



ReCAAP
Combating
Piracy and Sea
Robbery in Asia

ReCAAP
Information Sharing Centre

MONTHLY REPORT

PIRACY AND ARMED ROBBERY
AGAINST SHIPS IN ASIA

MAY 2021

05

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

OVERVIEW

In May 2021, four incidents of armed robbery against ships¹ were reported in Asia. No piracy² incident was reported. Of the four incidents, three were actual incidents³ and one was an attempted incident⁴.

The ReCAAP ISC is concerned with the continued occurrence of incidents on board ships while underway in the Singapore Strait. In May 2021, three 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 May 2021. However, the threat of abduction of crew remains high, with information such as the operation on 3 Nov 20 by the Philippine authorities in preventing a kidnap-for-ransom plan by the Abu Sayyaf Group (ASG) and the escape of one of the ASG Commanders responsible for the abduction of crew in Sulu area during a military operation on 23 Apr 21 (page 10 of this report).

MAY 2021

NUMBER OF INCIDENTS

In May 2021, four incidents of armed robbery against ships were reported in Asia. Of the four incidents, three were actual incidents and one was an attempted incident. All incidents have been verified and reported to the ReCAAP ISC by ReCAAP Focal Points. Refer to the Appendix for the '*Description of incidents (May 2021)*' on pages 21-22.

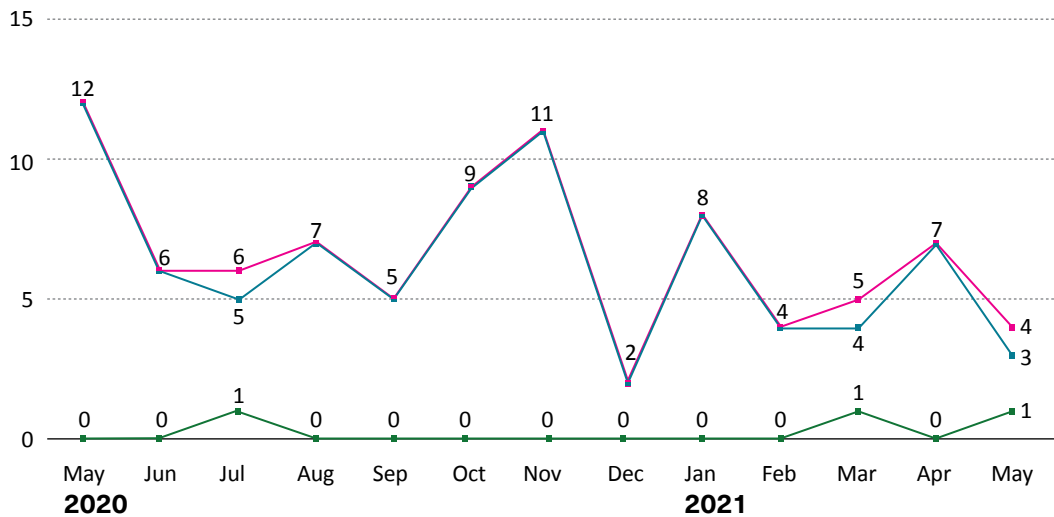
1 'Armed robbery against ships' is defined in the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025 (26). Refer to Appendix for detailed definition.

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 May 2020 to May 2021.



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

■ Total ■ Actual ■ Attempted

STATUS OF SHIPS

Of the four incidents reported in May 2021, three incidents occurred on board ships while underway in the Singapore Strait and one incident on board a ship while underway off Diu, India.

SIGNIFICANCE LEVEL OF INCIDENTS

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

The CAT 3 incident occurred on board a bulk carrier while underway in the Singapore Strait. Four perpetrators boarded the ship and were sighted in the engine room by the duty oiler. One of the perpetrators threatened the duty oiler with a knife but did not harm him. The perpetrators escaped without stealing anything.

Of the two CAT 4 incidents, one incident occurred on board a bulk carrier while underway in the Singapore Strait and the other incident occurred on board a dead ship towed by a tug boat while underway off Diu, India. In the incident in the Singapore Strait, engine gaskets and O-rings were stolen. For the incident off India, the exact items stolen from the dead ship are not confirmed yet.

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

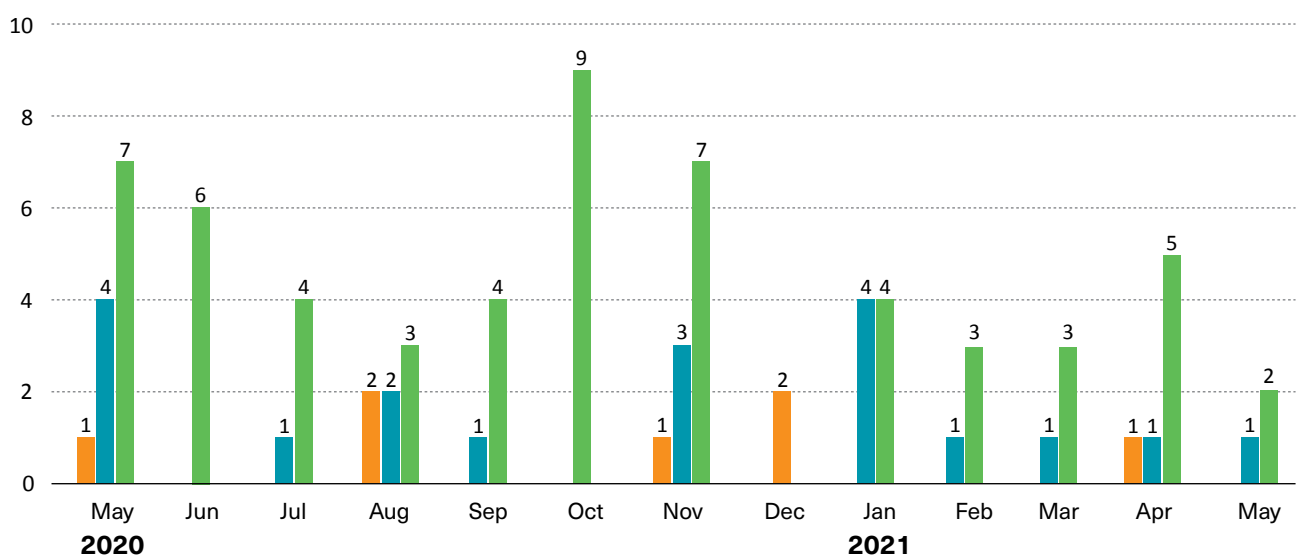


Chart 1 – Significance level of incidents (May 2020 to May 2021)

█ CAT 2
 █ CAT 3
 █ CAT 4

LOCATION OF INCIDENTS

The location of the four incidents reported in May 2021 is shown in Map 1.



Map 1 – Location of incidents in May 2021

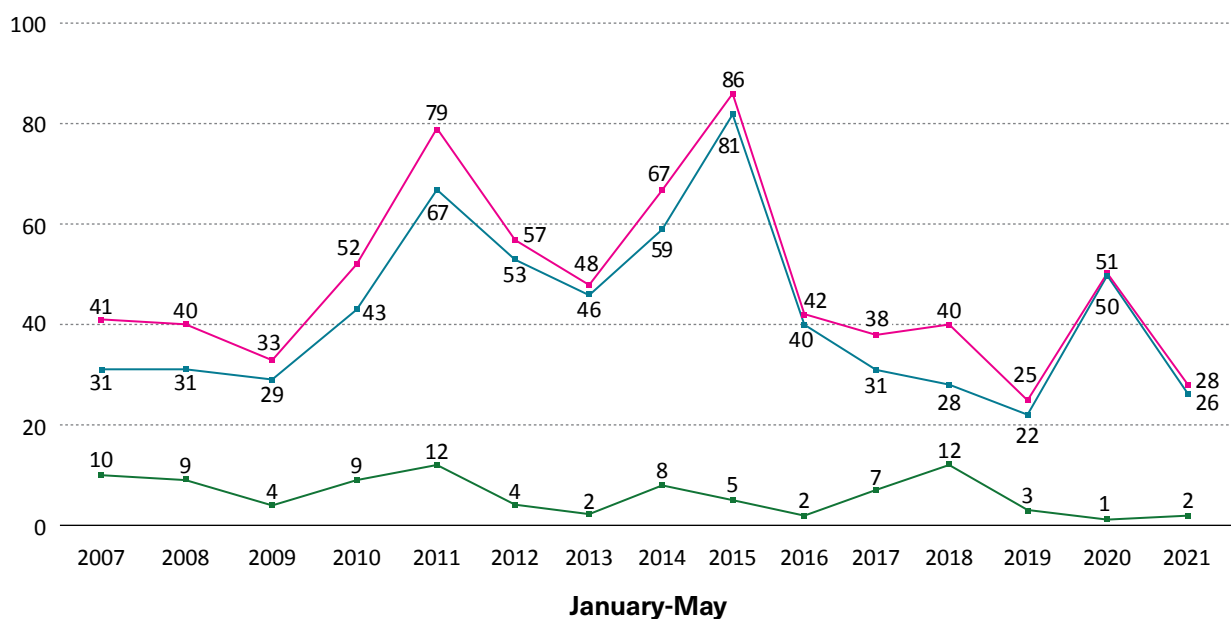
● CAT 3 ● CAT 4 ▲ ATTEMPTED

- | | | | |
|---|--|--|---|
| <p>1 <i>Alea</i>
Bulk carrier
23 May 21
2230 hrs</p> | <p>2 <i>RB Eden</i>
Bulk carrier
24 May 21
0046 hrs</p> | <p>3 <i>Dawn 1</i>
Dead ship
26 May 21
0830 hrs</p> | <p>4 <i>Astro Perseus</i>
Tanker
9 May 21
2239 hrs</p> |
|---|--|--|---|

JANUARY-MAY 2021

NUMBER OF INCIDENTS

During January-May 2021, 28 incidents of armed robbery against ships were reported in Asia. Of these incidents, 26 were actual incidents and two were attempted incidents. No piracy incident was reported. Compared to January-May 2020, the **total number of incidents during January-May 2021 decreased by 45%**. A total of 51 incidents (50 actual incidents and one attempted incident) were reported during January-May 2020. Graph 2 shows the total number of incidents reported during January-May of 2007-2021.



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

■ Total ■ Actual ■ Attempted

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

- In Bangladesh, no incident was reported during January-May 2021 compared to three incidents during January-May 2020.
- In India, two incidents were reported during January-May 2021 compared to seven incidents during January-May 2020.
- In Indonesia, five incidents were reported during January-May 2021 compared to 15 incidents during January-May 2020.
- In the Philippines, three incidents were reported during January-May 2021 compared to five incidents during January-May 2020.
- In the South China Sea, no incident was reported during January-May 2021 compared to two incidents during January-May 2020.
- In the Sulu-Celebes Seas, no incident was reported during January-May 2021 compared to one incident during January-May 2020.

The number of incidents in the Singapore Strait and Vietnam during January-May 2021 is the same as that reported during January-May 2020. A total of 15 incidents were reported in the Singapore Strait; and two incidents reported in Vietnam during each of the two periods.

SIGNIFICANCE LEVEL OF INCIDENTS

Of the 26 actual incidents reported in Asia during January-May 2021, one was a CAT 2 incident, eight were CAT 3 incidents and 17 were CAT 4 incidents. Chart 2 shows the significance level of incidents reported during January-May of 2007-2021.

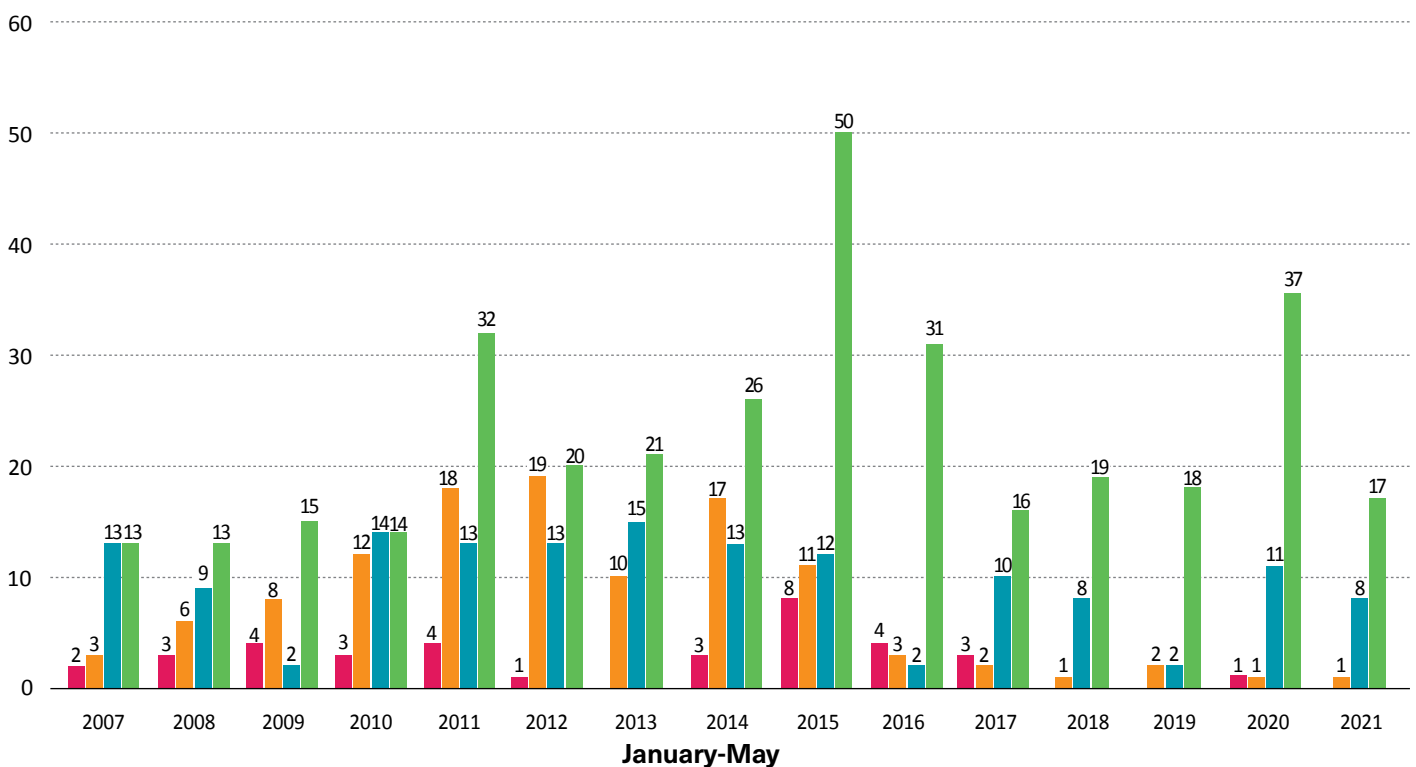


Chart 2 – Significance level of incidents (January-May of 2007-2021)

■ CAT 1 ■ CAT 2 ■ CAT 3 ■ CAT 4

CAT 2. One CAT 2 incident was reported during January-May 2021 on board a ship while underway in the Singapore Strait.

CAT 3. Of the eight CAT 3 incidents reported during January-May 2021, five incidents occurred in the Singapore Strait and three incidents at anchorages in Indonesia.

CAT 4. As in the past trend observed in Asia, the majority of the incidents reported during January-May 2021 were CAT 4 incidents. This accounts for 65% of the number of actual incidents (17 of 26) during January-May 2021.

SITUATION OF ARMED ROBBERY AGAINST SHIPS IN THE SINGAPORE STRAIT

MAY 2021

In May 2021, three incidents (comprising two actual incidents and one attempted incident) were reported in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait. The two actual incidents occurred while the ships were underway off Tanjung Pergam, Bintan Island, Indonesia; and the attempted incident occurred while the ship was underway off Pulau Nongsa, Batam Island, Indonesia. In the two actual incidents, the perpetrators were sighted either in the engine room or in its vicinity.

In particular, the ReCAAP ISC is concerned with the incidents that occurred within a short time interval and in close proximity to each other. Of the three incidents reported in May 2021, the two actual incidents occurred within an interval of 2.5 hours on 23 and 24 May.

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

1 ATTEMPTED BOARDING ON 9 MAY 21

Name of ship	<i>Astro Perseus</i>
Type of ship	Tanker
Flag of ship	Greece
GT	80620
IMO Number	9280873

At about 2239 hrs, when tanker *Astro Perseus* was underway at about 3.1 nm northwest of Pulau Nongsa, Batam Island, Indonesia, a small craft was sighted following the ship from the stern. The perpetrators attempted to board the ship with a hook or rope thrown to the ship, but it failed to reach the ship. The master also made evasive manoeuvres and prevented the attempted boarding.

At about 2335 hrs, the master informed the Singapore Vessel Traffic Information System (VTIS) that the search onboard the ship was completed with no sighting of any perpetrators. Nothing was stolen and all crew was safe. No assistance was required.

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.

2 INCIDENT ON 23 MAY 21

Name of ship	<i>Alea</i>
Type of ship	Bulk carrier
Flag of ship	Bahamas
GT	17009
IMO Number	9550266

At about 2230 hrs, when bulk carrier *Alea* was underway at about 6.7 nm northwest of Tanjung Pergam, Bintan Island, Indonesia, the duty oiler sighted four perpetrators in the engine room. **One of the perpetrators threatened the duty oiler with a knife** but did not harm him. The perpetrators eventually escaped upon being sighted. The ship's alarm

was raised and crew mustered. A search onboard was conducted and no further sighting of the perpetrators. The master declared **nothing was stolen**. All crew are safe and accounted for. The ship had departed Greece and was bound for Nanjing, 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.

3 INCIDENT ON 24 MAY 21

Name of ship	<i>RB Eden</i>
Type of ship	Bulk carrier
Flag of ship	Marshall Islands
GT	43278
IMO Number	9765718

At about 0046 hrs, when bulk carrier *RB Eden* was underway at about 6.3 nm northwest of Tanjung Pergam, Bintan Island, Indonesia, three perpetrators were sighted in the vicinity of the engine room. The ship's alarm was raised and crew mustered. A search onboard was conducted and no further sighting of the perpetrators. **Engine gaskets and O-rings**

were stolen. **All crew are safe** and accounted for. The ship had departed Singapore and bound for Songxia, China.

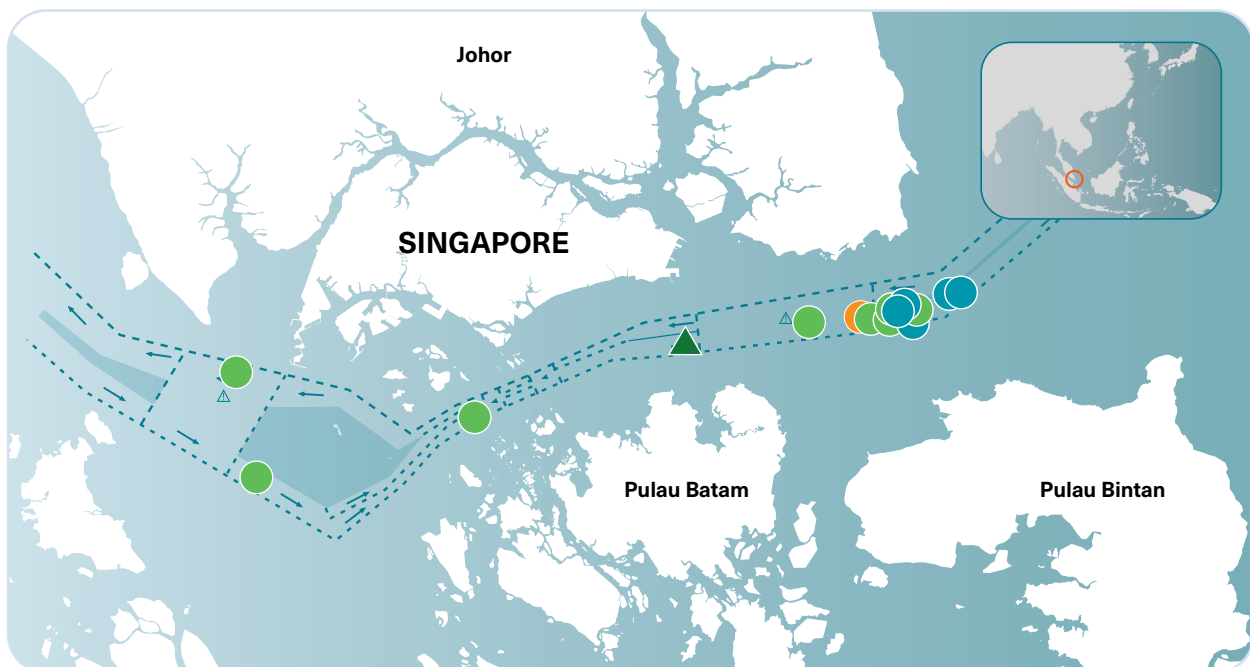
A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.

JANUARY-MAY 2021

With the three incidents reported in May 2021, a total of 15 incidents (14 actual incidents and one attempted incident) were reported in the Singapore Strait during January-May 2021. This accounts for more than half of the total number of incidents reported in Asia during January-May 2021 (28 incidents).

Since January 2021, the ReCAAP ISC had issued three Incident Alerts to alert the shipping community of the recurring incidents in the Singapore Strait, particularly off Tanjung Pergam, Bintan Island, Indonesia.

Map 2 below shows the location of the 15 incidents reported during January-May 2021.



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

● CAT 2 ● CAT 3 ● CAT 4 ▲ ATTEMPTED

RECOMMENDATIONS

Due to the continued occurrence of incidents in the Singapore Strait, the ReCAAP ISC strongly urges the littoral States to increase patrols and law enforcement in their respective waters, and to promote cooperation and coordination among the littoral States for patrols and information sharing on incidents and criminal groups involved in order to arrest and prosecute the perpetrators.

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

MAY 2021

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

The last actual incident 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 8 May 21, the Malaysian authorities arrested eight ASG members in Beaufort, Sabah, East Malaysia. Of the eight, two were sub-leaders of the Eastern Sulu-based ASG. They were listed as most wanted ASG members by the Philippine Government as they were involved in several abduction of crew incidents in the Sulu-Celebes Seas as well as kidnapping of foreigners in Sulu, Philippines. The Malaysian authorities turned over the eight arrested ASG members to the Philippine Government on 28 May.

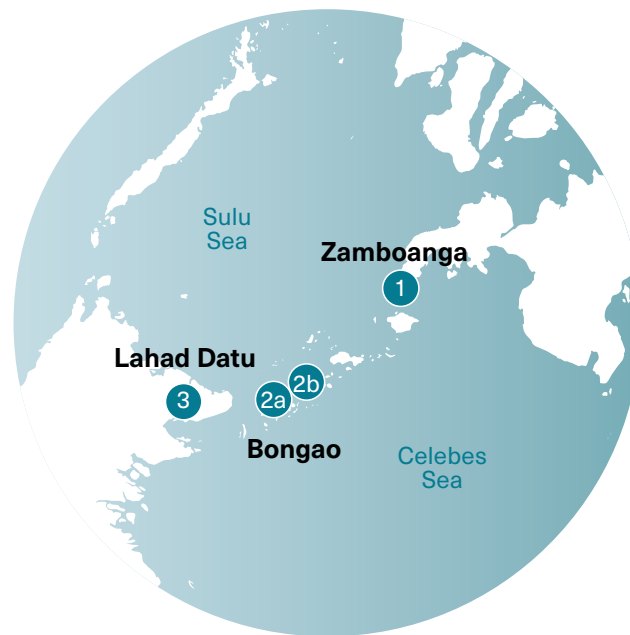
On 23 Apr 21, the Armed Forces of the Philippines conducted a military operation at Barangay Panglayahan, Patikul, Sulu, targeting Mundi Sawadjaan (one of the ASG Commanders responsible for the abduction of crew in the Sulu area). However, during the operation, Mundi Sawadjaan managed to escape, but three other ASG members were neutralised. With the escape of Mundi Sawadjaan, the threat of abduction of crew from ships remains high in the areas of Sulu and nearby waters off Tawi-Tawi.

ReCAAP ISC ADVISORY

With information on the operation by the Philippine authorities on 3 Nov 20 in preventing a kidnap-for-ransom plan by the ASG and the information that Mundi Sawadjaan (responsible for abduction of crew in the Sulu area) is still at large, the threat of 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 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: hcgdswwm@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:

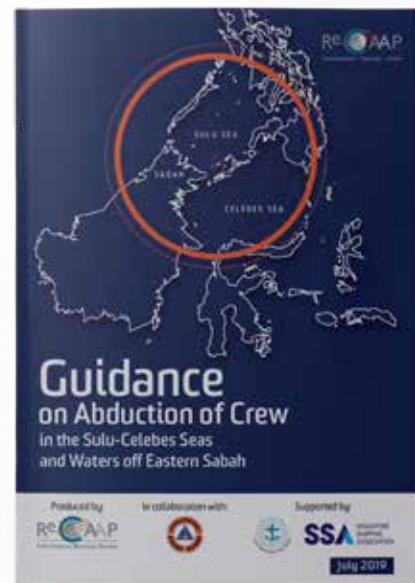
Tel: +632-8-527-8481 (ext: 6136/37)
+632-998-585-5327 (mobile)
+632-917-842-8249 (mobile)
+632-8-527-3877 (fax)
Email: pcgcomcen@coastguard.gov.ph

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 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-May 2021 has decreased compared to January-May 2020. This was due to the decrease of incidents in several locations in Asia. However, of concern is the continued occurrence of incidents in the Singapore Strait and the persisting threat of abduction of crew by the ASG 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 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

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 Centre 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: hcgdswwm@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: nhqdn@yahoo.com nhqdn@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: rccalameda1@uscg.mil	+1-510-437-3701	+1-510-437-3017
Vietnam		
Vietnam Coast Guard Email: vietnamcoastguard@gmail.com	+84-24-3355-4378	+84-24-3355-4363

Correct as at 31 May 2021

DESCRIPTION OF INCIDENTS (MAY 2021)

ACTUAL INCIDENTS

● CAT 3 ● CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	Alea Bulk carrier Bahamas 17009 9550266	23/05/21 2230 hrs	1° 16.7' N 104° 16.6' E Approximately 6.7 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the Traffic Separation Scheme (TSS) (SOMS)	<p>While underway, the duty oiler sighted four perpetrators in the engine room. One of the perpetrators threatened the duty oiler with a knife but did not harm him. The perpetrators eventually escaped upon being sighted. The ship's alarm was raised and crew mustered. A search on board was conducted and no further sighting of the perpetrators on board. The master declared nothing was stolen. All crew are safe and accounted for. The ship had departed Greece and was bound for Nanjing, China.</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>[ReCAAP Focal Point (Singapore)]</p>
2	RB Eden Bulk carrier Marshall Islands 43278 9765718	24/05/21 0046 hrs	1° 16.13' N, 10° 15.56' E Approximately 6.3 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS (SOMS)	<p>While underway, three perpetrators were sighted in the vicinity of the engine room. The ship's alarm was raised and crew mustered. A search onboard was conducted and no further sighting of the perpetrators onboard. Engine gaskets and O-rings were stolen. All crew are safe and accounted for. The ship had departed Singapore and bound for Songxia, 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>[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>Dawn 1</i> Dead ship Saint Kitts and Nevis 6253 9125281	26/05/21 0830 hrs	20° 59.8' N, 71° 55.91' E Off Diu, India	<p>While underway, 10 perpetrators in two fishing boats boarded the dead ship via the astern using a ladder. The dead ship was towed by a tug, <i>MV Venture</i>. An Emergency Position Indicating Radio Beacon (EPIRB) distress alert was activated and a Marine Police was diverted to the location of the incident. However, the perpetrators had escaped. The crew of <i>MV Venture</i> tried to ascertain the items stolen but could not confirm the exact losses. The crew was not injured.</p> <p>A team consisting of the Indian Coast Guard, Marine Police (Alang) and Customs boarded the dead ship to investigate the incident upon the ship's arrival at Alang anchorage on 27 May 21.</p> <p>[ReCAAP Focal Point (India)]</p>

ATTEMPTED INCIDENT

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
4	<i>Astro Perseus</i> Tanker Greece 80620 9280873	09/05/21 2239 hrs	1° 14.77' N 104° 2.79' E Approximately 3.1 nm northwest of Pulau Nongsa, Batam Island, Indonesia in the eastbound lane of the TSS (SOMS)	<p>While underway, a small craft was sighted following the ship from the stern. The perpetrators attempted to board the ship with a hook or rope thrown to the ship, but it failed to reach the ship. The master also made evasive manoeuvres and prevented the attempted boarding.</p> <p>At 2335 hrs, the master informed the Singapore Vessel Traffic Information System (VTIS) that the search on board the ship was completed with no sighting of any perpetrators. Nothing was stolen and all crew was safe. No assistance was required.</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>[ReCAAP Focal Point (Singapore)]</p>



Regional Cooperation Agreement on Combating Piracy
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