



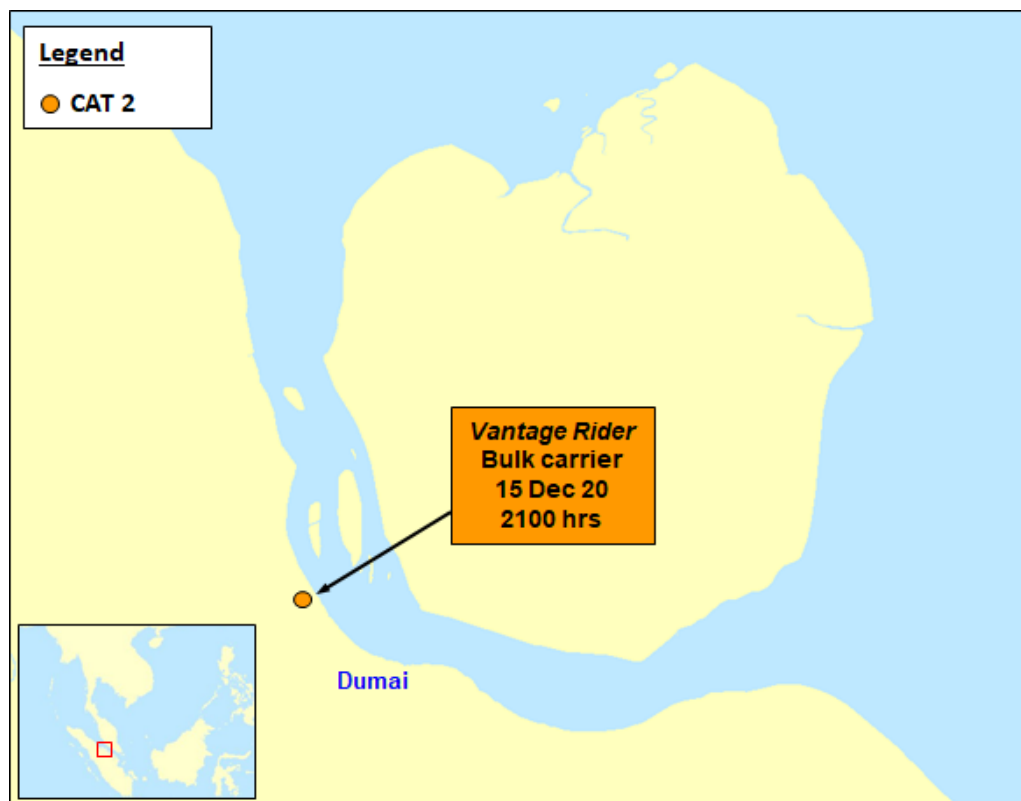
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ReCAAP ISC Weekly Report 15-21 Dec 2020

Piracy and Armed Robbery Against Ships in Asia

OVERVIEW

During 15-21 Dec 20, one incident of armed robbery against ship in Asia was reported to the ReCAAP ISC. The CAT 2¹ incident occurred on 15 Dec on board a bulk carrier while berthed at Lubuk Guang Port, Dumai, Indonesia. The location of the incident is shown in the map; and detailed description of the incident tabulated in the attachment.



Location of incident

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.

INCIDENT OUTSIDE ASIA

During 15-21 Dec 20, one incident outside Asia was reported to the ReCAAP ISC by ReCAAP Focal Point (Singapore). The incident occurred on 19 Dec on board a container ship while underway south of Onne, Nigeria. The detailed description of the incident is tabulated in the attachment.

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 as demonstrated by the abduction incident on 17 Jan 20, information of planned kidnapping in Sabah and Semporna, Malaysia (as reported in ReCAAP ISC's Warning issued on 2 Jul 20), and the latest operation on 3 Nov 20 by the Philippine authorities in preventing a kidnap-for-ransom incident; the 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 shown (next page):



The map shows the Sulu Sea to the north and the Celebes Sea to the south. Key locations marked include Zamboanga, Lahad Datu, and Bongao. Numbered markers 1, 2a, 2b, and 3 indicate the locations of the contact centers listed to the right.

- 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

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

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

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
15-21 December 2020**

1	Ship Name Type of Ship Flag Gross Tonnage IMO Number	2 Date Local Time of Incident (LT)	3 Position of the Incident	4 Details of the Incident	5 Consequences for crew, ship, cargo	6 Action taken by the master and crew	7 Was the incident reported to coastal authority? Which one?	8 Reporting State or International Organization	9 Coastal State Taken	10 Action
INCIDENT IN ASIA										
ACTUAL INCIDENT										
1.	Vantage Rider Bulk carrier Liberia 18481 9613226	15/12/20 2100 hrs	1° 44' N, 101° 22' E Lubuk Guang Port, Dumai, Indonesia	During his routine rounds, the duty officer on board the ship was taken hostage and tied up by four perpetrators who were armed with knives. The perpetrators stole ship stores and spare parts; and released the duty officer before they escaped. [Category 2]	The duty officer was taken hostage and tied up by the perpetrators. He was later released when the perpetrators escaped from the ship. Ship stores and spare parts were stolen.	No information available	No	ReCAAP ISC via ReCAAP Focal Point (Singapore)	No information available	
INCIDENT OUTSIDE ASIA										
ACTUAL INCIDENT										
1.	Maersk Cadiz Container ship Singapore 50869 9526459	19/12/20 1336 hrs	2° 36.79' N, 6° 12.19' E Approximately 120 nm south of Onne, Nigeria	While underway, the container ship was boarded by an unknown number of perpetrators. The crew proceeded to the citadel. The master contacted the company office/CSO via satellite phone. The CSO contacted the Marine Domain Awareness for Trade – Gulf of Guinea (MDAT-GOG), as well as the local security service provider and requested for naval assets in the vicinity to render assistance. The local security service provider under the control of the Nigerian Navy responded by deploying a patrol craft, <i>Defender VI</i> and two utility vessels, <i>Owho</i> and <i>Sirius</i> , to the location of the container ship. The three ships arrived at the	The crew was not injured. It is not known if there were any items stolen or damage to the ship at the time of reporting of the incident.	The crew proceeded to the citadel. The master was able to establish communication with the company office/CSO via satellite phone.	Yes MDAT-GOG) and local security service provider	ReCAAP ISC via ReCAAP Focal Point (Singapore)	The local security service provider responded to the CSO's request for assistance by deploying a patrol craft, <i>Defender VI</i> and two utility vessels, <i>Owho</i> and <i>Sirius</i> , to the location of the container ship. The Navy personnel from the Nigerian Navy ships boarded the container ship and did a sweep of the ship to ascertain that there were no perpetrators on board. One of the Nigerian Navy ships escorted the	

	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
				location at about 0150 hours (UTC) on 20 Dec. The Navy personnel from the Nigerian Navy ships boarded the container ship and did a sweep of the ship to ascertain that there were no perpetrators on board. After given the all clear, the crew came out from the citadel. All 21 crew were safe. The crew did a check on board the ship to determine if anything was stolen or damage. The ship resumed her voyage to Kribi, Cameroon under escort by one of the Nigerian Navy ships.					container ship on her voyage to Kribi, Cameroon.