

15
YEARS

ReCAAP
Combating
Piracy and Sea
Robbery in Asia

ReCAAP
Information Sharing Centre

MONTHLY REPORT

PIRACY AND ARMED ROBBERY
AGAINST SHIPS IN ASIA

APRIL 2021

04

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

OVERVIEW

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

The ReCAAP ISC is concerned with the continued occurrence of incidents on board ships while underway in the Singapore Strait. In April 2021, five 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, Malaysia in April 2021. However, the threat of abduction of crew remains high, given the 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 military operation on 23 Apr 21 by the Philippines Armed Forces against members of ASG (page 14 of this Report).

APRIL 2021

NUMBER OF INCIDENTS

In April 2021, seven incidents of armed robbery against ships were reported in Asia. All incidents were actual incidents³. No attempted incident⁴ was reported. All incidents have been verified and reported to the ReCAAP ISC by ReCAAP Focal Points. Refer to the Appendix for the '*Description of incidents (April 2021)*' on pages 23-26.

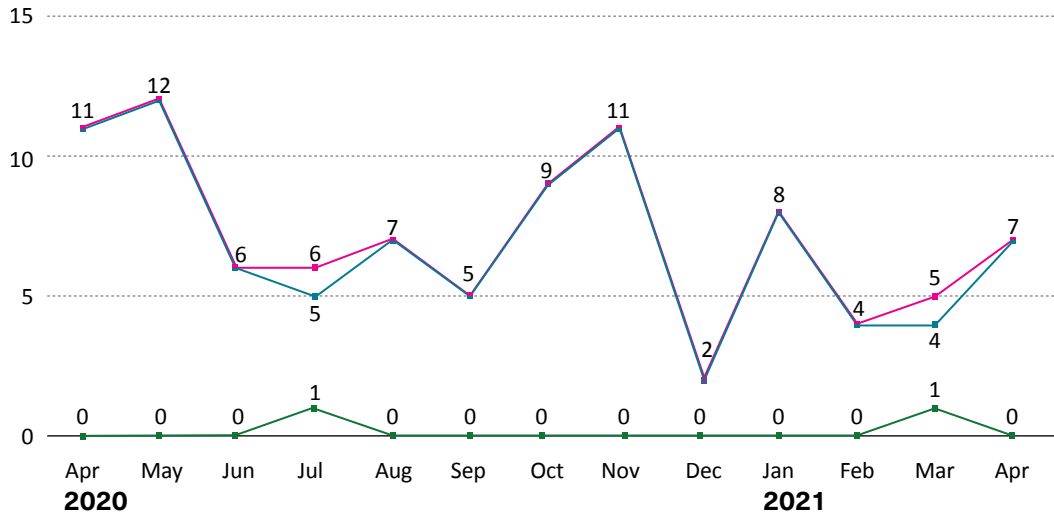
1 Armed robbery against ships is in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025 (26). Refer to Appendix for detailed definition.

2 Piracy is defined in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS). Refer to Appendix for detailed definition.

3 Actual incidents are incidents where pirates/robbers boarded the ship; and regardless of whether they stole any items or not.

4 Attempted incidents are incidents where pirates/robbers tried but failed to board the ship.

Graph 1 shows the number of incidents reported each month from April 2020 to April 2021.



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

■ Total ■ Actual ■ Attempted

STATUS OF SHIPS

Of the seven incidents reported in April 2021, five incidents occurred on board ships while underway in the Singapore Strait, one incident on board a ship while berthed at MOT Terminal, Sandakan, Sabah, East Malaysia and one incident on board a ship while anchored in Manila Bay, the Philippines.

SIGNIFICANCE LEVEL OF INCIDENTS

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

The CAT 2 incident occurred on board a bulk carrier while underway in the Singapore Strait. Four perpetrators boarded the ship and one of them hit the third engineer with an adjustable wrench. The third engineer sustained a mild contusion on his forehead. The perpetrators escaped with some engine spares.

The CAT 3 incident also occurred on board a bulk carrier while underway in the Singapore Strait. Four perpetrators armed with knives were sighted in the engine room. They confronted the engine room crew and hit him on his head when he attempted to shout for assistance. The perpetrators escaped without stealing anything.

Of the five CAT 4 incidents, three incidents occurred on board ships while underway in the Singapore Strait, one incident on board a chemical/oil product tanker while berthed at Sandakan, Sabah, East Malaysia and one incident on board a barge while anchored in Manila Bay, Philippines. In all five incidents, the perpetrators escaped when their presence on board the ships were discovered by the crew. In two of the incidents, the perpetrators escaped empty-handed while the other three incidents reported losses of ship's stores and engine spares.

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

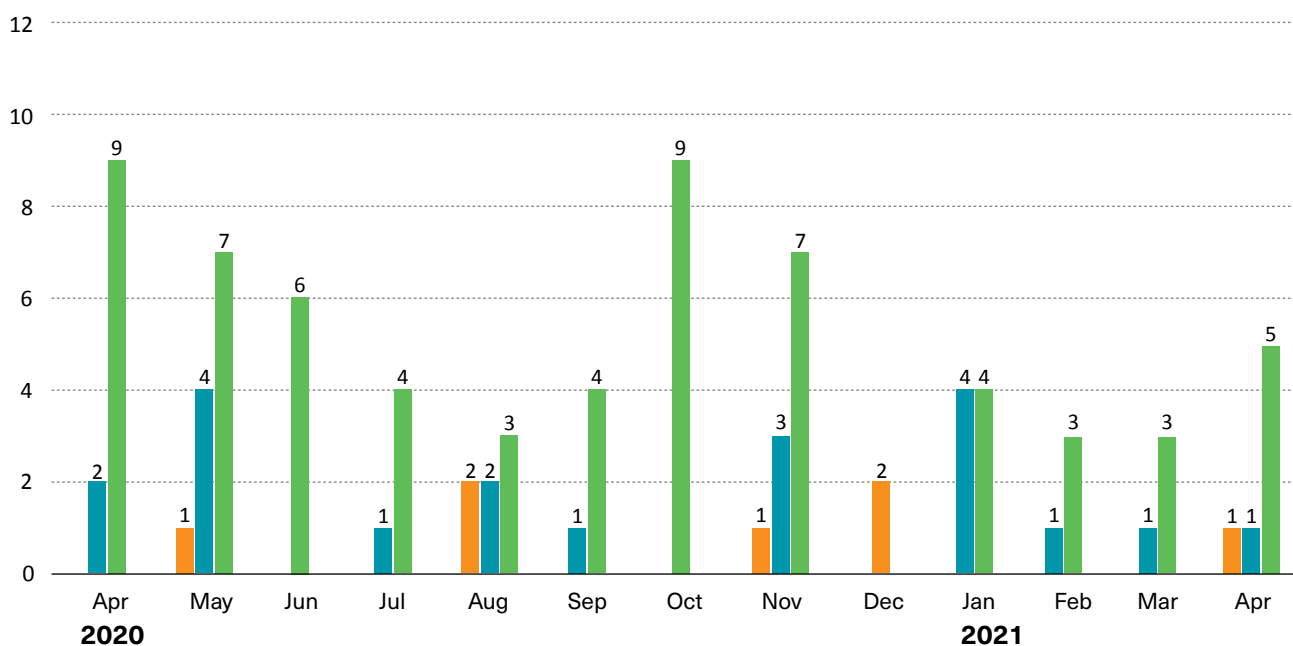


Chart 1 – Significance level of incidents (April 2020 to April 2021)

■ CAT 2
 ■ CAT 3
 ■ CAT 4

LOCATION OF INCIDENTS

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



Map 1 – Location of incidents in April 2021

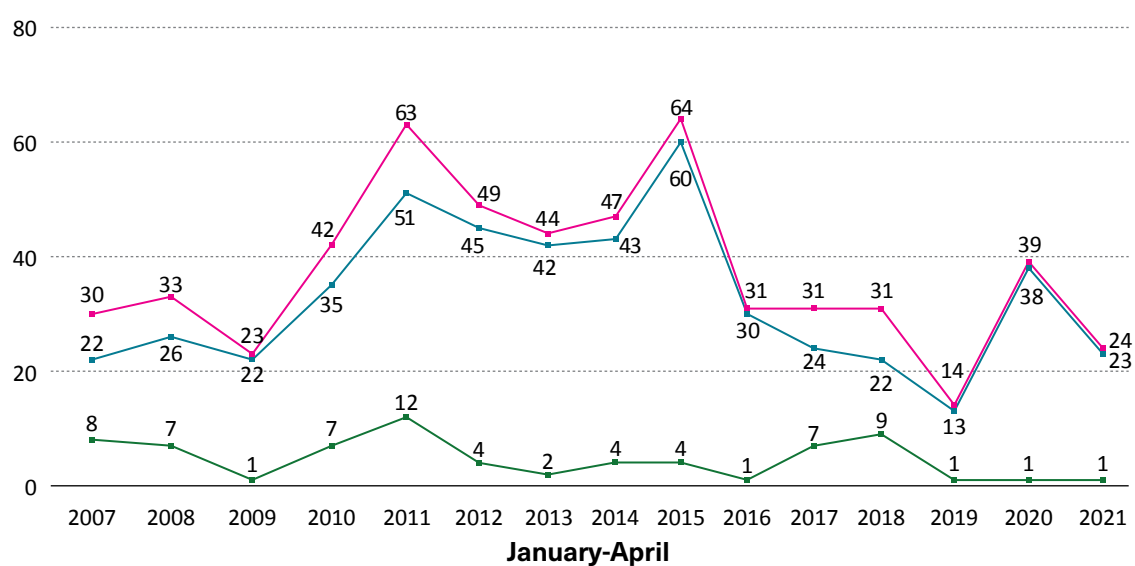
● CAT 2 ● CAT 3 ● CAT 4

- | | | |
|---|--|---|
| <p>1 <i>Trina Oldendorff</i>
Bulk carrier
8 Apr 21
0147 hrs</p> | <p>2 <i>Harrisburg</i>
Petroleum/
Chemical tanker
8 Apr 21
0550 hrs</p> | <p>3 <i>Pantazis L</i>
Bulk carrier
11 Apr 21
0115 hrs</p> |
| <p>4 <i>Henry Maersk</i>
Chemical/oil
product tanker
12 Apr 21
0348 hrs</p> | <p>5 <i>Name withheld</i>
Petroleum/
Chemical tanker
17 Apr 21
0140 hrs</p> | <p>6 <i>Ioanna L</i>
Bulk carrier
17 Apr 21
0500 hrs</p> |
| <p>7 <i>Bak-Da 5 & Bak-Da 55</i>
Tug boat & barge
20 Apr 21
0255 hrs</p> | | |

JANUARY-APRIL 2021

NUMBER OF INCIDENTS

During January-April 2021, 24 incidents of armed robbery against ships were reported in Asia. Of these incidents, 23 were actual incidents and one was an attempted incident. No piracy incident was reported. Compared to January-April 2020, **the total number of incidents during January-April 2021 decreased by 38%**. A total of 39 incidents (38 actual incidents and one attempted incident) were reported during January-April 2020. Graph 2 shows the total number of incidents reported during January-April of 2007-2021.



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

■ Total ■ Actual ■ Attempted

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

- In Bangladesh, no incident was reported during January-April 2021 compared to two incidents during January-April 2020.
- In India, one incident was reported during January-April 2021 compared to seven incidents during January-April 2020.
- In Indonesia, five incidents were reported during January-April 2021 compared to nine incidents during January-April 2020.
- In the Philippines, three incidents were reported during January-April 2021 compared to five incidents during January-April 2020.

- In the South China Sea, no incident was reported during January-April 2021 compared to one incident during January-April 2020.
- In the Sulu-Celebes Seas, no incident was reported during January-April 2021 compared to one incident during January-April 2020.

However, there was an **increase** in the number of incidents in Vietnam during January-April 2021 compared to the same period in 2020. Two incidents were reported in Vietnam during January-April 2021 compared to one incident during January-April 2020.

The number of incidents in the Singapore Strait during January-April 2021 is the same as that reported during January-April 2020. A total of 12 incidents were reported during each of these two periods.

SIGNIFICANCE LEVEL OF INCIDENTS

Of the 23 actual incidents reported in Asia during January-April 2021, one was a CAT 2 incident, seven were CAT 3 incidents and 15 were CAT 4 incidents. Chart 2 shows the significance level of incidents reported during January-April of 2007-2021.

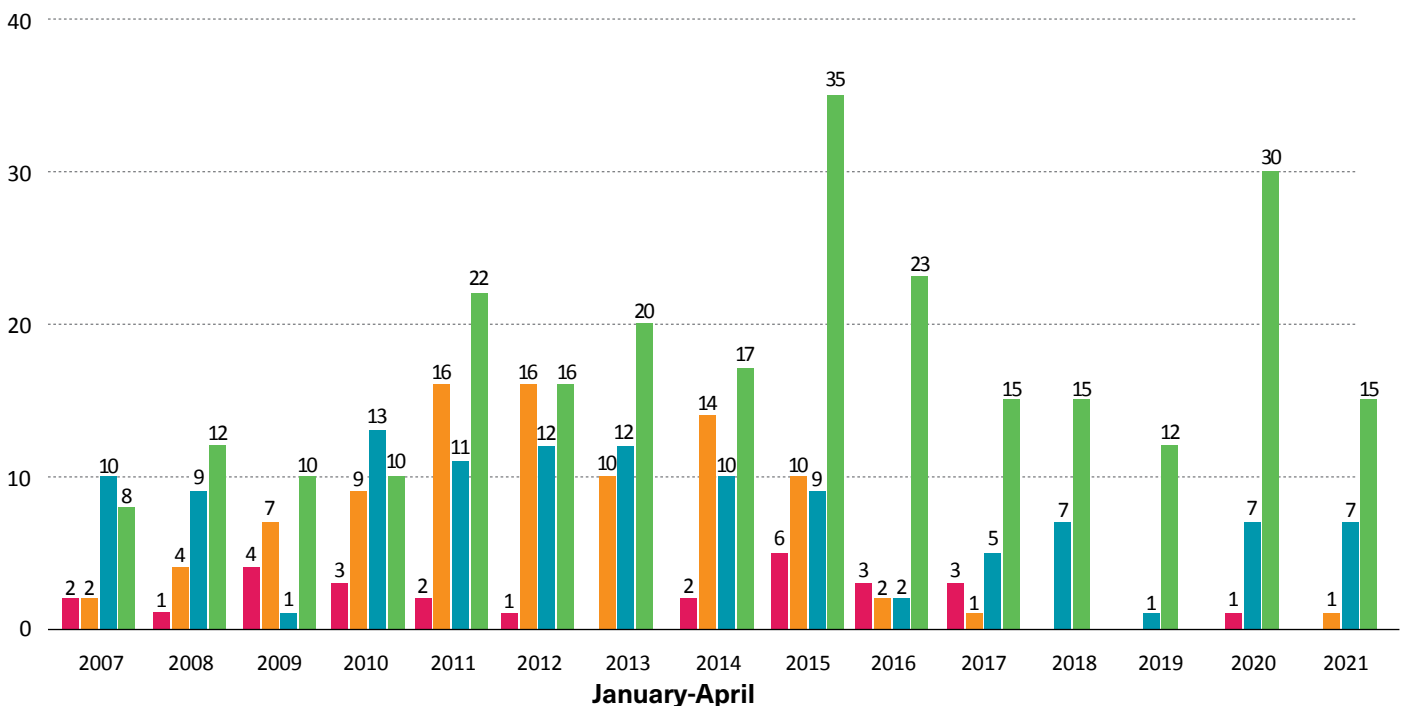


Chart 2 – Significance level of incidents (January-April of 2007-2021)

■ CAT 1 ■ CAT 2 ■ CAT 3 ■ CAT 4

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

CAT 3. Of the seven CAT 3 incidents reported during January-April 2021, four 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-April 2021 were CAT 4 incidents. This accounts for 65% of the number of actual incidents (15 of 23) during January-April 2021.

SITUATION OF ARMED ROBBERY AGAINST SHIPS IN THE SINGAPORE STRAIT

APRIL 2021

In April 2021, five incidents (all actual incidents) occurred on board ships while underway off Tanjung Pergam, Bintan Island, Indonesia in the Singapore Strait (SS). Of the five incidents, three incidents occurred on board bulk carriers and two incidents occurred on board tankers. Notably, the three incidents that occurred to bulk carriers involved the same number of perpetrators (4 men) and the perpetrators were all sighted in the engine room. These incidents occurred on 8 Apr, 11 Apr and 17 Apr.

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 five incidents, two incidents occurred on 8 Apr 21 (within five hours) and two incidents on 17 Apr 21 (within four hours).

With the continued occurrence of incidents in the Singapore Strait, the ReCAAP ISC issued an Incident Alert (IA 03/2021) on 23 Apr 21 to alert the shipping community of the recurring incidents in the Singapore Strait, particularly off Tanjung Pergam, Bintan Island, Indonesia.

The description of the five incidents in April 2021 are as follows:

1 INCIDENT ON 8 APR 21

Name of ship	<i>Trina Oldendorff</i>
Type of ship	Bulk carrier
Flag of ship	Portugal
GT	41091
IMO Number	9642370

At about 0147 hrs, when bulk carrier *Trina Oldendorff* was underway at about 6.8 nm northwest of Tanjung Pergam, Bintan Island, Indonesia, four perpetrators **armed with knives** were sighted in the engine room. The **perpetrators confronted the engine room crew and hit him on his head** when he attempted to shout for assistance.

Thereafter, the perpetrators escaped from the ship. The alarm was raised and crew mustered. A search on board the ship was conducted with no further sighting of the perpetrators.

The master declared **nothing was stolen** and the crew was safe and accounted for. He reported the incident to Singapore Port Operations Control Centre on 9 Apr. A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were informed, and the Malaysian and Indonesian authorities were notified.

2 INCIDENT ON 8 APR 21

Name of ship	<i>Harrisburg</i>
Type of ship	Petroleum/ Chemical tanker
Flag of ship	Singapore
GT	30087
IMO Number	9859210

At about 0550 hrs, when tanker *Harrisburg* was underway at about 6.3 nm northwest of Tanjung Pergam, Bintan Island, Indonesia, two perpetrators boarded the ship. The ship's general alarm was raised and all crew were notified of the perpetrators. A search on board the ship was conducted with no further sighting of the perpetrators. **Nothing was reported stolen and the crew was safe.**

3 INCIDENT ON 11 APR 21

Name of ship	<i>Pantazis L</i>
Type of ship	Bulk carrier
Flag of ship	Liberia
GT	39746
IMO Number	9272995

At about 0115 hrs, bulk carrier *Pantazis L* was underway at about 7.6 nm northwest of Tanjung Pergam, Bintan Island, Indonesia, when four perpetrators were sighted in the engine room workshop. The ship alarm was raised and a search on board the ship was conducted. At 0255 hrs, the master updated Singapore Vessel Traffic Information System

(VTIS) that the search on board was completed with no further sighting of the perpetrators. The master reported that **some engine spares** were stolen. **All crew was safe** and accounted for.

No assistance was required and the ship continued with her voyage. A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were informed, and the Malaysian and Indonesian authorities were notified.

4 INCIDENT ON 17 APR 21

Name of ship	<i>Name withheld</i>
Type of ship	Petroleum/ Chemical tanker
GT	29447

At about 0140 hrs, when the tanker was underway at about 8.6 nm northwest of Tanjung Pergam, Bintan Island, Indonesia, the duty engineer spotted a perpetrator trying to open the steering gear entrance door from

poop deck during his rounds in the engine room. He reported the incident to the bridge and the general alarm was raised. A search on board the ship was conducted by the crew and **nothing was reported missing**. The perpetrator was believed to have escaped when his presence was discovered. **The crew was not injured** and there was no reported damage to the ship.

5 INCIDENT ON 17 APR 21

Name of ship	<i>Ioanna L</i>
Type of ship	Bulk carrier
Flag of ship	Isle of Man
GT	43066
IMO Number	9803340

At about 0500 hrs, when bulk carrier *Ioanna L* was underway at about 8 nm northwest of Tanjung Pergam, Bintan Island, Indonesia, four perpetrators were sighted in the engine room. One of them hit the third engineer **with an adjustable wrench**. The crew **sustained mild contusion** on his forehead. The alarm was raised and crew mustered. A search on board

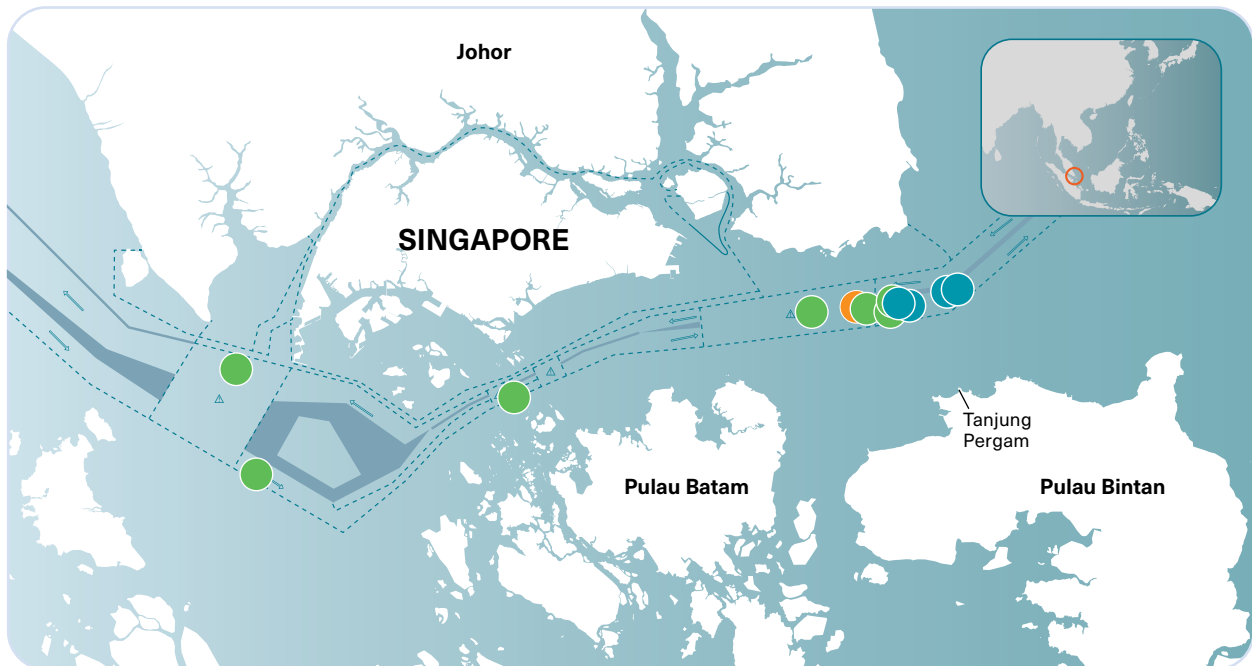
the ship was conducted. At about 0600 hrs, the search on board was completed with no further sighting of the perpetrators. The master reported that **some engine spares** were stolen, and all crew was accounted for. The ship continued with her voyage for Xinsha, China.

A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were informed, and the Malaysian and Indonesian authorities were notified.

JANUARY-APRIL 2021

With the five incidents reported in April 2021, a total of 12 incidents (all actual incidents) were reported in the Singapore Strait during January-April 2021. This accounts for 50% of the total number of incidents reported in Asia during January-April 2021 (24 incidents).

Map 2 below shows the location of the 12 incidents reported during January-April 2021.



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

● CAT 2 ● CAT 3 ● CAT 4

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

APRIL 2021

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

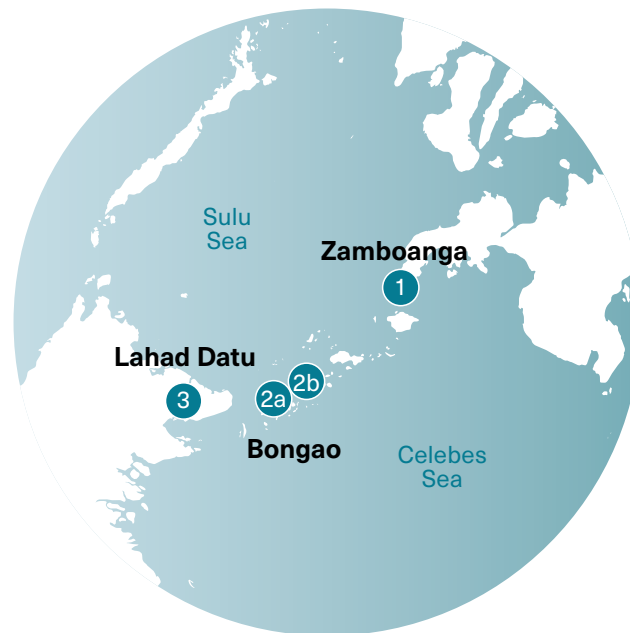
On 23 Apr 21, the Armed Forces of the Philippines conducted a military operation at Barangay Panglayahan, Patikul, Sulu, targeting Mundi Sawadjaan (one of the ASG Commanders responsible for the abduction of crew in the Sulu area). However, during the operation, Mundi Sawadjaan managed to escape. Three ASG members were neutralised; and two of them were identified to be Mujaffar Sawadjaan alias Japs and Muktimar alias Mukti. Both of them are brothers of Mundi Sawadjaan, and nephews to Hatib Hajan Sawadjaan, the ASG Sub-Leader. 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 planned kidnapping by the ASG targeting the abduction of crew from ships passing by Tawi-Tawi and Sabah waters (as reported in ReCAAP ISC's Warning on 2 Jul 20), the operation on 3 Nov 20 by the Philippine authorities 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 next page:

5 Hatib Hajan Sawadjaan was neutralised during a firefight with the Philippine military in Patikul, Sulu in early 2020.



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:

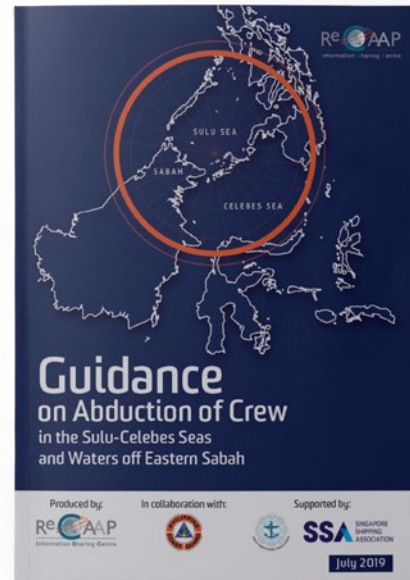
Tel: +632-8-527-8481 (ext: 6136/37)
+632-998-585-5327 (mobile)
+632-917-842-8249 (mobile)
+632-8-527-3877 (fax)
Email: pcgcomcen@coastguard.gov.ph

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 number of incidents reported during January-April 2021 has decreased compared to January-April 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 remaining threat of abduction of crew by the Abu Sayyaf Group.

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.

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 +95-979-527-9576 (Mobile)	+95-1-8202-417
Netherlands		
Dutch Coast Guard Maritime Information Centre Email: mik-nl@kustwacht.nl	+31-223-658-101	+31-223-658-358
Norway		
Norwegian Maritime Authority Email: security@sdir.no	+47-5274-5000	+47-5274-5001
Philippines		
Philippine Coast Guard Command Center Email: pcgcomcen@coastguard.gov.ph	+632-8-527-3877 (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"	

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: rccalameda@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 30 April 2021

DESCRIPTION OF INCIDENTS (APRIL 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	<i>Trina Oldendorff</i> Bulk carrier Portugal 41091 9642370	08/04/21 0147 hrs	1° 16.5' N 10° 16.1' E Approximately 6.8 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the Traffic Separation Scheme (TSS) (SOMS)	<p>While underway, four perpetrators armed with knives were sighted in the engine room. The perpetrators confronted the engine room crew and hit him on his head when he attempted to shout for assistance. Thereafter, the perpetrators escaped from the ship. The alarm was raised and crew mustered. A search on board the ship was conducted with no further sighting of the perpetrators.</p> <p>The master declared nothing was stolen and the crew was safe and accounted for. He did not report the incident immediately to the nearest coastal State and continued with the voyage. The master reported the incident to Singapore Port Operations Control Centre only on 9 Apr. A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were informed, and the Malaysian and Indonesian authorities were notified.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
2	<i>Harrisburg</i> Petroleum/Chemical tanker Singapore 30087 9859210	08/04/21 0550 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, two perpetrators boarded the ship. The ship's general alarm was raised and all crew were notified of the perpetrators. A search on board the ship was conducted with no further sighting of the perpetrators. Nothing was reported stolen and the crew was safe.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
3	<i>Pantazis L</i> Bulk carrier Liberia 39746 9272995	11/04/21 0115 hrs	1° 16.32' N, 10° 14.75' E Approximately 7.6 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS (SOMS)	<p>While underway, four perpetrators were sighted in the engine room workshop. The ship alarm was raised and a search on board the ship was conducted. At 0255 hrs, the master updated Singapore Vessel Traffic Information System (VTIS) that the search on board was completed with no further sighting of the perpetrators. The master reported that some engine spares were stolen. All crew was safe and accounted for.</p> <p>No assistance was required and the ship continued with her voyage. A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were informed, and the Malaysian and Indonesian authorities were notified.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
4	<i>Henry Maersk</i> Chemical/oil product tanker Denmark 25723 9399351	12/04/21 0348 hrs	5° 48' N 118° 4' E MOT Terminal, Sandakan, Sabah, East Malaysia	<p>While at berth, the crew on the manifold heard the sound of the padlock being broken. On investigation of the forecandle, it was noted that the padlock to the forward bosun store had been broken. The rod securing the plates blocking access through the anchor chain pipes was found removed but the plates were still closed. Upon further investigation of the forecandle, it was discovered that the ship's anchor bell was missing, presumably stolen by the perpetrator.</p> <p>A complete ship inspection was conducted and all other doors and locks were found intact. The crew was safe. The master reported the incident to the Agent who informed the Port Facility Security Officer (PFSO) and the local police. The Flag State was also notified.</p> <p>[ReCAAP Focal Point (Denmark), regional authorities]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
5	Name withheld Petroleum/chemical tanker	17/04/21 0140 hrs	1° 16.03' N 104° 12.08' E Approximately 8.6 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS (SOMS)	While underway, the duty engineer was making his rounds in the engine room when he spotted a perpetrator trying to open the steering gear entrance door from poop deck. He reported the incident to the bridge and the general alarm was raised. A search on board the ship was conducted by the crew and nothing was reported missing . The perpetrator was believed to have escaped when his presence was discovered. The crew was not injured and there was no reported damage to the ship. [ReCAAP Focal Point (Singapore)]
6	Ioanna L Bulk carrier Isle of Man 43066 9803340	17/04/21 0500 hrs	1° 16.4' N 104° 14.3' E Approximately 8 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS (SOMS)	While underway, four perpetrators were sighted in the engine room. One of them hit the third engineer with an adjustable wrench . The crew sustained mild contusion on his forehead. The alarm was raised and crew mustered. A search on board the ship was conducted. At about 0600 hrs, the search on board was completed with no further sighting of the perpetrators. The master reported that some engine spares were stolen, and all crew was accounted for. The ship continued with her voyage for Xinsha, China. A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were informed, and the Malaysian and Indonesian authorities were notified. [ReCAAP Focal Point (Singapore), [ReCAAP Focal Point (Japan)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
7	<p>Bak-Da 5 Tug boat Mongolia 198 9851567</p> <p>Bak-Da 55 Barge</p>	20/04/21 0255 hrs	<p>14° 33' N 120° 56' E</p> <p>Vicinity waters off Manila Bay, Philippines</p>	<p>While at anchor, the duty security guard spotted five perpetrators onboard the barge transferring sawn timber to motor banca, <i>Jaime Franco</i>. The duty security guard shouted and the five perpetrators jumped overboard immediately. The master and crew conducted a search for the perpetrators and saw one of them asking to be rescued. The crew rescued the perpetrator; and reported the incident to its agent and Philippine Coast Guard (PCG) Port State Control. Upon receipt of the report, the PCG proceeded to the area immediately and arrested the rescued perpetrator for inquest proceeding. <u>27 pieces of sawn timber</u> were stolen and <u>the crew was not injured</u>.</p> <p>[ReCAAP Focal Point (Philippines)]</p>



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