

25 September 2020



Special Report
on
Incidents at anchorages/ports in the
Philippines

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SR 01/2020

25 September 2020

Incidents at anchorages/ports in the Philippines

Advisory

1. Following the increase of the number of incidents of sea robbery reported at Manila and Batangas anchorages/ports during Jan-Sep 2020, the shipping industry is advised to adopt the following measures when anchor/berth in the area:

- Enhance vigilance and maintain strict anti-robbery watch
- Keep the ship's surroundings well lit, keep flood lights on
- Keep sharp look-out for small boats approaching close to the ship and do not allow any boats to come near ship as much as possible
- Keep the ship's forward store room double and heavily locked.
- Keep breathing apparatus, brass articles (such as fire nozzles) or paint drums, in safe and secured stores
- Sound alarm when sighted suspicious boats loitering in the vicinity of the ship, or suspicious persons on board the ship
- Report immediately all incidents and suspicious activities in the vicinity via Channel 16 to alert all ships in the vicinity, the VTMS and nearest Coast Guard Station.

Ship masters are advised to immediately report all incidents to the local authorities. The contact numbers for ships bound for Manila and Batangas ports/anchorages are as follows:

Manila ports/anchorages

Coastal Guard District National Capital Region – Central Luzon:

Contact numbers: +63 917 821 8124
+632-8-527-3882 (landline)

Email address: ncrcl@coastguard.gov.ph
ncrcl3@gmail.com

Coast Guard Station Manila

Contact number: +63 917 842 7614
Email address: cgsmanila@coastguard.gov.ph

Batangas ports/anchorages

Coast Guard Station Batangas

Phone numbers: +63 917-842-6649
+63 998-585-5846

Email address: cgdstl.station_batangas@coastguard.gov.ph
cgsbatangas@yahoo.com

Ships can also report directly to the PCG Command Centre

PCG Command Centre

Contact numbers: +632-8-527-8481(ext:6136/37) (landline);
+632-998-585-5327 /+632-917-842-8249 (mobile)
+632-8-527-3877 (fax)

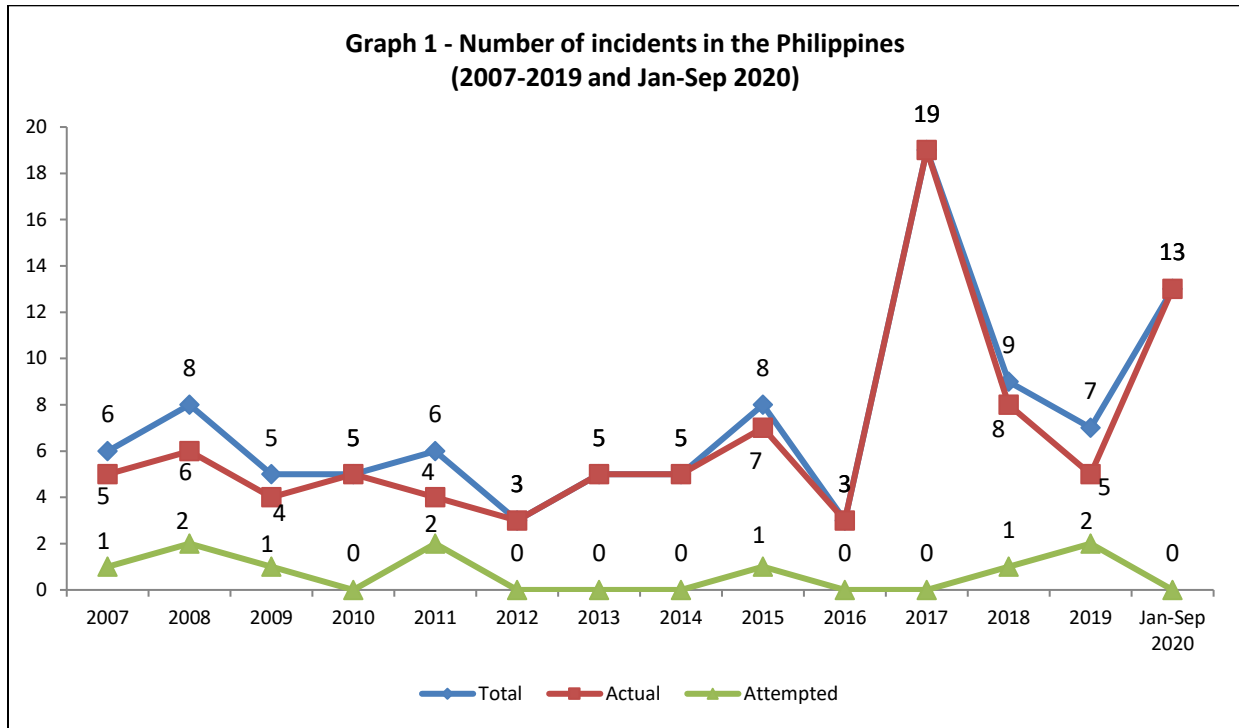
Email Address: pcgcomcen@coastguard.gov.ph

Overview

1. There has been an increase of the number of incidents reported at the anchorages/ports in the Philippines during Jan-Sep 2020. This Special Report is to alert the shipping industry on the increase of the number of the incidents, provides an insight of the incidents, the modus operandi of the perpetrators and actions taken by the Philippine Coast Guard.

Total number of incidents at anchorages/ports in the Philippines

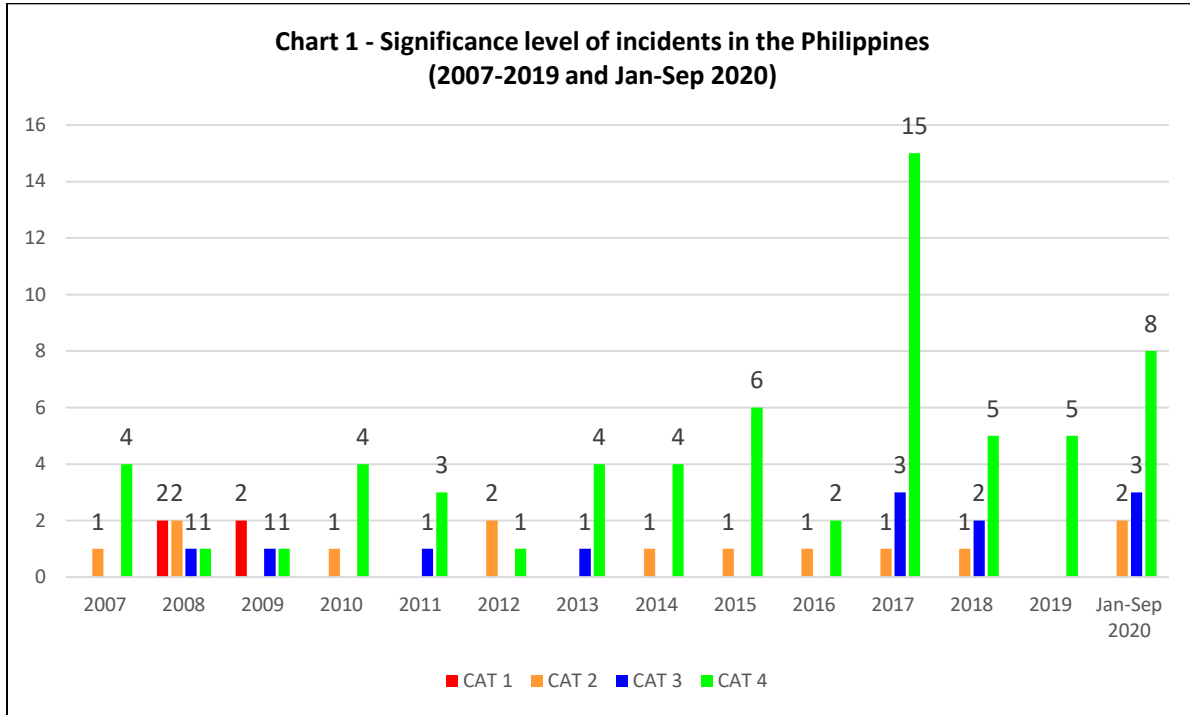
2. During Jan-Sep 2020, 13 actual incidents were reported in the Philippines. Of these, nine incidents occurred at Manila anchorage, three incidents at Batangas and one incident at General Santos Harbour anchorage. Refer to **Annex A** for the description of the 13 incidents. The number of incidents reported in the Philippines for the first nine months of 2020 has almost doubled compared to the entire year of 2019. Seven incidents were reported in 2019. Graph 1 shows the number of incidents reported at ports/anchorages in the Philippines during 2007-2019 and Jan-Sep 2020.



Significance level of incidents

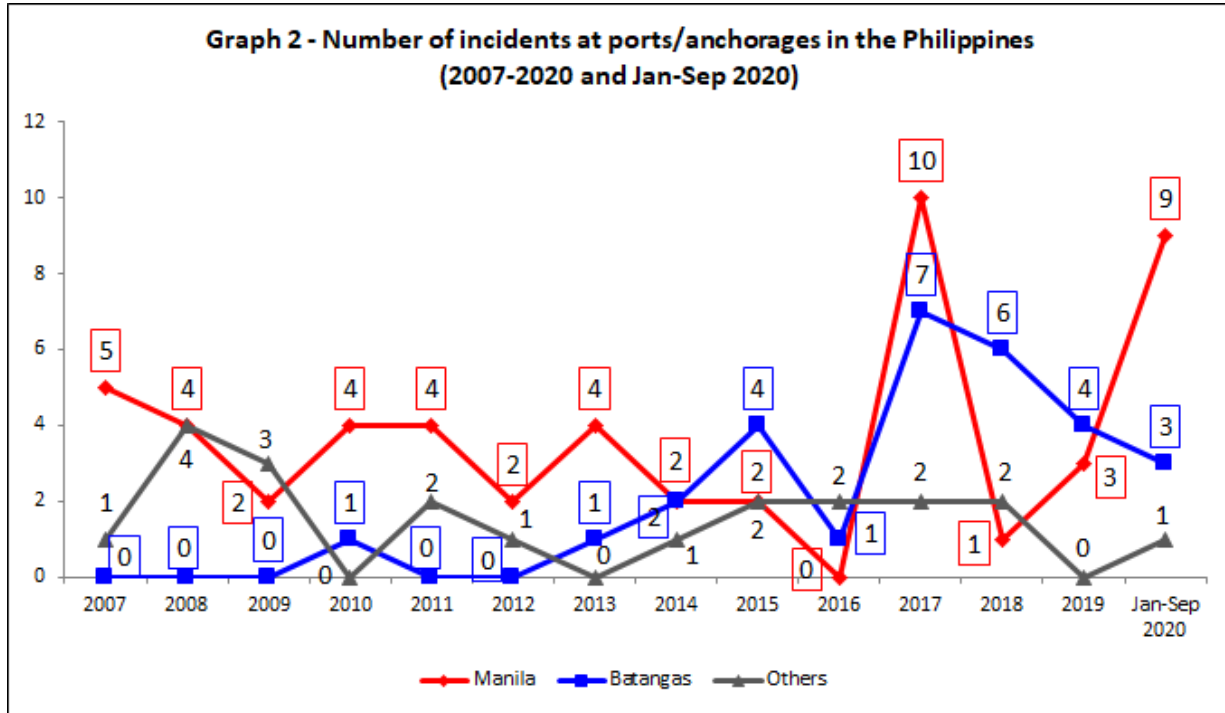
3. Of the 13 actual incidents reported during Jan-Sep 2020, two were CAT 2, three were CAT 3 and eight were CAT 4 incidents. The majority of the incidents during Jan-Sep 2020 were CAT 4 incidents, and this accounts for 62% of the number of actual incidents (eight of 13 incidents). This is consistent with the past 13-year trend of incidents during 2007-2019¹ where 70% of the incidents were CAT 4 incidents (55 of 79 actual incidents). Chart 1 shows the significance level of incidents reported in the Philippines during 2007-2019 and Jan-Sep 2020.

¹ During 2007-2019, a total of 89 incidents (79 actual incidents and 10 attempted incidents) were reported.



Incidents at anchorages/ports in the Philippines (2007-2019 and January-September 2020)

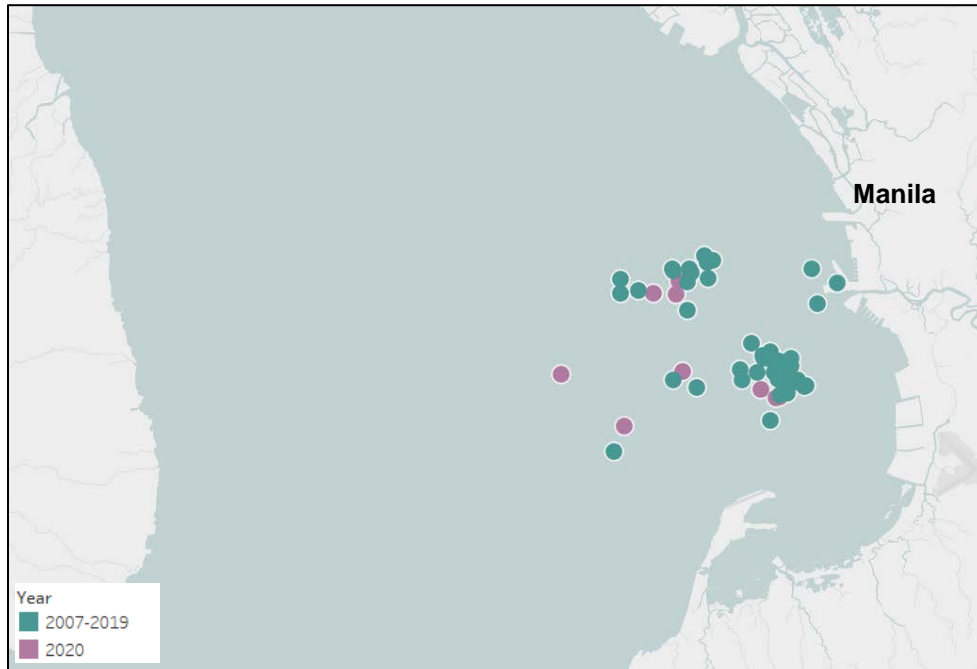
4. A total of 102 incidents (comprising 92 actual incidents and 10 attempted incidents) were reported at anchorages/ports in the Philippines during the 13-year period of 2007-2019 and Jan-Sep 2020. Of the 102 incidents, 52 incidents occurred at Manila anchorages (51%), 29 incidents at Batangas (28%) and 21 incidents at other anchorage (21%). Graph 2 shows the number of incidents at anchorages/ports in the Philippines during 2007-2019 and Jan-Sep 2020.



Incidents at Manila anchorages/ports

5. During Jan-Sep 2020, nine incidents were reported at Manila anchorages. There has been increase in the number of incidents during Jan-Sep 2020 compared to the entire year of 2019. Three incidents were reported in 2019. The increase of the number of incidents in the Manila anchorage areas during Jan-Sep 2020 is due to the increase of the number of ships anchored in the Manila Bay area which has been designated as a Green Zone for crew change by the International Maritime Organisation (IMO) due to the COVID-19 pandemic. The large number of ships anchored in the area provides opportunities for perpetrators to come alongside in small boats during hours of darkness to commit robbery/theft from the ships.

6. The location of the incidents at the Manila anchorages/ports during 2007-2019 and Jan-Sep 2020 is shown in Map 1.



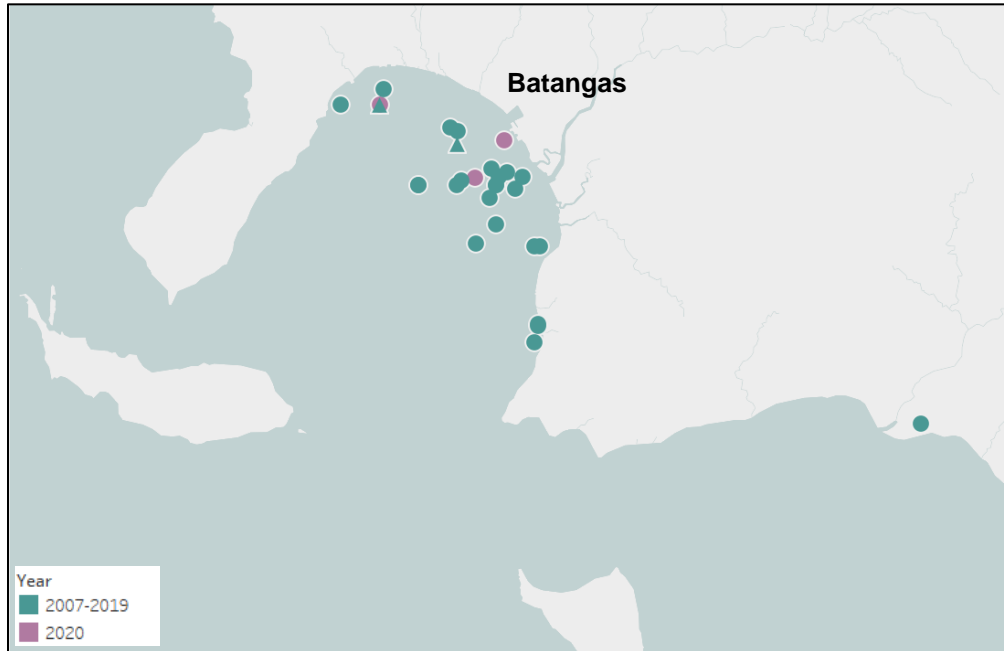
Map 1 – Location of incidents at Manila anchorages/ports during 2007-2019 and Jan-Sep 2020)

Incidents at Batangas anchorages/ports

7. During Jan-Sep 2020, three incidents were reported at anchorages in Batangas. There has been a decrease in the number of incidents during Jan-Sep 2020 compared to the entire year of 2019. Four incidents were reported in 2019.

8. Of concern was the violence demonstrated by the perpetrators towards the crew in two of the three incidents reported during Jan-Sep 2020. The incidents occurred at Bauan Batangas Terminal Inc. on 14 Aug 20, and at Batangas Bay anchorage area on 20 Aug 20. The ReCAAP ISC has issued an Incident Alert on 25 Aug about these two incidents.

9. The location of the incidents at Batangas anchorages during 2007-2019 and Jan-Sep 2020 is shown in Map 2.



Map 2 – Location of incidents at Batangas anchorages/ports during 2007-2019 and Jan-Sep 2020)

Modus operandi and observations at Manila and Batangas anchorages

10. The modus operandi of the 13 incidents during Jan-Sep 2020 at Manila and Batangas anchorages is tabulated below.

Factors	Manila (9 incidents)	Batangas (3 incidents)
No. of perpetrators (number of incidents)	1 to 3 men (3) 4 to 6 men (1) Unknown (5)	1 to 3 men (3)
Type of weapons (number of incidents)	Knives/Machetes (2) Not stated (7)	Knives/Machetes (3)
Treatment of crew (number of incidents)	No injuries (5) Not stated (4)	Assaulted (1) Threatened (1) Not stated (1)
Type of losses (number of incidents)	Stores (8) Nothing stolen (1)	Cash/Property (1) Nothing stolen (2)

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Factors	Manila (9 incidents)	Batangas (3 incidents)
Type of ship (number of incidents)	Container ship (7) General cargo ship (1) Tanker (1)	Bulk carrier (1) Tanker (2)
Time of incidents (number of incidents)	0200-0259 hrs (2) 0300-0359 hrs (4) 0400-0459 hrs (2) 2200-2259 hrs (1)	0200-0259 hrs (1) 1000-1059 hrs (1) 2000-2059 hrs (1)

The observations are as follows:

11. Type of weapons. The perpetrators at the Batangas anchorages were more violent towards the crew compared to the perpetrators at Manila anchorages.

At Manila: There were two incidents involving perpetrators who were armed with knives. In both incidents, the perpetrators did not use the knife to threaten or harm the crew.

At Batangas: All three incidents involved perpetrators who were armed with knives. In two of the incidents, the perpetrators demonstrated violence towards the crew with a knife.

12. Treatment of crew.

At Manila: The crew was not injured or reported to suffer any injury in the nine incidents.

At Batangas: Two of the three incidents reported that the crew was subjected to some form of duress and in one of these incidents the crew was injured when trying to resist the attack by the perpetrator.

13. Economic loss.

At Manila: Eight of the nine incidents reported that ship stores were stolen. The ship stores stolen included breathing apparatus, immersion suits, chemical suits, paint and working tools such as drill, saw, welding machine, flashlight etc.

At Batangas: Of the three incidents, the perpetrators stole the crew's cash and personal belongings in one incident, and fled empty-handed in the other two incidents.

14. Type of ships. The difference in the type of ships boarded at Manila and Batangas anchorages is due to the facilities provided at the two locations.

At Manila: Container ships were mostly boarded at the anchorage area of Manila International Container Terminal (MICT), the largest container terminal in the Philippines.

At Batangas: Tankers were boarded since several of the country's gas and oil depots are located in Batangas.

15. Time of incidents.

At Manila: All nine incidents occurred during hours of darkness (between 2200 hrs and 0459 hrs).

At Batangas: Two of the three incidents occurred during hours of darkness (between 2200 hrs and 0259 hrs).

Efforts by the Philippine Coast Guard

16. In response to the increase of the number of robbery/theft incidents at Manila and Batangas anchorages/ports, the Philippine Coast Guard (PCG) directed all stations and sub-stations under the Coast Guard District National Capital Region – Central Luzon (CGDNCR-CL) and the Coastal Guard District Southern Tagalog (CGDSTL) to:

- a. Intensify intelligence collection and maritime patrol operations in the vicinity waters of Manila Bay and Southern Luzon
- b. Increase the conduct of inspection of suspicious boats and watercraft roaming in the vicinity waters during hours of darkness, as part of the intensified maritime security measures.
- c. Intensify the implementation of the Safety, Security and Environmental Numbering (SSEN) system for all Philippine-registered ships or watercraft to enhance maritime security within Philippines maritime jurisdiction to prevent the use of these ships and watercraft for robbery/theft.

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Conclusion

17. In view of the increase of the number of incidents at Manila and Batangas anchorages/ports, the ReCAAP ISC reiterates that collective efforts and shared responsibilities by all stakeholders are necessary to combat robbery/theft incidents in the area. Ship master and crew are strongly advised to exercise vigilance, maintain constant look-out for suspicious boats in the vicinity, report all incidents immediately to the authorities, and implement preventive measures recommended in the '*Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia*'.

Enclosure:

Annex A: Description of incidents occurred during Jan-Sep 2020 at anchorages/ports in the Philippines

Annex A

Description of incidents at anchorages/ports in the Philippines occurred during Jan- Sep 2020

Manila

S/No	Ship Name, Type of Ship, Flag, GT, IMO No.	Date, Time Location	Details of the Incidents
1.	AS Clarita Container ship Portugal 32968 9300972	25/01/20 0415 hrs 14° 32.68' N, 120° 55.27' E South Quarantine Anchorage area, Manila, Philippines	While at anchor, the duty watch sighted one perpetrator and alerted the other crew. The perpetrator hurriedly jumped over board and swam towards a motor banca which subsequently fled from the area. The crew conducted an inspection and check of the ship's inventory. During the inspection, the crew found two broken padlock and a lighter with attached pin light (turned on) believed to belong to the perpetrator. On checking of the ship's inventory, the following items were found missing: one jet chisel machine, two cans of paint, one forward bell, three immersion suits, two breathing apparatus cylinders, one breathing apparatus and one chemical suit. The crew reported the incident to the Philippine Coast Guard (PCG) Command Centre. A team of PCG personnel from Coast Guard Station Manila was immediately despatched and boarded the ship to conduct inquiry and validate the report.
2.	Cosco Sao Paulo Container ship Hong Kong, China 40465 9484388	29/01/20 0335 hrs 14° 32.9' N, 120° 54.7' E Manila South Anchorage, Philippines	While at anchor, the crew noticed several perpetrators on board the container ship. Two of the storage rooms were broken into. The crew searched for the perpetrators and checked on the inventory of the ship's property. The items stolen included one set of fireman breathing device, two sets of immersion and thermal protective suits, 28 casks of paints, 34 pieces of firehose hand guns and 34 pieces of fire hydrant covers. The master of the ship reported the incident to Vessel Traffic Management System (VTMS) Manila. The Philippine Coast Guard Sub Station boarded the ship for inquiry and advised the master and crew to strengthen their security measures and report similar incidents to the nearest Philippine Coast Guard units.

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S/No	Ship Name, Type of Ship, Flag, GT, IMO No.	Date, Time Location	Details of the Incidents
3.	NYK Joanna Container ship Singapore 27003 9387449	14/04/20 0248 hrs 14° 36.05' N, 120° 52.15' E Approximately 4 nm west of Manila International Container Terminal (MICT) Breakwater, Philippines	<p>While at anchor, the duty roving noticed an unlit small motor banca near the starboard quarter of the ship. He reported to the duty officer who raised the alarm and made an announcement through the PA system. One of the crew was directed to proceed to the forward station; and he heard the banging of door and people talking. The Chief Officer together with two crew proceeded to the forward station to verify the situation. They noticed one perpetrator with a knife standing at the hawse pipe area of the ship (port side) and one perpetrator running from the bosun store and escaped through the port hawse pipe in the unlit small motor banca.</p> <p>The crew was mustered and a search and check of the inventory of the ship's property were conducted. A set of self-contained breathing apparatus (SCBA), a piece of flashlight and three sets of chain blocks were stolen. The crew was not injured. The master of the ship reported the incident to VTMS Manila and Coast Guard Station Manila. The Philippine Coast Guard boarded the ship and conducted an inquiry of the incident.</p>
4.	Seaspan Fraser Container ship Hong Kong, China 41225 9351608	13/06/20 0325 hrs 14° 35.7' N, 120° 51.48' E MICT Anchorage, Manila, Philippines	<p>While the ship was preparing to heave up the anchor going to MICT Pilot Station, one of the crew spotted a bolt cutter near the bosun store and noticed that the padlock of the store was broken. The bosun store is on the forward bow of the ship. The bosun mate immediately inspected the store and assessed that there were no missing items, and there might had been a boarding to attempt theft. The incident was reported to the Port State Control Manila.</p>
5.	Asia Energy Tanker Bahamas 101427 9606950	26/06/20 2217 hrs 14° 33.35' N, 120° 48.7' E Manila Anchorage, Philippines	<p>While at anchor, the crew noticed four perpetrators on the forecastle of the tanker. The perpetrators jumped overboard when they were sighted by the crew. The master immediately reported the incident to VTMS Manila. Three immersion suits and two fire hoses were stolen. The crew was not injured.</p>

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S/No	Ship Name, Type of Ship, Flag, GT, IMO No.	Date, Time Location	Details of the Incidents
6.	Newark Container ship Liberia 35573 9322504	20/07/20 0340 hrs 14° 32.66' N, 120° 55.15' E Vicinity waters of Manila Bay Quarantine Anchorage Area South Harbour, Manila, Philippines	While conducting roving at the forecandle of the ship, the crew noticed that the padlocks of the bosun store and paint store were broken. Ship stores including paints, welding machines, electrical drills, jigsaw, electrical angle grinders, immersion suits, face shield, cylinder breathing apparatuses, helmet, self-contained breathing apparatus and chemical suit were missing. The incident was immediately reported to VTMS Manila. The Philippine Coast Guard's ship, <i>BRP Tubbataha</i> immediately proceeded to the location of the ship and conducted survey of the area but no suspicious motor bancas were sighted.
7.	AAL Nanjing General cargo ship Liberia 14053 9521552	04/09/20 0330 hrs 14° 31.85' N, 120° 50.6' E South Anchorage Area, Manila, Philippines	While at anchor, the crew noticed that the forecandle light was opened. The crew conducted inventory check and discovered that some of their equipment including chainsaws, ship bell, welding machine and breathing apparatus were missing. The incident was reported to VTMS Manila and Philippine Coast Guard. The crew was not injured.
8.	Ela Container ship Liberia 18358 9516777	05/09/20 0220 hrs 14° 35.66' N, 120° 52.15' E Manila Anchorage, Philippines	While at anchor, the crew reported to the bridge that he spotted a perpetrator at forward bow behind the lifecraft. The crew proceeded to check the area and noticed that the perpetrator wore a mask and was holding a knife. The alarm was raised immediately and a search for the perpetrator was conducted. Unfortunately, the person already left the ship. Two breathing apparatuses and a gong were stolen. The incident was reported to VTMS Manila and Philippine Coast Guard (PCG). The PCG proceeded to the location of the ship and conducted inquiry into the incident. The crew was not injured.

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S/No	Ship Name, Type of Ship, Flag, GT, IMO No.	Date, Time Location	Details of the Incidents
9.	Arguello Container ship Liberia 40839 9409027	06/09/20 0433 hrs 14° 33.42' N, 120° 52.35' E South Harbour Anchorage Area, Manila, Philippines	While at anchor waiting for crew change, the crew noticed that the lock of the bosun store was broken. The general alarm was raised immediately. Ship stores including fire nozzles, fireman suits, breathing apparatuses, unlocking twist lock, a flashlight and a scaling machine were stolen. The incident was reported to VTMS Manila and Philippine Coast Guard. The crew was not injured.

Batangas

S/No	Ship Name, Type of Ship, Flag, GT, IMO No.	Date, Time Location	Details of the Incidents
1.	<i>Au Libra</i> Chemical/oil product tanker Panama 7092 9236339	23/03/20 0255 hrs 13° 45.11' N 121° 2.21' E Batangas Port, Philippines	While at anchor, the duty crew noticed movement at the forecastle deck and saw a perpetrator with a knife climbing through the starboard anchor cable of the ship. The duty crew informed the Officer on Watch, raised the alarm on PA system and mustered the crew. Upon seeing the approaching crew, the perpetrator jumped into the water immediately; and escaped together with another person who was waiting in a small boat. An inventory of the ship's properties was conducted, and nothing was stolen.
2.	<i>Pacific Sapphire</i> Chemical/oil product tanker Hong Kong, China 11572 9508158	14/08/20 1000 hrs 13° 46' N, 120° 59' E Bauan Batangas Terminal Inc., Philippines	While at berth, one perpetrator armed with a long knife boarded the tanker by climbing the mooring lines located at the starboard astern of the ship. The perpetrator entered the cabin of the general steward, threatened him by pointing a knife at him and stole his personal belongings. The alarm was raised immediately, and the perpetrator escaped via the mooring lines in an unmarked blue small motor banca stationed at the astern of the ship. The Port State Control (PSC) personnel boarded the ship to verify the report and advised the master to file report with the Coast Guard Station (CGS) Batangas.
3.	<i>Vienna Wood N</i> Bulk carrier Hong Kong, China 31540 9593713	20/08/20 2021 hrs 13° 44.18' N, 121° 1.46' E Batangas Bay Anchorage Area, Philippines	While the duty roving crew was performing his duty at the main deck, a perpetrator with a bolo (knife) attacked him. The duty crew tried to stop the perpetrator but accidentally grabbed the bolo, which resulted in a cut on his right palm. The perpetrator escaped empty-handed. The general alarm was raised immediately and first aid was administered to the injured crew. The incident was reported to the PSC and the Philippine Coast Guard (PCG). The PSC Batangas and CGS Batangas responded to the incident but did not find any watercrafts or person within the ship's surroundings. The injured crew was evacuated and brought to hospital for treatment. The master assessed that the perpetrator may have boarded the ship by throwing a line with hook.

General Santos

S/No	Ship Name, Type of Ship, Flag, GT, IMO No.	Date, Time Location	Details of the Incidents
1.	<i>Endeavour II</i> Petroleum/chemical tanker Singapore 29671 9835056	12/03/20 0157 hrs 6° 4.95' N, 125° 11.96' E General Santos Harbour Anchorage, Philippines	The duty officer and Able Bodied (AB) were doing a safety round when they saw some perpetrators at the forecastle. The duty officer immediately informed the master who activated the general alarm. Upon hearing the alarm, the perpetrators escaped in a small boat. A ship security search was conducted and a padlock to the bosun store was found broken. Nothing was stolen and the crew was not injured.