

JANUARY TO JUNE 2026

PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

HALF-YEARLY REPORT



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A OVERVIEW

Number of incidents

35 incidents

Actual **35** incidents

Attempted **0** incident



Severity of actual incidents

CAT 1 0

CAT 2 4

CAT 3 13

CAT 4 18



No Piracy incident

35 armed robbery
against ships



Status of ship

14 Anchored/Berthed

21 Underway



Area of Concern



Straits of Malacca and Singapore (SOMS) –
continued occurrence of incidents



Recommendations

Law Enforcement Agencies



- Respond promptly to incidents
- Strengthen coordination & promote information sharing among States



- Increase surveillance & patrols
- Arrest & prosecute perpetrators



- Engage shipping industry to encourage incident reporting & information sharing
- Minimise detention time of ship for investigation after incident

Ship master and crew



- Report all incidents immediately to nearest coastal States
- Be vigilant, maximise lookouts & sound alarm



- Make informed risk assessment in voyage planning



- Adopt preventive measures when transiting areas of concern
- Keep abreast of latest situation, advisories & navigational broadcasts

B EXECUTIVE SUMMARY

For the first half of 2026 (January to June), there were 35 reported incidents of Armed Robbery Against Ships (ARAS) in Asia, making it a 64% decrease compared to the 96 incidents reported during the same period in 2025.

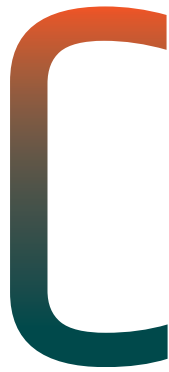
Overall, the ARAS situation improved across several areas previously affected — including Bangladesh, India, Indonesia, the Straits of Malacca and Singapore (SOMS), the South China Sea and Vietnam. In the Philippines, 10 incidents were reported from January to June 2026, up from no incident during the same period last year. In response, the Philippine Coast Guard (PCG) successfully arrested several perpetrators to combat the threat. The ReCAAP ISC commends the Philippine law enforcement agency for its proactive stance and swift actions.

SOMS remains an area of concern. During January-June 2026, 21 incidents were reported to the ReCAAP ISC, making up 60% of the total number of incidents in Asia. On 19 March 2026, the ReCAAP ISC issued an **Incident Alert** to alert the shipping community, calling for ship crew to be extra vigilant and keeping a sharp look-out when transiting SOMS. Also, it called for the law enforcement agencies to step up surveillance and enforcement efforts in order to aid the arrests of the culprits.

Where the Sulu-Celebes Seas is concerned, there has been no incident reported during January-June 2026. The threat of abduction of crew in this region has been downgraded to **“LOW”** meaning that ‘No information or monitored activities suggest an impending attack; hence incidents are **not expected to occur**’. However, the ReCAAP ISC advises ships when transiting the Sulu-Celebes Seas, to “continue to exercise vigilance, maintain communication with the relevant authorities and report all incidents to the Operation Centres of the Philippines and Eastern Sabah Security Command (ESSOM)”.

In an ever-evolving global landscape that is increasingly uncertain, ReCAAP ISC will continue to engage with the shipping industry through various events and platforms to better understand the evolving challenges faced by the shipping community and to understand the areas of concern. The Centre also aims to provide various product offerings and resources to keep the shipping industry abreast of the latest trends and best practices to prevent piracy and ARAS in Asia.





INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA



C INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

Situation Update

Number of Incidents

A total of **35 incidents** of armed robbery against ships (ARAS)¹ were reported in Asia during January-June 2026. No piracy² incident was reported. This marks a 64% decrease in the total number of incidents compared to the number of incidents reported during January-June 2025 (96 incidents). Refer to the Appendix on '*Description of incidents (January-June 2026)*' for details of the incidents.

Comparing Q1 and Q2 of 2026 with Q4 of 2025, there was no noticeable increase or decrease in terms of the number of incidents. There were 17 incidents in Q1 of 2026 and 18 incidents in Q2 of 2026 while there were 13 incidents in Q4 of 2025.

Chart 1 shows the number of incidents reported to the ReCAAP ISC in each quarter of 2022-2026 and the total number of incidents each year.

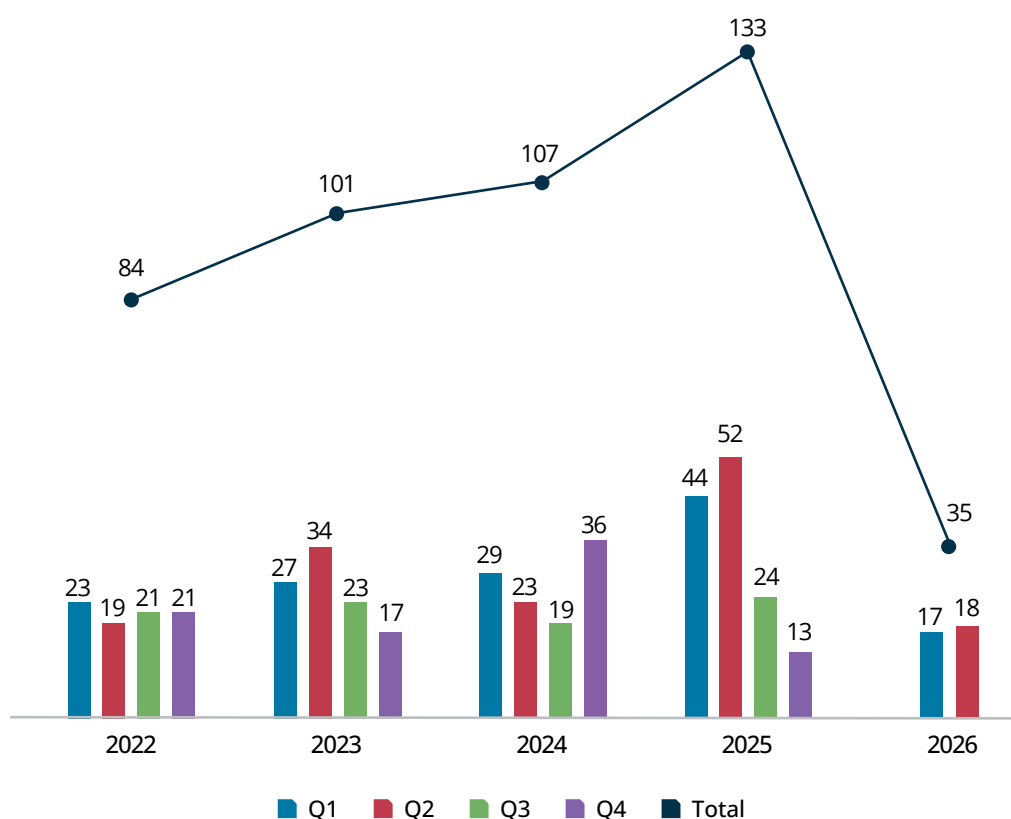


Chart 1 - Number of incidents (Quarterly number vis-à-vis total number of 2022-2026)

- 1 Armed robbery against ships is defined 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 more details.
- 2 The definition of piracy is in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS 82).

Incidents of January-June 2026 compared to January-June 2025

In the following locations, there was an **increase** in the number of incidents reported during January-June 2026 compared to January-June 2025:

- Malaysia: One incident compared to zero incident
- The Philippines: 10 incidents compared to zero incident

However, there was a **decrease** in the number of incidents reported in these locations:

- Bangladesh: Two incidents compared to three incidents
- India: Zero incident compared to three incidents
- Indonesia (less SOMS): One incident compared to six incidents
- Straits of Malacca & Singapore (SOMS): 21 incidents compared to 80 incidents
- South China Sea (SCS): Zero incident compared to two incidents
- Vietnam: Zero incident compared to two incidents

Area of Concern

The situation in SOMS showed a marked improvement during January-June 2026 compared to January-June 2025. Despite the improvement of the situation, ship crew are reminded to practise vigilance when transiting SOMS. The 21 incidents reported in SOMS represents 60% of the total number of incidents reported in Asia (21 of 35). More details of the situation in SOMS can be found in **Part D** of this report.

Piracy vs Armed Robbery Against Ships

Of the 35 incidents reported during January-June 2026, **all were ARAS**.

By definition, 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 State.

Over the years, the number of piracy incidents has consistently declined. In January-June 2025 there were two reported cases of piracy compared to none for January-June 2026.

Chart 2 shows the number of incidents of piracy versus ARAS for the period of 2007-2025 and January-June of 2026.

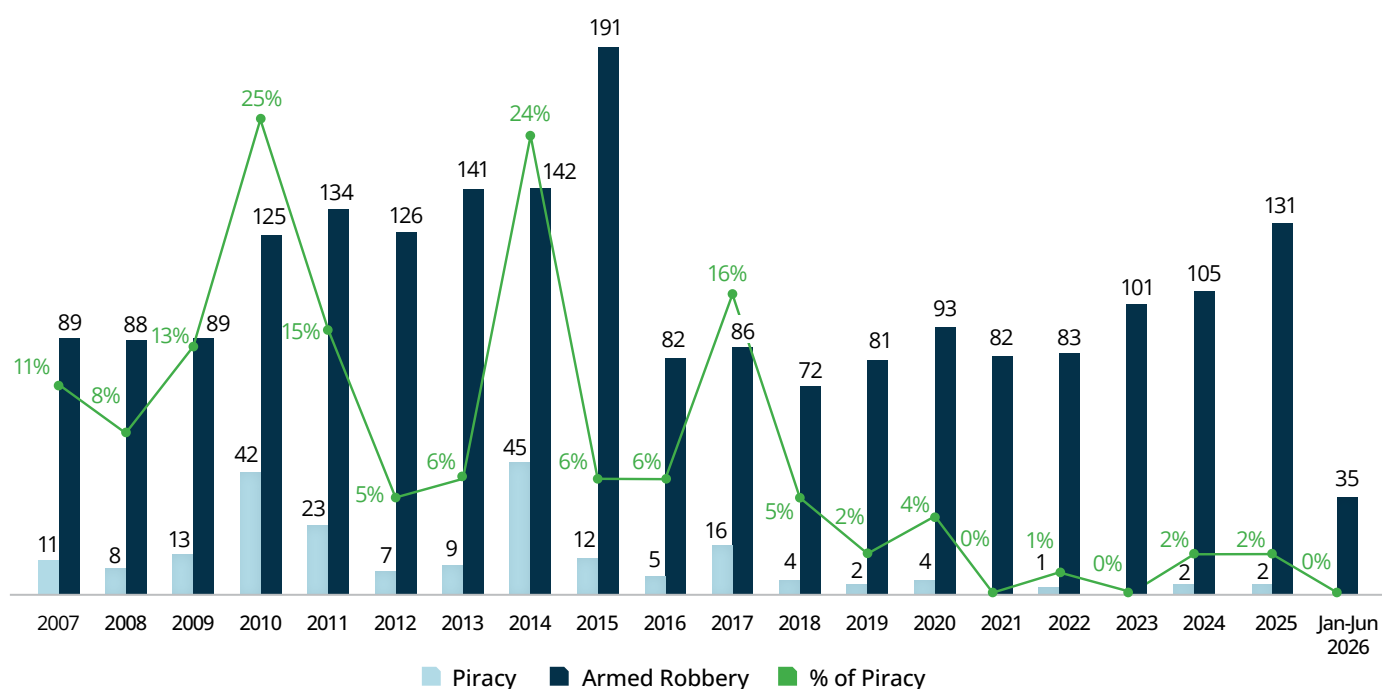
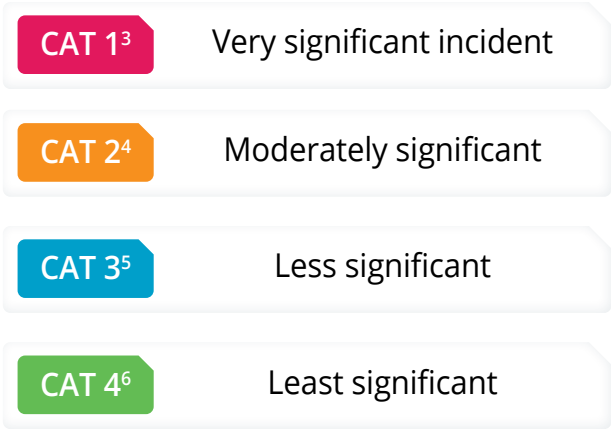


Chart 2 - Piracy Vs Armed Robbery Against Ships (2007-2025 and January-June 2026)

Significance Level of Incidents

The ReCAAP ISC classifies each **actual incident** into one of the four categories to provide a qualitative perspective of the incidents, and defines each category by the significance (also known as severity) level:



Refer to the **Appendix** on the *'Methodology in classifying incidents'*.

Of the 35 actual incidents reported during January-June 2026, four were CAT 2 incidents, 13 were CAT 3 incidents and 18 were CAT 4 incidents. **No CAT 1** incident was reported during this period.

During January-June 2026, of all the actual incidents, 11% of the incidents were CAT 2; 37% were CAT 3 and 52% were CAT 4 incidents. Compared to the same period in 2025, 10% of incidents were CAT 2, 42% were CAT 3 incidents and 48% were CAT 4 incidents. No CAT 1 incident was reported.

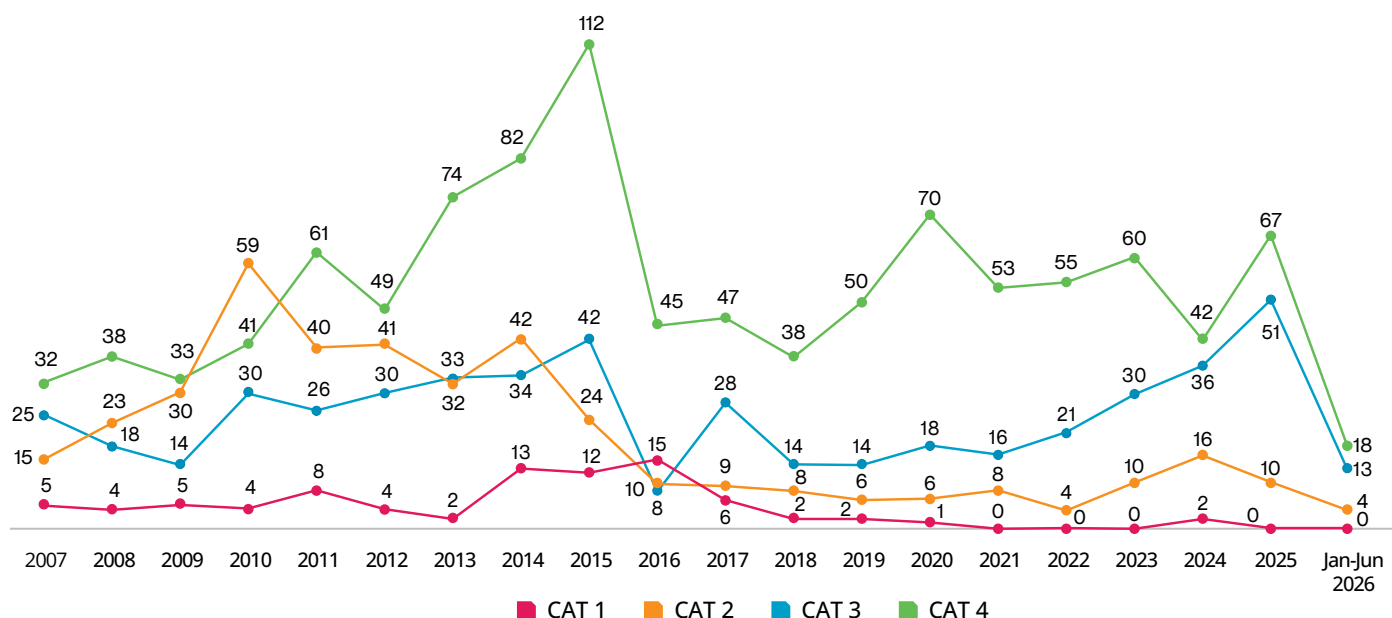
Graph 1 (next page) shows the significance level of incidents reported during the period of 2007-2025 and January-June of 2026.

3 A **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 were subjected to physical violence. This include cases of the crew being abandoned, kidnapped or killed. The CAT 1 cases include the ship being hijacked for resale purposes, or the perpetrators took over control of the ship to carry out siphoning of the cargo oil carried onboard.

4 A **CAT 2** incident is **'moderately significant'** in nature. Under this category, the perpetrators are armed with knives/machetes and in some incidents they are armed with guns. In such incidents, the crew is threatened or held hostage temporarily and, in some cases, the crew experienced physical violence and suffered injury.

5 A **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 physically harmed. In the majority of CAT 3 cases, nothing is stolen. In cases where losses are reported, stores and engine spares are the commonly stolen items.

6 A **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.



Graph 1 - Significance level of incidents (2007-2025 and January-June 2026)

CAT 2

Of the four CAT 2 incidents reported during January-June 2026, two occurred in the Philippines, one in Bangladesh and one in SOMS.

The two incidents in the Philippines occurred onboard container ships while they were in the anchorage area of Manila International Container Terminal (MICT). In both incidents, the perpetrators carried guns but did not discharge the firearms. In one incident, the perpetrators escaped empty-handed, and in the other incident, perpetrators stole ship stores, namely paint, screws and fire hose nozzles before escaping.

The incident in Bangladesh occurred at Chittagong Anchorage, where eight to ten perpetrators with long knives boarded a container ship. One of the perpetrators advanced aggressively, forcing the watchmen to retreat to the port quarter and they then raised the alarm. 2,900 litres of assorted paints were stolen.

The incident in SOMS occurred onboard a bulk carrier. Five perpetrators boarded the vessel and one perpetrator was armed with a knife. There were no injuries sustained by the crew. A mobile phone was stolen in this incident.

CAT 3

There were 13 CAT 3 incidents reported during January-June 2026 and 10 of the incidents occurred onboard ships while underway in SOMS. The majority of the incidents occurred onboard bulk carriers (eight), two incidents occurred onboard tankers and the three remaining incidents occurred onboard a passenger vessel, a container ship and a ro-ro cargo ship.

Nine of the incidents involved perpetrators carrying knives. In three incidents, the perpetrators carried knives and a gun-like object while in the one remaining incident, one perpetrator was carrying a gun-like object. In eight of these incidents, the crew were not harmed. In one incident, a crew member was injured with a head laceration and required medical follow-up. In three other incidents, the crew were threatened while in the remaining one incident, the treatment of crew was not stated. Things such as engine spares, metal parts and generator wirings were stolen in eight incidents. Nothing was stolen in three incidents while in the remaining two incidents, it was not stated if there were any stolen items.

CAT 4

Of the 18 CAT 4 incidents, more than half of them (10) occurred in SOMS. Five incidents occurred in the Philippines, one in Bangladesh, Indonesia and Malaysia respectively. Of these, six incidents occurred onboard bulk carriers, seven incidents occurred onboard tug boats/supply ships, three incidents onboard container ships, one onboard tanker and the remaining incident occurred onboard ro-ro cargo ship.

In 10 incidents, no weapons were sighted to have been carried by the perpetrators. In the remaining eight incidents, there was no information available regarding the type of weapons used by the perpetrators. The crew were not harmed in 15 incidents while in the remaining three incidents, there was no information regarding the treatment of crew.

Unsecured items such as scrap metal, brass items such as fire hose couplings, hydrant caps, fire nozzles, pipe sounding caps, ship's bell and butterfly nuts, cable wires, paint cans, hydro blowers, a pneumatic blower, a helicopter rescue equipment box were stolen in 14 incidents. In one incident, stolen items included a life raft, an immersion suit as well as one set of self-contained breathing apparatus (SCBA) and nothing was stolen in the remaining five incidents.

Status of Ships

Of the 35 incidents reported during January-June 2026, 14 incidents (40%) occurred to ships while at anchor/berth and 21 incidents (60%) occurred to ships while underway.

Chart 3 shows the location of incidents that occurred to ships at anchorage/alongside, i.e. within jurisdiction of coastal State. The incidents occurred onboard ships while they were anchored/berthed at ports and anchorages of Bangladesh, Indonesia, Malaysia and the Philippines.

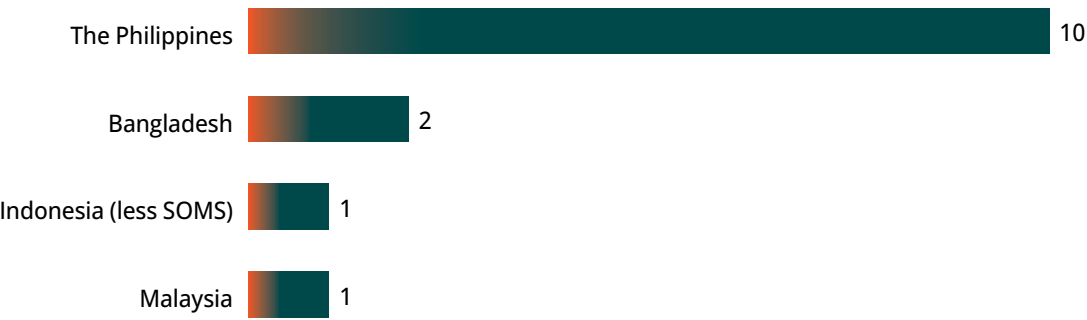


Chart 3 - Incidents on board ships at anchor/berth (January-June 2026)

Chart 4 shows the location of incidents that occurred to ships while underway. All the 21 incidents that occurred to ships that were underway in SOMS. The SOMS is an international strait under UNCLOS, and the littoral States (Indonesia, Malaysia and Singapore) play a vital role in managing and maintaining navigational safety and are responsible for ensuring the safety of navigation through the strait.



Chart 4 - Incidents on board ships while underway (January-June 2026)

Location of incidents

Table 1 shows the number and location of incidents reported in Asia for the past 10 years (January-June of 2017-2026).

Act = Actual, Att = Attempted

	January-June																			
	2017		2018		2019		2020		2021		2022		2023		2024		2025		2026	
	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att
North Asia																				
China	1				3															
Sub-total	1				3															
South Asia																				
Bangladesh	6		4	2			3				3		1		7	3	3		2	
India	1		1	1	2		7		3		2	1	3		2		3			
Sub-total	7		5	3	2		10		3		5	1	4		9	3	6		2	
Southeast Asia																				
Indonesia	17	2	15	5	7	2	16	1	6		6		6		12	3	5	1	1	
Malaysia	1		1		2		1		1										1	
Pacific Ocean						1														
Philippines	8		1		2		7		5	1	3		7		2				10	
SOMS	1	1	3	2	8		16		19	1	26	1	41		20	1	78	2	21	
South China Sea	2		2	1			2										2			
Sulu-Celebes Seas	3	4		1	1		1													
Thailand													1							
Vietnam			2				3		2				2		1		2			
Sub-total	32	7	24	9	20	3	46	1	33	2	35	1	57		36	4	87	3	33	
Overall total	40	7	29	12	25	3	56	1	36	2	40	2	61		45	7	93	3	35	

Table 1 – Location of incidents (January-June of 2017-2026)

Location of incidents

The locations of incidents reported during January- June 2026 are shown in **Map 1**.



Map 1 – Location of incidents (January-June 2026)

D

SITUATION OF ARMED ROBBERY AGAINST SHIPS IN STRAITS OF MALACCA AND SINGAPORE (SOMS)

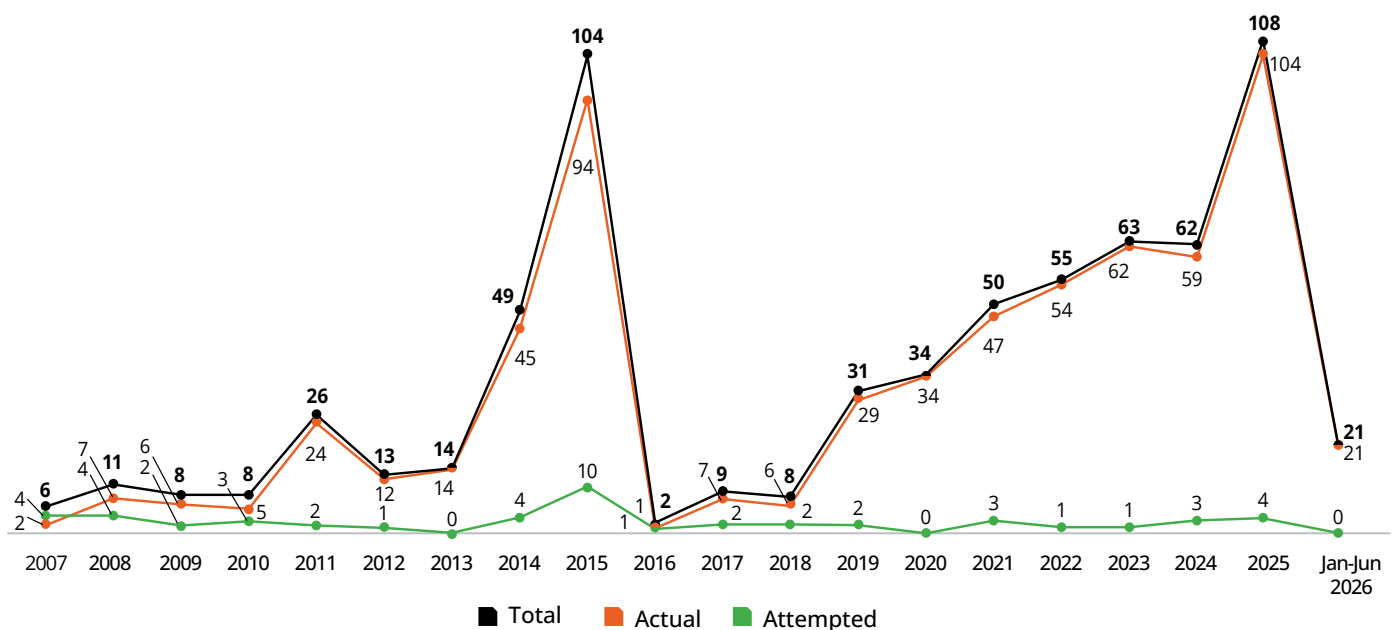


SITUATION OF ARMED ROBBERY AGAINST SHIPS IN STRAITS OF MALACCA AND SINGAPORE (SOMS)

Situation Update

Number of Incidents

During January-June 2026, a total of 21 incidents were reported in SOMS. The number of incidents reported in the first six months of 2026 had **decreased by 81%** compared with 2025 (108 incidents). **Graph 2** shows the number of incidents reported in SOMS during 2007-2025 and January-June 2026.



Graph 2 - Number of incidents - SOMS (2007-2025 and January-June 2026)

Significance level of incidents

All 21 incidents reported during January-June 2026 were actual incidents. Among these incidents, one was a CAT 2 incident, 10 were CAT 3 incidents, and 10 were CAT 4 incidents. During 2007-2025 and January-June 2026, close to half of the incidents (48%) reported in SOMS were CAT 4 incidents, i.e. less severe incidents that involved perpetrators not armed and crew not harmed.

Compared to 2025, the overall severity of the incidents reported in SOMS has slightly decreased, as evident by the increase in CAT 4 incidents (46% in 2025 to 48% during January-June 2026), and decrease in CAT 2 and CAT 3 incidents (54% in 2025 to 52% during January-June 2026), which were more severe incidents that usually involved armed perpetrators. **Chart 5** shows the significance level of actual incidents reported in SOMS during 2007-2025 and January-June 2026.

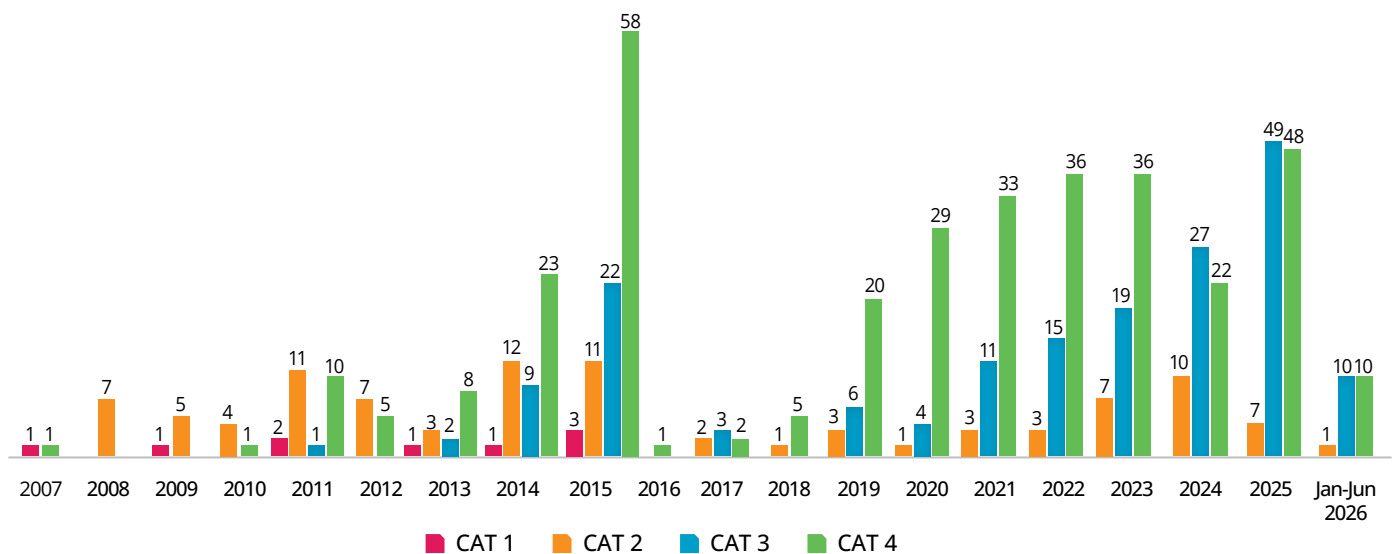
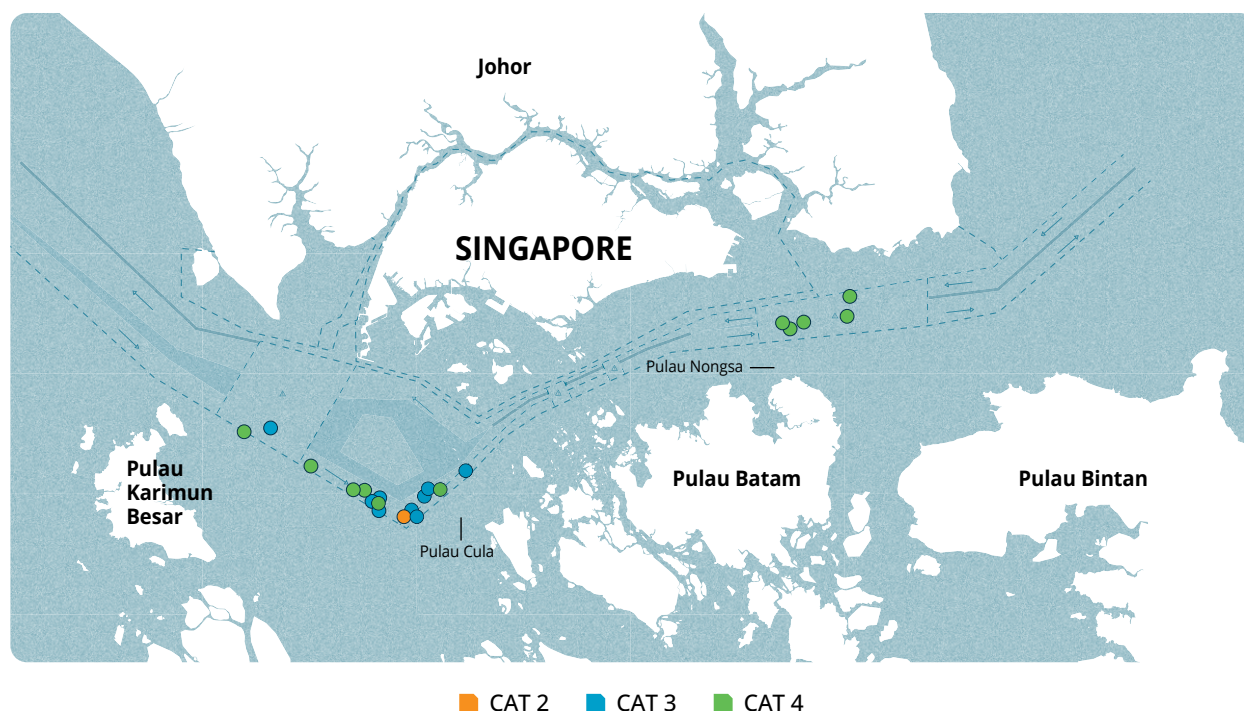


Chart 5 - Significance level of incidents - SOMS (2007-2025 and January-June 2026)

Location of incidents

Map 2 shows the locations of the incidents reported in SOMS during January-June 2026. Of the 21 incidents, 20 occurred in the eastbound lane of the Traffic Separation Scheme (TSS), and one occurred in the precautionary area of the TSS in the Singapore Strait (SS).

About three-quarters of the incidents occurred in the waters off Pulau Cula and Pulau Karimun Besar (both Indonesia), while the remaining incidents occurred off Pulau Nongsa Beacon (Indonesia). Notably, all five incidents reported off Pulau Nongsa Beacon occurred onboard barges towed by tug boats.



Map 2- Location of incidents in SOMS (January-June 2026)

Modus Operandi of Incidents

The modus operandi of the 21 actual incidents that occurred to ships while underway in SOMS during January-June 2026 are summarised as follows:



The observations are as follows:

- **Number of perpetrators:** Slightly more than half of the reported incidents involved groups of 4-6 men while 43% (nine incidents) involved groups of 1-3 men. The remaining incident involved seven perpetrators.
- **Type of weapons carried:** Among the 11 incidents that reported the perpetrators were armed, seven involved perpetrators carrying knives, three involved perpetrators carrying knives and gun-like objects, and one involved a perpetrator carrying a gun-like object. In 33% of the incidents, the perpetrators were not armed, while the remaining 14% of the incidents had no information if the perpetrators had carried any weapons.
- **Treatment of crew:** Majority (18 incidents) reported that the crew members did not suffer any injuries during the incidents. In one incident, one of the crew members suffered a head injury while running away from the perpetrators; and in another incident, a perpetrator had attempted to threaten the engine room watchkeeping staff, who escaped and secured himself in the engine control room. The remaining incident had no information on the well-being of the crew.
- **Type of stolen items:** Of the 21 incidents, 67% (14 incidents) reported items stolen during the incidents, 28% (6 incidents) reported nothing was stolen and 5% (1 incident) reported that the losses cannot be ascertained. Among the items stolen, losses of engine spares were reported in seven incidents, scrap metal in five incidents, a mobile phone in one incident and packed goods, consisting of building materials and automotive products, in one incident.
- **Type of ships boarded:** Bulk carriers were boarded in 62% of the reported incidents, while another 29% of the incidents occurred onboard barges towed by tug boats. The remaining 9% occurred onboard tankers.
- **Time of incidents:** Under the cover of darkness, perpetrators boarded ships during 2100-0559 hrs in about three-quarters of the reported incidents. The remaining incidents occurred during daylight hours between 1000 hrs and 1659 hrs. Notably, all incidents during daylight hours occurred onboard barges towed by tug boats.

Efforts by the Littoral States and ReCAAP ISC

Littoral States & Relevant Agencies

The littoral States of SOMS (Indonesia, Malaysia and Singapore) have continued to enhance enforcement efforts both on land and at sea. Through regular interaction programmes at the commander-level, there is strengthened operational cooperation and situational awareness of the areas of concern, particularly during the vulnerable time windows.

The authorities, together with ReCAAP ISC, and relevant stakeholders such as the Information Fusion Centre (IFC) and the Singapore Shipping Association (SSA), have stepped up engagements with the maritime industry to raise awareness on the constantly evolving modus operandi of the perpetrators and encourage the adoption of appropriate shipboard security measures and timely reporting of incidents. The shipowners and industry stakeholders are encouraged to provide CCTV footage of the incident, which has in the past proved instrumental in facilitating arrests and allowing for effective enforcement action.

Measures Implemented by Singapore

The ReCAAP Focal Point of Singapore, the Maritime & Port Authority of Singapore (MPA), also broadcasts advisories and regular alerts to vessels transiting areas of concern to remind seafarers to remain vigilant and to adopt best management practices. In the event of a reported unauthorised boarding incident, the frequency of broadcasts will be increased for the affected Vessel Traffic Information System (VTIS) sector. Navigational telex messages are also broadcast to vessels every four hourly on a daily basis to highlight any recent unauthorised boarding incidents and to reiterate the importance of maintaining a good anti-piracy watch.

The Corrective Action and Preventive Action (CAPA) review has been imposed by Singapore's Ship Registry Department for Singapore registered vessels that have had security breaches, to ensure that the necessary shipboard security measures are in place to prevent recurrence of such incidents. To strengthen compliance and accountability, Singapore has also mandated additional International Ship and Port Facility Security (ISPS) audits for Singapore registered vessels that have experienced security breaches. These audits serve as a corrective and preventive mechanism, ensuring that lapses are identified, remedial measures are implemented, and robust security systems are maintained to prevent recurrence.

To complement these regulatory measures, the Singapore Police Coast Guard (PCG) also conducts 24/7 monitoring and surveillance to promptly detect suspicious activities, including the possible unauthorised boarding of vessels. For vessels that are suspected to have been victims of unauthorised boarding, officers of the PCG Emergency Response Team are also deployed to provide assistance (including boarding and searching for perpetrators) when they are within the port limits of Singapore.

Recommendations

To raise the awareness of the situation in the SS, the ReCAAP ISC strongly urges the littoral States of the SS to continue to enhance surveillance and enforcement in their internal waters, archipelagic waters and territorial seas; and to respond promptly to the reporting of incidents.

The littoral States are encouraged to promote cooperation and coordination for patrols and information sharing on incidents and criminal groups involved in order to arrest and prosecute the perpetrators.

While transiting the SS or an area of concern, 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 via the ReCAAP ISC Interactive Dashboard (Re-VAMP) (at www.recaap.org), particularly the incident-prone areas in the SS. The ReCAAP ISC's reports contain detailed locations of incidents, including its latitude and longitude.
- Tune in to advisories and navigational broadcasts announced by the authorities.
- Maximise vigilance and lookouts for suspicious small boats; increase watchkeeping; particularly for crew onboard tug boats towing barges during daylight, and for crew onboard bigger ships during night time.
- Ensure that all decks are well lit during hours of darkness, as perpetrators considered a dark deck as a sign of vulnerability. Crew on watch should also be visible, as perpetrators will avoid boarding ships when they see the crew and the deck is illuminated.
- Keep the CCTV and other devices including communication equipment operational to alert the ship crew and record the movement of perpetrators.
- Conduct rounds onboard the ship's decks and ensure that the relevant areas of the ship are locked prior to the ship entering area of concern. Ensure that all doors and hatches having direct access to the bridge, accommodation, store rooms, steering gear compartment and engine room are closed/properly secured. Such activities are to be recorded on the log book.
- Maintain communication with 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 onboard the ship or barge.
- Report all incidents, suspicious activities and presence of suspicious small boats in the vicinity to the nearest coastal State RCC and flag State. Ship crew can refer to the **Poster on updated contact details of the law enforcement of the littoral States of SOMS** (as shown on right).

Guidelines & Reporting of Incident by Vessels – Straits of Malacca & Singapore

ReCAAP Information Sharing Centre

REPORTING OF INCIDENTS (attack/unauthorised boarding/robbery)

- Vessels transiting in traffic separation scheme from Sector 6 to Sector 9 in Straits of Malacca and Singapore (SOMS) to report incidents (of piracy or sea robbery or unauthorised boarding) to VTS authorities on VHF channels (see Fig. 1).
- In addition, vessels to report to the littoral States of SOMS (Indonesia, Malaysia and Singapore) for quick response by authorities, as indicated in Chart below.

Fig. 1 - Reporting of incidents in Sectors 6-9

SECTOR	VHF CHANNELS	VTS AUTHORITIES
Sector 6	VHF 08	JKNDK VTS
Sector 7	VHF 73	SINGAPORE VTS
Sector 8	VHF 14	SINGAPORE VTS
Sector 9	VHF 10	SINGAPORE VTS

GUIDELINES

- Planning voyage - Preparation**
 - Identify areas of concern
 - Make Ship Security Plan (SSP) based on risk/threat assessment
 - Plan voyage to prevent attack/unauthorised boarding
 - Maintain updated list of reporting channels of coastal State enforcement agencies
 - Carry out drilling and conduct drill to familiarise crew with SSP and Vessel Boarding Plan (VBP)
- Measures to be instituted - When sailing**
 - Maintain alertness and effective vigilance
 - Close all doors and hatches to prevent access to compartments
 - Maintain best speed to prevent unauthorised boarding
 - Master to regularly update the crew on prevailing security situation
 - Alert duty watch upon entering areas of concern and maintain communication with the shipping company
- Response and report - When boarded**
 - Sound alarm, restrain calm, do not confront or resist the perpetrators
 - Cooperate with littoral State authorities for investigation
 - Provide evidence and information about the perpetrators to enforcement agencies, including photos, CCTV footage and videos, if available
 - Report loss/damage to ship's property
- Collection of evidence and investigation - Post boarding**
 - Cooperate with littoral State authorities for investigation
 - Provide evidence and information about the perpetrators to enforcement agencies, including photos, CCTV footage and videos, if available

OTHER USEFUL CONTACTS

Malaysia

Malaysian Maritime Enforcement Agency (MMEA)

Other helpline

Tel: +607 219 9402

+607 219 9403

+607 227 6301

Email: passport@mmema.gov.my

Singapore

Port Operations Control Centre (POCC)

Tel: +65 628 1039

+65 622 2491

+65 6227 8071

+65 6224 5775

Email: portops@singapore.gov.sg

Indonesia

Indonesian Coast Guard (KORAMLA) - Contact Centre Western Zone (Pulau Batam)

Tel: +62 813 4361 7209

Regional Marine & Air Police of Riau (Pulau Batam)

Tel: +62 813 8073 3721

Indonesia (Surabaya)

Tel: +62 813 622 0284 (Shoreline Incident Reporting)

+62 813 718 8865

+62 813 713 0123 (General Purpose Reporting)

Email: pasir@kemaritiman.go.id (Shoreline Incident Reporting)

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Malaysia (Pulau Jereh)

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INCIDENTS OF ARMED ROBBERY AGAINST SHIPS IN THE PHILIPPINES

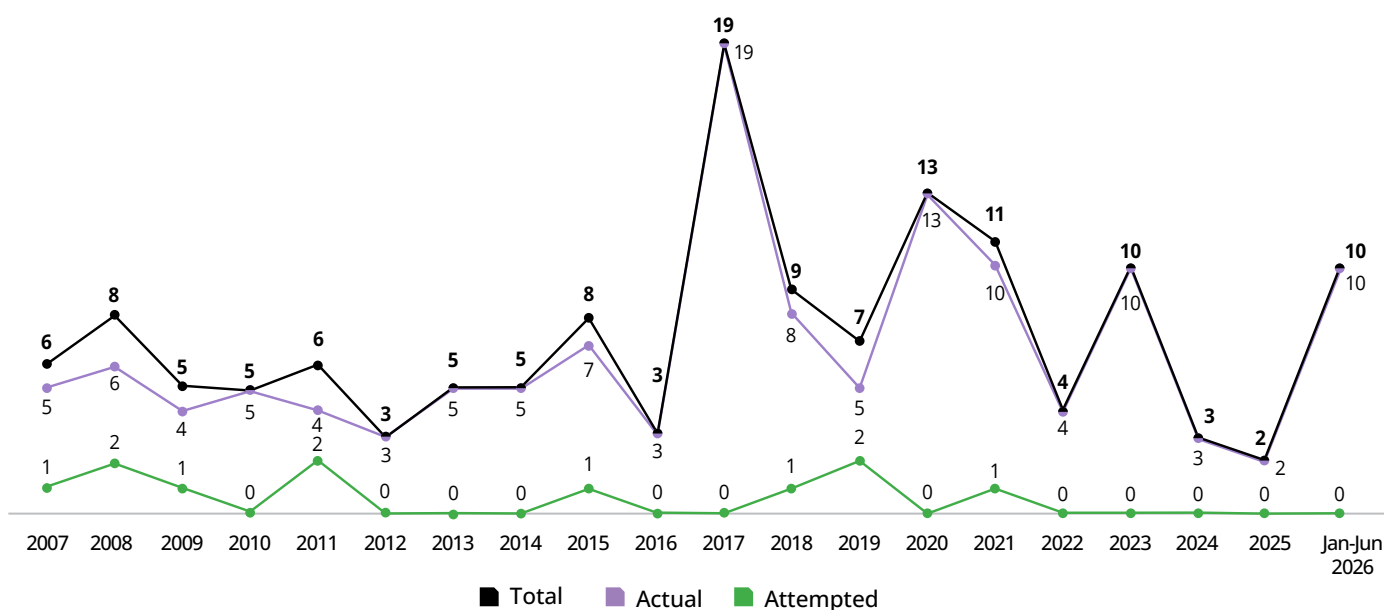


E INCIDENTS OF ARMED ROBBERY AGAINST SHIPS IN THE PHILIPPINES

Situation Update

Number of incidents

During January-June 2026, a total of 10 incidents were reported in the Philippines. The number of incidents reported in the first six months of 2026 was **five times higher** compared with 2025 (two incidents). **Graph 3** shows the number of incidents reported in the Philippines during 2007-2025 and January-June 2026.



Graph 3 - Number of incidents in the Philippines (2007-2025 and January-June 2026)

Significance level of incidents

All 10 incidents reported during January-June 2026 were actual incidents. Among these incidents, two were CAT 2, three were CAT 3 and five were CAT 4 incidents. The overall severity of the incidents reported in the Philippines during January-June 2026 had increased compared to 2025. Half of the incidents reported during January-June 2026 were CAT 2 and 3 incidents, while the two incidents reported in 2025 were CAT 4 incidents. **Chart 6** shows the significance level of actual incidents reported in the Philippines during 2007-2025 and January-June 2026.

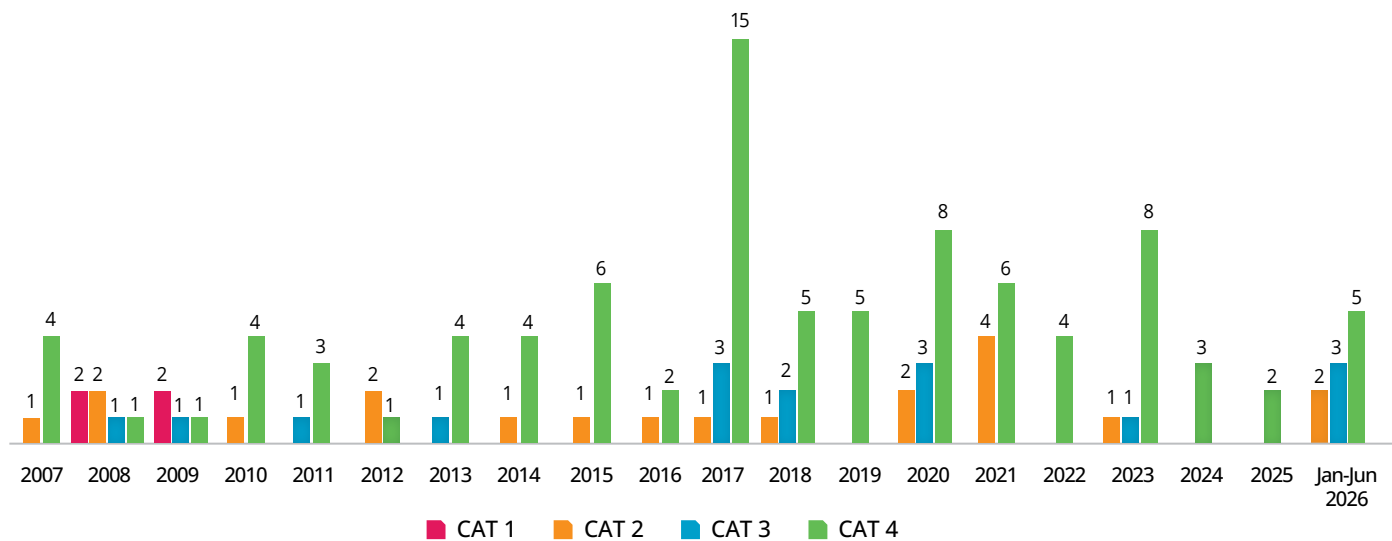
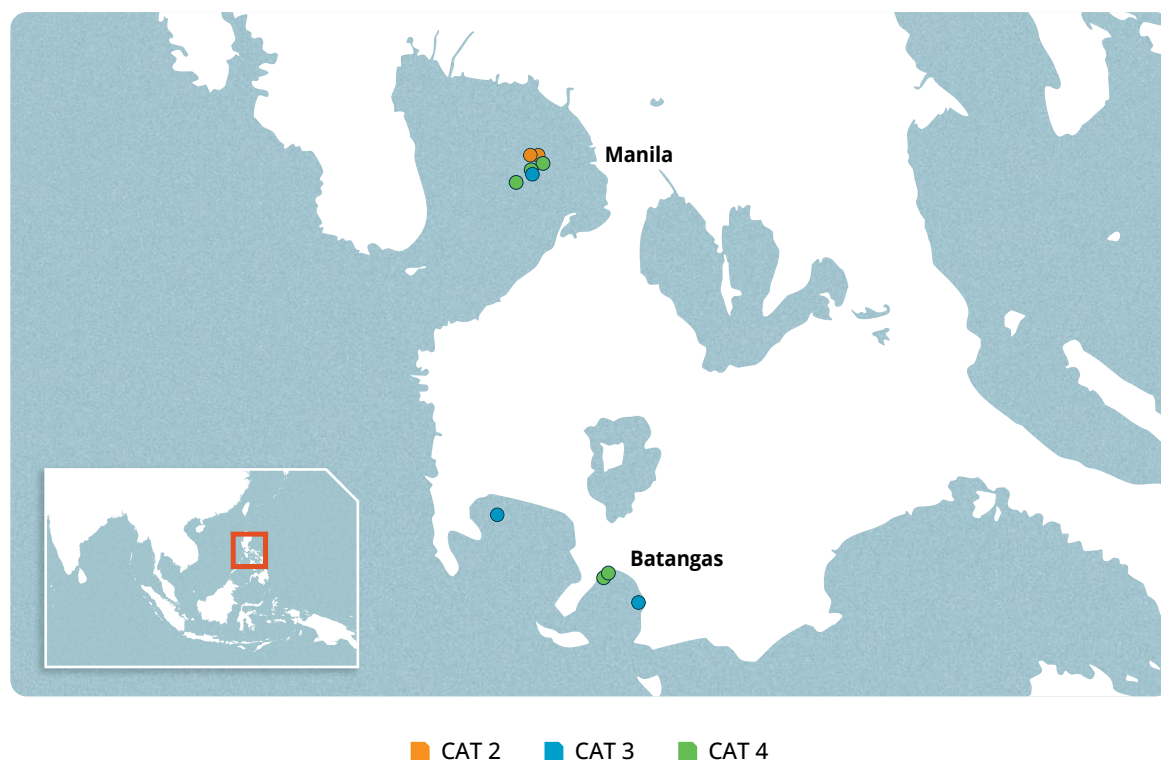


Chart 6 - Significance level of incidents in the Philippines (2007-2025 and January-June 2026)

Location of incidents

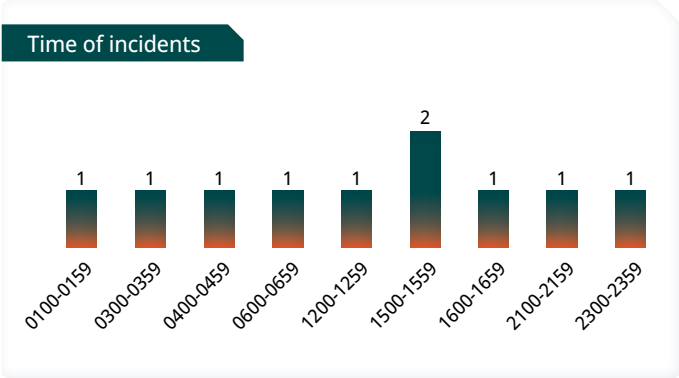
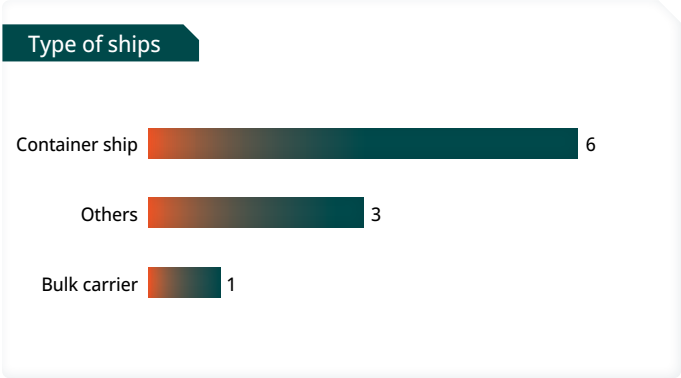
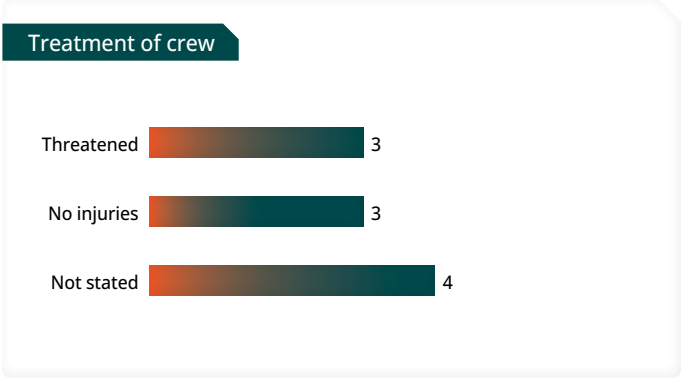
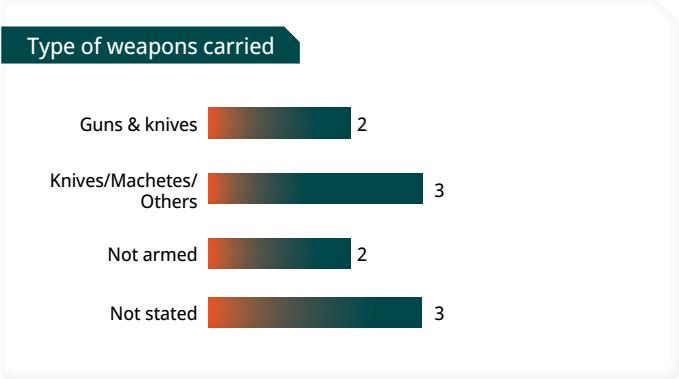
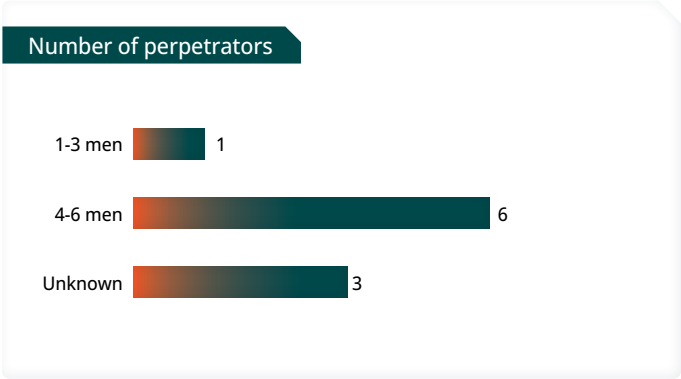
Map 3 shows the locations of the incidents reported in the Philippines during January-June 2026. Of the 10 incidents, six occurred at the anchorages in Manila, and four occurred at the anchorages in Batangas. Two CAT 2, one CAT 3 and three CAT 4 incidents were reported in Manila, while two CAT 3 and two CAT 4 incidents were reported in Batangas.



Map 3 – Location of incidents in the Philippines (January-June 2026)

Modus Operandi of Incidents

The modus operandi of the 10 actual incidents that occurred to ships while anchored in the Philippines during January-June 2026 are summarised as follows:



The observations are as follows:

- **Number of perpetrators:** More than half of the reported incidents involved groups of 4-6 men and one incident involved a group of 3 men. Three incidents had no information on the number of perpetrators involved.
- **Type of weapons carried:** One incident reported that the perpetrators carried guns and knives, while one incident reported crew seeing a gun clipped at the waist of a perpetrator. Both incidents occurred in Manila. Three incidents reported that the perpetrators carried knives, of which two were reported in Batangas and one was reported in Manila. The remaining incidents reported that the perpetrators were not armed or there was no information if the perpetrators had carried any weapons.
- **Treatment of crew:** There were three incidents where the perpetrators had threatened the crew. In two incidents, the perpetrators threatened the crew but there was no confrontation, and in the other incident, a crew member was confronted by the perpetrators, who ordered him to remain silent and confined him in the bosun store located beneath the forward mooring station. The crew member later freed himself and activated the alarm. Three incidents reported no injuries to the crew members and four incidents had no information on the well-being of the crew.
- **Type of stolen items:** Majority (seven incidents) reported items stolen during the incidents, including cables, walkie-talkie, fire hose couplings, fire nozzles, hydrant caps, life raft, immersion suit, self-contained breathing apparatus (SCBA), spanner etc. Two incidents reported nothing was stolen and one incident did not have information if anything was stolen.
- **Type of ships boarded:** All six incidents reported onboard container ships occurred in Manila. This can be attributed to the presence of MICT, which is the largest and busiest container terminal in the Philippines. Of the four incidents reported in Batangas, two occurred onboard Ro-Ro cargo ships, one onboard a bulk carrier and one onboard a passenger vessel.
- **Time of incidents:** Half of the incidents reported perpetrators boarded ships during hours of darkness, between 2100 hrs and 0359 hrs. The other half of the incidents occurred during daylight hours between 0600 hrs and 1659 hrs.

Efforts by the Philippine authorities

The Philippine Coast Guard (PCG), who is also the ReCAAP Focal Point, is cognisant of the situation at anchorages in the Philippines and has implemented a series of coordinated measures to address the threat of such theft onboard ships. These measures include:

- **Arrest of perpetrators:** The PCG had arrested perpetrators who were involved in three of the 10 incidents reported during January-June 2026. More details of the apprehensions can be found in [Part F](#) of the report.
- **Intensified coastal and seaborne patrols:** The PCG has increased its operational presence through strengthened visibility and more frequent patrols, particularly along identified high-risk shipping corridors.
- **Deployment of small craft:** The use of fast and agile small craft enables rapid response, interception, and pursuit of suspicious vessels, enhancing the PCG's ability to react swiftly to incidents.
- **Multi-agency collaboration:** The PCG works closely with other maritime and law enforcement agencies to establish a coordinated approach, including intelligence sharing and the conduct of joint operations.
- **Community awareness initiatives:** Outreach efforts have been intensified to educate coastal communities and maritime stakeholders on maritime safety and security, encouraging vigilance and reporting of suspicious activities.
- **Implementation of the Safety, Security and Environmental Numbering (SSEN) system:** The PCG has stepped up efforts to register, tag, and monitor watercraft systematically, with the aim of reducing the use of unregistered vessels often associated with illicit activities.
- **Active communication with vessel masters:** The PCG maintains direct engagement with ship masters, including issuing alerts and conducting briefings to encourage prompt reporting of suspicious approaches or incidents.

Overall, these measures reflect the PCG's proactive stance and continued commitment to enhancing maritime security and safeguarding vessels operating in Philippine waters.

F

CASE STUDIES



Arrests of Perpetrators

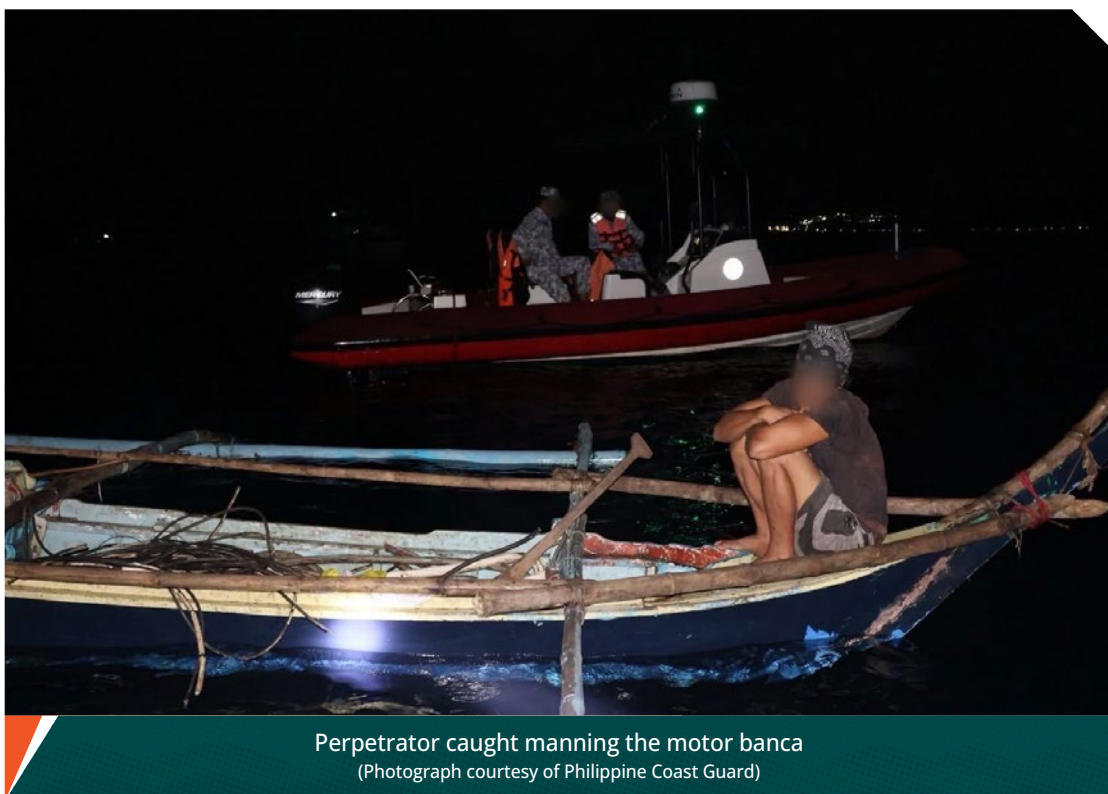
One of the most effective deterrents to criminal activity is the arrest of those involved. From January-April 2026, authorities in the Philippines, had successfully apprehended several perpetrators. The ReCAAP ISC commends the proactive effort of the Philippine law enforcement agency in its swift actions. These efforts exemplify strong regional maritime enforcement and reflect the authorities' firm commitment to maritime security and operational excellence within their waters.

Batangas Port Anchorages incidents

While at anchor at approximately 2350 hrs on 3 January 2026, the *Super Shuttle RoRo 9*, a RoRo cargo vessel, was illegally boarded by perpetrators arriving onboard a motor banca. The suspects succeeded in stealing electrical cables from the vessel.

The incident was immediately reported by the Master of the vessel to the PCG Substation Bauan. The PCG personnel promptly proceeded to the reported location and apprehended one suspect who was manning the motor banca used in the crime. A comprehensive search was subsequently conducted onboard the victim vessel, resulting in the arrest of four additional perpetrators found onboard.

All apprehended individuals were charged for violation of Article 122 of the Revised Penal Code, as amended by the Philippine Republic Act No. 7659.



Perpetrator caught manning the motor banca
(Photograph courtesy of Philippine Coast Guard)

On 22 January 2026, at approximately 0125 hrs, while conducting intensified seaborne maritime security patrols in the vicinity of Bauan, Batangas, personnel of Coast Guard Sub-Station (CGSS) Bauan observed a suspect climbing onboard vessel *Super Shuttle RoRo 9* at anchor from an unnamed motor banca.

The PCG team immediately responded and apprehended the suspect. A knife was recovered onboard the motor banca used in the attempted boarding.

A comprehensive search of the vessel was subsequently conducted by the combined teams of CGSS Bauan and the Special Operations Group Southern Tagalog. During the search, three additional perpetrators were discovered onboard the vessel. All four suspects were apprehended and subsequently turned over to the Investigation and Detection Unit – Southern Tagalog of the Philippine Coast Guard for appropriate legal proceedings.

No items were reported stolen during the incident.



Another group of perpetrators apprehended by the PCG
(Photograph courtesy of Philippine Coast Guard)

On 17 April 2026, at approximately 1640 hrs, Coast Guard Station Batangas received a report from the cadets onboard *Baleno Otso* regarding the presence of unauthorised individuals armed with bladed weapons who had illegally boarded the said grounded vessel within the vicinity waters of Barangay Cuta, Batangas City.

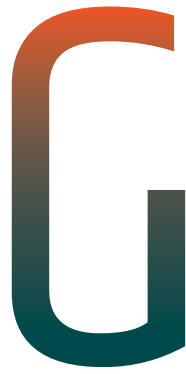
Upon receipt of the report, personnel from Coast Guard Station Batangas immediately proceeded to Barangay Cuta to conduct intelligence gathering and hot pursuit operations against the perpetrators.

At approximately 1737 hrs on the same date, the responding personnel arrived at the area, where one of the individuals involved in the incident was turned over to the authorities by his relatives. Subsequently, at around 1900 hrs, the team apprehended four additional individuals who were identified as accomplices and were also involved in the same incident.

A total of five perpetrators were apprehended and brought to Coast Guard Station Batangas for proper documentation and the filing of appropriate criminal charges.



Perpetrators apprehended by the PCG during hot pursuit operation
(Photograph courtesy of Philippine Coast Guard)



ReCAAP ISC'S MAIN ACTIVITIES (APRIL- JUNE 2026)



ReCAAP ISC'S MAIN ACTIVITIES (APRIL- JUNE 2026)

Singapore Maritime Week (SMW) 2026 21-23 Apr 2026

ReCAAP ISC participated in EXPO@SMW from 21-23 April with a booth showcasing its history and key milestones, cooperative efforts to fight piracy and sea robbery in Asia, and its digital initiatives to enhance information sharing and incident reporting.

The booth was visited by several VIPs, including:

- IMO Secretary-General, Mr Arsenio Dominguez
- Vice-Minister of the Ministry of Transport of China, Mr Li Xinghu
- Chairperson of Indonesian National Shipowners' Association (INSA), Ms Carmelita Hartoto
- Chief Executive of MPA Singapore and Vice-Chairperson of ReCAAP ISC Governing Council, Mr Ang Wee Keong
- India's High Commissioner to Singapore, H.E. Shilpak Ambule



IMO Secretary-General, Mr Arsenio Dominguez (left) visiting the booth

Capacity Building Senior Officers' Meeting (CBSOM) 2026 22-26 Jun 2026

ReCAAP ISC successfully held the five-day Capacity Building Senior Officers' Meeting (CBSOM) in Manila, Philippines, from 22-26 June, bringing together senior officers from 15 ReCAAP Focal Points and representatives from port authorities and the shipping community to discuss challenges and responses to combating piracy and armed robbery against ships, while strengthening network and sharing best practices.

Throughout the meeting, participants explored ways to strengthen maritime security through enhanced operational capabilities, the adoption of international frameworks and stronger regional partnerships. Key highlights included presentations on best management practices to counter sea robbery in ports and anchorages, discussions on emerging maritime threats, and exchanges on the future direction of ReCAAP ISC under its 10-year roadmap to further strengthen regional cooperation and safeguard maritime trade routes in Asia.



Participants at CBSOM 2026

25th Asia-Pacific Heads of Maritime Safety Agencies Meeting 14-16 Apr 2026

Assistant Director (AD) (Operations) and Senior Manager (Research) attended the 25th Asia-Pacific Heads of Maritime Safety Agencies (APHoMSA) meeting from 14-16 April in Honiara, Solomon Islands. The event was hosted and chaired by the Solomon Islands Maritime Authority (SIMA), with Australian Maritime Safety Authority (AMSA) serving as the APHoMSA Secretariat. During the meeting, AD (Operations) introduced the paper tabled by ReCAAP ISC for the forum, titled "*ReCAAP ISC – Key Activities, Trends & Outlook of 2025*". The paper outlined the capacity building initiatives conducted by the Centre, engagement of the maritime community as well as the situation of piracy and armed robbery against ships in Asia for 2025. The introduction of the paper was well received by the participants, with delegates from Republic of Korea, Singapore and Vietnam expressing appreciation for the work done by the Centre.



Participants at 25th APHoMSA meeting

MAHASAGAR Academy 2026 23-24 Apr 2026

ED-ISC and AD (Corporate Communications) participated in the Mutual and Holistic Advancement for Security and Growth Across Regions (MAHASAGAR) Academy 2026 from 23-24 April. The inaugural conference was organised by the Rashtriya Raksha University (RRU) in Gujarat, India. The MAHASAGAR Academy brings together a distinguished panel of practitioners and scholars with the goal of promoting rules-based maritime governance and bolstering cooperative security at sea. ED-ISC presented ReCAAP ISC's roles and responses in addressing piracy and armed robbery against ships in Asia, and shared perspectives on multilateral cooperation to address maritime crimes. He also interacted with the conference participants and engaged RRU students.



ED-ISC with Dr Bimal Patel, Vice-Chancellor of RRU (right)

17th Maritime Law Enforcement Dialogue 5-8 May 2026

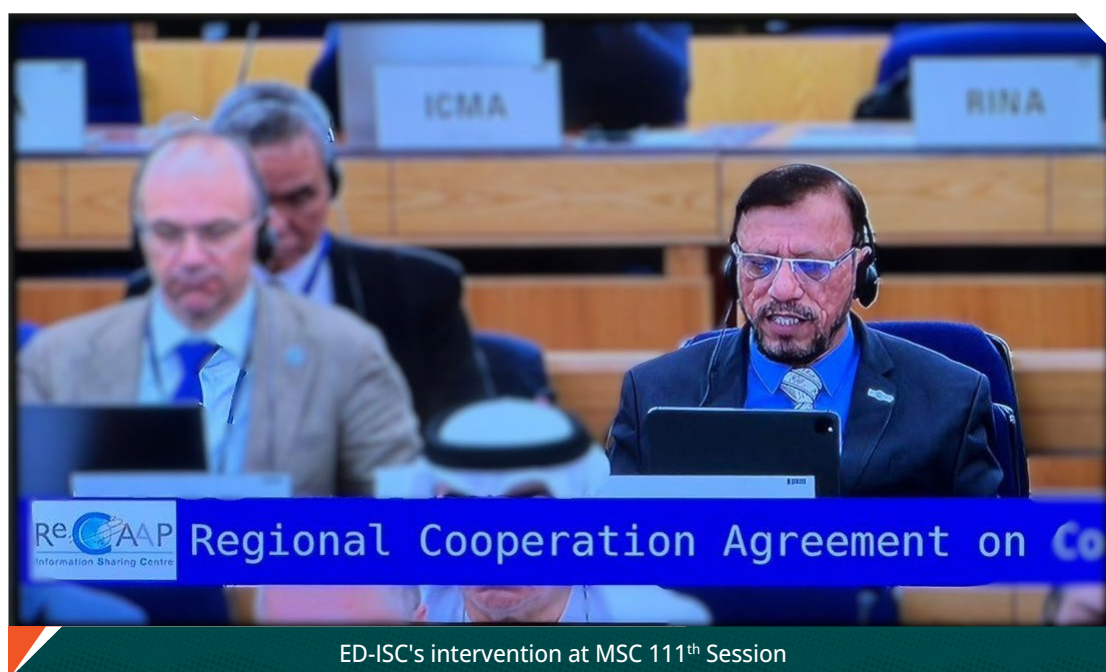
Senior Manager (Programme/Research) and Manager (Corporate Communications) participated in the 17th Maritime Law Enforcement Dialogue (MLED 17) Regional Plenary organised by the UNODC Global Maritime Crime Programme in Manado, Indonesia, from 5-8 May. The team visited the BAKAMLA North Minahasa Fleet Base and observed a sea-based operational coordination exercise. ReCAAP ISC participated in the 8 May plenary on *"Maritime Criminality and Cooperative Initiatives in Borneo Waters"*. During the plenary, ReCAAP ISC updated on the latest situation of piracy and armed robbery against ships in Asia, ReCAAP ISC's reporting tools and resources, as well as ongoing efforts to enhance maritime security through regional cooperation with stakeholders and partner organisations.



Participants at 17th MLED

IMO Maritime Safety Committee (MSC) 111th Session 13-22 May 2026

On 15 May, ED-ISC and Senior Assistant Director (Research) attended the MSC 111th session of IMO. During the session, ED-ISC made a brief intervention presenting the piracy and armed robbery situation against ships in Asia from January-April 2026 with a 52% decrease in the number of incidents compared to the same period in 2025. He also highlighted ReCAAP ISC's ongoing initiatives, including the use of data analytics to enhance insights into maritime crime trends, and stressed the importance of strengthening regional cooperation, improving information sharing and operational coordination, and sustaining engagement with the maritime community through dialogue sessions, forums, and ship visits. In commemoration of ReCAAP's 20th Anniversary and the establishment of its Information Sharing Centre (ISC), ReCAAP ISC sponsored an afternoon tea break on Day 2 of the MSC session.



22nd HACGAM Working Level Meeting

18-21 May 2026

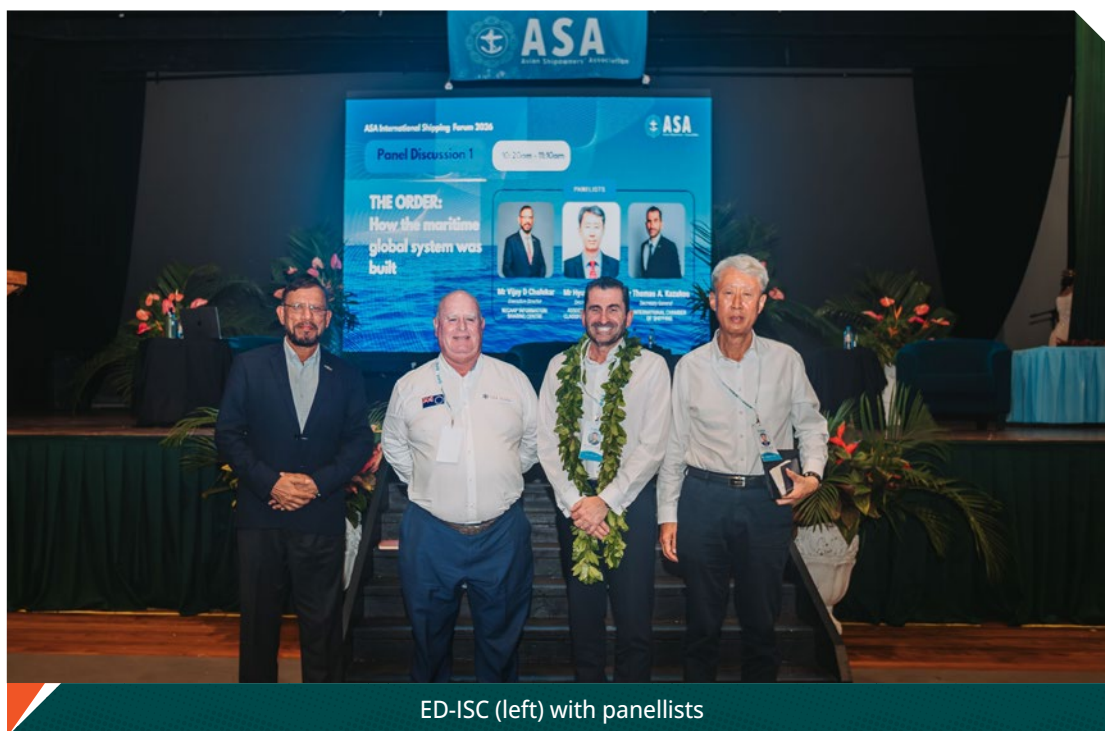
AD (Programmes) and Senior Manager (Research) attended the 22nd Heads of Asian Coast Guard Agencies Meeting (HACGAM) Working Level Meeting held in Quanzhou, China, from 18-21 May. At the *"Preventing and Controlling Unlawful Acts at Sea"* subcommittee session on 20 May, ReCAAP ISC updated on the piracy and armed robbery against ships in Asia, emerging maritime security challenges and ongoing efforts to strengthen information sharing, analytical capabilities and digital tools. The presentation also provided an assessment on the impact of maritime crimes and external factors on piracy and sea robbery incidents in Asia.



Participants at the 22nd HACGAM Working Level Meeting

ASA International Shipping Forum (ISF) 24-27 May 2026

On 26 May, ED-ISC and Manager (Operations) participated in the Asian Shipowners' Association (ASA) International Shipping Forum titled *"Shipping in the Age of Geopolitics: Trade, Conflict and the Future of Maritime Connectivity"* in Rarotonga, Cook Islands. ED-ISC participated in the panel discussion on *"Rules-Based International Order: Development, Disruption & Strategy"*, where he highlighted key milestones in maritime governance and discussed industry challenges including trade fragmentation, regional conflicts, sanctions, and shifting energy flows.



ED-ISC (left) with panellists

Day of the Seafarer 2026 25 Jun 2026

In conjunction with Day of the Seafarer 2026, ReCAAP ISC participated in the Day of the Seafarer Appreciation Event organised by the Maritime and Port Authority of Singapore (MPA) on 25 June at the Singapore Maritime Gallery. The event recognised the invaluable contributions of seafarers to global trade and maritime connectivity, while providing an opportunity for the maritime community to express its appreciation for their dedication and service. As an international organisation dedicated to enhancing maritime safety and security through regional cooperation and information sharing, ReCAAP ISC was honoured to join the maritime community in recognising the dedication, professionalism, and resilience of seafarers, whose vital work underpins safe, secure, and efficient global shipping.

ReCAAP ISC was also proud to support the event as a co-sponsor of the Day of the Seafarer appreciation gift, reaffirming its commitment to recognising and supporting the seafaring Community.



AD (Operations) of ReCAAP ISC (left) with MPA Committee for Seafarers' Welfare

Ongoing Engagements with Key Stakeholders

Apr-Jun 2026

In strengthening the close collaboration with our stakeholders, the team at ReCAAP ISC held several meetings with various partners to discuss ways to combat piracy and armed robbery against ships in Asia. The following engagements took place during April-June 2026:

15 Apr 2026



Visit by students from the S. Rajaratnam School of International Studies (RSIS)

20 Apr 2026



Visit by Mr Thomas A. Kazakos, International Chamber of Shipping (ICS) Secretary General

5 May 2026



Visit by delegation of the Democratic Party for the People (DPP), Japan

7 May 2026



Courtesy call on H.E. Alex Tilman, Timor-Leste Ambassador to Singapore

11 May 2026



Visit by Mr Lee Teng Hur, Vice President, Shipping and Maritime APME and DR (Downstream & Renewables), Shell and delegation

14 May 2026



Courtesy call on Mr Damien Chevallier, Director of Maritime Safety Division, International Maritime Organization on the sidelines of 111th IMO MSC

22 May 2026



Meeting with Ambassador Ong Keng Yong, Executive Deputy Chairman, S. Rajaratnam School of International Studies (RSIS)

29 May 2026



Visit by Secretary Andres C. Centino, Philippine Presidential Assistant for Maritime Concerns and delegation

17 Jun 2026



Visit by Mr Hou Fudou, Vice President, Exploration & Production, PetroChina International (Singapore) and delegation

H CONCLUSION

Although regional occurrences of incidents dropped by 64% compared to the same period of last year, maritime forces and shipmasters must not lower their guard. The vast majority of these events are restricted to low-level pilferage where intruders quickly escape with items like engine spares, ship property or stores, and other unsecured assets onboard. Most importantly, ship crews were not harmed during these encounters, yet constant vigilance remains essential to driving the total case numbers down further.

As SOMS still makes up the majority of all incidents, it is important that seafarers step up vigilance while the ship is transiting the strait. In this report, the Centre has shared some of the case studies and best practices to highlight how vigilance out at sea is not limited to onboard one's ship, but it is equally important that seafarers adopt a spirit of cooperation and look out for other ships in the vicinity; especially when travelling through area of concern, so as to deter any potential boardings.

Where SOMS is concerned, the littoral States have stepped up enforcement efforts both on land and at sea through various initiatives including the Malacca Strait Patrol and the CORPAT INDOSIN. The Centre would also like to urge the port authorities and the enforcement agencies to increase their enforcement efforts, presence in locations of concern and to respond to the incidents promptly. The arrest of perpetrators is an effective measure to deter would be culprits.

The ReCAAP Information Sharing Centre on its part will continue to disseminate information in a timely and accurate manner to its stakeholders so that the shipping industry can make informed decisions and adopt the appropriate measures. The shipping community can utilise the ReCAAP Data Visualisation Map and Panel (Re-VAMP), an interactive dashboard to derive key insights and collate the relevant information so as to make informed risk assessments and put in place the relevant measures before embarking on the ship voyages.

Combating piracy and armed robbery is a shared responsibility and it is through the synergistic efforts of all stakeholders concerned that the sea lanes in Asia can be kept safe and unimpeded for commerce and trade while ensuring the welfare of seafarers.



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;
 - (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 were mostly armed with guns and knives, and the crew is likely to suffer some form of injury or physical violence such as being assaulted or tied up or threatened. In term of losses, the ship was either hijacked or the cargo on board was stolen, for example siphoning of cargo oil.
CAT 2	Majority of CAT 2 incidents involved 4-9 men who are likely to be armed with knives/machetes and in 1/4 of the incidents, armed with guns. The crew is likely to be threatened or held hostage temporarily to allow the perpetrators to steal the crew's cash and ship's property including engine spares. In a few cases, the crew suffered some form of injury or physical violence but less severe in nature compared to CAT 1 incidents.
CAT 3	CAT 3 incidents involved perpetrators who were armed, with either knives/machetes or other items such as sticks, rods, bats etc. The crew was not harmed, although there were cases of crew subject to duress during the incident but not harmed physically. In almost half of the CAT 3 incidents, the perpetrators were unable to steal anything from the vessel, but in cases where losses were reported, stores and engine spares were the commonly targeted items.
CAT 4	The perpetrators 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 2026)

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	Super Shuttle RoRo 9 RoRo cargo ship Panama 17884 7902647	3/1/26 2350 hrs	13° 46' N 120° 59' E Batangas Anchorage, Philippines	While at anchor, perpetrators from one motor banca boarded the ship and <u>stole some cables.</u> The incident was reported to Philippine Coast Guard (PCG) Substation Bauan. The PCG apprehended one perpetrator onboard the motor banca and conducted comprehensive search onboard and apprehended another four perpetrators. The perpetrators were charged under Violation of Article 122 of the revised Penal Code as Amended by R.A 7659- Piracy in General and Mutiny on the High Seas or in Philippine waters. [ReCAAP Focal Point (Philippines)]
2	HK Tug 9 Tug boat Singapore 299 9767120 LKH 7887 Barge	5/1/26 1350 hrs	1° 15.64' N, 104° 4.73' E Approximately 4.1 nm from Pulau Nongsa Beacon, (Indonesia), in the eastbound lane of the Traffic Separation Scheme (TSS) [Straits of Malacca & Singapore (SOMS)]	While underway, approximately six perpetrators were sighted onboard the barge with three sampans alongside. At 1410 hrs, the master updated that the perpetrators escaped from the barge, and all three sampans departed from the area. <u>Some scrap metals were reported stolen.</u> The tug boat and barge continued their voyage and no assistance was required. <u>All crew members were accounted for and without injury.</u> The master reported the incident to Singapore Vessel Traffic Information System (VTIS). Safety broadcasts on anti-piracy watch were initiated to remind all vessels to maintain vigilance. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
3	Sakizaya Wisdom Bulk carrier Panama 40034 9460590	16/1/26 0600 hrs	13° 45.51' N, 120° 58.36' E Batangas Anchorage, Southeast of Brgy San Pedro, Bauan Philippines	While at anchor, <u>several firefighting equipment and shipboard fittings were found missing</u> from the open deck areas during a safety security round of the ship. It is believed that perpetrators boarded the ship during night time and stole the items. The incident was reported to the company, local agents, and Vessel Traffic Management System (VTMS) Batangas. Additional security rounds were implemented, and all remaining bronze were removed from the open deck and secured on board as a preventive measure. Coast Guard Station (CGS) Batangas directed Coast Guard Sub-Station (CGSS) Bauan and CGSS Mabini to intensify seaborne patrols and conduct periodic radio announcements to all nearby ships in anchorage area to remain vigilant against illegal activities. [ReCAAP Focal Point (Philippines)]
4	HK Tug 8 Tug boat Singapore 299 9557537 LKH 2882 Barge	16/1/26 1335 hrs	1° 15.64' N, 104° 6.91' E Approximately 3.8 nm from Pulau Nongsa Beacon, (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, the master of the tug boat observed one sampan alongside the barge with approximately five perpetrators sighted on the barge taking scrap metals. About 40 minutes later, the perpetrators were sighted left in the sampans. The tug boat and barge continued their voyage and no assistance was required. <u>All crew members were accounted for and without injury. Some scrap metals were stolen.</u> The master reported the incident to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to remind all vessels to maintain vigilance. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
5	Empress Zonda Bulk carrier Panama 93575 9871787	17/1/26 0354 hrs	1° 4.35' N, 103° 40.88' E Approximately 2.6 nm from Pulau Cula, (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>six perpetrators armed with knives</u> were sighted at the steering gear room. The ship's general alarm was raised. All crew members mustered and were accounted for. A search was carried out with no perpetrators found onboard. <u>The crew members were not injured</u> and <u>some engine spares were stolen</u>. The master reported the incident to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to remind all vessels to maintain vigilant watch at all times in the Singapore Strait (SS). The Republic of Singapore Navy (RSN) and Singapore Police Coast Guard (SPCG) were notified of the incident. SPCG boarded the vessel for security check at Singapore Anchorage but did not find any perpetrators on board. Information of the incident was also shared with Indonesian Authority. [ReCAAP Focal Point (Singapore)]
6	Hub 21 Tug boat Malaysia 296 9616333 Manyplus 5 Barge	19/1/26 1455 hrs	1° 15.98' N, 104° 9.22' E Approximately 6 nm from Pulau Nongsa Beacon, (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, the master of the tug boat observed three sampans around the barge and three perpetrators on the barge taking scrap metals from the barge. About half an hour later, the perpetrators were sighted leaving in the sampans. The tug boat and barge continued their voyage and no assistance was required. <u>All crew members were accounted for and without injury</u>. <u>Some scrap metals were stolen</u>. The master reported the incident to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to remind all vessels to maintain vigilant watch at all times in the SS. RSN and SPCG were notified of the incident. Information of the incident was also shared with Indonesian Authority. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
7	<i>Super Shuttle RoRo 9</i> RoRo cargo ship Panama 17884 7902647	22/1/26 0125 hrs	13° 53.69' N, 120° 46' E Waters off Bauan, Batangas, Philippines	While at anchor, a seaborne patrol personnel of CGSS Bauan saw one of the perpetrators climbing the ship from an unnamed motor banca. The Philippine Coast Guard team immediately apprehended the perpetrator, and found <u>a knife onboard the motor banca.</u> A comprehensive search of the ship was conducted by the combined teams of CGSS Bauan and Special Operations Group Southern Tagalog. Three additional perpetrators were found onboard the ship, and all four perpetrators were turned over to the Investigation and Detection Unit - Southern Tagalog. <u>Nothing was stolen.</u> [ReCAAP Focal Point (Philippines)]
8	<i>Maersk Vilnius</i> Container ship India 20927 9408956	25/1/26 1245 hrs	14° 31.08' N, 120° 47.43' E Anchorage waters off Cavite City, Philippines	While at anchor, the crew noticed that <u>several items, namely cable wires and parts of the ship's beam, were missing from the ship.</u> The master subsequently confirmed that no other losses or damages were sustained, and that no further assistance was required. <u>The crew were not injured.</u> Upon receipt of the report, CGS Manila immediately directed CGSS Cavite City to conduct maritime patrol (MARPAT) operations and establish contact with the ship. Thereafter, all CGSS within the Cavite area were directed to conduct shore patrols and maintain heightened vigilance, particularly for possible sightings or recovery of the stolen items. [ReCAAP Focal Point (Philippines)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
9	Maersk Cap Jackson Container ship Singapore 47877 9484560	26/1/26 2100 hrs	14° 33.1' N, 120° 49.7' E Manila Bay Anchorage, Philippines	While underway, <u>two perpetrators with a gun-like object</u> were sighted on the poop deck. The general alarm was raised and all crew mustered to conduct a search. No perpetrator was found onboard. <u>All crew members were accounted for with no injuries. Some engine spares were stolen.</u> The incident was reported to Singapore VTIS West. Safety broadcast was initiated. The RSN and PCG were notified of the incident. PCG boarded the ship upon her arrival at the anchorage. A search was conducted and no perpetrator was found. Information of the incident was shared with the Indonesian authorities. [ReCAAP Focal Point (Singapore)]
10	AS Nora Container ship Marshall Islands 39753 9565340	20/2/26 0354 hrs	14° 33.77' N, 120° 49.65' E Manila International Container Terminal (MICT) Anchorage area, Philippines	While at anchor, the duty crew noted that the cover of the hawse pipe of the starboard anchor was opened. After informing the 2nd officer, the general alarm, including the typhoon alarm was raised. A search was conducted with no perpetrators found on board. Subsequently, the master ordered an inventory and inspection of the deck equipment. <u>The crew were not injured. Some ship property/stores were stolen.</u> The incident was reported to VTMS Corregidor and CGS Manila. CGS Manila immediately directed the duty MARPAT team to verify the incident, and advised the Master to strengthen onboard security measures and increase roving duties to prevent similar incidents. [ReCAAP Focal Point (Philippines)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
11	Taz Bulk carrier Marshall Islands 24184 9703825	27/2/26 0234 hrs	1° 2.47' N, 103° 39.32' E Approximately 3.2 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, five perpetrators boarded the ship. <u>One of the perpetrators was armed with a knife.</u> The ship's general alarm was raised and crew mustered and accounted for. A search was carried out onboard with no further sightings of perpetrators. <u>The crew were not injured. One crew's mobile phone was stolen.</u> The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was carried out to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN and SPCG were notified of the incident. Information was shared with the Indonesian authority. [ReCAAP Focal Point (Singapore)]
12	Nord Auriga Bulk carrier Singapore 44397 9865556	28/2/26 0248 hrs	1° 5.73' N, 103° 33' E Approximately 13.2 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, three unarmed perpetrators were sighted on board the ship. The master initiated a security search with no perpetrators found onboard. <u>The crew were not injured. Nothing was stolen.</u> The incident was reported to Singapore Port Operations Control Centre (POCC). The SPCG boarded the ship at Eastern Bunkering B Anchorage (AEBB) and conducted a search and investigation. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
13	<i>Ocean Radiance</i> LPG tanker Palau 46021 9194969	7/3/26 0300 hrs	1° 2.3' N, 103° 40.2' E Approximately 2.4 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>seven perpetrators armed with knives</u> were sighted in the engine room. There was no confrontation with the crew. The master raised the general alarm and crew mustered. A search was carried out onboard with no further sightings of perpetrators. <u>The crew were not injured.</u> The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was carried out to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN and SPCG were notified of the incident. Information was shared with the Indonesian authority. [ReCAAP Focal Point (Singapore)]
14	<i>Darya Tiana</i> Bulk carrier Hong Kong, China 36353 9720316	18/3/26 0130 hrs	1° 4' N 103° 36' E Approximately 6.5 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, four perpetrators (not armed) were sighted at the starboard gangway. The ship's general alarm was activated and crew mustered. After conducting a search onboard, master confirmed there was no further sighting of the perpetrators and <u>nothing was stolen.</u> There was no confrontation between the perpetrators and crew; and <u>all crew members were safe and accounted for.</u> The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was carried out to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN and SPCG were notified of the incident. Information was shared with the Indonesian authority. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
15	<i>Hellasship</i> Bulk carrier Liberia 92752 9574236	19/3/26 0155 hrs	1° 3.61' N 103° 37.66' E Approximately 5.7 nm northeast of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>four perpetrators armed with long knives</u> were sighted in the steering gear room. The ship's general alarm was activated and crew mustered. After conducting a search onboard, master confirmed there was no further sighting of the perpetrators and <u>nothing was stolen</u>. A crew was slightly injured when running away from the perpetrators with <u>a minor laceration to his head</u>, and the agent arranged for shore medical follow up. The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was carried out to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN and SPCG were notified of the incident. Information was shared with the Indonesian authority. The SPCG boarded the ship at Eastern Boarding Ground "B" (PEBGB) and conducted a search and investigation. [ReCAAP Focal Point (Singapore)]
16	<i>Aristoteles Graecia</i> Bulk carrier Cyprus 81499 9772931	19/3/26 0345 hrs	1° 2.9' N 103° 37.7'E Approximately 5.1 nm northeast of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, four perpetrators were sighted in the engine room. <u>One of the perpetrators was armed with a long knife.</u> The ship's general alarm was activated and crew mustered. After conducting a search onboard, master confirmed there was no further sighting of the perpetrators and <u>some engine spares were stolen. All crew members were safe and accounted for.</u> The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was carried out to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN and SPCG were notified of the incident. Information was shared with the Indonesian authority. The SPCG boarded the ship at Eastern Holding B Anchorage (AEHB) and conducted a search and investigation. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
17	ALS Vesta Container ship Singapore 26374 9525950	28/3/26 1500 hrs	14° 35.7' N, 120° 51.7' E Manila North Anchorage, Philippines	While at anchor, three perpetrators were sighted onboard by the deck watch. Upon noticing the approaching crew, the perpetrators jumped overboard. The perpetrators gained access by climbing the anchor chain, passing through the hawse pipe via a small gap, and pushing the hawse pipe cover open. A thorough inspection was carried out and confirmed that <u>no items were stolen</u>. The perpetrators were not armed. <u>The crew were not injured</u>. The incident was reported to Maritime & Port Authority of Singapore (MPA) [flag State]. [ReCAAP Focal Point (Singapore)]
18	Lowlands Island Bulk carrier Panama 36140 9984534	9/4/26 0340 hrs	1° 3' N, 103° 39.7' E Approximately 3 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, four perpetrators were sighted in the engine room. <u>One of the perpetrators carried a knife, and another perpetrator a gun-like object and knife</u>. The ship's general alarm was activated and crew mustered. After conducting a search onboard, master confirmed there was no further sighting of the perpetrators and <u>some engine spares were stolen</u>. <u>All crew members were accounted for, with no injuries reported</u>. The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was carried out to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN and SPCG were notified of the incident. Information was shared with the Indonesian authority. The SPCG boarded the ship for security checks at Singapore anchorage, with no perpetrators found onboard. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
19	HK Tug 8 Tug boat Singapore 299 9557537 LKH 2882 Barge	13/4/26 2144 hrs	1° 15.32' N, 104° 5.28' E Approximately 3 nm off Pulau Nongsa (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, the Master observed a sampan alongside the barge, with approximately two perpetrators on board. The perpetrators subsequently escaped from the barge via the sampan. The perpetrators were not armed. <u>The crew were not injured. Some scrap metals were stolen.</u> The incident was reported to MPA (flag State). [ReCAAP Focal Point (Singapore)]
20	King Milo Bulk carrier Panama 40850 9609512	15/4/26 0000 hrs	2° 47.2' S, 122° 9.4' E Bahodopi Anchorage, Indonesia	While at anchor, the ship was boarded by the perpetrators. <u>Some brass items such as fire hose coupling, nozzles, cargo light wires, ship's bell and butterfly nuts inside the Bosun Store were stolen. The crew were not injured.</u> The incident was reported to the National Search and Rescue Agency of the coastal State. [ReCAAP Focal Point (Japan)]
21	Baleno Otso Passenger vessel Philippines 282 8410677	17/4/26 1640 hrs	13° 44.38' N, 121° 2.94' E Waters off Barangay Cuta, Batangas City, Philippines	While grounded, <u>five perpetrators carried knives</u> boarded the vessel. <u>The perpetrators threatened the crew</u> while escaping. <u>Some metal parts and generator wirings were stolen.</u> One crew member promptly reported the incident to CGSS Batangas City when the perpetrators had already fled the vicinity. Upon receiving the report, CGSS Batangas City deployed personnel to render necessary assistance. All five perpetrators were arrested and sent to the station for investigation. [ReCAAP Focal Point (Philippines)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
22	MTT Tahan Tug boat Malaysia 195 1149815 MTT Tioman Barge	19/4/26 1000 hrs	1° 8.23' N, 103° 28.63' E Northeast of Pulau Karimun Besar (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, the Master sighted two perpetrators boarding the barge. The perpetrators were not armed. The crew were not injured. Some mooring ropes and packed goods from the container were stolen, which include building materials and automotive products. [ReCAAP Focal Point (Singapore)]
23	Aliado Bulk carrier Liberia 89651 9300570	20/4/26 0358 hrs	1° 4.19' N, 103° 36.66' E Approximately 6.3 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, one perpetrator was sighted in the engine room. The ship's general alarm was activated. All crew mustered and accounted for. A search was conducted with no further sighting of the perpetrators. The crew members were not injured and nothing was stolen. The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was carried out to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN and SPCG were notified of the incident. Information was shared with the Indonesian authority. [ReCAAP Focal Point (Singapore)]
24	HK Tug 3 Tug boat Singapore 253 9399686 LKH 9889 Barge	20/4/26 1630 hrs	1° 17.46' N, 104° 9.37' E In the precautionary area of the TSS (SOMS)	While the tug boat towing barge was underway, the Chief Officer noticed a sampan and two perpetrators sighted onboard the barge. The perpetrators subsequently left the barge, and escaped in the sampan. Some scrap metals were stolen. The crew members were not injured. The vessels continued their voyage, with the master declaring that no assistance was required. The incident was reported to MPA (flag State). Singapore POCC confirmed that this information has been shared with the RSN's Maritime Security Task Force (MSTF), SPCG and Indonesian authority. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
25	Posh Eagle Towing/Pushing vessel Singapore 3513 9658252	20/4/26 2015 hrs	22° 21.34' N, 91° 41.86' E Outer Anchorage B, near beaching area of Chittagong, Bangladesh	While at anchor, the crew observed unauthorised persons on deck and alerted the bridge. The general alarm was sounded and all crew mustered. Upon detection, the perpetrators fled and jumped into a small boat. A thorough search was conducted. The paint store lock was damaged and 10 cans of paint were stolen. The crew members were not injured. The incident was reported to MPA (flag State). [ReCAAP Focal Point (Singapore)]
26	Taipan Tanker Marshall Islands 86505 9996393	22/4/26 0010 hrs	1° 3.4' N, 103° 37.5' E Approximately 3.6 nm west of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, a crew member sighted four perpetrators with knives in the engine room. The ship's general alarm was activated. All crew mustered and accounted for. A search was conducted with no further sighting of the perpetrators. The crew members were not injured and some engine spares were stolen. The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was carried out to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and SPCG were notified of the incident. Information was shared with the Indonesian authority. [ReCAAP Focal Point (Singapore)]
27	CS Saker Tanker Singapore 30038 1046647	26/4/26 0400 hrs	5° 49.1' N, 118° 8.1' E Sandakan Anchorage, Malaysia	While at anchor, during a routine verification of hydro blower specifications for the enclosed-space equipment listing, the training Master was unable to locate the hydro blowers in the forecandle store. Subsequent checks with the crew confirmed that four hydro blowers, one pneumatic blower, one helicopter Rescue Equipment Box, and one coil of tiger rope were missing. The store lock was also found to have been broken. The crew were not injured and no assistance was required. A review of CCTV footage was inconclusive, as visibility was compromised by glare from the forecandle floodlight and forward tube lights. No intruders were captured on the recordings. The incident has been reported to the authorities by the local agent. The Superintendent of the ship also reported the incident to MPA (flag State). [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
28	CNC Neptune Container ship Singapore 18652 9836658	7/5/26 2335 hrs	21° 50.07' N, 91° 44.51' E Chittagong Outer Anchorage, Bangladesh	While at anchor, the deck watchmen observed <u>eight to ten perpetrators armed with long knives</u> boarding the starboard aft deck. One of the perpetrators advanced aggressively, forcing the watchmen to retreat to the port quarter who then raised the alarm. The officer of the Watch (OOW) immediately notified the Master and crew. The ship attempted to contact the Bangladesh Navy and Port Control but with no response. The OOW then observed the perpetrators fleeing from the starboard quarter in two long wooden boats. A subsequent search confirmed no perpetrators remained onboard, but <u>2900 litres of assorted paint were stolen. The crew were not injured.</u> The incident has been reported to local authorities as well as MPA (flag State). [ReCAAP Focal Point (Singapore)]
29	Broompark Bulk carrier United Kingdom 25171 9989247	13/5/26 0130 hrs	1° 3.45' N, 103° 37.5' E Approximately 5.3 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>a perpetrator with knife</u> was sighted in the engine room workshop. <u>The perpetrator attempted to threaten the engine room watchkeeping staff</u>, who ran away and secured himself in the engine control room. The master was informed and the general alarm was activated. All crew mustered and a search was conducted, with no further sighting of the perpetrators. <u>The crew members were not injured and nothing was stolen.</u> No assistance was required and the vessel continued its voyage. The agent of vessel reported to MPA. Safety broadcast on anti-piracy watch was carried out to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and SPCG were notified of the incident. Information was shared with the Indonesian authorities. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
30	CMA CGM Valparaiso Container ship Malta 28592 9294185	4/6/26 0454 hrs	14° 36.58' N, 120° 48.96' E MICT Anchorage, Philippines	While at anchor, <u>four perpetrators armed with guns and knives</u> boarded the ship from an unidentified motor banca. Upon discovery of the perpetrators, the ship immediately reported to VTMS Corregidor, who informed CGS Manila. <u>The perpetrators later escaped in their motor banca empty-handed.</u> [ReCAAP Focal Point (Philippines)]
31	Xing Hai He Bulk carrier Marshall Islands 31117 9487213	5/6/26 0228 hrs	1° 4.16' N, 103° 41.91' E Approximately 1.9 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, two unarmed perpetrators were sighted on deck by crew. The ship's general alarm was activated, and all crew members were mustered and accounted for. <u>The crew were not injured</u> and <u>nothing was stolen</u> . No further assistance was required. The incident was reported to VTIS. Safety broadcast on anti-piracy watch was carried out to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN and SPCG were notified of the incident. Information was shared with the Indonesian authority. Upon arrival at PEBGB, SPCG boarded the vessel and conducted a search onboard, with no perpetrators found. [ReCAAP Focal Point (Singapore)]

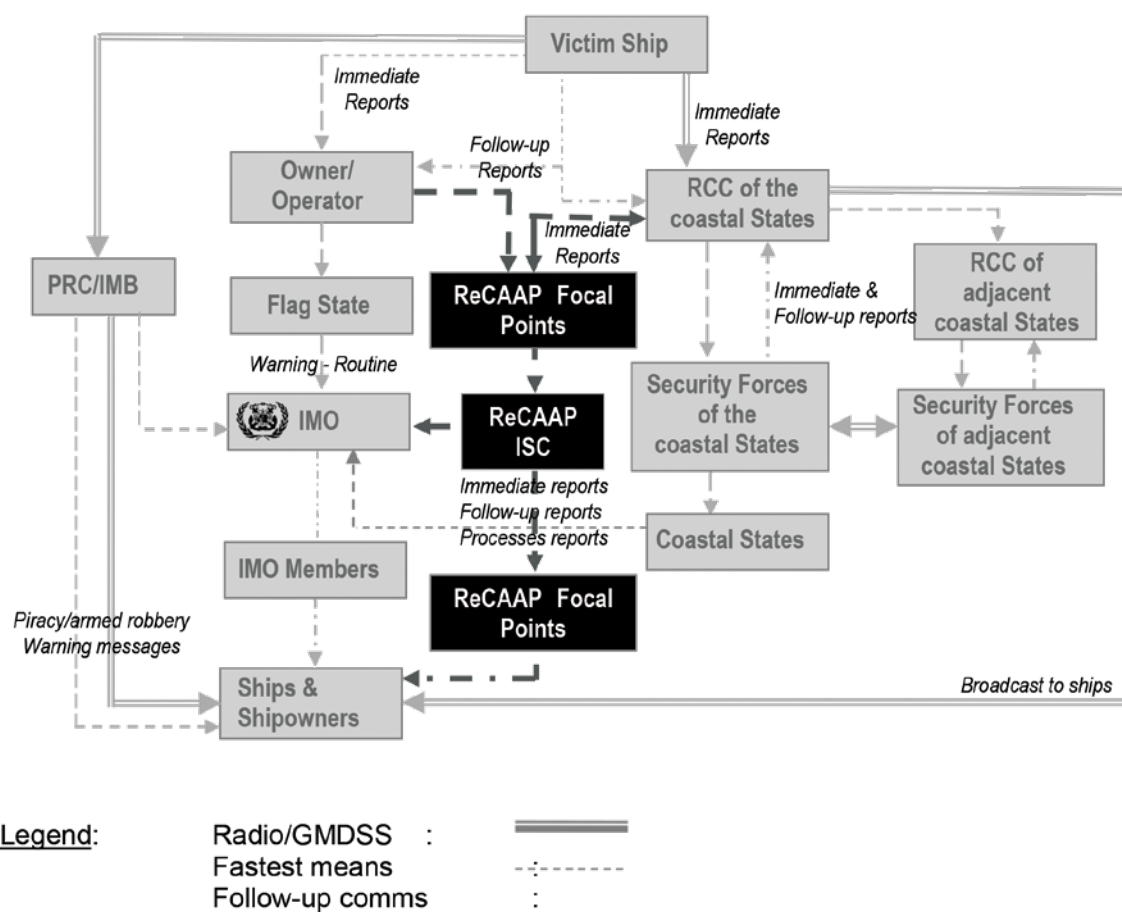
S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
32	Star Luna Bulk carrier Marshall Islands 43168 9440849	5/6/26 0352 hrs	1° 3.73' N, 103° 40.78' E Approximately 2.3 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>three perpetrators armed with knives and gun-like objects</u> were sighted in the engine room. The ship's general alarm was activated and the crew mustered. A search was conducted, with no further sighting of the perpetrators onboard. <u>All crew members were accounted for and safe. Some engine spares were missing.</u> No further assistance was required. The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was carried out to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN and SPCG were notified of the incident. Information was shared with the Indonesian authority. Upon arrival at Eastern Holding A Anchorage (AEHA), SPCG boarded the vessel and conducted a search onboard, with no perpetrators found. [ReCAAP Focal Point (Singapore)]
33	Teh Victory Container ship Marshall Islands 9272 9362566	12/6/26 1547 hrs	14° 36.4' N, 120° 50.69' E MICT Anchorage, Philippines	While at anchor, six perpetrators boarded the ship from a small motor banca. <u>A gun was seen clipped at the waist of a perpetrator.</u> The perpetrators threatened a crew, who immediately ran to the bridge and reported the incident. <u>The perpetrators later escaped with stolen paint drums, screws and fire hose nozzles.</u> The incident was reported to VTMS Corregidor, who informed CGSS North Harbor. Upon receiving the information, an investigation was conducted. [ReCAAP Focal Point (Philippines)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
34	Gul Bano Bulk carrier Bangladesh 32351 9425899	13/6/26 0503 hrs	1° 5.45' N, 103° 43.88' E Approximately 3.2 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, four perpetrators were sighted in the engine room. <u>One of the perpetrators carried a gun-like object</u> and three perpetrators were unarmed. The ship's general alarm was activated, deck lights switched on and the crew was mustered. A search was conducted, with no further sighting of the perpetrators onboard. <u>All crew members were accounted for and safe, with no injuries reported. Some engine spares were missing.</u> No further assistance was required. The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was carried out to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN and SPCG were notified of the incident. Information was shared with the Indonesian authorities. Upon arrival at AEHA, SPCG boarded the vessel and conducted a search onboard, with no perpetrators found. [ReCAAP Focal Point (Singapore)]
35	Maria D Bulk carrier Liberia 94009 9689689	26/6/26 0040 hrs	1° 8.43' N, 103° 30.3' E Approximately 9.7 nm off Pulau Iyu Kecil (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, five perpetrators were sighted in the engine room, of whom <u>one carried a knife and one carried a gun-like object</u>. The ship's general alarm was activated, deck lights switched on and the crew was mustered. A search was conducted, with no further sighting of the perpetrators onboard. <u>All crew members were accounted for and safe, with no injuries reported. Some engine spares were missing.</u> No further assistance was required. The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was carried out to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN and SPCG were notified of the incident. Information was shared with the Indonesian authorities. Upon arrival at PEBGB, SPCG boarded the vessel and conducted a search onboard, with no perpetrators found. [ReCAAP Focal Point (Singapore)]

Flow Diagram on Procedure for Reporting 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 disseminate 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

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Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999 +852-9461-7504 (Mobile)	+85-2-2541-7714
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Correct as on 30 June 2026



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 (IFN). 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.



**Regional Cooperation Agreement on Combating Piracy
and Armed Robbery against Ships in Asia**

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