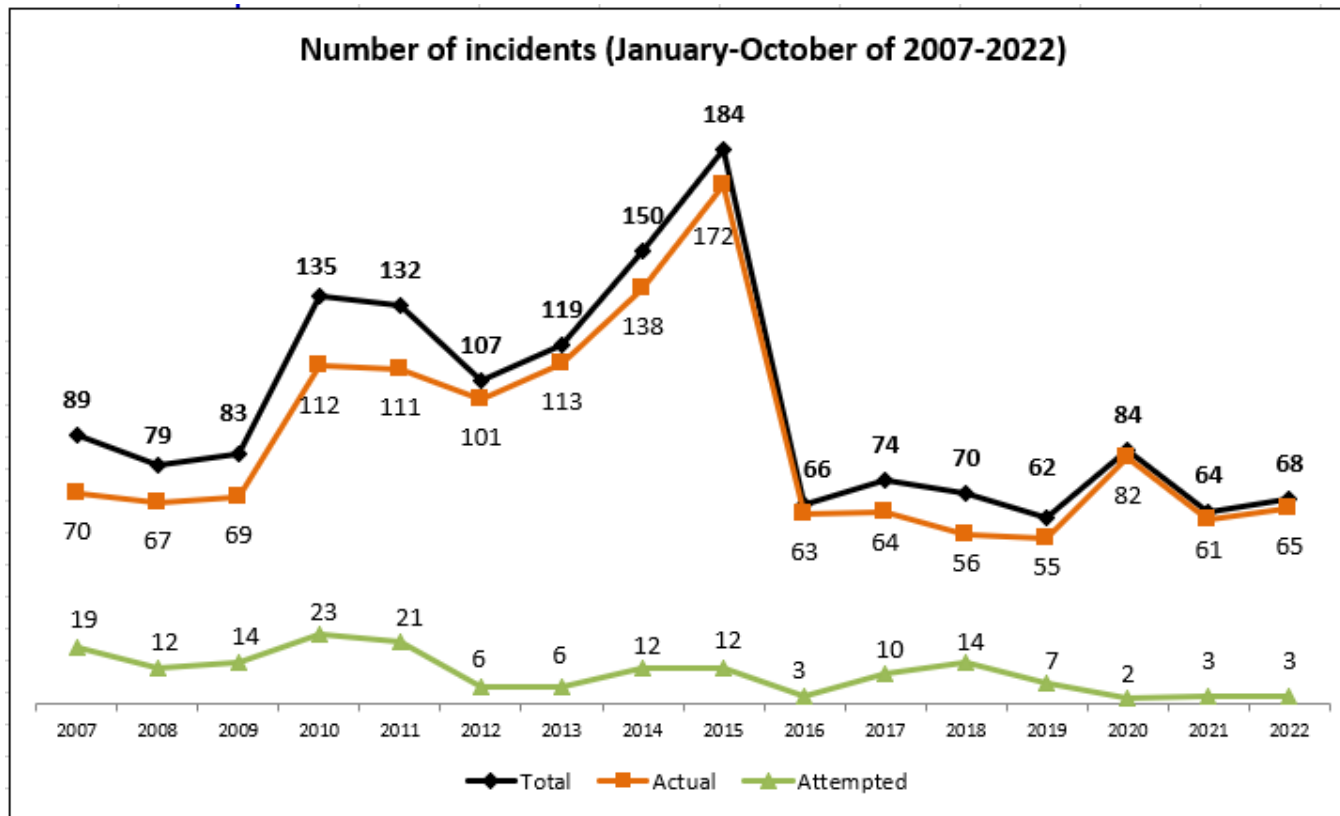


Situation Update (Jan – Oct 22)

1. Number of Incidents

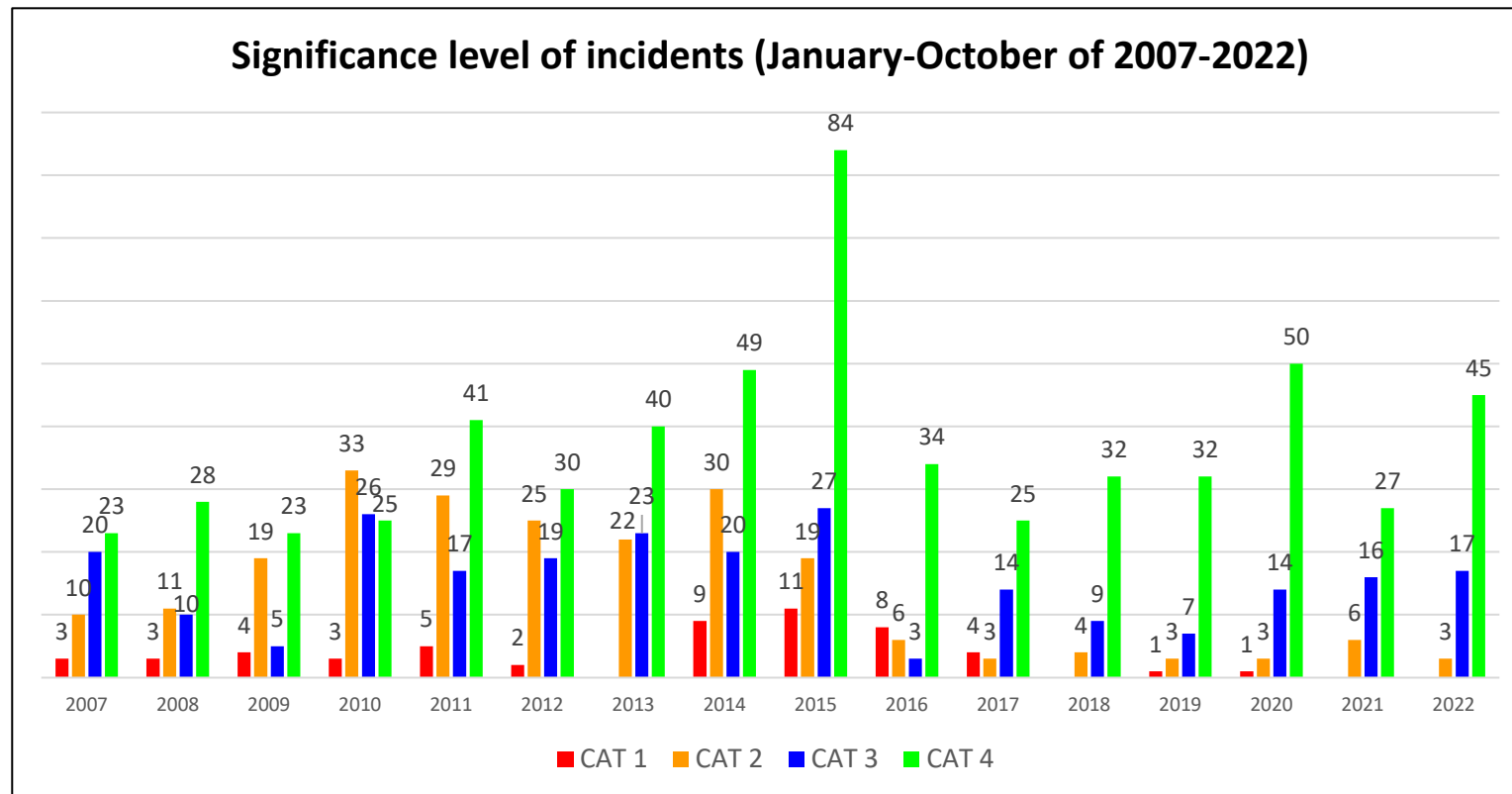
- **68 incidents** (65 actual and 3 attempted) **during Jan-Oct 2022**
- **One incident of piracy**, 67 incidents of armed robbery against ships
- **Increase by 6% (4 incidents)** compared to Jan-Oct 2021 (64 incidents)



2. Severity of Incidents

➤ 65 actual incidents during Jan-Oct 22

- No **CAT 1** incident reported
- 3 x **CAT 2** incident, 17 x **CAT 3** and 45 x **CAT 4**
- Majority (69%) **CAT 4** incidents (perpetrators not armed, crew not harmed)



3. Location of Incidents

Number of incidents during Jan-Oct 22 vs Jan-Oct 21

- Singapore Strait (44)
- Bangladesh (4)
- South China Sea (1)
- Philippines (4)
- India (4)
- Indonesia (10)
- Malaysia (1)

➤ Increase:

- Singapore Strait [44 incidents vs 36 incidents]
- Bangladesh [4 incidents vs 0 incident]
- South China Sea [1 incident vs 0 incident]

➤ Decrease:

- Philippines [4 incidents vs 11 incidents]
- Vietnam [0 incident vs 2 incidents]

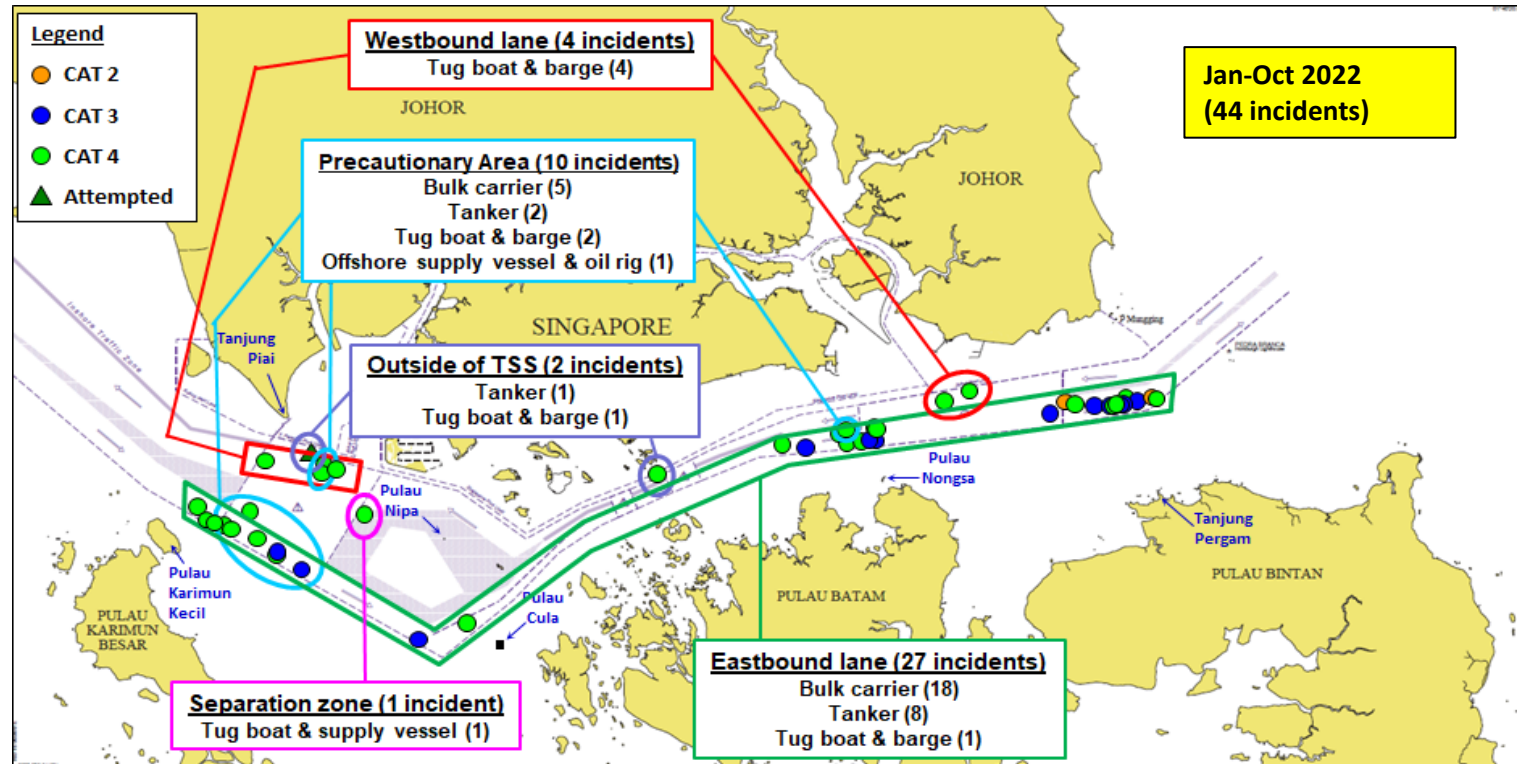
➤ No change:

- India [4 incidents]
- Indonesia [10 incidents]
- Malaysia [1 incident]

Areas of Concern

- Continued occurrence of incidents in Singapore Strait
- Threat of abduction of crew for ransom in Sulu-Celebes Seas

4. Situation in Singapore Strait



- 2 x CAT 2, 12 x CAT 3, 29 x CAT 4, 1 x Attempted
- Crew was not injured in all incidents
- Majority of incidents occurred to bigger ships (bulk carriers & tankers) (34 of 44 incidents)
- Nothing was stolen in majority of the incidents (23 of 44 incidents)
- Items stolen in 21 incidents - Engine spares (10 incidents), stores & unsecured items (11 incidents)

5. Abduction of Crew in Sulu-Celebes Seas

- No incident was reported since January 2020
- No crew is currently held in captivity
- Philippine Coast Guard recommends downgrading threat of abduction of crew from 'Potentially High' to '**Moderate**' [meaning *Incidents possible to occur but relatively less severe in nature*]
- ReCAAP ISC updated Advisory to ships to consider re-route from the area as an option
 - For ships transiting the area, ship master are encouraged to exercise vigilance & report immediately to Operation Centres of the Philippines & Malaysia

6. Thrust Area

- Brief crew & maintain proper lookout
- Exercise caution & implement BMP when transiting areas of concern
- Maintain CCTV, VDR & camera operational to capture data

[Refer to '*Regional Guide 2 to Counter Piracy & Armed Robbery against Ships in Asia*']

- Timely reporting of incident (actual & attempted) to nearest coastal State & flag State

[Refer to Poster on '*Piracy & Armed Robbery against Ships in Asia Reporting of Incidents - Contact Details*']

- Report all incidents, suspicious activities and sightings of boats in the vicinity

[Refer to '*Guide Book on Identification of Fishing Boats in Asian Waters*']