



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

# MONTHLY REPORT

PIRACY AND ARMED ROBBERY  
AGAINST SHIPS IN ASIA

04  
APRIL 2022



*...ENHANCING REGIONAL COOPERATION*

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



## OVERVIEW

In April 2022, 10 incidents of armed robbery against ships<sup>1</sup> (in territorial seas/ archipelagic waters) were reported in Asia. No piracy<sup>2</sup> incident (on high seas) was reported.

Of the 10 incidents, six incidents occurred on board ships while anchored/berthed at anchorages in Bangladesh, Indonesia and the Philippines, three incidents occurred on board ships while underway in the Singapore Strait (SS) and one incident on board a ship while underway in the Gulf of Khambhat, India.

The situation of armed robbery against ships in the SS continues to be of concern. Since January 2022, a total of 21 incidents were reported in the SS. This accounts for 64% of the total number of incidents reported during the period of January-April 2022 (21 of 33 incidents)

There was no incident of abduction of crew for ransom in the Sulu-Celebes Seas and waters off Eastern Sabah in April 2022. The last incident occurred on 17 Jan 20. However, the threat of abduction of crew for ransom remains potentially high, particularly in the area of Sulu and nearby waters off Tawi-Tawi as the Abu Sayyaf Group (ASG) is still active and the leaders of the ASG responsible for the past incidents of abduction are still at large.

## APRIL 2022

### NUMBER OF INCIDENTS

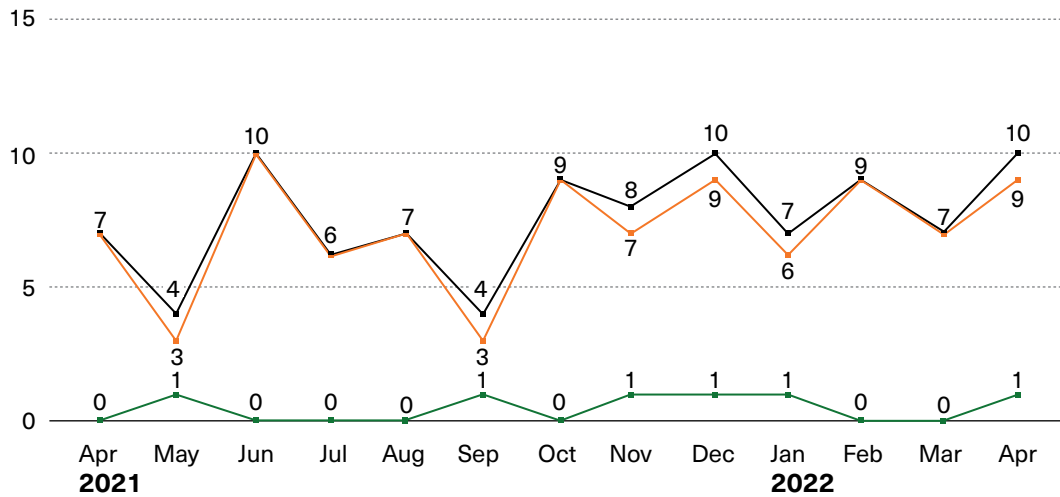
In April 2022, 10 incidents of armed robbery against ships were reported in Asia. Of the 10 incidents, nine were actual incidents<sup>3</sup> and one was an attempted incident<sup>4</sup>. All incidents were verified and reported to the ReCAAP ISC by ReCAAP Focal Points. Graph 1 (next page) shows the number of incidents reported each month from April 2021 to April 2022.

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

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

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

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



Graph 1 – Number of incidents (April 2021-April 2022)

■ Total ■ Actual ■ Attempted

### STATUS OF SHIPS

Of the 10 incidents reported in April 2022, five incidents occurred on board ships **while anchored** (two at Chattogram Anchorage, Bangladesh; two at Batangas Anchorage, the Philippines; and one at Jakarta Anchorage, Indonesia), four incidents on board ships **while underway** (three in the SS and one in the Gulf of Khambhat, India) and one incident on board a ship **while berthed** at Port of Makar, General Santos City, the Philippines.

## SIGNIFICANCE LEVEL OF INCIDENTS

All nine actual incidents reported in April 2022 were CAT 4<sup>5</sup> incidents.

Of the nine CAT 4 incidents, the perpetrators stole ship stores and unsecured items in five incidents and escaped empty-handed in the other four incidents. The crew was not injured in all nine incidents.

Chart 1 shows the significance level of incidents reported each month from April 2021 to April 2022.

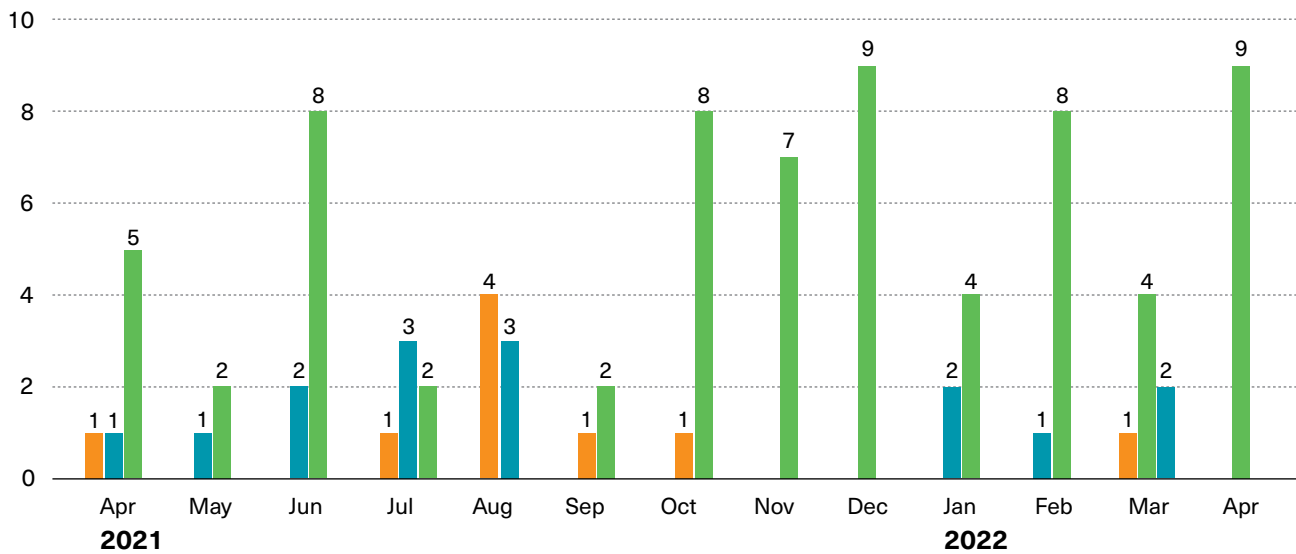


Chart 1 – Significance level of incidents (April 2021-April 2022)

■ CAT 2   ■ CAT 3   ■ CAT 4

<sup>5</sup> **CAT (Category) 4** incident is classified as 'least significant' in nature. Under this category, the perpetrators are not armed, and the crew not harmed. In CAT 4 cases, either nothing is stolen or small items are stolen.

## LOCATION OF INCIDENTS

The location of the 10 incidents (with latitude and longitude) reported in April 2022 is shown in Map 1.



Map 1 – Location of incidents in April 2022

● CAT 4 ▲ Attempted

- |   |   |   |  |
|---|---|---|--|
| <p>1 <b>Procyon Leader</b><br/>RORO car carrier<br/>3 Apr 22, 0100 hrs<br/>13° 45.43' N,<br/>121° 1.52' E</p> | <p>2 <b>Siloso</b><br/>Bulk carrier<br/>11 Apr 22, 0356 hrs<br/>6° 0.39' S,<br/>106° 54.15' E</p>                                       | <p>3 <b>BLPG Sophia</b><br/>LPG tanker<br/>16 Apr 22, 0012 hrs<br/>22° 3' N,<br/>91° 22' E</p>                      | <p>4 <b>Megali</b><br/>Tanker<br/>16 Apr 22, 0442 hrs<br/>1° 14.31' N,<br/>103° 58.83' E</p>           |
| <p>5 <b>Kota Hapas</b><br/>Container ship<br/>18 Apr 22, 0030 hrs<br/>6° 5.5' N,<br/>125° 9.3' E</p>          | <p>6 <b>Asia Jaya 28 &amp; Sinar Asia 2912</b><br/>Tug boat &amp; barge<br/>19 Apr 22, 2240 hrs<br/>1° 12.51' N,<br/>103° 51.68' E</p>  | <p>7 <b>STI Magister</b><br/>Petroleum/chemical tanker<br/>26 Apr 22, 0050 hrs<br/>22° 13.6' N,<br/>91° 43.8' E</p> | <p>8 <b>Lady Flora</b><br/>Bulk carrier<br/>27 Apr 22, 0226 hrs<br/>1° 16.68' N,<br/>104° 17.78' E</p> |
| <p>9 <b>Sextans</b><br/>Oil/chemical/gas tanker<br/>28 Apr 22, 0345 hrs<br/>13° 43' N,<br/>121° 2' E</p>      | <p>10 <b>Posh Osprey &amp; Vega</b><br/>Tug boat &amp; semi-submersible rig<br/>8 Apr 22, 2205 hrs<br/>21° 28.3' N,<br/>72° 22.3' E</p> |   |  |

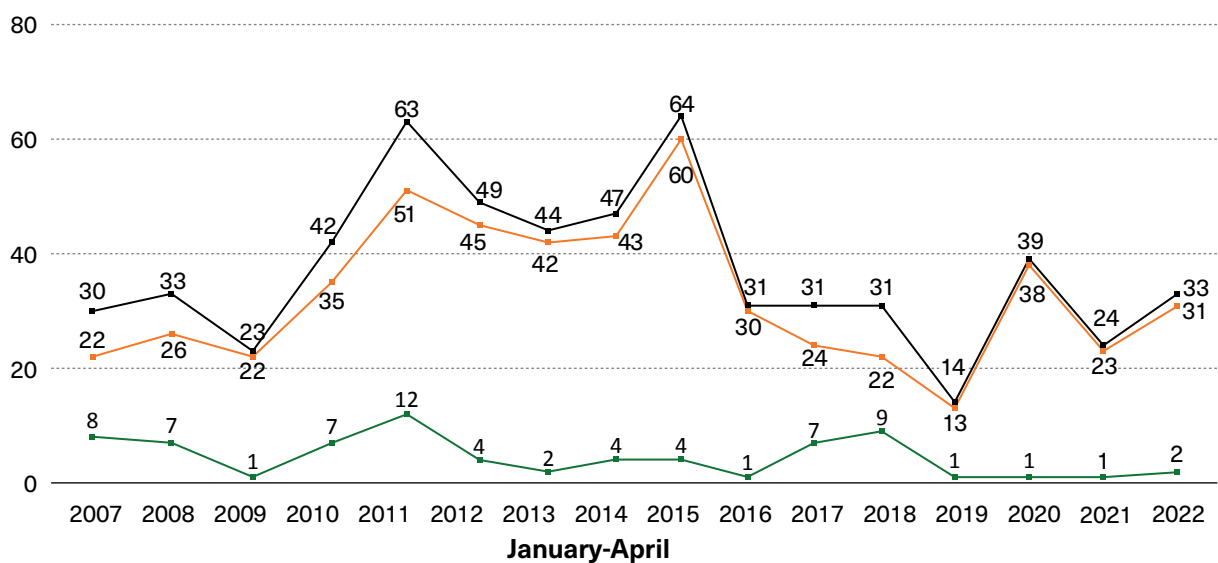
## JANUARY-APRIL 2022

### NUMBER OF INCIDENTS

During January-April 2022, 33 incidents of armed robbery against ships were reported in Asia. No piracy incident was reported during this period. Of the 33 incidents, 31 were actual incidents and two were attempted incidents.

Compared to January-April 2021, the **total number of incidents during January-April 2022 increased by 38%**. A total of 24 incidents were reported during January-April 2021.

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



Graph 2 – Number of incidents (January-April of 2007-2022)

■ Total    ■ Actual    ■ Attempted

The **increase** of incidents during January-April 2022 as compared to January-April 2021 occurred in the following locations:

- In Bangladesh, three incidents were reported during January-April 2022 compared to no incident during January-April 2021.
- In India, three incidents were reported during January-April 2022 compared to one incident during the same period in 2021.
- In the Singapore Strait, 21 incidents were reported during January-April 2022 compared to 12 incidents during January-April 2021.

However, there was a **decrease** of incidents during January-April 2022 compared to January-April 2021 in the following locations:

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

## AREAS OF CONCERN

The ReCAAP ISC is concerned with the increasing number of incidents in the SS and Bangladesh; and the potential threat of abduction of crew in the Sulu-Celebes Seas.

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

A total of 21 incidents were reported in the SS during January-April 2022. This accounts for 64% of the total number of incidents in Asia (33 incidents). An arrest of the perpetrators was made in one incident. The detail of the situation in the SS is indicated in pages 9-12 of this report.

### 2. Increasing number of incidents at Chattogram Anchorages, Bangladesh

During January–April 2022, three incidents were reported at Chattogram Anchorages, Bangladesh compared to no incident reported throughout 2021. The stolen items were recovered by the Bangladesh authorities in two incidents. However, there was no report on the arrest of the perpetrators involved. The detail of the situation in Bangladesh is indicated in pages 13-14 of this report.

### 3. Threat of abduction of crew for ransom in the Sulu-Celebes Seas

Although no incident was reported in the Sulu-Celebes Seas during January-April 2022, the threat of abduction of crew for ransom in Sulu and Tawi-Tawi remains potentially high as the ASG elements are still active and the leaders of the ASG responsible for the past abduction incidents are still at large. The detail of the situation in the Sulu-Celebes Seas is indicated in pages 15-17 of this report.



## SIGNIFICANCE LEVEL OF INCIDENTS

Of the 31 actual incidents reported in Asia during January-April 2022, one was CAT 2<sup>6</sup> incident, seven were CAT 3<sup>7</sup> incidents and 23 were CAT 4 incidents.

Chart 2 shows the significance level of incidents reported during January-April of 2007-2022. No CAT 1 incident was reported during January-April 2022 and the same period in 2021. The number of CAT 2 and CAT 3 incidents had remained consistent during January-April 2022 compared to the same period in 2021, while the number of CAT 4 incidents had increased.

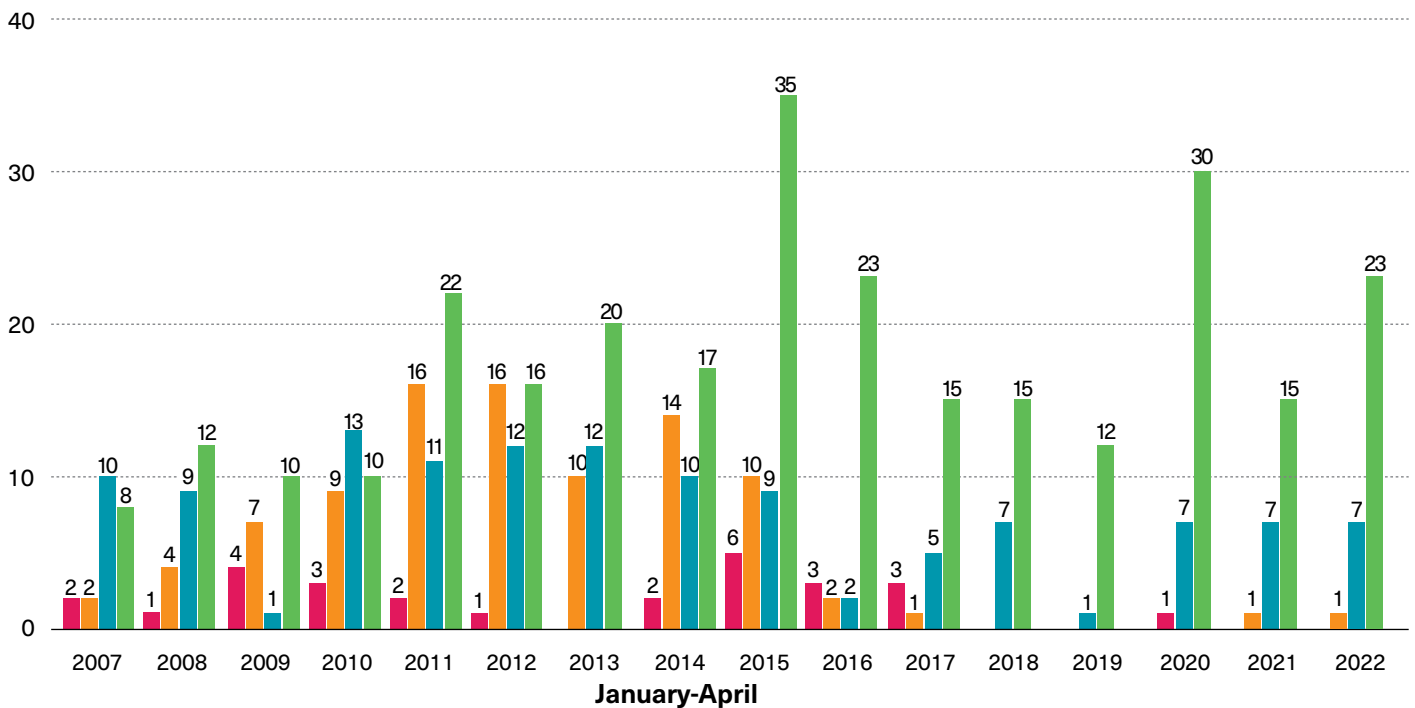


Chart 2 – Significance level of incidents (January-April of 2007-2022)

■ CAT 1   ■ CAT 2   ■ CAT 3   ■ CAT 4

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

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

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



■ **CAT 3.** Of the seven CAT 3 incidents reported during January-April 2022, six incidents occurred on board ships while underway in the SS, and one incident occurred on board a ship while anchored at Belawan Anchorage, Indonesia. All the incidents involved perpetrators armed with knives. However, the perpetrators did not use the knives to confront or harm the crew. The crew was safe in all incidents. Of the seven incidents, one incident reported loss of engine spares, one incident loss of stores and nothing was stolen in the other five incidents,

■ **CAT 4.** As with past trend observed in Asia, the majority of the incidents reported during January-April 2022 were CAT 4 incidents. This accounts for 74% of the number of actual incidents (23 of 31) during January-April 2022. In these incidents, perpetrators were not armed and the crew not harmed.

## SITUATION OF ARMED ROBBERY AGAINST SHIPS IN THE SINGAPORE STRAIT

### APRIL 2022

A total of three actual incidents were reported in the SS in April 2022. Of the three incidents, two incidents occurred in the eastbound lane of the TSS and one incident occurred outside of the TSS.

Chart 3 shows the number of incidents reported in the SS each month from January 2021 to April 2022. Notably, the number of incidents in the SS continued to decrease since February 2022. Eight incidents were reported in February 2022, five incidents in March 2022 and three incidents in April 2022.

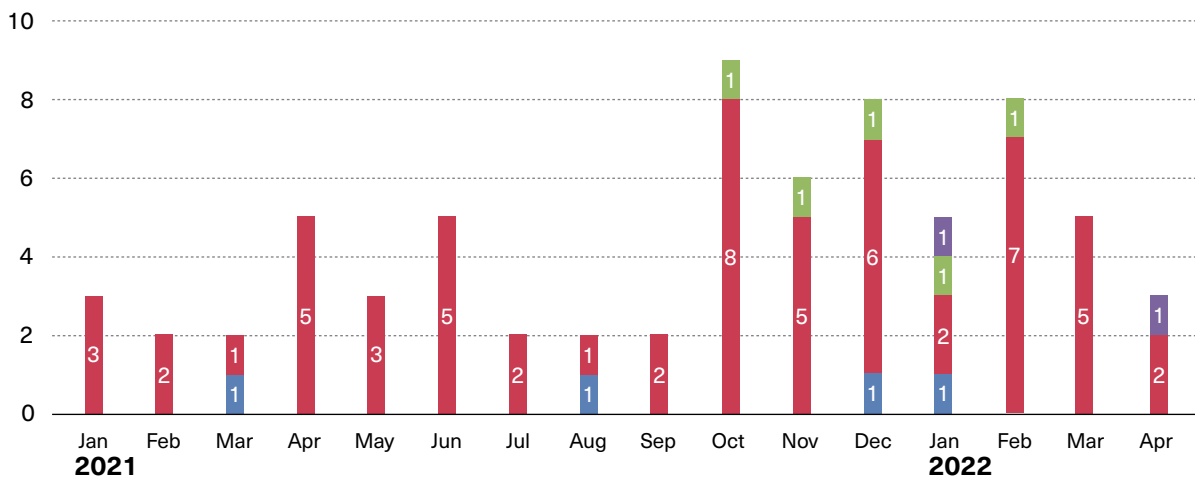


Chart 3 – Number and location of incidents in the Singapore Strait (January 2021-April 2022)

■ Westbound ■ Eastbound ■ Precautionary Area ■ Outside of TSS

## ARREST OF PERPETRATORS

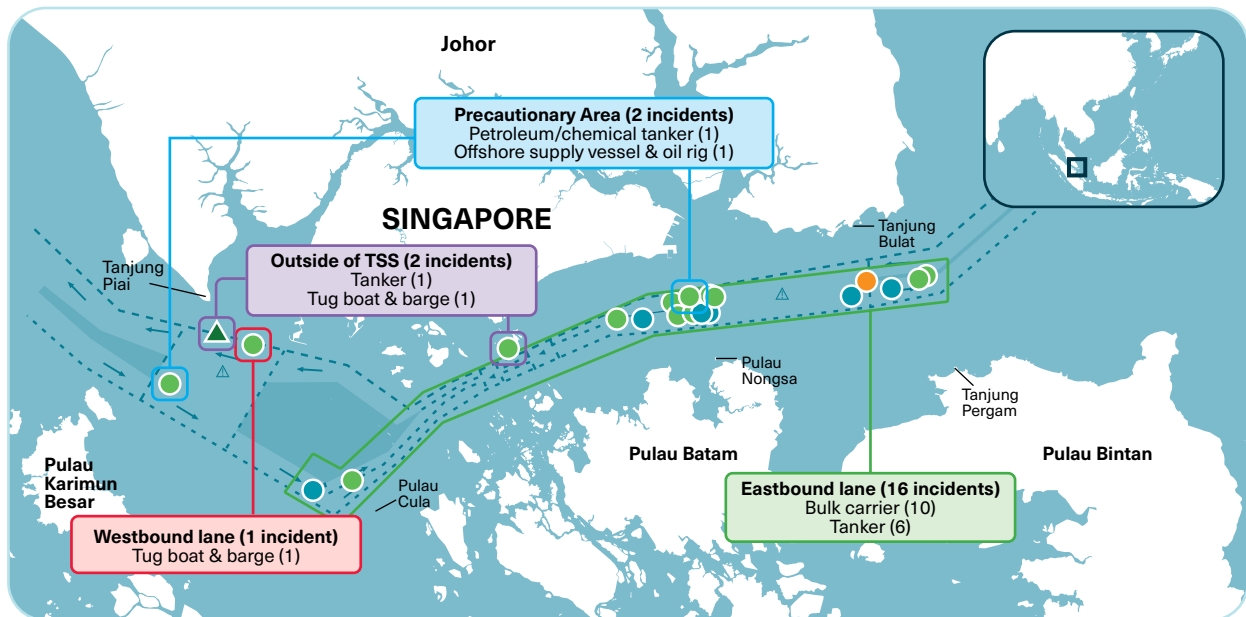
On 19 April at about 2240 hrs, tug boat, *Asia Jaya 28*, towing barge, *Sinar Asia 2912* were underway at approximately 0.7 nm south of Kusu Island (Singapore), when the master of the tug boat reported to Singapore Vessel Traffic Information System (VTIS) that two unauthorised persons were sighted escaping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

The Singapore Police Coast Guard craft intercepted the tug boat and barge, boarded the ships and arrested eight perpetrators and one crew. **Preliminary investigations revealed that the crew of the tug boat had allegedly conspired with the perpetrators to steal scrap metal on board the barge.** The crew was safe with no injury. The sampan was used by the perpetrators, some scrap metal and a knife were seized by the authorities<sup>8</sup>.

The ReCAAP ISC commends the master of the tug boat for timely reporting of the incident to the VTIS, the authorities for close coordination and sharing of information among themselves, and the quick response by the Singapore Police Coast Guard; all of these led to the arrest of the perpetrators.

## JANUARY-APRIL 2022

With the three incidents reported in April 2022, a total of 21 incidents (comprising 20 actual incidents and one attempted incident) were reported in the SS during January-April 2022. Map 2 (next page) shows the location of the 21 incidents reported in the SS during January-April 2022.



**Map 2 - Location of incidents in the Singapore Strait during January-April 2022**

● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted

The ReCAAP ISC is concerned with the continued occurrence of incidents in the SS, particularly the cluster of incidents off Pulau Nongsa, Batam Island (Indonesia) and Tanjung Pergam, Bintan Island (Indonesia). About 71% of the incidents reported in SS during January-April 2022 occurred in these two clusters.

Concerned with the situation in the SS, the ReCAAP ISC had issued two Incident Alerts (IAs), one in February 2022 and another in March 2022 to alert the shipping community, including warning of a possibility of further incidents. Both IAs can be found at [www.recaap.org/alerts](http://www.recaap.org/alerts).

## EFFORTS BY THE AUTHORITIES AND ReCAAP ISC

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

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

### RECOMMENDATIONS

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

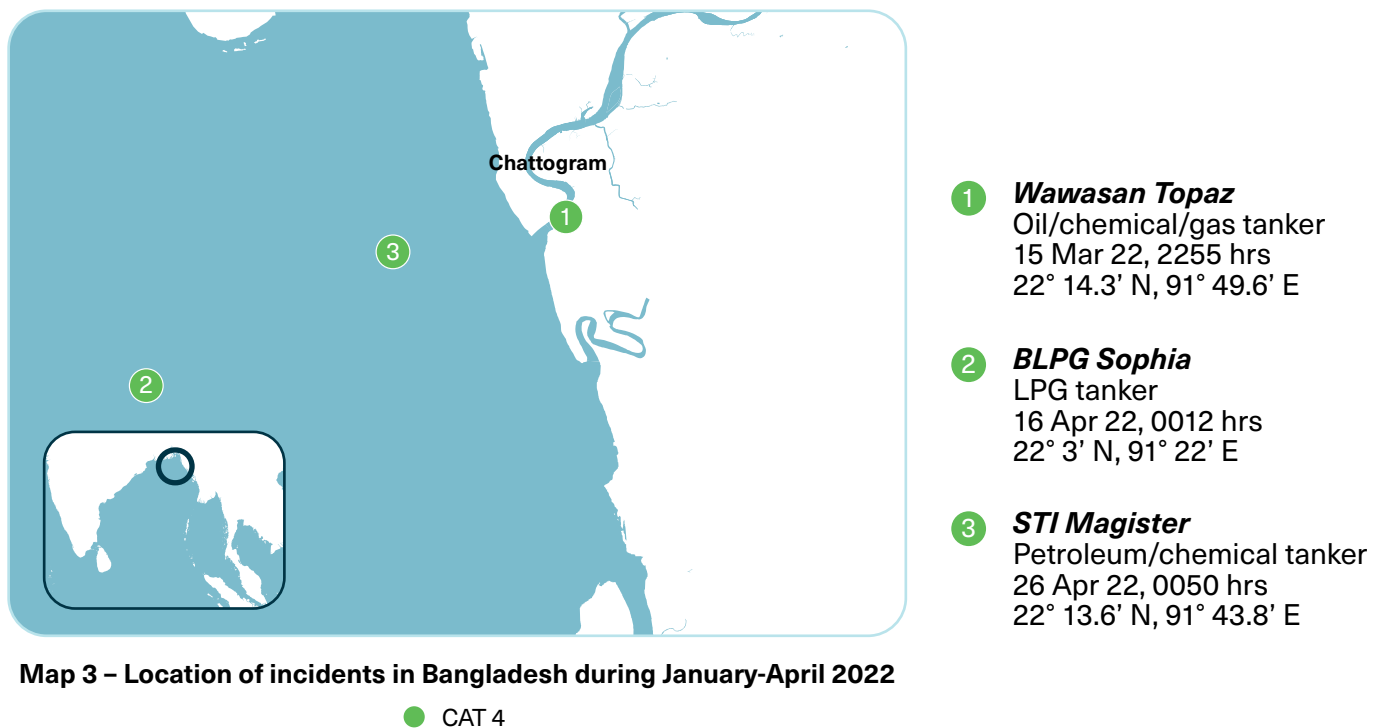
While transiting the SS, ship masters and crew are strongly advised to heighten vigilance and proactively adopt the following measures:

- Keep abreast of the latest situation (at [www.recaap.org](http://www.recaap.org)) particularly the incident-prone areas in the SS. The ReCAAP ISC's reports indicate detailed locations of incidents with latitude and longitude.
- Tune-in to advisories and navigational broadcasts announced by the authorities.
- Maximise vigilance, lookouts for suspicious small boats and increase watch keeping; particularly for crew on board tug boats towing barges during daylight and for crew on board bigger ships during night time.
- Maintain communication with their shipping company by providing periodic updates and establish daily communication checks.
- Report all incidents, suspicious activities and presence of suspicious small boats in the vicinity to the nearest coastal State and flag State.
- Sound alarm when suspicious boats are sighted loitering in the vicinity of the ship or barge or suspicious individuals are sighted on board the ship or barge.

# SITUATION OF ARMED ROBBERY AGAINST SHIPS AT ANCHORAGES IN BANGLADESH

## JANUARY-APRIL 2022

During the period of January-April 2022, a total of three incidents occurred to ships while berthed/anchored at Chattogram Anchorages, Bangladesh. One incident occurred in March 2022 and two incidents in April 2022. No incident was reported in Bangladesh throughout 2021. Map 3 shows the location of the three incidents occurred at Chattogram Anchorages, Bangladesh during January-April 2022.



The description of the three incidents are as follows:

### Incident on 15 March 2022

Name of ship:	<i>Wawasan Topaz</i>
Type of ship:	Oil/chemical/gas tanker
Flag of ship:	Panama

While at berth, six perpetrators boarded the ship from a small wooden boat. The general alarm was raised and crew mustered. The perpetrators escaped with ship stores. The crew was not injured.

Within 20 minutes, the **Bangladesh Coast Guard boarded the ship and investigated the incident.** The **Bangladesh Coast Guard duty patrol recovered the stolen items and handed them over to the ship master.**

## Incident on 16 April 2022

---

Name of ship:	<i>BLPG Sophia</i>
Type of ship:	LPG tanker
Flag of ship:	Bangladesh

---

While at anchor, an unknown number of perpetrators in a country boat came alongside the ship. One perpetrator boarded the ship while an unknown number of them stayed in the boat. The perpetrator reportedly stole 20 cans of paint and two drums of lubricating oil. The crew was not injured.

The incident was reported to the local authorities. **The Bangladesh Coast Guard dispatched a team, who investigated the incident. They recovered the stolen items after a combing operation in the vicinity and handed the items over to the master.** Considering the quantity of items stolen by one perpetrator, it is suspected that there were linkages between the perpetrators and the crew or others.

## Incident on 26 April 2022

---

Name of ship:	<i>STI Magister</i>
Type of ship:	Petroleum/chemical tanker
Flag of ship:	Singapore

---

While at anchor, the duty officer on board sighted four perpetrators on forecastle deck via close-circuit television (CCTV). The duty officer immediately raised alarm, informed master and mustered ship crew. The duty officer further observed on CCTV that the door of fore peak store was opened and three perpetrators came out of the store room upon hearing the alarm. The duty officer then sent some of the ship crew to the forward deck and crew saw the perpetrators escaping from the ship by either jumping into the water or climbing down the anchor chain. About seven or eight perpetrators made their escape in a small boat.

A search on board the ship was conducted by the crew and there was no further sighting of the perpetrators. One set of gangway wire coil was found missing. There was no reported damage to the ship and the crew was not injured. The incident was reported to the local port control centre and Bangladesh Coast Guard. **Three Coast Guard personnel boarded the ship at about 0240 hrs on same day to collect evidence.** The Coast Guard personnel found footprints and a broken lock from the fore peak store. Investigation is ongoing.

## RECOMMENDATIONS

The enforcement agencies of Bangladesh are urged to enhance surveillance, increase patrols and respond promptly to reports of incidents. Ships while transiting or anchoring in the area are advised to exercise enhanced vigilance, maintain all round lookout for suspicious boats, unauthorised persons on board and implement preventive measures as recommended in the '*Regional Guide 2 to Counter Piracy and Armed Robbery against Ships in Asia*'.

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

## APRIL 2022

There is no report of incident of abduction of crew for ransom in April 2022. The last known incident occurred on 17 Jan 20 off Lahad Datu, Sabah, Malaysia. No crew is currently held in captivity by the Abu Sayyaf Group (ASG).

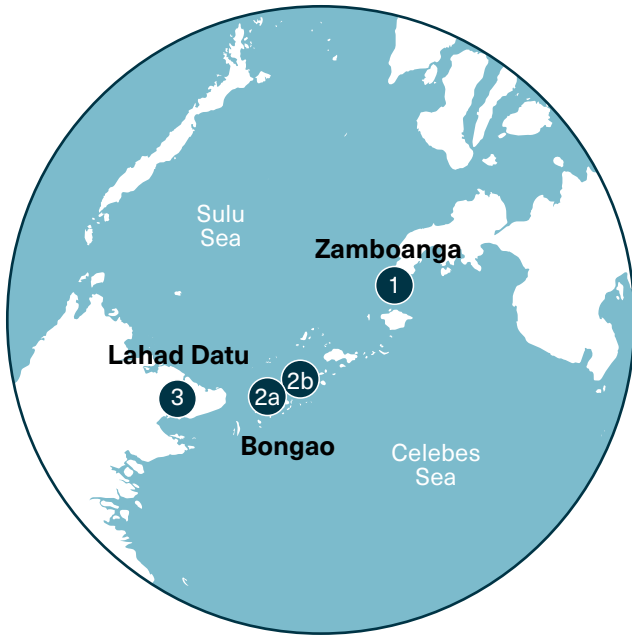
## EFFORTS BY THE AUTHORITIES

The Philippine and Malaysia authorities continued to conduct pursuit operations and intensify military operations to neutralise the ASG. In 2021, the operations carried out by the Armed Forces of the Philippines had resulted in the neutralization of some ASG sub-leaders and members. However, as Mundi Sawadjaan (one of the ASG leaders responsible for the abduction of crew in the Sulu area) is still at large, the threat of abduction of crew from ships remains potentially high, particularly in the areas of Sulu and nearby waters off Tawi-Tawi.

## ReCAAP ISC ADVISORY

The ReCAAP ISC reiterates its advisory to all ships to reroute from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the area, and report all incidents immediately to the Operation Centres of the Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia. The contact details of the Operation Centres of the Philippines and ESSCOM of Malaysia are as shown (next page):





Map 4 – Contact details

### 1 Philippine Coast Guard District Southwestern Mindanao

Tel: +63 998 585 7972  
+63 917 842 8446  
VHF: Channel 16 with call-sign  
“NEPTUNE”  
Email: hcgdswm@yahoo.com

### 2a Philippine Coast Guard Station, Bongao (Central Tawi-Tawi)

Tel: +63 998 585 7941  
+63 917 842 8402  
VHF: Channel 16  
Email: cgd\_tawi2@yahoo.com

### 2b Philippine Navy – Littoral Monitoring Station (LMS), Bongao, Tawi-Tawi

Tel: +63 955 714 0153  
VHF: Channel 16  
Email: jointtaskgroup@gmail.com

### 3 Eastern Sabah Security Command (ESSCOM)

Tel: +60 89863181/016  
Fax: +60 89863182  
VHF: Channel 16 with call-sign  
“ESSCOM”  
Email: bilikgerakan\_esscom@jpm.gov.my

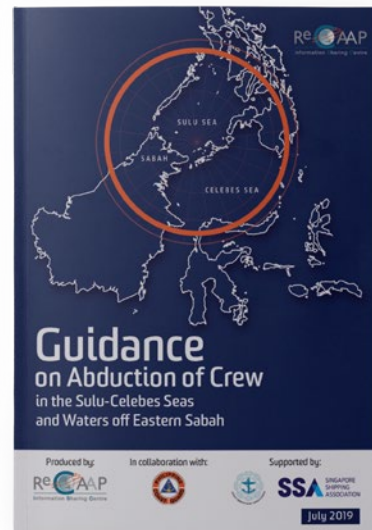
In the event that the ship master is not able to establish contact with the Operation Centres of the Philippines as listed in the ReCAAP ISC Advisory, he can contact the **Philippine Coast Guard Command Centre** at the following contact details:

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

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

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

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



## CONCLUSION

The total number of incidents of armed robbery against ships in Asia reported during January-April 2022 has increased compared to the same period in 2021. Of concern is the continued occurrence of incidents in the Singapore Strait (SS) and increase of incidents in Bangladesh and India.

Although no incident of abduction of crew for ransom was reported in the Sulu-Celebes Seas since January 2020, the threat remains potentially high as the ASG is still active and the leaders of the ASG responsible for the past incidents of abduction are at large.

Collective efforts and shared responsibility of all stakeholders are required towards combating piracy and armed robbery against ships. This involves immediate reporting of incidents by ships to the coastal States, and prompt responses by the law enforcement agencies in order to arrest the perpetrators, as demonstrated in the arrest of the perpetrators in the SS.

The ReCAAP ISC continues to provide the maritime community with verified information in a timely manner via its Warning, Incident Alert and periodic reports, all of which are available at its website at [www.recaap.org](http://www.recaap.org).



# APPENDICES

## DEFINITIONS & METHODOLOGY IN CLASSIFYING INCIDENTS

### Definitions

**Piracy**, in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS), is defined as:

1. “Piracy” means any of the following acts:
  - (a) any illegal act of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:
    - (i) on the high seas, against another ship, or against persons or property on board such ship;
    - (ii) against a ship, persons or property in a place outside the jurisdiction of any State;
  - (b) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;
  - (c) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

**Armed Robbery Against Ships**, in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025(26), is defined as:

2. “Armed robbery against ships” means any of the following acts:
  - (a) any illegal act of violence or detention, or any act of depredation, or threat thereof, other than an act of “piracy”, committed for private ends and directed against a ship, or against persons or property on board such ship, within a State’s internal waters, archipelagic waters and territorial sea;
  - (b) any act of inciting or of intentionally facilitating an act described above.

### Methodology in classifying incidents

To provide some perspective on incidents of piracy and armed robbery, the ReCAAP ISC evaluates the significance of each incident in terms of two factors – the level of violence and the economic loss incurred. The indicators for these two factors are as follows:

- A. **Violence Factor.** This factor refers to the intensity of violence in an incident, and the three indicators used to determine this are:
  - (1) Type of weapons used. Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered more violent.
  - (2) Treatment of the crew. Incidents where pirates/robbers kill or kidnap crew are deemed to be more violent compared to petty thieves who flee upon being noticed. Other cases could include threatening crew members, assault, or serious injury.

(3) Number of pirates/robbers engaged in an attack. As a rule, an incident where a larger number of pirates/robbers were involved would be considered more significant as having a large capacity (as well as probability) for use of force. A larger number of pirates/robbers may also indicate the involvement of gangs or organised syndicates rather than petty and opportunistic pirates who generally operate in small groups.

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

Using these indicators, the ReCAAP ISC classifies all incidents into one of the four categories based on a matrix of the indicators of the Violence Factor and Economic Factor. Below is the broad narration of the four Categories.

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

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



## DETAILS OF RECAAP FOCAL POINTS / CONTACT POINT

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>Australia</b>		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: <a href="mailto:MBC_NCU@abf.gov.au">MBC_NCU@abf.gov.au</a>	+61-2-6275-6000	+61-2-6275-6275
<b>Bangladesh</b>		
Department of Shipping E-mail: <a href="mailto:nse.ahsan@dos.gov.bd">nse.ahsan@dos.gov.bd</a>	+88-02-9554206	+88-02-7168363
<b>Brunei</b>		
Royal Brunei Marine Police Email: <a href="mailto:marine@police.gov.bn">marine@police.gov.bn</a>	+673-2773548	+673-2770549
<b>Cambodia</b>		
Merchant Marine Department Ministry of Public Works and Transport E-mail: <a href="mailto:dararith.hg@gmail.com">dararith.hg@gmail.com</a>	+855-77-331-531	+855-23-864-110
<b>China</b>		
China Maritime Search and Rescue Coordination Centre (Beijing) Email: <a href="mailto:cnmrcc@mot.gov.cn">cnmrcc@mot.gov.cn</a> <a href="mailto:cnmrcc@msa.gov.cn">cnmrcc@msa.gov.cn</a>	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: <a href="mailto:hkmrcc@mardep.gov.hk">hkmrcc@mardep.gov.hk</a>	+85-2-2233-7999	+85-2-2541-7714
<b>Denmark</b>		
Danish Maritime Authority (DMA) Email: <a href="mailto:ReCAAP-FP-DK@dma.dk">ReCAAP-FP-DK@dma.dk</a>	+45-7219-6000	
<b>India</b>		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: <a href="mailto:mrcc-west@indiancoastguard.nic.in">mrcc-west@indiancoastguard.nic.in</a> <a href="mailto:mrcc.mumbai@gmail.com">mrcc.mumbai@gmail.com</a>	+91-22-2431-6558 +91-22-2438-8065 +91-22-2438-3592	+91-22-2431-6558 +91-22-2438-8065 +91-22-2438-3592

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>Japan</b>		
Japan Coast Guard (JCG) Ops Centre Email : <a href="mailto:jcg-op@mlit.go.jp">jcg-op@mlit.go.jp</a>	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
<b>Republic of Korea</b>		
Situation Room (Operation Centre) Ministry of Oceans and Fisheries Email: <a href="mailto:mof5896@korea.kr">mof5896@korea.kr</a>	+82-44-200-5895 to 98	+82-44-200-5886 to 88
<b>Laos</b>		
International Organisations Department UN Political and Security Affairs Division Ministry of Foreign Affairs Email: <a href="mailto:unpolsec.mfalaos@gmail.com">unpolsec.mfalaos@gmail.com</a>	+856-21-414025	+856-21-414025
<b>Myanmar</b>		
MRCC Ayeyarwaddy Myanmar Navy Email: <a href="mailto:mrcc.yangon@mptmail.com.mm">mrcc.yangon@mptmail.com.mm</a> <a href="mailto:mrcc.myanmar2012@gmail.com">mrcc.myanmar2012@gmail.com</a>	+95-313-1651 +95-979-527-9576 (Mobile)	+95-1-8202-417
<b>Netherlands</b>		
Dutch Coast Guard Maritime Information Centre Email: <a href="mailto:mik-nl@kustwacht.nl">mik-nl@kustwacht.nl</a>	+31-223-658-101	+31-223-658-358
<b>Norway</b>		
Norwegian Maritime Authority Email: <a href="mailto:security@sdir.no">security@sdir.no</a>	+47-5274-5000	+47-5274-5001
<b>Philippines</b>		
Philippine Coast Guard Command Center Email: <a href="mailto:pcgcomcen@coastguard.gov.ph">pcgcomcen@coastguard.gov.ph</a>	+632-8-527-3877 (loc 6136/6137) +632-918-803-5327 /+632-917-842-8249 (mobile)	+632-8-527-3877
Coast Guard District South Western Mindanao (CGDSWM) Email: <a href="mailto:hcgdswm@yahoo.com">hcgdswm@yahoo.com</a>	+63-998-585-7972 +63-917-842-8446 VHF: Channel 16 with call sign "NEPTUNE"	



Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>Singapore</b>		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: <a href="mailto:pocc@mpa.gov.sg">pocc@mpa.gov.sg</a>	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
<b>Sri Lanka</b>		
Sri Lanka Navy Operations Room / MRCC (Colombo) Email: <a href="mailto:nhqdno@yahoo.com">nhqdno@yahoo.com</a> <a href="mailto:nhqdno@navy.lk">nhqdno@navy.lk</a>	+94-11-244 5368 +94-11-221 2230/31	+94-11-244 1454 +94-11-244 9718
<b>Thailand</b>		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: <a href="mailto:sornchon2558@gmail.com">sornchon2558@gmail.com</a> <a href="mailto:miscdutyofficer@misc.go.th">miscdutyofficer@misc.go.th</a>	+66-2475-4532	+66-2475-4577
<b>United Kingdom</b>		
National Maritime Information Centre Operations Centre Email: <a href="mailto:NMIC-OPS@mod.gov.uk">NMIC-OPS@mod.gov.uk</a>	+44 2392-211941	+44 2392-212024 Please indicate "FAO NMIC – A leg"
<b>United States</b>		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: <a href="mailto:rccalameda@uscg.mil">rccalameda@uscg.mil</a>	+1-510-437-3701	+1-510-437-3017
<b>Vietnam</b>		
Vietnam Coast Guard Email: <a href="mailto:vietnamcoastguard@gmail.com">vietnamcoastguard@gmail.com</a>	+84-24-3355-4378	+84-24-3355-4363

Correct as at 30 April 2022

## DESCRIPTION OF INCIDENTS (APRIL 2022)

### ACTUAL INCIDENTS

● CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<b><i>Procyon Leader</i></b> RORO car carrier Japan 53645 9207754	03/04/22 0100 hrs	13° 45.43' N, 121° 1.52' E  Vicinity waters off Delta Anchorage, Batangas City, the Philippines	<p>While at anchor, the duty crew sighted five perpetrators on board the ship. The crew immediately returned to the bridge, locked the door of the cargo compartment and informed the Duty Officer of the Watch (OOW), and the master about the presence of the perpetrators. The master sounded the general alarm which prompted the perpetrators to escape in a small unlit boat sighted moving away from the ship. All crew was mustered on the bridge except the duty engineer and the oiler who were in the engine room.</p> <p>The crew conducted a search on board the ship and discovered that <b><u>one fire hydrant cap</u></b> was missing. The crew also found some stolen items were left behind by the perpetrators at the forward station. <b><u>The crew was not injured</u></b> during the incident.</p> <p><b>[ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Japan)]</b></p>

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

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
4	<b>Megali</b> Tanker Malta 40865 9334557	16/04/22 0442 hrs	1° 14.31' N, 106° 58.83' E  Approximately 7.4 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait (SS)  (Straits of Malacca & Singapore (SOMS))	<p>While underway, an unauthorised person was sighted in the vicinity of the ship poop deck in the way of engine room. The alarm was raised and a search on board the ship was conducted with no further sighting of the perpetrator. The master reported the incident to Singapore Vessel Traffic Information System (VTIS).</p> <p><b><u>Nothing was reported stolen</u></b> and there was no confrontation with the crew. <b><u>The crew was safe and accounted for.</u></b> The master did not require any assistance. The ship is bound for Pasir Gudang, Malaysia.</p> <p>A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
5	<b>Kota Hapas</b> Container ship Singapore 13491 9238624	18/04/22 0030 hrs	6° 5.5' N, 125° 9.3' E  Port of Makar, General Santos City, the Philippines	<p>While at berth, the OOW (2<sup>nd</sup> Officer) was on roving when he sighted two unidentified persons (wearing black suits with their faces painted black) attempted to board the ship at port side below the gangway ladder. Upon realising that they had been spotted, the perpetrators immediately jumped into the water.</p> <p>Thereafter, the 2<sup>nd</sup> Officer informed the master and called for extra hand to increase security measures. During the inspection, all stores' padlocks were intact and <b><u>no item was stolen.</u></b> The master also informed Philippine General Santos agent to support the security perimeter.</p> <p>[to be continued next page]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
			<p>At about 0305 hrs on the same day, the duty A/B sighted one unidentified person at the gangway area (port side) of the ship. He immediately informed the OOW and proceeded to the area. Upon seeing the duty A/B, the perpetrator immediately jumped into the water. Thereafter, the master and crew carried out a search in the engine room, accommodation and main deck. They found the padlocks of the fire station locker and chemical locker were broken. However, <b><u>no item was missing or stolen. The crew was not injured</u></b> during the two occurrences.</p> <p>Following the incidents, the Philippine Coast Guard-Port State Control (PCG-PSC) boarded the ship and conducted verification of the incidents. The master and crew were advised to be vigilant and strengthen their security measures while at the port of General Santos City. The PCG-PSC also directed the PCG units within the area to conduct maritime patrol to prevent occurrence of such incidents.</p> <p><b>[ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Singapore)]</b></p>	
6	<p><b>Asia Jaya 28</b> Tug boat Malaysia 145 5338190</p> <p><b>Sinar Asia 2912</b> Barge</p>	<p>19/04/22 2240 hrs</p> <p>1° 12.51' N, 103° 51.68' E</p> <p>Approximately 0.7 nm south of Kusu Island (Singapore), outside of the TSS in the SS</p> <p>(SOMS)</p>	<p>While underway, the master of the tug boat reported to Singapore VTIS that two unauthorised persons were sighted escaping from the barge on tow. The tug boat and barge were bound for Port Kelang, Malaysia.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified.</p> <p>The Singapore Police Coast Guard craft intercepted the tug boat and barge; and boarded the ships to conduct a search on board. Eight perpetrators and one crew (alleged to conspire with the perpetrators to steal the <b><u>scrap metal</u></b> on board the barge) were arrested. Two other perpetrators had escaped. <b><u>The crew was safe with no injury.</u></b></p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>	

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

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



S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
				<p>off Batangas City and adjacent municipalities to gather information that could lead to the possible identification and apprehension of the perpetrators but yielded negative result.</p> <p>Unsecured items, comprising <b><u>a 10mm rope bundle, two cans of grease can (20kg) and butterfly nuts of forward hatch</u></b> were stolen. <b><u>The crew was not injured.</u></b></p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>

## ATTEMPTED INCIDENT

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
10	<p><b><i>Posh Osprey</i></b> Tug boat Singapore 3513 9658264</p> <p><b><i>Vega</i></b> Semi-submersible rig Saint Kitts and Nevis 30147 8768402</p>	08/04/22 2300 hrs	<p>21° 28.3' N, 72° 22.3' E</p> <p>Gulf of Khambhat (off Alang), India</p>	<p>While underway, six to seven persons armed with knives were sighted on board two boats attempting to board the semi-submersible rig. Upon being spotted by the crew on board the tug boat, the perpetrators aborted their attempt to board. There was no reported damage to the ship. Nothing was reported stolen and the crew was not injured.</p> <p><b>[ReCAAP Focal Point (India), ReCAAP Focal Point (Singapore)]</b></p>



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

Infinite Studios

21 Media Circle, #05-04, Singapore 138562

+65 6376 3091

[info@recaap.org](mailto:info@recaap.org)

+65 6376 3066 (Fax)

[www.recaap.org](http://www.recaap.org)