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MONTHLY REPORT

PIRACY AND ARMED ROBBERY
AGAINST SHIPS IN ASIA

01
JANUARY 2023



ENHANCING REGIONAL COOPERATION...

INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA - JANUARY 2023



OVERVIEW

In January 2023, seven 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. The situation in the Singapore Strait (SS) is an area of concern, with reports of four incidents, account for 57% (four of seven incidents) of the total number of incidents in Asia in January 2023.

There continues to be no incident of abduction of crew for ransom in the Sulu-Celebes Seas and waters off Eastern Sabah in January 2023. 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.

JANUARY 2023

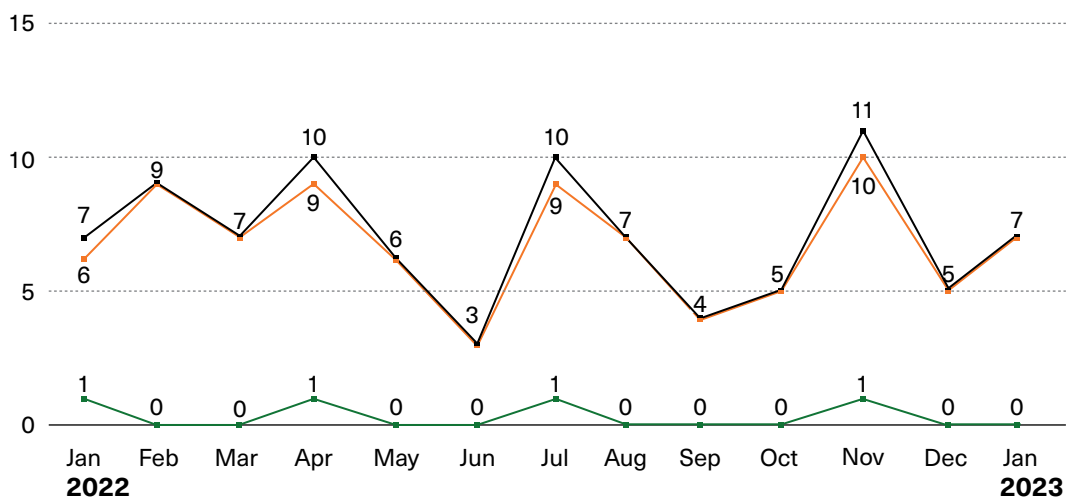
NUMBER OF INCIDENTS

In January 2023, seven incidents (all actual incidents³) of armed robbery against ships were reported in Asia. The incidents were verified and reported to the ReCAAP ISC by ReCAAP Focal Points. Refer to the Appendix on pages 20-23 of this report for the '*Description of incidents - January 2023*'.

1 Definition of 'armed robbery against ships' is 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). Refer to Appendix on page 12 of this report for detailed definition.
2 Definition of 'piracy' is in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS 82). Refer to Appendix on page 12 of this report for detailed definition.
3 Actual incidents are incidents where perpetrators boarded the ship, regardless of whether they stole items from the crew or items found on board ship.

Graph 1 shows the number of incidents reported monthly from January 2022 to January 2023. The number of incidents each month has fluctuated over the 13-month period, between three incidents (lowest) and 11 incidents (highest).

From a month-on-month comparison, the number of incidents in January 2023 is the same as that in January 2022, but higher than the preceding month of December 2022.



Graph 1 – Number of incidents (January 2022-January 2023)

■ Total ■ Actual ■ Attempted

STATUS OF SHIPS

Of the seven incidents reported in January 2023, four incidents occurred on board ships while underway; and three incidents on board ships while at anchor.

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 significance level (CAT 1 being most severe incident, CAT 2 moderately severe, CAT 3 less severe and CAT 4 least severe). Refer to the Appendix on page 16 of this report on the '*Methodology in classifying incidents*' for the description of each category.

Of the seven actual incidents reported in January 2023, two were CAT 3 incidents and five were CAT 4 incidents.

CAT 3. The two CAT 3 incidents occurred on board ships while underway off Pulau Cula (Indonesia), 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 in one incident, and an adjustable wrench in another. The crew were not injured in both incidents and nothing was stolen.

CAT 4. Of the five CAT 4 incidents, two incidents occurred in the SS on board unmanned barges towed by tug boats. Scrap metals were reported stolen in both incidents. The other three incidents occurred to ships anchored at Kandla Anchorage, India, Balongan Anchorage, Indonesia and Panjang Port, Indonesia. The crew was not injured in all three incidents. Some brass valves, stainless steel bolts, and nuts were stolen in the incident at Kandla Anchorage, and nothing was stolen in the other two incidents in Indonesia.

Chart 1 shows the significance level of incidents reported from January 2022 to January 2023.

As in past incidents, majority of the incidents were CAT 4 incidents. This accounts for 71% of the number of actual incidents (five of seven) reported in January 2023. In CAT 4 incidents, perpetrators are not armed and crew not injured.

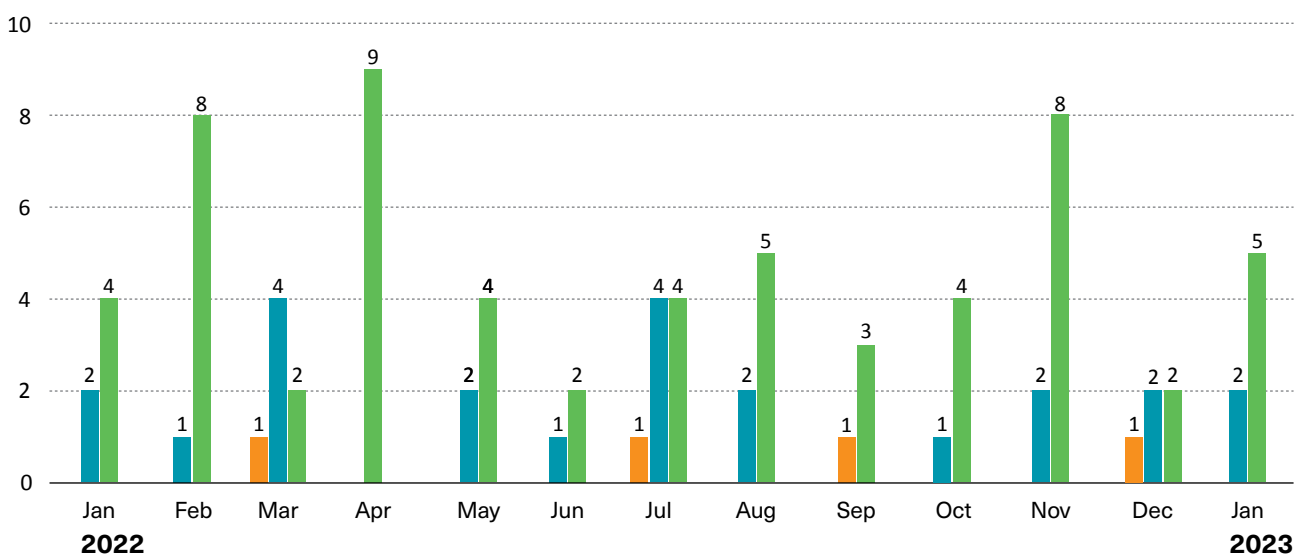


Chart 1 – Significance level of incidents (January 2022-January 2023)

■ CAT 2 ■ CAT 3 ■ CAT 4

LOCATION OF INCIDENTS

The location of the seven incidents reported in January 2023 is shown in Map 1.



Map 1 – Location of incidents - January 2023

● CAT 3 ● CAT 4

- | | | | |
|--|--|---|---|
| <p>1 <i>HK Tug 3 & LKH 9889</i>
Tug boat & barge
4 Jan 23, 1355 hrs
1° 17.83' N
104° 10.28' E</p> | <p>2 <i>Sinhin 5 & Sinhin 6</i>
Tug boat & barge
5 Jan 23, 1452 hrs
1° 19.09' N
104° 17.32' E</p> | <p>3 <i>MT MH Langoey</i>
Chemical tanker
19 Jan 23, 2030 hrs
22° 48' N
70° 0' E</p> | <p>4 <i>S Cape</i>
Bulk carrier
20 Jan 23, 0100 hrs
1° 4.24' N
103° 35.21' E</p> |
| <p>5 <i>MT Ceto</i>
Chemical tanker
26 Jan 23, 0215 hrs
6° 10.24' S,
108° 29.48' E</p> | <p>6 <i>Izumi</i>
Bulk carrier
27 Jan 23, 2335 hrs
1° 2.83' N,
103° 39.11' E</p> | <p>7 <i>LBC Green</i>
Bulk carrier
29 Jan 23, 0400 hrs
5° 30' S,
105° 17' E</p> | |

AREAS OF CONCERN

There are two areas of concern in January 2023:

1. Occurrence of incidents in the Singapore Strait (SS)

Incidents continued to occur in the SS in January 2023. This accounts for 57% (four of seven incidents) of the total number of incidents in Asia. The detail of the situation in the SS can be found in pages 6-10 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 since January 2020. 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 remains. The detail of the situation of the abduction of crew in the Sulu-Celebes Seas can be found in pages 11-13 of this report.

ARMED ROBBERY AGAINST SHIPS IN THE SINGAPORE STRAIT

JANUARY 2023

A total of four incidents of armed robbery against ships were reported in the SS in January 2023. All were actual incidents. Of the four incidents, two incidents occurred in the eastbound lane of the TSS in the SS, and two incidents in the westbound lane of the TSS.

Chart 2 shows the number and location of incidents reported in the SS each month from January 2022 to January 2023. The number of incidents in the SS has increased from three incidents in December 2022 to four incidents in January 2023. The ReCAAP ISC is concerned with the continued occurrence of incidents in the SS in January 2023.

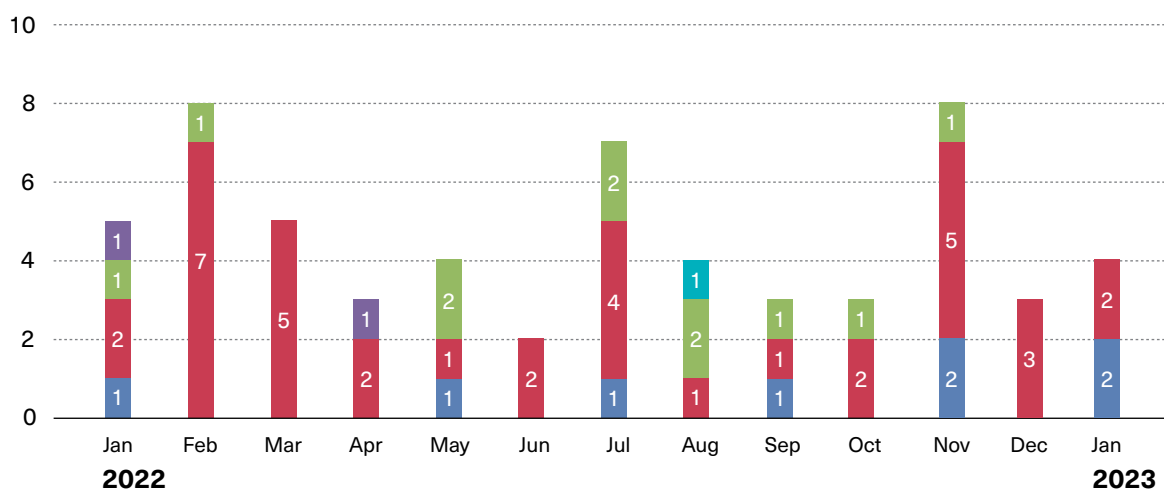
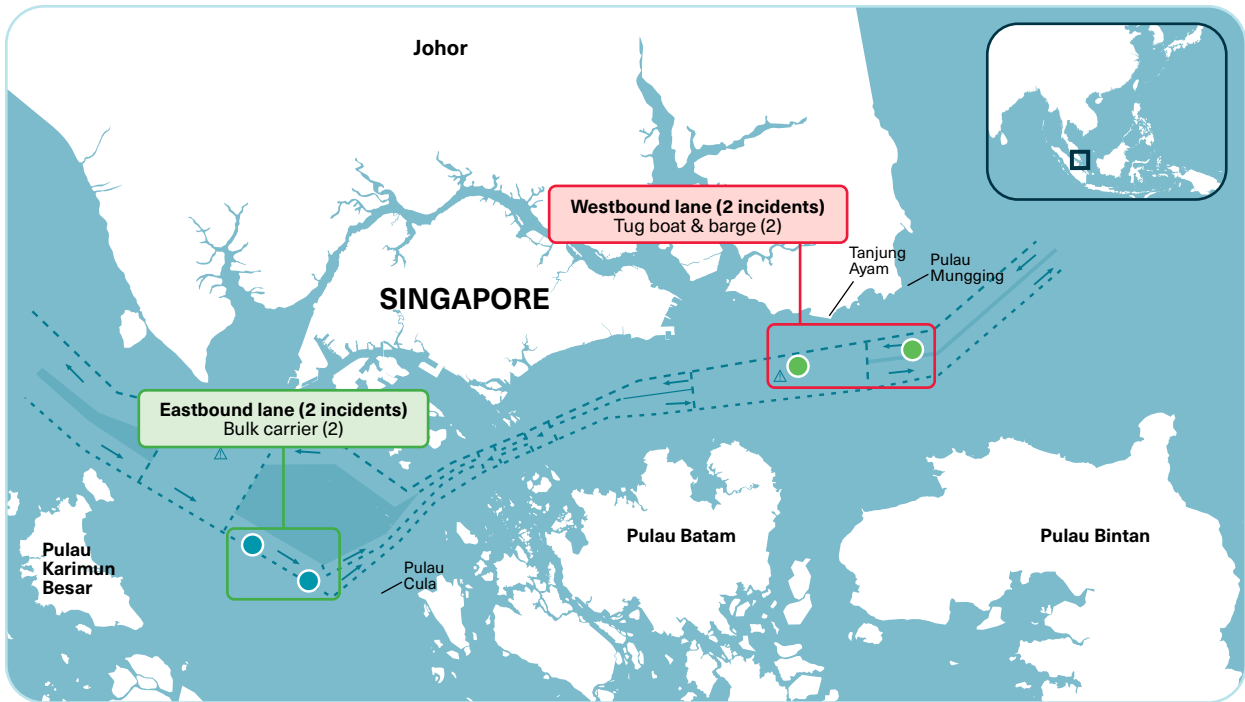


Chart 2 – Number and location of incidents in the Singapore Strait (January 2022-January 2023)

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

Map 2 shows the location of the four incidents in the SS in January 2023.



Map 2 – Location of incidents in the Singapore Strait in January 2023

● CAT 3 ● CAT 4

MODUS OPERANDI

The modus operandi of the four incidents that occurred to ships while underway in the SS in January 2023 are summarised in the table below:

Date/ time	Ship name & type	Number of perpetrators	Weapons carried by perpetrators	Location perpetrators sighted	Items stolen	Treatment of crew
Off Tanjung Ayam, Malaysia (1 incident) [Westbound lane of TSS]						
4 Jan 23 1355 hrs	HK Tug 3 Tug boat LKH 9889 Barge	3-4	Not stated	Barge	Scrap metal	No injuries
Off Pulau Mungging, Malaysia (1 incident) [Westbound lane of TSS]						
5 Jan 23 1 st boarding - 1452 hrs 2 nd boarding - 1650 hrs	Sinhin 5 Tug boat Sinhin 6 Barge	8 - 10	Not stated	Barge	Scrap Metal	No injuries
Off Pulau Cula, Indonesia (2 incidents) [Eastbound lane of TSS]						
20 Jan 22 0100 hrs	S Cape Bulk carrier	5	Knives	Steering gear room	Nil	No injuries
27 Jan 23 2335 hrs	Izumi Bulk carrier	2	Adjustable wrench	Steering gear room	Nil	No injuries

OBSERVATIONS

The two incidents in the westbound lane occurred on board barges towed by tug boats on consecutive days (4 Jan and 5 Jan 23). Scrap metal were stolen from the barges.

The other two incidents in the eastbound lane occurred on board bulk carriers involving perpetrators armed with knives in one incident, and armed with an adjustable wrench in the other incident. In both incidents, the perpetrators were sighted in the steering gear room. The alarm was raised and the perpetrators immediately escaped. The crew were safe and nothing was stolen in both incidents.

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 continue to cooperate in sharing information on incidents, sighting of small boats' concentration and suspicious activities, and 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 Incident Alerts. 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 areas 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) 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.
- Rounds of the ship's compartment be taken prior to entering the area of concern. Ensure that all doors and hatches having direct access to the bridge, accommodation, store rooms, steering gear compartment and engine room are closed.
- Sound alarm when suspicious boats are sighted in the close vicinity of the ship or barge or suspicious individuals on board the ship or barge.
- 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.

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

JANUARY 2023

There was no report of incident of abduction of crew for ransom in January 2023. The last known incident occurred on 17 Jan 20 off Lahad Datu, Sabah, Malaysia. No crew is currently held in captivity by the ASG. The Philippines, Malaysian and Indonesian authorities continued to maintain surveillance 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 22 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 in next page.



Map 3 – Contact details

1 Philippine Coast Guard District Southwestern Mindanao

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

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

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

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

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

3 Eastern Sabah Security Command (ESSCOM)

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

In the event that the ship master 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:

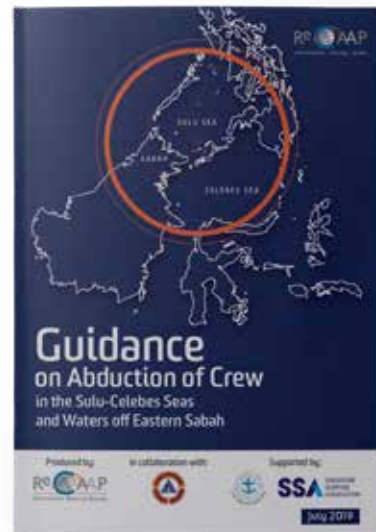
Tel: +632-8-527-8481 (ext: 6136/37)
+632-998-585-5327 (mobile)
+632-917-842-8249 (mobile)
+632-8-527-3877 (fax)

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.

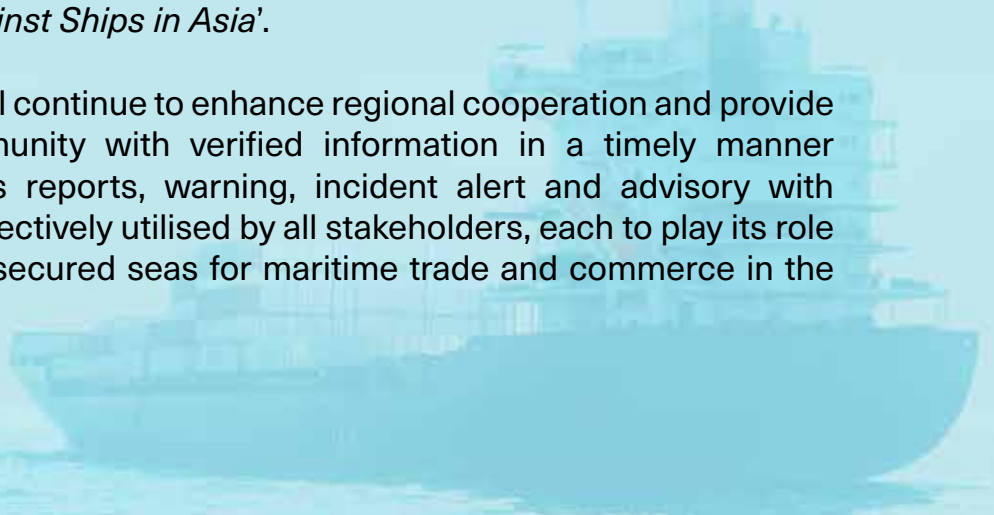


CONCLUSION

With one month into year 2023, the incidents continued to occur in the Singapore Strait, and this is an area of concern. To reverse the upward trend of incidents, collective efforts and shared responsibility of all stakeholders are indispensable.

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 (referring to the poster on '*Piracy & Armed Robbery against Ships in Asia on Reporting of Incidents – Contact Details*'), and implement preventive measures recommended in the '*Regional Guide 2 to Counter Piracy and Armed Robbery against Ships in Asia*'.

The ReCAAP ISC will continue to enhance regional cooperation and provide the maritime community with verified information in a timely manner by issuing analytics reports, warning, incident alert and advisory with information to be effectively utilised by all stakeholders, each to play its role to ensure safe and secured seas for maritime trade and commerce in the region.



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: shaker395@yahoo.com	+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 (24/7 service)	+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	+82-44-200-5238
Laos		
International Organisations Department UN Political and Security Affairs Division Ministry of Foreign Affairs Email: unpolsec.mfalaos@gmail.com	+856-21-414025	+856-21-414025
Myanmar		
MRCC Ayeyarwaddy Myanmar Navy Email: mrcc.yangon@mptmail.com.mm mrcc.myanmar2012@gmail.com	+95-313-1651 +95-979-527-9576 (Mobile)	+95-1-8202-417
Netherlands		
Netherlands Coast Guard Maritime Information Centre Email: mik-nl@kustwacht.nl	+31-223-658-101	+31-223-658-358
Norway		
Norwegian Maritime Authority Email: beredskap@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	+66-2475-4532	+66-2475-4577
United Kingdom		
National Maritime Information Centre Operations Centre Email: JMISC-NMICOPS@mod.gov.uk	+44 2392-211941	+44 2392-212024 Please indicate "FAO NMIC – A leg"
United States		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: rccalameda1@uscg.mil	+1-510-437-3701	+1-510-437-3017
Vietnam		
Vietnam Coast Guard Email: vietnamcoastguard@gmail.com	+84-24-3355-4378	+84-24-3355-4363

DESCRIPTION OF INCIDENTS (JANUARY 2023)

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	<p>HK Tug 3 Tug boat Singapore 253 9399686</p> <p>LKH 9889 Barge Singapore 184</p>	4/1/23 1355 hrs	<p>1° 17.83' N 104° 10.28' E</p> <p>Approximately 2.9 nm from Tanjung Ayam (Malaysia), in the westbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait (SS)</p> <p>[Straits of Malacca & Singapore (SOMS)]</p>	<p>While underway, the master of tug boat towing an unmanned barge, reported that about two to three small boats came alongside the barge; and three to four perpetrators boarded the barge.</p> <p>The master reported the incident to Singapore Vessel Traffic Information System (VTIS) East and Port Operations Control Centre (POCC). The VTIS East notified the Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard. About 10 minutes after the master reported the incident to Singapore VTIS East, the perpetrators left the barge and the boats moved away. Some scrap metals from the barge were reported stolen. The crew was not injured during the incident.</p> <p><u>Some scrap metals were reported stolen, and crew was safe.</u></p> <p>[ReCAAP Focal Point (Singapore)]</p>
2	<p>Sinhin 5 Tug boat Malaysia 145 5250163</p> <p>Sinhin 6 Barge</p>	5/1/23 1452 hrs	<p>1° 19.09' N 104° 17.32' E</p> <p>Approximately 2.7 nm south of Pulau Mungging (Malaysia), in the westbound lane of the TSS in the SS</p> <p>(SOMS)</p>	<p>While underway, the master of the tug boat towing an unmanned barge reported to Singapore VTIS on VHF Channel 10, that at about 1452 hrs, 10 perpetrators boarded the barge. At about 1510 hrs, the perpetrators managed to escape with some scrap metals.</p> <p>The tug and the barge continue their voyage en-route from Kuching, East Malaysia to Port Klang, Malaysia. At about 1650 hrs, the master again reported to Singapore VTIS on VHF Channel 10 that there was a second unauthorised boarding by eight perpetrators. The perpetrators escaped from the barge at about 1712 hrs with some scrap metals.</p> <p><u>Some scrap metals were reported stolen, and crew was safe.</u></p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
3	MT MH Langoey Chemical tanker Norway 11729 9330783	19/1/23 2030 hrs	22° 48' N 70° 0' E Kandla Anchorage, India	<p>While at anchor, the ship master raised the alarm and made a general announcement after confirmed that three perpetrators had boarded the ship. Upon hearing the alarm, the perpetrators jumped into the water and escaped with stolen items (comprising brass valves, stainless steel bolts and nuts) in an unidentified small orange fishing boat. The Indian Coast Guard ship C-401 was diverted to investigate the incident. The interceptor boat reached the datum at 2345 hrs on 19 Jan 23.</p> <p>The master reported the incident to Kandla Signal Station. Upon receipt of the report, Kandla Signal Station advised the ship master to lodge FIR. The ship master was not willing to file any formal complaint with the local authorities about the incident in view of its commercial compulsions and next assigned commitments.</p> <p>The Kandla Signal Station broadcasted security message, advising all stakeholders to alert the merchant traffic in the area, and to enhance vigilance and adherence to the standard norms of security and SOPs especially during night/dark hours to mitigate such incident in future.</p> <p><u>Ship stores were reported stolen, and crew was safe.</u></p> <p>[ReCAAP Focal Point (India)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
4	S Cape Bulk carrier Marshall Islands 88856 9255000	20/1/23 0100 hrs	1° 4.24' N, 103° 35.21' E Approximately 7.2 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, ship's crew sighted five perpetrators armed with knives inside the steering gear room. Ship's emergency alarm was raised, and at 0200 hrs, a search was concluded by the crew, and the master reported that the preparators had escaped from the ship.</p> <p>The master reported the incident to Singapore POCC through VHF. <u>Nothing was reported stolen</u>, and the <u>crew was not injured</u> during the incident.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
5	MT Ceto Oil/Chemical/Gas tanker Panama 27972 9305348	26/1/23 0215 hrs	6° 10.24' S, 108° 29.48' E Balongan Anchorage, Indonesia	<p>While at anchor, the crew sighted five perpetrators climbing on board the ship using hooks and ropes. The master raised the alarm and mustered all crew. Upon hearing the alarm, the perpetrators immediately escaped.</p> <p><u>The crew was not injured</u> and <u>nothing was reported stolen</u>.</p> <p>[ReCAAP Focal Point (India)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
6	<i>Izumi</i> Bulk Carrier Marshall Islands 437987 9901831	27/1/23 2335 hrs	1° 2.83' N, 103° 39.11' E Approximately 3.5 nm west of Pulau Cula (Indonesia), in the eastbound lane of the TSS in the SS in the Singapore Strait (SOMS)	<p>While underway, the master reported to VTIS Singapore that two perpetrators <u>armed with an adjustable wrenches</u> were sighted in the steering gear room. The master raised general alarm, mustered crew to stay in the bridge and engine room, and requested assistance from VTIS Singapore. The RSN vessel, RSS Justice escorted the ship to the Singapore pilot boarding ground.</p> <p>On 28 Jan at 0240 hrs, a search on board the ship was conducted by Singapore Police Coast Guard with no further sighting of the perpetrators.</p> <p><u>The crew was not injured</u> and <u>nothing was reported stolen.</u></p> <p>[ReCAAP Focal Point (Singapore)]</p>
7	<i>LBC Green</i> Bulk Carrier Malta 42744 9609469	29/1/23 0400 hrs	5° 30' S, 105° 17' E Panjang port, Indonesia	<p>While at anchor, the second engineer reported to bridge that four perpetrators were sighted trying to open the workshop door leading towards the engine room.</p> <p>The crew reported the incident to the local authority who conducted a search on board the ship with no further sighting of suspicious persons or trace of intrusion.</p> <p><u>The crew was not injured</u> and <u>nothing was reported stolen.</u></p> <p>[ReCAAP Focal Point (Japan)]</p>



**Regional Cooperation Agreement on Combating Piracy
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