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# MONTHLY REPORT

## PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

11  
NOVEMBER 2022



*ENHANCING REGIONAL COOPERATION...*

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



## OVERVIEW

In November 2022, 10 incidents of armed robbery against ships<sup>1</sup> (occurred in internal waters, archipelagic waters and territorial seas) were reported in Asia. No incident of piracy<sup>2</sup> (occurred on high seas) was reported.

With the 10 incidents reported in November 2022, a total of 78 incidents were reported in Asia during January-November 2022. The situation in the Singapore Strait (SS) is of concern, with reports of 52 incidents, account for 67% (52 of 78 incidents) of the total number of incidents in Asia.

There continues to be no incident of abduction of crew for ransom in the Sulu-Celebes Seas and waters off Eastern Sabah in November 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.

## NOVEMBER 2022

### NUMBER OF INCIDENTS

In November 2022, 10 incidents of armed robbery against ships were reported in Asia. Of the 10 incidents, nine were actual incidents<sup>3</sup> and one attempted<sup>4</sup> incident. All incidents were verified and reported to the ReCAAP ISC by ReCAAP Focal Points. Refer to the Appendix on '*Description of incidents (November 2022)*'.

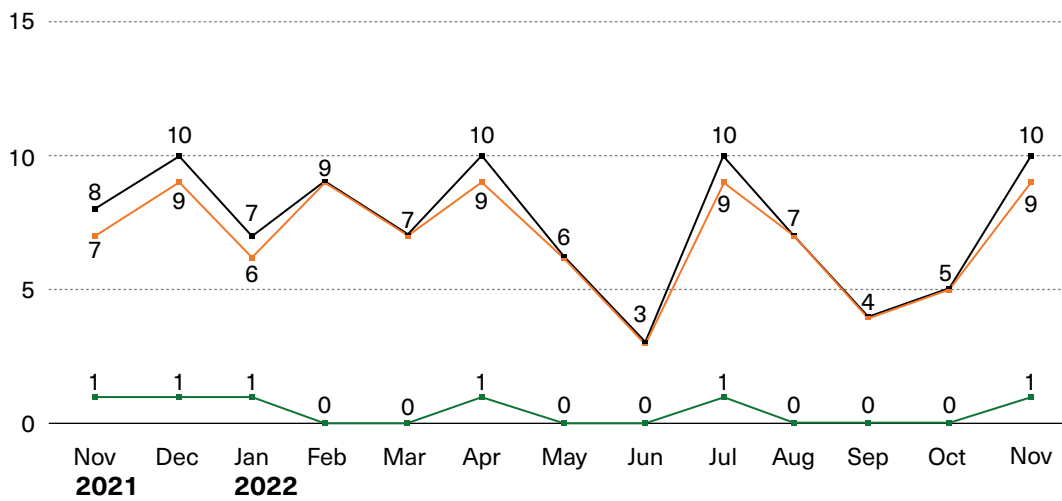
1 'Armed robbery against ships' is defined in the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025 (26). Refer to Appendix for detailed definition.

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 below shows the number of incidents reported from November 2021 to November 2022. The total number of incidents in November 2022 has doubled (10 incidents) from the five incidents reported in the preceding month of October 2022.



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

■ Total    ■ Actual    ■ Attempted

### STATUS OF SHIPS

Of the 10 incidents reported in November 2022, eight incidents occurred on board ships while underway and two incidents occurred on board ships while anchored.

## SIGNIFICANCE LEVEL OF INCIDENTS

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

Of the nine actual incidents reported in November 2022, two were CAT 3<sup>5</sup> incidents and seven were CAT 4<sup>6</sup> incidents.

**CAT 3.** Of the two CAT 3 incidents, one incident occurred at the outer anchorage of Mongla, Bangladesh and the other in the eastbound lane of the Traffic Separation Scheme (TSS) in SS. Both incidents occurred on board bulk carriers, and involved perpetrators who were armed with knives. Ship properties/stores were stolen in one incident, and nothing was stolen in the other incident. The crew was not injured in the two incidents.

**CAT 4.** All seven incidents occurred in the SS. Three incidents occurred on board bulk carriers, three incidents on board tug boats and one incident on board a supply vessel. Unsecured items were stolen in four incidents and engine spares in one incident, and nothing was stolen in the remaining two incidents. The crew was not injured in all incidents.

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

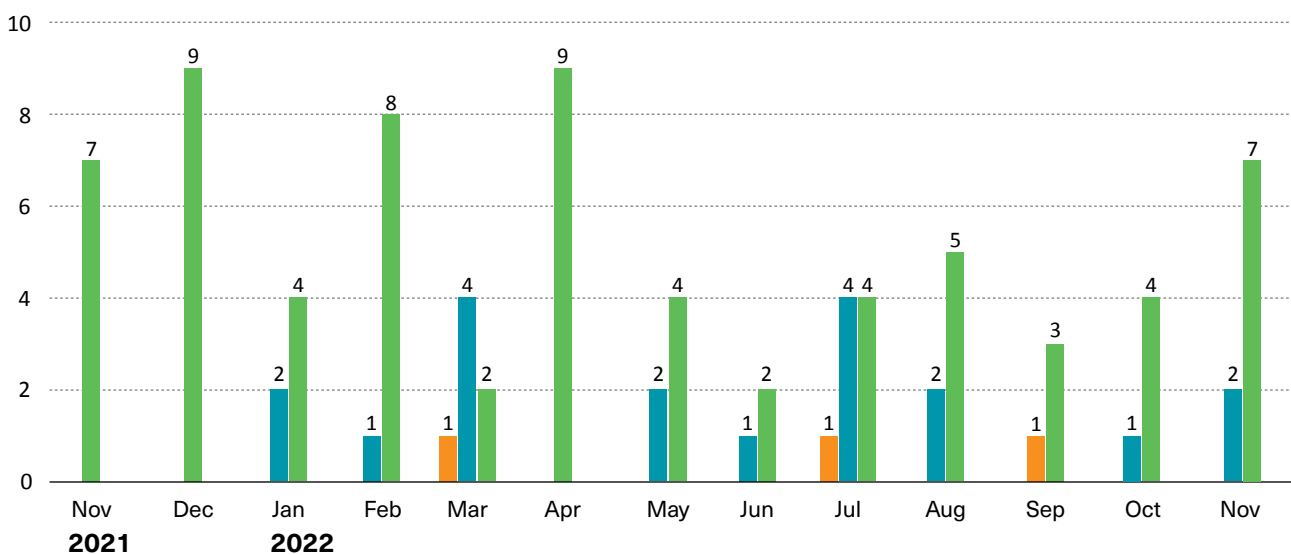


Chart 1 – Significance level of incidents (November 2021-November 2022)

■ CAT 2   ■ CAT 3   ■ CAT 4

- 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 10 incidents (with latitude and longitude) reported in November 2022 is shown in Map 1.



Map 1 – Location of incidents - November 2022

● CAT 3 ● CAT 4 ▲ Attempted

- |  |  |   |  |
|--|--|---|--|
| <p><b>1</b> <i>Bina Marine 81 &amp; Bina Marine 72A</i><br/>Tug boat &amp; barge<br/>3 Nov 22, 2120 hrs<br/>1° 11.18' N,<br/>103° 52.21' E</p> | <p><b>2</b> <i>TC Pacific &amp; Holmen Pacific</i><br/>Supply vessel &amp; barge<br/>9 Nov 22, 0444 hrs<br/>1° 8.3' N,<br/>103° 29.56' E</p> | <p><b>3</b> <i>CIC Epos</i><br/>Bulk carrier<br/>19 Nov 22, 0045 hrs<br/>1° 5' N,<br/>103° 43.2' E</p>      | <p><b>4</b> <i>Cassandra &amp; Cassandra 2401</i><br/>Tug boat &amp; barge<br/>21 Nov 22, 0937 hrs<br/>1° 13.17' N,<br/>103° 32.5' E</p> |
| <p><b>5</b> <i>Sung Fatt 31 &amp; Sung Fatt 36</i><br/>Tug boat &amp; barge<br/>21 Nov 22, 1005 hrs<br/>1° 12.8' N,<br/>103° 32.54' E</p>      | <p><b>6</b> <i>AS Elenia</i><br/>Bulk carrier<br/>22 Nov 22, 0009 hrs<br/>21° 27.5' N,<br/>89° 35.9' E</p>                                   | <p><b>7</b> <i>KT Birdie</i><br/>Bulk carrier<br/>24 Nov 22, 0045 hrs<br/>1° 3.97' N,<br/>103° 36.04' E</p> | <p><b>8</b> <i>Captain Antonis</i><br/>Bulk carrier<br/>25 Nov 22, 2327 hrs<br/>1° 2.86' N,<br/>103° 37.92' E</p>                        |
| <p><b>9</b> <i>Libra Confidence</i><br/>Bulk carrier<br/>26 Nov 22, 0110 hrs<br/>1° 3.25' N,<br/>103° 40.66' E</p>                             | <p><b>10</b> <i>Maersk Londrina</i><br/>Container ship<br/>24 Nov 22, 2000 hrs<br/>2° 2' N,<br/>104° 39' E</p>                               |   |  |

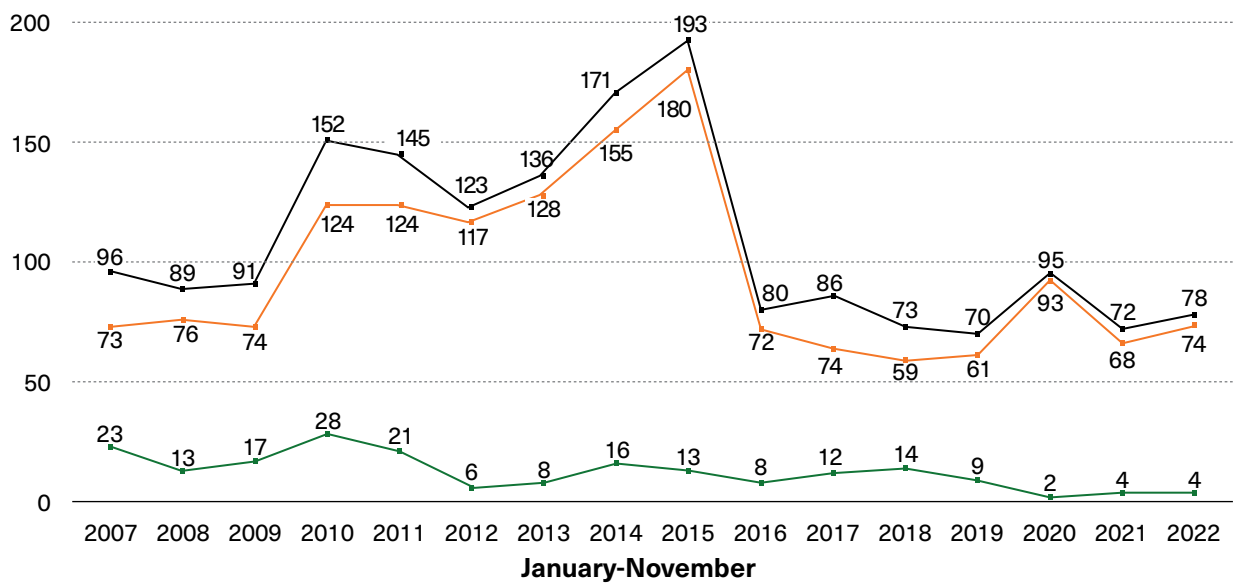
# JANUARY-NOVEMBER 2022

## NUMBER OF INCIDENTS

During January-November 2022, a total of 78 incidents of piracy and armed robbery against ships were reported in Asia. Of these, one was an incident of piracy that occurred on 9 Sep 22; and 77 were incidents of armed robbery against ships.

Of the 78 incidents, 74 were actual incidents and four were attempted incidents. Compared to the same period in 2021, the **total number of incidents has increased by 8%**. A total of 72 incidents were reported during January-November 2021.

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



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

■ Total    ■ Actual    ■ Attempted

## JANUARY- NOVEMBER 2022 COMPARED WITH JANUARY- NOVEMBER 2021

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

- In the Singapore Strait, 52 incidents were reported during January-November 2022 compared to 42 incidents during the same period in 2021.
- In Bangladesh, five incidents were reported during January-November 2022 compared to no incident reported during the same period in 2021.
- In Malaysia, two incidents were reported during January-November 2022 compared to one incident during the same period in 2021.

However, the ReCAAP ISC commends the efforts of coastal States concerned to have produced positive results in reducing the number of incidents in their Area of Responsibility. The **decrease** of incidents occurred in the following locations:

- In the Philippines, four incidents were reported during January-November 2022 compared to 11 incidents during the same period in 2021.
- In Indonesia, 10 incidents were reported during January-November 2022 compared to 11 incidents during the same period in 2021.
- In India, four incidents were reported during January-November 2022 compared to five incidents during the same period in 2021.
- In Vietnam, no incident was reported during January-November 2022 compared to two incidents during the same period in 2021.



## AREAS OF CONCERN

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

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

A total of 52 incidents were reported in the SS during January-November 2022. This accounts for 67% (52 of 78 incidents) of the total number of incidents in Asia. More details of the situation in the SS can be found in pages 10-14 of this report.

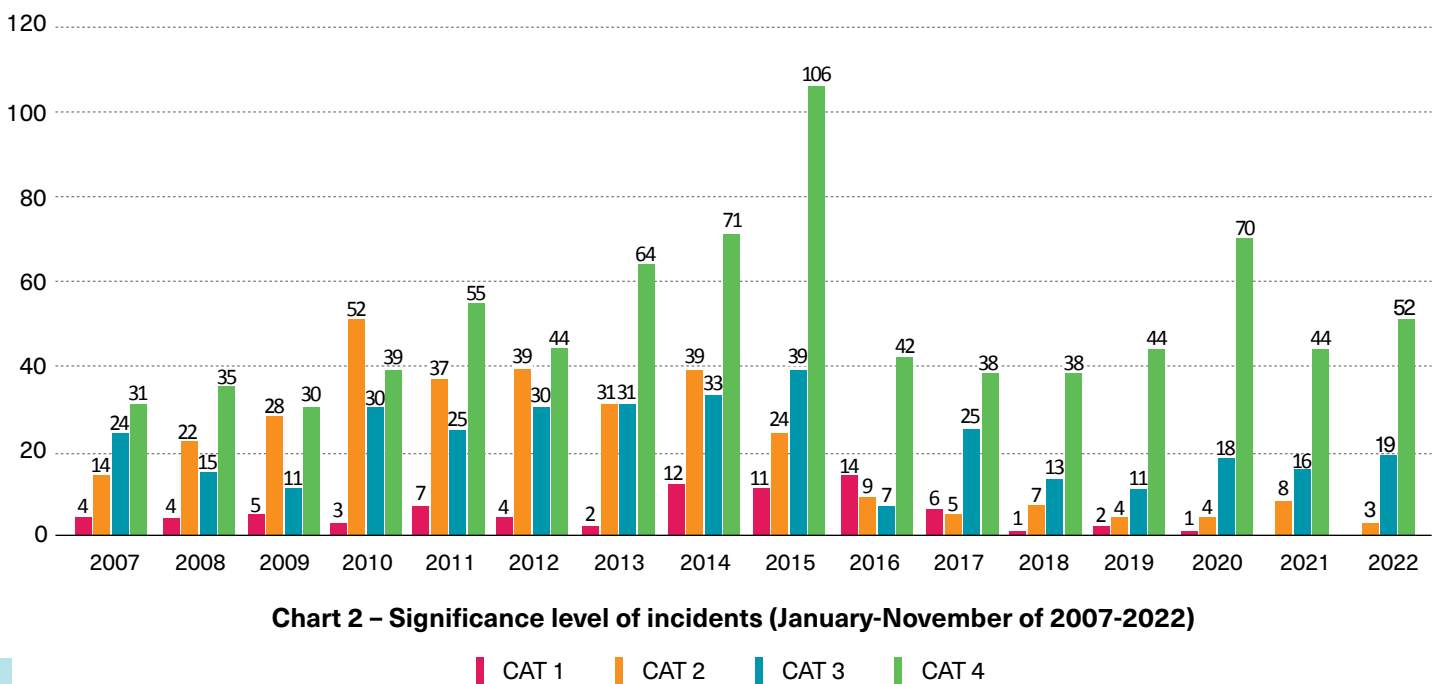
### 2. Threat of abduction of crew for ransom in the Sulu-Celebes Seas

No incident of abduction of crew by the Abu Sayyaf Group (ASG) was reported in the Sulu-Celebes Seas during January-November 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 15-17 of this report.

## SIGNIFICANCE LEVEL OF INCIDENTS

Of the 74 actual incidents reported during January-November 2022, there were three CAT 2<sup>7</sup>, 19 CAT 3, and 52 CAT 4 incidents. No CAT 1 incident was reported during this period.

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



<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 armed with guns. The crew is threatened or held hostage temporarily and, in some cases, the crew suffered injury and physical violence.



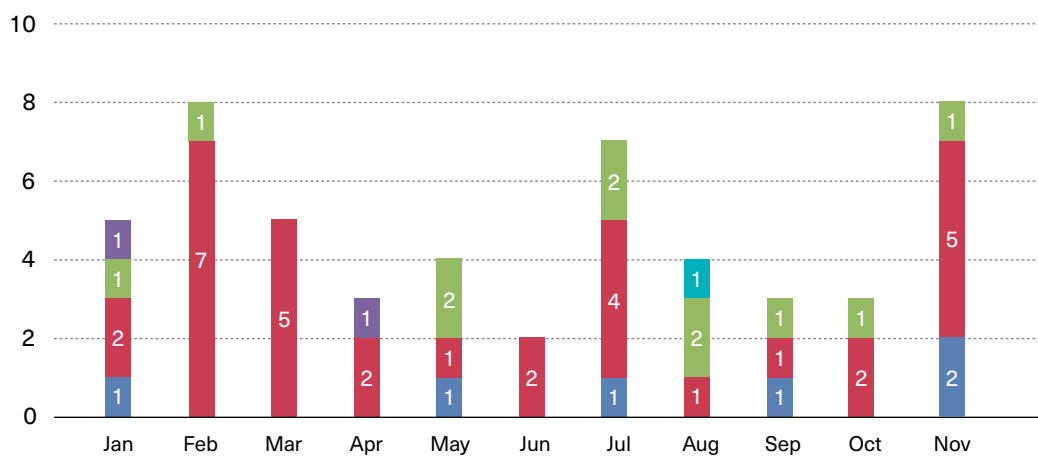
- **CAT 2.** Two CAT 2 incidents occurred on board ships while underway in the eastbound lane of the Traffic Separation Scheme (TSS) in the SS, and one CAT 2 incident occurred in the South China Sea (SCS). Of the three incidents, two incidents involved perpetrators armed with pistol, and one incident involved perpetrators armed with knives. In the incident in SCS, the perpetrators fired three shots, and as a result, one crew was seriously injured in his left foot. Food and flashlights spares were stolen. In the two incidents in SS, the crew did not suffer any injuries and engine spares were stolen in both incidents.
- **CAT 3.** Of the 19 CAT 3 incidents, 13 incidents occurred in the SS, four incidents in Indonesia, one incident in Bangladesh and one incident in India. Of the 19 incidents, 16 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, four incidents loss of ship stores, and nothing lost in the other 11 incidents.
- **CAT 4.** Consistent with the past trend observed in Asia, majority of the incidents reported during January-November 2022 were CAT 4 incidents. This accounts for 70% of the number of actual incidents (52 of 74) during January-November 2022. In CAT 4 incidents, perpetrators were not armed and the crew not harmed.

# SITUATION OF ARMED ROBBERY AGAINST SHIPS IN THE SINGAPORE STRAIT

## NOVEMBER 2022

Eight incidents of armed robbery against ships were reported in the SS in November 2022. All were actual incidents. Of the eight incidents, five incidents occurred in the eastbound lane of the TSS in the SS, two incidents in the westbound lane of the TSS and one in the precautionary area of the TSS.

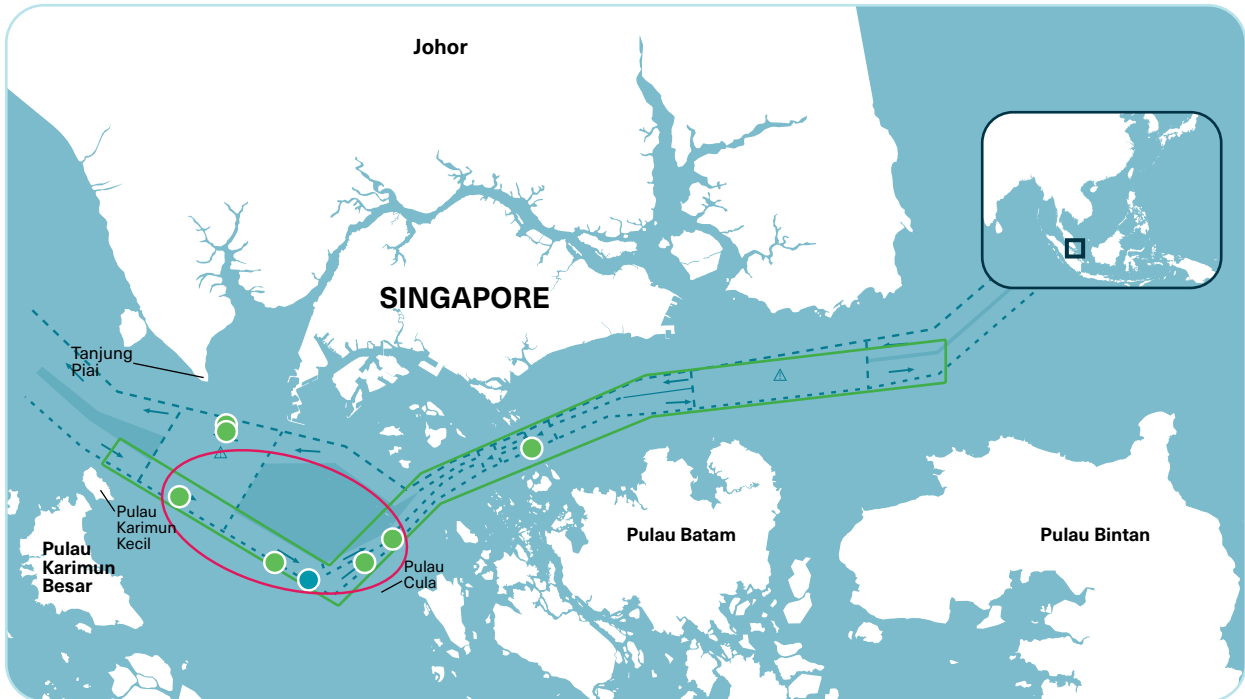
Chart 3 shows the number of incidents reported in the SS each month from January 2022 to November 2022.



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

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

Notably, five of the eight incidents reported during November 2022 occurred in the Phillip Channel between Pulau Karimun Kecil and Pulau Cula.

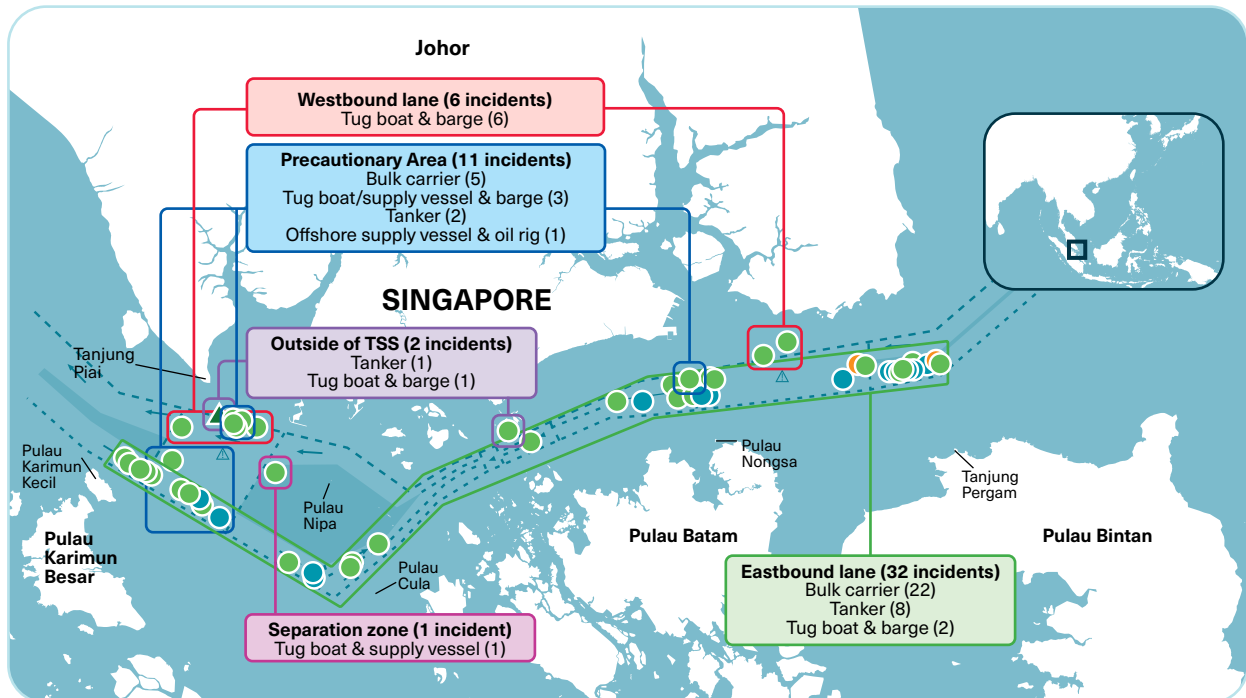


Map 2 – Location of incidents in the Singapore Strait - November 2022

● CAT 3 ● CAT 4

## JANUARY-NOVEMBER 2022

A total of 52 incidents (comprising 51 actual and one attempted incident) were reported in the SS during January-November 2022. Map 3 shows the location of the 52 incidents in the SS.



**Map 3 – Location of incidents in the Singapore Strait - January-November 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], off Pulau Karimun Kecil (Indonesia) [11 incidents] and off Pulau Nongsa, Batam Island (Indonesia) [10 incidents].

The Centre had issued five Incident Alerts (IAs) since January 2022<sup>8</sup> to warn the maritime community of the occurrence of incidents in the SS. The 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 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, Piracy & Sea Robbery Conference and Dialogue Sessions to engage the shipping industry. Through these means, the ReCAAP ISC is highlighting the locations of concern 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](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.
- 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

## NOVEMBER 2022

There was no report of incident of abduction of crew for ransom in November 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

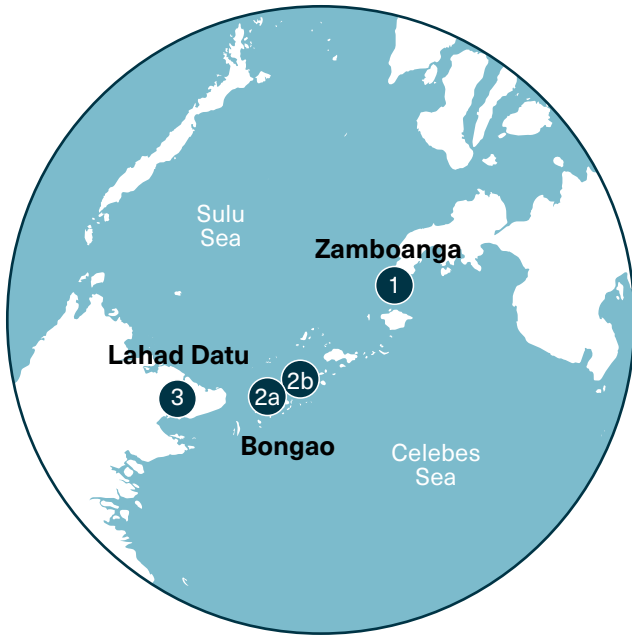
With inputs from stakeholders and counterparts with vital involvement in securing the Sulu-Celebes Seas maritime security measure, the PCG recommends the downgrading of the threat of the 'Abduction of crew for ransom in the Sulu-Celebes Seas' from 'POTENTIALLY HIGH' to 'MODERATE'. The **MODERATE** threat level as per their orders, 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 4 – 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:

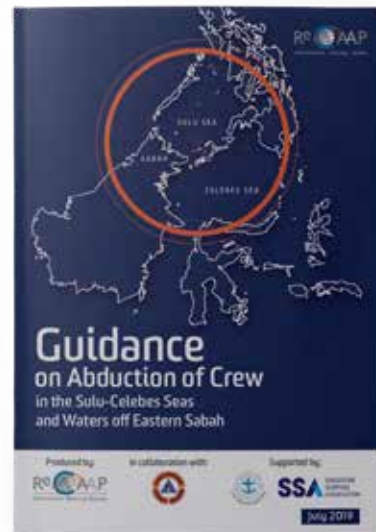
Tel: +632-8-527-8481 (ext: 6136/37)  
+632-998-585-5327 (mobile)  
+632-917-842-8249 (mobile)  
+632-8-527-3877 (fax)

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](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 piracy and armed robbery against ships in Asia reported during January-November 2022 has decreased in several locations compared to the same period in 2021. However, of concern was the continued occurrence of incidents in the Singapore Strait, and the threat of abduction of crew by the Abu Sayyaf Group (ASG) in the Sulu-Celebes Seas and waters off Eastern Sabah.

The ReCAAP ISC, urges the law enforcement agencies in Asia, particularly in the areas of concern, to enhance surveillance, increase patrols and respond swiftly to reported incidents in order to arrest and prosecute the perpetrators. On the other hand, 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
<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>		
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## DESCRIPTION OF INCIDENTS (NOVEMBER 2022)

### ACTUAL INCIDENTS

● CAT 2 ● CAT 3 ● CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<p><b><i>Bina Marine 81</i></b> Tug boat Singapore 138 96311577</p> <p><b><i>Bina Marine 72A</i></b> Barge Singapore</p>	03/11/22 2120 hrs	<p>1° 11.18' N, 103° 52.21' E</p> <p>Off Pulau Sambu (Indonesia), in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait (SS)</p> <p>[Straits of Malacca &amp; Singapore (SOMS)]</p>	<p>While underway, the master of the tug boat towing a flat top cargo barge was informed by POLCOM, through Singapore Vessel Traffic Information System (VTIS) that four small wooden boats were sighted alongside the barge.</p> <p>A search was conducted by the crew and the master had confirmed the sighting with Singapore VTIS. Batam VTIS contacted the master, and Indonesian Police Coast Guard were deployed to assist.</p> <p>One wooden boat carrying two perpetrators were subsequently apprehended when the Indonesian Police Coast Guard arrived at the scene.</p> <p><b><u>No item was reported stolen, and all crew was safe.</u></b></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
2	<p><b>TC Pacific</b> Supply vessel Panama 3511 9559042</p> <p><b>Holmen Pacific</b> Barge Marshall Islands</p>	09/11/22 0444 hrs	<p>1° 8.3' N, 103° 29.56' E</p> <p>Approximately 9 nm east of Pulau Iyu Kecil (Indonesia), in the precautionary area of the TSS in the SS</p> <p>(SOMS)</p>	<p>While underway, the master reported to Singapore VTIS that a perpetrator had boarded the barge on tow via the stern of the barge from a small boat. At about 0505 hrs, the master updated Singapore VTIS that <b>a mooring rope</b> was stolen. <b>The crew was not injured.</b> The tug boat and barge were in transit eastbound, with no cargo on board. The barge was unmanned and on a long tow of 550m.</p> <p>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 the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
3	<p><b>CIC Epos</b> Bulk carrier Marshall Islands 43747 9474694</p>	19/11/22 0045 hrs	<p>1° 5' N, 103° 43.2' E</p> <p>Approximately 3 nm north from Pulau Cula (Indonesia), in the eastbound lane of the TSS in the SS</p> <p>(SOMS)</p>	<p>While underway, the master reported to Singapore VTIS that five perpetrators were sighted in the engine room. Upon raising the alarm, the five perpetrators escaped and jumped overboard.</p> <p>A search was conducted by the crew on board the ship, with no further sightings of the perpetrators. <b>Nothing was reported stolen</b> and <b>all crew members were safe.</b> The ship did not require further assistance, and proceeded with her voyage to Singapore.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
4	<p><b>Cassandra</b> Tug boat Belize 133 3128430</p> <p><b>Cassandra 2401</b> Barge Belize</p>	21/11/22 0937 hrs	<p>1° 13.17' N, 103° 32.5' E</p> <p>Approximately 3.25 nm southeast of Tanjung Piai (Malaysia), in the westbound lane of the TSS in the SS</p> <p>(SOMS)</p>	<p>While underway, RSN's MSTF informed Port Operations Control Centre (POCC) that they had sighted two small boats in the vicinity of barge, <i>Cassandra 2401</i>. POCC contacted the master of towing tug boat, <i>Cassandra</i>, who confirmed that there were three small boats alongside the barge and nine perpetrators on board the barge.</p> <p>The perpetrators stole <b>scrap metal from the barge</b> and escaped. Master accounted for all crew and reported <b>no injuries to the crew</b>. Master reported no further assistance was required, and the tug boat &amp; barge resumed their voyage to Port Klang, Malaysia.</p> <p>Safety navigational broadcast initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian and Malaysian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
5	<p><b>Sung Fatt 31</b> Tug boat Malaysia 133 8984446</p> <p><b>Sung Fatt 36</b> Barge</p>	21/11/22 1005 hrs	<p>1° 12.8' N, 103° 32.54' E</p> <p>Approximately 3.57 nm southeast of Tanjung Piai (Malaysia), in the westbound lane of the TSS in the SS</p> <p>(SOMS)</p>	<p>While underway, RSN's MSTF informed POCC that they had sighted two small boats in the vicinity of barge, <i>Sung Fatt 36</i>. POCC contacted the master of towing tug boat, <i>Sung Fatt 31</i>, who confirmed that there were five small boats alongside the barge and 14 perpetrators on board the barge.</p> <p>The perpetrators stole <b>scrap metal from the barge</b> and escaped. Master accounted for all crew and reported <b>no injuries to the crew</b>.</p> <p>Safety navigational broadcast initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian and Malaysian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
6	<b>AS Elenia</b> Bulk carrier Liberia 43747 9485899	22/11/22 0009 hrs	21° 27.5' N, 89° 35.9' E  Mongla Fairway Buoy, Outer Anchorage Mongla, Bangladesh	<p>While at anchor, an unknown number of <b>perpetrators armed with knives</b> boarded the bulk carrier using ropes from two long boats. The master raised ship's alarm, and together with the crew took shelter into the ship's citadel.</p> <p><b>Ship properties/stores</b> were reportedly stolen from the ship. The stolen items were later recovered and returned to local shipping agent on 25 Nov 2022.</p> <p>Investigation revealed that the incident was reported late to the authorities, which resulted in delayed assistance provided by the authorities. The Bangladesh Focal Point (Department of Shipping) reminded all ships and stakeholders to report incidents immediately to the law enforcement agencies in the area.</p> <p><b>[ReCAAP Focal Point (Bangladesh)]</b></p>
7	<b>KT Birdie</b> Bulk carrier Singapore 40341 9597343	24/11/22 0045 hrs	1° 3.97' N, 103° 36.04' E  Off Karimun Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, the master spotted two suspicious boats trailing their ship. The master informed the crew at bridge wings to maintain vigilant and alert the engine room regarding the sightings. Later at 0105 hrs. the duty officer and A/B on watch duty spotted three perpetrators at the starboard quarter attempting to disembark from the ship. A search was conducted on board the ship, with no further sightings of any perpetrators. However, the steering entrance door and funnel door were found to be unlocked. Subsequent checks revealed that <b>some generator parts</b> were reported missing. <b>The crew was safe.</b></p> <p>The master reported the incident to Singapore VTIS West, Singapore Police Coast Guard and the company security officer.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian and Malaysian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
8	<p><b><i>Captain Antonis</i></b> Bulk carrier Cyprus 43022 9583201</p>	<p>25/11/22 2327 hrs</p>	<p>1° 2.86' N, 103° 37.92' E</p> <p>Approximately 6.7 nm off Pulau Jangkat, (Indonesia), in the eastbound lane of the TSS in the SS</p> <p>(SOMS)</p>	<p>While underway, the master reported to Singapore VTIS that at 0015 hrs, <b><u>three perpetrators armed with knives</u></b> were sighted in the engine room. At 0045 hrs, he reported that the perpetrators were running towards the steering gear room. The master sounded the ship alarm, mustered the crew and carried out a search on board the ship to locate the perpetrators. As the master was not able to ascertain the status of the perpetrators on board, the ship was directed proceed to the boarding ground for a Police Coast Guard security check.</p> <p>The Singapore Police Coast Guard boarded the ship and conducted a security check with no further sightings of the perpetrators. <b><u>Nothing was reported stolen</u></b> and <b><u>all crew were safe.</u></b></p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
9	<p><b><i>Libra Confidence</i></b> Bulk carrier Marshall Islands 35812 9878345</p>	<p>26/11/22 0110 hrs</p>	<p>1° 3.25' N, 103° 40.66' E</p> <p>Approximately 5.6 nm off Pulau Jangkat, (Indonesia), in the eastbound lane of the TSS in the SS</p> <p>(SOMS)</p>	<p>While underway, the master reported to Singapore VTIS West that two perpetrators were sighted in the aft at 0106 hrs and immediately escaped upon being noticed. A small boat was sighted in the astern of the ship. The master raised the ship alarm and mustered the crew. A search on board the ship was conducted by the crew with no further sightings of the perpetrators. <b><u>Nothing was reported stolen,</u></b> and <b><u>all crew were safe and accounted for.</u></b></p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

## ATTEMPTED INCIDENT

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
10	<b>Maersk Londrina</b> Container ship Hong Kong, China 99778 9520703	24/11/22 2000 hrs	2° 2' N, 104° 39' E  Approximately 30 nm east of Johor, Malaysia	<p>While at anchor, the duty AB while checking the anchor chain spotted one perpetrator trying to climb to the upper deck through the anchor hawse pipe at the starboard side. The hawse pipe cover prevented the perpetrator from climbing up to the deck. The perpetrator climbed back down to an unlit small boat waiting near the anchor chain.</p> <p>The crew sounded the forward horn, switched on the bridge wing search lights. The crew were alerted and ship increased crew security roving patrols on deck. Extra securing of hawse pipe was made by running waters into the hawse pipe regularly. The crew checked all the padlocks and found to be intact.</p> <p>No item was reported missing from the forward and aft poop deck stores, and all crew were safe.</p> <p>The master alerted their other sister ships in the area, alerted Information Fusion Centre (IFC), and notified the flag State through the company.</p> <p><b>[ReCAAP Contact Point (Hong Kong)]</b></p>





**Regional Cooperation Agreement on Combating Piracy  
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