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**JANUARY-MARCH 2018 REPORT**

# QUARTERLY

**PIRACY AND ARMED ROBBERY  
AGAINST SHIPS IN ASIA**





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# EXECUTIVE SUMMARY

A total of 14 incidents (comprising nine actual incidents and five attempted incidents) were reported in Asia during January-March 2018 compared to 27 incidents (comprising 21 actual incidents and six attempted incidents) during the same period in 2017. This accounts for a 48% decrease in the number of incidents reported during January-March 2018 compared to January-March 2017. Of the 14 incidents reported during January-March 2018, one was an incident of piracy and 13 were incidents of armed robbery against ships.

The improvement of the situation during January-March 2018 was due to a decrease in the number of incidents at ports and anchorages in Bangladesh and Philippines. There was no actual incident of abduction of crew for ransom in the Sulu-Celebes Sea; and no incident of hijacking of ships for theft of oil cargo during January-March 2018. However, of concern was an attempted incident reported in the Sulu-Celebes Sea involving container ship, *Kudos 1* on 16 Feb 18.

In comparison, the incidents reported during January-March 2018 were less severe than incidents reported during January-March 2017. There was no CAT 1 and CAT 2 incidents reported during January-March 2018. Of the nine actual incidents reported during January-March 2018, three were CAT 3 and six were CAT 4 incidents. As for January-March 2017, of the 21 actual incidents, three were CAT 1, one was CAT 2, five were CAT 3 and 12 were CAT 4 incidents.

During January-March 2018, several arrests of perpetrators and recovery of stolen items were reported. The ReCAAP ISC commends the authorities for their quick action in response to the ship's timely reporting. In these incidents, the authorities were able to recover the stolen items; and arrest the perpetrators.

The ReCAAP ISC encourages ship master and crew to exercise enhanced vigilance and make timely reporting of all incidents to the nearest coastal State and flag State; and enforcement agencies to provide quick responses to reports of incidents, and render assistance to victim ships.

PART ONE

# OVERVIEW

Incidents of Piracy and Armed Robbery Against  
Ships in Asia reported during 1<sup>st</sup> Quarter of 2018  
(January-March 2018)



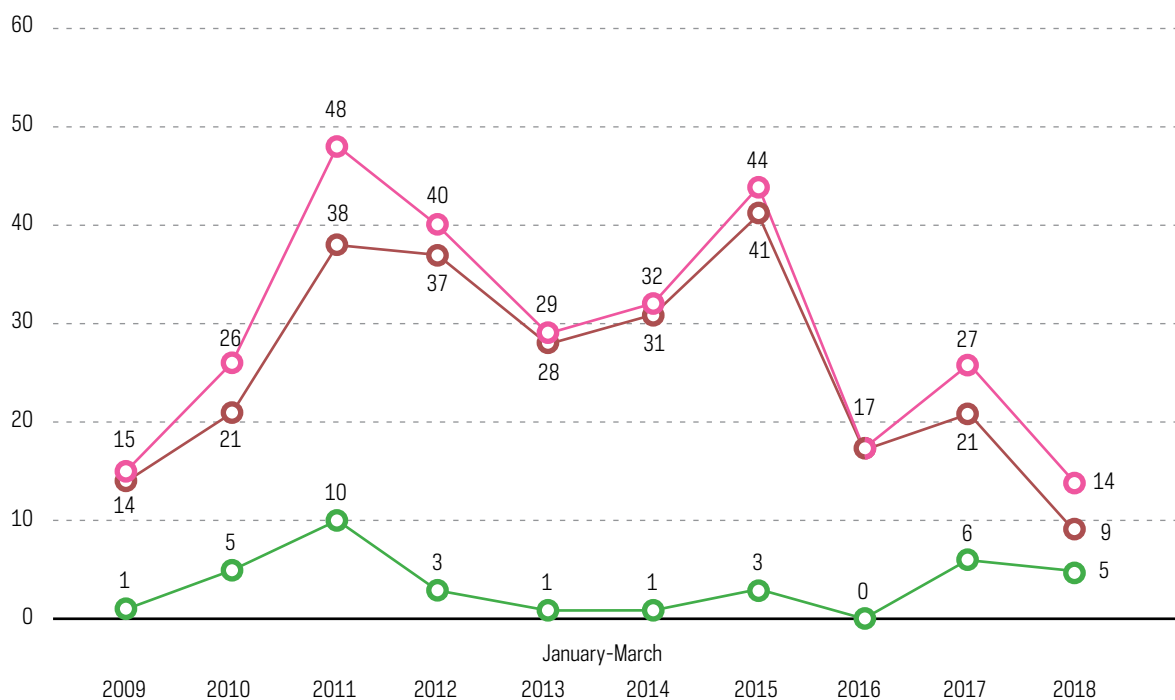
# OVERVIEW

## Incidents of Piracy and Armed Robbery Against Ships in Asia reported during 1<sup>st</sup> Quarter of 2018 (January-March 2018)

### NUMBER OF INCIDENTS

A total of 14 incidents of piracy<sup>1</sup> and armed robbery against ships<sup>2</sup> were reported in Asia (comprising nine actual<sup>3</sup> incidents and five attempted incidents<sup>4</sup>) during January-March 2018. All incidents have been verified<sup>5</sup>. Refer to Appendix for *Description of incidents (January-March 2018)*.

Graph 1 shows the number of incidents reported during January-March of 2009-2018. The total number of incidents reported during January-March 2018 has decreased by 48% compared to January-March 2017. A total of 27 incidents were reported during January-March 2017.



**Graph 1 - Number of incidents (January-March of 2009-2018)**

● Total ● Actual ● Attempted

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

2 Definition of 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.

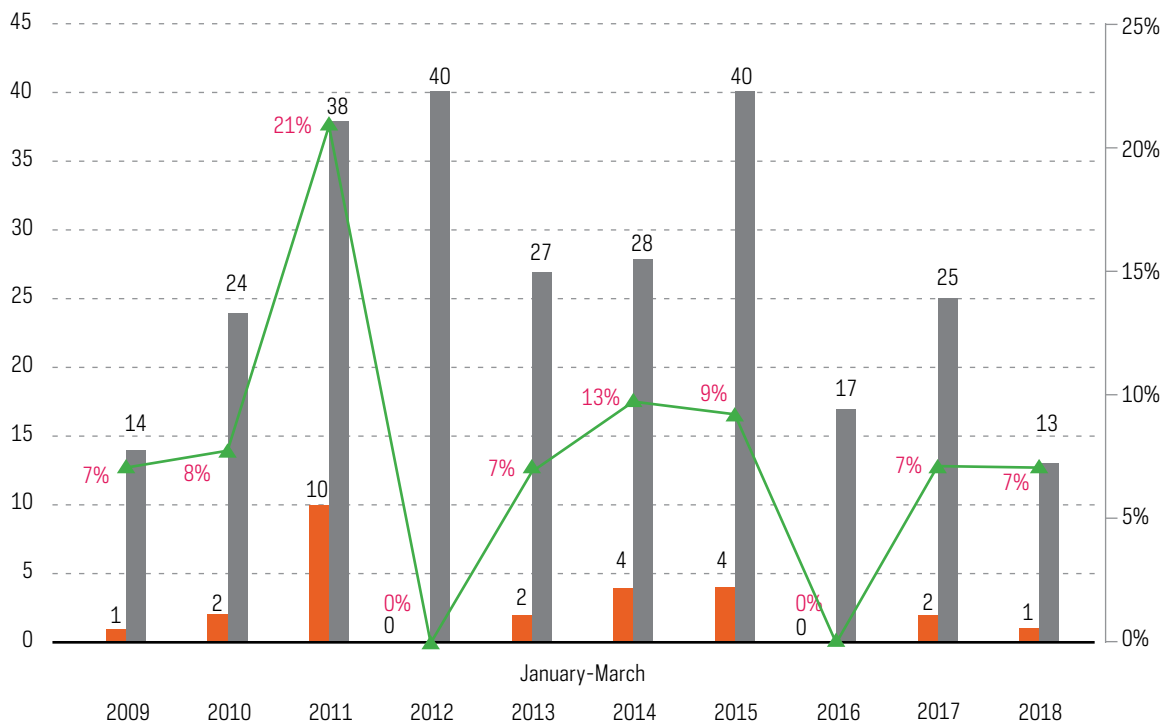
3 Actual incidents are incidents where pirates/robbers boarded the ship; and regardless of whether they stole any items from the crew or secured and unsecured items found on board the ship.

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

5 Another six incidents are pending verification.

## PIRACY VS ARMED ROBBERY AGAINST SHIPS

Of the 14 incidents reported during January-March 2018, one was an incident of piracy and 13 were armed robbery against ships. Majority of the incidents reported in Asia are armed robbery against ships. Over the 10-year period of January-March, the proportion of piracy incidents mostly ranged between 7% and 9%. The exception occurred in January-March 2012 and January-March 2016, where no piracy incidents were reported; and in January-March 2011 and January-March 2014, piracy incidents accounted for 21% and 13% respectively. Chart 1 shows the number of piracy vs armed robbery incidents reported during January-March of 2009-2018.



**Chart 1 - Piracy vs Armed Robbery Against Ships (January-March of 2009-2018)**

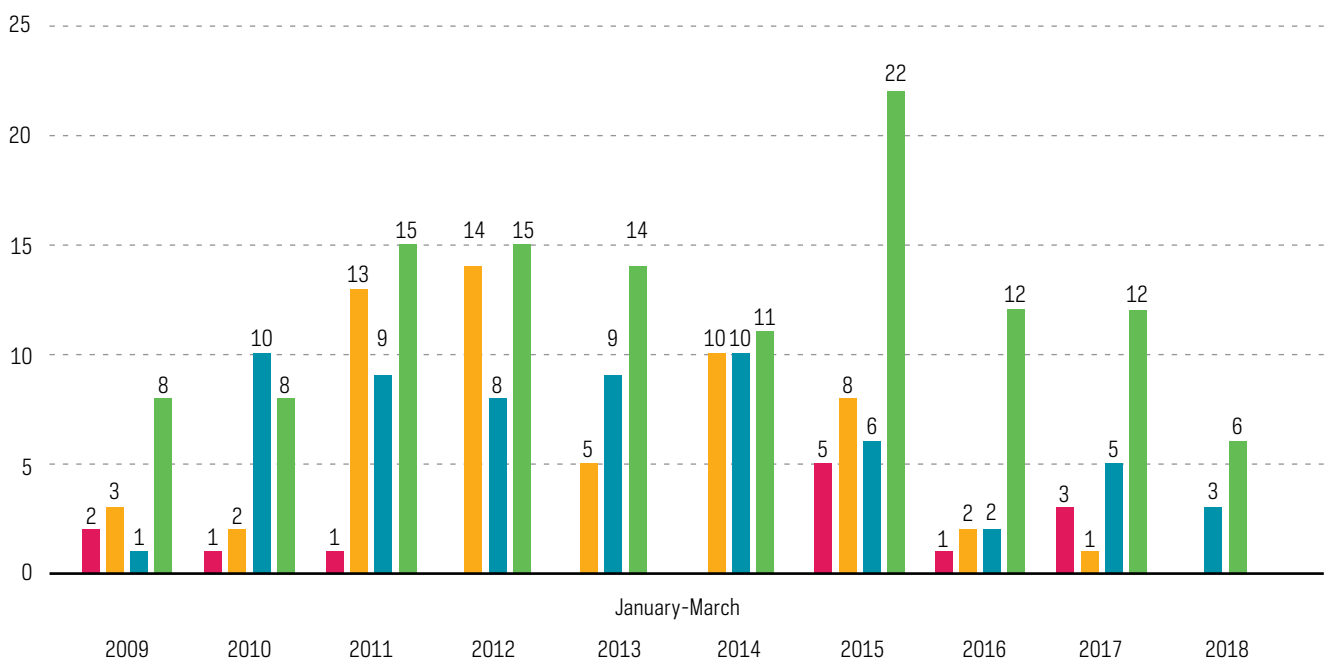
● Piracy ● Armed Robbery ▲ Piracy (%)



## SIGNIFICANCE LEVEL OF INCIDENTS

Of the nine actual incidents reported during January-March 2018, three were CAT 3 incidents and six were CAT 4 incidents. There were no CAT 1 and CAT 2 incidents. The incidents reported during January-March 2018 were relatively less severe compared to incidents reported during the same period in 2017. Of the 21 actual incidents reported during January-March 2017, three were CAT 1, one was CAT 2, five were CAT 3 and 12 were CAT 4.

Chart 2 shows the significance level of incidents reported during January-March of 2009-2018.

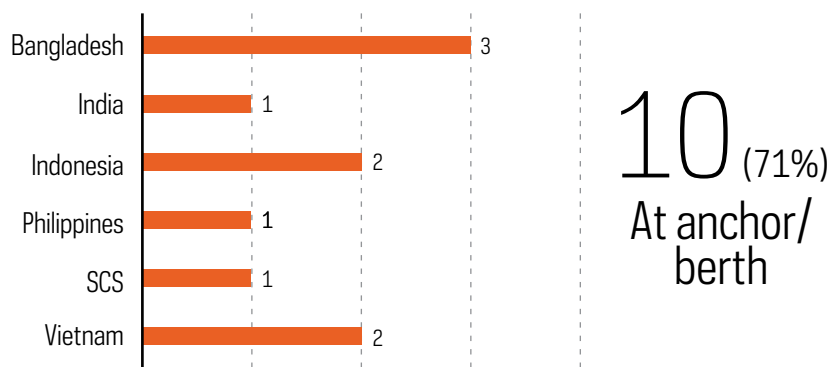


**Chart 2 - Significance level of incidents (January-March of 2009-2018)**

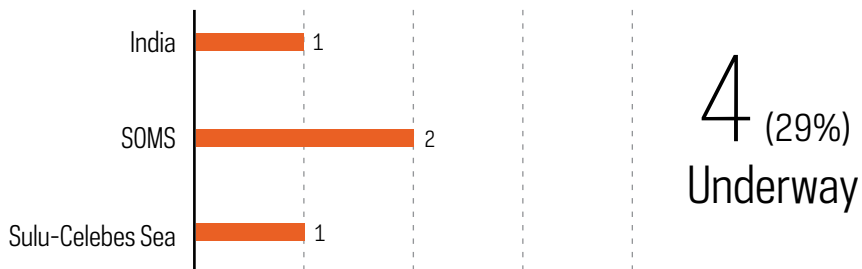
● CAT 1   ● CAT 2   ● CAT 3   ● CAT 4

## STATUS OF SHIPS

Of the 14 incidents reported during January-March 2018, 10 incidents (71%) occurred on board ships while at anchor/berth, and four incidents (29%) on board ships while underway. This conforms to the general trend in Asia where more incidents occur to ships at anchor/berth than ships while underway. Refer to Charts 3 and 4 for the location of the incidents occurred on ships at anchor/berth and underway.



**Chart 3 - Incidents on board ships at anchor/berth (January-March of 2018)**



**Chart 4 - Incidents on board ships while underway (January-March of 2018)**

## LOCATION OF INCIDENTS

Table 1 shows the number and location of incidents reported in Asia during January-March of 2009-2018.

Act = Actual, Att = Attempted

	2009		2010		2011		2012		2013		2014		2015		2016		2017		2018	
	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att
<b>East Asia</b>																				
China															1		1			
Sub-total															1		1			
<b>South Asia</b>																				
Arabian Sea						3														
Bangladesh	1		2		5		8				3		2				5		3	
Bay of Bengal			1			1					2									
India	2		4		4		3	1	3		2		2		10		1		1	1
Sub-total	3		7		9	4	11	1	3		7		4		10		6		4	1
<b>South East Asia</b>																				
Indian Ocean												1								
Indonesia	1		5	4	6		17	1	19	1	14		5		3		6	2	1	1
Malaysia	1		4		7		1						1				1			
Philippines	1	1	1		2		2		1				1				4		1	
SCS	1		1		1	5			2		1		3	1					1	
Singapore					2															
SOMS	2			1	9	1	4		1		9		20	1				1		2
Sulu-Celebes Sea															1		3	3		1
Thailand	1												1							
Vietnam	4		3		2		2	1	2				7		2				2	
Sub-total	11	1	14	5	29	6	26	2	25	1	24	1	37	3	6		14	6	5	4
<b>Overall total</b>	<b>14</b>	<b>1</b>	<b>21</b>	<b>5</b>	<b>38</b>	<b>10</b>	<b>37</b>	<b>3</b>	<b>28</b>	<b>1</b>	<b>31</b>	<b>1</b>	<b>41</b>	<b>3</b>	<b>17</b>		<b>21</b>	<b>6</b>	<b>9</b>	<b>5</b>

**Table 1 - Location of Incidents (January-March of 2009-2018)**



**Map 1 - Location of incidents (January-March 2018)**

● CAT 3   ● CAT 4   ▲ Attempted

PART TWO  
**INSIGHT**

Analysis of actual incidents  
(January-March of 2014-2018)



# INSIGHT

Analysis of actual incidents (January-March of 2014-2018)

## VIOLENCE FACTORS

### NUMBER OF PERPETRATORS



Map 2 - Number of perpetrators (January-March 2018)

	2014	2015	2016	2017	2018
1 to 3 men	6	10	1	7	3
4 to 6 men	15	16	6	6	4
7 to 9 men	2	8	0	1	1
>9 men	3	0	3	1	0
Not stated	5	7	7	6	1

Of the nine actual incidents reported during January-March 2018, three incidents involved perpetrators in groups of 1 to 3 men; and four incidents involved perpetrators in groups of 4-6 men. There was one incident which involved seven perpetrators. The seven perpetrators boarded container ship, *Polar Ecuador* when she was anchored at South Harbour Anchorage Area, Manila, Philippines. Five of them were subsequently arrested by the authorities; and two escaped by jumping into the water.

Majority of the incidents reported during January-March of 2014-2018 involved groups of 1 to 6 perpetrators.

## TYPE OF WEAPONS CARRIED BY PERPETRATORS



**Map 3 - Type of weapons carried by perpetrators (January-March 2018)**

	2014	2015	2016	2017	2018
Guns & Knives	4	4	1	3	0
Knives/Machete/Others only	15	12	4	4	2
Not armed/not stated	12	25	12	14	7

Of the nine actual incidents reported during January-March 2018, seven incidents involved perpetrators who were not armed with weapons or there was no report to suggest that they were armed; and two incidents with reports that the perpetrators were armed with knives. These two incidents occurred on board *Port Hainan* when the bulk carrier was anchored at Kutubdia Anchorage B, Bangladesh; and *Globe Explorer* when the bulk carrier was anchored at Go Dau Port, Vietnam. In both incidents, the perpetrators threatened the crew with knives; and in the incident involving *Globe Explorer*, the bosun was injured.

Majority of the incidents reported during January-March of 2014-2018 involved perpetrators who were not armed with weapons. The only exception occurred during January-March 2014 where 61% of the incidents involved perpetrators armed with either guns and knives or knives/machetes/others only.

The ReCAAP ISC reiterates that the safety of the crew is of utmost importance; and that crew should not antagonize or confront the perpetrators, particularly when they are armed.

## TREATMENT OF CREW



**Map 4 - Treatment of crew (January-March 2018)**

	2014	2015	2016	2017	2018
Assaulted	1	4	1	0	1
Crew Discarded	0	1	0	0	0
Kidnap for Ransom	0	0	1	2	0
Killed	0	0	0	1	0
No injuries/not stated	23	31	13	16	6
Taken Hostage	5	4	0	1	0
Threatened	2	1	2	1	2

Of the nine actual incidents reported during January-March 2018, six incidents reported no injuries to the crew. One incident reported that the crew was assaulted (*Globe Explorer*) and two incidents reported that the crew was threatened (*Port Hainan* and *BBC Amber*). There was no very severe mistreatment of crew reported during January-March 2018.

During January-March of 2014-2017, there were reports of crew being discarded in 2015, crew kidnapped for ransom in 2016, crew kidnapped for ransom and killed in 2017.



## ECONOMIC FACTOR

### TYPE OF LOSSES



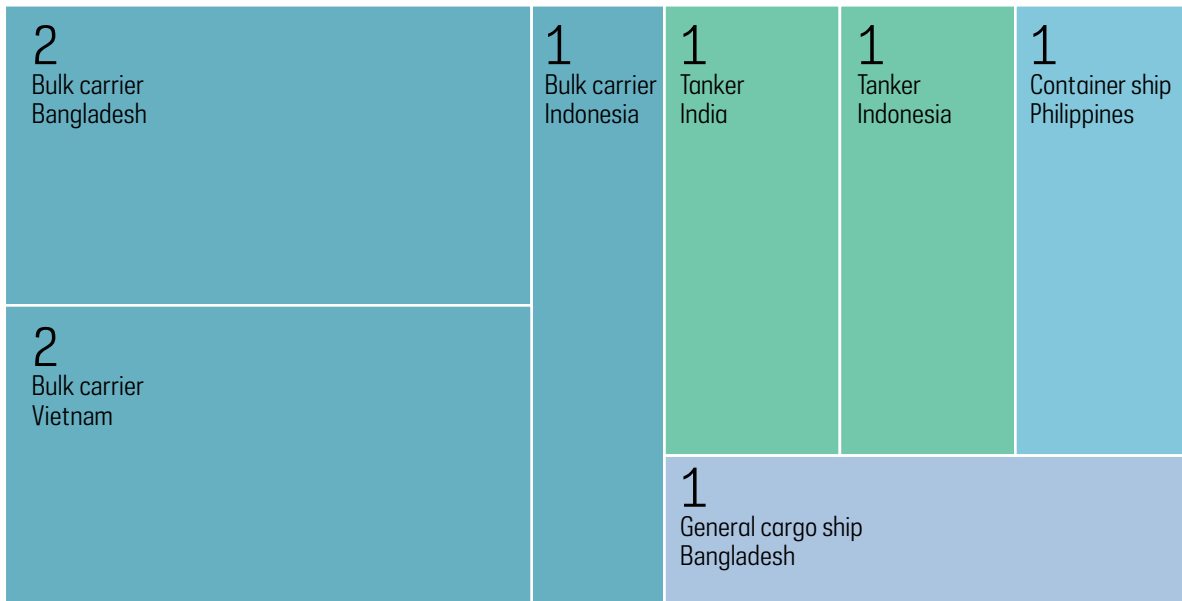
Map 5 - Type of losses (January-March 2018)

	2014	2015	2016	2017	2018
Cargo Discharged	1	5	0	0	0
Cash/Property	3	2	1	1	0
Engine Spares	6	5	1	0	0
Hijack of Ship	0	2	1	0	0
Nil/not stated	10	14	6	7	1
Stores	9	13	8	12	7
Unsecured Items	2	0	0	1	1

Of the nine actual incidents reported during January-March 2018, eight incidents reported loss of stores and unsecured items such as mooring ropes, paint, welding machine, breathing apparatus, extension wire and lubricating oil. In four of the eight incidents, the stolen items were recovered and returned to the ship.

During January-March of 2014-2018, majority of the items stolen were ship stores and engine spares.

## TYPE OF SHIPS AND LOCATIONS



**Chart 5 - Type of ships and locations (January-March 2018)**

Five of the nine actual incidents reported during January-March 2018 occurred on board bulk carriers at ports and anchorages. There is no sufficient evidence to suggest that perpetrators target a specific type of ship to board. It is more likely that certain type of ships visit a port due to the facilities available at the port, hence the possibility of them being boarded is high. Chart 5 shows the type of ships boarded and their locations during January-March 2018.

PART THREE  
GEOGRAPHICAL



# GEOGRAPHICAL

During January-March 2018, the improvement in the situation of armed robbery against ships was most apparent at ports and anchorages in Bangladesh and Philippines. However, the number of incidents at Vietnam’s port/anchorage and in the Straits of Malacca and Singapore has increased slightly.

## BANGLADESH

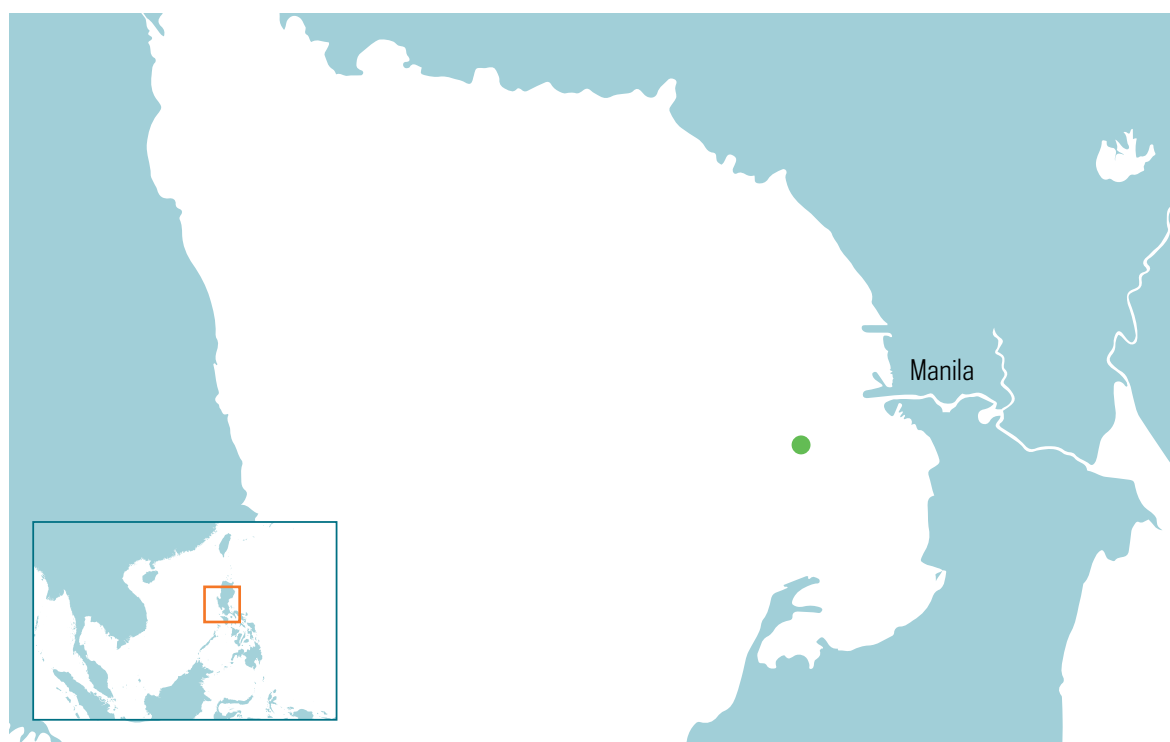


**Map 6 - Location of incidents in Bangladesh (January-March 2018)**

	January-March				
	2014	2015	2016	2017	2018
● CAT 2	2	0	0	1	0
● CAT 3	0	1	0	1	2
● CAT 4	1	1	0	3	1
<b>Total</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>3</b>

Three incidents were reported during January-March 2018 off the port of Chittagong and Kutubdia Island. Of these, the Bangladesh Coast Guard (BCG) reportedly recovered the stolen ropes from bulk carrier *Port Hainan* and bulk carrier, *Tiberius*. Compared to the same period in 2017, the incidents were relatively less severe during January-March 2018 with no CAT 2 incidents.

## PHILIPPINES



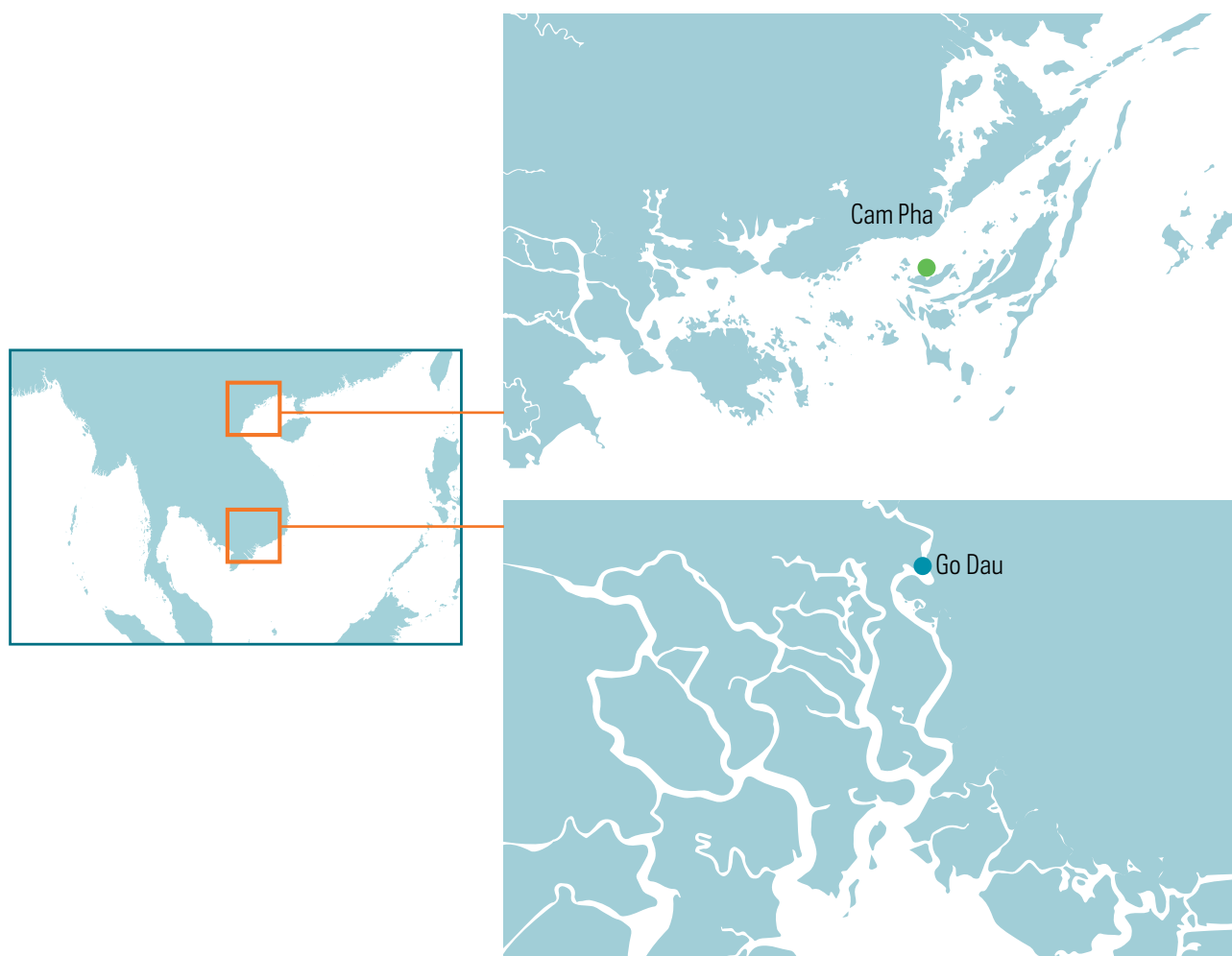
Map 7 - Location of incidents in Philippines (January-March 2018)

	January-March				
	2014	2015	2016	2017	2018
● CAT 2	0	0	0	2	0
● CAT 3	0	0	0	2	1
▲ Attempted	0	1	0	0	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>1</b>

The situation of armed robbery against ships at ports and anchorages in the Philippines has improved. One incident was reported in the South Harbour Anchorage Area, Manila during January-March 2018 compared with four incidents (all occurred in Batangas port) during the same period in 2017. In the incident reported during January-March 2018, the Philippine Coast Guard (PCG) team located the suspected motor banca with the perpetrators on board. The PCG apprehended five perpetrators on board the banca, and recovered the stolen items. Two other perpetrators jumped into the water and escaped.

No incident was reported at Batangas port during January-March 2018.

## VIETNAM



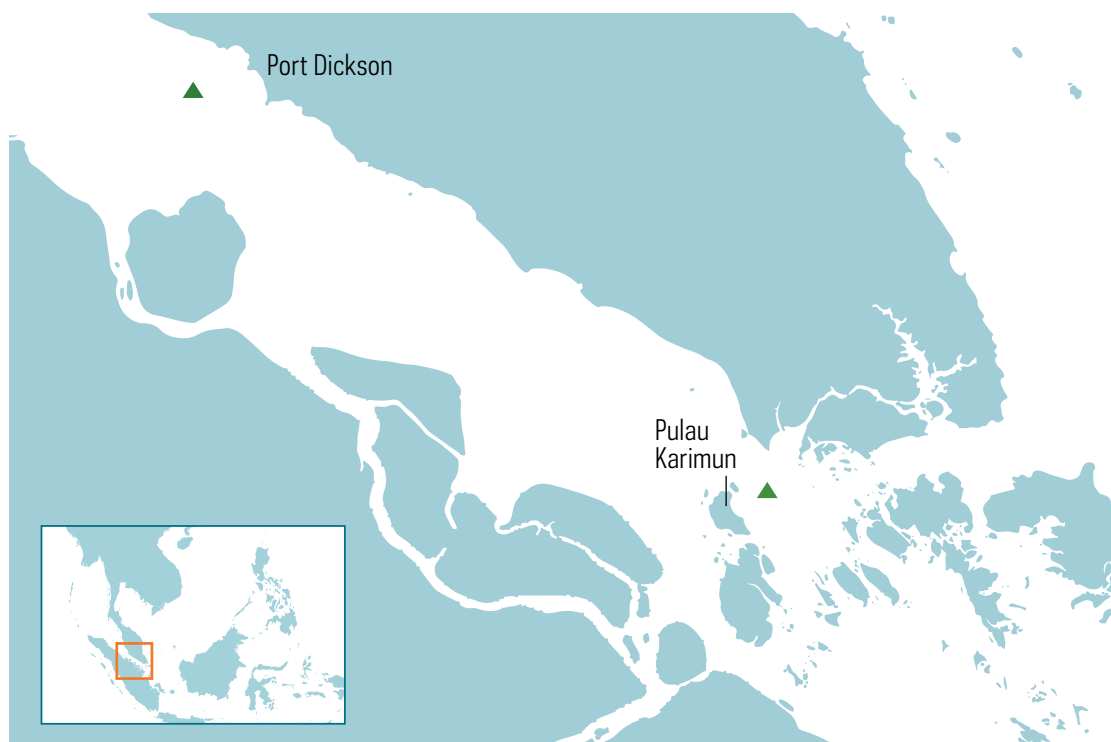
**Map 8 - Location of incidents in Vietnam (January-March 2018)**

	January-March				
	2014	2015	2016	2017	2018
● CAT 2	0	0	1	0	0
● CAT 3	0	1	0	0	1
● CAT 4	0	6	1	0	1
<b>Total</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>2</b>

Two incidents were reported at ports and anchorages in Vietnam during January-March 2018 compared to none during the same period in 2017.

The incidents occurred at Go Dau port and Cam Pha loading anchorage, Vietnam. The ReCAAP ISC encourages the authorities to enhance the port security at these port and anchorage to prevent further occurrences.

## STRAITS OF MALACCA AND SINGAPORE (SOMS)



Map 9 - Location of incidents in SOMS (January-March 2018)

	January-March				
	2014	2015	2016	2017	2018
● CAT 1	0	1	0	0	0
● CAT 2	3	4	0	0	0
● CAT 3	6	4	0	0	0
● CAT 4	0	11	0	0	0
▲ Attempted	0	1	0	1	2
<b>Total</b>	<b>9</b>	<b>21</b>	<b>0</b>	<b>1</b>	<b>2</b>

Two attempted incidents were reported in the Straits of Malacca and Singapore during January-March 2018, while one attempted incident was reported during January-March 2017 and no incident reported during the same period in 2016.

In the incidents reported during January-March 2018, the perpetrators were not successful in their attempt to board the ships due to the crew's vigilance. The crew raised the alarm and reported the incidents to the authorities. Both incidents occurred in January 2018. No incident was reported in February and March 2018.

PART FOUR

# UPDATE ON SITUATION OF ABDUCTION OF CREW FROM SHIPS IN THE SULU-CELEBES SEA





# UPDATE ON SITUATION OF ABDUCTION OF CREW FROM SHIPS IN THE SULU-CELEBES SEA

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## SITUATION UPDATE

During January-March 2018 there was no report of actual incident involving the abduction of crew from ships while underway in the Sulu-Celebes Sea. The last actual incident occurred on board *Super Shuttle Tug 1* on 23 Mar 17. Of concern was the report of an attempted incident occurred in the Sulu-Celebes Sea on 16 Feb 18 involving container ship, *Kudos 1*. The last attempted incident occurred on board *Doña Annabel* on 18 Apr 17.

On 9 Feb 18, the ReCAAP Focal Point (Philippines) reported to the ReCAAP ISC the release of two Indonesian fishermen who were held in captivity by the Abu Sayyaf Group (ASG) for more than a year. They were rescued by the Philippine authorities and handed over to the Indonesian authorities on 20 Jan 18. The two fishermen were masters of fishing vessels *SSK 00520* and *SN 1154* who were abducted in the waters between Pegasus Reef and Kual Kinatabangan near Taganak Island in Tawi-Tawi on 5 Nov 16.

As of 31 Mar 18, nine crew is still held in captivity<sup>6</sup>. The Philippine authorities continue to conduct pursuit operations and intensify its military operations to rescue the abducted crew and neutralise the militant group.

<sup>6</sup> Since March 2016 (till March 2018), a total of 61 crew had been abducted. Of these, 28 had been released, 17 rescued, seven killed and nine are still in captivity.

## ReCAAP ISC ADVISORY

The ReCAAP ISC reiterates its advisory issued via the ReCAAP ISC Incident Alert dated 21 Nov 16 to all ships to re-route from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the Sulu-Celebes Sea and eastern Sabah region, and report immediately to the following Centres:



Map 10 - Contact details of the centres

### 1 Philippine Coast Guard District

Southwestern Mindanao

Operation Centre

Tel: +63 929686 4129

Tel: +63 929686 0689

VHF: Channel 16 with call-sign "ENVY"

Email: [hcgdswm@yahoo.com](mailto:hcgdswm@yahoo.com)

### 2 Navy - Littoral Monitoring Station (LMS)

Bongao, TawiTawi

Tel: +63 917774 2293

VHF: Channel 16

Email: [jointtaskgrouptt@gmail.com](mailto:jointtaskgrouptt@gmail.com)

### 3 Eastern Sabah Security Command (ESSCOM)

Tel: +60 89863181/016

Fax: +60 898631812

VHF: Channel 16 with call-sign "ESSCOM"

Email: [bilikgerakanesscom@jpm.gov.my](mailto:bilikgerakanesscom@jpm.gov.my)

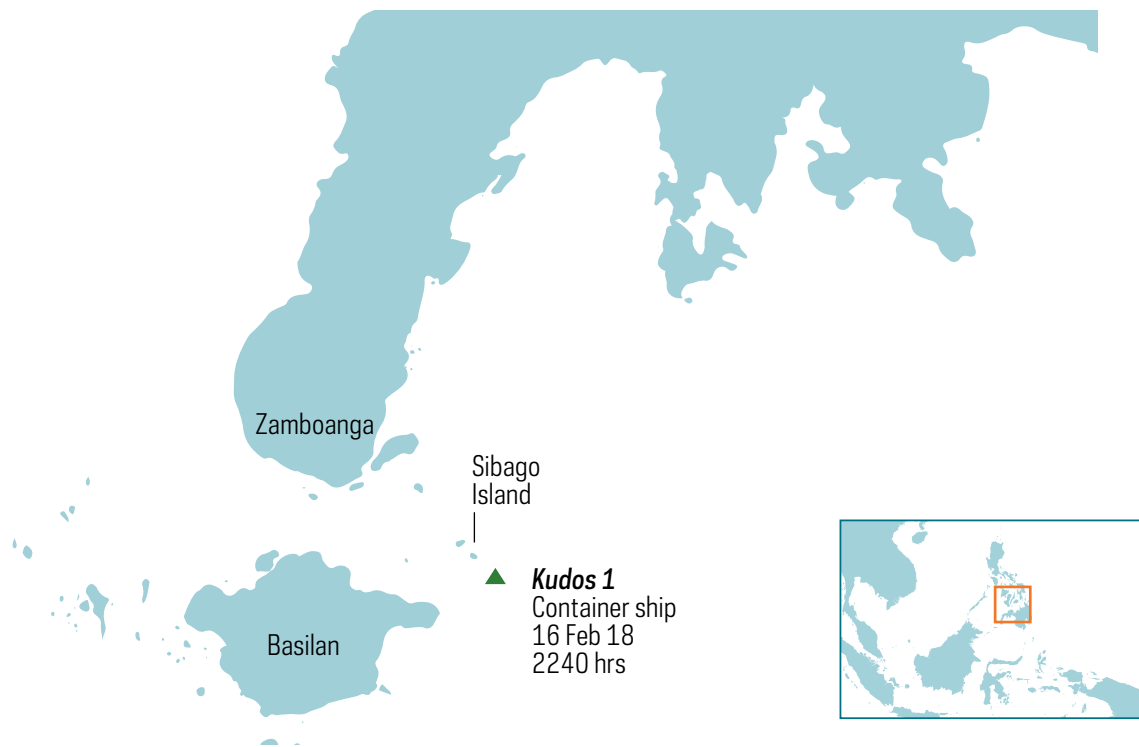
## UPDATE ON CONSTRUCTION OF SAR BASE AND INSTALLATION OF MONITORING RADARS IN THE SIBUTU PASSAGE

The PCG's Coast Guard District Southwestern Mindanao together with the local government unit inaugurated the ground-breaking ceremony for the construction of a search-and-rescue (SAR) station on Sibutu Island on 16 Nov 17. The SAR station will incorporate new radar stations<sup>8</sup> which are equipped with systems that detect and identify ships' movements. The new SAR station and radars will enable the PCG to monitor ships passing through the Sulu and Celebes Sea. When the SAR station and radars become operational, a new recommended transit corridor (RTC) will be established to guide mariners passing between the Sibutu Passage and the Basilan Strait. The acquisition of 20 radars along with 11 radars sponsored by the Japanese government is already in its final phase of procurement process.



**PCG SAR Base in Sibutu Passage- infrastructure**  
(Photographs courtesy of ReCAAP Focal Point (Philippines))

## CASE STUDY: ATTEMPTED BOARDING OF *KUDOS 1*



**Map 11 - Location of incident involving *Kudos 1***

On 16 Feb 18, *Kudos 1* was underway at approximately 4.4 nm southeast of Sibago Island, province of Basilan, Philippines, when three motorized bancas with three perpetrators on board each banca manoeuvred to the midship (port side). With firearms, the perpetrators attempted to board the ship using ropes and hooks. The master and crew splashed hot water onto the perpetrators who opened fire at the ship for about two minutes and re-positioned themselves at about 400 to 500 meters away from the ship. The master activated two flares. The perpetrators escaped quickly in the motorized bancas towards Basilan. Two crew suffered minor injuries due to the glass debris from the porthole which was broken because of the gun firing. The authorities were alerted by the distress signal and immediately responded by deploying assets to the location of the incident. The Philippine Coast Guard (PCG) medical officers provided medical assistance to the injured crew. The PCG and Philippine Navy (PN) escorted the ship safely towards the port of Zamboanga City.

The vigilance of the crew, quick responses in retaliation towards the perpetrators and timely distress signals to the authorities resulted in immediate response by the authorities who successfully forced the perpetrators to abort boarding and escape.

PART FIVE  
CASE STUDIES

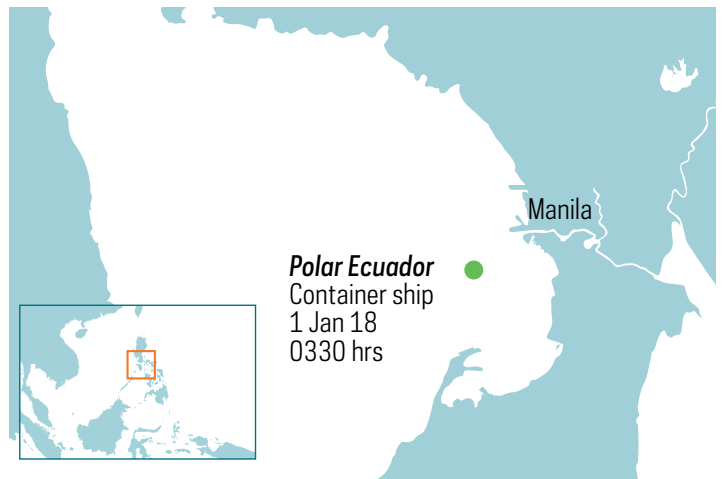


# CASE STUDIES

## ARREST OF PERPETRATORS

### Incident involving container ship, *Polar Ecuador* at South Harbour Anchorage Area, Manila, Philippines

<b>Name of ship</b>	<i>Polar Ecuador</i>
<b>Type of ship</b>	Container ship
<b>Flag of ship</b>	Liberia
<b>GT</b>	43628
<b>IMO No.</b>	9786774



**Map 12 - Location of incident (*Polar Ecuador*)**

● Location of incident

On 1 Jan 18 at about 0330 hrs, container ship, *Polar Ecuador* was anchored in the South Harbour Anchorage Area, Manila, Philippines when seven perpetrators boarded the ship from a motor banca with markings "Shyrill".

The master reported the incident immediately to the Manila port authorities. Upon receipt of the report, the Philippine Coast Guard (PCG) activated its floating asset *DF 313* and conducted maritime patrol in the vicinity. The PCG team located the suspected motor banca, boarded and apprehended five perpetrators on board the banca.

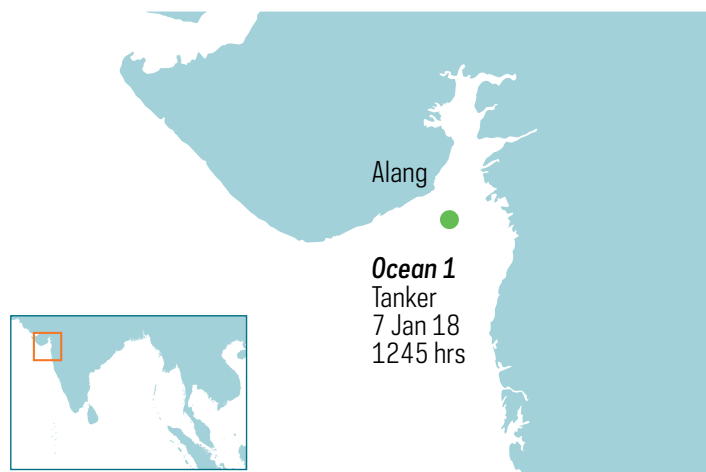


[Photographs courtesy of ReCAAP Focal Point (Philippines)]  
**Stolen items recovered from perpetrators**

Two other perpetrators managed to jump into the water and swam towards an unknown direction. The PCG recovered the stolen items found on board the motor banca comprising a welding machine, breathing apparatus, extension wire and paint. The PCG took custody of the motor banca used by the perpetrators. Upon investigation it discovered that the motor banca was also a stolen one. The authorities filed charges of theft and robbery against the perpetrators in the court of Manila.

### Incident involving tanker, *Ocean 1* while underway off Alang, India

<b>Name of ship</b>	<i>Ocean 1</i>
<b>Type of ship</b>	Tanker
<b>Flag of ship</b>	Tuvalu
<b>GT</b>	19081
<b>IMO No.</b>	8916243



**Map 13 - Location of incident (*Ocean 1*)**

● Location of incident

On 7 Jan 18 at about 1245 hrs, tanker, *Ocean 1* towed by tug boat, *ASL Scorpio* was underway at approximately 11 nm off Alang, Gujarat, India when three perpetrators boarded the tanker from a fishing boat. The crew immediately reported the incident to the local authorities. The Indian Coast Guard Station Pipavav requested the Indian Marine Police to investigate the incident. On 11 Jan 18, the Marine Police reported that they arrested the perpetrators and recovered the stolen items comprising ship stores and engine spares. Investigation is ongoing.

#### Comments

The arrest of the perpetrators and recovery of the stolen items in the incidents involving *Polar Ecuador* and *Ocean 1* are attributed to timely and accurate reporting by the crew to the authorities; and quick response by the enforcement agencies. The ReCAAP ISC advocates vigilance of crew and timely and accurate reporting of incidents and suspicious approaches; to the authorities of littoral States.

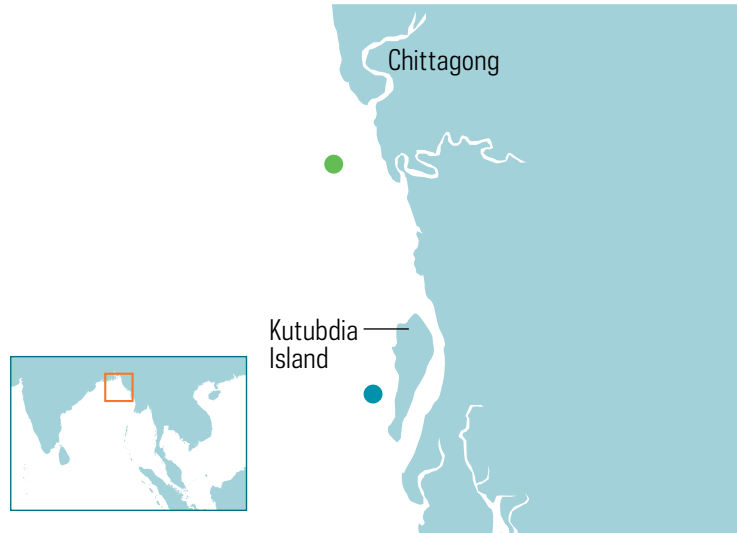
## RECOVERY OF STOLEN ITEMS

Of the three incidents reported in Bangladesh, the Bangladesh Coast Guard (BCG) and port authorities had successfully recovered the items stolen by the perpetrators from *Port Hainan* and *Tiberius*. The details of the two incidents are as follows:

### Incident involving *Port Hainan* on 31 Jan 18

<b>Name of ship</b>	<i>Port Hainan</i>
<b>Type of ship</b>	Bulk carrier
<b>Flag of ship</b>	Hong Kong, China
<b>GT</b>	33036
<b>IMO No.</b>	9456422

At about 0455 hrs on 31 Jan 18 while at anchor at Kutubdia Anchorage B, Bangladesh, five perpetrators armed with knives boarded bulk carrier *Port Hainan*. The perpetrators threatened the crew, stole ropes and escaped. The incident was reported to Chittagong Port Control. The Bangladesh Coast Guard investigated the incident immediately. At about 1630 hrs, the authorities recovered the stolen ropes and returned them to the ship on the same day.



**Map 14 - Location of incident (*Port Hainan* & *Tiberius*)**

- ***Port Hainan***  
Bulk Carrier  
31 Jan 18  
0455 hrs
- ***Tiberius***  
Bulk Carrier  
11 Feb 18  
0120 hrs

### Incident involving *Tiberius* on 11 Feb 18

<b>Name of ship</b>	<i>Tiberius</i>
<b>Type of ship</b>	Bulk carrier
<b>Flag of ship</b>	Marshall Islands
<b>GT</b>	21163
<b>IMO No.</b>	9665841

At about 0120 hrs on 11 Feb 18 while at anchor at Chittagong Anchorage, five perpetrators in a boat boarded the bulk carrier from the port side via hook. The perpetrators stole a rope and escaped. The incident was reported to the Port Control who informed the Bangladesh Coast Guard (BCG). The BCG conducted a search in the vicinity and recovered the stolen rope and returned it to the ship.

#### Comments

The ReCAAP ISC commends the ship master and crew of *Port Hainan* and *Tiberius* for timely reporting of the incidents to the Port Control; and the close inter-agency cooperation and information sharing between the Port Control and the Bangladesh Coast Guard (BCG). The ReCAAP ISC encourages the enforcement agencies to step up its surveillance and to promote inter-agency cooperation for the arrest and prosecution of the perpetrators.



PART SIX

# ReCAAP ISC'S MAIN ACTIVITIES (JANUARY-MARCH 2018)



# ReCAAP ISC'S MAIN ACTIVITIES (JANUARY-MARCH 2018)

## 12<sup>TH</sup> ReCAAP ISC GOVERNING COUNCIL MEETING, SINGAPORE (20-22 March 2018)

Governors from 20 ReCAAP Contracting Parties attended the 12<sup>th</sup> ReCAAP ISC Governing Council Meeting held on 20-22 Mar 18 in Singapore. The Meeting reviewed the activities carried out by the ReCAAP ISC in FY2017, deliberated on the progress of the 10-year Roadmap and the Workplan and Budget for FY2018. The Open Session of the Meeting was held on 22 Mar 18, attended by External Participants from two countries and 12 organizations.



**The ReCAAP ISC Governing Council**

The Council commended the ReCAAP ISC for the progress made in the conduct of its activities in FY 2017 under the three pillars of ReCAAP: information sharing, capacity building and cooperative arrangement. The Governors reviewed the significant progress made by the ReCAAP ISC in the Roadmap for the Future of ReCAAP ISC; and concurred that the ReCAAP ISC has achieved its goal as a **Centre of Excellence for information sharing** to combat piracy and armed robbery against ships at sea.

On the occasion of the Council Meeting, the ReCAAP ISC launched its renewed Mobile App and Open Website.

The 12<sup>th</sup> ReCAAP ISC Governing Council announced the election of Governor from Philippines as the next Chairperson of the ReCAAP ISC Governing Council and Governor from the People's Republic of China as next Vice Chairperson. The new Chairperson and Vice Chairperson will serve a three-year term commencing 1 April 2018. The Council expressed its appreciation to the outgoing Chairperson, Dr Pornchai Danvivathana, Governor from Thailand and the outgoing Vice Chairperson, Captain (ND) Rohitha Abeysinghe, Governor from Sri Lanka.



**Dr Pornchai Danvivathana chairing the meeting**

Following is the Press Release issued at the end of the 12<sup>th</sup> Governing Council Meeting.

22 March 2018

## **PRESS RELEASE**

### **The 12<sup>th</sup> Governing Council Meeting of the ReCAAP Information Sharing Centre (ISC)**

1. The 12<sup>th</sup> Governing Council Meeting of the ReCAAP ISC was held on 20 to 22 March 2018 in Singapore, hosted by the Singapore Government. The Council reviewed the activities of ReCAAP ISC in FY2017 and deliberated on its activities for FY2018 and beyond. On 22 March 2018, the Open Session was held with External Participants comprising representatives from two countries and 12 organisations.
2. The Council commended ReCAAP ISC on producing positive results in respect to its activities in FY2017 under the three pillars of its mission, i.e., information sharing, capacity building and cooperative arrangement.
3. A highlight of the meeting was a review of the progress that ReCAAP ISC has made towards its goal of becoming a Centre of Excellence for information sharing by 2020. This goal, conceptualised by the Council at the 10<sup>th</sup> anniversary of ReCAAP ISC in 2016, was followed by the formation of a Working Group headed by ReCAAP ISC Executive Director and comprising representatives from ReCAAP ISC's Focal Points. The Strategy Paper and the Roadmap with Action Plan on the Future of ReCAAP ISC were subsequently developed, and it was endorsed by the Governing Council at its 11<sup>th</sup> Meeting in March 2017.
4. At the 12<sup>th</sup> Governing Council Meeting, the Council has decided to announce that ReCAAP Information Sharing Centre has met the criteria to be a Centre of Excellence for information sharing to combat piracy and armed robbery at sea.
5. The Council encouraged ReCAAP ISC to continue its mission and mandate stipulated in the ReCAAP Agreement and to continue its activities based on the Roadmap, by working together with the ReCAAP Contracting Parties, Focal Points, and the maritime community and other stakeholders. The Council also reaffirmed its commitment to conduct periodic reviews of the Roadmap to ensure its relevance, with the first review to be conducted in 2020.

6. Based on the Roadmap, the Council reviewed and endorsed the Workplan and the Budget for FY2018 proposed by the Secretariat. A key focus of the Workplan for FY2018 is to further enhance the performance and competence of ReCAAP ISC and ReCAAP Focal Points including in the area of timely and accurate reporting and deep analysis of incidents, through the use of technology as well as through capacity building programmes. The Council also encouraged ReCAAP ISC to continue to engage regional and international organisations, governmental agencies, shipping industry and research institutes under the pillar of Cooperative Arrangements. Finally, the Council endorsed the Blueprint of profiling and branding of ReCAAP ISC and encouraged its effective implementation.

7. The conferences to be organised by ReCAAP ISC in FY2018 are the ReCAAP ISC-RSIS (S. Rajaratnam School of International Studies) Maritime Roundtable on 25 April 2018 in Singapore, the Piracy and Sea Robbery Conference on 12 June 2018 in Hong Kong, China, and the 10<sup>th</sup> Nautical Forum in January 2019 in Singapore. The Capacity Building activities and bilateral visits are planned to be organised in Japan, Bangladesh, Brunei, Myanmar and Republic of Korea.

8. The Council emphasised the importance of regional and international cooperation combating piracy and armed robbery against ships. In connection with this, the Council recognised the importance of participation of all countries listed in Article 18(1) of the ReCAAP Agreement, and encouraged those who have yet to sign and ratify the Agreement to do so in order to collectively address these maritime challenges. The Council welcomed other countries considering membership of the ReCAAP.

9. The Council noted the presentation made by ReCAAP ISC on the situation of piracy and armed robbery against ships in Asia in 2017. There were 101 incidents in 2017 which was an increase of 16% compared to 2016, although only six were severe as compared to 13 in 2016. The Council noted that while the number of incidents in 2017 continued to be among the lowest in the past decade, the increase in 2017 is a reminder that there is no room for complacency in the fight against piracy and armed robbery against ships, and underscored the need for enhanced vigilance among all stakeholders.

10. The Council recognised the efforts of the Philippine authorities and the neighbouring countries in addressing the situation of abduction of crew from ships transiting the Sulu-Celebes Seas. The number of incidents (actual and attempted) has decreased from 18 in 2016 to 7 in 2017. However, the Council urged continued vigilance in the area and instructed ReCAAP ISC to monitor the situation closely, issue timely warning and alerts when necessary, and to share the analysis of the situation.

11. The Council welcomed the voluntary contributions pledged/paid by ReCAAP Contracting Parties towards the work of the ReCAAP ISC for FY 2018 (1 April 2018 to 31 March 2019) as follows:

<b>Australia</b>	AUD 100,000
<b>People's Republic of China</b>	USD 80,000
<b>Republic of India</b>	USD 75,000
<b>Japan</b>	SGD 662,227(tbc)
<b>Republic of Korea</b>	KRW 150 million
<b>Kingdom of the Netherlands</b>	EUR 20,000
<b>Kingdom of Norway</b>	USD 100,000
<b>Republic of Singapore</b>	SGD 1.85 million

12. The financial contribution is in addition to the secondment of staff from China, India, Japan, the Republic of Korea, the Philippines and Thailand, at ReCAAP ISC.

13. Thailand, current Chairperson of the ReCAAP ISC Governing Council and Sri Lanka, current Vice Chairperson, will end their terms on 31 March 2018. The Council has elected the Philippines as next Chairperson of the ReCAAP ISC Governing Council and the People's Republic of China as next Vice Chairperson. The new Chairperson and Vice Chairperson will serve a three-year term commencing 1 April 2018.

14. The Council took note of the process of nomination of the 5<sup>th</sup> Executive Director, ReCAAP ISC, starting on 1 April 2018, with the closing date on 30 June 2018.

15. The Council thanked the current Chairperson, Dr. Pornchai Danvivathana from Thailand for his longstanding contributions, having served on the Governing Council since 2009 in his capacities as Chairperson and Governor from Thailand. The Council conveyed its appreciation to Dr. Pornchai Danvivathana for encouraging ReCAAP ISC to constantly strive for excellence, remain steadfast and relevant to its various stakeholders, and for steering the Centre through its stages of growth over the years.

16. The 12<sup>th</sup> Governing Council Meeting concluded with a Presentation on Maritime Cyber Security, which addressed the potential implications of cyber risks to the maritime community with the perspectives of a regulatory and enforcement agency, and a risk consulting company.

17. The 13<sup>th</sup> Governing Council Meeting of the ReCAAP ISC is scheduled to be held in the week of 18 to 22 March 2019 in Singapore.

## **FOCAL POINT TRAINING PROGRAMME 2018, SINGAPORE (15-16 January 2018)**

The ReCAAP ISC conducted its second Focal Point Training Programme. The aim of the programme is to train new Focal Point staff who are responsible for the operations of the Focal Point in their countries. The programme included the learning of the role and function of FP and the training of incident reporting via the Information Network System (IFN). The programme also included the participation in the Nautical Forum on 16 Jan 18, and visit to MPA Port and Operation Command Centre (POCC). The participants were from the Focal Point of China, India, Philippines and Thailand.



**Participants with ED ISC**

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## **FOCAL POINT SENIOR OFFICERS' MEETING (FPSOM), SINGAPORE (16-17 January 2018)**

The Focal Point Senior Officers' Meeting (FPSOM) was held on 16-17 Jan 18 in Singapore. The meeting was aimed to seek cooperation and support of Focal Points in the implementation of the Roadmap for the 'Future of ReCAAP ISC', and to share best practices to combat piracy and sea robbery. The participants were Heads and Senior Officers of the Focal Points. They also participated in the Nautical Forum held on 16 Jan 18; prior to the conduct of the FPSOM.



**Participants of FPSOM 2018**

## NAUTICAL FORUM 9/18, SINGAPORE (16 January 2018)

The ReCAAP ISC organised the 9<sup>th</sup> Nautical Forum supported by MPA and the Singapore Shipping Association (SSA) on 16 Jan 18 in Singapore.

The Forum was a platform for the ReCAAP ISC to share the annual statistics of piracy and armed robbery against ships in Asia for 2017; and to share views on how to improve the situation in 2018. A total of 153 participants attended the Forum and they were members of the local shipping industry, representatives of the international and regional shipping associations, regional authorities and other stakeholders.



**Mr Kuroki delivering the Welcome Remarks**



**Panel discussion**

# CONCLUSION

The overall situation of piracy and armed robbery against ships during January-March 2018 in Asia has improved compared to the same period in 2017. There was a 48% decrease in the number of incidents during January-March 2018 compared to January-March 2017. This was due to the decrease in incidents at ports and anchorages in Bangladesh and Philippines. There was also no actual incident of abduction of crew in the Sulu-Celebes Sea and no hijacking of ships for theft of oil cargo during January-March 2018.

The incidents reported during January-March 2018 were relatively less severe compared to the same period in 2017. There was no CAT 1 and CAT 2 incidents reported during January-March 2018.

The ReCAAP ISC commends the authorities in Bangladesh, Philippines and India for the arrests of perpetrators and recovery of stolen items. This was due to timely and accurate reporting by the masters and crew; and prompt and effective response by authorities and enforcement agencies.

However, of concern was the report of an attempted incident involving *Kudos 1* in the Sulu-Celebes Sea on 16 Feb 2018. Due to the vigilance of the crew, effective counter-measures, and timely distress signals by the ship as well as immediate response by the authorities, the perpetrators failed to board the ship.

The ReCAAP ISC advises ships transiting the areas of concern to exercise enhanced vigilance, maintain look-out for suspicious approach by boats, report all incidents to the nearest coast States and flag State immediately, keep abreast of the latest situation and 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 to determine their overall significance.

Category	Description
<b>CAT 1</b>	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.
<b>CAT 2</b>	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.
<b>CAT 3</b>	v 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.
<b>CAT 4</b>	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.

# DESCRIPTION OF INCIDENTS

## Actual Incidents

● CAT 3 ● CAT 4

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
1	<b><i>Polar Ecuador</i></b> Container ship Liberia 43628 9786774	01/01/18 0330 hrs	14° 34' N, 120° 55' E  South Harbour Anchorage Area, Manila, Philippines	While at anchor, five perpetrators boarded the ship from a motorized motor banca with markings "Shyrill". The master of the ship reported the incident immediately to the port authorities. Upon receipt of the report, the Philippine Coast Guard (PCG) deployed its floating asset DF 313 and conducted maritime patrol in the vicinity. The PCG team located the suspected motor banca, boarded and apprehended five perpetrators on board. Two other perpetrators managed to jump into the water and swam towards an unknown direction. Stolen items including welding machine, breathing apparatus, extension wire and paint were recovered from the perpetrators.  <b>[ReCAAP Focal Point (Philippines)]</b>
2	<b><i>Alentejo</i></b> Bulk carrier Singapore 24166 9626118	01/01/18 0730 hrs	20° 57.08' N, 107° 19.33' E  Cam Pha loading anchorage, Vietnam	While at anchor and when the cargo operation was ongoing, the bosun discovered the padlock of the paint and chemical store was broken. A check revealed that some items were missing including lubricating oil, grease, paints and three pieces of light jacket lights. During that time, the duty watchman did not observe the presence of any suspicious boats. The crew was not injured.  <b>[ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Vietnam)]</b>
3	<b><i>Ocean Mars</i></b> Petroleum product tanker Singapore 30965 9308144	04/01/18 0558 hrs	01° 33.1' N, 104° 47' E  Approximately 22.8 nm northeast of Tanjung Berakit, Pulau Bintan, Indonesia (SCS)	While at anchor, the duty watch spotted five perpetrators boarding the ship from the stern. Upon sighting the perpetrators, the general alarm was raised and the crew proceeded to the citadel. A search was later conducted and the perpetrators had escaped. No items were stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
4 <b><i>Ocean 1</i></b> Tanker Tuvalu 19081 8916243  <b><i>ASL Scorpio</i></b> Tug	07/01/18 1245 hrs	21° 12.7' N, 72° 12.8' E  Approximately 11 nm off Alang, Gujarat, India	While underway, three perpetrators in a fishing boat boarded the tanker which was towed by tug <i>ASL Scorpio</i> . The crew immediately reported the boarding to the local authorities. The Indian Coast Guard Station Pipavav requested the Marine Police to investigate the incident. On 11 Jan 18, the Police reported that they had arrested the perpetrators and recovered the stolen items comprising ship stores and engine spares.  <b>[ReCAAP Focal Point (India)]</b>
5 <b><i>Athos</i></b> Bulk carrier Barbados 32478 9761334	21/01/18 0535 hrs	0° 15.8' N, 117° 35.3' E  Muara Berau Anchorage, East Kalimantan, Indonesia	While at anchor, two perpetrators boarded the ship. From the CCTV, the perpetrators were sighted on the main deck on the right side of the hull and then towards the left hull of the warehouse. They stole two mooring ropes from the warehouse in the bow of the ship and escaped.  <b>[ReCAAP Focal Point (United Kingdom), Regional authorities]</b>
6 <b><i>Port Hainan</i></b> Bulk carrier Hong Kong, China 33036 9456422	31/01/18 0455 hrs	21° 48' N, 91° 48' E  Kutubdia Anchorage B, Bangladesh	While at anchor, five perpetrators armed with knives boarded the bulk carrier. They threatened the crew, stole ropes and escaped. The incident was reported to Chittagong Port Control and the Bangladesh Coast Guard investigated immediately. The stolen ropes were recovered and returned to the ship at 1630 hrs on the same day.  <b>[ReCAAP Focal Point (Bangladesh)]</b>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
7 <b><i>Globe Explorer</i></b> Bulk carrier Panama 17027 9675561	01/02/18 0210 hrs	10° 39' N, 107° 0.9' E  Godau Port, Vietnam	While at anchor, two perpetrators armed with knives boarded the bulk carrier. They held the bosun hostage, threatened and injured him with a knife and then tied him up. The bosun managed to free himself and informed the master who raised the alarm and mustered the crew. A search was conducted and ship stores were reported missing. The incident was reported to the port authorities who boarded the ship for investigation, and sent the bosun ashore for medical treatment.  <b>[ReCAAP Focal Point (Japan), ReCAAP Focal Point (Vietnam)]</b>
8 <b><i>BBC Amber</i></b> General cargo ship Antigua & Barbuda 12838 9563706	06/02/18 0231 hrs	22° 8' N, 91° 44' E  Chittagong Anchorage, Bangladesh	While at anchor, six perpetrators in a local out board engine boat boarded the general cargo ship using grapnel hook with rope. They threatened the crew, stole unsecured items from the ship and escaped. Upon receipt of the information, the Bangladesh Coast Guard deployed patrol boats to investigate but were unable to locate the perpetrators.  <b>[ReCAAP Focal Point (Bangladesh)]</b>
9 <b><i>Tiberius</i></b> Bulk carrier Marshall Islands 21163 9665841	11/02/18 0120 hrs	22° 7' N, 91° 43' E  Chittagong Anchorage, Bangladesh	While at anchor, five perpetrators in a boat boarded the bulk carrier from the port side via hook. The perpetrators stole a rope and escaped. The incident was reported to the port control who informed the Bangladesh Coast Guard (BCG). The BCG conducted a search in the vicinity and was able to recover the stolen rope and returned it to the ship.  <b>[ReCAAP Focal Point (Bangladesh)]</b>

## Attempted Incidents

	<b>Ship Name, Type of Ship, Flag, GT, IMO No.</b>	<b>Date Time</b>	<b>Location of Incident</b>	<b>Details of Incidents</b>
10	<b><i>Tiberius</i></b> Bulk carrier Marshall Islands 21163 9665841	03/01/18 1400 hrs	02° 27.4' N, 101° 39.11' E  Approximately 9 nm southwest of Port Dickson, Malaysia [Straits of Malacca and Singapore (SOMS)]	While underway, the OOW noticed a speed boat with five masked perpetrators holding a long hook approaching the bulk carrier. The alarm was raised and crew mustered with fire hoses. Upon realising the crew had been alerted, the speed boat moved away.  <b>[IMO]</b>
11	<b><i>Asali</i></b> Bulk carrier Cyprus 33338 9461805	06/01/18 0230 hrs	0° 16.22' N, 117° 36.11' E  Muara Berau Anchorage, East Kalimantan, Indonesia	While at anchor, five perpetrators on board a small boat approached the bulk carrier and attempted to board via the anchor chain. The duty crew noticed the perpetrators and raised the alarm. The perpetrators aborted the attempt and moved away.  <b>[Regional authorities]</b>
12	<b><i>Marineco Toomai</i></b> Workboat United Kingdom 137 9429986	18/01/18 0023 hrs	01° 7.16' N, 103° 30.48' E  Approximately 8.5 nm northnortheast of Tanjung Balai, Pulau Karimun Besar, Indonesia, in the eastbound lane of the Traffic Separation Scheme (TSS) of the Singapore Strait (SS) (SOMS)	The boat towing three pipelines (length of tow about 700 metres) was underway in the Singapore Strait from Bangladesh to Batam port, Indonesia when two perpetrators on board a small craft approached the boat.  The crew was alerted and reported the incident immediately to the Singapore Vessel Traffic Information System (VTIS) on VHF radio. The perpetrators did not board the boat. There was no description of the small craft due to the darkness of the surroundings.  The VTIS on duty initiated the navigational broadcast to request ships to look out for approaching small craft in the vicinity. The VTIS also notified the Republic of Singapore Navy (RSN), Singapore Police Coast Guard and Indonesian authority.  <b>[ReCAAP Focal Point (Singapore)]</b>

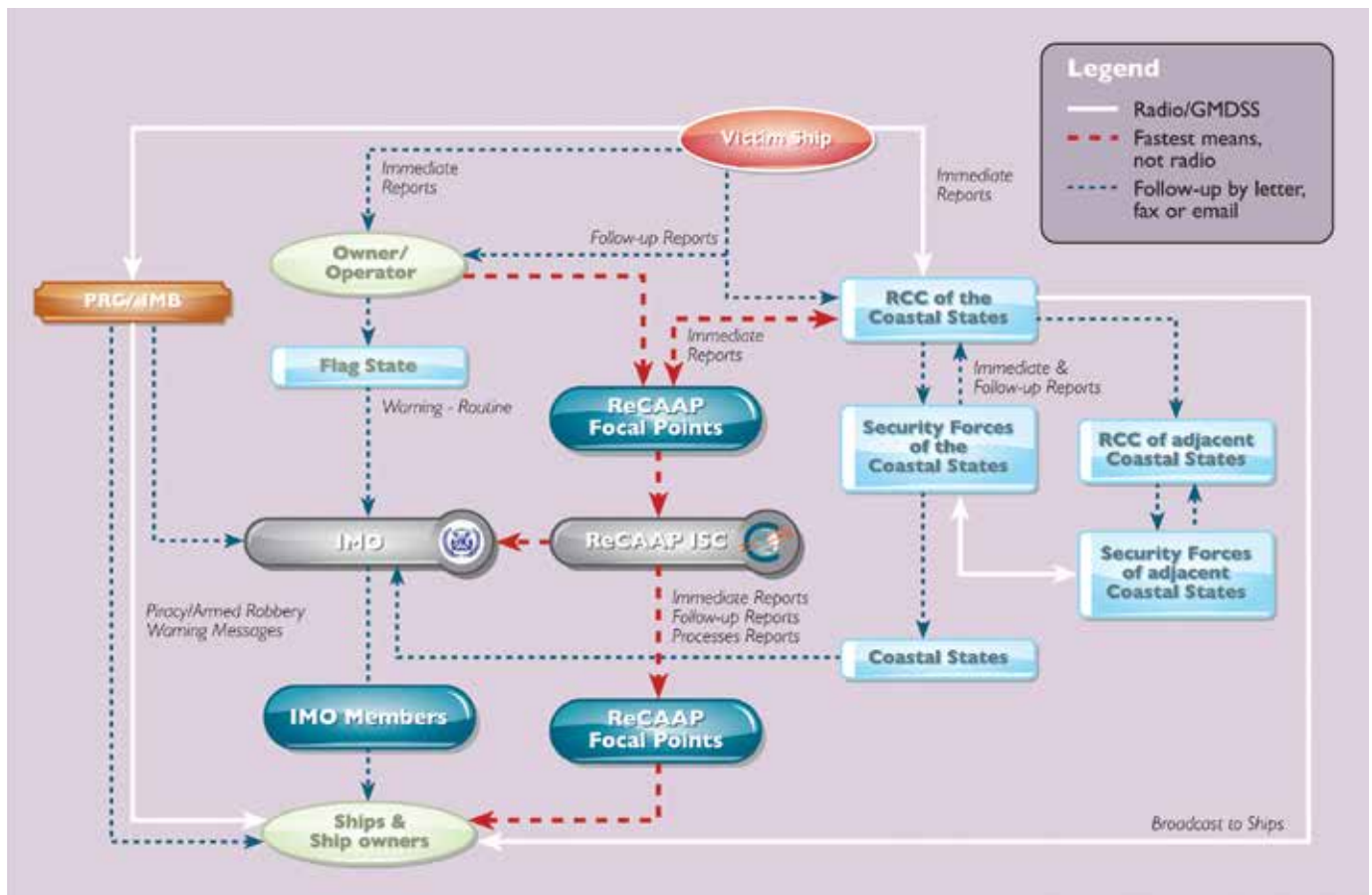
	<b>Ship Name, Type of Ship, Flag, GT, IMO No.</b>	<b>Date Time</b>	<b>Location of Incident</b>	<b>Details of Incidents</b>
13	<b><i>Team Challenge</i></b> Bulk carrier Marshall Islands 17679 9282780	10/02/18 0100 hrs	22° 11.4' N, 88° 9.17' E  Diamond Harbour Anchorage, near Kolkata, India	<p>While at anchor, the duty AB noticed an unusual noise coming from the anchor chain. He checked and saw one perpetrator climbing up through the anchor chain, and two other perpetrators were waiting in a boat. The duty crew shouted, and the perpetrator jumped into the water and escaped in the boat. The master raised the general alarm and mustered the crew. The crew was not injured and nothing was stolen.</p> <p>The incident was reported to MRCC Mumbai who requested the nearest Indian Coast Guard (ICG) unit in Haldia (CGD HQ 8) to investigate the incident. Upon investigation, the incident was verified by the port authorities who has been requested to enhance surveillance in the area and implement deterrent measures. The incident is pending further investigation by the police and local port authorities.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>

	<b>Ship Name, Type of Ship, Flag, GT, IMO No.</b>	<b>Date Time</b>	<b>Location of Incident</b>	<b>Details of Incidents</b>
14	<b><i>Kudos 1</i></b> Container ship 892	16/02/18 2240 hrs	06° 42.6' N, 122° 27.8' E  Approximately 4.4 nm southeast of Sibago Island, province of Basilan, Philippines	<p>While underway, three motorized bancas with three perpetrators on board each banca manoeuvred to the portside amidship of <i>Kudos 1</i>. Armed with firearms, the perpetrators attempted to board the ship using ropes and hooks.</p> <p>The master and crew splashed hot water onto the perpetrators who opened fire at the ship for about two minutes and re-positioned themselves at about 400 to 500 meters away from the ship. The master also activated two flares. The perpetrators escaped quickly in the motorized bancas and sped heading towards Basilan. Three crew suffered minor injuries on their hands due to the glass debris from the ship's porthole mirror which was broken because of the gun shot.</p> <p>The authorities were alerted to the distress signal and immediately responded by deploying the multi-role vessel (MRRV-4402) to the location of the incident. The PCG boarded the ship and provided medical treatment to the injured crew. Maritime patrol was also conducted in the area.</p> <p>The PCG and Philippine Navy (PN) escorted the ship safely towards the port of Zamboanga City.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>



## Maritime Safety Committee (MSC) Circulars on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships in Asia

In accordance to the MSC.1/Circ.1334 on 'Guidance to ships owners, ship operators, ship masters and crew on preventing and suppressing acts of piracy and armed robbery against ships', the flow diagram on Procedure for Reporting Incidents of Piracy and Armed Robbery Against Ships in Asia is shown below:



**Diagram 1 - Flow Diagram for Reporting Incidents in Asia**

Notes:

1. The RCCs of some ReCAAP Contracting Parties are also their ReCAAP Focal Points. These Focal Points also disseminate incident information internally to their respective RCCs, maritime authorities and law enforcement agencies as appropriate.
2. The ReCAAP Focal Points are governmental agencies designated by the respective Contracting Parties of the ReCAAP Agreement.
3. The incident reporting process in Asia does not change other reporting processes for incidents already in practice.

## CONTACT DETAILS OF ReCAAP FOCAL POINTS / CONTACT POINT

Country & Agency In Charge	Point of Contact	
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Correct as at 4 April 2018

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The ReCAAP ISC makes use of various sources of information in producing its reports. The primary source is the ReCAAP ISC's Information Network System (INFN). Where necessary, the ReCAAP ISC leverages on other secondary sources of information, including those from the International Maritime Organization (IMO), the Information Fusion Centre (IFC), the Malaysian and Indonesian authorities, the commercial entities (such as shipping companies, ship owners, ship operators, ship agents etc.) and other publicly available sources to facilitate analysis on patterns and trends, and to make recommendations. The ReCAAP ISC makes every effort to acknowledge these sources.





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