



**JANUARY TO  
SEPTEMBER 2022**

# **3<sup>RD</sup> QUARTER REPORT**

**PIRACY AND ARMED ROBBERY  
AGAINST SHIPS IN ASIA**



**ENHANCING REGIONAL COOPERATION...**



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\*Included in Part Five of this report is a listing of visits by ReCAAP ISC as well as visits to the Centre during the reporting period.

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# Executive Summary

1. The Asian region witnessed an increase in the number of incidents during the period January-September 2022 compared to January-September 2021. **No piracy incident (on high seas) was reported.** 62 incidents of armed robbery against ships (occurred in internal waters, archipelagic waters and territorial seas) were reported during January-September 2022. This accounts for **13% increase** compared to 55 incidents reported during January-September 2021.
2. The bulk of **increase in incidents** occurred in the Singapore Strait (SS). 41 incidents were reported in SS during January-September 2022, in comparison with 27 incidents during the same period in 2021. The situation in the SS remains an area of concern. However, there has been a decrease in the number of incidents in the waters of the India, Indonesia, the Philippines and Vietnam.
3. There was no incident of abduction of crew for ransom in the Sulu-Celebes Seas and waters off Eastern Sabah during January-September 2022. With concerted efforts undertaken by the Philippine and Malaysian authorities in operations against the perpetrators (Abu Sayyaf Group [ASG]), no abduction of crew incidents was reported since January 2020. The Philippine Coast Guard (PCG), through a comprehensive threat level assessment with other Philippine authorities and stakeholders, recommends the downgrading of the threat on 'abduction of crew for ransom in the Sulu-Celebes Seas' from 'POTENTIALLY HIGH' to '**MODERATE**'. As the threat on abduction of crew has diminished due to the successful military operations and robust law enforcement initiatives, the ReCAAP ISC has updated its Advisory to all ships to **consider re-route from the area as an option based on its prerogative,**
4. The ReCAAP ISC seeks the support of Focal/Contact Points to assess the security and threat situation in their respective Area of Responsibility and introduce appropriate measures to prevent occurrence of incidents. The Centre, is committed to address the issue of piracy and armed robbery through Capacity Building Programmes involving Focal/Contact Points, law enforcement agencies; as well as interaction with the shipping industry.
5. No single maritime agency nor a nation alone is adequately equipped to deal with transnational maritime crimes at sea. Thus, to deal with the situation, there is a need to engage in cooperative arrangements with the littoral States, coordinate with all local maritime stakeholders, identify vulnerable location and increase surveillance in areas of concern by enforcement agencies. This will enable us to achieve our aim in making our waters safe for seafarers and secure maritime trade and commerce, to bring in the economic stability and growth for all in the region. as interaction with the shipping industry.





# 01

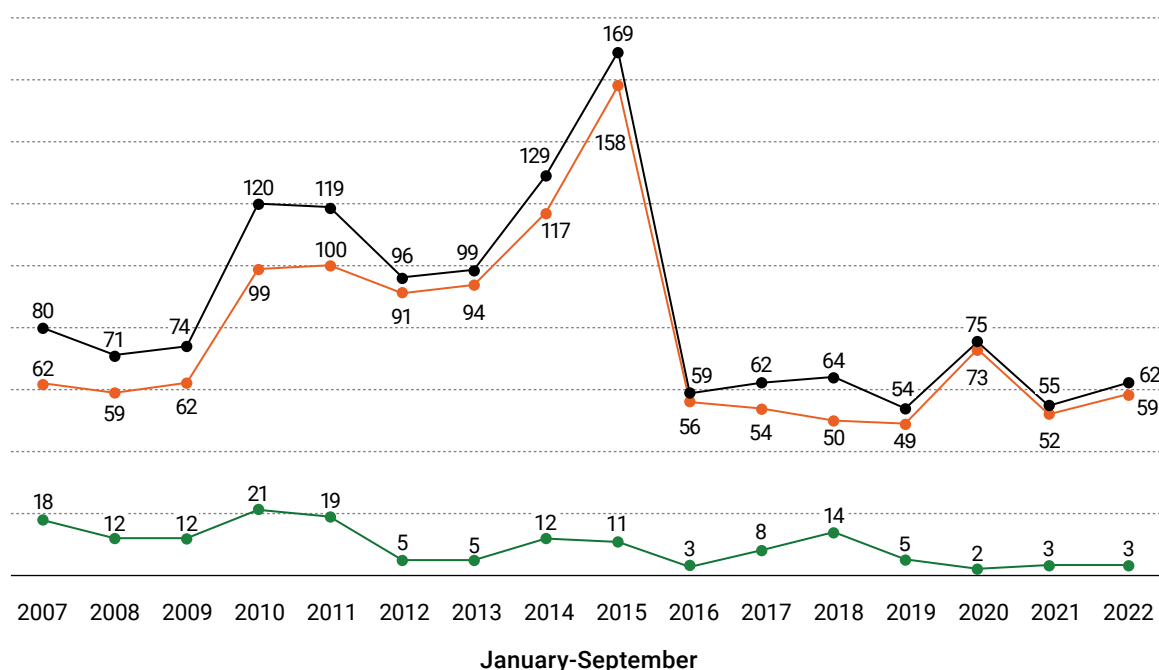
**Incidents of Piracy and  
Armed Robbery Against  
Ships in Asia -  
(January-September 2022)**

# Incidents of Piracy and Armed Robbery Against Ships in Asia - (January-September 2022)

## Number of Incidents

A total of **62 incidents** of armed robbery against ships<sup>1</sup> (59 actual<sup>2</sup> and three attempted<sup>3</sup>) were reported in Asia during January-September 2022. **No piracy<sup>4</sup>** incident was reported. This accounts for **13% increase** in number of incidents compared to January-September 2021. A total of 55 incidents (comprising 52 actual and three attempted incidents) were reported during January-September 2021. Refer to the Appendix on 'Description of incidents (January-September 2022)' for details of the incidents.

Graph 1 shows the number of incidents reported during January-September of 2007-2022.



Graph 1 – Number of incidents (January-September of 2007-2022)

● Total ● Actual ● Attempted

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 for detailed definition.

2 Actual incidents are incidents where pirates/robbers boarded the ship; and regardless of whether they stole any items from the crew or took away any items found on board the ship.

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

4 Definition of piracy is in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS). Refer to Appendix for detailed definition.

### January-September 2022 compared with January-September 2021

There were decreases in the number of incidents in several locations in Asia during January-September 2022 compared to the same period in 2021. The decrease in incidents occurred in India, Indonesia, the Philippines and Vietnam, while the increase occurred in Bangladesh and Singapore Strait (SS). Refer to Table 1 below.

S/N	Location	Number of incidents		Remarks
		January-September 2021	January-September 2022	
1.	Bangladesh	Nil	4	Increase by 4
2.	India	4	3	Decrease by 1
3.	Indonesia	10	9	Decrease by 1
4.	Malaysia	1	1	No change
5.	Philippines	11	4	Decrease by 7
6.	Singapore Strait	27	41	Increase by 14
7.	Vietnam	2	Nil	Decrease by 2

Table 1 – Comparison of incidents (January-September 2022 Vs January-September 2021)

## Areas of Concern

There are two areas of concern arising from the incidents of piracy and armed robbery against ships reported during January-September 2022:

### 1. Increase of incidents in SS

A total of 41 incidents were reported in the SS during January-September 2022. This accounts for 66% of the total number of 62 incidents in Asia. Compared to January-September 2021, there was an increase of 14 incidents in the SS for the same period in 2022. More details of the situation in the SS can be found in Part 2 of this report.

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

Although no incident of abduction of crew was reported in the Sulu-Celebes Seas during January-September 2022, the threat of abduction of crew for ransom in Sulu and Tawi-Tawi remains due to the presence of the remnants of the Abu Sayyaf Group (ASG) in the areas. However, with the improvement of the situation, the Philippine Coast Guard recommended to downgrade the threat assessment level to MODERATE. The details of the situation in the Sulu-Celebes Seas can be found in Part 3 of this report.

## Piracy vs Armed Robbery Against Ships

All 62 incidents reported in Asia during January-September 2022 were incidents of armed robbery against ships. There was **no incident of piracy**. Piracy takes place on the high seas while armed robbery against ships takes place in internal waters, archipelagic waters and territorial seas which are under the jurisdiction of the coastal States.

Chart 1 shows the number of incidents of piracy Vs armed robbery against ships reported during January-September of 2007-2022.

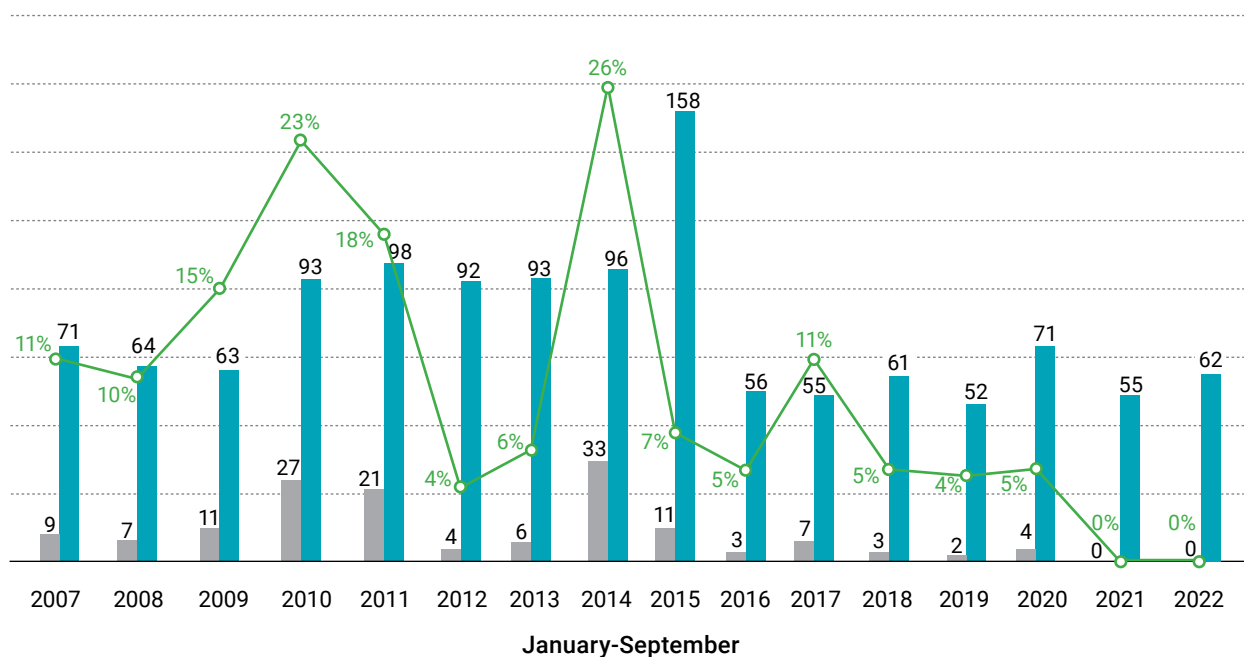


Chart 1 – Piracy vs Armed Robbery Against Ships (January-September of 2007-2022)

● Piracy ● Armed Robbery ○ % of Piracy

The majority of the incidents reported in Asia are armed robbery against ships. The data of 16-year period of January-September of 2007-2022, indicates that the number of piracy incidents fluctuated each year, with an average of 11% for piracy incidents and 89% for armed robbery against ships.

## Significance Level of Incidents

The 59 actual incidents reported during January-September 2022 were: two CAT 2, 16 CAT 3 and 41 CAT 4 incidents. There was no CAT 1 incident reported during this period. Chart 2 shows the significance level of incidents reported during January-September of 2007-2022.

The majority of the incidents involved perpetrators who were not armed. The perpetrators were not armed/known to be armed in 41 incidents. In the remaining 18 incidents where the perpetrators were armed, one incident involved the crew being threatened, and another incident reported the crew being pushed to the floor and tied up in the engine room. In both incidents, the crew did not suffer any injuries.

More detailed analysis of the incidents can be found in Part 4 of this report.

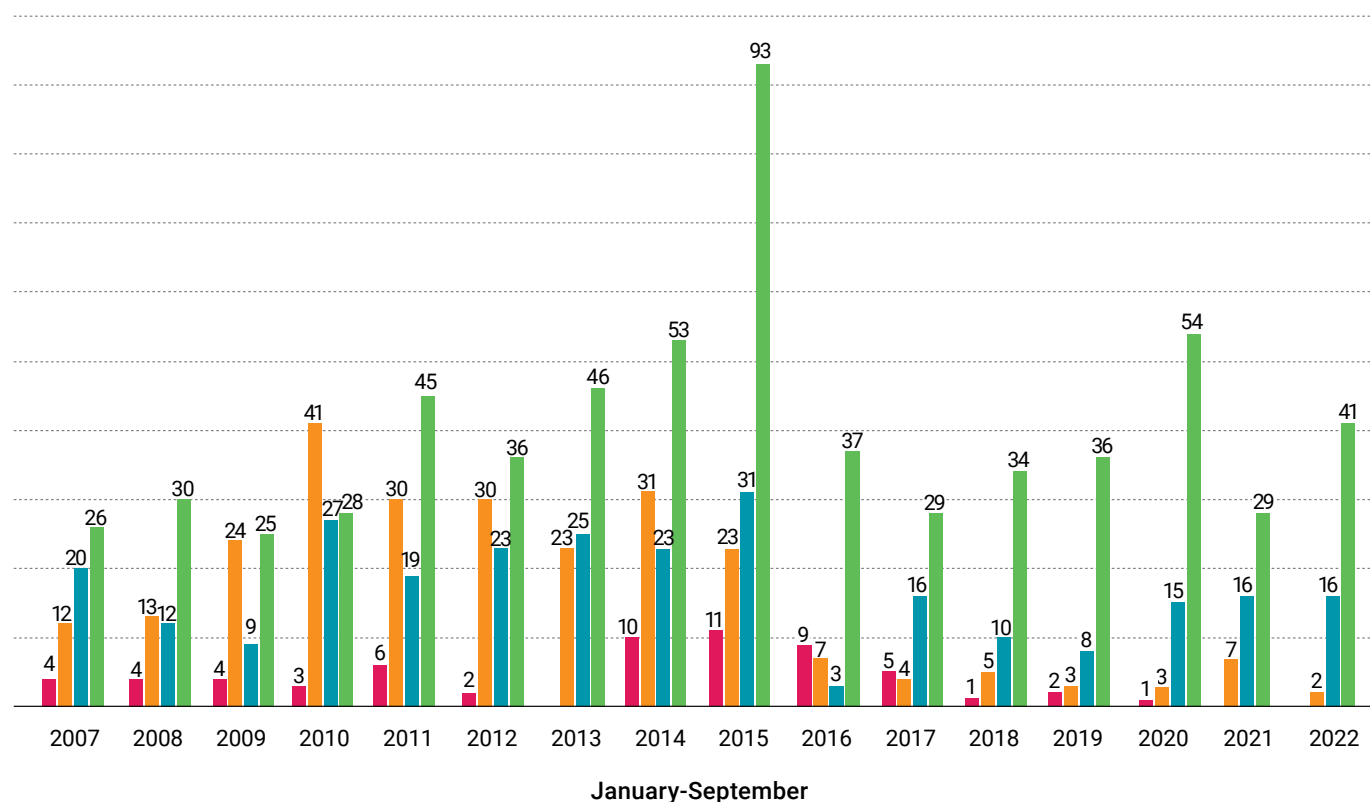


Chart 2 – Significance level of incidents (January-September of 2007-2022)

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4

**CAT 2** The two CAT 2 incidents occurred on board ships (both bulk carriers) while underway in the eastbound lane of the Traffic Separation Scheme (TSS) in the SS. Notably, both incidents occurred northwest of Tg Pergam, Bintan Island (Indonesia) and about 4.7 nm apart. In one incident, the perpetrators were armed with pistol, and in the other incident, the perpetrators were armed with knives. The crew members did not suffer any injuries and engine spares were stolen in both incidents.



**CAT 3** Of the 16 CAT 3 incidents, 12 incidents occurred on board ships in the SS, and four incidents in Indonesia. In the 16 incidents - 14 incidents involved perpetrators armed with knives, one involved perpetrator armed with hammer, knife and metal rod, and one 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 safe in all incidents. Of the 16 incidents, four incidents reported loss of engine spares, two incidents loss of stores and nothing was stolen in the other 10 incidents.

**CAT 4** As with past trend observed in Asia, majority of the incidents reported during January-September 2022 were CAT 4 incidents. This accounts for 69% of the number of actual incidents (41 of 59) during January-September 2022. In these incidents, perpetrators were not armed and the crew not harmed.

### Status of Ships

Of the 62 incidents reported during January-September 2022, 16 incidents (26%) occurred to ships while at anchor/berth and 46 incidents (74%) occurred to ships while underway.

Chart 3 shows the location of the incidents occurred to ships at anchor/berth.

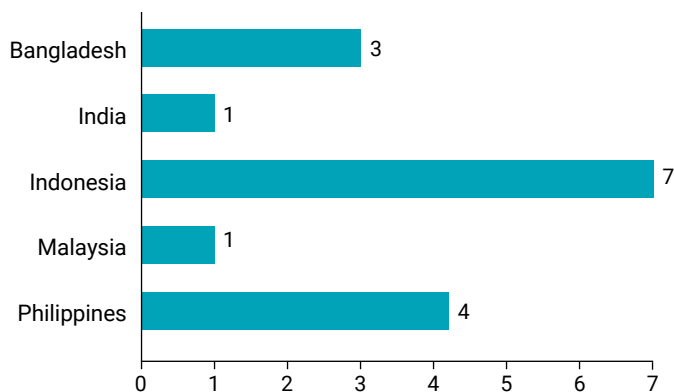


Chart 3 - Incidents on board ships at anchor/berth (January-September 2022)

Chart 4 shows the location of the incidents occurred to ships while underway. The incidents in the Straits of Malacca and Singapore (SOMS) occurred on board ships while underway. All incidents in SOMS reported during January-September 2022 occurred in the SS. No incident was reported in the Malacca Strait.

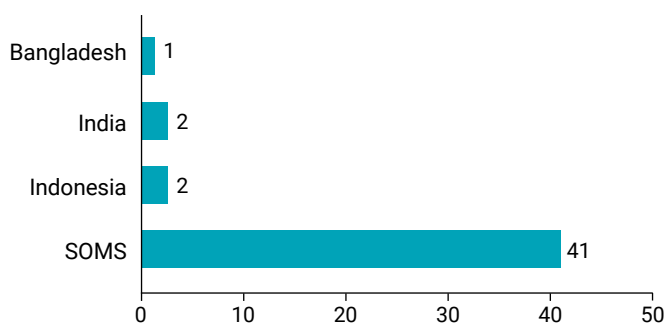


Chart 4 – Incidents on board ships while underway (January-September 2022)

## Location of Incidents

Table 1 shows the number and location of incidents reported in Asia during January-September of 2013-2022.

Act = Actual, Att = Attempted

January-September																				
	2013		2014		2015		2016		2017		2018		2019		2020		2021		2022	
	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att
<b>North Asia</b>																				
China							3		1				3							
<b>Sub-total</b>							<b>3</b>		<b>1</b>				<b>3</b>							
<b>South Asia</b>																				
Bangladesh	6		11		10		1	1	7		9	2			3				3	1
Bay of Bengal			2																	
India	3		9	1	6		12		1		2	1	3		8		4		2	1
<b>Sub-total</b>	<b>9</b>		<b>22</b>	<b>1</b>	<b>16</b>		<b>13</b>	<b>1</b>	<b>8</b>		<b>11</b>	<b>3</b>	<b>3</b>		<b>11</b>		<b>4</b>		<b>5</b>	<b>2</b>
<b>Southeast Asia</b>																				
Indian Ocean				1																
Indonesia	58	4	36	5	16	1	20		20	2	20	6	14	3	18	1	9	1	9	
Malaysia	6		3	1	3		1		1	1	5		7		2		1		1	
Pacific Ocean														1						
Philippines	5		3		5	1	3		14		3	1	2	1	13		10	1	4	
South China Sea	6		29	1	10	1	2	1	4		2	1	1		3	1				
SOMS	5		23	3	88	8	1	1	2	1	6	2	15		22		26	1	40	1
Sulu-Celebes Seas							7		3	4	1	1	2		1					
Thailand					1															
Vietnam	5	1	1		19		6		1		2		2		3		2			
<b>Sub-total</b>	<b>85</b>	<b>5</b>	<b>95</b>	<b>11</b>	<b>142</b>	<b>11</b>	<b>40</b>	<b>2</b>	<b>45</b>	<b>8</b>	<b>39</b>	<b>11</b>	<b>43</b>	<b>5</b>	<b>62</b>	<b>2</b>	<b>48</b>	<b>3</b>	<b>54</b>	<b>1</b>
<b>Overall total</b>	<b>94</b>	<b>5</b>	<b>117</b>	<b>12</b>	<b>158</b>	<b>11</b>	<b>56</b>	<b>3</b>	<b>54</b>	<b>8</b>	<b>50</b>	<b>14</b>	<b>49</b>	<b>5</b>	<b>73</b>	<b>2</b>	<b>52</b>	<b>3</b>	<b>59</b>	<b>3</b>

Table 2 – Location of incidents (January-September of 2013-2022)

## Location of Incidents

The location of incidents reported during January-September 2022 is shown in Map 1.



Map 1 – Location of incidents (January-September 2022)

● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted



# 02

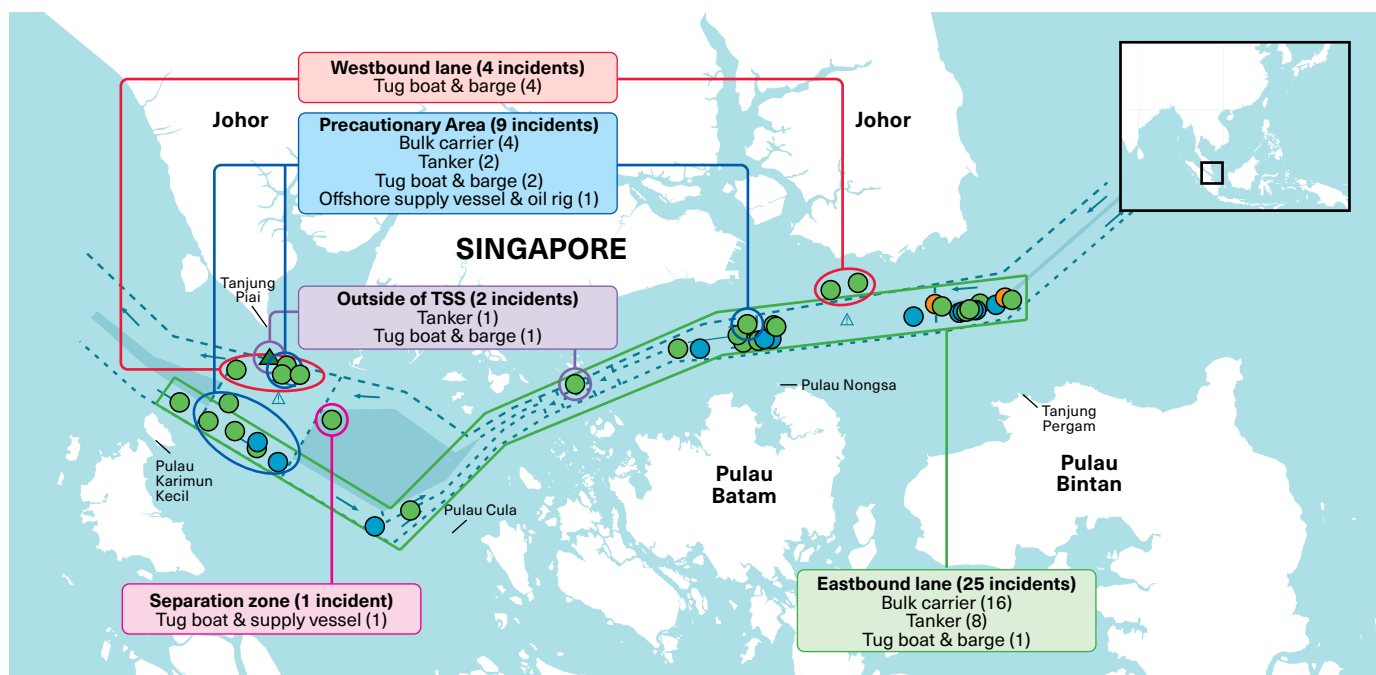
**Armed Robbery Against  
Ships - Singapore Strait**

# Armed Robbery Against Ships - Singapore Strait

## Situation Update

### January-September 2022

A total of 41 incidents were reported in the SS during January-September 2022. Of these, 25 incidents occurred in the eastbound lane of the TSS in the SS, nine incidents in the precautionary area, four incidents in the westbound lane, two incidents outside the TSS and one incident in the separation zone. Map 2 shows the location of the 41 incidents in the SS.



Map 2 – Location of incidents in the Singapore Strait (January-September 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 cluster of incidents off Tanjung Pergam, Bintan Island (Indonesia) [13 incidents], Pulau Nongsa, Batam Island (Indonesia) [10 incidents] and the increasing cluster off Pulau Karimun Kecil (Indonesia) [seven incidents].

The Centre had issued three Incident Alerts (IAs) during January-September 2022<sup>5</sup>. The IAs were issued to warn the maritime community of the continued occurrence of incidents in the SS since January 2022. The IAs can be found at [www.recaap.org/alerts](http://www.recaap.org/alerts). A total of 49 incidents were reported in the SS in 2021 and 34 incidents in 2020.

<sup>5</sup> IA 01/2022 was issued on 21 Feb, IA 02/2022 on 2 Mar and IA 03/2022 on 1 Aug.



## Efforts by Authorities and ReCAAP ISC

The authorities of the littoral States have stepped up enforcement efforts on land and at sea. They have increased patrols in areas of concern during vulnerable time windows for more effective deterrence and operational responses. The authorities continued to cooperate in sharing information 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 them to be vigilant and adopt recommended shipboard preventive measures.

The ReCAAP ISC, on its part, will continue to provide the maritime community with the latest information and analysis by issuing weekly reports, monthly reports and IAs as well as organising meetings and dialogue sessions with the shipping industry. Through these means, the ReCAAP ISC is highlighting the location of concern 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 Singapore Strait to continue to increase surveillance and enforcement in their internal water, territorial seas and archipelagic waters; and respond promptly to incidents. The littoral States are encouraged to promote cooperation and coordination for patrols and information sharing on incidents and criminal groups involved in order to arrest and prosecute the perpetrators.

While transiting the SS 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:

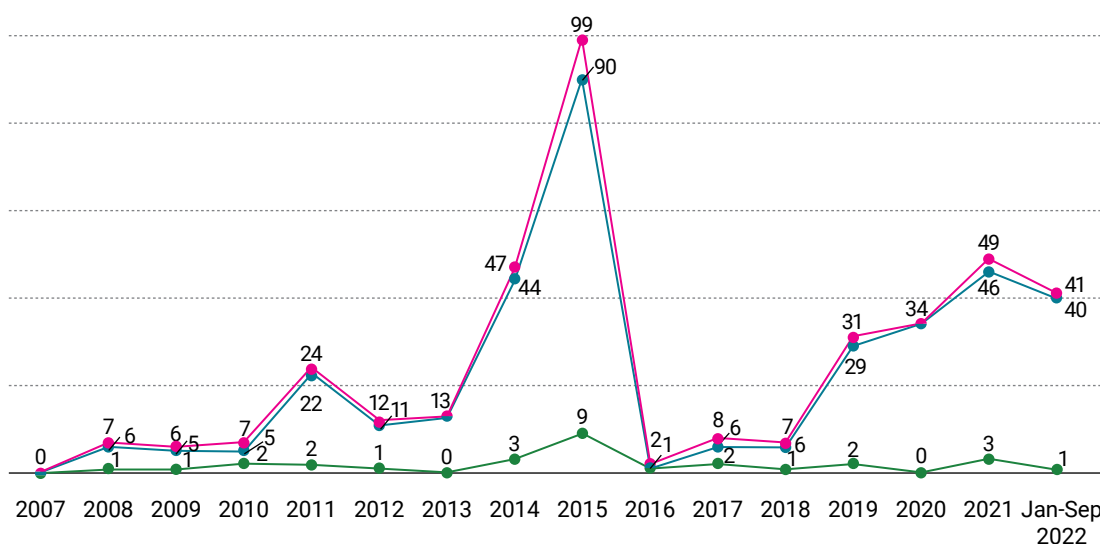
- Keep abreast of the latest situation (at [www.recaap.org](http://www.recaap.org)) particularly the incident-prone areas in the SS. The ReCAAP ISC's reports indicate detailed locations of incidents with latitude and longitude.
- Tune-in to advisories and navigational broadcasts announced by the authorities.
- 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.

## Analysis of Incidents - Data Analytics

This section provides analysis of all the incidents reported in the Singapore Strait (SS) for the past 15 years (2007-2021) and January-September 2022. The analysis focuses on the number of perpetrators, weapons carried, treatment of crew, items stolen, type of ships boarded and time of incidents.

### Number of incidents

A total of 387 incidents (comprising 358 actual incidents and 29 attempted incidents) were reported in the SS during 2007-2021 and January-September 2022. The highest number of incidents occurred in 2015 (99 incidents) and the lowest number of incidents in 2016 (two incidents), except in 2007 (zero incident). Graph 2 shows the number of incidents in the Singapore Strait during 2007-2021 and January-September 2022.



Graph 2 - Number of incidents in Singapore Strait (2007-2019 & January-September 2022)

● Total ● Actual ● Attempted

## Significance Level of Incidents

The 358 actual incidents were: 70 CAT 2, 69 CAT 3 and 219 CAT 4 incidents. No CAT 1 incident was reported. Chart 5 shows the significance level of incidents in the SS during 2007-2021 and January-September 2022.

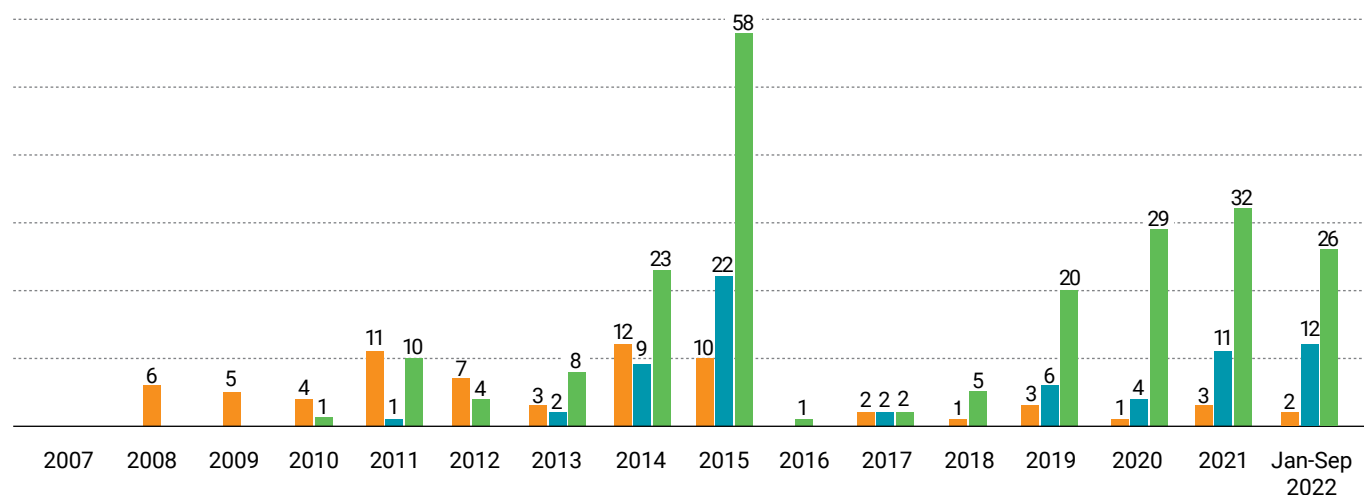


Chart 5 - Significance level of incidents in Singapore Strait (2007-2021 & January-September 2022)

● CAT 2 ● CAT 3 ● CAT 4

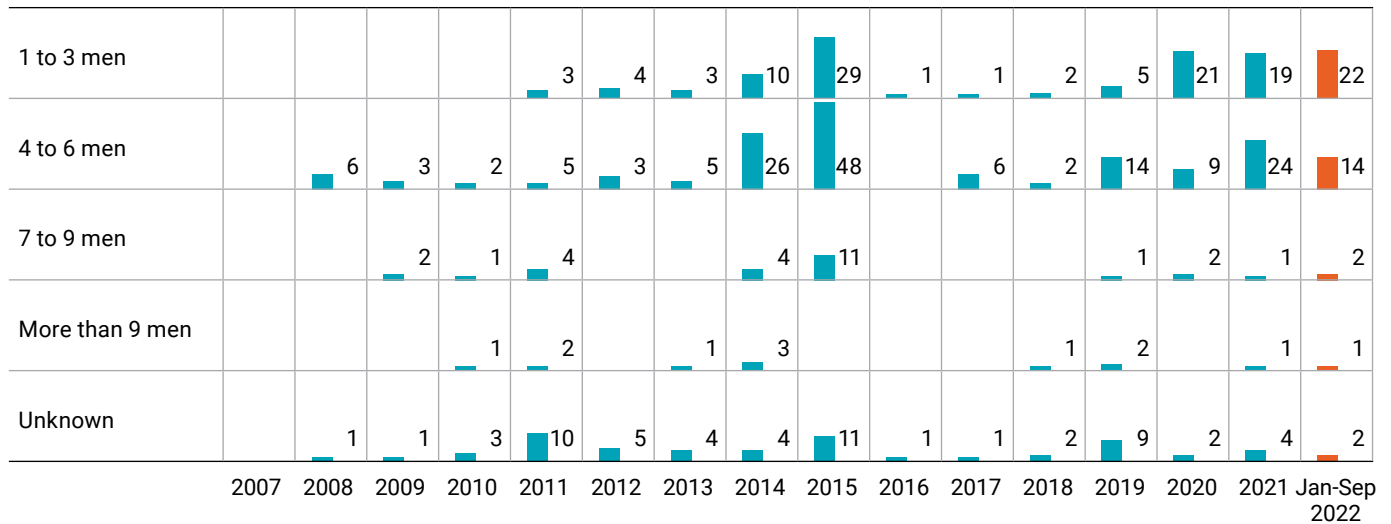
### Summary of analysis

The characteristics of the incidents in the SS occurred during 2007-2021 and January-September 2022 are as follows.

- 61% were CAT 4 incidents (219 of 358)
- Majority of incidents involved smaller groups of perpetrators  
1-3 men (31%), 4-6 men (43%)
- 61% with no information on the type of weapons carried by the perpetrators,  
29% armed with knives/machetes and 3% armed with guns/knives
- 85% with no injury of crew
- 49% with nothing stolen  
Engine spares (16%), cash/personal belongings (11%), ship stores (9%)
- Boarded ships: Bulk carriers (39%), tug/boats/supply vessels (32%), tankers (22%)
- 83% of Incidents occurred during hours of darkness

**Details of Analysis**

Number of perpetrators. Of the 387 incidents reported during 2007-2021 and January-September 2022, 167 incidents involved **4-6 men (43%)**, 120 incidents involved 1-3 men (31%), 28 incidents involved 7-9 men (7%), 12 incidents involved more than 9 men (3%) and 60 incidents had no information on the number of perpetrators involved (16%).



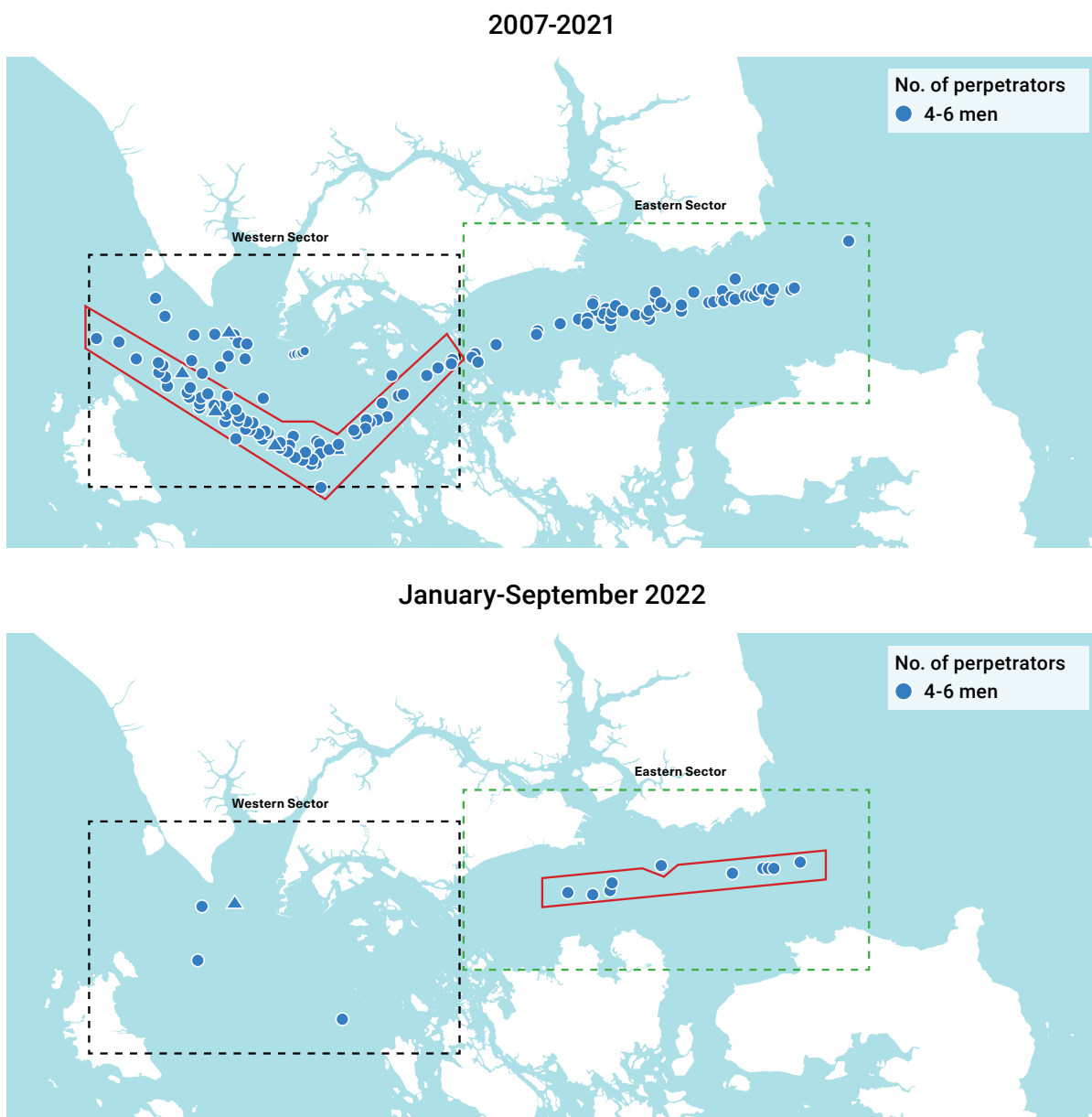
**Chart 6 – Number of perpetrators – Singapore Strait (2007-2021 & January-September 2022)**

## Correlation between number of perpetrators vis-à-vis location of incidents in the Singapore Strait

### Perpetrators of group of 4-6 men

Of the 153 incidents involving 4-6 men during 2007-2021, majority occurred in the **western sector** of the SS (black-dotted box) and in the **eastbound lane** of the TSS (red outline).

Of the 14 incidents involving 4-6 men during January-September 2022, majority occurred in the **eastern sector** of the SS (green-dotted box) and in the **eastbound lane** of the TSS (red outline). Map 3 shows the location of incidents involving 4-6 men.



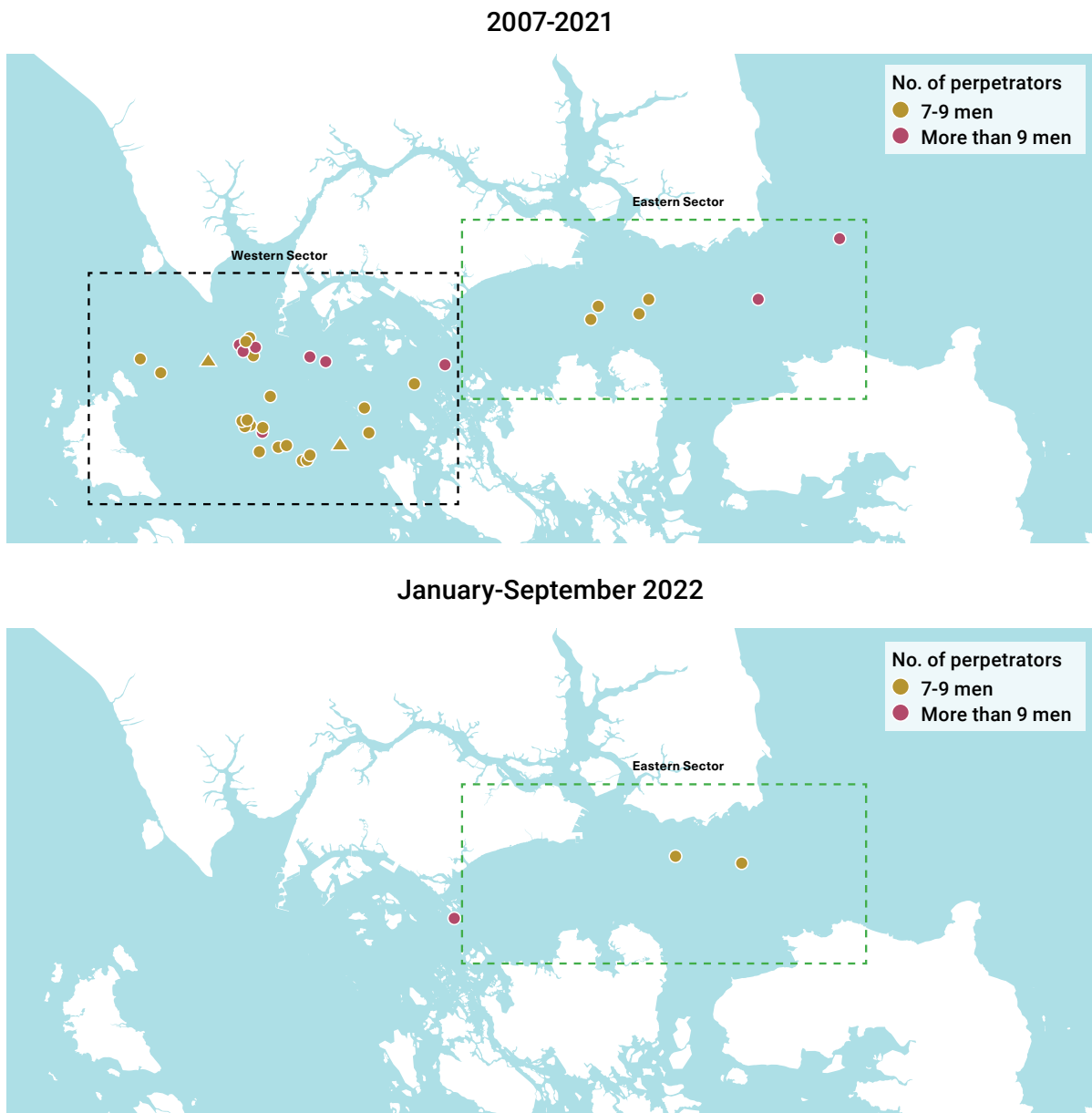
Map 3 – Location of incidents in the Singapore Strait vis-à-vis perpetrators in groups of 4-6 men (2007-2021 vs January-September 2022)



### Perpetrators of more than 7 men

Of the 37 incidents involving groups of more than 7 men during 2007-2021, 29 incidents occurred in the **western sector** of the SS (black-dotted box) and eight incidents in the **eastern sector** (green-dotted box). Map 4 shows the location of the 37 incidents.

During January-September 2022, there were three incidents involved groups of more than 7 men. Two of the three incidents occurred in the **eastern sector** of the SS.



**Map 4 – Location of incidents in the Singapore Strait vis-à-vis perpetrators in groups of more than 7 men (2007-2021 vs January-September 2022)**

Type of weapons carried by perpetrators. Among the 387 incidents reported during 2007-2021 and January-September 2022, 238 incidents had no information on the weapons carried by the perpetrators (61%), 112 incidents reported the perpetrators carried knives/machetes (29%) and 10 incidents reported perpetrators carried guns and knives (3%).

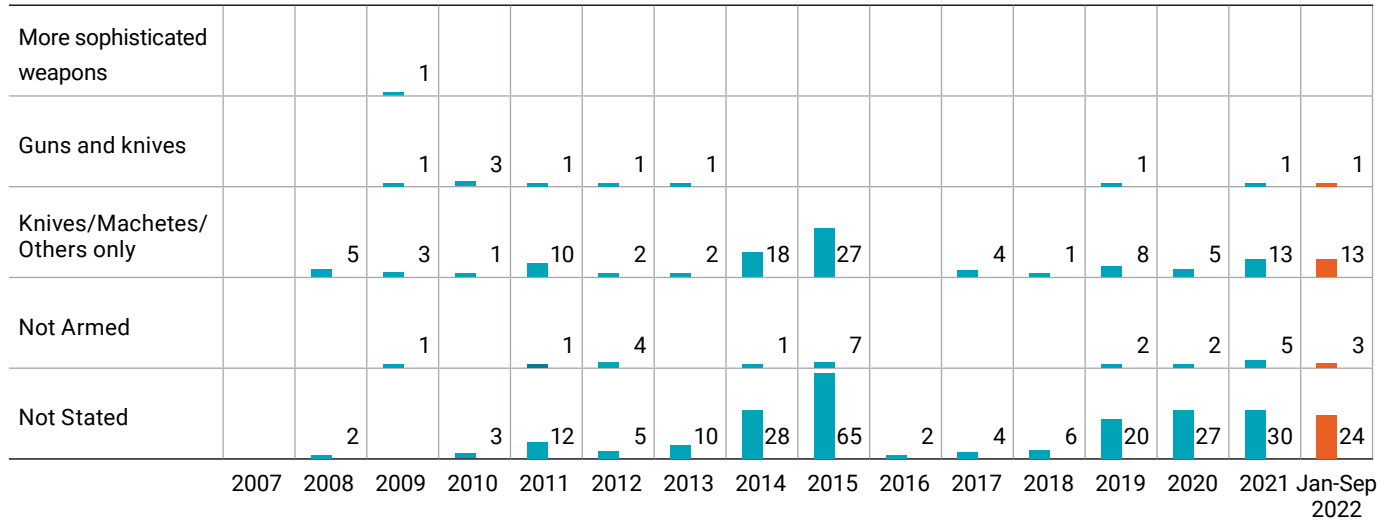


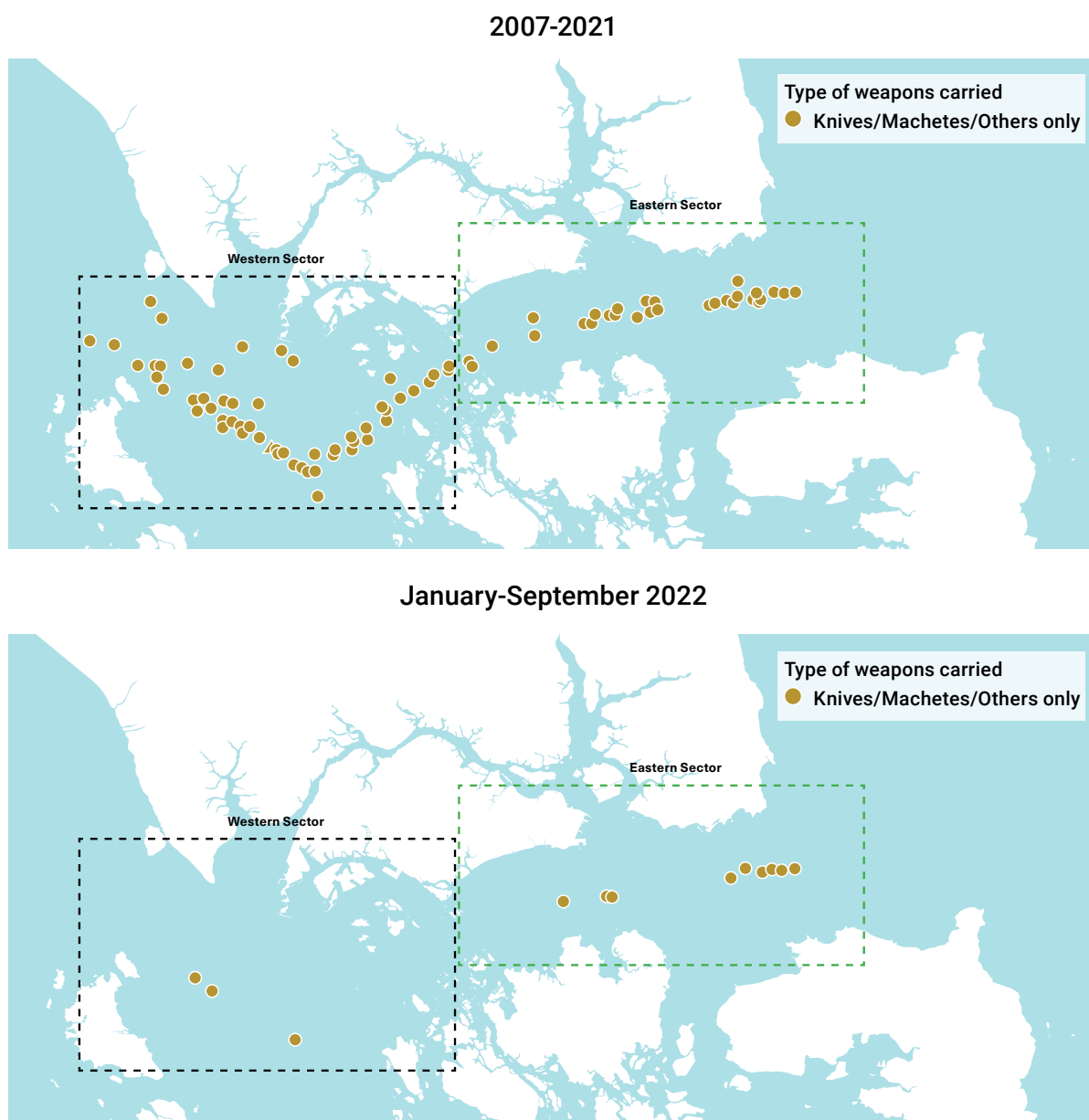
Chart 7 – Type of weapons carried – Singapore Strait (2007-2021 & January-September 2022)

## Correlation between type of weapons carried by perpetrators vis-à-vis location of incidents in the Singapore Strait

### Perpetrators armed with knives/machetes

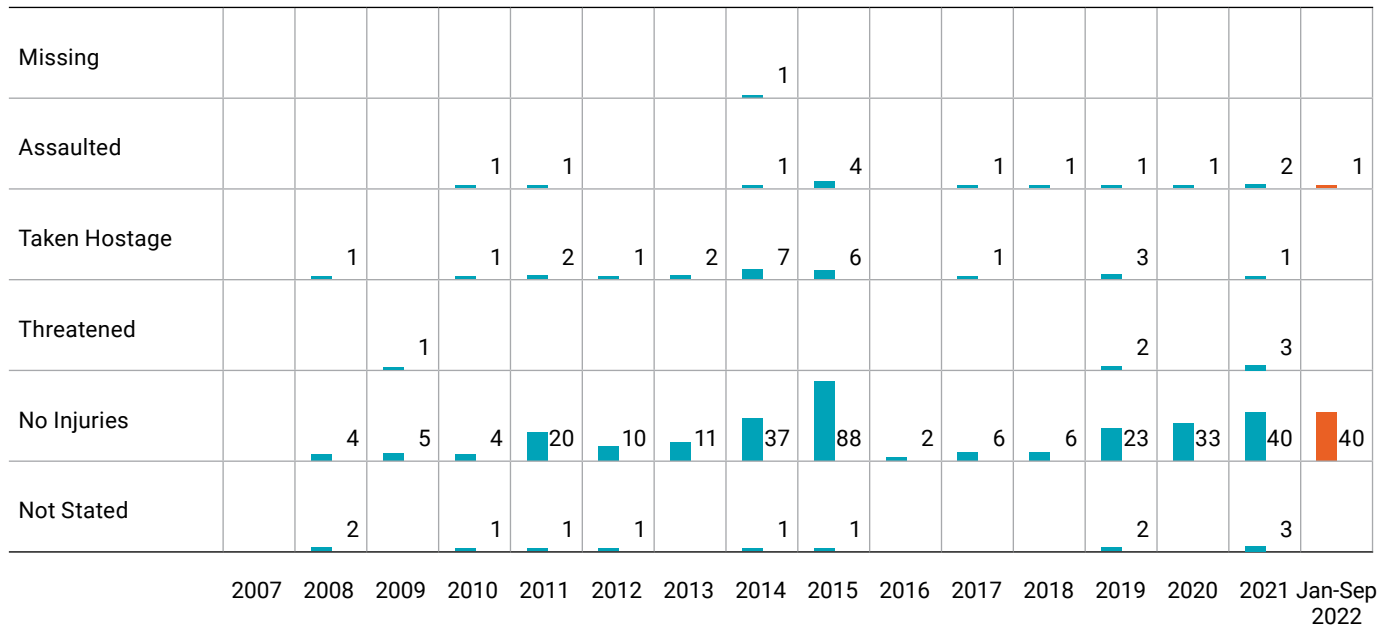
Among the 99 incidents involving perpetrators armed with knives/machetes, 64 incidents occurred in the western sector of the Singapore Strait (black-dotted box) and 35 incidents in the eastern sector (green-dotted box) as shown in Map 5.

During January-September 2022, 13 incidents involved perpetrators armed with knives/machetes. Of these, three occurred in the western sector of SS and 10 in the eastern sector.



Map 5 – Location of incidents in the Singapore Strait vis-à-vis perpetrators armed with knives/machetes (2007-2021 vs January-September 2022)

Treatment of crew. Majority of the 387 incidents occurred during 2007-2021 and January-September 2022 reported that the crew was not injured (85%) while 45 incidents involved crew who were either assaulted or taken hostage temporarily or threatened (12%).



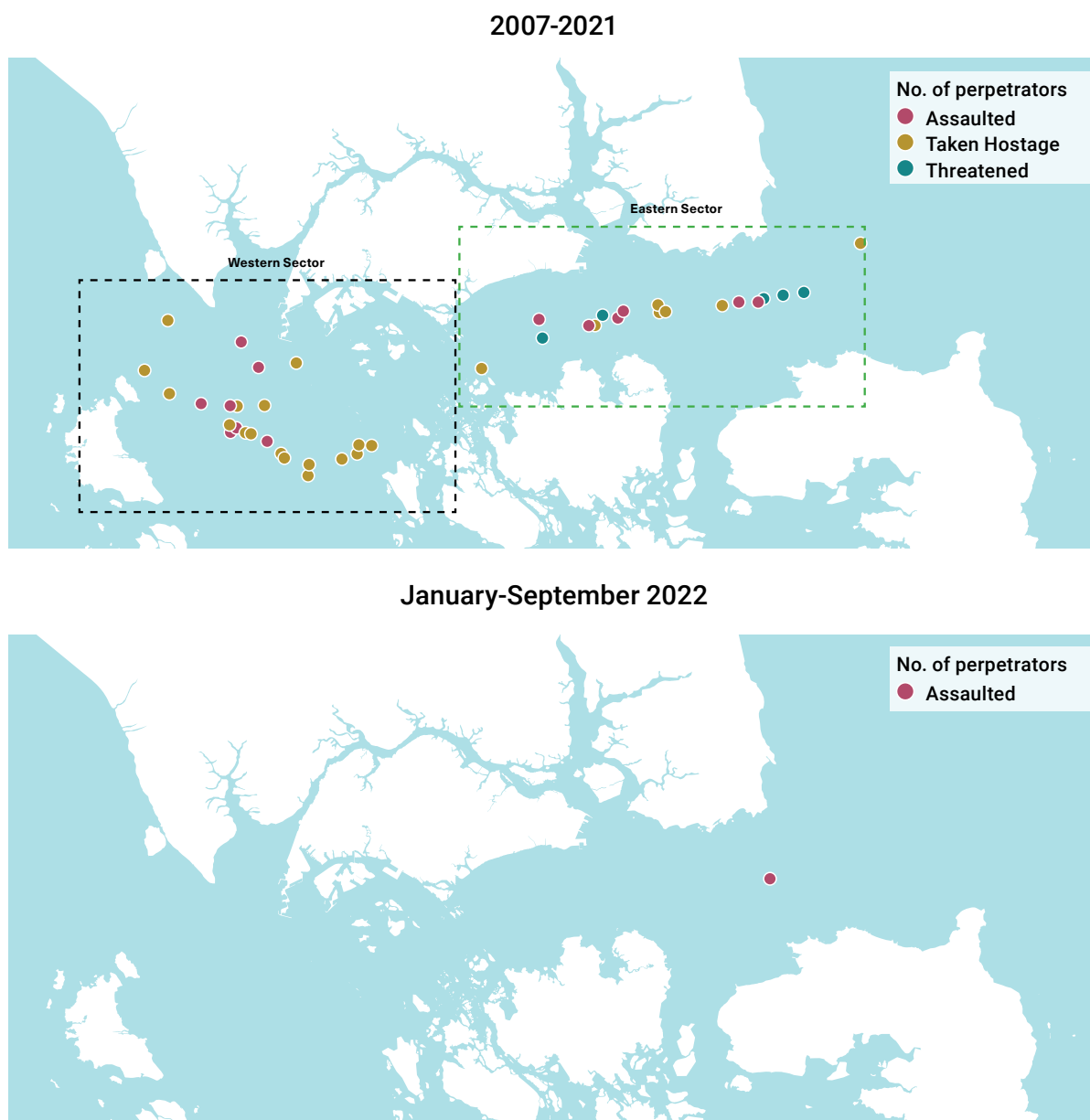
**Chart 8 – Treatment of crew – Singapore Strait (2007-2021 & January-September 2022)**

### Correlation between treatment of crew vis-à-vis location of incidents in the Singapore Strait

#### **Crew being assaulted, taken hostage temporarily or threatened**

Among the 44 incidents involving crew being assaulted, taken hostage temporarily or threatened, 24 incidents occurred in the western sector (black-dotted box) and 21 incidents were reported in the eastern sector (green-dotted box). Map 6 shows the location of the 44 incidents.

During January-September 2022, there was one incident involving a crew being pushed to the floor, threatened and tied up in the engine room. He managed to free himself and reported the incident to the chief engineer.



Map 6 – Location of incidents in the Singapore Strait vis-à-vis crew being assaulted, taken hostage temporarily or threatened (2007-2021 & January-September 2022)



**Stolen items.** Close to half of the total number of incidents during 2007-2021 and January-September 2022 reported that nothing was stolen (49%). For incidents where losses were reported, 61 incidents reported loss of engine spares (16%), 41 incidents loss of cash/personal belongings (11%), 37 incidents loss of ship stores (9%) and 33 incidents loss of unsecured items (8%).

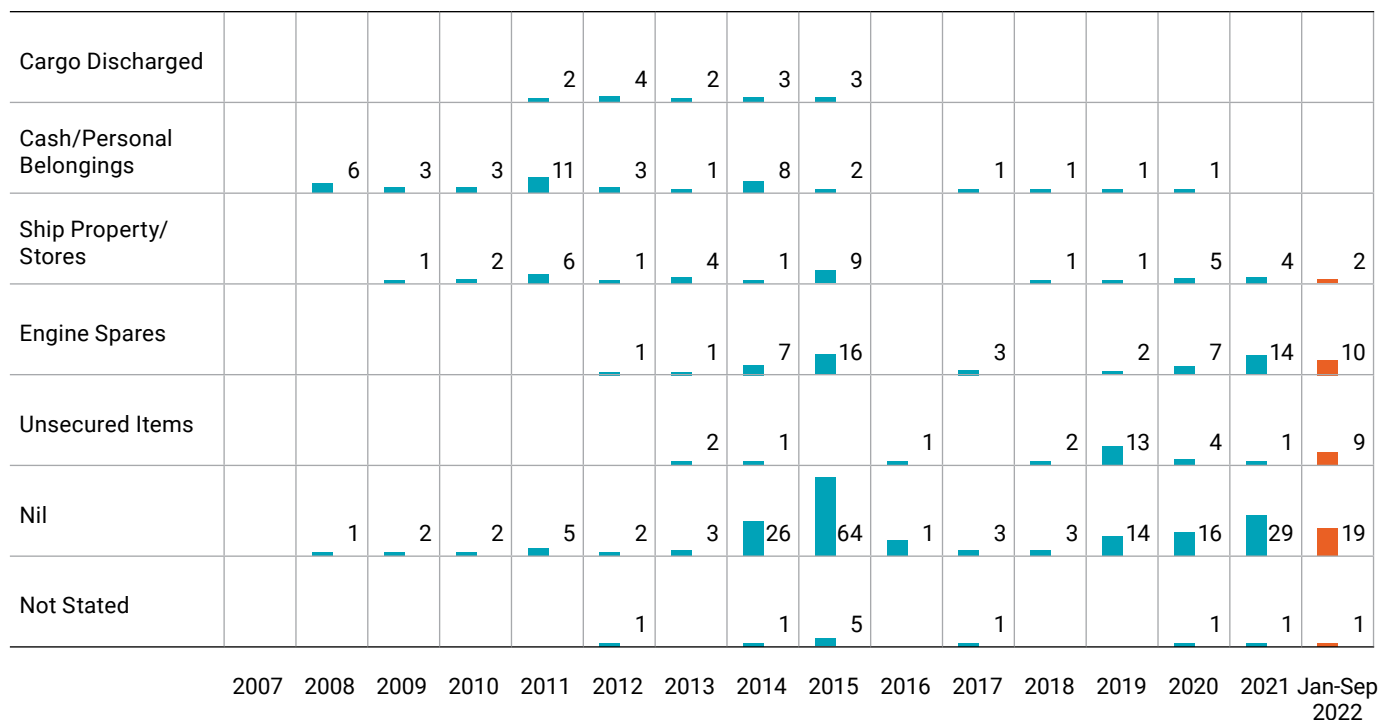


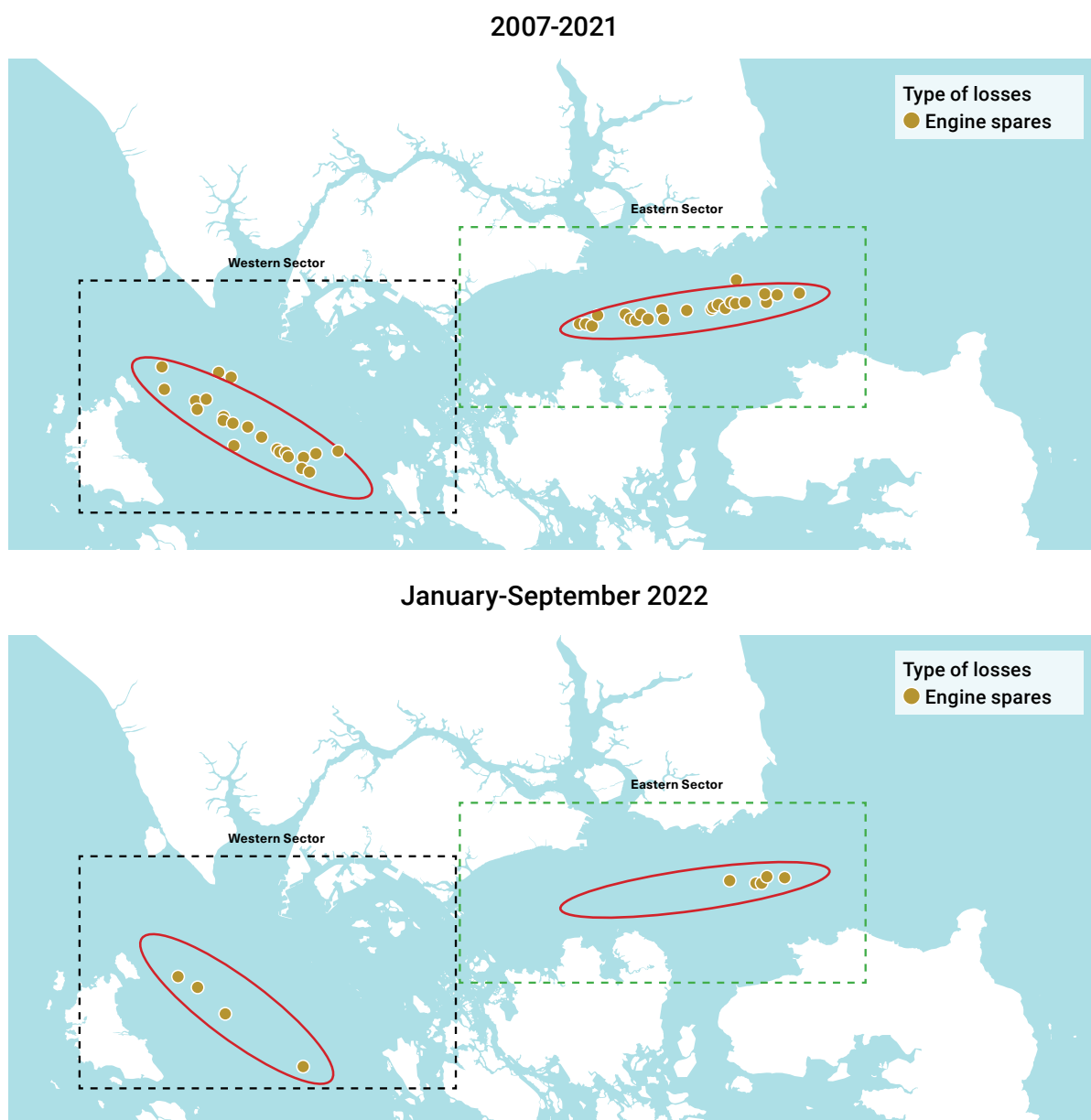
Chart 9 – Stolen items – Singapore Strait (2007-2021 & January-September 2022)

## Correlation between stolen items vis-à-vis location of incidents in the Singapore Strait

### Loss of engine spares

During 2007-2021, 51 incidents reported the loss of engine spares. Of these, 25 incidents occurred in the western sector (black-dotted box) and 26 incidents in the eastern sector (green-dotted box). In the western sector, 23 of the 25 incidents occurred in the eastbound lane of the TSS (red ovals) while 25 of the 26 incidents in the eastern sector occurred in the eastbound lane of the TSS as shown in Map 7.

During January-September 2022, 10 incidents reported the loss of engine spares. Of these, four occurred in the western sector (three in the precautionary area and one in the eastbound lane of the TSS) and six in the eastern sector (all also in the eastbound lane).



Map 7 – Location of incidents in the Singapore Strait vis-à-vis loss of engine spares (2007-2021 vs January-September 2022)

**Type of ships boarded.** Among the 387 incidents reported during 2007-2021 and January-September 2022, 150 incidents occurred on board bulk carriers (39%), 124 incidents on board tug boats/supply vessels (32%), 84 incidents on board tankers (22%), 16 incidents on board container ships (4%), nine incidents on board general cargo ships (2%) and four incidents on board other type of ships (1%).

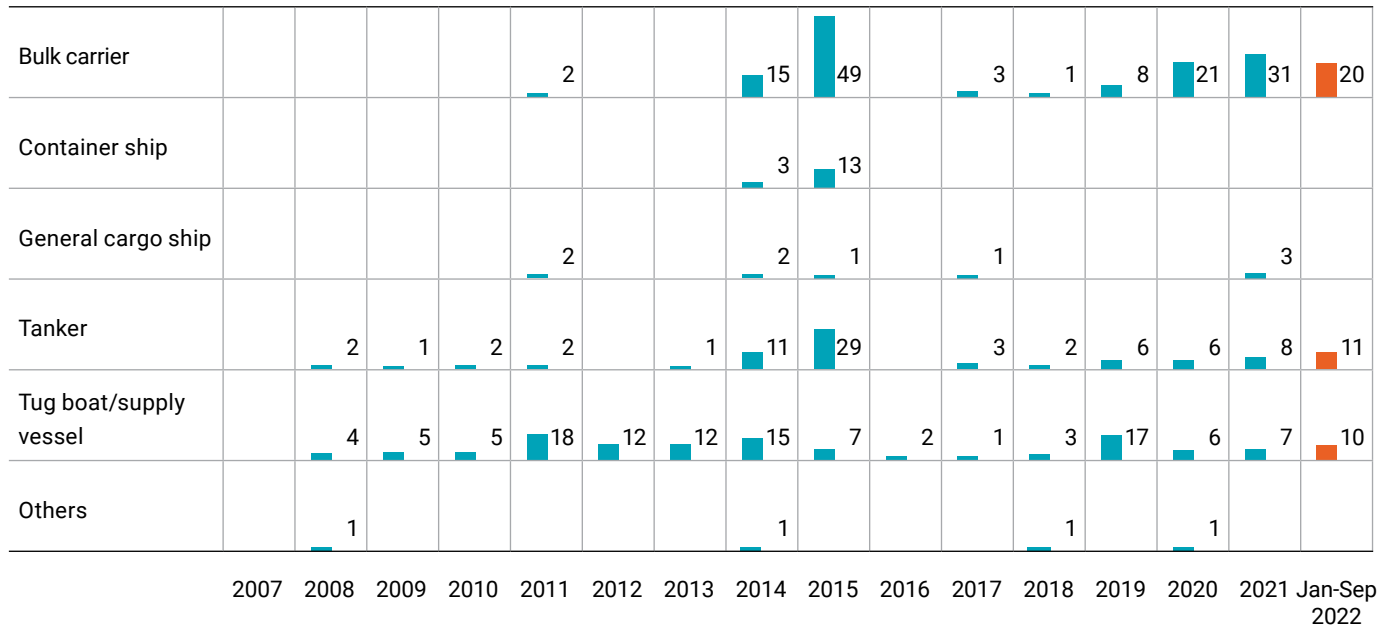


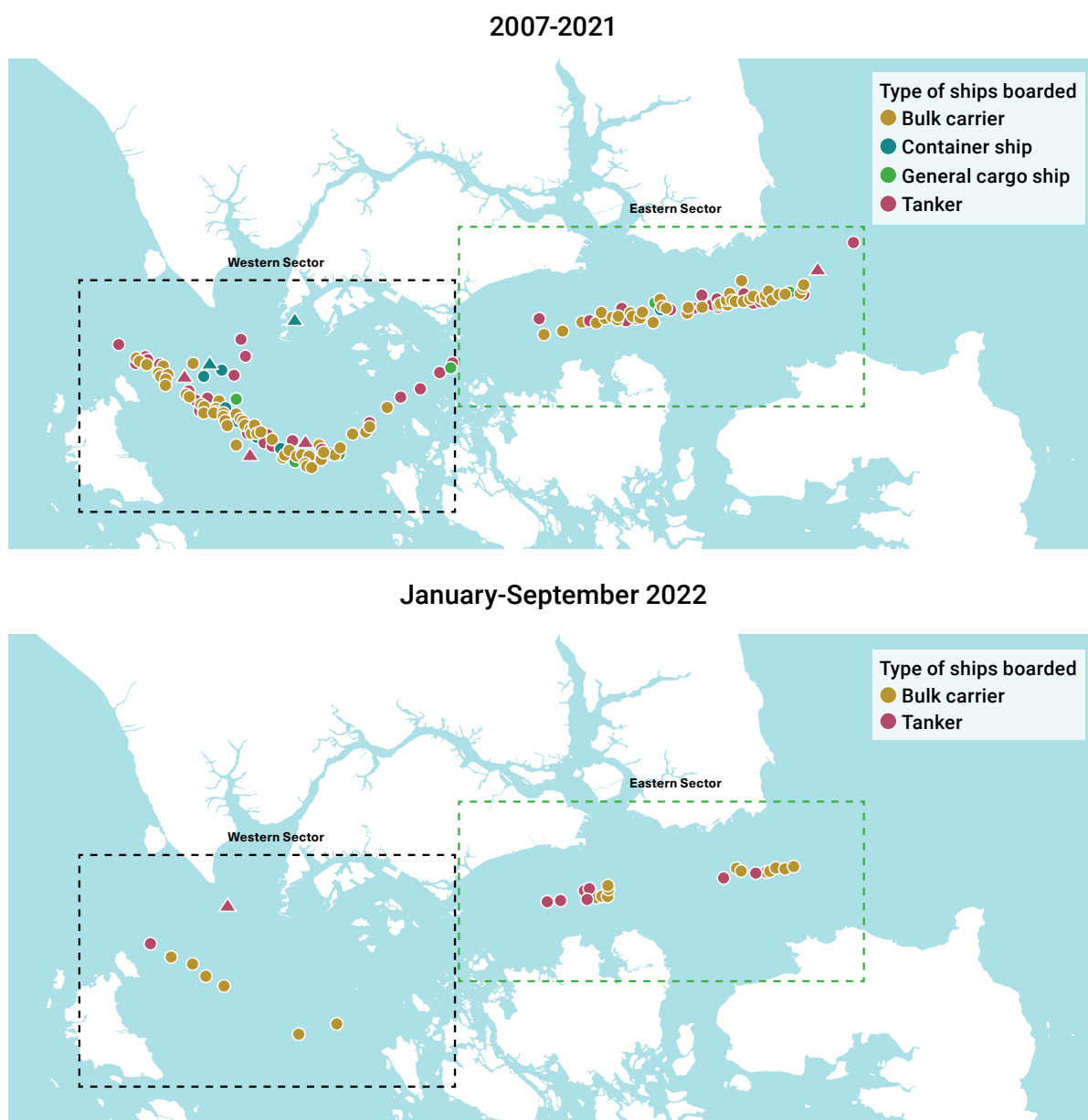
Chart 10 – Type of ships boarded – Singapore Strait (2007-2021 & January-September 2022)

## Correlation between type of ships vis-à-vis location of incidents in the Singapore Strait

### Bigger ships

The majority of the incidents involving bigger ships (bulk carriers, container ships, general cargo ships and tankers) occurred in the western sector (black-dotted box) and in the eastbound lane of the TSS (red outline) as shown in Map 8.

However, there has been a decrease in the number of incidents involving bigger ships in the western sector since 2021. Of the 90 incidents reported in 2021 and January-September 2022, 73 incidents occurred to bigger ships. Of these, 59 incidents occurred in the eastern sector to ships while underway in the eastbound lane of the SS and five incidents in the western sector to ships while underway in the eastbound lane.

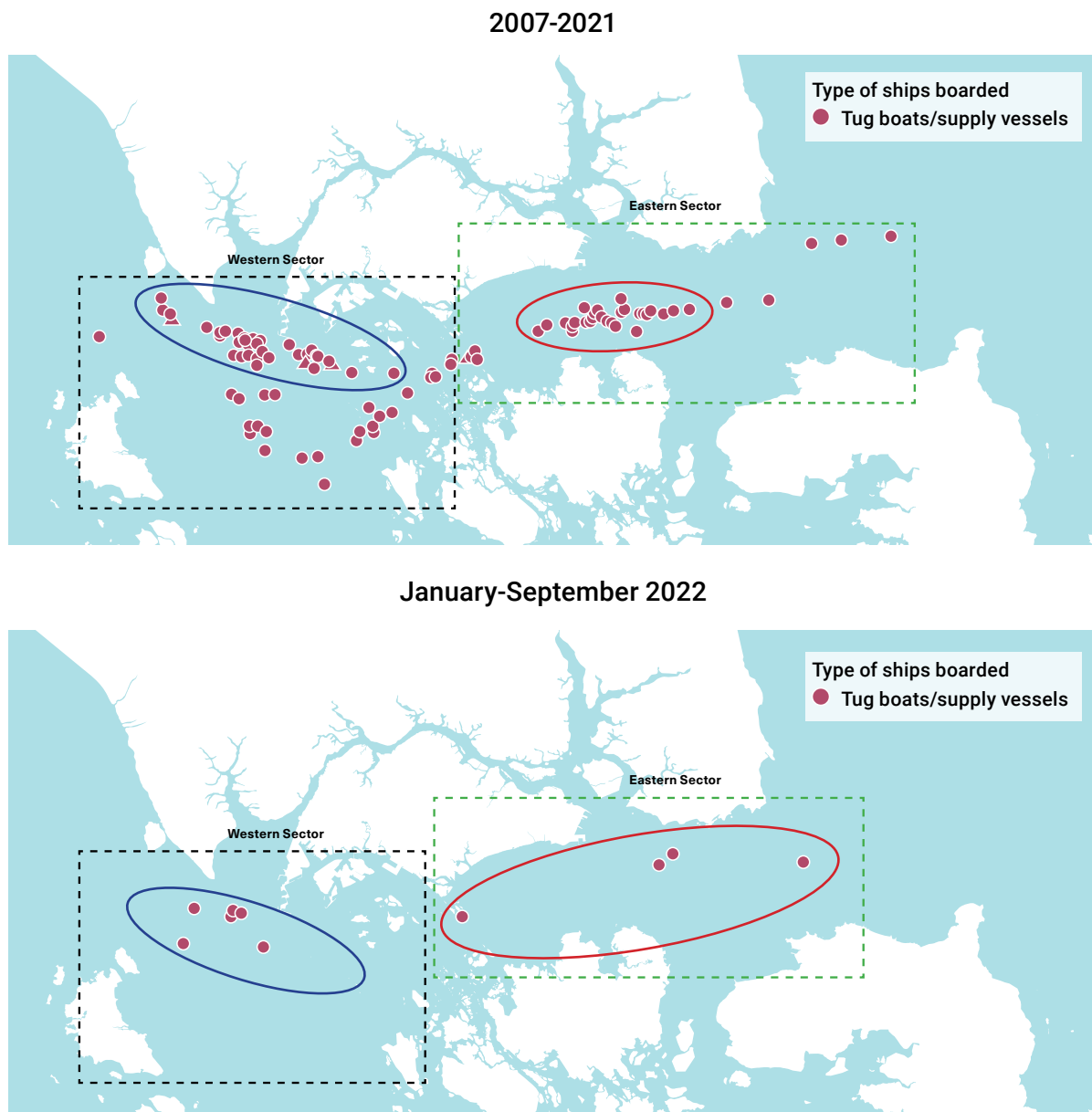


Map 8 – Location of incidents in the Singapore Strait vis-à-vis bigger ships (2007-2021 & January-September 2022)

### Tug boats/supply vessels

Map 9 shows the location of incidents involving tug boats/supply vessels during 2007-2021 and January-September 2022. During 2007-2021, the incidents involving tug boats/supply vessels were mostly reported in the westbound lane of the TSS (blue oval) in the western sector (black-dotted box) as well as in the eastbound lane of the TSS in the eastern sector (green-dotted box), in particular off Pulau Nongsa, Batam Island, (Indonesia) (red oval).

During January-September 2022, six of the 10 incidents involving tug boats/supply vessels occurred in the western sector, and four in the eastern sector.



**Map 9 – Location of incidents in the Singapore Strait vis-à-vis tug boats/supply vessels (2007-2021 & January-September 2022)**

**Time of incidents.** Among the 387 incidents reported during 2007-2021 and January-September 2022, 322 incidents occurred during hours of darkness [between 1800 to 0559 hrs] (83%) and 65 incidents occurred during daylight hours [between 0600 to 1759 hrs] (17%).

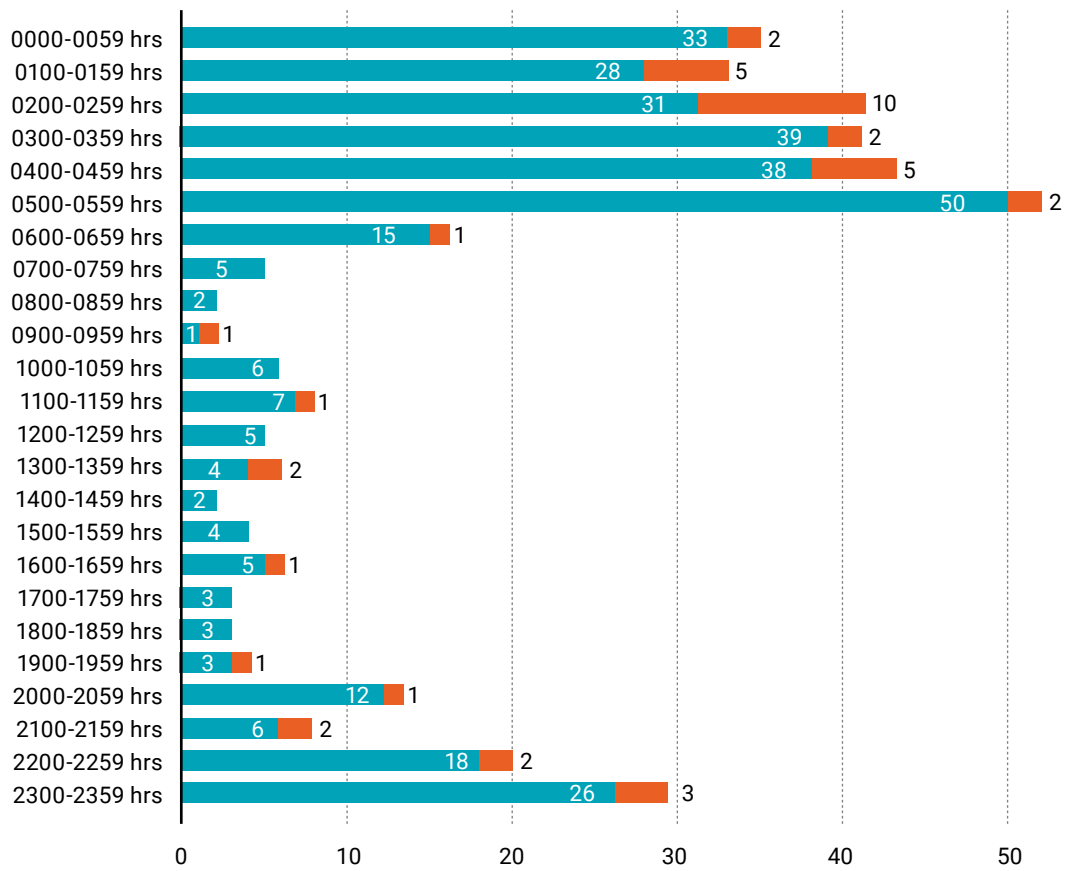


Chart 11 – Time of incidents – Singapore Strait (2007-2021 & January-September 2022)

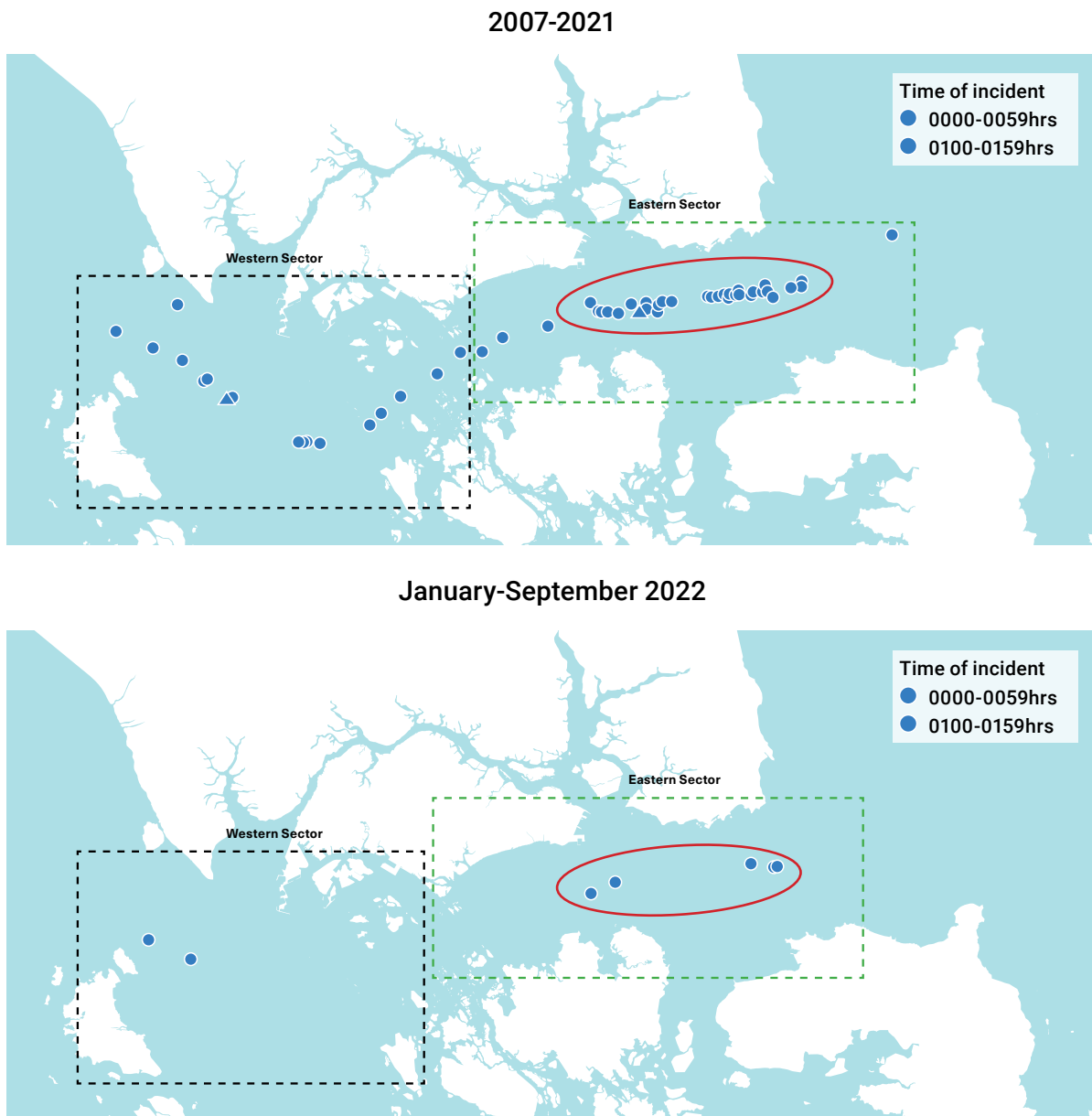
■ 2007-2021 ■ Jan-Sep 2022

## Correlation between time of incidents vis-à-vis location of incidents in the Singapore Strait

### Hours of darkness

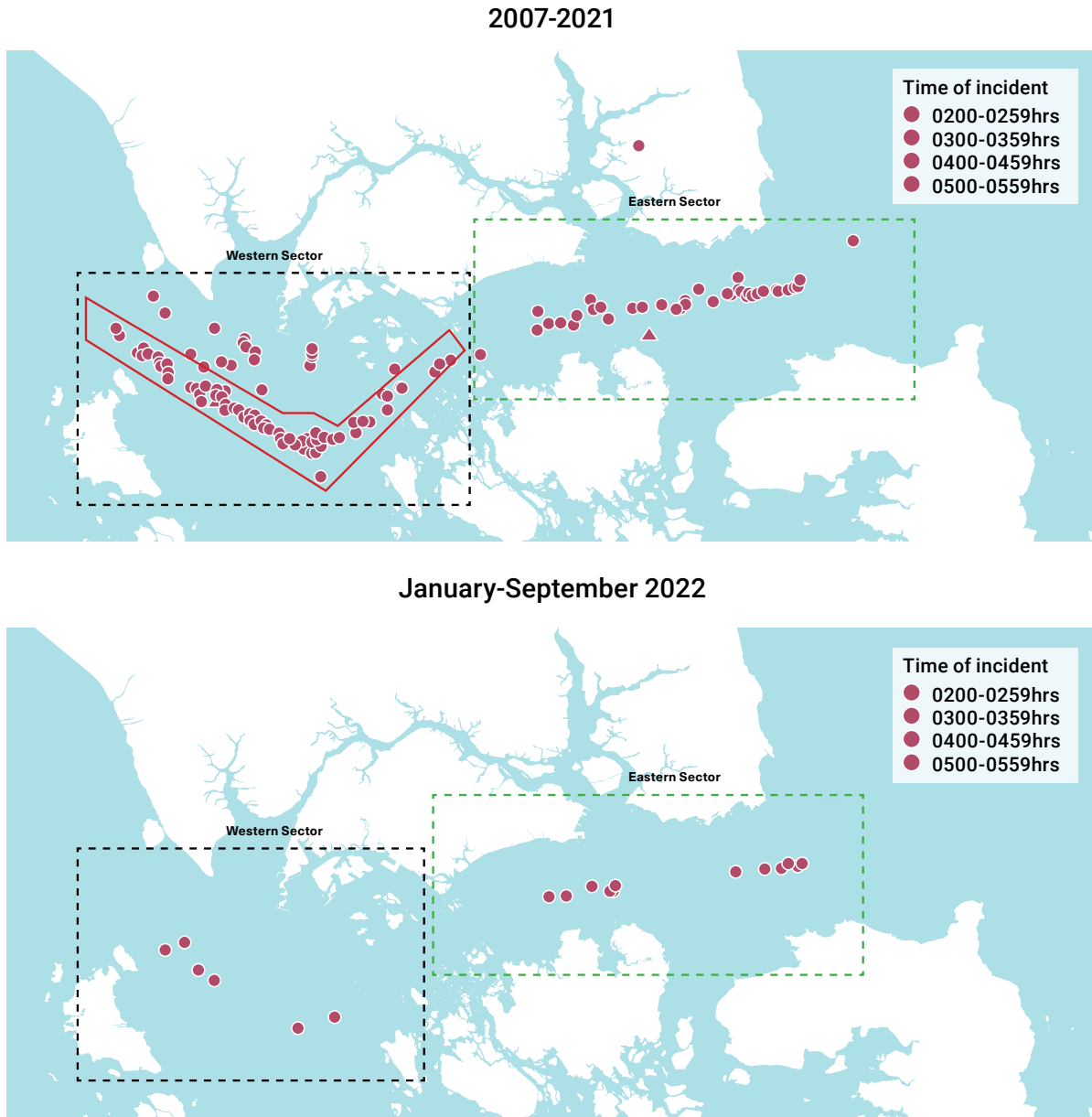
The majority of the 287 incidents that occurred during hours of darkness happened between 0000 to 0559 hrs (76%). During 0000 to 0159 hrs, incidents were reported mostly in the eastern sector (green-dotted box), in particular off Pulau Nongsa, Batam Island (Indonesia) and Tanjung Pergam, Bintan Island (Indonesia) (red oval) as shown in Map 10.

However, during January-September 2022, only seven of the 41 incidents occurred between 0000 to 0559 hrs (17%). The incidents were reported mostly in the eastern sector (green-dotted box), in particular off Pulau Nongsa, Batam Island (Indonesia) and Tanjung Pergam, Bintan Island (Indonesia) (red oval) as shown in Map 10.



Map 10 – Location of incidents in the Singapore Strait vis-à-vis incidents reported during hours of darkness (between 0000 to 0159 hrs) (2007-2021 & January-September 2022)

On the other hand, during 2007-2021, incidents occurring between 0200 to 0559 hrs were reported mostly in the western sector (black-dotted box) and in the eastbound lane of the TSS (red outline) as shown in Map 11. However, during January-September 2022, incidents occurring between 0200 to 0559 hrs were reported mostly in the eastern sector (green-dotted box).



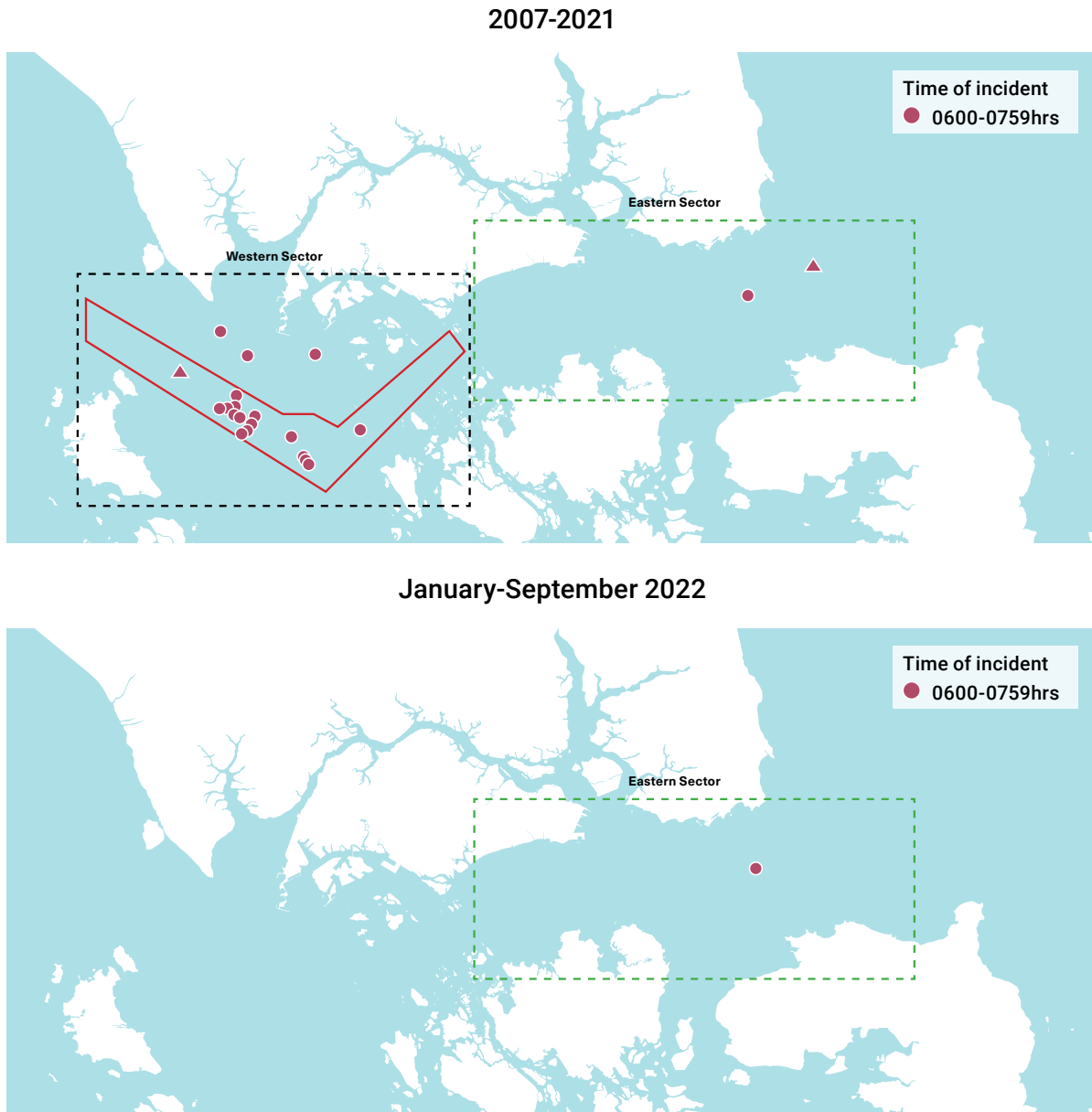
Map 11 – Location of incidents in the Singapore Strait vis-à-vis incidents reported during hours of darkness (between 0200 to 0559 hrs) (2007-2021 & January-September 2022)



### **Daylight hours**

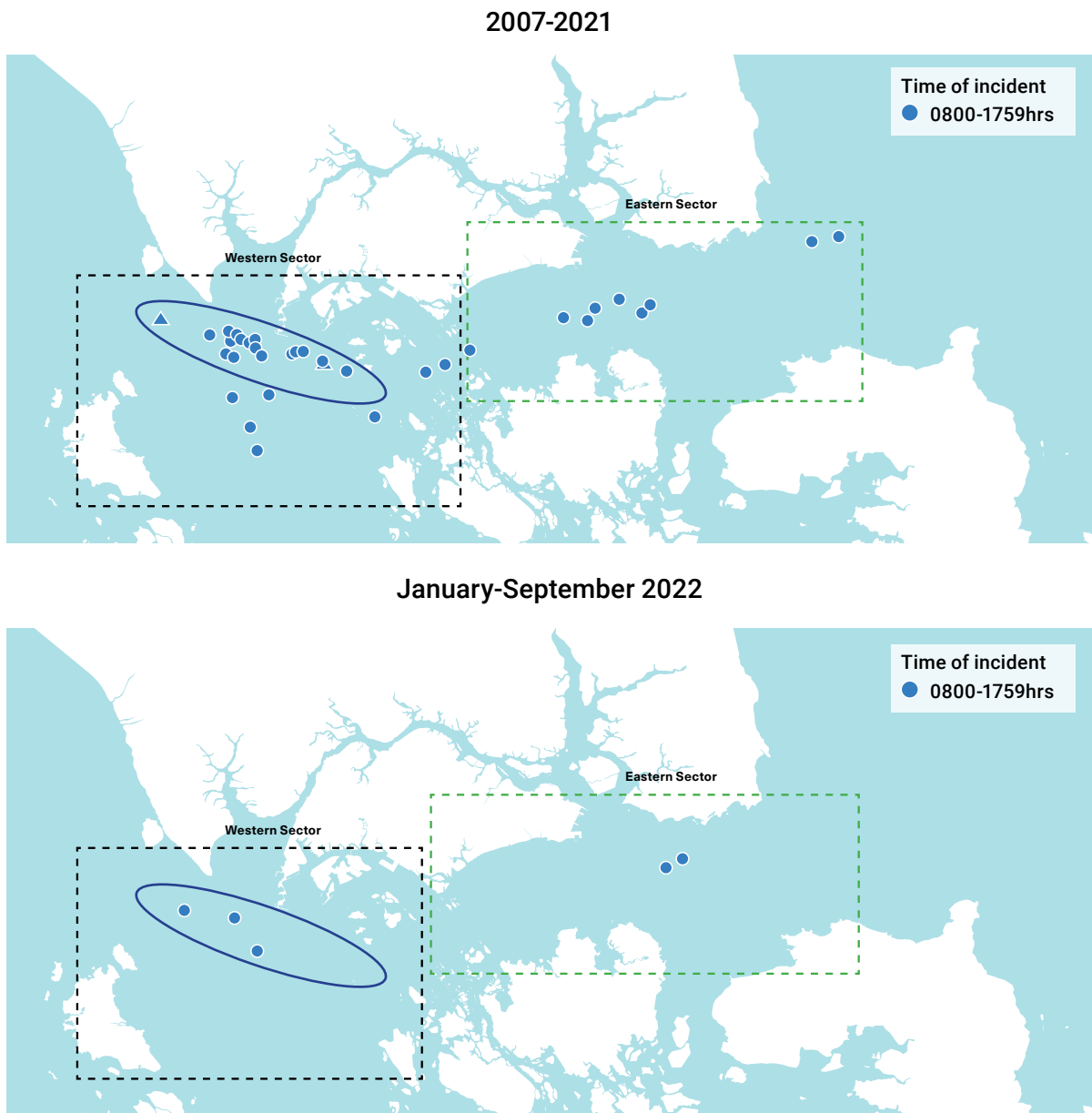
During 2007-2021, of the 59 incidents that occurred during daylight hours, 48 incidents were reported in the western sector of the SS and 11 incidents in the eastern sector as shown in Map 12. It is further observed that incidents occurring between 0600 to 0759 hrs were reported mostly in the western sector (black-dotted box) and in the eastbound lane of the TSS (red outline).

During January-September 2022, the six incidents that occurred during daylight hours did not show any trends on the sector of the SS the incidents occurred.



**Map 12 – Location of incidents in the Singapore Strait vis-à-vis incidents reported during daylight hours (2007-2021 & January-September 2022)**

Furthermore, it is observed that incidents occurring between 0800 to 1759 hrs were reported mostly in the western sector (black-dotted box) and in the westbound lane of the TSS (blue oval) as shown in Map 13.



**Map 13 – Location of incidents in the Singapore Strait vis-à-vis incidents reported during daylight hours (2007-2021 & January-September 2022)**

# 03

**Abduction of Crew -  
Sulu-Celebes Seas and  
Waters off Eastern Sabah**



# Abduction of Crew - Sulu-Celebes Seas and Waters off Eastern Sabah

## Situation Update

### January-September 2022

No abduction of crew from ships in the Sulu-Celebes Seas and waters off Eastern Sabah was reported during January-September 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

On careful consideration of inputs from stakeholders and counterparts with vital involvement in securing the Sulu-Celebes Seas maritime security measure, the Philippine Coast Guard (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.

## Updated ReCAAP ISC Advisory

With the PCG's recommendation to further downgrade the threat of abduction of crew in the Sulu-Celebes Seas, the ReCAAP ISC reviewed its Advisory that was issued on 21 Nov 2016<sup>6</sup>. The Centre issued an updated 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 who are 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.

6 The ReCAAP ISC, reiterates its advisory issued via ReCAAP ISC Incident Alert dated 21 Nov 16 to all ships to re-route from the area, where possible.



Map 14 – 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 above, they can contact the **Philippine Coast Guard Command Centre** at the following contact details:

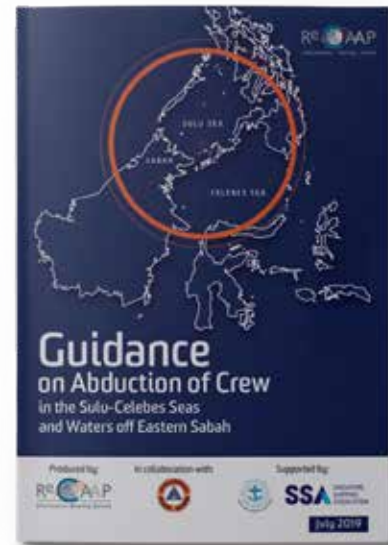
Tel: +632-8-527-8481 (ext: 6136/37)  
+632-998-585-5327 (mobile)  
+632-917-842-8249 (mobile)  
+632-8-527-3877 (fax)  
Email: pcgcommandcenter2022@gmail.com (updated on 10 Oct 22)

## Guidance on Abduction of Crew in Sulu-Celebes Seas and Waters off Eastern Sabah

The ReCAAP ISC recommends the shipping industry to refer to the '*Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah*' produced in July 2019.

The Guidance consists of advisory on the measures to be taken by the ships transiting the area, including contact details and the Notice to Mariners (NOTAM) issued by the Philippines and Malaysia. It also shares the analysis of incidents based on the information collected from past incidents. The Guidance can be found at [www.recaap.org](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.



# 04

**Insights of Incidents in Asia  
- Data Analytics**

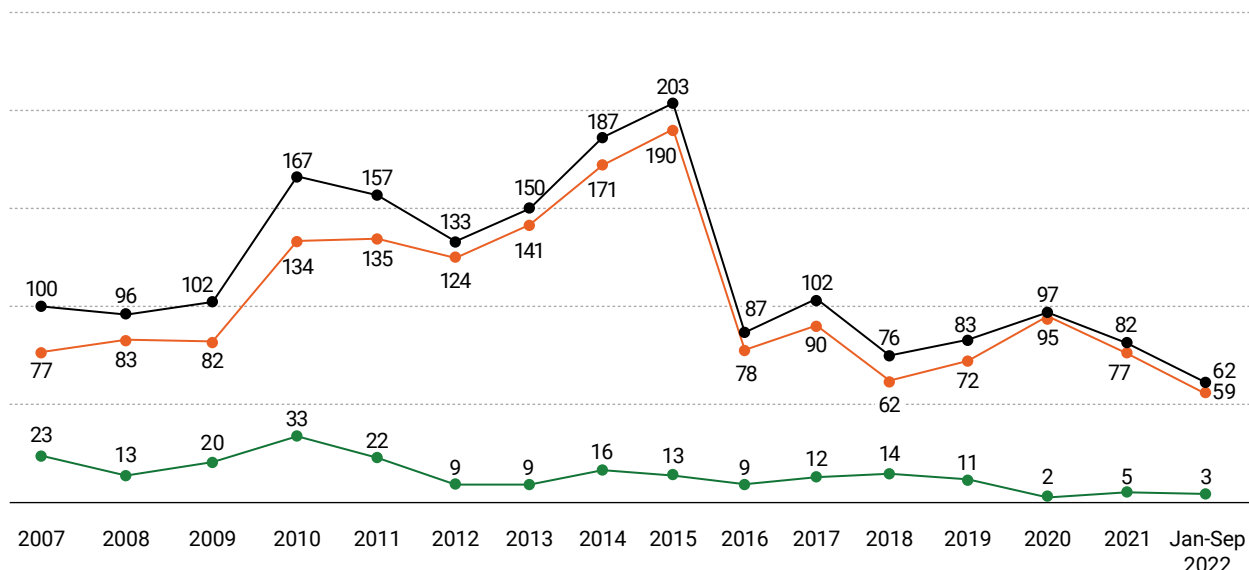


# Insights of Incidents in Asia - Data Analytics

This section provides an insight into the incidents reported in Asia during January-September 2022 compared to the trend of past incidents during the 15-year period of 2007-2021. The analysis focuses on the number of perpetrators, weapons carried, treatment of crew, stolen items, type of ships boarded and time of the incidents.

## Number of Incidents during 2007-2021 and January-September 2022

During 2007-2021, a total of 1,822 incidents (comprising 1,611 actual incidents and 211 attempted incidents) were reported in Asia. During this period, the number of incidents fluctuated over the years, with the highest number of incidents in 2015 (203) and the lowest in 2018 (76).



Graph 3 – Number of incidents during 2007-2021 and January-September 2022

● Total ● Actual ● Attempted

## Summary of Analysis

A total of 62 incidents were reported in Asia during January-September 2022. The incidents reported were consistent with the trend of past incidents during the 15-year period of 2007-2021, in terms of the type of weapons carried by perpetrators, treatment of crew and time of incidents. However, there was a deviation in the number of perpetrators, type of stolen items and ships boarded.

During January-September 2022, more incidents involved 1-3 men and nothing was stolen. Bulk carriers were boarded in more incidents than other types of ships. This is in contrast to the past 15-year trend, where more incidents involved 4-6 men, more incidents reported ship stores were stolen and tankers were boarded in more incidents.



The characteristics of the incidents reported in Asia during January-September 2022 are as follows:

- Number of perpetrators: 1-3 men (52%) and 4-6 men (34%)
- 60% with no information on the types of weapons carried by the perpetrators, 27% armed with knives/machetes, 2% armed with gun and 11% the perpetrators did not carry weapons
- **96%** reported no injury to crew
- 58% reported stolen items: unsecured items (23%), engine spares (18%) and ship stores (14%), losses could not be ascertained (3%)  
**42%** reported nothing was stolen
- Type of ships boarded: bulk carriers (42%), tankers (31%), and tug boats/supply vessels (19%)
- **87%** of incidents occurred during hours of darkness

## Details of Analysis

### Number of Perpetrators

January-September 2022. Of the 62 incidents, 32 incidents involved **1-3 men** (52%), 21 incidents involved 4-6 men (34%), four incidents involved 7-9 men (6%), one incident involved 10 men (2%) and four had no information available (6%). There are more incidents involving 1-3 men compared to the trend of past incidents during the 15-year period of 2007-2021.

2007-2021. Among the 1,822 incidents, 603 incidents involved **4-6 men** (33%), 476 incidents involved 1-3 men (26%), 174 incidents involved 7-9 men (10%), 135 incidents involved more than 9 men (7%), and 434 incidents had no information available (24%).

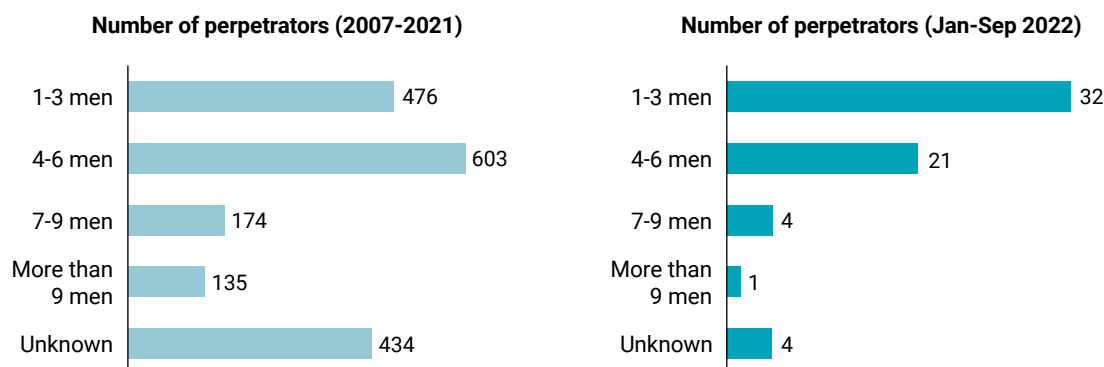


Chart 12 – Number of perpetrators – Asia

### Type of Weapons

January-September 2022. Among the 62 incidents, one incident reported that the perpetrators carried a pistol (2%), 17 incidents reported that the perpetrators carried knives/machetes (27%), seven incidents reported the perpetrators did not carry weapons (11%) and 37 incidents had **no information of weapons carried by the perpetrators** (60%).

2007-2021. Of the 1,822 incidents reported during 2007-2021, 883 incidents had **no information on the weapons carried by the perpetrators** (48%), 591 incidents reported knives/machetes (33%) and 170 reported guns and knives (9%).

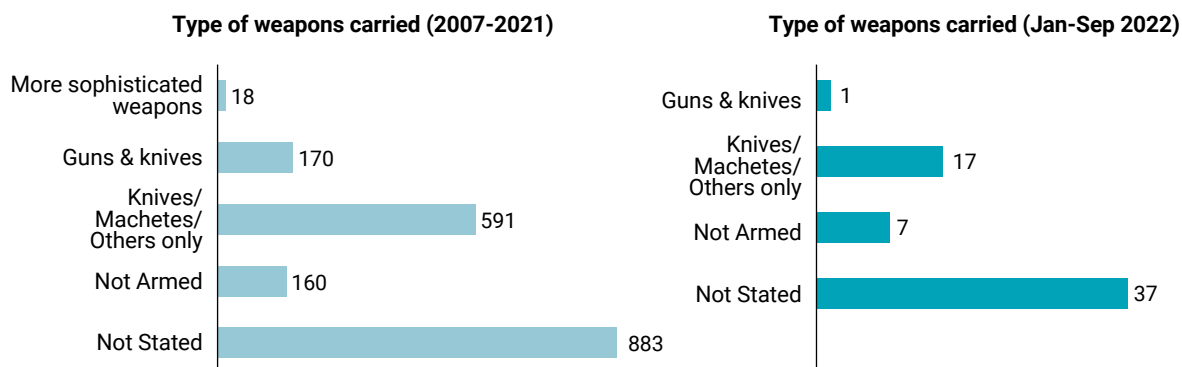


Chart 13 – Type of weapons carried by perpetrators – Asia

### Treatment of Crew

January-September 2022. Of the 62 incidents, 60 incidents reported that the **crew was not injured** (96%). There was one incident that reported the perpetrators assaulted & tied the crew, pushed him to the floor; and one incident where the perpetrators threatened a crew member and demanded him to bring them to the master’s cabin.

2007-2021. Among the 1,822 incidents reported during 2007-2021, 998 incidents reported that the **crew was not injured** (55%) and 433 incidents had no statement of injury (24%), while 180 incidents reported crew being temporarily taken hostage (10%), 79 incidents of crew being threatened (4%), 75 incidents of crew being assaulted (4%) and 26 incidents of crew being kidnapped (1%).

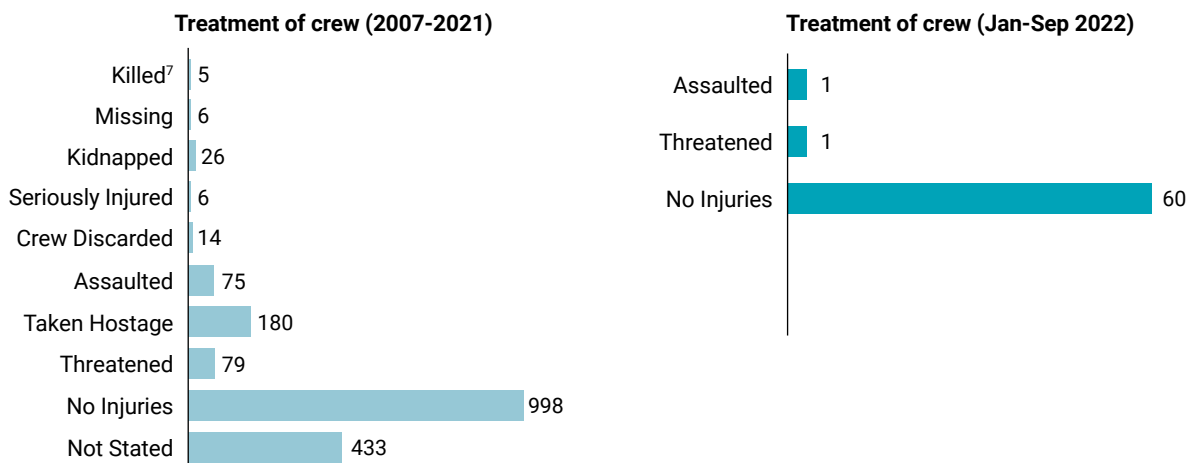


Chart 14 – Treatment of crew – Asia

<sup>7</sup> Regarding the ‘Treatment of Crew for 2007-2021’, the number of incidents of crew “killed” does not include the number of incidents of abducted of crew in the Sulu-Celebes Seas where crew were killed or died. These incidents are counted as the incidents of crew “kidnapped” in order to avoid the double counting of incidents.

### Stolen items

January-September 2022. Of the 62 incidents, nine incidents reported losses of ship stores (14%), 11 incidents reported losses of engine spares (18%), 14 incidents reported losses of unsecured items (23%), two incidents reported the type of losses could not be ascertained (3%), while 26 incidents reported **nothing was lost** (42%).

2007-2021. Among the 1,822 incidents reported during 2007-2021, **losses of ship stores** were reported in 606 incidents (33%), losses of cash/personal belongings in 230 incidents (13%), losses of engine spares in 152 incidents (8%), losses of unsecured items in 89 incidents (5%), while 601 incidents (33%) reported nothing was lost.

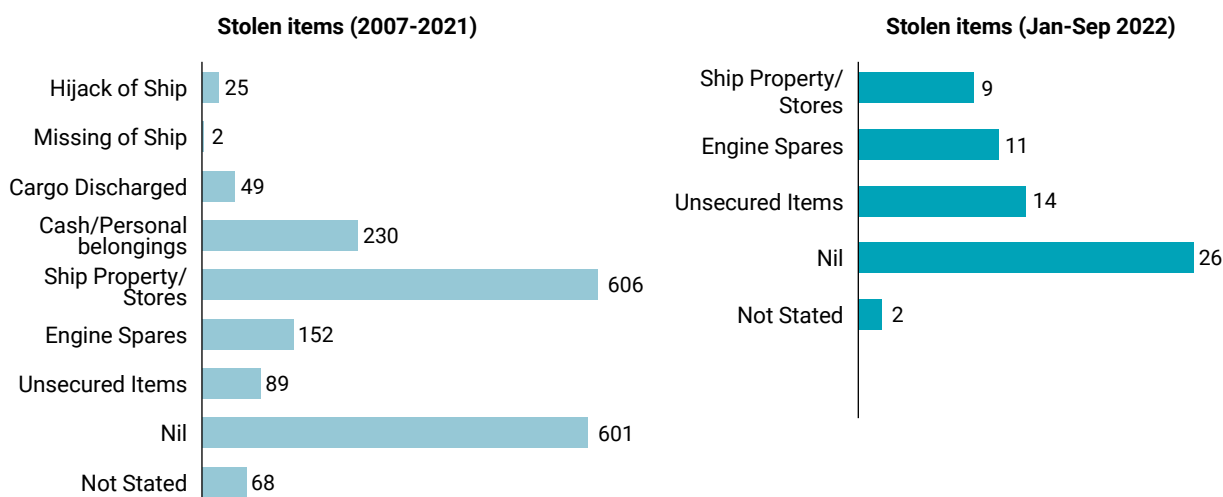


Chart 15 – Stolen items – Asia

### Type of Ships Boarded

January-September 2022. 26 of the 62 incidents (42%) occurred on board **bulk carriers**, 19 incidents (31%) on board tankers, 12 incidents (19%) on board tug boats/supply ships towing barges and semi-submersible rig, two incidents (3%) on board container ships and three incidents (5%) on board other types of ships.

2007-2021. Of the 1,822 incidents reported during 2007-2021, 645 incidents (35%) occurred on board **tankers**, 509 incidents (28%) on board bulk carriers, 262 incidents (14%) on board tug boats/supply vessels (14%), 233 incidents (13%) on board container ships and 109 incidents (6%) on board general cargo ships.

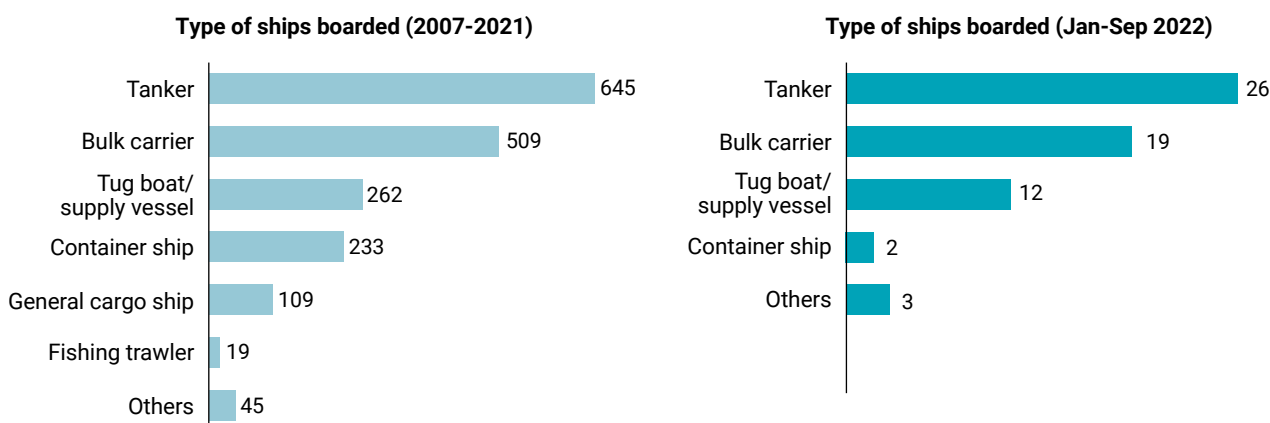


Chart 16 – Type of ships boarded – Asia

### Time of Incidents

January-September 2022. 87% of the incidents occurred during **hours of darkness** and 13% during daylight hours.

2007-2021. Among the 1,822 incidents reported during 2007-2021, 1,482 incidents occurred during **hours of darkness** (81%) and 340 incidents occurred during daylight hours (19%).

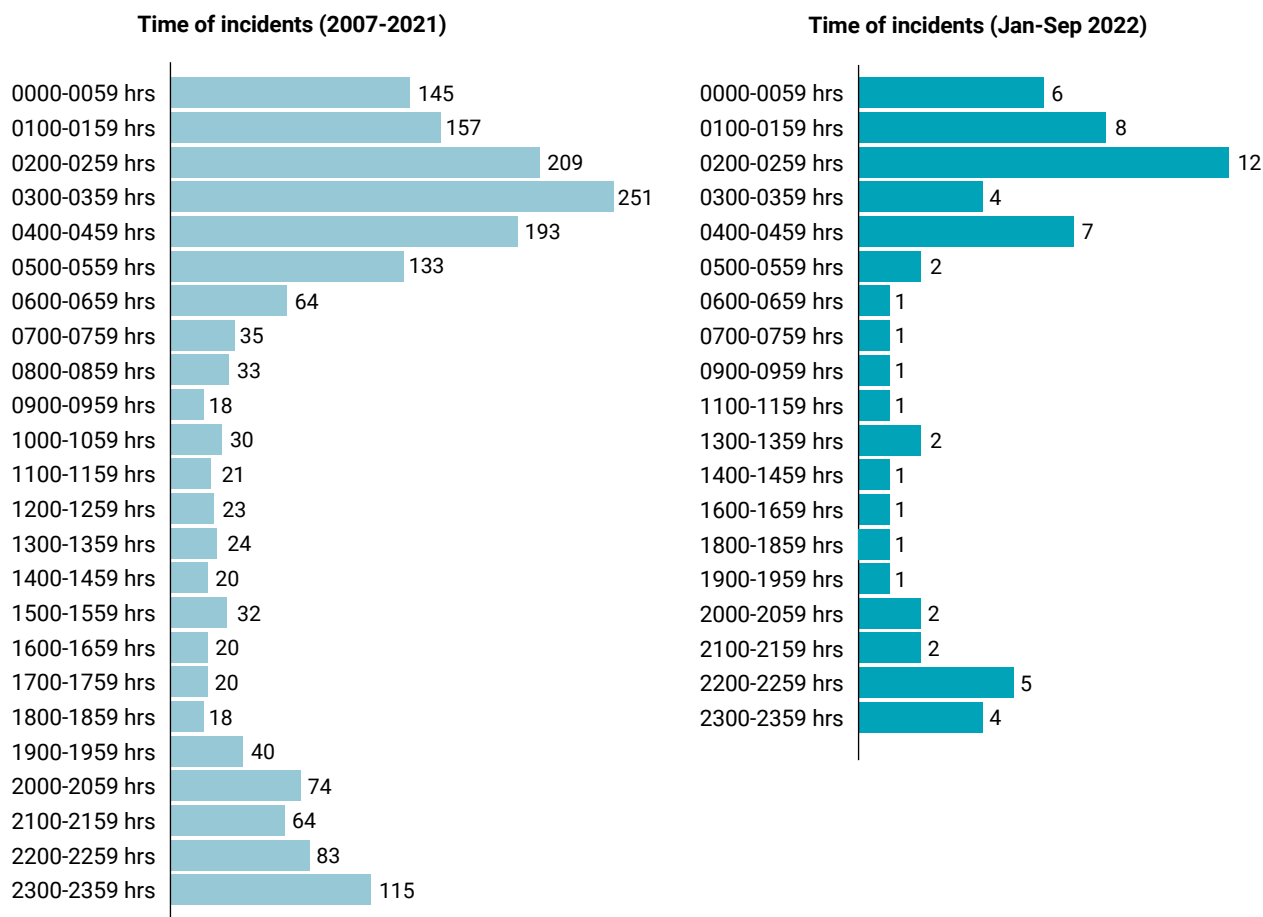


Chart 17 – Time of incidents – Asia



# 05

**ReCAAP ISC's  
Main Activities  
(July-September 2022)**

## ReCAAP ISC's Main Activities (July-September 2022)

### Virtual Capacity Building Executive Programme (27-28 September 2022)

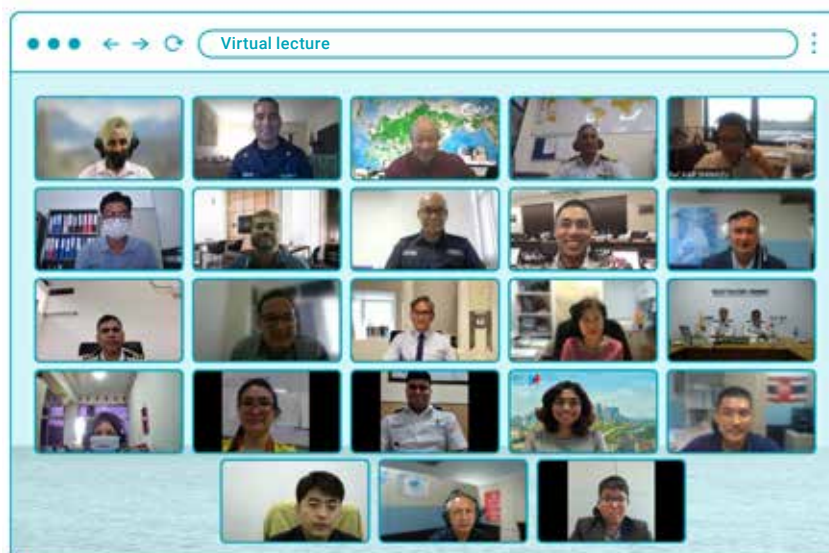
The ReCAAP ISC, organised its annual Capacity Building Executive Programme (CBEP) from 27 to 28 Sep. A total of 51 officers including officers from Malaysian Maritime Enforcement Agency (MMEA) and BAKAMLA, Indonesia attended the workshop. The participants discussed their country's efforts in engagement local stakeholders and international agencies, and the legal framework to address piracy and armed robbery against ships.



Speakers and participants at the CBEP

### Virtual lecture (23 August 2022)

A total of 41 Officers from 16 ReCAAP Contracting Parties as well as Indonesia and Malaysia participated in the lecture. The lecturer, Prof Maximo Q. Mejia Jr., Director of the PhD Program and Associate Academic Dean from the World Maritime University (WMU), shared on the definitions and differences between piracy and sea robbery, maritime zones and the rights and roles of a coastal State.



Participants at the Virtual Lecture



## Dialogue with Shipping Industry (20 July 2022)

The ReCAAP ISC conducted a Dialogue Session with representatives from the shipping industry on 20 Jul. Among the issues discussed were the key highlights of the Half Yearly Report 2022 and concerns regarding the increase of incidents in the Singapore Strait (SS). The participants agreed on the need for the shipping industry to constantly review the Risk Assessment Plan, implement the Ship Security Plan, and request for littoral States to step-up enforcement to arrest and prosecute the perpetrators. A total of 16 personnel attended the Dialogue Session.



Participants at Dialogue Session

## Virtual 22<sup>nd</sup> APHoMSA Meeting (26-28 July 2022)

The 22<sup>nd</sup> session of the Asia-Pacific Heads of Maritime Safety Agencies (APHoMSA) meeting was held virtually from 26 to 28 Jul, and chaired by Cook Islands. The ReCAAP ISC participated in the meeting and updated on incidents of piracy and armed robbery against ships in Asia in 2021.

## Senior Commanders' Dialogue at the 10<sup>th</sup> Regional MARSEC Practitioners' Programme (9 September 2022)

Mr. Krishnaswamy Natarajan, Executive Director of ReCAAP ISC (ED-ISC) spoke at the Senior Commander's Dialogue of the 10<sup>th</sup> Regional MARSEC Practitioner Programme (RMPP) conducted by the Information Fusion Centre (IFC) on 9 Sep. ED-ISC presented on the topic - "Ever-Evolving Maritime Threats" sharing his experiences in handling maritime security threats in his years of service in the Indian Coast Guard. The other two panellists at the dialogue were the Deputy Commander, Pacific Area, US CG, RADM Matthew W. Sibley; and the Deputy Commander Australia Maritime Border Command, Ms Claire Rees. The panellists shared their views and thoughts on MARSEC agencies and the future of MARSEC environment.



Speakers and participants at the Senior Commanders' Dialogue



## Ongoing engagements with key stakeholders

In the spirit of continued close collaboration with key stakeholders, the team at ReCAAP ISC led by ED-ISC held several meetings with various key parties to discuss ways to combat piracy and armed robbery against ships in Asia, and to ensure the safe traverse of seafarers.

The following engagements took place during July to September 2022:



1 July

Visit by Superintendent General Park Jae Hwa, Director General for International Affairs and Intelligence, Korea Coast Guard



4 July

Visit by Captain Kuniaki Takahashi, Commanding Officer, JCG Training Vessel "KOJIMA"



6 July

Call on the Ambassador of Japan to Singapore, His Excellency Jun Yamazaki



14 July

ED-ISC (left in foreground) visited the MPA's Port Operations Control Centre that oversees vessel movements and keeps the Port of Singapore safe and efficient



26 July

Meeting with Ms. Karen Davis, Managing Director of OCIMF



28 July

Call on the Ambassador of Cambodia to Singapore, His Excellency Sok Khoen



29 July

Call on the Ambassador of Thailand to Singapore, His Excellency Chutintorn Gongsakdi



12 August

The Ambassador of Germany to Singapore, His Excellency Dr. Nobert Riedel, signing the Guest Book during his visit to ReCAAP ISC



16 August

Visit by VADM Pairote Fuangchan, DG, Naval Intelligence Dept of Royal Thai Navy



16 August

ED-ISC signing the Guest Book at a Reception hosted on board the Indian Naval Ship, Saryu docked at Changi Naval Base



30 August

Visit by Mr Cheong Tae-Seong, Director General, Ministry of Oceans & Fisheries and Governor from Republic of Korea.



8 September

Visit by RADM Matthew Sibley, Deputy Commander, Pacific Area, USCG and Governor from USA



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## Conclusion

Incidents of armed robbery against ships during January-September 2022 has increased compared to the same period in 2021. Of particular concern was the increase of incidents in the Singapore Strait (SS). While the threat of abduction of crew by the Abu Sayyaf Group (ASG) in the Sulu-Celebes Seas has been downgraded, the presence of the remnants of the Group is still of concern.

The ReCAAP ISC, urges all law enforcement agencies in Asia to continue to enhance surveillance, increase patrols and swiftly respond to reported incidents to make arrests and prosecute the perpetrators.

Ships transiting through the areas of concerns are strongly advised to exercise vigilance, keep on high alert, maintain all round lookout and report all incidents to the nearest coastal State and flag State. To facilitate quick reference to the details of the contacts, it is recommended that ships maintain a copy of the poster "*Piracy & Armed Robbery against Ships in Asia – Contact Details*" on the bridge or another location on board the ship for quick reference. The poster is available in electronic copy version on ReCAAP ISC website [[www.recaap.org](http://www.recaap.org)], or ships can obtain a hardcopy from ReCAAP ISC.

Ships are also advised to implement preventive measures recommended in the "*Regional Guide 2 to Counter Piracy and Armed Robbery against Ships in Asia*". Collective efforts and shared responsibility of all stakeholders are indispensable in combating piracy and sea robbery to ensure the safety of seafarers, safe navigation of ships and secured seas for all in the region.

The ReCAAP ISC, is **focussing to enhance Regional Cooperation**, work with all stakeholders to bring in the much-desired result to deal with 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 to determine their overall significance.

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.

# Description of Incidents (January-September 2022)

## Actual Incidents of Piracy and Armed Robbery against Ships in Asia

● CAT 3 ● CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<b>Mid Eagle</b> Tanker Cayman Islands 11729 9330795	03/01/22 2245 hrs	22° 46.78' N, 70° 3.79' E  Outer Tuna Buoy (OTB) Anchorage, Kandla, India	<p>While at anchor, the master reported that the duty personnel sighted three unidentified persons on board the ship. The master raised the ship's alarm and made announcement. The perpetrators escaped immediately. A boat was also sighted on portside of the ship.</p> <p>A thorough search was conducted on board the ship by the crew. A total of <b>40 ship properties/stores</b> were found missing from the main deck.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>
2	<b>Kien San 1</b> Tug boat Malaysia 192 9218600  <b>Kien San 8</b> Barge	06/01/22 1138 hrs	1° 12.8' N, 103° 33.47' E  Approximately 2.9 nm southwest off Tuas Western Coast (Singapore), in the westbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait (SS)  (SOMS)	<p>While underway, one unauthorised person was sighted on board the barge that was being towed by the tug boat. One small craft was also sighted alongside the barge. The perpetrator left the barge about 12 minutes later, and escaped in a sampan.</p> <p>The master reported the incident to Singapore Vessel Traffic Information System (VTIS). <b>Some scrap metals</b> were stolen from the barge. <b>The crew was safe and accounted for.</b> No assistance was required. The tug boat and barge were bound for Penang, Malaysia.</p> <p>A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were notified.</p> <p><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
3	<b>Blue Sea</b> Tanker Liberia 55863 9413028	08/01/22 0242 hrs	1° 16.55' N, 104° 16.54' E  Approximately 6.4 nm northwest of Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, the duty oiler sighted four unauthorised persons in the engine room. <b>One of them was armed with a long knife.</b> The perpetrators escaped upon being sighted. The ship's alarm was raised. The crew conducted search on board with no further sighting of the perpetrators.</p> <p>The master reported the incident to Singapore VTIS. <b>Nothing was stolen. The crew are safe.</b> The master confirmed that no assistance required. The ship departed Pengerang, West Johor, Malaysia and is bound for Kanokawa, Japan.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident were shared with Malaysian and Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
4	<b>Bow Santos</b> Chemical tanker Norway 12005 9303651	08/01/22 0540 hrs	1° 16.18' N, 104° 13.96' E  Approximately 8 nm northwest of Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, <b>four unauthorised persons armed with knives</b> were sighted in the engine room. The master raised the alarm and the crew mustered at the bridge.</p> <p>The master reported the incident to Singapore VTIS. At about 0644 hrs, the master updated Singapore VTIS that a search on board the ship was completed with no further sighting of the perpetrators. <b>The crew was safe and accounted for with no report of injuries.</b> However, the <b>loss of property cannot be ascertained.</b> The master informed VTIS East that no assistance was required and resumed her voyage.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident were shared with Malaysian and Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
5	<p><b>Rose</b> Tug boat India 134 9220512</p> <p><b>Vimla-1</b> Jack-up barge India 107</p>	19/01/22 2010 hrs	<p>21° 21.1' N, 72° 18.43' E</p> <p>Approximately 7.5 nm east off Alang, India</p>	<p>While underway, the master of the tug boat reported that about three or four perpetrators had boarded the unmanned barge towed by the tug boat. The perpetrators subsequently fled in a boat. An Indian Coast Guard ship C-419 in the area was diverted to investigate the incident. A team from the ship boarded the barge and conducted an extensive search of all compartments, including living spaces. During the search, it was discovered that the lock of the living space was broken and belongings were scattered. There were no further sightings of the suspected fishing boat or the perpetrators. <b><u>The crew was not harmed, and the items lost were not known.</u></b></p> <p>The master of the tug boat reported the incident to VTS Khambhat who subsequently shared the information of the incident with Indian Coast Guard Station (ICGS) Pipavav/ MRCC Mumbai. ICGS Pipavav reported the incident to the respective law enforcement agencies for investigation. In addition, VTS Khambhat was advised to alert the merchant traffic in area to enhance vigilance and adhere to the standard norms of security and SOPs especially during night time and hours of darkness.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>



S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
6	<p><b>Hai Duong 29</b> Offshore supply ship Vietnam 3487 9591911</p> <p><b>Hakuryu 5</b> Oil rig</p>	30/01/22 0428 hrs	<p>1° 10.41' N, 103° 28.7' E</p> <p>Approximately 4.6 nm northeast of Karimun Kecil Island (Indonesia), in the Precautionary Area of the TSS in the SS  (SOMS)</p>	<p>While underway, two unauthorised persons were sighted on the ship's port side midship from the ship's CCTV camera. The incident took place while the supply ship was towing an oil rig <i>Hakuryu 5</i>. The ship's alarm was raised and crew mustered. A search on board was conducted. At 0446 hrs, the master updated Singapore VTIS that the search on board was completed with no further sighting of the perpetrators.</p> <p>The master reported that <b><u>nothing was stolen. The crew was safe and accounted for.</u></b> The master did not require any assistance and continued the voyage to Singapore.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
7	<p><b>FPMC C Jade</b> Tanker Liberia 159869 9407316</p>	08/02/22 0114 hrs	<p>1° 14.3' N, 104° 2.3' E</p> <p>Approximately 3.1 nm northwest of Pulau Nongsa, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)</p>	<p>While underway, the crew sighted four unauthorised persons in the engine room. Ship's alarm was raised and crew mustered at the bridge. The perpetrators were seen making escape in a small craft. The crew conducted search on board with no further sighting of the perpetrators onboard. The master declared <b><u>nothing was stolen. The crew was safe with no injury.</u></b></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><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	<b>Avalon</b> Chemical tanker Germany 16683 9327097	08/02/22 0114 hrs	1° 17' S, 116° 47' E  Balikpapan Anchorage, Indonesia	While at anchor, two perpetrators climbed on board from port anchor side via forecastle. They broke the padlock to the skylight of bosun store and stole <b>two mooring ropes and two coils of stopper ropes</b> . The alarm was raised and the crew mustered. Upon hearing the alarm and seeing the crew, the perpetrators jumped overboard and escaped with two other perpetrators in their boat. <b>The crew was not injured</b> .  [ReCAAP Focal Point (Germany)]
9	<b>Theodor Oldendorff</b> Bulk carrier Portugal 40097 9291406	12/02/22 0330 hrs	1° 17' N, 104° 18.4' E  Approximately 6 nm northwest of Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	While underway, the crew sighted two unauthorised persons in the engine room. Ship's alarm was raised and crew mustered. The perpetrators escaped when the alarm was raised. A search on board the ship was carried out with no further sighting of the perpetrators on board. The master declared <b>some engine spare parts</b> were stolen. <b>The crew was safe with no injury</b> . The ship departed Singapore and is bound for Qingdao, China.  A safety navigational broadcast was initiated. The RSN and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian and Malaysian authorities.  [ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Germany)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
10	<b>Navios Bonheur</b> Bulk carrier Panama 92715 9481348	16/02/22 2158 hrs	1° 14.47' N, 104° 3.2' E  Approximately 3.6 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, the crew sighted two unauthorised persons escaping from the starboard quarter stern deck of the ship. The master reported the incident to Singapore VTIS.</p> <p>A search on board the ship was carried out with no further sighting of the perpetrators. The master declared that <b>nothing was stolen. The crew was safe and accounted for.</b> The master declared that no assistance was required and continued with the voyage. The ship is bound for Kwangyang, Republic of Korea.</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><b>[ReCAAP Focal Point (Singapore)]</b></p>
11	<b>Golden Leaf</b> Bulk carrier Panama 17150 9258325	17/02/22 0208 hrs	1° 15.19' N, 104° 4.16' E  Approximately 3.7 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, the crew sighted two unauthorised persons on the starboard side main deck of the ship. The master reported the incident to Singapore VTIS.</p> <p>A search on board the ship was carried out with no further sighting of the perpetrators. The master declared that <b>nothing was stolen. The crew was safe and accounted for.</b> The master declared that no assistance was required and continued with the voyage. The ship departed Singapore and is bound for Sarawak, Malaysia.</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><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
12	<b>Delta Eurydice</b> Tanker Liberia 81293 9700706	18/02/22 2050 hrs	1° 15.03' N, 104° 2.01' E  Approximately 4.8 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, two unauthorised persons were sighted in the engine room. The ship's alarm was raised and crew mustered. Upon realising that the crew had been alerted, the perpetrators escaped in a small boat. The master reported the incident to Singapore VTIS.</p> <p>A search on board the ship was carried out with no further sighting of the perpetrators. The master declared that <b><u>nothing was stolen. The crew was safe and accounted for.</u></b> The master declared that no assistance was required and continued with the voyage. The ship is bound for Sriracha, Thailand.</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><b>[ReCAAP Focal Point (Singapore)]</b></p>
13	<b>BW Cheetah</b> Petroleum/chemical tanker Liberia 29737 9635834	25/02/22 0240 hrs	1° 15.24' N, 104° 2.43' E  Approximately 4.4 nm northwest of Nongsa Point, Batam Island (Indonesia), in the precautionary area of the TSS in the SS  (SOMS)	<p>While underway, the ship's 3<sup>rd</sup> engineer and oiler spotted two perpetrators in the engine room making their exit via the engine room skylight. The engineer reported the incident to the bridge. A search on board the ship was conducted with no further sighting of the perpetrators.</p> <p>During the search, the <b><u>compressor for charging the self-contained breathing apparatus (SCBA) and the hose for charging the lifeboat compressed air bottles</u></b> were found missing. <b><u>The 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
14	<b>Royal Jade</b> Bulk carrier Panama 35832 9801304	26/02/22 0238 hrs	1° 3.77' N, 103° 41.1' E  Approximately 2.1 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, five perpetrators were sighted at the starboard quarter stern deck. The alarm was raised, and the perpetrators escaped in a small boat. <b>One set of welding equipment</b> was reported stolen.</p> <p>The crew was mustered and a search on board the ship was conducted. <b>The crew was safe.</b> The master reported the incident to Singapore VTIS and confirmed that no assistance is required.</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>The Singapore Police Coast Guard officers boarded the ship for investigation upon her arrival in Singapore.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
15	<b>African Merlin</b> Bulk carrier Bahamas 21521 9701267	28/02/22 0200 hrs	1° 2.82' N, 103° 38.11' E  Approximately 4.6 nm west of Pulau Cula (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, <b>three perpetrators armed with knives</b> were sighted roaming on the main deck. The ship alarm was raised and crew mustered. A search on board the ship was conducted and <b>some engine spares</b> were reported stolen. The perpetrators escaped. <b>The crew was safe.</b> The master reported the incident to Singapore VTIS.</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>The Singapore Police Coast Guard officers boarded the ship for investigation upon her arrival in Singapore.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
16	<b>Flecha</b> Bulk carrier Malta 37661 9284570	02/03/22 0210 hrs	1° 14.58' N, 104° 4.1' E  Approximately 3.2 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, <b>three unauthorised persons armed with axe and rods</b> were sighted at the emergency generator room. The ship's alarm was raised and crew mustered. The perpetrators escaped upon being sighted. The master reported the incident to Singapore VTIS.</p> <p>A search on board the ship was carried out. The master declared that <b>nothing was stolen. The crew was safe with no injury.</b> The master declared that no assistance was required and continued with the voyage. The ship departed Singapore and is bound for Qingdao, China.</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><b>[ReCAAP Focal Point (Singapore)]</b></p>
17	<b>Penta</b> Bulk carrier Panama 40043 9460605	02/03/22 0230 hrs	1° 14.65' N 104° 3.76' E  Approximately 3.4 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, <b>four unauthorised persons armed with knives</b> were sighted in the engine room. The ship's alarm was raised and crew mustered. The master reported the incident to Singapore VTIS.</p> <p>The master deviated the ship back to Singapore. The Singapore Police Coast Guard officers boarded the ship for investigation and search on board upon her arrival in Singapore.</p> <p>The Singapore Police Coast Guard updated that the search on board was concluded with no sighting of the perpetrators. <b>Nothing was stolen. The crew was safe with no injury.</b> The ship departed Singapore and is bound for Xinsha, China.</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><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
18	<b>Daisy 2</b> Tanker Panama 41589 9255933	02/03/22 0535 hrs	1° 14.2' N 104° 0.17' E  Approximately 6.2 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, the Singapore Police Coast Guard informed Singapore VTIS of a small boat in the vicinity of the ship. Upon verification with the ship, the master reported six unauthorised persons were sighted in the engine room, and <b><u>one of them was armed with a lookalike gun.</u></b> The ship's alarm was raised and crew mustered.</p> <p>A search on board the ship was carried out. The master requested the RSN's MSTF to shadow the ship while the crew conducted the search on board. The master declared that <b><u>nothing was stolen. The crew was safe with no injury.</u></b> The master declared that no assistance was required. The ship is bound for South China Sea awaiting voyage orders.</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><b>[ReCAAP Focal Point (Singapore)]</b></p>
19	<b>Maha Jacqueline</b> Bulk carrier India 38667 9185073	04/03/22 0025 hrs	1° 15.36' N 104° 4.05' E  Approximately 3.8 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, five unauthorised persons were sighted at the starboard quarter stern deck. The perpetrators escaped upon being sighted. The ship's alarm was raised and ship's deck lights were switched on. The master reported the incident to Singapore VTIS.</p> <p>A search on board the ship was carried out with no further sighting of the perpetrators onboard. <b><u>Nothing was stolen. The crew was safe with no injury.</u></b> The master declared that no assistance was required and continued with the voyage. The ship departed Singapore and is bound for Caofeidian, China.</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><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
20	<b>Wawasan Topaz</b> Chemical/oil product tanker Panama 11749 9565601	15/03/22 2225 hrs	22° 14.3' N, 91° 49.6' E  Chittagong urea fertilizer jetty, Bangladesh	<p>While at berth, six perpetrators boarded the ship from a small wooden boat. The general alarm was raised and crew mustered. The perpetrators escaped with <b>ship stores</b>. <b>The crew was not injured</b>.</p> <p>Within 20 minutes, the Bangladesh Coast Guard boarded the ship and investigated the incident. The Bangladesh Coast Guard duty patrol recovered the stolen items and handed them over to the ship master.</p> <p><b>[ReCAAP Focal Point (Bangladesh)]</b></p>
21	<b>Lampard</b> Bulk carrier Singapore 36449 9723980	24/03/22 0420 hrs	3° 54.8' N, 98° 46.2' E  Belawan Anchorage, Indonesia	<p>While making their rounds, the duty able-bodied (AB) seaman and ordinary seaman (OS) sighted <b>three perpetrators holding long knives and a steel bar</b> at the forecastle. The incident was reported to the bridge. The duty officer raised the ship's alarm and made an announcement through the PA system.</p> <p>The crew was mustered at the bridge, and the duty AB and OS were advised to retreat to the accommodation block. The perpetrators continued to take items from the forecastle stores while the crew reported incident to the coastal state.</p> <p>After the perpetrators left the ship, the crew conducted an extensive search on board the ship with no further sighting of the perpetrators. <b>Ship stores</b> were stolen. <b>The crew was not injured</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
22	<b>Pacific West</b> Bulk carrier Marshall Islands 92221 9604029	31/03/22 0600 hrs	1° 16.9' N 104° 15' E  Approximately 4 nm southeast of Tanjung Bulat, East Johor (Malaysia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, <b>six to seven perpetrators armed with knives</b> boarded the bulk carrier. The <b>perpetrators tied the duty motorman</b> in the engine room, <b>pushed him to the floor and threatened him</b>.</p> <p>Subsequently, the crew managed to freed himself and reported the incident to the Chief Engineer. The ship's alarm was raised and crew mustered. A search onboard was conducted and no perpetrators were sighted onboard. The master reported to Company Security Officer that <b>some auxiliary engine and main engine spare parts</b> were stolen. <b>The crew was safe and accounted for.</b> The master did not require any assistance. The ship had departed Singapore and is bound for Rizhao, China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
23	<b>Procyon Leader</b> RORO car carrier Japan 53645 9207754	03/04/22 0100 hrs	13° 45.43' N, 121° 1.52' E  Vicinity waters off Delta Anchorage, Batangas City, the Philippines	<p>While at anchor, the duty crew sighted five perpetrators on board the ship. The crew immediately returned to the bridge, locked the door of the cargo compartment and informed the Duty Officer of the Watch (OOW), and the master about the presence of the perpetrators. The master sounded the general alarm which prompted the perpetrators to escape in a small unlit boat sighted moving away from the ship. All crew was mustered on the bridge except the duty engineer and the oiler who were in the engine room.</p> <p>The crew conducted a search on board the ship and discovered that <b>one fire hydrant cap</b> was missing. The crew also found some stolen items were left behind by the perpetrators at the forward station. <b>The crew was not injured</b> during the incident.</p> <p><b>[ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Japan)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
24	<b>Siloso</b> Bulk carrier Singapore 17951 9293870	11/04/22 0356 hrs	6° 0.39' S, 106° 54.15' E  Jakarta Anchorage, Indonesia	<p>While at anchor, the duty oiler spotted three perpetrators on board and trying to enter the engine room. He immediately informed the duty officer on the bridge, who subsequently raised the alarm and made an announcement through the PA system. All crew was mustered at the poop deck and a search of the engine room, accommodation, deck and stores was conducted. No perpetrators were found.</p> <p>At about 0458 hrs (local time), three port police boarded the ship and another search was conducted with the crew. No perpetrators were found. The police investigated and disembarked the ship at about 0555 hrs (local time).</p> <p>There was no reported damage to the ship. <b>Nothing was stolen and the crew was not injured.</b> Thereafter, anti-piracy watch was doubled and additional cargo lights were rigged on the overboard side.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
25	<b>BLPG Sophia</b> LPG tanker Bangladesh	16/04/22 0012 hrs	22° 3' N, 91° 2' E  Chattogram Port Outer Area "C" Anchorage, Bangladesh	<p>While at anchor, an unknown number of perpetrators in a country boat came alongside the ship. One perpetrator boarded the ship while an unknown number of them stayed in the boat. The perpetrator reportedly stole <b>20 cans of paint and two drums of lubricating oil. The crew was not injured.</b></p> <p>The incident was reported to the local authorities. The Bangladesh Coast Guard despatched a team, who investigated the incident. They recovered the stolen items after a combing operation in the vicinity and handed the items over to the master. Considering the quantity of items stolen by one perpetrator, there were some linkages between the perpetrators and the crew or others.</p> <p><b>[ReCAAP Focal Point (Bangladesh)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
26	<b>Megali</b> Tanker Malta 40865 9334557	16/04/22 0442 hrs	1° 14.31' N, 106° 58.83' E  Approximately 7.4 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, an unauthorised person was sighted in the vicinity of the ship poop deck in the way of engine room. The alarm was raised and a search on board the ship was conducted with no further sighting of the perpetrator. The master reported the incident to Singapore VTIS.</p> <p><b><u>Nothing was reported stolen</u></b> and there was no confrontation with the crew. <b><u>The crew was safe and accounted for.</u></b> The master did not require any assistance. The ship is bound for Pasir Gudang, Malaysia.</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><b>[ReCAAP Focal Point (Singapore)]</b></p>
27	<b>Kota Hapas</b> Container ship Singapore 13491 9238624	18/04/22 0030 hrs	6° 5.5' N, 125° 9.3' E  Port of Makar, General Santos City, the Philippines	<p>While at berth, the OOW (2<sup>nd</sup> Officer) was on roving when he sighted two unidentified persons (wearing black suits with their faces painted black) attempted to board the ship at port side below the gangway ladder. Upon realising that they had been spotted, the perpetrators immediately jumped into the water.</p> <p>Thereafter, the 2<sup>nd</sup> Officer informed the master and called for extra hand to increase security measures. During the inspection, all stores' padlocks were intact and <b><u>no item was stolen.</u></b> The master also informed Philippine General Santos agent to support the security perimeter.</p> <p>At about 0305 hrs on the same day, the duty A/B sighted one unidentified person at the gangway area (port side) of the ship. He immediately informed the OOW and proceeded to the area. Upon seeing the duty A/B, the perpetrator immediately jumped into the water.</p>

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S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
				<p>Thereafter, the master and crew carried out a search in the engine room, accommodation and main deck. They found the padlocks of the fire station locker and chemical locker were broken. However, <b><u>no item was missing or stolen.</u></b> <b><u>The crew was not injured</u></b> during the two occurrences.</p> <p>Following the incidents, the Philippine Coast Guard-Port State Control (PCGPSC) boarded the ship and conducted verification of the incidents. The master and crew were advised to be vigilant and strengthen their security measures while at the port of General Santos City. The PCG-PSC also directed the PCG units within the area to conduct maritime patrol to prevent occurrence of such incidents.</p> <p><b>[ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Singapore)]</b></p>
28	<p><b>Asia Jaya 28</b> Tug boat Malaysia 145 5338190</p> <p><b>Sinar Asia 2912</b> Barge</p>	19/04/22 2240 hrs	<p>1° 12.51' N, 103° 51.68' E</p> <p>Approximately 0.7 nm south of Kusu Island (Singapore), outside of the TSS in the SS (SOMS)</p>	<p>While underway, the master of the tug boat reported to Singapore VTIS that two unauthorised persons were sighted escaping from the barge on tow. The tug boat and barge were bound for Port Kelang, Malaysia.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. The Singapore Police Coast Guard craft intercepted the tug boat and barge; and boarded the ships to conduct a search on board. Eight perpetrators and one crew (alleged to conspire with the perpetrators to steal the <b><u>scrap metal</u></b> on board the barge) were arrested. Two other perpetrators had escaped. <b><u>The crew was safe with no injury.</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
29	<b>STI Magister</b> Petroleum/chemical tanker Singapore 29991 9833541	26/04/22 0050 hrs	22° 13.6' N, 91° 43.8' E  Chattogram Outer Anchorage, Bangladesh	<p>While at anchor, the duty officer on board sighted four perpetrators on fore-castle deck via close-circuit television (CCTV). The duty officer immediately raised alarm, informed master and mustered ship crew. The duty officer further observed on CCTV that the door of fore peak store was opened and three perpetrators came out of the store room upon hearing the alarm. The duty officer then sent some of the ship crew to the forward deck and crew saw the perpetrators escaping from the ship by either jumping into the water or climbing down the anchor chain. About seven or eight perpetrators made their escape in a small boat.</p> <p>A search on board was conducted by the crew and no other perpetrators spotted. <b>One set of gangway wire coil</b> was found missing. There was no reported damage to the ship and <b>the crew not injured</b>. The incident was reported to the local port control centre and Bangladesh Coast Guard. Three Coast Guard personnel boarded the ship at about 0240 hrs on same day to collect evidence. The Coast Guard personnel found footprints and a broken lock from the fore peak store. Investigation is ongoing.</p> <p><b>[ReCAAP Focal Point (Bangladesh), 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
30	<b>Lady Flora</b> Bulk carrier Panama 25969 9163001	27/04/22 0226 hrs	1° 16.68' N, 104° 17.78' E  Approximately 5.6 nm northwest of Tanjung Pergam, Bintan Island, (Indonesia) in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, an unauthorised person was sighted in the engine room. The ship's alarm was raised and crew mustered. A search on board was conducted with no further sighting of the perpetrator. The master reported the incident to Singapore VTIS.</p> <p>The master reported that <b>nothing was stolen</b> and there was no confrontation between the perpetrator and the crew. <b>The crew was safe with no injury</b>. The master did not require any assistance. The ship is bound for Ko Sichang, Thailand.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
31	<b>Sextans</b> Oil/chemical/gas tanker Marshall Islands 30068 9358321	28/04/22 0345 hrs	13° 43' N, 121° 2' E  Batangas Alpha Anchorage, the Philippines	<p>While at anchor, the duty A/B sighted three perpetrators on the ship forecastle. Upon noticing the duty A/B, the perpetrators escaped immediately. The duty A/B informed the duty officer on the navigating bridge, who sounded the ship's general alarm and horn on the forecastle. The master gathered and mustered the ship's crew on the bridge and called Vessel Traffic Management System (VTMS) Batangas and Coast Guard Station Batangas for immediate assistance.</p> <p>Upon receipt of the report, at about 0357 hrs on the same day, Coast Guard Station Batangas immediately directed Coast Guard Sub-station (CGSS) Batangas City to verify and respond to the incident. At about 0436 hrs, the CGSS Batangas City arrived at the anchorage area and immediately contacted the ship via radio. Personnel of CGSS Batangas City, together with Coast Guard Special Operation Units, conducted jibe maritime patrol within the vicinity waters off Batangas City and adjacent municipalities to gather information that could lead to the possible identification and apprehension of the perpetrators but yielded negative result.</p>



S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
				<p>Unsecured items, comprising <b><u>a 10mm rope bundle, two cans of grease can (20kg) and butterfly nuts of forward hatch</u></b> were stolen. <b><u>The crew was not injured.</u></b></p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
32	<p><b><i>Pelican</i></b> Tanker Cameroon 56127 9144782</p>	<p>12/05/22 0110 hrs</p>	<p>1° 10.48' N, 103° 25.56' E</p> <p>Approximately 2.2 nm from Tanjung Karimun Kecil, (Indonesia) in the eastbound lane of the TSS in the SS</p> <p>(SOMS)</p>	<p>While underway, the ship's crew sighted three unauthorised persons in the vicinity of the engine room. The alarm was raised and crew mustered. A search was carried out with no further sighting of the perpetrators. The master reported the incident to Singapore VTIS.</p> <p>The master reported that <b><u>nothing was stolen</u></b> and there was no confrontation between the perpetrators and the crew. All crew members were accounted for with <b><u>no report of injuries</u></b>. No further assistance was required.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified, and the Indonesian authorities were informed.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
33	<p><b><i>CNC Lion</i></b> Container ship Malta 31370 9784661</p>	<p>17/05/22 2315 hrs</p>	<p>6° 1' S, 106° 55' E</p> <p>Jakarta Anchorage, Indonesia</p>	<p>While at anchor, an officer on watch on board noticed a small unlit boat near the stern. At the same time, the alarm on the door of the steering gear room was triggered. The ship alarm was raised and crew mustered.</p> <p>Realising that the crew was alerted, the three perpetrators escaped. A search was conducted but <b><u>nothing was stolen.</u></b> <b><u>The crew was not injured.</u></b></p> <p>The incident was reported to Jakarta VTS and port control. The coastal State advised the ship to maintain a sharp lookout.</p> <p><b>[ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Germany)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
34	<p><b>Sinhin 5</b> Tug boat Malaysia 145 8739451</p> <p><b>Sinhin 6</b> Barge</p>	19/05/22 1345 hrs	<p>1° 13.35' N, 103° 29.42' E</p> <p>Approximately 3.5 nm from Tanjung Piai (Malaysia), in the westbound lane of the TSS in the SS</p> <p>(SOMS)</p>	<p>At about 1300 hrs, the RSN reported sighting a sampan in the vicinity of tug boat, <i>Sinhin 5</i>. Singapore VTIS West contacted the master of the tug boat and informed him of the sighting. The master replied that he was unable to see the sampan and there was no unauthorised boarding.</p> <p>At about 1345 hrs, the master reported to VTIS West that the crew sighted four perpetrators on board barge, <i>Sinhin 6</i>, towed by <i>Sinhin 5</i>. The master reported that the perpetrators stole <b>some scrap metals</b> and left the barge at about 1357 hrs. <b>The crew was not injured</b>. The master also informed that no further assistance was required and continued her voyage to Pulau Pinang, Malaysia.</p> <p>A safety broadcast on anti-piracy watch was initiated. The RSN and Singapore Police Coast Guard were notified, and the Malaysian authorities were informed.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
35	<p><b>Selena</b> Bulk carrier Barbados 35752 9853515</p>	21/05/22 0250 hrs	<p>1° 1.9' N, 105° 5.8' E</p> <p>Approximately 23 nm off Tanjung Pinang, Karimata Strait, Indonesia</p>	<p>While underway, <b>four perpetrators armed with knife/machete</b> broke into the ship navigational bridge via the bridge wing door. <b>The perpetrators threatened the duty officer</b> and demanded to bring them to the master's cabin. The perpetrators tried to enter the master's cabin, but to no avail.</p> <p>The crew sounded the general alarm and announcement was made to instruct all crew to remain in their cabins. The crew carried out a search in the accommodation and mustered all remaining crew on the navigational bridge. The crew completed the search and there was no sighting of the perpetrators. The master also reported that <b>no property was stolen</b>. The ship resumed her voyage to Singapore.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
36	<b><i>Yong Xing Shun Hang</i></b> Tanker Panama 39307 9266750	27/05/22 2230 hrs	1° 7.78' N, 103° 30.05' E  Approximately 5.4 nm east of Pulau Karimun Kecil (Indonesia), in the precautionary area of the TSS in the SS  (SOMS)	<p>While underway, the 4<sup>th</sup> engineer sighted three unauthorised persons in the steering gear room. Upon sighting of the three men, the alarm was raised and a search on board the ship was conducted. The master reported the incident to VTIS West. At 2358 hrs, the master updated that they had completed the search with no further sighting of the perpetrators. <b><u>Nothing was stolen and the crew was not injured.</u></b> No further assistance was required.</p> <p>Asafety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with Malaysian and Indonesian authorities.</p> <p>The Singapore Police Coast Guard officers boarded the ship for investigation upon her arrival in Singapore.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
37	<b><i>Magnum Energy</i></b> Bulk carrier Marshall Islands 31261 9488982	28/05/22 0259 hrs	1° 6.9' N, 103° 31.45' E  Approximately 6.9 nm east-southeast of Pulau Karimun Kecil (Indonesia), in the precautionary area of the TSS in the SS  (SOMS)	<p>While underway, <b><u>three unauthorised persons armed with knives</u></b> were sighted at the aft station. Upon sighting of the three men, the alarm was raised and a search on board the ship was conducted. The master reported the incident to VTIS West. At 0412 hrs, the master updated that they had completed the search with no further sighting of the perpetrators. <b><u>Some engine spare parts</u></b> were stolen and <b><u>the crew was not injured.</u></b> No further assistance was required.</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 Indonesian authorities.</p> <p>The Singapore Police Coast Guard officers boarded the ship for investigation upon her arrival in Singapore.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
38	<b>Dream Star</b> Bulk carrier Panama 43226 9582996	20/06/22 0130 hrs	1° 16.7' N 104° 15.4' E  Approximately 7.3 nm northwest of Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, two unauthorised persons were sighted in the steering gear room. The alarm was raised, crew mustered and a search on board was conducted. The master reported the incident to Singapore VTIS.</p> <p>At about 0600 hrs, the master updated that they had completed search with no further sighting of the perpetrators. <b><u>Nothing was stolen and all crew members were accounted for with no report of injuries.</u></b> No further assistance was required and the ship resumed her voyage to Huangpu, China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified, and the Malaysian and Indonesian authorities were informed.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
39	<b>Tomini Unity</b> Bulk carrier Marshall Islands 36415 9718167	23/06/22 0401 hrs	1° 16.9' N, 104° 19.12' E  Approximately 5.7 nm northwest of Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, <b><u>an unauthorised person carrying a weapon-like object</u></b> was sighted in the engine room. The alarm was raised and crew mustered. The master reported the incident to Singapore VTIS.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified, and the Indonesian and Malaysian authorities were informed.</p> <p>The master diverted the ship back to Singapore and requested for security search on board by Singapore Police Coast Guard. At about 1020 hrs, Singapore Police Coast Guard updated that there was no sighting of the perpetrator on board. <b><u>Nothing was stolen and all crew members were safe with no report of injuries.</u></b> The ship departed Singapore and bound for Zhousan, China.</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
40	<b>Maersk Bering</b> Petroleum/chemical tanker Singapore 19758 9299422	29/06/22 0230 hrs	3° 47.28' N 98° 41.84' E  Berth no. 106/107, Port of Belawan, Indonesia	<p>While at berth conducting loading operation, the duty AB onboard spotted around two unknown perpetrators leaving the ship in an open boat and immediately informed the OOW. A search was conducted by the crew and there was no further sighting of the perpetrators. <b>Fire nozzles, hydrant caps and hydrant couplings</b> onboard the ship were reported missing. The incident was reported to the local agent. There was no reported damage to the ship and <b>the crew was not injured</b>.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
41	<b>Nemrut Bay</b> Bulk carrier Panama 21627 9860788	04/07/22 0400 hrs	1° 10.48' N, 103° 25.56' E  Approximately 6.2 nm north of Tanjung Pergam, Bintan Island, (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, the ship's engineer sighted <b>six unauthorised persons armed with pistol</b> in the engine room. The alarm was raised and crew mustered. The master reported the incident to Singapore VTIS East.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified, and the Indonesian authorities were informed.</p> <p>No assistance was required from VTIS. In consultation with MSTF, the Singapore Port Operation and Control Centre (POCC) informed the ship master to seek assistance from the Indonesian authorities if required. At 0505 hrs, master reported that the search of the engine room and ship's accommodation was completed. <b>Some engine spare parts</b> were stolen. <b>All crew members were safe with no report of injuries</b>.</p> <p>The ship resumed her voyage to Plymouth, New Zealand.</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
42	<b>Everest</b> Tanker Panama 53074 9180126	08/07/22 2324 hrs	1° 16.69' N, 104° 17.93' E  Approximately 6.3 nm north of Tanjung Pergam, Bintan Island, (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, the 4<sup>th</sup> Engineer on board spotted <b><u>five unauthorized personnel armed with machetes</u></b> in the steering gear room. The master raised the alarm, mustered the crew and conducted a search on board the ship. Initially, assistance was required, and the ship diverted from their eastbound course to Singapore. The ship's crew conducted three more searches, but there were no further sightings of the perpetrators. The master reported the incident to Singapore VTIS. <b><u>Nothing was stolen. All crew members were safe with no report of injuries.</u></b></p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p>The ship resumed her journey to Longkou, China.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
43	<b>African Lark</b> Bulk carrier Bahamas 21532 97682760	18/07/22 0100 hrs	6° 2.2' S, 106° 54.2' E  Jakarta Port Breakwater, Jakarta "C" Anchorage, Indonesia	<p>While underway for anchoring, the crew sighted <b><u>three unauthorised personnel armed with knives</u></b>, at the poop deck and port quarter of the ship, trying to make entry into the accommodation but unsuccessful, as doors were locked from inside.</p> <p>After being informed by the deck watchkeeper, the bridge team sounded the general emergency alarm. The bridge team informed the crew at the engine room to close all doors from inside, and bridge team shouted at the robbers from the bridge wing. Upon noticed, the perpetrators escaped empty-handed. The master reported the incident to Jakarta VTS and Tanjung Priok VTS. The Indonesian Marine Police boarded the ship to investigate.</p> <p><b><u>All crew members were safe, and no items were reported stolen.</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
44	<b><i>Bulk Sao Paulo</i></b> Bulk carrier Liberia 107879 9849760	23/07/22 0105 hrs	1° 8.75' N, 103° 29.02' E  Approximately 8.3 nm from Pulau Iyu Kecil, (Indonesia), in the precautionary area of the TSS in the SS  (SOMS)	<p>While underway, the duty crew sighted six unknown personnel in the engine room. Ship's alarm was raised and crew mustered. A search on board the ship was conducted by the crew. No perpetrators were sighted. <b><u>Some engine spare parts</u></b> were reported missing. The master reported the incident to VTIS West and the company security officer.</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 Indonesian authorities.</p> <p>The master was informed that Singapore Police Coast Guard will conduct investigation on board when the ship arrives at Singapore. The ship is bound for Singapore AEBB anchorage pilot on 23 Jul 22.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
45	<b><i>Darya Sita</i></b> Bulk carrier Hong Kong, China 35035 9790660	27/07/22 1400 hrs	5° 30' S, 105° 17' E  Panjang Anchorage, Indonesia	<p>While at anchor, an unknown number of perpetrators entered the engine room without the crew noticing, stole <b><u>auxiliary engine spares</u></b> and escaped.</p> <p><b>[ReCAAP Contact Point (Hong Kong)]</b></p>



S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
46	<b>Cape Valencia</b> Bulk carrier Panama 92758 9578684	30/07/22 0135 hrs	1° 16.65' N, 104° 17.33' E  Approximately 5.97 nm northwest of Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, the ship crew sighted <b>four unauthorised personnel, reported to be armed with knives</b>, of which two were in the engine room and two were in the mess room. Ship's alarm was raised and crew mustered. A search in the accommodation and engine room spaces was conducted with no further sighting of the perpetrators. <b>Some engine spare parts</b> were reported missing. <b>All crew were safe and accounted for</b>. The master reported the incident to VTIS East and the company security officer. The ship did not require further assistance. The ship had departed from Singapore and was bound for Beilun, China.</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><b>[ReCAAP Focal Point (Singapore)]</b></p>
47	<b>Iwami</b> Bulk carrier Panama 14162 9414981	30/07/22 0240 hrs	1° 9.6' N, 103° 27.2' E  Approximately 3.48 nm east of Pulau Karimun Kecil (Indonesia) in the precautionary area of the TSS in the SS  (SOMS)	<p>While underway, the ship crew sighted two perpetrators in the engine room. The perpetrators escaped with <b>generator spare parts</b>. <b>The crew was not injured</b>. The shipping company reported incident to Maritime Bureau of Japan.</p> <p><b>[ReCAAP Focal Point (Japan)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
48	<p><b>Equinox Agnandoussa</b> Bulk carrier Cayman Islands 33232 9503988</p>	30/07/22 0330 hrs	<p>1° 16.74' N, 104° 18.01' E</p> <p>Approximately 5.73 nm northwest of Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the TSS in the SS</p> <p>(SOMS)</p>	<p>While underway, the ship crew sighted <b>three unauthorised personnel, who were armed with knives</b>, of which one was in the engine room and two were on deck. Ship's alarm was raised and crew mustered on navigation bridge. <b>No injury was reported</b>. The master reported the incident to VTIS East and the company security officer. The ship had departed Singapore and was bound for Xingang, China.</p> <p>A 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 Indonesian authorities.</p> <p>The master requested to return to Singapore for Singapore Police Coast Guard to conduct a search on board and investigate the incident. At about 0922 hrs, Singapore Police Coast Guard completed their search on board and found no unauthorised personnel onboard the ship. <b>Some engine spare parts were found missing</b>.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
49	<p><b>Target 10</b> Tug boat Malaysia 188 9826926</p> <p><b>Alam 281</b> Barge</p>	31/07/22 1300 hrs	<p>1° 16.85' N, 104° 8.08' E</p> <p>Approximately 3.7 nm south of Tanjong Setapa, Johor (Malaysia), in the westbound lane of the TSS in the SS</p> <p>(SOMS)</p>	<p>While underway, six perpetrators were sighted on board the barge, which was towed by a tug boat, and were seen <b>stealing scrap metals from the barge</b>. Ship's alarm was raised and crew mustered. The master reported the incident to VTIS East and requested for assistance to chase the perpetrators from the barge. The master subsequently reported that all perpetrators had left the barge in three small boats and were headed towards Pulau Batam, Indonesia. <b>No injury was reported</b>. The tug boat &amp; barge were en route from Kota Kinabalu, East Malaysia to Port Klang, Malaysia.</p> <p>A 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 Malaysian and 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
50	<p><b>Modalwan 11</b> Tug boat Malaysia 91</p> <p><b>Lion Kimtrans 2301</b> Barge</p>	03/08/22 2326 hrs	<p>1° 13.16' N, 103° 32.8' E</p> <p>Approximately 3.5 nm southeast of Tanjung Piai, West Johor (Malaysia), in the precautionary area of the TSS in the SS</p> <p>(SOMS)</p>	<p>While underway, seven to 10 wooden boats were sighted alongside the barge that was being towed. Due to length of tow line and hour of darkness, the master and crew on board the tug boat were unable to determine the number of perpetrators on board the barge.</p> <p>The master raised the alarm and all ship crew mustered. The master also reported the incident to Singapore VTIS and at about 0048 hrs, updated that all the wooden boats were no longer in sight and <b>some scrap metal</b> on board the barge was stolen. There was <b>no confrontation between the perpetrators with the crew in the tug boat.</b></p> <p>A 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 Malaysian and Indonesian authorities.</p> <p>The tug boat &amp; barge were en route to Port Klang, Malaysia. The last port of call was Sabah, East Malaysia.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
51	<p><b>Ning Hai Tuo 4001</b> Tug boat China 1374 9565431</p> <p><b>MO Pelican</b> Supply vessel Sierra Leone</p>	09/08/22 0938 hrs	<p>1° 10.15' N, 103° 35.23' E</p> <p>Approximately 3.9 nm west off Pulau Nipa, in the separation zone of the TSS in the SS</p> <p>(SOMS)</p>	<p>While underway, the master of the tug boat reported to Singapore VTIS the sighting of a small boat alongside, and two perpetrators on board the unmanned supply vessel that was being towed. The ship's alarm was raised.</p> <p>The master reported the incident to Singapore VTIS, updated at 1000 hrs that the boat was no longer in sight and <b>some ship stores</b> on board the supply vessel were stolen.</p> <p>A 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 Malaysian and Indonesian authorities.</p> <p>The tug boat and the towed supply vessel had departed Singapore and was bound for Zhousan, China.</p> <p><b>[ReCAAP Focal Point (Japan)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
52	<b>Southern Hawk</b> Chemical tanker Panama 8295 9534901	11/08/22 1815 hrs	5° 49.38' N, 118° 8.22' E  Sandakan Anchorage, Sabah, East Malaysia	<p>While at anchor, the crew on duty at the bridge sighted three unarmed suspicious persons on deck, sounded the alarm immediately and alerted surrounding ships. The three persons jumped into the sea and escaped in a small boat.</p> <p>The crew conducted a search on board, including the living quarters and engine room. They confirmed that there were no suspicious persons on board and that <b><u>ropes on deck</u></b> had been stolen. There was no reported damage to the ship and <b><u>the crew was not injured</u></b>.</p> <p><b>[ReCAAP Focal Point (Japan)]</b></p>
53	<b>Nord Aquarius</b> Bulk carrier Panama 44618 9941398	18/08/22 0445 hrs	3° 47' N, 98° 41' E  Belawan Outer Anchorage, Indonesia	<p>While at anchor, the A/B reported on portable VHF to duty officer that <b><u>two perpetrators armed with knives</u></b> were sighted at forward bosun store. The ship's whistle and general alarm were sounded, a public announcement was made and the crew mustered. Upon realising the crew was alerted, the perpetrators escaped immediately. <b><u>Two sets of connection cable for welding machine, a fire hydrant cap</u></b> and an air pipe cap were stolen. <b><u>The crew was not injured</u></b>.</p> <p>The master reported incident to Belawan VTS, who informed the Coast Guard.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
54	<p><b>HK Tug 9</b> Tug boat Singapore 299 9767120</p> <p><b>LKH 2882</b> Barge Singapore</p>	26/08/22 1930 hrs	<p>1° 17.05' N, 104° 20.06' E</p> <p>Approximately 5.6 nm north of Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the TSS in the SS</p> <p>(SOMS)</p>	<p>While underway, five small boats came alongside the barge, and three perpetrators boarded the barge from its stern. The master of the tug boat reported to Singapore VTIS East, RSN's MSTF and Singapore Police Coast Guard. At about 1955 hrs, the perpetrators and the small boats departed from the barge.</p> <p>The tug boat &amp; barge were advised to proceed to Horsburgh Lighthouse, where Singapore Police Coast Guard assisted to check if there were any small boats still around the tug boat and barge. There was no reported damage to the tug boat &amp; barge, and <b>the crew was not injured</b>. <b>Some scrap metal</b> from the barge were reported missing.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
55	<p><b>Meghna Liberty</b> Bulk carrier Bangladesh 31877 9668051</p>	29/08/22 0402 hrs	<p>1° 7.9' N, 103° 30.05' E</p> <p>Approximately 5.4 nm east of Pulau Karimun Kecil (Indonesia), in the precautionary area of the TSS in the SS</p> <p>(SOMS)</p>	<p>While underway, three unauthorized persons were sighted in vicinity of the engine room. <b>The perpetrators were armed with hammer, knife and metal rod</b>. The ship sounded the alarm, and reported the incident to Singapore VTIS.</p> <p>Upon arrival at Singapore anchorage, the Singapore Police Coast Guard boarded the ship and conducted a search on board, with no further sighting of the perpetrators. <b>No item was declared stolen, all crew members were safe</b>.</p> <p>A 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 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
56	<b>Canopus Leader</b> RORO car carrier Singapore 51917 9367607	31/08/22 0730 hrs	13° 45.4' N, 121° 2.3' E  Batangas Port, the Philippines	<p>While berthed, the 3<sup>rd</sup> officer upon inspection of all fire hose boxes in the cargo holds on 2 Sep reported that <b>14 fire hose nozzles and four fire hydrant spanners</b> were missing. There were no perpetrators sighted on board the ship.</p> <p>It was suspected that the theft occurred when the ship was berthed at Batangas Port, Philippines, for cargo operations on 31 Aug 22 between 0730 hrs and 2130 hrs.</p> <p>There was no reported damage to the ship and <b>the crew was not injured</b>. The incident was reported to the Philippines port authority through the local agent and bound for Penang, Malaysia.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
57	<b>Nord Adriatic</b> Bulk carrier Singapore 34830 9767584	03/09/22 0013 hrs	1° 16.66' N, 104° 17.66' E  Approximately 6.1 nm from Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, the duty oiler spotted two unauthorised persons walking barefooted towards the workshop where the engine spare parts were kept.</p> <p>The master activated the ship's general alarm and a search was conducted by ship crew, with no further sightings of the perpetrators. The master then reported the incident to Singapore VTIS East. <b>Spare parts of generator</b> were stolen and <b>the crew was not injured</b>.</p> <p>The Maritime and Port Authority of Singapore's (MPA) POCC issued a navigational safety advisory to warn ships in the vicinity to be more vigilant.</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
58	<p><b>Sung Fatt 31</b> Tug boat Malaysia 133 8984446</p> <p><b>Sung Fatt 36</b> Barge Malaysia</p>	07/09/22 2325 hrs	<p>1° 12.69' N 103° 32.62' E</p> <p>Approximately 3.5 nm southeast of Tanjung Piai, West Johor (Malaysia), in the precautionary area of the TSS in the SS (SOMS)</p>	<p>While underway, 10 wooden boats were sighted alongside the barge towed by a tug boat. The master raised the alarm, mustered the crew and reported incident to Singapore VTIS via VHF. Due to length of the tow line and hour of darkness, the master and his crew on board the tug boat were not able to determine the number of perpetrators on board the barge. <b>Some scrap metal</b> on board the barge was stolen. <b>The crew was not injured.</b></p> <p>A 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 Malaysian and Indonesian authorities.</p> <p>The ships' last port of call was Sarawak, East Malaysia and were bound for Penang, Malaysia.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
59	<p><b>HK Tug 9</b> Tug boat Singapore 299 9767120</p> <p><b>LKH 2882</b> Barge Singapore 4430</p>	17/09/22 1650 hrs	<p>1° 17.57' N, 104° 9.48' E</p> <p>Approximately 3.3 nm from Tanjung Setapa (Malaysia), in the SS (SOMS)</p>	<p>While the tug boat towing barge <i>LKH 2882</i> was underway, four small boats were spotted alongside the barge and eight perpetrators were seen on board stealing scrap metal.</p> <p>The master reported the incident to Singapore VTIS East and the Singapore Police Coast Guard. At about 1655 hrs, the perpetrators and the small boats departed from the barge.</p> <p>A Singapore Police Coast Guard ship was deployed to assist the tug boat &amp; barge, and no further sighting of the perpetrators were reported. The tug boat &amp; barge continued their voyage to the next port, Phuy My, Vietnam.</p> <p>There was no reported damage to both tug boat &amp; barge, and <b>the crew was not injured. Some scrap metals</b> from the barge were reported missing.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

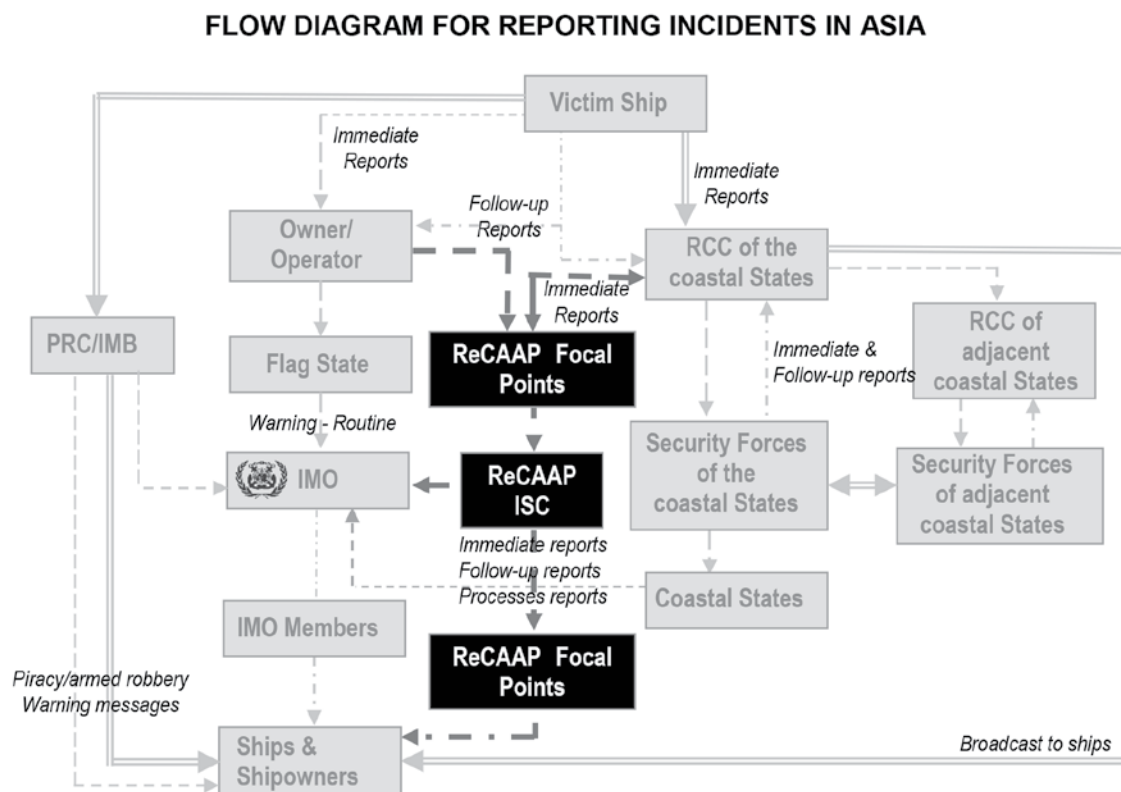


## Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
60	<b>MS Carla</b> Tanker Malaysia 2920 9111022	10/01/22 2140 hrs	1° 13.77' N, 103° 32.16' E  Approximately 2.65 nm from Tanjung Piai (Malaysia), outside of the TSS in the SS  (SOMS)	While underway, the duty deck officer sighted five perpetrators on board a wooden boat placing a ladder at the port side of the ship. The ship's alarm was raised, and the perpetrators abandoned the boarding and sped away.  The master reported the incident to the Port Operation Control Centre (VTIS West). Safety broadcast on anti-piracy watch was carried out and it increased to every half hour interval to warn all ships to maintain vigilant watch at all times.  <b>[ReCAAP Focal Point (Singapore)]</b>
61	<b>Posh Osprey</b> Tug boat Singapore 3513 9658264  <b>Vega</b> Semi-submersible rig Saint Kitts and Nevis 30147 8768402	08/04/22 2300 hrs	21° 28.3' N, 72° 22.3' E  Gulf of Khambhat (off Alang), India	While underway, six to seven persons armed with knives were sighted on board two boats attempting to board the semisubmersible rig. Upon being spotted by the crew on board the tug boat, the perpetrators aborted their attempt to board. There was no reported damage to the ship. Nothing was reported stolen and the crew was not injured.  <b>[ReCAAP Focal Point (India), ReCAAP Focal Point (Singapore)]</b>
62	<b>MV Blue Marlin</b> Heavy transport vessel Malta 51821 9186338	11/07/22 0021 hrs	21° 56' N, 89° 31' E  Akram Point Area, Bangladesh	While underway, six unauthorized personnel on board a mechanized boat attempted to board the ship.  The master reported the approach of the boat to Hiron Point Pilot/Port Control Station, and sounded the alarm. The perpetrators failed to board the ship. All crew members were safe, and no items were reported stolen.  The Bangladesh Coast Guard Patrol boat apprehended the perpetrators, and handed them over to the local police authorities.  <b>[ReCAAP Focal Point (Bangladesh)]</b>

# Flow Diagram on Procedure for Reporting Piracy and Armed Robbery Incidents Against Ships in Asia

In accordance to the MSC.1/Circ 1334 on 'Guidance to ships owners, ship operators, ship masters and crew on preventing and suppressing acts of piracy and armed robbery against ships', the flow diagram on Procedure for Reporting Incidents of Piracy and Armed Robbery Against Ships in Asia is shown below:



**Legend:**  
 Radio/GMDSS :   
 Fastest means :   
 Follow-up comms :

**Notes:**

1. The RCCs of some ReCAAP Contracting Parties are also their ReCAAP Focal Points. These Focal Points also disseminates as appropriate the incident information internally to their respective RCCs, maritime authorities and law enforcement agencies.
2. The ReCAAP Focal Points are governmental agencies designated by the respective Contracting Parties of the ReCAAP Agreement.
3. The incident reporting process in Asia does not change other reporting processes for incidents already in practice.

## Details of ReCAAP Focal Points/Contact Point

Country & Agency In-Charge	Point of Contact	
	Phone No	Fax Number
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<b>United Kingdom</b>		
National Maritime Information Centre Operations Centre Email: <a href="mailto:JMISC-NMICOps@mod.gov.uk">JMISC-NMICOps@mod.gov.uk</a>	+44 2392-211941	+44 2392-212024 Please indicate "FAO NMIC – A leg"
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Correct as on 30 September 2022

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**Regional Cooperation Agreement on Combating Piracy  
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