

JANUARY TO SEPTEMBER 2026

PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

3RD QUARTER REPORT



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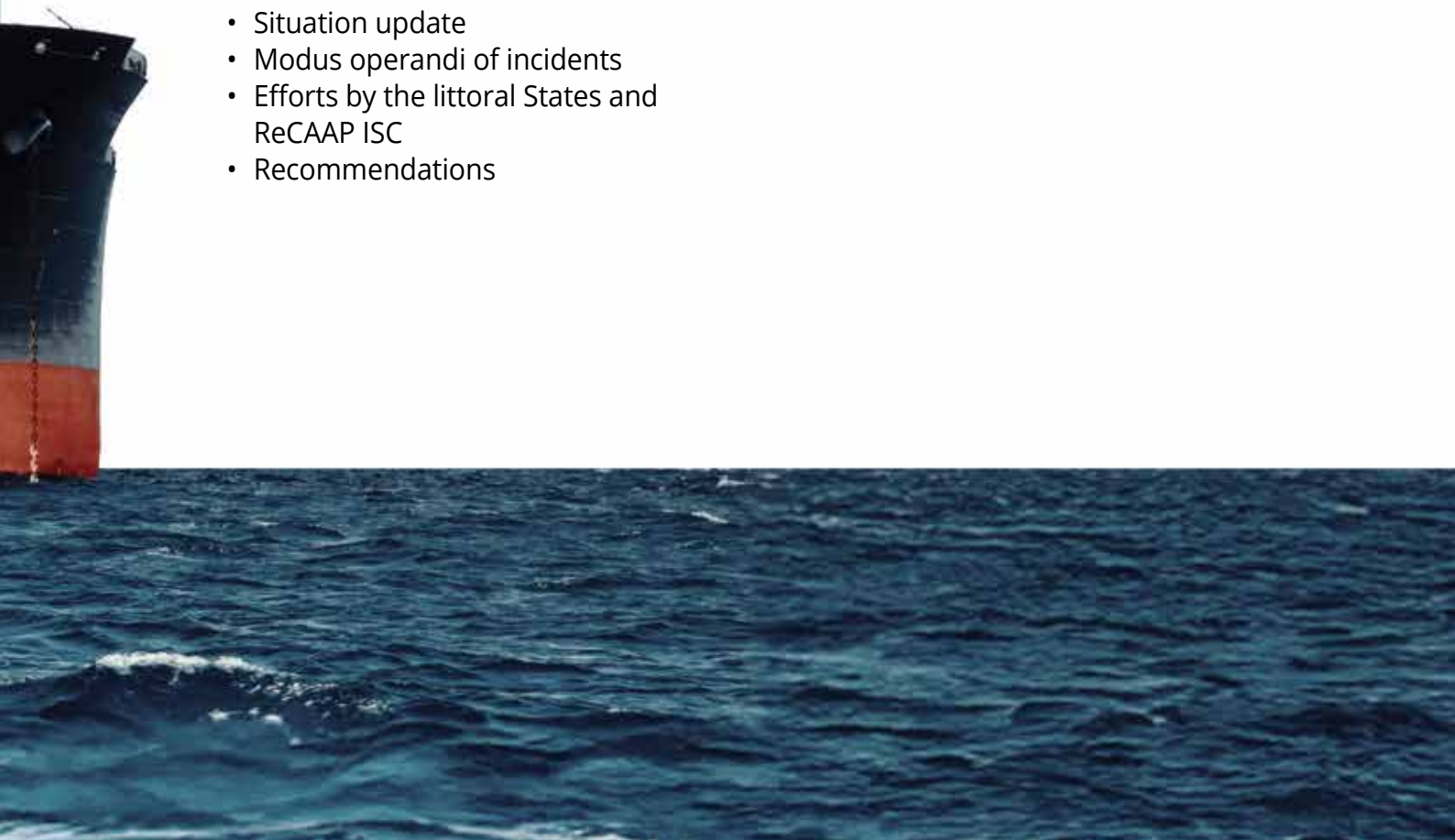


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A OVERVIEW

Number of incidents

50 incidents

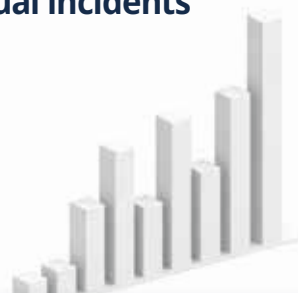
Actual **50** incidents

Attempted **0** incident



Severity of actual incidents

CAT 1	0
CAT 2	5
CAT 3	16
CAT 4	29



2 Piracy incidents

48 Armed robbery against ships



Status of ship

24 Anchored/Berthed

26 Underway



Area of Concern



Straits of Malacca and Singapore (SOMS)

- Continued occurrence of incidents

Philippines

- Increased 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

From January to September 2026, there were **50** reported incidents of piracy and armed robbery against ships (ARAS) in Asia, making it a **58% decrease** compared to the 120 incidents reported during the same period in 2025. Of the 50 incidents, two were piracy incidents occurred in South China Sea and 48 were ARAS incidents.

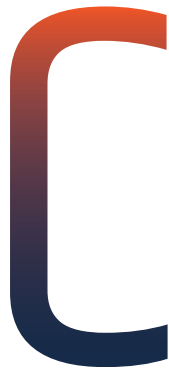
Overall, the ARAS situation improved across several areas previously affected – including India, Indonesia, the Straits of Malacca and Singapore (SOMS) and Vietnam. In the Philippines, however, 12 incidents were reported during January-September 2026, up from two incidents during the same period last year. In response, the Philippine Coast Guard 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 focus. During January-September 2026, 23 incidents were reported to the ReCAAP ISC, 22 in Singapore Strait and one in Malacca Strait, making up 46% of the total number of incidents in Asia. Ships are advised to intensify vigilance and maintain sharp lookout while transiting SOMS and to report all incidents immediately to the nearest coastal State, as indicated in the poster on 'Guidelines & Reporting of Incidents by Vessels – SOMS'. The littoral States are encouraged to increase patrols/surveillance in their waters, respond promptly to incidents reported by ships, strengthen coordination and promote information sharing on incidents and criminal groups involved to facilitate the arrest of perpetrators.

Where the Sulu-Celebes Seas is concerned, there has been no incident reported during January-September 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'.

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 products 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 **50 incidents** were reported in Asia during January-September 2026. All were actual incidents¹ and no attempted incidents² were reported. Of the 50 incidents, two were piracy³ incidents that occurred in the South China Sea (SCS) and the remaining 48 were incidents of armed robbery against ships (ARAS)⁴. Refer to the Appendix on *Description of incidents (January-September 2026)* for details of the incidents. This represents a **58% decrease** compared to the 120 incidents reported during January-September 2025.

Comparing Q3 (July-September) and Q2 (April-June) of 2026, there was a significant decrease in the number of incidents reported. 10 incidents were recorded in Q3 of 2026 while 23 incidents were recorded in Q2 of 2026. The 10 incidents recorded in Q3 of 2026 is also the lowest quarterly number of incidents reported for the past five years (2022-2026).

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.

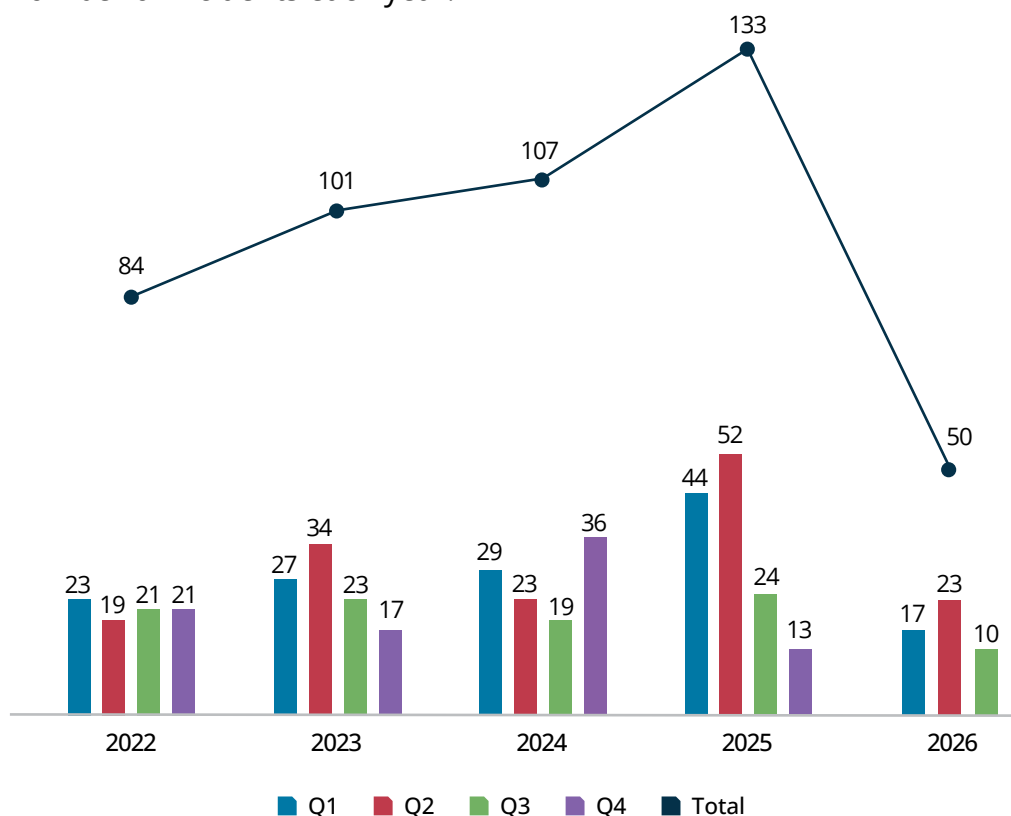


Chart 1 - Number of incidents (Quarterly number vis-à-vis total number of 2022-2026)

- 1 Actual incidents refer to incidents whereby the pirates/robbers boarded the ship; regardless of whether they stole any items from the crew or took anything onboard the ship.
- 2 Attempted incidents refer to incidents whereby the pirates/robbers tried but failed in their attempt to board the ship.
- 3 The definition of piracy is in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS 82).
- 4 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.

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

The locations below recorded a **decrease** in the number of incidents reported during January-September 2026 compared to January-September 2025:

- **India:** Zero incident compared to three incidents
- **Indonesia (less SOMS):** Seven incidents compared to nine incidents
- **Straits of Malacca & Singapore (SOMS):** 23 incidents compared to 97 incidents
- **Vietnam:** One incident compared to two incidents

However, there was an **increase** in the number of incidents reported in the **Philippines**, with 12 incidents recorded during January-September 2026 compared to two incidents during January-September 2025.

Bangladesh (four incidents), **Malaysia** (one incident) and **SCS** (two incidents) reported the same number of incidents during January-September 2026 and January-September 2025.

Key Areas of Focus

The situation in SOMS continued to improve markedly during January-September 2026 compared to January-September 2025. In spite of the improvement, ship masters and crews are advised to remain vigilant when transiting SOMS. The 23 incidents reported in SOMS accounted for 46% of the total number of incidents reported in Asia (23 of 50). Further details on the situation in SOMS are provided in **Part D** of this report.

The number of incidents in the Philippines continued to occur in the first nine months of 2026. In line with Philippine Coast Guard (PCG)'s commitment to enhance maritime security and safeguard vessels operating in Philippine waters, the PCG, which is also the ReCAAP Focal Point, continued to implement a series of coordinated measures to address the threat of such theft onboard ships. The ReCAAP ISC will continue to monitor the situation closely, and issue updates/advisories to the maritime community, where necessary

Piracy vis-à-vis Armed Robbery Against Ships

Among the 50 incidents reported during January-September 2026, two were incidents of piracy and 48 were incidents of ARAS. The two incidents of piracy occurred beyond the limits of territorial seas, were minor in nature and occurred onboard vessels on tow (barge and work vessel) in SCS. In both incidents, ship stores such as emergency fire pump, lashing wires, turnbuckles, etc. were stolen. The crew members were not injured.

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 States.

Majority of the incidents reported in Asia since 2007 were ARAS and the number of piracy incidents has consistently declined, especially since 2018. The number of piracy incidents has remained consistent for the past three years (2024-2025 and January-September 2026).

Chart 2 shows the number of incidents of piracy vis-à-vis ARAS for the period of 2007-2025 and January-September 2026.

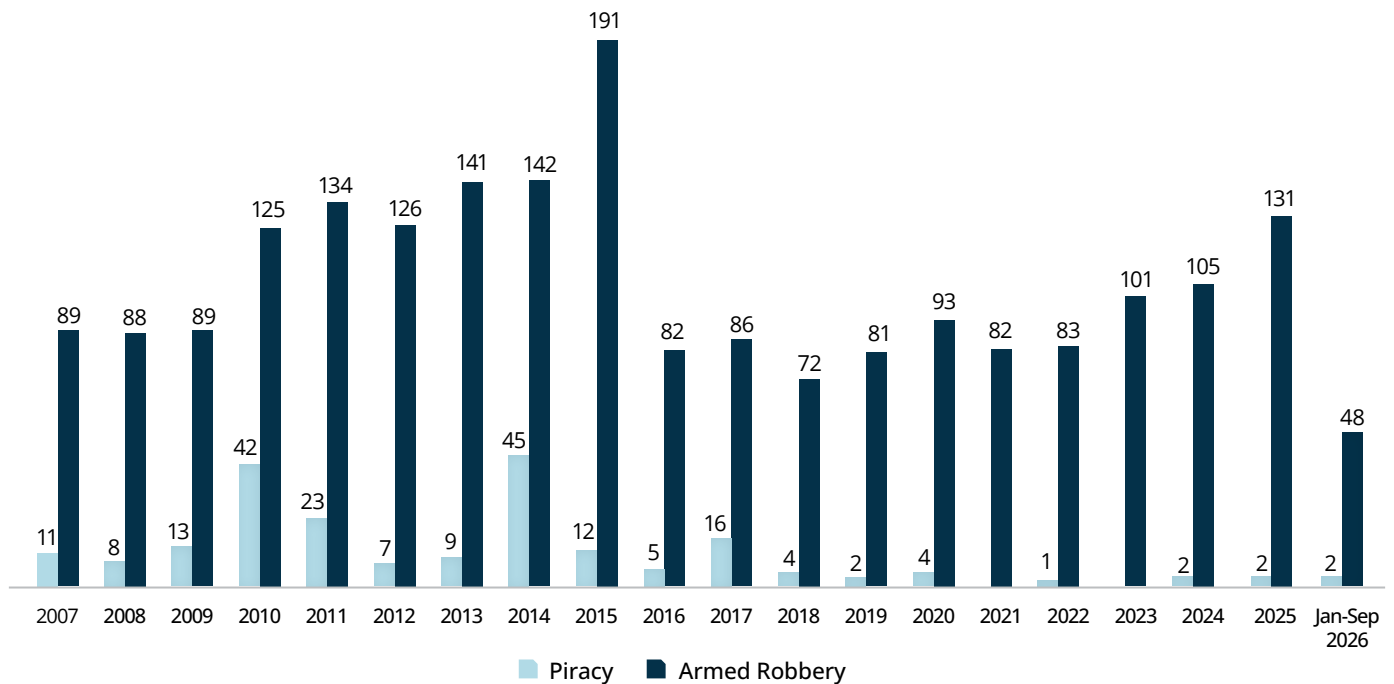
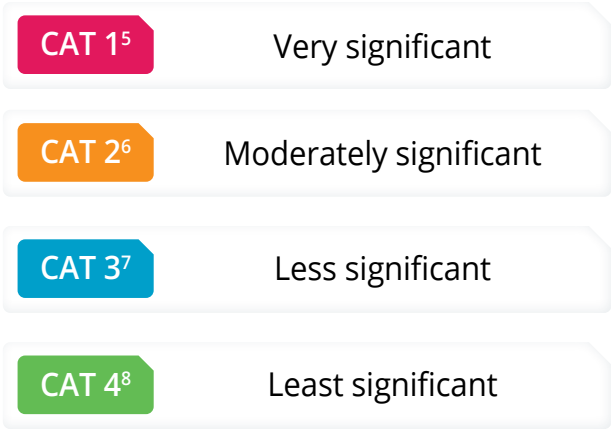


Chart 2 - Piracy vis-à-vis Armed Robbery Against Ships (2007-2025 and January-September 2026)

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 50 actual incidents reported during January-September 2026, five were CAT 2 incidents, 16 were CAT 3 incidents and 29 were CAT 4 incidents.

The severity of incidents remained fairly consistent during January-September 2026 compared to 2025. Among the actual incidents reported during January-September 2026, 58% were CAT 4 incidents (least significant in nature), while 42% were CAT 2 and CAT 3 incidents. Similarly, 52% of the incidents reported in 2025 were CAT 4 incidents, and 48% were CAT 2 and CAT 3 incidents. Notably, **no CAT 1** incident was reported in 2025 and January-September 2026.

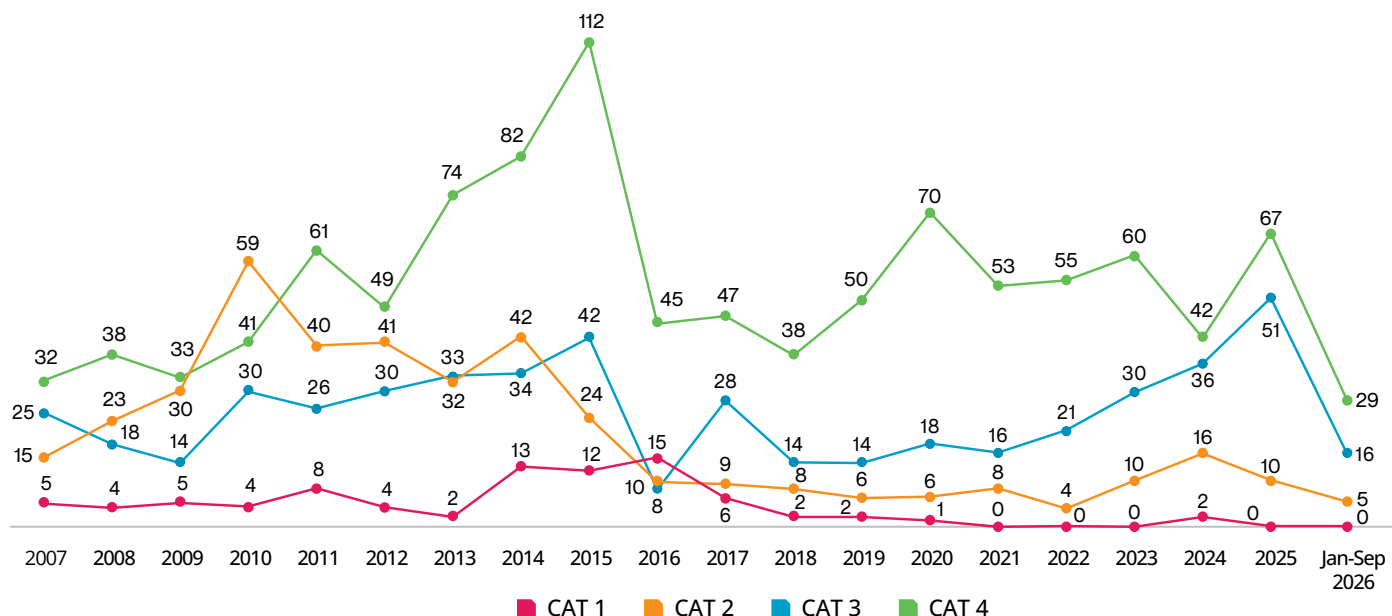
Graph 1 (next page) shows the significance level of incidents reported during the period of 2007-2025 and January-September of 2026.

5 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.

6 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.

7 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.

8 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-September 2026)

CAT 2

Of the five CAT 2 incidents reported during January-September 2026, two occurred in the Philippines, one in Bangladesh, one in Indonesia and one in SOMS. The crew members were not injured in all five incidents.

In the Philippines, two container ships anchored at Manila International Container Terminal (MICT) were boarded by perpetrators armed with guns, resulting in the theft of ship stores in one incident and nothing stolen in the other incident.

In Bangladesh, a group of perpetrators armed with long knives boarded a container ship at Chittagong Anchorage and stole approximately 2,900 litres of assorted paints.

In SOMS, a bulk carrier was boarded by five perpetrators, one of whom was armed with a knife, and a mobile phone was stolen.

The incident in Indonesia occurred onboard a bulk carrier while it was anchored at Belawan Anchorage. Several small boats near the forward of the vessel were discovered and the alarm was raised. Seven perpetrators carrying knives were seen escaping from the forecastle store, while the bosun was found tied up. Ship properties were stolen.

CAT 3

Among the 16 CAT 3 incidents reported during January-September 2026, 11 occurred onboard ships while underway in SOMS and five onboard ships at anchorages in the Philippines. Notably, all nine incidents onboard bulk carriers occurred in SOMS. The remaining incidents occurred onboard tankers (three incidents), container ships (two), a passenger vessel (one) and a roro cargo ship (one).

All 16 incidents involved perpetrators carrying weapons, which were usually knives. In five of these incidents, perpetrators were reported carrying gun-like objects as well. While the perpetrators carried weapons, they usually do not harm the crew. There was only one incident, where a crew member suffered a head laceration during the incident and subsequently required medical follow-up.

Of the 11 incidents that occurred in SOMS, eight reported the losses of engine spares, two reported nothing was stolen and one could not determine if anything was stolen from the ship. In the five incidents that occurred in the Philippines, ship stores and unsecured items (e.g. walkie-talkie, hydrant caps, fire hose couplings and nozzles, etc.) were stolen in four incidents, and nothing was stolen in the remaining incident.

CAT 4

There were 29 CAT 4 incidents reported during January-September 2026, of which 10 occurred in SOMS, six in Indonesia, five in the Philippines, three in Bangladesh, two in SCS, and one each in Indonesia, Malaysia and Vietnam respectively. In these incidents, the perpetrators did not carry any weapons, and the crew members were not injured.

Among the 29 incidents, 11 incidents occurred onboard bulk carriers, eight onboard tug boats/supply vessels, four onboard container ships, three onboard tankers, and one each onboard a general cargo ship, a roro cargo ship and a work vessel on tow respectively.

Among the items stolen in these incidents included engine spares as well as ship stores and unsecured items such as cable for welding machine, turbocharger service kits, emergency fire pump, spare PV valves, portable air compressor, reefer cables, scrap metals, etc. Nothing was stolen in five of the incidents.

Status of Ships

Of the 50 incidents reported during January-September 2026, 24 incidents (48%) occurred to ships while at anchor/berth and 26 incidents (52%) occurred to ships while underway.

Chart 3 shows the location of incidents that occurred to ships at anchor/berth, 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, the Philippines and Vietnam.

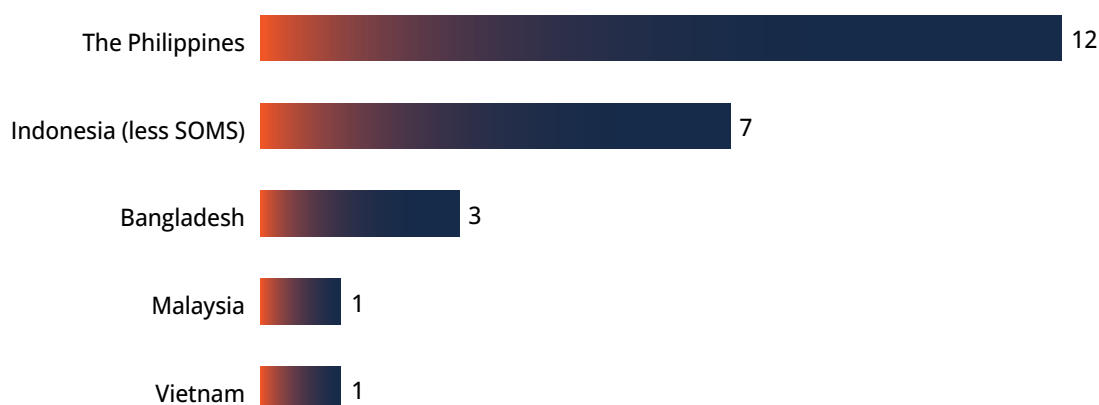


Chart 3 - Incidents on board ships at anchor/berth (January-September 2026)

Chart 4 shows the location of incidents that occurred to ships while underway. Among the 26 incidents, 23 occurred to ships in SOMS, two in SCS and one in Bangladesh. 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-September 2026)

Location of incidents

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

Act = Actual, Att = Attempted

	January-September																			
	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	7		9	2			3				3	1	1		8	3	4		4	
India	1		2	1	3		8		4		2	1	4		2		3			
Sub-total	8		11	3	3		11		4		5	2	5		10	3	7		4	
Southeast Asia																				
Indonesia	20	2	20	6	14	3	18	1	9	1	9		12		15	3	8	1	7	
Malaysia	1	1	5		7		2		1		1				1		1		1	
Pacific Ocean						1														
Philippines	14		3	1	2	1	13		10	1	4		8		2		2		12	
SOMS	2	1	6	2	15		22		26	1	40	1	55	1	34	1	93	4	23	
South China Sea	4		2	1	1		3	1			1				1		2		2	
Sulu-Celebes Seas	3	4	1	1	2		1													
Thailand													1							
Vietnam	1		2		2		3		2				2		1		2		1	
Sub-total	45	8	39	11	43	5	62	2	48	3	55	1	78	1	54	4	108	5	46	
Overall total	54	8	50	14	49	5	73	2	52	3	60	3	83	1	64	7	115	5	50	

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

Location of incidents

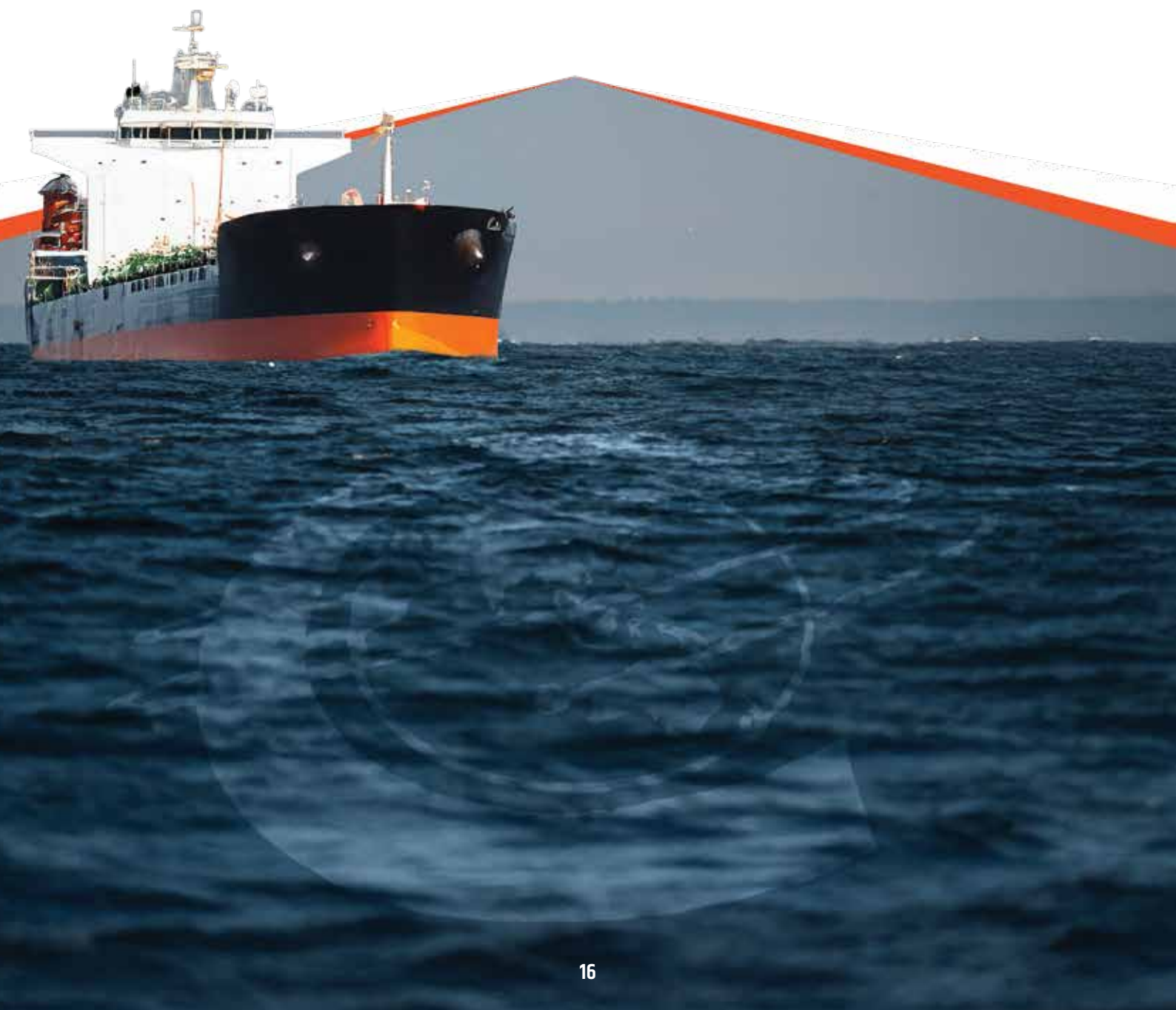
The location of incidents reported during January-September 2026 are shown in **Map 1**.



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

D

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

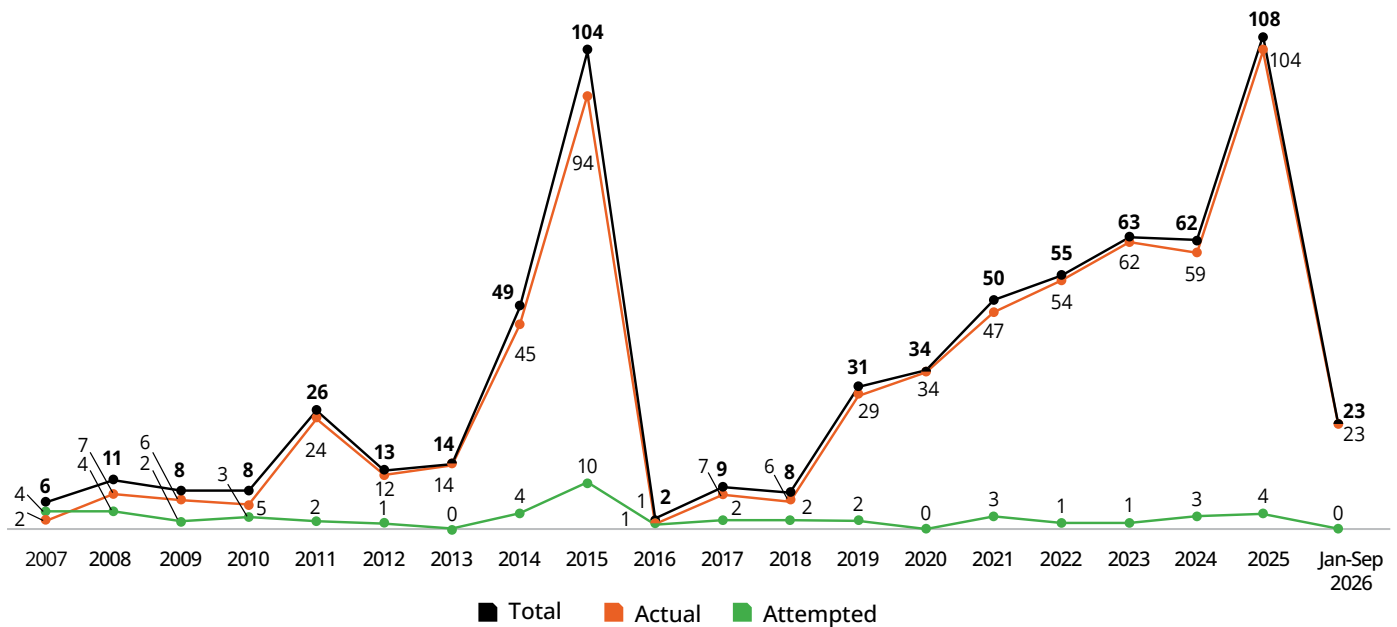


D SITUATION OF ARMED ROBBERY AGAINST SHIPS IN STRAITS OF MALACCA AND SINGAPORE (SOMS)

Situation Update

Number of Incidents

During January-September 2026, a total of 23 incidents were reported in SOMS. The number of incidents reported in the first three quarters of 2026 had **decreased by 76%** compared with the same period of 2025 (97 incidents). The number of incidents recorded in SOMS during the first three quarters of 2026 has dropped to its lowest level in five years, marking a significant decline since 2020. **Graph 2** shows the number of incidents reported in SOMS during 2007-2025 and January-September 2026.



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

Significance level of incidents

All 23 incidents reported during January-September 2026 were actual incidents. Among these incidents, one was a CAT 2 incident, 11 were CAT 3 incidents, and 11 were CAT 4 incidents. During 2007-2025 and January-September 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-September 2026) and decrease in CAT 2 and CAT 3 incidents (54% in 2025 to 52% during January-September 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-September 2026.

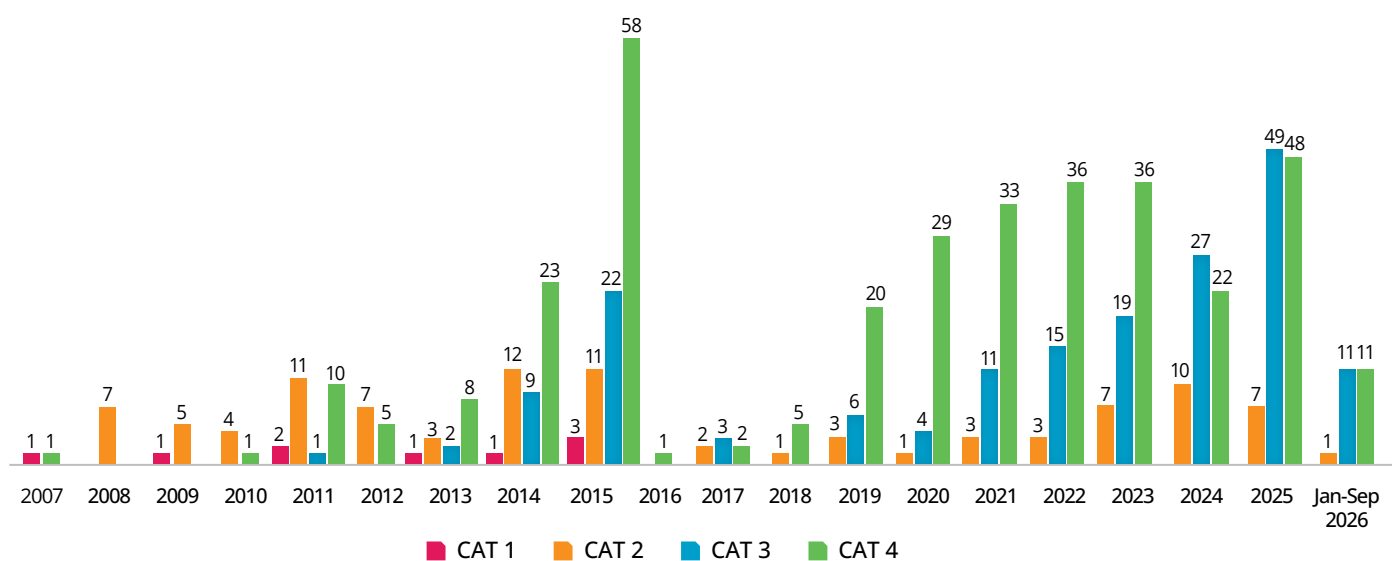
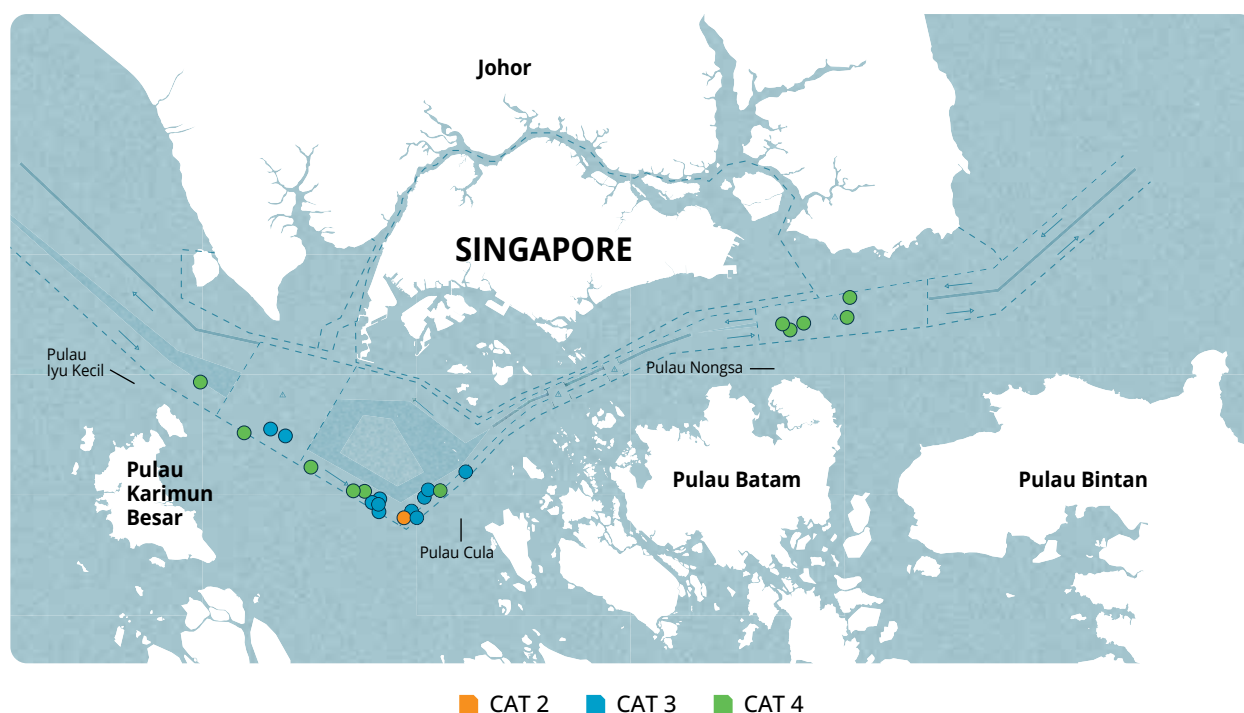


Chart 5 - Significance level of incidents - SOMS (2007-2025 and January-September 2026)

Location of incidents

Map 2 shows the location of the incidents reported in SOMS during January-September 2026. Of the 23 incidents, 22 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).

61% of the incidents (14) occurred in the waters off Pulau Cula (Indonesia), while 17% incidents occurred off Pulau Nongsa Beacon (Indonesia). Notably, all four incidents reported off Pulau Nongsa Beacon occurred onboard barges towed by tug boats.



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

Modus Operandi of Incidents

The modus operandi of the 23 actual incidents that occurred to ships while underway in SOMS during January-September 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 39% (nine incidents) involved groups of 1-3 men. One incident involved seven perpetrators and one incident is reported with an unknown number of perpetrators.
- **Type of weapons carried:** Among the 12 incidents that reported the perpetrators were armed, seven involved perpetrators carrying knives, four involved perpetrators carrying knives and gun-like objects, and one involved a perpetrator carrying a gun-like object. In 31% of the incidents, the perpetrators were not armed, while the remaining 17% of the incidents had no information if the perpetrators had carried any weapons.
- **Treatment of crew:** Majority (20 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. One incident had no information on the well-being of the crew.
- **Type of stolen items:** Of the 23 incidents, 70% (16 incidents) reported items stolen during the incidents, 26% (6 incidents) reported nothing was stolen and 4% (1 incident) reported that the losses cannot be ascertained. Among the items stolen, losses of engine spares were reported in eight incidents, scrap metal in six 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 accounted for 61% (14 incidents) of the reported incidents, while another 26% of the incidents occurred onboard barges towed by tug boats. The remaining 13% 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) 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 (SPCG) 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 SPCG Emergency Response Team are also deployed to provide assistance (including boarding and searching for perpetrators) when they are within the port limits of Singapore.

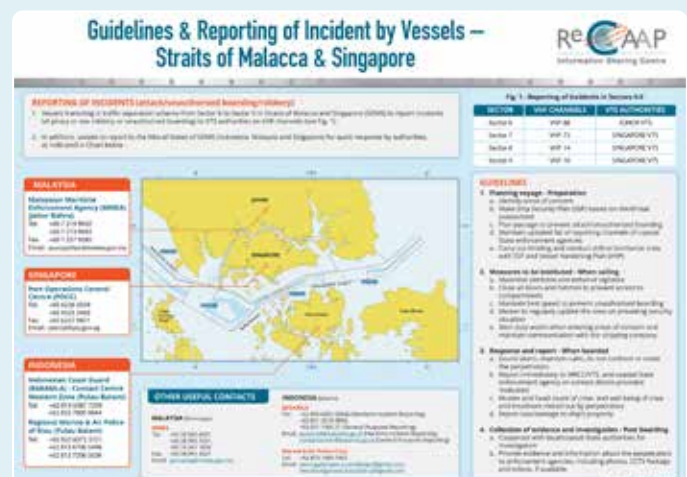
Recommendations

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).





ReCAAP ISC'S MAIN ACTIVITIES (JULY-SEPTEMBER 2026)



E ReCAAP ISC'S MAIN ACTIVITIES (JULY-SEPTEMBER 2026)

Dialogue with Shipping Industry 14 Jul 2026

On 14 July, ReCAAP ISC held a dialogue with the shipping industry to discuss how technological advancements and industry best practices can further strengthen maritime security and contribute to sustaining the decline in piracy and sea robbery incidents reported across Asia. Representatives from shipping companies shared best practices for deterring piracy and armed robbery in Asia, the West Indian Ocean and the Strait of Hormuz. They discussed how developments in the Strait of Hormuz could affect the piracy and armed robbery situation in Asia. Participants also exchanged operational insights and experiences on the evolving maritime security landscape, highlighting the importance of timely information sharing, risk assessments, crew preparedness and effective shipboard security measures. They also explored how emerging technologies can enhance maritime domain awareness, support risk assessment and strengthen decision making.



Participants at the Dialogue Session with the Shipping Industry

Visit to The Mission to Seafarers Singapore

16 Jul 2026

On 16 July, a ReCAAP ISC team, led by the Executive Director (ED-ISC), Mr Vijay D Chafekar, visited The Mission to Seafarers Singapore International Drop-In Centre at Jurong Port to engage the team to learn more about their work in supporting the well-being of seafarers. The visit allowed both organisations to exchange insights into various roles and initiatives in the maritime sector, explore areas of common interest, and strengthen shared commitment to support seafarers.



ED-ISC with staff visiting The Mission to Seafarers Singapore International Drop-In Centre

Capacity Building Virtual Lecture

22 Jul 2026

On 22 July, the Centre held the first Capacity Building Virtual Lecture (CBVL) for FY2026 titled *The importance of adopting international legal framework and national law for anti-piracy and armed robbery*. The lecture, given by Professor Robert Beckman, Head of NUS Centre for International Law Ocean Law and Policy Programme, explored how the UNCLOS, the ReCAAP, the SUA Convention and national legislations strengthen international cooperation, clarify jurisdiction, and support the prosecution of perpetrators of armed robbery against ships.



Participants at the Capacity Building Virtual Lecture (CBVL)

Visit to Teekay Marine (Singapore) 30 Jul 2026

On 30 July, the Centre visited Teekay Marine (Singapore) and learned about the company's risk assessment methods, efforts in implementing maritime security measures in high-risk areas, and track record in preventing unauthorised boardings on its oil tankers.



ED-ISC with ISC staff visiting Teekay Marine (Singapore)

Virtual Capacity Building Executive Programme (VCBEP) 19 Aug 2026

On 19 August, ReCAAP ISC successfully conducted the Virtual Capacity Building Executive Programme (VCBEP). The event was attended by 39 participants from ReCAAP Focal Points, as well as Ministry of Foreign Affairs of Malaysia. VCBEP featured presentations by ReCAAP ISC and Focal Points on Japan's cooperation with Indo-Pacific Countries, Denmark's approach to maritime security challenges, and Germany's efforts to address emerging maritime security threats. The VCBEP allowed ReCAAP Focal Points to share best practices and enhanced their understanding of maritime security governance in different geographical regions.



Nautical Institute Annual Conference 2026 20 Aug 2026

On 20 August, the Centre's Deputy Director (DD-ISC), Ms Wan Fei Fei, attended the Nautical Institute Annual Conference 2026. The conference brings together maritime professionals for an in-depth discussion on current issues and networking. This year's theme, *Seaworthiness and Seafarers in a Changing World*, highlights evolving challenges within the shipping industry, focusing on vessel seaworthiness, operational safety, workforce sustainability, geopolitical issues and seafarer wellbeing.

17th Session of the Co-operation Forum 25 Aug 2026

On 25 August, ED-ISC participated in the 17th Co-operation Forum, hosted by MPA. The forum brought together an estimated 300 delegates from over 125 countries and organisations to strengthen cooperation and advance maritime safety and environment protection in SOMS.

ED-ISC delivered a general statement which reaffirmed ReCAAP's commitment to working closely with the littoral States and maritime stakeholders to strengthen regional cooperation, information sharing and capacity building. He also highlighted the reduction in incidents in SOMS, while noting that petty theft and unauthorised boarding remain issues of concern.



ED-ISC delivering general statement

11th International Conference on the Straits of Malacca

2-3 Sep 2026

ED-ISC and DD-ISC attended the 11th International Conference on the Straits of Malacca, organised by the Maritime Institute of Malaysia (MIMA), during 2-3 September in Kuala Lumpur, Malaysia.

The conference provided a valuable opportunity to exchange views on navigational safety, maritime trade resilience, environmental protection and emerging maritime challenges affecting the Straits of Malacca.



22nd High Level Meeting of Heads of Asian Coast Guard Agencies Meeting (HACGAM) 7-11 Sep 2026

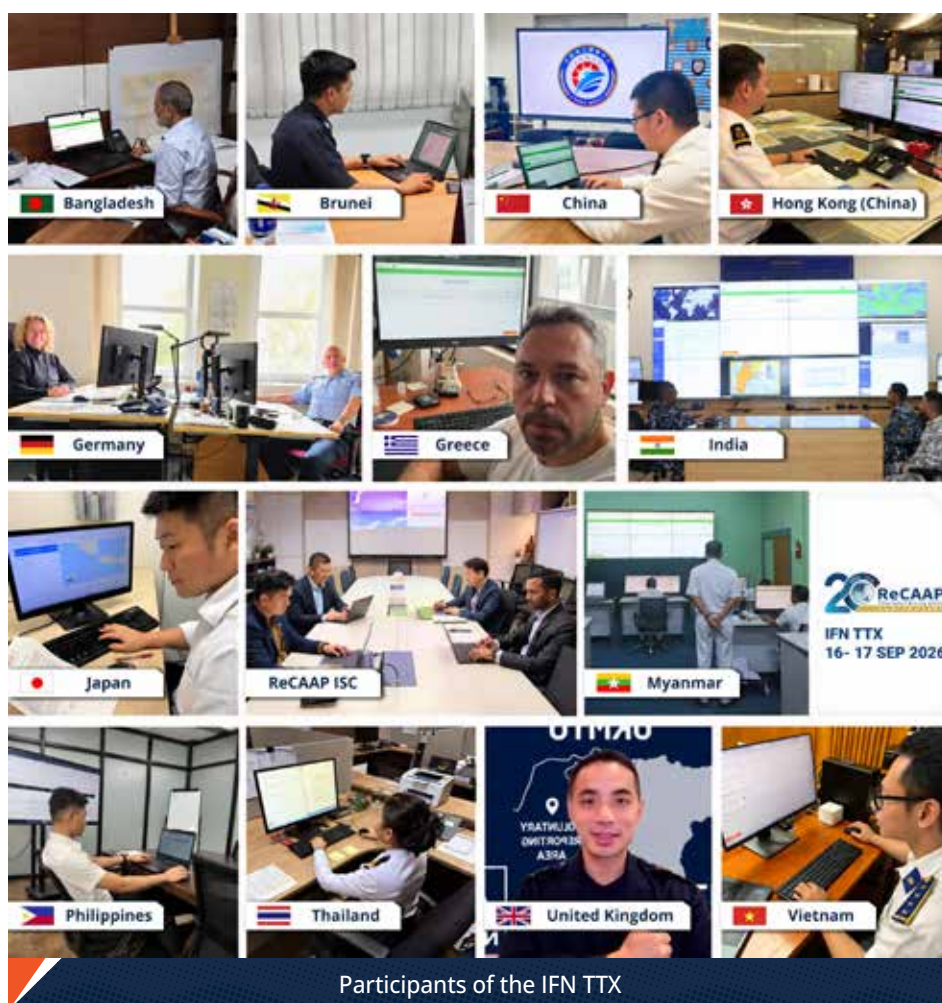
ReCAAP ISC attended the 22nd Heads of Asian Coast Guard Agencies Meeting in Hangzhou, China during 7-11 September. ED-ISC presented on the situation update and efforts to mitigate the risk of piracy and armed robbery against ships. During the Working Group Session 2 on *Preventing & Controlling Unlawful Acts at Sea*, DD-ISC shared insights on the latest trends and patterns of piracy and armed robbery against ships in Asia. The presentation highlighted the importance of timely incident reporting, enhanced vigilance, effective law-enforcement action and stronger coordination among maritime authorities, law enforcement agencies, and the shipping industry.



ED-ISC (at the stage) presenting situation updates and efforts to mitigate piracy and ARAS

IFN TTX 16-17 Sep 2026

ReCAAP ISC successfully conducted a virtual Information Network System Tabletop Exercise (IFN TTX) during 16-17 September, bringing together participants from 15 ReCAAP Focal Points and a Contact Point. Through a series of scenario-based exercises, participants strengthened their ability to report maritime incidents promptly and share information effectively. The exercise featured practical scenarios involving maritime piracy, sea robbery, unauthorised boarding, and theft of ship items, allowing participants to practise submitting timely and accurate incident reports through the enhanced IFN. The TTX provided an opportunity to enhance participants' familiarity with the IFN while reinforcing regional cooperation and information sharing. It reflects ReCAAP ISC's continued efforts to strengthen the capacity of its Focal Points and contribute to safer and more secure seas in Asia.



Inaugural visit by Greece Ambassador H.E. Christodoulos Margaritis

17 Sep 2026

H.E. Christodoulos Margaritis, Ambassador of the Hellenic Republic to Singapore, visited the ReCAAP ISC office on 17 September following the Hellenic Republic's recent accession as the newest Contracting Party to the ReCAAP Agreement. During the visit, H.E. Ambassador Margaritis interacted with ED-ISC and the staff of the Centre, providing an opportunity to exchange views and strengthen cooperation in support of ReCAAP ISC's mission.

The Ambassador received a briefing on ReCAAP ISC's governance, operations and stakeholder engagement, followed by an in-depth discussion on Greece's potential contributions to the Centre's capacity-building activities. ReCAAP ISC will continue to forge closer links with ReCAAP Contracting Parties in Europe to combat armed robbery against ships in Asia and enhance the safety of navigation for commercial vessels transiting areas of concern.



H.E. Christodoulos Margaritis (fourth from right) with ED-ISC and staff

Cluster Meeting

21-24 Sep 2026

The ReCAAP ISC and the Royal Brunei Police Force (ReCAAP Focal Point of Brunei), together with the National Maritime Coordination Centre, successfully conducted a 4-day Cluster Meeting in Bandar Seri Begawan, Brunei Darussalam from 21-24 September. The meeting was inaugurated by ED-ISC and Assistant Commissioner of Police Haji Hamri Aslan, Acting Director of Operations, Royal Brunei Police Force. The opening ceremony was graced by the Guest of Honour, Commissioner of Police Dato Paduka Seri Awang Sulaiman bin Alidin, Royal Brunei Police Force.

The Cluster Meeting brings together officers from ReCAAP Focal Points representing Brunei, Cambodia, China, Philippines, Thailand and Vietnam, as well as Indonesia Marine and Air Police Corps (IMAP) to exchange insights, share best practices and discuss challenges in combating piracy and armed robbery against ships in Asia.



Participants of the Cluster Meeting in Brunei

Ongoing Engagements with Key Stakeholders Jul-Sep 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 July-September 2026:

7 Jul 2026



Visit to PetroChina International (Singapore)

10 Jul 2026



Visit by Captain Naoki Mizoguchi (2nd from right), Commanding Officer, and Captain Masanori Hisaki, Executive Officer, of the Japan Coast Guard (JCG) Training Vessel ITSUKUSHIMA.

17 Jul 2026



Courtesy call on Professor Tommy Koh, Ambassador-At-Large at MFA Singapore and Chairman of the International Advisory Panel, NUS Centre for International Law

27 Jul 2026



Visit by delegation of the United Nations Institute for Training and Research (UNITAR) team

30 Jul 2026



Visit by delegation of the Korea Coast Guard headed by Senior Superintendent General Lim Myong-gil (centre)

31 Jul 2026



Visit by Greece Focal Point officer, Commander (Hellenic Coast Guard) Anastasios G. Asiminas (centre)

18 Aug 2026



Visit by Delegation from Tsinghua University

18 Aug 2026



Courtesy call on Malaysia High Commissioner, Her Excellency Datin Paduka Anizan Siti Hajjar binti Adnin

20 Aug 2026



Meeting with Rear Admiral Kamolsit Samachikchoopong (sixth from right), Director of Naval Strategic Studies Centre, Royal Thai Navy

24 Aug 2026



Meeting with Maldives High Commissioner, His Excellency Mohamed Luveiz

31 Aug 2026



Courtesy call on Indonesia Ambassador,
His Excellency Hotmangaradja Pandjaitan

3 Sep 2026



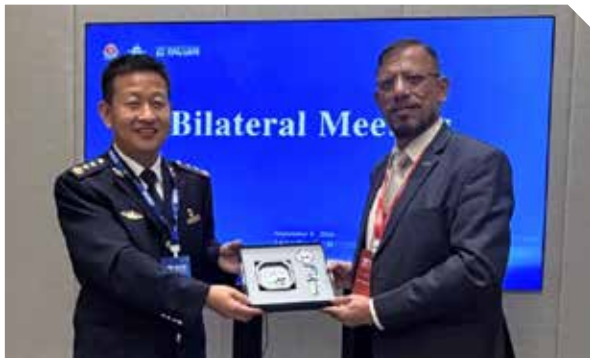
Engaged with Mr Haruhiko Kono, Executive Director
of the Malacca Strait Council on the sidelines of
MIMA ICSOM 2026

3 Sep 2026



Meeting with Mr Noel Choong (centre),
Head of the IMB Piracy Reporting Centre (PRC)

8 Sep 2026



Bilateral meeting with Mr Fan Yonghui, Deputy
Director General of the Maritime Safety Administration
(DDG MSA) Ministry of Transport, China on the
sidelines of 22nd HACGAM

8 Sep 2026



Bilateral meeting with Rear Admiral Tet Lwin Tun,
Commandant of Myanmar Coast Guard on the
sidelines of 22nd HACGAM

8 Sep 2026



Bilateral meeting with Vice Admiral (Maritime)
Mohd Zawawi bin Abdulah, Deputy Director General,
Malaysia Maritime Enforcement Agency (MMEA) on
the sidelines of 22nd HACGAM

8 Sep 2026



Bilateral meeting with Admiral Miyazawa Koichi, Commandant of Japan Coast Guard (JCG) on the sidelines of 22nd HACGAM

8 Sep 2026



Bilateral meeting with Rear Admiral Christopher M Meniado, Acting Commander of Coast Guard District National Capital Region-Central Luzon and Deputy Commander, Marine Environmental Protection Command, Philippine Coast Guard on the sidelines of 22nd HACGAM

8 Sep 2026



Bilateral meeting with with ACP Haji Hamri Aslan, Director of Operations, Royal Brunei Police Force (RBPF) on the sidelines of 22nd HACGAM

9 Sep 2026



Bilateral meeting with Major General Wang Kaiqiang, Deputy Director General, China Coast Guard (CCG) on the sidelines of 22nd HACGAM

23 Sep 2026



Visit to the Royal Brunei Police Force Headquarters and interacted with Assistant Commissioner of Police Haji Hamri Aslan, Acting Director of Operations, Royal Brunei Police Force and ReCAAP ISC Governor for Brunei

25 Sep 2026



Courtesy call on Her Excellency Mrs Waraphanee Damrongmanee, Thailand Ambassador to Singapore

F CONCLUSION

Although regional incidents dropped by close to 60% compared to the same period last year, maritime forces and shipmasters must remain highly vigilant. The vast majority of these occurrences involve low-level, opportunistic pilferage, with perpetrators quickly fleeing after targeting unsecured onboard assets, engine spares, or ship stores. Crucially, crews have remained unharmed during these encounters, yet sustained vigilance is essential to driving overall incident numbers down even further.

With SOMS remaining the key area of focus of piracy and armed robbery incidents, seafarers must maintain vigilance while the ship is transiting the strait. Additionally, it is also important to stay alert to the growing number of incidents occurred in the Philippine waters. Vigilance at sea is not limited to what happens onboard one's ship. It is equally important to maintain updated situation awareness, especially when travelling through areas of concern, so as to deter any potential boardings.

Where SOMS is concerned, the littoral States have stepped up on 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 incidents promptly. The arrest of perpetrators is an effective measure to deter would be culprits.

The ReCAAP ISC 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 leverage on 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 relevant stakeholders that the Asian sea lanes 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-SEPTEMBER 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
14	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), ReCAAP Focal Point (United Kingdom)]

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	TS Pusan Container ship Marshall Islands 17449 9854844	19/6/26 1000 hrs	14° 36.74' N, 120° 54.56' E MICT Anchorage, Philippines	While anchored, <u>four perpetrators armed with knives/bladed weapons</u> boarded the vessel by climbing a rope attached to the forecandle area. Upon boarding, the perpetrators proceeded to the bosun store and forcibly opened the door. After the incident was discovered, the crew immediately secured the area and activated the alarm. <u>Some ship property/stores were stolen.</u> The incident was reported to VTMS Manila and CGS Manila. Upon receiving the report, CGSS North Harbor and CGS Manila personnel, together with Investigation Detection Unit (IDU) personnel carried out investigation. [ReCAAP Focal Point (Philippines)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
36	<i>Jin Hwa 45</i> Tug boat Malaysia 142 9648958 <i>Jin Hwa 37</i> Barge	21/6/26 0300 hrs	1° 3.37' N, 104° 54.1' E Approximately 25.4 nm off Pulau Bintan (Indonesia) [South China Sea (SCS)]	While underway, the barge was boarded by three perpetrators. <u>Four lashing wires, eight turn buckles, one solar light and 10 shovels were stolen. The crew on the tugboat were not injured.</u> [Shipping company]
37	<i>SDM Shenyang</i> Bulk carrier Liberia 53042 9949261	22/6/26 1300 hrs	3° 55.1' N, 98° 47.3' E Belawan Anchorage, Indonesia	While anchored, the duty officer onboard noticed several small boats near the forward of the vessel and notified the bosun to check. After several minutes, on not receiving any response from the bosun, the duty officer raised the alarm. Crew mustered and proceeded to the forecastle where they saw the <u>bosun tied up. Seven perpetrators carrying knives were also seen escaping from the forecastle store.</u> On investigating, <u>ship properties were reported as stolen.</u> The incident was reported to Belawan VTS, Coast Guard and the local agent. [IMO]
38	<i>Maria D</i> 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, <u>five perpetrators armed with a knife and a gun-like object</u> were sighted in the engine room. Ship's general alarm was activated, deck lights switched on and all crew mustered. A search was conducted with no further sighting of the perpetrators onboard. <u>All crew were accounted for and were safe. Some engine spares were stolen.</u> The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch carried out to warn vessels to maintain a vigilant watch at all times in the SS. RSN and SPCG were notified of the incident. SPCG boarded the vessel and conducted a security search. No perpetrators were found on board. 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
39	<i>Hai Xu</i> General cargo ship Sao Tome & Principe NA 9138460	29/6/26 0145 hrs	22° 10.77' N, 91° 46.9' E Charlie Anchorage, Chittagong Port Area, Bangladesh	While underway, a group of perpetrators boarded the vessel and stole ship stores. As this was a vessel to be scrapped, there was no security staff or watchmen onboard. The ship's local agent informed Bangladesh Coast Guard (BCG) and Chittagong Port Authority. BCG sent a boarding party to the vessel and conducted an investigation onboard. BCG and River Police subsequently recovered and handed over the stolen items to concern authority and shipping agent. [ReCAAP Focal Point (Bangladesh)]
40	<i>Southern Hawk</i> Bulk carrier Singapore 43518 9858527	30/6/26 0430 hrs	2° 0.86' S, 122° 0.23' E Bahodapi Anchorage, Indonesia	While anchored, during routine safety rounds, the duty AB discovered that perpetrators boarded the vessel. The crew conducted a thorough search of the vessel. However, no perpetrators were found onboard. Subsequent onboard checks revealed that <u>several items were stolen from the bosun store, including a brass bell, electrical wires and cables, butterfly nuts, stools, a chain locker sounding cap, a sounding pipe, and a hydraulic oil refilling cap. All crew members were safe and accounted for.</u> The Master reported the incident through the local agent to the local Port Authority. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
41	PM Crown Tanker Singapore 43797 9324291	5/7/26 0500 hrs	1° 11.8' N, 103° 25.1' E Westbound approaches to Singapore (SOMS)	While the vessel was transiting the Malacca Strait prior to its arrival in Singapore, the third Engineer discovered that the spare store had been disturbed and immediately reported the incident to the Chief Engineer. A subsequent inventory check confirmed that <u>two turbocharger service kits, two main bearing metal assemblies, one crankpin bearing metal, and one piston ring set were missing. All crew members were accounted for and safe.</u> The incident was reported to the flag State. [ReCAAP Focal Point (Singapore)]
42	Columbia River Bulk carrier Hong Kong, China 31304 9331907	7/7/26 2239 hrs	6° 1' S, 106° 55.5' E Jakarta Anchorage Zone E, Indonesia	While anchored, two perpetrators wearing T-shirts and shorts boarded the ship from a small boat using a rope and hook via the poop deck port quarter. The alarm was raised and the perpetrators escaped with <u>stolen engine store spares. The crew members were not injured.</u> [ReCAAP Contact Point (Hong Kong, China)]
43	Hafnia Raven Tanker Singapore 29765 9706061	10/8/26 0345 hrs	22° 16.36' N, 91° 48.47' E Chittagong Port, Bangladesh	While berthed, the vessel's shore security watchman and duty crew detected three to four perpetrators near the port-side midship store. The alarm was immediately raised, alerting the crew and security personnel. Upon activation of the ship's alarm, the perpetrators escaped. A search was conducted and ship stores, including an emergency hydraulic hand pump, hydraulic blowers and spare PV valves, were stolen from the midship store. Investigation revealed the perpetrators gained access to the vessel from the seaside using hooks and ropes and subsequently forced entry into the locked midship store. The crew was not injured. The BCG subsequently boarded the vessel to conduct further investigation. [ReCAAP Focal Point (Singapore)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
44	YM Pioneer Bulk carrier Liberia 43424 9902548	23/8/26 0106 hrs	10° 17.02' N, 107° 2.34' E Approximately 4.8 nm southwest of Vung Tau Light house, Anchorage H13, Vietnam	While at anchor, at least one perpetrator boarded the ship through freeboard on port bow and went to the paint store at forecastle. A thorough search was conducted on board. <u>75 cans of paints and a set of cables for welding machines were stolen. The crew were not injured.</u> The incident was reported to the local agent and Vung Tau Border Defence Force. [ReCAAP Focal Point (Vietnam)]
45	Juno Pacific Bulk carrier Panama 19801 9424118	24/8/26 0525 hrs	1° 44.6' N, 101° 22.6' E Lubuk Gaung Port, Indonesia	While the vessel was loading palm kernel shells at berth, the watch helmsman discovered two perpetrators rummaging through the spare parts room in the engine room. The watch helmsman immediately made an emergency call to the ship. The perpetrators fled towards the wheelhouse and jumped overboard from the stern deck upon being noticed. They escaped via a small boat waiting nearby. The crew then conducted a search on board. <u>Some spare parts of the generator were stolen. The crew members were not injured.</u> The incident was reported to Polairud Marine Police. The Marine Police carried out information gathering on the ship. [ReCAAP Focal Point (Japan)]
46	Eng Hup Atlas Work vessel Singapore 299 1143330	2/9/26 0753 hrs	1° 27.55' N, 104° 34.47' E Approximately 14 nm off Pulau Bintan Island (Indonesia) (SCS)	While being towed by the tug boat Eng Hup Terra, the Master of the tug boat observed an unauthorized boat alongside the vessel. The Master immediately ceased towing operations and manoeuvred the tug boat back towards the vessel to investigate. The crew boarded the work vessel approximately 15 minutes later, by which the unauthorised boat had departed the area. Further inspection revealed that <u>several items were missing, including the emergency fire pump and a portable air compressor.</u> There were no crew onboard at the time of the incident. The incident was immediately reported to Singapore VTIS (flag State). [ReCAAP Focal Point (Singapore)]

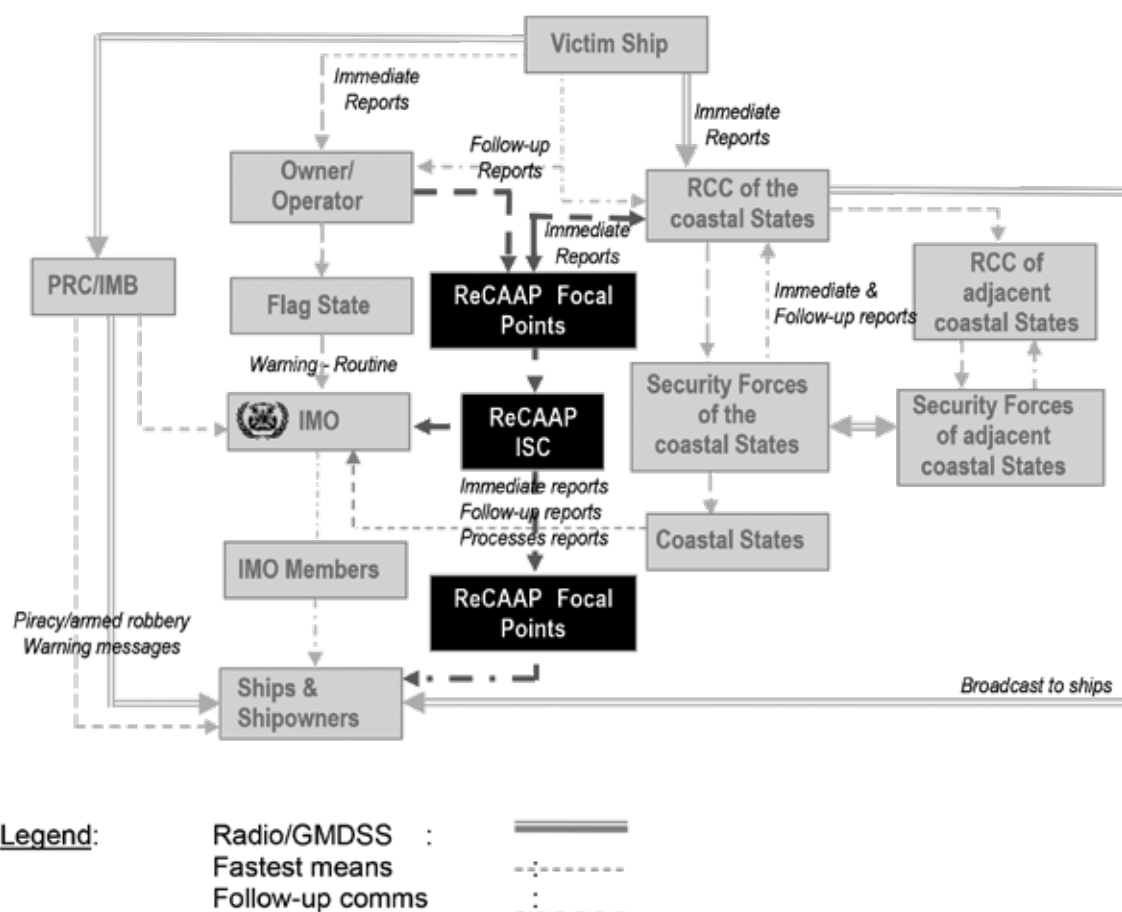
S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
47	Wan Hai 101 Container ship Taiwan, China 9834 9493298	8/9/26 0200 hrs	3° 47.83' N, 98° 42.89' E Pier B Belawan New Container Terminal (BNCT), Belawan, Indonesia	While at berth, three perpetrators approached the ship's hull from the sea using a motorboat and boarded the ship. The crew later discovered <u>eight reefer cables were stolen.</u> The Indonesian Navy Regional Command (Kodaeral) I Quick Response Team (QRT), together with the BNCT security team, investigated the incident. [BAKAMLA Indonesia Maritime Information Centre (IMIC)]
48	Berge Phan Xi Pang Bulk carrier Isle of Man 23232 9806299	8/9/26 0205 hrs	5° 58.6' S, 106° 55' E Jakarta Anchorage, Indonesia	While at anchor, duty crew on board noticed a small wooden boat alongside the ship and four perpetrators on the aft deck. The alarm was raised, resulting in the perpetrators escaping with <u>stolen engine spares.</u> The incident was reported to port control and the local agent. [IMO]
49	Sharq Liquefied gas tanker Singapore 114001 9981506	15/9/26 0332 hrs	13° 43.2' N, 121° 2.1' E Alfa Anchorage Area, Batangas City, Batangas, Philippines	While at anchor, the crew was preparing to heave up the anchor when crew members observed footprints leading from the forward hawse pipe. An immediate search of the vessel was conducted, during which <u>several items were found missing from the forecastle area, including fire hose couplings and scupper plugs.</u> A subsequent review of the vessel's CCTV footage confirmed that two perpetrators armed with knives had boarded the vessel. The crew members were not injured. [ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Philippines)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
50	<i>Mineral Kiku</i> Bulk carrier Belgium 93518 9701334	17/9/26 0318 hrs	1° 8.' N, 103° 31.17' E Approximately 10.7 nm off Pulau Iyu Kecil (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, <u>four perpetrators armed with knives and gun-like objects</u> were sighted in the engine room. Ship's general alarm was activated and all crew mustered. A search was conducted, with no further sighting of the perpetrators onboard. <u>All crew were accounted for and were safe. Some engine spares were stolen.</u> No further assistance was required. The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch carried out to warn vessels to maintain a vigilant watch at all times in the SS. RSN and SPCG were notified of the incident. Information was shared with the Indonesian authorities. Upon arrival at AEBB, 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

Country & Agency In-Charge	Point of Contact	
	Phone No	Fax Number
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India		
MRCC Mumbai C/o Headquarters 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 +91-94-2946-9297 (Mobile)	+91-22-2431-6558 +91-22-2438-8065 +91-22-2438-3592
Japan		
Japan Coast Guard (JCG) Ops Centre Email : jcg-op@mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
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Situation Room (Operation Centre) Ministry of Oceans and Fisheries Email: mof5896@korea.kr	+82-51-773-5895 to 7	+82-44-200-5238 +82-51-773-5886 to 7
Laos		
International Organisations Department UN Political and Security Affairs Division Ministry of Foreign Affairs Email: unpolsec.mfalaos@gmail.com unpolsec.mfalaos@gmail.com M.sisoulith@gmail.com	+856-21-414025	+856-21-414025
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Norway		
Norwegian Maritime Authority Email: beredskap@sdir.no	+47-5274-5000	+47-5274-5001
Philippines		
Philippines Coast Guard Command Center Email: pcgcommandcenter2022@gmail.com pcgcomcen@coastguard.gov.ph fusioncenter@nmc.gov.ph	+632-8-527-3877 (loc 6136/6137) +632-918-803-5327 / +632-917-842-8249 (mobile)	+632-8-527-3877
Coast Guard District South Western Mindanao (CGDSWM) Email: hcgdswm@yahoo.com	VHF: Channel 16 with call sign "NEPTUNE" +63-967-276-1478 +63-969-467-3621	
Singapore		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971
Sri Lanka		
Sri Lanka Navy Operations Room (MRCC-Colombo) Email: nhqdno@yahoo.com nhqdno@navy.lk	+94-11-244 5368 +94-11-221 2230/31	+94-11-244 1454 +94-11-244 9718
Thailand		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: RTN_MISC@navy.mi.th	+66-2475-4532	+66-2475-4577

Country & Agency In-Charge	Point of Contact	
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National Maritime Information Centre Operations Centre Email: jmsc-nmicops@mod.gov.uk jmsc-rnteam@mod.gov.uk	+44-2392-211941 +65-8741-7111	+44 2392-212024 Please indicate "FAO NMIC – A Leg" if send by fax
United States		
USCG Rescue Coordination Center Alameda (RCC Alameda) Email: rccalameda1@uscg.mil	+1-510-437-3701	+1-510-437-3017
Vietnam		
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Vietnam Maritime Search and Rescue Coordination Centre (Vietnam MRCC) Email: vnssascentre@hn.vnn.vn msic@vinamarine.gov.vn	+84-2437950482	+84 2437685779

Correct as on 30 Sept 2026

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The ReCAAP ISC draws upon information from a range of sources in the preparation of its reports, assessments and other analytical products. The ReCAAP ISC Information Network System (IFN) serves as the primary source of information, supplemented, where appropriate, by information obtained from other reliable sources.

These secondary sources may include the International Maritime Organization (IMO), Information Fusion Centre (IFC), relevant maritime and law enforcement authorities of Contracting Parties, including those of Malaysia and Indonesia, as well as commercial stakeholders such as shipping companies, ship owners, ship operators and ship agents. The ReCAAP ISC may also refer to other credible and publicly available sources to complement and validate information, as appropriate.

Information from these sources is used to enhance situational awareness and to support the identification and analysis of patterns, trends and emerging maritime security concerns. Where appropriate, such analysis may also inform the development of observations and recommendations aimed at strengthening regional cooperation and promoting the safety and security of shipping in Asia.

The ReCAAP ISC acknowledges the respective sources of information utilised in this report and its analytical products and, where applicable, attributes information to the relevant sources.



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

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