



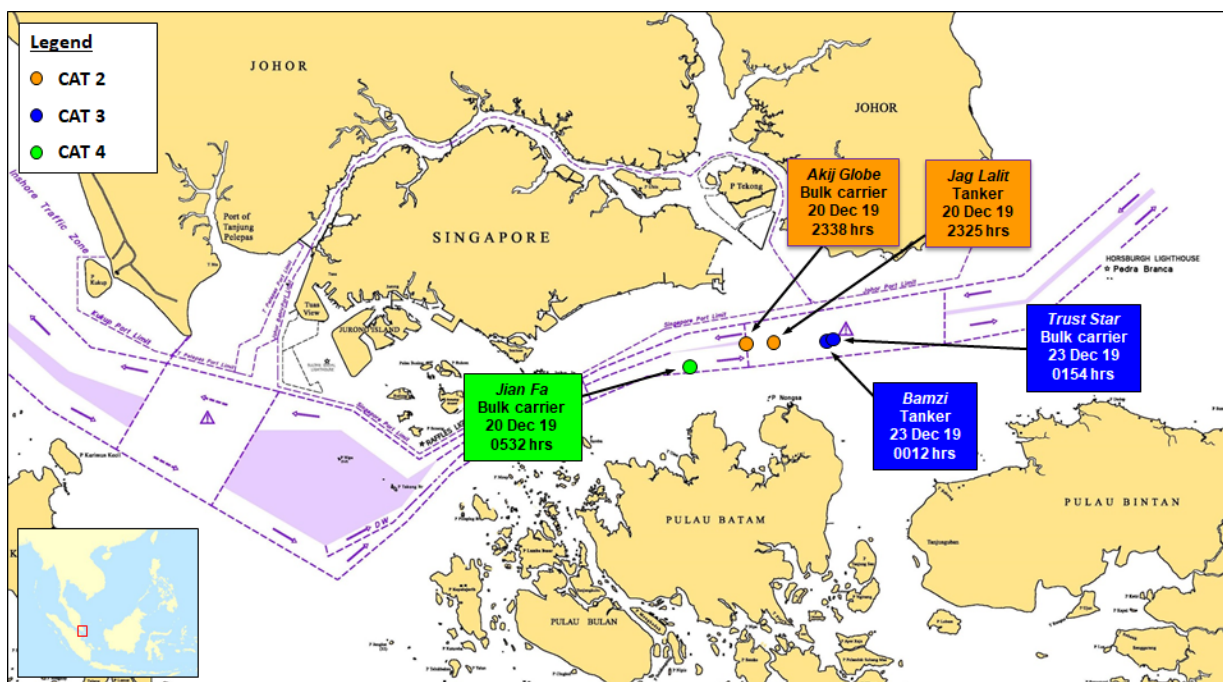
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ReCAAP ISC Weekly Report 17-23 December 2019

Piracy and Armed Robbery Against Ships in Asia

OVERVIEW

During 17-23 Dec 19, five incidents of armed robbery against ships in Asia were reported to ReCAAP ISC. All five incidents occurred to ships while underway in the eastbound lane of the Singapore Strait. Of the five incidents, two were CAT 2¹ incidents, two were CAT 3² incidents and one was a CAT 4³ incident. The location of the incident is shown in the map below; and detailed description is tabulated in the attachment.



Location of the incidents

¹ The ReCAAP ISC classifies CAT (Category) 2 incident as moderately significant. Under this category, the perpetrators are likely to be armed with knives/machetes and in some incidents armed with guns. The crew is threatened or held hostage temporarily and, in some cases, the crew suffered injury and physical violence.

² CAT (Category) 3 incident is 'less significant' in nature. Under this category, the perpetrators could be armed with knives/machetes or other items such as sticks or rods. The crew was not harmed although there remains a small possibility that the crew could be subjected to duress or threat during the incident but not harmed physically. In most CAT 3 cases, the perpetrators were unable to steal anything from the vessel, but in cases where losses were reported, stores and engine spares were commonly targeted items.

³ CAT (Category) 4 incident is classified as 'least significant' in nature. Under this category, the perpetrators were not armed, and the crew not harmed.

INCIDENTS INVOLVING SHIPS WHILE UNDERWAY IN THE EASTBOUND LANE OF SINGAPORE STRAIT

Concerning the five incidents that occurred in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait, the ReCAAP ISC had issued two Incident Alerts: (1) Incident Alert 07/2019 on 21 Dec 19 and (2) Incident Alert 08/2019 on 23 Dec 19.

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

Release of two abducted crew

On 22 Dec 19 at around 0400 hrs, the Philippine military forces rescued two Indonesian nationals who were abducted by the Abu Sayyaf Group (ASG) on 23 Sep 19⁴ in the waters of Lahad Datu, Sabah. The two rescued crew members were airlifted to Western Mindanao Command at around 1500 hrs on 22 Dec 19 and brought to Camp General Navarro hospital for medical check-up and debrief; before handed over to the Indonesian government. With the rescue of the two Indonesian crew, there is still one Indonesian crew held in captivity. The Philippine authorities are carrying out all efforts to locate the crew.

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



The map shows the Sulu Sea to the north and the Celebes Sea to the south. Key locations marked include Lahad Datu, Zamboanga, and Bongao. Contact points are indicated by numbered circles: 1 near Zamboanga, 2a and 2b near Bongao, and 3 near Lahad Datu.

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

Contact details

⁴ On 23 Sep 19 at about 1300 hrs, seven perpetrators wearing mask and military camouflage uniform boarded fishing boat SN3384/F and abducted three Indonesian crew from the fishing boat and then fled towards the waters of Tawi-tawi, Philippines.

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

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

Email: pcgcomcen@coastguard.gov.ph

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

RECOMMENDATION

The ReCAAP ISC urges ship master and crew to report all incidents of piracy and armed robbery against ships to the nearest coastal State and flag State, exercise vigilance and adopt relevant preventive measures taking reference from the *Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia*.

**Description of Incidents of Piracy and Armed Robbery against Ships
17-23 December 2019**

	Ship Name Type of Ship Flag Gross Tonnage IMO Number	Date Local Time of Incident (LT)	Position of the Incident	Details of the Incident	Consequences for crew, ship, cargo	Action taken by the master and crew	Was the incident reported to coastal authority? Which one?	Reporting State or International Organization	Coastal State Action Taken
1	2	3	4	5	6	7	8	9	10
INCIDENTS IN ASIA									
ACTUAL INCIDENTS									
1	Jag Lalit Tanker India 81396 9297905	20/12/19 2325 hrs	1° 15.7' N, 104° 4.8' E Approximately 3.5 nm north of Pulau Nongsa, Indonesia, in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While underway, six perpetrators armed with knives boarded the ship. The 4 th engineer was punched in the face while the chief engineer sustained bruises on the neck and had a gold chain stolen from him. The master reported the incident to Singapore VTIS; and deviated the ship to Singapore to ensure the safety of crew, before proceed on her voyage. Upon the ship's arrival in Singapore, the Singapore Police Coast Guard boarded the ships for investigation and verified that all crew are safe. (Category 2)	Two crew sustained injuries. The personal property of the crew was stolen.	The master reported the incident to Singapore Vessel Traffic Information System (VTIS) and arrived at the port of Singapore to ensure safety of crew before proceed on her voyage to next port of call.	Yes Singapore Vessel Traffic Information System (VTIS)	ReCAAP ISC via ReCAAP Focal Point (Singapore)	The Indonesian authority was informed. The Republic of Singapore Navy also notified. Singapore Police Coast Guard who boarded the ship when she arrived at Singapore port. A safety navigational broadcast was initiated.
2.	Akij Globe Bulk carrier Bangladesh 30000 9293105	20/12/19 2338 hrs	1° 15.34' N, 104° 3.17' E Approximately 3.5 nm northwest of Pulau Nongsa, Indonesia, in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While underway, five armed perpetrators were sighted in the engine room. The alarm was raised and upon hearing the alarm, the perpetrators confronted three crew in the engine room. They stole some main engine and generator spares and escaped in a white small boat. The master reported the incident to the Singapore VTIS and resumed her passage to Singapore. The Singapore Police Coast Guard boarded the ship upon arrival in Singapore. All crew was safe. (Category 2)	Three crew were confronted. Some main engine and generator spares were stolen.	The alarm was raised. The master reported the incident to Singapore Vessel Traffic Information System (VTIS) via VHF.	Yes Singapore Vessel Traffic Information System (VTIS)	ReCAAP ISC via ReCAAP Focal Point (Singapore)	The Indonesian authority was informed. The Republic of Singapore Navy notified Singapore Police Coast Guard who boarded the ship to investigate. A safety navigational broadcast was initiated.

	Ship Name Type of Ship Flag Gross Tonnage IMO Number	Date Local Time of Incident (LT)	Position of the Incident	Details of the Incident	Consequences for crew, ship, cargo	Action taken by the master and crew	Was the incident reported to coastal authority? Which one?	Reporting State or International Organization	Coastal State Action Taken
3	Jian Fa Bulk carrier Panama 25074 9132868	21/12/19 0532 hrs	1° 13.95' N, 103° 59.98' E Approximately 3 nm northwest of Tanjung Sengkuang, Pulau Batam, Indonesia, in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While underway, an unknown number of perpetrators boarded the ship. The Singapore Police Coast Guard notified the Singapore Vessel Traffic Information System (VTIS) about the boarding. The ship informed Singapore VTIS that a search on board the ship was conducted and there was no sighting of the perpetrators. Nothing was stolen. All crew are safe and the ship resumed her voyage to China. (Category 4)	All crew was safe. Nothing was stolen.	The crew conducted search on board the ship.	Yes Singapore Vessel Traffic Information System (VTIS)	ReCAAP ISC via ReCAAP Focal Point (Singapore)	Singapore Police Coast Guard notified Singapore VTIS.
4.	Bamzi Tanker Panama 58088 9256468	23/12/19 0012 hrs	1° 15.51' N, 104° 7.8' E Approximately 4.2 nm northeast of Nongsa Point, Pulau Batam, Indonesia, in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While underway, the chief engineer and duty engineer sighted three perpetrators in the engine room. One of the perpetrators was armed with a knife. The alarm was raised and the three perpetrators escaped immediately. Two motormen were later found tied up by the perpetrators. A search on board the ship was conducted, with no further sighting of the perpetrators. The crew was safe, nothing was stolen and the ship resumed her voyage. (Category 3)	Two motormen were tied up. No property was reported stolen.	The alarm system was activated. The crew searched the ship and found no sightings on board. The master reported the incident to Singapore Vessel Traffic Information System (VTIS).	Yes Singapore Vessel Traffic Information System (VTIS)	ReCAAP ISC via ReCAAP Focal Point (Singapore)	The Indonesian authority was informed. The Republic of Singapore Navy and Singapore Police Coast Guard were notified. A safety navigational broadcast was initiated.

	Ship Name Type of Ship Flag Gross Tonnage IMO Number	Date Local Time of Incident (LT)	Position of the Incident	Details of the Incident	Consequences for crew, ship, cargo	Action taken by the master and crew	Was the incident reported to coastal authority? Which one?	Reporting State or International Organization	Coastal State Action Taken
5.	Trust Star Bulk carrier Panama 21699 9610236	23/12/19 0154 hrs	1° 15.72' N, 104° 8.33' E Approximately 4.2 nm northeast of Nongsa Point, Pulau Batam, Indonesia, in the eastbound lane of the TSS in the Singapore Strait (SOMS)	While underway, six perpetrators were sighted at the engine room. They confronted and tied up two crew in the engine room who later untie themselves. The perpetrators escaped when the ship's alarm system was raised. The master reported the incident to Singapore Vessel Traffic Information System (VTIS) and deviated to Singapore port. Upon the ship's arrival in Singapore, the Singapore Police Coast Guard boarded the ship and conducted a search on board. There was no further sighting of any perpetrator, the crew was safe and nothing was stolen. (Category 3)	Two crew were confronted and tied up. No property was reported stolen.	The ship's alarm was raised. The master reported the incident to Singapore Vessel Traffic Information System (VTIS) and deviated back to Singapore port.	Yes Singapore Vessel Traffic Information System (VTIS)	ReCAAP ISC via ReCAAP Focal Point (Singapore)	The Indonesian authority was informed. The Republic of Singapore Navy was notified. Singapore Police Coast Guard boarded the ship to investigate and escorted her to the anchorage area together with Singapore Navy. A safety navigational broadcast was initiated.