

FEBRUARY 2020

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 FEBRUARY 2020

OVERVIEW

A total of 10 incidents of armed robbery against ships¹ were reported in Asia in February 2020. No piracy² incident was reported. There was no report of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah. 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 continued occurrence of incidents on board ships while underway in the Singapore Strait. With four incidents reported in February 2020, a total of eight incidents have been reported in the Singapore Strait since January 2020, all in the eastbound lane of the Traffic Separation Scheme (TSS). The ReCAAP ISC has issued an Incident Alert (IA/03/2020) on 9 Feb 20 on two incidents which occurred within an interval of an hour to ships while underway in the Singapore Strait.

There has also been an increase of incidents in India. Four incidents were reported in India in February 2020. With one incident reported in January 2020, a total of five incidents have been reported in India during January-February 2020 compared to five incidents reported in the whole year of 2019.

FEBRUARY 2020

NUMBER OF INCIDENTS

In February 2020, 10 incidents of armed robbery against ships were reported. All were actual incidents³. No attempted incident⁴ was reported. All incidents have been verified and reported to the ReCAAP ISC by ReCAAP Focal Points. Refer to the Appendix on pages 22-26 for description of the incidents.

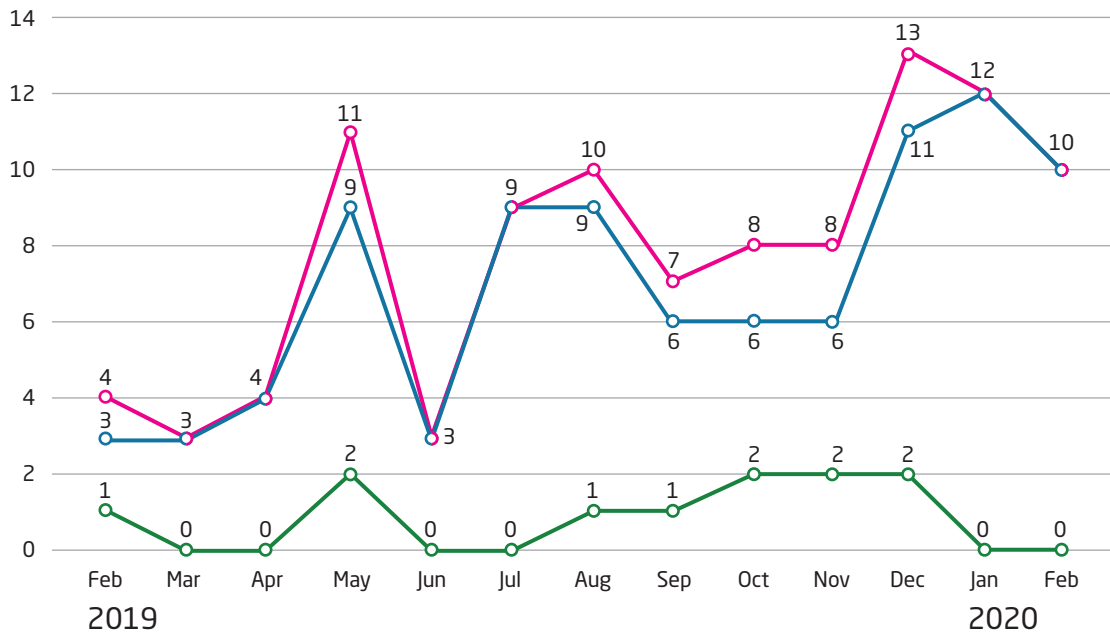
Graph 1 shows the number of incidents reported each month from February 2019 to February 2020. On a month-to-month comparison, the numbers of actual incidents in January and February 2020 were at a higher level compared to the monthly number of actual incidents in 2019.

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

3 Actual incidents are incidents where pirates/robbers boarded the ship; and regardless of whether they stole any items 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.



Graph 1 - Number of incidents (February 2019-February 2020)

█ Total █ Actual █ Attempted

STATUS OF SHIPS

Of the 10 incidents reported in February 2020, four incidents occurred on board ships when at anchor, and six incidents on board ships while underway.

SIGNIFICANCE LEVEL OF INCIDENTS

Of the 10 actual incidents reported in February 2020, three were CAT 3 incidents and seven were CAT 4 incidents. No CAT 1 or CAT 2 incident was reported in February 2020.

Of the three CAT 3 incidents, one incident occurred on board a tug boat anchored at Martabari Anchorage, Bangladesh, one incident occurred on board an offshore supply ship anchored at Kakinada Anchorage, India, and one incident occurred on board a bulk carrier while underway in the Singapore Strait. In all three incidents, the perpetrators were armed with knives, and they escaped immediately when they were sighted by the crew. The crew was not injured in all three incidents.

Of the seven CAT 4 incidents, three were reported in the Singapore Strait of which one occurred on board a barge towed by tug boat and two occurred on board bigger ships (bulk carrier and tanker). Among the remaining four CAT 4 incidents, three incidents occurred on board ships in India (tanker and offshore supply ship at Kakinada Anchorage and oil/chemical/gas tanker underway off Gujarat) and one incident on board a barge towed by tug boat underway in the Kutubdia Channel, Bangladesh. Chart 1 shows the significance level of incidents reported in February of 2007-2020.

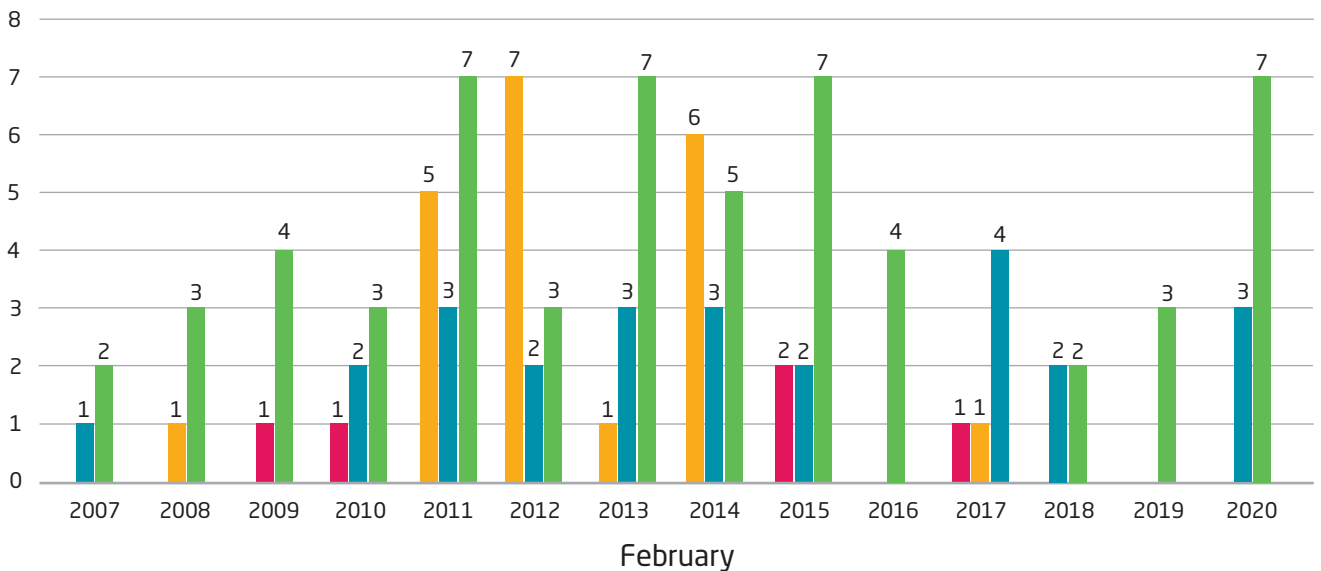
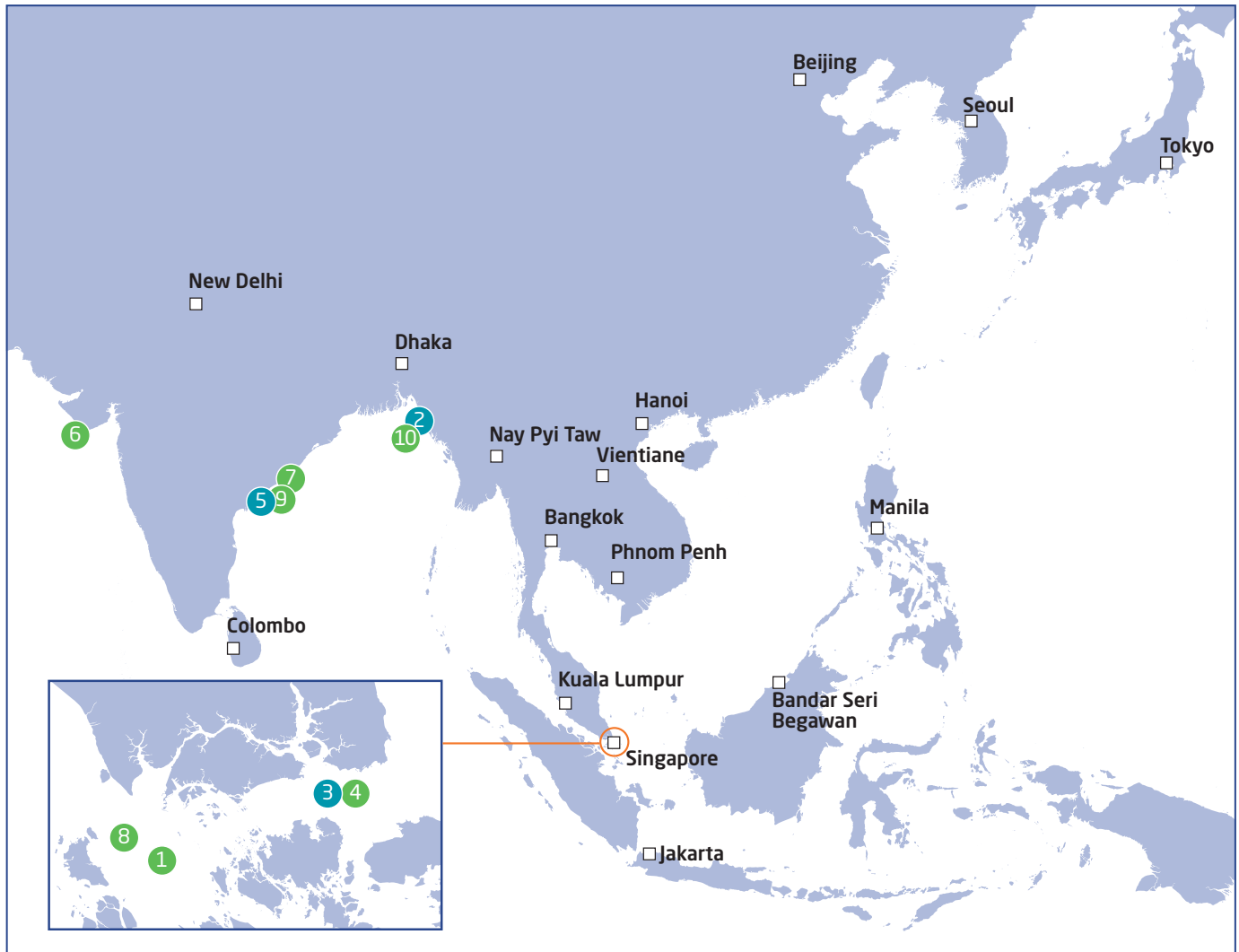


Chart 1 - Significance level of incidents (February of 2007-2020)

■ CAT 1 ■ CAT 2 ■ CAT 3 ■ CAT 4

LOCATION OF INCIDENTS

The location of the 10 incidents reported in February 2020 is shown in Map 1.



Map 1 - Location of incidents in February 2020

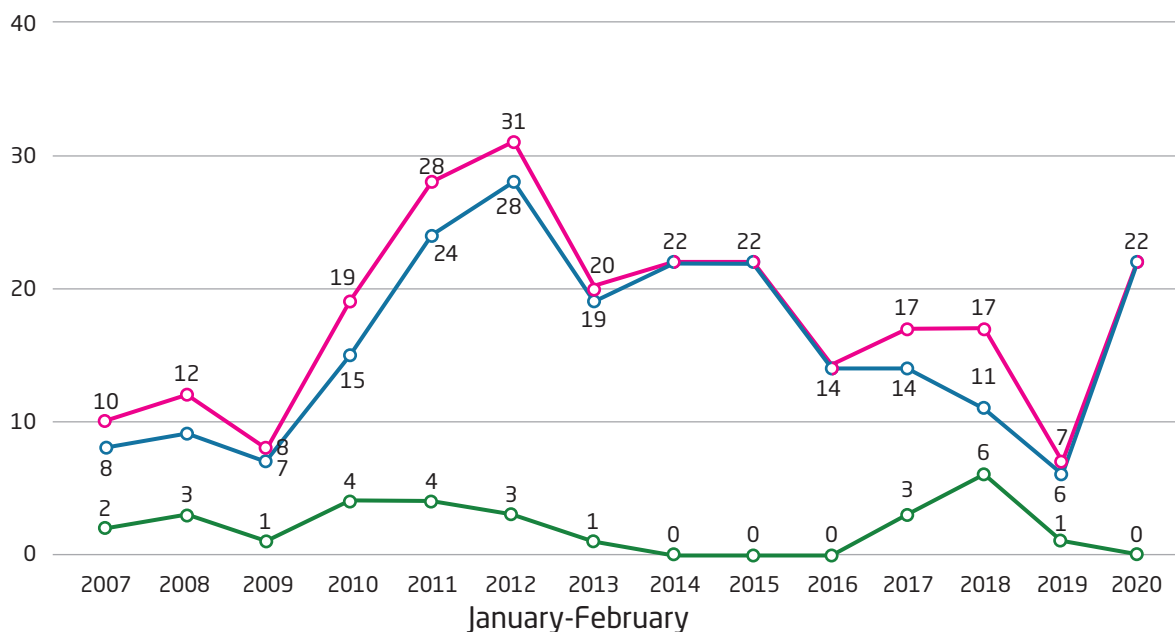
● CAT 3 ● CAT 4

- | | | | |
|--|--|---|---|
| <p>1 Sung Fatt 27 & Sung Fatt 32
Tug boat & barge
7 Feb 20
1200 hrs</p> | <p>2 ASL Amber
Tug boat
7 Feb 20
1910 hrs</p> | <p>3 New Spirit
Bulk carrier
9 Feb 20
0220 hrs</p> | <p>4 Swarna Jayanti
Tanker
9 Feb 20
0252 hrs</p> |
| <p>5 Evimeria
Offshore supply ship
11 Feb 20
0530 hrs</p> | <p>6 Morbius
Oil/chemical/
gas tanker
19 Feb 20
0720 hrs</p> | <p>7 Al Barrah
Tanker
20 Feb 20
0530 hrs</p> | <p>8 Western Seattle
Bulk carrier
28 Feb 20
0045 hrs</p> |
| <p>9 Malaviya Ten
Offshore supply ship
28 Feb 20
0400 hrs</p> | <p>10 Teras Caesar & Maritime Faith
Tug boat & barge
28 Feb 20
0830 hrs</p> | | |

JANUARY-FEBRUARY 2020

NUMBER OF INCIDENTS

During January-February 2020, a total of 22 actual incidents of armed robbery against ships were reported in Asia. No incident of piracy was reported. Compared to January-February 2019, there was a three-fold increase in the total number of incidents reported during January-February 2020. A total of seven incidents (comprising six actual incidents and one attempted incident) were reported during January-February 2019. Graph 2 shows the total number of incidents reported during January-February of 2007-2020.



Graph 2 - Number of incidents (January-February of 2007-2020)

■ Total ■ Actual ■ Attempted

The increase of incidents during January-February 2020 occurred mostly in Bangladesh, India, the Philippines and Singapore Strait.

Two incidents were reported in Bangladesh during January-February 2020 compared to no incident during January-February 2019. Five incidents were reported in India during January-February 2020 compared to no incident during the same period in 2019; and two incidents were reported in the Philippines during January-February 2020 compared to no incident during the same period in 2019.

Of concern was the increase in the number of incidents on board ships while underway in the Singapore Strait during January-February 2020 compared to the same period in 2019. Eight incidents were reported in the Singapore Strait during January-February 2020 compared to one incident during the same period in 2019.

However, there was improvement at ports/anchorages in China. No incident was reported in China during January-February 2020 compared to three incidents during the same period in 2019.

SIGNIFICANCE LEVEL OF INCIDENTS

Of the 22 actual incidents reported during January-February 2020, one was a CAT 1 incident, four were CAT 3 incidents and 17 were CAT 4 incidents. Chart 2 shows the significance level of incidents reported during January-February of 2007-2020.

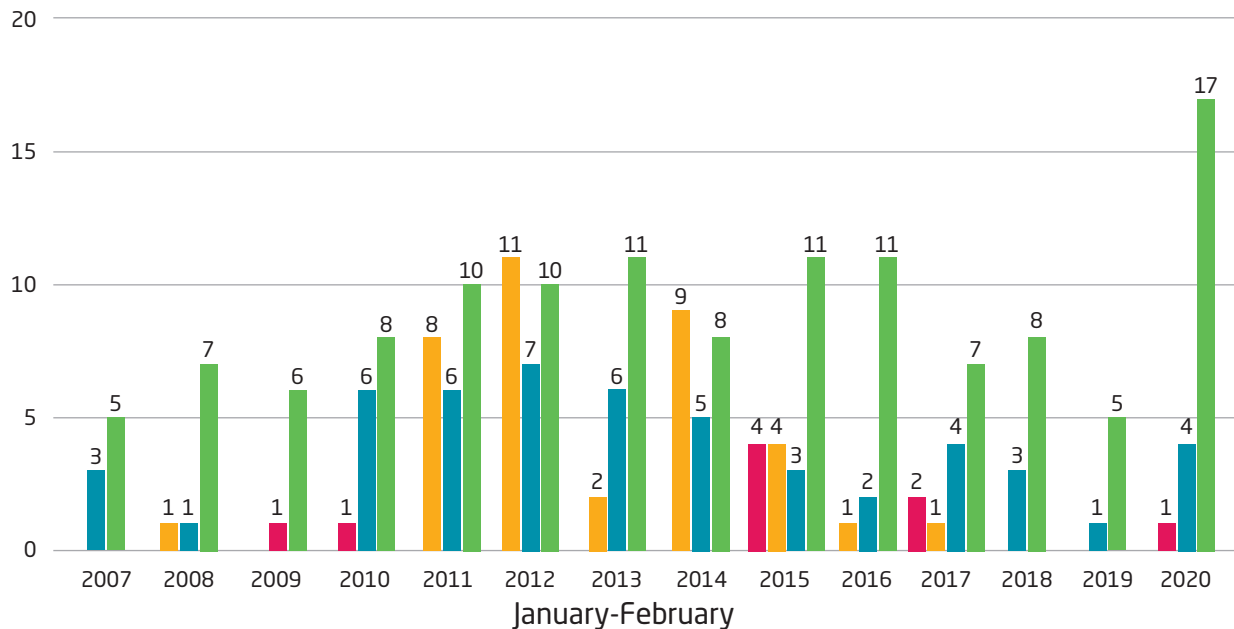


Chart 2 - Significance level of incidents (January-February of 2007-2020)

■ CAT 1 ■ CAT 2 ■ CAT 3 ■ CAT 4

The CAT 1 incident was the abduction of eight crew from a fishing trawler on 17 Jan 20 off Lahad Datu, Sabah, Malaysia. On 18 Jan 20, the Malaysian authorities recovered three of the eight crew in the vicinity of Lahad Datu, Sabah. The remaining five crew are still held in captivity.

There was an increase in the number of CAT 3 and CAT 4 incidents during January-February 2020 compared to the same period in 2019. The majority of the incidents during January-February 2020 were CAT 4 incidents (77%), which is consistent with the past trends observed in Asia.

UPDATE ON SITUATION IN THE SINGAPORE STRAIT

FEBRUARY 2020

In February 2020, four incidents (all actual incidents) were reported on board ships while they were underway in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait. Of the four incidents, two incidents occurred within an interval of an hour while underway in the Singapore Strait on 9 Feb 20. The ReCAAP ISC has issued an Incident Alert (IA/03/2020) on these two incidents which demonstrated the persistence of the perpetrators in their attempts to board ships.

The description of the four incidents are as follows:

① Actual Incident on 7 Feb 20

Name of ship	<i>Sung Fatt 27</i>
Type of ship	Tug boat
Flag of ship	Malaysia
IMO Number	8790871

Name of ship	<i>Sung Fatt 32</i>
Type of ship	Barge
Flag of ship	Malaysia

At about 1200 hrs, *Sung Fatt 27* towing *Sung Fatt 32* was underway at approximately 9.4 nm east of Karimun Besar Island, Indonesia in the eastbound lane of the TSS. Four small wooden boats approached the barge and eight perpetrators boarded the barge. The master reported the incident to the Malaysia Marine Police. The crew was not injured. About 20kg of steel construction material was stolen.

② Actual Incident on 9 Feb 20

Name of ship	<i>New Spirit</i>
Type of ship	Bulk carrier
Flag of ship	Marshall Islands
GT	32287
IMO Number	9425801

At about 0220 hrs, *New Spirit* was underway at approximately 5.1 nm northeast of Nongsa Point, Pulau Batam, Indonesia in the eastbound lane of the TSS when six perpetrators armed with knives were sighted in the engine room of the ship. The perpetrators ran onto the deck when they saw the crew. The master reported the incident to Singapore Vessel Traffic Information System (VTIS) and requested to go to Singapore for further search. Upon arrival in Singapore, the Singapore Police Coast Guard boarded the ship to conduct further search. No perpetrators were found and engine spares including circular brakes, cables and magnetic contactors were stolen.

3 Actual Incident on 9 Feb 20

Name of ship	<i>Swarna Jayanti</i>
Type of ship	Tanker
Flag of ship	India
GT	57702
IMO Number	9467720

At about 0252 hrs, *Swarna Jayanti* was underway at approximately 6.2 nm northeast of Nongsa Point, Pulau Batam, Indonesia in the eastbound lane of the TSS when a perpetrator was sighted in the engine room. The master raised the alarm, mustered the crew and conducted search for the perpetrator. The master reported the incident to Singapore VTIS. The crew was not injured. Some engine spares were stolen.

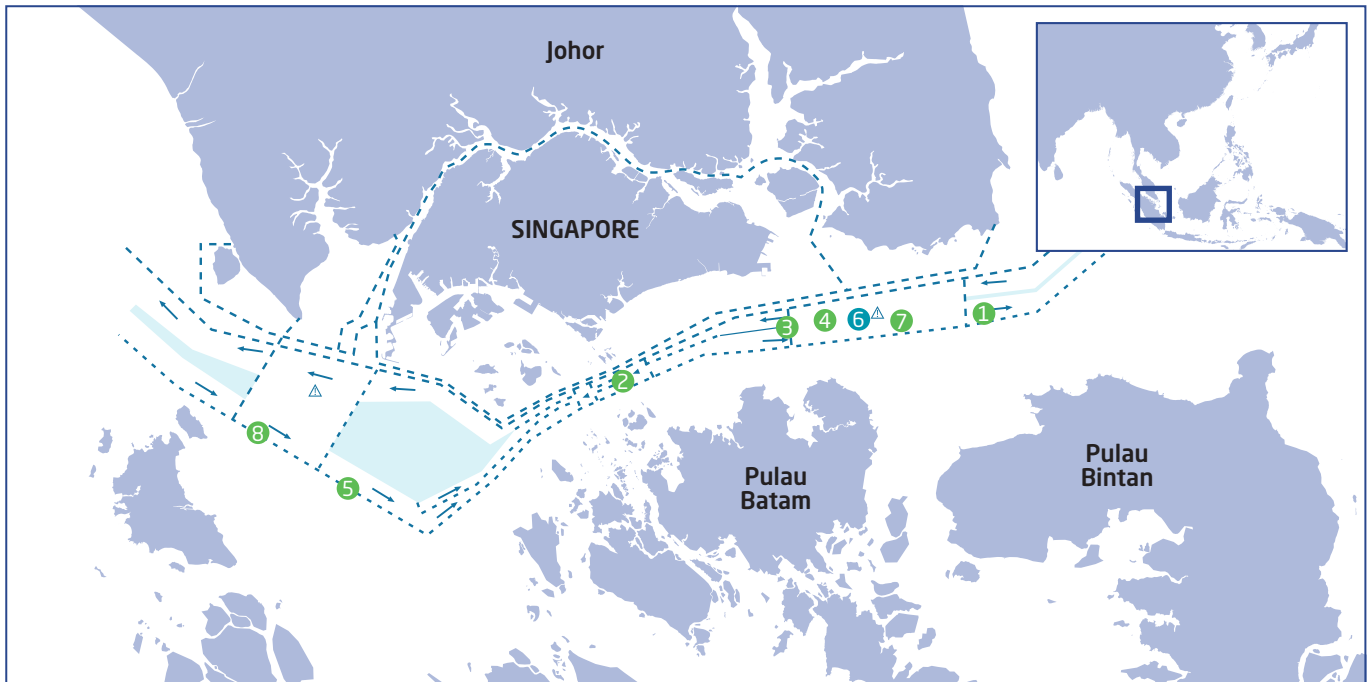
4 Actual Incident on 28 Feb 20

Name of ship	<i>Western Seattle</i>
Type of ship	Bulk carrier
Flag of ship	Philippines
GT	32350
IMO Number	9660619

At about 0045 hrs, *Western Seattle* was underway at approximately 3.5 nm east of Pulau Karimun Kecil, Indonesia in the eastbound lane of the TSS when four perpetrators boarded the bulk carrier. The master raised alarm, mustered the crew and reported the incident to Singapore VTIS. There was no confrontation between the crew and perpetrators and nothing was stolen. The Singapore Police Coast Guard boarded the ship to conduct a search upon arrival in Singapore but no perpetrator was found.

JANUARY-FEBRUARY 2020

During January - February 2020, eight incidents (all actual incidents) were reported on board ships while they were underway in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait. Map 2 shows the location of the eight incidents occurred during January - February 2020.



Map 2 - Location of incidents in the Singapore Strait (January - February 2020)

● CAT 3 ● CAT 4

- | | | | |
|--|---|---|---|
| ① British Mariner
Tanker
8 Jan 20
0400 hrs | ② Kim Hock Tug 9 & LKH 2882
Tug boat & barge
18 Jan 20
1129 hrs | ③ Kim Hock Tug 9 & LKH 2882
Tug boat & barge
18 Jan 20
1551 hrs | ④ Papora Wisdom
Bulk carrier
28 Jan 20
0205 hrs |
| ⑤ Sung Fatt 27 & Sung Fatt 32
Tug boat & barge
7 Feb 20
1200 hrs | ⑥ New Spirit
Bulk carrier
9 Feb 20
0220 hrs | ⑦ Swarna Jayanti
Tanker
9 Feb 20
0252 hrs | ⑧ Western Seattle
Bulk carrier
28 Feb 20
0045 hrs |

MODUS OPERANDI OF THE PERPETRATORS IN INCIDENTS INVOLVING SHIPS WHILE UNDERWAY IN THE SINGAPORE STRAIT (JANUARY - FEBRUARY 2020)

The modus operandi of the eight incidents while underway in the eastbound lane of the TSS in the Singapore Strait are summarised in table below:

Factors	8 x Incidents in eastbound lane (January - February 2020)
Type of ship	Tug boat & barge (3 incidents) Tanker (3 incidents) Bulk carrier (2 incidents)
No. of perpetrators	8 men (1 incident) 7 men (2 incidents) 6 men (1 incident) 4 men (1 incident) 2 men (2 incidents) 1 man (1 incident)
Weapons carried	Knives (1 incident) Not stated (7 incidents)
Treatment of crew	No injuries (8 incidents)
Items stolen	Scrap metal (2 incidents on barges) Engine spares (2 incidents) Steel construction material (1 incident on barge) Nothing stolen (3 incidents) Note 1
Time of incident	Hours of darkness (5 incidents) Daylight hours (3 incidents) Note 2

Note 1

In four of the five incidents involving bigger ships, perpetrators were sighted in engine room.

Note 2

The three incidents involving barge towed by tug boat occurred during daylight hours.

RECOMMENDATIONS

Since no perpetrators of recent incidents in the Singapore Strait have been apprehended nor arrested, the ship master and crew are strongly advised to take proactively the following measures:

- Enhance vigilance, maximise alertness of lookouts for suspicious small boats and increase watch keeping; particularly during daylight time for barges and during night time for bigger ships
- Maintain communication with their ship company by providing periodic updates and establish daily communication checks
- Report all incidents, suspicious activities and presence of suspicious small boats in the vicinity to the nearest coastal State and flag State
- Sound alarm when sighted suspicious boats loitering in the vicinity of the ship or barge, or suspicious individuals on board the ship or barge
- Listen to advisories and navigational broadcast

The ReCAAP ISC urges the littoral States to increase patrol and enforcement in their respective waters, strengthen communication and coordination between them, and promote information sharing on the latest situation and the criminal groups involved in order to arrest and prosecute the perpetrators.

UPDATE ON SITUATION IN INDIA

JANUARY-FEBRUARY 2020

In February 2020, four actual incidents were reported in India. One incident occurred to a ship while underway off Gujarat; and three incidents to ships anchored at Kakinada Anchorage.

The description of the four incidents are as follows:

① Actual Incident on 11 Feb 20

Name of ship	<i>Evimeria</i>
Type of ship	Offshore supply ship
Flag of ship	Niue
GT	3665
IMO Number	9366653

At about 0530 hrs, *Evimeria* was anchored at Kakinada Anchorage when four perpetrators in a blue and yellow craft boarded the ship through its tyre fender. The perpetrators were armed with knives and stole 20 metres of mooring rope. The master raised alarm and the perpetrators escaped. The master reported the incident to Kakinada Port Control, who informed the coastal security police. The crew was not injured.

② Actual Incident on 19 Feb 20

Name of ship	<i>Morbis</i>
Type of ship	Oil/chemical/gas tanker
Flag of ship	Comoros
GT	58141
IMO Number	9165762

At about 0720 hrs, tanker *Morbis* towed by tug boat *Allianz Titanium* was underway off Gujarat when nine perpetrators approached the ship in a fishing boat. Two of the perpetrators boarded *Morbis* while the remaining seven perpetrators waited in the fishing boat. The master reported the incident to Indian Coast Guard (ICG) and local Marine Police through radio. An ICG ship was dispatched to the location of the incident and apprehended seven perpetrators in the fishing boat. Thereafter, the ICG boarded *Morbis* and apprehended the remaining two perpetrators hiding in the ship. The perpetrators were handed over to Marine Police Station Pipavav.



Fishing boat used by perpetrators



Ladder used by perpetrators



Perpetrators apprehended by ICG

(Photographs courtesy of ICG)

3 Actual Incident on 20 Feb 20

Name of ship	<i>Al Barrah</i>
Type of ship	Tanker
Flag of ship	Saudi Arabia
GT	23999
IMO Number	9332030

At about 0530 hrs, *Al Barrah* was anchored at Kakinada Anchorage when an unknown number of perpetrators boarded the tanker and escaped with two mooring ropes and nine paint drums. The incident was reported to the local agent, local police, ICG, Kakinada Port Control and other authorities. The ICG reported the incident to the coastal security police for investigation.

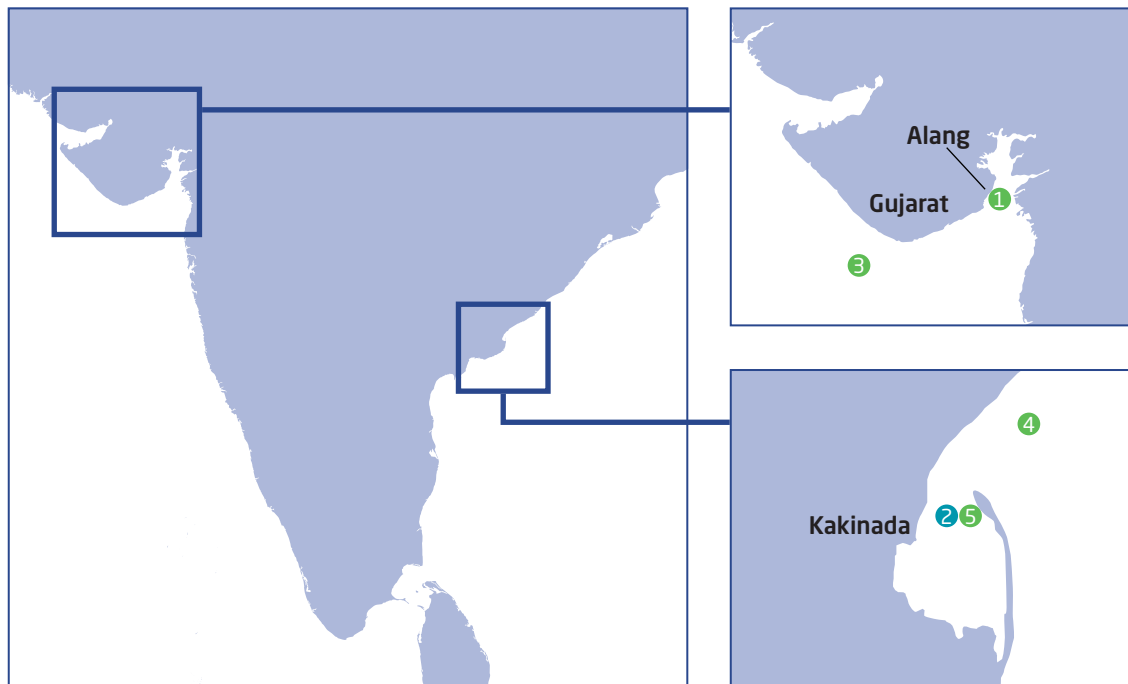
4 Actual Incident on 28 Feb 20

Name of ship	<i>Malaviya Ten</i>
Type of ship	Offshore supply ship
Flag of ship	India
GT	2180
IMO Number	9202596

At about 0400 hrs, *Malaviya Ten* was anchored at north Kakinada Anchorage when the master sighted seven perpetrators in a dinghy boat boarded the ship from the stern. They stole lube oil drums and escaped. The incident was reported to the Kakinada Sea Port Limited (KSPL) and ICG. Two ICG ships were deployed to investigate all fishing boats entering Kakinada fisheries harbour. The ICG Station Kakinada informed the incident to Coastal Security Police Station Vakalapudi for investigation.

JANUARY-FEBRUARY 2020

During January-February 2020, a total of five incidents were reported in India. One incident occurred in January 2020 and four incidents in February 2020. Of the five incidents, four occurred to ships at anchor and one to ship while underway. Map 3 shows the location of the five incidents occurred during January-February 2020.



Map 3 - Location of incidents in India (January - February 2020)

● CAT 3 ● CAT 4

- | | | |
|--|--|---|
| <p>① Amil 12
Offshore supply ship
7 Jan 20
0700 hrs</p> | <p>② Evimeria
Offshore supply ship
11 Feb 20
0530 hrs</p> | <p>③ Morbius
Oil/chemical/
gas tanker
19 Feb 20
0720 hrs</p> |
| <p>④ Al Barrah
Tanker
20 Feb 20
0530 hrs</p> | <p>⑤ Malaviya Ten
Offshore supply ship
28 Feb 20
0400 hrs</p> | |

RECOMMENDATIONS

The ReCAAP ISC advises ship master and crew 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 Centre commends the ICG for arresting the nine perpetrators involved in the incident on board *Morbius* off Gujarat. The ReCAAP ISC recommends that the ICG and law enforcement agencies to step up surveillance and increase patrol at Kakinada Anchorage, and arrest the perpetrators responsible for the incidents at the anchorage.

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

SITUATION UPDATE

In February 2020, there was no report of abduction of crew from ships in the Sulu-Celebes Seas and waters off Eastern Sabah. The last actual incident occurred on 17 Jan 20 off Lahad Datu, Sabah, Malaysia where eight crew were abducted from a fishing trawler. On 18 Jan 20, the Malaysian authorities recovered three of the eight crew in the vicinity of Lahad Datu, Sabah. The remaining five crew are still held in captivity.

STATUS OF ABDUCTED CREW

As of 29 Feb 20, five crew are still being held in captivity. The Philippine and Malaysia authorities continue to step up patrol efforts, conduct pursuit operations and intensify military operation to rescue the crew in captivity and neutralise the militant group.

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 incident on 17 Jan 20, 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 are as follows:

**1 Philippine Coast Guard District
Southwestern Mindanao**

Tel: +63 998 585 7972
+63 917 842 8446

VHF: Channel 16 with call-sign
"NEPTUNE"

Email: hcgdswm@yahoo.com

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

Tel: +63 998 585 7941
+63 917 842 8402

VHF: Channel 16

Email: cgd_tawi2@yahoo.com

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

Tel: +63 955 714 0153

VHF: Channel 16

Email: jointtaskgroup@gmail.com

**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



Map 4 - Contact details

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:

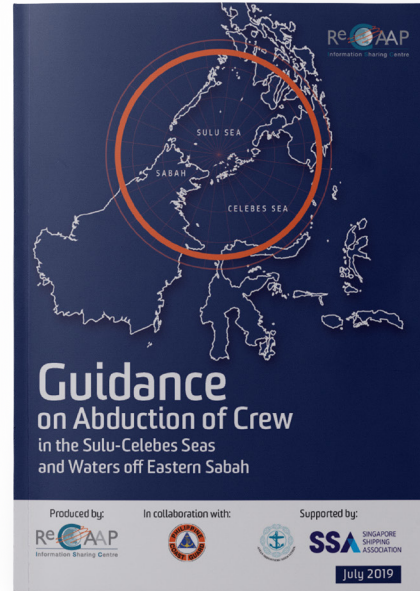
Tel: +632-8-527-8481 (ext: 6136/37)
+632-998-585-5327 (mobile)
+632-917-842-8249 (mobile)
+632-8-527-3877 (fax)

Email: pcgcomcen@coastguard.gov.ph

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

In July 2019, the ReCAAP ISC has produced the '*Guidance on 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) 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 reported during January-February 2020 has increased compared to the same period in 2019. This was due to the increase of incidents in Bangladesh, India, the Philippines and Singapore Strait during January-February 2020.

The situation in the Singapore Strait continues to be a concern with the recurrence of eight incidents in the eastbound lane of the Traffic Separation Scheme (TSS) during January-February 2020. The ReCAAP ISC recommends all ships to enhance preventive measures, including maximum alertness of lookouts 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 Centre also urges the littoral States to increase patrol and enforcement in their respective waters, strengthen coordination among them and promote information sharing on the latest situation and the criminal groups involved in order to arrest and prosecute them.

The ReCAAP ISC commends the efforts of the Indian Coast Guard (ICG) (ReCAAP Focal Point) for the arrest of the nine perpetrators involved in the incident off Gujarat, India. With three incidents reported at the Kakinada Anchorage in February 2020, the Centre encourages the ICG and law enforcement agencies to step up surveillance and increase patrol at the anchorage and arrest the perpetrators involved in these incidents.

Although there was no report of abduction of crew from ships transiting in the Sulu-Celebes Seas and waters off Eastern Sabah in February 2020, the threat of abduction remains. 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 patrol 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 3 ● CAT 4

S/No.	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<p>Sung Fatt 27 Tug boat Malaysia 139 8790871</p> <p>Sung Fatt 32 Barge Malaysia</p>	07/02/20 1200 hrs	<p>1° 3.37' N, 103° 34.78' E</p> <p>Approximately 9.4 nm east of Karimun Besar Island, Indonesia in the eastbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p>	<p>While the tug boat towing barge was en route from Port Klang, Malaysia to Kuching, East Malaysia, four small wooden boats approached the barge, which carried construction materials. Eight perpetrators boarded the barge, stole about 20kg of steel construction material and escaped. The crew was not injured. The incident was reported to Malaysia Marine Police.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
2	<p>ASL Amber Tug boat Singapore 977 9430301</p>	07/02/20 1910 hrs	<p>21° 41.72' N, 91° 50.34' E</p> <p>Martabari Anchorage, Bangladesh</p>	<p>While at anchor, the duty A/B sighted two suspicious fishing boats approaching the tug boat. He saw several perpetrators armed with knives boarding the tug boat. He reported to the OOW, who immediately activated the general alarm. The perpetrators escaped from the tug boat when they realised their presence was discovered. The crew conducted a search and found some mooring ropes and shackles were stolen. The crew was not injured and there was no damage to the tug boat. The incident was reported to Bangladesh Coast Guard, who went on board with the security forces to investigate.</p> <p>[ReCAAP Focal Point (Singapore)] [ReCAAP Focal Point (Bangladesh)]</p>

S/No.	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
3	<i>New Spirit</i> Bulk carrier Marshall Islands 32287 9425801	09/02/20 0220 hrs	1° 15.72' N, 104° 8.47' E Approximately 5.1 nm northeast of Nongsa Point, Pulau Batam, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While underway, six perpetrators armed with knives were seen in the engine room. The perpetrators ran onto the deck when they saw the crew. The master mustered and accounted for all crew in the bridge. He reported the incident to Singapore VTIS East and requested to go to Singapore to conduct further search. Upon arrival in Singapore, the Singapore Police Coast Guard boarded the ship to conduct further search. No perpetrators were found and engine spares including 20 pieces of circular brakes, 130m of cables and 25 pieces of magnetic contactors were stolen. The crew was not injured. [ReCAAP Focal Point (Singapore)]
4	<i>Swarna Jayanti</i> Tanker India 57702 9467720	09/02/20 0252 hrs	1° 15.68' N, 104° 10.52' E Approximately 6.2 nm northeast of Nongsa Point, Pulau Batam, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While underway, a perpetrator was sighted in the engine room. The master raised the alarm, mustered the crew and conducted search for the perpetrator. Some valves (engine spares) were reported missing from the engine room. The master reported incident to Singapore VTIS East. The crew was not injured. [ReCAAP Focal Point (Singapore)]

S/No.	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
5	<i>Evimeria</i> Offshore supply ship Niue 3665 9366653	11/02/20 0530 hrs	16° 58' N, 82° 18' E Kakinada Anchorage, India	<p>While at anchor, four perpetrators armed with knives boarded the ship from a blue and yellow craft via the starboard quarter through the ship's tyre fender. The master raised the alarm and the perpetrators escaped with 20m of mooring rope. The master reported the incident to Kakinada Port Control, who informed the coastal security police. The crew was not injured.</p> <p>[ReCAAP Focal Point (India)]</p>
6	<i>Morbius</i> Oil/chemical/gas tanker Comoros 58141 9165762	19/02/20 0720 hrs	20° 36.4' N, 70° 3.96' E 186 Nawabandar LT 08 nm Off Gujarat, India	<p>While <i>Morbius</i> was underway and towed by tug boat, <i>Allianz Titanium</i>, nine perpetrators in a fishing boat approached the ship. Two of the perpetrators boarded <i>Morbius</i> while the remaining seven perpetrators waited in the fishing boat. The master reported the incident to Indian Coast Guard (ICG) on VHF Ch-16 and the local Marine Police. An ICG ship immediately rushed to the location of the incident and apprehended the seven perpetrators in the fishing boat. Thereafter, the ICG boarded <i>Morbius</i> and apprehended the remaining two perpetrators hiding in the ship. The ICG handed the nine perpetrators to Marine Police Station Pipavav. The crew was not injured and nothing was stolen.</p> <p>[ReCAAP Focal Point (India)]</p>

S/No.	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
7	<i>Al Barrah</i> Tanker Saudi Arabia 23999 9332030	20/02/20 0530 hrs	17° 3.7' N, 82° 24.8' E Kakinada Anchorage, India	While at anchor, an unknown number of perpetrators boarded the tanker, stole two mooring ropes and nine paint drums, and escaped. The master reported the incident to pilot station Kakinada. The incident was also informed to the local agent, local police, India Coast Guard (ICG), Kakinada Port Control and other authorities. The ICG reported the incident to the coastal security police for investigation. The crew was not injured. [ReCAAP Focal Point (India)]
8	<i>Western Seattle</i> Bulk carrier Philippines 32350 9660619	28/02/20 0045 hrs	1° 8.6' N, 103° 28.68' E Approximately 3.5 nm east of Pulau Karimun Kecil, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While en route to Singapore, four perpetrators boarded the bulk carrier. The crew informed the master who raised the alarm and mustered all crew in the wheelhouse. The master reported the incident to Vessel Traffic Information System Singapore. There was no confrontation between the crew and perpetrators and nothing was stolen. The Republic of Singapore Navy escorted the ship into Singapore and upon arrival, the Singapore Police Coast Guard boarded the ship to conduct a search. No perpetrator was found. [ReCAAP Focal Point (Singapore)]

S/No.	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
9	Malaviya Ten Offshore supply ship India 2180 9202596	28/02/20 0400 hrs	16° 58.08' N, 82° 18.91' E North Anchorage Kakinada, India	<p>While at anchor, seven perpetrators in a dinghy boat approached and boarded the offshore supply ship from the stern. They stole lube oil drums and escaped. The crew was not injured. The incident was reported to Kakinada Sea Port Limited (KSPL) and Indian Coast Guard (ICG). Two ICG ships were deployed to investigate all the fishing boats entering Kakinada fisheries harbour. Further, ICG Station Kakinada informed the incident to Coastal Security Police Station Vakalapudi for investigation.</p> <p>[ReCAAP Focal Point (India)]</p>
10	Teras Caesar Tug boat Singapore 883 9625982 Maritime Faith Barge Singapore 3292	28/02/20 0830 hrs	21° 27.5' N, 91° 44' E Kutubdia Channel, Bangladesh	<p>While tug boat <i>Teras Caesar</i> towing barge <i>Maritime Faith</i> was underway, about 20 perpetrators boarded the barge from three fishing boats. The master of the tug boat sounded the alarm and all crew were on standby for possible boarding of the tug boat by the perpetrators. The perpetrators eventually escaped with stolen items including lashing equipment, rope, manhole cover and steel stopper from the barge. The incident was reported to the Bangladesh Navy and Singapore Port Operations Control Centre.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

CONTACT DETAILS OF ReCAAP FOCAL POINTS/CONTACT POINT

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Correct as at 5 February 2020



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

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