

MONTHLY REPORT

PIRACY AND ARMED ROBBERY
AGAINST SHIPS IN ASIA

JANUARY 2022

01

INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA IN JANUARY 2022

OVERVIEW

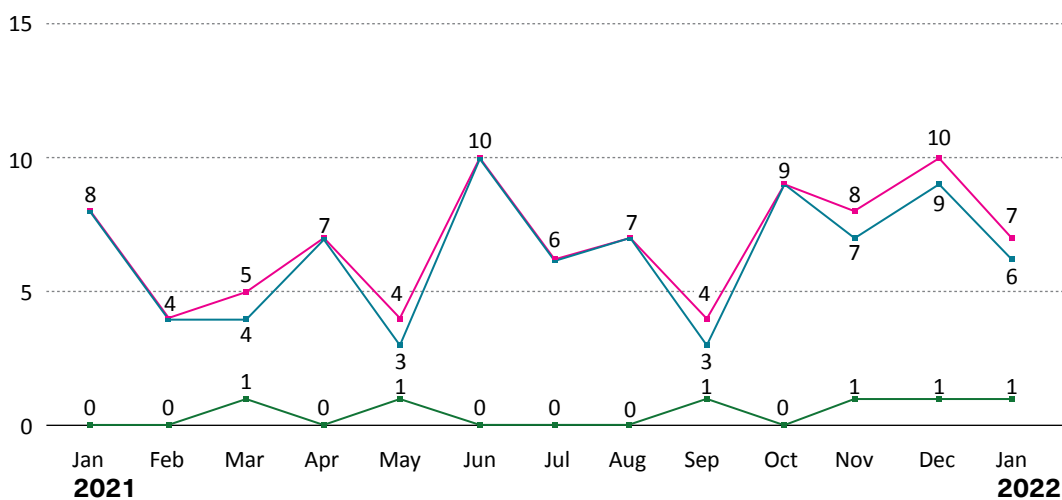
In January 2022, seven incidents of armed robbery against ships¹ (in territorial seas/archipelagic waters) were reported in Asia. No piracy² incident (on high seas) was reported. The situation in the Singapore Strait (SS) continues to be an area of concern. Five of the seven incidents reported in January 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 January 2022. The last incident occurred two years ago (on 17 Jan 20). However, we remind that the threat of abduction of crew for ransom remains high as the Abu Sayyaf Group (ASG) leaders responsible for the abduction of crew in the Sulu area are still at large.

JANUARY 2022

NUMBER OF INCIDENTS

In January 2022, seven incidents (comprising six actual incidents³ and one attempted incident⁴) of armed robbery against ships were reported in Asia. 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 January 2021 to January 2022.



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

■ Total ■ Actual ■ Attempted

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.

STATUS OF SHIPS

Of the seven incidents reported in January 2022, six incidents occurred on board ships while underway (comprising five incidents in the SS and one incident off Alang, India); and one incident on board a ship while anchored at Outer Tuna Buoy Anchorage, Kandla, India.

SIGNIFICANCE LEVEL OF INCIDENTS

Of the six actual incidents reported in January 2022, two were CAT 3 incidents and four were CAT 4 incidents.

The two CAT 3 incidents occurred on board ships while they were underway in the eastbound lane of the Traffic Separation Scheme (TSS) in the SS. In both incidents, the perpetrators were armed with knives and were seen in the engine room. Nothing was stolen in one incident and the items lost not stated in the other incident. The crew was not injured in both incidents.

Of the four CAT 4 incidents, two incidents occurred in the SS and two incidents in India. Of the four incidents, the perpetrators stole ship stores in two incidents, escaped empty-handed in one incident and items lost not stated in one incident. The crew was not injured in all four incidents.

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

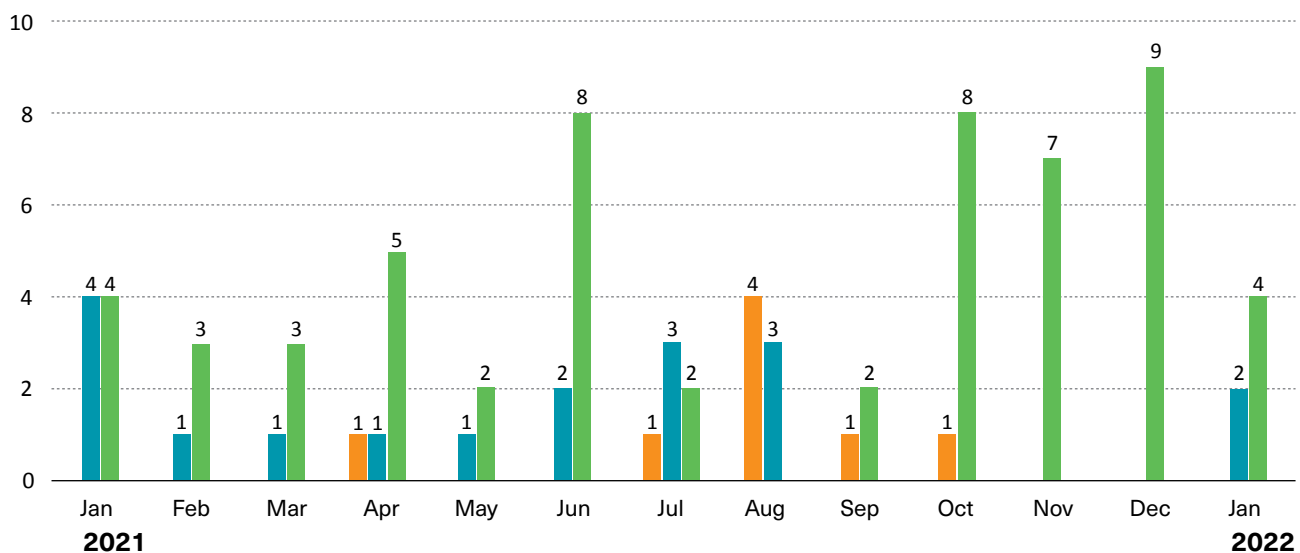


Chart 1 – Significance level of incidents (January 2021-January 2022)

■ CAT 2
 ■ CAT 3
 ■ CAT 4

LOCATION OF INCIDENTS

The location of the seven incidents reported in January 2022 is shown in Map 1.



Map 1 – Location of incidents in January 2022

● CAT 3 ● CAT 4 ▲ Attempted

- | | | |
|--|---|---|
| <p>1 Mid Eagle
Tanker
3 Jan 22, 2245 hrs
22° 46.78' N, 70° 3.79' E</p> | <p>2 Kien San 1 & Kien San 8
Tug boat & barge
6 Jan 22, 1138 hrs
1° 12.8' N, 103° 33.47' E</p> | <p>3 Blue Sea
Tanker
8 Jan 22, 0242 hrs
1° 16.55' N, 104° 16.54' E</p> |
| <p>4 Bow Santos
Chemical tanker
8 Jan 22, 0540 hrs
1° 16.18' N, 104° 13.96' E</p> | <p>5 Rose & Vimla-1
Tug boat & barge
19 Jan 22, 2010 hrs
21° 21.1' N, 72° 18.43' E</p> | <p>6 Hai Duong 29 & Hakuryu 5
Offshore supply vessel & oil rig
30 Jan 22, 0428 hrs
1° 10.41' N, 103° 28.7' E</p> |
| <p>▲ MS Carla
Tanker
10 Jan 22, 2140 hrs
1° 13.77' N, 103° 32.16' E</p> | | |

AREAS OF CONCERN

The ReCAAP ISC is concerned with the continued occurrence of incidents in the SS in January 2022, and the persisting threat of abduction of crew in the Sulu-Celebes Seas.

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

A total of five incidents were reported in the SS in January 2022. This accounts for 71% of the total number of incidents in Asia (seven incidents) in January 2022. The detail of the situation in the SS is in pages 6-9 of this report.

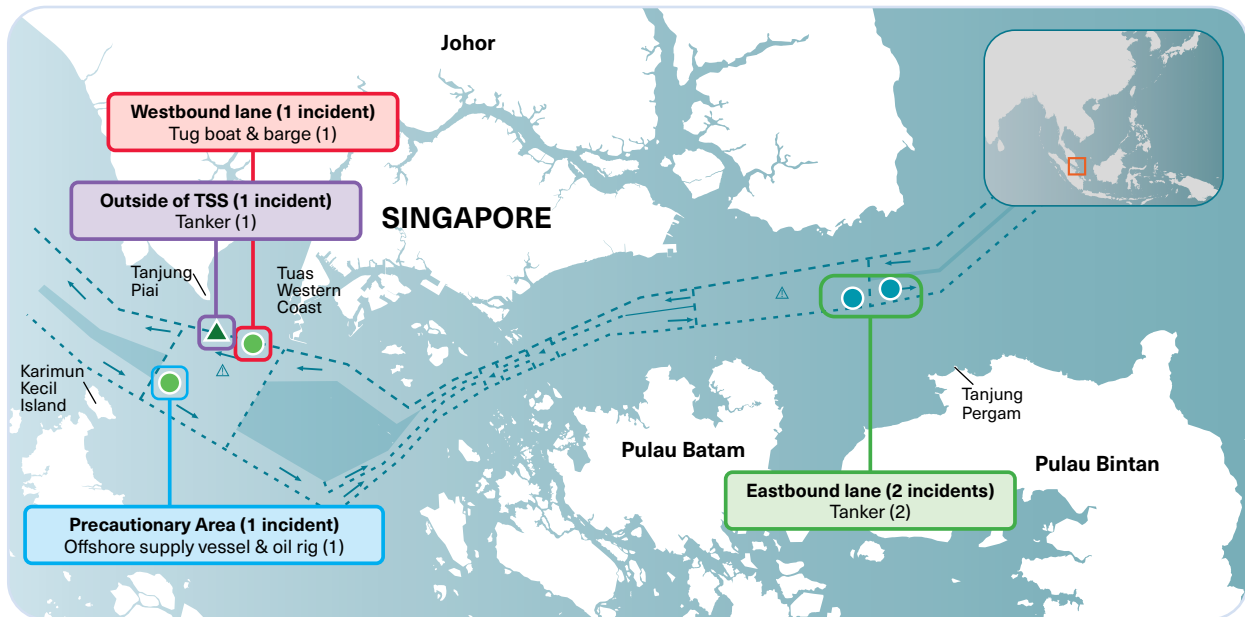
2. **Threat of abduction of crew for ransom in the Sulu-Celebes Seas**

No incident was reported in the Sulu-Celebes Seas since January 2020. 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 page 10-12 of this report.

SITUATION OF ARMED ROBBERY AGAINST SHIPS IN THE SINGAPORE STRAIT

JANUARY 2022

A total of five incidents (comprising four actual incidents and one attempted incident) were reported in the SS in January 2022. Of these, two incidents occurred in the eastbound lane of the TSS, one incident in the westbound lane of the TSS, one incident in the precautionary area of the TSS and one incident outside of the TSS. Map 2 shows the location of the five incidents reported in the SS in January 2022.



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

● CAT 3 ● CAT 4 ▲ Attempted

Chart 2 shows the number of incidents reported in the SS each month from January 2021 to January 2022. Although the number of incidents reported in the SS has decreased from eight incidents in December 2021 to five incidents in January 2022, the ReCAAP ISC is concerned with the continued occurrence of incidents in the SS in January 2022.

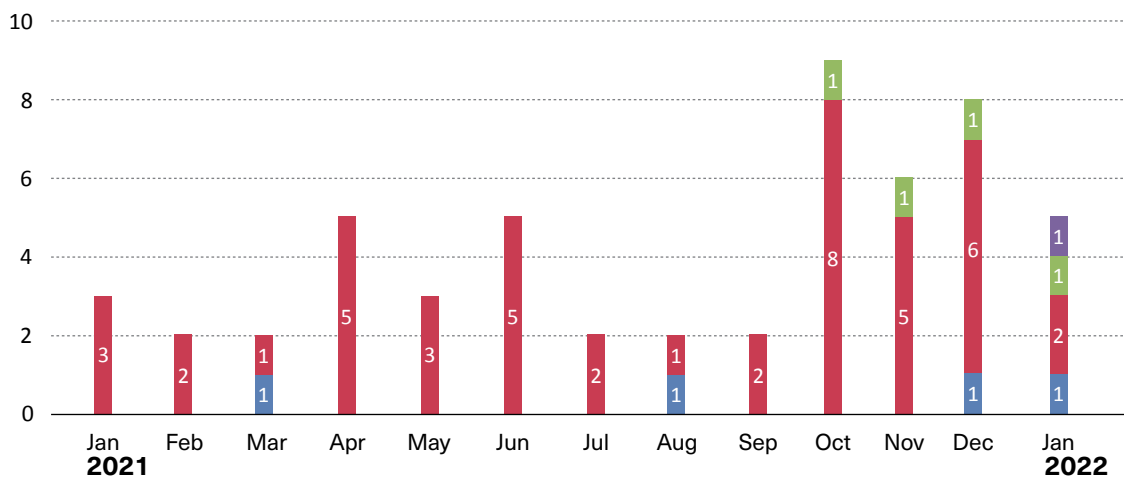


Chart 2 – Number and location of incidents in the Singapore Straits (Jan 2021-Jan 2022)

■ Westbound ■ Eastbound ■ Precautionary Area ■ Outside of TSS

OBSERVATIONS

The modus operandi of the five incidents that occurred to ships while underway in the SS in January 2022 are summarised in the table below:

Date/ time	Ship name Ship type	Number of perpetrators	Weapons carried by perpetrators	Location the perpetrators were sighted	Items stolen	Treatment of crew
Off Tuas Western Coast (1 incident) [Westbound lane of TSS]						
6 Jan 22 1138 hrs	<i>Kien San 1 & Kien San 8</i> Tug boat & barge	1	Not stated	Barge	Scrap metal	No injuries
Off Tanjung Pergam, Bintan Island (2 incidents) [Eastbound lane of TSS]						
8 Jan 22 0242 hrs	<i>Blue Sea</i> Tanker	4	One perpetrator with a long knife	Engine room	Nil	No injuries
8 Jan 22 0540 hrs	<i>Bow Santos</i> Chemical tanker	4	Knives	Engine room	Not known	No injuries
Off Tanjung Piai (1 incident) [outside of TSS]						
10 Jan 22 2140 hrs	<i>MS Carla</i> Tanker	5	Not stated	Attempted to place ladder at port side of ship	Nil	No injuries
Off Karimun Kecil Island (1 incident) [Precautionary Area of TSS]						
30 Jan 22 0428 hrs	<i>Hai Duong 29 & Hakuryu 5</i> Offshore supply vessel & oil rig	2	Not stated	Port side mid ship	Nil	No injuries

The observations are as follows:

- a. The number of perpetrators varied between 1 to 5 men in the five incidents.
- b. Of the five incidents, two incidents reported that the perpetrators carried knives. The other three incidents had no information whether the perpetrators were armed or not.
- c. The perpetrators escaped empty-handed in three incidents. In the other two incidents, scrap metal was stolen from the barge in one incident, and the items lost were not known in the other incident.

- d. The possibility of the same group of perpetrators were involved in the two incidents off Tanjung Pergam on 8 Jan cannot be ruled out due to the close proximity of the incidents with each other and that the incidents occurred within a short time interval (of about three hours). Both incidents also involved the same number of perpetrators, with perpetrators carried knives and sighted in the engine room.
- e. The crew was not injured in all five incidents.

EFFORTS BY THE AUTHORITIES

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, monthly reports and Incident Alerts as well as by 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

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.

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

- 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 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 periodic updates and daily communication checks.
- Report all incidents, suspicious activities including 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 when 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

JANUARY 2022

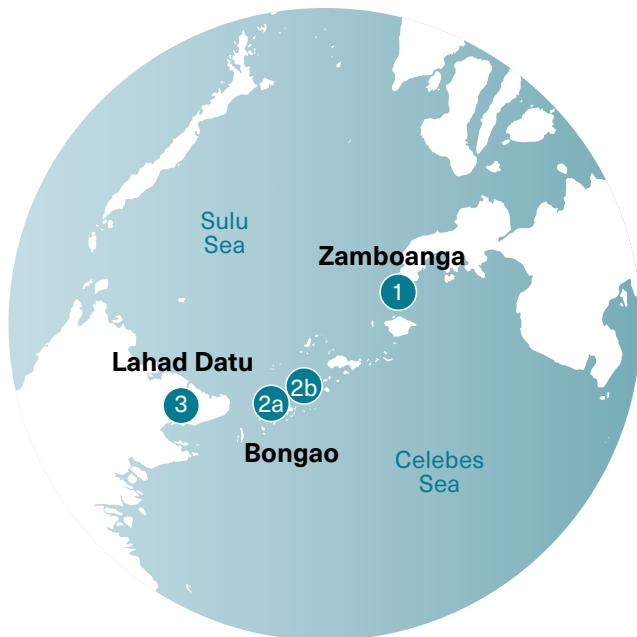
There was no report of incident of abduction of crew for ransom in January 2022. The last known incident occurred two years ago on 17 Jan 20 off Lahad Datu, Sabah, Malaysia where eight crew were abducted from a fishing trawler by the ASG. Seven of the eight abducted crew were rescued between January 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 Malaysian 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 neutralisation 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.



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

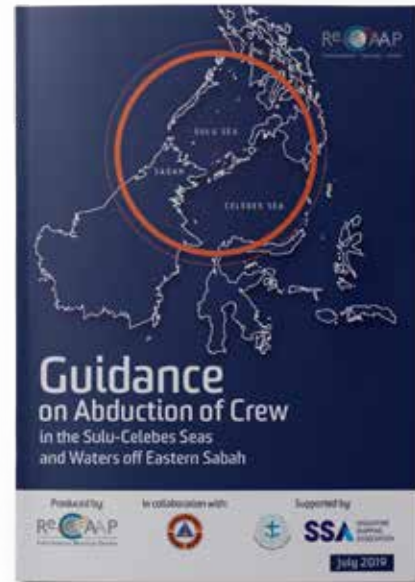
In the event that the ship master is not able to establish contact with the Operation Centres of the Philippines as listed in the ReCAAP ISC Advisory, he can contact the **Philippine Coast Guard Command Centre** at the following contact details:

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.

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 to Counter Piracy and Armed Robbery against Ships in Asia*' produced by the ReCAAP ISC.



CONCLUSION

The number of incidents reported in January 2022 decreased compared to the preceding month of December 2021 (10 incidents). However, incidents continued to occur in the Singapore Strait in January 2022. Since the perpetrators are not arrested, there is a possibility of continued occurrence.

Although no incident of abduction of crew for ransom was reported in the Sulu-Celebes Seas since January 2020, there is no room for complacency.

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 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 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
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: cns@dos.gov.bd	+88-02-9554206	+88-02-7168363
Brunei		
Marine Police, Royal Brunei Police Force Email: marine@police.gov.bn	+673-2773548	+673-2770549
Cambodia		
Merchant Marine Department Ministry of Public Works and Transport E-mail: 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		
Netherlands 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 Centre Email: 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		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: miscdutyofficer@misc.go.th sornchon2558@gmail.com	+66-2475-4532	+66-2475-4577
United Kingdom		
National Maritime Information Centre Operations Centre Email: JMISC-NMICOps@mod.gov.uk	+44 2392-211941	+44 2392-212024 Please indicate "FAO NMIC – A leg"
United States		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: rccalameda1@uscg.mil	+1-510-437-3701	+1-510-437-3017
Vietnam		
Vietnam Coast Guard Email: vietnamcoastguard@gmail.com	+84-24-3355-4378	+84-24-3355-4363

DESCRIPTION OF INCIDENTS (JANUARY 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	Mid Eagle Tanker Cayman Islands 11729 9330795	03/01/22 2245 hrs	22° 46.78' N, 70° 3.79' E Outer Tuna Buoy (OTB) Anchorage, Kandla, India	<p>While at anchor, the master reported that the duty personnel sighted three unidentified persons on board the ship. The master raised the ship's alarm and made announcement. The perpetrators escaped immediately. A boat was also sighted on portside of the ship.</p> <p>A thorough search was conducted on board the ship by the crew. A total of 40 ship properties/stores were found missing from the main deck.</p> <p>[ReCAAP Focal Point (India)]</p>
2	Kien San 1 Tug boat Malaysia 192 9218600 Kien San 8 Barge	06/01/22 1138 hrs	1° 12.8' N, 103° 33.47' E Approximately 2.9 nm southwest off Tuas Western Coast (Singapore), in the westbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait (SOMS)	<p>While underway, one unauthorised person was sighted on board the barge that was being towed by the tug boat. One small craft was also sighted alongside the barge. The perpetrator left the barge about 12 minutes later, and escaped in a sampan.</p> <p>The master reported the incident to Singapore Vessel Traffic Information System (VTIS). Some scrap metals were stolen from the barge. The crew was safe and accounted for. No assistance was required. The tug boat and barge was bound for Penang, 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.</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
3	Blue Sea Tanker Liberia 55863 9413028	08/01/22 0242 hrs	1° 16.55' N, 104° 16.54' E Approximately 6.4 nm northwest of Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the TSS in the Singapore Strait (SOMS)	<p>While underway, the duty oiler sighted four unauthorised persons in the engine room. <u>One of them was armed with a long knife.</u> The perpetrators escaped upon being sighted. The ship's alarm was raised. The crew conducted search on board with no further sighting of the perpetrators.</p> <p>The master reported the incident to Singapore VTIS. <u>Nothing was stolen. The crew are safe.</u> The master confirmed that no assistance required. The ship departed Pengerang, West Johor, Malaysia and is bound for Kanokawa, Japan.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident were shared with Malaysian and Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
4	Bow Santos Chemical tanker Norway 12005 9303651	08/01/22 0540 hrs	1° 16.18' N, 104° 13.96' E Approximately 8 nm northwest of Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the TSS in the Singapore Strait (SOMS)	<p>While underway, <u>four unauthorised persons armed with knives</u> were sighted in the engine room. The master raised the alarm and the crew mustered at the bridge.</p> <p>The master reported the incident to Singapore VTIS. At about 0644 hrs, the master updated Singapore VTIS that a search on board the ship was completed with no further sighting of the perpetrators. <u>The crew was safe and accounted for with no report of injuries.</u> However, the <u>loss of property cannot be ascertained.</u> The master informed VTIS East that no assistance was required and resumed her voyage.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident were shared with Malaysian and Indonesian authorities.</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
5	<p>Rose Tug boat India 134 9220512</p> <p>Vimla-1 Jack-up barge India 107</p>	19/01/22 2010 hrs	<p>21° 21.1' N, 72° 18.43' E</p> <p>Approximately 7.5 nm east off Alang, India</p>	<p>While underway, the master of the tug boat reported that about three or four perpetrators had boarded the unmanned barge towed by the tug boat. The perpetrators subsequently fled in a boat. An Indian Coast Guard ship C-419 in the area was diverted to investigate the incident. A team from the ship boarded the barge and conducted an extensive search of all compartments, including living spaces. During the search, it was discovered that the lock of the living space was broken and belongings were scattered. There were no further sightings of the suspected fishing boat or the perpetrators. <u>The crew was not harmed, and the items lost were not known.</u></p> <p>The master of the tug boat reported the incident to VTS Khambhat who subsequently shared the information of the incident with Indian Coast Guard Station (ICGS) Pipavav/ MRCC Mumbai. ICGS Pipavav reported the incident to the respective law enforcement agencies for investigation. In addition, VTS Khambhat was advised to alert the merchant traffic in area to enhance vigilance and adhere to the standard norms of security and SOPs especially during night time and hours of darkness.</p> <p>[ReCAAP Focal Point (India)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
6	<p><i>Hai Duong 29</i> Offshore supply ship Vietnam 3487 9591911</p> <p><i>Hakuryu 5</i> Oil rig</p>	30/01/22 0428 hrs	<p>1° 10.41' N, 103° 28.7' E</p> <p>Approximately 4.6 nm northeast of Karimun Kecil Island (Indonesia), in the Precautionary Area of the TSS in the Singapore Strait</p> <p>(SOMS)</p>	<p>While underway, two unauthorised persons were sighted on the ship's port side midship from the ship's CCTV camera. The incident took place while the supply ship was towing an oil rig <i>Hakuryu 5</i>. The ship's alarm was raised and crew mustered. A search on board was conducted. At 0446 hrs, the master updated Singapore VTIS that the search on board was completed with no further sighting of the perpetrators.</p> <p>The master reported that <u>nothing was stolen. The crew was safe and accounted for.</u> The master did not require any assistance and continued the voyage to Singapore.</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>[ReCAAP Focal Point (Singapore)]</p>

ATTEMPTED INCIDENT

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
7	<p><i>MS Carla</i> Tanker Malaysia 2920 9111022</p>	10/01/22 2140 hrs	<p>1° 13.77' N, 103° 32.16' E</p> <p>Approximately 2.65 nm from Tanjung Piai (Malaysia), outside of the TSS in the Singapore Strait</p> <p>(SOMS)</p>	<p>While underway, the duty deck officer sighted five perpetrators on board a wooden boat placing a ladder at the port side of the ship. The ship's alarm was raised, and the perpetrators abandoned the boarding and sped away.</p> <p>The master reported the incident to the Port Operation Control Centre (VTIS West). Safety broadcast on anti-piracy watch was carried out and it increased to every half hour interval to warn all ships to maintain vigilant watch at all times.</p> <p>[ReCAAP Focal Point (Singapore)]</p>



Regional Cooperation Agreement on Combating Piracy
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