

OCTOBER 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 OCTOBER 2019

OVERVIEW

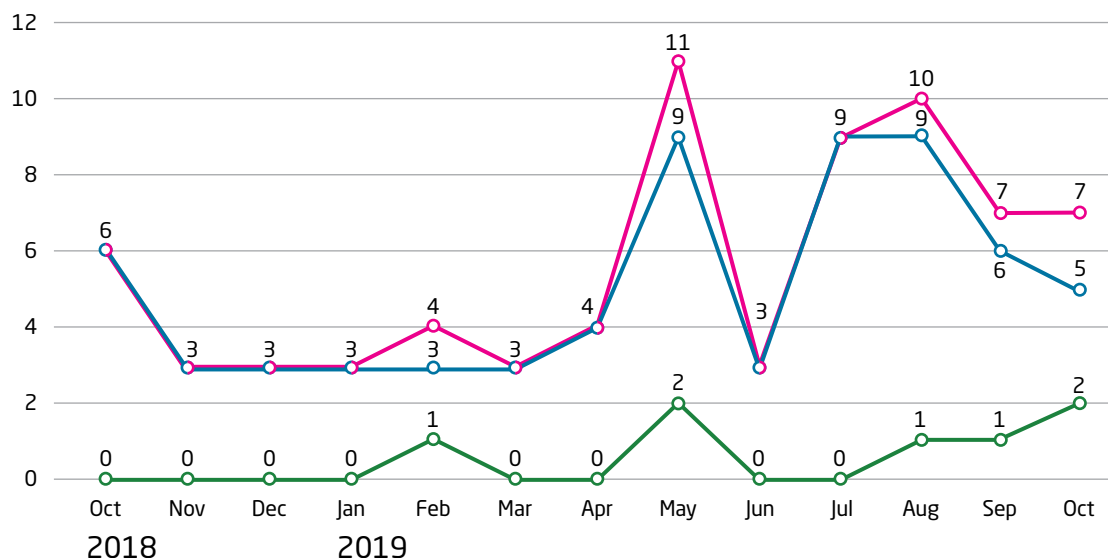
A total of seven incidents of armed robbery against ships¹ were reported in Asia in October 2019. No piracy² incident was reported. There were also no reports of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah; and no hijacking of ships for theft of oil cargo reported in October 2019. However, the abduction of crew for ransom in the Sulu-Celebes Seas and waters off Eastern Sabah remains a serious concern. The ReCAAP ISC is also concerned about the increase in the number of incidents reported on board ships while underway in the Singapore Strait.

OCTOBER 2019

NUMBER OF INCIDENTS

In October 2019, seven incidents of armed robbery against ships were reported. Of the seven incidents, five were actual incidents³ and two were attempted incidents⁴. Refer to the Appendix on page 19 for description of the incidents.

Graph 1 shows the number of incidents reported each month from October 2018 to October 2019.



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

■ 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 took away any secured or unsecured items found on board the ship.

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

STATUS OF SHIPS

Of the seven incidents reported in October 2019, three incidents occurred on board ships while underway in the Singapore Strait, and four incidents on board ships anchored at ports and anchorages in India and Indonesia.

SIGNIFICANCE LEVEL OF INCIDENTS

Of the five actual incidents reported in October 2019, one was a CAT 2 incident and four were CAT 4 incidents.

The CAT 2 incident occurred on board a bulk carrier while underway in the Singapore Strait. Five perpetrators armed with gun and jungle knife boarded the bulk carrier, threatened the duty oiler and tied his hands, stole engine spares and escaped.

As for the four CAT 4 incidents, two incidents occurred in Indonesia (Cigading Anchorage and Dumai Anchorage), one occurred in the Singapore Strait and one off Gopnath Point, India. Chart 1 shows the significance level of incidents reported in October of 2007-2019.

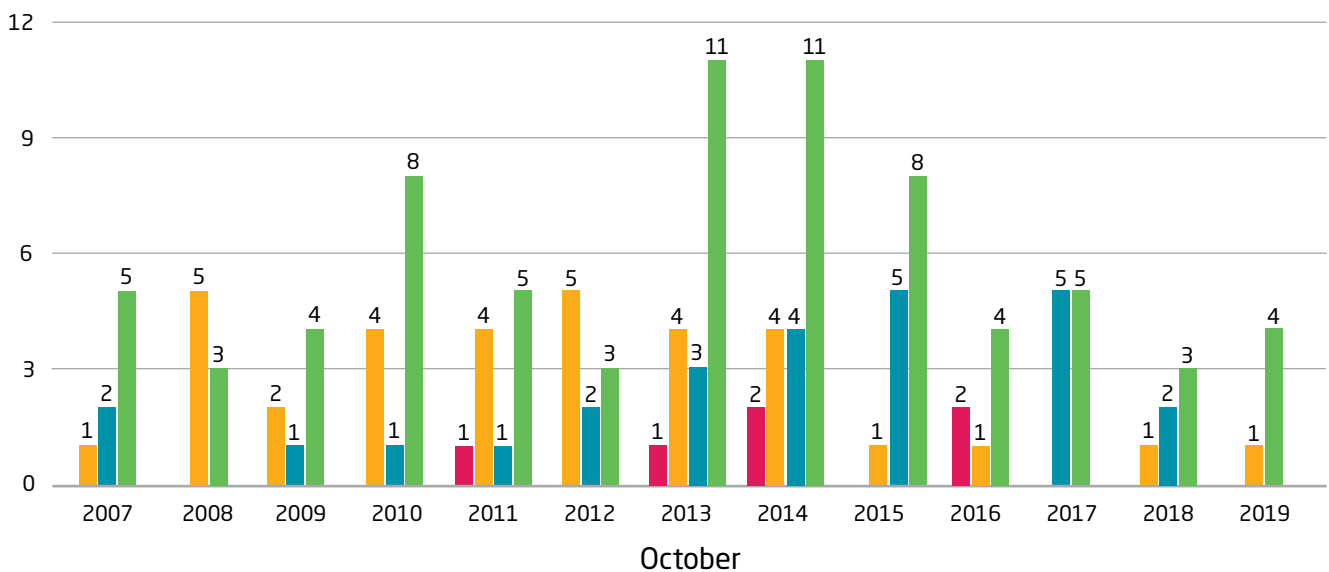
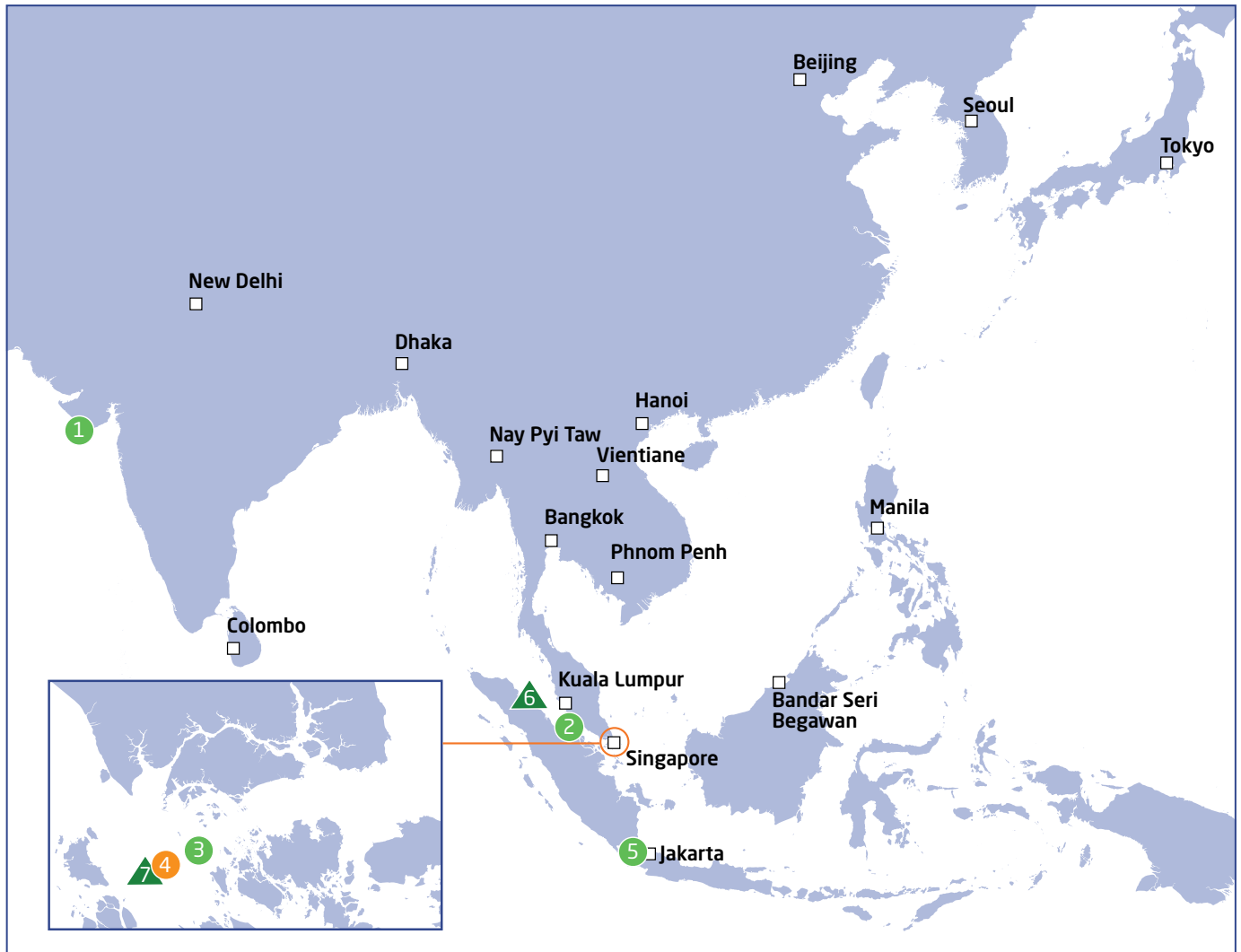


Chart 1 - Significance level of incidents (October of 2007-2019)

CAT 1 CAT 2 CAT 3 CAT 4

LOCATION OF INCIDENTS

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



Map 1 - Location of incidents in October 2019

● CAT 2 ● CAT 4 ▲ Attempted

- | | | |
|---|--|---|
| <p>① ASD Jaguar
Offshore supply vessel
3 Oct 19
1630 hrs</p> | <p>② Name withheld
Product tanker
9 Oct 19
0220 hrs</p> | <p>③ Hirado
VLCC
18 Oct 19
2324 hrs</p> |
| <p>④ Nord Steel
Bulk carrier
19 Oct 19
0100 hrs</p> | <p>⑤ CSK Enterprise
Bulk carrier
22 Oct 19
0047 hrs</p> | <p>⑥ Name withheld
Product tanker
15 Oct 19
0500 hrs</p> |
| <p>⑦ NCC Amal
Chemical tanker
25 Oct 19
0515 hrs</p> | | |

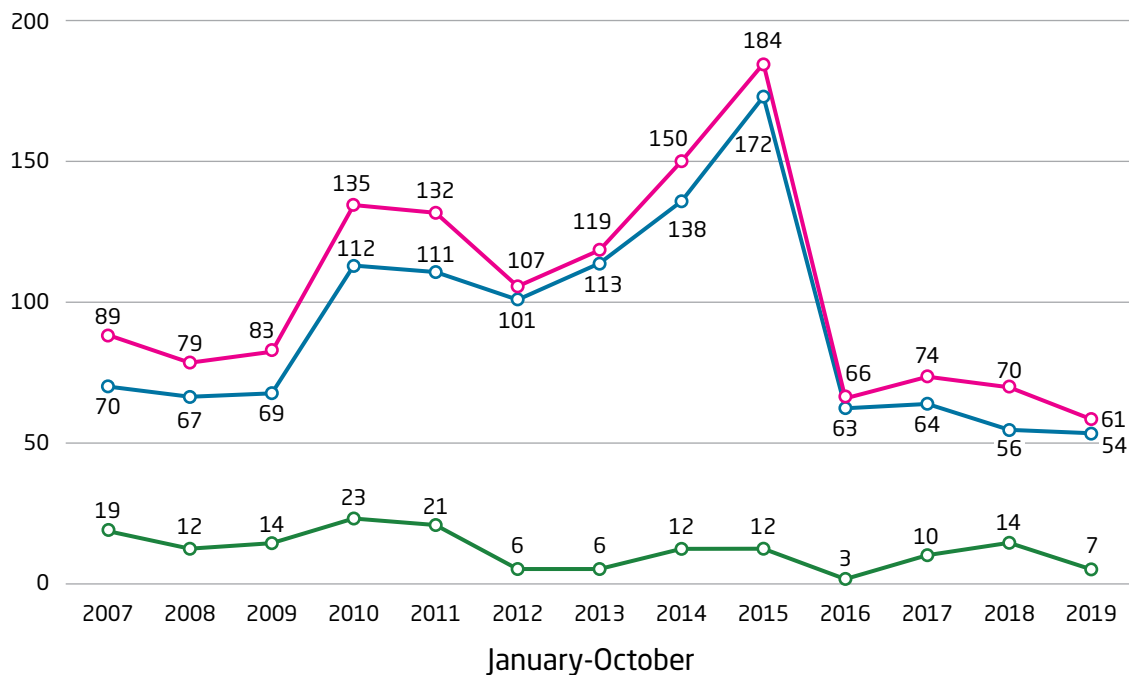
JANUARY-OCTOBER 2019

NUMBER OF INCIDENTS

During January-October 2019, a total of 61 incidents (comprising 54 actual incidents and seven attempted incidents) were reported in Asia. Of the 61 incidents, 59 were incidents of armed robbery against ships and two were piracy incidents. The piracy incidents occurred in the South China Sea and the Pacific Ocean.

Compared to January-October 2018, there was a **13% decrease in the total number of incidents** reported during January-October 2019. The number of **actual incidents had also decreased by 4%**. A total of 70 incidents (comprising 56 actual incidents and 14 attempted incidents) were reported during January-October 2018.

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



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

█ Total █ Actual █ Attempted

The improvement of the situation during January-October 2019 can be attributed to the decrease in the number of incidents in Bangladesh, Indonesia and Philippines. No incident was reported at Bangladesh's ports and anchorages during January-October 2019 compared to 11 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 20 incidents during January-October 2019 compared to 27 incidents during the same period in 2018. There was also improvement at Philippines' ports and anchorages with three incidents reported during January-October 2019 compared to seven incidents during the same period in 2018.

On the other hand, there was an increase in the number of incidents in the Singapore Strait during January-October 2019 compared to January-October 2018. A total of 18 incidents were reported in the Singapore Strait during January-October 2019 compared to seven incidents during the same period in 2018.

SIGNIFICANCE LEVEL OF INCIDENTS

Of the 54 actual incidents reported during January-October 2019, two were CAT 1 incidents, four were CAT 2 incidents, eight were CAT 3 incidents and 40 were CAT 4 incidents. Chart 2 shows the significance level of incidents reported during January-October of 2007-2019.

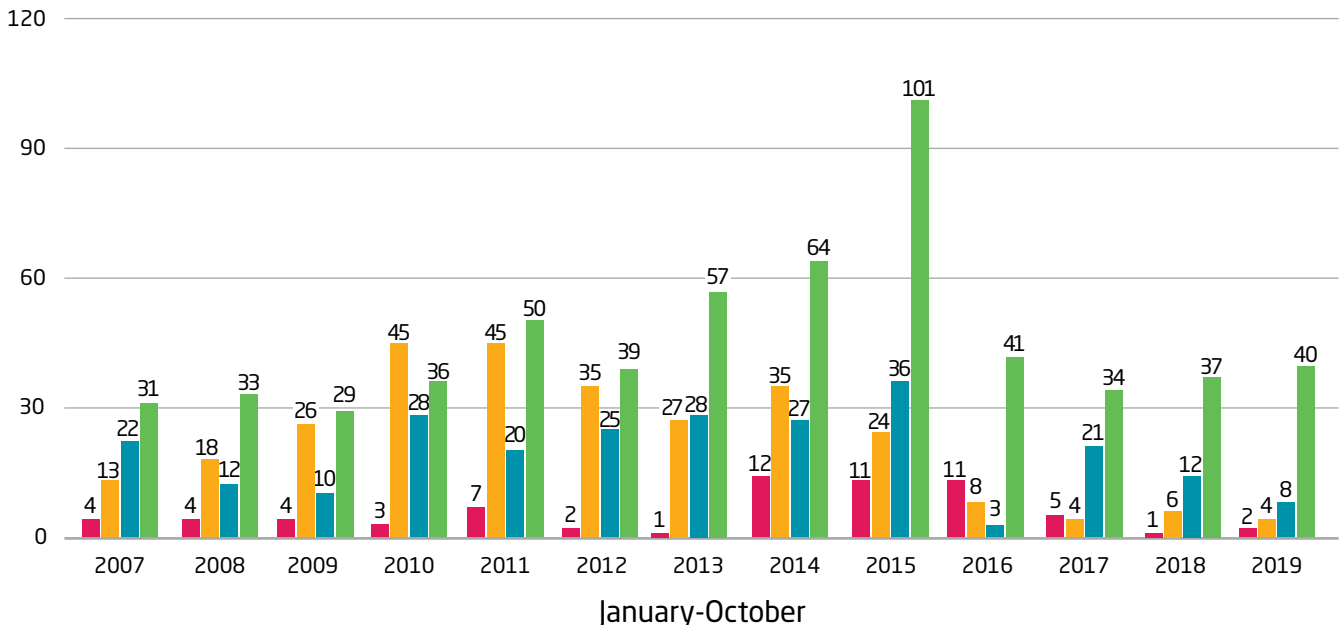


Chart 2 - Significance level of incidents (January-October of 2007-2019)

■ CAT 1 ■ CAT 2 ■ CAT 3 ■ CAT 4

The two CAT 1 incidents during January-October 2019 were incidents of abduction of crew from fishing boats off Lahad Datu, Sabah, Malaysia on 18 Jun and 23 Sep. The first incident on 18 Jun involved the abduction of nine crew from two fishing boats. All the nine abducted crew were released on 21 Jun as the abductors realised that the abducted crew were not able to pay ransom. The second incident on 23 Sep involved the abduction of three crew from a fishing boat. The three crew are still in captivity. During January-October 2018, there was one CAT 1 incident. It involved the abduction of two crew from fishing boat, *Sri Dewi 1* off Semporna, Sabah on 11 Sep 18.

There was a decrease in the number of CAT 2 and CAT 3 incidents during January-October 2019 compared to the same period in 2018. As with past trend, the majority of the incidents reported during January-October 2019 were CAT 4 incidents (74%).

UPDATE ON SITUATION IN THE SINGAPORE STRAIT

OCTOBER 2019

In October 2019, three incidents were reported in close proximity to each other in the western sector of the Singapore Strait. The three incidents occurred to ships while they were underway in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait. The description of the three incidents are as follows:

① **Actual Incident on 18 Oct 19**

Name of ship:	<i>Hirado</i>
Type of ship:	VLCC
Flag of ship:	Greece
GT:	159806
IMO Number:	9377420

At about 2324 hrs, *Hirado* was underway at approximately 4.1 nm north-northeast of Pulau Cula, Indonesia in the eastbound lane of the TSS when five perpetrators were sighted at the engine room. The master raised the alarm and the perpetrators escaped. The master conducted a search of the ship. Nothing was stolen and there was no further sighting of the perpetrators on board the ship. There was no confrontation between the perpetrators and the crew. The crew was safe and the ship continued her passage to the next port of call at Yingkou, China. The master reported the incident to Singapore Vessel Traffic Information System (VTIS) via VHF. The safe navigational broadcast was initiated, and the Indonesian authority, Singapore Navy and Singapore Police Coast Guard were notified.

② **Actual Incident on 19 Oct 19**

Name of ship:	<i>Nord Steel</i>
Type of ship:	Bulk carrier
Flag of ship:	Singapore
GT:	90086
IMO Number:	9406518

At about 0100 hrs, *Nord Steel* was underway at south of Nipa Transit Anchorage in the eastbound lane of the TSS when the duty oiler sighted five perpetrators armed with gun and jungle knife on deck. They threatened the duty oiler and tied his hands. They stole engine spares and escaped through the steering room. The duty oiler informed the master who raised the general alarm. The master also reported the incident to Singapore VTIS and the ship manager.

③ **Attempted Incident on 25 Oct 19**

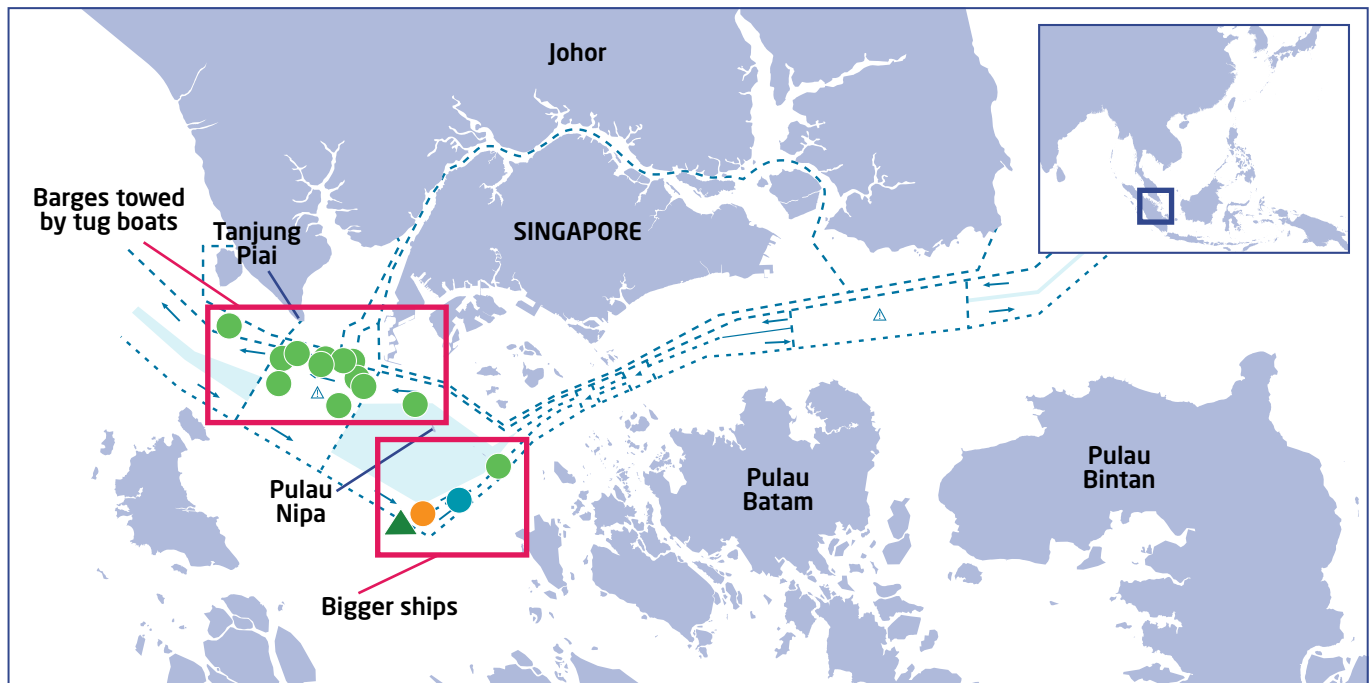
Name of ship:	<i>NCC Amal</i>
Type of ship:	Chemical tanker
Flag of ship:	Saudi Arabia
GT:	29168
IMO Number:	9411317

At about 0515 hrs, *NCC Amal* was underway at approximately 4.9 nm west of Pulau Cula, Indonesia in the eastbound lane of the TSS when four perpetrators from a small boat attempted to board the ship from starboard quarter. The alarm was raised and the attempt to board the ship was aborted. The small boat sped away. The master reported the incident to Singapore VTIS. The ship resumed her voyage and all crew was safe. The Singapore Navy, Singapore Police Coast Guard and Indonesian authority were notified. Safe navigational broadcast was initiated.

JANUARY-OCTOBER 2019

A total of 18 incidents (17 actual and one attempted) were reported in the western sector of the Singapore Strait during January-October 2019. Among the 18 incidents, 14 occurred on board barges towed by tug boats; and four occurred on board VLCC, bulk carriers and chemical tanker. Notably, all incidents involving barges towed by tug boats occurred in the westbound lane of the TSS; while the incidents involving VLCC, bulk carriers and chemical tanker occurred in the eastbound lane of the TSS.

All 14 incidents on board barges towed by tug boats occurred during February-August 2019, while the four incidents on board bigger ships (VLCC, bulk carriers and chemical tanker) occurred during September-October 2019. Refer to the map below on the approximate location of the 18 incidents.



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

● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted

MODUS OPERANDI OF PERPETRATORS IN INCIDENTS INVOLVING SHIPS WHILE UNDERWAY IN THE EASTBOUND LANE OF THE TSS

The modus operandi of the four incidents involving bigger ships while underway in the eastbound lane of the TSS in the Singapore Strait are summarised in table below:

Ship name	<i>Transpacific</i>	<i>Hirado</i>	<i>Nord Steel</i>	<i>NCC Amal</i>
Date/local time	30 Sep at 2314 hrs	18 Oct at 2324 hrs	19 Oct at 0100 hrs	25 Oct at 0515 hrs
Type of ship	Bulk carrier	VLCC	Bulk carrier	Chemical tanker
Gross tonnage	43,721	159,806	90,086	29,168
No. of perpetrators	5	5	5	4
Weapons carried	Knives	Not stated	Gun & jungle knife	Not stated
Treatment of crew	No confrontation	No confrontation	Threatened crew and tied his hands	No injuries
Items stolen	Nothing stolen	Nothing stolen	Engine spares	Nothing stolen

- a. Time of incident. All four incidents occurred during hours of darkness between 2314 hrs and 0515 hrs.
- b. Type of ships. All four incidents involved bigger ships, namely VLCC, bulk carriers and chemical tanker, while transiting the eastbound lane of the TSS in the Singapore Strait.
- c. Number of perpetrators. All four incidents involved groups of 4-5 perpetrators. Though there is no evidence, it is possible that the same group of five perpetrators boarded *Hirado* and then *Nord Steel* as the two incidents occurred within an interval of two hours and in close proximity to each other.
- d. Type of weapons carried. Of the four incidents, the incident involving *Nord Steel* reported that the perpetrators were armed with gun and jungle knife. The last known incident in the same vicinity that involved perpetrators armed with gun was in Oct 2011. On 10 Oct 11, a Singapore-registered tug boat, *Britoil 71* towing a chemical tanker was underway in the eastbound lane of the TSS in the Singapore Strait when perpetrators armed with a handgun and long knives boarded the tug boat.
- e. Treatment of crew. Three of the four incidents reported no confrontation between perpetrators and crew and no injuries to the crew. In the incident involving *Nord Steel*, the perpetrators threatened the duty oiler and tied up his hands. The duty oiler was not injured.
- f. Items stolen. Three of the four incidents reported that nothing was stolen from the ships. One incident reported that engine spares were stolen.

To alert the shipping community of the increase of incidents in the Singapore Strait, the ReCAAP ISC disseminated an Incident Alert on '*Incidents involving ships while underway in the eastbound lane of Singapore Strait*' on 23 Oct 19. The Incident Alert provides the details of the incidents and a summary of the modus operandi of the perpetrators observed in these incidents.



Earlier on 22 Aug 19, the ReCAAP ISC disseminated a Special Report on '*Incidents involving Tug Boats and Barges in the Singapore Strait*' to alert the tug boat industry and law enforcement agencies about the increase in incidents of theft of scrap metal from barges.



The above-mentioned Incident Alert and Special Report are available for download at www.recaap.org.

The ReCAAP ISC advises ships transiting the Singapore Strait to exercise enhanced vigilance, look out for suspicious small boats, adopt extra precautionary measures and report all incidents to the nearest coastal State immediately. The contact numbers of the littoral States are as follows:

Malaysia

Phone number:
+60 7221 9231
+60 7219 9401/9409

Indonesia

Phone number:
+62 812 7754 8766

Singapore

Phone number:
+65 6325 2493/4

The ReCAAP ISC strongly urges the littoral States to strengthen joint coordinated patrols, increase enforcement in their respective waters and promote information sharing on the latest situation and the criminal groups involved in order to arrest and prosecute the perpetrators.

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

SITUATION UPDATE

No incident of abduction of crew for ransom was reported during October 2019. The last incident of abduction of crew occurred on 23 Sep 19 in the waters of Tambisan Island, Lahad Datu, Sabah, Malaysia where three crew were abducted.

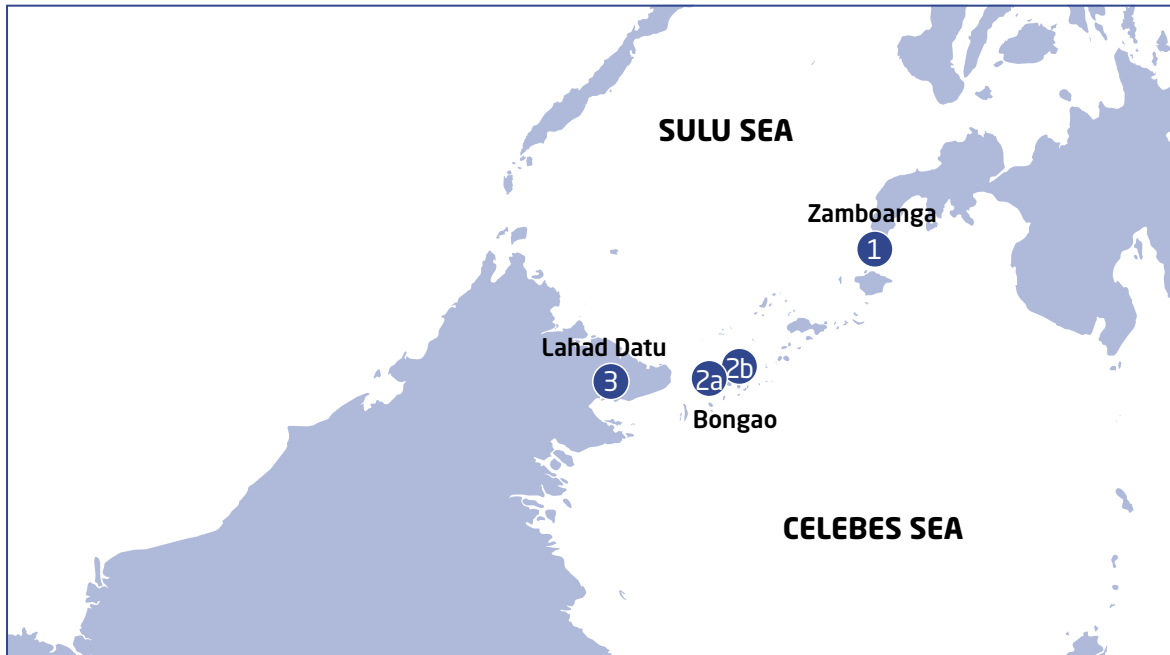
STATUS OF ABDUCTED CREW

Three crew are still held in captivity as of Oct 19:

NO. OF CREW ABDUCTED	NO. OF CREW RELEASED/RESCUED	NO. OF CREW KILLED/DIED	NO. OF CREW STILL IN CAPTIVITY
78	65	10	3

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 two abduction of crew incidents on 18 Jun 19 and 23 Sep19, 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:



Map 3 - 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

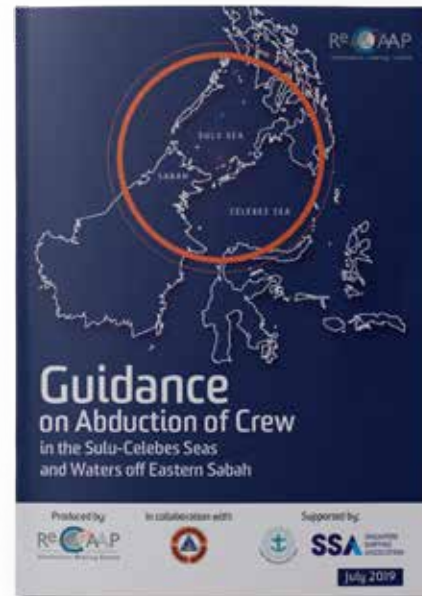
In the event that the ship master is not able to establish contact with the Operation Centres of the Philippines as listed in the ReCAAP ISC Advisory, he can contact the **Philippine Coast Guard Command Centre** at the following contact details:

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

The ReCAAP ISC has produced 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 can be found at www.recaap.org.

The Guidance is produced in collaboration with the Philippine Coast Guard (ReCAAP Focal Point of the Philippines) 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.



CONCLUSION

The total number of incidents of piracy and armed robbery against ships reported during January-October 2019 has **decreased by 13%** compared to January-October 2018. The number of **actual incidents decreased by 4%**. Both the total number of incidents and number of actual incidents during January-October 2019 are the lowest among the 13-year period of January-October of 2007-2019.

The improvement of the situation during January-October 2019 can be attributed to the decrease in the number of incidents at ports and anchorages in Bangladesh, Indonesia and Philippines. However, the number of incidents in the Singapore Strait continued to increase in October 2019. The ReCAAP ISC recommends all ships to exercise enhanced vigilance when transiting the Singapore Strait and report all incidents and presence of suspicious small boats in the vicinity to the nearest coastal State immediately. The ReCAAP ISC strongly urges the littoral States to strengthen the conduct of joint coordinated patrols, increase enforcement in their respective waters and promote information sharing on the latest situation and the criminal groups involved in order to arrest and prosecute the perpetrators.

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

● CAT 2 ● CAT 4

S/No.	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	ASD Jaguar Offshore supply vessel Tanzania 1512 7423861	3/10/19 1630 hrs	21° 8.5' N, 70° 7.2' E Approximately 3 nm of Gopnath Point, India	<p>While the tug boat <i>Bateleur</i> towing <i>ASD Jaguar</i> was underway, the tug master saw three perpetrators boarding <i>ASD Jaguar</i> which was bound for Bhavnagar, (west of Gopnath Point) for demolition. The perpetrators stole ship stores and escaped. The tug master reported the incident to VTS Khambhat, who in turn reported to the Indian Coast Guard.</p> <p>VTS Khambhat advised the master to take photographs of the perpetrators if possible and hand it over to the local agent for further investigation. A questionnaire was forwarded to the master for ascertaining further details. The Indian Marine Police has been tasked to conduct further investigation.</p> <p>[ReCAAP Focal Point (India)]</p>
2	Name withheld Product tanker Saudi Arabia 29575	9/10/19 0220 hrs	1° 43' N, 101° 26' E Dumai Anchorage, Indonesia	<p>While at anchor, the duty officer noticed four perpetrators on deck and informed the master. The alarm was raised, crew mustered and PA announcement made. The perpetrators escaped empty-handed. A search was carried out and the incident was reported to the local agent.</p> <p>[IMO]</p>

S/No.	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
3	Hirado VLCC Greece 159806 9377420	18/10/19 2324 hrs	1° 6.23' N, 103° 43.76' E Approximately 4.1 nm north- northeast of Pulau Cula, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While underway, five perpetrators were sighted at the engine room. The master raised the alarm and the perpetrators escaped. The master conducted a search of the ship. Nothing was stolen and there was no further sighting of the perpetrators on board the ship. There was no confrontation between the perpetrators and the crew. The crew was safe and the ship continued her passage to the next port of call at Yingkou, China. The master reported the incident to Singapore Vessel Traffic Information System (VTIS) via VHF. The safe navigational broadcast was initiated. The Indonesian authority, Singapore Navy and Singapore Police Coast Guard were notified. [ReCAAP Focal Point (Singapore)]
4	Nord Steel Bulk carrier Singapore 90086 9406518	19/10/19 0100 hrs	1° 3.45' N, 103° 38.69' E South of Nipa Transit Anchorage, in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While underway, the duty oiler sighted five perpetrators armed with gun and jungle knife on deck. They threatened the duty oiler and tied his hands. They stole engine spares (piston rings, oil rings, valve seats, valve spindles, crankpin bearing shell, delivery valves, repair kits, oil rings, etc) and escaped through the steering room. The duty oiler informed the master who raised the general alarm and reported the incident to Singapore Vessel Traffic Information System (VTIS), and the ship manager. [ReCAAP Focal Point (Singapore)]

S/No.	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
5	CSK Enterprise Bulk carrier Singapore 107449 9816555	22/10/19 0047 hrs	6° 1.3' S, 105° 53.8' E Cigading Anchorage, Indonesia	<p>While at anchor, the duty officer sighted four perpetrators at the engine room. The ship whistle was sounded and an announcement was made through the PA system. The perpetrators escaped from the port quarter using a speed boat. The master organised a security team to patrol the ship and conduct further check to confirm that the situation is safe with no signs of unauthorised persons on board the ship.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Attempted Incidents

S/No.	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
6	Name withheld Product tanker Saudi Arabia 29575	15/10/19 0500 hrs	3° 55' N, 98° 48' E Belawan Anchorage, Indonesia	While at anchor, the duty crew noticed a perpetrator attempting to board via the anchor chain. Another two perpetrators waited in the boat alongside the ship. The duty crew reported the incident to the OOW, who raised the alarm. Realising the crew had been alerted, the perpetrators escaped in their boat. [IMO]
7	NCC Amal Chemical tanker Saudi Arabia 29168 9411317	25/10/19 0515 hrs	1° 2.96' N, 103° 38' E Approximately 4.9 nm west of Pulau Cula, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While underway, four perpetrators from a small boat attempted to board the ship from starboard quarter. The alarm was raised and the attempt to board the ship was aborted. The small boat sped away. The master reported the incident to Singapore Vessel Traffic Information System (VTIS). The ship resumed her voyage with all crew safe. The Singapore Navy, Singapore Police Coast Guard and Indonesian authority were notified. Safe navigational broadcast was initiated. [ReCAAP Focal Point (Singapore)]

CONTACT DETAILS OF ReCAAP FOCAL POINTS/CONTACT POINT

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Australia		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: mbcengagement@abf.gov.au	+61-2-6275-6000	+61-2-6275-6275
Bangladesh		
Department of Shipping E-mail: cns@dos.gov.bd	+88-02-9554206	+88-02-7168363
Brunei		
Royal Brunei Marine Police Email: marine@police.gov.bn	+673-2773548	+673-2770549
Cambodia		
Merchant Marine Department Ministry of Public Works and Transport E-mail: mmd@mpwt.gov.kh	+855-88-7878-777	+85-5-2386-4110
China		
China Maritime Search and Rescue Coordination Centre (Beijing) Email: cnmrcc@mot.gov.cn cnmrcc@msa.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999	+85-2-2541-7714
Denmark		
Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-9137-6000	+45-9137-6001
India		
MRCC (Mumbai) Coast Guard Region (West) Mumbai - India Email: mrcc-west@indiancoastguard.nic.in	+91-22-2431-6558 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558

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	Phone No	Fax Number
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Japan Coast Guard (JCG) Ops Centre Email : jcg-op@mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
Republic of Korea		
Situation Room (Operation Centre) Ministry of Oceans and Fisheries Email: mof5896@korea.kr	+82-44-200-5895 to 98	+82-44-200-5886 to 88
Laos		
International Organisations Department UN Political and Security Affairs Division Ministry of Foreign Affairs Email: unpolsec.mfalaos@gmail.com	+856-21-414025	+856-21-414025
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MRCC Ayeyarwaddy Myanmar Navy Email: mrcc.yangon@mptmail.com.mm mrcc.myanmar2012@gmail.com	+95-313-1651	+95-1202-417
Netherlands		
Netherlands Coast Guard Maritime Information Centre Email: mik-nl@kustwacht.nl	+31-223-658-101	+31-223-658-358
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Norwegian Maritime Authority Email: security@sdir.no	+47-5274-5000	+47-5274-5001
Philippines		
Philippine Coast Guard Command Center Email: pcgcomcen@coastguard.gov.ph	+63-2-527-8481 to 89 (ext: 6136/37) +63-917-724-3682 +63-929-825-3207 (mobile)	+63-2-310-2097
Coast Guard District South Western Mindanao (CGDSWM) Email: hcgdswm@yahoo.com	+63 998 585 7972 +63 917 842 8446 VHF: Channel 16 with call sign "NEPTUNE"	

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National Maritime Information Centre Operations Centre Email: NMIC-OPS@mod.gov.uk	+44 2392-211941	+44 2392-212024 Please indicate "FAO NMIC - A leg"
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Vietnam		
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Correct as at 31 October 2019



**Regional Cooperation Agreement on Combating
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