonesia. No incident was reported at Bangladesh's ports and anchorages during January-July 2019 compared to eight incidents reported at these ports and anchorages during the same period in 2018. The number of incidents at Indonesia's ports and anchorages also decreased to 10 incidents (comprising eight actual and two attempted incidents) during January-July 2019 compared to 22 incidents (comprising 17 actual and five attempted incidents) during the same period in 2018.

However, there was an increase in the number of incidents in the Singapore Strait during January-July 2019 compared to the same period in 2018. A total of 11 actual incidents were reported in the Singapore Strait during January-July 2019 compared to seven incidents (comprising five actual and two attempted incidents) during the same period in 2018.

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



Graph 2 - Number of incidents (January-July of 2007-2019)

■ Total ■ Actual ■ Attempted

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

SIGNIFICANCE LEVEL OF INCIDENTS

Chart 2 shows the significance level of incidents reported during January-July of 2007-2019. Of the 31 actual incidents reported during January-July 2019, one was a CAT 1 incident, three were CAT 2 incidents, two were CAT 3 incidents and 25 were CAT 4 incidents.

The CAT 1 incident reported during January-July 2019 involved the abduction of nine crew from two fishing boats on 18 Jun 19 off Lahad Datu, Sabah, Malaysia. All the nine abducted crew were released on 21 Jun 19. No CAT 1 incident was reported during January-July 2018. The number of CAT 2 incidents has remained the same for the period of January-July of three consecutive years [2017, 2018 and 2019]. The number of CAT 3 and CAT 4 incidents have decreased during January-July 2019 compared to the same period in 2018.

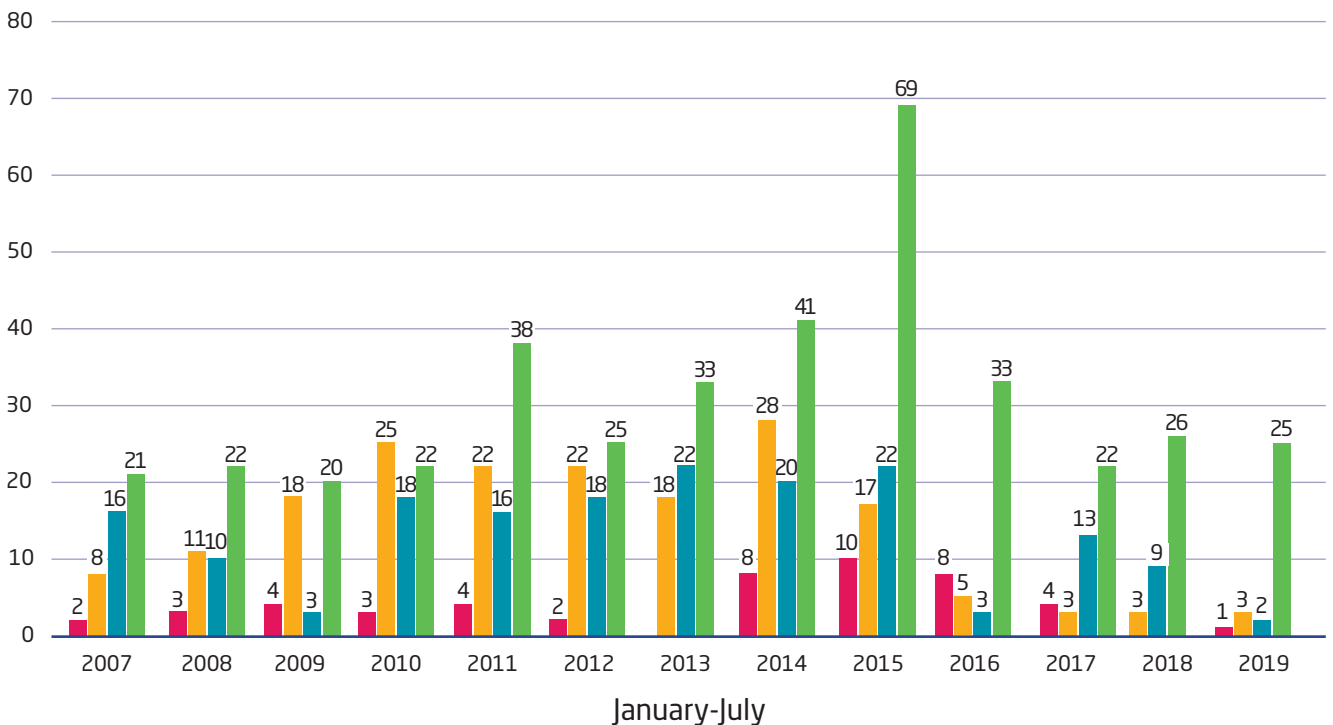


Chart 2 - Significance level of incidents (January-July of 2007-2019)

■ CAT 1 ■ CAT 2 ■ CAT 3 ■ CAT 4

UPDATE ON SITUATION IN THE SINGAPORE STRAIT

JULY 2019

In July 2019, three incidents of armed robbery against ships occurred in close proximity to each other in the western sector of the Singapore Strait. The three incidents occurred to tug boats towing barges and were boarded while they were underway in the westbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait. The description of the three incidents are as follows:

① Incident on 11 Jul 19

Name of ship:	<i>Modalwan 11</i>	Name of ship:	<i>Lion Kimtrans 2301</i>
Type of ship:	Tug boat	Type of ship:	Barge
Flag of ship:	Malaysia	Flag of ship:	Malaysia
GT:	91		

At about 1030 hrs, tug boat, *Modalwan 11* towing barge, *Lion Kimtrans 2301* was underway at approximately 2.9 nm south of Tanjung Piai, Johor, Malaysia in the westbound lane of the TSS in the Singapore Strait when an unknown number of perpetrators boarded the barge from six small wooden boats. They stole scrap metal from the barge and escaped. The master reported the incident to the Malaysian authority who dispatched a patrol vessel to investigate the incident. There was no confrontation between the perpetrators and crew. The crew was not injured.

This is the second time within two months that the same tug boat, *Modalwan 11* was boarded while underway in the Singapore Strait. On 19 May 19, perpetrators in four sampans boarded barge, *Asiapride 2332* towed by tug boat, *Modalwan 11*, and stole some scrap metal from the barge.

② Incident on 16 Jul 19

Name of ship:	<i>Sung Fatt 31</i>
Type of ship:	Tug boat
Flag of ship:	Malaysia
GT:	133
IMO Number:	8984446

Name of ship:	<i>Sung Fatt 36</i>
Type of ship:	Barge
Flag of ship:	Malaysia

At about 0430 hrs, tug boat, *Sung Fatt 31* towing barge, *Sung Fatt 36* was underway at approximately 0.6 nm west of North Nipa Beacon, Indonesia in the westbound lane of the TSS in the Singapore Strait when the crew spotted some perpetrators boarding the barge from some sampans. *Sung Fatt 31* and *Sung Fatt 36* were carrying scrap metal bound for Penang, Malaysia. The perpetrators stole some scrap metal and escaped in their sampans. There was no confrontation between the perpetrators and the crew. The crew was not injured.

The master reported the incident to the Singapore Vessel Traffic Information System (VTIS) who notified the Singapore Police Coast Guard and Singapore Navy. The Malaysian counterparts and Indonesian authorities were also informed, and a safety navigational broadcast was initiated.

This is the second time within four months that the same tug boat, *Sung Fatt 31* towing *Sung Fatt 36* were boarded while underway in the Singapore Strait. On 5 Mar 19, 11 perpetrators boarded barge *Sung Fatt 36* and escaped in their small craft with some scrap metal.

③ Incident on 25 Jul 19

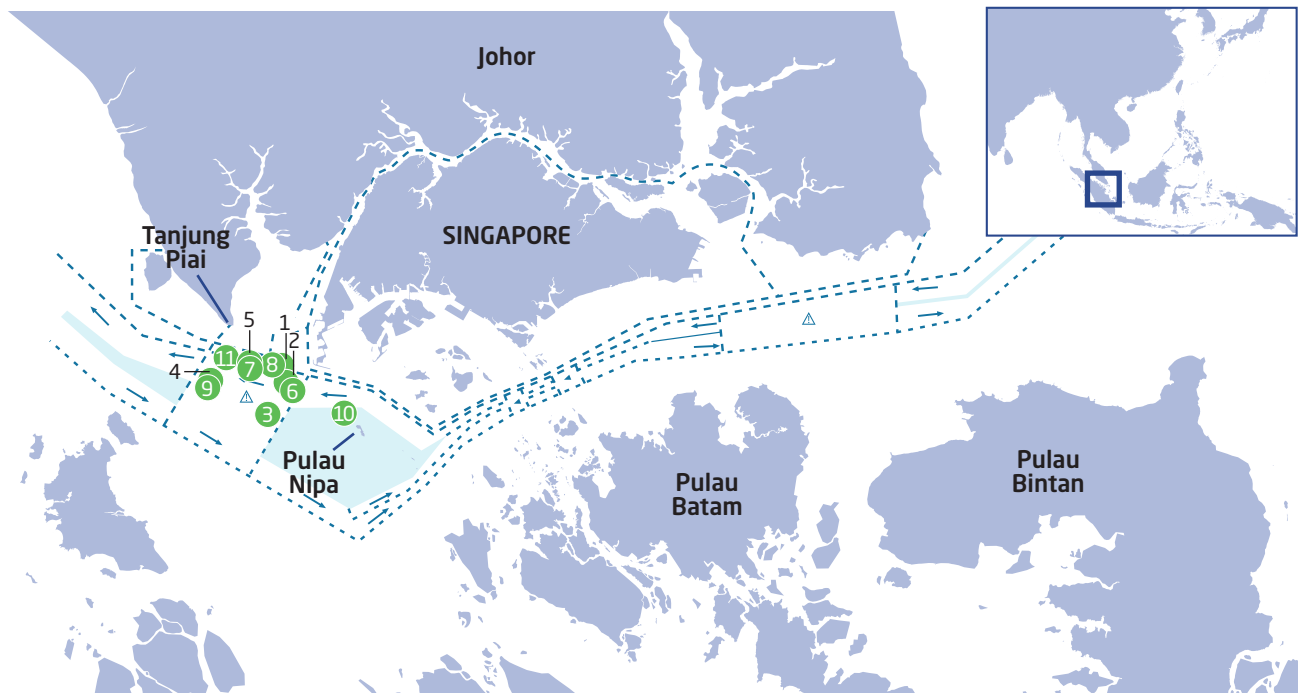
Name of ship:	<i>Virgo 29</i>
Type of ship:	Tug boat
Flag of ship:	Malaysia
GT:	149
IMO Number:	9576612

Name of ship:	<i>Victory 9</i>
Type of ship:	Barge
Flag of ship:	Malaysia

At about 0703 hrs, tug boat, *Virgo 29* towing barge, *Victory 9* was underway at approximately 2.6 nm southeast of Tanjung Piai, Johor, Malaysia in the westbound lane of the TSS in the Singapore Strait when some perpetrators boarded the barge. *Virgo 29* and *Victory 9* were carrying scrap metal bound for Penang, Malaysia. The VTIS of Singapore informed the master via VHF that some sampans were approaching the barge. The master raised the alarm and the perpetrators escaped immediately. The crew was not injured and nothing was stolen from the barge. The tug boat and barge continued their voyage to Penang. The Singapore Police Coast Guard and the Malaysian authorities were notified about the incident, and a safety navigational broadcast was initiated.

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During January-July 2019, a total of 11 actual incidents occurred to tug boats towing barges in the western sector of the Singapore Strait. Of the 11 incidents, six incidents reported the loss of scrap metal from the barges, two incidents reported loss of tools, and nothing was reported stolen in the other three incidents. Refer to the map below on the approximate location of the 11 incidents.



Map 2 - Location of incidents in the Singapore Strait (January-July 2019)

● CAT 4

- | | | | |
|--|--|--|---|
| <p>① Jin Hwa 43 & Jin Hwa 44
Tug boat & barge
5 Feb 19
1709 hrs</p> | <p>② Sung Fatt 31 & Sung Fatt 36
Tug boat & barge
5 Mar 19
1110 hrs</p> | <p>③ Union Topaz & Magnor
Tug boat & dredger
24 Apr 19
0510 hrs</p> | <p>④ Vector 1 & Yong Tat 319
Tug boat & barge
25 Apr 19
0530 hrs</p> |
| <p>⑤ Barlian T1201 & Smith Cyclone
Tug boat & barge
18 May 19
1650 hrs</p> | <p>⑥ Modalwan 11 & Asiapride 2332
Tug boat & barge
19 May 19
1700 hrs</p> | <p>⑦ Asia Jaya 28 & Sinar Jaya 2912
Tug boat & barge
30 May 19
2230 hrs</p> | <p>⑧ Budget 19 & Budget 29
Tug boat & barge
18 Jun 19
1857 hrs</p> |
| <p>⑨ Modalwan 11 & Lion Kimtrans 2301
Tug boat & barge
11 Jul 19
1030 hrs</p> | <p>⑩ Sung Fatt 31 & Sung Fatt 36
Tug boat & barge
16 Jul 19
0430 hrs</p> | <p>⑪ Virgo 29 & Victory 9
Tug boat & barge
25 Jul 19
0703 hrs</p> | |

RECOMMENDATION

With most of the 11 incidents occurred in close proximity to each other and within a period of six months (February-July 2019), the ReCAAP ISC urges the relevant littoral States to step up surveillance, increase patrols and respond promptly to all reports of incidents. Since the crew of tug boat is not always aware of what is happening on the towed barge, timely information of the presence of suspected perpetrators near a barge by the authorities to the ship master is useful. In the incident involving tug boat, *Virgo 29* towing barge *Victory 9*, information by the Singapore Navy to the ship master enabled the master to raise alarm which made the perpetrators escape without stealing anything.

The ReCAAP ISC advises ships transiting in the Singapore Strait, particularly tug boats towing barges to exercise enhanced vigilance, look out for suspicious small boats, adopt extra precautionary measures and report all incidents to the nearest coastal State.

PIRACY INCIDENT IN THE SOUTH CHINA SEA

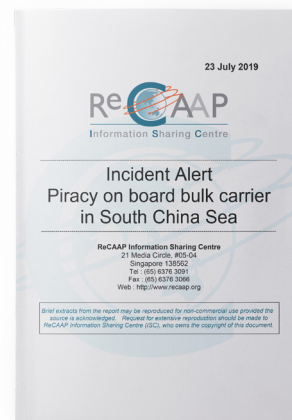
On 22 Jul 19 at about 0325 hrs, seven perpetrators armed with guns and knives boarded *CK Bluebell* while she was underway in the South China Sea (SCS) at approximately 28 nm west of Anambas Islands, Indonesia. The perpetrators threatened the ship captain, chief engineer and duty navigator; and stole approximately 13,000 USD from the ship's safe and took away the crew's personal belongings. Two of the crew sustained minor injury. The perpetrators left the ship at about 0400 hrs. *CK Bluebell* continued her voyage towards the next port of call at Incheon, Republic of Korea.

Name of ship:	<i>CK Bluebell</i>
Type of ship:	Bulk carrier
Flag of ship:	Republic of Korea
GT:	44132
IMO Number:	9595876

The master reported the incident to Republic of Korea's Ministry of Oceans and Fisheries. The Korean authorities informed the Singapore's Port Operations Control Centre (POCC) who notified the Singapore Navy, Singapore Police Coast Guard and initiated the safety navigational broadcast. The Indonesian authority was also notified.

INCIDENT ALERT BY ReCAAP ISC

Upon receipt of information about the incident from the ReCAAP Focal Points for Republic of Korea and Singapore, the ReCAAP ISC issued an Incident Alert on 23 Jul 19, providing details of the incident and advising ships to exercise enhanced vigilance when transiting the area.

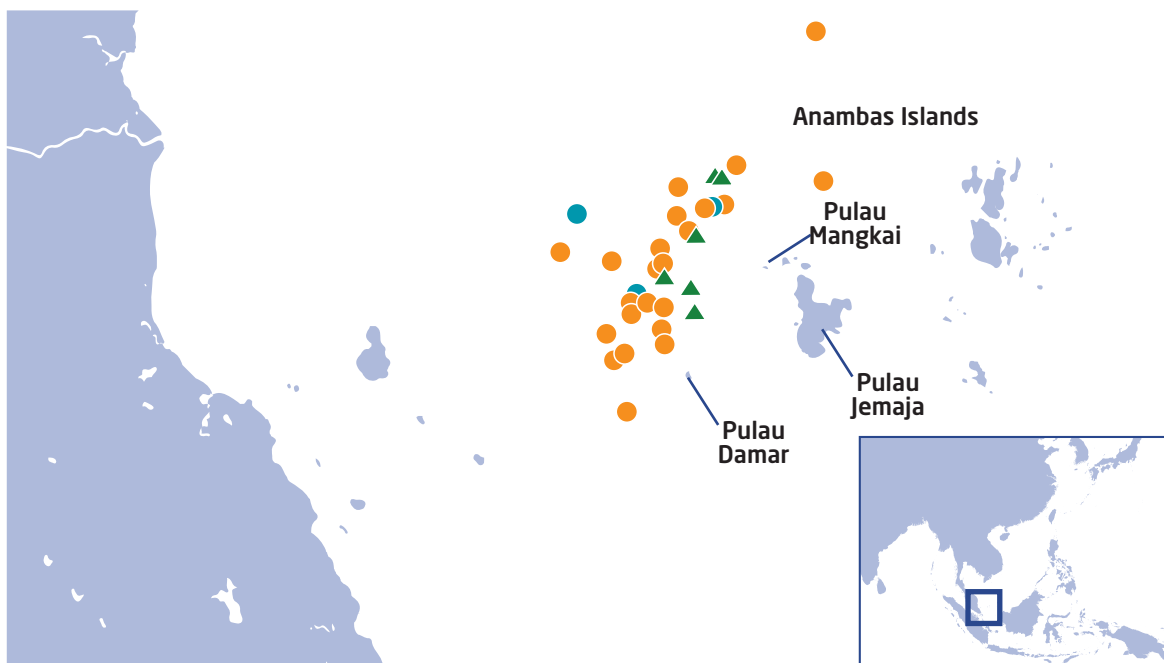


OBSERVATIONS

Prior to the incident involving *CK Bluebell*, the two incidents in the vicinity occurred on board chemical tanker, *Alice* on 28 May 17 and a bulk carrier on 8 Nov 17. In both incidents, the perpetrators were armed with guns and knives, threatened the crew, stole cash and crew's personal belongings before they escaped.

From 2007 to July 2017, a total of 34 incidents were reported in the west of the Anambas Islands (P. Mangkai/P. Jemaja/P. Damar), Indonesia in the South China Sea. The 34 incidents occurred between 12.6 nm to 45 nm (mostly less than 30 nm) in the west of the Anambas Islands. Refer to Map 3 on the approximate location of the 34 incidents. While the number of incidents off the Anambas Islands in the South China Sea have decreased in recent years, ships transiting the area are advised to take the following measures:

- Maintain sufficient distance from these islands, taking into account the locations of past incidents
- Keep a high speed when transiting
- Exercise enhanced vigilance
- Implement preventive measures recommended in the *"Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia"*
- In case of boarding by perpetrators, stay calm and do not antagonize them who are usually armed with guns and knives



Map 3 - Incidents in the west of Anambas Islands (2007-July 2019)

● CAT 2 ● CAT 3 ▲ Attempted

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

SITUATION UPDATE

In July 2019, there was no report of abduction of crew from ships in the Sulu-Celebes Seas. The last actual incident occurred on 18 Jun 19 where nine crew were abducted from two fishing boats off Semporna, Sabah, Malaysia. The nine crew were later released by the abductors on 21 Jun 19.

STATUS OF ABDUCTED CREW

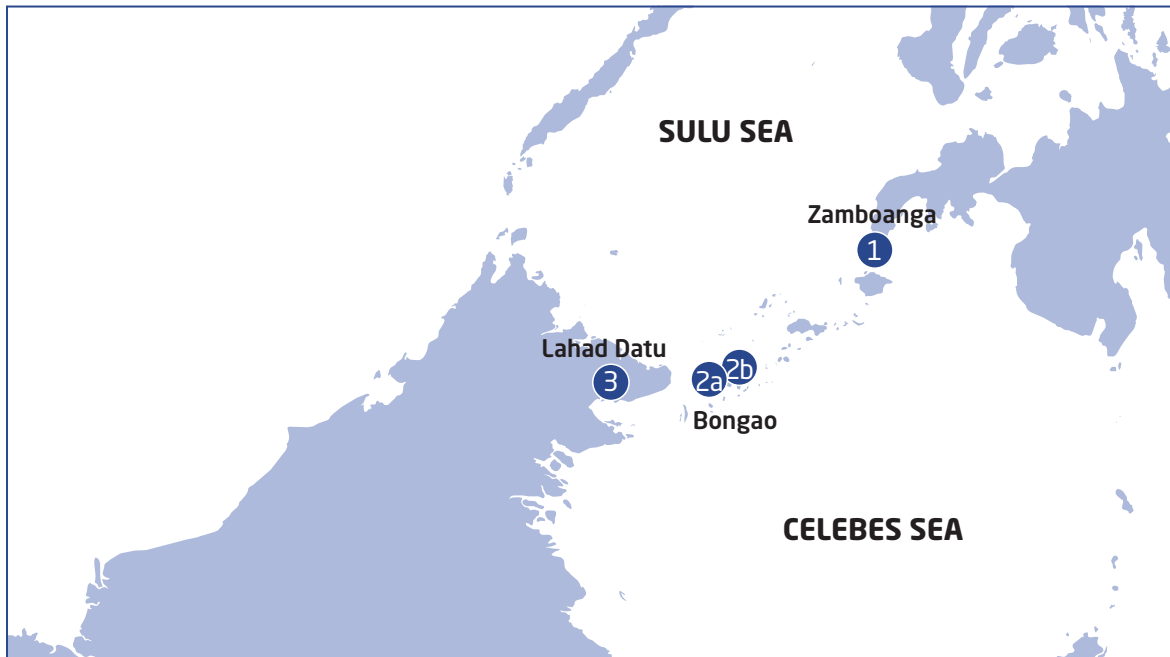
Of the 75 crew abducted by the Abu Sayyaf Group (ASG) since March 2016, 65 crew were released/rescued and 10 killed/died. There is **no more crew** being held in captivity. The rescue and release of the abducted crew was the result of the intensified military and law enforcement operations of the Philippine authorities. These operations are undertaken continuously in order to neutralise the militant group.

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

ReCAAP ISC ADVISORY

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

4 The nine abducted crew were released on 21 Jun 19.



Map 4 - Contact details

1 Philippine Coast Guard District Southwestern Mindanao

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

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

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

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

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

3 Eastern Sabah Security Command (ESSCOM)

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

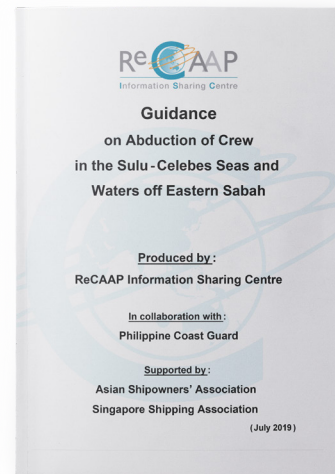
In the event that the ship master is not able to establish contact with the Operation Centres of the Philippines as listed in the ReCAAP ISC Advisory, he can contact the Philippine Coast Guard Command Centre at the following contact details:

Tel: +63-2-5273877 (direct), +63-917-724-3682 (mobile)
+63-2-527-8481 to 89 (ext: 6136/37), +63-929-825-3207 (mobile)
Email: pcgcomcen@coastguard.gov.ph

GUIDANCE ON THE ABDUCTION OF CREW IN THE SULU-CELEBES SEAS AND WATERS OFF EASTERN SABAH (available at www.recaap.org)

In light of the existing threat of abduction of crew in the area as demonstrated by the latest incident on 18 Jun 19, ReCAAP ISC has made the "*Guidance on the Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah*" to assist the shipping industry and ships to enhance their situation awareness and avoid such incidents. 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 is produced by the ReCAAP ISC in collaboration with the Philippine Coast Guard (ReCAAP Focal Point for the Philippines) and it is 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.



CONCLUSION

The total number of incidents of piracy and armed robbery against ships reported during January-July 2019 has decreased by 32% compared to January-July 2018. The number of actual incidents decreased by 18%. Both the total number of incidents and number of actual incidents during January-July 2019 are the **lowest** among the 13-year period of January-July of 2007-2019.

The decrease in the number of incidents was most apparent at the ports and anchorages in Bangladesh and Indonesia. However, more need to be done regarding the situation involving tug boats towing barges while underway in the Singapore Strait. With the occurrence of 11 incidents in close proximity to each other within a period of six months, the ReCAAP ISC recommends that all ships, particularly tug boats to exercise enhanced vigilance when transiting the area, and the law enforcement agencies to enhance surveillance and increase patrols.

As the threat of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah is still high, the ReCAAP ISC advises the shipping industry to exercise extra vigilance when transiting the area, report immediately to the reporting centres and adopt the measures recommended in the ReCAAP ISC's *"Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah"*.

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

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

DESCRIPTION OF INCIDENTS

Actual Incidents of Piracy and Armed Robbery Against Ships in Asia

● CAT 2 ● CAT 4

S/No.	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<p>Modalwan 11 Tug boat Malaysia 91</p> <p>Lion Kimtrans 2301 Barge Malaysia</p>	11/07/19 1030 hrs	<p>1° 13' N, 103° 31' E</p> <p>Approximately 2.9 nm south of Tanjung Piai, Johor, Malaysia in the westbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait</p> <p>(SOMS)</p>	<p>While the tug boat towing barge was underway, an unknown number of perpetrators boarded the barge from six small wooden boats. They stole scrap metal from the barge and escaped. The master reported the incident to the Malaysian authority who dispatched a patrol vessel to investigate the incident. There was no confrontation between the perpetrators and crew. The crew was safe.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
2	<p>Sung Fatt 31 Tug boat Malaysia 133 8984446</p> <p>Sung Fatt 36 Barge Malaysia</p>	16/07/19 0430 hrs	<p>1° 10.23' N, 103° 39.09' E</p> <p>Approximately 0.6 nm west of North Nipa Beacon, Indonesia in the westbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p>	<p>While the tug boat and barge were carrying scrap metal bound for Penang, Malaysia, the master of tug boat reported to the Singapore Vessel Traffic Information System (VTIS) that his crew spotted some perpetrators boarding the barge from an unknown number of sampans. The perpetrators stole some scrap metal and escaped via the sampans. There was no confrontation between the perpetrators and the crew.</p> <p>The Singapore VTIS notified the Singapore Navy and Singapore Police Coast Guard. The Malaysian counterparts and Indonesian authorities were also notified, and the safety navigational broadcast was initiated.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/No.	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
3	CK Bluebell Republic of Korea Bulk carrier 44132 9595876	22/07/19 0325 hrs	2° 55.8' N, 105° 10.8' E Approximately 28 nm west of Pulau Anambas, Indonesia (SCS) (Piracy)	<p>While underway, seven perpetrators armed with guns and knives boarded the ship. They threatened the ship captain, chief engineer and duty navigator and took away approximately 13,000 USD from the safe and the crew's personal belongings. Two crew members sustained minor injury. The perpetrators left the ship at about 0400 hrs. The ship proceeded towards the next port of call at Incheon, Korea.</p> <p>The master reported the incident to Republic of Korea's Ministry of Oceans and Fisheries. The Republic of Korea authorities informed the Singapore's Port and Operation Control Centre (POCC) who notified the Singapore Police Coast Guard, Singapore Navy and initiated the safety navigational broadcast. The Indonesian authority was also notified.</p> <p>[ReCAAP Focal Point (Korea), ReCAAP Focal Point (Singapore)]</p>
4	Crest Onyx Tug boat Indonesia 1727 9655717	23/07/19 0715 hrs	1° 4.15' N, 103° 54.2' E PT Dharma Sentosa Marindo Yard, Pulau Batam, Indonesia	<p>While berthed, four perpetrators in a boat approached and boarded the tug boat. The second mate on routine rounds noticed footprints on the main deck. Further checks revealed that a storeroom padlock was broken. The alarm was raised and crew mustered. Ship's properties were reported stolen. On the next day at about 0400 hrs, a suspicious boat came alongside the tug boat with two perpetrators on board. One of them was armed with a knife. The alerted crew raised the alarm immediately, which resulted in the boat moving away. The incident was reported to the Port Facility Security Officer (PFSO) and yard manager.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/No.	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
5	<p>Virgo 29 Tug boat Malaysia 149 9576612</p> <p>Victory 9 Barge Malaysia</p>	25/07/19 0703 hrs	<p>1° 13.5' N, 103° 31.63' E</p> <p>Approximately 2.6 nm southeast of Tanjung Piai, Johor, Malaysia in the westbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p>	<p>While the tug boat towing barge loaded with scrap metal was en route to Penang, Malaysia, perpetrators boarded the barge. The alarm was raised and the perpetrators escaped immediately. The crew was not injured and nothing was stolen from the barge. The tug boat and barge continued their voyage to Penang.</p> <p>Upon receiving information from Singapore Navy that some sampans were approaching the barge, the Singapore Vessel Traffic Information System (VTIS) communicated with the master via VHF. The Singapore Police Coast Guard was notified and the Malaysian authorities informed. A safety navigational broadcast was also initiated for the unauthorised boarding.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
6	<p>Molengracht General cargo ship Netherlands 9524 9571533</p>	25/07/19 1940 hrs	<p>10° 44.45' N, 106° 44.71' E</p> <p>Lotus Port, Phu My Bridge, Ho Chi Minh, Vietnam</p>	<p>While at berth, the officer on board the general cargo ship spotted two small boats hidden along the shadow of the forecastle of the ship. Upon realising that the officer had noticed their presence, three perpetrators, who wore caps and masks, escaped immediately in their boats. The stolen items included two sets of breathing apparatus, two spare bottles and two sets of chemical suits. The crew was not injured. The local authorities were notified, who boarded the ship for investigation.</p> <p>[ReCAAP Focal Point (Vietnam)]</p>

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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 24 July 2019



**Regional Cooperation Agreement on Combating
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