

15  
YEARS

ReCAAP  
Combating  
Piracy and Sea  
Robbery in Asia

ReCAAP  
Information Sharing Centre

# MONTHLY REPORT

PIRACY AND ARMED ROBBERY  
AGAINST SHIPS IN ASIA

JULY 2021

07

# INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA IN JULY 2021

## OVERVIEW

In July 2021, five incidents of armed robbery against ships<sup>1</sup> were reported in Asia. No piracy<sup>2</sup> incident was reported. All five incidents were actual incidents<sup>3</sup>. No attempted incident<sup>4</sup> was reported.

The ReCAAP ISC is concerned with the persistent occurrence of incidents on board ships while underway in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait. In July 2021, two incidents were reported in the Singapore Strait. Concerned with the continued occurrence of incidents in the Singapore Strait, particularly off Tanjung Pergam, Bintan Island (Indonesia), the ReCAAP ISC issued an Incident Alert (IA 05/2021) on 19 Jul.

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

## JULY 2021

### NUMBER OF INCIDENTS

In July 2021, five 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 (July 2021)*' on pages 21-23.

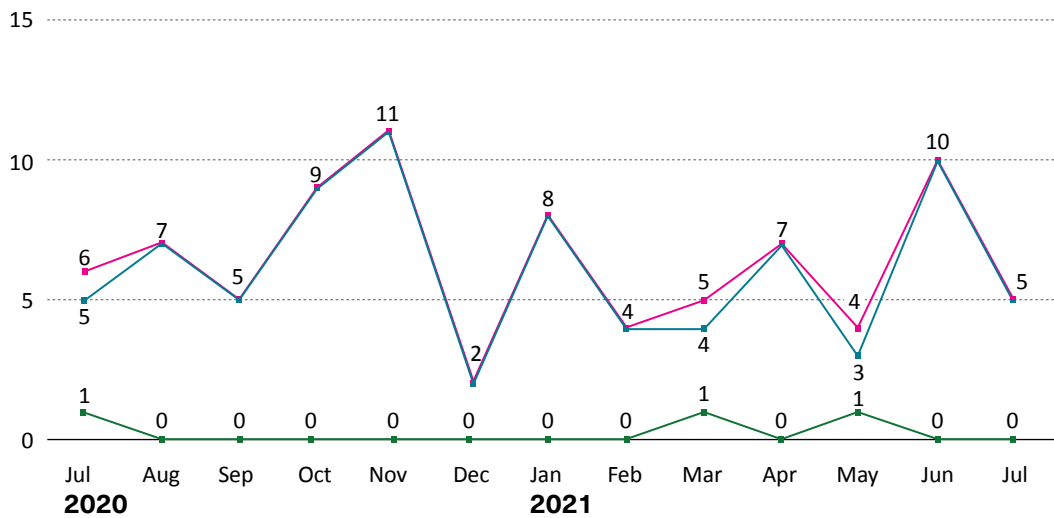
1 'Armed robbery against ships' is defined in the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025 (26). Refer to Appendix for detailed definition.

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 July 2020 to July 2021.



Graph 1 – Number of incidents (July 2020 to Jul 2021)

■ Total ■ Actual ■ Attempted

### STATUS OF SHIPS

Of the five incidents reported in July 2021, two incidents occurred on board ships while underway in the Singapore Strait, two incidents occurred on board ships while anchored at South Harbour Anchorage area, Manila, the Philippines and one incident on board a ship while anchored at Belawan Anchorage, Indonesia.

## SIGNIFICANCE LEVEL OF INCIDENTS

Of the five actual incidents reported in July 2021, one was a CAT 2 incident, three were CAT 3 incidents and one was a CAT 4 incident (where the perpetrators were not armed and crew not harmed).

**CAT 2.** The CAT 2 incident occurred on board a container ship while anchored at South Harbour Anchorage area, Manila, the Philippines. A perpetrator pointed an improvised gun at the duty crew, took away his two-way radio and tied him to the railing of the ship. Seven other perpetrators then appeared on board the ship, stole one roll of new spare rope mooring line and escaped.

**CAT 3.** Two of the three CAT 3 incidents occurred on board bulk carriers while underway off Tanjung Pergam, Bintan Island (Indonesia) in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait. In both incidents, the perpetrators were armed with knives. The crew was not injured and nothing was stolen in the two incidents. The other CAT 3 incident occurred on board a tanker while anchored at Belawan Anchorage, Indonesia. Two perpetrators were sighted, each carrying a knife and a rod. They escaped immediately when the alarm was raised. The crew was not injured and some fire hose couplings were stolen.

**CAT 4.** The CAT 4 incident occurred on board a container ship while anchored at South Harbour Anchorage area, Manila, the Philippines. Two perpetrators were seen at the forecastle deck lowering some materials into their motor banca using a rope. They escaped immediately when they saw the roving crew. The crew was not injured and ship stores were stolen.

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

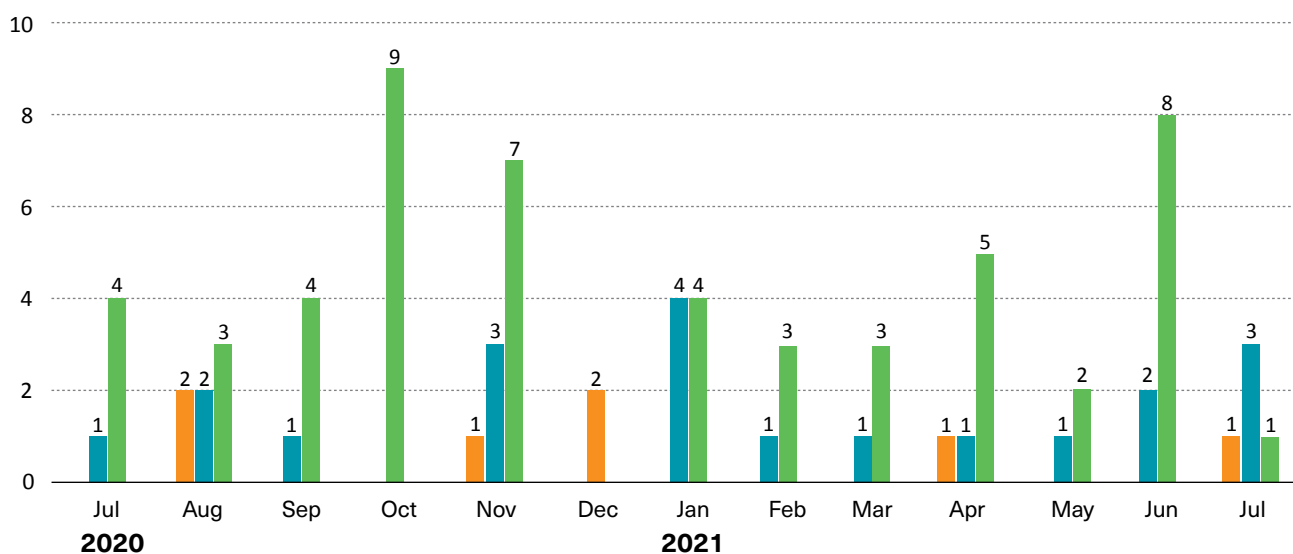


Chart 1 – Significance level of incidents (July 2020 to July 2021)

■ CAT 2 ■ CAT 3 ■ CAT 4

## LOCATION OF INCIDENTS

The location of the five incidents reported in July 2021 is shown in Map 1



Map 1 – Location of incidents in July 2021

● CAT 2 ● CAT 3 ● CAT 4

**1** *Ocean Moray*  
 Petroleum/chemical  
 tanker  
 8 Jul 21, 0218 hrs  
 3° 55' N, 98° 44' E

**2** *MV Romina*  
 Container ship  
 10 Jul 21, 2320 hrs  
 14° 33.21' N,  
 120° 55.29' E

**3** *Star Nike*  
 Bulk carrier  
 17 Jul 21, 0016 hrs  
 1° 16.03' N,  
 104° 12.58' E

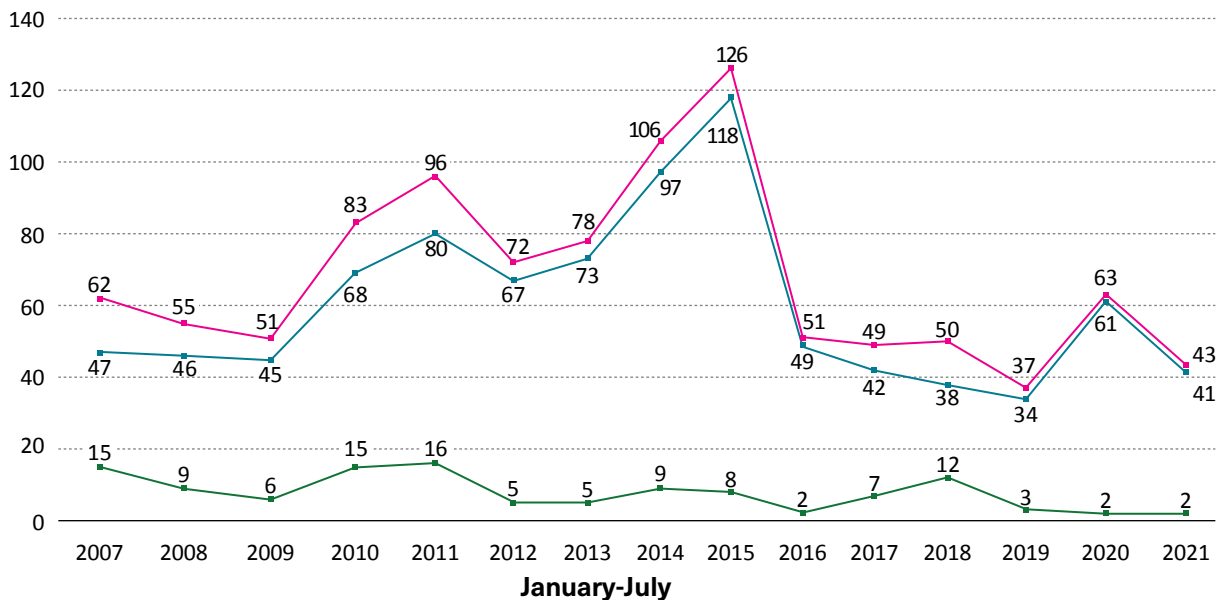
**4** *Adventurer*  
 Bulk carrier  
 17 Jul 21, 0040 hrs  
 1° 16.6' N,  
 104° 14.6' E

**5** *MV Maersk Nussford*  
 Container ship  
 17 Jul 21, 0125 hrs  
 14° 33.47' N,  
 120° 56.23' E

# JANUARY-JULY 2021

## NUMBER OF INCIDENTS

During January-July 2021, 43 incidents of armed robbery against ships were reported in Asia. No piracy incident was reported during this period. Of the 43 incidents, 41 were actual incidents and two were attempted incidents. Compared to January-July 2020, the **total number of incidents during January-July 2021 decreased by 32%**. A total of 63 incidents (comprising 61 actual incidents and two attempted incidents) were reported during January-July 2020. The total number of incidents reported during January-July 2021 is the second lowest among January-July of 2007-2021. Graph 2 shows the total number of incidents reported during January-July of 2007-2021.



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

■ Total ■ Actual ■ Attempted

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

- In Bangladesh, no incident was reported during January-July 2021 compared to three incidents during January-July 2020.
- In India, three incidents were reported during January-July 2021 compared to eight incidents during the same period in 2020.
- In Indonesia, seven incidents were reported during January-July 2021 compared to 17 incidents during January-July 2020.
- In Vietnam, two incidents were reported during January-July 2021 compared to three incidents during the same period in 2020.
- In the South China Sea, no incident was reported during January-July 2021 compared to three incidents during January-July 2020.
- In the Sulu-Celebes Seas, no incident was reported during January-July 2021 compared to one incident during the same period in 2020.

The number of incidents in the Philippines during January-July 2021 is the same as that reported during January-July 2020. A total of eight incidents were reported in the Philippines during both periods.

However, there was an **increase** of incidents in the Singapore Strait. A total of 22 incidents were reported in the Singapore Strait during January-July 2021 compared to 19 incidents reported during January-July 2020.

## SIGNIFICANCE LEVEL OF INCIDENTS

Of the 41 actual incidents reported in Asia during January-July 2021, two were CAT 2 incidents, 13 were CAT 3 incidents and 26 were CAT 4 incidents. Chart 2 shows the significance level of incidents reported during January-July of 2007-2021.

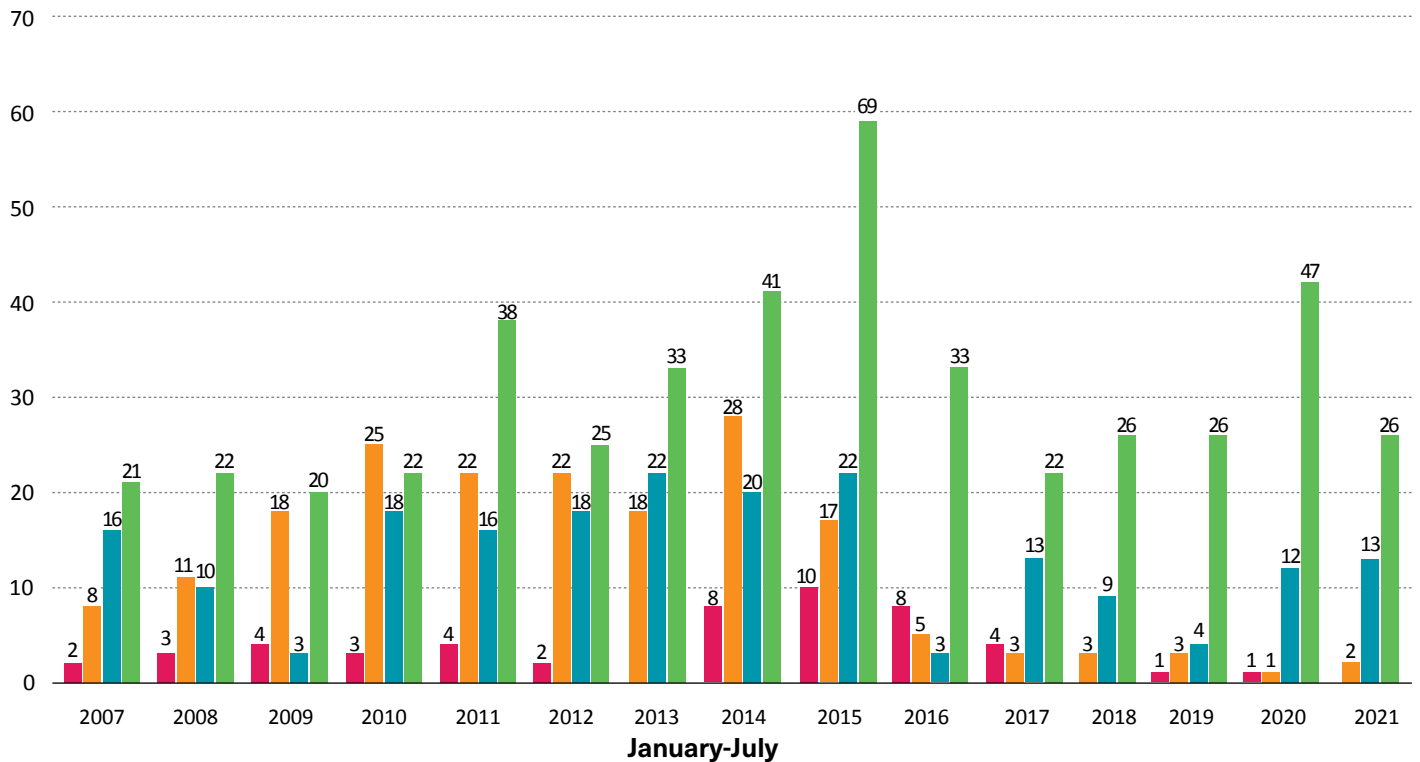


Chart 2 – Significance level of incidents (January-July of 2007-2021)

CAT 1    CAT 2    CAT 3    CAT 4

**CAT 2.** Of the two CAT 2 incidents reported during January-July 2021, one incident occurred on board a ship while underway in the Singapore Strait and one incident on board a ship while anchored at South Harbour Anchorage area, Manila, the Philippines.

**CAT 3.** Among the 13 CAT 3 incidents reported during January-July 2021, nine incidents occurred on board ships while underway in the Singapore Strait and four 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-July 2021 were CAT 4 incidents. This accounts for 63% of the number of actual incidents (26 of 41) during January-July 2021.



## SITUATION OF ARMED ROBBERY AGAINST SHIPS IN THE SINGAPORE STRAIT

### JULY 2021

In July 2021, two incidents (all actual incidents) occurred to bulk carriers while underway off Tanjung Pergam, Bintan Island (Indonesia) in the Singapore Strait on 17 Jul within an interval of 30 mins and in close proximity to each other. In both incidents, the perpetrators were armed with knives. They were sighted in the engine room in one incident, and in the steering gear room in the other incident. The perpetrators escaped upon being sighted, the crew was safe and nothing was stolen in both incidents.

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

#### 1 INCIDENT ON 17 JUL 21

Name of ship	<b><i>Star Nike</i></b>
Type of ship	Bulk carrier
Flag of ship	Marshall Islands
GT	35835
IMO Number	9875094

At about 0016 hrs when the bulk carrier was underway, five unauthorised persons were sighted in the steering gear room. One of the perpetrators was armed with knives. The perpetrators escaped upon being sighted. A search on board the ship was conducted but with no further sighting of the perpetrators. The master declared that nothing was stolen. All crew are safe and no further assistance required.

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 shared with the Malaysian and Indonesian authorities.

#### 2 INCIDENT ON 17 JUL 21

Name of ship	<b><i>Adventurer</i></b>
Type of ship	Bulk carrier
Flag of ship	Liberia
GT	35210
IMO Number	9805752

At about 0040 hrs, when the bulk carrier was underway, five unauthorised persons armed with knives were sighted in the engine room. The perpetrators escaped upon being sighted. A search on board the ship was conducted but with no further sighting of the perpetrators. All crew are safe and no assistance required. The ship continued her voyage for Kaohsiung, Taiwan, China.

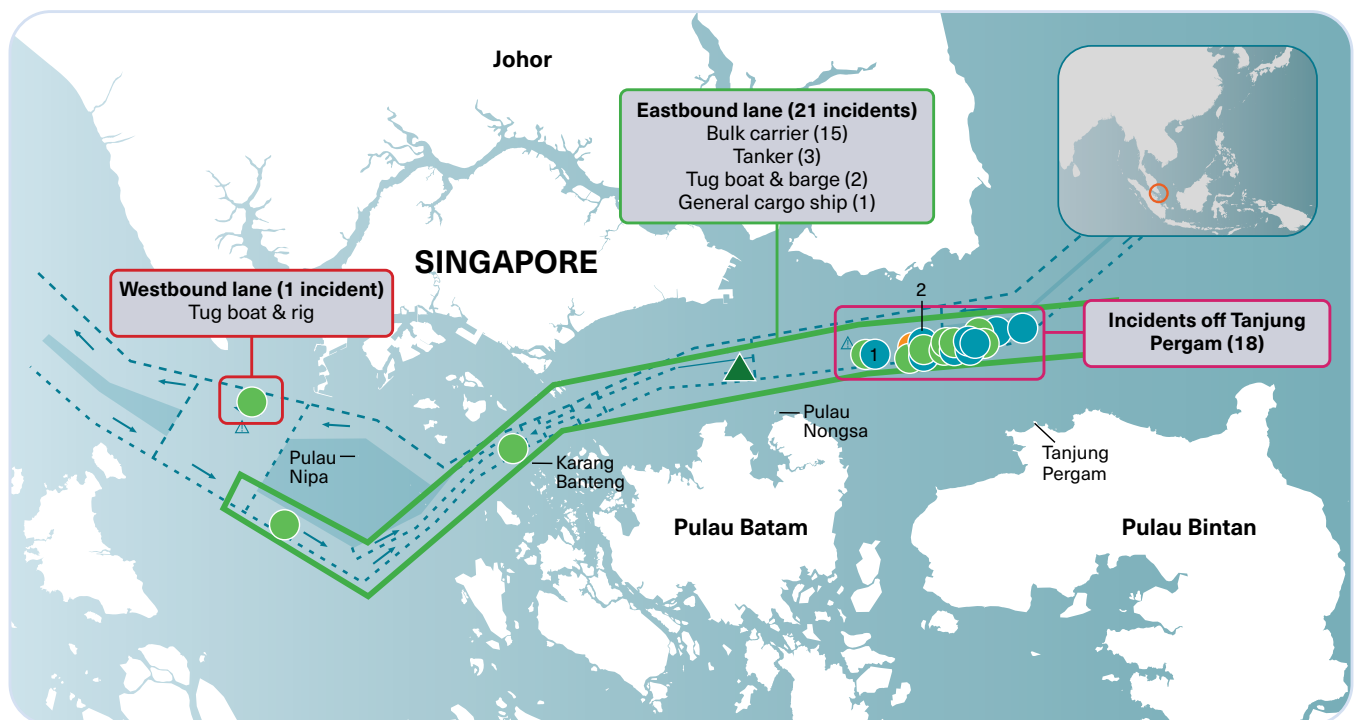
A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.

## JANUARY-JULY 2021

With the two incidents reported in July 2021, a total of 22 incidents (comprising 21 actual incidents and one attempted incident) were reported in the Singapore Strait during January-July 2021.

The ReCAAP ISC is concerned with the persistent occurrence of incidents in the Singapore Strait, particularly a cluster of incidents off Tanjung Pergam. Since January 2021, the ReCAAP ISC had issued five Incident Alerts to warn the shipping community of the incidents in the Singapore Strait, particularly off Tanjung Pergam. The most recent Incident Alert (IA 05/2021) was issued on 19 Jul reporting on the two incidents occurred in July 2021.

Of the 22 incidents reported in the Singapore Strait during January-July 2021, 18 incidents occurred off Tanjung Pergam. The map below shows the location of the 22 incidents reported in the Singapore Strait during January-July 2021.



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

● CAT 2 ● CAT 3 ● CAT 4 ▲ ATTEMPTED

1 **Star Nike**  
Bulk carrier  
17 Jul 21, 0016 hrs  
1° 16.03' N,  
104° 12.58' E

2 **Adventurer**  
Bulk carrier  
17 Jul 21, 0040 hrs  
1° 16.6' N,  
104° 14.6' 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](http://www.recaap.org)) and tune-in to advisories and navigational broadcasts announced by the authorities.

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

### JULY 2021

There was no report of abduction of crew from ships in the Sulu-Celebes Seas and waters off Eastern Sabah in July 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). 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. On 18 and 21 Mar 21, the remaining four abducted crew were rescued by the Philippine authorities off Tawi-Tawi, the Philippines. With the rescue of the remaining four abducted crew, no crew is currently 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.

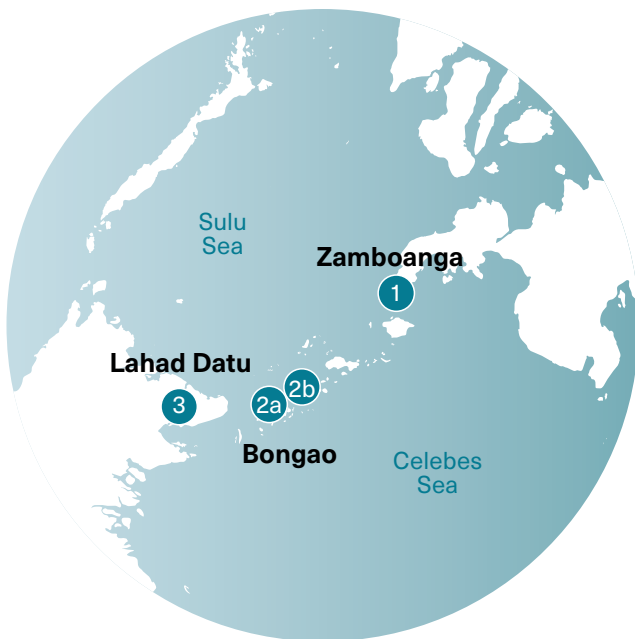
On 13 Jun 21, the Philippine authorities conducted a military operation against Injam Yadah, a Sulu-based ASG sub-leader. During the operation, Injam Yadah, together with Al Sawadjaan, a younger brother of Mundi Sawadjaan and two other ASG members were neutralised. Injam Yadah played a key role in the 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.

### ReCAAP ISC ADVISORY

With information that the ASG leaders responsible for the abduction of crew in the area of Sulu and Tawi-Tawi are still at large, the threat of the abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah remains high. The ReCAAP ISC reiterates its advisory 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 all incidents 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 are as shown below:



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)

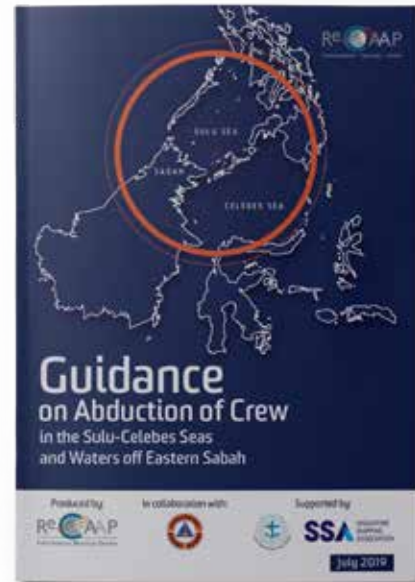
+632-8-527-3877 (fax)

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



## CONCLUSION

The total number of incidents of armed robbery against ships in Asia reported during January-July 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 is the persistent occurrence of incidents in the Singapore Strait and the continued threat of the ASG in the abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah. Unless the perpetrators responsible for these incidents are arrested, the incidents will continue to occur. This requires collective efforts of all the stakeholders in enforcement, timely reporting, immediate responses and heightened vigilance.

The ReCAAP ISC urges the law enforcement agencies in Asia to enhance surveillance, increase patrols and respond promptly to report of incidents; and ships transiting the areas of concern to enhance vigilance, maintain all round look-outs 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

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>		
Marine Police, Royal Brunei Police Force 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>Germany</b>		
Piracy Prevention Centre (PPC) Department for Maritime Security Federal Police Germany Email: <a href="mailto:bpol.see.ppz@polizei.bund.de">bpol.see.ppz@polizei.bund.de</a>	+49 4561-4071-3333	+49 3020-4561-2198

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<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
<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 +95-979-527-9576 (Mobile)	+95-1-8202-417
<b>Netherlands</b>		
Netherlands 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

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>Philippines</b>		
Philippine Coast Guard Command Centre Email: <a href="mailto:pcgcomcen@coastguard.gov.ph">pcgcomcen@coastguard.gov.ph</a>	+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: <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"	
<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:JMISC-NMICOps@mod.gov.uk">JMISC-NMICOps@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:rccalameda1@uscg.mil">rccalameda1@uscg.mil</a>	+1-510-437-3701	+1-510-437-3017
<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

## DESCRIPTION OF INCIDENTS (JULY 2021)

### ACTUAL INCIDENTS

● CAT 2 ● CAT 3 ● CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<b><i>Ocean Moray</i></b> Petroleum/chemical tanker Singapore 8611 9809071	08/07/21 0218 hrs	3° 55' N, 98° 44' E  Belawan Anchorage, Indonesia	<p>While at anchor, the duty seaman was making his rounds when he sighted <b><u>two unauthorised perpetrators carrying a knife and a rod</u></b> on board the ship. The perpetrators were suspected to have boarded the ship via the hawse pipe. The ship's general alarm was sounded and the incident was reported to Belawan Port Authority. The perpetrators escaped from the ship via fire hoses attached to the bollards. There was no reported damage to the ship and <b><u>the crew was not injured</u></b>. <b><u>Two fire hose couplings</u></b> were stolen.</p> <p>After the incident, the crew increased their deck watch and continued to blow the ship's horn every 30 to 45 min.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
2	<b><i>MV AS Romina</i></b> Container ship Portugal 17068 9449821	10/07/21 2320 hrs	14° 33.21' N, 120° 55.29' E  South Harbour Anchorage area, Manila, the Philippines	<p>While at anchor, the duty roving crew on deck saw two persons on the forecastle deck lowering some materials into their motor banca using a rope. Upon seeing the roving crew, the two persons jumped into the water and escaped. Upon inspection, the padlock to the boatswain mate store room was forcedly opened and items including <b><u>four angle grinders, one electric drill and one portable welding machine</u></b> were missing. <b><u>The crew was not injured</u></b>.</p> <p>The incident was reported to the Vessel Traffic Management System (VTMS) and the Coast Guard Station Manila immediately. A Maritime Patrol (MARPAT) was conducted within the area of responsibility of the Coast Guard Sub-Station Cultural Centre of the Philippines. The Philippine Coast Guard (PCG) is currently coordinating with the other law enforcement agencies on possible identification of the perpetrators involved in the incident.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
3	<b>Star Nike</b> Bulk carrier Marshall Islands 35835 9875094	17/07/21 0016 hrs	1° 16.03' N, 104° 12.58' E  Approximately 9 nm northwest of Tanjung Pergam, Bintan Island (Indonesia) in the eastbound lane of the Traffic Separation Scheme (TSS)  (SOMS)	<p>While underway, five unauthorised persons were sighted in the steering gear room. <b><u>One of the perpetrators was armed with knives.</u></b> The perpetrators escaped upon being sighted. The ship's alarm was raised and crew mustered. A search on board the ship was conducted but with no further sighting of the perpetrators. The master declared that <b><u>nothing was stolen. All crew are safe</u></b> and accounted for. No assistance was required and the ship continued her voyage for Manila, the Philippines.</p> <p>A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
4	<b>Adventurer</b> Bulk carrier Liberia 35210 9805752	17/07/21 0040 hrs	1° 16.6' N, 104° 14.6' E  Approximately 7.7 nm northwest of Tanjung Pergam, Bintan Island (Indonesia) in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b><u>five unauthorised persons armed with knives</u></b> were sighted in the engine room. The perpetrators escaped upon being sighted. The ship's alarm was raised and crew mustered.</p> <p>A search on board the ship was conducted but with no further sighting of the perpetrators. The master declared that <b><u>nothing was stolen. All crew are safe</u></b> and accounted for. No assistance was required and the ship continued her voyage for Kaohsiung, Taiwan, China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.</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
5	<b><i>MV Maersk Nussfjord</i></b> Container ship Panama 25805 9894662	17/07/21 0125 hrs	14° 33.47' N, 120° 56.23' E  South Harbour Anchorage area, Manila, the Philippines	<p>While at anchor, due to heavy rain, the duty watcher left his post to take a rain suit from the gangway. On return to his post, <b><u>an unidentified person at the forecandle pointed an improvised gun at the back of the duty watcher's head, took away his two-way radio and tied him to the railing of the ship.</u></b> Seven other unidentified persons then appeared on board the ship. They broke the padlock of the boatswain mate locker, and took away <b><u>one roll of new spare rope mooring line.</u></b> At about 0205 hrs, the eight unidentified persons left the ship using the loose rope from bow and escaped in an unmarked motor banca. The duty watcher untied himself from the railings and alerted an AB who then reported the incident to the duty officer. The duty officer sounded the alarm and reported the incident to the VTMS Manila.</p> <p>A MARPAT was conducted within the area of responsibility of the Coast Guard Sub-Station Cultural Centre of the Philippines. The PCG is currently coordinating with the other law enforcement agencies regarding the incident.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>



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

T +65 6376 3091

F +65 6376 3066

E [info@recaap.org](mailto:info@recaap.org)

W [www.recaap.org](http://www.recaap.org)



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