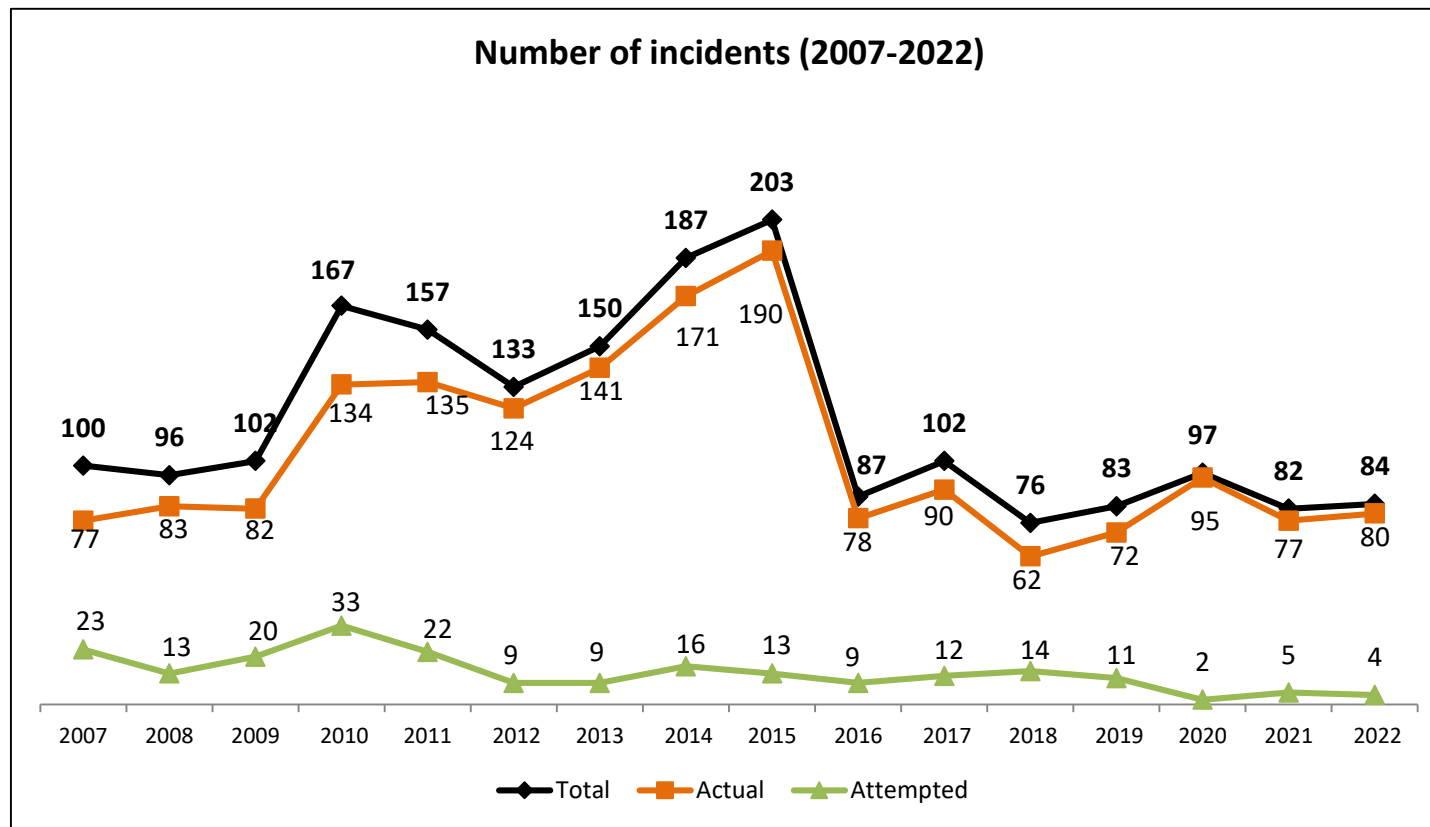


# Situation Update - 2022

## 1. Number of Incidents

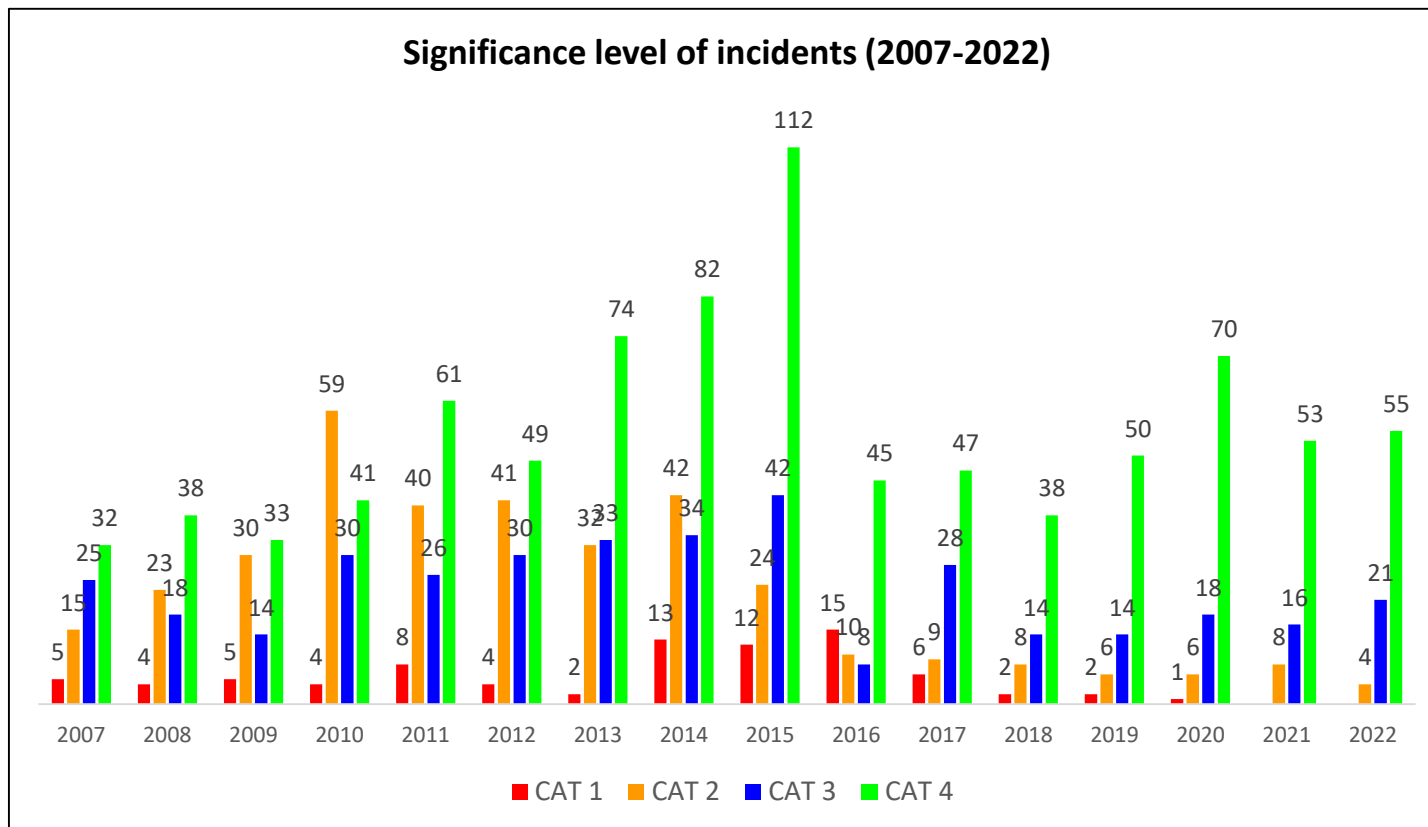
- **84 incidents** (80 actual & 4 attempted)
- **One incident of piracy** & 83 incidents of armed robbery against ships
- **Increase by 2% (2 incidents)** compared to 2021 (82 incidents)



## 2. Severity of Incidents

### ➤ 80 actual incidents

- No **CAT 1** incident reported
- 4 x **CAT 2** incident, 21 x **CAT 3** and 55 x **CAT 4**
- Majority (69%) **CAT 4** incidents (perpetrators not armed, crew not harmed)



## 3. Location of Incidents

- Singapore Strait (55)
- Bangladesh (5)
- Malaysia (2)
- South China Sea (1)
- Indonesia (10)
- Philippines (4)
- India (5)
- Vietnam (2)

### Number of incidents in 2022 vs 2021

#### ➤ Increase:

- Singapore Strait [55 incidents vs 49 incidents]
- Bangladesh [5 incidents vs 0 incident]
- Malaysia [2 incidents vs 1 incident]
- South China Sea [1 incident vs 0 incident]

#### ➤ Decrease:

- Indonesia [10 incidents vs 13 incidents]
- Philippines [4 incidents vs 11 incidents]

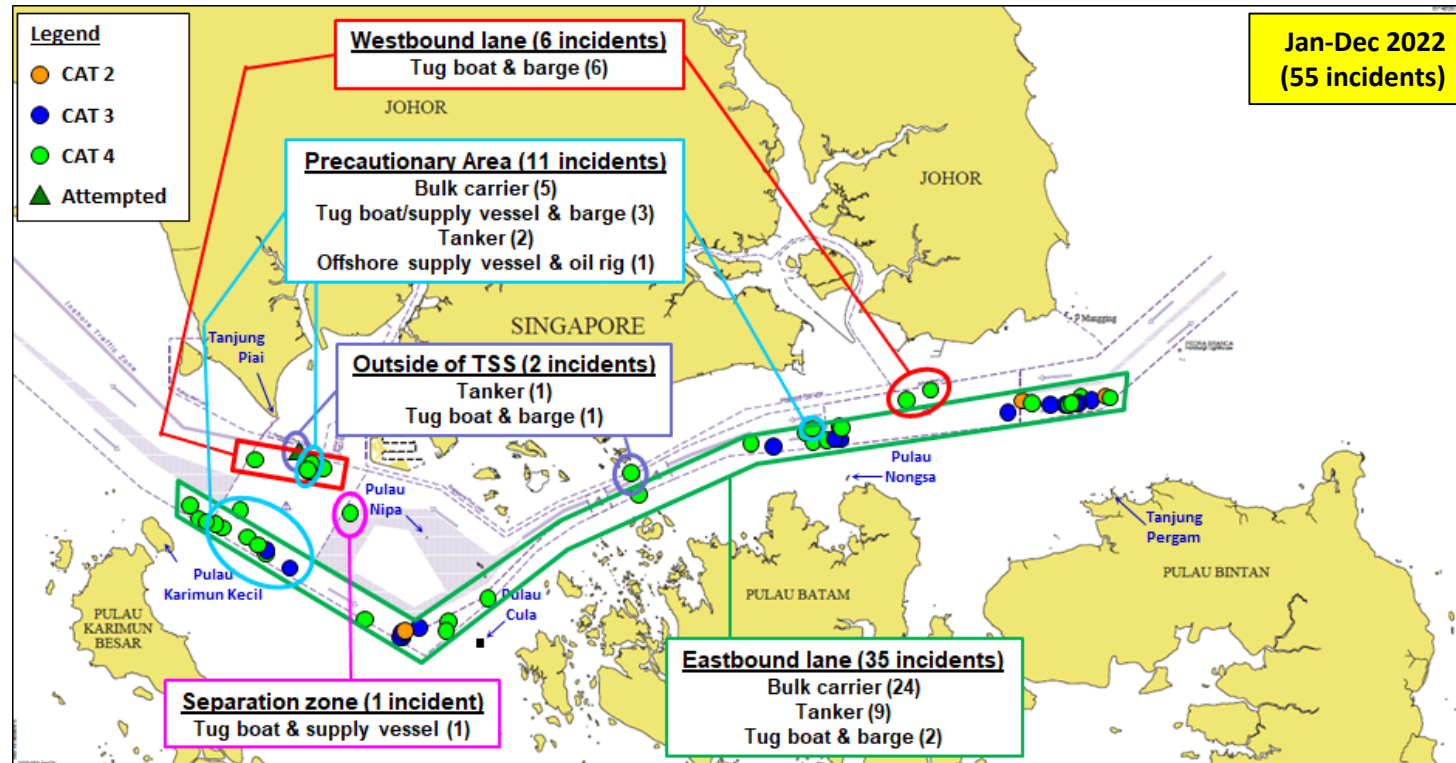
#### ➤ Consistent:

- India [5 incidents vs 5 incidents]
- Vietnam [2 incidents vs 2 incidents]

### 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



- 3 x CAT 2, 15 x CAT 3, 36 x CAT 4, 1 x Attempted
- Crew not injured in all incidents
- Majority of incidents occurred to bigger ships (bulk carriers & tankers) (41 of 55 incidents)
- Nothing stolen in majority of incidents (28 of 55 incidents)
- Items stolen in 27 incidents – mobile phone (1 incident), engine spares (11 incidents), stores & unsecured items (15 incidents)

## 5. Abduction of Crew in Sulu-Celebes Seas

- No incident reported since January 2020
- No crew 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 area as an option
  - For ships transiting area, ship master encouraged to exercise vigilance & report immediately to Operation Centers of 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 & sightings of boats in vicinity

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