

# MONTHLY REPORT

PIRACY AND ARMED ROBBERY  
AGAINST SHIPS IN ASIA

FEBRUARY 2022

02

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

## OVERVIEW

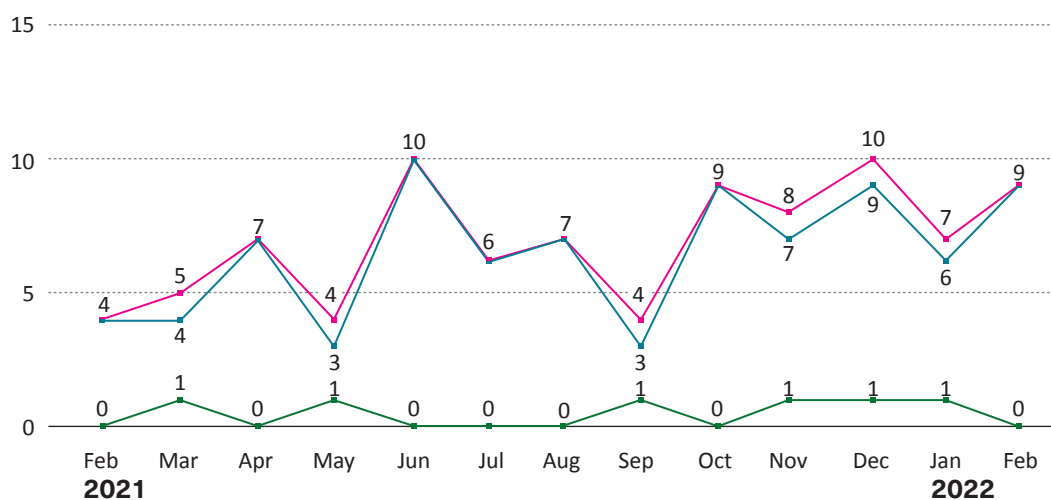
In February 2022, nine incidents of armed robbery against ships<sup>1</sup> (in territorial seas/archipelagic waters) were reported in Asia. No piracy<sup>2</sup> incident (on high seas) was reported. The situation in the Singapore Strait (SS) continues to be an area of concern. Eight of the nine incidents reported in February 2022 occurred in the SS.

There was no report of abduction of crew for ransom in the Sulu-Celebes Seas and waters off Eastern Sabah in February 2022. The last incident occurred more than two years ago (on 17 Jan 20). However, the threat of abduction of crew for ransom remains high as the Abu Sayyaf Group (ASG) leaders responsible for the incidents of abduction of crew in the Sulu area are still at large.

## FEBRUARY 2022

### NUMBER OF INCIDENTS

In February 2022, nine incidents of armed robbery against ships were reported in Asia. All were actual incidents<sup>3</sup> and no attempted incident<sup>4</sup> was reported. All incidents were verified and reported to the ReCAAP ISC by ReCAAP Focal Points. Graph 1 shows the number of incidents reported each month from February 2021 to February 2022.



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

■ Total ■ Actual ■ Attempted

<sup>1</sup> '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 Organization (IMO) Assembly Resolution A.1025 (26). Refer to Appendix for detailed definition.

<sup>2</sup> '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.

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

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

## STATUS OF SHIPS

Of the nine incidents reported in February 2022, eight incidents occurred on board ships while underway in the SS and one incident on board a ship while anchored at Balikpapan Anchorage, Indonesia.

## SIGNIFICANCE LEVEL OF INCIDENTS

Of the nine actual incidents reported in February 2022, one was a CAT 3<sup>5</sup> incident and eight were CAT 4<sup>6</sup> incidents.

The CAT 3 incident occurred on board a bulk carrier while underway in the eastbound lane of the Traffic Separation Scheme (TSS) in the SS. Three perpetrators armed with knives boarded the ship, stole engine spares and escaped. The crew was safe.

Of the eight CAT 4 incidents, seven incidents occurred in the SS and one incident in Indonesia. Ship stores and engine spares were stolen in four incidents; and nothing was stolen in the other four incidents. The crew was not injured in all eight incidents.

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

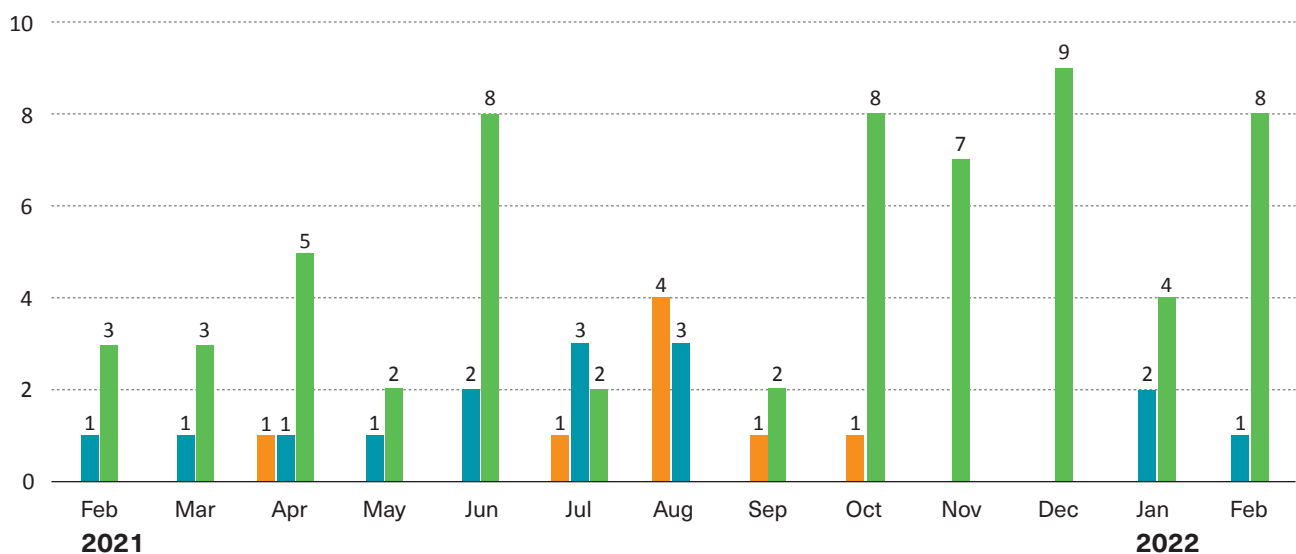


Chart 1 – Significance level of incidents (February 2021-February 2022)

CAT 2    CAT 3    CAT 4

<sup>5</sup> '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.

<sup>6</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 nine incidents (with latitude and longitude) reported in February 2022 is shown in Map 1.



Map 1 – Location of incidents in February 2022

● CAT 3 ● CAT 4

- |  |  |  |
|--|--|--|
| <p>1 <b>FPMC C Jade</b><br/>Tanker<br/>08 Feb 22, 0114 hrs<br/>1° 14.3' N, 104° 2.3' E</p>                         | <p>2 <b>Avalon</b><br/>Chemical tanker<br/>8 Feb 22, 0114 hrs<br/>1° 17' S, 116° 47' E</p>         | <p>3 <b>Theodor Oldendorff</b><br/>Bulk carrier<br/>12 Feb 22, 0330 hrs<br/>1° 17' N, 104° 18.4' E</p> |
| <p>4 <b>Navios Bonheur</b><br/>Bulk carrier<br/>16 Feb 22, 2158 hrs<br/>1° 14.47' N, 104° 3.2' E</p>               | <p>5 <b>Golden Leaf</b><br/>Bulk carrier<br/>17 Feb 22, 0208 hrs<br/>1° 15.19' N, 104° 4.16' E</p> | <p>6 <b>Delta Eurydice</b><br/>Tanker<br/>18 Feb 22, 2050 hrs<br/>1° 15.03' N, 104° 2.01' E</p>        |
| <p>7 <b>BW Cheetah</b><br/>Petroleum/chemical<br/>tanker<br/>25 Feb 22, 0240 hrs<br/>1° 15.24' N, 104° 2.43' E</p> | <p>8 <b>Royal Jade</b><br/>Bulk carrier<br/>26 Feb 22, 0238 hrs<br/>1° 3.77' N, 103° 41.1' E</p>   | <p>9 <b>African Merlin</b><br/>Bulk carrier<br/>28 Feb 22, 0200 hrs<br/>1° 2.82' N, 103° 38.11' E</p>  |

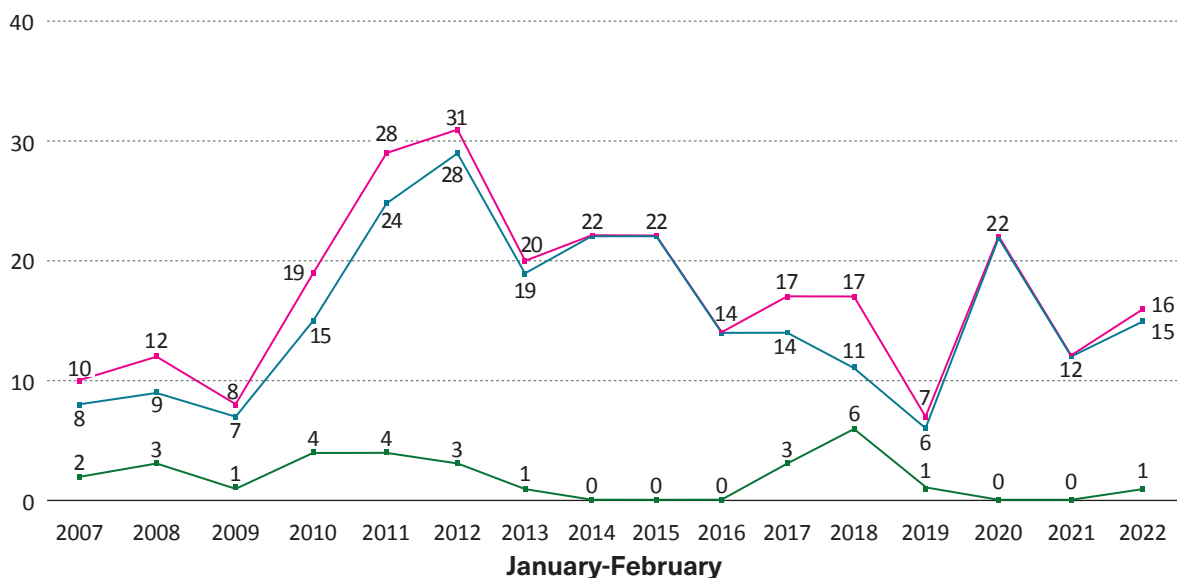
## JANUARY-FEBRUARY 2022

### NUMBER OF INCIDENTS

During January-February 2022, 16 incidents of armed robbery against ships were reported in Asia. No piracy incident was reported during this period. Of the 16 incidents, 15 were actual incidents and one was an attempted incident.

Compared to January-February 2021, the **total number of incidents during January-February 2022 increased by 33%**. A total of 12 incidents were reported during January-February 2021.

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



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

■ Total ■ Actual ■ Attempted

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

- In India, two incidents were reported during January-February 2022 compared to one incident during January-February 2021.
- In the Singapore Strait, 13 incidents were reported during January-February 2022 compared to five incidents during the same period in 2021.

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

- In Indonesia, one incident was reported during January-February 2022 compared to four incidents during January-February 2021.
- In the Philippines, no incident was reported during January-February 2022 compared to one incident during the same period in 2021.
- In Vietnam, no incident was reported during January-February 2022 compared to one incident during January-February 2021.

## AREAS OF CONCERN

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

### 1. Increasing number of incidents in the Singapore Strait (SS)

A total of 13 incidents were reported in the SS during January-February 2022. This accounts for 81% of the total number of incidents in Asia (16 incidents). The detail of the situation in the SS is in pages 8-12 of this report.

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

No incident was reported in the Sulu-Celebes Seas during January-February 2022. However, the threat of abduction of crew for ransom in Sulu and Tawi-Tawi remains high as the leaders of the ASG are still at large. The detail of the situation in the Sulu-Celebes Seas is in pages 13-15 of this report.

## SIGNIFICANCE LEVEL OF INCIDENTS

Of the 15 actual incidents reported in Asia during January-February 2022, three were CAT 3 incidents and 12 were CAT 4 incidents.

Chart 2 shows the significance level of incidents reported during January-February of 2007-2022. The number of CAT 3 incidents had decreased during January-February 2022 compared to the same period in 2021, while the number of CAT 4 incidents had increased.

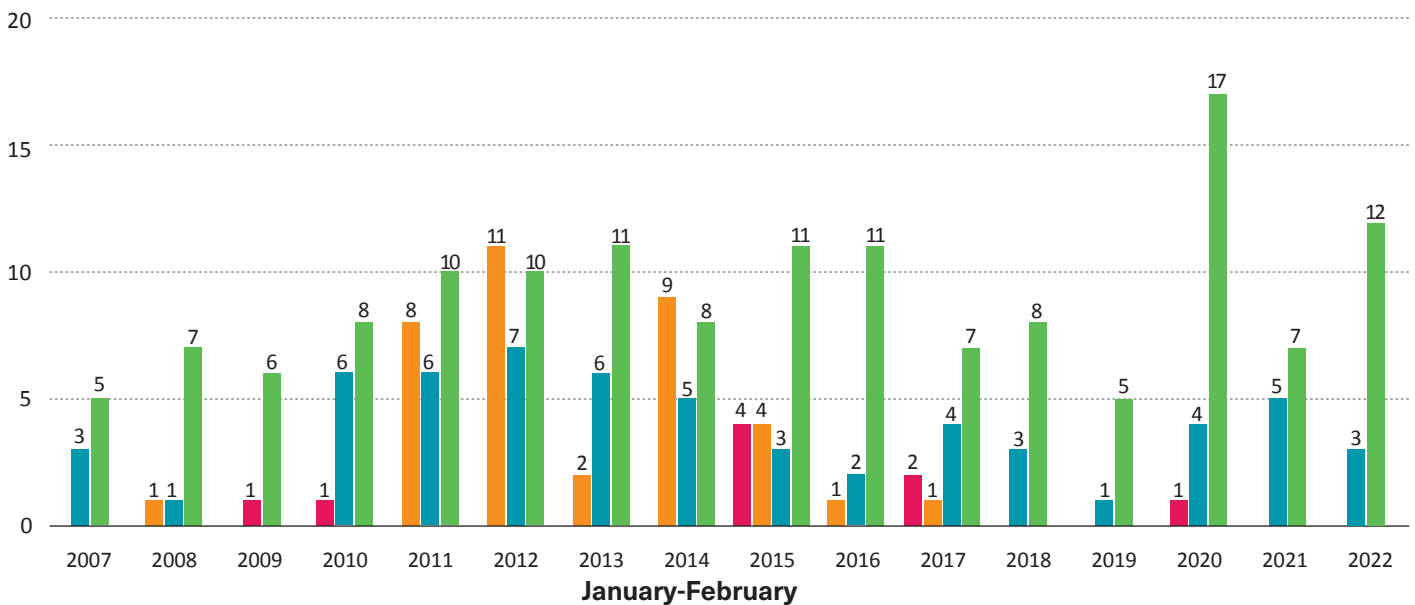


Chart 2 – Significance level of incidents (January-February of 2007-2022)

CAT 1    CAT 2    CAT 3    CAT 4

**CAT 3.** All the three CAT 3 incidents reported during January-February 2022 occurred on board ships while underway in the Singapore Strait.

**CAT 4.** As with past trend observed in Asia, the majority of the incidents reported during January-February 2022 were CAT 4 incidents. This accounts for 80% of the number of actual incidents (12 of 15) during January-February 2022. In these incidents, perpetrators were not armed and the crew were not harmed.

# SITUATION OF ARMED ROBBERY AGAINST SHIPS IN THE SINGAPORE STRAIT

## FEBRUARY 2022

A total of eight actual incidents were reported in the SS in February 2022. Of these, seven incidents occurred in the eastbound lane of the TSS and one incident in the precautionary area of the TSS.

Chart 3 shows the number of incidents reported in the SS each month from January 2021 to February 2022. The number of incidents reported in the SS has increased from five incidents in January 2022 to eight incidents in February 2022. The ReCAAP ISC is concerned with the increasing number of incidents in the SS.

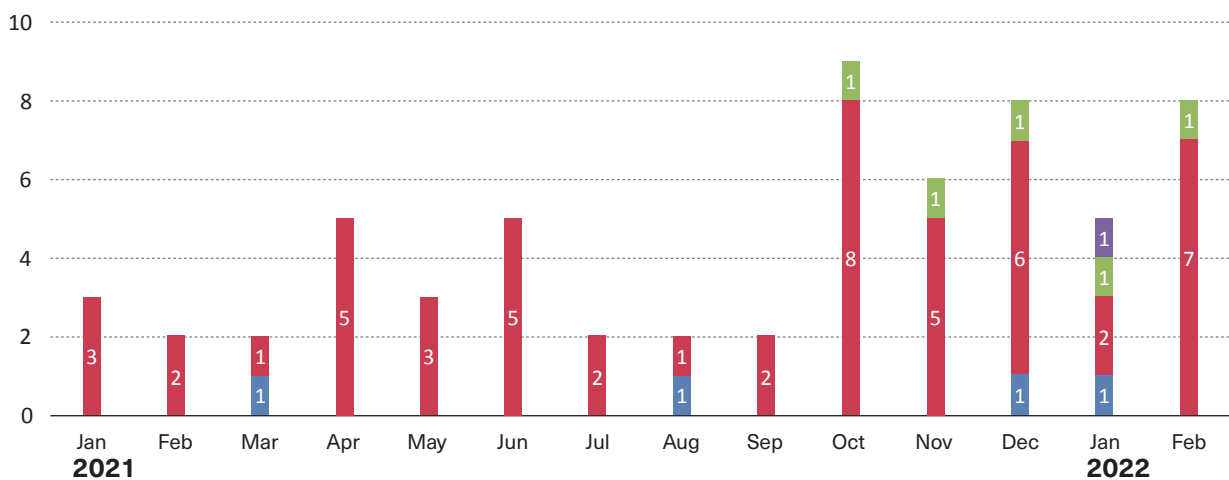


Chart 3 – Number and location of incidents in the Singapore Strait (January 2021-February 2022)

Westbound Eastbound Precautionary Area Outside of TSS



## OBSERVATIONS

Of the eight incidents reported in February 2022, five incidents occurred off Nongsa, Batam Island (Indonesia), two incidents off Pulau Cula (Indonesia) and one incident off Tanjung Pergam, Bintan Island (Indonesia).

The summary of the eight incidents occurred in February 2022 is as follows:

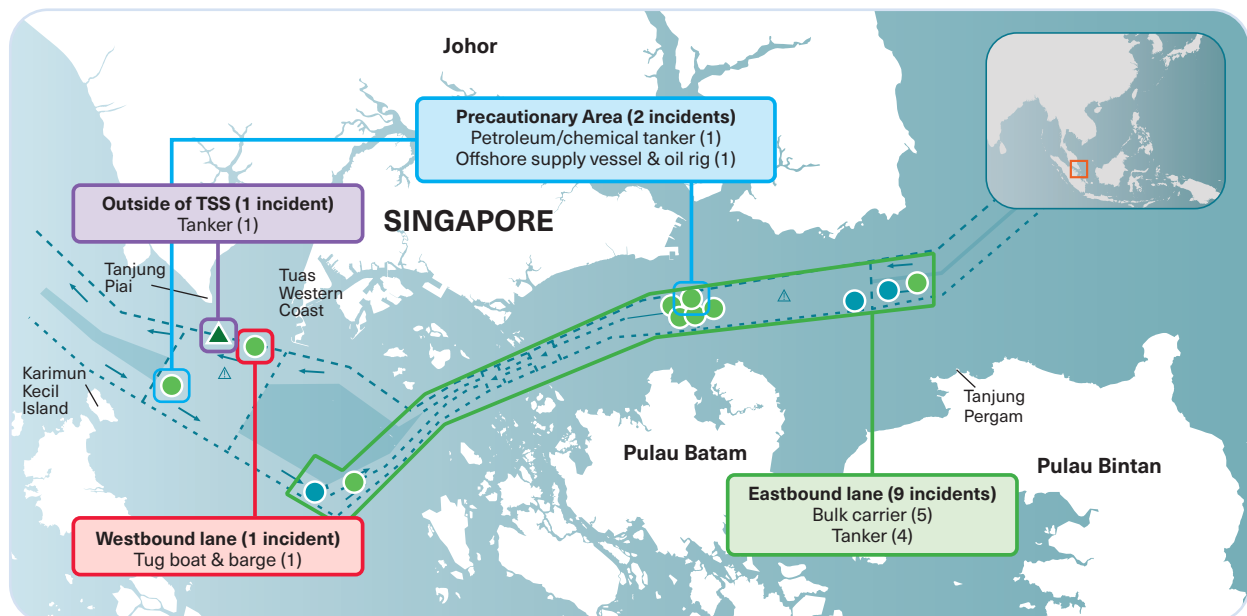
Date/ time	Ship name Ship type	Number of perpetra- tors	Weapons carried by perpetrators	Location the perpetrators were sighted	Items stolen	Treatment of crew
<b>Off Pulau Nongsa, Batam Island (4 incidents) [Eastbound lane of TSS]</b>						
8 Feb 22 0114 hrs	<b>FPMC C Jade</b> Tanker	4	Not stated	Engine room	Nil	No injuries
16 Feb 22 2158 hrs	<b>Navios Bonheur</b> Bulk carrier	2	Not stated	Starboard quarter of the stern deck	Nil	No injuries
17 Feb 22 0208 hrs	<b>Golden Leaf</b> Bulk carrier	2	Not stated	Starboard side main deck	Nil	No injuries
18 Feb 22 2050 hrs	<b>Delta Eurydice</b> Tanker	2	Not stated	Engine room	Nil	No injuries
<b>Off Pulau Nongsa, Batam Island (1 incident) [Precautionary Area of TSS]</b>						
25 Feb 22 0240 hrs	<b>BW Cheetah</b> Petroleum/ chemical tanker	2	Not armed	Engine room	Compressor for charging the SCBA and hose for charging the lifeboat compressed air bottles	No injuries
<b>Off Pulau Cula (2 incidents) [Eastbound lane of TSS]</b>						
26 Feb 22 0238 hrs	<b>Royal Jade</b> Bulk carrier	5	Not stated	Starboard quarter of the stern deck	Welding equipment	No injuries
28 Feb 22 0200 hrs	<b>African Merlin</b> Bulk carrier	3	Knives	Main deck	Engine spares	No injuries
<b>Off Tanjung Pergam, Bintan Island (1 incident) [Eastbound lane of TSS]</b>						
12 Feb 22 0330 hrs	<b>Theodor Oldendorff</b> Bulk carrier	2	Not stated	Engine room	Engine spares	No injuries

The observations are as follows:

- The majority of the incidents involved 2 men. Five of the eight incidents reported 2 perpetrators on board the ships.
- One incident reported that the perpetrators carried knives. The remaining seven incidents either reported that the perpetrators were not armed or had no information whether the perpetrators were armed or not.
- Four of the eight incidents reported that the perpetrators escaped empty-handed and these incidents occurred off Pulau Nongsa in the eastbound lane of the TSS. In the other four incidents where losses were reported, engine spares and ship stores were stolen.
- The crew was not injured in all eight incidents.
- All eight incidents occurred to bigger ships. Five incidents occurred on board bulk carriers and three incidents on board tankers.

## JANUARY-FEBRUARY 2022

With the eight incidents reported in February 2022, a total of 13 incidents (comprising 12 actual incidents and one attempted incident) were reported in the SS during January-February 2022. Map 2 shows the location of the 13 incidents reported in the SS during January-February 2022.



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

● CAT 3 ● CAT 4 ▲ Attempted

The ReCAAP ISC is concerned with the persistent occurrence of incidents in the SS, particularly the increase of incidents off Pulau Nongsa, Batam Island (Indonesia). The Centre has issued an Incident Alert (IA) on 21 Feb 22 to alert the shipping community on the continued occurrence of incidents in the SS and warn of a possibility of further incidents. The IA can be found at [www.recaap.org](http://www.recaap.org).

## **EFFORTS BY THE AUTHORITIES AND ReCAAP ISC**

The authorities of littoral States have been cooperating in sharing information of incidents, sighting of small boats' concentration and suspicious activities, in order to facilitate prompt responses and enhance deterrence efforts by the relevant authorities. Singapore's ReCAAP Focal Point has issued alerts to ships passing through the SS to remind them to remain vigilant.

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 Incident Alerts as well as organising meetings 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

### Littoral States

The ReCAAP ISC strongly urges the littoral States to increase patrols and enforcement in their respective territorial seas/archipelagic waters, and to promote cooperation and coordination among the littoral States for patrols and information sharing on incidents and criminal groups involved, in order to arrest and prosecute the perpetrators.

### Shipping Industry

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 alertness of lookouts for suspicious small boats and increase watch keeping; particularly during daylight time for barges and during night time for bigger ships.
- 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

## FEBRUARY 2022

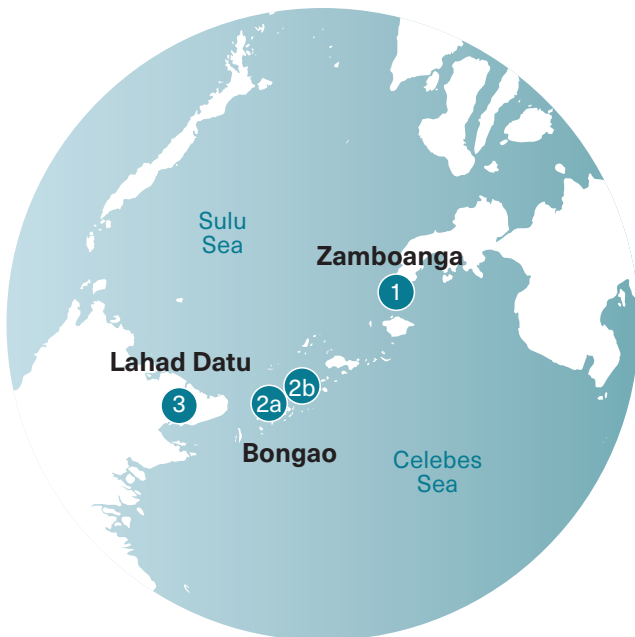
There was no report of incident of abduction of crew for ransom in February 2022. The last known incident occurred more than two years ago on 17 Jan 20 off Lahad Datu, Sabah, Malaysia where eight crew were abducted from a fishing trawler by the ASG. Seven of the eight abducted crew were rescued between January 2020 to March 2021 and one crew was found dead. There is no crew currently held in captivity by the 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 Commanders responsible for the abduction of crew in the Sulu area) is still at large, the threat of abduction of crew from ships remains 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 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: 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

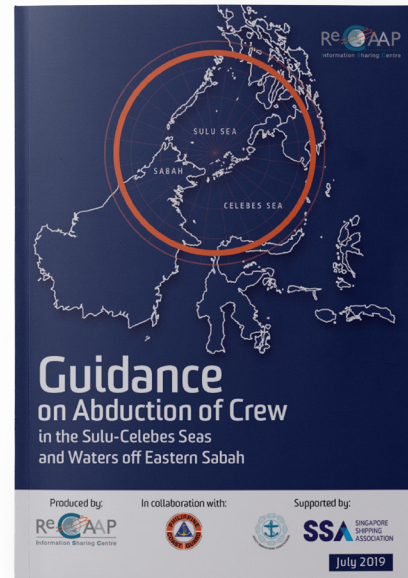
In the event that the ship master is not able to establish contact with the Operation Centres of the Philippines as listed in the ReCAAP ISC Advisory, he can contact the **Philippine Coast Guard Command Centre** at the following contact details:

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 the ships transiting the area, including contact details and the Notice to Mariners (NOTAM) issued by the Philippines and Malaysia. It also shares the analysis of incidents based on the information collected from past incidents. The Guidance can be found at [www.recaap.org](http://www.recaap.org).

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



## CONCLUSION

The total number of incidents of armed robbery against ships in Asia reported during January-February 2022 has increased compared to the same period in 2021. This was due to the increase of incidents in the SS. The number of incidents in the SS accounts for 81% of the total number of incidents in Asia during January-February 2022. Since the perpetrators are not arrested, there is a possibility of continued occurrence of incidents in the SS.

Although no incident of abduction of crew for ransom was reported in the Sulu-Celebes Seas since January 2020, the threat remains high as the ASG leaders are still 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.

Ships are advised to implement preventive measures recommended in the *“Regional Guide 2 to Counter Piracy and Armed Robbery against Ships in Asia”*, and the law enforcement agencies to enhance surveillance, increase patrols and respond promptly to report of incidents in order to arrest the perpetrators.



# 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 Organization (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 are 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 is either hijacked or the cargo on board is 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 are armed with knives/machetes/others or other items such as sticks, rods, bats etc. The crew is 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 are unable to steal anything from the vessel, but in cases where losses are reported, stores and engine spares are the commonly targeted items.
● CAT 4	The perpetrators are 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. In CAT 4 incidents, either nothing is stolen or small items are stolen.

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:cns@dos.gov.bd">cns@dos.gov.bd</a>	+88-02-9554206	+88-02-7168363
<b>Brunei</b>		
Marine Police, Royal Brunei Police Force Email: <a href="mailto:marine@police.gov.bn">marine@police.gov.bn</a>	+673-2773548	+673-2770549
<b>Cambodia</b>		
Merchant Marine Department Ministry of Public Works and Transport E-mail: <a href="mailto:dararith.hg@gmail.com">dararith.hg@gmail.com</a>	+855-77-331-531	+855-23-864-110
<b>China</b>		
China Maritime Search and Rescue Coordination Centre (Beijing) Email: <a href="mailto:cnmrcc@mot.gov.cn">cnmrcc@mot.gov.cn</a> <a href="mailto:cnmrcc@msa.gov.cn">cnmrcc@msa.gov.cn</a>	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: <a href="mailto:hkmrcc@mardep.gov.hk">hkmrcc@mardep.gov.hk</a>	+85-2-2233-7999	+85-2-2541-7714
<b>Denmark</b>		
Danish Maritime Authority (DMA) Email: <a href="mailto:ReCAAP-FP-DK@dma.dk">ReCAAP-FP-DK@dma.dk</a>	+45-7219-6000	
<b>Germany</b>		
Piracy Prevention Centre (PPC) Department for Maritime Security Federal Police Germany Email: <a href="mailto:bpol.see.ppz@polizei.bund.de">bpol.see.ppz@polizei.bund.de</a>	+49 4561-4071-3333	+49 3020-4561-2198

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

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>Philippines</b>		
Philippine Coast Guard Command Centre 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"	
<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:nhqдно@yahoo.com">nhqдно@yahoo.com</a> <a href="mailto:nhqдно@navy.lk">nhqдно@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:miscdutyofficer@misc.go.th">miscdutyofficer@misc.go.th</a> <a href="mailto:sornchon2558@gmail.com">sornchon2558@gmail.com</a>	+66-2475-4532	+66-2475-4577
<b>United Kingdom</b>		
National Maritime Information Centre Operations Centre Email: <a href="mailto:JMISC-NMICOps@mod.gov.uk">JMISC-NMICOps@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:rccalameda1@uscg.mil">rccalameda1@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

## DESCRIPTION OF INCIDENTS (FEBRUARY 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	<b>FPMC C Jade</b> Tanker Liberia 159869 9407316	08/02/22 0114 hrs	1° 14.3' N, 104° 2.3' E  Approximately 3.1 nm northwest of Pulau Nongsa, Batam Island (Indonesia), in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait (SS)  (SOMS)	<p>While underway, the crew sighted four unauthorised persons in the engine room. Ship's alarm was raised and crew mustered at the bridge. The perpetrators were seen making escape in a small craft. The crew conducted search on board with no further sighting of the perpetrators onboard. The master declared <b>nothing was stolen. The crew was safe with no injury.</b></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>
2	<b>Avalon</b> Chemical tanker Germany 16683 9327097	08/02/22 0114 hrs	1° 17' S, 116° 47' E  Balikpapan Anchorage, Indonesia	<p>While at anchor, two perpetrators climbed on board from port anchor side via forecandle. They broke the padlock to the skylight of bosun store and stole <b>two mooring ropes and two coils of stopper ropes.</b> The alarm was raised and the crew mustered. Upon hearing the alarm and seeing the crew, the perpetrators jumped overboard and escaped with two other perpetrators in their boat. <b>The crew was not injured.</b></p> <p><b>[ReCAAP Focal Point (Germany)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
3	<b><i>Theodor Oldendorff</i></b> Bulk carrier Portugal 40097 9291406	12/02/22 0330 hrs	1° 17' N, 104° 18.4' E  Approximately 6 nm northwest of Tanjung Pergam, Bintan Island (Indonesia), in eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, the crew sighted two unauthorised persons in the engine room. Ship's alarm was raised and crew mustered. The perpetrators escaped when the alarm was raised. A search on board the ship was carried out with no further sighting of the perpetrators on board. The master declared <b>some engine spare parts</b> were stolen. <b>The crew was safe with no injury</b>. The ship departed Singapore and is bound for Qingdao, China.</p> <p>A safety navigational broadcast was initiated. The RSN and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian and Malaysian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Germany)]</b></p>
4	<b><i>Navios Bonheur</i></b> Bulk carrier Panama 92715 9481348	16/02/22 2158 hrs	1° 14.47' N, 104° 3.2' E  Approximately 3.6 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, the crew sighted two unauthorised persons escaping from the starboard quarter stern deck of the ship. The master reported the incident to Singapore Vessel Traffic Information System (VTIS).</p> <p>A search on board the ship was carried out with no further sighting of the perpetrators. The master declared that <b>nothing was stolen. The crew was safe and accounted for</b>. The master declared that no assistance was required and continued with the voyage. The ship is bound for Kwangyang, Republic of Korea.</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 authorities.</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
5	<b>Golden Leaf</b> Bulk carrier Panama 17150 9258325	17/02/22 0208 hrs	1° 15.19' N, 104° 4.16' E  Approximately 3.7 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, the crew sighted two unauthorised persons on the starboard side main deck of the ship. The master reported the incident to Singapore VTIS.</p> <p>A search on board the ship was carried out with no further sighting of the perpetrators. The master declared that <b>nothing was stolen. The crew was safe and accounted for.</b> The master declared that no assistance was required and continued with the voyage. The ship departed Singapore and is bound for Sarawak, 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 authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
6	<b>Delta Eurydice</b> Tanker Liberia 81293 9700706	18/02/22 2050 hrs	1° 15.03' N, 104° 2.01' E  Approximately 4.8 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, two unauthorised persons were sighted in the engine room. The ship's alarm was raised and crew mustered. Upon realising that the crew had been alerted, the perpetrators escaped in a small boat. The master reported the incident to Singapore VTIS.</p> <p>A search on board the ship was carried out with no further sighting of the perpetrators. The master declared that <b>nothing was stolen. The crew was safe and accounted for.</b> The master declared that no assistance was required and continued with the voyage. The ship is bound for Sriracha, 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 Indonesian authorities.</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>BW Cheetah</b> Petroleum/chemical tanker Liberia 29737 9635834	25/02/22 0240 hrs	1° 15.24' N, 104° 2.43' E  Approximately 4.4 nm northwest of Nongsa Point, Batam Island (Indonesia), in the precautionary area of the TSS in the SS  (SOMS)	While underway, the ship's 3 <sup>rd</sup> engineer and oiler spotted two perpetrators in the engine room making their exit via the engine room skylight. The engineer reported the incident to the bridge. A search on board the ship was conducted with no further sighting of the perpetrators.  During the search, the <b><u>compressor for charging the self-contained breathing apparatus (SCBA) and the hose for charging the lifeboat compressed air bottles</u></b> were found missing. <b><u>The crew was safe.</u></b>  [ReCAAP Focal Point (Singapore)]
8	<b>Royal Jade</b> Bulk carrier Panama 35832 9801304	26/02/22 0238 hrs	1° 3.77' N, 103° 41.1' E  Approximately 2.1 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	While underway, five perpetrators were sighted at the starboard quarter stern deck. The alarm was raised, and the perpetrators escaped in a small boat. <b><u>One set of welding equipment</u></b> was reported stolen.  The crew was mustered and a search on board the ship was conducted. <b><u>The crew was safe.</u></b> The master reported the incident to Singapore VTIS and confirmed that no assistance is required.  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.  The Singapore Police Coast Guard officers boarded the ship for investigation upon her arrival in Singapore.  [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
9	<b><i>African Merlin</i></b> Bulk carrier Bahamas 21521 9701267	28/02/22 0200 hrs	1° 2.82' N, 103° 38.11' E  Approximately 4.6 nm west of Pulau Cula (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, <b><u>three perpetrators armed with knives</u></b> were sighted roaming on the main deck. The ship alarm was raised and crew mustered.</p> <p>A search on board the ship was conducted and <b><u>some engine spares</u></b> were reported stolen. The perpetrators escaped. <b><u>The crew was safe.</u></b> The master reported the incident to Singapore VTIS.</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 authorities.</p> <p>The Singapore Police Coast Guard officers boarded the ship for investigation upon her arrival in Singapore.</p> <p><b>[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

T +65 6376 3091      F +65 6376 3066  
E [info@recaap.org](mailto:info@recaap.org)      W [www.recaap.org](http://www.recaap.org)



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