



HALF YEARLY REPORT

JANUARY – JUNE 2023

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

ENHANCING REGIONAL COOPERATION ...

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Executive Summary

The Asian region for the third consecutive year, received no report of piracy incident on the high seas. However, the incidents reported are invariably Armed Robbery Against Ships (ARAS), which were of opportunistic and less severe in nature during the first half-year of 2023.

The ships targeted invariably were of low in freeboard, and manoeuvring at slow speed in restricted waters and ill-prepared while traversing the area of concern. However, perpetrators escaped empty-handed or aborted their attempts to board ships where crew remained alert and vigilant.

The ReCAAP ISC during the second quarter (Q2) (April - June) of 2023, received a total of 32 incidents of ARAS in Asia. This accounts for a 68% increase compared to 19 incidents reported during the same period of 2022. With the inclusion of 27 incidents reported in first quarter (Q1) (January-March) of 2023, the period from January-June 2023 witnessed, a total of 59 incidents of ARAS in Asia. This accounts for a **40% increase** of incidents compared to 42 incidents reported during January-June 2022.

The **increase** of incidents during January-June 2023 occurred in the Philippines, Straits of Malacca and Singapore (SOMS), Thailand and Vietnam. Of concern was the continued occurrence of incidents in the SOMS, with 41 incidents reported compared to 27 incidents during the same period in 2022. However, there was a **decrease** of incidents in Bangladesh, India and Indonesia.

There was no report of abduction of crew for ransom by the Abu Sayyaf Group (ASG) in the Sulu-Celebes Seas and waters off Eastern Sabah during January-June 2023. The last incident of abduction of crew occurred on 17 Jan 20. No crew is currently held in captivity by the ASG. With the presence of the remnants of the ASG in the area, the **threat** of abduction of crew for ransom in Sulu and Tawi-Tawi continues to remain. With the reduction of incidents, the Philippine Coast Guard recommended the downgrading of the threat in Sulu-Celebes Seas from 'potentially high' to 'moderate' which implies that 'incidents are possible to occur, but are relatively less severe in nature'. The ReCAAP ISC advises ships transiting the area to follow the advisory issued by the ReCAAP ISC as updated on 15 Sep 22, and the '*Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah*'.

The ReCAAP ISC has conducted Nautical Forum, Piracy and Sea Robbery Conference, Dialogue Session and also participated in various conferences/meetings organised by the international organisations. In all these events, the Centre engages the shipping industry in apprising them of the developing situation of piracy and ARAS in Asia with more emphasis on the SOMS and propagates to adopt best management practices to detect, deny, delay and deter the criminals from boarding the ship. Further, during such meetings the ReCAAP ISC stresses upon the maritime community for timely reporting of incident to the nearest coastal State RCC for arrest of the perpetrators.

The Centre through these forums/meetings urges the maritime authorities and law enforcement agencies to continue to collaborate, communicate, coordinate and cooperate in information sharing amongst the littoral States, and step up the enforcement measures both on land and at sea in our endeavour to suppress the occurrence of piracy and ARAS in Asia.

01

Incidents of Piracy and Armed Robbery Against Ships in Asia

Incidents of Piracy and Armed Robbery Against Ships in Asia

Number of Incidents

A total of **59 incidents** of ARAS¹ were reported in Asia during January-June 2023. No piracy² incident was reported during this period. All were actual incidents³. There was a **40% increase** in the number of incidents reported during January-June 2023 compared to 42 incidents (comprising 40 actual incidents and two attempted incidents⁴) reported during the same period in 2022. Refer to the Appendix on 'Description of incidents' for details of the incidents.

Comparing Qtr 1 with Qtr 2 of 2023, there has been an increase of incidents [27 vs 32]. However, on a quarter-to-quarter comparison between 2023 and 2022, there was an increase of 17% of incidents during Qtr 1 [27 in 2023 vs 23 in 2022], and 68% of incidents during Qtr 2 [32 in 2023 vs 19 in 2022].

Chart 1 shows the number of incidents reported to the ReCAAP ISC each quarter of 2019-2023, and the total number of incidents each year. On a 'half-yearly to half-yearly' comparison, 2023 reported the highest number of incidents since 2019.

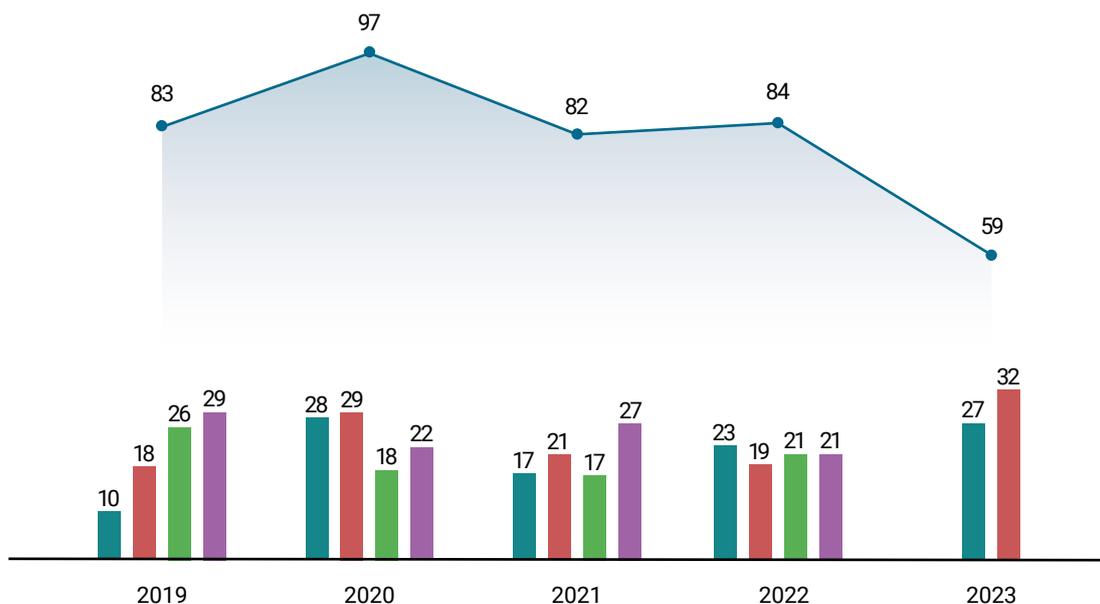


Chart 1 - Number of incidents (Quarterly number vis-à-vis total number of 2019-2023)

● Q1 ● Q2 ● Q3 ● Q4 ● Total

- 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 Definition of piracy is in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS 82). Refer to Appendix for detailed definition.
- 3 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.
- 4 Attempted incidents are incidents where pirates/robbers tried but failed to board the ship.

Incidents of January-June 2023 Vs January-June 2022

The total number of incidents reported during January-June 2023 has **increased** compared to January-June 2022, in the following locations:

- In the Philippines, seven incidents were reported compared to three incidents.
- In the Straits of Malacca and Singapore, 41 incidents were reported compared to 27 incidents.
- In Thailand, one incident was reported compared to no incident.
- In Vietnam, two incidents were reported compared to no incident.

The ReCAAP ISC commends the efforts of coastal States concerned to have produced positive results in bringing down the number of incidents. The **decrease** of incidents during January-June 2023 compared to January-June 2022 occurred in the following locations:

- In Bangladesh, one incident was reported compared to three incidents.
- In India, two incidents were reported compared to three incidents.
- In Indonesia, five incidents were reported compared to six incidents.

Areas of Concern

There were two areas of concern arising from incidents of piracy and ARAS in Asia during January-June 2023:

1. Increase of incidents in the Straits of Malacca and Singapore (SOMS)

A total of 41 incidents were reported in SOMS during January-June 2023 compared with 27 incidents during the same period in 2022. Of the 41 incidents, three incidents occurred in the Malacca Strait (MS) and 38 incidents in the Singapore Strait (SS). During January-June 2022, all 27 incidents occurred in the SS, and no incident was reported in the MS. More details of the situation in SOMS can be found in Part Two of this report.

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

No incident of abduction of crew by the Abu Sayyaf Group (ASG) was reported in the Sulu-Celebes Seas during January-June 2023. However, due to the presence of the remnants of the ASG in the Sulu and Tawi Tawi area, the threat of abduction of crew for ransom remains. More details of the threat of abduction of crew in the Sulu-Celebes Seas can be found in Part Three of this report.

Piracy Vs Armed robbery against ships

All 59 incidents reported during January-June 2023 were ARAS. No piracy incident was reported. Piracy takes place on the high seas while ARAS takes place in internal waters, archipelagic waters and territorial seas which are under the jurisdiction of the coastal States.

Most of the incidents reported in Asia were ARAS. Over the 17-year period of January-June of 2007-2023, the number of piracy incidents fluctuated each year, with an average of 11% for piracy incidents and 89% for ARAS. Notably, no piracy incident had been reported for the last three-year reporting period (January-June of 2021-2023).

Chart 2 shows number of incidents of piracy vs ARAS for the period of January-June of 2007-2023.

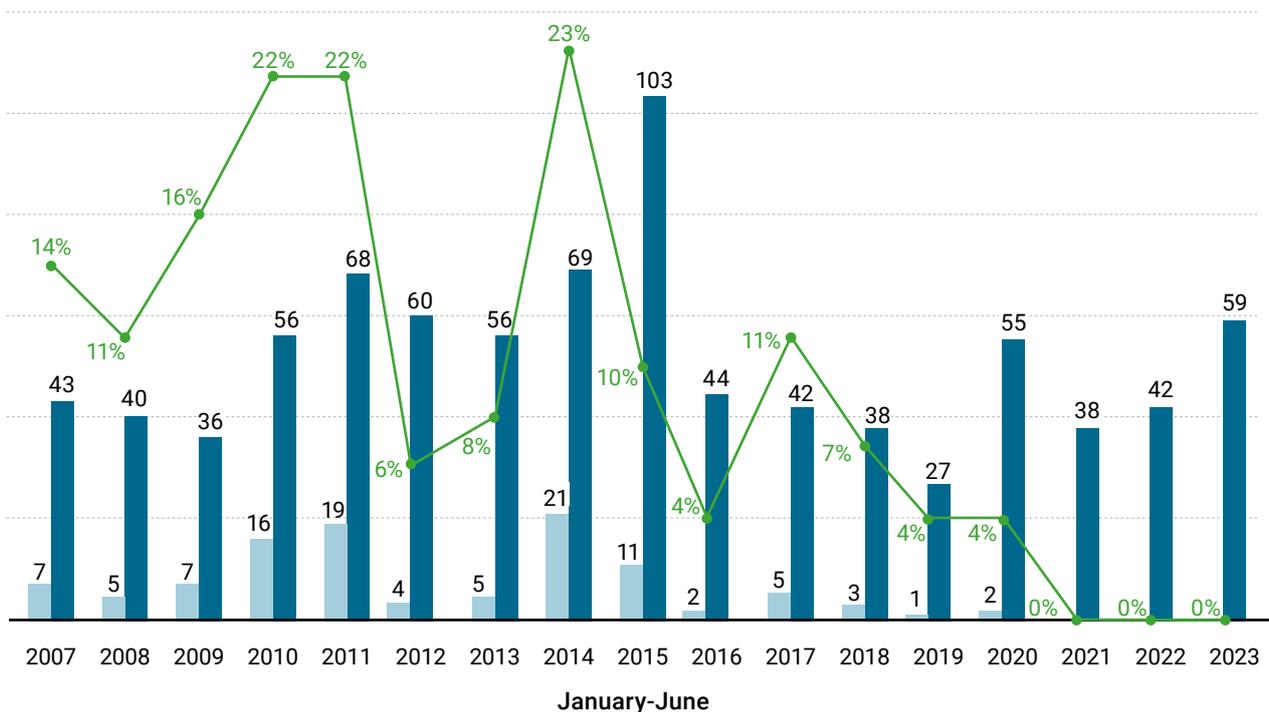


Chart 2 - Piracy Vs Armed Robbery Against Ships (January-June of 2007-2023)

● Piracy ● Armed Robbery ● % of Piracy

Significance level of incidents

To provide a qualitative perspective of the incidents, the ReCAAP ISC classifies each actual incident into one of the four categories to determine its significance level (CAT 1⁵ being most severe incident, CAT 2⁶ moderately severe, CAT 3⁷ less severe and CAT 4⁸ least severe). Refer to the Appendix on pages 42-43 of this report on the ‘Methodology in classifying incidents’.

The categorisation of 59 actual incidents reported are: three CAT 2, 16 CAT 3 and 40 CAT 4 incidents, with no CAT 1 incident reported during January-June 2023. On a quarter-to-quarter comparison of 2023, the severity of incidents during Qtr 2 has increased compared with Qtr 1. The Qtr 2 witnessed two CAT 2 incidents, nine CAT 3 and 21 CAT 4 incidents, while one CAT 2 incident, seven CAT 3 and 19 CAT 4 incidents were reported during Qtr 1.

Chart 3 shows the significance level of incidents reported for each quarter of 2019-2023.

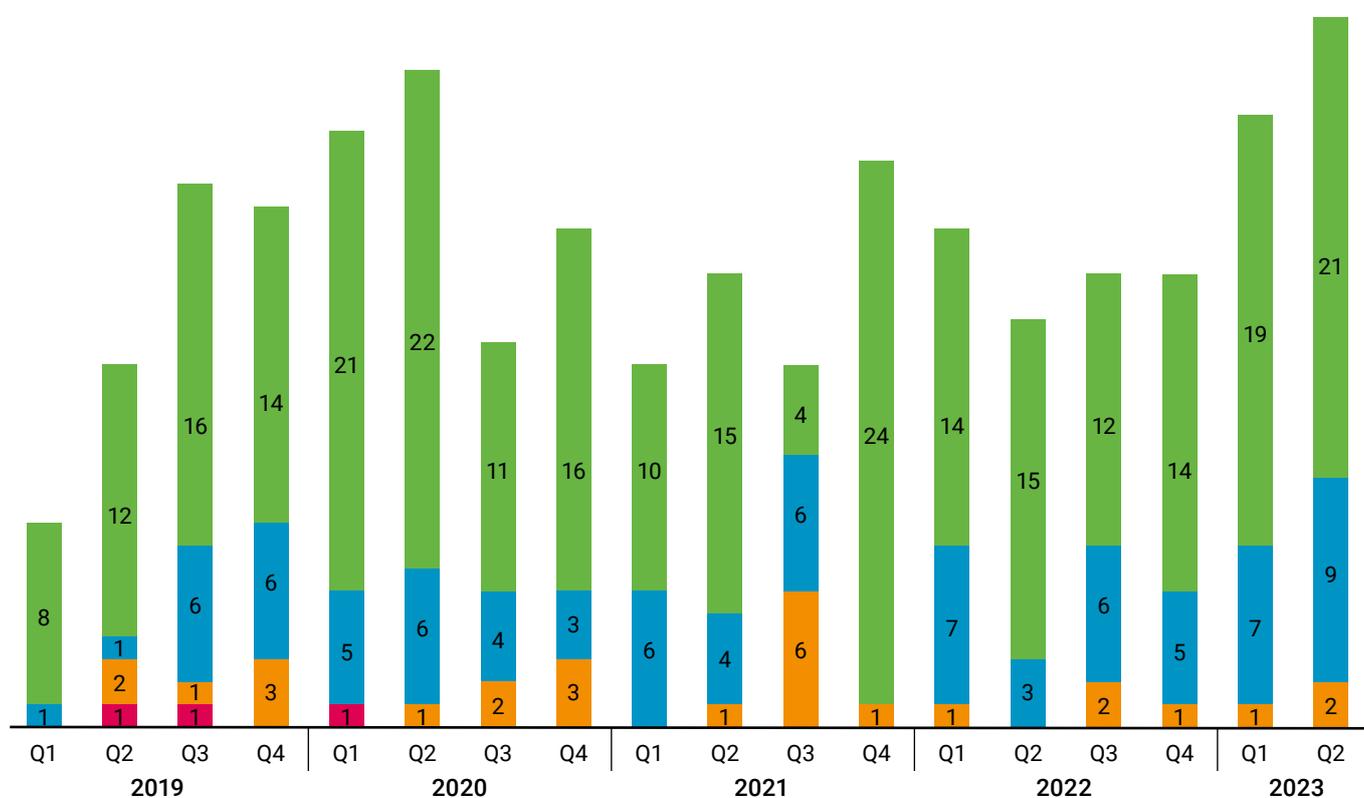


Chart 3 - Significance level of incidents (Quarterly of 2019-2023)

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4

- 5 **CAT 1** incident is classified as ‘**very significant**’ in nature. Under this category, the perpetrators are mostly armed with guns and/or knives, and the crew suffered injury and/or subjected to physical violence. This include cases of the crew being abandoned or kidnapped or killed. The CAT 1 cases include the ship being hijacked for resale purposes, or took over control by the perpetrators to carry out siphoning of the cargo oil carried on board.
- 6 **CAT 2** incident is ‘**moderately significant**’ in nature. Under this category, the perpetrators are likely to be armed with knives/machetes and in some incidents armed with guns. The crew is threatened or held hostage temporarily and, in some cases, the crew suffered injury and physical violence.
- 7 **CAT 3** incident is classified as ‘**less significant**’ in nature. Under this category, the perpetrators are armed with knives/machetes or other items such as sticks or rods. Although the crew can be subjected to duress or threat during the incident, they are not harmed physically. In most CAT 3 cases, nothing is stolen. In cases where losses are reported, stores and engine spares are commonly stolen items.
- 8 **CAT 4** incident is classified as ‘**least significant**’ in nature. Under this category, the perpetrators are not armed, and the crew not injured. In CAT 4 cases, either nothing is stolen or small items are stolen.

CAT 2 All three CAT 2 incidents reported during January-June 2023 occurred on board bulk carriers while underway in the SOMS. In the incident on 3 Feb, nine perpetrators armed with long knives were sighted in the engine room. The duty oiler was tied up, and some auxillary engine spares were stolen. The second incident on 29 May reported two perpetrators armed with jungle bolo, tied up the chief engineer, stole his watch, mobile phone, and some generator spare parts before escaped. The third incident occurred on 19 Jun involving four perpetrators armed with knives were sighted in the engine room. The perpetrators assaulted a crew and escaped with some engine spares. In all three incidents, the crew managed to free themselves and raised the alarm.

CAT 3 Of the 16 CAT 3 incidents reported during January-June 2023, 13 incidents occurred in SOMS, one incident occurred at Manila Anchorage, one incident at Ho Chi Minh pilot station, Vietnam and one incident at Dolphin Jetty, Bangladesh. In these incidents, the perpetrators carried weapons such as knives, machetes, spanners, adjustable wrench and a shovel-like weapon. Most of the incidents reported that perpetrators did not confront or harm the crew with their weapons. However, there was one incident where perpetrators threw spanners at the crew, which resulted in injuries to a motorman and 3rd engineer, and another incident reported the crew sustained a minor head injury. Of the 16 incidents, three incidents reported loss of ship property/stores, two incidents loss of engine spares, one incident loss of unsecured items and 10 incidents nothing stolen.

CAT 4 As with past trend observed in Asia, most of the incidents reported during January-June 2023 were CAT 4 incidents. This accounts for 68% of the number of incidents (40 of 59). In CAT 4 incidents, perpetrators are not armed and the crew not injured.

Status of ships

Of the 59 incidents reported during January-June 2023, 18 incidents (31%) occurred to ships while at anchor/berth and 41 incidents (69%) occurred to ships while underway.

Chart 4 shows the location of the incidents occurred to ships at anchor/berth. All incidents reported in Bangladesh, India, Indonesia, the Philippines, Thailand and Vietnam occurred on board ships while they were anchored/berthed.

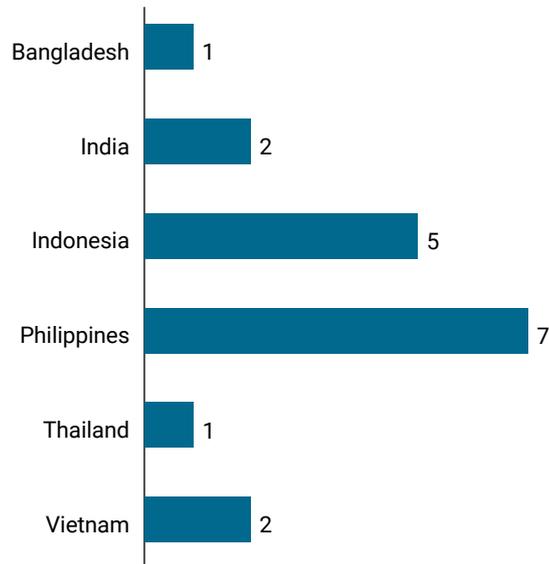


Chart 4 - Incidents on board ships at anchor/berth (January-June 2023)

Chart 5 shows the location of the incidents occurred to ships while underway. All incidents in SOMS occurred on board ships while underway.



Chart 5 - Incidents on board ships while underway (January-June 2023)

Location of Incidents

Table 1 shows number and location of incidents reported in Asia for past 10 years (January-June of 2014-2023).

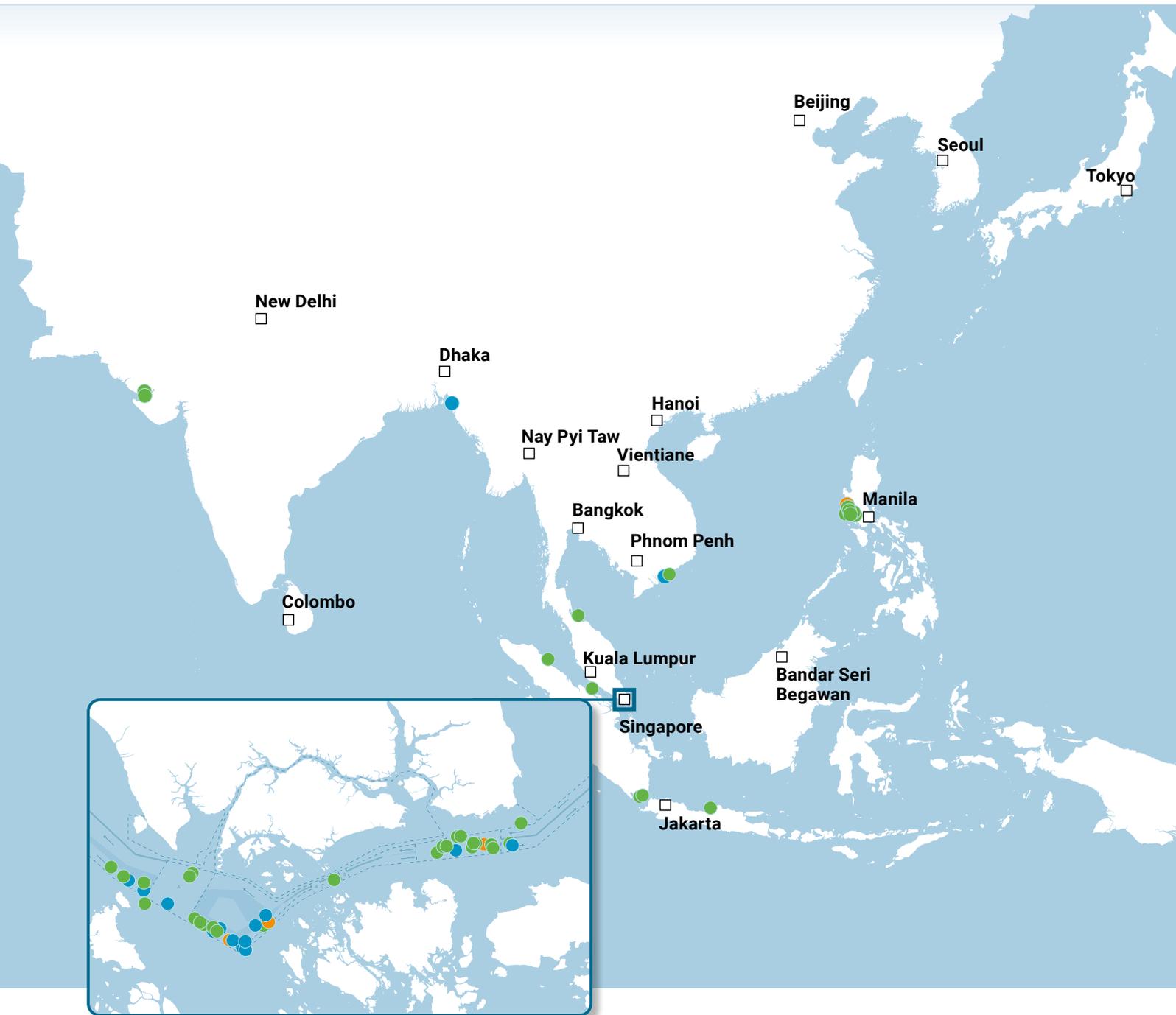
Act = Actual, Att = Attempted

	January-June																			
	2014		2015		2016		2017		2018		2019		2020		2021		2022		2023	
	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att
North Asia																				
China					3		1					3								
Sub-total					3		1					3								
South Asia																				
Bangladesh	8		10			1	6		4	2			3				3			1
Bay of Bengal	2																			
India	3	1	4		12		1		1	1	2		7		3		2	1		2
Sub-total	13	1	14		12	1	7		5	3	2		10		3		5	1		3
Southeast Asia																				
Indian Ocean		1																		
Indonesia	26	4	10		18		17	2	15	5	7	2	16	1	6		6			5
Malaysia	1	1	2		1		1		1		2		1		1					
Pacific Ocean												1								
Philippines	2		3	1	1		8		1		2		7		5	1	3			7
South China Sea	17	1	10	1	1	1	2		2	1			2							
SOMS	22	1	55	4	1		1	1	3	2	8		16		19	1	26	1		41
Sulu-Celebes Seas					4		3	4		1	1		1							
Thailand			1																	1
Vietnam			13		3				2				3		2					2
Sub-total	68	8	94	6	29	1	32	7	24	9	20	3	46	1	33	2	35	1		56
Overall total	81	9	108	6	44	2	40	7	29	12	25	3	56	1	36	2	40	2		59

Table 1 - Location of incidents (January-June of 2014-2023)

Location of Incidents

The location of incidents reported during January-June 2023 are shown in Map 1.



Map 1- Location of incidents (January-June 2023)

● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted

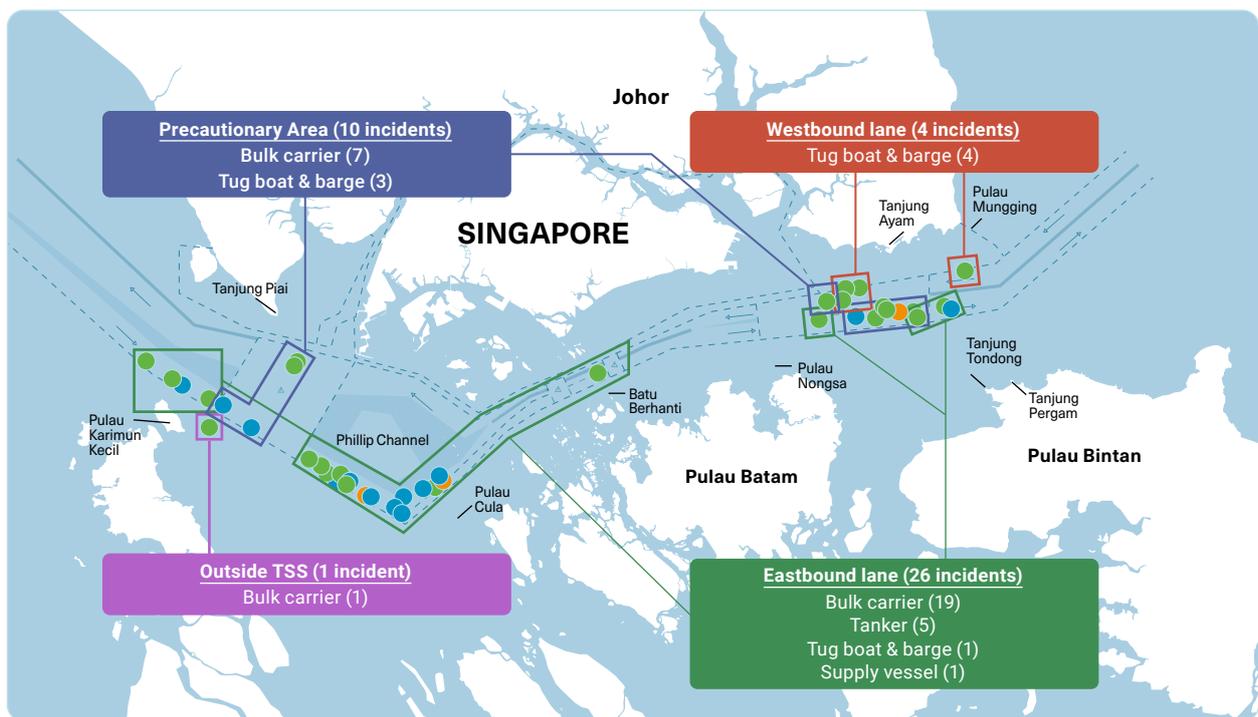
02

Situation of Armed Robbery Against Ships in Straits of Malacca and Singapore

Situation of Armed Robbery Against Ships in Straits of Malacca and Singapore

Situation update

A total of 41 incidents were reported in the Straits of Malacca and Singapore (SOMS) during January-June 2023. Of these, three incidents occurred in the Malacca Strait (MS) and 38 incidents in the Singapore Strait (SS). All three incidents in the MS occurred in the eastbound lane of the Traffic Separation Scheme (TSS). Of the 38 incidents in the SS, 23 incidents occurred in the eastbound lane of the TSS, 10 incidents in the precautionary area, four incidents in the westbound lane and one incident outside the TSS. Map 2 shows the location of the 41 incidents in SOMS.



Map 2 - Location of incidents in SOMS (January-June 2023)

● CAT 2 ● CAT 3 ● CAT 4

The ReCAAP ISC is concerned with the continued occurrence of incidents in SOMS, in particular, the clusters of incidents in the Phillip Channel; off Pulau Cula (Indonesia) [16 incidents], and the involvement of armed perpetrators reported in 10 of the 16 incidents in this cluster. Also of concern are the clusters of incidents off Tanjung Tondong, Bintan Island (Indonesia) [10 incidents] and off Pulau Karimun Kecil (Indonesia) [seven incidents].

In 2023, the ReCAAP ISC had issued two Incident Alerts (IAs) on 31 Mar 23 and 13 Jun 23 to the maritime community, advising ships to intensify vigilance and maintain sharp look-out while transiting the SOMS and report all incidents immediately to the nearest coastal State. The IAs can be found at www.recaap.org/alerts.

Modus Operandi

The modus operandi of the 41 incidents that occurred to ships while underway in SOMS during January-June 2023 are summarised in table below:

Factors of incident	Eastbound lane of TSS (26 incidents)		Precautionary area of TSS (10 incidents)		Westbound lane of TSS	Outside of TSS
	Western Part (20 incidents)	Eastern Part (6 incidents)	Western Part (4 incidents)	Eastern Part (6 incidents)	Eastern Part (4 incidents)	Western Part (1 incident)
Type of ship	Bulk carrier (16) Tanker (3) Supply vessel (1)	Bulk carrier (3) Tanker (2) Tug boat & barge (1)	Bulk carrier (2) Tug boat & barge (2)	Bulk carrier (5) Tug boat & barge (1)	Tug boat & barge (4)	Bulk carrier (1)
Number of perpetrators	9 men (1) 5 men (3) 4 men (5) 3 men (3) 2 men (2) 1 man (2) Unknown (4)	4 men (3) 3 men (2) 1 man (1)	10 men (1) 6 men (1) 4 men (1) 3 men (1)	6 men (2) 5 men (1) 4 men (3)	10 men (1) 4 men (1) 3 men (1) Unknown (1)	5 men (1)
Weapons carried by perpetrators	Knives (7) Jungle bolo (1) Adjustable wrench (1) Shovel-like weapon (1) Not armed (5) Not stated (5)	Knives (1) Not armed (1) Not stated (4)	Knives & spanners (1) Knives (1) Not armed (1) Not stated (1)	Knives (3) Not stated (3)	Not stated (4)	Not armed (1)
Treatment of crew	Crew member tied (2) No injuries (18)	No injuries (6)	Threw spanners at crew that injured two crew members (1) No injuries (3)	Assaulted & injured one crew member (1) No injuries (5)	No injuries (3) Not stated (1)	No injuries (1)
Items stolen	Spare parts of generator, chief engineer's watch and mobile phone (1) Breathing Apparatus (1) Engine spares (6) Items inside a container & one coil of mooring rope (1) Nothing stolen (10) Not stated (1)	Spare parts of fuel pumps (1) Engine spares (1) Scrap metal on board barge (1) Nothing stolen (3)	Scrap items (1) Scrap metal on board barge (2) Nothing stolen (1)	Engine spares (2) Scrap metal on board barge (1) Nothing stolen (3)	Scrap metal on board barge (4)	Engines spares (1)
Time of incident	Hours of darkness (20)	Hours of darkness (5) Daylight hours (1)	Hours of darkness (4)	Hours of darkness (5) Daylight hours (1)	Hours of darkness (1) Daylight hours (3)	Hours of darkness (1)

The observations are as follows:

1. Majority of the incidents occurred to bigger ships, namely bulk carriers and tankers (32 incidents). The other eight incidents occurred on board tug boats towing barges (eight incidents) and a supply vessel (1 incident).
2. Of the 41 incidents, 21 incidents reported groups of 4-6 perpetrators while another 12 incidents involved groups of 1-3 perpetrators. There was one incident that involved 9 perpetrators, two incidents involved 10 perpetrators, and five incidents had no information on the number of perpetrators involved.
3. Majority of the incidents (61%) had no information if the perpetrators carried weapons (17 incidents) or the perpetrators were not armed (8 incidents). Of the remaining 16 incidents, the perpetrators carried knives, jungle bolo and other weapons such as adjustable wrench, spanners and a shovel-like weapon. Notably, 10 of the 16 incidents that involved armed perpetrators were reported in the western part of the eastbound lane of the TSS.
4. 90% of the incidents reported that the perpetrators did not harm the crew (37 of 41 incidents). In two incidents, the crew were assaulted and resulted in minor injuries. In another two incidents, the perpetrators tied the crew who managed to free themselves and raise alarm.
5. The perpetrators were sighted in or in the vicinity of the engine room in 19 incidents, and engine spares were stolen in nine of these incidents. In addition, the perpetrators were sighted in the steering gear room in six incidents, but nothing was stolen in all six incidents.
6. Of the 41 incidents, 36 incidents occurred during hours of darkness. The other five incidents that occurred during daylight hours were reported on board tug boats towing barges. Notably, three of the five incidents during daylight hours occurred in the westbound lane of the TSS.

Efforts by authorities and ReCAAP ISC

The littoral States of the Straits of Malacca and Singapore have stepped up enforcement efforts both on land and at sea. Through initiatives such as the Malacca Strait Patrol and the recently established Indonesia-Singapore Coordinated Patrol (CORPAT INDOSIN), they have strengthened operations coordination and patrolling efforts in areas of concern during vulnerable time windows. The authorities, together with ReCAAP ISC have also stepped up engagements of industry stakeholders to, *inter alia*, encourage adoption of appropriate shipboard security measures and timely reporting of incidents. They also continue to cooperate in sharing information of incidents, sightings of small boats' concentration and suspicious activities, to enable prompt enforcement actions. Singapore's ReCAAP Focal Point has issued advisories to ships transiting the strait to remind ship masters to be vigilant and adopt recommended shipboard security measures.

The ReCAAP ISC, on its part, has been providing the maritime community with the latest information and analytics by issuing periodic reports and Incident Alerts. The Centre has also organised Nautical Forum, Piracy & Sea Robbery Conference and Dialogue Sessions to engage the shipping industry. Through these means, the ReCAAP ISC is highlighting the areas of concern and modus operandi of the perpetrators while encouraging all ships to adopt preventive measures and make immediate reporting of incidents to the nearest coastal State and flag State.

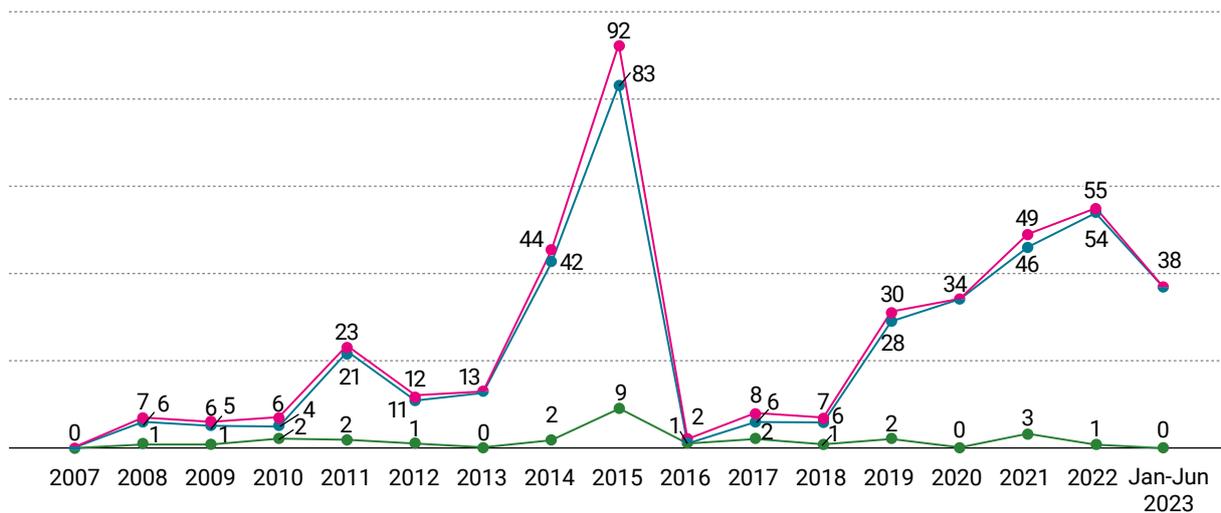
Data Analytics of incidents in Singapore Strait

As majority of the incidents reported in SOMS occurred in the SS during January-June 2023, this section provides analysis of all the incidents reported in the SS for the past 16 years (2007-2022) as compared to January-June 2023. Of the 41 incidents reported in SOMS, 38 incidents occurred in the SS and three incidents in the MS. The analysis focuses on the location of incidents, number of perpetrators, weapons carried, treatment of crew, items stolen, type of ships boarded and time of incidents.

Number of incidents

A total of 426 incidents (comprising 398 actual incidents and 28 attempted incidents) were reported in the SS during 2007-2022 and January-June 2023. The highest number of incidents occurred in 2015 (92 incidents) and the lowest number of incidents in 2016 (two incidents), except in 2007 (zero incident). The number of incidents reported in the SS has increased steadily from 30 incidents in 2019 to 55 incidents in 2022. The 55 incidents reported in 2022 is the second highest number of incidents reported in the SS after 2015.

Graph 1 shows the number of incidents in the SS during 2007-2022 and January-June 2023.



Graph 1 - Number of incidents in Singapore Strait (2007-2022 and January-June 2023)

● Total ● Actual ● Attempted

Significance Level of Incidents

Of the 398 actual incidents reported in the SS during 2007-2022 and January-June 2023, 71 were CAT 2, 82 were CAT 3 and 245 were CAT 4 incidents. No CAT 1 incident was reported.

Chart 6 shows the significance level of incidents in the SS during 2007-2022 and January-June 2023.

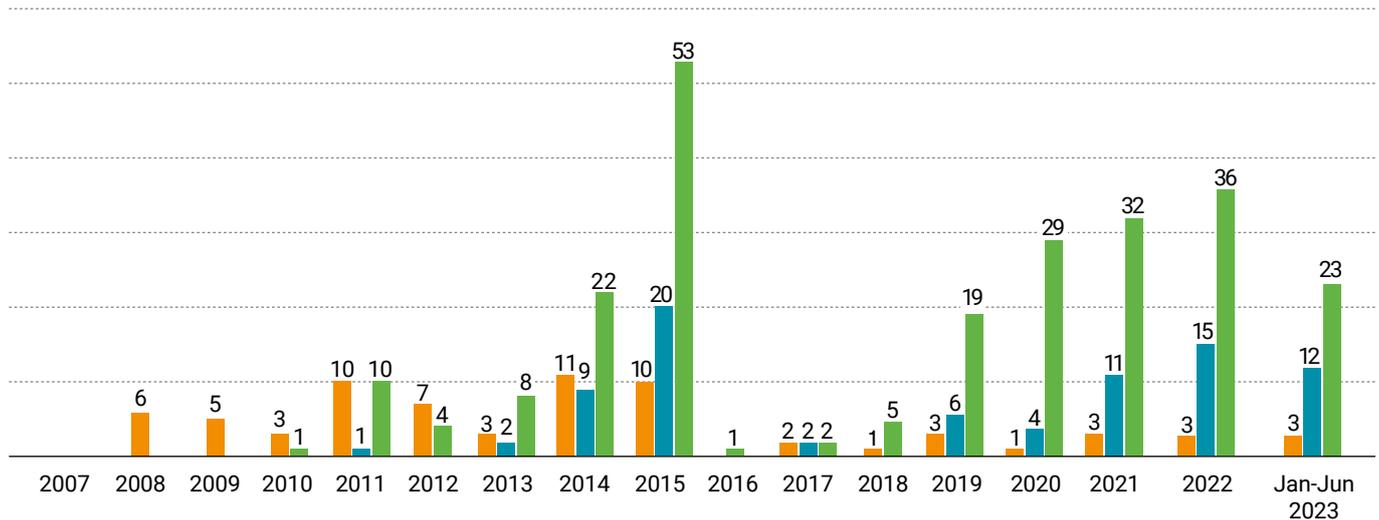


Chart 6 - Significance level of incidents in Singapore Strait (2007-2022 and January-June 2023)

● CAT 2 ● CAT 3 ● CAT 4

Summary of analysis

The characteristics of incidents reported in the SS occurred during January-June 2023 are:

- **61%** were CAT 4 incidents (23 of 38)
- **53%** of incidents involved 4-6 men
- **60%** with no information on the type of weapons carried by the perpetrators or not armed
- **95%** with no injury to crew
5% with minor injuries to crew members
- **42%** with nothing stolen or losses cannot be ascertained
For the 58% with stolen items: Engine spares, unsecured items, ship stores
- Boarded ships: Bulk carriers (**66%**), tug boats/supply vessels (21%), tankers (13%)
- **87%** of incidents occurred during hours of darkness

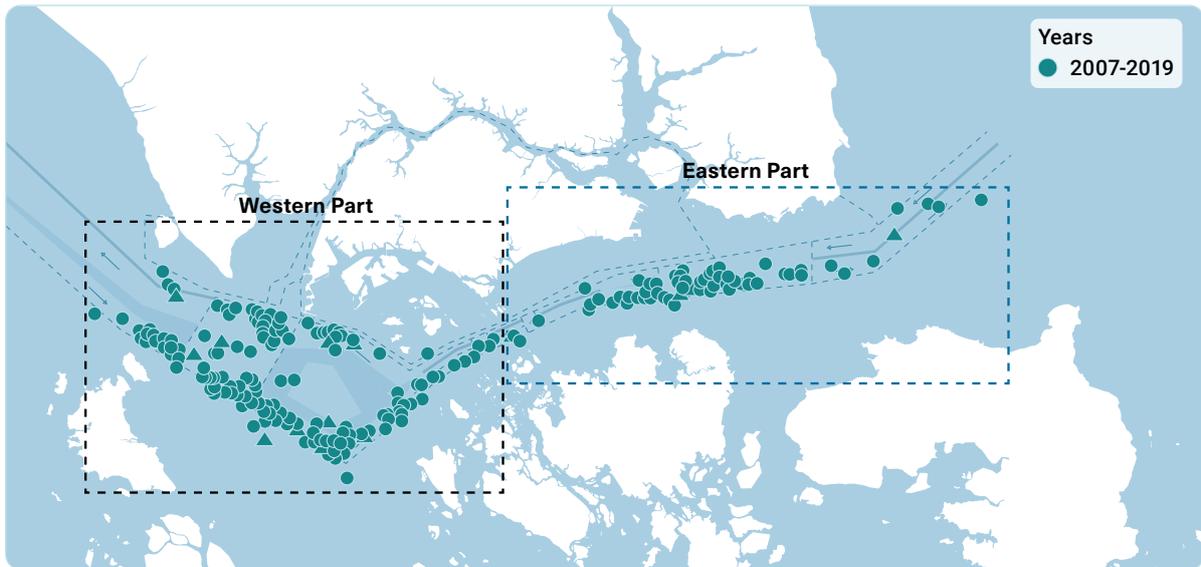
Details of Analysis

Location of incidents

Eastern Part vs Western Part of SS (2007-2022 and January-June 2023)

The ReCAAP ISC observes that there was a shift in the location of the cluster of incidents during the 13-year period of 2007-2019 compared to the recent three-year period of 2020-2022 and January-June 2023.

During 2007-2019, 74% of the total number incidents occurred in the **western part** of the SS (184 of 250 incidents); and 26% in the **eastern part** of SS (66 of 250). See Map 3 below.



Map 3 – Location of incidents in SS (2007-2019)

However, during 2020-2022 and January-June 2023, more incidents occurred in the **eastern part** of SS. 63% of the total number of incidents occurred in the **eastern part** of the SS (111 of 176 incidents) and 37% in the **western part** of the SS (65 of 176). See Map 4 below.



Map 4 – Location of incidents in SS (2020-2022 and January-June 2023)

The perpetrators involved in the incidents in the SS are opportunistic in nature and have no intention to harm the crew. Their main objective is to steal items from ships and escape without being noticed by the crew.

The persistence of the perpetrators in boarding ships in a particular location is demonstrated by the successive incidents occurred within a short time interval and in locations of close proximity to each other. Continuous boarding without being detected or reported to the authorities will further embolden the perpetrators to continue committing the crime.

Other contributing factors include insufficient enforcement presence in the area, fatigue and lack of vigilance by crew during the hours of darkness and slow manoeuvring speed of ships.

Number of Perpetrators

Of the 426 incidents reported during 2007-2022 and January-June 2023, 185 incidents involved **4-6 men (43%)**, 132 incidents involved 1-3 men (31%), 30 incidents involved 7-9 men (7%), 16 incidents involved more than 9 men (4%) and 63 incidents had no information on the number of perpetrators involved (15%).

The incidents reported during January-June 2023 is consistent with the trend observed in previous years. More than half of the incidents during January-June 2023 involved groups of **4-6 men (53%)**, while 11 incidents involved 1-3 men (29%), one incident involved 7-9 men (3%), two incidents involved more than 9 men (5%) and four incidents had no information on the number of perpetrators involved (10%).

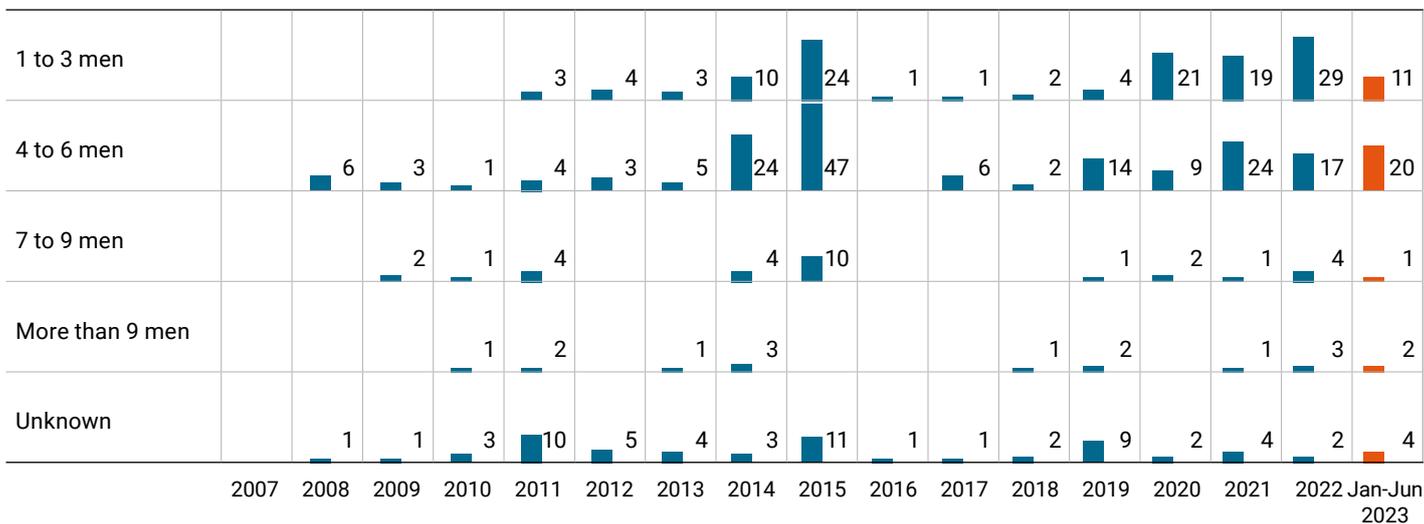


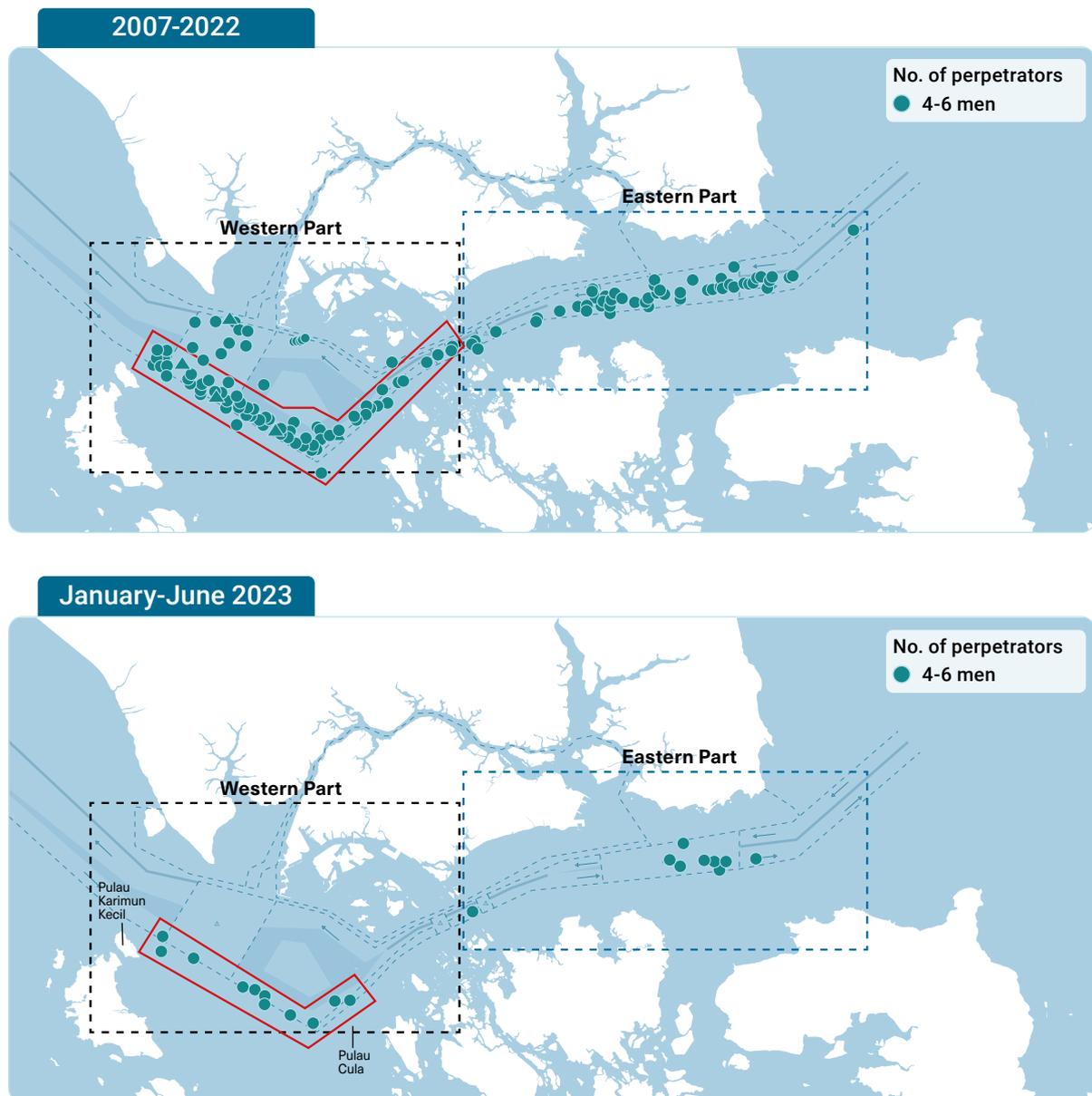
Chart 7 – Number of perpetrators – SS (2007-2022 & January-June 2023)

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

Perpetrators of group 4-6 men

During 2007-2022, 86 of the 165 incidents (52%) involving 4-6 men occurred in the **western part** of the SS (black-dotted box) and in the **eastbound lane** of the TSS (red outline).

During January-June 2023, 11 of the 20 incidents (55%) involving 4-6 men occurred in the western part of the SS (black-dotted box), and in the **precautionary area** of the TSS off Pulau Karimun Kecil (Indonesia) as well as **eastbound lane** of the TSS off Pulau Cula (Indonesia) [red outline]. Map 5 shows the location of incidents involving groups of 4-6 men.



Map 5 – Location of incidents in the SS vis-à-vis perpetrators in groups of 4-6 men (2007-2022 & January-June 2023)

Type of weapons carried by perpetrators

Among the 426 incidents reported during 2007-2022 and January-June 2023, 256 incidents had **no information on the weapons carried by the perpetrators (60%)**, 126 incidents reported the perpetrators carried knives/machetes (30%) and 10 incidents reported perpetrators carried guns and knives (2%).

The incidents reported during January-June 2023 is consistent with the trend observed in previous years. Of the 38 incidents reported during January-June 2023, 18 incidents had **no information on the weapons carried by the perpetrators (47%)**. However, the proportion of perpetrators carrying knives/machetes (40%) in incidents have increased during January-June 2023, as indicated in Chart 8 shown below.

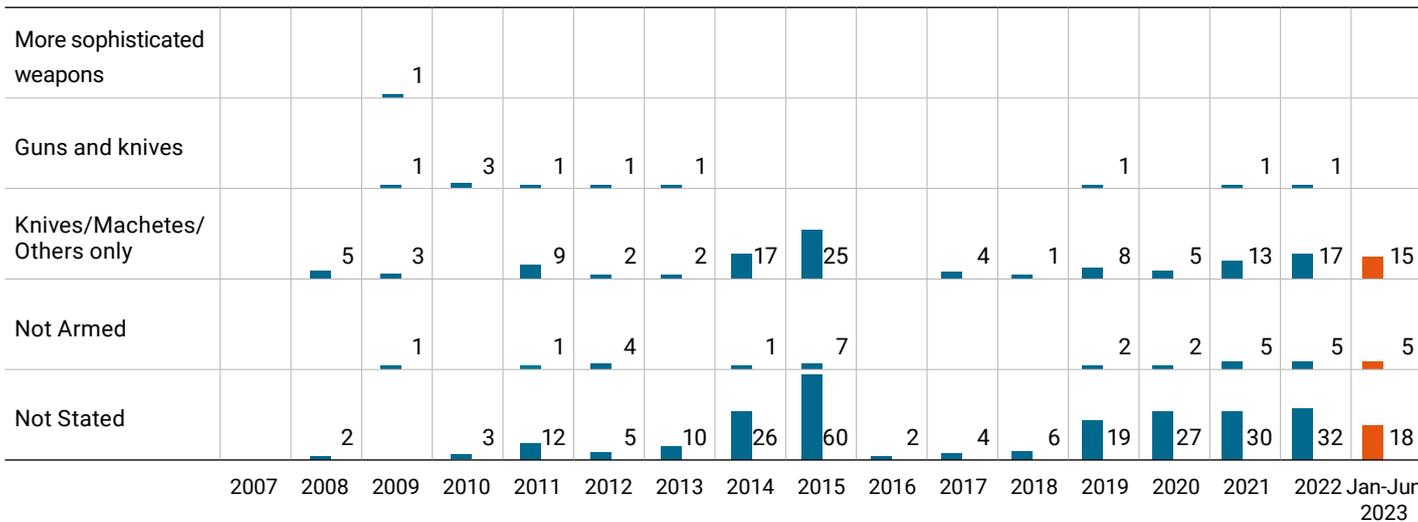


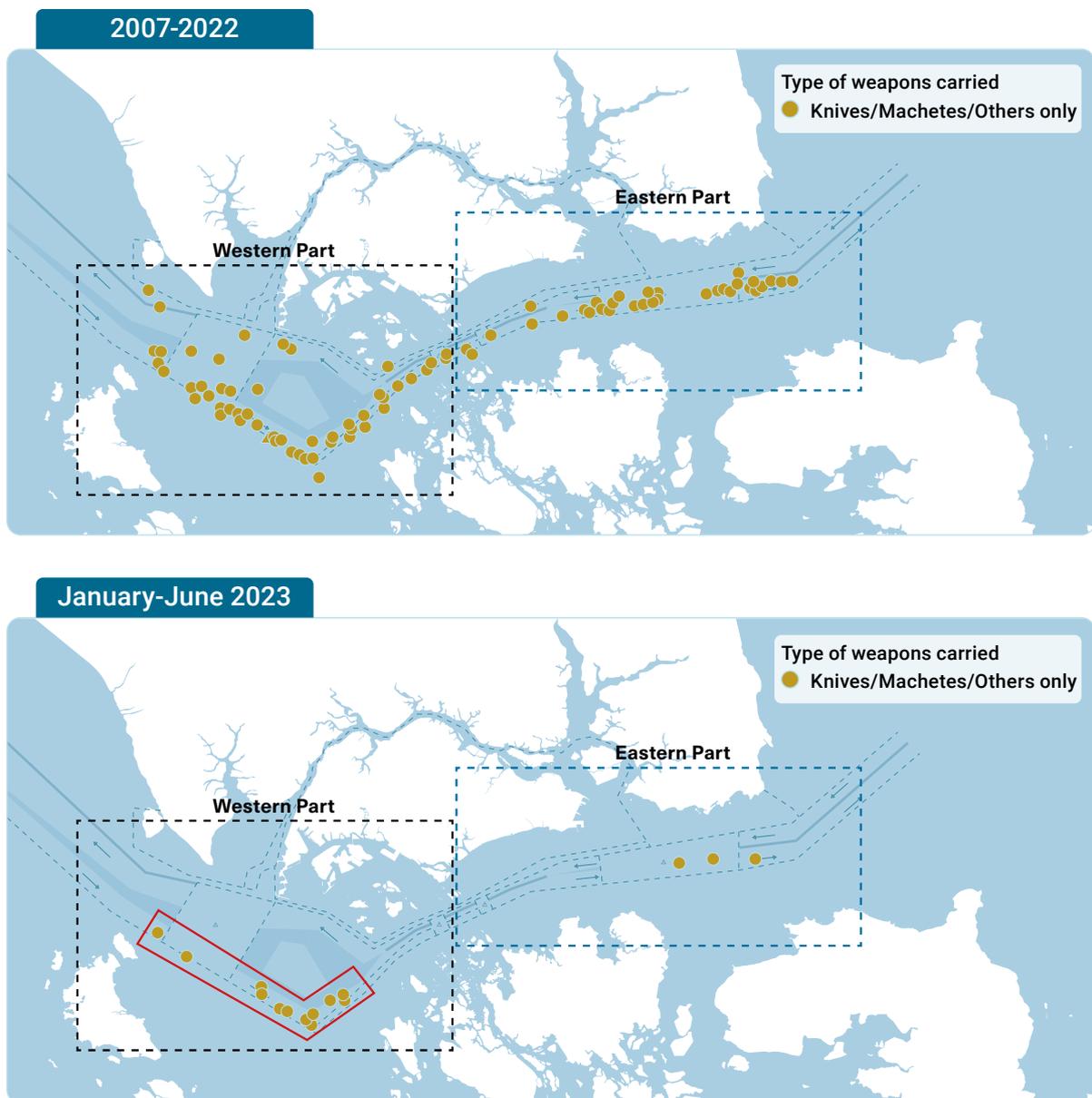
Chart 8 – Type of weapons carried – SS (2007-2022 & January-June 2023)

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 111 incidents involving perpetrators armed with knives, machetes or other similar weapons during 2007-2022, 66 incidents (59%) occurred in the **western part** of the SS (black-dotted box) and 45 incidents in the eastern part (blue-dotted box).

During January-June 2023, 12 of the 15 incidents (80%) involving perpetrators armed with knives, machetes, jungle bolo and other weapons such as wrenches occurred in the **western part** of the SS (black-dotted box), and in the **precautionary area** of the TSS off Pulau Karimun Kecil (Indonesia) as well as **eastbound lane** of the TSS off Pulau Cula (Indonesia) [red outline]. Map 6 shows the location of incidents involving perpetrators armed with knives, machetes or other similar weapons.



Map 6 – Location of incidents in the SS vis-à-vis perpetrators armed with knives/machetes (2007-2022 and January-June 2023)

Treatment of crew

Majority of the 426 incidents occurred during 2007-2022 and January-June 2023 reported that **the crew was not injured (86%)**, while 48 incidents involved crew who were either assaulted or taken hostage temporarily or threatened (12%).

The incidents reported during January-June 2023 is consistent with the trend observed in previous years. Majority of the 38 incidents during January-June 2023 reported that the **crew was not injured (90%)**. In the two incidents where the crew was taken hostage, the crew members were tied to restrict their movement but not harmed. Both crew members eventually freed themselves and were not injured. There were two incidents where the perpetrators had assaulted the crew, resulting in minor injuries to the crew members. Chart 9 depicts the treatment meted out to the crew by perpetrators.

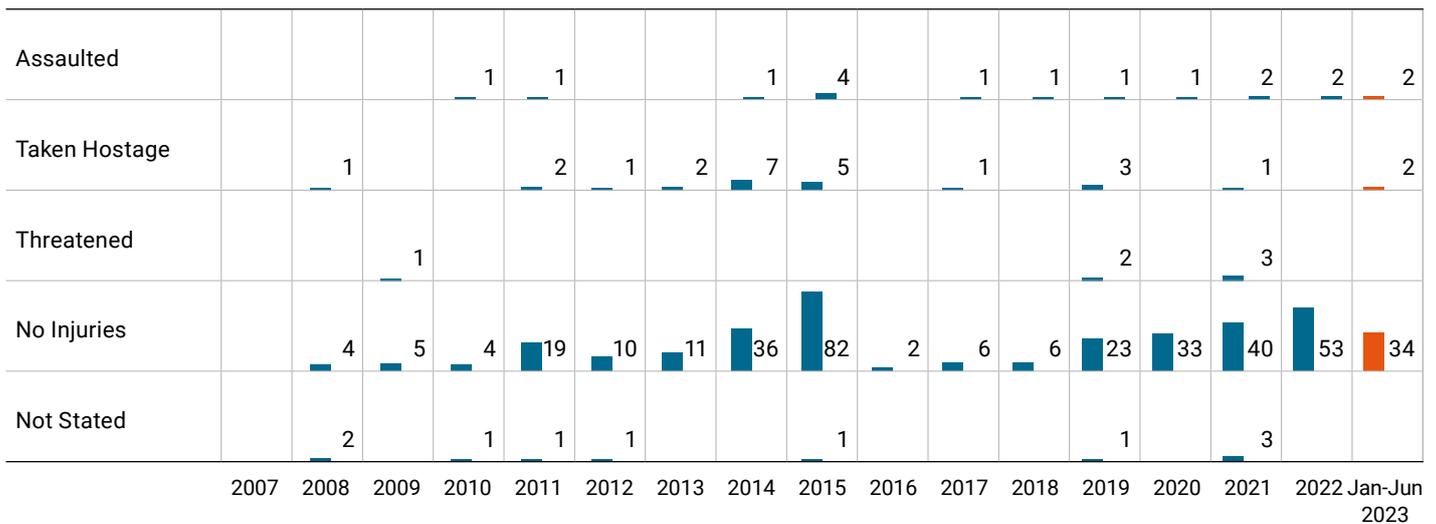


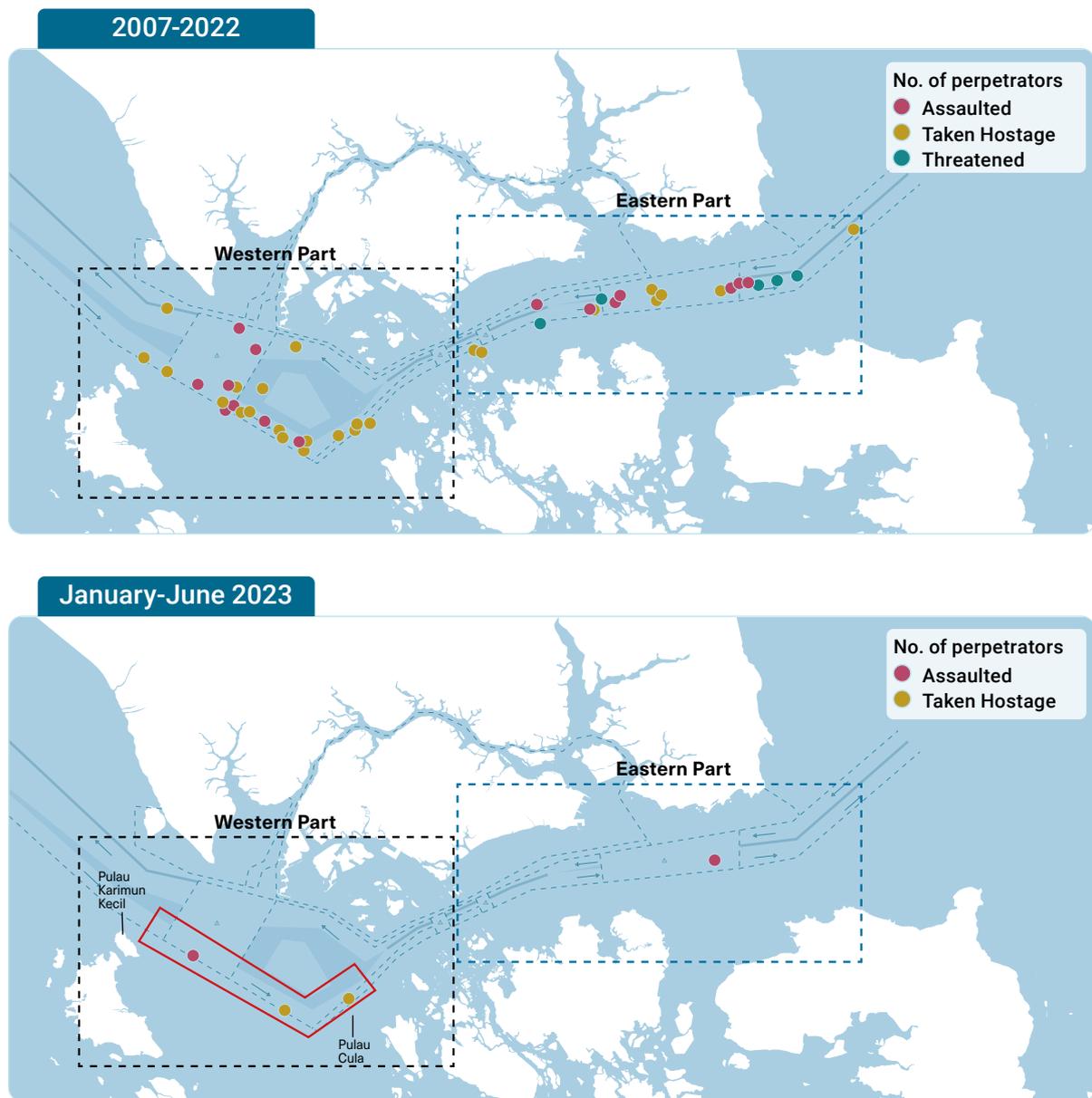
Chart 9 – Treatment of crew – SS (2007-2022 & January-June 2023)

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

Crew assaulted, taken hostage temporarily or threatened

Among the 44 incidents involving crew assaulted, taken hostage temporarily or threatened during 2007-2022, 23 incidents (52%) occurred in the **western part** of the SS (black-dotted box) and 21 incidents were reported in the eastern part (blue-dotted box).

During January-June 2023, three of the four incidents (75%) involving crew assaulted or taken hostage temporarily occurred in the **western part** of the SS (black-dotted box), and in the **precautionary area** of the TSS off Pulau Karimun Kecil (Indonesia) as well as **eastbound lane** of the TSS off Pulau Cula (Indonesia) [red outline]. Map 7 shows the location of incidents involving crew assaulted, taken hostage temporarily or threatened.



Map 7 – Location of incidents in the SS vis-à-vis crew being assaulted, taken hostage temporarily or threatened (2007-2022 and January-June 2023)

Stolen items

Close to half of the total number of incidents during 2007-2022 and January-June 2023 reported that **nothing was stolen (48%)**. For incidents where losses were reported, 73 incidents reported loss of engine spares (17%), 45 incidents loss of unsecured items (11%), 39 incidents loss of cash/personal belongings (9%) and 37 incidents loss of ship stores (9%).

The incidents reported during January-June 2023 is consistent with the trend observed in previous years. Of the 38 incidents during January-June 2023, 15 incidents reported that **nothing was stolen (39%)**. In addition, losses of engine spares (29%) were commonly reported, followed by unsecured items, including scrap metal on board barges (24%) and ship property/stores (5%). Chart 10 shows the details of items stolen from ships in SOMS.

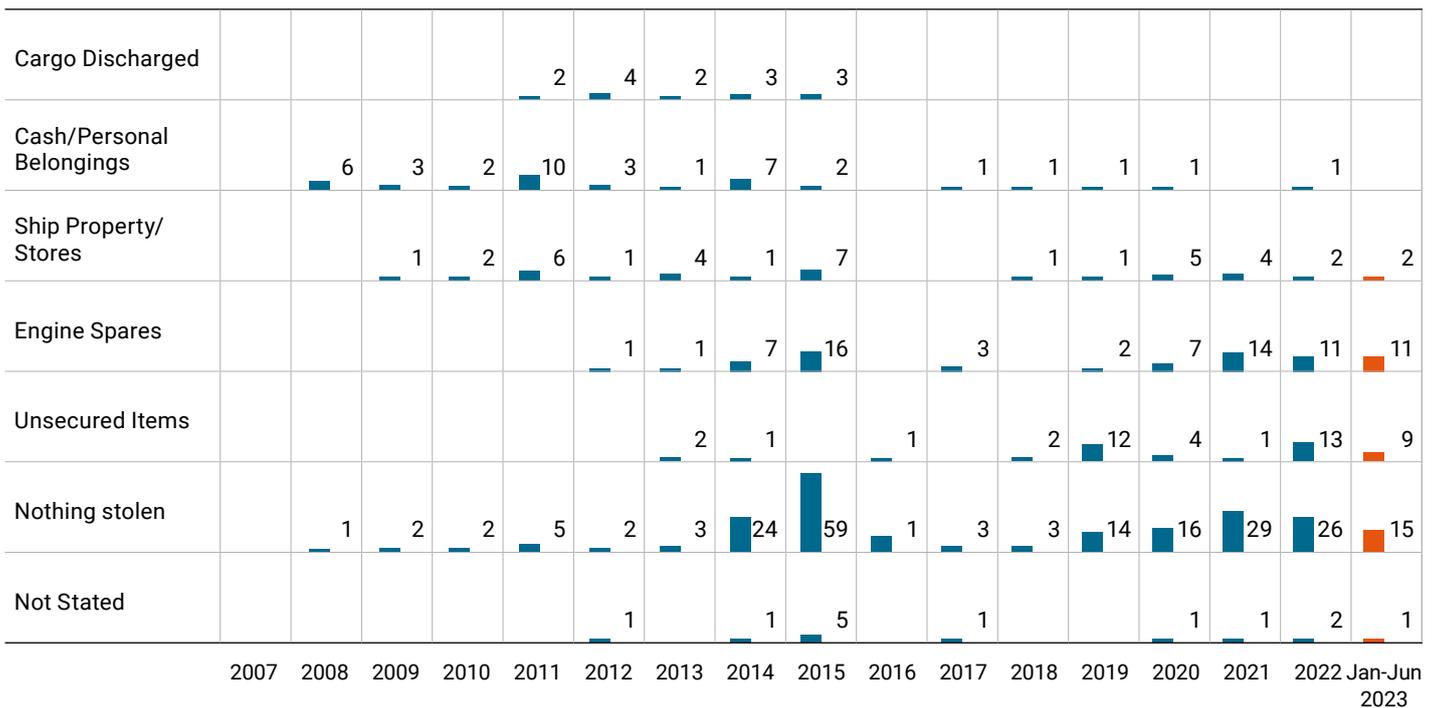


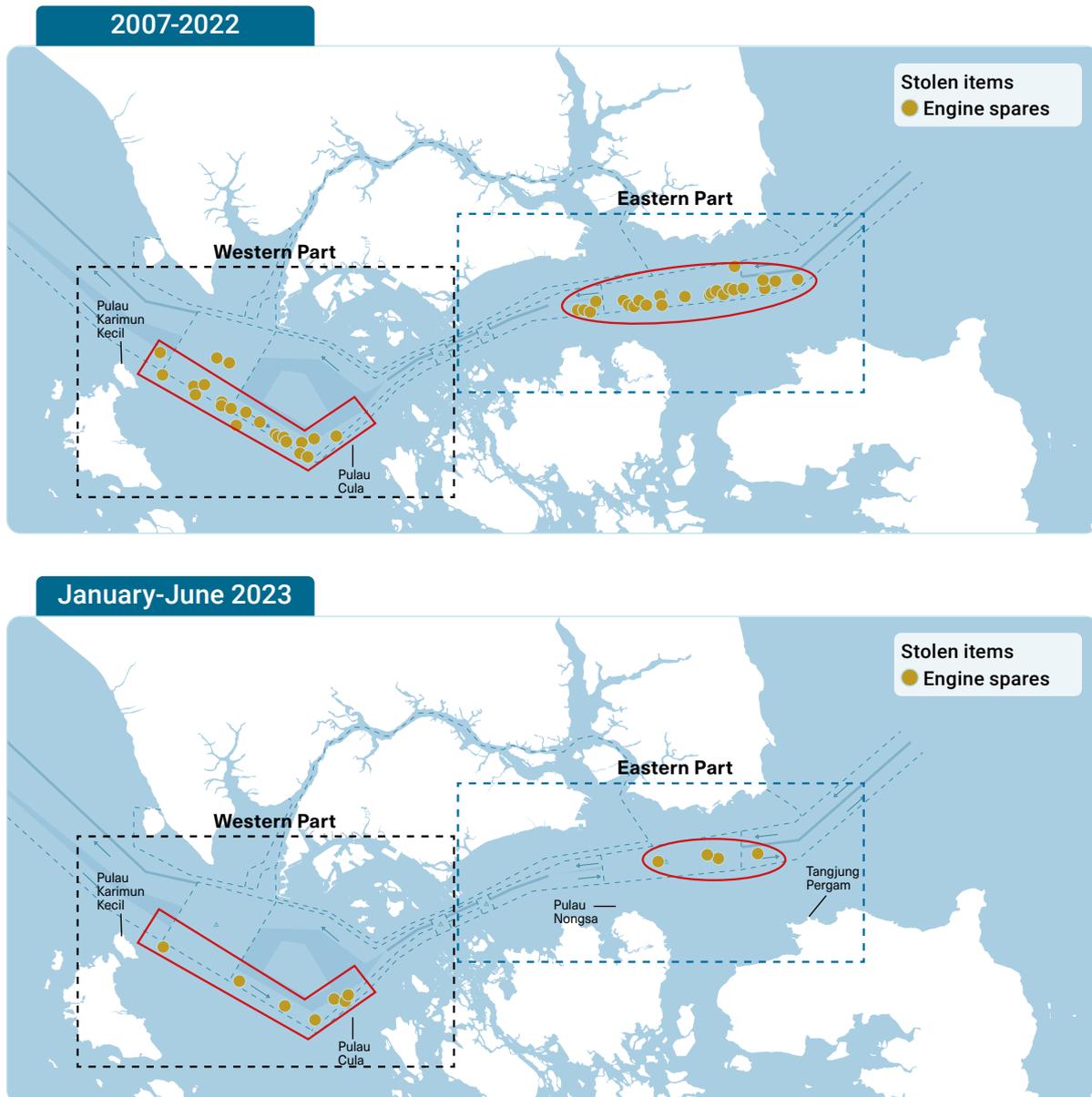
Chart 10 – Stolen items – SS (2007-2022 & January-June 2023)

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

Loss of engine spare parts

During 2007-2022, 62 incidents reported the loss of engine spares, where 32 incidents (52%) were reported in the **eastern part** of the SS (blue-dotted box) and 30 incidents were reported in the **western part** (black-dotted box). Of the 32 incidents in the eastern part of the SS, 31 occurred in the **eastbound lane** of the TSS off Pulau Nongsa, Pulau Batam (Indonesia) and Tanjung Pergam, Pulau Bintan (Indonesia) [red oval]. Of the 30 incidents in the western part of the SS, 28 occurred in the **precautionary area** of the TSS off Pulau Karimun Kecil (Indonesia) as well as **eastbound lane** of the TSS off Pulau Cula (Indonesia) [red outline].

However, during January-June 2023, seven incidents (64%) reported the loss of engine spares in the western part of the SS and four incidents in the eastern part. All seven incidents in the western part of the SS occurred **just outside** the TSS off Pulau Karimun Kecil (Indonesia) as well as **eastbound lane** of the TSS off Pulau Cula (Indonesia) [red outline]. All four incidents in the eastern part of the SS occurred in the eastbound lane of the TSS off Pulau Nongsa, Pulau Batam (Indonesia) and Tanjung Pergam, Pulau Bintan (Indonesia) [red oval]. Map 8 shows the location of incidents involving loss of engine spares.



Map 8 – Location of incidents in the SS vis-à-vis loss of engine spares (2007-2022 and January-June 2023)

Type of ships boarded

Among the 426 incidents reported during 2007-2022 and January-June 2023, the types of ship boarded in the SS is detailed in Chart 11 shown below. Of these, 180 incidents occurred on board **bulk carriers** (42%), 131 incidents on board tug boats/supply vessels (31%), 86 incidents on board tankers (20%), 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%).

The incidents reported during January-June 2023 is consistent with the trend observed in previous years. Majority of the incidents reported during January-June 2023 occurred on board **bulk carriers** (66%), with another eight incidents on board tug boats/supply vessels (21%) and five incidents on board tankers (13%).

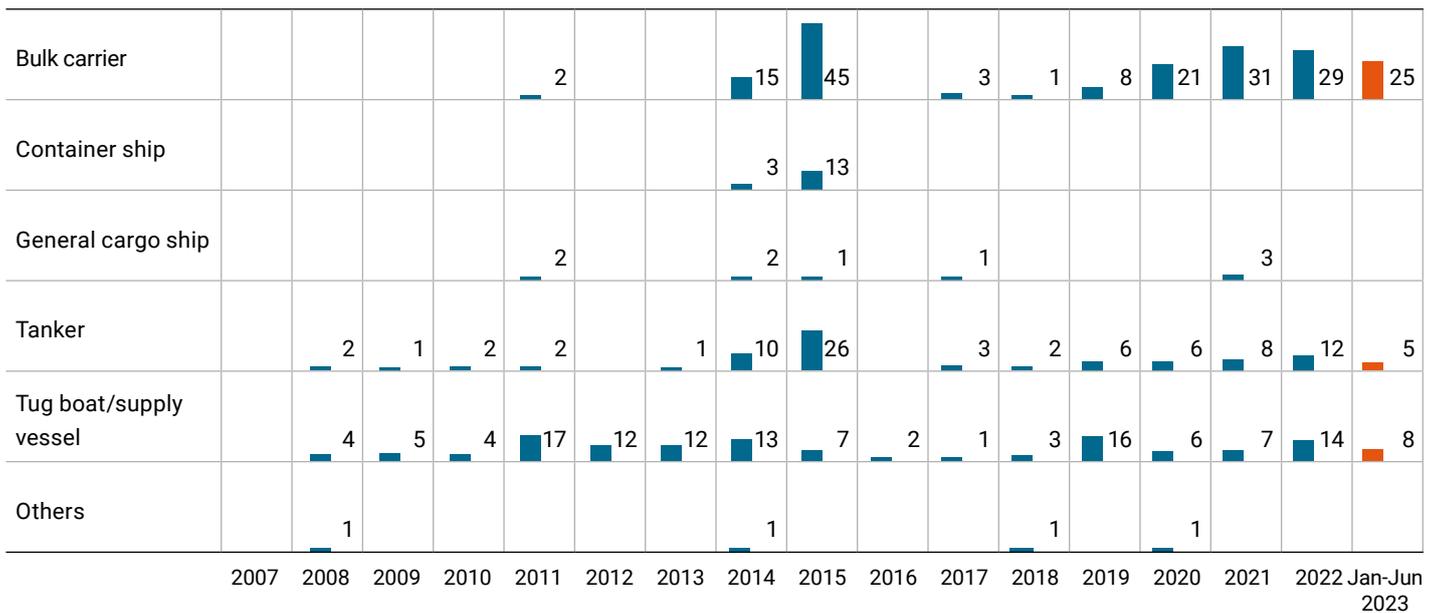


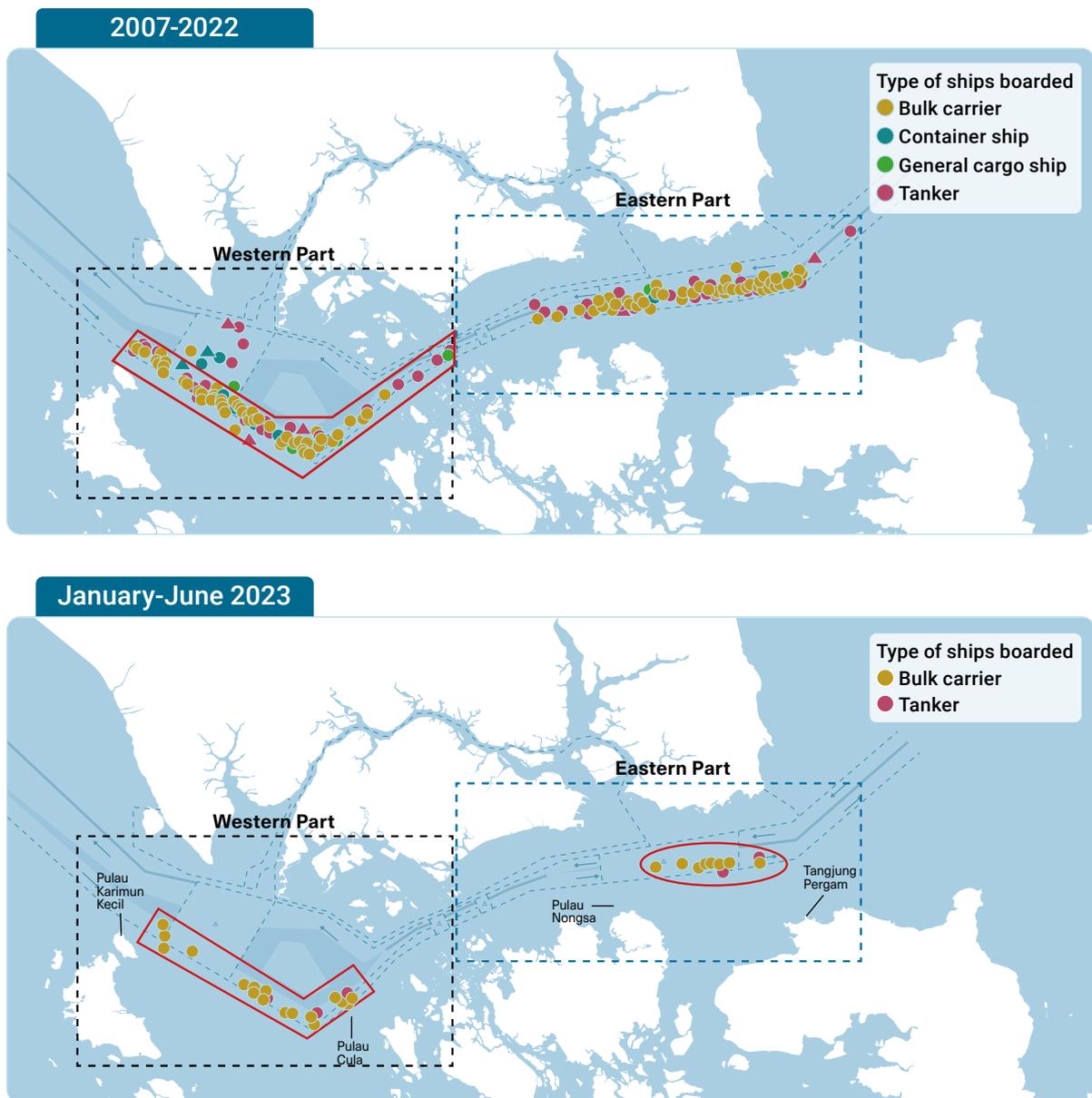
Chart 11 – Type of ships boarded – SS (2007-2022 & January-June 2023)

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

Bigger ships

During 2007-2022, 52% of the incidents involving bigger ships (bulk carriers, container ship, general cargo ship and tankers) occurred in the **western part** of the SS (black-dotted box) and in the **eastbound lane** of the TSS (red outline) due to slow speed maneuvering of ships.

During January-June 2023, of the 30 incidents that occurred to bigger ships, 20 (65%) occurred in the western part of the SS and 10 occurred in the eastern part. All 20 incidents in the western part of the SS occurred in the **precautionary area** of the TSS off Pulau Karimun Kecil (Indonesia) as well as **eastbound lane** of the TSS off Pulau Cula (Indonesia) [red outline]. All 10 incidents in the eastern part of the SS occurred in the **eastbound lane** of the TSS off Pulau Nongsa, Pulau Batam (Indonesia) and Tanjung Pergam, Pulau Bintan (Indonesia) [red oval]. Map 9 shows the location of incidents involving bigger ships.

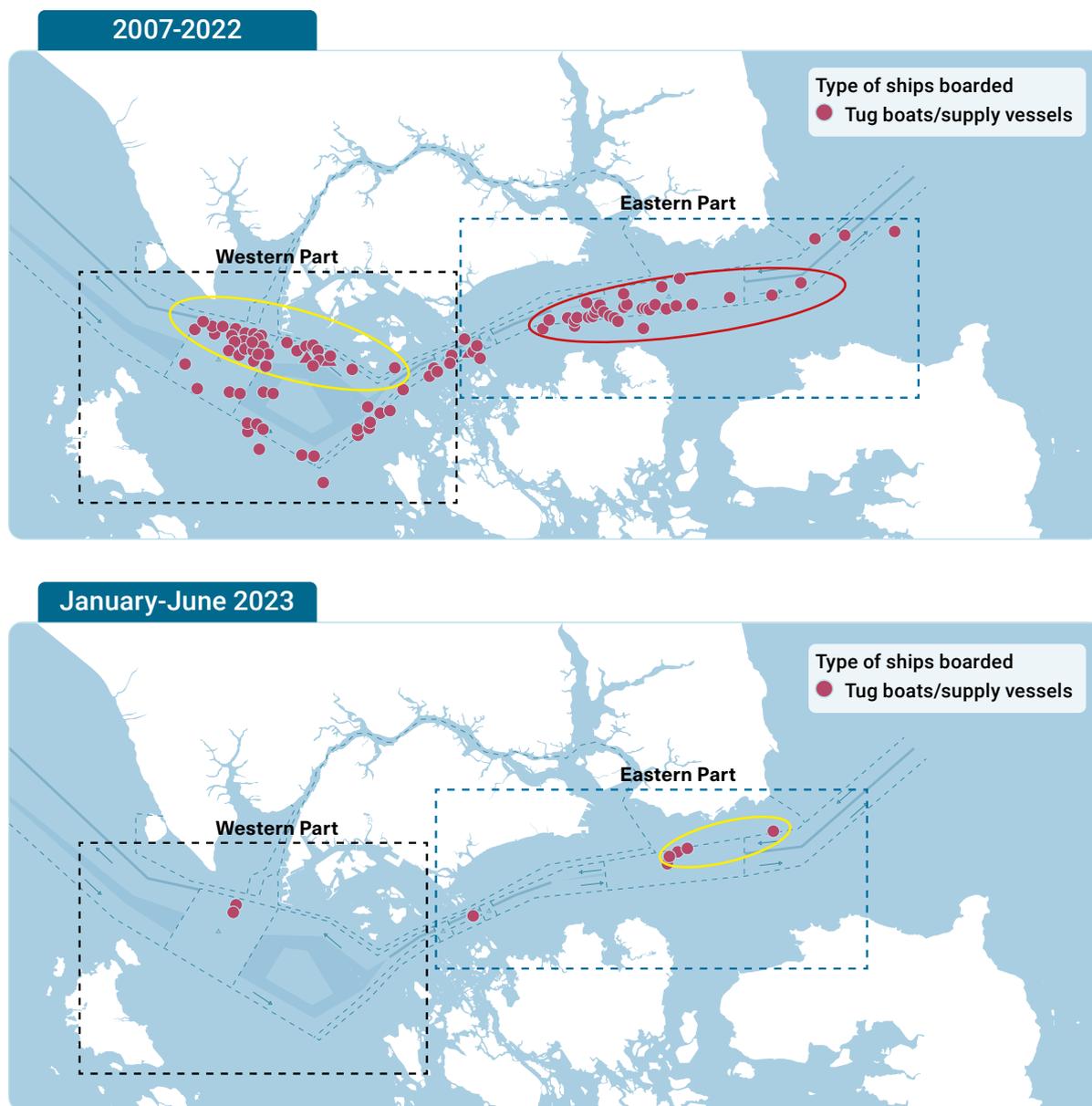


Map 9 – Location of incidents in the SS vis-à-vis bigger ships (2007-2022 and January-June 2023)

Tug boats/Supply vessels

During 2007-2022, the incidents involving tug boats/supply vessels were mostly reported in the **westbound lane** of the TSS (yellow oval) in the **western part** (black-dotted box) as well as in the **eastbound lane** of the TSS in the **eastern part** (blue-dotted box), in particular off Pulau Nongsa, Batam Island, (Indonesia) (red oval).

During January-June 2023, of the eight incidents that occurred to tug boats/supply vessels, six (75%) occurred in the eastern part of the SS and two occurred in the western part. Among the six incidents in the **eastern part** of the SS, four occurred in the **westbound lane** of the TSS (yellow oval). The two incidents in the western part occurred in the precautionary area of the TSS. Map 10 shows the location of incidents involving tug boats/supply vessels.



Map 10 – Location of incidents in the SS vis-à-vis tug boats/supply vessels (2007-2022 and January-June 2023)

Time of incidents

Among the 426 incidents reported during 2007-2022 and January-June 2023, the time of incidents in SS is indicated in Chart 12 as shown below, with 355 incidents occurred during **hours of darkness [between 1800 hrs and 0559 hrs] (83%)** and 71 incidents occurred during daylight hours [between 0600 hrs and 1759 hrs] (17%).

The incidents reported during January-June 2023 is consistent with the trend observed in previous years. Of the 38 incidents during January-June 2023, 33 incidents occurred during **hours of darkness (87%)** and five incidents during daylight hours (13%).

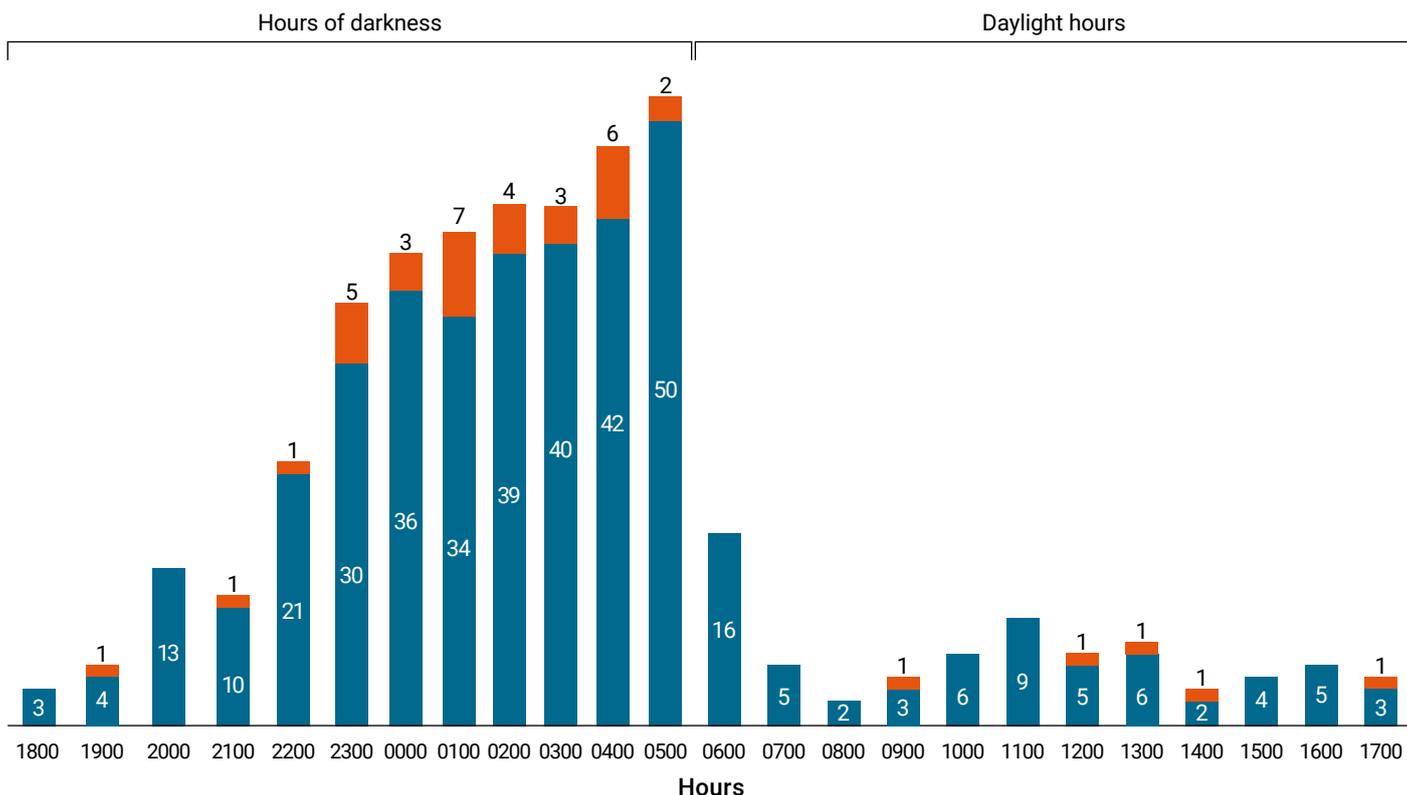


Chart 12 – Time of incidents – Singapore Strait (2007-2021 & January-June 2023)

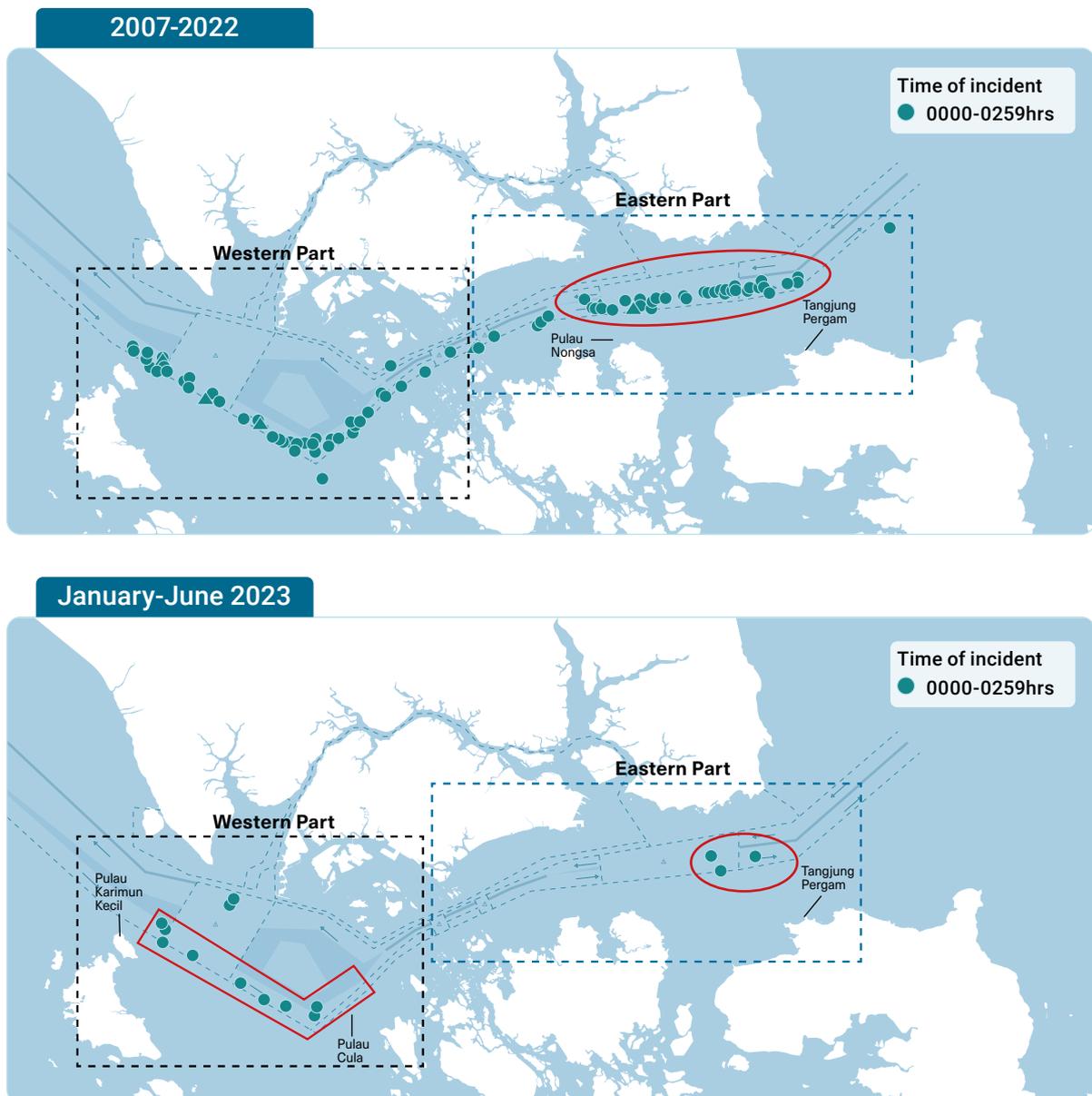
● 2007-2021 ● Jan-Jun 2023

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

Hours of darkness

During 2007-2022, 322 incidents occurred during hours of darkness, of which majority happened between 0000 hrs and 0559 hrs (75%). In particular, during 0000-0259 hrs, incidents occurred mostly in the **eastern part** of the SS (blue-dotted box), in particular off Pulau Nongsa (Indonesia) and Tanjung Pergam, Bintan Island (Indonesia) (red oval).

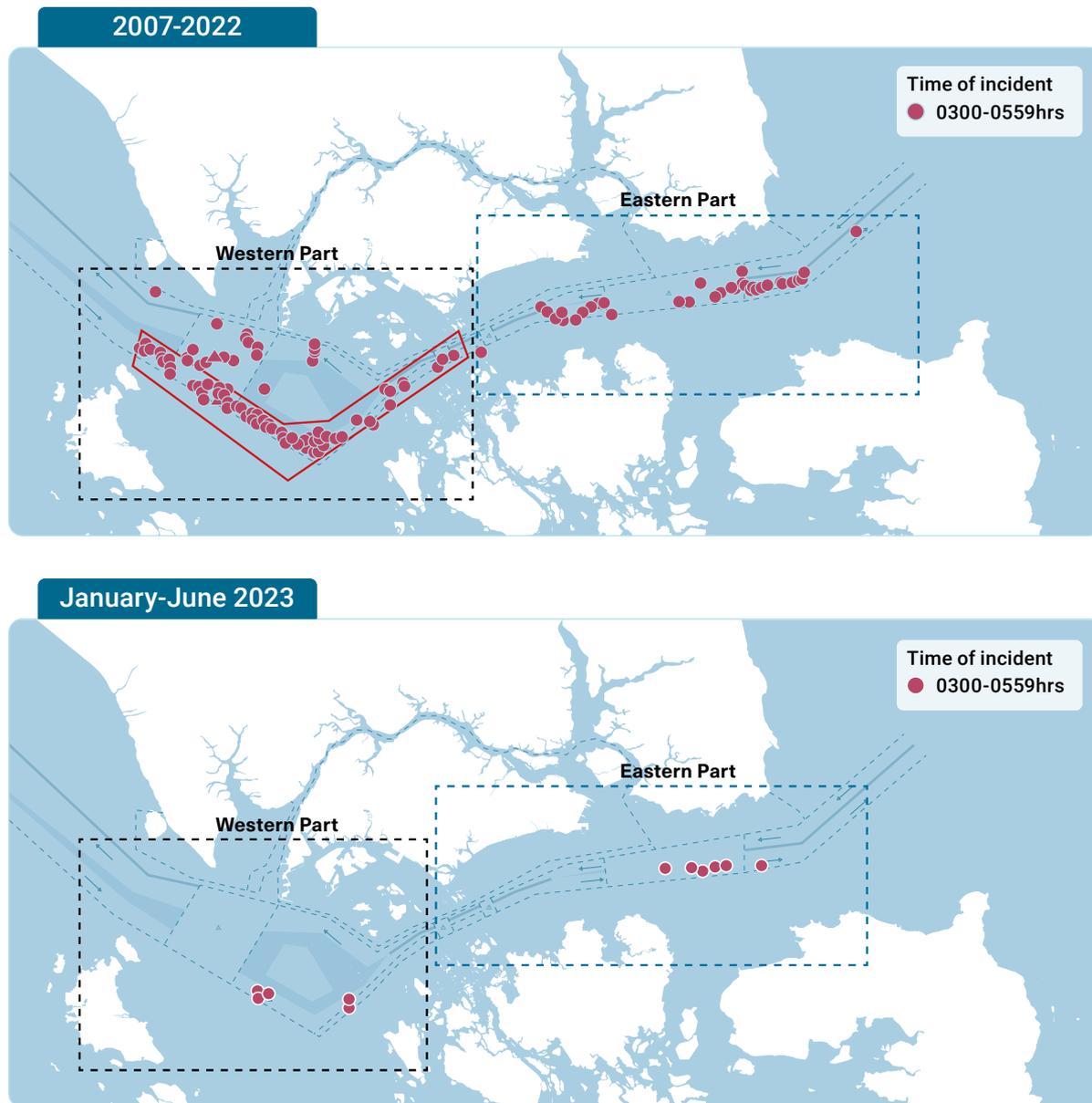
During January-June 2023, 33 incidents occurred during hours of darkness, and similar to the trend observed during 2007-2022, majority happened between 0000 hrs and 0559 hrs (76%). During 0000-0259 hrs, 11 incidents were reported in the **western part** of the SS and three incidents in the eastern part of the SS. Of the 11 incidents in the western part of the SS, nine occurred in the **precautionary area** of the TSS off Pulau Karimun Kecil (Indonesia) as well as **eastbound lane** of the TSS off Pulau Cula (Indonesia) [red outline]. All three incidents in the eastern part of the SS occurred off Tanjung Pergam, Bintan Island (Indonesia) [red oval]. Map 11 shows the location of incidents that occurred between 0000 hrs and 0259 hrs.



Map 11 – Location of incidents in the SS vis-à-vis incidents reported during hours of darkness (between 0000 hrs and 0259 hrs) (2007-2022 and January-June 2023)

On the other hand, during 2007-2022, incidents occurring between 0300 hrs and 0559 hrs were reported mostly in the **western part** of the SS (black-dotted box) and in the eastbound lane of the TSS (red outline).

However, during January-June 2023, six of the 11 incidents that occurred between 0300 hrs and 0559 hrs were reported in the **eastern part** of the TSS (blue-dotted box). Map 12 shows the location of incidents that occurred between 0300 hrs and 0559 hrs.

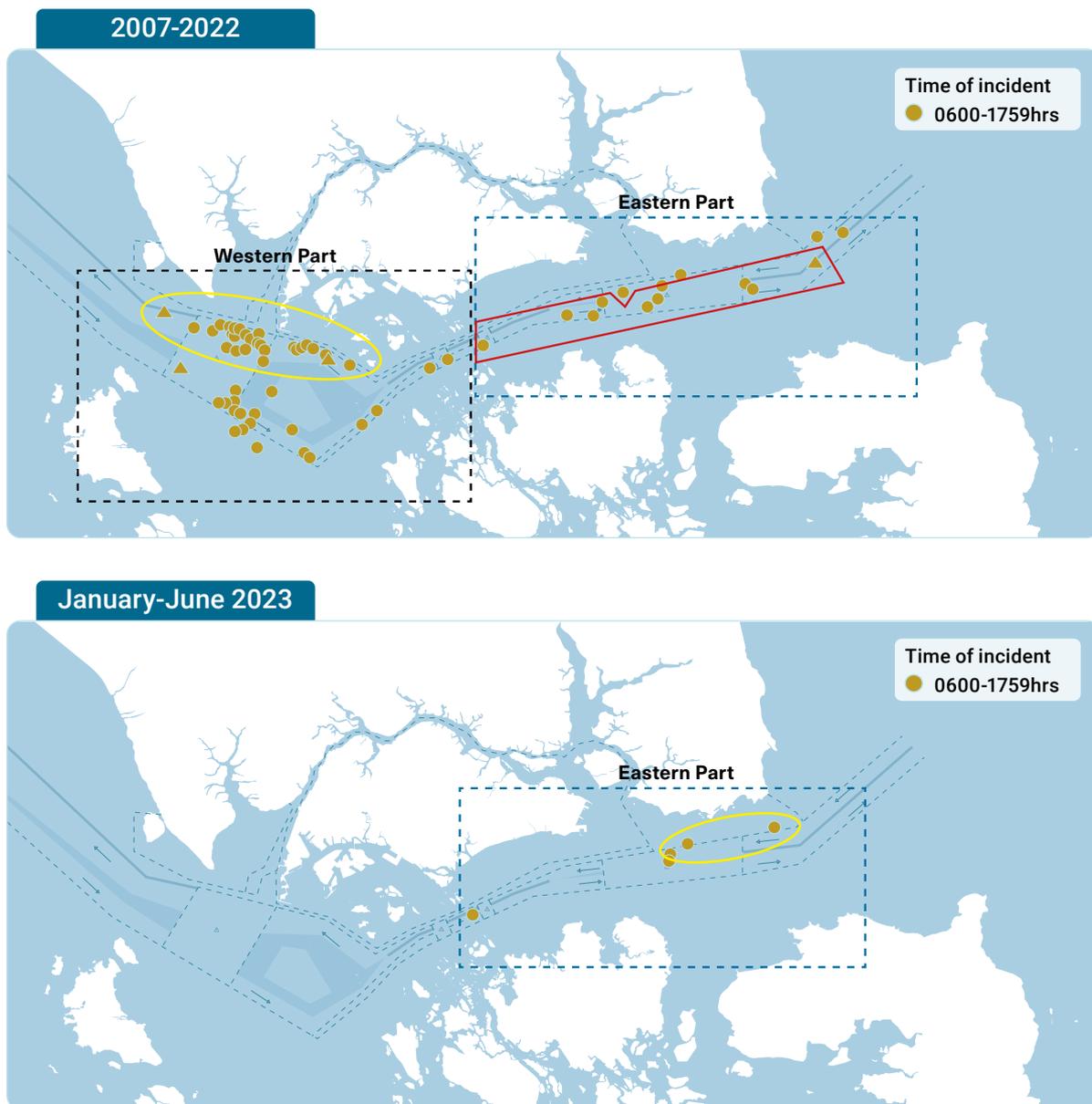


Map 12 – Location of incidents in the SS vis-à-vis incidents reported during hours of darkness (between 0300 hrs and 0559 hrs) (2007-2022 and January-June 2023)

Daylight hours

During 2007-2022, of the 66 incidents that occurred during daylight hours, 52 incidents were reported in the western part of the SS (black-dotted box) and 14 incidents in the eastern part (blue-dotted box) as shown in Map 13. Majority of the incidents in the **western part** occurred mostly in the **westbound lane** of the TSS (yellow oval), while in the eastern part, majority of the incidents occurred in the **eastbound lane** of the TSS (red outline).

However, during January-June 2023, all five incidents that occurred during daylight hours were reported in the **eastern part** of the SS, with three in the **westbound lane** of the TSS (yellow oval), one in the precautionary area and one in the eastbound lane.



Map 13 – Location of incidents in the SS vis-à-vis incidents reported during daylight hours (2007-2022 and January-June 2023)

Recommendations

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

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

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

Indonesia	Phone No	Fax Number
BAKAMLA (Maritime Incident Reporting) Email: puskodal@bakamla.go.id	+62 895 6003 00846	
Malaysia	Phone No	Fax Number
MMEA (Maritime Operation Center) E-mail: pomarhq@mmea.gov.my	+60 38 943 4001 / +60 38 995 7201 / +60 19 261 1833	+60 38 941 4527
Singapore	Phone No	Fax Number
MRCC Singapore Email: pocc@mpa.gov.sg	+65 6226 5539 / +65 6325 2493	+65 6227 9971 / +65 6224 5776

03

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

Situation of Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah

Situation Update

The situation of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah continued to improve with no report of incidents reported to the ReCAAP ISC during January-June 2023. The last known incident occurred on 17 Jan 20. No crew is currently held in captivity by the Abu Sayyaf Group (ASG). The Philippines, Malaysian and Indonesian authorities continued to maintain surveillance and military operations to neutralise the ASG.

Downgrading of Threat Assessment Level

With inputs from stakeholders and counterparts with vital involvement in securing the Sulu-Celebes Seas maritime security measure, the Philippine Coast Guard (PCG) recommended 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 downgrade the threat of abduction of crew in the Sulu-Celebes Seas, the ReCAAP ISC updated its Advisory on 15 Sep 22 to all ships to consider re-route from the area as an option based on its prerogative.

However, for ship masters and crew transiting the area, they are strongly encouraged to exercise extra vigilance while transiting the area, and report immediately to the Operation Centres of the Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia. The contact details of the Operation Centres of the Philippines and ESSCOM of Malaysia are shown on the next page in Map 14.

03

**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

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

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

**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



Map 14 - Contact details

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

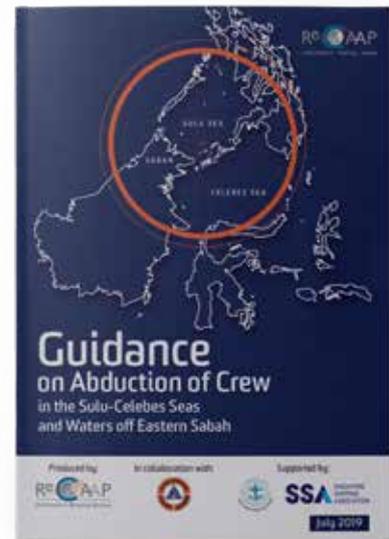
Tel: +632-8-527-8481 (ext: 6136/37)
+632-998-585-5327 (mobile)
+632-917-842-8249 (mobile)
+632-8-527-3877 (fax)
Email: pcgcommandcenter2022@gmail.com
(updated on 10 Oct 22)

Guide Book

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 Guide book 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 Guide Book can be found at www.recaap.org.

The Guide book 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). It 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

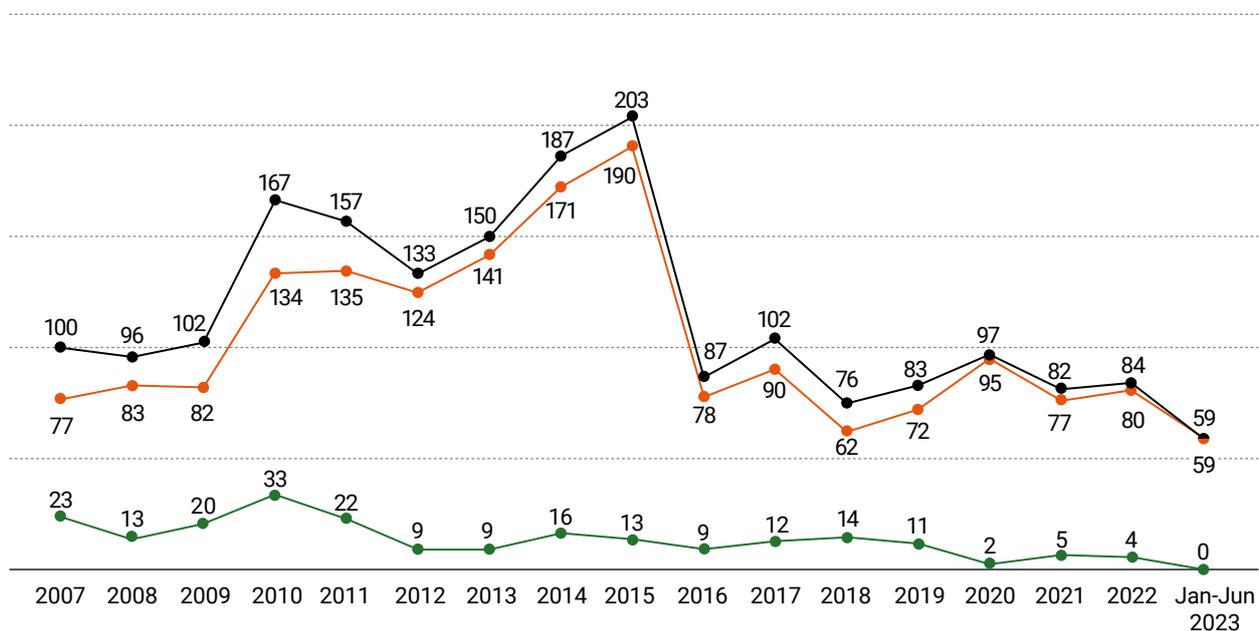
**Insights of Incidents in Asia using
Data Analytics**

Insights of Incidents in Asia using Data Analytics

This section provides an insight into the incidents reported in Asia during January-June 2023 compared to the trend of past incidents during the 16-year period of 2007-2022. 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 2007-2022 and January-June 2023

During 2007-2022, a total of 1,962 incidents (comprising 1,747 actual incidents and 215 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 2 shows the number of incidents reported during 2007-2022 and January-June 2023.



Graph 2 - Number of incidents (2007-2022 and January-June 2023)

● Total ● Actual ● Attempted

Summary of Analysis of Incidents

A total of 59 incidents were reported in Asia during January-June 2023. The incidents reported were consistent with the trend of past incidents during the 16-year period of 2007-2022, in terms of the number of perpetrators, type of weapons carried by perpetrators, treatment of crew and time of incidents. However, there was a deviation in the stolen items and type of ships boarded.

During January-June 2023, more incidents reported nothing was stolen and bulk carriers were boarded in more incidents than other types of ships. This is in contrast to the past 16-year period of 2007-2022, where more incidents reported loss of ship stores and tankers were boarded.

The characteristics of the incidents reported in Asia during January-June 2023 are as follows:

- **68%** of the incidents were CAT 4
- **51%** involved perpetrators in groups of 4-6 men
- **68%** of incidents involved perpetrators who did not carry weapons or no information on the weapons carried, and 32% armed with knives, machetes and other weapons
- No injury sustained by crew in 92% of incidents
- **35%** of incidents reported nothing was stolen, 2% reported losses cannot be ascertained
Type of items stolen: ship property/stores (24%), engine spares (20%), unsecured items (19%)
- **49%** of incidents occurred on board bulk carriers, 22% on board tankers, 15% on board tug boats/supply vessels, 12% on board container ships and 2% on board fishing trawler
- **92%** occurred during hours of darkness

Details of Analysis

Number of perpetrators

2007-2022. Among the 1,906 incidents, 628 incidents involved **4-6 men** (33%), 518 incidents involved 1-3 men (27%), 181 incidents involved 7-9 men (10%), 138 incidents involved more than 9 men (7%), and 441 incidents had no information available (23%).

January-June 2023. Of the 59 incidents, 30 incidents involved **4-6 men** (51%), 17 incidents involved 1-3 men (29%), two incidents involved more than 9 men (3%), one incident involved 7-9 men (2%) and nine incidents had no information available (15%). The details of the number of perpetrators involved in an incident is indicated in Chart 13 shown below.

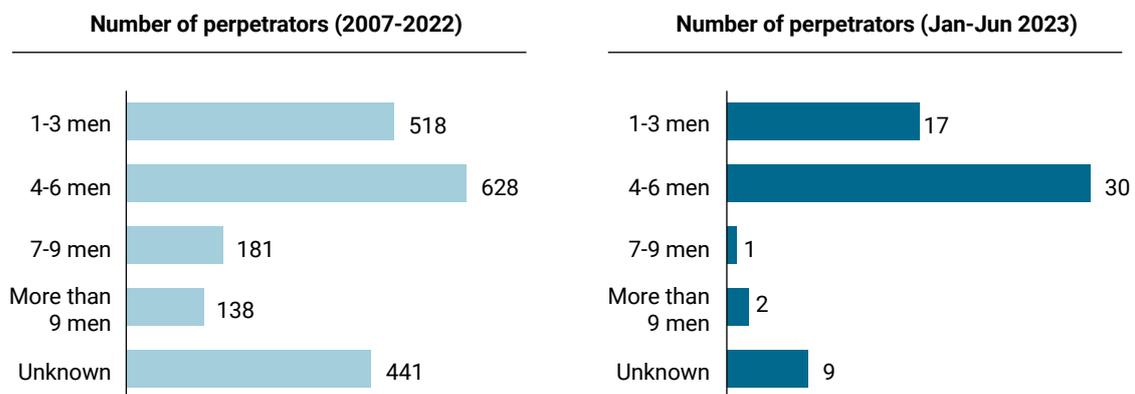


Chart 13 – Number of perpetrators – Asia (2007-2022 & January-June 2023)

Type of weapons

2007-2022. Of the 1,906 incidents, 932 incidents had **no information on the weapons carried by the perpetrators** (49%), 614 incidents reported knives/machetes (32%), 190 reported guns and knives (10%) and 170 did not carry weapons (9%).

January-June 2023. Among the 59 incidents, 19 incidents reported that the perpetrators carried knives, machetes and other weapons such as adjustable wrench and spanners (32%), nine incidents reported the perpetrators did not carry weapons (15%) and 31 incidents had **no information of weapons carried by the perpetrators** (53%). Chart 14 outlines the types of weapons carried by the perpetrators.

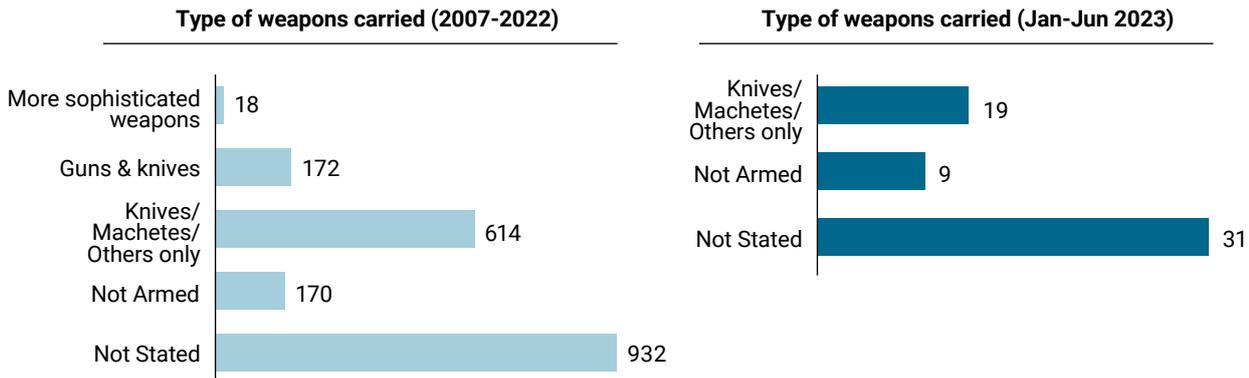


Chart 14 – Type of weapons carried by perpetrators – Asia (2007-2022 & January-June 2023)

Treatment of crew

2007-2022. Among the 1,906 incidents, 1,076 incidents reported that the **crew was not injured** (57%) and 435 incidents had no statement of injury (23%), while 180 incidents reported crew being taken hostage temporarily (9%), 80 incidents of crew being threatened (4%), 77 incidents of crew were assaulted (4%) and 26 incidents of crew kidnapped (1%).

January-June 2023. Of the 59 incidents, 54 incidents reported that the **crew was not injured** (92%). Of the remaining five incidents, three incidents reported that the perpetrators tied the crew members to restrict their movement, one incident reported perpetrators threw knife and spanner at crew, and one incident reported a crew member was assaulted that resulted in minor head injury. The details of treatment meted out to the crew by the perpetrators is shown in Chart 15 below.

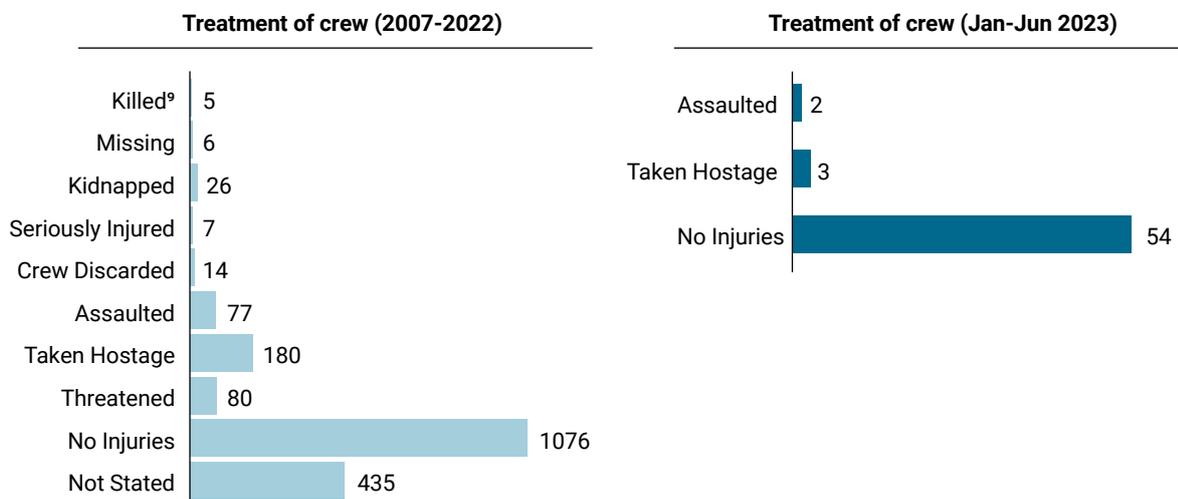


Chart 15 – Treatment of crew – Asia (2007-2022 & January-June 2023)

9 Regarding the 'Treatment of Crew for 2007-2022', 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

2007-2022. Of the 1,906 incidents, **losses of ship stores** were reported in 620 incidents (32%), losses of cash/personal belongings in 231 incidents (12%), losses of engine spares in 165 incidents (9%), losses of unsecured items in 107 incidents (6%), 71 incidents with losses not stated (4%) while 636 incidents reported nothing was lost (33%).

January-June 2023. Among the 59 incidents, 14 incidents reported losses of ship stores (24%), 12 incidents reported losses of engine spares (20%), 11 incidents reported losses of unsecured items (19%), one incident reported the type of losses could not be ascertained (2%), while 21 incidents reported **nothing was lost** (35%). Chart 16 shows the details of stolen items from ships.

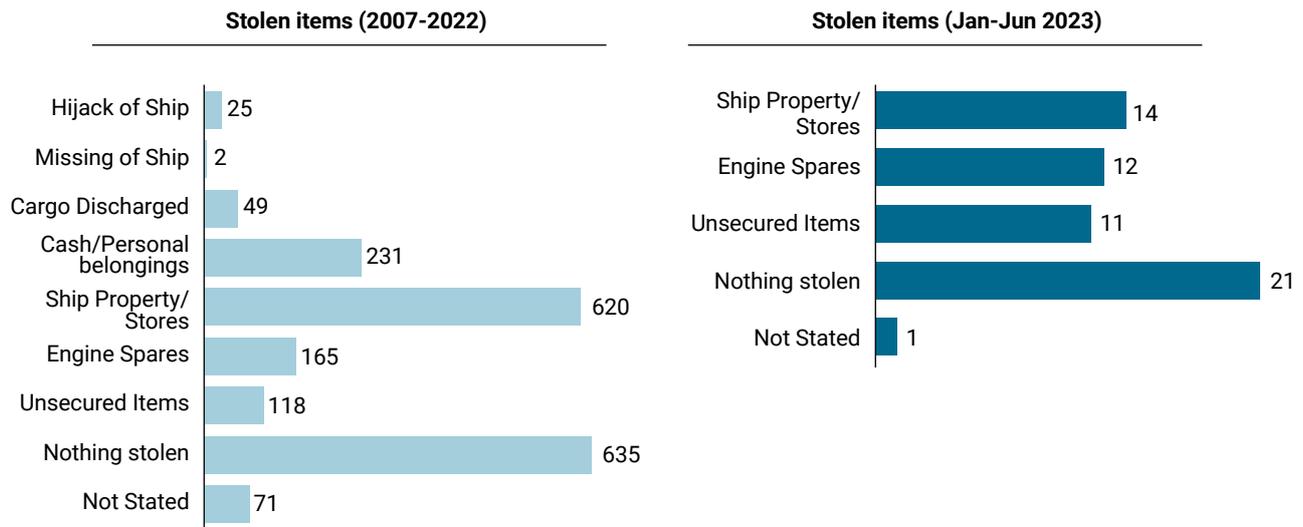


Chart 16 – Stolen items – Asia (2007-2022 & January-June 2023)

Type of ships boarded

2007-2022. Of the 1,906 incidents, 668 incidents occurred on board **tankers** (35%), 545 incidents on board bulk carriers (29%), 279 on board tug boats/supply vessels (15%), 236 incidents on board container ships (12%) and 110 incidents on board general cargo ships (6%).

January-June 2023. Of the 59 incidents, 29 incidents occurred on board **bulk carriers** (49%), 13 incidents on board tankers (22%), nine incidents on board tug boats towing barges (15%), seven incidents on board container ships (12%) and one incident on board a fishing trawler (2%). The type of ships boarded by the perpetrators is shown in Chart 17 below.

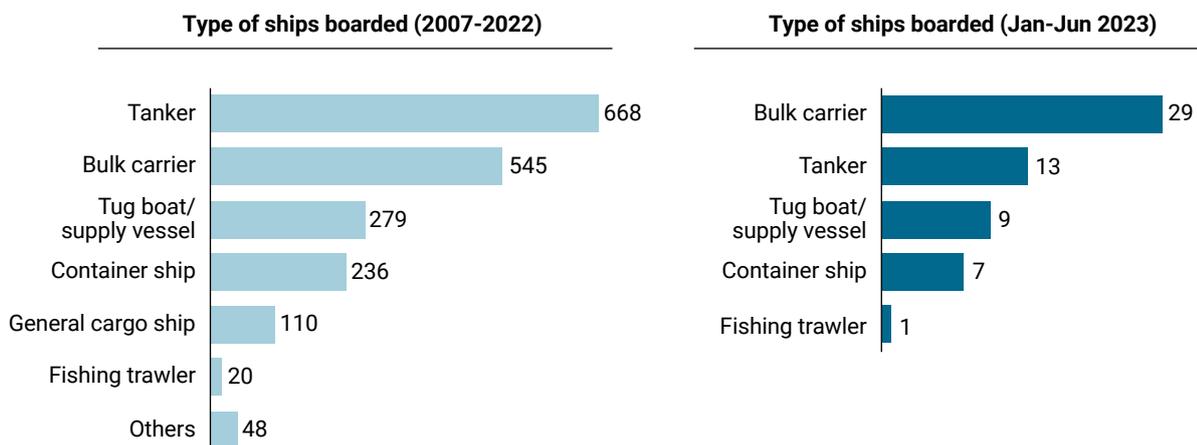


Chart 17 – Type of ships boarded – Asia (2007-2022 & January-June 2023)

Time of incidents

2007-2022. Among the 1,906 incidents, 1,553 incidents occurred during **hours of darkness** (81%) and 353 incidents occurred during daylight hours (19%).

January-June 2023. 92% of the incidents occurred during **hours of darkness** and 8% during daylight hours. The time of incidents reported against ships in Asia is shown in Chart 18 below.

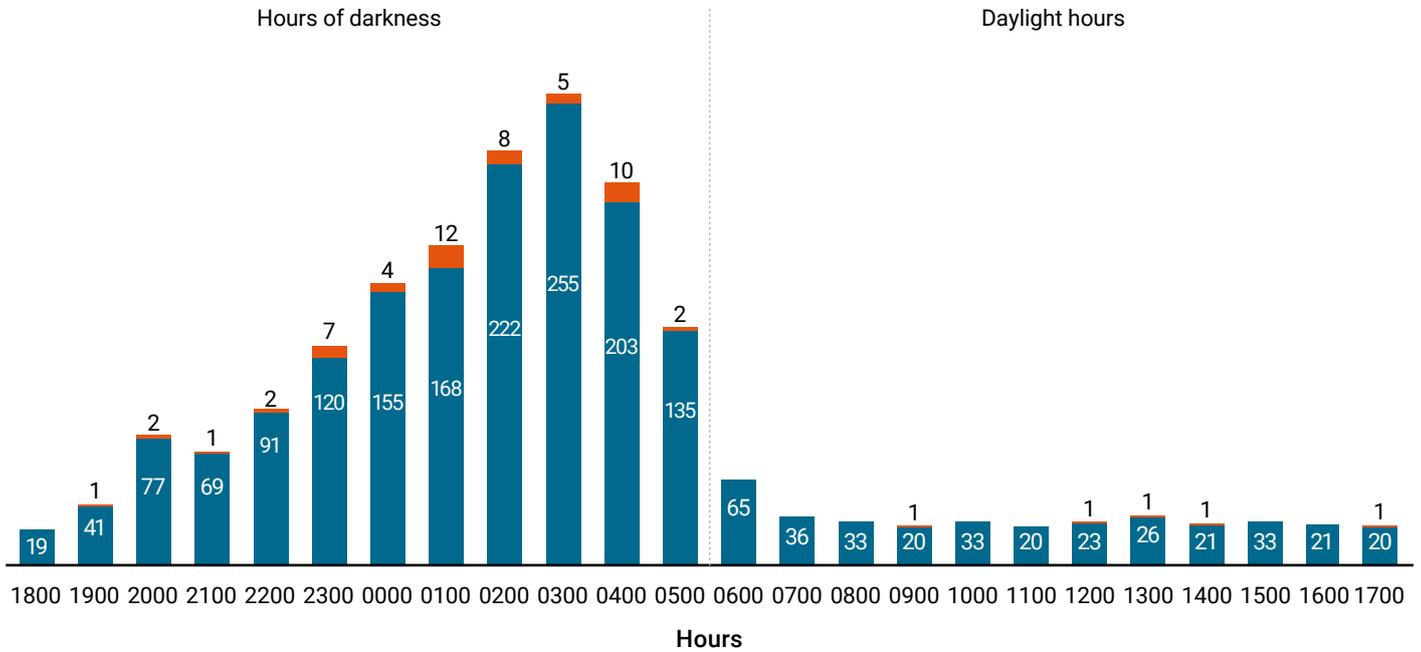


Chart 18 - Time of incidents - Asia (2007-2022 & January-June 2023)

● 2007-2022 ● Jan-Jun 2023

05

**ReCAAP ISC's Main Activities
(April-June 2023)**

ReCAAP ISC's Main Activities (April-June 2023)

Piracy and Sea Robbery Conference 2023 (27 April 2023)

The ReCAAP ISC organised the Piracy and Sea Robbery Conference 2023, supported by BIMCO, INTERTANKO and S. Rajaratnam School of International Studies (RSIS), on 27 Apr 23 at Marina Bay Convention Centre, Singapore. The conference discussed the trends and analytics of piracy and ARAS incidents in Asia, address emerging and potential concerns and encourage collaborative efforts by all stakeholders to ensure safe and secure seas for the maritime community. The Conference focused on panel discussions; with the theme of "Partnership" between the shipping industry (Panel 1) and the regional law enforcement agencies (Panel 2) to discuss trends, modus operandi of perpetrators and best practices. The Conference was attended by over 100 personnel from the maritime community.



Chairperson of ReCAAP ISC opening address (left) and participant (right) during panel discussion



Speakers with Mr Kitack Lim, Secretary General of IMO (sixth from right), Mr Teo Eng Dih, Chief Executive of MPA (seventh from right), and Mr Krishnaswamy Natarajan, Executive Director of ReCAAP ISC (ED-ISC) (fifth from right)

Maritime Roundtable 2023 (27 April 2023)

The ReCAAP ISC and RSIS jointly organised the Maritime Roundtable 2023 in the afternoon of 27 April 2023 at Marina Bay Convention Centre, Singapore. This is the second Maritime Roundtable that convenes industry leaders, senior commanders, academia, and subject-matter-experts on the topic “Criticality of Timely and Accurate Reporting”. It was a closed-door discussion among 15 speakers on the importance of timely and accurate reporting, the challenges encountered to achieve these requirements, and the ways forward to resolve it.



ED-ISC (left) and Ambassador Ong Keng Yong, Executive Deputy Chairman of RSIS (right) co-chair the roundtable discussion



Participants sharing their views



Group photo

Cluster Meeting (23-25 May 2023)

The ReCAAP ISC and ReCAAP Focal Point (Cambodia) jointly organised a Cluster Meeting in Phnom Penh, Cambodia during 23-25 May 2023. The meeting discussed inter-agency cooperation and collaboration, efforts in strengthening existing laws and response mechanisms to deal with maritime crimes. A total of 60 participants attended the meeting, comprising senior officers from Cambodia governmental agencies, including Ministry of Public Works and Transport, National Committee of Maritime Security, Port Authorities, Maritime Police, Royal Cambodian Navy, representatives from the Cambodian shipping industry, as well as Focal Point officers from Cambodia, Thailand, Vietnam, and Laos.



ED-ISC (middle) co-chairing the meeting with Mr Suthy Heng, Deputy Director General of the General Department of Waterway-Maritime Transport & Ports (left), and AD (Prog) (right)



Group photo of participants



Participant sharing his view

ASA International Shipping Forum (26 April 2023)

Organised by the Asian Shipowners' Association (ASA), Mr Krishnaswamy Natarajan, Executive Director of ReCAAP ISC (ED-ISC) participated in the panel discussion on "Safe Shipping" at ASA International Shipping Forum on 26 April 23. He spoke on ReCAAP ISC's work with its Focal Points, law enforcement agencies and the shipping industry to enhance information sharing on piracy and sea robbery incidents, and efforts towards facilitating timely and accurate reporting in order to arrest the culprits and keep the waters in Asia safe for seafarers.

MoU signing with UNODC GMCP (28 April 2023)

The ReCAAP ISC and the United Nations Office on Drugs and Crime (UNODC) Global Maritime Crime Programme (GMCP) signed a Memorandum of Understanding (MoU) on 28 April 23, to strengthen cooperation between the two organisations in combating maritime crime and piracy and armed robbery against ships in Asia. Under the MoU, ReCAAP ISC and UNODC GMCP agreed to exchange information and material on threats and trends related to maritime crime, piracy and armed robbery against ships in Asia. The MoU will also facilitate reciprocal representation by the ReCAAP ISC and UNODC GMCP at meetings, forums and activities convened by either party.



Signing of MoU by ED-ISC (left) and Ms Siri Bjune, Head of UNODC GMCP (right)

Sea Indonesia 2023 Maritime One Stop Shop (15-17 May 2023)

ED-ISC and Ms Lee Yin Mui, Assistant Director (Research) of ReCAAP ISC [AD(R)] participated in Sea Indonesia 2023 Maritime One Stop Shop (MOSS) during 15-17 May 2023 in Jakarta, Indonesia. As part of MOSS, a 2-day Conference was held on 15 and 16 May 2023. At the conference, the ReCAAP ISC delivered a presentation on “Maritime Security”, together with speakers from BAKAMLA and Information Fusion Centre (IFC).



AD(R)-ISC presenting at the conference

Engagement with Indonesia's Ministry of Foreign Affairs (MFA), Ministry of Marine Affairs and Fisheries, BAKAMLA and Indonesian Marine Police (16-17 May 2023)

During 16-17 May 2023, ED-ISC met with several senior representatives from the Indonesian government agencies, and they are as follows:

- Vice Admiral TNI Dr Aan Kurnia (Head of BAKAMLA);
- Mr Rolliansyah Soemirat (Director for ASEAN Political Security Cooperation, MFA);
- Police Brigadier General M. Yassin (Director, Indonesia Marine Police);
- COL Edward Indharmawan (Head of Marine and Air Police Corps); and
- Mr Erwin Dwiwana (Director of Marketing, General Directorate of Product Competitiveness, Ministry of Marine Affairs and Fisheries);

Among the topics discussed during the meetings included measures to enhance operational cooperation between ReCAAP ISC and BAKAMLA in information sharing and incident verification; Indonesia's efforts and challenges towards addressing the situation of robbery incidents in the SOMS; and understanding the impact of fishing activities on occurrence of maritime crimes.



Meeting between Vice Admiral TNI Dr Aan Kurnia, Head of BAKAMLA (left) and ED-ISC (right)

IMO 107th Maritime Safety Committee (31 May-9 June 2023)

The 107th Session of the International Maritime Organisation's Maritime Safety Committee (MSC) was conducted from 31 May-9 June 2023 in London, United Kingdom. The Centre submitted a document on the progress of work done by the ReCAAP ISC and situation of piracy and sea robbery incidents in Asia. AD(R)-ISC represented the ReCAAP ISC at the meeting and delivered an update of the latest situation in Asia at the plenary.

Asia Pacific Heads of Maritime Agencies (APHoMSA) Forum (6-8 June 2023)

The ReCAAP ISC participated in the 23rd session of APHoMSA Forum during 6-8 June 2023 in Sydney, Australia. Jointly chaired by Australian Maritime Safety Authority (AMSA) and Mongolia Maritime Administration, the Forum brought together senior maritime officials to promote safe, secure shipping and a clean maritime environment within the Asia-Pacific region. Among the key issues discussed were women in maritime, safety at sea, protection of the marine environment, maritime incident response as well as regional cooperation. ED-ISC presented the paper submitted by ReCAAP ISC for the Forum, titled "Enhance regional cooperation to deal with piracy and armed robbery against ships in Asia", which detailed efforts of ReCAAP ISC in suppressing piracy and armed robbery against ships in Asia.



ED-ISC introducing paper submitted by ReCAAP ISC



Participants of the Forum

3SuluX – Coast Guard Regional Commanders Meeting and 9th Contact Group on the Sulu and Celebes Seas Regional Plenary Meeting (20-21 June 2023)

At the invitation of UNODC GMCP, the ReCAAP-ISC participated in the 3SuluX – Coast Guard Regional Commanders Meeting and 9th Contact Group Meeting on the Sulu and Celebes Sea in Medan, Indonesia from 20-21 June 2023. The biannual meeting was attended by representatives from the Coast Guard and Ministry of Foreign Affairs of Malaysia, Indonesia and the Philippines. Participants discussed maritime crimes and threats in the Sulu and Celebes Seas, updated on developments in maritime law enforcement operations, and shared operational challenges faced by the littoral States. AD(R)-ISC presented the latest situation of piracy and sea robbery in Asia, and the trends of incidents of abduction of crew for ransom in the Sulu-Celebes Seas.



AD(R)-ISC presenting at regional plenary meeting



Participants of the meeting

Ongoing Engagements with Key Stakeholders

In strengthening the 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 April to June 2023:

19 April 2023



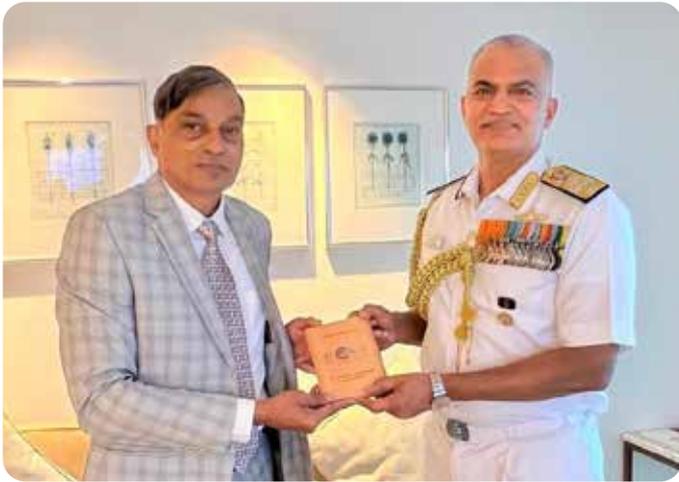
Meeting with H.E. Anneke Adema, Netherlands Ambassador to Singapore

26 April 2023



Visit by IMO Secretary General, Mr Kitack Lim

1 May 2023



Courtesy call on ADM R Hari Kumar, Chief of Naval Staff, Indian Navy

3 May 2023



Courtesy call by Vice Admiral Priyantha Perera, Commander of the Sri Lanka Navy

12 May 2023



Courtesy call by H.E. Ahmed Thasmeen Ali, Maldives High Commissioner to Singapore

21 June 2023



Meeting with H.E. Allaster Cox, Australia High Commission to Singapore

Conclusion

The total number of incidents of armed robbery against ships in Asia reported during January-June 2023 has increased compared to the same period in 2022.

Of concern was the continued occurrence of incidents in the SOMS which accounts for 69% of the total number of incidents in Asia (41 of 59). While the majority of the incidents (56%) were CAT 4 (where the perpetrators not armed and crew not injured), several attempts in boarding ships on consecutive days demonstrated the boldness of perpetrators in committing crime in the area.

Also of concern was the existing threat of abduction of crew by the ASG in the Sulu-Celebes Seas and waters off Eastern Sabah, due to the presence of the remnants of the terrorist group in the islands of Basilan, Sulu and Tawi-Tawi.

The ReCAAP ISC urges law enforcement agencies in Asia to continue to cooperate, enhance surveillance, increase patrols and response promptly to report of incidents. Ships transiting the areas of concern are advised to enhance vigilance, maintain all round lookout and report all incidents to the nearest coastal State. 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 safe and secured seas.

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 82), 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 (in Coastal State's jurisdiction)**;
 - (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 level of each incident in terms on two factors – the violence and economy. The indicators for these two factors are as follows:

1. **Violence.** This factor refers to the intensity of violence in an incident. It is further grouped under the three indicators to determine the gravity of violence:
 - (a) Type of weapons. Perpetrators 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 crew. Incidents where perpetrators 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 perpetrators engaged in attack. As a rule, an incident where a larger number of perpetrators 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. **Economy.** This factor takes into consideration the type of the property stolen 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	The perpetrators are mostly armed with guns and/or knives, and the crew is likely to suffer some form of injury or physical violence such as being assaulted or abandoned or kidnapped, etc. In term of losses, the ship is either hijacked or the cargo on board was stolen, for example siphoning of cargo oil.
CAT 2	Majority of CAT 2 incidents involved 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	At times, the perpetrators are armed with knives/machetes/others or other items such as sticks, rods, bats etc. The crew is 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 are unable to steal anything from the ship, but in cases where losses are reported, stores and engine spares are the commonly targeted items.
CAT 4	The perpetrators are not armed and the crew not injured. 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-June 2023)

Actual Incidents of Piracy and Armed Robbery against Ships in Asia

● CAT 2 ● CAT 3 ● CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<p>HK Tug 3 Tug boat Singapore 253 9399686</p> <p>LKH 9889 Barge Singapore 184</p>	4/1/23 1355 hrs	<p>1° 17.83' N, 104.0° 10.28' E</p> <p>Approximately 2.9 nm from Tanjung Ayam (Malaysia), in the westbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait (SS)</p> <p>[Straits of Malacca & Singapore (SOMS)]</p>	<p>While underway, the master of tug boat towing an unmanned barge, reported that about two to three small boats came alongside the barge; and three to four perpetrators boarded the barge.</p> <p>The master reported the incident to Singapore Vessel Traffic Information System (VTIS) East and Port Operations Control Centre (POCC). The VTIS East notified the Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard. About 10 minutes after the master reported the incident to Singapore VTIS East, the perpetrators left the barge and the boats moved away. Some scrap metals from the barge were reported stolen. The crew was not injured during the incident.</p> <p>Some scrap metals were reported stolen, and crew was safe.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
2	<p>Sinhin 5 Tug boat Malaysia 145 5250163</p> <p>Sinhin 6 Barge</p>	5/1/23 1452 hrs	<p>1° 19.09' N, 104° 17.32' E</p> <p>Approximately 2.7 nm south of Pulau Mungging (Malaysia), in the westbound lane of the TSS in the SS</p> <p>(SOMS)</p>	<p>While underway, the master of the tug boat towing an unmanned barge reported to Singapore VTIS on VHF Channel 10, that at about 1452 hrs, 10 perpetrators boarded the barge. At about 1510 hrs, the perpetrators managed to escape with some scrap metals.</p> <p>The tug and the barge continue their voyage en-route from Kuching, East Malaysia to Port Klang, Malaysia. At about 1650 hrs, the master again reported to Singapore VTIS on VHF Channel 10 that there was a second unauthorised boarding by eight perpetrators. The perpetrators escaped from the barge at about 1712 hrs with some scrap metals.</p> <p>Some scrap metals were reported stolen, and crew was safe.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
3	MT MH Langoey Chemical tanker Norway 11729 9330783	19/1/23 2030 hrs	22° 48' N, 70° 0' E Kandla Anchorage, India	<p>While at anchor, the ship master raised the alarm and made a general announcement after confirmed that three perpetrators had boarded the ship. Upon hearing the alarm, the perpetrators jumped into the water and escaped with stolen items (comprising brass valves, stainless steel bolts and nuts) in an unidentified small orange fishing boat. The Indian Coast Guard ship C-401 was diverted to investigate the incident. The interceptor boat reached the datum at 2345 hrs on 19 Jan 23.</p> <p>The master reported the incident to Kandla Signal Station. Upon receipt of the report, Kandla Signal Station advised the ship master to lodge FIR. The ship master was not willing to file any formal complaint with the local authorities about the incident in view of its commercial compulsions and next assigned commitments.</p> <p>The Kandla Signal Station broadcasted security message, advising all stakeholders to alert the merchant traffic in the area, and to enhance vigilance and adherence to the standard norms of security and SOPs especially during night/dark hours to mitigate such incident in future.</p> <p><u>Ship stores</u> were reported stolen, and <u>crew was safe</u>.</p> <p>[ReCAAP Focal Point (India)]</p>
4	S Cape Bulk carrier Marshall Islands 88856 9255000	20/1/23 0100 hrs	1° 4.24' N, 103° 35.21' E Approximately 7.2 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, ship's crew sighted <u>five perpetrators armed with knives</u> inside the steering gear room. Ship's emergency alarm was raised, and at 0200 hrs, a search was concluded by the crew, and the master reported that the preparators had escaped from the ship.</p> <p>The master reported the incident to Singapore POCC through VHF. <u>Nothing was reported stolen</u>, and the <u>crew was not injured</u> during the incident.</p> <p>Asafety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
5	MT Ceto Oil/chemical/gas tanker Panama 27972 9305348	26/1/23 0215 hrs	6° 10.24' S, 108° 29.48' E Balongan Anchorage, Indonesia	While at anchor, the crew sighted five perpetrators climbing on board the ship using hooks and ropes. The master raised the alarm and mustered all crew. Upon hearing the alarm, the perpetrators immediately escaped. <u>The crew was not injured and nothing was reported stolen.</u> [ReCAAP Focal Point (India)]
6	Izumi Bulk Carrier Marshall Islands 437987 9901831	27/1/23 2335 hrs	1° 2.83' N, 103° 39.11' E Approximately 3.5 nm west of Pulau Cula (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	While underway, the master reported to Singapore VTIS that <u>two perpetrators armed with adjustable wrenches</u> were sighted in the steering gear room. The master raised general alarm, mustered crew to stay in the bridge and engine room, and requested assistance from Singapore VTIS. The RSN vessel, RSS Justice escorted the ship to the Singapore pilot boarding ground. On 28 Jan at 0240 hrs, a search on board the ship was conducted by Singapore Police Coast Guard with no further sighting of the perpetrators. The <u>crew was not injured and nothing was reported stolen.</u> [ReCAAP Focal Point (Singapore)]
7	LBC Green Bulk Carrier Malta 42744 9609469	29/1/23 0400 hrs	5° 30' S, 105° 17' E Panjang port, Indonesia	While at anchor, the second engineer reported to bridge that four perpetrators were sighted trying to open the workshop door leading towards the engine room. The crew reported the incident to the local authority who conducted a search on board the ship with no further sighting of suspicious persons or trace of intrusion. The <u>crew was not injured and nothing was reported stolen.</u> [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
8	<p>HK Tug 9 Tug boat Singapore 299 9767120</p> <p>LKH 2882 Barge Singapore 4430</p>	1/2/23 1903 hrs	<p>1° 17.7' N, 104° 9.55' E</p> <p>Approximately 3.5 nm from Tanjung Setapa (Malaysia), in the westbound lane of the TSS in the SS</p> <p>(SOMS)</p>	<p>While underway, the Singapore Police Coast Guard surveillance team spotted a suspicious craft proceeding towards the unmanned barge towed by the tug boat, and informed Singapore POCC.</p> <p>POCC notified the master of tug boat, who confirmed sighting of a small boat with three perpetrators alongside the barge. Two of the perpetrators subsequently climbed on board the barge, and appeared to be transferring scrap metal to their boat. The master later updated POCC that the perpetrators had left the barge at about 1915 hrs. No further assistance was required, and the vessels continued their voyage to the next port, Phuy My, Vietnam.</p> <p>At about 2145 hrs, the tug boat and barge were near Ramunia Bay, Johor, Malaysia and the Malaysian Police Coast Guard patrol boat came alongside the vessels to inquire about the incident and check on the safety of the crew.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
9	<p>Chryssa K Bulk carrier Liberia 44230 9595852</p>	3/2/23 0100 hrs	<p>1° 3.5' N, 103° 37' E</p> <p>Approximately 5.9 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS in the SS</p> <p>(SOMS)</p>	<p>While underway, the master of the bulk carrier reported to Singapore VTIS that nine perpetrators armed with long knives were sighted in the engine room. The duty oiler was tied but managed to escape and raised the alarm. The perpetrators escaped after alarm was raised. The crew was mustered at the bridge and a security search on board was conducted. At about 0208 hrs, the crew completed the security search and some auxiliary engine parts were discovered stolen. The bulk carrier was en route from Port Said, Egypt to Singapore.</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>The Singapore Police Coast Guard officers boarded the ship for investigation upon her arrival in Singapore. The ship was cleared with no sighting of the perpetrators on board. The crew was safe and accounted for.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
10	Pacific West Bulk carrier Marshall Islands 92221 9604029	4/2/23 0130 hrs	1° 11.4' N, 103° 24' E Approximately 2.8 nm east of Pulau Iyu Kecil (Indonesia), in the eastbound lane of the TSS in the Malacca Strait (SOMS)	<p>While underway, the master of the bulk carrier reported to Singapore VTIS that four perpetrators were sighted in the steering gear room. The master raised the alarm and mustered crew. A security search on board was conducted and at about 0345 hrs, the security search was completed and no perpetrators found. The crew was safe and accounted for. Nothing was stolen. The ship was bound for Singapore.</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 and Malaysian authorities.</p> <p>The Singapore Police Coast Guard officers boarded the ship for investigation upon her arrival in Singapore. At about 0934 hrs, the ship was cleared with no sighting of the perpetrators on board.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
11	HK Tug 2 Tug boat Singapore 152 9210763 LKH 3883 Barge Singapore 1847	8/2/23 1730 hrs	1° 12.02' N, 103° 52.4' E Approximately 1.1 nm from Batu Berhanti Racon (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, the chief officer of the tug boat towing unmanned barge, spotted a small boat with four perpetrators on board was alongside the barge. Three of the perpetrators subsequently climbed on board the barge and appeared to be transferring scrap metal to their boat.</p> <p>The master reported the incident to his company and the VTIS Central. As the perpetrators had fled, the master did not request for assistance. The tug boat and barge continued its voyage to the next port, Kuantan, Malaysia.</p> <p>There was no injury to the crew during the incident, and some scrap metals were reported missing.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
12	Malakand Bulk carrier Pakistan 40040 9304198	15/2/23 0415 hrs	1° 16' N, 104° 10' E Approximately 5.7 nm northeast of Nongsa Point, Batam Island (Indonesia), in the precautionary area of the TSS in the SS (SOMS)	<p>While underway, the ship master reported to Singapore VTIS via VHF that five unauthorised persons were sighted in the engine room. <u>One of the perpetrators was armed with a knife.</u> The perpetrators escaped upon being sighted. Search on board the ship was conducted. <u>The crew was safe and accounted for. Nothing was stolen.</u></p> <p>No assistance was required, and the ship continued her voyage for Qinzhou, China. The ship's last port of call was 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 Indonesian and Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
13	Spica Harmony Bulk carrier Liberia 22664 9832468	15/2/23 0505 hrs	1° 15.62' N, 104° 11.52' E In the precautionary area of the TSS (SOMS)	<p>While underway, an unknown number of perpetrators boarded the bulk carrier. <u>Some spare parts</u> were reported missing.</p> <p>The master reported that <u>the crew was safe and accounted for.</u> The ship did not require any assistance and continued her voyage to her next port of call (New Zealand).</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
14	Otago Bay Bulk carrier Hong Kong, China 31863 9782015	17/2/23 0430 hrs	1° 4.2' N, 103° 42' E Approximately 1.9 nm north- northwest of Pulau Cula, (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, the crew discovered that unauthorized entry into the engine room. <u>Some auxiliary engine spare parts</u> were stolen. <u>The crew was not injured.</u></p> <p>[ReCAAP Contact Point (Hong Kong)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
15	Ocean Creation Bulk carrier Japan 106352 9398125	18/2/23 0400 hrs	1° 16.22' N, 104° 13.78' E Approximately 7.3 nm northwest of Tanjung Tondong, Bintan Island (Indonesia), in the precautionary area of the TSS in the SS (SOMS)	<p>While underway, the master reported to Singapore VTIS via VHF that six unauthorised persons were sighted at the stern deck at 0400 hrs. At about 0425 hrs, he updated that there was a failed attempt to enter the engine room as the booby hatch leading to the engine room was secured with lashing. The alarm was raised and search on board carried out.</p> <p>At 0510 hrs, the master reported there was no further sighting of the perpetrators on board. The crew was accounted for and safe. Nothing was stolen. No assistance was required, and the ship continued on her passage. The ship departed from port of Singapore and was transiting the traffic separation scheme bound for Villanueva, Philippines.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident shared with the Indonesian and Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Japan)]</p>
16	Lowlands Amstel Bulk carrier Panama 34810 9738947	23/2/23 0130 hrs	1° 8.1' N, 103° 29.28' E Approximately 4.5 nm east of Pulau Karimun Kecil (Indonesia), in the precautionary area of the TSS in the SS (SOMS)	<p>While underway, the master reported to VTIS that six perpetrators armed with knives were sighted in the vicinity of engine room by the motorman and 3rd engineer on duty. There was a standoff between the perpetrators and the engine crew. The perpetrators threw spanners at the crew resulting in the motorman sustained injury to hand and the 3rd engineer with minor injury to the head.</p> <p>The six perpetrators escaped when the ship alarm was raised. A small boat was seen close to starboard quarter of the bulk carrier. A search on board was carried out by the crew and at about 0215 hrs, the master confirmed there was no more perpetrators on board. Some scrap items were reported missing. The ship was transiting the TSS bound for 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 Indonesian authorities.</p> <p>The Singapore Police Coast Guard boarded the bulk carrier to conduct a search upon her arrival in Singapore.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
17	Metis Petroleum/chemical tanker Singapore 5256 9498949	24/2/23 0354 hrs	5° 29.89' S, 105° 18.1' E Panjang Anchorage, Indonesia	<p>While anchored, the duty able-bodied (AB) sighted a total of five perpetrators, three on board the ship and two on a small boat, and immediately notified the bridge. The perpetrators subsequently escaped via the small boat. The incident was reported to Panjang VTS and the authorities have advised to stay vigilant and increase security measures. There was no reported damage to the ship and the crew was not injured. Engine spares were reported missing.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
18	Pacific Tamarita Bulk carrier Panama 30053 9702508	2/3/23 2322 hrs	1° 3.38' N, 103° 37.4' E Approximately 5.7 nm west of Pulau Cula (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, the master reported to VTIS West of an unauthorised boarding. The crew saw four armed perpetrators at the poop deck.</p> <p>The master raised alarm and mustered the crew. A security search was conducted on board the ship with no further sighting of the perpetrators. The crew was safe and accounted for. Nothing was stolen.</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 and Malaysian authorities. The Singapore Police Coast Guard officers boarded the ship upon arrived at Singapore Anchorage. At about 0450 hrs, the ship was cleared, and no perpetrators were found on board.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
19	Bon Speed 10 & POE 2502 Tug boat & barge Malaysia 153 8979221	10/3/23 0247 hrs	1° 12.81' N, 103° 32.59' E Approximately 3.7 nm from Tanjung Piai (Malaysia), in the precautionary area of the TSS in the SS (SOMS)	<p>The Singapore Police Coast Guard informed Singapore POCC that some people were on board barge <i>POE 2502</i> that was towed by tug boat <i>Bon Speed 10</i>. The Singapore VTIS contacted the master of the tug boat, who confirmed that there were about 10 people on board the barge. The barge was loaded with scrap metal and was en route from Labuan, Sabah to Pulau Pinang, Malaysia.</p> <p>At about 0259 hrs, the master of the tug boat reported that all the perpetrators had left the barge, after taking away some scrap metals. <u>The crew was not injured and all accounted for.</u> No further assistance was required, and the tug boat and barge resumed its voyage. A safety navigational broadcast was initiated.</p> <p>The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian and Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
20	Chios Trinity Bulk carrier Greece 27989 9279379	11/3/23 0518 hrs	1° 5' N, 103° 34.4' E Approximately 8.7 nm west of Pulau Cula (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, the master reported to Singapore VTIS that there was an unauthorised boarding. Three perpetrators were sighted in the engine room. The master sounded the alarm and mustered the crew. A security search on board was conducted and at about 0558 hrs, the crew completed the search and no perpetrators were found. <u>The crew was safe and accounted for. Nothing was stolen.</u></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 bulk carrier was bound for Singapore, and at about 1044 hrs, the Singapore Police Coast Guard officers boarded the ship upon her arrival in Singapore. At about 1230 hrs, the ship was cleared, with no further sighting of the perpetrators on board.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
21	MV Merkur Horizon Container ship Liberia 41331 9456989	13/3/23 0400 hrs	14° 35' N, 120° 52' E Manila Anchorage, the Philippines	<p>While at anchor, the crew conducted inspection on the forecastle store on board the ship, and discovered that several ship properties were missing.</p> <p>The master reported the incident to Vessel Traffic Management System (VTMS) Manila. Immediately upon receipt of the report, the Philippine Coast Guard deployed PCG assets to conduct maritime patrol for possible identification and apprehension of perpetrators, but yielded negative result.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
22	MV CO Nagoya Container ship Panama 40165 9380271	19/3/23 0430 hrs	14° 32' N, 120° 53' E Quarantine 26, Anchorage Area, South Harbour, Manila, the Philippines	<p>While at anchor, the master reported to VTMS Manila that the crew sighted three perpetrators on deck, and two others near the vicinity of the ship.</p> <p>Upon receipt of the report, the Philippine Coast Guard Station Manila immediately dispatched DF-312 and AB-005 to the location of incident. The crafts arrived at the location, made coordination through VHF radio to check the status of the crew, ship and gather the details of the incident. However, the perpetrators had already escaped.</p> <p>The crafts conducted inspection of spaces, intensified maritime patrol in the vicinity, intercepted and inspected several vessels plying in the area but yielded negative result.</p> <p>The padlock of the forecastle store was broken, and 3 pcs of fire nozzles, 1 box of brass nuts and bolts, 1 pc of portable fan, and 1 roll of brass seizing wire were missing.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
23	Stolt Sakura Oil/chemical/gas tanker Cayman Islands 7228 9432969	20/3/23 0215 hrs	3° 55' N, 98° 45' E Belawan Anchorage, Indonesia	<p>While at anchor, two perpetrators boarded the ship through starboard anchor chain forcing the house pipe cover, and breaking inside the ship's paint store by destroying the padlocks with bolt cutter.</p> <p>The perpetrators were spotted by the roving crew on watch, the crew sounded the general alarm. Upon being noticed, the perpetrators escaped through a tied rope over the side.</p> <p><u>The crew was safe, and nothing was reported stolen.</u> The CSO reported the incident to the authorities.</p> <p>[ReCAAP Focal Point (Netherlands)]</p>
24	Bear Mizar Tanker Liberia 81085 9224465	27/3/23 0001 hrs	1° 16.5' N, 104° 16.3' E Approximately 6.2 nm from Tanjung Pergam, (Indonesia) in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, the master reported to Singapore VTIS that his crew had sighted about four perpetrators in the ship's engine room.</p> <p>The master sounded the alarm and mustered all crew. <u>The crew was accounted for, and there was no report of injury.</u> A search was conducted, with no sighting of any perpetrators.</p> <p>The crew discovered that <u>some spare parts for the fuel pumps</u> were stolen. The ship continued her voyage to China.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
25	Volta Bulk carrier Marshall Islands 92053 9587362	29/3/23 2156 hrs	1° 4.4' N, 103° 41.1' E Approximately 2.7 nm northwest of Pulau Cula, (Indonesia) in the eastbound lane of the TSS in the SS (SOMS)	<p>While at underway, the crew sighted four armed perpetrators in the engine room. The master reported the incident to Singapore VTIS.</p> <p>The master sounded the alarm, mustered the crew, and conducted search on board. At 2356 hrs, the ship informed VTIS that they had concluded the search on board the ship, and found some engine spare parts missing. All crew members were accounted for; no injuries to the crew or further assistance were required. The ship resumed her voyage to Qingdao, China.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
26	Nippon Princess Tanker Marshall Islands 55909 9380673	31/3/23 0150 hrs	1° 3.58' N, 103° 26.88' E Approximately, 3.3 nm from Pulau Cula, (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, the crew sighted three perpetrators armed with knives in the ship engine room workshop. The master the incident to Singapore VTIS.</p> <p>The master sounded the alarm and mustered all crew. The crew was accounted for, and there was no report of injury. A search was conducted, with no sighting of any perpetrators. The ship was bound for Singapore with an estimated time of arrival to pilot boarding ground at 0430hrs.</p> <p>The RSN vessel, RSS Independence escorted the ship to the pilot boarding ground and Singapore PCG boarded the ship upon arrival to carry out the search.</p> <p>Safety navigational broadcast was initiated. The RSN MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
27	Amani Bulk carrier Singapore 34614 9729910	31/3/23 0325 hrs	1° 5.45' N 103° 34.34' E Approximately, south of the Nipa Transit Anchorage in the eastbound lane of the TSS, main straits of sector 7 in the SS (SOMS)	<p>While underway, the crew sighted four perpetrators at the stern deck of the ship, and immediately alerted the bridge team. The duty officer raised the general alarm to inform crew of the four perpetrators.</p> <p>Upon hearing the alarm, the perpetrators jumped off into a small boat. The master then mustered the crew and conducted a search on board the ship, with no further sighting of the perpetrators. There was no reported damage to the vessel, <u>nothing stolen and no injuries to crew.</u></p> <p>Safety broadcast on anti-piracy watch was issued to warn all ships to maintain a vigilant watch at all times in the Singapore Strait.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
28	Prabhu Shakti Bulk carrier Singapore 44213 9398981	1/4/23 0105 hrs	1° 5.79' N, 103° 33.36' E South of the Nipa Transit Anchorage, in the eastbound lane of the TSS (SOMS)	<p>While underway, the master sighted five to six perpetrators on the starboard poop deck. He raised the alarm immediately and flashed light at the perpetrators. Upon being spotted, the perpetrators escaped in a speed boat immediately.</p> <p>The master mustered the crew, and conducted search on board. The padlock on the engine room entrance from steering gear room was found broken. At 0125 hrs, the ship informed Singapore VTIS that they had completed the search on board the ship, and found <u>some engine spares</u> missing. <u>The crew was not injured.</u></p> <p>Safety navigational broadcast on anti-piracy watch was initiated to warn all ships to maintain vigilance. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
29	Stolt Bismuth Tanker Liberia 17139 9739290	2/4/23 2000 hrs	1° 45.4' N, 101° 22.1' E OSM Jetty 1, Lubuk Gaung, Indonesia	<p>After completion of loading operation, while taking samples on deck duty able seamen noticed one small boat without any lights passed near the starboard side. A few minutes later able seamen made a safety rounds from aft and saw the one suspicious man on the aft poop deck. He immediately informed duty officer by the radio. At that time perpetrator jumped over board and escaped on small boat.</p> <p><u>The crew was not injured. Nothing was stolen.</u></p> <p>[ReCAAP Focal Point (Netherlands)]</p>
30	Jie Shun Da Bulk carrier Panama 25977 9162966	2/4/23 2345 hrs	1° 16.25' N, 104° 12.22' E Approximately 9.4 nm northwest of Tanjung Pergam, Bintan Island (Indonesia), in eastbound lane of the TSS (SOMS)	<p>While underway, the master of the ship reported to Singapore VTIS that one unauthorised person was sighted in the vicinity of the engine room. Ship's alarm was raised, and the crew subsequently conducted search on board the ship, with no further sighting of the perpetrator.</p> <p>The master declared that <u>all crew was safe and with no injuries. Nothing was reported stolen.</u> The master confirmed that no assistance was required. The ship departed Singapore and bound for China.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian and Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
31	Gibraltar Eagle Bulk carrier Marshall Islands 36332 9702508	3/4/23 0155 hrs	1° 8.62' N, 103° 26.68' E Approximately 2.3nm east of Pulau Karimun Kecil (Indonesia), adjacent to the precautionary area of the TSS (SOMS)	<p>While underway, the master of the ship reported to Singapore VTIS that five unauthorised persons were sighted in the engine room. The alarm was activated and the perpetrators escaped.</p> <p>A search was conducted on board the ship, with no further sighting of the perpetrators. The master declared some engine spares were stolen. All crew members were accounted for and were safe. The ship was transiting the TSS and was bound for port of Singapore.</p> <p>At 0722 hrs, the Singapore Police Coast Guard boarded the ship to conduct search on board upon her arrival in Singapore. At 0829 hrs, the ship was cleared with no further sighting of the perpetrators.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
32	MV Ever Boomy Container ship Panama 33266 9787015	5/4/23 0214 hrs	14° 36.55' N, 120° 51.93' E MICT Anchorage Area, Manila, the Philippines	<p>While at anchor, the duty roving watch while on standby at the forecandle near the anchor house was attacked by six or eight perpetrators armed with metal bar coming from different directions of the ship. As a result, he was caught and his hands were tied, and the perpetrators started to loot the ship.</p> <p>When the crew was able to loosen his hands from being tied, he pushed the man guarding him and ran towards midship where he met another duty watch. Together they immediately proceeded to the bridge and reported the situation. Thereafter, they raised the security alarm and gathered all the crew at the bridge. Upon confirming that all crew members were accounted for, they reported the incident to the local agent and VTMS Manila.</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>At about 0330 hrs, personnel from Coast Guard Sub-Station (CGSS) North Harbor together with personnel from Coast Guard Station (CGS) Manila on board AB-008 departed Pier 8, North Harbor, Tondo, Manila enroute to the location of the victim ship. The team arrived at the location at about 0350 hrs and immediately conducted intensified patrol around the area for possible sightings of any suspicious motor bancas but yielded negative result.</p> <p>The team also coordinated with the victim ship for the conduct of search and investigation. Upon boarding, the team together with the ship's crew conducted search and inspection from aft to forward deck of the ship, including the storage room for possible sightings of any perpetrators on board and to determine the stolen items.</p> <p>Aside from one crew being tied and managed to escape, all crew were accounted for and safe. <u>One set of self-contained breathing apparatus (SCABA) with breathing apparatus (BA) bottle, two BA bottles, one pc of Suez light, and five ISPS lights</u> were stolen.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
33	<p>Target 10 Tug boat Malaysia 188 5331705</p> <p>Name not available Barge</p>	<p>10/4/23 1228 hrs</p>	<p>1° 16.74' N, 104° 8.8' E</p> <p>Approximately 3.7 nm southeast of Tanjung Setapa, East Johor (Malaysia), in the precautionary area of the TSS</p> <p>(SOMS)</p>	<p>The tug boat towing a barge reported perpetrators in several boats had approached and boarded the barge, which was loaded with scrap metal. MMEA asset was deployed immediately to the location and they successfully intercepted a wooden boat laden with a load of <u>stolen scrap metal</u>, and arrested six perpetrators.</p> <p>The perpetrators and wooden boat were escorted to PMP Jetty for further investigation.</p> <p>[ReCAAP Focal Point (Singapore) and MMEA]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
34	New Horizon Tanker Hong Kong, China 164680 9486520	13/4/23 2332 hrs	1° 4.8' N, 103° 35.2' E Approximately 7.9 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the master reported to Singapore VTIS that the crew sighted four perpetrators in the engine room.</p> <p>The master raised the alarm and mustered the crew. A security search was conducted on board the ship, with no further sighting of the perpetrators. The master declared <u>nothing was stolen. The crew members were safe with no injury.</u> The master confirmed that no assistance required. The ship was transiting the TSS and is bound for Zhou Shan, 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>[ReCAAP Focal Point (Singapore)]</p>
35	Maersk Ningbo Container ship Hong Kong, China 26404 9402639	15/4/23 0450 hrs	14° 33.23' N, 120° 55.57' E Quarantine Anchorage (Q08), Manila, the Philippines	<p>While at anchor, the crew did not notice any suspicious personnel on board. However, the padlock of forward store hatch was destroyed. <u>Some ship properties and stores</u> were stolen.</p> <p>Master reported the incident to VTMS Manila. VTMS Manila informed CGS Manila. CGS Manila immediately dispatched personnel of CGSS South Harbour onboard AB-008 to the location of vessel to verify the veracity of the incident. Upon arrival at the location, the team coordinated with the ship crew for investigation. Upon boarding, the team together with the crew proceeded to the forward deck of the ship for inspection and confirmed that some equipment from the vessel were missing.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
36	Nordocelot Container ship Malta 18826 9673642	17/4/23 0030 hrs	10° 0.9' N, 107° 0.9' E Ho Chi Minh Pilot Station, Zone 3, Vietnam	<p>While at anchor, the crew noticed two different barefoot traces. It was assessed that the perpetrators probably used rope or ladder to board the ship between midnight and sunrise. The total number of perpetrators assumed to be three to four persons</p> <p>The master mustered all crew and a search was conducted with no further sightings of the perpetrators.</p> <p>During the search, the paint store door padlock was found broken and additional locking device was opened. About 530 litres of paint were stolen. Evidence had indicated that the perpetrators had used knives or sharp objects to cut the ropes in paint store that secured the drums at sea. The crew was not injured.</p> <p>[ReCAAP Focal Point (Vietnam)]</p>
37	Lion Kimtrans TB 6 Tug boat Malaysia 138 5360362 Asia Pride 2330 Barge	22/4/23 0930 hrs	1° 16.9' N, 104° 8.75' E Approximately 4.7 nm off Tanjung Ayam (Malaysia), in the westbound lane of the TSS (SOMS)	<p>While underway, the master of the tug boat reported to Singapore VTIS East that a sampan was observed to be alongside the towed barge, Asia Pride 2330.</p> <p>No perpetrators were sighted on board. At about 0945 hrs, the master reported that the sampan had left the barge and some scrap metals were stolen.</p> <p>All crew members were accounted for and the master need no further assistance.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information was shared with the Indonesian and Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
38	Solar Roma Tanker Liberia 18335 9887372	25/4/23 0130 hrs	22° 45.4' N, 70° 0.9' E Kandla Anchorage, India	<p>While at anchor, crew carried out routine maintenance onboard and noticed some items were missing.</p> <p>The master informed the owner of the ship. CCTV footage ascertained from the owner shows five perpetrators boarded and theft of items. Ship properties & stores were stolen.</p> <p>The local agent/ Master has been directed to provide the CCTV footage for ascertaining the details of the theft/ personnel involved. The ship departed for next port of call Sikka.</p> <p>In addition, all stakeholders / VTS has also been advised/ re-iterated to alert the merchant traffic in area so as to enhance vigilance and adherence to the standard norms of security especially during night / dark hours to mitigate such an incident in future. Local Marine police, Port, Central Industrial Security Force (CISF) Anchorage patrols and Signal station have been sensitised for follow up/ corrective actions.</p> <p>[ReCAAP Focal Point (India)]</p>
39	Ridgebury Katherine Z Oil/chemical/gas tanker Marshall Islands 29905 9439797	27/4/23 0345 hrs	14° 33.55' N, 120° 52.35' E Anchorage at vicinity waters north- northwest of Sangley Point, Cavite, the Philippines	<p>While at anchor, duty roving noticed two perpetrators and immediately raised the alarm. Upon hearing the alarm, the crew mustered and after confirm all members were complete and safe, they reported the incident to VTMS Manila. The master also stated that the perpetrators probably used rope to board and disembark the ship.</p> <p>The padlock of the bosun store was broken, and 1 box of rope, 1 life craft, 1 fire nozzle, 1 fire bell, and 1 fire hydrant were missing.</p> <p>PCG CGS Manila operation informed PCG Coast Guard Intelligence Unit (CGIU) Manila of the incident.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
40	Sol Stride Container Ship Panama 10308 9322877	1/5/23 0101 hrs	14° 32.74' N, 120° 55.65' E Manila Bay Anchorage, the Philippines	<p>While at anchor, duty roving noticed two perpetrators jumped into the sea during their watch.</p> <p>Crew members of the said vessel conducted assessment to identify missing items on board. Ship properties & stores were stolen.</p> <p>Personnel of CGS Manila together with the Philippine Coast Guard Auxiliary (PCGA) Squadron on board PCGAR HIB101-425 immediately proceeded to the said location and conducted assessment and monitoring to any suspicious motor bancas and watercraft within the area.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
41	Rainbow Star Tanker Hong Kong, China 26914 9380049	1/5/23 0230 hrs	1° 15.33' N, 104° 13.33' E Approximately 8 nm northwest of Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the master reported to Singapore VTIS that the crew sighted four perpetrators on the main deck.</p> <p>The master mustered the crew and conducted a search of the ship. The master declared nothing was stolen and the crew members were not injured. The ship was transiting the TSS, and was on the way to Batangas, Philippines from Pasir Gudang, Malaysia.</p> <p>Safety navigational broadcast initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
42	S.Kittichai 1 Fishing trawler Thailand	10/5/23 2200 hrs	7° 19' N, 100° 57' E Off Sri Songkhla Dockyard, Thailand	<p>During the patrol of Thai Marine Police, they spotted one perpetrator trying to steal scrap metals from the fishing trawler in front of Sri Songkhla shipyard. There was no crew on board as the ship was waiting for overhauling.</p> <p>The Thai Marine Police officers boarded the ship and spotted another two perpetrators cutting and pulling off metal sheet in the engine room. All three perpetrators were apprehended for further legal action.</p> <p>[ReCAAP Focal Point (Thailand)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
43	MV Levante Bulk carrier Malta 51255 9457854	19/5/23 2345 hrs	10° 14.5' N, 107° 2.6' E Phu My Anchorage, Vietnam	<p>While at anchor, the master reported to the company that one small boat was sighted alongside the ship.</p> <p>The number and identities of the perpetrators were not known. About 100 liters of paint were stolen. The crew members were safe.</p> <p>[ReCAAP Focal Point (Vietnam)]</p>
44	Lucky Source Bulk carrier Singapore 32505 9333929	22/5/23 0200 hrs	1° 2.56' N, 103° 39.38' E Approximately 3.3 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the duty officer spotted about four to five perpetrators entering the engine room workshop. One perpetrator was sighted to be holding a long knife. The duty officer immediately alerted the bridge team and the master raised the alarm to inform crew.</p> <p>The perpetrators fled the ship upon hearing the alarm. A search was subsequently conducted by the crew with no further sightings of the perpetrators. The crew was not injured and some spare parts for the auxiliary engine were reported stolen.</p> <p>The Singapore Police Coast Guard boarded the ship to conduct investigation upon her arrival at the Singapore anchorage.</p> <p>Safety broadcast on anti-piracy watch was initiated to warn all ships to maintain vigilance at all times.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
45	MT Success Tanker India 29335 9285718	24/5/23 0115 hrs	22° 25' N, 91° 52' E Dolphin Jetty No. 3, Bangladesh	<p>While at berth, six perpetrators armed with long knives boarded the tanker, broke the forepeak store lock, stole 10 cans of paint and escaped. The crew was not injured.</p> <p>The incident was reported to the Port Control, who informed the Bangladesh Coast Guard (BCG). BCG boarded the ship for investigation, which revealed that the ship did not hire local agent watchmen for ship security as recommended, and that ship security monitoring was lacking.</p> <p>BCG also conducted investigation in the vicinity of the location and eventually recovered the stolen items, which were handed over to the master.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
46	Corinthian Phoenix Bulk carrier Panama 93050 9451628	26/5/23 0207 hrs	1° 10.6' N, 103° 26.6' E Approximately 5.4 nm from Pulau Iyu Kecil (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the master reported to Singapore Police Coast Guard and International Maritime Bureau Piracy Reporting Centre (IMB PRC) that the ship's crew detected that the emergency diesel generator, oxygen and acetylene room padlocks had been broken, and the door to the compartment was opened. The master confirmed that one small air compressor for filling of Breathing Apparatus was stolen.</p> <p>The master and ship security officer conducted checks of the ship's compartments, and no further sighting of any perpetrators. All crew members were safe.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
47	Jin Hwa 47 Tug boat Malaysia 236 9026095 Jin Hwa 48 Barge Malaysia	29/5/23 0001 hrs	1° 12.38' N, 103° 32.38' E Approximately 3.56 nm off Tanjung Piai, (Malaysia), in the precautionary area of the westbound lane of the TSS (SOMS)	<p>While the tug boat towing barge was underway, the master of the tug boat reported to VTIS West that three perpetrators boarded the barge and stole some scrap metal on board.</p> <p>The master sounded the alarm, and all crew was mustered and accounted for. The crew members were safe, and the master confirmed that no further assistance is required.</p> <p>The tug boat towing the barge was on her way to Penang in the westbound lane of TSS in the SS, when the incident occurred.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
48	Nord Adriatic Bulk carrier Singapore 34830 9767584	29/5/23 2300 hrs	1° 4.47' N, 103° 42.33' E Off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the chief engineer spotted four perpetrators in front of the main air compressor. <u>Two perpetrators pointed a jungle bolo at him and tied him up</u> in the engine workshop while the other two perpetrators proceeded to the engine workshop. The chief engineer managed to break free and immediately notified the Bridge.</p> <p>The master activated the alarm and instructed all crew to conduct search on board the ship. The crew did a thorough security search. Some footprints were found on main deck and the boiler room watertight door and sky light were opened, and with no further sightings of the perpetrators.</p> <p>The <u>chief engineer's watch and mobile phone</u> were taken, and <u>some generator spare parts</u> were reported missing. The crew were not injured. The ship departed Singapore and was sailing to Vietnam.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
49	Hoanh Son Galaxy Bulk carrier Panama 39727 9257797	3/6/23 0400 hrs	1° 16.1' N, 104° 16.4' E Approximately 5.8 nm off Pulau Tondang (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the master reported to Singapore VTIS that three perpetrators were spotted by the ship's crew in the engine room. <u>The perpetrators were armed with knives.</u> The master sounded the alarm and mustered the crew.</p> <p>At about 0403 hrs, the master reported that the three intruders escaped in a small boat at the astern of her ship. <u>All crew members were safe and accounted for, and nothing was stolen.</u> The master informed that no further assistance is required.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information was shared with the Indonesian and Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
50	Orange Harmony Bulk carrier Panama 43088 9764099	3/6/23 0400 hrs	1° 15.75' N, 104° 7.8' E Approximately 4.8 nm from Pulau Nongsa (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the master received information that two to three persons (based on the footprints at the poop deck) could have boarded the ship.</p> <p>Nobody sighted the perpetrators on board the ship. A search was conducted and some ship engine spares were found missing. The theft was noticed five hours after the ship departed Singapore.</p> <p>The crew was not harmed, and the ship continued her voyage to Qingdao, China.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information was shared with Indonesian and Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
51	Merkur Horizon Container ship Liberia 41331 9456989	5/6/23 0200 hrs	14° 36.64' N, 120° 50.55' E Vicinity waters of Manila International Container Terminal Anchorage (MICT), approximately 7.8 nm west of North Harbour, Tondo, Manila, the Philippines	<p>While at anchor, the duty deck crew while conducting roving at the forecastle deck discovered that the anchor house cover/guard was open, the padlocks of the skylight hatch connecting to Bosun Store were broken and there were many foot marks in the area.</p> <p>The chief mate reported the incident to the VTMS Manila. A search was conducted on board and after the inspection, the crew discovered that one welding machine and two fire nozzles were missing.</p> <p>The CGSS North Harbour, immediately coordinated with the team from CGSS Cultural Centre of the Philippines (CCP), and one boat operator from the PCG auxiliary to conduct investigation of the incident. The team, accompanied by the chief mate and bosun, boarded the ship.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
52	CL Century Bulk carrier Belgium 34349 9715816	11/6/23 0135 hrs	1° 9.83' N, 103° 26.77' E Approximately 5.9 nm from Pulau Iyu Kecil (Indonesia), in the precautionary area of the TSS (SOMS)	<p>While underway, the master reported to VTIS West via VHF, that four perpetrators armed with knives were sighted in the steering gear room.</p> <p>The master sounded the alarm and mustered the crew members. A search on board the ship was conducted, with no further sightings of the perpetrators.</p> <p>The crew was accounted for, with no report of injuries. Nothing was stolen. No further assistance was required.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
53	Ariana Bulk carrier Marshal Islands 40092 9316048	12/6/23 0130 hrs	1° 11' N, 103° 24.7' E Approximately 3.6 nm from Pulau Iyu Kecil (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the master reported to Singapore VTIS via VHF that the ship's crew sighted one perpetrator in the steering gear room. The perpetrator was armed with a shovel-like weapon. The master sounded the alarm and mustered the crew.</p> <p>A search on board the ship was conducted, and there was no further sighting of the perpetrator. The ship was proceeding to Singapore anchorage from the West at the time of the incident.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p>The Singapore Police Coast Guard boarded the ship on her arrival and found no perpetrator on board. The crew was accounted for, no injuries to the crew, no loss of property and no further assistance was required.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
54	Pantagruel Bulk carrier Liberia 90085 9274903	13/6/23 0300 hrs	1° 5.23' N, 103° 35.2' E Off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the master reported to Singapore VTIS West that three perpetrators were sighted in the steering gear room. The perpetrators were armed with knives.</p> <p>The master sounded the alarm and mustered the crew. A search was conducted on board the ship by the crew, with no further sightings of the perpetrators. The crew was safe and nothing was reported stolen. No further assistance was required.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p>The Singapore Police Coast Guard boarded the ship on her arrival at Singapore anchorage, and found no perpetrators.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
55	Hai Duong 55 Supply vessel Vietnam 1678 9552628	16/6/23 2350 hrs	1° 12.7' N, 103° 22.3' E Approximately 3 nm northwest of Pulau Karimun Kecil (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, suspicious movements were captured by ship's CCTV on the main deck. The master raised alarm immediately and mustered crew. Onboard security search was later carried out with no sighting of perpetrators. The master confirmed some items from a container and one coil of mooring rope were stolen. There was no confrontation with crew and all crew members were safe. The master reported the incident to local agent and Singapore Focal Point upon arrival in port at Singapore on 17 Jun 23.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p>The Singapore Police Coast Guard boarded the ship for search onboard upon receiving information from Singapore Focal Point. At 1951 hrs, the ship was cleared with no sighting of the perpetrators onboard.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

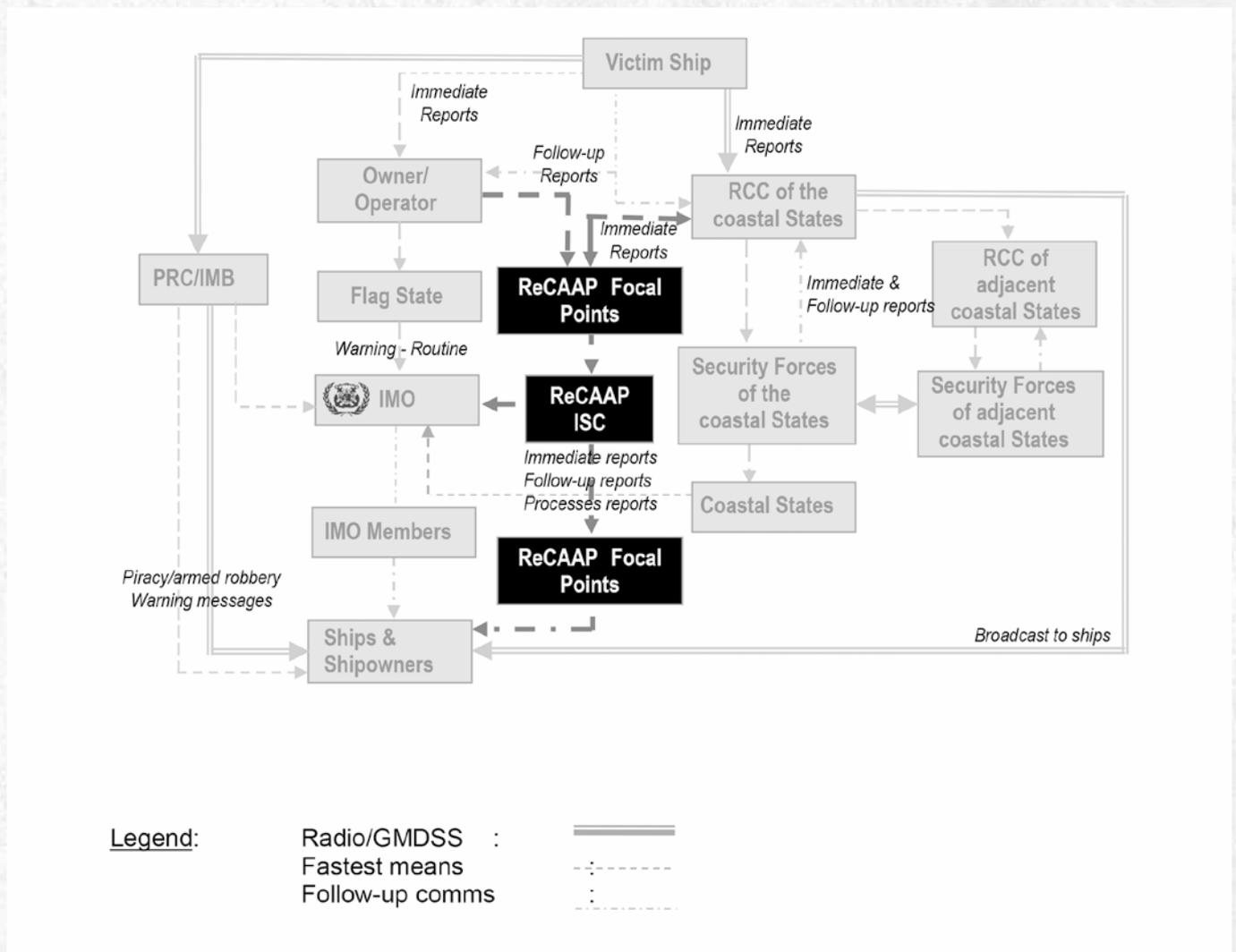
S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
56	Vincent Trader Bulk carrier Philippines 43968 9855525	19/6/23 0445 hrs	1° 16.2' N, 104° 12.9' E Approximately 7.9 nm northwest of Tanjung Tondang, Pulau Bintan (Indonesia), in the precautionary area of the TSS (SOMS)	<p>While underway, the mater reported to Singapore VTIS that four perpetrators armed with knives were sighted in the engine room. <u>One of the crew was assaulted and sustained minor head injury in the process.</u> <u>Some engine spares</u> were stolen.</p> <p>The master mustered the crew and conducted a search on board the ship, with no further sighting of the perpetrators. The master declared no assistance was required and resumed the passage to the next port of call. The ship had departed Singapore and was bound for South Korea.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian and Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
57	Seavigour Tanker Malta 81368 9774185	22/6/23 0305 hrs	1° 4.95' N, 103° 42.13' E Approximately 2.63 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the tanker reported to Singapore VTIS that <u>two perpetrators armed with machetes</u> were sighted at the poop deck. The master raised the ship's alarm and mustered all crew. Subsequently, a search on board the ship was conducted with no sighting of the perpetrators. The ship was transiting the TSS and was bound for port of Singapore.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information was shared with the Indonesian authority.</p> <p>Upon ship's arrival at Singapore, the Singapore Police Coast Guard officers boarded her for investigation and cleared the ship at about 0739 hrs. <u>All crew are safe and accounted for. Nothing was declared stolen.</u></p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
58	Bonny Island Bulk carrier Hong Kong, China 32377 9610731	24/6/23 0031 hrs	1° 16.5' N, 104° 11.9' E Approximately 8.9 nm northwest of Tanjung Tondang, Pulau Bintan (Indonesia), in the precautionary area of the TSS (SOMS)	<p>While underway, the master reported to Singapore VTIS that four perpetrators were sighted in the engine room. Alert crew raised the ship's alarm and the perpetrators escaped. Subsequently, search on board was carried out with no further sighting of the perpetrators. Some engine spares were stolen; and all crew are safe and accounted for. The master declared no assistance was required and resumed the passage to the next port of call. The bulk carrier was transiting the TSS eastbound for China.</p> <p>Safety broadcasts on anti-piracy watch are carried out to warn all ships to maintain a vigilant watch at all times in the Singapore Strait. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information was shared with the Indonesian authority.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
59	Daryabar Bulk carrier Iran 41226 9369710	26/6/23 2215 hrs	1° 3.95' N, 103° 35.66' E Approximately 6.1 nm southwest of Pulau Nipa (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the master reported to Singapore VTIS of a breach of security incident on board the ship. One perpetrator was sighted in the engine room by ship's crew. The master sounded the alarm and mustered the crew.</p> <p>A search on board was subsequently carried out. At the time of the incident, the ship was transiting the TSS eastbound for China. At about 2327 hrs, the master confirmed that no further sighting of perpetrator onboard.</p> <p>All crew members were safe and accounted for, and nothing was reported stolen. No further assistance was required.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Flow Diagram on Procedure for Reporting Incidents of Piracy and Armed Robbery 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:

FLOW DIAGRAM FOR REPORTING INCIDENTS IN ASIA



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.

Contact Details of ReCAAP Focal Points/Contact Point and Regional Authorities

ReCAAP Focal Points/Contact Point

Country & Agency In-Charge	Point of Contact	
	Phone No	Fax Number
Australia		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: MBC_NCU@abf.gov.au	+61-2-6275-6000	+61-2-6275-6275
Bangladesh		
Department of Shipping E-mail: shaker395@yahoo.com	+88-02-9554206	+88-02-9587301
Brunei		
Marine Police, Royal Brunei Police Force Email: Marine@police.gov.bn	+673-2773548	+673-2770549
Cambodia		
Merchant Marine Department Ministry of Public Works and Transport E-mail: boacr92@gmail.com	+855-17-221-446	
China		
China Maritime Search and Rescue Coordination Centre (Beijing) Email: cnmrcc@mot.gov.cn cnmrcc@msa.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999	+85-2-2541-7714
Denmark		
Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-7219-6000	
Germany		
Piracy Prevention Centre (PPC) Department for Maritime Security Federal Police Germany Email: bpol.see.ppz@polizei.bund.de	+49 4561-4071-3333 (24/7 service)	+49 3020-4561-2198

Country & Agency In-Charge	Point of Contact	
	Phone No	Fax Number
India		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: mrcc-west@indiancoastguard.nic.in mrcc.mumbai@gmail.com	+91-22-2431-6558 +91-22-2438-8065 +91-22-2438-3592	+91-22-2431-6558 +91-22-2438-8065 +91-22-2438-3592
Japan		
Japan Coast Guard (JCG) Ops Centre Email : jcg-op@mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
Republic of Korea		
Situation Room (Operation Centre) Ministry of Oceans and Fisheries Email: mof5896@korea.kr	+82-44-200-5895 to 98	+82-44-200-5238
Laos		
International Organisations Department UN Political and Security Affairs Division Ministry of Foreign Affairs Email: unpolsec.mfalaos@gmail.com	+856-21-414025	+856-21-414025
Myanmar		
MRCC Ayeyarwaddy Myanmar Navy Email: mrcc.yangon@mptmail.com.mm mrcc.myanmar2012@gmail.com	+95-313-1651 +95-979-527-9576 (Mobile)	+95-1-8202-417
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Netherlands Coast Guard Maritime Information Centre Email: mik-nl@kustwacht.nl	+31-223-658-101	+31-223-658-358
Norway		
Norwegian Maritime Authority Email: beredskap@sdir.no	+47-5274-5000	+47-5274-5001

Country & Agency In-Charge	Point of Contact	
	Phone No	Fax Number
Philippines		
Philippine Coast Guard Command Center Email: pcgcommandcenter2022@gmail.com (updated on 10 Oct 22)	+632-8-527-3877 (loc 6136/6137) +632-918-803-5327 (mobile) +632-917-842-8249 (mobile)	+632-8-527-3877
Coast Guard District South Western Mindanao (CGDSWM) Email: hcgdswm@yahoo.com	+63-998-585-7972 +63-917-842-8446 VHF: Channel 16 with call sign "NEPTUNE"	
Singapore		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
Sri Lanka		
Sri Lanka Navy Operations Room / MRCC (Colombo) Email: nhqdno@yahoo.com nhqdno@navy.lk	+94-11-244 5368 +94-11-221 2230/31	+94-11-244 1454 +94-11-244 9718
Thailand		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: sornchon2558@gmail.com	+66-2475-4532	+66-2475-4577
United Kingdom		
National Maritime Information Centre Operations Centre Email: JMISC-NMICOPS@mod.gov.uk	+44 2392-211941	+44 2392-212024 Please indicate "FAO NMIC – A leg"
United States		
USCG Rescue Coordination Center Alameda (RC- CALameda) Email: rccalameda1@uscg.mil	+1-510-437-3701	+1-510-437-3017
Vietnam		
Vietnam Coast Guard Email: vietnamcoastguard@gmail.com	+84-24-3355-4378	+84-24-3355-4363

Regional Authorities

Country & Agency In-Charge	Point of Contact	
	Phone No	Fax Number
Indonesia		
RCC Basarnas Email: basarnas@basarnas.go.id kagahar@basarnas.go.id kagahar@yahoo.com kagahar@gmail.com	+62 21 65701116 +62 21 65867510	+62 21 65857512
BAKAMLA (Maritime Incident Reporting) Email: puskodala@bakamla.go.id	+62 895 6003 00846	
BAKAMLA (General purposes) Email: contactcenter@bakamla.go.id	+62 821 2518 9898 +62 021 150321	
Malaysia		
MRCC Putrajaya Email: mrccputrajaya@mmea.gov.my	+60 38 941 3140	+60 38 941 3129
MMEA (Maritime Operation Center) Email: pomarhq@mmea.gov.my	+60 38 943 4001 +60 38 995 7201 +60 19 261 1833	+60 38 941 4527

Correct as on 30 June 2023

ACKNOWLEDGEMENTS

The ReCAAP ISC, makes use of various sources of information in producing its reports. The primary source is the ReCAAP ISC's Information Network System (INF). Where necessary, the ReCAAP ISC leverages on other secondary sources of information, including those from the International Maritime Organization (IMO), the Information Fusion Centre (IFC), the Malaysian and Indonesian authorities, the commercial entities (such as shipping companies, ship owners, ship operators, ship agents, etc.) and other publicly available sources to facilitate analysis on patterns and trends, and to make recommendations. The ReCAAP ISC acknowledges these sources.



Information Sharing Centre

**Regional Cooperation Agreement on Combating Piracy
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