

JANUARY 2020

MONTHLY REPORT

PIRACY AND ARMED ROBBERY
AGAINST SHIPS IN ASIA



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INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA IN JANUARY 2020

OVERVIEW

A total of 11 incidents of armed robbery against ships¹ were reported in Asia in January 2020. No piracy² incident was reported. There was one incident of abduction of crew that occurred off Pulau Tambisan, Lahad Datu, Sabah, East Malaysia in January 2020. The ReCAAP ISC is concerned about the continued occurrence of incidents on board ships while underway in the Singapore Strait. In January 2020, four incidents were reported in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait. The ReCAAP ISC has issued two Incident Alerts in January 2020; one on the abduction of crew from fishing trawler *SSK 00543* on 17 Jan 20, and the other on incidents occurred to ships while underway in the eastbound lane of the TSS in the Singapore Strait on 18 and 19 Jan 20.

JANUARY 2020

NUMBER OF INCIDENTS

In January 2020, 11 incidents of armed robbery against ships were reported. All 11 incidents were actual incidents³. No attempted incident⁴ was reported.

All incidents have been verified and reported to the ReCAAP ISC by ReCAAP Focal Points. Refer to the Appendix on pages 17-22 for description of the incidents.

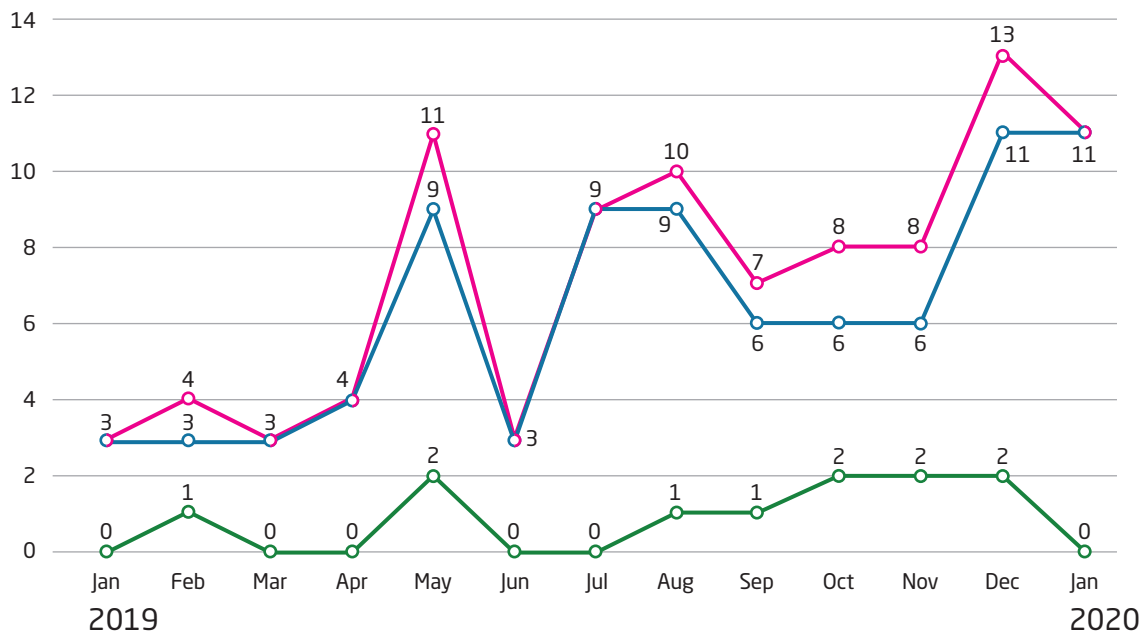
Graph 1 shows the number of incidents reported each month from January 2019 to January 2020. Compared to the preceding month (December 2019), the total number of incidents decreased and this was due to the decrease in the number of attempted incidents. No attempted incident was reported in January 2020 compared to two incidents in December 2019. The number of actual incidents in January 2020 is the same as that in December 2019.

1 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.

2 Piracy is defined in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS). 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.



Graph 1 - Number of incidents (January 2019 to January 2020)

■ Total ■ Actual ■ Attempted

STATUS OF SHIPS

Of the 11 incidents reported in January 2020, six incidents occurred on board ships when at anchor, and five incidents on board ships while underway.

SIGNIFICANCE LEVEL OF INCIDENTS

Of the 11 actual incidents reported in January 2020, one was a CAT 1 incident, one was a CAT 3 incident and nine were CAT 4 incidents.

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

The CAT 3 incident occurred on board a tanker anchored off Port Kabil, Pulau Batam, Indonesia. The crew confronted the perpetrators who were armed with sharp weapons and captured one of them. The other three perpetrators escaped empty-handed. One of the crew suffered facial injury. The master reported the incident to Batam Police, who boarded the ship and took custody of the captured perpetrator.

Of the nine CAT 4 incidents, four were reported in the Singapore Strait, of which two occurred on board barges towed by tug boats and two occurred on board bigger ships (bulk carrier and tanker). Among the remaining five CAT 4 incidents, two incidents occurred on board container ships anchored at Manila Anchorage, Philippines; two incidents occurred on board ships at Indonesia anchorages (bulk carrier at Taboneo anchorage and chemical/oil product tanker at Belawan anchorage); and one incident occurred on board an offshore supply vessel anchored at Alang Anchorage, India. Chart 1 shows the significance level of incidents reported in January of 2007-2020.

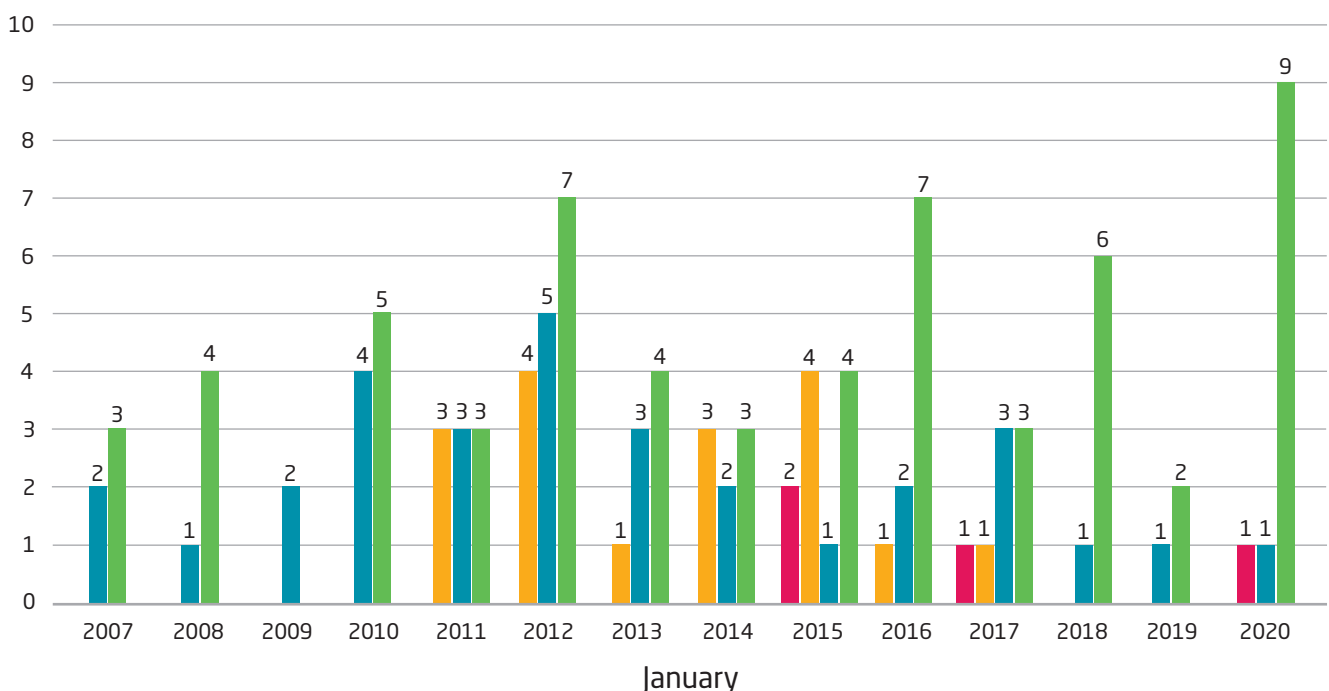
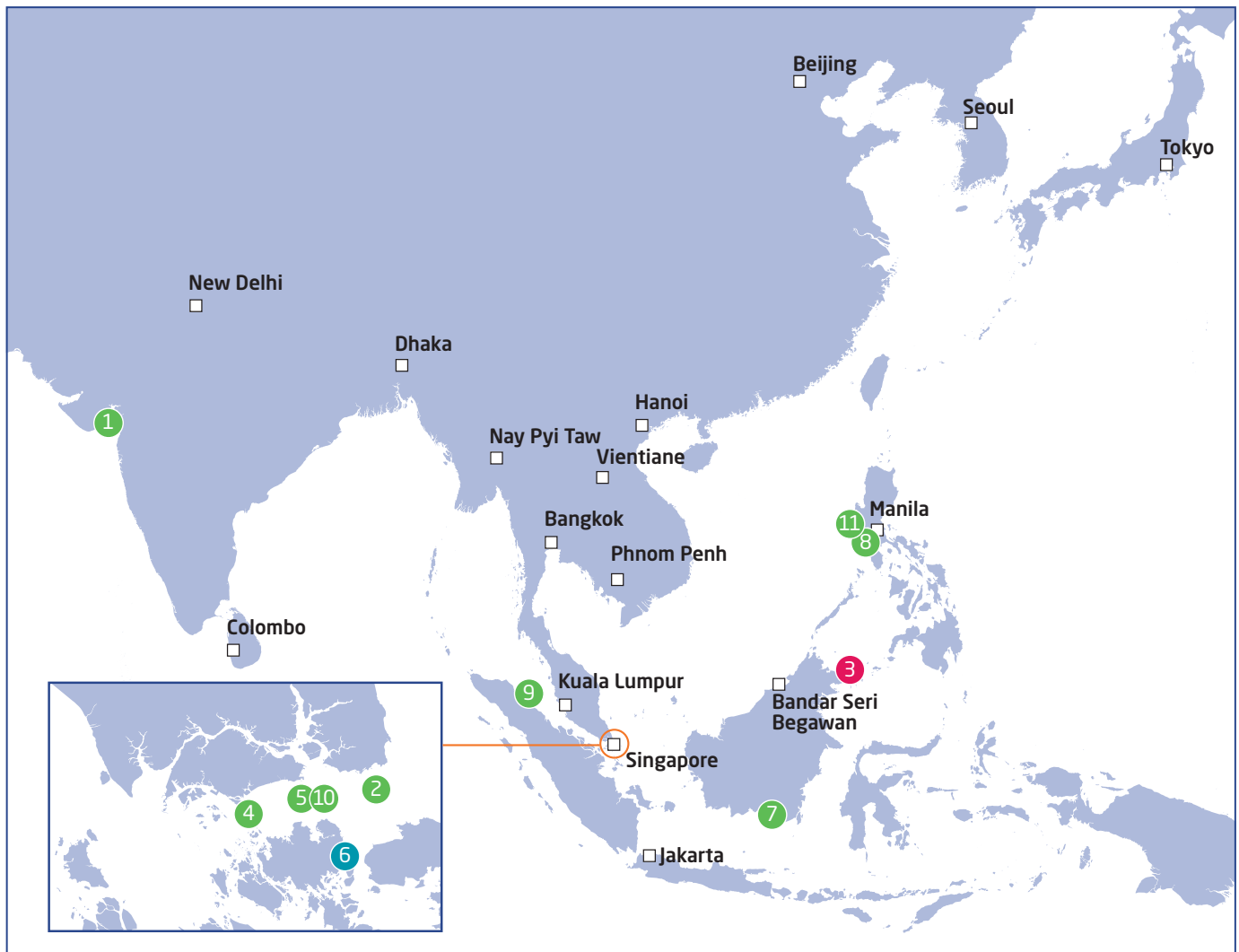


Chart 1 - Significance level of incidents (January of 2007-2020)

■ CAT 1 ■ CAT 2 ■ CAT 3 ■ CAT 4

LOCATION OF INCIDENTS

The location of the 11 incidents reported in January 2020 is shown in Map 1.



Map 1 - Location of incidents in January 2020

● CAT 1 ● CAT 3 ● CAT 4

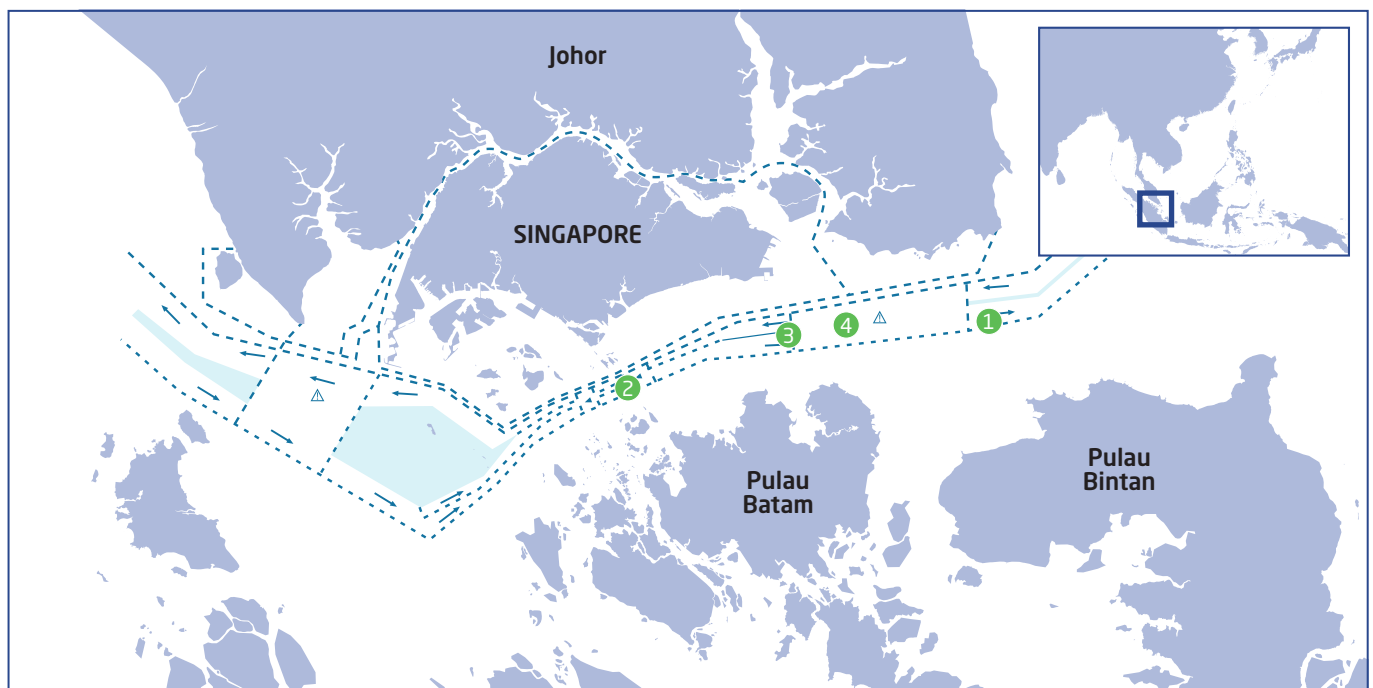
- | | | | |
|---|---|---|---|
| <p>① Amil 12
Offshore supply vessel
7 Jan 20
0700 hrs</p> | <p>② British Mariner
Tanker
8 Jan 20
0400 hrs</p> | <p>③ SSK 00543
Fishing trawler
17 Jan 20
1500 hrs</p> | <p>④ Kim Hock Tug 9 & LKH 2882
Tug boat & barge
18 Jan 20
1129 hrs</p> |
| <p>⑤ Kim Hock Tug 9 & LKH 2882
Tug boat & barge
18 Jan 20
1551 hrs</p> | <p>⑥ Horizon Maru
Tanker
21 Jan 20
0344 hrs</p> | <p>⑦ RHL Clarita
Bulk carrier
22 Jan 20
1730 hrs</p> | <p>⑧ AS Clarita
Container ship
25 Jan 20
0415 hrs</p> |
| <p>⑨ FSL London
Chemical/oil product tanker
26 Jan 20
1024 hrs</p> | <p>⑩ Papora Wisdom
Bulk carrier
28 Jan 20
0205 hrs</p> | <p>⑪ Cosco Sao Paulo
Container ship
29 Jan 20
0335 hrs</p> | |

UPDATE ON SITUATION IN THE SINGAPORE STRAIT

JANUARY 2020

In January 2020, four incidents (all actual incidents) were reported on board ships while they were underway in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait. Map 2 shows the location of the four incidents occurred in January 2020.

The ReCAAP ISC notes that of the four incidents, two incidents occurred to the same barge, *LKH 2882* towed by tug boat, *Kim Hock Tug 9*. The barge was boarded twice on 18 Jan 20 within an interval of five hours.



Map 2 - Location of incidents in the Singapore Strait in January 2020

● CAT 4

- | | | | |
|--|---|---|---|
| <p>① British Mariner
Tanker
8 Jan 20
0400 hrs</p> | <p>② Kim Hock Tug 9 & LKH 2882
Tug boat & barge
18 Jan 20
1129 hrs</p> | <p>③ Kim Hock Tug 9 & LKH 2882
Tug boat & barge
18 Jan 20
1551 hrs</p> | <p>④ Papora Wisdom
Bulk carrier
28 Jan 20
0205 hrs</p> |
|--|---|---|---|

The description of the four incidents are as follows:

① Actual Incident on 8 Jan 20

Name of ship	<i>British Mariner</i>
Type of ship	Tanker
Flag of ship	Isle of Man
GT	30948
IMO Number	9724582

At about 0400 hrs, *British Mariner* was underway at approximately 6.2 nm northwest of Tanjung Tondang, Pulau Bintan, Indonesia, in the eastbound lane of the TSS when two perpetrators were sighted in the engine room of the ship. The alarm was immediately raised and the perpetrators escaped empty-handed. The crew was safe. The master reported the incident to Singapore Vessel Traffic Information System (VTIS) through VHF. Safety navigational broadcast was initiated. The Republic of Singapore Navy, Singapore Police Coast Guard, Indonesian and Malaysian authorities were notified.

② Actual Incident on 18 Jan 20

Name of ship	<i>Kim Hock Tug 9</i>
Type of ship	Tug boat
Flag of ship	Singapore
GT	299
IMO Number	9767120

Name of ship	<i>LKH 2882</i>
Type of ship	Barge
Flag of ship	Singapore
GT	4430

At about 1129 hrs, *Kim Hock Tug 9* towing *LKH 2882* was underway in the eastbound lane of the TSS when about six to seven perpetrators were sighted on board the barge. The perpetrators escaped in two to three sampans upon seeing another tug boat, *Kim Hock Virgo* approaching them. The master of *Kim Hock Tug 9* reported the incident to Singapore VTIS. The crew was not injured. Some scrap metal was stolen.

③ Actual Incident on 18 Jan 20

Name of ship	<i>Kim Hock Tug 9</i>	Name of ship	<i>LKH 2882</i>
Type of ship	Tug boat	Type of ship	Barge
Flag of ship	Singapore	Flag of ship	Singapore
GT	299	GT	4430
IMO Number	9767120		

On the same day, at about 1551 hrs, *Kim Hock Tug 9* towing *LKH 2882* was underway in the eastbound lane of the TSS when seven perpetrators were sighted on the barge. Two Singapore Police Coast Guard crafts were despatched to intercept. The perpetrators fled in their sampans upon seeing the Singapore Police Coast Guard crafts. The crew was not injured. Several pieces of scrap metal were stolen. At about 1735 hrs, the Singapore Police Coast Guard boarded the tug boat and barge for investigation.

④ Actual Incident on 28 Jan 20

Name of ship	<i>Papora Wisdom</i>
Type of ship	Bulk carrier
Flag of ship	Panama
GT	17025
IMO Number	9508718

At about 0205 hrs, *Papora Wisdom* was underway at approximately 3.7 nm northwest of Nongsa Point, Pulau Batam, Indonesia, in the eastbound lane of the TSS when two perpetrators were sighted in the engine room. The ship's alarm was raised and the perpetrators escaped in a small boat from the side of the ship. There was no confrontation between the perpetrators and the crew. A search was conducted on board the ship, and some engine spares were stolen. The master reported the incident to Singapore VTIS and a safety navigational broadcast was initiated. The Republic of Singapore Navy, Singapore Police Coast Guard and the Indonesian authorities were notified. The crew was safe and the ship resumed her voyage to Hong Kong, China.

MODUS OPERANDI OF THE PERPETRATORS INVOLVING IN INCIDENTS OCCURRED TO SHIPS WHILE UNDERWAY IN THE SINGAPORE STRAIT IN JANUARY 2020

The modus operandi of the four incidents that occurred in January 2020 while the ships were underway in the eastbound lane of the TSS in the Singapore Strait are summarised in table below:

Factors	<i>British Mariner</i>	<i>Kim Hock Tug 9 & LKH 2882</i>	<i>Kim Hock Tug 9 & LKH 2882</i>	<i>Papora Wisdom</i>
Type of ship	Tanker	Tug boat & barge	Tug boat & barge	Bulk carrier
No. of perpetrators	2	7	7	2
Weapons carried	Not stated			
Treatment of crew	No confrontation No injuries			
Items stolen	Nothing stolen	Scrap metal	Scrap metal	Engine spares
Time of incident	0400 hrs	1129 hrs	1551 hrs	0205 hrs

The observations are as follows:

- a. Type of ships. Of the four incidents, two occurred on board barge towed by tug boat; one occurred on board a bulk carrier and one occurred on board a tanker.
- b. Number of perpetrators. Of the four incidents, 7 perpetrators were reported in two of the incidents while 2 perpetrators were reported in the other two incidents. Notably, both incidents on board barges towed by tug boats involved 7 perpetrators; and both incidents on board bigger ships involved 2 perpetrators.
- c. Type of weapons carried. All four incidents had no information if the perpetrators carried any weapons.
- d. Treatment of crew. In all four incidents, there was no confrontation and it was reported that the crew did not suffer injuries.
- e. Items stolen. Of the four incidents, two reported that scrap metal was stolen from the barge, one reported the loss of engine spares and one reported that nothing was stolen. Notably, in the two incidents involving bigger ships, the perpetrators were sighted in the engine room.
- f. Time of incident. Of the four incidents, two occurred during daylight hours (1129 hrs and 1551 hrs) and two occurred during hours of darkness (0205 hrs and 0400 hrs). The two incidents involving barges towed by tug boats occurred during daylight hours.

RECOMMENDATIONS

Since October 2019, there is a significant increase of incidents, particularly in the eastbound lane of the TSS in the Singapore Strait. The ReCAAP ISC advises the shipping industry and ships to exercise enhanced vigilance, look out for suspicious small boats, adopt extra precautionary measures and report all incidents to the nearest coastal State immediately. The ReCAAP ISC strongly urges the littoral States to strengthen joint coordinated patrols, increase enforcement in their respective waters and promote information sharing on the latest situation and the criminal groups involved in order to arrest and prosecute the perpetrators.

While transiting the Singapore Strait, the ship master and crew are advised to adopt the following measures:

- Enhance vigilance, maximise alertness of lookouts for suspicious small boats and increase watch keeping
- Maintain communication with their ship company by providing periodic updates and establish daily communication checks
- Report all incidents, suspicious activities and presence of suspicious small boats in the vicinity to the nearest coastal State and flag State
- Sound alarm when sighted suspicious boats loitering in the vicinity of the barge, or suspicious personnel on board the tug boat and barge
- Listen to advisories and navigational broadcast

For tug boats and barges transiting the Singapore Strait, the ReCAAP ISC recommends that masters be updated of the latest situation (refer to ReCAAP ISC website www.recaap.org), apprise of the location of past incidents and the time when the majority of the incidents occurred. Prior to entering the area, ship masters are to conduct voyage risk assessment, prepare emergency communication plan, and adopt preventive measures taking reference from the *'Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia'*.

Feedback from some tug boat companies on the measures they adopt to prevent boarding by the perpetrators are as follows:

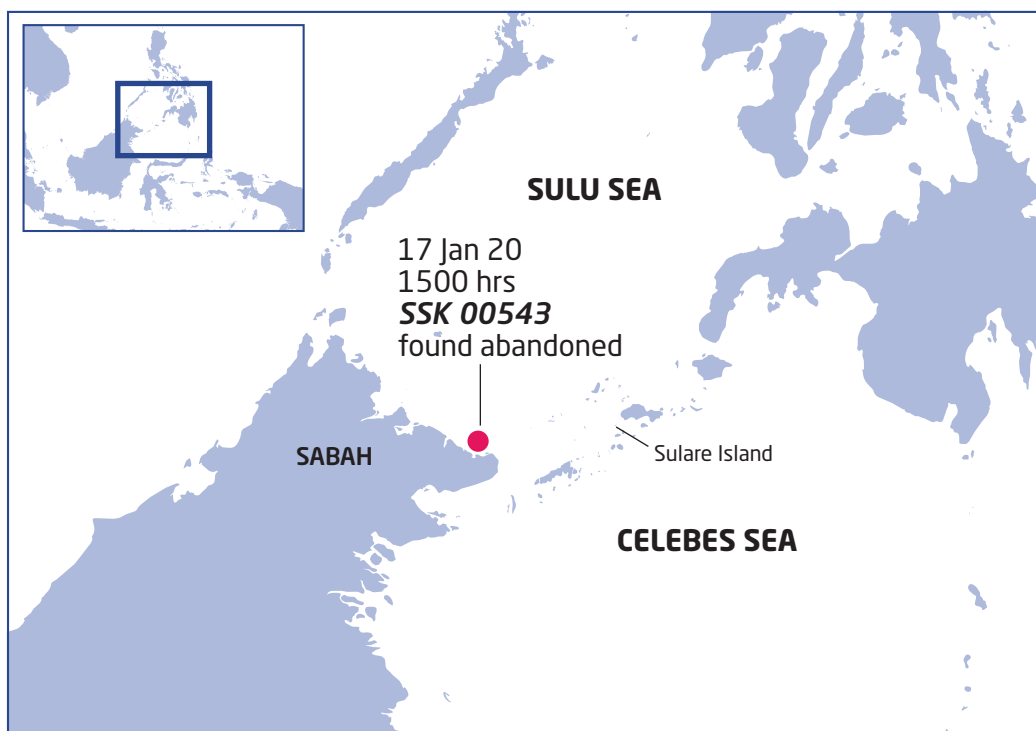
- Shorten the tow line between the tug boat and barge while maintaining a safe distance
- Ship company to maintain updates and daily communication with the ship master to ensure that the tug boat is on planned course
- Satellite tracking of the tug boat
- Ensure that the AIS on tug boat is switched ON
- Use night vision binoculars during hours of darkness to facilitate checking the barge and the surroundings
- Secure loose items onto the barge to prevent the perpetrators from taking them away easily
- Sound the alarm immediately when sighted suspicious boats approaching the barge or perpetrators on the barge

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

SITUATION UPDATE

FIRST INCIDENT OF ABDUCTION OF CREW IN 2020

The Philippine Coast Guard (ReCAAP Focal Point) reported to ReCAAP ISC that six gunmen dressed in black suits with masks in a grey speedboat with twin engine (40 HP) abducted eight crew from a Malaysia-registered fishing trawler (with marking *SSK 00543*). The fishing trawler was later found abandoned and with no crew on board on 17 Jan 20 at about 1500 hrs at approximately 4.24 nm off Pulau Tambisan, Lahad Datu, Sabah, Malaysia. Map 3 below shows the approximate location of the abandoned fishing trawler.



Map 3 - Location of abandoned fishing trawler, *SSK 00543*

On 18 Jan 20, the Malaysian authorities reported that they recovered three of the eight missing crew in the vicinity of Lahad Datu, Sabah. The Philippine authorities also conducted maritime patrols in the area, particularly near the Sulare island (which was believed to be the staging area of the perpetrators).

STATUS OF ABDUCTED CREW

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

ReCAAP ISC ADVISORY

As the risk of the abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah is high as demonstrated by the incident on 17 Jan 20, the ReCAAP ISC reiterates its advisory issued via the *ReCAAP ISC Incident Alert* dated 21 Nov 16 to all ships to reroute from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the area, and report immediately to the Operation Centres of Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia. The contact details of the Operation Centres of the Philippines and ESSCOM of Malaysia are as follows:

1 Philippine Coast Guard District Southwestern Mindanao

Tel: +63 998 585 7972
+63 917 842 8446

VHF: Channel 16 with call-sign "NEPTUNE"

Email: hcgdswm@yahoo.com

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

Tel: +63 998 585 7941
+63 917 842 8402

VHF: Channel 16

Email: cgd_tawi2@yahoo.com

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

Tel: +63 955 714 0153

VHF: Channel 16

Email: jointtaskgroup@gmail.com

3 Eastern Sabah Security Command (ESSCOM)

Tel: +60 89863181/016

Fax: +60 89863182

VHF: Channel 16 with call-sign "ESSCOM"

Email: bilikgerakan_esscom@jpm.gov.my



Map 4 - 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:

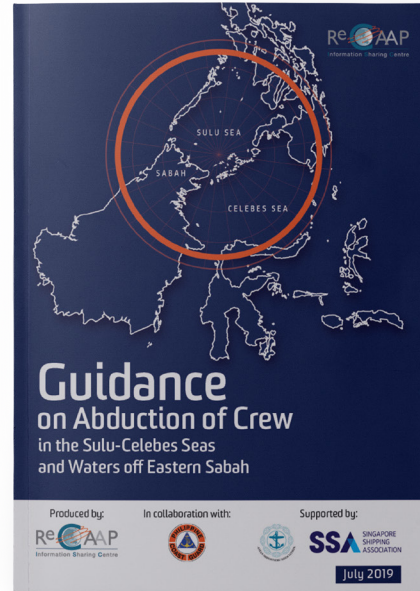
Tel: +632-8-527-8481 (ext: 6136/37)
+632-998-585-5327 (mobile)
+632-917-842-8249 (mobile)
+632-8-527-3877 (fax)

Email: pcgcomcen@coastguard.gov.ph

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

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

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



CONCLUSION

Although there was no attempted incident, the number of actual incidents (11 incidents) in January 2020 is the same as that in December 2019.

The situation in the Singapore Strait remains a concern with the recurrence of four incidents in the eastbound lane of the Traffic Separation Scheme (TSS) in January 2020. The ReCAAP ISC recommends all ships to exercise vigilance when transiting the Singapore Strait and report all incidents and presence of suspicious small boats in the vicinity to the nearest coastal State immediately. The centre also urges the littoral States to strengthen joint coordinated patrols, increase enforcement in their respective waters and promote information sharing on the latest situation and the modus operandi of the perpetrators involved in order to arrest and prosecute them.

With the occurrence of one incident in January 2020 in waters off Eastern Sabah, the risk of abduction of crew for ransom remains. The ReCAAP ISC advises the shipping industry to exercise extra vigilance when transiting the area, report immediately to the reporting centres and adopt the measures recommended in the ReCAAP ISC's *'Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah'*.

The ReCAAP ISC urges law enforcement agencies to continue to enhance surveillance, increase patrols and respond promptly to reports of incidents. 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
● CAT 1	CAT 1 incidents involved large number of perpetrators; more than 9 men in four out every 10 incidents and 4-9 men in the other six incidents. The perpetrators were mostly armed with guns and knives, and the crew is likely to suffer some form of injury or physical violence such as being assaulted or tied up or threatened. In term of losses, the ship was either hijacked or the cargo on board was stolen, for example siphoning of cargo oil.
● CAT 2	Majority of CAT 2 incidents involved 4-9 men who are likely to be armed with knives/machetes and in 1/4 of the incidents, armed with guns. The crew is likely to be threatened or held hostage temporarily to allow the perpetrators to steal the crew's cash and ship's property including engine spares. In a few cases, the crew suffered some form of injury or physical violence but less severe in nature compared to CAT 1 incidents.
● CAT 3	The number of perpetrators involved in CAT 3 incidents usually involved groups of between 1-6 men. At times, the perpetrators were armed with knives/machetes/others or other items such as sticks, rods, bats etc. The crew was not harmed, although there remains a small possibility that the crew could be subject to duress during the incident but not harmed physically. In almost half of the CAT 3 incidents, the perpetrators were unable to steal anything from the vessel, but in cases where losses were reported, stores and engine spares were the commonly targeted items.
● CAT 4	The perpetrators were not armed and the crew not harmed. More than half of CAT 4 incidents involved 1-3 men who escaped empty-handed upon sighted by the crew.

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

DESCRIPTION OF INCIDENTS

Actual Incidents of Piracy and Armed Robbery Against Ships in Asia

● CAT 1 ● CAT 3 ● CAT 4

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

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

S/No.	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
5	<p>Kim Hock Tug 9 Tug boat Singapore 299 9767120</p> <p>LKH 2882 Barge Singapore 4430</p>	18/01/20 1551 hrs	<p>1° 15.35' N, 104° 3.24' E</p> <p>In the eastbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p>	<p>At about 1551 hrs on the same day of 18 Jan 20, seven perpetrators were sighted on the barge, <i>LKH 2882</i>. Two Singapore Police Coast Guard crafts were despatched to intercept. The perpetrators fled in their sampans upon seeing the Singapore Police Coast Guard crafts. The crew was not injured. Several pieces of scrap metal were stolen. At about 1735 hrs, the Singapore Police Coast Guard boarded the tug boat and barge for investigation.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
6	<p>Horizon Maru Tanker Indonesia 760 9048017</p>	21/01/20 0344 hrs	<p>1° 4.15' N, 104° 9.02' E</p> <p>Off Port Kabil, east of Pulau Batam, Indonesia</p>	<p>While at anchor, four perpetrators armed with sharp weapons boarded the ship. The crew confronted the perpetrators and managed to capture one of them. The other three perpetrators escaped empty-handed. One of the crew suffered facial injury. The master alerted ships in the vicinity and reported to Batam Police via VHF Ch 16. The Batam Police boarded the ship and took custody of the captured perpetrator.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/No.	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
7	RHL Clarita Bulk carrier Liberia 32486 9358864	22/01/20 1730 hrs	3° 42.1' S, 114° 25.03' E Taboneo Anchorage, South Kalimantan, Indonesia	<p>While at anchor, the crew of the bulk carrier discovered that the lock to the bosun store was broken. Ship properties including two rolls of power cable (75 m) and one used rope (25 m) were stolen. There was no sighting of the perpetrators on board. The incident was reported to the Taboneo Port Control, the local agent and the Company Security Officer (CSO). The CSO subsequently made a report to Banjarmasin Maritime Police.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
8	AS Clarita Container ship Portugal 32968 9300972	25/01/20 0415 hrs	14° 32.68' N, 120° 55.27' E South Quarantine Anchorage area, Manila, Philippines	<p>While at anchor, the duty watch sighted one perpetrator and alerted the other crew. The perpetrator hurriedly jumped over board and swam towards a motor banca which subsequently fled from the area. The crew conducted an inspection and check of the ship's inventory. During the inspection, the crew found two broken padlock and a lighter with attached pin light (turned on) believed to belong to the perpetrator. On checking of the ship's inventory, the following items were found missing: one jet chisel machine, two cans of paint, one forward bell, three immersion suits, two breathing apparatus cylinders, one breathing apparatus and one chemical suit. The crew reported the incident to the Philippine Coast Guard (PCG) Command Centre. A team of PCG personnel from Coast Guard Station Manila was immediately despatched and boarded the ship to conduct inquiry and validate the report.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

S/No.	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
9	<i>FSL London</i> Chemical/oil product tanker Singapore 11587 9340465	26/01/20 1024 hrs	3° 56.2' N, 98° 45.2' E Belawan Anchorage, Indonesia	<p>While at anchor, the duty officer on the bridge sighted a suspicious boat heading out from the ship. The duty officer informed the master who formed a security team to conduct a search of the ship. The security team found several buckets of paint, a fire hose, fire hydrant bronze caps and sounding pipe covers missing. From the investigation, it was likely that the perpetrators boarded the ship through the anchor chain hawse pipe.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
10	<i>Papora Wisdom</i> Bulk carrier Panama 17025 9508718	28/01/20 0205 hrs	1° 15.43' N, 104° 6.77' E Approximately 3.7 nm northwest of Nongsa Point, Pulau Batam, Indonesia, in the eastbound lane of the TSS in the Singapore Strait (SOMS)	<p>While underway, two perpetrators were sighted in the engine room. The ship's alarm was raised and the perpetrators escaped in a small boat from the side of the ship. There was no confrontation between the perpetrators and the crew. A search was conducted on board the ship, and some engine spares were stolen. The master reported the incident to Singapore VTIS and a safety navigational broadcast was initiated. The Republic of Singapore Navy, Singapore Police Coast Guard and the Indonesian authorities were notified. The crew was safe and the ship resumed her voyage to Hong Kong, China.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/No.	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
11	<i>Cosco Sao Paulo</i> Container ship Hong Kong, China 40465 9484388	29/01/20 0335 hrs	14° 32.9' N, 120° 54.7' E Manila South Anchorage, Philippines	<p>While at anchor, the crew noticed several perpetrators on board the container ship. Two of the storage rooms were broken into. The crew searched for the perpetrators and checked on the inventory of the ship's property. The items stolen included one set of fireman breathing device, two sets of immersion and thermal protective suits, 28 casks of paints, 34 pieces of firehose hand guns and 34 pieces of fire hydrant covers. The master of the ship reported the incident to Vessel Traffic Management System (VTMS) Manila. The Philippine Coast Guard Sub Station boarded the ship for inquiry and advised the master and crew to strengthen their security measures and report similar incidents to the nearest Philippine Coast Guard units.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

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Correct as at 5 February 2020



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

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