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ReCAAP ISC Weekly Report 19-25 November 2019

Piracy and Armed Robbery Against Ships in Asia

OVERVIEW

During 19-25 Nov 19, three incidents of armed robbery against ship in Asia were reported to ReCAAP ISC by ReCAAP Focal Points. One was a CAT 3¹ incident and two were CAT 4² incidents. Two of the incidents occurred to ships while underway in the Singapore Strait and one incident occurred when the ship was berthed at Belawan port, Indonesia. The location of the incidents is shown in the map below; and detailed description is tabulated in the attachment.



Location of the incidents

¹ CAT (Category) 3 incident is 'less significant' in nature. Under this category, the perpetrators could be armed with knives/machetes or other items such as sticks or rods. The crew was not harmed although there remains a small possibility that the crew could be subjected to duress or threat during the incident but not harmed physically. In most CAT 3 cases, the perpetrators were unable to steal anything from the vessel, but in cases where losses were reported, stores and engine spares were commonly targeted items.

² CAT (Category) 4 incident is classified as "least significant" in nature. Under this category, the perpetrators were not armed and the crew not harmed.

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

As the risk of the abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah is high, ReCAAP ISC reiterates its advisory issued via ReCAAP ISC Incident Alert dated 21 Nov 16 to all ships to reroute from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the area, and report immediately to the Operation Centres of Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia. The contact details of the Operation Centres of the Philippines and ESSCOM of Malaysia (updated by ReCAAP ISC on 3 Jan 19) are as follows:



The map shows the Sulu Sea to the north and the Celebes Sea to the south. Key locations marked include Lahad Datu, Bongao, and Zamboanga. Contact points are indicated by numbered circles: 1 (Philippine Coast Guard District Southwestern Mindanao), 2a (Philippine Coast Guard Station, Bongao), 2b (Philippine Navy - Littoral Monitoring Station (LMS), Bongao), and 3 (Eastern Sabah Security Command (ESSCOM)).

- 1 Philippine Coast Guard District Southwestern Mindanao**
Tel: +63 998 585 7972
+63 917 842 8446
VHF: Channel 16 with call-sign "NEPTUNE"
Email: hcgdsww@yahoo.com
- 2a Philippine Coast Guard Station, Bongao (Central Tawi-Tawi)**
Tel: +63 998 585 7941
+63 917 842 8402
VHF: Channel 16
Email: cgd_tawi2@yahoo.com
- 2b Philippine Navy - Littoral Monitoring Station (LMS), Bongao, Tawi-Tawi**
Tel: +63 955 714 0153
VHF: Channel 16
Email: jointtaskgroup@gmail.com
- 3 Eastern Sabah Security Command (ESSCOM)**
Tel: +60 89863181/016
Fax: +60 89863182
VHF: Channel 16 with call-sign "ESSCOM"
Email: bilanggerakan_esscom@jpm.gov.my

Contact details

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

Tel: +63-2-5273877 (direct)
+63-2-527-8481 to 89 (ext: 6136/37)
+63-917-724-3682 (mobile)
+63-929-825-3207 (mobile)

Email: pcgcomcen@coastguard.gov.ph

The ReCAAP ISC advises the shipping industry and ships to enhance their situation awareness by referring to the *Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah* produced by ReCAAP ISC in July 2019. The Guidance is available at www.recaap.org.

RECOMMENDATION

The ReCAAP ISC urges 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*.

**Description of Incidents of Piracy and Armed Robbery against Ships
19-25 November 2019**

	Ship Name Type of Ship Flag Gross Tonnage IMO Number	Date Local Time of Incident (LT)	Position of the Incident	Details of the Incident	Consequences for crew, ship, cargo	Action taken by the master and crew	Was the incident reported to coastal authority? Which one?	Reporting State or International Organization	Coastal State Action Taken
1	2	3	4	5	6	7	8	9	10
INCIDENTS IN ASIA									
ACTUAL INCIDENTS									
1.	Faye Bulk carrier Marshal Island 39737 9553062	23/11/19 0522 hrs	1° 16.3' N, 104° 14.08' E Approximately 4.4 nm south southeast of Tanjung Bulat, Malaysia, in the eastbound lane of the Traffic Separation Scheme (TSS) of the Singapore Strait (SOMS)	While underway, five perpetrators armed with two long knives were sighted in the engine room. The crew immediately raised the alarm and the perpetrators escaped. The crew followed up with search for any missing items and perpetrators on board. The master later confirmed that there were no perpetrators on board the ship. He reported the incident to Singapore Vessel Traffic Information System (VTIS). The ship resumed her voyage to Incheon, South Korea. The crew was safe. (Category 3)	The crew was not injured and nothing was stolen from the ship.	The alarm was raised and the crew conducted search on board. The master reported the incident to Singapore VTIS.	Yes Singapore VTIS	ReCAAP ISC via ReCAAP Focal Point (Singapore)	The Singapore Navy and Police Coast Guard was notified. The safety navigational broadcast was initiated, and the Indonesian authority was notified.
2	Maersk Borneo Product tanker Singapore 19758 9341445	08/11/19 0300 hrs	3° 47.2' N, 98° 41.8' E Belawan Port, Indonesia	While at berth, the duty watch keeper noticed one perpetrator trying to board the tanker using ropes with hook. The perpetrator escaped when the duty watch discovered his presence. The lower platform of the accommodation ladder was reported stolen. No damage to the ship and the crew was not injured. (Category 4)	The crew was not injured. The ship's lower platform of the accommodation ladder was stolen.	No information.	No information.	ReCAAP ISC via ReCAAP Focal Point (Singapore)	No information.

	Ship Name Type of Ship Flag Gross Tonnage IMO Number	Date Local Time of Incident (LT)	Position of the Incident	Details of the Incident	Consequences for crew, ship, cargo	Action taken by the master and crew	Was the incident reported to coastal authority? Which one?	Reporting State or International Organization	Coastal State Action Taken
3.	Harbour Libra Tug boat Malaysia 163 9570383 Harbour Voyager Barge	24/11/19 0330 hrs	1° 14.25' N 104° 4.01 E Approximately 2.2 nm northwest of Pulau Nongsa, Indonesia, in the eastbound lane of the Traffic Separation Scheme (TSS) of the Singapore Strait. (SOMS)	While sailing, two perpetrators were sighted on board the barge loaded with containers. The perpetrators escaped after the crew on board the barge raised the alarm and chased them away. Some twist locks and ropes were stolen. The master reported the incident to Singapore Vessel Traffic Information System (VTIS). The crew was not injured and the ship resumed her voyage to Port Sibul, Sarawak. (Category 4)	The crew was not injured. Some twist locks and ropes were stolen.	The crew raised the alarm and chased the perpetrators away. The master reported the incident to Singapore VTIS.	Yes Singapore VTIS	ReCAAP ISC via ReCAAP Focal Point (Singapore)	The Singapore Police Coast Guard and Singapore Navy were informed of the incident. Indonesian authority was notified, and the safety navigational broadcast was initiated.