

JANUARY TO
JUNE 2022

HALF YEARLY REPORT

PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

ReCAAP
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Executive Summary

1. The Asian region during the period January-June 2022, had **no incident of piracy** (occurred on high seas), however, the region witnessed 42 incidents of armed robbery against ships (occurred in internal waters, archipelagic waters and territorial seas). This accounts for a **11% increase** compared to 38 incidents reported during the same period in 2021. In addition, there was an incident in Bangladesh reported to the flag State. The incident is pending verification by ReCAAP Focal Points. It will be included in the forthcoming ReCAAP ISC report based on the outcome of the verification.
2. The **increase** in incidents of armed robbery has occurred in Bangladesh and Singapore Strait (SS). Three incidents were reported in Bangladesh during the period January-June 2022 against no incident during the same period in 2021. A total of 27 incidents were reported in SS, in comparison with 20 incidents during the period January-June 2021. **The situation in the Singapore Strait remains an area of concern.**
3. On the positive side, there has been a **decrease** in incidents in the waters of Malaysia, the Philippines and Vietnam. In Malaysia, no incident occurred during January-June this year, compared to one incident during the same period in 2021. In the Philippines, three incidents were reported against six incidents in 2021, and in Vietnam, no incident was reported, compared to two incidents during January-June 2021.
4. There was no incident of abduction of crew for ransom in the Sulu-Celebes Seas and waters off Eastern Sabah since the last incident reported on 17 Jan 20. However, the threat of abduction of crew for ransom remains potentially high, particularly in the area of Sulu and nearby waters off Tawi-Tawi as the Abu Sayyaf Group (ASG) commanders responsible for past incidents of abduction in Sulu are still at large, and the presence of remnants of the group in the area.
5. The ReCAAP ISC seeks the support of all Focal Points/Contact Point to assess the security/threat situation in their Area of Responsibility and introduce appropriate measures to prevent occurrence of armed robbery incidents. Further, it is a known fact that no single maritime agency nor a nation alone is adequately equipped to deal with transnational maritime crimes at sea. The need is to engage in cooperative arrangements with the littoral States, coordinate with all local maritime stakeholders, identify vulnerable location and increase in surveillance in areas of concern by enforcement agencies. This will enable us to achieve our aim in making our waters safe for seafarers and secure maritime trade and commerce, to bring in the economic stability and growth for all in the region.
6. The ReCAAP ISC, is committed to address the issue of piracy and armed robbery through Capacity Building Programmes involving Focal Points/Contact Point and law enforcement agencies as well as interaction with the shipping industry. Further, ReCAAP ISC, is focussing to enhance Regional Cooperation, work with all stakeholders to bring in the much-desired result to deal with piracy and armed robbery against ships in Asia.



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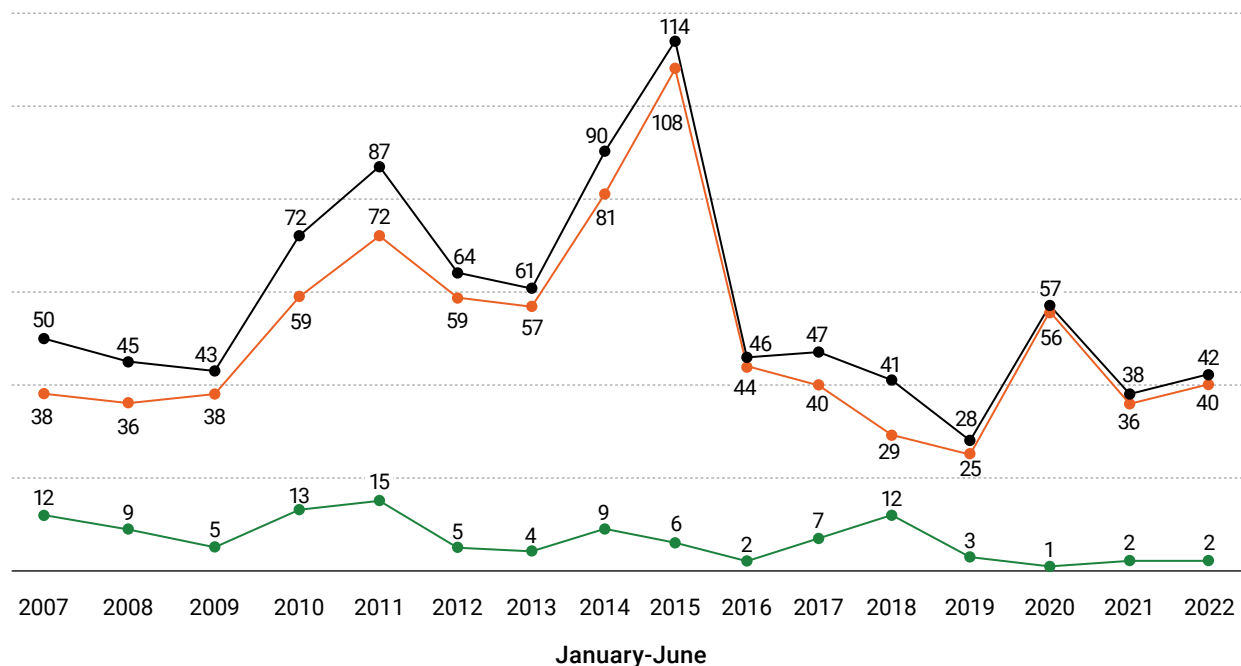
**Incidents of Piracy
and Armed Robbery
against Ships in Asia
(January-June 2022)**

Incidents of Piracy and Armed Robbery Against Ships in Asia (January-June 2022)

Number of Incidents

No piracy¹ incident was reported during the period January-June 2022. However, a total of 42 incidents of armed robbery against ships² (40 actual³ and two attempted⁴ incidents) were reported in Asia. Refer to the Appendix on 'Description of incidents (January-June 2022)' for details of the incidents. In addition, there was an incident in Bangladesh that was reported to the flag State. The incident is currently pending verification by ReCAAP Focal Points. It will be included in the forthcoming ReCAAP ISC Report based on the outcome of the verification.

A total of 38 incidents (comprising 36 actual and two attempted incidents) were reported during January-June 2021. The period from January-June 2022, witnessed a 11% increase in number of incidents, compared to January-June 2021. Graph 1 shows the number of incidents reported during January-June of 2007-2022.



Graph 1 – Number of incidents (January-June of 2007-2022)

● Total ● Actual ● Attempted

- 1 Definition of piracy is in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS). Refer to Appendix for detailed definition.
- 2 Definition of armed robbery against ships is in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025 (26). Refer to Appendix for detailed definition.
- 3 Actual incidents are incidents where pirates/robbers boarded the ship; and regardless of whether they stole any items from the crew or took away any items found on board the ship.
- 4 Attempted incidents are incidents where pirates/robbers tried but failed to board the ship.

The **increase** of incidents occurred in the following locations:

- In Bangladesh, three incidents were reported during January-June 2022 compared to no incident during the same period in 2021.
- In the Singapore Strait (SS), 27 incidents were reported during January-June 2022 compared to 20 incidents during the same period in 2021.

However, there has been **decrease** in incidents in the following locations:

- In Malaysia, no incident was reported during January-June 2022 compared to one incident during the same period in 2021.
- In the Philippines, three incidents were reported during January-June 2022 compared to six incidents during the same period in 2021.
- In Vietnam, no incident was reported during January-June 2022 compared to two incidents during the same period in 2021.

The number of incidents in India and Indonesia remained the same during January-June 2022 compared to January-June 2021 (three incidents in India and six incidents in Indonesia).

Areas of Concern

The total number of incidents reported in Asia during January-June 2022 had increased compared to the same period in 2021. The increase occurred mostly in the SS. There are two areas of concern during January-June 2022:

1. Increase of incidents in SS

A total of 27 incidents were reported in the SS during January-June 2022. This accounts for 64% of the total number of 42 incidents in Asia. Compared to January-June 2021, there was an increase of seven incidents in the SS for the same period in 2022. More details of the situation in the SS can be found in Part 2 of this report.

2. Threat of abduction of crew for ransom in Sulu-Celebes Seas remains potentially high

Although no incident was reported in the Sulu-Celebes Seas during January-June 2022, the threat of abduction of crew for ransom in Sulu and Tawi-Tawi remains potentially high as the ASG commanders responsible for past abduction incidents are still at large, and the presence of remnants of the group in the area. The details of the situation in the Sulu-Celebes Seas can be found in Part 3 of this report.

Piracy vs Armed Robbery Against Ships

All 42 incidents reported in Asia during January-June 2022 were incidents of armed robbery against ships. There was **no incident of piracy**. Piracy takes place on the high seas while armed robbery against ships takes place in internal waters, archipelagic waters and territorial seas which are under the jurisdiction of the coastal States.

Chart 1 shows the number of incidents of piracy versus armed robbery against ships reported during January-June of 2007-2022.

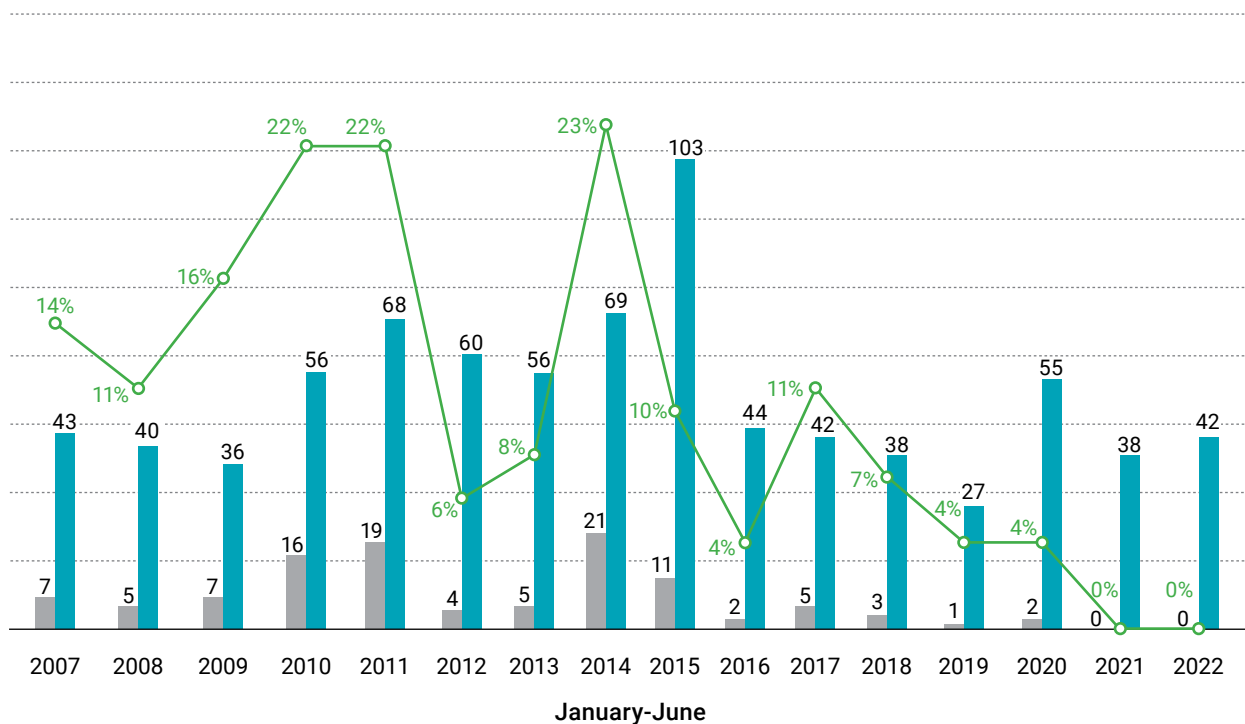


Chart 1 – Piracy vs Armed Robbery Against Ships (January-June of 2007-2022)

● Piracy ● Armed Robbery ○ % of Piracy

The majority of the incidents reported in Asia are armed robbery against ships. Over the 16-year period of January-June of 2007-2022, the number of piracy incidents fluctuated each year, with an average of 10% for piracy incidents and 90% for armed robbery against ships.

Significance Level of Incidents

The 40 actual incidents reported during January-June 2022 were: one CAT 2, 10 CAT 3 and 29 CAT 4 incidents. There was no CAT 1 incident reported during this period. Chart 2 shows the significance level of incidents reported during January-June of 2007-2022.

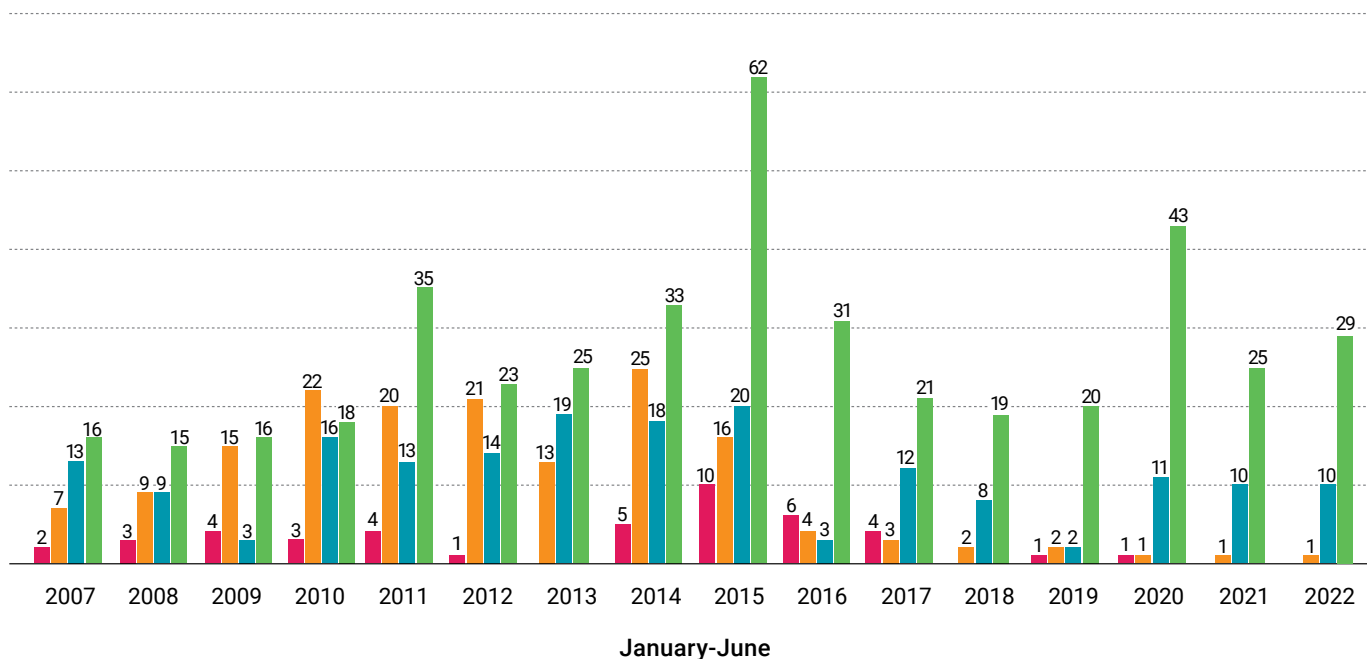


Chart 2 – Significance level of incidents (January-June of 2007-2022)

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4

CAT 2 The one CAT 2 incident reported during January-June 2022 occurred on board a bulk carrier while underway in the eastbound lane of the Traffic Separation Scheme (TSS) in the SS. The perpetrators were armed with knives, threatened the duty motorman, pushed him to the floor and tied him in the engine room. The duty motorman managed to free himself and reported the incident to the chief engineer. The alarm was raised and crew mustered. Some auxillary engine and engine spare parts were stolen. The duty motorman was not known to have suffered any injuries. The rest of the crew members were safe.

CAT 3 Of the 10 CAT 3 incidents reported during January-June 2022, eight incidents occurred on board ships while underway in the SS, one incident occurred on board a ship while underway in the Karimata Strait, Indonesia and one incident occurred on board a ship while anchored at Belawan Anchorage, Indonesia.

Out of the 10 incidents, nine incidents involved perpetrators armed with knives and one incident involved a perpetrator who carried a weapon-like object. However, the perpetrators did not use the weapons to confront or harm the crew. The crew was safe in all incidents. Of the 10 incidents, two incidents reported loss of engine spares, one incident loss of stores and nothing was stolen in the other seven incidents.

CAT 4 As with past trend observed in Asia, majority of the incidents reported during January-June 2022 were CAT 4 incidents. This accounts for 73% of the number of actual incidents (29 of 40) during January-June 2022. In these incidents, perpetrators were not armed and the crew not harmed.

Status of Ships

Of the 42 incidents reported during January-June 2022, 12 incidents (29%) occurred to ships while at anchor/berth and 30 incidents (71%) occurred to ships while underway.

Chart 3 shows the location of the incidents occurred to ships at anchor/berth. The incidents reported in Bangladesh and the Philippines occurred on board ships at anchor/berth.

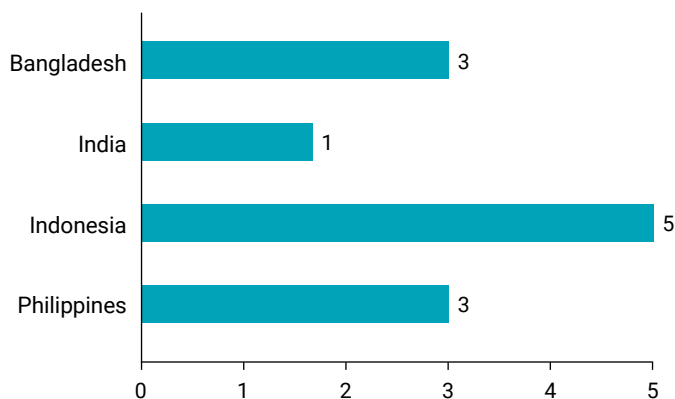


Chart 3 - Incidents on board ships at anchor/berth (January-June 2022)

Chart 4 shows the location of the incidents occurred to ships while underway. The incidents reported in the Straits of Malacca and Singapore (SOMS) occurred on board ships while underway. All incidents in SOMS reported during January-June 2022 occurred in the SS. No incident was reported in the Malacca Strait.

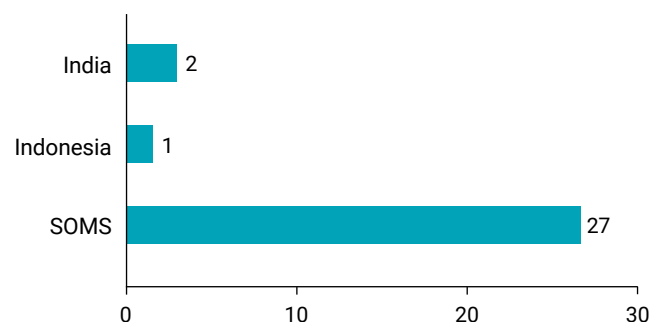


Chart 4 – Incidents on board ships while underway (January-June 2022)

Location of Incidents

Table 1 shows the number and location of incidents reported in Asia during January-June of 2013-2022

Act = Actual, Att = Attempted

January-June																				
	2013		2014		2015		2016		2017		2018		2019		2020		2021		2022	
	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att
North Asia																				
China							3		1				3							
Sub-total							3		1				3							
South Asia																				
Bangladesh	1		8		10		1	6		4	2			3						3
Bay of Bengal			2																	
India	3		3	1	4		12		1		1	1	2		7		3		2	1
Sub-total	4		13	1	14		12	1	7		5	3	2		10		3		5	1
Southeast Asia																				
Indian Ocean				1																
Indonesia	37	4	26	4	10		18		17	2	15	5	7	2	16	1	6			6
Malaysia	4		1	1	2		1		1		1		2		1		1			
Pacific Ocean														1						
Philippines	1		2		3	1	1		8		1		2		7		5	1		3
South China Sea	5		17	1	10	1	1	1	2		2	1			2					
SOMS	3		22	1	55	4	1		1	1	3	2	8		16		19	1		26
Sulu-Celebes Seas							4		3	4		1	1		1					
Thailand					1															
Vietnam	3				13		3				2				3		2			
Sub-total	53	4	68	8	94	6	29	1	32	7	24	9	20	3	46	1	33	2	35	1
Overall total	57	4	81	9	108	6	44	2	40	7	29	12	25	3	56	1	36	2	40	2

Table 1 – Location of incidents (January-June of 2013-2022)

Location of Incidents

The location of incidents reported during January-June 2022 is shown in Map 1.



Map 1 – Location of incidents (January-June 2022)

● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted

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**Situation of Armed
Robbery Against Ships
in Singapore Strait**

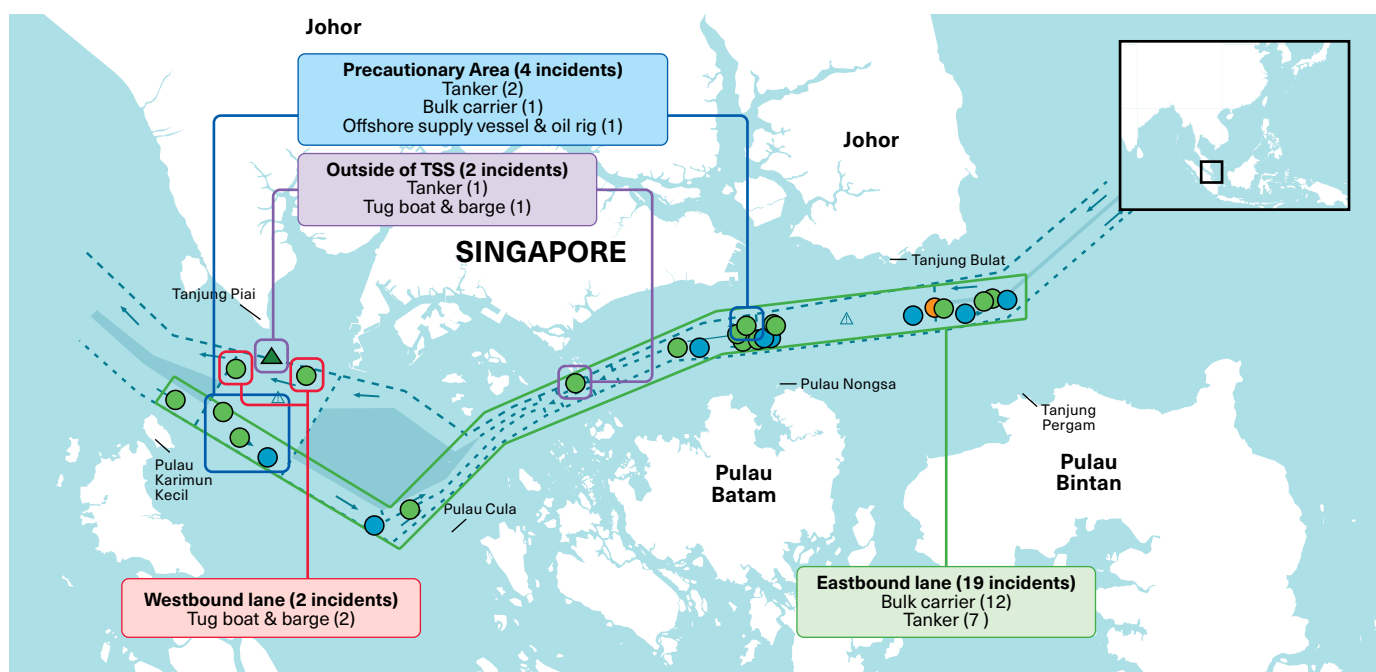


Situation of Armed Robbery Against Ships in Singapore Strait

Situation Update

January-June 2022

A total of 27 incidents were reported in the Singapore Strait (SS) during January-June 2022. Of the 27 incidents, 19 incidents occurred in the eastbound lane of the Traffic Separation Scheme (TSS) in the SS, four incidents in the precautionary area, two incidents in the westbound lane and two incidents outside the TSS. Map 2 shows the location of the 27 incidents in the SS.



Map 2 – Location of incidents in the Singapore Strait (January-June 2022)

● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted

The ReCAAP ISC is concerned with the continued occurrence of incidents in the SS, in particular, the cluster of incidents off Pulau Nongsa, Batam Island (Indonesia).

The Centre, during January-June 2022, has issued two Incident Alerts (IAs); one on 21 Feb 22 (IA 01/2022) and the other on 2 Mar 22 (IA 02/2022). The IAs were issued to alert the shipping community, of the continued occurrence of incidents in the SS since January 2022. A total of 49 incidents were reported in the SS in 2021 and 34 incidents in 2020.

Observations

Modus Operandi - Incidents in Singapore Strait

The modus operandi of the 27 incidents that occurred in the SS during January-June 2022 are summarised in the table below.

Factors of incident	Eastbound lane of TSS (19 incidents)				Precautionary area of TSS (4 incidents)	Westbound lane of TSS (2 incidents)	Outside of TSS (2 incidents)
	Off Nongsa, Batam Island (9 incidents)	Off Tanjung Pergam, Bintan Island (7 incidents)	Off Pulau Cula (2 incidents)	Off Pulau Karimun Kecil (1 incident)			
Type of ship	Bulk carrier (5) Tanker (4)	Bulk carrier (5) Tanker (2)	Bulk carrier (2)	Tanker (1)	Tanker (2) Bulk carrier (1) Offshore supply ship & oil rig (1)	Tug boat towing barge (2)	Tanker (1) Tug boat towing barge (1)
Number of perpetrators	6 men (1) 5 men (1) 4 men (2) 3 men (1) 2 men (3) 1 man (1)	7 men (1) 4 men (2) 2 men (2) 1 man (2)	5 men (1) 3 men (1)	3 men (1)	3 men (2) 2 men (2)	4 men (1) 1 man (1)	10 men (1) 5 men (1)
Weapons carried	Gun-like object (1) Knives (1) Axe & metal rod (1) Not stated (6)	Knives (3) Weapon-like object (1) Not armed (1) Not stated (2)	Knives (1) Not stated (1)	Not stated (1)	Knives (1) Not armed (1) Not stated (2)	Not stated (2)	Not stated (2)
Treatment of crew	No injuries (9)	Tied & threatened crew (1) No injuries (6)	No injuries (2)	No injuries (1)	No injuries (4)	No injuries (2)	No injuries (2)
Items stolen	Nothing stolen (9)	Engine spares (1) Shaft maintenance kit (1) Nothing stolen (4) Not known (1)	Engine spares (1) Welding equipment (1)	Nothing stolen (1)	Engine spares (1) Compressor for charging SCBA & hose for charging lifeboat compressed air bottles (1) Nothing stolen (2)	Scrap metal on board barge (2)	Scrap metal on board barge (1) Nothing stolen (1)
Time of incident	Hours of darkness (9)	Hours of darkness (6) Daylight hours (1)	Hours of darkness (2)	Hours of darkness (1)	Hours of darkness (4)	Daylight hours (2)	Hours of darkness (2)

The observations are as follows:

1. Of the 27 incidents, 23 incidents occurred to bigger ships (bulk carrier and tanker), three incidents occurred on board barges towed by tug boats and one incident on board an offshore supply ship towing an oil rig.
2. Twenty of the 27 incidents involved groups of 2 to 5 men. Of the 20 incidents, seven incidents involved groups of 2 men in each incident, five incidents involved groups of 3 men in each incident, five incidents involved groups of 4 men in each incident and three incidents involved groups of 5 men in each incident. Majority of the incidents involved groups of 2 men in each incident.
3. Nine of the 27 incidents reported that the perpetrators were armed. Of these, one incident involved the perpetrator carried a gun-like object, six incidents involved perpetrators carried knives, one incident involved perpetrator carried an axe and metal rod, and one incident involved perpetrator carried a weapon-like object.
4. The perpetrators did not harm the crew in 26 of the 27 incidents. In one incident, the perpetrators threatened the crew, pushed him to the floor and tied him in the engine room. The crew managed to free himself, and report the incident to the chief engineer. In all 27 incidents, the crew was not known to have suffered any injuries.
5. The perpetrators escaped empty-handed in 17 incidents when they were sighted by the crew. Engine spares and ship property/stores were stolen in six incidents, scrap metal stolen in three incidents and the loss of items cannot be ascertained in one incident.
6. Notably, the perpetrators were sighted in the engine room in 13 incidents, and engines spares were stolen in two of these incidents.
7. Of the 27 incidents, 24 incidents occurred during hours of darkness; and three incidents occurred during daylight hours, of which two occurred to tug boats towing barges.

Arrest of Perpetrators

On 19 Apr 22 at about 2240 hrs, tug boat, *Asia Jaya 28*, towing barge, *Sinar Asia 2912* were underway at approximately 0.7 nm south of Kusu Island (Singapore), when the master of the tug boat reported to Singapore Vessel Traffic Information System (VTIS) that two unauthorised personnel were sighted escaping from the barge. A safety navigational broadcast was initiated. The Republic of Singapore Navy's Maritime Security Task Force and Singapore Police Coast Guard were notified immediately.

The Singapore Police Coast Guard patrol resources responded and intercepted a suspicious sampan (type of boat). Six men were found on board the barge and another two found hiding on board. **Investigations revealed that a crew member of the tug boat had allegedly conspired with the perpetrators to steal scrap metal from the barge.** The crew was also arrested. All nine men were charged in the State Court of Singapore.



Sampan used by the perpetrators



Scrap metal



Knife

(Photographs courtesy of Singapore Police Coast Guard)

The sampan used by the perpetrators, some scrap metal and a knife were seized by the Singapore Police Coast Guard. The photographs of the seized items are shown above.

The ReCAAP ISC commends the master of the tug boat for timely reporting of the incident to the Singapore VTIS; and the swift and efficient response by the Singapore Police Coast Guard who intercepted the sampan, boarded the barge and arrested the perpetrators as well as the crew who conspired with the perpetrators.

Efforts by Authorities and ReCAAP ISC

The authorities of the littoral States have stepped up enforcement efforts both on land and at sea. They have increased patrols in areas of concern during vulnerable time windows for more effective deterrence and operational responses. The authorities continued to cooperate in sharing information on incidents, sighting of small boats' concentration and suspicious activities, in order to facilitate prompt responses by the relevant authorities. Singapore's ReCAAP Focal Point has issued advisories to ships transiting the SS to remind them to be vigilant and adopt recommended shipboard preventive measures.

The ReCAAP ISC, on its part, will continue to provide the maritime community with the latest information and analysis by issuing weekly reports, monthly reports and IAs as well as organising meetings and dialogue sessions with the shipping industry. Through these means, the ReCAAP ISC is highlighting the location of concern and modus operandi of the perpetrators while encouraging all ships to adopt preventive measures and make immediate reporting of incidents to the nearest coastal State and flag State.

Recommendations

To address the increase of incidents in the SS, the ReCAAP ISC strongly urges the littoral States of the Singapore Strait to continue to increase surveillance and enforcement in their internal water, archipelagic waters and territorial seas; and respond promptly to incidents. The littoral States are encouraged to promote cooperation and coordination for patrols and information sharing on incidents and criminal groups involved in order to arrest and prosecute the perpetrators.

While transiting the SS or area of concern, the ship masters and crew are strongly advised to heighten vigilance and proactively adopt the following measures to prevent boarding by the perpetrators:

- Keep abreast of the latest situation (at www.recaap.org) particularly the incident-prone areas in the SS. The ReCAAP ISC's reports indicate detailed locations of incidents with latitude and longitude.
- Tune-in to advisories and navigational broadcasts announced by the authorities.
- Maximise vigilance, lookouts for suspicious small boats and increase watch keeping; particularly for crew on board tug boats towing barges during daylight, and for crew on board bigger ships during night time.
- Keep the CCTV and other devices including communication equipment operational to alert the ship crew and recording the movement of perpetrators.
- Close all doors and hatches having direct access to the bridge, accommodation, store rooms, steering gear compartment and engine room.
- 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 are sighted on board the ship or barge.

03

**Situation of Abduction of Crew in
Sulu-Celebes Seas and Waters
off Eastern Sabah**

Situation of Abduction of Crew in Sulu-Celebes Seas and Waters off Eastern Sabah

Situation Update

January-June 2022

No abduction of crew from ships in the Sulu-Celebes Seas and waters off Eastern Sabah was reported during January-June 2022. The last known incident occurred on 17 Jan 20 off Lahad Datu, Sabah, Malaysia. No crew is currently being held in captivity by the perpetrators (Abu Sayyaf Group [ASG]).

Efforts by Authorities

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 neutralization 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 and the presence of the remnants of the group; the threat of abduction of crew from ships remains potentially high, particularly in the areas of Sulu and nearby waters off Tawi-Tawi.

Review of Threat Assessment Level

With the good efforts undertaken by the Philippine and Malaysian authorities in the past two years, since January 2020, no abduction of crew incidents was reported. Further, the Philippine Coast Guard is in the process of coordinating for the downgrading of the threat level of the abduction of crew in the area, through a comprehensive threat level assessment with other concerned Philippine authorities and stakeholders.

Advisory and Guidance

The ReCAAP ISC, reiterates its advisory issued via ReCAAP ISC Incident Alert dated 21 Nov 16 to all ships to re-route from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the area, and report 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 next page.



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 or crew is unable to establish contact with the Operation Centres of the Philippines as listed above, they can contact the **Philippine Coast Guard Command Centre** at the following contact details:

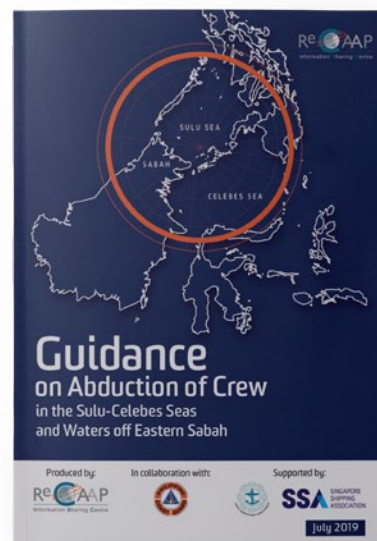
Tel: +632-8-527-8481 (ext: 6136/37)
+632-998-585-5327 (mobile)
+632-917-842-8249 (mobile)
+632-8-527-3877 (fax)
Email: pcgcomcen@coastguard.gov.ph

Guidance on Abduction of Crew in 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.

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 2 to Counter Piracy and Armed Robbery against Ships in Asia*' produced by the ReCAAP ISC.



04

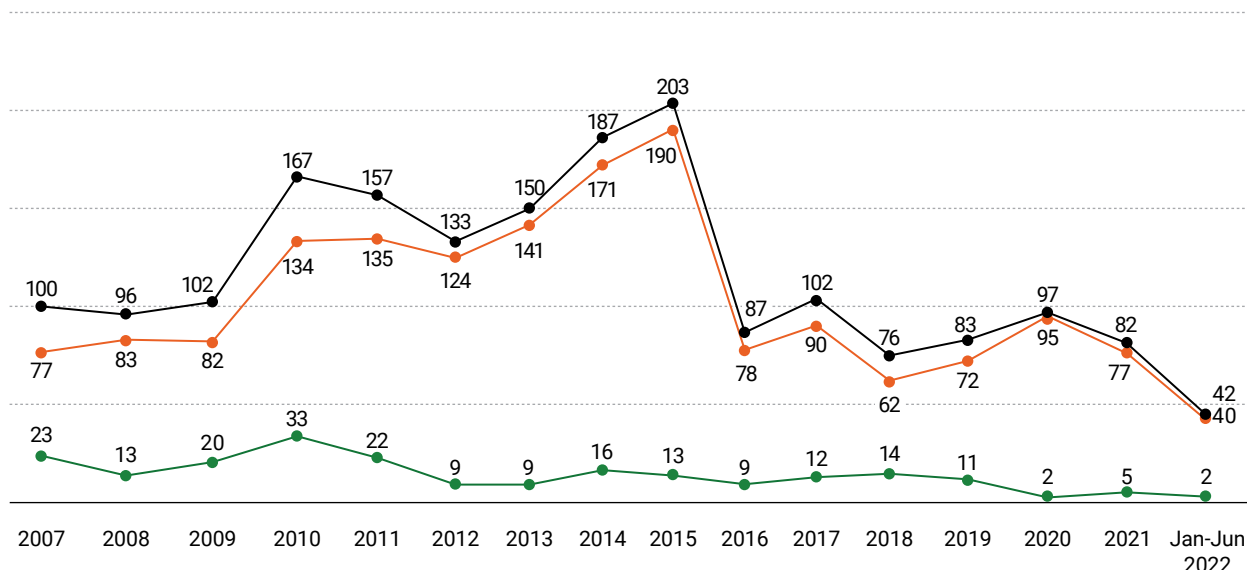
**Insights of Incidents in Asia
using Data Analytics**

Insights of Incidents in Asia using Data Analytics

This section provides an insight into the incidents reported in Asia during January-June 2022 compared to the trend of past incidents during the 15-year period of 2007-2021. The analysis focuses on the number of perpetrators, weapons carried, treatment of crew, stolen items, type of ships boarded and time of the incidents.

Number of Incidents During 2007-2021 and January-June 2022

During 2007-2021, a total of 1,822 incidents (comprising 1,611 actual incidents and 211 attempted incidents) were reported in Asia. During this period, the number of incidents fluctuated over the years, with the highest number of incidents in 2015 (203) and the lowest in 2018 (76).



Graph 2 – Number of incidents during 2007-2021 and January-June 2022

● Total ● Actual ● Attempted

Summary of Analysis

A total of 42 incidents were reported in Asia during the half year period (January-June) 2022. The incidents were consistent with the trend of past incidents during the 15-year period of 2007-2021, in terms of the type of weapons carried by perpetrators, treatment of crew, type of ships boarded and time of incidents. However, there was a deviation in the number of perpetrators boarded the ships and type of stolen items. During January-June 2022, more incidents involved 1-3 men and nothing was stolen as compared to the past 15-year trend where more incidents involved 4-6 men, and more incidents reported that ship stores were stolen.

The characteristics of the incidents reported in Asia during January-June 2022 are as follows:

- Number of perpetrators: 1-3 men (57%) and 4-6 men (33%)
- 60% with no information on the types of weapons carried by the perpetrators, 26% armed with knives/machetes and 14% that the perpetrators did not carry weapons
- **95%** with no injury to crew
- 48% reported stolen items: ship stores (17%), unsecured items (17%) and engine spares (9%), losses could not be ascertained (5%)
52% reported nothing was stolen
- Type of ships boarded: tankers (40%), bulk carriers (37%) and tug boats/supply vessels (14%)
- **93%** of incidents occurred during hours of darkness

Details of Analysis

Number of Perpetrators

January-June 2022. Of the 42 incidents, 24 incidents involved **1-3 men** (57%), 14 incidents involved 4-6 men (34%), three incidents involved 7-9 men (7%) and one incident involved 10 men (2%). There are more incidents involving 1-3 men compared to the trend of past incidents during the 15-year period of 2007-2021.

2007-2021. Among the 1,822 incidents, 603 incidents involved **4-6 men** (33%), 476 incidents involved 1-3 men (26%), 174 incidents involved 7-9 men (10%), 135 incidents involved more than 9 men (7%), and 434 incidents had no information available (24%).

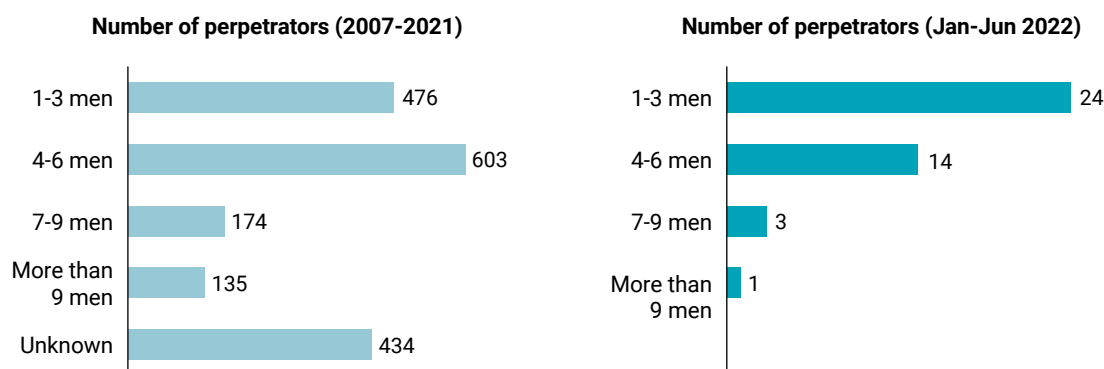


Chart 5 – Number of perpetrators – Asia

Type of Weapons Carried

January-June 2022. Among the 42 incidents, 11 incidents reported that the perpetrators carried knives/machetes (26%), six incidents reported the perpetrators did not carry weapons (14%) and 25 incidents had **no information of weapons carried by the perpetrators** (60%).

2007-2021. Of the 1,822 incidents reported during 2007-2021, 883 incidents had **no information on the weapons carried by the perpetrators** (48%), 591 incidents reported knives/machetes (33%) and 170 reported guns and knives (9%).

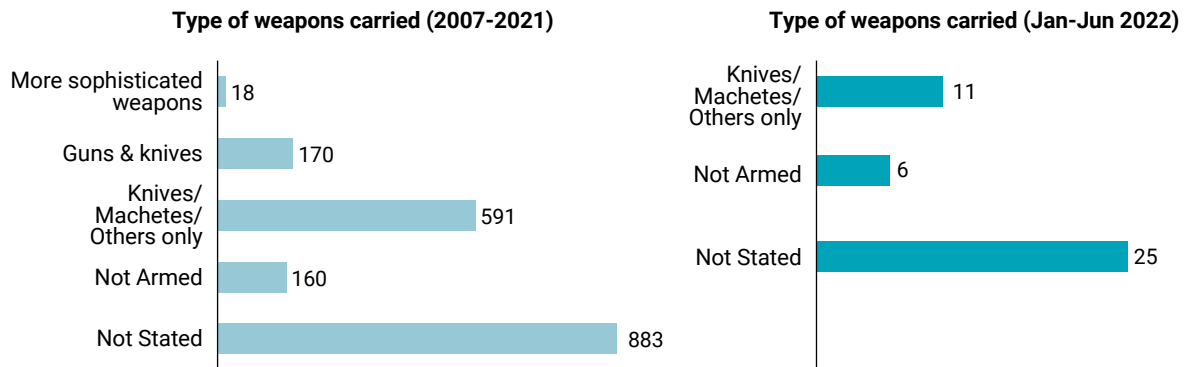


Chart 6 – Type of weapons carried by perpetrators – Asia

Treatment of Crew

January-June 2022. Of the 42 incidents, 40 incidents reported that the **crew was not injured** (95%). There was one incident that reported the perpetrators assaulted the crew tied the crew, pushed him to the floor and threatened him; and one incident where the perpetrators threatened a crew member and demanded hm to bring them to the master’s cabin.

2007-2021. Among the 1,822 incidents reported during 2007-2021, 998 incidents reported that the **crew was not injured** (55%) and 433 incidents had no statement of injury (24%), while 180 incidents reported crew being temporarily taken hostage (10%), 79 incidents of crew being threatened (4%), 75 incidents of crew being assaulted (4%) and 26 incidents of crew being kidnapped (1%).

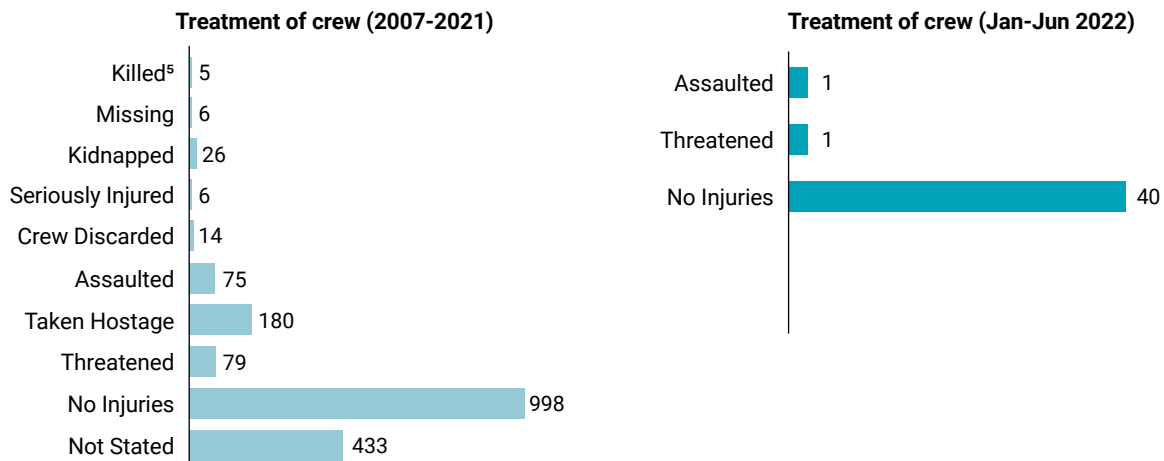


Chart 7 – Treatment of crew – Asia

5 Regarding the ‘Treatment of Crew for 2007-2021’, the number of incidents of crew “killed” does not include the number of incidents of abducted of crew in the Sulu-Celebes Seas where crew were killed or died. These incidents are counted as the incidents of crew “kidnapped” in order to avoid the double counting of incidents.

Stolen items

January-June 2022. Of the 42 incidents, seven incidents reported losses of ship stores (17%), four incidents reported losses of engine spares (9%), seven incidents reported losses of unsecured items (17%), two incidents reported the type of losses could not be ascertained (5%), while 22 incidents reported **nothing was lost** (52%).

2007-2021. Among the 1,822 incidents reported during 2007-2021, **losses of ship stores** were reported in 606 incidents (33%), losses of cash/personal belongings in 230 incidents (13%), losses of engine spares in 152 incidents (8%), losses of unsecured items in 89 incidents (5%), while 601 incidents reported nothing was lost (33%).

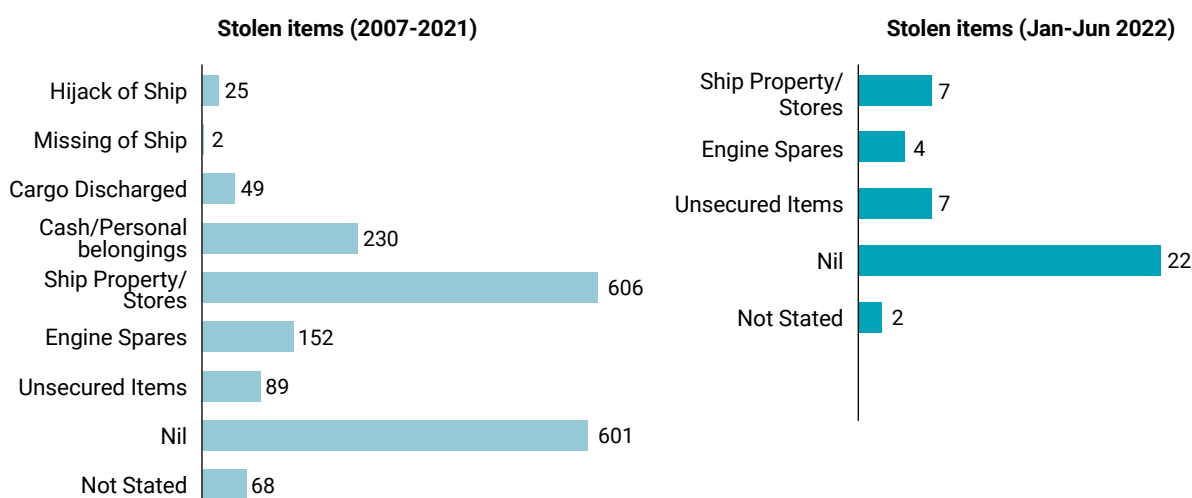


Chart 8 – Stolen items – Asia

Type of Ships Boarded

January-June 2022. 17 of the 42 incidents occurred on board **tankers** (40%), 16 incidents on board bulk carriers (38%) and six incidents on board tug boats/supply ships towing barges and semi-submersible rig (14%).

2007-2021. Of the 1,822 incidents reported during 2007-2021, 645 incidents occurred on board **tankers** (35%), 509 incidents on board bulk carriers (28%), 262 on board tug boats/supply vessels (14%), 233 incidents on board container ships (13%) and 109 incidents on board general cargo ships (6%).

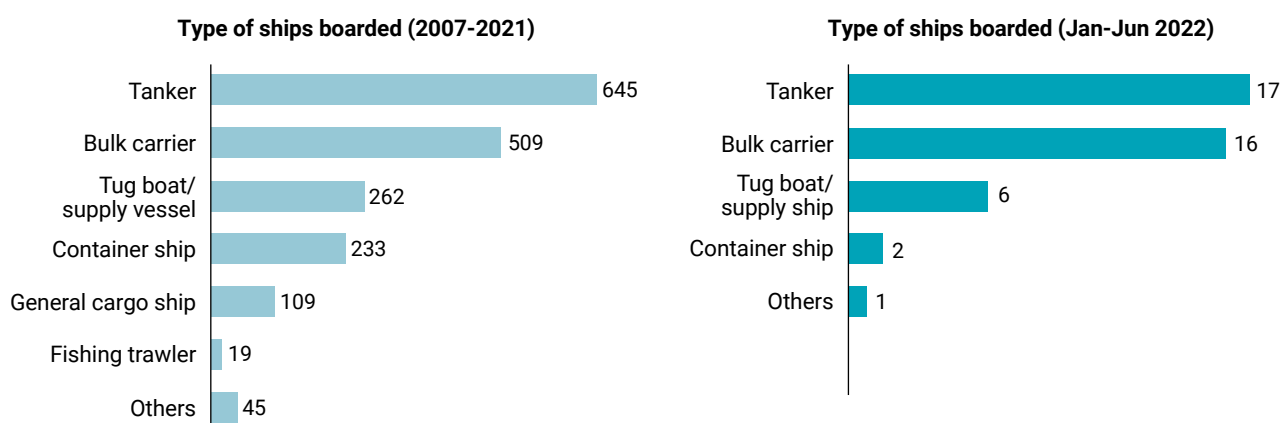


Chart 9 – Type of ships boarded – Asia

Time of Incidents

January-June 2022. 93% of the incidents occurred during **hours of darkness** and 7% during daylight hours.

2007-2021. Among the 1,822 incidents reported during 2007-2021, 1,482 incidents occurred during **hours of darkness** (81%) and 340 incidents occurred during daylight hours (19%).

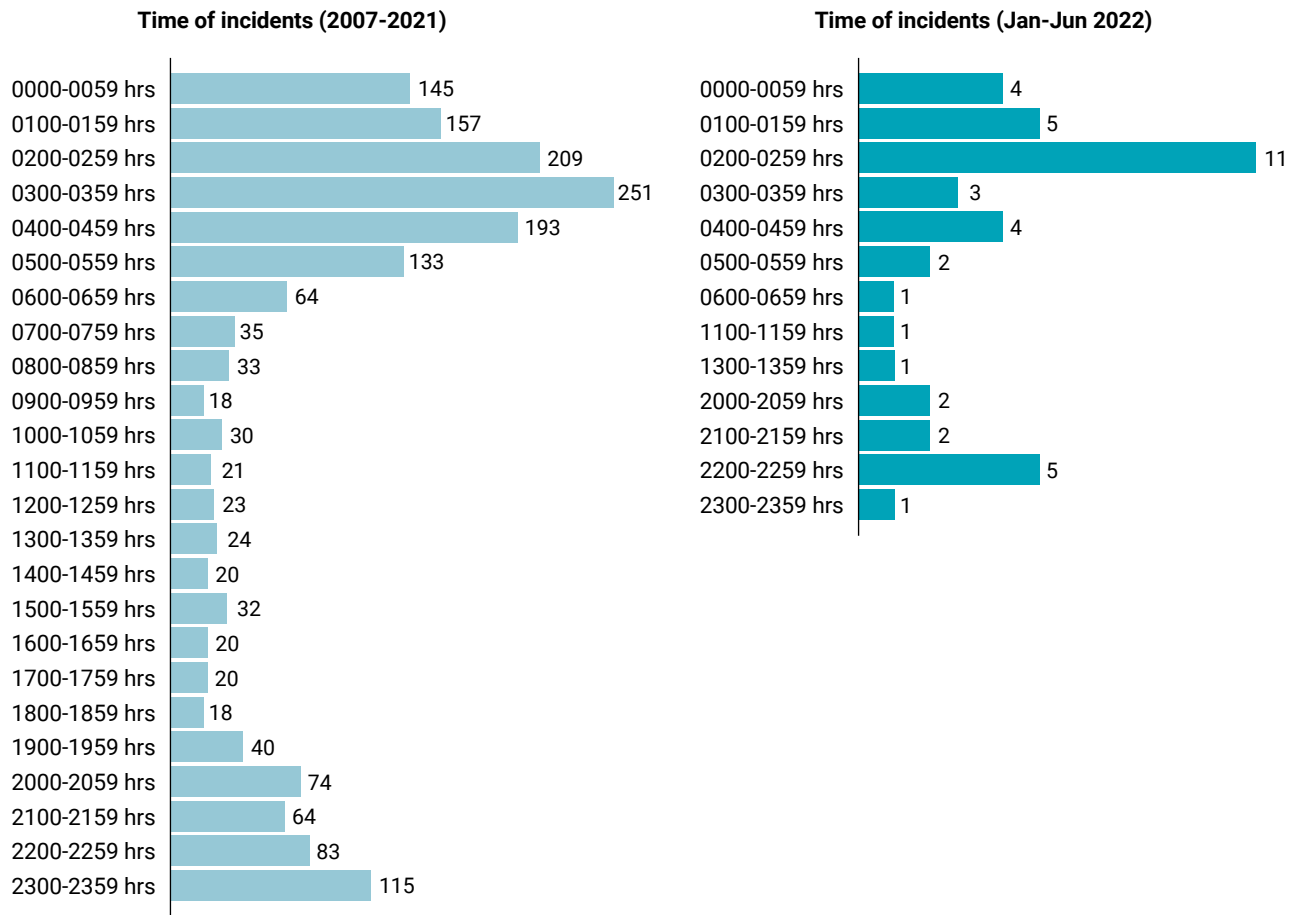


Chart 10 – Time of incidents – Asia

05

**ReCAAP ISC's
Main Activities
(April-June 2022)**

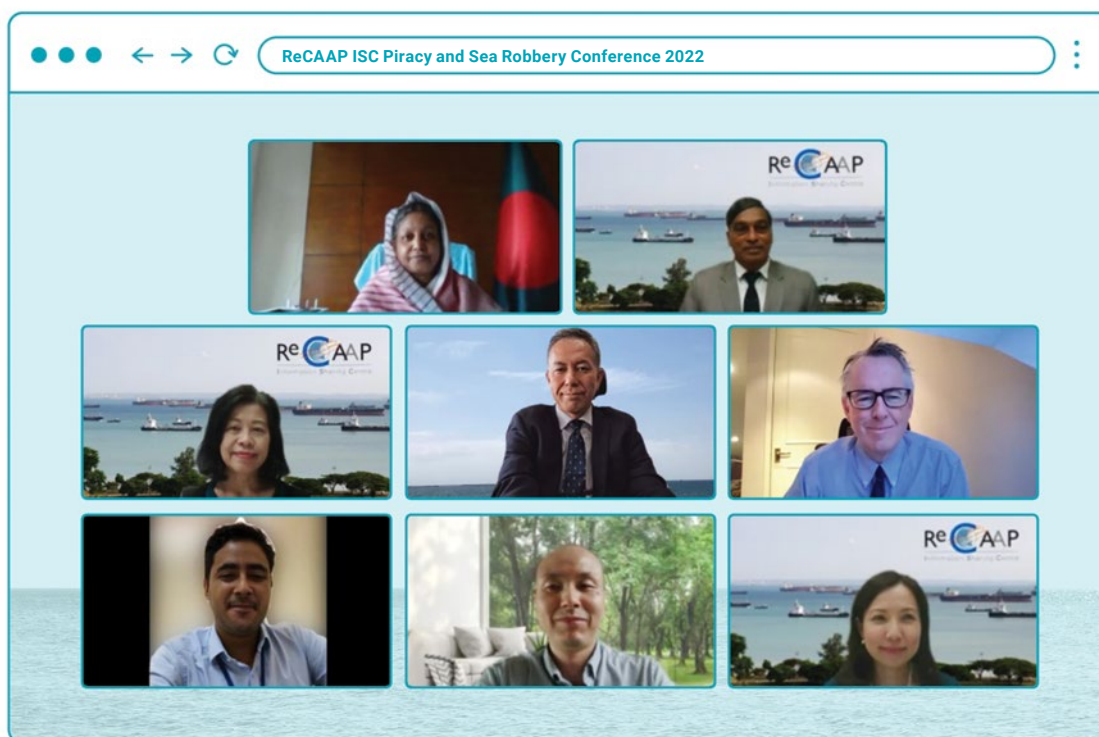
ReCAAP ISC's Main Activities (April-June 2022)

1. Virtual ReCAAP ISC Piracy and Sea Robbery Conference - 2022 (5 April 22)

The ReCAAP ISC conducted the Piracy and Sea Robbery (PSR) Conference virtually on 5 April 22 in conjunction with the Singapore Maritime Week (4-8 April 22). The Conference deliberated on the prevailing situation of maritime piracy and sea robbery in Asia and Africa; and shared best practices and challenges of anti-piracy efforts.

Mr. Kitack Lim, Secretary General of the International Maritime Organization (IMO) delivered the keynote address for the Conference, and the Vice Chairperson of the ReCAAP ISC Governing Council, Ms. Laila Jesmin delivered the Opening Address.

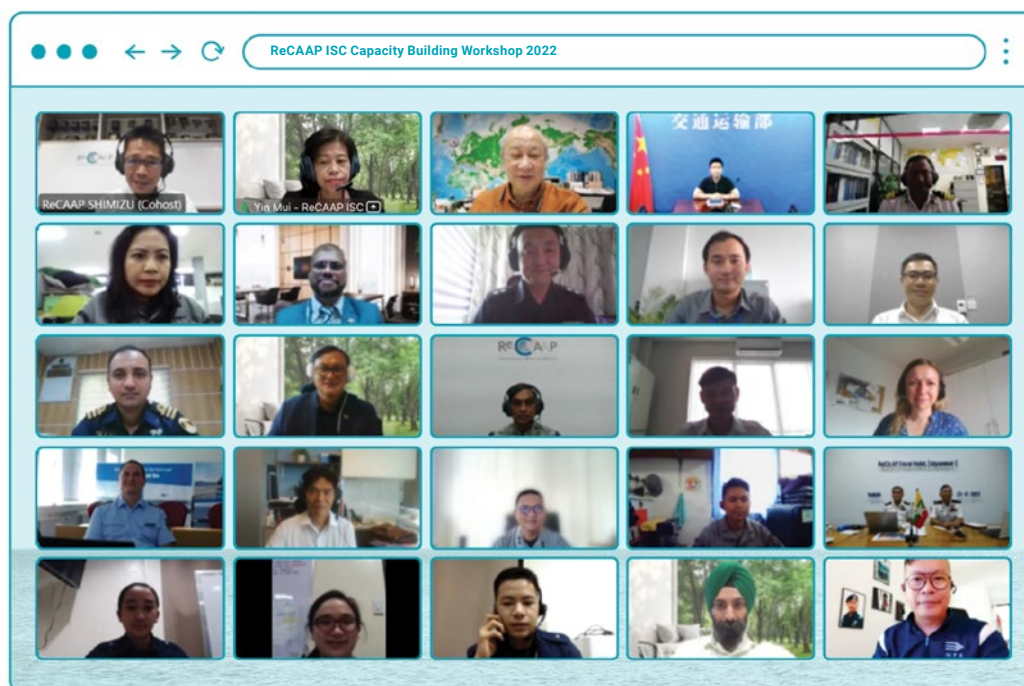
In closing, Mr. Krishnaswamy Natarajan, Executive Director of ReCAAP ISC reiterated that the “fight against piracy and armed robbery against ships is a shared responsibility”. A total of 150 personnel attended the virtual PSR Conference.



Speakers at the PSR 2022

2. Virtual ReCAAP ISC Capacity Building Workshop 2022 (23 June 22)

The ReCAAP ISC, organised its annual Capacity Building Workshop (CBW) on 23 Jun 22. A total of 50 officers including officers from Malaysian Maritime Enforcement Agency (MMEA) and BAKAMLA attended the workshop. The CBW provided a platform for participants to share the latest situation of piracy and armed robbery against ships, apprised of the updated Regional Guide 2, and the pertinent points in the Focal Point Guidebook. The workshop concluded with sharing by three Focal Point on recent incidents and measures taken to prevent the recurrence of incidents.



Speakers and participants of the CBW 2022

3. Virtual Lecture to WMU Students (23 May 22)

On behalf of the ReCAAP ISC, Ms Lee Yin Mui, AD (Research), delivered a virtual lecture on 23 May 22 to students attending a programme on '*Maritime Law and Policy*' at the World Maritime University (WMU). The lecture focused on the latest situation of piracy and armed robbery against ships in Asia, case studies, lessons learnt and best management practices.

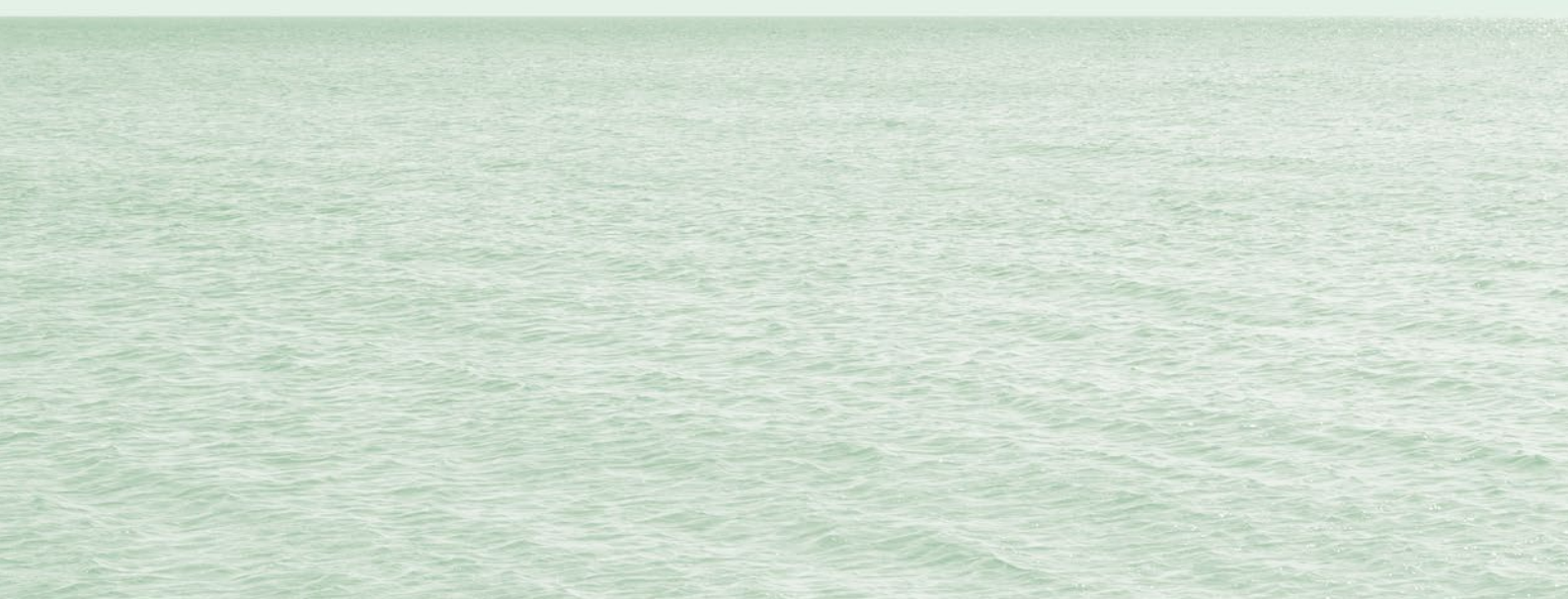
Conclusion

The total number of incidents of armed robbery against ships reported during the period January-June 2022 has increased compared to the same period in 2021. Of concern was the increase of incidents in the Singapore Strait, and the threat of abduction of crew by the Abu Sayyaf Group (ASG) in the Sulu-Celebes Seas and waters off Eastern Sabah.

The ReCAAP ISC, urges the law enforcement agencies in Asia to continue to enhance surveillance, increase patrols and swift response to reported incidents to make arrests and prosecute the perpetrators.

On the other hand, ships transiting the areas of concern are advised to enhance vigilance and security level, maintain all round lookout and report all incidents to the nearest coastal State and flag State. Ships are also advised to implement preventive measures recommended in the *Regional Guide 2 to Counter Piracy and Armed Robbery against Ships in Asia*.

Collective efforts and shared responsibility of all stakeholders are indispensable in combating piracy and sea robbery to ensure the safety of seafarers, safe navigation of ships and secured seas for all in the region.



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:

1. **Violence Factor.** This factor refers to the intensity of violence in an incident, and the three indicators used to determine this are:
 - (a) 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.

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

Using these indicators, the ReCAAP ISC, classifies all incidents into one of the four categories to determine their overall significance.

Category	Description
CAT 1	CAT 1 incidents involved large number of perpetrators; more than 9 men in four out every 10 incidents and 4-9 men in the other six incidents. The perpetrators were mostly armed with guns and knives, and the crew is likely to suffer some form of injury or physical violence such as being assaulted or tied up or threatened. In term of losses, the ship was either hijacked or the cargo on board was stolen, for example siphoning of cargo oil.
CAT 2	Majority of CAT 2 incidents involved 4-9 men who are likely to be armed with knives/machetes and in 1/4 of the incidents, armed with guns. The crew is likely to be threatened or held hostage temporarily to allow the perpetrators to steal the crew's cash and ship's property including engine spares. In a few cases, the crew suffered some form of injury or physical violence but less severe in nature compared to CAT 1 incidents.
CAT 3	The number of perpetrators involved in CAT 3 incidents usually involved groups of between 1-6 men. At times, the perpetrators were armed with knives/machetes/others or other items such as sticks, rods, bats etc. The crew was not harmed, although there remains a small possibility that the crew could be subject to duress during the incident but not harmed physically. In almost half of the CAT 3 incidents, the perpetrators were unable to steal anything from the vessel, but in cases where losses were reported, stores and engine spares were the commonly targeted items.
CAT 4	The perpetrators were not armed and the crew not harmed. More than half of CAT 4 incidents involved 1-3 men who escaped empty-handed upon sighted by the crew.

This classification of incidents allows the ReCAAP ISC, to provide some perspective of the piracy and armed robbery situation in Asia and to facilitate the maritime community to carry out risk assessment.

Description of Incidents (January-June 2022)

Actual Incidents of Piracy and Armed Robbery against Ships in Asia

● CAT 3 ● CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	Mid Eagle Tanker Cayman Islands 11729 9330795	03/01/22 2245 hrs	22° 46.78' N, 70° 3.79' E Outer Tuna Buoy (OTB) Anchorage, Kandla, India	<p>While at anchor, the master reported that the duty personnel sighted three unidentified persons on board the ship. The master raised the ship's alarm and made announcement. The perpetrators escaped immediately. A boat was also sighted on portside of the ship.</p> <p>A thorough search was conducted on board the ship by the crew. A total of 40 ship properties/stores were found missing from the main deck.</p> <p>[ReCAAP Focal Point (India)]</p>
2	Kien San 1 Tug boat Malaysia 192 9218600 Kien San 8 Barge	06/01/22 1138 hrs	1° 12.8' N, 103° 33.47' E Approximately 2.9 nm southwest off Tuas Western Coast (Singapore), in the westbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait (SS) (SOMS)	<p>While underway, one unauthorised person was sighted on board the barge that was being towed by the tug boat. One small craft was also sighted alongside the barge. The perpetrator left the barge about 12 minutes later, and escaped in a sampan.</p> <p>The master reported the incident to Singapore Vessel Traffic Information System (VTIS). Some scrap metals were stolen from the barge. The crew was safe and accounted for. No assistance was required. The tug boat and barge were bound for Penang, Malaysia.</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.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
3	Blue Sea Tanker Liberia 55863 9413028	08/01/22 0242 hrs	1° 16.55' N, 104° 16.54' E Approximately 6.4 nm northwest of Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, the duty oiler sighted four unauthorised persons in the engine room. One of them was armed with a long knife. The perpetrators escaped upon being sighted. The ship's alarm was raised. The crew conducted search on board with no further sighting of the perpetrators.</p> <p>The master reported the incident to Singapore VTIS. Nothing was stolen. The crew are safe. The master confirmed that no assistance required. The ship departed Pengerang, West Johor, Malaysia and is bound for Kanokawa, Japan.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident were shared with Malaysian and Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
4	Bow Santos Chemical tanker Norway 12005 9303651	08/01/22 0540 hrs	1° 16.18' N, 104° 13.96' E Approximately 8 nm northwest of Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, four unauthorised persons armed with knives were sighted in the engine room. The master raised the alarm and the crew mustered at the bridge.</p> <p>The master reported the incident to Singapore VTIS. At about 0644 hrs, the master updated Singapore VTIS that a search on board the ship was completed with no further sighting of the perpetrators. The crew was safe and accounted for with no report of injuries. However, the loss of property cannot be ascertained. The master informed VTIS East that no assistance was required and resumed her voyage.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident were shared with Malaysian and Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
5	<p>Rose Tug boat India 134 9220512</p> <p>Vimla-1 Jack-up barge India 107</p>	19/01/22 2010 hrs	<p>21° 21.1' N, 72° 18.43' E</p> <p>Approximately 7.5 nm east off Alang, India</p>	<p>While underway, the master of the tug boat reported that about three or four perpetrators had boarded the unmanned barge towed by the tug boat. The perpetrators subsequently fled in a boat. An Indian Coast Guard ship C-419 in the area was diverted to investigate the incident. A team from the ship boarded the barge and conducted an extensive search of all compartments, including living spaces. During the search, it was discovered that the lock of the living space was broken and belongings were scattered. There were no further sightings of the suspected fishing boat or the perpetrators. <u>The crew was not harmed, and the items lost were not known.</u></p> <p>The master of the tug boat reported the incident to VTS Khambhat who subsequently shared the information of the incident with Indian Coast Guard Station (ICGS) Pipavav/ MRCC Mumbai. ICGS Pipavav reported the incident to the respective law enforcement agencies for investigation. In addition, VTS Khambhat was advised to alert the merchant traffic in area to enhance vigilance and adhere to the standard norms of security and SOPs especially during night time and hours of darkness.</p> <p>[ReCAAP Focal Point (India)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
6	<p>Hai Duong 29 Offshore supply ship Vietnam 3487 9591911</p> <p>Hakuryu 5 Oil rig</p>	30/01/22 0428 hrs	<p>1° 10.41' N, 103° 28.7' E</p> <p>Approximately 4.6 nm northeast of Karimun Kecil Island (Indonesia), in the Precautionary Area of the TSS in the SS (SOMS)</p>	<p>While underway, two unauthorised persons were sighted on the ship's port side midship from the ship's CCTV camera. The incident took place while the supply ship was towing an oil rig <i>Hakuryu 5</i>. The ship's alarm was raised and crew mustered. A search on board was conducted. At 0446 hrs, the master updated Singapore VTIS that the search on board was completed with no further sighting of the perpetrators.</p> <p>The master reported that <u>nothing was stolen. The crew was safe and accounted for.</u> The master did not require any assistance and continued the voyage to Singapore.</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 Malaysian and Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
7	<p>FPMC C Jade Tanker Liberia 159869 9407316</p>	08/02/22 0114 hrs	<p>1° 14.3' N, 104° 2.3' E</p> <p>Approximately 3.1 nm northwest of Pulau Nongsa, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)</p>	<p>While underway, the crew sighted four unauthorised persons in the engine room. Ship's alarm was raised and crew mustered at the bridge. The perpetrators were seen making escape in a small craft. The crew conducted search on board with no further sighting of the perpetrators onboard. The master declared <u>nothing was stolen. The crew was safe with no injury.</u></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>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
8	Avalon Chemical tanker Germany 16683 9327097	08/02/22 0114 hrs	1° 17' S, 116° 47' E Balikpapan Anchorage, Indonesia	<p>While at anchor, two perpetrators climbed on board from port anchor side via forecastle. They broke the padlock to the skylight of bosun store and stole two mooring ropes and two coils of stopper ropes. The alarm was raised and the crew mustered. Upon hearing the alarm and seeing the crew, the perpetrators jumped overboard and escaped with two other perpetrators in their boat. The crew was not injured.</p> <p>[ReCAAP Focal Point (Germany)]</p>
9	Theodor Oldendorff Bulk carrier Portugal 40097 9291406	12/02/22 0330 hrs	1° 17' N, 104° 18.4' E Approximately 6 nm northwest of Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, the crew sighted two unauthorised persons in the engine room. Ship's alarm was raised and crew mustered. The perpetrators escaped when the alarm was raised. A search on board the ship was carried out with no further sighting of the perpetrators on board. The master declared some engine spare parts were stolen. The crew was safe with no injury. The ship departed Singapore and is bound for Qingdao, China.</p> <p>A safety navigational broadcast was initiated. The RSN and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian and Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Germany)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
10	Navios Bonheur Bulk carrier Panama 92715 9481348	16/02/22 2158 hrs	1° 14.47' N, 104° 3.2' E Approximately 3.6 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, the crew sighted two unauthorised persons escaping from the starboard quarter stern deck of the ship. The master reported the incident to Singapore VTIS.</p> <p>A search on board the ship was carried out with no further sighting of the perpetrators. The master declared that nothing was stolen. The crew was safe and accounted for. The master declared that no assistance was required and continued with the voyage. The ship is bound for Kwangyang, Republic of Korea.</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>[ReCAAP Focal Point (Singapore)]</p>
11	Golden Leaf Bulk carrier Panama 17150 9258325	17/02/22 0208 hrs	1° 15.19' N, 104° 4.16' E Approximately 3.7 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, the crew sighted two unauthorised persons on the starboard side main deck of the ship. The master reported the incident to Singapore VTIS.</p> <p>A search on board the ship was carried out with no further sighting of the perpetrators. The master declared that nothing was stolen. The crew was safe and accounted for. The master declared that no assistance was required and continued with the voyage. The ship departed Singapore and is bound for Sarawak, Malaysia.</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>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
12	Delta Eurydice Tanker Liberia 81293 9700706	18/02/22 2050 hrs	1° 15.03' N, 104° 2.01' E Approximately 4.8 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, two unauthorised persons were sighted in the engine room. The ship's alarm was raised and crew mustered. Upon realising that the crew had been alerted, the perpetrators escaped in a small boat. The master reported the incident to Singapore VTIS.</p> <p>A search on board the ship was carried out with no further sighting of the perpetrators. The master declared that <u>nothing was stolen. The crew was safe and accounted for.</u> The master declared that no assistance was required and continued with the voyage. The ship is bound for Sriracha, Thailand.</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>[ReCAAP Focal Point (Singapore)]</p>
13	BW Cheetah Petroleum/chemical tanker Liberia 29737 9635834	25/02/22 0240 hrs	1° 15.24' N, 104° 2.43' E Approximately 4.4 nm northwest of Nongsa Point, Batam Island (Indonesia), in the precautionary area of the TSS in the SS (SOMS)	<p>While underway, the ship's 3rd engineer and oiler spotted two perpetrators in the engine room making their exit via the engine room skylight. The engineer reported the incident to the bridge. A search on board the ship was conducted with no further sighting of the perpetrators.</p> <p>During the search, the <u>compressor for charging the self-contained breathing apparatus (SCBA) and the hose for charging the lifeboat compressed air bottles</u> were found missing. <u>The crew was safe.</u></p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
14	Royal Jade Bulk carrier Panama 35832 9801304	26/02/22 0238 hrs	1° 3.77' N, 103° 41.1' E Approximately 2.1 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, five perpetrators were sighted at the starboard quarter stern deck. The alarm was raised, and the perpetrators escaped in a small boat. One set of welding equipment was reported stolen.</p> <p>The crew was mustered and a search on board the ship was conducted. The crew was safe. The master reported the incident to Singapore VTIS and confirmed that no assistance is required.</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>The Singapore Police Coast Guard officers boarded the ship for investigation upon her arrival in Singapore.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
15	African Merlin Bulk carrier Bahamas 21521 9701267	28/02/22 0200 hrs	1° 2.82' N, 103° 38.11' E Approximately 4.6 nm west of Pulau Cula (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, three perpetrators armed with knives were sighted roaming on the main deck. The ship alarm was raised and crew mustered. A search on board the ship was conducted and some engine spares were reported stolen. The perpetrators escaped. The crew was safe. The master reported the incident to Singapore VTIS.</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>The Singapore Police Coast Guard officers boarded the ship for investigation upon her arrival in Singapore.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
16	Flecha Bulk carrier Malta 37661 9284570	02/03/22 0210 hrs	1° 14.58' N, 104° 4.1' E Approximately 3.2 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>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 VTIS.</p> <p>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.</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>[ReCAAP Focal Point (Singapore)]</p>
17	Penta Bulk carrier Panama 40043 9460605	02/03/22 0230 hrs	1° 14.65' N 104° 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)	<p>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.</p> <p>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.</p> <p>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.</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>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
18	Daisy 2 Tanker Panama 41589 9255933	02/03/22 0535 hrs	1° 14.2' N 104° 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)	<p>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.</p> <p>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.</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>[ReCAAP Focal Point (Singapore)]</p>
19	Maha Jacqueline Bulk carrier India 38667 9185073	04/03/22 0025 hrs	1° 15.36' N 104° 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)	<p>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.</p> <p>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.</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>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
20	Wawasan Topaz Chemical/oil product tanker Panama 11749 9565601	15/03/22 2225 hrs	22° 14.3' N, 91° 49.6' E Chittagong urea fertilizer jetty, Bangladesh	<p>While at berth, six perpetrators boarded the ship from a small wooden boat. The general alarm was raised and crew mustered. The perpetrators escaped with ship stores. The crew was not injured.</p> <p>Within 20 minutes, the Bangladesh Coast Guard boarded the ship and investigated the incident. The Bangladesh Coast Guard duty patrol recovered the stolen items and handed them over to the ship master.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>
21	Lampard Bulk carrier Singapore 36449 9723980	24/03/22 0420 hrs	3° 54.8' N, 98° 46.2' E Belawan Anchorage, Indonesia	<p>While making their rounds, the duty able-bodied (AB) seaman and ordinary seaman (OS) sighted three perpetrators holding long knives and a steel bar at the forecastle. The incident was reported to the bridge. The duty officer raised the ship's alarm and made an announcement through the PA system.</p> <p>The crew was mustered at the bridge, and the duty AB and OS were advised to retreat to the accommodation block. The perpetrators continued to take items from the forecastle stores while the crew reported incident to the coastal state.</p> <p>After the perpetrators left the ship, the crew conducted an extensive search on board the ship with no further sighting of the perpetrators. Ship stores were stolen. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
22	Pacific West Bulk carrier Marshall Islands 92221 9604029	31/03/22 0600 hrs	1° 16.9' N 104° 15' E Approximately 4 nm southeast of Tanjung Bulat, East Johor (Malaysia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, six to seven perpetrators armed with knives boarded the bulk carrier. The perpetrators tied the duty motorman in the engine room, pushed him to the floor and threatened him.</p> <p>Subsequently, the crew managed to freed himself and reported the incident to the Chief Engineer. The ship's alarm was raised and crew mustered. A search onboard was conducted and no perpetrators were sighted onboard. The master reported to Company Security Officer that some auxiliary engine and main engine spare parts were stolen. The crew was safe and accounted for. The master did not require any assistance. The ship had departed Singapore and is bound for Rizhao, China.</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 Malaysian and Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
23	Procyon Leader RORO car carrier Japan 53645 9207754	03/04/22 0100 hrs	13° 45.43' N, 121° 1.52' E Vicinity waters off Delta Anchorage, Batangas City, the Philippines	<p>While at anchor, the duty crew sighted five perpetrators on board the ship. The crew immediately returned to the bridge, locked the door of the cargo compartment and informed the Duty Officer of the Watch (OOW), and the master about the presence of the perpetrators. The master sounded the general alarm which prompted the perpetrators to escape in a small unlit boat sighted moving away from the ship. All crew was mustered on the bridge except the duty engineer and the oiler who were in the engine room.</p> <p>The crew conducted a search on board the ship and discovered that one fire hydrant cap was missing. The crew also found some stolen items were left behind by the perpetrators at the forward station. The crew was not injured during the incident.</p> <p>[ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Japan)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
24	Siloso Bulk carrier Singapore 17951 9293870	11/04/22 0356 hrs	6° 0.39' S, 106° 54.15' E Jakarta Anchorage, Indonesia	<p>While at anchor, the duty oiler spotted three perpetrators on board and trying to enter the engine room. He immediately informed the duty officer on the bridge, who subsequently raised the alarm and made an announcement through the PA system. All crew was mustered at the poop deck and a search of the engine room, accommodation, deck and stores was conducted. No perpetrators were found.</p> <p>At about 0458 hrs (local time), three port police boarded the ship and another search was conducted with the crew. No perpetrators were found. The police investigated and disembarked the ship at about 0555 hrs (local time).</p> <p>There was no reported damage to the ship. Nothing was stolen and the crew was not injured. Thereafter, anti-piracy watch was doubled and additional cargo lights were rigged on the overboard side.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
25	BLPG Sophia LPG tanker Bangladesh	16/04/22 0012 hrs	22° 3' N, 91° 2' E Chattogram Port Outer Area "C" Anchorage, Bangladesh	<p>While at anchor, an unknown number of perpetrators in a country boat came alongside the ship. One perpetrator boarded the ship while an unknown number of them stayed in the boat. The perpetrator reportedly stole 20 cans of paint and two drums of lubricating oil. The crew was not injured.</p> <p>The incident was reported to the local authorities. The Bangladesh Coast Guard despatched a team, who investigated the incident. They recovered the stolen items after a combing operation in the vicinity and handed the items over to the master. Considering the quantity of items stolen by one perpetrator, there were some linkages between the perpetrators and the crew or others.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
26	Megali Tanker Malta 40865 9334557	16/04/22 0442 hrs	1° 14.31' N, 106° 58.83' E Approximately 7.4 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, an unauthorised person was sighted in the vicinity of the ship poop deck in the way of engine room. The alarm was raised and a search on board the ship was conducted with no further sighting of the perpetrator. The master reported the incident to Singapore VTIS.</p> <p><u>Nothing was reported stolen</u> and there was no confrontation with the crew. <u>The crew was safe and accounted for.</u> The master did not require any assistance. The ship is bound for Pasir Gudang, Malaysia.</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>[ReCAAP Focal Point (Singapore)]</p>
27	Kota Hapas Container ship Singapore 13491 9238624	18/04/22 0030 hrs	6° 5.5' N, 125° 9.3' E Port of Makar, General Santos City, the Philippines	<p>While at berth, the OOW (2nd Officer) was on roving when he sighted two unidentified persons (wearing black suits with their faces painted black) attempted to board the ship at port side below the gangway ladder. Upon realising that they had been spotted, the perpetrators immediately jumped into the water.</p> <p>Thereafter, the 2nd Officer informed the master and called for extra hand to increase security measures. During the inspection, all stores' padlocks were intact and <u>no item was stolen.</u> The master also informed Philippine General Santos agent to support the security perimeter.</p> <p>At about 0305 hrs on the same day, the duty A/B sighted one unidentified person at the gangway area (port side) of the ship. He immediately informed the OOW and proceeded to the area. Upon seeing the duty A/B, the perpetrator immediately jumped into the water.</p>

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S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
				<p>Thereafter, the master and crew carried out a search in the engine room, accommodation and main deck. They found the padlocks of the fire station locker and chemical locker were broken. However, <u>no item was missing or stolen.</u> <u>The crew was not injured</u> during the two occurrences.</p> <p>Following the incidents, the Philippine Coast Guard-Port State Control (PCGPSC) boarded the ship and conducted verification of the incidents. The master and crew were advised to be vigilant and strengthen their security measures while at the port of General Santos City. The PCG-PSC also directed the PCG units within the area to conduct maritime patrol to prevent occurrence of such incidents.</p> <p>[ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Singapore)]</p>
28	<p>Asia Jaya 28 Tug boat Malaysia 145 5338190</p> <p>Sinar Asia 2912 Barge</p>	19/04/22 2240 hrs	<p>1° 12.51' N, 103° 51.68' E</p> <p>Approximately 0.7 nm south of Kusu Island (Singapore), outside of the TSS in the SS (SOMS)</p>	<p>While underway, the master of the tug boat reported to Singapore VTIS that two unauthorised persons were sighted escaping from the barge on tow. The tug boat and barge were bound for Port Kelang, Malaysia.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. The Singapore Police Coast Guard craft intercepted the tug boat and barge; and boarded the ships to conduct a search on board. Eight perpetrators and one crew (alleged to conspire with the perpetrators to steal the <u>scrap metal</u> on board the barge) were arrested. Two other perpetrators had escaped. <u>The crew was safe with no injury.</u></p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
29	STI Magister Petroleum/chemical tanker Singapore 29991 9833541	26/04/22 0050 hrs	22° 13.6' N, 91° 43.8' E Chattogram Outer Anchorage, Bangladesh	<p>While at anchor, the duty officer on board sighted four perpetrators on fore-castle deck via close-circuit television (CCTV). The duty officer immediately raised alarm, informed master and mustered ship crew. The duty officer further observed on CCTV that the door of fore peak store was opened and three perpetrators came out of the store room upon hearing the alarm. The duty officer then sent some of the ship crew to the forward deck and crew saw the perpetrators escaping from the ship by either jumping into the water or climbing down the anchor chain. About seven or eight perpetrators made their escape in a small boat.</p> <p>A search on board was conducted by the crew and no other perpetrators spotted. One set of gangway wire coil was found missing. There was no reported damage to the ship and the crew not injured. The incident was reported to the local port control centre and Bangladesh Coast Guard. Three Coast Guard personnel boarded the ship at about 0240 hrs on same day to collect evidence. The Coast Guard personnel found footprints and a broken lock from the fore peak store. Investigation is ongoing.</p> <p>[ReCAAP Focal Point (Bangladesh), ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
30	<p>Lady Flora Bulk carrier Panama 25969 9163001</p>	<p>27/04/22 0226 hrs</p>	<p>1° 16.68' N, 104° 17.78' E</p> <p>Approximately 5.6 nm northwest of Tanjung Pergam, Bintan Island, (Indonesia) in the eastbound lane of the TSS in the SS</p> <p>(SOMS)</p>	<p>While underway, an unauthorised person was sighted in the engine room. The ship's alarm was raised and crew mustered. A search on board was conducted with no further sighting of the perpetrator. The master reported the incident to Singapore VTIS.</p> <p>The master reported that nothing was stolen and there was no confrontation between the perpetrator and the crew. The crew was safe with no injury. The master did not require any assistance. The ship is bound for Ko Sichang, Thailand.</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 Malaysian and Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
31	<p>Sextans Oil/chemical/gas tanker Marshall Islands 30068 9358321</p>	<p>28/04/22 0345 hrs</p>	<p>13° 43' N, 121° 2' E</p> <p>Batangas Alpha Anchorage, the Philippines</p>	<p>While at anchor, the duty A/B sighted three perpetrators on the ship forecastle. Upon noticing the duty A/B, the perpetrators escaped immediately. The duty A/B informed the duty officer on the navigating bridge, who sounded the ship's general alarm and horn on the forecastle. The master gathered and mustered the ship's crew on the bridge and called Vessel Traffic Management System (VTMS) Batangas and Coast Guard Station Batangas for immediate assistance.</p> <p>Upon receipt of the report, at about 0357 hrs on the same day, Coast Guard Station Batangas immediately directed Coast Guard Sub-station (CGSS) Batangas City to verify and respond to the incident. At about 0436 hrs, the CGSS Batangas City arrived at the anchorage area and immediately contacted the ship via radio. Personnel of CGSS Batangas City, together with Coast Guard Special Operation Units, conducted jibe maritime patrol within the vicinity waters off Batangas City and adjacent municipalities to gather information that could lead to the possible identification and apprehension of the perpetrators but yielded negative result.</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
				<p>Unsecured items, comprising <u>a 10mm rope bundle, two cans of grease can (20kg) and butterfly nuts of forward hatch</u> were stolen. <u>The crew was not injured.</u></p> <p>[ReCAAP Focal Point (Philippines)]</p>
32	<p><i>Pelican</i> Tanker Cameroon 56127 9144782</p>	12/05/22 0110 hrs	<p>1° 10.48' N, 103° 25.56' E</p> <p>Approximately 2.2 nm from Tanjung Karimun Kecil, (Indonesia) in the eastbound lane of the TSS in the SS</p> <p>(SOMS)</p>	<p>While underway, the ship's crew sighted three unauthorised persons in the vicinity of the engine room. The alarm was raised and crew mustered. A search was carried out with no further sighting of the perpetrators. The master reported the incident to Singapore VTIS.</p> <p>The master reported that <u>nothing was stolen</u> and there was no confrontation between the perpetrators and the crew. All crew members were accounted for with <u>no report of injuries</u>. No further assistance was required.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified, and the Indonesian authorities were informed.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
33	<p><i>CNC Lion</i> Container ship Malta 31370 9784661</p>	17/05/22 2315 hrs	<p>6° 1' S, 106° 55' E</p> <p>Jakarta Anchorage, Indonesia</p>	<p>While at anchor, an officer on watch on board noticed a small unlit boat near the stern. At the same time, the alarm on the door of the steering gear room was triggered. The ship alarm was raised and crew mustered.</p> <p>Realising that the crew was alerted, the three perpetrators escaped. A search was conducted but <u>nothing was stolen.</u> <u>The crew was not injured.</u></p> <p>The incident was reported to Jakarta VTS and port control. The coastal State advised the ship to maintain a sharp lookout.</p> <p>[ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Germany)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
34	<p>Sinhin 5 Tug boat Malaysia 145 8739451</p> <p>Sinhin 6 Barge</p>	19/05/22 1345 hrs	<p>1° 13.35' N, 103° 29.42' E</p> <p>Approximately 3.5 nm from Tanjung Piai (Malaysia), in the westbound lane of the TSS in the SS</p> <p>(SOMS)</p>	<p>At about 1300 hrs, the RSN reported sighting a sampan in the vicinity of tug boat, <i>Sinhin 5</i>. Singapore VTIS West contacted the master of the tug boat and informed him of the sighting. The master replied that he was unable to see the sampan and there was no unauthorised boarding.</p> <p>At about 1345 hrs, the master reported to VTIS West that the crew sighted four perpetrators on board barge, <i>Sinhin 6</i>, towed by <i>Sinhin 5</i>. The master reported that the perpetrators stole some scrap metals and left the barge at about 1357 hrs. The crew was not injured. The master also informed that no further assistance was required and continued her voyage to Pulau Pinang, Malaysia.</p> <p>A safety broadcast on anti-piracy watch was initiated. The RSN and Singapore Police Coast Guard were notified, and the Malaysian authorities were informed.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
35	<p>Selena Bulk carrier Barbados 35752 9853515</p>	21/05/22 0250 hrs	<p>1° 1.9' N, 105° 5.8' E</p> <p>Approximately 23 nm off Tanjung Pinang, Karimata Strait, Indonesia</p>	<p>While underway, four perpetrators armed with knife/machete broke into the ship navigational bridge via the bridge wing door. The perpetrators threatened the duty officer and demanded to bring them to the master's cabin. The perpetrators tried to enter the master's cabin, but to no avail.</p> <p>The crew sounded the general alarm and announcement was made to instruct all crew to remain in their cabins. The crew carried out a search in the accommodation and mustered all remaining crew on the navigational bridge. The crew completed the search and there was no sighting of the perpetrators. The master also reported that no property was stolen. The ship resumed her voyage to Singapore.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
36	<i>Yong Xing Shun Hang</i> Tanker Panama 39307 9266750	27/05/22 2230 hrs	1° 7.78' N, 103° 30.05' E Approximately 5.4 nm east of Pulau Karimun Kecil (Indonesia), in the precautionary area of the TSS in the SS (SOMS)	<p>While underway, the 4th engineer sighted three unauthorised persons in the steering gear room. Upon sighting of the three men, the alarm was raised and a search on board the ship was conducted. The master reported the incident to VTIS West. At 2358 hrs, the master updated that they had completed the search with no further sighting of the perpetrators. <u>Nothing was stolen and the crew was not injured.</u> No further assistance was required.</p> <p>Asafety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with Malaysian and Indonesian authorities.</p> <p>The Singapore Police Coast Guard officers boarded the ship for investigation upon her arrival in Singapore.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
37	<i>Magnum Energy</i> Bulk carrier Marshall Islands 31261 9488982	28/05/22 0259 hrs	1° 6.9' N, 103° 31.45' E Approximately 6.9 nm east-southeast of Pulau Karimun Kecil (Indonesia), in the precautionary area of the TSS in the SS (SOMS)	<p>While underway, <u>three unauthorised persons armed with knives</u> were sighted at the aft station. Upon sighting of the three men, the alarm was raised and a search on board the ship was conducted. The master reported the incident to VTIS West. At 0412 hrs, the master updated that they had completed the search with no further sighting of the perpetrators. <u>Some engine spare parts</u> were stolen and <u>the crew was not injured.</u> No further assistance was required.</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 Indonesian authorities.</p> <p>The Singapore Police Coast Guard officers boarded the ship for investigation upon her arrival in Singapore.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
38	<i>Dream Star</i> Bulk carrier Panama 43226 9582996	20/06/22 0130 hrs	1° 16.7' N 104° 15.4' E Approximately 7.3 nm northwest of Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, two unauthorised persons were sighted in the steering gear room. The alarm was raised, crew mustered and a search on board was conducted. The master reported the incident to Singapore VTIS.</p> <p>At about 0600 hrs, the master updated that they had completed search with no further sighting of the perpetrators. <u>Nothing was stolen and all crew members were accounted for with no report of injuries.</u> No further assistance was required and the ship resumed her voyage to Huangpu, China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified, and the Malaysian and Indonesian authorities were informed.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
39	<i>Tomini Unity</i> Bulk carrier Marshall Islands 36415 9718167	23/06/22 0401 hrs	1° 16.9' N, 104° 19.12' E Approximately 5.7 nm northwest of Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, <u>an unauthorised person carrying a weapon-like object</u> was sighted in the engine room. The alarm was raised and crew mustered. The master reported the incident to Singapore VTIS.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified, and the Indonesian and Malaysian authorities were informed.</p> <p>The master diverted the ship back to Singapore and requested for security search on board by Singapore Police Coast Guard. At about 1020 hrs, Singapore Police Coast Guard updated that there was no sighting of the perpetrator on board. <u>Nothing was stolen and all crew members were safe with no report of injuries.</u> The ship departed Singapore and bound for Zhousan, China.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

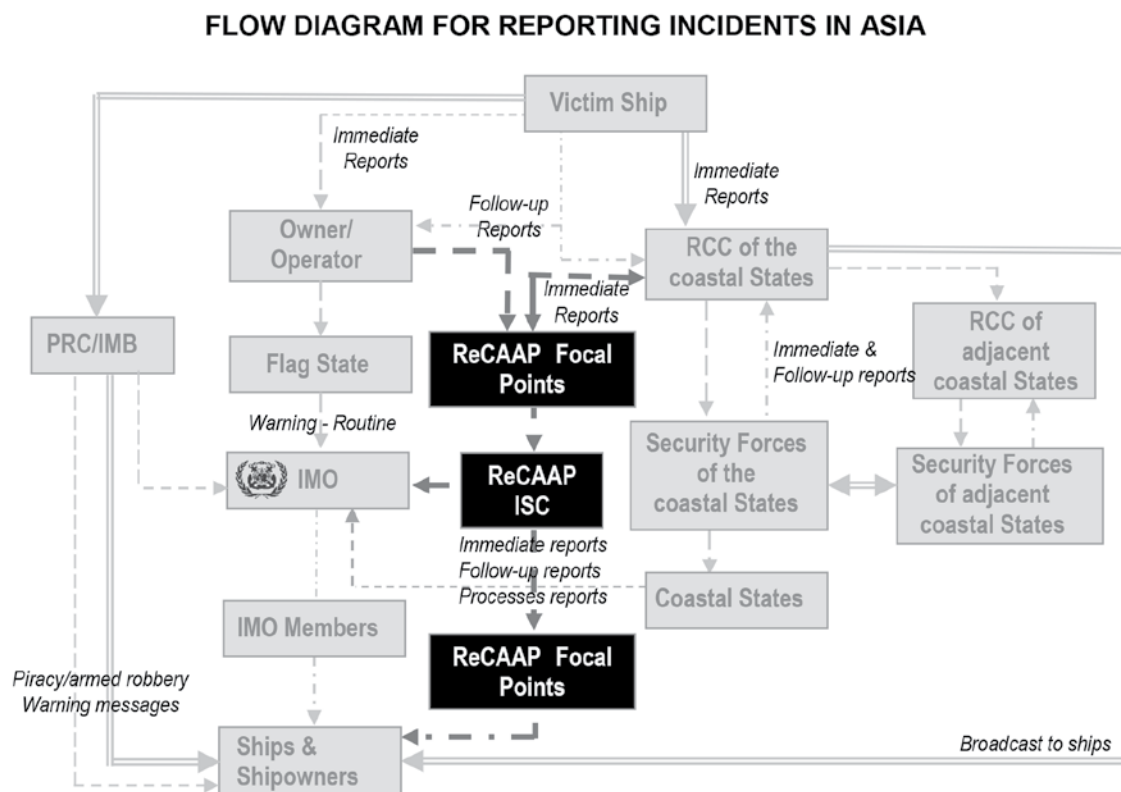
S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
	<p>Kota Rancak Container ship Singapore 9678 9296298</p>	<p>28/06/22 0330 hrs</p>	<p>22° 8.3' N 91° 43.3' E</p> <p>Chattogram Anchorage, Bangladesh</p>	<p>While at anchor, the duty AB onboard spotted three unknown perpetrators at the forward deck store and immediately informed the OOW. The ship alarm was raised and all ship crew mustered. The three perpetrators escaped upon being spotted and hearing the alarm. A search was conducted by the crew and there was no further sighting of the perpetrators. Items in store were reported missing, including high pressure water blasting equipment, scaling machine, reefer extension plugs, fire nozzles, hydrant caps and fire hose spanners. The incident was reported to the local port authorities. There was no reported damage to the ship and the crew was not injured.</p> <p>The incident is under verification between the Bangladesh and Singapore Focal Point while finalising the half Yearly report. Depending on the outcome, this incident will be included in the forthcoming report.</p> <p>[ReCAAP Focal Point (Bangladesh), ReCAAP Focal Point (Singapore)]</p>
40	<p>Maersk Bering Petroleum/chemical tanker Singapore 19758 9299422</p>	<p>29/06/22 0230 hrs</p>	<p>3° 47.28' N 98° 41.84' E</p> <p>Berth no. 106/107, Port of Belawan, Indonesia</p>	<p>While at berth conducting loading operation, the duty AB onboard spotted around two unknown perpetrators leaving the ship in an open boat and immediately informed the OOW. A search was conducted by the crew and there was no further sighting of the perpetrators. Fire nozzles, hydrant caps and hydrant couplings onboard the ship were reported missing. The incident was reported to the local agent. There was no reported damage to the ship and the crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
41	MS Carla Tanker Malaysia 2920 9111022	10/01/22 2140 hrs	1° 13.77' N, 103° 32.16' E Approximately 2.65 nm from Tanjung Piai (Malaysia), outside of the TSS in the SS (SOMS)	<p>While underway, the duty deck officer sighted five perpetrators on board a wooden boat placing a ladder at the port side of the ship. The ship's alarm was raised, and the perpetrators abandoned the boarding and sped away.</p> <p>The master reported the incident to the Port Operation Control Centre (VTIS West). Safety broadcast on anti-piracy watch was carried out and it increased to every half hour interval to warn all ships to maintain vigilant watch at all times.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
42	Posh Osprey Tug boat Singapore 3513 9658264 Vega Semi-submersible rig Saint Kitts and Nevis 30147 8768402	08/04/22 2300 hrs	21° 28.3' N, 72° 22.3' E Gulf of Khambhat (off Alang), India	<p>While underway, six to seven persons armed with knives were sighted on board two boats attempting to board the semisubmersible rig. Upon being spotted by the crew on board the tug boat, the perpetrators aborted their attempt to board. There was no reported damage to the ship. Nothing was reported stolen and the crew was not injured.</p> <p>[ReCAAP Focal Point (India), ReCAAP Focal Point (Singapore)]</p>

Flow Diagram on Procedure for Reporting Piracy and Armed Robbery Incidents Against Ships in Asia

In accordance to the MSC.1/Circ 1334 on 'Guidance to ships owners, ship operators, ship masters and crew on preventing and suppressing acts of piracy and armed robbery against ships', the flow diagram on Procedure for Reporting Incidents of Piracy and Armed Robbery Against Ships in Asia is shown below:



Legend:
 Radio/GMDSS :
 Fastest means :
 Follow-up comms :

Notes:

1. The RCCs of some ReCAAP Contracting Parties are also their ReCAAP Focal Points. These Focal Points also disseminates as appropriate the incident information internally to their respective RCCs, maritime authorities and law enforcement agencies.
2. The ReCAAP Focal Points are governmental agencies designated by the respective Contracting Parties of the ReCAAP Agreement.
3. The incident reporting process in Asia does not change other reporting processes for incidents already in practice.

Details of ReCAAP Focal Points/Contact Point

Country & Agency In-Charge	Point of Contact	
	Phone No	Fax Number
Australia		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: MBC_NCU@abf.gov.au	+61-2-6275-6000	+61-2-6275-6275
Bangladesh		
Department of Shipping E-mail: nse.ahsan@dos.gov.bd	+88-02-9554206	+88-02-7168363
Brunei		
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Cambodia		
Merchant Marine Department Ministry of Public Works and Transport E-mail: dararith.hg@gmail.com	+855-77-331-531	+855-23-864-110
China		
China Maritime Search and Rescue Coordination Centre (Beijing) Email: cnmrcc@mot.gov.cn cnmrcc@msa.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999	+85-2-2541-7714
Denmark		
Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-7219-6000	
Germany		
Piracy Prevention Centre (PPC) Department for Maritime Security Federal Police Germany Email: bpol.see.ppz@polizei.bund.de	+49 4561-4071-3333	+49 3020-4561-2198

Country & Agency In-Charge	Point of Contact	
	Phone No	Fax Number
India		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: mrcc-west@indiancoastguard.nic.in mrcc.mumbai@gmail.com	+91-22-2431-6558 +91-22-2438-8065 +91-22-2438-3592	+91-22-2431-6558 +91-22-2438-8065 +91-22-2438-3592
Japan		
Japan Coast Guard (JCG) Ops Centre Email : jcg-op@mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
Republic of Korea		
Situation Room (Operation Centre) Ministry of Oceans and Fisheries Email: mof5896@korea.kr	+82-44-200-5895 to 98	+82-44-200-5886 to 88
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International Organisations Department UN Political and Security Affairs Division Ministry of Foreign Affairs Email: unpolsec.mfalaos@gmail.com	+856-21-414025	+856-21-414025
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Netherlands Coast Guard Maritime Information Centre Email: mik-nl@kustwacht.nl	+31-223-658-101	+31-223-658-358
Norway		
Norwegian Maritime Authority Email: security@sdir.no	+47-5274-5000	+47-5274-5001

Country & Agency In-Charge	Point of Contact	
	Phone No	Fax Number
Philippines		
Philippine Coast Guard Command Center Email: pcgcomcen@coastguard.gov.ph	+632-8-527-3877 (loc 6136/6137) +632-918-803-5327 (mobile) +632-917-842-8249 (mobile)	+632-8-527-3877
Coast Guard District South Western Mindanao (CGDSWM) Email: hcgdswm@yahoo.com	+63-998-585-7972 +63-917-842-8446 VHF: Channel 16 with call sign "NEPTUNE"	
Singapore		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
Sri Lanka		
Sri Lanka Navy Operations Room / MRCC (Colombo) Email: nhqдно@yahoo.com nhqдно@navy.lk	+94-11-244 5368 +94-11-221 2230/31	+94-11-244 1454 +94-11-244 9718
Thailand		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: miscdutyofficer@misc.go.th sornchon2558@gmail.com	+66-2475-4532	+66-2475-4577
United Kingdom		
National Maritime Information Centre Operations Centre Email: NMIC-OPS@mod.gov.uk	+44 2392-211941	+44 2392-212024 Please indicate "FAO NMIC – A leg"
United States		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: rccalameda1@uscg.mil	+1-510-437-3701	+1-510-437-3017
Vietnam		
Vietnam Coast Guard Email: vietnamcoastguard@gmail.com	+84-24-3355-4378	+84-24-3355-4363

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**Regional Cooperation Agreement on Combating Piracy
and Armed Robbery against Ships in Asia**

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