

NOVEMBER 2020

Monthly Report

11

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



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

OVERVIEW

2 In November 2020, 11 incidents of armed robbery against ships¹ were reported in Asia. No piracy² incident was reported. With these incidents, the total number of incidents from January to November 2020 was 95 incidents, which represents an increase of 36% compared to the same period of 2019 (70 incidents).

The ReCAAP ISC is concerned with the overall increase of incidents in Asia, particularly the continued occurrence of incidents (robberies and thefts) in the Singapore Strait. Six incidents were reported in the Singapore Strait in November 2020. With these, a total of 34 incidents were reported in the Singapore Strait during January-November 2020 comprising 30 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.

There was no report of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah, Malaysia in November 2020. However, the abduction of crew for ransom remains a serious concern as demonstrated by the Warning issued on 2 July by the ReCAAP ISC on a planned abduction of crew by the Abu Sayyaf Group (ASG), and a kidnap-for-ransom plan of ASG members thwarted by the Joint Task Force of Sulu on 3 November.

NOVEMBER 2020

NUMBER OF INCIDENTS

In November 2020, 11 incidents of armed robbery against ships were reported in Asia. All incidents were actual incidents³. No attempted incident⁴ was reported. All incidents have been verified and reported to the ReCAAP ISC by ReCAAP Focal Points and regional authorities. Refer to the Appendix for the '*Description of incidents (November 2020)*' on pages 24-28.

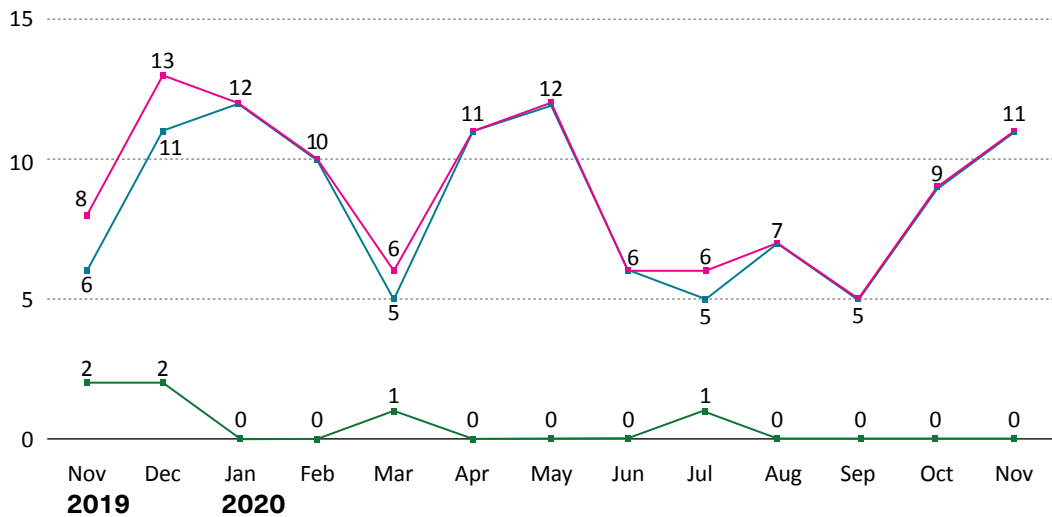
1 Armed robbery against ships is in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025 (26). Refer to Appendix for detailed definition.

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 or not.

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 November 2019 to November 2020.



Graph 1 – Number of incidents (November 2019 to November 2020)

■ Total ■ Actual ■ Attempted

STATUS OF SHIPS

Of the 11 incidents reported in November 2020, seven incidents occurred on board ships while underway (six in the Singapore Strait and one off Tawau, East Malaysia) and four incidents on board ships while at anchor (two incidents in Vietnam, one incident in Indonesia and one incident in Bangladesh).

SIGNIFICANCE LEVEL OF INCIDENTS

Of the 11 incidents reported in November 2020, one was a CAT 2 incident, three were CAT 3 incidents and seven were CAT 4 incidents (where the perpetrators are not armed and crew not harmed).

The CAT 2 incident occurred on board a fishing boat while underway off Inderasabah, Tawau, East Malaysia. Three perpetrators approached the fishing boat in a purple-striped white wooden boat. One of the perpetrators was seen carrying a weapon resembling a gun. The perpetrators took away a Yamaha 15HP Outboard Motor (OBM) and the crew’s personal belongings before they escaped.

Of the three CAT 3 incidents, one incident occurred on board a tanker while underway in the Singapore Strait, one incident on board a tanker while anchored at Dumai Anchorage, Indonesia and one incident on board a tanker while anchored in Pussur River, Mongla, Bangladesh. While the perpetrators were armed (with knives in two incidents and crowbar in one incident), the crew was not injured. Of the three incidents; engine spares were stolen in one incident and nothing was stolen in the other two incidents.

Of the seven CAT 4 incidents, five incidents occurred to ships while underway in the Singapore Strait, one incident occurred to a container ship while anchored at Vung Tau Anchorage, Vietnam and one incident occurred to a bulk carrier while anchored at Inner Anchorage, Campha, Vietnam.

Chart 1 shows the significance level of incidents reported each month from November 2019 to November 2020.

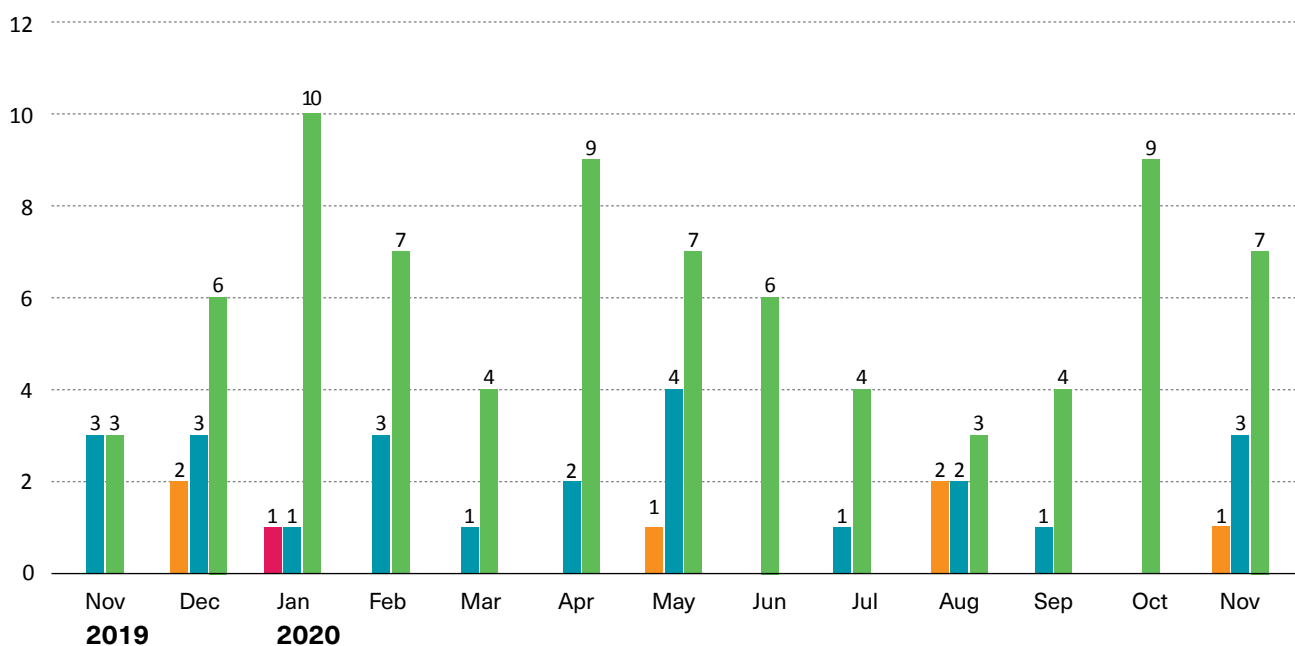


Chart 1 – Significance level of incidents (November 2019 to November 2020)

■ CAT 1 ■ CAT 2 ■ CAT 3 ■ CAT 4

LOCATION OF INCIDENTS

The location of the 11 incidents reported in November 2020 is shown in Map 1.



Map 1 – Location of incidents in November 2020

● CAT 2 ● CAT 3 ● CAT 4

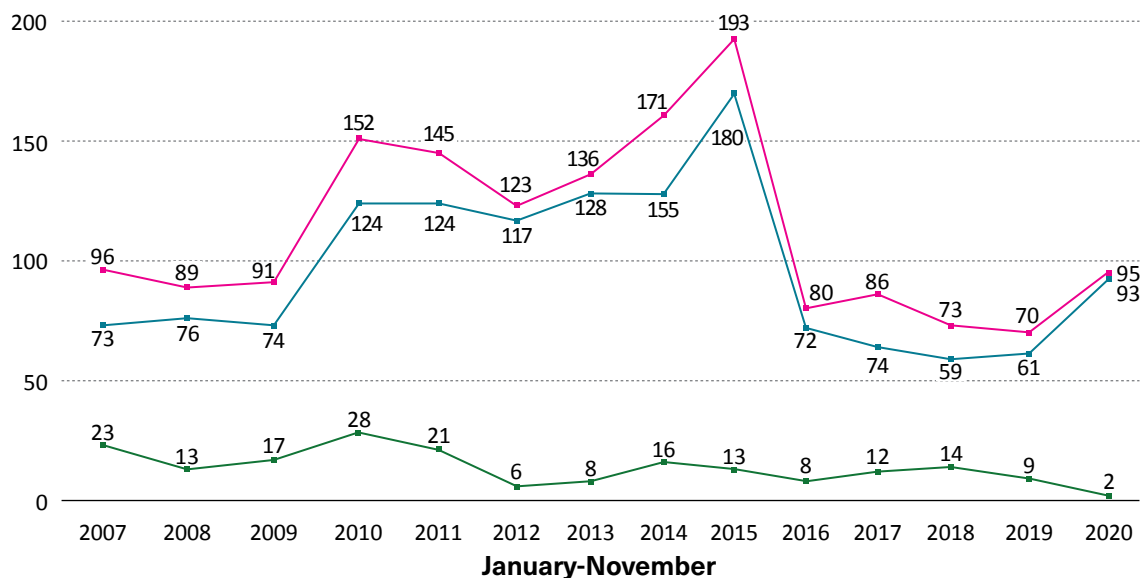
- | | | | |
|---|--|---|--|
| <p>1 <i>Cape Martin</i>
Container ship
3 Nov 20
0130 hrs</p> | <p>2 <i>Zeno</i>
Tanker
8 Nov 20
2125 hrs</p> | <p>3 <i>Lefkada</i>
Bulk carrier
9 Nov 20
0220 hrs</p> | <p>4 <i>Atlantic Diana</i>
Bulk carrier
9 Nov 20
0308 hrs</p> |
| <p>5 <i>Asia Spring</i>
Bulk carrier
17 Nov 20
2255 hrs</p> | <p>6 <i>MTM Amsterdam</i>
Petroleum/
chemical tanker
19 Nov 20
0419 hrs</p> | <p>7 <i>Asia Emerald III</i>
Bulk carrier
19 Nov 20
1730 hrs</p> | <p>8 <i>TW 5320/6 F</i>
Fishing boat
20 Nov 20
1550 hrs</p> |
| <p>9 <i>Fairchem Sword</i>
Tanker
25 Nov 20
0415 hrs</p> | <p>10 <i>Epic Bolivar</i>
Tanker
25 Nov 20
2105 hrs</p> | <p>11 <i>Semirio</i>
Bulk carrier
30 Nov 20
0620 hrs</p> | |

JANUARY-NOVEMBER 2020

NUMBER OF INCIDENTS

During January-November 2020, a total of 95 incidents (comprising 93 actual incidents and two attempted incidents) of piracy and armed robbery against ships were reported in Asia. Of the 95 incidents, four were incidents of piracy and 91 were incidents of armed robbery against ships. Compared to January-November 2019, the total number of incidents reported during January-November 2020 increased by 36%. A total of 70 incidents (comprising 61 actual incidents and nine attempted incidents) were reported during January-November 2019.

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



Graph 2 – Number of incidents (January-November of 2007-2020)

■ Total ■ Actual ■ Attempted

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

- In Bangladesh, four incidents were reported during January-November 2020 compared to no incident during January-November 2019.
- In India, nine incidents were reported during January-November 2020 compared to four incidents during the same period in 2019.
- In the Philippines, 13 incidents were reported during January-November 2020 compared to five incidents during January-November 2019.
- In Vietnam, six incidents were reported during January-November 2020 compared to two incidents during the same period in 2019.

- In the South China Sea, four incidents of piracy were reported during January-November 2020 compared to one incident of piracy during January-November in 2019.
- Of most concern is the increase of incidents in the Singapore Strait. A total of 34 incidents were reported in the Singapore Strait during January-November 2020 compared to 23 incidents during the same period in 2019.

SIGNIFICANCE LEVEL OF INCIDENTS

Of the 93 actual incidents reported during January-November 2020, one was a CAT 1 incident, four were CAT 2 incidents, 18 were CAT 3 incidents and 70 were CAT 4 incidents. Chart 2 shows the significance level of incidents reported during January-November of 2007-2020.

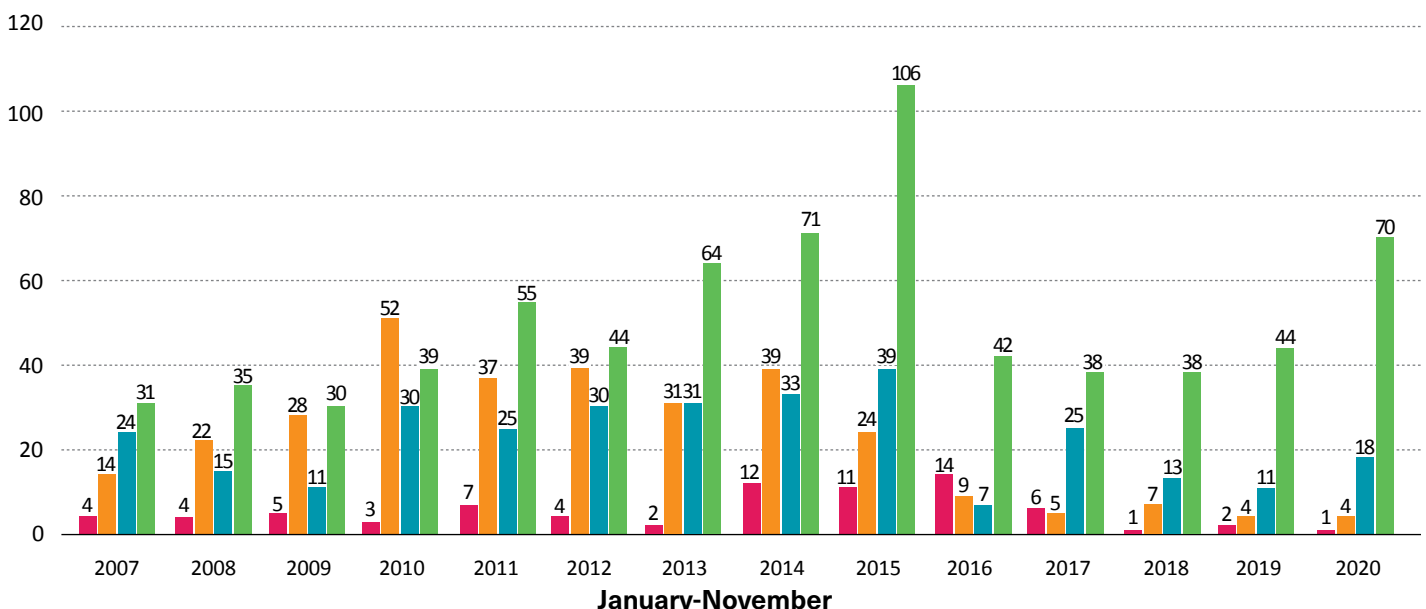


Chart 2 – Significance level of incidents (January-November of 2007-2020)

CAT 1 CAT 2 CAT 3 CAT 4

The CAT 1 incident reported during January-November 2020 was the abduction of eight crew from a fishing trawler on 17 Jan off Lahad Datu, Sabah, Malaysia. On 18 Jan, the Malaysian authorities recovered three of the eight crew in the vicinity of Lahad Datu, Sabah. On 29 Sep, the body of one of the five abducted crew was found during a military operation in Patikul, Sulu. The remaining four crew are still held in captivity.

A total of four CAT 2 incidents were reported during January-November 2020. It is the same number of CAT 2 incidents reported during January-November 2019, and is also the lowest number of CAT 2 incidents reported during January-November of the past 14 years (2007-2020).

However, the number of CAT 3 and CAT 4 incidents during January-November 2020 has increased compared to the same period in 2018 and 2019. The majority of the incidents reported during January-November 2020 were CAT 4 incidents (75%), which is consistent with the past trends observed in Asia.

UPDATE ON SITUATION IN THE SINGAPORE STRAIT

NOVEMBER 2020

In November 2020, six 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 (SS). The number of incidents reported in November 2020 is the same as October 2020, and is the highest number of incidents reported in one month compared to the previous months of 2020 (January-September). Chart 3 shows the number of incidents occurred in each month in the Singapore Strait during the period of January-November 2020.

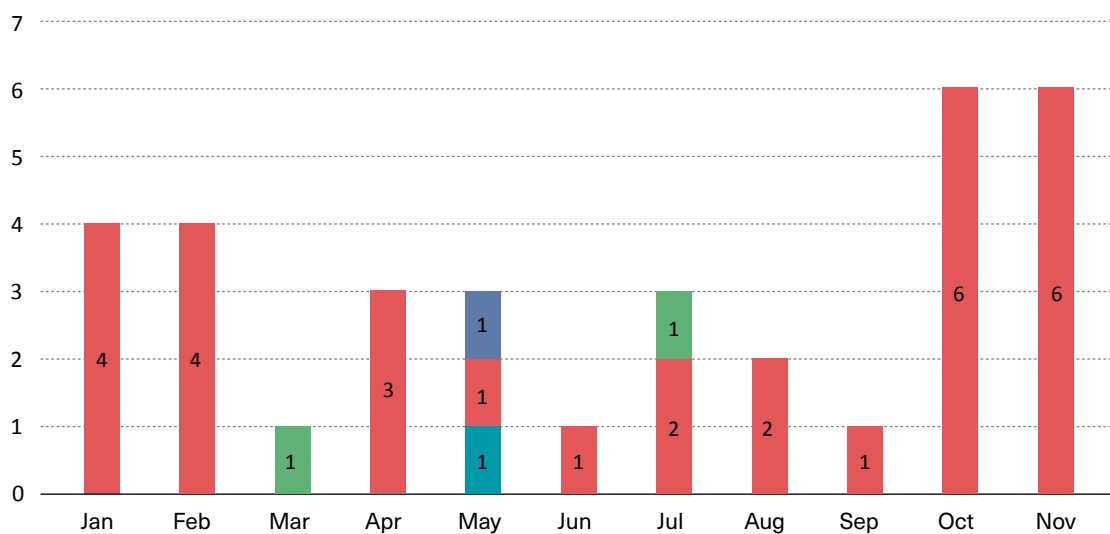


Chart 3 – Number of incidents occurred each month in the Singapore Strait (January-November 2020)

■ Eastbound ■ Westbound ■ Precautionary Area ■ Just south of TSS

In all six incidents, there was no confrontation between the perpetrators and the crew. Ship equipment, a life buoy and engine spares were reported stolen in three incidents, and nothing was stolen in the other three incidents.

Concerned with the continued occurrence of incidents in the Singapore Strait, the ReCAAP ISC issued a Special Report on *"Incidents against ships in the Singapore Strait"* on 23 November to provide an insight of the incidents, modus operandi of the perpetrators and recommendations to the shipping industry and authorities of littoral States to address the situation collectively.

The description of the six incidents are as follows:

(1) INCIDENT ON 8 NOV 20

Name of ship	Zeno
Type of ship	Tanker
Flag of ship	Liberia
GT	79668
IMO Number	9247429

At about 2125 hrs, tanker, *Zeno* was underway at about 4.4 nm south of Tanjung Bulat, East Johor, Malaysia when three perpetrators were sighted in the engine room. The alarm was raised immediately and a search on board the ship was conducted. There was no confrontation between the crew and the perpetrators. At about 2305 hrs, the master updated Singapore Vessel Traffic Information System (VTIS) via VHF that there was no further sighting of the perpetrators on board. Some ship equipment including a sounding rod, an oil sampling rod, a portable breathing apparatus, portable instruments for measuring ullage and a portable spray painter were stolen from the engine room. The crew was not injured. The Republic of Singapore Navy (RSN)'s Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were informed; and the Indonesian authorities were notified. A safety navigational broadcast was initiated to alert mariners.

(2) INCIDENT ON 9 NOV

Name of ship	<i>Lefkada</i>
Type of ship	Bulk carrier
Flag of ship	Liberia
GT	23306
IMO Number	9767546

At about 0220 hrs, bulk carrier, *Lefkada* was underway at about 5.4 nm southeast of Tanjung Ramunia, East Johor, Malaysia when two perpetrators were sighted in the vicinity of engine room locker. The alarm was raised, crew mustered and a search on board the ship was conducted. There was no confrontation between the crew and the perpetrators. At about 0340 hrs, the master updated Singapore VTIS that there was no further sighting of the perpetrators on board. The oil spill equipment locker was found unlocked and a lifebuoy was stolen. The crew was not injured. The RSN's MSTF and Singapore Police Coast Guard were informed; and the Malaysian and Indonesian authorities were notified. A safety navigational broadcast was initiated to alert mariners.

(3) INCIDENT ON 9 NOV

Name of ship	<i>Atlantic Diana</i>
Type of ship	Bulk carrier
Flag of ship	Panama
GT	17018
IMO Number	9515539

At about 0308 hrs, bulk carrier, *Atlantic Diana* was underway at about 5.7 nm northwest of Tanjung Pergam, Pulau Bintan, Indonesia when one perpetrator was sighted in the vicinity of the steering gear flat. The alarm was raised, crew mustered and a search on board the ship was conducted. There was no confrontation between the crew and the perpetrator. At about 0755 hrs, the master updated Singapore VTIS that there was no further sighting of the perpetrator on board. Nothing was stolen and the crew was not injured. The RSN's MSTF and Singapore Police Coast Guard were informed; and the Indonesian authorities were notified. A safety navigational broadcast was initiated to alert mariners.

(4) INCIDENT ON 17 NOV

Name of ship	<i>Asia Spring</i>
Type of ship	Bulk carrier
Flag of ship	Panama
GT	39994
IMO Number	9223320

At about 2255 hrs, bulk carrier, *Asia Spring* was underway at about 2.9 nm north of Pulau Nongsa, Indonesia when three perpetrators were sighted on the main deck. The alarm was raised and crew mustered. The perpetrators escaped from the stern of the ship. The master reported the incident to Singapore VTIS. Nothing was stolen and the crew was not injured. The ship did not require assistance and proceeded on her passage to China. The RSN's MSTF and Singapore Police Coast Guard were informed; and the Indonesian authorities were notified. A safety navigational broadcast was initiated to alert mariners.

(5) INCIDENT ON 19 NOV

Name of ship	<i>MTM Amsterdam</i>
Type of ship	Petroleum/ chemical tanker
Flag of ship	Singapore
GT	12184
IMO Number	9776444

At about 0419 hrs, petroleum/chemical tanker, *MTM Amsterdam* was underway at about 10.6 nm from Pulau Nongsa, Indonesia when two perpetrators armed with knives were sighted at aft poop deck. The alarm was raised and a search on board the ship was conducted immediately. The master reported the incident to Singapore VTIS; and that the perpetrators had escaped undetected. Nothing was stolen and the crew was not injured. The ship proceeded on her passage to China. The RSN and Singapore Police Coast Guard were informed; and the Malaysian and Indonesian authorities were notified.

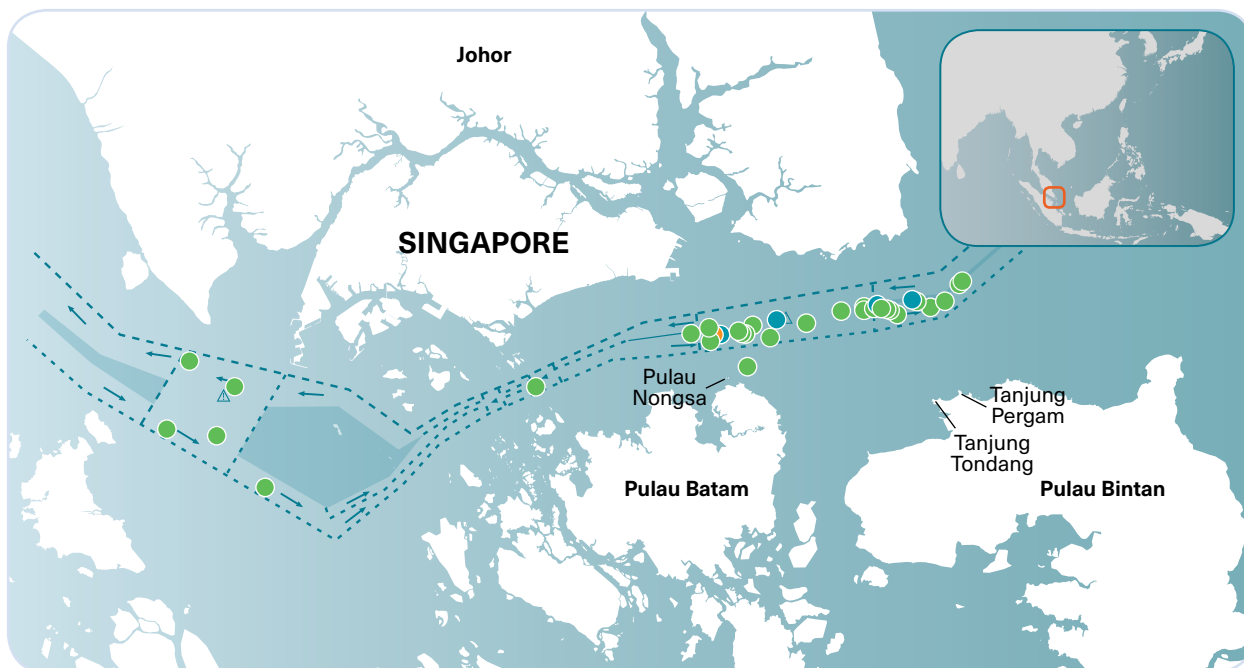
(6) INCIDENT ON 30 NOV

Name of ship	<i>Semirio</i>
Type of ship	Bulk carrier
Flag of ship	Marshall Islands
GT	88995
IMO Number	9406893

At about 0620 hrs, bulk carrier, *Semirio* was underway at about 6.4 nm northwest of Tanjung Tondang, Pulau Bintan, Indonesia when two perpetrators were sighted in the vicinity of the steering gear room. The bulk carrier had departed Singapore Anchorage and was bound for China. The alarm was raised and a search on board was conducted. At about 0835 hrs, the master updated that there was no further sighting of the perpetrators on board. Some engine spares were stolen. The crew was safe and no assistance required. The ship continued her voyage to China. The RSN's MSTF and Singapore Police Coast Guard were informed; and the Malaysian and Indonesian authorities were notified. A safety navigational broadcast was initiated to alert mariners.

JANUARY-NOVEMBER 2020

During January-November 2020, a total of 34 incidents (all actual incidents) were reported on board ships while they were underway in the Singapore Strait. Of the 34 incidents, 30 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. During January-November 2019, 23 incidents were reported. Map 2 shows the location of the 34 incidents reported during January-November 2020.



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

● CAT 2 ● CAT 3 ● CAT 4

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:

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- Maximise alertness of lookouts for suspicious small boats and increase watch keeping on board ships; 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 (at www.recaap.org) and tune-in to advisories and navigational broadcasts announced by the authorities.

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

SITUATION UPDATE

There was no report of abduction of crew from ships in the Sulu-Celebes Seas and waters off Eastern Sabah in November 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. Five crew were held in captivity. On 29 Sep 20, the body of one of the five abducted crew was found during a military operation in Patikul, Sulu. The remaining four crew are still held in captivity.

On 3 Nov 20, the Joint Task Force (JTF) of Sulu has successfully thwarted a kidnap-for-ransom plan by the Abu Sayyaf Group (ASG). The JTF has been monitoring the activities of the ASG members who planned to execute a kidnap-for-ransom plan in an undisclosed province in northern Mindanao. At about 0215 hrs on 3 Nov, the JTF located the ASG's boat near Sulare Island in Parang, Sulu; fired upon the boat and neutralised seven ASG members on board.

STATUS OF ABDUCTED CREW

As of 30 Nov 20, four 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, information of planned kidnapping in Sabah and Semporna, Malaysia (as reported in the Warning issued on 2 Jul 20) and the latest operation on 3 Nov 20 by the Philippine authorities in preventing a kidnap-for-ransom incident, 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

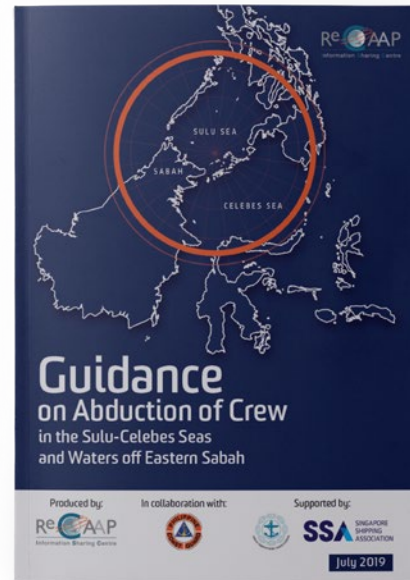
In the event that the ship master is not able to establish contact with the Operation Centres of the Philippines as listed in the ReCAAP ISC Advisory, he can contact the **Philippine Coast Guard Command Centre** at the following contact details:

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 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

18 The total number of incidents reported during January-November 2020 has increased compared to January-November 2019. This was due to the increase of incidents in Bangladesh, India, the Philippines, Vietnam, South China Sea and Singapore Strait. The situation in the Singapore Strait continues to be a concern with the occurrence of six incidents in November 2020 and a total of 34 incidents during January-November 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 November 2020, the threat of abduction of crew is still high as demonstrated by the operation carried out by the Philippine authorities which thwarted the ASG's kidnap plan and neutralised seven ASG members on 3 Nov. The ReCAAP ISC advises the shipping industry to exercise extra vigilance when transiting the area, report all incidents immediately to the Operation Centre of Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia, and adopt the measures recommended in the '*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: MBC_NCU@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: dararith.hg@gmail.com	+855-77-331-531	+855-23-864-110
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 +95-1-8202-417 +95-979-527-9576 (Mobile)	+95-1-8202-417
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 30 November 2020

DESCRIPTION OF INCIDENTS (NOVEMBER 2020)

ACTUAL INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

● CAT 2 ● CAT 3 ● CAT 4

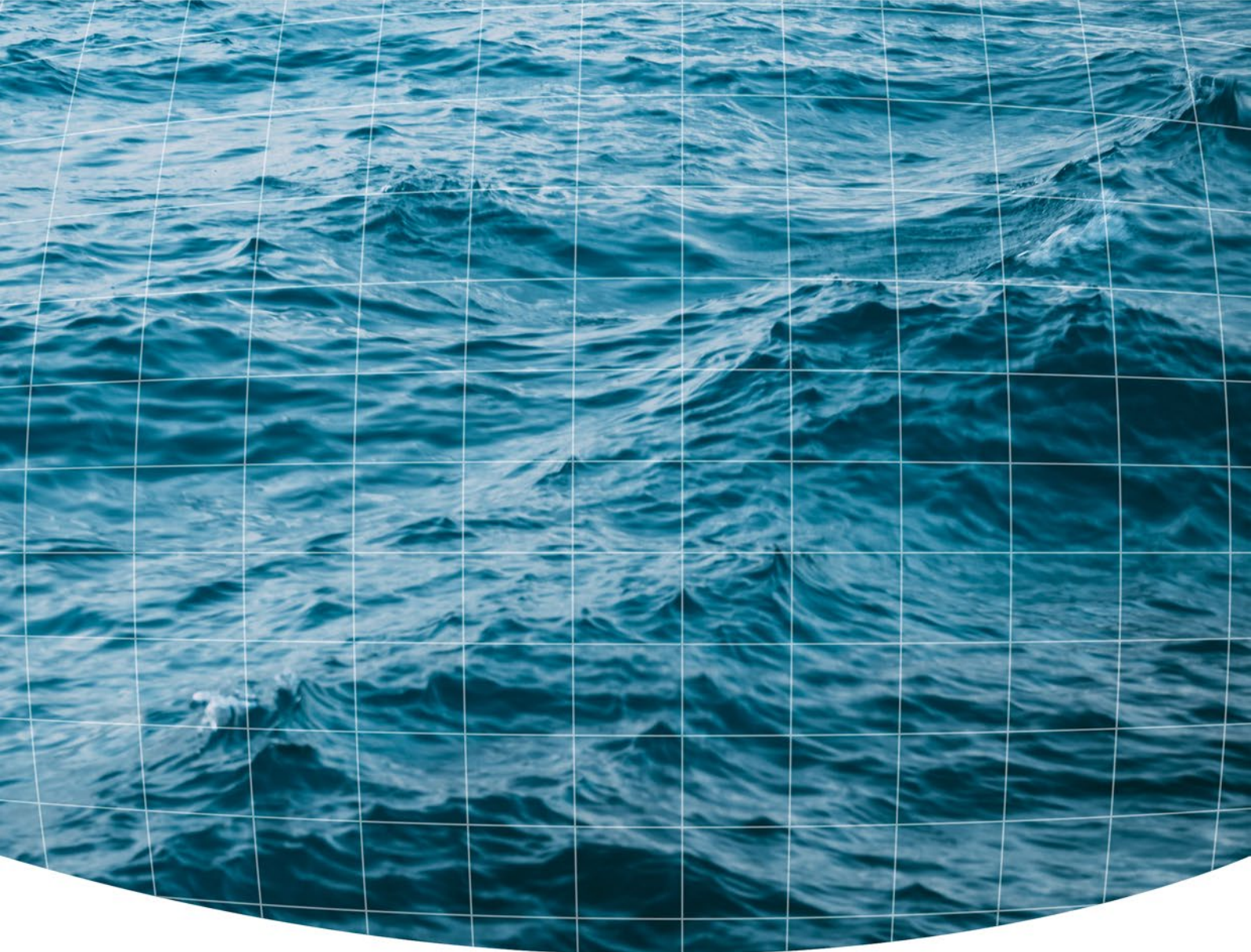
S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	Cape Martin Container ship Cyprus 28007 9360245	3/11/20 0130 hrs	10° 14.8' N, 107° 0.9' E Vung Tau Anchorage, Vietnam	While at anchor, the duty crew noticed seven or eight perpetrators had boarded the ship. The alarm was raised immediately. The perpetrators jumped overboard and escaped in a small boat. The crew conducted a search on board the ship and discovered 12 cans of paint were stolen from the paint store. The crew was not injured. The incident was reported to Vung Tau Port Control; and the Vietnam authorities and Vietnam Coast Guard were notified. [ReCAAP Focal Point (Vietnam)]
2	Zeno Tanker Liberia 79668 9247429	8/11/20 2125 hrs	1° 16.47' N, 104° 12.53' E Approximately 4.4 nm south of Tanjung Bulat, East Johor, Malaysia in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait (SOMS)	While underway, three perpetrators were sighted in the engine room. The alarm was immediately raised and a search on board the ship was conducted. There was no confrontation between the crew and the perpetrators. At about 2305 hrs, the master updated Singapore Vessel Traffic Information System (VTIS) via VHF that there was no further sighting of the perpetrators on board. Some ship equipment including a sounding rod, an oil sampling rod, a portable breathing apparatus, portable instruments for measuring ullage and a portable spray painter were stolen from the engine room. The crew was not injured. The Republic of Singapore Navy (RSN)'s Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were informed; and the Malaysian and Indonesian authorities were notified. A safety navigational broadcast was initiated to alert mariners. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
3	Lefkada Bulk carrier Liberia 23306 9767546	9/11/20 0220 hrs	1° 17.71' N, 104° 20.02' E Approximately 5.4 nm southeast of Tanjung Ramunia, East Johor, Malaysia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While underway, two perpetrators were sighted in the vicinity of engine room locker. The alarm was raised, crew mustered and a search on board the ship was conducted. There was no confrontation between the crew and the perpetrators. At about 0340 hrs, the master updated Singapore VTIS that there was no further sighting of the perpetrators on board. The oil spill equipment locker was found unlocked and a lifebuoy was stolen. The crew was not injured. The RSN's MSTF and Singapore Police Coast Guard were informed; and the Malaysian and Indonesian authorities were notified. A safety navigational broadcast was initiated to alert mariners. [ReCAAP Focal Point (Singapore)]
4	Atlantic Diana Bulk carrier Panama 17018 9515539	9/11/20 0308 hrs	1° 16.73' N, 104° 18.02' E Approximately 5.7 nm northwest of Tanjung Pergam, Pulau Bintan, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While underway, one perpetrator was sighted in the vicinity of the steering gear flat. The alarm was raised, crew mustered and a search on board the ship was conducted. There was no confrontation between the crew and the perpetrator. At about 0755 hrs, the master updated Singapore VTIS that there was no further sighting of the perpetrator on board. Nothing was stolen and the crew was not injured. The RSN's MSTF and Singapore Police Coast Guard were informed; and the Indonesian authorities were notified. A safety navigational broadcast was initiated to alert mariners. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
5	Asia Spring Bulk carrier Panama 39994 9223320	17/11/20 2255 hrs	1° 15.19' N, 104° 4.34' E Approximately 2.9 nm north of Pulau Nongsa, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While underway, three perpetrators were sighted on the main deck. The alarm was raised and crew mustered. The perpetrators escaped from the stern of the ship. The master reported the incident to Singapore VTIS. Nothing was stolen and the crew was not injured. The ship did not require assistance and proceeded on her passage to China. The RSN's MSTF and Singapore Police Coast Guard were informed; and the Indonesian authorities were notified. A safety navigational broadcast was initiated to alert mariners. [ReCAAP Focal Point (Singapore)]
6	MTM Amsterdam Petroleum/chemical tanker Singapore 12184 9776444	19/11/20 0419 hrs	1° 16.96' N, 104° 14.95' E Approximately 10.6 nm from Pulau Nongsa, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While underway, two perpetrators armed with knives were sighted at aft poop deck. The alarm was raised and a search on board the ship was conducted immediately. The master reported the incident to Singapore VTIS; and that the perpetrators had escaped undetected. Nothing was stolen and the crew was not injured. The ship proceeded on her passage to China. The RSN and Singapore Police Coast Guard were informed; and the Malaysian and Indonesian authorities were notified. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
7	Asia Emerald III Bulk carrier Singapore 33045 9530682	19/11/20 1730 hrs	20° 55.79' N, 107° 18.06' E Inner Anchorage, Campha, Vietnam	While at anchor and discharging cargo, ship stores (paint) were found stolen from the bulk carrier. The incident was suspected to have taken place on 19 Nov 20 between 1730 hrs and 2030 hrs when the crew was involved in the repair of the ship's equipment. The ship was not damaged and crew not injured. [ReCAAP Focal Point (Singapore)]
8	TW 5320/6 F Fishing boat Malaysia	20/11/20 1550 hrs	Tanjung Hantu area, Inderasabah, Tawau, East Malaysia	While underway, three perpetrators approached the fishing boat in a purple-striped white wooden boat (Honda 40 HP). One of the perpetrators was seen carrying a weapon resembling a gun. The perpetrators took away a Yamaha 15HP Outboard Motor (OBM) and crew's personal belongings including their IDs, driver's licence, boat licence and two mobile phones before they left. The police under the command of Eastern Command is currently investigating the incident. [Regional authorities]
9	Fairchem Sword Tanker Marshall Islands 11752 9673678	25/11/20 0415 hrs	1° 42.93' N, 101° 26.48' E Dumai Anchorage, Indonesia	While at anchor, four perpetrators armed with long knives boarded the tanker, stole auxiliary engine spares and escaped. The local authorities were informed and investigation was ongoing. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
10	<i>Epic Bolivar</i> Tanker Singapore 6036 9254264	25/11/20 2105 hrs	22° 22.99' N, 89° 37.37' E Pussur River, Mongla, Bangladesh	While at anchor, three perpetrators armed with a crowbar boarded the tanker. The duty watchman noticed the perpetrators and informed the bridge. The alarm was raised and crew mustered. Seeing that the crew had been alerted, the perpetrators escaped empty-handed. The crew was not injured. The incident was reported to the port control. [ReCAAP Focal Point (Singapore)]
11	<i>Semirio</i> Bulk carrier Marshall Islands 88995 9406893	30/11/20 0620 hrs	1° 16.4' N, 104° 15.5' E Approximately 6.4 nm northwest of Tanjung Tondang, Pulau Bintan, Indonesia in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While underway, two perpetrators were sighted in the vicinity of the steering gear room. The bulk carrier had departed Singapore Anchorage and was bound for China. The alarm was raised and a search on board was conducted. At about 0835 hrs, the master updated that there was no further sighting of the perpetrators on board. Some engine spares were stolen. The crew was safe and no assistance required. The ship continued her voyage to China. The RSN's MSTF and Singapore Police Coast Guard were informed; and the Malaysian and Indonesian authorities were notified. A safety navigational broadcast was initiated to alert mariners. [ReCAAP Focal Point (Singapore)]



Regional Cooperation Agreement on Combating
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