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# MONTHLY REPORT

## PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

JULY 2022  
07

*...ENHANCING REGIONAL COOPERATION*

# INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA - JULY 2022



## OVERVIEW

In July 2022, eight incidents of armed robbery against ships<sup>1</sup> (occurred in internal waters, archipelagic waters and territorial seas) were reported in Asia. **No incident of piracy<sup>2</sup>** (occurred on high seas) was reported. Seven of the eight incidents occurred in the Singapore Strait (SS). The situation of armed robbery against ships in the SS continues to be an area of concern. It accounts for 68% of the total number of incidents reported in Asia during January-July 2022 (34 of 50 incidents).

There was no incident of abduction of crew for ransom in the Sulu-Celebes Seas and waters off Eastern Sabah in July 2022. The last known incident occurred on 17 Jan 20. The threat of abduction of crew, however, remains potentially high due to the presence of remnants of the Abu Sayyaf Group (ASG) in the area of Sulu and nearby waters off Tawi-Tawi.

## JULY 2022

### NUMBER OF INCIDENTS

In July 2022, eight incidents of armed robbery against ships were reported in Asia. All were actual incidents<sup>3</sup>. No attempted incident<sup>4</sup> was reported. All incidents were verified and reported to the ReCAAP ISC by ReCAAP Focal Points. Refer to the Appendix on '*Description of incidents (July 2022)*'.

Compared to the preceding month (June 2022), the total number of incidents reported has increased. In June 2022, three incidents were reported.

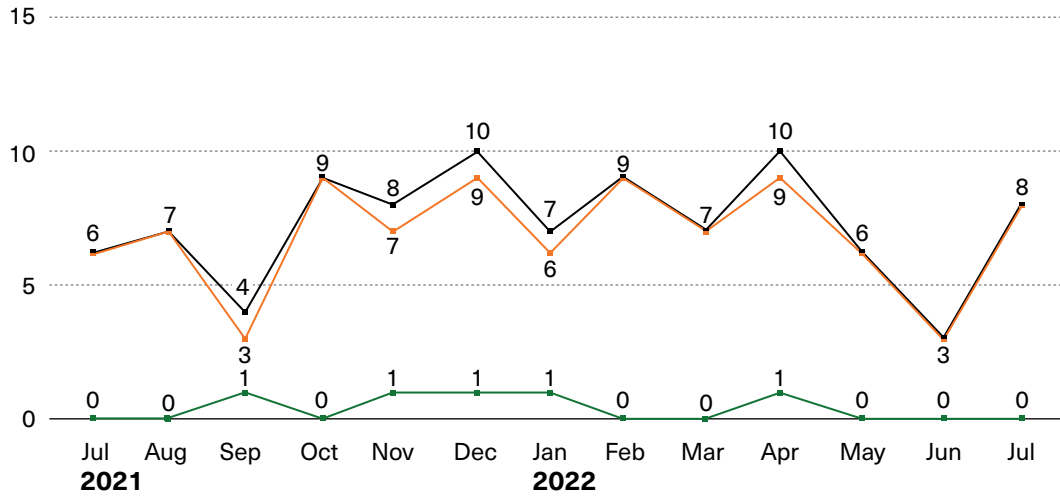
Graph 1 (next page) shows the number of incidents reported from July 2021 to July 2022.

1 'Armed robbery against ships' is defined in the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025 (26). Refer to Appendix for detailed definition.

2 'Piracy' is defined in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS). Refer to Appendix for detailed definition.

3 Actual incidents are incidents where pirates/robbers boarded the ship, regardless of whether they stole any items or not.

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



**Graph 1 – Number of incidents (July 2021-July 2022)**

■ Total    ■ Actual    ■ Attempted

## STATUS OF SHIPS

All the eight incidents in July 2022 occurred on board ships while underway.

## SIGNIFICANCE LEVEL OF INCIDENTS

To provide a qualitative perspective of the incidents, the ReCAAP ISC classifies each actual incident into one of the four categories to determine its overall significance level (CAT 1, CAT 2, CAT 3 and CAT 4). Refer to the Appendix on '*Methodology in classifying incidents*' for the description of each category.

The eight actual incidents in July 2022 consists of one CAT 2<sup>5</sup> incident, four CAT 3<sup>6</sup> incidents and three CAT 4<sup>7</sup> incidents.

**CAT 2.** The CAT 2 incident occurred on board a bulk carrier while underway in the SS when six unauthorised persons armed with pistol were sighted in the engine room. The alarm was raised and crew mustered. A search of the engine room and ship's accommodation was conducted and some engine spare parts were reported stolen. The pistol was not used or discharged during the incident and all crew members were safe with no injuries.

**CAT 3.** Of the four incidents, three incidents occurred on board ships (two bulk carriers and one tanker) while underway in the SS; and one incident on board a bulk carrier while sailing towards Jakarta Anchorage, Indonesia. In all four incidents, the perpetrators were armed with either knives or machetes. The perpetrators, however, did not use the knives or machetes to threaten or harm the crew. Engine spare parts were stolen in two incidents, and nothing was stolen in the other two incidents.

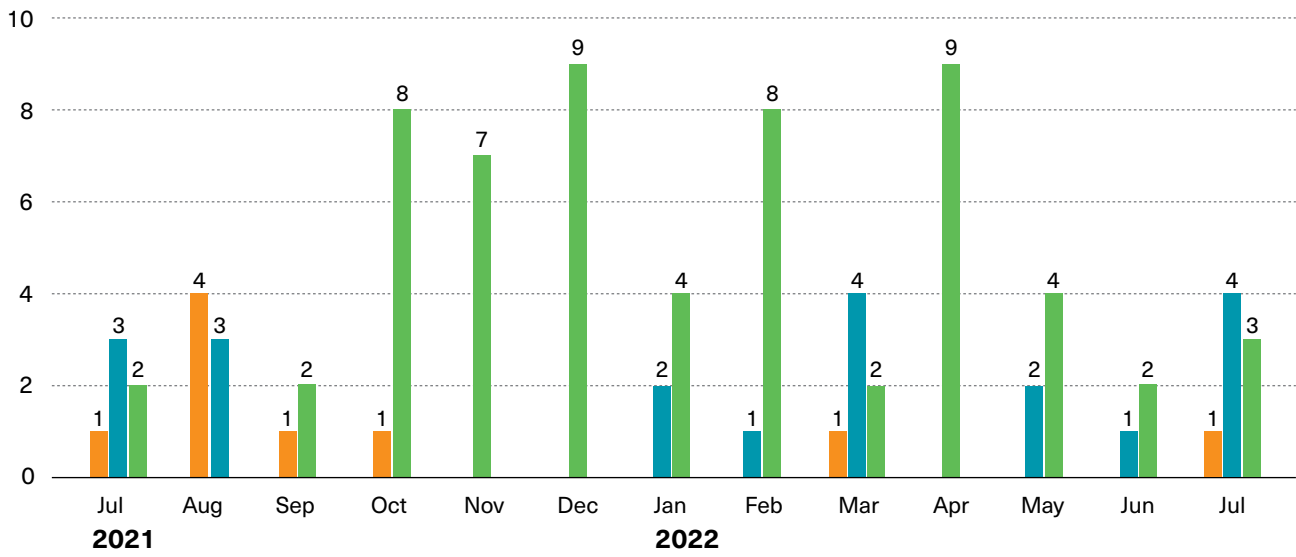
**CAT 4.** All three incidents occurred in the SS. Two incidents occurred on board bulk carriers while underway in the SS and one incident on board a barge towed by a tug boat. Engine and generator spare parts were stolen from the bulk carriers while scrap metals were stolen from the barge. All crew members were safe with no injuries.

5 **CAT (Category) 2** incident is '**moderately significant**' in nature. Under this category, the perpetrators are likely to be armed with knives/machetes and in some incidents armed with guns. The crew is threatened or held hostage temporarily and, in some cases, the crew suffered injury and physical violence.

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

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

Chart 1 shows the significance level of incidents reported from July 2021 to July 2022.



**Chart 1 – Significance level of incidents (July 2021-July 2022)**

■ CAT 2   ■ CAT 3   ■ CAT 4

## LOCATION OF INCIDENTS

The location of the eight incidents (with latitude and longitude) reported in July 2022 is shown in Map 1.



Map 1 – Location of incidents in July 2022

● CAT 2 ● CAT 3 ● CAT 4

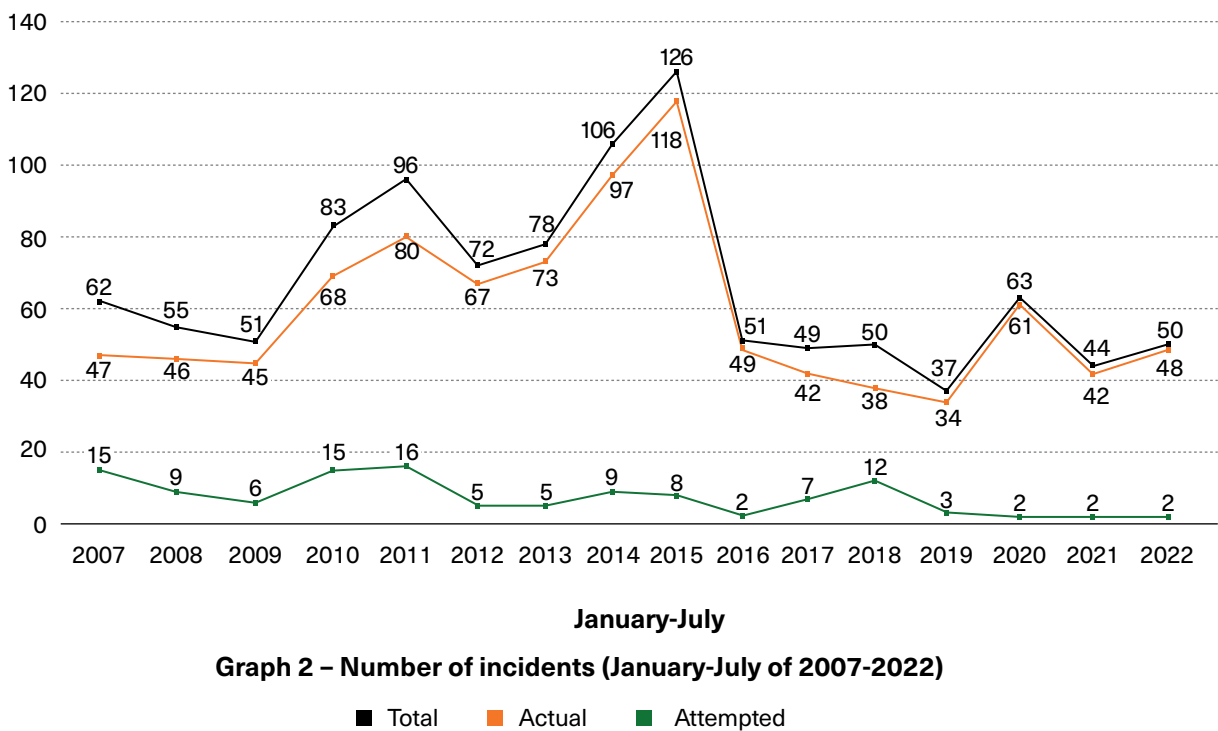
- |  |  |  |
|--|--|--|
| <p><b>1</b> <i>Nemrut Bay</i><br/>Bulk carrier<br/>4 Jul 22, 0400 hrs<br/>1° 17.06' N,<br/>104° 19.66' E</p>           | <p><b>2</b> <i>Everest</i><br/>Tanker<br/>8 Jul 22, 2324 hrs<br/>1° 16.69' N,<br/>104° 17.93' E</p>                                | <p><b>3</b> <i>African Lark</i><br/>Bulk carrier<br/>18 Jul 22, 0100 hrs<br/>6° 2.2' S,<br/>106° 54.2' E</p> |
| <p><b>4</b> <i>Bulk Sao Paulo</i><br/>Bulk carrier<br/>23 Jul 22, 0105 hrs<br/>1° 8.75' N,<br/>103° 29.02' E</p>       | <p><b>5</b> <i>Cape Valencia</i><br/>Bulk carrier<br/>30 Jul 22, 0135 hrs<br/>1° 16.65' N,<br/>104° 17.33' E</p>                   | <p><b>6</b> <i>Iwami</i><br/>Bulk carrier<br/>30 Jul 22, 0240 hrs<br/>1° 9.6' N,<br/>103° 27.2' E</p>        |
| <p><b>7</b> <i>Equinox Agnandoussa</i><br/>Bulk carrier<br/>30 Jul 22, 0330 hrs<br/>1° 16.74' N,<br/>104° 18.01' E</p> | <p><b>8</b> <i>Target 10 &amp; Alam 281</i><br/>Tug boat &amp; barge<br/>31 Jul 22, 1300 hrs<br/>1° 16.85' N,<br/>104° 8.08' E</p> |  |

# JANUARY-JULY 2022

## NUMBER OF INCIDENTS

A total of 50 incidents of armed robbery against ships were reported in Asia during January-July 2022. No piracy incident was reported. Of the 50 incidents, 48 were actual incidents and two were attempted incidents. Compared to the same period in 2021, **the total number of incidents has increased by 14%**. A total of 44 incidents were reported during January-July 2021.

Graph 2 shows the total number of incidents reported during January-July of 2007-2022.



## JANUARY- JULY 2022 COMPARED WITH JANUARY- JULY 2021

Several locations in Asia witnessed a decrease in the number of incidents during January-July 2022 compared to January-July 2021. The **decrease** in incidents occurred in India, Malaysia, the Philippines and Vietnam, while the **increase** in incidents occurred in Bangladesh and SS. The number of incidents in Indonesia remains the same. Refer to Table 1 below.

S/N	Location	Number of incidents		Remarks
		January-July 2021	January-July 2022	
1.	India	4	3	Decrease by 1
2.	Malaysia	1	Nil	Decrease by 1
3.	Philippines	8	3	Decrease by 5
4.	Vietnam	2	Nil	Decrease by 2
5.	Bangladesh	Nil	3	Increase by 3
6.	Singapore Strait	22	34	Increase by 12
7.	Indonesia	7	7	No change

Table 1 – Comparison of incidents (January-July 2022 and January-July 2021)

## AREAS OF CONCERN

There are two areas of concern during January-July 2022:

### 1. Continued occurrence of incidents in the Singapore Strait (SS)

A total of 34 incidents were reported in the SS during January-July 2022. This accounts for 68% of the total number of incidents in Asia (34 of 50 incidents). More details of the situation in the SS can be found in pages 10-13 of this report.

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

Although no incident was reported in the Sulu-Celebes Seas during January-July 2022, the threat of abduction of crew in Sulu and Tawi-Tawi remains potentially high due to the presence of remnants of the ASG in the area. The details of the situation in the Sulu-Celebes Seas can be found in pages 14-16 of this report.



## SIGNIFICANCE LEVEL OF INCIDENTS

Of the 48 actual incidents reported during January-July 2022, there were two CAT 2, 14 CAT 3, and 32 CAT 4 incidents. No CAT 1 incident was reported during this period.

Chart 2 shows the significance level of incidents during January-July of 2007-2022.

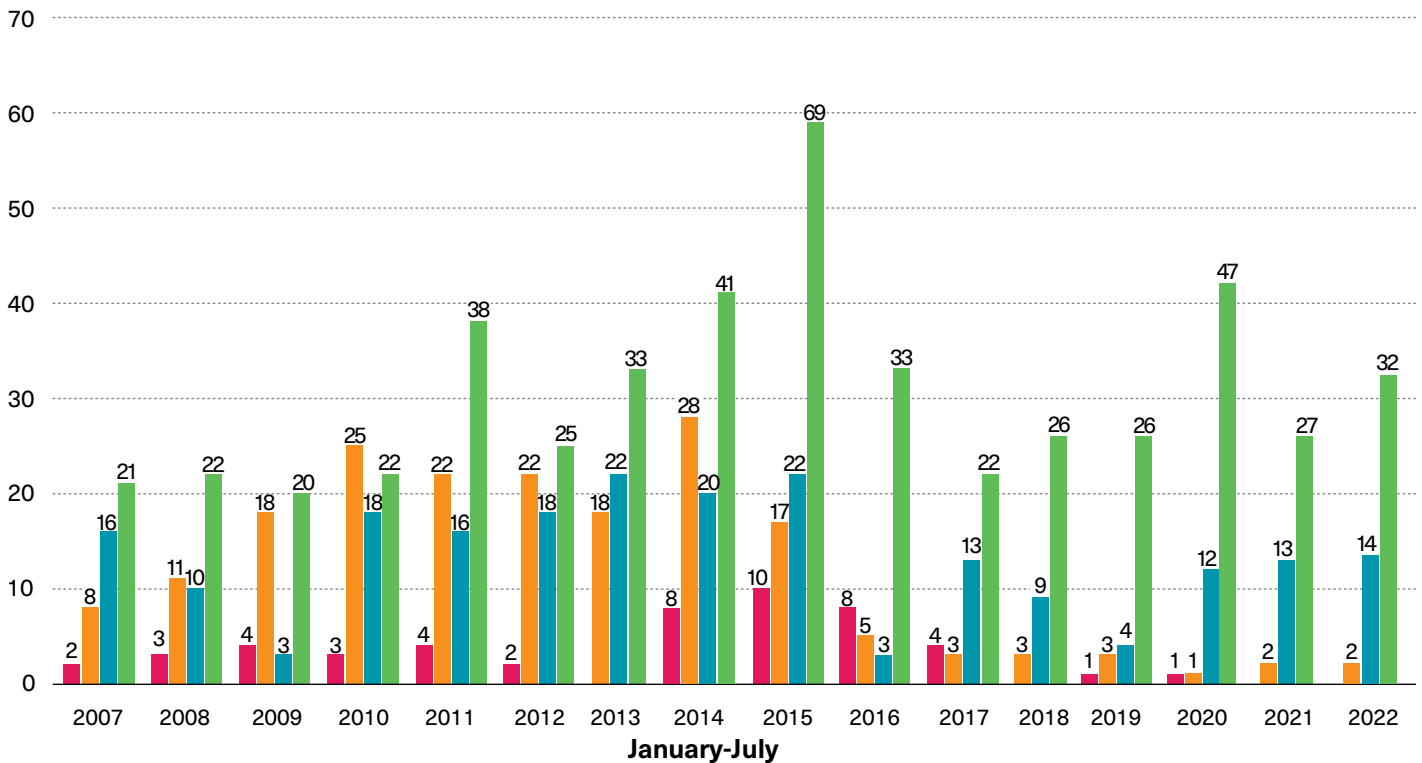


Chart 2 – Significance level of incidents (January-July of 2007-2022)

■ CAT 1 ■ CAT 2 ■ CAT 3 ■ CAT 4

■ **CAT 2.** The two CAT 2 incidents occurred on board ships while underway in the eastbound lane of the Traffic Separation Scheme (TSS) in the SS. One of the incidents involved perpetrators armed with pistol and the other incident involved perpetrators armed with knives. In one incident, the perpetrators threatened a crew, pushed him to the floor and tied him in engine room. Engine spares were stolen in both incidents. The crew members did not suffer any injuries in both incidents.

■ **CAT 3.** Of the 14 CAT 3 incidents, 11 occurred in the SS, and three in Indonesia. Out of the 14 incidents, 13 involved perpetrators armed with knives and one involved a perpetrator carried a weapon-like object. In all the incidents, the perpetrators did not use the weapons to confront or harm the crew. The crew members were safe in all incidents. Four incidents reported loss of engine spares, one incident loss of stores and nothing was stolen in the other nine incidents.

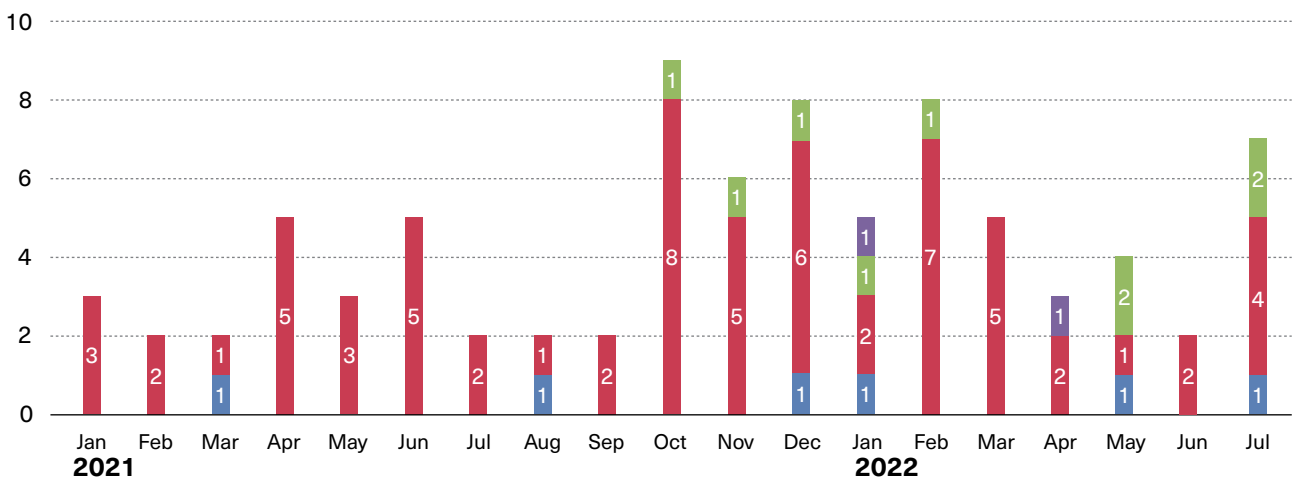
■ **CAT 4.** Consistent with the past trend observed in Asia, majority of the incidents reported during January-July 2022 were CAT 4 incidents. This accounts for 67% of the number of actual incidents (32 of 48) during January-July 2022. In CAT 4 incidents, perpetrators were not armed and the crew not harmed.

# SITUATION OF ARMED ROBBERY AGAINST SHIPS IN THE SINGAPORE STRAIT

## JULY 2022

A total of seven incidents were reported in the SS in July 2022. All were actual incidents. Of the seven incidents, four occurred in eastbound lane of the TSS, two in precautionary area, and one in westbound lane.

Chart 3 shows the number of incidents reported in the SS each month from January 2021 to July 2022.

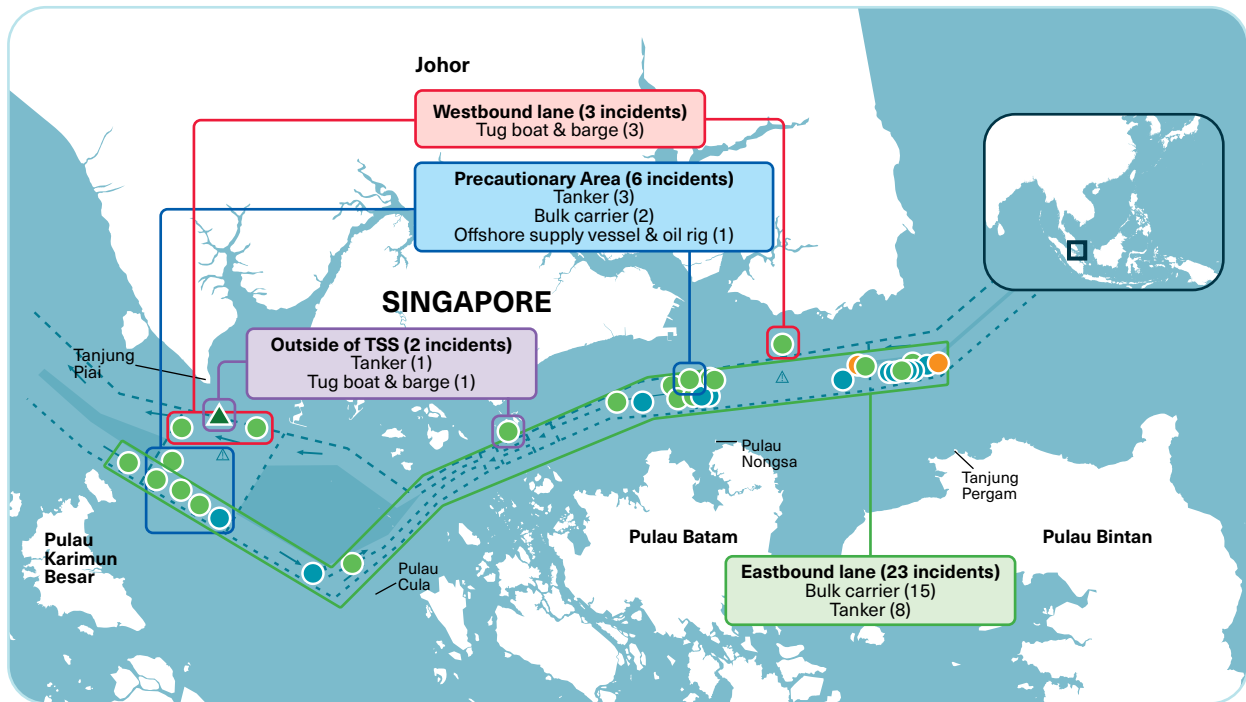


**Chart 3 – Number and location of incidents in the Singapore Strait (January 2021-July 2022)**

■ Westbound ■ Eastbound ■ Precautionary Area ■ Outside of TSS

## JANUARY-JULY 2022

A total of 34 incidents (comprising 33 actual incidents and one attempted incident) were reported in the SS during January-July 2022. Map 2 shows the location of the 34 incidents during the period.



**Map 2 – Location of incidents in the Singapore Strait during January-July 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 Tanjung Pergam, Bintan Island (Indonesia) [11 incidents] and Pulau Nongsa, Batam Island (Indonesia) [10 incidents].

The Centre has issued three Incident Alerts (IAs) since January 2022<sup>8</sup> to warn the maritime community of the continued occurrence of incidents in the SS. The IAs can be found at [www.recaap.org/alerts](http://www.recaap.org/alerts).

<sup>8</sup> IA 01/2022 was issued on 21 Feb, IA 02/2022 on 2 Mar and IA 03/2022 on 1 Aug.

## **EFFORTS BY THE 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 of 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, has been providing 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 in the SS 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](http://www.recaap.org)) particularly the incident-prone areas in the SS. The ReCAAP ISC's reports indicate detailed location 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.

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

## JULY 2022

There is no report of incident of abduction of crew for ransom in July 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 THE AUTHORITIES

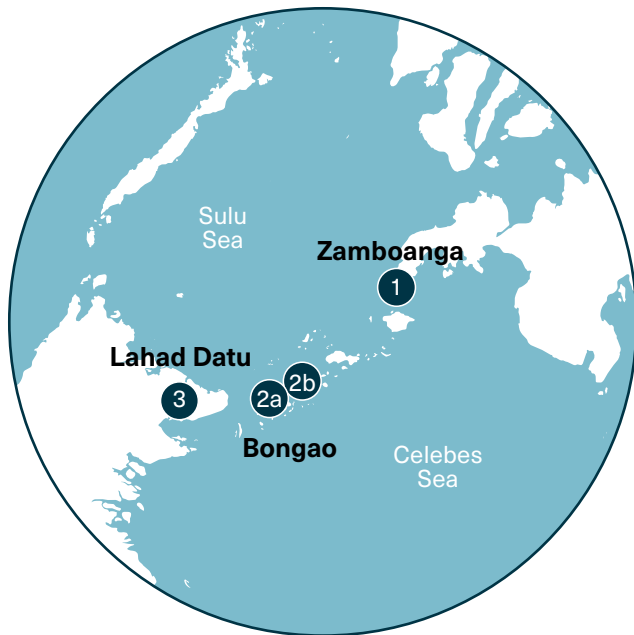
The Philippine and Malaysia authorities continued to conduct pursuit operations and intensify military operations to neutralise the ASG. The operations carried out by the authorities had resulted in the neutralisation and surrender of some ASG leaders and members. However, with the presence of the remnants of the ASG and considering that some of the ASG leaders are still at large, the threat of abduction of crew 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, no abduction of crew incidents was reported since January 2020. 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: hcgdswwm@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

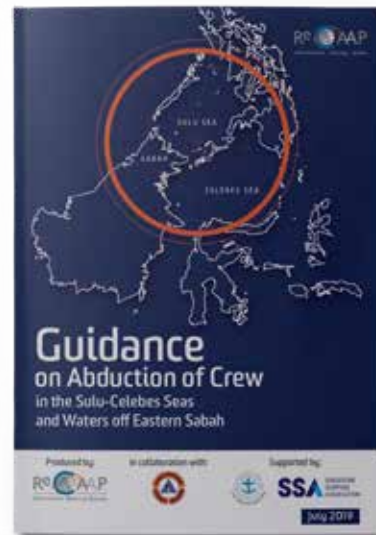
In the event that the ship master or crew is unable to establish contact with the Operation Centres of the Philippines as listed in the ReCAAP ISC Advisory, they can contact the **Philippine Coast Guard Command Centre** at the following contact details:

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 THE SULU-CELEBES SEAS AND WATERS OFF EASTERN SABAH

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

The Guidance is produced in collaboration with the Philippine Coast Guard (ReCAAP Focal Point) and supported by the Asian Shipowners' Association (ASA) and Singapore Shipping Association (SSA). The Guidance complements the general guidance contained in the '*Regional Guide 2 to Counter Piracy and Armed Robbery against Ships in Asia*' produced by the ReCAAP ISC.





## CONCLUSION

The total number of incidents of armed robbery against ships in Asia reported during January-July 2022 has increased compared to the same period in 2021. Of concern is the continued occurrence 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.

Collective efforts and shared responsibility of all stakeholders are required towards combating piracy and armed robbery against ships. The ReCAAP ISC, urges the law enforcement agencies in Asia, particularly in the areas of concern, to enhance surveillance, increase patrols and respond swiftly to reported incidents in order to arrest 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. To encourage reporting of all incidents, the ReCAAP ISC has produced a Poster containing the contact details of Maritime Rescue Coordination Centres (MRCC) and ReCAAP Focal Points in Asia.

The ReCAAP ISC will continue to enhance regional cooperation and provide the maritime community with verified information in a timely manner by issuing warning, alert, advisory and situation analysis, as well as providing guidelines and recommendations to ships via the *Regional Guide 2 to Counter Piracy and Armed Robbery against Ships in Asia*.

# 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 based on a matrix of the indicators of the Violence Factor and Economic Factor. Below is the broad narration of the four Categories.

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

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

## DETAILS OF ReCAAP FOCAL POINTS / CONTACT POINT

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>Australia</b>		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: <a href="mailto:MBC_NCU@abf.gov.au">MBC_NCU@abf.gov.au</a>	+61-2-6275-6000	+61-2-6275-6275
<b>Bangladesh</b>		
Department of Shipping E-mail: <a href="mailto:nse.ahsan@dos.gov.bd">nse.ahsan@dos.gov.bd</a>	+88-02-9554206	+88-02-7168363
<b>Brunei</b>		
Royal Brunei Marine Police Email: <a href="mailto:marine@police.gov.bn">marine@police.gov.bn</a>	+673-2773548	+673-2770549
<b>Cambodia</b>		
Merchant Marine Department Ministry of Public Works and Transport E-mail: <a href="mailto:dararith.hg@gmail.com">dararith.hg@gmail.com</a>	+855-77-331-531	+855-23-864-110
<b>China</b>		
China Maritime Search and Rescue Coordination Centre (Beijing) Email: <a href="mailto:cnmrcc@mot.gov.cn">cnmrcc@mot.gov.cn</a> <a href="mailto:cnmrcc@msa.gov.cn">cnmrcc@msa.gov.cn</a>	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: <a href="mailto:hkmrcc@mardep.gov.hk">hkmrcc@mardep.gov.hk</a>	+85-2-2233-7999	+85-2-2541-7714
<b>Denmark</b>		
Danish Maritime Authority (DMA) Email: <a href="mailto:ReCAAP-FP-DK@dma.dk">ReCAAP-FP-DK@dma.dk</a>	+45-7219-6000	
<b>Germany</b>		
Piracy Prevention Centre (PPC) Department for Maritime Security Federal Police Germany Email: <a href="mailto:bpol.see.ppz@polizei.bund.de">bpol.see.ppz@polizei.bund.de</a>	+49 4561-4071-3333	+49 3020-4561-2198

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>India</b>		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: <a href="mailto:mrcc-west@indiancoastguard.nic.in">mrcc-west@indiancoastguard.nic.in</a> <a href="mailto:mrcc.mumbai@gmail.com">mrcc.mumbai@gmail.com</a>	+91-22-2431-6558 +91-22-2438-8065 +91-22-2438-3592	+91-22-2431-6558 +91-22-2438-8065 +91-22-2438-3592
<b>Japan</b>		
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# DESCRIPTION OF INCIDENTS (JULY 2022)

## ACTUAL INCIDENTS

● CAT 2 ● CAT 3 ● CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<b>Nemrut Bay</b> Bulk carrier Panama 21627 9860788	04/07/22 0400 hrs	1° 10.48' N, 103° 25.56' E  Approximately 6.2 nm north of Tanjung Pergam, Bintan Island, (Indonesia), in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait (SS)  [Straits of Malacca & Singapore (SOMS)]	<p>While underway, the ship's engineer sighted <b>six unauthorised persons armed with pistol</b> in the engine room. The alarm was raised and crew mustered. The master reported the incident to Singapore Vessel Traffic Information System (VTIS) East.</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, and the Indonesian authorities were informed.</p> <p>No assistance was required from VTIS. In consultation with MSTF, the Singapore Port Operation and Control Centre (POCC) informed the ship master to seek assistance from the Indonesian authorities if required. At 0505 hrs, master reported that the search of the engine room and ship's accommodation was completed. <b>Some engine spare parts</b> were stolen. <b>All crew members were safe with no report of injuries.</b></p> <p>The ship resumed her voyage to Plymouth, New Zealand.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
2	<b>Everest</b> Tanker Panama 53074 9180126	08/07/22 2324 hrs	1° 16.69' N, 104° 17.93' E  Approximately 6.3 nm north of Tanjung Pergam, Bintan Island, (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, the 4<sup>th</sup> Engineer on board spotted <b><u>five unauthorised personnel armed with machetes</u></b> in the steering gear room. The master raised the alarm, mustered the crew and conducted a search on board the ship. Initially, assistance was required, and the ship diverted from their eastbound course to Singapore. The ship's crew conducted three more searches, but there were no further sightings of the perpetrators. The master reported the incident to Singapore VTIS. <b><u>Nothing was stolen. All crew members were safe with no report of injuries.</u></b></p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p>The ship resumed her journey to Longkou, China.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
3	<b>African Lark</b> Bulk carrier Bahamas 21532 97682760	18/07/22 0100 hrs	6° 2.2' S, 106° 54.2' E  Jakarta Port Breakwater, Jakarta "C" Anchorage, Indonesia	<p>While underway for anchoring, the crew sighted <b><u>three unauthorised personnel armed with knives</u></b>, at the poop deck and port quarter of the ship, trying to make entry into the accommodation but unsuccessful, as doors were locked from inside.</p> <p>After being informed by the deck watchkeeper, the bridge team sounded the general emergency alarm. The bridge team informed the crew at the engine room to close all doors from inside, and bridge team shouted at the robbers from the bridge wing. Upon noticed, the perpetrators escaped empty-handed. The master reported the incident to Jakarta VTS and Tanjung Priok VTS. The Indonesian Marine Police boarded the ship to investigate.</p> <p><b><u>All crew members were safe, and no items were reported stolen.</u></b></p> <p><b>[ReCAAP Focal Point (Netherlands)]</b></p>



S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
4	<b>Bulk Sao Paulo</b> Bulk carrier Liberia 107879 9849760	23/07/22 0105 hrs	1° 8.75' N, 103° 29.02' E  Approximately 8.3 nm from Pulau Iyu Kecil, (Indonesia), in the precautionary area of the TSS in the SS  (SOMS)	While underway, the duty crew sighted six unknown personnel in the engine room. Ship's alarm was raised and crew mustered. A search on board the ship was conducted by the crew. No perpetrators were sighted. <b>Some engine spare parts</b> were reported missing. The master reported the incident to VTIS West and the company security officer.  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.  The master was informed that Singapore Police Coast Guard will conduct investigation on board when the ship arrives at Singapore. The ship is bound for Singapore AEBB anchorage pilot on 23 Jul 22.  <b>[ReCAAP Focal Point (Singapore)]</b>
5	<b>Cape Valencia</b> Bulk carrier Panama 92758 9578684	30/07/22 0135 hrs	1° 16.65' N, 104° 17.33' E  Approximately 5.97 nm northwest of Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	While underway, the ship crew sighted <b>four unauthorised personnel, reported to be armed with knives</b> , of which two were in the engine room and two were in the mess room. Ship's alarm was raised and crew mustered. A search in the accommodation and engine room spaces was conducted with no further sighting of the perpetrators. <b>Some engine spare parts</b> were reported missing. <b>All crew were safe and accounted for.</b> The master reported the incident to VTIS East and the company security officer. The ship did not require further assistance. The ship had departed from Singapore and was bound for Beilun, China.  A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.  <b>[ReCAAP Focal Point (Singapore)]</b>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
6	<b><i>Iwami</i></b> Bulk carrier Panama 14162 9414981	30/07/22 0240 hrs	1° 9.6' N, 103° 27.2' E  Approximately 3.48 nm east of Pulau Karimun Kecil (Indonesia) in the precautionary area of the TSS in the SS  (SOMS)	While underway, the ship crew sighted two perpetrators in the engine room. The perpetrators escaped with <b>generator spare parts. The crew was not injured.</b> The shipping company reported incident to Maritime Bureau of Japan.  <b>[ReCAAP Focal Point (Japan)]</b>
7	<b><i>Equinox Agnandoussa</i></b> Bulk carrier Cayman Islands 33232 9503988	30/07/22 0330 hrs	1° 16.74' N, 104° 18.01' E  Approximately 5.73 nm northwest of Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	While underway, the ship crew sighted <b>three unauthorised personnel, who were armed with knives</b> , of which one was in the engine room and two were on deck. Ship's alarm was raised and crew mustered on navigation bridge. <b>No injury was reported.</b> The master reported the incident to VTIS East and the company security officer. The ship had departed Singapore and was bound for Xingang, China.  A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with Indonesian authorities.  The master requested to return to Singapore for Singapore Police Coast Guard to conduct a search on board and investigate the incident. At about 0922 hrs, Singapore Police Coast Guard completed their search on board and found no unauthorised personnel onboard the ship. <b>Some engine spare parts were found missing.</b>  <b>[ReCAAP Focal Point (Singapore)]</b>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
8	<p><b>Target 10</b> Tug boat Malaysia 188 9826926</p> <p><b>Alam 281</b> Barge</p>	31/07/22 1300 hrs	<p>1° 16.85' N, 104° 8.08' E</p> <p>Approximately 3.7 nm south of Tanjong Setapa, Johor (Malaysia), in the westbound lane of the TSS in the SS</p> <p>(SOMS)</p>	<p>While underway, six perpetrators were sighted on board the barge, which was towed by a tug boat, and were seen <b>stealing scrap metals from the barge</b>. Ship's alarm was raised and crew mustered. The master reported the incident to VTIS East and requested for assistance to chase the perpetrators from the barge. The master subsequently reported that all perpetrators had left the barge in three small boats and were headed towards Pulau Batam, Indonesia. <b>No injury was reported</b>. The tug boat &amp; barge were en route from Kota Kinabalu, East Malaysia to Port Klang, Malaysia.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with Malaysian and Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>



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

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