



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

ReCAAP ISC Weekly Report

5-11 July 2022

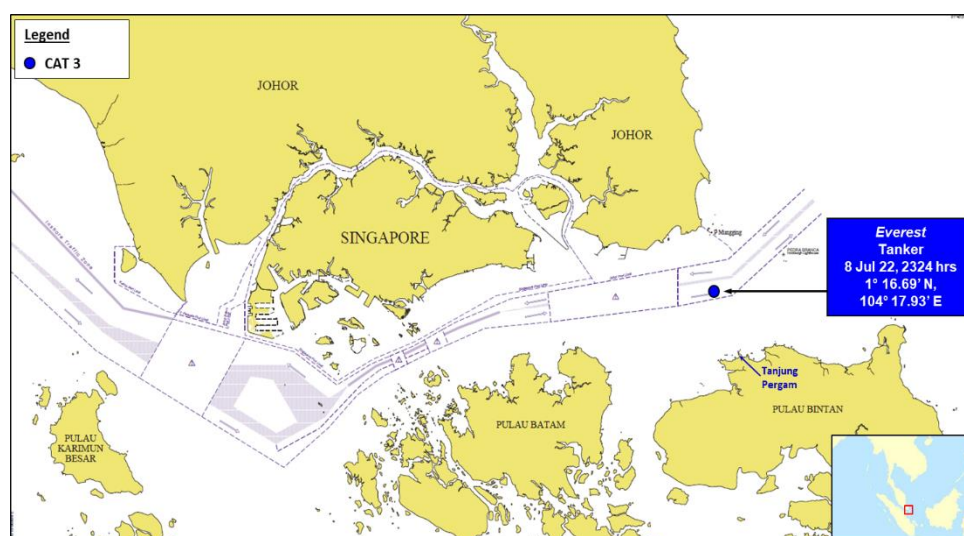
Piracy and Armed Robbery Against Ships in Asia

OVERVIEW

During the period 5 - 11 Jul 22, one CAT 3¹ incident of armed robbery against ships in Asia was reported to the ReCAAP ISC. The incident occurred to a ship while underway in the eastbound lane of the Traffic Separation Scheme (TSS), north of Tanjung Pergam, (Indonesia) in the Singapore Strait (SS) on 8 Jul 22. In the incident, five unauthorised personnel armed with machetes were sighted in the steering gear room. The master raised the alarm, mustered the crew and conducted a search on board the ship. There was no further sighting of the perpetrators. The master reported the incident to Singapore's Vessel Traffic Information System (VTIS). **The crew members were safe, and nothing was stolen.**

With this incident, a total of 29 incidents (comprising 28 actual 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.



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.

Location of incident

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 below.



Contact details

In the event, 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
5 -11 July 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.	Everest Tanker Panama 53074 9180126	8/7/22 2324 hrs	1.0°; 16.69' N 104.0°; 17.93' E Approximately 6.3 nm north of Tanjung Pergam, (Indonesia), in the eastbound lane of the Traffic Separation Scheme (TSS). (SOMS)	While at underway, the 4 th Engineer on board spotted five unauthorised personnel armed with machetes in the steering gear room. The master raised the alarm, mustered the crew and conducted a search on board the ship. Initially, assistance was required, and the ship diverted from their eastbound course to Singapore. The ship's crew conducted three more searches, but there were no further sightings of the perpetrators. The master reported the incident to Singapore Vessel Traffic Information System (VTIS). 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 the Malaysian and Indonesian authorities. [Category 3]	All crew members were safe with no report of injuries. Nothing was stolen.	A search was conducted by the crew with no further sighting of the perpetrators. The master reported the incident to Singapore VTIS, Company Security Officer (CSO) and the shipping company. The ship resumed her journey to Longkou, China.	Yes The master reported the incident to Singapore VTIS, CSO, and the shipping company.	ReCAAP ISC via ReCAAP Focal Point (Singapore)	Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Malaysian and Indonesian authorities.