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FEBRUARY 2021

Monthly Report

02

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



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

OVERVIEW

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In February 2021, three incidents of armed robbery against ships¹ were reported in Asia. No piracy² incident was reported.

The ReCAAP ISC is concerned with the continued occurrence of incidents on board ships while underway in the Singapore Strait. In February 2021, two incidents were reported in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait.

There was no report of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah in February 2021. However, the risk of the abduction of crew remains high as demonstrated by the abduction of crew incident on 17 Jan 20 (with four crew still held in captivity), information of planned kidnapping (as reported in ReCAAP ISC's Warning issued on 2 Jul 20), and the operation on 3 Nov 20 by the Philippines authorities in preventing a kidnap-for-ransom incident.

FEBRUARY 2021

NUMBER OF INCIDENTS

In February 2021, three 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. Refer to the Appendix for the '*Description of incidents (February 2021)*' on pages 21-22.

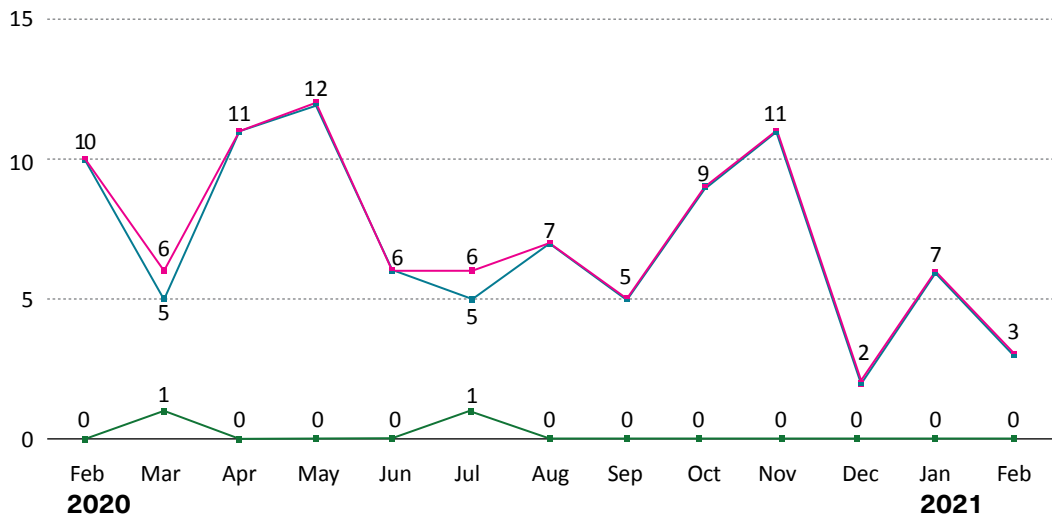
1 Armed robbery against ships is in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025 (26). Refer to Appendix for detailed definition.

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 February 2020 to February 2021.



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

■ Total ■ Actual ■ Attempted

STATUS OF SHIPS

Of the three incidents reported in February 2021, two incidents occurred on board ships while underway in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait, and one incident occurred on board a ship while berthed at Jakarta Port, Indonesia.

SIGNIFICANCE LEVEL OF INCIDENTS

All three incidents reported in February 2021 were CAT 4 incidents (where the perpetrators were not armed and crew not harmed).

Of the three incidents, two incidents occurred to tug boats towing barges while underway in the eastbound lane of the TSS in the Singapore Strait. In both incidents, perpetrators boarded the barges from small boats and stole items from the barges. The barges were not manned.

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The other incident occurred on board a container ship while berthed at Jakarta Port, Indonesia. The perpetrators boarded the ship unnoticed, broke the padlock hinge for the passageway door leading to the engine room and stole engine spare parts.

Chart 1 shows the significance level of incidents reported each month from February 2020 to February 2021.

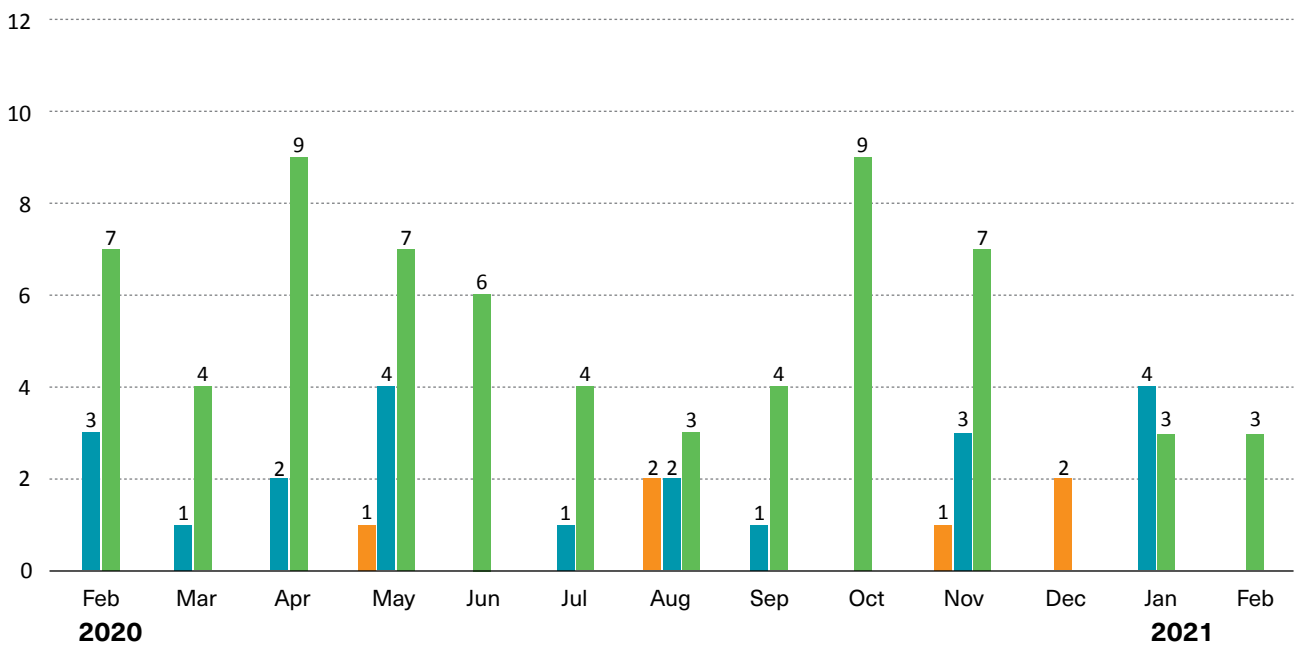


Chart 1 – Significance level of incidents (February 2020 to February 2021)

█ CAT 2
 █ CAT 3
 █ CAT 4

LOCATION OF INCIDENTS

The location of the three incidents reported in February 2021 is shown in Map 1.



Map 1 – Location of incidents in February 2021

● CAT 4

- | | | |
|---|---|---|
| <p>1 <i>Ning Hai Tuo 6002 & Daqia Haiyu</i>
Tug boat & barge
9 Feb 21
1400 hrs</p> | <p>2 <i>ALS Juventus</i>
Container ship
13 Feb 21
0530 hrs</p> | <p>3 <i>TB Danum 50 & TK Linau 133</i>
Tug boat & barge
21 Feb 21
1220 hrs</p> |
|---|---|---|

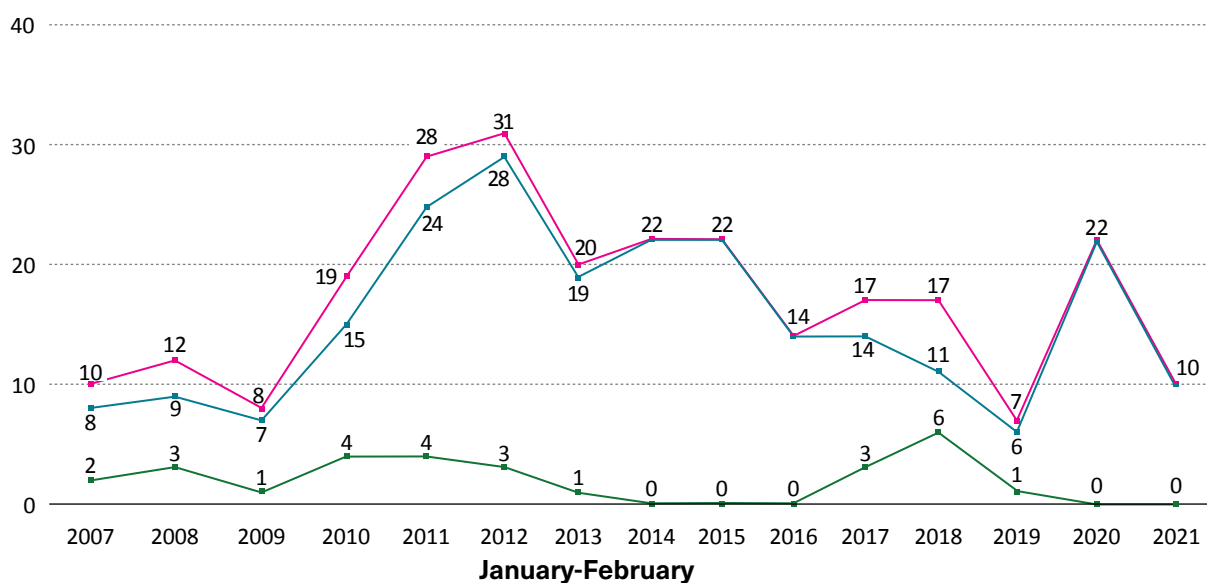
JANUARY-FEBRUARY 2021

NUMBER OF INCIDENTS

During January-February 2021, a total of 10 actual incidents of armed robbery against ships were reported in Asia. No piracy incident was reported. Compared to January-February 2020, the total number of incidents reported during January-February 2021 decreased by 55%. A total of 22 actual incidents were reported during January-February 2020.

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Graph 2 shows the total number of incidents reported during January-February of 2007-2021.



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

■ Total ■ Actual ■ Attempted

The decrease of incidents during January-February 2021 occurred in Bangladesh, India, Indonesia, the Philippines, Singapore Strait and the Sulu-Celebes Seas.

- In Bangladesh, no incident was reported during January-February 2021 compared to one incident during January-February 2020.
- In India, one incident was reported during January-February 2021 compared to five incidents during the same period in 2020.
- In Indonesia, three incidents were reported during January-February 2021 compared to five incidents during January-February 2020.
- In the Philippines, one incident was reported during January-February 2021 compared to two incidents during the same period in 2020.

- In the Singapore Strait, five incidents were reported during January-February 2021 compared to eight incidents during January-February 2020.
- In the Sulu-Celebes Seas, no incident was reported during January-February 2021 compared to one incident during the same period in 2020.

SIGNIFICANCE LEVEL OF INCIDENTS

Of the 10 actual incidents reported during January-February 2021, four were CAT 3 incidents and six were CAT 4 incidents. Chart 2 shows the significance level of incidents reported during January-February of 2007-2021.

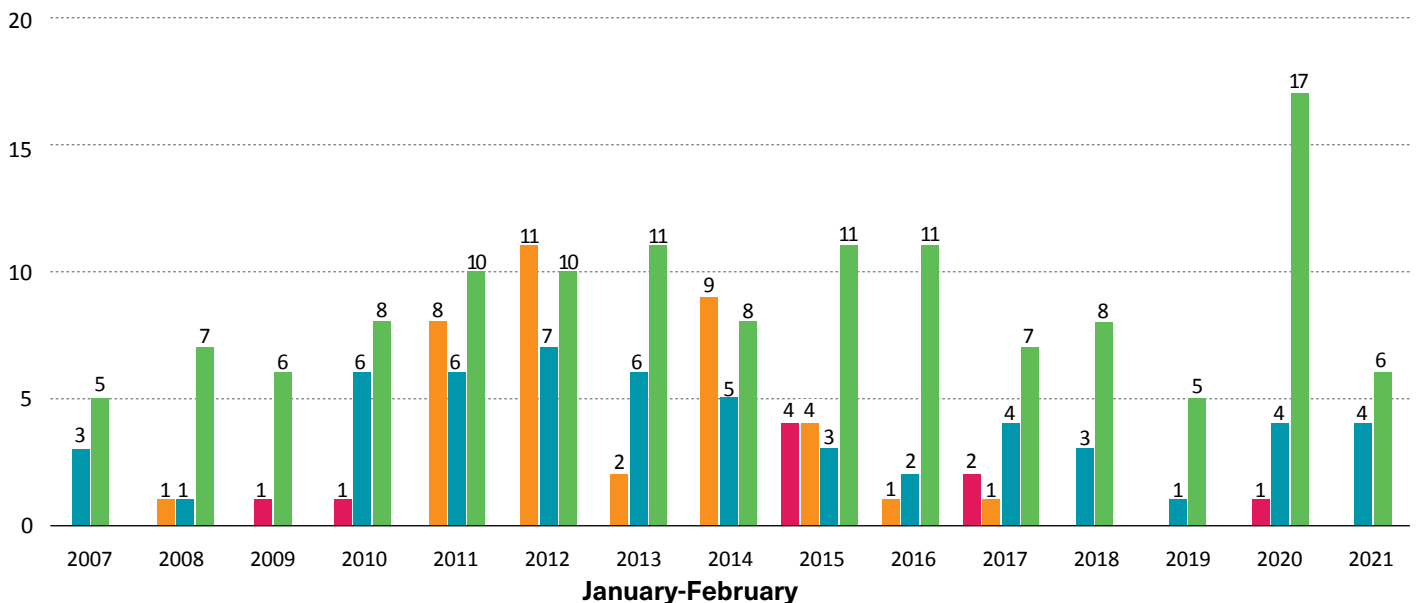


Chart 2 – Significance level of incidents (January-February of 2007-2021)

CAT 1 CAT 2 CAT 3 CAT 4

Of the four CAT 3 incidents reported during January-February 2021, two incidents occurred in the Singapore Strait and two incidents at anchorages in Indonesia.

The majority of the incidents reported during January-February 2021 were CAT 4 incidents (60%), which is consistent with the past trends observed in Asia. Of the six CAT 4 incidents reported during January-February 2021, three incidents occurred in the Singapore Strait, and one incident each at ports/anchorages in India, Indonesia and the Philippines.

UPDATE ON SITUATION IN THE SINGAPORE STRAIT

FEBRUARY 2021

In February 2021, two incidents (all actual incidents) occurred on board barges towed by tug boats while underway in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait (SS). In both incidents, the perpetrators boarded the barges, and stole items from the barges. The barges were not manned. There was no confrontation between the perpetrators and the crew in the tug boats.

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

(1) INCIDENT ON 9 FEB 21

Name of ship	<i>Ning Hai Tuo 6002</i>
Type of ship	Tug boat
Flag of ship	China
GT	1449
IMO Number	9765134

Name of ship	<i>Daqia Haiyu</i>
Type of ship	Barge
Flag of ship	China

At about 1400 hrs, barge *Daqia Haiyu* towed by tug boat *Ning Hai Tuo 6002* was underway at about 6.1 nm southwest of Pulau Nipa, Indonesia when two perpetrators boarded the barge from two small crafts. The two perpetrators escaped upon being sighted by the crew. A search on board the barge was carried out with no further sighting of the perpetrators. **Some shackles** were stolen from the barge. There was **no confrontation between the perpetrators and the crew in the tug boat**. No further assistance was required. The tug boat and barge resumed their voyage bound for China. 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 21 FEB 21

Name of ship	<i>TB Danum 50</i>
Type of ship	Tug boat
Flag of ship	Malaysia
GT	165
IMO Number	9404261

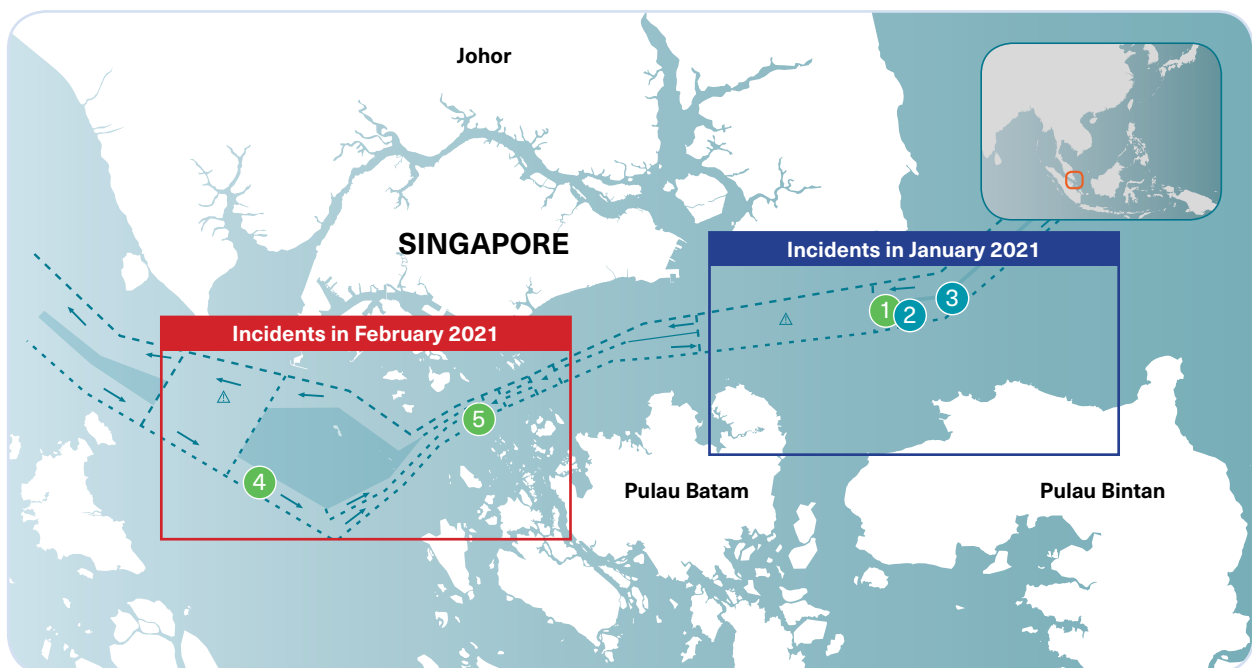
Name of ship	<i>TK Linau 133</i>
Type of ship	Barge
Flag of ship	Malaysia

At about 1220 hrs, barge *TK Linau 133* towed by tug boat, *TB Danum 50* were underway at around Karang Banteng waters, Riau Islands, Indonesia when two small boats came alongside the barge. The Indonesian Navy Marine Security Patrol *Kri Siwar-646* was conducting routine patrol in the area when they spotted three perpetrators on board the barge and two other perpetrators in the boat loading some items from the barge into the boat. The Indonesian authorities boarded the barge, conducted a search and **arrested all five perpetrators**. The two small boats were seized and about 150 kg of the **stolen steel wires were recovered**. **The crew was not injured**.

JANUARY - FEBRUARY 2021

With the two incidents reported in February 2021, a total of five incidents (all actual incidents) were reported in the Singapore Strait during January-February 2021. This accounts for 50% of the total number of incidents reported in Asia during January-February 2021 (10 incidents).

Map 2 below shows the location of the five incidents reported in January and February 2021.



Map 2 – Location of incidents in the Singapore Strait (January-February 2021)

● CAT 3 ● CAT 4

- | | | |
|--|--|--|
| <p>1 Ark Royal
Bulk carrier
25 Jan 21
0325 hrs</p> | <p>2 Elvia
Bulk carrier
28 Jan 21
2232 hrs</p> | <p>3 Vantage Wave
General cargo ship
29 Jan 21
0221 hrs</p> |
| <p>4 Ning Hai Tuo 6002
& Daqia Haiyu
Tug boat & barge
9 Feb 21
1400 hrs</p> | <p>5 TB Danum 50
& TK Linau 133
Tug boat & barge
21 Feb 21
1220 hrs</p> | |

ARREST OF THE PERPETRATORS

The ReCAAP ISC commends the Indonesian Navy Marine Security Patrol *Kri Siwar-646* for patrolling the area, and the arrest of the perpetrators.

RECOMMENDATIONS

The ReCAAP ISC strongly urges the littoral States to increase patrols and enforcement in their respective waters, respond promptly to incidents, strengthen coordination among them and promote information sharing on incidents and criminal groups involved in order to make more arrests.

Due to the continued occurrence of incidents in the Singapore Strait, ship master and crew are strongly advised to heighten vigilance and 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 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.

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

FEBRUARY 2021

There was no report of abduction of crew from ships in the Sulu-Celebes Seas and waters off Eastern Sabah in February 2021. 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. On 29 Sep 20, the body of one of the five abducted crew was found during a military operation in Patikul, Sulu, Philippines. The remaining four crew are still held in captivity.

ReCAAP ISC WARNING

On 2 Jul 20, the ReCAAP ISC issued a Warning about a group of the Abu Sayyaf Group (ASG) members planning to carry out kidnapping activities in Sabah and Semporna, Malaysia targeting foreigners and the abduction of crew from ships passing by the Tawi-Tawi and Sabah waters.

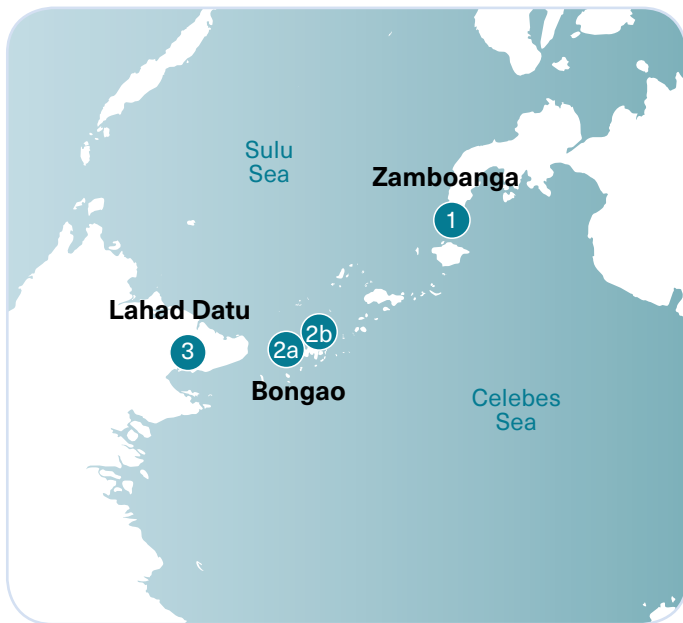
EFFORTS BY THE AUTHORITIES

On 3 Nov 20, the Philippine Joint Task Force (JTF) of Sulu successfully thwarted a kidnap-for-ransom plan by the ASG. The JTF located the ASG's boat near Sulare Island in Parang, Sulu, Philippines, fired upon the boat and neutralised seven ASG members on board.

ReCAAP ISC ADVISORY

Based on the above-mentioned information of planned kidnapping and the operation by the Philippines authorities to prevent a kidnap-for-ransom incident, the risk of the abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah remains high. 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 the 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 shown next page:



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

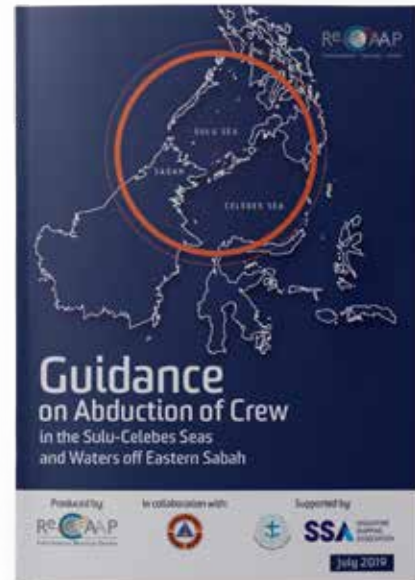
GUIDANCE ON ABDUCTION OF CREW IN THE SULU-CELEBES SEAS AND WATERS OFF EASTERN SABAH

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.

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The Guidance consists of advisory on the measures to be taken by the ships transiting the area, including contact details and the Notice to Mariners (NOTAM) issued by the Philippines and Malaysia. It also shares the analysis of incidents based on the information collected from past incidents. The Guidance can be found at www.recaap.org.

The Guidance is produced in collaboration with the Philippine Coast Guard (ReCAAP Focal Point) and supported by the Asian Shipowners' Association (ASA) and Singapore Shipping Association (SSA). The Guidance complements the general guidance contained in the '*Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*' produced by the ReCAAP ISC.



CONCLUSION

The number of incidents reported during January-February 2021 has decreased compared to January-February 2020. This was due to the decrease of incidents in several locations in Asia.

Of concern was the continued occurrence of incidents in the Singapore Strait during January-February 2021 which accounts for 50% of the total number of incidents reported in Asia during January-February 2021. The ReCAAP ISC commends the Indonesian authorities for the arrest of the perpetrators in February 2021, and urges the littoral States to increase patrol and enforcement in their respective waters in order to make more arrests. Collective efforts and shared responsibility of the littoral States and shipping industry are indispensable in order to curb the continued occurrence of incidents in the Singapore Strait.

Although there was no report of abduction of crew from ships transiting in the Sulu-Celebes Seas and waters off Eastern Sabah

in February 2021, the threat of abduction of crew remains. The ReCAAP ISC advises the shipping industry to exercise extra vigilance when transiting the area, report all incidents immediately to the Operation Centres of the Philippines and 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 the law enforcement agencies in Asia to continue to enhance surveillance, increase patrols, respond promptly to report of incidents by ships and arrest the perpetrators, particularly in locations of concern. 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 as 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 28 February 2021

DESCRIPTION OF INCIDENTS (FEBRUARY 2021)

ACTUAL INCIDENTS

● CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<p><i>Ning Hai Tuo 6002</i> Tug boat China 1449 9765134</p> <p><i>Daqia Haiyu</i> Barge China</p>	09/02/21 1400 hrs	<p>1° 5.37' N, 103° 34.21' E</p> <p>Approximately 6.1 nm southwest of Pulau Nipa, Indonesia in the eastbound lane of the Traffic Separation Scheme (SOMS)</p>	<p>While the tug boat towing barge was underway, two perpetrators boarded the barge from two small crafts. The perpetrators escaped upon being sighted by the crew. A search on board the barge was carried out with no further sighting of the perpetrators. <u>Some shackles were stolen from the barge. There was no confrontation between the perpetrators and the crew of the tug boat.</u> No further assistance was required. The tug boat and barge resumed their voyage bound for China. The Republic of Singapore Navy (RSN)'s Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were informed; and the Indonesian authorities notified. A safety navigational broadcast was initiated to alert mariners.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
2	<p><i>ALS Juventus</i> Container ship Singapore 40541 9431757</p>	13/02/21 0530 hrs	<p>6° 5.84' S, 106° 53.65' E</p> <p>Jakarta Port, Indonesia</p>	<p>While at berth, the third officer reported that the padlock hinge for the passageway door leading to the engine room was broken. There was no sign of any perpetrators on board or nearby. <u>Spare parts for auxiliary engine were reported missing. The crew was not injured.</u> The incident was reported to the ship's Company Security Officer.</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	<p><i>TB Danum 50</i> Tug boat Malaysia 165 9404261</p> <p><i>TK Linau 133</i> Barge Malaysia</p>	21/02/21 1220 hrs	<p>1° 9.82' N, 103° 49' E</p> <p>Around Karang Banteng waters, Riau Islands, Indonesia in the eastbound lane of the Traffic Separation Scheme</p> <p>(SOMS)</p>	<p>While barge <i>TK Linau 133</i> towed by tug boat, <i>TB Danum 50</i> were underway in the eastbound lane of the Traffic Separation Scheme (TSS) in Singapore Strait when two small boats came alongside the barge. The Indonesian Navy Marine Security Patrol <i>Kri Siwar-646</i> was conducting routine patrol in the area when they spotted three perpetrators on the barge and two others were in the small boat loading some items from the barge. The Indonesian authorities boarded the barge, conducted a search and arrested all five perpetrators. The two small boats were seized and about 150 kg of the stolen steel wires were recovered. <u>The crew was not injured.</u></p> <p>[ReCAAP Focal Point (Singapore)]</p>



Regional Cooperation Agreement on Combating
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