

**OCTOBER 2020**

# Monthly Report

# 10

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



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# INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA IN OCTOBER 2020

## OVERVIEW

**2** In October 2020, nine incidents of armed robbery against ships<sup>1</sup> were reported in Asia. No piracy<sup>2</sup> incident was reported. With these incidents, the total number of incidents from January to October 2020 was 84 incidents, which represents an increase of 35% compared to the same period of 2019 (62 incidents).

The ReCAAP ISC is concerned with the overall increase of incidents in Asia, and particularly with the continued occurrence of incidents (robberies and thefts) in the Singapore Strait. Six incidents were reported in the Singapore Strait in October 2020. With these, a total of 28 incidents were reported in the Singapore Strait during January-October 2020 comprising 24 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 October 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.

## OCTOBER 2020

### NUMBER OF INCIDENTS

In October 2020, nine incidents of armed robbery against ships were reported in Asia. All incidents were actual incidents<sup>3</sup>. No attempted incident<sup>4</sup> was reported. All incidents have been verified and reported to the ReCAAP ISC by ReCAAP Focal Points. Refer to the Appendix for the '*Description of incidents (October 2020)*' on pages 23-27.

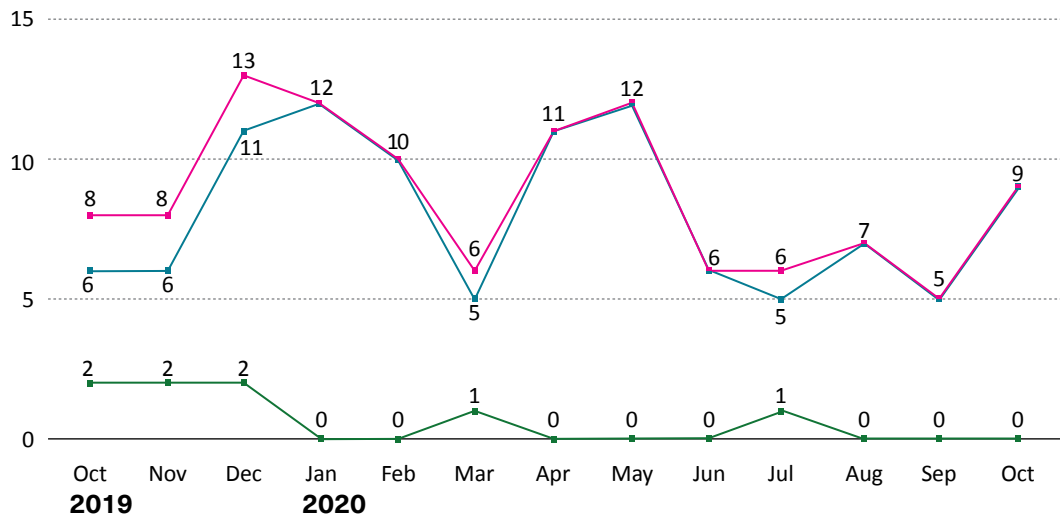
1 Armed robbery against ships is in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025 (26). Refer to Appendix for detailed definition.

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 October 2019 to October 2020.



**Graph 1 – Number of incidents (October 2019 to October 2020)**

■ Total ■ Actual ■ Attempted

## STATUS OF SHIPS

Of the nine incidents reported in October 2020, seven incidents occurred on board ships while underway and two incidents on board ships while at anchor.



## SIGNIFICANCE LEVEL OF INCIDENTS

All the nine incidents reported in October 2020 were CAT 4 incidents (where the perpetrators are not armed and crew not harmed). Of the nine incidents, six incidents occurred to ships while underway in the Singapore Strait, one incident occurred to an offshore supply ship while anchored at Kakinada OPL anchorage, India, one incident occurred to a chemical tanker while anchored at Dumai anchorage, Indonesia and one incident occurred to a bulk carrier while underway in the Saigon River, Vietnam.

4

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

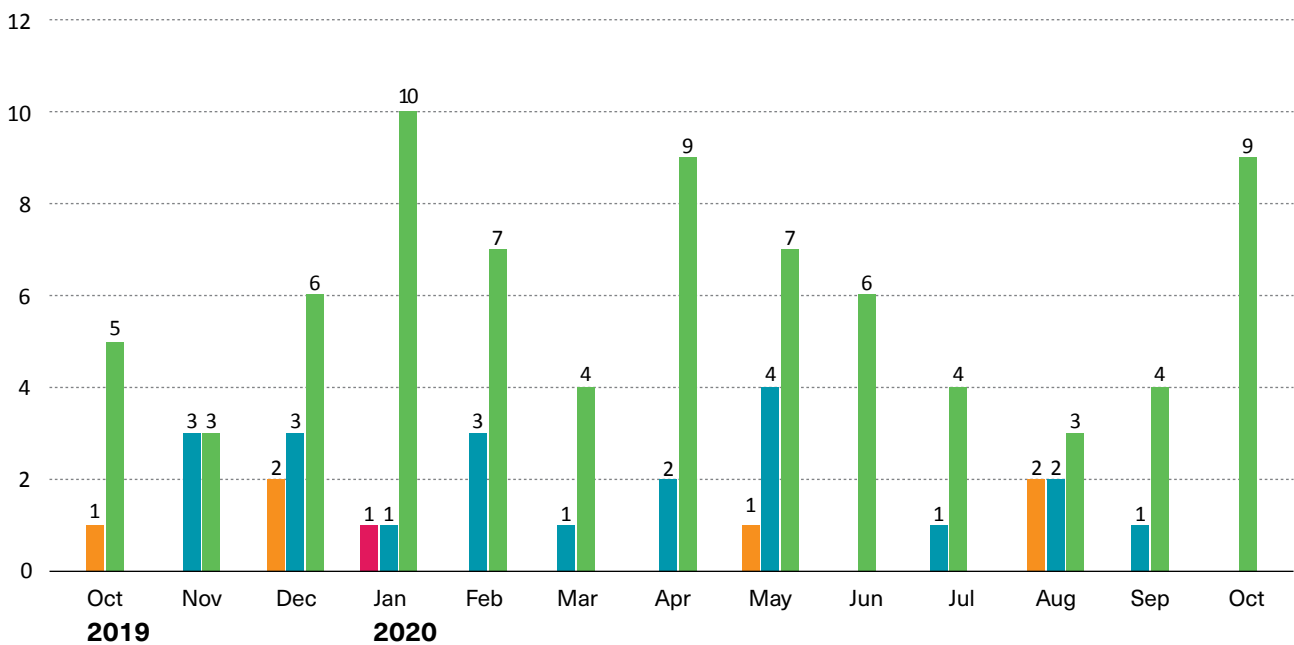


Chart 1 – Significance level of incidents (October 2019 to October 2020)

CAT 1    CAT 2    CAT 3    CAT 4

## LOCATION OF INCIDENTS

The location of the nine incidents reported in October 2020 is shown in Map 1.



Map 1 – Location of incidents in October 2020

● CAT 4

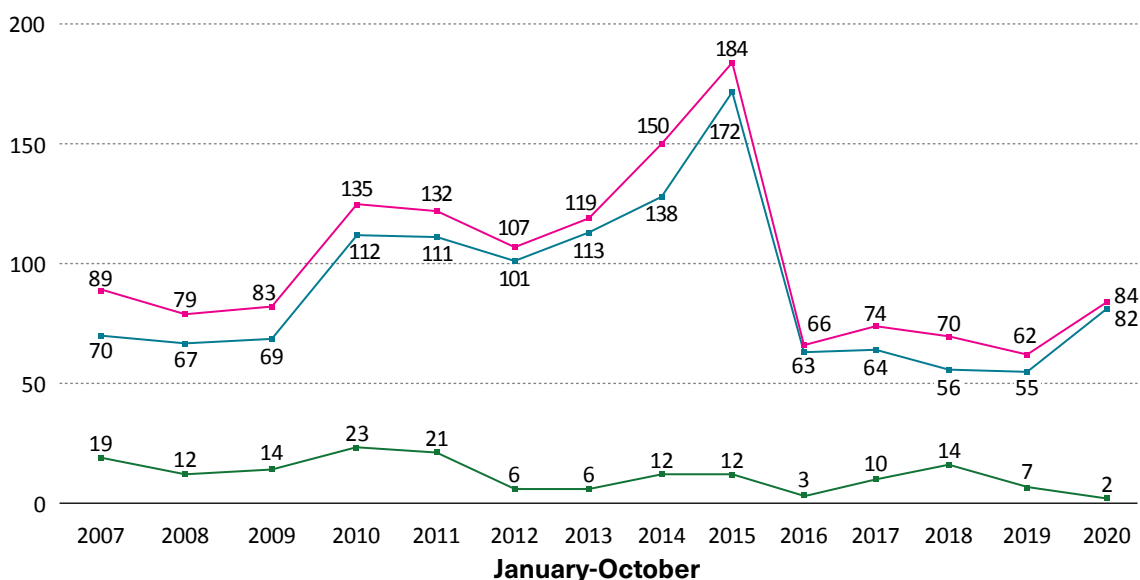
- |  |   |   |
|--|---|---|
| <p>1 <b>Name withheld</b><br/>Offshore supply vessel<br/>4 Oct 20<br/>0004 hrs</p> | <p>2 <b>Ganj</b><br/>Bulk carrier<br/>11 Oct 20<br/>0026 hrs</p>          | <p>3 <b>FSL New York</b><br/>Petroleum/Chemical tanker<br/>13 Oct 20<br/>2330 hrs</p> |
| <p>4 <b>Ian M</b><br/>Bulk carrier<br/>14 Oct 20<br/>0040 hrs</p>                  | <p>5 <b>Seajourney</b><br/>Bulk carrier<br/>25 Oct 20<br/>2309 hrs</p>    | <p>6 <b>A Racer</b><br/>Bulk carrier<br/>26 Oct 20<br/>0046 hrs</p>                   |
| <p>7 <b>El Matador</b><br/>Bulk carrier<br/>26 Oct 20<br/>0130 hrs</p>             | <p>8 <b>SG Friendship</b><br/>Bulk carrier<br/>28 Oct 20<br/>0405 hrs</p> | <p>9 <b>Hanyang</b><br/>Bulk carrier<br/>30 Oct 20<br/>0800 hrs</p>                   |

# JANUARY-OCTOBER 2020

## NUMBER OF INCIDENTS

During January-October 2020, a total of 84 incidents (comprising 82 actual incidents and two attempted incidents) of piracy and armed robbery against ships were reported in Asia. Of the 84 incidents, three were incidents of piracy and 81 were incidents of armed robbery against ships. Compared to January-October 2019, the total number of incidents reported during January-October 2020 increased by 35%. A total of 62 incidents (comprising 55 actual incidents and seven attempted incidents) were reported during January-October 2019.

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



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

■ Total ■ Actual ■ Attempted

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

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

- In the South China Sea, four incidents of piracy were reported during January-October 2020 compared to one incident of piracy during January-October in 2019.
- Of most concern is the increase of incidents in the Singapore Strait. A total of 28 incidents were reported in the Singapore Strait during January-October 2020 compared to 18 incidents during January-October 2019.

### SIGNIFICANCE LEVEL OF INCIDENTS

Of the 82 actual incidents reported during January-October 2020, one was a CAT 1 incident, three were CAT 2 incidents, 15 were CAT 3 incidents and 63 were CAT 4 incidents. Chart 2 shows the significance level of incidents reported during January-October of 2007-2020.

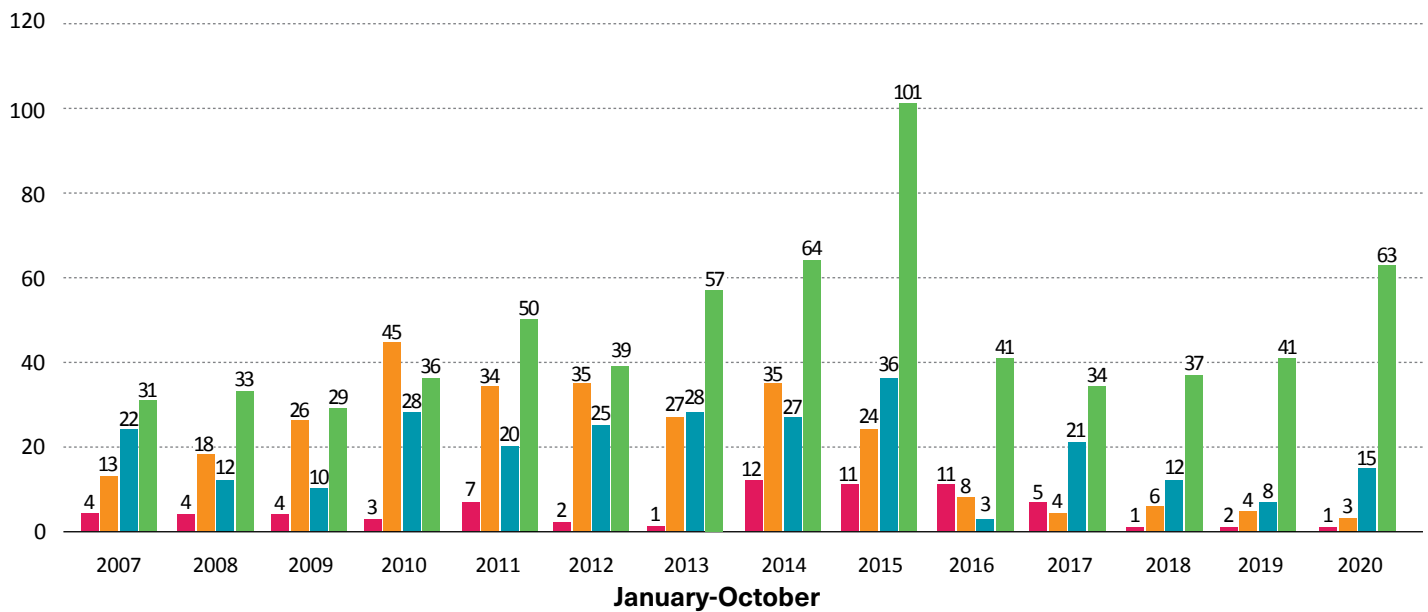


Chart 2 – Significance level of incidents (January-October of 2007-2020)

■ CAT 1   ■ CAT 2   ■ CAT 3   ■ CAT 4

The CAT 1 incident reported during January-October 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 three CAT 2 incidents were reported during January-October 2020. It is the lowest number of CAT 2 incidents reported during January-October of the past 14 years (2007-2020).

However, the number of CAT 3 and CAT 4 incidents during January-October 2020 has increased compared to the same period in 2018 and 2019. The majority of the incidents reported during January-October 2020 were CAT 4 incidents (77%), which is consistent with the past trends observed in Asia.

## UPDATE ON SITUATION IN THE SINGAPORE STRAIT

### OCTOBER 2020

In October 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). It is the highest number of incidents reported in one month compared to the previous months of 2020 (January-September). In all six incidents, there was no confrontation between the perpetrators and the crew. One lifebuoy and welding rods were stolen in one incident, and nothing was stolen in the other five incidents.

As all of these six incidents occurred within an interval of 15 days (11-26 Oct), the ReCAAP ISC issued an Incident Alert (IA 06/2020) on 26 Oct to advise ships to exercise utmost vigilance, adopt extra precautionary measures and report all incidents to the nearest coastal States. The Centre also urges the littoral States to increase patrols, strengthen coordination among them and promote information sharing on incidents and criminal groups involved, in order to make arrests of the perpetrators. The description of the six incidents are as follows:

#### (1) INCIDENT ON 11 OCT 20

Name of ship	<b><i>Ganj</i></b>
Type of ship	Bulk carrier
Flag of ship	Iran
GT	40166
IMO Number	9305219

At about 0026 hrs, bulk carrier, *Ganj* was en route from Singapore to China and underway at about 7.2 nm northwest of Tanjung Tondang, Pulau Bintan, Indonesia when the master reported to Singapore Vessel Traffic Information System (VTIS) on the sighting of three perpetrators at the stern of the ship. The perpetrators escaped upon being sighted. The master raised the alarm and a search on board the ship was conducted to locate the perpetrators, but with no sighting of them. There was no confrontation between the perpetrators and the crew. The master reported that the crew was safe and nothing was stolen from the ship. 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 13 OCT 20**

Name of ship	<b><i>FSL New York</i></b>
Type of ship	Petroleum/ chemical tanker
Flag of ship	Singapore
GT	11587
IMO Number	9340453

At about 2330 hrs, petroleum/chemical tanker, *FSL New York* was underway at about 6.9 nm northwest of Tanjung Tondang, Pulau Bintan, Indonesia when three perpetrators were sighted in the engine room of the ship. The crew was alerted and a search was conducted on board the ship, but with no sighting of the perpetrators. The master reported the incident to Singapore Port Operations Control Centre (POCC) and informed that the perpetrators had escaped. The crew was not injured and nothing was stolen. The Malaysian and Indonesian authorities were notified.

**(3) INCIDENT ON 14 OCT 20**

Name of ship	<b><i>Ian M</i></b>
Type of ship	Bulk carrier
Flag of ship	Liberia
GT	93916
IMO Number	9434773

At about 0040 hrs, bulk carrier, *Ian M* was en route from Singapore to China, and underway at about 5.9 nm north of Tanjung Pergam, Pulau Bintan, Indonesia when the master reported to Singapore VTIS on the sighting of three perpetrators in the engine room of the ship. The alarm was raised and the crew conducted a search on board the ship, but with no sighting of the perpetrators. The crew was safe, and one life buoy and some welding rods were reportedly stolen. The RSN's MSTF, Singapore Police Coast Guard, and the Malaysian and Indonesian authorities were notified. A safety navigational broadcast was initiated.

**(4) INCIDENT ON 25 OCT 20**

Name of ship	<b><i>Seajourney</i></b>
Type of ship	Bulk carrier
Flag of ship	Marshall Islands
GT	43152
IMO Number	9392456

At about 2309 hrs, bulk carrier, *Seajourney* was en route to Ciwadan, Indonesia and underway at about 3.1 nm from Nongsa Point, Pulau Batam, Indonesia when the master reported to VTIS East that one unauthorized perpetrator was sighted in the vicinity of the entrance of the engine room. The alarm was raised and the master carried out a search on board the ship, but with no sighting of the perpetrator. The crew was safe, and nothing was stolen. The RSN's MSTF, Singapore Police Coast Guard, and the Indonesian authorities were notified. A safety navigational broadcast was initiated.

**(5) INCIDENT ON 26 OCT 20**

Name of ship	<b><i>A Racer</i></b>
Type of ship	Bulk carrier
Flag of ship	Liberia
GT	16041
IMO Number	9086318

At about 0046 hrs, bulk carrier, *A Racer* was en route to China and underway at about 2.3 nm north of Pulau Nongsa, Indonesia when the bulk carrier was alerted by VTIS East about an unknown craft alongside the bulk carrier. The master reported that five unauthorized perpetrators were sighted on board the ship. The alarm was raised and a search was carried out on board, but with no sighting of the perpetrators. The crew was safe and nothing was stolen. The RSN's MSTF, Singapore Police Coast Guard, and the Indonesian authorities were notified. A safety navigational broadcast was initiated.

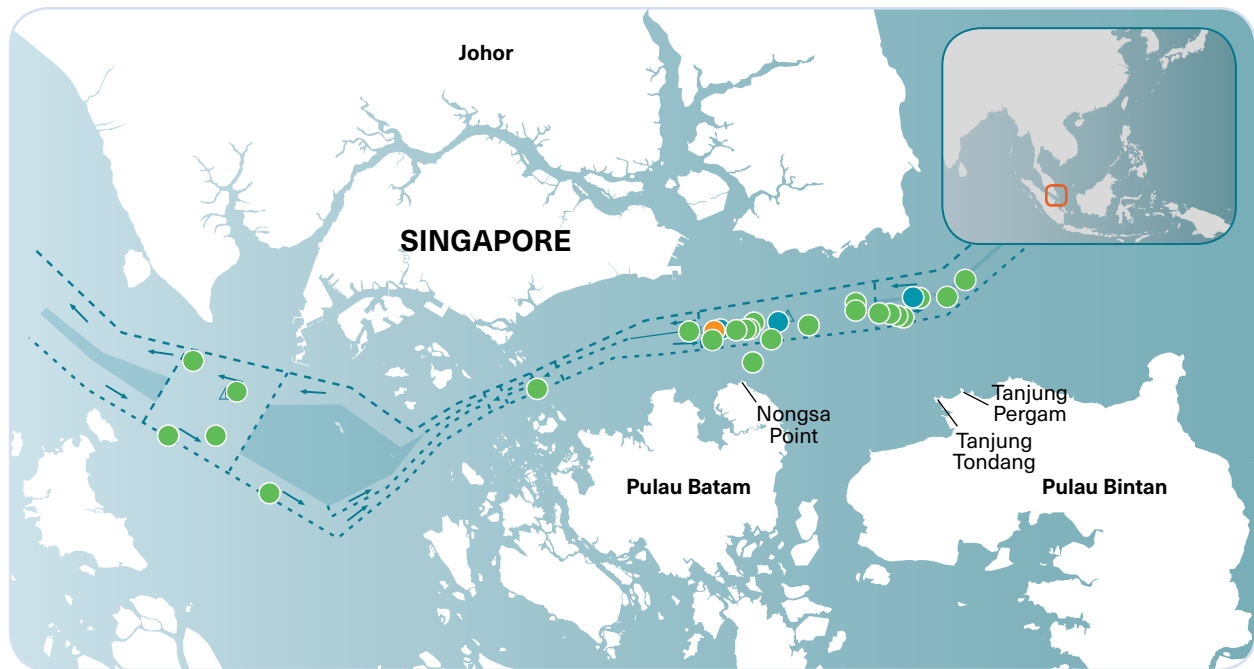
## (6) INCIDENT ON 26 OCT 20

Name of ship	<b><i>El Matador</i></b>
Type of ship	Bulk carrier
Flag of ship	Cyprus
GT	36394
IMO Number	9750048

At about 0130 hrs, bulk carrier *EL Matador* was underway at about 3.2 nm from Nongsa Point, Pulau Batam, Indonesia when the bulk carrier was alerted by VTIS East about an unknown craft alongside the ship. The master reported the sighting of three perpetrators in the engine room. The alarm was raised and four perpetrators were seen escaping from the ship. As the master was not sure if all the perpetrators had left the ship, he diverted the ship to Batam anchorage for boarding by the Indonesian Navy. A security search was conducted on board the ship by the Indonesian Navy, with no further sighting of the perpetrators. The crew was safe, nothing was stolen and the ship resumed its voyage. The RSN's MSTF, Singapore Police Coast Guard and the Indonesian authorities were notified. A safety navigational broadcast was initiated.

## JANUARY-OCTOBER 2020

During January-October 2020, a total of 28 incidents (all actual incidents) were reported on board ships while they were underway in the Singapore Strait. Of the 28 incidents, 24 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-October 2019, 18 incidents were reported. Map 2 shows the location of the 28 incidents reported during January-October 2020.



**Map 2 – Location of incidents in the Singapore Strait (January-October 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:

- 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](http://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 October 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.

Latest inputs from the Philippine Coast Guard (ReCAAP Focal Point) reported that the Joint Task Force (JTF) of Sulu has successfully thwarted a kidnap-for-ransom plan by the Abu Sayyaf Group (ASG) on 3 Nov 2020. 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 31 Oct 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) and the latest operation on 3 Nov 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

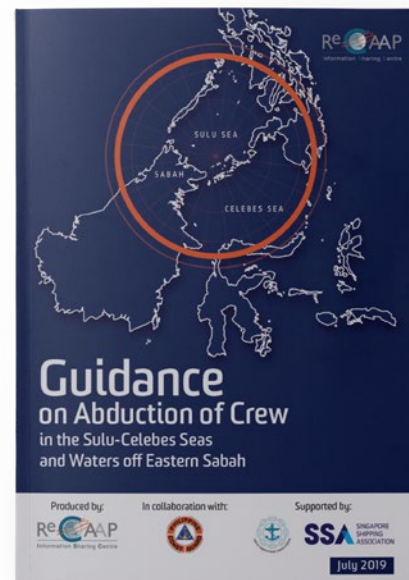
In the event that the ship master is not able to establish contact with the Operation Centres of the Philippines as listed in the ReCAAP ISC Advisory, he can contact the **Philippine Coast Guard Command Centre** at the following contact details:

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](http://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

The total number of incidents reported during January-October 2020 has increased compared to January-October 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 October 2020 and a total of 28 incidents during January-October 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 October 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
<b>Australia</b>		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: <a href="mailto:MBC_NCU@abf.gov.au">MBC_NCU@abf.gov.au</a>	+61-2-6275-6000	+61-2-6275-6275
<b>Bangladesh</b>		
Department of Shipping E-mail: <a href="mailto:cns@dos.gov.bd">cns@dos.gov.bd</a>	+88-02-9554206	+88-02-7168363
<b>Brunei</b>		
Royal Brunei Marine Police Email: <a href="mailto:marine@police.gov.bn">marine@police.gov.bn</a>	+673-2773548	+673-2770549
<b>Cambodia</b>		
Merchant Marine Department Ministry of Public Works and Transport E-mail: <a href="mailto:dararith.hg@gmail.com">dararith.hg@gmail.com</a>	+855-77-331-531	+855-23-864-110
<b>China</b>		
China Maritime Search and Rescue Coordination Centre (Beijing) Email: <a href="mailto:cnmrcc@mot.gov.cn">cnmrcc@mot.gov.cn</a> <a href="mailto:cnmrcc@msa.gov.cn">cnmrcc@msa.gov.cn</a>	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: <a href="mailto:hkmrcc@mardep.gov.hk">hkmrcc@mardep.gov.hk</a>	+85-2-2233-7999	+85-2-2541-7714
<b>Denmark</b>		
Danish Maritime Authority (DMA) Email: <a href="mailto:ReCAAP-FP-DK@dma.dk">ReCAAP-FP-DK@dma.dk</a>	+45-7219-6000	
<b>India</b>		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: <a href="mailto:mrcc-west@indiancoastguard.nic.in">mrcc-west@indiancoastguard.nic.in</a> <a href="mailto:mrcc.mumbai@gmail.com">mrcc.mumbai@gmail.com</a>	+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
<b>Japan</b>		
Japan Coast Guard (JCG) Ops Centre Email : <a href="mailto:jcg-op@mlit.go.jp">jcg-op@mlit.go.jp</a>	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
<b>Republic of Korea</b>		
Situation Room (Operation Centre) Ministry of Oceans and Fisheries Email: <a href="mailto:mof5896@korea.kr">mof5896@korea.kr</a>	+82-44-200-5895 to 98	+82-44-200-5886 to 88
<b>Laos</b>		
International Organisations Department UN Political and Security Affairs Division Ministry of Foreign Affairs Email: <a href="mailto:unpolsec.mfalaos@gmail.com">unpolsec.mfalaos@gmail.com</a>	+856-21-414025	+856-21-414025
<b>Myanmar</b>		
MRCC Ayeyarwaddy Myanmar Navy Email: <a href="mailto:mrcc.yangon@mptmail.com.mm">mrcc.yangon@mptmail.com.mm</a> <a href="mailto:mrcc.myanmar2012@gmail.com">mrcc.myanmar2012@gmail.com</a>	+95-313-1651 +95-1-8202-417 +95-979-527-9576 (Mobile)	+95-1-8202-417
<b>Netherlands</b>		
Dutch Coast Guard Maritime Information Centre Email: <a href="mailto:mik-nl@kustwacht.nl">mik-nl@kustwacht.nl</a>	+31-223-658-101	+31-223-658-358
<b>Norway</b>		
Norwegian Maritime Authority Email: <a href="mailto:security@sdir.no">security@sdir.no</a>	+47-5274-5000	+47-5274-5001
<b>Philippines</b>		
Philippine Coast Guard Command Center Email: <a href="mailto:pcgcomcen@coastguard.gov.ph">pcgcomcen@coastguard.gov.ph</a>	+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: <a href="mailto:hcgdswm@yahoo.com">hcgdswm@yahoo.com</a>	+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
<b>Singapore</b>		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: <a href="mailto:pocc@mpa.gov.sg">pocc@mpa.gov.sg</a>	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
<b>Sri Lanka</b>		
Sri Lanka Navy Operations Room / MRCC (Colombo) Email: <a href="mailto:nhqdno@yahoo.com">nhqdno@yahoo.com</a> <a href="mailto:nhqdno@navy.lk">nhqdno@navy.lk</a>	+94-11-244 5368 +94-11-221 2230/31	+94-11-244 1454 +94-11-244 9718
<b>Thailand</b>		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: <a href="mailto:miscdutyofficer@misc.go.th">miscdutyofficer@misc.go.th</a> <a href="mailto:sornchon2558@gmail.com">sornchon2558@gmail.com</a>	+66-2475-4532	+66-2475-4577
<b>United Kingdom</b>		
National Maritime Information Centre Operations Centre Email: <a href="mailto:NMIC-OPS@mod.gov.uk">NMIC-OPS@mod.gov.uk</a>	+44 2392-211941	+44 2392-212024 Please indicate "FAO NMIC – A leg"
<b>United States</b>		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: <a href="mailto:rccalameda@uscg.mil">rccalameda@uscg.mil</a>	+1-510-437-3701	
<b>Vietnam</b>		
Vietnam Coast Guard Email: <a href="mailto:vietnamcoastguard@gmail.com">vietnamcoastguard@gmail.com</a>	+84-24-3355-4378	+84-24-3355-4363

Correct as at 31 October 2020

## DESCRIPTION OF INCIDENTS

### ACTUAL INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

● CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<b>Name withheld</b> Offshore supply vessel Singapore	4/10/20 0004 hrs	17° 4.99' N, 82° 24.77' E  Kakinada OPL Anchorage, India	<p>While at anchor, the duty officer saw a perpetrator standing at port forward. The duty officer sounded the ship horn and made an announcement on the PA system. The perpetrator then jumped off the ship into the water. The crew observed that the perpetrator, together with two other perpetrators, were retrieving a mooring rope and then escaped in a small unlit boat. A search on board the ship was conducted and one mooring rope was reported missing. The crew was not injured.</p> <p>An Indian Coast Guard ship was tasked to investigate the incident.</p> <p><b>[ReCAAP Focal Point (India), ReCAAP Focal Point (Singapore)]</b></p>
2	<b>Ganj</b> Bulk carrier Iran 40166 9305219	11/10/20 0026 hrs	1° 16.42' N, 104° 13.92' E  Approximately 7.2 nm northwest of Tanjung Tondang, Pulau Bintan, Indonesia in the eastbound lane of the TSS in the Singapore Strait  (SOMS)	<p>While underway and en route to Fang Cheng, China, the master was alerted by his crew who sighted three perpetrators at the stern of the ship. The alarm was raised and the perpetrators escaped upon being sighted. There was no confrontation between the perpetrators and crew. A search was conducted on board the ship with no sighting of the perpetrators. Nothing was stolen. The master reported the incident to Singapore Vessel Traffic Information System (VTIS) and continued her voyage with no assistance required.</p> <p>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><b>[ReCAAP Focal Point (Singapore)]</b></p>



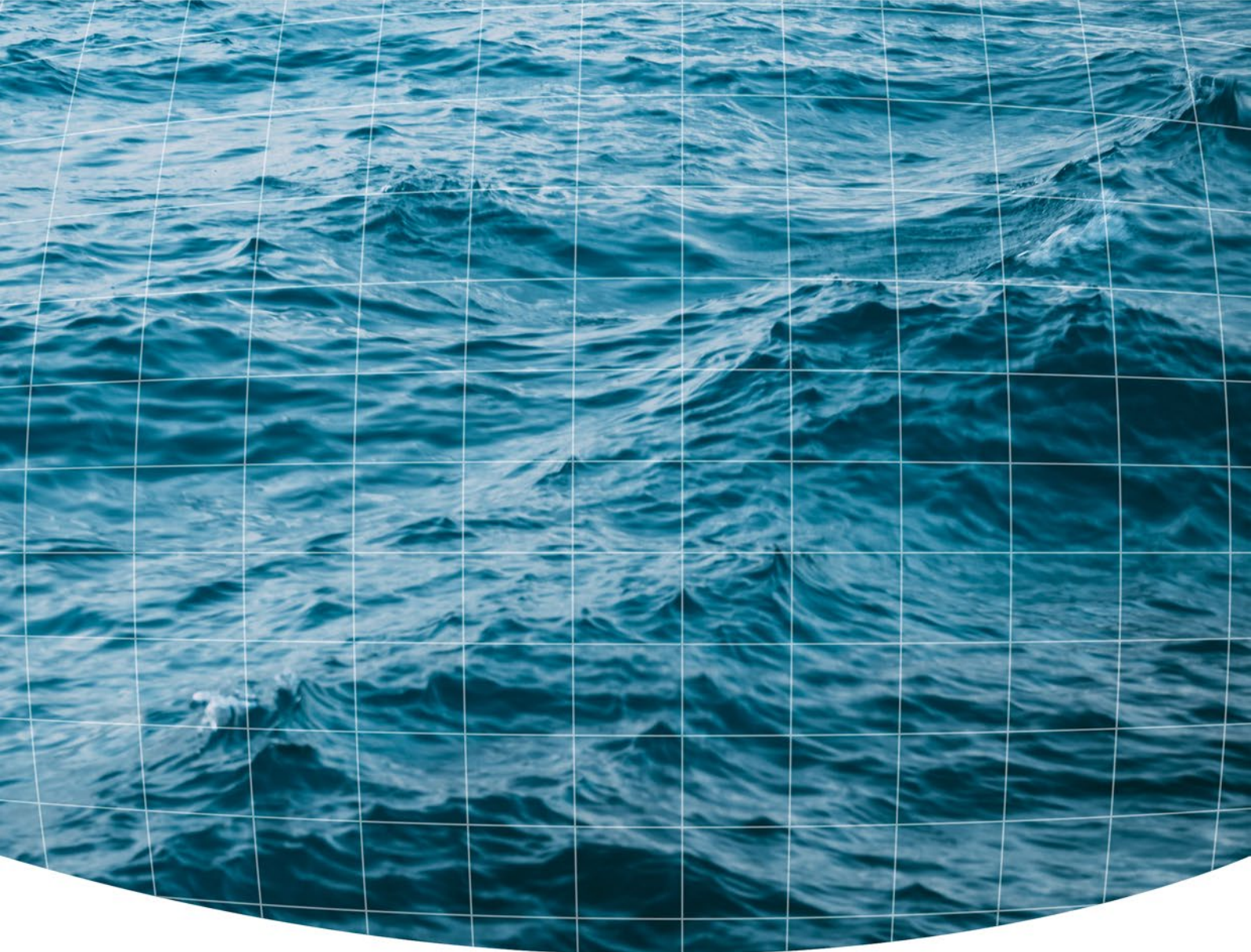
S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
3	<b>FSL New York</b> Petroleum/Chemical tanker Singapore 11587 9340453	13/10/20 2330 hrs	1° 16.55' N, 104° 15.06' E  Approximately 6.9 nm northwest of Tanjung Tondang, Pulau Bintan, Indonesia in the eastbound lane of the TSS in the Singapore Strait  (SOMS)	While underway, three perpetrators were sighted in the engine room of the ship. The crew was alerted and a search was conducted on board the ship, with no sighting of the perpetrators. The master reported the incident to Singapore Port Operations Control Centre (POCC) and concluded that the perpetrators had escaped undetected. The crew was not injured and nothing was stolen. The Malaysian and Indonesian authorities were notified.  <b>[ReCAAP Focal Point (Singapore)]</b>
4	<b>Ian M</b> Bulk carrier Liberia 93916 9434773	14/10/20 0040 hrs	1° 17.4' N, 104° 20' E  Approximately 5.9 nm north of Tanjung Pergam, Pulau Bintan, Indonesia in the eastbound lane of the TSS in the Singapore Strait  (SOMS)	While underway and en route to Ruizhou, China, three perpetrators were sighted in the engine room. The alarm was raised. The crew conducted a search on board the ship, with no further sighting of the three perpetrators on board. There was no confrontation between the perpetrators and crew. A lifebuoy and some welding rods were stolen. The master reported the incident to Singapore VTIS and confirmed that no assistance was required.  A safety navigational broadcast was initiated. The RSN's MSTF, Singapore Police Coast Guard, and the Malaysian and Indonesian authorities were notified.  <b>[ReCAAP Focal Point (Singapore)]</b>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
5	<b>Seajourney</b> Bulk carrier Marshall Islands 43152 9392456	25/10/20 2309 hrs	1° 15.03' N, 104° 6.15' E  Approximately 3.1 nm from Nongsa Point, Pulau Batam, Indonesia in the eastbound lane of the TSS in the Singapore Strait  (SOMS)	While underway and en route to Ciwadan, Indonesia, the master reported to VTIS East that one unauthorized perpetrator was sighted in the vicinity of the entrance of the engine room. The alarm was raised and the master carried out a search on board the ship, but with no sighting of the perpetrator. The crew was safe, and nothing was stolen. The RSN's MSTF, Singapore Police Coast Guard, and the Indonesian authorities were notified. A safety navigational broadcast was initiated.  <b>[ReCAAP Focal Point (Singapore)]</b>
6	<b>A Racer</b> Bulk carrier Liberia 16041 9086318	26/10/20 0046 hrs	1° 14.55' N, 104° 4.43' E  Approximately 2.3 nm north of Nongsa, Pulau Batam, Indonesia in the eastbound lane of the TSS in the Singapore Strait  (SOMS)	While underway and en route to China, the bulk carrier was alerted by VTIS East about an unknown craft alongside the bulk carrier. The master reported that five unauthorized perpetrators were sighted on board the ship. The alarm was raised and a search was carried out on board, but with no sighting of the perpetrators. The crew was safe and nothing was stolen. The RSN's MSTF, Singapore Police Coast Guard, and the Indonesian authorities were notified. A safety navigational broadcast was initiated.  <b>[ReCAAP Focal Point (Singapore)]</b>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
7	<b><i>El Matador</i></b> Bulk carrier Cyprus 36394 9750048	26/10/20 0130 hrs	1° 14.6' N, 104° 7.58' E  Approximately 3.2 nm from Nongsa Point, Pulau Batam, Indonesia in the eastbound lane of the TSS in the Singapore Strait  (SOMS)	<p>While underway, the bulk carrier was alerted by VTIS East about an unknown craft alongside the bulk carrier. The master reported the sighting of three perpetrators in the engine room. The alarm was raised and four perpetrators were seen escaping from the ship. As the master was not sure if all the perpetrators had left the ship, he diverted the ship to Batam anchorage for boarding by the Indonesian Navy. A security search was conducted on board the ship by the Indonesian Navy, with no further sighting of the perpetrators. The crew was safe, nothing was stolen and the ship resumed its voyage.</p> <p>The RSN's MSTF, Singapore Police Coast Guard and the Indonesian authorities were notified. A safety navigational broadcast was initiated.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
8	<b><i>SG Friendship</i></b> Chemical tanker Panama 11594 9288576	28/10/20 0405 hrs	1° 42.5' N, 101° 28.2' E  Dumai Anchorage, Indonesia	<p>While at anchor, a perpetrator boarded the ship via the midpoint on the stern of the ship from a wooden motor boat with one OBM. The duty AB, while on his rounds noticed some wet steps on the poop deck and conducted a search. During his search, the perpetrator came out from his hiding place and escaped in the wooden boat with four other perpetrators waiting in the boat. The duty AB alerted the other crew immediately via walkie-talkie. The duty officer sounded the alarm and the crew was mustered. A thorough search was conducted on board the ship. Nothing was stolen and the crew was not injured. The incident was reported to the local police through the agents.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
9	<b>Hanyang</b> Bulk carrier Singapore 24785 9714226	30/10/20 0800 hrs	10° 45.5' N, 106° 43.7' E  Saigon River, Ho Chi Minh City, Vietnam	While underway, the bosun discovered that the padlock of the masthouse No. 1 was broken. Upon investigation, some spares for ship anchor were missing from the masthouse. No perpetrators were found. The ship's Company Security Officer (CSO) was informed.  <b>[ReCAAP Focal Point (Singapore)]</b>





Regional Cooperation Agreement on Combating  
Piracy and Armed Robbery against Ships in Asia  
Infinite Studios  
21 Media Circle, #05-04, Singapore 138562

+65 6376 3091 . +65 6376 3066 (Fax) . [info@recaap.org](mailto:info@recaap.org) . [www.recaap.org](http://www.recaap.org)