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**JANUARY - SEPTEMBER 2017 REPORT**  
**QUARTERLY**  
**PIRACY AND ARMED ROBBERY  
AGAINST SHIPS IN ASIA**

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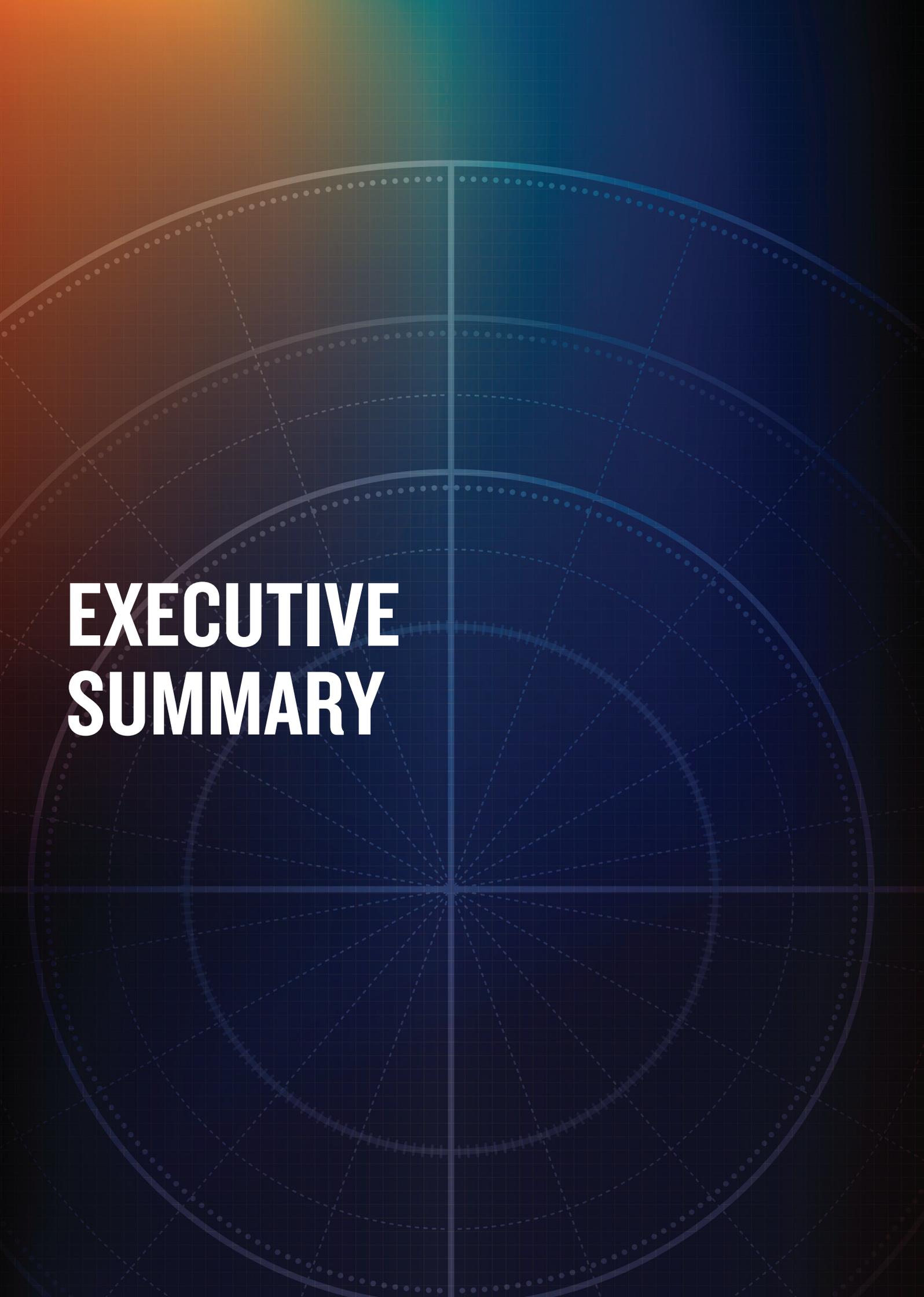
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# **EXECUTIVE SUMMARY**

# EXECUTIVE SUMMARY

A total of 50 incidents of piracy and armed robbery against ships (comprising 43 actual incidents and seven attempted incidents) were reported during January-September 2017 in Asia. Of the 50 incidents, seven were incidents of piracy and 43 were incidents of armed robbery against ships. The total number of incidents reported during January-September 2017 has decreased by 15% compared to the same period in 2016. A total of 59 incidents were reported during January-September 2016.

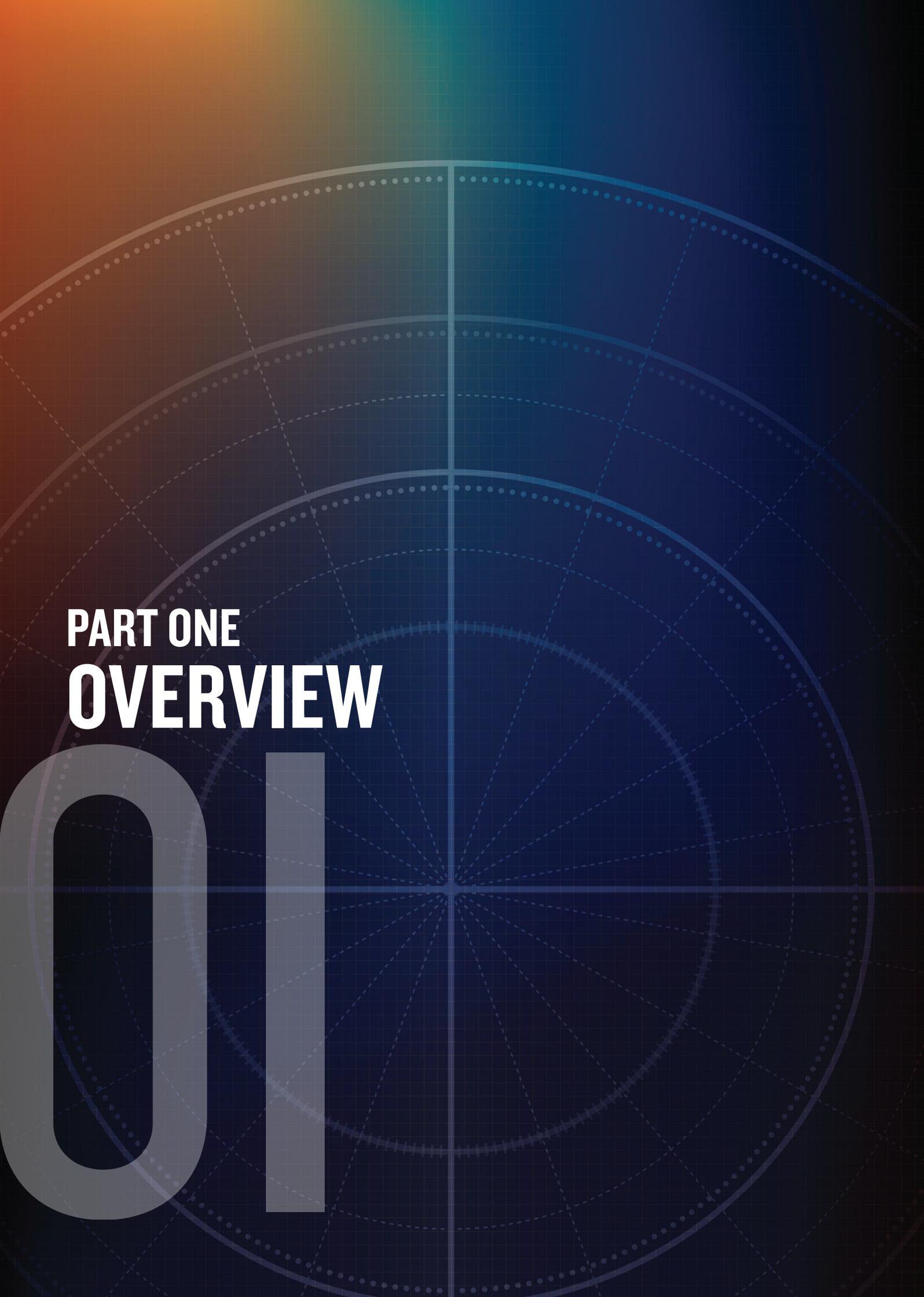
During January-September 2017, there were improvements at ports and anchorages in India, Indonesia, Malaysia and Vietnam. However, there has been an increase in the number of incidents reported at certain ports and anchorages in Philippines. A total of 11 incidents were reported in Philippines (off Batangas and Manila) during January-September 2017 compared to three incidents reported there during the same period in 2016.

Of concern was the occurrence of two incidents involving the hijacking of ship for theft of oil cargo during January-September 2017. Both incidents occurred in the South China Sea; on board *C.P. 41* on 23 Jun 17 and *MGT 1* on 6 Sep 17. In the incident involving *MGT 1*, the Malaysian Maritime Enforcement Agency (MMEA) had successfully boarded the ship, arrested the 10 perpetrators on board, and detained the phantom

ship which was used to hold the stolen diesel oil transferred from *MGT 1*. On 20 Sep 17, the Malaysian court convicted and charged the perpetrators with armed robbery. Each of them was sentenced to 16 years of imprisonment; and seven of them in addition to the imprisonment were given five strokes of cane each.

No incident of abduction of crew from ships while underway in the Sulu-Celebes Sea and waters off Eastern Sabah was reported since the last attempted incident reported in April 2017. As of 30 Sep 2017, 14 crew are still being held in captivity out of the 59 crew abducted since March 2016. There is no room for complacency. The ReCAAP ISC reiterates its advice that all ships to re-route from the area, where possible. Otherwise ship masters and crew are strongly urged to exercise enhanced vigilance while transiting the area and report all incidents immediately to the authorities.

The ReCAAP ISC is concerned about the occurrence of incidents involving the hijacking of ship for theft of oil cargo, and advises all ships to enhance vigilance, exercise anti-piracy measures taking reference from the "*Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*", and report all incidents to the nearest coastal State immediately.



**PART ONE**  
**OVERVIEW**

**01**

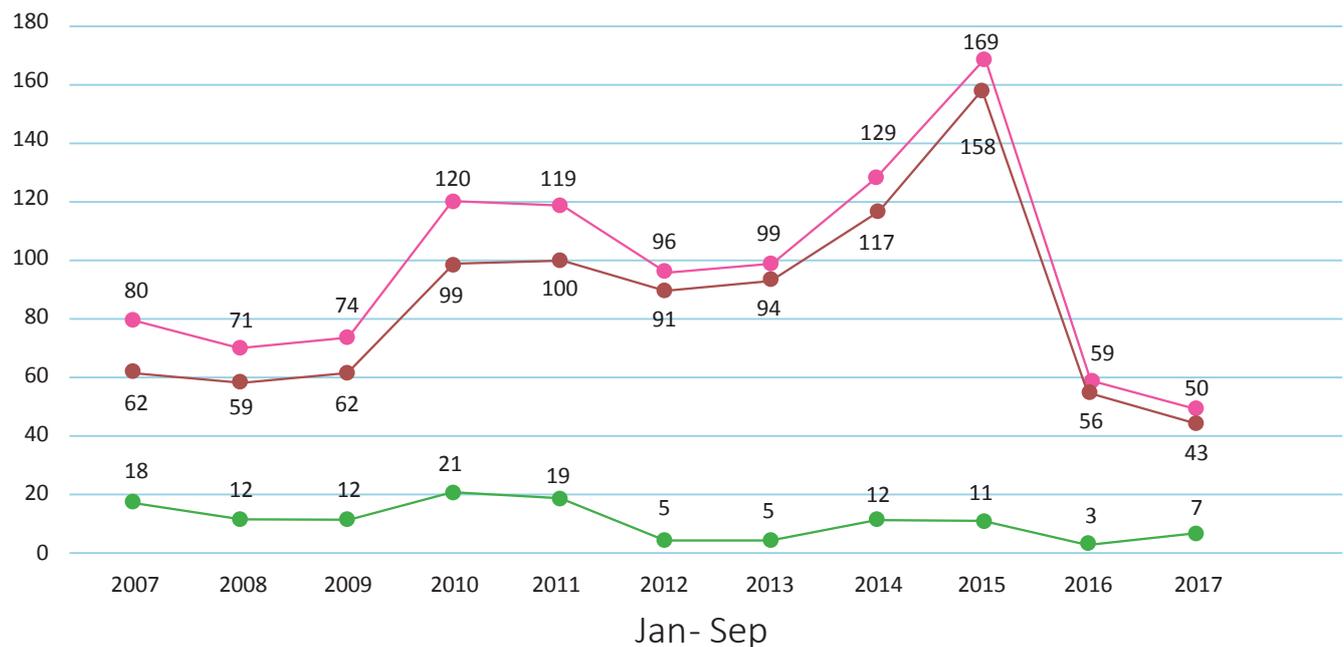
# PART ONE OVERVIEW

## Incidents of Piracy and Armed Robbery Against Ships in Asia reported during January-September 2017

### NUMBER OF INCIDENTS

During January-September 2017, a total of 50 incidents of piracy<sup>1</sup> and armed robbery against ships<sup>2</sup> were reported in Asia (comprising 43 actual incidents<sup>3</sup> and seven attempted incidents<sup>4</sup>). Of the 50 incidents, seven were piracy incidents and 43 were incidents of armed robbery against ships. Refer to Appendix for *Description of incidents (January-September 2017)*.

Graph 1 shows the number of incidents reported during January-September of 2007-2017. The situation of piracy and armed robbery against ships in Asia continues to improve. The number of incidents reported during January-September 2017 was the lowest compared to the same period in the past 10 years (2007-2016).



**Graph 1 - Number of incidents (January-September of 2007-2017)**

● Total ● Actual ● Attempted

<sup>1</sup> 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.  
<sup>2</sup> 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.  
<sup>3</sup> Actual incidents are incidents where pirates/robbers had boarded the ship; and regardless of whether they made off with any items stolen from the crew or secured and unsecured found on board the ship.  
<sup>4</sup> Attempted incidents are incidents where pirates/robbers tried but fail to board the ship.

Graph 2 shows the number of reported incidents that occurred each month between September 2016 and September 2017. The number of incidents fluctuated between two incidents and 12 incidents throughout the one-year period. The highest total number of incidents occurred in November 2016 with a total of 12 incidents comprising seven actual incidents and five attempted incidents. The five attempted incidents involved the abduction of crew for ransom. In these incidents, the ships had successfully evaded boarding of *Southern Falcon* on 13 Nov 16, *Kumiai Shagang* on 20 Nov 16, *Ken Toku* on 23 Nov 16, *Cemtex Fortune* on 24 Nov 16 and *Easter K* on 24 Nov 16.



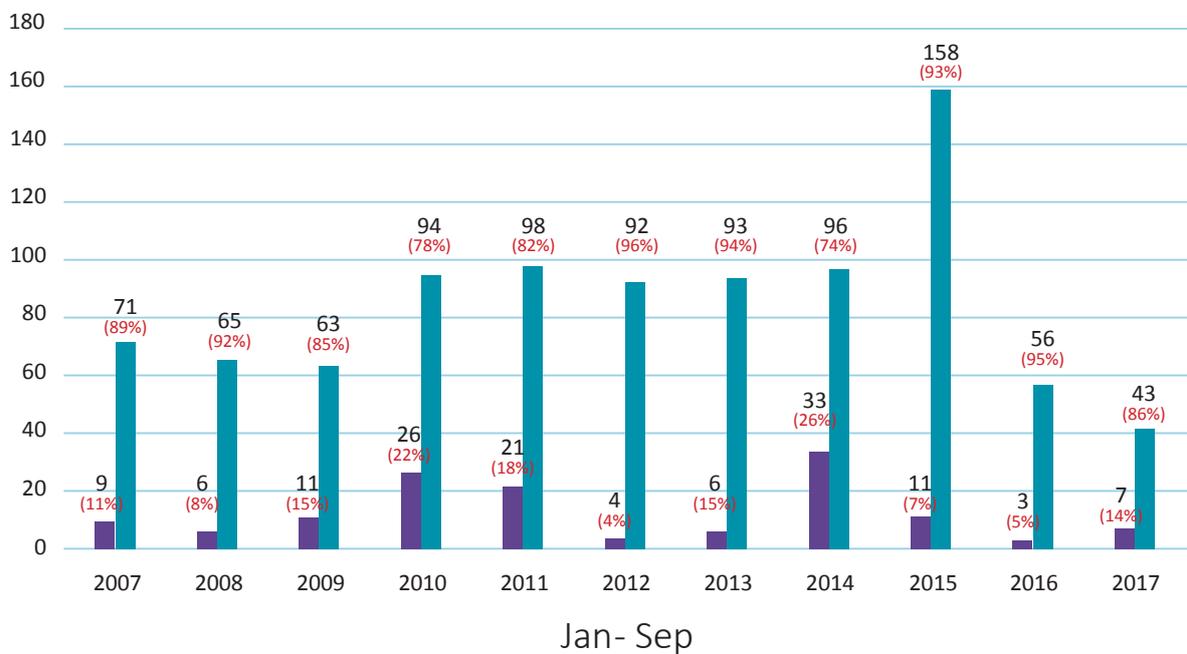
**Graph 2 - Number of incidents (September 2016 to September 2017)**

● Total ● Actual ● Attempted

## PIRACY VS ARMED ROBBERY AGAINST SHIPS

Chart 1 shows the number of piracy vs armed robbery incidents reported during January-September of 2007-2017. About 14% (7 of 50) of the total number of incidents reported during January-September 2017 were piracy incidents while 86% (43 of 50) were armed robbery incidents. Of the seven piracy incidents, four incidents occurred in the South China Sea [SCS] (of which two incidents were hijacking of ships for theft of oil cargo and two incidents were boarding of ship for theft); and the other three incidents occurred in the Sulu-Celebes Sea (involving the abduction of crew for ransom).

The percentage of piracy incidents fluctuated throughout the period of January-September of 2007-2017. During January-September 2016, 5% of the total incidents were piracy compared to 7% during January-September 2015, 26% during January-September 2014 and 15% during January-September 2013. The highest percentage of piracy incidents occurred during January-September 2014 when 33 out of 129 were piracy incidents.



**Chart 1 - Piracy vs Armed Robbery Against Ships (January-September of 2007-2017)**

● Piracy ● Armed Robbery

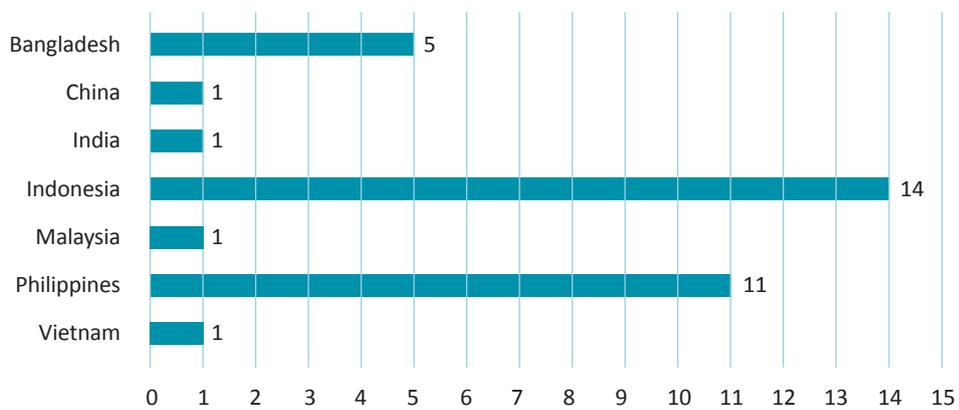
## STATUS OF SHIPS

Of the 50 incidents reported during January-September 2017, 34 incidents (68%) occurred on board ships while at anchor/berth, and 16 incidents (32%) on board ships while underway.

## INCIDENTS ON BOARD SHIPS AT ANCHOR/BERTH

Of the 34 incidents that occurred on board ships at ports and anchorages, 14 incidents occurred in Indonesia (Dumai, off Pulau Bintan, Samarinda, Belawan, Cilacap, Taboneo and Tanjung Priok), 11 incidents occurred in Philippines (Batangas and Manila), five incidents in Bangladesh (Chittagong and off Kutubdia Island), and one incident each in China (Tangshan Jingtang), India (Mumbai), Malaysia (Sandakan) and Vietnam (Cam Pha). Chart 2 shows the location of the 34 incidents on board ships when at ports/anchorages.

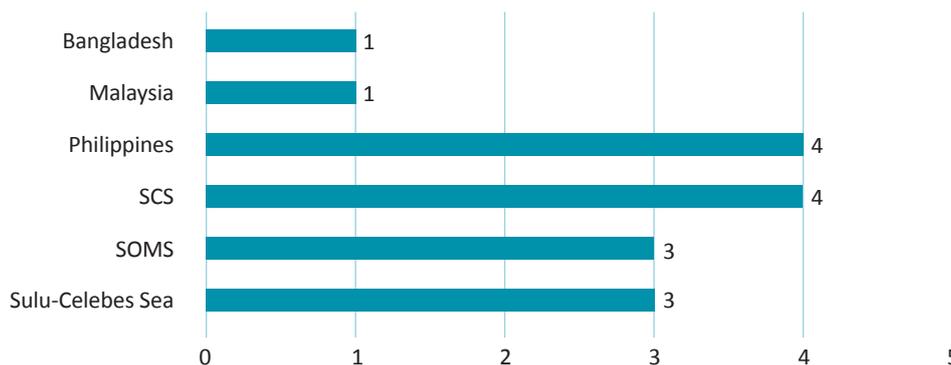
**Chart 2 - Incidents on board ships at anchor/berth  
(January - September 2017)**



## INCIDENTS ON BOARD SHIPS WHILE UNDERWAY

Of the 16 incidents that occurred on board ships while underway, seven incidents (three actual and four attempted) involved the abduction of crew from ships in the Philippines, Sulu-Celebes Sea and Malaysia, four incidents in the SCS (off Johor Bahru, Kuala Dungun, Kuantan and Pulau Mangkai), three incidents (two actual and one attempted incident) in the Straits of Malacca and Singapore [SOMS] (off Helen Mar Reef, Nongsa Point and Pulau Kukup), and one incident each in Bangladesh (Cox’s Bazar) and Philippines (Sarangani Strait). Chart 3 shows the location of the 16 incidents on board ships while underway.

**Chart 3 - Incidents on board ships while underway  
(January - September 2017)**



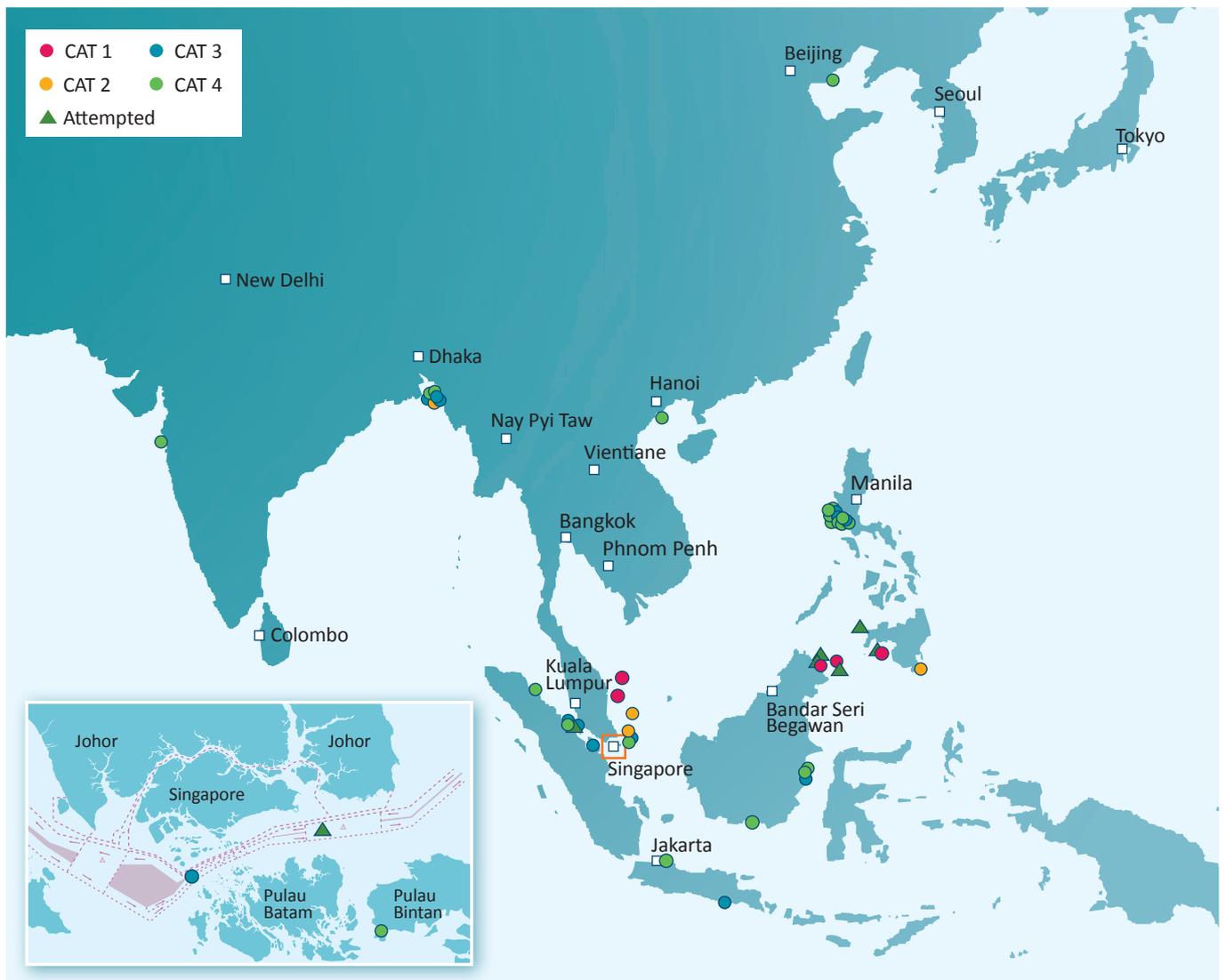
## LOCATION OF INCIDENTS

Table 1 shows the number and location of incidents reported in Asia during January-September of 2013-2017.

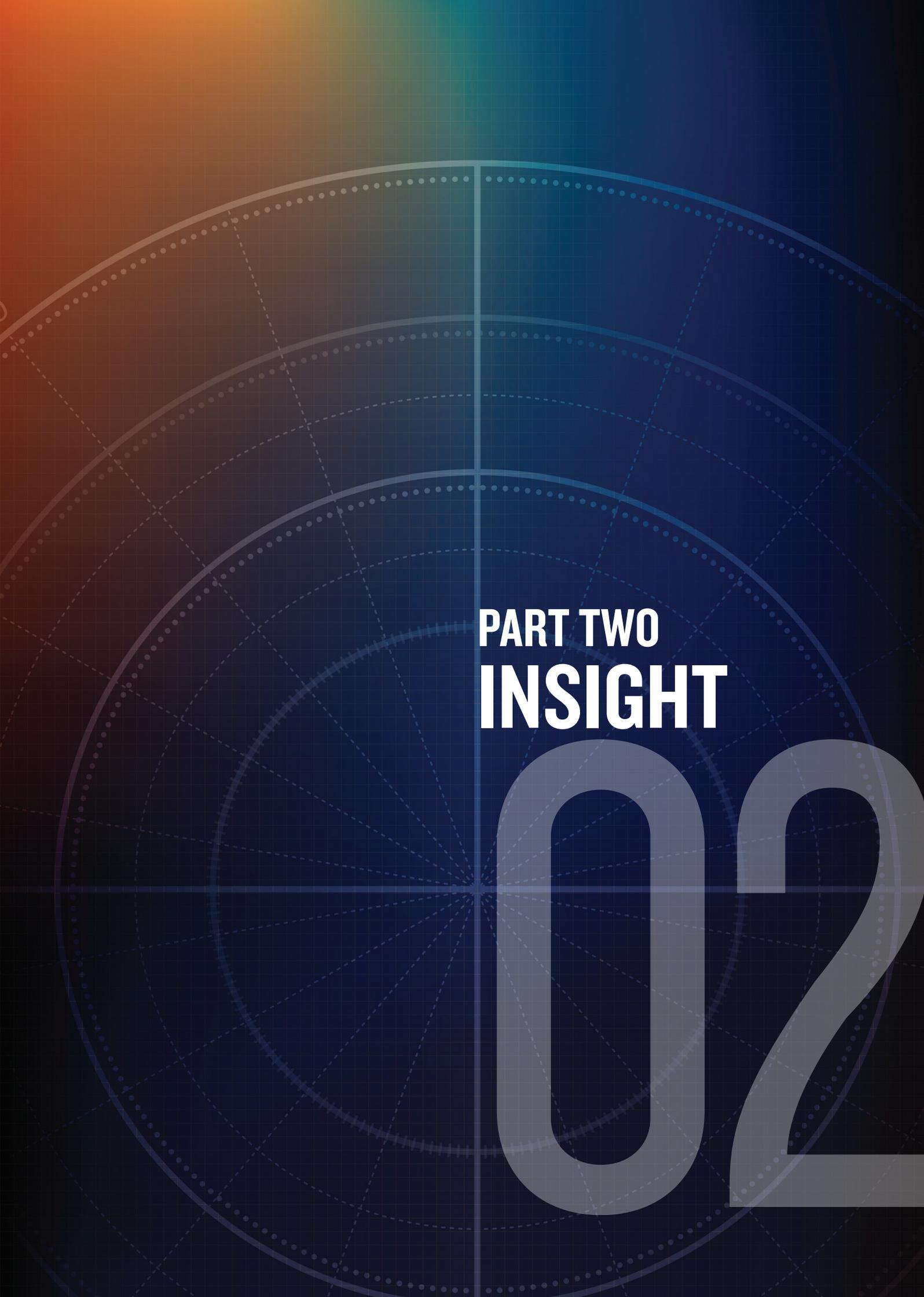
	January - September 2013		January - September 2014		January - September 2015		January - September 2016		January - September 2017	
	Actual	Attempted								
<b>East Asia</b>										
China							3		1	
<b>Sub-total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>
<b>South Asia</b>										
Bangladesh	6		11		10		1	1	6	
Bay of Bengal			2							
India	3		9	1	6		12		1	
<b>Sub-total</b>	<b>9</b>	<b>0</b>	<b>22</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>7</b>	<b>0</b>
<b>South East Asia</b>										
Indian Ocean				1						
Indonesia	58	4	36	5	16	1	20		13	1
Malaysia	6		3	1	3		5			2
Philippines	5		3		5	1	6		14	1
SCS	6		29	1	10	1	2	1	4	
SOMS	5		23	3	88	8	1	1	2	1
Sulu-Celebes Sea									1	2
Thailand					1					
Vietnam	5	1	1		19		6		1	
<b>Sub-total</b>	<b>85</b>	<b>5</b>	<b>95</b>	<b>11</b>	<b>142</b>	<b>11</b>	<b>40</b>	<b>2</b>	<b>35</b>	<b>7</b>
<b>Overall total</b>	<b>94</b>	<b>5</b>	<b>117</b>	<b>12</b>	<b>158</b>	<b>11</b>	<b>56</b>	<b>3</b>	<b>43</b>	<b>7</b>

Table 1 – Location of Incidents (January-September of 2013-2017)

Location of incidents is shown in Map 1 below.



Map 1 – Location of incidents (January-September 2017)



**PART TWO  
INSIGHT**

**002**

# PART TWO INSIGHT

## Analysis of incidents during January-September 2017

### SIGNIFICANCE LEVEL OF INCIDENTS

Of the 43 actual incidents reported during January- September 2017, five were CAT 1 incidents, four were CAT 2 incidents, 13 were CAT 3 incidents and 21 were CAT 4 incidents. Of the five CAT 1 incidents reported during January-September 2017, three were incidents involving the abduction of crew for ransom, and two were incidents involving the hijacking of ship for theft of oil cargo.

In comparison, the number of CAT 2 and CAT 4 incidents reported during January-September 2017 were lowest compared to the same period of January-September of 2007-2016. However, the number of CAT 3 incidents reported during January-September 2017 had increased compared to the same period in 2016. Of the 13 CAT 3 incidents, 11 occurred at ports and anchorages (in Indonesia [5], Philippines [3] and Bangladesh [3]); and two on board ships underway in SOMS. The ReCAAP ISC encourages ships to be vigilant when at anchor/berth; and the port authorities to ensure strict compliance of the International Ship and Port Facility Security (ISPS) code. Chart 4 shows the significance level of incidents reported during January-September of 2007-2017.

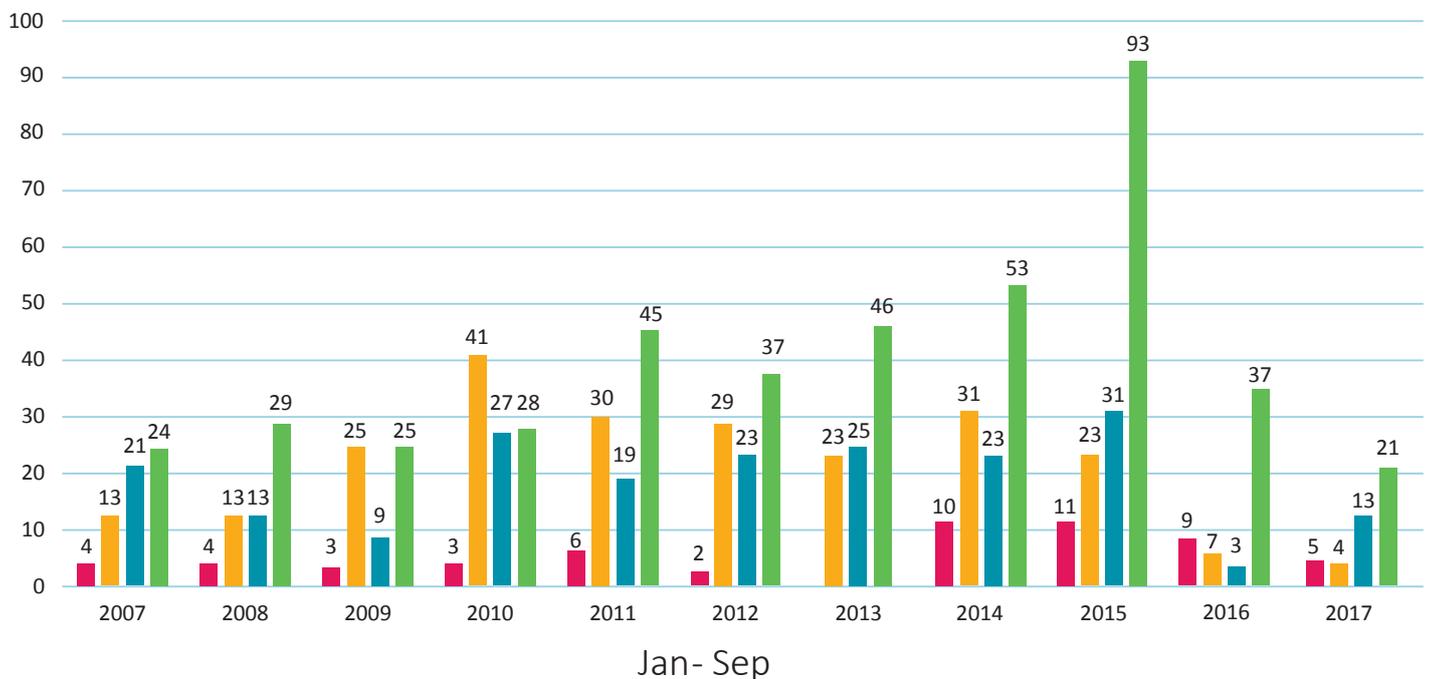


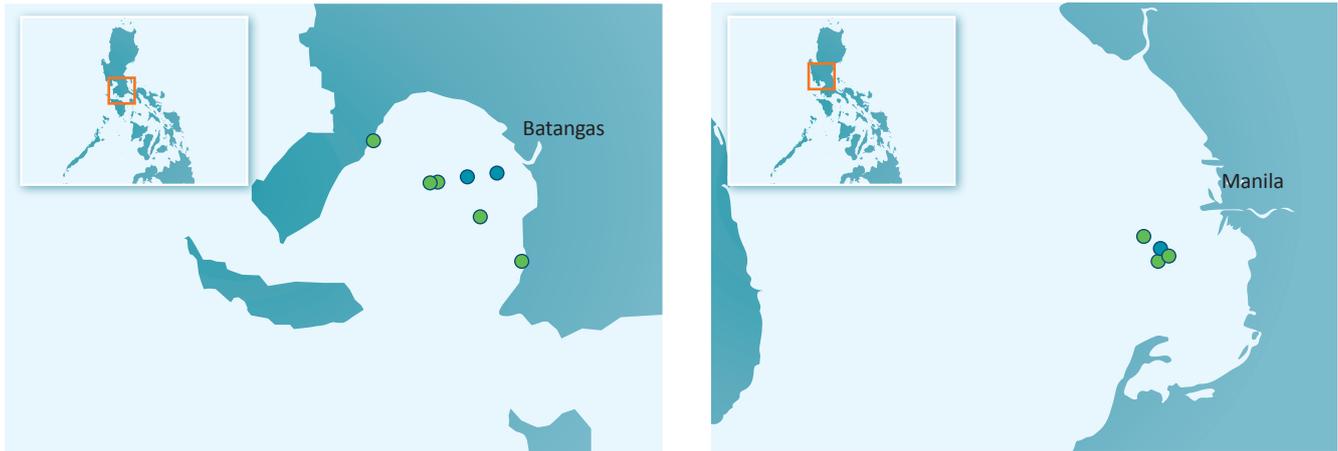
Chart 4 - Significance level of incidents (January-September of 2007-2017)

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4

## MODUS OPERANDI OF INCIDENTS

### INCIDENTS AT PORTS/ANCHORAGES IN PHILIPPINES

There has been an increase in the number of incidents at ports and anchorages in Philippines during January-September 2017 compared to the same period in 2016. Of the 11 incidents reported during January-September 2017, seven incidents occurred at ports/anchorages in Batangas and four incidents at ports/anchorages off Manila (refer to Map 2). Of the 11 incidents, three were CAT 3 incidents and eight were CAT 4 incidents.



Map 2 – Location of incidents at Batangas and off Manila

### Modus Operandi

The modus operandi of the perpetrators involved in incidents at ports and anchorages in Batangas and Manila during January-September 2017 are summarised as follows:

#### A. Batangas Ports/ Anchorages (7 incidents)

##### Type of ships & gross tonnage

2 x Tanker- 26,900GT, 25,400GT  
 1 x Product tanker- 29,225 GT  
 1 x Chemical tanker- 30,018 GT  
 2 x LPG Tanker- 5,017 GT, 46,025 GT  
 1x LNG Tanker- 48,612 GT

- All were different type of tankers.
- Majority were of more than 25,000 GT.

##### Flag of ships

Panama (3)  
 Marshall Islands (2)  
 Liberia (1)  
 Brunei Darussalam (1)

- No evidence that certain flagged ships were targeted.

## Time of incident

At 1000 hrs (1)  
Between 2200- 0300 hrs (6)

- Six incidents occurred during hours of darkness.
- One incident involving *Ms. Sophie* was reported to have occurred at 1000hrs, which was the time the items were discovered missing. It was likely that the incident had occurred (without notice by the crew) earlier during hours of darkness.

## Boats used by perpetrators

Small boat/craft (3)  
Small motor boats (1)  
Unknown (3)

- Small boats were commonly used.

## Number of perpetrators

Two men (3)  
Three men (1)  
Unknown (3)

- In three of the seven incidents, the perpetrators jumped into the water after sighted by the crew; and escaped in a small boat which was manned by their accomplice.
- The number of perpetrators in three incidents were not known because the stolen items were only discovered after the perpetrators had left the ships.

## Weapons possessed by perpetrators

Long knives (2)  
No information available (5)

- It is likely that the perpetrators were armed with knives which were intended to be used to cut and remove unsecured items from the ships.

## Treatment of crew

No injuries reported in all incidents except in *Silver Express*, when the duty watch was chased by a perpetrator with a knife.

- No report that the crew was injured in the incidents.

## Economic loss

In five of the seven incidents, the following common items were stolen: ship bell, fire hydrant cap/cover and air valve cap/connector cover

Other items stolen included: fire hose nozzles (in 3 incidents) and fire hydrant nozzles (in one incident).

- Perpetrators targeted items that were relatively light in weight, made of brass and easily sold for cash.

Of the seven incidents, three incidents involved the perpetrators escaped in small boats manned by their accomplices. Three of the seven incidents at Batangas occurred without the knowledge of the crew as the lost items were only discovered after the perpetrators had left the ships. The ReCAAP ISC advises all ship masters and crew to exercise enhanced vigilance and maintain all round look-out, particularly during hours of darkness.

## B. Manila Ports/ Anchorages (4 incidents)

### Type of ships & gross tonnage

2 x Container ship – 17,068 GT, 18,480 GT  
 1 x General cargo – 29,927 GT  
 1 x LPG tanker- 5,017 GT

- No particular type of ships were targeted.

### Flag of ships

Panama (1)  
 Liberia (2)  
 Cyprus (1)

- No evidence that certain flagged ships were targeted.

### Time of incident

Between 1930 hrs to 0459 hrs

- All incidents occurred during hours of darkness.

### Boats used by perpetrators

Small craft (1)  
 Small motor boats (1)  
 Unknown (2)

- Small boats were used.

### Number of perpetrators

Four men (1)  
 Two men (2)  
 Unknown (1)

- One to two men were involved in most incidents.

### Weapons possessed by perpetrators

No information available (4)

### Treatment of crew

No injuries reported (4)

- Crew was not injured.

### Economic loss

Among the items stolen included fire hose nozzle, life raft, Self-Contained Breathing Apparatus (SCBA), fireman’s outfit.

- Among the common items stolen were: life raft, firefighting apparatus/equipment.

Of the four incidents reported off Manila, two incidents adopted similar modus operandi as the perpetrators boarded the ship through the hawse pipes. The ships involved were *Cosco Fukuyama* on 14 Jul 17 and *Warnow Master* on 16 Aug 17.

## HIJACKING OF SHIPS FOR THEFT OF OIL CARGO

Two incidents involving the hijacking of ships for theft of oil cargo were reported in the South China Sea during January to September 2017. One on board ship *C.P. 41* and another on board *MGT 1*.

### Modus Operandi

Generally, the modus operandi of the perpetrators in both incidents were fairly similar and as shown in the table below:

	<i>C.P. 41</i>	<i>MGT 1</i>	Observations
<b>Type of ship &amp; gross tonnage</b>	Product tanker- 2752	Product tanker- 983	<ul style="list-style-type: none"> <li>Both incidents involved product tanker.</li> </ul>
<b>Flag of ship</b>	Thailand	Thailand	<ul style="list-style-type: none"> <li>Both incidents involved Thailand flagged ship.</li> </ul>
<b>Time of incident</b>	2100 hrs	2100 hrs	<ul style="list-style-type: none"> <li>Incidentally, the two incidents occurred at the same time.</li> </ul>
<b>Location</b>	Approximately 25 nm off Kuantan, Malaysia	Approximately 54 nm east off Kuala Dungun, Kuala Terengganu, Malaysia	<ul style="list-style-type: none"> <li>Both incidents occurred in the SCS.</li> </ul>
<b>Boats used by perpetrators</b>	Mother ship (1)	Small fast boats (2) Mother ship (1)	<ul style="list-style-type: none"> <li>Mother ships were used in both incidents.</li> </ul>

	<i>C.P. 41</i>	<i>MGT 1</i>	Observations
<b>Weapons possessed by perpetrators</b>	Guns and knives	Guns and knives	<ul style="list-style-type: none"> <li>Perpetrators were armed with guns and knives in both incidents.</li> <li>No reports that the guns were fired.</li> </ul>
<b>Treatment of crew</b>	The crew was threatened and locked in the engine room.	The crew was not injured	
<b>Economic loss</b>	<p>Damaged the communication equipment.</p> <p>1.5 million litres of diesel had been siphoned</p>	One million litres of diesel had been siphoned to the mother ship, which was later recovered and detained by the MMEA	<p>The mastermind and perpetrators involved in <i>C.P. 41</i> are still at large.</p> <p>The mastermind and perpetrators involved in <i>MGT 1</i> were arrested and charged in court. However, the two perpetrators who escaped are still at large.</p>

The perpetrators were interested in the manifest of the oil cargo carried on board the tankers; and had no intention to hijack the ships for resale or kidnap the crew. There was no report of violence inflicted on the crew in both incidents, although in *C.P. 41*, the perpetrators tied the crew and locked them in the engine room. In both incidents, the ReCAAP ISC believes that the perpetrators had steered the ship to a location further away from coast to carry out the transfer of the oil cargo to a mother ship which came alongside the ship. In the case of *C.P. 41*, the perpetrators destroyed the communication and navigation equipment and escaped after completion of the oil transfer.

## VIOLENCE FACTORS

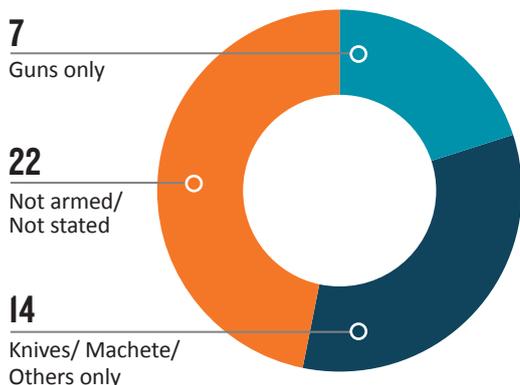
**Chart 5 - Number of perpetrators (January - September 2017)**



### NUMBER OF PERPETRATORS

About 70% of the 43 actual incidents reported during January-September 2017 involved perpetrators operating in groups of 1 to 6 men. There were two incidents involving perpetrators in groups of more than 9 men. One incident involved 22 men who boarded *M/Tug 308* in the vicinity of Sarangani Strait, Philippines on 5 Jun 17. Two of the 22 men were later arrested by the Philippine Coast Guard (PCG). The other incident involved 13 men who boarded and hijacked *MGT 1* on 6 Sep 17. The attempt to siphon the diesel oil from the tanker was foiled as a result of the quick response by the MMEA.

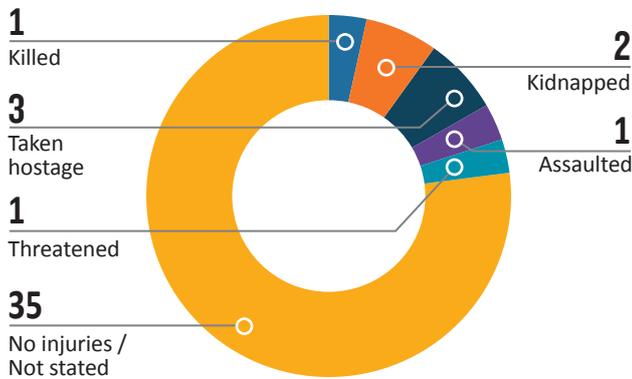
**Chart 6 - Type of weapons carried by perpetrators (January - September 2017)**



### TYPE OF WEAPONS CARRIED BY PERPETRATORS

Slightly more than half of the 43 actual incidents reported that the perpetrators were armed. Of the seven incidents involving perpetrators armed with guns, three were incidents of abduction of crew from ships while underway in the Sulu-Celebes Sea and waters off Eastern Sabah (involving a fishing banca, *Giang Hai* and *Super Shuttle Tug 1*); and two were incidents involving the hijacking of ship for theft of oil cargo (*C. P. 41* and *MGT 1*) in the South China Sea. The other two incidents were armed robberies on board *Alice* in the South China Sea and *M/Tug 308* in Philippines. The perpetrators stole ship's property such as fuel, paint, rice and crew's cash and personal belongings. There were another 14 incidents involving perpetrators who were armed with knives/machetes or other type of weapons such as iron rods and slingshots. The ReCAAP ISC strongly advises ship crew not to antagonize perpetrators particularly when they were armed with guns, knives/machetes or other weapons.

**Chart 7 - Treatment of crew  
(January - September 2017)**



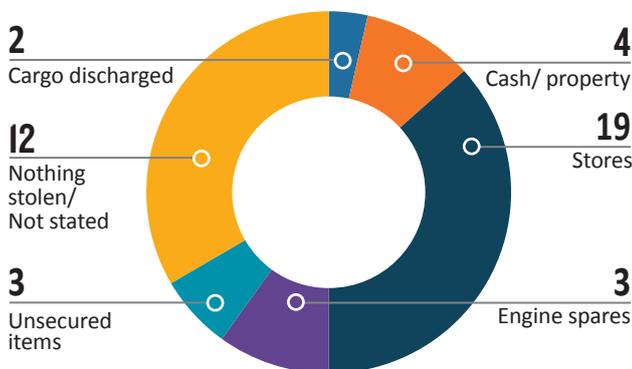
**TREATMENT OF CREW**

More than three-quarter of the 43 actual incidents reported that there were either no injuries to the crew or there was no information on the condition of the crew.

There were eight incidents (20%) reported that the crew suffered some form of physical violence, including death of crew; and crew were kidnapped (or abduction for ransom), taken hostage (or restrained temporarily), assaulted and threatened. The incident involving *Giang Hai* reported the death of two of its crew. One crew was killed when he tried to deny the perpetrators' access to the bridge on 19 Feb 17, and the body of another crew was recovered by the government troops on 7 Jul 17. Two incidents involved the abduction of crew for ransom (a fishing banca and *Super Shuttle Tug 1*), three incidents reported that the perpetrators tied the crew to restrain their movement (*Alice*, *C. P. 41* and *Senna 3*), one incident reported that the perpetrators assaulted the crew using a slingshot (*Uni Challenge*) and one incident reported that the perpetrators threatened the crew who sighted them (*Silver Express*).

**ECONOMIC FACTOR**

**Chart 8 - Type of losses  
(January - September 2017)**



**TYPE OF LOSSES**

Of the 43 actual incidents, 25 incidents reported the loss of ship stores, unsecured items and engine spares during January-September 2017. There were two incidents of cargo discharge involving *C.P. 41* and *MGT 1*. The perpetrators had made away with 1.5 million litres of diesel from *C. P. 41* and attempted to siphon 1 million litres of diesel from *MGT 1*, but was later recovered by the authorities.

## TYPE OF SHIPS AND LOCATIONS

Of the 43 actual incidents reported during January-September 2017, 18 incidents occurred on board tankers (grouping of various types of tankers such as product tanker, chemical tanker, crude oil tanker, LPG tanker, LNG tanker etc); 12 on board bulk carriers; five on board container ships; three on board tug boats; three on board offshore supply ships; one on board a fishing trawler and one on board a general cargo ship.

There was no evidence to suggest that a particular type of ship was targeted at certain locations. Incidents involving bulk carriers occurred in area where most ports primarily handle dry bulk cargo, as in Indonesia and Bangladesh. The ReCAAP ISC advises master and crew on board ships that were anchored/berthed at ports and anchorages to exercise vigilance, adopt anti-piracy measures and enhance security watch, particularly during hours of darkness.

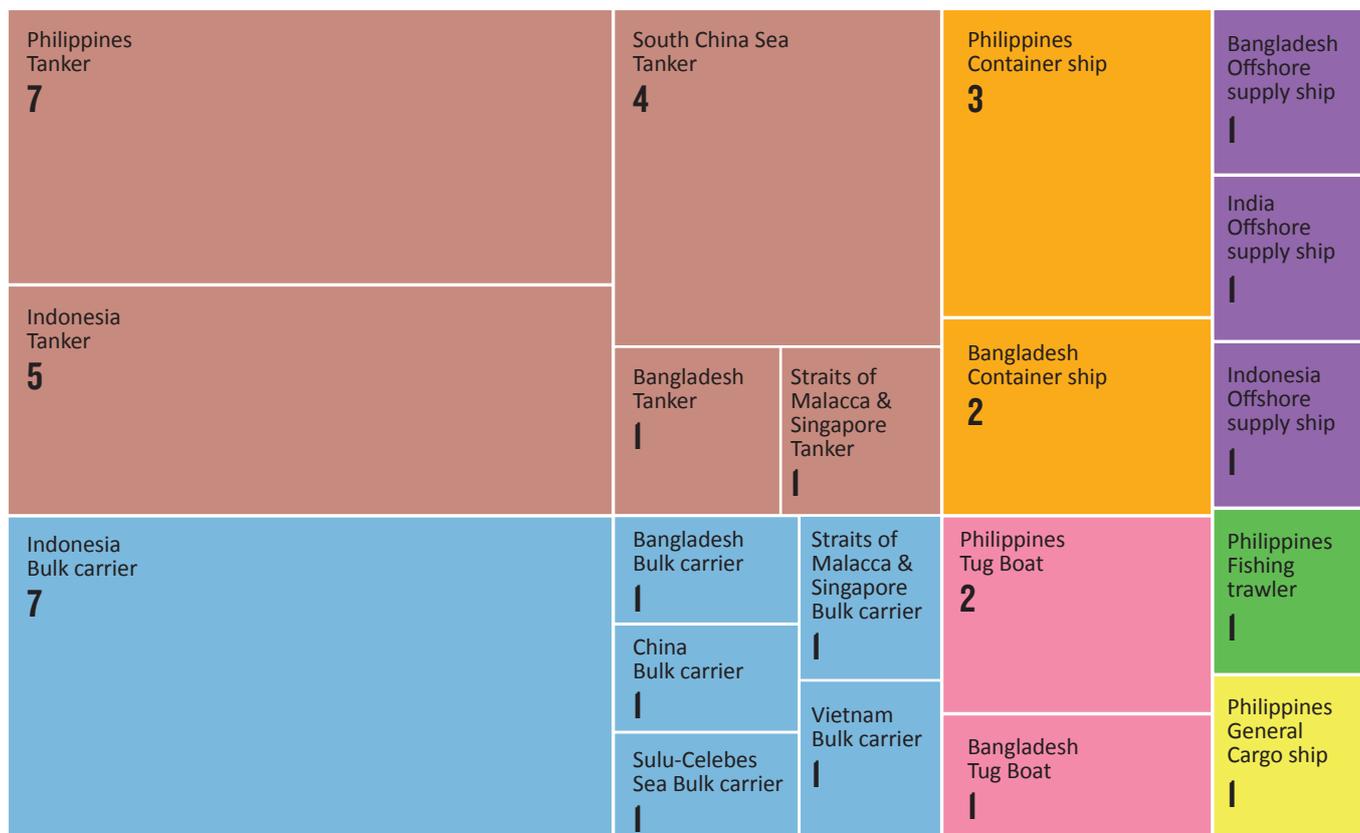
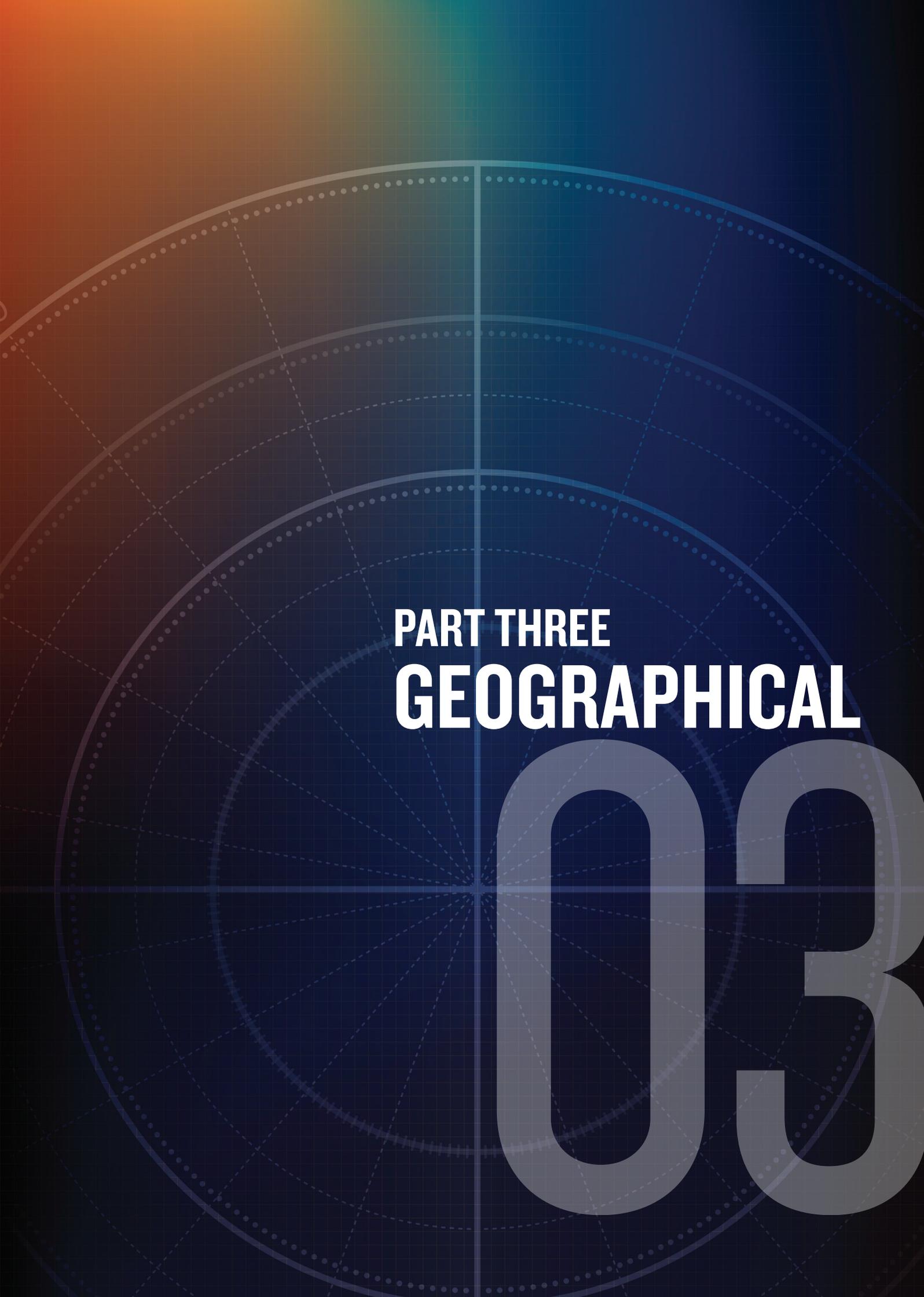


Chart 9 – Type of ships and locations



**PART THREE**  
**GEOGRAPHICAL**

03

# PART THREE

# GEOGRAPHICAL

## INDIA

There has been a significant improvement in the situation of armed robbery against ships in India during January-September 2017 compared to the same period in the past four years. During January-September 2017, only one incident was reported in India. The CAT 4 incident occurred on board an offshore supply ship anchored at Mumbai D4 Anchorage. While at anchor, the crew discovered that some ship items were missing. Upon investigation, they found bare footprints at the access area on the port aft bollard /mooring station of the ship. The master reported the incident to the local agent, CSO and flag State.

The ReCAAP ISC commends the Focal Point for India (Indian Coast Guard) and the Indian authorities for their concerted efforts towards the overall improvement of the situation of armed robbery against ships at ports/anchorages in India during January-September 2017.



**Map 3 – Location of incident in India (January-September 2017)**

	Jan-Sep 13	Jan-Sep 14	Jan-Sep 15	Jan-Sep 16	Jan-Sep 17
● CAT 2	1				
● CAT 3	1	3		1	
● CAT 4	1	6	6	11	1
▲ Attempted		1			
<b>Total</b>	<b>3</b>	<b>10</b>	<b>6</b>	<b>12</b>	<b>1</b>

## VIETNAM

The situation in Vietnam has improved significantly with only one incident reported during January-September 2017. The ReCAAP ISC commends the Vietnam Focal Point (Vietnam Coast Guard) and its law enforcement agencies for their efforts in enhancing surveillance and enforcement of port security; and the shipping industry in maintaining vigilance and adopting anti-piracy measures when at ports and anchorages in Vietnam.



Map 4 – Location of incident in Vietnam (January-September 2017)

	Jan-Sep 13	Jan-Sep 14	Jan-Sep 15	Jan-Sep 16	Jan-Sep 17
● CAT 2			1	2	
● CAT 3			2		
● CAT 4	5	1	16	4	1
▲ Attempted	1				
<b>Total</b>	<b>6</b>	<b>1</b>	<b>19</b>	<b>6</b>	<b>1</b>

## INDONESIA

The situation in Indonesia has improved not only in terms of lesser number of incidents, but also lower in the severity level of the incidents. A total of 14 incidents were reported at various ports/ anchorages in Indonesia during January-September 2017; which was the lowest number of incidents compared to the same period in the past four years (2013-2016). All were CAT 3 and CAT 4 incidents. No CAT 2 incident was reported during January-September 2017.



Map 5 – Location of incidents in Indonesia (January-September 2017)

	Jan-Sep 13	Jan-Sep 14	Jan-Sep 15	Jan-Sep 16	Jan-Sep 17
● CAT 1			1	1	
● CAT 2	12	12	7	3	
● CAT 3	19	9	3	2	5
● CAT 4	27	15	5	14	8
▲ Attempted	4	5	1		1
<b>Total</b>	<b>62</b>	<b>41</b>	<b>17</b>	<b>20</b>	<b>14</b>

## BANGLADESH

A total of six incidents were reported in Bangladesh during January-September 2017. Of these, five incidents occurred on board ships while at anchor and one on board ship while underway. The total number of incidents reported during January-September 2017 has increased compared to the same period in 2016.

Of the six incidents, one was CAT 2, three were CAT 3 and two were CAT 4 incidents. Majority of the incidents were reported during the first half of 2017. Five incidents were reported during January-June of 2017, and one incident reported in September 2017. The ReCAAP ISC advises ships to remain vigilant when at anchor/berth, exercise necessary anti-piracy measures and enhance security watch especially during hours of darkness and report all incidents immediately to the authorities.



Map 6 – Location of incidents in Bangladesh (January-September 2017)

	Jan-Sep 13	Jan-Sep 14	Jan-Sep 15	Jan-Sep 16	Jan-Sep 17
● CAT 2	1	7	3		1
● CAT 3	2	1	6		3
● CAT 4	3	3	2	1	2
▲ Attempted				1	
<b>Total</b>	<b>6</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>6</b>

## SOUTH CHINA SEA (SCS)

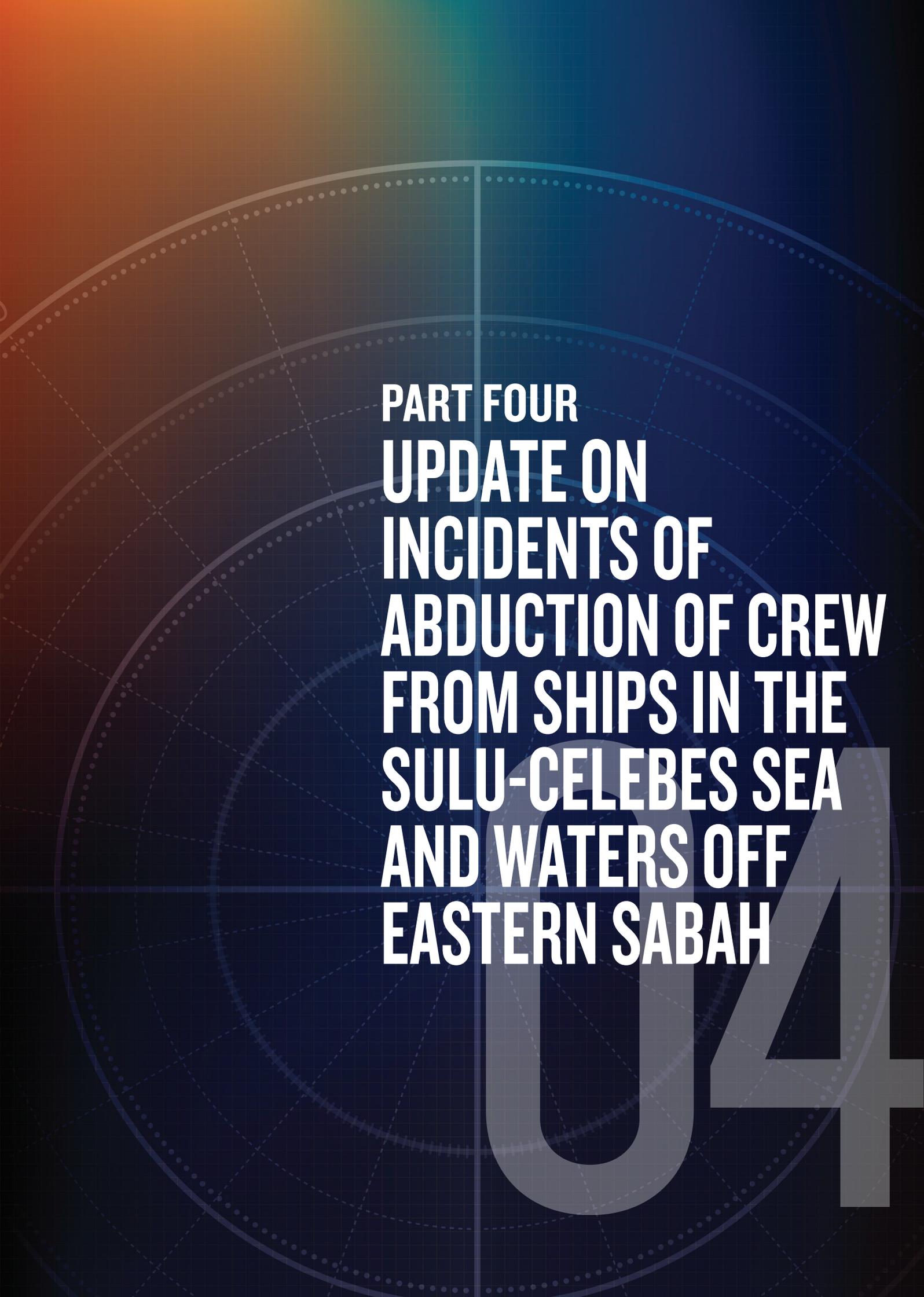
There has been an increase in the number of incidents reported in the SCS during January-September 2017 compared to the same period in 2016. A total of four incidents were reported on board ships while underway in the SCS during January-September 2017, compared to three incidents during the same period in 2016. Of the four incidents reported during January-September 2017, two were CAT 1 incidents involving the hijacking of ships for theft of oil cargo and two were CAT 2 incidents of robberies on board ships while underway in the SCS. In all four incidents, the perpetrators were armed with guns and knives. The guns were not fired; and the crew was not injured in the incidents.



Map 7 – Location of incidents in SCS (January-September 2017)

	Jan-Sep 13	Jan-Sep 14	Jan-Sep 15	Jan-Sep 16	Jan-Sep 17
● CAT 1		8	6		2
● CAT 2	4	4	1	1	2
● CAT 3		3			
● CAT 4	2	14	3	1	
▲ Attempted		1	1	1	
<b>Total</b>	<b>6</b>	<b>30</b>	<b>11</b>	<b>3</b>	<b>4</b>

The occurrence of incidents of hijackings of ships for theft of oil cargo is of concern. The ReCAAP ISC advises all ships traversing in this area, especially those carrying oil cargo, to enhance vigilance, exercise anti-piracy measures taking reference from the *“Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia”*, and report all incidents to the nearest coastal State immediately.



**PART FOUR  
UPDATE ON  
INCIDENTS OF  
ABDUCTION OF CREW  
FROM SHIPS IN THE  
SULU-CELEBES SEA  
AND WATERS OFF  
EASTERN SABAH**

**U4**

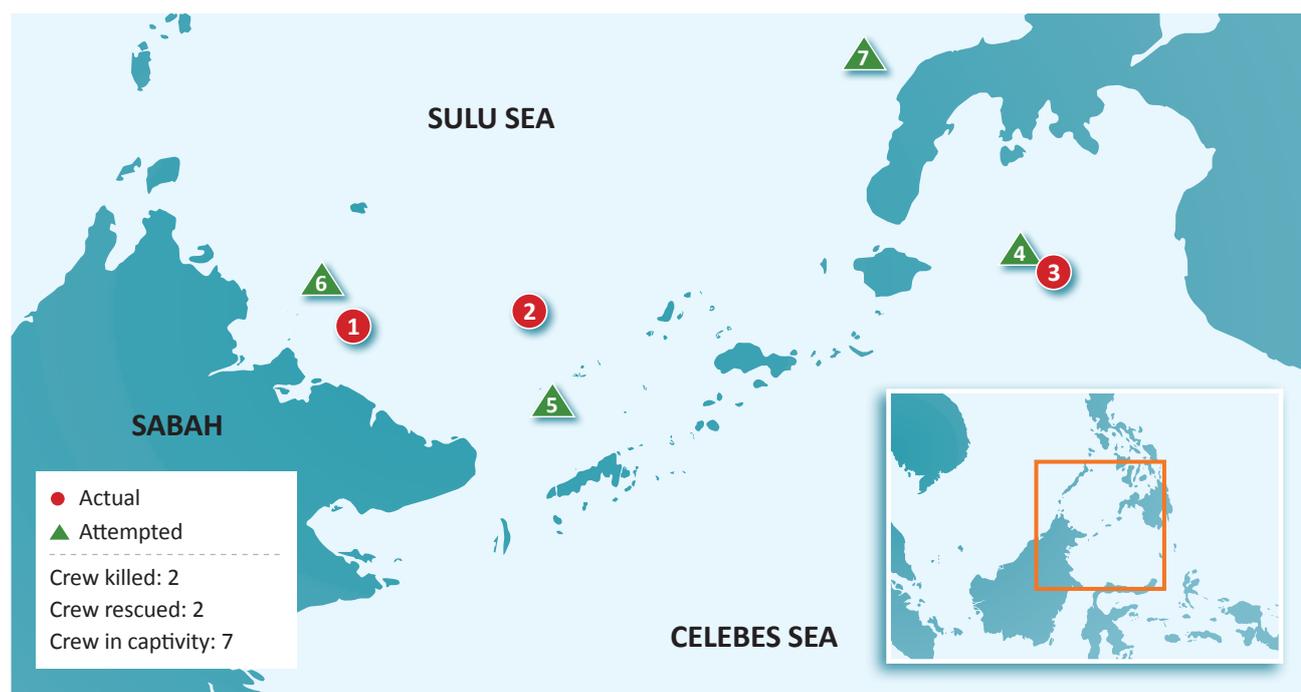
## PART FOUR

# UPDATE ON INCIDENTS OF ABDUCTION OF CREW FROM SHIPS IN THE SULU-CELEBES SEA AND WATERS OFF EASTERN SABAH

## SITUATION UPDATE

During January-September 2017, three actual incidents and four attempted incidents of abduction of crew in the Sulu-Celebes Sea were reported to the ReCAAP ISC. Of the 11 crew who had been abducted, two were killed, two rescued, and seven still in captivity (*Giang Hai* (4 crew) and Malaysian *Fishing Trawler* (3 crew))<sup>5</sup>.

No incident was reported since the last attempted incident reported in April 2017. Map 8 below shows the approximate location of the incidents reported during January-September 2017.



**Map 8 – Location of actual and attempted abduction incidents (January-September 2017)**

- |   |  |  |
|---|--|--|
| <b>1</b> <i>FISHING BANCA</i> (18 Jan 17)<br>Three Indonesian crew abducted                                       | <b>4</b> <i>OCEAN KINGDOM</i> (3 Jan 17)<br>Attempted incident | <b>6</b> <i>PHU AN 268</i> (5 Mar 17)<br>Attempted incident    |
| <b>2</b> <i>GIANG HAI</i> (19 Feb 17)<br>Six Vietnamese crew abducted;<br>Two abducted crew killed                | <b>5</b> <i>DONGHAE STAR</i> (22 Feb 17)<br>Attempted incident | <b>7</b> <i>DOÑA ANNABEL</i> (18 Apr 17)<br>Attempted incident |
| <b>3</b> <i>SUPER SHUTTLE TUG 1</i> (23 Mar 17)<br>Two Filipino crew abducted<br>Crew rescued on 25 and 27 Mar 17 |  |  |

<sup>5</sup> Between March 2016 and September 2017, a total of 23 incidents (comprising 13 actual incidents and 10 attempted incidents) were reported to the ReCAAP ISC. As of 30 Sep 17, of the 59 crew who had been abducted; five crew were killed, 40 released/rescued, and 14 still held in captivity.

The Philippine authorities continued to conduct pursuit operations and intensify its military operations to rescue the abducted crew and neutralize the militant group. On 7 Jul 17, while the government troops were conducting military operations in Patikul Sulu, they recovered the body of one of the abducted crew of *Giang Hai*<sup>6</sup>. On 20 Aug 17, the Philippine authorities rescued one of the abducted crew of *Royal 16* while they were conducting military operations in the vicinity of Mataja Island, Basilan province<sup>7</sup>.

## ACTION BY THE LITTORAL STATES

On 19 Jun 17, the Philippine Department of National Defence (DND) announced that Malaysia, Indonesia and Philippines had launched a trilateral maritime patrol agreement to address the increasing incidence of piracy, armed robbery against ships, kidnapping of crew at sea and other transnational crime along the shared areas of the three countries. Given the vast areas to be patrolled, DND explained that it is necessary for the three countries to join force to ensure that the waters remain safe and secure.

## ISSUE OF NOTICE TO MARINERS (NTM)

Following the announcement of the trilateral maritime patrol agreement, Philippines and Malaysia had separately issued their Notice to Mariners. On 2 Aug 17, the Philippine Coast Guard (PCG) issued a NTM Nr 148-2017 dated 2 Aug 17 which can be accessed via <http://coastguard.gov.ph/index.php/notice-to-mariners/notam-2017/sept2017a/1778-notice-to-mariners-number-148-2017>. On 14 Aug 17, the Marine Department of Malaysia also issued a Notice to Mariner NTM 14 of 2017 dated 14 Aug 17 naming the coordinates of the transit corridor for commercial shipping covering the maritime areas of common concern. Also indicated in the NTM was the ship reporting system. For further details, refer to <http://www.marine.gov.my/jlmeng/pic/article/service/notice/notice/Sabah/2017/NTMSBH142017.pdf>.

<sup>6</sup> *Giang Hai* was boarded on 19 Feb 17 at about 35 nm west of Doc Can Island in Sulu, Philippines by unknown number of armed men who abducted its six crew and killed one while underway. To date, the remaining four crew of *Giang Hai* are still being held in captivity.

<sup>7</sup> *Royal 16* was boarded by 10 armed men on 11 Nov 16 who abducted its six crew. On 16 Jun 17, while the government troops were conducting military operations, they successfully rescued one of the ship's abducted crew in Sumipsip, Basilan, Philippines. On 5 Jul 17, the Philippine military found the bodies of another two *Royal 16*'s abducted crew at Sitio Limbutulan, Brgy Tumahubong, Sumisip Basilan, Philippines. To date, the remaining two crew of *Royal 16* are still being held in captivity.

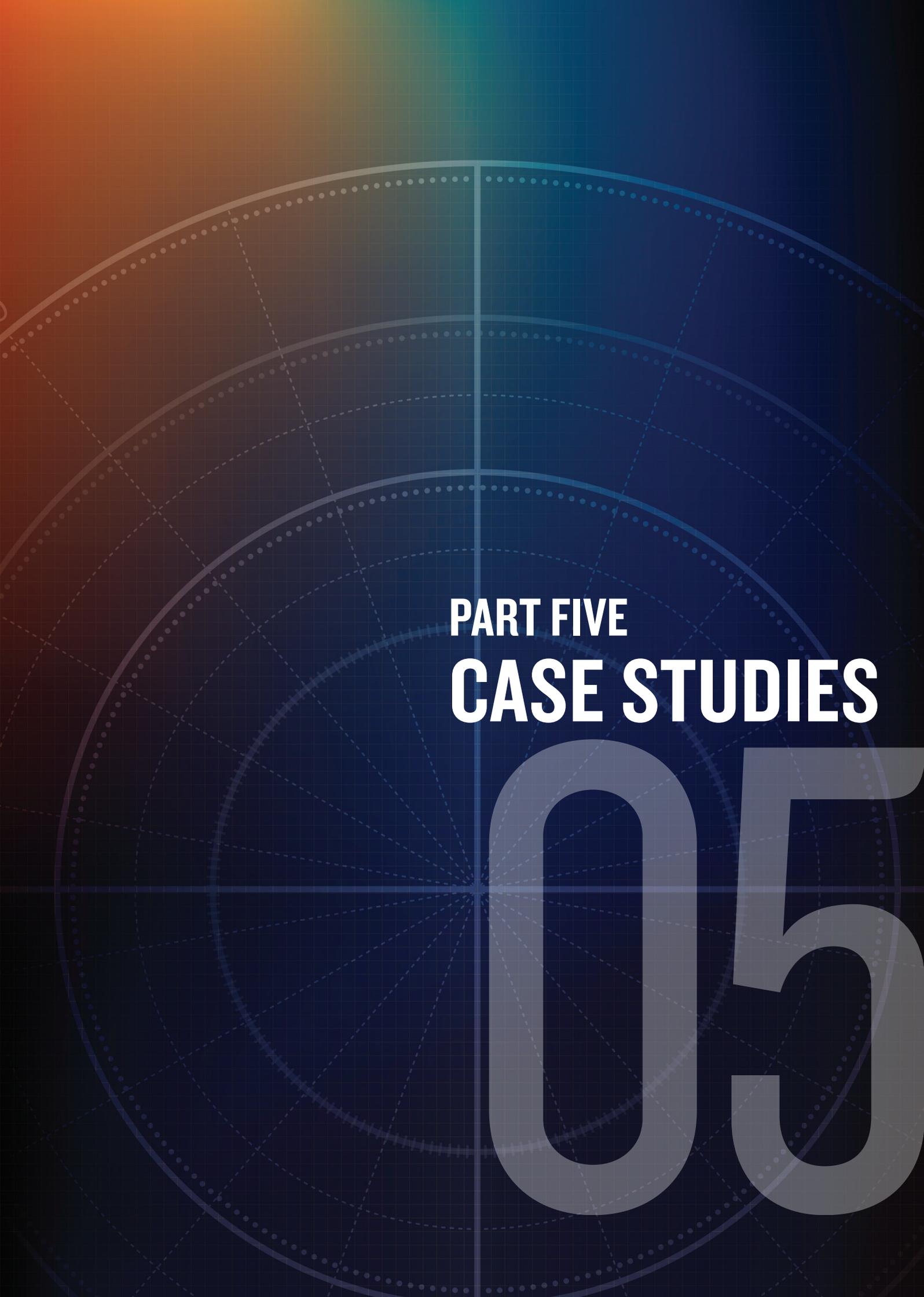
## ReCAAP ISC'S ADVISORY

Although no incident of abduction of crew was reported to the ReCAAP ISC since April 2017, there is no room for complacency. The ReCAAP ISC reiterates its advisory issued on 21 Nov 16 to all ships to re-route, where possible. Otherwise to exercise enhanced vigilance, maximize alertness, maintain communication with the littoral States' enforcement agencies and report to the following Centres:



**Map 9 - Contact details of the centre**

- 1 Philippine Coast Guard District**  
Southwestern Mindanao  
Operation Centre  
Tel: +63 929686 4129  
Tel: +63 929686 0689  
VHF: Channel 16 with call-sign "ENVY"  
Email: [hcgdswm@yahoo.com](mailto:hcgdswm@yahoo.com)
- 2 Navy - Littoral Monitoring Station (LMS)**  
Bongao, TawiTawi  
Tel: +63 917774 2293  
VHF: Channel 16  
Email: [jointtaskgrouptt@gmail.com](mailto:jointtaskgrouptt@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)

The background features a dark blue-to-black gradient with a subtle grid pattern. Overlaid on this are several concentric circular arcs and radial lines, some solid and some dotted, creating a technical or architectural feel. The text is centered in the upper right quadrant.

**PART FIVE**  
**CASE STUDIES**

**05**

# PART FIVE

## CASE STUDIES

### HIJACKING OF *MGT 1* / FOR OIL CARGO THEFT

While underway at approximately 54 nm east off Kuala Dungun, Kuala Terengganu, Malaysia from Rayong port, Thailand to Andaman Sea, 13 perpetrators armed with guns and knives boarded *MGT 1* from two small fast boats. The perpetrators forced the crew to transfer 1 million litres of diesel oil (out of 2.2 million litres contained in the tanker) to a mother ship, *Neptune 09*.

The crew managed to activate the SSAS alarm. At about 1500 hrs, the Malaysia Maritime Enforcement Agency (MMEA) also received information from some fishermen that a group of people were boarding a product tanker. Acting on these inputs, the MMEA conducted continuous monitoring of the ship using AIS and dispatched two ships and a helicopter to the location of the incident. The MMEA's Special Task and Rescue Team (STAR) boarded the ship and apprehended 10 perpetrators who were on board the ship. Three other perpetrators managed to escape. The ship and the mother ship that were alongside each other, were escorted by the authorities towards Kuala Terengganu for further investigation. Initial investigation revealed that the mastermind was at a hotel in Johor Baru, Malaysia and he was arrested in the afternoon of 7 Sep 17.

<b>Name of ship</b>	<i>MGT 1</i>
<b>Type of ship</b>	Product tanker
<b>Flag of ship</b>	Thailand
<b>GT</b>	983
<b>IMO No.</b>	9019975



**Arrest of perpetrators**  
(Photographs with courtesy of MMEA)



**Map 10 – Approximate location of incident involving *MGT 1***

On 20 Sep 17, the mastermind and the 10 perpetrators were charged in Malaysia court in Kuala Terengganu; and convicted of armed robbery under Section 395 of the Penal Code. They were sentenced to 16 years' imprisonment each; and seven of them, in addition to the imprisonment, were given five strokes of cane each.

One of the three perpetrators who escaped during the initial operation was arrested by Malaysia Immigration Department and handed over to MMEA. The other two perpetrators are still at large.

This is the second incident of hijacking of ship for theft of oil cargo reported in Asia in 2017. The last incident of oil cargo theft occurred on 23 Jun 17 on board ship *C.P. 41* while underway at approximately 25 nm off Kuantan, Malaysia. An estimated 1.5 million litres of diesel was siphoned from *C.P. 41*.

## PIRACY ON BOARD *SENNA 3*

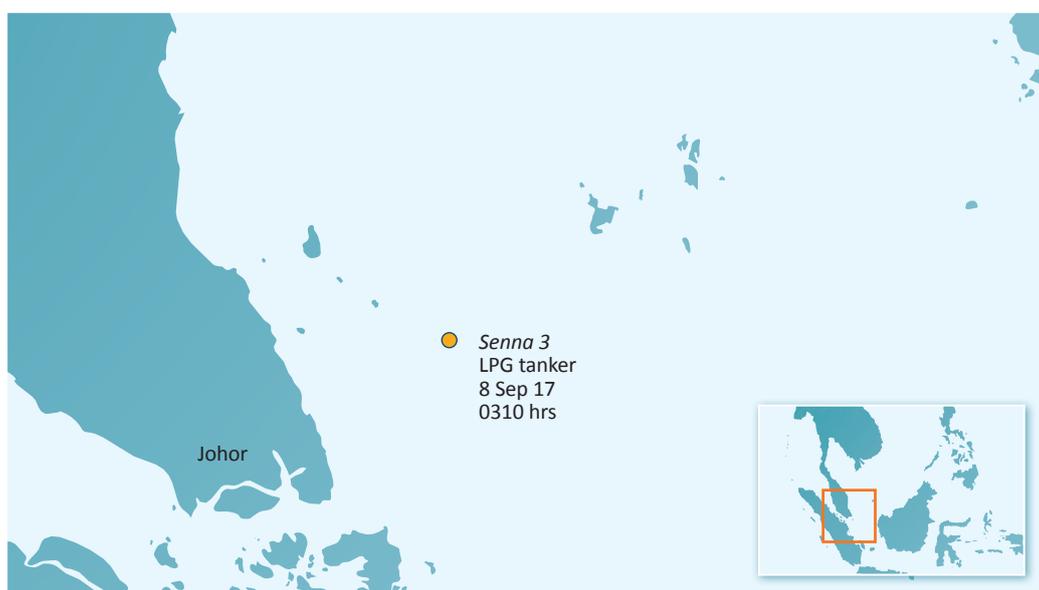
While underway at approximately 52 nm east of Johor Bahru, Malaysia, four perpetrators covered with masks, armed with sword, and about 30-40 year-old, boarded *Senna 3* from a speed boat which has white and dark blue hull and Yamaha outbound engine.

While on board the ship, the perpetrators tied the 2<sup>nd</sup> Officer and the AB at the wheel house. Thereafter, they cut the wires of the ship's VHF handset and Inmarsat C-mini.

<b>Name of ship</b>	<i>Senna 3</i>
<b>Type of ship</b>	LPG tanker
<b>Flag of ship</b>	Thailand
<b>GT</b>	3003
<b>IMO No.</b>	9179270

The perpetrators also took away personal items belonging to the master, chief officer, chief engineer, and 2<sup>nd</sup> Officer; and tied them and the other ship's officers in the navigation bridge. The master was tied at the handrail on the ship's port side. The perpetrators escaped in a speed boat. The master was able to untie himself and proceed to the bridge to untie other crew. The master sent a distress signal by Inmarsat-C and email to the Emergency Response Team. The Vietnam MRCC and Singapore MRCC acknowledged the distress signal and offered assistance to the ship. On 9 Sep 17, the Indonesian Navy boarded the ship for investigation when the ship arrived at Pulau Nipah.

This is the second incident within two days and the third incident reported since June 2017 involving Thai-registered ships. The ReCAAP ISC reiterates the importance of timely reporting of all incidents and suspicious activities to the nearest coastal State.



**Map 11 – Approximate location of incident involving *Senna 3***

The background features a dark blue-to-orange gradient with a grid of dotted lines forming concentric circles and radial lines, resembling a stylized globe or a technical diagram.

**PART SIX**  
**ReCAAP ISC'S**  
**MAIN ACTIVITIES**  
**(JULY-SEPTEMBER 2017)**

06

## PART SIX

# ReCAAP ISC'S MAIN ACTIVITIES (JULY-SEPTEMBER 2017)

### CLUSTER MEETING, HANOI, VIETNAM (5-6 JULY 2017)

A ReCAAP ISC team led by Mr Masafumi Kuroki, Executive Director, ReCAAP ISC conducted a Cluster Meeting in Hanoi, Vietnam during 5-6 Jul 17. The aim of the meeting was to better understand the challenges faced in combating armed robbery against ships and to foster closer cooperation between the governmental agencies and the shipping industry in Vietnam. The meeting was attended by inter-ministries officials from Vietnam Coast Guard (VCG), Vietnam Border Guard, Vietnam People's Navy (VPN) and Vietnam Maritime Administration (Vinamarine); as well as the local shipping industry. The Cluster Meeting was successfully conducted as the ReCAAP ISC was able to better understand the working relationship between the different agencies and their roles and responsibilities in combating piracy and armed robbery against ships. The ReCAAP ISC team also took the opportunity to visit the Maritime Administration in Vung Tau, which provided further insights into their countermeasures deployed, which led to the improvement of the overall situation in Vietnam during January-September 2017.



Mr Kuroki chairing the meeting



Participants of the meeting

## **ASEAN REGIONAL FORUM (ARF) WORKSHOP ON BEST PRACTICES IN IMPLEMENTING SAFETY OF NAVIGATION INSTRUMENTS, MANILA, PHILIPPINES (11-12 JULY 2017)**

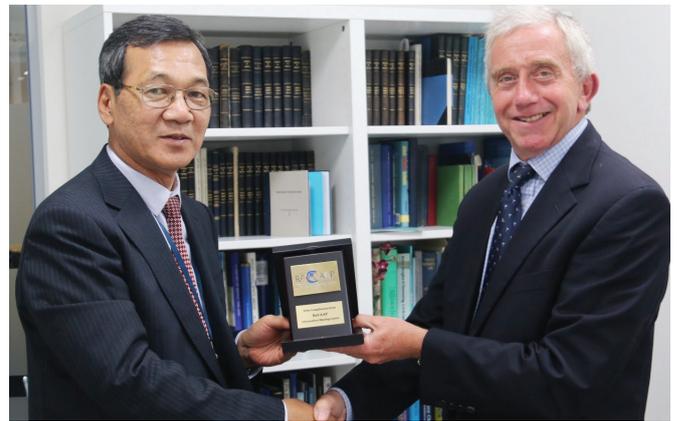
The ARF Workshop on *Best Practices in Implementing Safety of Navigation Instruments* was held in Manila, Philippines on 11-12 Jul 17. A total of 39 delegates from 16 countries, ASEAN Secretariat, ReCAAP ISC, INTERPOL and EU participated in the Workshop. The workshop provided a comprehensive overview of the involvement of multi-agencies, each has a role to play, and together contribute towards maritime safety to ensure safe and secure sea for all. Ms Lee Yin Mui, Assistant Director (Research), ReCAAP ISC delivered a presentation at the Workshop and profiling ReCAAP ISC as the subject-matter-expert in 'Piracy and Armed Robbery against Ships', and a model for regional cooperation. The forum provided an opportunity to share the ReCAAP model which has been widely recognized and acknowledged as a successful model in enhancing regional cooperation.



**Participants of the Workshop**

## 118th IMO COUNCIL MEETING, LONDON, UNITED KINGDOM (24-27 JULY 2017)

Mr Masafumi Kuroki, Executive Director, ReCAAP ISC attended the 118<sup>th</sup> IMO Council Meeting in London on 24-27 Jul 17 and gave an intervention under agenda item #14 on *Protection of Vital Shipping Lanes* as part of the Centre's effort in profiling the Asian initiative. Mr Kuroki's intervention provided an overview of the situation in Asia that included a summary of the abduction of crew situation in the Sulu/Celebes Seas. While in London, Mr Kuroki visited the National Maritime Information Centre (NMIC), which is the ReCAAP Focal Point for United Kingdom (UK) and UK Chamber of Shipping.



Mr Kuroki presenting mementos to (left) CDR Phil Ponsfrod, Deputy Head NMIC and (right) Mr Gavin Simmonds, Policy Director for Security and Commercial, UK Chamber of Shipping

## MOU BETWEEN ReCAAP ISC AND OIL COMPANIES INTERNATIONAL MARINE FORUM (OCIMF), LONDON, UNITED KINGDOM (24 JULY 2017)

The ReCAAP ISC and OCIMF signed a Memorandum of Understanding (MOU) on 24 Jul 17 in London, UK to boost the fight against piracy and armed robbery against ships in Asia. The signing of the MOU built on an existing collaborative relationship between ReCAAP ISC and OCIMF that included the cooperation in developing the *Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*. This is the sixth MOU that ReCAAP ISC has entered into, after MOUs with IMO, BIMCO, Asian Shipowners' Association (ASA), INTERTANKO and INTERPOL. This signifies ReCAAP ISC's continued commitment to work with the shipping industry together in ensuring a safe and secured sea for all.



Mr Kuroki (left) and Mr Andrew Cassels, Director, OCIMF

## COAST GUARD GLOBAL SUMMIT (CGGS), TOKYO, JAPAN (12-14 SEPTEMBER 2017)

The Japan Coast Guard (JCG) and the Nippon Foundation co-hosted the inaugural Coast Guard Global Summit (CGGS) 2017 on 12-14 Sep 17 in Tokyo, Japan. The aim of the CGGS was to encourage collaboration and cooperation among coast guards worldwide in coping with new challenges, maritime disasters, maritime incidents and transnational maritime crimes. Mr Masafumi Kuroki, Executive Director, ReCAAP ISC delivered a presentation on the ReCAAP ISC as a model of regional cooperation.



Mr Kuroki delivering a presentation



Participants of the Summit

## SARAWAK AND SABAH SHIPOWNERS' ASSOCIATION (SSSA) ANTI-PIRACY AND SEA ROBBERY FORUM, SABAH, EAST MALAYSIA (12 SEPTEMBER 2017)

The ReCAAP ISC and SSSA jointly conducted an anti-piracy and sea robbery forum on 12 Sep 17 in Kota Kinabalu, Sabah. The forum is part of ReCAAP ISC's effort in assisting SSSA to engage the government agencies and shipping industry in order to further promote collaboration in Sabah region. The one-day Forum was attended by more than 20 participants with the theme of *Enhancing Cooperation between Government Agencies and Shipping Industry*. Besides presentations from ReCAAP ISC and SSSA, the Philippine Coast Guard also presented an update on the situation off Sulu-Celebes Sea. The participants of the forum also visited the Sabah Region Marine Department and Malaysia Maritime Enforcement Agency (MMEA) Sabah Region Office, both located in Kota Kinabalu. The forum provided a good platform for SSSA members to share information, challenges, be apprised of the latest situation and establish network and contacts with the ReCAAP ISC and regional authorities.



Participants of the forum

## **CAPACITY BUILDING EXECUTIVE PROGRAMME, SINGAPORE & JAPAN (27 SEPTEMBER – 6 OCTOBER 2017)**

The Ministry of Foreign Affairs (MOFA) of Japan and the Maritime and Port Authority of Singapore (MPA), in cooperation with the ReCAAP Information Sharing Centre (ReCAAP ISC), jointly launched the inaugural Capacity Building Executive Programme on combating piracy and armed robbery against ships in Asia in Singapore and Japan from 27 Sep to 6 Oct 17.

Senior-level personnel with 10 to 15 years of experience and above in maritime enforcement of ReCAAP Contracting Parties from ASEAN (Cambodia, Brunei, Laos, Myanmar, Philippines, Singapore, Thailand and Vietnam), together with representatives from Indonesia and Malaysia as dialogue partners, participated in the 10-day training programme. The Singapore phase of the meeting ended on 29 Sep 17 with the continuation of the meeting in Japan on 2 Oct 17. Designed to build capacity, enhance information sharing and strengthen cooperation among the ASEAN enforcement authorities, the Capacity Building Executive Programme covered key topics such as trends and developments in piracy and armed robbery against ships in Asia, best practices of information sharing, and law enforcement, prosecution against piracy and armed robbery against ships, international laws and regulations, and emerging maritime threats such as cybersecurity, maritime terrorism, etc.



**Participants of the meeting in Singapore**



**Participants of the meeting in Japan**

# CONCLUSION

The overall situation of piracy and armed robbery against ships in Asia continues to improve with the lowest number of incidents reported during January-September 2017 compared to the same period of 2007-2016. A total of 50 incidents of piracy and armed robbery against ships (comprising 43 actual incidents and seven attempted incidents) were reported during January-September 2017. The total number of incidents reported during January-September 2017 has decreased by 15% compared to the same period in 2016.

There were improvements at ports and anchorages in India, Indonesia, Malaysia and Vietnam. However, there has been an increase in the number of incidents at the ports and anchorages in Philippines. Also of concern was the occurrence of two incidents involving the hijacking of ship for theft of oil cargo. The ReCAAP ISC encourages ships carrying oil cargo to enhance vigilance and take precautionary measures taking reference from the *“Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia”*.

No incident of abduction of crew from ships while underway in the Sulu-Celebes Sea and waters off Eastern Sabah was reported since the last attempted incident reported in April 2017. However, there is no room of complacency. The ReCAAP ISC reiterates its advice that all ships to re-route from the area, where possible. Otherwise ship masters and crew are strongly urged to exercise enhanced vigilance while transiting the area and report all incidents immediately to the authorities.

The ReCAAP ISC emphasises the importance of collective and shared responsibility among all stakeholders including the littoral States’ enforcement agencies and the shipping industry to institutionalise their efforts on land and at sea.

# APPENDICES

## Definitions & Methodology in Classifying Incidents

**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.

## DESCRIPTION OF INCIDENTS

### ACTUAL INCIDENTS

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
1	<b>Silver Express</b> Tanker Panama 26900 9380099	07/01/17 2250 hrs	13° 44.20' N, 121° 02.07' E  Batangas Alpha anchorage, Philippines	<p>While at anchor, the duty watch spotted two perpetrators armed with long knives on board the tanker during routine inspection. He reported the incident immediately. One of the perpetrators noticed the duty watch and chased him with a knife. The duty watch ran towards the accommodation and locked all access door while the master raised the alarm. The perpetrators escaped with ship stores including an airline valve cap, a forecandle bell and three fire hydrant caps. The incident was reported to the PCG, who immediately conducted maritime patrol in the vicinity.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
2	<b>Spirit of Bangkok</b> Container ship Marshall Islands 16986 9197349	16/01/17 0325 hrs	22° 06.60' N, 091° 44.40' E  Chittagong outer anchorage, Bangladesh	<p>While at anchor, an unidentified number of perpetrators boarded the ship and stole 15 drums of paint which is about 20 litres each.</p> <p>Upon receipt of information about the incident via VHF, the Bangladesh Coast Guard (BCG) immediately dispatched Coast Guard Ship (CGS) <i>Tawhid</i> with a boarding team to conduct investigation. The Special Section of the CG force recovered all drums of paint and one high pressure jet machine.</p> <p><b>[ReCAAP Focal Point (Bangladesh)]</b></p>
3	<b>Fishing Banca</b> Fishing Trawler Malaysia Bow No.: 838/4F	18/01/17 1730 hrs	06° 05' N, 118° 18' E  Approximately 25 nm east of Matanal Point, Sibago Island, Basilan Province, Philippines (Sulu-Celebes Sea)	<p>While underway, nine perpetrators armed with guns boarded the trawler from a grey speed boat. They abducted three Indonesian crew and fled towards Sulu in the speed boat. The local residents of Bakungan Island, Taganak reported the incident to the PCG and local police. While conducting maritime patrol in the area, the PCG stationed in Taganak spotted the abandoned fishing trawler drifting in the vicinity waters of Bacungan Island, Tawi-tawi. The PCG towed the fishing trawler and turned over to Taganak Municipal Office together with several fishing paraphernalia and navigational equipment.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>

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4	<b>Santa Fiorenza</b> Container ship Liberia 21583 9162253	19/01/17 0155 hrs	22° 05.80' N, 091° 48.80' E  Chittagong Anchorage, Bangladesh	<p>While at anchor, four armed perpetrators boarded the container ship and stole some ship stores. The master reported the incident to the Bangladesh Coast Guard via VHF Ch 12. Upon receiving the call, the Bangladesh Coast Guard ship, <i>CG Tawheed</i> anchored near the incident area sent a high speed boat to the area. The Bangladesh Coast Guard is investigating the Incident.</p> <p><b>[ReCAAP Focal Point (Bangladesh)]</b></p>
5	<b>Jaya Crystal</b> Tug boat Singapore 2763 9594212	23/01/17 1000 hrs	21° 12' N, 091° 43' E  Cox's Bazar, Bangladesh / Bay of Bengal	<p>While underway, multiple small boats approached tug boat, <i>Jaya Crystal</i> which was towing another ship, <i>EL Hadj</i>. The master immediately contacted the Chittagong Port Control and Bangladesh Coast Guard on Channel 12 and Channel 16 to request for assistance. Meantime, <i>Jaya Crystal</i> performed zigzag manoeuvres in an attempt to deter the small boats from approaching. However, the master sighted a number of the perpetrators climbing onto <i>EL Hadj</i>, and set fire on board the ship. The small boats left the area after the Bangladesh Navy arrived at the location of the incident.</p> <p><i>Jaya Crystal</i> began to fight the fire on the port quarter of <i>EL Hadj</i> but was interrupted when the master had to manoeuvre both ships into deeper waters to prevent grounding.</p> <p>The crew was not injured and nothing was stolen.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
6	<b>Skandi Atlantic</b> Offshore supply vessel Norway 3181 9447665	04/02/17 0255 hrS	21° 51.90' N, 091° 48.20' E  Off Kutubdia Island, Bangladesh	<p>While at anchor, three perpetrators boarded the ship and escaped empty-handed.</p> <p><b>[ReCAAP Focal Point (Bangladesh)]</b></p>

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7	<b>Skythia</b> Bulk carrier Malta 177830 9423920	15/02/17 0130 hrs	38° 52.60' N 119° 10' E  Jing Tang No.4 Anchorage, China	While at anchor, four perpetrators boarded the ship. The duty officer raised the alarm, and the perpetrators fled without stealing anything from the ship.  <b>[ReCAAP Focal Point (China)]</b>
8	<b>MMA Pinnacle</b> Offshore supply vessel Singapore 5138 9696187	18/02/17 0330 hrs	18° 54.20' N 072° 52.30' E  Mumbai D4 Anchorage, India	While at anchor, the project personnel and crew found that some items in the ship were missing. Upon further investigation, they found bare footprints of perpetrators at the access area on the port aft bollard /mooring station of the ship. The master reported the incident to the local agent, CSO and Flag State.  <b>[ReCAAP Focal Point (India), ReCAAP Focal Point (Singapore)]</b>
9	<b>Giang Hai</b> Bulk carrier Vietnam 2875 9557329	19/02/17 1724 hrs	06° 08' N 119° 24' E  Approximately 35 nm north- northwest of Doc Can Island, Sulu, Philippines (Sulu-Celebes Sea)	While underway from Indonesia to Iloilo port, Philippines, five perpetrators armed with firearms in a green jungkong (small wooden traditional fishing boat) approached bulk carrier, <i>Giang Hai</i> . They reportedly fired several warning shots at the ship ordering her to stop. The ship manoeuvred to evade the attack, and that prompted the perpetrators to continuously fire several shots at the ship until the perpetrators managed to board the ship. Upon boarding, the perpetrators gathered the crew at the crew deck. One of the crew was shot when he tried to block the perpetrators from entering the bridge. Subsequently, he died from the multiple gunshot wounds. The perpetrators entered the bridge, destroyed the ship's navigation and communication equipment, and abducted six crew (comprising the Master, Chief Officer, 3 <sup>rd</sup> Officer, 2 <sup>nd</sup> Engineer, 3 <sup>rd</sup> Engineer and one crew).  The Vietnam MRCC informed the Philippine Coast Guard (PCG) about the incident. The PCG Action Centre immediately directed Coast Guard District South Western Mindanao, CGS Bongao and Coast Guard Sub Station Taganak to the location of the incident.

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				<p>At about 0910 hrs on 20 Feb 17, personnel of CGSS Taganak together with personnel of Philippine National Police (PNP) and Philippine Marines conducted joint maritime patrol in the vicinity waters off Baguan Island and rescued the remaining 10 crew and the crew who was killed.</p> <p>The PCG also alerted Coast Guard units and Bureau of Fisheries and Agrarian Reform (BFAR) vessels in the area, issued Notice to Mariners and has organized a pursuit operation in coordination with the Armed Forces of the Philippines (AFP) and PNP units in the area.</p> <p>On 9 Mar 17, the ReCAAP Focal Point (Vietnam) informed the ReCAAP ISC that they received information that the perpetrators had killed one of the six abducted crew of <i>Giang Hai</i> during the transport; and thrown his body overboard. A search was conducted to locate the body of the crew.</p> <p>The ReCAAP Focal Point (Philippines) reported to the ReCAAP ISC that on 7 Jul 17, while the government troops were conducting military operations in Patikul Sulu, they recovered a cadaver. The forensic examination resulted in the identification of the body as one of the abducted crew of <i>Giang Hai</i>. To date, the remaining four crew of <i>Giang Hai</i> are still being held in captivity.</p> <p><b>[ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Vietnam)]</b></p>
10	<p><b>Maersk Aegean</b> Product tanker Singapore 23297 9636644</p>	<p>12/03/17 0145 hrs</p>	<p>01° 42.80' N, 101° 26' E</p> <p>Lubuk Gaung, Inner Anchorage, Dumai, Indonesia</p>	<p>While at anchor, the 2<sup>nd</sup> engineer reported that a portable welding machine, an electric drill and an electric hacksaw were found missing from the engine room workshop. Upon checking, the emergency access to the steering flat was found to be opened. A search was conducted, but no person was found. The agent and port authority were informed.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

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11	<b>Nancy P</b> Chemical/Oil product tanker Marshall Islands 29225 9702194	14/03/17 0228 hrs	13° 44' N, 121° 00' E  Batangas Anchorage "C", Philippines	While at anchor, the duty watch conducted roving inspection, and noticed that the lock of the forward storage locker was broken. He reported the incident to the Duty Officer who raised the alarm, conducted inspection of the ship and search for perpetrators on board. Some ship items were reported lost, and no perpetrators were found.  <b>[ReCAAP Focal Point (Philippines)]</b>
12	<b>Global Phenix</b> LPG tanker Panama 5017 9552719	22/03/17 0200 hrs	13° 44.10' N, 121° 01.12' E  Batangas Anchorage "C", Philippines	While at anchor, the duty watch conducted roving inspection, and noticed an unidentified perpetrator armed with a long bladed knife was hiding on the starboard side winch of the ship. He reported the incident to the master who raised the alarm, mustered the crew and checked on the inventory of the ship's items. The perpetrator jumped into the water and escaped in a small motor banca which was manned by his companion.  <b>[ReCAAP Focal Point (Philippines)]</b>
13	<b>Super Shuttle Tug 1</b> Tug boat Philippines 225 8609709	23/03/17 1220 hrs	06° 34.80' N, 122° 44.70' E  Vicinity waters east of Matanal Point, Basilan, Philippines	The Philippines-registered tug boat, <i>Super Shuttle Tug 1</i> , towing Roro cargo ship, <i>Super Shuttle Roro 9</i> , departed Cebu for General Santos City and were underway when four armed men boarded the tug boat from three wooden green speed boats at approximately 26 nm east of Matanal Point, Basilan, Philippines. They abducted two crew (captain and chief engineer, both Filipino nationality), and fled heading towards mainland Basilan. There were two armed men on board each speed boat. The remaining crew was safe.  After receiving the report from the crew, CGS Zamboanga immediately coordinated with local authorities and deployed its floating assets to conduct maritime patrol in the area. The Philippine Navy (PN) also deployed its speedboat and air assets after receiving the distress call from the tug boat.

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				<p>The authorities tracked down the Abu Sayyaf militants who escaped on speed boats. The immediate response by the ground forces led to the rescue of the abducted boat captain and the chief engineer on 25 Mar 17 and 27 Mar 17 respectively.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
14	<p><b>Ocean Ambition</b> Bulk carrier Marshall Islands 44855 9717709</p>	26/03/17 2015 hrs	<p>03° 43' N, 114° 25.0' E</p> <p>Taboneo anchorage, Indonesia</p>	<p>While at anchor, between four to five perpetrators boarded the ship from a boat via the ship's anchor chain. They cut the securing rope of the hawse pipe cover, shifted the butterfly nuts, opened the hawse pipe cover, broke the lock to the forecandle store, removed the internal securing arrangement of the forecandle booby hatch and took away two new mooring ropes. It happened during hours of darkness when small unlit boats cannot be seen visually and on radar.</p> <p>The duty AB on anti-piracy watch round noticed that the forecandle store door of the ship with lock was open and the door was locked from inside. He informed the bridge immediately. The Chief Officer raised the alarm and together with the crew, conducted a check.</p> <p><b>[ReCAAP Contact Point (Hong Kong)]</b></p>
15	<p><b>Overseas Andromar</b> Chemical tanker Marshall Islands 30018 9265885</p>	27/03/17 0130 hrs	<p>13° 42.52' N, 121° 01.50' E</p> <p>Batangas Anchorage "A", Philippines</p>	<p>While at anchor, the duty deck watch conducted roving inspection and noticed an unidentified perpetrator climbing up the ship's anchor chain. When confronted by the duty deck watch, the perpetrator immediately jumped into the water and escaped in a small motor banca together with his companion. The master mustered the crew and checked on the inventory of the ship's items.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
16	<p><b>Arpeggio</b> Bulk carrier Panama 42608 9636278</p>	20/04/17 0200 hrs	<p>0° 15.7' S, 117° 34.5' E</p> <p>Samarinda Anchorage, Indonesia</p>	<p>While at anchor, three perpetrators boarded the bulk carrier. The alarm was raised and crew mustered. Upon seeing that the crew had been alerted, the perpetrators escaped without taking anything.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

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17	<b>Lucina Providence</b> LPG tanker Panama 46025 9349784	22/04/17 0300 hrs	13° 40.5' N, 121° 3.1' E  JG Summit Terminal Jetty 1, Batangas, Philippines	While at berth, an unknown number of perpetrators boarded the LPG tanker, stole ship's property and escaped. The crew only discovered the theft during their routine rounds. The port authority boarded the ship for investigation.  <b>[MMEA]</b>
18	<b>Unique Developer</b> Tanker Hong Kong 26914 9402809	02/05/17 2315 hrs	22° 13.9' N, 91° 44.1' E  Bravo Anchorage, Chittagong, Bangladesh	While at anchor, two perpetrators speaking in local dialect Bangla, armed with sword, boarded on the poop deck of the ship from an approximately three to four meters long boat with two other perpetrators waiting on board the boat. The duty crew, upon seeing the perpetrators boarding the ship, informed the bridge and the duty officer raised the alarm by sounding the ship whistle followed by making announcement over the PA system. The perpetrators left the ship empty-handed.  <b>[ReCAAP Contact Point (Hong Kong)]</b>
19	<b>Nord Maru</b> Bulk carrier Singapore 30684 9284491	03/05/17 0100 hrs	5° 57.5' S, 106° 55.6' E  Tanjung Priok Anchorage, Indonesia	While at anchor, the duty crew sighted three perpetrators boarded the ship through the stern from a wooden boat. The duty crew reported the sighting to the duty officer. The general alarm was immediately activated, and the perpetrators escaped in an unlit wooden boat. Some ship stores were reported missing and the crew was not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>
20	<b>Nave Buena Suerte</b> Crude oil tanker Hong Kong 152727 9514561	04/05/17 0106 hrs	1° 16.6' N, 103° 17.6' E  Straits of Malacca and Singapore (SOMS)	While underway, the 2 <sup>nd</sup> Engineer sighted six perpetrators armed with knives in the engine room. Upon being sighted, the perpetrators forced the 2 <sup>nd</sup> Engineer to show them the way out of the engine room. Nothing was stolen as the perpetrators were sighted before they could steal anything. The alarm was sounded immediately and a search was conducted on board the ship. No perpetrators were found. A report was made to the Vessel Traffic Information System (VTIS) via VHF. The crew was not injured.  <b>[ReCAAP Contact Point (Hong Kong)]</b>

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21	<b>Prabhu Lal</b> Bulk carrier India 30057 9263124	11/05/17 2012 hrs	0° 16.3' S 117° 37.9' E  Samarinda Anchorage, Indonesia	While at anchor, a perpetrator armed with knife boarded the ship via the anchor chain. The duty A/B on routine rounds sighted the perpetrator and informed the OOW who raised the alarm and mustered the crew. Upon hearing the alarm and realising that the crew had been alerted, the perpetrator escaped via the anchor chain and fled in a speed boat. A search was conducted on board the ship and nothing was stolen.  <b>[ReCAAP Focal Point (India)]</b>
22	<b>SC Dalian</b> Chemical tanker Hong Kong 8539 9430454	21/05/17 0330 hrs	1° 43.7' N, 101° 23.2' E  Port Lubuk Gaung, Indonesia	While at berth, six perpetrators armed with long knives boarded the ship from a speed boat. The perpetrators stole the outboard engine of a rescue boat on the poop deck and escaped.  <b>[ReCAAP Contact Point (Hong Kong)]</b>
23	<b>Name withheld</b> Product tanker Saudi Arabia 29165	25/05/17 0515 hrs	1° 43.1' N, 101° 25.8' E  Dumai Anchorage, Indonesia	While at anchor, two perpetrators armed with a machete boarded the product tanker. The alarm was raised and crew mustered. The perpetrators escaped with stolen ship property.  <b>[Regional authorities]</b>
24	<b>Alice</b> Chemical tanker Marshall Islands 4202 9520273	28/05/17 2300 hrs	2° 49.9' N, 105° 17.4' E  South China Sea (SCS)	While underway, six perpetrators armed with guns and knives boarded the ship through the port quarter. The perpetrators tied the master and crew, took the ship's cash, crew's personal belongings and cash, and escaped in a small boat. After the perpetrators left the ship, the master managed to untie himself and reported the incident to his Company Security Officer (CSO). The company reported the incident to the ReCAAP Focal Point (Singapore) who initiate the navigational broadcast of the incident and informed the relevant authorities. The crew was not injured.  <b>[ReCAAP Focal Point (Singapore)]</b>

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25	<b>Uni Challenge</b> Bulk carrier Singapore 18465 9606546	01/06/17 0300 hrs	7° 45.67' S, 109° 4.25' E  Cilacap Anchorage, Indonesia	<p>While at anchor, the duty oiler spot a perpetrator in the engine room. The perpetrator 'shot' two stones with a slingshot at the duty oiler and barely missed him. The duty oiler ran into the engine control room, locked himself inside and reported to the master. The master raised the alarm, heard a loud engine sound as a boat sped off with a group of three unknown persons. A search was conducted on the ship's aft station, main deck and engine room. It was discovered that the access watertight door in the main deck to the engine room was open and engine spares from the engine store room were missing.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
26	<b>Harvester</b> Bulk carrier Liberia 23651 9777711	03/06/17	Off Belawan, Indonesia	<p>While at anchor, eight perpetrators boarded the bulk carrier and stole paint. The Indonesian Navy Western Fleet Quick Response (WFQR) managed to locate and arrest two of the perpetrators, and recover the stolen items.</p> <p><b>[Regional authorities]</b></p>
27	<b>M/Tug 308</b> Tug boat Philippines  <b>SSL Barge 08</b> Barge Philippines	05/06/17 1223 hrs	5° 48.36' N, 125° 44.55' E  Vicinity of Sarangani Strait, Jose Abad Santos, Davao Occidental, Philippines	<p>While underway, 20 perpetrators carrying short firearms on board five motor bancas approached and boarded the tug boat. The perpetrators took away several gallons of fuel, paint and half sack of rice. The crew of the tug boat reported the incident to the Philippine Coast Guard (PCG) who immediately launched its assets and conducted maritime patrol in the area. The PCG located the tug boat and the barge; and rendered assistance to the tug boat.</p> <p>While the PCG team was conducting verification on board the tug boat, one motor banca with two perpetrators on board came alongside on the other side of the tug boat. The perpetrators who were not armed boarded the tug boat and were immediately apprehended by the PCG team. They were handed over to the Philippine National Police (PNP) for investigation and filing of appropriate charges in court.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>

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28	<b>Akrotiri</b> Tanker Singapore 25190 9007752	08/06/17 0355 hrs	1° 21' N, 104° 36' E  Off Tanjung Berakit, Pulau Bintan, Indonesia	While at anchor, unknown number of perpetrators armed with knives boarded the ship from a boat and grabbed the AB on watch to the engine room. The duty officer suspected that something happened when the duty AB failed to reply through the handheld radio. While searching for the AB, he spotted a boat alongside the starboard quarter from the bridge wing of the ship. He then raised the alarm which made the perpetrators leave the ship. The crew was not injured and some engine spares were stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
29	<b>Loch Seaforth</b> Offshore supply vessel Singapore 10835 9594949	14/06/17 0450 hrs	1° 0.09' N, 104° 14.58' E  Off Pulau Bintan, Indonesia	While at anchor, four perpetrators boarded the ship and escaped immediately upon being sighted by the crew. The crew was not injured and nothing was stolen.  <b>[ReCAAP Focal Point (Singapore)]</b>
30	<b>MS Sophie</b> Tanker Liberia 25400 9241798	15/06/17 1000 hrs	13° 44' N, 121° 00' E  Batangas Anchorage, Philippines	While the bosun watch was approaching the forecandle, he noticed that the additional wooden cover of anchor pipe was removed and the rope was cut. The padlock of the bosun store was also broken. Ship stores including forecandle bell, fire nozzles and covers for fire hydrant were stolen.  <b>[ReCAAP Focal Point (Philippines)]</b>
31	<b>C. P. 41</b> Chemical/oil product tanker Thailand 2752 9186455	23/06/17 2100 hrs	3° 55.27'N, 103° 52.8'E  South China Sea (SCS)	While sailing, six perpetrators speaking Bahasa, armed with guns and knives boarded the ship and locked all crew in the engine room. The perpetrators instructed the ship's engineer to operate the pump and siphon the cargo of diesel to their ship. An estimated of 1.5 million litres of diesel was siphoned from the ship. Thereafter the perpetrators released all the crew at 0420 hrs on 24 Jun 17.  Before leaving the ship, the perpetrators damaged the ship's communication equipment.  The ship arrived at Songkha port on 26 Jun 17; and a team boarded the ship for investigation.  <b>[ReCAAP Focal Point (Thailand)]</b>

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32	<b>E. R. Martinique</b> General cargo ship Liberia 28927 9314985	11/07/17 0150 hrs	14° 33.88' N, 120° 54.77' E  Approximately 3.27 nm from Pier 13, South Harbour, Manila, Philippines	<p>While at anchor, the duty officer conducted a regular security inspection on the deck area and discovered that the portside door of the forecastle store was opened and the padlock was broken. He also noticed several footprints on the deck and a small boat with unknown number of perpetrators was moving towards the ship's bow.</p> <p>The duty A/B reported the situation to the Officer on Watch (OOW) on the bridge who raised the alarm. A general inspection and inventory of equipment were conducted. A fire hose nozzle was stolen.</p> <p>Upon receipt of the report, the PCG immediately deployed its asset with one team of Special Operating Unit (SOU) on board to conduct maritime patrol in the area.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
33	<b>Cosco Fukuyama</b> Container ship Panama 40165 9400306	14/07/17 1930 hrs	14° 33.43 ' N, 120° 55.41' E  Approximately 2.91 nm from Pier 13, South Harbour, Manila, Philippines	<p>While at anchor, two armed perpetrators boarded the ship through the hawse pipe. The perpetrators stole the life raft at the bow station and one fireman Self-Contained Breathing Apparatus (SCBA) before they escaped. The duty officer reported the incident to the chief officer who immediately raised the alarm. The master then reported the incident to the local port authorities.</p> <p>PCG immediately deployed its assets and intercepted a motor banca, John Andrea that was spotted near the area of incident. The team conducted search and inspected the said motor banca but yielded negative result.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
34	<b>Navig8 Exceed</b> Crude oil tanker Marshall Islands 42750 9735608	03/08/17 0700 hrs	1° 24' N 104° 33.9' E  Approximately 9.77 nm north off Pulau Berakit, Indonesia	<p>While at anchor, the duty crew found four broken locks to the steering flat compartment, air-conditioned room and garbage locker. After a thorough search, it was discovered that the breathing apparatus compressor was missing from the emergency generator room. The perpetrators were not sighted.</p> <p>Upon discovery of the broken locks and missing item, the crew rigged razor wire around the ship and increased the number of crew on patrol on board the ship.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

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35	<b>RHL Aqua</b> Container ship Liberia 18480 9373498	10/08/17 0140 hrs	14° 32.79' N, 120° 55.35' E  Approximately 2.84 nm off Sangley runway, Cavite City, Philippines	<p>While at anchor, the duty deck watch noticed four perpetrators at the forecastle deck of the ship. He immediately reported the incident to the duty officer on watch who alerted the master, sounded the general alarm and reported the incident to the Vessel Traffic Management System (VTMS) Manila. The perpetrators, upon hearing the alarm quickly jumped into the water and moved away with their motor banca towards an unknown direction. The Philippine Coast Guard (PCG) proceeded to the location of the incident and conducted maritime patrol in the area.</p> <p>The crew was not injured; and two sets of breathing apparatus and one set of fireman's outfit were found missing.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
36	<b>Warnow Master</b> Container ship Cyprus 17068 9449833	16/08/17 0459 hrs	14° 33.1' N, 120° 55.64' E  Anchorage in the vicinity waters off South Harbour Manila, Philippines	<p>While at anchor, the duty roving watch when conducting routine inspection noticed two perpetrators inside the hawse pipe at the starboard side of the ship. He immediately reported the incident to the duty officer on watch who alerted the master, sounded the general alarm and reported the incident to the Vessel Traffic Management System (VTMS) Manila. The perpetrators, upon hearing the alarm jumped into the water.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
37	<b>Star Lily</b> Bulk carrier Panama 21192 9370422	21/08/17 0234 hrs	1° 7.6' N, 103° 45.27' E  Straits of Malacca & Singapore (SOMS)	<p>While sailing, the crew sighted four perpetrators armed with machete, boarded the vessel from a craft. The alarm was raised, accommodation area secured and anti-piracy measures activated on board. The perpetrators escaped in a waiting boat. Nothing was stolen and the crew was safe.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

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38	<b>Areti. Gr</b> Bulk carrier Panama 34187 9789893	03/09/17 0145 hrs	22° 14.08' N 91° 44.53' E  Chittagong Anchorage, Bangladesh	<p>While at anchor, four perpetrators armed with long knives boarded the bulk carrier from a small boat. They broke the padlock to the store, stole eight pails of grease and escaped. The incident lasted for about 10 minutes.</p> <p><b>[ReCAAP Focal Point (Bangladesh)]</b></p>
39	<b>MGT 1</b> Product tanker Thailand 983 9019975	06/09/17 2100 hrs	5° 8.37' N 104° 16.62' E  South China Sea (SCS)	<p>While underway from Rayong port, Thailand to Andaman Sea, 13 perpetrators armed with knives and guns boarded the ship from two small fast boats. The perpetrators forced the crew to transfer one million litres of diesel oil (out of 2.2 million litres contained in the tanker) to a mother ship.</p> <p>The crew activated the SSAS alarm. At about 1500 hrs, the Malaysia Maritime Enforcement Agency (MMEA) also received information from some fishermen that a group of people were climbing on board a product tanker. Acting on these inputs, the MMEA conducted continuous monitoring of the ship and dispatched two ships and a helicopter to the location of the incident. The MMEA's Special Task and Rescue Team (STAR) boarded the ship and apprehended 10 perpetrators who were on board the ship. Three other perpetrators managed to escape. The ship and the mother ship that was alongside were escorted safely by the authorities towards Kuala Terengganu for further investigation. The mastermind was arrested in Johor Baru.</p> <p>On 20 Sep 17, the 10 perpetrators and the mastermind were charged in court in Kuala Terengganu, convicted of armed robbery under Section 395 of the Penal Code. They were sentenced to 16 years' imprisonment each, and seven of them, in addition to the imprisonment were given five strokes of cane each. One of the three perpetrators who escaped was arrested by the Immigration Department and handed over to the MMEA. He will be charged accordingly. The other two perpetrators are still at large.</p> <p><b>[ReCAAP Focal Point (Thailand), MMEA]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
40	<p><b>Senna 3</b> LPG tanker Thailand 3003 9179270</p>	<p>08/09/17 0310 hrs</p>	<p>2° 3.55' N, 104° 59.28' E</p> <p>South China Sea (SCS)</p>	<p>While underway, four perpetrators covered with masks, armed with sword, and around 30-40 year-old, boarded the ship from a speed boat which has white and dark blue hull and Yamaha outbound engine.</p> <p>When onboard the ship, the perpetrators tied the 2nd Officer and the AB at the wheel house. Thereafter, they cut the wires of the ship's VHF handset and Inmarsat C-mini. The perpetrators took the personal belongings from the 2nd Officer and forced him to lead them to the master's cabin. They took the master's personal belongings, and forced him to lead them to the chief officer's and chief engineer's cabins. After the perpetrators took their belongings, they tied all of them, except the master together in the navigation bridge, but did not harm them. The perpetrators tied the master to the handrail at the ship port side, and escaped in their speed boat. The master managed to untie himself, and help to untie the other crew.</p> <p>The master sent a distress signal via Inmarsat-C and email to the emergency response team (ERT) to report the incident. The Vietnam MRCC and Singapore MRCC acknowledged the distress and offer assistance to the ship. On 9 Sep 17, the ship arrived at Nipah Island, and the Indonesian Navy boarded the ship to investigate.</p> <p><b>[ReCAAP Focal Point (Thailand)],</b> <b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
41	<b>Ocean Amazing</b> Bulk carrier Singapore 25967 9162942	12/09/17 0430 hrs	0° 13.3' N 117° 33.5' E  Samarinda Anchorage, Kalimantan, Indonesia	<p>While at anchor, the bulk carrier was loading coal using a floating crane at 1830 hrs. One crew was on standby at the port side gangway entrance and another assisting with cargo operation and de-ballasting. A security round was carried out at 0300 hrs.</p> <p>At about 0430 hrs, two duty ABs discovered that the skylight door at the forecastle of the ship was open, and the D-ring bracket was broken. The crew remembered that he had secured the skylight door with double padlocks, fastened with butterfly nuts and lashed from within.</p> <p>The ABs informed the duty officer and a search was conducted in the Bosun store. Two coils of spare mooring rope were found missing. The crew reported incident to the flag State and agent. The agent made a police report thereafter.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
42	<b>SBI Echo</b> Bulk carrier Marshall Islands 34835 9714692	19/09/17	20° 54.3' N, 107° 16.3' E  Cam Pha Inner Anchorage, Vietnam	<p>While at anchor, the duty crew during his routine round discovered that the padlock to the paint store was broken. Ship stores and crew's personal belongings had been stolen. The perpetrators could have had boarded the ship unnoticed during the ship's cargo operations. The incident was reported to the ship agent who made a report to the port authority.</p> <p><b>[ReCAAP Focal Point (Vietnam)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
43	<b>Bebatik</b> LNG Tanker Brunei Darussalam 48612 7121633	25/09/17 2206 hrs	13° 46' N, 120° 58' E  Bauan Anchorage, Batangas, Philippines	<p>While at anchor, the duty roving watch spotted an unidentified perpetrator at the forecandle of the ship. He reported the incident to the duty Officer-on-Watch (OOW) who sounded the ship's alarm. Upon hearing the alarm, the perpetrator jumped into the water and fled away in a small boat with two other persons on board. The following ship's items were stolen:</p> <ol style="list-style-type: none"> <li>a. 6 pcs fire hydrant brass caps; and</li> <li>b. 4 pcs fire hydrant nozzles.</li> </ol> <p>The master reported the incident to the ship agent who report to the port authorities. Upon receipt of the information, the personnel of Coast Guard Sub-Station Bauan and Port State Control Centre at Batangas boarded the ship and investigated the incident.</p> <p>The boarding team advised the master to exercise enhanced vigilant, adopt extra precautionary measures and report all incidents to the nearest Coast Guard units for immediate action.</p> <p>The crew was not injured.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>

## ATTEMPTED INCIDENTS

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
44	<b><i>Ocean Kingdom</i></b> Container ship Antigua and Barbuda 7541 9202091	03/01/17 1500 hrs	06° 37.70' N, 122° 44.40' E  Approximately 25 nm east of Matanal Point, Sibago Island, Basilan, Philippines (Sulu-Celebes Sea)	<p>While underway, two white and yellow speed boats, each with two and three perpetrators armed with guns and long rifles, approached the container ship. While approaching, one of the perpetrators in one of the boats made a hand signal to stop and then increased its speed abruptly to 14 knots while the other speed boat proceeded towards the stern of the ship with one perpetrator attempted to climb onto the container ship. The master conducted a zig-zag manoeuvring which resulted in swaying of the rudder and propeller that created some intermittent waves which forced the perpetrator to abort his attempt to board the ship.</p> <p>The perpetrators fired continuously at the ship which resulted in multiple bullet shots at the bridge area and different parts of the ship. The crew was not injured. The incident was reported to the Philippine Coast Guard (PCG) Station at Zamboanga who coordinated with the Naval Forces Western Mindanao in dispatching boats to the location.</p> <p>The DA-BFAR Monitoring, Control and Surveillance (MCS) vessel- 3009, which is under the operational control (OPCON) of the PCG that was operating in the vicinity, was directed to proceed to the area. In addition, the Search and Rescue Vessel (SARV)-3503, Tug Boat (TB)-271 and DA-BFAR MCS-3006 were also dispatched</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
45	<b><i>Great Sailor</i></b> Chemical tanker Vietnam 9419 9183477	06/01/17 0123 hrs	01° 14.83' N, 104° 06.02' E  Straits of Malacca and Singapore (SOMS)	<p>While underway in the eastbound lane of the Singapore Strait, an unknown number of perpetrators in a small fast moving craft attempted to board the tanker. The master took evasive action, raised alarm and shone the spot light at the small craft. Upon realising that they had been detected, the unknown craft aborted the boarding attempt.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
46	<b>Donghae Star</b> Bulk carrier Panama 45026 9592604	22/02/17 1345 hrs	05° 38.09' N 119° 36.63' E  Approximately 10.4 nm southwest of Pearl Bank, Philippines	<p>While underway, the ship spotted three fast boats painted in black with five perpetrators on board wearing black. The boats were heading towards the ship's direction at a speed of about 20.5 knots chasing after the ship. Immediately, the crew contacted the Philippine Navy-Littoral Monitoring Station (LMS), Bongao in the area through radio.</p> <p>After which, the fast boats slowed down their speed. The ship proceeded to its next port of call with no untoward incident.</p> <p>The Philippine Navy (PN) informed the Joint Task Force Tawi-Tawi (JTFTT) and deployed PN vessels to continue patrols in the vicinity of Pearl Bank and approaches.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
47	<b>Phu An 268</b> General cargo ship Vietnam 1599 9549293	05/03/17 1600 hrs	06° 21' N, 118° 09' E  Approximately 15.48 nm northeast of Pulau Libaran, off Sandakan, East Malaysia	<p>A skiff with six perpetrators on board approached and followed the ship for about 1.5 hours. The master and the crew used net and water canon to prevent the perpetrators from getting on board. Then the master informed the local authorities. In response, the Malaysian Royal Navy (RMN) vessel responded and proceeded to the area. The perpetrators escaped.</p> <p><b>[ReCAAP Focal Point (Vietnam)]</b></p>
48	<b>Ping An</b> Oil/chemical tanker Marshall Islands 11438 9495856	26/03/17 0100 hrs	01° 43' N, 101° 26.25' E  Port Lubuk Gaung anchorage, Dumai, Indonesia	<p>While at anchor, a crew on security patrol sighted a perpetrator attempting to board the ship at poop deck from the ship's astern area. The crew alerted the duty officer on the bridge who raised the ship alarm and mustered the crew. The perpetrator aborted the boarding and escaped with three other accomplices who were on board a small craft. The crew was safe and a security search was conducted on board the ship. No ship's property was stolen. The perpetrators were subsequently arrested by the Indonesian Marine Police (IMP) who was patrolling in the vicinity.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
49	<b><i>Doña Annabel</i></b> Passenger/ cargo ferry Philippines	18/04/17 0754 hrs	07° 57.50' N, 121° 55.96' E  Approximately 14 nm northwest of Port Santa Maria, Siocon, Zamboanga Peninsula, Philippines (Sulu-Celebes Sea)	<p>While underway, three fast boats surrounded and tried to approach the ship. There was an unknown number of perpetrators wearing bonnets and armed with guns on board the boats. The ship captain reported the incident to the Philippine Coast Guard (PCG).</p> <p>After receiving the distress call from the ship, the PCG immediately coordinated with local authorities and deployed its assets to conduct maritime patrol in the area. The Philippine Navy also deployed its assets and the Philippine Air Force deployed two Huey helicopters.</p> <p>The authorities located the ship and rendered assistance to her until she arrived safely at the port of Zamboanga City, Philippines.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
50	<b><i>Aquabelle</i></b> Chemical tanker Malaysia 5256 9410193	13/08/17 1355 hrs	5° 48.34' N, 118° 4.57' E  Alongside the KBOT (Karamunting Bulk Oil Terminal), Sandakan, Sabah, Malaysia	<p>While at berth, the crew along with the cargo surveyor and the loading master were carrying out cargo gauging when the duty AB noticed one perpetrator attempting to board the ship through its starboard side near no.1 cargo tank using a small rope. The cargo control room was alerted and alarm was raised. The perpetrator escaped in a small boat which had another person on board.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

## Maritime Safety Committee (MSC) Circulars on Preventing and Suppressing Acts 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:

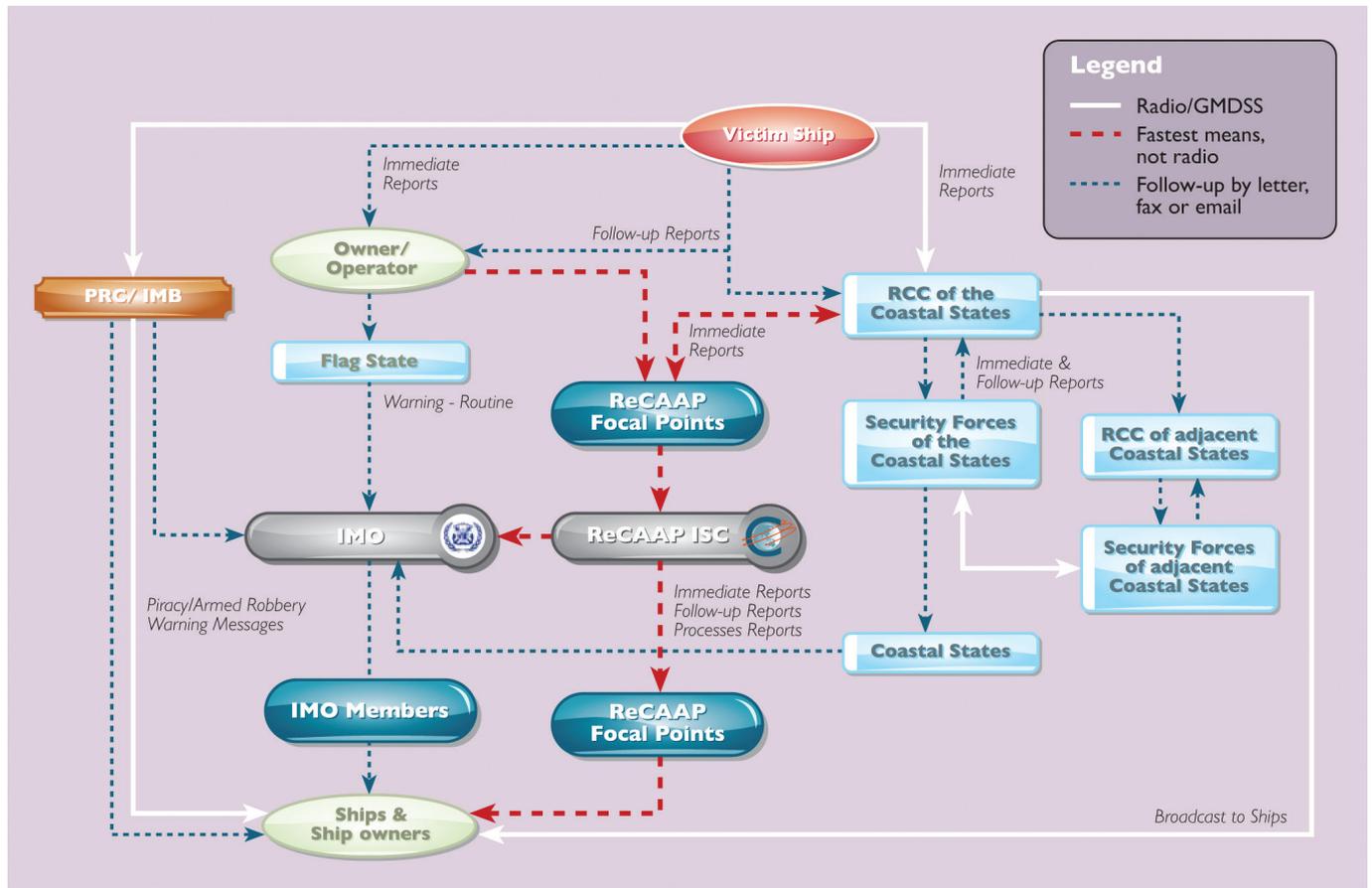


Diagram 1 – Flow Diagram for Reporting Incidents in Asia

### 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

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:amboc@border.gov.au">amboc@border.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 Ministry of Foreign Affairs Email: <a href="mailto:Ketkeo_pmc@yahoo.com">Ketkeo_pmc@yahoo.com</a> <a href="mailto:svongdeuane@yahoo.com">svongdeuane@yahoo.com</a>	+856-21-970 151	+856-21-212505 +856-21-212547
<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>	+95-313-1650	+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 "ENVY"	

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:nhqdno@yahoo.com">nhqdno@yahoo.com</a> <a href="mailto:nhqdno@navy.lk">nhqdno@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-ws@mod.uk">nmic-ws@mod.uk</a>	+44 2392-211951	+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	
<b>Vietnam</b>		
Vietnam Coast Guard Email: <a href="mailto:vietnamcoastguard@gmail.com">vietnamcoastguard@gmail.com</a> <a href="mailto:vietnamfocalpoint@yahoo.com.vn">vietnamfocalpoint@yahoo.com.vn</a>	+84-4-3355-4378	+84-4-3355-4363

Correct as at 7 September 2017

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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 makes every effort to acknowledge these sources.



Regional Cooperation Agreement on Combating Piracy  
and Armed Robbery against Ships in Asia  
Infinite Studios  
21 Media Circle, #05-04, Singapore 138562  
T +65 6376 3091 . F +65 6376 3066  
E [info@recaap.org](mailto:info@recaap.org) . W [www.recaap.org](http://www.recaap.org)