



JANUARY TO
MARCH 2022

1ST QUARTER REPORT

PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA



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Executive Summary

A total of 23 incidents of armed robbery against ships (comprising 22 actual incidents and one attempted incident) were reported in Asia during January-March 2022. This accounts for a **35% increase** in the total number of incidents compared to the same period in 2021. A total of 17 incidents (comprising 16 actual incidents and one attempted incident) were reported during January-March 2021. All the incidents reported during January-March 2022 were armed robbery against ships. No piracy incident was reported.

The increase of incidents during January-March 2022 occurred in Bangladesh, India and Singapore Strait. One incident was reported in Bangladesh during January-March 2022 compared to no incident during the same period in 2021. Two incidents were reported in India during January-March 2022 compared to one incident during the same period in 2021. A total of 18 incidents were reported in the Singapore Strait during January-March 2022 compared to seven incidents during the same period in 2021.

However, there was a decrease of incidents in Indonesia, the Philippines, and Vietnam during January-March 2022 compared to the same period in 2021. Two incidents were reported in Indonesia during January-March 2022 compared to five incidents during the same period in 2021. No incident was reported in the Philippines and Vietnam during January-March 2022 compared to two incidents occurred in the Philippines and two incidents in Vietnam during the same period in 2021.

There was no report of incident of abduction of crew for ransom by the Abu Sayyaf Group (ASG) in the Sulu-Celebes Seas and waters off Eastern Sabah during January-March 2022. The last incident of abduction of crew occurred on 17 Jan 20. No crew is currently held in captivity by the ASG. However, the threat of the abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah remains potentially high as the ASG is still active and the leaders of the ASG who were responsible for the past incidents of abduction are at large. The ReCAAP ISC advises ships transiting the area to follow the ReCAAP ISC's '*Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah*', and to maintain communications with the Operation Centres of the Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia.



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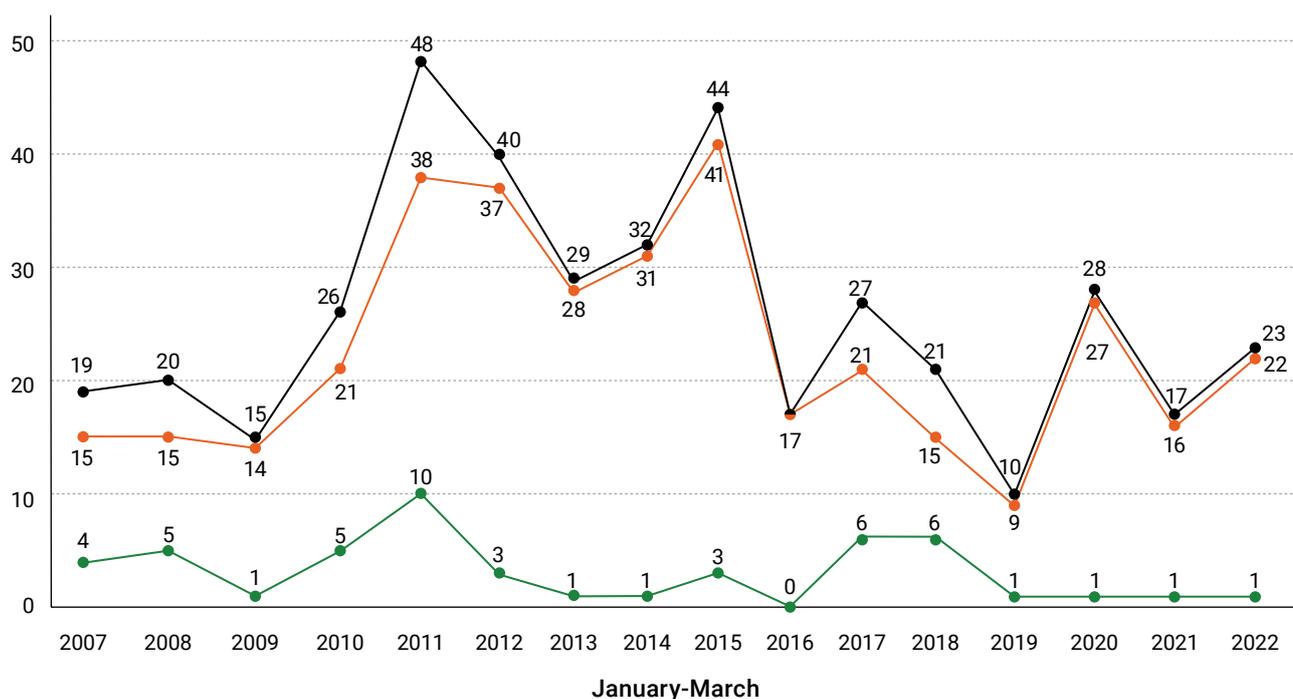
**Incidents of Piracy and
Armed Robbery against
Ships in Asia reported
during 1st Quarter of 2022
(January-March 2022)**

Incidents of Piracy and Armed Robbery Against Ships in Asia reported during 1st Quarter of 2022 (January-March 2022)

Number of Incidents

A total of 23 incidents of armed robbery against ships¹ were reported in Asia during January-March 2022. No piracy² incident was reported during this period. Of the 23 incidents, 22 were actual incidents³ and one was an attempted incident⁴. Refer to the Appendix on 'Description of incidents (January-March 2022)'. Compared to January-March 2021, the **total number of incidents reported during January-March 2022 increased by 35%**. A total of 17 incidents (comprising 16 actual incidents and one attempted incident) were reported during January-March 2021.

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



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

● Total ● Actual ● Attempted

- 1 Definition of armed robbery against ships is in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025 (26). Refer to Appendix for detailed definition.
- 2 Definition of piracy is in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS). Refer to Appendix for detailed definition.
- 3 Actual incidents are incidents where pirates/robbers boarded the ship; and regardless of whether they stole any items from the crew or took away any items found on board the ship.
- 4 Attempted incidents are incidents where pirates/robbers tried but failed to board the ship.

The **increase** of incidents during January-March 2022 compared to January-March 2021 occurred in the following locations:

- In Bangladesh, one incident was reported during January-March 2022 compared to no incident during the same period in 2021.
- In India, two incidents were reported during January-March 2022 compared to one incident during the same period in 2021.
- In the Singapore Strait (SS), 18 incidents were reported during January-March 2022 compared to seven incidents during the same period in 2021.

However, there was a **decrease** of incidents during January-March 2022 compared to January-March 2021 in the following locations:

- In Indonesia, two incidents were reported during January-March 2022 compared to five incidents during the same period in 2021.
- In the Philippines, no incident was reported during January-March 2022 compared to two incidents during the same period in 2021.
- In Vietnam, no incident was reported during January-March 2022 compared to two incidents during the same period in 2021.

Areas of Concern

The total number of incidents reported in Asia during January-March 2022 had increased compared to the same period in 2021. The ReCAAP ISC is concerned with the continued increase of incidents in the SS, and the threat of abduction of crew for ransom in the Sulu-Celebes Seas.

1. Continued increase of incidents in the SS

A total of 18 incidents were reported in the SS during January-March 2022. This accounts for 78% of the total number of incidents in Asia (23 incidents). There was an increase of 11 incidents in the SS for the first three months of 2022 compared to the same period in 2021 (seven incidents). More details of the situation in the SS can be found in Part 2 of this report.

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

Although no incident of abduction of crew was reported in the Sulu-Celebes Seas since January 2020, the threat of abduction of crew in Sulu and Tawi-Tawi remains potentially high, as the ASG is still active and the ASG leaders who were responsible for the past abduction incidents are still at large. The details of the situation in the Sulu-Celebes Seas can be found in Part 3 of this report.

Piracy vs Armed Robbery Against Ships

All 23 incidents reported in Asia during January-March 2022 were incidents of armed robbery against ships. There was no incident of piracy. Piracy takes place on the high seas while armed robbery against ships takes place in internal waters, archipelagic waters and territorial seas which are under the jurisdiction of coastal States.

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

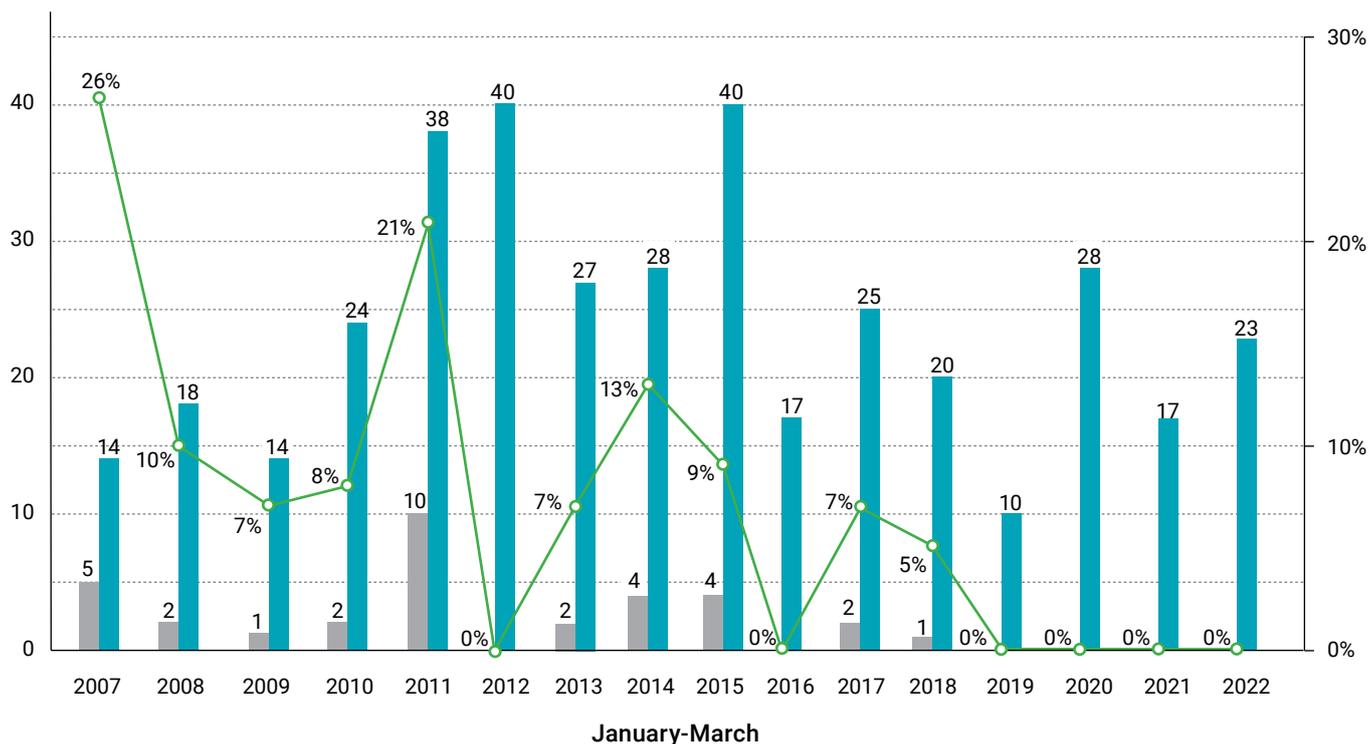


Chart 1 – Piracy vs Armed Robbery Against Ships (January-March of 2007-2022)

● Piracy ● Armed Robbery ○ % of Piracy

The majority of the incidents reported in Asia are armed robbery against ships. Over the 16-year period of January-March of 2007-2022, the number of piracy incidents fluctuated each year, with an annual average of 8% for piracy incidents and 92% for armed robbery against ships incidents.

Significance Level of Incidents

Of the 22 actual incidents reported during January-March 2022, one was a CAT 2 incident, seven were CAT 3 incidents and 14 were CAT 4 incidents. There was no CAT 1 incident. Chart 2 shows the significance level of incidents reported during January-March of 2007-2022.

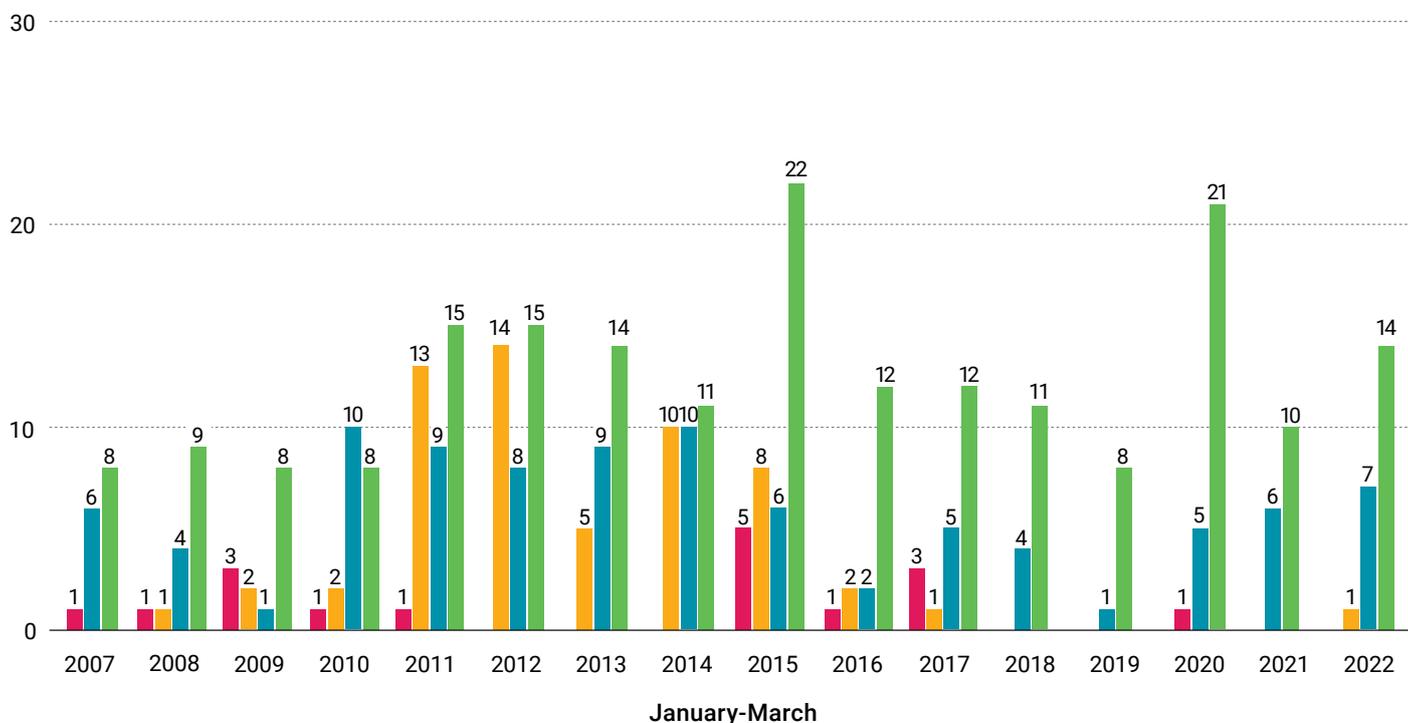


Chart 2 – Significance level of incidents (January-March of 2007-2022)

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4

CAT 2 The one CAT 2 incident occurred on board a bulk carrier while underway in the eastbound lane of the Traffic Separation Scheme (TSS) in the SS. The perpetrators were armed with knives. They threatened the duty motorman, pushed him to the floor and tied him in the engine room. The duty motorman managed to free himself and reported the incident to the Chief Engineer. The alarm was raised and crew mustered. Some auxiliary engine and engine spare parts were stolen. The crew was not known to have suffered injuries. The rest of the crew were safe.

CAT 3 Of the seven CAT 3 incidents reported during January-March 2022, six incidents occurred on board ships while underway in the SS, and one incident on board a ship while anchored at Belawan Anchorage, Indonesia. Most of the incidents involved perpetrators armed with knives. However, there was no report of the perpetrators using the knives to confront or harm the crew. The crew was safe in all the incidents. Of the seven incidents, one incident reported loss of engine spares and one incident loss of stores. Nothing was reported stolen in the other five incidents.

CAT 4 As observed in past trend of incidents in Asia, the majority of the incidents were CAT 4 incidents. During January-March 2022, there were 14 CAT 4 incidents, and this accounts for 64% of the total number of actual incidents (14 of 22). For CAT 4 incidents, the perpetrators are not armed and the crew not harmed.

Status of Ships

Of the 23 incidents reported during January-March 2022, four incidents (17%) occurred to ships while at anchor/berth and 19 incidents (83%) occurred to ships while underway.

Chart 3 shows the location of the incidents occurred to ships at anchor/berth. All the incidents reported in Bangladesh and Indonesia occurred on board ships at anchor/berth.

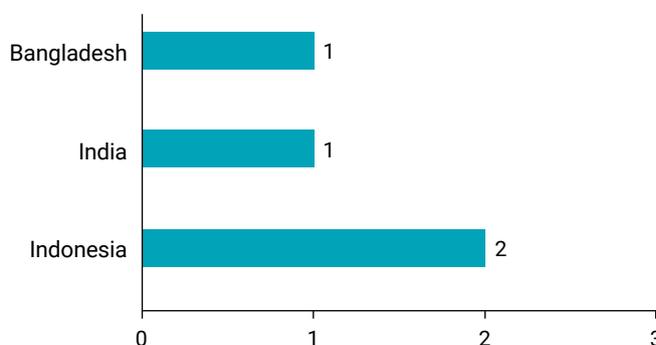


Chart 3 - Incidents on board ships at anchor/berth (January-March 2022)

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



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

Location of Incidents

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

Act = Actual, Att = Attempted

January-March																				
	2013		2014		2015		2016		2017		2018		2019		2020		2021		2022	
	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att
North Asia																				
China							1		1				3							
Sub-total							1		1				3							
South Asia																				
Bangladesh			3		2				5		3				2					1
Bay of Bengal			2																	
India	3		2		2		10		1		1	1		6		1			2	
Sub-total	3		7		4		10		6		4	1		8		1			3	
Southeast Asia																				
Indian Ocean				1																
Indonesia	19	1	14		5		3		6	2	7	2	2	1	5	1	5		2	
Malaysia					1				1											
Philippines	1				1				4		1		2		4		1	1		
South China Sea	2		1		3	1					1									
SOMS	1		9		20	1			1		2	2		9		7		17	1	
Sulu-Celebes Seas							1		3	3		1		1						
Thailand					1															
Vietnam	2				7		2				2						2			
Sub-total	25	1	24	1	37	3	6		14	6	11	5	6	1	19	1	15	1	19	1
Overall total	28	1	31	1	41	3	17		21	6	15	6	9	1	27	1	16	1	22	1

Table 1 – Location of incidents (January-March of 2013-2022)

Location of Incidents

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



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

● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted

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**Situation of Armed
Robbery Against Ships
in the Singapore Strait**

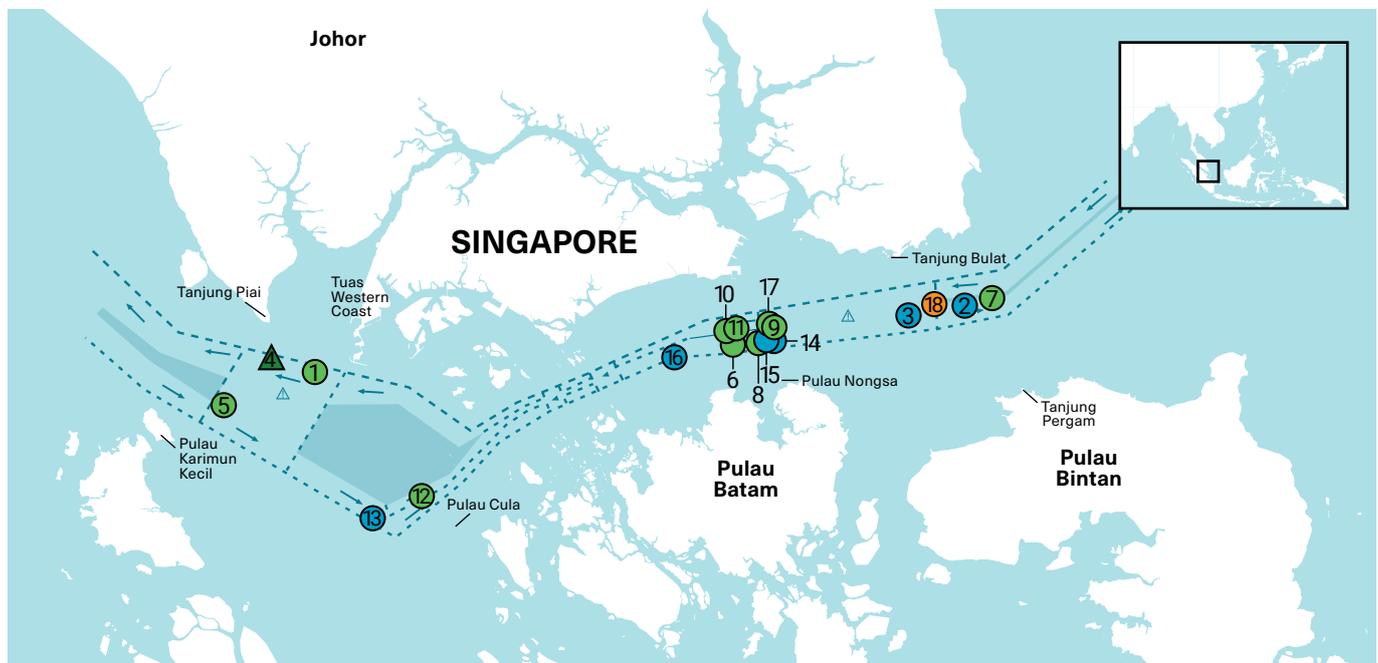


Situation of Armed Robbery Against Ships in the Singapore Strait

Situation Update

January-March 2022

During January-March 2022, a total of 18 incidents were reported in the Singapore Strait (SS). Of the 18 incidents, 14 incidents occurred in the eastbound lane of the TSS in the SS, two incidents in the precautionary area, one incident in the westbound lane and one incident outside the TSS. Map 2 shows the location of the 18 incidents occurred in the SS during January-March 2022.



Map 2 – Location of incidents in the Singapore Strait (January-March 2022)

● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted

- | | | | |
|---|---|---|--|
| 1 Kien San 1 & Kien San 8
Tug boat & barge
6 Jan 22
1138 hrs | 2 Blue Sea
Tanker
8 Jan 22
0242 hrs | 3 Bow Santos
Chemical tanker
8 Jan 22
0540 hrs | 4 MS Carla
Tanker
10 Jan 22
2140 hrs |
| 5 Hai Duong 29 & Hakuryu 5
Offshore supply vessel
& oil rig
30 Jan 22
0428 hrs | 6 FPMC C Jade
Tanker
8 Feb 22
0114 hrs | 7 Theodor Oldendorff
Bulk carrier
12 Feb 22
0330 hrs | 8 Navios Bonheur
Bulk carrier
16 Feb 22
2158 hrs |
| 9 Golden Leaf
Bulk carrier
17 Feb 22
0208 hrs | 10 Delta Eurydice
Tanker
18 Feb 22
2050 hrs | 11 BW Cheetah
Petroleum/chemical
tanker
25 Feb 22
0240 hrs | 12 Royal Jade
Bulk carrier
26 Feb 22
0238 hrs |
| 13 African Merlin
Bulk carrier
28 Feb 22
0200 hrs | 14 Flecha
Bulk carrier
2 Mar 22
0210 hrs | 15 Penta
Bulk carrier
2 Mar 22
0230 hrs | 16 Daisy 2
Tanker
2 Mar 22
0535 hrs |
| 17 Maha Jacqueline
Bulk carrier
4 Mar 22
0025 hrs | 18 Pacific West
Bulk carrier
31 Mar 22
0600 hrs | | |

The ReCAAP ISC is concerned with the continued occurrence of incidents in the SS during January-March 2022, in particular, the increase of incidents off Pulau Nongsa, Batam Island (Indonesia).

During January-March 2022, the Centre has issued two Incident Alerts (IAs); one on 21 Feb (reference IA 01/2022) and the other on 2 Mar (reference IA 02/2022). The IAs were issued to alert the shipping community of the continued occurrence of incidents in the SS since January 2022. A total of 49 incidents were reported in the SS in 2021 and 34 incidents in 2020.

Observations

Modus operandi of the incidents in the Singapore Strait during January-March 2022

The modus operandi of the 18 incidents that occurred in the SS during January-March 2022 are summarised in the table below.

Factors of incident	Eastbound lane of the TSS (14 incidents)			Westbound lane of the TSS (1 incident)	Precautionary area of the TSS (2 incidents)	Outside of TSS (1 incident)
	Off Tanjung Pergam, Bintan Island, (Indonesia) (4 incidents)	Off Nongsa, Batam Island, (Indonesia) (8 incidents)	Off Nipa Island, (Indonesia) (2 incidents)			
Type of ship (number of incidents)	Bulk carrier (2) Tanker (2)	Bulk carrier (5) Tanker (3)	Bulk carrier (2)	Tug boat towing barge (1)	Offshore supply ship & oil rig (1) Tanker (1)	Tanker (1)
Number of perpetrators (number of incidents)	6 men (1) 4 men (2) 2 man (1)	6 men (1) 5 men (1) 4 men (2) 3 men (1) 2 men (3)	5 men (1) 3 men (1)	1 man (1)	2 men (2)	5 men (1)
Weapons carried (number of incidents)	Knives (3) Not stated (1)	Gun-like object (1) Knives (1) Axe & metal rod (1) Not stated (5)	Knives (1) Not stated (1)	Not stated (1)	Not armed (1) Not stated (1)	Not stated (1)
Treatment of crew (number of incidents)	Threatened crew (1) No injuries (3)	No injuries (8)	No injuries (2)	No injuries (1)	No injuries (2)	No injuries (1)
Items stolen (number of incidents)	Engine spares (2) Nothing stolen (1) Not known (1)	Nothing stolen (8)	Engine spares (1) Welding equipment (1)	Scrap metal (1)	Compressor for charging SCBA & hose for charging lifeboat compressed air bottles (1) Nothing stolen (1)	Nothing stolen (1)
Time of incident (number of incidents)	Hours of darkness (4)	Hours of darkness (8)	Hours of darkness (2)	Daylight hours (1)	Hours of darkness (2)	Hours of darkness (1)

The observations are as follows:

1. Of the 18 incidents, 16 incidents occurred to bigger ships (bulk carrier and tanker), one incident occurred on board a barge towed by a tug boat and one incident on board an offshore supply ship towing an oil rig.
2. The majority of the incidents involved groups of 2 to 5 men. Six incidents involved groups of 2 men in each incident, four incidents involved groups of 4 men in each incident, three incidents involved groups of 5 men in each incident and two incidents involved groups of three men in each incident.
3. Seven of the 18 incidents reported that the perpetrators were armed. Of these, one incident involved the perpetrator carried a gun-like object, five incidents involved perpetrators carried knives, and one incident involved perpetrator carried an axe and metal rod.
4. The perpetrators did not harm the crew in 17 of the 18 incidents. In one incident, the perpetrators threatened the crew, pushed him to the floor and tied him in the engine room. The crew managed to free himself, and report the incident to the Chief Engineer. In all the 18 incidents, the crew was not known to have suffered any injuries.
5. The perpetrators escaped empty-handed in 12 incidents when they were sighted by the crew. Engine spares and ship property/stores were stolen in the other six incidents.
6. Notably, the perpetrators were sighted in the engine room in nine incidents, and engines spares were stolen in three of these incidents.
7. Of the 18 incidents, 17 incidents occurred during hours of darkness; and one incident occurred during daylight hours to a tug boat towing barge.

Efforts by authorities and ReCAAP ISC

The authorities of littoral States have stepped up enforcement efforts both on land and at sea. They have increased patrols in areas of concern during vulnerable time windows for more effective deterrence and operational responses. The authorities continued to cooperate in sharing information of incidents, sighting of small boats' concentration and suspicious activities, in order to facilitate prompt responses by the relevance authorities. Singapore's ReCAAP Focal Point has issued advisories to ships transiting the SS to remind them to remain vigilant and adopt recommended shipboard preventive measures.

The ReCAAP ISC, on its part, has been providing the maritime community with the latest information and analysis by issuing weekly reports, monthly reports and IAs as well as organising meetings and dialogue sessions with the shipping industry. Through these means, the ReCAAP ISC is highlighting the location of concern in the SS and modus operandi of the perpetrators while encouraging all ships to adopt preventive measures and make immediate reporting of incidents to the nearest coastal State.

Recommendations

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

While transiting the SS, ship masters and crew are strongly advised to heighten vigilance and proactively adopt the following measures:

- Keep abreast of the latest situation (at www.recaap.org) particularly the incident-prone areas in the SS. The ReCAAP ISC's reports indicate detailed locations of incidents with latitude and longitude.
- Tune-in to advisories and navigational broadcasts announced by the authorities.
- Maximise vigilance, lookouts for suspicious small boats and increase watch keeping; particularly for crew on board tug boats towing barges during daylight time, and for crew on board bigger ships during night time.
- Maintain communication with their shipping company by providing periodic updates and establish daily communication checks.
- Report all incidents, suspicious activities and presence of suspicious small boats in the vicinity to the nearest coastal State and flag State.
- Sound alarm when suspicious boats are sighted loitering in the vicinity of the ship or barge or suspicious individuals are sighted on board the ship or barge.



03

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

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

Situation Update

January-March 2022

No abduction of crew incident was reported during January-March 2022. The last known incident occurred on 17 Jan 20 off Lahad Datu, Sabah, Malaysia. No crew is currently being held in captivity by the perpetrators (Abu Sayyaf Group (ASG)).

Efforts by authorities

The Philippine and Malaysian authorities continued to conduct pursuit operations and intensify military operations to neutralise the ASG. In 2021, the operations carried out by the Armed Forces of the Philippines had resulted in the neutralization of some ASG sub-leaders and members. However, as Mundi Sawadjaan (one of the ASG Commanders responsible for the abduction of crew in the Sulu area) is still at large, the threat of abduction of crew from ships remains potentially high, particularly in the areas of Sulu and nearby waters off Tawi-Tawi.

Advisory and Guidance

The ReCAAP ISC reiterates its advisory issued via ReCAAP ISC Incident Alert dated 21 Nov 16 to all ships to reroute from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the area, and report immediately to the Operation Centres of the Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia. The contact details of the Operation Centres of the Philippines and ESSCOM of Malaysia are as shown next page:



Map 3 – Contact details

**1 Philippine Coast Guard District
Southwestern Mindanao**

Tel: +63 998 585 7972

+63 917 842 8446

VHF: Channel 16 with call-sign
"NEPTUNE"

Email: hcgdswm@yahoo.com

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

Tel: +63 955 714 0153

VHF: Channel 16

Email: jointtaskgroup@gmail.com

**2a Philippine Coast Guard Station,
Bongao (Central Tawi-Tawi)**

Tel: +63 998 585 7941

+63 917 842 8402

VHF: Channel 16

Email: cgd_tawi2@yahoo.com

**3 Eastern Sabah Security Command
(ESSCOM)**

Tel: +60 89863181/016

Fax: +60 89863182

VHF: Channel 16 with call-sign
"ESSCOM"

Email: bilikgerakan_esscom@jpm.gov.my

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

Tel: +632-8-527-8481 (ext: 6136/37)

+632-998-585-5327 (mobile)

+632-917-842-8249 (mobile)

+632-8-527-3877 (fax)

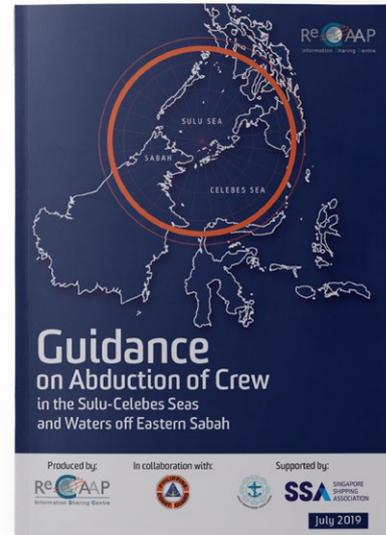
Email: pcgcomcen@coastguard.gov.ph

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

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

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

The Guidance is produced in collaboration with the Philippine Coast Guard (ReCAAP Focal Point) and supported by the Asian Shipowners' Association (ASA) and Singapore Shipping Association (SSA). The Guidance complements the general guidance contained in the 'Regional Guide 2 to Counter Piracy and Armed Robbery against Ships in Asia' produced by the ReCAAP ISC.





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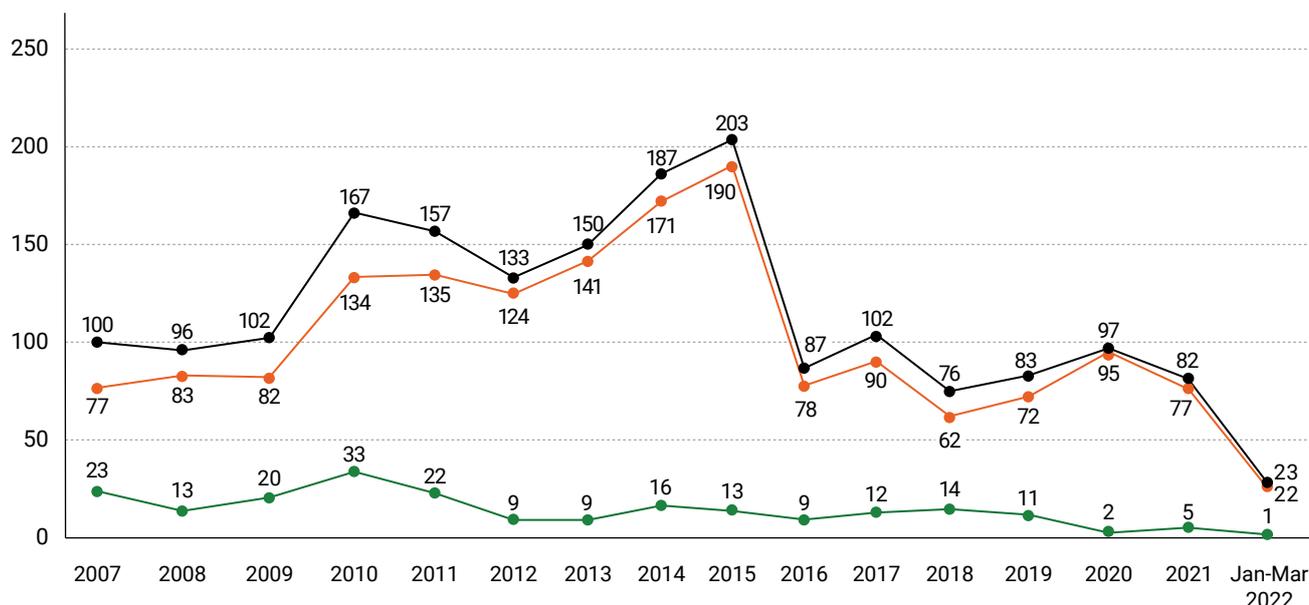
**Insights of Incidents in
Asia using Data Analytics**

Insights of Incidents in Asia using Data Analytics

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

Number of incidents during 2007-2021 and January-March 2022

During 2007-2021, a total of 1,822 incidents (comprising 1,611 actual incidents and 211 attempted incidents) were reported in Asia. During this period, the number of incidents fluctuated over the years, with the highest number of incidents in 2015 (203) and the lowest in 2018 (76). In terms of actual incidents, the highest number was in 2015 (190) and the lowest in 2018 (62) as well.



Graph 2 – Number of incidents during 2007-2021 and January-March 2022

● Total ● Actual ● Attempted

Summary of analysis

A total of 23 incidents were reported in Asia during January-March 2022. The incidents reported during January-March 2022 were consistent with the trend of past incidents during the 15-year period of 2007-2021, in terms of the type of weapons carried by perpetrators, treatment of crew, type of ships boarded and time of incidents. However, there was a deviation in the number of perpetrators boarded the ships and type of stolen items.

During January-March 2022, more incidents involved 1-3 men and nothing was stolen as compared to the past 15-year trend where more incidents involved 4-6 men, and more incidents reported that ship stores were stolen.

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

- Number of perpetrators: 4-6 men (48%) and 1-3 men (48%)
- 56% with no information on the types of weapons carried by the perpetrators, 35% armed with knives/machetes and 9% did not carry weapons
- 96% with no injury to crew
- Stolen items were: ship stores (17%), engine spares (13%) and unsecured items (13%)
48% reported nothing was stolen
- Type of ships boarded: tankers (43%), bulk carriers (43%) and tug boats/supply vessels (14%)
- **91% of incidents occurred during hours of darkness**

Details of Analysis

Number of perpetrators

January-March 2022. Of the 23 incidents, 11 incidents involved 1-3 men (48%) and 11 incidents involved 4-6 men (48%), and one incident involved seven men (4%).

2007-2021. Among the 1,822 incidents, 603 incidents involved **4-6 men** (33%), 476 incidents involved 1-3 men (26%), 174 incidents involved 7-9 men (10%), 135 incidents involved more than 9 men (7%), and 434 incidents had no information available (24%). The majority of the incidents during the past 15-year period of 2007-2021 involved 4-6 men.

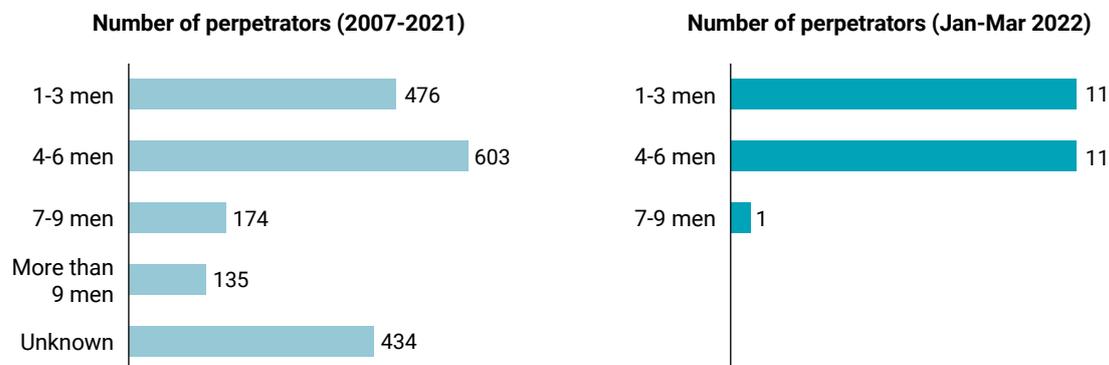


Chart 5 – Number of perpetrators – Asia

Type of weapons carried by perpetrators

January-March 2022. Among the 23 incidents, eight incidents reported that the perpetrators carried knives/machetes (35%), 13 incidents had **no information of weapons carried by the perpetrators** (56%) and two incidents reported the perpetrators did not carry weapons (9%).

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

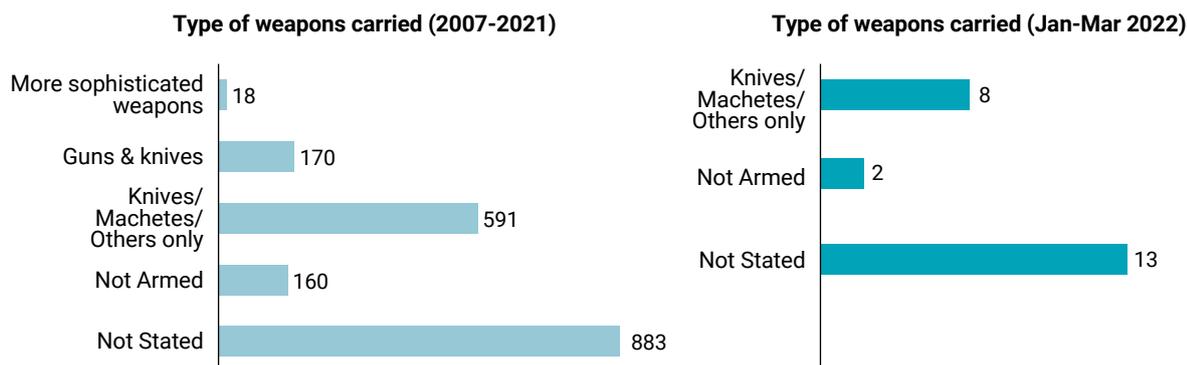


Chart 6 – Type of weapons carried by perpetrators – Asia

Treatment of crew

January-March 2022. Of the 23 incidents, 22 incidents reported that **the crew was not injured** (96%). There was one incident that reported the perpetrators tied the crew, pushed him to the floor and threatened him.

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

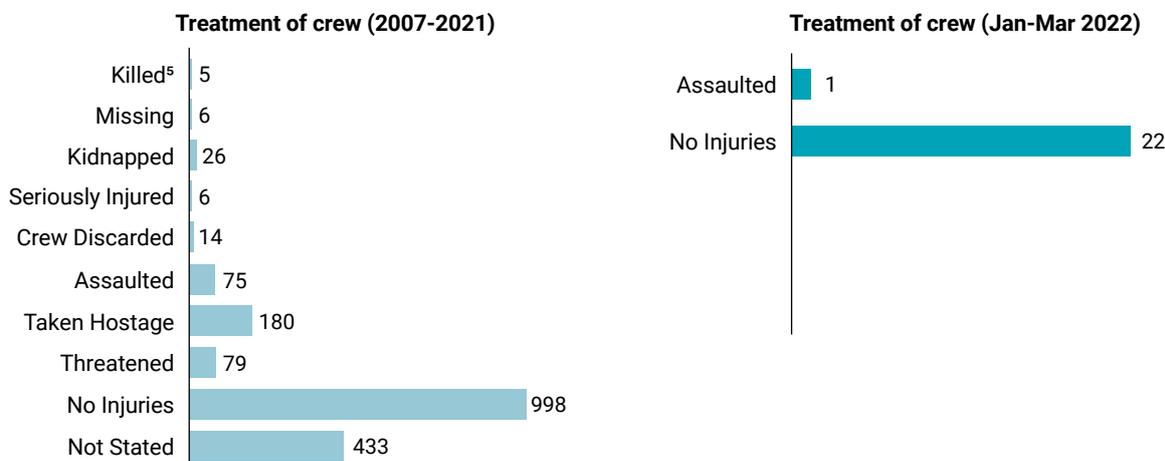


Chart 7 – Treatment of crew – Asia

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

Stolen items

January-March 2022. Of the 23 incidents, four incidents reported losses of ship stores (17%), three incidents reported losses of engine spares (13%), three incidents reported losses of unsecured items (13%), two incidents could not ascertain the type of losses (9%), while 11 incidents reported **nothing was lost** (48%).

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

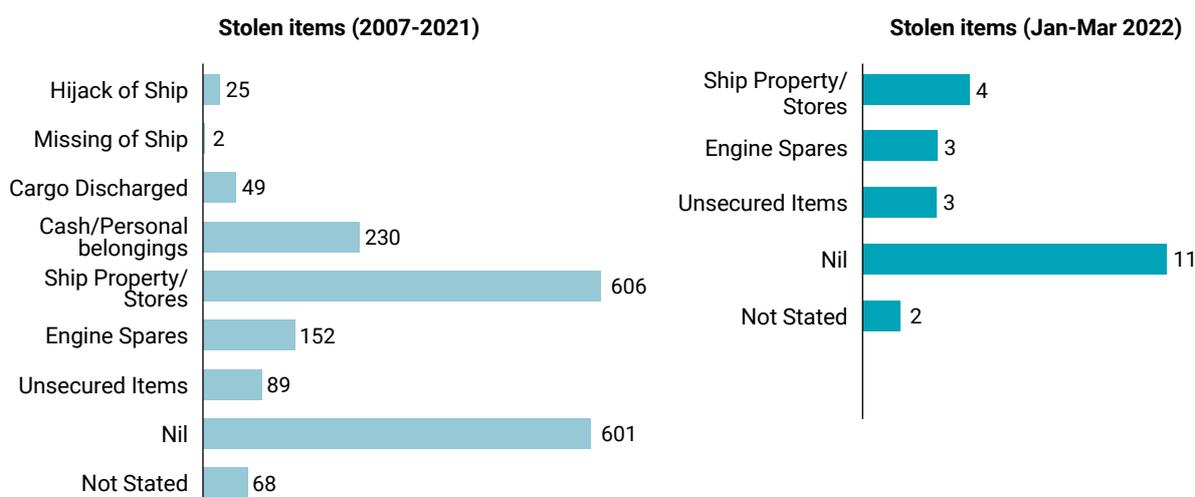


Chart 8 – Stolen items – Asia

Type of ships boarded

January-March 2022. 10 of the 23 incidents occurred **on board tankers** (43%), 10 incidents on board bulk carriers (43%) and three incidents on board tug boats/supply ships (14%).

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

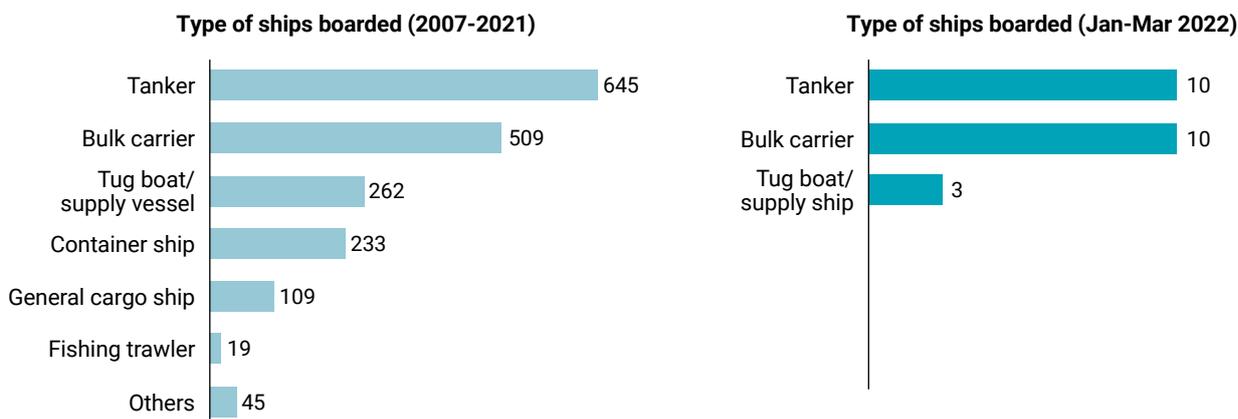


Chart 9 – Type of ships boarded – Asia

Time of incidents

January-March 2022. 91% of the incidents occurred **during hours of darkness** and 9% during daylight hours.

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

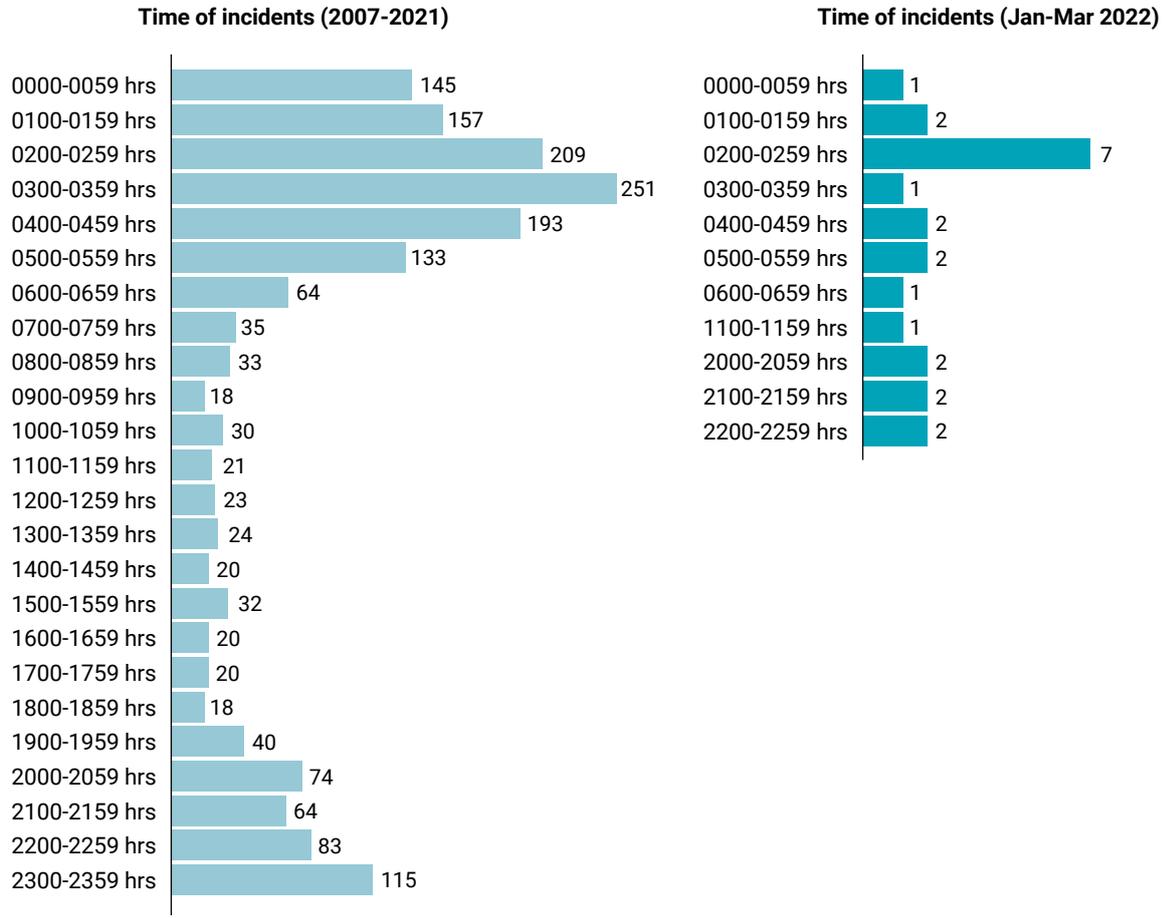


Chart 10 – Time of incidents – Asia



05

**ReCAAP ISC's
Main Activities
(January-March 2022)**

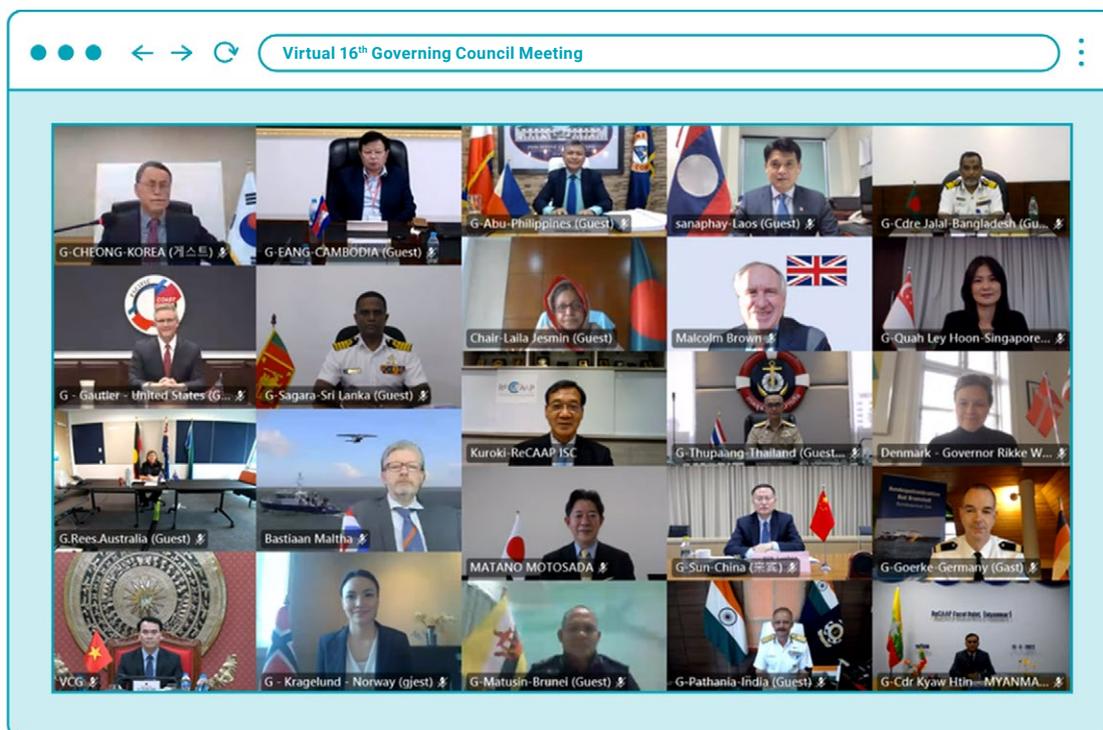
ReCAAP ISC's Main Activities (January-March 2022)

Virtual 16th Governing Council Meeting (15 & 16 March)

The 16th Governing Council Meeting of the ReCAAP ISC was held on 15 and 16 March 2022 by virtual modality due to the ongoing COVID-19 pandemic. The Meeting was attended by the Governors/Representatives of all the 21 ReCAAP Contracting Parties. The Council deliberated on the ReCAAP ISC's workplan and budget for FY 2022, the three-year workplan for FY 2022-FY 2024, and the Action Plan of the Roadmap.

The Council encouraged the Centre to continue to promote timely and accurate information sharing and deep analysis of the situation using data analytics tools. The Centre is encouraged to use virtual modality for capacity building activities and engage the shipping industry when physical meetings cannot be organised. The Council appreciated the Centre's efforts in publishing the updated "*Regional Guide 2 to Counter Piracy and Armed Robbery against Ships in Asia*". The updated Guide is a useful and practical guide for the shipping industry.

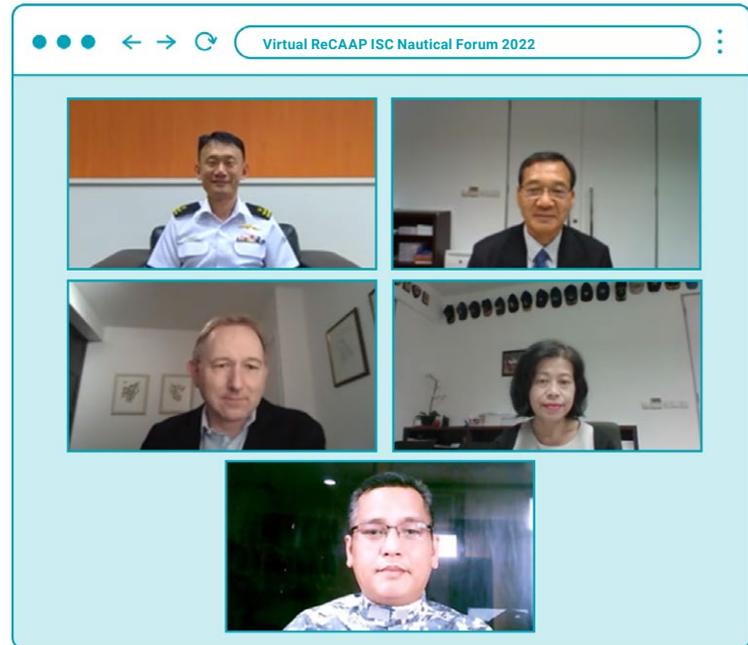
An Open Session of the Governing Council Meeting was held on 16 March. It was attended by External Participants from three countries and 18 organisations. The Council welcomed the 6th Executive Director (ED), Mr. Krishnaswamy Natarajan who assumed the post of ED for three-years' term from 1 April 2022 to 31 March 2025.



Governors and Executive Director of ReCAAP ISC at the 16th Virtual Governing Council Meeting

Virtual ReCAAP ISC Nautical Forum 2022 (18 January)

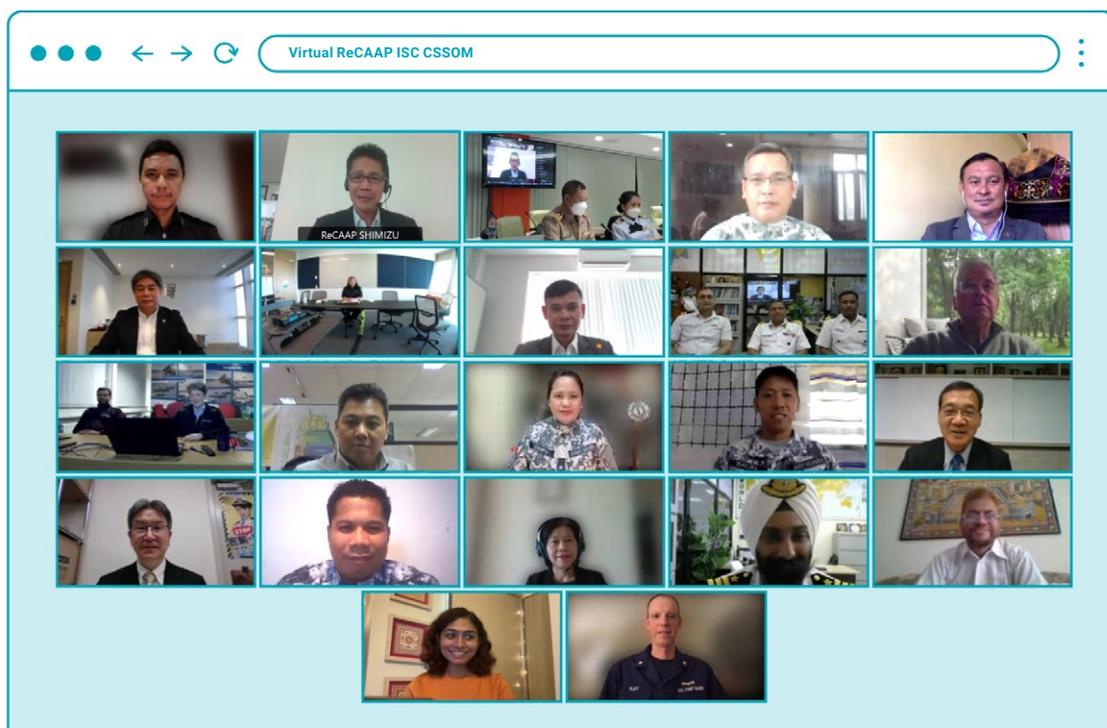
The ReCAAP ISC organised the 13th Nautical Forum by virtual modality. The Forum was a platform for ReCAAP ISC to present the Annual Report of piracy and sea robbery in Asia in 2021 and exchange views to improve the situation in the coming year (2022). About 100 participants from diplomatic missions, governmental agencies, shipping industry and researchers attended the Forum. The Forum featured presentations on the situation in Asia, the Singapore Strait, the Sulu-Celebes Seas and the recent developments in Africa (off Somalia and Gulf of Guinea).



Speakers of the 13th Nautical Forum

Virtual ReCAAP ISC CBSOM (27 January)

The ReCAAP ISC organised its annual Capacity Building Senior Officers' Meeting (CBSOM) virtually with 19 ReCAAP Focal Points on 27 Jan. A total of 48 participants attended the meeting which provided a platform for the Focal Points to share best practices in enhancing relationship with their local shipping industries and improve the timeliness of incident reporting.



Participants and Speakers at the CBSOM

Conclusion

The total number of incidents of armed robbery against ships in Asia reported during January-March 2022 has increased compared to the same period in 2021. Of concern was the continued increase of incidents in the Singapore Strait. Also of concern was the threat of abduction of crew by the ASG in the Sulu-Celebes Seas and waters off Eastern Sabah.

The ReCAAP ISC urges law enforcement agencies in Asia to continue to cooperate, enhance surveillance, increase patrols and respond promptly to reports of incidents. Ships transiting the areas of concern are advised to enhance vigilance, maintain all round lookout and report all incidents to the nearest coastal State. Ships are also advised to implement preventive measures recommended in the *Regional Guide 2 to Counter Piracy and Armed Robbery against Ships in Asia*.

Collective efforts and shared responsibility of all stakeholders are indispensable in combating piracy and sea robbery to ensure safe and secured seas.



Appendices

Definitions & Methodology in Classifying Incidents

Definitions

Piracy, in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS), is defined as:

1. "Piracy" means any of the following acts:
 - (a) any illegal act of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:
 - (i) on the high seas, against another ship, or against persons or property on board such ship;
 - (ii) against a ship, persons or property in a place outside the jurisdiction of any State;
 - (b) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;
 - (c) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

Armed Robbery Against Ships, in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025(26), is defined as:

2. "Armed robbery against ships" means any of the following acts:
 - (a) any illegal act of violence or detention, or any act of depredation, or threat thereof, other than an act of "piracy", committed for private ends and directed against a ship, or against persons or property on board such ship, within a State's internal waters, archipelagic waters and territorial sea;
 - (b) any act of inciting or of intentionally facilitating an act described above.

Methodology in classifying incidents

To provide some perspective on incidents of piracy and armed robbery, the ReCAAP ISC evaluates the significance of each incident in terms of two factors – the level of violence and the economic loss incurred. The indicators for these two factors are as follows:

- A. **Violence Factor.** This factor refers to the intensity of violence in an incident, and the three indicators used to determine this are:
 - (1) Type of weapons used. Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered more violent.

- (2) Treatment of the crew. Incidents where pirates/robbers kill or kidnap crew are deemed to be more violent compared to petty thieves who flee upon being noticed. Other cases could include threatening crew members, assault, or serious injury.
- (3) Number of pirates/robbers engaged in an attack. As a rule, an incident where a larger number of pirates/robbers were involved would be considered more significant as having a large capacity (as well as probability) for use of force. A larger number of pirates/robbers may also indicate the involvement of gangs or organised syndicates rather than petty and opportunistic pirates who generally operate in small groups.
- B. **Economic Factor.** This factor takes into consideration the type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo onboard or theft of the vessel.

Using these indicators, the ReCAAP ISC classifies all incidents into one of the four categories to determine their overall significance.

Category	Description
CAT 1	CAT 1 incidents involved large number of perpetrators; more than 9 men in four out every 10 incidents and 4-9 men in the other six incidents. The perpetrators were mostly armed with guns and knives, and the crew is likely to suffer some form of injury or physical violence such as being assaulted or tied up or threatened. In term of losses, the ship was either hijacked or the cargo on board was stolen, for example siphoning of cargo oil.
CAT 2	Majority of CAT 2 incidents involved 4-9 men who are likely to be armed with knives/machetes and in 1/4 of the incidents, armed with guns. The crew is likely to be threatened or held hostage temporarily to allow the perpetrators to steal the crew's cash and ship's property including engine spares. In a few cases, the crew suffered some form of injury or physical violence but less severe in nature compared to CAT 1 incidents.
CAT 3	The number of perpetrators involved in CAT 3 incidents usually involved groups of between 1-6 men. At times, the perpetrators were armed with knives/machetes/others or other items such as sticks, rods, bats etc. The crew was not harmed, although there remains a small possibility that the crew could be subject to duress during the incident but not harmed physically. In almost half of the CAT 3 incidents, the perpetrators were unable to steal anything from the vessel, but in cases where losses were reported, stores and engine spares were the commonly targeted items.
CAT 4	The perpetrators were not armed and the crew not harmed. More than half of CAT 4 incidents involved 1-3 men who escaped empty-handed upon sighted by the crew.

This classification of incidents allows the ReCAAP ISC to provide some perspective of the piracy and armed robbery situation in Asia and to facilitate the maritime community to carry out risk assessment.

Description of Incidents (January-March 2022)

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	Mid Eagle Tanker Cayman Islands 11729 9330795	03/01/22 2245 hrs	22° 46.78' N, 70° 3.79' E Outer Tuna Buoy (OTB) Anchorage, Kandla, India	<p>While at anchor, the master reported that the duty personnel sighted three unidentified persons on board the ship. The master raised the ship's alarm and made announcement. The perpetrators escaped immediately. A boat was also sighted on portside of the ship.</p> <p>A thorough search was conducted on board the ship by the crew. A total of 40 ship properties/stores were found missing from the main deck.</p> <p>[ReCAAP Focal Point (India)]</p>
2	Kien San 1 Tug boat Malaysia 192 9218600 Kien San 8 Barge	06/01/22 1138 hrs	1° 12.8' N, 103° 33.47' E Approximately 2.9 nm southwest off Tuas Western Coast (Singapore), in the westbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait (SS) (SOMS)	<p>While underway, one unauthorised person was sighted on board the barge that was being towed by the tug boat. One small craft was also sighted alongside the barge. The perpetrator left the barge about 12 minutes later, and escaped in a sampan.</p> <p>The master reported the incident to Singapore Vessel Traffic Information System (VTIS). Some scrap metals were stolen from the barge. The crew was safe and accounted for. No assistance was required. The tug boat and barge were bound for Penang, Malaysia.</p> <p>A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were notified.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
3	Blue Sea Tanker Liberia 55863 9413028	08/01/22 0242 hrs	1° 16.55' N, 104° 16.54' E Approximately 6.4 nm northwest of Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, the duty oiler sighted four unauthorised persons in the engine room. One of them was armed with a long knife. The perpetrators escaped upon being sighted. The ship's alarm was raised. The crew conducted search on board with no further sighting of the perpetrators.</p> <p>The master reported the incident to Singapore VTIS. Nothing was stolen. The crew are safe. The master confirmed that no assistance required. The ship departed Pengerang, West Johor, Malaysia and is bound for Kanokawa, Japan.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident were shared with Malaysian and Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
4	Bow Santos Chemical tanker Norway 12005 9303651	08/01/22 0540 hrs	1° 16.18' N, 104° 13.96' E Approximately 8 nm northwest of Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, four unauthorised persons armed with knives were sighted in the engine room. The master raised the alarm and the crew mustered at the bridge.</p> <p>The master reported the incident to Singapore VTIS. At about 0644 hrs, the master updated Singapore VTIS that a search on board the ship was completed with no further sighting of the perpetrators. The crew was safe and accounted for with no report of injuries. However, the loss of property cannot be ascertained. The master informed VTIS East that no assistance was required and resumed her voyage.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident were shared with Malaysian and Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

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

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
6	Hai Duong 29 Offshore supply ship Vietnam 3487 9591911 Hakuryu 5 Oil rig	30/01/22 0428 hrs	1° 10.41' N, 103° 28.7' E Approximately 4.6 nm northeast of Karimun Kecil Island (Indonesia), in the Precautionary Area of the TSS in the SS (SOMS)	<p>While underway, two unauthorised persons were sighted on the ship's port side midship from the ship's CCTV camera. The incident took place while the supply ship was towing an oil rig <i>Hakuryu 5</i>. The ship's alarm was raised and crew mustered. A search on board was conducted. At 0446 hrs, the master updated Singapore VTIS that the search on board was completed with no further sighting of the perpetrators.</p> <p>The master reported that <u>nothing was stolen. The crew was safe and accounted for.</u> The master did not require any assistance and continued the voyage to Singapore.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
7	FPMC C Jade Tanker Liberia 159869 9407316	08/02/22 0114 hrs	1° 14.3' N, 104° 2.3' E Approximately 3.1 nm northwest of Pulau Nongsa, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, the crew sighted four unauthorised persons in the engine room. Ship's alarm was raised and crew mustered at the bridge. The perpetrators were seen making escape in a small craft. The crew conducted search on board with no further sighting of the perpetrators onboard. The master declared <u>nothing was stolen. The crew was safe with no injury.</u></p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
8	Avalon Chemical tanker Germany 16683 9327097	08/02/22 0114 hrs	1° 17' S, 116° 47' E Balikpapan Anchorage, Indonesia	<p>While at anchor, two perpetrators climbed on board from port anchor side via forecastle. They broke the padlock to the skylight of bosun store and stole two mooring ropes and two coils of stopper ropes. The alarm was raised and the crew mustered. Upon hearing the alarm and seeing the crew, the perpetrators jumped overboard and escaped with two other perpetrators in their boat. The crew was not injured.</p> <p>[ReCAAP Focal Point (Germany)]</p>
9	Theodor Oldendorff Bulk carrier Portugal 40097 9291406	12/02/22 0330 hrs	1° 17' N, 104° 18.4' E Approximately 6 nm northwest of Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, the crew sighted two unauthorised persons in the engine room. Ship's alarm was raised and crew mustered. The perpetrators escaped when the alarm was raised. A search on board the ship was carried out with no further sighting of the perpetrators on board. The master declared some engine spare parts were stolen. The crew was safe with no injury. The ship departed Singapore and is bound for Qingdao, China.</p> <p>A safety navigational broadcast was initiated. The RSN and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian and Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Germany)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
10	Navios Bonheur Bulk carrier Panama 92715 9481348	16/02/22 2158 hrs	1° 14.47' N, 104° 3.2' E Approximately 3.6 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, the crew sighted two unauthorised persons escaping from the starboard quarter stern deck of the ship. The master reported the incident to Singapore VTIS.</p> <p>A search on board the ship was carried out with no further sighting of the perpetrators. The master declared that nothing was stolen. The crew was safe and accounted for. The master declared that no assistance was required and continued with the voyage. The ship is bound for Kwangyang, Republic of Korea.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
11	Golden Leaf Bulk carrier Panama 17150 9258325	17/02/22 0208 hrs	1° 15.19' N, 104° 4.16' E Approximately 3.7 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, the crew sighted two unauthorised persons on the starboard side main deck of the ship. The master reported the incident to Singapore VTIS.</p> <p>A search on board the ship was carried out with no further sighting of the perpetrators. The master declared that nothing was stolen. The crew was safe and accounted for. The master declared that no assistance was required and continued with the voyage. The ship departed Singapore and is bound for Sarawak, Malaysia.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
12	Delta Eurydice Tanker Liberia 81293 9700706	18/02/22 2050 hrs	1° 15.03' N, 104° 2.01' E Approximately 4.8 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, two unauthorised persons were sighted in the engine room. The ship's alarm was raised and crew mustered. Upon realising that the crew had been alerted, the perpetrators escaped in a small boat. The master reported the incident to Singapore VTIS.</p> <p>A search on board the ship was carried out with no further sighting of the perpetrators. The master declared that nothing was stolen. The crew was safe and accounted for. The master declared that no assistance was required and continued with the voyage. The ship is bound for Sriracha, Thailand.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
13	BW Cheetah Petroleum/chemical tanker Liberia 29737 9635834	25/02/22 0240 hrs	1° 15.24' N, 104° 2.43' E Approximately 4.4 nm northwest of Nongsa Point, Batam Island (Indonesia), in the precautionary area of the TSS in the SS (SOMS)	<p>While underway, the ship's 3rd engineer and oiler spotted two perpetrators in the engine room making their exit via the engine room skylight. The engineer reported the incident to the bridge. A search on board the ship was conducted with no further sighting of the perpetrators.</p> <p>During the search, the compressor for charging the self-contained breathing apparatus (SCBA) and the hose for charging the lifeboat compressed air bottles were found missing. The crew was safe.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
14	Royal Jade Bulk carrier Panama 35832 9801304	26/02/22 0238 hrs	1° 3.77' N, 103° 41.1' E Approximately 2.1 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, five perpetrators were sighted at the starboard quarter stern deck. The alarm was raised, and the perpetrators escaped in a small boat. <u>One set of welding equipment</u> was reported stolen.</p> <p>The crew was mustered and a search on board the ship was conducted. <u>The crew was safe.</u> The master reported the incident to Singapore VTIS and confirmed that no assistance is required.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p>The Singapore Police Coast Guard officers boarded the ship for investigation upon her arrival in Singapore.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
15	African Merlin Bulk carrier Bahamas 21521 9701267	28/02/22 0200 hrs	1° 2.82' N, 103° 38.11' E Approximately 4.6 nm west of Pulau Cula (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, <u>three perpetrators armed with knives</u> were sighted roaming on the main deck. The ship alarm was raised and crew mustered. A search on board the ship was conducted and <u>some engine spares</u> were reported stolen. The perpetrators escaped. <u>The crew was safe.</u> The master reported the incident to Singapore VTIS.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p>The Singapore Police Coast Guard officers boarded the ship for investigation upon her arrival in Singapore.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
16	Flecha Bulk carrier Malta 37661 9284570	02/03/22 0210 hrs	1° 14.58' N, 104° 4.1' E Approximately 3.2 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, three unauthorised persons armed with axe and rods were sighted at the emergency generator room. The ship's alarm was raised and crew mustered. The perpetrators escaped upon being sighted. The master reported the incident to Singapore VTIS.</p> <p>A search on board the ship was carried out. The master declared that nothing was stolen. The crew was safe with no injury. The master declared that no assistance was required and continued with the voyage. The ship departed Singapore and is bound for Qingdao, China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
17	Penta Bulk carrier Panama 40043 9460605	02/03/22 0230 hrs	1° 14.65' N 104° 3.76' E Approximately 3.4 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, four unauthorised persons armed with knives were sighted in the engine room. The ship's alarm was raised and crew mustered. The master reported the incident to Singapore VTIS.</p> <p>The master deviated the ship back to Singapore. The Singapore Police Coast Guard officers boarded the ship for investigation and search on board upon her arrival in Singapore.</p> <p>The Singapore Police Coast Guard updated that the search on board was concluded with no sighting of the perpetrators. Nothing was stolen. The crew was safe with no injury. The ship departed Singapore and is bound for Xinsha, China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
18	Daisy 2 Tanker Panama 41589 9255933	02/03/22 0535 hrs	1° 14.2' N 104° 0.17' E Approximately 6.2 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, the Singapore Police Coast Guard informed Singapore VTIS of a small boat in the vicinity of the ship. Upon verification with the ship, the master reported six unauthorised persons were sighted in the engine room, and <u>one of them was armed with a lookalike gun</u>. The ship's alarm was raised and crew mustered.</p> <p>A search on board the ship was carried out. The master requested the RSN's MSTF to shadow the ship while the crew conducted the search on board. The master declared that <u>nothing was stolen</u>. <u>The crew was safe with no injury</u>. The master declared that no assistance was required. The ship is bound for South China Sea awaiting voyage orders.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
19	Maha Jacqueline Bulk carrier India 38667 9185073	04/03/22 0025 hrs	1° 15.36' N 104° 4.05' E Approximately 3.8 nm northwest of Nongsa Point, Batam Island (Indonesia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, five unauthorised persons were sighted at the starboard quarter stern deck. The perpetrators escaped upon being sighted. The ship's alarm was raised and ship's deck lights were switched on. The master reported the incident to Singapore VTIS.</p> <p>A search on board the ship was carried out with no further sighting of the perpetrators onboard. <u>Nothing was stolen</u>. <u>The crew was safe with no injury</u>. The master declared that no assistance was required and continued with the voyage. The ship departed Singapore and is bound for Caofeidian, China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
20	Wawasan Topaz Chemical/oil product tanker Panama 11749 9565601	15/03/22 2225 hrs	22° 14.3' N, 91° 49.6' E Chittagong urea fertilizer jetty, Bangladesh	<p>While at berth, six perpetrators boarded the ship from a small wooden boat. The general alarm was raised and crew mustered. The perpetrators escaped with ship stores. The crew was not injured.</p> <p>Within 20 minutes, the Bangladesh Coast Guard boarded the ship and investigated the incident. The Bangladesh Coast Guard duty patrol recovered the stolen items and handed them over to the ship master.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>
21	Lampard Bulk carrier Singapore 36449 9723980	24/03/22 0420 hrs	3° 54.8' N, 98° 46.2' E Belawan Anchorage, Indonesia	<p>While making their rounds, the duty able-bodied (AB) seaman and ordinary seaman (OS) sighted three perpetrators holding long knives and a steel bar at the forecastle. The incident was reported to the bridge. The duty officer raised the ship's alarm and made an announcement through the PA system.</p> <p>The crew was mustered at the bridge, and the duty AB and OS were advised to retreat to the accommodation block. The perpetrators continued to take items from the forecastle stores while the crew reported incident to the coastal state.</p> <p>After the perpetrators left the ship, the crew conducted an extensive search on board the ship with no further sighting of the perpetrators. Ship stores were stolen. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
22	Pacific West Bulk carrier Marshall Islands 92221 9604029	31/03/22 0600 hrs	1° 16.9' N 104° 15' E Approximately 4 nm southeast of Tanjung Bulat, East Johor (Malaysia), in the eastbound lane of the TSS in the SS (SOMS)	<p>While underway, six to seven perpetrators armed with knives boarded the bulk carrier. The perpetrators tied the duty motorman in the engine room, pushed him to the floor and threatened him.</p> <p>Subsequently, the crew managed to freed himself and reported the incident to the Chief Engineer. The ship's alarm was raised and crew mustered. A search onboard was conducted and no perpetrators were sighted onboard. The master reported to Company Security Officer that some auxiliary engine and main engine spare parts were stolen. The crew was safe and accounted for. The master did not require any assistance. The ship had departed Singapore and is bound for Rizhao, China.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)] [ReCAAP Focal Point (Republic of Korea)]</p>

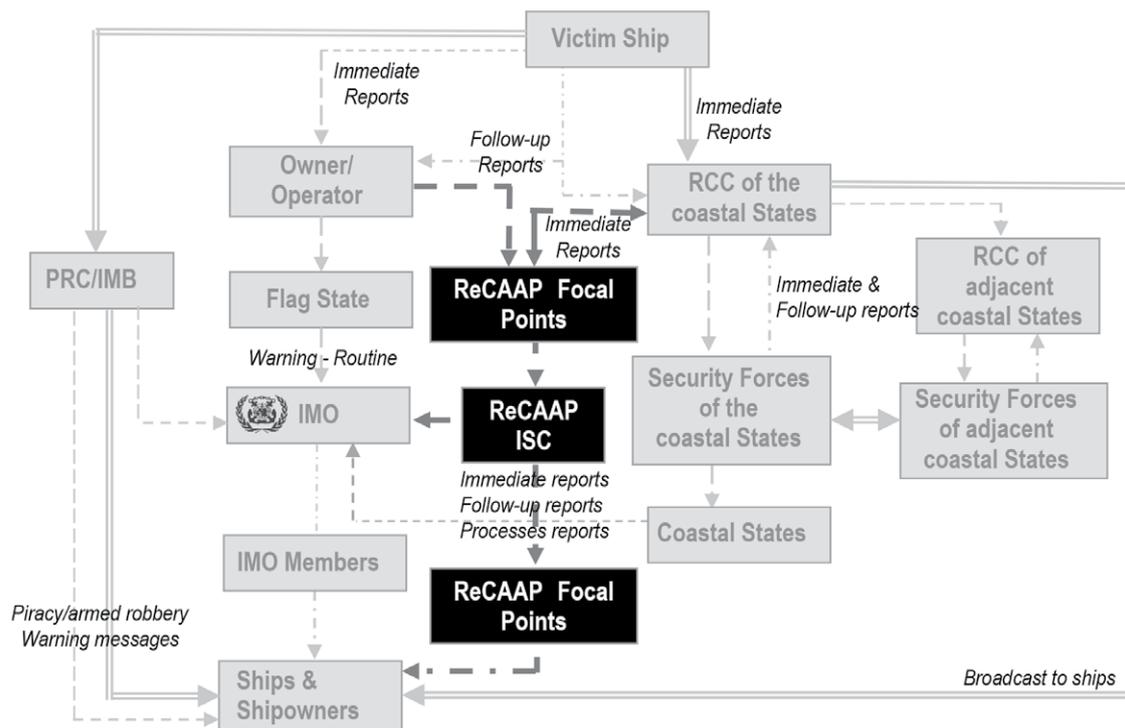
Attempted Incident

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
23	MS Carla Tanker Malaysia 2920 9111022	10/01/22 2140 hrs	1° 13.77' N, 103° 32.16' E Approximately 2.65 nm from Tanjung Piai (Malaysia), outside of the TSS in the SS (SOMS)	<p>While underway, the duty deck officer sighted five perpetrators on board a wooden boat placing a ladder at the port side of the ship. The ship's alarm was raised, and the perpetrators abandoned the boarding and sped away.</p> <p>The master reported the incident to the Port Operation Control Centre (VTIS West). Safety broadcast on anti-piracy watch was carried out and it increased to every half hour interval to warn all ships to maintain vigilant watch at all times.v</p> <p>[ReCAAP Focal Point (Singapore)]</p>

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

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

FLOW DIAGRAM FOR REPORTING INCIDENTS IN ASIA



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

Notes:

1. The RCCs of some ReCAAP Contracting Parties are also their ReCAAP Focal Points. These Focal Points also disseminate incident information internally to their respective RCCs, maritime authorities and law enforcement agencies as appropriate.
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

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
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Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: MBC_NCU@abf.gov.au	+61-2-6275-6000	+61-2-6275-6275
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Germany		
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Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
India		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: mrcc-west@indiancoastguard.nic.in mrcc.mumbai@gmail.com	+91-22-2431-6558 +91-22-2438-8065 +91-22-2438-3592	+91-22-2431-6558 +91-22-2438-8065 +91-22-2438-3592
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Coast Guard District South Western Mindanao (CGDSWM) Email: hcgdswm@yahoo.com	+63-998-585-7972 +63-917-842-8446 VHF: Channel 16 with call sign "NEPTUNE"	
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Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
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United Kingdom		
National Maritime Information Centre Operations Centre Email: NMIC-OPS@mod.gov.uk	+44 2392-211941	+44 2392-212024 Please indicate "FAO NMIC – A leg"
United States		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: rccalameda1@uscg.mil	+1-510-437-3701	+1-510-437-3017
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The ReCAAP ISC makes use of various sources of information in producing its reports. The primary source is the ReCAAP ISC's Information Network System (INF). Where necessary, the ReCAAP ISC leverages on other secondary sources of information, including those from the International Maritime Organization (IMO), the Information Fusion Centre (IFC), the Malaysian and Indonesian authorities, the commercial entities (such as shipping companies, ship owners, ship operators, ship agents etc.) and other publicly available sources to facilitate analysis on patterns and trends, and to make recommendations. The ReCAAP ISC acknowledges these sources.



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

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