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**NOVEMBER 2018**

# **MONTHLY REPORT**

**PIRACY AND ARMED ROBBERY  
AGAINST SHIPS IN ASIA**

# INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA IN NOVEMBER 2018

## OVERVIEW

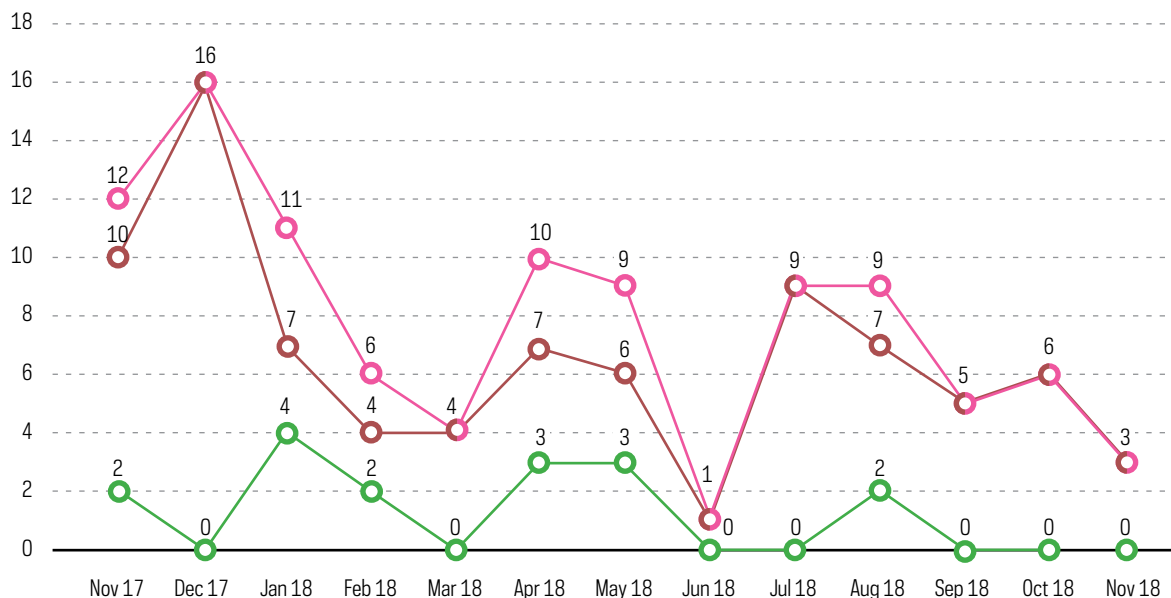
A total of three incidents of piracy<sup>1</sup> and armed robbery against ships<sup>2</sup> were reported in Asia in November 2018. Of the three incidents, one was a piracy incident that occurred in the South China Sea (SCS) and two were incidents of armed robbery against ships reported at ports/anchorages in Batangas, Philippines. There was no report of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah; and no hijacking of ships for theft of oil cargo reported in November 2018. However, the abduction of crew for ransom in the Sulu-Celebes Seas and waters off Eastern Sabah remains a serious concern.

## NOVEMBER 2018

### NUMBER OF INCIDENTS

In November 2018, a total of three actual incidents<sup>3</sup> of piracy and armed robbery against ships were reported. All incidents have been verified and reported to the ReCAAP ISC by ReCAAP Focal Points. Refer to the Appendix on pages 14-15 for the description of these incidents.

Compared to the preceding month of October 2018, the number of incidents reported in November 2018 has decreased. A total of six incidents were reported in October 2018 compared to three incidents in November 2018. Graph 1 shows the number of incidents reported each month from November 2017 to November 2018.



**Graph 1 - Number of incidents (November 2017 to November 2018)**

● Total ● Actual ● Attempted

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

### STATUS OF SHIPS

Of the three incidents reported in November 2018, two incidents occurred on board ships anchored/berthed at Tabangao Anchorage Area, Batangas Bay; and one incident on board ship while underway in the South China Sea.

### SIGNIFICANCE LEVEL OF INCIDENTS

Of the three actual incidents reported in November 2018, one was a CAT 2 incident, one was a CAT 3 incident and one was a CAT 4 incident. Chart 1 shows the significance level of incidents reported in November of 2009-2018.

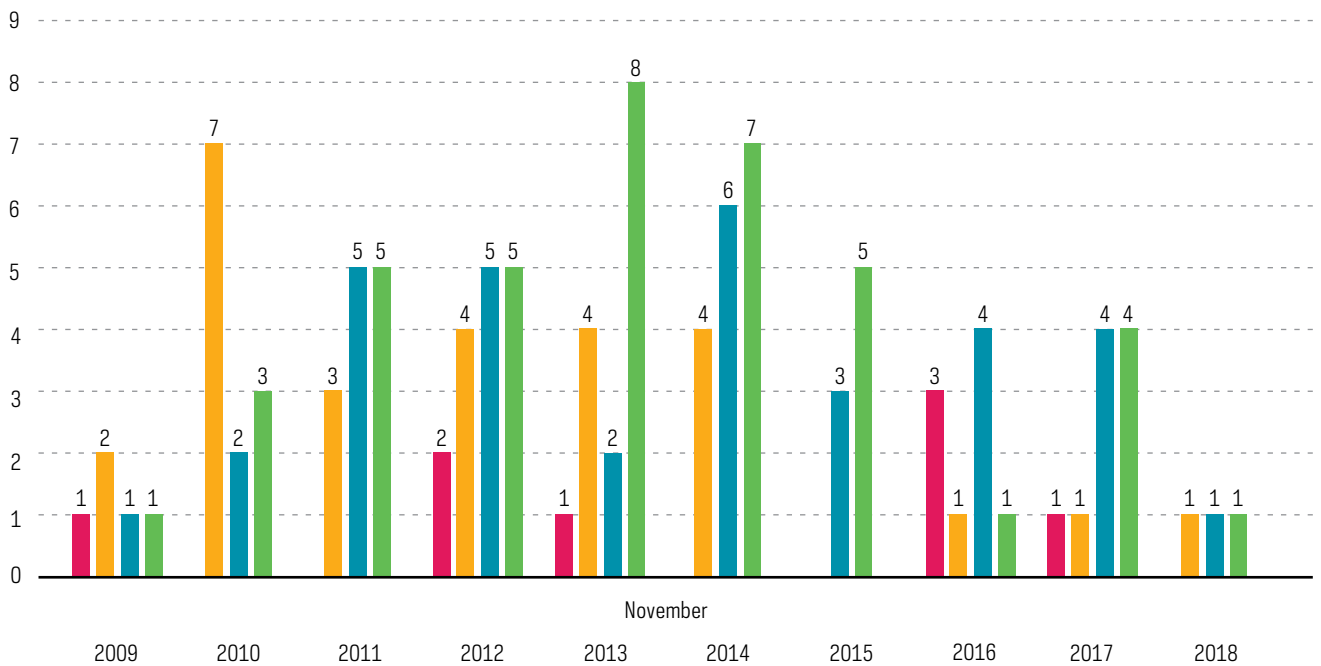
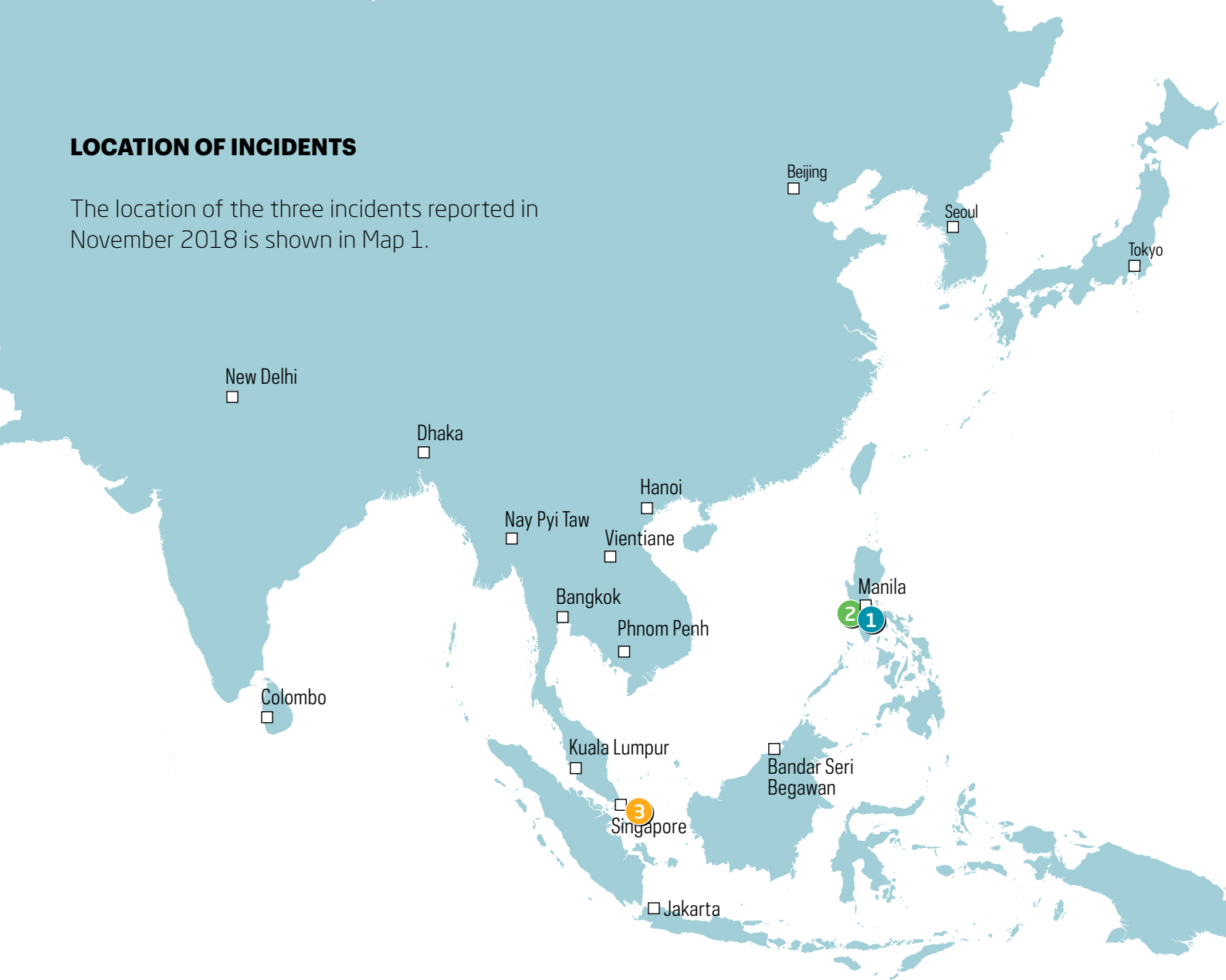


Chart 1 - Significance level of incidents (November of 2009-2018)

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4

## LOCATION OF INCIDENTS

The location of the three incidents reported in November 2018 is shown in Map 1.



**Map 1 - Location of incidents in November 2018**

● CAT 2 ● CAT 3 ● CAT 4

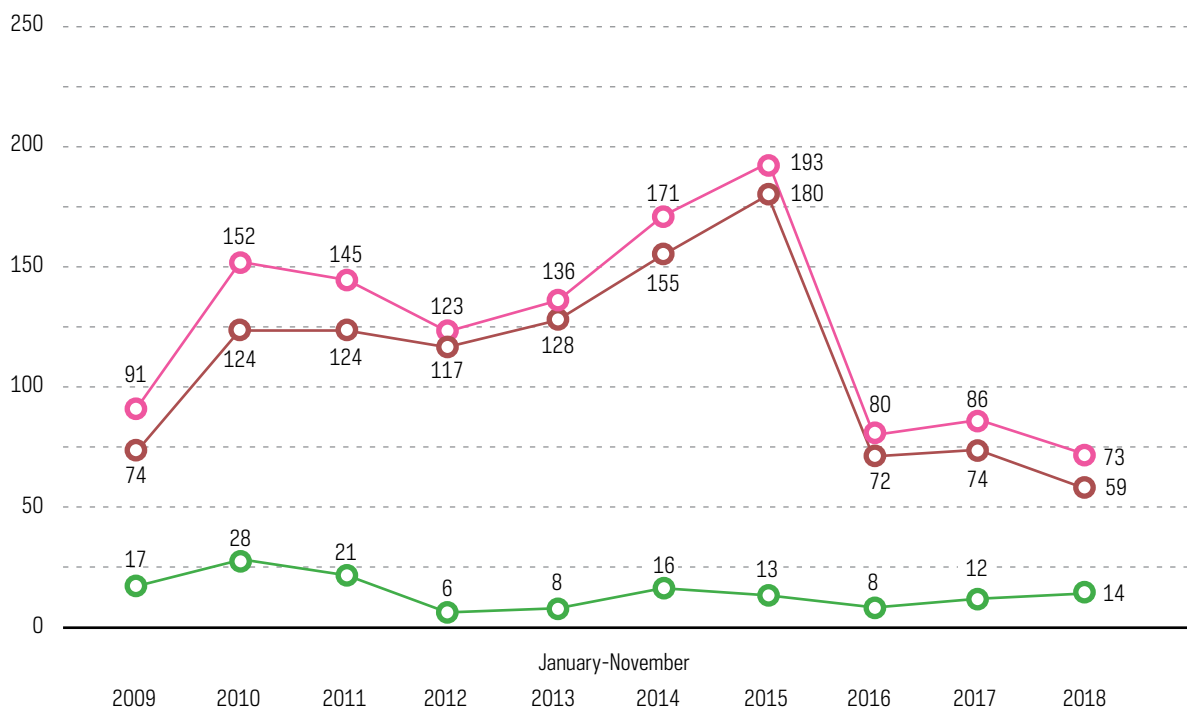
- |   |   |  |
|---|---|--|
| <b>1</b> <i>British Century</i><br>Tanker<br>2 Nov 18<br>0031 hrs | <b>2</b> <i>Northern Defender</i><br>Container ship<br>4 Nov 18<br>0100 hrs | <b>3</b> <i>TN Sunrise</i><br>Bulk carrier<br>5 Nov 18<br>0435 hrs |
|---|---|--|

# JANUARY-NOVEMBER 2018

## NUMBER OF INCIDENTS

A total of 73 incidents comprising of 59 actual incidents and 14 attempted incidents<sup>4</sup> occurred during January-November 2018 have been verified and reported to ReCAAP ISC by ReCAAP Focal Points, Contact Point and regional authorities. Of the 73 incidents, 69 were incidents of armed robbery against ships and four were piracy incidents.

Compared to January-November 2017, there was a **15% decrease** in the total number of incidents reported during January-November 2018. A total of 86 incidents comprising 74 actual and 12 attempted incidents were reported during January-November 2017. Graph 2 shows the number of incidents reported during the 10-year reporting period of January-November of 2009-2018.



**Graph 2 - Number of incidents (January-November of 2009-2018)**

● Total ● Actual ● Attempted

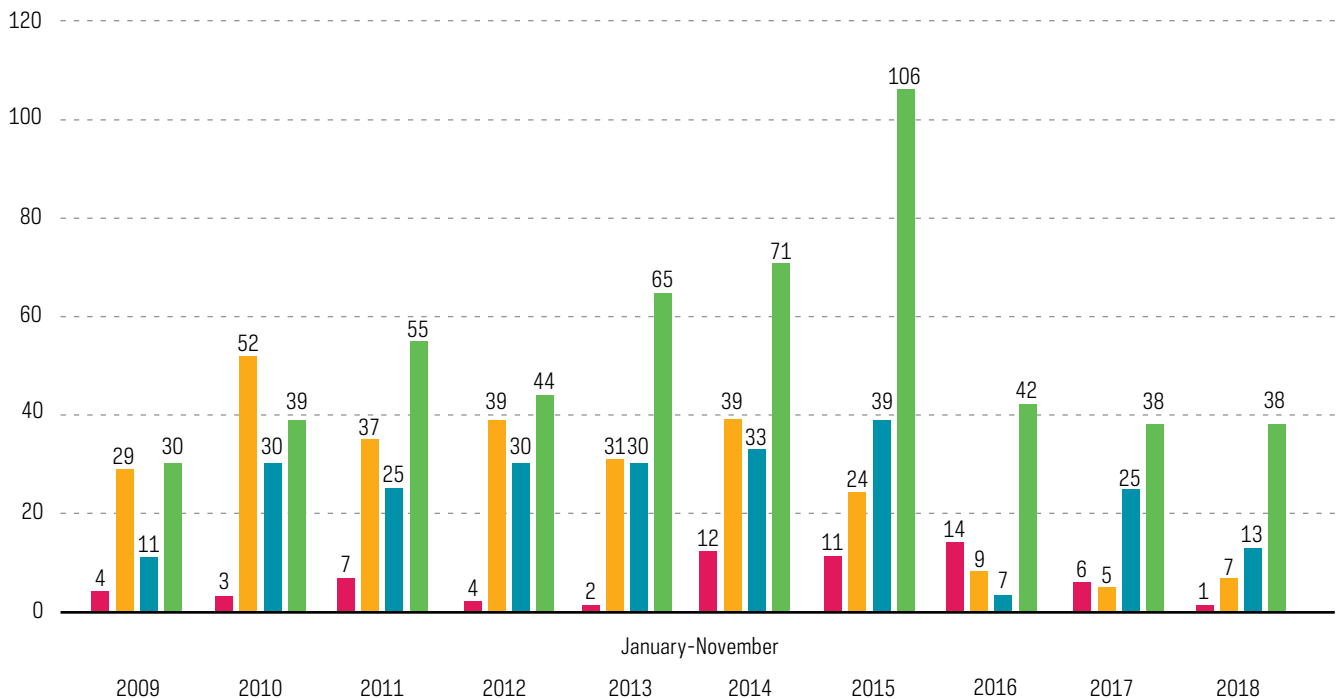
The decrease in the total number of incidents during January-November 2018 compared to the same period in 2017 was due to the lower number of actual incidents reported. The total number of actual incidents reported during January-November 2018 was the lowest among the 10-year reporting period of January-November 2009-2017.

A total of 74 actual incidents were reported during January-November 2017 compared to 59 actual incidents during the same period in 2018. There was a decrease of incidents at ports and anchorages in the Philippines. A total of 15 actual incidents were reported at ports/anchorages in the Philippines during January-November 2017 compared to nine incidents (eight actual and one attempted incidents) during the same period in 2018.

<sup>4</sup> Attempted incidents are incidents where pirates/robbers tried but failed to board the ship.

### SIGNIFICANCE LEVEL OF INCIDENTS

Of the 59 actual incidents reported during January-November 2018, one was a CAT 1 incident, seven were CAT 2 incidents, 13 were CAT 3 incidents and 38 were CAT 4 incidents. Chart 2 shows the significance level of incidents reported during January-November of 2009-2018.



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

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4

One CAT 1 incident was reported during January-November 2018 compared to six CAT 1 incidents during January-November 2017. The CAT 1 incident reported during January-November involved the abduction of two crew from fishing boat, *Sri Dewi 1* on 11 Sep 18. January-November 2018 has the lowest number of CAT 1 incident among the 10-year period of January-November of 2009-2018

The number of CAT 2 incidents reported during January-November 2018 has increased slightly compared to the same period in 2017. However, ReCAAP ISC notes that over the past three years of January-November of 2016-2018, there has been a decrease in the number of CAT 2 incidents when compared to the same period of 2009-2015.

Majority of the actual incidents reported during January-November 2018 were CAT 4 incidents. This accounts for 64% of the total number of actual incidents where perpetrators were not armed, crew not harmed and more than half of the incidents involving perpetrators who escaped empty-handed immediately when sighted by crew.

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

There was no report of actual or attempted incident involving the abduction of crew from ships while underway in the Sulu-Celebes Seas and waters off eastern Sabah in November 2018. The last actual incident reported to the ReCAAP ISC occurred on board fishing boat, *Sri Dewi 1* while sailing off Gaya Island, Semporna, Sabah, East Malaysia on 11 Sep 18; and the last attempted incident occurred to container ship, *Kudos 1* while sailing off Sibago islands, Basilan, Philippines on 16 Feb 18. On 30 Oct 18, ReCAAP ISC issued a Warning about a group of ASG (Abu Sayyaf Group) members planning to conduct kidnapping activities at any opportune time in undisclosed areas in Sabah.

As the threat of abduction of crew still remains, ReCAAP ISC maintains its advisory issued via the *ReCAAP ISC Incident Alert* dated 21 Nov 16 to all ships to reroute from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance when transiting the Sulu-Celebes Seas and waters off Eastern Sabah, and report immediately to the Centres as shown in map below.



Map 2 - Contact details of the centres

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

# CONCLUSION

The total number of incidents of piracy and armed robbery against ships in Asia during January-November 2018 has **decreased by 15%** compared to the same period in 2017. The number of actual incidents reported during January-November 2018 was the lowest among the 10-year reporting period of January-November of 2009-2018.

The abduction of crew for ransom in the Sulu-Celebes Seas and waters off Eastern Sabah remains a serious concern. The recent Warning issued by ReCAAP ISC on 30 Oct 18 indicates that serious threat of abduction of crew still exists in the Sulu-Celebes Seas and waters off Eastern Sabah. The ReCAAP ISC reiterates its Incident Alert dated 21 Nov 16 to all ships to reroute from the area, where possible; otherwise to exercise extra vigilance when transiting the Sulu-Celebes Seas and waters off Eastern Sabah, and report immediately to the reporting centres.

There was no actual incident of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah, nor hijacking of ships for theft of oil cargo in November 2018. The ReCAAP ISC reiterates the need for law enforcement agencies to enhance surveillance, increase patrols and respond promptly to reports of incident. Ships transiting areas of concern are to exercise enhanced vigilance, maintain all round lookout for suspicious boats, report all incidents to the nearest coastal State and flag State immediately, and implement preventive measures recommended in the *Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*.



# APPENDICES

## Definitions & Methodology in Classifying Incidents

### Definitions

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

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

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

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

### Methodology in classifying incidents

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

- A. **Violence Factor.** This factor refers to the intensity of violence in an incident, and the three indicators used to determine this are:
  - (1) Type of weapons used. Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered more violent.
  - (2) Treatment of the crew. Incidents where pirates/robbers kill or kidnap crew are deemed to be more violent compared to petty thieves who flee upon being noticed. Other cases could include threatening crew members, assault, or serious injury.

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

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

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

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

This classification of incidents allows the ReCAAP ISC to provide some perspective of the piracy and armed robbery situation in Asia and to facilitate the maritime community to carry out risk assessment.

## CONTACT DETAILS OF ReCAAP FOCAL POINTS/CONTACT POINT

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>Australia</b>		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: <a href="mailto:mbcengagement@abf.gov.au">mbcengagement@abf.gov.au</a>	+61-2-6275-6000	+61-2-6275-6275
<b>Bangladesh</b>		
Department of Shipping E-mail: <a href="mailto:cns@dos.gov.bd">cns@dos.gov.bd</a>	+88-02-9554206	+88-02-9587301
<b>Brunei</b>		
Marine Police Royal Brunei Police Force Email: <a href="mailto:kasnol.kincho@police.gov.bn">kasnol.kincho@police.gov.bn</a>	+673-8836495	+673-2774000
<b>Cambodia</b>		
Merchant Marine Department E-mail: <a href="mailto:mmd@mpwt.gov.kh">mmd@mpwt.gov.kh</a>	+85-5-2386-4110	+85-5-2386-4110
<b>China</b>		
China Maritime Search and Rescue Coordination Centre (Beijing) Email: <a href="mailto:cnmrcc@mot.gov.cn">cnmrcc@mot.gov.cn</a>	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: <a href="mailto:hkmrcc@mardep.gov.hk">hkmrcc@mardep.gov.hk</a>	+85-2-2233-7999	+85-2-2541-7714
<b>Denmark</b>		
Danish Maritime Authority (DMA) Email: <a href="mailto:ReCAAP-FP-DK@dma.dk">ReCAAP-FP-DK@dma.dk</a>	+45-9137-6000	+45-9137-6001
<b>India</b>		
MRCC (Mumbai) Coast Guard Region (West) Mumbai - India Email: <a href="mailto:indsar@vsnl.net">indsar@vsnl.net</a> <a href="mailto:mrcc-west@indiancoastguard.nic.in">mrcc-west@indiancoastguard.nic.in</a>	+91-22-2431-6558 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>Japan</b>		
Japan Coast Guard (JCG) Ops Centre Email : <a href="mailto:jcg-op@mlit.go.jp">jcg-op@mlit.go.jp</a>	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
<b>Republic of Korea</b>		
Ministry of Oceans and Fisheries Operations Centre Email: <a href="mailto:piracy@gicoms.go.kr">piracy@gicoms.go.kr</a>	+82-44-200-5895 to 98	+82-44-200-5886 to 88
<b>Laos</b>		
International Organisations Department UN Political and Security Affairs Division Ministry of Foreign Affairs Email: <a href="mailto:unpolsec.mfalaos@gmail.com">unpolsec.mfalaos@gmail.com</a>	+856-21-414025	+856-21-414025
<b>Myanmar</b>		
MRCC Ayeyarwaddy (Myanmar Navy) Email: <a href="mailto:mrcc.yangon@mptmail.com.mm">mrcc.yangon@mptmail.com.mm</a> <a href="mailto:mrcc.myanmar2012@gmail.com">mrcc.myanmar2012@gmail.com</a>	+95-313-1651	+95-1202-417
<b>Netherlands</b>		
Dutch Coast Guard Maritime Information Centre (MIK-NL) Email: <a href="mailto:mik-nl@kustwacht.nl">mik-nl@kustwacht.nl</a>	+31-223-658-101	+31-223-658-358
<b>Norway</b>		
Norwegian Maritime Authority Email: <a href="mailto:morten.alsaker.lossius@sjofartsdir.no">morten.alsaker.lossius@sjofartsdir.no</a>	+47-5274-5000 +47-5274-5130	+47-5274-5001
<b>Philippines</b>		
Philippine Coast Guard PCG Action Centre-MRCC (Manila) Email: <a href="mailto:cgac@coastguard.gov.ph">cgac@coastguard.gov.ph</a>	+63-2-527-8481 to 89 (ext: 6136/37) +63-917-724-3682 +63-929-825-3207 (mobile)	+63-2-310-2097
Coast Guard District South Western Mindanao (CGDSWM) Email: <a href="mailto:hcgdswm@yahoo.com">hcgdswm@yahoo.com</a>	+63 929689 4129 +63 916626 0689  VHF: Channel 16 with call sign "NEPTUNE"	

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>Singapore</b>		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: <a href="mailto:pocc@mpa.gov.sg">pocc@mpa.gov.sg</a>	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
<b>Sri Lanka</b>		
Sri Lanka Navy Operations Room / MRCC (Colombo) Email: <a href="mailto:nhqдно@yahoo.com">nhqдно@yahoo.com</a> <a href="mailto:nhqдно@navy.lk">nhqдно@navy.lk</a>	+94-11-244 5368 +94-11-221 2230/31	+94-11-244 1454 +94-11-244 9718
<b>Thailand</b>		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: <a href="mailto:miscdutyofficer@misc.go.th">miscdutyofficer@misc.go.th</a> <a href="mailto:sornchon2558@gmail.com">sornchon2558@gmail.com</a>	+66-2475-4532	+66-2475-4577
<b>United Kingdom</b>		
National Maritime Information Centre Operations Centre Email: <a href="mailto:NMIC-OPS@mod.gov.uk">NMIC-OPS@mod.gov.uk</a>	+44 2392-211941	+44 2392-212024 Please indicate "FAO NMIC - A leg"
<b>United States</b>		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: <a href="mailto:rccalameda@uscg.mil">rccalameda@uscg.mil</a>	+1-510-437-3701	
Vietnam		
Vietnam Coast Guard Email: <a href="mailto:vietnamcoastguard@gmail.com">vietnamcoastguard@gmail.com</a>	+84-4-3355-4378	+84-4-3355-4363

Correct as at 3 December 2018

# DESCRIPTION OF INCIDENTS IN OCTOBER 2018

## Actual Incidents

● CAT 2 ● CAT 3 ● CAT 4

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<b>British Century</b> Tanker Isle of Man 85445 9682978	02/11/18 0031 hrs	13° 42.45' N, 121° 3.14' E  Tabangao "Alpha" Anchorage Area, Batangas Bay, Philippines	<p>While at anchor, the deck roving watch spotted a perpetrator armed with knives at the ship's forward. The OOW activated the general alarm and mustered the crew. The crew went to the forecandle area and discovered that the security padlock to the bosun's store was broken. A ship's bell, eight scupper plugs, three fire hose nozzles, four hydrant caps and six fire hose couplings were stolen.</p> <p>The OOW reported the incident to Shell Terminal and ship's local agent through VHF radio. The agent only submitted the report of the incident to Philippine Coast Guard (PCG) after the ship left the anchorage.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
2	<b>Northern Defender</b> Container ship Liberia 35975 9329643	04/11/18 0100 hrs	13° 42.46' N, 121° 3' E  Tabangao Anchorage Area, Batangas Bay, Philippines	<p>While at anchor, two perpetrators boarded the ship from a small motor banca approximately three meters in length and painted in blue. The perpetrators stole various items including fire nozzles and cable wire from the ship.</p> <p>The ship's master and crew were not aware of the robbery on board their ship until when the Philippine Coast Guard (PCG) maritime patrol team alerted and informed them of the stolen items which were confiscated by PCG.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>

	<b>Ship Name, Type of Ship, Flag, GT, IMO No.</b>	<b>Date Time</b>	<b>Location of Incident</b>	<b>Details of Incident</b>
3	<b><i>TN Sunrise</i></b> Bulk carrier Marshall Islands 34349 9729348	05/11/18 0435 hrs	0° 56. 5' N 105° 6.8' E  South China Sea	<p>While underway, five perpetrators armed with machetes and with their faces covered with balaclavas, boarded the port quarter of the ship from a small boat.</p> <p>The perpetrators managed to enter the wheelhouse and confronted the chief officer who was on watch-keeping duty. They brought the chief officer down to the master's cabin where the perpetrators ordered the master to open the safe. The perpetrators took some cash from the safe, tied up the master and chief officer and escaped at about 0500 hrs (local time).</p> <p>The chief officer managed to untie himself and subsequently activated the Ship Security Alert System. The crew was safe with no injury, and the ship proceeded to Singapore Pilot Eastern Boarding Ground Station.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

## DESCRIPTION OF PAST INCIDENT (RECENTLY VERIFIED)<sup>5</sup> DURING JANUARY-NOVEMBER 2018

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<b>Alpha Bulker</b> Bulk carrier Panama 19885 9336763	17/10/18 0700 hrs	20° 53.4' N 107° 16.8' E  Cam Pha loading anchorage, Vietnam	While at anchor, about seven perpetrators (not armed) pretended to be stevedores boarded the bulk carrier. They damaged the midship locker, stole ship's stores and escaped.  <b>[ReCAAP Focal Point (Vietnam)]</b>

<sup>5</sup> This incident was not reported in the previous report of ReCAAP ISC as it was being verified at the time of the report. As this incident has been verified now, it is included in the statistics of January-November 2018.





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