

15
YEARS

ReCAAP
Combating
Piracy and Sea
Robbery in Asia

ReCAAP
Information Sharing Centre

MONTHLY REPORT

PIRACY AND ARMED ROBBERY
AGAINST SHIPS IN ASIA

OCTOBER 2021

10

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

OVERVIEW

In October 2021, nine actual incidents of armed robbery against ships¹ (in territorial/archipelagic waters) were reported in Asia. No piracy² incident (on high seas) was reported. The number of incidents increased from four in September to nine in October. All the incidents occurred on board ships while underway in the Singapore Strait (SS). In two of these incidents, perpetrators were reported to be armed with guns or knives.

From January to October 2021, the total number of incidents in Asia decreased by 24% compared to the same period in 2020 (64 incidents in 2021 compared to 84 incidents in 2020), due to the decrease of incidents in all the locations, except in the SS.

The current area of concern is the Singapore Strait. There was a significant increase (25%) in the SS during Jan-Oct 2021 with 35 incidents compared to 28 incidents during the same period in 2020. With two months left, this is already the third largest number of incidents in the SS since 2007 (99 incidents in 2015, 47 incidents in 2014).

There was no report of abduction of crew for ransom in the Sulu-Celebes Seas and waters off Eastern Sabah since January 2020. However, the threat remains high as the Abu Sayyaf Group leaders responsible for the abduction of crew in the Sulu area are still at large.

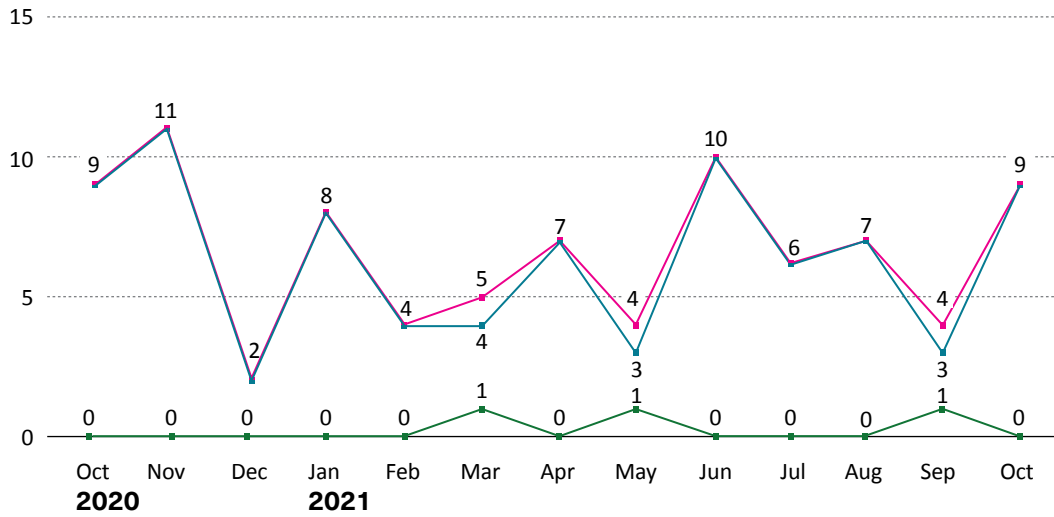
OCTOBER 2021

NUMBER OF INCIDENTS

In October 2021, nine incidents (all actual incidents) of armed robbery against ships were reported in Asia. All incidents have been verified and reported to the ReCAAP ISC by ReCAAP Focal Points. Graph 1 shows the number of incidents reported each month from October 2020 to October 2021.

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.



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

■ Total ■ Actual ■ Attempted

STATUS OF SHIPS

All nine incidents reported in October 2021 occurred on board ships while underway in the Singapore Strait.

SIGNIFICANCE LEVEL OF INCIDENTS

Of the nine actual incidents reported in October 2021, two were CAT 2 incidents and seven were CAT 4 incidents. Chart 1 shows the significance level of incidents reported each month from October 2020 to October 2021.

CAT 2. Of the two CAT 2 incidents, one incident involved perpetrators armed with guns, and the other incident involved perpetrators armed with knives. In the incident involving perpetrators armed with guns, the crew was not injured and nothing was stolen from the ship. In the incident involving perpetrators armed with knives, the duty oiler was tied in the engine room workshop. The perpetrators released the duty oiler before they left the ship. Some engine spares were stolen. The crew was not injured in both incidents.

CAT 4. In two of the seven CAT 4 incidents, the perpetrators stole engine spares. Nothing was stolen in the other five incidents. The crew was not injured in all the seven incidents.

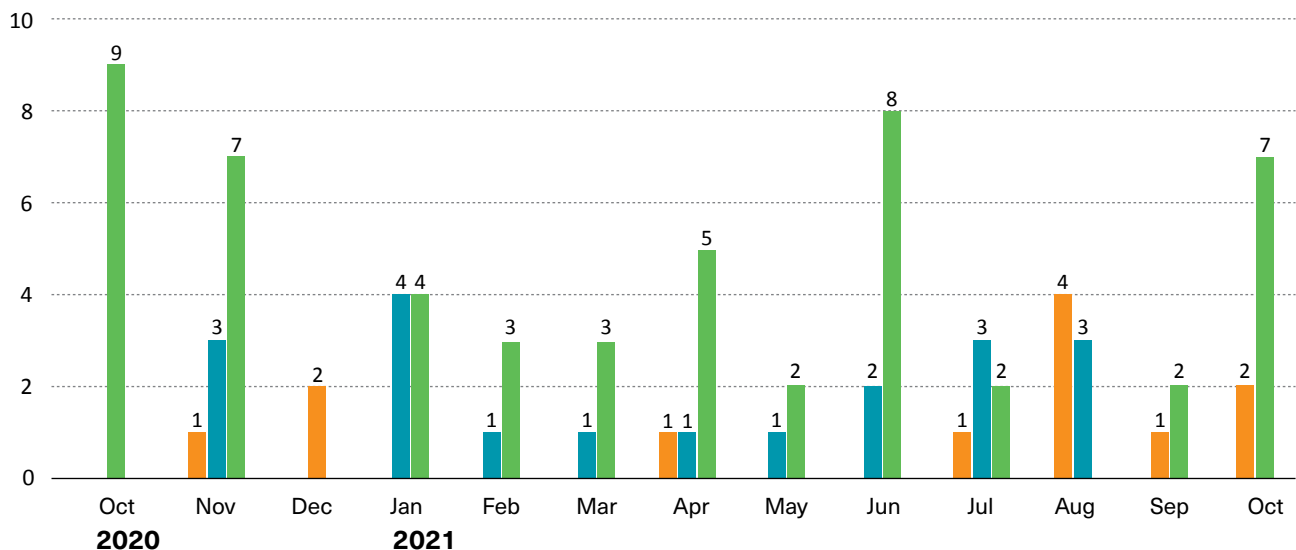
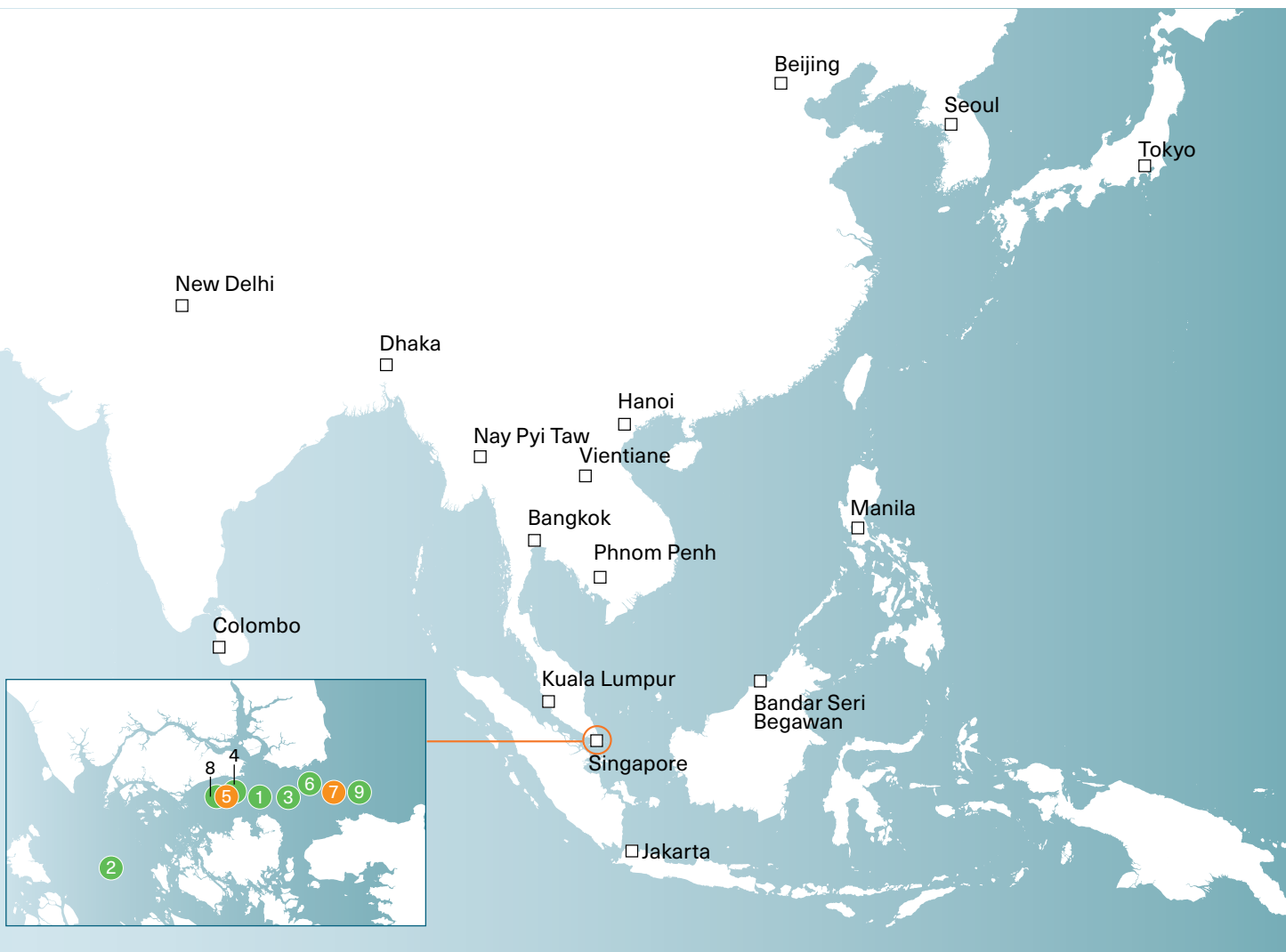


Chart 1 – Significance level of incidents (October 2020 to October 2021)

CAT 2 CAT 3 CAT 4

LOCATION OF INCIDENTS

The location of the nine incidents reported in October 2021 is shown in Map 1.



Map 1 – Location of incidents in October 2021

● CAT 2 ● CAT 4

- | | | |
|--|---|---|
| <p>1 Amelia
Tanker
6 Oct 21, 0230 hrs
1° 15' N, 104° 6' E</p> | <p>2 True Champion
Bulk carrier
7 Oct 21, 0001 hrs
1° 3.51' N, 103° 37.48' E</p> | <p>3 Rosco Olive
Bulk carrier
10 Oct 21, 2330 hrs
1° 15.8' N, 104° 11.3' E</p> |
| <p>4 Everrich 7
Chemical tanker
14 Oct 21, 2352 hrs
1° 15.1' N, 104° 3.65' E</p> | <p>5 Theresa II
Petroleum / Chemical tanker
15 Oct 21, 0040 hrs
1° 14.6' N, 104° 2.59' E</p> | <p>6 Embrace
Bulk carrier
16 Oct 21, 2245 hrs
1° 17.02' N, 104° 13.85' E</p> |
| <p>7 Super Star
General cargo ship
20 Oct 21, 0200 hrs
1° 16.73' N, 104° 16.86' E</p> | <p>8 Magic Nova
Bulk carrier
24 Oct 21, 2250 hrs
1° 14.7' N, 104° 1.7' E</p> | <p>9 Aegean Angel
Tanker
28 Oct 21, 0110 hrs
1° 16.9' N, 104° 19.9' E</p> |

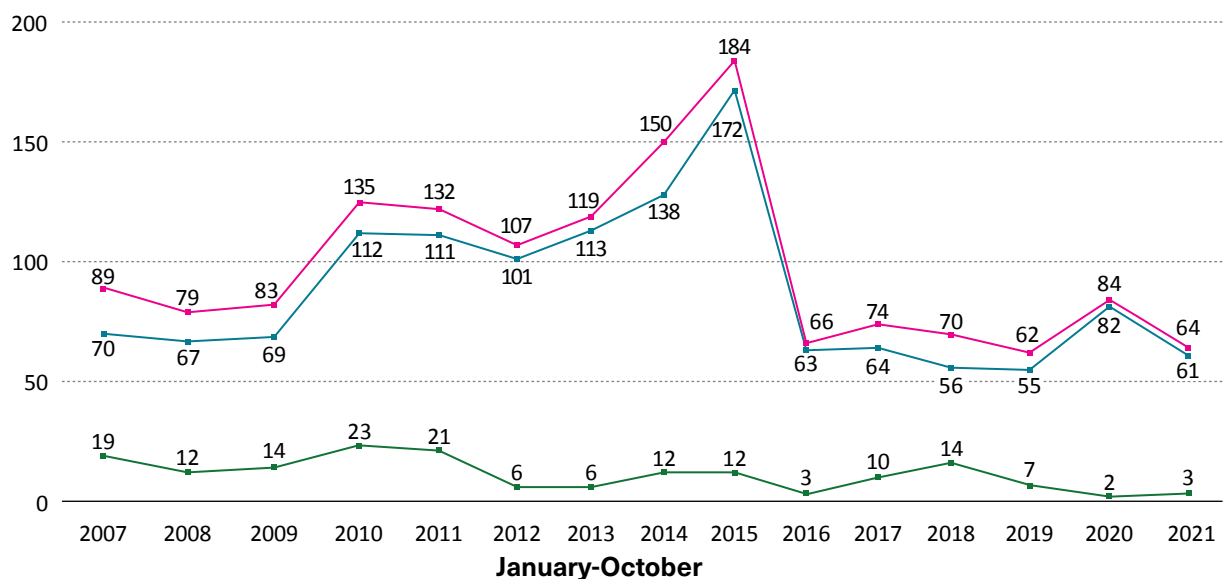
JANUARY-OCTOBER 2021

NUMBER OF INCIDENTS

During January-October 2021, 64 incidents of armed robbery against ships were reported in Asia. No piracy incident was reported during this period. Of the 64 incidents, 61 were actual incidents³ and three were attempted incidents⁴.

Compared to January-October 2020, the **total number of incidents during January-October 2021 decreased by 24%**. A total of 84 incidents (comprising 82 actual incidents and two attempted incidents) were reported during January-October 2020.

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



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

■ Total ■ Actual ■ Attempted

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.

The **decrease** of incidents during January-October 2021 as compared to January-October 2020 occurred in the following locations:

- In Bangladesh, no incident was reported during January-October 2021 compared to three incidents during January-October 2020.
- In India, four incidents were reported during January-October 2021 compared to nine incidents during the same period in 2020.
- In Indonesia, 10 incidents were reported during January-October 2021 compared to 20 incidents during January-October 2020.
- In Malaysia, one incident was reported during January-October 2021 compared to two incidents during the same period in 2020.
- In the Philippines, 11 incidents were reported during January-October 2021 compared to 13 incidents during January-October 2020.
- In Vietnam, two incidents were reported during January-October 2021 compared to four incidents during the same period in 2020.
- In the South China Sea, no incident was reported during January-October 2021 compared to four incidents during January-October 2020.
- In the Sulu-Celebes Seas, no incident was reported during January-October 2021 compared to one incident during the same period in 2020.

However, there was **an increase** of incidents in the Straits of Malacca and Singapore. A total of 36 incidents were reported (comprising one incident in the Malacca Strait and 35 incidents in the Singapore Strait) during January-October 2021 compared to 28 incidents during January-October 2020.

AREAS OF CONCERN

The ReCAAP ISC is concerned with the increasing incidents in the Singapore Strait, and the persisting threat of abduction of crew in the Sulu-Celebes Seas.

1. Increasing incidents in the Singapore Strait

A total of 35 incidents were reported in the Singapore Strait during January-October 2021. This accounts for 55% of the total number of incidents reported in Asia (64 incidents). Compared to the same period in 2020, there was an increase of 25% in the number of incidents in the Singapore Strait (35 vs 28).

Details of the situation in the Singapore Strait can be found in page 10-13 of this report.

2. Abduction of crew for ransom in the Sulu-Celebes Seas

Although no incident was reported in the Sulu-Celebes Seas during January-October 2021, the threat of abduction of crew for ransom in Sulu and Tawi-Tawi remains high as the leaders of the Abu Sayyaf Group are still at large. Details of the situation in the Sulu-Celebes Seas can be found in page 14-16 of this report.

SIGNIFICANCE LEVEL OF INCIDENTS

Of the 61 actual incidents reported in Asia during January-October 2021, nine were CAT 2 incidents, 16 were CAT 3 incidents and 36 were CAT 4 incidents.

Chart 2 shows the significance level of incidents reported during January-October of 2007-2021. There was **an increase of CAT 2** incidents during January-October 2021 compared to the same period of previous five years (2016-2020). The number of CAT 3 incidents remain constant during January-October 2021 compared to the same period in 2020.

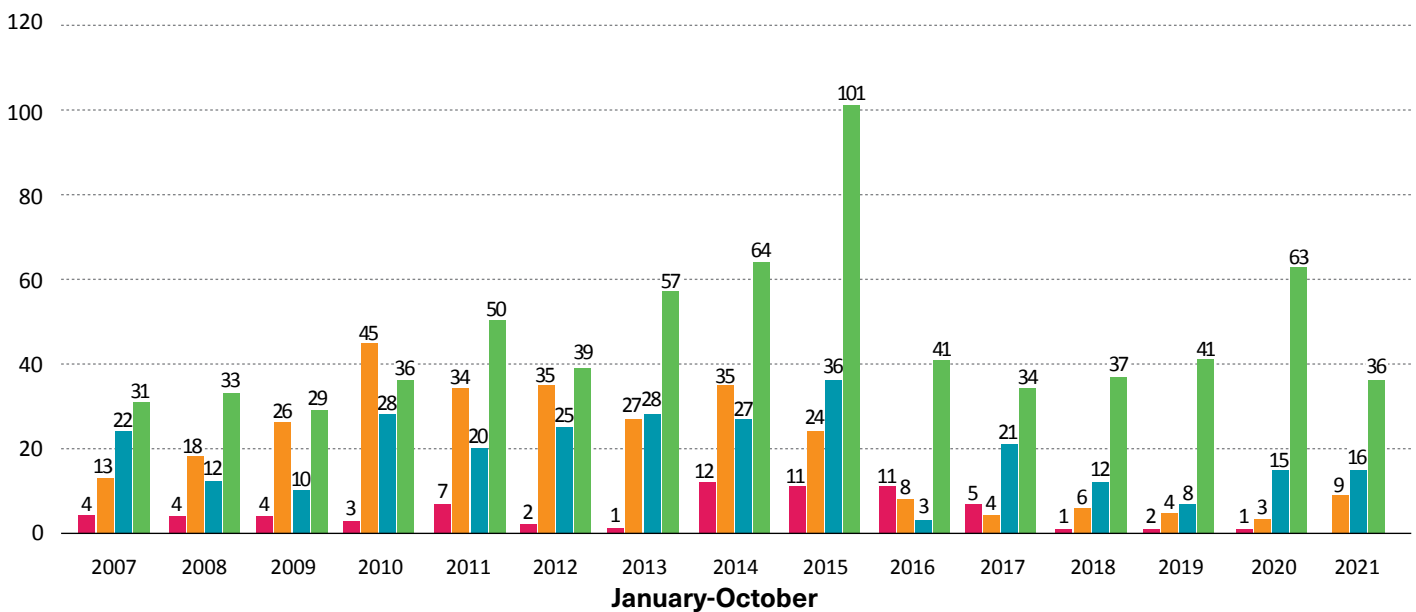


Chart 2 – Significance level of incidents (January-October of 2007-2021)

■ CAT 1 ■ CAT 2 ■ CAT 3 ■ CAT 4

CAT 2. Of the nine CAT 2 incidents reported during January-October 2021, four incidents occurred on board ships while underway in the Singapore Strait, four incidents on board ships while anchored at South Harbour Anchorage Area of Manila, the Philippines; and one incident on board a ship while anchored at Tanjung Priok Anchorage, Jakarta, Indonesia. In these incidents, perpetrators were armed with guns or knives, and/or the crew were threatened/assaulted/tied.

CAT 3. Among the 16 CAT 3 incidents reported during January-October 2021, 11 incidents occurred on board ships while underway in the Singapore Strait and five incidents at anchorages in Indonesia (Belawan, Jakarta and Muara Berau). In these incidents, perpetrators were armed with knives/machetes but the crew were not harmed physically.

CAT 4. As with past trend observed in Asia, the majority of the incidents reported during January-October 2021 were CAT 4 incidents. This accounts for 59% of the number of actual incidents (36 of 61) during January-October 2021. In these incidents, perpetrators were not armed and the crew were not harmed.

SITUATION OF ARMED ROBBERY AGAINST SHIPS IN THE SINGAPORE STRAIT

OCTOBER 2021

A total of nine incidents (all actual incidents) were reported in the Singapore Strait in October 2021, comprising eight incidents in the eastbound lane of the Traffic Separation Scheme and one incident in the precautionary area.

The ReCAAP ISC is concerned with the increasing number of incidents in the Singapore Strait. October 2021 reported the highest number of incidents in a month compared to the previous nine months of 2021. Chart 3 shows the number of incidents reported each month from January to October 2021 in the Singapore Strait.

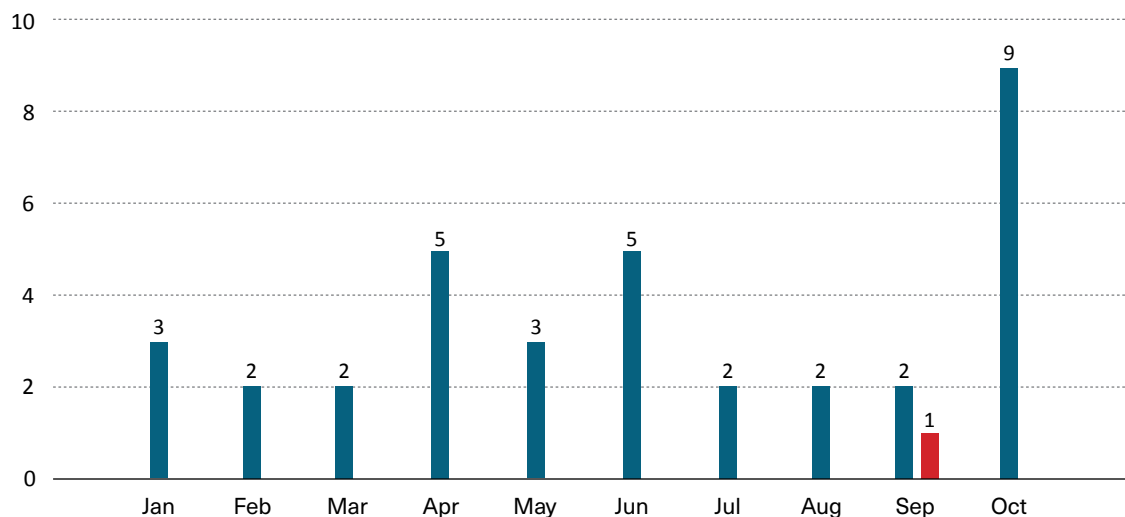


Chart 3 – Number of incidents in the Straits of Malacca and Singapore (January 2021 - October 2021)

■ Singapore Strait ■ Malacca Strait

OBSERVATIONS

Of the nine incidents occurred in October 2021, four incidents occurred off Nongsa, Batam Island (Indonesia), three incidents off Tanjung Pergam, Bintan Island (Indonesia), one incident off Nipa Island (Indonesia) and one incident off Tanjung Bulat, East Johor (Malaysia).

The description of the nine incidents are in the Appendix on page 23-26 of this report.

The summary of the nine incidents reported in October 2021 are as follows:

Date	Ship name Ship type	Number of perpetrators	Weapons carried by perpetrators	Location the perpetrators were sighted	Items stolen	Treatment of crew
Off Nongsa Island (4 incidents)						
6 Oct	Amelia Tanker	3	Nil	Engine room	Engine spares	No injuries
14 Oct	Everrich 7 Chemical tanker	3	Nil	Stern main deck	Nil	No injuries
15 Oct	Theresa II Chemical tanker	7 to 8	Knives	Engine room workshop	Engine spares	No injuries (Duty oiler was tied)
24 Oct	Magic Nova Bulk carrier	4	Nil	Stern main deck	Nil	No injuries
Off Tanjung Pergam, Bintan Island (3 incidents)						
10 Oct	Rosco Olive Bulk carrier	2	Nil	Engine room	Nil	No injuries
20 Oct	Super Star General cargo ship	5	Guns	Engine room	Nil	No injuries
28 Oct	Aegean Angel Tanker	3	Nil	Not sighted	Nil	No injuries
Off Nipa Island (1 incident)						
7 Oct	True Champion Bulk carrier	Not known	Not known	Not sighted	Engine spares	No injuries
Off Tanjung Bulat, East Johor (1 incident)						
16 Oct	Embrace Bulk carrier	5	Nil	Engine room	Nil	No injuries

The observations are as follows:

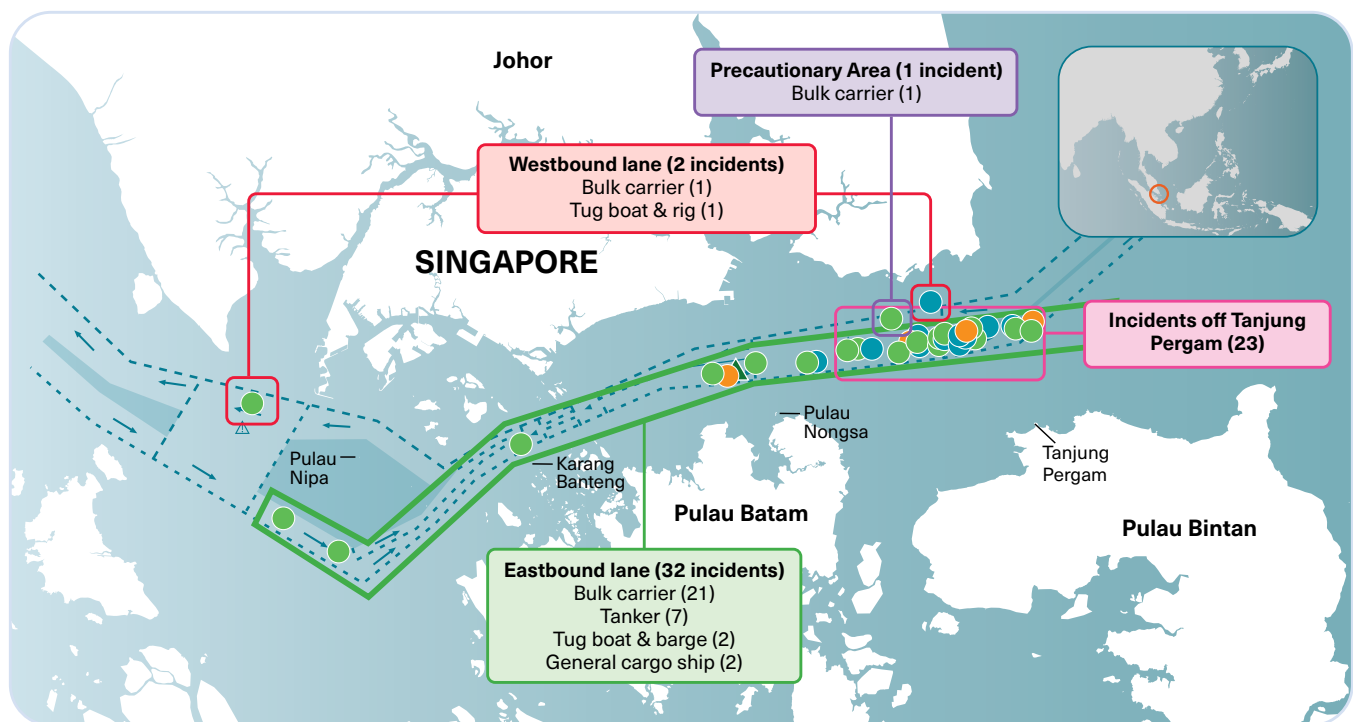
- a. The number of perpetrators varied. Five of the nine incidents involved 2-4 men, two incidents involved 5 men, one incident involved a group of 7-8 men, and one incident had no information.
- b. Regarding weapons of perpetrators, they were armed with guns in one incident and armed with knives in another incident. The remaining seven incidents reported that the perpetrators did not carry any weapons or there was no information available on weapons.
- c. The perpetrators were sighted in or in the vicinity of the engine room in five of the nine incidents. Engine spares were stolen in three incidents. The perpetrators escaped empty-handed in six incidents.
- d. The crew was not injured in all nine incidents.

JANUARY-OCTOBER 2021

With the nine incidents reported in October 2021, a total of 35 incidents (comprising 34 actual incidents and one attempted incident) were reported in the Singapore Strait during January-October 2021. There was one incident in the Malacca Strait.

The ReCAAP ISC is concerned with the increasing number of incidents in the Singapore Strait. Since January 2021, there was a growing cluster of incidents off Tanjung Pergam, Bintan Island (23 incidents) and an increase of incidents off Nongsa, Batam Island (six incidents). The ReCAAP ISC has issued six Incident Alerts (the latest one was issued on 21 Oct), warning the maritime community on the continued occurrence of incidents in the Singapore Strait and a possibility of further incidents.

Map 2 shows the location of the 35 incidents reported in the Singapore Strait during January-October 2021.



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

● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted

RECOMMENDATIONS

Littoral States

The ReCAAP ISC strongly urges the littoral States 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. Unless the perpetrators were arrested, incidents are likely to continue to occur.

Shipping Industry

While transiting the Singapore Strait, ship masters 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 during daylight time for barges and during night time for bigger ships;
- Maintain communication with their shipping company by providing periodic updates and establish daily communication checks;
- Report all incidents, suspicious activities and presence of suspicious small boats in the vicinity to the nearest coastal State and flag State;
- Sound alarm when suspicious boats are sighted loitering in the vicinity of the ship or barge or suspicious individuals on board the ship or barge; and
- Keep abreast of the latest situation (at www.recaap.org) and tune-in to advisories and navigational broadcasts announced by the authorities.

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

JANUARY-OCTOBER 2021

There was no report of abduction of crew from ships in the Sulu-Celebes Seas and waters off Eastern Sabah during January-October 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). Seven of the eight abducted crew were rescued between Jan 2020 to Mar 2021 and one crew was found dead.

Currently, there is no crew held in captivity.

EFFORTS BY THE AUTHORITIES

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

On 23 Apr 21, 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 was also known to be extremely violent and reportedly responsible for most beheading activities against civilians and security forces. The demise of Injam Yadah undoubtedly has 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.



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

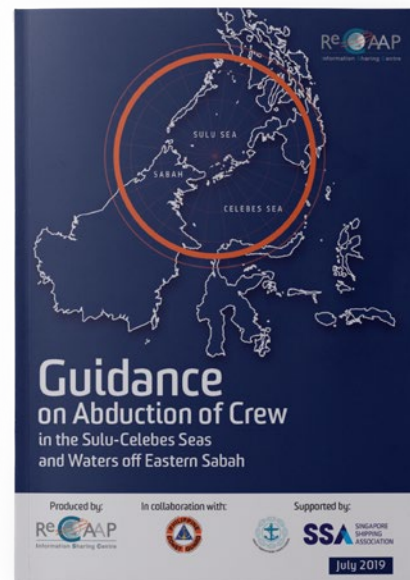
In the event that the ship master is not able to establish contact with the Operation Centres of the Philippines as listed in the ReCAAP ISC Advisory, he can contact the **Philippine Coast Guard Command Centre** at the following contact details:

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.

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-October 2021 has decreased compared to the same period in 2020. This was due to the decrease of incidents in most of the locations. Currently, the areas of concern are the increase of incidents in the Singapore Strait, and the persisting threat of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah.

Collective efforts and shared responsibility of all stakeholders are required to curb the continued occurrence of incidents in the Singapore Strait. 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		
Marine Police, Royal Brunei Police Force 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	
Germany		
Piracy Prevention Centre (PPC) Department for Maritime Security Federal Police Germany Email: bpol.see.ppz@polizei.bund.de	+49 4561-4071-3333	+49 3020-4561-2198

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

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Philippines		
Philippine Coast Guard Command Centre Email: pcgcomcen@coastguard.gov.ph	+632-8-527-3877 (loc 6136/6137) +632-918-803-5327 / +632-917-842-8249 (mobile)	+632-8-527-3877
Coast Guard District South Western Mindanao (CGDSWM) Email: hcgdswm@yahoo.com	+63 998 585 7972 +63 917 842 8446 VHF: Channel 16 with call sign "NEPTUNE"	
Singapore		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
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
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United Kingdom		
National Maritime Information Centre Operations Centre Email: JMISC-NMICOps@mod.gov.uk	+44 2392-211941	+44 2392-212024 Please indicate "FAO NMIC – A leg"
United States		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: rccalameda1@uscg.mil	+1-510-437-3701	+1-510-437-3017
Vietnam		
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DESCRIPTION OF INCIDENTS (OCTOBER 2021)

ACTUAL INCIDENTS

● CAT 2 ● CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	Amelia Tanker Malaysia 28799 9308778	6/10/21 0230 hrs	1° 15.0' N, 104° 6.0' E Approximately 3.3 nm north- northeast of Nongsa Point, Batam Island, (Indonesia) in the eastbound lane of the Traffic Separation Scheme (TSS) [Straits of Malacca and Singapore (SOMS)]	<p>While underway, the master of the ship reported to Singapore Vessel Traffic Information System (VTIS) that three unauthorised persons were sighted in the vicinity of the engine room.</p> <p>The ship alarm was raised and the crew conducted a search for the perpetrators on board the ship. At 0320 hrs, the master updated Singapore VTIS that the search was completed with no further sighting of the perpetrators. The master declared some engine spares were stolen. The crew was safe with no injury.</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>The master confirmed that no assistance was required and continued her voyage to Zhuhai, China.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
2	True Champion Bulk carrier Liberia 93196 9403528	07/10/21 0001 hrs	1° 3.51' N, 103° 37.48' E Approximately 5.2 nm southwest of Nipa Island (Indonesia) in the eastbound lane of the TSS (SOMS)	<p>While underway, the crew discovered some engines spares were stolen. The incident was likely to have had occurred at about 0001hrs on 7 Oct 21. The perpetrators were not sighted by the crew. A search onboard was carried out. The master did not report the incident to the nearest coastal State. However, the incident was reported to the Company Security Officer. All crew were safe and the master continued the voyage to 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 Indonesian authority.</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	Rosco Olive Bulk carrier Hong Kong, China 40325 9542465	10/10/21 2330 hrs	1° 15.8' N, 104° 11.3' E Approximately 10 nm northwest of Tanjung Pergam, Bintan Island (Indonesia) in the eastbound lane of the TSS (SOMS)	While underway, the crew of the ship noticed two perpetrators in the engine room area. The crew immediately informed the duty Chief Engineer who subsequently notified the bridge. The ship alarm was raised and crew were mustered in the engine room. A search was conducted and the perpetrators not found. <u>The crew was not injured and nothing was reported stolen.</u> [ReCAAP Contact Point (Hong Kong)]
4	Everrich 7 Chemical tanker Panama 15042 9235476	14/10/21 2352 hrs	1° 15.1' N, 104° 3.65' E Approximately 3.9 nm northwest of Nongsa Point, Batam Island (Indonesia) in the eastbound lane of the TSS (SOMS)	While underway, it was reported to Singapore VTIS that three perpetrators were sighted at the stern main deck of the ship. The ship alarm was raised and the crew conducted a search for the perpetrators on board the ship. At 0045 hrs, the master updated Singapore VTIS that the search was completed with no further sighting of the perpetrators. <u>Nothing was stolen. The crew was safe with no injury.</u> 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 Indonesian authorities. The ship departed the port of Singapore and was bound for Ningbo, China. [ReCAAP Focal Point (Singapore)]
5	Theresa II Petroleum/chemical tanker Singapore 15225 9871074	15/10/21 0040 hrs	1° 14.6' N, 104° 2.59' E Approximately 3.2 nm from Nongsa Lighthouse, Batam Island (Indonesia) in the eastbound lane of the TSS (SOMS)	While underway, the duty oiler spotted about <u>seven to eight perpetrators, armed with knives,</u> in the engine room workshop. The <u>perpetrators tied up the duty oiler</u> and subsequently released him before they left. Upon release, the oiler reported the incident to the Chief Engineer who immediately informed the bridge. The alarm was activated and a thorough search of the ship was conducted. The perpetrators were not found. There was no reported damage to the ship and <u>the crew was not injured.</u> Some <u>engine spares</u> were reported stolen. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
6	Embrace Bulk carrier Palau 13712 9044023	16/10/21 2245 hrs	1° 17.02' N, 104° 13.85' E Approximately 3.8 nm south of Tanjung Bulat, East Johor, Malaysia in the precautionary area of the TSS (SOMS)	<p>While underway, five perpetrators were sighted in the engine room by the ship crew. The master reported the incident to Malaysia Port Authorities and to Malaysia Maritime Enforcement Agency (MMEA) via their agent.</p> <p>MMEA intercepted the ship to provide necessary assistance. The ship was then instructed to anchor in the East Johor port waters, where MMEA boarded her for further investigation. Upon completion of search onboard by MMEA, there was no further sightings of the perpetrators.</p> <p>All crew were safe and accounted for, and nothing was reported stolen. The ship departed Pasir Gudang, Malaysia and was bound for sea east.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
7	Super Star General cargo ship Panama 9932 9469247	20/10/21 0200 hrs	1° 16.73' N, 104° 16.86' E Approximately 6.3 nm northwest of Tanjung Pergam, Bintan Island (Indonesia) in the eastbound lane of the TSS (SOMS)	<p>While underway, the master reported to Singapore VTIS that five unauthorised persons were sighted in the engine room. Two of them were armed with guns. The ship alarm was raised and the crew conducted a search on board the ship. There was no further sighting of the perpetrators. The crew was safe. Nothing was stolen.</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 Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Japan)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
8	<i>Magic Nova</i> Bulk carrier Marshall Islands 41662 9425679	24/10/21 2250 hrs	1° 14.7' N, 104° 1.7' E Approximately 3.9 nm northwest of Pulau Nongsa Lighthouse, Batam Island (Indonesia) in the eastbound lane of the TSS (SOMS)	While underway, the master reported to Singapore VTIS that four unauthorised persons were sighted at the stern main deck. The ship alarm was raised and the crew conducted a search on board the ship. There was no further sighting of the perpetrators. <u>The crew was safe and nothing was stolen.</u> 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 Indonesian authorities. [ReCAAP Focal Point (Singapore)]
9	<i>Aegean Angel</i> Tanker Greece 81074 9290323	28/10/21 0110 hrs	1° 16.9' N, 104° 19.9' E Approximately 6.1 nm north of Tanjung Pergam, Bintan Island (Indonesia) in the eastbound lane of the TSS (SOMS)	While underway, the master saw three perpetrators jumping overboard from the ship's starboard quarter. A search on board the ship was conducted, with no further sighting of the perpetrators. <u>Nothing was stolen and the crew was not injured.</u> The master reported the incident to Singapore VTIS East. 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. [ReCAAP Focal Point (Singapore)]



Regional Cooperation Agreement on Combating Piracy
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