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ReCAAP ISC Weekly Report 19-25 July 2022

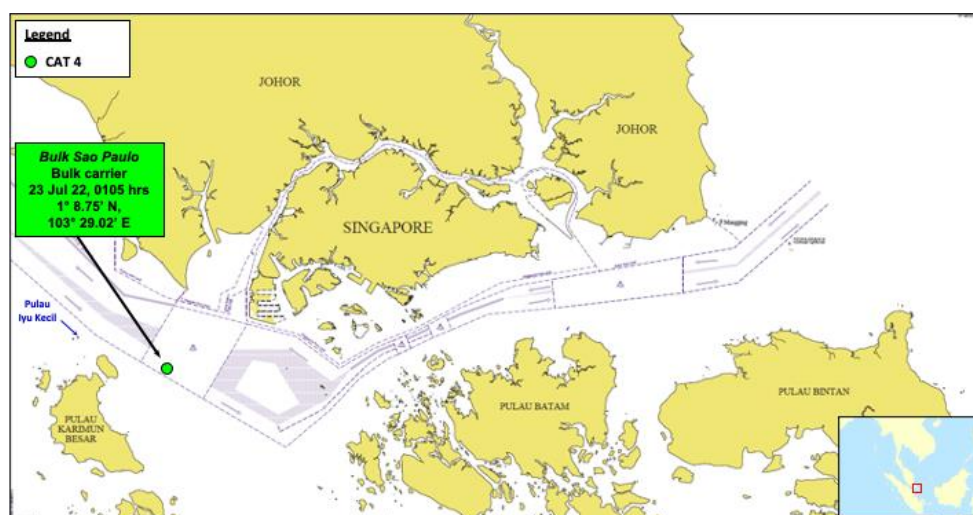
Piracy and Armed Robbery Against Ships in Asia

OVERVIEW

During the period 19-25 Jul 22, one CAT 4¹ incident of armed robbery against ships in Asia was reported to the ReCAAP ISC. The incident occurred to a bulk carrier while underway in the precautionary area of the Traffic Separation Scheme in the Singapore Strait (SS) on 23 Jul 22. The crew sighted six unauthorised personnel in the engine room. The ship's alarm was raised and all ship crew mustered. A search on board the ship was conducted, with no further sighting of the perpetrators. Some engine spare parts were found missing. All crew were accounted for and not harmed. The master reported the incident to Vessel Traffic Information System (VTIS) West and the company security officer.

With this incident, a total of 30 incidents (comprising 29 actual incidents and one attempted incident) were reported in the SS since January 2022.

The location of the incident is shown in the map below, and detailed description is tabulated in the attachment.



Location of incident


¹ CAT (Category) 4 incident is classified as “least significant” in nature. Under this category, the perpetrators were not armed, and the crew not harmed.

SITUATION OF ABDUCTION OF CREW IN THE SULU-CELEBES SEAS AND WATERS OFF EASTERN SABAH

There is no incident of abduction of crew reported since January 2020 till date, and no crew is currently being held in captivity by the Abu Sayyaf Group (ASG).

On 23 Apr 21, the Philippine Armed Forces conducted a military operation against members of the ASG during which one of the ASG leaders responsible for the abduction of crew in the area of Sulu and Tawi-Tawi had managed to escape. However, as the ASG Commanders responsible for the abduction of crew in the Sulu area are still at large and with the persisting presence of remnants of the group, the threat of abduction of crew from ships remains potentially high, particularly in the areas of Sulu and nearby waters off Tawi-Tawi.

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



The map shows the Sulu Sea to the north and the Celebes Sea to the south. Key locations marked include Lahad Datu, Bongao, and Zamboanga. Contact points are indicated by numbered circles: 1 (Philippine Coast Guard District Southwestern Mindanao), 2a (Philippine Coast Guard Station, Bongao), 2b (Philippine Navy - Littoral Monitoring Station (LMS), Bongao), and 3 (Eastern Sabah Security Command (ESSCOM)).

1	Philippine Coast Guard District Southwestern Mindanao Tel: +63 998 585 7972 +63 917 842 8446 VHF: Channel 16 with call-sign "NEPTUNE" Email: hcgdswm@yahoo.com
2a	Philippine Coast Guard Station, Bongao (Central Tawi-Tawi) Tel: +63 998 585 7941 +63 917 842 8402 VHF: Channel 16 Email: cgd_tawi2@yahoo.com
2b	Philippine Navy - Littoral Monitoring Station (LMS), Bongao, Tawi-Tawi Tel: +63 955 714 0153 VHF: Channel 16 Email: jointtaskgroup@gmail.com
3	Eastern Sabah Security Command (ESSCOM) Tel: +60 89863181/016 Fax: +60 89863182 VHF: Channel 16 with call-sign "ESSCOM" Email: bilikgerakan_esscom@jpm.gov.my

Contact details

In the event that the ship master or crew is unable to establish contact with the Operation Centres of the Philippines as listed in the ReCAAP ISC Advisory, they can contact the **Philippine Coast Guard Command Centre** at the following contact details:

Tel: +632-8-527-8481 (ext: 6136/37)
+632-998-585-5327 (mobile)
+632-917-842-8249 (mobile)
+632-8-527-3877 (fax)

Email: pcqcomcen@coastguard.gov.ph

The ReCAAP ISC advises the shipping industry and ships to enhance their situation awareness by referring to the *Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah* produced by ReCAAP ISC in July 2019. The Guidance is available at www.recaap.org.

RECOMMENDATION

The ReCAAP ISC urges ship master and crew to report all incidents of piracy and armed robbery against ships to the nearest coastal State and flag State, exercise vigilance and adopt relevant preventive measures taking reference from the *Regional Guide 2 to Counter Piracy and Armed Robbery Against Ships in Asia*.

**Description of Incidents of Piracy and Armed Robbery against Ships
19-25 July 2022**

1	Ship Name Type of Ship Flag Gross Tonnage IMO Number	2 Date Local Time of Incident (LT)	3 Position of the Incident	4 Details of the Incident	5 Consequences for crew, ship, cargo	6 Action taken by the master and crew	7 Was the incident reported to coastal authority? Which one?	8 Reporting State or International Organization	9 Coastal State Action Taken	10
INCIDENT IN ASIA										
ACTUAL INCIDENT										
1.	Bulk Sao Paulo Bulk carrier Liberia 107879 9849760	23/7/22 0105 hrs	1.0°; 8.75' N 103.0°; 29.02' E Approximately 8.3 nm from Pulau Iyu Kecil, (Indonesia), in the precautionary area of the Traffic Separation Scheme (TSS) in the Singapore Strait (Straits of Malacca and Singapore)	While underway, the duty crew sighted six unknown personnel in the engine room. Ship's alarm was raised and crew mustered. A search on board the ship was conducted by the crew. No perpetrators were sighted. Some engine spare parts were reported missing. The master reported the incident to Vessel Traffic Information System (VTIS) West and the company security officer. Safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were notified. Information of the incident was shared with Indonesian authorities. The master was informed that Singapore Police Coast Guard will conduct investigation on board when the ship arrives at Singapore. The ship is bound for Singapore AEBB anchorage pilot on 23 Jul 22. [Category 4]	All crew members were safe with no report of injuries. Some engine spare parts were reported missing.	Ship's alarm was raised and crew mustered. A search was conducted with no further sighting of the perpetrators. The master reported the incident to VTIS West and the company security officer.	Yes. The master reported the incident to VTIS West and the company security officer.	ReCAAP ISC via ReCAAP Focal Point (Singapore)	Safety navigational broadcast initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with Indonesian authorities.	