



JULY2020

Monthly Report

07

**Piracy and Armed Robbery
Against Ships in Asia**



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INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA IN JULY 2020

OVERVIEW

2 In July 2020, six incidents of piracy¹ and armed robbery against ships² were reported in Asia. Of the six incidents, one was a piracy incident and five were armed robbery against ships.

There was no report of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah, Malaysia in July 2020. However, the abduction of crew for ransom remains a serious concern as demonstrated by the Warning issued by the ReCAAP ISC on 2 July that five Abu Sayyaf Group (ASG) members were planning to conduct abduction of crew from ships passing by Tawi-Tawi and Sabah waters.

The ReCAAP ISC is also concerned about the continued occurrence of incidents on board ships while underway in the Singapore Strait. Three incidents were reported in July 2020. With these, a total of 19 incidents were reported in the Singapore Strait during January-July 2020 comprising 15 incidents occurred in the eastbound lane of the Traffic Separation Scheme (TSS), two incidents in the precautionary area, one incident in the westbound lane of the TSS and one incident just outside (south) of the TSS.

JULY 2020

NUMBER OF INCIDENTS

In July 2020, six incidents of piracy and armed robbery against ships were reported. Of the six incidents, five were actual incidents³ and one was an attempted incident⁴. All five actual incidents were incidents of armed robbery against ships, and the attempted incident was a piracy incident occurred in the South China Sea. All incidents have been verified and reported to the ReCAAP ISC by ReCAAP Focal Points. Refer to the Appendix on pages 21-23 for the description of the incidents.

¹ 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.

² 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.

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

Graph 1 shows the number of incidents reported each month from July 2019 to July 2020.

STATUS OF SHIPS

Of the six incidents reported in July 2020, two incidents occurred on board ships while at anchor and four incidents on board ships while underway.

SIGNIFICANCE LEVEL OF INCIDENTS

Of the five actual incidents reported in July 2020, one was a CAT 3 incident and four were CAT 4 incidents.

The CAT 3 incident occurred on board an offshore supply vessel while anchored at a jetty at Kakinada, India. The duty crew sighted one perpetrator armed with a knife on board the ship. The perpetrator opened the generator door and tried to steal generator equipment using a spanner. The duty crew immediately reported the incident to the bridge. The perpetrator jumped into the water and escaped after his presence was discovered. Nothing was stolen and the crew was not injured.

Of the four CAT 4 incidents, three incidents occurred on board ships while underway in the Singapore Strait, and one incident occurred on board a container ship while anchored in the vicinity of Manila Bay Quarantine Anchorage Area South Harbour, Manila, Philippines.

Chart 1 shows the significance level of incidents reported in July of 2007-2020.

LOCATION OF INCIDENTS

The location of the six incidents reported in July 2020 is shown in Map 1.

JANUARY-JULY 2020

NUMBER OF INCIDENTS

During January-July 2020, a total of 58 incidents (comprising 56 actual incidents and two attempted incidents) of piracy and armed robbery against ships were reported in Asia. Of the 58 incidents, three were incidents of piracy and 55 were incidents of armed robbery against ships. Compared to January-July 2019, the total number of incidents reported during January-July 2020 had increased by more than 50%. A total of 37 incidents (comprising 34 actual incidents and three attempted incidents) were reported during January-July 2019.

The number of incidents reported during January-July 2020 was the highest compared to the same period of 2016-2019. Graph 2 shows the total number of incidents reported during January-July of 2007-2020.

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

Three incidents were reported in Bangladesh during January-July 2020 compared to no incident during January-July 2019. Eight incidents were reported in India during January-July 2020 compared to two incidents during the same period in 2019. In the Philippines, eight incidents were reported during January-July 2020 compared to two incidents during January-July 2019; and in the South China Sea, three incidents were reported during January-July 2020 compared to one incident during the same period in 2019.

Of most concern is the increase of incidents in the Singapore Strait during January-July 2020 compared to the same period in 2019. A total of 19 incidents were reported in the Singapore Strait during January-July 2020 compared to 11 incidents during the same period in 2019.

SIGNIFICANCE LEVEL OF INCIDENTS

Of the 56 actual incidents reported during January-July 2020, one was a CAT 1 incident, one was a CAT 2 incident, 12 were CAT 3 incidents and 42 were CAT 4 incidents. Chart 2 shows the significance level of incidents reported during January-July of 2007-2020.

The CAT 1 incident reported during January-July 2020 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.

The number of CAT 2 incidents reported during January-July 2020 has decreased compared to the same period in 2019. It is also the lowest number of incidents compared to the same period of past 13 years (2007-2019).

However, the number of CAT 3 and CAT 4 incidents during January-July 2020 has increased compared to the same period in 2019. Majority of the incidents reported during January-July 2020 were CAT 4 incidents (75%), which is consistent with the past trends observed in Asia.

UPDATE ON SITUATION IN THE SINGAPORE STRAIT

JULY 2020

In July 2020, three incidents (all actual incidents) were reported on board ships while they were underway in the Singapore Strait (SS). Of the three incidents, two occurred in the eastbound lane of the Traffic Separation Scheme (TSS) and one in the precautionary area in the SS. The description of the three incidents are as follows:

(1) INCIDENT ON 2 JUL 20

Name of ship	<i>Frio Olympic</i>
Type of ship	Reefer vessel
Flag of ship	Panama
GT	8487
IMO Number	8801802

At about 0040 hrs, reefer vessel, *Frio Olympic* was en route from Singapore to Dalian, China at approximately 5.8 nm northwest of Tanjung Pergam, Pulau Bintan, Indonesia in the eastbound lane of the TSS in the Singapore Strait when an unknown number of perpetrators were sighted on deck. The master raised the alarm and the perpetrators escaped immediately. The crew conducted a search on board and discovered that four boxes of ship stores were stolen. There was no confrontation between the perpetrators and the crew.

The incident was reported to Singapore Vessel Traffic Information System (VTIS). The ship confirmed no assistance was required and resumed her voyage. A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF), Singapore Police Coast Guard and the Indonesian authorities were notified.

(2) INCIDENT ON 12 JUL 20

Name of ship	<i>Wolverine</i>
Type of ship	Bulk carrier
Flag of ship	Marshall Islands
GT	34779
IMO Number	9711327

At about 0215 hrs, bulk carrier, *Wolverine* was en route to Cam Pha, Vietnam at approximately 6.6 nm northwest of Tanjung Tondang, Pulau Bintan, Indonesia in the eastbound lane of the TSS in the Singapore Strait when three perpetrators were sighted in the engine room store. The alarm was raised and the perpetrators escaped. All crew were mustered at the navigation bridge. The crew conducted a search on board and updated Singapore VTIS at 0235 hrs that some engine spare parts were stolen and there was no further sighting of the perpetrators on board. The crew was safe and no assistance was required.

A safety navigational broadcast was initiated. The RSN's MSTF, Singapore Police Coast Guard and the Indonesian authorities were notified.

(3) INCIDENT ON 26 JUL 20

Name of ship	<i>BS Ayres</i>
Type of ship	Tug boat
Flag of ship	Singapore
GT	299
IMO Number	9740287

Name of ship	<i>BS 27</i>
Type of ship	Flat top deck cargo barge
Flag of ship	Singapore

At about 0837 hrs, tug boat, *BS Ayres* towing flat top deck cargo barge, *BS 27* was en route to Singapore at approximately 4.4 nm from Tanjung Piai, Johor, Malaysia in the precautionary area in the Singapore Strait when two unknown crafts with three perpetrators on each craft were sighted approaching the barge. Two perpetrators boarded the barge, and left after 20 minutes. Subsequently, the two crafts moved away from the location of the incident and were seen heading in a southwestern direction. The tug boat and barge resumed their voyage to Singapore. Some batteries were reported stolen from the barge. The crew was safe and no assistance was required.

A safety navigational broadcast was initiated after the incident. The RSN's MSTF, Singapore Police Coast Guard, and the Malaysian and Indonesian authorities were notified.

JANUARY-JULY 2020

During January-July 2020, a total of 19 incidents (all actual incidents) were reported on board ships while they were underway in the Singapore Strait. Of the 19 incidents, 15 incidents occurred in the eastbound lane of the TSS, two incidents in the precautionary area, one incident in the westbound lane of the TSS and one incident just outside (south) of the TSS. Map 2 shows the location of the 19 incidents reported during January-July 2020.

RECOMMENDATIONS

Due to the continued occurrence of incidents in the Singapore Strait, the ReCAAP ISC strongly urges the littoral States to increase patrols and enforcement in their respective waters, strengthen coordination among them and promote information sharing on incidents and criminal groups involved in order to make more arrests.

While transiting the Singapore Strait, ship master and crew are strongly advised to proactively adopt the following measures:

- Maximise alertness of lookouts for suspicious small boats and increase watch keeping; particularly daylight time for barges and during night time for bigger ships;
- Maintain communication with shipping 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 suspicious boats are sighted loitering in the vicinity of the ship or barge or suspicious individuals on board the ship or barge; and
- Keep abreast of the latest situation (www.recaap.org) and tune-in to advisories and navigational broadcast announced by the authorities.

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

ReCAAP ISC WARNING ON PLANNED KIDNAPPING ACTIVITIES BY THE ABU SAYYAF GROUP (ASG)

On 2 Jul, the ReCAAP ISC received information from the Philippine Coast Guard (ReCAAP Focal Point) that on 21 Jun, five members of the Abu Sayyaf Group/Kidnap-for-Ransom Group (ASG/KFRG) were sighted in Barangay Sipangkot, Sitangkai, Tawi-Tawi on board a white with yellow and orange stripes speedboat powered by 250HP Yamaha engine. The Philippine Coast Guard (PCG) validated that as of 30 Jun, the ASG's plan to carry out kidnapping activities in Sabah and Semporna, Malaysia targeting foreigners and the abduction of crew from ships passing by Tawi-Tawi and Sabah waters still stands. On 2 Jul, the ReCAAP ISC issued a Warning, including the latest updates. The first Warning was issued on 22 May and it was about a group of five ASG members armed with assorted firearms planning to conduct kidnapping activities in undisclosed areas in Sabah, Malaysia. Both Warnings can be found at www.recaap.org.

SITUATION UPDATE

There was no report of abduction of crew from ships in the Sulu-Celebes Seas and waters off Eastern Sabah in July 2020. 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 31 Jul 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 abduction incident on 17 Jan 20 and information of planned kidnapping in Sabah and Semporna, Malaysia, the ReCAAP ISC reiterates its advisory issued via 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
- 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

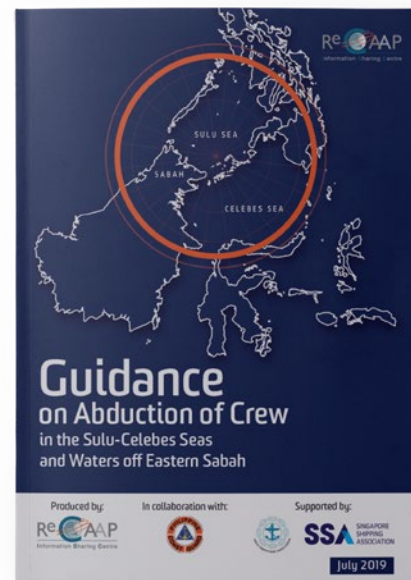
In the event that the ship master is not able to establish contact with the Operation Centres of the Philippines as listed in the ReCAAP ISC Advisory, he can contact the **Philippine Coast Guard Command Centre** at the following contact details:

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 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-July 2020 has increased compared to January-July 2019. This was due to the increase of incidents in Bangladesh, India, the Philippines, South China Sea and Singapore Strait during January-July 2020.

The situation in the Singapore Strait continues to be a concern with the occurrence of 19 incidents during January-July 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.

Although there was no report of abduction of crew from ships transiting in the Sulu-Celebes Seas and waters off Eastern Sabah in July 2020, the risk of abduction is still high. The ReCAAP ISC advises the shipping industry to exercise extra vigilance when transiting the area, report all incidents immediately to the operation 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, respond promptly to reports of incidents and arrest the perpetrators involved. Ships transiting the 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 based on a matrix of the indicators of the Violence Factor and Economic Factor. Below is the broad narration of the four Categories.

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 and to facilitate the maritime community to carry out risk assessment.

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	+45-7219-6000	
India		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: mrcc-west@indiancoastguard.nic.in mrcc.mumbai@gmail.com	+91-22-2431-6558 +91-22-2438-8065 +91-22-2438-3592	+91-22-2431-6558 +91-22-2438-8065 +91-22-2438-3592

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Japan		
Japan Coast Guard (JCG) Ops Centre Email : jcg-op@mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
Republic of Korea		
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
Myanmar		
MRCC Ayeyarwaddy Myanmar Navy Email: mrcc.yangon@mptmail.com.mm mrcc.myanmar2012@gmail.com	+95-313-1651	+95-1202-417
Netherlands		
Dutch Coast Guard Maritime Information Centre Email: mik-nl@kustwacht.nl	+31-223-658-101	+31-223-658-358
Norway		
Norwegian Maritime Authority Email: security@sdir.no	+47-5274-5000	+47-5274-5001
Philippines		
Philippine Coast Guard Command Center Email: pcgcomcen@coastguard.gov.ph	+632-8-527-8481 (ext: 6136/37) +632-998-585-5327 (mobile) +632-917-842-8249 (mobile)	+632-8-527-3877
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"	

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Singapore		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
Sri Lanka		
Sri Lanka Navy Operations Room / MRCC (Colombo) Email: nhqdno@yahoo.com nhqdno@navy.lk	+94-11-244 5368 +94-11-221 2230/31	+94-11-244 1454 +94-11-244 9718
Thailand		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: miscdutyofficer@misc.go.th sornchon2558@gmail.com	+66-2475-4532	+66-2475-4577
United Kingdom		
National Maritime Information Centre Operations Centre Email: NMIC-OPS@mod.gov.uk	+44 2392-211941	+44 2392-212024 Please indicate "FAO NMIC – A leg"
United States		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: rccalameda@uscg.mil	+1-510-437-3701	
Vietnam		
Vietnam Coast Guard Email: vietnamcoastguard@gmail.com	+84-24-3355-4378	+84-24-3355-4363

Correct as at 31 Jul 2020

DESCRIPTION OF INCIDENTS

ACTUAL INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

● CAT 3 ● CAT 4

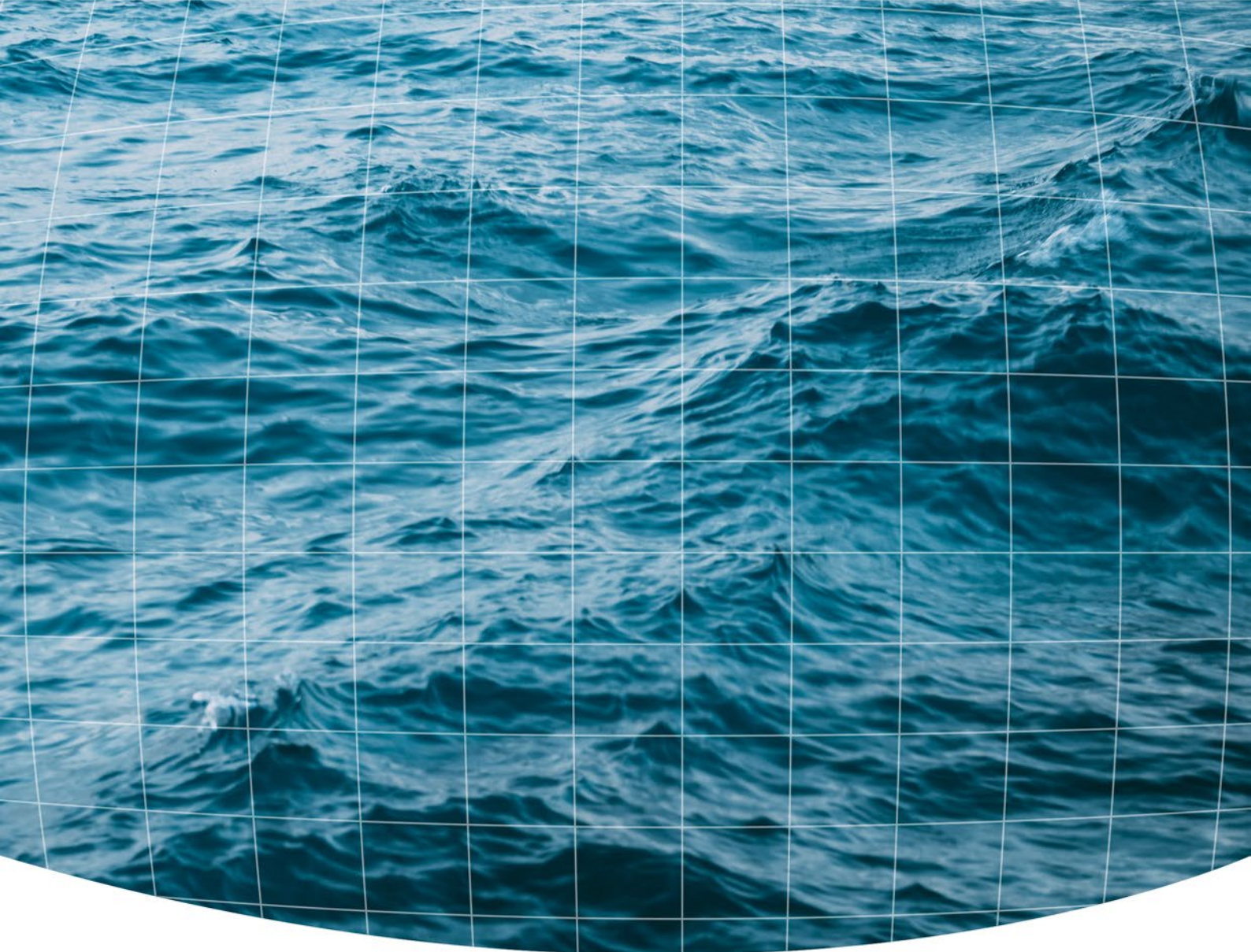
S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<i>Frio Olympic</i> Reefer Vessel Panama 8487 8801802	02/07/20 0040 hrs	1° 16.88' N, 104° 19.1' E Approximately 5.8 nm northwest of Tanjung Pergam, Pulau Bintan, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	<p>While the reefer vessel was en route to Dalian, China, an unknown number of perpetrators were sighted on deck. The master raised the alarm and the perpetrators escaped immediately. The crew conducted a search on board and discovered that four boxes of ship stores were stolen. There was no confrontation between the perpetrators and the crew.</p> <p>The incident was reported to Singapore Vessel Traffic Information System (VTIS). The ship confirmed no assistance was required and resumed her voyage. A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF), Singapore Police Coast Guard and the Indonesian authorities were notified.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
2	<i>Wolverine</i> Bulk carrier Marshall Islands 34779 9711327	12/07/20 0215 hrs	1° 16.36' N, 104° 15.36' E Approximately 6.6 nm northwest of Tanjung Tondang, Pulau Bintan, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	<p>While the bulk carrier was en route to Cam Pha, Vietnam, three perpetrators were sighted in the engine room store. The alarm was raised and the perpetrators escaped. All crew were mustered at the navigation bridge. The crew conducted a search on board and updated Singapore VTIS at 0235 hrs that some engine spare parts were stolen and no further sighting of the perpetrators on board. The crew was safe and no assistance required.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF, Singapore Police Coast Guard and the Indonesian authorities were notified.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
3	MWV Falcon Offshore supply vessel Singapore 5312 9779290	16/07/20 2015 hrs	16° 58.7' N, 82° 16.75' E Jetty No NRW-3, Kakinada, India	<p>While at anchor, the duty Able-bodied (AB) sighted one perpetrator armed with a knife on board the ship. The perpetrator opened the generator door and tried to steal generator equipment using a spanner. The AB immediately reported the incident to the bridge. The perpetrator jumped into the water and escaped after his presence was discovered. A search on board the ship was carried out and the crew found one fire hose box was opened. Nothing was stolen. The crew was not injured. It was assessed the perpetrator had climbed on the jetty fender from under the quay side bridge to enter the ship which was a blind spot on the main deck of ship. The incident was reported to Kakinada Port control and the local police. During the preliminary investigation, a few suspects were apprehended by the local police and further investigation is in progress. Enhanced patrols were carried out in the area.</p> <p>[ReCAAP Focal Point (India), ReCAAP Focal Point (Singapore)]</p>
4	Newark Container ship Liberia 35573 9322504	20/07/20 0340 hrs	14° 32.66' N, 120° 55.15' E Vicinity waters of Manila Bay Quarantine Anchorage Area South Harbour, Manila, Philippines	<p>While conducting roving at the fore-castle of the ship, the crew noticed that the padlocks of the bosun store and paint store were broken. Ship stores including paints, welding machines, electrical drills, jigsaw, electrical angle grinders, immersion suits, face shield, cylinder breathing apparatuses, helmet, self-contained breathing apparatus and chemical suit were missing. The incident was immediately reported to VTMS Manila.</p> <p>The Philippine Coast Guard's ship, <i>BRP Tubbataha</i> immediately proceeded to the location of the ship and conducted survey of the area but no suspicious motor bancas were sighted.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
5	<p>BS Ayres Tug boat Singapore 299 9740287</p> <p>BS 27 Flat top deck cargo barge Singapore 4506</p>	26/07/20 0837 hrs	<p>1° 11.5' N, 103° 32.3' E</p> <p>Approximately 4.4 nm from Tanjung Piai, Johor, Malaysia in the precautionary area in the Singapore Strait</p> <p>(SOMS)</p>	<p>While the tug boat towing the flat top deck cargo barge was en route to Singapore, two unknown crafts with three perpetrators on each craft were sighted approaching the barge. Two perpetrators boarded the barge and left after 20 minutes. The two crafts moved away from the location of the incident and were seen heading in a southwestern direction. The tug boat and barge resumed their voyage to Singapore. Some batteries were reported stolen from the barge. The crew was safe and no assistance was required.</p> <p>A safety navigational broadcast was initiated after the incident. The RSN's MSTF, Singapore Police Coast Guard, and the Malaysian and Indonesian authorities were notified.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

ATTEMPTED INCIDENT

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
6	<p>Global Phenix LPG tanker Panama 5917 9552719</p>	08/07/20 1404 hrs	<p>3° 27.5' N, 108° 40.9' E</p> <p>Approximately 23 nm southeast of Natuna Island, Indonesia</p> <p>(South China Sea)</p>	<p>While underway, five perpetrators in a boat attempted to come alongside and board the tanker. Seeing the approaching boat, the ship conducted evasive manoeuvring and directed the Aldis lights towards the boat, which resulted in the boat moving away.</p> <p>[ReCAAP Focal Point (Japan)]</p>



Regional Cooperation Agreement on Combating
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