



Website : www.recaap.org
Tel : +65 6376 3063
Fax : +65 6376 3066
Email : info@recaap.org

ReCAAP ISC Weekly Report 21-27 June 2022

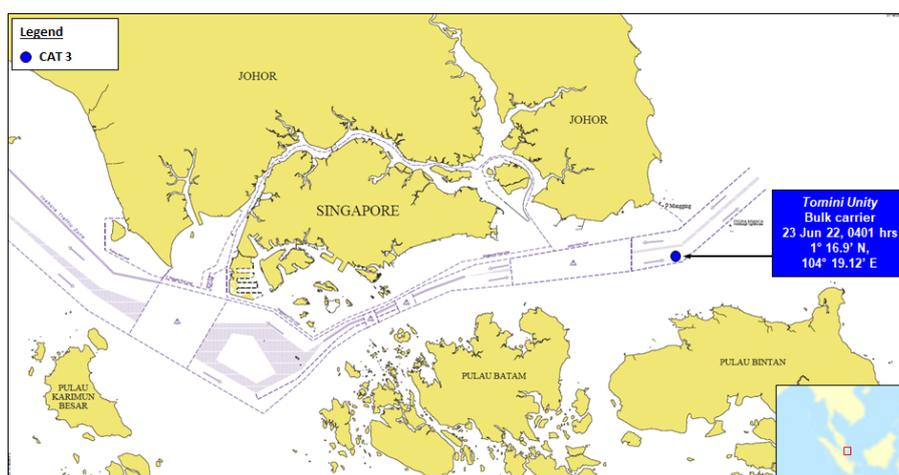
Piracy and Armed Robbery Against Ships in Asia

OVERVIEW

During the period 21-27 Jun 22, one CAT 3¹ incident of armed robbery against ships in Asia was reported to the ReCAAP ISC. The incident occurred on 23 Jun 22, on board a bulk carrier while underway at approximately 5.7 nm northwest of Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait.

In the incident, the ship's crew sighted an unauthorised person with a weapon-like object in the engine room. The ship alarm was raised and crew mustered. The master diverted ship back to Singapore and requested for a security search on board by the Singapore Police Coast Guard. The security search was conducted with no further sighting of the perpetrators. Nothing was stolen. All crew members were safe with no report of injuries. The location of the incident is shown in the map below, and detailed description is tabulated in the attachment.

With this incident, a total of 27 incidents were reported in the Singapore Strait since January 2022 so far.



Location of incident

¹ CAT (Category) 3 incident is '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 harmed physically. In most CAT 3 cases, nothing is stolen. In cases where losses are reported, stores and engine spares are commonly stolen items.

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 up to today, 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 below.



Contact details

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

Tel: +632-8-527-8481 (ext: 6136/37)
+632-998-585-5327 (mobile)
+632-917-842-8249 (mobile)
+632-8-527-3877 (fax)
Email: 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
21-27 June 2022**

	Ship Name Type of Ship Flag Gross Tonnage IMO Number	Date Local Time of Incident (LT)	Position of the Incident	Details of the Incident	Consequences for crew, ship, cargo	Action taken by the master and crew	Was the incident reported to coastal authority? Which one?	Reporting State or International Organization	Coastal State Action Taken
1	2	3	4	5	6	7	8	9	10
INCIDENT IN ASIA									
ACTUAL INCIDENT									
1.	Tomini Unity Bulk carrier Marshall Islands 36415 9718167	23/6/22 0401 hrs	1° 16.9' N, 104° 19.12' E Approximately 5.7 nm northwest of Tanjung Pergam, Bintan Island (Indonesia), in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait (SOMS)	While underway, an unauthorised person carrying a weapon-like object was sighted in the engine room. The alarm was raised and crew mustered. The master reported the incident to Singapore Vessel Traffic Information System (VTIS). A safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were notified, and the Indonesian and Malaysian authorities were informed. The master diverted the ship back to Singapore and requested for security search on board by Singapore Police Coast Guard. At about 1020 hrs, Singapore Police Coast Guard updated that there was no sighting of the perpetrator on board. Nothing was stolen and all crew members were safe with no report of injuries. The ship departed Singapore and bound for Zhousan, China. [Category 3]	All crew members were safe with no report of injuries. Nothing was stolen.	The alarm was raised and crew mustered. The master diverted the ship back to Singapore and requested for security search on board by Singapore Police Coast Guard.	Yes The master reported the incident to Singapore VTIS.	ReCAAP ISC via ReCAAP Focal Point (Singapore)	A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified, and the Indonesian and Malaysian authorities were informed. At about 1020 hrs, Singapore Police Coast Guard updated that there was no sighting of the perpetrator on board.