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# MONTHLY REPORT

## PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

MAY 2022  
05



*...ENHANCING REGIONAL COOPERATION*

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



## OVERVIEW

In May 2022, six incidents of armed robbery against ships<sup>1</sup> (in territorial seas/ archipelagic waters) were reported in Asia. No piracy<sup>2</sup> incident (on high seas) was reported. Of the six incidents, four incidents occurred on board ships while underway in the Singapore Strait (SS), one incident on board a ship while anchored at Jakarta Anchorage, Indonesia, and one incident on board a ship while underway in the Karimata Strait, Indonesia. With the six incidents reported in May 2022, a total of 39 incidents of armed robbery against ships were reported in Asia during the period of January-May 2022.

The situation of armed robbery against ships in the SS continues to be of concern. Since January 2022, a total of 25 incidents were reported in the SS. This accounts for 64% of the total number of incidents reported in Asia during January-May 2022 (25 of 39 incidents)

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

## MAY 2022

### NUMBER OF INCIDENTS

In May 2022, six incidents of armed robbery against ships were reported in Asia. All six were actual incidents<sup>3</sup>. No attempted incident<sup>4</sup> was reported. All incidents were verified and reported to the ReCAAP ISC by ReCAAP Focal Points. Refer to the Appendix on '*Description of incidents (May 2022)*'.

Compared to the preceding month (April 2022), the total number of incidents reported in May 2022 decreased by 40%. In April 2022, 10 incidents were reported.

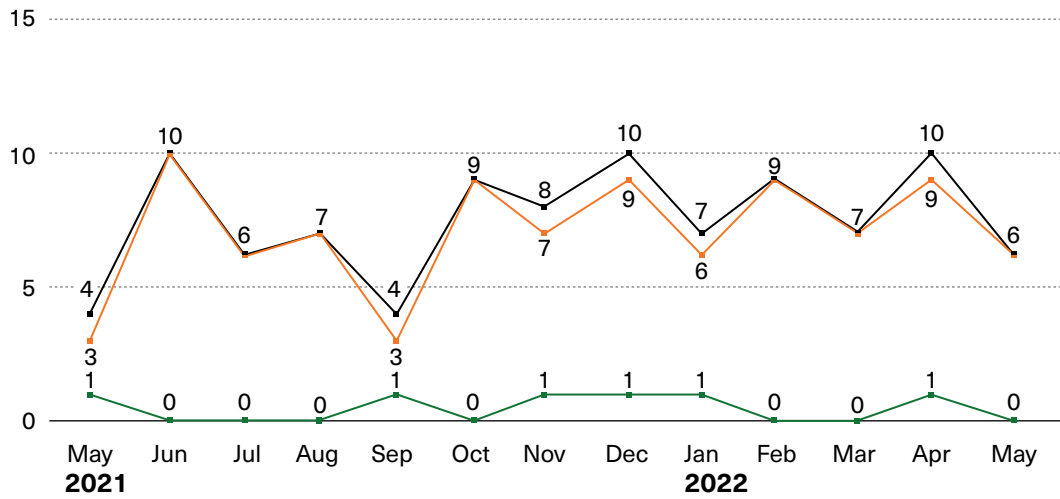
Graph 1 (next page) shows the number of incidents reported each month from May 2021 to May 2022.

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

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

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

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



**Graph 1 – Number of incidents (May 2021-May 2022)**

■ Total    ■ Actual    ■ Attempted

## STATUS OF SHIPS

Of the six incidents reported in May 2022, five incidents occurred on board ships while underway and one incident occurred on board a ship 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.

Of the six actual incidents reported in May 2022, two were CAT 3<sup>5</sup> incidents and four were CAT 4<sup>6</sup> incidents.

**CAT 3.** Both CAT 3 incidents involved perpetrators armed with knives and the perpetrators boarded the ships while underway. The crew was not injured in both incidents.

(1) In one incident, the bulk carrier was underway in the Karimata Strait, Indonesia when four perpetrators armed with knife/machete broke into the ship navigational bridge via the bridge wing door. The perpetrators threatened the duty officer and demanded him to bring them to the master's cabin. However, the perpetrators could not enter the master's cabin and subsequently escaped empty-handed.

(2) The other incident involved a bulk carrier while underway in the Singapore Strait when three unauthorised persons armed with knives were sighted at the aft station. The alarm was raised and the perpetrators subsequently escaped. Some engine spare parts were stolen.

**CAT 4.** Of the four CAT 4 incidents, three incidents occurred on board ships while underway in the SS, and one incident occurred on board a ship while anchored at Jakarta Anchorage, Indonesia. Scrap metal were stolen from the incident involving a barge towed by a tug boat in the SS. Nothing was stolen in the other three incidents. Chart 1 shows the significance level of incidents reported each month from May 2021 to May 2022.

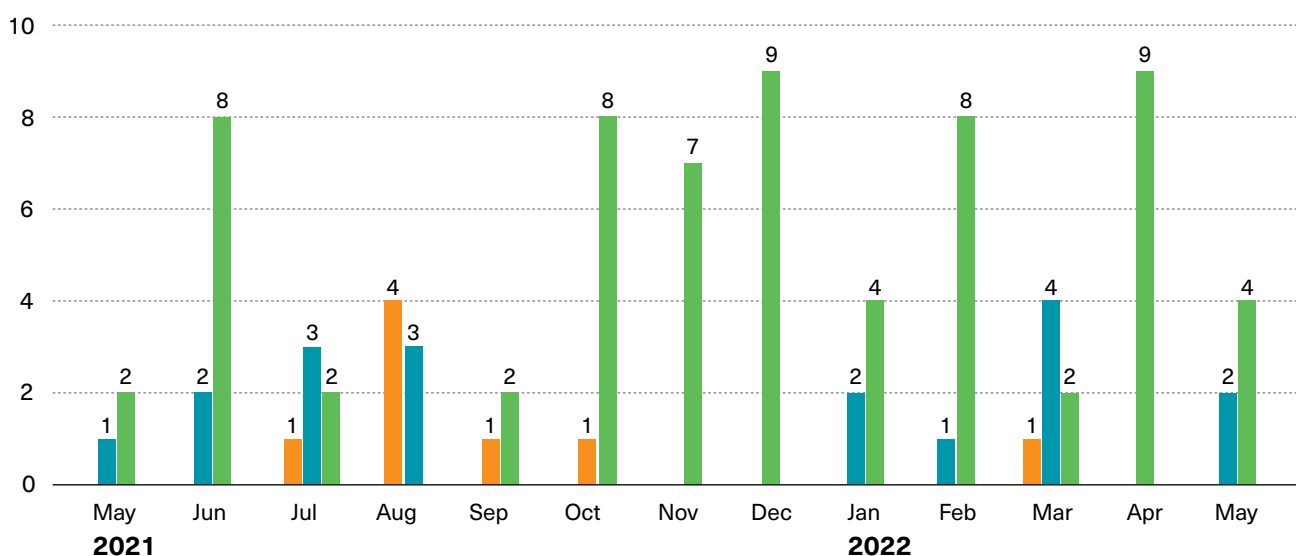


Chart 1 – Significance level of incidents (May 2021-May 2022)

■ CAT 2 ■ CAT 3 ■ CAT 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.

## LOCATION OF INCIDENTS

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



Map 1 – Location of incidents in May 2022

● CAT 3 ● CAT 4

- |  |  |   |
|--|--|---|
| <p><b>1</b> <i><b>Pelican</b></i><br/>Tanker<br/>12 May 22, 0110 hrs<br/>1° 10.48' N,<br/>103° 25.56' E</p>  | <p><b>2</b> <i><b>CNC Lion</b></i><br/>Container ship<br/>17 May 22, 2315 hrs<br/>6° 1' S,<br/>106° 55' E</p>          | <p><b>3</b> <i><b>Sinhin 5 &amp; Sinhin 6</b></i><br/>Tug boat &amp; barge<br/>19 May 22, 1345 hrs<br/>1° 13.35' N,<br/>103° 29.42' E</p> |
| <p><b>4</b> <i><b>Selena</b></i><br/>Bulk carrier<br/>21 May 22, 0250 hrs<br/>1° 1.9' N,<br/>105° 5.8' E</p> | <p><b>5</b> <i><b>Yong Xing Shun Hang</b></i><br/>Tanker<br/>27 May 22, 2230 hrs<br/>1° 7.78' N,<br/>103° 30.05' E</p> | <p><b>6</b> <i><b>Magnum Energy</b></i><br/>Bulk carrier<br/>28 May 22, 0259 hrs<br/>1° 6.9' N,<br/>103° 31.45' E</p>                     |

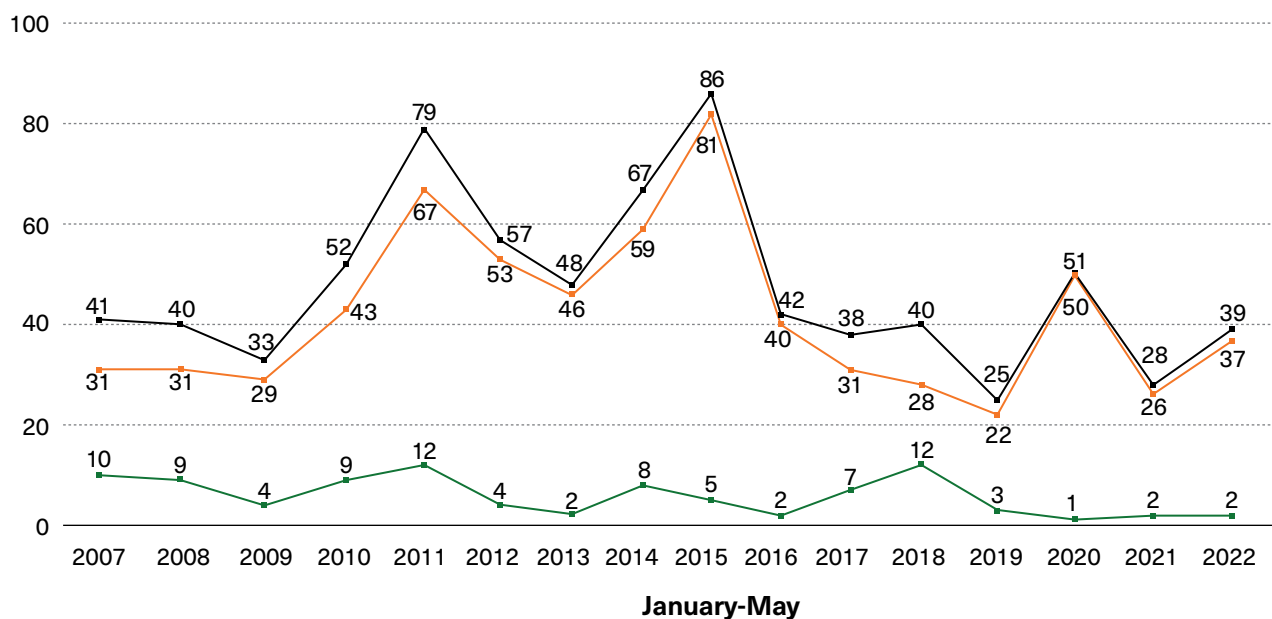
# JANUARY-MAY 2022

## NUMBER OF INCIDENTS

During January-May 2022, 39 incidents of armed robbery against ships were reported in Asia. No piracy incident was reported during this period. Of the 39 incidents, 37 were actual incidents and two were attempted incidents.

Compared to January-May 2021, **the total number of incidents during January-May 2022 increased by 39%**. A total of 28 incidents were reported during January-May 2021.

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



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

■ Total    ■ Actual    ■ Attempted

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

- In Bangladesh, three incidents were reported during January-May 2022 compared to no incident during January-May 2021
- In India, three incidents were reported during January-May 2022 compared to two incidents during the same period in 2021.
- In the Singapore Strait, 25 incidents were reported during January-May 2022 compared to 15 incidents during January-May 2021.

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

- In Malaysia, no incident was reported during January-May 2022 compared to one incident during January-May 2021.
- In Vietnam, no incident was reported during January-May 2022 compared to two incidents during the same period in 2021.

The number of incidents in Indonesia and the Philippines remain the same during January-May 2022 compared to January-May 2021. Five incidents were reported in Indonesia during January-May of 2021 and 2022; and three incidents were reported in the Philippines during the same period in both years.

## **AREAS OF CONCERN**

The ReCAAP ISC is concerned with the continued occurrence of incidents in the SS and the threat of abduction of crew for ransom in the Sulu-Celebes Seas.

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

A total of 25 incidents were reported in the SS during January-May 2022. This accounts for 64% of the total number of incidents in Asia (39 incidents). The detail of the situation in the SS is indicated in pages 10-12 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-May 2022, the threat of abduction of crew for ransom in Sulu and Tawi-Tawi remains potentially high as the ASG commanders responsible for past abduction incidents are still at large, and with the persisting presence of remnants of the group in Sulu. The detail of the situation in the Sulu-Celebes Seas is indicated in pages 13-15 of this report.

## SIGNIFICANCE LEVEL OF INCIDENTS

Of the 37 actual incidents reported in Asia during January-May 2022, one was a CAT 2<sup>7</sup> incident, nine were CAT 3 incidents and 27 were CAT 4 incidents.

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

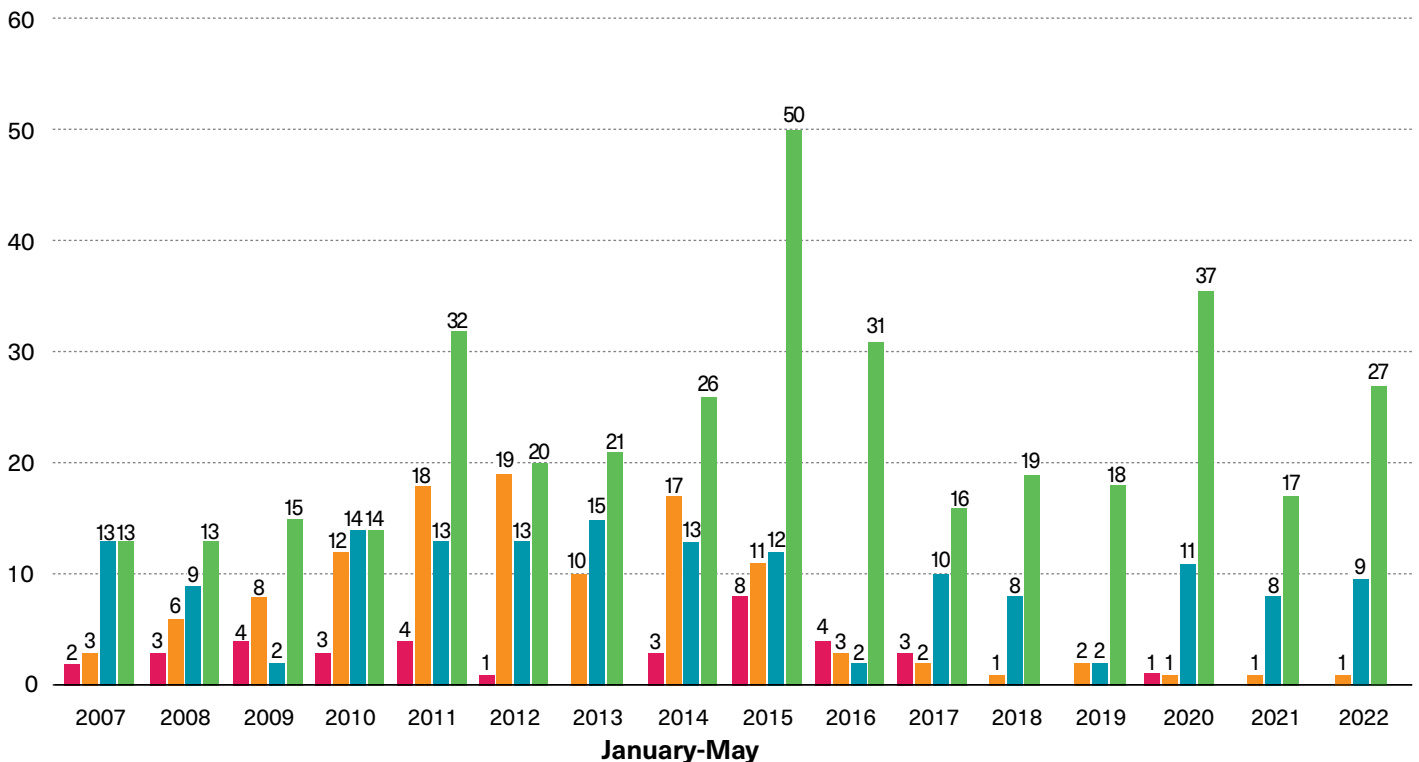


Chart 2 – Significance level of incidents (January-May of 2007-2022)

■ CAT 1   ■ CAT 2   ■ CAT 3   ■ CAT 4

<sup>7</sup> CAT (Category) 2 incident is 'moderately significant'. Under this category, the perpetrators are likely to be armed with knives/machetes and in some incidents they are armed with guns. The crew is threatened or held hostage temporarily and, in some cases, the crew suffered injury and physical violence.



- **CAT 2.** The CAT 2 incident reported during January-May 2022 occurred on board a bulk carrier while underway in the eastbound lane of the Traffic Separation Scheme (TSS) in the SS. The perpetrators were armed with knives. They threatened the duty motorman, pushed him to the floor and tied him in the engine room. The duty motorman managed to free himself and reported the incident to the chief engineer. The alarm was raised and crew mustered. Some auxillary engine and engine spare parts were stolen. The duty motorman was not known to have suffered any injuries. The rest of the crew members were safe.
  
- **CAT 3.** Of the nine CAT 3 incidents reported during January-May 2022, seven incidents occurred on board ships while underway in the SS, one incident occurred on board a ship while underway in the Karimata Strait, Indonesia and one incident occurred on board a ship while anchored at Belawan Anchorage, Indonesia. All the incidents involved perpetrators armed with knives. However, the perpetrators did not use the knives to confront or harm the crew. The crew was safe in all incidents. Of the nine incidents, two incidents reported loss of engine spares, one incident loss of stores and nothing was stolen in the other six incidents.
  
- **CAT 4.** As with past trend observed in Asia, the majority of the incidents reported during January-May 2022 were CAT 4 incidents. This accounts for 73% of the number of actual incidents (27 of 37) during January-May 2022. In these incidents, perpetrators were not armed and the crew not harmed.

# SITUATION OF ARMED ROBBERY AGAINST SHIPS IN THE SINGAPORE STRAIT

## MAY 2022

A total of four actual incidents were reported in the SS in May 2022. Of the four incidents, two incidents occurred in the precautionary area of the TSS, one incident in the eastbound lane of the TSS and one incident in the westbound lane of the TSS.

Notably, the two incidents in the precautionary area occurred within an interval of five hours and at close proximity to each other. The details of the two incidents are as follows:

(1) On 27 May at about 2230 hrs, the 4<sup>th</sup> engineer sighted three unauthorised persons in the steering gear room of the ship. The alarm was raised and a search on board the ship was conducted. The master reported the incident to Singapore Vessel Traffic Information System (VTIS) West. There was no further sighting of the perpetrators. Nothing was stolen and the crew was not injured.

(2) On 28 May at about 0259 hrs, three unauthorised persons armed with knives were sighted at the aft station of the ship. The alarm was raised and a search on board the ship was conducted. The master reported the incident to VTIS West. There was no further sighting of the perpetrators. Some engine spare parts were stolen. The crew was not injured.

Chart 3 shows the number of incidents reported in the SS each month from January 2021 to May 2022. The ReCAAP ISC is concerned with the continued occurrence of incidents in the SS.

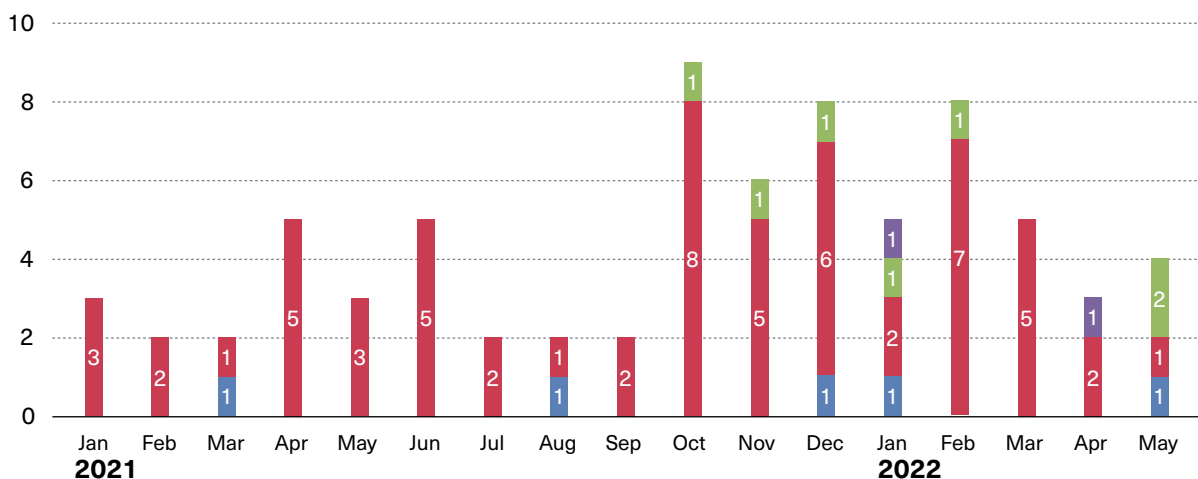
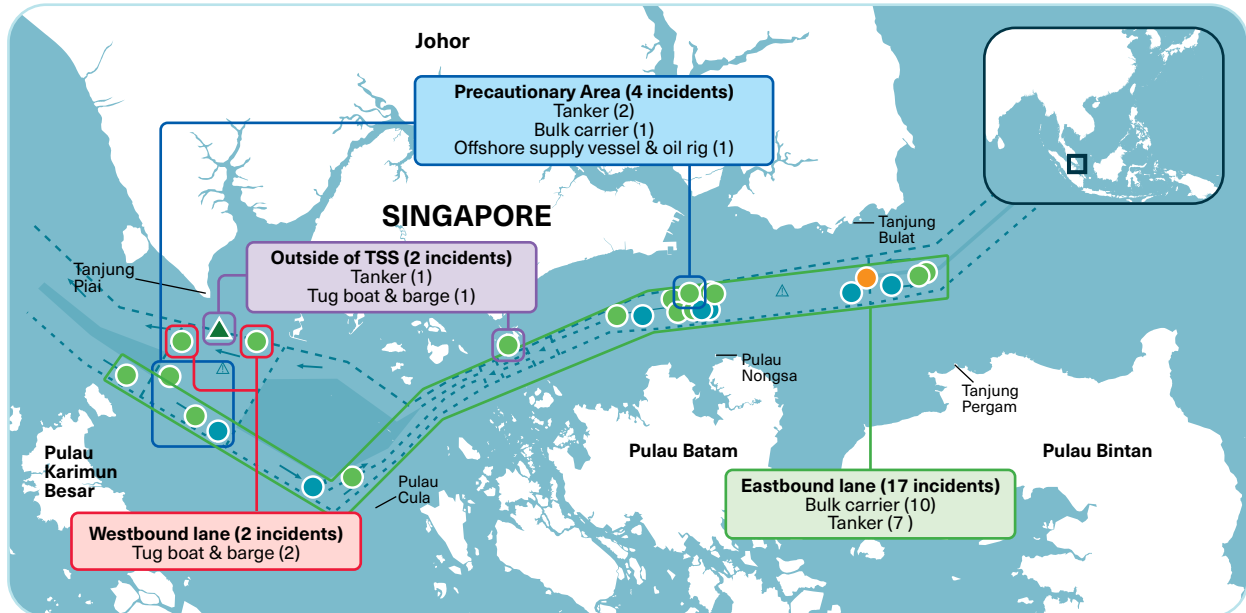


Chart 3 – Number and location of incidents in the Singapore Strait (January 2021-May 2022)

■ Westbound ■ Eastbound ■ Precautionary Area ■ Outside of TSS

## JANUARY-MAY 2022

With the four incidents reported in May 2022, a total of 25 incidents (comprising 24 actual incidents and one attempted incident) were reported in the SS during January-May 2022. Map 2 shows the location of the 25 incidents reported in the SS during January-May 2022.



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

● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted

The ReCAAP ISC is concerned with the continued occurrence of incidents in the SS, particularly the cluster of incidents off Pulau Nongsa, Batam Island (Indonesia) and Tanjung Pergam, Bintan Island (Indonesia). About 60% of the incidents reported in SS during January-May 2022 occurred in these two clusters.

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

## EFFORTS BY THE AUTHORITIES AND ReCAAP ISC

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

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

### RECOMMENDATIONS

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

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

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

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

## MAY 2022

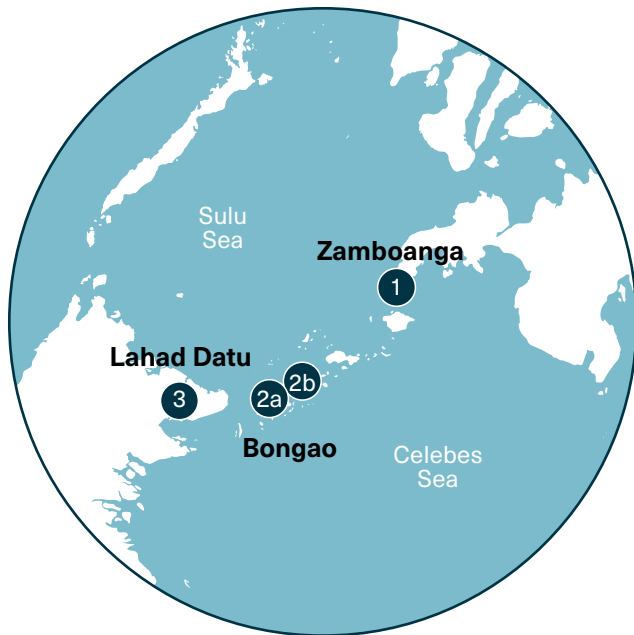
There is no report of incident of abduction of crew for ransom in May 2022. The last known incident occurred on 17 Jan 20 off Lahad Datu, Sabah, Malaysia. No crew is currently held in captivity by the Abu Sayyaf Group (ASG).

## EFFORTS BY THE AUTHORITIES

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

## ReCAAP ISC ADVISORY

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



Map 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

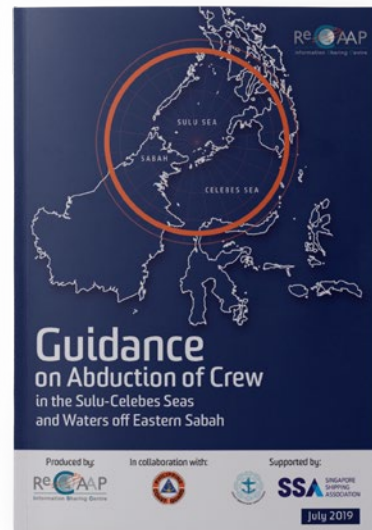
In the event that the ship master is not able to establish contact with the Operation Centres of the Philippines as listed in the ReCAAP ISC Advisory, he can contact the **Philippine Coast Guard Command Centre** at the following contact details:

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

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

The ReCAAP ISC recommends the shipping industry to refer to the '*Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah*' produced in July 2019. The Guidance consists of advisory on the measures to be taken by ships transiting the area, including contact details and the Notice to Mariners (NOTAM) issued by the Philippines and Malaysia. It also shares the analysis of incidents based on the information collected from past incidents. The Guidance can be found at [www.recaap.org](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-May 2022 has increased compared to the same period in 2021. Of concern is the continued occurrence of incidents in the Singapore Strait; and the threat of abduction of crew for ransom in the Sulu-Celebes Seas.

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

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 periodic reports, as well as 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:

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

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

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

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

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

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

## DETAILS OF ReCAAP FOCAL POINTS / CONTACT POINT

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>Australia</b>		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: <a href="mailto:MBC_NCU@abf.gov.au">MBC_NCU@abf.gov.au</a>	+61-2-6275-6000	+61-2-6275-6275
<b>Bangladesh</b>		
Department of Shipping E-mail: <a href="mailto:nse.ahsan@dos.gov.bd">nse.ahsan@dos.gov.bd</a>	+88-02-9554206	+88-02-7168363
<b>Brunei</b>		
Royal Brunei Marine Police Email: <a href="mailto:marine@police.gov.bn">marine@police.gov.bn</a>	+673-2773548	+673-2770549
<b>Cambodia</b>		
Merchant Marine Department Ministry of Public Works and Transport E-mail: <a href="mailto:dararith.hg@gmail.com">dararith.hg@gmail.com</a>	+855-77-331-531	+855-23-864-110
<b>China</b>		
China Maritime Search and Rescue Coordination Centre (Beijing) Email: <a href="mailto:cnmrcc@mot.gov.cn">cnmrcc@mot.gov.cn</a> <a href="mailto:cnmrcc@msa.gov.cn">cnmrcc@msa.gov.cn</a>	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: <a href="mailto:hkmrcc@mardep.gov.hk">hkmrcc@mardep.gov.hk</a>	+85-2-2233-7999	+85-2-2541-7714
<b>Denmark</b>		
Danish Maritime Authority (DMA) Email: <a href="mailto:ReCAAP-FP-DK@dma.dk">ReCAAP-FP-DK@dma.dk</a>	+45-7219-6000	
<b>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>		
Dutch Coast Guard Maritime Information Centre Email: <a href="mailto:mik-nl@kustwacht.nl">mik-nl@kustwacht.nl</a>	+31-223-658-101	+31-223-658-358
<b>Norway</b>		
Norwegian Maritime Authority Email: <a href="mailto:security@sdir.no">security@sdir.no</a>	+47-5274-5000	+47-5274-5001
<b>Philippines</b>		
Philippine Coast Guard Command Center Email: <a href="mailto:pcgcomcen@coastguard.gov.ph">pcgcomcen@coastguard.gov.ph</a>	+632-8-527-3877 (loc 6136/6137) +632-918-803-5327 /+632-917-842-8249 (mobile)	+632-8-527-3877

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

Correct as at 31 May 2022

# DESCRIPTION OF INCIDENTS (MAY 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><i>Pelican</i></b> Tanker Cameroon 56127 9144782	12/05/22 0110 hrs	1° 10.48' N, 103° 25.56' E  Approximately 2.2 nm from Tanjung Karimun Kecil, (Indonesia) in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait (SS)  [Straits of Malacca & Singapore (SOMS)]	<p>While underway, the ship's crew sighted three unauthorised persons in the vicinity of the engine room. The alarm was raised and crew mustered. A search was carried out with no further sighting of the perpetrators. The master reported the incident to Singapore Vessel Traffic Information System (VTIS).</p> <p>The master reported that <b><u>nothing was stolen</u></b> and there was no confrontation between the perpetrators and the crew. All crew members were accounted for with <b><u>no report of injuries</u></b>. No further assistance was required.</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, and the Indonesian authorities were informed.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
2	<b><i>CNC Lion</i></b> Container ship Malta 31370 9784661	17/05/22 2315 hrs	6° 1' S, 106° 55' E  Jakarta Anchorage, Indonesia	<p>While at anchor, an officer on watch on board noticed a small unlit boat near the stern. At the same time, the alarm on the door of the steering gear room was triggered. The ship alarm was raised and crew mustered.</p> <p>Realising that the crew was alerted, the three perpetrators escaped. A search was conducted but <b><u>nothing was stolen. The crew was not injured.</u></b> The incident was reported to Jakarta VTS and port control. The coastal State advised the ship to maintain a sharp lookout.</p> <p><b>[ReCAAP Focal Point (Singapore), 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	<p><b>Sinhin 5</b> Tug boat Malaysia 145 8739451</p> <p><b>Sinhin 6</b> Barge</p>	19/05/22 1345 hrs	<p>1° 13.35' N, 103° 29.42' E</p> <p>Approximately 3.5 nm from Tanjung Piai (Malaysia), in the westbound lane of the TSS in the SS</p> <p>(SOMS)</p>	<p>At about 1300 hrs, the RSN reported sighting a sampan in the vicinity of tug boat, <i>Sinhin 5</i>. Singapore VTIS West contacted the master of the tug boat and informed him of the sighting. The master replied that he was unable to see the sampan and there was no unauthorised boarding.</p> <p>At about 1345 hrs, the master reported to VTIS West that the crew sighted four perpetrators on board barge, <i>Sinhin 6</i>, towed by <i>Sinhin 5</i>. The master reported that the perpetrators stole <b>some scrap metals</b> and left the barge at about 1357 hrs. <b>The crew was not injured.</b> The master also informed that no further assistance was required and continued her voyage to Pulau Pinang, Malaysia.</p> <p>A safety broadcast on anti-piracy watch was initiated. The RSN and Singapore Police Coast Guard were notified, and the Malaysian authorities were informed.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
4	<p><b>Selena</b> Bulk carrier Barbados 35752 9853515</p>	21/05/22 0250 hrs	<p>1° 1.9' N, 105° 5.8' E</p> <p>Approximately 23 nm off Tanjung Pinang, Karimata Strait, Indonesia</p>	<p>While underway, <b>four perpetrators armed with knife/machete</b> broke into the ship navigational bridge via the bridge wing door. <b>The perpetrators threatened the duty officer</b> and demanded to bring them to the master's cabin. The perpetrators tried to enter the master's cabin, but to no avail.</p> <p>The crew sounded the general alarm and announcement was made to instruct all crew to remain in their cabins. The crew carried out a search in the accommodation and mustered all remaining crew on the navigational bridge.</p> <p>The crew completed the search and there was no sighting of the perpetrators. The master also reported that <b>no property was stolen.</b> The ship resumed her voyage to Singapore.</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>Yong Xing Shun Hang</b> Tanker Panama 39307 9266750	27/05/22 2230 hrs	1° 7.78' 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)	While underway, the 4 <sup>th</sup> engineer sighted three unauthorised persons in the steering gear room. Upon sighting of the three men, the alarm was raised and a search on board the ship was conducted. The master reported the incident to VTIS West. At 2358 hrs, the master updated that they had completed the search with no further sighting of the perpetrators. <b><u>Nothing was stolen and the crew was not injured.</u></b> No further assistance was 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 Malaysian and Indonesian authorities.  The Singapore Police Coast Guard officers boarded the ship for investigation upon her arrival in Singapore.  <b>[ReCAAP Focal Point (Singapore)]</b>
6	<b>Magnum Energy</b> Bulk carrier Marshall Islands 31261 9488982	28/05/22 0259 hrs	1° 6.9' N, 103° 31.45' E  Approximately 6.9 nm east- southeast of Pulau Karimun Kecil (Indonesia), in the precautionary area of the TSS in the SS  (SOMS)	While underway, <b><u>three unauthorised persons armed with knives</u></b> were sighted at the aft station. Upon sighting of the three men, the alarm was raised and a search on board the ship was conducted. The master reported the incident to VTIS West. At 0412 hrs, the master updated that they had completed the search with no further sighting of the perpetrators. <b><u>Some engine spare parts</u></b> were stolen and <b><u>the crew was not injured.</u></b> No further assistance was 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 Indonesian authorities. The Singapore Police Coast Guard officers boarded the ship for investigation upon her arrival in Singapore.  <b>[ReCAAP Focal Point (Singapore)]</b>





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

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