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MONTHLY REPORT

PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

10
OCTOBER 2022



ENHANCING REGIONAL COOPERATION...

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



OVERVIEW

In October 2022, five incidents of armed robbery against ships¹ (occurred in internal waters, archipelagic waters and territorial seas) were reported in Asia. No incident of piracy² (occurred on high seas) was reported. With the five incidents, a total of 68 incidents were reported in Asia during January-October 2022. The situation in the Singapore Strait (SS) is of concern, with reports of 44 incidents, account for 65% (44 of 68 incidents) of the total number of incidents in Asia during January-October 2022.

There was no incident of abduction of crew for ransom in the Sulu-Celebes Seas and waters off Eastern Sabah in October 2022. The last known incident occurred on 17 Jan 20. As the threat of abduction of crew has diminished, the Philippine Coast Guard recommends downgrading the threat from 'potentially high' to 'moderate' which implies that 'incidents are possible to occur but are relatively less severe in nature'. The ReCAAP ISC has accordingly updated its Advisory to all ships to consider re-route from the area as an option.

OCTOBER 2022

NUMBER OF INCIDENTS

In October 2022, five incidents of armed robbery against ships were reported in Asia. All were actual incidents³. No attempted incident⁴ was reported. All incidents were verified and reported to the ReCAAP ISC by ReCAAP Focal Points. Refer to the Appendix on '*Description of incidents (October 2022)*'.

Also included in the Appendix is the description of one incident that occurred in September 2022 (under '*Description of incidents outside reporting period*'). The incident was only reported to the ReCAAP ISC in October after further verification by the Focal Point. It was an incident of piracy that occurred to a fishing trawler on 9 Sep 22.

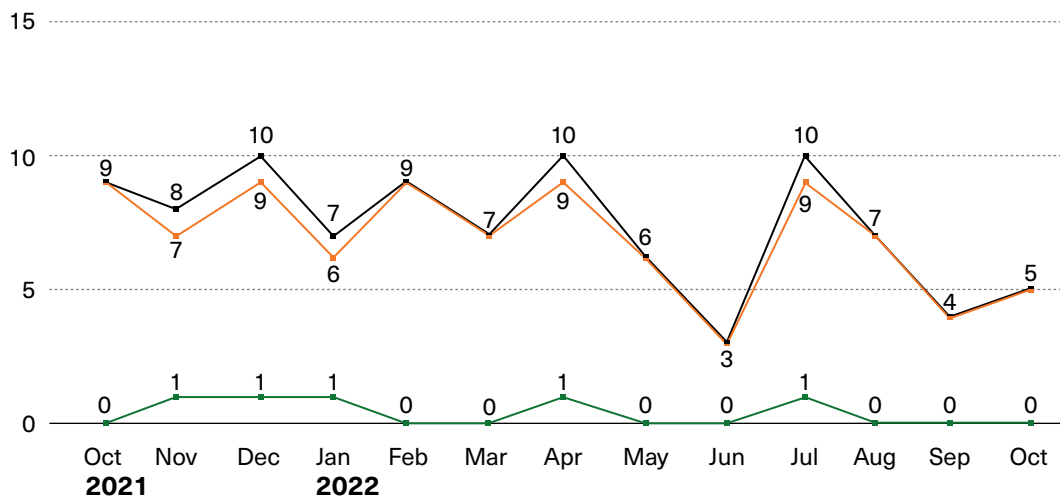
1 'Armed robbery against ships' is defined in the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025 (26). Refer to Appendix for detailed definition.

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

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

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

Graph 1 below shows the number of incidents reported from October 2021 to October 2022. Compared to the preceding month of September 2022 (four incidents), the total number of incidents in October 2022 has increased slightly (five incidents).



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

■ Total ■ Actual ■ Attempted

STATUS OF SHIPS

Of the five incidents reported in October 2022, three incidents occurred on board ships while underway and two incidents occurred on board ships while at anchorage.

SIGNIFICANCE LEVEL OF INCIDENTS

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

All five incidents in October 2022 were actual incidents (comprising one CAT 3⁵ incident and four CAT 4⁶ incidents).

CAT 3. The incident occurred at Kandla Anchorage, India. About five to six perpetrators, armed with knives and metal rods boarded a tanker while anchored at Kandla Anchorage, India. The perpetrators escaped when the crew was alerted. The crew members were not injured. Ship stores were stolen.

CAT 4. Of the four incidents, three incidents occurred in the Singapore Strait (SS) and one incident occurred at Panjang Anchorage, Indonesia. The three incidents in the SS occurred on board bulk carriers. Nothing was reported stolen, and the crew was not injured. The incident at Panjang Anchorage occurred on board a general cargo ship, where the perpetrators stole engine spares and escaped when the ship alarm was sounded.

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

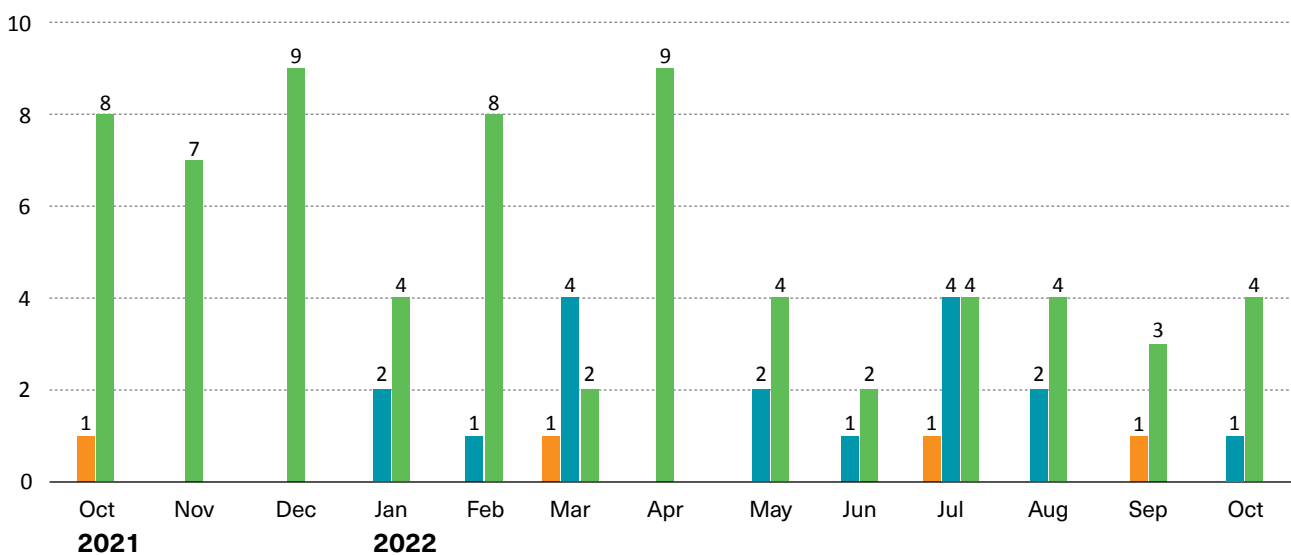


Chart 1 – Significance level of incidents (October 2021-October 2022)

■ 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 five incidents (with latitude and longitude) reported in October 2022 is shown in Map 1.



Map 1 – Location of incidents in October 2022

● CAT 3 ● CAT 4

- | | | |
|--|---|--|
| <p>1 Saga Fortune
General cargo ship
15 Oct 22, 0400 hrs
5° 28.5' S,
105° 17.2' E</p> | <p>2 Heilan Bright
Bulk carrier
16 Oct 22, 2230 hrs
1° 9.3' N,
103° 27.4' E</p> | <p>3 Minoan Grace
Bulk carrier
17 Oct 22, 0105 hrs
1° 9.65' N,
103° 26.5' E</p> |
| <p>4 Genco Endeavour
Bulk carrier
24 Oct 22, 0002 hrs
1° 9.88' N,
103° 26.03' E</p> | <p>5 Oriental Hibiscus
Oil/chemical/gas tanker
31 Oct 22, 2200 hrs
22° 47.6' N,
70° 4.1' E</p> | |

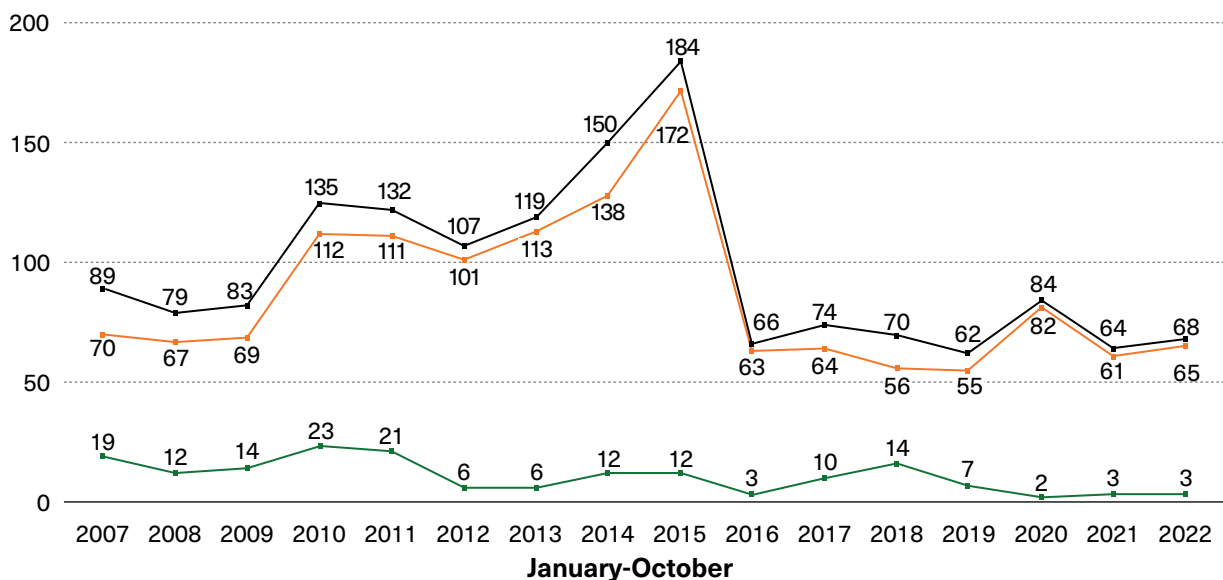
JANUARY-OCTOBER 2022

NUMBER OF INCIDENTS

During January-October 2022, a total of 68 incidents of piracy and armed robbery against ships were reported in Asia during January-October 2022. Of these, one was an incident of piracy that occurred on 9 Sep 22; and 67 were incidents of armed robbery against ships.

Of the 68 incidents, 65 were actual incidents and three were attempted incidents. Compared to the same period in 2021, the **total number of incidents has increased by 6%**. A total of 64 incidents were reported during January-October 2021.

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



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

■ Total ■ Actual ■ Attempted

JANUARY-OCTOBER 2022 COMPARED WITH JANUARY-OCTOBER 2021

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

- In the Philippines, four incidents were reported during January-October 2022 compared to 11 incidents during the same period in 2021.
- In Vietnam, no incident was reported during January-October 2022 compared to two incidents during the same period in 2021.

The ReCAAP ISC commends the efforts of coastal States concerned to have produced positive results in addressing the incidents. For example, the Philippines reported zero incident at Manila Anchorage during January-October 2022 compared to nine incidents during the same period in 2021. The four incidents in the Philippines occurred at Batangas (three incidents) and General Santos Anchorage (one incident). Vietnam had zero incident in 2022, due to enhanced surveillance and patrols at their ports/anchorages.

However, there was an **increase** of incidents in the following locations:

- In the Straits of Malacca and Singapore (SOMS), 44 incidents were reported in the Singapore Strait (SS) during January-October 2022 compared to 36 incidents (35 incidents in the SS and one incident in the Malacca Strait) during the same period in 2021.
- In Bangladesh, four incidents were reported during January-October 2022 compared to no incident during the same period in 2021.
- In the South China Sea, one incident was reported during January-October 2022 compared to no incident reported during the same period in 2021.

The number of incidents **remains the same** during January-October 2022 and January-October 2021 in India (four incidents), Indonesia (10 incidents) and Malaysia (one incident).

AREAS OF CONCERN

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

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

A total of 44 incidents were reported in the SS during January-October 2022. This accounts for 65% (44 of 68 incidents) of the total number of incidents in Asia. More details of the situation in the SS can be found in pages 10-13 of this report.

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

No incident of abduction of crew by the Abu Sayyaf Group (ASG) was reported in the Sulu-Celebes Seas during January-October 2022. The Philippine Coast Guard (PCG) has downgraded the threat assessment level of abduction of crew in the area from 'potentially high' to 'moderate'. However, due to the presence of the remnants of the ASG in the area, the threat of abduction of crew for ransom in Sulu and Tawi-Tawi still remains. The details of the situation of the abduction of crew in the Sulu-Celebes Seas can be found in pages 14-16 of this report

SIGNIFICANCE LEVEL OF INCIDENTS

Of the 65 actual incidents reported during January-October 2022, there were three CAT 2 incidents, 17 CAT 3 incidents, and 45 CAT 4 incidents. No CAT 1 incident was reported during this period.

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

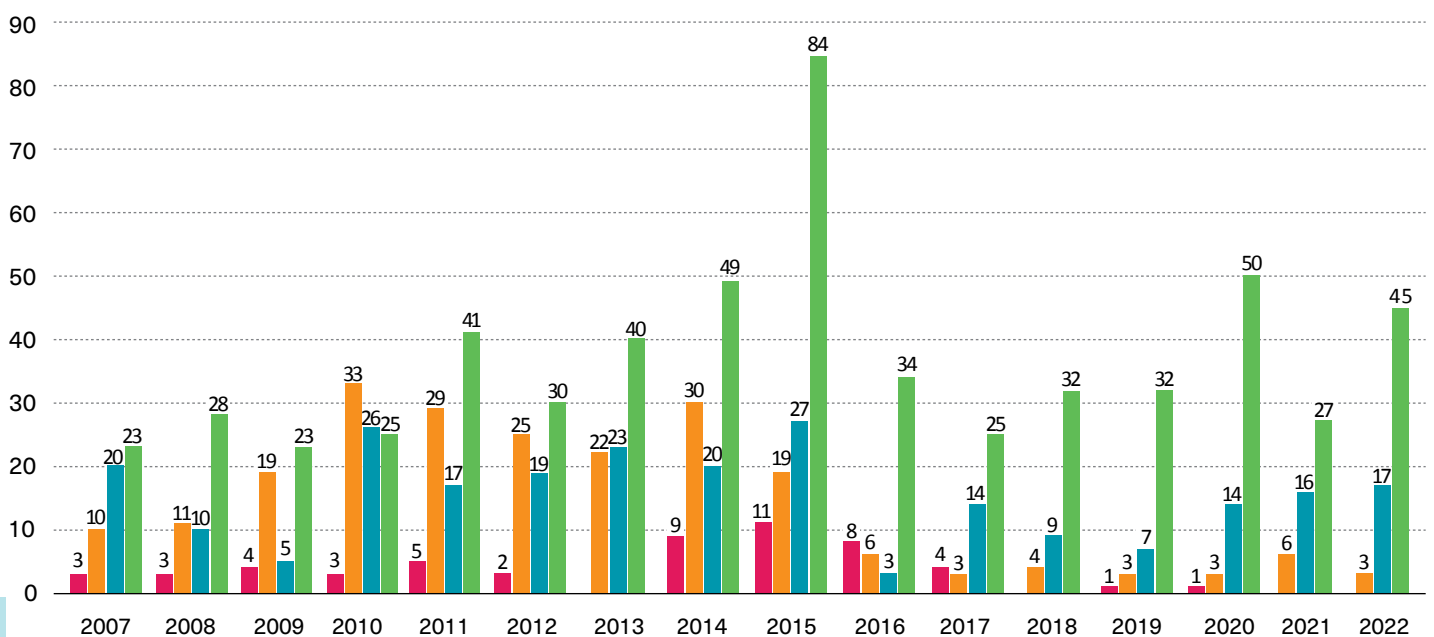


Chart 2 – Significance level of incidents (January-October of 2007-2022)

CAT 1 CAT 2 CAT 3 CAT 4

- **CAT 2.** Two of the three CAT 2 incidents occurred on board ships while underway in the eastbound lane of the Traffic Separation Scheme (TSS) in the SS, and one CAT 2 incident occurred in the South China Sea. Of the three incidents, two incidents involved perpetrators armed with pistol, and one incident involved perpetrators armed with knives. In one incident, the perpetrators fired three shots, and as a result, one crew was seriously injured on his left foot. Food and flashlights spares were stolen. In the other two incidents, the crew did not suffer any injuries, and engine spares were stolen in both incidents.
- **CAT 3.** Of the 17 CAT 3 incidents, 12 incidents occurred in the SS, four incidents in Indonesia and one incident in India. Of the 17 incidents, 14 incidents involved perpetrators armed with knives, two incidents involved perpetrators armed with hammer, knife and metal rod, and one incident involved a perpetrator carrying a weapon-like object. In all the incidents, the perpetrators did not use the weapons to confront or harm the crew. The crew members were not injured in all incidents. Four incidents reported loss of engine spares, three incidents loss of stores, and nothing lost in the other 10 incidents.
- **CAT 4.** Consistent with the past trend observed in Asia, majority of the incidents reported during January-October 2022 were CAT 4 incidents. This accounts for 69% of the number of actual incidents (45 of 65) during January-October 2022. In CAT 4 incidents, perpetrators were not armed and the crew not harmed.

SITUATION OF ARMED ROBBERY AGAINST SHIPS IN THE SINGAPORE STRAIT

OCTOBER 2022

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

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

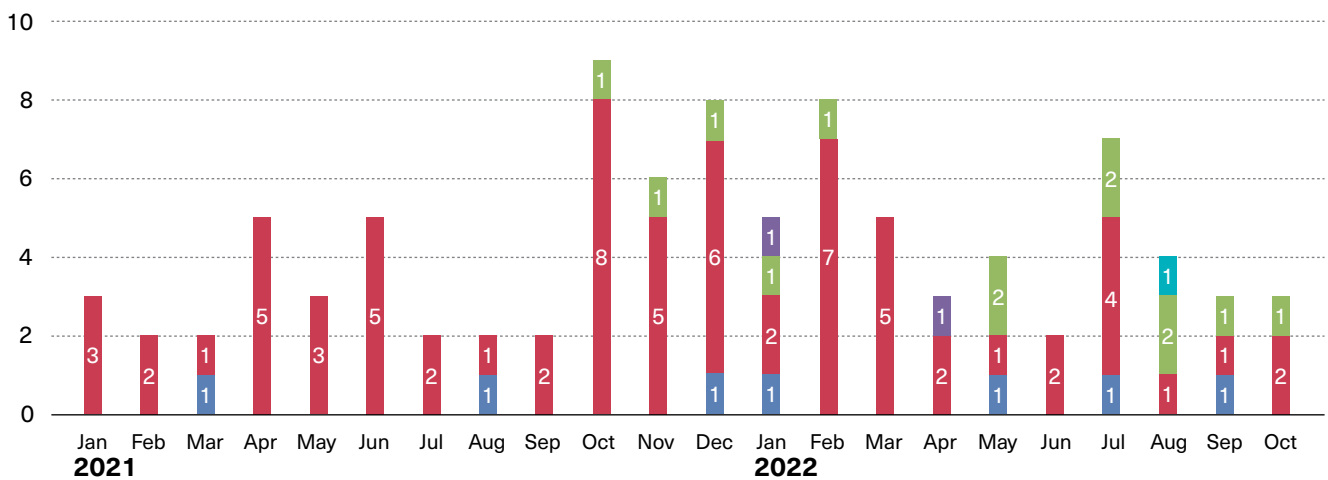
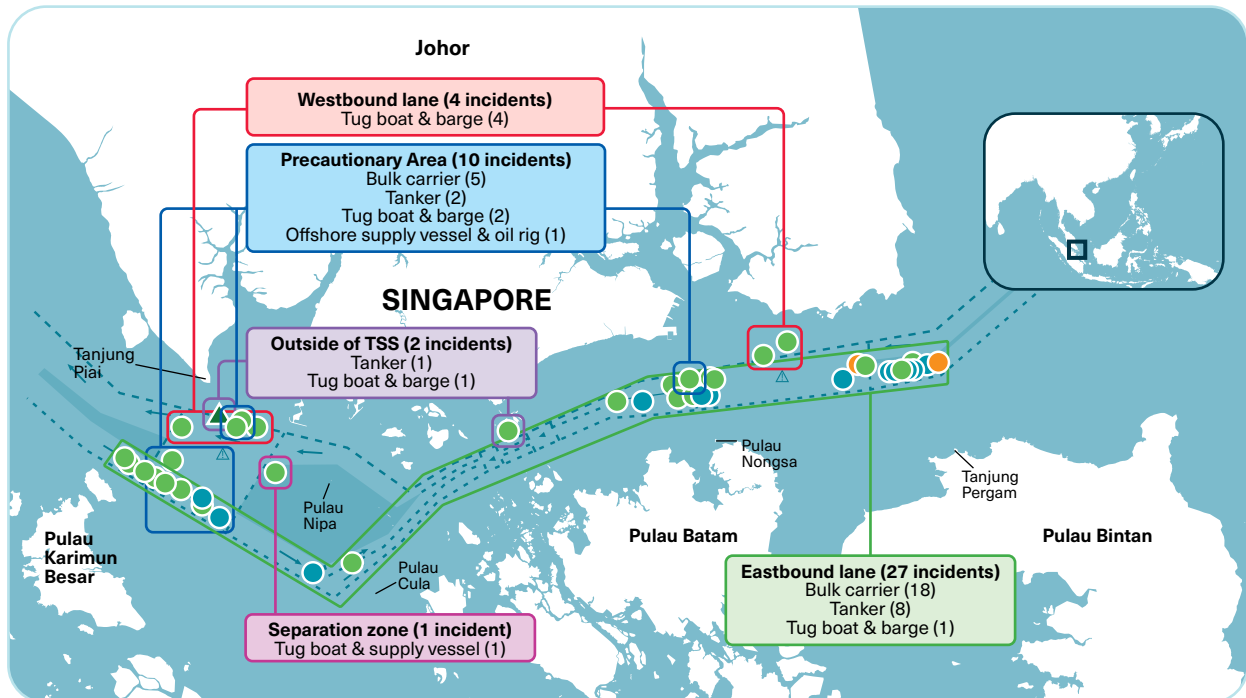


Chart 3 – Number and location of incidents in the Singapore Strait (January 2021-October 2022)

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

JANUARY-OCTOBER 2022

A total of 44 incidents (comprising 43 actual incidents and one attempted incident) were reported in the SS during January-October 2022. Map 2 shows the location of the 44 incidents in the SS.



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

● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted

The ReCAAP ISC is concerned with the continued occurrence of incidents in the SS, in particular, the clusters of incidents off Tanjung Pergam, Bintan Island (Indonesia) [13 incidents], Pulau Nongsa, Batam Island (Indonesia) [10 incidents] and off Pulau Karimun Kecil (Indonesia) [10 incidents].

The Centre had issued three Incident Alerts (IAs) since January 2022⁸ to warn the maritime community of the occurrence of incidents in the SS. The IAs can be found at www.recaap.org/alerts.

8 IA 01/2022 was issued on 21 Feb, IA 02/2022 on 2 Mar and IA 03/2022 on 1 Aug.

EFFORTS BY THE AUTHORITIES AND ReCAAP ISC

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

The ReCAAP ISC, on its part, has been providing the maritime community with the latest information and analysis by issuing weekly reports, monthly reports and IAs. On a regular basis, the Centre has organised Nautical Forum, Conference and Dialogue Sessions to engage the shipping industry. Through these means, the ReCAAP ISC is highlighting the location of concern in the SS and modus operandi of the perpetrators while encouraging all ships to adopt preventive measures and make immediate reporting of incidents to the nearest coastal State and flag State.

RECOMMENDATIONS

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

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

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

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

OCTOBER 2022

There was no report of incident of abduction of crew for ransom in October 2022. The last known incident occurred on 17 Jan 20 off Lahad Datu, Sabah, Malaysia. No crew is currently being held in captivity by the perpetrators (Abu Sayyaf Group [ASG]). The Philippines and Malaysian authorities continued to conduct pursuit operations and intensify military operations to neutralise the ASG.

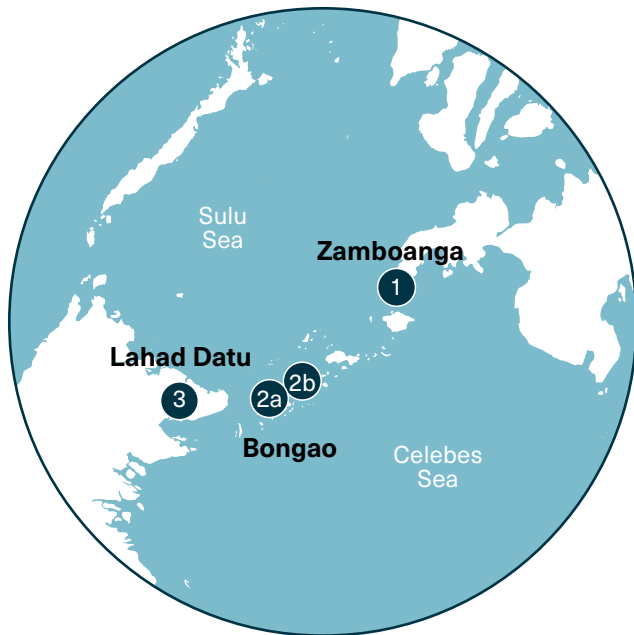
DOWNGRADING OF THREAT ASSESSMENT LEVEL

With inputs from stakeholders and counterparts with vital involvement in securing the Sulu-Celebes Seas maritime security, the PCG recommends the downgrading of the threat of the 'Abduction of crew for ransom in the Sulu-Celebes Seas' from 'POTENTIALLY HIGH' to 'MODERATE'. The MODERATE threat level as per their assessment, implies that *'incidents are possible to occur but are relatively less severe in nature'*. This is based on the perception that despite the presence of the remnants of the terrorist group in the islands of Basilan, Sulu and Tawi-Tawi, the government's continued ground military operations have reduced the strength of the perpetrators to conduct atrocities at sea.

ADVISORY

With the PCG's recommendation to downgrade the threat of abduction of crew in the Sulu-Celebes Seas, the ReCAAP ISC updated its Advisory on 15 Sep 2022 to all ships to consider re-route from the area as an option based on its prerogative.

However, for ship masters and crew transiting the area, they are strongly encouraged to exercise extra vigilance while transiting the area, and report immediately to the Operation Centres of the Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia. The contact details of the Operation Centres of the Philippines and ESSCOM of Malaysia are as shown next page.



Map 3 – Contact details

1 Philippine Coast Guard District Southwestern Mindanao

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

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

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

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

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

3 Eastern Sabah Security Command (ESSCOM)

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

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

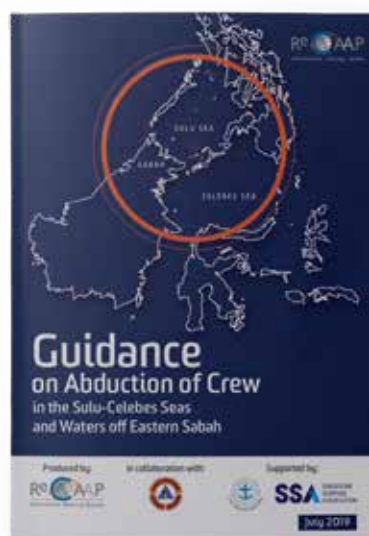
Tel: +632-8-527-8481 (ext: 6136/37)
+632-998-585-5327 (mobile)
+632-917-842-8249 (mobile)
+632-8-527-3877 (fax)

Email: pcgcommandcenter2022@gmail.com (updated on 10 Oct 22)

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

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

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



CONCLUSION

Incidents of piracy and armed robbery against ships in Asia reported during January-October 2022 has increased compared to the same period in 2021. Of particular concern was the increase of incidents in the Singapore Strait. Although the threat of abduction of crew by the Abu Sayyaf Group (ASG) in the Sulu-Celebes Seas areas has been downgraded, the presence of the remnants of the ASG in the area continue to be of concern.

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

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

To assist ship master and crew in identifying and reporting of boats that appear suspicious, the Centre has produced a '*Guide Book on Identification of Fishing Boats in Asian Waters*'. The guide book contains images of fishing boats/vessels in Asia to assist ship masters and crew to identify and familiarize with the characteristics and images of the boats in their vicinity; so that they can be alerted when sighting them that appear out of the norm.

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

APPENDICES

DEFINITIONS & METHODOLOGY IN CLASSIFYING INCIDENTS

Definitions

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

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

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

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

Methodology in classifying incidents

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

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

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

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

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

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

DETAILS OF ReCAAP FOCAL POINTS / CONTACT POINT

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

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

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Philippines		
Philippine Coast Guard Command Center E-mail: pcgcommandcenter2022@gmail.com (updated on 10 Oct 22)	+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: sornchon2558@gmail.com miscdutyofficer@misc.go.th	+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 (OCTOBER 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	Saga Fortune General cargo ship Hong Kong, China 37441 9644524	15/10/22 0400 hrs	5° 28.5' S, 105° 17.2' E Panjang Anchorage, Indonesia	<p>While at anchor, the master noticed that several items were stolen from the ship. They suspected that the perpetrators had boarded the ship through the poop deck to engine room entrance. The workshop lock was discovered broken, and engine spares were stolen.</p> <p>The incident was reported to the local agent. Deck watch was increased. All entrances were locked, except entrance to the bridge, and measures applied for precautionary notice when calling in the area. All crew members were safe and accounted for.</p> <p>[ReCAAP Contact Point (Hong Kong)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
2	<p>Heilan Bright Bulk carrier Panama 32953 9587958</p>	<p>16/10/22 2230 hrs</p>	<p>1° 9.3' N, 103° 27.4' E</p> <p>Approximately 3.3 nm east of Pulau Karimun Kecil (Indonesia), in the precautionary area of the Traffic Separation Scheme (TSS) in the Singapore Strait</p> <p>[Straits of Malacca & Singapore (SOMS)]</p>	<p>While underway, the ship reported to Singapore Vessel Traffic Information System (VTIS) that three unauthorised persons were sighted in the Steering Gear Room. The perpetrators escaped upon the activation of ship's general alarm by alert crew. A search was conducted by the ship's crew with no further sightings of the perpetrators.</p> <p>The master declared nothing was stolen and all crew members were safe. The master reported the incident to Singapore VTIS. A safety navigational broadcast was initiated. The Republic of Singapore Navy (RSN)'s Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were notified. Information of the incident was shared with Indonesian authorities.</p> <p>No assistance was requested and the ship continued her voyage for Ko Sichang, Thailand.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
3	<p>Minoan Grace Bulk carrier Malta 33044 9605839</p>	<p>17/10/22 0105 hrs</p>	<p>1° 9.65' N, 103° 26.5' E</p> <p>Approximately 2.5 nm northeast of Pulau Karimun Kecil (Indonesia), in the eastbound lane of the TSS in the Singapore Strait</p> <p>(SOMS)</p>	<p>While underway, the master reported to Singapore VTIS that three unauthorised persons were sighted in the Engine Room. The perpetrators escaped upon the activation of ship's general alarm by the crew. A search was conducted by the ship's crew with no further sightings of the perpetrators.</p> <p>The master declared nothing was stolen and all crew members were safe. The master reported the incident to Singapore VTIS. 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.</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
4	<p><i>Genco Endeavour</i> Bulk carrier Marshall Islands 94385 9698965</p>	<p>24/10/22 0002 hrs</p>	<p>1° 9.88' N, 103° 26.03' E</p> <p>Approximately 1.9 nm northeast of Pulau Karimun Kecil (Indonesia), in the eastbound lane of the TSS in the Singapore Strait</p>	<p>While underway, the master reported to Singapore VTIS that five perpetrators were sighted in the vicinity of the steering gear room. The crew activated the ship's general alarm. After the crew members were mustered and accounted for, a search on board was conducted with no further sightings of the perpetrators. Master declared that nothing was stolen and all crew members were safe. No assistance was required. The ship is bound for the port of Singapore.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified.</p> <p>The Singapore Police Coast Guard boarded the ship upon her arrival at Singapore and conducted search on board. Information was shared with the Indonesian Authority.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
5	<p><i>Oriental Hibiscus</i> Oil/chemical/gas tanker Panama 9866 9908334</p>	<p>31/10/22 2200 hrs</p>	<p>22° 47.6' N, 70° 4.1' E</p> <p>Kandla Anchorage, India</p>	<p>While at anchor, duty crew sighted five to six perpetrators, armed with knives and rods, on the port side upper deck of the ship. The duty AB immediately informed the bridge. The general alarm was raised, PA announcement made and crew mustered. Upon hearing the alarm, the perpetrators jumped overboard and escaped in an orange small boat, taking away eight pieces of manifold flanges and four pieces of reducers.</p> <p>The ship master reported the incident to Kandla Signal Station, who advised the master to take picture of the boat, lodge a FIR and submit a copy to Kandla port.</p> <p>[ReCAAP Focal Point (India)]</p>

DESCRIPTION OF INCIDENTS OUTSIDE REPORTING PERIOD

ACTUAL INCIDENT

● CAT 2

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	QNG 90962 TS Fishing trawler Vietnam	09/09/22 2200 hrs	8° 21.04' N, 115° 17.18' E South China Sea	<p>While underway, the fishing trawler launched two small boats when a canoe approached the port side of the first boat.</p> <p>While one of the perpetrators pointed a gun at the boat, another perpetrator swam over and pushed the five crew of the fishing trawler towards the ship's bow, shouted and forced them to transfer seafood and flashlights to the canoe. The perpetrators left in the canoe heading west. The first boat sighted that the canoe was also moving to the second boat. The perpetrator in canoe fired three shots at the second boat. As a result, one fisherman was seriously injured in his left foot.</p> <p>At about 2230 hrs, the second boat met with the first boat and reported the incident to their mother ship. The fishing boat took the injured crew member ashore and his condition was stable.</p> <p>The fishing trawler reported the incident to the authorities.</p> <p>[ReCAAP Focal Point (Vietnam)]</p>



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

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