

15
YEARS

ReCAAP
Combating
Piracy and Sea
Robbery in Asia

ReCAAP
Information Sharing Centre

MONTHLY REPORT

PIRACY AND ARMED ROBBERY
AGAINST SHIPS IN ASIA

AUGUST 2021

08

INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA IN AUGUST 2021

OVERVIEW

In August 2021, seven incidents of armed robbery against ships¹ were reported in Asia. No piracy² incident was reported. All seven incidents were actual incidents³. No attempted incident⁴ was reported.

The ReCAAP ISC is concerned with the continued occurrence of incidents on board ships while underway in the Singapore Strait. In August 2021, two incidents were reported (one incident in the eastbound lane of the Traffic Separation Scheme [TSS] and the other incident in the westbound lane).

There has also been an increase of incidents on board ships while anchored at South Harbour Anchorage Area of Manila, the Philippines. In August 2021, three incidents were reported. In the incidents, the perpetrators demonstrated violence against the crew. Concerned with the increase of incidents and level of violence at South Harbour Anchorage Area of Manila, the ReCAAP ISC issued an Incident Alert (IA 06/2021) on 23 Aug.

There was no report of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah in August 2021. However, the threat of the abduction of crew remains high as the Abu Sayyaf Group leaders responsible for the abduction of crew in the Sulu area are still at large.

AUGUST 2021

NUMBER OF INCIDENTS

In August 2021, seven incidents of armed robbery against ships were reported in Asia. All were actual incidents. No attempted incident 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 (August 2021)*' on pages 27-30.

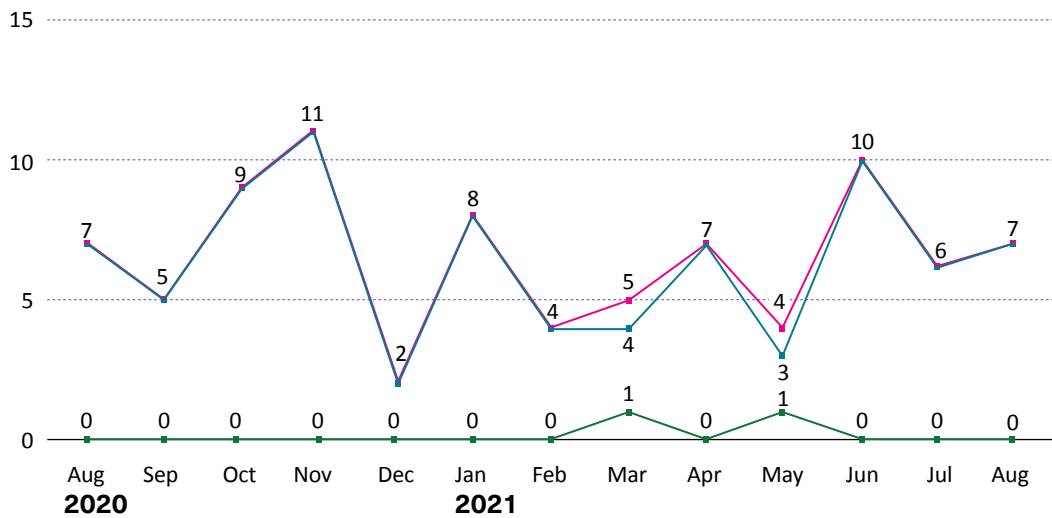
1 'Armed robbery against ships' is defined in the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025 (26). Refer to Appendix for detailed definition.

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 August 2020 to August 2021.



Graph 1 – Number of incidents (August 2020 to August 2021)

■ Total ■ Actual ■ Attempted

STATUS OF SHIPS

Of the seven incidents reported in August 2021, three incidents occurred on board ships while anchored at South Harbour Anchorage Area of Manila, the Philippines; two incidents occurred on board ships while underway in the Singapore Strait; and two incidents occurred on board ships while berthed/anchored at Indonesian port and anchorage (Belawan Port and Tanjung Priok Anchorage, Jakarta).

SIGNIFICANCE LEVEL OF INCIDENTS

Of the seven actual incidents reported in August 2021, four were CAT 2 incidents and three were CAT 3 incidents. Chart 1 shows the significance level of incidents reported each month from August 2020 to August 2021. August 2021 reported the highest number of CAT 2 incidents in the last 12 months since August 2020, **indicating an increase of violence**.

CAT 2. Of the four CAT 2 incidents, three incidents occurred on board ships while anchored at South Harbour Anchorage Area of Manila, the Philippines, and one incident occurred on board a bulk carrier while anchored at Tanjung Priok Anchorage, Jakarta, Indonesia. The perpetrators were armed with gun/knife in two incidents, and armed with knife in the other two incidents. They demonstrated violence against the crew in all four incidents. Ship stores were stolen in two incidents, engine spares in one incident and nothing was stolen in one incident.

CAT 3. Two of the three CAT 3 incidents occurred on board ships while underway in the Singapore Strait. Of the two incidents, one incident occurred while a bulk carrier was underway off Nongsa Island, Batam Island (Indonesia) in the eastbound lane of the Traffic Separation Scheme (TSS) and the other incident occurred while a bulk carrier was underway off Tanjung Bulat, Johor (Malaysia) in the westbound lane of the TSS. In both incidents, four perpetrators armed with knives boarded the ship, stole engine spares and escaped. The crew was safe and accounted for in both incidents. The other CAT 3 incident occurred on board a tanker while berthed at Belawan Port, Indonesia. Two perpetrators armed with knives boarded the ship, stole ship properties and escaped. The crew was not injured.

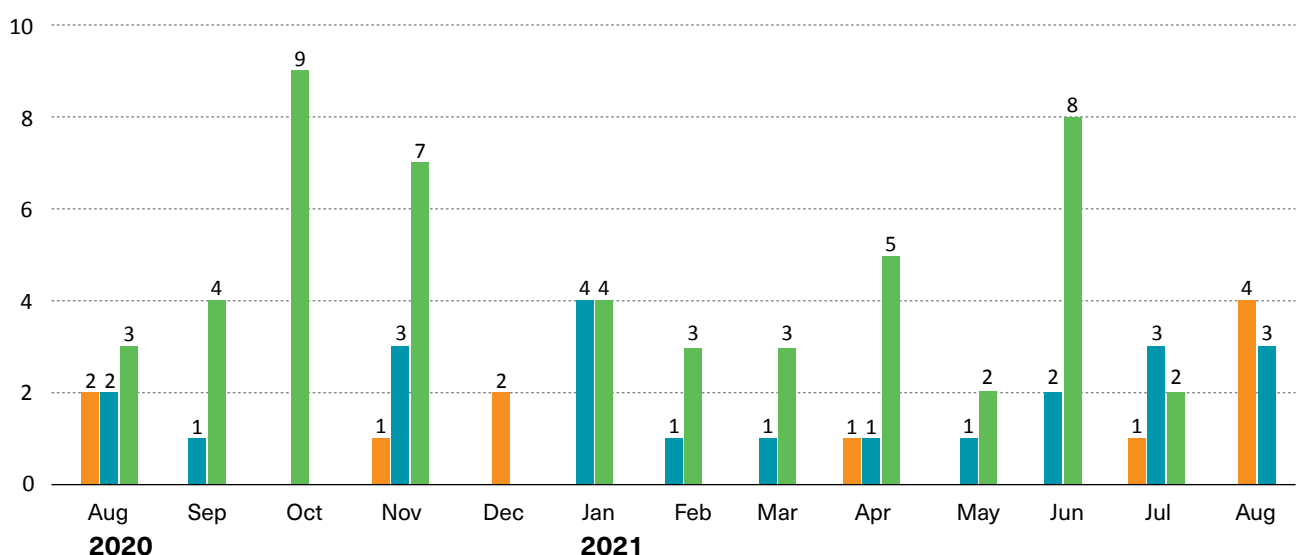


Chart 1 – Significance level of incidents (August 2020 to August 2021)

■ CAT 2 ■ CAT 3 ■ CAT 4

LOCATION OF INCIDENTS

The location of the seven incidents reported in August 2021 is shown in Map 1.



Map 1 – Location of incidents in August 2021

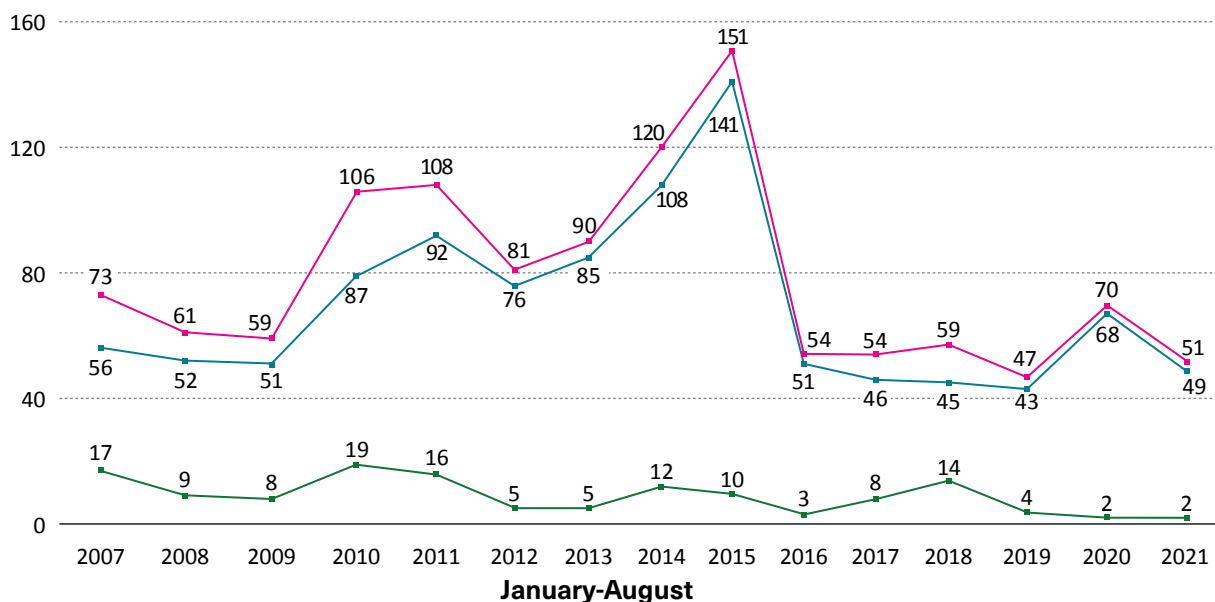
● CAT 2 ● CAT 3

- | | | |
|---|---|---|
| <p>1 <i>MV Sea Span New York</i>
Container ship
4 Aug 21, 2140 hrs
14° 33' N, 120° 55' E</p> | <p>2 <i>Bulk Draco</i>
Bulk carrier
8 Aug 21, 0120 hrs
6° 2' S, 106° 53' E</p> | <p>3 <i>MV CMA CGM Caimep</i>
Container ship
13 Aug 21, 0130 hrs
14° 32.74' N, 120° 54.88' E</p> |
| <p>4 <i>MV Yi Hang Jun 1068</i>
Dredger
18 Aug 21, 2038 hrs
14° 33.54' N, 120° 57.67' E</p> | <p>5 <i>Nefeli</i>
Bulk carrier
20 Aug 21, 2220 hrs
1° 15' N, 104° 6.5' E</p> | <p>6 <i>Good Luck I</i>
Bulk carrier
21 Aug 21, 0300 hrs
1° 18' N, 104° 14.8' E</p> |
| <p>7 <i>Solar Catie</i>
Tanker
28 Aug 21, 0500 hrs
3° 47' N, 98° 42' E</p> | | |

JANUARY-AUGUST 2021

NUMBER OF INCIDENTS

During January-August 2021, 51 incidents of armed robbery against ships were reported in Asia. No piracy incident was reported during this period. Of the 51 incidents, 49 were actual incidents and two were attempted incidents. Compared to January-August 2020, the **total number of incidents during January-August 2021 decreased by 27%**. A total of 70 incidents (comprising 68 actual incidents and two attempted incidents) were reported during January-August 2020. The total number of incidents reported during January-August 2021 is the second lowest among January-August of 2007-2021. Graph 2 shows the total number of incidents reported during January-August of 2007-2021.



Graph 2 – Number of incidents (January-August of 2007-2021)

■ Total ■ Actual ■ Attempted

The **decrease** of incidents during January-August 2021 occurred in the following locations:

- In Bangladesh, no incident was reported during January-August 2021 compared to three incidents during January-August 2020.
- In India, four incidents were reported during January-August 2021 compared to eight incidents during the same period in 2020.
- In Indonesia, nine incidents were reported during January-August 2021 compared to 19 incidents during January-August 2020.
- In Malaysia, one incident was reported during January-August 2021 compared to two incidents during the same period in 2020.
- In Vietnam, two incidents were reported during January-August 2021 compared to three incidents during January-August 2020.
- In the South China Sea, no incident was reported during January-August 2021 compared to three incidents during the same period in 2020.
- In the Sulu-Celebes Seas, no incident was reported during January-August 2021 compared to one incident during January-August 2020.

However, there was **an increase of incidents in the Philippines and the Singapore Strait**. In the Philippines, 11 incidents were reported during January-August 2021 compared to 10 incidents during January-August 2020. In the Singapore Strait, 24 incidents were reported during January-August 2021 compared to 21 incidents reported during the same period in 2020.

SIGNIFICANCE LEVEL OF INCIDENTS

Of the 49 actual incidents reported in Asia during January-August 2021, six were CAT 2 incidents, 16 were CAT 3 incidents and 27 were CAT 4 incidents. Chart 2 shows the significance level of incidents reported during January-August of 2007-2021. There was **an increase of CAT 2 incidents (armed perpetrators demonstrating violence against crew)** during January-August 2021 compared to the same period of previous four years.

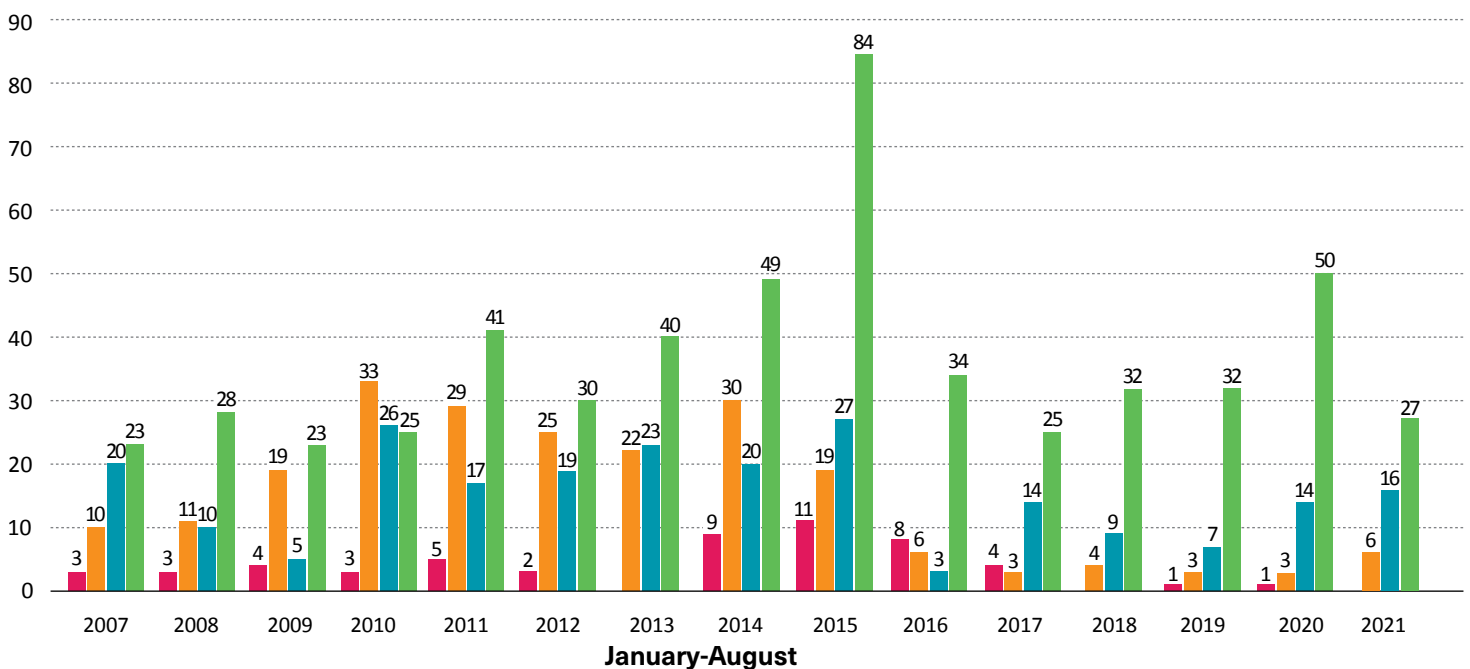


Chart 2 – Significance level of incidents (January-August of 2007-2021)

■ CAT 1 ■ CAT 2 ■ CAT 3 ■ CAT 4

CAT 2. Of the six CAT 2 incidents reported during January-August 2021, four incidents occurred on board ships while anchored at South Harbour Anchorage Area of Manila, the Philippines; one incident on board a ship while underway in the Singapore Strait and one incident on board a ship while anchored at Tanjung Priok Anchorage, Jakarta, Indonesia.

CAT 3. Among the 16 CAT 3 incidents reported during January-August 2021, 11 incidents occurred on board ships while underway in the Singapore Strait and five incidents at anchorages in Indonesia (Belawan, Jakarta and Muara Berau).

CAT 4. As in the past trend observed in Asia, the majority of the incidents reported during January-August 2021 were CAT 4 incidents. This accounts for 55% of the number of actual incidents (27 of 49) during January-August 2021.

SITUATION OF ARMED ROBBERY AGAINST SHIPS IN THE SINGAPORE STRAIT

AUGUST 2021

In August 2021, two incidents (all actual incidents) occurred on board bulk carriers while underway in the Singapore Strait within an interval of five hours. Of the two incidents, one incident occurred in the eastbound lane of the TSS (off Nongsa Island, Batam Island [Indonesia]) and one incident occurred in the westbound lane of the TSS (off Tanjung Bulat, Johor [Malaysia]). In both incidents, four perpetrators armed with knives were sighted in or near the engine room; and escaped with stolen engine spares. The crew was safe and accounted for in both incidents.

The description of the two incidents in August 2021 are as follows:

1 INCIDENT ON 20 AUG 21

Name of ship	<i>Nefeli</i>
Type of ship	Bulk carrier
Flag of ship	Bahamas
GT	40040
IMO Number	9291432

At about 2220 hrs when the bulk carrier was underway in the eastbound lane of the TSS, four perpetrators were sighted in the engine room. The **perpetrators were armed with knives. They confronted the chief engineer** while making their escape. The alarm was raised and crew mustered. A search on board the ship was conducted. At 2245 hrs, the master completed the search with no further sighting of the perpetrators on board. **The crew was safe** and accounted for. The master declared some **engine spares parts** were stolen.

A safety navigational broadcast was initiated. The Republic of Singapore Navy (RSN)'s Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were notified. Information of the incident was also shared with the Malaysian and Indonesian authorities.

2 INCIDENT ON 21 AUG 21

Name of ship	<i>Good Luck I</i>
Type of ship	Bulk carrier
Flag of ship	Liberia
GT	28665
IMO Number	9249269

At about 0300 hrs, when the bulk carrier was underway in the westbound lane of the TSS, **four perpetrators armed with knives** were sighted in the vicinity of the engine room. The perpetrators escaped upon being sighted. The alarm was raised and crew mustered. A search on board the ship was conducted. At 0330 hrs, the master updated Singapore Vessel Traffic Information System (VTIS) that the search was completed with no further sighting of the perpetrators. The master declared some **engine spares** were stolen. **The crew was safe** and accounted for.

A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was also shared with the Malaysian and Indonesian authorities.

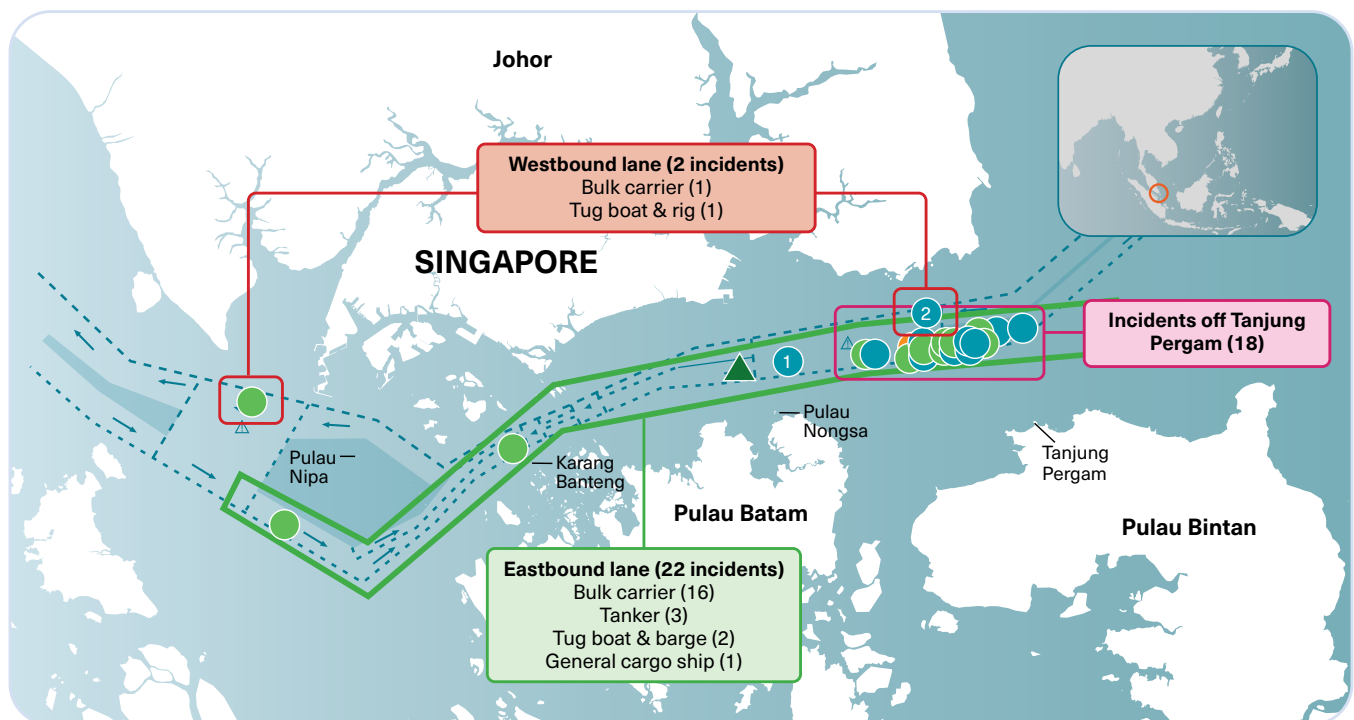
Upon arrival in Singapore, the Singapore Police Coast Guard boarded the ship to conduct a search. At 0730 hrs, the Police Coast Guard updated that the search on board was completed with no sighting of the perpetrators.

JANUARY-AUGUST 2021

With the two incidents reported in August 2021, a total of 24 incidents (comprising 23 actual incidents and one attempted incident) were reported in the Singapore Strait during January-August 2021. Of the 24 incidents, 22 incidents occurred in the eastbound lane of the TSS, and two incidents in the westbound lane.

The ReCAAP ISC is concerned with the persistent occurrence of incidents in the Singapore Strait, particularly a **cluster of incidents off Tanjung Pergam, Bintan Island (Indonesia)**. Of the 24 incidents, 18 incidents occurred off Tanjung Pergam. Since January 2021, the ReCAAP ISC has issued five Incident Alerts to warn the shipping community of the incidents in the Singapore Strait, particularly off Tanjung Pergam.

Map 2 shows the location of the 24 incidents reported in the Singapore Strait during January-August 2021.



Map 2 – Location of incidents in the Singapore Strait during January-August 2021

● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted

1 **Nefeli**
Bulk carrier
20 Aug 21, 2220 hrs
1° 15' N, 104° 6.5' E

2 **Good Luck I**
Bulk carrier
21 Aug 21, 0300 hrs
1° 18' N, 104° 14.8' E

RECOMMENDATIONS

Littoral States

The ReCAAP ISC strongly urges the littoral States to continue to increase patrols and enforcement in their respective waters, respond promptly to incidents reported by ships, strengthen coordination among them and promote information sharing on incidents and criminal groups involved in order to arrest the perpetrators.

Shipping Industry

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

- Maximise alertness of lookouts for suspicious small boats and increase watch keeping on board ships; particularly during daylight time for barges and during night time for bigger ships;
- Maintain communication with their 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.

SITUATION OF ARMED ROBBERY AGAINST SHIPS AT MANILA ANCHORAGE AREAS, THE PHILIPPINES

AUGUST 2021

In August 2021, three incidents of armed robbery against ships were reported to ships while anchored at South Harbour Anchorage Area of Manila. In all three incidents, **the perpetrators were armed and demonstrated violence against the crew.**

The description of the three incidents in August 2021 are as follows:

1 INCIDENT ON 4 AUG 21

Name of ship	<i>MV Sea Span New York</i>
Type of ship	Container ship
Flag of ship	Hong Kong, China
GT	39941
IMO Number	9290115

On 4 Aug at about 2140 hrs, when a container ship, *MV Sea Span New York* was anchored in the vicinity waters off Quarantine No. 12, South Harbour Anchorage Area of Manila, the ship's duty crew noticed three perpetrators on board the ship. They were trying to steal the ship's property at the forecastle. As the duty crew approached them, **one perpetrator armed with a knife tried to stab him.** The duty crew managed to avoid being stabbed, but the other two perpetrators **tied him with a rope.** The perpetrators broke the padlock of the forecastle and **stole two portable welding machines with cables, 20 reefer cables, three bronze nozzles, and five hydrant caps.** They went down the ship using a loose rope and escaped in a small boat. The duty crew managed to untie himself and reported the incident to the bridge. The general alarm was sounded and crew mustered. A roving inspection was subsequently conducted with no further sightings of the perpetrators. The incident was reported to VTMS Manila.

2 INCIDENT ON 13 AUG 21

Name of ship	<i>MV CMA CGM Caimep</i>
Type of ship	Container ship
Flag of ship	Malta
GT	40541
IMO Number	9431757

On 13 Aug at about 0130 hrs, when container ship, *MV CMA CGM Caimep*, was anchored in the vicinity of Quarantine No. 16, South Harbour Anchorage Area of Manila and the duty watcher was proceeding to the forecandle deck to check the accommodation doors, **a perpetrator appeared and aimed a gun at him**. The perpetrator, with four other perpetrators who served as look-outs, took the duty watcher to the storage room and ordered him to open it. They, then, **tied the hands of the duty watcher** with a rope and **stole 20 buckets of paint** from the storage room. As the master and second officer of the ship could not contact the duty watcher, the deck cadet went to check. He noticed **a perpetrator with a knife** who shouted at him not to move. The deck cadet escaped and reported the incident to the bridge. At about 0142 hrs, the master sounded the alarm and whistle, used the search light as counter-measures and mustered the crew. The second officer found the duty watcher and untied him. At about 0150 hrs, the five perpetrators left the ship using a loose rope and escaped in their small boat. The incident was reported to VTMS Manila and a maritime patrol was conducted by the Coast Guard.

3 INCIDENT ON 18 AUG 21

Name of ship	<i>MV Yi Hang Jun 1068</i>
Type of ship	Dredger
Flag of ship	China

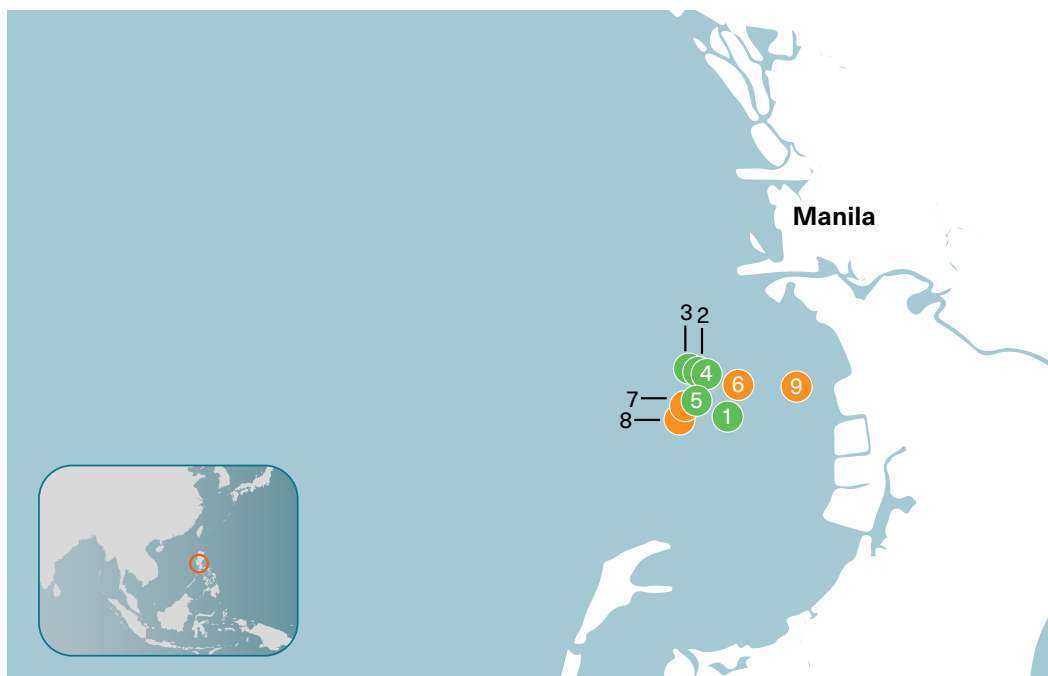
On 18 Aug at about 2038 hrs, when dredger *MV Yi Hang Jun 1068* was anchored at vicinity waters off South Anchorage Area of Manila, the chief engineer who was on his way to the comfort room encountered **a perpetrator who pointed a gun at his head and locked him in the comfort room**. Three other perpetrators were about to rob the ship but **escaped empty-handed** when they noticed a crew inside the mess hall. The perpetrators escaped in a white motor banca. The ship master reported the incident to the VTMS Manila, mustered all crew and inspect the ship properties on board. The Philippine Coast Guard proceeded to the location, and conducted 'board and search' of all motor banca transiting the nearby area, with no result.

JANUARY-AUGUST 2021

During January-August 2021, a total of 11 incidents of armed robbery against ships were reported in the Philippines, mostly occurred at ports/anchorages. Of these, nine incidents occurred at Manila Anchorage Areas, one incident off Sicolan Island, Sibutu, Tawi-Tawi and one incident at Makar Wharf, General Santos City.

Incidents at Manila Anchorage Areas

Nine incidents occurred at South Harbour Anchorage Area of Manila during January-August 2021. Compared to the same period in 2020, there was an increase of three incidents. The location of the incidents during January-August 2021 is shown in Map 3.



Map 3 – Location of incidents at Manila Anchorage Areas during January-August 2021

● CAT 2 ● CAT 4

- | | | |
|--|---|---|
| <p>1 <i>Bak-Da 5 & Bak-Da 55</i>
Tug boat & barge
20 Apr 21, 0255 hrs
14° 33' N, 120° 56' E</p> | <p>2 <i>MV Sima Sahba</i>
Container ship
16 Jun 21, 0030 hrs
14° 33.87' N, 120° 55.33' E</p> | <p>3 <i>Mount Butler</i>
Container ship
22 Jun 21, 0340 hrs
14° 33.9' N, 120° 55.2' E</p> |
| <p>4 <i>MV Nordtiger</i>
Container ship
28 Jun 21, 0315 hrs
14° 33.78' N, 120° 55.54' E</p> | <p>5 <i>MV Romina</i>
Container ship
10 Jul 21, 2320 hrs
14° 33.21' N, 120° 55.29' E</p> | <p>6 <i>MV Maersk Nussfjord</i>
Container ship
17 Jul 21, 0125 hrs
14° 33.47' N, 120° 56.23' E</p> |
| <p>7 <i>MV Sea Span New York</i>
Container ship
4 Aug 21, 2140 hrs
14° 33' N, 120° 55' E</p> | <p>8 <i>MV CMA CGM Caimep</i>
Container ship
13 Aug 21, 0130 hrs
14° 32.74' N, 120° 54.88' E</p> | <p>9 <i>MV Yi Hang Jun 1068</i>
Dredger
18 Aug 21, 2038 hrs
14° 33.54' N, 120° 57.67' E</p> |

INCIDENT ALERT

Concerned with the **continued occurrence of incidents and the increased level of violence** at South Harbour Anchorage Area of Manila, particularly the latest four incidents in July and August 2021 (refer to Chart 3 below), the ReCAAP ISC issued an Incident Alert (IA 06/2021) on 23 Aug 2021.

Within Anchorage Area of Manila, **Quarantine areas** have been designated by the Philippine authorities to facilitate the crew change of ships because of the COVID-19. Since there are more ships at Anchorage Area of Manila for crew change, **the possibility of incidents is increasing at the anchorage area.**

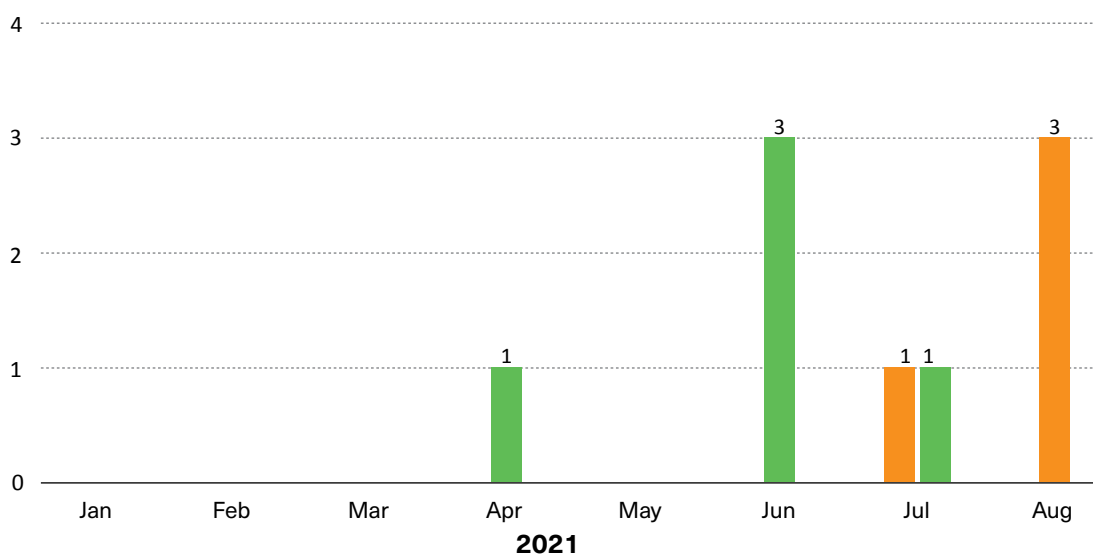


Chart 3 – Significance level of incidents at South Harbour Anchorage Area (January-August 2021)

█ CAT 2 █ CAT 4

EFFORTS BY THE AUTHORITIES

In response to the increase of incidents at Manila Anchorage Areas, the Philippine Coast Guard (PCG) in coordination with other law enforcement agencies has stepped up the following measures:

- a. Intensify intelligence gathering in collaboration with PCG personnel assigned at VTMS Manila to immediately respond to report of incident.
- b. Increase maritime patrol operations in the vicinity waters of South Harbour Anchorage Area of Manila and nearby waters of Central Luzon, carried out by the Coast Guard Stations under the jurisdiction of Coast Guard District National Capital Region – Central Luzon, along with its sub-stations.
- c. Increase the conduct of boarding inspections on suspicious ships and watercraft roaming in the vicinity waters, particularly during hours of darkness.
- d. Intensify the implementation of the Safety, Security and Environmental Numbering (SSEN) System for all Philippine-registered ships or watercraft.

RECOMMENDATIONS

Ship masters and crew are strongly advised to exercise extra vigilance, maintain constant look-out for any suspicious boats and report all incidents immediately to the local authorities. Since the perpetrators are armed with guns/knives and can be violent, it is very important for the crew not to engage in a confrontation with the perpetrators.

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

JANUARY-AUGUST 2021

There was no report of abduction of crew from ships in the Sulu-Celebes Seas and waters off Eastern Sabah during January-August 2021.

The last actual incident of abduction of crew occurred on 17 Jan 20 off Lahad Datu, Sabah, Malaysia where eight crew were abducted from a fishing trawler by the Abu Sayyaf Group (ASG). Until March 2021, seven abducted crew were rescued by the Malaysian and Philippines authorities but one crew was found dead. Currently, no crew is held in captivity.

EFFORTS BY THE AUTHORITIES

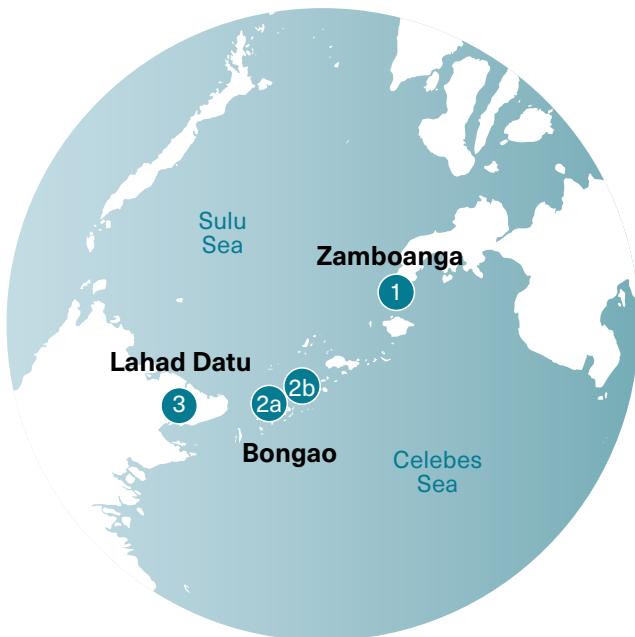
Both the Philippine and Malaysian authorities continued to conduct pursuit operations and intensify military operations to neutralise the militant group.

On 23 Apr 21, the Armed Forces of the Philippines conducted a military operation at Barangay Panglayahan, Patikul, Sulu, targeting Mundi Sawadjaan (one of the ASG Commanders responsible for the abduction of crew in the Sulu area). However, during the operation, Mundi Sawadjaan managed to escape, and three other ASG members were neutralised.

On 13 Jun 21, the Philippine authorities conducted a military operation during which Injam Yadah, a Sulu-based ASG sub-leader, Al Sawadjaan, a younger brother of Mundi Sawadjaan and two other ASG members were neutralised. Injam Yadah played a key role in the kidnapping of five Indonesian nationals at Sulu-Celebes Seas in January 2020. He is also known to be extremely violent and reportedly responsible for most beheading activities against civilians and security forces.

The demise of Injam Yadah undoubtedly affected the capabilities of the ASG in carrying out kidnap-for-ransom activities. However, with Mundi Sawadjaan still at large, **the threat of abduction of crew from ships remains high**, particularly in the areas of Sulu and nearby waters off Tawi-Tawi.

The contact details of the Operation Centres of the Philippines and ESSCOM of Malaysia are as shown below:



Map 4 – 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

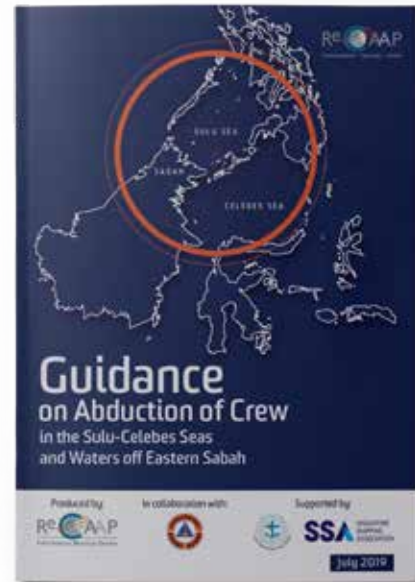
In the event that the ship master is not able to establish contact with the Operation Centres of the Philippines as listed in the ReCAAP ISC Advisory, he can contact the **Philippine Coast Guard Command Centre** at the following contact details:

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

The ReCAAP ISC recommends the shipping industry to refer to the '*Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah*' produced in July 2019. 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 complements the general guidance contained in the '*Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*' produced by the ReCAAP ISC.



CONCLUSION

The total number of incidents of armed robbery against ships in Asia reported during January-August 2021 has decreased compared to the same period in 2020. This was due to the decrease of incidents in several locations in Asia. However, of concern are the continued occurrence of incidents in the Singapore Strait, increase of incidents and its level of violence at South Harbour Anchorage Areas of Manila, and the persisting threats of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah.

Unless the perpetrators in these incidents are arrested, the incidents are likely to continue to occur. This requires collective efforts of all the stakeholders in timely reporting, immediate responses, enforcement, and heightened vigilance.

The ReCAAP ISC urges the law enforcement agencies in Asia to continue to enhance surveillance, increase patrols and respond promptly to report of incidents. Ships transiting the areas of concern are advised to enhance vigilance, maintain all round lookout and report all incidents to the nearest coastal State and flag State. Ships are also advised to 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

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Cambodia		
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Piracy Prevention Centre (PPC) Department for Maritime Security Federal Police Germany Email: bpol.see.ppz@polizei.bund.de	+49 4561-4071-3333	+49 3020-4561-2198

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Philippine Coast Guard Command Centre Email: pcgcomcen@coastguard.gov.ph	+632-8-527-3877 (loc 6136/6137) +632-918-803-5327 / +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"	
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
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National Maritime Information Centre Operations Centre Email: JMISC-NMICOps@mod.gov.uk	+44 2392-211941	+44 2392-212024 Please indicate "FAO NMIC – A leg"
United States		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: rccalameda1@uscg.mil	+1-510-437-3701	+1-510-437-3017
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DESCRIPTION OF INCIDENTS (AUGUST 2021)

ACTUAL INCIDENTS

● CAT 2 ● CAT 3

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<i>MV Sea Span New York</i> Container ship Hong Kong, China 39941 9290115	04/08/21 2140 hrs	14° 33' N, 120° 55' E Vicinity waters off Quarantine No. 12, South Harbour Anchorage Area, Manila, the Philippines	<p>While at anchor, the ship's duty crew was at the forward of the ship conducting roving inspection when he noticed from a distant three perpetrators on board the ship. They were trying to steal the ship's property at the forecastle, and there were two other perpetrators in a small boat. As the duty crew approached them, <u>one perpetrator armed with a knife</u> tried to stab the crew who managed to avoid being stabbed. The other two perpetrators <u>tyed the duty crew with a rope</u> on the forecastle deck.</p> <p>The perpetrators broke the padlock of the forecastle and stole <u>two portable welding machines with cables, 20 reefer cables, three bronze nozzles, and five hydrant caps</u>. They went down the ship using a loose rope and escaped. The duty crew managed to untie himself and reported the incident to the bridge. The general alarm was sounded and crew mustered. All the crew was safe. A roving inspection was subsequently conducted with no further sightings of the perpetrators on board the ship. The incident was reported to VTMS Manila.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
2	<i>Bulk Draco</i> Bulk carrier Panama 38216 9749726	08/08/21 0120 hrs	6° 2' S, 106° 53' E Tanjung Priok Anchorage, Jakarta, Indonesia	<p>While at anchor, <u>four perpetrators armed with knives</u> boarded the ship. They <u>confronted the duty OS and tied him</u> at the poop deck. The perpetrators broke the lock to the steering gear room entrance, and went down to the engine room. The perpetrators also <u>confronted the duty oiler and tied him</u>. Some <u>engine spares</u> were stolen.</p> <p>The duty AB during his round, sighted the crew who was tied up. He alerted the bridge and raised the alarm. The perpetrators escaped upon hearing the alarm. The crew was safe.</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	<i>MV CMA CGM Caimen</i> Container ship Malta 40541 9431757	13/08/21 0130 hrs	14° 32.74' N, 120° 54.88' E Vicinity of Quarantine No. 16, South Harbour Anchorage Area, Manila, the Philippines	<p>While at anchor, the duty watcher was proceeding to the forecastle deck (starboard side) to check the accommodation doors, <u>a perpetrator appeared and aimed a gun at him</u>. The perpetrator took the duty watcher to the storage room and ordered him to open it.</p> <p>The perpetrators, then, <u>tied the hands of the duty watcher with a rope</u> at the forward centre bollard and stole <u>20 buckets of paint</u> from the storage room. As the master and second officer of the ship could not contact the duty watcher, the deck cadet went to check. He noticed <u>a perpetrator with a knife</u> who shouted at him not to move. The deck cadet escaped and reported the incident to the bridge.</p> <p>At about 0142 hrs, the master sounded the alarm and whistle, used the search light as counter-measures and mustered the crew. The second officer found the duty watcher and untied him. At about 0150 hrs, the five perpetrators left the ship using a loose rope and escaped in their small boat. The incident was reported to VTMS Manila and a maritime patrol was conducted by the Coast Guard.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
4	<i>MV Yi Hang Jun 1068</i> Dredger China	18/08/21 2038 hrs	14° 33.54' N, 120° 57.67' E At vicinity waters off South Anchorage Area, Manila, the Philippines	<p>While at anchor, the chief engineer was on his way to the comfort room when he encountered <u>a perpetrator who pointed a gun at his head and locked him in the comfort room</u>. Three other perpetrators were about to rob the ship but escaped empty-handed when they noticed a crew inside the mess hall. The perpetrators escaped in a white motor banca.</p> <p>The ship master reported the incident to the VTMS Manila, mustered all crew and inspect the ship properties on board. The personnel of Philippine Coast Guard (PCG) Sub-station Paranaque proceeded to the location of the incident, conducted 'board and search' of all motor banca transiting the nearby area, but with no result.</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	<i>Nefeli</i> Bulk carrier Bahamas 40040 9291432	20/08/21 2220 hrs	1° 15' N, 104° 6.5' E Approximately 3.2 nm north of Nongsa Point, Batam Island (Indonesia) in the eastbound lane of the Traffic Separation Scheme (TSS) (SOMS)	While underway, four perpetrators were sighted in the engine room. The <u>perpetrators armed with knives confronted the chief engineer</u> while making their escape. The alarm was raised and crew mustered. A search on board the ship was conducted. At 2245 hrs, the master completed the search with no further sighting of the perpetrators on board. <u>The crew was safe</u> and accounted for. The master declared some <u>engine spares parts</u> were stolen. A safety navigational broadcast was initiated. The Republic of Singapore Navy (RSN)'s Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were notified. Information of the incident was also shared with the Malaysian and Indonesian authorities. [ReCAAP Focal Point (Singapore)]
6	<i>Good Luck I</i> Bulk carrier Liberia 28665 9249269	21/08/21 0300 hrs	1° 18' N, 104° 14.8' E Approximately 3 nm southeast of Tanjung Bulat, Johor (Malaysia) in the westbound lane of the TSS (SOMS)	While underway, <u>four perpetrators armed with knives</u> were sighted in the vicinity of the engine room. The perpetrators escaped upon being sighted. The alarm was raised and crew mustered. A search on board the ship was conducted. At 0330 hrs, the master updated Singapore VTIS that the search was completed with no further sighting of the perpetrators. The master declared some <u>engine spares</u> were stolen. <u>The crew was safe</u> and accounted for. A safety navigational broadcast was initiated. The Republic of Singapore Navy (RSN)'s Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were notified. Information of the incident was also shared with the Malaysian and Indonesian authorities. The master declared no assistance was required and continued her voyage to Singapore. Upon arrival in Singapore, the Singapore Police Coast Guard boarded the ship to conduct a search. At 0730 hrs, the Police Coast Guard updated that the search on board was completed with no sighting of the perpetrators. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
7	Solar Catie Tanker Liberia 18335 9887401	28/08/21 0500 hrs	3° 47' N, 98° 42' E Belawan Port, Indonesia	<p>While at berth, <u>two perpetrators armed with knives</u> boarded the ship, stole some <u>ship stores</u> and escaped unnoticed.</p> <p>The theft was only discovered by the duty crew after the ship departed the port. The ship's CCTV was reviewed and the incident was reported to the Company Security Officer (CSO). The ship master did not report the incident to Belawan port authority. The CSO provided evidence of boarding and updated that three deck scupper plugs, six fire hose couplings, two fire hose coupling keys and three fire hose nozzles were stolen. <u>The crew was not injured.</u></p> <p>[ReCAAP Focal Point (Singapore)]</p>



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