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JANUARY TO DECEMBER 2024

ANNUAL REPORT 2024

PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

ENHANCING REGIONAL COOPERATION...

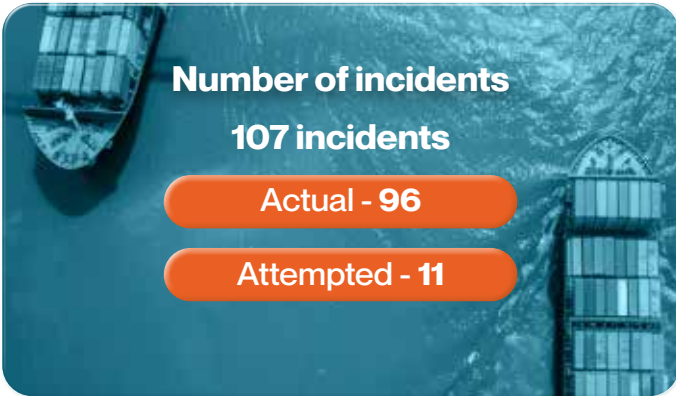
The image features a teal background on the left and a circular cutout on the right showing a beach scene with waves and a clear sky. A semi-transparent teal globe graphic is overlaid on the left side of the circular cutout. The text "ENHANCING REGIONAL COOPERATION..." is positioned at the bottom left of the teal area.

ENHANCING REGIONAL COOPERATION...

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A OVERVIEW



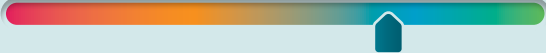
Number of incidents

107 incidents

Actual - 96

Attempted - 11

Severity of actual incidents

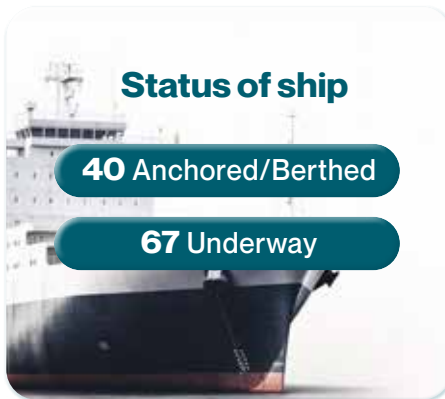


CAT 1	2	CAT 3	36
CAT 2	16	CAT 4	42



2 Piracy incidents

105 Armed robbery incidents





Status of ship

40 Anchored/Berthed

67 Underway

Areas of Concern

-  Continued occurrence of incidents in SOMS
-  Threat of abduction of crew for ransom in Sulu-Celebes Seas

Recommendations

Law Enforcement Agencies

- Respond promptly to incidents
- Strengthen coordination & promote information sharing
- Increase patrols
- Arrest & prosecute perpetrators



Ship master & crew

- Be vigilant & maximise lookouts
- Sound alarm when suspicious boats spotted in vicinity or when unauthorised persons onboard the ship
- Report immediately all incidents to nearest coastal States
- Conduct rounds of ship's compartment before entering areas of concern
- Keep abreast of latest situation, advisories & navigational broadcasts





B EXECUTIVE SUMMARY

A total of 107 incidents of piracy and armed robbery against ships (ARAS) were reported in Asia during January-December 2024. Two were incidents of piracy that occurred on the high seas, and 105 were ARAS. There is a **6% increase** in the number of incidents reported in 2024 compared to the same period in 2023 (101 incidents).

Of the 107 incidents reported in 2024, there were 96 actual incidents (where perpetrators successfully boarded the ships) and 11 attempted incidents (where perpetrators failed to board the ships). Compared to 101 incidents in 2023 (with 100 actual incidents and one attempted incident) there has been a **4% decrease of actual incidents** in 2024. On the 11 attempted incidents, the ReCAAP ISC will like to commend the efforts of the ship masters, crew and authorities for the roles each played in thwarting the attempts of boarding by the perpetrators.

There was a slight improvement in the Straits of Malacca and Singapore (SOMS) with a 2% decrease in the number of incidents from 63 in 2023 to 62 in 2024. Improvement also occurred in India, the Philippines, Thailand and Vietnam. The Centre commends the good efforts of the law enforcement agencies in Asia including Bangladesh and Indonesia for the arrests of perpetrators and the prevention of unauthorised boarding. The arrests made by the authorities send a strong message of deterrence to would-be perpetrators.

No incident of abduction of crew for ransom in the Sulu-Celebes Seas was reported during January-December 2024. The last abduction of crew incident occurred in January 2020. However, the threat of abduction of crew for ransom remains due to the remnants of the Abu Sayyaf Group (ASG) in the Sulu and Tawi Tawi area. As such, ships are advised to exercise vigilance and adopt the necessary preventive measures when transiting the area, to maintain communication with the authorities and to report all incidents to the Operations Centres of the Philippines and Eastern Sabah Security Command (ESSCOM).

ReCAAP ISC remains committed to meeting the evolving needs of the shipping community. To ensure that the shipping industry keeps abreast of the latest piracy and ARAS situation in Asia and to encourage the timely reporting of incidents to the nearest Coastal State, the Centre has implemented several initiatives including an **enhanced Mobile Application** (“ReCAAP”) to facilitate the ease of incident reporting and information sharing, an **Interactive Dashboard** - ReCAAP Data Visualisation Map and Panel (Re-VAMP) for the industry to derive insights regarding the ARAS situation in areas of concern in Asia. Additionally, ReCAAP ISC has also produced posters on the guidelines and contact details for ship master and crew to allow for direct report and to ensure the right channel for incident report. There is also the **Regional Guide 2** on the preventive measures to adopt as well as the updated **Guide Book on Identification of Fishing Boats in Asian waters**, to facilitate ship crew in identifying boats that appear out of the norm, to increase their vigilance and to aid the enforcement agencies in their investigations.



C

INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

C INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

Situation Update

Number of Incidents

A total of **107 incidents**, comprising of two incidents of piracy¹ and 105 incidents of Armed Robbery Against Ships (ARAS)², were reported in Asia in 2024. Of the 107 incidents, 96 were actual incidents³ and 11 were attempted incidents⁴. The number of incidents had increased compared to 101 incidents (100 actual incidents and one attempted incident) reported in 2023. Refer to the Appendix on 'Description of incidents - 2024' for details of the incidents.

In 2024, for Quarter 4 (Q4) compared to Q3, there has been an increase of incidents [36 incidents versus 19 incidents]. The number of incidents reported in Q4 2024 is the highest among the four quarters of the year in review. In addition, based on a quarter-to-quarter comparison among the five-year reporting period of 2020-2024, the 36 incidents reported in Q4 2024 also represents the highest quarterly number of incidents over the past five years.

Chart 1 shows the number of incidents reported to the ReCAAP ISC each quarter from 2020-2024 and the total number of incidents during this five-year period.

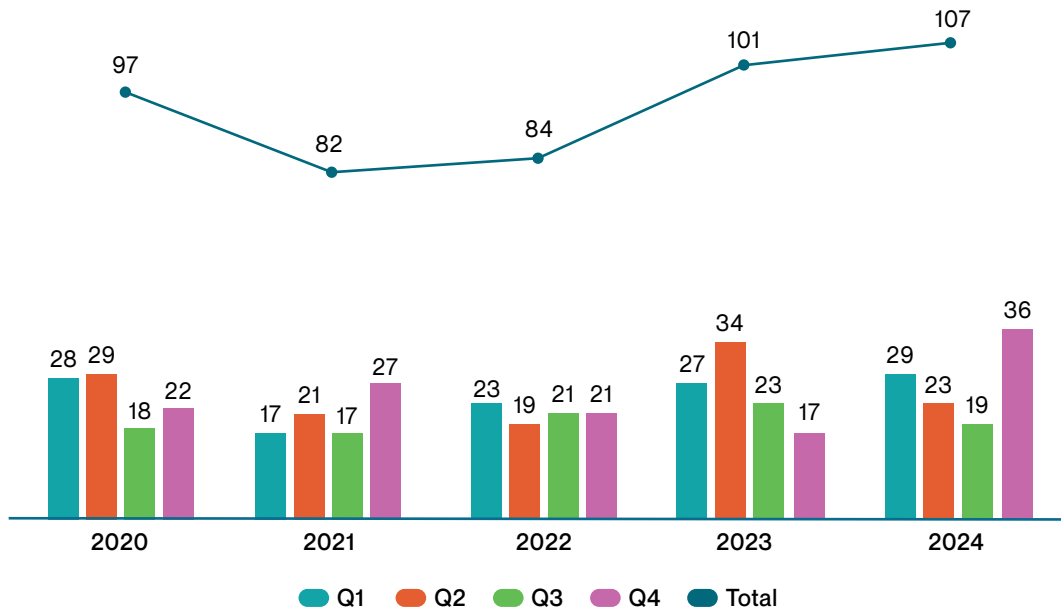


Chart 1 - Number of incidents (Quarterly number vis-à-vis total number for 2020-2024)

- 1 The definition of piracy is in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS 82).
- 2 Armed robbery against ships is defined 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 more details.
- 3 Actual incidents refer to incidents whereby the pirates/robbers boarded the ship; regardless of whether they stole any items from the crew or took anything onboard the ship.
- 4 Attempted incidents refer to incidents whereby the pirates/robbers tried but failed in their attempt to board the ship.

Actual Incidents Versus Attempted Incidents

There have been an increase of attempted incidents in 2024 (11 incidents) compared to 2023 (only one incident). It is the highest number of attempted incidents reported to the Centre since 2019 (also 11 attempted incidents). In these attempted incidents, the perpetrators had aborted attempts to board the ships due to the vigilance and actions of the crew, and presence of the law enforcement agencies. These incidents are indicative that perpetrators will only board ships that are lax in security, as they look to avoid confrontation with the crew. This is especially evident when perpetrators aborted their attempt once they realised the crew had been alerted to their presence.

Incidents in 2024 Versus 2023

The total number of incidents reported in 2024 had increased compared to 2023. The **increase** of incidents in 2024 occurred in **Bangladesh, Indonesia** and **South China Sea (SCS)**. **Chart 2** shows the locations with increase in the number of incidents reported.

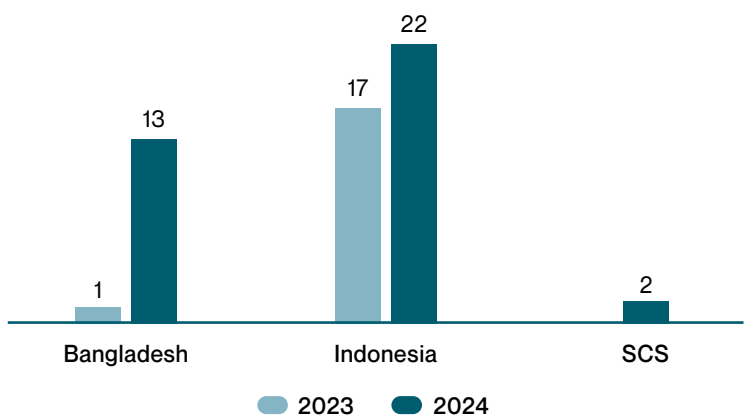


Chart 2 - Location with increase of incidents (2023 vs 2024)

However, the decrease in the number of incidents occurred in **India, the Philippines, the Straits of Malacca and Singapore (SOMS), Thailand** and **Vietnam**. **Chart 3** shows the locations with decrease of incidents.

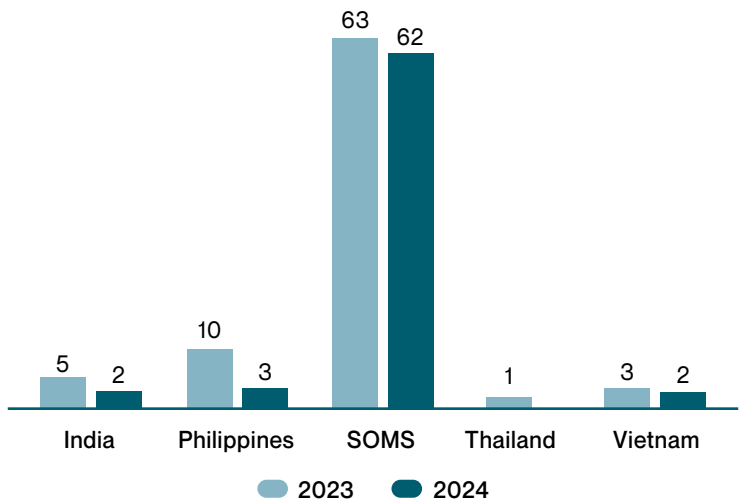


Chart 3 - Location with decrease of incidents (2023 vs 2024)

Areas of Concern

There were two areas of concern for ARAS incidents in Asia for 2024:

1. **SOMS – Continued occurrence of incidents**

A total of 62 incidents were reported in SOMS in 2024 compared with 63 incidents in 2023. Of the 62 incidents, one incident occurred in the Malacca Strait (MS) and 61 incidents in the Singapore Strait (SS). In 2023, 58 incidents occurred in the SS, and five incidents were reported in the MS.

More details of the situation in SOMS can be found in **Part D** of this report.

2. **Sulu-Celebes Seas – Threat of abduction of crew for ransom remains**

No incident of abduction of crew for ransom by the Abu Sayyaf Group (ASG) was reported in the Sulu-Celebes Seas in 2024. The last incident reported to ReCAAP ISC occurred on 17 Jan 2020. 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 E** of this report.

Piracy versus Armed Robbery Against Ships

Of the 107 incidents in 2024, 105 incidents reported were ARAS, and two were piracy incidents.

By definition, piracy takes place on the high seas while ARAS 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 were ARAS. Over the 17-year period of 2007-2024, the number of piracy incidents fluctuated each year, with an average of 10% for piracy incidents and 90% for ARAS.

Looking at the last five years (2020-2024), the percentage of piracy incidents has **decreased** to 1% and ARAS incidents make up 99% of incidents reported in Asia.

Chart 4 shows the number of incidents of piracy versus ARAS for the period of 2007-2024.

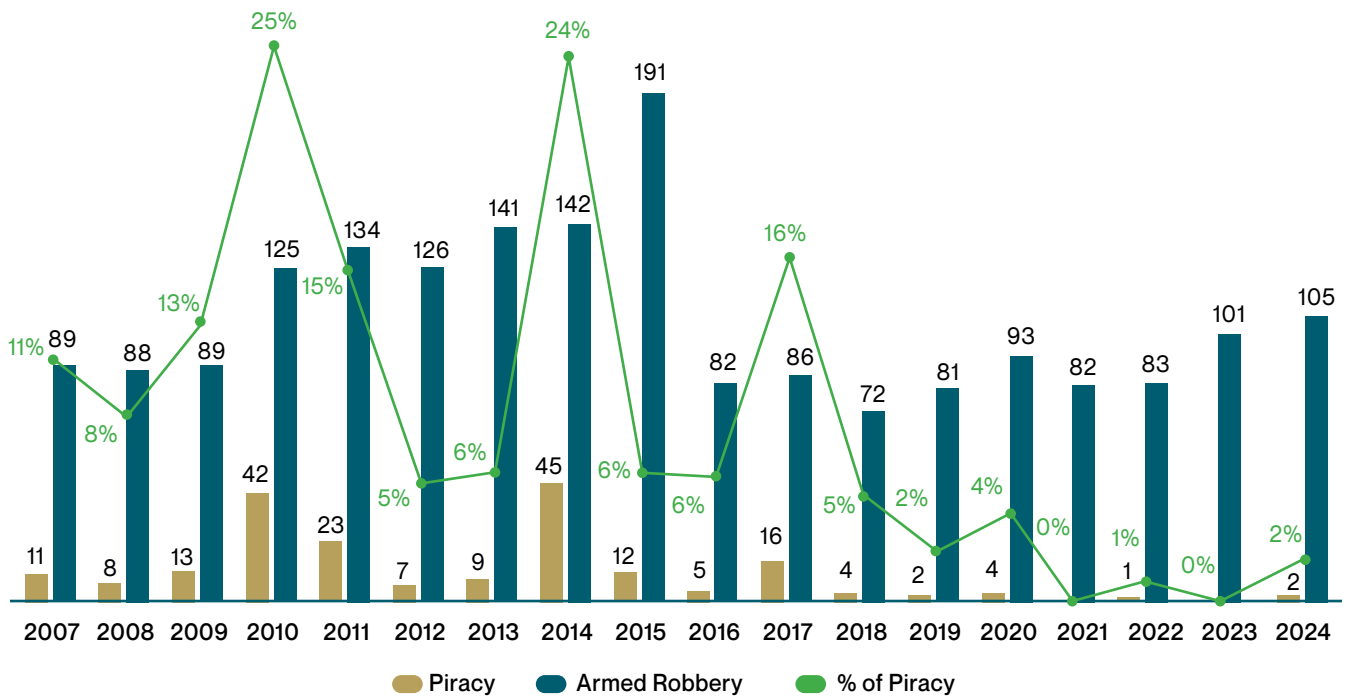
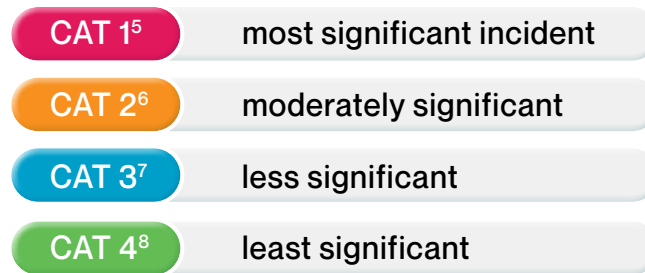


Chart 4 - Piracy Vs Armed Robbery Against Ships (2007-2024)

Significance Level of Incidents

The ReCAAP ISC classifies each actual incident into one of the four categories to provide a qualitative perspective of the incidents, and defines each category by the significance (or commonly known as severity) level:



Refer to the Appendix on the “*Methodology in classifying incidents*”.

The categorisation of 96 actual incidents reported in 2024 were: 2 CAT 1, 16 CAT 2, 36 CAT 3 and 42 CAT 4 incidents

In Q4, both CAT 2 and CAT 3 incidents account for 68% of the total number of incidents while CAT 4 makes up the remaining 32%. However, in Q3, the CAT 2 and CAT 3 incidents accounted for 47% of the total incidents while the CAT 4 incidents constituted another 47%.

5 A **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 were subjected to physical violence. This include cases of the crew being abandoned, kidnapped or killed. The CAT 1 cases include the ship being hijacked for resale purposes, or the perpetrators took over control of the ship to carry out siphoning of the cargo oil carried onboard.

6 A **CAT 2** incident is ‘**moderately significant**’ in nature. Under this category, the perpetrators are armed with knives/machetes and in some incidents they are armed with guns. In such incidents, the crew is threatened or held hostage temporarily and, in some cases, the crew experienced physical violence and suffered injury.

7 A **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 physically harmed. In the majority of CAT 3 cases, nothing is stolen. In cases where losses are reported, stores and engine spares are the commonly stolen items

8 A **CAT 4** incident is classified as ‘**least significant**’ in nature. Under this category, the perpetrators are not armed, and the crew not injured. In CAT 4 cases, either nothing is stolen or small items are stolen.

Chart 5 shows the significance level of incidents reported for each quarter during the period of 2007-2024.

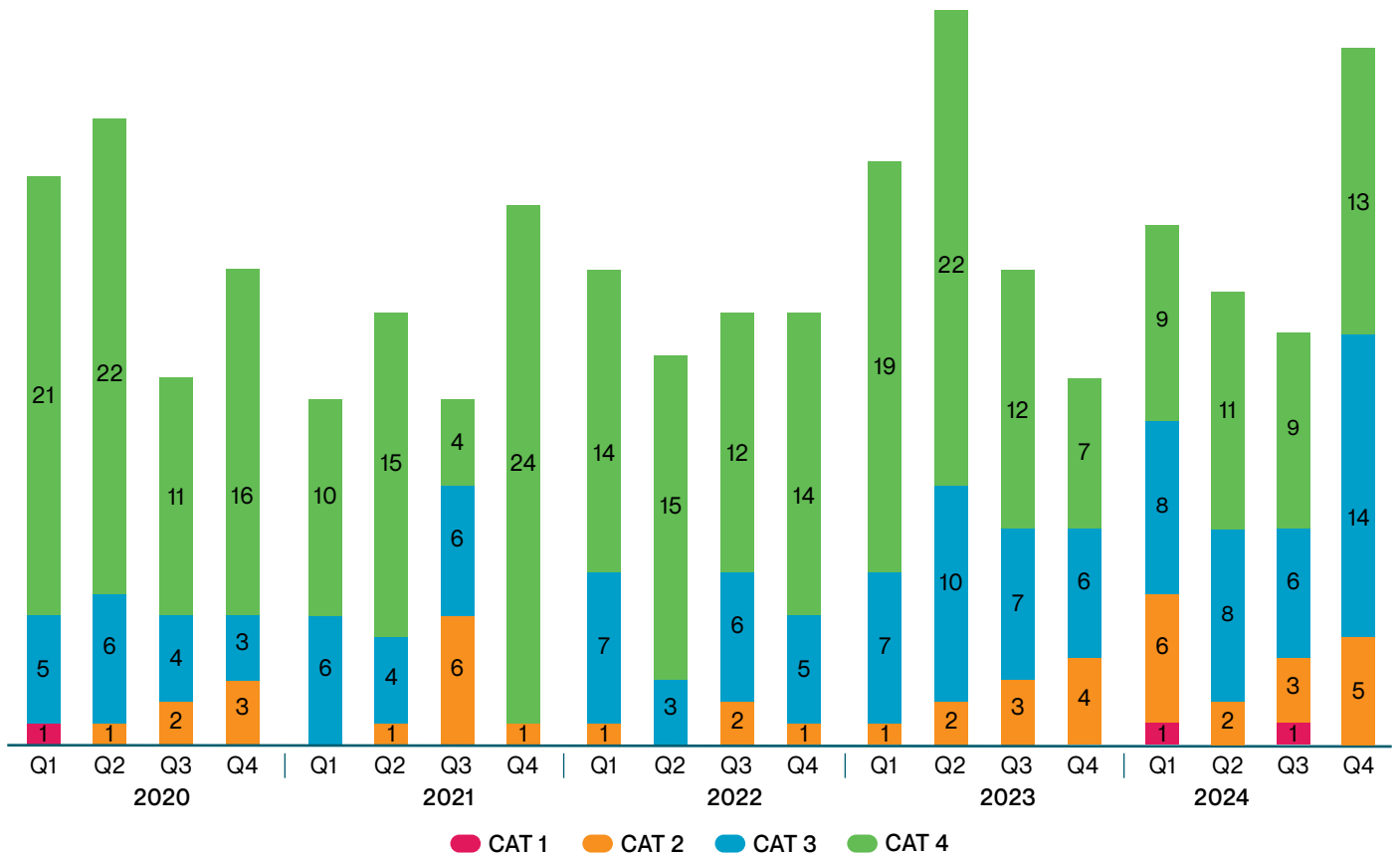


Chart 5 - Significance level of incidents (Quarterly of 2020-2024)

CAT 1

There were two CAT 1 incidents reported in 2024. This is the first time after four years that a CAT 1 incident was reported, with the last CAT 1 incident reported back in January 2020. Both CAT 1 incidents occurred off Central Kalimantan, Indonesia, and involved perpetrators carrying firearms and sharp weapons, held the crew hostage, siphoned FAME (Fatty Acid Methyl Ester) cargo carried onboard barges towed by tug boats, stole crew’s cash and personal belongings and damaged the navigation equipment before they escaped.

The first incident occurred in February 2024 where the master and crew were held hostage for more than 27 hours. The incident was reported to the Indonesian authorities, who dispatched an Indonesian patrol boat immediately to provide assistance.

The second incident occurred in September 2024 where the master and crew were threatened and restrained in the mess room, and tied up with plastic ropes. The perpetrators subsequently siphoned the FAME cargo onto a tanker, and also stole mobile phones, cash and navigational equipment. The incident lasted between eight and 10 hours.

On 1 Nov 2024, it was reported that the Central Kalimantan Police had arrested 14 suspected perpetrators involved in the incident in September 2024. Details of the arrest can be found in **Part F** of the report.

CAT 2

CAT 2 incidents account for 17% of the total incidents, which is twice that of 2023.

Among the 16 CAT 2 incidents, 10 occurred onboard ships while underway in SOMS, five onboard ships anchored at anchorages in Bangladesh, and one onboard a ship anchored at Dumai Anchorage in Indonesia.

SOMS

All 10 incidents reported in the SOMS occurred in the eastbound lane of the Traffic Separation Scheme (TSS) in SS.

In the 10 incidents, two incidents reported that the perpetrators carried guns and knives while the other eight incidents reported that the perpetrators carried knives or machetes. Majority of these incidents reported that the perpetrators did not use the weapons to harm the crew. Instead, they used the weapons to threaten the crew into complying with their demands. However, there was one incident whereby the 3rd Engineer was punched on the forehead by the perpetrators and suffered minor injury.

Five of the 10 incidents reported that engine spares were stolen, three incidents reported loss of personal belongings such as mobile phone, gold chain and tablet, one incident loss of stores and the losses could not be ascertained in one incident.

Bangladesh

For the five incidents reported in Bangladesh, the perpetrators operated in large groups of between 8-12 men. There were three incidents where the perpetrators carried knives. The crew was not injured except in one incident where the perpetrators tied up three local watchmen, one of them suffered injury on leg, and another suffered a slight injury on the head. Ship stores such as heaving line and messenger line were reported stolen in four of the incidents, while mobile phones and windlass brake pads were stolen in the remaining incident.

Indonesia

In the incident that occurred at Dumai Anchorage, three perpetrators armed with guns and knives boarded the ship, and tied the hands of the duty engine crew. The perpetrators stole ship engine spare parts and escaped.

CAT 3

Of the 36 CAT 3 incidents, 27 occurred onboard ships while underway in SOMS, eight incidents in Indonesia and one incident in Bangladesh.

SOMS

All 27 CAT 3 incidents in the SOMS involved perpetrators carried either knives, machetes, gun-like objects and metal rods. Majority of the incidents reported that the crew did not suffer any injuries. However, there was one incident where the motorman suffered injuries after he was attacked by a perpetrator armed with knife. First aid was administered to the motorman onboard, and was subsequently conveyed to the hospital, and was reported in a stable condition.

Among the 27 incidents, 14 incidents reported the loss of engine spares and one incident reported the loss of ship's spare parts. The perpetrators escaped empty-handed in 10 incidents, while in another two incidents, the losses could not be ascertained.

Indonesia

All eight CAT 3 incidents in Indonesia occurred in ports and anchorages; and the perpetrators carried knives. In five of these incidents, the crew members were not injured. In one incident, the duty engine crew was tied up and while in another two incidents, it was reported that the duty AB was threatened.

In seven of the eight incidents, engine spares, ship stores and unsecured items were stolen. The perpetrators escaped empty-handed in the remaining incident.

Bangladesh

In the incident that occurred at Chattogram Anchorage, six perpetrators boarded the ship, tied up the shore watchmen, and broke into the paint store. They stole unsecured rope, fire hoses, tools, paint drums, messenger line and heaving line before they escaped. The incident was reported to the local authorities, who apprehended the perpetrators and recovered the stolen items.

CAT 4

CAT 4 incidents accounted for 44% of the total incidents, a decrease compared to 2023 (60%). In these incidents, perpetrators are not reported to have carry any weapon and the crew members were not injured.

Status of Ships

Of the 107 incidents reported in 2024, 40 incidents (37%) occurred to ships while at anchor/berth and 67 incidents (63%) occurred to ships while underway.

Chart 6 shows the location of the incidents which occurred to ships at anchor/berth. All incidents reported in Bangladesh, India, the Philippines and Vietnam occurred onboard ships while they were anchored/berthed.

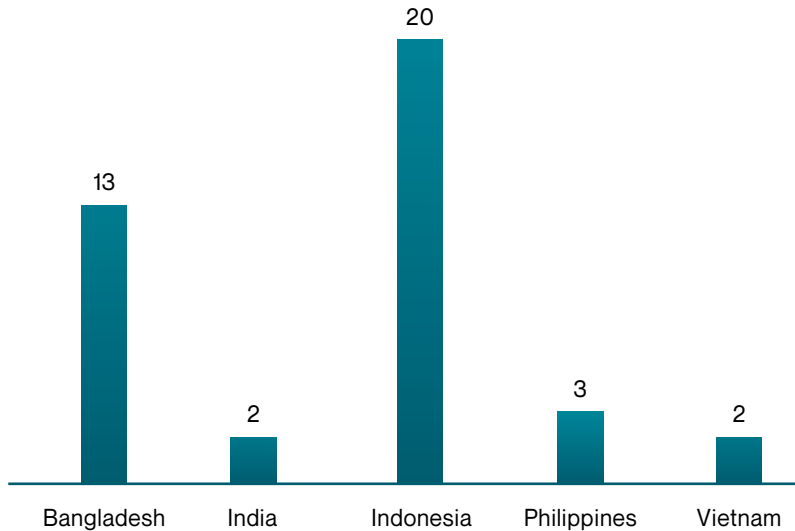


Chart 6 - Incidents on board ships at anchor/berth (2024)

Chart 7 shows the location of the incidents which occurred to ships while underway. The incidents onboard ships that were underway occurred in Indonesia, Malaysia, SCS and SOMS.

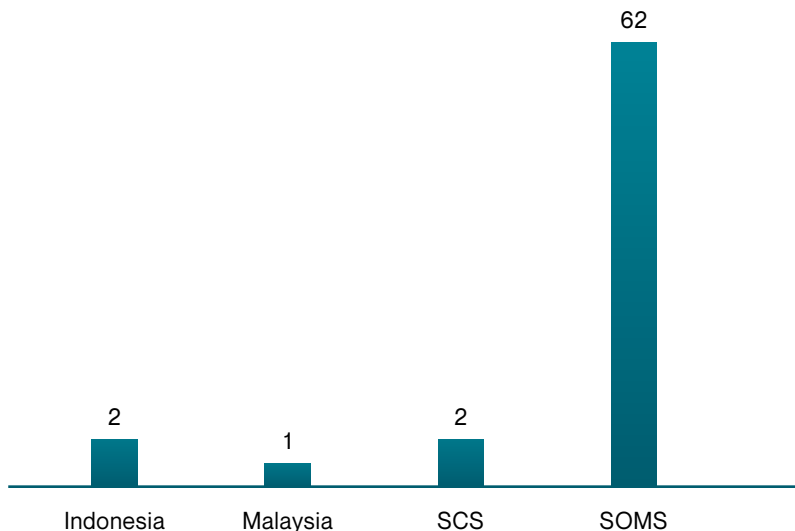


Chart 7 - Incidents on board ships while underway (2024)

Location of Incidents

Table 1 shows the number and location of incidents reported in Asia for past 10 years (2015-2024).

Act Actual Att Attempted

	2015		2016		2017		2018		2019		2020		2021		2022		2023		2024	
	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att
North Asia																				
China	2		3		2				3											
Sub-total	2		3		2				3											
South Asia																				
Arabian Sea						1														
Bangladesh	10		1	1	11		9	2			5			4	1	1			10	3
India	12		12		4		3	1	4	1	9		5	4	1	5			2	
Sub-total	22		13	1	15	1	12	3	4	1	14		5	8	2	6			12	3
Southeast Asia																				
Andaman Sea	1																			
Indonesia	22	1	32		30	3	21	6	18	5	21	1	12	1	10		17		17	5
Malaysia	4		1		1	1	6		8		3		1		1	1	1		1	
Pacific Ocean										1										
Philippines	7	1	3		19		8	1	5	2	13		10	1	4		10		3	
SOMS	94	10	1	1	7	2	6	2	29	2	34		47	3	54	1	62	1	59	3
South China Sea	10	1	4	1	11	1	3	1	1		3	1			1				2	
Sulu-Celebes Seas			12	6	3	4	2	1	2		1									
Thailand	1																1			
Vietnam	27		9		2		4		2		6		2		2		3		2	
Sub-total	166	13	62	8	73	11	50	11	65	10	81	2	72	5	72	2	94	1	84	8
Overall total	190	13	78	9	90	12	62	14	72	11	95	2	77	5	80	4	100	1	96	11

Table 1 – Location of incidents (2015-2024)

The location of incidents reported in 2024 are shown in **Map 1**.



● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted

Map 1 - Location of incidents (2024)

Insights of Incidents

This section provides additional insights into the incidents reported in Asia for 2024. It focuses on the number of perpetrators, weapons carried, treatment of crew, stolen items, type of ships boarded and time of the incidents.

Details of Insight

Number of Perpetrators

Chart 8 shows the number of perpetrators involved in incidents reported in 2024. Of the 107 incidents, 35 incidents involved 1-3 men (32%), 50 incidents involved **4-6 men (47%)**, seven incidents involved 7-9 men (7%), seven incidents involved more than 9 men (7%), and eight incidents had no information available (7%).

79% of the incidents in Asia involved groups of perpetrators operating between 1-6 men.

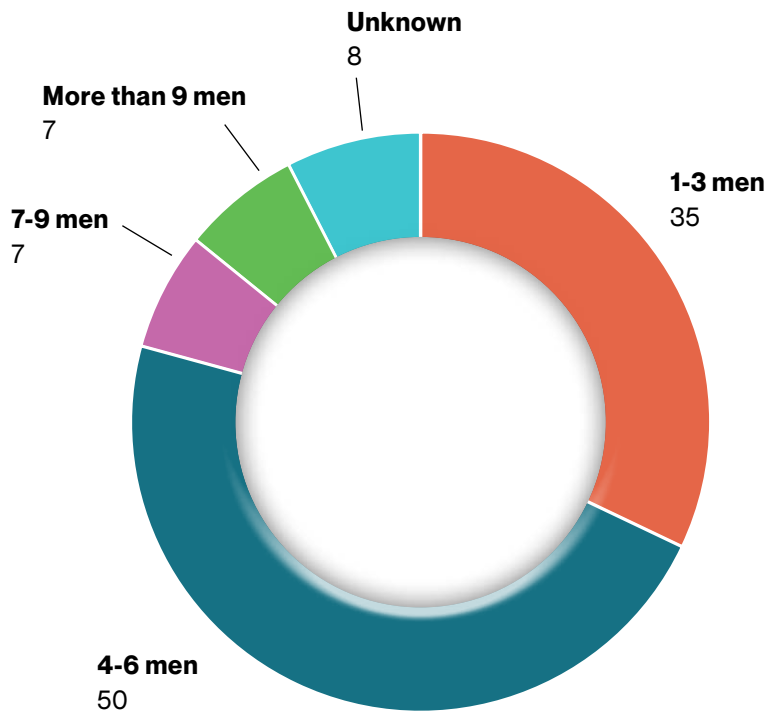


Chart 8 – Number of Perpetrators (2024)

Type of Weapons

Chart 9 shows the type of weapons carried by perpetrators in incidents in 2024. Among the 107 incidents, five incidents reported that the perpetrators were armed with guns (5%), 46 incidents reported that the perpetrators carried **knives, machetes and other weapons such as adjustable wrench, spanners and metal rods (43%)**, 15 incidents reported the perpetrators did not carry weapons (14%) and 41 incidents had no information of weapons carried by the perpetrators (38%).

52% of incidents reported that perpetrators did not carry any weapons or there was no information on this.

The ReCAAP ISC encourages ship master to report on the type of weapons carried by perpetrators in its report. For the incidents where perpetrators were carrying knives and other weapons, these are usually used to cut mooring ropes or remove secured items from ships, threaten the crew to restrict their movement, to compel them into surrendering their personal belongings; and are not used to hurt the crew.

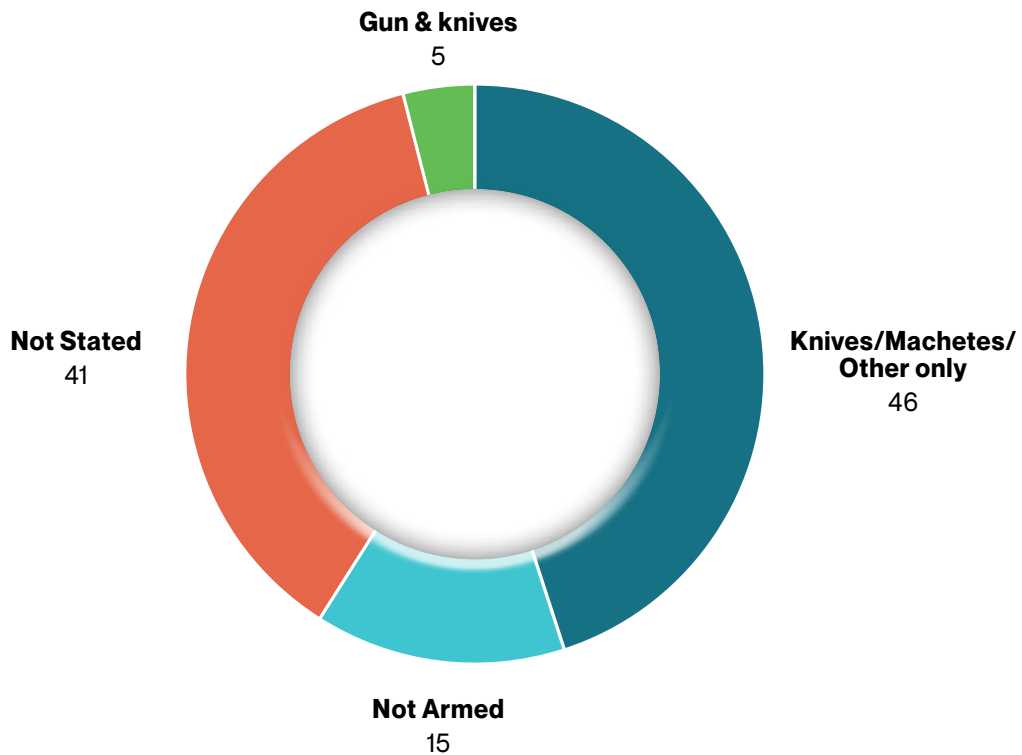


Chart 9 – Type of Weapons Carried by Perpetrators (2024)

Treatment of Crew

Chart 10 shows the treatment of crew in incidents reported in 2024. Of the 107 incidents, three incidents reported perpetrators assaulted the crew (3%), 11 incidents reported perpetrators tied the crew members to restrict their movement (10%), four incidents reported perpetrators threatened the crew members (4%), 79 incidents reported the **crew was not injured (74%)**, and 10 incidents had no information available on the well-being of the crew during the incident (9%).

While the bulk of the incidents involved perpetrators who did not harm the crew, nonetheless ship master and crew are strongly advised not to antagonise the perpetrators, in particular when the perpetrators are armed.

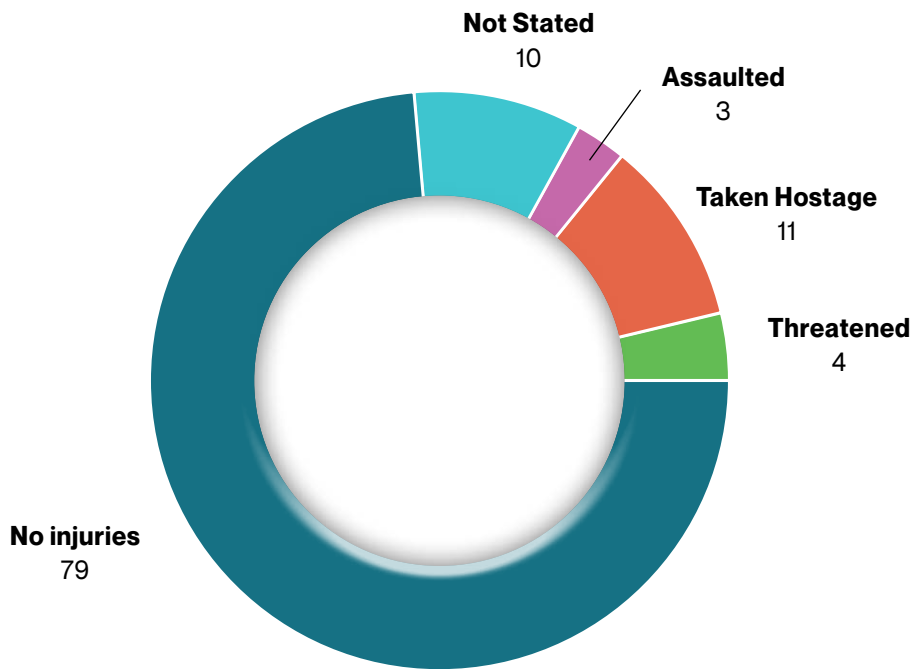


Chart 10 – Treatment of Crew (2024)

Stolen items

Chart 11 shows the type of stolen items reported in 2024. Of the 107 incidents, two incidents reported FAME cargo carried onboard barges were siphoned (2%), four incidents reported loss of personal belongings such as mobile phone and watch (4%), 17 incidents reported losses of ship stores (16%), **30 incidents reported losses of engine spares (28%)**, 13 incidents reported losses of unsecured items (12%), 38 incidents reported that **nothing was lost (35%)** and three incidents did not state whether there was anything stolen (3%).

As engine spares and unsecured items are commonly targeted, ship master and crew are advised to store them in stores with locks, in order to deter of access to such items by the perpetrators.

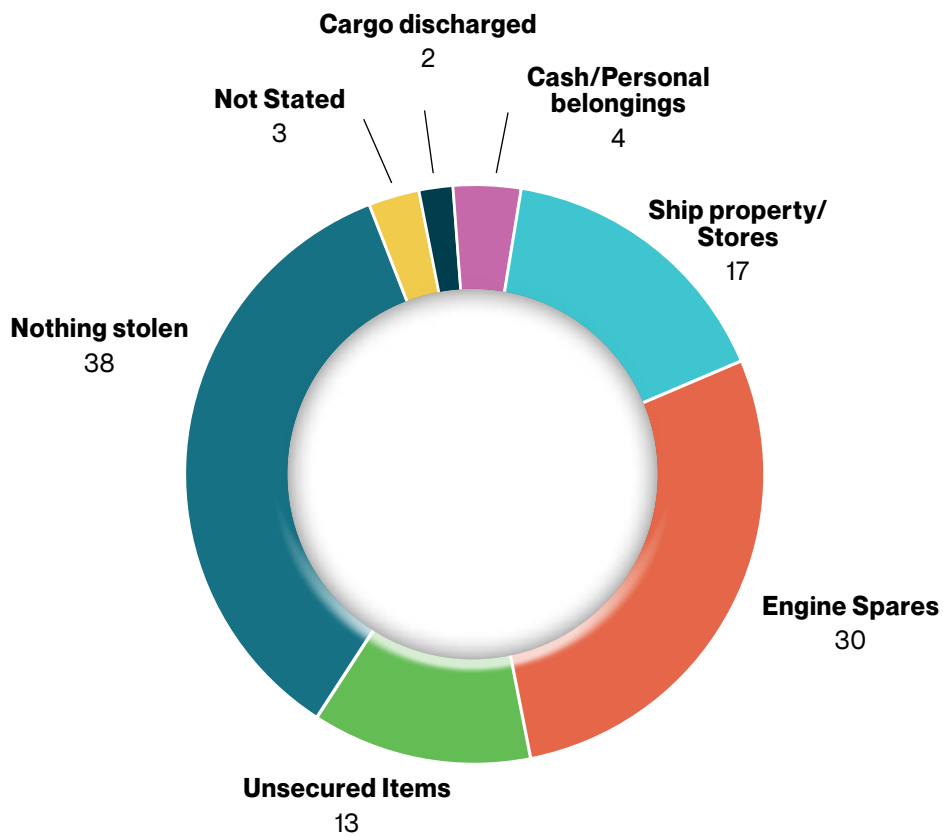


Chart 11 – Type of Stolen Items (2024)

Type of ships boarded

Chart 12 shows the type of ships boarded by perpetrators in 2024. Of the 107 incidents, 59 incidents occurred onboard **bulk carriers (55%)**, 20 incidents onboard tankers (19%), 13 incidents onboard tug boats towing barges (12%), seven incidents onboard container ships (6%), six incidents onboard general cargo ships (6%), and two incidents onboard other types of ships (2%).

With 55% of the incidents occurring onboard bulk carriers, ship masters and crew are strongly advised to be extra vigilant and employ extra lookouts while transiting the areas of concern.

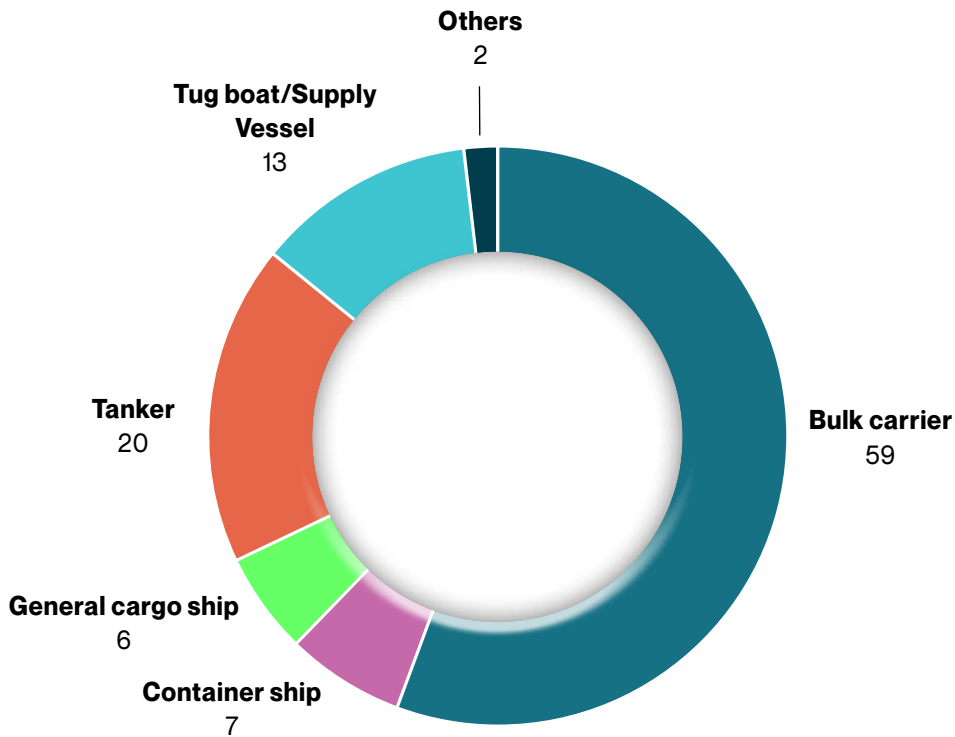


Chart 12 – Type of Ship Boarded (2024)

Time of incidents

Chart 13 shows the time of incidents reported in 2024. Among the 107 incidents, 96 occurred during **hours of darkness (90%)** and 11 occurred during daylight hours (10%).

Of the incidents that occurred during hours of darkness, there were more incidents reported between 0001 hrs and 0459 hrs (76 incidents). Ship masters and crew are advised to exercise extra vigilance during this time window.

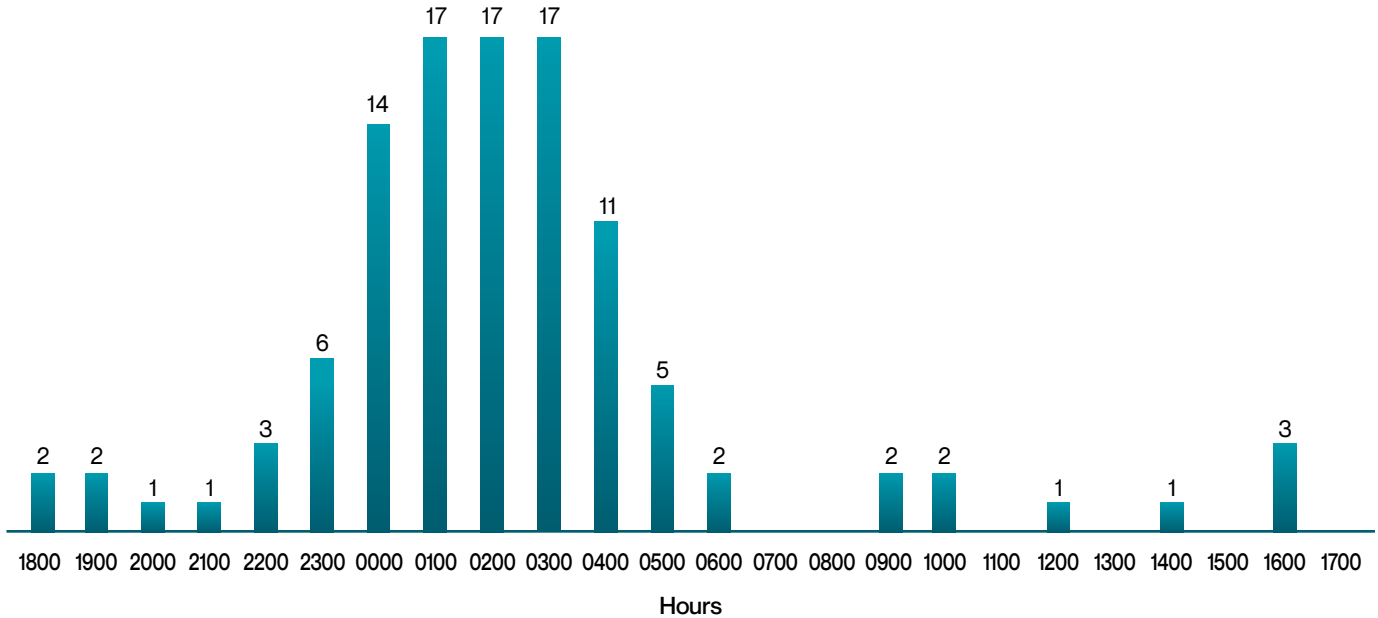


Chart 13 - Time of Incidents (2024)

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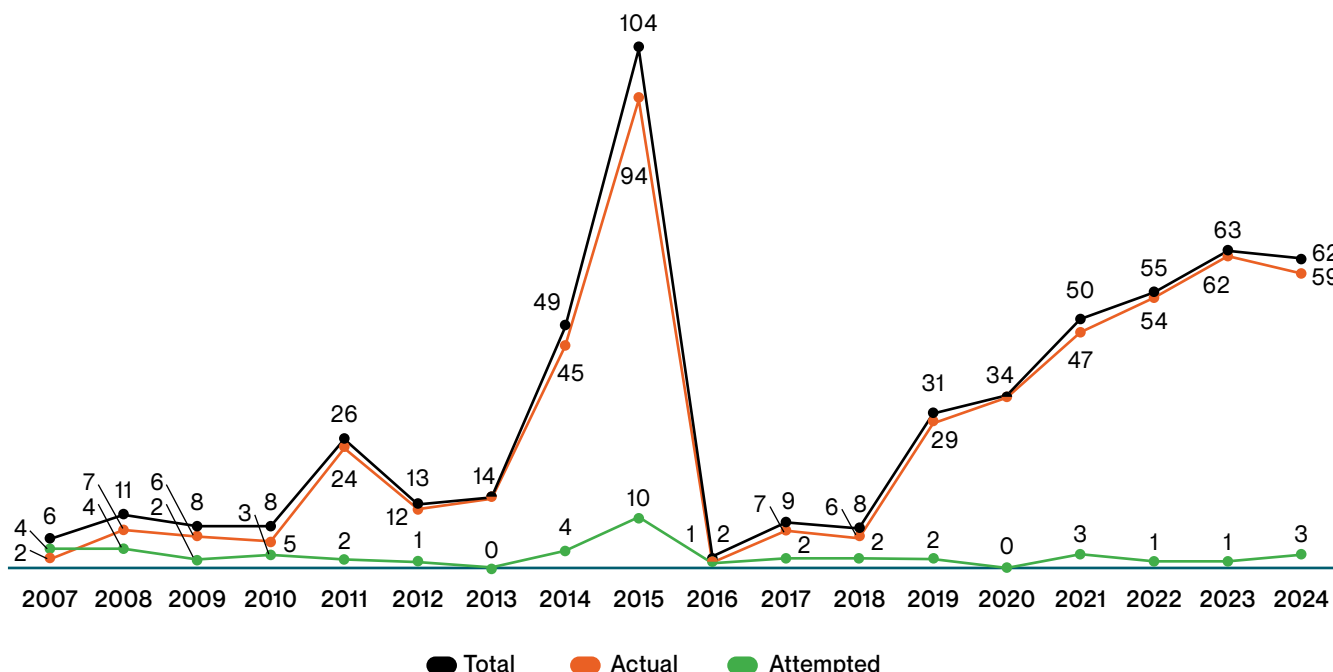
INCIDENTS OF ARMED ROBBERY AGAINST SHIPS IN STRAITS OF MALACCA AND SINGAPORE (SOMS)

D INCIDENTS OF ARMED ROBBERY AGAINST SHIPS IN STRAITS OF MALACCA AND SINGAPORE (SOMS)

Situation Update

Number of incidents

A total of 62 incidents (59 actual and three attempted) were reported in SOMS in 2024. Compared with 2023 (63 incidents), the number of incidents reported in 2024 had **decreased by 2%**. **Graph 1** shows the number of incidents reported in SOMS during 2007-2024.



Graph 1 - Number of incidents in SOMS (2007-2024)

There is a difference in the distribution of incidents reported when comparing the monthly number of incidents in 2023 and 2024. In 2023, majority of the incidents (65%) reported in SOMS occurred during first half of the year (January-June). In contrast, bulk of the incidents (66%) reported in SOMS in 2024 occurred during second half of the year (July-December), in particular in November, where 11 incidents were reported in 2024 compared to no incident reported in 2023. It was noted that there was an arrest of perpetrators on 31 Oct 2023, after a serious incident of stabbing of a ship master occurred on 27 Oct 2023.

Chart 14 shows the comparison of monthly number of incidents reported in SOMS in 2023 and 2024.

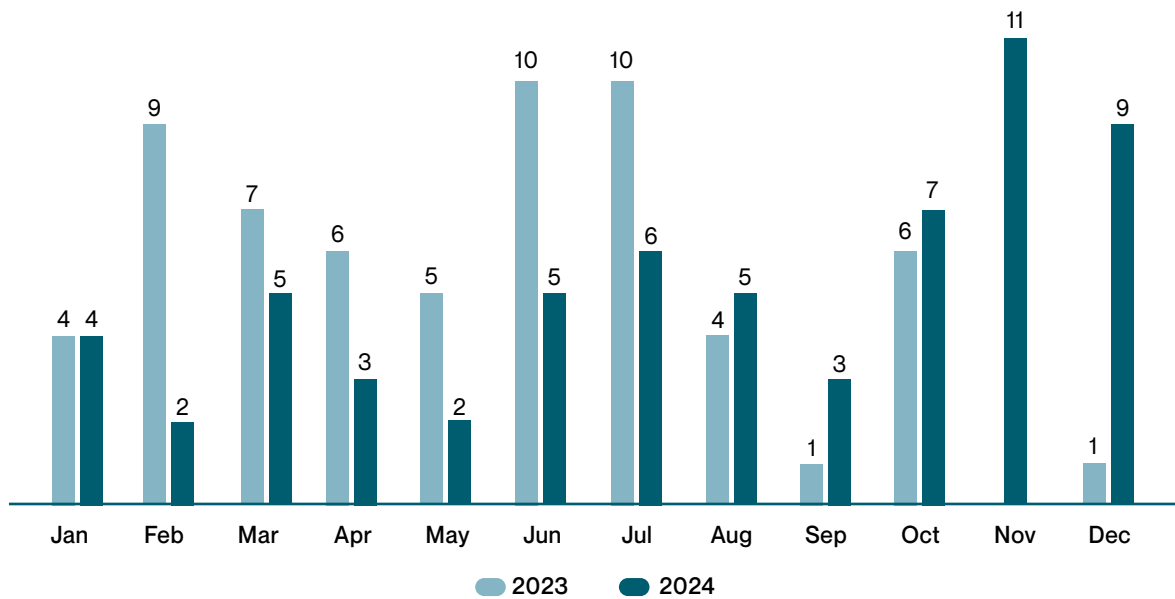


Chart 14 - Number of incidents in SOMS by month (2023 vs 2024)

Significance level of incidents

Chart 15 shows the significance level of actual incidents reported in SOMS during 2007-2024. Majority of the incidents reported in SOMS during the 18-year period were CAT 4 incidents. The exceptions were 2008-2012 where most of the incidents were CAT 2 incidents, as well as 2017 and 2024 where bulk of the incidents were CAT 2 and CAT 3 incidents.

Of the 59 actual incidents reported in 2024, 10 were CAT 2 incidents, 27 were CAT 3 incidents, and 22 were CAT 4 incidents.

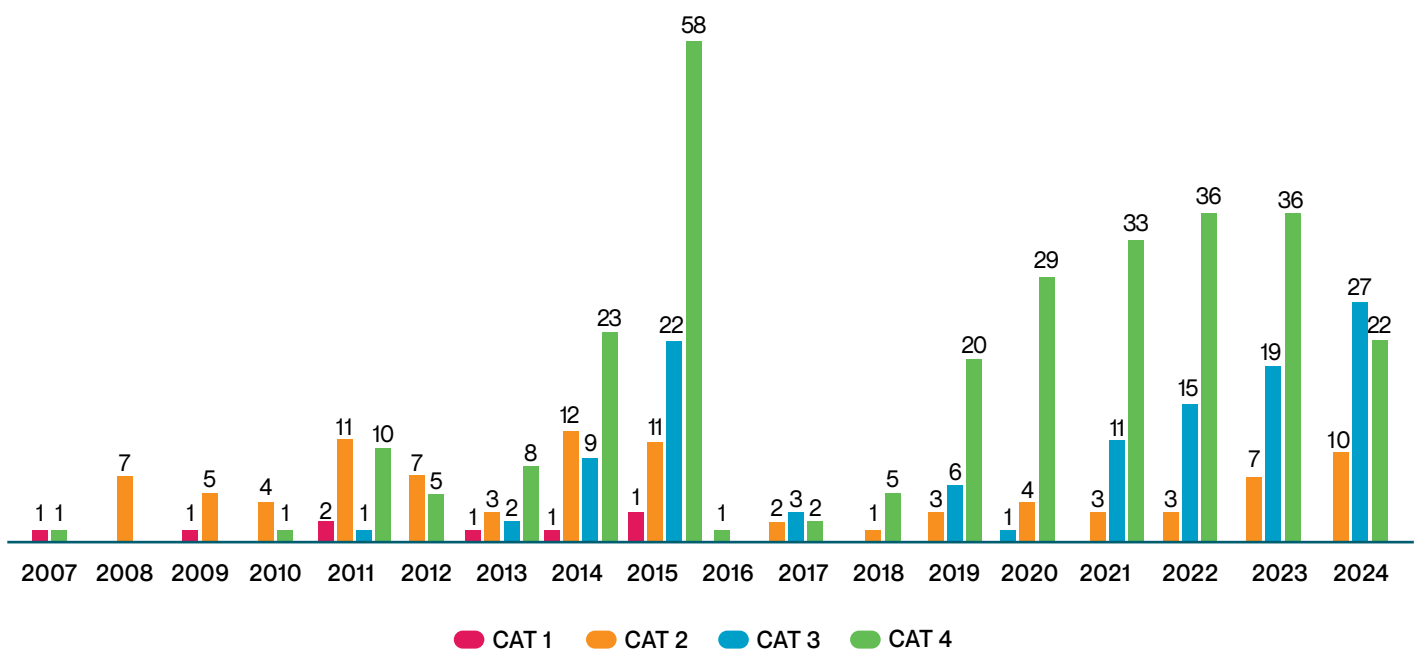
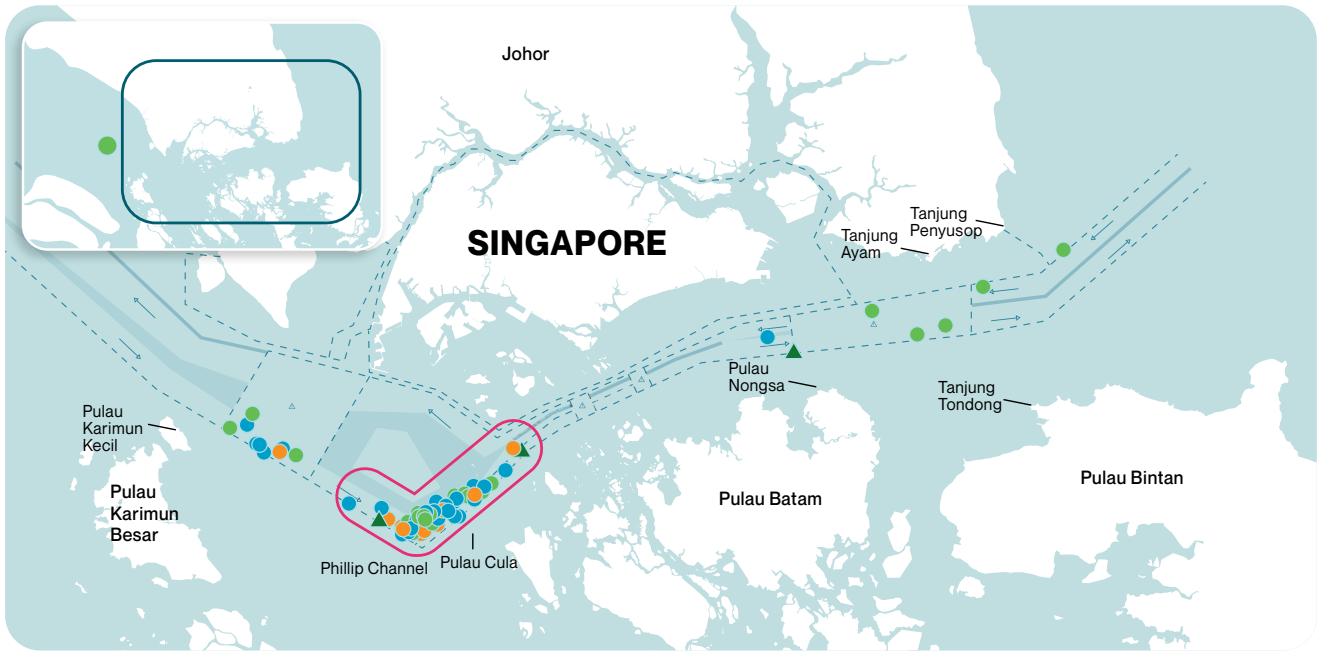


Chart 15 - Significance level of incidents in SOMS (2007-2024)

Location of incidents

Map 2 below shows the location of the 62 incidents reported in SOMS in 2024. Among these incidents, 61 occurred in the Singapore Strait (SS) and one in the Malacca Strait (MS).

Of the 62 incidents, 52 incidents occurred in the eastbound lane of the Traffic Separation Scheme (TSS), six incidents in the precautionary area of the TSS, and four incidents in the westbound lane of the TSS. In particular, the cluster of incidents off Pulau Cula, Indonesia (45 incidents – pink outline) is a concern.



● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted

Map 2 - Location of incidents in SOMS (2024)

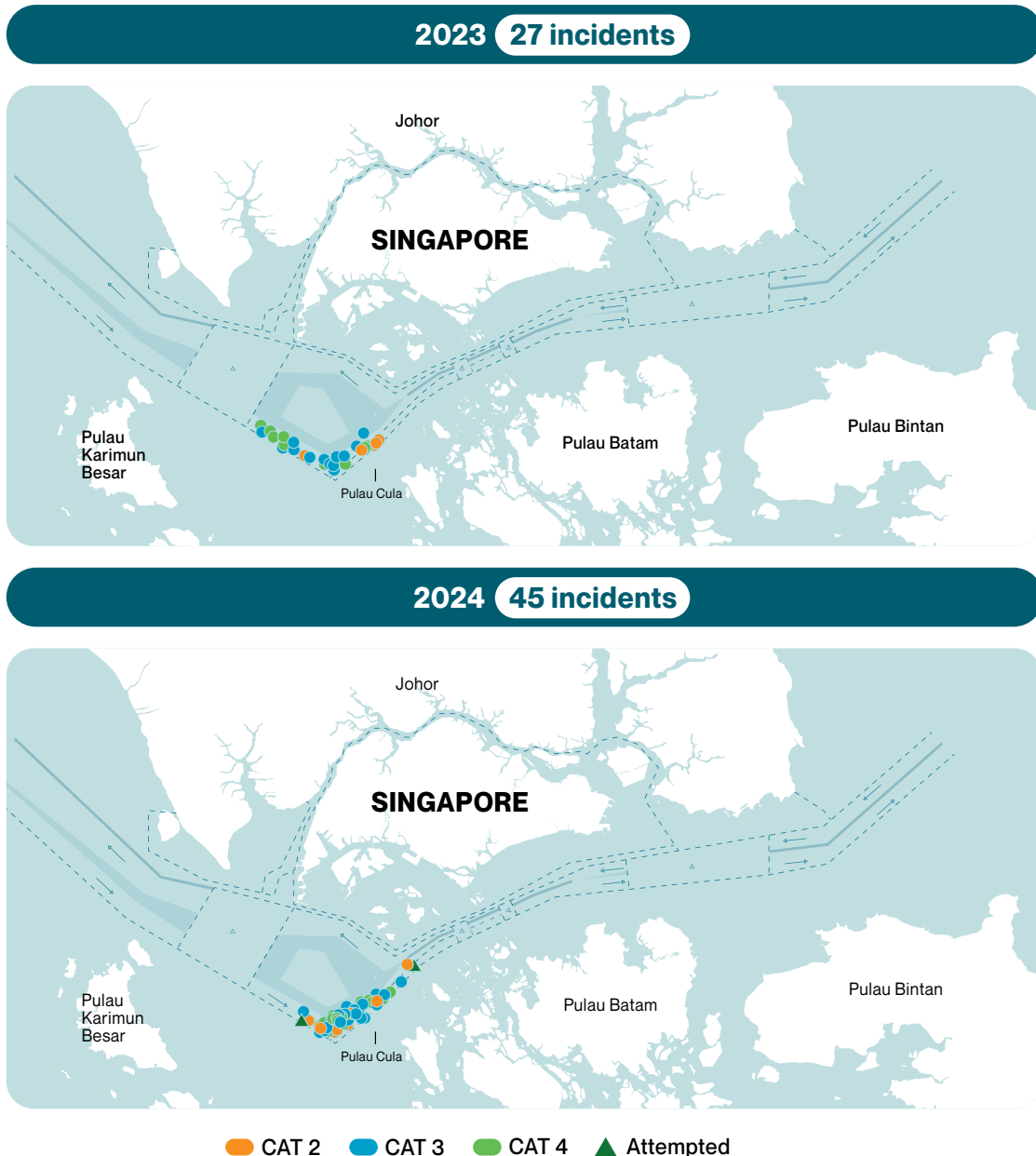
Modus operandi of incidents

As majority of the incidents (73%) reported in SOMS in 2024 occurred off Pulau Cula, Indonesia in the Phillip Channel, the following section looks into the modus operandi of these incidents in comparison with the situation in the area in 2023.

Number and significance level vis-à-vis location of incidents

Map 3 below shows the location of the incidents reported off Pulau Cula, Indonesia in the Phillip Channel in 2023 and 2024. In 2023, 27 incidents were reported in the area and in 2024, the number of incidents reported in the area increased to 45 incidents. It appears that there has been a shift in the cluster of incidents off Pulau Cula; closer to the coastal areas of Pemping island, a possible indication that different groups of perpetrators were involved, launching from other locations.

In terms of severity, five **CAT 2**, 13 **CAT 3** and nine **CAT 4** incidents were reported in 2023, while nine **CAT 2**, 21 **CAT 3**, 13 **CAT 4** and two attempted incidents were reported in 2024. In both years, majority were CAT 2 and CAT 3 incidents, as the perpetrators involved in these incidents carried weapons.



Map 3 – Location of incidents off Pulau Cula in 2023 (top) and 2024 (bottom)

Number of perpetrators

Chart 16 shows the number of perpetrators involved in incidents off Pulau Cula in 2023 and 2024. Of the 45 incidents reported in 2024, slightly more than half of the incidents (56%) reported perpetrators in groups of 4-6 men. This is similar to 2023, where 63% of the incidents reported perpetrators in groups of 4-6 men.

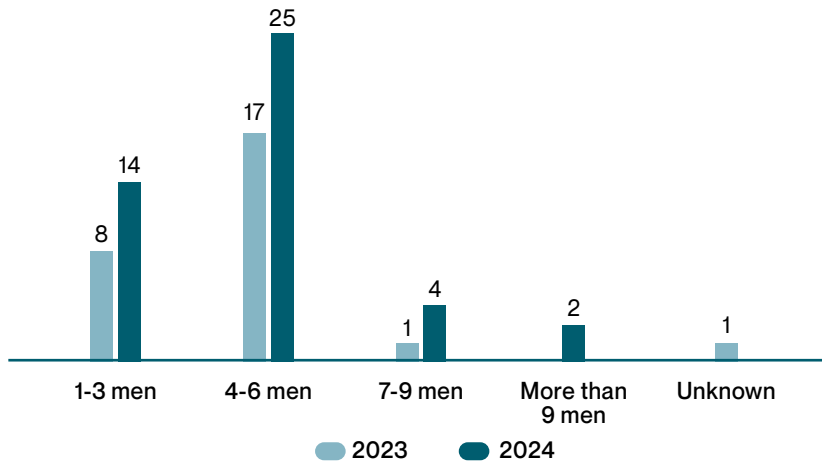


Chart 16 - Number of perpetrators - Off Pulau Cula (2023 vs 2024)

Type of weapons carried by perpetrators

Chart 17 shows the type of weapons carried by perpetrators in incidents off Pulau Cula in 2023 and 2024. Among the 45 incidents reported in 2024, bulk of the incidents (62%) reported that the perpetrators carried knives and other weapons, namely metal rods and gun-like objects. This is similar to 2023, where 63% of the incidents reported perpetrators carrying knives and other weapons, namely jungle bolo and adjustable wrench. There were two incidents in 2024 that reported perpetrators carrying guns and pistol. However, in both incidents, the firearms were not discharged and no injuries were reported.

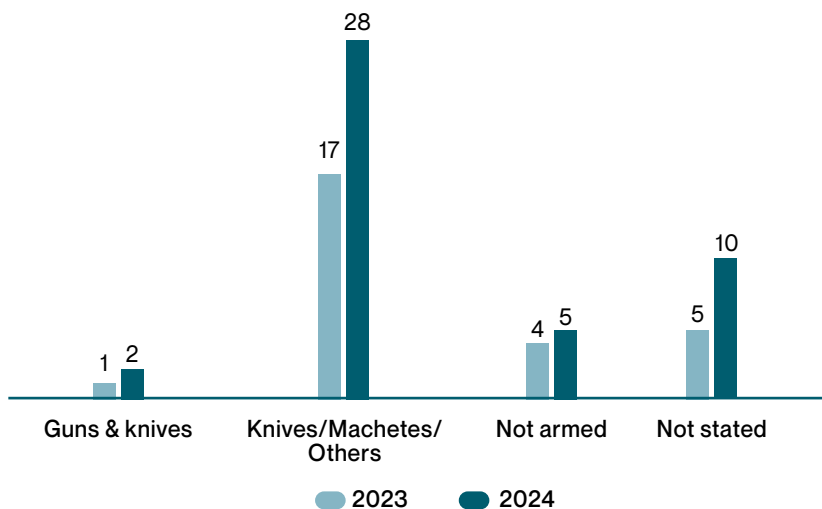


Chart 17 - Type of weapons carried - Off Pulau Cula (2023 vs 2024)

Treatment of crew

Chart 18 shows the treatment of crew by perpetrators during incidents off Pulau Cula in 2023 and 2024. Of the 45 incidents reported in 2024, more than three-quarters of incidents (80%) reported that the crew was not injured. This is similar to 2023, where 81% of the incidents reported no injuries to the crew. However, there were two incidents in 2024 that reported the perpetrators had assaulted the crew members. In the first incident, the 3rd Engineer was tied up and punched on the forehead by the perpetrators, resulting in a minor injury. In the second incident, the motorman was attacked by a perpetrator armed with knife and suffered injuries. First aid was administered to the motorman, who was conveyed to the hospital upon reaching Singapore and was in a stable condition.

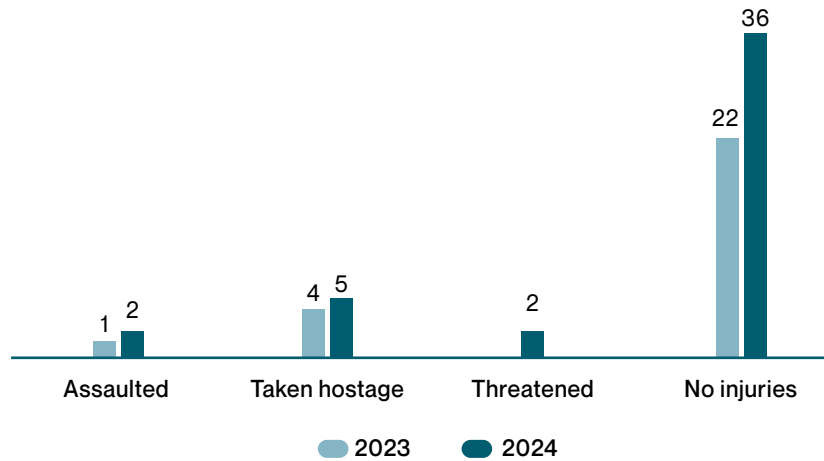


Chart 18 - Treatment of crew - Off Pulau Cula (2023 vs 2024)

Type of stolen items

Chart 19 shows the type of items stolen during incidents off Pulau Cula in 2023 and 2024. Of the 45 incidents reported in 2024, 19 incidents (42%) reported that engine spares were stolen and 17 incidents (38%) reported that nothing was stolen from the ship. This is similar to 2023, where slightly less than half of the incidents (45%) reported the loss of engine spares and another 37% reported nothing was stolen.

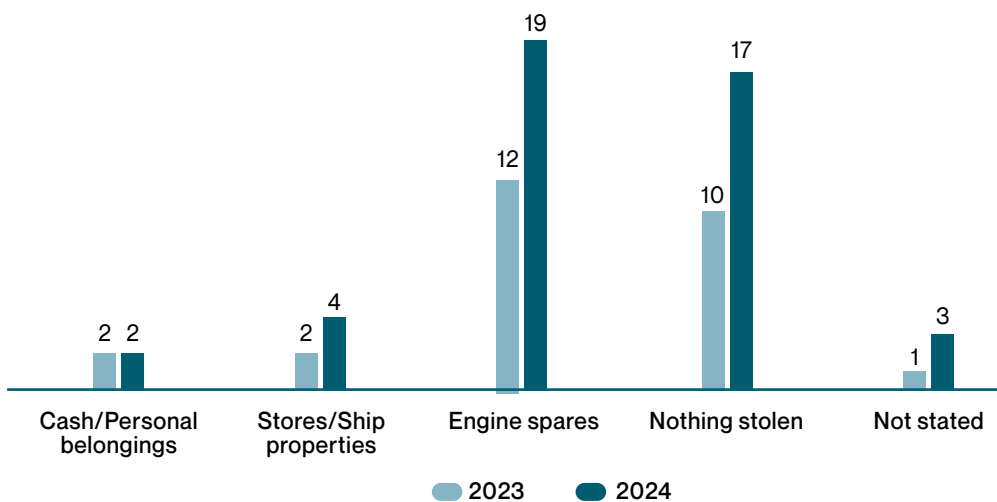


Chart 19 - Type of stolen items- Off Pulau Cula (2023 vs 2024)

Type of ships boarded

Chart 20 shows the type of ships boarded in incidents off Pulau Cula in 2023 and 2024. Of the 45 incidents reported in 2024, majority occurred onboard bulk carriers (82%). This is similar to 2023, where 81% of the incidents occurred onboard bulk carriers.

The possible reasons for bulk carriers being boarded more often than other type of ships are as follows:

- A bulk carrier’s expansive deck and accessible holds allow easy access by perpetrators. In contrast, a tanker’s design prioritises cargo security through enclosed compartments, which pose a significant obstacle to perpetrators.
- Due to its slower speeds, bulk carriers are often not very manoeuvrable, making it difficult for them to evade or outrun boats used by perpetrators, more so in the narrow waterway of SS.
- Bulk carriers generally operate with smaller crew as compared to tankers, which limit the resources deployed for watch keeping, and hamper their ability to prevent perpetrators from boarding the ship during hours of darkness.

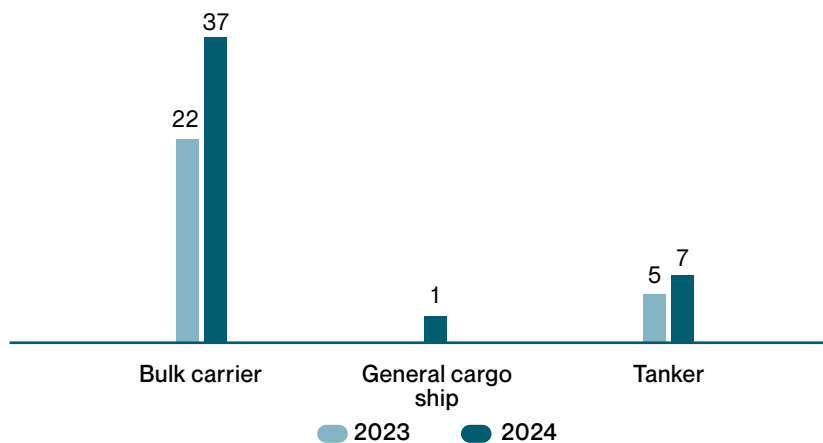


Chart 20 - Type of ships boarded - Off Pulau Cula (2023 vs 2024)

Time of incidents

Chart 21 shows the time of incidents that occurred off Pulau Cula in 2023 and 2024. Majority of the incidents in 2024 occurred during hours of darkness (98%). These incidents occurred between 2200 hrs and 0559 hrs, in particular between **0000 hrs and 0559 hrs**. In 2023, all incidents occurred during hours of darkness and these occurred between 2100 hrs and 0559 hrs, with most incidents during **0100-0159 hrs** and **0300-0359 hrs**.

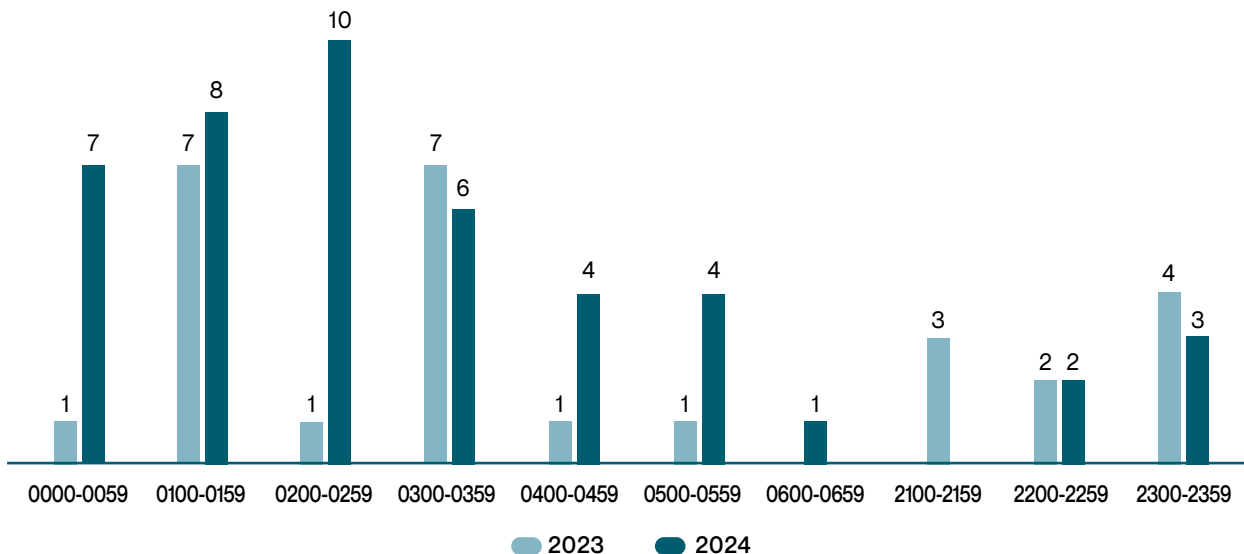


Chart 21 - Time of incidents - Off Pulau Cula (2023 vs 2024)

Day of incidents

Chart 22 shows the day of incidents that occurred off Pulau Cula in 2023 and 2024. In 2024, close to three-quarters of the incidents (73%) occurred in the early days of the week (Monday-Wednesday), in particular on Wednesday, as well as on Tuesday and Saturday. In 2023, the incidents occurred evenly throughout the week, with slightly more than one-quarters of the incidents (26%) occurring on Friday.

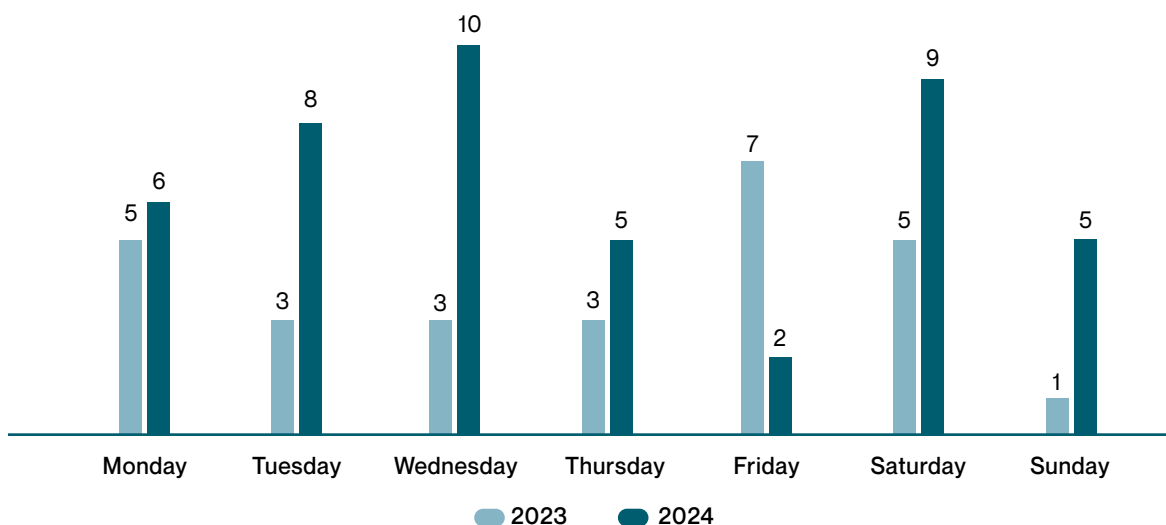


Chart 22 - Day of incidents - Off Pulau Cula (2023 vs 2024)

Efforts by the Littoral States and ReCAAP ISC

The littoral states of the SOMS have continued to maintain efficient operational cooperation to enhance reporting and information-sharing and take swift action both at sea and ashore. This is done through initiatives such as the Malacca Straits Patrol (MSP) framework, the Coordinated Patrol Indonesia-Singapore (CORPAT INDOSIN), and regular interaction programmes at the commander-level.

The authorities, together with ReCAAP ISC, and relevant stakeholders such as the Information Fusion Centre (IFC) and the Singapore Shipping Association (SSA), have also continued to engage the maritime industry to raise awareness on the constantly evolving modus operandi of the perpetrators and encourage the adoption of appropriate shipboard security measures and timely reporting of incidents.

The ReCAAP Focal Point of Singapore also broadcasts advisories and regular alerts to vessels transiting areas of concern to remind seafarers to remain vigilant and to adopt best management practices. The frequency of broadcast will be increased for the affected Vessel Traffic Information System sector in the event of a reported unauthorised boarding incident. Navigational telex messages are also broadcasted to vessels regularly to highlight recent unauthorised boarding incidents and reiterate the importance of maintaining a good anti-piracy watch.

Singapore has also imposed Corrective Action and Preventive Action (CAPA) review for Singapore-registered vessels that encounter security breaches, to ensure that the necessary shipboard security measures are in place to prevent recurrence of incidents. Should further security breaches occur on the same vessel within a year, Singapore also imposes post-incident International Ship and Port Security (ISPS) audits for such vessels to ensure that any security lapses are properly addressed to avoid recurrence.

The Singapore Police Coast Guard (PCG) also deployed officers of the Emergency Response Team to board victim ships for security search and provide assistance when they are within Singapore Port Limit. The PCG is prompt in response to reports of incidents within its limits of jurisdiction, reaching the scene no more than 20 mins after receipt of report of incident. The PCG actively engages the maritime security agencies of the other littoral states of SOMS, in information sharing, training, exchanges as well as joint patrols.

Besides providing the maritime community with the latest information and analytics through the issuing of periodic reports and Incident Alerts, ReCAAP ISC also organises various platforms to engage the shipping industry including Nautical Forum, Anti-Piracy & Sea Robbery Conference as well as regular Dialogue Sessions.

Through these various platforms, the Centre aims to highlight the areas of concern and modus operandi of the perpetrators, while encouraging all ships to adopt preventive measures and to immediately report incidents to the nearest coastal State RCC and flag State.

Recommendations

To address the continued occurrence of incidents in the SS, ReCAAP ISC strongly urges the littoral States of the SS to enhance surveillance and enforcement in their internal waters, archipelagic waters and territorial seas; and respond promptly to the reporting of incidents.

The littoral States are encouraged to promote cooperation and coordination for patrols and information sharing on incidents and criminal groups involved, in order to arrest and prosecute the perpetrators.

While transiting the SS or any areas of concern, 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 via the ReCAAP ISC Interactive Dashboard (Re-VAMP) (at www.recaap.org), particularly the incident-prone areas in the SS. The ReCAAP ISC's reports contain detailed location of incident including its latitude and longitude.
- Tune-in to advisories and navigational broadcasts announced by the authorities.
- Maximise vigilance and lookouts for suspicious small boats; increase watch keeping; particularly for crew onboard tug boats towing barges during daylight, and for crew onboard 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.
- Conduct rounds onboard the ship's compartment and ensure that the relevant areas of the ship are locked prior to the ship entering area of concern. 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. Also, for the activity to be recorded on the log book.
- Maintain communication with their shipping company by providing periodic updates and establish daily communication checks.
- Sound alarm when suspicious boats are sighted loitering in the vicinity of the ship or barge or suspicious individuals are sighted onboard the ship or barge.
- Report all incidents, suspicious activities and presence of suspicious small boats in the vicinity to the nearest coastal State RCC and flag State. Ship crew can refer to the Poster on updated contact details of the law enforcement of the littoral States of SOMS (as shown on the right).



E

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

E 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 in 2024. The last known incident occurred on 17 January 2020. No ship crew is currently held in captivity by the ASG. The Philippines, Malaysian and Indonesian authorities continue to maintain surveillance and military operations to neutralise the ASG.

Downgrading of Threat Assessment Level

The efforts by the Philippine Government in Zamboanga, Sulu, and Tawi-Tawi through the conduct of continuous military operations had led to the subsequent dismantling of the support base and the neutralising of the ASG in the Sulu archipelago.

Against this backdrop, the Philippine Coast Guard (PCG) [ReCAAP Focal Point], together with other stakeholders and counterparts that have vital involvement in the maritime security of the Sulu-Celebes Seas, reviewed the threat situation and recommended a further downgrading of the threat level of ‘Abduction of crew for ransom in the Sulu-Celebes Seas’ from ‘MODERATE’ to **‘MODERATE LOW’**.

With the current level, it means that **‘Incidents are unlikely to occur due to perpetrators’ perceived lack of capability to orchestrate any attacks**. Nevertheless, minimal damages can be expected to the vessel and crew in the event of any potential attacks.

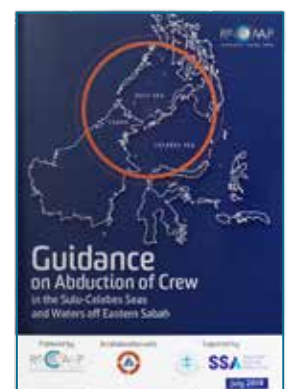
Updated ReCAAP ISC Advisory

With the downgrading of the threat level on the ‘Abduction of Crew for ransom in the Sulu-Celebes Seas’ by the PCG, the ReCAAP ISC also updated its Advisory for ships to **“exercise vigilance and adopt necessary preventive measures while transiting the area”**.

For ships transiting the area, the ship masters and crew are strongly encouraged to exercise extra vigilance and report all incidents immediately to the Operation Centres of the Philippines and Eastern Sabah Security Command (ESSCOM).

Guidebook

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 Guidebook consists of the measures to be taken by ships transiting the area, and it includes contact details and the Notice to Mariners (NOTAM) issued by the Philippines and Malaysia. It also details analysis based on information collated from past incidents. The Guidebook was produced in collaboration with the PCG and supported by the Asian Shipowners’ Association (ASA) and the Singapore Shipping Association (SSA). It can be accessed via www.recaap.org.



F

CASE STUDIES

F CASE STUDIES

Arrests of Perpetrators

One of the greatest deterrents to people committing criminal activity is the arrest of perpetrators involved in the act. In 2024, several arrests of perpetrators were made by the authorities of Bangladesh and Indonesia. The ReCAAP ISC commends the efforts of the authorities in the investigation of the incidents, and subsequently tracking down the perpetrators responsible, which resulted in the eventual arrests and/or successful recovery of stolen items. These arrests are indicative of the commitment shown by the authorities to adopt firm actions against illegal activities that occur in their waters.

Bangladesh

The Bangladesh authorities had successfully arrested perpetrators and/or recovered stolen items in three incidents (locations as shown on map) during February-May 2024. The details of the arrests and recovery are as follows:

19 February

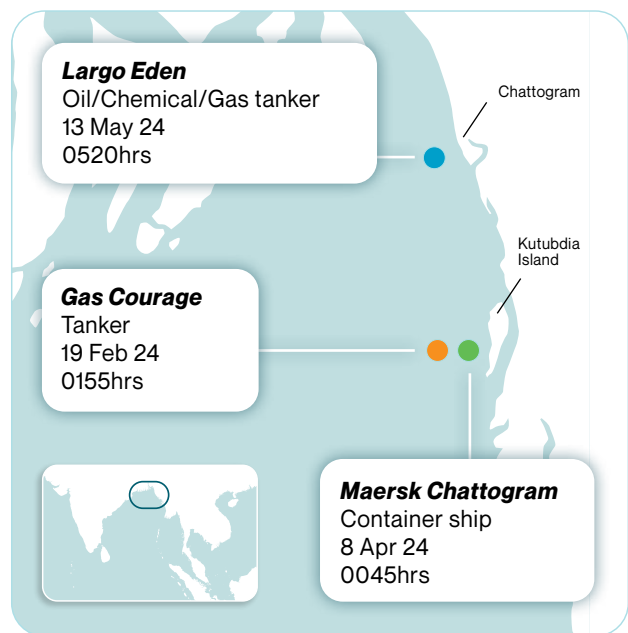
While anchored off Kutubdia Anchorage, nine perpetrators boarded tanker, *MV Gas Courage*, tied up the watchman and stole ship stores. The incident was reported to the Bangladesh authorities who responded immediately and apprehended the nine perpetrators. The authorities also recovered all stolen ship stores and handed the items over to the ship crew.

8 April

While container ship, *MV Maersk Chattogram* was anchored at Chattogram Outer Anchorage, the duty watchman sighted two perpetrators onboard the deck and the perpetrators subsequently escaped in a country boat. An inspection revealed that ship stores were stolen. The incident was immediately reported to the Bangladesh Coast Guard (BCG) and the Port Control Authority. Through a patrol conducted by the BCG in the location of the incident, it managed to recover the stolen items which were handed over to the ship master.

13 May

While tanker, *MT Largo Eden*, was anchored at Chattogram Anchorage, the AB spotted movement on the poop deck during his rounds and raised the alarm. The store watchmen were found tied and it was reported that six perpetrators had boarded the ship and subsequently escaped. The paint store lock was found broken and ship property and stores were stolen. The incident was reported to the port control, BCG and Bangladesh Navy. The BCG investigated the incident, and conducted combing operation in the vicinity and shore areas. The perpetrators were apprehended, with all stolen items recovered and handed over to the ship master.



Indonesia

The Indonesian authorities had successfully arrested perpetrators in two incidents in August and September 2024. The details of the arrests are as follows:

28 August

The Indonesian Navy reported⁹ that they had prevented an incident of a robbery attempt on a tug boat towing a barge, in the waters north of Pulau Bintan and Pulau Batam, Indonesia on 28 Aug 24. Upon receiving reports of the suspicious activities from passing ships, the Indonesian Navy's Joint Task Force and Fleet One Quick Response (F1QR) Team responded immediately and arrested seven perpetrators. The F1QR Team also seized the property and belongings of the perpetrators, including a speedboat with a 40 PK outboard engine, poles, ropes with hooks, and sacks. Initial investigation revealed that the perpetrators had stolen ship spare parts from the tug boat and barge, and they were involved in previous robberies onboard ships anchored off or transiting through the waters north of Pulau Bintan and Pulau Batam.



Arrest of perpetrators by Indonesian Navy

(Source: <https://www.tnial.mil.id/berita/74983/TNI-AL-BERHASIL-AMANKAN-TERDUGA-PELAKU-PENCURI-SPAREPART-KAPAL-DI-PERAIRAN-UTARA-BINTAN-DAN-BATAM/>)

9 <https://www.tnial.mil.id/berita/74983/TNI-AL-BERHASIL-AMANKAN-TERDUGA-PELAKU-PENCURI-SPAREPART-KAPAL-DI-PERAIRAN-UTARA-BINTAN-DAN-BATAM/>

22 September

BAKAMLA's Indonesia Maritime Information Centre (IMIC) had reported an incident that occurred off Central Kalimantan, Indonesia on 22 Sep 24. The Indonesian-registered *TB Royal 17* towing barge *OB Royal 17* was underway in the waters of Tanjung Malatayur, Pulang Pisau Regency, Central Kalimantan when five perpetrators armed with firearms and sharp weapons approached the barge in a small boat. Four of the perpetrators boarded the barge and locked all crew members in the toilet. Thereafter, the perpetrators then moved to the tug boat, and restrained the master and other crew members with plastic ropes in the mess room. The perpetrators proceeded to siphon FAME (Fatty Acid Methyl Ester) cargo onboard the barge onto a tanker and stole cash and mobile phones, as well as navigation equipment such as radar and binoculars. The perpetrators also damaged communication and navigation equipment, which made it difficult for the crew to report the incident. It was reported later by the media that 14 suspected perpetrators involved in the incident was arrested by the Central Kalimantan Police¹⁰.



Arrest of perpetrators by Central Kalimantan Police

(Source: https://kalteng.tribunnews.com/2024/11/01/breaking-news-polda-kalteng-ringkus-14-perompak-tugboat-royal-tb-17-kerugian-capai-rp-119-m#google_vignette)

10 https://kalteng.tribunnews.com/2024/11/01/breaking-news-polda-kalteng-ringkus-14-perompak-tugboat-royal-tb-17-kerugian-capai-rp-119-m#google_vignette

Vigilance of crew

Of the 11 attempted incidents in 2024, eight occurred onboard ships at anchor/berth at ports and anchorages in Indonesia (five) and Bangladesh (three), and three occurred onboard ships while underway in SOMS.

In these attempted incidents, the perpetrators had aborted attempts to board the ships due to the vigilance and actions of the crew; and the presence of the enforcement agency's patrol ship that led the perpetrators aborting the attempt and escaped immediately. The best management practices adopted by the ship master and crew were observed in these incidents as follows:

- Implemented additional lookout measures to monitor for suspicious boats;
- Crew's alertness to suspicious activity around the ship such as boat with dim lighting and people talking, and informing other crew members of the suspicious activity;
- Watchman reported to bridge immediately upon spotting perpetrators' attempt to board the ship;
- Preventive measures undertaken by crew such as shouting at perpetrators to indicate that the crew is now alerted to their presence, raising of alarm, sounding of ship's whistle, switching on deck lights and mustering of crew;
- Conduct of security debrief after the attempt, and implemented additional measures such as adding extra watchkeepers immediately;
- (Underway) Altered ship's course to keep a safe distance from suspicious boat;
- (Underway) Performed evasive manoeuvres to deter the boarding attempt

G

ReCAAP ISC'S MAIN ACTIVITIES (OCTOBER-DECEMBER 2024)

G ReCAAP ISC'S MAIN ACTIVITIES (OCTOBER-DECEMBER 2024)

2nd Dialogue Session with Shipping industry (17 Oct 2024)

The ReCAAP ISC held its second Dialogue Session with representatives from the shipping industry for 2024 on 17 October. The session deliberated on the risk mitigation measures that ships should adopt while transiting areas of concern in Asia. Participants were briefed on the joint efforts by the law enforcement agencies to deter and combat sea robbery as well as the security measures adopted by ships when transiting areas of concern. The participants also deliberated on the efforts adopted by the ship crew, use of technology to deter unauthorised boarding, and the need to instil awareness among crew in terms of evidence collection and preservation so as to assist in follow-up investigations for the incidents.



2nd Dialogue Session with Shipping industry in 2024

Capacity Building Executive Programme (21-25 Oct 2024)

The ReCAAP ISC, together with the Japan Coast Guard (JCG) - Focal Point of ReCAAP ISC and the Ministry of Foreign Affairs of Japan co-hosted a Capacity Building Executive Programme (CBEP) in Tokyo, Japan during 21-25 October.

The meeting was attended by 32 participants, comprising senior officers from JCG, Ministry of Foreign Affairs of Japan, Japan Ministry of Defence, Ministry of Land, Infrastructure, Transport and Tourism, as well as representatives from 14 ReCAAP Focal Points/Contact Point - Bangladesh, Cambodia, China, Hong Kong (China), India, Japan, Republic of Korea, Laos, Philippines, Sri Lanka, Thailand, United Kingdom, United States of America and Vietnam.

During the programme, participants presented and deliberated on efforts to address unauthorised boarding and armed robbery/petty theft onboard ships in territorial waters, ports and anchorages, case studies on the arrest and prosecution of perpetrators, counter piracy measures and maritime security policies, as well as acts of piracy and exercise of jurisdiction by coastal States.



Participants at the CBEP held in Tokyo, Japan

ED-ISC's Visit to Malaysia (11-12 Nov 2024)

ED-ISC called on ADM Mohd Rosli Abdullah, Director General, Malaysian Maritime Enforcement Agency (DG MMEA) and Dr Mohd Norhisyam Mohd Yusof, Deputy DG, Department of Maritime Affairs in Putra Jaya, Malaysia. During the visit, ED-ISC updated them on the latest situation of piracy and sea robbery in Asia, the capacity building activities to be conducted by ReCAAP ISC for FY 2025. There was also an exchange of views on improving the situation in SOMS.

Other aspects discussed with MMEA and MFA involved the participation of MMEA in capacity building activities, attendance of MFA Malaysia at the 19th Governing Council Meeting as an External Participant, as well as deliberation on strengthening the operational level cooperation between the Centre with Malaysia.



(Left) ED-ISC with ADM Mohd Rosli Abdullah, DG MMEA
(Right) ED-ISC with H.E. Dr Mohd Norhisyam Mohd Yusof, Deputy DG,
Department of Maritime Affairs, MFA Malaysia

Capacity Building Senior Officers' Meeting (25-29 Nov 2024)

ReCAAP ISC and Focal Point for Republic of Korea, the Republic of Korea Ministry of Oceans and Fisheries co-hosted a Capacity Building Senior Officers' Meeting (CBSOM) in Incheon, Republic of Korea during 25-29 November. Senior officers of various maritime law enforcement and regulatory agencies from 16 ReCAAP Focal Points/Contact Point - Bangladesh, Cambodia, China, Hong Kong (China), India, Japan, Republic of Korea, Laos, Myanmar, Philippines, Singapore, Sri Lanka, Thailand, United Kingdom, United States of America and Vietnam, as well as the MMEA and BAKAMLA, attended the CBSOM.

At the Meeting, participants were updated with latest maritime security issues, network, and exchange best practices on combating armed robbery against ships in ports, anchorages, and territorial waters. In addition, the senior Focal Point officers took part in a group discussion and deliberated on the 10-year roadmap of ReCAAP ISC.



Participants at the CBSOM held in Incheon, Republic of Korea

109th session of IMO Maritime Safety Committee (MSC) (2-6 Dec 2024)

The ReCAAP ISC team led by ED-ISC attended the 109th MSC meeting held in London during 2-6 December. At the plenary, ED-ISC updated the 109th session of MSC regarding the latest situation of piracy and armed robbery against ships in Asia. ED-ISC also shared about the efforts of the littoral States in terms of surveillance and the arrest of perpetrators. He also highlighted the initiatives and collaborative efforts undertaken by ReCAAP ISC, its member states, and the shipping industry in preventing these criminal acts.



ED-ISC (left) with Mr Damien Chevallier, Chief of Staff, Office of the Secretary General, IMO

Conference to Enhance Regional Cooperation to Combat Piracy and Sea Robbery (9-10 Dec 2024)

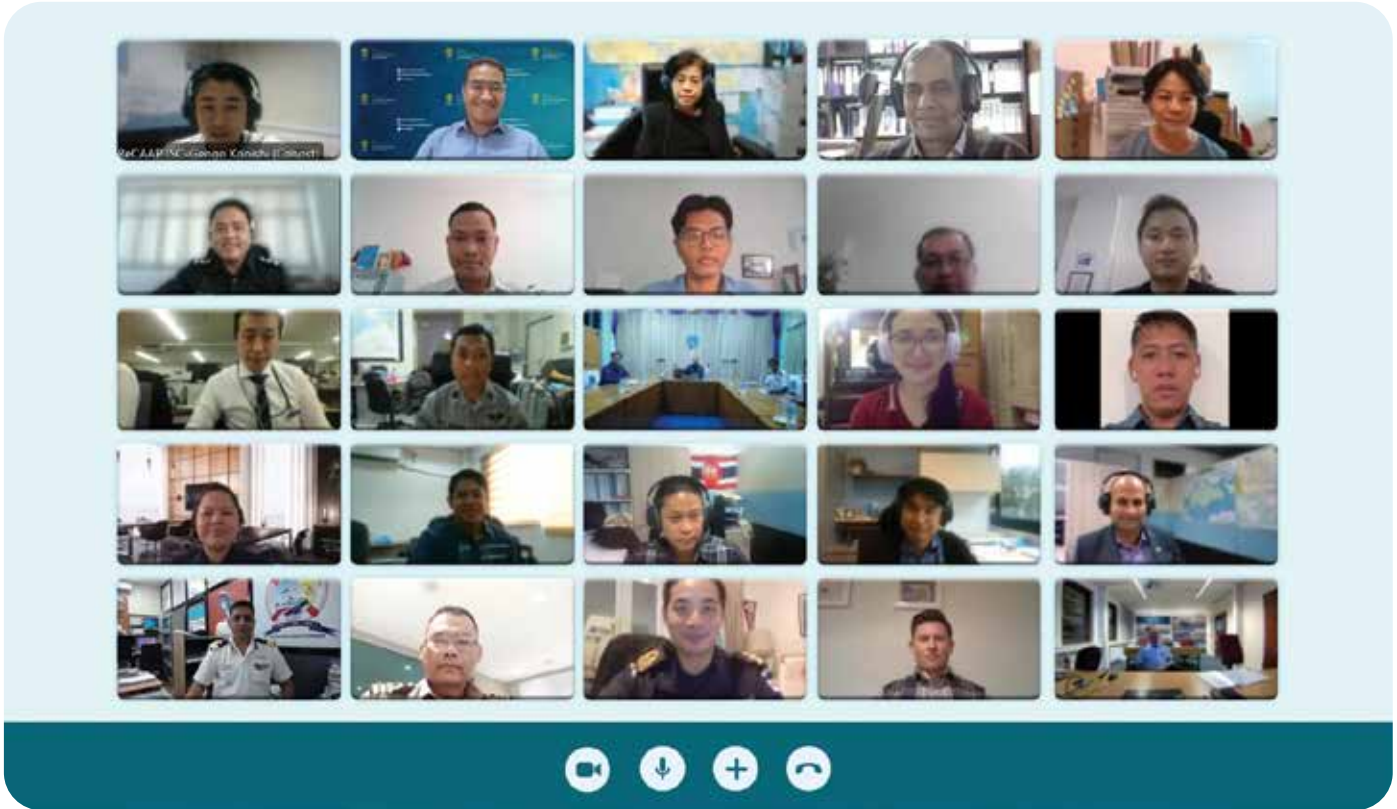
A Conference to enhance regional cooperation to combat piracy and sea robbery was held during 9-10 December, jointly organised by the ReCAAP ISC, German Federal Police in collaboration with the Federal Ministry of the Interior and Community, and Federal Foreign Office, in Berlin, Germany. The Conference highlighted the vital importance of multilateral cooperation in safeguarding maritime routes, and enabled the participants in bridging gaps and exchange best practices in piracy prevention. The conference was attended by the Contracting Parties of ReCAAP ISC including those from Germany, Japan, Netherlands, Norway and United Kingdom, where delegates from Europe and Asia exchanged best practices in the fight against piracy in Asia and the Red Sea. Also discussed on the future of ReCAAP ISC in the next decade (2026-2037).



Regional Cooperation Conference in Berlin, Germany

Virtual Lecture (18 Dec 2024)

On 18 December, 61 officers from ReCAAP Contracting Parties participated in the Capacity Building Virtual Lecture on the “Geopolitics of Maritime Security and Safety: The Case of Piracy and Sea Robbery”. The lecture is part of the Centre’s ongoing efforts to promote an awareness among its Contracting Parties regarding the current maritime situation and policies relating to issues like piracy, sea robbery and countermeasures by the coastal states and security agencies.



Participants at the Capacity Building Virtual Lecture

Ongoing Engagements with Partners (Oct-Dec 2024)

To strengthen the close collaboration with our stakeholders, the team at ReCAAP ISC led by ED-ISC had meetings with various partners to discuss ways to combat piracy and armed robbery against ships in Asia. The following engagements took place during October-December 2024.

15 Nov 2024



Courtesy call by H.E. Ferit Orçun Başaran, Deputy Director General for Northeastern Mediterranean, MFA Türkiye and H.E. Mehmet Burcin Gonenli, Türkiye Ambassador to Singapore

16 Dec 2024



Visit by Mr Loh Chun How, Executive Director of Singapore Shipping Association

H FORECAST OF ReCAAP ISC ACTIVITIES AND EVENTS – 2025

As part of ReCAAP ISC’s continuous efforts to enhance the capacity and capabilities of ReCAAP Focal Points, and meet the evolving needs of the shipping community, here’s a look at the activities/ events for the year 2025:

2025

QUARTER 1

January

- Nautical Forum 2025
- Cluster Meeting, Philippines

March

- 19th ReCAAP ISC Governing Council
- ReCAAP ISC Q1 Report (Jan-Mar)
- Anti-Piracy & Sea Robbery Conference
- Maritime Roundtable

QUARTER 2

April

- 1st Capacity Building Virtual Lecture

May

- Capacity Building Workshop (CBW), Vietnam

June

- ReCAAP ISC Half-yearly Report (Jan-Jun)

QUARTER 3

July

- 1st Dialogue with Shipping Industry

August

- Capacity Building Senior Officers’ Meeting (CBSOM), Thailand

September

- ReCAAP ISC Q3 Report (Jan-Sep)

QUARTER 4

October

- Capacity Building Executive Programme (CBEP), Virtual Meeting

November

- 2nd Dialogue with Shipping Industry

December

- 2nd Capacity Building Virtual Lecture
- ReCAAP ISC Annual report 2025 (Jan-Dec)

I CONCLUSION

In 2024, the total number of armed robberies against ship incidents in Asia had increased compared to 2023. There must be no let up in terms of efforts to combat this transnational issue in Asia.

This is especially so for SOMS, one of the busiest shipping lanes of the world for maritime trade. Regarding the situation in SOMS, the littoral States have stepped up on enforcement efforts both on land and at sea through various initiatives including the Malacca Strait Patrol and the CORPAT INDOSIN. Collaborative efforts also include strengthened cooperation and information sharing which have led to the arrest of several groups of perpetrators.

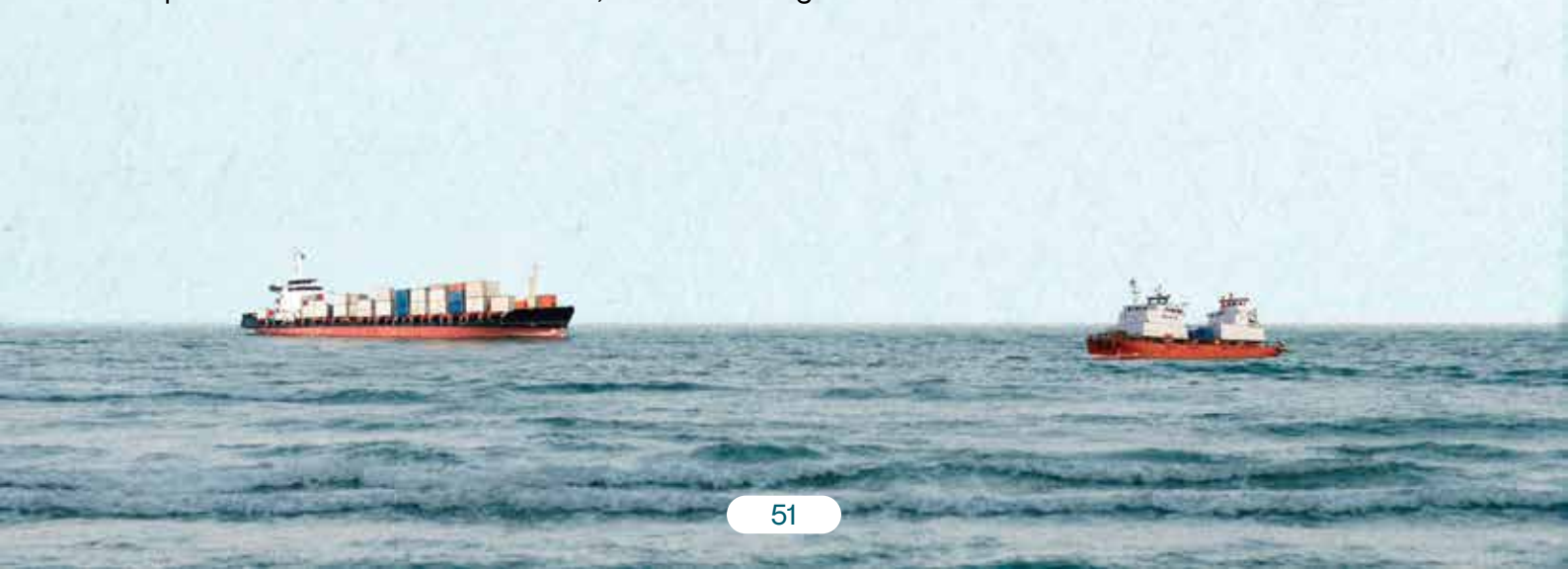
Due to the increase in the occurrence of incidents in the ports and anchorages in Asia, the Centre urges port authorities to increase their enforcement efforts and to step up on port security measures and to ensure the strict implementation of the ISPS code.

When traversing through areas of concern, ship crew are reminded to be extra vigilant and to maintain proper lookout as well as to report any incidents in a timely manner. They can refer to Posters that have been published by the Centre containing the contact details of MRCC of coastal States, ReCAAP Focal Points/Contact Point and law enforcement agencies of the littoral States of SOMS. Members of the shipping community are encouraged to use the ReCAAP ISC's enhanced Mobile App (download from Google and Play Store), as a convenient means to report incidents and to share information.

As an information sharing centre, the ReCAAP ISC will continue to disseminate information in a timely manner so that the ever evolving information needs of the shipping community can be met. This is achieved through the issuing of reports, incident alerts and warnings. The shipping community can also use the ReCAAP Data Visualisation Map and Panel (Re-VAMP), an interactive dashboard to derive key insights and collate information, so as to make informed risk assessments and institute preventive measures prior to the commencement of the ship's voyage.

ReCAAP ISC will continue to engage with the members of the shipping industry, to listen to their views and concerns so as to introduce initiatives that are relevant to better serve the needs of the sector.

Combating piracy and armed robbery is a shared responsibility and it is through the concerted efforts of all stakeholders involved, that the sea lanes in Asia can be kept incident-free, safe and unimpeded for commerce and trade, while ensuring the welfare of seafarers.



J 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 based on a matrix of the indicators of the Violence Factor and Economic Factor. Below is the broad narration of the four Categories.

Category	Description
CAT 1	The perpetrators were mostly armed with guns and knives, and the crew is likely to suffer some form of injury or physical violence such as being assaulted or tied up or threatened. In term of losses, the ship was either hijacked or the cargo on board was stolen, for example siphoning of cargo oil.
CAT 2	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.
CAT 3	CAT 3 incidents involved perpetrators who were armed, with either knives/machetes or other items such as sticks, rods, bats etc. The crew was not harmed, although there were cases of crew subject to duress during the incident but not harmed physically. In almost half of the CAT 3 incidents, the perpetrators were unable to steal anything from the vessel, but in cases where losses were reported, stores and engine spares were the commonly targeted items.
CAT 4	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 - 2024

Actual Incidents of Piracy and Armed Robbery against Ships in Asia

CAT 2

CAT 3

CAT 4

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
1	Crimson Queen Bulk carrier Singapore 32309 9465174	4/1/24 0240 hrs	1° 3.2' N, 103° 40.5' E Approximately 2.36 nm from Pulau Cula, (Indonesia), in the eastbound lane of the Traffic Separation Scheme (TSS) [Straits of Malacca & Singapore (SOMS)]	<p>While underway, the master was alerted by the 3rd Engineer to five perpetrators armed with long knives in the engine room. The 3rd Engineer was tied up by the perpetrators but managed to alert the bridge about the incident.</p> <p>The master sounded the general alarm immediately, and the crew conducted a thorough search onboard the ship. However, the perpetrators had already escaped.</p> <p>Some generator spare parts were reported missing and the 3rd Engineer, who was punched on the forehead, suffered minor injury.</p> <p>The ship was underway to Singapore for bunkering, and the Singapore Police Coast Guard conducted a search upon the ship's arrival in Singapore.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
2	Name withheld General cargo ship Panama	4/1/24 0300 hrs	1° 42.31' N, 101° 29.62' E Dumai Anchorage, Indonesia	<p>While anchored, three perpetrators armed with guns and knives boarded the general cargo ship. They took the duty engine crew as hostage and tied his hands. The perpetrators stole ship engine spare parts and escaped. The duty crew managed to alert the Officer of the Watch (OOW) who raised the alarm and the crew mustered. A search onboard the ship was carried out, with no perpetrators found onboard. The incident was reported to Port Facility Security Officer via the local agent.</p> <p>[IMO]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
3	Artin Bulk carrier Iran 40166 9305221	4/1/24 0315 hrs	1° 4' N, 103° 40' E Approximately 3.14 nm from Pulau Cula, (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the crew saw six perpetrators armed with knives at the stern. The master raised the alarm, mustered the crew and reported the incident to Singapore Vessel Traffic Information System (VTIS).</p> <p>All crew members were accounted for, and no injuries were reported. Some engine spare parts were stolen. The master indicated that no further assistance was required, and continued its journey to Fang Cheng, China.</p> <p>Safety navigational broadcast was initiated. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were notified of the incident. Information was shared with the Indonesian authority.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
4	CMB Chikako Bulk carrier Panama 34810 9701190	10/1/24 0240 hrs	1° 3.74' N, 103° 41.78' E Approximately 1.6 nm from Pulau Cula, (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the crew saw five perpetrators armed with knives in the engine room. The master raised the alarm, mustered the crew and reported the incident to Singapore VTIS.</p> <p>A search onboard the ship was conducted and completed at 0430 hrs, with some engine spare parts found missing. All crew members were accounted for, and no injuries were reported.</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 authority.</p> <p>The Singapore Police Coast Guard conducted a search upon the ship's arrival at Singapore anchorage, and confirmed that no perpetrators were onboard.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
5	MT Regency Oil/chemical/gas tanker India 27969 9258363	24/1/24 2345 hrs	17° 3.42' N, 82° 24.67' E Kakinada Port, India	<p>While anchored, one suspicious boat was observed roaming around near the ship's forward and aft. The anti-piracy watch keeper during his round, sighted one person jumped into the water from the port side of the ship, and a boat was on standby with five perpetrators onboard. Three loose mooring ropes from the forecastle deck were found missing, and the crew was safe.</p> <p>The incident was reported to Kakinada Port Authority and the ship departed for Paradip Port on 26 Jan 24. Upon arrival at Paradip Port on 1 Feb 24, the ship was boarded by Indian Coast Guard (ICG) for investigation.</p> <p>The ship was advised on the timely reporting of incident, and collection of evidence through CCTV and photographs. Further, Kakinada Port Authority and ships in area have also been advised to enhance vigilance and adhere to the SOPs for security, especially during dark hours. Investigation is in progress.</p> <p>[ReCAAP Focal Point (India)]</p>
6	MT White Peach Oil/chemical/gas tanker Marshall Islands 29283 9328144	27/1/24 0130 hrs	17° 1.94' N, 82° 21.64' E Kakinada Anchorage, India	<p>While anchored, four perpetrators boarded the ship from a fast boat, likely from the poop deck.</p> <p>The alarm and ship whistle were sounded, and all crew mustered. Two mooring ropes were stolen from the aft mooring station. The crew was not injured.</p> <p>The incident was reported to Kakinada Pilot Station via VHF. The ship master also shared the information with the agent, and both ship master and agent were advised to lodge a First Information Report (FIR) at Kakinada Marine Police Station.</p> <p>The incident is being investigated by Coastal Security Police / Marine Police Kakinada and Customs Kakinada, with inputs from ICG and Port Authority. Further, Kakinada Port Authority and ships in the area have been advised to enhance vigilance and adhere to the SOPs for security, especially during dark hours.</p> <p>[ReCAAP Focal Point (India)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
7	Clipper I-Star Bulk carrier Singapore 34815 9660085	31/1/24 0200 hrs	1° 2.6' N, 103° 39.5' E Off Pulau Cula, (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway and en-route to Qinzhou, China, six perpetrators armed with machetes boarded the ship via starboard quarter from a small boat. They broke the padlock of the boiler entrance, entered the engine room and tied up three crew members . The perpetrators left the engine room at about 0210 hrs, with stolen engine spare parts and a crew's mobile phone . The chief engineer subsequently called the bridge to inform master of the incident. The master raised the alarm but there was no further sighting of the perpetrators. [ReCAAP Focal Point (Singapore)]
8	Royal TB 27 Tug boat Indonesia 155 8773940 Royal TK 17 Barge	1/2/24 1912 hrs	3° 37.79' S, 113° 21' E Approximately 18 nm southwest of Tanjung Malatayur, Central Kalimantan, Indonesia	While the tug boat towing barge was enroute from Muara Sampit to Manggis, South Kalimantan, perpetrators carrying firearms and sharp weapons boarded the vessels from a ship, SPOB Bagas Danar Jaya 01. The master and crew were subsequently held hostage for more than 27 hours. The perpetrators stole FAME cargo, cash and personal belongings of crew and ship's goods , as well as damaged navigation equipment before they escaped. The master reported the incident to the CSO, who in turn reported to the Indonesian authorities. An Indonesian patrol boat was dispatched immediately to provide assistance. [Regional authorities, IMO]
9	MV Nordpuma Container ship Cyprus 18826 9626259	2/2/24 0040 hrs	3° 37.79' S, 113° 21' E Approximately 18 nm southwest of Tanjung Malatayur, Central Kalimantan, Indonesia	While anchored, the Ordinary Seaman (OS) spotted six perpetrators onboard the ship. When informed of the boarding, the master called the Philippine Coast Guard (PCG) immediately and raised the general alarm. Upon hearing the alarm, the perpetrators jumped overboard and escaped. After receipt of the report, the PCG immediately deployed its Maritime Patrol (MARPAT) Team to conduct verification and inspection onboard the ship at South Harbor Anchorage Area. Two sets of Self-Contain Breathing Apparatus (SCBA) with cylinders were found missing. The crew was not injured. [ReCAAP Focal Point (Philippines)]

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
10	Name withheld Container ship Portugal	3/2/24 0610 hrs	22° 9.8' N, 91° 46.4' E Chattogram Inner Anchorage, Bangladesh	While anchored, two perpetrators boarded the container ship. The alarm was raised and the crew mustered. Upon realising the crew had been alerted, <u>the perpetrators escaped empty-handed.</u> [IMO]
11	Maria-Maria Bulk carrier Cyprus 91751 9453767	6/2/24 0454 hrs	1° 9.55' N, 103° 28.36' E Approximately 7.5 nm southeast of Pulau Iyu Kecil (Indonesia), in the precautionary area of the eastbound lane of the TSS (SOMS)	While underway, <u>four perpetrators armed with knives</u> were sighted in the steering gear room. The perpetrators escaped upon activation of the ship's general alarm. The master reported the incident to Singapore VTIS. A search was conducted with no further sighting of the perpetrators. At about 0543 hrs, the master declared that <u>nothing was stolen</u> and <u>all crew members were safe.</u> No further assistance was required. The ship's last port of call was Brazil, and was bound for Singapore Anchorage. 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. Upon the ship's arrival at the Port of Singapore, the Singapore Police Coast Guard boarded the ship and conducted a thorough search onboard. No perpetrators were found onboard the ship. [ReCAAP Focal Point (Singapore)]
12	Maersk Hai Phong Container ship Liberia 32828 9858735	16/2/24 2140 hrs	21° 53' N, 91° 45' E Kutubdia Outer Anchorage, Bangladesh	While anchored, four perpetrators boarded the ship, <u>stole a rope (about 50m)</u> and escaped. <u>The crew was not injured.</u> The incident was reported to Bangladesh Coast Guard (BCG), who boarded the ship for investigation. [ReCAAP Focal Point (Bangladesh)]

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
13	Gas Courage Tanker Panama 46907 9240419	19/2/24 0155 hrs	21° 49' N, 91° 42.8' E Off Kutubdia Anchorage, Bangladesh	While anchored, nine perpetrators boarded the ship from a country boat. They tied up the watchman and stole ship stores. The incident was reported to the Bangladesh authorities who responded immediately and apprehended the nine perpetrators. The Bangladesh authorities also recovered all stolen ship stores and handed the items over to the ship. [ReCAAP Focal Point (Bangladesh)]
14	Top Diligence Bulk carrier Hong Kong, China 31164 9767895	20/2/24 0305 hrs	1° 8.28' N, 103° 29.15' E Approximately 8.6 nm southeast of Pulau Iyu Kecil (Indonesia), in the precautionary area of the eastbound lane of the TSS (SOMS)	While underway, the master reported to Singapore VTIS that four perpetrators armed with gun-like object were sighted in the engine room. The alarm was raised and crew mustered. A search was conducted with no further sighting of the perpetrators. At about 0336 hrs, the master reported that some spare parts were stolen and all crew members were safe. No further assistance was required. The ship's last port of call was Ivory Coast, and was bound for Singapore Anchorage. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Upon the ship's arrival at the anchorage, the Singapore Police Coast Guard boarded the ship and conducted a thorough search onboard. No perpetrators were found onboard the ship. [ReCAAP Focal Point (Singapore)]
15	Globe Explorer Bulk carrier Panama 17027 9675561	20/2/24 0405 hrs	5° 29.6' S, 105° 17.3' E Panjang Anchorage, Indonesia	While anchored, the master of the ship reported to Panjang Vessel Traffic Service (VTS) through VHF Channel 16 that two perpetrators armed with long knives boarded the ship and entered the engine room. Upon sighted, the perpetrators pursued the crew to the upper deck. The crew reported to the bridge, and the duty officer raised the alarm, and mustered all crew. The perpetrators subsequently escaped with the ship's engine spares. The crew was not injured. [ReCAAP Focal Point (Japan)]

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
16	<i>African Halcyon</i> Bulk carrier Bahamas 20236 9343613	29/2/24 0116 hrs	1° 46' N, 101° 22' E Dumai Anchorage, Indonesia	<p>While anchored, four perpetrators boarded the ship from stern while three watch keepers were taking rounds on deck. The starboard watch keeper saw the perpetrators onboard and raised the alarm immediately. Upon realising the crew was alerted, the perpetrators jumped overboard. The crew was not injured and nothing was stolen. The ship informed Dumai VTS about the incident and Indonesian authorities arrived on scene to provide assistance.</p> <p>[ReCAAP Focal Point (Netherlands)]</p>
17	<i>Boka Vanguard</i> Heavy load semi-submersible Netherlands Antilles 91784 9618783	1/3/24 0210 hrs	1° 11.6' N, 103° 59' E Pulau Batam Anchorage, Indonesia	<p>While anchored, three perpetrators armed with knives boarded unnoticed onto the vessel from a small boat during hours of darkness either from the deck recess or stern balcony, while one man remained in the boat.</p> <p>The three perpetrators were on board the vessel for approximately 30 minutes until they were seen by the deck watchman. Approximately 300m of welding cable from main deck area of the vessel was stolen. The crew was not injured.</p> <p>The master reported the incident to the ship agent.</p> <p>[ReCAAP Contact Point (Hong Kong)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
18	Era Star Chemical/gas tanker Liberia 4963 9988061	3/3/24 0345 hrs	21° 50.93' N, 89° 31.82' E Hiron Pilot Station, Mongla, Bangladesh	<p>While anchored, ship crew reported that eight to 10 perpetrators armed with long knives boarded the ship using hook at the port forward of the ship, and managed to escape onboard a country boat. Upon inspection, it was found out that heave lines and messenger lines were stolen.</p> <p>The alarm was sounded, announcement was made through the PA, and the crew was mustered. The crew was not injured.</p> <p>The incident was reported to the local agent.</p> <p>[ReCAAP Contact Point (Hong Kong)]</p>
19	Alpha Hope Bulk carrier Marshall Islands 92758 9446582	4/3/24 0250 hrs	1° 7.63' N, 103° 31.5' E Approximately 11 nm southeast of Pulau Iyu Kecil (Indonesia), in the precautionary area of the eastbound lane of the TSS (SOMS)	<p>While underway, the master reported to Singapore Port Operations Control Centre (POCC) that two perpetrators were sighted at the aft deck. The OOW raised the alarm, and the two perpetrators escaped in a boat. The crew conducted a search immediately. At about 0340 hrs, the master reported that the search was completed. All crew members were safe, nothing was missing, and there were no sightings of the perpetrators onboard the ship. The master confirmed that no assistance was required and continued her voyage to Singapore.</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>Upon the ship's arrival at the Port of Singapore, the Singapore Police Coast Guard boarded the ship and conducted a thorough search onboard. No perpetrators were found onboard the ship.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
20	Apiradee Naree Bulk carrier Singapore 33032 9613410	6/3/24 0030 hrs	1° 6.68' N, 103° 44.95' E Approximately 4.8 nm from Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the Junior Engineer (JE) and oiler spotted three perpetrators armed with metal rods onboard the ship during their routine checks around the engine room. The JE and oiler notified the bridge of the sighting immediately and the general alarm was activated. All crew members except the engine room staff were mustered at the bridge, while the engine room staff locked themselves in the engine control room.</p> <p>Upon hearing the alarm, the three perpetrators escaped immediately via the starboard quarter of the ship. Nothing was stolen and the crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
21	Yangtze Crown Bulk carrier Marshall Islands 44669 9636905	6/3/24 0035 hrs	1° 3.33' N, 103° 40.23' E Approximately 2.6 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the master reported that the crew sighted three perpetrators in the steering gear room. The master raised the alarm and mustered the crew to carry out a search. At 0115 hrs, the master reported that the search had been concluded. All crew members were accounted for, and there was no report of injuries. Some engine spare parts were stolen, and no further assistance was required.</p> <p>The master reported the incident to Singapore VTIS. 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>Upon the ship's arrival at Singapore port, the Singapore Police Coast Guard boarded the ship and conducted a thorough search onboard, but no perpetrators were found.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
22	<p>Dark Knight Tug boat Palau 2599 9172284</p> <p>Ambur Drill ship</p>	26/3/24 1430 hrs	<p>1° 24.35' N, 103° 13.98' E</p> <p>Off Pisang Island (Malaysia), in the westbound lane of TSS</p> <p>(SOMS)</p>	<p>While the tug boat towing drill ship was underway, the crew noticed four perpetrators had boarded the unmanned drill ship from a small fishing boat via the excess ladder on starboard side.</p> <p>The general alarm was sounded, and the master reported and requested for assistance from Klang VTS. The incident was also reported to the Company Security Officer (CSO).</p> <p>A Coast Guard patrol boat searched around the drill ship but the perpetrators had already escaped. Nothing was stolen and the crew was not injured.</p> <p>[ReCAAP Focal Point (India)]</p>
23	<p>Viva Cosmos Bulk carrier Panama 30363 9251327</p>	28/3/24 0325 hrs	<p>21° 48.7' N, 91° 47.9' E</p> <p>Chattogram Anchorage, Bangladesh</p>	<p>While anchored, eight perpetrators armed with knives boarded the bulk carrier. The alarm was raised, crew mustered, and a search onboard the ship was conducted. Upon realising the crew had been alerted, the perpetrators escaped with stolen ship store. All crew members were safe.</p> <p>[IMO]</p>
24	<p>George Island Bulk carrier Liberia 92752 9573749</p>	29/3/24 2358 hrs	<p>1° 3.43' N, 103° 39.22' E</p> <p>Approximately 4.9 nm from Takong Lighthouse (Indonesia), in the eastbound lane of the TSS</p> <p>(SOMS)</p>	<p>While underway, the master reported to Singapore VTIS West that three perpetrators armed with knives were sighted in the engine room. The master raised the alarm and mustered crew on the bridge. A search onboard the ship was conducted and at 0118 hrs, the master reported that no perpetrators were found and nothing was stolen. All crew members were accounted for with no reported injury. The ship was en-route to Pilot Eastern Boarding Ground "B" (PEBGB).</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified.</p> <p>Upon the ship's arrival at the anchorage, the Singapore Police Coast Guard boarded the ship and conducted a thorough search onboard, but no perpetrators were found.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
25	Shakespeare Bay Bulk carrier Hong Kong, China 19801 9542661	4/4/24 0110 hrs	3° 22.31' N, 99° 28.22' E Kuala Tanjung Port, Indonesia	<p>While berthed, <u>three perpetrators armed with long knives</u> and special tools boarded the ship and entered the engine room from funnel door.</p> <p>The funnel door was locked on from inside and outside, but the perpetrators managed to open the door by using special tools, forced open the lashing chain and lock, before entering the engine room from the funnel door.</p> <p><u>The perpetrators stole auxiliary engine spare parts</u> before they escaped. <u>The crew was not injured.</u></p> <p>The master and crew relayed the details of the incident to the shipping agent, who in turn reported to the authorities.</p> <p>[ReCAAP Contact Point (Hong Kong)]</p>
26	Danum 53 Tug boat Malaysia 269 9414864 Linau 135 Barge	6/4/24 1645 hrs	1° 18.59' N, 104° 15.77' E South of Tanjung Ramunia, Johor, (Malaysia), in the westbound lane of the TSS (SOMS)	<p>While the tug boat towing barge was underway, the master noticed a sampan alongside the barge. <u>Three perpetrators were seen leaving the barge with some copper coils and fibre boards.</u> The crew was mustered and accounted for. <u>The crew was not injured.</u> The tug boat and barge last port of call was Bintulu, Sarawak, East Malaysia and was bound for Singapore Pilot Eastern Boarding Ground "A".</p> <p>The master reported to Singapore VTIS East. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information was shared with the Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
27	Maersk Chattogram Container ship Singapore 31649 9761023	8/4/24 0045 hrs	21° 49' N, 91° 47' E Chattogram Outer Anchorage, Bangladesh	<p>While anchored, the duty watchman noticed two perpetrators onboard the deck, and managed to escape onboard a country boat. Upon inspection, it was found out that 600 ltrs of paint, 150 mtrs of safety chain, 16 pcs of brass fire hydrant caps, and 2 pcs of fire houses were stolen.</p> <p>The incident was immediately reported to the BCG and Port Control Authority. The crew was not injured.</p> <p>BCG carried out patrol in the incident area, and recovered all stolen ships items and handed over to the ship master. It is recommended and advised for all ships, low draft ships, and tug boats heading towards Bangladesh ports and territorial waters, to maintain communication with law enforcement agencies (LEAs) through HF/VHF channels 12 and 16 for help.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>
28	Solar Roma Product tanker Liberia 18335 9887372	14/4/24 0247 hrs	1° 17.96' S, 116° 47.93' E Balikpapan Anchorage, Indonesia	<p>While anchored, four perpetrators boarded the ship through the anchor chain. They broke into the forecandle store and escaped with ship stores and properties. The crew was mustered and a search onboard the ship was conducted. The incident was reported to Balikpapan port control.</p> <p>[IMO]</p>
29	Casanova Bulk carrier Bahamas 92249 9454151	14/4/24 0247 hrs	1° 4.47' N, 103° 40.72' E Approx. 3 nm from Takong Kecil Light, (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the master reported to Singapore VTIS that the 3rd engineer sighted five perpetrators in the engine room. Some of the perpetrators were reportedly armed with gun-like objects.</p> <p>The master raised the alarm, and mustered the crew. A ship search was conducted and completed at 0405 hrs, and all crew accounted for with no injuries. The master was unable to ascertain any loss of property.</p> <p>The master indicated that no further assistance was required, and continued its journey to Song Duong, Vietnam.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information was shared with the Indonesian authority.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
30	<p>Bongawan 9 Tug boat Malaysia 141 9515371</p> <p>Hexagro 9 Barge</p>	14/4/24 1020 hrs	<p>1° 20.93' N, 104° 21.08' E</p> <p>Approx. 4.3 nm east of Tanjung Penyusop, (Malaysia), in the westbound lane of the TSS</p> <p>(SOMS)</p>	<p>While underway, the master reported to Singapore VTIS East via VHF Channel 10, that he sighted three to four perpetrators alongside the unmanned barge in three sampans. The master raised the alarm and mustered the crew.</p> <p>At 1040 hrs, the master reported that the perpetrators left the barge. The master further reported that <u>some scrap metals were stolen</u> from the barge. <u>All crew members were accounted for with no injuries</u>, and no assistance required.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were informed. Information was shared with the Malaysian authority.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
31	<p>Hafnia Pacific Petroleum/chemical tanker Singapore 20517 9382061</p>	14/4/24 0247 hrs	<p>3° 55.18' N, 98° 44.81' E</p> <p>Zone 3 Anchorage, Belawan, Indonesia</p>	<p>While anchored and awaiting loading operation, the able seaman (AB) was patrolling the deck when he noticed a wooden boat at the port anchor cable area. He reported the sighting to the OOW immediately and blew the whistle to raise alarm.</p> <p><u>Three perpetrators armed with knives</u> subsequently boarded the ship from the main deck. <u>They threatened the AB with a machete</u>, took the store keys, walkie-talkie and torch from the AB, and <u>stole two fire hose nozzles</u>.</p> <p>The 2nd watchman saw the incident and reported the situation to OOW, who raised the ship alarm. Upon hearing the alarm, the perpetrators escaped. <u>The crew was not injured</u>.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
32	ESL Dachan Bay Container ship Portugal 59176 9535216	10/5/24 0332 hrs	14° 35.69' N, 120° 50.67' E Manila International Container Terminal (MICT) Anchorage area, Manila, the Philippines	<p>While anchored, two perpetrators boarded the ship at the forecastle. The 2nd Mate spotted the perpetrators and raised the alarm. A check was conducted of the ship's equipment and <u>items including cables, normal grinders, brass nozzle pieces, a heavy duty cutter, a drill machine, an inverter welding machine and a heavy-duty grinder were found stolen. The crew was not injured.</u></p> <p>The incident was reported to the PCG and Philippine Port Authority. The Philippine authorities proceeded to location of the ship immediately and verified the veracity of the report. The Philippine authorities conducted follow-up operations at nearby junkshop, where the perpetrators reportedly sold the stolen items.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
33	Largo Eden Chemical gas tanker Liberia 28630 9935909	13/5/24 0345 hrs	22° 17' N, 91° 43' E Chattogram Anchorage A20, Bangladesh	<p>While anchored, the AB on rounds spotted movement on the poop deck, raised the alarm and reported six perpetrators had boarded the ship and escaped into the water.</p> <p><u>The shore watchmen were found tied</u> and unable to move. The paint store lock was found broken, and <u>paint drums, messenger rope and heaving line were stolen.</u></p> <p>The incident was reported to the local authorities including the port control, BCG and Bangladesh Navy. BCG investigated the incident, and conducted combing operations in the vicinity and shore areas. The perpetrators were apprehended, all stolen items recovered and handed over to the ship.</p> <p>[ReCAAP Contact Point (Hong Kong)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
34	Murou General cargo ship Panama 10650 9539391	15/5/24 0415 hrs	1° 42' N, 101° 28' E Dumai Anchorage, Indonesia	<p>While anchored and awaiting cargo, a deck officer on watch duty spotted a small boat alongside the port stern of the ship. At the same time, three perpetrators were seen near the funnel.</p> <p>The deck officer shouted at the perpetrators immediately and reported to the duty officer, who informed the master. The alarm was sounded and an announcement was made about the presence of the perpetrators onboard.</p> <p>The duty officer subsequently noticed the three perpetrators jumping off the ship and escaped in the small boat. All crew members were safe and nothing was stolen.</p> <p>[ReCAAP Focal Point (Japan)]</p>
35	GCL Leader Bulk carrier Liberia 43424 9902550	21/5/24 0512 hrs	1° 2.8' N, 103° 39.7' E Approximately 3 nm west of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the master reported to Singapore VTIS on VHF that five perpetrators armed with knives were sighted in the steering gear room, with the oiler being restrained. The alarm was raised and crew mustered. All crew members were accounted for, with no injury to crew and no assistance required. Some engine spare parts were stolen.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified. Information was shared with the Indonesian authority.</p> <p>The ship proceeded to Singapore anchorage to pick up pilot. Upon the ship's arrival, Singapore Police Coast Guard conducted an inspection onboard.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
36	Marvel 3 Tug boat Malaysia 151 Seronggong 8 Barge	21/5/24 1613 hrs	1° 30.16' N, 104° 31.37' E Approximately 5.23 nm from Tompok Utara Beacon, Malaysia (South China Sea)	<p>While the tug boat towing barge was underway, perpetrators in five small boats came alongside and boarded the barge. The alarm was raised and the crew was instructed to stay within the accommodation.</p> <p>The master reported the incident to Singapore VTIS. At about 1745 hrs, <u>the perpetrators left the barge with some scrap metals</u> and escaped in their boats. <u>The crew was not injured.</u></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 and Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
37	Irvine Bay Bulk carrier Hong Kong, China 23268 9682928	25/5/24 0210 hrs	1° 42' N, 101° 29' E Dumai Anchorage, Indonesia	<p>While anchored, <u>four perpetrators armed with knives and iron bars</u> boarded the bulk carrier from a wooden craft. Three of the perpetrators wore long-sleeved black tops, pants and caps, while one perpetrator wore a half-sleeved t-shirt and shorts. <u>The perpetrators stole ship's engine spares</u> and escaped. <u>The crew was not injured.</u></p> <p>The incident was reported to Dumai VTS via VHF and the agent registered a complaint with the police. The local police boarded the ship and investigation is in progress.</p> <p>[ReCAAP Contact Point (Hong Kong)]</p>
38	Ocean Dream Bulk carrier Hong Kong, China 43310 9860324	27/5/24 0245 hrs	1° 9.4' N, 103° 27.3' E Approximately 6.5 nm from Pulau Iyu Kecil (Indonesia), in the precautionary area of the TSS (SOMS)	<p>While underway, the ship's crew discovered that engine room spare parts had been stolen after sailing from Singapore.</p> <p>According to shipboard CCTV footage, four perpetrators in t-shirts and shorts had boarded the ship via starboard quarter from a small craft. The perpetrators unlocked and opened the watertight door in after poop deck, entered the engine room and went directly to the spare parts locker. <u>The perpetrators stole engine room spare parts for auxiliary engine and fuel oil purifier,</u> and escaped. <u>The crew was not injured.</u></p> <p>The master reported the incident to Singapore VTIS. The RSN's MSTF and Singapore Police Coast Guard were informed.</p> <p>[ReCAAP Contact Point (Hong Kong), ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
39	AAL Merkur General cargo ship Liberia 22863 9509695	29/5/24 1920 hrs	10° 12' N, 107° 3' E Phu My Anchorage, Vietnam	<p>While anchored, a duty OS patrolling the forecastle area spotted a perpetrator climbing over the ship railings using a rope. He wore a dark blue t-shirt and pants. The duty OS shouted at the perpetrator immediately, and reported to the OOW. The perpetrator jumped back immediately into a wooden boat, with two other perpetrators in the boat, and escaped. <u>Nothing was stolen.</u></p> <p>The master reported the incident to local VTS via Channel 16, as well as the CSO.</p> <p>[ReCAAP Focal Point (Vietnam)]</p>
40	Avatar Courage Tug/Supply vessel Singapore 1706 9559028	5/6/24 0030 hrs	1° 9.47' N, 103° 58.54' E Batam Anchorage, Indonesia	<p>While anchored, the duty AB spotted <u>three perpetrators armed with long knives</u> at the starboard rescue zone of the ship. The perpetrators were suspected to have had board the ship with ropes and ship fenders.</p> <p><u>The perpetrators attempted to attack the AB</u> but he managed to escape and ran into the ship accommodation block with the door locked from inside. The AB reported the incident to the duty bridge officer who raised the general alarm and announced via the PA system about the armed perpetrators onboard. All crew were called to assemble at the navigation bridge. The ship security officer alerted the Batam VTS and the CSO to request for immediate assistance.</p> <p>The Indonesian Navy and Coast Guard arrived at 0150 hrs and 0210 hrs respectively, but no perpetrator was found onboard. The Indonesian Navy then continued to escort the vessel until daylight hour. <u>The crew was not injured</u> and <u>nothing was stolen.</u></p> <p>[ReCAAP Focal Point (Singapore)]</p>
41	G.B. Corrado Bulk carrier Bahamas 40154 9314624	10/6/24 0435 hrs	1° 8.3' N, 103° 28.9' E Approximately 15 nm west of Pulau Cula (Indonesia), in the precautionary area of TSS (SOMS)	<p>While underway, the ship engineer sighted <u>four perpetrators armed with knives</u> in the engine room. The master raised the alarm and mustered the crew. A search was conducted and <u>some engine spares were missing.</u></p> <p>The master reported the incident through his local agent via email to Singapore POCC. A safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard was notified. Information about the incident was shared with the Indonesian authority.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
42	Santa Regina Bulk carrier Panama 43314 9675274	11/6/24 0312 hrs	1° 3.4' N, 103° 37.5' E Approximately 5.3 nm west of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, six perpetrators armed with knives entered the engine room through the steering gear door, tied up two crew (oilers) in the engine room workshop and stole the engine spares.</p> <p>An engineer discovered the tied-up crew and informed the master. The master raised alarm and crew mustered. Search was conducted with no further sighting of the perpetrators.</p> <p>The master reported the incident through his agent to Singapore POCC via email. The RSN's MSTF and Singapore Police Coast Guard were informed. Information of the incident was shared with the Indonesian authority.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
43	Ivestos 9 Bulk carrier Liberia 40198 9349306	15/6/24 0210 hrs	1° 2.5' N, 103° 38.37' E Approximately 4.4 nm from Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the engine crew sighted four perpetrators armed with knives in the engine room and notified the watch officer on the bridge immediately. The bridge officer raised the alarm. The perpetrators escaped upon realising the crew had been alerted. The crew was mustered and a search onboard was conducted. No perpetrators were found and some engine spares were stolen. The crew was not injured.</p> <p>The master reported the incident to Singapore POCC via email. 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>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
44	Dongbang Giant No. 6 Heavy transport vessel Republic of Korea 14462 9593357	25/6/24 0300 hrs	1° 6.9' N, 104° 10.6' E Kabil Anchorage, Indonesia	<p>While anchored, two perpetrators boarded the ship, stole engine spare parts and escaped. The alarm was raised and crew mustered. The crew was not injured.</p> <p>The incident was reported to VTS and Indonesian authorities boarded the ship for investigation.</p> <p>[ReCAAP Focal Point (Republic of Korea)]</p>
45	Ivestos 8 Bulk carrier Liberia 40198 9357755	27/6/24 0312 hrs	1° 10.48' N, 103° 28.71' E Approximately 7.7 nm from Pulau Iyu Kecil (Indonesia), in the precautionary area of the TSS (SOMS)	<p>While underway, the master reported to Singapore VTIS that one perpetrator was sighted in the steering gear room.</p> <p>The alarm was raised and all crew mustered to conduct search onboard the ship. The master declared nothing was stolen, the crew was safe and no further assistance required. The ship was enroute from Santos, Brazil to pick up her pilot from Tanjung Pelepas, Malaysia.</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>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
46	<p>Orihime Bulk carrier Japan 132647 9621235</p>	8/7/24 0410 hrs	<p>1° 3.58' N, 103° 39.46' E</p> <p>Approximately 3.4 nm from Pulau Cula (Indonesia), in the eastbound lane of the TSS</p> <p>(SOMS)</p>	<p>While underway, the master reported to Singapore VTIS that four perpetrators were sighted at ship's stern. The master raised the alarm and all ship crew were mustered to conduct a search onboard. At about 0540 hrs, the ship reported that all crew were accounted for with no injury, nothing was stolen from the ship and no assistance was required. The ship was enroute from Tubarao, Brazil to Singapore.</p> <p>A safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian and Malaysian authorities.</p> <p>Singapore PCG boarded the ship at Singapore anchorage and reported no perpetrators found onboard.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
47	<p>HK Tug 9 Tug boat Singapore 299 9767120</p> <p>LKH 2882 Flat top deck cargo barge</p>	15/7/24 1640 hrs	<p>1° 16.1' N, 104° 13.37 E</p> <p>Approximately 7.5 nm of Tanjung Tondong, Indonesia, in the eastbound lane of the TSS</p> <p>(SOMS)</p>	<p>While the tug boat towing barge was underway from Jurong Port, Singapore to Cigading, Indonesia, three small boats carrying 10 perpetrators approached and boarded the barge at about 1620 hrs</p> <p>They transferred scrap metals from the barge onto their boats. The perpetrators stopped and fled when they sighted a RSN warship in the vicinity at around 1650 hrs. However, at around 1720 hrs after the RSN warship left the vicinity, the boats returned to the barge to steal more scrap metals. No injury or damage to the barge or the tug boat was reported. Scrap metals were stolen from the barge. The crew was safe.</p> <p>The incident was reported to the VTIS East.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
48	Wadi Feran Bulk carrier Egypt 33925 9460083	16/7/24 0230 hrs	1° 5' N, 103° 43.2' E Approximately 1.3 nm from Pulau Takong Light (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, five perpetrators armed with knives and guns were sighted in the engine room. The ship general alarm was raised and crew mustered. A search was conducted. All crew members were accounted for, no injury to crew and no assistance required.</p> <p>The master reported the incident to Singapore VTIS. Safety navigational broadcast was initiated. Singapore PCG boarded the ship on her arrival at the anchorage and completed the search. No perpetrators were found. The RSN's MSTF was also notified. Information of the incident was shared with the Indonesian and Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
49	Earth Harmony Bulk carrier Panama 22664 9832470	21/7/24 0340 hrs	3° 26' N, 99° 27' E Kuala Tanjung Anchorage, Indonesia	<p>While anchored, three perpetrators armed with long knives boarded the ship. They entered the engine room, took the duty engine crew hostage and tied him up. Before leaving the ship, they stole the ship's engine spares, released the duty crew and escaped. The alarm was raised, the crew mustered and the incident was reported to the Port Facility through the agent.</p> <p>[ReCAAP Focal Point (Japan)]</p>
50	Corinna Bulk carrier Greece 43951 9593842	23/7/24 0105 hrs	1° 5.6' N, 103° 43.1' E Approximately 3.19 nm north of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, five perpetrators with knives were sighted at the entrance of the ship's engine room. The alarm was raised and all crew mustered to conduct a search. The crew was not injured. Engine spare parts were stolen from the ship.</p> <p>The incident was reported to Singapore VTIS. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. The PCG boarded the vessel at Singapore anchorage and reported no abnormalities and no perpetrators found onboard. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
51	Berge Mauna Loa Bulk carrier Isle of Man 108956 9951941	29/7/24 0215 hrs	1° 3.8' N, 103° 40.1' E About 3.2 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, three perpetrators were sighted in the steering gear room. The perpetrators escaped upon the activation of the ship's general alarm. A search was conducted with no further sighting of the perpetrators. <u>Nothing was stolen and all crew members were safe.</u></p> <p>The incident was reported to Singapore VTIS. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. The PCG boarded the vessel upon her arrival at the Port of Singapore and conducted a thorough search. No perpetrators were found on board. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
52	Thisseas Bulk carrier Liberia 41101 9493896	29/7/24 0512 hrs	1° 3.5' N, 103° 40.6' E Approximately 2.3 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, five perpetrators with knives were sighted at the poop deck. The perpetrators escaped upon the activation of the ship's general alarm. A search was conducted with no further sighting of the perpetrators. <u>Nothing was stolen and all crew members were safe.</u></p> <p>The incident was reported to Singapore VTIS. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. The PCG boarded the vessel upon her arrival at the Port of Singapore and conducted a thorough search. No perpetrators were found onboard. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
53	Spec Nichole Supply vessel Liberia 2721 9701126	4/8/24 0300 hrs	1° 9.69' N, 103° 57.7' E Pulau Batam Anchorage, Indonesia	While anchored, two unauthorised persons boarded the ship and escaped with ship's properties . The theft was later discovered in the morning by the crew. [IMO]
54	HK Tug 3 Tug boat Singapore 253 9399686 LKH 3883 Barge	5/8/24 1705 hrs	1° 15.43' N, 104° 11.5' E Off Tanjung Tondong (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, several small boats carrying an unknown number of perpetrators approached and boarded the barge. They transferred scrap metal from the barge to the small boats and the perpetrators left after about half an hour later. Scrap metal was stolen from the barge. The crew was safe. The incident was reported to Singapore Port Operations Control Centre (POCC). [ReCAAP Focal Point (Singapore)]
55	Ultra Colonsay Bulk carrier Panama 34778 9448217	6/8/24 0120 hrs	1° 3.1' N, 103° 38.3' E Approximately 4.3 nm from Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, five to six perpetrators with knives were sighted in the engine room. The ship's general alarm was raised and crew mustered to conduct a search. Upon hearing the alarm, the perpetrators escaped. The perpetrators had tied the Chief Engineer's (CE) hands and feet with rope , but the CE managed to free himself after the perpetrators had escaped. Some engine spare parts and the Chief Engineer's cellphone were stolen. All crew members were safe. The incident was reported to Singapore VTIS. Navtex broadcast was initiated to alert other vessels in the area to exercise caution and step up anti-piracy watch. The Singapore PCG boarded the ship when at anchorage and reported no perpetrators were found onboard. Information of the incident was shared with the MRCCs of Indonesia and Malaysia. [ReCAAP Focal Point (Singapore)]

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
56	Aphrodite L Bulk carrier Liberia 44262 9487615	11/8/24 0445 hrs	1° 4.8' N, 103° 42.8' E Approximately 2.6 nm north of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, two perpetrators were sighted at the poop deck. Upon being sighted by the crew, the perpetrators jumped overboard. The ship general alarm was raised and crew mustered to conduct a search. No perpetrators found and <u>no loss of property. All crew members were safe.</u></p> <p>The incident was reported to Singapore VTIS. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. The PCG boarded the ship at Singapore anchorage to conduct a security search and investigation, and reported no perpetrators found onboard, and no property stolen. Information of the incident was shared with the Indonesian and Malaysian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
57	Jin Hwa 49 Tug boat Malaysia 143 9373981 Jin Hwa 39 Barge	23/8/24 1230 hrs	1° 17.02' N, 104° 8.62' E Approximately 3.6 nm southeast of Tanjung Setapa (Malaysia), in the westbound lane of the TSS (SOMS)	<p>While underway, seven unauthorised personnel from two sampans (small boats) boarded the barge. <u>The perpetrators left with some scrap metal from the barge. The crew was not injured</u> and no assistance was required.</p> <p>The incident was reported to the Singapore VTIS East. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
58	Lucky Long Bulk carrier Panama 39455 9122564	27/8/24 2320 hrs	1° 15.25' N, 104° 1.85' E Approximately 4.2 nm from Pulau Nongsa Lighthouse (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, five perpetrators, of which two carried knives/parang, were sighted in the engine room. Officer on watch raised the alarm and mustered crew to conduct a search to locate the perpetrators. The master reported that all crew were accounted for with no injury reported, and generator spares were found missing. The incident was reported to the Singapore VTIS East. The ship resumed her voyage to Singapore.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p>Upon the ship's arrival at port of Singapore, the PCG boarded the ship, conducted a thorough search onboard. No perpetrators were found.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
59	Sea Voyager Bulk carrier Panama 31493 9799707	14/9/24 0020 hrs	1° 4.18' N, 103° 37.07' E Approximately 5.9 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, five perpetrators with knives were sighted in the steering room of the ship. The alarm was raised and all crew mustered to conduct a search to locate the perpetrators. The crew was not injured. Nothing was reported stolen from the ship.</p> <p>The incident was reported to Singapore VTIS. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident.</p> <p>The PCG boarded the ship upon her arrival at Singapore port and conducted a search. No perpetrators were found onboard. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
60	<p>Target 10 Tug boat Malaysia 188 9826926</p> <p>Alam 281 Barge</p>	14/9/24 0038 hrs	<p>1° 19.53' N, 104° 17.5' E</p> <p>Approximately 2.2 nm south of Pulau Mungging, within Johor Port Limit, Malaysia</p>	<p>While underway, the tug boat master reported that some <u>scrap metal on its towing barge were taken away</u> by perpetrators via a sampan. All crew mustered and a search was conducted. <u>The crew members were safe.</u></p> <p>The incident was reported to Singapore VTIS. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Malaysian and Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
61	<p>Atlantic Tiger Bulk carrier Marshall Islands 109731 9874612</p>	14/9/24 0125 hrs	<p>1° 3.3' N, 103° 38.85' E</p> <p>Approximately 4 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS</p> <p>(SOMS)</p>	<p>While underway, six to seven perpetrators were sighted in the vicinity of port quarter of the ship. All crew mustered to conduct a search. <u>The crew was not injured. Engine spares were stolen from the ship.</u></p> <p>The incident was reported to Singapore VTIS. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident.</p> <p>The PCG boarded the ship upon her arrival at Singapore Port, and conducted a search. No perpetrators were found onboard. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
62	Karlovasi Bulk carrier Liberia 63719 9951783	19/9/24 0320 hrs	21° 52' N, 91° 45' E Outer Anchorage Kutubdia, Bangladesh	<p>While at anchor, the crew sighted 10 perpetrators with knives and bats at the port quarter deck of the ship. The perpetrators tied up three local watchmen and injured one of them on the leg. One ship crew was also assaulted and was slight injured on the head. Some ship property/stores were stolen.</p> <p>After receiving the incident information, BCG started investigation of the incident onboard the ship.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>
63	Royal TB 17 Tug boat Indonesia 155 8798720 OB Royal 17 Barge	22/9/24 1830 hrs	4° 12.23' S, 113° 49.62' E Approximately 47 nm south of Tanjung Malatayur, Central Kalimantan, Indonesia	<p>While the tug boat towing barge was enroute from Bagendang Port, Sampit, to Stagen Kotabaru, five perpetrators in a small boat approached the vessels. Four of the perpetrators boarded the barge, while one perpetrator waited in the small boat. The perpetrators, carrying firearms and sharp weapons, locked the crew members onboard the barge inside the toilet.</p> <p>The perpetrators then moved to the tug boat, where they threatened and restrained the master and crew in the mess room, binding them with plastic ropes. The perpetrators subsequently siphoned the FAME (Fatty Acid Methyl Ester) cargo onto a tanker, and also stole 21 mobile phones, cash amounting to approximately IDR 17,200,000, and navigational equipment such as a Furuno radar and binoculars. The perpetrators also damaged communication and navigational tools onboard the ship before they escaped. The incident lasted between eight and 10 hours.</p> <p>On 1 Nov 2024, it was reported that the Central Kalimantan Police had arrested 14 suspected perpetrators of the incident.</p> <p>[Regional authorities, IMO]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
64	New Destiny Bulk carrier Marshall Islands 33910 9557056	30/9/24 0102 hrs	1° 5.6' N, 103° 43.7' E Approximately 3.3 nm north of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While sailing, five perpetrators with gun-like objects were sighted in the engine room. The crew was mustered and a search conducted, but no perpetrators were found. It could not be confirmed whether any property was stolen. The crew was not injured.</p> <p>The master reported the incident to the Singapore VTIS West. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident.</p> <p>Upon the ship's arrival at port of Singapore, the PCG boarded the ship and conducted a thorough search, and no perpetrators were found onboard. The information was also shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
65	Torex Tanker Cook Islands 58127 9257814	2/10/24 0109 hrs	1° 4.74' N, 103° 43.08' E Approximately 2.3 nm north of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, five perpetrators armed with knives boarded from the stern of the ship, and sighted in the engine room. The master raised the alarm and crew was mustered to conduct a search, but no perpetrators were found onboard. Some engine spares were stolen. The crew members were not injured. No further assistance was required by the master and the ship resumed her voyage to China.</p> <p>The master reported the incident to Singapore VTIS. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
66	MV YM Advance Bulk carrier Marshall Islands 35832 9860685	12/10/24 0148 hrs	21° 48.7' N, 91° 47.9' E Kutubdia Anchorage Chattogram, Bangladesh	<p>While at anchor, the local watchmen onboard noticed two perpetrators on the forward deck and raised the alarm. On hearing the alarm, the perpetrator escaped in a small boat. There were 10-12 perpetrators in total, among whom, two boarded the ship by throwing grapnel and rope. <u>The crew and watchmen were safe, but two mobile phones were snatched and some ship property/stores were stolen.</u></p> <p>The incident was not reported to the BCG immediately. The BCG was informed of the incident four days later through IMB. An investigation was carried out by BCG</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>
67	Genco Constellation Bulk carrier Marshall Islands 36421 9714678	16/10/24 0410 hrs	5° 30.05' S, 105° 17.25' E Panjang Anchorage of Panjang Port, Indonesia	<p>While the ship was awaiting berthing instructions at anchorage, the ship maintained strict anti-piracy watches including two roving security watches on the main deck, and one watch keeper in the engine room. At about 0410 hrs, the duty AB saw one perpetrator crossing the ship railing from Aft poop deck. The duty AB shouted at the perpetrator and alerted the duty officer. On seeing the AB, the perpetrator jumped into the sea, boarded a small boat and escaped. According to the duty officer, there were four perpetrators in the boat. <u>Some old spare parts of generator were stolen. The crew members were not injured.</u></p> <p>The duty officer reported the incident to Panjang VTS and the flag State. The ship continued to maintain strict anti-piracy watches with security measures equivalent to security level 2. Continuous patrols and one access from bridge to the accommodation were maintained. Additional watch keepers were placed for continuous patrols.</p> <p>[ReCAAP Focal Point (India)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
68	BW Kestrel Petroleum/chemical tanker Singapore 29783 9607203	17/10/24 0215 hrs	3° 53.9' N, 98° 48' E Medan Anchorage, Indonesia	<p>While at anchor, the duty AB noticed someone hiding in the hawse pipe and sighted a small boat near to the ship anchor chain. The duty AB immediately reported the sighting to the OOW and shouted at the boat man to deter the perpetrators. The duty AB retreated to the accommodation block and updated OOW. He subsequently spotted another <u>perpetrator at the starboard winch holding a machete.</u> The OOW raised ship alarm and announced via the PA system of the armed perpetrators onboard. The perpetrators then escaped from the ship. A search was conducted onboard. No suspicious person was discovered. <u>All crew members were safe</u> and <u>some unsecured items were stolen.</u></p> <p>The incident was reported to the local agent and the ship's security watch manning was increased from two to four men. Shore duty watchman service was also engaged for the remaining days at Medan Anchorage. The company initiated an investigation into this incident.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
69	Nyon Bulk carrier Marshall Islands 35564 9888039	18/10/24 0055 hrs	1° 7.83' N, 103° 29.42' E Approximately 4.6 nm east of Pulau Karimun Kecil (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, <u>five perpetrators armed with knives</u> were sighted in the engine room of the ship. The alarm was raised and all crew mustered to conduct a search. No perpetrators were found and <u>nothing was stolen. All crew members were accounted for and safe.</u></p> <p>The incident was reported to Singapore VTIS West. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident.</p> <p>The PCG boarded the ship upon her arrival at Singapore Anchorage, and conducted a search. No perpetrators were found onboard. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
70	Aspasia Luck Bulk carrier Liberia 37722 9223485	18/10/24 0208 hrs	1° 7.88' N, 103° 30.33' E Approximately 5.5 nm east of Pulau Karimun Kecil (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, 10 perpetrators armed with knives were sighted in the engine room of the ship. The alarm was raised and crew mustered to conduct a search onboard the ship. No perpetrators were found and some engine spare parts were stolen. All crew members were accounted for without injury.</p> <p>The master reported the incident to Singapore VTIS West. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident.</p> <p>Upon the ship's arrival at Singapore Anchorage, PCG boarded the ship and conducted a thorough search onboard but did not find any perpetrators. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
71	Maran Spirit Bulk carrier Malta 93128 9721011	18/10/24 0233 hrs	1° 5.18' N, 103° 42.37' E Approximately 2.8 nm north of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, one perpetrator was sighted in the engine room of the ship. The alarm was raised and all crew mustered to conduct a search. No perpetrators were found and nothing was stolen. All crew members were accounted for, and were safe.</p> <p>The incident was reported to Singapore VTIS West. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident.</p> <p>The PCG boarded the ship upon her arrival at Singapore Anchorage, and conducted a search. No perpetrators were found onboard. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
72	Al Derwazah Tanker Kuwait 165178 9563410	23/10/24 0015 hrs	1° 4.18' N, 103° 41' E Approximately 2.5 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, six perpetrators armed with knives were sighted in the engine room. One crew was threatened and his personal belongings, including a gold chain, tablet and mobile phone were robbed. The alarm was raised and crew mustered to conduct a search onboard the ship. No perpetrators were found. All crew members were accounted for. The crew was not injured.</p> <p>The master reported the incident to Singapore VTIS West. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
73	GL La Paz Bulk carrier Panama 51905 9599183	25/10/24 0100 hrs	1° 8' N, 103° 30.6' E Approximately 10.1 nm southeast of Pulau Iyu Kecil (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, four perpetrators armed with gun-like objects boarded the bulk carrier from a wooden boat. The perpetrators were thin and in T-shirts and brown short jeans. The duty oiler encountered them in the engine room and raised the alarm. The perpetrators pointed gun-like objects at the crew before escaping. Crew mustered and a search was conducted onboard the ship. There was no damage to the ship and the crew was not injured. Some engine spares were stolen.</p> <p>The master reported the incident to IMB, and the report was relayed to Singapore PCG and Indonesian Marine Police HQ. Safety navigational broadcast was initiated. The RSN's MSTF was also notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Japan)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
74	Metro Ionian Tanker Liberia 62396 9973652	13/11/24 0012 hrs	1° 2.6' N, 103° 39.1' E Approximately 3.6 nm northwest from Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, some perpetrators were sighted at the poop deck. A high speed craft approached the ship from stern but was not detected by radars. The master raised the alarm and mustered all crew to conduct a search. <u>The crew were not injured. 12 pieces of ME fuel injection valves were stolen.</u></p> <p>The master reported the incident to the Singapore VTIS. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
75	Oshima Trader Bulk carrier Philippines 43310 9867580	13/11/24 0420 hrs	1° 4.22' N, 103° 41.17' E Approximately 2.3 nm northwest from Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, three to four perpetrators were sighted in the engine room. <u>Two people were armed with machetes and one person carried a gun-like object.</u> The alarm was raised and all crew mustered at the bridge. The search was not conducted and the suspected perpetrators were still on board at that time. Singapore PCG later boarded the ship at anchorage and conducted a thorough search. But no perpetrators were found. <u>All crew members were accounted for and there were no injuries. Some engine spares were stolen.</u></p> <p>The master reported the incident to the Singapore VTIS West. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Japan)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
76	NUS LPG Comoros 45029 9002491	14/11/24 0245 hrs	1° 2.73' N, 103° 38.8' E Approximately 4.2 nm northwest from Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, five perpetrators armed with metal rods were sighted in the engine room. The alarm was raised and all crew mustered to conduct a search. The crew members were accounted for and there were no injuries. Nothing was stolen from the ship. The master reported the incident to the Singapore VTIS. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities. [ReCAAP Focal Point (Singapore)]
77	Dara Bulk carrier Liberia 52989 9250244	14/11/24 0346 hrs	1° 2.73' N, 103° 38.8' E Approximately 4.2 nm northwest from Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, one perpetrator armed with gun-like object was sighted on deck. The crew locked themselves in their cabins and conducted a search later during daylight. All crew members were accounted for and there were no injuries. The crew was unable to confirm if anything was stolen. The master reported the incident to the Singapore VTIS. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities. [ReCAAP Focal Point (Singapore)]
78	Saga Fjord General cargo ship Hong Kong, China 37499 9613862	14/11/24 0506 hrs	1° 2.86' N, 103° 38.36' E Approximately 4.3 nm northwest from Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, seven to eight perpetrators were sighted in the engine room and workshop. They entered the engine room by breaking the lock of the aft steering room door. One of the robbers had a gun-like weapon and threatened the third engineer in the workshop. The master raised alarm and all crew mustered to conduct a search, but no perpetrator was found. Some tools and engine spare parts were reported stolen. The crew members were not injured. The master reported the incident to the Singapore VTIS. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities. [ReCAAP Focal Point (Singapore)]

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
79	Ammos Bulk carrier Bahamas 17019 9573804	19/11/24 2259 hrs	1° 5.8' N, 103° 44.1' E Approximately 3.7 nm north from Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, three perpetrators were sighted in the engine room. The master raised alarm and all crew mustered to conduct a search, but no perpetrator was found. The crew members were not injured. Some ship stores were reported stolen.</p> <p>The master reported the incident to the Singapore VTIS West. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. PCG boarded the ship and carried out a security search, but did not find any perpetrator. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
80	Genco Lion Bulk carrier Marshall Islands 93290 9593464	20/11/24 0510 hrs	1° 4.7' N, 103° 41.7' E Approximately 2.5 nm northwest from Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, four perpetrators were sighted in the engine room. The master raised general alarm and carried out a search. No perpetrator was found onboard and nothing was lost. All crew members were accounted for and there were no injuries.</p> <p>The master reported the incident to the Singapore VTIS Central. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. PCG boarded the ship and carried out a security search. But no perpetrator was found onboard. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
81	Ceylon Princess Bulk carrier Sri Lanka 36432 9734575	21/11/24 0100 hrs	21° 23.44' N, 91° 48.63' E Chattogram Anchorage, Bangladesh	<p>While at anchor, 11 perpetrators boarded the ship. The alert duty crew noticed the perpetrators and immediately raised the alarm. The crew was mustered and engaged in defensive actions against the perpetrators, which resulted in the perpetrators escaping empty-handed. The incident was reported to the Port Authority and Bangladesh Navy.</p> <p>[IMO]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
82	HTK Confidence Bulk carrier Vietnam 16960 9412969	23/11/24 0150 hrs	1° 3.7' N, 103° 42.1' E Approximately 1.46 nm northwest from Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, <u>two perpetrators armed with knives</u> were sighted in the engine room. The master raised general alarm and all crew mustered safely in the wheelhouse. The crew did not conduct search but wait for PCG's assistance. <u>There were no injuries. Some spare parts were stolen.</u></p> <p>The ship agent reported the incident to the Singapore VTIS via telephone. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. PCG boarded the ship on her arrival at Singapore Anchorage but did not find any perpetrator. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
83	Theodore JR Bulk carrier Panama 43037 9739020	24/11/24 0100 hrs	1° 3.9' N, 103° 41.3' E Approximately 2.07 nm northwest from Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, <u>six perpetrators armed with knives</u> were sighted in the engine room and at poop deck. The general emergency alarm was raised and all crew mustered to conduct a search. No perpetrators were found onboard. <u>All crew was accounted for with no injuries. Some engine spares were stolen</u> and one padlock was broken.</p> <p>The master reported the incident to the Singapore VTIS. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. PCG boarded the ship and carried out a search. But no perpetrator was found onboard. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
84	Express Bulk carrier Panama 43012 9461350	26/11/24 0001 hrs	1° 5.17' N, 103° 43.62' E Approximately 2.8 nm north from Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, two perpetrators were sighted at the aft mooring station of the ship. The alarm was raised and all crew mustered to conduct a search. No perpetrators were found onboard. <u>The crew members were not injured and nothing was stolen.</u></p> <p>The master reported the incident to the Singapore VTIS. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. PCG boarded the ship at anchorage and carried out a search. But no perpetrator was found onboard. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
85	Sakizaya Miracle Bulk carrier Panama 43446 9768019	2/12/24 0343 hrs	1° 8.02' N, 103° 45.4' E Approximately 6 nm northeast of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the crew spotted about eight perpetrators, of whom <u>four were armed with knives,</u> in the engine control room. Master raised the alarm and mustered all crew to conduct search but no perpetrators were found. All crew members were accounted for, and there were no reported injuries. No further assistance was required.</p> <p>The master reported the incident to the Singapore VTIS. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p>Upon the ship's arrival at Singapore Anchorage, PCG boarded the ship, conducted a search onboard and found no perpetrators. PCG reported that <u>a crew member's legs and hands were tied by the perpetrators,</u> and <u>engine spare parts were reported missing.</u></p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
86	Genco Augustus Bulk carrier Marshall Islands 90450 9361249	7/12/24 0345 hrs	1° 4' N, 103° 40.4' E Approximately 2.8 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the crew spotted six perpetrators armed with knives in the steering gear room. The master raised the alarm and crew mustered to conduct a search, but no perpetrator was found. All crew members were accounted for, and there were no reported injuries. Nothing was stolen.</p> <p>The master reported the incident to the Singapore VTIS. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. PCG boarded the ship at Singapore Anchorage and conducted search but found no perpetrators. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
87	Kyzikos Bulk carrier Liberia 50177 9343845	7/12/24 2350 hrs	1° 3.66' N, 103° 39.85' E Approximately 3.1 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the crew spotted eight unarmed perpetrators in the steering gear room. Master raised the alarm and mustered all crew to conduct search but no perpetrators were found. All crew members were accounted for, and there were no reported injuries. Some engine spare parts were stolen.</p> <p>The master reported the incident to the Singapore VTIS. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. PCG boarded the ship at Singapore Anchorage and conducted search but found no perpetrators. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
88	Dalma Tanker Liberia 157844 9322279	9/12/24 0317 hrs	1° 3.5' N, 103° 39.8' E Approximately 3.1 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the perpetrators boarded the ship unnoticed and stole one unit of breathing apparatus compressor. The padlock of the emergency generator room was cut and two fire hoses from the poop deck were rigged, assessed to be used to lower the compressor to a waiting boat. The crew was not injured.</p> <p>The master reported the incident to the International Maritime Bureau (IMB), Kuala Lumpur. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
89	Proteus Harvonne Tanker Singapore 66982 9923401	11/12/24 0210 hrs	1° 4.55' N, 103° 41.62' E Approximately 2.4 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway and bound for Singapore port, the motorman was at the poop deck checking the funnel when he was attacked by a perpetrator armed with knife, with another perpetrator trying to board the ship. The motorman managed to free himself from the perpetrator and ran into the engine control room and subsequently notify the bridge.</p> <p>Master raised the alarm and made announcement on PA system. All crew members mustered at muster stations and accounted for. The CSO was informed, and first aid was administered to the motorman. Two search parties were also activated to comb the ship, and a knife and bags were found on the main deck. Nothing was stolen.</p> <p>The incident was reported to Singapore MRCC and the ship subsequently anchored at Singapore Anchorage at 0530 hrs. The injured motorman was conveyed to the Singapore General Hospital, and is in a stable condition.</p> <p>Singapore PCG boarded the ship and investigation is ongoing.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
90	<p>HK Tug 9 Tug boat Singapore 299 9767120</p> <p>LKH 2882 Flat top deck cargo barge Singapore 4430</p>	11/12/24 0940 hrs	<p>1° 25.45' N, 104° 30.55' E</p> <p>Approximately 8.4 nm northeast from Horsburgh Lighthouse</p> <p>(SCS)</p>	<p>While the tug boat towing barge was en route from Jurong Port, Singapore to Cigading, Indonesia, the master spotted four small boats, each carrying three to five persons, approaching the barge. The barge was carrying a cargo load of scrap metal.</p> <p>About two to three perpetrators boarded the barge and transferred scrap metals from the barge to their boats. The master sounded the ship horn continuously and altered course to starboard heading towards Cigading. The perpetrators escaped immediately in their small boats. The crew was not injured.</p> <p>All deck crew continued to perform deck lookout and sounded the ship horn to deter small boats from approaching.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
91	<p>Honor Star Bulk carrier Panama 40717 9335991</p>	14/12/24 0001 hrs	<p>1° 4.5' N, 103° 34.9' E</p> <p>Approximately 8.1 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS</p> <p>(SOMS)</p>	<p>While underway, the crew spotted six perpetrators armed with knives in the engine room. The master raised the alarm and mustered the crew to conduct a search. No perpetrators were found and some engine spare parts were stolen. All crew members were accounted for, and there were no reported injuries. No further assistance was required.</p> <p>The master reported to Singapore VTIS West. Safety broadcasts on anti-piracy watch was initiated to warn all ships to maintain a vigilant watch at all times in the Singapore Strait. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
92	Cape Star Bulk carrier Hong Kong, China 92050 9509748	17/12/24 2253 hrs	1° 4.81' N, 103° 41.9' E Approximately 2.5 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the crew spotted four to five perpetrators, of which three were armed with long knives and one was armed with a gun-like object, in the engine room. The master raised the alarm and mustered the crew to conduct a search. No perpetrators were found and some engine spare parts were stolen. All crew members were accounted for, and there were no reported injuries. No further assistance was required.</p> <p>The master reported to Singapore VTIS. Safety broadcasts on anti-piracy watch was initiated to warn all ships to maintain a vigilant watch at all times in the Singapore Strait. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities. Upon the ship's arrival at Singapore anchorage, PCG boarded the ship, conducted a security search and found no perpetrators onboard.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
93	Nordmaas Container ship Cyprus 19035 9822736	19/12/24 0400 hrs	9° 59' N, 107° 4' E Vung Tau Anchorage, Ho Chi Minh City, Vietnam	<p>While at anchor, an unknown number of perpetrators boarded the ship unnoticed, broke the padlock of paint store, stole 350 litres of paint and escaped. The crew on duty discovered the theft after the perpetrators had left. Barefoot prints were later found around the deck. The incident was reported to the local authorities, who boarded the ship for investigation.</p> <p>[ReCAAP Focal Point (Vietnam), ReCAAP Focal Point (Germany)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
94	Seaspan Lumaco Container ship Hong Kong, China 40541 9443487	21/12/24 2310 hrs	14° 32.73' N, 120° 52.08' E Approximately 4 nm west off South Harbor Anchorage Area, Philippines	<p>While at anchor, four perpetrators boarded the ship. The duty roving sighted the perpetrators at deck forward near the boatswain store entrance, and immediately reported to the duty watch office, who raised the alarm and reported to Vessel Traffic Management System (VTMS) Manila. The crew was mustered and proceeded to the location of the perpetrators but they had already escaped.</p> <p>A Philippine Coast Guard (PCG) Maritime Patrol (MARPAT) team was dispatched to the location of the ship for investigation. The MARPAT team conducted a perimeter check around the ship twice, and confirmed that the perpetrators had already escaped. Further investigation revealed that <u>nothing was stolen</u> and <u>the crew was not injured</u>.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
95	Front Eagle Tanker Liberia 156452 9855343	22/12/24 0605 hrs	1° 3.75' N, 103° 39.81' E Approximately 3.2 nm west of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, the engine crew sighted three perpetrators near the engine room of the ship. The master raised a general emergency alarm and mustered the crew to conduct a search onboard. No perpetrators were found and <u>nothing was stolen. The crew was not injured</u> and no further assistance was required. The ship resumed her voyage to Daesan, Republic of Korea.</p> <p>The master reported the incident to Singapore VTIS. Safety broadcasts on anti-piracy watch was initiated to warn all ships to maintain a vigilant watch at all times in the Singapore Strait. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
96	Rostrum Hedonist Bulk carrier Liberia 44574 9955894	28/12/24 0114 hrs	1° 3.28' N, 103° 40.27' E Approximately 3.2 nm west of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, five perpetrators were sighted in the steering gear room, and <u>one of them carried a gun-like object.</u></p> <p>The master raised the alarm and mustered the crew to conduct a search. No perpetrators were sighted and <u>some engine spares were missing. There were no injuries to crew.</u></p> <p>The incident was reported to Singapore VTIS West. A 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>The RSN's MSTF and Singapore PCG were notified of the incident, The PCG boarded the ship upon her arrival in Singapore and conducted a search. No perpetrators were found onboard. Information of the incident was also shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Attempted Incidents

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
97	Helga Oldendorff Bulk carrier Portugal 107700 9713040	4/1/24 0050 hrs	1° 21.3' S, 116° 59.7' E Balikpapan Anchorage, Indonesia	<p>While anchored, the OOW noticed a green light during anchor watch, and informed both forward & aft watchmen on deck during their deck round. The forward watchman proceeded from main deck to the forecandle on port side immediately. He reported that the light was not moving, and resumed his security round on forecandle to starboard side.</p> <p>About 10 min later, the forward watchman noticed a man onboard a skiff close to the anchor cable, and another man climbing up the anchor chain. The bridge was informed immediately via VHF and the forward watchman shouted at the men. The OOW raised the alarm and sounded the forward whistle. Realising the crew was alerted, the two men escaped immediately.</p> <p>The local Indonesian authority subsequently conducted an investigation.</p> <p>[ReCAAP Focal Point (Germany)]</p>
98	Solar Roma Product tanker Liberia 18335 9887372	13/1/24 0130 hrs	1° 43.29' N, 101° 25.72' E Dumai Anchorage, Indonesia	<p>While anchored, duty security patrol onboard the tanker noticed five perpetrators attempting to board the ship. The OOW was immediately notified and the alarm was raised, resulting in the perpetrators aborting and moving away. Nothing was stolen. The incident was reported to the port control and the pilot station.</p> <p>[IMO]</p>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
99	Omera Legacy Oil/chemical/gas tanker Bangladesh 60007 9291236	14/1/24 2245 hrs	21° 50.5' N, 91° 41.84' E Off Kutubdia Island, Chattogram Anchorage, Bangladesh	<p>While anchored, an unknown number of perpetrators onboard a country boat propelled by engine approached the ship's port bow.</p> <p>However, the country boat could not come alongside the ship; hence, the perpetrators were not able to board the ship. They eventually aborted their attempt and escaped.</p> <p>The ship master was advised to report incident immediately to BCG and port control.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>
100	Al Amerat Product tanker Panama 29768 9405851	28/1/24 0450 hrs	1° 43.09' N, 101° 24.5' E Dumai Anchorage, Indonesia	<p>While anchored, the watchkeeper onboard the tanker spotted an unauthorised person attempting to board the ship. The alarm was raised, resulting in the unauthorised person aborting the attempt and moving away from the ship.</p> <p>[IMO]</p>
101	ASL Leban General cargo ship Marshall Islands 22852 9547178	30/3/24 0045 hrs	22° 14' N, 91° 42' E Chattogram Anchorage, Bangladesh	<p>While anchored, the crew noticed three perpetrators in a boat attempting to board the ship using a rope and hook. The alarm was raised and crew was mustered. Upon realising the crew was alerted, the perpetrators aborted the attempt. Nothing was stolen and the crew was not injured.</p> <p>[ReCAAP Focal Point (Japan)]</p>

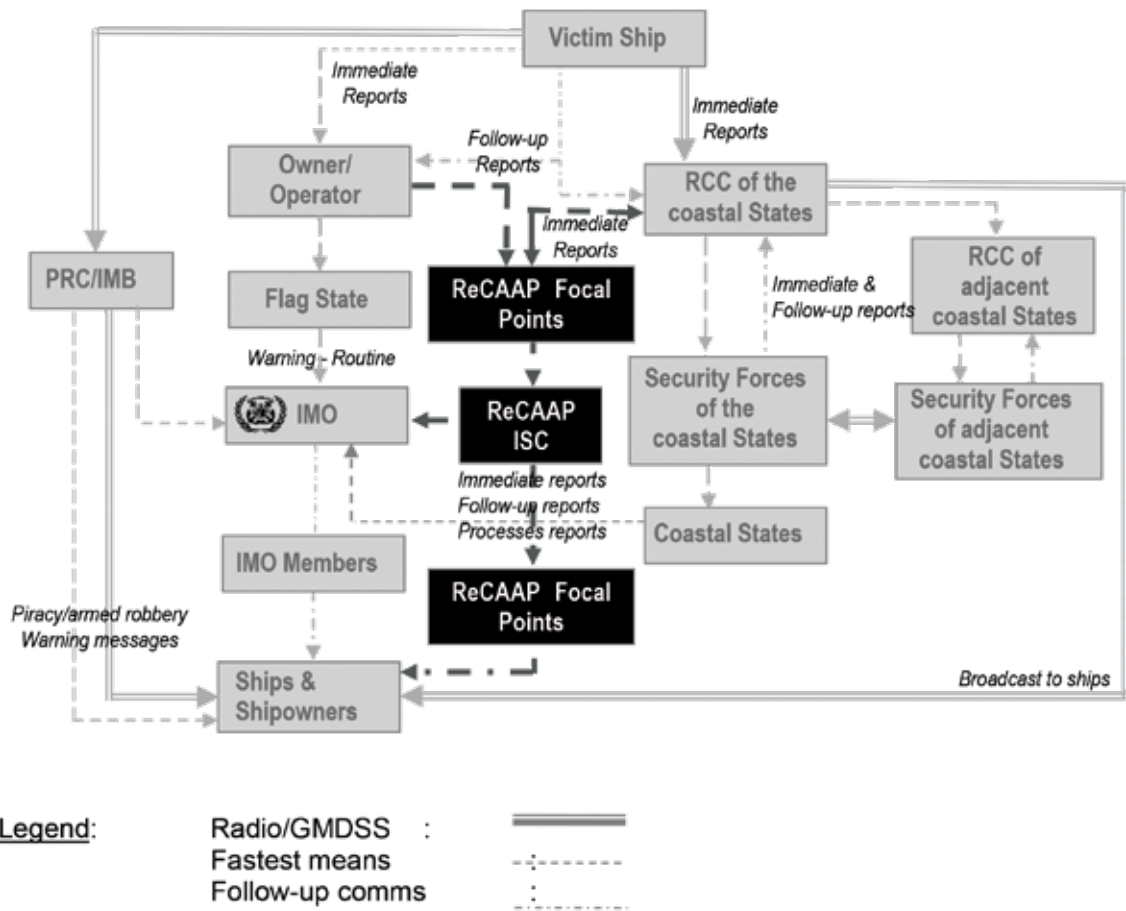
S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
102	Belatlantic Bulk carrier Norway 36318 9744104	15/6/24 0115 hrs	22° 19' N, 91° 44' E Chattogram Anchorage, Bangladesh	While anchored, the watchman and duty crew spotted six perpetrators attempting to board the ship through the chain hawse pipe from a small boat. Upon realising the crew had been alerted, the perpetrators aborted the attempt and escaped immediately. [ReCAAP Focal Point (Bangladesh)]
103	Fairchem Conquest Chemical tanker Panama 12247 9798648	15/6/24 2012 hrs	1° 14.5' N, 104° 3.5' E Approximately 3 nm north of Pulau Batam (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, the bridge team sighted a suspicious boat on its port bow with very dim lighting. The ship altered its course to starboard to keep a safe distance from the boat. However, at a distance of about 1.5 miles, the boat suddenly started flashing lights and accelerated, making a desperate attempt to board the ship. The ship performed evasive manoeuvres to deter the boarding attempt, and immediately notified Singapore VTIS East. Upon sighting a RSN ship in the vicinity, the small boat aborted its attempt and moved away from the ship. The ship had implemented additional lookout measures to monitor for suspicious boats as part of its security measures. [ReCAAP Focal Point (Singapore)]
104	AOM Bianca Bulk carrier Singapore 43236 9728215	26/10/24 2342 hrs	1° 8.23' N, 103° 45.39' E Approximately 6.7 nm northeast of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, the deck rover heard some noise at the port side poop deck. Upon verifying using the Aldis lamp, he sighted one perpetrator planning to board the ship through a pole with a hook. The deck rover shouted at the perpetrator, who immediately jumped back to a small boat which another perpetrator manoeuvred away. The general alarm was raised and the crew carried out a thorough search to ensure no other perpetrator onboard the ship. Nothing was stolen and crew members were safe. The incident was reported to Singapore VTIS. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. [ReCAAP Focal Point (Singapore)]

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
105	Dokos Bulk carrier Marshall Islands 43987 9941049	17/11/24 0350 hrs	1° 3.5' N, 103° 37.1' E Approximately 5.7 nm northwest from Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	While underway, two to three perpetrators in a boat attempted to board the ship from the starboard quarter. Upon raising the alarm and switching on the deck lights, the perpetrator's boat moved off southward. The master reported the incident to the Singapore VTIS. Safety navigational broadcast was initiated. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities. [ReCAAP Focal Point (Singapore)]
106	Pac Alnath General cargo ship Singapore 20471 9265926	3/12/24 0920 hrs	3° 47.3' N, 98° 42.15' E Berth no. 112, Belawan, Indonesia	While at berth during cargo operations, the Chief Officer noticed people talking from the port seaward side of the ship when he was conducting his rounds on deck. He saw a wooden boat with four perpetrators and a perpetrator attempting to climb onto the ship using a rope. The Chief Officer shouted at the perpetrators, who escaped immediately. The crew was not injured and nothing was stolen. Master and crew conducted a security debrief and implemented additional measures such as adding extra watchkeepers immediately. [ReCAAP Focal Point (Singapore)]
107	Sandpiper Pacific Petroleum/chemical tanker Singapore 30308 9648192	29/12/24 1035 hrs	3° 55.95' N, 98° 44.38' E Medan Customary Anchorage, Indonesia	While anchored, the crew on duty spotted three perpetrators in a small wooden boat, attempting to climb onboard the ship via anchor chain. The crew shouted at the perpetrators, who escaped immediately in their boat. Ship horn was also sounded to further deter the perpetrators. The master reported the incident to Belawan VTS. [ReCAAP Focal Point (Singapore)]

Flow Diagram on Procedure for Reporting 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



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

Country & Agency In-Charge	Point of Contact	
	Phone No	Fax Number
Australia		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: MBC_NCU@abf.gov.au	+61-2-6275-6000	+61-2-6275-6275
Bangladesh		
Department of Shipping E-mail: shaker395@yahoo.com	+88-02-9554206	+88-02-9587301
Brunei		
Marine Police, Royal Brunei Police Force Email: Marine@police.gov.bn	+673-2773548	+673-2770549
Cambodia		
Merchant Marine Department General Department of Waterway-Maritime Transport and Port Ministry of Public Works and Transport E-mail: boacrun92@gmail.com	+855-17-221-446	
China		
China Maritime Search and Rescue Coordination Centre (Beijing) Email: cnmrcc@mot.gov.cn cnmrcc@msa.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999 +85-2-9461-7504 (Mobile)	+85-2-2541-7714
Denmark		
Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-7219-6000	
Germany		
Piracy Prevention Centre (PPC) Department for Maritime Security Federal Police Germany Email: bpol.see.ppz@polizei.bund.de	+49 4561-4071-3333 (24/7 service)	+49 3020-4561-2198

Country & Agency In-Charge	Point of Contact	
	Phone No	Fax Number
India		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: mrcc-west@indiancoastguard.nic.in mrcc.mumbai@gmail.com	+91-22-2431-6558 +91-22-2438-8065 +91-22-2438-3592	+91-22-2431-6558 +91-22-2438-8065 +91-22-2438-3592
Japan		
Japan Coast Guard (JCG) Ops Centre Email : jcg-op@mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
Republic of Korea		
Situation Room (Operation Centre) Ministry of Oceans and Fisheries Email: mof5896@korea.kr	+82-44-200-5895 to 98	+82-44-200-5238
Laos		
International Organisations Department UN Political and Security Affairs Division Ministry of Foreign Affairs Email: unpolsec.mfalao@gmail.com	+856-21-414025	+856-21-414025
Myanmar		
MRCC Ayeyarwaddy Myanmar Navy Email: mrcc.myanmar2012@gmail.com	+95-313-1651 +95-979-527-9576 (Mobile)	+95-1-8202-417
Netherlands		
Netherlands Coast Guard Maritime Information Centre Email: mik-nl@kustwacht.nl	+31-(0)88-951 3363	+31-223-658-358
Norway		
Norwegian Maritime Authority Email: beredskap@sdir.no	+47-5274-5000	+47-5274-5001

Country & Agency In-Charge	Point of Contact	
	Phone No	Fax Number
The Philippines		
Philippine Coast Guard Command Center Email: pcgcommandcenter2022@gmail.com (updated on 10 Oct 22)	+632-8-527-3877 (loc 6136/6137) +632-918-803-5327 / +632-917-842-8249 (mobile)	+632-8-527-3877
Coast Guard District South Western Mindanao (CGDSWM) Email: hcgdswm@yahoo.com	+63-998-585-7972 +63-917-842-8446 VHF: Channel 16 with call sign "NEPTUNE"	
Singapore		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
Sri Lanka		
Sri Lanka Navy Operations Room (MRCC-Colombo) Email: nhqдно@yahoo.com nhqдно@navy.lk	+94-11-244 5368 +94-11-221 2230/31	+94-11-244 1454 +94-11-244 9718
Thailand		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: sornchon2558@gmail.com	+66-2475-4532	+66-2475-4577
United Kingdom		
National Maritime Information Centre Operations Centre Email: JMISC-NMICOPS@mod.gov.uk	+44 2392-211941	+44 2392-212024 Please indicate "FAO NMIC – A leg"
United States		
USCG Rescue Coordination Center Alameda (RCC Alameda) Email: rccalameda1@uscg.mil	+1-510-437-3701	+1-510-437-3017
Vietnam		
Vietnam Coast Guard Email: vietnamcoastguard@gmail.com	+84-24-3355-4378	+84-24-3355-4363

Correct as on 31 December 2024

K ACKNOWLEDGEMENTS

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 (IFN). 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.





**Regional Cooperation Agreement on Combating
Piracy and Armed Robbery against Ships in Asia**

Infinite Studios

21 Media Circle, #05-04, Singapore 138562

T +65 6376 3091 **F** +65 6376 3066

E info@recaap.org **W** www.recaap.org