

# Piracy and Armed Robbery Against Ships in Asia

# 1st Quarter Report

JANUARY  
TO  
MARCH  
2021



Stay updated with  
our Mobile App.  
Scan the QR code  
to download.



Brief extracts from the report may be reproduced for non-commercial use provided the source is acknowledged. Request for extensive reproduction should be made to ReCAAP Information Sharing Centre (ISC), who owns the copyright of this document.



# Contents

<b>Executive Summary</b>	<b>2</b>	<b>Part Four</b>	<b>21</b>
		Insights of Incidents in Asia using Data Analytics	
<b>Part One</b>	<b>3</b>	<b>Part Five</b>	<b>27</b>
Incidents of Piracy and Armed Robbery Against Ships in Asia reported during 1 <sup>st</sup> Quarter of 2021 (January-March 2021)		ReCAAP ISC's Main Activities (January-March 2021)	
<ul style="list-style-type: none"><li>• Number of incidents</li><li>• Piracy vs armed robbery against ships</li><li>• Significance level of incidents</li><li>• Status of ships</li><li>• Location of incidents</li></ul>		<b>Conclusion</b>	<b>31</b>
<b>Part Two</b>	<b>11</b>	<b>Appendices</b>	<b>32</b>
Situation of Armed Robbery Against Ships in the Singapore Strait		<ul style="list-style-type: none"><li>• Definitions &amp; methodology in classifying incidents</li><li>• Description of incidents (January-March 2021)</li><li>• Flow diagram on procedure for reporting incidents of piracy and armed robbery against ships in Asia</li><li>• Contact details of ReCAAP Focal Points / Contact Point</li><li>• Acknowledgements</li></ul>	
<ul style="list-style-type: none"><li>• Situation update</li><li>• Arrest of perpetrators</li><li>• Recommendations</li></ul>			
<b>Part Three</b>	<b>17</b>		
Situation of Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah			
<ul style="list-style-type: none"><li>• Situation update</li><li>• Rescue of the remaining four abducted crew</li><li>• Recommendations<ul style="list-style-type: none"><li>- ReCAAP ISC Advisory and Guidance</li></ul></li></ul>			

# Executive Summary



A total of 17 incidents of armed robbery against ships (comprising 16 actual incidents and one attempted incident) were reported in Asia during January-March 2021. This accounts for a **39% decrease** in the total number of incidents compared to the same period in 2020. A total of 28 incidents (comprising 27 actual incidents and one attempted incident) were reported during January-March 2020. All the incidents reported during January-March 2021 were armed robbery against ships. No piracy incident was reported.

The decrease of incidents during January-March 2021 occurred in Bangladesh, India, the Philippines, Singapore Strait and Sulu-Celebes Seas. No incident was reported in Bangladesh during January-March 2021 compared to two incidents during January-March 2020. One incident was reported in India during January-March 2021 compared to six incidents during the same period in 2020. In the Philippines, two incidents were reported during January-March 2021 compared to four incidents during the same period in 2020. However, there was a slight increase of incidents in Vietnam. Two incidents were reported in Vietnam during January-March 2021 compared to no incident during the same period in 2020.

Of concern was the continued occurrence of incidents on board ships while underway in the Singapore Strait. Seven incidents were reported in the Singapore Strait during January-March 2021 compared to nine incidents during the same period in 2020.

There was no incident of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah during January-March 2021. The four abducted crew who had been held in captivity by the Abu Sayyaf Group (ASG) since 17 Jan 20 were rescued by the Philippines authorities on 18 Mar 21 and 21 Mar 21. As a result, no crew is currently held in captivity by the ASG. However, the threat of the abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah still remains high. Ships transiting the area are advised to follow the ReCAAP ISC's '*Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah*', and maintain communications with the Operation Centres of the Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia.

Despite a decrease of incidents in several locations, the ReCAAP ISC urges the law enforcement agencies to continue to enhance surveillance, increase patrols and respond promptly to incidents reported by ships and to make more arrests. Ship masters and crew are advised not to let their guard down, but 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*'.



01

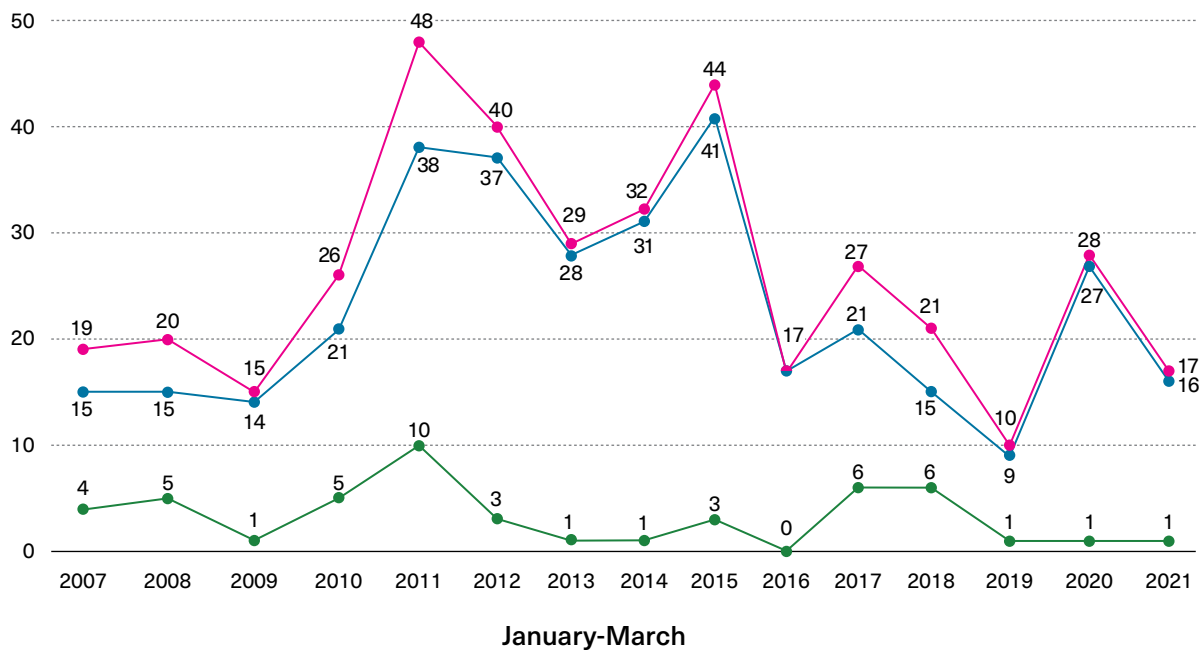
**Incidents of Piracy and  
Armed Robbery Against  
Ships in Asia reported  
during 1<sup>st</sup> Quarter of 2021  
(January-March 2021)**

# Incidents of Piracy and Armed Robbery Against Ships in Asia reported during 1<sup>st</sup> Quarter of 2021 (January-March 2021)

## Number of Incidents

A total of 17 incidents of armed robbery against ships<sup>1</sup> were reported in Asia during January-March 2021. No piracy<sup>2</sup> incident was reported during this period. Of the 17 incidents, 16 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 2021)'. Compared to January-March 2020, the **total number of incidents reported during January-March 2021 decreased by 39%**. During January-March 2020, 28 incidents (comprising 27 actual incidents and one attempted incident) were reported.

Graph 1 shows the number of incidents reported during January-March of 2007-2021.



Graph 1 – Number of incidents (January-March of 2007-2021)

● 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.

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

- In Bangladesh, no incident was reported during January-March 2021 compared to two incidents during January-March 2020.
- In India, one incident was reported during January-March 2021 compared to six incidents during the same period in 2020.
- In the Philippines, two incidents were reported during January-March 2021 compared to four incidents during the same period in 2020.
- In the Singapore Strait, seven incidents were reported during January-March 2021 compared to nine incidents during the same period in 2020.
- In the Sulu-Celebes Seas, no incident was reported during January-March 2021 compared to one incident during the same period in 2020.

However, there was an **increase** of incidents in Vietnam. Two incidents were reported in Vietnam during January-March 2021 compared to no incident reported during January-March 2020.

## Piracy vs Armed Robbery Against Ships

All 17 incidents reported in Asia during January-March 2021 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 2007-2021.

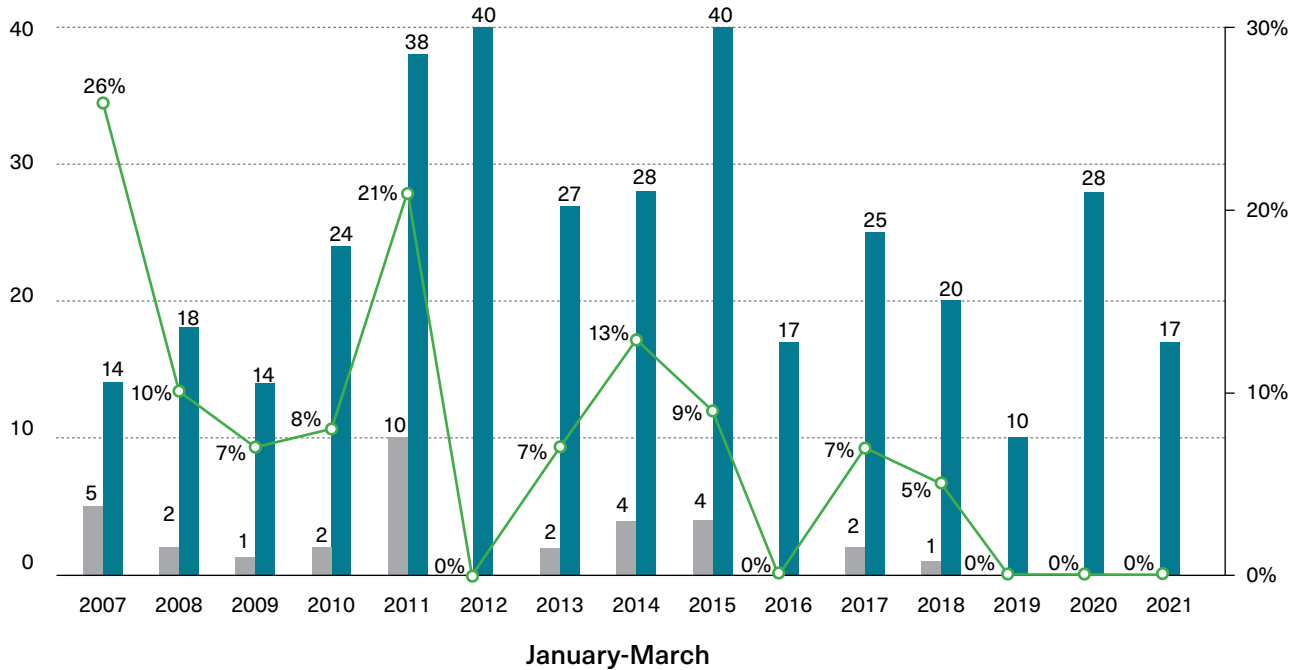


Chart 1 – Piracy vs Armed Robbery Against Ships (January-March of 2007-2021)

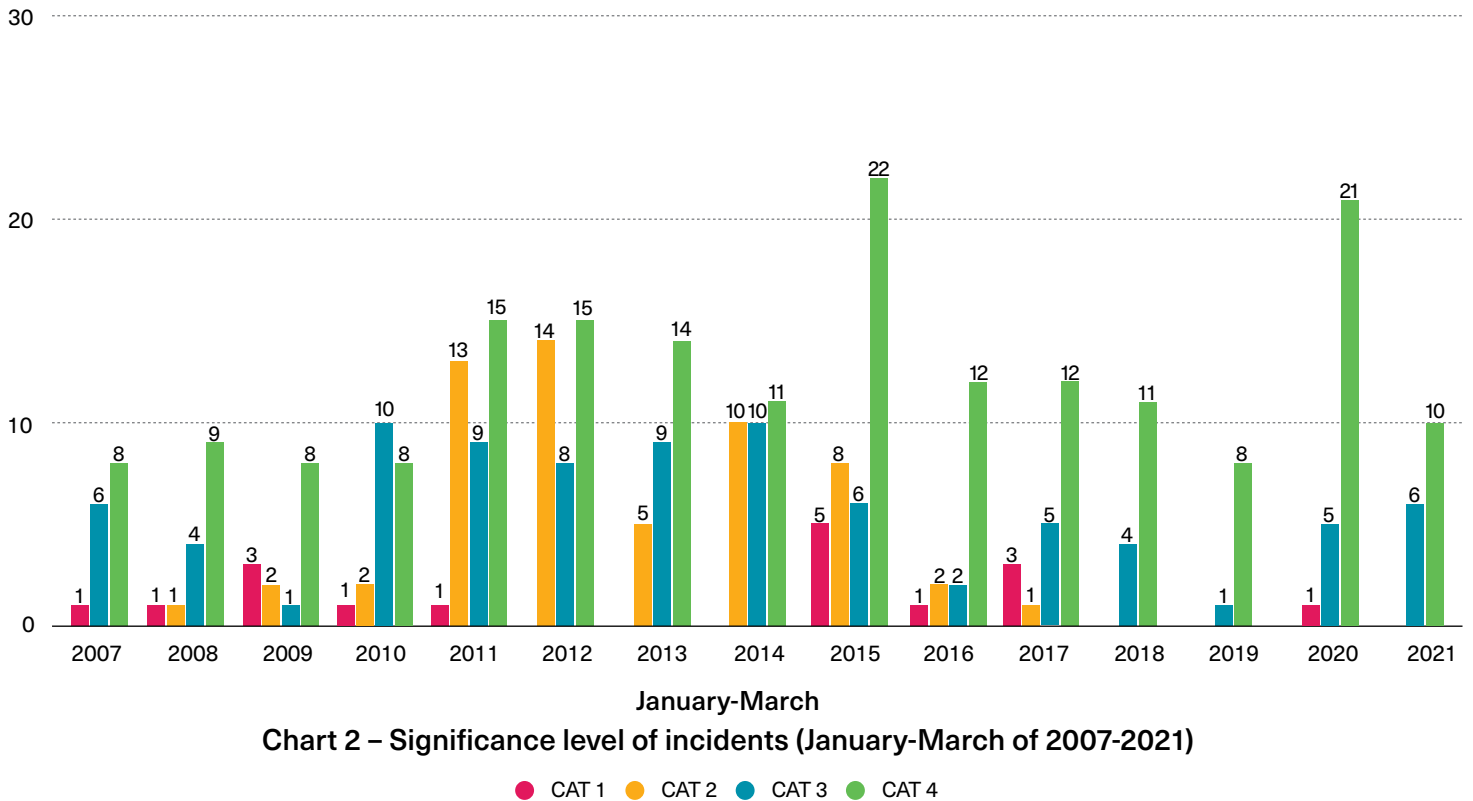
● Piracy ● Armed Robbery ○ % of Piracy

The majority of the incidents reported in Asia are armed robbery against ships. Over the 15-year reporting period of January-March of 2007-2021, the number of piracy incidents fluctuated each year, with an annual average of 8% for piracy incidents and 92% for armed robbery against ships incidents.



## Significance Level of Incidents

Of the 16 actual incidents reported during January-March 2021, six were CAT 3 incidents and 10 were CAT 4 incidents. There was no CAT 1 and no CAT 2 incidents. Chart 2 shows the significance level of incidents reported during January-March of 2007-2021.



### CAT 3

Of the six CAT 3 incidents reported during January-March 2021, three incidents occurred on board ships while anchored in Indonesia and three incidents on board ships while underway in the Singapore Strait. All six incidents involved perpetrators who were armed with knives. In one of the incidents, the perpetrators robbed the crew at knifepoint but the crew was not harmed.

Of the six incidents, four incidents reported losses of ropes, ship stores and engine spares. Nothing was reported lost in the other two incidents.

### CAT 4

CAT 4 incidents are incidents where the perpetrators were not armed and the crew not harmed. There were 10 incidents of CAT 4, which accounts for 63% of the actual incidents reported during January-March 2021.

## Status of Ships

Of the 17 incidents reported during January-March 2021, nine incidents (53%) occurred to ships while at anchor/berth and eight incidents (47%) to ships while underway.

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

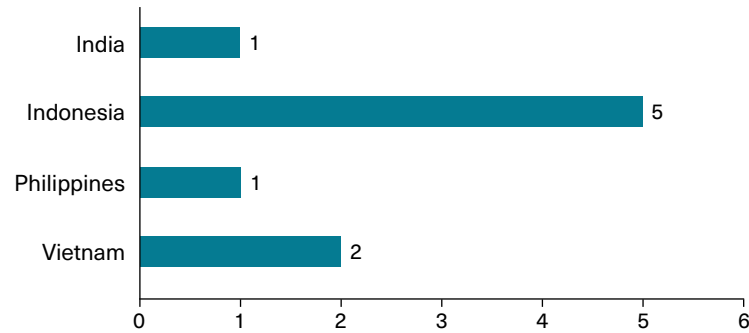


Chart 3 – Incidents on board ships at anchor/berth (January-March 2021)

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

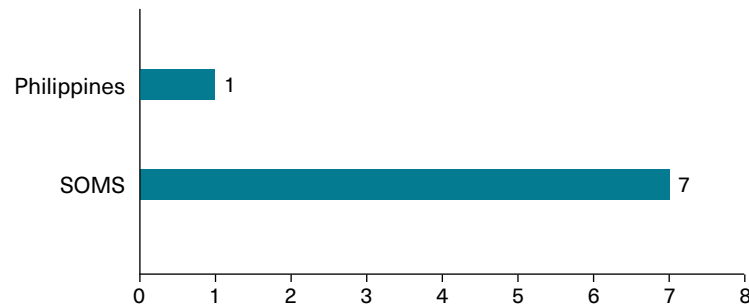


Chart 4 - Incidents on board ships while underway (January-March 2021)

## Location of Incidents

Table 1 shows the number and location of incidents reported in Asia during January-March of 2007-2021.

Act = Actual, Att = Attempted

January-March																																			
		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020		2021					
		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	Act	Att				
<b>North Asia</b>																																			
China																				1		1								3					
<b>Sub-total</b>																				1		1								3					
<b>South Asia</b>																																			
Arabian Sea		1	2								3																								
Bangladesh		2		3		1		2		5		8			3		2					5		3						2					
Bay of Bengal		1						1			1				2																				
India		1		6		2		4		4		3	1	3		2		2		10		1		1	1				6			1			
<b>Sub-total</b>		5	2	9		3		7		9	4	11	1	3		7		4		10		6		4	1				8			1			
<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	5					
Malaysia		1		1		1		4		7		1					1				1														
Philippines				1	1	1	1	1		1		2		2		1			1			4		1		2		4		1		1			
Singapore										2																									
SOMS			1		2	2		1	9	1	4		1		9		20	1				1		2	2		9		7						
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										2	
<b>Sub-total</b>		10	2	6	5	11	1	14	5	29	6	26	2	25	1	24	1	37	3	6		14	6	11	5	6	1	19	1	15	1				
<b>Overall total</b>		15	4	15	5	14	1	21	5	38	10	37	3	28	1	31	1	41	3	17		21	6	15	6	9	1	27	1	16	1				

Table 1 – Location of Incidents (January-March of 2007-2021)

## Location of Incidents

The location of the incidents reported during January-March of 2021 is shown in Map 1.



Map 1 – Location of incidents (January-March 2021)

● CAT 3 ● CAT 4 ▲ Attempted



# 02

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

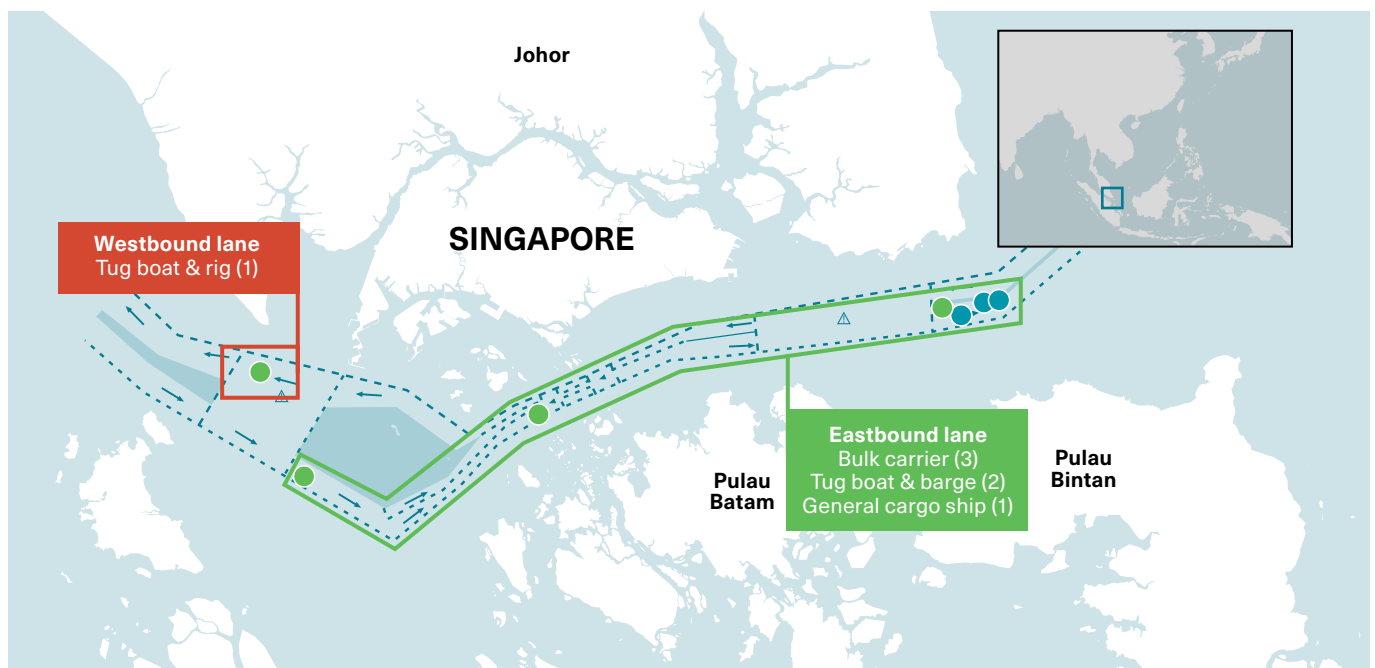
# Situation of Armed Robbery Against Ships in the Singapore Strait

## Situation Update

### January – March 2021

During January-March 2021, a total of seven incidents were reported in the Singapore Strait. Of the seven incidents, six incidents occurred in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait, and one incident in the westbound lane of the TSS.

Map 2 shows the location of the seven incidents that occurred during January-March 2021.









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

● CAT 3 ● CAT 4

Of concern is the continued occurrence of incidents in the Singapore Strait. In 2021, three incidents were reported in January, two incidents in February and two incidents in March. On 29 Jan 21, the ReCAAP ISC issued an Incident Alert (IA 01/2021) to alert the shipping community of the continued occurrence of incidents in the Singapore Strait in 2021. A total of 34 incidents were reported in 2020 and 31 incidents in 2019 in the Singapore Strait.

### Modus operandi and observations of the incidents during January-March 2021

The modus operandi of the seven incidents that occurred in the Singapore Strait during January-March 2021 are summarised in the table below.

	Factors of incident	Eastbound lane of the TSS (6 incidents)	Westbound lane of the TSS (1 incident)
	Type of ship (number of incidents)	<b>Bulk carrier (3)</b> Tug boat towing barge (2) General cargo ship (1)	<b>Tug boat towing rig (1)</b>
	No. of perpetrators (number of incidents)	10 men (1) <b>5 men (3)</b> 3 men (1) 2 men (1)	<b>Not mentioned (1)</b>
	Weapons carried (number of incidents)	Knives (3) Not stated (3)	<b>Not stated (1)</b>
	Treatment of crew (number of incidents)	<b>No injuries (5)</b> Assaulted (1)	<b>No injuries (1)</b>
	Items stolen (number of incidents)	Ship stores (2) Engine spares (1) <b>Nothing stolen (3)</b>	<b>Buoy floating behind rig (1)</b>
	Time of incident (number of incidents)	<b>Hours of darkness (4)</b> Daylight hours (2)	<b>Daylight hours (1)</b>

The observations are as follows:

1. Of the seven incidents, four incidents involved bigger ships (bulk carrier and general cargo ship), and three incidents involved tug boats towing barges/rig.
2. Perpetrators carried knives in three incidents on board bigger ships while underway off Tanjung Pergam, Indonesia in the eastern sector of the Singapore Strait. The perpetrators did not harm the crew with knives. In one of the incidents, the perpetrator threatened a duty oiler with a knife before escaping from the ship.
3. The perpetrators were sighted in the engine room in all of the four incidents involving bigger ships. Of the four incidents, the perpetrators managed to steal engine spares in one incident, but escaped empty-handed in the remaining three incidents.
4. In all three incidents that involved tug boats on tow, the perpetrators managed to steal items on board unmanned barges (in two incidents) and an unmanned rig (one incident). The items stolen were shackles and steel wires on board the barges, and a buoy tied behind the rig. There was no confrontation between the perpetrators and the crew of the tug boats.
5. All the four incidents involving bigger ships occurred during hours of darkness; and the three incidents involving tug boats on tow occurred during daylight hours.



## Arrest of Perpetrators

There was an arrest of the perpetrators who boarded the barge, *TK Linau 133* towed by the tug boat, *TB Danum 50*. The description of the incident is as follows:

Name of ship	<b><i>TB Danum 50</i></b>
Type of ship	Tug boat
Flag of ship	Malaysia
GT	165
IMO Number	9404261

Name of ship	<b><i>TK Linau 133</i></b>
Type of ship	Barge
Flag of ship	Malaysia

On 21 Feb 21 at about 1220 hrs, when the barge *TK Linau 133* towed by the tug boat, *TB Danum 50* were underway in Karang Banteng waters, Riau Islands, Indonesia in the eastbound lane of the TSS, two small boats came alongside the barge. The Indonesian Navy Marine Security Patrol *Kri Siwar-646* was conducting routine patrol in the area and spotted three perpetrators on board the barge and two other perpetrators in a boat loading some items from the barge into the boat.

The Indonesian Navy boarded the barge, conducted a search and **arrested all five perpetrators**. Two small boats were seized and about 150 kg of the **stolen steel wires were recovered**. **The crew of the tug boat was not harmed**.

The ReCAAP ISC commends the Indonesian Navy for patrolling the area, and arresting the perpetrators.



**Arrest of perpetrators and recovered stolen steel wires**

(Source: <https://www.tnial.mil.id/berita/20126/TNI-AL-TANGKAP-LIMA-PENCURI-GUNAKAN-DUA-SPEED-BOAT-DI-SELAT-SINGAPURA/>)

## Recommendations

The ReCAAP ISC strongly urges the littoral States of the Singapore Strait to continue to increase patrols and enforcement in their respective waters, respond promptly to incidents, strengthen coordination among them and promote information sharing on incidents and criminal groups involved in order to make more arrests.

While transiting the Singapore Strait, ship masters and crew are strongly advised to enhance vigilance and proactively adopt the following measures:

- Maximise alertness of lookouts for suspicious small boats and increase watch keeping; 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 littoral States.



# 03

## **Situation of Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah**

# Situation of Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah

## Situation Update

No abduction of crew incident was reported during January-March 2021.

## Rescue of the Remaining Four Abducted Crew

In March 2021, the Philippine Coast Guard (ReCAAP Focal Point) reported to the ReCAAP ISC the rescue of the remaining four crew who had been abducted on 17 Jan 2020 from fishing trawler *SSK 00543* at approximately 4.24 nm off Pulau Tambisan, Lahad Datu, Sabah, Malaysia. The description of the rescue operations is as follows:

- 1 On 18 Mar 21, when the abductors were ferrying the four abducted crew towards Tawi-Tawi province to avoid the intensified military operation in the province, their watercraft capsized in bad weather. Three of the abducted crew were rescued by the Philippines authorities in the vicinity waters off Pasigan Laut Island, South Ubian, Tawi-Tawi, the Philippines, and brought to the Tandubas Municipal Police Station (MPS). One of the crew was reported missing.
- 2 On 21 Mar 21, the missing crew was rescued by the Armed Forces of the Philippines in the vicinity of Kalupag Island, Brgy Kalupag, Languyan, Tawi-Tawi, the Philippines.

With the rescue of the four crew, no crew of ships is currently held in captivity by the Abu Sayyaf Group (ASG). The ReCAAP ISC issued two Incident Updates on the rescue of the four abducted crew. Both Incident Updates can be found at [www.recaap.org](http://www.recaap.org).

During the rescue operations, the Philippine authorities neutralised the notorious ASG sub-leader Majan Sahidjuan @ Apo Mike, and arrested the ASG Sulu-based member Suhud Salasim @ Ben Wagas. This has brought about a great blow to the operation of ASG in the abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah. However, the threat of abduction of crew remains high as demonstrated by information of planned kidnapping by members of the ASG targeting the abduction of crew from ships passing by Tawi-Tawi and Sabah waters (as reported in ReCAAP ISC's Warning on 2 Jul 20), and the operation on 3 Nov 20 by the Philippine authorities in preventing a kidnap-for-ransom plan by the ASG.

## Recommendations

The ReCAAP ISC reiterates its advisory issued via ReCAAP ISC Incident Alert dated 21 Nov 16 to all ships to reroute from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the area, and report all incidents immediately to the Operation Centres of the Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia. The contact details of the Operation Centres of the Philippines and ESSCOM of Malaysia are as shown in next page:

**1 Philippine Coast Guard District  
Southwestern Mindanao**

Tel: +63 998 585 7972  
+63 917 842 8446  
VHF: Channel 16 with call-sign  
"NEPTUNE"  
Email: hcgdswm@yahoo.com

**2a Philippine Coast Guard Station,  
Bongao (Central Tawi-Tawi)**

Tel: +63 998 585 7941  
+63 917 842 8402  
VHF: Channel 16  
Email: cgd\_tawi2@yahoo.com

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

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

**3 Eastern Sabah Security Command  
(ESSCOM)**

Tel: +60 89863181/016  
Fax: +60 89863182  
VHF: Channel 16 with call-sign  
"ESSCOM"  
Email: bilikgerakan\_esscom@jpm.gov.my



Map 3 - Contact details

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

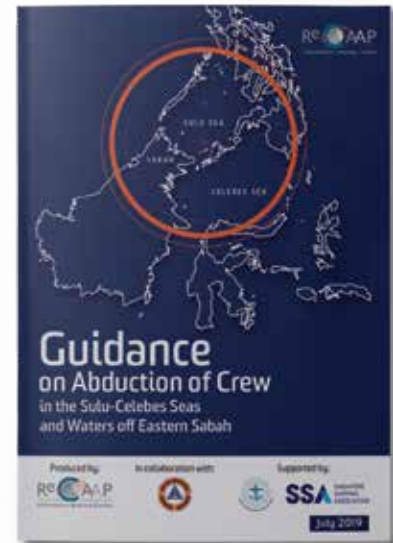
Tel: +632-8-527-8481 (ext: 6136/37)  
+632-998-585-5327 (mobile)  
+632-917-842-8249 (mobile)  
+632-8-527-3877 (fax)  
Email: pcgcomcen@coastguard.gov.ph

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

The ReCAAP ISC recommends the shipping industry to refer to the '*Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah*' produced in July 2019.

The Guidance consists of advisory on the measures to be taken by the ships transiting the area, including contact details and the Notice to Mariners (NOTAM) issued by the Philippines and Malaysia. It also shares the analysis of incidents based on the information collected from past incidents. The Guidance can be found at [www.recaap.org](http://www.recaap.org).

The Guidance is produced in collaboration with the Philippine Coast Guard (ReCAAP Focal Point) and supported by the Asian Shipowners' Association (ASA) and Singapore Shipping Association (SSA). The Guidance complements the general guidance contained in the '*Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia*' produced by the ReCAAP ISC.



# 04

## Insights of Incidents in Asia using Data Analytics

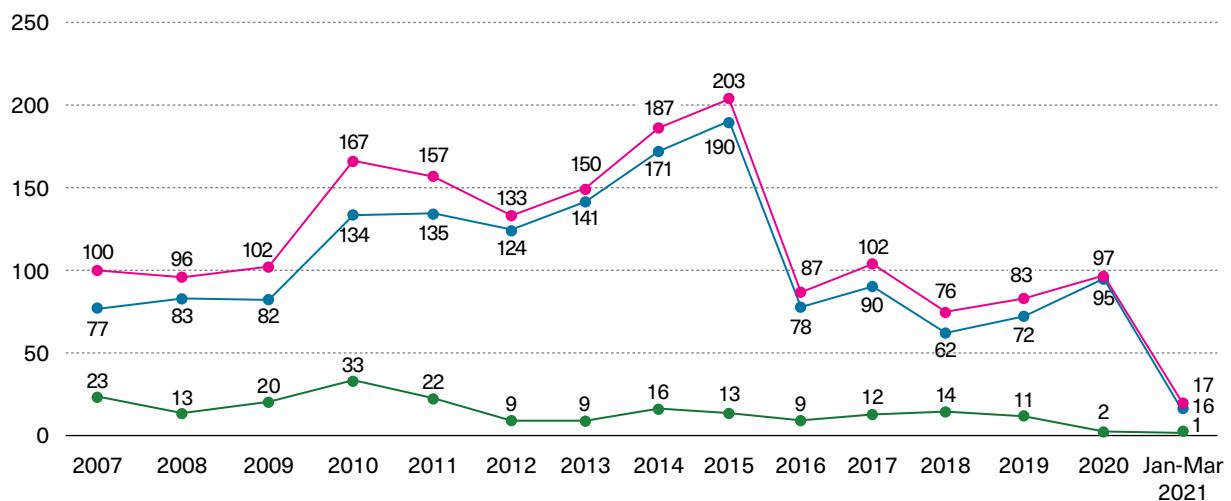


## Insights of Incidents in Asia using Data Analytics

This section provides insights into the incidents reported in Asia during January-March 2021 compared to the trend of past incidents during the 14-year period of 2007-2020. The analysis focuses on the number of perpetrators, weapons carried by perpetrators, treatment of crew, type of losses, type of ships boarded and time of the incidents.

### Number of incidents during 2007-2020

During the 14-year period of 2007-2020, a total of 1,740 incidents (comprising 1,534 actual incidents and 206 attempted incidents) were reported in Asia. During this period, the number of incidents fluctuated over the years, with the highest number of incidents in 2015 (203) and the lowest in 2018 (76).



Graph 2 - Number of incidents (2007-2020 and January-March 2021)

● Total ● Actual ● Attempted

### Summary of analysis

A total of 17 incidents were reported in Asia during January-March 2021. The incidents reported during January-March 2021 were consistent with the trend of past incidents during the 14-year period of 2007-2020, in terms of the type of weapons carried by perpetrators, treatment of crew, type of losses and time of incidents. However, there was some deviation in terms of the number of perpetrators and the type of ships boarded.



## Details of Analysis

### Number of perpetrators

January-March 2021. Among the 17 incidents, nine incidents involved 1-3 men (53%), three incidents involved 4-6 men (18%), one incident involved more than 9 men (6%) and four incidents with no information available (23%).

2007-2020. Among the 1,740 incidents, there were more incidents with 4-6 men (33%) than incidents with 1-3 men (25%).

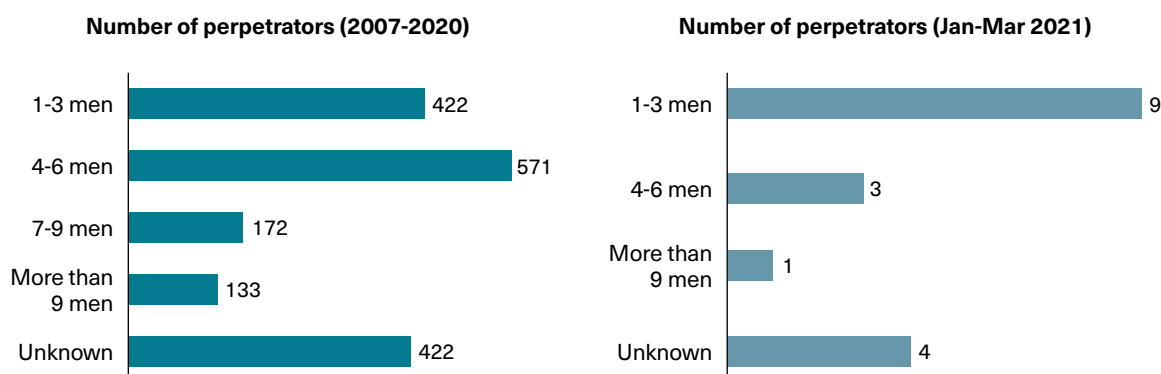


Chart 5 – Number of perpetrators – Asia

### Type of weapons carried by perpetrators

January-March 2021. Among the 17 incidents, six incidents (35%) reported that the perpetrators carried knives/machetes, one incident (6%) reported that the perpetrators were not armed and 10 incidents (59%) had no information on the weapons of the perpetrators.

2007-2020. Among the 1,740 incidents, 33% reported that the perpetrators carried knives/machetes, 10% reported guns & knives and 1% reported more sophisticated weapons, while 48% of incidents had no information on the weapons of the perpetrators.

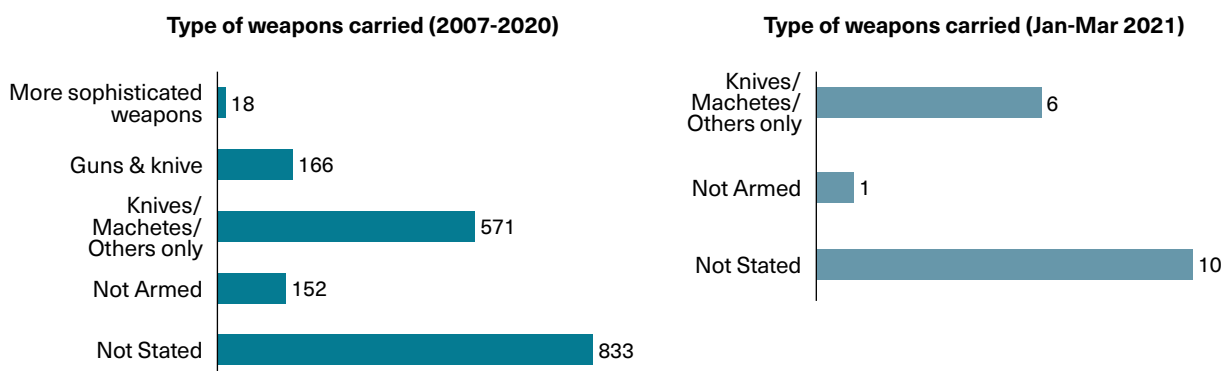


Chart 6 – Type of weapons carried by the perpetrators – Asia

### Treatment of crew

January-March 2021. Among the 17 incidents, 14 incidents (82%) reported that the crew was not injured, two incidents (12%) with the crew being threatened and one incident (6%) had no statement of injury. The treatment of crew was less severe than in the past 14-year trend of incidents.

2007-2020. Among the 1,740 incidents, 54% reported the crew was not injured and 25% had no statement of injury. 10% of incidents reported the crew being temporarily taken hostage, 4% had the crew threatened, 4% assaulted and 1% kidnapped.

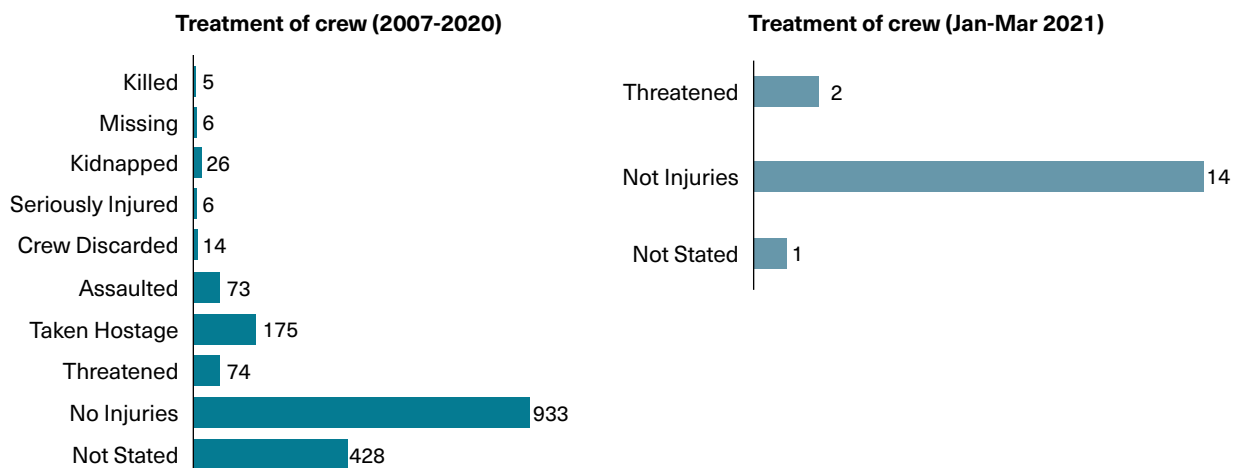


Chart 7 – Treatment of crew – Asia

### Type of loss

January-March 2021. Among the 17 incidents, 10 incidents (59%) reported the loss of ship property/stores, two incidents (12%) reported the loss of engine spares, one incident (6%) reported the loss of cash/personal belongings, while four incidents (23%) reported nothing was lost.

2007-2020. Among the 1,740 incidents, 34% reported the loss of ship property/stores, 13% the loss of cash/personal belongings, 8% the loss of engine spares, while 33% reported nothing was lost.

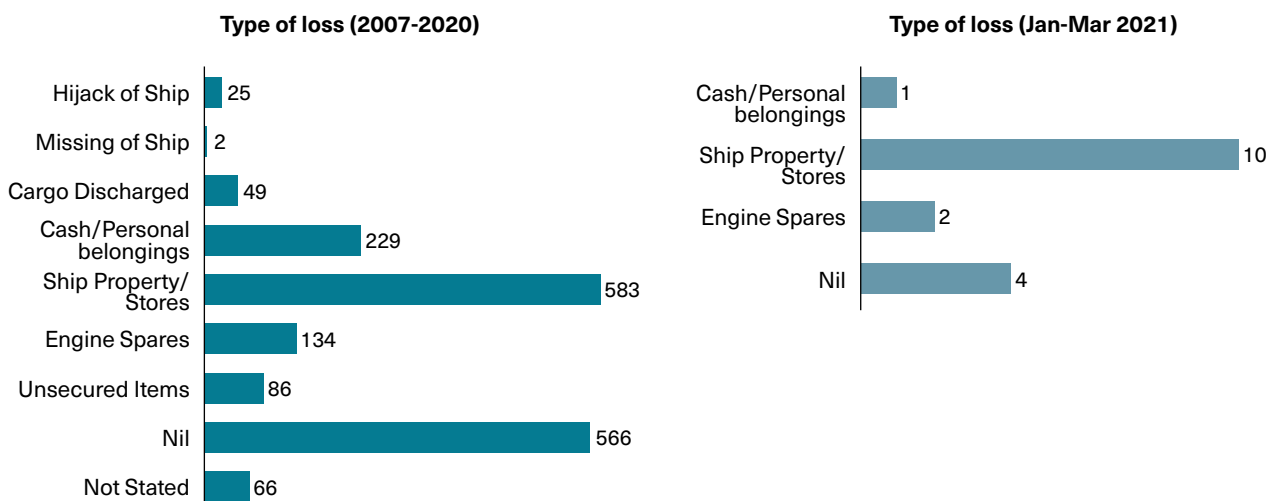


Chart 8 – Type of loss – Asia

**Type of ships boarded**

January-March 2021. Among the 17 incidents, six incidents (35%) occurred onboard bulk carriers, five incidents (29%) onboard container ships, three incidents (18%) involving tug boats/supply vessels on tow, two incidents (12%) onboard tankers and one incident (6%) onboard general cargo ship.

2007-2020. Among the 1,740 incidents, tankers (36%) and bulk carriers (27%) were mostly boarded.

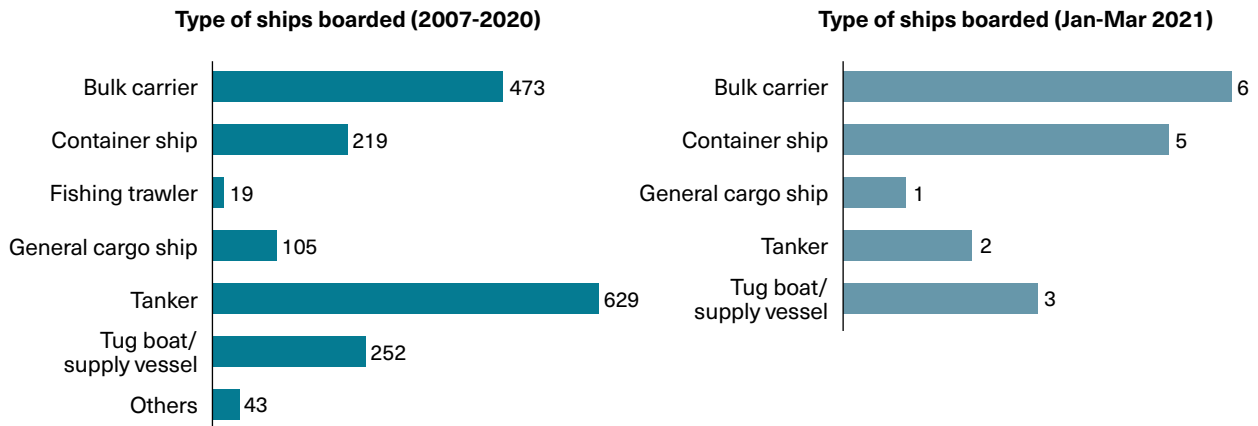


Chart 9 – Type of ships boarded – Asia

**Time of incidents**

January-March 2021

Among the 17 incidents, 13 incidents (76%) occurred during hours of darkness and four incidents (24%) occurred during daylight hours.

2007-2020

Among the 1,740 incidents, 81% occurred during hours of darkness.

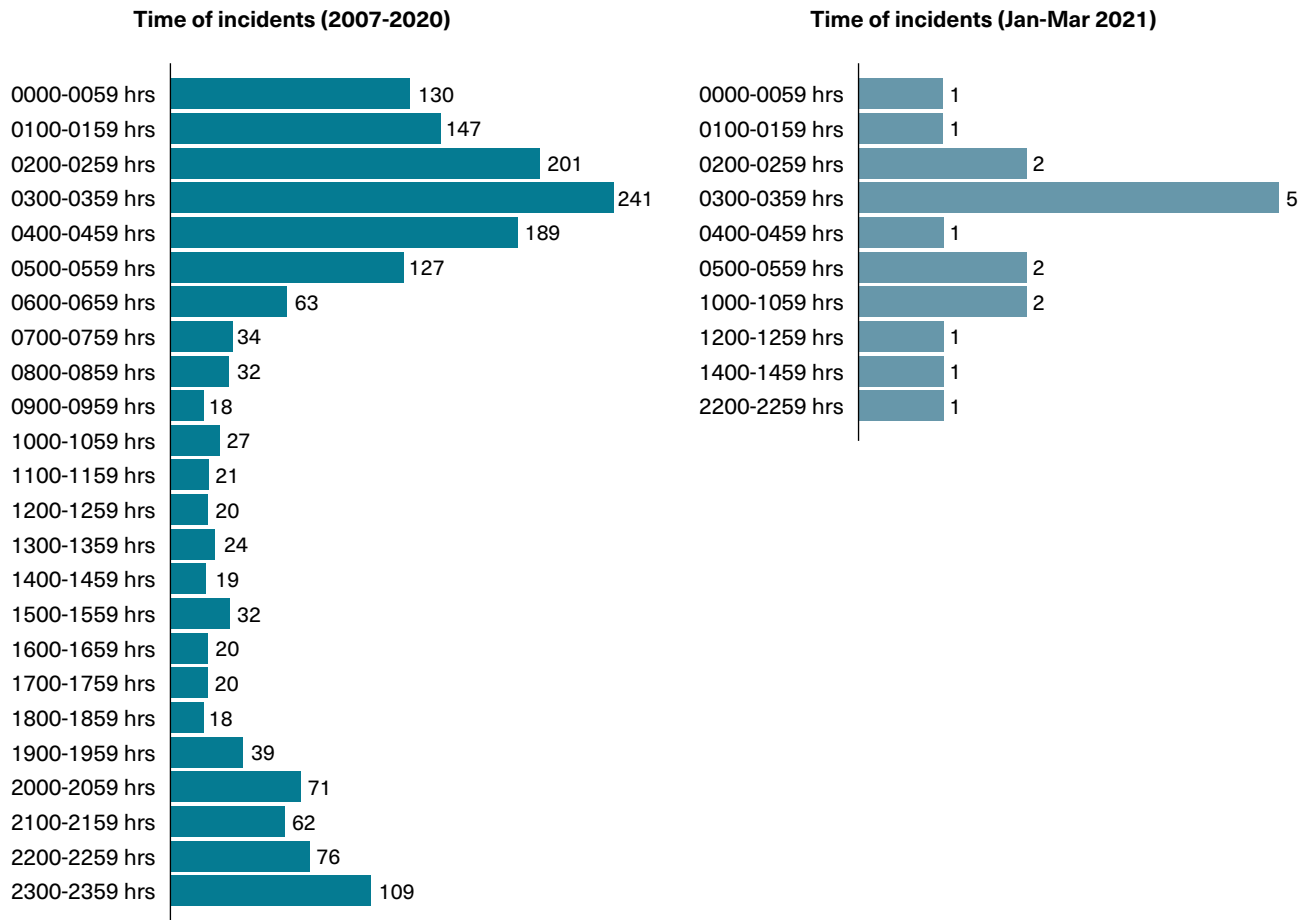
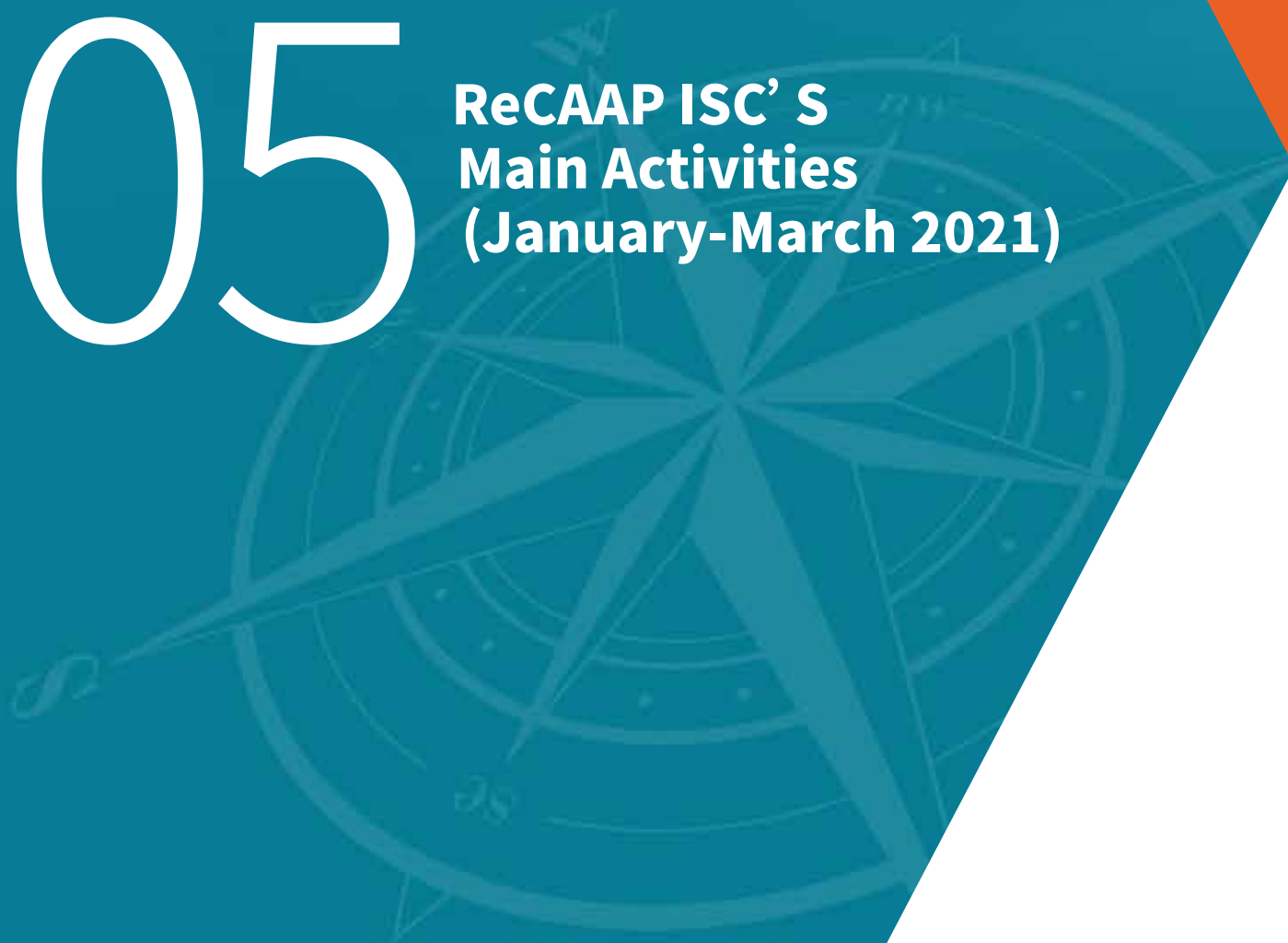


Chart 10 – Time of incidents – Asia

# 05

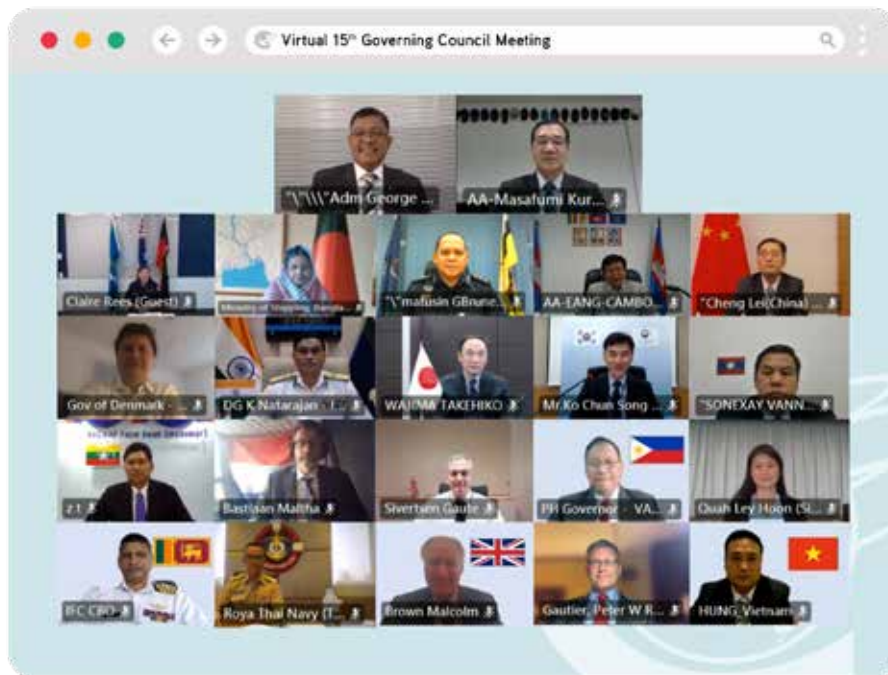
## **ReCAAP ISC' S Main Activities (January-March 2021)**



## ReCAAP ISC'S Main Activities (January-March 2021)

### Virtual 15<sup>th</sup> Governing Council Meeting (16 & 17 March)

The 15<sup>th</sup> Governing Council Meeting of the ReCAAP ISC was held on 16 and 17 Mar 21 by virtual modality due to the ongoing COVID-19 pandemic. The Meeting was attended by the Governors/ Representatives of all the 20 ReCAAP Contracting Parties. The Council deliberated on the ReCAAP ISC's workplan and budget for FY 2021, the three-year workplan for FY 2021 – FY 2023 and the Action Plan of the Roadmap. The Council encouraged the Centre to continue to promote timely and accurate information sharing as well as deep analysis of the situation by using data analytics tools. The Centre is encouraged to use virtual modality for capacity building activities and cooperative arrangements when physical meetings cannot be organised. On 17 Mar, an open session of the Governing Council Meeting was held. It was attended by External Participants from two countries and 16 organisations.

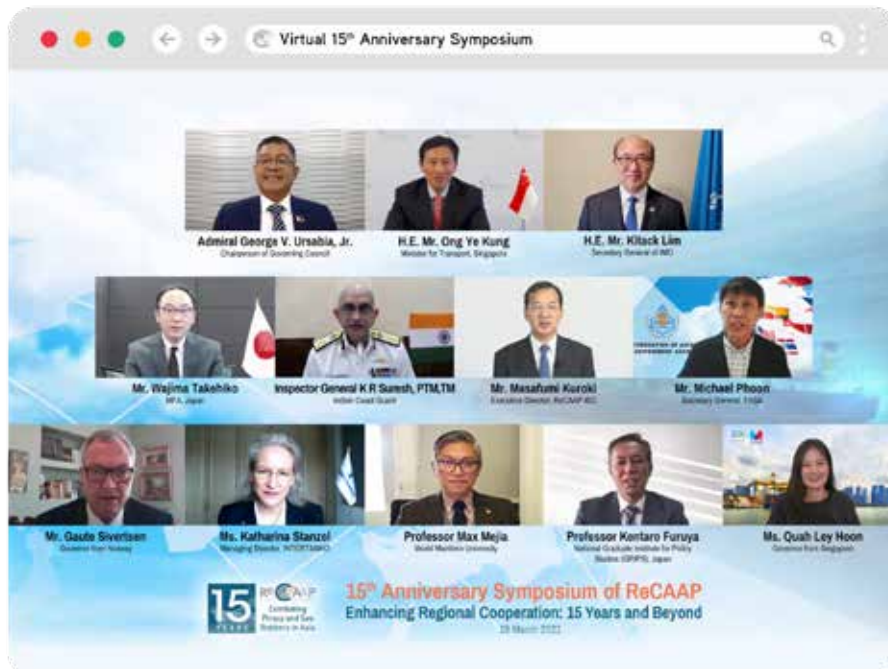


Governors and Executive Director of ReCAAP ISC at the 15<sup>th</sup> Virtual Governing Council Meeting

## Virtual 15<sup>th</sup> Anniversary Symposium (18 March)

The ReCAAP Contracting Parties and ReCAAP ISC organised a 15<sup>th</sup> Anniversary Symposium with the theme of “*Enhancing Regional Cooperation: 15 years and beyond*” on virtual platform. A total of 200 participants from the 20 ReCAAP Member Countries, the shipping industry, the diplomatic community as well as academia and research institutes attended the Symposium. The Symposium commenced with a welcome address by Singapore’s Minister for Transport, Mr. Ong Ye Kung, followed by the keynote address (video) delivered by the Secretary-General of the IMO, Mr Kitack Lim.

The representatives of ReCAAP Member Countries, and a shipping association delivered presentations on their perspectives and commitment towards enhancing maritime safety in Asia. The other highlights of the Symposium included a presentation on “*15 Years’ Analysis of Piracy and Sea Robbery Incidents in Asia*” by the Executive Director of ReCAAP ISC as well as a panel discussion on “*The Future of ReCAAP*” by the representatives from ReCAAP Member Countries, a shipping association and a research institute as panellists; and a professor of the World Maritime University as moderator. The Symposium provided a good opportunity to reflect on the past achievements, reconfirm the commitment to the shared mission and deliberate on the way forward.



Participants at the Symposium

## Virtual ReCAAP ISC Nautical Forum 2021 (15 January)

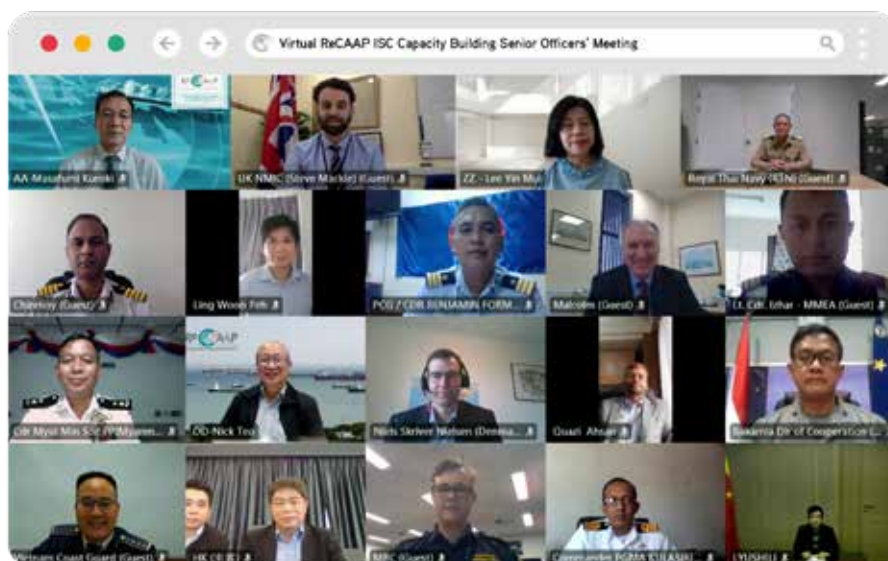
The ReCAAP ISC organised the 12<sup>th</sup> Nautical Forum by virtual modality. The Forum was a platform for ReCAAP ISC to present the Annual Report of piracy and sea robbery in Asia in 2020, and to exchange views to improve the situation in 2021. About 100 participants from diplomatic missions, governmental agencies, shipping industry and researchers attended the Forum. The Forum featured presentations on the latest situation in Asia, update on the situation in Sulu-Celebes Seas, efforts by littoral States of the Singapore Strait and challenges faced by the shipping industry due to the COVID-19 pandemic.



Speakers of the 12<sup>th</sup> Nautical Forum

## Virtual ReCAAP ISC Capacity Building Senior Officers' Meeting (CBSOM) (26 January)

The ReCAAP ISC organised its annual CBSOM virtually with 18 ReCAAP Focal Points on 26 Jan. A total of 25 participants attended the meeting which provided a platform for the Focal Points to share the latest situation of piracy and sea robbery and discuss the areas of concern. The meeting featured presentations by the Focal Points of Singapore, the Philippines and the United Kingdom. The Indonesian Coast Guard (BAKAMLA) attended the meeting and delivered a presentation on the structure of the Indonesia Maritime Information Centre (IMIC).



Participants and Speakers at the CBSOM



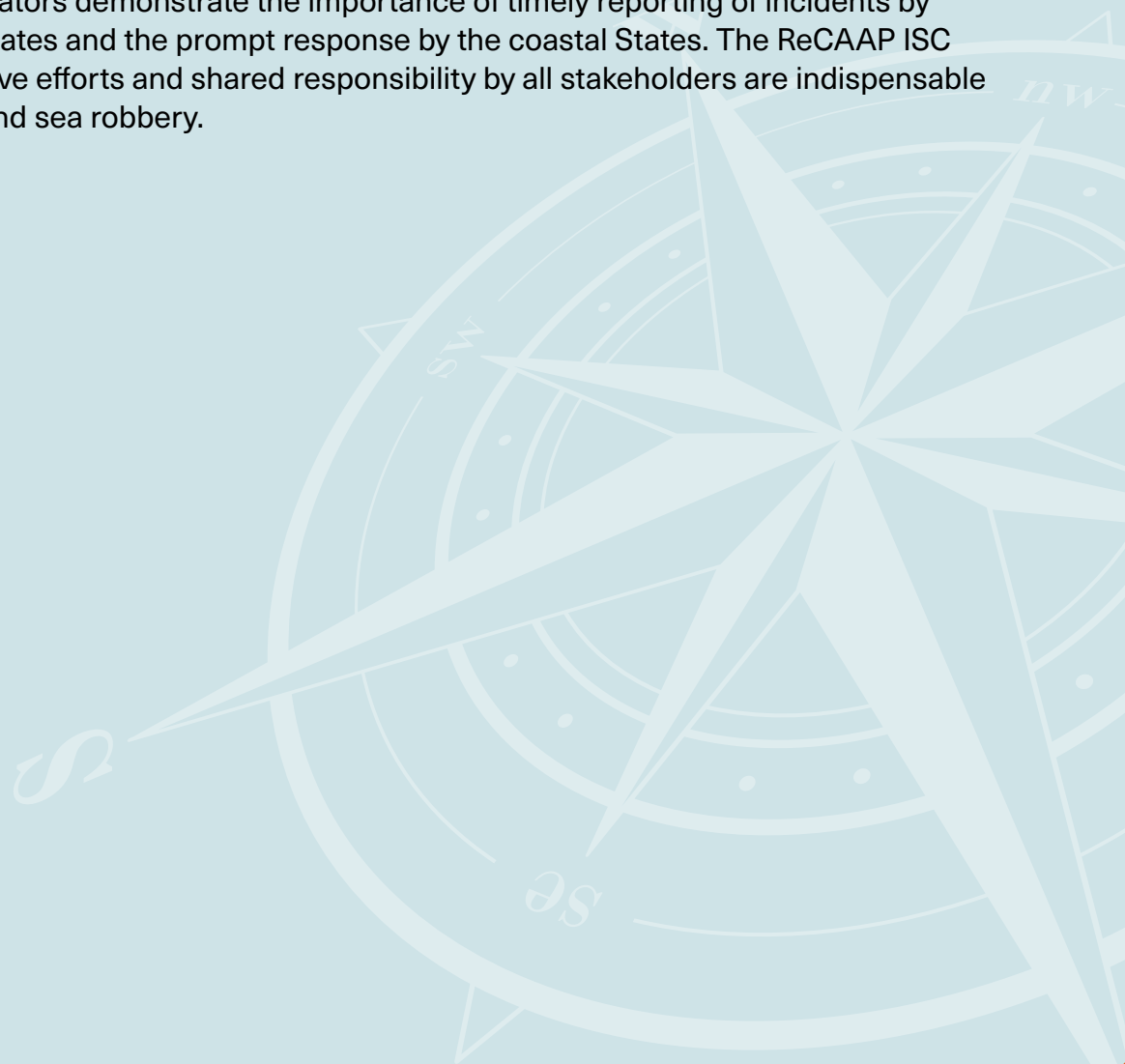
# Conclusion



The total number of incidents of piracy and armed robbery against ships in Asia reported during January-March 2021 has decreased compared to the same period in 2020. The incidents decreased in Bangladesh, India, the Philippines, Singapore Strait and Sulu-Celebes Seas, while there was a slight increase of incidents in Vietnam.

The continued occurrence of incidents in the Singapore Strait and the threat of the abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah remain the main areas of concern.

The arrests of perpetrators demonstrate the importance of timely reporting of incidents by ships to the coastal States and the prompt response by the coastal States. 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 (January-March 2021)

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

● 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>SBI Orion</i></b> Bulk carrier Marshall Islands 36421 9705330	03/01/21 0330 hrs	0° 15.8' S, 117° 34.3' E  Muara Berau Anchorage, East Kalimantan, Indonesia	While at anchor, three perpetrators <b>armed with knives</b> boarded the bulk carrier. The duty crew spotted the perpetrators at forecastle store, before they escaped with <b>ship ropes</b> . <b>The crew was not injured</b> . The incident was reported to the local authorities.  <b>[ReCAAP Focal Point (Singapore)]</b>
2	<b><i>Ark Royal</i></b> Bulk carrier Barbados 27011 9219446	25/01/21 0325 hrs	1° 16.58' N, 104° 15.7' E  Approximately 7.1 nm northwest of Tanjung Pergam, Pulau Bintan, Indonesia in the eastbound lane of the Traffic Separation Scheme (TSS)  (SOMS)	While underway, unauthorized persons were sighted in the engine room. The alarm was raised and crew mustered. A search on board the ship was conducted. At 0506 hrs, the master updated Singapore Vessel Traffic Information System (VTIS) that the search on board was completed with no further sighting of the unauthorized persons. The master reported that <b>nothing was stolen, and all crew was safe</b> and accounted for. He added that no assistance was required, and the ship would continue its voyage.  A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.  <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
3	<b>CSCL Lima</b> Container ship Hong Kong, China 26404 9386005	28/01/21 0400 hrs	10° 12.87' N, 107° 7.55' E  Vung Tau Anchorage, Vietnam	While at anchor, an unknown number of perpetrators boarded the ship. The duty AB during the security round discovered damaged padlock and open door in the paint store. No unauthorised person was sighted on board the ship. <b>Some cans of paint</b> were discovered missing from the paint locker. <b>The crew was not injured</b> . The incident was reported to the port control, Port Facility Security Officer and the Coastal State.  <b>[ReCAAP Contact Point (Hong Kong)]</b>
4	<b>Elvia</b> Bulk carrier Liberia 50697 9570840	28/01/21 2232 hrs	1° 16.15' N, 104° 16.72' E  Approximately 6 nm northwest of Tanjung Pergam, Pulau Bintan, Indonesia in the eastbound lane of the TSS  (SOMS)	While underway, 10 unauthorised persons <b>armed with knives</b> were sighted in the engine room. The alarm was raised and crew mustered. A search on board the ship was conducted. At 2338 hrs, the ship updated VTIS East that the search on board was completed with no further sighting of the unauthorized persons. <b>Nothing was stolen and the crew was safe</b> . No assistance was required and the ship continued on her voyage to China.  A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.  <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
5	<b>Vantage Wave</b> General cargo ship Liberia 22064 9506514	29/01/21 0221 hrs	1° 16.95' N, 104° 18.92' E  Approximately 5.8 nm northwest of Tanjung Pergam, Pulau Bintan, Indonesia in the eastbound lane of the TSS  (SOMS)	<p>While underway, three unauthorized persons <b>armed with knives</b> were sighted in the engine room. The alarm was raised and crew mustered. A search on board the ship was conducted. At 0322 hrs, the ship updated VTIS East that the search on board was completed with no further sighting of the unauthorized persons. <b>Nothing was stolen</b> and <b>the crew was safe</b>. No assistance was required and the ship continued on her voyage to Caofeidian, China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
6	<b>Sea Harvest</b> Tanker Hong Kong, China 11676 9358644	30/01/21 0255 hrs	22° 47.79' N, 70° 5.16' E  Kandla Outer Anchorage, India	<p>While at anchor, the deck duty AB heard a sound and found a small boat close to ship's port bow. He reported to the second officer and proceeded to forward deck. The AB saw two perpetrators on board the ship. The perpetrators escaped immediately in a small boat. The lock of the main deck store near mid-ship was broken and <b>ship stores</b> including six U-pieces connecting cargo line to common line, six U-pieces connecting vapor return line to tank and one tank cleaning circulation connection were stolen. <b>The crew was not injured</b>. The master reported the incident to the local agent and the owner. The Indian Coast Guard (ReCAAP Focal Point) boarded the ship to investigate the incident when the ship arrived at Mumbai Anchorage. The ship master was advised to report the incident to the local authorities and maintain vigilance while at anchorages.</p> <p><b>[ReCAAP Focal Point (India), ReCAAP Contact Point (Hong Kong)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
7	<b><i>Kota Nebula</i></b> Container ship Singapore 20902 9494632	30/01/21 0310 hrs	6° 5.6' N, 125° 9.4' E  Makar Wharf Berth No. 5 to 7, General Santos City, Philippines	<p>While at berth, the watchkeeping crew spotted two perpetrators on the starboard lifeboat deck. The ship's general alarm was raised and all crew were notified of the perpetrators and their location via the PA system on board. All crew proceeded to starboard lifeboat deck. Upon being spotted, the perpetrators jumped into the water and were picked up by another perpetrator on a small motor banca. The motor banca was seen escaping toward a nearby village. A search was conducted by the crew, and <b>ship stores</b> comprising two units of fire nozzles and two units of fire hydrant caps were reported missing. The incident was reported to the local authorities. There was no damage to the ship and <b>the crew was not injured</b>.</p> <p><b>[ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Singapore)]</b></p>
8	<b><i>Suruya Aki</i></b> LNG tanker Bahamas 20519 9060534	31/01/21 0535 hrs	3° 56.2' N, 98° 45.6' E  Belawan Anchorage, Indonesia	<p>While at anchor, two perpetrators boarded the ship. <b>One of them was armed with a knife</b>. The crew retreated to the citadel and reported the incident to Belawan VTS and the shipping company. The Indonesian Marine Police boarded the ship and conducted a search on board. No perpetrators were found on board the ship. <b>Ship stores</b> including ropes, caps of valves, a coupling of extinguishment and nozzle, wing nuts and an emergency hand light of life raft were stolen. <b>The crew was not injured</b>.</p> <p><b>[ReCAAP Focal Point (Japan)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
9	<p><b>Ning Hai Tuo 6002</b> Tug boat China 1449 9765134</p> <p><b>Daqia Haiyu</b> Barge China</p>	09/02/21 1400 hrs	<p>1° 5.37' N, 103° 34.21' E</p> <p>Approximately 6.1 nm southwest of Pulau Nipa, Indonesia in the eastbound lane of the TSS</p> <p>(SOMS)</p>	<p>While the tug boat towing barge was underway, two perpetrators boarded the barge from two small crafts. The perpetrators escaped upon being sighted by the crew. A search on board the barge was carried out with no further sighting of the perpetrators. <b>Some shackles</b> were stolen from the barge. There was <b>no confrontation between the perpetrators and the crew of the tug boat</b>. No further assistance was required. The tug boat and barge resumed their voyage bound for China. The RSN's MSTF and Singapore Police Coast Guard were informed; and the Indonesian authorities notified. A safety navigational broadcast was initiated to alert mariners.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
10	<p><b>ALS Juventus</b> Container ship Singapore 40541 9431757</p>	13/02/21 0530 hrs	<p>6° 5.84' S, 106° 53.65' E</p> <p>Jakarta Port, Indonesia</p>	<p>While at berth, the third officer reported that the padlock hinge for the passageway door leading to the engine room was broken. There was no sign of any perpetrators on board or nearby. <b>Spare parts for auxiliary engine</b> were reported missing. <b>The crew was not injured</b>. The incident was reported to the ship's Company Security Officer.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
11	<p><b>TB Danum 50</b> Tug boat Malaysia 165 9404261</p> <p><b>TK Linau 133</b> Barge Malaysia</p>	21/02/21 1220 hrs	<p>1° 9.82' N, 103° 49' E</p> <p>Around Karang Banteng waters, Riau Islands, Indonesia in the eastbound lane of the TSS</p> <p>(SOMS)</p>	<p>While barge <i>TK Linau 133</i> towed by tug boat, <i>TB Danum 50</i> were underway in the eastbound lane of the TSS in Singapore Strait when two small boats came alongside the barge. The Indonesian Navy Marine Security Patrol <i>Kri Siwar-646</i> was conducting routine patrol in the area when they spotted three perpetrators on the barge and two others were in the small boat loading some items from the barge. The Indonesian authorities boarded the barge, conducted a search and arrested all five perpetrators. The two small boats were seized and about 150 kg of the stolen <b>steel wires</b> were recovered. <b>The crew was not injured</b>.</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
12	<b>CSCL Lima</b> Container ship Hong Kong, China 26404 9386005	26/02/21 0355 hrs	6° 0.84' S, 106° 54.45' E  Eastern Anchorage, Jakarta, Indonesia	While at anchor, three perpetrators boarded the ship and <b>robbed the AB of his walkie-talkie at knifepoint</b> . The perpetrators escaped in their boat. <b>The crew was not injured</b> . The incident was reported to the port control, Port Facility Security Officer and the Coastal State.  <b>[ReCAAP Contact Point (Hong Kong)]</b>
13	<b>Name withheld</b> Bulk carrier Liberia	16/03/21 0001 hrs	20° 54.9' N, 107° 16.7' E  Cam Pha Port, Vietnam	While moored at buoy, the master and 2nd Officer's cabins were damaged and <b>cash</b> was stolen. A search was conducted and no perpetrator was found. <b>The crew was safe</b> . The incident was assessed to have occurred between 0001 hrs and 0600 hrs. The master reported the incident to the local authorities and the CSO. The local immigration police boarded the ship and investigated the incident.  <b>[ReCAAP Focal Point (Vietnam)]</b>
14	<b>African Queen</b> Bulk carrier Marshall Islands 30936 9389930	25/03/21 0325 hrs	1° 17' N, 104° 18' E  Approximately 6.1 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS  (SOMS)	While underway, the master reported to Singapore VTIS that five perpetrators were sighted in the engine room. The duty oiler spotted <b>one of the perpetrators with a knife</b> , who ordered him to keep quiet before the perpetrators left the engine room. The ship's alarm was raised and crew mustered. A search onboard was conducted. At 0405 hrs, the master updated Singapore VTIS that the search was completed with no further sighting of the perpetrators onboard. <b>Engine spares</b> including valve rotator, valve seat exhaust, valve seat suction, valve guide, suction valve, exhaust valve chrome plating and plunger assembly were stolen. <b>The crew was safe</b> . The master did not require any assistance, and continued the voyage. A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.  <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
15	<b>Baltic North</b> Container ship Marshall Islands 44234 9463310	30/03/21 0150 hrs	6° 2' S, 106° 48' E  Jakarta Anchorage, Zone "F", Indonesia	While at anchor, the duty crew roving on deck sighted two perpetrators on the poop deck with two sacks. The duty crew shouted and flashed his light at the perpetrators, who escaped from the port side poop deck area. Upon investigation, it was found that the watertight door alarm switch wire and the lock to the engine room central store were cut. <b>Items from the engine room central store</b> have been stolen. The local authorities were informed and the Indonesia Coast Guard boarded the ship for investigation.  <b>[ReCAAP Focal Point (Singapore)]</b>
16	<b>Posh Falcon</b> Tug boat/Supply vessel Singapore 3513 9624586  <b>Scarabeo 7</b> Rig St Kitts and Nevis	30/03/21 1030 hrs	1° 12.47' N, 103° 32.71' E  Approximately 4 nm south of Tanjung Piai, Malaysia in the westbound lane of the TSS  (SOMS)	While the tug boat towing the unmanned rig was underway, two small boats approached the stern of the rig and stole a <b>Norwegian Marker Buoy</b> that was floating 100m behind the rig. The buoy was connected to a messenger line used as an emergency tow line. The incident was reported to VTIS and the Singapore Port Operations Control Centre (POCC) issued a navigational safety advisory to warn ships in the vicinity to be more vigilant.  <b>[ReCAAP Focal Point (Singapore)]</b>

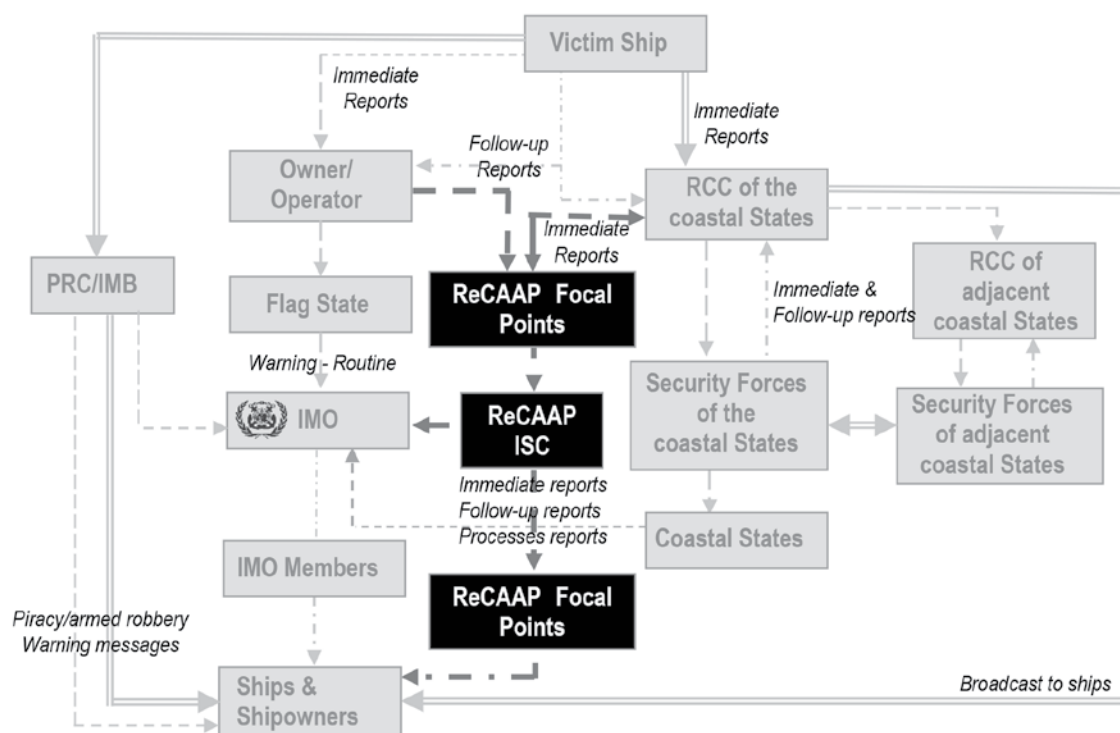
## Attempted Incident

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
17	<b><i>Akij Pearl</i></b> Bulk carrier Bangladesh 31260 9291080	03/03/20 1045 hrs	4° 29.7' N, 119° 36.91' E  Approximately 9.2 nm south-west of Sicolan Island, Sibutu, Tawi-Tawi, the Philippines	<p>While underway, a white/red single OBM speedboat with three unidentified persons was heading towards the ship and attempted to throw a line at her port side beam.</p> <p>The crew noticed the speedboat and its activity; and immediately departed from the location. The ship master reported the incident via VHF radio to the Philippine Coast Guard Search and Rescue Base, Sibutu and the Philippine Navy Littoral Monitoring Station (LMS) – Bongao. The Philippine Coast Guard (PCG) immediately coordinated with other law enforcement agencies and alerted all Coast Guard stations and sub-stations about the incident. The PCG and Philippine Navy advised the ship master to maintain its speed and be vigilant when transiting the area.</p> <p><b>[ReCAAP Focal Point (Philippines)]</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:

**FLOW DIAGRAM FOR REPORTING INCIDENTS IN ASIA**



**Legend:**  
 Radio/GMDSS :   
 Fastest means :   
 Follow-up comms :

**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
<b>Australia</b>		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: <a href="mailto:MBC_NCU@abf.gov.au">MBC_NCU@abf.gov.au</a>	+61-2-6275-6000	+61-2-6275-6275
<b>Bangladesh</b>		
Department of Shipping 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 Email: <a href="mailto:marine@police.gov.bn">marine@police.gov.bn</a>	+673-2773548	+673-2770549
<b>Cambodia</b>		
Merchant Marine Department Ministry of Public Works and Transport E-mail: <a href="mailto:dararith.hg@gmail.com">dararith.hg@gmail.com</a>	+855-88-7878-777	+85-5-2386-4110
<b>China</b>		
China Maritime Search and Rescue Coordination Centre (Beijing) Email: <a href="mailto:cnmrcc@mot.gov.cn">cnmrcc@mot.gov.cn</a> <a href="mailto:cnmrcc@msa.gov.cn">cnmrcc@msa.gov.cn</a>	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: <a href="mailto:hkmrcc@mardep.gov.hk">hkmrcc@mardep.gov.hk</a>	+85-2-2233-7999	+85-2-2541-7714
<b>Denmark</b>		
Danish Maritime Authority (DMA) Email: <a href="mailto:ReCAAP-FP-DK@dma.dk">ReCAAP-FP-DK@dma.dk</a>	+45-7219-6000	
<b>India</b>		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: <a href="mailto:mrcc-west@indiancoastguard.nic.in">mrcc-west@indiancoastguard.nic.in</a> <a href="mailto:mrcc.mumbai@gmail.com">mrcc.mumbai@gmail.com</a>	+91-22-2431-6558 +91-22-2438-8065 +91-22-2438-3592	+91-22-2431-6558 +91-22-2438-8065 +91-22-2438-3592

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>Japan</b>		
Japan Coast Guard (JCG) Ops Centre Email : <a href="mailto:jcg-op@mlit.go.jp">jcg-op@mlit.go.jp</a>	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
<b>Republic of Korea</b>		
Situation Room (Operation Centre) Ministry of Oceans and Fisheries Email: <a href="mailto:mof5896@korea.kr">mof5896@korea.kr</a>	+82-44-200-5895 to 98	+82-44-200-5886 to 88
<b>Laos</b>		
International Organisations Department UN Political and Security Affairs Division Ministry of Foreign Affairs Email: <a href="mailto:unpolsec.mfalaos@gmail.com">unpolsec.mfalaos@gmail.com</a>	+856-21-414025	+856-21-414025
<b>Myanmar</b>		
MRCC Ayeyarwaddy Myanmar Navy Email: <a href="mailto:mrcc.yangon@mptmail.com.mm">mrcc.yangon@mptmail.com.mm</a> <a href="mailto:mrcc.myanmar2012@gmail.com">mrcc.myanmar2012@gmail.com</a>	+95-313-1651 +95-1-8202-417 +95-979-527-9576 (Mobile)	+95-1202-417
<b>Netherlands</b>		
Dutch Coast Guard Maritime Information Centre Email: <a href="mailto:mik-nl@kustwacht.nl">mik-nl@kustwacht.nl</a>	+31-223-658-101	+31-223-658-358
<b>Norway</b>		
Norwegian Maritime Authority Email: <a href="mailto:security@sdir.no">security@sdir.no</a>	+47-5274-5000	+47-5274-5001
<b>Philippines</b>		
Philippine Coast Guard Command Center Email: <a href="mailto:pcgcomcen@coastguard.gov.ph">pcgcomcen@coastguard.gov.ph</a>	+632-8-527-8481 (ext: 6136/37) +632-998-585-5327 (mobile) +632-917-842-8249 (mobile)	+632-8-527-3877
Coast Guard District South Western Mindanao (CGDSWM) Email: <a href="mailto:hcgdswm@yahoo.com">hcgdswm@yahoo.com</a>	+63-998-585-7972 +63-917-842-8446 VHF: Channel 16 with call sign "NEPTUNE"	

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>Singapore</b>		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: <a href="mailto:pocc@mpa.gov.sg">pocc@mpa.gov.sg</a>	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
<b>Sri Lanka</b>		
Sri Lanka Navy Operations Room / MRCC (Colombo) Email: <a href="mailto:nhqdno@yahoo.com">nhqdno@yahoo.com</a> <a href="mailto:nhqdno@navy.lk">nhqdno@navy.lk</a>	+94-11-244 5368 +94-11-221 2230/31	+94-11-244 1454 +94-11-244 9718
<b>Thailand</b>		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: <a href="mailto:miscdutyofficer@misc.go.th">miscdutyofficer@misc.go.th</a> <a href="mailto:sornchon2558@gmail.com">sornchon2558@gmail.com</a>	+66-2475-4532	+66-2475-4577
<b>United Kingdom</b>		
National Maritime Information Centre Operations Centre Email: <a href="mailto:NMIC-OPS@mod.gov.uk">NMIC-OPS@mod.gov.uk</a>	+44 2392-211941	+44 2392-212024 Please indicate "FAO NMIC – A leg"
<b>United States</b>		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: <a href="mailto:rccalameda@uscg.mil">rccalameda@uscg.mil</a>	+1-510-437-3701	
<b>Vietnam</b>		
Vietnam Coast Guard Email: <a href="mailto:vietnamcoastguard@gmail.com">vietnamcoastguard@gmail.com</a>	+84-24-3355-4378	+84-24-3355-4363

Correct as at 31 March 2021

## Acknowledgements

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 (IFN). 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 acknowledges these sources.







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

Infinite Studios

21 Media Circle, #05-04, Singapore 138562

T +65 6376 3091

F +65 6376 3066

E [info@recaap.org](mailto:info@recaap.org)

W [www.recaap.org](http://www.recaap.org)