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ReCAAP ISC Weekly Report 24-30 May 2022

Piracy and Armed Robbery against Ships in Asia

OVERVIEW

During 24-30 May 22, two incidents of armed robbery against ships in Asia were reported to the ReCAAP ISC (comprising one CAT 3¹ incident and one CAT 4² incident). The incidents occurred to a tanker and a bulk carrier while underway in the Singapore Strait (SS) on 27 and 28 May (within an interval of five hours) and at close proximity to each other. The details of the incidents are as follows:

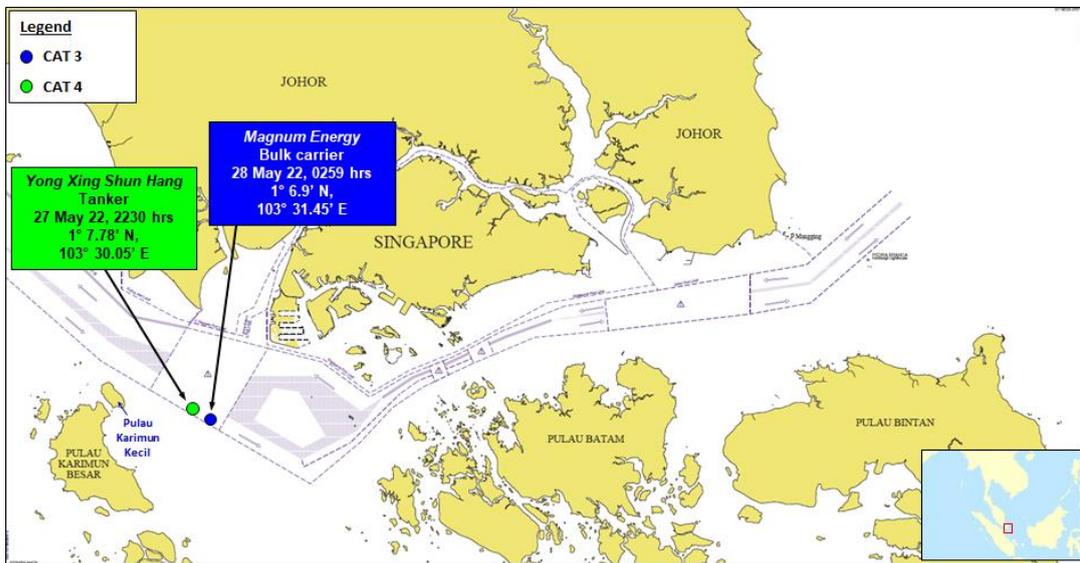
(1) On 27 May at about 2230 hrs, the 4th engineer sighted three unauthorised persons in the steering gear room of the ship. The alarm was raised and a search on board the ship was conducted. The master reported the incident to Singapore Vessel Traffic Information System (VTIS) West. There was no further sighting of the perpetrators. Nothing was stolen and the crew was not injured.

(2) On 28 May at about 0259 hrs, three unauthorised persons armed with knives were sighted at the aft station of the ship. The alarm was raised and a search on board the ship was conducted. The master reported the incident to VTIS West. There was no further sighting of the perpetrators. Some engine spare parts were stolen. The crew was not injured.

With these two incidents, a total of 25 incidents were reported in the SS since January 2022. The locations of the two incidents are shown in map (next page) and detailed description of the incidents tabulated in the attachment.

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.

² CAT (Category) 4 incident is classified as "least significant" in nature. Under this category, the perpetrators are not armed, and the crew not harmed. In CAT 4 cases, either nothing is stolen or small items are stolen.



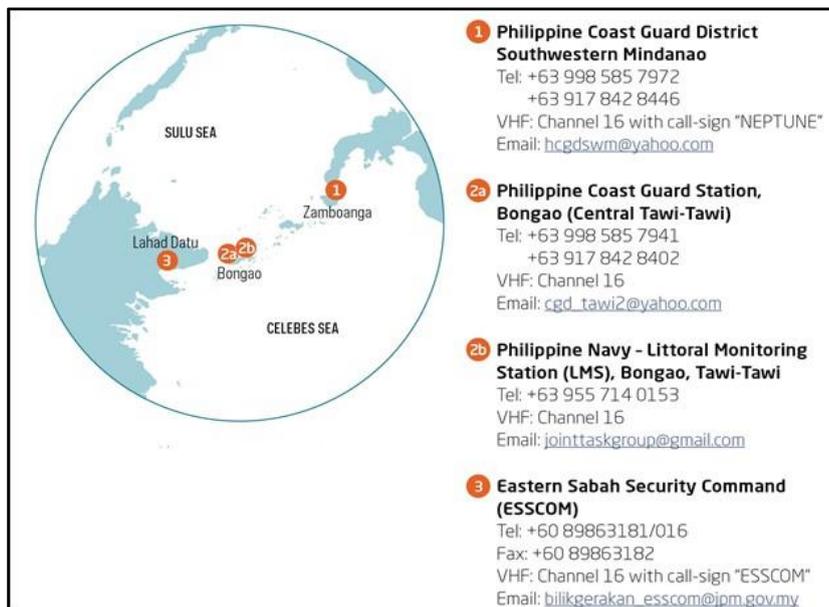
Location of incidents

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 the last incident in January 2020 up to today, and no crew is currently being held in captivity by the Abu Sayyaf Group (ASG).

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

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 that the ship master is not able 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: pcgcomcen@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
24-30 May 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	
INCIDENTS IN ASIA									
ACTUAL INCIDENTS									
1.	Yong Xing Shun Hang Tanker Panama 39307 9266750	27/5/22 2230 hrs	1° 7.78' N 103° 30.05' E Approximately 5.4 nm east of Pulau Karimun Kecil (Indonesia), in the precautionary area of TSS in the SS. (SOMS)	While underway, the 4 th engineer sighted three unauthorised persons in the steering gear room. Upon sighting of the three men, the alarm was raised and a search on board the ship was conducted. The master reported the incident to VTIS West. At 2358 hrs, the master updated that they had completed the search with no further sighting of the perpetrators. Nothing was stolen and the crew was not injured. No further assistance was required. A safety navigational broadcast was initiated. The Republic of Singapore Navy (RSN)'s Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were notified. Information of the incident was shared with Malaysian and Indonesian authorities. The Singapore Police Coast Guard officers boarded the ship for investigation upon her arrival in Singapore.	The crew was not injured. Nothing was stolen	The ship's alarm was raised and all crew members were accounted for. A search on board was conducted. The master reported the incident to VTIS West.	Yes The master reported the incident to VTIS West.	ReCAAP ISC via ReCAAP Focal Point (Singapore)	A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with Malaysian and Indonesian authorities. The Singapore Police Coast Guard officers boarded the ship for investigation upon her arrival in Singapore.
				[Category 4]					

	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	
2.	Magnum Energy Bulk carrier Marshal Islands 31261 9488982	28/5/22 0259 hrs	1° 6.9' N 103° 31.45' E Approximately 6.9 nm east- southeast of Pulau Karimun Kecil (Indonesia), in the precautionary area of TSS in the SS. (SOMS)	While underway, three unauthorised persons armed with knives were sighted at the aft station. Upon sighting of the three men, the alarm was raised and a search on board the ship was conducted. The master reported the incident to VTIS West. At 0412 hrs, the master updated that they had completed the search with no further sighting of the perpetrators. Some engine spare parts were stolen and the crew was not injured. No further assistance was required. A safety navigational broadcast was initiated. The Republic of Singapore Navy (RSN)'s Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were notified. Information of the incident was shared with Malaysian and Indonesian authorities. The Singapore Police Coast Guard officers boarded the ship for investigation upon her arrival in Singapore. [Category 3]	The crew was not injured. The master reported that some engine spare parts were stolen.	The ship's alarm was raised and all crew members were accounted for. A search on board was conducted. The master reported the incident to VTIS West.	Yes The master reported the incident to Singapore VTIS West.	ReCAAP ISC via ReCAAP Focal Point (Singapore)	A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with Indonesian authorities. The Singapore Police Coast Guard officers boarded the ship for investigation upon her arrival in Singapore.