

**Piracy and Armed Robbery
against Ships in Asia**

**JANUARY
TO
SEPTEMBER
2021**

3rd Quarter Report



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Executive Summary



1. A total of 55 incidents of armed robbery against ships (comprising 52 actual incidents and three attempted incidents) were reported in Asia during January-September 2021.

This accounts for a **27% decrease**, compared to 75 incidents (comprising 73 actual incidents and two attempted incidents) reported during the same period in 2020. All the incidents reported during January-September 2021 were armed robbery against ships. No piracy incident was reported.

2. The decrease of incidents during January-September 2021 occurred in Bangladesh, India, Indonesia, Malaysia, the Philippines, Vietnam, South China Sea and the Sulu-Celebes Seas.

3. Areas of concern during January-September 2021 were (a) Singapore Strait, (b) Manila Anchorage Areas in the Philippines and (c) Sulu-Celebes Seas.

(a) In the Singapore Strait, armed robbery against ships continued to occur. A total of 26 incidents reported during January-September 2021 compared to 22 incidents during the same period in 2020.

(b) At Manila Anchorage Areas, a total of nine incidents were reported at South Harbour Anchorage Area during January-August 2021, including violence against crew. However, on 27 and 29 Sep, the Philippine law enforcement agencies arrested the leader and one member of a criminal group responsible for the incidents at Manila Anchorage Areas. No incident was reported in September 2021.

(c) The threat of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah continues to remain high although there is no abduction of crew since January 2020. According to the Philippines authorities, some leaders of the Abu Sayyaf Group who were responsible for the past abduction incidents are still at large. Ships transiting the area are advised to follow the ReCAAP ISC's '*Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah*', and maintain communications with the Operation Centres of the Philippines and Eastern Sabah Security Command (ESSCOM).



01

**Incidents of Piracy and
Armed Robbery against
Ships in Asia reported
during January-September
2021**

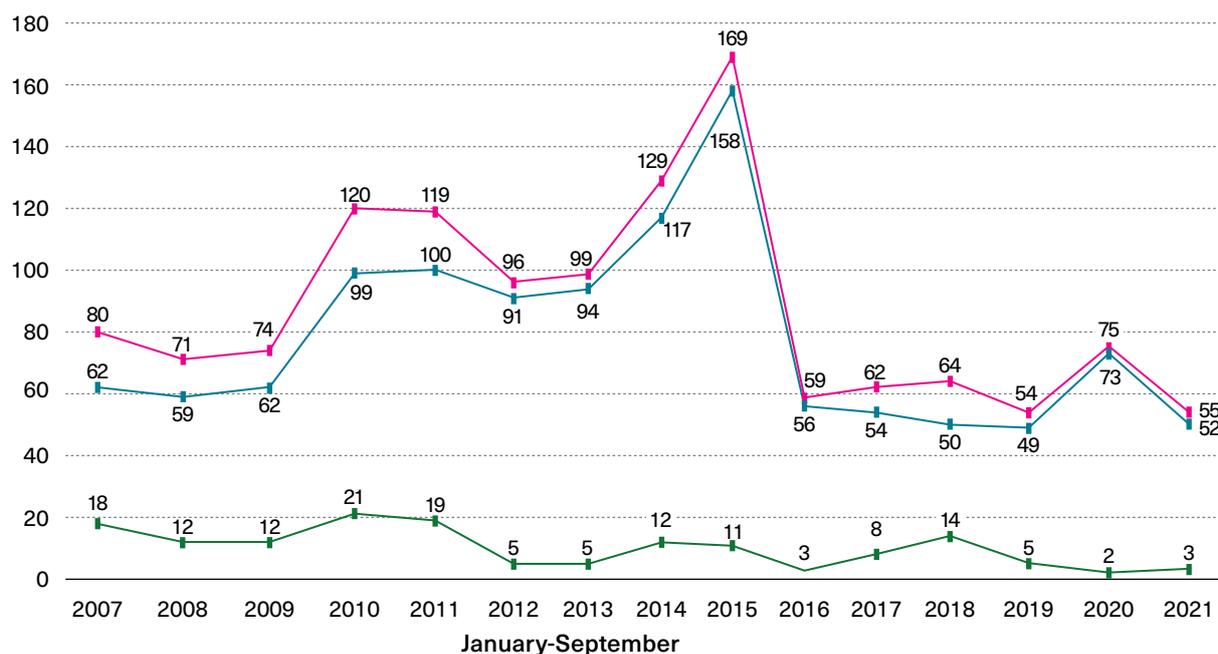
Incidents of Piracy and Armed Robbery against Ships in Asia reported during January-September 2021

Number of Incidents

A total of 55 incidents of armed robbery against ships were reported in Asia during January-September 2021. No piracy incident was reported during this period. Of the 55 incidents, 52 were actual incidents and three were attempted incidents. Refer to the Appendix on 'Description of incidents (January-September 2021)' for the details of all the incidents.

Compared to January-September 2020, the **total number of incidents reported during January-September 2021 decreased by 27%**. During January-September 2020, 75 incidents (comprising 73 actual incidents and two attempted incidents) were reported.

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



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

■ Total ■ Actual ■ Attempted

- 1 'Armed robbery against ships' is defined in 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 or not.
- 4 Attempted incidents are incidents where pirates/robbers tried but failed to board the ship.

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

- In Bangladesh, no incident was reported during January-September 2021 compared to three incidents during January-September 2020.
- In India, four incidents were reported during January-September 2021 compared to eight incidents during the same period in 2020.
- In Indonesia, 10 incidents were reported during January-September 2021 compared to 19 incidents during January-September 2020.
- In Malaysia, one incident was reported during January-September 2021 compared to two incidents during the same period in 2020.
- In the Philippines, 11 incidents were reported during January-September 2021 compared to 13 incidents during January-September 2020.
- In Vietnam, two incidents were reported during January-September 2021 compared to three incidents during the same period in 2020.
- In the South China Sea, no incident was reported during January-September 2021 compared to four incidents during January-September 2020.
- In the Sulu-Celebes Seas, no incident was reported during January-September 2021 compared to one incident during the same period in 2020.

However, there was an **increase** of incidents in the SOMS, particularly in the Singapore Strait (SS). A total of 27 incidents were reported in the SOMS during January-September 2021 compared to 22 incidents during January-September 2020.

Areas of concern

The total number of incidents reported in Asia during January-September 2021 was the second lowest among the same period of the past 15 years (2007-2021). The number of incidents had decreased in several locations in Asia.

However, the ReCAAP ISC is concerned with the continued occurrence of incidents in the Singapore Strait, the increase in violence level of the perpetrators to crew at Manila Anchorage Areas, the Philippines; and the persisting threat of abduction of crew in the Sulu-Celebes Seas.

1. Continued occurrence of incidents in the Singapore Strait

A total of 27 incidents were reported in the Straits of Malacca and Singapore (SOMS) during January-September 2021. This accounts for half of the total number of incidents reported in Asia (55 incidents).

Of the 27 incidents reported in the SOMS, 26 incidents occurred in the Singapore Strait and one incident in the Malacca Strait. Compared to the same period in 2020, there was an increase of five incidents during January-September 2021. More details of the situation in SOMS can be found in Part Two of this report.

2. Increase of violence to crew at Manila Anchorage Areas, the Philippines

A total of nine incidents were reported at Manila Anchorage Areas during January-September 2021. Of concern was the level of violence by the perpetrators against the crew. Of the nine incidents, four incidents involved perpetrators who were armed with either guns and/or knives. The perpetrators used the guns and knives to threaten the crew and tied them up. On 27 and 29 Sep, the Philippine authorities arrested a leader and one member of a criminal group responsible for past incidents. More details of the situation at Manila Anchorage Areas can be found in Part Three of this report.

3. Abduction of crew in the Sulu-Celebes Seas

Although no incident was reported in the Sulu-Celebes Seas since January 2020, the threat of abduction of crew in Sulu and Tawi-Tawi remains high as the leaders of the Abu Sayyaf Group who were responsible for the past abduction incidents are still at large. More details of the situation in the Sulu-Celebes Seas can be found in Part Four of this report.

Piracy vs Armed Robbery Against Ships

All 55 incidents reported in Asia during January-September 2021 were incidents of armed robbery against ships. Chart 1 shows the number of piracy incidents versus armed robbery against ships incidents reported during January-September of 2007-2021.

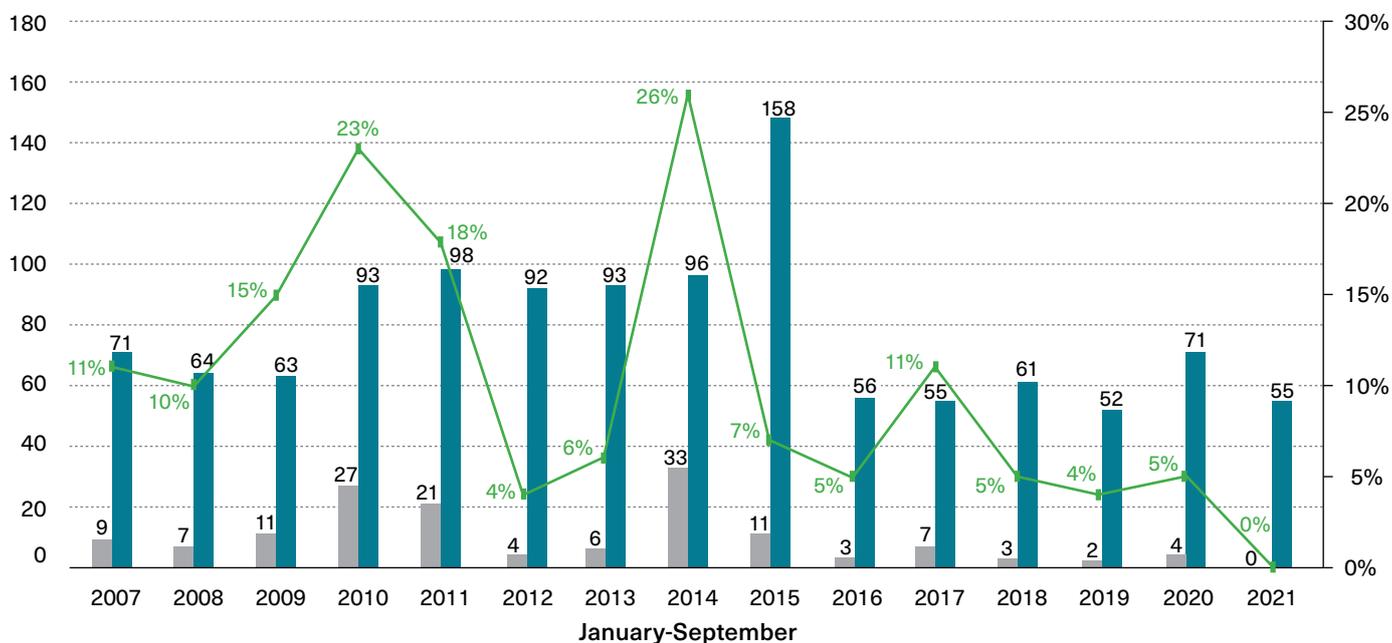


Chart 1 – Piracy vs Armed Robbery Against Ships (January-September of 2007-2021)

■ Piracy ■ Armed Robbery ■ Piracy (%)

The majority of the incidents reported in Asia were armed robbery against ships. Over the 15-year reporting period of January-September of 2007-2021, 89% were incidents of armed robbery against ships and 11% were incidents of piracy. Piracy takes place on the high seas while armed robbery against ships takes place in internal waters, archipelagic waters and territorial sea which are under the sovereignty of coastal States.

Significance Level of Incidents

Of the 52 actual incidents reported during January-September 2021, seven were CAT 2 incidents, 16 were CAT 3 incidents and 29 were CAT 4 incidents. **No CAT 1 incident was reported during this period.** Chart 2 shows the significance level of incidents reported during January-September of 2007-2021. There was **an increase of CAT 2 incidents (involved armed perpetrators demonstrating violence towards the crew)** during January-September 2021 compared to the same period of previous four years.

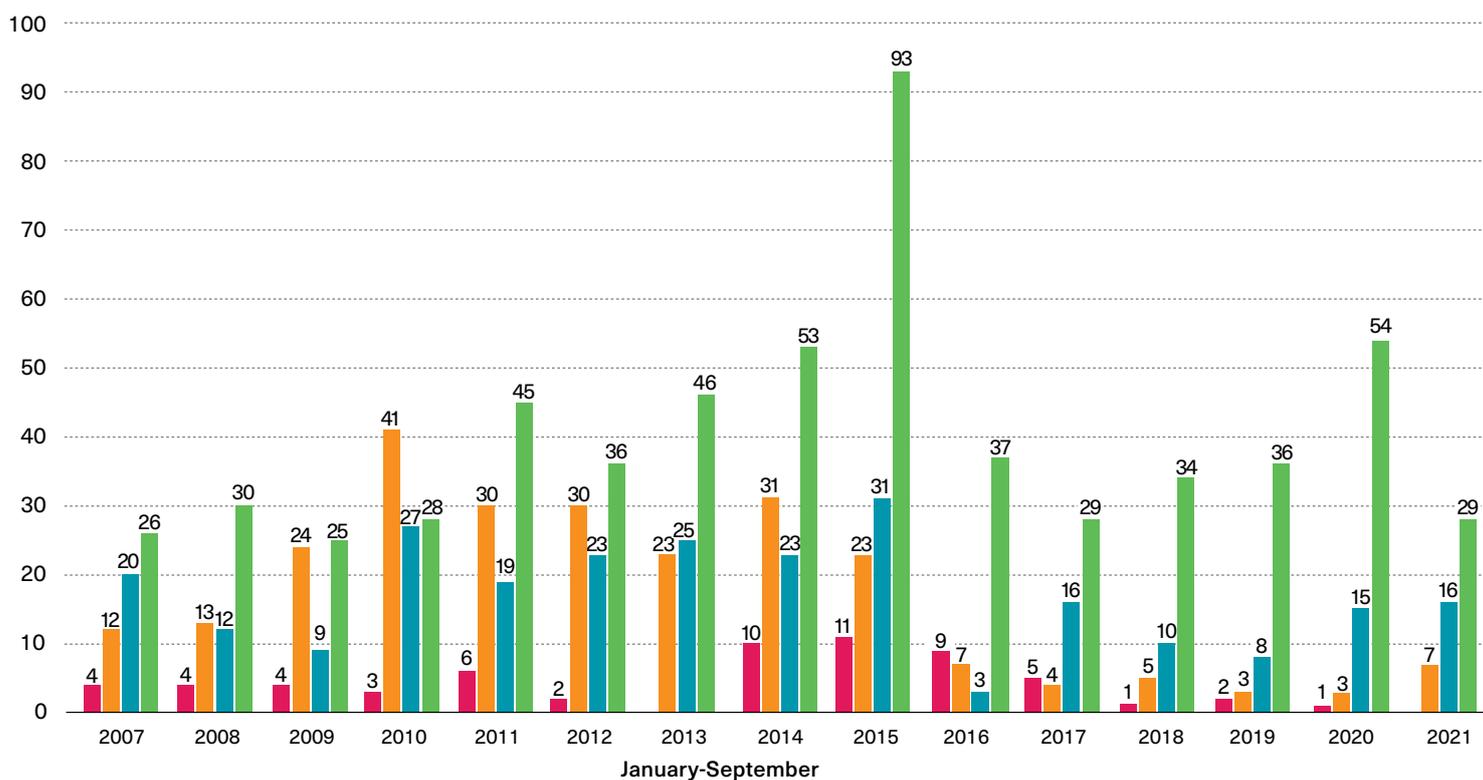


Chart 2 – Significance level of incidents (January-September of 2007-2021)

■ CAT 1 ■ CAT 2 ■ CAT 3 ■ CAT 4

CAT 2

Of the seven CAT 2 incidents reported during January-September 2021, four incidents occurred on board ships while anchored at South Harbour Anchorage Area of Manila, the Philippines, two incidents on board ships while underway in the Singapore Strait and one incident on board a ship while anchored at Tanjung Priok Anchorage, Jakarta, Indonesia.

Four of the seven CAT 2 incidents involved perpetrators who were armed with guns, two incidents involved the perpetrators armed with knives, and one incident involved the perpetrator armed with an adjustable wrench. The perpetrator pointed the gun at the crew in three incidents, tied up the crew in three incidents, and hit and injured the crew with an adjustable wrench in another incident.

Of the seven incidents, three incidents reported the losses of ship stores, three incidents reported the losses of engine spares, and nothing was stolen in one incident.

CAT 3

Of the 16 CAT 3 incidents reported during January-September 2021, 11 incidents occurred on board ships while underway in the Singapore Strait and five incidents on board ships at anchorages in Indonesia (Belawan, Jakarta and Muara Berau). All 16 incidents involved perpetrators who were armed with knives.

The perpetrators did not harm the crew in most incidents. However, in three of the 16 incidents, the crew was threatened at knifepoint, and in another incident, the perpetrators confronted the engine room crew and hit him on his head when he attempted to shout for assistance.

Of the 11 CAT 3 incidents reported in the Singapore Strait, eight incidents reported that nothing was stolen from the ship. The other three incidents reported losses of engine spares.

CAT 4

As with past trend observed in incidents in Asia, majority were CAT 4 incidents where the perpetrators were not armed and the crew not harmed. During January-September 2021, there were 29 CAT 4 incidents, which accounts for 56% of the total number of actual incidents reported.

Status of Ships

Of the 55 incidents reported during January-September 2021, 29 incidents (53%) occurred to ships while underway and 26 incidents (47%) to ships while at anchor/berth.

Chart 3 shows the location of the incidents occurred to ships while underway. All the incidents in SOMS occurred on board ships while underway.

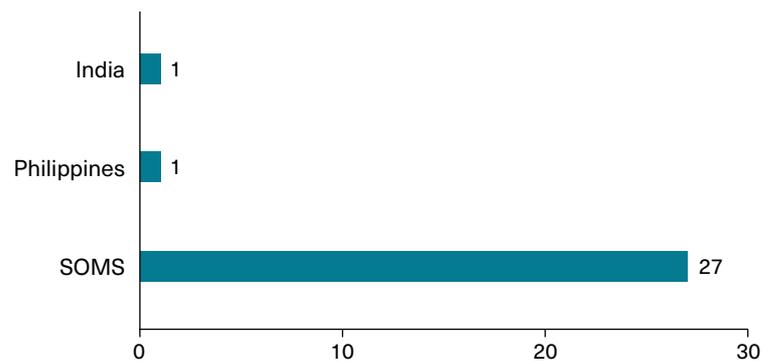


Chart 3 - Incidents on board ships while underway (January-September 2021)

Chart 4 shows the location of the incidents occurred to ships at anchor/berth. All the incidents reported in Indonesia, Malaysia and Vietnam occurred on board ships at anchor/berth.

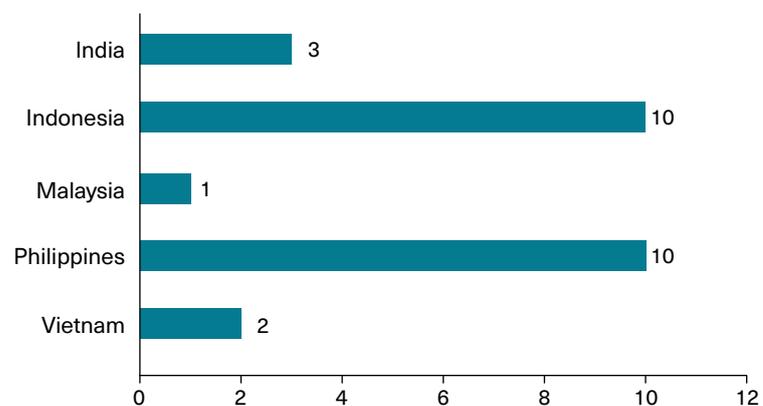


Chart 4 – Incidents on board ships at anchor/berth (January-September 2021)

Location of Incidents

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



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

● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted



02

Situation of Armed Robbery against Ships in the Straits of Malacca and Singapore

Situation of Armed Robbery against Ships in the Straits of Malacca and Singapore

Situation Update

September 2021

In September 2021, a total of three incidents (all actual incidents) were reported on board ships while underway in the SOMS. Of the three incidents, two incidents occurred on board bulk carriers within an interval of four hours while they were underway in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait (off Tanjung Pergam, Bintan Island [Indonesia]).

The other incident occurred on board a tanker while underway in the Malacca Strait (Johor, VTS Sector 6). This is the first incident reported in the Malacca Strait since 3 Jan 2018 when an attempted incident involving bulk carrier, *Tiberius* occurred off Port Dickson, Malaysia in the Malacca Strait.

The description of the three incidents in September 2021 are as follows:

1 INCIDENT ON 13 SEP 21

Name of ship	<i>Athenia</i>
Type of ship	Petroleum/chemical tanker
Flag of ship	Singapore
GT	5256
IMO Number	9498951

At about 0415 hrs, when the tanker was underway off Johor, VTS Sector 6 in the Malacca Strait, an engine oiler spotted four perpetrators entering the engine room. The perpetrators escaped upon being discovered. The general alarm was raised and deck lights turned on. The incident was reported to the bridge and an announcement was made to alert all crew. A search was conducted by the crew and there was no further sighting of the perpetrators. **Nothing was reported missing. The crew was not injured** and there was no reported damage to the ship.

2 INCIDENT ON 17 SEP 21

Name of ship	<i>Delphinus</i>
Type of ship	Bulk carrier
Flag of ship	Singapore
GT	40717
IMO Number	9336000

At about 2250 hrs, when the bulk carrier was underway in the eastbound lane of the TSS in the Singapore Strait, the second engineer and fourth engineer spotted three perpetrators in the boiler area adjacent to the steering gear room exit door. The perpetrators fled towards the poop deck upon being discovered.

The master activated the alarm and mustered all crew at the bridge. He turned on all of the deck lights and conducted a thorough search of the ship. The perpetrators were not found. The master reported the incident to the coastal State. **The crew was not injured** and **nothing was stolen**. The Maritime and Port Authority of Singapore's (MPA) Port Operations Control Centre (POCC) issued a navigational safety advisory to warn all ships in the vicinity to exercise enhanced vigilance.

3 INCIDENT ON 18 SEP 21

Name of ship	<i>Asia Graeca</i>
Type of ship	Bulk carrier
Flag of ship	Cyprus
GT	39041
IMO Number	9279381

At about 0245 hrs, when the bulk carrier was underway in the eastbound lane of the TSS in the Singapore Strait, **five perpetrators armed with a gun-like object with a wooden handle and a long knife** were sighted in the vicinity of the engine room. The alarm was raised and search on board the ship was conducted. At 0638 hrs, the master updated Singapore Vessel Traffic Information System (VTIS) that the search was completed with no further sighting of the perpetrators. It was reported that the **perpetrators pointed the gun-like object against the back of the duty oiler** when in the engine workshop. **All crew were safe** and accounted for. **Some engine and generator spare parts** were stolen.

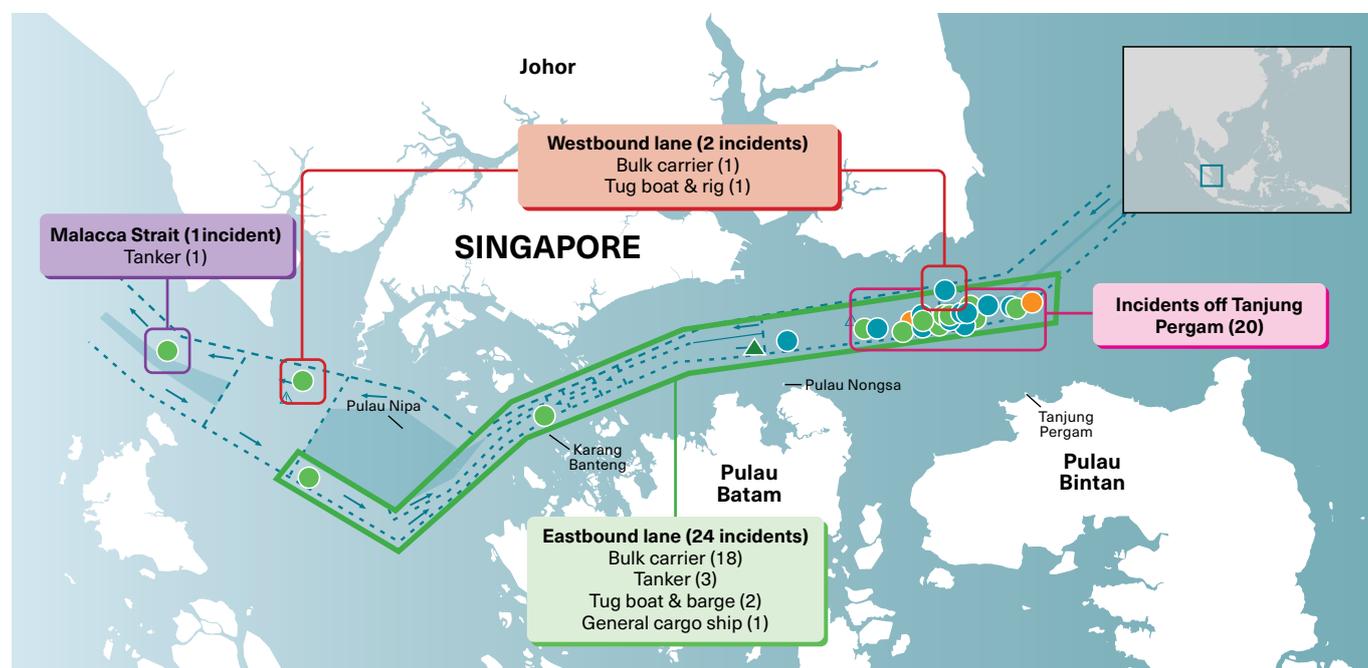
A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.

January-September 2021

A total of 27 incidents (comprising 26 actual incidents and one attempted incident) were reported in SOMS during January-September 2021. Of the 27 incidents, 26 incidents occurred in the Singapore Strait and one incident in the Malacca Strait.

The ReCAAP ISC is concerned with the continued occurrence of incidents in the Singapore Strait since January 2021. The ReCAAP ISC had issued five Incident Alerts in 2021 to warn the shipping community of the incidents in the Singapore Strait, particularly off Tanjung Pergam, Bintan Island (Indonesia). Of the 26 incidents reported in the Singapore Strait during January-September 2021, 20 incidents occurred off Tanjung Pergam.

Map 2 shows the location of the 27 incidents reported in SOMS during January-September 2021.



Map 2 – Location of incidents in the Straits of Malacca and Singapore (January-September 2021)

● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted

Observations

Modus Operandi and Observations

The modus operandi of the 27 incidents that occurred to ships while underway in the SOMS during January-September 2021 are summarised in the table below:

Factors of incident	Singapore Strait (26 incidents)			Malacca Strait (1 incident)
	Eastbound lane of the TSS (24 incidents)		Westbound lane of the TSS (2 incidents)	
	Off Tanjung Pergam, Bintan Island (Indonesia) (20 incidents)	Off Batam Island, (Indonesia) (4 incidents)		
 Type of ship (number of incidents)	Bulk carrier (17) Tanker (2) General cargo ship (1)	Tug boat towing barge (2) Bulk carrier (1) Tanker (1)	Bulk carrier (1) Tug boat towing rig (1)	Tanker (1)
 Number of perpetrators (number of incidents)	10 men (1) 5 men (5) 4 men (7) 3 men (4) 2 men (1) 1 man (2)	5 men (1) 4 men (1) 2 men (1) Not stated (1)	4 men (1) Not stated (1)	4 men (1)
 Weapons carried (number of incidents)	Guns and knives (1) Knives (9) Adjustable wrench (1) Not armed (3) Not stated (6)	Knives (1) Not stated (3)	Knives (1) Not stated (1)	Not stated (1)
 Treatment of crew (number of incidents)	Assaulted (2) Threatened (3) No injuries (15)	No injuries (3) Not stated (1)	No injuries (2)	No injuries (1)
 Items stolen (number of incidents)	Engine spares (7) Nothing stolen (13)	Engine spares (1) Shackles (1) Steel wires (1) Nothing stolen (1)	Engine spares (1) Buoy floating behind rig (1)	Nothing stolen (1)
 Time of incident (number of incidents)	Hours of darkness (20)	Hours of darkness (2) Daylight hours (2)	Hours of darkness (1) Daylight hours (1)	Hours of darkness (1)

The observations are as follows:

1. Of the 27 incidents, 24 incidents occurred to bigger ships (bulk carrier, tanker and general cargo ship); and three incidents occurred to tug boats towing barges/rig.
2. The majority of the incidents involved groups of 3 to 5 men. Ten incidents involved 4 men in each incident, six incidents involved 5 men in each incident and four incidents involved 3 men in each incident.
3. Thirteen of the 27 incidents reported that the perpetrators were armed. Of these, one incident involved the perpetrator carried a gun-like object and a long knife, 11 incidents involved perpetrators carried knives, and one incident involved perpetrator carried an adjustable wrench.
4. The perpetrators did not harm the crew in the majority of the incidents. In the two incidents where the crew was assaulted, the crew sustained minor contusion on his forehead in one incident whilst the injury of the crew in the other incident was not known.
5. The perpetrators were sighted in or in the vicinity of the engine room in 17 of the 27 incidents. Engine spares were reported stolen in nine of the incidents. The perpetrators escaped empty-handed in the remaining eight incidents.
6. Of the 24 incidents that occurred during hours of darkness, 11 incidents occurred between 0000 hrs and 0159 hrs, five incidents between 0200 hrs and 0359 hrs, three incidents between 0400 hrs and 0559 hrs and five incidents between 2200 hrs and 2259 hrs. The other three incidents that occurred during daylight hours occurred on board the tug boats towing barges/rig.

Recommendations

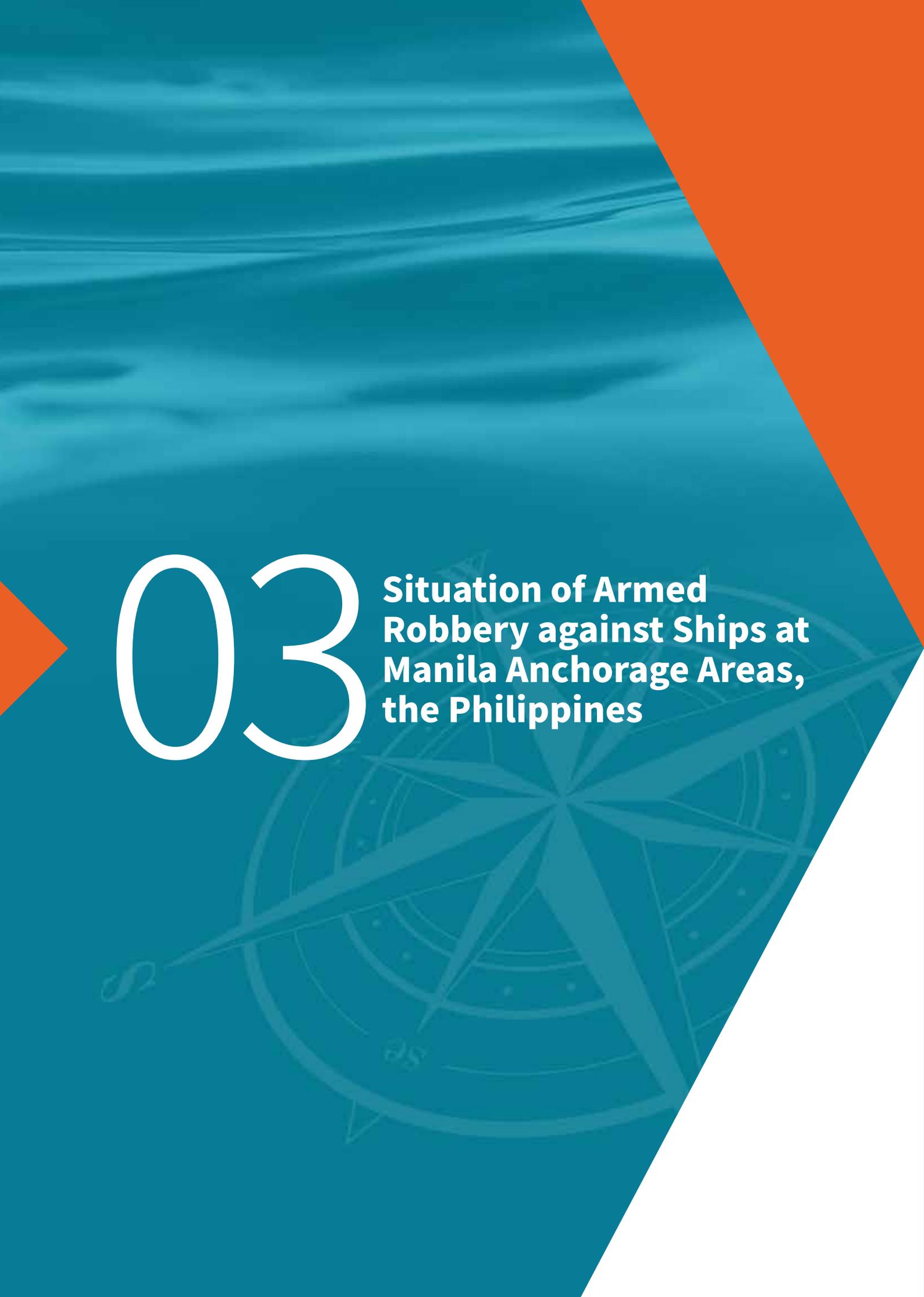
Littoral States

The ReCAAP ISC strongly urges the littoral States to continue to increase patrols and enforcement in their respective waters, respond promptly to incidents reported by ships, strengthen coordination among them and promote information sharing on incidents and criminal groups involved in order to arrest the perpetrators.

Shipping Industry

While transiting the SOMS, ship master and crew are strongly advised to heighten vigilance and proactively adopt the following measures:

- Maximise alertness of lookouts for suspicious small boats and increase watch keeping on board ships; particularly during daylight time for barges and during night time for bigger ships;
- Maintain communication with their shipping company by providing periodic updates and establish daily communication checks;
- Report all incidents, suspicious activities and presence of suspicious small boats in the vicinity to the nearest coastal State and flag State;
- Sound alarm when sighted suspicious boats loitering in the vicinity of the ship or barge or suspicious individuals on board the ship or barge; and
- Keep abreast of the latest situation (at www.recaap.org) and tune-in to advisories and navigational broadcast announced by the littoral States.

The background features a blue gradient with a faint compass rose. Orange geometric shapes, including a triangle on the right and a triangle on the left, frame the central text.

03

Situation of Armed Robbery against Ships at Manila Anchorage Areas, the Philippines

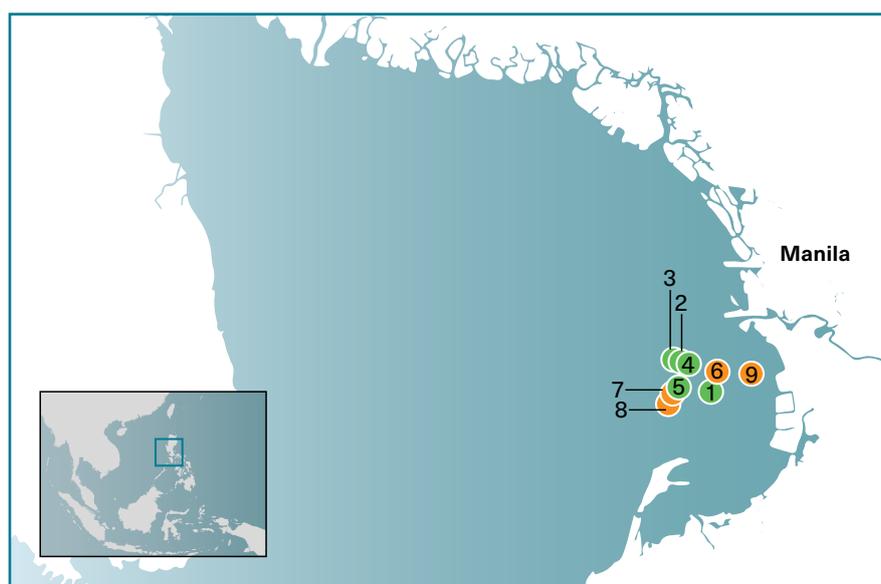
Situation of Armed Robbery against Ships at Manila Anchorage Areas, the Philippines

Situation Update

January-September 2021

During January-September 2021, nine incidents of armed robbery against ships occurred to ships while anchored at Manila Anchorage Areas, the Philippines. All the nine incidents occurred at South Harbour Anchorage Areas of Manila. Map 3 shows the location of the incidents.

The ReCAAP ISC is concerned with the continued occurrence of incidents at South Harbour Anchorage Area, Manila, particularly during the three-month period of Jun-Aug 2021. Concerned with the increased level of violence of the perpetrators against the crew, particularly the last four incidents that occurred in July and August, the ReCAAP ISC issued an Incident Alert (IA 06/2021) on 23 Aug.



Map 3 – Location of incidents at Manila Anchorage Areas (January-September 2021)

● CAT 2 ● CAT 4

<p>1</p> <p><i>Bak-Da 5 & Bak-Da 55</i> Tug boat & barge 20 Apr 21, 0255 hrs 14° 33' N, 120° 56' E</p>	<p>2</p> <p><i>MV Sima Sahba</i> Container ship 16 Jun 21, 0030 hrs 14° 33.87' N, 120° 55.33' E</p>	<p>3</p> <p><i>Mount Butler</i> Container ship 22 Jun 21, 0340 hrs 14° 33.9' N, 120° 55.2' E</p>	<p>4</p> <p><i>MV Nordtiger</i> Container ship 28 Jun 21, 0315 hrs 14° 33.78' N, 120° 55.54' E</p>	<p>5</p> <p><i>MV Romina</i> Container ship 10 Jul 21, 2320 hrs 14° 33.21' N, 120° 55.29' E</p>
<p>6</p> <p><i>MV Maersk Nussfjord</i> Container ship 17 Jul 21, 0125 hrs 14° 33.47' N, 120° 56.23' E</p>	<p>7</p> <p><i>MV Sea Span New York</i> Container ship 4 Aug 21, 2140 hrs 14° 33' N, 120° 55' E</p>	<p>8</p> <p><i>MV CMA CGM Caimep</i> Container ship 13 Aug 21, 0130 hrs 14° 32.74' N, 120° 54.88' E</p>	<p>9</p> <p><i>MV Yi Hang Jun 1068</i> Dredger 18 Aug 21, 2038 hrs 14° 33.54' N, 120° 57.67' E</p>	

Crew change of ships at Manila Anchorage Areas

Within the Anchorage Area of Manila, quarantine areas have been designated by the Philippine authorities to facilitate the crew change of ships because of COVID-19. With more ships at the Anchorage Area of Manila for crew change, the possibility of illegal boarding by the criminal groups is increasing at the anchorage areas.

Increased level of violence of perpetrators to crew

In the latest four incidents in July and August, the perpetrators were armed with guns/knives and demonstrated violence to the crew.

In the incident on 17 Jul, the perpetrator pointed an improvised (hand-made) gun at a duty crew, took his radio and tied him to the railing of the ship. In the incident on 4 Aug, the perpetrator tried to stab a duty crew with a knife. The crew managed to avoid the stabbing, but was tied up by two other perpetrators with a rope on the forecastle deck. In the incident on 13 Aug, the perpetrator pointed a gun at a duty crew, ordered him to open the storage room and tied up his hands with a rope at the forward centre bollard. In the same incident, another perpetrator threatened a crew with a knife. In the incident on 18 Aug, the perpetrator pointed a gun at the chief engineer's head and locked him in the comfort room. Ship stores were stolen in three incidents.

Arrest of the perpetrators

On 27 Sep, the Philippine Coast Guard (PCG) and the Philippine National Police arrested the leader of the group responsible for the series of incidents of armed robbery occurred to ships anchored at Manila Anchorage Areas in the Philippines. On 29 Sep, the joint law enforcement agencies arrested another member of the group. During the arrest, items stolen from the victim ships were recovered. The two arrested perpetrators are currently held in custody and pending prosecution by the Manila court. The joint law enforcement agencies are currently carrying out follow-up operations against other members of the group.



Photos courtesy of the PCG

Photos of the recovered stolen items

Efforts by the Philippine authorities

The PCG in coordination with other law enforcement agencies has stepped up the following measures:

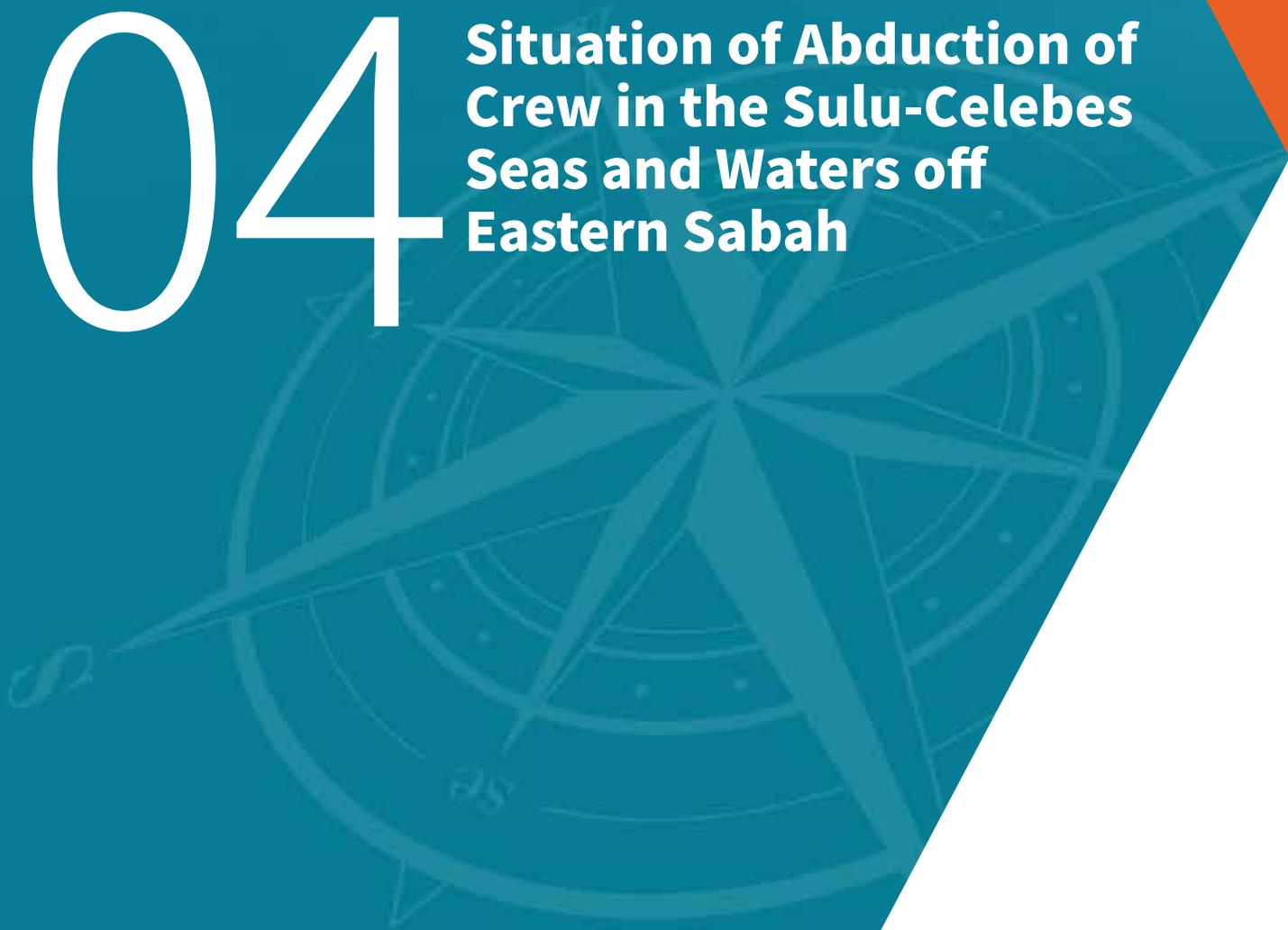
- a. Intensify intelligence gathering in collaboration with PCG personnel assigned at VTMS Manila to immediately respond to report of incident.
- b. Increase maritime patrol operations in the vicinity waters of South Harbour Anchorage Area of Manila and nearby waters of Central Luzon. The patrols were carried out by the Coast Guard Stations under the jurisdiction of Coast Guard District National Capital Region – Central Luzon, along with its sub-stations.
- c. Increase the conduct of boarding inspections on suspicious ships and watercraft roaming in the vicinity waters, particularly during hours of darkness.
- d. Intensify the implementation of the Safety, Security and Environmental Numbering (SSEN) System for all Philippine-registered ships or watercraft.

Recommendations

Although there was an arrest of the leader and one member of a criminal group on 27 and 29 Sep, ship masters and crew are strongly advised to exercise extra vigilance, maintain constant look-out for any suspicious boats and report all incidents immediately to the local authorities. Since the perpetrators are armed with guns/knives and can be violent, it is very important for the crew not to engage in a confrontation with the perpetrators.

04

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



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

Situation Update

January-September 2021

There was no report of abduction of crew from ships in the Sulu-Celebes Seas and waters off Eastern Sabah in September 2021.

The last actual incident of abduction of crew occurred on 17 Jan 20 off Lahad Datu, Sabah, Malaysia where eight crew were abducted from a fishing trawler by the Abu Sayyaf Group (ASG). On 18 Jan 20, the Malaysian authorities recovered three of the eight crew in the vicinity of Lahad Datu, Sabah. On 29 Sep 20, the body of one of the five abducted crew was found during a military operation in Patikul, Sulu, Philippines. On 18 and 21 Mar 21, the remaining four abducted crew were rescued by the Philippine authorities off Tawi-Tawi, the Philippines. With the rescue of the remaining four abducted crew, no crew is currently held in captivity.

Efforts by the authorities

Both the Philippine and Malaysian authorities continued to conduct pursuit operations and intensify military operations to neutralise the militant group.

On 23 Apr 21, the Armed Forces of the Philippines conducted a military operation at Barangay Panglayahan, Patikul, Sulu, targeting Mundi Sawadjaan (one of the ASG Commanders responsible for the abduction of crew in the Sulu area). However, during the operation, Mundi Sawadjaan managed to escape, and three other ASG members were neutralised.

On 13 Jun 21, the Philippine authorities conducted a military operation against Injam Yadah, a Sulu-based ASG sub-leader. During the operation, Injam Yadah, together with Al Sawadjaan, a younger brother of Mundi Sawadjaan and two other ASG members were neutralised. Injam Yadah played a key role in the kidnapping of five Indonesian nationals at Sulu Celebes Seas in January 2020. He is also known to be extremely violent and reportedly responsible for most beheading activities against civilians and security forces. The demise of Injam Yadah undoubtedly affected the capabilities of the ASG in carrying out kidnap-for-ransom activities. However, with Mundi Sawadjaan still at large, the threat of abduction of crew from ships remains high, particularly in the areas of Sulu and nearby waters off Tawi-Tawi.

Advisory and guidance

ReCAAP ISC Advisory

With information that the ASG leaders responsible for the abduction of crew in the area of Sulu and Tawi-Tawi are still at large, the threat of the abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah remains high. The ReCAAP ISC reiterates its advisory to all ships to reroute from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the area, and report all incidents immediately to the Operation Centres of the Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia.

The contact details of the Operation Centres of the Philippines and ESSCOM of Malaysia are as shown below:

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



Map 4 - Contact details

3 Eastern Sabah Security Command (ESSCOM)

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

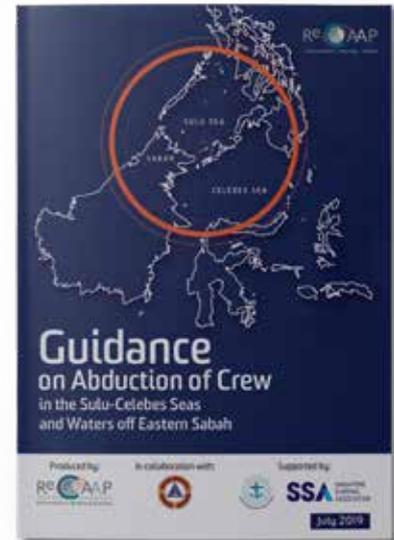
In the event that the ship master is not able to establish contact with the Operation Centres of the Philippines as listed above, he can contact the **Philippine Coast Guard Command Centre** at the following contact details:

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

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

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

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.



The background features a blue gradient with a subtle pattern of waves. A large, semi-transparent compass rose is centered in the lower half of the page. The page is framed by orange geometric shapes: a triangle on the left and a larger shape on the top right.

05

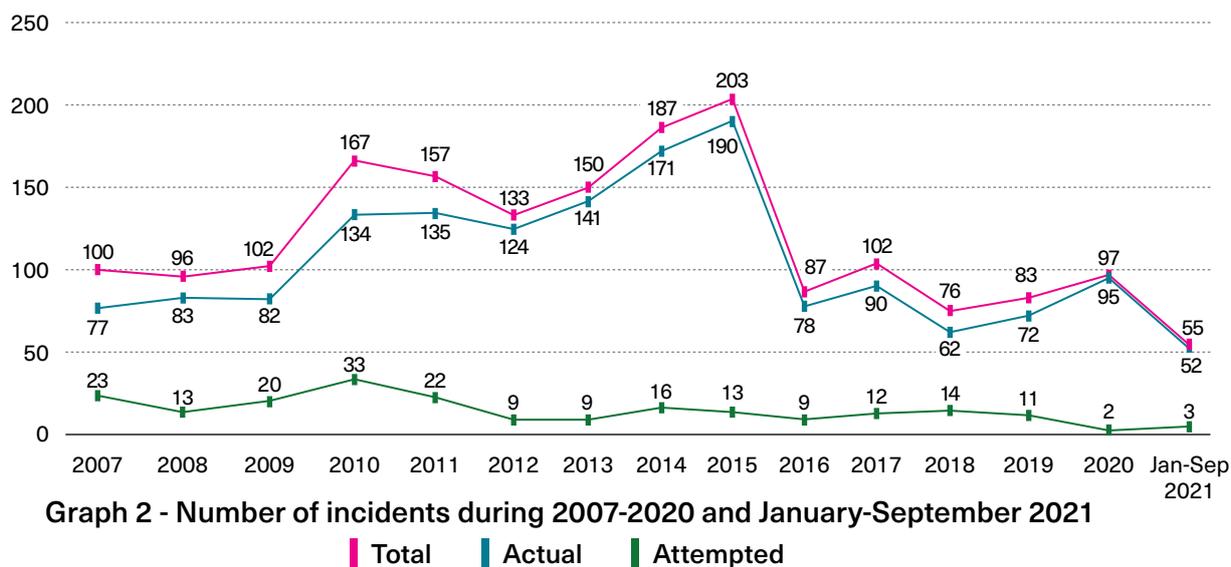
**Insights of Incidents in
Asia using Data Analytics**

Insights of Incidents in Asia using Data Analytics

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

Number of incidents during 2007-2020 and January-September 2021

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



Summary of analysis

A total of 55 incidents were reported in Asia during January-September 2021. The incidents reported during January-September 2021 were consistent with the trend of past incidents during the 14-year period of 2007-2020, in terms of the number of perpetrators, the type of weapons carried by perpetrators, treatment of crew, type of losses and time of incidents. However, there was deviation in terms of the type of ships boarded.

The characteristics of the majority of incidents reported in Asia during January-September 2021 are as follows:

- Small number of perpetrators: 1-3 men (40%) and 4-6 men (42%)
- 47% with no information on the types of weapons carried by the perpetrators, 35% of perpetrators were armed with knives/machetes
- 75% with no injury to crew
- 34% with nothing stolen
Of the items stolen, majority were ship stores (38%) and engine spares (20%)
- Ships boarded: Bulk carriers (44%), container ships (24%), tankers (18%), tug boats/supply vessels (9%)
- 89% of incidents occurred during hours of darkness

Details of Analysis

Number of perpetrators

January-September 2021. Of the 55 incidents, 22 incidents involved 1-3 men (40%), 23 incidents involved 4-6 men (42%), one incident involved 7-9 men (2%), two incidents involved more than 9 men (3%) and seven incidents with no information available (13%). The majority of the incidents involved 4-6 men and is consistent with the trend of past incidents during the 14-year period of 2007-2020.

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

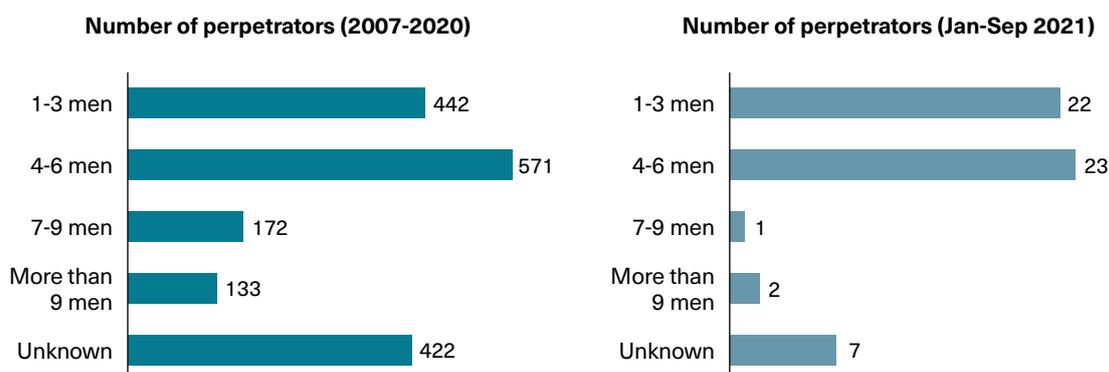


Chart 5 – Number of perpetrators – Asia

Type of weapons carried by perpetrators

January-September 2021. Among the 55 incidents, four incidents reported that the perpetrators carried guns and knives (7%), 19 incidents reported that the perpetrators carried knives/machetes (35%), six incidents reported that the perpetrators were not armed (11%); and 26 incidents had no information on the weapons of the perpetrators (47%).

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

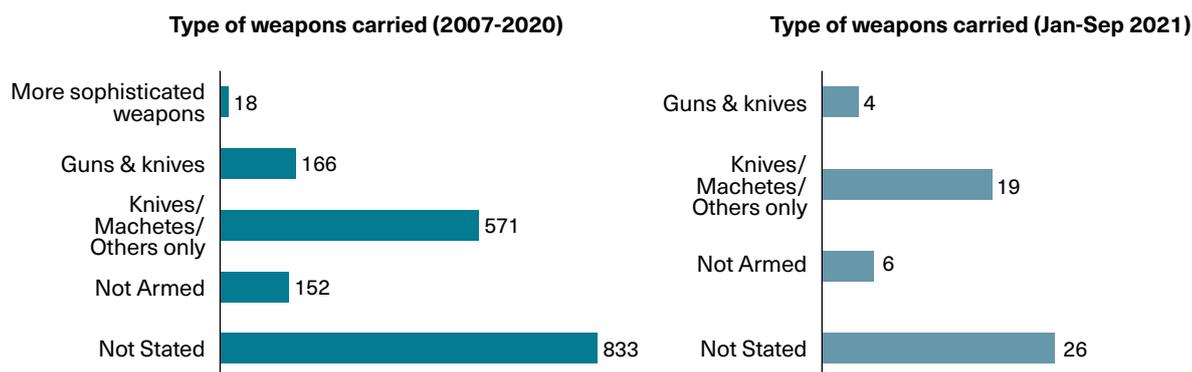


Chart 6 – Type of weapons carried by perpetrators – Asia

Treatment of crew

January-September 2021. Of the 55 incidents, two incidents reported that the crew was assaulted (4%), four incidents that the crew were temporarily taken hostage (7%), five incidents with the crew being threatened (9%), 41 incidents that the crew was not injured (75%), and three incidents had no statement of injury (5%).

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

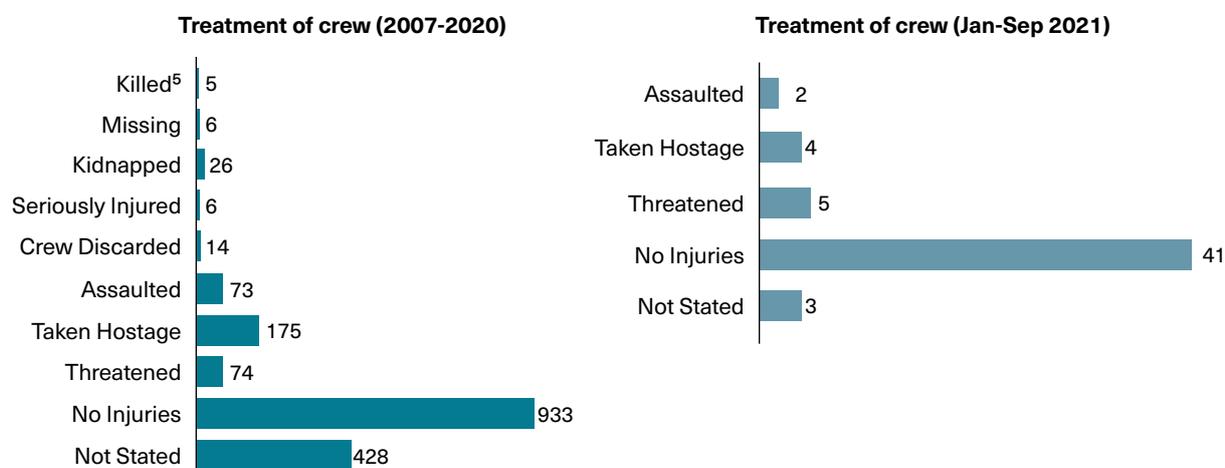


Chart 7 – Treatment of crew – Asia

5 Reference the ‘Treatment of Crew for 2007-2020’, the number of incidents of crew “killed” does not include the number of incidents of abducted of crew in the Sulu-Celebes Seas where some of the abducted crew were killed. These incidents are counted as the incidents of crew “kidnapped”.

Type of loss

January-September 2021. Among the 55 incidents, one incident reported the loss of cash (2%), 21 incidents reported the loss of ship property/stores (38%), 12 incidents reported the loss of engine spares (22%), one incident reported the loss of unsecured items (2%), 19 incidents reported nothing was lost (34%) and one incident reported that the exact items stolen could not be confirmed (2%). More incidents reported the loss of engine spares compared to the past 14-year trend of incidents.

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

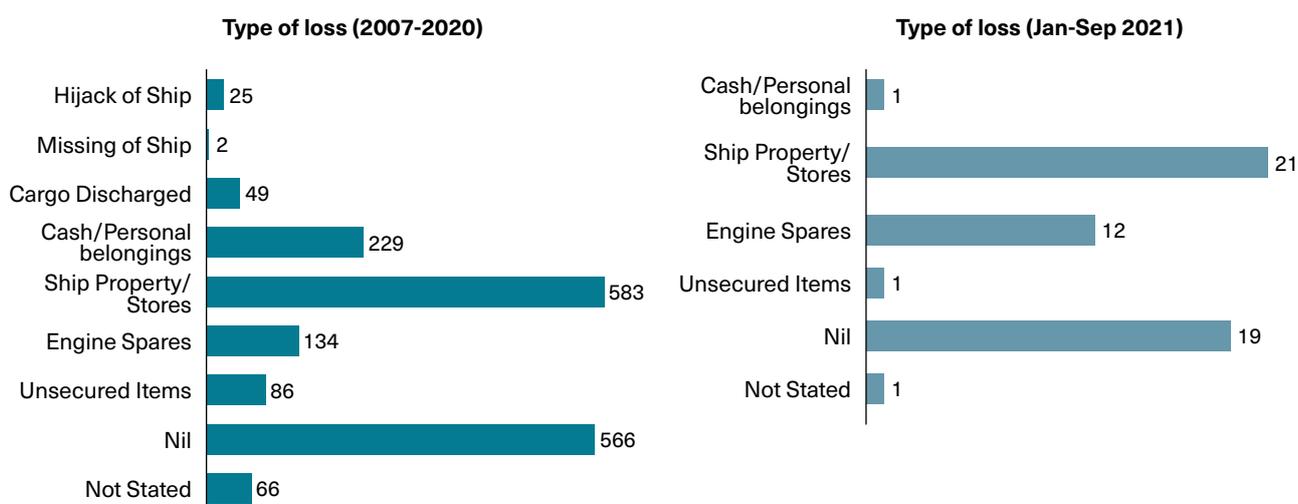


Chart 8 – Type of loss – Asia

Type of ships boarded

January-September 2021. Of the 55 incidents, 24 incidents occurred on board bulk carriers (44%), 13 incidents on board container ships (24%), 10 incidents on board tankers (18%), five incidents involving tug boats/supply vessels on tow (9%), one incident on board a general cargo ship (2%) and two incidents on board other type of ships (3%).

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

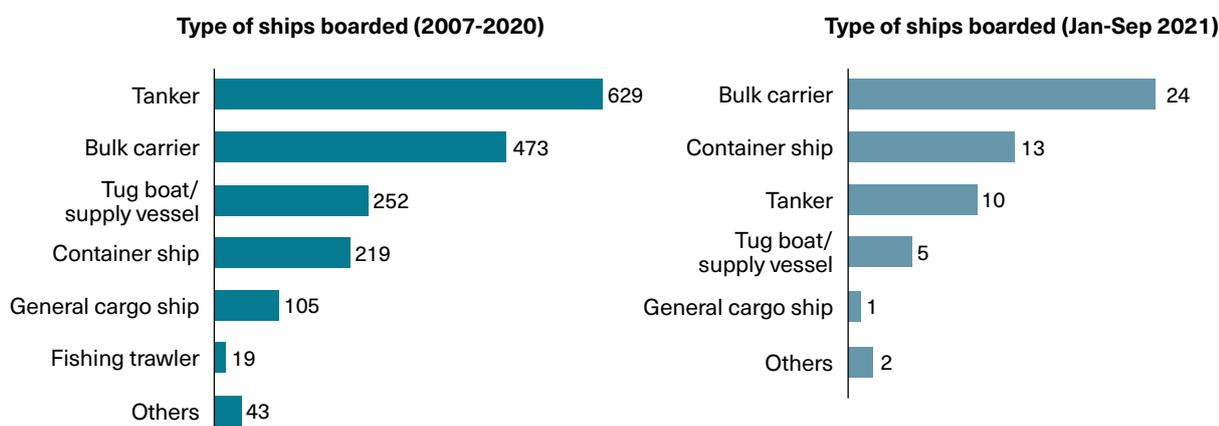


Chart 9 – Type of ships boarded – Asia

Time of incidents

January-September 2021. Among the 55 incidents, 49 incidents (89%) occurred during hours of darkness and six incidents (11%) occurred during daylight hours.

2007-2020. Of the 1,740 incidents, 81% occurred during hours of darkness.

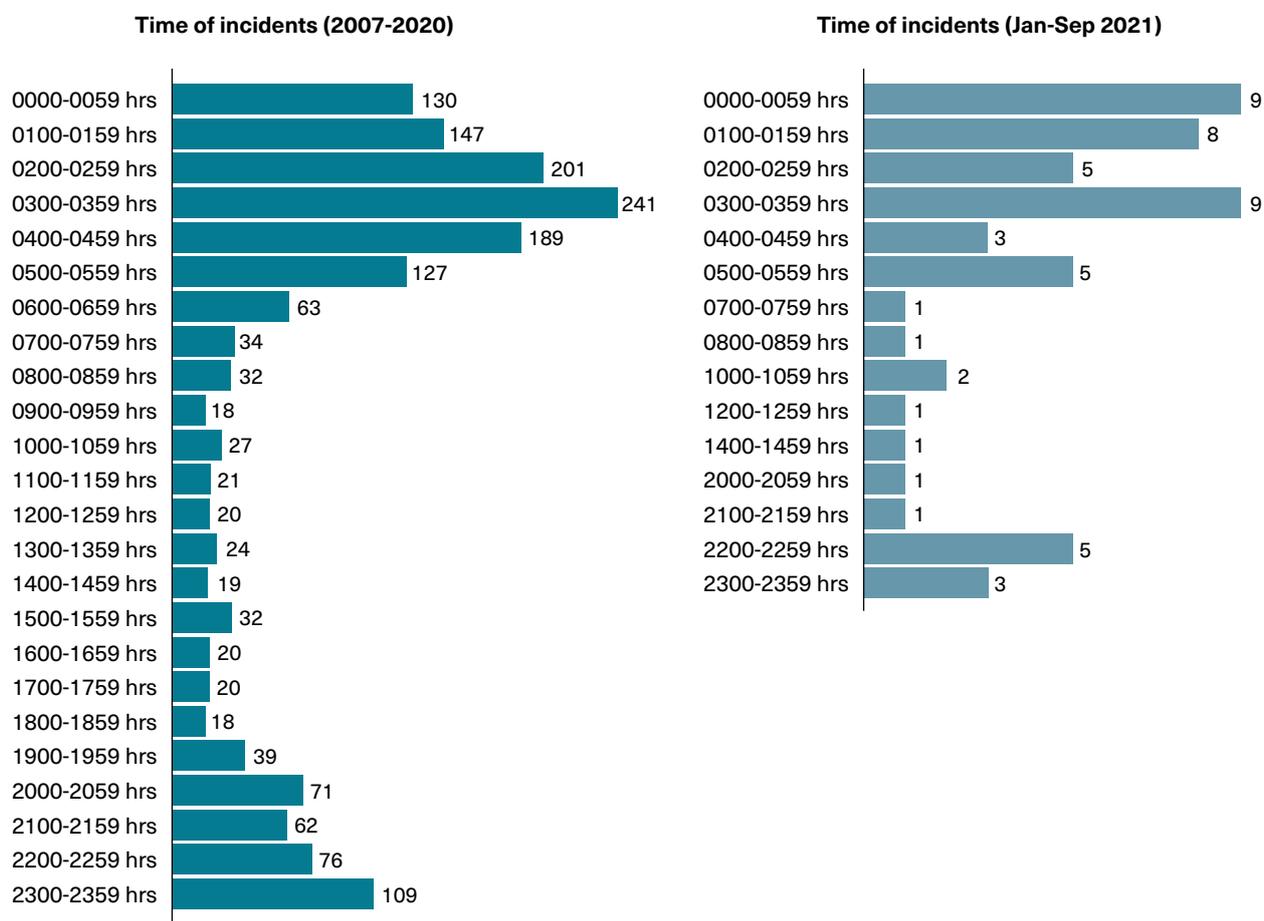
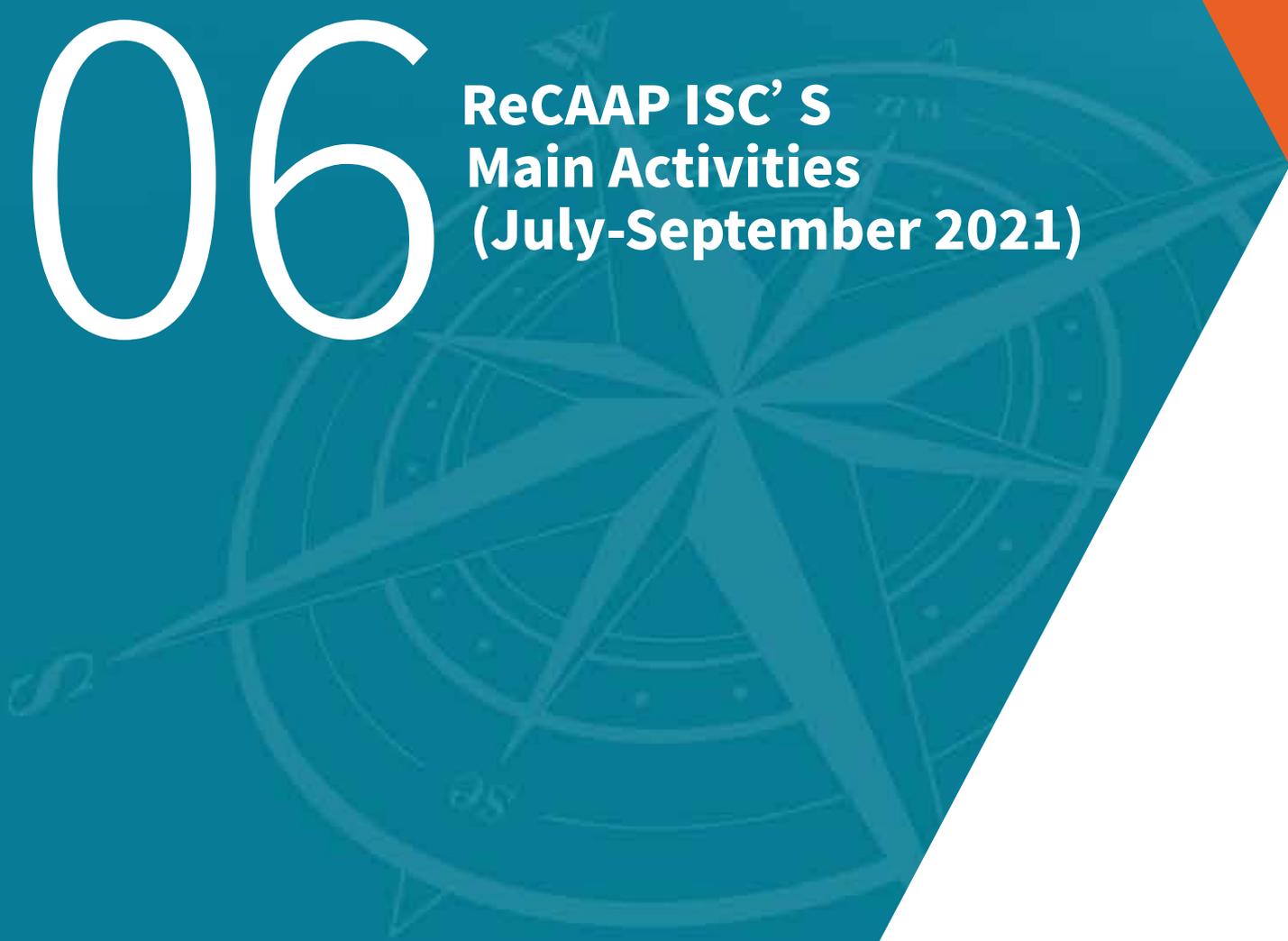


Chart 10 – Time of incidents – Asia

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**ReCAAP ISC' S
Main Activities
(July-September 2021)**



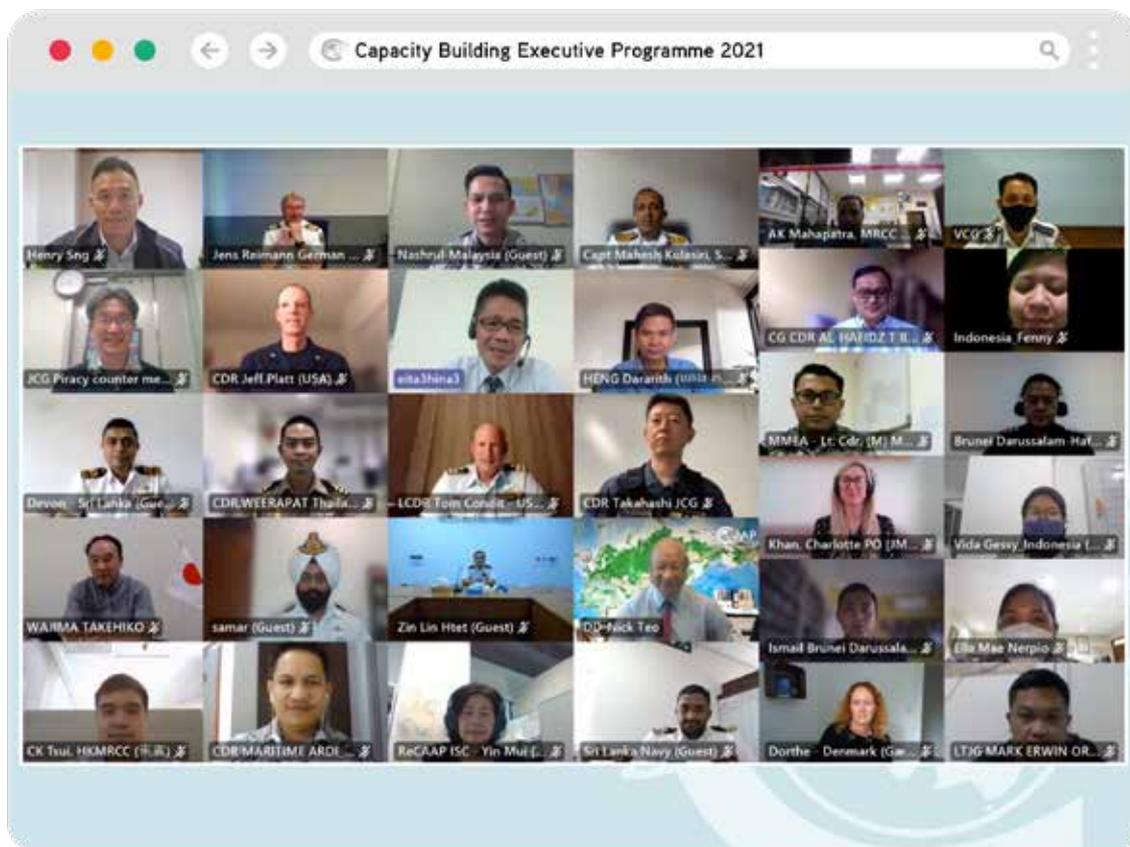
ReCAAP ISC'S Main Activities (July-September 2021)

FEDERAL REPUBLIC OF GERMANY'S ACCESSION TO ReCAAP ISC (1 AUGUST)

On 1 Aug, the Federal Republic of Germany has officially become the 21st Contracting Party of the ReCAAP. Germany's accession further expands and strengthens the Centre's information sharing network on piracy and armed robbery against ships in Asia.

CAPACITY BUILDING EXECUTIVE PROGRAMME 2021 (15 SEPTEMBER)

The ReCAAP ISC conducted its annual Capacity Building Executive Programme (CBEP) virtually with 21 ReCAAP Member States on 15 Sep. A total of 47 participants including officers from Malaysian Maritime Enforcement Agency (MMEA) and BAKAMLA attended the programme. The CBEP provided an opportunity for the maritime regulatory and law enforcement authorities across Asia, Australia, Europe and the United States of America to share the latest situation of piracy and sea robbery, countermeasures in preventing piracy and sea robbery, and their expertise in enhancing law enforcement capacity.



Participants of the CBEP

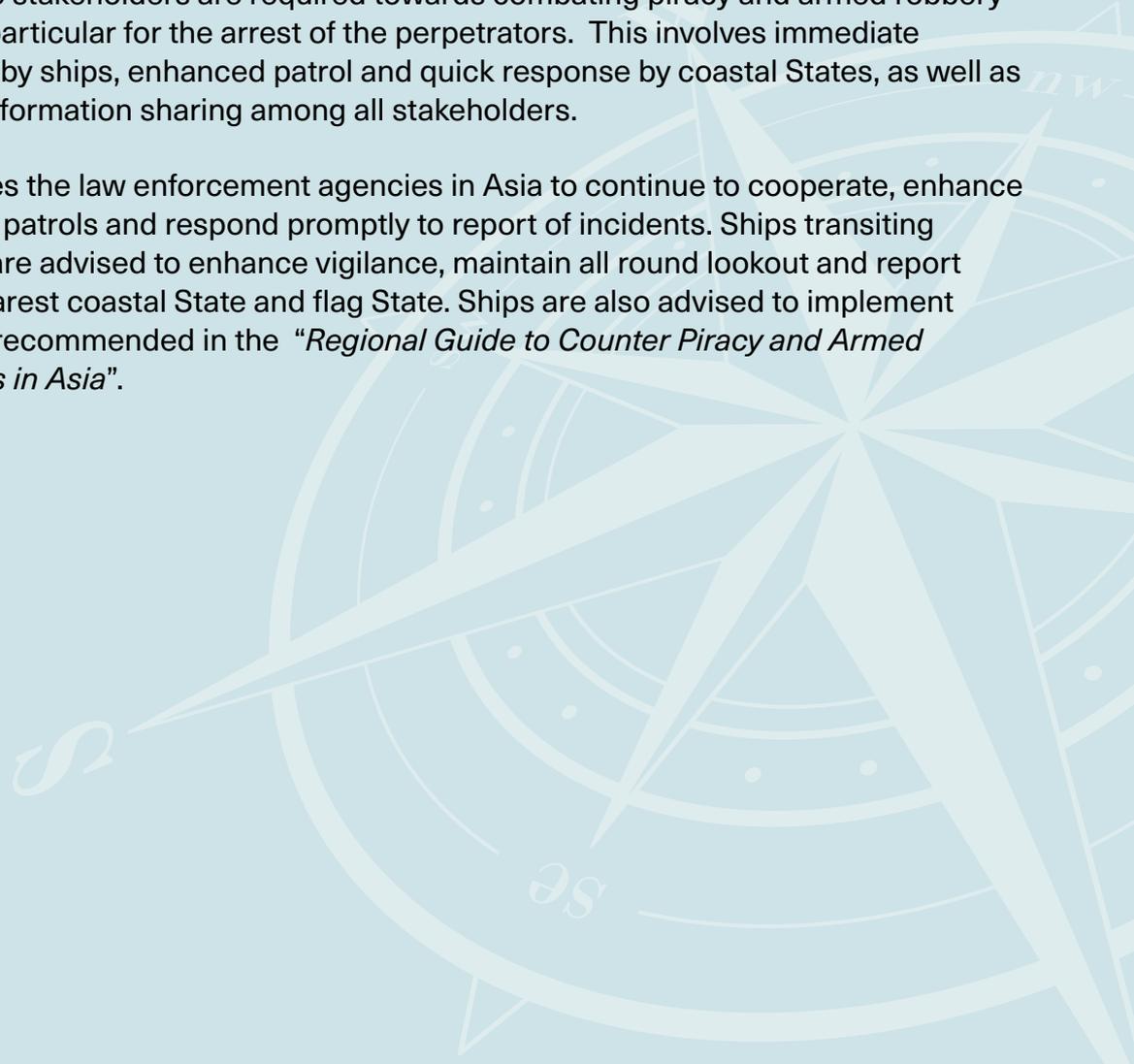
Conclusion



The total number of incidents of armed robbery against ships in Asia reported during January-September 2021 has decreased compared to the same period in 2020. This was due to the decrease of incidents in several locations in Asia. However, areas of concern during January-September 2021 were the continued occurrence of incidents in the Singapore Strait, increase of incidents and violence to crew at Manila Anchorage Areas and the threat of abduction of crew by the ASG in the Sulu-Celebes Seas and waters off Eastern Sabah.

To ensure the safety of seafarers and safe navigation of ships, collective efforts and shared responsibility of all the stakeholders are required towards combating piracy and armed robbery against ships, and in particular for the arrest of the perpetrators. This involves immediate reporting of incidents by ships, enhanced patrol and quick response by coastal States, as well as timely and accurate information sharing among all stakeholders.

The ReCAAP ISC urges the law enforcement agencies in Asia to continue to cooperate, enhance surveillance, increase patrols and respond promptly to report of incidents. Ships transiting the areas of concern are advised to enhance vigilance, maintain all round lookout and report all incidents to the nearest coastal State and flag State. Ships are also advised to 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 and to facilitate the maritime community to carry out risk assessment.

Description of Incidents (January-September 2021)

Actual Incidents of Piracy and Armed Robbery against Ships in Asia

● CAT 2 ● CAT 3 ● CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<i>SBI Orion</i> Bulk carrier Marshall Islands 36421 9705330	03/01/21 0330 hrs	0° 15.8' S, 117° 34.3' E Muara Berau Anchorage, East Kalimantan, Indonesia	While at anchor, three perpetrators armed with knives boarded the bulk carrier. The duty crew spotted the perpetrators at forecastle store, before they escaped with ship ropes . The crew was not injured . The incident was reported to the local authorities. [ReCAAP Focal Point (Singapore)]
2	<i>Ark Royal</i> Bulk carrier Barbados 27011 9219446	25/01/21 0325 hrs	1° 16.58' N, 104° 15.7' E Approximately 7.1 nm northwest of Tanjung Pergam, Pulau Bintan, Indonesia in the eastbound lane of the Traffic Separation Scheme (TSS) [Straits of Malacca & Singapore (SOMS)]	While underway, five unauthorized persons were sighted in the engine room. The alarm was raised and crew mustered. A search on board the ship was conducted. At 0506 hrs, the master updated Singapore Vessel Traffic Information System (VTIS) that the search on board was completed with no further sighting of the unauthorized persons. The master reported that nothing was stolen , and all crew was safe and accounted for. He added that no assistance was required, and the ship would continue its voyage. A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
3	CSCL Lima Container ship Hong Kong, China 26404 9386005	28/01/21 0400 hrs	10° 12.87' N, 107° 7.55' E Vung Tau Anchorage, Vietnam	<p>While at anchor, an unknown number of perpetrators boarded the ship. The duty AB during the security round discovered damaged padlock and open door in the paint store. No unauthorised person was sighted on board the ship. Some cans of paint were discovered missing from the paint locker. The crew was not injured. The incident was reported to the port control, Port Facility Security Officer and the Coastal State.</p> <p>[ReCAAP Contact Point (Hong Kong)]</p>
4	Elvia Bulk carrier Liberia 50697 9570840	28/01/21 2232 hrs	1° 16.15' N, 104° 16.72' E Approximately 6 nm northwest of Tanjung Pergam, Pulau Bintan, Indonesia in the eastbound lane of the TSS (SOMS)	<p>While underway, 10 unauthorised persons armed with knives were sighted in the engine room. The alarm was raised and crew mustered. A search on board the ship was conducted. At 2338 hrs, the ship updated VTIS East that the search on board was completed with no further sighting of the unauthorised persons. Nothing was stolen and the crew was safe. No assistance was required and the ship continued on her voyage to China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
5	<i>Vantage Wave</i> General cargo ship Liberia 22064 9506514	29/01/21 0221 hrs	1° 16.95' N, 104° 18.92' E Approximately 5.8 nm northwest of Tanjung Pergam, Pulau Bintan, Indonesia in the eastbound lane of the TSS (SOMS)	<p>While underway, three unauthorized persons armed with knives were sighted in the engine room. The alarm was raised and crew mustered. A search on board the ship was conducted. At 0322 hrs, the ship updated VTIS East that the search on board was completed with no further sighting of the unauthorized persons. Nothing was stolen and the crew was safe. No assistance was required and the ship continued on her voyage to Caofeidian, China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
6	<i>Sea Harvest</i> Tanker Hong Kong, China 11676 9358644	30/01/21 0255 hrs	22° 47.79' N, 70° 5.16' E Kandla Outer Anchorage, India	<p>While at anchor, the deck duty AB heard a sound and found a small boat close to ship's port bow. He reported to the second officer and proceeded to forward deck. The AB saw two perpetrators on board the ship. The perpetrators escaped immediately in a small boat. The lock of the main deck store near mid-ship was broken and ship stores including six U-pieces connecting cargo line to common line, six U-pieces connecting vapor return line to tank and one tank cleaning circulation connection were stolen. The crew was not injured. The master reported the incident to the local agent and the owner. The Indian Coast Guard (ReCAAP Focal Point) boarded the ship to investigate the incident when the ship arrived at Mumbai Anchorage. The ship master was advised to report the incident to the local authorities and maintain vigilance while at anchorages.</p> <p>[ReCAAP Focal Point (India), ReCAAP Contact Point (Hong Kong)]</p>

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

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
9	<p><i>Ning Hai Tuo 6002</i> Tug boat China 1449 9765134</p> <p><i>Daqia Haiyu</i> Barge China</p>	09/02/21 1400 hrs	<p>1° 5.37' N, 103° 34.21' E</p> <p>Approximately 6.1 nm southwest of Pulau Nipa, Indonesia in the eastbound lane of the TSS</p> <p>(SOMS)</p>	<p>While the tug boat towing barge was underway, two perpetrators boarded the barge from two small crafts. The perpetrators escaped upon being sighted by the crew. A search on board the barge was carried out with no further sighting of the perpetrators. <u>Some shackles</u> were stolen from the barge. There was <u>no confrontation between the perpetrators and the crew of the tug boat</u>. No further assistance was required. The tug boat and barge resumed their voyage bound for China. The RSN's MSTF and Singapore Police Coast Guard were informed; and the Indonesian authorities notified. A safety navigational broadcast was initiated to alert mariners.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
10	<p><i>ALS Juventus</i> Container ship Singapore 40541 9431757</p>	13/02/21 0530 hrs	<p>6° 5.84' S, 106° 53.65' E</p> <p>Jakarta Port, Indonesia</p>	<p>While at berth, the third officer reported that the padlock hinge for the passageway door leading to the engine room was broken. There was no sign of any perpetrators on board or nearby. <u>Spare parts for auxiliary engine</u> were reported missing. <u>The crew was not injured</u>. The incident was reported to the ship's Company Security Officer.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
11	<p><i>TB Danum 50</i> Tug boat Malaysia 165 9404261</p> <p><i>TK Linau 133</i> Barge Malaysia</p>	21/02/21 1220 hrs	<p>1° 9.82' N, 103° 49' E</p> <p>Around Karang Banteng waters, Riau Islands, Indonesia in the eastbound lane of the TSS</p> <p>(SOMS)</p>	<p>While barge <i>TK Linau 133</i> towed by tug boat, <i>TB Danum 50</i> were underway in the eastbound lane of the TSS in Singapore Strait when two small boats came alongside the barge. The Indonesian Navy Marine Security Patrol <i>Kri Siwar-646</i> was conducting routine patrol in the area when they spotted three perpetrators on the barge and two others were in the small boat loading some items from the barge. The Indonesian authorities boarded the barge, conducted a search and arrested all five perpetrators. The two small boats were seized and about 150 kg of the stolen <u>steel wires</u> were recovered. <u>The crew was not injured</u>.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
12	CSCL Lima Container ship Hong Kong, China 26404 9386005	26/02/21 0355 hrs	6° 0.84' S, 106° 54.45' E Eastern Anchorage, Jakarta, Indonesia	While at anchor, three perpetrators boarded the ship and robbed the AB of his walkie-talkie at knifepoint . The perpetrators escaped in their boat. The crew was not injured . The incident was reported to the port control, Port Facility Security Officer and the Coastal State. [ReCAAP Contact Point (Hong Kong)]
13	Name withheld Bulk carrier Liberia	16/03/21 0001 hrs	20° 54.9' N, 107° 16.7' E Cam Pha Port, Vietnam	While moored at buoy, the master and 2 nd Officer's cabins were damaged and cash was stolen. A search was conducted and no perpetrator was found. The crew was safe . The incident was assessed to have occurred between 0001 hrs and 0600 hrs. The master reported the incident to the local authorities and the CSO. The local immigration police boarded the ship and investigated the incident. [ReCAAP Focal Point (Vietnam)]
14	African Queen Bulk carrier Marshall Islands 30936 9389930	25/03/21 0325 hrs	1° 17' N, 104° 18' E Approximately 6.1 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS (SOMS)	While underway, the master reported to Singapore VTIS that five perpetrators were sighted in the engine room. The duty oiler spotted one of the perpetrators with a knife , who ordered him to keep quiet before the perpetrators left the engine room. The ship's alarm was raised and crew mustered. A search onboard was conducted. At 0405 hrs, the master updated Singapore VTIS that the search was completed with no further sighting of the perpetrators onboard. Engine spares including valve rotator, valve seat exhaust, valve seat suction, valve guide, suction valve, exhaust valve chrome plating and plunger assembly were stolen. The crew was safe . The master did not require any assistance, and continued the voyage. A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
15	Baltic North Container ship Marshall Islands 44234 9463310	30/03/21 0150 hrs	6° 2' S, 106° 48' E Jakarta Anchorage, Zone "F", Indonesia	While at anchor, the duty crew roving on deck sighted two perpetrators on the poop deck with two sacks. The duty crew shouted and flashed his light at the perpetrators, who escaped from the port side poop deck area. Upon investigation, it was found that the watertight door alarm switch wire and the lock to the engine room central store were cut. Items from the engine room central store have been stolen. The local authorities were informed and the Indonesia Coast Guard boarded the ship for investigation. [ReCAAP Focal Point (Singapore)]
16	Posh Falcon Tug boat/Supply vessel Singapore 3513 9624586 Scarabeo 7 Rig St Kitts and Nevis	30/03/21 1030 hrs	1° 12.47' N, 103° 32.71' E Approximately 4 nm south of Tanjung Piai, Malaysia in the westbound lane of the TSS (SOMS)	While the tug boat towing the unmanned rig was underway, two small boats approached the stern of the rig and stole a Norwegian Marker Buoy that was floating 100m behind the rig. The buoy was connected to a messenger line used as an emergency tow line. The incident was reported to VTIS and the Singapore Port Operations Control Centre (POCC) issued a navigational safety advisory to warn ships in the vicinity to be more vigilant. [ReCAAP Focal Point (Singapore)]
17	Trina Oldendorff Bulk carrier Portugal 41091 9642370	08/04/21 0147 hrs	1° 16.5' N 10° 16.1' E Approximately 6.8 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS (SOMS)	While underway, four perpetrators armed with knives were sighted in the engine room. The perpetrators confronted the engine room crew and hit him on his head when he attempted to shout for assistance. Thereafter, the perpetrators escaped from the ship. The alarm was raised and crew mustered. A search on board the ship was conducted with no further sighting of the perpetrators. The master declared nothing was stolen and the crew was safe and accounted for. He did not report the incident immediately to the nearest coastal State and continued with the voyage. The master reported the incident to Singapore POCC only on 9 Apr.

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
				<p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were informed, and the Malaysian and Indonesian authorities were notified.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
18	<p>Harrisburg Petroleum/Chemical tanker Singapore 30087 9859210</p>	08/04/21 0550 hrs	<p>1° 16.13' N, 104° 15.56' E</p> <p>Approximately 6.3 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS</p> <p>(SOMS)</p>	<p>While underway, two perpetrators boarded the ship. The ship's general alarm was raised and all crew were notified of the perpetrators. A search on board the ship was conducted with no further sighting of the perpetrators. <u>Nothing was reported stolen and the crew was safe.</u></p> <p>[ReCAAP Focal Point (Singapore)]</p>
19	<p>Pantazis L Bulk carrier Liberia 39746 9272995</p>	11/04/21 0115 hrs	<p>1° 16.32' N, 104° 14.75' E</p> <p>Approximately 7.6 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS</p> <p>(SOMS)</p>	<p>While underway, four perpetrators were sighted in the engine room workshop. The ship alarm was raised and a search on board the ship was conducted. At 0255 hrs, the master updated Singapore VTIS that the search on board was completed with no further sighting of the perpetrators. The master reported that <u>some engine spares</u> were stolen. <u>All crew was safe</u> and accounted for.</p> <p>No assistance was required and the ship continued with her voyage. A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were informed, and the Malaysian and Indonesian authorities were notified.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
20	<p>Henry Maersk Chemical/oil product tanker Denmark 25723 9399351</p>	<p>12/04/21 0348 hrs</p>	<p>5° 48' N 118° 4' E</p> <p>MOT Terminal, Sandakan, Sabah, East Malaysia</p>	<p>While at berth, the crew on the manifold heard the sound of the padlock being broken. On investigation of the forecastle, it was noted that the padlock to the forward bosun store had been broken. The rod securing the plates blocking access through the anchor chain pipes was found removed but the plates were still closed. Upon further investigation of the forecastle, it was discovered that the ship's anchor bell was missing, presumably stolen by the perpetrator.</p> <p>A complete ship inspection was conducted and all other doors and locks were found intact. The crew was safe. The master reported the incident to the Agent who informed the Port Facility Security Officer (PFSO) and the local police. The Flag State was also notified.</p> <p>[ReCAAP Focal Point (Denmark), regional authorities]</p>
21	<p>Name withheld Petroleum/chemical tanker</p>	<p>17/04/21 0140 hrs</p>	<p>1° 16.03' N 104° 12.08' E</p> <p>Approximately 8.6 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS</p> <p>(SOMS)</p>	<p>While underway, the duty engineer was making his rounds in the engine room when he spotted a perpetrator trying to open the steering gear entrance door from poop deck. He reported the incident to the bridge and the general alarm was raised. A search on board the ship was conducted by the crew and nothing was reported missing.</p> <p>The perpetrator was believed to have escaped when his presence was discovered. The crew was not injured and there was no reported damage to the ship.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
22	<p>Ioanna L Bulk carrier Isle of Man 43066 9803340</p>	17/04/21 0500 hrs	<p>1° 16.4' N 104° 14.3' E</p> <p>Approximately 8 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS (SOMS)</p>	<p>While underway, four perpetrators were sighted in the engine room. One of them hit the third engineer with an adjustable wrench. The crew sustained mild contusion on his forehead. The alarm was raised and crew mustered. A search on board the ship was conducted. At about 0600 hrs, the search on board was completed with no further sighting of the perpetrators. The master reported that some engine spares were stolen, and all crew was accounted for. The ship continued with her voyage for Xinsha, China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were informed, and the Malaysian and Indonesian authorities were notified.</p> <p>[ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Japan)]</p>
23	<p>Bak-Da 5 Tug boat Mongolia 198 9851567</p> <p>Bak-Da 55 Barge</p>	20/04/21 0255 hrs	<p>14° 33' N 120° 56' E</p> <p>Vicinity waters off Manila Bay, Philippines</p>	<p>While at anchor, the duty security guard spotted five perpetrators onboard the barge transferring sawn timber to motor banca, <i>Jaime Franco</i>. The duty security guard shouted and the five perpetrators jumped overboard immediately. The master and crew conducted a search for the perpetrators and saw one of them asking to be rescued. The crew rescued the perpetrator; and reported the incident to its agent and Philippine Coast Guard (PCG) Port State Control. Upon receipt of the report, the PCG proceeded to the area immediately and arrested the rescued perpetrator for inquest proceeding. 27 pieces of sawn timber were stolen and the crew was not injured.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
24	<i>Alea</i> Bulk carrier Bahamas 17009 9550266	23/05/21 2230 hrs	1° 16.7' N 104° 16.6' E Approximately 6.7 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS (SOMS)	<p>While underway, the duty oiler sighted four perpetrators in the engine room. <u>One of the perpetrators threatened the duty oiler with a knife</u> but did not harm him. The perpetrators eventually escaped upon being sighted. The ship's alarm was raised and crew mustered. A search on board was conducted and no further sighting of the perpetrators on board. The master declared <u>nothing was stolen</u>. All crew are safe and accounted for. The ship had departed Greece and was bound for Nanjing, China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
25	<i>RB Eden</i> Bulk carrier Marshall Islands 43278 9765718	24/05/21 0046 hrs	1° 16.13' N, 10° 15.56' E Approximately 6.3 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS (SOMS)	<p>While underway, three perpetrators were sighted in the vicinity of the engine room. The ship's alarm was raised and crew mustered. A search onboard was conducted and no further sighting of the perpetrators onboard. <u>Engine gaskets and O-rings</u> were stolen. <u>All crew are safe</u> and accounted for. The ship had departed Singapore and bound for Songxia, China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
26	<i>Dawn 1</i> Dead ship Saint Kitts and Nevis 6253 9125281	26/05/21 0830 hrs	20° 59.8' N, 71° 55.91' E Off Diu, India	<p>While underway, 10 perpetrators in two fishing boats boarded the dead ship via the astern using a ladder. The dead ship was towed by a tug, <i>MV Venture</i>. An Emergency Position Indicating Radio Beacon (EPIRB) distress alert was activated and a Marine Police was diverted to the location of the incident. However, the perpetrators had escaped. The crew of <i>MV Venture</i> tried to ascertain the items stolen but <u>could not confirm the exact losses.</u> <u>The crew was not injured.</u></p> <p>A team consisting of the Indian Coast Guard, Marine Police (Alang) and Customs boarded the dead ship to investigate the incident upon the ship's arrival at Alang anchorage on 27 May 21.</p> <p>[ReCAAP Focal Point (India)]</p>
27	<i>New Leonidas</i> Bulk carrier Liberia 87590 9260641	02/06/21 0035 hrs	1° 16.22' N, 104° 14.59' E Approximately 7.4 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS (SOMS)	<p>While underway, four perpetrators <u>armed with knives</u> were sighted in the vicinity of the steering gear room. The ship's alarm was raised and crew mustered. A search on board was conducted and no further sighting of the four perpetrators. The master deviated the ship back to Singapore to ensure the safety of crew and ship were being addressed. Upon arrival at the port of Singapore, the Singapore Police Coast Guard boarded the ship and conducted a search on board. At 1000 hrs, the ship was cleared with no sighting of the perpetrators on board. <u>The crew was safe and nothing was declared stolen.</u> The ship had departed from Singapore earlier and was bound for Fuzhou, China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
28	Cape Lily Bulk carrier Singapore 92752 9612430	05/06/21 0130 hrs	1° 15.87' N, 104° 13.72' E Northwest of Tanjung Pergam, Bintan, in the eastbound lane of the Singapore Straits	While underway, the duty oiler spotted three perpetrators in the engine room and they were heading out to the poop deck. The 2 nd Officer activated the ship's alarms, turned on all the deck lights and conducted a thorough search of the ship. The three perpetrators were last spotted on the poop deck via CCTV, but they were nowhere to be found during the search by the ship's crew. Engine spares were stolen. There was no damage to the ship and the crew was not injured . The POCC issued a navigational safety advisory to warn ships in the vicinity to be more vigilant. [ReCAAP Focal Point (Singapore)]
29	MV Sima Sahba Container ship Singapore 15995 9330927	16/06/21 0030 hrs	14° 33.87' N, 120° 55.33' E South Harbour Anchorage, Manila, Philippines	While at anchor, the duty crew spotted about four unauthorised persons on board an unidentified motorised banca at the portside of the ship under the forecastle. Upon being discovered, the unidentified persons started the engine of their motorised banca and escaped. The crew immediately informed the duty officer. The crew was safe . The ship master reported incident to VTMS Manila and conducted an assessment to determine the missing items on board the ship. During the ship security check, the paint store lock was found broken and about 480 litres of paint and 20 litres of thinner were reportedly stolen. [ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Singapore)]
30	Mount Butler Container ship Hong Kong, China 18826 9760586	22/06/21 0340 hrs	14° 33.9' N, 120° 55.2' E Manila Quarantine Anchorage, Philippines.	While at anchor, an unknown number of perpetrators boarded the ship. The master and crew raised the general emergency alarm and carried out a search operation on board the ship. The crew was safe and some ship stores were stolen. [ReCAAP Contact Point (Hong Kong)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
31	<i>Baltic North</i> Container ship Marshall Islands 44234 9463310	25/06/21 0449 hrs	5° 59.5' S, 106° 54.2' E Jakarta Anchorage, Indonesia	<p>While at anchor, two unauthorised persons were sighted at the poop deck by a duty AB during anchoring operation. The ship's alarm was raised and the perpetrators escaped in a waiting small boat, with another four persons onboard. The incident was reported to the Coast Guard, who boarded the ship for investigation. <u>Nothing was reported stolen.</u></p> <p>[ReCAAP Focal Point (Singapore)]</p>
32	<i>Busan Star</i> Bulk carrier Panama 33308 9592628	26/06/21 0005 hrs	1° 16.5' N, 104° 16.9' E Approximately 6.2 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS (SOMS)	<p>While underway, one unauthorized person <u>armed with a knife</u> was sighted at the steering gear flat of the ship. The perpetrator escaped upon being sighted. There was no confrontation with the crew. The alarm was raised and crew mustered. The master reported the incident to Singapore VTIS via VHF. A search on board the ship was conducted. At 0109 hrs, the master updated Singapore VTIS that the search was completed with no further sighting of the perpetrator. <u>The crew was not injured,</u> and <u>nothing was stolen.</u> The master declared no assistance was required and the ship continued her voyage for Ko Siichang, Thailand.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were informed, and the Malaysian and Indonesian authorities were notified.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
33	Sakizaya Champion Bulk carrier Panama 41766 9680360	26/06/21 0014 hrs	1° 17.15' N, 104° 17' E Approximately 6.7 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS (SOMS)	<p>While underway, four unauthorised persons were sighted in the engine room. The perpetrators escaped upon being sighted. The alarm was raised and crew mustered. A search on board the ship was conducted, with no further sighting of the perpetrators. The master reported that some engine spares were stolen, and the crew was accounted for. The ship continued with her voyage for Vietnam.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
34	Name withheld Supply vessel Singapore 6641	26/06/21 2340 hrs	17° 0.6' N, 82° 20' E Kakinada, Anchorage area, India	<p>While at anchor, the duty watchman spotted one perpetrator at the port aft rope store on the main deck. The duty crew immediately raised the alarm and shouted at the perpetrator who fled. A small wooden craft with two more persons on board was sighted in the vicinity of the ship.</p> <p>All accommodation doors, lockers, hatches and ISPS grills were checked and found locked. About 10 metres of unused mooring rope was found missing. It was reported that the perpetrator had boarded the ship through the mooring bitts.</p> <p>The master reported the incident to the flag State and shipping company. Upon informed by the flag State about the incident, the coastal State (an Indian Coast Guard ship) was tasked to investigate the incident.</p> <p>[ReCAAP Focal Point (India), ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
35	<i>MV Nordtiger</i> Container ship Cyprus 18826 9626247	28/06/21 0315 hrs	14° 33.78' N, 120° 55.54' E Manila Quarantine Anchorage, Philippines	While at anchor, the 2 nd Officer noticed two unidentified persons in the Bosun's store and alerted all crew onboard. Upon realising the crew had been alerted, the two perpetrators jumped overboard immediately and escaped in a motorized Banca. The Duty Officer directed the crew to conduct an initial assessment of missing items. <u>One breathing apparatus</u> was found stolen. <u>The crew was not injured</u> . The Philippine Coast Guard conducted operation and information gathering in nearby areas for possible interdiction of perpetrators. [ReCAAP Focal Point (Philippines)]
36	<i>J Mare</i> Bulk carrier Liberia 43241 9802231	30/06/21 0030 hrs	1° 16.5' N, 1° 16.53' N, 104° 16.1' E Approximately 6.7 nm northwest of Tanjung Pergam, Bintan Island, Indonesia in the eastbound lane of the TSS (SOMS)	While underway, four unauthorised persons were sighted in the engine room. The perpetrators escaped in a small boat upon being sighted. The ship's alarm was raised and crew mustered. A search on board was conducted. At 0112 hrs, the master updated Singapore VTIS that the search was completed with no further sighting of the perpetrators on board. The master reported that <u>nothing was stolen</u> ; and <u>all crew was safe</u> and accounted for. The master declared that no assistance was required and the ship continued with her voyage for Ruizhou, China. A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were informed, and the Malaysian and Indonesian authorities were notified. [ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Japan)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
37	<i>Ocean Moray</i> Petroleum/chemical tanker Singapore 8611 9809071	08/07/21 0218 hrs	3° 55' N, 98° 44' E Belawan Anchorage, Indonesia	<p>While at anchor, the duty seaman was making his rounds when he sighted <u>two unauthorised perpetrators carrying a knife and a rod</u> on board the ship. The perpetrators were suspected to have boarded the ship via the hawse pipe. The ship's general alarm was sounded and the incident was reported to Belawan Port Authority. The perpetrators escaped from the ship via fire hoses attached to the bollards. There was no reported damage to the ship and <u>the crew was not injured</u>. <u>Two fire hose couplings</u> were stolen.</p> <p>After the incident, the crew increased their deck watch and continued to blow the ship's horn every 30 to 45 min.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
38	<i>MV AS Romina</i> Container ship Portugal 17068 9449821	10/07/21 2320 hrs	14° 33.21' N, 120° 55.29' E South Harbour Anchorage area, Manila, the Philippines	<p>While at anchor, the duty roving crew on deck saw two persons on the forecandle deck lowering some materials into their motor banca using a rope. Upon seeing the roving crew, the two persons jumped into the water and escaped. Upon inspection, the padlock to the boatswain mate store room was forcedly opened and items including <u>four angle grinders, one electric drill and one portable welding machine</u> were missing. <u>The crew was not injured</u>.</p> <p>The incident was reported to the Vessel Traffic Management System (VTMS) and the Coast Guard Station Manila immediately. A Maritime Patrol (MARPAT) was conducted within the area of responsibility of the Coast Guard Sub-Station Cultural Centre of the Philippines. The Philippine Coast Guard (PCG) is currently coordinating with the other law enforcement agencies on possible identification of the perpetrators involved in the incident.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
39	Nord Penguin Bulk carrier Singapore 43810 9687186	13/07/21 0745 hrs	22° 2' N, 88° 5' E Berth No. 8, Haldia Port, India	<p>While at berth, the ship's 3rd engineer saw empty boxes scattered on the floor in the engine room. He checked the surrounding area and found that the padlock on the entrance door leading to the engine room from poop deck was broken. The ship crew carried out a search of the stores and ship's accommodation area, and reported that engine spare parts were missing. The crew was safe and accounted for.</p> <p>The master reported the incident to the flag State, local agent and CSO. Upon receipt of the information from the flag State, the Indian Coast Guard (ICG) requested the Indian Coast Guard Station (ICGS) Haldia to verify and investigate the incident in coordination with the port control/ local agent. The ICG Station Haldia reported that the incident has been registered with Haldia Police Station and investigation by the police authorities at Haldia is ongoing.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
40	Star Nike Bulk carrier Marshall Islands 35835 9875094	17/07/21 0016 hrs	1° 16.03' N, 104° 12.58' E Approximately 9 nm northwest of Tanjung Pergam, Bintan Island (Indonesia) in the eastbound lane of the TSS (SOMS)	<p>While underway, five unauthorized persons were sighted in the steering gear room. One of the perpetrators was armed with knives. The perpetrators escaped upon being sighted. The ship's alarm was raised and crew mustered. A search on board the ship was conducted but with no further sighting of the perpetrators. The master declared that nothing was stolen. All crew are safe and accounted for. No assistance was required and the ship continued her voyage for Manila, the Philippines.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
41	Adventurer Bulk carrier Liberia 35210 9805752	17/07/21 0040 hrs	1° 16.6' N, 104° 14.6' E Approximately 7.7 nm northwest of Tanjung Pergam, Bintan Island (Indonesia) in the eastbound lane of the TSS (SOMS)	<p>While underway, five unauthorized persons armed with knives were sighted in the engine room. The perpetrators escaped upon being sighted. The ship's alarm was raised and crew mustered. A search on board the ship was conducted but with no further sighting of the perpetrators. The master declared that nothing was stolen. All crew are safe and accounted for. No assistance was required and the ship continued her voyage for Kaohsiung, Taiwan, China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
42	MV Maersk Nussfjord Container ship Panama 25805 9894662	17/07/21 0125 hrs	14° 33.47' N, 120° 56.23' E South Harbour Anchorage Area, Manila, the Philippines	<p>While at anchor, due to heavy rain, the duty watcher left his post to take a rain suit from the gangway. On return to his post, an unidentified person at the forecandle pointed an improvised gun at the back of the duty watcher's head, took away his two-way radio and tied him to the railing of the ship. Seven other unidentified persons then appeared on board the ship. They broke the padlock of the boatswain mate locker, and took away one roll of new spare rope mooring line. At about 0205 hrs, the eight unidentified persons left the ship using the loose rope from bow and escaped in an unmarked motor banca. The duty watcher untied himself from the railings and alerted an AB who then reported the incident to the duty officer. The duty officer sounded the alarm and reported the incident to the VTMS Manila.</p> <p>A MARPAT was conducted within the area of responsibility of the Coast Guard Sub-Station Cultural Centre of the Philippines. The PCG is currently coordinating with the other law enforcement agencies regarding the incident.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
43	<i>MV Sea Span New York</i> Container ship Hong Kong, China 39941 9290115	04/08/21 2140 hrs	14° 33' N, 120° 55' E Vicinity waters off Quarantine No. 12, South Harbour Anchorage Area, Manila, the Philippines	<p>While at anchor, the ship's duty crew was at the forward of the ship conducting roving inspection when he noticed from a distant three perpetrators on board the ship. They were trying to steal the ship's property at the forecandle, and there were two other perpetrators in a small boat. As the duty crew approached them, <u>one perpetrator armed with a knife</u> tried to stab the crew who managed to avoid being stabbed. The other two perpetrators <u>tied the duty crew with a rope</u> on the forecandle deck.</p> <p>The perpetrators broke the padlock of the forecandle and stole <u>two portable welding machines with cables, 20 reefer cables, three bronze nozzles, and five hydrant caps</u>. They went down the ship using a loose rope and escaped. The duty crew managed to untie himself and reported the incident to the bridge. The general alarm was sounded and crew mustered. All the crew was safe. A roving inspection was subsequently conducted with no further sightings of the perpetrators on board the ship. The incident was reported to VTMS Manila.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
44	<i>Bulk Draco</i> Bulk carrier Panama 38216 9749726	08/08/21 0120 hrs	6° 2' S, 106° 53' E Tanjung Priok Anchorage, Jakarta, Indonesia	<p>While at anchor, <u>four perpetrators armed with knives</u> boarded the ship. They <u>confronted the duty OS and tied him</u> at the poop deck. The perpetrators broke the lock to the steering gear room entrance, and went down to the engine room. The perpetrators also <u>confronted the duty oiler and tied him</u>. Some <u>engine spares</u> were stolen.</p> <p>The duty AB during his round, sighted the crew who was tied up. He alerted the bridge and raised the alarm. The perpetrators escaped upon hearing the alarm. The crew was safe.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
45	<i>MV CMA CGM Caimen</i> Container ship Malta 40541 9431757	13/08/21 0130 hrs	14° 32.74' N, 120° 54.88' E Vicinity of Quarantine No. 16, South Harbour Anchorage Area, Manila, the Philippines	<p>While at anchor, the duty watcher was proceeding to the forecastle deck (starboard side) to check the accommodation doors, <u>a perpetrator appeared and aimed a gun at him.</u> The perpetrator took the duty watcher to the storage room and ordered him to open it.</p> <p>The perpetrators, then, <u>tied the hands of the duty watcher with a rope</u> at the forward centre bollard and stole <u>20 buckets of paint</u> from the storage room. As the master and second officer of the ship could not contact the duty watcher, the deck cadet went to check. He noticed <u>a perpetrator with a knife</u> who shouted at him not to move. The deck cadet escaped and reported the incident to the bridge.</p> <p>At about 0142 hrs, the master sounded the alarm and whistle, used the search light as counter-measures and mustered the crew. The second officer found the duty watcher and untied him. At about 0150 hrs, the five perpetrators left the ship using a loose rope and escaped in their small boat. The incident was reported to VTMS Manila and a maritime patrol was conducted by the Coast Guard.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
46	<i>MV Yi Hang Jun 1068</i> Dredger China	18/08/21 2038 hrs	14° 33.54' N, 120° 57.67' E At vicinity waters off South Anchorage Area, Manila, the Philippines	<p>While at anchor, the chief engineer was on his way to the comfort room when he encountered <u>a perpetrator who pointed a gun at his head and locked him in the comfort room.</u> Three other perpetrators were about to rob the ship but escaped empty-handed when they noticed a crew inside the mess hall. The perpetrators escaped in a white motor banca.</p> <p>The ship master reported the incident to the VTMS Manila, mustered all crew and inspect the ship properties on board. The personnel of Philippine Coast Guard (PCG) Sub-station Paranaque proceeded to the location of the incident, conducted 'board and search' of all motor banca transiting the nearby area, but with no result.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
47	<i>Nefeli</i> Bulk carrier Bahamas 40040 9291432	20/08/21 2220 hrs	1° 15' N, 104° 6.5' E Approximately 3.2 nm north of Nongsa Point, Batam Island (Indonesia) in the eastbound lane of the TSS (SOMS)	<p>While underway, four perpetrators were sighted in the engine room. The <u>perpetrators armed with knives confronted the chief engineer</u> while making their escape. The alarm was raised and crew mustered. A search on board the ship was conducted. At 2245 hrs, the master completed the search with no further sighting of the perpetrators on board. <u>The crew was safe</u> and accounted for. The master declared some <u>engine spares parts</u> were stolen.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was also shared with the Malaysian and Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
48	<i>Good Luck I</i> Bulk carrier Liberia 28665 9249269	21/08/21 0300 hrs	1° 18' N, 104° 14.8' E Approximately 3 nm southeast of Tanjung Bulat, Johor (Malaysia) in the westbound lane of the TSS (SOMS)	<p>While underway, <u>four perpetrators armed with knives</u> were sighted in the vicinity of the engine room. The perpetrators escaped upon being sighted. The alarm was raised and crew mustered. A search on board the ship was conducted. At 0330 hrs, the master updated Singapore VTIS that the search was completed with no further sighting of the perpetrators. The master declared some <u>engine spares</u> were stolen. <u>The crew was safe</u> and accounted for.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was also shared with the Malaysian and Indonesian authorities.</p> <p>The master declared no assistance was required and continued her voyage to Singapore. Upon arrival in Singapore, the Singapore Police Coast Guard boarded the ship to conduct a search. At 0730 hrs, the Police Coast Guard updated that the search on board was completed with no sighting of the perpetrators.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
49	Solar Catie Tanker Liberia 18335 9887401	28/08/21 0500 hrs	3° 47' N, 98° 42' E Belawan Port, Indonesia	<p>While at berth, two perpetrators armed with knives boarded the ship, stole some ship stores and escaped unnoticed.</p> <p>The theft was only discovered by the duty crew after the ship departed the port. The ship's CCTV was reviewed and the incident was reported to the CSO. The ship master did not report the incident to Belawan port authority. The CSO provided evidence of boarding and updated that three deck scupper plugs, six fire hose couplings, two fire hose coupling keys and three fire hose nozzles were stolen. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
50	Athenia Petroleum/chemical tanker Singapore 5256 9498951	13/09/21 0415 hrs	1° 15' N, 103° 23' E Johor VTS Sector 6 in the Malacca Strait (SOMS)	<p>While underway, an engine oiler spotted four perpetrators entering the engine room. The perpetrators escaped upon being discovered. The general alarm was raised and deck lights turned on. The incident was reported to the bridge and an announcement was made to alert all crew. A search was conducted by the crew and there was no further sighting of the perpetrators. Nothing was reported missing. The crew was not injured and there was no reported damage to the ship.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
51	Delphinus Bulk carrier Singapore 40717 9336000	17/09/21 2250 hrs	1° 16.92' N, 104° 19' E Approximately 6 nm of Tanjung Pergam, Bintan Island (Indonesia) in the eastbound lane of the TSS (SOMS)	<p>While underway, the second engineer and fourth engineer spotted three perpetrators in the boiler area adjacent to the steering gear room exit door. The perpetrators fled towards the poop deck upon being discovered.</p> <p>The master activated the alarm and mustered all crew at the bridge. He turned on all of the deck lights and conducted a thorough search of the ship. The perpetrators were not found. The master reported the incident to the coastal state. The crew was not injured and nothing was stolen.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
52	<i>Asia Graeca</i> Bulk carrier Cyprus 39041 9279381	18/09/21 0245 hrs	1° 17.2' N, 104° 19.9' E Approximately 5.8 nm north of Tanjung Pergam, Bintan Island (Indonesia) in the eastbound lane of the TSS (SOMS)	<p>While underway, <u>five perpetrators armed with a gun-like object with wooden handle and a long knife</u> were sighted in the vicinity of the engine room. The alarm was raised and search on board the ship was conducted. At 0638 hrs, the master updated Singapore VTIS that the search was completed with no further sighting of the perpetrators. It was reported that the <u>perpetrators had pointed the gun-like object to the back of the duty oiler</u> in the engine workshop. <u>All crew were safe</u> and accounted for. <u>Some engine and generator spare parts</u> were stolen.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Attempted Incidents

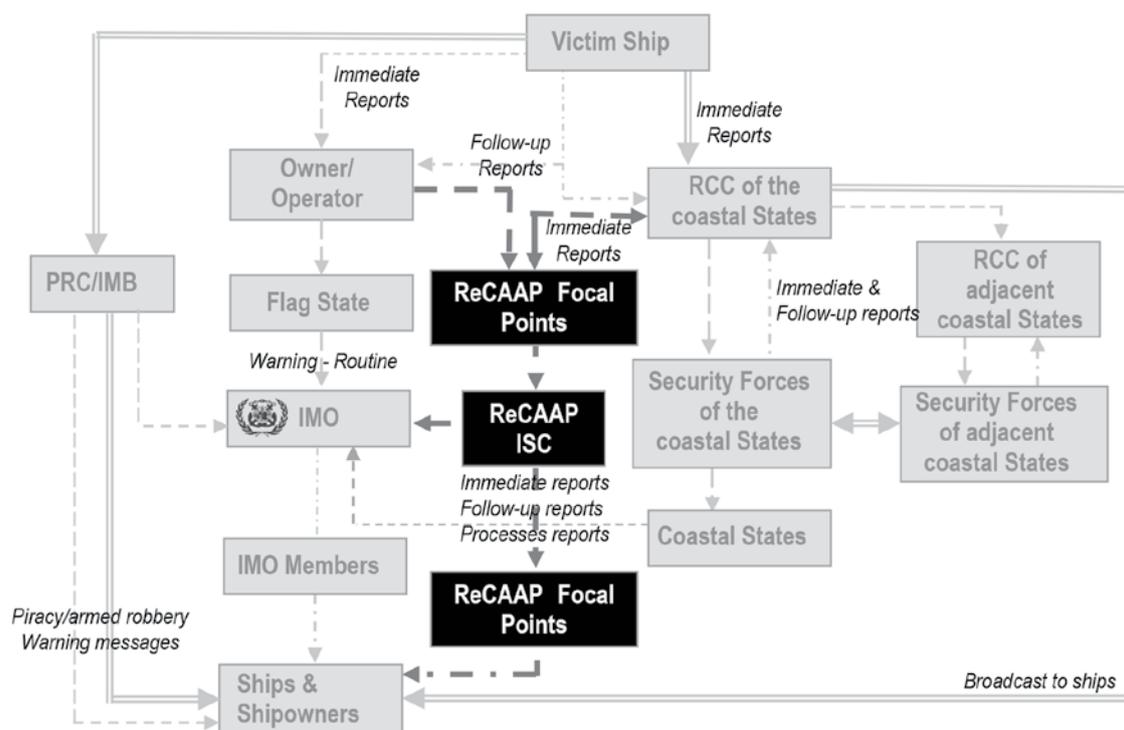
S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
53	<i>Akij Pearl</i> Bulk carrier Bangladesh 31260 9291080	03/03/20 1045 hrs	4° 29.7' N, 119° 36.91' E Approximately 9.2 nm south-west of Sicolan Island, Sibutu, Tawi-Tawi, the Philippines	<p>While underway, a white/red single OBM speedboat with three unidentified persons was heading towards the ship and attempted to throw a line at her port side beam.</p> <p>The crew noticed the speedboat and its activity; and immediately departed from the location. The ship master reported the incident via VHF radio to the Philippine Coast Guard Search and Rescue Base, Sibutu and the Philippine Navy Littoral Monitoring Station (LMS) – Bongao. The Philippine Coast Guard (PCG) immediately coordinated with other law enforcement agencies and alerted all Coast Guard stations and sub-stations about the incident. The PCG and Philippine Navy advised the ship master to maintain its speed and be vigilant when transiting the area.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
54	<i>Astro Perseus</i> Tanker Greece 80620 9280873	09/05/21 2239 hrs	1° 14.77' N 104° 2.79' E Approximately 3.1 nm northwest of Pulau Nongsa, Batam Island, Indonesia in the eastbound lane of the TSS (SOMS)	<p>While underway, a small craft was sighted following the ship from the stern. The perpetrators attempted to board the ship with a hook or rope thrown to the ship, but it failed to reach the ship. The master also made evasive manoeuvres and prevented the attempted boarding.</p> <p>At 2335 hrs, the master informed the Singapore VTIS that the search on board the ship was completed with no sighting of any perpetrators. Nothing was stolen and all crew was safe. No assistance was required.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
55	<i>Maersk Caelum</i> Tanker Denmark 30948 9724582	21/09/21 2318 hrs	1° 21.2' S, 116° 59.94' E Balikpapan Anchorage Zone A, Indonesia	<p>While at anchor and preparing for departure from Balikpapan anchorage, the crew noticed a perpetrator attempting to board the ship through the anchor hawse pipe. The hawse pipe was well secured with plates to prevent access and the perpetrator was struggling to unlock the plates. The alarm was raised and the perpetrator escaped in an unknown craft. The crew was mustered and a search onboard was conducted. All padlocks and seals were found intact. Nothing was stolen and all crew was safe.</p> <p>[ReCAAP Focal Point (Denmark), ReCAAP Focal Point (Singapore)]</p>

Flow Diagram on Procedure for Reporting Incidents of Piracy and Armed Robbery Against Ships in Asia

In accordance to the MSC.1/Circ 1334 on 'Guidance to ships owners, ship operators, ship masters and crew on preventing and suppressing acts of piracy and armed robbery against ships', the flow diagram on Procedure for Reporting Incidents of Piracy and Armed Robbery Against Ships in Asia is shown below:

FLOW DIAGRAM FOR REPORTING INCIDENTS IN ASIA



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

Notes:

1. The RCCs of some ReCAAP Contracting Parties are also their ReCAAP Focal Points. These Focal Points also disseminate incident information internally to their respective RCCs, maritime authorities and law enforcement agencies as appropriate.
2. The ReCAAP Focal Points are governmental agencies designated by the respective Contracting Parties of the ReCAAP Agreement.
3. The incident reporting process in Asia does not change other reporting processes for incidents already in practice.

Contact Details of ReCAAP Focal Points/Contact Point

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Coast Guard District South Western Mindanao (CGDSWM) Email: hcgdswm@yahoo.com	+63-998-585-7972 +63-917-842-8446 VHF: Channel 16 with call sign "NEPTUNE"	
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National Maritime Information Centre Operations Centre Email: NMIC-OPS@mod.gov.uk	+44 2392-211941	+44 2392-212024 Please indicate "FAO NMIC – A leg"
United States		
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Acknowledgements

The ReCAAP ISC makes use of various sources of information in producing its reports. The primary source is the ReCAAP ISC's Information Network System (IFN). Where necessary, the ReCAAP ISC leverages on other secondary sources of information, including those from the International Maritime Organization (IMO), the Information Fusion Centre (IFC), the Malaysian and Indonesian authorities, the commercial entities (such as shipping companies, ship owners, ship operators, ship agents etc.) and other publicly available sources to facilitate analysis on patterns and trends, and to make recommendations. The ReCAAP ISC acknowledges these sources.





Regional Cooperation Agreement on Combating
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