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ReCAAP ISC Weekly Report 1-7 March 2022

Piracy and Armed Robbery against Ships in Asia

OVERVIEW

During 1-7 Mar 22, four incidents of armed robbery against ships in Asia were reported to the ReCAAP ISC (comprising three CAT 3¹ incidents and one CAT 4² incident). All four incidents occurred to ships while underway off Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait (SS). Of the four incidents, three incidents occurred on 2 Mar and one incident on 4 Mar. The crew was safe and nothing was stolen in all four incidents.

1. The first incident on 2 Mar occurred to a bulk carrier. Three unauthorised persons armed with axe and rods were sighted at the emergency generator room. The ship's alarm was raised and crew mustered. The perpetrators escaped upon being sighted. A search on board the ship was carried out with no further sighting of the perpetrators.
2. The second incident on 2 Mar occurred to a bulk carrier. Four unauthorised persons armed with knives were sighted in the engine room. The ship's alarm was raised and crew mustered. The master deviated the ship back to Singapore. A search on board the ship was conducted by the Singapore Police Coast Guard, with no further sighting of the perpetrators.
3. The third incident on 2 Mar occurred to a tanker. Six unauthorised persons were sighted in the engine room, and one of them was armed with a lookalike gun. The ship's alarm was raised and crew mustered. A search on board the ship was conducted with no further sighting of the perpetrators.
4. The fourth incident occurred on 4 Mar to a bulk carrier. Five unauthorised persons were sighted at the starboard quarter stern deck. The perpetrators escaped upon being sighted. The ship's alarm was raised and ship's deck lights were switched on.

¹ CAT (Category) 3 incident is 'less significant' in nature. Under this category, the perpetrators are armed with knives/machetes or other items such as sticks or rods. Although the crew can be subjected to duress or threat during the incident, they are not harmed physically. In most CAT 3 cases, nothing is stolen. In cases where losses are reported, stores and engine spares are commonly stolen items.

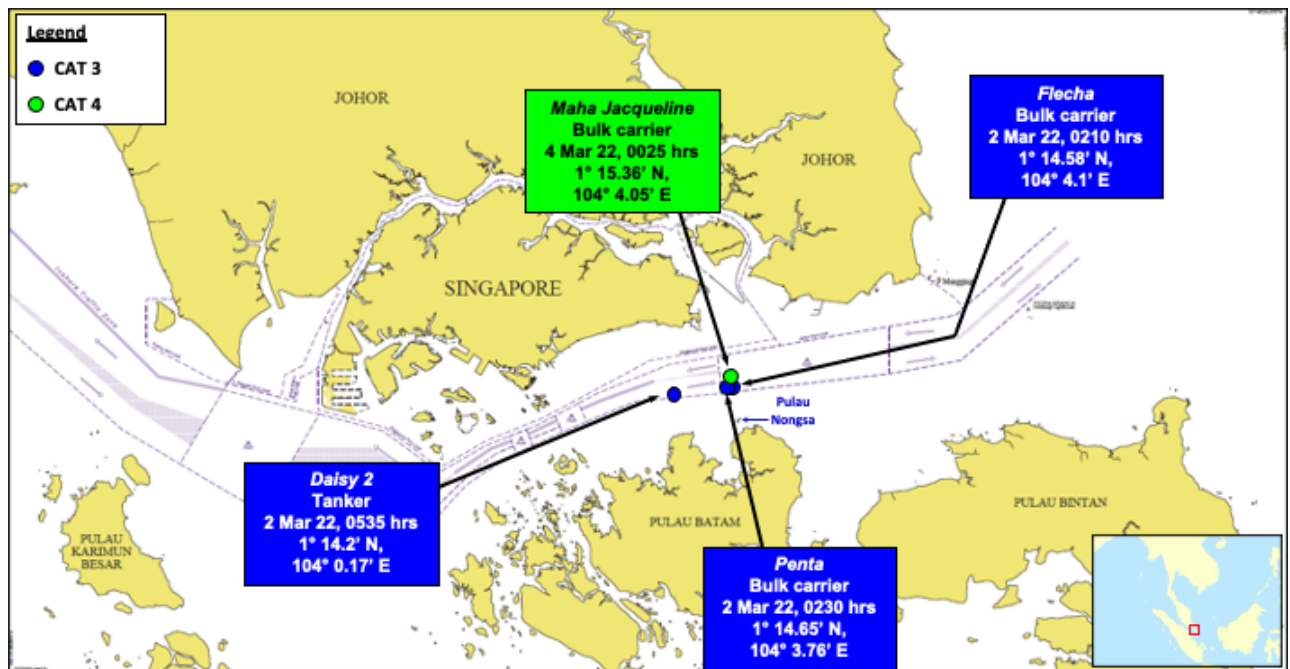
² CAT (Category) 4 incident is classified as "least significant" in nature. Under this category, the perpetrators are not armed, and the crew not harmed. In CAT 4 cases, either nothing is stolen or small items are stolen.

A search on board the ship was carried out with no further sighting on the perpetrators onboard.

With these four incidents, a total of 17 incidents were reported in the SS since January 2022, comprising 13 incidents in the eastbound lane of the TSS, two incidents in the precautionary area, one incident in the westbound lane and one incident outside the TSS.

The ReCAAP ISC is concerned with the persistent occurrence of incidents in the SS, particularly the increase of incidents off Pulau Nongsa, Batam Island (Indonesia). Concerned with the situation in the SS, the Centre issued an Incident Alert (IA) on 2 Mar to alert the shipping community of the continued occurrence of incidents in the SS and warn of a possibility of further incidents. The IA can be found at www.recaap.org.

The locations of the four incidents are shown in map below and detailed description of the incidents tabulated in the attachment.



Location of incidents


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

There is no incident of abduction of crew reported since the last incident in January 2020 up to today, and no crew is currently being held in captivity by the Abu Sayyaf Group (ASG).

The Philippine and Malaysian authorities continued to conduct pursuit operations and intensify military operations to neutralise the ASG. In 2021, the operations carried out by the Armed Forces of the Philippines had resulted in the neutralisation of some ASG sub-leaders and members. However, as Mundi Sawadjaan (one of the ASG Commanders responsible for the abduction of crew in the Sulu area) is 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.

The ReCAAP ISC reiterates its advisory issued via ReCAAP ISC Incident Alert dated 21 Nov 16 to all ships to reroute from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the area, and report all incidents immediately to the Operation Centres of the Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia. The contact details of the Operation Centres

of the Philippines and ESSCOM of Malaysia are as shown below:



The map shows the Sulu Sea to the north and the Celebes Sea to the south. Four contact points are marked: 1 (Zamboanga), 2a (Bongao), 2b (Bongao), and 3 (Lahad Datu).

- 1 Philippine Coast Guard District Southwestern Mindanao**
Tel: +63 998 585 7972
+63 917 842 8446
VHF: Channel 16 with call-sign "NEPTUNE"
Email: hcgdswm@yahoo.com
- 2a Philippine Coast Guard Station, Bongao (Central Tawi-Tawi)**
Tel: +63 998 585 7941
+63 917 842 8402
VHF: Channel 16
Email: cgd_tawi2@yahoo.com
- 2b Philippine Navy - Littoral Monitoring Station (LMS), Bongao, Tawi-Tawi**
Tel: +63 955 714 0153
VHF: Channel 16
Email: jointtaskgroup@gmail.com
- 3 Eastern Sabah Security Command (ESSCOM)**
Tel: +60 89863181/016
Fax: +60 89863182
VHF: Channel 16 with call-sign "ESSCOM"
Email: bilikgerakan_esscom@jpm.gov.my

Contact details

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

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

The ReCAAP ISC advises the shipping industry and ships to enhance their situation awareness by referring to the *Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah* produced by ReCAAP ISC in July 2019. The Guidance is available at www.recaap.org.

RECOMMENDATION

The ReCAAP ISC urges ship master and crew to report all incidents of piracy and armed robbery against ships to the nearest coastal State and flag State, exercise vigilance and adopt relevant preventive measures taking reference from the *Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia*.

**Description of Incidents of Piracy and Armed Robbery against Ships
1-7 March 2022**

	Ship Name Type of Ship Flag Gross Tonnage IMO Number	Date Local Time of Incident (LT)	Position of the Incident	Details of the Incident	Consequences for crew, ship, cargo	Action taken by the master and crew	Was the incident reported to coastal authority? Which one?	Reporting State or International Organization	Coastal State Action Taken
1	2	3	4	5	6	7	8	9	
INCIDENTS IN ASIA									
ACTUAL INCIDENTS									
1.	Flecha Bulk carrier Malta 37661 9284570	2/3/22 0210 hrs	1.0° 14.58' N 104.0° 4.1' E Approximately 3.2 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait (SS). (SOMS)	While underway, three unauthorised persons armed with axe and rods were sighted at the emergency generator room. The ship's alarm was raised and crew mustered. The perpetrators escaped upon being sighted. The master reported the incident to Singapore Vessel Traffic Information System (VTIS). A search on board the ship was carried out. The master declared that nothing was stolen. The crew was safe with no injury. The master declared that no assistance was required and continued with the voyage. The ship departed Singapore and is bound for Qingdao, China. 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. [Category 3]	The crew was safe. Nothing was stolen	The ship's alarm was raised and crew mustered. A search on board was conducted. The master reported the incident to Singapore VTIS.	Yes The master reported the incident to the Singapore VTIS.	ReCAAP ISC via ReCAAP Focal Point (Singapore)	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.

1	2	3	4	5	6	7	8	9	
	Ship Name Type of Ship Flag Gross Tonnage IMO Number	Date Local Time of Incident (LT)	Position of the Incident	Details of the Incident	Consequences for crew, ship, cargo	Action taken by the master and crew	Was the incident reported to coastal authority? Which one?	Reporting State or International Organization	Coastal State Action Taken
2.	Penta Bulk carrier Panama 40043 9460605	2/3/22 0230 hrs	1.0° 14.65' N 104.0° 3.76' E Approximately 3.4 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS. (SOMS)	While underway, four unauthorised persons armed with knives were sighted in the engine room. The ship's alarm was raised and crew mustered. The master reported the incident to Singapore VTIS. The master deviated the ship back to Singapore. The Singapore Police Coast Guard officers boarded the ship for investigation and search on board upon her arrival in Singapore. The Singapore Police Coast Guard updated that the search on board was concluded with no sighting of the perpetrators. Nothing was stolen. The crew was safe with no injury. The ship departed Singapore and is bound for Xinsha, China. 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. [Category 3]	The crew was safe. Nothing was reported stolen. The ship deviated back to Singapore.	Ship alarm was raised and the crew mustered. A search on board was conducted. The master reported the incident to Singapore VTIS and deviated the ship back to Singapore.	Yes The master reported the incident to Singapore VTIS.	ReCAAP ISC via ReCAAP Focal Point (Singapore)	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. The Singapore Police Coast Guard officers boarded the ship for investigation upon her arrival in Singapore.

1	2	3	4	5	6	7	8	9	
	Ship Name Type of Ship Flag Gross Tonnage IMO Number	Date Local Time of Incident (LT)	Position of the Incident	Details of the Incident	Consequences for crew, ship, cargo	Action taken by the master and crew	Was the incident reported to coastal authority? Which one?	Reporting State or International Organization	Coastal State Action Taken
3.	Daisy 2 Tanker Panama 41589 9255933	2/3/22 0535 hrs	1.0° 14.2' N 104.0° 0.17' E Approximately 6.2 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS. (SOMS)	While underway, the Singapore Police Coast Guard informed Singapore VTIS of a small boat in the vicinity of the ship. Upon verification with the ship, the master reported six unauthorised persons were sighted in the engine room, and one of them was armed with a lookalike gun. The ship's alarm was raised and crew mustered. A search on board the ship was carried out. The master requested the RSN's MSTF to shadow the ship while the crew conducted the search on board. The master declared that nothing was stolen. The crew was safe with no injury. The master declared that no assistance was required. The ship is bound for South China Sea awaiting voyage orders. 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 [Category 3]	The crew was safe. Nothing was reported stolen.	The ship alarm was raised and crew mustered. The master requested the RSN's MSTF to shadow the ship while the crew conducted the search on board. The master reported the incident to Singapore VTIS.	Yes The master reported the incident to Singapore VTIS.	ReCAAP ISC via ReCAAP Focal Point (Singapore)	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. The RSN's MSTF shadowed the ship while the crew conducted the search on board.

1	2	3	4	5	6	7	8	9	
	Ship Name Type of Ship Flag Gross Tonnage IMO Number	Date Local Time of Incident (LT)	Position of the Incident	Details of the Incident	Consequences for crew, ship, cargo	Action taken by the master and crew	Was the incident reported to coastal authority? Which one?	Reporting State or International Organization	Coastal State Action Taken
4.	Maha Jacqueline Bulk carrier India 38667 9185073	4/2/22 0025 hrs.	1.0° 15.36' N 104.0° 4.05' E Approximately 3.8 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS. (SOMS)	While underway, five unauthorised persons were sighted at the starboard quarter stern deck. The perpetrators escaped upon being sighted. The ship's alarm was raised and ship's deck lights were switched on. The master reported the incident to Singapore VTIS. A search on board the ship was carried out with no further sighting of the perpetrators onboard. Nothing was stolen. The crew was safe with no injury. The master declared that no assistance was required and continued with the voyage. The ship departed Singapore and is bound for Caofeidian, China. 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. [Category 4]	The crew was safe. Nothing was reported stolen.	The ship's alarm was raised and ship's deck lights were switched on. A search on board the ship was carried out with no further sighting of the perpetrators. The master reported the incident to Singapore VTIS.	Yes The master reported the incident to Singapore VTIS.	ReCAAP ISC via ReCAAP Focal Point (Singapore)	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.