



Stay updated with our Mobile App.
Scan QR code to download.

Brief extracts from this report may be reproduced for non-commercial use provided the source is acknowledged. Request for extensive reproduction should be made to ReCAAP Information Sharing Centre (ISC), who owns the copyright of this document.



JANUARY TO MARCH 2024

1ST QUARTER REPORT 2024

PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

ENHANCING REGIONAL COOPERATION...



ENHANCING REGIONAL COOPERATION...

CONTENTS

A. OVERVIEW	2	F. ReCAAP ISC'S MAIN ACTIVITIES (JANUARY-MARCH 2024)	22
B. EXECUTIVE SUMMARY	3	G. CONCLUSION	28
C. INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA	4	H. APPENDICES	29
<ul style="list-style-type: none">• Situation update• Areas of concern• Piracy vs armed robbery against ships• Significance level of incidents• Status of ships• Location of incidents		<ul style="list-style-type: none">• Definitions & methodology in classifying incidents• Description of incidents (January-March 2024)• Flow diagram on procedure for reporting piracy and armed robbery incidents against ships in Asia• Contact details of ReCAAP Focal/Contact Point	
D. INCIDENTS OF ARMED ROBBERY AGAINST SHIPS IN STRAITS OF MALACCA AND SINGAPORE (SOMS)	14	I. ACKNOWLEDGEMENTS	
<ul style="list-style-type: none">• Situation update• Modus operandi• Efforts by littoral States and ReCAAP ISC• Recommendations			
E. ABDUCTION OF CREW IN SULU-CELEBES SEAS AND WATERS OFF EASTERN SABAH	20		
<ul style="list-style-type: none">• Situation update• Downgrading of threat assessment level• Updated ReCAAP ISC Advisory• Guidebook			

A OVERVIEW



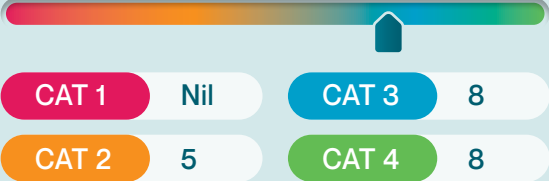
Number of incidents

26 incidents

Actual - 21

Attempted - 5

Severity of actual incidents

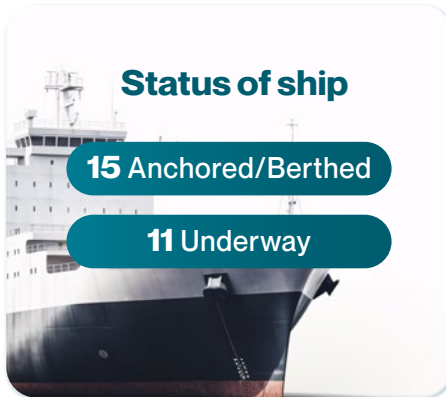


CAT 1	Nil	CAT 3	8
CAT 2	5	CAT 4	8



No Piracy incident

All armed robbery incidents





Status of ship

15 Anchored/Berthed

11 Underway

Two Areas of Concern

-  Continued occurrence of incidents in SOMS
-  Threat of abduction of crew for ransom in Sulu-Celebes Seas

Recommendations

- Respond promptly to incidents
- Strengthen coordination & promote information sharing
- Increase patrols
- Arrest & prosecute perpetrators

Ship master & crew

- Be vigilant & maximise lookouts
- Sound alarm when suspicious boats spotted in vicinity or when unauthorised persons onboard the ship
- Report immediately all incidents to nearest coastal States
- Conduct rounds of ship's compartment before entering areas of concern
- Keep abreast of latest situation, advisories & navigational broadcasts



B EXECUTIVE SUMMARY

A total of **26** incidents of Armed Robbery Against Ships (ARAS) were reported in Asia during January-March 2024. This marks a **4% decrease** in the number of incidents during January-March 2024 compared to 27 incidents reported during January-March 2023. **No piracy incident was reported** in Asia during this period.

There has been an improvement in situation in the Straits of Malacca and Singapore (SOMS). The number of incidents in SOMS though decreased by 45% but, witnessed an increase in the number of incidents involving perpetrators who were armed, during January-March 2024 compared to January-March 2023. The Manila Anchorage in the Philippines has also reported a decrease in the number of incidents during January-March 2024 compared to the same period in 2023.

However, there was an increase in the number of incidents in Bangladesh, India and Indonesia during January-March 2024 compared to January-March 2023.

No incident of abduction of crew for ransom in the Sulu-Celebes Seas was reported during January-March 2024. The last abduction of crew incident occurred in January 2020. However, the threat of abduction of crew for ransom continues to remain due to the presence of remnants of the Abu Sayyaf Group (ASG) in the Sulu and Tawi Tawi area. Ships are advised to “exercise vigilance and adopt the necessary preventive measures when transiting the area”, and maintain communication with the authorities and to report all incidents to the Operations Centres of the Philippines and ESSCOM.

As part of ReCAAP ISC’s efforts to ensure the needs of the shipping industry are met in an ever-changing maritime landscape, the Centre launched the enhanced Mobile App for incident reporting and information sharing and produced an updated Guide Book on the identification of fishing boats in Asian waters.



C

INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

C INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

Situation Update

Number of Incidents

A total of **26 incidents** of Armed Robbery Against Ships (ARAS)¹ were reported in Asia during January-March 2024. There was no piracy² incident reported in Asia during this period. Of the 26 incidents, 21 were actual incidents³ and five were attempted incidents⁴. There was a **4% decrease** in the number of incidents during January-March 2024 compared to 27 incidents (all actual incidents) reported during January-March 2023. Refer to the Appendix on “*Description of incidents (January-March 2024)*” for details of the incidents.

Comparing Q1 in 2024 and 2023, there has been a decrease in the number of incidents reported [26 incidents versus 27 incidents], whereas there has been an increase in severity level of incidents. However, compared to the immediate preceding quarter (Q4 of 2023), there has been a 63% increase in the number of incidents reported during January-March 2024 [26 incidents versus 16 incidents].

Chart 1 shows the number of incidents reported to the ReCAAP ISC in each quarter of 2020-2024 and the total number of incidents each year.

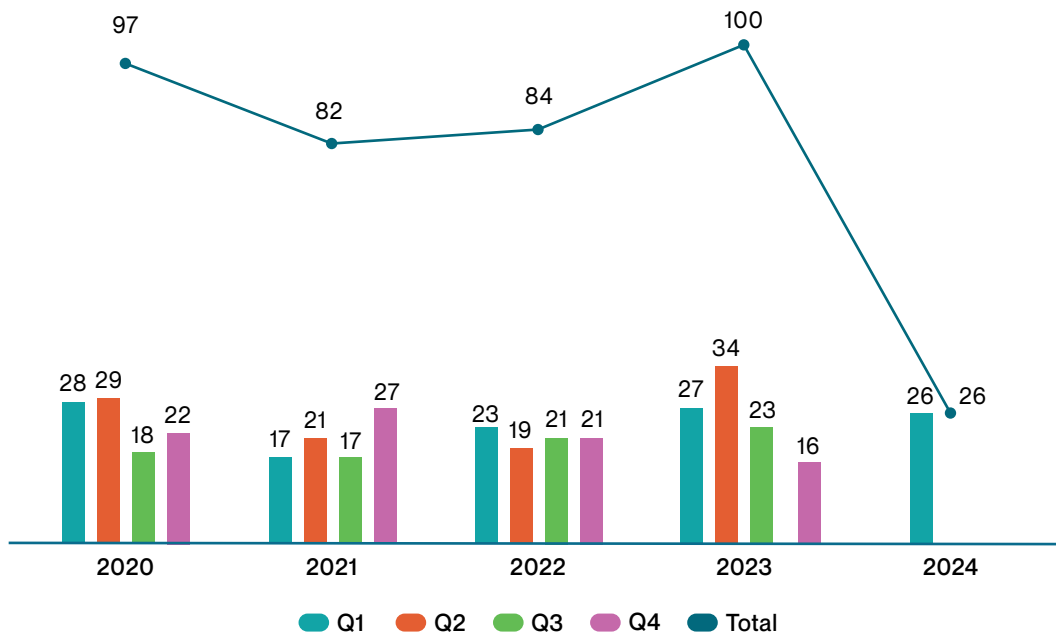


Chart 1 - Number of incidents (Quarterly number vis-à-vis total number of 2020-2024)

1 Armed robbery against ships is defined 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 more details.
 2 The definition of piracy is in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS 82).
 3 Actual incidents refer to incidents whereby the pirates/robbers boarded the ship; regardless of whether they stole any items from the crew or took anything onboard the ship.
 4 Attempted incidents refer to incidents whereby the pirates/robbers tried but failed in their attempt to board the ship.

Incidents of January-March 2024 Versus January-March 2023

The total number of incidents reported during January-March 2024 has **decreased** compared to January-March 2023, in the following locations:

- In the Philippines, one incident was reported compared to two incidents.
- In the Straits of Malacca and Singapore (SOMS), 11 incidents were reported compared to 20 incidents.

While there was an overall decrease, the following locations saw an **increase** of incidents during January-March 2024 compared to the same period in 2023:

- In Bangladesh, five incidents were reported compared to no incident.
- In India, two incidents were reported compared to one incident.
- In Indonesia, seven incidents were reported compared to four incidents.

Areas of Concern

There were two areas of concern for ARAS incidents in Asia during January-March 2024:

- **SOMS – Continued occurrence of incidents**

A total of 11 incidents were reported in SOMS during January-March 2024. This constitutes 42% of the total number of incidents in Asia (11 of 26). However, compared to the same period of 2023 (20 incidents), there has been an improvement in the situation in the SOMS.

More details of the situation in SOMS can be found in Part D of this report.

- **Sulu-Celebes Seas – Threat of abduction of crew for ransom remains**

The situation on abduction of crew for ransom in the Sulu-Celebes Seas continued to improve during January-March 2024. No such incident was reported during this period, and the last abduction of crew incident in the area occurred in January 2020. However, the threat of abduction of crew for ransom continues to remain due to the presence of remnants of the Abu Sayyaf Group (ASG) in the Sulu and Tawi Tawi area.

More details on the threat of abduction of crew in the Sulu-Celebes Seas can be found in Part E of this report.

Piracy Versus Armed Robbery Against Ships

All 26 incidents reported during January-March 2024 were ARAS. No piracy incident was reported.

By definition, piracy takes place on the high seas, while ARAS takes place in internal waters, archipelagic waters and territorial seas which are under the jurisdiction of the coastal States.

The majority of the incidents reported in Asia were ARAS. Over the 18-year period of January-March of 2007-2024, the number of piracy incidents fluctuated each year, with an average of 7% for piracy incidents and 93% for ARAS. Notably, there were **no piracy incidents reported during January-March for the last six years** (2019-2024).

Chart 2 shows the number of incidents of piracy versus ARAS for the period of January-March of 2007-2024.

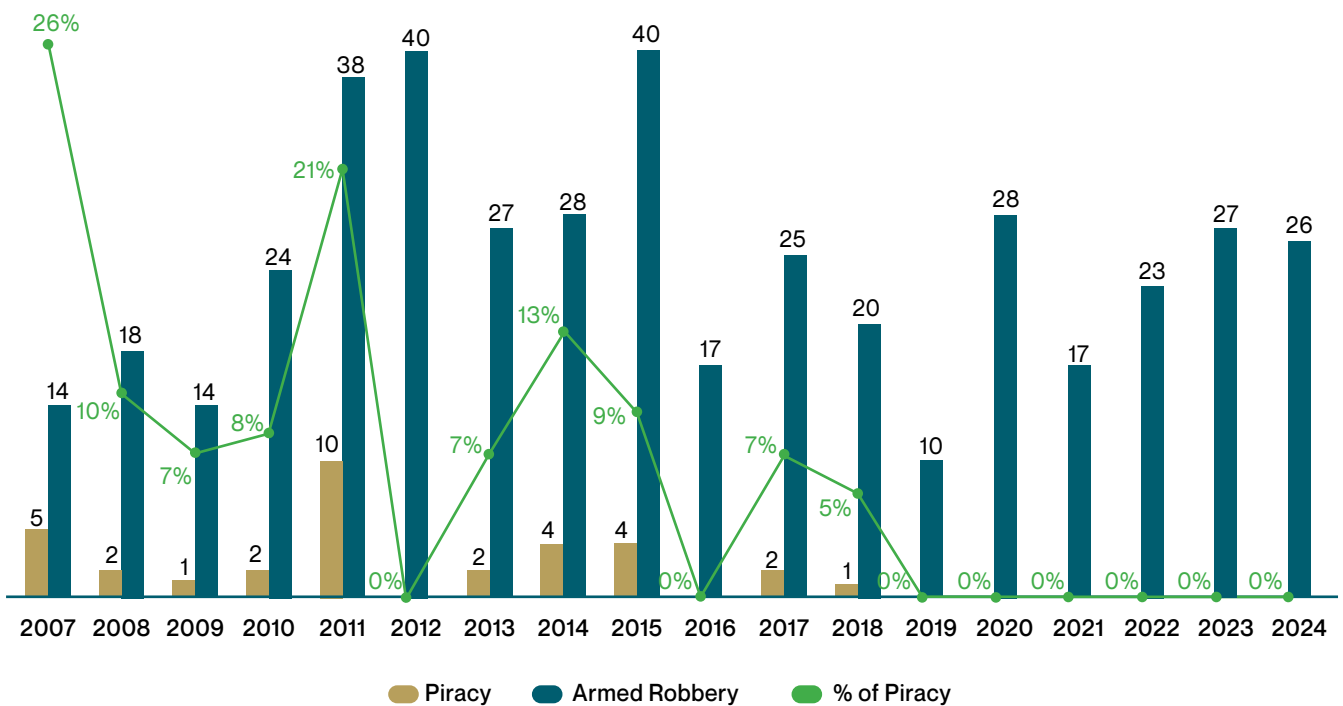


Chart 2 - Piracy Vs Armed Robbery Against Ships (January-March of 2007-2024)

Significance Level of Incidents

The ReCAAP ISC classifies each actual incident into one of the four categories to provide a qualitative perspective of the incidents, and defines each category by the significance (or commonly known as the severity) level:



Refer to the **Appendix** on the “*Methodology in classifying incidents*”.

The categorisation of 21 actual incidents reported during January-March 2024 were: five CAT 2, eight CAT 3 and eight CAT 4 incidents, with no CAT 1 incident reported.

Chart 3 shows the significance level of incidents reported for each quarter during the period of 2020-2024.

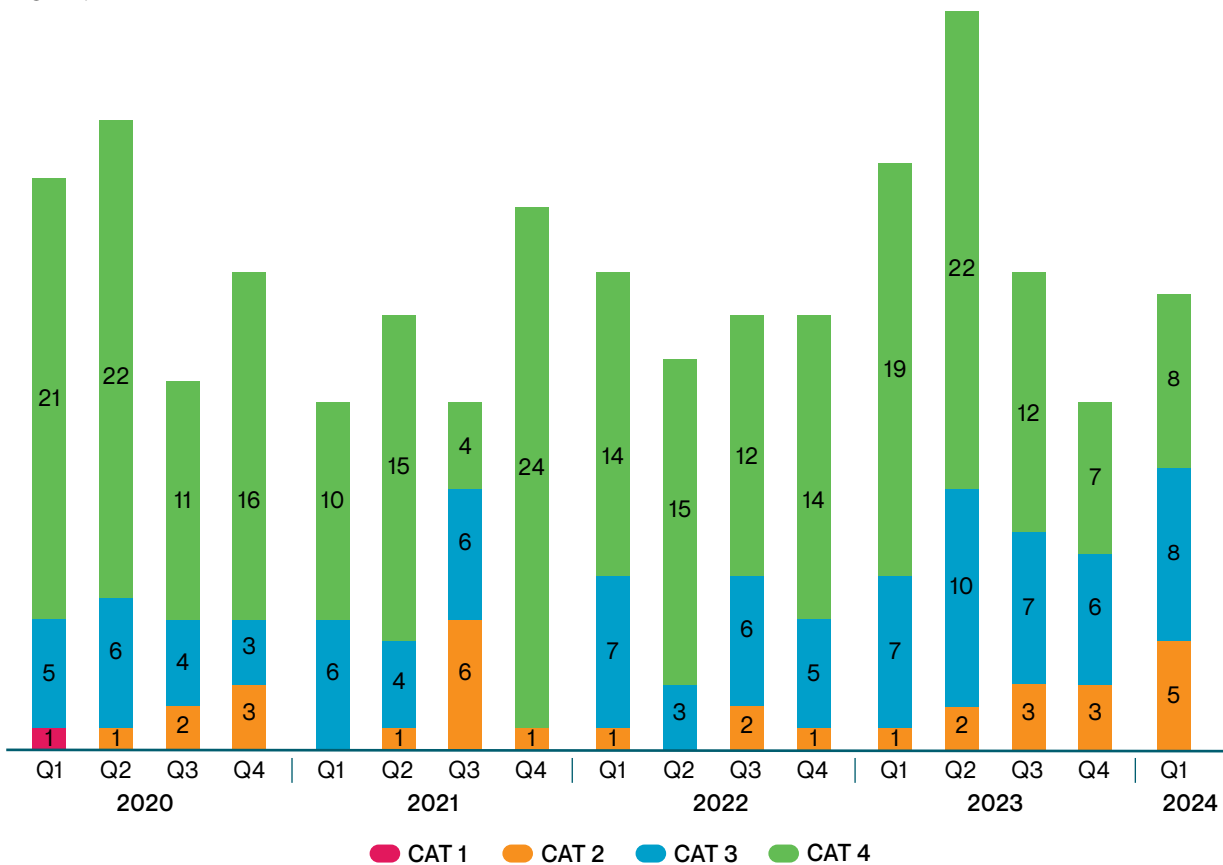


Chart 3 - Significance level of incidents (Quarterly of 2020-2024)

5 A **CAT 1** incident is classified as ‘**very significant**’ in nature. Under this category, the perpetrators are mostly armed with guns and/or knives, and the crew suffered injury and/or were subjected to physical violence. This include cases of the crew being abandoned, kidnapped or killed. The CAT 1 cases include the ship being hijacked for resale purposes, or the perpetrators took over control of the ship to carry out siphoning of the cargo oil carried onboard.

6 A **CAT 2** incident is ‘**moderately significant**’ in nature. Under this category, the perpetrators are armed with knives/machetes and in some incidents they are armed with guns. In such incidents, the crew is threatened or held hostage temporarily and, in some cases, the crew experienced physical violence and suffered injury.

7 A **CAT 3** incident is classified as ‘**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 physically harmed. In the majority of CAT 3 cases, nothing is stolen. In cases where losses are reported, stores and engine spares are the commonly stolen items

8 A **CAT 4** incident is classified as ‘**least significant**’ in nature. Under this category, the perpetrators are not armed, and the crew not injured. In CAT 4 cases, either nothing is stolen or small items are stolen.

Comparing Q1 of 2024 (January-March 2024) with Q4 of 2023 (October-December 2023), the overall severity of incidents during Q1 of 2024 has **increased**.

In Q1 of 2024, both CAT 2 and CAT 3 incidents constituted 62% of the total number of incidents while CAT 4 incidents made up the remaining 38%.

In Q4 of 2023, the CAT 2 and CAT 3 incidents accounted for 56% of the total incidents while the CAT 4 incidents constituted 44%. Notably, the number of CAT 2 incidents had been steadily increasing since Q2 of 2023.

CAT 2

Of the five CAT 2 incidents reported during January-March 2024, two incidents occurred onboard bulk carriers while underway in the SOMS; two incidents onboard tankers while anchored in Bangladesh off Kutubdia Anchorage and Hiron Pilot Station, Mongla, and one incident onboard a general cargo ship while anchored at Dumai Anchorage, Indonesia.

For the two incidents reported in **SOMS**, both involved perpetrators, who were armed with knives or machetes, boarded the ships and tied the crew. In one of the incidents, the 3rd Engineer was punched on the forehead by the perpetrators, and suffered minor injury. There was no injury sustained by the crew in the other incident. In terms of stolen items, in one reported incident there was the loss of generator spare parts while in the other incident there was the loss of engine spare parts as well as a mobile phone of the crew.

Both incidents reported in **Bangladesh**, involved large group of perpetrators. In the incident off Kutubdia Anchorage, nine perpetrators boarded the ship, tied the crew, stole ship stores and escaped. The nine perpetrators were later apprehended by the Bangladesh authorities, who also recovered the stolen ship stores and returned them to the ship. In the incident at Hiron Pilot Station, Mongla, eight to 10 perpetrators armed with long knives boarded the ship and escaped with some heave lines and messenger lines after the crew had been alerted.

In the incident that occurred at Dumai Anchorage, **Indonesia**, three perpetrators armed with guns and knives boarded the ship, and tied the hands of the duty engine crew and temporarily held hostage. The perpetrators stole ship's engine spare parts and escaped.

CAT 3

Of the eight CAT 3 incidents reported during January-March 2024, six occurred onboard bulk carriers while underway in SOMS. The two remaining incidents occurred onboard a bulk carrier at Panjang Anchorage, Indonesia and a heavy load semi-submersible vessel at Pulau Batam Anchorage, Indonesia.

Of the six incidents reported in **SOMS**, four reported perpetrators were armed with knives, one reported perpetrators were armed with gun-like object and one reported perpetrators were armed with metal rods. All six incidents reported the crew was not injured. In terms of stolen items, three incidents reported losses of engine spare parts or spare parts and three incidents reported nothing was stolen.

For the two incidents reported in **Indonesia**, both involved perpetrators who were armed with knives. Both incidents reported the crew was not injured. Of the two incidents, one reported the loss of ship engine spares and one reported the loss of approximately 300m of welding cable.

CAT 4

Eight of the 21 actual incidents (38%) reported during January-March 2024 were CAT 4 incidents, where the perpetrators were not armed and the crew was not injured.

Status of ships

Of the 26 incidents reported during January-March 2024, 15 incidents (58%) occurred to ships while at anchor/berth and 11 incidents (42%) occurred to ships while underway.

Chart 4 shows the location of the incidents which occurred to ships at anchor/berth. The incidents onboard ships while they were anchored/berthed occurred at ports and anchorages of Bangladesh, India, Indonesia and the Philippines.

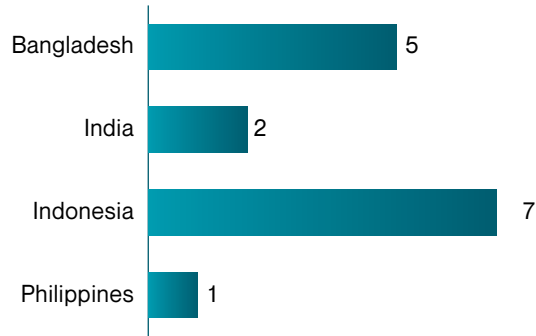


Chart 4 - Incidents on board ships at anchor/berth (January-March 2024)

Chart 5 shows the location of the incidents which occurred to ships while underway. All incidents onboard ships that were underway occurred in SOMS.



Chart 5 - Incidents on board ships while underway (January-March 2024)

Location of Incidents

Table 1 shows the number and location of incidents reported in Asia in the past 10 years (January-March of 2015-2024).

Act = Actual, Att = Attempted

January-March

	2015		2016		2017		2018		2019		2020		2021		2022		2023		2024	
	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att
North Asia																				
China			1		1				3											
Sub-total			1		1				3											
South Asia																				
Bangladesh	2				5		3				2			1					3	2
India	2		10		1		1	1			6		1		2		1		2	
Sub-total	4		10		6		4	1			8		1		3		1		5	2
Southeast Asia																				
Indonesia	5		3		6	2	7	2	2	1	5	1	5		2		4		4	3
Malaysia	1				1															
Philippines		1			4		1		2		4		1	1			2		1	
South China Sea	3	1					1													
SOMS	20	1			1		2	2		9		7		17	1	20			11	
Sulu-Celebes Seas			1		3	3		1		1										
Thailand	1																			
Vietnam	7		2				2						2							
Sub-total	37	3	6		14	6	11	5	6	1	19	1	15	1	19	1	26		16	3
Overall total	41	3	17		21	6	15	6	9	1	27	1	16	1	22	1	27		21	5

Table 1 – Location of incidents (January-March of 2015-2024)

The location of incidents reported during January-March 2024 are shown in **Map 1**.



● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted

Map 1- Location of incidents (January-March 2024)

D

SITUATION OF ARMED ROBBERY AGAINST SHIPS IN STRAITS OF MALACCA AND SINGAPORE (SOMS)

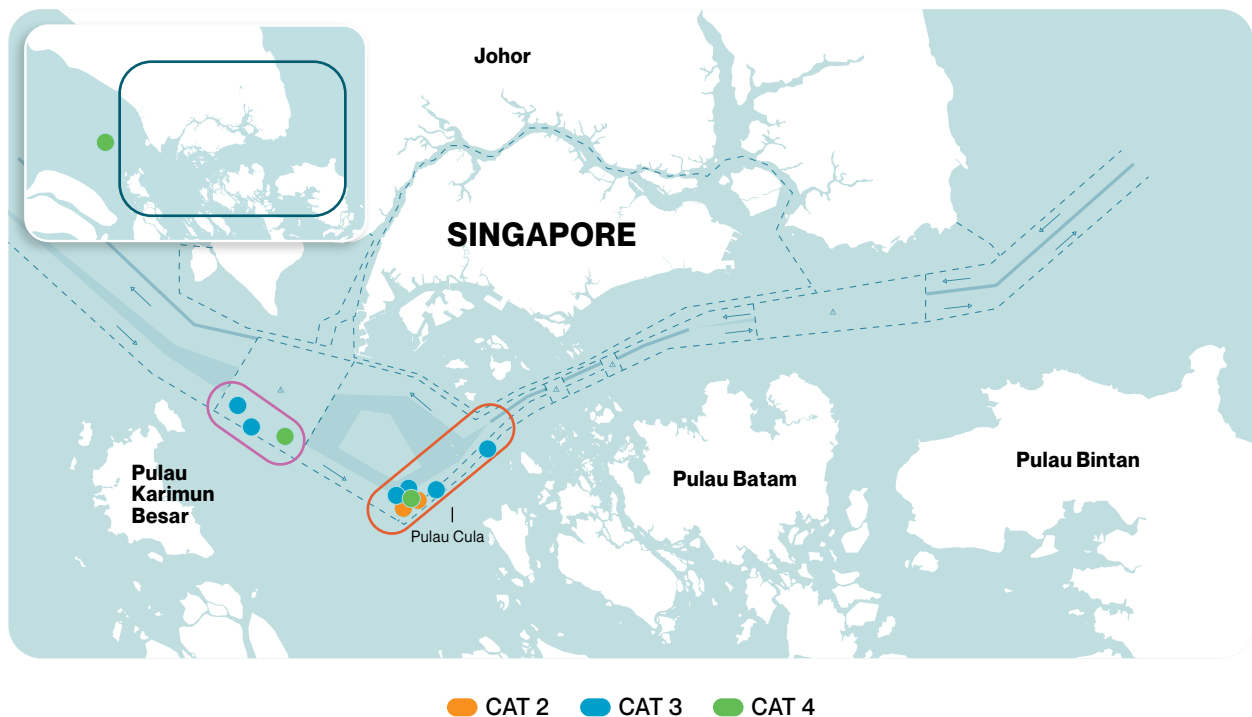
D SITUATION OF ARMED ROBBERY AGAINST SHIPS IN STRAITS OF MALACCA AND SINGAPORE (SOMS)

Situation Update

A total of 11 incidents were reported in SOMS during January-March 2024, of which 10 incidents occurred in the Singapore Strait (SS) and one incident occurred in the Malacca Strait (MS). This represented a 45% decrease compared to that of 2023, with 20 incidents reported. However, the period witnessed an increase in severity level of incidents involving perpetrators who were armed compared to the same period in 2023.

Of the 11 incidents reported, two were CAT 2 incidents, six were CAT 3 incidents and three were CAT 4 incidents. All incidents occurred onboard bulk carriers while underway in the SS, and the incident in the MS occurred onboard a drill ship towed by a tug boat. Seven incidents occurred in the eastbound lane of the Traffic Separation Scheme (TSS), and three incidents in the precautionary area in the SS, and one incident in the westbound lane of the TSS in the MS.

Map 2 shows the location of the 11 incidents. Of concern were the clusters of incidents northwest of Pulau Cula and northeast of Pulau Karimun Besar. Eight of the 11 incidents involved perpetrators who were armed with knives, gun-like object or metal rods.

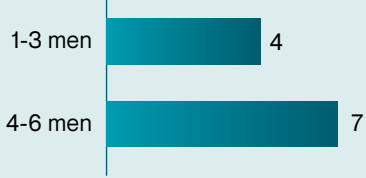


Map 2- Location of incidents in SOMS (January-March 2024)

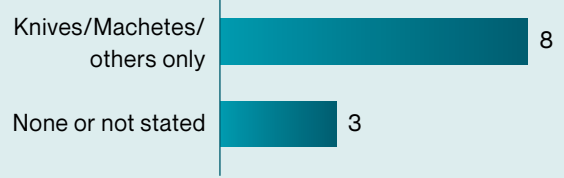
Modus operandi

The modus operandi of the 11 incidents that occurred to ships while underway in SOMS are summarised as follows:

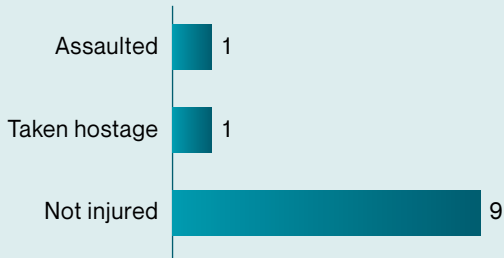
Number of perpetrators



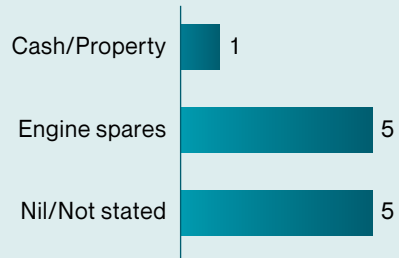
Type of weapons carried



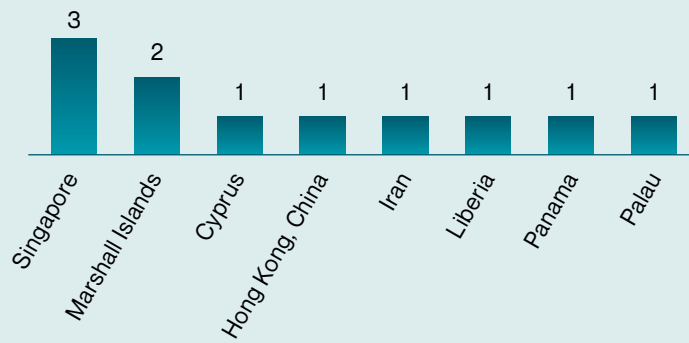
Treatment of crew



Economic loss



Flag of ships



The observations are as follows:

1. Of the 11 incidents, 10 occurred to bigger ships, namely bulk carriers over 30,000GT.
2. In seven of the 11 incidents reported, they involved groups of 4-6 perpetrators while another four incidents involved groups of 1-3 perpetrators.
3. Eight incidents involved the perpetrators carrying knives, gun-like object or metal rods. In the remaining three incidents, the perpetrators did not carry weapon or there was no weapon stated.
4. In nine of the 11 incidents, the perpetrators did not harm the crew. In two incidents, the perpetrators were violent to the crew. In one incident, the perpetrators tied up three crew while they stole machinery spare parts. In the other incident, five perpetrators armed with long knives tied up the 3rd Engineer and caused minor injuries to the crew.
5. In close to half of the incidents reported, engine spares were stolen. In one incident, there was the reported loss of cash and personal property, while nothing was stolen in five incidents.
6. Of the 11 incidents, three incidents occurred onboard Singapore-registered ships and two incidents onboard Marshall Islands-registered ships. There was no evidence and reason to suggest that certain flag ship was targeted. It is observed that incidents tend to occur to ships where the crew were less vigilant, and the ships were slow moving and of low freeboard.
7. Of the 11 incidents, 10 occurred during hours of darkness and one occurred during daylight hours. The incident during daylight hours occurred onboard a drill ship towed by a tug boat in the MS.

Efforts by littoral States and ReCAAP ISC

1. The littoral States of SOMS have further enhanced enforcement efforts both on land and at sea. Through initiatives such as the Malacca Strait Patrol (MSP), Coordinated Patrol Indonesia-Singapore (CORPAT INDOSIN) and regular interaction programmes at the commander-level, there has been strengthened operational cooperation and situational awareness of the areas of concern, particularly during the vulnerable time windows.
2. These efforts have deterred potential attempts, and in some cases led to arrests. The authorities, together with ReCAAP ISC, and relevant stakeholders such as the Information Fusion Centre (IFC) and the Singapore Shipping Association (SSA), have also stepped up their engagement with industry stakeholders and raised awareness on the constantly evolving modus operandi of the perpetrators, and encourage the adoption of appropriate shipboard security measures and timely reporting of incidents.
3. The ReCAAP Focal Point of Singapore also broadcasts advisories to vessels transiting areas of concern to remind seafarers to remain vigilant and to adopt best management practices. The frequency of broadcast will be ramped up for the affected Traffic Information System sector in the event of a reported unauthorised boarding incident. Singapore has also imposed Corrective Action and Preventive Action (CAPA) review for Singapore-registered vessels that encounter security breaches, to ensure that the necessary shipboard security measures are in place to prevent recurrence of incidents.
4. The ReCAAP ISC has been providing the maritime community with the latest information and analytics through the issuing of periodic reports and Incident Alerts. The Centre also organised various platforms to engage the shipping industry including Nautical Forum, Anti-Piracy & Sea Robbery Conference as well as Dialogue Sessions.
5. Through these various platforms, ReCAAP ISC aims to highlight the areas of concern and modus operandi of the perpetrators, while encouraging all ships to adopt preventive measures and to immediately report incidents to the nearest coastal State RCC and flag State.

Recommendations

1. To address the increase in incidents in the SS, the ReCAAP ISC strongly urges the littoral States of the SS to enhance surveillance and enforcement in their internal waters, archipelagic waters and territorial seas; and respond promptly to the reporting of incidents.
2. 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.
3. While transiting the SS or any areas of concern, ship masters and crew are strongly advised to heighten vigilance and proactively adopt the following measures to prevent boarding by perpetrators:
 - Keep abreast of the latest situation via the ReCAAP ISC Interactive Dashboard (Re-VAMP) (at www.recaap.org), particularly the incident-prone areas in the SS. The ReCAAP ISC's reports contain detailed locations of incidents including the latitude and longitude.
 - Tune-in to advisories and navigational broadcasts announced by the authorities.
 - Maximise vigilance and lookouts for suspicious small boats; increase watch keeping; particularly for crew onboard tug boats towing barges during daylight, and for crew onboard bigger ships during night time.
 - Keep the CCTV and other devices including communication equipment operational to alert the ship crew and record the movement of perpetrators.
 - Conduct rounds onboard the ship's compartment and ensure that the relevant areas of the ship are locked prior to the ship entering area of concern. Ensure that all doors and hatches having direct access to the bridge, accommodation, store rooms, steering gear compartment and engine room are closed/properly secured. Also for the activity to be recorded on the log book.
 - Maintain communication with their shipping company by providing periodic updates and establish daily communication checks.
 - 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.
 - Report all incidents, suspicious activities and presence of suspicious small boats in the vicinity to the nearest coastal State RCC and flag State. Ship crew can refer to the Poster on updated contact details of the law enforcement of the littoral States of SOMS (as shown below).

Guidelines & Reporting of Incident by Vessels – Straits of Malacca & Singapore
ReCAAP Information Sharing Centre

REPORTING OF INCIDENTS (attack/unauthorised boarding/robbery)

1. Vessels transiting in traffic separation scheme from Sector 6 to Sector 9 in Straits of Malacca and Singapore (SOMS) to report incidents (of piracy or sea robbery or unauthorised boarding) to VTS authorities on VHF channels (see Fig. 1).
2. In addition, vessels to report to the littoral States of SOMS (Indonesia, Malaysia and Singapore) for quick response by authorities, as indicated in Chart below.

SECTOR	VHF CHANNELS	VTS AUTHORITIES
Sector 6	VHF 88	JOHOR VTS
Sector 7	VHF 73	SINGAPORE VTS
Sector 8	VHF 14	SINGAPORE VTS
Sector 9	VHF 10	SINGAPORE VTS

GUIDELINES

1. **Planning voyage - Preparation**
 - a. Identify areas of concern
 - b. Make Ship Security Plan (SSP) based on risk/threat assessment
 - c. Plan passage to prevent attack/unauthorised boarding
 - d. Maintain updated list of reporting channels of coastal State enforcement agencies
 - e. Carry out briefing and conduct drill to familiarize crew with SSP and Vessel Hardening Plan (VHP)
2. **Measures to be instituted - When sailing**
 - a. Maximise alertness and enhance vigilance
 - b. Close all doors and hatches to prevent access to compartments
 - c. Maintain best speed to prevent unauthorised boarding
 - d. Master to regularly update the crew on prevailing security situation
 - e. Alert duty watch when entering areas of concern and maintain communication with the shipping company
3. **Response and report - When boarded**
 - a. Sound alarm, maintain calm, do not confront or resist the perpetrators
 - b. Report immediately to MRCC/VTS and coastal State enforcement agency on contact details provided
 - c. Master and head count of crew, and well being of crew and treatment meted out by perpetrators
 - d. Report loss/damage to ship's property
4. **Collection of evidence and investigation - Post boarding**
 - a. Cooperate with local/coastal State authorities for investigation
 - b. Provide evidence and information about the perpetrators to enforcement agencies, including photos, CCTV footage and videos, if available

OTHER USEFUL CONTACTS

MALAYSIA (Putra Jaya)

Malaysian Maritime Enforcement Agency (MMEA) (Johor Bahru)
Tel: +60 7 219 9402
+60 7 219 9403
+60 7 219 9403
Fax: +60 7 227 9285
Email: psc@pphormMEA.gov.my

SINGAPORE

Port Operations Control Centre (POCC)
Tel: +65 6226 5339
+65 6226 2493
+65 6227 9971
+65 6226 5726
Email: poccc@mpa.gov.sg

INDONESIA

Indonesian Coast Guard (BAKAMLA) - Contact Centre Western Zone (Pulau Batam)
Tel: +62 813 4387 7299

Regional Marine & Air Police of Riau (Pulau Batam)
Tel: +62 822 8372 3721

INDONESIA (Jakarta)

BAKAMLA
Tel: +62 895 8038 0388 (Maritime Incident Reporting), +62 821 2318 9888, +62 821 1503 21 (General Purposes Reporting), contactcenter@bakamla.go.id (Maritime Incident Reporting), contactcenter@bakamla.go.id (General Purposes Reporting)

Marine & Air Police Corp
Tel: +62 813 1000 1100
Email: perangalancor@andriandriandri@gmail.com, monitoringcenter.korpotair@ptt.go.id

E

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

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

Situation Update

There was no report of incident of abduction of crew for ransom during January-March 2024. The last known incident occurred on 17 Jan 2020. No ship crew is currently held in captivity by the ASG. The Philippines, Malaysian and Indonesian authorities continue to maintain surveillance and military operations to neutralise the ASG.

Downgrading of Threat Assessment Level

The efforts by the Philippine Government in Zamboanga, Sulu, and Tawi-Tawi through the conduct of continuous military operations had led to the subsequent dismantling of the support base and the neutralising of the ASG in the Sulu archipelago.

Against this backdrop, the Philippine Coast Guard (PCG) [ReCAAP Focal Point], together with other stakeholders and counterparts that have vital involvement in the maritime security of the Sulu-Celebes Seas, reviewed the threat situation and recommended a further downgrading of the threat level of 'Abduction of crew for ransom in the Sulu-Celebes Seas' from 'MODERATE' to '**MODERATE LOW**'. This downgraded level means that ***"Incidents are unlikely to occur due to perpetrators' perceived lack of capability to orchestrate any attacks. Nevertheless, minimal damages can be expected to the ship and crew in the event of any potential attacks."***

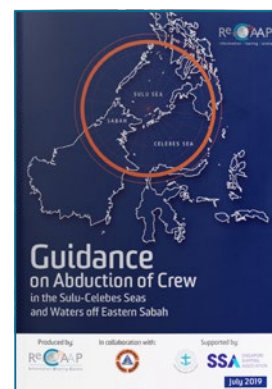
Updated ReCAAP ISC Advisory

With the downgrading of the threat level on the 'Abduction of Crew for ransom in the Sulu-Celebes Seas' by the PCG, the ReCAAP ISC also updated its Advisory for ships to ***"exercise vigilance and adopt necessary preventive measures while transiting the area"***.

For ships transiting the area, the ship masters and crew are strongly encouraged to exercise extra vigilance and report all incidents immediately to the Operation Centres of the Philippines and Eastern Sabah Security Command (ESSCOM).

Guidebook

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 Guidebook consists of an advisory on the measures to be taken by ships transiting the area, and it includes contact details and the Notice to Mariners (NOTAM) issued by the Philippines and Malaysia. It also details analysis based on information collated from past incidents. The Guidebook was produced in collaboration with the PCG and supported by the Asian Shipowners' Association (ASA) and the Singapore Shipping Association (SSA). It can be accessed via www.recaap.org.



F

ReCAAP ISC'S MAIN ACTIVITIES (JANUARY-MARCH 2024)

F ReCAAP ISC'S MAIN ACTIVITIES (JANUARY-MARCH 2024)

The 18th ReCAAP ISC Governing Council Meeting (12-15 Mar 2024)

The 18th Governing Council (GC) Meeting of the ReCAAP ISC was held during 12-15 Mar 2024 in Singapore, hosted by the Singapore Government. The Council Meeting was attended by the Governors and Governor Representatives of the 21 ReCAAP Contracting Parties. A Close Session of the Council Meeting was conducted during 13-14 Mar 2024; and an Open Session together with External Participants from 15 Partner Organisations and three States was held on 15 Mar 2024.

During the GC Meeting, the Council reviewed ReCAAP ISC's activities for FY 2023 and commended the Centre on the progress made under the three pillars of its mission - Information Sharing, Capacity Building and Cooperative Arrangements. The Council deliberated on the Centre's one-year workplan for FY 2024, the three-year workplan for FY 2024-FY 2026, and approved the budget for FY 2024. The Council commended the Centre for implementing the Interactive Dashboard (Re-VAMP), publishing the updated Guide Book on Identification of Fishing Boats in Asian Waters (version 2) and the poster on updated contact details of the law enforcement of the littoral States of SOMS.



Governors and Executive Director of ReCAAP ISC at the 18th Governing Council Meeting

Nautical Forum (9 Jan 2024)

The ReCAAP ISC conducted the 15th Nautical Forum on 9 Jan 2024 in Singapore. The Forum provided a platform for ReCAAP ISC to present the Annual Report of piracy and sea robbery in Asia in 2023, and exchange of views to improve the situation in 2024. About 200 participants from shipping companies, industry associations, government and law enforcement agencies, diplomatic missions and academic institutions attended the Forum. The Forum featured presentations on ways to enhance maritime security to suppress piracy and armed robbery against ships in Asia. A panel discussion was conducted on efforts taken by the concerned littoral States and agencies to ensure maritime security against piracy and armed robbery against ships in Asia.



Moderator, Panellists and Speakers at the Nautical Forum

Virtual Lecture to GRIPS (20 Feb 2024)

DD-ISC delivered a virtual lecture to the students of Maritime Safety & Security Policy Programme (MSP) on 20 Feb 2024. MSP is a programme jointly offered by the National Graduate Institute for Policy Studies (GRIPS) and the Japan Coast Guard. The lecture consisted of two parts - an introduction of ReCAAP and the ReCAAP ISC's activities; as well as the latest situation of piracy and armed robbery against ships in Asia. The students were from Bangladesh, Malaysia, Indonesia, the Philippines, Sri Lanka and Japan.



Students attending the Virtual Lecture

The Focal Point Training Programme 2024

The ReCAAP ISC hosted a virtual Focal Point Training Programme during 17-18 Jan 2024 for the new and existing staff posted in Focal Points/Contact Point. Representatives from 13 ReCAAP Contracting Parties (Bangladesh, Cambodia, China, Hong Kong (China), India, Japan, Laos, Myanmar, Philippines, Singapore, Sri Lanka, Thailand and Vietnam) attended the training programme. The programme serves to upskill the staff of Focal Points/Contact Point on the timely and accurate submission of incident reporting to ensure swift response by the Law Enforcement Agencies of the coastal States to arrest perpetrators involved in the crimes.



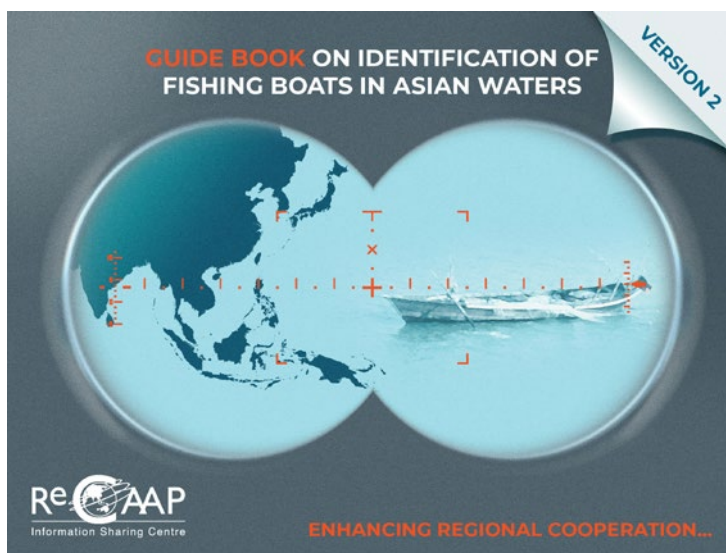
Participants attending the Focal Point Training Programme 2024

Launch of Enhanced Mobile Application

The Centre launched the Enhanced Mobile Application, a one-stop incident reporting and information sharing platform in March 2024, known as ‘ReCAAP’, the App offers a user-friendly interface, comprising direct reporting of piracy and sea robbery incidents to ReCAAP Focal Points/ Contact Point, MRCCs of coastal States, and ReCAAP ISC. The App also provides easy access to the Interactive Dashboard (Re-VAMP), ReCAAP ISC reports, Incident Alerts, Warnings, Posters and Guide books.

Updated Guide Book on the Identification of Fishing Boats in Asian Waters (Version 2)

The Centre published an Updated Guide on Identification of fishing boats in Asian waters in March 2024. The Guide Book, an update of the first version produced in 2022, contains images of new fishing boats in several regions in Asia. It is intended to enable ship crew better identify boats in the vicinity that appear out of norm and to enhance vigilance, adoption of precautionary measures and reporting to the relevant authorities.



Ongoing Engagements with Key Stakeholders

In strengthening the close collaboration with key stakeholders, the team at ReCAAP ISC led by ED-ISC conducted several meetings to discuss ways to combat piracy and armed robbery against ships in Asia, and to ensure the safe traverse of seafarers. The following engagements took place during January to March 2024 are:

18 Jan 2024



Visit by H.E. Elvind S. Homme, Ambassador of Norway to Singapore and delegation

6 Mar 2024



Courtesy call on H.E. Hong Jin-wook, Ambassador of Republic of Korea to Singapore

8 Mar 2024



Courtesy call on Mr Zhu Jing, Chargé d'affaires of Republic of China to Singapore

11 Mar 2024



Visit by RADM Brendan C. McPherson, Deputy Commander, Pacific Area, U.S. Coast Guard and delegation

22 Mar 2024



Courtesy call on H.E. Senarath Dissanayake, High Commissioner of Sri Lanka to Singapore

26 Mar 2024



Courtesy call on H.E. Dato' Dr. Azfar Mohamad Mustafar, High Commissioner of Malaysia to Singapore

G CONCLUSION

In January-March 2024, the total number of armed robberies against ships incidents in Asia has decreased compared to the same period in 2023. It is an encouraging trend and this is attributed to the arrests made by the authorities which have served as a deterrence, sending a strong signal to the criminal groups that any acts of armed robbery against ships in Asia will not be condoned.

Where the situation in SOMS is concerned, the littoral States have stepped up enforcement efforts both on land and at sea through various initiatives such as the Malacca Strait Patrol and the CORPAT INDOSIN. These collaborative efforts seen in the form of strengthened operational cooperation and information sharing have led to the arrest of several groups of perpetrators. More can be done to eradicate the criminal groups that continue to operate in SOMS, one of the world's busiest shipping lanes for maritime trade.

With an increase of incidents occurring at ports and anchorages, the Centre urges the port authority to increase enforcement, step-up of port security measures as well as the strict implementation of the ISPS code.

When ships transit areas of concern, the ship crew are reminded to step up their vigilance, maintain lookout and to report all incidents, referring to the contact details of MRCC of coastal States, ReCAAP Focal Points/Contact Point; and law enforcement agencies of the littoral States of SOMS. Members of the shipping industry can also report incidents and share information using the enhanced Mobile App.

The Centre will continue to disseminate information in a timely manner through the issuing of reports, incident alerts, warnings as well as via the *ReCAAP Data Visualisation Map and Panel (Re-VAMP)* - an interactive dashboard to derive key insights and collate information to make informed risk assessments and institute preventive measures prior to conducting the ship's voyage.

The Centre will continue to engage with the members of the shipping industry through various events including conferences, forums and shipping dialogues sessions; to stay abreast of the latest concerns and challenges faced.



H 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 82), 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 level of each incident in terms on two factors – the violence and economy. The indicators for these two factors are as follows:

1. **Violence**. This factor refers to the intensity of violence in an incident. It is further grouped under the three indicators to determine the gravity of violence:
 - (a) Type of weapons. Perpetrators 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 crew. Incidents where perpetrators 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 perpetrators engaged in attack. As a rule, an incident where a larger number of perpetrators 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. **Economy.** This factor takes into consideration the type of the property stolen 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	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	CAT 3 incidents involved perpetrators who were armed, with either knives/machetes or other items such as sticks, rods, bats etc. The crew was not harmed, although there were cases of crew 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 are not armed and the crew not injured. 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-MARCH 2024)

Actual Incidents of Piracy and Armed Robbery against Ships in Asia

CAT 2

CAT 3

CAT 4

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
1	Crimson Queen Bulk carrier Singapore 32309 9465174	4/1/24 0240 hrs	1° 3.2' N, 103° 40.5' E Approximately 2.36 nm from Pulau Cula, (Indonesia), in the eastbound lane of the Traffic Separation Scheme (TSS) [Straits of Malacca & Singapore (SOMS)]	<p>While underway, the master was alerted by the 3rd Engineer to five perpetrators armed with long knives in the engine room. The 3rd Engineer was tied up by the perpetrators but managed to alert the bridge about the incident.</p> <p>The master sounded the general alarm immediately, and the crew conducted a thorough search onboard the ship. However, the perpetrators had already escaped.</p> <p>Some generator spare parts were reported missing and the 3rd Engineer, who was punched on the forehead, suffered minor injury.</p> <p>The ship was underway to Singapore for bunkering, and the Singapore Police Coast Guard conducted a search upon the ship's arrival in Singapore.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
2	Name withheld General cargo ship Panama	4/1/24 0300 hrs	1° 42.31' N, 101° 29.62' E Dumai Anchorage, Indonesia	<p>While anchored, three perpetrators armed with guns and knives boarded the general cargo ship. They took the duty engine crew as hostage and tied his hands. The perpetrators stole ship engine spare parts and escaped. The duty crew managed to alert the OOW who raised the alarm and the crew mustered. A search onboard the ship was carried out, with no perpetrators found onboard. The incident was reported to Port Facility Security Officer via the local agent.</p> <p>[IMO]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
3	Artin Bulk carrier Iran 40166 9305221	4/1/24 0315 hrs	1° 4' N, 103° 40' E Approximately 3.14 nm from Pulau Cula, (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the crew saw six perpetrators armed with knives at the stern. The master raised the alarm, mustered the crew and reported the incident to Singapore Vessel Traffic Information System (VTIS).</p> <p>All crew members were accounted for, and no injuries were reported. Some engine spare parts were stolen. The master indicated that no further assistance was required, and continued its journey to Fang Cheng, China.</p> <p>Safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were notified of the incident. Information was shared with the Indonesian authority.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
4	CMB Chikako Bulk carrier Panama 34810 9701190	10/1/24 0240 hrs	1° 3.74' N, 103° 41.78' E Approximately 1.6 nm from Pulau Cula, (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the crew saw five perpetrators armed with knives in the engine room. The master raised the alarm, mustered the crew and reported the incident to Singapore VTIS.</p> <p>A search onboard the ship was conducted and completed at 0430 hrs, with some engine spare parts found missing. All crew members were accounted for, and no injuries were reported.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information was shared with the Indonesian authority.</p> <p>The Singapore Police Coast Guard conducted a search upon the ship's arrival at Singapore anchorage, and confirmed that no perpetrators were onboard.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
5	MT Regency Oil/chemical/gas tanker India 27969 9258363	24/1/24 2345 hrs	17° 3.42' N, 82° 24.67' E Kakinada Port, India	<p>While anchored, one suspicious boat was observed roaming around near the ship's forward and aft. The anti-piracy watch keeper during his round, sighted one person jumped into the water from the port side of the ship, and a boat was on standby with five perpetrators onboard. Three loose mooring ropes from the forecastle deck were found missing, and the crew was safe.</p> <p>The incident was reported to Kakinada Port Authority and the ship departed for Paradip Port on 26 Jan 24. Upon arrival at Paradip Port on 1 Feb 24, the ship was boarded by Indian Coast Guard for investigation.</p> <p>The ship was advised on the timely reporting of incident, and collection of evidence through CCTV and photographs. Further, Kakinada Port Authority and ships in area have also been advised to enhance vigilance and adhere to the SOPs for security, especially during dark hours. Investigation is in progress.</p> <p>[ReCAAP Focal Point (India)]</p>
6	MT White Peach Oil/chemical/gas tanker Marshall Islands 29283 9328144	27/1/24 0130 hrs	17° 1.94' N, 82° 21.64' E Kakinada Anchorage, India	<p>While anchored, four perpetrators boarded the ship from a fast boat, likely from the poop deck.</p> <p>The alarm and ship whistle were sounded, and all crew mustered. Two mooring ropes were stolen from the aft mooring station. The crew was not injured.</p> <p>The incident was reported to Kakinada Pilot Station via VHF. The ship master also shared the information with the agent, and both ship master and agent were advised to lodge a First Information Report (FIR) at Kakinada Marine Police Station.</p> <p>The incident is being investigated by Coastal Security Police / Marine Police Kakinada and Customs Kakinada, with inputs from Indian Coast Guard and Port Authority. Further, Kakinada Port Authority and ships in the area have been advised to enhance vigilance and adhere to the SOPs for security, especially during dark hours.</p> <p>[ReCAAP Focal Point (India)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
7	Clipper I-Star Bulk carrier Singapore 34815 9660085	31/1/24 0200 hrs	1° 2.6' N, 103° 39.5' E Off Pulau Cula, (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway and en-route to Qinzhou, China, six perpetrators armed with machetes boarded the ship via starboard quarter from a small boat. They broke the padlock of the boiler entrance, entered the engine room and tied up three crew members . The perpetrators left the engine room at about 0210 hrs, with stolen engine spare parts and a crew's mobile phone . The chief engineer subsequently called the bridge to inform master of the incident. The master raised the alarm but there was no further sighting of the perpetrators. [ReCAAP Focal Point (Singapore)]
8	MV Nordpuma Container ship Cyprus 18826 9626259	2/2/24 0040 hrs	14° 23' N, 120° 48' E Vicinity waters off South Harbor anchorage, Manila, the Philippines	While anchored, the Ordinary Seaman (OS) spotted six perpetrators onboard the ship. When informed of the boarding, the master called the Philippine Coast Guard (PCG) immediately and raised the general alarm. Upon hearing the alarm, the perpetrators jumped overboard and escaped. After receipt of the report, the PCG immediately deployed its Maritime Patrol (MARPAT) Team to conduct verification and inspection onboard the ship at South Harbor Anchorage Area. Two sets of Self-Contain Breathing Apparatus (SCBA) with cylinders were found missing. The crew was not injured. [ReCAAP Focal Point (Philippines)]

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
9	Maria-Maria Bulk carrier Cyprus 91751 9453767	6/2/24 0454 hrs	1° 9.55' N, 103° 28.36' E Approximately 7.5 nm southeast of Pulau Iyu Kecil (Indonesia), in the precautionary area of the eastbound lane of the TSS (SOMS)	<p>While underway, four perpetrators armed with knives were sighted in the steering gear room. The perpetrators escaped upon activation of the ship's general alarm. The master reported the incident to Singapore VTIS. A search was conducted with no further sighting of the perpetrators. At about 0543 hrs, the master declared that nothing was stolen and all crew members were safe. No further assistance was required. The ship's last port of call was Brazil, and was bound for Singapore Anchorage.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information was shared with the Indonesian authorities.</p> <p>Upon the ship's arrival at the Port of Singapore, the Singapore Police Coast Guard boarded the ship and conducted a thorough search onboard. No perpetrators were found onboard the ship.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
10	Maersk Hai Phong Container ship Liberia 32828 9858735	16/2/24 2140 hrs	21° 53' N, 91° 45' E Kutubdia Outer Anchorage, Bangladesh	<p>While anchored, four perpetrators boarded the ship, stole a rope (about 50m) and escaped. The crew was not injured. The incident was reported to Bangladesh Coast Guard, who boarded the ship for investigation.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>
11	Gas Courage Tanker Panama 46907 9240419	19/2/24 0155 hrs	21° 49' N, 91° 42.8' E Off Kutubdia Anchorage, Bangladesh	<p>While anchored, nine perpetrators boarded the ship from a country boat. They tied up the watchman and stole ship stores. The incident was reported to the Bangladesh authorities who responded immediately and apprehended the nine perpetrators. The Bangladesh authorities also recovered all stolen ship stores and handed the items over to the ship.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
12	Top Diligence Bulk carrier Hong Kong, China 31164 9767895	20/2/24 0305 hrs	1° 8.28' N, 103° 29.15' E Approximately 8.6 nm southeast of Pulau Iyu Kecil (Indonesia), in the precautionary area of the eastbound lane of the TSS (SOMS)	<p>While underway, the master reported to Singapore VTIS that four perpetrators armed with gun-like object were sighted in the engine room. The alarm was raised and crew mustered. A search was conducted with no further sighting of the perpetrators. At about 0336 hrs, the master reported that some spare parts were stolen and all crew members were safe. No further assistance was required. The ship's last port of call was Ivory Coast, and was bound for Singapore Anchorage.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident.</p> <p>Upon the ship's arrival at the anchorage, the Singapore Police Coast Guard boarded the ship and conducted a thorough search onboard. No perpetrators were found onboard the ship.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
13	Globe Explorer Bulk carrier Panama 17027 9675561	20/2/24 0405 hrs	5° 29.6' S, 105° 17.3' E Panjang Anchorage, Indonesia	<p>While anchored, the master of the ship reported to Panjang VTS through VHF Channel 16 that two perpetrators armed with long knives boarded the ship and entered the engine room.</p> <p>Upon sighted, the perpetrators pursued the crew to the upper deck. The crew reported to the bridge, and the duty officer raised the alarm, and mustered all crew. The perpetrators subsequently escaped with the ship's engine spares. The crew was not injured.</p> <p>[ReCAAP Focal Point (Japan)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
14	<i>African Halcyon</i> Bulk carrier Bahamas 20236 9343613	29/2/24 0116 hrs	1° 46' N, 101° 22' E Dumai Anchorage, Indonesia	<p>While anchored, four perpetrators boarded the ship from stern while three watch keepers were taking rounds on deck. The starboard watch keeper saw the perpetrators onboard and raised the alarm immediately. Upon realising the crew was alerted, the perpetrators jumped overboard. The crew was not injured and nothing was stolen. The ship informed Dumai VTS about the incident and Indonesian authorities arrived on scene to provide assistance.</p> <p>[ReCAAP Focal Point (Netherlands)]</p>
15	<i>Boka Vanguard</i> Heavy load semi-submersible Netherlands Antilles 91784 9618783	1/3/24 0210 hrs	1° 11.6' N, 103° 59' E Pulau Batam Anchorage, Indonesia	<p>While anchored, three perpetrators armed with knives boarded unnoticed onto the vessel from a small boat during hours of darkness either from the deck recess or stern balcony, while one man remained in the boat.</p> <p>The three perpetrators were on board the vessel for approximately 30 minutes until they were seen by the deck watchman. Approximately 300m of welding cable from main deck area of the vessel was stolen. The crew was not injured.</p> <p>The master reported the incident to the ship agent.</p> <p>[ReCAAP Contact Point (Hong Kong)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
16	Era Star Chemical/gas tanker Liberia 4963 9988061	3/3/24 0345 hrs	21° 50.93' N, 89° 31.82' E Hiron Pilot Station, Mongla, Bangladesh	<p>While anchored, ship crew reported that eight to 10 perpetrators armed with long knives boarded the ship using hook at the port forward of the ship, and managed to escape onboard a country boat. Upon inspection, it was found out that heave lines and messenger lines were stolen.</p> <p>The alarm was sounded, announcement was made through the PA, and the crew was mustered. The crew was not injured.</p> <p>The incident was reported to the local agent.</p> <p>[ReCAAP Contact Point (Hong Kong)]</p>
17	Alpha Hope Bulk carrier Marshall Islands 92758 9446582	4/3/24 0250 hrs	1° 7.63' N, 103° 31.5' E Approximately 11 nm southeast of Pulau Iyu Kecil (Indonesia), in the precautionary area of the eastbound lane of the TSS (SOMS)	<p>While underway, the master reported to Singapore Port Operations Control Centre (POCC) that two perpetrators were sighted at the aft deck. The Officer on Watch (OOW) raised the alarm, and the two perpetrators escaped in a boat. The crew conducted a search immediately. At about 0340 hrs, the master reported that the search was completed. All crew members were safe, nothing was missing, and there were no sightings of the perpetrators onboard the ship. The master confirmed that no assistance was required and continued her voyage to Singapore.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information was shared with the Indonesian authorities.</p> <p>Upon the ship's arrival at the Port of Singapore, the Singapore Police Coast Guard boarded the ship and conducted a thorough search onboard. No perpetrators were found onboard the ship.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
18	Apiradee Naree Bulk carrier Singapore 33032 9613410	6/3/24 0030 hrs	1° 6.68' N, 103° 44.95' E Approximately 4.8 nm from Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the Junior Engineer (JE) and oiler spotted three perpetrators armed with metal rods onboard the ship during their routine checks around the engine room. The JE and oiler notified the bridge of the sighting immediately and the general alarm was activated. All crew members except the engine room staff were mustered at the bridge, while the engine room staff locked themselves in the engine control room.</p> <p>Upon hearing the alarm, the three perpetrators escaped immediately via the starboard quarter of the ship. Nothing was stolen and the crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
19	Yangtze Crown Bulk carrier Marshall Islands 44669 9636905	6/3/24 0035 hrs	1° 3.33' N, 103° 40.23' E Approximately 2.6 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the master reported that the crew sighted three perpetrators in the steering gear room. The master raised the alarm and mustered the crew to carry out a search. At 0115 hrs, the master reported that the search had been concluded. All crew members were accounted for, and there was no report of injuries. Some engine spare parts were stolen, and no further assistance was required.</p> <p>The master reported the incident to Singapore VTIS. 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>Upon the ship's arrival at Singapore port, the Singapore Police Coast Guard boarded the ship and conducted a thorough search onboard, but no perpetrators were found.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
20	<p>Dark Knight Tug boat Palau 2599 9172284</p> <p>Ambur Drill ship</p>	26/3/24 1430 hrs	<p>1° 24.35' N, 103° 13.98' E</p> <p>Off Pisang Island (Malaysia), in the westbound lane of TSS</p> <p>(SOMS)</p>	<p>While the tug boat towing drill ship was underway, the crew noticed four perpetrators had boarded the unmanned drill ship from a small fishing boat via the excess ladder on starboard side.</p> <p>The general alarm was sounded, and the master reported and requested for assistance from Klang VTS. The incident was also reported to the CSO.</p> <p>A Coast Guard patrol boat searched around the drill ship but the perpetrators had already escaped. <u>Nothing was stolen</u> and <u>the crew was not injured</u>.</p> <p>[ReCAAP Focal Point (India)]</p>
21	<p>George Island Bulk carrier Liberia 92752 9573749</p>	29/3/24 2358 hrs	<p>1° 3.43' N, 103° 39.22' E</p> <p>Approximately 4.9 nm from Takong Lighthouse (Indonesia), in the eastbound lane of the TSS</p> <p>(SOMS)</p>	<p>While underway, the master reported to Singapore VTIS West that <u>three perpetrators armed with knives</u> were sighted in the engine room. The master raised the alarm and mustered crew on the bridge. A search onboard the ship was conducted and at 0118 hrs, the master reported that no perpetrators were found and <u>nothing was stolen</u>. <u>All crew members were accounted for with no reported injury</u>. The ship was en-route to Pilot Eastern Boarding Ground "B" (PEBGB).</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified.</p> <p>Upon the ship's arrival at the anchorage, the Singapore Police Coast Guard boarded the ship and conducted a thorough search onboard, but no perpetrators were found.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Attempted Incidents

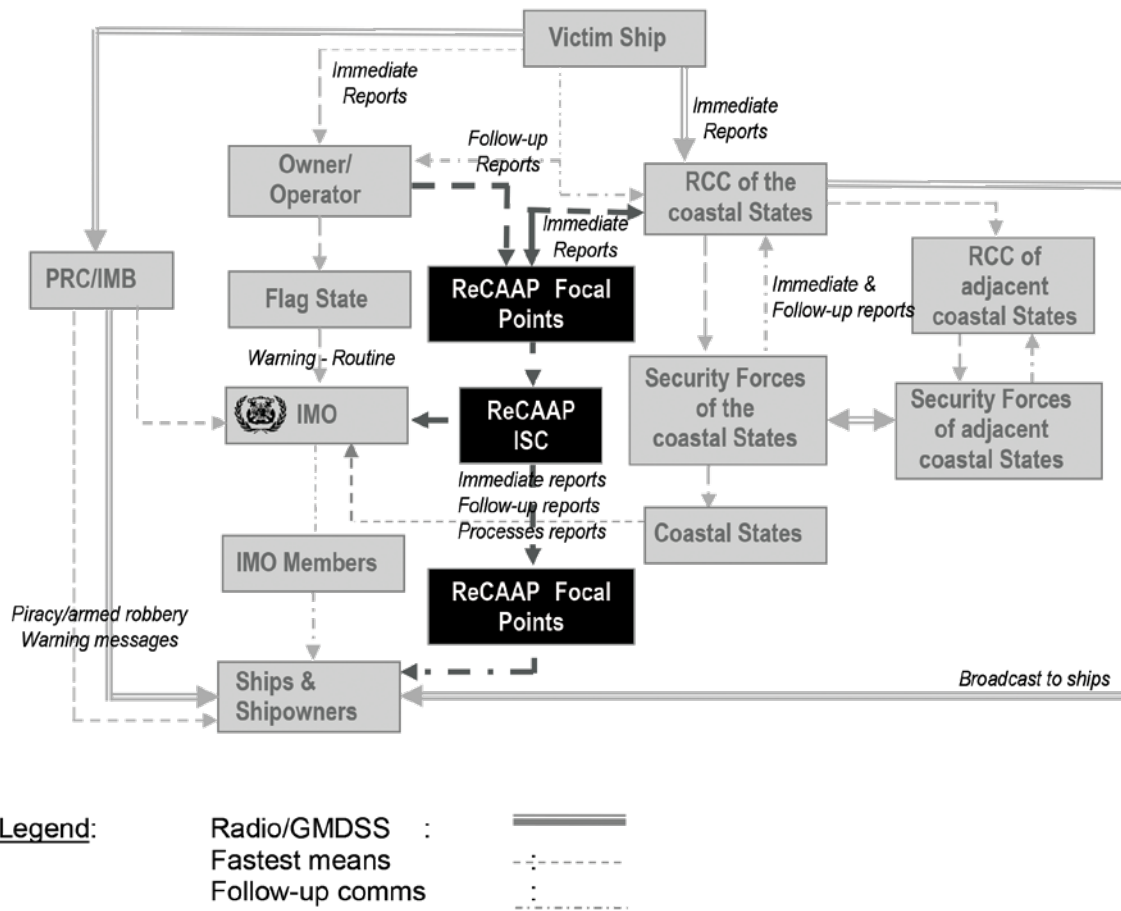
S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
22	Helga Oldendorff Bulk carrier Portugal 107700 9713040	4/1/24 0050 hrs	1° 21.3' S, 116° 59.7' E Balikpapan Anchorage, Indonesia	<p>While anchored, the OOW noticed a green light during anchor watch, and informed both forward & aft watchmen on deck during their deck round. The forward watchman proceeded from main deck to the forecandle on port side immediately. He reported that the light was not moving, and resumed his security round on forecandle to starboard side.</p> <p>About 10 min later, the forward watchman noticed a man onboard a skiff close to the anchor cable, and another man climbing up the anchor chain. The bridge was informed immediately via VHF and the forward watchman shouted at the men. The OOW raised the alarm and sounded the forward whistle. Realising the crew was alerted, the two men escaped immediately.</p> <p>The local Indonesian authority subsequently conducted an investigation.</p> <p>[ReCAAP Focal Point (Germany)]</p>
23	Solar Roma Product tanker Liberia 18335 9887372	13/1/24 0130 hrs	1° 43.29' N, 101° 25.72' E Dumai Anchorage, Indonesia	<p>While anchored, duty security patrol onboard the tanker noticed five perpetrators attempting to board the ship. The OOW was immediately notified and the alarm was raised, resulting in the perpetrators aborting and moving away. Nothing was stolen. The incident was reported to the port control and the pilot station.</p> <p>[IMO]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
24	Omera Legacy Oil/chemical/gas tanker Bangladesh 60007 9291236	14/1/24 2245 hrs	21° 50.5' N, 91° 41.84' E Off Kutubdia Island, Chattogram Anchorage, Bangladesh	<p>While anchored, an unknown number of perpetrators onboard a country boat propelled by engine approached the ship's port bow.</p> <p>However, the country boat could not come alongside the ship; hence, the perpetrators were not able to board the ship. They eventually aborted their attempt and escaped.</p> <p>The ship master was advised to report incident immediately to Bangladesh Coast Guard (BCG) and port control.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>
25	Al Amerat Product tanker Panama 29768 9405851	28/1/24 0450 hrs	1° 43.09' N, 101° 24.5' E Dumai Anchorage, Indonesia	<p>While anchored, the watchkeeper onboard the tanker spotted an unauthorised person attempting to board the ship. The alarm was raised, resulting in the unauthorised person aborting the attempt and moving away from the ship.</p> <p>[IMO]</p>
26	ASL Leban General cargo ship Marshall Islands 22852 9547178	30/3/24 0045 hrs	22° 14' N, 91° 42' E Chattogram Anchorage, Bangladesh	<p>While anchored, the crew noticed three perpetrators in a boat attempting to board the ship using a rope and hook. The alarm was raised and crew was mustered. Upon realising the crew was alerted, the perpetrators aborted the attempt. Nothing was stolen and the crew was not injured.</p> <p>[ReCAAP Focal Point (Japan)]</p>

Flow Diagram on Procedure for Reporting Piracy and Armed Robbery 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:

FLOW DIAGRAM FOR REPORTING INCIDENTS IN ASIA



Notes:

1. The RCCs of some ReCAAP Contracting Parties are also their ReCAAP Focal Points. These Focal Points also disseminate 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.

Contact 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: shaker395@yahoo.com	+88-02-9554206	+88-02-9587301
Brunei		
Marine Police, Royal Brunei Police Force Email: Marine@police.gov.bn	+673-2773548	+673-2770549
Cambodia		
Merchant Marine Department Ministry of Public Works and Transport E-mail: boacrun92@gmail.com	+855-17-221-446	
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 (24/7 service)	+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	+82-44-200-5238
Laos		
International Organisations Department UN Political and Security Affairs Division Ministry of Foreign Affairs Email: unpolsec.mfalao@gmail.com unpolsec.mfalaos@gmail.com	+856-21-414025	+856-21-414025
Myanmar		
MRCC Ayeyarwaddy Myanmar Navy Email: mrcc.myanmar2012@gmail.com	+95-313-1651 +95-979-527-9576 (Mobile)	+95-1-8202-417
Netherlands		
Netherlands Coast Guard Maritime Information Centre Email: mik-nl@kustwacht.nl	+31-(0)88-951 3363	+31-223-658-358
Norway		
Norwegian Maritime Authority Email: beredskap@sdir.no	+47-5274-5000	+47-5274-5001

Country & Agency In-Charge	Point of Contact	
	Phone No	Fax Number
The Philippines		
Philippine Coast Guard Command Center Email: pcgcommandcenter2022@gmail.com (updated on 10 Oct 22)	+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: sornchon2558@gmail.com	+66-2475-4532	+66-2475-4577
United Kingdom		
National Maritime Information Centre Operations Centre Email: JMISC-NMICOPS@mod.gov.uk	+44 2392-211941	+44 2392-212024 Please indicate "FAO NMIC – A leg"
United States		
USCG Rescue Coordination Center Alameda (RCC Alameda) 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

Correct as on 31 March 2024

I ACKNOWLEDGEMENTS

The ReCAAP ISC, makes use of various sources of information in producing its reports. The primary source is the ReCAAP ISC's Information Network System (IFN). Where necessary, the ReCAAP ISC leverages on other secondary sources of information, including those from the International Maritime Organization (IMO), the Information Fusion Centre (IFC), the Malaysian and Indonesian authorities, the commercial entities (such as shipping companies, ship owners, ship operators, ship agents, etc.) and other publicly available sources to facilitate analysis on patterns and trends, and to make recommendations. The ReCAAP ISC acknowledges these sources.





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

Infinite Studios

21 Media Circle, #05-04, Singapore 138562

T +65 6376 3091 **F** +65 6376 3066

E info@recaap.org **W** www.recaap.org