



# MONTHLY REPORT

PIRACY AND ARMED ROBBERY  
AGAINST SHIPS IN ASIA

NOVEMBER 2021

11

# INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA IN NOVEMBER 2021

## OVERVIEW

In November 2021, eight incidents of armed robbery against ships<sup>1</sup> (in territorial / archipelagic waters) were reported in Asia. No piracy<sup>2</sup> incident (on high seas) was reported. Of the eight incidents, seven were actual incidents<sup>3</sup> and one was an attempted incident<sup>4</sup>.

During January-November 2021, a total of 72 incidents were reported in Asia. This is a 24% decrease compared to January-November 2020 (95 incidents). The decrease of incidents occurred in most of the locations, except in the Singapore Strait (SS).

The situation in the SS continues to be an area of concern. There was an increase of incidents in the SS during January-November 2021 with 41 incidents compared to 34 incidents during the same period in 2020. With one more month to the end of 2021, this is already the third highest number of incidents in the SS since 2007 (99 incidents in 2015, 47 incidents in 2014). On 2 Dec, the ReCAAP ISC issued an Incident Alert to alert the maritime community to the continued occurrence of incidents in the SS, and to warn of a possibility of further incidents.

There was no report of abduction of crew for ransom in the Sulu-Celebes Seas and waters off Eastern Sabah since January 2020. However, the threat remains high as the Abu Sayyaf Group leaders responsible for the abduction of crew in the Sulu area are still at large.

## NOVEMBER 2021

### NUMBER OF INCIDENTS

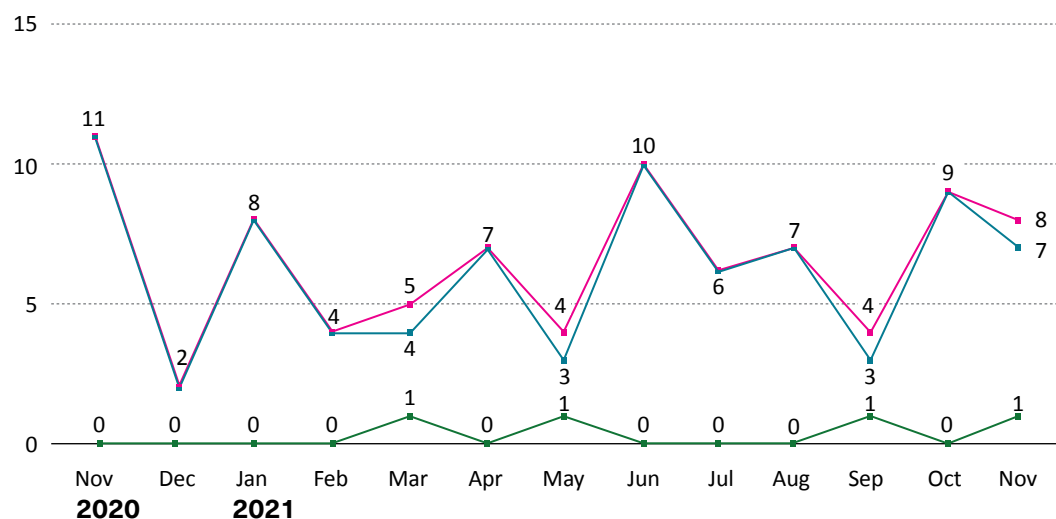
In November 2021, eight incidents (comprising seven actual incidents and one attempted incident) of armed robbery against ships were reported in Asia. All incidents have been verified and reported to the ReCAAP ISC by ReCAAP Focal Points. Graph 1 shows the number of incidents reported each month from November 2020 to November 2021.

<sup>1</sup> 'Armed robbery against ships' is defined in 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>2</sup> 'Piracy' is defined in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS). Refer to Appendix for detailed definition.

<sup>3</sup> Actual incidents are incidents where pirates/robbers boarded the ship; and regardless of whether they stole any items or not.

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



**Graph 1 – Number of incidents (November 2020 to November 2021)**

■ Total ■ Actual ■ Attempted

## STATUS OF SHIPS

Of the eight incidents reported in November 2021, six incidents occurred on board ships while underway in the Singapore Strait, and two incidents on board ships while at anchor (at Kandla Anchorage, India and Jakarta Anchorage, Indonesia).

## SIGNIFICANCE LEVEL OF INCIDENTS

All seven actual incidents reported in November 2021 were CAT 4 incidents. In four of these incidents, the perpetrators stole ship stores (towing line and mooring rope) and engine spares. Nothing was stolen in the other three incidents. The crew was not injured in all seven incidents.

Chart 1 shows the significance level of incidents reported each month from November 2020 to November 2021.

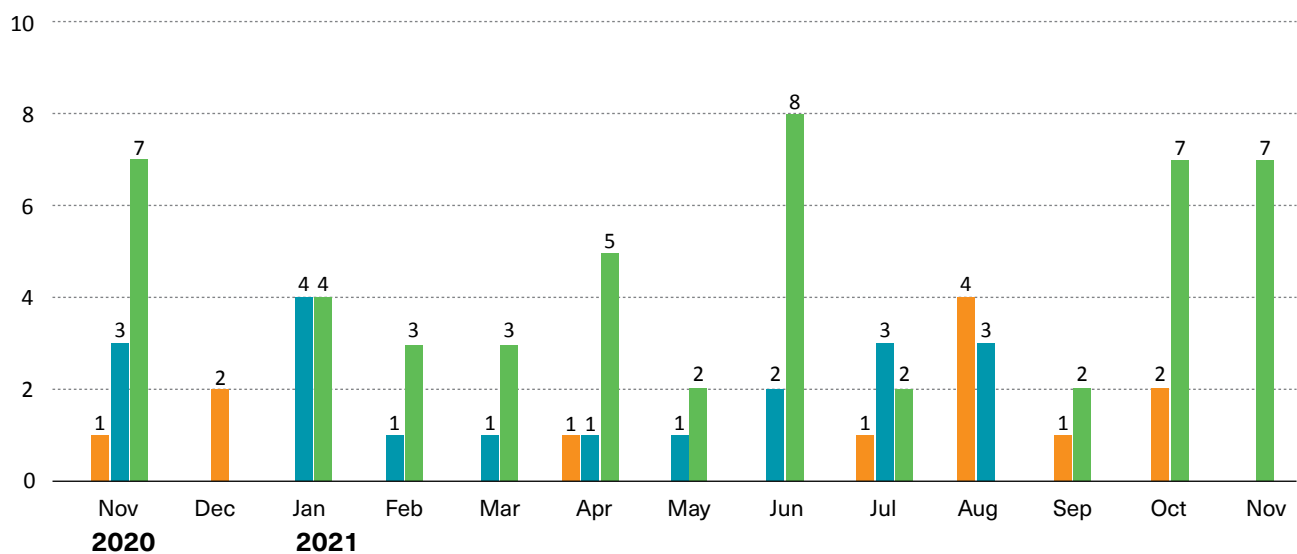


Chart 1 – Significance level of incidents (November 2020 to November 2021)

CAT 2 CAT 3 CAT 4

## LOCATION OF INCIDENTS

The location of the eight incidents reported in November 2021 is shown in Map 1.



Map 1 – Location of incidents in November 2021

● CAT 4 ▲ Attempted

- |   |  |  |
|---|--|--|
| <p>1 <b>MTS Vantage &amp; BM 2101</b><br/>Tug boat &amp; barge<br/>12 Nov 21, 1255 hrs<br/>1° 7.81' N, 103° 32.9' E</p> | <p>2 <b>Iki</b><br/>General cargo ship<br/>18 Nov 21, 2020 hrs<br/>22° 47' N, 70° 2' E</p>   | <p>3 <b>MP The Hightower</b><br/>Bulk carrier<br/>22 Nov 21, 0033 hrs<br/>1° 16.33' N, 104° 13.35' E</p> |
| <p>4 <b>Atalanti SB</b><br/>Bulk carrier<br/>25 Nov 21, 0015 hrs<br/>1° 14.6' N, 104° 2.87' E</p>                       | <p>5 <b>BW Kronborg</b><br/>Tanker<br/>25 Nov 21, 0300 hrs<br/>1° 15.8' N, 104° 12.68' E</p> | <p>6 <b>NYK Fushimi</b><br/>Container ship<br/>25 Nov 21, 0600 hrs<br/>5° 59.8' S, 106° 53.9' E</p>      |
| <p>7 <b>Gladiator</b><br/>Bulk carrier<br/>29 Nov 21, 0400 hrs<br/>1° 14.6' N, 104° 1.7' E</p>                          | <p>8 <b>Romandie</b><br/>Bulk carrier<br/>4 Nov 21, 0102 hrs<br/>1° 15' N, 104° 3.32' E</p>  |  |



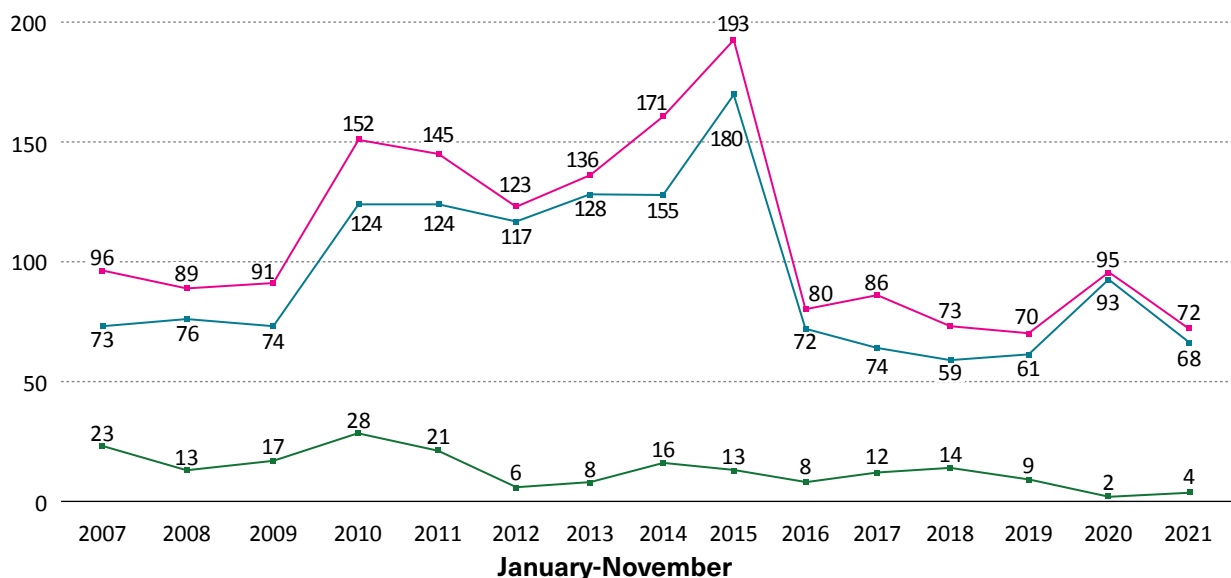
## JANUARY-NOVEMBER 2021

### NUMBER OF INCIDENTS

During January-November 2021, 72 incidents of armed robbery against ships were reported in Asia. No piracy incident was reported during this period. Of the 72 incidents, 68 were actual incidents and four were attempted incidents.

Compared to January-November 2020, the **total number of incidents during January-November 2021 decreased by 24%**. A total of 95 incidents (comprising 93 actual incidents and two attempted incidents) were reported during January-November 2020.

Graph 2 shows the total number of incidents reported during January-November of 2007-2021.



**Graph 2 – Number of incidents (January-November of 2007-2021)**

■ Total ■ Actual ■ Attempted

The **decrease** of incidents during January-November 2021 as compared to January-November 2020 occurred in the following locations:

- In Bangladesh, no incident was reported during January-November 2021 compared to four incidents during January-November 2020.
- In India, five incidents were reported during January-November 2021 compared to nine incidents during the same period in 2020.
- In Indonesia, 11 incidents were reported during January-November 2021 compared to 21 incidents during January-November 2020.
- In Malaysia, one incident was reported during January-November 2021 compared to three incidents during the same period in 2020.
- In the Philippines, 11 incidents were reported during January-November 2021 compared to 13 incidents during January-November 2020.
- In Vietnam, two incidents were reported during January-November 2021 compared to six incidents during the same period in 2020.
- In the South China Sea, no incident was reported during January-November 2021 compared to four incidents during January-November 2020.
- In the Sulu-Celebes Seas, no incident was reported during January-November 2021 compared to one incident during the same period in 2020.

However, there was **an increase** of incidents in the Straits of Malacca and Singapore. A total of 42 incidents were reported (comprising one incident in the Malacca Strait and 41 incidents in the Singapore Strait) during January-November 2021 compared to 34 incidents (all in the Singapore Strait) during January-November 2020.

## AREAS OF CONCERN

The ReCAAP ISC is concerned with the increasing incidents in the Singapore Strait, and the persisting threat of abduction of crew in the Sulu-Celebes Seas.

### 1. Increasing incidents in the Singapore Strait

A total of 41 incidents were reported in the Singapore Strait during January-November 2021. This accounts for 57% of the total number of incidents reported in Asia (72 incidents). Compared to the same period in 2020, there was an increase of 21% in the number of incidents in the Singapore Strait (41 vs 34 incidents).

Details of the situation in the Singapore Strait can be found in pages 10-13 of this report.

### 2. Threat of abduction of crew for ransom in the Sulu-Celebes Seas

Although no incident was reported in the Sulu-Celebes Seas during January-November 2021, the threat of abduction of crew for ransom in Sulu and Tawi-Tawi remains high as the leaders of the Abu Sayyaf Group are still at large.

Details of the situation in the Sulu-Celebes Seas can be found in pages 14-16 of this report.



## SIGNIFICANCE LEVEL OF INCIDENTS

Of the 68 actual incidents reported in Asia during January-November 2021, nine were CAT 2 incidents, 16 were CAT 3 incidents and 43 were CAT 4 incidents.

Chart 2 shows the significance level of incidents reported during January-November of 2007-2021. This is the first time that no CAT 1 incident was reported during January-November of the 15-year period (2007-2021). However, there was an increase of CAT 2 incidents during January-November 2021 compared to the same period of previous four years (2017-2020). The number of CAT 3 incidents had decreased slightly during January-November 2021 compared to the same period in 2020.

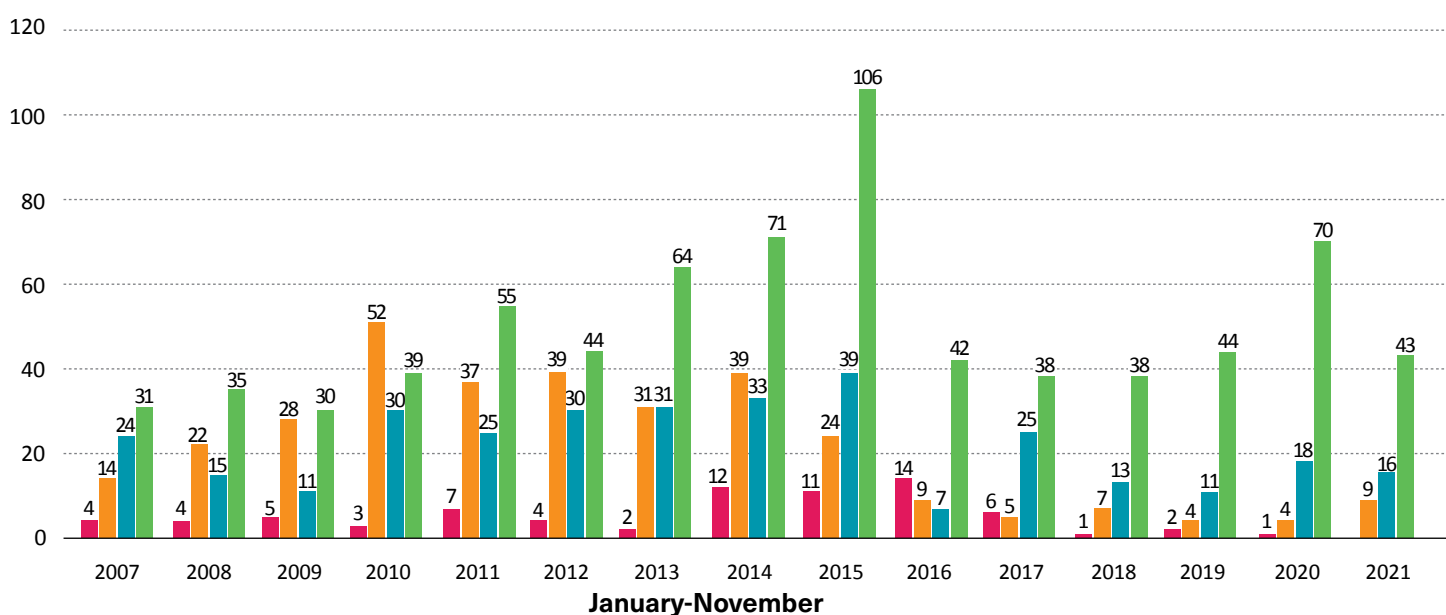


Chart 2 – Significance level of incidents (January-November of 2007-2021)

■ CAT 1 ■ CAT 2 ■ CAT 3 ■ CAT 4

**CAT 2.** Four of the nine CAT 2 incidents reported during January-November 2021 occurred on board ships while underway in the Singapore Strait. The other five incidents occurred on board ships while anchored at South Harbour Anchorage Area of Manila, the Philippines (four incidents) and Tanjung Priok Anchorage, Jakarta, Indonesia (one incident). In these incidents, the perpetrators were armed with guns or knives, and/or the crew were threatened/assaulted/tied.

**CAT 3.** Eleven of the 16 CAT 3 incidents reported during January-November 2021 occurred on board ships while underway in the Singapore Strait. The other five incidents occurred on board ships while anchored at ports/anchorages in Indonesia (Belawan, Jakarta and Muara Berau). In these incidents, although the perpetrators were armed with knives/machetes, the crew were not physically harmed.

**CAT 4.** As with past trend observed in Asia, the majority of the incidents reported during January-November 2021 were CAT 4 incidents. This accounts for 63% of the number of actual incidents (43 of 68) during January-November 2021. In these incidents, perpetrators were not armed and the crew were not harmed.

## SITUATION OF ARMED ROBBERY AGAINST SHIPS IN THE SINGAPORE STRAIT

### NOVEMBER 2021

A total of six incidents (comprising five actual incidents and one attempted incident) were reported in the Singapore Strait in November 2021. Of these, five incidents occurred in the eastbound lane of the Traffic Separation Scheme (TSS) and one incident occurred in the precautionary area of the TSS.

Chart 3 shows the monthly number of incidents reported in the Singapore Strait from January 2020 to November 2021. Although the number of incidents reported in the Singapore Strait has decreased from nine incidents in October 2021 (the highest number of incidents) to six incidents in November 2021, the ReCAAP ISC is concerned with the continued occurrence of incidents in the Singapore Strait since January 2021.

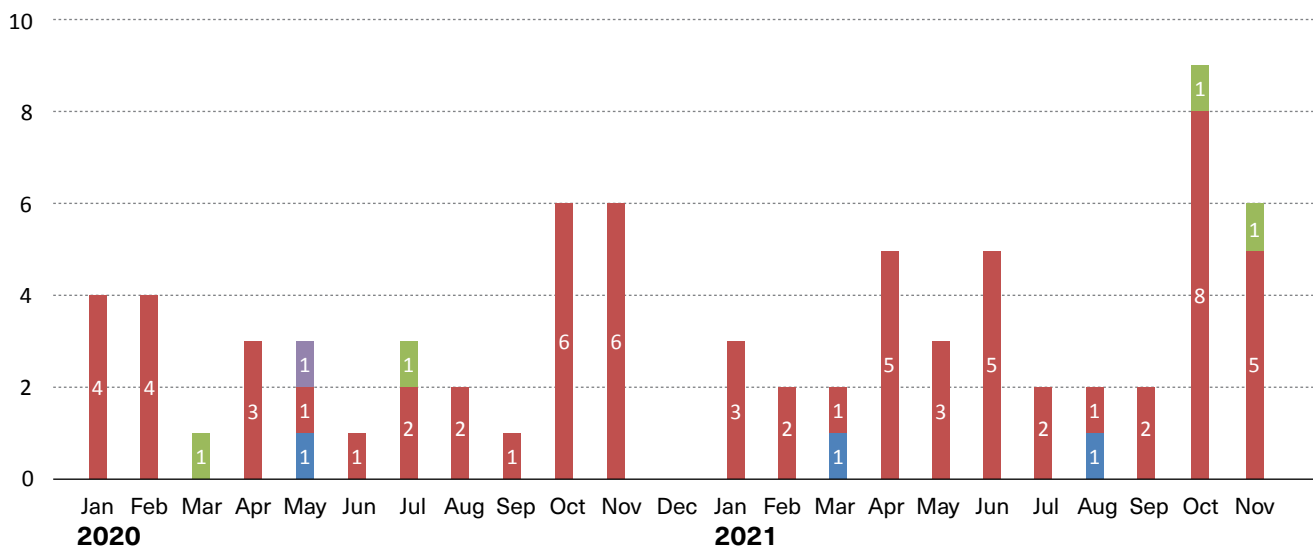


Chart 3 – Number and location of incidents in the Singapore Straits (January 2020-November 2021)

Westbound Eastbound Precautionary Area Just south of TSS

### OBSERVATIONS

Of the six incidents reported in November 2021, three incidents occurred off Nongsa, Batam island (Indonesia), two incidents off Tanjung Pergam, Bintan Island (Indonesia) and one incident off Nipa (Indonesia).

The description of the six incidents are in the Appendix on pages 24-27 of this report.

The summary of the six incidents occurred in November 2021 is as follows:

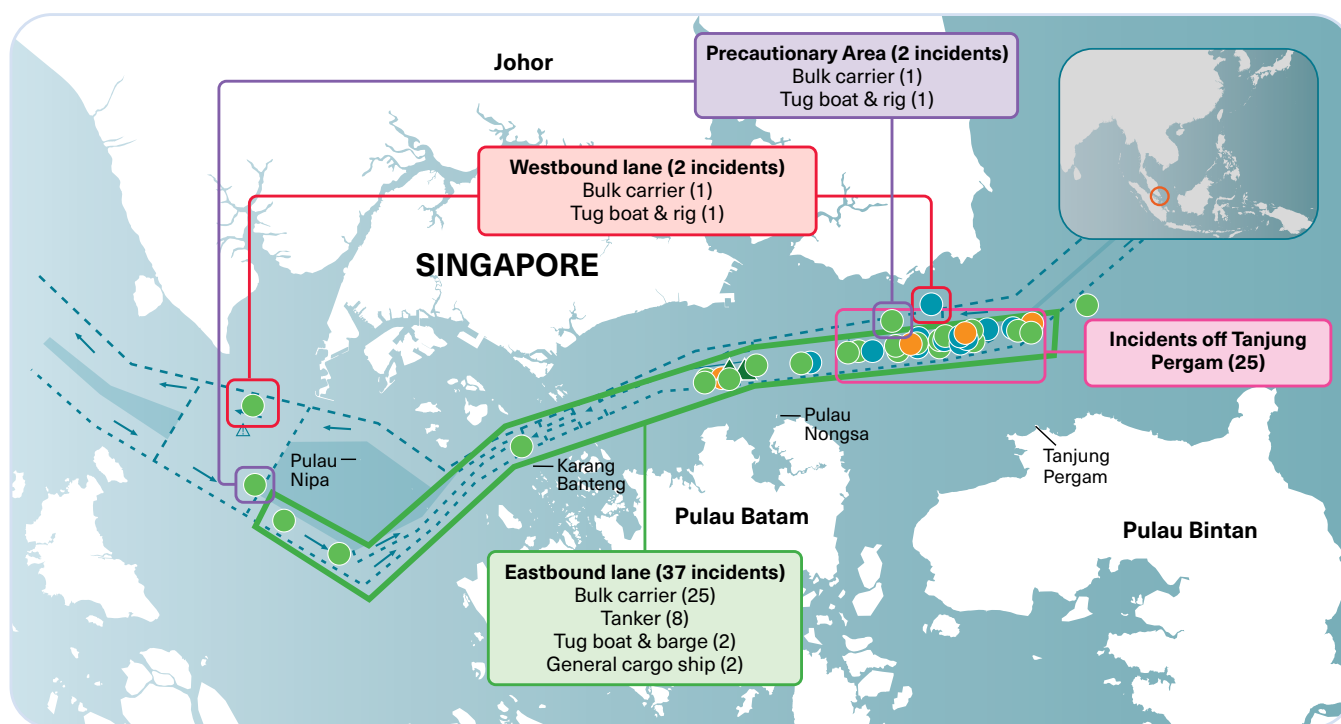
Date	Ship name Ship type	Number of perpetrators	Weapons carried by perpetrators	Location the perpetrators were sighted	Items stolen	Treatment of crew
Off Nongsa Island (3 incidents)						
4 Nov	<b>Romandie</b> Bulk carrier	2	Not stated	Climbing from stern railing	Nil	No injuries
25 Nov	<b>Atalanti SB</b> Bulk carrier	3	Not armed	Engine room	Nil	No injuries
29 Nov	<b>Gladiator</b> Bulk carrier	4	Not stated	Engine room	Engine spares	No injuries
Off Tanjung Pergam, Bintan Island (2 incidents)						
22 Nov	<b>MP The Hightower</b> Bulk carrier	2	Not stated	Stern of ship	Nil	No injuries
25 Nov	<b>BW Kronborg</b> Tanker	Not known	Not stated	Not sighted	Engine spares	No injuries
Off Nipa Island (1 incident)						
12 Nov	<b>MTS Vantage &amp; BM 2101</b> Tug boat & barge	1	Not stated	Barge	Stores (towing line and mooring rope)	No injuries

The observations are as follows:

- The number of perpetrators varied between 1 to 4 men in five of the six incidents. No information available in one incident as the perpetrators were not sighted.
- All six incidents reported that the perpetrators did not carry any weapons or there was no information available on weapons.
- Of the six incidents, the perpetrators were sighted by the crew in five incidents, namely in the engine room, in the stern of the ship, on board an unmanned barge and while climbing from the ship stern railing. No sighting of the perpetrators in one incident.
- Engine spares were stolen in two incidents and ship stores in one incident. The perpetrators escaped empty-handed in the other three incidents.
- The crew was not injured in all six incidents.

## JANUARY-NOVEMBER 2021

With the six incidents reported in November 2021, a total of 41 incidents (comprising 39 actual incidents and two attempted incidents) were reported in the Singapore Strait during January-November 2021. There was one incident in the Malacca Strait. Map 2 shows the location of the 41 incidents reported in the Singapore Strait during January-November 2021.



**Map 2 – Location of incidents in the Singapore Strait during January-November 2021**

● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted

The ReCAAP ISC is concerned with the increasing number of incidents in the Singapore Strait. Since January 2021, there is a growing cluster of incidents off Tanjung Pergam, Bintan Island (25 incidents) and an increase of incidents off Nongsa, Batam Island (nine incidents). The ReCAAP ISC has issued seven Incident Alerts (the latest one was issued on 2 Dec), alerting the maritime community on the continued occurrence of incidents in the Singapore Strait and warn of a possibility of further incidents.

## EFFORTS BY THE AUTHORITIES AND ReCAAP ISC

The local and regional authorities are concerned with the increase of incidents in the Singapore Strait and have cooperated in sharing information of sea robbery incidents, sighting of small boats concentration and suspicious activities; to give prompt responses and increase deterrence efforts by the relevant authorities.

The ReCAAP ISC and the authorities are also engaging the shipping industry regularly via issue of alerts, reports, and conduct of dialogue sessions, forums and conferences to highlight the location of concern, the modus operandi of the perpetrators; and to encourage victim ships to make timely reporting of incidents to the nearest coastal State.

## RECOMMENDATIONS

### Littoral States

The ReCAAP ISC strongly urges the littoral States to increase patrols and enforcement in their respective waters, respond promptly to incidents reported by ships, strengthen coordination among them and promote information sharing on incidents and criminal groups involved in order to arrest the perpetrators. Unless the perpetrators were arrested, incidents are likely to continue to occur.

### Shipping Industry

While transiting the Singapore Strait, ship masters and crew are strongly advised to heighten vigilance and proactively adopt the following measures:

- Maximise alertness of lookouts for suspicious small boats and increase watch keeping on board ships; particularly during daylight time for barges and during night time for bigger ships;
- Maintain communication with their shipping company by providing periodic updates and establish daily communication checks;
- Report all incidents, suspicious activities and presence of suspicious small boats in the vicinity to the nearest coastal State and flag State;
- Sound alarm when suspicious boats are sighted loitering in the vicinity of the ship or barge or suspicious individuals on board the ship or barge; and
- Keep abreast of the latest situation (at [www.recaap.org](http://www.recaap.org)) and tune-in to advisories and navigational broadcasts announced by the authorities.

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

### **JANUARY-NOVEMBER 2021**

There was no report of abduction of crew from ships in the Sulu-Celebes Seas and waters off Eastern Sabah during January-November 2021.

The last actual incident of abduction of crew occurred on 17 Jan 20 off Lahad Datu, Sabah, Malaysia where eight crew were abducted from a fishing trawler by the Abu Sayyaf Group (ASG). Seven of the eight abducted crew were rescued between Jan 2020 to Mar 2021 and one crew was found dead.

Currently, there is no crew held in captivity.

### **EFFORTS BY THE AUTHORITIES**

The Philippine and Malaysian authorities continued to conduct pursuit operations and intensify military operations to neutralise the militant group.

On 23 Apr 21, Armed Forces of the Philippines conducted a military operation at Barangay Panglayahan, Patikul, Sulu, targeting Mundi Sawadjaan (one of the ASG Commanders responsible for the abduction of crew in the Sulu area). However, during the operation, Mundi Sawadjaan managed to escape, and three other ASG members were neutralised.

On 13 Jun 21, the Philippine authorities conducted a military operation against Injam Yadah, a Sulu-based ASG sub-leader. During the operation, Injam Yadah, together with Al Sawadjaan, a younger brother of Mundi Sawadjaan and two other ASG members were neutralised. Injam Yadah played a key role in the kidnapping of five Indonesian nationals at Sulu-Celebes Seas in January 2020. He was also known to be extremely violent and reportedly responsible for most beheading activities against civilians and security forces. The demise of Injam Yadah undoubtedly has affected the capabilities of the ASG in carrying out kidnap-for-ransom activities. However, with Mundi Sawadjaan still at large, the threat of abduction of crew from ships remains high, particularly in the areas of Sulu and nearby waters off Tawi-Tawi.



## ReCAAP ISC ADVISORY

With information that the ASG leaders responsible for the abduction of crew in the area of Sulu and Tawi-Tawi are still at large, the threat of the abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah remains high. The ReCAAP ISC reiterates its advisory to all ships to reroute from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the area, and report all incidents immediately to the Operation Centres of the Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia.



Map 3 – Contact details

### 1 Philippine Coast Guard District Southwestern Mindanao

Tel: +63 998 585 7972  
+63 917 842 8446  
VHF: Channel 16 with call-sign "NEPTUNE"  
Email: hcgdswm@yahoo.com

### 2a Philippine Coast Guard Station, Bongao (Central Tawi-Tawi)

Tel: +63 998 585 7941  
+63 917 842 8402  
VHF: Channel 16  
Email: cgd\_tawi2@yahoo.com

### 2b Philippine Navy – Littoral Monitoring Station (LMS), Bongao, Tawi-Tawi

Tel: +63 955 714 0153  
VHF: Channel 16  
Email: jointtaskgroup@gmail.com

### 3 Eastern Sabah Security Command (ESSCOM)

Tel: +60 89863181/016  
Fax: +60 89863182  
VHF: Channel 16 with call-sign "ESSCOM"  
Email: bilikgerakan\_esscom@jpm.gov.my

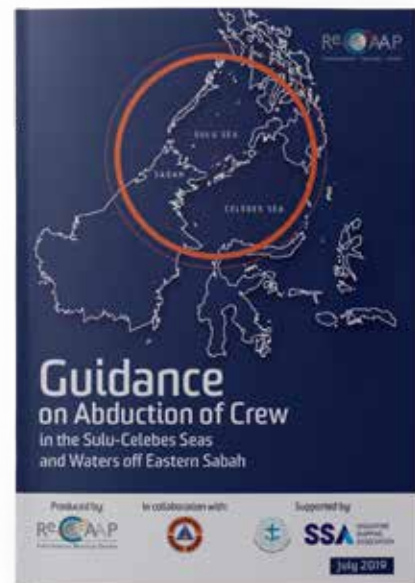
In the event that the ship master is not able to establish contact with the Operation Centres of the Philippines as listed in the ReCAAP ISC Advisory, he can contact the **Philippine Coast Guard Command Centre** at the following contact details:

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

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

The ReCAAP ISC recommends the shipping industry to refer to the '*Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah*' produced in July 2019. The Guidance consists of advisory on the measures to be taken by the ships transiting the area, including contact details and the Notice to Mariners (NOTAM) issued by the Philippines and Malaysia. It also shares the analysis of incidents based on the information collected from past incidents. The Guidance can be found at [www.recaap.org](http://www.recaap.org).

The Guidance is produced in collaboration with the Philippine Coast Guard (ReCAAP Focal Point) and supported by the Asian Shipowners' Association (ASA) and Singapore Shipping Association (SSA). The Guidance complements the general guidance contained in the '*Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*' produced by the ReCAAP ISC.



## ARREST OF THE PERPETRATORS INVOLVED IN INCIDENTS AT MANILA ANCHORAGE AREAS

On 18 Nov, the joint law enforcement agencies of the Philippines (comprising the Philippine Coast Guard, Philippine National Police, Task Force Aduana and the Bureau of Customs) arrested one member of the perpetrator group responsible for the series of incidents of armed robbery occurred to ships anchored at Manila Anchorage Areas. This was the third arrest made by the joint law enforcement agencies. On 27 Sep, the law enforcement agencies arrested the leader of the group, and follow up operations against other members of the group led to the arrest of one member of the group on 29 Sep. The appropriate charges were filed by the authorities at the Manila Regional Trial Court against the arrested leader and members of the group.

No incident was reported at Manila Anchorage Areas since the arrests in September. A total of nine incidents of armed robbery against ships occurred to ships while anchored at Manila Anchorage Areas during January-August 2021.

## CONCLUSION

The total number of incidents of armed robbery against ships in Asia reported during January-November 2021 has decreased compared to the same period in 2020. This was due to the decrease of incidents in most locations. However, the current areas of concern are the increase of incidents in the Singapore Strait, and the persisting threat of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah.

Collective efforts and shared responsibility of all stakeholders are required towards combating piracy and armed robbery against ships. This involves immediate reporting of incidents by ships to the coastal States.

The ReCAAP ISC is concerned with the non-reporting of incidents by ships in the waters of coastal States, and had issued an Advisory on 30 Nov to remind the masters of ships and shipping companies of the importance of making immediate reporting of incidents to the nearest coastal States. The immediate reporting of incidents will enable the coastal States to activate its law enforcement agencies to response to the incident. The reporting of incidents also enables the authorities to step up surveillance in the vicinity, which deters the perpetrators from repeating attacks on other ships in the area, as demonstrated in the situation at Manila Anchorage Areas.

Ships are also advised to implement preventive measures recommended in the *“Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia”*, and the law enforcement agencies to enhance surveillance, increase patrols and respond promptly to report of incidents in order to arrest the perpetrators.

## APPENDICES

### DEFINITIONS & METHODOLOGY IN CLASSIFYING INCIDENTS

#### Definitions

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

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

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

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

#### Methodology in classifying incidents

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

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

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

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

Using these indicators, the ReCAAP ISC classifies all incidents into one of the four categories based on a matrix of the indicators of the Violence Factor and Economic Factor. Below is the broad narration of the four Categories.

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 and to facilitate the maritime community to carry out risk assessment.



## 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:MBC_NCU@abf.gov.au">MBC_NCU@abf.gov.au</a>	+61-2-6275-6000	+61-2-6275-6275
<b>Bangladesh</b>		
Department of Shipping E-mail: <a href="mailto:cns@dos.gov.bd">cns@dos.gov.bd</a>	+88-02-9554206	+88-02-7168363
<b>Brunei</b>		
Marine Police, Royal Brunei Police Force Email: <a href="mailto:marine@police.gov.bn">marine@police.gov.bn</a>	+673-2773548	+673-2770549
<b>Cambodia</b>		
Merchant Marine Department Ministry of Public Works and Transport E-mail: <a href="mailto:dararith.hg@gmail.com">dararith.hg@gmail.com</a>	+855-77-331-531	+855-23-864-110
<b>China</b>		
China Maritime Search and Rescue Coordination Centre (Beijing) Email: <a href="mailto:cnmrcc@mot.gov.cn">cnmrcc@mot.gov.cn</a> <a href="mailto:cnmrcc@msa.gov.cn">cnmrcc@msa.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>		
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## DESCRIPTION OF INCIDENTS (NOVEMBER 2021)

### ACTUAL INCIDENTS

● CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<b>MTS Vantage</b> Tug boat Saint Vincent and the Grenadines 221 9585261  <b>BM 2101</b> Barge	12/11/21 1255 hrs	1° 7.81' N, 103° 32.9' E  Approximately 6.5 nm southwest of Nipa Island (Indonesia) in the precautionary area of the Traffic Separation Scheme (TSS) in the Singapore Strait  [Straits of Malacca & Singapore (SOMS)]	<p>While underway, one unauthorised person was sighted disembarking from the unmanned barge that was being towed. The ship alarm was raised and a search on board the barge was carried out. <b><u>One coil of towing line and one coil of mooring rope</u></b> were stolen.</p> <p>The master reported the incident to Singapore Vessel Traffic Information System (VTIS). <b><u>All crew was safe</u></b> and accounted for.</p> <p>A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
2	<b>Iki</b> General cargo ship Panama 13694 9300881	18/11/21 2020 hrs	22° 47' N, 70° 2' E  Kandla Anchorage, India	<p>While at anchor, two perpetrators boarded the ship from forward side. The duty officer raised the alarm and the perpetrators escaped in a small boat immediately. The crew conducted an investigation on board and discovered that the bosun store lock was missing. The master reported the incident to the local agent and company.</p> <p>The Indian Coast Guard Station (ICGS) Mundra was requested to investigate the incident. A joint investigation was conducted by representatives of ICGS Mundra, Customs (Kandla) and Marine Police (Kandla) on board the ship on 20 Nov upon her arrival at Kandla Port.</p> <p>During the joint investigation, it was observed that three padlocks of the bosun store, deck store and damage control room were broken but <b><u>nothing was reported stolen</u></b>.</p> <p><b>[ReCAAP Focal Point (India), ReCAAP Focal Point (Japan)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
3	<b>MP The Hightower</b> Bulk carrier Liberia 107720 9860960	22/11/21 0033 hrs	1° 16.33' N, 104° 13.35' E  Approximately 8.6 nm northwest of Tanjung Pergam, Bintan Island (Indonesia) in the eastbound lane of the TSS in the Singapore Strait  (SOMS)	<p>While underway, two masked perpetrators with bags were sighted at the stern of the ship. The ship's alarm was raised and crew mustered. A search on board was conducted and at 0207 hrs, the master updated Singapore VTIS that there was no further sighting of the perpetrators on board. All crew was accounted for and <b>the crew was not injured. Nothing was stolen</b> from the ship.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian and Malaysian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
4	<b>Atalanti SB</b> Bulk carrier Cyprus 31293 9329813	25/11/21 0015 hrs	1° 14.6' N 104° 2.87' E  Approximately 3.1 nm northwest off Nongsa Light House, Batam Island (Indonesia) in the eastbound lane of the TSS in the Singapore Strait  (SOMS)	<p>While underway, three unauthorised persons were sighted in the engine room. The ship's alarm was raised and crew mustered. The master reported the incident to Singapore VTIS, and deviated the ship back to the port of Singapore to ensure the safety of crew and the ship. The Singapore Police Coast Guard boarded the ship to conduct a search upon her arrival. The ship was cleared with no sighting of the perpetrators on board. <b>The crew was safe and nothing was stolen.</b></p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</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 Incident
5	<b>BW Kronborg</b> Tanker Singapore 42048 9307786	25/11/21 0300 hrs	1° 15.8' N, 104° 12.68' E  Approximately 7.9 nm northwest of Tanjung Pergam, Bintan Island (Indonesia) in the eastbound lane of the TSS in the Singapore Strait  (SOMS)	While underway, the duty second engineer while making his rounds spotted that the steering room cupboards were opened and boxes containing the auxiliary engine spare parts were lying on the floor. He reported the incident to the chief engineer, who then informed the master. The master and the chief engineer checked the steering gear room and engine room stores. Apart from <b>some auxiliary engine spare parts</b> that were missing, all other items were in order. The ship crew then conducted an extensive search of the vessel but there was no further sighting of any perpetrators. The incident was reported to the Maritime and Port Authority of Singapore (MPA). There was no reported damage to the ship and <b>the crew was not injured</b> .  [ReCAAP Focal Point (Singapore)]
6	<b>NYK Fushimi</b> Container ship Singapore 44854 9487964	25/11/21 0600 hrs	5° 59.8' S, 106° 53.9' E  Jakarta Anchorage, Indonesia	While at anchor, the duty officer checked around the deck, and discovered broken padlock of the steering room. A search was conducted and <b>engine spares</b> were among the items stolen. There were no sightings of the perpetrators on board the ship. <b>The crew was safe</b> .  [ReCAAP Focal Point (Japan), ReCAAP Focal Point (Singapore)]



S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
7	<b><i>Gladiator</i></b> Bulk carrier Marshall Islands 17018 9445033	29/11/21 0400 hrs	1° 14.6' N 104° 1.7' E  Approximately 3.8 nm northwest of Nongsa Light House, Batam Island (Indonesia) in the eastbound lane of the TSS in the Singapore Strait  (SOMS)	<p>While underway, four perpetrators were sighted in the engine room by the duty oiler. The duty crew immediately raised the alarm and the crew mustered on the bridge. The four perpetrators escaped immediately. A search on board was conducted and some engine spares were found stolen. All crew were accounted for with no reported injuries and the ship continued her voyage to Ho Chi Minh, Vietnam.</p> <p>The incident was reported to the Company Security Officer (CSO). Upon receiving the verification from the CSO, a safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

## ATTEMPTED INCIDENT

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
8	<b><i>Romandie</i></b> Bulk carrier Switzerland 22697 9542829	04/11/21 0102 hrs	1° 15' N, 104° 3.32' E  Approximately 3.2 nm northwest of Nongsa Lighthouse, Batam Island (Indonesia) in the eastbound lane of the TSS in the Singapore Strait  (SOMS)	While underway, the ship crew while patrolling on deck anti-piracy rounds sighted two perpetrators climbing from ship stern railing. He raised the alarm immediately and shouted at the perpetrators. The attempt to board was aborted. A search on board the ship was conducted, and at 0124 hrs, the master updated Singapore VTIS East that the search was completed with no further sighting of any unauthorised persons. All crew were accounted for. No items were stolen. The ship did not require any assistance and resumed her voyage for Vancouver, Canada.  A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.  <b>[ReCAAP Focal Point (Singapore)]</b>



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