

31 March 2017



Special Report on Abducting of Crew from Ships in the Sulu-Celebes Sea and Waters off Eastern Sabah (Part III)

ReCAAP Information Sharing Centre

21 Media Circle, #05-04

Singapore 138562

Tel: (65) 6376 3091

Fax: (65) 6376 3066

Web: <http://www.recaap.org>

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Abducting of crew from ships in the Sulu-Celebes Sea and waters off Eastern Sabah (Part III)

Aim

1. The purpose of this Special Report is to provide an analysis of the situation involving the abduction of crew from ships in the Sulu-Celebes Sea and waters off Eastern Sabah based on past incidents reported to the ReCAAP ISC between March 2016 and March 2017; the modus operandi of perpetrators involved in these incidents, and actions adopted by the ReCAAP ISC, ReCAAP Focal Points and the littoral States in addressing the situation.
2. This Special Report includes an advisory to the shipping industry to exercise enhanced vigilance and to report immediately to the relevant Centres when transiting the area.

Summary of Report

3. Incidents involving the abduction of crew from ships in the Sulu-Celebes Sea and waters off eastern Sabah were first reported in March 2016, and these continue to occur. A total of 22 incidents comprising 13 actual incidents and 9 attempted incidents had been reported to the ReCAAP ISC. A total of 58 crew had been abducted; and as of 31 March 2017, 37 crew had been released and 21 crew are still being held in captivity.
4. For the first six months (between March and September 2016), fishing trawlers and tug boats towing barges were targeted. However, from October 2016 onwards, larger tonnage ships including bulk carrier, general cargo ship, container ship and product tanker were targeted. Most of these larger tonnage ships managed to avoid boarding by conducting evasive manoeuvres and implementing effective anti-piracy measures.
5. About 80% of the incidents occurred during daylight hours, and in most incidents the perpetrators did not harm the crew except in three incidents involving *Giang Hai* where two crew were killed, and *Henry* and *Royal 16* where the crew had suffered some injuries. The Abu Sayyaf Group (ASG) was reportedly to be behind most of these incidents. There is no evidence to suggest that particular flag ship or nationality of crew were targeted.

Advisory to Shipping Industry

6. The ReCAAP ISC is deeply concerned about the situation in the Sulu-Celebes Sea and waters off Eastern Sabah; and had issued two Special Reports in April 2016 and July 2016. As it was advised in the Incident Alert dated 21 November 2016, the ReCAAP ISC maintains the 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 to report immediately to the Centres as shown in **Map 1** below.



Map 1 – Contact details of the Centres

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Prior to entering the area, ship masters are advised to conduct voyage risk assessment¹, conduct drill on ship protection measures, prepare emergency communication plan, etc; taking reference from the '*Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*'². The ship masters and crew are advised to adopt the following measures when in the area:

- Enhance vigilance, maximise alertness of lookouts and increase watch keeping
- Maintain continuous communication with shipping company and enforcement agencies for monitoring and immediate responses in any eventualities
- Control the access to bridge, accommodation and machinery spaces
- Sound alarm when sighted suspicious boats in the vicinity or suspicious persons on board ship
- Avoid confrontation with perpetrators
- Look out for advisories issued on NAVTEX
- Report all incidents to nearest coastal State and flag State in accordance with the IMO circular MSC.1/Circ.1334 on '*Guidance to ship owners, ship operators, ship masters and crew on preventing and suppressing acts of piracy and armed robbery against ships*'

¹ Refer to ReCAAP ISC's website at www.recaap.org for latest updates on the situation, past patterns and trends and locations of concern

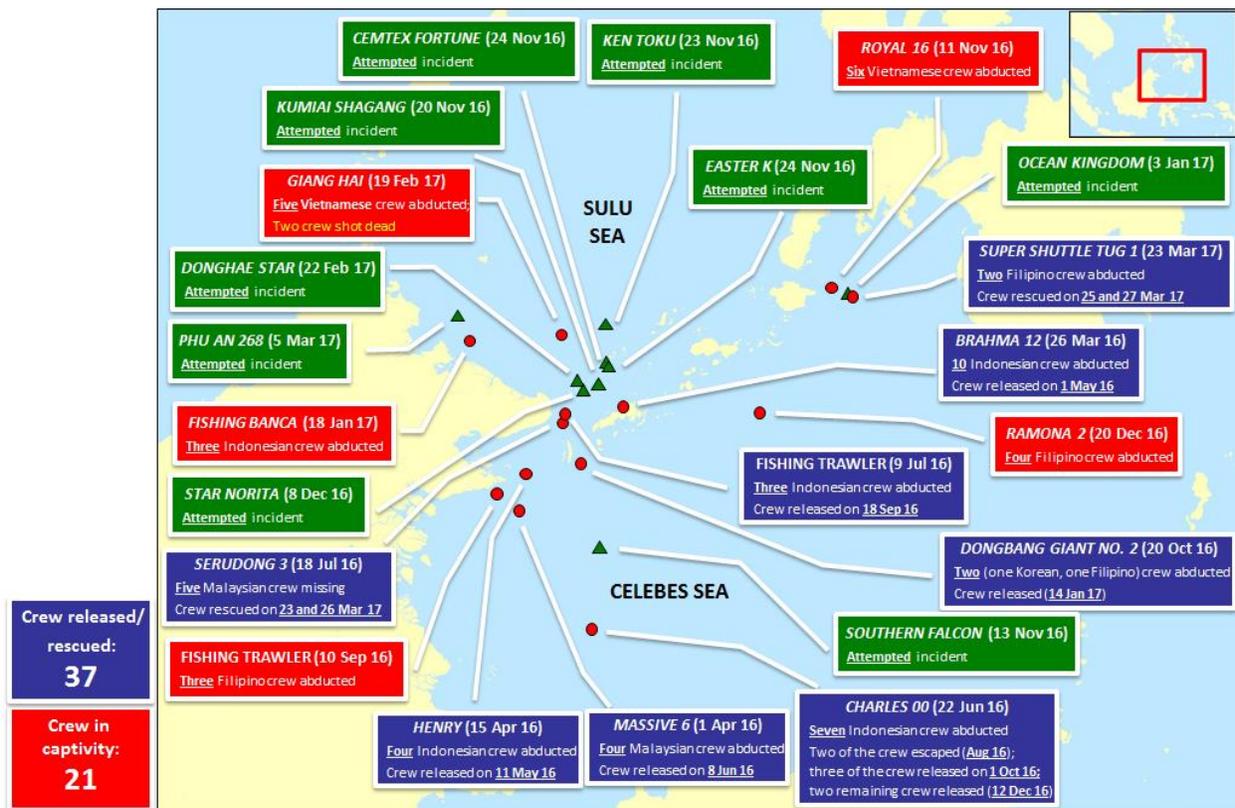
² The '*Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*' is available at www.recaap.org

Update of Situation (March 2016 – March 2017)

Overview

1. Incidents involving the abduction of crew from ships while underway in the Sulu-Celebes Sea and off eastern Sabah region were first reported in March 2016, and continue to occur. Between March 2016 and March 2017, a total of 22 incidents of abduction of crew (comprising 13 actual incidents and nine attempted incidents) were reported to the ReCAAP ISC. Most of the incidents were claimed by the terrorist group of the Philippines Abu Sayyaf Group (ASG). As of 31 March 2017, 37 crew had been released/rescued and 21 crew are still being held in captivity. **Map 2** shows the approximate location of the 22 incidents, and **Annex A** on the detailed description of these incidents.

13 Incidents of Abduction of Crew & 9 Attempted Incidents (March 2016 – March 2017)



Map 2 – Approximate location of incidents (March 2016-March 2017)

2. Between March 2016 and September 2016, the perpetrators mostly targeted at tug boats towing barges and fishing trawlers. However, since October 2016, the perpetrators began to attack ships of larger tonnages. In their attempt to board some of the ships, they fired at them. This was evidenced in the incident involving Panama-registered bulk carrier *Ken Toku* on 23 Nov 16 when the perpetrators fired at the starboard side of the ship, and in the incident involving Antigua and Barbuda-registered container ship, *Ocean Kingdom* on 3 Jan 17 when the perpetrators fired continuously at the ship resulting in multiple bullet shots at the bridge area and different parts of the ship. No crew was injured in these incidents.

3. However, in the incident involving Indonesia-registered tug boat *Henry* on 15 Apr 16, one crew was wounded during the shoot-out between the perpetrators and the Malaysian Marine Police, and in the incident involving Vietnam-registered bulk carrier *Royal 16* on 11 Nov 16, two crew were wounded when the perpetrators fired at the cabin doors of the ship. In the latest incident involving Vietnam-registered general cargo ship *Giang Hai* on 19 Feb 17, one of the crew was shot when he tried to deny the perpetrators' access to the bridge. He died from his injuries subsequently. Of the six abducted crew, one of them was reportedly killed by the perpetrators during transport and his body was thrown overboard.

Modus Operandi of the Perpetrators

4. The modus operandi of the perpetrators in the 22 incidents was fairly similar, except in two incidents where the perpetrators were more violent when they opened fire at the ships, and in one incident where the perpetrator opened fire at a crew. The modus operandi of the 22 incidents based on information reported to the ReCAAP ISC are summarized below. Refer to **Annex B** for details.

a. Type of ship. Between March and September 2016, the perpetrators targeted at tug boats towing barges; and fishing trawlers. Tug boats and fishing boats/trawlers were targeted due to their slow speed and low free board. A total of 10 incidents involved tug boats and fishing trawlers. The perpetrators began to target at ships of larger tonnages since October 2016. This accounts for 11 of the 20 incidents that occurred between October 2016 and March 2017. The types of these 11 ships involved were bulk carriers (7), general cargo ships (2), container ship (1) and product tanker (1). Of the 11 ships, eight ships had successfully avoided boarding by conducting evasive manoeuvres and implementing effective anti-piracy measures. However, three other ships including *Dong Bang Giant No. 2* (general cargo ship), *Royal 16* (bulk carrier) and *Giang Hai* (general cargo ship) were boarded by the perpetrators who abducted some of the crew on board.

b. Time of incident. A total of 18 incidents occurred during daylight hours (between 0700 hrs and 1800 hrs), and four incidents occurred during hours of darkness (between 2359 hrs and 0330 hrs). Apparently, the perpetrators were bold as they would be sighted by the crew when boarding during daylight hours. Hence, vigilance of the crew in early detection of suspicious boats in the vicinity is the most effective deterrent to prevent boarding and reduce risk to crew.

c. Type of boats used by perpetrators. Speed boats were commonly used by the perpetrators in majority of the incidents. The colours of the speed boats observed so far include grey, white, green with white stripes, white with red lining, grey with blue stripes, blue and white/blue. Besides speed boats, green and red 'jungkong' pump boats (small wooden traditional fishing boats) were used by the perpetrators.

d. Number of perpetrators. The number of perpetrators involved varied. Of the 22 incidents, eight incidents reported perpetrators in a group of more than 7 men, 10 incidents reported perpetrators in a group of 3-6 men, and no information on the number of perpetrators for four other incidents.

e. Weapons. The perpetrators carried firearms in 20 of the 22 reported incidents. They discharged their firearms in five incidents – *Henry* (shoot-out between perpetrators and Malaysian Marine Police), *Charles 00* (fire at tug boat to force her to stop), *Royal 16* (fire at cabin doors to open the doors), *Ken Toku* (fire at ship to force her to stop but ship managed to escape) and *Giang Hai* (fire at the crew who tried to deny the perpetrators' access to the bridge).

f. Treatment of crew. In most incidents, the perpetrators did not harm the crew. However, there were reports that the crew of *Henry* and *Royal 16* has suffered some injuries. In the incident involving *Giang Hai*, a crew was shot when he tried to deny the perpetrators' access to the bridge. He died from his injuries subsequently. One of the abducted crew of the same ship was reportedly killed during transport. The ReCAAP ISC advises all crew not to confront or antagonise the perpetrators when they are on board, especially when the perpetrators are armed.

g. Flag of ships. There is no evidence to indicate that certain flag ships were targeted at by the perpetrators. It is opportunistic in nature by targeting at ships that are slow moving or of low freeboard. Of the 22 ships, five were Malaysia-registered ships, four were Panama-registered ships, three were Indonesia-registered ships, three were Vietnam-registered ships, two were Philippine-

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registered ships and the other five were ships of flag from Korea, Marshall Island, Singapore, Norway and Antigua and Barbuda.

h. Nationality of abducted crew. There is no indication that certain nationality of crew was targeted at. Of the crew abducted, 27 were Indonesians, 11 were Vietnamese, 10 were Filipinos, nine were Malaysians and one Korean.

i. Economic loss. The primary target of the perpetrators was to abduct the crew, and they had been successful in 13 of the 22 incidents reported to the ReCAAP ISC. In five of the 13 incidents, the perpetrators also stole the ship GPS, VHF radio, navigational equipment and compass.

Refer to **Annex B** for details of the modus operandi of perpetrators involved in incidents of abduction of crew.

Observations

5. Attempted Incidents of Abduction of Crew. Of the nine attempted incidents reported to the ReCAAP ISC, six incidents occurred in a vicinity of northwest of Tawi-tawi and southwest of Doc Can island. All six incidents involved bulk carriers and occurred between 0700 hrs and 1140 hrs. The ReCAAP ISC advises ships before entering the **Sibutu passage** to report immediately to the **Philippine Navy - Littoral Monitoring Station (LMS) based in Bongao, TawiTawi**, Philippines which is nearest to the Sibutu passage, in addition to the reporting centres manned by the Philippine Coast Guard District in Southwestern Mindanao Operation Centre in Zamboanga; and the Eastern Sabah Security Command in Lahad Datu, Sabah.



Map 3 – Location of attempted incidents

6. Timely reporting prevented boarding (*Donghae Star* on 22 Feb 17 and *Phu An 268* on 5 Mar 17). As evidenced in incidents involving *Donghae Star* and *Phu An 268*, timely reporting to the littoral States' enforcement agencies had prevented boarding by the perpetrators.

a. Attempted boarding of *Donghae Star*. On 22 Feb 17 at 1345 hrs, bulk carrier *Donghae Star* was underway in the vicinity of about 37.8 nm northwest of LMS Bongao, Tawi-Tawi when the ship sighted three fast boats painted in black with five perpetrators on board wearing black clothes. The boats were chasing after the ship at a speed of about 20.5 knots. Immediately, the crew contacted the Philippine Navy-LMS, Bongao through radio. The Philippine Navy (PN) informed the Joint Task Force Tawi Tawi (JTFTT) and deployed PN patrol vessels to the location. At about 1502 hrs, the three speed boats slowed down and stopped chasing *Donghae Star*. At about 1907 hrs, the bulk carrier exited from the Sibutu Passage and proceeded to its next port of call in Indonesia. The PN vessels continued to patrol in the vicinity of Pearl Bank and approaches; and alerted other commercial ships in the area. Timely reporting of the incident by crew of *Donghae Star* had prevented boarding by the perpetrators and enabled the authorities to alert other ships transiting the area.

b. Attempted boarding of *Phu An 268*. On 5 Mar 17, general cargo ship, *Phu An 268* carrying 2,700 tons of rice departed My Thoi port, Vietnam for Sandakan, Sabah. At about 1600 hrs, a skiff with six perpetrators on board approached and followed the ship for around 1.5 hours. The master and the crew were alerted. They raised the alarm, increased speed and activated the water hose to prevent the perpetrators from boarding. The master informed the Malaysian authorities immediately, and in response, the Malaysian Royal Navy deployed vessels immediately to the location of the incident to provide assistance and escort *Phu An 268* safely to Sandakan port.



Map 4 – Location of *Donghae Star* and *Phu An 268*

7. Consecutive occurrence of three attempted incidents. Three attempted incidents occurred in close proximity with each other within a duration of two days (23-24 Nov 16). On 23 Nov 16 at 0920 hrs, nine men attempted to board *Ken Toku* but was not successful. On the next day at about 1030 hrs, a group of 10 men attempted to board *Cemtex Fortune* which was south of the location of the attempted boarding of *Ken Toku*. The perpetrators again failed in the boarding. After an interval of 10 mins, at about 1040 hrs, a group of 10 men, possibly the same group, attempted to board *Easter K*. Based on the close proximity of the location of the incidents, it is likely that the same group of perpetrators were involved in the three attempted incidents. The ReCAAP ISC encourages all ship masters to make immediate reporting of all incidents to the relevant authorities who can issue navigational broadcast to alert ships transiting the area to step up vigilance and for the relevant enforcement agencies to beef up its surveillance and increase patrols.



Map 5 – Location of attempted incidents (23-24 Nov 16)

Actions by the littoral States

8. On 5 May 16, Foreign Ministers and Defence Ministers of the Philippines, Indonesia and Malaysia had released a Joint Declaration on immediate measures to address the security issues in maritime areas of common concern among Indonesia, Malaysia and the Philippines³. In relation thereto, operational commands and monitoring stations were put up in strategic locations by the respective country to closely monitor the

³ Jakarta Post at <http://www.thejakartapost.com/news/2016/05/05/indonesia-malaysia-philippines-sign-maritime-security-declaration.html>

activities in the area and to immediately respond to any eventualities.⁴ In addition each littoral State has enhanced its efforts to patrol their respective maritime borders to monitor and preempt illegal activities in the area.⁵

Actions by the ReCAAP ISC

9. With concern over the safety of seafarers, the ReCAAP ISC had published two Special Reports on 22 April 2016⁶ and 27 July 2016⁷ for the shipping industry to provide updates on the latest situation, modus operandi of the perpetrators and anti-piracy measures to adopt.

10. Since the perpetrators started to target at ships of larger tonnage in October 2016, the ReCAAP ISC issued an Incident Alert on 21 Nov 16 giving its advisory to all ships to re-route from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance and adopt anti-piracy measures taking reference from the *Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia* when transiting the area; and report immediately to the PCG's Southwestern Mindanao Operation Centre and the Eastern Sabah Security Command (ESSCOM). In January 2017, as advised by the PCG, the ReCAAP ISC has included the Philippine Navy – Littoral Monitoring Station (LMS) based in Bongao, Tawi Tawi as another reporting centre in view of its close proximity to Tawi-tawi where the bulk of the incidents occurred.

11. In response to the advisory issued by the ReCAAP ISC in its Incident Alert dated 21 Nov 16, some Government Agencies issued Advisory to their local shipping industry citing the ReCAAP ISC as the source and reference of further information. These include the US Maritime Administration (MARAD), Japan's Foreign Ministry, the UK Department of Transport, the Danish Maritime Authority and India's Maritime Rescue Coordination Centre (Mumbai). The ReCAAP ISC encourages other Government agencies to provide Advisory to their local shipping industry.

Action by Philippine Authorities

12. In addressing the escalating situation in the Sulu-Celebes Sea, the Philippine authorities has implemented the following measures in their efforts towards assisting ships transiting the areas with due consideration to their resources, legal implications and jurisdiction concerns:

⁴ Information Fusion Centre Spot Commentary 2/16 dated 1 December 2017; pg. 3-4. *Kidnapping, Harassment and Suspicious Activities in Water of East Sabah and Southern Philippines*.

⁵ Ibid

⁶ *Abducting of Crew from Tug Boats in Waters off Eastern Sabah and Southern Philippines*

⁷ *Abducting of Crew from Ships in Waters off Eastern Sabah and Southern Philippines (Part II)*

a. Sea Marshall. The Philippine authorities are deploying personnel as Sea Marshall on board domestic passenger ships plying within the areas of Zamboanga, Sulu and Tawi-Tawi. For international commercial ships entering Philippine waters (i.e. Sibutu Passage), implementation of this service has yet to materialize due to legal issues (such as carrying of guns by Sea Marshalls on board the ships) and liability issues (in the event of death occurred due to discharge of arms). The PCG will be consulting the local and international shipping industry and stakeholders prior to the implementation of this service.

b. Guarding ships on innocent passage transiting the Philippine Archipelagic waters, particularly, Sulu-Celebes Sea and Sibutu passage. The maritime law enforcement ships are employed to act as “mobile” sea-watch RADAR system over the stretch of Sibutu and Sulu sea passages, preferably guarding each way-points and designated areas at least every 30 nm radius. These floating assets serve as the “*police check points at sea*” to monitor and prevent suspicious watercrafts from sailing in their respective area of operations. In addition, the PCG plans to deploy its floating assets at strategic locations in the Sibutu passage to provide immediate responses and monitoring. International shipping companies are encouraged to coordinate and report to the Reporting Centres as stated in the ReCAAP ISC advisory issued to the shipping industry as reflected in page 2 of this report.

13. The recent efforts of the military, PCG and other law enforcement agencies of the Philippines for the rescue operations during 23-27 March 2017 resulted in the immediate rescue of two crew of *Super Shuttle Tug 1* and the five crew of *Serudong 3*. The close cooperation between the maritime law enforcement and military operation on land; and the efforts by the national and local authorities produced this result.

Conclusion

14. Under the current situation of abduction of crew in the Sulu-Celebes Sea involving all types of ships and the discharge of firearms at ships and at crew which resulted in the death of crew, the ReCAAP ISC reiterates its advisory to all ships to re-route from the area, where possible. Otherwise, we strongly urge them to conduct voyage risk assessment, adopt piracy countermeasures to mitigate the risk, exercise enhanced vigilance, making immediate reports prior to entering the area, continue to maintain communication with the littoral States’ enforcement agencies and report all incidents to the relevant authorities.

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15. The ReCAAP ISC reiterates the importance of collective and shared responsibility among all stakeholders including the littoral States' enforcement agencies and the shipping industry and to institutionalise their efforts on land and at sea. More need to be done to strengthen regional cooperation and coordination among the littoral States in conducting coordinated patrols, enforcement and apprehension of the perpetrators involved.

In consultation with the Philippine Coast Guard

Enclosures:

Annex A: Description of Incidents

Annex B: Modus Operandi of Perpetrators Involved in Incidents of Abduction of Crew

Description of Incidents

Actual incidents

| S/No. | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incidents |
|-------|--|----------------------|---|--|
| 1. | <i>Brahma 12</i> Tug boat Indonesia 198 9765407 | 26/03/16 1000 hrs | 05° 16' N, 120° 05' E Vicinity of Tubig Dakula, Languyan Municipality, Tawi- Tawi Province, Philippines | <p>On 26 Mar 16, tug boat <i>Brahma 12</i> towing a barge was en route from Kalimantan, Indonesia to Batangas, Philippines when 17 perpetrators armed with guns boarded the tug boat and casted off the barge. The perpetrators ransacked all the detachable items on board the tug boat including the navigational equipment, took away the 10 Indonesian crew and abandoned the tug boat. On the same day, the tug boat <i>Brahma 12</i> was found by a passing ship, and towed to Marang Wharf, Languyan Municipality, Tawi-Tawi Province, Philippines. The barge that was casted off was subsequently recovered by the Malaysian Maritime Enforcement Agency (MMEA) on 1 Apr 16.</p> <p>It was believed that the kidnapping of the crew was carried out by a group who handed over the crew to an insurgent group who in turn, demanded for ransom from the shipping company for the release of the crew. It was reported that the crew could have been brought to the Philippines. The 10 abducted crew was subsequently released on 1 May 16.</p> |
| 2. | <i>Massive 6</i> Tug boat Malaysia 269 9265823 | 01/04/16 1800 hrs | 04° 06.65' N, 118° 53.87' E Approximately 27 nm southeast of Semporna, Sabah, Malaysia | <p>On 1 Apr 16, <i>Massive 6</i> with nine crew on board was underway from Manila, Philippines to Tawau for bunkering. Between 1815 and 1840 hrs in the vicinity about 27 nm southeast of Semporna, Sabah, East Malaysia, eight perpetrators armed with firearms approached and boarded the tug boat. The perpetrators, allegedly spoke Tagalog and English, took with them four Malaysian crew in their speed boat, and their mobile phones and laptops.</p> <p>The shipping company managed to establish contact with the remaining crew on or at about 2000 hrs on 1 Apr 16, and reported the incident to the MMEA, Philippine authorities and the ReCAAP ISC. The remaining five crew continued their voyage to Tawau, Sabah escorted by a MMEA ship. The four abducted crew was subsequently released on 8 Jun 16.</p> |

| S/No. | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incidents |
|-------|--|----------------------|---|--|
| 3. | Henry Tug boat Indonesia 245 9302231 | 15/04/16 1700 hrs | 04° 31' N, 119° 00' E Approximately 25.37 nm southwest of Sitangkai Island, Philippines | While underway, five perpetrators armed with firearms boarded the tug boat. One of the crew was injured during a shoot-out between the perpetrators, who claimed to be from a militant group, and the Malaysian Marine Police. The injured crew was treated at a local hospital in Sabah and reported to be in stable condition. The perpetrators escaped with four abducted crew. The remaining five crew continued with their voyage, and rescued by the Malaysian authority. The four abducted crew was subsequently released on 11 May 16. |
| 4. | Charles 00 Tug boat Indonesia 175 Robby 152 Barge | 22/06/16 1130 hrs | 02° 44.40' N, 119° 35.34' E Vicinity waters bordering the Philippines and Indonesia | While the tug boat <i>Charles 00</i> towing barge <i>Robby 152</i> was on its way back to Indonesia after discharging 7,500 metric tons of coal in Gracia, Cagayan de Oro, groups of armed perpetrators in two Jungkong-type pump boats (one colored green and the other red) opened fire and forcibly boarded the tug boat. The armed perpetrators took seven crew members on two separate occasions, with three crew members being abducted at around 1130 hrs on 22 Jun 16 and another four crew members being abducted at around 1245 hrs on the same day. The abduction of the seven crew members is believed to be carried by a militant group. The remaining six crew members continued their voyage to Samarinda, Indonesia. The shipping company's local agent reported the incident to the Philippine Coast Guard (PCG), who relayed the information to the Armed Forces of the Philippines (AFP) for the monitoring of the abducted Indonesian crew. Maritime patrol operations in the area in coordination with other law enforcement agencies was also intensified. Two of the abducted crew managed to escape in August 2016, while three of the crew was released on 1 Oct 16. The remaining two abducted crew was released on 12 Dec 16. |
| 5. | Name not available Fishing trawler Malaysia | 09/07/16 2359 hrs | Approximately 8 nm east of Lahad Datu, Sabah, Malaysia | Five armed men who spoke Malay and local Tausug dialect, boarded an unnamed fishing trawler carrying seven Indonesian fishermen on board. The perpetrators inquired who among the crew have passport; and three fishermen replied that they had. The perpetrators abducted the three fishermen with passports, fled in their white speed boat towards the Philippine waters, leaving the remaining four fishermen on board the fishing boat. The three abducted crew was subsequently released on 18 Sep 16. |

| S/No. | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incidents |
|-------|---|----------------------|---|---|
| 6. | Serudong 3 Tug boat Malaysia 60 Serudong 4 Barge | 18/07/16 1400 hrs | 05° 08' N, 119° 24' E Tanjung Labian, Lahad Datu, Sabah, Malaysia | A ship passing by at the waters in Tanjung Labian, Lahad Datu, Sabah discovered an abandoned tug boat, <i>Serudong 3</i> with barge, <i>Serudong 4</i> . The tug boat with engine still running had no crew on board, the ship compass was missing and the crew's belongings in a mess. The tug boat and barge were later towed to Lahud Datu Jetty Port for further investigation by the authorities. The five Malaysian crew of <i>Serudong 3</i> were missing and they were later confirmed to had been abducted by ASG. Two crew were rescued on 23 Mar 17, and the remaining three crew rescued on 26 Mar 17. |
| 7. | Name not available Fishing trawler Malaysia | 10/09/16 2359 hrs | 22° 13.54' N, 091° 41.14' E Approximately 8 nm off east coast of Lahad Datu, Sabah, Malaysia | While underway, seven armed men boarded the fishing trawler from a speed boat. The armed men kidnapped three of the 11 crew on board and escaped. The three crew were believed to be taken toward Tawi-Tawi, Philippines. |
| 8. | Dong Bang Giant No. 2 General cargo ship Republic of Korea 11391 9481788 | 20/10/16 1400 hrs | 04° 34' N, 119° 34' E Approximately 7.7 nm southeast of Sibutu Island, Philippines | <p>Upon receipt of a satellite alarm from <i>Dong Bang Giant No. 2</i>, the ReCAAP Focal Point (Republic of Korea) reported to the ReCAAP ISC that on 20 Oct 16 at or about 1400 hrs, six armed perpetrators wearing black shirt boarded the general cargo ship from a (green with white stripes) speed boat with 2 OBM. The perpetrators took away the ship captain (Korean) and the 2nd officer (Filipino) at approximately 7.7 nm southeast of Sibutu Island, Philippines, and was seen heading towards Sibutu. The remaining crew was safe on board the ship. A total of 20 crew comprising four Koreans and 16 Filipinos were on board <i>Dong Bang Giant No. 2</i>. The ship's last port of call was Australia and she was underway to Korea at a speed of 8 knots when the incident occurred.</p> <p>The ReCAAP ISC informed the PCG who is also the ReCAAP Focal Point (Philippines), and alerted all its 20 ReCAAP Focal Points, the IFC, ESSCOM, MMEA and BAKAMLA.</p> <p>The PCG directed the Coast Guard District Southwestern Mindanao (CGDSWM) to take immediate action. The CGDSWM dispatched a PCG patrol craft DF-316 to proceed to the location of the incident; and coordinated with the Naval Forces of the Western Mindanao (NAVFORWEM) who immediately deployed one high-speed multipurpose attack craft</p> |

| S/No. | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incidents |
|-------|---|----------------------|--|---|
| | | | | (MPAC) with the Philippine Marines (PMAR) from Task Force Tawi-tawi (TFTT) on board to locate the abducted crew. At about 1830 hrs on 20 Oct 16, another PMAR team boarded and secured <i>Dong Bang Giant No. 2</i> . The ship subsequently sailed to Manila under monitoring by the Coast Guard Action Centre. She departed Manila for Korea on 27 Oct 16. The two abducted crew was released on 14 Jan 17. |
| 9. | Royal 16 Bulk carrier Vietnam 2999 9600011 | 11/11/16 0330 hrs | 06° 40.45' N, 122° 29' E Vicinity water of Sibago island, Basilan province, Philippines | <p>The ReCAAP ISC received inputs from the Vietnam Maritime Security Information Centre (MSIC) about an SSAS alert from <i>Royal 16</i>. The ReCAAP ISC informed all its Focal Points and MMEA.</p> <p>The PCG and the Vietnam Coast Guard (VCG), which is also the ReCAAP Focal Point (Vietnam), followed up with reports to the ReCAAP ISC that around 0330 hrs, <i>Royal 16</i> while underway from Hai Phong, Vietnam towards Davao, Philippines was boarded by 10 men armed with guns. The perpetrators fired at the cabin doors of the ship, wounded two crew; and abducted six others and escaped in a speed boat.</p> <p>Around 0830 hrs on the same day, a passing domestic cargo vessel <i>MV Lorcon</i> rendered assistance to <i>Royal 16</i>, reported the incident to the PCG Operation Station in Zamboanga and evacuated the two wounded crew to Zamboanga City for treatment. The remaining 13 crew on board <i>Royal 16</i> proceeded to Zamboanga port with the assistance of the Zamboanga harbour pilot for investigation.</p> |
| 10. | Ramona 2 Fishing boat Philippines | 20/12/16 0230 hrs | 05° 10' N, 121° 42' E Approximately 55 nm southeast off Pata island, Sulu, Philippines | While underway, an unknown number of perpetrators armed with firearms boarded the fishing boat from an unmarked speed boat. The perpetrators abducted all four crew including the boat captain; and took away the Global Positioning System (GPS) and VHF radio from the boat, which was left abandoned, unmanned and drifting. The sister boat, <i>Melissa 2</i> found <i>Ramona 2</i> when she passed by the vicinity. |

| S/No. | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incidents |
|-------|--|----------------------|--|---|
| 11. | Fishing Banca 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 | 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. |

| S/No. | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incidents |
|-------|--|----------------------|--|--|
| 12. | Giang Hai General cargo ship Vietnam 2875 9557329 | 19/02/17 1724 hrs | 06° 08' N, 119° 24' E Approximately 35nm north- northwest of Doc Can Island, Sulu, Philippines | <p>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, 3rd Officer, 2nd Engineer, 3rd Engineer and one crew).</p> <p>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.</p> <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. 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> |

| S/No. | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incidents |
|-------|---|---------------------|---|---|
| 13. | <p>Super Shuttle Tug Boat 1 Tug boat Philippines 225 8609709</p> <p>towing Super Shuttle Roro 9 Roro cargo ship Philippines 17884 7902647</p> | 23/3/17 1220 hrs | <p>06° 34.8' N, 122° 44.7' E</p> <p>Approximately 26 nm east of Matanal Point, Basilan, Philippines</p> | <p>The tug boat, <i>Super Shuttle Tug Boat 1</i> was towing Roro cargo ship, <i>Super Shuttle Roro 9</i> departed Cebu for General Santos City were underway when four armed men boarded the tug boat from three wooden green speed boats. They abducted two crew (identified as the boat captain and chief engineer, both of Filipino nationality), and fled heading towards mainland Basilan. There were two armed men on board each speed boat.</p> <p>The remaining crew was safe. The PCG personnel were also deployed to provide security to the rest of the crew and the tug boat anchored off Kaliwasan, Basilan.</p> <p>After receiving the report from the crew of passing vessel, Coast Guard Station (CGS) Zamboanga immediately coordinated with local authorities and deployed its floating assets to conduct maritime patrol in the area. The PN also deployed its speedboat and air assets after receiving the distress call from the tug boat. The authorities were able to track down the Abu Sayyaf militants who escaped on speed boats. The immediate response by the forces on the ground led to the rescue of the abducted boat captain and the chief engineer on 25 Mar 17 and 27 Mar 17 respectively.</p> |

Attempted incidents

| S/No. | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incidents |
|-------|--|----------------------|--|---|
| 14. | <i>Southern Falcon</i> Product tanker Panama 5551 9414993 | 13/11/16 1620 hrs | 03° 40.40' N, 119° 51.60' E Approximately 65 nm southeast of Sibutu island, Philippines | While underway, six speed boats with one armed perpetrator in each boat approached and chased the product tanker. The master alerted ships in the vicinity and conducted evasive manoeuvres. After about 15 min, the boats moved away and aborted their attempt. The crew was not injured. |
| 15. | <i>Kumiai Shagang</i> Bulk carrier Marshall Islands 93169 9576337 | 20/11/16 0705 hrs | 05° 34.80' N, 119° 47.90' E Sulu Sea, Philippines | <p>While underway, the master and the ship's crew on duty noticed a speedboat (white with red lining) at the ship's stern approaching the ship. Five perpetrators armed with guns were sighted in the speed boat. The master further noticed a fishing boat (with the capacity of about 30 persons), believed to be the mother boat was on the port quarter of the ship at about 3 nm heading east.</p> <p>The master sounded the general alarm continuously on automatic mode, made announcement about the situation on the general speaker and immediately informed the PCG on VHF 16 and asked for their assistance. The PCG advised the master to alert ships in the vicinity and manoeuvre the ship. The master increased speed to maximum and made an evasive manoeuvre. All crew was advised to go out of the accommodation to show the perpetrators that the ship is on alert. Sensing that the ship was alerted, the perpetrators aborted the chase and left the area heading eastern direction (towards the Jolo Island). When the perpetrators left, the crew conducted the general search and inspection around the vessel and maintain strict anti-piracy watch.</p> |

| S/No. | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incidents |
|-------|--|----------------------|---|--|
| 16. | Ken Toku Bulk carrier Panama 17979 9316945 | 23/11/16 0920 hrs | 06° 20.40' N, 119° 58.68' E Vicinity waters of Laparan Island, Pangutaran Municipality, Sulu Sea, Philippines | While underway, approximately nine perpetrators wearing bonnets in a speed boat painted grey with blue stripes chased after the bulk carrier and attempted to board the ship from the starboard. They fired at the starboard side of the ship with high powered firearms. The master raised the alarm, sprayed water using a fire hose and increased its speed. Seeing that the master and crew had been alerted and conducted evasive manoeuvres, the perpetrators aborted the attempt to board and fled towards the direction of Pangutaran island, Jolo, Sulu. |
| 17. | Cemtex Fortune Bulk carrier Singapore 46935 9727106 | 24/11/16 1030 hrs | 05° 47.70' N, 119° 51.30' E Approximately 6.07 nm southwest of Doc Can island, Philippines | While underway, 10 perpetrators armed with firearms and in black shirts approached the bulk carrier. The perpetrators in a blue speed boat aborted the chase after unable to catch up with the bulk carrier. |
| 18. | Easter K Bulk carrier Panama 33084 9584889 | 24/11/16 1040 hrs | 05° 47.70' N, 119° 51.80' E Approximately 5.74 nm southwest of Doc Can island, Philippines | While underway, 10 armed perpetrators in a motor boat chased the bulk carrier. The alarm was raised and crew mustered. The perpetrators eventually aborted the chase. |
| 19. | Star Norita Bulk carrier Norway 32371 9583134 | 08/12/16 1140 hrs | 05° 29.30' N, 119° 38.40' E Northwest of Tawi- Tawi, Philippines | While underway, three perpetrators in a white and blue speed boat approached on the starboard side of the ship and stop at a distance of about 0.5 nautical miles. The perpetrators wore black and white shirt. They aborted the attempt after seeing that the crew was alerted. |

| S/No. | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incidents |
|-------|---|----------------------|--|--|
| 20. | <i>Ocean Kingdom</i> 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 | <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 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 to the area.</p> |
| 21. | <i>Donghae Star</i> 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. 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> |

Special Report

| S/No. | Ship Name, Type of Ship, Flag, GT, IMO No. | Date Time | Location of Incident | Details of Incidents |
|-------|--|--------------------|--|---|
| 22. | Phu An 268 General Cargo ship 1599 9549293 | 5/3/17 0016 hrs | 6° 21' N 118° 9' E Approximately 4.43 nm northeast of Lihiman island, Philippines | The general cargo ship carrying 2,700 tons of rice departed My Thoi port, Vietnam for Sandakan, Sabah. While underway, a skiff with six perpetrators on board approached and followed the ship for around 1.5 hours. The master and the crew were alerted. They raised the alarm, increased speed and activated the water hose to prevent the perpetrators from boarding. The master informed the Malaysian authorities immediately, and in response, the Malaysian Royal Navy deployed vessels immediately to the location of the incident to provide assistance and escort <i>Phu An</i> safely to Sandakan port. |

Correct as at 31 March 2017

Annex B

Modus Operandi of Perpetrators Involved in Incidents of Abduction of Crew

Actual incident

Attempted incident

| Name / Type / Flag / GT | Date/Time | Intended route | Number of perpetrators / Type of ship used | Weapons reported | Treatment of crew | Economic loss | Status of kidnapped crew (1) |
|---|----------------------|---|---|------------------|--|--|--|
| Brahma 12 Tug boat Indonesia 198 | 26/03/16 1000 hrs | Kalimantan, Indonesia to Batangas, Philippines | 17 A grey speed boat powered by three outboard engines; and one wooden-type motorised pump boat propelled by double built-in engine | Firearms | <u>10</u> Indonesian crew abducted | Detachable items on board, including navigational equipment Tug boat abandoned; barge casted off | 10 Indonesian crew released on 1 May 16 (35 days in captivity) |
| Massive 6 Tug boat Malaysia 269 | 01/04/16 1800 hrs | Manila, Philippines to Tawau, Malaysia | 8 One 'jungkong' pump boat | Firearms | <u>4</u> Malaysian crew abducted Remaining five crew continued voyage | Mobile phones and laptops | 4 Malaysian crew released on 8 Jun 16 (68 days in captivity) |
| Henry Tug boat Indonesia 245 | 15/04/16 1700 hrs | Not known | 5 A speed boat | Firearms | <u>4</u> Indonesian crew abducted Remaining six crew continued voyage. One of the crew was injured during a shoot-out between perpetrators and Malaysian Marine Police | No losses reported | 4 Indonesian crew released on 11 May 16 (26 days in captivity) |
| Charles 00 Tug boat Indonesia 175 | 22/06/16 1130 hrs | Gracia, Cagayan de Oro, Philippines to Samarinda, Indonesia | Not known Two 'jungkong' pump boats (green and red) | Firearms | <u>7</u> Indonesian crew abducted (4 crew at 1130 hrs, 3 crew at 1245 hrs) Remaining six crew continued voyage | Perpetrators opened fire at tug boat | 2 Indonesian crew escaped in August 2016 (Between 39 and 70 days) 3 Indonesian crew released on 1 Oct 16 |

Special Report

| Name / Type / Flag / GT | Date/Time | Intended route | Number of perpetrators / Type of ship used | Weapons reported | Treatment of crew | Economic loss | Status of kidnapped crew (1) |
|---|----------------------|--|---|------------------|--|--|--|
| | | | | | | | (100 days in captivity) 2 Indonesian crew released on 12 Dec 16 (173 days in captivity) |
| Name not available Fishing trawler Malaysia | 09/07/16 | Not known | 5 A white speed boat | Firearms | <u>3</u> Indonesian crew abducted Remaining four crew left on board | Special permit, six mobile phones and trawler registration card | 3 Indonesian crew released on 18 Sep 16 (71 days in captivity) |
| Serudong 3 Tug boat Malaysia 60 Serudong 4 Barge Malaysia | 18/07/16 1400 hrs | Sandakan, Malaysia to Semporna, Malaysia | Not known | Firearms | <u>5</u> Malaysian crew abducted | Belongings of crew left in a mess and ship compass missing Tug boat and barge abandoned | 2 Malaysian crew released on 23 Mar 17 (245 days in captivity) 3 Malaysian crew released on 26 Mar 17 (248 days in captivity) |
| Name not available Fishing trawler Malaysia | 10/09/16 2359 hrs | Not known | 7 A speed boat | Firearms | <u>3</u> Filipino crew abducted Remaining eight crew left on board | No losses reported | 3 Filipino crew still in captivity |
| Dong Bang Giant No. 2 General cargo ship Republic of Korea 11391 | 20/10/16 1400 hrs | Australia to Republic of Korea | 6 A green with white stripes speed boat with 2 OBM | Firearms | <u>1</u> Korean and <u>1</u> Filipino crew abducted Remaining 18 crew left on board | No losses reported | Korean and Filipino crew released on 14 Jan 17 (86 days in captivity) |
| Royal 16 Bulk carrier Vietnam 2999 | 11/11/16 0330 hrs | Hai Phong, Vietnam to Davao, Philippines | 10 A speed boat | Firearms | <u>6</u> Vietnamese crew abducted Remaining 13 crew left on board; two of them were wounded | Perpetrators fired at cabin doors of ship | 6 Vietnamese crew still in captivity |

Special Report

| Name / Type / Flag / GT | Date/Time | Intended route | Number of perpetrators / Type of ship used | Weapons reported | Treatment of crew | Economic loss | Status of kidnapped crew (1) |
|---|----------------------|----------------|--|------------------|--------------------------|--|------------------------------------|
| Southern Falcon Product tanker Panama 5551 | 13/11/16 1620 hrs | Not known | 6 Six speed boats | Firearms | No injuries reported | No losses reported | No crew abducted |
| Kumiai Shagang Bulk carrier Marshall Islands 93169 | 20/11/16 0705 hrs | Not known | 5 A white with red lining speed boat | Firearms | No injuries reported | No losses reported | No crew abducted |
| Ken Toku Bulk carrier Panama 17979 | 23/11/16 0920 hrs | Not known | 9 A grey with blue stripes speed boat | Firearms | No injuries reported | Perpetrators fired at starboard side of ship | No crew abducted |
| Cemtex Fortune Bulk carrier Singapore 46935 | 24/11/16 1030 hrs | Not known | 10 A blue speed boat | Firearms | No injuries reported | No losses reported | No crew abducted |
| Easter K Bulk carrier Panama 33084 | 24/11/16 1040 hrs | Not known | 10 A motor boat | Firearms | No injuries reported | No losses reported | No crew abducted |
| Star Norita Bulk carrier Norway 32371 | 08/12/16 1140 hrs | Not known | 3 A white and blue speed boat | Not known | No injuries reported | No losses reported | No crew abducted |
| Ramona 2 Fishing boat Philippines | 20/12/16 0230 hrs | Not known | Not known An unmarked speed boat | Firearms | 4 Filipino crew abducted | GPS and VHF radio stolen Fishing boat left abandoned and drifting | 4 Filipino crew still in captivity |
| Ocean Kingdom Container ship Antigua and Barbuda 7541 | 03/01/17 1500 hrs | Not known | 6 Two white and yellow speed boats | Firearms | No injuries reported | Perpetrators fired at ship | No crew abducted |

Special Report

| Name / Type / Flag / GT | Date/Time | Intended route | Number of perpetrators / Type of ship used | Weapons reported | Treatment of crew | Economic loss | Status of kidnapped crew (1) |
|--|----------------------|---------------------------------------|--|------------------|--|--|--|
| Fishing Banca Fishing Trawler Malaysia | 18/01/17 1730 hrs | Not known | 9 A grey speed boat | Firearms | <u>3</u> Indonesian crew abducted | Fishing trawler left abandoned and drifting | 3 Indonesian crew still in captivity |
| Giang Hai General cargo ship Vietnam 2875 | 19/02/17 1724 hrs | Indonesia to Iloilo port, Philippines | 5 A green 'jungkong' pump boat | Firearms | <u>6</u> Vietnamese crew abducted (of whom 1 was killed) One crew was shot when he tried to deny the perpetrators access to the bridge. He subsequently died from his injuries Remaining 10 crew left on board | Perpetrators destroyed ship's navigational equipment | 5 Vietnamese crew still in captivity |
| Dong Hai Star Bulk carrier Panama 45026 | 22/02/17 1345 hrs | Not known | 5 Three fast black boats | Not known | No injuries reported | No losses reported | No crew abducted |
| Phu An 268 General cargo ship Vietnam 1599 | 5/3/17 1600 hrs | Not known | 6 One speed boat | Not known | No injuries | No losses reported | No crew abducted |
| Super Shuttle Tug Boat 1 Tug boat 225 towing Super Shuttle Roro 9 Roro cargo ship 17884 | 23/3/17 1220 hrs | Cebu to General Santos City | 6 Three green-hulled wooden speed boat | Firearms | <u>2</u> Filipino crew abducted (Captain and Chief Engineer) | No other losses reported The remaining crew was safe, and the ship is transiting in vicinity of Sibago island | The Captain and Chief Engineer released on 25 Mar and 27 Mar 17 (2 days and 4 days in captivity respectively) |

Correct as at 31 March 2017