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MONTHLY REPORT

PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

AUGUST 2022

08



...ENHANCING REGIONAL COOPERATION

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



OVERVIEW

In August 2022, six incidents of armed robbery against ships¹ (occurred in internal waters, archipelagic waters and territorial seas) were reported in Asia. **No incident of piracy²** (occurred on high seas) was reported. With the six incidents, a total of 58 incidents were reported in Asia during January-August 2022. All were armed robbery against ships. The situation of armed robbery against ships in the Singapore Strait (SS) continues to be an area of concern. It accounts for 66% of the total number of incidents reported in Asia during January-August 2022 (38 of 58 incidents).

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

AUGUST 2022

NUMBER OF INCIDENTS

In August 2022, six incidents of armed robbery against ships were reported in Asia. All were actual incidents³. No attempted incident⁴ was reported. All incidents were verified and reported to the ReCAAP ISC by ReCAAP Focal Points. Refer to the Appendix on '*Description of incidents (August 2022)*'. Also included in the Appendix is the description of two incidents that occurred in July 2022 (under '*Description of incidents outside reporting period*').

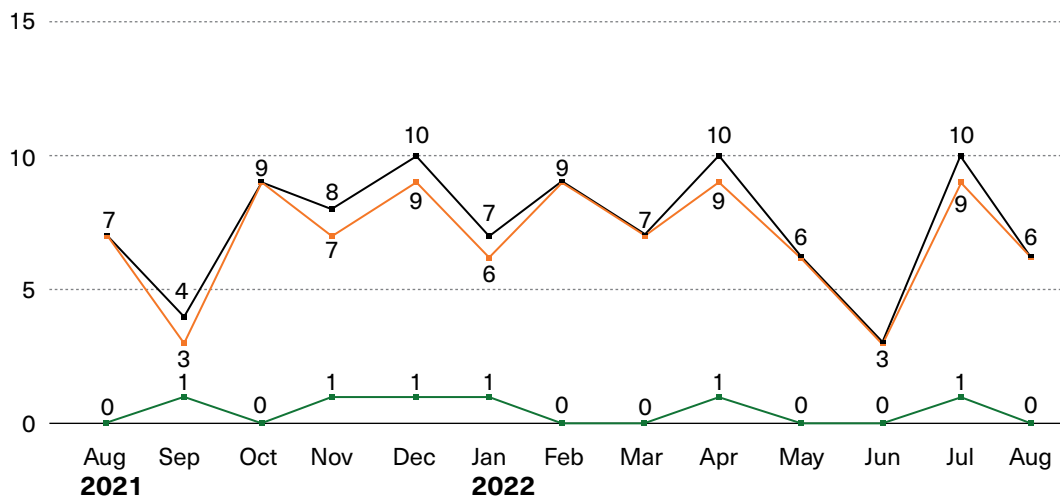
1 'Armed robbery against ships' is defined in the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025 (26). Refer to Appendix for detailed definition.

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 below shows the number of incidents reported from August 2021 to August 2022. Compared to the preceding month of July 2022 (10 incidents), the total number of incidents in August 2022 has decreased.



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

■ Total ■ Actual ■ Attempted

STATUS OF SHIPS

Of the six incidents reported in August 2022, four incidents occurred on board ships while underway and two incidents occurred on board ships while anchored.

SIGNIFICANCE LEVEL OF INCIDENTS

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

All six incidents in August 2022 were actual incidents (comprising two CAT 3⁵ incidents and four CAT 4⁶ incidents).

CAT 3. Of the two incidents, one occurred in the SS and the other at Belawan Anchorage, Indonesia. In the incident in SS, the perpetrators were armed with hammer, knife and metal rod, while in the incident at Belawan Anchorage, the perpetrators were armed with knives. In both incidents, the perpetrators escaped when the crew was alerted. All crew members were safe with no injuries. Ship stores including cable for welding machine, fire hydrant cap and air pipe cover were stolen in the incident at Belawan Anchorage, while nothing was stolen in the incident in SS.

CAT 4. Of the four incidents, three occurred in the SS and one occurred at Sandakan Anchorage, Sabah, East Malaysia. The three incidents in the SS occurred on board barges and a supply vessel towed by tug boats. Scrap metal was stolen from the barges and ship stores was stolen from the supply vessel. The incident at Sandakan Anchorage occurred on board a chemical tanker, where the perpetrators stole ropes on deck and escaped when the ship alarm was sounded. All crew members were safe with no injuries.

4

5 **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.

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

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

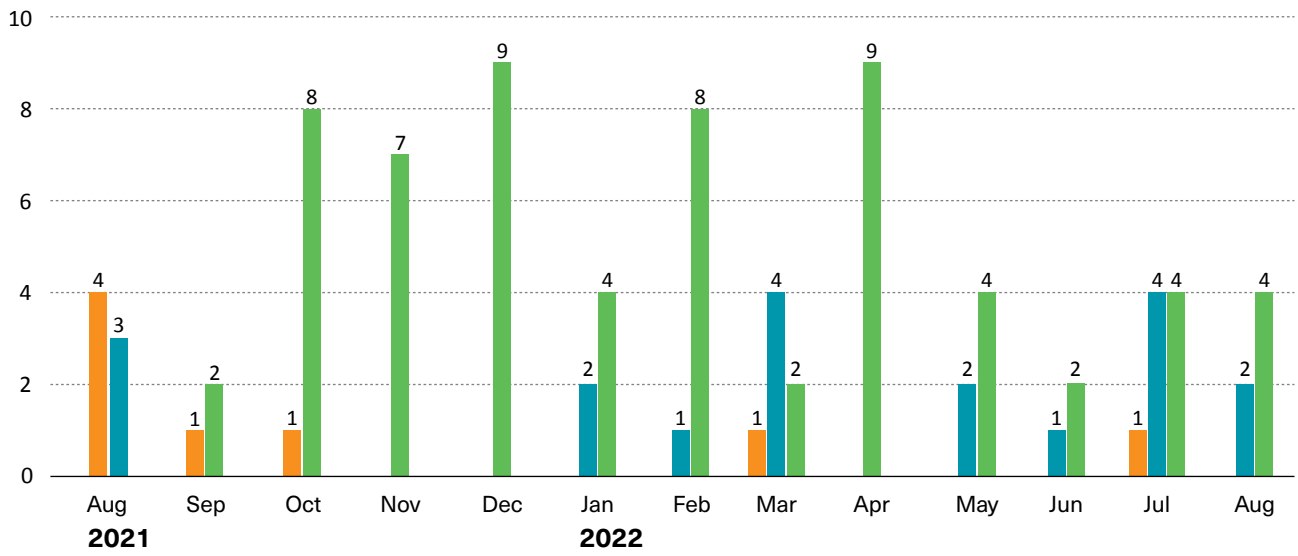


Chart 1 – Significance level of incidents (August 2021-August 2022)

■ CAT 2 ■ CAT 3 ■ CAT 4

LOCATION OF INCIDENTS

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



Map 1 – Location of incidents in August 2022

● CAT 3 ● CAT 4

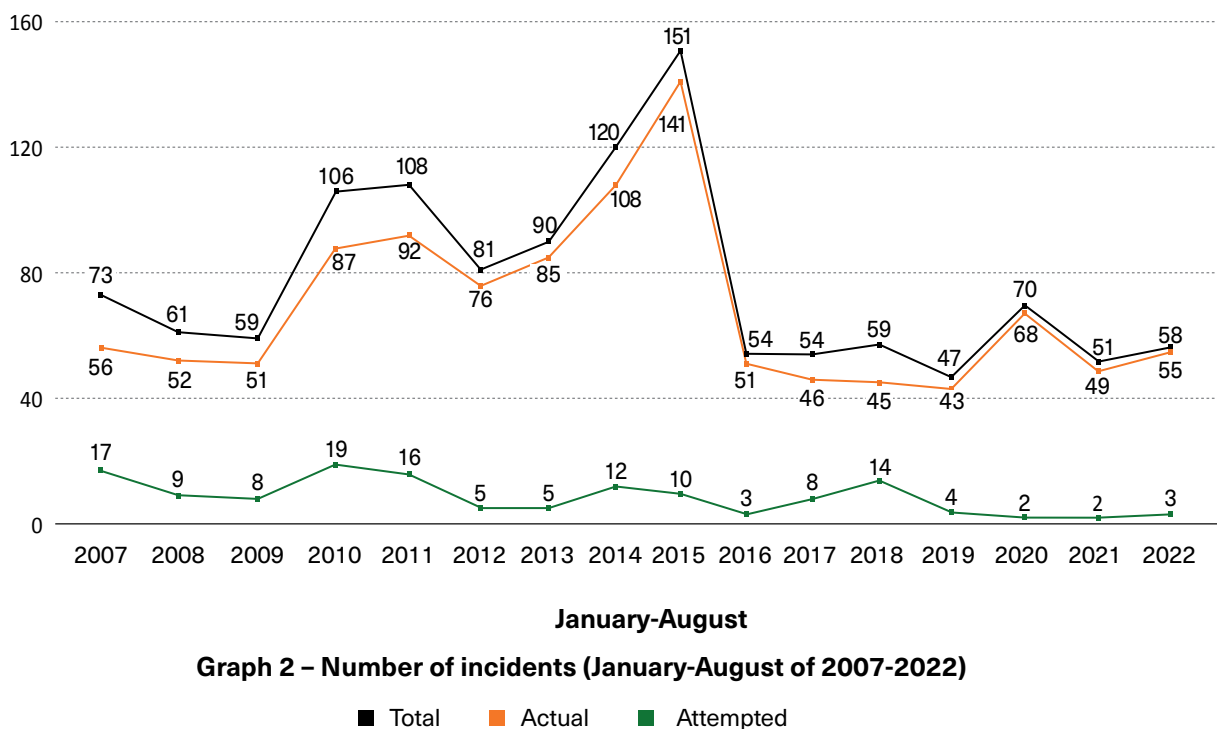
- | | | |
|--|---|---|
| <p>1 Modalwan 11 & Lion Kimtrans 2301
Tug boat & barge
3 Aug 22, 2326 hrs
1° 13.16' N,
103° 32.8' E</p> | <p>2 Ning Hai Tuo 4001 & MO Pelican
Tug boat & supply vessel
9 Aug 22, 0938 hrs
1° 10.15' N,
103° 35.23' E</p> | <p>3 Southern Hawk
Chemical tanker
11 Aug 22, 1815 hrs
5° 49.38' N,
118° 8.22' E</p> |
| <p>4 Nord Aquarius
Bulk carrier
18 Aug 22, 0445 hrs
3° 47' N,
98° 41' E</p> | <p>5 HK Tug 9 & LKH 2882
Tug boat & barge
26 Aug 22, 1930 hrs
1° 17.05' N,
104° 20.06' E</p> | <p>6 Meghna Liberty
Bulk carrier
29 Aug 22, 0402 hrs
1° 7.9' N,
103° 30.05' E</p> |

JANUARY-AUGUST 2022

NUMBER OF INCIDENTS

A total of 58 incidents of armed robbery against ships were reported in Asia during January-August 2022. No piracy incident was reported. Of the 58 incidents, 55 were actual incidents and three were attempted incidents. Compared to the same period in 2021, the **total number of incidents has increased by 14%**. A total of 51 incidents were reported during January-August 2021.

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



JANUARY-AUGUST 2022 COMPARED WITH JANUARY-AUGUST 2021

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

S/N	Location	Number of incidents		Remarks
		January-August 2021	January-August 2022	
1.	Bangladesh	Nil	4	Increase by 4
2.	India	4	3	Decrease by 1
3.	Indonesia	9	9	No change
4.	Malaysia	1	1	No change
5.	Philippines	11	3	Decrease by 8
6.	Singapore Strait	24	38	Increase by 14
7.	Vietnam	2	Nil	Decrease by 2

Table 1 – Comparison of incidents (January-August 2022 vis-à-vis January-August 2021)

AREAS OF CONCERN

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

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

A total of 38 incidents were reported in the SS during January-August 2022. This accounts for 66% of the total number of incidents in Asia (38 of 58 incidents). More details of the situation in the SS can be found in pages 10-13 of this report.

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

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

SIGNIFICANCE LEVEL OF INCIDENTS

Of the 55 actual incidents reported during January-August 2022, there were two CAT 2⁷, 16 CAT 3, and 37 CAT 4 incidents. No CAT 1 incident was reported during this period.

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

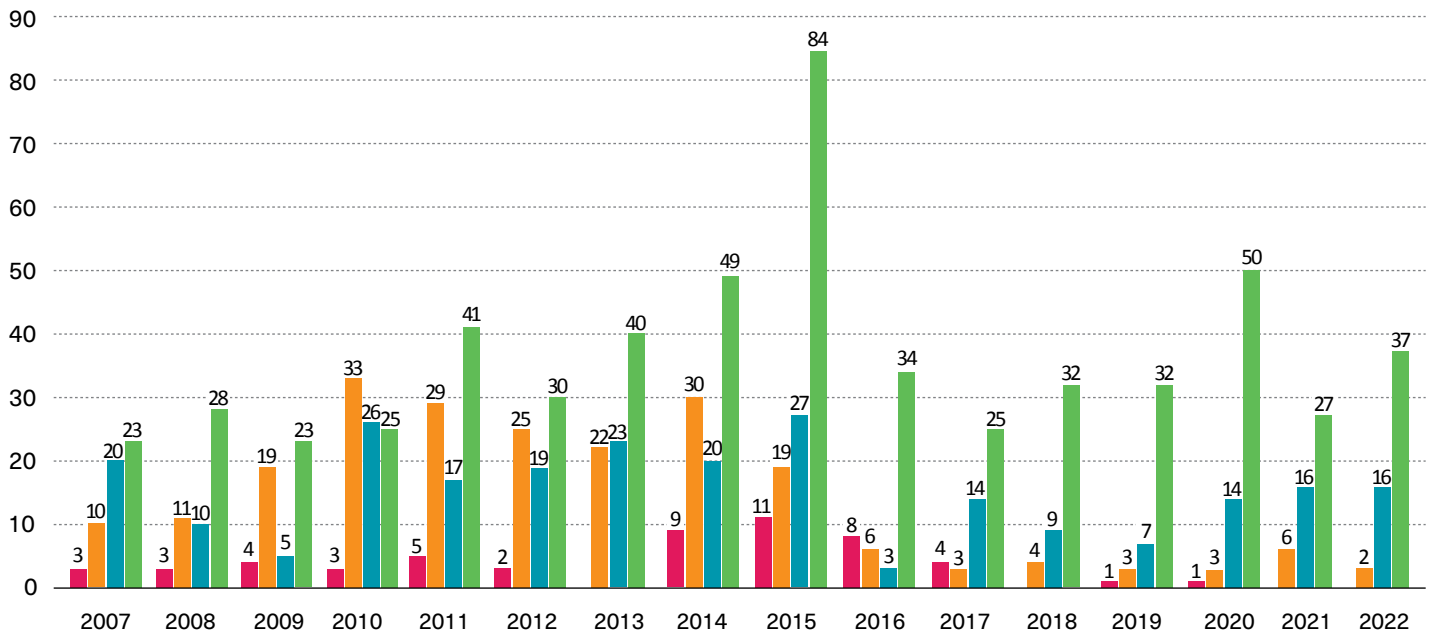


Chart 2 – Significance level of incidents (January-August of 2007-2022)

■ CAT 1 ■ CAT 2 ■ CAT 3 ■ CAT 4

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

■ **CAT 3.** Of the 16 CAT 3 incidents, 12 occurred in the SS, and four in Indonesia. Out of the 16 incidents, 14 involved perpetrators armed with knives, one involved perpetrators armed with hammer, knife and metal rod, and one involved a perpetrator carrying a weapon-like object. In all the incidents, the perpetrators did not use the weapons to confront or harm the crew. The crew members were safe in all incidents. Four incidents reported loss of engine spares, two incidents loss of stores and nothing was stolen in the other 10 incidents.

■ **CAT 4.** Consistent with the past trend observed in Asia, majority of the incidents reported during January-August 2022 were CAT 4 incidents. This accounts for 67% of the number of actual incidents (37 of 55) during January-August 2022. In CAT 4 incidents, perpetrators were not armed and the crew not harmed.

⁷ **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.

SITUATION OF ARMED ROBBERY AGAINST SHIPS IN THE SINGAPORE STRAIT

AUGUST 2022

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

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

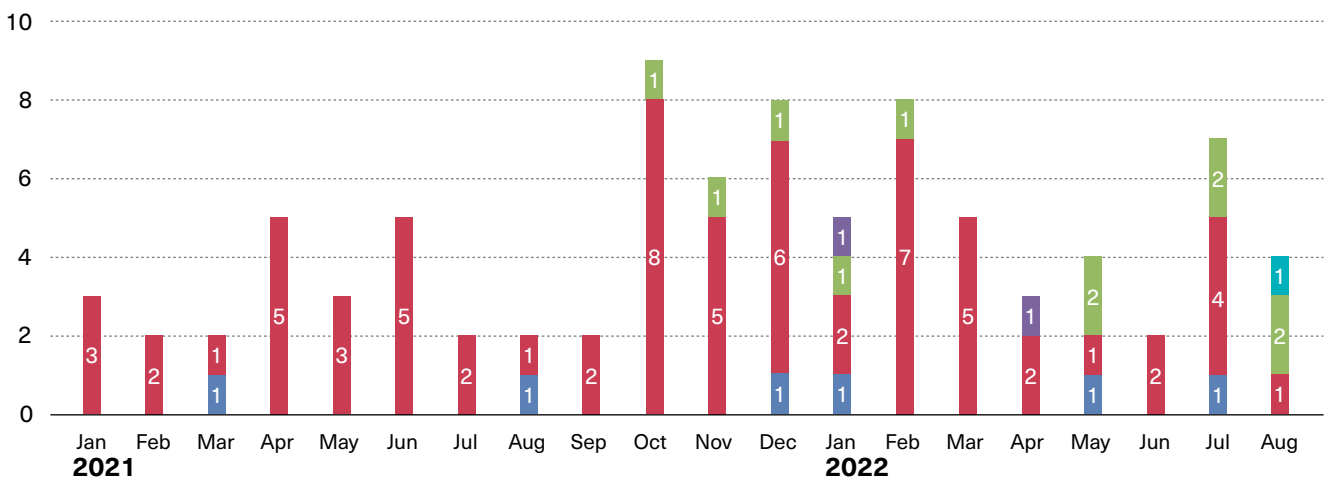
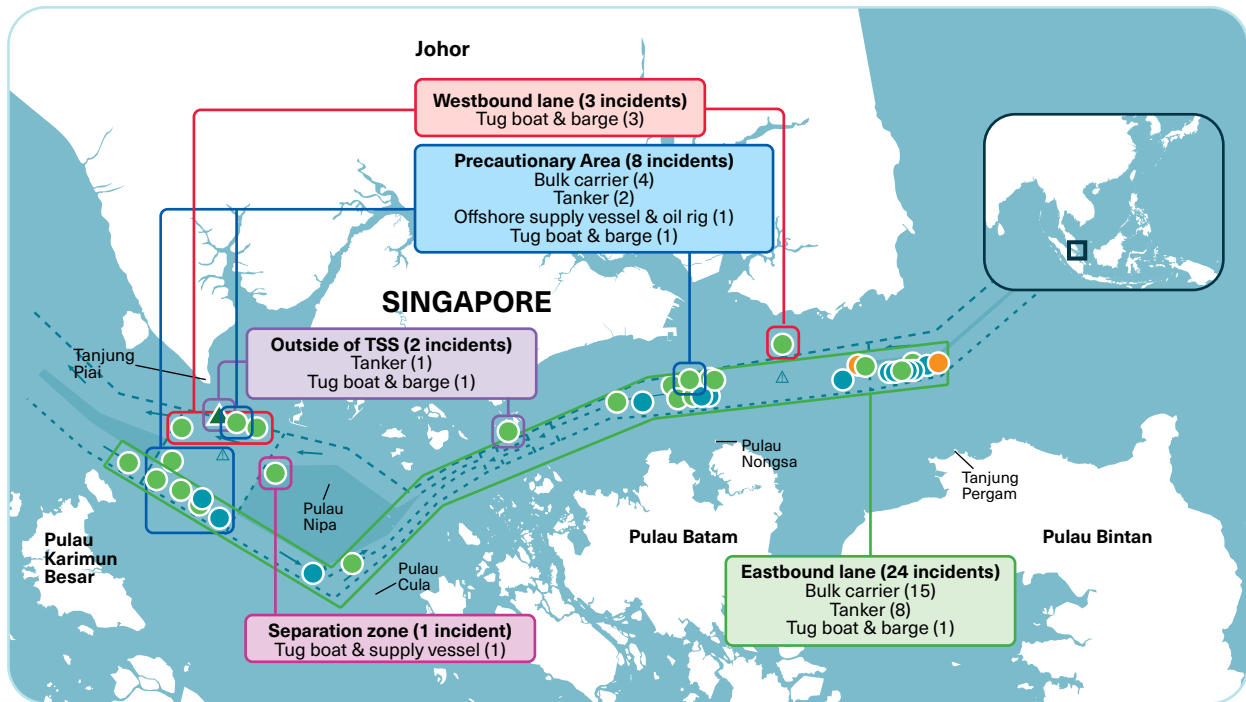


Chart 3 – Number and location of incidents in the Singapore Strait (January 2021-August 2022)

■ Westbound ■ Eastbound ■ Precautionary Area ■ Outside of TSS ■ Separation Zone

JANUARY-AUGUST 2022

A total of 38 incidents (comprising 37 actual incidents and one attempted incident) were reported in the SS during January-August 2022. Map 2 shows the location of the 38 incidents during the period.



Map 2 – Location of incidents in the Singapore Strait during January-August 2022

● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted

The ReCAAP ISC is concerned with the continued occurrence of incidents in the SS, in particular, the cluster of incidents off Tanjung Pergam, Bintan Island (Indonesia) [12 incidents], Pulau Nongsa, Batam Island (Indonesia) [10 incidents] and the increasing cluster off Pulau Karimun Kecil (Indonesia) [seven incidents].

The Centre had issued three Incident Alerts (IAs) since January 2022 to warn the maritime community of the continued occurrence of incidents in the SS. The IAs can be found at 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 will continue to cooperate in sharing information on incidents, sighting of small boats' concentration and suspicious activities, in order to facilitate prompt responses by the relevant authorities. Singapore's ReCAAP Focal Point has issued advisories to ships transiting the SS to remind ship masters 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. On a regular basis, the Centre has organised Nautical Forum, Conference and Dialogue Sessions to engage the shipping industry. Through these means, the ReCAAP ISC is highlighting the location of concern in the SS and modus operandi of the perpetrators while encouraging all ships to adopt preventive measures and make immediate reporting of incidents to the nearest coastal State and flag State.

RECOMMENDATIONS

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

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

- Keep abreast of the latest situation (at www.recaap.org) particularly the incident-prone areas in the SS. The ReCAAP ISC's reports indicate detailed locations of incidents with latitude and longitude.
- Tune-in to advisories and navigational broadcasts announced by the authorities.
- Maximise vigilance, lookouts for suspicious small boats and increase watch keeping; particularly for crew on board tug boats towing barges during daylight, and for crew on board bigger ships during night time.
- Keep the CCTV and other devices including communication equipment operational to alert the ship crew and record the movement of perpetrators.
- Close all doors and hatches having direct access to the bridge, accommodation, store rooms, steering gear compartment and engine room.
- Maintain communication with their shipping company by providing periodic updates and establish daily communication checks.
- Report all incidents, suspicious activities and presence of suspicious small boats in the vicinity to the nearest coastal State and flag State.
- Sound alarm when suspicious boats are sighted loitering in the vicinity of the ship or barge or suspicious individuals are sighted on board the ship or barge.

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

AUGUST 2022

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

EFFORTS BY THE AUTHORITIES

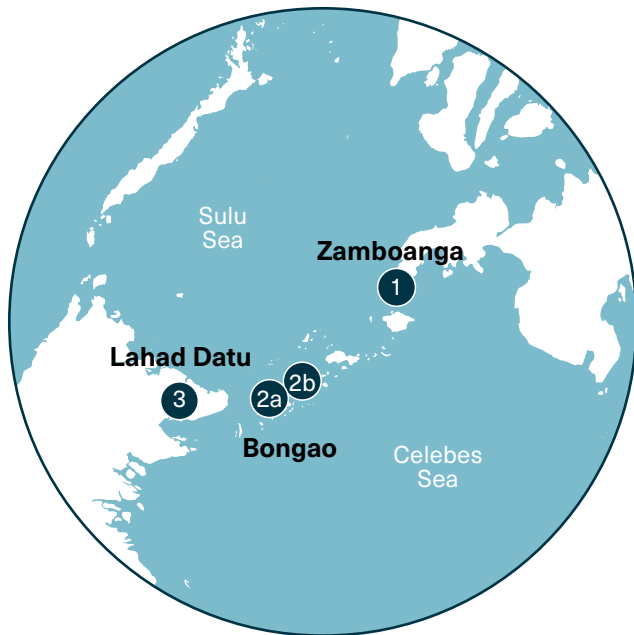
The Philippine and Malaysia authorities continued to conduct pursuit operations and intensify military operations to neutralise the ASG. The operations carried out by the authorities had resulted in the neutralisation and surrender of some ASG leaders and members. However, with the presence of the remnants of the ASG, and considering that some of the ASG leaders are still at large, the threat of abduction of crew remains potentially high, particularly in the areas of Sulu and nearby waters off Tawi-Tawi.

REVIEW OF THREAT ASSESSMENT LEVEL

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

ADVISORY AND GUIDANCE

The ReCAAP ISC, reiterates its advisory issued via ReCAAP ISC Incident Alert dated 21 Nov 16 to all ships to re-route from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the area, and report immediately to the Operation Centres of the Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia. The contact details of the Operation Centres of the Philippines and ESSCOM of Malaysia are as shown (next page):



Map 3 – Contact details

1 Philippine Coast Guard District Southwestern Mindanao

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

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

Tel: +63 998 585 7941
+63 917 842 8402
VHF: Channel 16
Email: cgd_tawi2@yahoo.com

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

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

3 Eastern Sabah Security Command (ESSCOM)

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

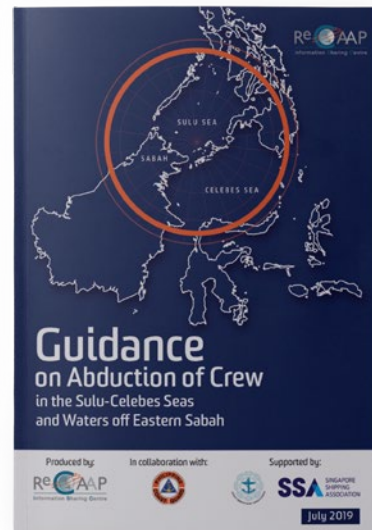
In the event that the ship master or crew is unable to establish contact with the Operation Centres of the Philippines as listed in the ReCAAP ISC Advisory, they can contact the **Philippine Coast Guard Command Centre** at the following contact details:

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

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

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

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-August 2022 has decreased in several locations compared to the same period in 2021. However, of concern is the continued occurrence of incidents in the Singapore Strait; and the threat of abduction of crew by the Abu Sayyaf Group (ASG) in the Sulu-Celebes Seas and waters off Eastern Sabah.

The ReCAAP ISC, urges the law enforcement agencies in Asia, particularly in the areas of concern, to enhance surveillance, increase patrols and respond swiftly to reported incidents in order to arrest and prosecute the perpetrators. Also, ships transiting the areas of concern are advised to enhance vigilance and security level, maintain all round lookout and report all incidents to the nearest coastal State and flag State.

Collective efforts and shared responsibility of all stakeholders in immediate reporting, timely and accurate information sharing and prompt response are key factors for combating piracy and armed robbery against ships. To encourage reporting of all incidents, the ReCAAP ISC has produced a Poster containing the contact details of Maritime Rescue Coordination Centre (MRCC) and ReCAAP Focal Points in Asia.

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

APPENDICES

DEFINITIONS & METHODOLOGY IN CLASSIFYING INCIDENTS

Definitions

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

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

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

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

Methodology in classifying incidents

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

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

- (c) Number of pirates/robbers engaged in an attack. As a rule, an incident where a larger number of pirates/robbers were involved would be considered more significant as having a large capacity (as well as probability) for use of force. A larger number of pirates/robbers may also indicate the involvement of gangs or organised syndicates rather than petty and opportunistic pirates who generally operate in small groups.
2. **Economic Factor.** This factor takes into consideration the type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo onboard or theft of the vessel.

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

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

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

DETAILS OF ReCAAP FOCAL POINTS / CONTACT POINT

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

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
India		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: mrcc-west@indiancoastguard.nic.in mrcc.mumbai@gmail.com	+91-22-2431-6558 +91-22-2438-8065 +91-22-2438-3592	+91-22-2431-6558 +91-22-2438-8065 +91-22-2438-3592
Japan		
Japan Coast Guard (JCG) Ops Centre Email : jcg-op@mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
Republic of Korea		
Situation Room (Operation Centre) Ministry of Oceans and Fisheries Email: mof5896@korea.kr	+82-44-200-5895 to 98	+82-44-200-5886 to 88
Laos		
International Organisations Department UN Political and Security Affairs Division Ministry of Foreign Affairs Email: unpolsec.mfalaos@gmail.com	+856-21-414025	+856-21-414025
Myanmar		
MRCC Ayeyarwaddy Myanmar Navy Email: mrcc.yangon@mptmail.com.mm mrcc.myanmar2012@gmail.com	+95-313-1651 +95-979-527-9576 (Mobile)	+95-1-8202-417
Netherlands		
Dutch Coast Guard Maritime Information Centre Email: mik-nl@kustwacht.nl	+31-223-658-101	+31-223-658-358
Norway		
Norwegian Maritime Authority Email: security@sdir.no	+47-5274-5000	+47-5274-5001

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Philippines		
Philippine Coast Guard Command Center E-mail: pcgcomcen@coastguard.gov.ph	+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: hcgdswm@yahoo.com	+63 998 585 7972 +63 917 842 8446 VHF: Channel 16 with call sign "NEPTUNE"	
Singapore		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
Sri Lanka		
Sri Lanka Navy Operations Room / MRCC (Colombo) Email: nhqdno@yahoo.com nhqdno@navy.lk	+94-11-244 5368 +94-11-221 2230/31	+94-11-244 1454 +94-11-244 9718
Thailand		
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United States		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: rccalameda1@uscg.mil	+1-510-437-3701	+1-510-437-3017
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DESCRIPTION OF INCIDENTS (AUGUST 2022)

ACTUAL INCIDENTS

● CAT 3 ● CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<p>Modalwan 11 Tug boat Malaysia 91</p> <p>Lion Kimtrans 2301 Barge</p>	03/08/22 2326 hrs	<p>1° 13.16' N, 103° 32.8' E</p> <p>Approximately 3.5 nm southeast of Tanjung Piai, West Johor (Malaysia), in the precautionary area of the Traffic Separation Scheme (TSS) in the Singapore Strait (SS)</p> <p>[Straits of Malacca & Singapore (SOMS)]</p>	<p>While underway, seven to 10 wooden boats were sighted alongside the barge that was being towed. Due to length of tow line and hour of darkness, the master and crew on board the tug boat were unable to determine the number of perpetrators on board the barge.</p> <p>The master raised the alarm and all ship crew mustered. The master also reported the incident to Singapore Vessel Traffic Information System (VTIS) and at about 0048 hrs, updated that all the wooden boats were no longer in sight and some scrap metal on board the barge was stolen. There was no confrontation between the perpetrators with the crew in the tug boat.</p> <p>A safety navigational broadcast was initiated. The Republic of Singapore Navy's Maritime Security Task Force (RSN's MSTF) and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p>The tug boat & barge were en route to Port Klang, Malaysia. The last port of call was Sabah, East Malaysia.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
2	<p><i>Ning Hai Tuo 4001</i> Tug boat China 1374 9565431</p> <p><i>MO Pelican</i> Supply vessel Sierra Leone</p>	09/08/22 0938 hrs	<p>1° 10.15' N, 103° 35.23' E</p> <p>Approximately 3.9 nm west off Pulau Nipa, in the separation zone of the TSS in the SS</p> <p>(SOMS)</p>	<p>While underway, the master of the tug boat reported to Singapore VTIS the sighting of a small boat alongside, and two perpetrators on board the unmanned supply vessel that was being towed. The ship's alarm was raised.</p> <p>The master reported the incident to Singapore VTIS, updated at 1000 hrs that the boat was no longer in sight and some ship stores on board the supply vessel were stolen.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p>The tug boat and the towed supply vessel had departed Singapore and was bound for Zhousan, China.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
3	<p><i>Southern Hawk</i> Chemical tanker Panama 8295 9534901</p>	11/08/22 1815 hrs	<p>5° 49.38' N, 118° 8.22' E</p> <p>Sandakan Anchorage, Sabah, East Malaysia</p>	<p>While at anchor, the crew on duty at the bridge sighted three unarmed suspicious persons on deck, sounded the alarm immediately and alerted surrounding ships. The three persons jumped into the sea and escaped in a small boat.</p> <p>The crew conducted a search on board, including the living quarters and engine room. They confirmed that there were no suspicious persons on board and that ropes on deck had been stolen.</p> <p>There was no reported damage to the ship and the crew was not injured.</p> <p>[ReCAAP Focal Point (Japan)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
4	<i>Nord Aquarius</i> Bulk carrier Panama 44618 9941398	18/08/22 0445 hrs	3° 47' N, 98° 41' E Belawan Outer Anchorage, Indonesia	<p>While at anchor, the A/B reported on portable VHF to duty officer that <u>two perpetrators armed with knives</u> were sighted at forward bosun store. The ship's whistle and general alarm were sounded, a public announcement was made and the crew mustered. Upon realising the crew was alerted, the perpetrators escaped immediately. <u>Two sets of connection cable for welding machine, a fire hydrant cap</u> and an air pipe cap were stolen. <u>The crew was not injured.</u></p> <p>The master reported incident to Belawan VTS, who informed the Coast Guard.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
5	<i>HK Tug 9</i> Tug boat Singapore 299 9767120 <i>LKH 2882</i> Barge Singapore	26/08/22 1930 hrs	1° 17.05' N, 104° 20.06' E Approximately 5.6 nm north of Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, five small boats came alongside the barge, and three perpetrators boarded the barge from its stern. The master of the tug boat reported to Singapore VTIS East, RSN's MSTF and Singapore Police Coast Guard. At about 1955 hrs, the perpetrators and the small boats departed from the barge.</p> <p>The tug boat & barge were advised to proceed to Horsburgh Lighthouse, where Singapore Police Coast Guard assisted to check if there were any small boats still around the tug boat and barge. There was no reported damage to the tug boat & barge, and <u>the crew was not injured. Some scrap metal</u> from the barge were reported missing.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
6	<i>Meghna Liberty</i> Bulk carrier Bangladesh 31877 9668051	29/08/22 0402 hrs	1° 7.9' N, 103° 30.05' E Approximately 5.4 nm east of Pulau Karimun Kecil (Indonesia), in the precautionary area of the TSS in the SS (SOMS)	<p>While underway, three unauthorised persons were sighted in vicinity of the engine room. <u>The perpetrators were armed with hammer, knife and metal rod.</u> The ship sounded the alarm, and reported the incident to Singapore VTIS.</p> <p>Upon arrival at Singapore anchorage, the Singapore Police Coast Guard boarded the ship and conducted a search on board, with no further sighting of the perpetrators. <u>No item was declared stolen, all crew members were safe.</u></p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

DESCRIPTION OF INCIDENTS OUTSIDE REPORTING PERIOD

ACTUAL INCIDENT

● CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<i>Darya Sita</i> Bulk carrier Hong Kong, China 35035 9790660	27/07/22 1400 hrs	5° 30' S, 105° 17' E Panjang Anchorage, Indonesia	<p>While at anchor, an unknown number of perpetrators entered the engine room without the crew noticing, stole auxiliary engine spares and escaped.</p> <p>[ReCAAP Contact Point (Hong Kong)]</p>

ATTEMPTED INCIDENT

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
2	<i>MV Blue Marlin</i> Heavy transport vessel Malta 51821 9186338	11/07/22 0021 hrs	21° 56' N, 89° 31' E Akram Point Area, Bangladesh	<p>While underway, six unauthorised personnel on board a mechanized boat attempted to board the ship.</p> <p>The master reported the approach of the boat to Hiron Point Pilot/Port Control Station, and sounded the alarm. The perpetrators failed to board the ship. All crew members were safe, and no items were reported stolen.</p> <p>The Bangladesh Coast Guard Patrol boat apprehended the perpetrators, and handed them over to the local police authorities.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>



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

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