Piracy and Armed Robbery Against Ships in Asia

OVERVIEW

During 19-25 Nov 19, three incidents of armed robbery against ship in Asia were reported to ReCAAP ISC by ReCAAP Focal Points. One was a CAT 3\(^1\) incident and two were CAT 4\(^2\) incidents. Two of the incidents occurred to ships while underway in the Singapore Strait and one incident occurred when the ship was berthed at Belawan port, Indonesia. The location of the incidents is shown in the map below; and detailed description is tabulated in the attachment.

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

\(^2\) CAT (Category) 4 incident is classified as “least significant” in nature. Under this category, the perpetrators were not armed and the crew not harmed.
SITUATION OF ABDUCTION OF CREW IN THE SULU-CELEBES SEAS AND WATERS OFF EASTERN SABAH

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

1. Philippine Coast Guard District Southwestern Mindanao
   Tel: +63 998 585 7972
   +63 917 642 8445
   VHF: Channel 15 with call-sign “NEPTUNE”
   Email: hccgdswm@yahoo.com

2. Philippine Coast Guard Station, Bongao (Central Tawi-Tawi)
   Tel: +63 998 585 7941
   +63 917 642 8402
   VHF: Channel 15
   Email: cgd_tawi2@yahoo.com

3. Philippine Navy - Littoral Monitoring Station (LMS), Bongao, Tawi-Tawi
   Tel: +63 955 714 0153
   VHF: Channel 15
   Email: jointtaskgroup@gmail.com

4. Eastern Sabah Security Command (ESSCOM)
   Tel: +60 89863181/016
   Fax: +60 89863182
   VHF: Channel 15 with call-sign “ESSCOM”
   Email: bnikgerakan_esscom@jpm.gov.my

Contact details

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

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

Email: pcgcomcen@coastguard.gov.ph

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

The ReCAAP ISC urges ship master and crew to report all incidents of piracy and armed robbery against ships to the nearest coastal State and flag State, exercise vigilance and adopt relevant preventive measures taking reference from the *Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia*. 
## Description of Incidents of Piracy and Armed Robbery against Ships
### 19-25 November 2019

<table>
<thead>
<tr>
<th>Incident Number</th>
<th>Ship Name</th>
<th>Type of Ship</th>
<th>Flag</th>
<th>Gross Tonnage</th>
<th>IMO Number</th>
<th>Date</th>
<th>Local Time of Incident (LT)</th>
<th>Position of the Incident</th>
<th>Details of the Incident</th>
<th>Consequences for crew, ship, cargo</th>
<th>Action taken by the master and crew</th>
<th>Was the incident reported to coastal authority? Which one?</th>
<th>Reporting State or International Organization</th>
<th>Coastal State Action Taken</th>
<th>Action Taken</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Faye</td>
<td>Bulk carrier</td>
<td>Marshal Island</td>
<td>39737</td>
<td>9553062</td>
<td>23/11/19 0522 hrs</td>
<td>1° 16.3' N, 104° 14.08' E Approximately 4.4 nm south southeast of Tanjung Bulat, Malaysia, in the eastbound lane of the Traffic Separation Scheme (TSS) of the Singapore Strait (SOMS)</td>
<td>While underway, five perpetrators armed with two long knives were sighted in the engine room. The crew immediately raised the alarm and the perpetrators escaped. The crew followed up with search for any missing items and perpetrators on board. The master later confirmed that there were no perpetrators on board the ship. He reported the incident to Singapore Vessel Traffic Information System (VTIS). The ship resumed her voyage to Incheon, South Korea. The crew was safe.</td>
<td>The crew was not injured and nothing was stolen from the ship.</td>
<td>The alarm was raised and the crew conducted search on board. The master reported the incident to Singapore VTIS.</td>
<td>Yes Singapore VTIS</td>
<td>ReCAAP ISC via ReCAAP Focal Point (Singapore)</td>
<td>The Singapore Navy and Police Coast Guard was notified. The safety navigational broadcast was initiated, and the Indonesian authority was notified.</td>
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<tr>
<td>2</td>
<td>Maersk Borneo</td>
<td>Product tanker</td>
<td>Singapore</td>
<td>19758</td>
<td>9341445</td>
<td>08/11/19 0000 hrs</td>
<td>3° 47.2' N, 98° 41.8' E Belawan Port, Indonesia</td>
<td>While at berth, the duty watch keeper noticed one perpetrator trying to board the tanker using ropes with hook. The perpetrator escaped when the duty watch discovered his presence. The lower platform of the accommodation ladder was reported stolen. No damage to the ship and the crew was not injured.</td>
<td>The crew was not injured.</td>
<td>The ship’s lower platform of the accommodation ladder was stolen.</td>
<td>No information.</td>
<td>No information.</td>
<td>ReCAAP ISC via ReCAAP Focal Point (Singapore)</td>
<td>No information.</td>
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<td>Ship Name</td>
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<tr>
<td>Harbour Libra</td>
<td>Tug boat</td>
<td>Malaysia</td>
<td>163</td>
<td>9570383</td>
<td>24/11/19 0330 hrs</td>
<td>1° 14.25' N 104° 4.01 E</td>
<td>Approximately 2.2 nm northwest of Pulau Nongsa, Indonesia, in the eastbound lane of the Traffic Separation Scheme (TSS) of the Singapore Strait. (SOMS)</td>
<td>While sailing, two perpetrators were sighted on board the barge loaded with containers. The perpetrators escaped after the crew on board the barge raised the alarm and chased them away. Some twist locks and ropes were stolen. The master reported the incident to Singapore Vessel Traffic Information System (VTIS). The crew was not injured and the ship resumed her voyage to Port Sibu, Sarawak. (Category 4)</td>
<td>The crew was not injured. Some twist locks and ropes were stolen.</td>
<td>The crew raised the alarm and chased the perpetrators away. The master reported the incident to Singapore VTIS.</td>
<td>Yes</td>
<td>Singapore VTIS</td>
<td>ReCAAP ISC via ReCAAP Focal Point (Singapore)</td>
<td>The Singapore Police Coast Guard and Singapore Navy were informed of the incident. Indonesian authority was notified, and the safety navigational broadcast was initiated.</td>
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<td>Harbour Voyager</td>
<td>Barge</td>
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