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PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

# 3<sup>RD</sup> QUARTER REPORT

JANUARY-SEPTEMBER 2018



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# EXECUTIVE SUMMARY



A total of 64 incidents of piracy and armed robbery against ships (comprising 50 actual incidents and 14 attempted incidents) were reported in Asia during January-September 2018. Of the 64 incidents, three were incidents of piracy and 61 were incidents of armed robbery against ships. Compared to January-September 2017, there was a **3% increase** in the total number of incidents reported during January-September 2018. A total of 62 incidents (comprising 54 actual incidents and eight attempted incidents) were reported during January-September 2017. Notably, the number of actual incidents reported during January-September 2018 was the lowest among the 10-year period of January-September of 2009-2018. Of the 50 actual incidents reported during January-September 2018, one was a CAT 1 incident, five were CAT 2 incidents, 10 were CAT 3 incidents and 34 were CAT 4 incidents .

There was improvement at ports and anchorages in the Philippines. Four incidents (comprising three actual incidents and one attempted incident) were reported at ports and anchorages in the Philippines during January-September 2018 compared to 14 actual incidents reported during the same period in 2017.

Concerning the abduction of crew for ransom in the Sulu-Celebes Seas and waters off Eastern Sabah, two incidents (comprising one actual incident and one attempted incident) were reported during January-September 2018 compared to seven incidents (comprising three actual incidents and four attempted incidents) reported during the same period in 2017. Although the number of incidents has decreased, there remains imminent threat of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah, as demonstrated by the latest incident of abduction of two fishermen from a fishing boat (*Sri Dewi 1*) on 11 Sep 18 in waters

off Eastern Sabah. Ships are strongly advised to enhance vigilance against presence of suspicious boats; and enforcement agencies are requested to enhance patrol and surveillance in areas of concern and make quick response to all incidents. Ships at slow speed and low freeboard such as fishing boats and tug boats are mostly boarded, but bigger merchant ships can be also targeted as occurred in the past. ReCAAP ISC maintains its advisory issued via its Incident Alert on 21 Nov 16, advising all ships to re-route from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the area and report to the relevant reporting centres.

There was no actual incident of hijacking of ships for theft of oil cargo. Two attempted incidents of suspicious intention to steal oil cargo were reported on 1 Jun 18 and 4 Aug 18. In both incidents, Malaysian Maritime Enforcement Agency (MMEA) successfully arrested the mastermind and perpetrators.

Of concern is the increase in incidents on board ships at ports and anchorages in Chittagong, Bangladesh and off Samarinda in East Kalimantan, Indonesia; as well as on board ships while underway in the Straits of Malacca and Singapore (SOMS) during January-September 2018 compared to the same period in 2017.

ReCAAP ISC encourages ship master and crew to report all incidents of piracy and armed robbery against ships to the nearest coastal State and flag State, exercise vigilance and adopt relevant preventive measures taking reference from the *Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia*. ReCAAP ISC also urges enforcement agencies to provide quick responses to reports of incidents and render assistance to victim ships.

PART ONE

# OVERVIEW

Incidents of Piracy and Armed Robbery Against Ships  
in Asia reported during January-September 2018



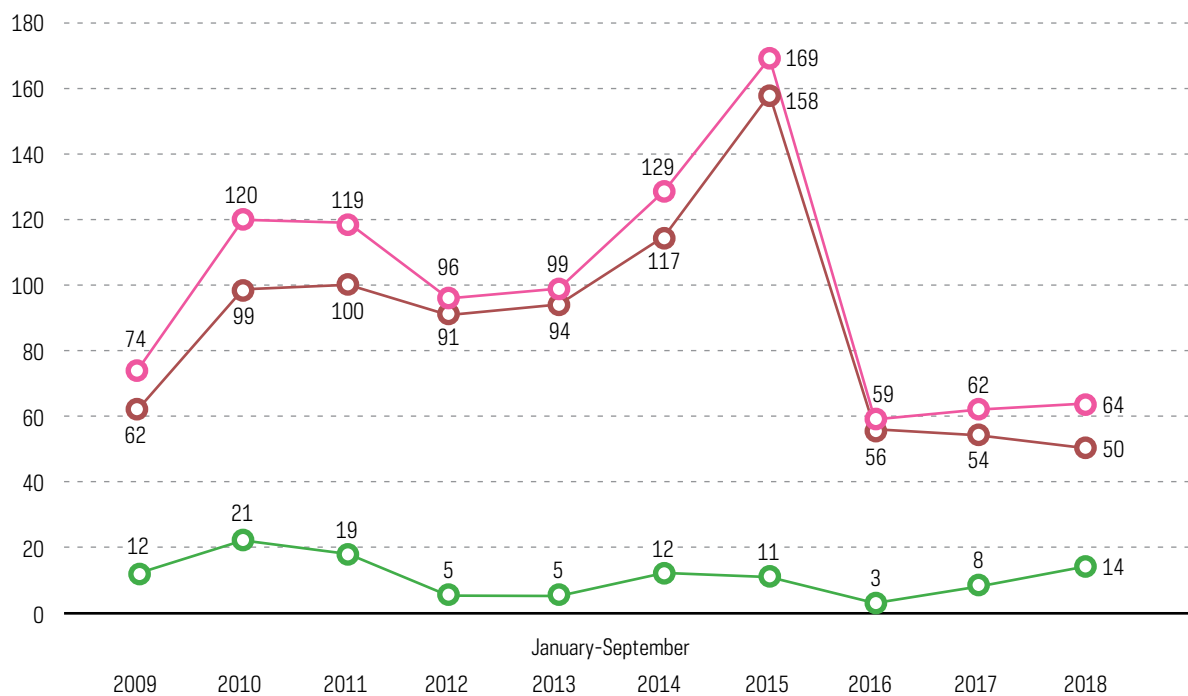
# OVERVIEW

## Incidents of Piracy and Armed Robbery Against Ships in Asia reported during January-September 2018

### NUMBER OF INCIDENTS

During January-September 2018, a total of 64 incidents of piracy<sup>1</sup> and armed robbery against ships<sup>2</sup> (comprising 50 actual incidents<sup>3</sup> and 14 attempted incidents<sup>4</sup>) were reported in Asia. Refer to Appendix for *Description of incidents (January-September 2018)*.

Compared to January-September 2017, there was a **3% increase** in the total number of incidents during January-September 2018. ReCAAP ISC notes that the increase was due to increase in the number of attempted incidents. Notably, the number of actual incidents reported during January-September 2018 was the lowest among the 10-year period of January-September of 2009-2018. Graph 1 shows the number of incidents reported during January-September of 2009-2018.



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

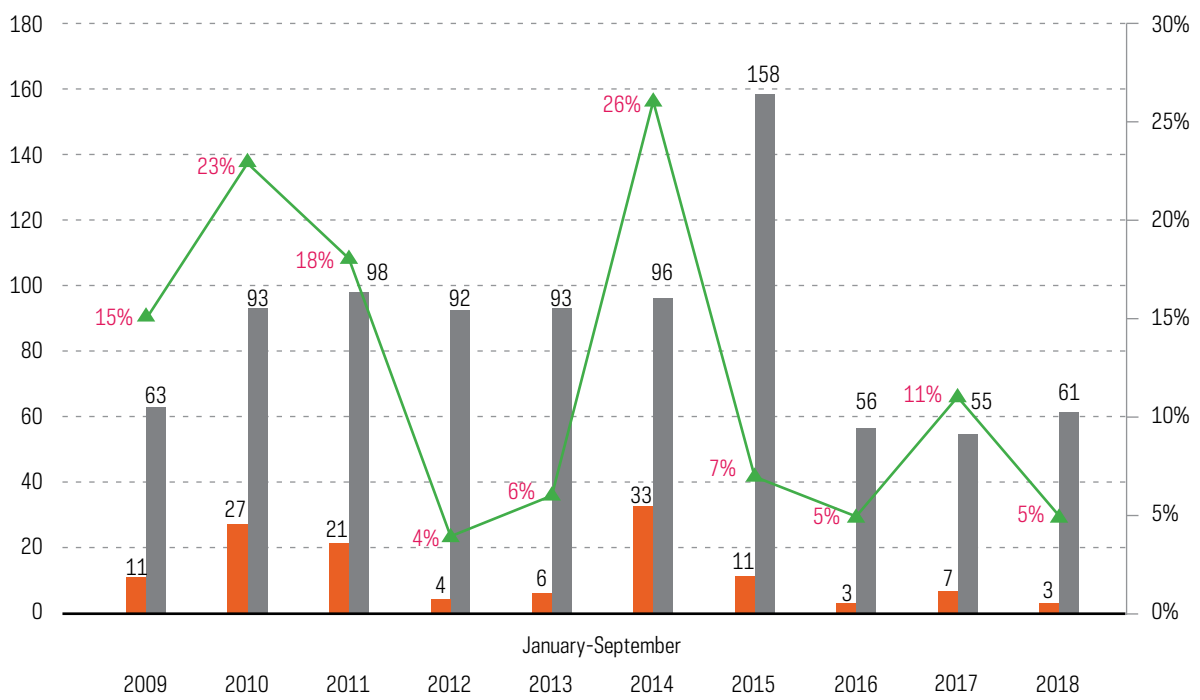
● Total ● Actual ● Attempted

1 Definition of piracy is in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS). Refer to Appendix for detailed definition.  
 2 Definition of armed robbery against ships is in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025 (26). Refer to Appendix for detailed definition.  
 3 Actual incidents are incidents where pirates/robbers boarded the ship; and regardless of whether they stole any items from the crew or took away any secured or unsecured 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

Majority of the incidents reported in Asia were armed robbery against ships. Of the 64 incidents reported during January-September 2018, three were incidents of piracy and 61 were incidents of armed robbery against ships. Piracy incidents account for 5% of the total number of incidents during January-September 2018.

Over the 10-year period of January-September, piracy incidents mostly ranged between 4% and 11%. The exception occurred in January-September of 2009, 2010, 2011 and 2014, where piracy incidents accounted for 15%, 23%, 18% and 26% respectively. Chart 1 shows the number of piracy vs armed robbery incidents reported during January-September of 2009-2018.



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

● Piracy ● Armed Robbery ▲ Piracy (%)



## SIGNIFICANCE LEVEL OF INCIDENTS

Of the 50 actual incidents reported during January-September 2018, one was a CAT 1 incident, five were CAT 2 incidents, 10 were CAT 3 incidents and 34 were CAT 4 incidents. Chart 2 shows the significance level of incidents reported during January-September of 2009-2018.

With the exception of January-September 2013, the number of CAT 1 incidents reported during January-September 2018 was the lowest among the 10-year period. The majority of the incidents reported during January-September 2018 were CAT 4 incidents, and this accounts for two-thirds of the total number of actual incidents. CAT 4 were petty theft incidents involving perpetrators who were not armed, did not harm the crew and escaped immediately when they noticed being sighted by the crew.

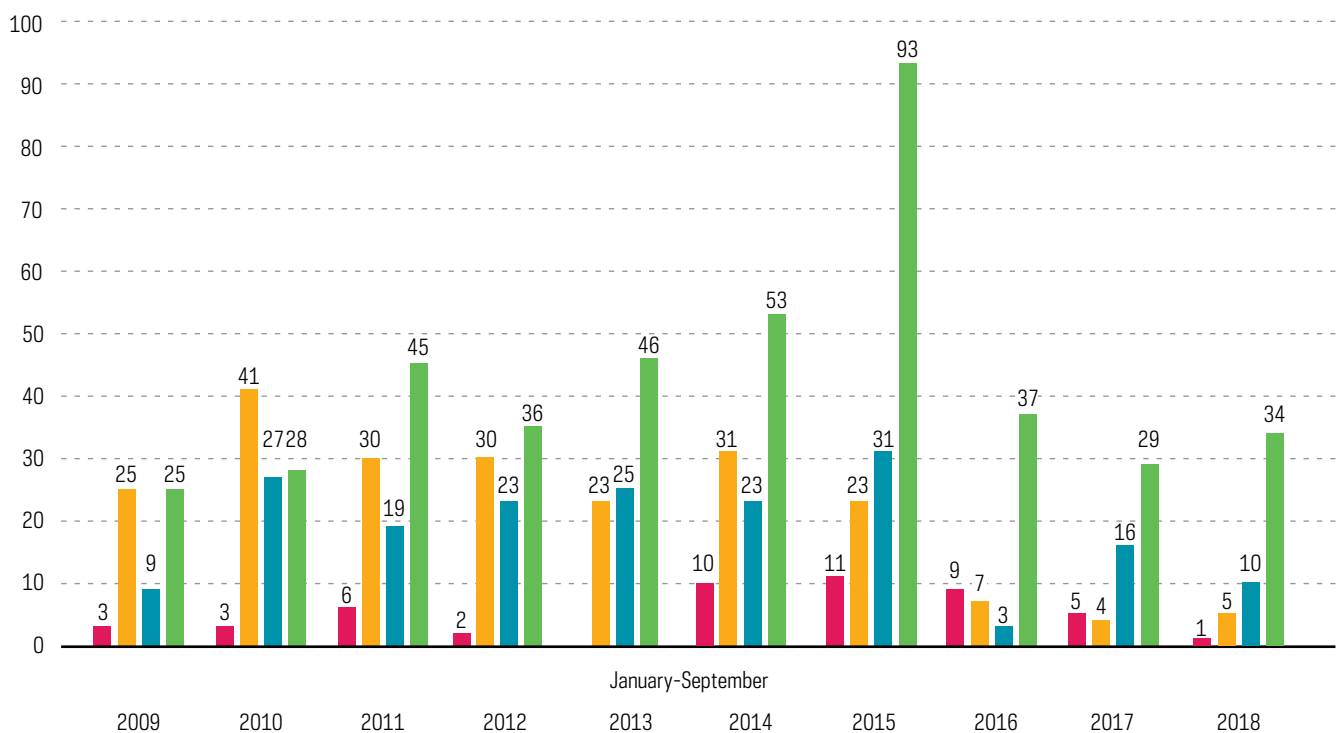


Chart 2 - Significance level of incidents (January-September of 2009-2018)

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4

## STATUS OF SHIPS

Among the 64 incidents reported during January-September 2018, 49 incidents (77%) occurred on board ships while at anchor/berth, and 15 incidents (23%) on board ships while underway. Refer to Charts 3 and 4 for the location of the incidents occurred on board ships at anchor/berth, and on board ships while underway respectively.

During January-September 2018, all incidents in Bangladesh, Indonesia, Philippines and Vietnam occurred on board ships at anchor/berth, while all incidents in the Straits of Malacca & Singapore (SOMS) and Sulu-Celebes Seas occurred on board ships while underway.

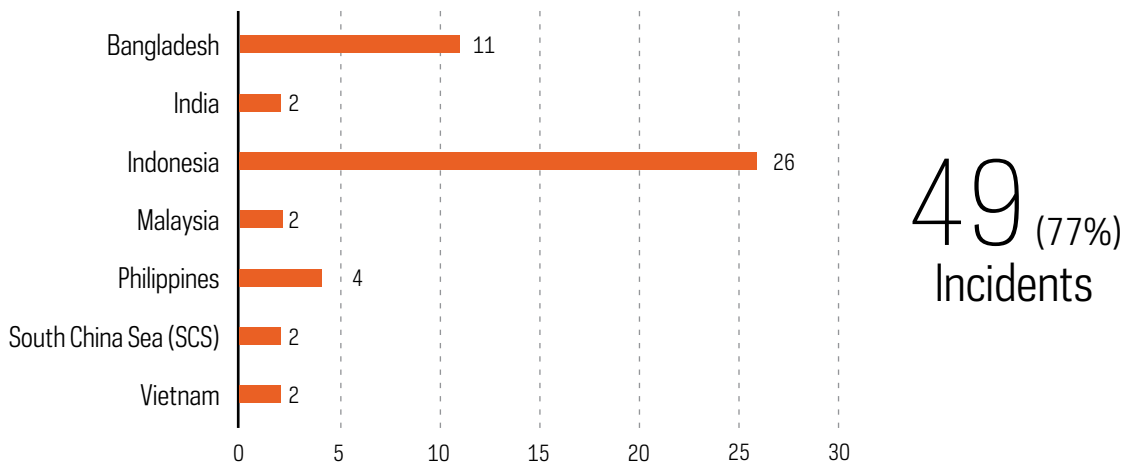


Chart 3 - Incidents on board ships at anchor/berth (January-September 2018)

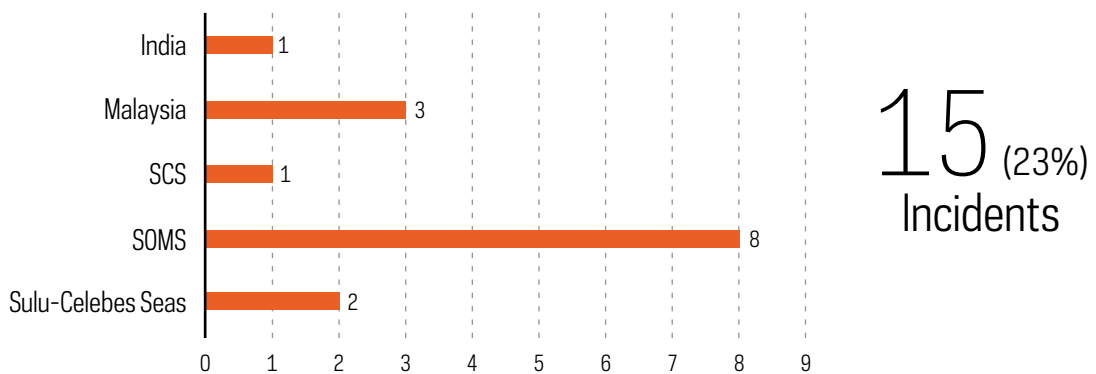


Chart 4 - Incidents on board ships while underway (January-September 2018)

## LOCATION OF INCIDENTS

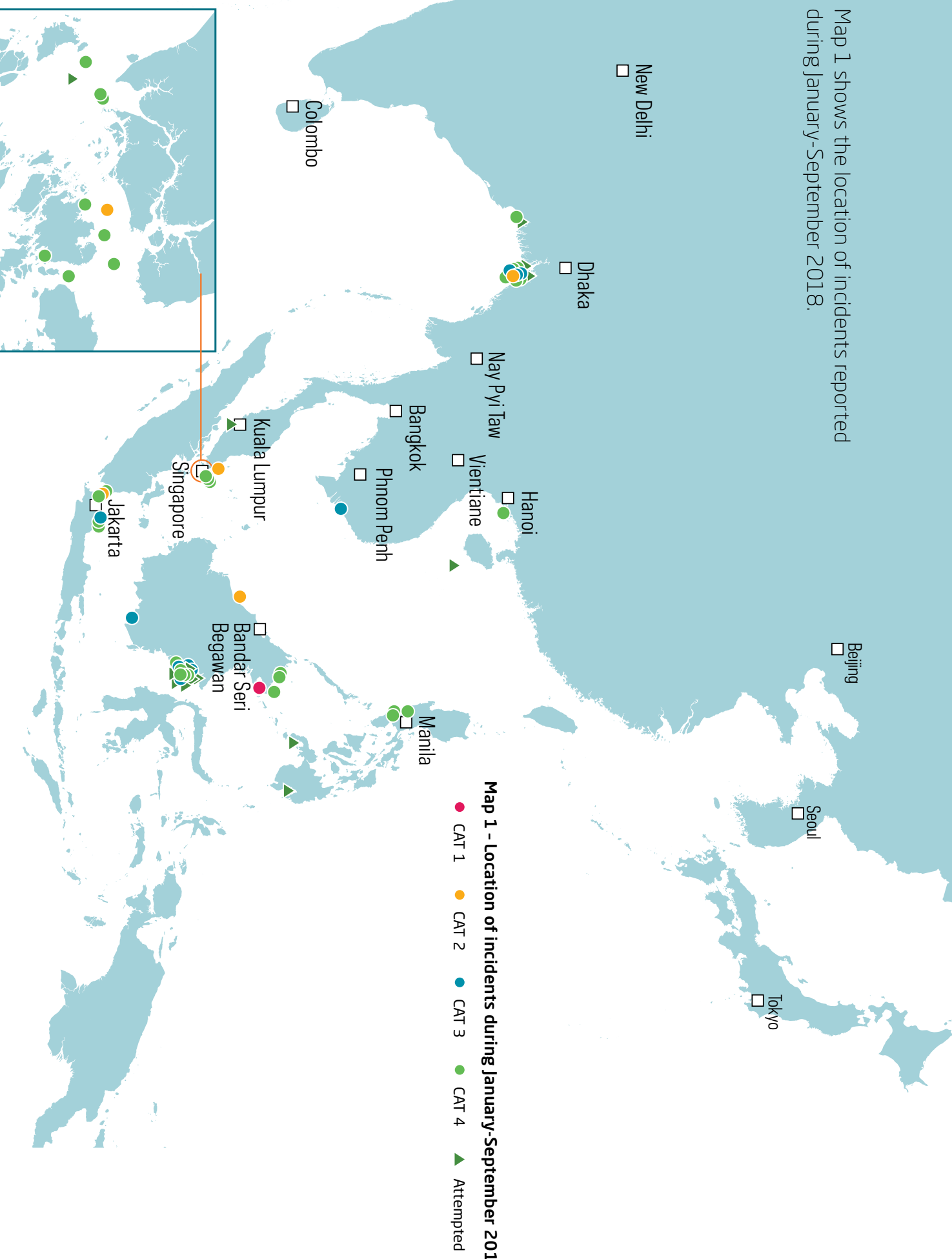
Table 1 shows the number and location of incidents reported in Asia during January-September of 2009-2018.

Act = Actual, Att = Attempted

January-September																				
	2009		2010		2011		2012		2013		2014		2015		2016		2017		2018	
	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att
China			1												3		1			
<b>Sub-total</b>			<b>1</b>												<b>3</b>		<b>1</b>			
Arabian Sea						4														
Bangladesh	11	2	18	2	7		10		6		11		10		1	1	7		9	2
Bay of Bengal			1			1					2									
India	7	1	5		6	2	6	1	3		9	1	6		12		1		2	1
<b>Sub-total</b>	<b>18</b>	<b>3</b>	<b>24</b>	<b>2</b>	<b>13</b>	<b>7</b>	<b>16</b>	<b>1</b>	<b>9</b>		<b>22</b>	<b>1</b>	<b>16</b>		<b>13</b>	<b>1</b>	<b>8</b>		<b>11</b>	<b>3</b>
Gulf of Thailand			1																	
Indian Ocean												1								
Indonesia	8	3	23	9	35	1	46	2	58	4	36	5	16	1	20		20	2	20	6
Malaysia	10	3	13		11	3	7		6		3	1	3		1		1	1	5	
Myanmar	1																			
Philippines	2	1	4		4		3		5		3		5	1	3		14		3	1
SCS	10	1	18	7	10	6	4		6		29	1	10	1	2	1	4		2	1
Singapore			2		3		1													
SOMS	5	1	2	3	18	2	11	1	5		23	3	88	8	1	1	2	1	6	2
Sulu-Celebes Seas															7		3	4	1	1
Thailand	1		1										1							
Vietnam	7		10		6		3	1	5	1	1		19		6		1		2	
<b>Sub-total</b>	<b>44</b>	<b>9</b>	<b>74</b>	<b>19</b>	<b>87</b>	<b>12</b>	<b>75</b>	<b>4</b>	<b>85</b>	<b>5</b>	<b>95</b>	<b>11</b>	<b>142</b>	<b>11</b>	<b>40</b>	<b>2</b>	<b>45</b>	<b>8</b>	<b>39</b>	<b>11</b>
<b>Overall total</b>	<b>62</b>	<b>12</b>	<b>99</b>	<b>21</b>	<b>100</b>	<b>19</b>	<b>91</b>	<b>5</b>	<b>94</b>	<b>5</b>	<b>117</b>	<b>12</b>	<b>158</b>	<b>11</b>	<b>56</b>	<b>3</b>	<b>54</b>	<b>8</b>	<b>50</b>	<b>14</b>

Table 1 - Location of Incidents (January-September of 2009-2018)

Map 1 shows the location of incidents reported during January-September 2018.



PART TWO

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



# SITUATION ON ABDUCTION OF CREW FROM SHIPS IN THE SULU-CELEBES SEAS AND WATERS OFF EASTERN SABAH

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## SITUATION UPDATE

Between 26 Mar 16<sup>5</sup> and 30 Sep 18, a total of 16 actual incidents and 11 attempted incidents of abduction of crew from ships while underway in the Sulu-Celebes Seas and waters off Eastern Sabah were reported to ReCAAP ISC.

<b>Incident Type</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>Total</b>
<b>Actual</b> (26 Mar 16 – 30 Sep 18)	12	3	1	16
<b>Attempted</b> (13 Nov 16 -16 Feb 18)	6	4	1	11

## SITUATION OF ABDUCTED CREW

The ReCAAP Focal Point (Philippines) reported to ReCAAP ISC the release of three Indonesian crew of Malaysian fishing banca on 15 Sep 18 in Indanan, Sulu. The three crew were abducted by nine armed perpetrators on 18 Jan 17 when their fishing banca was sailing at about 4 nm east of Bakungan Island, Taganak, Tawi-Tawi.

Since March 2016 (till September 2018), a total of 63 crew had been abducted. Of these, 33 had been released, 15 rescued, seven killed and as of 30 Sep 18, eight crew are still in captivity. The Philippine authorities continue to conduct pursuit operations and intensify its military operations to rescue the abducted crew and neutralise the militant group.

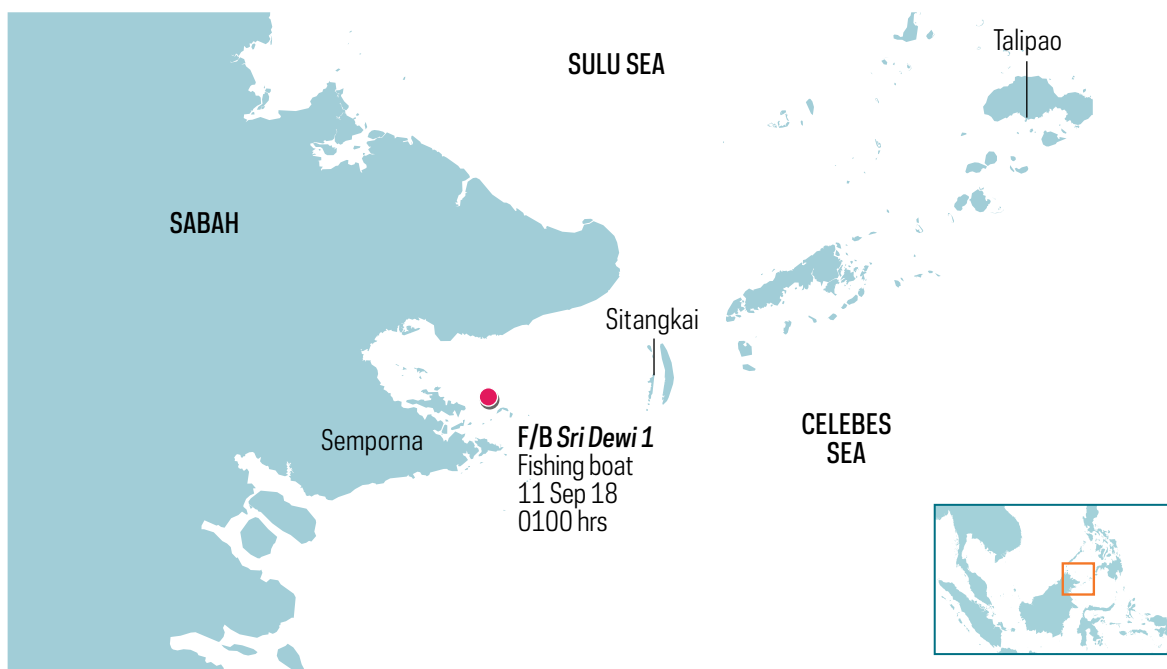
<sup>5</sup> First incident of abduction of crew in the Sulu-Celebes Seas in recent years.

## LATEST ACTUAL INCIDENT OF ABDUCTION OF CREW ON 11 SEP 18

While sailing off Gaya Island, Semporna, Sabah, East Malaysia at around 0100 hrs on 11 Sep 18, two masked perpetrators armed with M16 armalite rifles boarded fishing boat, *Sri Dewi 1* from a motor banca and abducted two fishermen on board. The perpetrators then headed towards the vicinity waters of Sitangkai, Tawi-Tawi, the Philippines in a motorboat with the two abducted crew.

<b>Name of ship</b>	F/B <i>Sri Dewi 1</i>
<b>Type of ship</b>	Fishing boat
<b>Flag of ship</b>	Indonesia

It was reported that both victims were transported by a speed boat to Talipao, Sulu, Philippines at about 1400 hrs on 11 Sep 18.



Map 2 - Location of incident

● CAT 1

One of the crew of *F/B Dwi Jaya 1*, sister boat of *F/B Sri Dewi 1* reported the incident to Eastern Sabah Security Command (ESSCOM) in Malaysia. He reported that while he was resting inside the room of *F/B Dwi Jaya 1*, he noticed that the light of *F/B Sri Dewi 1* suddenly went off. When he was finding out what happened to the sister boat, he noticed some perpetrators equipped with M16 rifles on board. He hurriedly went into hiding and an hour later, he discovered that two Indonesian crew of *F/B Sri Dewi 1* were missing. The two Indonesian crew (boat master and assistant boat master) were abducted.

Fishing boats *Sri Dewi 1* and *Dwi Jaya 1* were manned by 15 crew/fishermen in total and had been on fishing venture in the seawaters of Pulau Gaya, Sabah for three days. At the time of the incident, there were only four crew left on board the two fishing boats while the other 11 crew went to mainland Semporna using light boats to deliver/dispose their fish catch.

ESSCOM relayed the information to Philippine Coast Guard (PCG). Upon receipt of the information, the PCG District Southwestern Mindanao (CGDSWM) immediately dispatched PCG vessel MRRV 4408 to augment with CG Station Tawi-Tawi and Joint Task Force Tawi-Tawi in pursuit operations against the perpetrators. Likewise, the law enforcement authorities of the Philippines in Zamboanga, Basilan, Sulu and Tawi-Tawi intensified its monitoring and networking to establish the location and status of the kidnap victims.

According to a media article dated 25 Sep 18, Sabah Police reported that the abductors contacted the wife of one of the two abducted fishermen and demanded a ransom of RM 4 million for their release.<sup>6</sup>

<sup>6</sup> Kidnappers demanding RM4 million ransom for fishermen, says cop. Published on 25 September 2018 at <https://www.freemalaysiatoday.com/category/nation/2018/09/25/kidnappers-demanding-rm4-million-ransom-for-fishermen-say-cops/>



## MODUS OPERANDI OF PAST INCIDENTS

### A. Ships Type/ Gross tonnage

Tug boats and fishing boats/ trawlers were mostly targeted due to their slow speed and low freeboard. Out of the 16 actual incidents, six incidents involved tug boats ranging from 60-225 Gross Tonnage (GT) and seven were fishing boats/ trawlers. One general cargo with 11,391 GT and two bulk carriers with 2,999 GT and 2,875 GT were boarded and the crew were abducted.

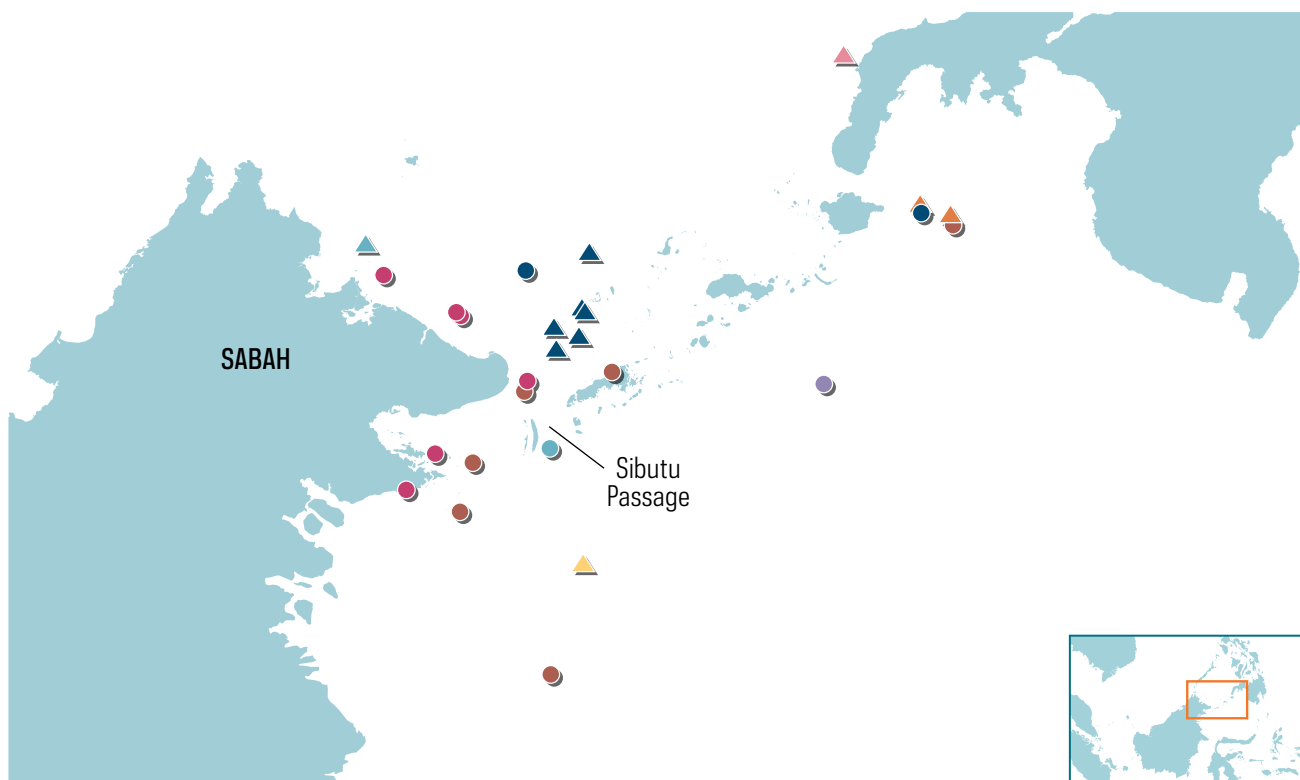
Incident/Type & GT of Ships	2016	2017	2018
<b>Actual (26 Mar 16 - 30 Sep 18)</b>	12	3	1
	5 Tug boats (60 – 269 GT) 5 Fishing trawlers/ boats (NA) 1 General cargo ship (11,391 GT) 1 Bulk carrier (2,999 GT)	1 Tug boat (225 GT) 1 Fishing trawler /boat (NA) 1 Bulk carrier (2,875 GT)	1 Fishing boat (NA)

On the other hand, attempted incidents which have occurred since 13 Nov 16 involved ships of above 5,000 GT.

Incident/Type & GT of Ships	2016	2017	2018
<b>Attempted (13 Nov 16-16 Feb 18)</b>	6	4	1
	5 Bulk carriers (17,979 – 93,169 GT) 1 Product tanker (5,557 GT)	1 Container ship (NA) 1 Bulk carrier (45,026 GT) 1 General cargo ship (1,599 GT) 1 Passenger/Cargo ferry (NA)	1 Container ship (NA)

## B. Type of ships vs Location

Type of ships	Location
Fishing trawlers /boats & tug boats	<ul style="list-style-type: none"> <li>• Mostly northwest &amp; southwest of Sibutu Passage</li> <li>• Closer to shore</li> </ul>
Bulk carriers	<ul style="list-style-type: none"> <li>• Mostly north of Sibutu Passage</li> <li>• 2 of 8 boarded</li> </ul>
General cargo ships	<ul style="list-style-type: none"> <li>• 1 of 2 boarded (southeast of Sibutu Passage)</li> </ul>
Container ships & tankers	<ul style="list-style-type: none"> <li>• None boarded</li> </ul>



Map 3 - Location of actual and attempted incidents of abduction of crew

### Type of ships

- Bulk carrier
- Container ship
- Fishing trawler/boat
- General cargo ship
- Others
- Passenger/cargo ferry
- Product tanker
- Tug boat

## C. Flag of Ships

Flag	Observations
Indonesia (6)	<ul style="list-style-type: none"> <li>Malaysian and Indonesian registered ships were mostly tug boats, fishing trawlers/boats operating in the area</li> </ul>
Malaysia (5)	
Panama (4)	
Philippines (4)	<ul style="list-style-type: none"> <li>No clear evidence of certain flagged ship was targeted</li> </ul>
Vietnam (3)	
Antigua & Barbuda (1)	
Marshall Islands (1)	<ul style="list-style-type: none"> <li>Since 13 Nov 16, bigger foreign merchant ships were also targeted.</li> </ul>
Norway (1)	
Republic of Korea (1)	
Singapore (1)	

## D. Time of incident

Twenty-one incidents out of the 27 (actual and attempted) incidents occurred during daylight hours between 0600 hrs and 1800 hrs. The remaining six incidents occurred between 1801 hrs & 0600 hrs. The perpetrators were bold.

## E. Number of perpetrators

Majority of the incidents involved 5 men. Larger group of perpetrators involved in:

- Brahma 12* (17 men)
- Royal 16* (10 men)
- Cemtex Fortune* (10 men)
- Easter K* (10 men)

## F. Nationality of abducted crew

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>Indonesian (31);</li> <li>Vietnamese (12);</li> <li>Filipino (10);</li> <li>Malaysian (9);</li> <li>Korean (1)</li> </ul> | Still in Captivity: <ul style="list-style-type: none"> <li>Filipino (5)</li> <li>Indonesian (2)</li> <li>Vietnamese (1)</li> </ul> |
|--|--|

In one incident, perpetrators only abducted crew with passports.

## **G. Weapons used by perpetrators**

Perpetrators were usually armed with firearms. There were three incidents where shots were fired:

- *Henry* (shoot-out between perpetrators & Malaysian Marine Police)
- *Charles 00* (perpetrators fired at tug boat to force ship to stop)
- *Royal 16* (perpetrators fired at cabin doors to open them)

## **H. Boats used by perpetrators**

Speed boats were commonly used. The colours of speed boats reported are grey, white, blue, green with white stripe, white and blue. In some incidents, "jungkong" pump boat (a small wooden traditional fishing boat) was used.

## **I. Treatment of crew**

In three incidents, the crew were killed:

- *Royal 16* (3 crew killed),
- *Giang Hai* (3 crew killed)
- *Ramona 2* (1 crew killed)

Besides abduction of crew, two incidents reported crew was injured:

- *Henry* (crew suffered gunshot wound)
- *Royal 16* (two crew suffered injuries)

In 11 incidents, no injuries were reported.

## **J. Economic loss**

Crew's cash and personal belongings were stolen in three incidents (*Massive 6*, *Ramona 2* and *Serundung*). In one incident, ship property including GPS, VHF radio, navigational equipment, ship compass was stolen. A total of 12 incidents did not report loss of property or there was no report of loss. Primary target was the abduction of crew.

## ReCAAP ISC WARNING AND ADVISORY

As the threat of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah still remains, ReCAAP ISC maintains 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 when transiting the Sulu-Celebes Seas and waters off Eastern Sabah, and report immediately to the Centres as shown in map below.



Map 4 - Contact details of the reporting centres

- 1 Philippine Coast Guard District**  
 Southwestern Mindanao  
 Operation Centre  
 Tel: +63 929686 4129  
 Tel: +63 916626 0689  
 VHF: Channel 16 with call-sign "NEPTUNE"  
 Email: [hcgdswm@yahoo.com](mailto:hcgdswm@yahoo.com)
- 2 Navy - Littoral Monitoring Station (LMS)**  
 Bongao, TawiTawi  
 Tel: +63 917774 2293  
 VHF: Channel 16  
 Email: [jointtaskgrouptt@gmail.com](mailto:jointtaskgrouptt@gmail.com)
- 3 Eastern Sabah Security Command (ESSCOM)**  
 Tel: +60 89863181/016  
 Fax: +60 898631812  
 VHF: Channel 16 with call-sign "ESSCOM"  
 Email: [bilikgerakanesscom@jpm.gov.my](mailto:bilikgerakanesscom@jpm.gov.my)

PART THREE

# ANALYSIS OF FACTORS OF INCIDENTS USING DATA ANALYTICS

Analysis of factors of incidents during January-September 2018 by locations  
compared to past 11 years (January-September of 2007-2017)



# ANALYSIS OF FACTORS OF INCIDENTS USING DATA ANALYTICS

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**Analysis of factors of incidents during January-September 2018 by locations compared to past 11 years (January-September of 2007-2017)**

## INSIGHTS OF FACTORS OF INCIDENTS

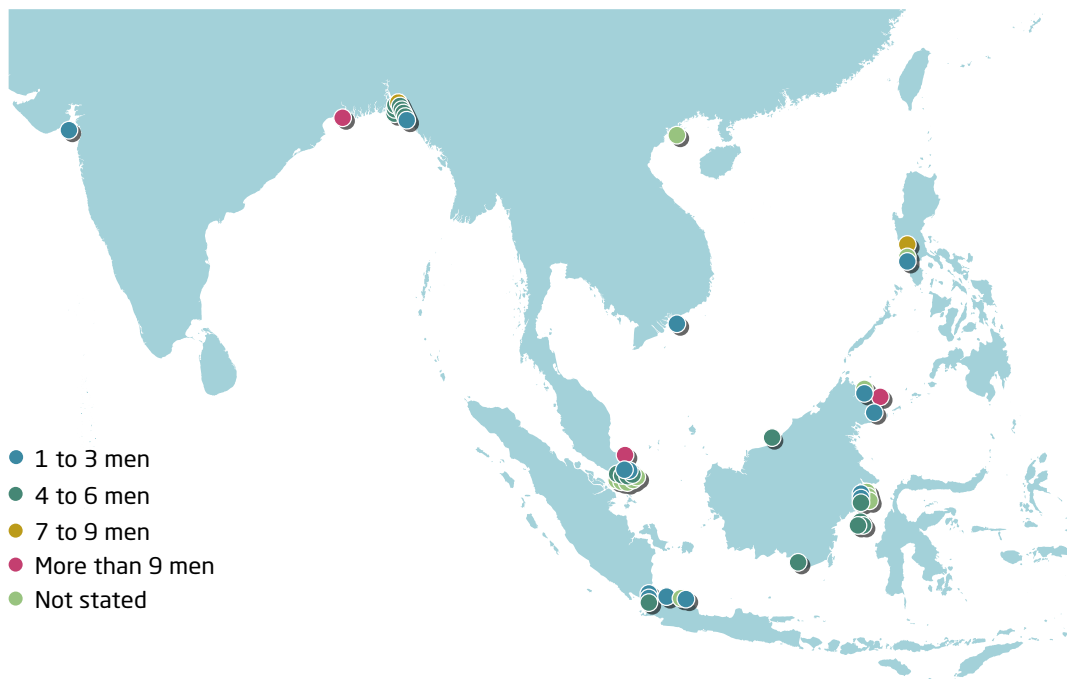
This part provides insights into the violence factor and economic factor of actual incidents occurred during January-September 2018. In-depth analysis of the factors of incidents in locations of concern is conducted using trend analysis (of data analytics) which ReCAAP ISC embarked on in 2017. The analysis was based on data collected from ReCAAP Focal Points and regional authorities over the past 11 years. The indicators of the factors of incidents are: number of perpetrators, type of weapons carried by perpetrators, treatment of crew and type of property stolen from ship and crew.

During January-September 2018, of concern is the increase in incidents on board ships at ports/ anchorages in Bangladesh and on board ships underway in the Straits of Malacca and Singapore (SOMS). The insights of the factors of incidents in Bangladesh and SOMS were examined to highlight the modus operandi of perpetrators in Bangladesh and SOMS during January-September 2018 compared to the past 11 years of January-September of 2007-2017.

## NUMBER OF PERPETRATORS

### Overall Situation in Asia

Of the 50 actual incidents reported during January-September 2018, 14 incidents (28%) involved perpetrators operating in groups of 1 to 3 men, 18 incidents (36%) in groups of 4 to 6 men, two incidents (4%) in groups of 7 to 9 men, and four incidents (8%) in groups of more than 9 men. No information was available for the remaining 12 incidents (24%). Majority of the incidents reported during January-September 2018 involved 4 to 6 perpetrators. The number of perpetrators vis-à-vis location of the incidents reported during January-September 2018 is shown in Map 5.

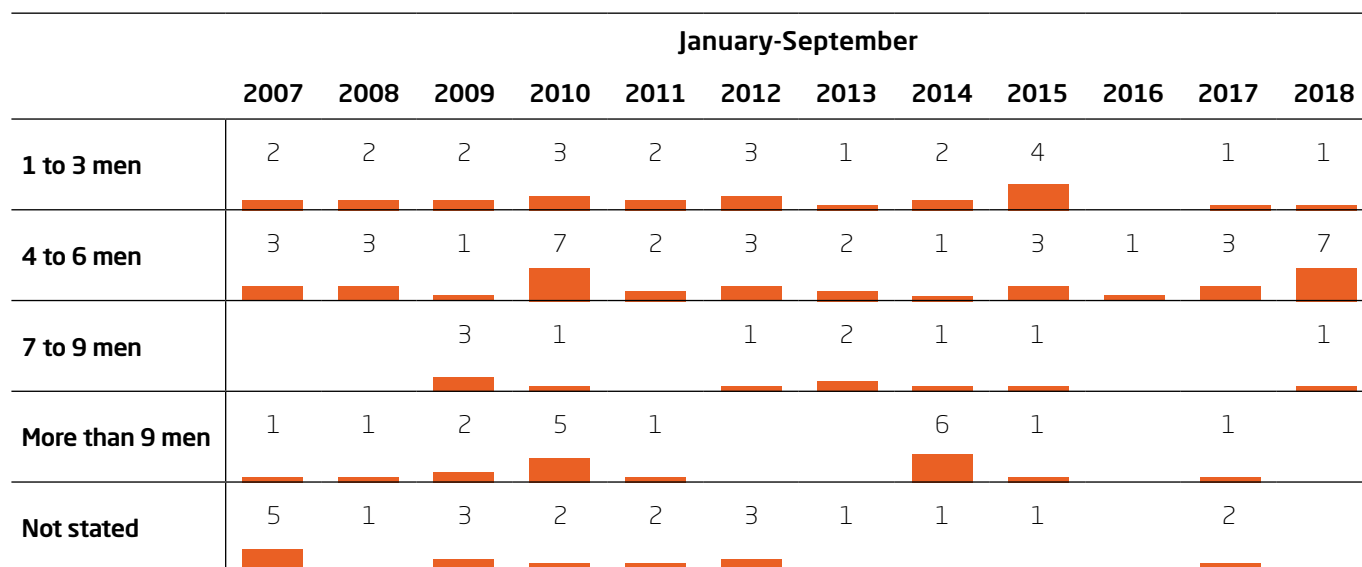


**Map 5 - Number of perpetrators vis-à-vis location of incidents in Asia (January-September 2018)**

### Bangladesh

Of the nine actual incidents reported during January-September 2018, one incident involved 1 to 3 men, seven incidents involved 4 to 6 men, and one incident involved 7 to 9 men. This is consistent with the past 11 years of January-September of 2007-2017 where the majority of incidents involved 4 to 6 men. For the 99 incidents reported during January-September of 2007-2017, 22% involved 1 to 3 men; and 30% of incidents involved 4 to 6 men. The number of perpetrators involved in incidents occurred in Bangladesh during January-September of 2007-2018 is shown in Chart 5.

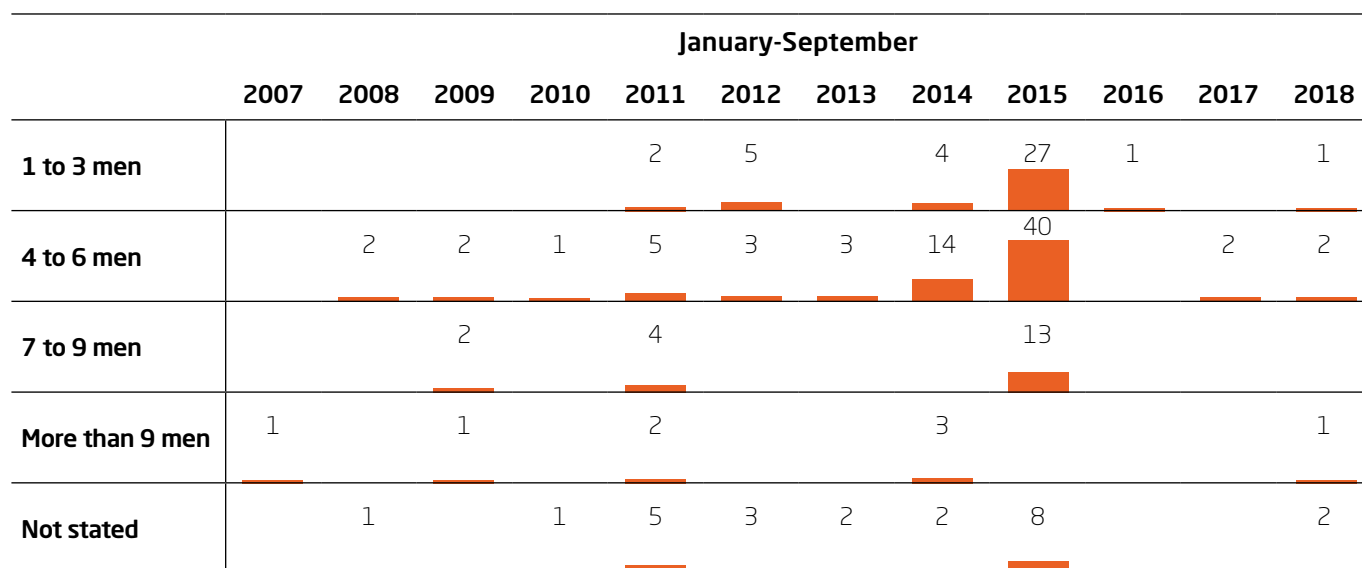




**Chart 5 - Number of perpetrators involved - Bangladesh (January-September of 2007-2018)**

### **Straits of Malacca and Singapore (SOMS)**

Of the six actual incidents reported in SOMS during January-September 2018, one involved 1 to 3 men, two involved 4 to 6 men, one involved more than 9 men and no information on the remaining two incidents. Of the 159 incidents reported during January-September 2007-2017, 25% incidents involved 1 to 3 men, 45% incidents involved 4 to 6 men, 12% involved 7 to 9 men and 4% involved more than 9 men. Majority of the incidents reported during the past 11-year involved 4 to 6 men. The number of perpetrators involved in incidents occurred in SOMS during January-September of 2007-2018 is shown in Chart 6.



**Chart 6 - Number of perpetrators involved - SOMS (January-September of 2007-2018)**

## Summary of Insight on Number of Perpetrators

Majority of the incidents reported during January-September 2018 involved groups of 4 to 6 men, as observed in Bangladesh and SOMS. This is consistent with the past 11-year trend of January-September of 2007-2017 where majority of incidents involving groups of 4 to 6 men in Bangladesh and SOMS.

## **TYPE OF WEAPONS CARRIED BY PERPETRATORS**

### **Overall Situation in Asia**

Of the 50 actual incidents occurred during January-September 2018, two incidents involved perpetrators armed with guns and knives (*Sri Dewi 1* and *Kudos 1*), 13 incidents involved perpetrators armed with knives/machetes and 35 incidents with perpetrators not known to be armed. The type of weapons carried by perpetrators vis-à-vis location of the incidents reported during January-September 2018 is shown in Map 6.



**Map 6 - Type of weapons carried by perpetrators vis-à-vis location of incidents in Asia (January-September 2018)**

ReCAAP ISC observes that knives/machetes carried by perpetrators were usually used to cut ropes or remove unsecured items from ships. There were incidents where perpetrators used knives/machetes to threaten the crew to force them to surrender their personal belongings, or to restrain the crew so that they can escape quickly with their loot. ReCAAP ISC advises master and crew not to antagonise or provoke perpetrators especially when they are armed.

## Bangladesh

Of the nine actual incidents reported during January-September 2018, three incidents involved perpetrators armed with knives/machetes and the rest not known to be armed. Of the 99 incidents reported during January-September 2007-2017, 3% incidents involved perpetrators armed with guns & knives, 54% incidents involved perpetrators armed with knives/machetes, 14% incidents were not armed and 29% not known to be armed. More than half of the incidents reported during the 11-year period involved perpetrators armed with knives/machetes. The type of weapons carried by perpetrators involved in incidents reported during January-September of 2007-2018 in Bangladesh is shown in Chart 7.

		January-September											
		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>Gun &amp; knives</b>			1		1					1			
<b>Knives/Machetes/ Others only</b>		4	2	6	13	4	3	3	8	7		3	3
<b>Not armed</b>		1	3	3	1		3	2		1			
<b>Not stated</b>		6	1	2	3	3	4	1	3	1	1	4	6

Chart 7 - Type of weapon carried by perpetrators - Bangladesh (January-September of 2007-2018)

## SOMS

Of the six actual incidents reported during January-September 2018, one incident involved perpetrators armed with knives/machetes and the rest not known to be armed. Of the 159 incidents reported during January-September 2007-2017, 2% of the incidents involved perpetrators armed with more sophisticated weapons, 4% armed with guns & knives, 35% armed with knives/machetes, 7% not armed and 30% not known to be armed. The type of weapons carried by perpetrators involved in incidents reported during January-September of 2007-2018 in SOMS is shown in Chart 8.

		January-September											
		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>More sophisticated weapons</b>				1		2							
<b>Gun &amp; knives</b>		1		2	1		1			2			
<b>Knives/Machetes/ Others only</b>			2	2		8	2	2	10	27		2	1
<b>Not armed</b>						1	4			7			
<b>Not stated</b>			1		1	7	4	3	13	52	1		5

Chart 8 - Type of weapon carried by perpetrators - SOMS (January-September of 2007-2018)

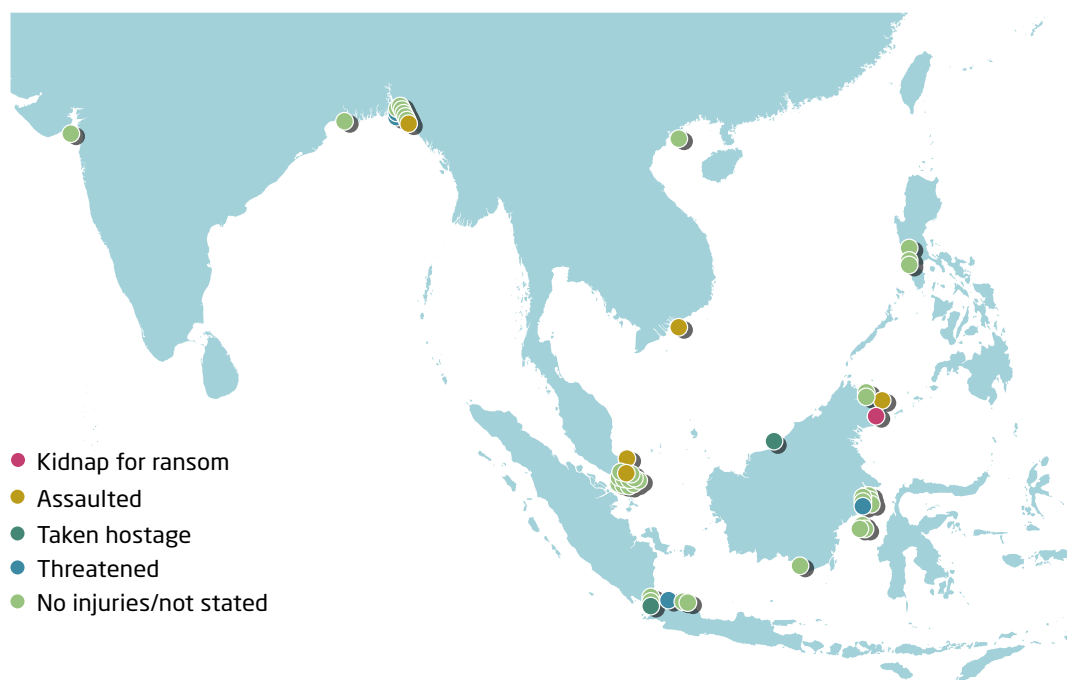
## Summary of Insight on Type of Weapons Carried by Perpetrators

Majority of the incidents reported during January-September 2018 involved perpetrators armed with knives/machetes; as was also observed in Bangladesh and SOMS. This is consistent with the past 11-year trend of January-September of 2007-2017 where majority of incidents in Bangladesh and SOMS involved perpetrators armed with knives/machetes. More than half of the incidents reported over the past 11 years in Bangladesh involved perpetrators armed with knives/machetes; compared to one-third of the incidents reported in SOMS.

## **TREATMENT OF CREW**

### **Overall Situation in Asia**

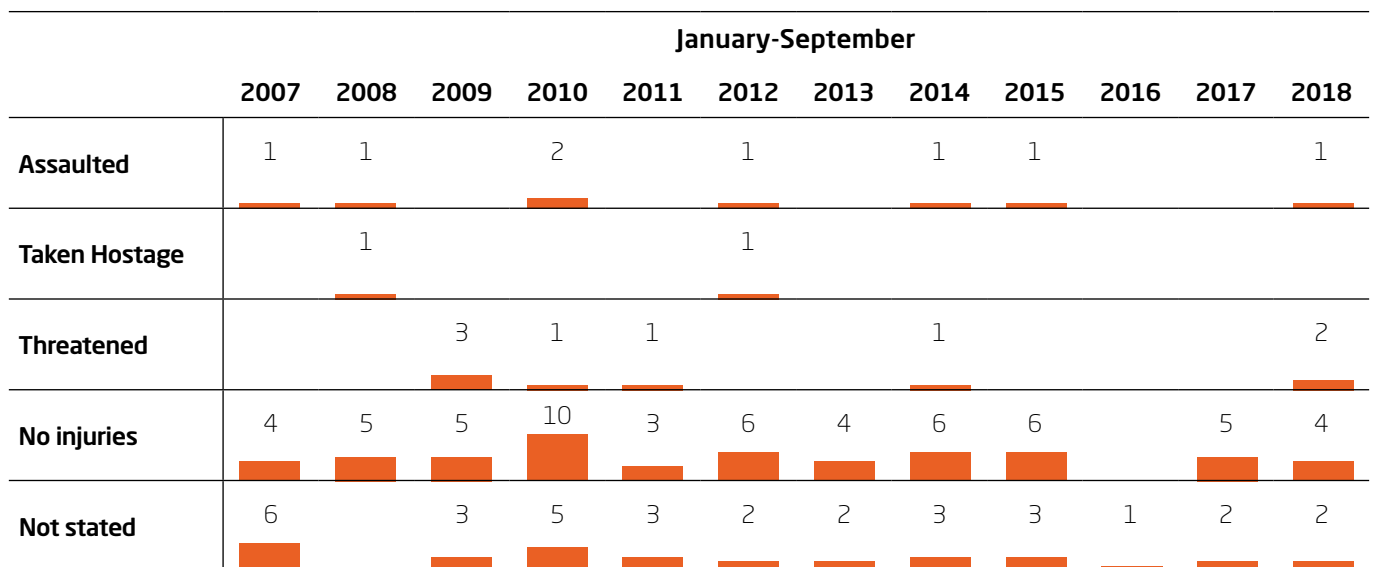
During January-September 2018, there was one incident of kidnapping of crew in the Sulu-Celebes Seas (*Sri Dewi 1*), four incidents of crew being assaulted, four incidents of crew being threatened, two incidents of crew taken hostage and 39 incidents of crew with no reports of injuries. The four incidents of crew being assaulted occurred at ports/anchorage in Bangladesh (*Bertina*) and Vietnam (*Global Explorer*); and on board ships while underway off Sulu-Celebes Seas (*Kudos 1*), and off Malaysia (*Lee Bo*). The four incidents of crew being threatened occurred at ports/anchorage in Bangladesh and Indonesia. The two incidents of crew being taken hostage occurred in Malaysia (tanker name withheld) and Indonesia (*Wangaratta*). There was no incident of crew being killed, missing, abandoned or seriously injured during January-September 2018. The treatment of crew vis-à-vis location of the incidents is shown in Map 7.



**Map 7 - Treatment of crew vis-à-vis location of incidents in Asia  
(January-September 2018)**

## Bangladesh

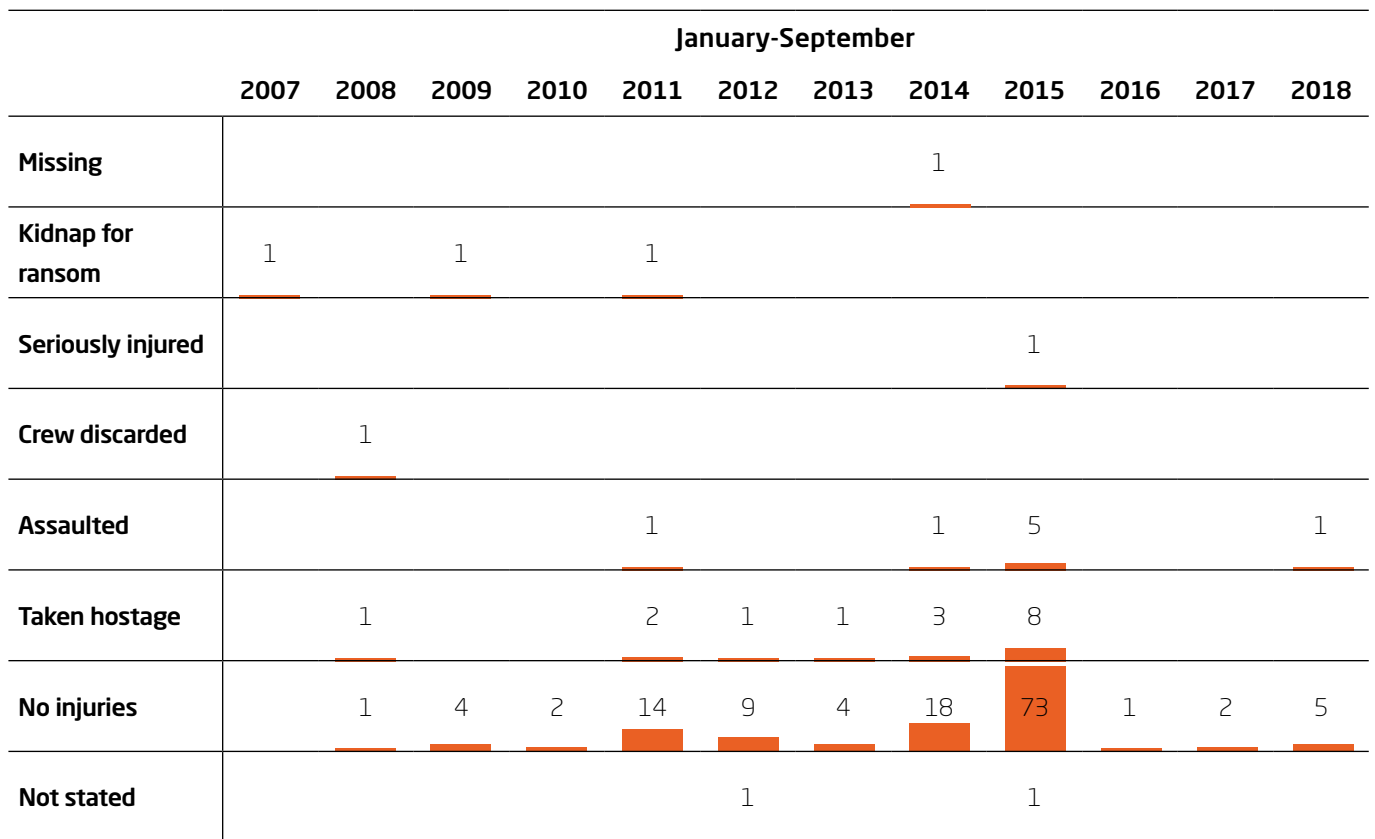
During January-September 2018, of the nine incidents, one involved the crew being assaulted. The last known incident of crew being assaulted occurred in 2015. Another two incidents involved crew being threatened, no injuries were reported in four incidents and two incidents had no information on whether crew was injured. Of the 99 incidents reported during the past 11 years, 55% of the incidents reported no injuries to crew. The treatment of crew reported in incidents during January-September of 2007-2018 in Bangladesh is shown in Chart 9.



**Chart 9 - Treatment of crew - Bangladesh (January-September of 2007-2018)**

## SOMS

Of the six incidents reported during January-September 2018, one incident involved crew being assaulted and no injuries reported in five incidents. This is consistent with the past 11-year trend of January-September 2007-2017, where 81% of the incidents reported no injuries to the crew. The treatment of crew reported in incidents during January-September of 2007-2018 in SOMS is shown in Chart 10.



**Chart 10 - Treatment of crew - SOMS (January-September of 2007-2018)**

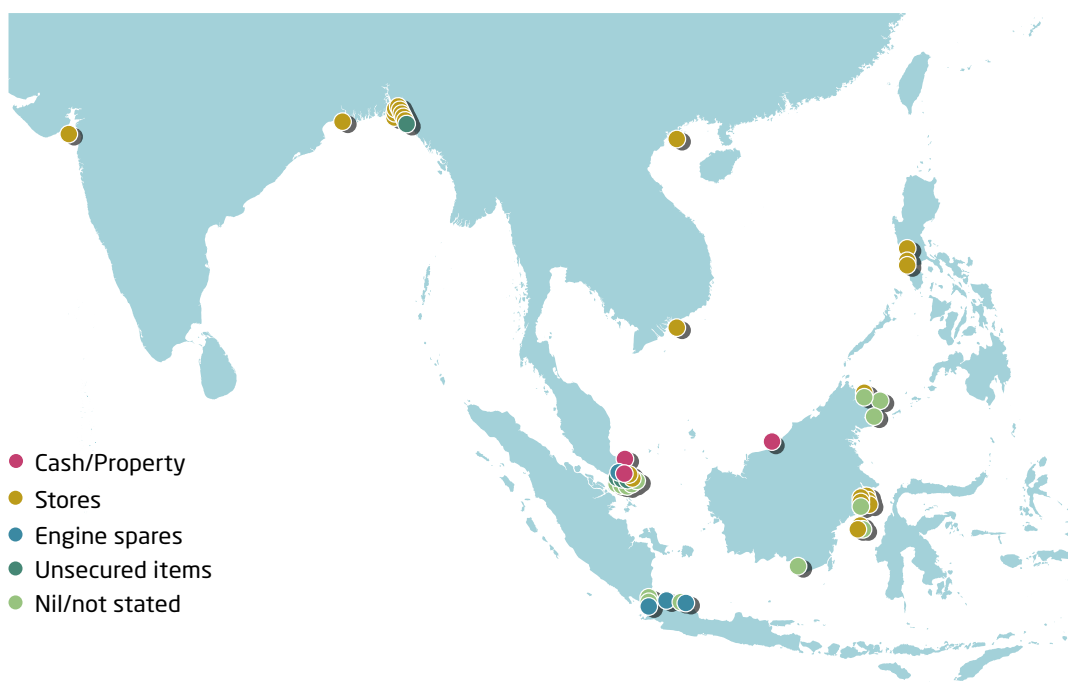
### Summary of Insight on Treatment of Crew

In majority of the incidents reported during January-September 2018, the crew did not suffer from injuries in Bangladesh and SOMS. This is consistent with the past 11-year trend of January-September of 2007-2017 where 55% of incidents in Bangladesh and 81% of incidents in SOMS reported no injuries to crew.

## TYPE OF LOSSES

### Overall Situation in Asia

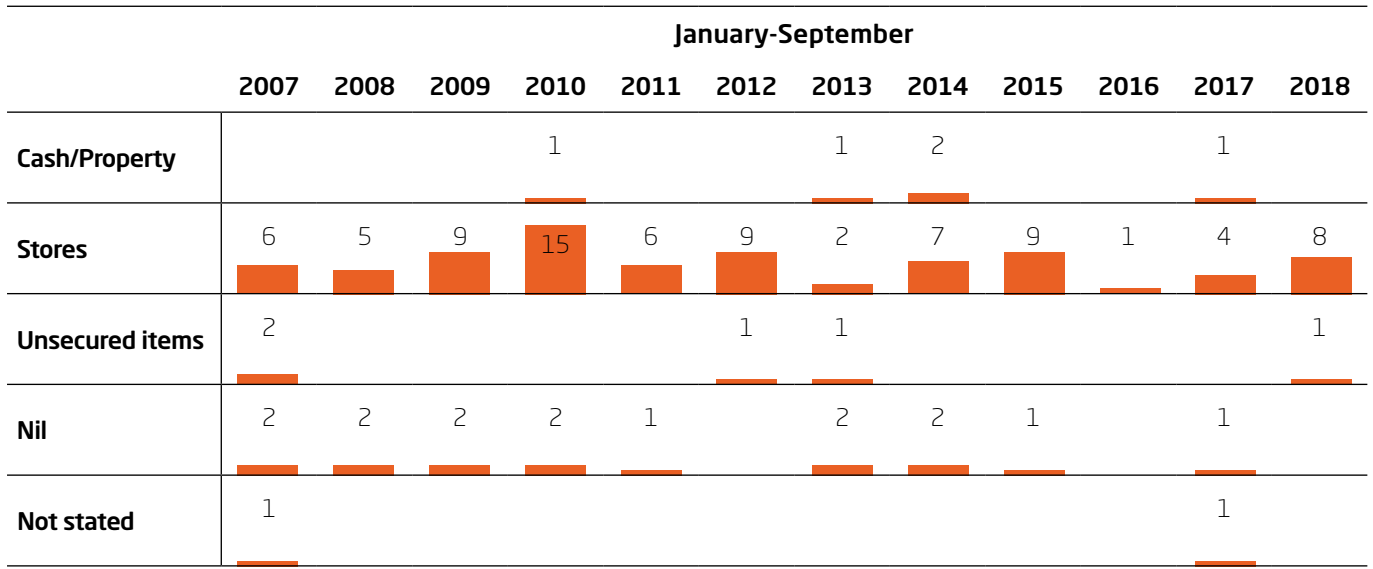
There was no incident involving hijacking of ships and loss of cargo from ships during January-September 2018. Of the 50 actual incidents reported during January-September 2018, 25 incidents (50%) reported the loss of ship stores, eight incidents (16%) reported loss of engine spares and unsecured items, three incidents (6%) loss of cash/property and 14 incidents (28%) with no information on the type of losses. The type of losses vis-à-vis location of incidents is shown in Map 8.



**Map 8 - Type of losses vis-à-vis location of incidents in Asia  
(January-September 2018)**

**Bangladesh**

Of the nine actual incidents reported during January-September 2018, eight reported loss of stores and one loss of unsecured items. This is consistent with the past 11-year trend of January-September of 2007-2017 where majority of the incidents reported loss of stores. This accounts for 75% of the total number of incidents reported during January-September 2007-2018. Refer to Chart 11 on the type of losses reported at ports/anchorage in Bangladesh (January-September 2007-2018).



**Chart 11 - Type of losses - Bangladesh (January-September of 2007-2018)**

Among the stores stolen, mooring rope was the most commonly item stolen from ships anchored/berth in Bangladesh.



## SOMS

Of the six incidents reported during January-September 2018, one incident (17%) reported loss of cash/property, one incident (17%) reported loss of stores, two incidents (33%) reported loss of unsecured items on board ship and two incidents (33%) with nothing stolen. Compared to the same period of 2007-2017, 77 incidents (47%) reported that nothing was stolen. In these incidents, perpetrators escaped empty-handed when they were sighted by crew. See Chart 12.

	January-September											
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>Hijack/ Missing of ship</b>		1			1							
<b>Cargo discharged</b>						4		4	6			
<b>Cash/Property</b>	1	2	4		10	3		2	3			1
<b>Stores</b>				2	4	2	2		7			1
<b>Engine spares</b>						1	1	4	14			
<b>Unsecured items</b>							1			1		2
<b>Nil</b>			1		3	1	1	13	54		2	2
<b>Not stated</b>									4			

**Chart 12 - Type of losses - SOMS (January-September of 2007-2018)**

For incidents where loss was reported, mobile phones, personal belongings and engine spares were commonly targeted.

Loss of engine spares. ReCAAP ISC notes engine spares were targeted during January-September of 2011-2015. Prior to this period, the perpetrators mostly targeted crew's cash/property. The incidents which reported the loss of engine spares mostly occurred in the western sector of the of Singapore Strait (SS). See Chart 13.



		January-September											
		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Engine Spares	Number of Incidents	0	0	0	0	0	1	1	4	14	0	0	0
	Percentage of Total Incidents	0%	0%	0%	0%	0%	1%	1%	4%	14%	0%	0%	0%

**Chart 13 - Type of losses (engine spares) - SOMS (January-September of 2007-2018)**

Summary of Insight on Type of Losses

Eight out of nine incidents occurred in Bangladesh during January-September 2018 reported loss of stores. This is consistent with past 11-year trend of January-September of 2007-2017 where 75% of incidents in Bangladesh reported loss of stores and mooring rope was the most commonly stolen item. However, the situation in SOMS was different as only one of six incidents reported loss of stores, one incident loss of cash/property, two incidents loss of unsecured items and two incidents with nothing stolen during January-September 2018. As for the past 11 years of January-September of 2007-2017, nothing was stolen in 47% of the incidents. Where losses were reported from ships while underway in SOMS, mobile phones, personal belongings and engine spares were targeted. In particular, engine spares were only stolen during January-September of 2011-2015 and the incidents mostly occurred in the western sector of the Singapore Strait (SS) in SOMS.

## TYPE OF SHIPS AND LOCATIONS

Of the 50 actual incidents reported during January-September 2018 in Asia, 21 incidents occurred on board bulk carriers, 15 on board tankers, five on board tug boats, four on board container ships, three on board general cargo ships, one on board a fishing trawler and one on board a deck cargo ship. Most incidents involving bulk carriers were reported at ports/anchorages in Indonesia (13 of 20 incidents). As for Bangladesh, ships boarded included bulk carrier (4), tanker (2), container ship (2) and general cargo ship (1). There was no evidence to suggest that a particular type of ship was targeted at certain ports/anchorages. Tug boats towing barges were boarded while underway in the Straits of Malacca and Singapore (SOMS) due to their slow speed and low freeboard. Three of five incidents involving tug boats were reported in SOMS. The type of ships vis-à-vis location of incidents is shown in Chart 14.

Bulk carrier Indonesia 13		Bulk carrier Bangladesh 4	Tanker Indonesia 5	Tanker Bangladesh 2	Tanker SOMS 2	Container ship Bangladesh 2
						Container ship Philippines 1
			Tanker Malaysia 3	Tanker India 1		General cargo ship Bangladesh 1
				Tanker SCS 1		General cargo ship India 1
				Tanker Philippines 1		General cargo ship Indonesia 1
Bulk carrier Vietnam 2	Bulk carrier Malaysia 1	Bulk carrier SOMS 1	Tug boat SOMS 3	Tug boat Indonesia 1		Fishing boat Sulu-Celebes Sea 1
	Bulk carrier Philippines 1			Tug boat Malaysia 1		Heavy Transport vessel SCS 1

Chart 14 - Type of ships vis-à-vis location of incident (January-September 2018)

PART FOUR

# ANALYSIS BY LOCATION USING DATA ANALYTICS



# ANALYSIS BY LOCATION USING DATA ANALYTICS

## INDONESIA (OFF SAMARINDA, EAST KALIMANTAN)

There has been an increase in the number of incidents reported at anchorages of Muara Jawa and Muara Berau, off Samarinda, East Kalimantan, Indonesia during January-September 2018 compared to the same period in 2017. Of the 26 incidents reported in Indonesia during January-September 2018, 14 incidents (54%) occurred off Samarinda, East Kalimantan compared to four incidents (18%) of the 22 incidents reported in Indonesia during the same period in 2017.

This part provides insight into the violence and economic factors of incidents at ports and anchorages off Samarinda, East Kalimantan, Indonesia during January-September 2018 compared to the past 11-year of January-September of 2007-2017.

### NUMBER OF PERPETRATORS

During January-September 2018, three incidents involved 1 to 3 men (21%), six incidents involved 4 to 6 men (43%) and five incidents did not have information on the number of perpetrators (36%).

	January-September											Trend (2007- 2017)	2018
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017		
<b>1 to 3 men</b>					1	1	2	4		1	2	34%	3
<b>4 to 6 men</b>						1	3			1	1	19%	6
<b>7 to 9 men</b>						1	2					10%	
<b>&gt; 9 men</b>							1					3%	
<b>Not stated</b>					4	2	2	1		1	1	34%	5

**Table 2 - Number of perpetrators involved off Samarinda (January-September of 2007-2018)**

11-year trend. There is a deviation from the trend as 34% of incidents occurred during January-September of 2007-2017 involved groups of 1 to 3 men; compared to 43% of incidents during January-September 2018 which involved groups of 4 – 6 men.

## TYPE OF WEAPONS

During January-September 2018, four incidents involved perpetrators armed with knives/machetes (29%) and 10 incidents did not have information on whether the perpetrators were armed (71%).

January-September													Trend (2007- 2017)	2018
2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017				
<b>Guns &amp; knives</b>						1	1					6%		
<b>Knives/Machetes/ Others only</b>					1	2	6	1		1	1	38%	4	
<b>Not armed</b>						1				1		6%		
<b>Not stated</b>					4	2	3	3		1	3	50%	10	

**Table 3 - Type of weapons used off Samarinda (January-September of 2007-2018)**

11-year trend. This is consistent with the trend observed during January-September of 2007-2017 where perpetrators were armed with knives/machetes. There was no report of perpetrators armed with guns and knives during January-September 2018. The last reported incident of perpetrators armed with guns and knives occurred in 2014.

## TREATMENT OF CREW

During January-September 2018, one incident reported that the crew was threatened (7%), six incidents (43%) reported no injuries to the crew and seven incidents did not have information on the well-being of the crew during the incident (50%).

January-September													Trend (2007- 2017)	2018
2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017				
<b>Assaulted</b>						3						9%		
<b>Taken hostage</b>							2		1	1		13%		
<b>Threatened</b>						1						3%	1	
<b>No injuries</b>				1	3	3			2	1		31%	6	
<b>Not stated</b>				4	2	3	3			2		44%	7	

**Table 4 - Treatment of crew off Samarinda (January-September of 2007-2018)**

11-year trend. This is consistent with the trend observed during January-September of 2007-2018 that majority of the crew was not injured. ReCAAP ISC notes that no incident was reported off Samarinda during January-September of 2007-2010.

## TYPE OF LOSSES

During January-September 2018, seven incidents reported losses of stores (50%), five incidents reported nothing stolen (36%) and two incidents did not have information if anything was taken from the ship (14%).

January-September													Trend (2007- 2017)	2018
2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017				
Cash/ Property					1	3	2					19%		
Stores				5	4	5	1		3	2		62%	7	
Nil						2	2			2		19%	5	
Not stated												0%	2	

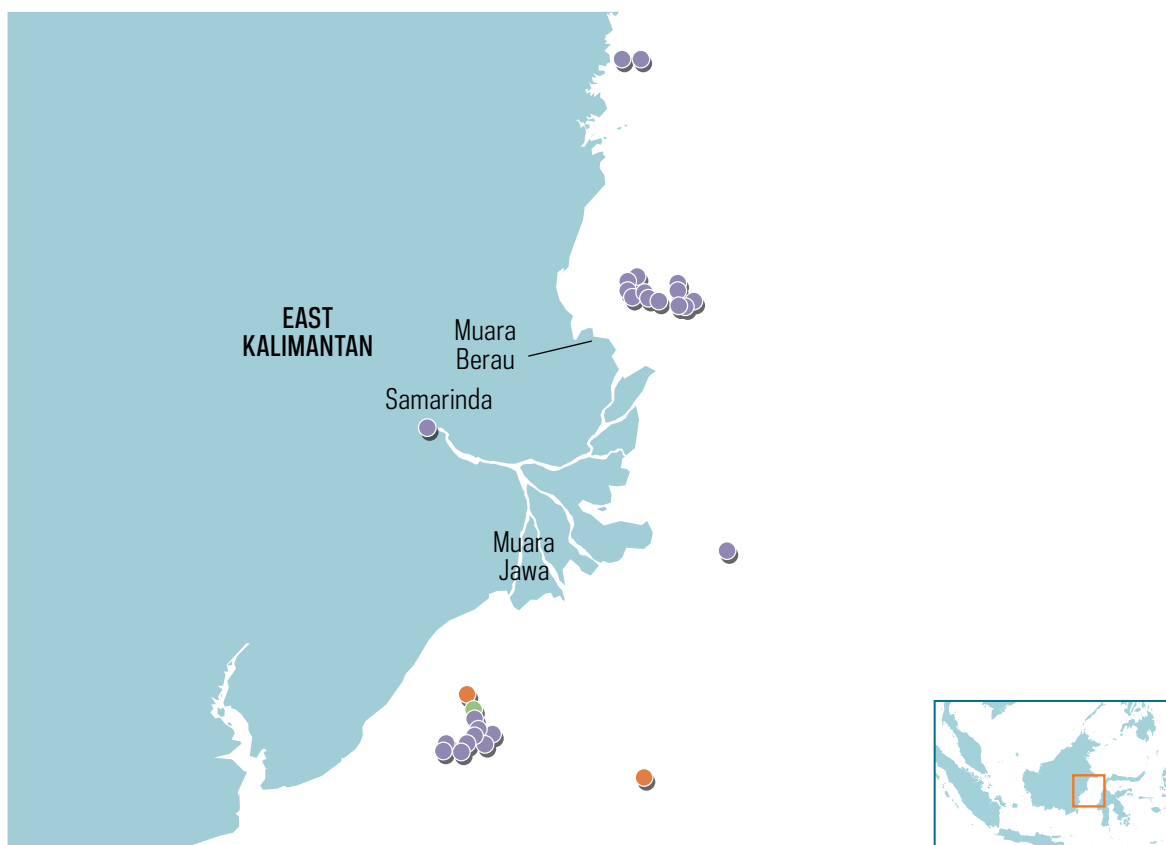
**Table 5 - Type of losses off Samarinda (January-September of 2007-2018)**

11-year trend. Losses of stores are consistent with the trend observed during January-September 2007-2017. A slight deviation from the trend was observed during January-September of 2012-2014 where there were also loss of cash and personal belongings in addition to stores.

## TYPE OF SHIPS

Of the 14 incidents reported off Samarinda during January-September 2018, 13 occurred on board bulk carriers and one on board a general cargo ship.

11-year trend. Among the 32 incidents reported during January-September of 2007-2017, 29 occurred on board bulk carriers, two on board tankers and one on board a general cargo ship.



Map 9 - Type of ships boarded at anchorages off Samarinda (January-September of 2007-2017)

### Type of ships

- Bulk carrier
- General cargo ship
- Tanker

## Summary of Insight of Incidents off Samarinda

Incidents reported at anchorages off Samarinda, East Kalimantan during January-September 2018 were consistent with the 11-year trend in terms of weapons carried by perpetrators (if armed, knives/ machetes were used), and treatment of crew (the perpetrators usually do not harm the crew) and items lost (stores). A deviation was observed in the number of perpetrators as majority of incidents during January-September 2018 involved groups of 4 – 6 men compared to the 11-year trend of incidents which involved groups of 1 – 3 men. Most of the incidents occurred on board bulk carriers compared to other type of ships.



PART FIVE  
CASE STUDY



# CASE STUDY

## **ROBBERY OFF TANJUNG KIDURONG, BINTULU, EAST MALAYSIA ON 4 AUG 18**

While a Kuching-registered oil tanker was underway from Bintulu to Miri, Sarawak, East Malaysia, five perpetrators armed with pistol and long knife boarded the tanker from a small fast boat at about 12 nm northwest of Tanjung Kidurong, Sarawak, East Malaysia. The perpetrators wore masks and gloves.

<b>Type of ship</b>	Oil tanker
<b>Date and time of incident</b>	4 Aug 18 at 2300 hrs
<b>Location of incident</b>	Approximately 12 nm northwest of Tanjung Kidurong, Sarawak, East Malaysia

### **Treatment of crew and items stolen**

When on board the ship, the perpetrators tied all crew and took away their cash, mobile phones and some jewellery items before escaping from the ship. The crew was not injured, and the ship was not carrying any oil cargo on board.



**Stolen items recovered from the perpetrators**  
(Photograph courtesy of MMEA)

### **Recovery of stolen items and arrest of perpetrators**

With information gathered about the perpetrators, and cooperation of the local police, Malaysian Maritime Enforcement Agency (MMEA) arrested the perpetrators on 17 Aug 18 and handed them over to the investigation team. Upon further interrogation, the perpetrators admitted that they had committed the robbery on 4 Aug 18 and brought the investigation team to the location of the fast boat and the stolen items. All five perpetrators are being held in remand and will be charged for gang robbery under the Penal Code of Malaysia.

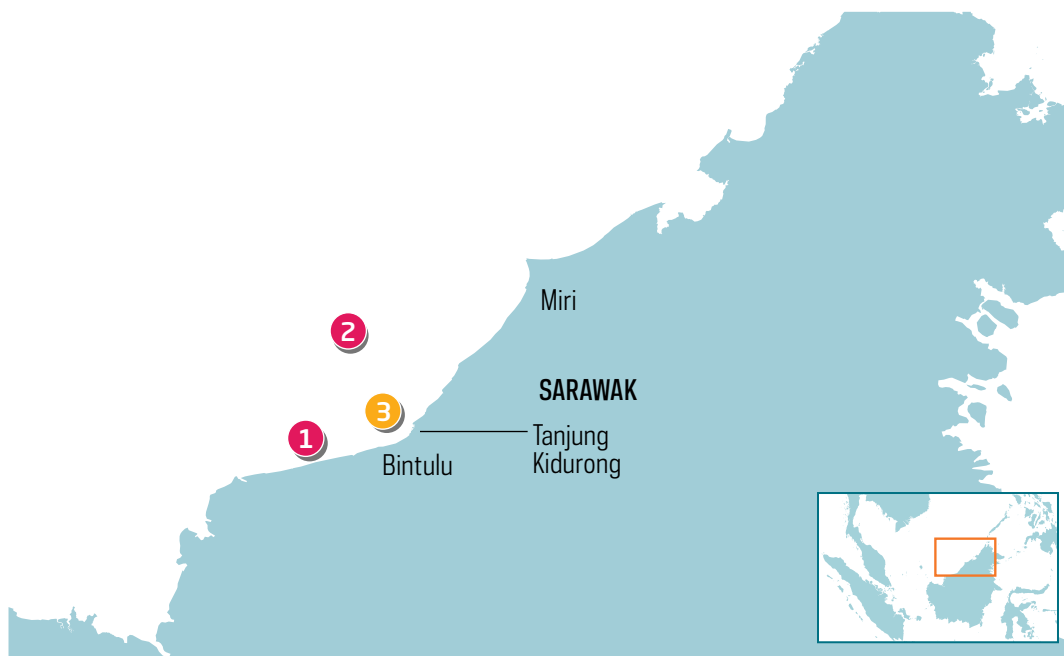


**Apprehended perpetrators**  
(Photograph courtesy of MMEA)

## Comments by ReCAAP ISC

This is the first incident of armed robbery at sea reported off Bintulu since January 2018. The ReCAAP ISC commends the MMEA for its perseverance and efforts in investigating the incident and arresting the perpetrators.

No incident was reported off Bintulu in 2017. There were two incidents reported in 2016 off Bintulu; and both were hijacking of ships for theft of oil cargo. The first incident occurred on 3 Jun 16 when perpetrators boarded tug boat, *Ever Prosper*, robbed the crew and siphoned 3,000 litres of Crude Palm Kernel Oil (CPKO) from barge *Ever Dignity*. The other incident occurred on 25 Oct 16 when perpetrators boarded tug boat, *Ever Ocean Silk*, stole the ship's communication and navigation equipment, crew's personal belongings and siphoned 2,500 metric tons of palm oil from barge, *Ever Giant*. Map 10 shows the location of the three incidents.



**Map 10 - Location of boarding of oil tanker on 4 Aug 18 and past incidents off Bintulu**

● CAT 1 ● CAT 2

- |   |   |   |
|---|---|---|
| <p><b>1</b> <i>Ever Prosper &amp; Ever Dignity</i><br/>Tug boat &amp; barge<br/>3 Jun 16<br/>0900 hrs</p> | <p><b>2</b> <i>Ever Ocean Silk &amp; Ever Giant</i><br/>Tug boat &amp; barge<br/>25 Oct 16<br/>2030 hrs</p> | <p><b>3</b> <i>Name withheld</i><br/>Oil tanker<br/>4 Aug 18<br/>2300 hrs</p> |
|---|---|---|

## Recommendation

Although there was no indication to suggest that this latest incident on 4 Aug 18 was one of theft of oil cargo, the ReCAAP ISC advises all ship masters to exercise extra vigilance; and the authorities to step up surveillance.

PART SIX

ReCAAP ISC'S  
MAIN ACTIVITIES  
(JULY-SEPTEMBER 2018)



# ReCAAP ISC'S MAIN ACTIVITIES (JULY-SEPTEMBER 2018)

## ReCAAP ISC CLUSTER MEETING, MANILA, PHILIPPINES (14-15 AUGUST 2018)

ReCAAP ISC and Philippine Coast Guard (PCG) jointly organised the Cluster Meeting in Manila on 14-15 Aug 18. The objective of the meeting was to deepen cooperation and enhance maritime safety and security in the Sulu-Celebes Seas, particularly on the incidents of abduction of crew. The meeting involved relevant government agencies and the shipping industry in the Philippines, the Indonesia Coast Guard (BAKAMLA), and members of the diplomatic community in Manila. The meeting reviewed the current situation in the Sulu-Celebes Seas, took stock of past and current efforts to improve maritime safety and security, and explored ways to further deepen cooperation.



**Discussion on situation in the Sulu-Celebes Seas**

## ReCAAP ISC CAPACITY BUILDING WORKSHOP, YANGON, MYANMAR (3-6 SEPTEMBER 2018)

ReCAAP ISC and Myanmar Navy jointly organised the Capacity Building Workshop in Yangon, Myanmar on 3-6 Sep 18. The aims of the workshop were to train and enhance the capacity of ReCAAP Focal Points through sharing of best practices and to establish networking among ReCAAP Focal Points. A total of 26 participants from ReCAAP Focal Points, Malaysian Maritime Enforcement Agency (MMEA), and Myanmar local government agencies attended the workshop. The workshop included a table-top exercise on incident reporting and group discussions on timely and accurate information sharing.



**Group photo**

## SIGNING OF MOU BETWEEN ReCAAP ISC AND WMU (2 JULY 2018)

ReCAAP ISC and World Maritime University (WMU) signed a Memorandum of Understanding (MOU) on 2 Jul 18 in London, UK. Under the MOU, ReCAAP ISC and WMU are committed to support and cooperate with each other in information sharing, exchange of publications, research material and data on maritime security and safety, delivery of lectures to WMU students on latest situation of piracy and armed robbery against ships in Asia and hosting of WMU students during their field visit to Singapore.



**Mr. Masafumi Kuroki, Executive Director of ReCAAP ISC and Dr. Cleopatra Doumbia-Henry, President of World Maritime University**

## INTERNATIONAL MARITIME SAFETY CONFERENCE, BUSAN, REPUBLIC OF KOREA (4-6 JULY 2018)

The 4<sup>th</sup> International Maritime Safety Conference (IMSC) was held in Busan, Korea, from 4-6 Jul 18. The conference was hosted by Korea's Ministry of Oceans and Fisheries, and Busan Metropolitan City. The aim of the conference was to reiterate the importance of maritime safety to prevent tragic marine accidents such as the Sewol ferry disaster which occurred on 16 Apr 14, and to reduce related risks such as loss of lives, damages to property and marine pollution. Participants attending the Conference included Navies, Coast Guards, international and local shipyards and shipping companies, and international and local marine equipment experts in charge of maritime safety. A representative from ReCAAP ISC attended the conference and presented on "*Enhancing Regional Cooperation*" under the topic of "Responding to Piracy Incidents" focusing on the role and activities of ReCAAP ISC, latest situation of piracy and sea robbery incidents in Asia, and recommendation of counter-piracy measures by ships in accordance with the *Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia*.



**Organisers, speakers and participants at the IMSC 2018**

## JICA TRAINING COURSE FOR MARITIME LAW ENFORCEMENT IN ASIA AND OFF SOMALIA, TOKYO, JAPAN (10 JULY 2018)

The ReCAAP ISC was invited by JICA to deliver a lecture on ReCAAP and update on the situation of piracy and armed robbery against ships in Asia on 10 Jul 18 in Tokyo, Japan. A total of 15 participants from law enforcement agencies in Asia and Africa attended the course. Through case studies, ReCAAP ISC highlighted the importance of operational response by enforcement agencies and collective efforts between governmental agencies and the shipping industry in addressing the situation of piracy and armed robbery against ships.



**Group photo taken with participants and JICA staff**

## WORKING LEVEL MEETING OF THE 14<sup>TH</sup> HACGAM, DHAKA, BANGLADESH (11-13 JULY 2018)

In the capacity as an associate member of the Head of Coast Guard Agencies Meeting (HACGAM), ReCAAP ISC attended the Working Level Meeting (WLM) of the 14<sup>th</sup> HACGAM on 11-13 Jul 18 in Dhaka, Bangladesh. A total of 41 representatives from 18 Asian countries' coast guard maritime agencies participated in the meeting. The meeting discussed potential issues to be discussed at the High Level Meeting of the 14<sup>th</sup> HACGAM scheduled to be held in October 2018 in Dhaka.



**Group Photo of Participants of HACGAM WLM**

## **UNODC CONTACT GROUP MEETING ON MAPPING AND RESPONDING TO MARITIME CRIME IN THE SULU-CELEBES SEAS, MANILA, PHILIPPINES (27-28 AUGUST 2018)**

The United Nations Office on Drugs and Crime (UNODC) and the Philippines National Coast Watch Centre (PNCWC) jointly organised the UNODC Global Maritime Crime Programme on 27-28 Aug 18 in Manila, Philippines. It was a multi-stakeholder Contact Group meeting on mapping and responding to maritime crimes in the Sulu-Celebes Seas. The meeting brought together key maritime law enforcement agencies from Indonesia, Malaysia and Philippines, members of foreign missions, international organisations, academia, civil society and private sector. The ReCAAP ISC participated the meeting in presenting the threat of maritime crime focusing on incidents of piracy, armed robbery and kidnapping of crew for ransom in the Sulu-Celebes Seas and its responses; and participated in the Working Groups to discuss specific aspects of these issues in greater depth.



**Group photo of UNODC Contact Group Meeting**



# CONCLUSION

The overall situation of piracy and armed robbery against ships in Asia during January-September 2018 has remained at relatively low levels, consistent with the same period in 2017. There was a slight increase of 3% in the number of incidents during January-September 2018; and this was due to the increase of attempted incidents. The number of actual incidents reported during January-September 2018 was the lowest among the 10-year period of January-September of 2009-2018.

The abduction of crew for ransom in the Sulu-Celebes Seas and waters off Eastern Sabah remains a serious concern, despite the decrease in the number of incidents. The recent incident of abduction of two fishermen from a fishing boat in the waters off Eastern Sabah gives alert that threat of abduction of crew still exists in Sulu-Celebes Seas and waters off Eastern Sabah. ReCAAP ISC reiterates its Incident Alert dated on 21 Nov 16.

There was no actual incident of hijacking of ships for oil cargo theft during January-September 2018.

Compared to the same period of 2017, the situation at ports/anchorage in Philippines has improved. However, of concern is the increase in the number of incidents on board ships anchored/berthed at ports/anchorage in Bangladesh and off Samarinda, East Kalimantan, Indonesia; and on board ships while underway in the Straits of Malacca and Singapore.

The ReCAAP ISC reiterates the need for law enforcement agencies to enhance surveillance, increase patrols and respond promptly to reports of incident. Ships transiting areas of concern are to exercise enhanced vigilance, maintain all round lookout for suspicious boats, report all incidents to the nearest coastal State and flag State immediately, and implement preventive measures recommended in the *Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*.

# APPENDICES

## **Definitions & Methodology in Classifying Incidents**

### **Definitions**

**Piracy**, in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS), is defined as:

1. "Piracy" means any of the following acts:
  - (a) any illegal act of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:
    - (i) on the high seas, against another ship, or against persons or property on board such ship;
    - (ii) against a ship, persons or property in a place outside the jurisdiction of any State;
  - (b) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;
  - (c) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

**Armed Robbery Against Ships**, in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025(26), is defined as:

2. "Armed robbery against ships" means any of the following acts:
  - (a) any illegal act of violence or detention, or any act of depredation, or threat thereof, other than an act of "piracy", committed for private ends and directed against a ship, or against persons or property on board such ship, within a State's internal waters, archipelagic waters and territorial sea;
  - (b) any act of inciting or of intentionally facilitating an act described above.

### **Methodology in classifying incidents**

To provide some perspective on incidents of piracy and armed robbery, the ReCAAP ISC evaluates the significance of each incident in terms of two factors – the level of violence and the economic loss incurred. The indicators for these two factors are as follows:

A. **Violence Factor.** This factor refers to the intensity of violence in an incident, and the three indicators used to determine this are:

- (1) Type of weapons used. Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered more violent.
- (2) Treatment of the crew. Incidents where pirates/robbers kill or kidnap crew are deemed to be more violent compared to petty thieves who flee upon being noticed. Other cases could include threatening crew members, assault, or serious injury.

(3) Number of pirates/robbers engaged in an attack. As a rule, an incident where a larger number of pirates/robbers were involved would be considered more significant as having a large capacity (as well as probability) for use of force. A larger number of pirates/robbers may also indicate the involvement of gangs or organised syndicates rather than petty and opportunistic pirates who generally operate in small groups.

B. **Economic Factor.** This factor takes into consideration the type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo onboard or theft of the vessel.

Using these indicators, the ReCAAP ISC classifies all incidents into one of the four categories to determine their overall significance.

Category	Description
<b>CAT 1</b>	CAT 1 incidents involved large number of perpetrators; more than 9 men in four out every 10 incidents and 4-9 men in the other six incidents. The perpetrators were mostly armed with guns and knives, and the crew is likely to suffer some form of injury or physical violence such as being assaulted or tied up or threatened. In term of losses, the ship was either hijacked or the cargo on board was stolen, for example siphoning of cargo oil.
<b>CAT 2</b>	Majority of CAT 2 incidents involved 4-9 men who are likely to be armed with knives/machetes and in 1/4 of the incidents, armed with guns. The crew is likely to be threatened or held hostage temporarily to allow the perpetrators to steal the crew's cash and ship's property including engine spares. In a few cases, the crew suffered some form of injury or physical violence but less severe in nature compared to CAT 1 incidents.
<b>CAT 3</b>	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.
<b>CAT 4</b>	The perpetrators were not armed and the crew not harmed. More than half of CAT 4 incidents involved 1-3 men who escaped empty-handed upon sighted by the crew.

This classification of incidents allows the ReCAAP ISC to provide some perspective of the piracy and armed robbery situation in Asia.

# DESCRIPTION OF INCIDENTS

## Actual Incidents

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4

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

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
4 <b><i>Ocean 1</i></b> Tanker Tuvalu 19081 8916243  <b><i>ASL Scorpio</i></b> Tug	07/01/18 1245 hrs	21° 12.7' N, 72° 12.8' E  Approximately 11 nm off Alang, Gujarat, India	While underway, three perpetrators in a fishing boat boarded the tanker which was towed by tug <i>ASL Scorpio</i> . The crew immediately reported the boarding to the local authorities. The Indian Coast Guard Station Pipavav requested the Marine Police to investigate the incident. On 11 Jan 18, the Police reported that they had arrested the perpetrators and recovered the stolen items comprising ship stores and engine spares.  <b>[ReCAAP Focal Point (India)]</b>
5 <b><i>Name withheld</i></b> Oil tanker Indonesia	10/01/18	Pulau Batam, Indonesia	While at anchor, three perpetrators boarded the oil tanker and committed theft on board the ship. The crew on watch reported the incident immediately to Western Fleet Quick Response (WFQR) IV, who managed to detain two perpetrators. Further investigation by WFQR Lantamal IV with the Western Region Fleet Intelligence Detachment (Denintel Armabar) resulted in the tracing and arrest of the third perpetrator by the Indonesian authorities.  <b>[ReCAAP Focal Point (Singapore)]</b>
6 <b><i>Athos</i></b> Bulk carrier Barbados 32478 9761334	21/01/18 0535 hrs	0° 15.8' N, 117° 35.3' E  Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, two perpetrators boarded the ship. From the CCTV, the perpetrators were sighted on the main deck on the right side of the hull and then towards the left hull of the warehouse. They stole two mooring ropes from the warehouse in the bow of the ship and escaped.  <b>[ReCAAP Focal Point (United Kingdom), Regional authorities]</b>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
7 <b>Port Hainan</b> Bulk carrier Hong Kong, China 33036 9456422	31/01/18 0455 hrs	21° 48' N, 91° 48' E  Kutubdia Anchorage B, Bangladesh	While at anchor, five perpetrators armed with knives boarded the bulk carrier. They threatened the crew, stole ropes and escaped. The incident was reported to Chittagong Port Control and the Bangladesh Coast Guard investigated immediately. The stolen ropes were recovered and returned to the ship at 1630 hrs on the same day.  <b>[ReCAAP Focal Point (Bangladesh)]</b>
8 <b>Globe Explorer</b> Bulk carrier Panama 17027 9675561	01/02/18 0210 hrs	10° 39' N, 107° 0.9' E  Godau Port, Vietnam	While at anchor, two perpetrators armed with knives boarded the bulk carrier. They held the bosun hostage, threatened and injured him with a knife and then tied him up. The bosun managed to free himself and informed the master who raised the alarm and mustered the crew. A search was conducted and ship stores were reported missing. The incident was reported to the port authorities who boarded the ship for investigation, and sent the bosun ashore for medical treatment.  <b>[ReCAAP Focal Point (Japan), ReCAAP Focal Point (Vietnam)]</b>
9 <b>BBC Amber</b> General cargo ship Antigua & Barbuda 12838 9563706	06/02/18 0231 hrs	22° 8' N, 91° 44' E  Chittagong Anchorage, Bangladesh	While at anchor, six perpetrators in a local out board engine boat boarded the general cargo ship using grapnel hook with rope. They threatened the crew, stole unsecured items from the ship and escaped. Upon receipt of the information, the Bangladesh Coast Guard deployed patrol boats to investigate but were unable to locate the perpetrators.  <b>[ReCAAP Focal Point (Bangladesh)]</b>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
10 <b>Tiberius</b> Bulk carrier Marshall Islands 21163 9665841	11/02/18 0120 hrs	22° 7' N, 91° 43' E  Chittagong Anchorage, Bangladesh	While at anchor, five perpetrators in a boat boarded the bulk carrier from the port side via hook. The perpetrators stole a rope and escaped. The incident was reported to the port control who informed the Bangladesh Coast Guard (BCG). The BCG conducted a search in the vicinity and was able to recover the stolen rope and returned it to the ship.  <b>[ReCAAP Focal Point (Bangladesh)]</b>
11 <b>Name withheld</b> Tug boat Norway 7473	19/02/18 0200 hrs	1° 9.7' N, 103° 56.4' E  Approximately 3 nm west of Batu Ampar Port, Pulau Batam, Indonesia	During routine rounds on board the tug boat, the bosun reported that the lock to the engine room hatch was broken. Further investigation revealed several footprints on the aft deck and a large number of spare parts missing.  <b>[ReCAAP Focal Point (Singapore)]</b>
12 <b>Alerce N</b> Bulk carrier Chile 17979 9250323	03/03/18 2245 hrs	6° 2.9' S, 106° 53.40' E  Tanjung Priok Anchorage, Jakarta, Indonesia	While at anchor, the duty motorman on board noticed two perpetrators on the aft deck and raised the alarm. Seeing the alerted crew, the perpetrators escaped in a waiting boat. A search was conducted on board the ship, but nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
13 <b>LA Solognais</b> Bulk carrier Malta 24725 9733258	08/03/18 0510 hrs	0° 15.1' S, 117° 37.7' E  Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, perpetrators boarded the ship unnoticed, stole two mooring ropes and escaped. The theft was discovered during security round.  <b>[ReCAAP Focal Point (Singapore)]</b>

	<b>Ship Name, Type of Ship, Flag, GT, IMO No.</b>	<b>Date Time</b>	<b>Location of Incident</b>	<b>Details of Incidents</b>
14	<b><i>GH Rich Wall</i></b> Bulk carrier Marshall Islands 36291 9735804	20/03/18 1530 hrs	3° 42.6' S, 114° 28.2' E  Taboneo Anchorage, Banjarasin, South Kalimantan, Indonesia	While at anchor, six perpetrators armed with knives boarded the ship. The duty crew sighted the perpetrators and informed the duty officer. The alarm was raised, crew mustered and port control notified. Upon realising the crew had been alerted, the perpetrators escaped empty-handed immediately. The crew was not injured. An Indonesian Police Coast Guard vessel was also despatched to the location.  <b>[ReCAAP Focal Point (Singapore)]</b>
15	<b><i>Captain Vangelis L</i></b> Bulk carrier Liberia 88420 9450868	28/03/18 0710 hrs	1° 16.5' S, 117° 41.5' E  Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, four perpetrators approached the ship in a small boat. Two of the perpetrators boarded the ship while the other two were waiting in the boat. The duty crew on routine rounds spotted the perpetrators and raised the alarm immediately. Upon realising the crew had been alerted, the perpetrators escaped empty-handed.  <b>[ReCAAP Focal Point (Singapore)]</b>
16	<b><i>African Lunde</i></b> Bulk carrier Singapore 34769 9713961	05/04/18 0405 hrs	0° 15.1' S, 117° 34.18' E  Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, a perpetrator on board a small boat climbed the ship via the port anchor chain through the hawse pipe. The perpetrator removed the razor wires and hawse pipe cover. Two mooring ropes stored in the Bosun store were reported missing. The officer-on-watch raised the alarm. Realising that the crew had been alerted, the perpetrator escaped back to the boat and fled.  <b>[ReCAAP Focal Point (Singapore)]</b>



	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
17	<b><i>Bertina</i></b> Product tanker Bahamas 8545 9352133	12/04/18 2250 hrs	22° 12.8' N, 91° 44.54' E  Chittagong Anchorage, Bangladesh	<p>Three perpetrators armed with iron rod boarded the ship from a small boat. They injured the watch keeper, stole 10 drums of paint (each 140 litres) and escaped. The master raised the alarm, mustered the crew and reported the incident to the Chittagong Port Control and Bangladesh Coast Guard (BCG).</p> <p>The BCG dispatched a patrol boat to the location, recovered the stolen items and arrested the perpetrators. The stolen items were returned to the victim ship and the perpetrators handed over to the local police.</p> <p><b>[ReCAAP Focal Point (Bangladesh)]</b></p>
18	<b><i>PPS Luck</i></b> Bulk carrier Singapore 30811 9407524	19/04/18 0200 hrs	0° 15.2' S, 117° 36.7' E  Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia	<p>While at anchor, the crew discovered that the padlocks of the fore peak store entrance were broken, and two mooring ropes were missing – one from the starboard side mooring drum and another inside the forecastle store. Upon investigation, it was suspected that armed perpetrators had climbed on board the ship via anchor chain and stole the ropes by lowering to a small boat from the forward store door at the forecastle deck. The incident was estimated to take place between 0200-0600 hrs (local time). The crew was not injured.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
19 <b><i>Katerina</i></b> Bulk carrier Cyprus 40002 9256884	21/04/18 2300 hrs	1° 15.9' N, 104° 8.6' E  Approximately 4.7 nm northeast of Nongsa Point, Batam Island, Indonesia (eastbound lane of the Traffic Separation Scheme (TSS) of Singapore Strait)	<p>While underway in the eastbound lane of the Traffic Separation Scheme (TSS) of Singapore Strait, the duty officer of the bulk carrier sighted four perpetrators in the engine room on 21 Apr 18 at about 2300 hrs and reported the incident to the master. The master raised the alarm, mustered the crew and reported the incident to Singapore's Vessel Traffic Management System (VTMS) via VHF. The VTMS informed the Republic of Singapore Navy, Singapore Police Coast Guard and Indonesian authority; and initiated a safety navigational broadcast to warn ships in the vicinity.</p> <p>The master conducted a search and there was no further sighting of the perpetrators. The Malaysian Maritime Enforcement Agency (MMEA) reported that it deployed its boat and boarded <i>Katerina</i> at 0144 hrs on 22 Apr 18 at about 4 nm south of Tanjung Penyusop, Malaysia after receiving a distress signal. No item was stolen, and the crew was not harmed.</p> <p><b>[ReCAAP Focal Point (Singapore), MMEA]</b></p>
20 <b><i>Apollo Troth</i></b> General cargo ship Panama 6925 9550931	28/04/18 2230 hrs	0° 14.92' S, 117° 32.73' E  Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia	<p>While at anchor, four perpetrators armed with knives on board two boats boarded the ship through the hawse pipe. When on deck, two of the perpetrators threatened the duty AB who was on routine rounds.</p> <p>The duty AB after rescued by another crew, immediately switched on the hydraulic pump, and the perpetrators fled.</p> <p><b>[ReCAAP Focal Point (Japan)]</b></p>

	<b>Ship Name, Type of Ship, Flag, GT, IMO No.</b>	<b>Date Time</b>	<b>Location of Incident</b>	<b>Details of Incidents</b>
21	<b><i>Kirana Tritya</i></b> Product tanker Singapore 13203 9367750	29/04/18 0300 hrs	5° 30.13' S, 105° 18.13' E  Panjang Anchorage, Indonesia	While at anchor, the Officer-on-Watch (OOW) observed a fishing boat that was proceeding close to the ship. He informed the Security Watch, who then spotted three perpetrators at the starboard quarter of the ship. The alarm was raised and upon hearing the alarm, the three perpetrators jumped overboard. The crew was not injured, and nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
22	<b><i>Bigroll Beaufort</i></b> Heavy transport vessel Netherlands 23134 9766841	30/04/18 0001 hrs	1° 24' N, 104° 46.8' E  Approximately 16 nm northeast of Tanjung Berakit, Pulau Bintan, Indonesia (SCS)	While at anchor, the bosun discovered the padlock of the paint store was broken and the door left open. Further investigation revealed that the padlocks of the garbage room, oxygen locker, acetylene locker and the bunker station were also broken and the doors were left open. However, nothing was missing. The crew was not injured.  <b>[ReCAAP Focal Point (Netherlands)]</b>
23	<b><i>Erik Spirit</i></b> Tanker Bahamas 62929 9292515	05/05/18 1500 hrs	1° 27.4' N, 104° 36.3' E  Approximately 12 nm north- northeast of Tanjung Berakit, Pulau Bintan, Indonesia	While at anchor, perpetrators boarded the tanker unnoticed, stole ship's properties and escaped. The theft was later discovered during the routine emergency drill.  <b>[ReCAAP Focal Point (Singapore)]</b>

	<b>Ship Name, Type of Ship, Flag, GT, IMO No.</b>	<b>Date Time</b>	<b>Location of Incident</b>	<b>Details of Incidents</b>
24	<b><i>Kirana Santya</i></b> Product tanker Singapore 13201 9667277	16/05/18 0345 hrs	1° 6.25' N, 104° 11.17' E  Tanjung Uban Anchorage, Indonesia	While at anchor, the master reported that a set of breathing apparatus (BA) compressor was found missing and the padlock was broken. Subsequent investigation and review of the footage from CCTV revealed the presence of two perpetrators at the poop deck. About 10 minutes later, a wooden boat appeared passing near the poop deck from stern. Another three perpetrators climbed up the ship from starboard side. The perpetrators were believed to have gained access to the ship unnoticed by the duty officer and AB. The crew was not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>
25	<b><i>Front Ull</i></b> Tanker Marshall Islands 81670 9600932	19/05/18 0201 hrs	1° 10' N, 103° 27' E  Approximately 2.5 nm east- northeast of Pulau Karimun Kecil, Indonesia (SOMS)	While underway, six perpetrators boarded the tanker. The duty Engineer noticed the perpetrators, informed the master who raised the alarm. Seeing the crew alerted, the perpetrators escaped empty-handed.  <b>[ReCAAP Focal Point (Singapore)]</b>
26	<b><i>Wangaratta</i></b> Bulk carrier Panama 43012 9461166	19/05/18 0245 hrs	5° 32' S, 105° 18.8' E  Tarahan Anchorage, Indonesia	While at anchor, five perpetrators armed with knives boarded the ship using a rope. They held the duty AB hostage, tied him and threatened him with knives. The perpetrators stole the ship's properties, damaged the door to the engine room, stole the engine spares and escaped.  The AB managed to free himself and raise the alarm. The OOW sounded the ship's horn and mustered the crew. A search was conducted on board the ship.  <b>[ReCAAP Focal Point (Japan), ReCAAP Focal Point (Singapore)]</b>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
27 <b>Budget 19</b> Tug boat Malaysia 140 9515369  <b>Budget 29</b> Barge Malaysia	19/05/18 1500 hrs	1° 12.29' N, 103° 34.12' E  Approximately 4.65 nm southeast of Tanjung Piai, Southern Johor, Malaysia, in the westbound lane of the Traffic Separation Scheme(TSS) of the Singapore Strait (SS) (SOMS)	While the tug boat towing a barge was underway, a few small craft were seen alongside the unmanned barge. Some scrap metal was found stolen from the barge. The crew was not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>
28 <b>Clover Colossus</b> Bulk carrier Singapore 31545 9748758	20/05/18 0230 hrs	5° 52.3' S, 106° 4.8' E  Merak Anchorage, Indonesia	While at anchor, three perpetrators armed with knives boarded the ship by climbing up the portside poop deck using a hook and rope. The duty AB spotted the perpetrators who were approaching him from starboard aft of cargo hold 5. The perpetrators threatened the duty AB with a knife when he tried to use his handheld radio to call for assistance. While the duty AB was being held by one of the perpetrators, the other two perpetrators entered the accommodation area. Some minutes later, the three perpetrators jumped into a waiting boat and escaped. Some engine spare parts were stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
29	<p><b>Lee Bo</b> Tanker Mongolia</p>	01/06/18 0300 hrs	<p>2° 18.61' N, 104° 14.85' E</p> <p>Approximately 6.5 nm east of Pulau Tinggi, Malaysia</p>	<p>While underway, the Chief Officer on duty detected a small boat alongside the ship. Shortly thereafter, 14 perpetrators armed with knives and machetes boarded the ship.</p> <p>Upon realizing that the ship did not carry any oil cargo, the perpetrators robbed all the 12 crew (Indonesians and Sri Lankans) of their personal belongings. Two crew were slightly injured in the process.</p> <p>The MMEA upon receipt information of the incident, immediately deployed its ship <i>KM Sebatik</i>, Agusta Westland AW139 helicopter and the Special Task and Rescue (STAR) Team to the location of the incident. The team boarded the ship, arrested the 14 perpetrators, and brought them to Mersing Maritime Zone for further investigation.</p> <p>With the cooperation of the Indonesian Armed Forces (TNI), two suspects believed to be masterminds (aged between 40 to 50) were arrested in Batam, Indonesia on the same day.</p> <p><b>[Regional authorities]</b></p>
30	<p><b>Sung Fatt 31</b> Tug boat Malaysia 135</p> <p><b>Sung Fatt 38</b> Barge Malaysia 135</p>	03/07/18 1320 hrs	<p>1° 12.57' N, 103° 33.77' E</p> <p>Approximately 4.6 nm southeast of Tanjung Piai, Malaysia, in the westbound lane of the Traffic Separation Scheme (TSS) of the Singapore Strait (SOMS)</p>	<p>While underway, 10 perpetrators from six sampans boarded <i>Sung Fatt 38</i> towed by <i>Sung Fatt 31</i>. This incident was confirmed by the Singapore Police Coast Guard, who informed relevant law enforcement agencies. The Singapore Vessel Traffic Management System (VTMS) informed the master of the tug boat who raised the alarm. The perpetrators escaped with some scrap metal from the barge. The crew was not injured.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
31 <b>Medi Firenze</b> Bulk carrier Hong Kong, China 32379 9386407	04/07/18 0400 hrs	22° 19.45' N, 91° 43.67' E  Chittagong Outer Anchorage Alpha, Bangladesh	<p>While at anchor, eight perpetrators armed with long knives boarded the ship using ropes with hook. They stole three mooring ropes and escaped.</p> <p><b>[ReCAAP Focal Point (Bangladesh), ReCAAP Contact Point (Hong Kong), ReCAAP Focal Point (Japan)]</b></p>
32 <b>Innovator</b> LNG tanker Isle of Man 93948 9238040	06/07/18 0040 hrs	13° 45.44' N, 121° 0.82' E  Delta Anchorage Area Banuan, Batangas, Philippines	<p>While at anchor, perpetrators boarded the ship, stole ship stores and escaped. The duty watch alerted the master who sounded the general alarm and mustered the crew. The hawse pipe was slightly moved and the crew suspected that the perpetrators had climbed through the anchor chain.</p> <p>The master reported the incident to VTMS Batangas. The Philippine Coast Guard (PCG) conducted an investigation and advised the master to take precautionary measures while anchored at Batangas Port.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
33 <b>Bintang Ocean 3</b> Tug boat  <b>Winbuild 2313</b> Barge Singapore 1468	07/07/18 0320 hrs	1° 15.05' N, 104° 2.73' E  Approximately 3.8 nm northeast of Tanjung Sengkuang, Pulau Batam, Indonesia, in the eastbound lane of the Traffic Separation Scheme (TSS) of the Singapore Strait (SOMS)	<p>While tug boat, <i>Bintang Ocean 3</i> towing barge, <i>Winbuild 2313</i> was underway, Singapore Police Coast Guard reported to Singapore Port Operations Control Centre (POCC) at 0130 hrs that two sampans were spotted alongside <i>Winbuild 2313</i>. The VTIS Central contacted the tug boat and the master replied that everything was fine. At about 0320 hrs, the Singapore Police Coast Guard again reported to POCC that the two same sampans were still following at the stern of <i>Winbuild 2313</i>. At about 0325 hrs, the tug master reported to VTIS East that four coils of tow line were missing from <i>Winbuild 2313</i>.</p> <p>Upon arrival at Changi Barge Holding Anchorage on the same day at about 0800 hrs, the Singapore Police Coast Guard boarded the ships and conducted an investigation. The crew was not injured.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
34 <b>Maersk Cancun</b> Oil/chemical product tanker Singapore 29816 9786138	10/07/18 1400 hrs	5° 47.2' N, 118° 1.5' E  Sandakan Port, East Malaysia	<p>While at berth, an unknown number of perpetrators boarded the ship, stole ship stores and escaped. The deck watch crew later discovered that the forepeak store locker padlock was broken. Upon checking, a ship's bell, a coil of heaving line and two bicycles were found missing. The agent and PFSO were informed and thereafter, the local police conducted an investigation and took a statement from the Chief Officer. The crew was not injured.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>



	<b>Ship Name, Type of Ship, Flag, GT, IMO No.</b>	<b>Date Time</b>	<b>Location of Incident</b>	<b>Details of Incidents</b>
35	<b><i>Ocean Nhava Sheva</i></b> Container ship Panama 17280 9470765	19/07/18 1700 hrs	22° 2' N, 91° 46.5' E  Chittagong Outer Anchorage, Bangladesh	While at anchor, an unknown number of perpetrators boarded the ship. They stole three mooring ropes and escaped from the ship. The crew was not injured. The master reported the incident to the local port control and conveyed the information to the Bangladesh Coast Guard who deployed a team to investigate the incident.  <b>[ReCAAP Focal Point (Bangladesh)]</b>
36	<b><i>Capt Stefanos</i></b> Bulk carrier Bahamas 39035 9227194	20/07/18 2220 hrs	1° 17.3' S, 117° 40.6' E  Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, the duty officer noticed suspicious movement on the forecandle deck. He raised the alarm and the crew rushed forward and noticed a small boat with four perpetrators on board moving away from the ship's side with stolen ship's store. The crew was not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>
37	<b><i>Mykonos</i></b> Bulk carrier Marshall Islands 23456 9450791	28/07/18 2100 hrs	13° 44.4' N, 121° 1.9' E  Mabini Batangas Anchorage Area, Philippines	While at anchor, an unknown number of perpetrators boarded the ship, stole two pieces of fire nozzle cover and escaped.  <b>[ReCAAP Focal Point (Philippines)]</b>

	<b>Ship Name, Type of Ship, Flag, GT, IMO No.</b>	<b>Date Time</b>	<b>Location of Incident</b>	<b>Details of Incidents</b>
38	<b><i>Achilleas S</i></b> Bulk carrier Liberia 32839 9490789	31/07/18 1915 hrs	1° 14.2' S, 117° 33.7' E  Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, the duty crew on security rounds noticed five perpetrators armed with knives on the forecastle deck. He immediately informed the Officer-On-Watch (OOw). Alarm was raised and upon seeing that the alerted crew approached the forecastle deck, the perpetrators escaped with stolen ship's store in a boat. The crew was not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>
39	<b><i>Omera Legacy</i></b> Tanker Marshall Islands 60007 9291236	02/08/18 2320 hrs	22° 0.9' N, 91° 46.1' E  Chittagong Anchorage Area, Bangladesh	While at anchor, six perpetrators boarded the ship, stole a rope and escaped. The crew was not injured. The incident was reported to the Chittagong Port Control. The Bangladesh Coast Guard (BCG) investigated the incident and recovered the stolen rope, which was handed over to the ship on 4 Aug 18.  <b>[ReCAAP Focal Point (Bangladesh)]</b>
40	<b><i>SFL Tyne</i></b> Bulk carrier Hong Kong, China 19998 9594535	03/08/18 0300 hrs	6° 2.2' S 106° 53.4' E  Approximately 2.6 nm north of Tanjung Priok Port, Indonesia	While at anchor, an unknown number of perpetrators boarded the ship and proceeded to the engine room. They stole some engine spares, consisting of piston and turbo charger cartridge for auxiliary engine, and escaped. The master mustered the crew and conducted a search. The crew was not injured.  <b>[ReCAAP Contact Point (Hong Kong)]</b>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
41 <b>Name withheld</b> Oil tanker 187	04/08/18 2300 hrs	3° 24.5' N, 112° 54.5' E  Approximately 12 nm northwest of Tanjung Kidurong, Sarawak, East Malaysia	<p>While a Kuching-registered oil tanker was underway from Bintulu to Miri, five perpetrators armed with pistol and long knife boarded the tanker from a small fast boat. The perpetrators wore masks and gloves. When on board the ship, they tied all crew and took away their cash, mobile phones and some jewellery items before escaping from the ship.</p> <p>With information gathered about the perpetrators, and cooperation with the local police, MMEA arrested the perpetrators on 17 Aug 18 and handed over to the investigation team. Upon further interrogation, the perpetrators admitted to the robbery on 4 Aug 18 and brought the investigation team to the location of the fast boat they used to commit the robbery and the stolen items. All five perpetrators are currently being held in remand and to be charged for gang robbery under the Penal Code of Malaysia.</p> <p><b>[MMEA]</b></p>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
42 <b>Ever Alpha</b> Tug boat Malaysia 272 9552757	10/08/18 1800 hrs	5° 26.07' N, 119° 13.47' E  Off Tambisan Island, northeast of Sabah, Malaysia	<p>While underway, 10 perpetrators wearing masks covering their faces boarded the tug boat towing a barge carrying 3,900 tons of Crude Palm Kernel Oil (CPKO) from a small motorized boat. The crew locked themselves safely inside the bridge and contacted the local authorities. They did not see the perpetrators carrying any firearms (from their position inside the bridge).</p> <p>Unable to enter the tug boat, the perpetrators fled. A Royal Malaysian Navy vessel arrived at the location and escorted the tug boat into Sandakan waters. The Marine Operation Force, Royal Malaysian Police boarded the tug boat for investigation. The tug boat was then allowed to continue her voyage to Kuantan Port. The crew was not injured.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
43 <b>Stargate</b> General cargo ship Liberia 17025 9493212	11/08/18 0225 hrs	21° 41.42' N, 88° 1.15' E  Approximately 2.75 nm off Sagar Light, India	<p>While at anchor, 10 to 12 perpetrators came alongside the general cargo ship in a boat and two of them boarded the ship. The patrol sentry spotted the perpetrators transferring bundles of rope to the boat and alerted the crew. Realising that the crew had been alerted, the perpetrators escaped immediately. 70 metres of mooring rope with eye; and eight metres of mooring rope were stolen. The crew was not injured.</p> <p>The master reported the incident to the local agent and Indian Coast Guard (ICG). The ICG followed up by deploying a ship to investigate.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
44 <b>MCC Ningbo</b> Container ship Hong Kong, China 31649 9761011	17/08/18 0142 hrs	22° 6.75' N, 91° 44.22' E  Chittagong outer anchorage, Bangladesh	<p>While at anchor, four perpetrators boarded the ship, took the 200 metres mooring rope and escaped. The crew was not injured. The master reported the incident to the local authorities. The Bangladesh Coast Guard (BCG) was deployed in the area and investigated the incident.</p> <p><b>[ReCAAP Focal Point (Bangladesh)]</b></p>
45 <b>West Scent</b> Container ship Saint Vincent and the Grenadines 11875 9132703	17/08/18 0350 hrs	22° 12.02' N, 91° 44.2' E  Chittagong outer anchorage, Bangladesh	<p>While at anchor, four perpetrators boarded the ship, took away 70 metres mooring rope and escaped. The crew was not injured. The master reported the incident to the Chittagong Port Control. The authority is investigating the incident, and taking steps to recover the stolen rope.</p> <p><b>[ReCAAP Focal Point (Bangladesh)]</b></p>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
46 <b>F/B Sri Dewi 1</b> Fishing boat Indonesia	11/09/18 0100 hrs	4° 40.36' N, 118° 43.12' E  Seawaters off Gaya Island, Semporna, Sabah, East Malaysia	<p>While underway, two masked perpetrators armed with M16 armalite rifles boarded <i>Sri Dewi 1</i> from a motor banca and abducted two crew on board. The perpetrators then headed towards the vicinity waters of Sitangkai, Tawi-Tawi in a motorboat with the two abducted crew.</p> <p>One of the crew of <i>F/B Dwi Jaya 1</i>, sister boat of <i>F/B Sri Dewi 1</i> reported the incident to Eastern Security Command (ESSCOM) in Malaysia. He reported that while he was resting inside the room of <i>F/B Dwi Jaya 1</i>, he noticed that the light of <i>F/B Sri Dewi 1</i> suddenly went off. When he was finding out what happened to the sister boat, he noticed some perpetrators equipped with M16 rifles on board. He hurriedly went into hiding and an hour later, he discovered that two Indonesian crew of <i>F/B Sri Dewi 1</i> were missing.</p> <p>Fishing boats <i>Sri Dewi 1</i> and <i>Dwi Jaya 1</i> were manned by 15 crew/fishermen and had been on fishing venture in the seawaters of Pulau Gaya, Sabah for three days. At the time of the incident, there were only four crew left on board the two fishing boats while the other 11 crew went to mainland Semporna using light boats to deliver/ dispose their fish catch.</p>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
			<p>ESSCOM relayed the information to Philippine Coast Guard (PCG). Upon receipt of the information, the PCG District Southwestern Mindanao (CGDSWM) immediately dispatched PCG vessel MRRV 4408 to augment with CG Station Tawi-Tawi and Joint Task Force Tawi-Tawi in its pursuit operations against the perpetrators. Likewise, the law enforcement authorities in Zamboanga, Basilan, Sulu and Tawi-Tawi intensified its monitoring and networking to establish the location and status of the kidnap victims.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
47 <b>NCC Haiel</b> Chemical tanker Saudi Arabia 29575 9335068	11/09/18 0230 hrs	5° 55' S, 105° 21' E  Tarahan Jetty, Indonesia	<p>While at berth, the duty AB on rounds spotted two perpetrators on deck and he immediately raised the alarm. Seeing the alerted crew, the perpetrators escaped empty-handed.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
48 <b>Hako</b> Bulk carrier Malta 35873 9691814	18/09/18 0415 hrs	5° 48.45' N, 118° 4.9' E  Sandakan Berth No. 1 AB, Malaysia	<p>While at berth, three perpetrators approached the ship in a craft. One of the perpetrators climbed up the portside anchor chain and boarded the ship. Nothing was stolen and the crew was not injured.</p> <p><b>[ReCAAP Contact Point (Hong Kong)]</b></p>

	<b>Ship Name, Type of Ship, Flag, GT, IMO No.</b>	<b>Date Time</b>	<b>Location of Incident</b>	<b>Details of Incidents</b>
49	<b><i>Pindos</i></b> Bulk carrier Barbados 32478 9761322	19/09/18 0215 hrs	0° 14.2' S, 117° 39.4' E  Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, perpetrators armed with knives boarded the ship twice in three hours. On both occasions, the duty watchman noticed the perpetrators on the forecastle deck and raised the alarm resulting in the perpetrators escaping with ship stores.  <b>[ReCAAP Focal Point (United Kingdom)]</b>
50	<b><i>Maregas</i></b> LPG tanker Panama 4200 9007087	19/09/18 0445 hrs	1° 14.87' N, 103° 57.92' E  Approximately 3.7 nm south- southeast of Bedok Jetty, Singapore in the westbound lane of the Traffic Separation Scheme (TSS) of the Singapore Strait (SOMS)	While underway, three perpetrators armed with a wooden pole were sighted at the stern of the ship. The Chief Engineer was confronted by the perpetrators and sustained injuries to his face and hand. The Chief Engineer reported to the master, who raised the alarm immediately. Upon realising the crew had been alerted, the perpetrators escaped with a gold chain belonging to the Chief Engineer. The crew was mustered to conduct security search after the perpetrators had escaped. The rest of the crew was safe and not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>



## Attempted Incidents

	<b>Ship Name, Type of Ship, Flag, GT, IMO No.</b>	<b>Date Time</b>	<b>Location of Incident</b>	<b>Details of Incidents</b>
51	<b><i>Tiberius</i></b> Bulk carrier Marshall Islands 21163 9665841	03/01/18 1400 hrs	2° 27.4' N, 101° 39.11' E  Approximately 9 nm southwest of Port Dickson, Malaysia (SOMS)	While underway, the OOW noticed a speed boat with five masked perpetrators holding a long hook approaching the bulk carrier. The alarm was raised and crew mustered with fire hoses. Upon realising the crew had been alerted, the speed boat moved away.  <b>[IMO]</b>
52	<b><i>Asali</i></b> Bulk carrier Cyprus 33338 9461805	06/01/18 0230 hrs	0° 16.22' N, 117° 36.11' E  Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, five perpetrators on board a small boat approached the bulk carrier and attempted to board via the anchor chain. The duty crew noticed the perpetrators and raised the alarm. The perpetrators aborted the attempt and moved away.  <b>[Regional authorities]</b>
53	<b><i>Name withheld</i></b> Bulk carrier Marshall Islands 33032	09/01/18 0700 hrs	0° 16.15' S, 117° 43.01' E  Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, the crew noticed perpetrators attempting to board the ship via the anchor chain. They informed the OOW, who sounded the fog horn. Seeing the alerted crew, the perpetrators aborted the attempt and escaped in a small boat.  <b>[IMO]</b>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
54 <b>Marineco Toomai</b> Workboat United Kingdom 137 9429986	18/01/18 0023 hrs	1° 7.16' N, 103° 30.48' E  Approximately 8.5 nm north- northeast of Tanjung Balai, Pulau Karimun Besar, Indonesia, in the eastbound lane of the Traffic Separation Scheme (TSS) of the Singapore Strait (SS) (SOMS)	<p>The boat towing three pipelines (length of tow about 700 metres) was underway in the Singapore Strait from Bangladesh to Batam port, Indonesia when two perpetrators on board a small craft approached the boat.</p> <p>The crew was alerted and reported the incident immediately to the Singapore Vessel Traffic Information System (VTIS) on VHF radio. The perpetrators did not board the boat. There was no description of the small craft due to the darkness of the surroundings.</p> <p>The VTIS on duty initiated the navigational broadcast to request ships to look out for approaching small craft in the vicinity. The VTIS also notified the Republic of Singapore Navy (RSN), Singapore Police Coast Guard and Indonesian authority.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

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

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
56 <b><i>Kudos 1</i></b> Container ship 892	16/02/18 2240 hrs	6° 42.6' N, 122° 27.8' E  Approximately 4.4 nm southeast of Sibago Island, province of Basilan, Philippines	<p>While underway, three motorized bancas with three perpetrators on board each banca manoeuvred to the portside amidship of <i>Kudos 1</i>. Armed with firearms, the perpetrators attempted to board the ship using ropes and hooks.</p> <p>The master and crew splashed hot water onto the perpetrators who opened fire at the ship for about two minutes and re-positioned themselves at about 400 to 500 meters away from the ship. The master also activated two flares. The perpetrators escaped quickly in the motorized bancas and sped heading towards Basilan. Three crew suffered minor injuries on their hands due to the glass debris from the ship's porthole mirror which was broken because of the gun shot.</p> <p>The authorities were alerted to the distress signal and immediately responded by deploying the multi-role vessel (MRRV-4402) to the location of the incident. The PCG boarded the ship and provided medical treatment to the injured crew. Maritime patrol was also conducted in the area.</p> <p>The PCG and Philippine Navy (PN) escorted the ship safely towards the port of Zamboanga City.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
57 <b><i>IDM Doodle</i></b> General cargo ship Panama 9992 9112557	18/04/18 0115 hrs	22° 11.3' N, 91° 42.1' E  Chittagong Bravo Anchorage, Bangladesh	<p>Six perpetrators with knives in a black boat tried to board an anchored ship from astern. The ship master and crew were vigilant and raised the alarm.</p> <p><b>[ReCAAP Focal Point (Bangladesh)]</b></p>

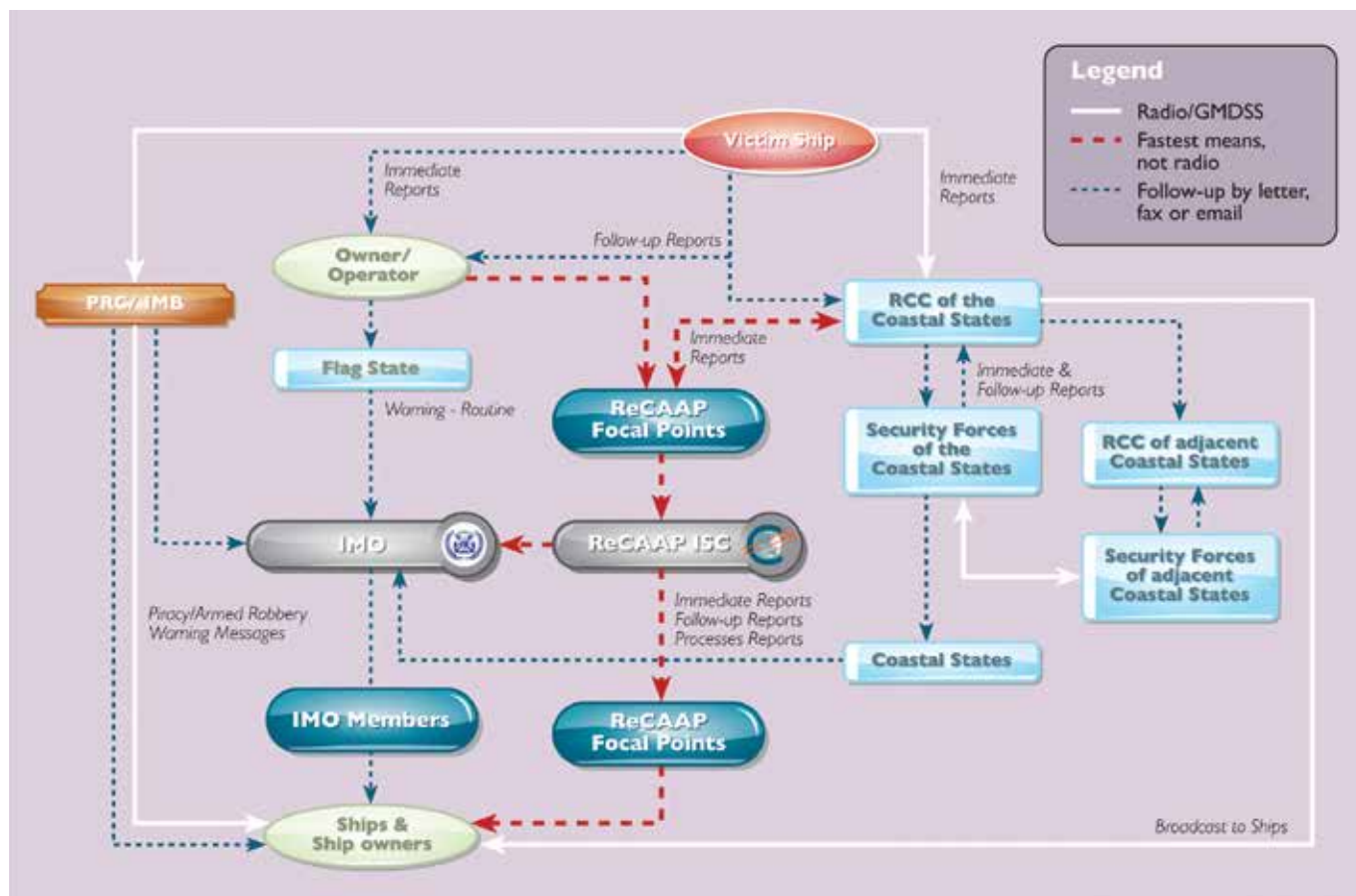
	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
58	<b>Swiss Prestige</b> Catamaran Hong Kong, China	06/04/18 0230 hrs	17° 15.7' N, 111° 16.3' E  South China Sea	<p>While sailing, a small ship <i>Hong Lrut</i> with two perpetrators on board approached the catamaran at high speed (approximately 15 knots) within 200 nm and turned parallel to <i>Swiss Prestige</i>. The catamaran sounded "mayday" via VHF Channel 16 and increased her speed to 8 knots. The suspected ship moved away from the catamaran but continued parallel course. A cruise liner <i>Diamond Princess</i> responded to the mayday call and moved to the location. <i>Swiss Prestige</i> communicated with <i>Diamond Princess</i> that Falmouth MRCC had been informed. The suspected ship began to move away and depart from the area shortly. <i>Swiss Prestige</i> cancelled its mayday call and moved towards Johor, Malaysia.</p> <p><b>[ReCAAP Focal Point (United Kingdom)]</b></p>
59	<b>Alkyonis</b> Bulk carrier Liberia 23266 9709465	27/08/18 2054 hrs	0° 15.52' S, 117° 41.96' E  Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia	<p>While at anchor, perpetrators in a boat approached the ship and attempted to board via the anchor chain. The duty crew directed lights towards the perpetrators and raised the alarm. Realising the crew had been alerted, the perpetrators aborted their attempt and escaped in their boat.</p> <p><b>[IMO]</b></p>

	<b>Ship Name, Type of Ship, Flag, GT, IMO No.</b>	<b>Date Time</b>	<b>Location of Incident</b>	<b>Details of Incidents</b>
60	<b><i>Vela Ocean</i></b> Bulk carrier Singapore 30006 9480966	06/05/18 2125 hrs	22° 15' N, 91° 18.13' E  Chittagong Alpha Anchorage, Bangladesh	While at anchor, the duty watchmen spotted seven perpetrators attempting to board the ship. The duty officer sounded the general alarm immediately, followed by a public announcement to alert crew of the situation. The crew was mustered at the ship's office while the duty watchmen entrapped the perpetrators, resulting in a futile boarding attempt. The perpetrators eventually jumped overboard and escaped. The crew was not injured, and nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
61	<b><i>Baltic Scorpion</i></b> Bulk carrier Marshall Islands 36353 9729477	06/05/18 2330 hrs	0° 13.8' S, 117° 33.8' E  Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, the duty AB on routine rounds on board the ship heard noises coming from the hawse pipe. He sighted a perpetrator trying to remove the hawse pipe protection cover. The duty AB immediately informed the OOw who raised the alarm and sounded the ship's whistle. Upon hearing the alarm, the perpetrators aborted their attempted boarding and escaped. The crew was mustered, and a search was carried out. Nothing was stolen. The SSO tried to call the port control on VHF but received no response.  <b>[ReCAAP Focal Point (Singapore)]</b>
62	<b><i>Name withheld</i></b> Bulk carrier Marshall Islands	27/05/18 0515 hrs	0° 2.4' S, 117° 34.9' E  Approximately 5 nm southeast of Bontang, East Kalimantan, Indonesia	While at anchor, the duty A/B on routine rounds on board the ship noticed perpetrators attempting to board the ship via the hawse pipe. The alarm was raised and crew mustered. Seeing the alerted crew, the perpetrators aborted their attempt and escaped in their boat.  <b>[IMO]</b>

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
63	<b>Red Lily</b> Bulk carrier Panama 46036 9758442	27/08/18 2054 hrs	0° 15.52' S, 117° 41.96' E  Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia	<p>While at anchor and during cargo operations, the duty crew stationed at the forecastle deck sighted two perpetrators attempted to board the ship through the anchor chain. He immediately notified the duty officer and the master. The alarm was raised, and other crew made their way to the forward deck.</p> <p>Hearing the alerted crew approaching, the perpetrators aborted the attempt and escaped in their boat. The master reported the incident to the ship's agent. Nothing was stolen and the crew was not injured.</p> <p><b>[ReCAAP Focal Point (Japan), ReCAAP Focal Point (Singapore)]</b></p>
64	<b>Maersk Mishima</b> Product tanker Panama 28049 9450789	28/08/18 0415 hrs	7° 0.9' N, 125° 39.5' E  Vicinity Insular Oil - Davao Bulk Terminal, Sasa, Davao City, Philippines	<p>While at berth, four perpetrators wearing dark clothes attempted to board the product tanker at the starboard quarter (stern area) using fire hose. The duty personnel spotted the perpetrators and shouted at them. He also immediately informed the duty officer and other crew. Upon realising that the crew had been alerted, the perpetrators jumped from the ship and escaped using a outrigger motorbanca. Nothing was stolen and the crew was not injured. After the occurrence, the fire hose was immediately removed and all of the stores, fire boxes and other items on deck were checked thoroughly.</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:



**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
<b>Australia</b>		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: <a href="mailto:amboc@border.gov.au">amboc@border.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	+88-02-9587301
<b>Brunei</b>		
Marine Police Royal Brunei Police Force Email: <a href="mailto:kasnol.kincho@police.gov.bn">kasnol.kincho@police.gov.bn</a>	+673-8836495	+673-2774000
<b>Cambodia</b>		
Merchant Marine Department E-mail: <a href="mailto:mmd@mpwt.gov.kh">mmd@mpwt.gov.kh</a>	+85-5-2386-4110	+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>	+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>	+45-9137-6000	+45-9137-6001
<b>India</b>		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: <a href="mailto:indsar@vsnl.net">indsar@vsnl.net</a> <a href="mailto:mrcc-west@indiancoastguard.nic.in">mrcc-west@indiancoastguard.nic.in</a>	+91-22-2431-6558 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558

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>		
Ministry of Oceans and Fisheries Operations Centre Email: <a href="mailto:piracy@gicoms.go.kr">piracy@gicoms.go.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:Ketkeo_pmc@yahoo.com">Ketkeo_pmc@yahoo.com</a> <a href="mailto:svongdeuane@yahoo.com">svongdeuane@yahoo.com</a>	+856-21-970 151	+856-21-212505
<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>	+95-313-1650	+95-1202-417
<b>Netherlands</b>		
Dutch Coast Guard Maritime Information Centre (MIK-NL) 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:morten.alsaker.lossius@sjofartsdir.no">morten.alsaker.lossius@sjofartsdir.no</a>	+47-5274-5000 +47-5274-5130	+47-5274-5001
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