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JANUARY TO SEPTEMBER 2024

3RD QUARTER REPORT 2024

PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

ENHANCING REGIONAL COOPERATION...



ENHANCING REGIONAL COOPERATION...

CONTENTS

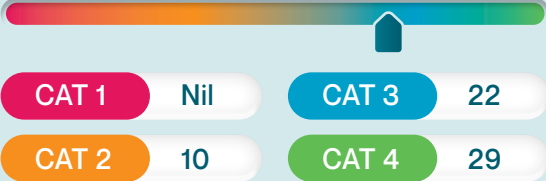
A. OVERVIEW	4	F. CASE STUDIES	26
B. EXECUTIVE SUMMARY	5	<ul style="list-style-type: none">• Arrests of perpetrators• Barter trading	
C. INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA	6	G. ReCAAP ISC'S MAIN ACTIVITIES (JULY-SEPTEMBER 2024)	30
<ul style="list-style-type: none">• Situation update• Areas of concern• Piracy vs armed robbery against ships• Significance level of incidents• Status of ships• Location of incidents		H. CONCLUSION	38
D. INCIDENTS OF ARMED ROBBERY AGAINST SHIPS IN STRAITS OF MALACCA AND SINGAPORE (SOMS)	17	I. APPENDICES	39
<ul style="list-style-type: none">• Situation update• Modus operandi• Efforts by the littoral States and ReCAAP ISC• Recommendations		<ul style="list-style-type: none">• Definitions & methodology in classifying incidents• Description of incidents (January-September 2024)• Flow diagram on procedure for reporting piracy and armed robbery incidents against ships in Asia• Contact details of ReCAAP Focal Points/Contact Point	
E. ABDUCTION OF CREW IN SULU-CELEBES SEAS AND WATERS OFF EASTERN SABAH	24	J. ACKNOWLEDGEMENTS	
<ul style="list-style-type: none">• Situation update• Downgrading of threat assessment level• Updated ReCAAP ISC Advisory• Guidebook			

A OVERVIEW



Number of incidents
68 incidents
 Actual - 61
 Attempted - 7

Severity of actual incidents



CAT 1	Nil	CAT 3	22
CAT 2	10	CAT 4	29





1 Piracy incident
67 Armed robbery incidents

Status of ship

31 Anchored/Berthed
37 Underway



Areas of Concern

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

Recommendations

Law Enforcement Agencies

- 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

There has been significant improvement in the overall situation of Piracy and Armed Robbery Against Ships (ARAS) in Asia during January-September 2024, with **19% decrease** in the number of incidents compared to January-September 2023. A total of **68** incidents of Piracy and ARAS was reported during January-September 2024 compared to 84 incidents during the same period in 2023.

The improvement occurred in the Straits of Malacca and Singapore (SOMS), the Philippines, India, Thailand and Vietnam. The number of incidents in SOMS **decreased by 38%** during January-September 2024 compared to the same period in 2023. However, there was an increase in the number of incidents in Bangladesh and Indonesia during January-September 2024 compared to January-September 2023.

The Centre would like to commend the good efforts of the law enforcement agencies for the arrests of the perpetrators and enforcement of ISPS at ports/anchorages; and applauds the initiatives of the ship masters and crew for their vigilance and responsiveness in preventing the unauthorised boarding of the perpetrators in several incidents.

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

To enable the shipping industry to keep abreast of the latest piracy and ARAS situation in Asia and to encourage the timely reporting of incidents to the nearest coastal State, ReCAAP ISC has implemented several initiatives including an **enhanced Mobile Application** (“ReCAAP”) for the ease of incident reporting and information sharing, an **Interactive Dashboard** - ReCAAP Data Visualisation Map and Panel (Re-VAMP) for the industry to derive insights of the situation in areas of concern in Asia, Posters on guidelines and contact details for ship master and crew to make direct and the right channel of incident reporting, the **Regional Guide 2** on preventive measures to adopt, as well as an updated **Guide Book on Identification of Fishing Boats in Asian waters** to facilitate ship crew in identifying boats that appear out of norm, to increase their vigilance and aid the law enforcement agencies in their investigation.



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 **68 incidents**, comprising of one incident of piracy¹ and 67 incidents of Armed Robbery Against Ships (ARAS)², were reported in Asia during January-September 2024. Of the 68 incidents, 61 were actual incidents³ and seven were attempted incidents⁴. This represents a **19% decrease** in the number of incidents during January-September 2024 compared to 84 incidents (83 actual and one attempted) reported during January-September 2023. Refer to the Appendix on 'Description of incidents (January-September 2024)' for details of the incidents.

The number of incidents reported during Q3 of 2024 (July-September) had decreased by 26% compared with the preceding quarter, Q2 of 2024 (April-June) [17 incidents vs 23 incidents]. The 17 incidents reported during Q3 of 2024, together with Q1 and Q3 of 2021, as well as Q4 of 2023, are the lowest among all quarters throughout the five-year reporting period (2020-2024).

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

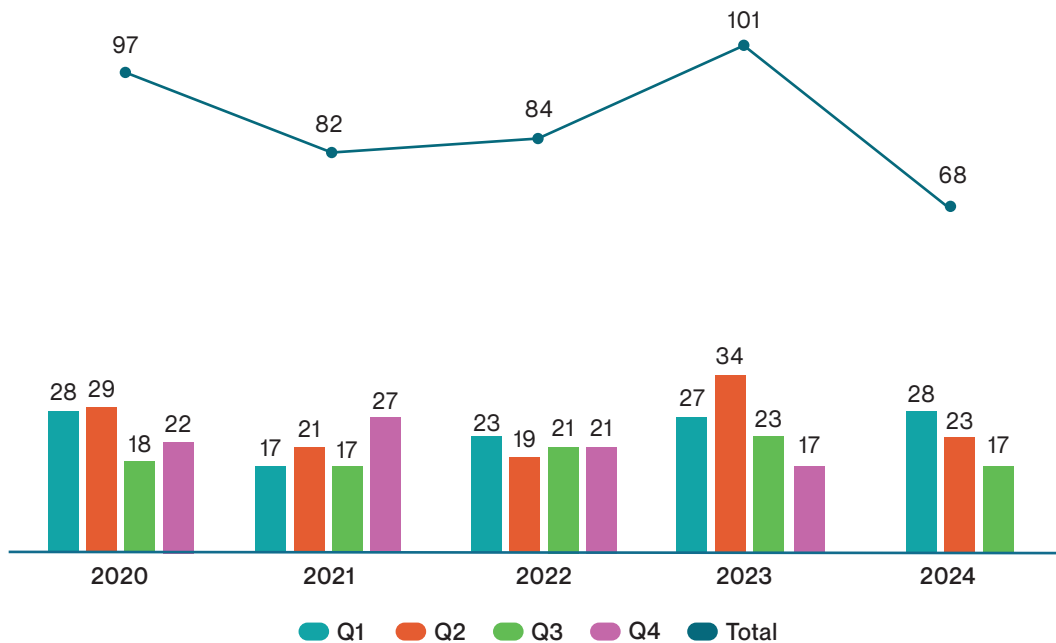


Chart 1 - Number of incidents (Quarterly number vis-à-vis total number for 2020-2024)

- 1 The definition of piracy is in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS 82).
- 2 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.
- 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-September 2024 versus January-September 2023

The total number of incidents reported during January-September 2024 had decreased compared to January-September 2023. The decrease in the number of incidents occurred in **India, the Philippines, the Straits of Malacca and Singapore (SOMS), Thailand** and **Vietnam**. **Chart 2** shows the locations with decrease of incidents.

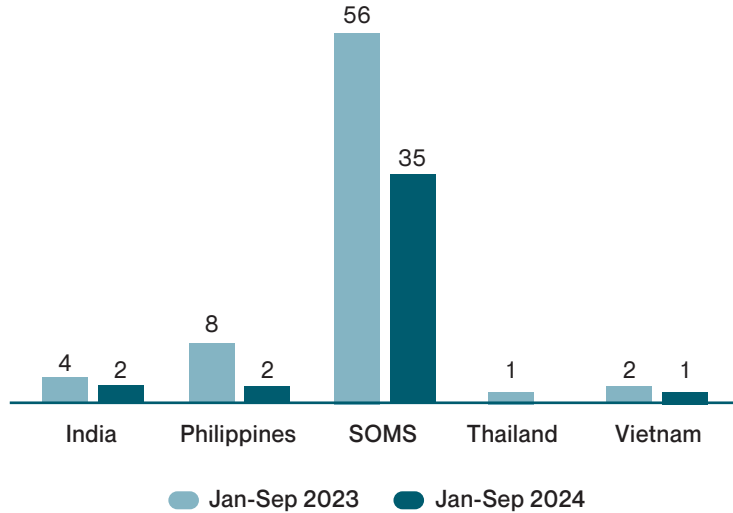


Chart 2 - Location with decrease of incidents (Jan-Sep 2023 vs Jan-Sep 2024)

However, there were other locations that reported an **increase** of incidents during January-September 2024. These included **Bangladesh, Indonesia, Malaysia** and **South China Sea (SCS)**. **Chart 3** shows the locations with increase in the number of incidents reported.

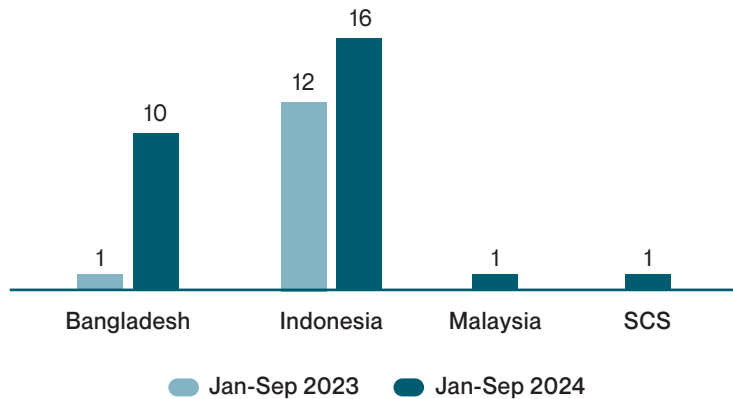


Chart 3 - Location with increase of incidents (Jan-Sep 2023 vs Jan-Sep 2024)

Areas of Concern

Despite the overall decrease in the number of incidents reported during January-September 2024 compared to the same period in 2023, there were still two areas of concern for ARAS incidents in Asia:

1. SOMS – Continued occurrence of incidents

Incidents continued to occur in the SOMS since January 2024. As of September 2024, a total of 35 incidents were reported in SOMS, and this accounts for **51%** of the total number of incidents in Asia (35 of 68). More details of the situation in SOMS can be found in **Part D** of this report.

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

Although the last abduction of crew for ransom incident in the Sulu-Celebes Seas area occurred in January 2020, the threat of abduction of crew remains 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

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.

Of the 68 incidents reported during January-September 2024, one was an incident of piracy and 67 were incidents of ARAS. The piracy incident, which involved theft of scrap metal, occurred outside the jurisdiction of coastal State, to a barge towed by a tug boat in the South China Sea (SCS) on its approach to Singapore Strait. The perpetrators, not known to be armed, came alongside and boarded the barge, stole scrap metals and escaped. The crew was not injured.

The majority of the incidents reported in Asia were ARAS. Over the 18-year period of January-September of 2007-2024, the number of piracy incidents fluctuated each year, with an average of 10% for piracy incidents and 90% for ARAS. Notably, since 2018, the percentage of piracy incidents reported in Asia during January-September fall between 0% and 5%. **Chart 4** show the number of incidents of piracy versus ARAS for the period of January-September of 2007-2024.

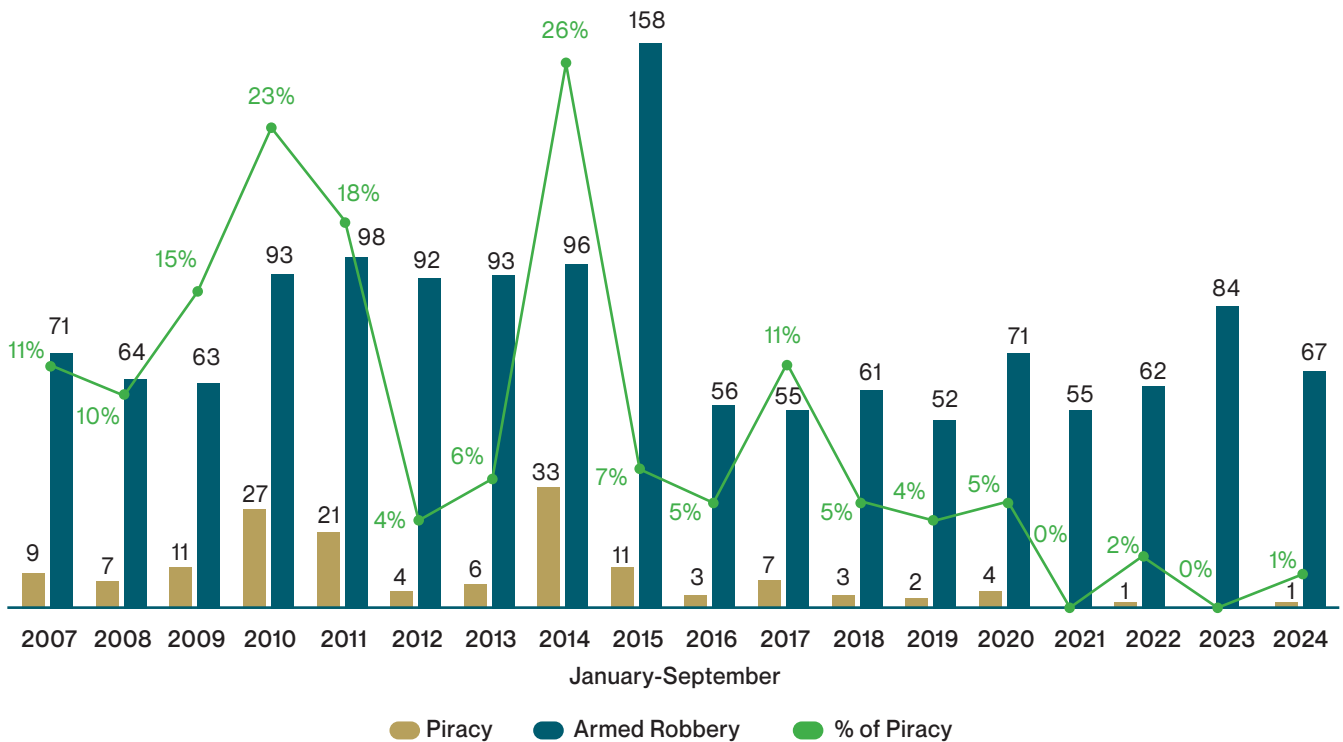


Chart 4 - Piracy Vs Armed Robbery Against Ships (January-September of 2007-2024)

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 severity) level:

CAT 1 ⁵	most significant incident
CAT 2 ⁶	moderately significant
CAT 3 ⁷	less significant
CAT 4 ⁸	least significant

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

The categorisation of 61 actual incidents reported during January-September 2024 were: 10 CAT 2, 22 CAT 3 and 29 CAT 4 incidents, with no CAT 1 incident reported.

Comparing Q3 of 2024 (July-September) with Q2 of the same year (April-June), the severity of incidents during Q3 had slightly **increased**. The number of CAT 2 incidents during Q3 of 2024 accounted for 12% of the total number of incidents, while CAT 2 incidents during Q2 accounted for 10%.

The severity of incidents during January-September 2024 had also **increased** compared with January-September 2023. During January-September 2024, CAT 2 and CAT 3 incidents accounted for 52% of the total number of actual incidents, while CAT 4 incidents constituted 48%. In comparison, during January-September 2023, CAT 2 and CAT 3 incidents accounted for 36% of the total number of actual incidents, while CAT 4 incidents constituted 64%.

Chart 5 (shown on next page) shows the significance level of incidents reported for each quarter during the period 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.

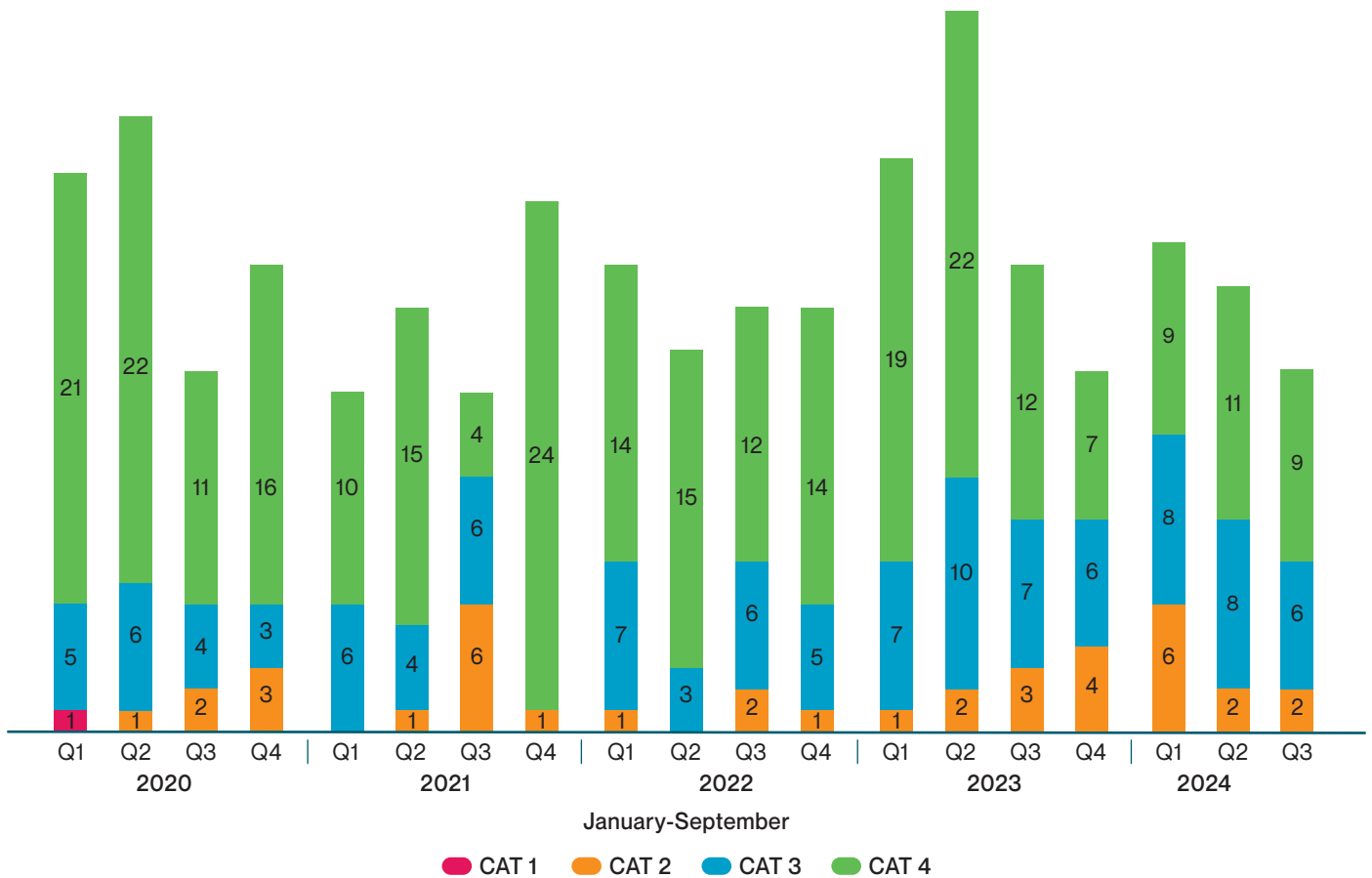


Chart 5 - Significance level of incidents (Quarterly of 2020-2024)

CAT 2

Among the **10 CAT 2** incidents reported during January-September 2024, six incidents occurred onboard ships while underway in SOMS; three incidents onboard ships while anchored at port and anchorages in Bangladesh and one incident onboard a ship while at anchorage in Indonesia.

All six incidents reported in **SOMS** occurred onboard bulk carriers. Perpetrators operated in groups of five to six men, and were usually armed with knives or machetes. There was one incident where the perpetrators were sighted with gun-like object and knives. Majority of the incidents reported that the perpetrators tied the crew to restrain their movement and prevent them from alerting other crew members. There was one reported incident whereby the 3rd Engineer was punched on the forehead by the perpetrators and suffered minor injury. Of the six incidents, three reported losses of engine/generator spares, two reported losses of crew’s mobile phones as well as engine/machinery spares, and one had no information on the losses incurred.

Of the three incidents that occurred in **Bangladesh**, one incident occurred onboard a tanker anchored off Kutubdia Anchorage, one incident occurred onboard a tanker anchored at Hiron Pilot Station, Mongla, and one incident occurred onboard a bulk carrier anchored at Chattogram Anchorage. All three incidents involved large groups of perpetrators between 8 and 10 men. The crew members were not injured in all three incidents, although in one incident, perpetrators tied up the watchman before carrying out the theft. In all three incidents, ship stores, including heaving lines and messenger lines, were stolen

In the incident that occurred in **Indonesia**, three perpetrators armed with guns and knives boarded the general cargo ship while it was anchored at Dumai Anchorage. The perpetrators tied the hands of the duty engine crew, stole engine spare parts and escaped.

CAT 3

Of the **22 CAT 3** incidents reported during January-September 2024, 14 incidents occurred onboard ships while underway in SOMS; seven incidents onboard ships while anchored/berthed at ports and anchorages in Indonesia and one incident onboard a ship while anchored at an anchorage in Bangladesh.

All the 14 incidents reported in **SOMS** occurred onboard bulk carriers. The perpetrators operated in groups of between three and six men, and were armed with knives or other weapons. Among the 14 incidents, 10 reported perpetrators were armed with knives, three reported perpetrators were armed with gun-like objects and one reported perpetrators were armed with metal rods. All 14 incidents reported that the crew was not injured. In terms of stolen items, seven incidents reported losses of engine spare parts or spare parts, five incidents reported nothing was stolen, and the loss of property could not be ascertained in two incidents.

Of the seven incidents that occurred in **Indonesia**, four incidents occurred onboard bulk carriers anchored/berthed at Kuala Tanjung Port/Anchorage, Dumai Anchorage and Panjang Anchorage; two incidents occurred onboard ships anchored at Pulau Batam Anchorage, and one incident occurred onboard a tanker anchored at Belawan Anchorage. The perpetrators operated in groups of between two and four men, and all seven incidents involved armed perpetrators who carried weapons such as knives and iron bars. Perpetrators had taken the duty engine crew hostage and tied him up in one incident; attempted to attack the AB in one incident; and threatened the AB with a machete in one incident. The crew members were not injured in all seven incidents. Four of the seven incidents reported losses of engine spares, two incidents reported losses of stores such as welding cable and fire hose nozzles, and one incident reported nothing was stolen.

For the incident that occurred in **Bangladesh**, six perpetrators boarded a tanker while anchored at Chattogram Anchorage. The perpetrators tied the shore watchmen, broke into the paint store and stole ship stores before escaping. The crew was not injured. The perpetrators were later apprehended, with all stolen items recovered and handed over to the ship.

CAT 4

Among the 61 actual incidents reported during January-September 2024, 29 (48%) incidents were CAT 4 incidents, whereby the perpetrators were not armed and the crew was not injured. Of the 29 incidents, 14 occurred in SOMS, five in Indonesia, three in Bangladesh, two each in India and the Philippines, and one each in Malaysia, South China Sea and Vietnam. On the losses reported, 19 incidents incurred some form of losses such as mooring ropes, paint, scrap metal, self-contained breathing apparatus (SCBA), brass nozzles, brass fire hydrant caps, fire hoses, safety chain etc.; while 10 reported nothing was stolen.

Status of Ships

Of the 68 incidents reported during January-September 2024, 31 incidents (46%) occurred to ships while at anchor/berth, and 37 incidents (54%) occurred to ships while underway.

Chart 6 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, the Philippines and Vietnam.

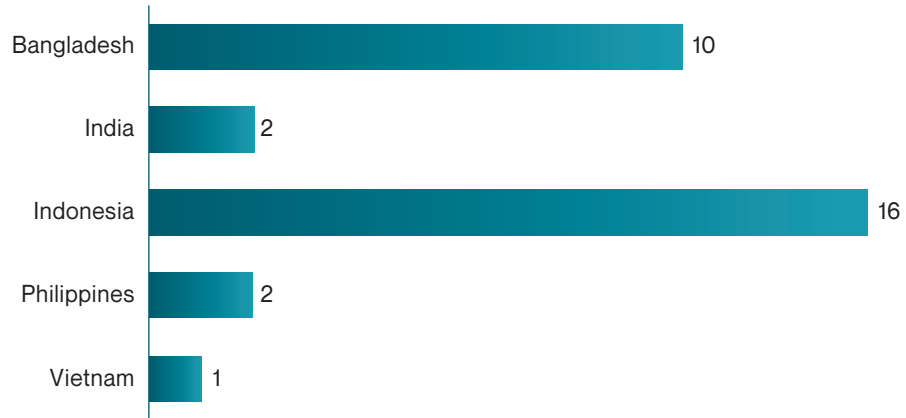


Chart 6 - Incidents on board ships at anchor/berth (January-September 2024)

Chart 7 shows the location of the incidents which occurred to ships while underway. The incidents onboard ships that were underway occurred in Malaysia, SCS and SOMS.



Chart 7 - Incidents on board ships while underway (January-September 2024)

Location of Incidents

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

Act = Actual, Att = Attempted

January-September

	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			3		1				3											
Sub-total			3		1				3											
South Asia																				
Bangladesh	10		1	1	7		9	2			3			3	1	1		7	3	
India	6		12		1		2	1	3		8		4	2	1	4		2		
Sub-total	16		13	1	8		11	3	3		11		4	5	2	5		9	3	
Southeast Asia																				
Indonesia	16	1	20		20	2	20	6	14	3	18	1	9	1	9		12		13	3
Malaysia	3		1		1	1	5		7		2		1		1				1	
Pacific Ocean										1										
Philippines	5	1	3		14		3	1	2	1	13		10	1	4		8		2	
South China Sea	10	1	2	1	4		2	1	1		3	1			1				1	
SOMS	88	8	1	1	2	1	6	2	15		22		26	1	40	1	55	1	34	1
Sulu-Celebes Seas			7		3	4	1	1	2		1									
Thailand	1																1			
Vietnam	19		6		1		2		2		3		2				2		1	
Sub-total	142	11	40	2	45	8	39	11	43	5	62	2	48	3	55	1	78	1	52	4
Overall total	158	11	56	3	54	8	50	14	49	5	73	2	52	3	60	3	83	1	61	7

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

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



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

D

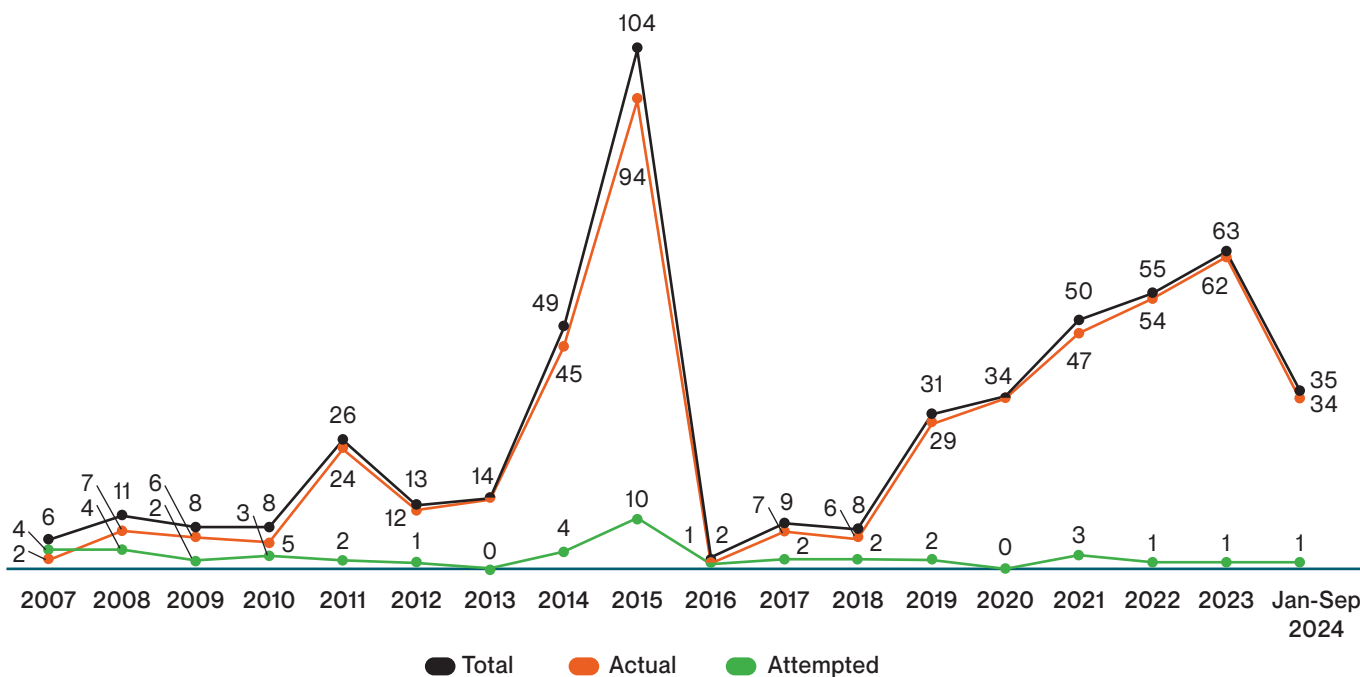
INCIDENTS OF ARMED ROBBERY AGAINST SHIPS IN STRAITS OF MALACCA AND SINGAPORE (SOMS)

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

Situation Update

Number of incidents

A total of 35 incidents (34 actual and one attempted) were reported in SOMS during January-September 2024. The number of incidents reported in SOMS during January-September 2024 had **decreased by 38%** compared to January-September 2023 (56 incidents). **Graph 1** shows the number of incidents reported in SOMS during 2007-2023 and January-September 2024. Looking at the situation to date, the positive efforts of the littoral States and shipping industry have paid off and barring any new unforeseen developments of the situation, the total number of incidents for the whole of 2024 is likely to fall below that in 2023 (63), 2022 (55) or even 2021 (50).



Graph 1 - Number of incidents in SOMS (2007-2023 & January-September 2024)

Significance level of incidents

Chart 8 shows the significance level of actual incidents reported in SOMS during 2007-2023 and January-September 2024. The bulk of the incidents during the past 11 years (2014-2024) were CAT 4 incidents. The exceptions were 2008-2012 where majority were CAT 2 incidents.

Of the 34 actual incidents reported during January-September 2024, six were CAT 2 incidents, 14 were CAT 3 incidents, and 14 were CAT 4 incidents.

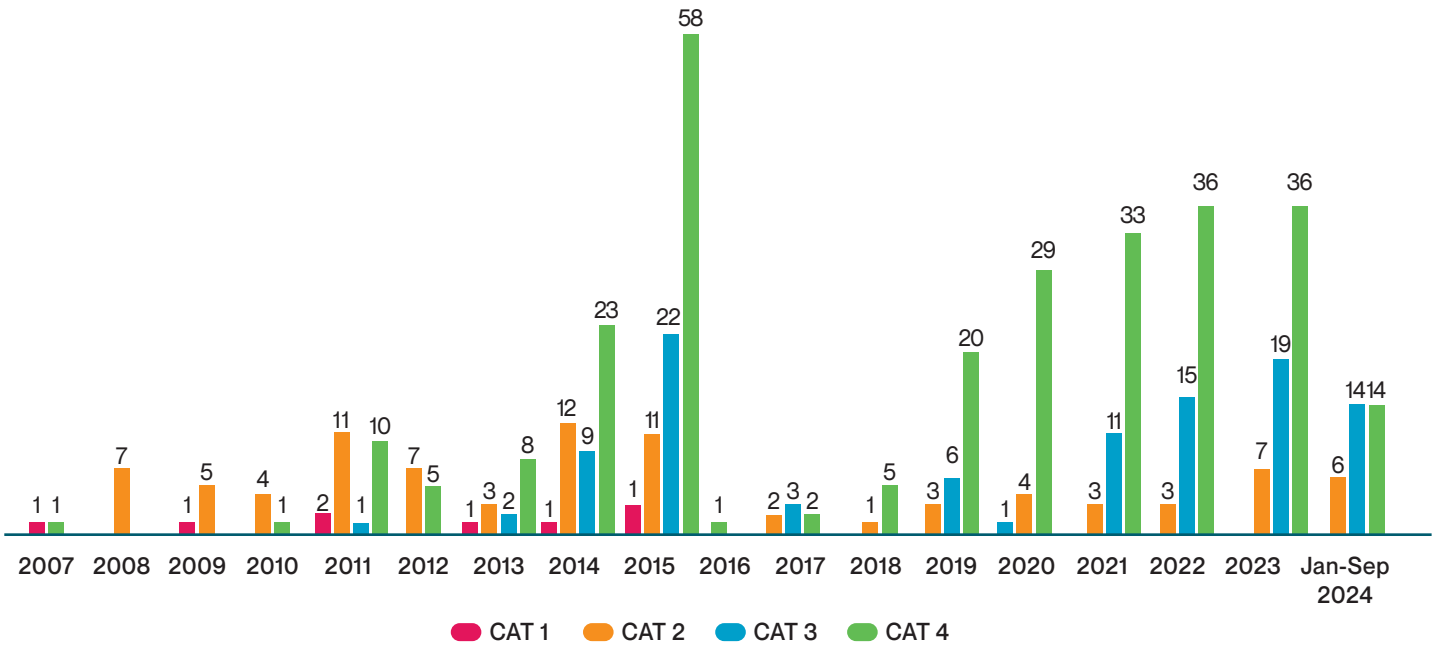
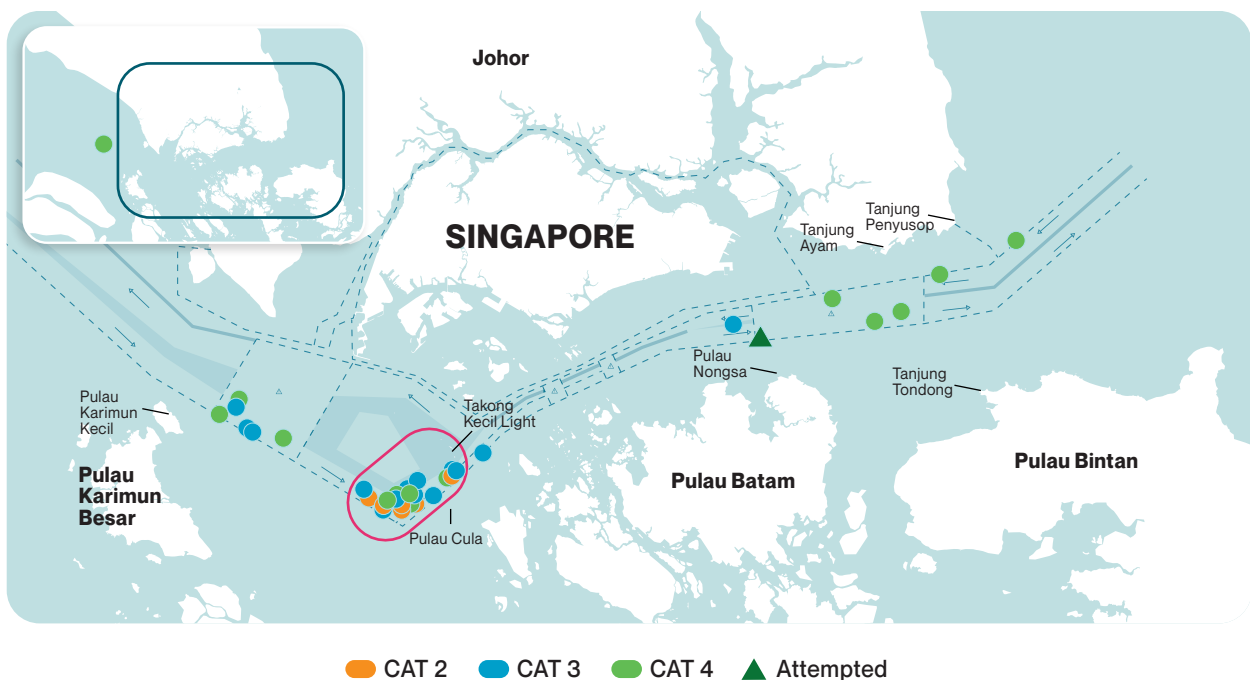


Chart 8 - Significance level of incidents in SOMS (2007-2023 & January-September 2024)

Location of incidents

Map 2 below shows the location of the 35 incidents reported in SOMS during January-September 2024. Among these 35 incidents, 34 occurred in the Singapore Strait (SS) and one in the Malacca Strait (MS). Of the 35 incidents, 25 incidents occurred in the **eastbound lane** of the Traffic Separation Scheme (TSS), six incidents in the **precautionary area** of the TSS, and four incidents in the **westbound lane** of the TSS.

Of concern was the cluster of incidents off Pulau Cula (20 incidents – red outline). 15 of the 20 incidents off Pulau Cula involved perpetrators who carried weapons, mostly knives or metal rods. In five of the incidents involving armed perpetrators, the crew were tied to restrain their movements in four incidents, and a crew member was tied and punched in the forehead in another incident.

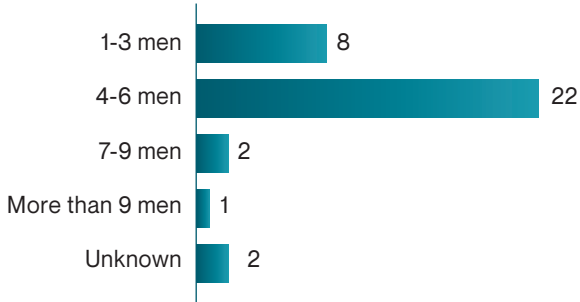


Map 2 - Location of incidents in SOMS (January-September 2024)

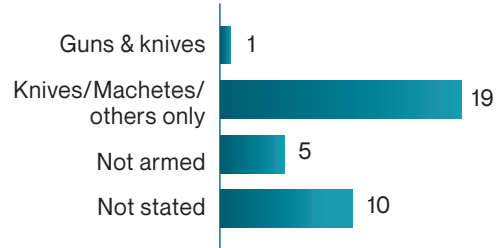
Modus operandi of incidents

The modus operandi of the 35 incidents that occurred to ships while underway in SOMS are summarised as follows:

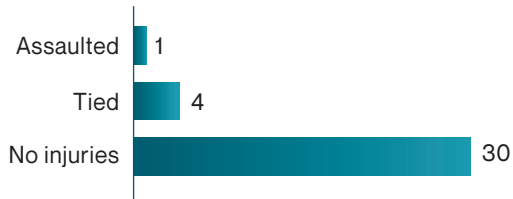
Number of perpetrators



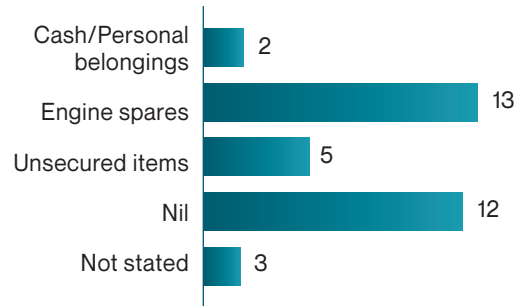
Type of weapons carried



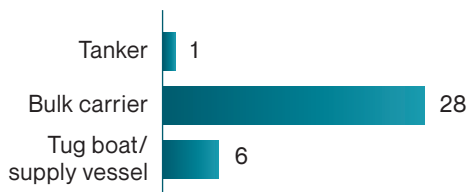
Treatment of crew



Stolen items



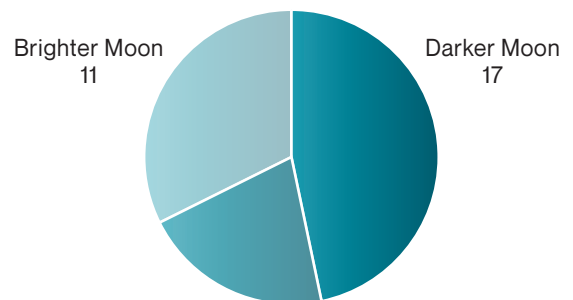
Type of ships



Time of incidents

Hour of darkness	30	86%
Daylight hours	5	14%

Moon phases



The observations are as follows:

- Majority of the incidents (22 incidents) reported groups of 4-6 men (63%) while for another eight incidents, they involved groups of 1-3 men (23%).
- Most of the incidents (20 incidents) reported that the perpetrators carried knives/machetes or other weapons such as gun-like objects (57%). In five incidents, the perpetrators were not armed (14%) while in 10 incidents, there was no information if the perpetrators were armed (29%).
- Majority of the incidents (30 incidents) reported that the crew members were not injured (86%). In four incidents, the crew were tied up to restrain their movement (11%) while in one incident, the crew was assaulted (3%).
- Engine spares were stolen in 13 cases (37%) while nothing was stolen from the ships in 12 incidents (34%). In five incidents, unsecured items were targeted (14%).
- Majority of the incidents (28 incidents) occurred onboard bulk carriers (80%) while in six incidents, they occurred onboard tug boats towing barges and drill ship (17%). In one other incident, it occurred onboard a chemical tanker (3%).

The possible reasons for bulk carriers being boarded more often than other type of ships are as follows:

- A bulk carrier's expansive deck and accessible holds allow relatively easier access by perpetrators. In contrast, a tanker's design prioritises cargo security through its enclosed compartments, which pose a significant obstacle to perpetrators.
- Due to its slower speed, bulk carriers are often not very manoeuvrable, making it difficult for them to evade or outrun boats used by perpetrators. This is all the more so in the narrow waterways of SS.
- Bulk carriers generally operate with smaller crews as compared to tankers, which limit the resources deployed for watch keeping, and therefore hamper the crew's ability to prevent perpetrators from boarding the ship during hours of darkness.
- Of the 35 incidents, 30 occurred during hours of darkness (86%) and the majority (28 incidents) occurred onboard bulk carriers. The other five incidents (14%) that occurred during daylight hours were onboard tug boats on tow.

Efforts by the Littoral States and ReCAAP ISC

The littoral States of the SOMS have continued to maintain efficient operational cooperation to enhance reporting and information sharing and take swift action both at sea and ashore. This is done through initiatives such as the Malacca Straits Patrol (MSP) framework, the Coordinated Patrol Indonesia-Singapore (CORPAT INDOSIN), and regular interaction programmes at the commander-level.

The authorities, together with ReCAAP ISC, and relevant stakeholders such as the Changi Information Fusion Centre (IFC) and the Singapore Shipping Association (SSA), have also continued to engage the maritime industry to raise awareness on the constantly evolving modus operandi of the perpetrators and encourage the adoption of appropriate shipboard security measures and timely reporting of incidents.

The ReCAAP Focal Point of Singapore also broadcasts advisories and regular alerts 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. Navigational telex messages are also broadcasted to vessels regularly to highlight recent unauthorised boarding incidents and reiterate the importance of maintaining a good anti-piracy watch.

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. It also imposes post-incident International Ship and Port Security (ISPS) audits for such vessels to ensure that any security lapses are properly addressed to avoid recurrence.

Besides providing the maritime community with the latest information and analytics through the issuing of periodic reports and Incident Alerts, ReCAAP ISC also organises various platforms to engage the shipping industry including Nautical Forum, Anti-Piracy & Sea Robbery Conference as well as regular Dialogue Sessions.

Through these various platforms, the Centre 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.

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-September 2024. The last known incident occurred on 17 January 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."

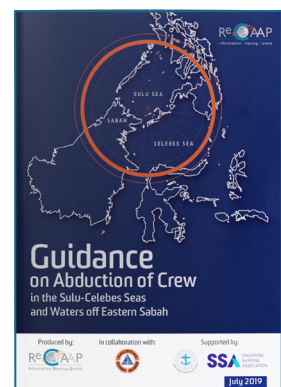
Updated ReCAAP ISC Advisory

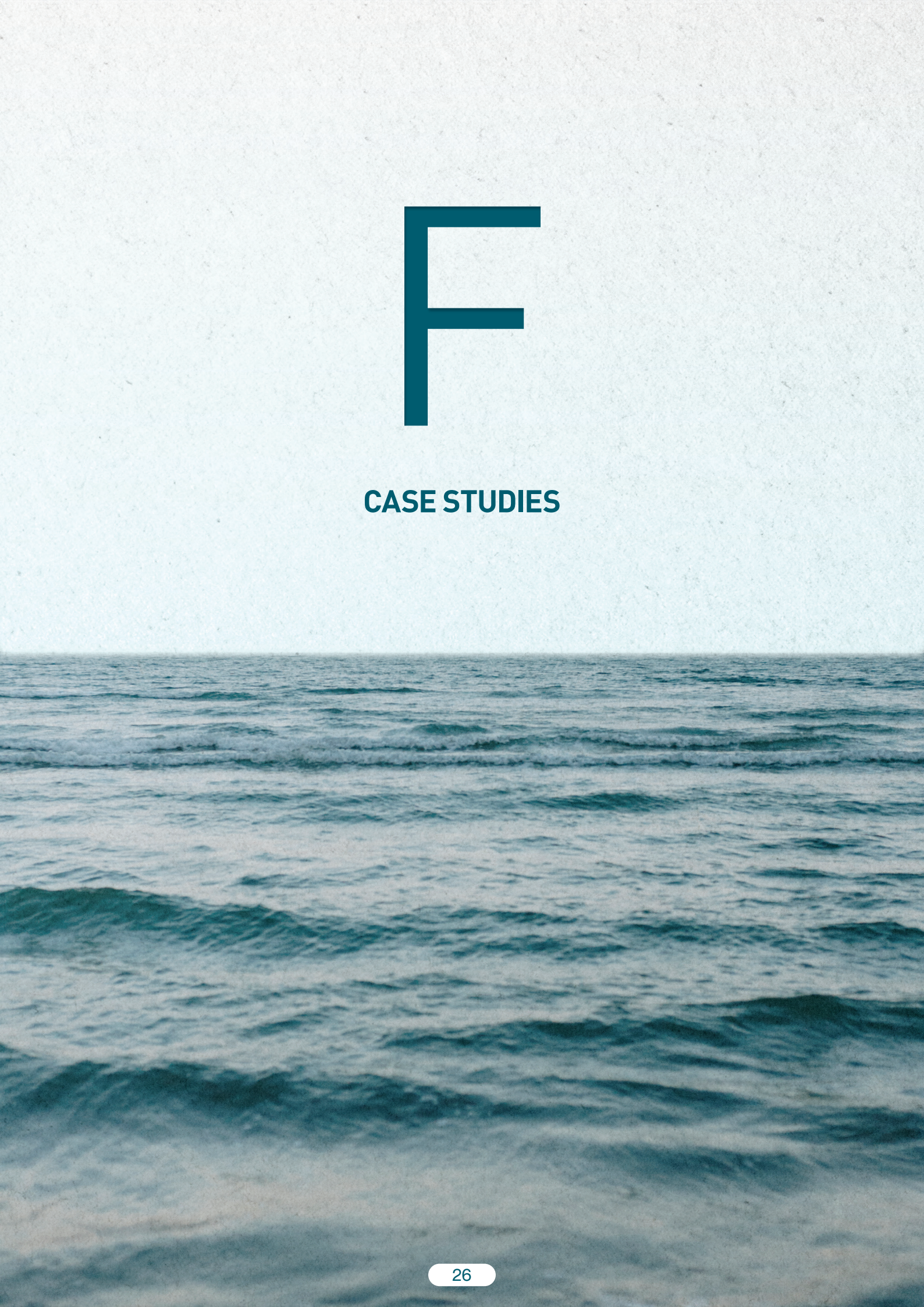
With the downgrading of the threat level on the 'Abduction of Crew for ransom in the Sulu-Celebes Seas' by the PCG, the ReCAAP ISC also updated its Advisory for ships to "**exercise vigilance and adopt necessary preventive measures while transiting the area**".

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 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.



A large, bold, teal-colored letter 'F' is centered in the upper half of the page. The background is a photograph of a calm sea with gentle waves, meeting a light, overcast sky at the horizon. The overall color palette is muted and naturalistic, with the teal of the letter providing a strong contrast.

F

CASE STUDIES

F CASE STUDIES

Arrests of Perpetrators

Several arrests of perpetrators were made by the law enforcement agencies of Bangladesh and Indonesia during January to September 2024.

Indonesia

The Indonesian Navy reported⁹ that they had prevented an incident of a robbery attempt on a tug boat towing a barge, in the waters north of Pulau Bintan and Pulau Batam, Indonesia on 28 August 2024. Upon receiving reports of the suspicious activities from passing ships, the Indonesian Navy's Joint Task Force and Fleet One Quick Response (F1QR) Team responded immediately and arrested seven perpetrators. The F1QR Team also seized the property and belongings of the perpetrators, including a speedboat with a 40 PK outboard engine, poles, ropes with hooks, and sacks. Initial investigation revealed that the perpetrators had stolen ship spare parts from the tug boat and barge, and they were involved in previous robberies onboard ships anchored off or transiting through the waters north of Pulau Bintan and Pulau Batam.



Arrest of perpetrators by Indonesian Navy

(Source: <https://www.tnial.mil.id/berita/74983/TNI-AL-BERHASIL-AMANKAN-TERDUGA-PELAKU-PENCURI-SPAREPART-KAPAL-DI-PERAIRAN-UTARA-BINTAN-DAN-BATAM/>)

The ReCAAP ISC commends the swift response shown by the Indonesian Navy that led to the apprehension of the perpetrators and seizure of their equipment. The arrest is a result of the commitment shown by the Indonesian authorities to increase their surveillance, respond promptly to information received, and adopt firm and decisive actions against illegal activities that occur in their waters.

9 <https://www.tnial.mil.id/berita/74983/TNI-AL-BERHASIL-AMANKAN-TERDUGA-PELAKU-PENCURI-SPAREPART-KAPAL-DI-PERAIRAN-UTARA-BINTAN-DAN-BATAM/>

Bangladesh

A total of 10 incidents were reported in Bangladesh during January-September 2024. This represents a significant increase in the number of incidents reported in the area compared to January-September 2023 (one incident).

In response to the situation, the Bangladesh Coast Guard (BCG), Bangladesh Department of Shipping (Focal Point) and port authorities have enhanced their maritime patrol/presence and imposed restrictions in ports, anchorages and outer anchorages, including the prohibition of the country boats, fishing boats and motorboats from plying or coming alongside anchored ships without any valid documents. Also, barter trade is prohibited in the port, anchorages and outer anchorage areas in Bangladesh.

Arrests of Perpetrators

During February to May 2024, the Bangladesh authorities successfully boarded the ships, made arrests and recovered stolen items in three incidents (in locations as shown on map) and details as follows:

19 February

While anchored off Kutubdia Anchorage, nine perpetrators boarded tanker, *MV Gas Courage*, 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 authorities also recovered all stolen ship stores and handed the items over to the ship crew.

8 April

While a container ship, *MV Maersk Chattogram* was anchored at Chattogram Outer Anchorage, the duty watchman sighted two perpetrators onboard the deck and the perpetrators subsequently escaped in a country boat. An inspection revealed that ship stores were stolen. The incident was immediately reported to the Bangladesh Coast Guard (BCG) and the Port Control Authority. Through a patrol conducted by the BCG in the location of the incident, it managed to recover the stolen items which were handed over to the ship master.

13 May

For tanker, *MT Largo Eden*, it was anchored at Chattogram Anchorage when during his rounds, the AB spotted movement on the poop deck and raised the alarm. The store watchmen were found tied and it was reported that six perpetrators had boarded the ship and subsequently escaped. The paint store lock was found broken and ship property and stores were stolen. The incident was reported to the port control, BCG and Bangladesh Navy. The BCG investigated the incident, and conducted combing operation in the vicinity and shore areas. The perpetrators were apprehended, with all stolen items recovered and handed over to the ship master.

Barter Trading

Barter trading refers to a situation whereby ship crew engage in any form of informal exchange of ship stores and equipment with individuals who may be involved in illicit activities, such as theft or smuggling. This type of exchange could involve crew members swapping goods or services in return for supplies or provisions, which may lead to compromising situations if the goods sourced are stolen or if the individuals involved are suspected criminals.

Barter trading may be linked to the prevailing economic conditions in the region, whereby port workers and local residents are seeking alternative sources of income or goods due to financial difficulties. The situation poses risks not only to the crew members involved but also to the safety of operations within the busy port of Chittagong, which is a crucial hub for international trade in Bangladesh.

Reports from the BCG and the Bangladesh Port Authorities suggest that such illegal activities, including barter trading with suspected thieves, are becoming more common in the port areas in Bangladesh. This raises concerns about security protocols at the port and the potential risks posed to ship crew and ships, as well as increase in incidents of theft, or other criminal activities.

29 July

The BCG received a report that a country boat with four unidentified men onboard was tied alongside a container ship, *MSC Makoto-II* while anchored at the outer anchorage area of Chittagong, Bangladesh. In response to this report, BCG immediately contacted the ship master through VHF-12 for more information. As the ship master refused to cooperate, the BCG deployed a patrol boat to the location of the incident, apprehended the four perpetrators and recovered the stolen ship items including dirty lub oil and scrap iron. Various food items were seized from the country boat including chicken, lobster, fish, crab and fruits. It was later established that barter trade had taken place between the perpetrators and one of the ship crew who had also stolen scrap metals and used oils on board the ship.

Efforts by Bangladesh Authorities and ReCAAP ISC

Concerned with the situation in Bangladesh, the ReCAAP ISC published and disseminated a Special Report, titled ***Increasing of Incidents in Bangladesh***, on 13 June 2024 to provide insights of the modus operandi of the incidents, advisories by Bangladesh authorities and recommendations to ships on reporting details to ships passing through the area of concern. The Special Report can be found at the ReCAAP's website (<https://www.recaap.org/reports>) as well the ReCAAP mobile app.

The ReCAAP ISC commends the efforts of the authorities who increased surveillance, implemented law enforcement measures and made prompt responses to the incidents reported to them, showing their commitment in combating these illegal activities, thereby maintaining a secure trading environment.

Additionally, ship operators and crew are encouraged to report any suspicious activities and adhere strictly to protocols and to avoid engaging in such forms of barter trading.

Together with the efforts by the Bangladesh authorities, **no incidents** were reported in Bangladesh during Q3 of 2024 (July-September). The ReCAAP ISC commends the swift actions and measures implemented by the Bangladesh authorities that have resulted in the improvement of the situation in Bangladesh for the last three months.

G

ReCAAP ISC'S MAIN ACTIVITIES (JULY-SEPTEMBER 2024)

G ReCAAP ISC'S MAIN ACTIVITIES (JULY-SEPTEMBER 2024)

Dialogue Session with the Shipping Industry (5 Jul 2024)

The ReCAAP ISC conducted its first dialogue session with the shipping industry on 5 Jul 2024, as part of the Centre's continued efforts in engaging the maritime community and shipping industry. The event was attended by representatives of the global and regional shipping associations, shipping companies based in Singapore as well as maritime law enforcement agencies. The dialogue session provides the platform to share and promote discussion and better understanding of the maritime security situation and concerns faced by all stakeholders.

The situation of piracy and armed robbery against ships in Asia were discussed, and efforts in addressing the situation in the Straits of Malacca and Singapore (SOMS) were shared by the Maritime and Port Authority of Singapore (MPA) and the Information Fusion Centre (IFC); while INTERTANKO shared its efforts in engaging the various agencies in Indonesia and highlighting the industry's concern over the incidents that occurred in Indonesian territorial waters.

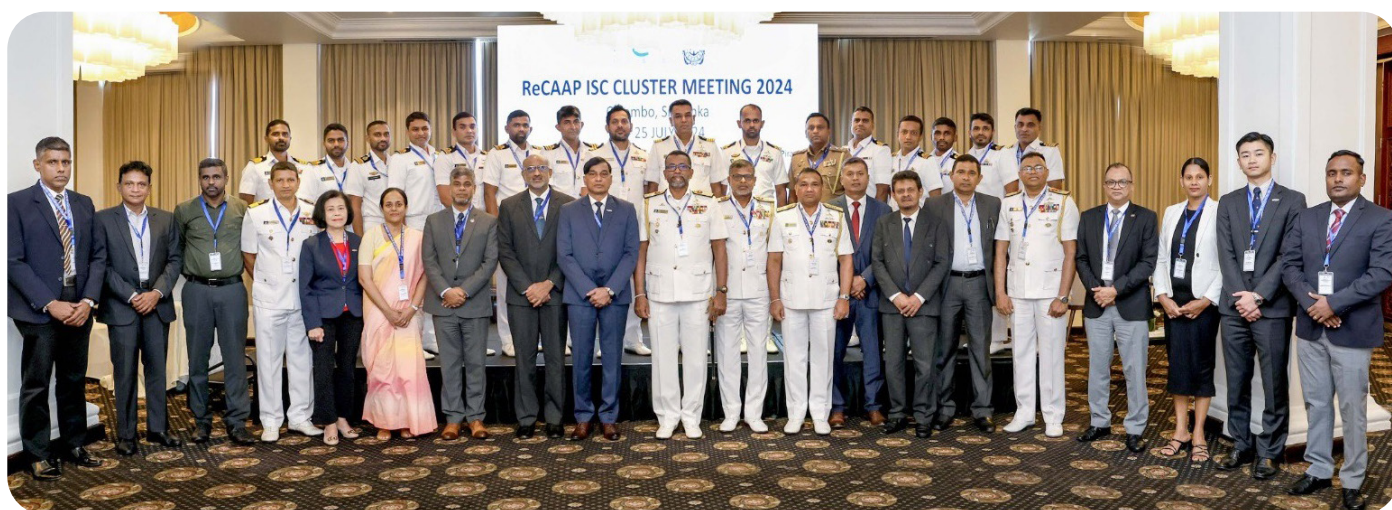


Speakers and participants at the dialogue session

Cluster Meeting (22-25 Jul 2024)

The ReCAAP ISC and Sri Lanka Navy (Focal Point) co-hosted a Cluster Meeting in Colombo, Sri Lanka from 22 to 25 Jul 2024. The meeting was attended by 37 participants from three ReCAAP Focal Points - Sri Lanka Navy, Indian Coast Guard and Bangladesh Department of Shipping, as well as representatives from Sri Lanka's maritime agencies.

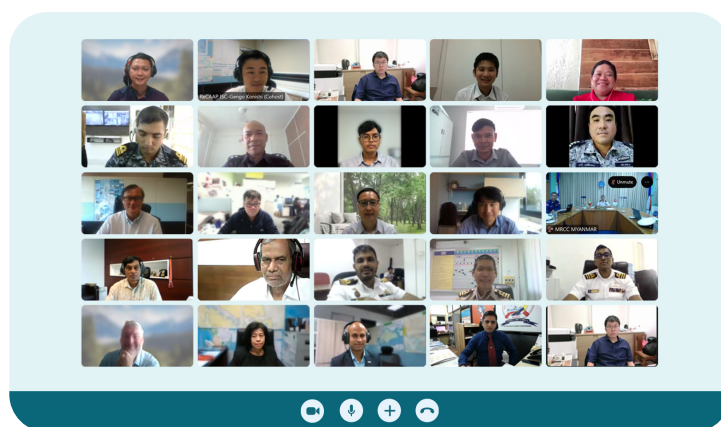
Participants at the Cluster Meeting deliberated on ways to strengthen the existing mechanisms of cooperation, collaboration, coordination, and communication to prevent maritime crimes in the Indian Ocean Region. Participants discussed the increase in sea robbery and petty theft incidents in regional ports and anchorages, and how law enforcement agencies and shipping companies can collaborate more closely to prevent these incidents. Participants also visited the Maritime Rescue Coordination Centre (MRCC) and Information Fusion Centre (IFC) in Colombo, Sri Lanka.



Vice Admiral Priyantha Perera, Commander of the Sri Lanka Navy (10th from left) and ED-ISC (9th from left) with participants

Virtual Lecture (7 Aug 2024)

On 7 Aug 2024, 50 officers from ReCAAP Contracting Parties participated in the Capacity Building Virtual Lecture on maritime terrorism nexus to piracy and sea robbery incidents. The lecture is part of ReCAAP ISC's efforts to share with the wider maritime community the risks of maritime crime such as piracy, sea robbery, maritime terrorism and cyberattacks on ships, and counter measures by coastal States and security agencies.



Participants attending the virtual lecture

Singapore Shipping Association (SSA) Services Committee Meeting (29 Aug 2024)

A ReCAAP ISC team participated in the 4th SSA Services Committee meeting in Singapore on 29 Aug 2024. ReCAAP ISC made a presentation on the updated situation of piracy and armed robbery against ships in Asia. The latest initiatives by the Centre were also introduced to facilitate the shipping industry with timely incident reporting.

Heads of Asian Coast Guard Agencies Meeting – High Level Meeting (2-5 Sep 2024)

At the 20th Heads of Asian Coast Guard Agencies Meeting (HACGAM), High Level Meeting (HLM) held in Incheon, Republic of Korea, ReCAAP ISC delivered a speech to coast guards and maritime security agencies on “*Enhancing Regional Cooperation to Suppress Piracy and Sea Robbery Against Ships in Asia*” at the plenary session, and participated in the working group discussion on “*Preventing & Controlling Unlawful Acts at Sea*”.

As an associate member of HACGAM, ReCAAP ISC contributes actively to the deliberations on maritime safety and security, so as to enhance situation awareness and to build a safer maritime environment for global shipping and seafarers.



Participants of the 20th HACGAM HLM

Information Network System (IFN) Table-Top Exercises (TTX) (24-25 Sep 2024)

The IFN TTX was successfully conducted from 24 to 25 Sep 2024. A total of 30 participants from 15 FPs/CP participated in the training which aimed to familiarise the FPs/CP on the submission of Incident Reports and Amplifying Reports via the IFN based on a realistic scenario, and also provided an opportunity to evaluate the procedures involved.



Participants of the IFN TTX

Ongoing Engagements with Partners (Jul-Sep 2024)

In strengthening the close collaboration with our stakeholders, the team at ReCAAP ISC led by ED-ISC held several meetings with various partners to discuss ways to combat piracy and armed robbery against ships in Asia. The following engagements took place during July-September 2024.

9 Jul 2024



Visit by Commanding Officer, Captain Kazushi Sakae and Executive Officer, Captain Toshiyuki Hayashi of Japan Coast Guard

22 Jul 2024



Courtesy call on on His Excellency Santosh Jha, High Commissioner of India to Sri Lanka

26 Aug 2024



Visit by New Zealand Defence Advisor, Group Captain Shauna Graham

4 Sep 2024



Meeting with Mr Oh Sang Kwon, Korean Coast Guard Deputy Commissioner General



Meeting with Mr Yang Shaogang, Deputy Director, Guangdong Maritime Safety Administration, China



Meeting with Major General Zhang Jianming, Chief of Law Enforcement Department, China Coast Guard

4 Sep 2024



Meeting with Vice Commandant Miyazawa Koichi, Japan Coast Guard



Meeting with with Rear Admiral Mir Ershad Ali, Director General, Bangladesh Coast Guard



Meeting with Vice Admiral Maritime Datuk Saiful Lizan, Acting Director General of Malaysian Maritime Enforcement Agency



Meeting with Admiral Worawut Pruksarungruang, Chief of Staff of Royal Thai Navy



Meeting with Major General Ngo Binh Minh, Commander of Vietnam Coast Guard



Meeting with Police Brigadier General Hero Henrianto Bachtiar, Director of Indonesian Marine Police and Air Police Corps



Meeting with CG COMMO Algier D Ricafrente, Deputy Chief of Coast Guard Staff for International Affairs, Philippine Coast Guard



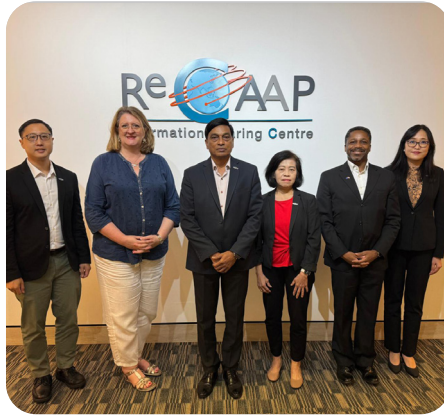
Meeting with Ms Siri Bjune, Head of UNODC Global Maritime Crime Programme

12 Sep 2024



Visit by Mr Therry van Vreden, Deputy Regional Vice President for Asia, Federation of National Associations of Ship Brokers and Agents (FONASBA)

20 Sep 2024



Visit by Dr Alison Weston, Senior Maritime Security Coordinator and Deputy to the Director and Head of Division Maritime Security, European External Action Service

24 Sep 2024



Call on His Excellency Georgios Dogoritis, Ambassador of Greece in Singapore

26 Sep 2024



Call on Her Excellency Tang Minh-Di, Ambassador of France in Singapore

27 Sep 2024



Study visit by members of Thailand's Standing Committee on National Security, Border Affairs, National Strategy and Reform

H CONCLUSION

In January-September 2024, the total number of armed robberies against ships incidents in Asia has decreased compared to the same period in 2023. The Centre commends the efforts of the authorities for the arrests made as it sends a strong deterrent message to would-be perpetrators that any acts of armed robbery against ships in Asia will be dealt with.

Where the situation in SOMS is concerned, the littoral States have stepped up enforcement efforts both on land and at sea. This is seen through various initiatives including the Malacca Strait Patrol and the CORPAT INDOSIN. Collaborative efforts in the form of strengthened cooperation and information sharing have led to the arrest of several groups of perpetrators. We must continue in our efforts to eradicate the criminal groups operating in SOMS - one of the busiest shipping lanes in the world.

With more incidents occurring in ports and anchorages, the Centre urges the port authorities to increase their enforcement efforts, step up port security measures and to ensure the strict implementation of the ISPS code.

The Centre would also like to urge the relevant law enforcement agencies to increase their patrols and to respond promptly to all reports of incidents.

When ships are transiting areas of concern, ship crew are reminded to be extra vigilant, maintain lookout and to report all incidents in a timely manner. They can refer to Posters published by the ReCAAP ISC containing 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 via the Centre's enhanced Mobile App. (Download from Google and Play Store).

The ReCAAP ISC will continue to disseminate information in a timely manner through the issuing of reports, incident alerts and warnings. The shipping industry can access via www.recaap.org 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 conduct the ship's voyage.

The Centre will also continue to engage with members of the shipping industry to keep abreast of the latest developments and to understand the concerns and challenges faced.

Combating piracy and armed robbery is a shared responsibility and it is through the efforts of all stakeholders involved – ship crew, shipping industry, maritime community, law enforcement agencies, coastal States that seafarers be protected and the sea lanes in Asia be kept safe to facilitate the smooth traverse of ships, bringing about economic prosperity to all.



I 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-SEPTEMBER 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 Officer of the Watch (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 (ICG) 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 ICG 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)]
9	Name withheld Container ship Portugal	3/2/24 0610 hrs	22° 9.8' N, 91° 46.4' E Chattogram Inner Anchorage, Bangladesh	While anchored, two perpetrators boarded the container ship. The alarm was raised and the crew mustered. Upon realising the crew had been alerted, the perpetrators escaped empty-handed. [IMO]

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
10	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>
11	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 (BCG), who boarded the ship for investigation.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>
12	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
13	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>
14	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 Vessel Traffic Service (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
15	<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>
16	<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
17	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>
18	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 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
19	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>
20	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
21	<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 Company Security Officer (CSO).</p> <p>A Coast Guard patrol boat searched around the drill ship but the perpetrators had already escaped. Nothing was stolen and the crew was not injured.</p> <p>[ReCAAP Focal Point (India)]</p>
22	<p>Viva Cosmos Bulk carrier Panama 30363 9251327</p>	28/3/24 0325 hrs	<p>21° 48.7' N, 91° 47.9' E</p> <p>Chattogram Anchorage, Bangladesh</p>	<p>While anchored, eight perpetrators armed with knives boarded the bulk carrier. The alarm was raised, crew mustered, and a search onboard the ship was conducted. Upon realising the crew had been alerted, the perpetrators escaped with stolen ship store. All crew members were safe.</p> <p>[IMO]</p>
23	<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 three perpetrators armed with knives 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 nothing was stolen. All crew members were accounted for with no reported injury. 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>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
24	Shakespeare Bay Bulk carrier Hong Kong, China 19801 9542661	4/4/24 0110 hrs	3° 22.31' N, 99° 28.22' E Kuala Tanjung Port, Indonesia	<p>While berthed, <u>three perpetrators armed with long knives</u> and special tools boarded the ship and entered the engine room from funnel door.</p> <p>The funnel door was locked on from inside and outside, but the perpetrators managed to open the door by using special tools, forced open the lashing chain and lock, before entering the engine room from the funnel door.</p> <p><u>The perpetrators stole auxiliary engine spare parts</u> before they escaped. <u>The crew was not injured.</u></p> <p>The master and crew relayed the details of the incident to the shipping agent, who in turn reported to the authorities.</p> <p>[ReCAAP Contact Point (Hong Kong)]</p>
25	Danum 53 Tug boat Malaysia 269 9414864 Linau 135 Barge	6/4/24 1645 hrs	1° 18.59' N, 104° 15.77' E South of Tanjung Ramunia, Johor, (Malaysia), in the westbound lane of the TSS (SOMS)	<p>While the tug boat towing barge was underway, the master noticed a sampan alongside the barge. <u>Three perpetrators were seen leaving the barge with some copper coils and fibre boards.</u> The crew was mustered and accounted for. <u>The crew was not injured.</u> The tug boat and barge last port of call was Bintulu, Sarawak, East Malaysia and was bound for Singapore Pilot Eastern Boarding Ground "A".</p> <p>The master reported to Singapore VTIS East. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information was shared with the Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
26	Maersk Chattogram Container ship Singapore 31649 9761023	8/4/24 0045 hrs	21° 49' N, 91° 47' E Chattogram Outer Anchorage, Bangladesh	<p>While anchored, the duty watchman noticed two perpetrators onboard the deck, and managed to escape onboard a country boat. Upon inspection, it was found out that 600 ltrs of paint, 150 mtrs of safety chain, 16 pcs of brass fire hydrant caps, and 2 pcs of fire houses were stolen.</p> <p>The incident was immediately reported to the BCG and Port Control Authority. The crew was not injured.</p> <p>BCG carried out patrol in the incident area, and recovered all stolen ships items and handed over to the ship master. It is recommended and advised for all ships, low draft ships, and tug boats heading towards Bangladesh ports and territorial waters, to maintain communication with law enforcement agencies (LEAs) through HF/VHF channels 12 and 16 for help.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>
27	Solar Roma Product tanker Liberia 18335 9887372	14/4/24 0247 hrs	1° 17.96' S, 116° 47.93' E Balikpapan Anchorage, Indonesia	<p>While anchored, four perpetrators boarded the ship through the anchor chain. They broke into the forecandle store and escaped with ship stores and properties. The crew was mustered and a search onboard the ship was conducted. The incident was reported to Balikpapan port control.</p> <p>[IMO]</p>
28	Casanova Bulk carrier Bahamas 92249 9454151	14/4/24 0247 hrs	1° 4.47' N, 103° 40.72' E Approx. 3 nm from Takong Kecil Light, (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the master reported to Singapore VTIS that the 3rd engineer sighted five perpetrators in the engine room. Some of the perpetrators were reportedly armed with gun-like objects.</p> <p>The master raised the alarm, and mustered the crew. A ship search was conducted and completed at 0405 hrs, and all crew accounted for with no injuries. The master was unable to ascertain any loss of property.</p> <p>The master indicated that no further assistance was required, and continued its journey to Song Duong, Vietnam.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information was shared with the Indonesian authority.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
29	<p>Bongawan 9 Tug boat Malaysia 141 9515371</p> <p>Hexagro 9 Barge</p>	14/4/24 1020 hrs	<p>1° 20.93' N, 104° 21.08' E</p> <p>Approx. 4.3 nm east of Tanjung Penyusop, (Malaysia), in the westbound lane of the TSS</p> <p>(SOMS)</p>	<p>While underway, the master reported to Singapore VTIS East via VHF Channel 10, that he sighted three to four perpetrators alongside the unmanned barge in three sampans. The master raised the alarm and mustered the crew.</p> <p>At 1040 hrs, the master reported that the perpetrators left the barge. The master further reported that <u>some scrap metals were stolen</u> from the barge. <u>All crew members were accounted for with no injuries</u>, and no assistance required.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were informed. Information was shared with the Malaysian authority.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
30	<p>Hafnia Pacific Petroleum/chemical tanker Singapore 20517 9382061</p>	14/4/24 0247 hrs	<p>3° 55.18' N, 98° 44.81' E</p> <p>Zone 3 Anchorage, Belawan, Indonesia</p>	<p>While anchored and awaiting loading operation, the able seaman (AB) was patrolling the deck when he noticed a wooden boat at the port anchor cable area. He reported the sighting to the OOW immediately and blew the whistle to raise alarm.</p> <p><u>Three perpetrators armed with knives</u> subsequently boarded the ship from the main deck. <u>They threatened the AB with a machete</u>, took the store keys, walkie-talkie and torch from the AB, and <u>stole two fire hose nozzles</u>.</p> <p>The 2nd watchman saw the incident and reported the situation to OOW, who raised the ship alarm. Upon hearing the alarm, the perpetrators escaped. <u>The crew was not injured</u>.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
31	ESL Dachan Bay Container ship Portugal 59176 9535216	10/5/24 0332 hrs	14° 35.69' N, 120° 50.67' E Manila International Container Terminal (MICT) Anchorage area, Manila, the Philippines	<p>While anchored, two perpetrators boarded the ship at the forecastle. The 2nd Mate spotted the perpetrators and raised the alarm. A check was conducted of the ship's equipment and <u>items including cables, normal grinders, brass nozzle pieces, a heavy duty cutter, a drill machine, an inverter welding machine and a heavy-duty grinder were found stolen. The crew was not injured.</u></p> <p>The incident was reported to the PCG and Philippine Port Authority. The Philippine authorities proceeded to location of the ship immediately and verified the veracity of the report. The Philippine authorities conducted follow-up operations at nearby junkshop, where the perpetrators reportedly sold the stolen items.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
32	Largo Eden Chemical gas tanker Liberia 28630 9935909	13/5/24 0345 hrs	22° 17' N, 91° 43' E Chattogram Anchorage A20, Bangladesh	<p>While anchored, the AB on rounds spotted movement on the poop deck, raised the alarm and reported six perpetrators had boarded the ship and escaped into the water.</p> <p><u>The shore watchmen were found tied</u> and unable to move. The paint store lock was found broken, and <u>paint drums, messenger rope and heaving line were stolen.</u></p> <p>The incident was reported to the local authorities including the port control, BCG and Bangladesh Navy. BCG investigated the incident, and conducted combing operations in the vicinity and shore areas. The perpetrators were apprehended, all stolen items recovered and handed over to the ship.</p> <p>[ReCAAP Contact Point (Hong Kong)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
33	Murou General cargo ship Panama 10650 9539391	15/5/24 0415 hrs	1° 42' N, 101° 28' E Dumai Anchorage, Indonesia	<p>While anchored and awaiting cargo, a deck officer on watch duty spotted a small boat alongside the port stern of the ship. At the same time, three perpetrators were seen near the funnel.</p> <p>The deck officer shouted at the perpetrators immediately and reported to the duty officer, who informed the master. The alarm was sounded and an announcement was made about the presence of the perpetrators onboard.</p> <p>The duty officer subsequently noticed the three perpetrators jumping off the ship and escaped in the small boat. All crew members were safe and nothing was stolen.</p> <p>[ReCAAP Focal Point (Japan)]</p>
34	GCL Leader Bulk carrier Liberia 43424 9902550	21/5/24 0512 hrs	1° 2.8' N, 103° 39.7' E Approximately 3 nm west of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the master reported to Singapore VTIS on VHF that five perpetrators armed with knives were sighted in the steering gear room, with the oiler being restrained. The alarm was raised and crew mustered. All crew members were accounted for, with no injury to crew and no assistance required. Some engine spare parts were stolen.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information was shared with the Indonesian authority.</p> <p>The ship proceeded to Singapore anchorage to pick up pilot. Upon the ship's arrival, Singapore Police Coast Guard conducted an inspection onboard.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
35	Marvel 3 Tug boat Malaysia 151 Seronggong 8 Barge	21/5/24 1613 hrs	1° 30.16' N, 104° 31.37' E Approximately 5.23 nm from Tompok Utara Beacon, Malaysia (South China Sea)	<p>While the tug boat towing barge was underway, perpetrators in five small boats came alongside and boarded the barge. The alarm was raised and the crew was instructed to stay within the accommodation.</p> <p>The master reported the incident to Singapore VTIS. At about 1745 hrs, <u>the perpetrators left the barge with some scrap metals</u> and escaped in their boats. <u>The crew was not injured.</u></p> <p>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 and Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
36	Irvine Bay Bulk carrier Hong Kong, China 23268 9682928	25/5/24 0210 hrs	1° 42' N, 101° 29' E Dumai Anchorage, Indonesia	<p>While anchored, <u>four perpetrators armed with knives and iron bars</u> boarded the bulk carrier from a wooden craft. Three of the perpetrators wore long-sleeved black tops, pants and caps, while one perpetrator wore a half-sleeved t-shirt and shorts. <u>The perpetrators stole ship's engine spares</u> and escaped. <u>The crew was not injured.</u></p> <p>The incident was reported to Dumai VTS via VHF and the agent registered a complaint with the police. The local police boarded the ship and investigation is in progress.</p> <p>[ReCAAP Contact Point (Hong Kong)]</p>
37	Ocean Dream Bulk carrier Hong Kong, China 43310 9860324	27/5/24 0245 hrs	1° 9.4' N, 103° 27.3' E Approximately 6.5 nm from Pulau Iyu Kecil (Indonesia), in the precautionary area of the TSS (SOMS)	<p>While underway, the ship's crew discovered that engine room spare parts had been stolen after sailing from Singapore.</p> <p>According to shipboard CCTV footage, four perpetrators in t-shirts and shorts had boarded the ship via starboard quarter from a small craft. The perpetrators unlocked and opened the watertight door in after poop deck, entered the engine room and went directly to the spare parts locker. <u>The perpetrators stole engine room spare parts for auxiliary engine and fuel oil purifier,</u> and escaped. <u>The crew was not injured.</u></p> <p>The master reported the incident to Singapore VTIS. The RSN's MSTF and Singapore Police Coast Guard were informed.</p> <p>[ReCAAP Contact Point (Hong Kong), ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
38	AAL Merkur General cargo ship Liberia 22863 9509695	29/5/24 1920 hrs	10° 12' N, 107° 3' E Phu My Anchorage, Vietnam	<p>While anchored, a duty OS patrolling the forecastle area spotted a perpetrator climbing over the ship railings using a rope. He wore a dark blue t-shirt and pants. The duty OS shouted at the perpetrator immediately, and reported to the OOW. The perpetrator jumped back immediately into a wooden boat, with two other perpetrators in the boat, and escaped. <u>Nothing was stolen.</u></p> <p>The master reported the incident to local VTS via Channel 16, as well as the CSO.</p> <p>[ReCAAP Focal Point (Vietnam)]</p>
39	Avatar Courage Tug/Supply vessel Singapore 1706 9559028	5/6/24 0030 hrs	1° 9.47' N, 103° 58.54' E Batam Anchorage, Indonesia	<p>While anchored, the duty AB spotted <u>three perpetrators armed with long knives</u> at the starboard rescue zone of the ship. The perpetrators were suspected to have had board the ship with ropes and ship fenders.</p> <p><u>The perpetrators attempted to attack the AB</u> but he managed to escape and ran into the ship accommodation block with the door locked from inside. The AB reported the incident to the duty bridge officer who raised the general alarm and announced via the PA system about the armed perpetrators onboard. All crew were called to assemble at the navigation bridge. The ship security officer alerted the Batam VTS and the CSO to request for immediate assistance.</p> <p>The Indonesian Navy and Coast Guard arrived at 0150 hrs and 0210 hrs respectively, but no perpetrator was found onboard. The Indonesian Navy then continued to escort the vessel until daylight hour. <u>The crew was not injured</u> and <u>nothing was stolen.</u></p> <p>[ReCAAP Focal Point (Singapore)]</p>
40	G.B. Corrado Bulk carrier Bahamas 40154 9314624	10/6/24 0435 hrs	1° 8.3' N, 103° 28.9' E Approximately 15 nm west of Pulau Cula (Indonesia), in the precautionary area of TSS (SOMS)	<p>While underway, the ship engineer sighted <u>four perpetrators armed with knives</u> in the engine room. The master raised the alarm and mustered the crew. A search was conducted and <u>some engine spares were missing.</u></p> <p>The master reported the incident through his local agent via email to Singapore POCC. A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard was notified. Information about the incident was shared with the Indonesian authority.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
41	Santa Regina Bulk carrier Panama 43314 9675274	11/6/24 0312 hrs	1° 3.4' N, 103° 37.5' E Approximately 5.3 nm west of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, six perpetrators armed with knives entered the engine room through the steering gear door, tied up two crew (oilers) in the engine room workshop and stole the engine spares.</p> <p>An engineer discovered the tied-up crew and informed the master. The master raised alarm and crew mustered. Search was conducted with no further sighting of the perpetrators.</p> <p>The master reported the incident through his agent to Singapore POCC via email. The RSN's MSTF and Singapore Police Coast Guard were informed. Information of the incident was shared with the Indonesian authority.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
42	Ivestos 9 Bulk carrier Liberia 40198 9349306	15/6/24 0210 hrs	1° 2.5' N, 103° 38.37' E Approximately 4.4 nm from Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the engine crew sighted four perpetrators armed with knives in the engine room and notified the watch officer on the bridge immediately. The bridge officer raised the alarm. The perpetrators escaped upon realising the crew had been alerted. The crew was mustered and a search onboard was conducted. No perpetrators were found and some engine spares were stolen. The crew was not injured.</p> <p>The master reported the incident to Singapore POCC via email. A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
43	Dongbang Giant No. 6 Heavy transport vessel Republic of Korea 14462 9593357	25/6/24 0300 hrs	1° 6.9' N, 104° 10.6' E Kabil Anchorage, Indonesia	<p>While anchored, two perpetrators boarded the ship, stole engine spare parts and escaped. The alarm was raised and crew mustered. The crew was not injured.</p> <p>The incident was reported to VTS and Indonesian authorities boarded the ship for investigation.</p> <p>[ReCAAP Focal Point (Republic of Korea)]</p>
44	Ivestos 8 Bulk carrier Liberia 40198 9357755	27/6/24 0312 hrs	1° 10.48' N, 103° 28.71' E Approximately 7.7 nm from Pulau Iyu Kecil (Indonesia), in the precautionary area of the TSS (SOMS)	<p>While underway, the master reported to Singapore VTIS that one perpetrator was sighted in the steering gear room.</p> <p>The alarm was raised and all crew mustered to conduct search onboard the ship. The master declared nothing was stolen, the crew was safe and no further assistance required. The ship was enroute from Santos, Brazil to pick up her pilot from Tanjung Pelepas, Malaysia.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian and Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
45	<p>Orihime Bulk carrier Japan 132647 9621235</p>	8/7/24 0410 hrs	<p>1° 3.58' N, 103° 39.46' E</p> <p>Approximately 3.4 nm from Pulau Cula (Indonesia), in the eastbound lane of the TSS</p> <p>(SOMS)</p>	<p>While underway, the master reported to Singapore VTIS that four perpetrators were sighted at ship's stern. The master raised the alarm and all ship crew were mustered to conduct a search onboard. At about 0540 hrs, the ship reported that all crew were accounted for with no injury, nothing was stolen from the ship and no assistance was required. The ship was enroute from Tubarao, Brazil to Singapore.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian and Malaysian authorities.</p> <p>Singapore PCG boarded the ship at Singapore anchorage and reported no perpetrators found onboard.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
46	<p>HK Tug 9 Tug boat Singapore 299 9767120</p> <p>LKH 2882 Flat top deck cargo barge</p>	15/7/24 1640 hrs	<p>1° 16.1' N, 104° 13.37 E</p> <p>Approximately 7.5 nm of Tanjung Tondong, Indonesia, in the eastbound lane of the TSS</p> <p>(SOMS)</p>	<p>While the tug boat towing barge was underway from Jurong Port, Singapore to Cigading, Indonesia, three small boats carrying 10 perpetrators approached and boarded the barge at about 1620 hrs</p> <p>They transferred scrap metals from the barge onto their boats. The perpetrators stopped and fled when they sighted a RSN warship in the vicinity at around 1650 hrs. However, at around 1720 hrs after the RSN warship left the vicinity, the boats returned to the barge to steal more scrap metals. No injury or damage to the barge or the tug boat was reported. Scrap metals were stolen from the barge. The crew was safe.</p> <p>The incident was reported to the VTIS East.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
47	Wadi Feran Bulk carrier Egypt 33925 9460083	16/7/24 0230 hrs	1° 5' N, 103° 43.2' E Approximately 1.3 nm from Pulau Takong Light (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, five perpetrators armed with knives and guns were sighted in the engine room. The ship general alarm was raised and crew mustered. A search was conducted. All crew members were accounted for, no injury to crew and no assistance required.</p> <p>The master reported the incident to Singapore VTIS. Safety navigational broadcast was initiated. Singapore PCG boarded the ship on her arrival at the anchorage and completed the search. No perpetrators were found. The RSN's MSTF was also notified. Information of the incident was shared with the Indonesian and Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
48	Earth Harmony Bulk carrier Panama 22664 9832470	21/7/24 0340 hrs	3° 26' N, 99° 27' E Kuala Tanjung Anchorage, Indonesia	<p>While anchored, three perpetrators armed with long knives boarded the ship. They entered the engine room, took the duty engine crew hostage and tied him up. Before leaving the ship, they stole the ship's engine spares, released the duty crew and escaped. The alarm was raised, the crew mustered and the incident was reported to the Port Facility through the agent.</p> <p>[ReCAAP Focal Point (Japan)]</p>
49	Corinna Bulk carrier Greece 43951 9593842	23/7/24 0105 hrs	1° 5.6' N, 103° 43.1' E Approximately 3.19 nm north of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, five perpetrators with knives were sighted at the entrance of the ship's engine room. The alarm was raised and all crew mustered to conduct a search. The crew was not injured. Engine spare parts were stolen from the ship.</p> <p>The incident was reported to Singapore VTIS. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. The PCG boarded the vessel at Singapore anchorage and reported no abnormalities and no perpetrators found onboard. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
50	Berge Mauna Loa Bulk carrier Isle of Man 108956 9951941	29/7/24 0215 hrs	1° 3.8' N, 103° 40.1' E About 3.2 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, three perpetrators were sighted in the steering gear room. The perpetrators escaped upon the activation of the ship's general alarm. A search was conducted with no further sighting of the perpetrators. <u>Nothing was stolen and all crew members were safe.</u></p> <p>The incident was reported to Singapore VTIS. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. The PCG boarded the vessel upon her arrival at the Port of Singapore and conducted a thorough search. No perpetrators were found on board. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
51	Thisseas Bulk carrier Liberia 41101 9493896	29/7/24 0512 hrs	1° 3.5' N, 103° 40.6' E Approximately 2.3 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, five perpetrators with knives were sighted at the poop deck. The perpetrators escaped upon the activation of the ship's general alarm. A search was conducted with no further sighting of the perpetrators. <u>Nothing was stolen and all crew members were safe.</u></p> <p>The incident was reported to Singapore VTIS. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. The PCG boarded the vessel upon her arrival at the Port of Singapore and conducted a thorough search. No perpetrators were found onboard. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
52	Spec Nichole Supply vessel Liberia 2721 9701126	4/8/24 0300 hrs	1° 9.69' N, 103° 57.7' E Pulau Batam Anchorage, Indonesia	While anchored, two unauthorised persons boarded the ship and escaped with ship's properties . The theft was later discovered in the morning by the crew. [IMO]
53	HK Tug 3 Tug boat Singapore 253 9399686 LKH 3883 Barge	5/8/24 1705 hrs	1° 15.43' N, 104° 11.5' E Off Tanjung Tondong (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, several small boats carrying an unknown number of perpetrators approached and boarded the barge. They transferred scrap metal from the barge to the small boats and the perpetrators left after about half an hour later. Scrap metal was stolen from the barge. The crew was safe. The incident was reported to Singapore Port Operations Control Centre (POCC). [ReCAAP Focal Point (Singapore)]
54	Ultra Colonsay Bulk carrier Panama 34778 9448217	6/8/24 0120 hrs	1° 3.1' N, 103° 38.3' E Approximately 4.3 nm from Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, five to six perpetrators with knives were sighted in the engine room. The ship's general alarm was raised and crew mustered to conduct a search. Upon hearing the alarm, the perpetrators escaped. The perpetrators had tied the Chief Engineer's (CE) hands and feet with rope , but the CE managed to free himself after the perpetrators had escaped. Some engine spare parts and the Chief Engineer's cellphone were stolen. All crew members were safe. The incident was reported to Singapore VTIS. Navtex broadcast was initiated to alert other vessels in the area to exercise caution and step up anti-piracy watch. The Singapore PCG boarded the ship when at anchorage and reported no perpetrators were found onboard. Information of the incident was shared with the MRCCs of Indonesia and Malaysia. [ReCAAP Focal Point (Singapore)]

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
55	Aphrodite L Bulk carrier Liberia 44262 9487615	11/8/24 0445 hrs	1° 4.8' N, 103° 42.8' E Approximately 2.6 nm north of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, two perpetrators were sighted at the poop deck. Upon being sighted by the crew, the perpetrators jumped overboard. The ship general alarm was raised and crew mustered to conduct a search. No perpetrators found and <u>no loss of property. All crew members were safe.</u></p> <p>The incident was reported to Singapore VTIS. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. The PCG boarded the ship at Singapore anchorage to conduct a security search and investigation, and reported no perpetrators found onboard, and no property stolen. Information of the incident was shared with the Indonesian and Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
56	Jin Hwa 49 Tug boat Malaysia 143 9373981 Jin Hwa 39 Barge	23/8/24 1230 hrs	1° 17.02' N, 104° 8.62' E Approximately 3.6 nm southeast of Tanjung Setapa (Malaysia), in the westbound lane of the TSS (SOMS)	<p>While underway, seven unauthorised personnel from two sampans (small boats) boarded the barge. <u>The perpetrators left with some scrap metal from the barge. The crew was not injured</u> and no assistance was required.</p> <p>The incident was reported to the Singapore VTIS East. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
57	Lucky Long Bulk carrier Panama 39455 9122564	27/8/24 2320 hrs	1° 15.25' N, 104° 1.85' E Approximately 4.2 nm from Pulau Nongsa Lighthouse (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, five perpetrators, of which two carried knives/parang, were sighted in the engine room. Officer on watch raised the alarm and mustered crew to conduct a search to locate the perpetrators. The master reported that all crew were accounted for with no injury reported, and generator spares were found missing. The incident was reported to the Singapore VTIS East. The ship resumed her voyage to Singapore.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p>Upon the ship's arrival at port of Singapore, the PCG boarded the ship, conducted a thorough search onboard. No perpetrators were found.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
58	Sea Voyager Bulk carrier Panama 31493 9799707	14/9/24 0020 hrs	1° 4.18' N, 103° 37.07' E Approximately 5.9 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, five perpetrators with knives were sighted in the steering room of the ship. The alarm was raised and all crew mustered to conduct a search to locate the perpetrators. The crew was not injured. Nothing was reported stolen from the ship.</p> <p>The incident was reported to Singapore VTIS. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident.</p> <p>The PCG boarded the ship upon her arrival at Singapore port and conducted a search. No perpetrators were found onboard. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
59	<p>Target 10 Tug boat Malaysia 188 9826926</p> <p>Alam 281 Barge</p>	14/9/24 0038 hrs	<p>1° 19.53' N, 104° 17.5' E</p> <p>Approximately 2.2 nm south of Pulau Mungging, within Johor Port Limit, Malaysia</p>	<p>While underway, the tug boat master reported that some <u>scrap metal on its towing barge were taken away</u> by perpetrators via a sampan. All crew mustered and a search was conducted. <u>The crew members were safe.</u></p> <p>The incident was reported to Singapore VTIS. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
60	<p>Atlantic Tiger Bulk carrier Marshall Islands 109731 9874612</p>	14/9/24 0125 hrs	<p>1° 3.3' N, 103° 38.85' E</p> <p>Approximately 4 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS</p> <p>(SOMS)</p>	<p>While underway, six to seven perpetrators were sighted in the vicinity of port quarter of the ship. All crew mustered to conduct a search. <u>The crew was not injured. Engine spares were stolen from the ship.</u></p> <p>The incident was reported to Singapore VTIS. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident.</p> <p>The PCG boarded the ship upon her arrival at Singapore Port, and conducted a search. No perpetrators were found onboard. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
61	New Destiny Bulk carrier Marshall Islands 33910 9557056	30/9/24 0102 hrs	1° 5.6' N, 103° 43.7' E Approximately 3.3 nm north of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While sailing, five perpetrators with gun-like objects were sighted in the engine room. The crew was mustered and a search conducted, but no perpetrators were found. It could not be confirmed whether any property was stolen. The crew was not injured.</p> <p>The master reported the incident to the Singapore VTIS West. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident.</p> <p>Upon the ship's arrival at port of Singapore, the PCG boarded the ship and conducted a thorough search, and no perpetrators were found onboard. The information was also shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Attempted Incidents

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
62	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>
63	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>

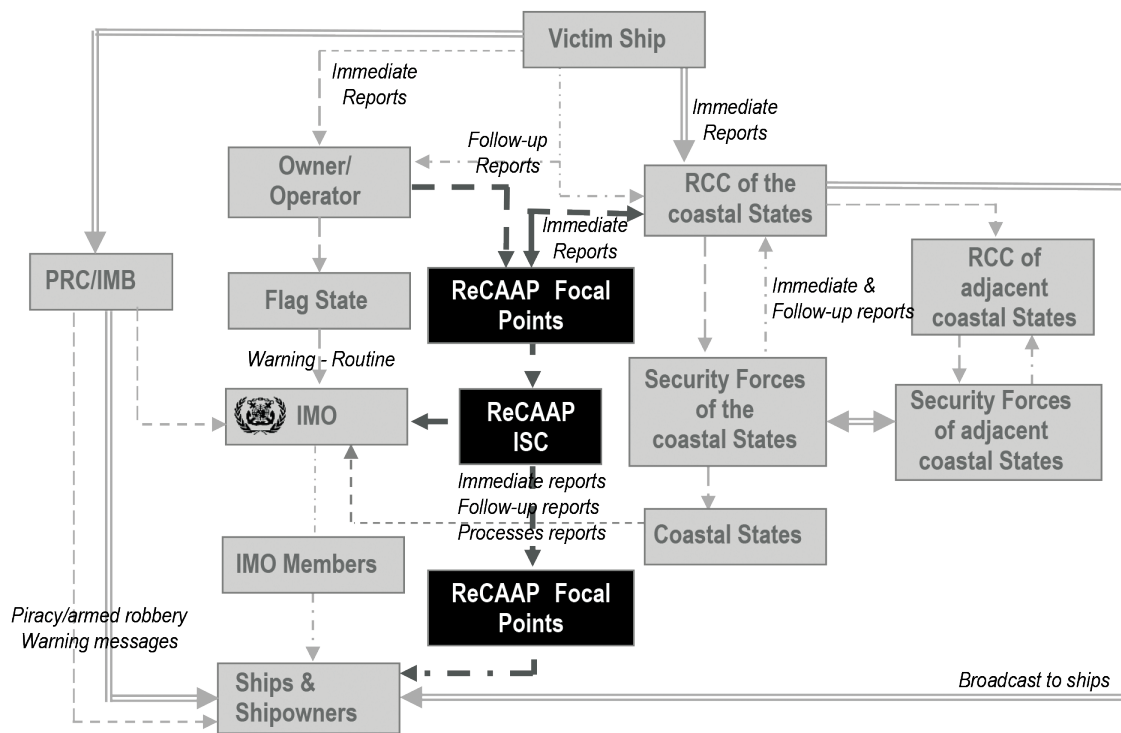
S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
64	Omera Legacy Oil/chemical/gas tanker Bangladesh 60007 9291236	14/1/24 2245 hrs	21° 50.5' N, 91° 41.84' E Off Kutubdia Island, Chattogram Anchorage, Bangladesh	<p>While anchored, an unknown number of perpetrators onboard a country 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 BCG and port control.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>
65	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>
66	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>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
67	Belatlantic Bulk carrier Norway 36318 9744104	15/6/24 0115 hrs	22° 19' N, 91° 44' E Chattogram Anchorage, Bangladesh	While anchored, the watchman and duty crew spotted six perpetrators attempting to board the ship through the chain hawse pipe from a small boat. Upon realising the crew had been alerted, the perpetrators aborted the attempt and escaped immediately. [ReCAAP Focal Point (Bangladesh)]
68	Fairchem Conquest Chemical tanker Panama 12247 9798648	15/6/24 2012 hrs	1° 14.5' N, 104° 3.5' E Approximately 3 nm north of Pulau Batam (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, the bridge team sighted a suspicious boat on its port bow with very dim lighting. The ship altered its course to starboard to keep a safe distance from the boat. However, at a distance of about 1.5 miles, the boat suddenly started flashing lights and accelerated, making a desperate attempt to board the ship. The ship performed evasive manoeuvres to deter the boarding attempt, and immediately notified Singapore VTIS East. Upon sighting a RSN ship in the vicinity, the small boat aborted its attempt and moved away from the ship. The ship had implemented additional lookout measures to monitor for suspicious boats as part of its security measures. [ReCAAP Focal Point (Singapore)]

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



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

Notes:

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

Contact Details of ReCAAP Focal Points/Contact Point

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Correct as on 30 September 2024

J 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 (INF). 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**

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