



**1ST**

**JANUARY – MARCH 2023**

# **QUARTER REPORT**

**PIRACY AND ARMED ROBBERY  
AGAINST SHIPS IN ASIA**



***ENHANCING REGIONAL COOPERATION ...***



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## Executive Summary

A total of 25 incidents of armed robbery against ships were reported in Asia during January-March 2023. This accounts for a **9% increase** in the total number of incidents during the same period in 2022. A total of 23 incidents were reported during January-March 2022. All the incidents reported during January-March 2023 were armed robbery against ships. No piracy incident was reported.

The **increase** of incidents during January-March 2023 occurred in Indonesia, the Philippines and Straits of Malacca and Singapore (SOMS). Three incidents were reported in Indonesia during January-March 2023 compared to two incidents during the same period in 2022. Two incidents were reported in the Philippines during January-March 2023 compared to no incident during the same period in 2022. A total of 19 incidents were reported in SOMS during January-March 2023 compared to 18 incidents during the same period in 2022. The continued occurrence of incidents in the Singapore Strait (SS) is of concern.

However, there was a **decrease** of incidents in Bangladesh and India. No incident was reported in Bangladesh during January-March 2023 compared to one incident during the same period in 2022. One incident was reported in India during January-March 2023 compared to two incidents during January-March 2022.

There was no report of abduction of crew for ransom by the Abu Sayyaf Group (ASG) in the Sulu-Celebes Seas and waters off Eastern Sabah during January-March 2023. The last incident of abduction of crew occurred on 17 Jan 20. No crew is currently held in captivity by the ASG. Due to the presence of the remnants of the ASG in the area, the **threat** of abduction of crew for ransom in Sulu and Tawi-Tawi remains. Considering the reduction of the threat, the Philippine Coast Guard recommended the downgrading of the threat from 'potentially high' to 'moderate' which implies that '**incidents are possible to occur but are relatively less severe in nature**'. The ReCAAP ISC advises ships transiting the area to follow the advisory issued by the ReCAAP ISC updated on 15 Sep 22, and the '*Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah*'.

# 01

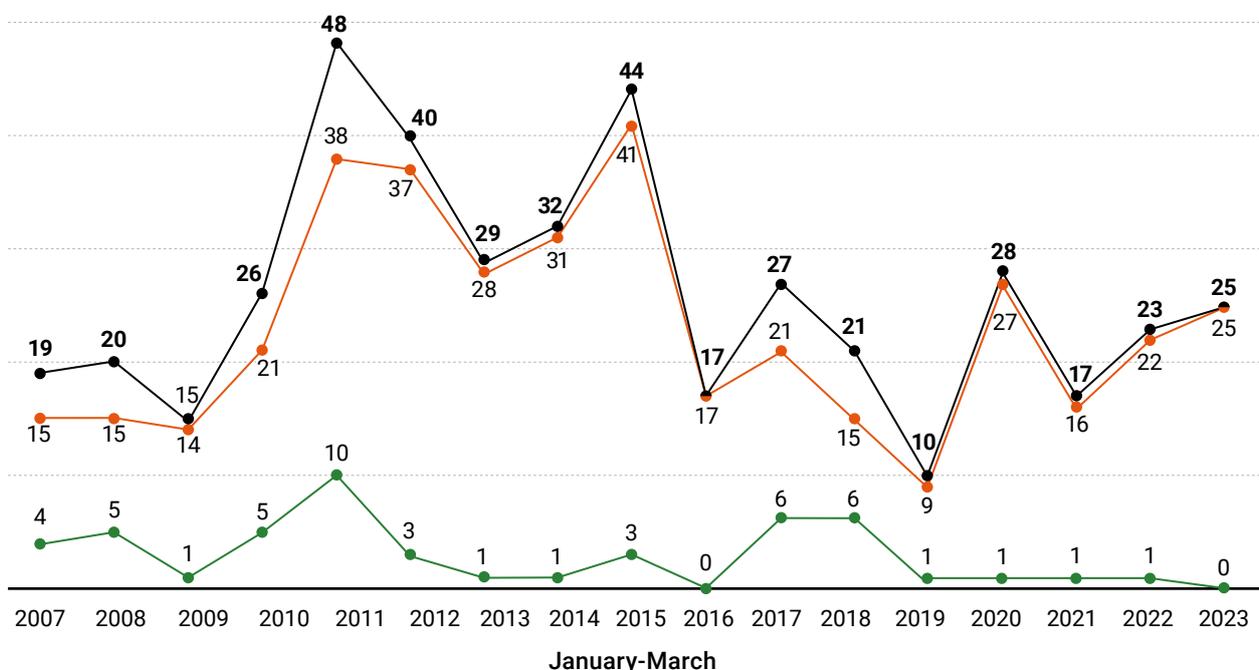
**Incidents of Piracy and Armed Robbery  
Against Ships in Asia - 1<sup>st</sup> Quarter of 2023  
(January-March 2023)**

# Incidents of Piracy and Armed Robbery Against Ships in Asia - 1<sup>st</sup> Quarter of 2023 (January-March 2023)

## Number of Incidents

A total of **25 incidents** of armed robbery against ships<sup>1</sup> were reported in Asia during January-March 2023. No piracy<sup>2</sup> incident was reported during this period. All were actual<sup>3</sup> incidents. There was a **9% increase** in number of incidents reported during January-March 2023 compared to the same period in 2022. A total of 23 incidents (comprising 22 actual incidents and one attempted<sup>4</sup> incident) were reported during January-March 2022. Refer to the Appendix on 'Description of incidents' for details of the incidents.

Graph 1 shows number of incidents reported for periods January-March of 2007-2023.



Graph 1 - Number of incidents (January-March of 2007-2023)

● Total ● Actual ● Attempted

1 Definition of armed robbery against ships is 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 detailed definition.

2 Definition of piracy is in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS). Refer to Appendix for detailed definition.

3 Actual incidents are incidents where pirates/robbers boarded the ship; and regardless of whether they stole any items from the crew or took away any items found on board the ship.

4 Attempted incidents are incidents where pirates/robbers tried but failed to board the ship.

## Incidents of January-March 2023 compared with January-March 2022

The total number of incidents reported during January-March 2023 has increased compared to January-March 2022.

The **increase** of incidents occurred in the following locations:

- In Indonesia, three incidents were reported during January-March 2023 compared to two incidents during January-March 2022.
- In the Philippines, two incidents were reported during January-March 2023 compared to no incident during January-March 2022.
- In the Straits of Malacca and Singapore, 19 incidents were reported during January-March 2023 compared to 18 incidents during January-March 2022.

However, the ReCAAP ISC commends the efforts of coastal States concerned to have produced positive results in bringing down the number of incidents. The **decrease** of incidents during January-March 2023 compared to January-March 2022 occurred in the following locations:

- In Bangladesh, no incident was reported during January-March 2023 compared to one incident during January-March 2022.
- In India, one incident was reported during January-March 2023 compared to two incidents during January-March 2022.

The number of incidents remains the same in the Singapore Strait during January-March 2023 and January-March 2022 (18 incidents occurred during each of these periods).

## Areas of Concern

There were two areas of concern arising from the incidents of piracy and armed robbery against ships reported during January-March 2023:

### 1. Increase of incidents in the Straits of Malacca and Singapore (SOMS)

A total of 19 incidents were reported in the SOMS during January-March 2023 compared with 18 incidents during the same period in 2022. Of the 19 incidents, one incident occurred in the Malacca Strait (MS) and 18 incidents in the Singapore Strait (SS). During January-March 2022, all 18 incidents occurred in the SS, and no incident was reported in the MS. More details of the situation in the SOMS can be found in Part Two of this report.

### 2. Threat of abduction of crew for ransom in the Sulu-Celebes Seas

No incident of abduction of crew by the Abu Sayyaf Group (ASG) was reported in the Sulu-Celebes Seas during January-March 2023. However, due to the presence of the remnants of the ASG in the Sulu and Tawi Tawi area, the threat of abduction of crew for ransom remains. More details of the threat of abduction of crew in the Sulu-Celebes Seas can be found in Part Three of this report.

## Piracy Vs Armed robbery against ships

All 25 incidents reported during January-March 2023 were armed robbery/petty theft. No piracy incident was reported. Piracy takes place on the high seas while armed robbery/petty theft takes place in internal waters, archipelagic waters and territorial seas which are under the jurisdiction of the coastal States.

The majority of the incidents reported in Asia are armed robbery/petty theft. Over the 17-year period of January-March of 2007-2023, the number of piracy incidents fluctuated each year, with an average of 7% for piracy incidents and 93% for armed robbery against ships. Notably, no piracy incident had been reported for the last five-year reporting period (January-March of 2019-2023).

Chart 1 shows number of incidents of piracy vs armed robbery against ships for periods January-March of 2007-2023.

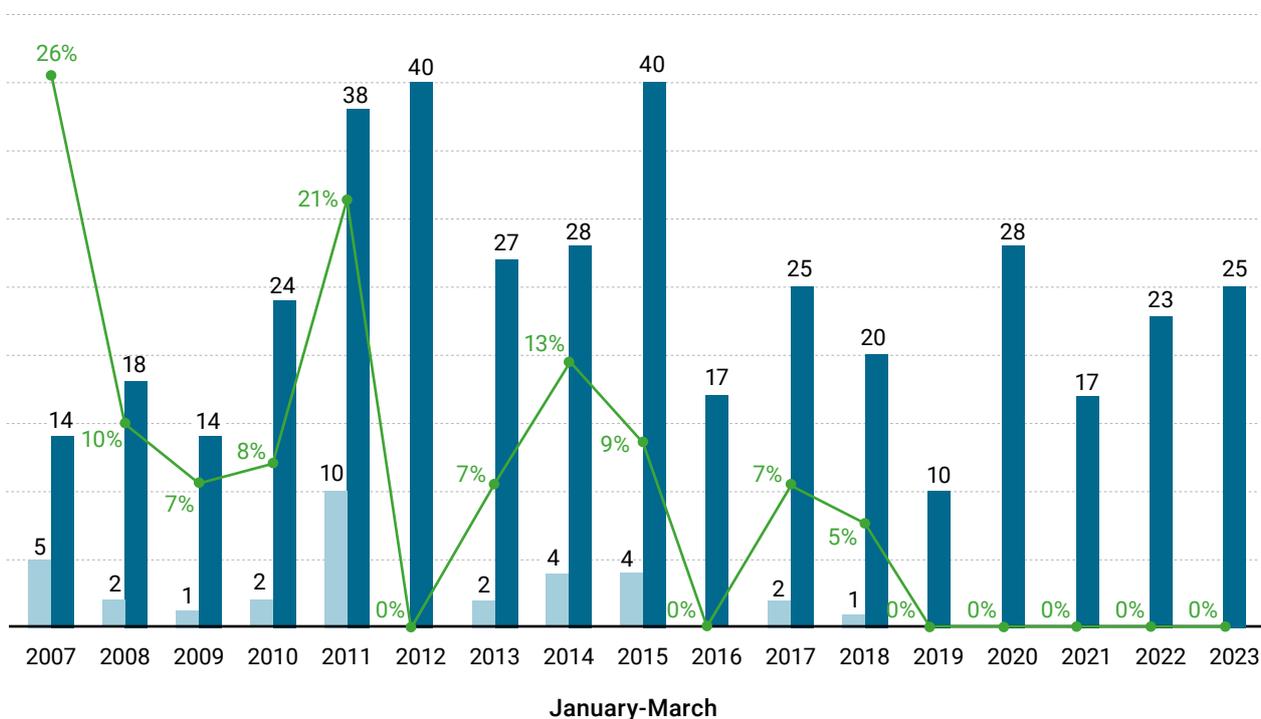


Chart 1 - Piracy Vs Armed Robbery Against Ships (January-March of 2007-2023)

● Piracy ● Armed Robbery ● % of Piracy

## Significance level of incidents

To provide a qualitative perspective of the incidents, the ReCAAP ISC classifies each actual incident into one of the four categories to determine its significance level (CAT 1<sup>5</sup> being most severe incident, CAT 2<sup>6</sup> moderately severe, CAT 3<sup>7</sup> less severe and CAT 4<sup>8</sup> least severe). Refer to the Appendix on pages 36-37 of this report on the 'Methodology in classifying incidents' for the description of each category.

The 25 actual incidents reported during January-March 2023 were: one CAT 2, seven CAT 3 and 17 CAT 4 incidents. Similar to the same period in 2022, no CAT 1 incident was reported during January-March 2023. Chart 2 shows the significance level of incidents reported during January-March of 2007-2023.

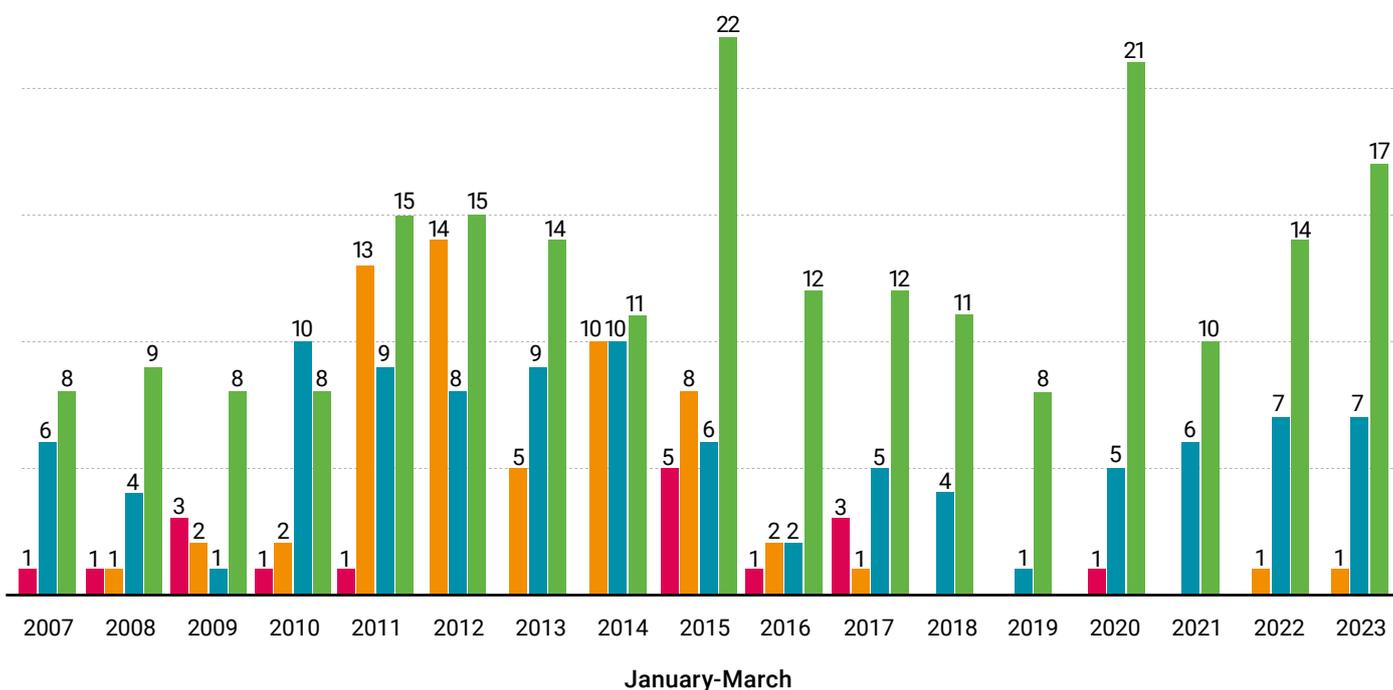


Chart 2 – Significance level of incidents (January-March of 2007-2023)

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4

**CAT 2** The CAT 2 incident occurred on board a bulk carrier while underway off Pulau Cula (Indonesia), in the eastbound lane of the Traffic Separation Scheme (TSS) in the SS. Nine perpetrators armed with long knives were sighted in the engine room of the ship. The duty oiler was tied but later escaped and raised the alarm. The perpetrators escaped after the alarm was raised. A search on board the ship was conducted, and some auxiliary engine parts were reported stolen.

- 5 **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 subjected to physical violence. This include cases of the crew being abandoned or kidnapped or killed. The CAT 1 cases include the ship being hijacked for resale purposes, or took over control by the perpetrators to carry out siphoning of the cargo oil carried on board.
- 6 **CAT 2** incident is 'moderately significant' in nature. Under this category, the perpetrators are likely to be armed with knives/machetes and in some incidents armed with guns. The crew is threatened or held hostage temporarily and, in some cases, the crew suffered injury and physical violence.
- 7 **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 harmed physically. In most CAT 3 cases, nothing is stolen. In cases where losses are reported, stores and engine spares are commonly stolen items.
- 8 **CAT 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.

**CAT 3** All seven CAT 3 incidents were reported in the SS. In these incidents, the perpetrators carried weapons such as knives, spanners and adjustable wrenches. While perpetrators did not confront or harm the crew with their weapons in majority of the incidents, there was one incident where perpetrators threw knives and spanners at the crew. This resulted in injuries to a motorman and 3<sup>rd</sup> engineer.

Four of the seven incidents reported nothing was stolen, two incidents reported losses of scrap items and engine spares; and there was no information on the losses in one incident.

**CAT 4** As with past trend observed in Asia, the majority of the incidents reported during January-March 2023 were CAT 4 incidents. This accounts for 68% of the number of incidents (17 of 25). In CAT 4 incidents, perpetrators are not armed and the crew not injured.

## Status of ships

Of the 25 incidents reported during January-March 2023, six incidents (24%) occurred to ships while at anchor/berth and 19 incidents (76%) occurred to ships while underway.

Chart 3 shows the location of the incidents occurred to ships at anchor/berth. All incidents reported in India, Indonesia and the Philippines occurred on board ships while they were anchored/berthed.

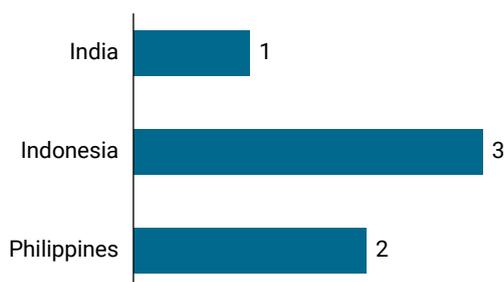


Chart 3 - Incidents on board ships at anchor/berth (January-March 2023)

Chart 4 shows the location of the incidents occurred to ships while underway. All incidents in SOMS occurred on board ships while underway. During January-March 2023, of the 19 incidents, 18 incidents occurred in the SS and one incident in the MS.



Chart 4 - Incidents on board ships while underway (January-March 2023)

## Location of Incidents

Table 1 shows number and location of incidents reported in Asia for past 10 years (January-March of 2014-2023).

Act = Actual, Att = Attempted

	January-March																			
	2014		2015		2016		2017		2018		2019		2020		2021		2022		2023	
	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att
<b>North Asia</b>																				
China					1		1					3								
<b>Sub-total</b>					<b>1</b>		<b>1</b>					<b>3</b>								
<b>South Asia</b>																				
Bangladesh	3		2				5		3				2				1			
Bay of Bengal	2																			
India	2		2		10		1		1	1			6		1		2		1	
<b>Sub-total</b>	<b>7</b>		<b>4</b>		<b>10</b>		<b>6</b>		<b>4</b>	<b>1</b>			<b>8</b>		<b>1</b>		<b>3</b>		<b>1</b>	
<b>Southeast Asia</b>																				
Indian Ocean		1																		
Indonesia	14		5		3		6	2	7	2	2	1	5	1	5		2		3	
Malaysia			1				1													
Philippines				1			4		1		2		4		1	1				2
South China Sea	1		3	1					1											
SOMS	9		20	1				1		2	2		9		7		17	1	19	
Sulu-Celebes Seas					1		3	3		1			1							
Thailand			1																	
Vietnam			7		2				2						2					
<b>Sub-total</b>	<b>24</b>	<b>1</b>	<b>37</b>	<b>3</b>	<b>6</b>		<b>14</b>	<b>6</b>	<b>11</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>19</b>	<b>1</b>	<b>15</b>	<b>1</b>	<b>19</b>	<b>1</b>	<b>24</b>	
<b>Overall total</b>	<b>31</b>	<b>1</b>	<b>41</b>	<b>3</b>	<b>17</b>		<b>21</b>	<b>6</b>	<b>15</b>	<b>6</b>	<b>9</b>	<b>1</b>	<b>27</b>	<b>1</b>	<b>16</b>	<b>1</b>	<b>22</b>	<b>1</b>	<b>25</b>	

Table 1 - Location of incidents (January-March of 2014-2023)

## Location of Incidents

The location of incidents reported during January-March 2023 are shown in Map 1.



Map 1- Location of incidents (January-March 2023)

● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted

# 02

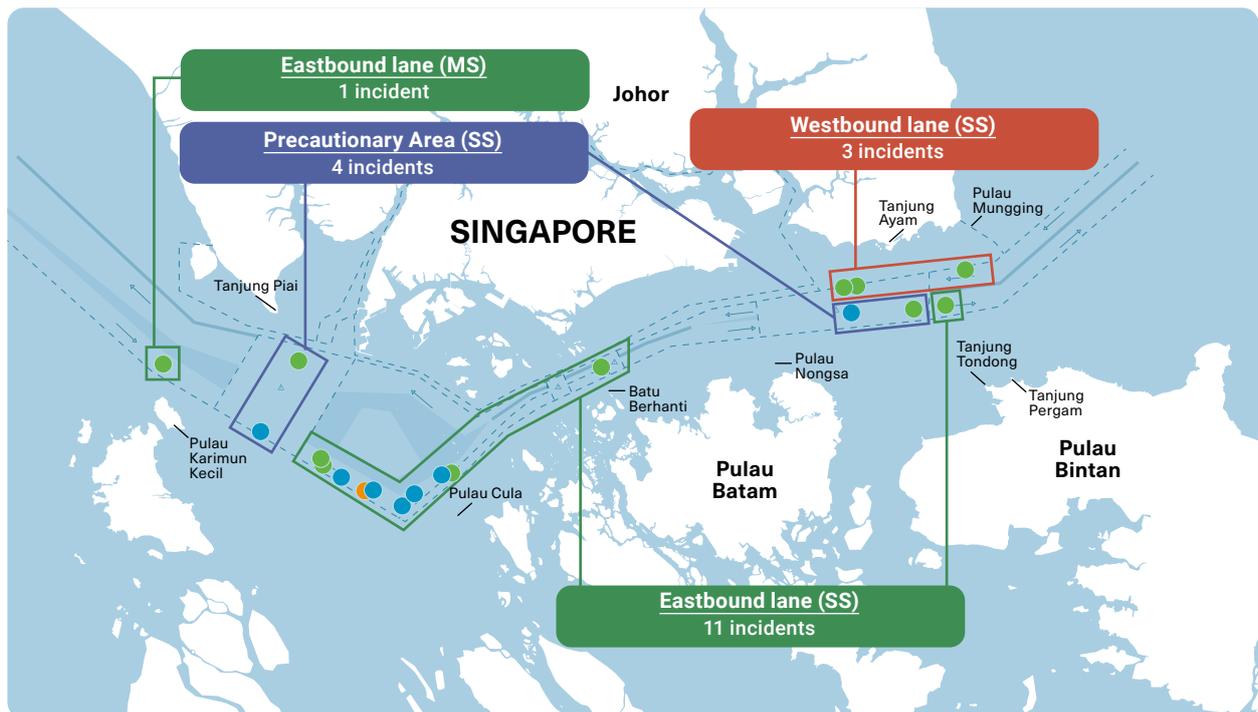
## Situation of Armed Robbery Against Ships in Straits of Malacca and Singapore

# Situation of Armed Robbery Against Ships in Straits of Malacca and Singapore

## Situation update

### January-March 2023

A total of 19 incidents were reported in SOMS during January-March 2023. Of these, 18 incidents occurred in the SS and one incident in the MS. Map 2 shows the location of the 19 incidents.



Map 2 - Location of incidents in SOMS (January-March 2023)

● CAT 2 ● CAT 3 ● CAT 4

Of the 18 incidents in SS, 11 incidents occurred in the eastbound lane of the Traffic Separation Scheme (TSS), four incidents in the precautionary area and three incidents in the westbound lane.

The ReCAAP ISC is concerned with the continued occurrence of incidents in the SS, in particular, the cluster of incidents off Pulau Cula (Indonesia) [nine incidents], and the involvement of armed perpetrators reported in six of the nine incidents in this cluster.

In 2022, the Centre had issued five Incident Alerts (IAs)<sup>9</sup> to warn the maritime community of the increased occurrence of incidents in the SS. As incidents continued to occur in the SS in the first three months of 2023, the ReCAAP ISC issued an IA on 31 Mar 23 to the maritime community, advising ships to intensify vigilance and maintain sharp look-out while transiting the SS and report all incidents immediately to the nearest coastal State. All IAs can be found at [www.recaap.org/alerts](http://www.recaap.org/alerts).

9 The five Incident Alerts in 2022 were issued on 21 Feb, 2 Mar, 1 Aug, 21 Nov and 28 Nov.

## Modus Operandi

The modus operandi of the 18 incidents that occurred to ships while underway in the SS during January-March 2023 are summarised in table below:

Factors of incident	Eastbound lane of TSS (11 incidents)		Precautionary area of TSS (4 incidents)		Westbound lane of TSS
	Eastern Part (2 incidents)	Western Part (9 incidents)	Eastern Part (2 incidents)	Western Part (2 incidents)	Eastern Part (3 incidents)
<b>Type of ship</b>	Tanker (1) Tug boat & barge (1)	<b>Bulk carrier (8)</b> Tanker (1)	<b>Bulk carrier (2)</b>	Bulk carrier (1) Tug boat towing barge (1)	<b>Tug boat towing barge (3)</b>
<b>Number of perpetrators</b>	4 men (2)	9 men (1) 5 men (1) <b>4 men (3)</b> 3 men (2) 2 men (1) Unknown (1)	6 men (1) 5 men (1)	10 men (1) 6 men (1)	10 men (1) 4 men (1) 3 men (1)
<b>Weapons carried by perpetrators</b>	<b>Not stated (2)</b>	<b>Knives (5)</b> Adjustable wrench (1) Not armed (1) Not stated (2)	Knives (1) Not stated (1)	Knives & spanners (1) Not armed (1)	<b>Not stated (3)</b>
<b>Treatment of crew</b>	<b>No injuries (2)</b>	Crew member tied (1) <b>No injuries (8)</b>	<b>No injuries (2)</b>	Threw knives & spanners at crew that injured two crew members (1) No injuries (1)	<b>No injuries (3)</b>
<b>Items stolen</b>	Spare parts of fuel pumps (1) Scrap metal on board barge (1)	Aux. engine spare parts (2) Spares (1) <b>Nothing stolen (5)</b> Not stated (1)	<b>Nothing stolen (2)</b>	Scrap items (1) Scrap metal on board barge (1)	<b>Scrap metal on board barge (3)</b>
<b>Time of incident</b>	Hours of darkness (1) Daylight hours (1)	<b>Hours of darkness (9)</b>	<b>Hours of darkness (2)</b>	<b>Hours of darkness (2)</b>	Hours of darkness (1) <b>Daylight hours (2)</b>

The observations are as follows:

1. Majority of the 18 incidents occurred to bigger ships, namely bulk carriers and tankers (13 incidents). The other five incidents occurred on board tug boats towing barges and mostly during daylight hours.

2. Ten of the 18 incidents reported groups of 4-6 perpetrators while another four incidents involved groups of 1-3 perpetrators. There was one incident that involved 9 perpetrators, two incidents involved 10 perpetrators, and one incident had no information on the number of perpetrators involved.
3. 56% of the incidents had no information if the perpetrators carried weapons (8 incidents) or the perpetrators were not armed (2 incidents). Of the remaining eight incidents, the perpetrators carried knives and other weapons such as adjustable wrench and spanners.
4. Of the 18 incidents, the perpetrators did not harm the crew in majority of the incidents (16 incidents). There were two incidents where the perpetrators were violent to the crew. In one incident, the perpetrators tied the duty oiler who managed to escape. In the other incident, the perpetrators threw knives and spanners at the crew, which resulted in injuries to the motorman (hand) and 3<sup>rd</sup> engineer (head).
5. The perpetrators were sighted in or in the vicinity of the engine room in eight incidents, and engine spares were stolen in three incidents.
6. Of the 18 incidents, 15 incidents occurred during hours of darkness. The other three incidents that occurred during daylight hours were reported on board tug boats towing barges.

## Q Case study – lessons learned

While underway, the master reported to Singapore Vessel Traffic Information System (VTIS) that four perpetrators were sighted in the ship's engine room. The master sounded the alarm and mustered all crew. The crew was accounted for, and there was no report of injury. A search was conducted, with no sighting of any perpetrators. However, the crew discovered that some spare parts for the fuel pumps were stolen. The ship continued her voyage to China.

The VTIS initiated a safety navigational broadcast. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian authorities.

<b>Name of ship</b>	<i>Bear Mizar</i>
<b>Type of ship</b>	Tanker
<b>Flag of ship</b>	Liberia
<b>GT</b>	81,085



(Photographs courtesy of shipping company)

### Ransack of engine room by perpetrators

#### Actions by shipping company

Following the incident, the shipping company shared on the actions taken by the ship in response to the boarding such as changing of security level, activating the alarm, informing the company and authorities of the incident, conducting of stowaway search and reporting procedures as per Ship Security Plan (SSP) and company procedures.

The company also recommended that its ships while underway in the SS to adopt the following measures:

- All personnel on board are briefed of the incidents and preventive measures.
- Crew to maintain heightened state of alertness and be vigilant during lookouts and watches.
- All stores, external doors properly secured and suitably locked, avoid leaving any loose items on deck. Full lockdown procedures to be implemented. Designated and limited number of access points must be used for access to the security patrol including routine access. The use of these doors must be controlled by the Officer of the watch.
- Ship at anchorage to be well-illuminated to demonstrate awareness and allow for possible ship-side areas to be seen.
- Mooring winches to be engaged in gear [Locked] so that the wire if pulled, cannot be taken out readily.

## Efforts by authorities and ReCAAP ISC

The authorities of the littoral States of the Strait have stepped up enforcement efforts both on land and at sea. They have increased patrols in areas of concern during vulnerable time windows for more effective deterrence and operational responses. The authorities continue to cooperate in sharing information of incidents, sighting of small boats' concentration and suspicious activities, and facilitate prompt responses by the relevant authorities. Singapore's ReCAAP Focal Point has issued advisories to ships transiting the SS to remind ship masters to be vigilant and adopt recommended shipboard preventive measures.

The ReCAAP ISC, on its part, has been providing the maritime community with the latest information and analytics by issuing periodic reports and Incident Alerts. On a regular basis, the Centre has organised Nautical Forum, Piracy & Sea Robbery Conference and Dialogue Sessions to engage the shipping industry. Through these means, the ReCAAP ISC is highlighting the areas of concern and modus operandi of the perpetrators while encouraging all ships to adopt preventive measures and make immediate reporting of incidents to the nearest coastal State and flag State.

### Recommendations

To address the increase of incidents in the SS, the ReCAAP ISC strongly urges the littoral States of the SS to continue to enhance surveillance and enforcement in their internal water, archipelagic waters and territorial seas; and respond promptly to incidents. The littoral States are encouraged to promote cooperation and coordination for patrols and information sharing on incidents and criminal groups involved to arrest and prosecute the perpetrators.

While transiting the SS or area of concern, the 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 (at [www.recaap.org](http://www.recaap.org)) particularly the incident-prone areas in the SS. The ReCAAP ISC's reports indicate detailed locations of incidents with latitude and longitude.
- Tune-in to advisories and navigational broadcasts announced by the authorities.
- Maximise vigilance, lookouts for suspicious small boats and increase watch keeping; particularly for crew on board tug boats towing barges during daylight, and for crew on board bigger ships during night time.
- Keep the CCTV and other devices including communication equipment operational to alert the ship crew and record the movement of perpetrators.
- Rounds of the ship's compartment be taken and locked prior entering the area of concern and record on the log book. 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.
- Maintain communication with their shipping company by providing periodic updates and establish daily communication checks.
- Report all incidents, suspicious activities and presence of suspicious small boats in the vicinity to the nearest coastal State and flag State.
- Sound alarm when suspicious boats are sighted loitering in the vicinity of the ship or barge or suspicious individuals are sighted on board the ship or barge.

# 03

**Situation of Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah**

# Situation of Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah

## Situation Update

There was no report of incident of abduction of crew for ransom during January-March 2023. The last known incident occurred on 17 Jan 20. No crew is currently being held in captivity by the ASG. The Philippines, Malaysian and Indonesian authorities continued to maintain surveillance and military operations to neutralise the ASG.

## Downgrading of Threat Assessment Level

With inputs from stakeholders and counterparts with vital involvement in securing the Sulu-Celebes Seas maritime security measure, the PCG recommends the downgrading of the threat of the 'Abduction of crew for ransom in the Sulu-Celebes Seas' from 'POTENTIALLY HIGH' to 'MODERATE'. The **MODERATE** threat level as per their orders, implies that '**incidents are possible to occur but are relatively less severe in nature**'. This is based on the perception that despite the presence of the remnants of the terrorist group in the islands of Basilan, Sulu and Tawi-Tawi, the government's continued ground military operations have reduced the strength of the perpetrators to conduct atrocities at sea.

## Updated ReCAAP ISC Advisory

With the PCG's recommendation to downgrade the threat of abduction of crew in the Sulu-Celebes Seas, the ReCAAP ISC updated its Advisory on 15 Sep 22 to all ships to consider re-route from the area as an option based on its prerogative.

However, for ship masters and crew transiting the area, they are strongly encouraged to exercise extra vigilance while transiting the area, and report 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 on the next page.

03

**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

**2b Philippine Navy – Littoral Monitoring  
Station (LMS), Bongao, Tawi-Tawi**

Tel: +63 955 714 0153  
VHF: Channel 16  
Email: jointtaskgroup@gmail.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

**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



Map 3 - Contact details

In the event that the ship master is not able to establish contact with the Operation Centres of the Philippines as listed above, he can contact the **Philippine Coast Guard Command Centre** at the following contact details:

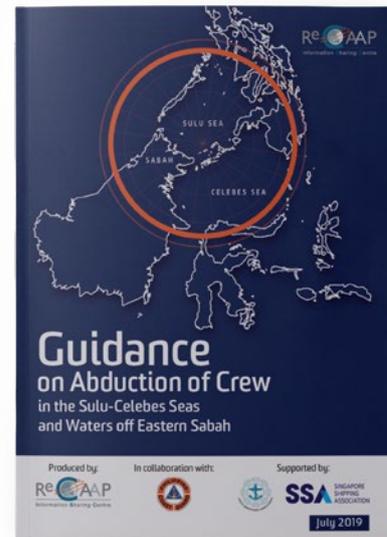
Tel: +632-8-527-8481 (ext: 6136/37)  
+632-998-585-5327 (mobile)  
+632-917-842-8249 (mobile)  
+632-8-527-3877 (fax)  
Email: pcgcommandcenter2022@gmail.com  
(updated on 10 Oct 22)

## Guide Book

The ReCAAP ISC recommends the shipping industry to refer to the '*Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah*' produced in July 2019.

The Guide book consists of advisory on the measures to be taken by the ships transiting the area, including contact details and the Notice to Mariners (NOTAM) issued by the Philippines and Malaysia. It also shares the analysis of incidents based on the information collected from past incidents. The Guide Book can be found at [www.recaap.org](http://www.recaap.org).

The Guide book is produced in collaboration with the Philippine Coast Guard (ReCAAP Focal Point) and supported by the Asian Shipowners' Association (ASA) and Singapore Shipping Association (SSA). It complements the general guidance contained in the '*Regional Guide 2 to Counter Piracy and Armed Robbery against Ships in Asia*' produced by the ReCAAP ISC.



# 04

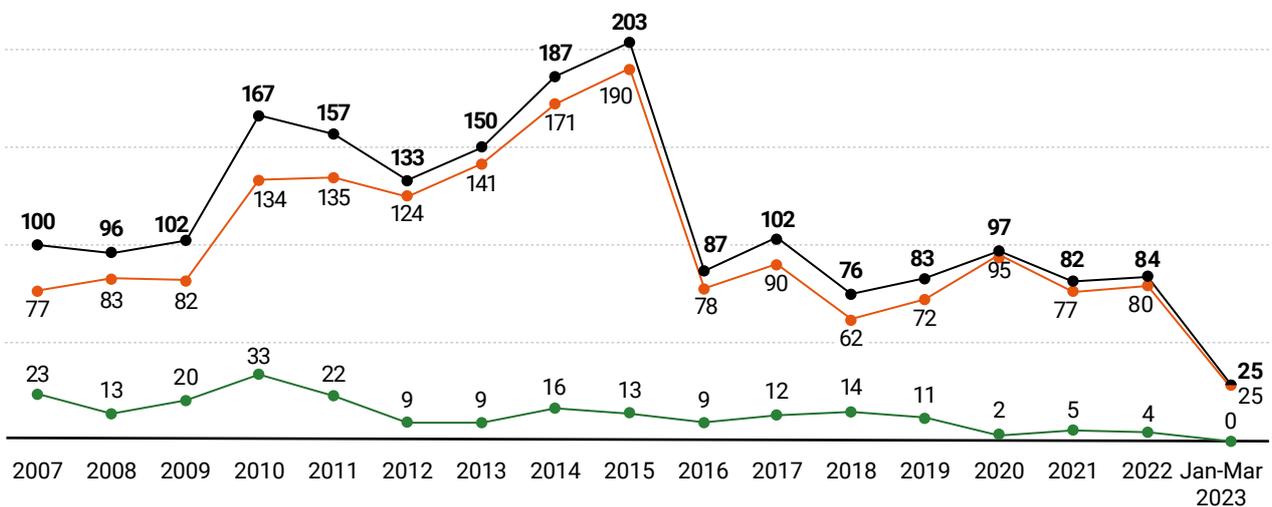
**Insights of Incidents in Asia using  
Data Analytics**

## Insights of Incidents in Asia using Data Analytics

This section provides an insight into the incidents reported in Asia during January-March 2023 compared to the trend of past incidents during the 16-year period of 2007-2022. The analysis focuses on the number of perpetrators, weapons carried by perpetrators, treatment of crew, stolen items, type of ships boarded and time of the incidents.

### Number of Incidents during 2007-2022 and January-March 2023

During 2007-2022, a total of 1,906 incidents (comprising 1,691 actual incidents and 215 attempted incidents) were reported in Asia. During this period, the number of incidents fluctuated, with the highest number of incidents in 2015 (203) and the lowest in 2018 (76). Graph 2 shows the number of incidents reported during 2007-2022 and January-March 2023.



Graph 2 - Number of incidents (2007-2022 and January-March 2023)

● Total ● Actual ● Attempted

### Summary of Analysis of Incidents

A total of 25 incidents were reported in Asia during January-March 2023. The incidents reported were consistent with the trend of past incidents during the 16-year period of 2007-2022, in terms of the number of perpetrators, type of weapons carried by perpetrators, treatment of crew and time of incidents. However, there was a deviation in the stolen items and type of ships boarded.

During January-March 2023, more incidents reported nothing was stolen and bulk carriers were boarded in most incidents than other types of ships. This is in contrast to the past 16-year period of 2007-2022, where more incidents reported loss of ship stores and tankers were boarded.

The characteristics of the incidents reported in Asia during January-March 2023 are as follows:

- 68% of the incidents were CAT 4
- 64% involved perpetrators in groups of 4-6 men
- 68% of incidents involved perpetrators who did not carry weapons or no information on the weapons carried, and 32% armed with knives, machetes and other weapons
- 92% of incidents with no injury sustained by crew
- 40% of incidents reported nothing was stolen, 4% reported losses cannot be ascertained  
Type of items stolen: unsecured items (28%), engine spares (16%), ship stores (12%)
- 52% of incidents occurred on board bulk carriers, 20% on board tankers, 20% on board tug boats/supply vessels and 8% on board container ships
- 88% occurred during hours of darkness

## Details of Analysis

### Number of perpetrators

2007-2022. Among the 1,906 incidents, 628 incidents involved **4-6 men** (33%), 518 incidents involved 1-3 men (27%), 181 incidents involved 7-9 men (10%), 138 incidents involved more than 9 men (7%), and 441 incidents had no information available (23%).

January-March 2023. Of the 25 incidents, 16 incidents involved **4-6 men** (64%), four incidents involved 1-3 men (16%), two incidents involved more than 9 men (8%), one incident involved 7-9 men (4%) and two incidents had no information available (8%). Chart 5 depicts the number of perpetrators involved.

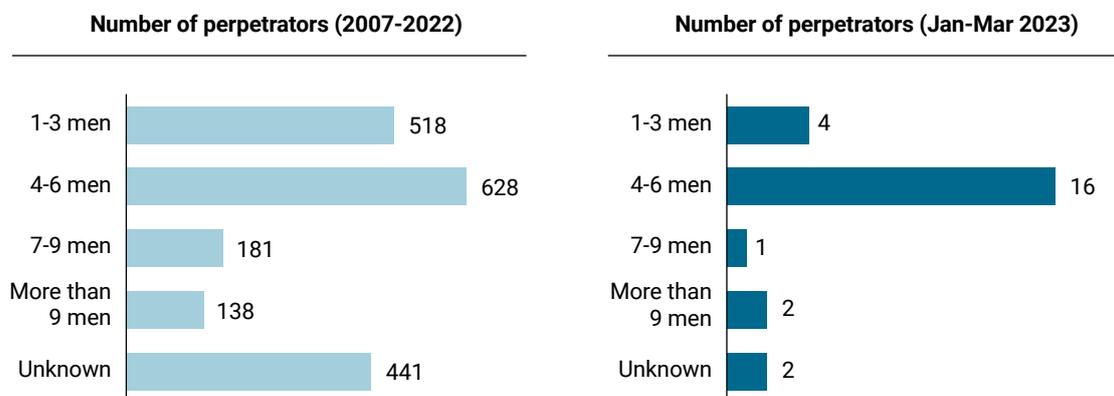


Chart 5 - Number of perpetrators - Asia (2007-2022 & January-March 2023)

### Type of weapons

2007-2022. Of the 1,906 incidents, 932 incidents had **no information on the weapons carried by the perpetrators** (49%), 614 incidents reported knives/machetes (32%), 190 reported guns and knives (10%) and 170 did not carry weapons (9%).

January-March 2023. Among the 25 incidents, eight incidents reported that the perpetrators carried knives, machetes and other weapons such as adjustable wrench and spanners (32%), three incidents reported the perpetrators did not carry weapons (12%) and 14 incidents had **no information of weapons carried by the perpetrators** (56%). Chart 6 depicts the types of weapons carried by the perpetrators.

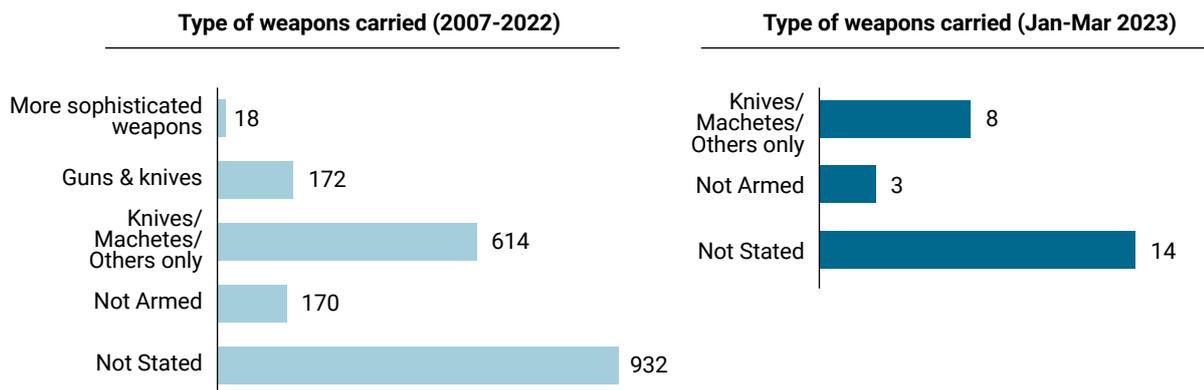


Chart 6 - Type of weapons carried by perpetrators - Asia (2007-2022 & January-March 2023)

### Treatment of crew

2007-2022. Among the 1,906 incidents, 1,076 incidents reported that the **crew was not injured** (57%) and 435 incidents had no statement of injury (23%), while 180 incidents reported crew being taken hostage temporarily (9%), 80 incidents of crew being threatened (4%), 77 incidents of crew were assaulted (4%) and 26 incidents of crew kidnapped (1%).

January-March 2023. Of the 25 incidents, 23 incidents reported that the **crew was not injured** (92%). In the remaining two incidents, one incident reported a crew was tied, and one incident reported perpetrators threw knives and spanners at crew. Chart 7 depicts the treatment of crew.

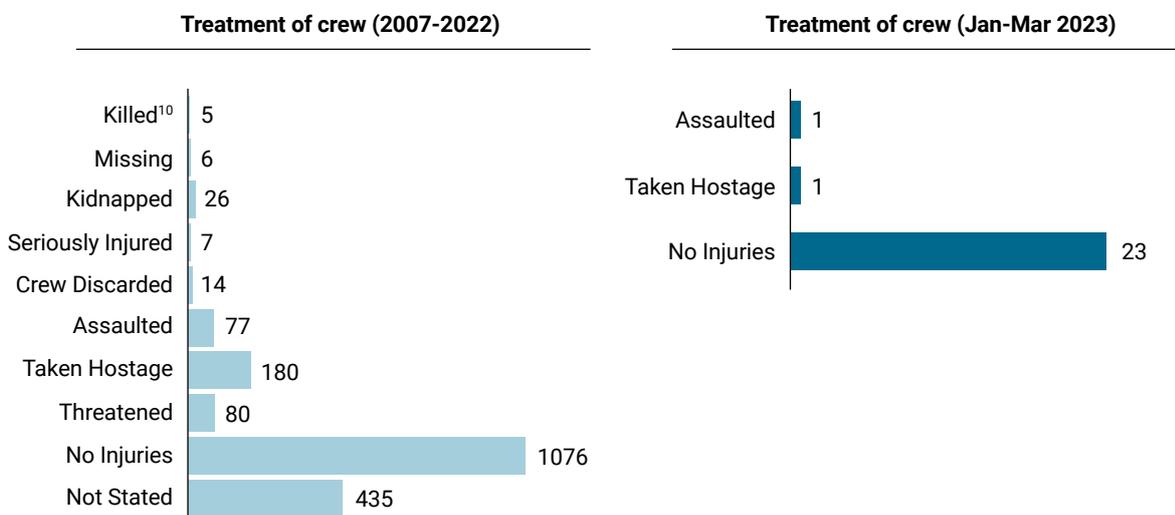


Chart 7 - Treatment of crew - Asia (2007-2022 & January-March 2023)

10 Regarding the 'Treatment of Crew for 2007-2022', the number of incidents of crew "killed" does not include the number of incidents of abducted of crew in the Sulu-Celebes Seas where crew were killed or died. These incidents are counted as the incidents of crew "kidnapped" in order to avoid the double counting of incidents.

**Stolen items**

2007-2022. Of the 1,906 incidents, **losses of ship stores** were reported in 620 incidents (32%), losses of cash/personal belongings in 231 incidents (12%), losses of engine spares in 165 incidents (9%), losses of unsecured items in 107 incidents (6%), 71 incidents with losses not stated (4%) while 636 incidents reported nothing was lost (33%).

January-March 2023. Among the 25 incidents, three incidents reported losses of ship stores (12%), four incidents reported losses of engine spares (16%), seven incidents reported losses of unsecured items (28%), one incident reported the type of losses could not be ascertained (4%), while 10 incidents reported **nothing was lost** (40%). Chart 8 depicts the types of stolen items.

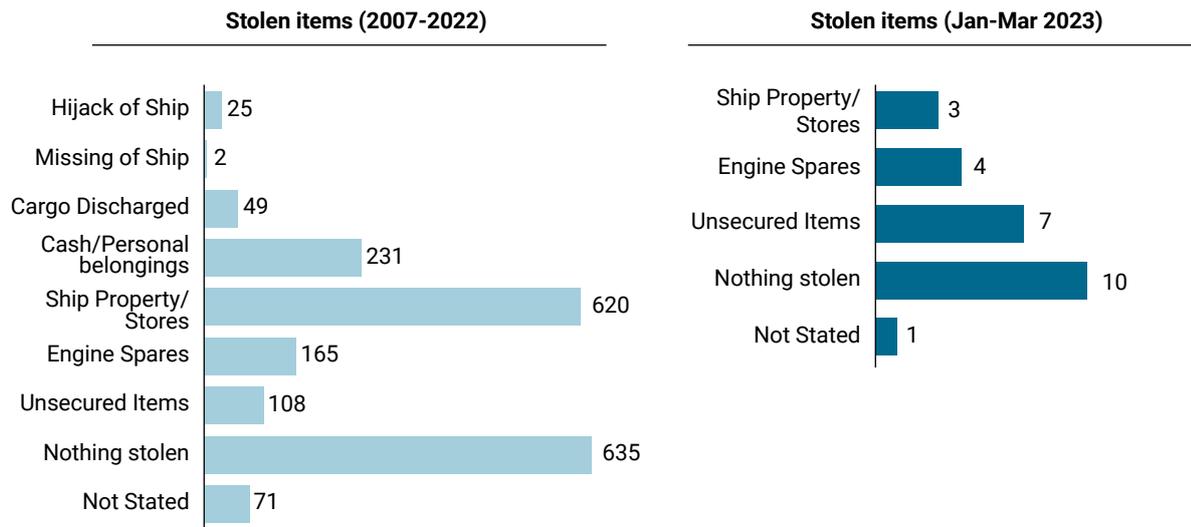


Chart 8 - Stolen items - Asia (2007-2022 & January-March 2023)

**Type of ships boarded**

2007-2022. Of the 1,906 incidents, 668 incidents occurred on board **tankers** (35%), 545 incidents on board bulk carriers (29%), 279 on board tug boats/supply vessels (15%), 236 incidents on board container ships (12%) and 110 incidents on board general cargo ships (6%).

January-March 2023. Of the 25 incidents, 13 incidents occurred on board **bulk carriers** (52%), five incidents on board tankers (20%), five incidents on board tug boats towing barges (20%) and three incidents on board container ships (8%). Chart 9 depicts the types of ships boarded.

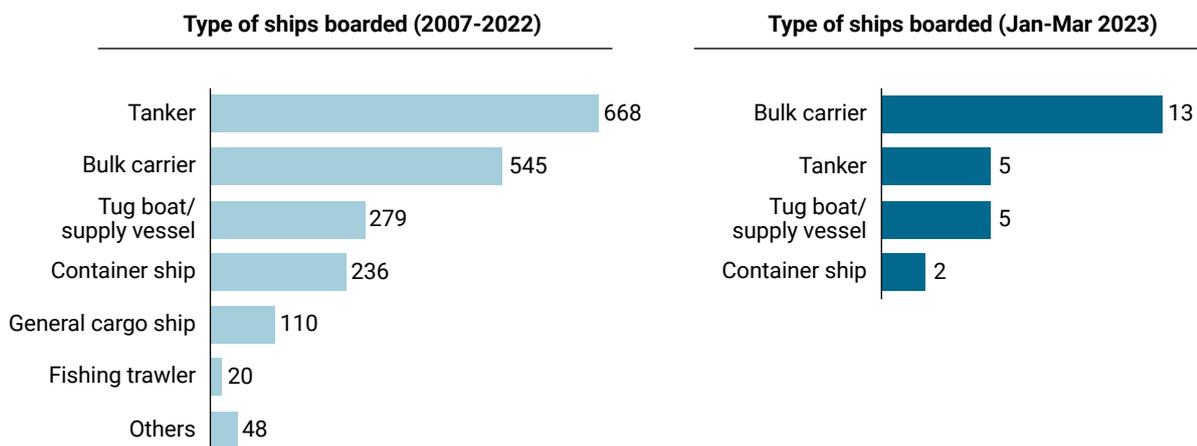
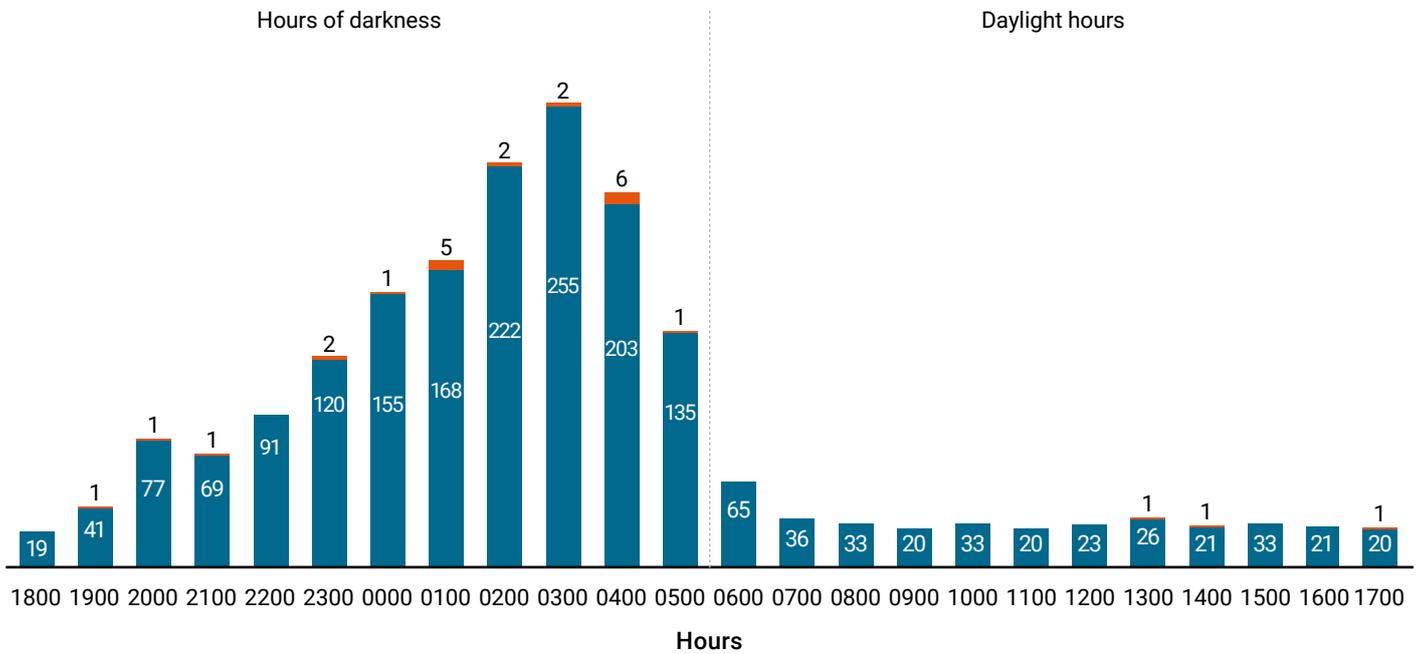


Chart 9 - Type of ships boarded - Asia (2007-2022 & January-March 2023)

**Time of incidents**

2007-2022. Among the 1,906 incidents, 1,553 incidents occurred during **hours of darkness** (81%) and 353 incidents occurred during daylight hours (19%).

January-March 2023. 88% of the incidents occurred during **hours of darkness** and 12% during daylight hours. Chart 10 depicts time of incidents.



**Chart 10 - Time of incidents - Asia (2007-2022 & January-March 2023)**

● 2007-2022 ● Jan-Mar 2023

# 05

**ReCAAP ISC's Main Activities  
(January-March 2023)**

## ReCAAP ISC's Main Activities (January-March 2023)

### ReCAAP ISC 17<sup>th</sup> Governing Council Meeting (15-17 March 2023)

The 17<sup>th</sup> Governing Council Meeting of the ReCAAP ISC was held from 15 to 17 March 2023 in Singapore, hosted by the Singapore Government. The meeting was attended by the Governors/representatives of the 21 ReCAAP Contracting Parties. A Close Session of the Council Meeting was conducted from 15-16 March 2023; and an Open Session together with External Participants from three countries and 12 organisations/maritime stakeholders was held on 17 March 2023.

The Council deliberated on the ReCAAP ISC's workplan and budget for FY 2023, the three-year workplan for FY 2023-FY 2025, and the Action Plan of the Roadmap. The key focus of the FY 2023 workplan is to enhance the competence of Focal Points in timely and accurate incident reporting, information sharing and response by law enforcement agencies through the conduct of collective and individual capacity building programs.

The Council appreciated the Centre's efforts in publishing the updated "*Regional Guide 2 to Counter Piracy and Armed Robbery against Ships in Asia*", Guide Book on Identification of Fishing Boats in Asian Waters, and Poster with contact details of Maritime Rescue Coordination Centres (MRCC) and Focal Points.



Governors and Executive Director of ReCAAP ISC - 17<sup>th</sup> Governing Council Meeting

## ReCAAP ISC Nautical Forum (17 January 2023)

The ReCAAP ISC conducted the 14<sup>th</sup> Nautical Forum on 17 January 2023 in person at Hilton Orchard, Singapore. The Forum provided a platform for ReCAAP ISC to present the Annual Report of piracy and sea robbery in Asia in 2022 and exchange of views to improve the situation in 2023. About 150 participants from shipping industry, governmental agencies, law enforcement agencies, diplomatic missions, and researchers attended the Forum. The Forum featured presentations on the situation in Asia, the Singapore Strait, the Sulu-Celebes Seas, and the removal of the Indian Ocean High Risk Area (HRA) and its implications. A panel discussion was conducted on the cooperation among littoral States and shipping industry to prevent sea robberies in the Singapore Strait.



ED-ISC delivering the Opening Remarks

## Engagement with Tug boat Operators (24 March 2023)

The ReCAAP ISC was invited to participate in an engagement with Singapore-registered tug boat operators on 24 March 2023. Organised by the Maritime and Port Authority of Singapore, the aim of the session was to raise awareness on situation of sea robberies in the SS, and stress the importance of ship security. The engagement is for the law enforcement agencies to understand the difficulties faced by the operators in safeguarding their ships against sea robberies and deliberated on ways to address these challenges. The ReCAAP ISC presented the trend of incidents involving tug boats and barges in the SS and recommended measures to prevent boarding by the perpetrators.



Presentation by ReCAAP ISC



Participants at the engagement session

## Ongoing Engagements with Key Stakeholders

In strengthening the close collaboration with key stakeholders, the team at ReCAAP ISC led by ED-ISC held several meetings with various key parties to discuss ways to combat piracy and armed robbery against ships in Asia, and to ensure the safe traverse of seafarers. The following engagements took place during January to March 2023:

11 January 2023



Introductory call on ADM Cherngchai Chomchergpat, Chief of Navy Thailand

31 January 2023



Courtesy call on H.E. Hiroshi Ishikawa, Ambassador of Japan to Singapore

6 February 2023



Courtesy call on H.E. P. Kumaran, High Commissioner of India to Singapore

9 February 2023

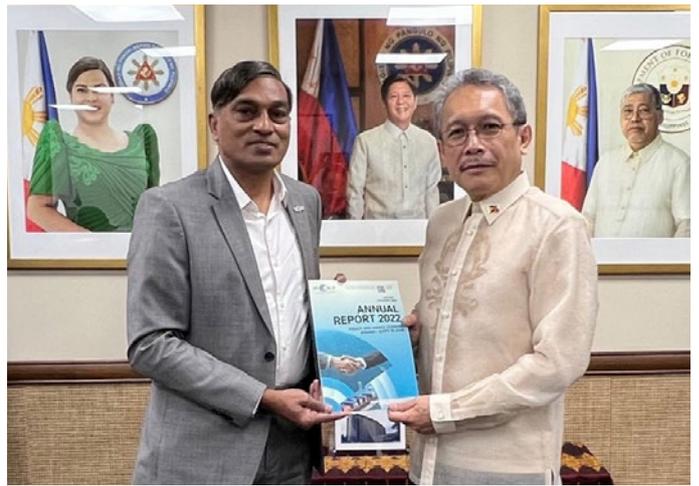


Meeting with Ministry of Foreign Affairs (MFA) Singapore (i) Ms Catherine Wong, Director General, Southeast Asia I Directorate (ii) Ms Mary Seet-Cheng, Non-resident Ambassador

23 February 2023



Courtesy call on H.E. Dr Azfar bin Mohamad Mustafar, High Commissioner of Malaysia to Singapore



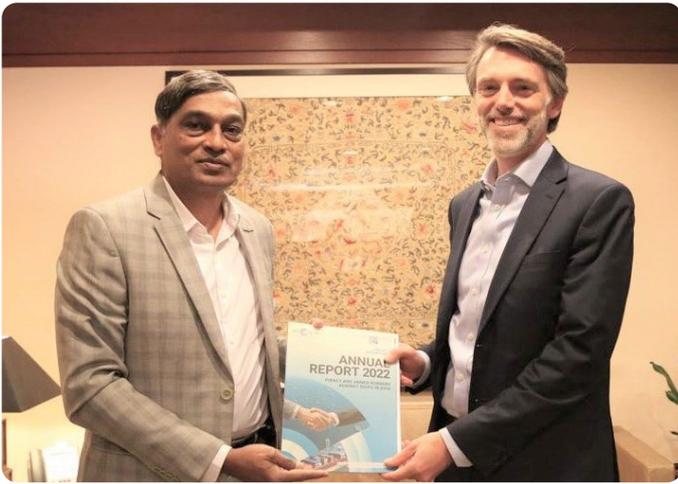
Courtesy call on H.E. Medardo Antonio G. Macaraig, Philippine Ambassador to Singapore

3 March 2023



Visit by crew of Indian Coast Guard Ship Samudra Paheredar

3 March 2023



Introductory call on Mr Casey Mace, Deputy Chief of Mission, US Embassy

7 March 2023



Introductory call on H.E. Georgios Dogoritis, Greece Ambassador to Singapore

8 March 2023



Introductory call on Mr Zhang Xumin, Deputy Chief of Mission, China Embassy

10 March 2023



Introductory call on H.E. Ahmed Thasmeen Ali, High Commissioner of Maldives to Singapore

## Conclusion

The total number of incidents of armed robbery against ships in Asia reported during January-March 2023 has increased marginally compared to the same period in 2022.

Of concern was the continued occurrence of incidents in the Straits of Malacca and Singapore, in particular the Singapore Strait. Also of concern was the existing threat of abduction of crew by the ASG in the Sulu-Celebes Seas and waters off Eastern Sabah.

The ReCAAP ISC urges law enforcement agencies in Asia to continue to cooperate, enhance surveillance, increase patrols and respond promptly to reported incidents. Ships transiting the areas of concern are advised to enhance vigilance, maintain all round lookout and report all incidents to the nearest coastal State. Ships are also advised to implement preventive measures recommended in the *Regional Guide 2 to Counter Piracy and Armed Robbery against Ships in Asia*. Collective efforts and shared responsibility of all stakeholders are indispensable in combating piracy and sea robbery to ensure safe and secured seas.

# Appendices

## 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
<b>CAT 1</b>	CAT 1 incidents involved large number of perpetrators; more than 9 men in four out every 10 incidents and 4-9 men in the other six incidents. The perpetrators are mostly armed with guns and/or knives, and the crew is likely to suffer some form of injury or physical violence such as being assaulted or abandoned or kidnapped, etc. In term of losses, the ship is either hijacked or the cargo on board was stolen, for example siphoning of cargo oil.
<b>CAT 2</b>	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.
<b>CAT 3</b>	The number of perpetrators involved in CAT 3 incidents usually involved groups of between 1-6 men. At times, the perpetrators are armed with knives/machetes/others or other items such as sticks, rods, bats etc. The crew is not harmed, although there remains a small possibility that the crew could be subject to duress during the incident but not harmed physically. In almost half of the CAT 3 incidents, the perpetrators are unable to steal anything from the ship, but in cases where losses are reported, stores and engine spares are the commonly targeted items.
<b>CAT 4</b>	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

## 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	<p><b>HK Tug 3</b> Tug boat Singapore 253 9399686</p> <p><b>LKH 9889</b> Barge Singapore 184</p>	4/1/23 1355 hrs	<p>1° 17.83' N, 104.0° 10.28' E</p> <p>Approximately 2.9 nm from Tanjung Ayam (Malaysia), in the westbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait (SS)</p> <p>[Straits of Malacca &amp; Singapore (SOMS)]</p>	<p>While underway, the master of tug boat towing an unmanned barge, reported that about two to three small boats came alongside the barge; and three to four perpetrators boarded the barge.</p> <p>The master reported the incident to Singapore Vessel Traffic Information System (VTIS) East and Port Operations Control Centre (POCC). The VTIS East notified the Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard. About 10 minutes after the master reported the incident to Singapore VTIS East, the perpetrators left the barge and the boats moved away. Some scrap metals from the barge were reported stolen. The crew was not injured during the incident.</p> <p><b>Some scrap metals</b> were reported stolen, and <b>crew was safe</b>.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
2	<p><b>Sinhin 5</b> Tug boat Malaysia 145 5250163</p> <p><b>Sinhin 6</b> Barge</p>	5/1/23 1452 hrs	<p>1° 19.09' N, 104° 17.32' E</p> <p>Approximately 2.7 nm south of Pulau Mungging (Malaysia), in the westbound lane of the TSS in the SS</p> <p>(SOMS)</p>	<p>While underway, the master of the tug boat towing an unmanned barge reported to Singapore VTIS on VHF Channel 10, that at about 1452 hrs, 10 perpetrators boarded the barge. At about 1510 hrs, the perpetrators managed to escape with some scrap metals.</p> <p>The tug and the barge continue their voyage en-route from Kuching, East Malaysia to Port Klang, Malaysia. At about 1650 hrs, the master again reported to Singapore VTIS on VHF Channel 10 that there was a second unauthorised boarding by eight perpetrators. The perpetrators escaped from the barge at about 1712 hrs with some scrap metals.</p> <p><b>Some scrap metals</b> were reported stolen, and <b>crew was safe</b>.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
3	<b>MT MH Langoey</b> Chemical tanker Norway 11729 9330783	19/1/23 2030 hrs	22° 48' N, 70° 0' E  Kandla Anchorage, India	<p>While at anchor, the ship master raised the alarm and made a general announcement after confirmed that three perpetrators had boarded the ship. Upon hearing the alarm, the perpetrators jumped into the water and escaped with stolen items (comprising brass valves, stainless steel bolts and nuts) in an unidentified small orange fishing boat. The Indian Coast Guard ship C-401 was diverted to investigate the incident. The interceptor boat reached the datum at 2345 hrs on 19 Jan 23.</p> <p>The master reported the incident to Kandla Signal Station. Upon receipt of the report, Kandla Signal Station advised the ship master to lodge FIR. The ship master was not willing to file any formal complaint with the local authorities about the incident in view of its commercial compulsions and next assigned commitments.</p> <p>The Kandla Signal Station broadcasted security message, advising all stakeholders to alert the merchant traffic in the area, and to enhance vigilance and adherence to the standard norms of security and SOPs especially during night/dark hours to mitigate such incident in future.</p> <p><b><u>Ship stores</u></b> were reported stolen, and <b><u>crew was safe</u></b>.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>
4	<b>S Cape</b> Bulk carrier Marshall Islands 88856 9255000	20/1/23 0100 hrs	1° 4.24' N, 103° 35.21' E  Approximately 7.2 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, ship's crew sighted <b><u>five perpetrators armed with knives</u></b> inside the steering gear room. Ship's emergency alarm was raised, and at 0200 hrs, a search was concluded by the crew, and the master reported that the preparators had escaped from the ship.</p> <p>The master reported the incident to Singapore POCC through VHF. <b><u>Nothing was reported stolen</u></b>, and the <b><u>crew was not injured</u></b> during the incident.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
5	<b>MT Ceto</b> Oil/chemical/gas tanker Panama 27972 9305348	26/1/23 0215 hrs	6° 10.24' S, 108° 29.48' E  Balongan Anchorage, Indonesia	While at anchor, the crew sighted five perpetrators climbing on board the ship using hooks and ropes. The master raised the alarm and mustered all crew. Upon hearing the alarm, the perpetrators immediately escaped. <b><u>The crew was not injured and nothing was reported stolen.</u></b>  <b>[ReCAAP Focal Point (India)]</b>
6	<b>Izumi</b> Bulk Carrier Marshall Islands 437987 9901831	27/1/23 2335 hrs	1° 2.83' N, 103° 39.11' E  Approximately 3.5 nm west of Pulau Cula (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	While underway, the master reported to Singapore VTIS that <b><u>two perpetrators armed with adjustable wrenches</u></b> were sighted in the steering gear room. The master raised general alarm, mustered crew to stay in the bridge and engine room, and requested assistance from Singapore VTIS. The RSN vessel, RSS Justice escorted the ship to the Singapore pilot boarding ground.  On 28 Jan at 0240 hrs, a search on board the ship was conducted by Singapore Police Coast Guard with no further sighting of the perpetrators.  The <b><u>crew was not injured and nothing was reported stolen.</u></b>  <b>[ReCAAP Focal Point (Singapore)]</b>
7	<b>LBC Green</b> Bulk Carrier Malta 42744 9609469	29/1/23 0400 hrs	5° 30' S, 105° 17' E  Panjang port, Indonesia	While at anchor, the second engineer reported to bridge that four perpetrators were sighted trying to open the workshop door leading towards the engine room.  The crew reported the incident to the local authority who conducted a search on board the ship with no further sighting of suspicious persons or trace of intrusion.  The <b><u>crew was not injured and nothing was reported stolen.</u></b>  <b>[ReCAAP Focal Point (Singapore)]</b>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
8	<p><b>HK Tug 9</b> Tug boat Singapore 299 9767120</p> <p><b>LKH 2882</b> Barge Singapore 4430</p>	1/2/23 1903 hrs	<p>1° 17.7' N, 104° 9.55' E</p> <p>Approximately 3.5 nm from Tanjung Setapa (Malaysia), in the westbound lane of the TSS in the SS</p> <p>(SOMS)</p>	<p>While underway, the Singapore Police Coast Guard surveillance team spotted a suspicious craft proceeding towards the unmanned barge towed by the tug boat, and informed Singapore POCC.</p> <p>POCC notified the master of tug boat, who confirmed sighting of a small boat with three perpetrators alongside the barge. Two of the perpetrators subsequently climbed on board the barge, and appeared to be transferring <b>scrap metal</b> to their boat. The master later updated POCC that the perpetrators had left the barge at about 1915 hrs. No further assistance was required, and the vessels continued their voyage to the next port, Phuy My, Vietnam.</p> <p>At about 2145 hrs, the tug boat and barge were near Ramunia Bay, Johor, Malaysia and the Malaysian Police Coast Guard patrol boat came alongside the vessels to inquire about the incident and check on the safety of the crew.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
9	<p><b>Chryssa K</b> Bulk carrier Liberia 44230 9595852</p>	3/2/23 0100 hrs	<p>1° 3.5' N, 103° 37' E</p> <p>Approximately 5.9 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS in the SS</p> <p>(SOMS)</p>	<p>While underway, the master of the bulk carrier reported to Singapore VTIS that <b>nine perpetrators armed with long knives</b> were sighted in the engine room. The <b>duty oiler was tied</b> but managed to escape and raised the alarm. The perpetrators escaped after alarm was raised. The crew was mustered at the bridge and a security search on board was conducted. At about 0208 hrs, the crew completed the security search and <b>some auxiliary engine parts</b> were discovered stolen. The bulk carrier was en route from Port Said, Egypt to Singapore.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p>The Singapore Police Coast Guard officers boarded the ship for investigation upon her arrival in Singapore. The ship was cleared with no sighting of the perpetrators on board. The crew was safe and accounted for.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
10	<b>Pacific West</b> Bulk carrier Marshall Islands 92221 9604029	4/2/23 0130 hrs	1° 11.4' N, 103° 24' E  Approximately 2.8 nm east of Pulau Iyu Kecil (Indonesia), in the eastbound lane of the TSS in the Malacca Strait  (SOMS)	<p>While underway, the master of the bulk carrier reported to Singapore VTIS that four perpetrators were sighted in the steering gear room. The master raised the alarm and mustered crew. A security search on board was conducted and at about 0345 hrs, the security search was completed and no perpetrators found. <b>The crew was safe and accounted for. Nothing was stolen.</b> The ship was bound for Singapore.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian and Malaysian authorities.</p> <p>The Singapore Police Coast Guard officers boarded the ship for investigation upon her arrival in Singapore. At about 0934 hrs, the ship was cleared with no sighting of the perpetrators on board.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
11	<b>HK Tug 2</b> Tug boat Singapore 152 9210763  <b>LKH 3883</b> Barge Singapore 1847	8/2/23 1730 hrs	1° 12.02' N, 103° 52.4' E  Approximately 1.1 nm from Batu Berhanti Racon (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, the chief officer of the tug boat towing unmanned barge, spotted a small boat with four perpetrators on board was alongside the barge. Three of the perpetrators subsequently climbed on board the barge and appeared to be transferring scrap metal to their boat.</p> <p>The master reported the incident to his company and the VTIS Central. As the perpetrators had fled, the master did not request for assistance. The tug boat and barge continued its voyage to the next port, Kuantan, Malaysia.</p> <p><b><u>There was no injury to the crew</u></b> during the incident, and <b><u>some scrap metals</u></b> were reported missing.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
12	<b>Malakand</b> Bulk carrier Pakistan 40040 9304198	15/2/23 0415 hrs	1° 16' N, 104° 10' E  Approximately 5.7 nm northeast of Nongsa Point, Batam Island (Indonesia), in the precautionary area of the TSS in the SS  (SOMS)	<p>While underway, the ship master reported to Singapore VTIS via VHF that five unauthorised persons were sighted in the engine room. <b><u>One of the perpetrators was armed with a knife.</u></b> The perpetrators escaped upon being sighted. Search on board the ship was conducted. <b><u>The crew was safe and accounted for. Nothing was stolen.</u></b></p> <p>No assistance was required, and the ship continued her voyage for Qinzhou, China. The ship's last port of call was Singapore.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian and Malaysian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
13	<b>Otago Bay</b> Bulk carrier Hong Kong, China 31863 9782015	17/2/23 0430 hrs	1° 4.2' N, 103° 42' E  Approximately 1.9 nm north- northwest of Pulau Cula, (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, the crew discovered that unauthorized entry into the engine room. <b><u>Some auxiliary engine spare parts</u></b> were stolen. <b><u>The crew was not injured.</u></b></p> <p><b>[ReCAAP Contact Point (Hong Kong)]</b></p>
14	<b>Ocean Creation</b> Bulk carrier Japan 106352 9398125	18/2/23 0400 hrs	1° 16.22' N, 104° 13.78' E  Approximately 7.3 nm northwest of Tanjung Tondong, Bintan Island (Indonesia), in the precautionary area of the TSS in the SS  (SOMS)	<p>While underway, the master reported to Singapore VTIS via VHF that six unauthorised persons were sighted at the stern deck at 0400 hrs. At about 0425 hrs, he updated that there was a failed attempt to enter the engine room as the booby hatch leading to the engine room was secured with lashing. The alarm was raised and search on board carried out.</p> <p>At 0510 hrs, the master reported there was no further sighting of the perpetrators on board. <b><u>The crew was accounted for and safe. Nothing was stolen.</u></b> No assistance was required, and the ship continued on her passage. The ship departed from port of Singapore and was transiting the traffic separation scheme bound for Villanueva, Philippines.</p>

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S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
				<p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident shared with the Indonesian and Malaysian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Japan)]</b></p>
15	<p><b>Lowlands Amstel</b> Bulk carrier Panama 34810 9738947</p>	<p>23/2/23 0130 hrs</p>	<p>1° 8.1' N, 103° 29.28' E</p> <p>Approximately 4.5 nm east of Pulau Karimun Kecil (Indonesia), in the precautionary area of the TSS in the SS (SOMS)</p>	<p>While underway, the master reported to VTIS that <b><u>six perpetrators armed with knives</u></b> were sighted in the vicinity of engine room by the motorman and 3<sup>rd</sup> engineer on duty. There was a standoff between the perpetrators and the engine crew. <b><u>The perpetrators threw spanners at the crew resulting in the motorman sustained injury to hand and the 3<sup>rd</sup> engineer with minor injury to the head.</u></b></p> <p>The six perpetrators escaped when the ship alarm was raised. A small boat was seen close to starboard quarter of the bulk carrier. A search on board was carried out by the crew and at about 0215 hrs, the master confirmed there was no more perpetrators on board. <b><u>Some scrap items</u></b> were reported missing. The ship was transiting the TSS bound for Singapore.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p>The Singapore Police Coast Guard boarded the bulk carrier to conduct a search upon her arrival in Singapore.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
16	<p><b>Metis</b> Petroleum/chemical tanker Singapore 5256 9498949</p>	<p>24/2/23 0354 hrs</p>	<p>5° 29.89' S, 105° 18.1' E</p> <p>Panjang Anchorage, Indonesia</p>	<p>While anchored, the duty able-bodied (AB) sighted a total of five perpetrators, three on board the ship and two on a small boat, and immediately notified the bridge. The perpetrators subsequently escaped via the small boat. The incident was reported to Panjang VTS and the authorities have advised to stay vigilant and increase security measures. There was no reported damage to the ship and <b><u>the crew was not injured.</u></b> <b><u>Engine spares</u></b> were reported missing.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
17	<b>Pacific Tamarita</b> Bulk carrier Panama 30053 9702508	2/3/23 2322 hrs	1° 3.38' N, 103° 37.4' E  Approximately 5.7 nm west of Pulau Cula (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, the master reported to VTIS West of an unauthorised boarding. The crew saw <b>four armed perpetrators</b> at the poop deck.</p> <p>The master raised alarm and mustered the crew. A security search was conducted on board the ship with no further sighting of the perpetrators. <b>The crew was safe and accounted for. Nothing was stolen.</b></p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian and Malaysian authorities. The Singapore Police Coast Guard officers boarded the ship upon arrived at Singapore Anchorage. At about 0450 hrs, the ship was cleared, and no perpetrators were found on board.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
18	<b>Bon Speed 10 &amp; POE 2502</b> Tug boat & barge Malaysia 153 8979221	10/3/23 0247 hrs	1° 12.81' N, 103° 32.59' E  Approximately 3.7 nm from Tanjung Piai (Malaysia), in the precautionary area of the TSS in the SS  (SOMS)	<p>The Singapore Police Coast Guard informed Singapore POCC that some people were on board barge <i>POE 2502</i> that was towed by tug boat <i>Bon Speed 10</i>. The Singapore VTIS contacted the master of the tug boat, who confirmed that there were about 10 people on board the barge. The barge was loaded with scrap metal and was en route from Labuan, Sabah to Pulau Pinang, Malaysia.</p> <p>At about 0259 hrs, the master of the tug boat reported that all the perpetrators had left the barge, after taking away <b>some scrap metals</b>. <b>The crew was not injured and all accounted for.</b> No further assistance was required, and the tug boat and barge resumed its voyage. A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian and Malaysian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
19	<b>Chios Trinity</b> Bulk carrier Greece 27989 9279379	11/3/23 0518 hrs	1° 5' N, 103 ° 34.4' E  Approximately 8.7 nm west of Pulau Cula (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, the master reported to Singapore VTIS that there was an unauthorised boarding. Three perpetrators were sighted in the engine room. The master sounded the alarm and mustered the crew. A security search on board was conducted and at about 0558 hrs, the crew completed the search and no perpetrators were found. <b><u>The crew was safe and accounted for. Nothing was stolen.</u></b></p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p>The bulk carrier was bound for Singapore, and at about 1044 hrs, the Singapore Police Coast Guard officers boarded the ship upon her arrival in Singapore. At about 1230 hrs, the ship was cleared, with no further sighting of the perpetrators on board.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
20	<b>MV Merkur Horizon</b> Container ship Liberia 41331 9456989	13/3/23 0400 hrs	14° 35' N, 120° 52' E  Manila Anchorage, the Philippines	<p>While at anchor, the crew conducted inspection on the forecastle store on board the ship, and discovered that <b><u>several ship properties</u></b> were missing.</p> <p>The master reported the incident to Vessel Traffic Management System (VTMS) Manila. Immediately upon receipt of the report, the Philippine Coast Guard deployed PCG assets to conduct maritime patrol for possible identification and apprehension of perpetrators, but yielded negative result.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
21	<b>MV CO Nagoya</b> Container ship Panama 40165 9380271	19/3/23 0430 hrs	14° 32' N, 120° 53' E  Quarantine 26, Anchorage Area, South Harbour, Manila, the Philippines	<p>While at anchor, the master reported to VTMS Manila that the crew sighted three perpetrators on deck, and two others near the vicinity of the ship.</p> <p>Upon receipt of the report, the Philippine Coast Guard Station Manila immediately dispatched DF-312 and AB-005 to the location of incident. The crafts arrived at the location, made coordination through VHF radio to check the status of the crew, ship and gather the details of the incident. However, the perpetrators had already escaped.</p> <p>The crafts conducted inspection of spaces, intensified maritime patrol in the vicinity, intercepted and inspected several vessels plying in the area but yielded negative result.</p> <p>The padlock of the forecastle store was broken, and <b>3 pcs of fire nozzles, 1 box of brass nuts and bolts, 1 pc of portable fan, and 1 roll of brass seizing wire</b> were missing.</p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
22	<b>Bear Mizar</b> Tanker Liberia 81085 9224465	27/3/23 0001 hrs	1° 16.5' N, 104° 16.3' E  Approximately 6.2 nm from Tanjung Pergam, (Indonesia) in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, the master reported to Singapore VTIS that his crew had sighted about four perpetrators in the ship's engine room.</p> <p>The master sounded the alarm and mustered all crew. <b>The crew was accounted for, and there was no report of injury.</b> A search was conducted, with no sighting of any perpetrators.</p> <p>The crew discovered that <b>some spare parts for the fuel pumps</b> were stolen. The ship continued her voyage to China.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

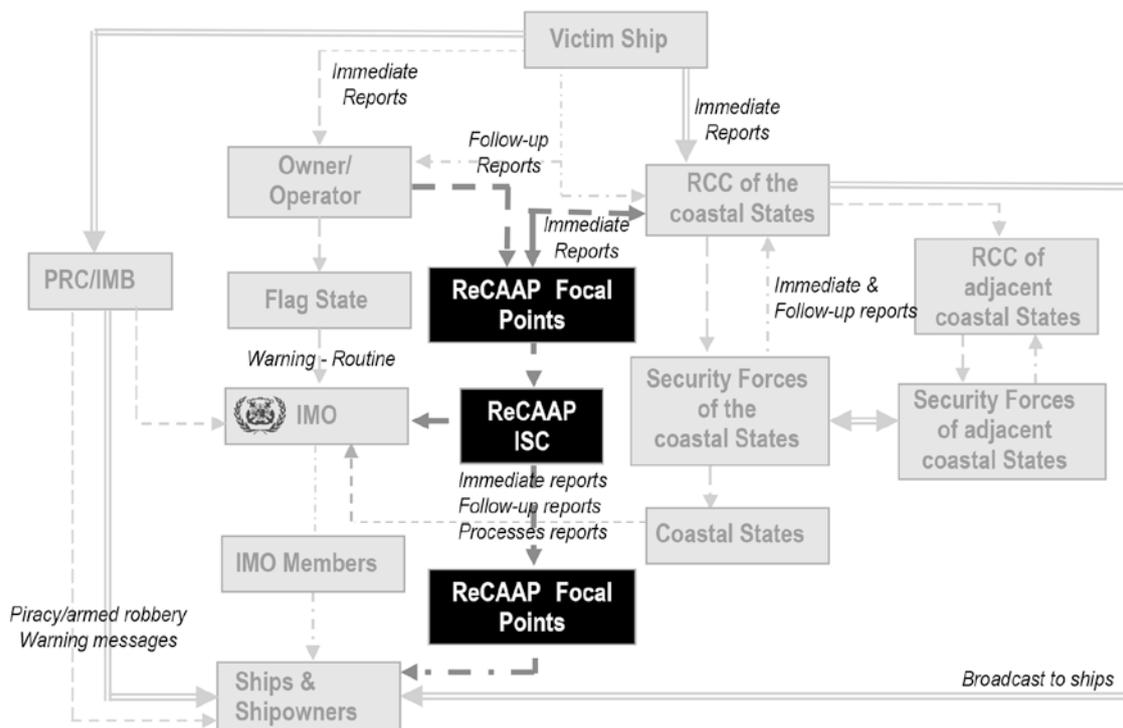
S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
23	<b>Volta</b> Bulk carrier Marshall Islands 92053 9587362	29/3/23 2156 hrs	1° 4.4' N, 103° 41.1' E  Approximately 2.7 nm northwest of Pulau Cula, (Indonesia) in the eastbound lane of the TSS in the SS  (SOMS)	<p>While at underway, the crew sighted <b>four armed perpetrators</b> in the engine room. The master reported the incident to Singapore VTIS.</p> <p>The master sounded the alarm, mustered the crew, and conducted search on board. At 2356 hrs, the ship informed VTIS that they had concluded the search on board the ship, and found <b>some engine spare parts</b> missing. All crew members were accounted for; no injuries to the crew or further assistance were required. The ship resumed her voyage to Qingdao, China.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
24	<b>Nippon Princess</b> Tanker Marshall Islands 55909 9380673	31/3/23 0150 hrs	1° 3.58' N, 103° 26.88' E  Approximately, 3.3 nm from Pulau Cula, (Indonesia), in the eastbound lane of the TSS in the SS  (SOMS)	<p>While underway, the crew sighted <b>three perpetrators armed with knives</b> in the ship engine room workshop. The master the incident to Singapore VTIS.</p> <p>The master sounded the alarm and mustered all crew. The crew was accounted for, and there was <b>no report of injury</b>. A search was conducted, with no sighting of any perpetrators. The ship was bound for Singapore with an estimated time of arrival to pilot boarding ground at 0430hrs.</p> <p>The RSN vessel, RSS Independence escorted the ship to the pilot boarding ground and Singapore PCG boarded the ship upon arrival to carry out the search.</p> <p>Safety navigational broadcast was initiated. The RSN MSTF and Singapore Police Coast Guard were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
25	<b>Amani</b> Bulk carrier Singapore 34614 9729910	31/3/23 0325 hrs	1° 5.45' N 103° 34.34' E  Approximately, south of the Nipa Transit Anchorage in the eastbound lane of the TSS, main straits of sector 7 in the SS  (SOMS)	<p>While underway, the crew sighted four perpetrators at the stern deck of the ship, and immediately alerted the bridge team. The duty officer raised the general alarm to inform crew of the four perpetrators.</p> <p>Upon hearing the alarm, the perpetrators jumped off into a small boat. The master then mustered the crew and conducted a search on board the ship, with no further sighting of the perpetrators. There was no reported damage to the vessel, <b>nothing stolen and no injuries to crew.</b></p> <p>Safety broadcast on anti-piracy watch was issued to warn all ships to maintain a vigilant watch at all times in the Singapore Strait.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

# Flow Diagram on Procedure for Reporting Incidents of 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**



**Legend:**  
 Radio/GMDSS :   
 Fastest means   
 Follow-up comms 

**Notes:**

1. The RCCs of some ReCAAP Contracting Parties are also their ReCAAP Focal Points. These Focal Points also disseminates 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

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	Phone No	Fax Number
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Correct as on 31 March 2023

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The ReCAAP ISC, makes use of various sources of information in producing its reports. The primary source is the ReCAAP ISC's Information Network System (INF). Where necessary, the ReCAAP ISC leverages on other secondary sources of information, including those from the International Maritime Organization (IMO), the Information Fusion Centre (IFC), the Malaysian and Indonesian authorities, the commercial entities (such as shipping companies, ship owners, ship operators, ship agents, etc.) and other publicly available sources to facilitate analysis on patterns and trends, and to make recommendations. The ReCAAP ISC acknowledges these sources.



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