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Piracy and Armed Robbery  
Against Ships in Asia

# 1<sup>st</sup> Quarter Report

January-March 2020







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# Executive Summary

A total of 29 incidents of armed robbery against ships (comprising 28 actual incidents and one attempted incident) were reported in Asia during January-March 2020 compared to 10 incidents (comprising nine actual incidents and one attempted incident) during January-March 2019. This accounts for a **three-fold increase** in the total number of incidents reported during January-March 2020 compared to the same period in 2019. All incidents reported during January-March 2020 were armed robbery against ships. No piracy incident was reported.

The increase of incidents during January-March 2020 occurred in Bangladesh, India, Indonesia, the Philippines and Singapore Strait. Three incidents were reported in Bangladesh during January-March 2020 compared to no incident during January-March 2019. Six incidents were reported in India during January-March 2020 compared to no incident during the same period in 2019. In Indonesia, six incidents were reported during January-March 2020 compared to three incidents during the same period in 2019. In the Philippines, four incidents were reported during January-March 2020 compared to two incidents during the same period in 2019.

Of concern was the continued increase of incidents on board ships while underway in the Singapore Strait during January-March 2020. Nine incidents were reported in the Singapore Strait during January-March 2020 compared to two incidents during the same period in 2019.

However, there was improvement at the ports/ anchorages in China. No incident was reported in China during January-March 2020 compared to three incidents during January-March 2019. There were also arrests of perpetrators off Gujarat in India, at Chittagong Anchorage in Bangladesh and in the Singapore Strait.

The situation of abduction of crew remains a serious concern as the risk of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah is high as demonstrated by the occurrence of an incident on 17 Jan 20 off Lahad Datu, Sabah, Malaysia. Five of the crew abducted from the fishing trawler are still held in captivity. Shipping companies are advised to follow the ReCAAP ISC's Incident Alert dated 21 Nov 16 and maintain communication with the Operation Centres of the Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia.

In view of the increase of incidents in the locations as indicated in this Report, the ReCAAP ISC reiterates the need for law enforcement agencies to enhance surveillance, increase patrols and respond promptly to incidents reported by ships in order to arrest and prosecute the perpetrators. Ship masters and crew are strongly advised to exercise vigilance, maintain constant lookout for suspicious boats in the vicinity, report all incidents immediately to the nearest coastal State, and implement preventive measures recommended in the *'Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia'*.





# Overview

# 01

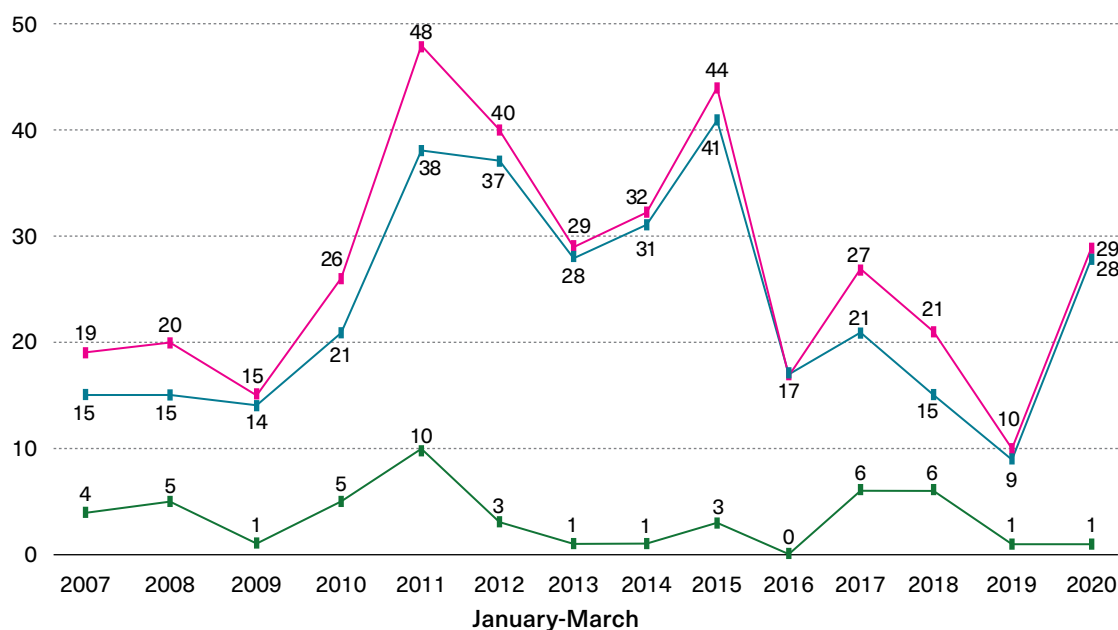
## Overview

### Incidents of Piracy and Armed Robbery Against Ships in Asia reported during 1st Quarter of 2020 (January-March 2020)

#### Number of Incidents

A total of 29 incidents of armed robbery against ships<sup>1</sup> were reported in Asia during January-March 2020. No piracy<sup>2</sup> incident was reported. Of the 29 incidents, 28 were actual incidents<sup>3</sup> and one was an attempted incident<sup>4</sup>. Refer to the Appendix on 'Description of incidents (January-March 2020)' on page 42-53.

Compared to January-March 2019, the number of incidents of armed robbery against ships in Asia during January-March 2020 had increased three-fold. During January-March 2019, 10 incidents (comprising nine actual incidents and one attempted incident) were reported. Graph 1 shows the number of incidents reported during January-March of 2007-2020.



Graph 1 – Number of incidents (January-March of 2007-2020)

■ Total ■ Actual ■ Attempted

1 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 the Appendix for detailed definition.

2 Definition of piracy is in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS). Refer to the 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 took away any items found on board the ship.

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



## Piracy Vs Armed Robbery Against Ships

All 29 incidents reported in Asia during January-March 2020 were incidents of armed robbery against ships. Chart 1 shows the number of piracy incidents versus armed robbery against ships incidents reported during January-March of 2007-2020. Majority of the incidents reported in Asia are armed robbery against ships. Over the 14-year reporting period of January-March of 2007-2020, the number of piracy incidents fluctuated each year, with an annual average of about 9% of piracy incidents and 91% of armed robbery against ships incidents.

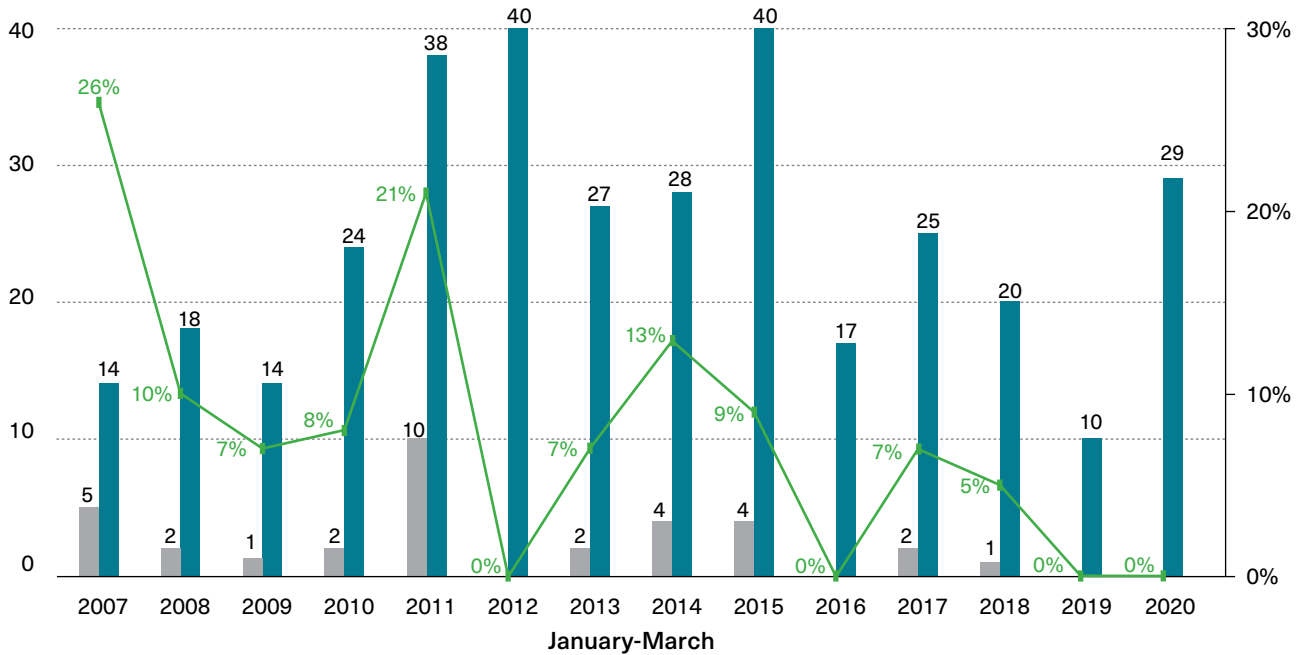


Chart 1 – Piracy vs Armed Robbery Against Ships (January-March of 2007-2020)

■ Piracy ■ Armed Robbery ■ Piracy (%)

## Significance Level of Incidents

Of the 28 actual incidents reported during January-March 2020, one was a CAT 1 incident, five were CAT 3 incidents and 22 were CAT 4 incidents. Chart 2 shows the significance level of incidents reported during January-March of 2007-2020.

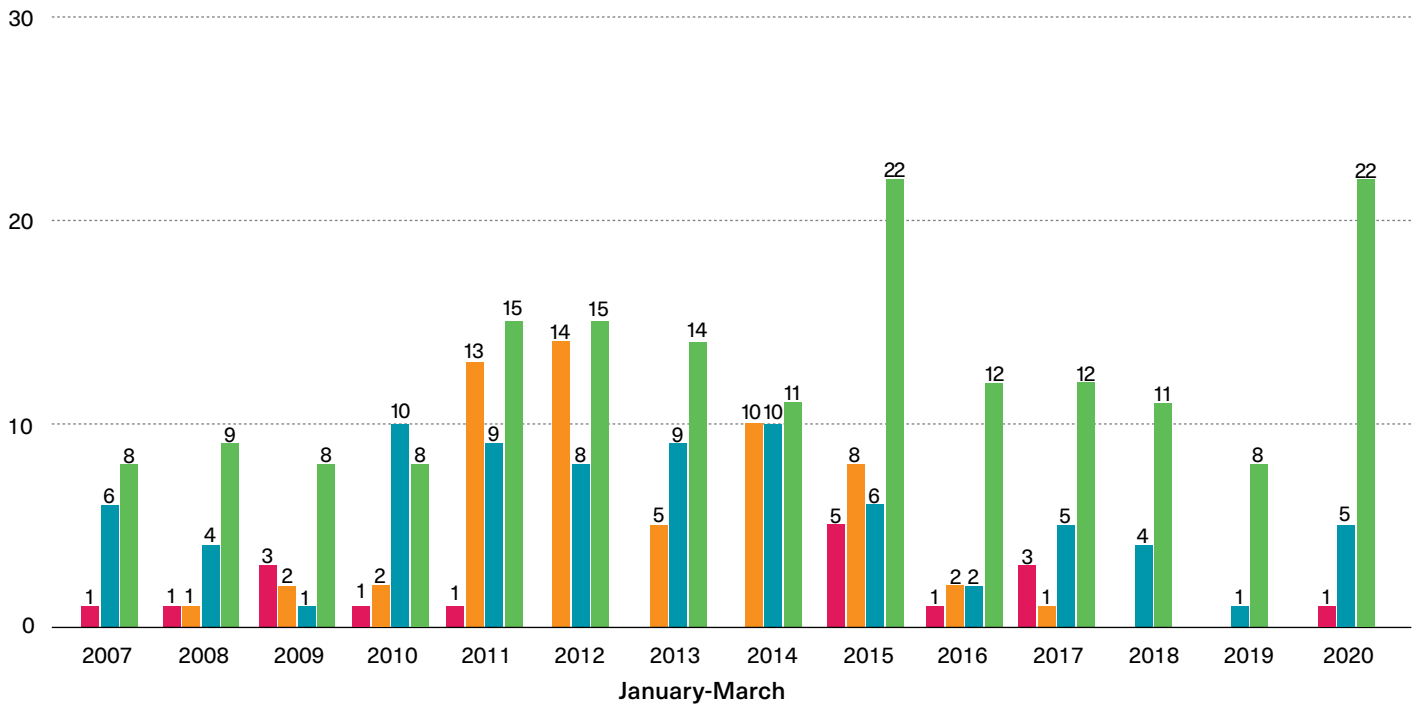


Chart 2 – Significance level of incidents (January-March of 2007-2020)

■ CAT 1   ■ CAT 2   ■ CAT 3   ■ CAT 4



- **CAT 1** The CAT 1 incident was the abduction of eight crew from a fishing trawler on 17 Jan 20 off Lahad Datu, Sabah, Malaysia. On 18 Jan 20, the Malaysian authorities recovered three of the eight crew in the vicinity of Lahad Datu, Sabah. The remaining five crew are still held in captivity.

No CAT 1 incident was reported during January-March of 2018 and 2019.

- **CAT 2** No CAT 2 incident was reported during January-March 2020.

There were no CAT 2 incidents reported during January-March of 2018 and 2019.

- **CAT 3** There were five CAT 3 incidents reported during January-March 2020. The incidents occurred at Martabari Anchorage, Bangladesh; Kakinada Anchorage, India; off Port Kabil, Pulau Batam, Indonesia; Batangas Port, Philippines and in the Singapore Strait. All five incidents involved perpetrators who were armed with either knives or sharp weapons. The perpetrators escaped immediately when the crew were alerted. In one incident, the crew confronted the perpetrators, managed to capture one of them and handed him over to the police. One of the crew suffered a facial injury in the process. Of the five incidents, two reported the loss of mooring ropes, one reported the loss of engine spares and nothing was lost in two incidents.

- **CAT 4** The majority of the incidents during January-March 2020 were CAT 4 incidents, and this accounts for 79% of the number of actual incidents (22 of 28 incidents).

## Status of ships

Of the 29 incidents reported during January-March 2020, 16 incidents (55%) occurred to ships while at anchor/berth and 13 incidents (45%) to ships while underway. This conforms to the past trend where the majority of the incidents occurred to ships at anchor/berth.

Chart 3 shows the location of the incidents occurred to ships at anchor/berth. All the incidents reported in Indonesia and the Philippines occurred on board ships at anchor/berth.

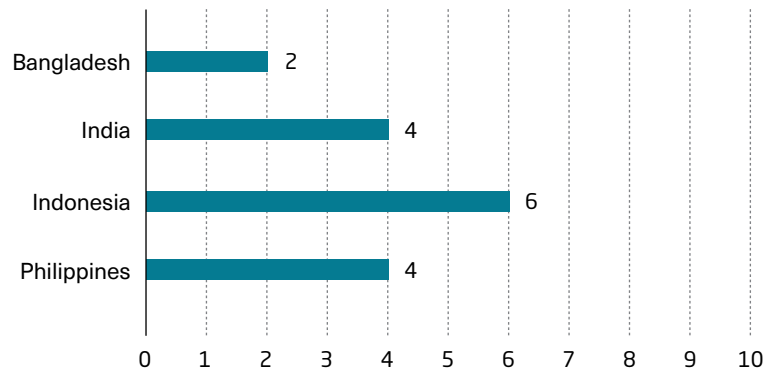


Chart 3 – Incidents on board ships at anchor/berth (January-March 2020)

Chart 4 shows the location of the incidents occurred to ships while underway. All the incidents in the Straits of Malacca and Singapore (SOMS) and the Sulu-Celebes Seas occurred on board ships while underway.

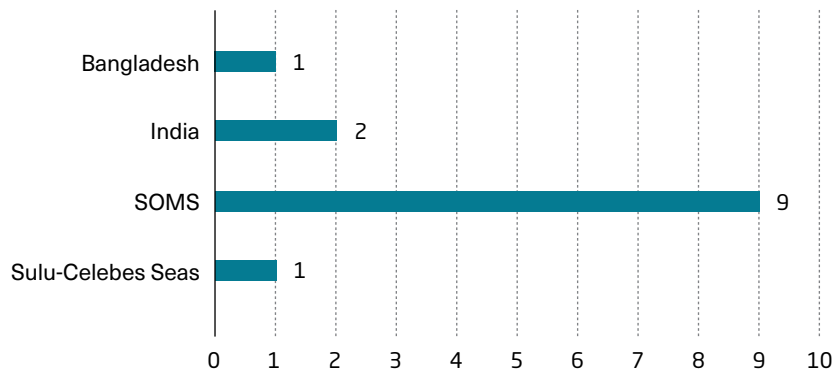


Chart 4 - Incidents on board ships while underway (January-March 2020)



## Location of Incident

Table 1 shows the number and location of incidents reported in Asia during January-March of 2007-2020.

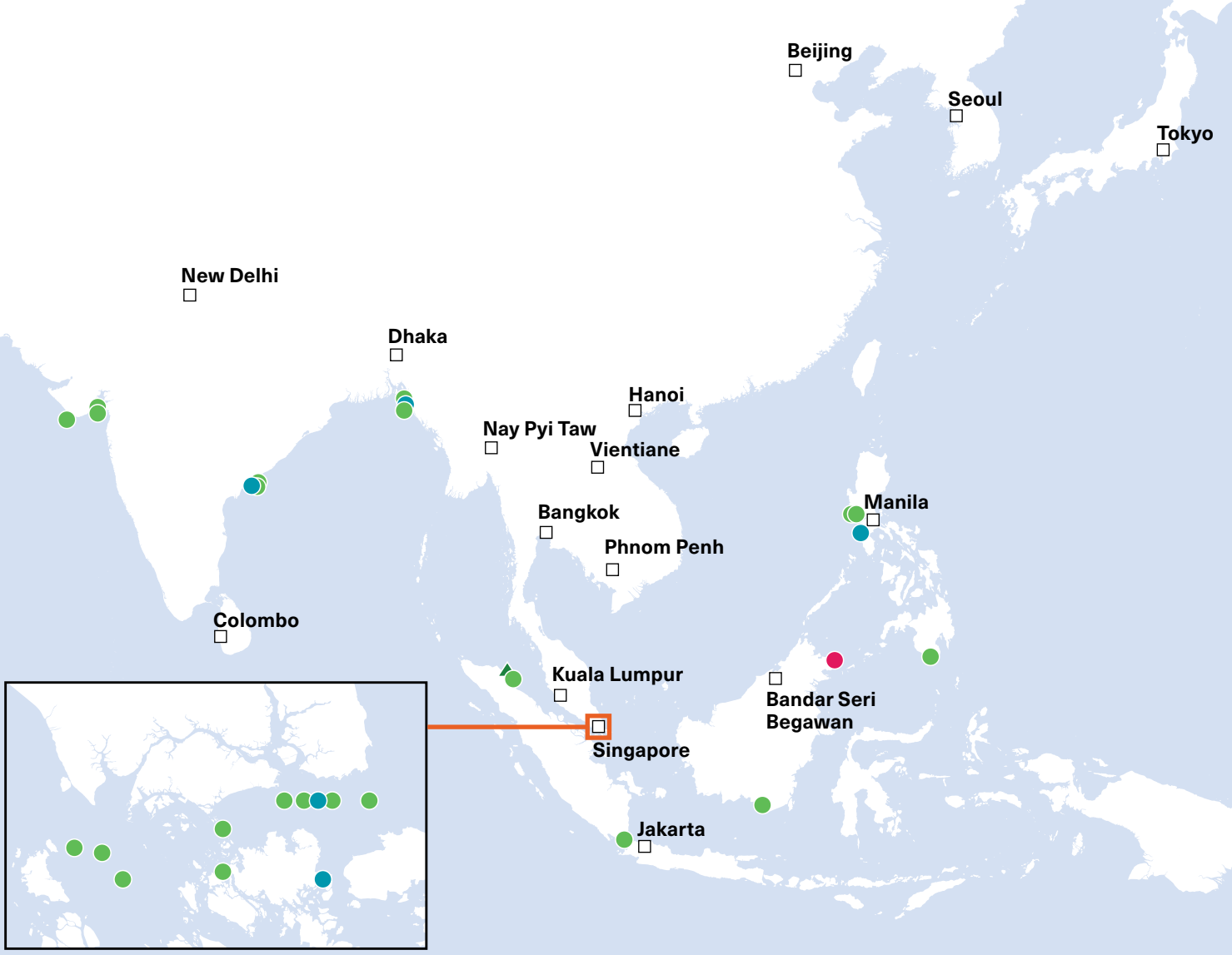
Act = Actual, Att = Attempted

|                       | January-March |          |           |          |           |          |           |          |           |           |           |          |           |          |           |          |           |          |           |           |          |           |          |          |          |           |          |     |   |
|-----------------------|---------------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|-----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|-----------|----------|-----------|----------|----------|----------|-----------|----------|-----|---|
|                       | 2007          |          | 2008      |          | 2009      |          | 2010      |          | 2011      |           | 2012      |          | 2013      |          | 2014      |          | 2015      |          | 2016      |           | 2017     |           | 2018     |          | 2019     |           | 2020     |     |   |
|                       | Act           | Att      | Act       | Att      | Act       | Att      | Act       | Att      | Act       | Att       | Act       | Att      | Act       | Att      | Act       | Att      | Act       | Att      | Act       | Att       | Act      | Att       | Act      | Att      | Act      | Att       | Act      | Att |   |
| <b>North Asia</b>     |               |          |           |          |           |          |           |          |           |           |           |          |           |          |           |          |           |          |           |           |          |           |          |          |          |           |          |     |   |
| China                 |               |          |           |          |           |          |           |          |           |           |           |          |           |          |           |          |           |          | 1         | 1         |          |           |          |          |          |           | 3        |     |   |
| <b>Sub-total</b>      |               |          |           |          |           |          |           |          |           |           |           |          |           |          |           |          |           |          | <b>1</b>  | <b>1</b>  |          |           |          |          |          |           | <b>3</b> |     |   |
| <b>South Asia</b>     |               |          |           |          |           |          |           |          |           |           |           |          |           |          |           |          |           |          |           |           |          |           |          |          |          |           |          |     |   |
| Arabian Sea           | 1             | 2        |           |          |           |          |           |          |           | 3         |           |          |           |          |           |          |           |          |           |           |          |           |          |          |          |           |          |     |   |
| Bangladesh            | 2             |          | 3         |          | 1         |          | 2         |          | 5         |           | 8         |          |           |          | 3         |          | 2         |          |           |           | 5        |           | 3        |          |          |           |          |     | 3 |
| Bay of Bengal         | 1             |          |           |          |           | 1        |           |          | 1         |           |           |          |           | 2        |           |          |           |          |           |           |          |           |          |          |          |           |          |     |   |
| India                 | 1             |          | 6         |          | 2         |          | 4         |          | 4         |           | 3         | 1        | 3         |          | 2         |          | 2         |          | 10        | 1         |          | 1         | 1        |          |          |           |          | 6   |   |
| <b>Sub-total</b>      | <b>5</b>      | <b>2</b> | <b>9</b>  |          | <b>3</b>  |          | <b>7</b>  |          | <b>9</b>  | <b>4</b>  | <b>11</b> | <b>1</b> | <b>3</b>  |          | <b>7</b>  |          | <b>4</b>  |          | <b>10</b> | <b>6</b>  |          | <b>4</b>  | <b>1</b> |          |          |           | <b>9</b> |     |   |
| <b>Southeast Asia</b> |               |          |           |          |           |          |           |          |           |           |           |          |           |          |           |          |           |          |           |           |          |           |          |          |          |           |          |     |   |
| Indian Ocean          |               |          |           |          |           |          |           |          |           |           |           |          |           |          | 1         |          |           |          |           |           |          |           |          |          |          |           |          |     |   |
| Indonesia             | 7             | 1        | 2         | 1        | 1         |          | 5         | 4        | 6         |           | 17        | 1        | 19        | 1        | 14        |          | 5         |          | 3         | 6         | 2        | 7         | 2        | 2        | 1        | 5         | 1        |     |   |
| Malaysia              | 1             |          | 1         |          | 1         |          | 4         |          | 7         |           | 1         |          |           |          |           | 1        |           |          | 1         |           |          |           |          |          |          |           |          |     |   |
| Philippines           |               |          | 1         | 1        | 1         | 1        | 1         |          | 2         |           | 2         |          | 1         |          |           |          | 1         |          |           | 4         |          | 1         |          | 2        |          |           |          | 4   |   |
| Singapore             |               |          |           |          |           |          |           |          | 2         |           |           |          |           |          |           |          |           |          |           |           |          |           |          |          |          |           |          |     |   |
| SOMS                  |               | 1        |           | 2        | 2         |          | 1         | 9        | 1         | 4         |           | 1        |           | 9        | 20        | 1        |           |          |           | 1         |          | 2         | 2        |          |          |           |          | 9   |   |
| South China Sea       | 1             |          | 1         | 1        | 1         |          | 1         |          | 1         | 5         |           |          | 2         |          | 1         |          | 3         | 1        |           |           |          | 1         |          |          |          |           |          |     |   |
| Sulu-Celebes Seas     |               |          |           |          |           |          |           |          |           |           |           |          |           |          |           |          |           |          | 1         | 3         | 3        |           | 1        |          |          |           |          | 1   |   |
| Thailand              |               |          |           |          | 1         |          |           |          |           |           |           |          |           |          |           |          | 1         |          |           |           |          |           |          |          |          |           |          |     |   |
| Vietnam               | 1             |          | 1         |          | 4         |          | 3         |          | 2         |           | 2         | 1        | 2         |          |           |          | 7         |          | 2         |           |          |           | 2        |          |          |           |          |     |   |
| <b>Sub-total</b>      | <b>10</b>     | <b>2</b> | <b>6</b>  | <b>5</b> | <b>11</b> | <b>1</b> | <b>14</b> | <b>5</b> | <b>29</b> | <b>6</b>  | <b>26</b> | <b>2</b> | <b>25</b> | <b>1</b> | <b>24</b> | <b>1</b> | <b>37</b> | <b>3</b> | <b>6</b>  | <b>14</b> | <b>6</b> | <b>11</b> | <b>5</b> | <b>6</b> | <b>1</b> | <b>19</b> | <b>1</b> |     |   |
| <b>Overall total</b>  | <b>15</b>     | <b>4</b> | <b>15</b> | <b>5</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>15</b> | <b>6</b> | <b>9</b> | <b>1</b> | <b>28</b> | <b>1</b> |     |   |

Table 1 – Location of Incidents (January-March of 2007-2020)

## Location of Incidents

The location of the incidents reported during January-March of 2020 is shown in Map 1.



Map 1 – Location of incidents (January-March 2020)

● CAT 1   ● CAT 3   ● CAT 4   ▲ Attempted



**Situation of Armed Robbery Against  
Ships in the Singapore Strait**

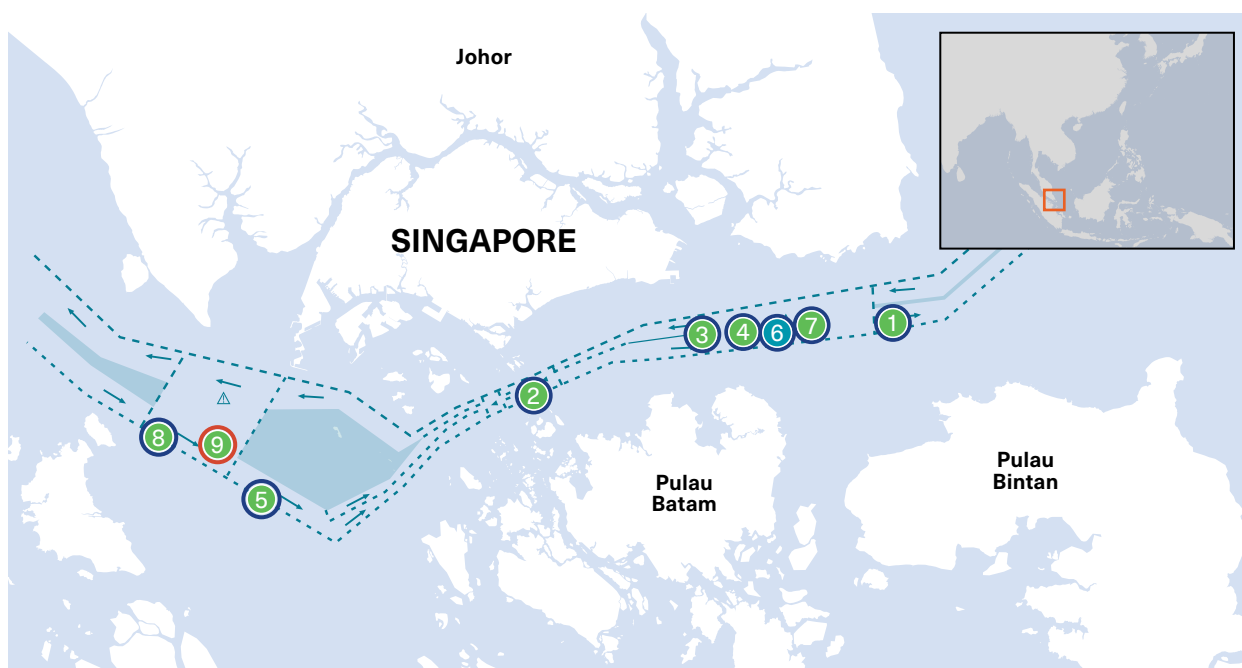
02

# Situation of Armed Robbery Against Ships in the Singapore Strait

## Situation update

### January – March 2020

During January-March 2020, nine incidents were reported in the Singapore Strait. Of the nine incidents, eight incidents were reported in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait and one incident in the precautionary area in the Singapore Strait. Map 2 shows the location of the nine incidents occurred during January-March 2020.



Map 2 – Location of incidents in the Singapore Strait (January-March 2020)

● CAT 3 ● CAT 4 ● Eastbound lane ● Precautionary area

#### Eastbound lane

- |  |   |   |   |
|--|---|---|---|
| 1 <b>British Mariner</b><br>Tanker<br>8 Jan 20<br>0400 hrs                           | 2 <b>Kim Hock Tug 9 &amp; LKH 2882</b><br>Tug boat & barge<br>18 Jan 20<br>1129 hrs | 3 <b>Kim Hock Tug 9 &amp; LKH 2882</b><br>Tug boat & barge<br>18 Jan 20<br>1551 hrs | 4 <b>Papora Wisdom</b><br>Bulk carrier<br>28 Jan 20<br>0205 hrs   |
| 5 <b>Sung Fatt 27 &amp; Sung Fatt 32</b><br>Tug boat & barge<br>7 Feb 20<br>1200 hrs | 6 <b>New Spirit</b><br>Bulk carrier<br>9 Feb 20<br>0220 hrs                         | 7 <b>Swarna Jayanti</b><br>Tanker<br>9 Feb 20<br>0252 hrs                           | 8 <b>Western Seattle</b><br>Bulk carrier<br>28 Feb 20<br>0045 hrs |

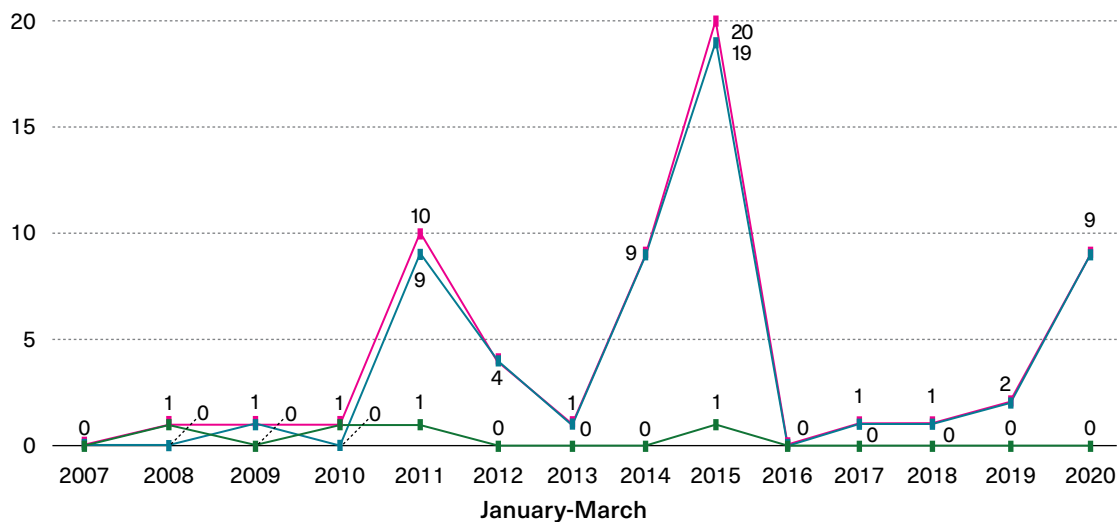
#### Precautionary area

- 9 **Sam Jaguar**  
Bulk carrier  
16 Mar 20  
0511 hrs



## January – March of 2007–2020

During January-March of 2007-2020, a total of 60 incidents (comprising 56 actual incidents and four attempted incidents) were reported in the Singapore Strait. Over the 14-year period of January-March of 2007-2020, the highest number of incidents occurred during January-March 2015 (20 incidents). No incident was reported during January-March 2007 and January-March 2016. Graph 2 shows the number of incidents in the Singapore Strait during January-March of 2007-2020.



Graph 2 – Number of incidents in the Singapore Strait (January-March of 2007-2020)

■ Total ■ Actual ■ Attempted

## Insights of Incidents using Data Analytics

This section provides insight into incidents reported in the Singapore Strait for the past 14 years of January-March of 2007-2020. The analysis focuses on the number of perpetrators, weapons carried by perpetrators, treatment of crew by perpetrators, items lost, type of ships boarded and time of incidents. The ReCAAP ISC has observed some form of correlations between these factors and specific locations in the Singapore Strait.

### Summary of insights from data analytics

Incidents reported during January-March 2020 in the Singapore Strait were consistent with the past 13-year trend of January-March of 2007-2019 in terms of the type of weapons used by perpetrators (majority of incidents with **no information on the type of weapons**), treatment of crew (**no injuries**), type of ships boarded (**bulk carriers and tankers**) and time of incidents (**during hours of darkness**). However, there were deviations in terms of the number of perpetrators and the items lost.

## Details of Analysis

### 1. Number of perpetrators

During January-March 2020, four of nine incidents involved 1-3 men, three incidents involved 4-6 men and two incidents involved 7-9 men. Most of the incidents (45%) during January-March 2020 involved 1-3 men compared with the past 13-year trend of January-March of 2007-2019 where most incidents (35%) involved 4-6 men.

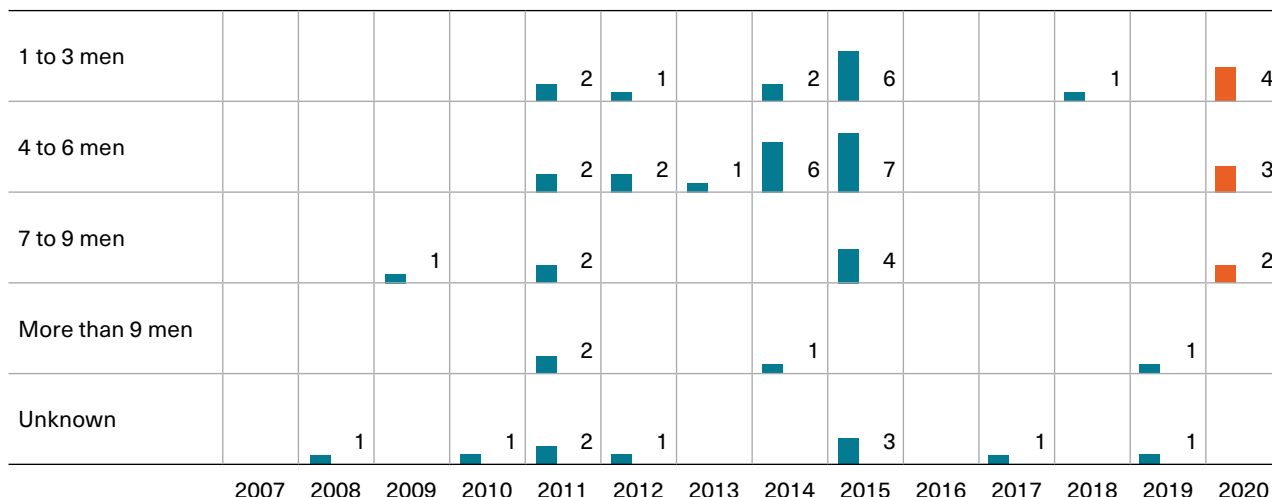
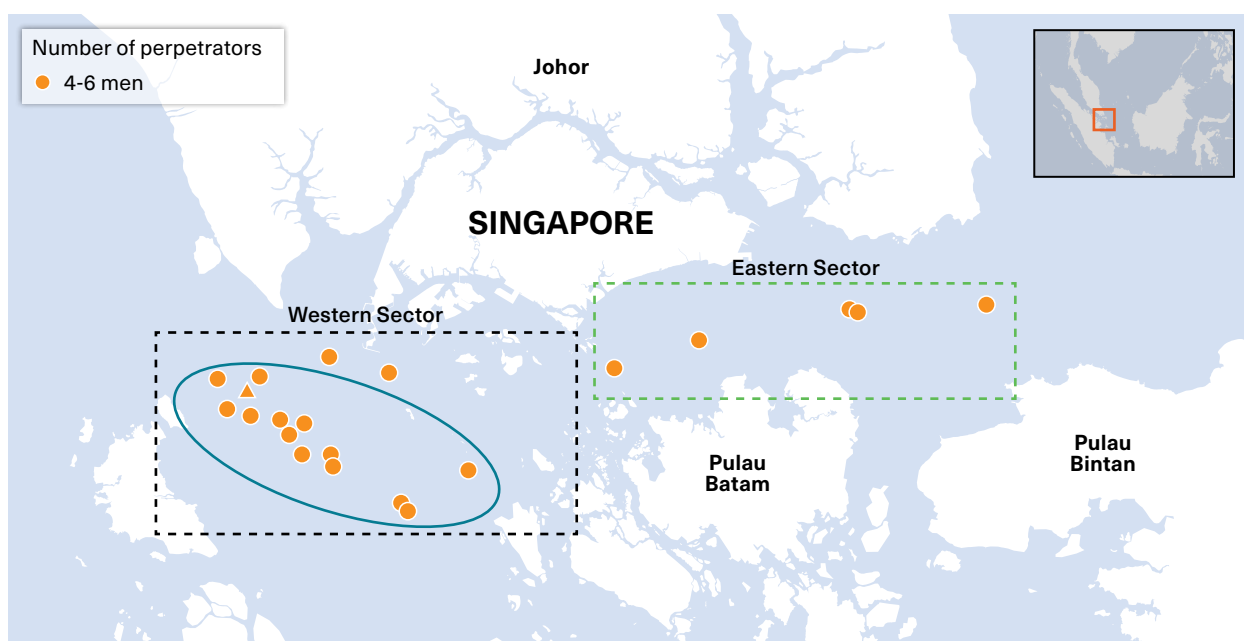


Chart 5 – Number of perpetrators – Singapore Strait (January-March of 2007-2020)

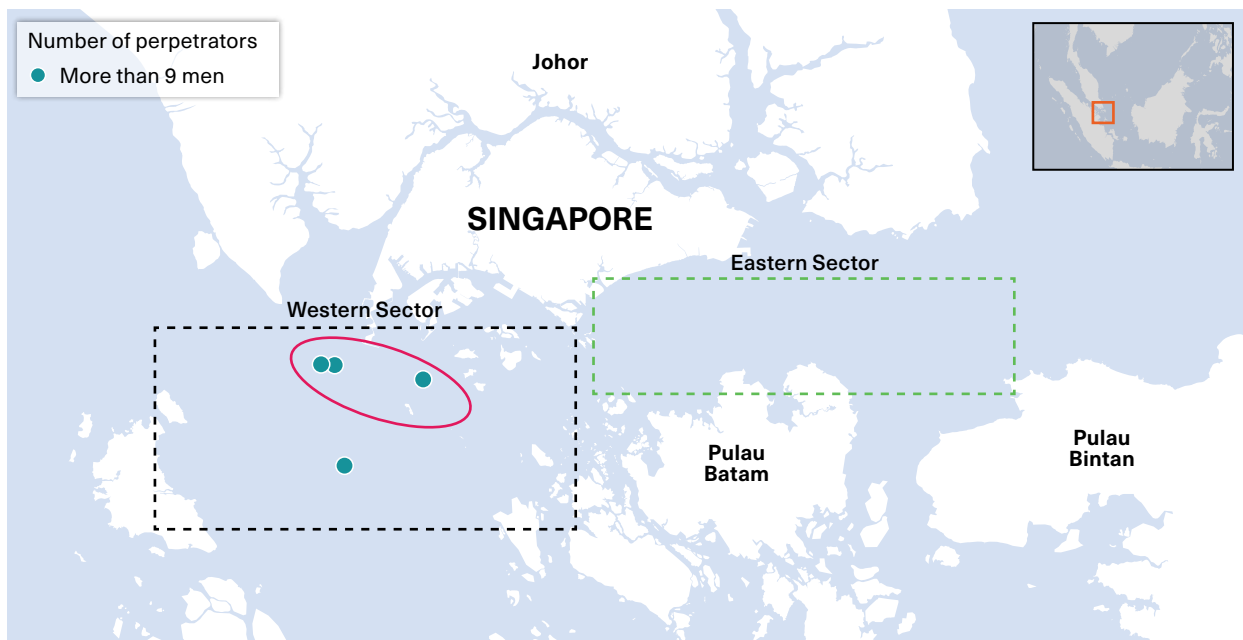
### Correlation between number of perpetrators vis-à-vis location of incidents in the Singapore Strait

**Perpetrators of group of 4-6 men.** There were 21 incidents reported during January-March of 2007-2020 that involved 4-6 men. The majority of the 21 incidents occurred in the western sector of the Singapore Strait (black-dotted box) and in the eastbound lane of the TSS, which is circled by the blue oval in Map 3.



Map 3 – Location of incidents in the Singapore Strait vis-à-vis perpetrators in groups of 4-6 men (January-March of 2007-2020)

**Perpetrators of more than 9 men.** On the other hand, there were four incidents involving perpetrators of more than 9 men. All four incidents occurred in the western sector of the Singapore Strait. Three of the four incidents were reported in the westbound lane of the TSS, as circled by the red oval in Map 4.



Map 4 – Location of incidents in the Singapore Strait vis-à-vis perpetrators in groups of more than 9 men (January-March of 2007-2020)

## 2. Type of weapons carried by perpetrators

Of the nine incidents reported during January-March 2020, eight incidents had no information on the weapons carried by the perpetrators (89%) and one incident reported perpetrators armed with knives (11%). This is consistent with the past 13-year trend where the majority of incidents (53%) had no information on the weapons carried by the perpetrators.

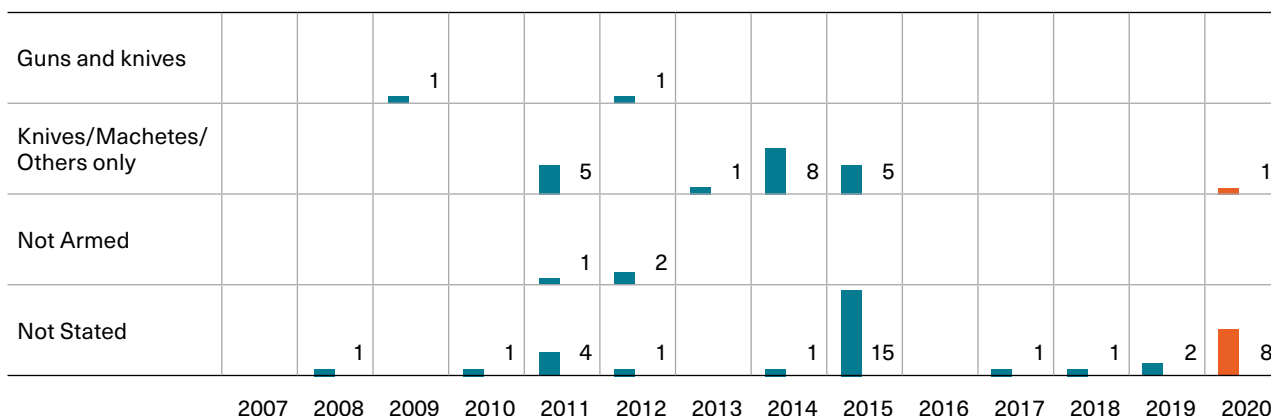
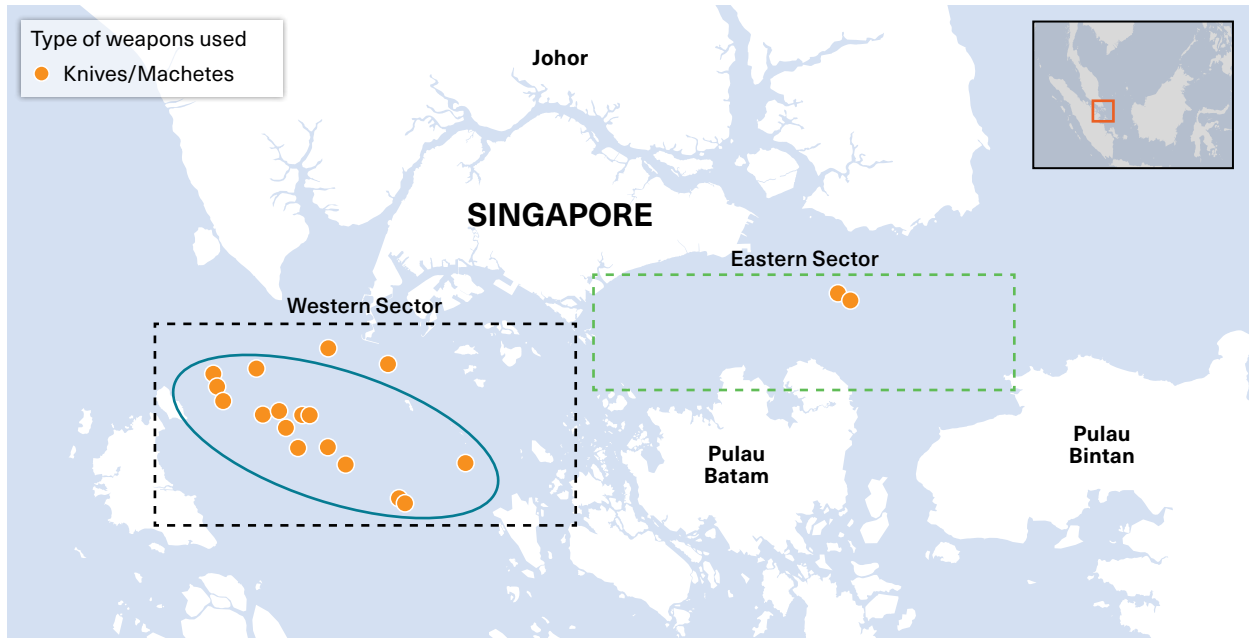


Chart 6 – Type of weapons carried – Singapore Strait (January-March of 2007-2020)

### Correlation between type of weapons carried by perpetrators vis-à-vis location of incidents in the Singapore Strait

**Perpetrators armed with knives/machetes.** Among the 20 incidents involving perpetrators who were armed with knives/machete during January-March of 2007-2020, 16 incidents occurred in the western sector of the Singapore Strait and in the eastbound lane of the TSS. The blue oval in Map 5 shows the incidents in that area.



Map 5 – Location of incidents in the Singapore Strait vis-à-vis perpetrators armed with knives/machetes (January-March of 2007-2020)

### 3. Treatment of crew

All nine incidents during January-March 2020 reported that the crew was not injured. For the past 13-year trend of January-March of 2007-2019, 75% of the incidents reported that the crew was not injured.

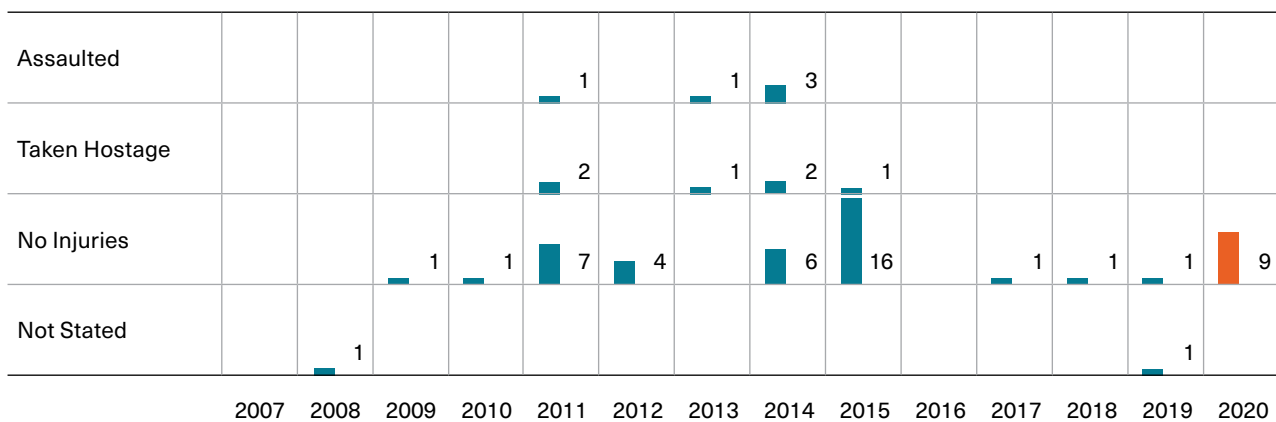
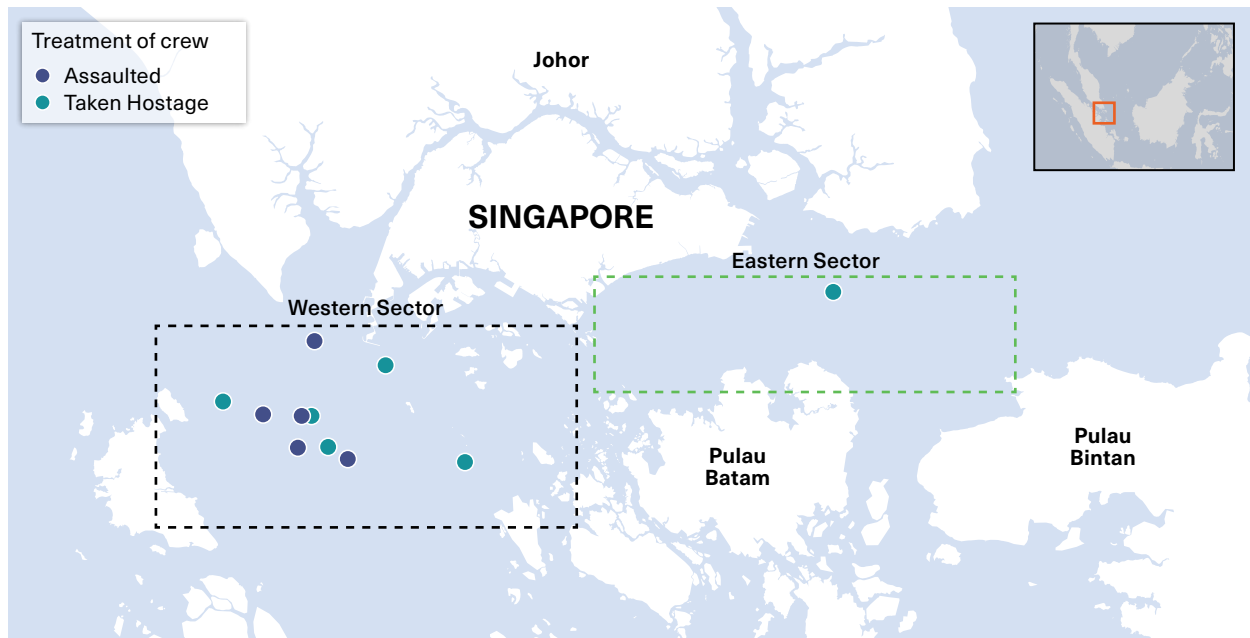


Chart 7 – Treatment of crew – Singapore Strait (January-March of 2007-2020)



## Correlation between treatment of crew vis-à-vis location of incidents in the Singapore Strait

**Crew being assaulted or taken hostage.** While the majority of the incidents reported that the crew was not injured, there were 11 incidents occurred during January-March of 2007-2020 involving crew who was either being assaulted or taken hostage. Of the 11 incidents, 10 incidents occurred in the western sector of the Singapore Strait and one in the eastern sector.



Map 6 – Location of incidents in the Singapore Strait vis-à-vis crew being assaulted or taken hostage (January-March of 2007-2020)

### 4. Type of Losses

Of the nine incidents reported during January-March 2020, three incidents reported the losses of unsecured items (scrap metal and construction materials), two incidents reported the losses of engine spares<sup>5</sup>, two incidents reported nothing was stolen and two incidents with no information on the items lost. This is a deviation from the past 13-year trend of January-March of 2007-2019 where the majority of incidents (51%) reported that nothing was lost.

<sup>5</sup> In five of the six incidents involving bigger ships (bulk carrier and tanker), perpetrators were sighted in the engine room.

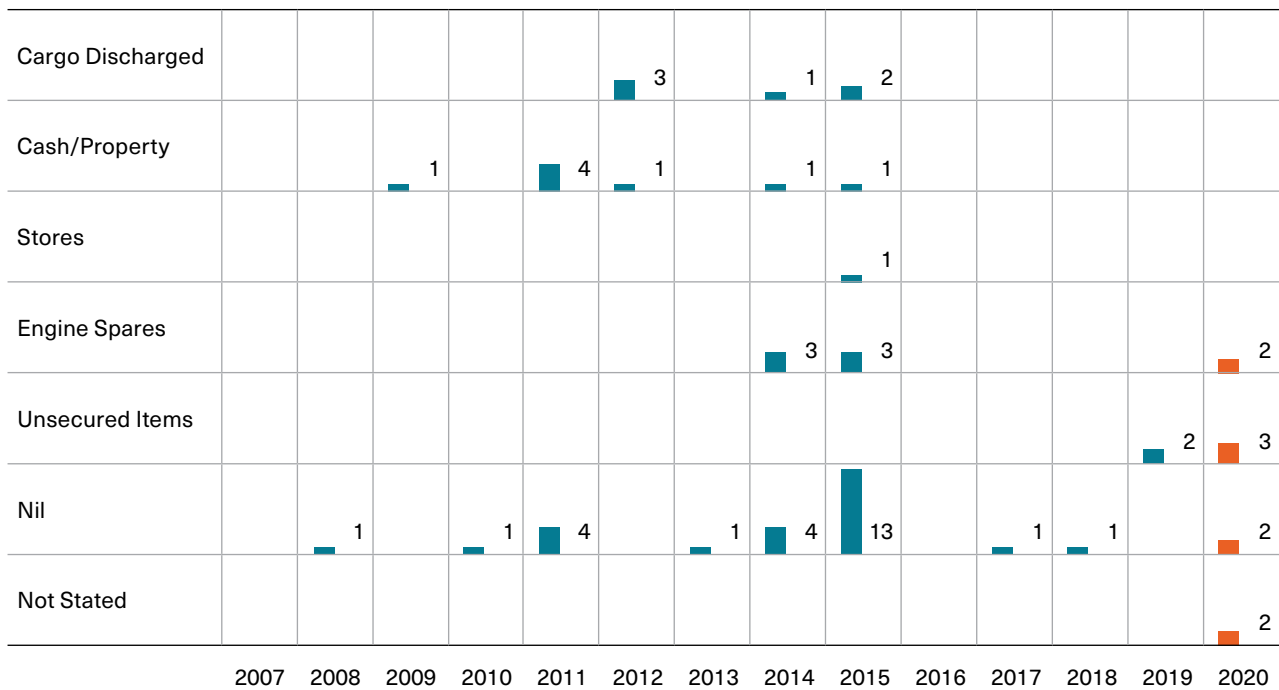
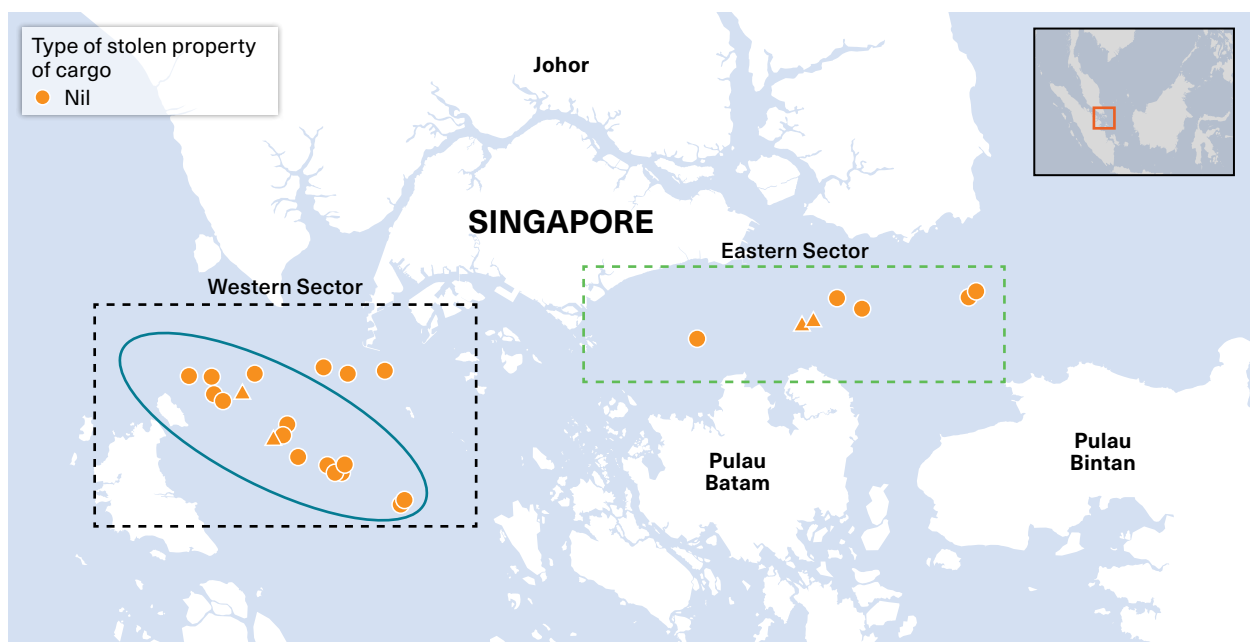


Chart 8 – Type of losses – Singapore Strait (January-March of 2007-2020)

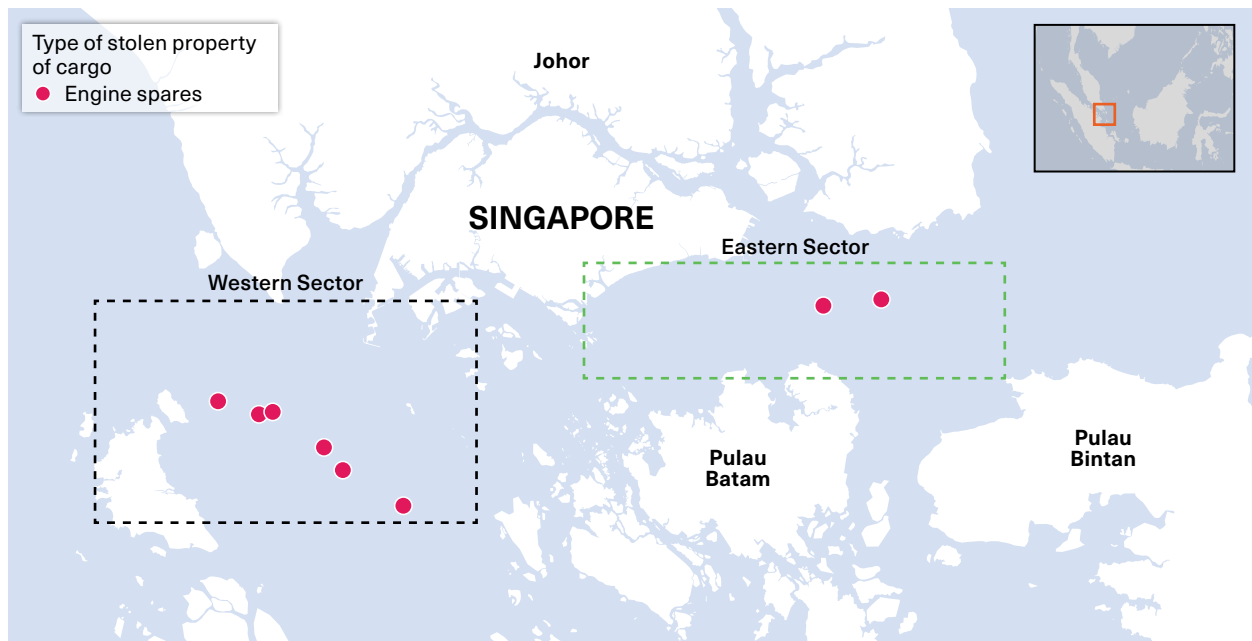
**Correlation between type of losses vis-à-vis location of incidents in the Singapore Strait**

**Nothing was lost.** The majority of the incidents during January-March of 2007-2020 reported that nothing was stolen. Of the 60 incidents, 28 incidents reported nothing was lost (47%). 21 of the 28 incidents occurred in the western sector of the Singapore Strait and seven incidents in the eastern sector. The blue oval in Map 7 shows the incidents occurred in the west sector and eastbound lane of the TSS in the Singapore Strait.



Map 7 – Location of incidents in the Singapore Strait vis-à-vis nothing was lost (January-March of 2007-2020)

**Loss of engine spares.** During January-March of 2007-2020, eight of the 60 incidents reported the loss of engine spares. Of these, six incidents occurred in the western sector of the Singapore Strait and two incidents in the eastern sector. Map 8 shows the eight incidents reported in the area.



Map 8 – Location of incidents in the Singapore Strait vis-à-vis loss of engine spares (January-March of 2007-2020)

### 5. Type of ships

Among the nine incidents reported during January-March 2020, four incidents occurred on board bulk carriers, three incidents occurred on board barges towed by tug boats and two incidents occurred on board tankers. Bigger ships (bulk carrier and tankers) accounts for 67% and tug boats for 33%. In the past 13-years trend of incidents during January-March of 2007-2019, 33% occurred on board tug boat/supply vessels, 29% occurred on board bulk carriers and 22% occurred on board tankers.

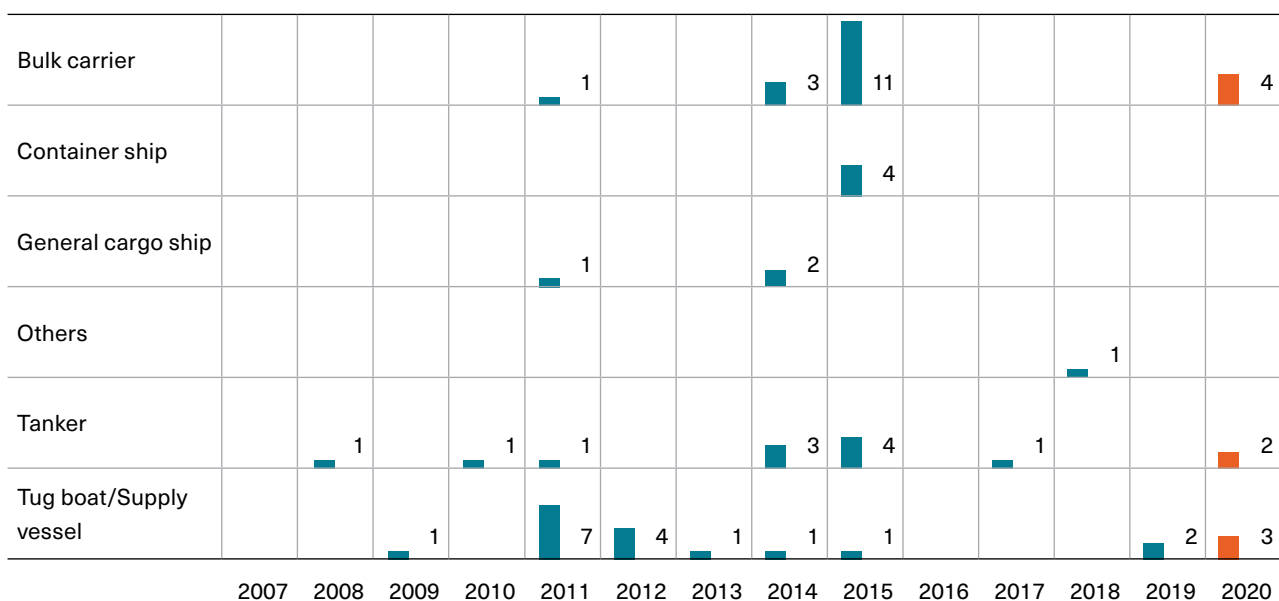
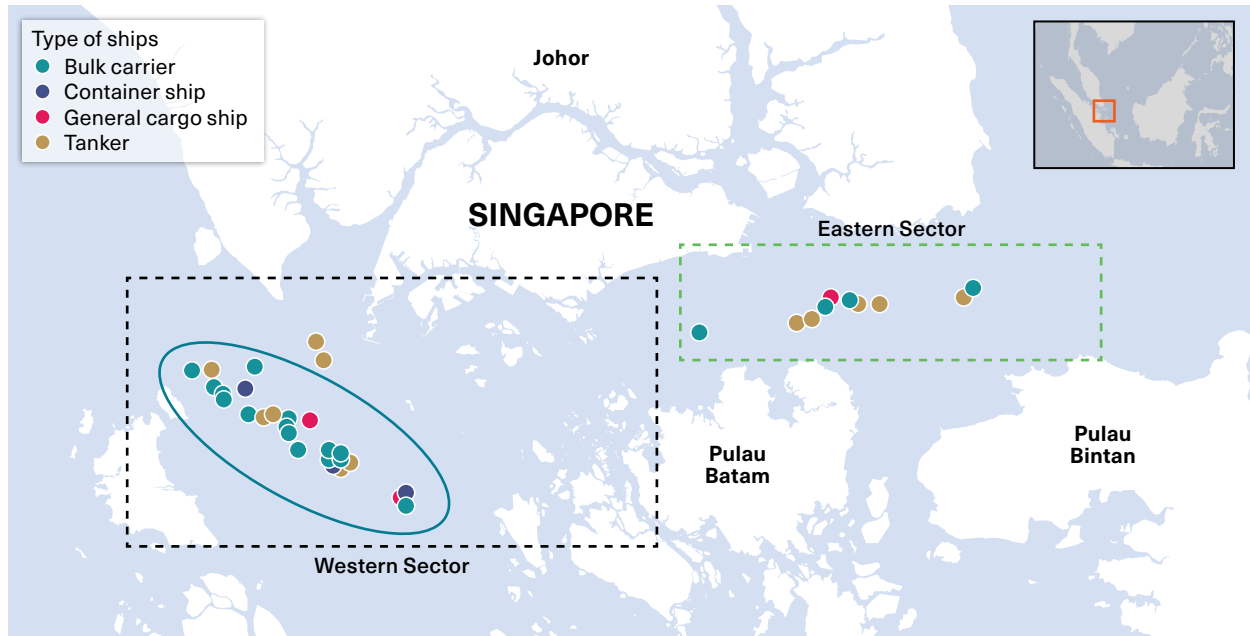


Chart 9 – Type of ships – Singapore Strait (January-March of 2007-2020)

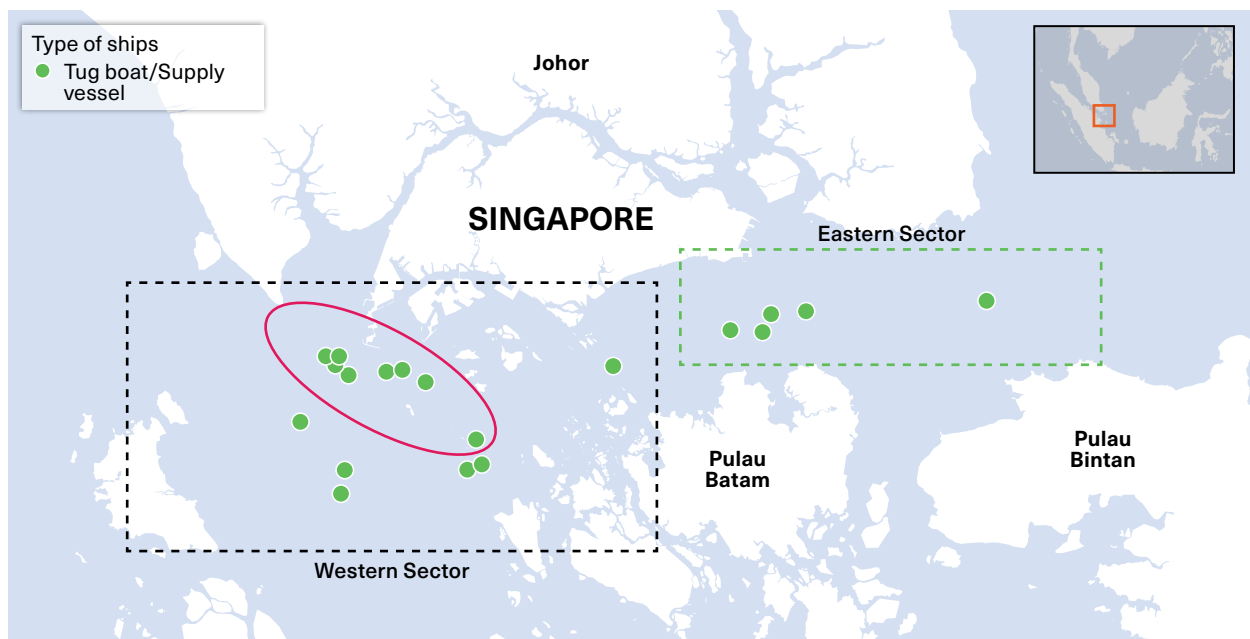
## Correlation between type of ships vis-à-vis location of incidents in the Singapore Strait

**Bigger ships.** The majority of the incidents involving bigger ships, namely bulk carriers, container ships, general cargo ships and tankers, occurred in the western sector of the Singapore Strait and in the eastbound lane of the TSS, as circled by the blue oval in Map 9.



Map 9 – Location of incidents in the Singapore Strait vis-à-vis bigger ships (January-March of 2007-2020)

**Tug boats/supply vessels.** On the other hand, incidents involving tug boats/supply vessels were reported mostly in the western sector of the Singapore Strait and in the westbound lane of the TSS, as circled by the red oval in Map 10.



Map 10 – Location of incidents in the Singapore Strait vis-à-vis tug boats/supply vessels (January-March of 2007-2020)



### 6. Time of incidents

Among the nine incidents reported during January-March 2020, six incidents occurred during hours of darkness (67%) and three incidents occurred during daylight hours (33%). This is consistent with the past 13-year trend where 73% of the incidents occurred during hours of darkness and 27% occurred during daylight hours.

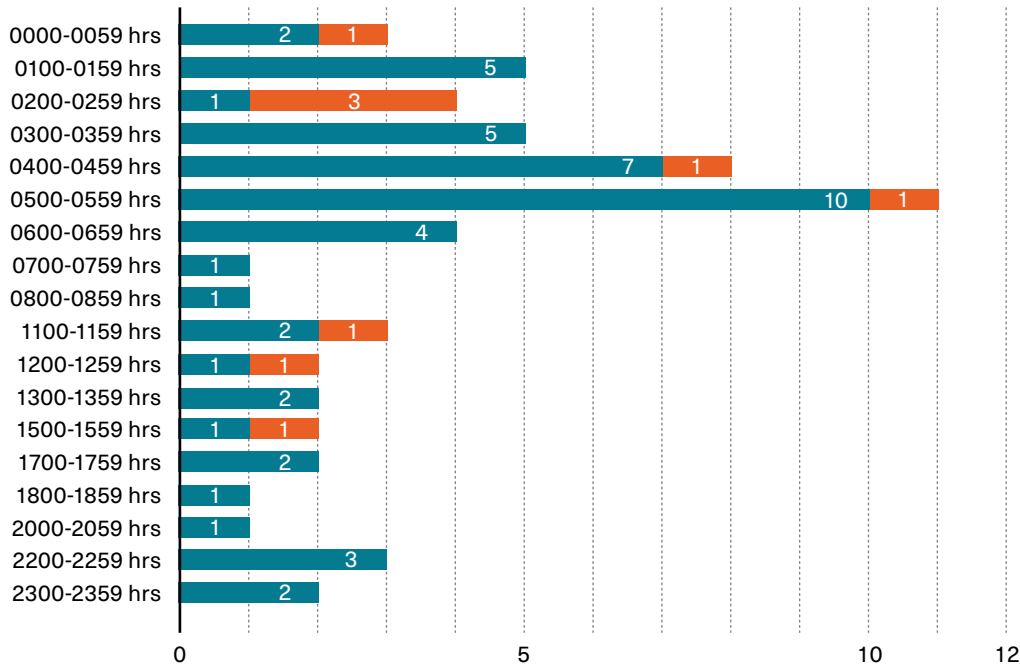


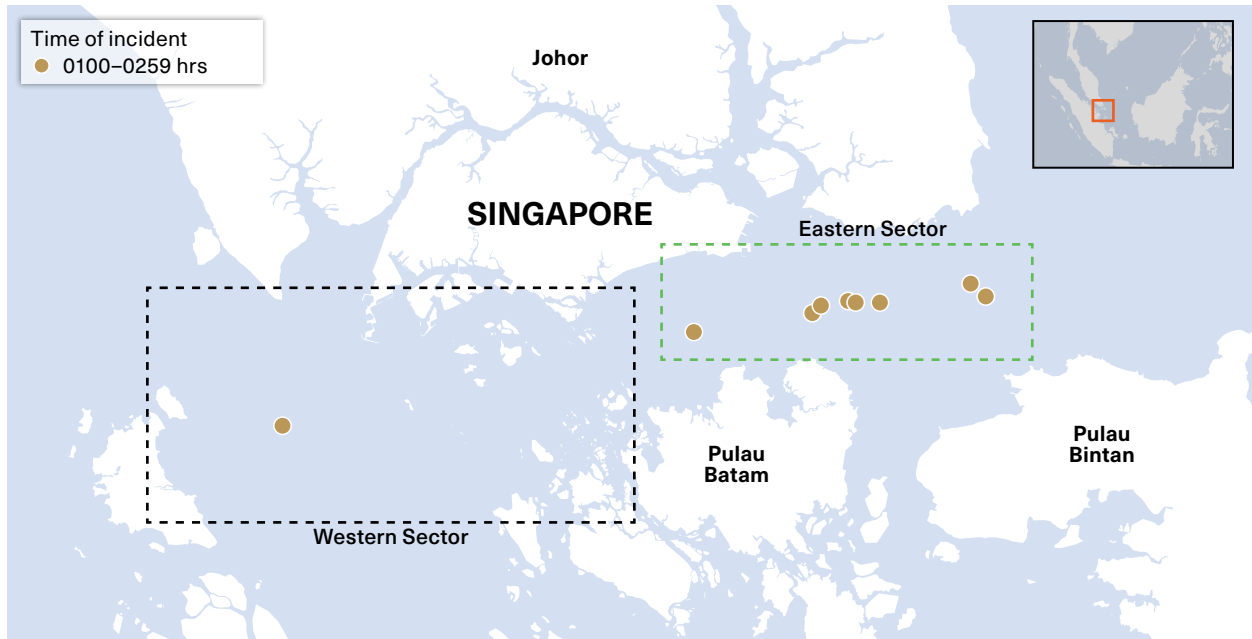
Chart 10 – Time of incidents in the Singapore Strait (January-March of 2007-2020)

2007-2019 2020

#### Correlation between time of incidents vis-à-vis location of incidents in the Singapore Strait

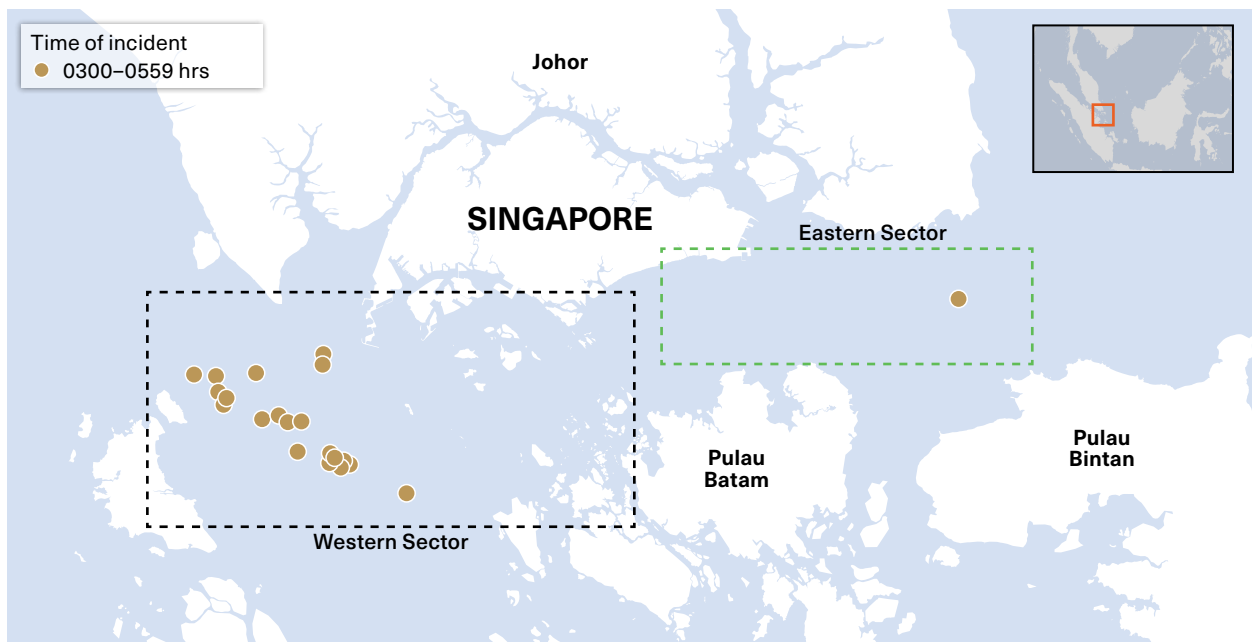
During January-March of 2007-2020, 43 incidents were reported during hours of darkness (between 1800 hrs and 0559 hrs), and 17 incidents during daylight hours (between 0600 hrs and 1759 hrs).

**Hours of darkness.** The ReCAAP ISC observes that incidents that occurred between 0100 hrs and 0259 hrs were mostly reported in the eastern sector of the Singapore Strait as shown in Map 11.



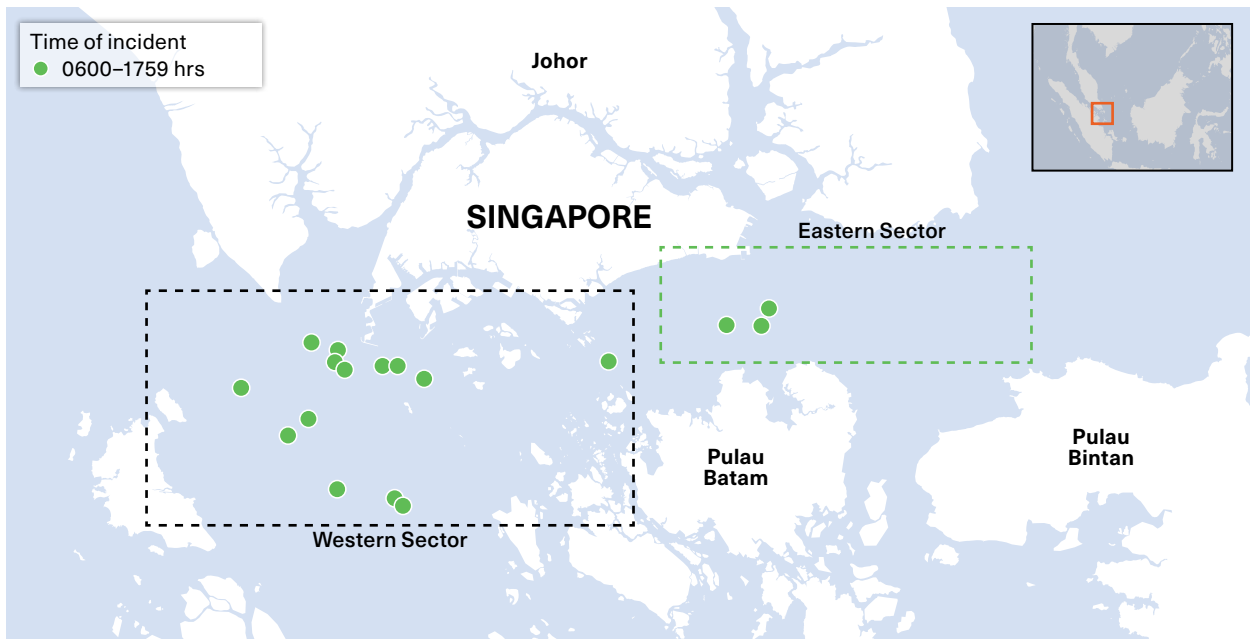
**Map 11 – Location of incidents in the Singapore Strait vis-à-vis incidents reported between 0100 hrs and 0259 hrs (January-March of 2007-2020)**

On the other hand, incidents that occurred between 0300 hrs and 0559 hrs were mostly reported in the western sector of the Singapore Strait as shown in Map 12.



**Map 12 – Location of incidents in the Singapore Strait vis-à-vis incidents reported between 0300 hrs and 0559 hrs (January-March of 2007-2020)**

**Daylight hours.** Of the 17 incidents that occurred during daylight hours, 14 incidents were reported in the western sector of the Singapore Strait and three incidents in the eastern sector. Notably, 11 of the 17 incidents occurred on board barges towed by tug boats.



Map 13 – Location of incidents in the Singapore Strait vis-à-vis incidents reported during daylight hours (January-March of 2007-2020)

## Case Study – Arrest of Perpetrators

|              |                          |
|--------------|--------------------------|
| Name of ship | <b><i>Sam Jaguar</i></b> |
| Type of ship | Bulk carrier             |
| Flag of ship | Liberia                  |
| GT           | 31760                    |
| IMO Number   | 9637428                  |

On 16 Mar 20 at about 0511 hrs, *Sam Jaguar* was underway at approximately 6.8 nm east off Pulau Karimum Kecil, Indonesia in the precautionary area in the Singapore Strait when the master reported to Batam and Singapore Vessel Traffic Information System (VTIS) about the unauthorised boarding of three perpetrators. The crew sighted the perpetrators in the engine room workshop and managed to detain them.

The Singapore VTIS notified the Republic of Singapore Navy and Singapore Police Coast Guard who informed the Indonesian authorities. The safety navigational broadcast was also initiated. At 1303 hrs on the same day, the master reported that the Indonesian Navy boarded the bulk carrier and took away the three perpetrators for investigation and prosecution. Nothing was stolen from the ship and the crew was not injured.

The ReCAAP ISC commends the efforts of the crew of *Sam Jaguar* and authorities for arresting the perpetrators. However, the Centre advises that the crew should, as much as possible, not engage in physical confrontation with the perpetrators in order not to endanger their own lives.

## Recommendations

This is the first time an arrest of the perpetrators involving in an incident in the Singapore Strait was reported since January 2020. The ReCAAP ISC commends the Indonesian Navy for the timely response to the report by the ship master and the arrest of the perpetrators. The arrest and prosecution of the perpetrators serve as a deterrence to other criminal groups operating in the area. The littoral States are encouraged to continue patrol and enforcement in their respective waters, strengthen coordination between them and share information on the criminal groups involved in order to make more arrests. Ship master and crew are advised to exercise enhanced vigilance and proactively employ the following measures:

- Maximise alertness of lookouts for suspicious small boats and increase watch keeping; particularly daylight time for barges and during night time for bigger ships
- Maintain communication with their ship 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 sighted suspicious boats loitering in the vicinity of the ship or barge or suspicious individuals on board the ship or barge
- Keep abreast of the latest situation (at [www.recaap.org](http://www.recaap.org)) and tune-in to advisories and navigational broadcast announced by the authorities





**Situation on Abduction of Crew from Ships  
While Underway in the Sulu-Celebes Seas  
and Waters off Eastern Sabah**

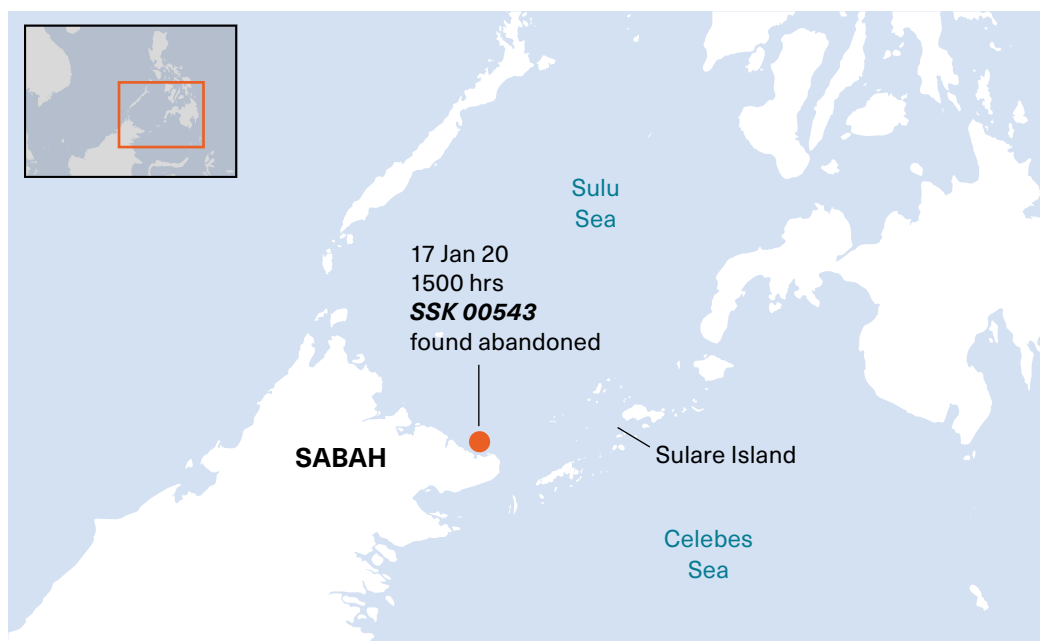
03

# Situation on Abduction of Crew from Ships While Underway in the Sulu-Celebes Seas and Waters off Eastern Sabah

## Situation Update

### First Incident of Abduction of Crew in 2020

The Philippine Coast Guard (ReCAAP Focal Point) reported to ReCAAP ISC that six gunmen dressed in black suits with masks in a grey speedboat with twin engine (40 HP) abducted eight crew from a Malaysia-registered fishing trawler (with marking *SSK 00543*). On 17 Jan 20 at about 1500 hrs, the fishing trawler was found abandoned and with no crew on board at approximately 4.24 nm off Pulau Tambisan, Lahad Datu, Sabah, Malaysia. On 18 Jan 20, the Malaysian authorities reported that they recovered three of the eight missing crew in the vicinity of Lahad Datu, Sabah. The Philippine authorities conducted maritime patrols in the area, particularly near the Sulare island (which was believed to be the staging area of the perpetrators). The remaining five crew are still held in captivity. Map 14 below shows the approximate location of the abandoned fishing trawler.



Map 14 – Approximate location of the abandoned fishing trawler

## Status of Abducted Crew

As of 31 Mar 20, five crew are still being held in captivity. The Philippine and Malaysia authorities continue to step up patrol efforts, conduct pursuit operations and intensify military operation to rescue the crew in captivity and neutralise the militant group.

## ReCAAP ISC Advisory

As the risk of the abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah is high as demonstrated by the incident on 17 Jan 20, the ReCAAP ISC reiterates its advisory issued via the *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 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 follows:



Map 15 - 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

### 2b Philippine Navy – Littoral Monitoring Station (LMS), Bongao, Tawi-Tawi

Tel: +63 955 714 0153  
VHF: Channel 16  
Email: jointtaskgroup@gmail.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

### 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:

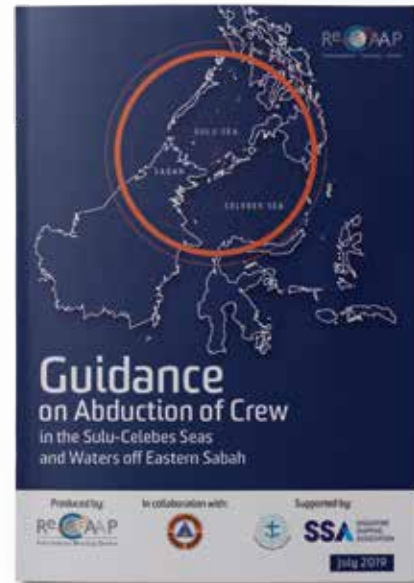
Tel: +632-8-527-8481 (ext: 6136/37)  
+632-998-585-5327 (mobile)  
+632-917-842-8249 (mobile)  
+632-8-527-3877 (fax)  
Email: pcgcomcen@coastguard.gov.ph




## Guidance on Abduction of Crew in the Sulu-Celebes Seas and waters off Eastern Sabah

In July 2019, the ReCAAP ISC has produced the '*Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah*' to assist the shipping industry and ships to enhance their situation awareness and avoid such incidents. The Guidance consists of advisory on the measures to be taken by the ships transiting the area, including contact details and the Notice to Mariners (NOTAM) issued by the Philippines and Malaysia. It also shares the analysis of incidents based on the information collected from past incidents. The Guidance can be found at [www.recaap.org](http://www.recaap.org).

The Guidance is produced in collaboration with the Philippine Coast Guard 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.



 The Guidance can be found at [www.recaap.org](http://www.recaap.org).



**Insights of Incidents using  
Data Analytics**

04



# Insights of Incidents using Data Analytics

## Insights of Incidents Reported in Asia during January-March 2020

This section provides insights into the incidents reported in Asia during January-March 2020 compared to the past 13-year of January-March of 2007-2019. The analysis focuses on the number of perpetrators, weapons used by perpetrators, treatment of crew, type of losses, type of ships boarded and time of the incidents.

### Number of incidents

During the 14-year period of January-March of 2007-2020, a total of 377 incidents (comprising 330 actual incidents and 47 attempted incidents) were reported in Asia.

### Summary of insights from Data Analytics

A total of 29 incidents were reported during January-March 2020. The incidents reported during January-March 2020 were consistent with the past 13-year trend of January-March of 2007-2019 in terms of the number of perpetrators (**4-6 men**), type of weapons used by perpetrators (**the majority of incidents with no information on the type of weapons**), treatment of crew (**no injuries**), type of losses (**ship stores**) and time of incidents (**during hours of darkness**). However, there was a deviation in terms of the type of ships boarded during January-March 2020 compared with the past 13-year trend of January-March of 2007-2019.

### Details of Analysis

**Number of perpetrators.** Among the 29 incidents reported during January-March 2020, seven incidents involved 1-3 men, 10 incidents involved 4-6 men, four incidents involved 7-9 men, one incident involved more than 9 men, and seven incidents with no information available. 34% of incidents during January-March 2020 involved 4-6 men. This is consistent with the past 13-year trend of incidents during January-March of 2007-2019 where 28% of incidents involved 4-6 men.

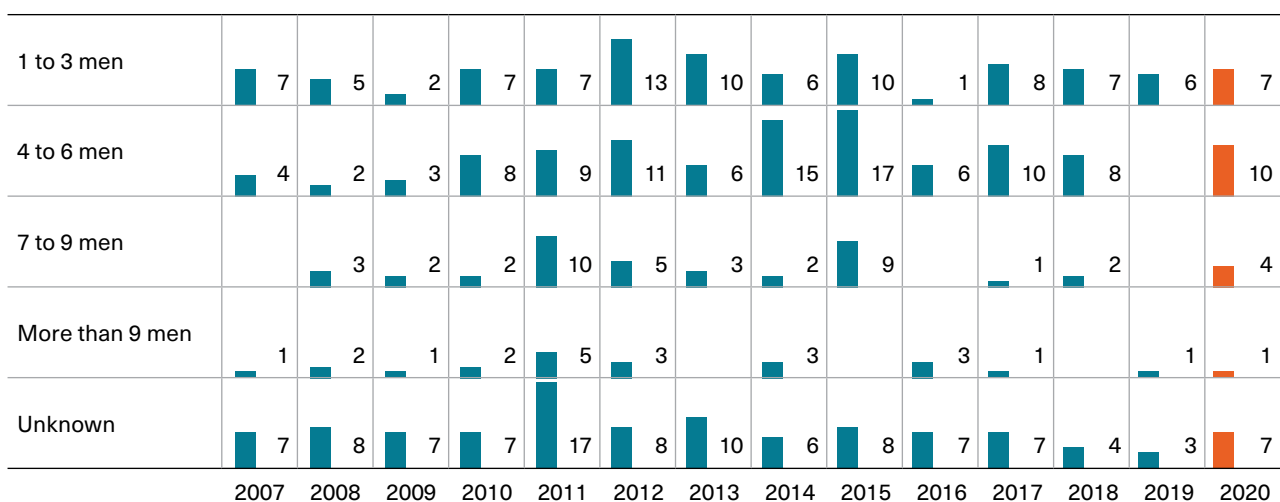


Chart 11 – Number of perpetrators – Asia (January-March of 2007-2020)

**Type of weapons carried by perpetrators.** Of the 29 incidents reported during January-March 2020, 19 incidents had no information on the weapons carried by the perpetrators (65%), six incidents reported perpetrators were armed with knives/machetes (21%) and four incidents reported perpetrators were not armed (14%). This is consistent with the past 13-year trend of incidents during January-March of 2007-2019 where most incidents (49%) had no information on the weapons carried by the perpetrators.

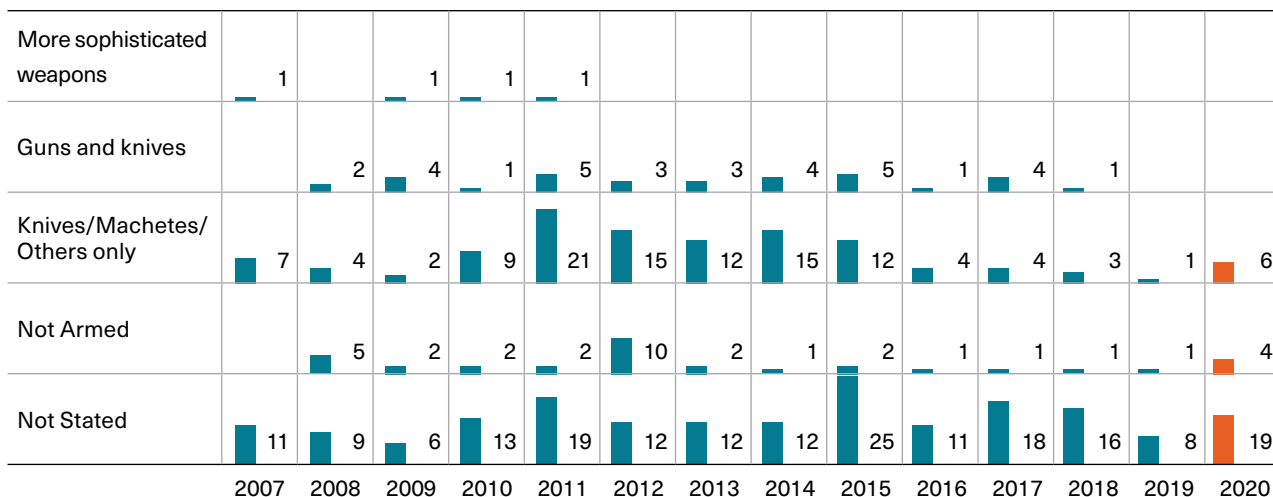


Chart 12 – Type of weapons carried – Asia (January-March of 2007-2020)

**Treatment of crew.** Among the 29 incidents during January-March 2020, 21 incidents reported that the crew was not injured (72%) and six incidents had no statement of injury (21%). For the past 13-year trend of January- March of 2007-2019, 50% of the incidents reported that the crew was not injured and 35% had no statement of injury.

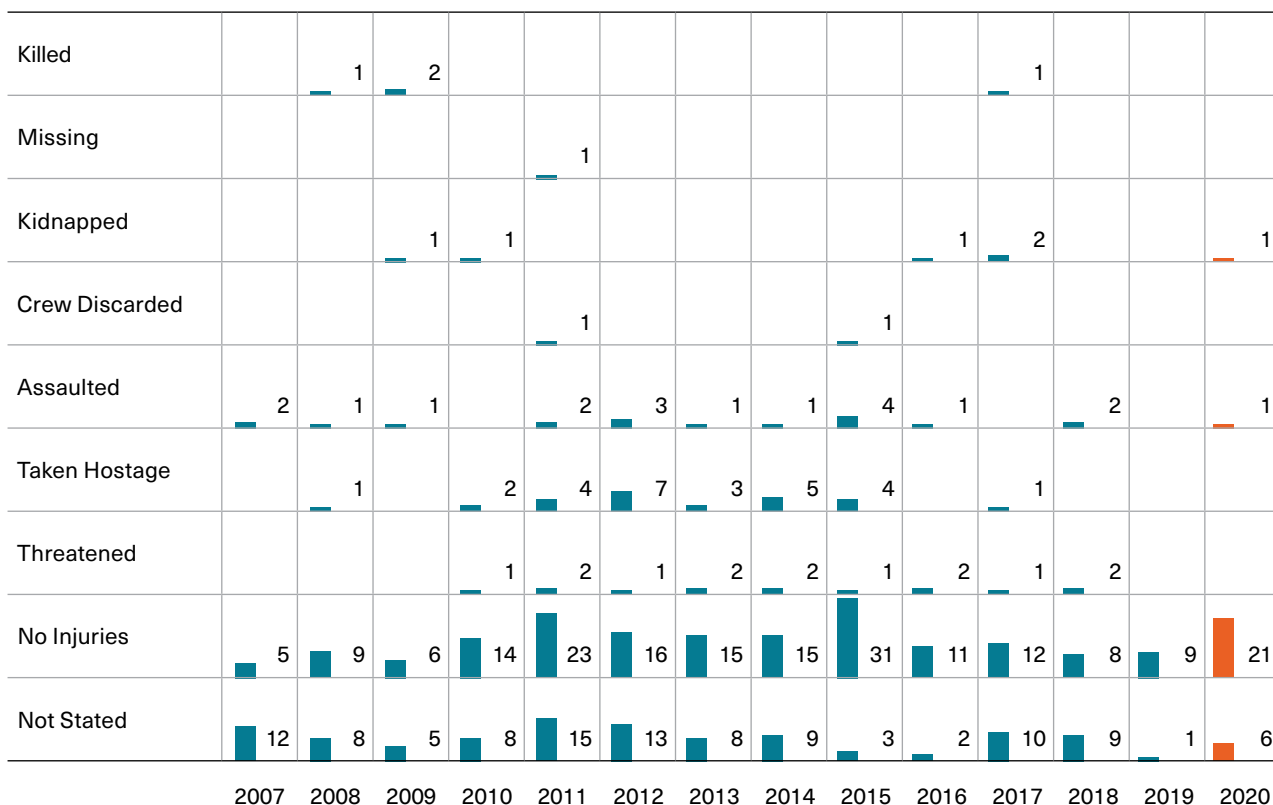


Chart 13 – Treatment of crew – Asia (January-March of 2007-2020)

**Type of Losses.** During January-March 2020, nine incidents reported the loss of ship stores (32%), three incidents reported the loss of cash/property (10%), three incidents reported the loss of engine spares (10%), three incidents reported the loss of unsecured items (10%), eight incidents reported nothing was lost (28%) and three incidents with no information on the items lost (10%). For the past 13-year trend of January-March of 2007-2019, the majority of incidents reported the loss of stores (39%) or nothing was lost (34%).

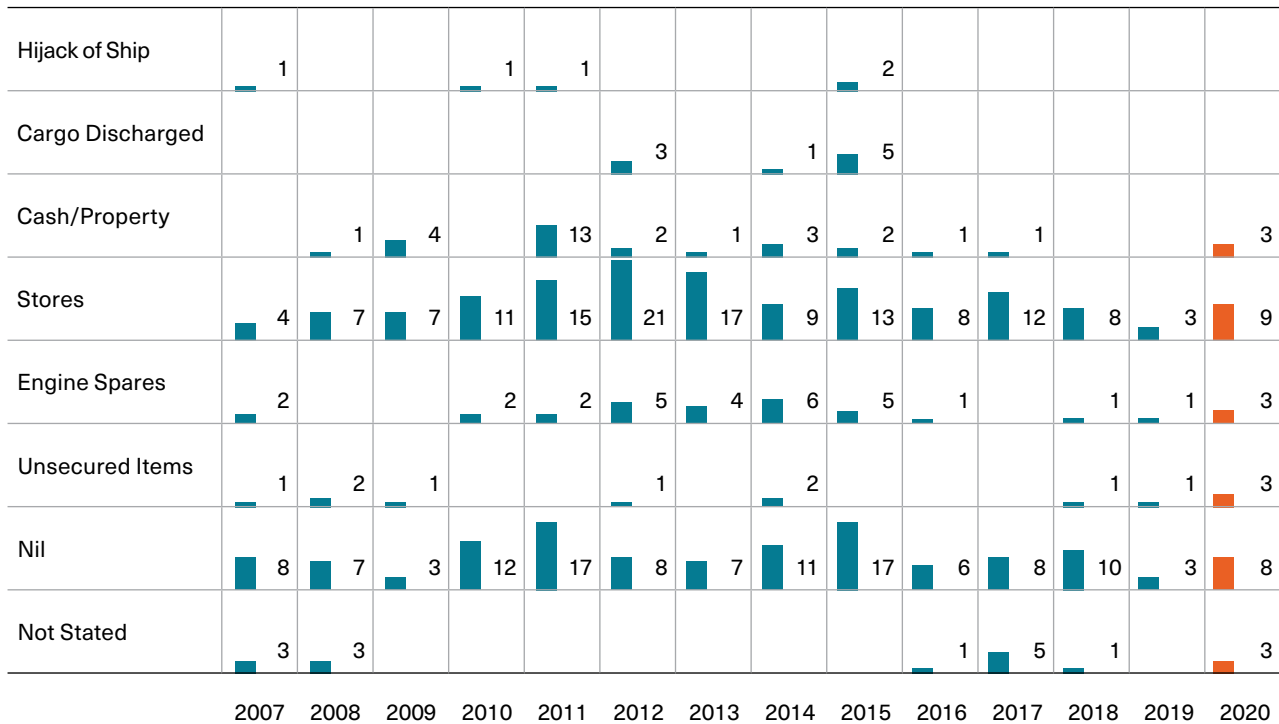


Chart 14 – Type of losses – Asia (January-March of 2007-2020)

**Type of ships.** Among the 29 incidents reported during January-March 2020, 11 incidents occurred on board tug boats (38%), eight incidents on board tankers (28%), six incidents on board bulk carriers (21%), three incidents on board container ships (10%) and one incident on board a fishing trawler (3%). This deviates from the past 13-year trend of incidents during January-March of 2007-2019 where 33% of the incidents occurred on board tankers, 30% on board bulk carriers and 18% on tug boats/supply vessels.

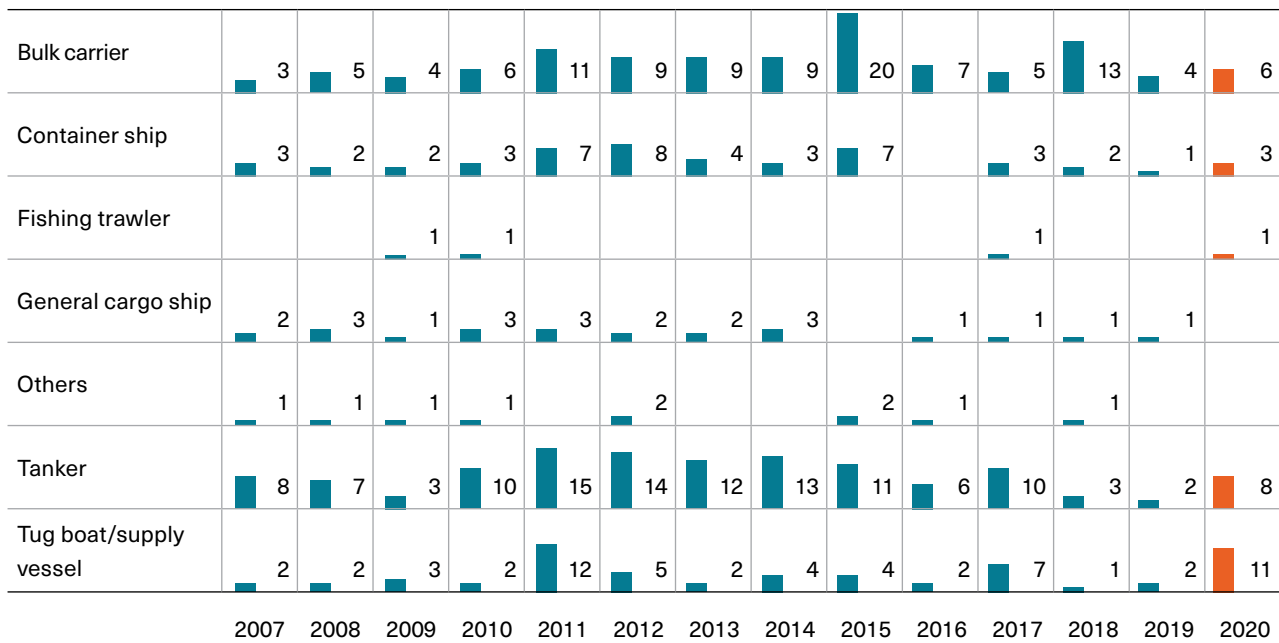


Chart 15 – Type of ships – Asia (January-March of 2007-2020)

**Time of incidents.** Among the 29 incidents reported during January-March 2020, 18 incidents occurred during hours of darkness (62%) and 11 incidents occurred during daylight hours (38%). This is consistent with the past 13-year trend where 76% of incidents occurred during hours of darkness and 24% during daylight hours.

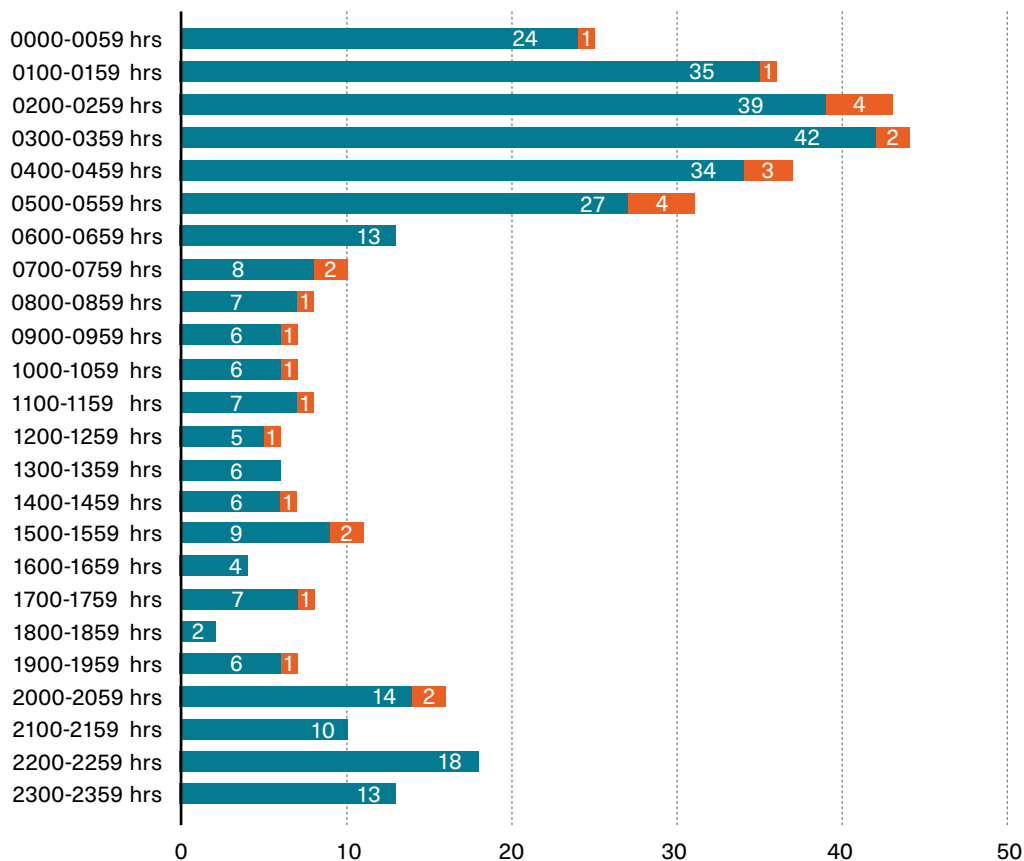


Chart 16 – Time of incidents – Asia (January-March of 2007-2020)

2007-2019 | 2020





**Case Studies**

05

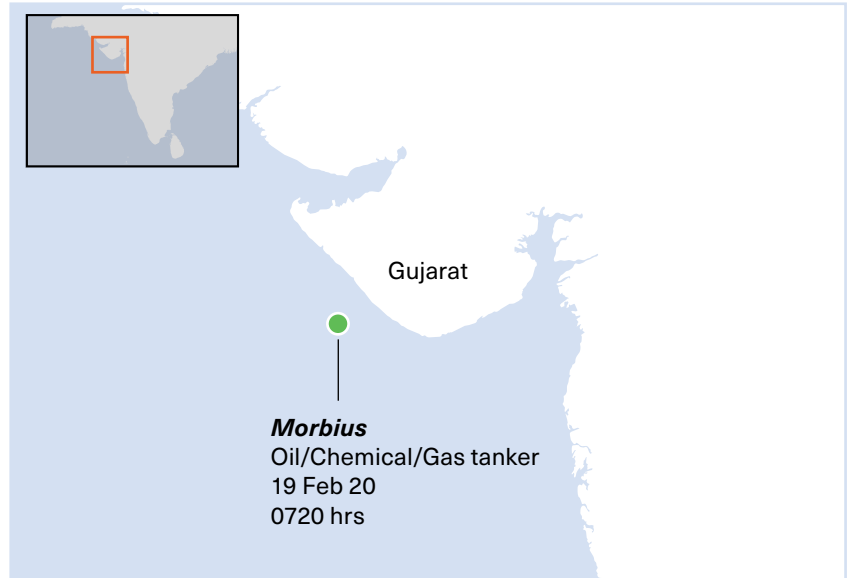


## Case Studies

### Arrests of Perpetrators

#### *Morbius*, 19 Feb 20

|              |                             |
|--------------|-----------------------------|
| Name of ship | <b><i>Morbius</i></b>       |
| Type of ship | Oil/Chemical/<br>Gas tanker |
| Flag of ship | Comoros                     |
| GT           | 58141                       |
| IMO Number   | 9165762                     |



Map 16 – Location of incident involving *Morbius*

On 19 Feb 20 at about 0720 hrs, *Morbius* towed by tug boat *Allianz Titanium* was underway off Gujarat, India when nine perpetrators approached the ship in a fishing boat, *Faiz Kirmani*. Refer to Map 16 for the approximate location of the incident.

Two perpetrators boarded *Morbius* using a pilot ladder while the remaining seven perpetrators waited in the fishing boat. The master of the tug boat raised the alarm and reported the incident to Indian Coast Guard (ICG) and local Marine Police through radio. An ICG ship was dispatched to the location of the incident and arrested the seven perpetrators in the fishing boat. Thereafter, the ICG team boarded *Morbius* and arrested the remaining two perpetrators who were hiding in the ship. The perpetrators and their fishing boat were handed over to Marine Police Station Pipavav.



Fishing boat used by perpetrators



Ladder used by perpetrators



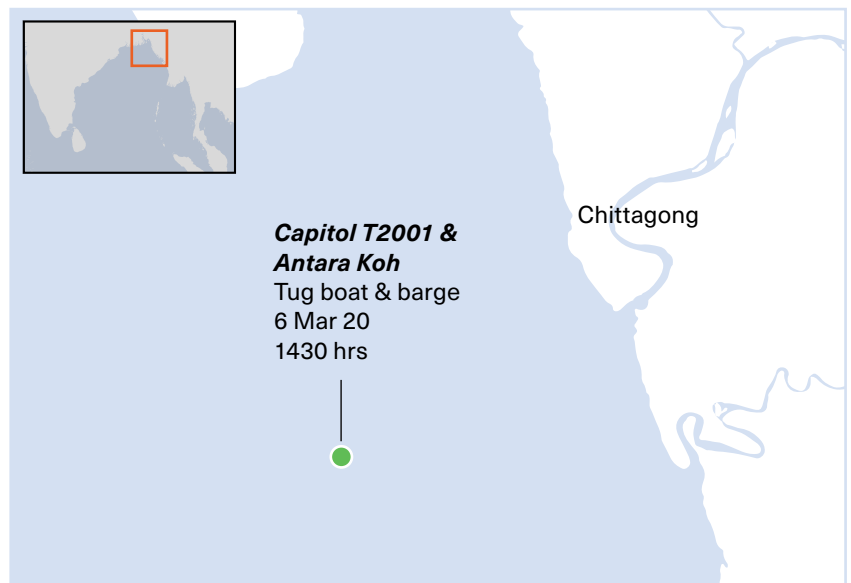
Perpetrators arrested by ICG

(Photographs courtesy of ICG)

**Antara Koh 18, 6 Mar 20**

|              |                      |
|--------------|----------------------|
| Name of ship | <b>Antara Koh 18</b> |
| Type of ship | Barge                |
| Flag of ship | Singapore            |
| GT           | 927                  |

|              |                      |
|--------------|----------------------|
| Name of ship | <b>Capitol T2001</b> |
| Type of ship | Tug boat             |
| Flag of ship | Indonesia            |
| GT           | 280                  |
| IMO Number   | 9353307              |

Map 17 – Location of incident involving *Antara Koh 18*

On 6 Mar 20 at about 1430 hrs, barge, *Antara Koh 18* towed by tug boat *Capitol T2001* was anchored at Chittagong Anchorage, Bangladesh when a group of perpetrators boarded the barge from some boats. A crane was installed on the barge. The perpetrators cut the safety system wiring, and stole the crane data logger display, portable batteries (for machineries such as crane, generators, and hydraulic power pack), diesel and hydraulic oil. The crew of the tug boat contacted a passing Bangladesh Coast Guard (BCG) ship via VHF. The BCG arrested the perpetrators and escorted the barge to Chittagong Anchorage. The crew was not injured. Refer to Map 17 for the approximate location of the incident.

**ReCAAP ISC's COMMENTS**

The ReCAAP ISC commends the crew for timely reporting of the incident to the coastal State, and the law enforcement agencies for prompt responses to the report of the incidents. The arrest of the perpetrators was a result of collective effort among the stakeholders.



**ReCAAP ISC's Main Activities  
(January - March 2020)**

06



## ReCAAP ISC's Main Activities (January-March 2020)

### Focal Point Training Programme, Singapore (13-15 January)

The ReCAAP ISC conducted its fourth Focal Point (FP) Training Programme during 13-15 Jan in Singapore. The aim of the programme is to train new FP staff responsible for the operations of FP in their countries. The programme included the learning of the role and functions of FP and the training in incident reporting via the Information Network System (IFN). The programme also included participation in the Nautical Forum on 15 Jan 20, and visit to the Port Operations Control Centre (POCC). The participants of the programme were from Brunei, Cambodia, India, Philippines, Sri Lanka, Thailand and Vietnam.

### Nautical Forum, Singapore (15 January)

The ReCAAP ISC organised the 11<sup>th</sup> Nautical Forum jointly with the Maritime and Port Authority of Singapore and the Singapore Shipping Association in Singapore. The Forum was a platform for ReCAAP ISC to present the annual statistics of piracy and armed robbery against ships in Asia in 2019, and to exchange views to improve the situation in 2020. About 130 participants from diplomatic missions, FPs, governmental agencies, shipping associations, companies and academia attended the Forum. The Forum featured presentations on the latest situation in Asia, update on the situation in Sulu-Celebes Seas, and efforts by littoral States in dealing with the incidents in the Singapore Strait.



Participants at the 11<sup>th</sup> Nautical Forum

### Visits to ReCAAP Focal Point (Bangladesh) on 19 January and ReCAAP Focal Point (Thailand) on 21 January

As part of capacity building activities for Focal Points (FPs), the ReCAAP ISC conducted visits to the FP of Bangladesh (Department of Shipping) on 19 Jan; and the FP of Thailand (Thai-MECC) on 21 Jan.

The objectives are to share the latest situation of incidents in Asia, understand the challenges faced by the FP and enhance inter-agency coordination and promote cooperation with the local shipping industry.



## Conclusion

The total number of incidents of piracy and armed robbery against ships in Asia reported during January-March 2020 has increased compared to the same period in 2019. This was due to the increase of incidents in Bangladesh, India, Indonesia, the Philippines and Singapore Strait.

There was an improvement at the ports/ anchorages in China during January-March 2020. There were also reports of arrest of perpetrators off Gujarat (India), at Chittagong Anchorage (Bangladesh) and in the Singapore Strait.

The situation in the Singapore Strait continues to be a concern with the occurrence of nine incidents during January-March 2020. The ReCAAP ISC recommends all ships to enhance preventive measures, including maximum alertness of lookouts when transiting the Singapore Strait, and report all incidents to the nearest coastal State immediately. The Centre also urges the littoral States to increase patrols and enforcement in their respective waters, strengthen coordination among them and promote information sharing on incidents and criminal groups involved, in order to make more arrests.

Also of concern was the recurrence of the abduction incident in waters off Eastern Sabah on 17 Jan 20. As the threat of abduction of crew is high, the ReCAAP ISC reiterates its advisory issued via the 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 vigilance while transiting the area, and report immediately to the Operation Centres of Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia, and adopt the measures recommended in the '*Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah*'.

The arrests of perpetrators demonstrates the importance of timely reporting of incidents by ships to the coastal State and the prompt response of the authorities. The ReCAAP ISC reiterates that collective efforts and shared responsibility by all stakeholders are indispensable in combating piracy and sea robbery.



# 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  |
|----------|--|
| 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.

## DESCRIPTION OF INCIDENTS

### Actual Incidents of Piracy and Armed Robbery Against Ships in Asia

● CAT 1 ● CAT 3 ● CAT 4

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No.   | Date Time            | Location of Incident  | Details of Incident  |
|-----|--|----------------------|---|--|
| 1   | <b><i>Amil 12</i></b><br>Offshore supply ship<br>Palau<br>1621<br>9367085<br><br>Amil 59<br>Tug boat | 07/01/20<br>0700 hrs | 21° 23.9' N,<br>72° 17.14' E<br><br>Alang<br>Anchorage,<br>India  | While at anchor, five perpetrators boarded the ship from a small boat and stole some stores and spares before escaping. The master of the tug boat <i>Amil 59</i> towing <i>Amil 12</i> reported the incident to VTS Khambhat, MRCC Mumbai and the Indian Coast Guard. The crew was safe.<br><br><b>[ReCAAP Focal Point (India)]</b>   |
| 2   | <b><i>British Mariner</i></b><br>Tanker<br>Isle of Man<br>30948<br>9724582                           | 08/01/20<br>0400 hrs | 1° 16.2' N,<br>104° 16.15' E<br><br>Approximately<br>6.2 nm<br>northwest<br>of Tanjung<br>Tondang,<br>Pulau Bintan,<br>Indonesia, in<br>the eastbound<br>lane of the<br>TSS in the<br>Singapore<br>Strait<br><br>(SOMS) | While underway, two perpetrators were sighted in the engine room of the ship. The alarm was immediately raised and the perpetrators escaped empty-handed. The crew was safe. The master reported the incident to Singapore Vessel Traffic Information System (VTIS) through VHF. Safety navigational broadcast was initiated. The Republic of Singapore Navy, Singapore Police Coast Guard, Indonesian and Malaysian authorities were notified.<br><br><b>[ReCAAP Focal Point (Singapore)]</b> |
| 3   | <b><i>Federal Bristol</i></b><br>Bulk carrier<br>Marshall Islands<br>20789<br>9697844                | 13/01/20<br>0930 hrs | 5° 30' S,<br>105° 17' E<br><br>Panjang<br>Anchorage,<br>Indonesia   | While at anchor, the duty watchman on board noticed the steering room lock was opened and ship's engine spares were missing. The master reported the incident to the local agent.<br><br><b>[ReCAAP Focal Point (Singapore)]</b>   |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No.  | Date Time            | Location of Incident  | Details of Incident  |
|-----|---|----------------------|---|--|
| 4   | <b>SSK 00543</b><br>Fishing trawler<br>Malaysia   | 17/01/20<br>1500 hrs | 5° 29' N,<br>119° 3' E<br><br>Approximately<br>4.24 nm<br>northwest<br>of Pulau<br>Tambisan,<br>Lahad Datu,<br>Sabah,<br>Malaysia<br><br>(Sulu-Celebes<br>Seas) | <p>The Philippine Coast Guard reported to ReCAAP ISC that six gunmen dressed in black suits with masks used a grey speedboat with twin engine (40 HP) and abducted eight crew from a Malaysia-registered fishing trawler (with marking <i>SSK 00543</i>). The fishing trawler was later found abandoned and with no crew on board on 17 Jan 20 at about 1500 hrs at approximately 4.24 nm off Pulau Tambisan, Lahad Datu, Sabah, Malaysia. On 18 Jan 20, the Malaysian authorities reported that they had recovered three of the eight missing crew in the vicinity of Lahad Datu, Sabah. The Philippine authorities were conducting maritime patrols in the area, particularly near the Sulare island (which was believed to be the staging area of the perpetrators).</p> <p>The Philippine and Malaysia authorities are stepping up their patrol efforts, conducting pursuit operations and intensifying its military operation to locate the five abducted Indonesian crew.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p> |
| 5   | <b>Kim Hock Tug 9</b><br>Tug boat<br>Singapore<br>299<br>9767120<br><br><b>LKH 2882</b><br>Barge<br>Singapore<br>4430 | 18/01/20<br>1129 hrs | 1° 11.73' N,<br>103° 52.72' E<br><br>In the<br>eastbound<br>lane of the<br>TSS in the<br>Singapore<br>Strait<br><br>(SOMS)                                      | <p>While underway, six to seven perpetrators were sighted on board the barge, <i>LKH 2882</i> being towed by tug boat, <i>Kim Hock Tug 9</i>. The perpetrators escaped in two to three sampans upon seeing another tug boat, <i>Kim Hock Virgo</i> approaching them. The master of <i>Kim Hock Tug 9</i> reported the incident to Singapore VTIS. The crew was not injured. Some scrap metal was stolen.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>  |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No.  | Date Time            | Location of Incident  | Details of Incident   |
|-----|---|----------------------|---|---|
| 6   | <b>Kim Hock Tug 9</b><br>Tug boat<br>Singapore<br>299<br>9767120<br><br><b>LKH 2882</b><br>Barge<br>Singapore<br>4430 | 18/01/20<br>1551 hrs | 1° 15.35' N,<br>104° 3.24' E<br><br>In the<br>eastbound<br>lane of the<br>TSS in the<br>Singapore<br>Strait<br><br>(SOMS) | At about 1551 hrs on the same day of 18 Jan 20, seven perpetrators were sighted on the barge, <i>LKH 2882</i> . Two Singapore Police Coast Guard crafts were despatched to intercept. The perpetrators fled in their sampans upon seeing the Singapore Police Coast Guard crafts. The crew was not injured. Several pieces of scrap metal were stolen. At about 1735 hrs, the Singapore Police Coast Guard boarded the tug boat and barge for investigation.<br><br><b>[ReCAAP Focal Point (Singapore)]</b> |
| 7   | <b>Horizon Maru</b><br>Tanker<br>Indonesia<br>760<br>9048017  | 21/01/20<br>0344 hrs | 1° 4.15' N,<br>104° 9.02' E<br><br>Off Port<br>Kabil, east of<br>Pulau Batam,<br>Indonesia                                | While at anchor, four perpetrators armed with sharp weapons boarded the ship. The crew confronted the perpetrators and managed to capture one of them. The other three perpetrators escaped empty-handed. One of the crew suffered facial injury. The master alerted ships in the vicinity and reported to Batam Police via VHF Ch 16. The Batam Police boarded the ship and took custody of the captured perpetrator.<br><br><b>[ReCAAP Focal Point (Singapore)]</b>                                       |
| 8   | <b>RHL Clarita</b><br>Bulk carrier<br>Liberia<br>32486<br>9358864   | 22/01/20<br>1730 hrs | 3° 42.1' S,<br>114° 25.03' E<br><br>Taboneo<br>Anchorage,<br>South<br>Kalimantan,<br>Indonesia                            | While at anchor, the crew of the bulk carrier discovered that the lock to the bosun store was broken. Ship properties including two rolls of power cable (75 m) and one used rope (25 m) were stolen. There was no sighting of the perpetrators on board. The incident was reported to the Taboneo Port Control, the local agent and the Company Security Officer (CSO). The CSO subsequently made a report to Banjarmasin Maritime Police.<br><br><b>[ReCAAP Focal Point (Singapore)]</b>                  |



| S/N | Ship Name, Type of Ship, Flag, GT, IMO No.   | Date Time            | Location of Incident   | Details of Incident   |
|-----|--|----------------------|--|---|
| 9   | <b>AS Clarita</b><br>Container ship<br>Portugal<br>32968<br>9300972                  | 25/01/20<br>0415 hrs | 14° 32.68' N,<br>120° 55.27' E<br><br>South<br>Quarantine<br>Anchorage<br>area, Manila,<br>Philippines | <p>While at anchor, the duty watch sighted one perpetrator and alerted the other crew. The perpetrator hurriedly jumped over board and swam towards a motor banca which subsequently fled from the area. The crew conducted an inspection and check of the ship's inventory. During the inspection, the crew found two broken padlock and a lighter with attached pin light (turned on) believed to belong to the perpetrator. On checking of the ship's inventory, the following items were found missing: one jet chisel machine, two cans of paint, one forward bell, three immersion suits, two breathing apparatus cylinders, one breathing apparatus and one chemical suit. The crew reported the incident to the Philippine Coast Guard (PCG) Command Centre. A team of PCG personnel from Coast Guard Station Manila was immediately despatched and boarded the ship to conduct inquiry and validate the report.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p> |
| 10  | <b>FSL London</b><br>Chemical/oil product<br>tanker<br>Singapore<br>11587<br>9340465 | 26/01/20<br>1024 hrs | 3° 56.2' N,<br>98° 45.2' E<br><br>Belawan<br>Anchorage,<br>Indonesia                                   | <p>While at anchor, the duty officer on the bridge sighted a suspicious boat heading out from the ship. The duty officer informed the master who formed a security team to conduct a search of the ship. The security team found several buckets of paint, a fire hose, fire hydrant bronze caps and sounding pipe covers missing. From the investigation, it was likely that the perpetrators boarded the ship through the anchor chain hawse pipe.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>   |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No.   | Date Time            | Location of Incident   | Details of Incident   |
|-----|--|----------------------|--|---|
| 11  | <p><b><i>Papora Wisdom</i></b><br/>Bulk carrier<br/>Panama<br/>17025<br/>9508718</p>               | 28/01/20<br>0205 hrs | <p>1° 15.43' N,<br/>104° 6.77' E</p> <p>Approximately 3.7 nm northwest of Nongsa Point, Pulau Batam, Indonesia, in the eastbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p> | <p>While underway, two perpetrators were sighted in the engine room. The ship's alarm was raised and the perpetrators escaped in a small boat from the side of the ship. There was no confrontation between the perpetrators and the crew. A search was conducted on board the ship, and some engine spares were stolen. The master reported the incident to Singapore VTIS and a safety navigational broadcast was initiated. The Republic of Singapore Navy, Singapore Police Coast Guard and the Indonesian authorities were notified. The crew was safe and the ship resumed her voyage to Hong Kong, China.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>   |
| 12  | <p><b><i>Cosco Sao Paulo</i></b><br/>Container ship<br/>Hong Kong, China<br/>40465<br/>9484388</p> | 29/01/20<br>0335 hrs | <p>14° 32.9' N,<br/>120° 54.7' E</p> <p>Manila South Anchorage, Philippines</p>  | <p>While at anchor, the crew noticed several perpetrators on board the container ship. Two of the storage rooms were broken into. The crew searched for the perpetrators and checked on the inventory of the ship's property. The items stolen included one set of fireman breathing device, two sets of immersion and thermal protective suits, 28 casks of paints, 34 pieces of firehose hand guns and 34 pieces of fire hydrant covers. The master of the ship reported the incident to Vessel Traffic Management System (VTMS) Manila. The Philippine Coast Guard Sub Station boarded the ship for inquiry and advised the master and crew to strengthen their security measures and report similar incidents to the nearest Philippine Coast Guard units.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p> |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No.  | Date Time            | Location of Incident   | Details of Incident  |
|-----|---|----------------------|--|--|
| 13  | <b>Crest Onyx</b><br>Tug boat<br>Indonesia<br>1727<br>9655717   | 02/02/20<br>0520 hrs | 1° 3.89' N,<br>103° 53.98' E<br><br>Mooring<br>buoy slot in<br>between Pulau<br>Melintang and<br>Pulau Batam,<br>Indonesia   | While the tug boat was moored to a buoy, the crew sighted three perpetrators on deck and raised the alarm. The crew confronted the perpetrators who were able to escape with the assistance of two of their accomplices waiting in their small craft. The incident was reported to the Indonesian Marine Police in Batam who boarded the tug boat for investigation. A search was carried out and it was discovered that the padlock to the store room was damaged and ship equipment was stolen. The crew was not injured.<br><br><b>[ReCAAP Focal Point (Singapore)]</b>   |
| 14  | <b>Sung Fatt 27</b><br>Tug boat<br>Malaysia<br>139<br>8790871<br><br><b>Sung Fatt 32</b><br>Barge<br>Malaysia | 07/02/20<br>1200 hrs | 1° 3.37' N,<br>103° 34.78' E<br><br>Approximately<br>9.4 nm east<br>of Karimun<br>Besar Island,<br>Indonesia in<br>the eastbound<br>lane of the<br>TSS in the<br>Singapore<br>Strait<br><br>(SOMS) | While the tug boat towing barge was en route from Port Klang, Malaysia to Kuching, East Malaysia, four small wooden boats approached the barge, which carried construction materials. Eight perpetrators boarded the barge, stole about 20kg of steel construction material and escaped. The crew was not injured. The incident was reported to Malaysia Marine Police.<br><br><b>[ReCAAP Focal Point (Singapore)]</b>   |
| 15  | <b>ASL Amber</b><br>Tug boat<br>Singapore<br>977<br>9430301   | 07/02/20<br>1910 hrs | 21° 41.72' N,<br>91° 50.34' E<br><br>Martabari<br>Anchorage,<br>Bangladesh   | While at anchor, the duty A/B sighted two suspicious fishing boats approaching the tug boat. He saw several perpetrators armed with knives boarding the tug boat. He reported to the OOW, who immediately activated the general alarm. The perpetrators escaped from the tug boat when they realised their presence was discovered. The crew conducted a search and found some mooring ropes and shackles were stolen. The crew was not injured and there was no damage to the tug boat. The incident was reported to Bangladesh Coast Guard, who went on board with the security forces to investigate.<br><br><b>[ReCAAP Focal Point (Singapore),<br/>ReCAAP Focal Point (Bangladesh)]</b> |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No.                                       | Date Time            | Location of Incident   | Details of Incident  |
|-----|--|----------------------|--|--|
| 16  | <b><i>New Spirit</i></b><br>Bulk carrier<br>Marshall Islands<br>32287<br>9425801 | 09/02/20<br>0220 hrs | 1° 15.72' N,<br>104° 8.47' E<br><br>Approximately<br>5.1 nm<br>northeast of<br>Nongsa Point,<br>Pulau Batam,<br>Indonesia in<br>the eastbound<br>lane of the<br>TSS in the<br>Singapore<br>Strait<br><br>(SOMS)  | While underway, six perpetrators armed with knives were seen in the engine room. The perpetrators ran onto the deck when they saw the crew. The master mustered and accounted for all crew in the bridge. He reported the incident to Singapore VTIS East and requested to go to Singapore to conduct further search. Upon arrival in Singapore, the Singapore Police Coast Guard boarded the ship to conduct further search. No perpetrators were found and engine spares including 20 pieces of circular brakes, 130m of cables and 25 pieces of magnetic contactors were stolen. The crew was not injured.<br><br><b>[ReCAAP Focal Point (Singapore)]</b> |
| 17  | <b><i>Swarna Jayanti</i></b><br>Tanker<br>India<br>57702<br>9467720              | 09/02/20<br>0252 hrs | 1° 15.68' N,<br>104° 10.52' E<br><br>Approximately<br>6.2 nm<br>northeast of<br>Nongsa Point,<br>Pulau Batam,<br>Indonesia in<br>the eastbound<br>lane of the<br>TSS in the<br>Singapore<br>Strait<br><br>(SOMS) | While underway, a perpetrator was sighted in the engine room. The master raised the alarm, mustered the crew and conducted search for the perpetrator. Some valves (engine spares) were reported missing from the engine room. The master reported incident to Singapore VTIS East. The crew was not injured.<br><br><b>[ReCAAP Focal Point (Singapore)]</b>   |
| 18  | <b><i>Evimeria</i></b><br>Offshore supply ship<br>Niue<br>3665<br>9366653        | 11/02/20<br>0530 hrs | 16° 58' N,<br>82° 18' E<br><br>Kakinada<br>Anchorage,<br>India   | While at anchor, four perpetrators armed with knives boarded the ship from a blue and yellow craft via the starboard quarter through the ship's tyre fender. The master raised the alarm and the perpetrators escaped with 20m of mooring rope. The master reported the incident to Kakinada Port Control, who informed the coastal security police. The crew was not injured.<br><br><b>[ReCAAP Focal Point (India)]</b>  |



| S/N | Ship Name, Type of Ship, Flag, GT, IMO No.                               | Date Time            | Location of Incident  | Details of Incident  |
|-----|--|----------------------|---|--|
| 19  | <b>Morbius</b><br>Oil/chemical/gas tanker<br>Comoros<br>58141<br>9165762 | 19/02/20<br>0720 hrs | 20° 36.4' N,<br>70° 3.96' E<br><br>186<br>Nawabandar<br>LT 08 nm<br><br>Off Gujarat,<br>India | While <i>Morbius</i> was underway and towed by tug boat, <i>Allianz Titanium</i> , nine perpetrators in a fishing boat approached the ship. Two of the perpetrators boarded <i>Morbius</i> while the remaining seven perpetrators waited in the fishing boat. The master reported the incident to Indian Coast Guard (ICG) on VHF Ch-16 and the local Marine Police. An ICG ship immediately rushed to the location of the incident and apprehended the seven perpetrators in the fishing boat. Thereafter, the ICG boarded <i>Morbius</i> and apprehended the remaining two perpetrators hiding in the ship. The ICG handed the nine perpetrators to Marine Police Station Pipavav. The crew was not injured and nothing was stolen.<br><br><b>[ReCAAP Focal Point (India)]</b> |
| 20  | <b>Al Barrah</b><br>Tanker<br>Saudi Arabia<br>23999<br>9332030           | 20/02/20<br>0530 hrs | 17° 3.7' N,<br>82° 24.8' E<br><br>Kakinada<br>Anchorage,<br>India                             | While at anchor, an unknown number of perpetrators boarded the tanker, stole two mooring ropes and nine paint drums, and escaped. The master reported the incident to pilot station Kakinada. The incident was also informed to the local agent, local police, India Coast Guard (ICG), Kakinada Port Control and other authorities. The ICG reported the incident to the coastal security police for investigation. The crew was not injured.<br><br><b>[ReCAAP Focal Point (India)]</b>  |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No.  | Date Time            | Location of Incident   | Details of Incident  |
|-----|---|----------------------|--|--|
| 21  | <b><i>Western Seattle</i></b><br>Bulk carrier<br>Philippines<br>32350<br>9660619  | 28/02/20<br>0045 hrs | 1° 8.6' N,<br>103° 28.68' E<br><br>Approximately<br>3.5 nm east<br>of Pulau<br>Karimun Kecil,<br>Indonesia in<br>the eastbound<br>lane of the<br>TSS in the<br>Singapore<br>Strait<br><br>(SOMS) | While en route to Singapore, four perpetrators boarded the bulk carrier. The crew informed the master who raised the alarm and mustered all crew in the wheelhouse. The master reported the incident to Vessel Traffic Information System Singapore. There was no confrontation between the crew and perpetrators and nothing was stolen.<br><br>The Republic of Singapore Navy escorted the ship into Singapore and upon arrival, the Singapore Police Coast Guard boarded the ship to conduct a search. No perpetrator was found.<br><br><b>[ReCAAP Focal Point (Singapore)]</b> |
| 22  | <b><i>Malaviya Ten</i></b><br>Offshore supply ship<br>India<br>2180<br>9202596  | 28/02/20<br>0400 hrs | 16° 58.08' N,<br>82° 18.91' E<br><br>North<br>Anchorage<br>Kakinada,<br>India  | While at anchor, seven perpetrators in a dinghy boat approached and boarded the offshore supply ship from the stern. They stole lube oil drums and escaped. The crew was not injured. The incident was reported to Kakinada Sea Port Limited (KSPL) and Indian Coast Guard (ICG). Two ICG ships were deployed to investigate all the fishing boats entering Kakinada fisheries harbour. Further, ICG Station Kakinada informed the incident to Coastal Security Police Station Vakalapudi for investigation.<br><br><b>[ReCAAP Focal Point (India)]</b>                            |
| 23  | <b><i>Teras Caesar</i></b><br>Tug boat<br>Singapore<br>883<br>9625982<br><br><b><i>Maritime Faith</i></b><br>Barge<br>Singapore<br>3292 | 28/02/20<br>0830 hrs | 21° 27.5' N,<br>91° 44' E<br><br>Kutubdia<br>Channel,<br>Bangladesh  | While tug boat <i>Teras Caesar</i> towing barge <i>Maritime Faith</i> was underway, about 20 perpetrators boarded the barge from three fishing boats. The master of the tug boat sounded the alarm and all crew were on standby for possible boarding of the tug boat by the perpetrators. The perpetrators eventually escaped with stolen items including lashing equipment, rope, manhole cover and steel stopper from the barge. The incident was reported to the Bangladesh Navy and Singapore Port Operations Control Centre.<br><br><b>[ReCAAP Focal Point (Singapore)]</b>  |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No.   | Date Time            | Location of Incident  | Details of Incident  |
|-----|--|----------------------|---|--|
| 24  | <p><b>Capitol T2001</b><br/>Tug boat<br/>Indonesia<br/>280<br/>9353307</p> <p><b>Antara Koh 18</b><br/>Barge<br/>Singapore<br/>927</p> | 06/03/20<br>1430 hrs | <p>22° 6.21' N,<br/>91° 40.67' E</p> <p>Chittagong<br/>Anchorage,<br/>Bangladesh</p>                      | <p>While at anchor, a group of perpetrators boarded the barge, <i>Antara Koh 18</i> which was towed by tug boat <i>Capitol T2001</i>.</p> <p>The barge was installed with a crane. The perpetrators boarded the barge from some boats, cut the safety system wiring, and stole the crane data logger display, portable batteries (for machineries such as crane, generators, and hydraulic power pack), diesel and hydraulic oil.</p> <p>The crew of the tug boat contacted a passing Bangladesh Coast Guard (BCG) ship via VHF. The BCG apprehended the perpetrators and escorted the barge to Chittagong Anchorage. The crew was not injured.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p> |
| 25  | <p><b>Endeavour II</b><br/>Petroleum/chemical<br/>tanker<br/>Singapore<br/>29671<br/>9835056</p>                                       | 12/03/20<br>0157 hrs | <p>6° 4.95' N,<br/>125° 11.96' E</p> <p>General<br/>Santos<br/>Harbour<br/>Anchorage,<br/>Philippines</p> | <p>The duty officer and Able Bodied (AB) were doing a safety round when they saw some perpetrators at the forecandle. The duty officer immediately informed the master who activated the general alarm.</p> <p>Upon hearing the alarm, the perpetrators escaped in a small boat. A ship security search was conducted and a padlock to the bosun store was found broken. Nothing was stolen and the crew was not injured</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>  |

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No.  | Date Time            | Location of Incident  | Details of Incident  |
|-----|---|----------------------|---|--|
| 26  | <p><b><i>Sam Jaguar</i></b><br/>Bulk carrier<br/>Liberia<br/>31760<br/>9637428</p>            | 16/03/20<br>0511 hrs | <p>1° 8.02' N,<br/>103° 31.32' E</p> <p>In the precautionary area in the Singapore Strait, about 6.8 nm east off Pulau Karimum Kecil, Indonesia</p> <p>(SOMS)</p> | <p>While underway, the master reported to Singapore Vessel Traffic Information System (VTIS) that there was an unauthorised boarding of three perpetrators who were sighted in the engine workshop room.</p> <p>The crew managed to detain the three perpetrators, reported to Batam VTIS and waited for the Indonesian Navy to board the ship to detain the perpetrators. At 1303 hrs, the master declared that the Indonesian Navy had boarded the bulk carrier and took away the three perpetrators for investigation and prosecution. Nothing was stolen and the crew was not injured.</p> <p>The Singapore VTIS notified the Singapore Republic of Navy and Singapore Police Coast Guard about the incident. The safety navigational broadcast was also initiated.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p> |
| 27  | <p><b><i>Au Libra</i></b><br/>Chemical/oil product tanker<br/>Panama<br/>7092<br/>9236339</p> | 23/03/20<br>0255 hrs | <p>13° 45.11' N<br/>121° 2.21' E</p> <p>Batangas Port, Philippines</p>  | <p>While at anchor, the duty crew noticed movement at the forecastle deck and saw a perpetrator with a knife climbing through the starboard anchor cable of the ship. The duty crew informed the Officer on Watch, raised the alarm on PA system and mustered the crew. Upon seeing the approaching crew, the perpetrator jumped into the water immediately; and escaped together with another person who was waiting in a small boat. An inventory of the ship's properties was conducted, and nothing was stolen.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>   |



| S/N | Ship Name, Type of Ship, Flag, GT, IMO No.                  | Date Time            | Location of Incident   | Details of Incident  |
|-----|---|----------------------|--|--|
| 28  | <b>Naashi</b><br>Jack-up barge<br>Panama<br>2910<br>8762898 | 25/03/20<br>2020 hrs | 21° 24.1' N<br>72° 20.2' E<br><br>Off Alang<br>Anchorage,<br>India | <p>The tug boat, <i>Bateleur</i> towing <i>Naashi</i> was bound for demolition at Alang when about four perpetrators boarded the unmanned <i>Naashi</i> from a dinghy boat. The master of the tug boat noticed the perpetrators with torches on board <i>Naashi</i> and raised the alarm. He also reported the incident to VTS Khambhat, who informed the Indian Coast Guard (ICG). The ICG Station Pipavav directed the Marine Police, Alang to despatch their boats to the location of the incident for investigation. Investigation is currently ongoing and the loss of items is still being ascertained by the investigating agencies and local agent.</p> <p><b>[ReCAAP Focal Point (India)]</b></p> |

### Attempted Incident

| S/N | Ship Name, Type of Ship, Flag, GT, IMO No.                              | Date Time            | Location of Incident   | Details of Incident  |
|-----|---|----------------------|--|--|
| 29  | <b>Kota Anggerik</b><br>Container ship<br>Singapore<br>17652<br>9175597 | 13/03/20<br>2010 hrs | 3° 55.5' N,<br>98° 46.3' E<br><br>Belawan<br>Anchorage,<br>Indonesia | <p>While at anchor, the duty able bodied (AB) at the forecandle deck alerted the bridge when he discovered an unknown person trying to open the bolt of portside hawse pipe gate. The perpetrator was wearing a face mask and armed with a metallic object.</p> <p>The duty officer upon alerted by the AB immediately sounded the whistle. The perpetrator fled the scene and escaped through a hawse pipe into a waiting unlit wooden boat. A second perpetrator was spotted jumping into the water from the anchor chain. A ship security search was conducted. There was no damage to the ship's property and nothing was stolen. The incident was reported to the local authority.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p> |

## FLOW DIAGRAM ON PROCEDURE FOR REPORTING INCIDENTS 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:

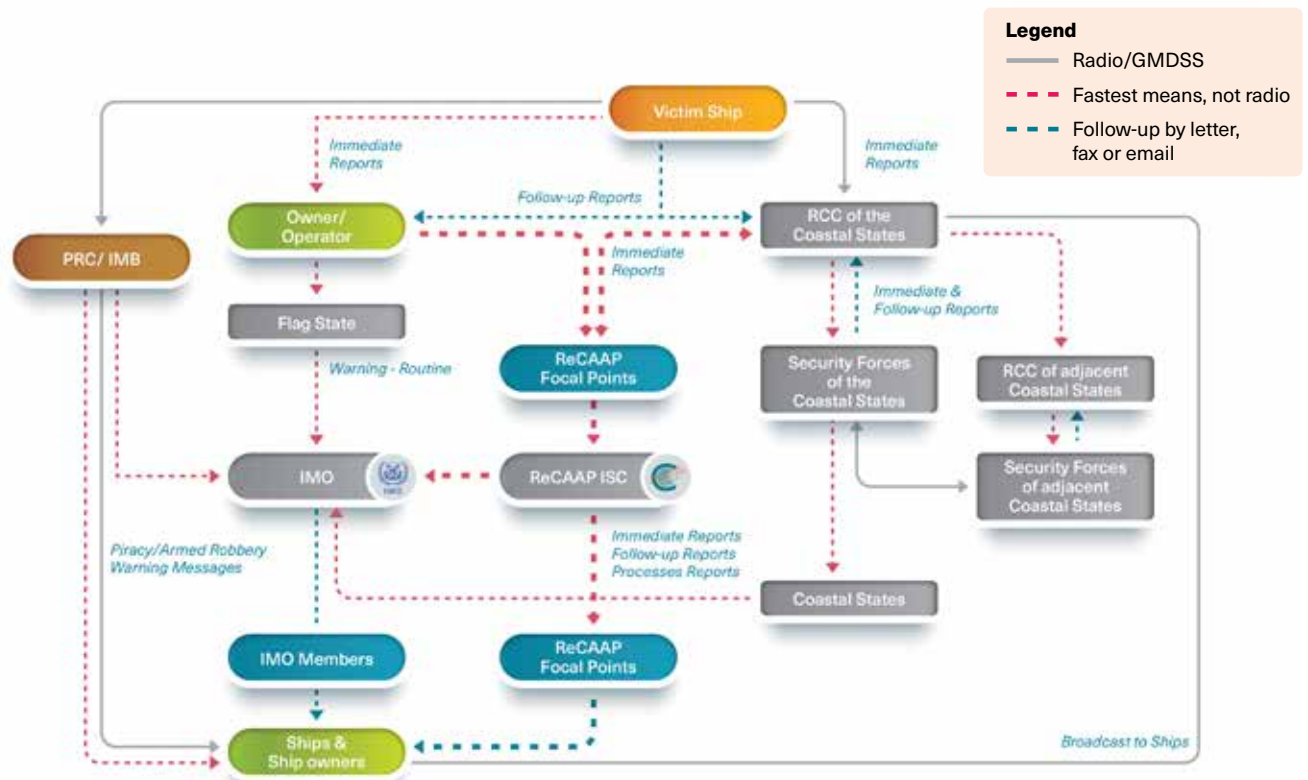


Diagram 1 – Flow Diagram for Reporting Incidents in Asia

### 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   |  |
|---|--|--|
|   | Phone No   | Fax Number   |
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| Australian Maritime Border Operations Centre (AMBOC)<br>Maritime Border Command (MBC)<br>E-mail: <a href="mailto:mbcengagement@abf.gov.au">mbcengagement@abf.gov.au</a>   | +61-2-6275-6000  | +61-2-6275-6275  |
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| Department of Shipping<br>E-mail: <a href="mailto:cns@dos.gov.bd">cns@dos.gov.bd</a>  | +88-02-9554206   | +88-02-7168363   |
| <b>Brunei</b>   |  |  |
| Royal Brunei Marine Police<br>Email: <a href="mailto:marine@police.gov.bn">marine@police.gov.bn</a>   | +673-2773548   | +673-2770549   |
| <b>Cambodia</b>   |  |  |
| Merchant Marine Department<br>Ministry of Public Works and Transport<br>E-mail: <a href="mailto:mmd@mpwt.gov.kh">mmd@mpwt.gov.kh</a>  | +855-88-7878-777   | +85-5-2386-4110  |
| <b>China</b>  |  |  |
| China Maritime Search and Rescue Coordination Centre (Beijing)<br>Email: <a href="mailto:cnmrcc@mot.gov.cn">cnmrcc@mot.gov.cn</a><br><a href="mailto:cnmrcc@msa.gov.cn">cnmrcc@msa.gov.cn</a>                                       | +86-10-6529-2218<br>+86-10-6529-2219<br>+86-10-6529-2221 | +86-10-6529-2245   |
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| <b>India</b>  |  |  |
| MRCC (Mumbai)<br>Coast Guard Region (West)<br>Mumbai – India<br>Email: <a href="mailto:mrcc-west@indiancoastguard.nic.in">mrcc-west@indiancoastguard.nic.in</a><br><a href="mailto:mrcc.mumbai@gmail.com">mrcc.mumbai@gmail.com</a> | +91-22-2431-6558<br>+91-22-2438-8065<br>+91-22-2438-3592 | +91-22-2431-6558<br>+91-22-2438-8065<br>+91-22-2438-3592 |

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| <b>Japan</b>   |   |                          |
| Japan Coast Guard (JCG) Ops Centre<br>Email : <a href="mailto:jcg-op@mlit.go.jp">jcg-op@mlit.go.jp</a>   | +81-3-3591-9812<br>+81-3-3591-6361  | +81-3-3581-2853          |
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| Norwegian Maritime Authority<br>Email: <a href="mailto:security@sdir.no">security@sdir.no</a>  | +47-5274-5000   | +47-5274-5001            |
| <b>Philippines</b>   |   |                          |
| Philippine Coast Guard<br>Command Center<br>Email: <a href="mailto:pcgcomcen@coastguard.gov.ph">pcgcomcen@coastguard.gov.ph</a>  | +632-8-527-8481<br>(ext: 6136/37)<br>+632-998-585-5327<br>(mobile)<br>+632-917-842-8249<br>(mobile) | +632-8-527-3877          |
| Coast Guard District South Western<br>Mindanao (CGDSWM)<br>Email: <a href="mailto:hcgdswm@yahoo.com">hcgdswm@yahoo.com</a>   | +63-998-585-7972<br>+63-917-842-8446<br>VHF: Channel 16<br>with call sign<br>"NEPTUNE"              |                          |



| Country & Agency In Charge   | Point of Contact                      |  |
|--|---------------------------------------|--|
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| <b>Singapore</b>   |                                       |  |
| Maritime and Port Authority of Singapore<br>Port Operations Control Centre (POCC)<br>Email: <a href="mailto:pocc@mpa.gov.sg">pocc@mpa.gov.sg</a>   | +65-6226-5539<br>+65-6325-2493        | +65-6227-9971<br>+65-6224-5776                           |
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| <b>Thailand</b>  |                                       |  |
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| <b>United Kingdom</b>  |                                       |  |
| National Maritime Information Centre<br>Operations Centre<br>Email: <a href="mailto:NMIC-OPS@mod.gov.uk">NMIC-OPS@mod.gov.uk</a>   | +44 2392-211941                       | +44 2392-212024<br>Please indicate<br>"FAO NMIC – A leg" |
| <b>United States</b>   |                                       |  |
| USCG Rescue Coordination<br>Center Alameda (RCCAlameda)<br>Email: <a href="mailto:rccalameda@uscg.mil">rccalameda@uscg.mil</a>   | +1-510-437-3701                       |  |
| <b>Vietnam</b>   |                                       |  |
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Correct as at 2 April 2020

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Regional Cooperation Agreement on Combating  
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