

JANUARY TO DECEMBER 2025

# ANNUAL REPORT

PIRACY AND ARMED ROBBERY  
AGAINST SHIPS IN ASIA



**ENHANCING REGIONAL COOPERATION...**





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# A OVERVIEW

Number of incidents  
**132 incidents**

Actual **127** incidents

Attempted **5** incidents



Severity of actual incidents

CAT 1

0

CAT 2

10

CAT 3

50

CAT 4

67



**2** piracy incidents

**130** armed robbery incidents



Status of ship

**21** Anchored/Berthed

**111** Underway



## Area of Concern



Straits of Malacca and Singapore (SOMS) – **increasing** number of incidents

## Recommendations

### Law Enforcement Agencies



- Respond promptly to incidents
- Strengthen coordination & promote information sharing among States



- Increase surveillance & patrols
- Arrest & prosecute perpetrators



- Engage shipping industry to encourage incident reporting & information sharing
- Minimise detention time of ship for investigation after incident

### Ship master and crew



- Report all incidents immediately to nearest coastal States
- Be vigilant, maximise lookouts & sound alarm



- Make informed risk assessment in voyage planning
- Adopt preventive measures when transiting areas of concern



- Keep abreast of latest situation, advisories & navigational broadcasts



## B EXECUTIVE SUMMARY

A total of 132 incidents of piracy and armed robbery against ships (ARAS) were reported in Asia during 2025. This marks an **increase of 23%** in terms of the total number of incidents compared to 2024 (107 incidents). Of the 132 incidents, two were incidents of piracy that occurred on the high seas, and 130 were ARAS that occurred within internal, archipelagic, and territorial waters of the coastal State.

About 82% of the total number of incidents in 2025 occurred in the Straits of Malacca and Singapore (SOMS). Incidents in SOMS have increased by 74%, from 62 incidents in 2024 to 108 in 2025, which is also the highest number of incidents recorded in SOMS during the 19-year period of 2007-2025. It is observed that around 87% of the 108 incidents in SOMS occurred during the first seven months of 2025. Notably, the number of incidents declined significantly during August to December 2025, after several arrests of perpetrators by the Indonesian authorities in July and August 2025. **The arrests made by the authorities sent a strong message of deterrence to potential perpetrators.**

No incident of abduction of crew for ransom in the Sulu-Celebes Seas was reported in 2025. The last abduction of crew incident occurred in January 2020 and the threat level was downgraded to 'LOW' in January 2025. 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. In tandem with the downgrading, the ReCAAP ISC reviewed its Advisory with an update advising ships to "continue to exercise vigilance when transiting the Sulu-Celebes Seas and report incidents to the Operation Centres of the Philippines and Eastern Sabah Security Command (ESSCOM)". Ships are also advised to maintain communication with the relevant authorities when transiting the area.

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 timely reporting of incidents to the nearest coastal State, the Centre has been promoting the use of the **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 latest piracy and ARAS situation in areas of concern in Asia. Additionally, the ReCAAP ISC has also produced posters on the guidelines and contact details for ship master and crew to make direct incident reporting to the relevant law enforcement agencies. The shipping industry also can refer to 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 fishing 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 **132 incidents** of piracy and armed robbery against ships (ARAS) were reported in Asia during 2025. Of these, two were incidents of piracy and 130 were ARAS. This marks a **23%** increase in the total number of incidents compared to the number of incidents reported during 2024 (107 incidents). Of the 132 incidents, 127 were actual incidents and five were attempted incidents. Refer to the **Appendix** on 'Description of incidents - 2025' for details of the incidents.

There is a significant improvement in the situation during Q4 of 2025 compared to the preceding quarters (Q1, Q2 and Q3), with a dip in the number of incidents since August 2025. The 12 incidents reported in Q4 of 2025 is the lowest recorded on a quarterly basis since 2021. However, the number of incidents in the first nine months of 2025 (Q1-Q3) [120 incidents] has **exceeded the annual number of incidents reported during 2021-2024**.

**Chart 1** shows the number of incidents reported to the ReCAAP ISC in each quarter of 2021-2025 and the total number of incidents each year.

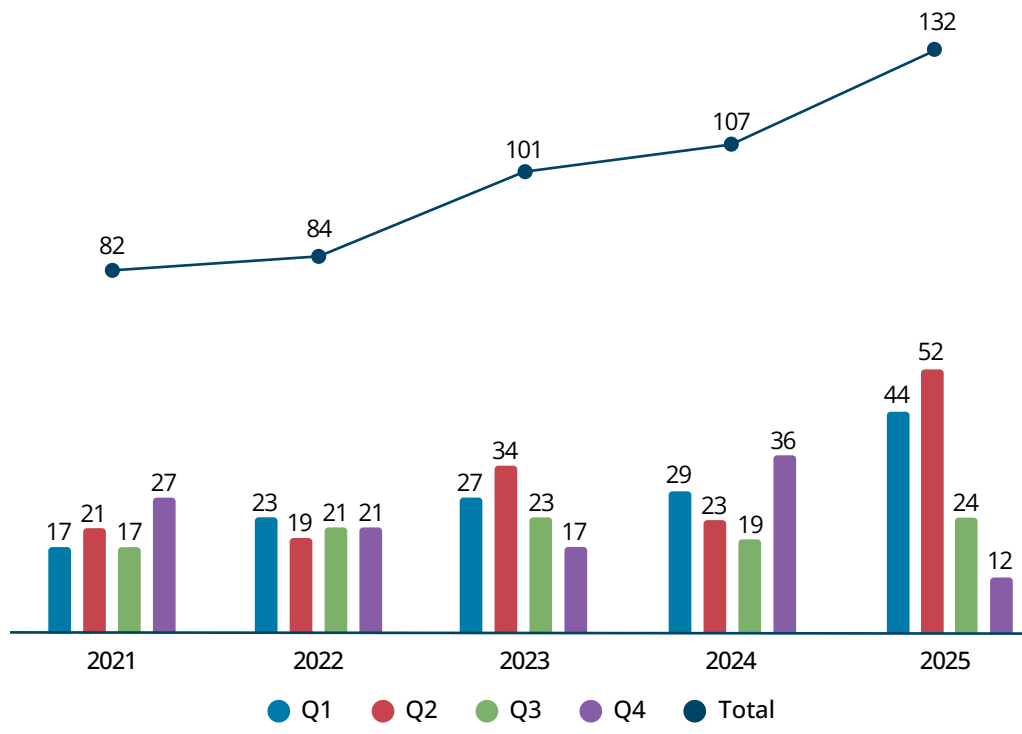


Chart 1 - Number of incidents (Quarterly number vis-à-vis total number of 2021-2025)

## Incidents of 2025 compared to 2024

Overall, there was an **increase** in the number of incidents reported during 2025 compared to 2024, in the following locations:

- India: Three incidents were reported compared to two incidents.
- Straits of Malacca and Singapore (SOMS): 108 incidents were reported compared to 62 incidents.

However, there was a **decrease** in the number of reported incidents in following locations:

- Bangladesh: Four incidents were reported compared to 13 incidents.
- Indonesia (excluding SOMS): 10 incidents were reported compared to 22 incidents.
- Philippines: Two incidents reported compared to three incidents.

The number of incidents reported had remained **consistent** in these locations:

- South China Sea (SCS): Two incidents.
- Vietnam: Two incidents.
- Malaysia (excluding SOMS): One incident.

## Area of Concern

The situation in SOMS showed **marked improvement in Q4** compared to the other three quarters in 2025. Despite the improvement of the situation in SOMS in Q4, the overall number of incidents in Asia during January to December 2025 (132 incidents) is a substantial increase compared to the same period in 2024, when 107 incidents were reported. The situation in SOMS, accounts for 82% of the incidents reported in Asia and remains a key area of concern in 2025.

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

## Sulu-Celebes Seas

For the fifth consecutive year, the Sulu-Celebes Seas have seen **continued improvement** in the situation regarding abduction of crew for ransom, with **no such incidents reported during 2025**. The last known case occurred in January 2020. While the threat level was downgraded to 'LOW' in January 2025, the threat remains due to the ongoing presence of remnants of the Abu Sayyaf Group (ASG) in the Sulu and Tawi Tawi regions.

## Piracy vs Armed Robbery Against Ships

Among the 132 incidents reported during 2025, **two** were incidents of piracy and **130** were ARAS. The two piracy incidents that occurred beyond the limits of territorial seas, were minor in nature and involved perpetrators who boarded barges under tow and escaped without any confrontation with the crew.

Piracy is defined as occurring on the high seas, whereas ARAS takes place within internal, archipelagic, and territorial waters under the jurisdiction of coastal States.

In Asia, most reported incidents fall under ARAS. Over time, piracy incidents have steadily declined. During 2025, the number and ratio of piracy incidents remained relatively consistent compared to the same period in 2024.

**Chart 2** shows the number of incidents of piracy and ARAS for the period of 2007-2025.

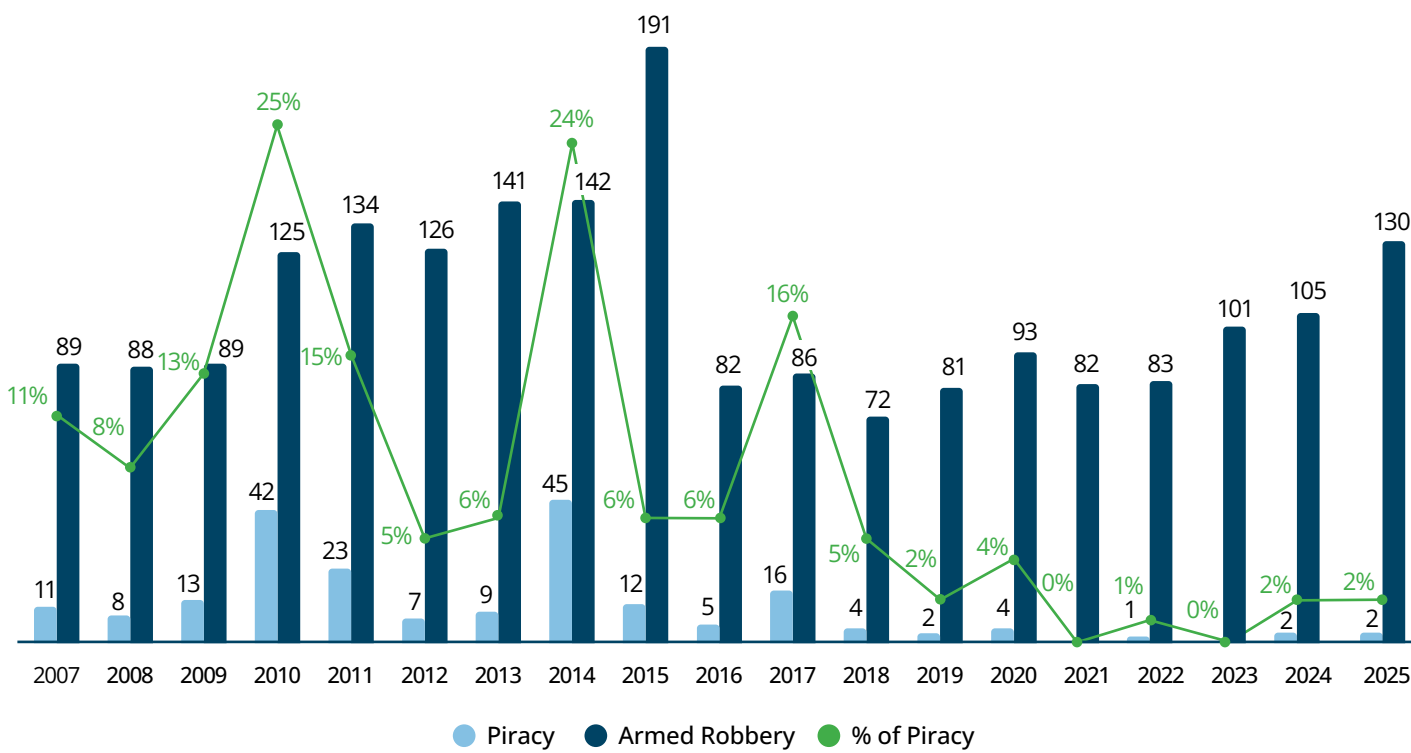


Chart 2 - Piracy Vs Armed Robbery Against Ships (2007-2025)

## Significance Level of Incidents

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

CAT 1 <sup>1</sup>	Very significant incident
CAT 2 <sup>2</sup>	Moderately significant
CAT 3 <sup>3</sup>	Less significant
CAT 4 <sup>4</sup>	Least significant

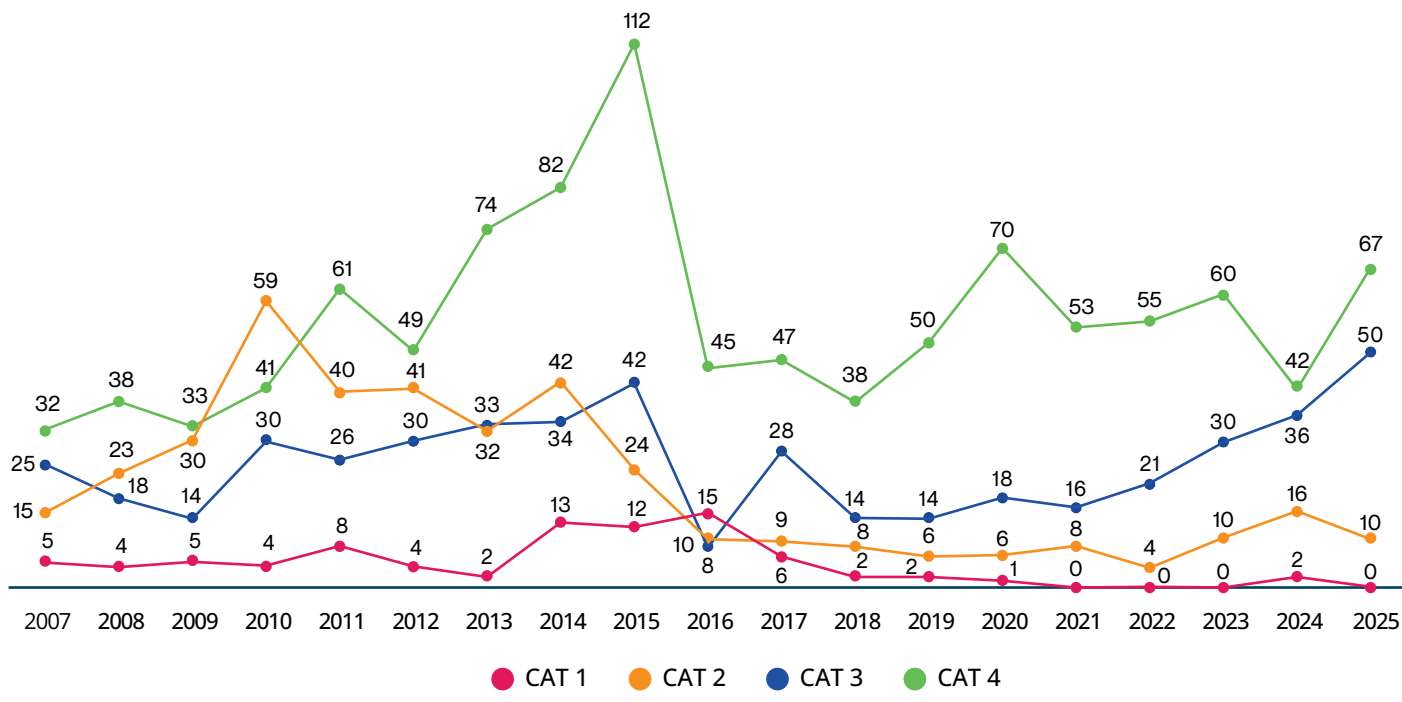
Refer to the **Appendix** on the '*Methodology in classifying incidents*'.

Of the 127 actual incidents reported in 2025, 10 were CAT 2 incidents, 50 were CAT 3 incidents and 67 were CAT 4 incidents. **No CAT 1** incident was reported during this period.

The **severity of incidents reported during 2025 was relatively lower compared to 2024**. Among the actual incidents reported during 2025, 8% of the incidents were CAT 2, 39% were CAT 3 and 53% were CAT 4 incidents. In comparison with 2024, 2% of the actual incidents were CAT 1, 16% were CAT 2, 38% were CAT 3 and 44% were CAT 4 incidents. Majority of the incidents in 2025 were CAT 4 (53%) and these are incidents whereby the perpetrators were not armed and the crew not injured.

**Graph 1** (next page) shows the significance level of incidents reported during the period of 2007-2025.

- 1 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.
- 2 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.
- 3 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.
- 4 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.



Graph 1 - Significance level of incidents (2007-2025)

**CAT 2**

Seven out of the 10 CAT 2 incidents reported during 2025 occurred in SOMS, two incidents at Chittagong Anchorage, Bangladesh; and one incident at Belawan Anchorage, Indonesia. Among these incidents, eight occurred onboard bulk carriers and two onboard container ships.

In all 10 incidents, the perpetrators carried weapons, namely gun-like objects and knives. The perpetrators in these incidents did not physically harm the crew. In five of the incidents, the perpetrators restrained the crew members by tying them up, and in one incident, the crew was threatened with a metal item. In another three incidents, the crew was not injured. However, there was one incident whereby a crew member was assaulted and suffered a minor head injury, but no medical assistance was required. Seven of the 10 incidents reported losses of items, which included a mobile phone, a gold necklace, engine spares and generator spares. Nothing was stolen in the other three incidents.

**CAT 3**

Of the 50 CAT 3 incidents reported during 2025, 49 incidents occurred onboard ships while underway in SOMS and one in Indonesia. These incidents involved perpetrators carrying weapons (such as gun-like objects, knives, hammers, long pipes). More than half of the incidents occurred onboard bulk carriers (30), with the remaining 20 incidents occurring onboard tankers (14), container ships (four) and general cargo ships (two). As commonly observed in incidents reported across Asia, perpetrators usually do not harm the crew, with close to 94% of the incidents reported that the crew was not injured. However, in one incident, a crew member was injured by the perpetrators and had to be evacuated to the hospital for medical treatment. In another incident, a crew was tied up but managed to free himself and notified the Master. Engine spares were stolen in 22 incidents, ship stores (such as portable self-contained breathing apparatus [SCBA] compressor, paint drums, lube oil drum etc.) were stolen in six incidents, and lashing gear was stolen in one incident. Nothing was stolen in the other 21 incidents.

**CAT 4**

Of the 127 actual incidents reported during 2025, 67 (53%) were CAT 4 incidents, whereby the perpetrators did not carry any weapons and the crew was not injured. 38 of these incidents reported items were stolen from the ship, including engine spares, paint, scrap metal, mooring ropes, padlocks, fire nozzles, fire hydrant caps, fire hoses, turnbuckle, manhole cover, emergency generator parts etc. Nothing was stolen or the losses from the ship could not be ascertained in the remaining 29 incidents.

## Status of Ships

Of the 132 incidents reported during 2025, 21 incidents (16%) occurred to ships while at anchor/berth and 111 incidents (84%) occurred to ships while underway.

**Chart 3** shows the location of incidents that occurred to ships at anchor/berth, i.e. within jurisdiction of coastal State. The incidents occurred onboard ships while they were anchored/berthed at ports and anchorages of Bangladesh (Chittagong); India (Kakinada and Kandla); Indonesia (Balongan, Belawan, Balikpapan, Jakarta, Tanjung Priok and Tarahan); Malaysia (Kota Kinabalu), the Philippines (Batangas) and Vietnam (Ho Chi Minh and Phu My).

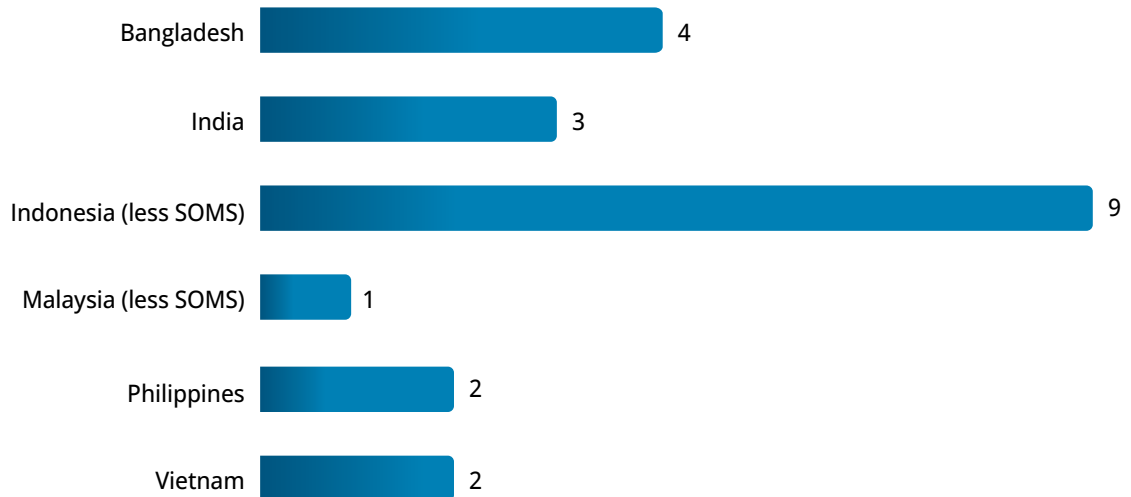


Chart 3 - Incidents onboard ships at anchor/berth (2025)

**Chart 4** shows the location of incidents that occurred to ships while underway. Majority of the incidents that occurred to ships while underway were reported in SOMS, two incidents in the SCS and one incident in Indonesia (off Jakarta).



Chart 4 - Incidents onboard ships while underway (2025)

## Location of Incidents

**Table 1** shows the number and location of incidents reported in Asia for the past 10 years (2016-2025).

Act = Actual, Att = Attempted

	January-December																			
	2016		2017		2018		2019		2020		2021		2022		2023		2024		2025	
	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att
<b>North Asia</b>																				
China	3		2				3													
<b>Sub-total</b>	<b>3</b>		<b>2</b>				<b>3</b>													
<b>South Asia</b>																				
Arabian Sea				1																
Bangladesh	1	1	11		9	2			5			4	1	1		10	3	4		
India	12		4		3	1	4	1	9		5	4	1	5		2		3		
<b>Sub-total</b>	<b>13</b>	<b>1</b>	<b>15</b>	<b>1</b>	<b>12</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>14</b>		<b>5</b>	<b>8</b>	<b>2</b>	<b>6</b>		<b>12</b>	<b>3</b>	<b>7</b>		
<b>Southeast Asia</b>																				
Andaman Sea																				
Indonesia	32		30	3	21	6	18	5	21	1	12	1	10		17		17	5	9	1
Malaysia	1		1	1	6		8		3		1		1	1	1		1		1	
Pacific Ocean								1												
Philippines	3		19		8	1	5	2	13		10	1	4		10		3		2	
SOMS	1	1	7	2	6	2	29	2	34		47	3	54	1	62	1	59	3	104	4
South China Sea	4	1	11	1	3	1	1		3	1			1				2		2	
Sulu-Celebes Seas	12	6	3	4	2	1	2		1											
Thailand															1					
Vietnam	9		2		4		2		6		2		2		3		2		2	
<b>Sub-total</b>	<b>62</b>	<b>8</b>	<b>73</b>	<b>11</b>	<b>50</b>	<b>11</b>	<b>65</b>	<b>10</b>	<b>81</b>	<b>2</b>	<b>72</b>	<b>5</b>	<b>72</b>	<b>2</b>	<b>94</b>	<b>1</b>	<b>84</b>	<b>8</b>	<b>120</b>	<b>5</b>
<b>Overall total</b>	<b>78</b>	<b>9</b>	<b>90</b>	<b>12</b>	<b>62</b>	<b>14</b>	<b>72</b>	<b>11</b>	<b>95</b>	<b>2</b>	<b>77</b>	<b>5</b>	<b>80</b>	<b>4</b>	<b>100</b>	<b>1</b>	<b>96</b>	<b>11</b>	<b>127</b>	<b>5</b>

Table 1 – Location of incidents (2016-2025)

The location of incidents reported during 2025 are shown in **Map 1**.



Map 1 - Location of incidents (2025)

## Analysis and Insights

This section provides analysis and insights into the incidents reported in Asia for 2025. 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 5** shows number of perpetrators involved in incidents reported in 2025. Of the 132 incidents, 44 incidents involved 1-3 men (34%), 65 incidents involved **4-6 men (49%)**, seven incidents involved 7-9 men (5%), seven incidents involved more than 9 men (5%), and nine incidents had no information available (7%).

83% of incidents in Asia involved groups of perpetrators operating between 1-6 men.

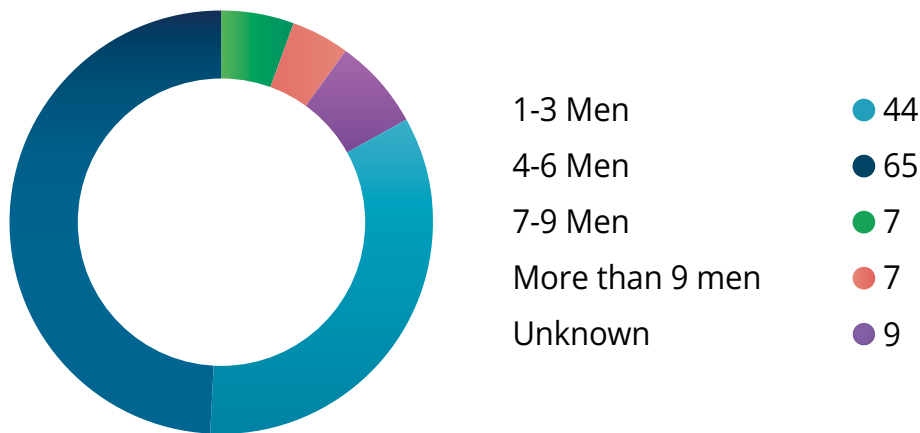


Chart 5 - Number of perpetrators (2025)

Type of Weapons

**Chart 6** shows the type of weapons carried by perpetrators in incidents in 2025. Among the 132 incidents, four incidents reported that the perpetrators were armed with guns or gun-like object (3%), 56 incidents reported that the perpetrators carried **knives, machetes and other weapons such as adjustable wrench, spanners and metal rods (43%)**, 19 incidents reported the perpetrators did not carry weapons (14%) and 53 incidents had no information on weapons carried by the perpetrators (40%).

54% of incidents reported that perpetrators did not carry any weapons or no information was available.

The ReCAAP ISC encourages ship master to report on the type of weapons carried by perpetrators in their reports. It is observed that knives and other equipment carried by perpetrators were not used to harm the crew, but to cut mooring ropes, remove secured items from ships, threaten the crew to restrict their movement or compel them into surrendering their personal belongings.

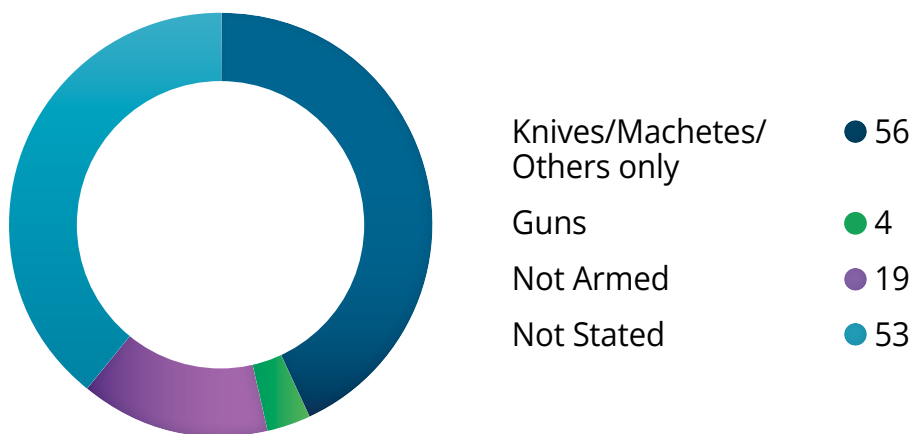


Chart 6 - Type of weapons carried by perpetrators (2025)

## Treatment of Crew

**Chart 7** shows the treatment of crew in incidents reported in 2025. Of the 132 incidents, two incidents reported that perpetrators assaulted the crew (2%), six incidents reported perpetrators tied the crew members to restrict their movement (4%), one incident reported that perpetrators threatened the crew members (1%), 119 incidents reported that the **crew was not injured (90%)**, and four incidents had no information available on the well-being of the crew during the incidents (3%).

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, particularly when the perpetrators carry guns, gun-like objects, knives or other metal equipment.

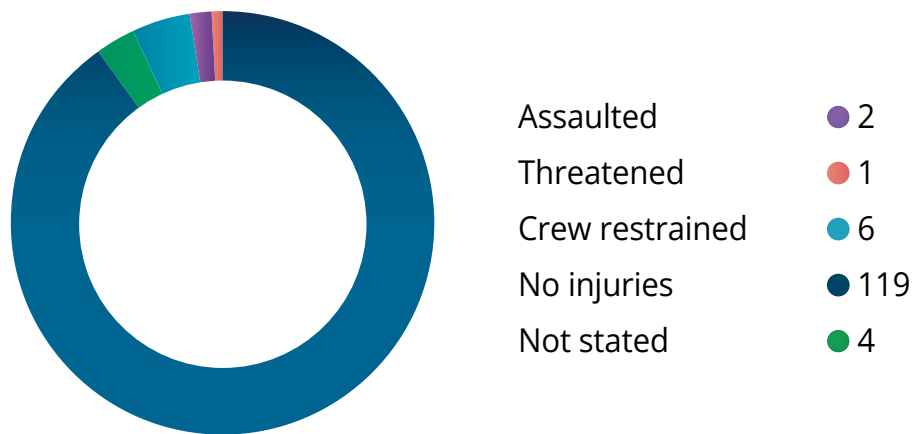


Chart 7 - Treatment of crew (2025)

Stolen items

**Chart 8** shows the type of stolen items reported in 2025. Of the 132 incidents, two incidents reported loss of personal belongings such as mobile phone and cash (2%), 16 incidents reported loss of ship stores (12%), **36 incidents reported loss of engine spares (27%)**, 20 incidents reported losses of unsecured items (15%), 56 incidents reported that **nothing was lost (42%)** and two incidents did not state whether there was anything stolen (2%).

As engine spares and unsecured items are commonly targeted, ship master and crew are advised to store them in secured locations with locks.

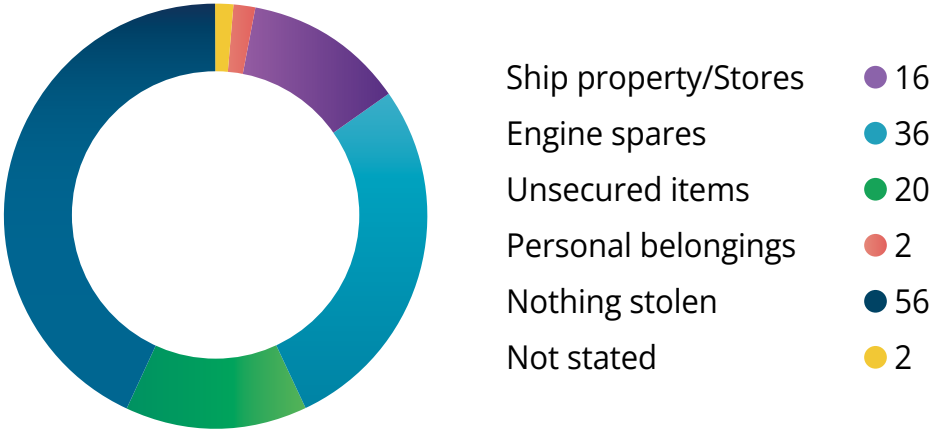


Chart 8 - Type of stolen items (2025)

Type of ships boarded

**Chart 9** shows the type of ships boarded by perpetrators in 2025. Of the 132 incidents, 62 incidents occurred onboard **bulk carriers (47%)**, 33 incidents onboard tankers (25%), 16 incidents onboard tug boats towing barges (12%), five incidents onboard general cargo ships (4%), 15 incidents onboard container ships (11%), and one incident onboard a passenger ship (1%).

With 47% of incidents occurring onboard bulk carriers, ship masters and crew are strongly advised to be extra vigilant and employ additional lookouts while transiting the areas of concern.

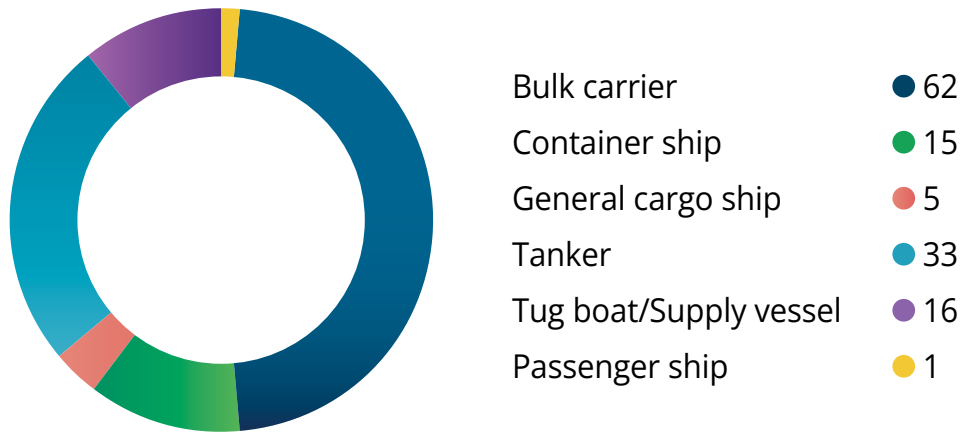


Chart 9 - Type of ships boarded (2025)

Time of incidents

**Chart 10** shows the time of incidents reported in 2025. Among the 132 incidents, 114 occurred during **hours of darkness (86%)** and 18 occurred during daylight hours (14%).

Of the incidents that occurred during hours of darkness, 88 incidents (67%) occurred between 0000 hrs and 0459 hrs. Ship masters and crew are advised to exercise extra vigilance during this time window.

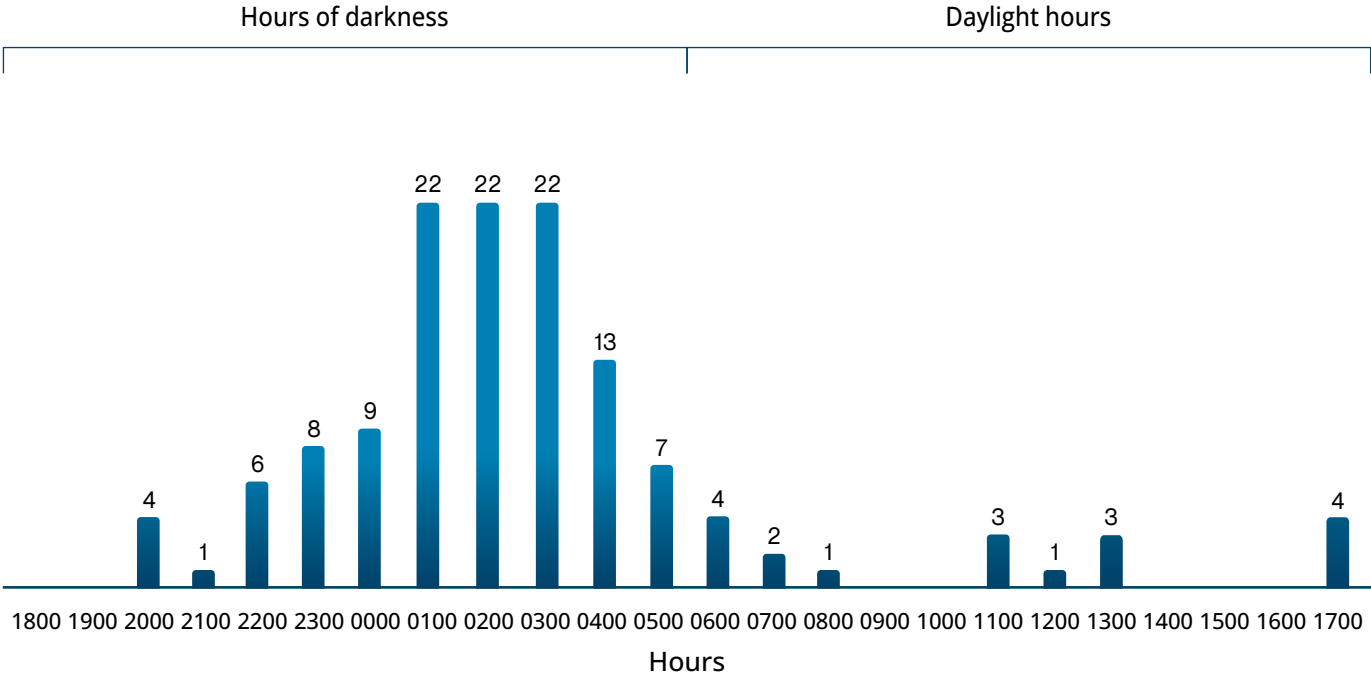


Chart 10 - Time of Incidents (2025)

# D

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

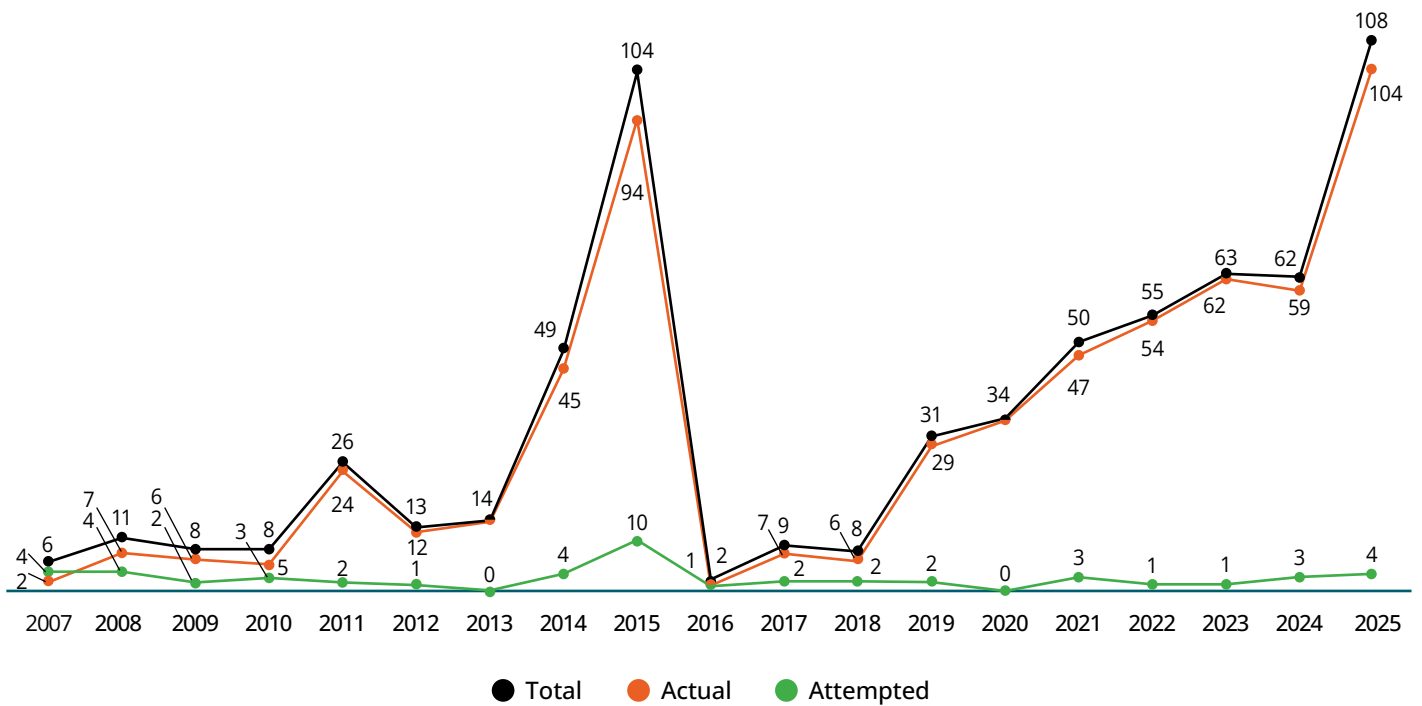


# D INCIDENTS OF ARMED ROBBERY AGAINST SHIPS IN STRAITS OF MALACCA AND SINGAPORE (SOMS)

## Situation Update

### Number of Incidents

A total of 108 incidents (104 actual and four attempted) were reported in SOMS in 2025. Compared with 2024 (62 incidents), the number of incidents reported in 2025 had **increased by 74%**. The 108 incidents reported in 2025 is also the highest number of incidents recorded in SOMS during the 19-year period of 2007-2025. **Graph 2** shows number of incidents reported in SOMS during 2007-2025.



Graph 2 - Number of incidents - SOMS (2007-2025)

The distribution of reported incidents shows a notable variation when comparing the monthly number of incidents for 2024 and 2025. In 2024, majority of the incidents (66%) in SOMS occurred during the second half of the year (July to December). Conversely, in 2025, most incidents (87%) in SOMS were concentrated in the first seven months of the year (January to July).

**Chart 11** shows the comparison of the monthly number of incidents reported in SOMS in 2024 and 2025.

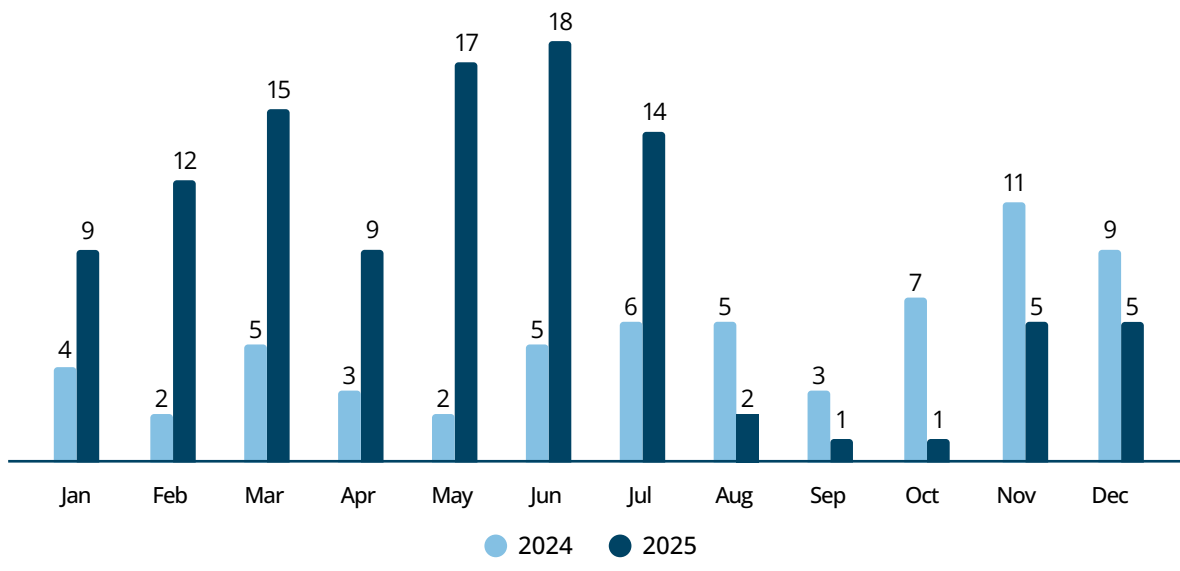
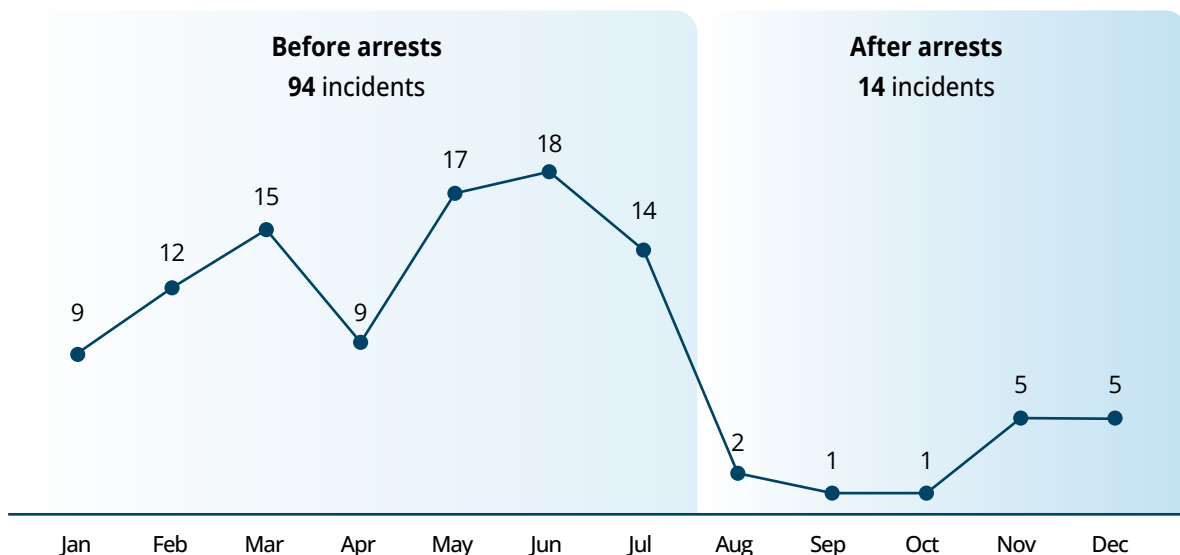


Chart 11 - Number of incidents - SOMS by month (2024 vs 2025)

The significant decline in incidents during the second half of 2025 (August to December) can be attributed to the series of arrests of perpetrators operating in the area by Indonesian authorities in July and August 2025. **Graph 3** shows the number of incidents before and after the arrests.



Graph 3 - Monthly number of incidents - SOMS (2025)

### Significance level of incidents

Of the 104 actual incidents reported in 2025, seven were CAT 2 incidents, 49 were CAT 3 incidents, and 48 were CAT 4 incidents. Close to half of the incidents (46%) reported in SOMS during the 19-year period were CAT 4 incidents. Additionally, there has been no CAT 1 incident reported in SOMS since 2015.

Similar to 2024, bulk of the incidents were CAT 3 and CAT 4 incidents. However, the proportion of CAT 2 incidents, which are more severe in nature than CAT 3 and CAT 4 incidents, decreased in 2025 compared to 2024. In 2025, 7% of the incidents in SOMS were CAT 2 incidents, while in 2024, 17% were CAT 2 incidents. **Chart 12** shows the significance level of actual incidents reported in SOMS during 2007-2025.

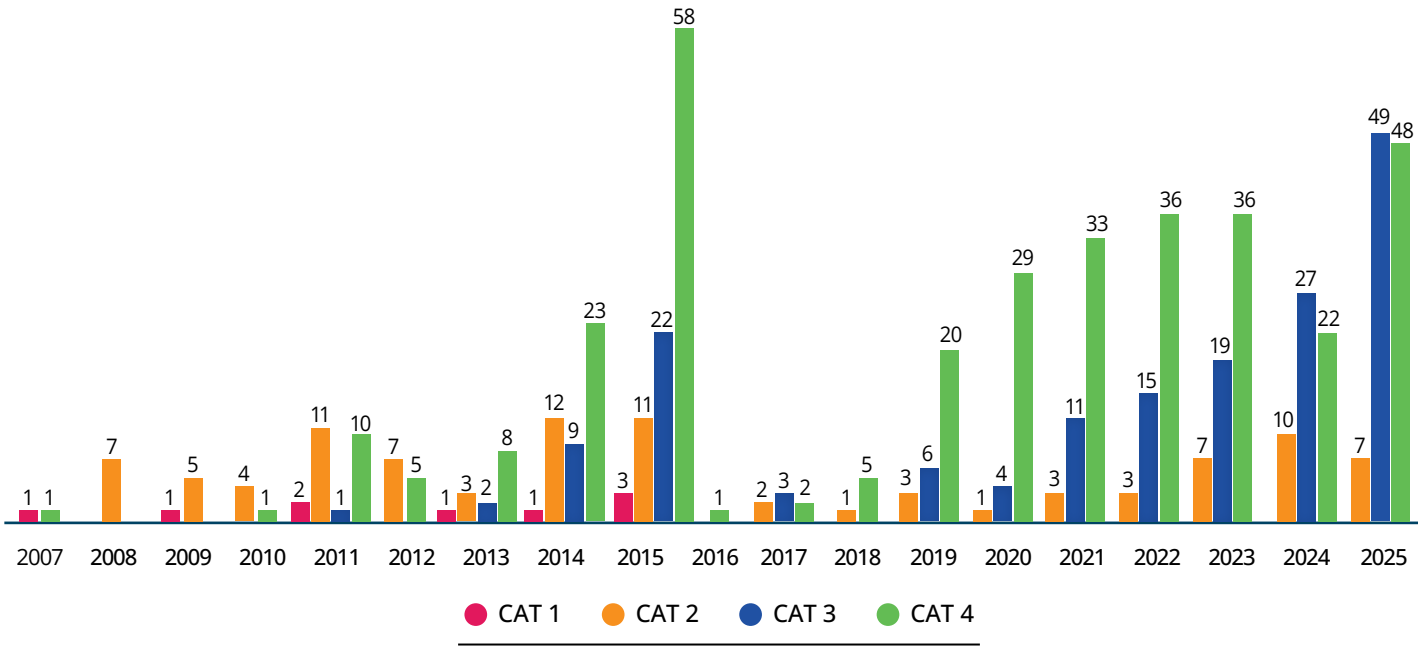
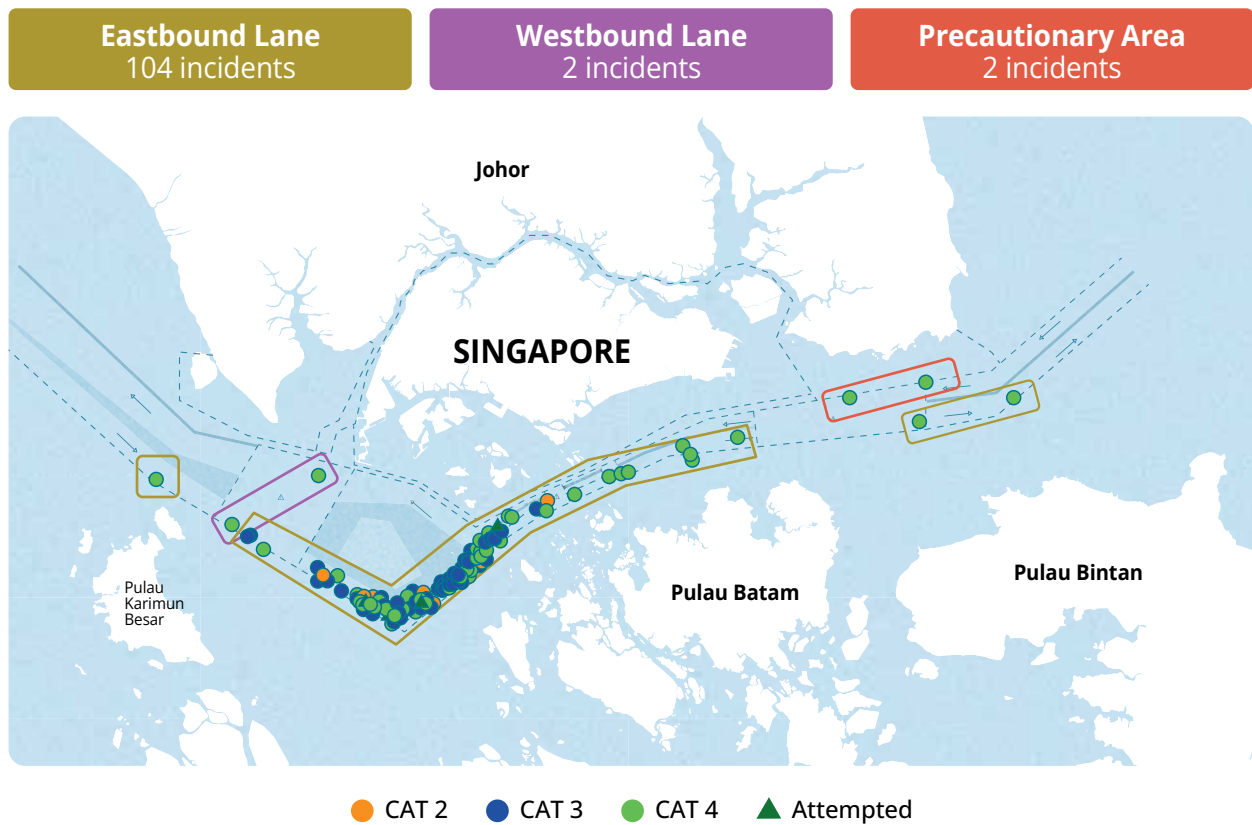


Chart 12 - Significance level of incidents - SOMS (2007-2025)

## Location of incidents

**Map 2** illustrates the locations of the 108 incidents reported in SOMS in 2025. Of these, 107 occurred in the Singapore Strait (SS) and one in the Malacca Strait (MS).

Of the 108 incidents, 104 incidents occurred in the eastbound lane of the Traffic Separation Scheme (TSS), two incidents in the westbound lane of the TSS, and two incidents in the precautionary area of the TSS. Notably, the high concentration of incidents in the Phillip Channel is a concern.



Map 2 - Location of incidents - SOMS (2025)

## Modus Operandi

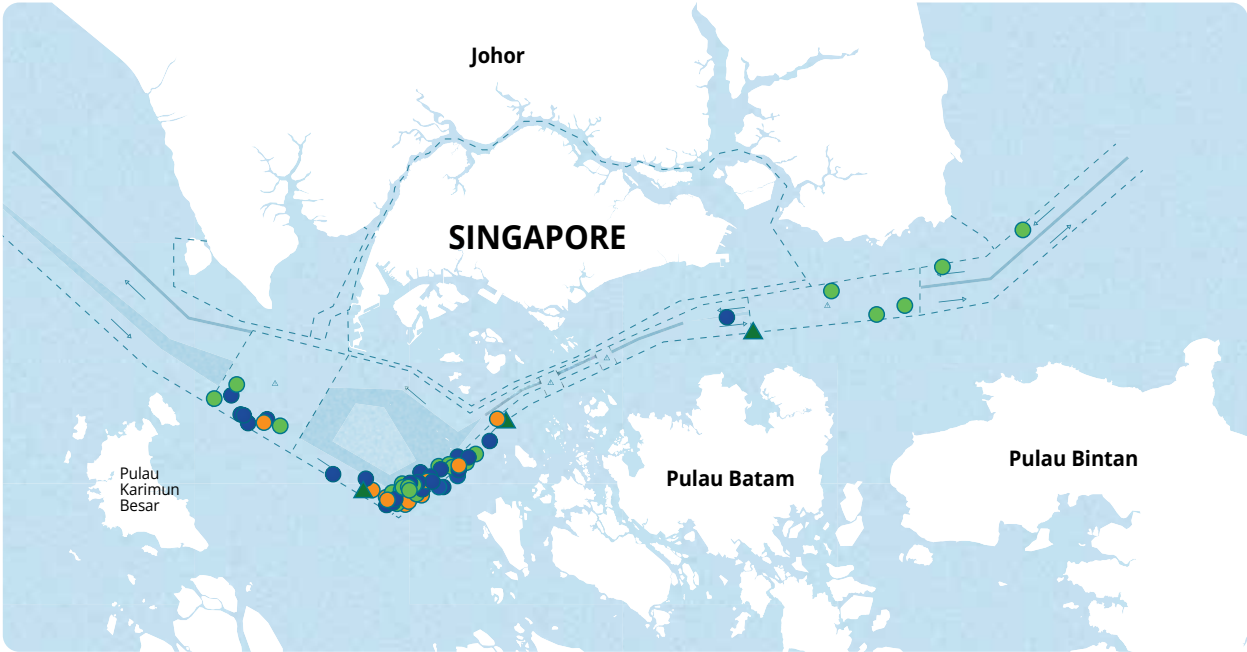
The following section looks into the modus operandi of the incidents reported in SOMS in 2025, in comparison with the situation in 2024.

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

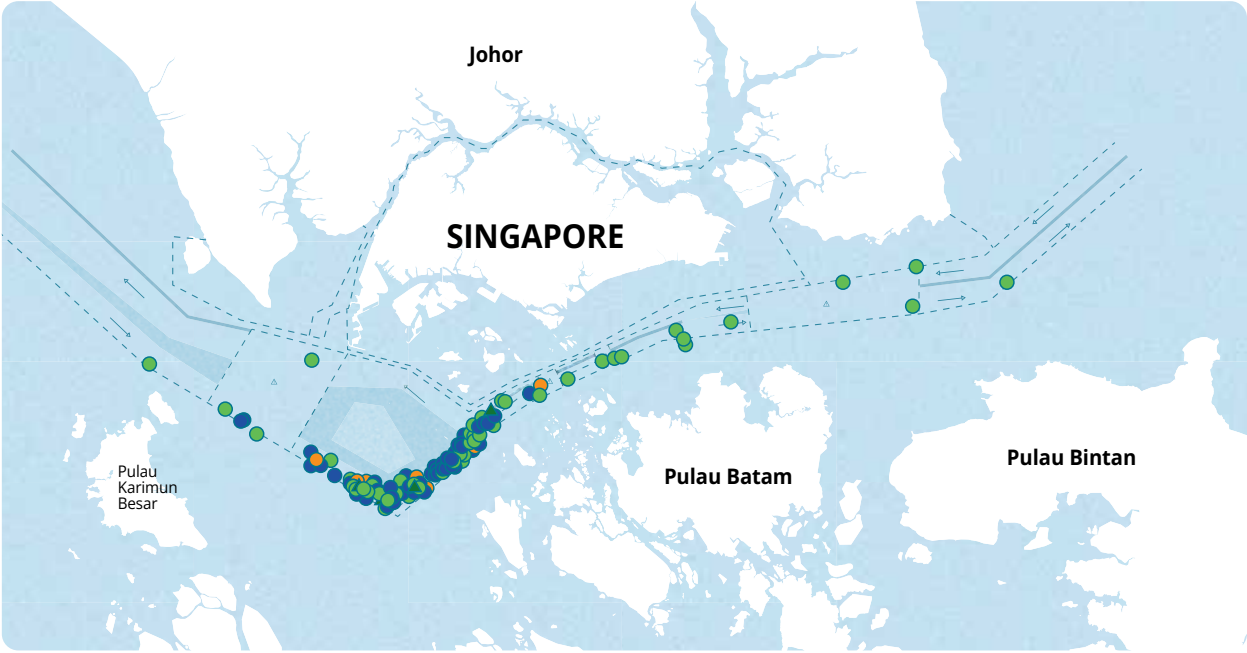
**Map 3** (next page) below shows the location of the incidents in SOMS in 2024 and 2025. In 2024, 62 incidents were reported in the SOMS, of which 61 occurred in SS and one occurred in MS. This increased to 108 incidents in 2025. The distribution of incidents was similar for both years, with majority of the incidents occurring in the Phillip Channel, and sporadic incidences off Pulau Karimun Besar (Indonesia), as well as off Tanjung Setapa (Malaysia) and Pulau Batam and Pulau Bintan (both Indonesia).

In 2024, 10 CAT 2, 27 CAT 3, 22 CAT 4 and three attempted incidents were reported. In 2025, seven CAT 2, 49 CAT 3, 48 CAT 4 and four attempted incidents were reported. In comparison, the distribution of CAT 2 and CAT 3 incidents in both years are somewhat similar, as they are concentrated in the Phillip Channel, particularly off Pulau Cula (Indonesia). The incidents off Pulau Karimun Besar in 2025 were less severe compared to 2024, as two of four incidents (50%) reported in 2025 were CAT 3 incidents, while six of nine incidents (67%) reported in 2024 were CAT 2 and CAT 3 incidents. All incidents off Tanjung Setapa as well as Pulau Batam and Pulau Bintan in 2025 were CAT 4 incidents, which is similar to the situation in 2024, where five of seven incidents (71%) were CAT 4 incidents.

2024 - 62 incidents



2025 - 108 incidents



● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted

Map 3 - Location of incidents - SOMS (2024 (top) vs 2025 (bottom))

Number of perpetrators

**Chart 13** shows the number of perpetrators involved in incidents in 2024 and 2025. Of the 108 incidents reported in 2025, more than half of the incidents (55%) reported perpetrators in groups of 4-6 men, 31% reported groups of 1-3 men, 3% reported groups of 7-9 men, 6% had no information available on the number of perpetrators involved, and 5% reported groups of more than 9 men.

This is similar to 2024, where majority of the incidents reported perpetrators in groups of 4-6 men (57%) and 1-3 men (27%).

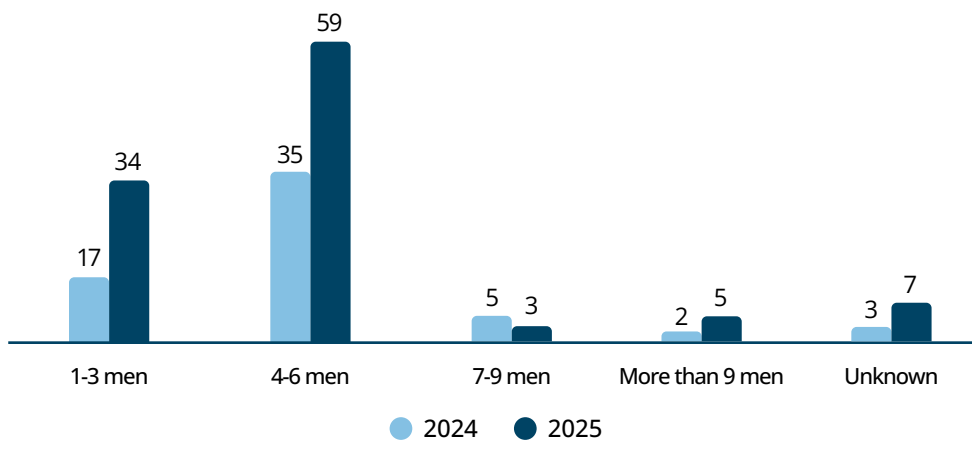


Chart 13 - Number of perpetrators - SOMS (2024 vs 2025)

Type of weapons carried by perpetrators

**Chart 14** shows the type of weapons carried by perpetrators in incidents reported in 2024 and 2025. Among the 108 incidents reported in 2025, slightly more than half of the incidents reported that the perpetrators were armed, either with knives and other weapons such as hammers, long pipes and gun-like objects (48%) or with guns or pistol (4%). In all four incidents whereby the perpetrators carried guns or pistols, the firearms were not discharged. The remaining incidents had no information on whether the perpetrators carried weapons (37%) or the perpetrators did not carry any weapons (11%).

This is similar to 2024, where most of the incidents reported perpetrators carrying knives and other weapons (57%), and guns and knives (3%).

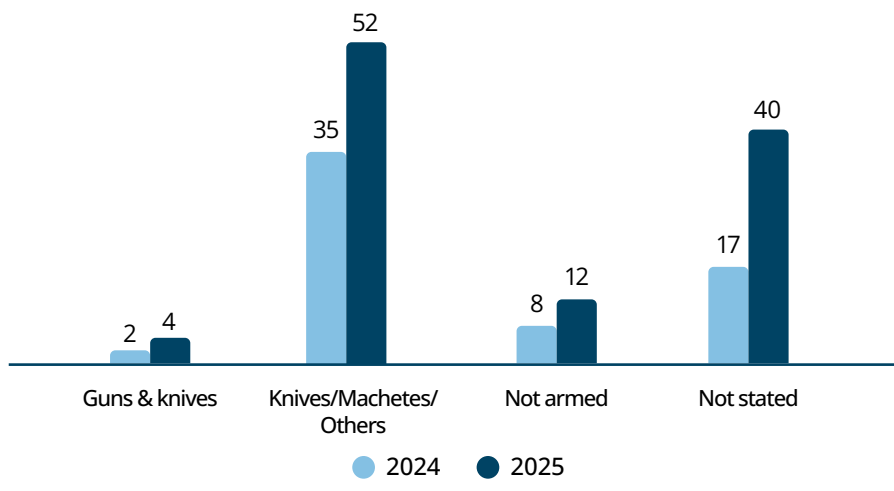


Chart 14 - Type of weapons carried - SOMS (2024 vs 2025)

Treatment of crew

**Chart 15** shows the treatment of crew by perpetrators in incidents reported in 2024 and 2025. Of the 108 incidents reported in 2025, a vast majority (92%) reported that the crew was not injured during the incidents. The remaining incidents reported that the crew members were tied up (4%), assaulted (2%) and there was no information available on the well-being of the crew (2%). In the two incidents whereby the perpetrators had assaulted the crew members, one crew member suffered a minor head injury in one incident, while in another incident, a crew member was hit by a projectile near the right eye while he was pursuing the perpetrators. He was later evacuated to a hospital and reported to be in a stable condition.

This is similar to 2024, whereby majority of the incidents reported no injuries to the crew (86%).

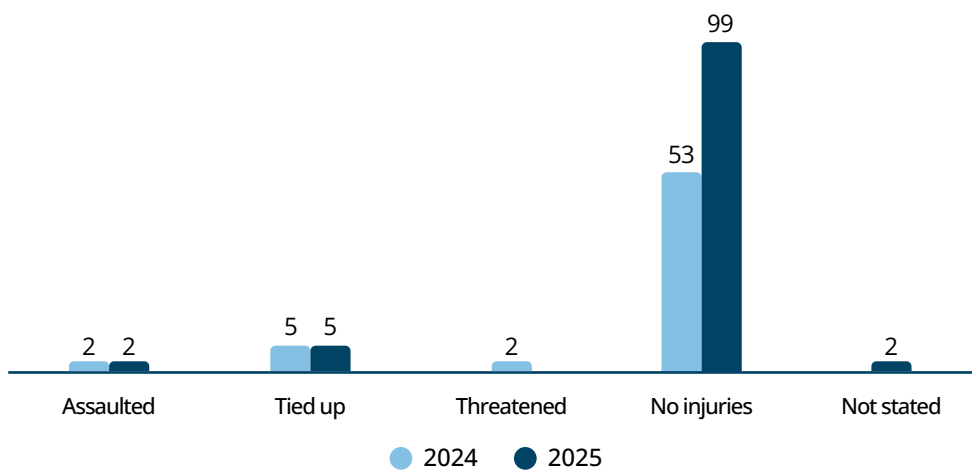


Chart 15 - Treatment of crew - SOMS (2024 vs 2025)

Type of stolen items

**Chart 16** (next page) shows the type of stolen items in incidents reported in 2024 and 2025. Among the 108 incidents reported in 2025, about half of the incidents reported that nothing was stolen from the ship (47%) or losses from the ship could not be ascertained (1%). The remaining incidents reported items stolen from the ship or crew, namely engine spares (31%), unsecured items such as lashing gears, scrap metal from unmanned barges, gangway ladder etc. (12%), stores/ship properties such as paint drums, air compressor, self-contained breathing apparatus, hand drill, wrenches etc. (8%) and personal belongings such as mobile phone and jewellery (1%).

This is similar to 2024, where three-quarters of the incidents reported the loss of engine spares (39%) or nothing was stolen from the ship (37%).

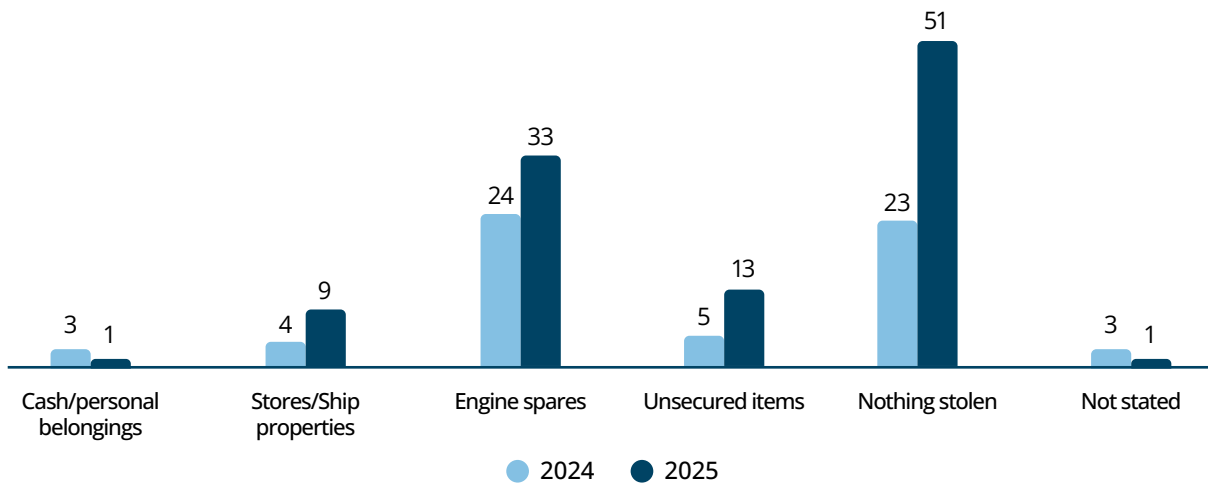


Chart 16 - Stolen items - SOMS (2024 vs 2025)

Type of ships boarded

**Chart 17** shows the type of ships boarded in incidents reported in 2024 and 2025. Of the 108 incidents reported in 2025, slightly over half of the incidents occurred onboard bulk carriers (52%), with the remaining incidents occurring onboard tankers (23%), tug boats towing barges (12%), container ships (10%) and general cargo ships (3%).

This is similar to 2024, whereby most of the incidents occurred onboard bulk carriers, though the ratio of bulk carriers being boarded is much higher (76%). Notably, no container ships were boarded in 2024, compared to the 11 incidents reported onboard such ships in 2025. Container ships generally have a higher freeboard compared to other type of ships such as bulk carriers or tankers. The incidents occurring onboard container ships in 2025 seem to suggest that a higher freeboard does not necessarily deter perpetrators from boarding such ships.

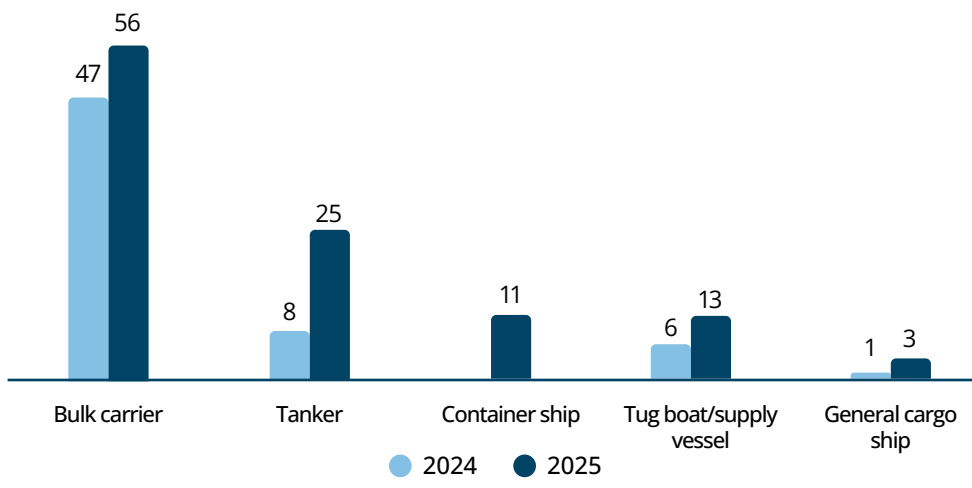


Chart 17 - Type of ships boarded - SOMS (2024 vs 2025)

Time of incidents

**Chart 18** shows the time of incidents reported in 2024 and 2025. Among the 108 incidents reported in 2025, 88% of the incidents occurred during hours of darkness (2000 hrs to 0559 hrs), in particular **between 0100 hrs and 0459 hrs** where 67 incidents were reported. There were 13 incidents that occurred during daylight hours (0600-1359 hrs), and nine of these incidents occurred to barges towed by tug boats.

This is similar to 2024, where majority of the incidents occurred during hours of darkness (90%). Similar to what is observed in 2025, five of six incidents reported during daylight hours in 2024 occurred to barges towed by tug boats.

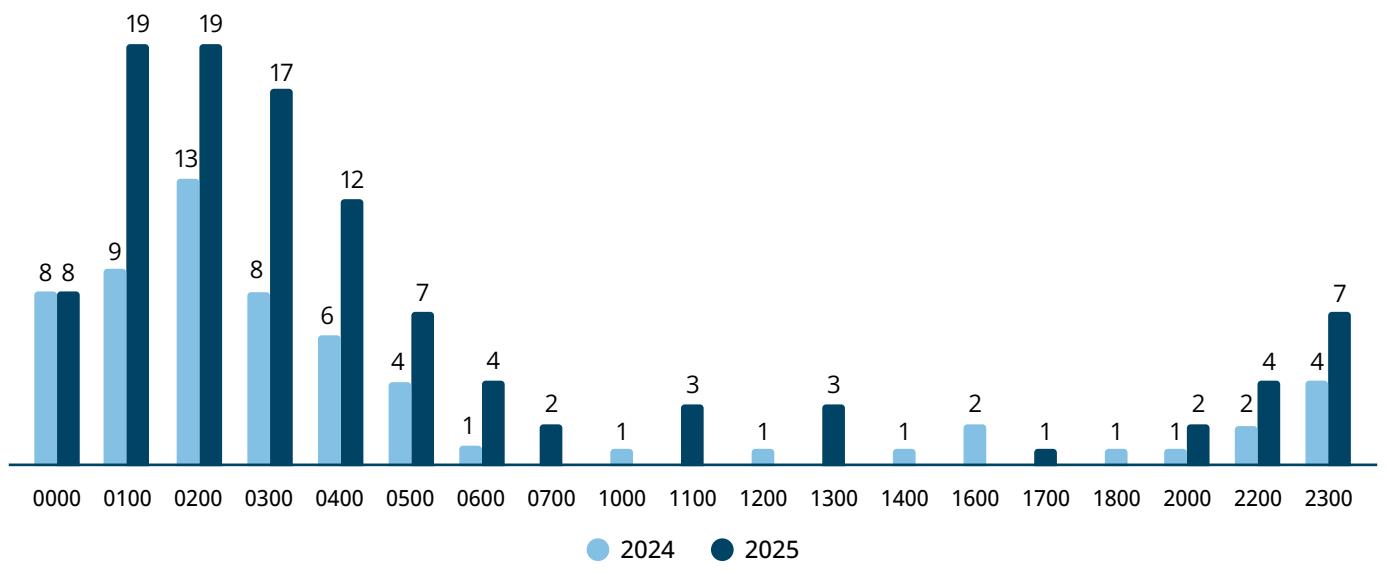


Chart 18 - Time of Incidents - SOMS (2024 vs 2025)

Day of incidents

**Chart 19** shows the day of incidents reported in 2024 and 2025. In 2025, the incidents occurred evenly throughout the week, with more incidents occurring on Fridays and Sundays, and fewer incidents occurring on Saturdays.

This is in contrast to 2024, where majority of the incidents occurred in the early days of the week (Monday-Wednesday), as well as on Saturdays.

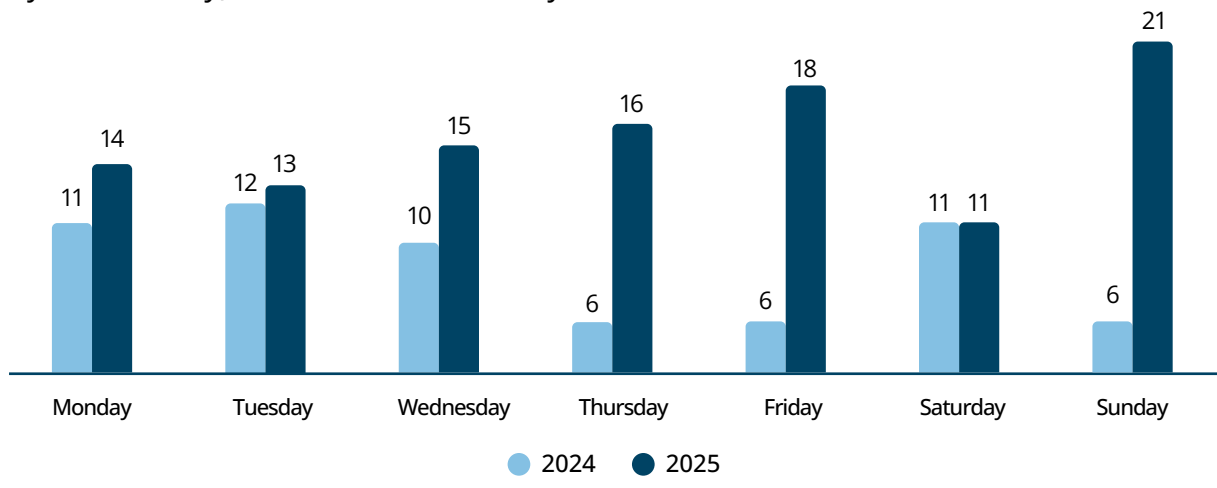


Chart 19 - Day of incidents - SOMS (2024 vs 2025)

## **Efforts by Littoral States and ReCAAP ISC**

### **Littoral States & Relevant Agencies**

The littoral States of SOMS have continued to enhance enforcement efforts both on land and at sea. Through regular interaction programmes at the commander-level, they have strengthened operational cooperation and situational awareness of the areas of concern, particularly during the vulnerable time windows.

The authorities, together with ReCAAP ISC, and relevant stakeholders such as the Information Fusion Centre (IFC) and the Singapore Shipping Association (SSA), have stepped up engagements with 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. These engagements include forums, conferences and workshops such as the IFC's Shared Awareness Meetings and the Singapore Registry of Ships Forum, as well as the dissemination of relevant advisories to shipowners. In March 2025, in response to the increase in armed robbery incidents in the SOMS, the Maritime and Port Authority of Singapore (MPA), IFC, and the ReCAAP ISC issued an advisory to provide guidance on heightened security measures and advise ships to remain in a high state of alert when transiting the SS. Singapore agencies have also encouraged shipowners and industry stakeholders to continue to provide evidence and CCTV footages of perpetrators, which have proved instrumental in facilitating arrests and allowing for effective enforcement efforts.

### **Measures Implemented by Singapore**

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

The Corrective Action and Preventive Action (CAPA) review has been imposed by Singapore for Singapore registered vessels that had security breaches, to ensure that the necessary shipboard security measures are in place to prevent recurrence of such incidents. To strengthen compliance and accountability, Singapore has also mandated additional International Ship and Port Facility Security (ISPS) audits for Singapore registered vessels that have experienced security breaches. These audits serve as a corrective and preventive mechanism, ensuring that lapses are identified, remedial measures are implemented, and robust security systems are maintained to prevent recurrence.

Complementing these regulatory measures, the Singapore Police Coast Guard (PCG) also conducts 24/7 monitoring and surveillance to promptly detect suspicious activities, including the possible unauthorised boarding of vessels. For vessels which are suspected to have been victims of unauthorised boarding, officers of the PCG Emergency Response Team are also deployed to provide assistance (including boarding and searching for perpetrators) when they are within the port limits of Singapore.

## Efforts by ReCAAP ISC

Besides providing the maritime community with the latest information and analytics through the issuance 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 increase of incidents in the SS, the ReCAAP ISC strongly urges the littoral States of the SS to continue to enhance surveillance and enforcement in their internal waters, archipelagic waters and territorial seas; and respond promptly to any 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 an area of concern, ship masters and crew are strongly advised to heighten vigilance and proactively adopt the following measures to prevent boarding by the perpetrators:

- a. Keep abreast of the latest situation via the ReCAAP ISC Interactive Dashboard (Re-VAMP) (at <https://www.recaap.org>), particularly the incident-prone areas in the SS. The ReCAAP ISC's reports contain detailed locations of incidents, including its latitude and longitude.
- b. Tune in to advisories and navigational broadcasts announced by the authorities.
- c. Maximise vigilance and lookouts for suspicious small boats; increase watchkeeping; particularly for crew onboard tug boats towing barges during daylight, and for crew onboard bigger ships during night time.
- d. Ensure that all decks are well lit during hours of darkness, as perpetrators considered a dark deck as a sign of vulnerability. Crew on watch should also be visible, as perpetrators will avoid boarding ships when they see the crew and the deck is illuminated.
- e. Keep the CCTV and other devices including communication equipment operational to alert the ship crew and record the movement of perpetrators.
- f. 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.
- g. Maintain communication with shipping company by providing periodic updates and establish daily communication checks.

- h. 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.
- i. 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 below).

## Guidelines & Reporting of Incident by Vessels – Straits of Malacca & Singapore



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**REPORTING OF INCIDENTS (attack/unauthorised boarding/robbery)**


- Vessels transiting in traffic separation scheme from Sector 6 to Sector 9 in Straits of Malacca and Singapore (SOMS) to report incidents (of piracy or sea robbery or unauthorised boarding) to VTS authorities on VHF channels (see Fig. 1).
- In addition, vessels to report to the littoral States of SOMS (Indonesia, Malaysia and Singapore) for quick response by authorities, as indicated in Chart below.

**Fig. 1 - Reporting of incidents in Sectors 6-9**

SECTOR	VHF CHANNELS	VTS AUTHORITIES
Sector 6	VHF 88	JOHOR VTS
Sector 7	VHF 73	SINGAPORE VTS
Sector 8	VHF 14	SINGAPORE VTS
Sector 9	VHF 10	SINGAPORE VTS

**MALAYSIA**

**Malaysian Maritime Enforcement Agency (MMEA) (Johor Bahru)**  
 Tel: +60 7 219 9402  
 +60 7 219 9403  
 Fax: +60 7 227 9285  
 Email: pusopjohor@mmea.gov.my



**SINGAPORE**

**Port Operations Control Centre (POCC)**  
 Tel: +65 6226 5539  
 +65 6325 2493  
 Fax: +65 6227 9971  
 +65 6224 5776  
 Email: pocc@mpa.gov.sg

**INDONESIA**

**Indonesian Coast Guard (BAKAMLA) - Contact Centre Western Zone (Pulau Batam)**  
 Tel: +62 813 6387 7299

**Regional Marine & Air Police of Riau (Pulau Batam)**  
 Tel: +62 822 8372 3721

**OTHER USEFUL CONTACTS**

**MALAYSIA (Putra Jaya)**

**MMEA**  
 Tel: +60 38 943 4001,  
 +60 38 955 7201,  
 +60 19 261 1833  
 Fax: +60 38 941 4527  
 Email: pcomarha@mmea.gov.my

**INDONESIA (Jakarta)**

**BAKAMLA**  
 Tel: +62 895 8003 00646 (Maritime Incident Reporting),  
 +62 821 2518 9898,  
 +62 021 1503 21 (General Purposes Reporting)  
 Email: pusikodal@bakamla.go.id (Maritime Incident Reporting),  
 contactcenter@bakamla.go.id (General Purposes Reporting)

**Marine & Air Police Corp**  
 Tel: +62 813 1000 1950  
 Email: pencegahanpencuriandikapali@gmail.com,  
 monitoringcenter.korpolekud@gmail.com

**GUIDELINES**

- Planning voyage - Preparation**
  - Identify areas of concern
  - Make Ship Security Plan (SSP) based on risk/threat assessment
  - Plan passage to prevent attack/unauthorised boarding
  - Maintain updated list of reporting channels of coastal State enforcement agencies
  - Carry out briefing and conduct drill to familiarize crew with SSP and Vessel Hardening Plan (VHP)
- Measures to be instituted - When sailing**
  - Maximise alertness and enhance vigilance
  - Close all doors and hatches to prevent access to compartments
  - Maintain best speed to prevent unauthorised boarding
  - Master to regularly update the crew on prevailing security situation
  - Alert duty watch when entering areas of concern and maintain communication with the shipping company
- Response and report - When boarded**
  - Sound alarm, maintain calm, do not confront or resist the perpetrators
  - Report immediately to MRCC/VTS, and coastal State enforcement agency on contact details provided /indicated
  - Mustering and head count of crew, and well-being of crew and treatment meted out by perpetrators
  - Report loss/damage to ship's property
- Collection of evidence and investigation - Post boarding**
  - Cooperate with local/coastal State authorities for investigation
  - Provide evidence and information about the perpetrators to enforcement agencies, including photos, CCTV footage and videos, if available

# E

## CASE STUDIES & BEST PRACTICES



## Arrests of Perpetrators

One of the most effective deterrents to criminal activity is the arrest of those involved. In 2025, authorities in Bangladesh, India, Indonesia and the Philippines, successfully apprehended several perpetrators. The ReCAAP ISC commends the swift actions taken to investigate these incidents, track down those responsible, and eventually apprehend the perpetrators. These efforts exemplify strong regional maritime enforcement and reflect the authorities' firm commitment to maritime security and operational excellence within their waters.

### Arrest by Bangladesh authorities

**6 Apr 2025** On 4 Apr 2025 at about 0300 hrs, a general cargo ship was anchored at Chittagong Anchorage B when five perpetrators boarded the ship from a wooden boat. The perpetrators stole about 30 paint cans and escaped. No crew was injured.

The master reported the incident to the Bangladesh Coast Guard (BCG), whose anti-smuggling team carried out combing operations on 6 Apr 2025. The BCG successfully apprehended five perpetrators, recovered the stolen paint cans, and returned them to the ship. The perpetrators were subsequently handed over to local police for legal proceedings.



Perpetrators apprehended by BCG  
[Source: ReCAAP Focal Point (Bangladesh)]

### Arrest by Indian authorities

**19 Jun 2025** At about 1710 hrs, an offshore supply vessel was anchored at Kakinada Anchorage when 12 perpetrators approached the vessel in a fishing boat. The master reported the incident via VHF to the Indian Coast Guard (ICG) Kakinada. An ICG ship was deployed and upon sighting the ICG ship, seven perpetrators escaped immediately on a fishing boat while five perpetrators were arrested and handed over to the Port Police Station, Kakinada.



Perpetrators apprehended by ICG  
[Source: ReCAAP Focal Point (India)]

## Arrest by Philippine authorities

**14 Sep 2025**

At about 1715 hrs, a passenger/Ro-Ro vessel was anchored off the vicinity waters of Barangay Wawa, Batangas City, Philippines when the master reported to the Philippine Coast Guard (PCG) and Coast Guard Station (CGS) Batangas that unidentified men were seen boarding the ship.

CGS Batangas in coordination with Philippine National Police Maritime Group (PNP-MG) immediately responded to the distress call by the ship master. While in the area, the Team intercepted a fishing banca with two individuals onboard. The individuals were found in possession of the emergency generator spare parts, which had been originally located on the ship's first deck. The two individuals were immediately apprehended and subsequently charged with violations of the country's Article 122 of the Revised Penal Code. The PCG also coordinated with the Philippine National Police – Maritime Group (PNP-MARIG) and other local authorities to facilitate prosecution of the arrested suspects.



Perpetrators apprehended by PCG  
[Source: ReCAAP Focal Point (Philippines)]

## Arrests by Indonesian authorities

**9 and 14 Jul 2025**

The Riau Islands Regional Police in Indonesia successfully apprehended 11 members of a syndicate targeting ships transiting the SOMS in two separate operations.

The syndicate primarily operated in the Phillip Channel, using a well-coordinated modus operandi. Investigations revealed that the perpetrators relied on ship-tracking mobile app to identify slow-moving, foreign-flagged ships, particularly those travelling at reduced speeds of about 5 knots. Reports indicated that the suspects consumed drugs before boarding and used hooks and poles to covertly board ships under the cover of darkness. While no firearms were recovered during the arrests, the group was believed to have carried improvised firearms and used an air gun to intimidate crew members during their attacks.



Perpetrators apprehended by Riau Islands Regional Police  
[Source: <https://en.antaranews.com/news/366185/riau-islands-police-foil-foreign-vessel-piracy-operation>]

Once onboard, the perpetrators stole spare parts and other valuable equipment which were later sold in Jakarta. Authorities also seized several stolen ship components and a small vessel used by the suspects during the raids.

Further investigations revealed that at least three other similar syndicates remain active in the region, underscoring the persistent threat to maritime security in the SOMS.

**28 Aug 2025**

The Riau Islands Regional Police arrested four perpetrators and seized two pistons stolen from a victim ship, several spare parts as well as methamphetamine. One of the perpetrators was captured by the CCTV onboard a victim ship, which led to the eventual arrest of the perpetrators.

Investigation revealed that the group used their mobile phones and monitored the movements of foreign-flagged ships passing through the Phillip Channel. When a large ship slowed down due to shallow waters, the group approached the ship in their boat that was fitted with a single-engine outboard motor, the perpetrators then climbed onboard with poles, threatened the crew with machetes and toy guns, stole ship's spare parts and escaped. The group also consumed methamphetamine before boarding the ship.



Perpetrators questioned by the Riau Islands Regional Police

[Source: <https://www.batamnews.co.id/berita-121916-perompak-di-perairan-philips-ditangkap-lagi-dua-pelaku-ternyata-pasutri-pengedar-sabu.html>]

**19 Sep 2025**

At about 0300 hrs, a bulk carrier was berthed at Tanjung Priok Port, Indonesia and a crew member was patrolling the deck when he saw three perpetrators armed with knives emerging onto the deck. The crew member sounded the alarm immediately and notified the local authorities. Upon realising the crew was alerted, the perpetrators escaped immediately. A search was conducted onboard and two padlocks on the weather tight doors were found broken. Generator parts were stolen. The crew was not injured.

It was later confirmed that another three perpetrators had also boarded the ship, and stole several pieces of timber lashing materials from the deck crane store. These were later recovered and returned to the ship by the authorities, who also arrested three of the perpetrators.

**15 Oct 2025**

While a tug boat and barge, carrying coal, were underway in the waters of East Kalimantan, Indonesia, the tug boat master reported to BAKAMLA about the suspicious approach of two wooden boats. The tug boat master also altered course and increased speed to prevent unauthorised boarding. BAKAMLA immediately deployed a patrol ship to the location and intercepted a wooden boat with five suspects onboard. The authorities also seized two machetes, seven shovels, and three mobile phones from the suspects.



Perpetrators and their boat detained by BAKAMLA

[Source: <https://nasional.kompas.com/read/2025/10/16/12193111/bakamla-tangkap-lima-terduga-perompak-batu-bara-di-kaltim>]

## Vigilance of Crew

**30 May 2025** At about 0336 hrs, tanker *Hafnia Cougar* was transiting the Phillip Channel alongside a bulk carrier when the watchkeeper and deck patrol on its poop deck observed a small unlit boat approaching the stern of the bulk carrier.

Before the turn off Racon D, *Hafnia Cougar's* bridge team noticed several small unlit boats moving against the eastbound traffic and staying hidden near Racon D. After the turn, these boats were seen approaching the sterns of passing ships.

The crew of *Hafnia Cougar* immediately alerted the bulk carrier's crew about the approaching boats. Upon hearing the report from *Hafnia Cougar*, Singapore Vessel Traffic Information System (VTIS) West broadcasted an advisory to all vessels in the vicinity to maintain strict anti-piracy watch, and stand by to assist the bulk carrier if required. Subsequently, the bulk carrier reported to Singapore VTIS West that the small boats had aborted their approach after realising that they had been detected by the ship's crew.

The ReCAAP ISC commends the crew of *Hafnia Cougar* for their vigilance and proactive actions. Their efforts in monitoring suspicious boats in the area, together with Singapore VTIS' alertness to *Hafnia Cougar's* warnings to the bulk carrier, resulted in the perpetrators aborting their attempt to board the bulk carrier. The ReCAAP ISC encourages ship masters and crew to adopt this good practice and uphold the spirit of neighbourhood watch as shown by the *Hafnia Cougar* crew, thereby ensuring safe and secure seas for all.

# F

## ReCAAP ISC's MAIN ACTIVITIES (OCTOBER-DECEMBER 2025)



## F ReCAAP ISC'S MAIN ACTIVITIES (OCTOBER-DECEMBER 2025)

### Head of Asian Coast Guard Agencies Meeting **13-16 October 2025**

The ReCAAP ISC participated in the High-Level Meeting (HLM) of the 21<sup>st</sup> Head of Asian Coast Guard Agencies Meeting (HACGAM) from 13 to 16 October 2025 in Sydney, Australia.

ED-ISC presented at the plenary the Piracy and Armed Robbery against Ships (PAR) situation in Asia, the digital tools and publications produced by the Centre to help the shipping industry mitigate risks, and the Centre's cooperation with Focal Points, regional authorities and law enforcement agencies to deter and combat sea robbery. On the sidelines of HACGAM HLM, ED-ISC held bilateral meetings and interactions with senior officials from the Australia Border Force, Bangladesh Coast Guard, China Maritime Safety Administration, Indonesian Marine & Air Police Corp, Malaysia Maritime Enforcement Agency (MMEA), Philippine Coast Guard and Vietnam Coast Guard.



Participants at the 21<sup>st</sup> HACGAM

## Trilateral Marine Police Symposium 14–16 October 2025

Senior Assistant Director (Research), Ms Wan Fei Fei and Senior Manager (Research), Ms Liu Mei of ReCAAP ISC participated in the Trilateral Marine Police Symposium from 14 to 16 October 2025, organised by the Global Maritime Crime Programme (GMCP) and the Human Trafficking and Migrant Smuggling Programme of the United Nations Office on Drugs and Crime (UNODC) Regional Office for Southeast Asia and the Pacific (ROSEAP) in Batam, Indonesia.

Participants from the marine police agencies of Indonesia, Malaysia and Singapore attended the symposium with the aim of addressing gaps and exploring trilateral cooperation. The Centre updated on the PAR situation in Asia and shared ongoing mitigation efforts through regional cooperation with Contracting Parties, coastal States, regional authorities, shipping industry and partner organisations. Through the symposium, the Centre was apprised on the modus operandi, routes and patterns used in illicit maritime activities in SOMS. The Centre gained a better understanding of the challenges faced by marine police forces of SOMS, as well as their efforts in tackling crimes at sea.



Participants at the Trilateral Marine Police Symposium

## Meeting with UNITAR **23 October 2025**

The ReCAAP ISC hosted a visit by representatives from the United Nations Institute for Training and Research (UNITAR) on 23 October 2025. During the meeting, both organisations discussed about the potential areas of collaboration in the joint workshops and training programmes for ReCAAP Focal Points/member States on various maritime topics including maritime domain awareness, international law as well as analytics for maritime surveillance.



ReCAAP ISC with representatives from UNITAR

## 2<sup>nd</sup> Dialogue Session with Shipping Industry **30 October 2025**

The Centre conducted a second Dialogue Session for the year with representatives from the shipping industry and law enforcement agencies on 30 October 2025 at York Hotel, Singapore. During the session, the Centre updated on the latest PAR situation in Asia, highlighting the notable improvement in SOMS from August to October 2025 following the arrest of several perpetrators by the Indonesian authorities in July and August 2025. Presentations were also delivered by the Maritime and Port Authority of Singapore (MPA), the Information Fusion Centre (IFC), and the Singapore Police Coast Guard (PCG), focusing on regional cooperation initiatives and recommended strategies to prevent unauthorised boardings in SOMS.

Pacific International Lines (PIL) also discussed about recent incidents onboard their vessels when navigating the SS and how the CCTV evidence they shared aided the Indonesian authorities in the arrests of the perpetrators. Protection and Indemnity (P&I) insurer, NorthStandard Limited, shared insights on insurance coverage for piracy and sea robbery incidents, and the impact such incidents have on insurance premiums. At the session, the participants exchanged lessons learned from past incidents and discussed the potential use of technologies such as the use of Artificial Intelligence security cameras and drones to enhance vessel security.



ReCAAP ISC staff and representatives from the shipping companies, shipping associations, MPA, Singapore Police Coast Guard and IFC

## IFC-IOR Maritime Information Sharing Workshop 3-5 November 2025

Senior Manager (Operations/Programmes), Cdr Setthawut Hongswasdi and Manager (Operations), Mr Vincent Loh of ReCAAP ISC participated in the Maritime Information Sharing Workshop (MISW) organised by the Indian Navy at Information Fusion Centre – Indian Ocean Region (IFC-IOR) in Gurugram, India from 3 to 5 November 2025. The workshop covered presentations on topics related to maritime threats, maritime crimes, strengthening the maritime information ecosystem, and enhancing inter-agency cooperation. ReCAAP ISC presented on the evolving trends in piracy and sea robbery in Asia and their implications for the Indian Ocean. The Centre also participated in a table-top exercise (TTX) simulating real maritime threats and coordinated, syndicate-based response planning. A key objective of MISW was to translate dialogue into operational outcomes, addressing non-traditional threats such as piracy, drug trafficking, irregular migration and disruptions to global trade.



Senior Manager (Operations/Programmes), Cdr Setthawut Hongswasdi of ReCAAP ISC delivered presentation at the workshop

## Cluster Meeting – Vietnam 10–13 November 2025

The ReCAAP ISC and the Vietnam Coast Guard (VCG) co-hosted a Cluster Meeting in Hanoi, Vietnam, from 10 to 13 November 2025. The meeting was attended by 36 participants from VCG, Vietnam Maritime Rescue Coordination Centre, Vietnam Maritime and Waterway Administration, Vietnam People’s Navy, Vietnam Border Guard, shipping companies, as well as ReCAAP Focal Points from Brunei, Cambodia, China, Myanmar, Philippines and Thailand; and MMEA. Participants shared insights on emerging trends, best practices, and ongoing challenges in combating piracy and armed robbery against ships in Asia. Key highlights included presentations on efforts to strengthen timely information sharing, improving port and anchorage security, and addressing challenges faced by the shipping industry. The meeting concluded with discussions among participants on inter-agency cooperation and coordination to prevent piracy and armed robbery incidents, and strategies for engaging the shipping industry and maritime agencies in these efforts.



Participants at the Cluster Meeting in Vietnam

## MIMA South China Sea Conference 2025 17–18 November 2025

ED-ISC and DD-ISC attended the South China Sea (SCS) Conference from 17 to 18 November 2025 in Kuala Lumpur, Malaysia. The conference was organised by the Maritime Institute of Malaysia (MIMA), jointly with Malaysia’s Ministry of Transport and Ministry of Foreign Affairs; and supported by several foreign missions in Malaysia. The ReCAAP ISC team gained useful insights from the conference on the importance of UNCLOS 1982 for dispute resolution, challenges faced by ASEAN countries in building consensus, and how countries can strengthen their maritime economic resilience. The team had the opportunity to interact and engage the senior officials of Malaysia’s Ministries, academia and foreign missions on the sideline of the conference.



Left photo - Meet up with Dato Mohamed Suffian Awang, Chairman, MIMA (extreme left) & YBhg Dato’ Monaliza Suhaimi, Director General MIMA (second from right)

Right photo - Interaction with YM Dato Raja Nushirwan Zainal Abidin, DG National Security Council, Malaysia

## Fourth Regional Support Office (RSO) Border Forum of the Bali Process

19–20 November 2025

Senior Manager (Research/Programmes) of ReCAAP ISC, Capt Benjamin Formentos participated as a panelist in the Fourth Regional Support Office (RSO) Border Forum of the Bali Process held in Bangkok, Thailand, from 19 to 20 November 2025. At the workshop on Practical Protocols for Inter-Agency Cooperation, the Centre delivered a presentation on the ReCAAP model and the information-sharing agreement between the 21 member states. The presentation underscored the standard reporting formats and the adopted definitions of armed robbery and piracy based on IMO and UNCLOS frameworks. The Centre also shared on the IFN system and the Re-VAMP platform to enhance participants' understanding of ReCAAP's information-sharing mechanisms and tools. Building on the insights shared, participants from the 34 member states of the Bali Process reflected on the needs, gaps and opportunities for information sharing to address irregular and illegal migration, people smuggling, human trafficking and other cross-border crimes.



Panellists of the Fourth RSO Border Forum of the Bali Process

## Visit onboard container vessel *One Integrity* 21 November 2025

The ReCAAP ISC team visited the container vessel *One integrity*, operated by Ocean Network Express (ONE), on 21 November 2025. During the engagement, the ReCAAP ISC team met with the ship captain and crew to gain a deeper understanding of the vessel's operational environment, including its work areas, daily routines, and the ship's safety procedures. The captain briefed the ReCAAP ISC team on the vessel's anti-piracy measures and how these are implemented without compromising crew safety and security. ReCAAP ISC, in turn, shared its guidebooks, posters, and mobile app, which have been produced to help seafarers adopt preventive measures and report piracy and sea robbery incidents to the appropriate agencies.



ReCAAP ISC staff with crew of *One Integrity*

## UNODC Prosecutors' Network Forum in Seychelles 24–28 November 2025

To deepen engagement with legal professionals dealing with transnational maritime crimes, ED-ISC and Senior Assistant Director (Research), Ms Wan Fei Fei participated in the Prosecutors' Network Forum in Seychelles from 24 to 28 November 2025. Participants at the forum include maritime and law enforcement officials from countries in South Asia and Africa as well as UNODC. The ReCAAP ISC team attended piracy trial proceedings at the Republic of Seychelles Supreme Court, as well as an interactive session with the President of the Court of Appeal of Seychelles. The discussion focused on judicial responses to transnational crimes, particularly in the aspect of universal jurisdiction. During the forum, the participants and the UNODC consultants discussed and interpreted the Articles of UNCLOS, Vienna Convention and SUA convention. There were also discussions on the individual country's national legal frameworks. ReCAAP ISC also visited the Regional Coordination Operations Centre (RCOC), a maritime security hub located in Victoria, on Mahé Island. The team received a comprehensive briefing on the RCOC's roles and functions and cooperation with regional States, the European Union, UNODC, INTERPOL, international naval forces and other key partners.



Participants at the UNODC Prosecutors' Network Forum

## Virtual Capacity Building Executive Programme 10 December 2025

ReCAAP ISC held a virtual Capacity Building Executive Programme (CBEP) on 10 December 2025 to update ReCAAP Focal Points on the latest situation of piracy and sea robbery in Asia. During the online meeting, Focal Points in Asia and Europe shared their maritime security initiatives and cooperative efforts, as well as national legislation to deal with different types of maritime incidents, including piracy, kidnapping of crew for ransom and sea robbery.

Highlights of the session included presentations on Japan’s cooperation with Indo-Pacific countries to enhance maritime security and safety in Asia, how the Philippine authorities successfully suppressed abduction of crew incidents in the Sulu-Celebes Seas. There was a case study on the hijacking of Sri Lankan fishing trawler *Lorenzo Putha 4* and the arrest and prosecution of perpetrators through regional cooperation. The United Kingdom also shared about its Maritime Domain Awareness framework and capabilities.

The virtual CBEP allowed ReCAAP Focal Points to share information and strengthen their knowledge of maritime security governance in different geographical regions.



## Ongoing Engagements with Partners

October – December 2025

2 October 2025



Courtesy call on H.E. Jakob Brix Tange, Ambassador of Denmark to Singapore

2 October 2025



Courtesy call on H.E. Leif Trana, Ambassador of Norway to Singapore

7 October 2025



Visit by officers from the College of Defence Management (CDM), India

8 October 2025



Visit by Emirates Shipping Association Maritime Leadership Program Delegates

13 October 2025



Bilateral meeting with Rear Admiral Md Ziaul Hoque, Director General, Bangladesh Coast Guard, on the sidelines of 21<sup>st</sup> HACGAM in Sydney, Australia

13 October 2025



Bilateral meeting with Mrs Linda Cappello, Deputy Commander, Maritime Border Command, Australian Border Force, on the sidelines of 21<sup>st</sup> HACGAM in Sydney, Australia

13 October 2025



Bilateral meeting with Vice Admiral Edgar L Ybañez, Deputy Commandant for Operations, Philippine Coast Guard, on the sidelines of 21<sup>st</sup> HACGAM in Sydney, Australia

15 October 2025



Meeting with Senior Colonel Dinh Hung, Luong, Director of Law Enforcement Department, Vietnam Coast Guard, on the sidelines of 21<sup>st</sup> HACGAM in Sydney, Australia

16 October 2025



Bilateral meeting with Mr Chen Chuanquan, Director General, Guangdong Maritime Safety Administration of China on the sidelines of 21<sup>st</sup> HACGAM in Sydney, Australia

17 October 2025



Visit by Captain Andy Keane, Manager Maritime Security Advisor, Asia Pacific, Shell Maritime Security (second from right) along with his team members

17 October 2025



Courtesy call on Her Excellency Mrs Anneke Adema, Netherlands Ambassador to Singapore

3 November 2025



Courtesy call on Her Excellency Ferdousi Shahriar, Bangladesh High Commissioner to Singapore

5 November 2025



Courtesy call on H.E. Artis Bertulis, EU Ambassador to Singapore

6 November 2025



Courtesy call on H.E. Stephen Michael Marchisio, French Ambassador to Singapore

7 November 2025



Visit by Mr Park Hyeonsu, Ministry of Oceans and Fisheries (second from right), also the ReCAAP ISC Focal Point for the Republic of Korea

17 November 2025



Meeting with H.E. Maria Angela A. Ponce, Ambassador, Embassy of Republic of the Philippines (middle) on the sidelines of MIMA Conference, in Kuala Lumpur, Malaysia

17 November 2025



Meeting with Prof Kentaro Furuya, Adjunct Professor, National Graduate Institute for Policy Studies, Japan (middle) on the sidelines of MIMA Conference, in Kuala Lumpur, Malaysia

17 November 2025



Meeting with Aristyo Rizka Darmawan, Lecturer in International Law, Universitas Indonesia on the sidelines of MIMA Conference, in Kuala Lumpur, Malaysia

18 November 2025



Meeting with Mr Noel Choong, Head of the IMB's Piracy Reporting Centre (PRC) on the sidelines of MIMA Conference, in Kuala Lumpur, Malaysia

24 November 2025



Meeting with Justice Anthony Fernando, President of the Court of Appeal of Seychelles on the sidelines of UNODC Prosecutor's Network Forum, in Seychelles

26 November 2025



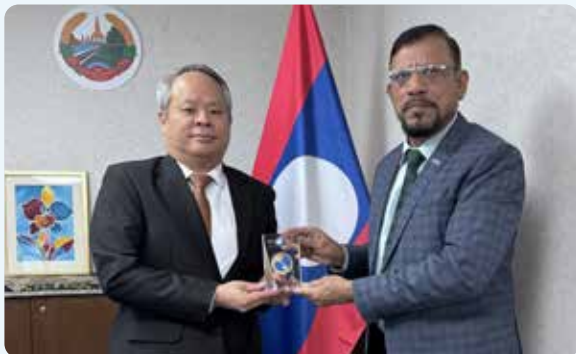
Meeting with Major Wong-Pool, Director of the Regional Coordination Operations Centre (RCOC), Seychelles on the sidelines of UNODC Prosecutor's Network Forum, in Seychelles

2 December 2025



Courtesy call on H.E. Allaster Cox, Australia High Commissioner to Singapore

15 December 2025



Courtesy call on H.E. Mr. Vilatsone Visonnavong, Lao Ambassador to Singapore

# G FORECAST OF ReCAAP ISC ACTIVITIES AND EVENTS – 2026

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 upcoming activities and events organised by the ReCAAP ISC for the year 2026:

## QUARTER 1

### January

- Nautical Forum 2026
- 2<sup>nd</sup> Capacity Building Virtual Lecture

### March

- 20<sup>th</sup> ReCAAP ISC Governing Council
- ReCAAP ISC 20<sup>th</sup> Anniversary Celebration & Symposium
- ReCAAP ISC Q1 2026 Report [\(Jan-Mar\)](#)

## QUARTER 2

### June

- Capacity Building Senior Officers' Meeting (CBSOM), Philippines
- ReCAAP ISC Half-yearly 2026 Report

[\(Jan-Jun\)](#)

## QUARTER 3

### July

- 1<sup>st</sup> Dialogue Session with Shipping Industry

### September

- ReCAAP ISC Q3 Report [\(Jan-Sep\)](#)

### TBC

- 1<sup>st</sup> Capacity Building Virtual Lecture
- Capacity Building Executive Programme (CBEP), Virtual Meeting

## QUARTER 4

### October

- 2<sup>nd</sup> Dialogue Session with Shipping Industry
- Capacity Building Workshop (CBW), Republic of Korea

### November

Cluster Meeting, Myanmar

### December

- ReCAAP ISC Annual Report 2026 [\(Jan-Dec\)](#)

Correct as of 31 Dec 2025

## H CONCLUSION

The increase of piracy and armed robbery against ships incidents in Asia highlights the continuing challenges faced by the shipping industry and law enforcement agencies in preventing unauthorised boardings in the SOMS. However, the thwarting of several attempted incidents demonstrates the positive impact of heightened vigilance and timely responses by ships and authorities.

SOMS remained a key area of concern, recording the highest number of incidents since reporting began in 2007. While the increase underscores the continued concern of the area to the industry, the decline in incidents following the arrest of perpetrators illustrates the effectiveness of robust enforcement actions, enhanced patrols, and close cooperation among the littoral States.

As an Information Sharing Centre, the ReCAAP ISC will continue to disseminate timely and relevant information through reports, alerts, and analytical tools such as the ReCAAP Data Visualisation Map and Panel (Re-VAMP), to support informed risk assessments and preventive measures. The Centre will also maintain close engagement with the shipping industry to better understand operational challenges and respond to evolving security needs.

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.



# I APPENDICES

## Definitions & Methodology in Classifying Incidents

### Definitions

**Piracy**, in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS 82), is defined as:

1. "Piracy" means any of the following acts:
  - (a) any illegal act of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:
    - (i) on the **high seas**, against another ship, or against persons or property on board such ship;
    - (ii) against a ship, persons or property in a place outside the jurisdiction of any State;
  - (b) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;
  - (c) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

**Armed Robbery Against Ships**, in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025(26), is defined as:

2. "Armed robbery against ships" means any of the following acts:
  - (a) any illegal act of violence or detention, or any act of depredation, or threat thereof, other than an act of "piracy", committed for private ends and directed against a ship, or against persons or property on board such ship, **within a State's internal waters**, archipelagic waters and territorial sea;
  - (b) any act of inciting or of intentionally facilitating an act described above.

### Methodology in Classifying Incidents

To provide some perspective on incidents of piracy and armed robbery, the ReCAAP ISC, evaluates the significance level of each incident in terms on **two factors** – the violence and economy. The indicators for these two factors are as follows:

1. **Violence**. This factor refers to the intensity of violence in an incident. It is further grouped under the three indicators to determine the gravity of violence:
  - (a) Type of weapons. Perpetrators who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered more violent.

- (b) Treatment of crew. Incidents where perpetrators kill or kidnap crew are deemed to be more violent compared to petty thieves who flee upon being noticed. Other cases could include threatening crew members, assault, or serious injury.
  - (c) Number of perpetrators engaged in attack. As a rule, an incident where a larger number of perpetrators were involved would be considered more significant as having a large capacity (as well as probability) for use of force. A larger number of pirates/robbers may also indicate the involvement of gangs or organised syndicates rather than petty and opportunistic pirates who generally operate in small groups.
2. **Economy**. This factor takes into consideration the type of the property stolen from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo onboard or theft of the vessel.

Using these indicators, the ReCAAP ISC, classifies all incidents into one of the four categories to determine their overall significance.

Category	Description
<b>CAT 1</b>	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.
<b>CAT 2</b>	Majority of CAT 2 incidents involved 4-9 men who are likely to be armed with knives/machetes and in 1/4 of the incidents, armed with guns. The crew is likely to be threatened or held hostage temporarily to allow the perpetrators to steal the crew's cash and ship's property including engine spares. In a few cases, the crew suffered some form of injury or physical violence but less severe in nature compared to CAT 1 incidents.
<b>CAT 3</b>	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.
<b>CAT 4</b>	The perpetrators are not armed and the crew not injured. More than half of CAT 4 incidents involved 1-3 men who escaped empty-handed upon sighted by the crew.

This classification of incidents allows the ReCAAP ISC, to provide some perspective of the piracy and armed robbery situation in Asia and to facilitate the maritime community to carry out risk assessment.

## Description of Incidents – 2025

### Actual Incidents of Piracy and Armed Robbery Against Ships in Asia

CAT 2

CAT 3

CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<b>Anabela</b> Bulk carrier Liberia 92053 9587350	8/1/25 0400 hrs	1° 3.95' N, 103° 36.83' E  Approximately 6 nm west of Pulau Cula (Indonesia), in the eastbound lane of the Traffic Separation Scheme (TSS)  [Straits of Malacca & Singapore (SOMS)]	<p>While underway, the master reported to VTIS West that <b>four perpetrators with a gun</b> were sighted in the engine room. The master raised the alarm and mustered crew to conduct a search onboard. At about 0515 hrs, the master reported that search was completed, with no sighting of the perpetrators. <b>Nothing was stolen. All crew members were accounted for, and no injury to the crew was reported.</b> The ship was transiting eastbound for PEBGB.</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 authorities. PCG boarded the ship at the anchorage after arrival at Singapore, conducted a search, and no perpetrators were found onboard.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
2	<b>Trinity Island</b> Bulk carrier Hong Kong, China 43655 9971903	9/1/25 0544 hrs	1° 8.11' N, 103° 45.81' E  Approximately 6.4 nm northeast of Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, the master reported to Singapore VTIS that <b>six perpetrators with knives</b> were sighted in the engine room. The alarm was raised and all ship crew mustered at the bridge. At about 0649 hrs, the master reported that search was completed, with no sighting of the perpetrators. <b>Some engine spares were stolen. The crew was not injured.</b> The ship was bound for PEBGB.</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 authorities. PCG boarded the ship at the anchorage after arrival at Singapore, conducted a search, and no perpetrators were found onboard.</p> <p><b>[ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Japan)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
3	<b>Jolanda</b> Bulk carrier Liberia 93742 9724867	16/1/25 0237 hrs	1° 5.33' N, 103° 43.25' E  Approximately 2.96 nm north of Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, the master reported to Singapore VTIS West that the 2<sup>nd</sup> Engineer saw <b><u>two perpetrators with gun-like objects</u></b> in the engine room. The master raised the alarm and mustered crew to conduct a search onboard. At about 0305 hrs, the master reported that search was completed, with no sighting of the perpetrators. <b><u>Nothing was stolen. All crew members were accounted for, and there were no reported injuries.</u></b> The master informed no further assistance was required. The ship was transiting from Suez, Egypt and proceeded with its voyage to Qingdao, China.</p> <p>Safety broadcasts on anti-piracy watch were initiated to warn all ships to maintain a vigilant watch at all times in the Singapore Strait (SS). The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
4	<b>Golden Curl</b> Chemical tanker Singapore 11254 9348522	17/1/25 1736 hrs	3° 55.8' N, 98° 44.5' E  Belawan Anchorage Area No. 6, Indonesia	<p>While at anchor, a crew member spotted two perpetrators on port side main deck near accommodation area. The crew member immediately alerted the bridge of the incident and general alarm was sounded. The two perpetrators immediately jumped onto a boat waiting along the ship. Ropes with hook were used to board the ship. A search was conducted onboard. <b><u>The crew was not injured. Some unsecured items onboard were stolen.</u></b></p> <p>The incident was reported to Belawan VTS.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
5	<b>Golden Calvus</b> Bulk carrier Marshall Islands 94185 9743174	19/1/25 0505 hrs	1° 10.65' N, 103° 49.32' E  Approximately 3.7 nm west of Batu Berhanti (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b><u>six perpetrators with parangs</u></b> were sighted in the engine room. The master raised alarm and all crew mustered to conduct a search with no sighting of the perpetrators. <b><u>The Chief Engineer's hands were tied with rubber tubing and therefore experienced pain in the wrists. Some engine spares were stolen.</u></b></p> <p>The master reported the incident to Singapore VTIS. Safety broadcasts on anti-piracy watch were 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. The PCG boarded the ship at the anchorage upon her arrival at Singapore, conducted a search, but no perpetrators were found onboard. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
6	<b>Delfin</b> Bulk carrier Portugal 44425 9749867	22/1/25 0230 hrs	1° 3.9' N, 103° 36.7' E  Approximately 6.1 nm west of Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b><u>five to six perpetrators with gun-like objects and knives</u></b> were sighted in the engine room. The alarm was raised and a search was conducted. No perpetrator was found onboard. <b><u>All crew members were accounted for with no injuries. Some generator parts were found missing.</u></b></p> <p>The incident was reported to Singapore VTIS West. Safety broadcast was initiated. RSN and PCG were notified of the incident. PCG boarded the ship upon her arrival at the anchorage. No perpetrator was found. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
7	<b>Chinook</b> Bulk carrier Panama 51265 9476537	24/1/25 0254 hrs	1° 21.9' N, 116° 58.7' E  Balikpapan Anchorage, Indonesia	<p>While at anchor, the crew sighted a perpetrator climbing the anchor chain, with another six perpetrators in a small wooden boat that is fastened to the anchor chain. The crew conducted a search onboard, and found footprints in the vicinity of the bosun store. The padlocks of bosun store/rope store, carpenter room and hydraulic room were damaged. Additional security measures and patrol on deck were deployed. <b><u>The crew was not injured</u></b> and <b><u>nothing was stolen</u></b>.</p> <p>The incident was reported to Balikpapan VTS Indonesia. Patrol boat was deployed at the vicinity of the incident area.</p> <p><b>[ReCAAP Contact Point (Hong Kong)]</b></p>
8	<b>Shidai 9</b> Bulk carrier China 40913 9591703	26/1/25 0135 hrs	1° 3.2' N, 103° 39.7' 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 on the poop deck. The alarm was raised and all crew mustered to conduct a search. No perpetrator was found onboard. <b><u>All crew members were accounted for with no injuries. Nothing was stolen.</u></b></p> <p>The incident was reported to Singapore VTIS West. Safety broadcast was initiated. RSN and PCG were notified of the incident. PCG boarded the ship upon her arrival at the anchorage. A search was conducted and no perpetrator was found. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Contact Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
9	<b>Asian Enterprise</b> General cargo Saint Kitts and Nevis 25676 9074822	26/1/25 0215 hrs	1° 3.3' N, 103° 40.2' E  Approximately 2.7 nm west of Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b><u>two perpetrators with a gun-like object</u></b> were sighted on the poop deck. The general alarm was raised and all crew mustered to conduct a search. No perpetrator was found onboard. <b><u>All crew members were accounted for with no injuries. Some engine spares were stolen.</u></b></p> <p>The incident was reported to Singapore VTIS West. Safety broadcast was initiated. The RSN and PCG were notified of the incident. PCG boarded the ship upon her arrival at the anchorage. A search was conducted and no perpetrator was found. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
10	<b>Success</b> Tanker India 29335 9285718	27/1/25 2150 hrs	16° 54.55' N, 82° 25.27' E  OPL Kakinada, India	<p>While at anchor, the duty AB sighted one perpetrator near forecastle area. The duty AB immediately informed the bridge, and the duty officer sounded the navigation horn repeatedly. On hearing the horn, the perpetrator jumped overboard, where another perpetrator waited in a boat. By the time the crew reached the forecastle area, the two perpetrators escaped in two unlit boats. Extra security watches were placed. <b><u>The crew was not injured. Two loose mooring ropes were stolen.</u></b></p> <p>The incident was reported to Kakinada Port Control/ Pilot station, local agent and Coast Guard via email.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
11	<b>Bristol</b> Tanker Greece 80222 9941879	28/1/25 2355 hrs	1° 7.9' N, 103° 45.2' E  Approximately 1.4 nm west of Helen Mar Reef (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b><u>two perpetrators with knives</u></b> were sighted onboard in the vicinity of the starboard quarter. Upon raising the emergency alarm, the perpetrators escaped. A security search was conducted with no further sightings of the perpetrators. <b><u>The crew was not injured. Nothing was stolen.</u></b></p> <p>The incident was reported to Singapore VTIS Central. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and PCG were notified of the incident. The PCG boarded the ship upon her arrival at Singapore anchorage, conducted a search, and no perpetrators were found onboard. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
12	<b>Manali</b> Bulk carrier Panama 19829 9268916	29/1/25 0105 hrs	1° 4.6' N, 103° 42.2' E  Approximately 2.1 nm north of Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, a perpetrator was sighted in the engine room. The emergency alarm was raised and all crew mustered for safety at their designated citadel. A security search was conducted with no further sighting of perpetrators. <b><u>The crew was not injured. Some engine spares were stolen.</u></b></p> <p>The incident was reported to Singapore VTIS West. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. The PCG boarded the ship upon her arrival at Singapore anchorage, conducted a search, and no perpetrators were found onboard. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
13	<b>Haima</b> Petroleum product tanker Panama 59705 9397896	1/2/25 0600 hrs	1° 7.8' N, 103° 45' E  Approximately 1.4 nm west of Helen Mar Reef (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, an engine department crew member sighted five perpetrators coming out of the engine room. The engineer immediately reported to the chief engineer, who then informed the bridge. The alarm was raised and a search was conducted with no perpetrators found. A surveillance camera recording in the engine room also revealed the perpetrators coming out of the engine room. <b><u>The crew was not injured. Nothing was stolen.</u></b></p> <p>The incident was reported to the Maritime and Port Authority of Singapore (MPA). The shipping company also reported the incident to the Maritime Bureau of the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) of Japan.</p> <p><b>[ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Japan)]</b></p>
14	<b>Belaja</b> Bulk carrier Norway 35048 9873280	3/2/25 0395 hrs	1° 5' N, 103° 43.15' E  Approximately 2.64 nm north of Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b><u>four perpetrators with knives and gun-like object</u></b> were sighted in the engine room. The alarm was raised and all crew mustered to conduct a search with no further sighting of perpetrators. <b><u>The crew was not injured. Some engine spares were stolen.</u></b></p> <p>The incident was reported to Singapore VTIS West. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
15	<b>Zevirous</b> Tanker Malaysia 1934 9132856	3/2/25 0415 hrs	1° 6.35' N, 103° 44.46' E  Approximately 2.3 nm northeast of Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b><u>six perpetrators with knives</u></b> were sighted in the engine room. The alarm was raised and all crew mustered to conduct a search with no further sighting of perpetrators. <b><u>The crew was not injured. Some engine spares were stolen.</u></b></p> <p>The incident was reported to Singapore VTIS Central. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
16	<b>Sea Amber</b> Tanker Greece 81499 9772931	12/2/25 0250 hrs	1° 6.4' N, 103° 44.08' E  Approximately 4.3 nm northeast of Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b><u>four perpetrators with knives</u></b> were sighted in the engine room. The alarm was raised and all crew mustered to conduct a search with no further sighting of perpetrators. <b><u>All crew members were accounted for, and there were no reported injuries. Some engine spare parts were stolen.</u></b> No further assistance was required. The tanker had departed Malaysia and was bound for Indonesia.</p> <p>The incident was reported to Singapore VTIS West. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
17	<b>Cancun</b> Bulk carrier Liberia 107129 9587269	14/2/25 0255 hrs	1° 4.35' N, 103° 41.12' E  Approximately 2.5 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b><u>four perpetrators, of whom one carried gun and three carried knives</u></b>, were sighted in the engine room. The alarm was raised and all crew mustered to conduct a search with no further sighting of perpetrators. <b><u>The crew was not injured and nothing was stolen.</u></b> The bulk carrier was bound for PEBGB.</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. Singapore PCG boarded the ship, conducted a search, and no perpetrators were found onboard. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
18	<b>Pelicana</b> General cargo ship Norway 39258 9401790	16/2/25 0200 hrs	1° 3.72' N, 103° 41.23' E  Approximately 2 nm northwest of Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b><u>four perpetrators armed with long knives</u></b> were sighted boarding from the portside quarter and heading to the engine room. The master raised the alarm and all crew mustered to conduct a search. <b><u>The crew was not injured. Some electrical and engine room items were stolen.</u></b></p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
19	<b><i>Atrotos Heracles</i></b> Bulk carrier Panama 43007 968879	16/2/25 0445 hrs	1° 5.76' N, 103° 43.94' E  Approximately 3.5 nm northeast of Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, three perpetrators were sighted at the aft station. Upon raising the emergency alarm, the three perpetrators escaped from the ship. A security search was conducted onboard. <b><u>The crew was not injured. Nothing was stolen.</u></b></p> <p>The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Singapore PCG boarded the ship upon her arrival at Singapore bunkering anchorage. A search was conducted and no perpetrator was found. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
20	<b><i>Cycladic Spire</i></b> Bulk carrier Portugal 20254 9609330	22/2/25 0310 hrs	1° 2.75' N, 103° 39.23' E  Approximately 3.5 nm west of Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b><u>three perpetrators armed with knives and gun-like object</u></b> were sighted in the engine room. The emergency alarm was raised and crew mustered. A security search was conducted and no perpetrators were found. <b><u>The crew was not injured. Some engine spares were stolen.</u></b></p> <p>The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Singapore PCG boarded the ship upon her arrival in Singapore. A search was conducted and no perpetrator was found. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
21	<b><i>Ocean Diligence</i></b> Bulk carrier Marshall Islands 35716 9967134	22/2/25 0520 hrs	1° 6.4' N, 103° 44.48' E  Approximately 4.4 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, five perpetrators were sighted on the aft poop deck. The emergency alarm was raised and crew mustered. Upon realising the crew had been alerted, the perpetrators escaped immediately. <b><u>The crew was not injured. Nothing was stolen.</u></b></p> <p>The incident was reported to Singapore VTIS West. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Singapore PCG boarded the ship at anchorage. A search was conducted and no perpetrator was found. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
22	<b><i>Ifestos</i></b> Bulk carrier Bahamas 50617 9574133	28/2/25 0030 hrs	1° 6.62' N, 103° 44' E  Approximately 0.9 nm off Takong Kecil Lighthouse (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b><u>six perpetrators armed with hammers</u></b> were sighted in engine room workshop. The alarm was raised and crew mustered at the bridge. A search onboard was conducted with no further sighting of the perpetrators. <b><u>The crew was not injured. Nothing was stolen.</u></b></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. Singapore PCG boarded the ship upon her arrival, conducted a search, and no perpetrators were found onboard. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
23	<b><i>DSM Rose</i></b> Bulk carrier Barbados 21385 9303601	28/2/25 0122 hrs	1° 5.27' N, 103° 43.27' E  Approximately 0.6 nm off Takong Kecil Lighthouse (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, five perpetrators were sighted in the steering gear room, <b><u>one of whom was armed with a gun-like object.</u></b> The alarm was raised and all crew mustered at the bridge. A search was conducted onboard with no further sighting of the perpetrators. <b><u>The crew was not injured. Nothing was stolen.</u></b></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 Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
24	<b>Basset</b> Petroleum/chemical tanker Singapore 29447 9858060	28/2/25 0700 hrs	1° 8' N, 103° 45.46' E  Approximately 3.2 nm off Takong Kecil Lighthouse (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, the crew spotted several perpetrators in the engine room. <b><u>One of the perpetrators was reportedly armed with a gun-like object.</u></b> A search was conducted by the crew and no perpetrators were found onboard. <b><u>A crew member was injured.</u></b> <b><u>Some engine spare parts were stolen.</u></b></p> <p>The master requested assistance from MPA, Singapore PCG and Singapore Civil Defence Force (SCDF) were also activated to render assistance. The injured crew member was evacuated to the hospital. Singapore PCG boarded and combed the ship, and all crew were accounted for.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
25	<b>Ailama</b> Tanker Gambia 57171 9232888	3/3/25 0500 hrs	1° 4.65' N, 103° 42.43' E  Approximately 2.3 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b><u>four to five perpetrators armed with gun-like object</u></b> were sighted in the engine room. The master raised the general alarm, crew mustered, and a search was conducted onboard with no further sighting of perpetrators. <b><u>The crew was not injured. Some engine spares were stolen.</u></b></p> <p>The incident was reported to Singapore VTIS West. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Singapore PCG boarded the ship at anchorage and conducted a search, with no perpetrators found. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
26	<b>HK Tug 9 &amp; LKH 7887</b> Tug boat & barge Singapore 299 9767120	7/3/25 2008 hrs	1° 17.53' N, 104° 20.55' E  Approximately 6.1 nm off Tanjung Pergam (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While the tug boat towing barge was underway, three perpetrators boarded the barge from a sampan and <b><u>stole some scrap metals from the barge.</u></b></p> <p>At the time of the incident, <i>HK Tug 9</i> and <i>LKH 7887</i> were escorted by another Singapore-registered tug boat, <i>HK Tug 3</i>. The Singapore VTIS confirmed with <i>HK Tug 3</i> that the incident had occurred.</p> <p>The master confirmed that all three perpetrators had disembarked from the barge. <b><u>The crew was not injured</u></b> and there was no damage to the vessel.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
27	<b>Mito</b> General cargo ship Panama 9807 9587788	8/3/25 0145 hrs	6° 5.8' S, 106° 53.1' E  Port of Jakarta, Indonesia	While at berth, six perpetrators in a boat boarded the ship and damaged the entrance door to the wheelhouse and the anti-piracy grating. <b><u>Generator spare parts were stolen.</u></b> <b><u>The crew was not injured.</u></b>  [ReCAAP Focal Point (Japan)]
28	<b>Prisma</b> Tanker Panama 85431 9299671	11/3/25 0240 hrs	1° 5.6' N, 103° 43.3' E  Approximately 3.2 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	While underway, <b><u>six to seven perpetrators armed with gun-like object</u></b> were sighted in the engine room. Upon sighting of the perpetrators, the emergency general alarm was raised and crew mustered for safety. A search was conducted onboard with no further sighting of perpetrators. <b><u>Nothing was stolen and the crew was not injured.</u></b>  The incident was reported to Singapore VTIS Central. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. 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)]
29	<b>TS Nansha</b> Container ship Marshall Islands 27208 9914149	13/3/25 1930 hrs	1° 6.6' N, 103° 44.9' E  Approximately 4.7 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	While underway, <b><u>four perpetrators armed with guns and knives</u></b> boarded the ship and entered the engine room. <b><u>They tied up two duty oilers and locked them in the CO2 room,</u></b> before they <b><u>escaped with stolen engine spares.</u></b> The 2 <sup>nd</sup> Engineer later discovered the duty oilers and freed them. The alarm was raised, crew mustered and a search onboard was conducted.  [ReCAAP Contact Point (Hong Kong)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
30	<b>Danum 70 and Linau 135</b> Tug boat & barge Malaysia 270 9429780	16/3/25 0001 hrs	1° 17.55' N, 104° 9.43' E  Approximately 3 nm off Tanjung Setapa (Malaysia), in the westbound lane of the TSS  (SOMS)	<p>While underway and approaching Pilot Eastern Boarding Ground "A" (PEBGA) pilot station, the master of the tug boat discovered items missing from the vessels. The doors of the containers on the barge were pried open and seals were cut. <b><u>Missing items included anchor windlass battery, gangway ladder from barge and various items from containers on the barge. All crew were accounted for with no injuries reported.</u></b> The master immediately reported the incident to his local agent.</p> <p>Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Malaysian authorities. Singapore PCG boarded the ship at anchorage and conducted a search, with no perpetrators found.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
31	<b>Bonspeed 10 &amp; POE 2502</b> Tug boat & barge Malaysia 153 8979221	16/3/25 0856 hrs	1° 29.3' N, 104° 30.4' E  At the approaches to Singapore Strait  [South China Sea (SCS)]	<p>While underway, two sampans were spotted alongside the barge. The master raised the general alarm and conducted a search. No perpetrators were found onboard. <b><u>The crew was not injured. Some scrap metal was stolen.</u></b></p> <p>The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Malaysian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
32	<b>Bonspeed 10 &amp; POE 2502</b> Tug boat & barge Malaysia 153 8979221	17/3/25 0532 hrs	1° 12.28' N, 103° 34.03' E  Approximately 5 nm off Tanjung Piai (Malaysia), in the precautionary area of the TSS  (SOMS)	<p>While underway, three perpetrators from a sampan were spotted boarding the barge. The master raised the general alarm, after which the perpetrators left the barge. A search was conducted and <b><u>some scrap metal was stolen. The crew was not injured.</u></b></p> <p>The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Malaysian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
33	<b>CNC Leopard</b> Container ship Singapore 31999 9945356	19/3/25 0330 hrs	1° 5.08' N, 103° 43.33' E  Approximately 0.8 nm off Takong Kecil Lighthouse (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, the ship's anti-piracy watchman noticed <b><u>two perpetrators armed with long knives</u></b> on the rescue boat deck at starboard side. A perpetrator was trying to break the security grating lock of the external stairway, and the other perpetrator was climbing up by the water down spout. The watchman immediately notified the master, who raised the general alarm, instructed the crew to switch on all deck lights and inform the engine room. The two perpetrators escaped to the port side of the ship, and were later spotted escaping in a small wooden boat, with a total of about five perpetrators onboard.</p> <p>The crew conducted a check and found that the padlocks of the deck store, starboard side external stairway grating, steering gear room skylight access cover and paint locker were broken. There were also traces of the perpetrators' attempt to enter the upper deck and poop deck entrance doors. <b><u>Some work tools and equipment including an electric impact wrench, hand drill, jig saw and ratchet wrench were stolen. The crew was not injured.</u></b></p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
34	<b><i>Xin Long Yun 58</i></b> Container ship Panama 14181 9896971	22/3/25 0100 hrs	22° 45.77' N, 70° 2.51' E  Kandla anchorage, India	<p>While at anchor, six to seven perpetrators boarded the ship using a ladder. <b><u>A few lashing gears were stolen. The crew was not injured.</u></b></p> <p>The local agent reported the incident to the Marine Police who subsequently boarded the ship. The Kandla Port Authority and ships in the area have been advised to enhance vigil and to adhere to the standard norms of security/SOPs especially during the night/dark hours to mitigate such incidents from occurring. The Indian Coast Guard ships were also alerted about the incident.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>
35	<b><i>Fatema Jahan 1</i></b> Bulk carrier Bangladesh 38212 9749738	23/4/25 0138 hrs	1° 8.43' N, 103° 46.37' E  Approximately 1 nm from Helen Mar Reef (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, the master reported to VTIS that <b><u>two perpetrators carrying gun-like objects</u></b> were sighted in the engine room of the ship. The emergency general alarm was raised and the ship crew conducted a search for the perpetrators, with no perpetrators found onboard. <b><u>Nothing was stolen and the crew was not injured.</u></b></p> <p>Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. The Singapore PCG boarded the ship at anchorage and confirmed that no perpetrators were found and nothing was stolen. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
36	<b>Jin Hwa 43 &amp; Jin Hwa 44</b> Tug boat & barge Malaysia 148 9689768	23/3/25 1210 hrs	1° 24.9' N, 104° 31.16' E  At the approaches to Singapore Strait  (SCS)	<p>While underway, the master reported to Singapore Port Operations Control Centre (POCC) that three perpetrators had boarded the barge from a small boat. After about 20 min, the perpetrators were seen leaving the barge. The crew was <b>unable to determine any loss of property</b> and <b>the crew was not injured</b>.</p> <p>Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the Singapore Strait (SS). The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard (PCG) were notified of the incident. Information of the incident was shared with the Indonesian authority.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
37	<b>Selatan Damai</b> Container ship Indonesia 6245 9353931	28/3/25 0630 hrs	1° 9.45' N, 103° 47.18' E  Approximately 1.55 nm off Karang Banteng, in the eastbound lane of the TSS  (SOMS)	<p>While underway, four perpetrators were sighted going to the engine room from portside main deck. The master raised the alarm and crew mustered to conduct a search. The perpetrators escaped from the ship upon raising of the alarm. <b>Some engine spares were stolen</b>. The <b>crew was not injured</b>.</p> <p>The incident was reported to Singapore Port Operations Control Centre (POCC) by master via email upon arrival to terminal. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities. The Singapore PCG boarded the ship for investigation and conducted a search onboard, with no perpetrators found.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
38	<b><i>Agneta Pallas III</i></b> Tanker Liberia 161589 9602928	29/3/25 008 hrs	1° 7.3' N, 103° 44.92 ' E  Approximately 1.55 nm off Helen Mar Reef, in the eastbound lane of the TSS  (SOMS)	<p>While underway, five perpetrators were sighted at the starboard quarter of the ship stern area. The master raised the general alarm and conducted a search. No perpetrators were found onboard. <b><u>The crew was not injured. Nothing was stolen.</u></b></p> <p>The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
39	<b><i>Wan Hai 327</i></b> Container ship Singapore 30531 9871490	29/3/25 0515 hrs	1° 6.02' N, 103° 44.1' E  Approximately 1 nm off Pulau Takong Kecil, in the eastbound lane of the TSS  (SOMS)	<p>While underway, four perpetrators were sighted at the vessel stern area and a small boat was spotted on the starboard quarter of the ship. The master immediately raised the general alarm was raised and ordered a thorough search on board, with no further sighting of the perpetrators. <b><u>Nothing was stolen and the crew was not injured.</u></b></p> <p>The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
40	<b>Andreas Petrakis</b> Bulk carrier Malta 41254 9664952	30/3/25 0125 hrs	1° 4.53' N, 103° 42.48' E  Approximately 2.1 nm from Pulau Cula, in the eastbound lane of the TSS  (SOMS)	<p>While underway, the duty engineer sighted <b><u>one perpetrator armed with a gun-like object</u></b> in the engine room. The master raised the general alarm and a search was conducted, with no further sighting of the perpetrators. <b><u>The crew was not injured. Nothing was stolen.</u></b></p> <p>The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. The Singapore PCG boarded the ship at anchorage to conduct a search with no perpetrators found. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
41	<b>Junior</b> Bulk carrier Liberia 51208 954812	30/3/25 0145 hrs	1° 9.48' N, 103° 47.06' E  Approximately 2.3 nm off Helen Mar Reef, in the eastbound lane of the TSS  (SOMS)	<p>While underway, one perpetrator was sighted at the starboard quarter of the ship. The master raised the general alarm and a search was conducted. The perpetrator then jumped overboard. <b><u>The crew was not injured. Nothing was stolen.</u></b></p> <p>The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
42	<b>Kota Halus</b> Container ship Singapore 13491 923812	30/3/25 0255 hrs	1° 5.38' N, 103° 43.53' E  Near Takong Kechil Lighthouse, in the eastbound lane of the TSS  (SOMS)	<p>While underway, three perpetrators were sighted on the port poop deck moving towards the aft station. Upon being spotted, the perpetrators jumped overboard and escaped in a small boat. The master raised the general alarm and a search was conducted. During the search, it was discovered that the air-conditioning room was accessed and a <b><u>portable welding machine was missing. The crew was not injured.</u></b></p> <p>The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch. The Singapore PCG boarded the ship to conduct a search with no perpetrators found.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
43	<b>SITC Yuncheng</b> Container Ship Hong Kong, China 26771 9926104	03/4/25 0340 hrs	1° 9.93' N 103° 48.72' E  Approximately 4.4 nm off Batu Berhanti Racon B (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, the Singapore PCG informed Singapore POCC that a sampan was following the ship. Singapore VTIS alerted the ship immediately.</p> <p>The master subsequently confirmed that <b><u>three perpetrators with knives</u></b> boarded the ship via starboard side quarter on the main deck. The alarm was raised and crew mustered to conduct a security search to locate the perpetrators. The perpetrators <b><u>stole some lashing gears</u></b>, and jumped overboard and escaped. <b><u>All crew members were accounted for, with no injury reported.</u></b></p> <p>Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG was notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
44	<b>Blueray</b> General Cargo Ship Liberia 33044 9505871	04/4/25 0300 hrs	21° 30' N 91° 30' E  Chittagong Anchorage B area, Bangladesh	<p>While at anchor, five perpetrators boarded the ship from a wooden boat, and <b><u>stole about 30 paint cans. The crew was not injured.</u></b></p> <p>The master reported the incident to Bangladesh Coast Guard (BCG). The BCG anti-smuggle team carried out combing operations on 6 April 25, apprehended the five perpetrators, recovered the stolen paint cans and returned them to the ship. The perpetrators were handed over to the local police for legal action.</p> <p><b>[ReCAAP Focal Point (Bangladesh)]</b></p>
45	<b>Silver Star</b> Bulk Carrier Vietnam 31279 9303053	06/4/25 2350 hrs	1° 4.76' N 103° 42.9' E  Approximately 2.3 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, the duty engineer sighted five perpetrators in the engine room. The master immediately raised the alarm and crew mustered for safety. Upon all crew accounted for, the crew conducted a search onboard with no further sighting of perpetrators. <b><u>Nothing was stolen and the crew was not injured.</u></b></p> <p>The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Singapore PCG boarded the ship upon her arrival in port of Singapore and conducted a search with no perpetrators found. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
46	<b>Hafnia Hong Kong</b> Oil / Chemical / Gas Tanker Malta 43693 9830288	07/4/25 0345 hrs	1° 8.99' N 103° 28.4' E  Approximately 4 nm off Pulau Karimun Kecil (Indonesia), in the precautionary area of the TSS  (SOMS)	<p>While underway, three perpetrators were sighted at the poop deck. The master immediately raised the alarm and the perpetrators escaped from the ship. The crew mustered for safety and subsequently conducted a search onboard with no further sighting of perpetrators. <b><u>One air compressor and four padlocks were stolen. The crew was not injured.</u></b></p> <p>The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Singapore PCG boarded the ship upon her arrival in port of Singapore and conducted a search with no perpetrator found. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
47	<b>MSC Tara III</b> Container Ship Liberia 27227 9259381	20/4/25 0500 hrs	1° 3.2' N 103° 37.13' E  Approximately 4.4 nm off Batu Berhanti Racon B (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, three perpetrators were sighted at the upper deck. A crew member ran away after seeing <b><u>a perpetrator carrying a gun-like object.</u></b> The master raised the general alarm immediately, mustered the crew for safety and conducted a search onboard. <b><u>All crew members were accounted for with no injuries reported. Nothing was stolen.</u></b></p> <p>The incident was reported to Singapore VTIS via VHF. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Singapore PCG boarded the ship upon her arrival in Singapore. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
48	<b>Aquaris</b> Tanker Panama 57567 9251822	21/4/25 0134 hrs	1° 4.93' N 103° 42.34' E  Approximately 2.5 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	While underway, <b>three perpetrators armed with knives</b> were sighted in the Engine Control Room. The master raised the general alarm immediately, mustered the crew for safety and conducted a search onboard. <b>All crew were accounted for with no injuries reported. Nothing was stolen.</b> The ship was bound for Tompok, Malaysia.  The incident was reported to Singapore VTIS via VHF. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian and Malaysian authorities.  <b>[ReCAAP Focal Point (Singapore)]</b>
49	<b>Jin Hwa 49 &amp; Jin Hwa 39</b> Tug boat & Barge Malaysia 143 9373981	21/4/25 0200 hrs	1° 9.96' N 103° 49.3' E  Approximately 10.1 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	When the tug boat was towing barge from Port Klang, Malaysia to Kuching, Malaysia, the crew discovered that <b>properties from the barge were missing</b> during a routine inspection.  The Singapore PCG was notified of the incident on 29 Apr 2025.  <b>[ReCAAP Focal Point (Singapore)]</b>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
50	<b>Panagia Force</b> Bulk Carrier Marshall Islands 43408 9389227	22/4/25 2300 hrs	1° 5.4' N 103° 34.42' E  Approximately 8.8 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b><u>four perpetrators armed with knives</u></b> were sighted in the engine room. The emergency general alarm was raised, and the crew conducted a search onboard, with no further sighting of perpetrators. <b><u>Three crew members were found tied up in the engine room</u></b>, but they were not injured. The ship was arriving from Brazil and bound for Singapore Anchorage.</p> <p>The incident was reported to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p>The Singapore PCG boarded the ship at anchorage and confirmed that no perpetrators were found onboard. <b><u>Engine spare parts and personal belongings were confirmed stolen.</u></b></p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
51	<b>ASL Trinity</b> Bulk Carrier Liberia 23703 9780952	25/4/25 0300 hrs	1° 2.3' N 103° 39.1' E  Approximately 3.5 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, unknown number of perpetrators boarded the ship without been noticed by the crew. After security search, it is found that the steering gear room booby hatch security nut was broken and condition door in opening condition. Bare footprints of the perpetrators were also found on poop deck. <b><u>Some generator spare parts were reported stolen. The crew was not injured.</u></b></p> <p>The incident was reported to Singapore VTIS via email after anchored.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
52	<b>SMA</b> Chemical Tanker Cook Islands 5991 9273002	02/5/25 0300 hrs	1° 3.28' N 103° 37.95' E  Approximately 4.8 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, four perpetrators holding unknown objects were sighted on deck and in the engine room. The emergency general alarm was raised, and the crew conducted a search with no perpetrators found onboard. The master confirmed there was no confrontation with the perpetrators but the 3rd Engineer and one AB suffered minor hand injuries in the darkness. <b><u>Engine spare parts were reported stolen.</u></b></p> <p>The incident was reported to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
53	<b>Culture</b> Tanker Marshall Islands 28799 9333254	02/5/25 0630 hrs	1° 3.78' N 103° 36.85' E  Approximately 6 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, five perpetrators were sighted on deck. The master immediately raised the general alarm, and the crew mustered for safety. Upon realising the crew was alerted, the perpetrators escaped immediately. <b><u>The crew was not injured and nothing was stolen.</u></b></p> <p>The incident was reported to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
54	<b>ALS Juno</b> Container ship Portugal 73360 9948645	04/5/25 0333 hrs	5° 58.79' S 106° 54.95' E  Jakarta Anchorage, Indonesia	<p>At that time, no crew were at the aft mooring station. The perpetrators were later identified on the vessel's CCTV system.</p> <p><b>[ReCAAP Focal Point (Denmark)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
55	<b>SW Legend</b> Bulk Carrier Panama 35700 9984170	05/5/25 0330 hrs	1° 7' N 103° 45' E  Approximately 6 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, two perpetrators were sighted at the port quarter of the stern deck. The master immediately raised the general alarm, switched on the deck lights and the crew mustered for safety. Upon realising the crew was alerted, the perpetrators escaped immediately. A security search was conducted with no perpetrators found onboard. <b><u>The crew was not injured</u></b> and <b><u>nothing was stolen.</u></b></p> <p>The incident was reported to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
56	<b>Hui Shun No. 1</b> Bulk Carrier Hong Kong, China 17025 9515670	07/5/25 0245 hrs	1° 3.58' N 103° 40.8' E  Approximately 2.2 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b><u>two perpetrators armed with knives</u></b> were sighted at the aft deck of the ship. The master immediately raised the general alarm and crew mustered for safety. A search was conducted, with no perpetrators found onboard. <b><u>All crew were accounted for with no injuries reported.</u></b> <b><u>Nothing was stolen.</u></b> The ship was enroute from Port Klang, Malaysia to China.</p> <p>The incident was reported to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
57	<b>Elm Galaxy</b> Chemical Tanker Panama 12105 9331256	07/5/25 0320 hrs	1° 5.32' N 103° 35.3' E  Approximately 7.9 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, one perpetrator was sighted at the aft deck of the ship. The master immediately raised the general alarm and crew mustered for safety. A search was conducted, with no perpetrators found onboard. <b><u>All crew were accounted for with no injuries reported. Nothing was stolen.</u></b> The ship was enroute from Singapore Port to Thailand.</p> <p>The incident was reported to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
58	<b>Virgo</b> Bulk Carrier Marshall Islands 34815 9650925	07/5/25 0403 hrs	1° 8.13' N 103° 29.32' E  Approximately 8.9 nm off Pulau Iyu Kechil, (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, five perpetrators were sighted in the engine room, of which <b><u>two of them carried gun-like objects.</u></b> The master immediately raised the general alarm and crew mustered for safety. A search was conducted, with no perpetrators found onboard. <b><u>All crew were accounted for with no injuries reported.</u></b> The ship was enroute from India to Singapore port.</p> <p>The incident was reported to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority. Upon arrival at Singapore port, Singapore PCG boarded the ship and conducted a security search, with no perpetrators found onboard and <b><u>some engine spares were reported missing.</u></b></p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
59	<b>Jin Hwa 45 &amp; Jin Hwa 37</b> Tugboat Malaysia 142 9648958	08/5/25 0730 hrs	1° 7.35' N 103° 30.43' E  Approximately 7.6 nm off Pulau Karimun Besar (Indonesia), in the eastbound lane of the TSS  (SOMS)	While the tug boat towing barge was underway, three perpetrators boarded the barge, <b><u>stole items such as manhole covers, rope, turnbuckles and solar lights</u></b> , and escaped.  <b>[IMO &amp; Shipping company]</b>
60	<b>Dioni</b> Bulk Carrier Portugal 32287 9425930	14/5/25 0227 hrs	1° 7.2' N 103° 45.3' E  Approximately 5.4 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	While underway, three perpetrators were sighted at the poop deck of the ship. The master immediately raised the general alarm and crew mustered for safety. The perpetrators then escaped. A search was conducted, with no perpetrators found onboard. <b><u>All crew were accounted for with no injuries reported. Some engine spares were stolen.</u></b>  The incident was reported to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. PCG boarded the ship and conducted a security search with no perpetrators found while some auxiliary engine spares were stolen. Information.  <b>[ReCAAP Focal Point (Singapore)]</b>
61	<b>Thalassini Avra</b> Bulk Carrier Malta 92541 9500704	17/5/25 0143 hrs	1° 7' N 103° 44.48' E  Approximately 4.9 nm off Pulau Cula, (Indonesia), in the eastbound lane of the TSS  (SOMS)	While underway, <b><u>five perpetrators armed with knives</u></b> were sighted at the poop deck. The master immediately raised the general alarm and crew mustered for safety. The perpetrators then escaped. A search was conducted, with no perpetrators found onboard. <b><u>The crew was not injured and nothing was stolen.</u></b>  The incident was reported to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Upon arrival at Singapore port, Singapore PCG boarded the ship and conducted a security search, with no perpetrators found onboard. Information of the incident was shared with the Indonesian authority.  <b>[ReCAAP Focal Point (Singapore)]</b>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
62	<b>Plata South</b> Tanker Marshall Islands 162706 9353797	20/5/25 0143 hrs	1° 3.4' N 103° 38.38' E  Approximately 4.4 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, the 2<sup>nd</sup> Engineer sighted five perpetrators in the engine room. <b><u>Three perpetrators were armed with knives, and one perpetrator was armed with a gun-like object.</u></b> The 2<sup>nd</sup> Engineer alerted the master, and the general alarm was immediately raised. The crew mustered for safety and conducted a search, with no perpetrators found onboard. <b><u>Three lube oil drums and some engine spares parts were stolen. The crew was not injured.</u></b> No further assistance was required, and the ship resumed its voyage to China.</p> <p>The incident was reported to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
63	<b>Alpha Peace</b> Bulk Carrier Liberia 93216 9455961	22/5/25 0220 hrs	1° 3.58' N 103° 39.38' E  Approximately 3.5 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b><u>four perpetrators armed with knives</u></b> were sighted at starboard quarter deck. The perpetrators immediately jumped into the water upon seeing the alerted crew. The master raised the general alarm and crew mustered for safety. A search was conducted, with no further sighting of the perpetrators onboard. <b><u>All crew were accounted for, with no injury reported. Nothing was stolen.</u></b> The ship resumed its voyage to Vietnam.</p> <p>The incident was reported to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
64	<b>Peace</b> Bulk Carrier Cyprus 91971 9568067	22/5/25 0330 hrs	1° 3.43' N 103° 38' E  Approximately 4.8 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, the crew sighted <b><u>one perpetrator armed with gun-like object</u></b> at the starboard quarter deck. The perpetrator immediately jumped into the water upon seeing the alerted crew. In addition, the oiler sighted another four perpetrators (not armed) in the engine room. The master raised the general alarm and mustered the crew for safety. A search was conducted, with no further sighting of the perpetrators onboard. <b><u>All crew members were accounted for, with no injury reported. Nothing was stolen.</u></b> No further assistance was required, and the ship resumed its voyage to Singapore.</p> <p>The incident was reported to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority. Upon arrival in Singapore anchorage, Singapore PCG boarded the ship and conducted a search, with no perpetrators found onboard.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
65	<b>Aeolian Grace</b> Bulk Carrier Marshall Islands 39735 9298258	23/5/25 0110 hrs	1° 3.53' N 103° 41.31' E  Approximately 1.8 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b><u>five perpetrators armed with long pipes</u></b> were sighted in the engine room. The master raised the general alarm and mustered the crew for safety. A search was conducted, with no further sighting of the perpetrators onboard. <b><u>All crew members were accounted for, with no injury reported. Some engine spares were stolen.</u></b></p> <p>The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. The Singapore PCG boarded the ship to conduct a search with no perpetrators found. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
66	<b>Petrel Pacific</b> Tanker Singapore 29403 9876397	23/5/25 0156 hrs	1° 6.9' N 103° 44.76' E  Approximately 1.8 nm off Helen Mar Racon (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, the 2<sup>nd</sup> Engineer sighted four perpetrators in the engine room, <b><u>one of whom was armed with a knife</u></b>. The 2<sup>nd</sup> Engineer immediately informed the master and raised the general alarm. The crew mustered for safety and conducted a search, with no perpetrators found onboard. <b><u>Some engine spares were stolen. The crew was not injured.</u></b></p> <p>The incident was reported to Singapore Port Operations Control Centre (POCC) and PCG. The Singapore PCG boarded the ship upon arrival in Singapore waters to conduct a search, with no perpetrators found.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
67	<b>Ligari</b> Bulk Carrier Malta 39013 9279513	25/5/25 0232 hrs	1° 7.96' N 103° 45.99' E  Approximately 0.6 nm off Helen Mar Racon (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, three unarmed perpetrators were sighted at the poop deck. The master immediately raised the general alarm and crew mustered for safety. Upon being spotted, the perpetrators escaped from the ship. A search was conducted with no perpetrators found onboard. <b><u>All crew members were accounted for, with no injury reported. Nothing was stolen.</u></b></p> <p>The incident was reported to Singapore VTIS Central. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
68	<b>Strandja</b> Bulk Carrier Malta 19865 9564140	27/5/25 0232 hrs	1° 3.5' N 103° 41.7' E  Approximately 1.5 nm off Pulau Cula (Indonesia), in the eastbound lane of the Traffic Separation Scheme (TSS)  (SOMS)	<p>While underway, four perpetrators were sighted at the engine room. <b>Three of the perpetrators were armed with knives and one was armed with a pistol.</b> The master immediately raised the general alarm and crew mustered for safety. A search was conducted with no perpetrators found onboard. All crew are safe and accounted for, except for <b>one crew member who suffered a minor head injury</b> and did not require medical assistance. <b>Nothing was stolen.</b> The ship was enroute from Russia to Singapore.</p> <p>The incident was reported to Singapore Vessel Traffic Information System (VTIS) West. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the Singapore Strait (SS). The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard (PCG) were notified of the incident. Information of the incident was shared with the Indonesian authority. Upon arrival in Singapore port, Singapore PCG boarded the ship and conducted a search, with no perpetrators found onboard.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
69	<b>Silver Lake</b> Bulk Carrier Hong Kong, China 20987 9377963	27/5/25 2015 hrs	10° 12.72' N 107° 0.36' E  Phu My I18 Anchorage, Vietnam	<p>While at anchor, the duty deck watch heard a loud noise from the ship's port side and saw a perpetrator. After being shouted at by the duty deck watch, the perpetrator jumped overboard and escaped. The ship enhanced her security watches and measures. The crew was not injured. 300 liters of paint were stolen.</p> <p>The incident was reported to Vietnam Coast Guard through the ship's agent.</p> <p><b>[ReCAAP Contact Point (Hong Kong)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
70	<b>Mount Aso</b> Bulk Carrier Hong Kong, China 23882 9763631	28/5/25 0157 hrs	22° 15.3' N 91° 43' E  Chittagong Inner Anchorage B, Bangladesh	<p>While at anchor, <b><u>five perpetrators armed with long knives</u></b> boarded the ship from astern and another two perpetrators waited in a small wooden boat (unlit). The perpetrators broke the padlock of the oxygen cylinder room and <b><u>stole six oxygen cylinders. The duty crew was threatened by the perpetrator with metal.</u></b> No injury was reported. The ship enhanced the security watch and hardened all deck mast house with additional welding.</p> <p>The master reported the incident to the local authority through the agents.</p> <p><b>[ReCAAP Contact Point (Hong Kong)]</b></p>
71	<b>KMTC Singapore</b> Container ship Republic of Korea 16659 9217412	28/5/25 0330 hrs	10° 13.1' N 107° 0.7' E  Ho Chi Minh I-19 Anchorage, Vietnam	<p>While at anchor, two perpetrators were sighted near the forecastle. Noted that they had been discovered, the perpetrators escaped quickly by climbing down via a rope. <b><u>The crew was not injured. Some unsecured items (fire nozzles, fire hydrant caps, fire hoses and deck air-valve caps) were stolen.</u></b></p> <p><b>[ReCAAP Focal Point (Republic of Korea)]</b></p>
72	<b>Jin Hwa 47 &amp; Jin Hwa 48</b> Tugboat and barge Malaysia 236 9026095	30/5/25 0630 hrs	1° 15.7" N 104° 14.3' E  Approximately 6.4 nm off Tanjung Tondong (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, the master of the tug boat reported to Singapore Port Operations Control Centre (POCC) via VHF Ch 16 that one perpetrator had boarded the barge it was towing from a small boat. The master requested assistance from Singapore PCG to assist with the search of their barge. Singapore PCG later boarded and searched the barge, with no perpetrator found onboard. <b><u>All crew members were accounted for, with no injury reported. The crew of the tug boat was unable to determine whether anything was stolen.</u></b> No further assistance was required. The tug boat towing barge, which was carrying generic cargoes, was enroute from Port Klang, Malaysia and continued its voyage to Kuching, Malaysia.</p> <p>Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
73	<b>Powan</b> Bulk carrier Hong Kong, China 24785 9721578	30/5/25 2246 hrs	5° 52.6' S 106° 48.4' E  Approximately 12 nm off Jakarta, Indonesia	<p>A review of CCTV footage revealed that, while drifting, three unarmed perpetrators boarded the ship from the aft port side without being noticed. The perpetrators broke into the emergency escape trunk, the steering gear room, and entered the engine room. They left the ship with some engine spares via the same route.</p> <p>The AB reported that the padlocks for the Emergency Escape Trunk and Steering Gear Room were broken and missing, and the Steering Gear Room door was found open.</p> <p>The duty officer immediately raised the alarm and the crew mustered for a security search. No perpetrators were found onboard. <b><u>The crew was not injured.</u></b></p> <p><b>[ReCAAP Contact Point (Hong Kong)]</b></p>
74	<b>Name withheld</b> Bulk carrier Liberia	01/6/25 2300 hrs	22° 13.31' N 91° 44.4' E  Chittagong Anchorage B, Bangladesh	<p>While at anchor, <b><u>10 perpetrators armed with knives</u></b> boarded the ship, and entered the forward storeroom. The alarm was raised and crew mustered. Hearing the alarm and seeing the crew's alertness, the <b><u>perpetrators escaped with stolen ship stores. The crew members were safe.</u></b> The incident was reported to port control.</p> <p><b>[IMO]</b></p>
75	<b>Cape Elianto</b> Bulk carrier Singapore 93297 9938602	03/06/25 0156 hrs	1° 4' N 103° 40.1' E  Approximately 3.3 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, the crew on patrol sighted a perpetrator boarding the ship through the barb wire on the aft deck. The crew alerted the bridge and general alarm was raised. The perpetrator immediately jumped overboard and escaped in a boat, with another five perpetrators.</p> <p>A search was conducted, with <b><u>no perpetrator found onboard. All crew members were safe and accounted for. Nothing was stolen.</u></b></p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
76	<b>Successor</b> Bulk carrier Cyprus 89985 9321158	03/06/25 0435 hrs	1° 5.09' N 103° 34.05' E  Approximately 9 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b><u>six perpetrators armed with knives</u></b> were sighted in the engine room. The master immediately raised the general alarm and mustered the crew for safety. A thorough search was conducted with no further sighting of the perpetrators onboard. <b><u>The crew was not injured. Nothing was reported stolen.</u></b></p> <p>The incident was reported to Singapore Vessel Traffic Information System (VTIS) Central. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the Singapore Strait (SS). The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard (PCG) were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
77	<b>Ausone</b> Bulk carrier Marshall Islands 33032 9632806	05/06/25 0152 hrs	1° 3.45' N 103° 37.48' E  Approximately 5.3 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, three perpetrators were sighted at the aft station. The general alarm was raised and the crew was mustered. Upon realising the crew had been alerted, the perpetrators escaped immediately. A thorough search was conducted, with no perpetrators found onboard. <b><u>All crew members were accounted for, with no injury reported. Nothing was stolen.</u></b> No further assistance was required.</p> <p>The incident was reported to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
78	<b>Densa Shark</b> Bulk carrier Malta 93153 9607681	05/06/25 0330 hrs	1° 3.91' N 103° 37.7' E  Approximately 5.2 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b><u>an Engineer had sighted seven perpetrators, with at least one armed with a long knife</u></b>, in the engine room. The general alarm was raised immediately and all crew members mustered in the engine control room. <b><u>All crew members were accounted for, with no injury reported.</u></b></p> <p>The incident was reported to Singapore Vessel Traffic Information System (VTIS) West. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority.</p> <p>The Singapore PCG boarded the ship off Eastern Bunkering B Anchorage (AEBB) and conducted a search, with no perpetrators found onboard. Investigation revealed that <b><u>generator spare parts were stolen, and a crew member had been restrained by the perpetrators during the incident.</u></b></p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
79	<b>Mandarin River</b> Bulk carrier Singapore 33044 9533335	05/06/25 0445 hrs	1° 5.96' N 103° 33.93' E  Approximately 9 nm off Pulau Karimun Besar (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, the <b><u>3<sup>rd</sup> Engineer sighted four perpetrators, with at least one reportedly armed with a gun-like object, in the engine room.</u></b> The general alarm was raised immediately and a search was conducted, with no perpetrators found onboard. <b><u>The crew was not injured. Nothing was stolen.</u></b></p> <p>The incident was reported to Singapore POCC.</p> <p>The ship's general alarm was immediately activated. At 0705 hrs (LT), the CSO reported that a crew-led search confirmed the perpetrators had escaped from the vessel.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
80	<b>Mykonos Wave</b> Bulk carrier Cyprus 47984 9453406	07/06/25 0210 hrs	1° 12.08' N 103° 53.71' E  Approximately 1.33 nm off Batu Berhanti Beacon (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>On 7 June 2025 at 0210H, the Master of Cyprus-registered bulk carrier MYKONOS WAVE reported an unauthorized boarding incident to Singapore Port Operations Control Centre (POCC).</p> <p><b><u>Five perpetrators were sighted in the engine room.</u></b></p> <p>The general alarm was raised, crew mustered, and a search was conducted. No perpetrators were found onboard, and the <b><u>Master confirmed no items were stolen.</u></b></p> <p>The vessel, en route from Port of Latvia, was arriving from the west to Singapore Anchorage. Police Coast Guard (PCG) boarded the vessel at 0530H and confirmed no perpetrators were present.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
81	<b>HK Tug 9 &amp; LKH 7887</b> Tug boat and barge Singapore 299 9767120	07/06/25 1318 hrs	1° 14.61' N 104° 1.88' E  Approximately 3.8 nm off Pulau Nongsa (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>POCC was alerted by EUROSUN a passing bulk carrier that it sighted unauthorised boarding incident on Singapore-registered barge, LKH 7887 towed by HK TUG 9 on 7 June 2025, 13:18H LT when the tugboat and barge were sailing in Singapore Strait.</p> <p>Master of HK TUG 9 reported that the vessel was sailing from Singapore to Vietnam. The crew saw three boats on the port side of LKH 7887, four boats on the starboard side, and one boat at the rear. <b><u>Each boat had three to four perpetrators, with approximately 14 perpetrators boarding barge LKH 7887.</u></b></p> <p>The perpetrators escaped when the general alarm was raised. <b><u>Some scrap metal was reported stolen.</u></b></p> <p><b><u>All crew is safe and accounted for, no injuries found.</u></b></p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
82	<b>Bonneville</b> Bulk carrier Marshall Islands 43717 9497323	12/06/25 0400 hrs	1° 6.3' N 103° 44.8' E  Approximately 4.2 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b><u>six perpetrators armed with knives and gun-like objects</u></b> were sighted in the engine room. The general alarm was raised, crew mustered, and a search was conducted, with no perpetrators found onboard.</p> <p>The incident was reported to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority. Singapore PCG boarded the ship upon its arrival, conducted a search and confirmed no perpetrators were onboard. <b><u>The crew was not injured. Some engine spares were reported stolen.</u></b></p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
83	<b>KSL Seattle</b> Bulk carrier Hong Kong, China 94742 9683245	13/06/25 2025 hrs	1° 6.5' N 103° 44.1' E  Approximately 4.3 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b><u>three perpetrators armed with knives</u></b> were sighted in the engine room. The crew conducted a search, with no perpetrators found onboard. <b><u>The crew was not injured. Nothing was stolen.</u></b></p> <p>The incident was reported to Singapore VTIS Central. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
84	<b>Themir</b> Chemical tanker Panama 20673 9154000	13/06/25 2300 hrs	1° 4.6' N 103° 42.4' E  Approximately 2.2 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b><u>eight perpetrators armed with knives</u></b> were sighted in the engine room. The general alarm was raised and crew mustered on the bridge. A search was conducted, with no perpetrators found onboard. <b><u>The crew was not injured. Nothing was stolen.</u></b> No assistance was required, and the ship resumed her voyage to China.</p> <p>The incident was reported to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
85	<b>Greek Seas</b> Bulk carrier Liberia 44127 9718698	15/06/25 0043 hrs	1° 3.23' N 103° 37.68' E  Approximately 5.1 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b><u>six perpetrators armed with knives and a gun-like object</u></b> were sighted in the engine room. The master raised the general alarm and crew mustered for safety. Upon hearing the alarm, the perpetrators escaped immediately. A search was conducted, with no perpetrators found onboard. The ship was en route from Mozambique to Singapore.</p> <p>The incident was reported to Singapore VTIS West. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority. Upon arrival in port, Singapore PCG boarded the ship, conducted a search and confirmed no perpetrators were onboard. <b><u>All crew members were safe and accounted for, and nothing was stolen.</u></b></p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
86	<b>Aanya</b> Bulk carrier Panama 93693 9592446	14/06/25 0255 hrs	1° 8.28' N 103° 29.19' E  Approximately 8.6 nm off Pulau Iyu Kecil (Indonesia), in the eastbound lane of the TSS  (SOMS)	While underway, <b><u>five perpetrators armed with long knives</u></b> boarded the ship. The crew only realised that the ship was boarded after reviewing its security footage on 17 Jun 2025 at 1300 hrs as part of routine inspection.  <b><u>One portable SCBA compressor was reported stolen.</u></b>  Theft was noticed during routine inspection and after reviewing CCTV footage on 17 Jun 2025 at 1300 hrs.  <b>[ReCAAP Focal Point (Singapore)]</b>
87	<b>Sinar Sigli</b> Container ship Liberia 19944 9970430	16/06/25 0218 hrs	1° 3.22' N 103° 40.38' E  Approximately 2.1 nm off Pulau Iyu Kecil (Indonesia), in the eastbound lane of the TSS  (SOMS)	While underway, the bosun discovered that the lock on the deck store was broken. A search was conducted, with no perpetrators found on board. <b><u>All crew members were accounted for, with no injury reported. Some ship stores including one set of Self Contained Breathing Apparatus (SCBA), one unit of compressor for SCBA bottle recharge and two units of radio transceiver were missing.</u></b>  The master reported the incident to Singapore Port Operations Control Centre (POCC) via email on 17 Jun 2025.  <b>[ReCAAP Focal Point (Singapore)]</b>
88	<b>Lirica</b> Tanker Liberia 79235 9302928	17/06/25 2354 hrs	1° 3.22' N 103° 40.38' E  Approximately 2.4 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	While underway, <b><u>four perpetrators were sighted</u></b> on the stern deck. A search was conducted, with no perpetrators found onboard. <b><u>All crew members were accounted for, with no injury reported. Nothing was stolen.</u></b> No further assistance was required, and the ship resumed its voyage to Singapore PEBGB.  The incident was reported to Singapore VTIS West. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority. Upon arrival at anchorage, Singapore PCG boarded the ship, conducted a search and confirmed no perpetrators were onboard.  <b>[ReCAAP Focal Point (Singapore)]</b>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
89	<b>Queen</b> Bulk carrier Marshall Islands 32287 9425928	18/06/25 2233 hrs	1° 8.1' N 103° 45.5' E  Approximately 1.18 nm off Helen Mar Reef (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, the crew sighted <b>four to five perpetrators</b> on the stern deck. The master immediately raised the general alarm and mustered all crew. A search was conducted, with no perpetrators found onboard. <b>All crew members were accounted for, with no injury reported.</b> Nothing was stolen. The ship was scheduled to arrive at Singapore Pilot Eastern Boarding Ground "B" (PEBGB) to anchor at Eastern Bunkering B Anchorage (AEBB).</p> <p>The incident was reported to Singapore Vessel Traffic Information System (VTIS). Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the Singapore Strait (SS). The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard (PCG) were notified of the incident. Information of the incident was shared with the Indonesian authority. Upon arrival at anchorage, Singapore PCG boarded the ship, conducted a search and confirmed no perpetrators were onboard. The crew reported that the starboard concertina wires were cut and was a possible entry point for the perpetrators.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
90	<b>GH Pathfinder</b> Offshore supply vessel Antigua & Barbuda 2922 9439955	19/06/25 1710 hrs	17° 0.3' N 82° 19.51' E  Kakinada Anchorage, India	<p>While at anchor, <b>12 unarmed perpetrators</b> boarded the ship via a fishing boat. <b>The crew was not injured and nothing was stolen.</b></p> <p>The incident was reported to the coastal State and an Indian Coast Guard ship was deployed. <b>Five perpetrators were apprehended and handed over to local Port Police Station.</b></p> <p><b>[ReCAAP Focal Point (India)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
91	<b>Theresa</b> Petroleum/chemical tanker Singapore 15225 9866122	23/06/25 0300 hrs	1° 3.6' N 103° 41' E  Approximately 2.5 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b><u>four perpetrators armed with knives</u></b> were sighted in the engine room. The ship's general alarm was immediately activated and a search was conducted, with no perpetrators found onboard. <b><u>All crew members were safe and accounted for, with no injury reported. Three paint drums were stolen.</u></b></p> <p>The incident was reported to Singapore Port Operations Control Centre (POCC). Upon arrival in Singapore, Singapore PCG boarded the ship, conducted a search and confirmed no perpetrators were onboard.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
92	<b>Tulip</b> LPG Cameroon 42465 8912558	27/06/25 0032 hrs	1° 5.7' N 103° 43.85' E  Approximately 3.9 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, the crew sighted <b><u>four perpetrators armed with gun-like objects</u></b> in the engine room. The master raised the alarm and mustered the crew to conduct a security search. The search was completed with no perpetrators found onboard. <b><u>All crew members were safe and accounted for, with no injury reported.</u></b> Some engine spare parts were stolen. The master indicated that no further assistance was required, and continued her voyage to Hainan, China.</p> <p>The incident was reported to Singapore VTIS West. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
93	<b>CMA CGM Africa Three</b> Container ship Bahamas 40827 9451939	28/06/25 0055 hrs	1° 4.89' N 103° 42.93' E  Approximately 2.5 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>On 28 June 2025, at approximately 0100 hours, VTIS Central received a report of unauthorised boarding from the container vessel CMA CGM AFRICA THREE (CCA3). The vessel's shipboard CCTV captured footage of <b>four perpetrators</b> in the engine room.</p> <p>At 0136 hours, the master confirmed completion of the search. No perpetrators were found on board, <b>all crew members were accounted for, and no injuries were reported</b>. The master confirmed that no further assistance was required.</p> <p>The vessel resumed her voyage to Singapore, with an ETA at pilot boarding ground at 0300 hours.</p> <p>At 0430 hours, the Singapore Police Coast Guard completed their investigation on board the vessel and confirmed that nothing had been stolen.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
94	<b>Galateia</b> Bulk carrier Liberia 43036 9715438	01/07/25 0150 hrs	1° 5.07' N 103° 34.64' E  Approximately 8.5 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b>five perpetrators armed with gun-like objects</b> were sighted in the engine room. The master immediately raised the general alarm and crew mustered for safety. Upon hearing the alarm, the perpetrators escaped immediately. A search was conducted, with no perpetrators found onboard. <b>The crew was not injured. Some engine spare parts were stolen</b>. The ship was en route from Brazil to Singapore.</p> <p>The incident was reported to Singapore VTIS West. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority. Upon arrival in Singapore, Singapore PCG boarded the ship, conducted a search, and confirmed no perpetrators were onboard.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
95	<b>Jal Kalash</b> Bulk carrier Singapore 38214 9990349	01/07/25 0410 hrs	1° 3.29' N 103° 37.51' E  Approximately 5.3 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b>four perpetrators</b> were spotted at the Port Quarter. The master immediately raised the general alarm and crew mustered for safety. The perpetrators escaped immediately upon hearing the general alarm.</p> <p>A search was conducted, with no perpetrators found onboard. <b>All crew members were safe and accounted for, with no injury reported. Nothing was stolen.</b></p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
96	<b>Beagle</b> Bulk carrier Liberia 43007 9731195	01/07/25 2335 hrs	1° 2.5' N 103° 39.15' E  Approximately 3.5 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b>four perpetrators armed with knives</b> were sighted at the starboard quarter. The master raised the alarm and crew was mustered. A security search was conducted, with no perpetrators found on board. <b>All crew members were accounted for, with no injury reported.</b> The master confirmed no further assistance was required, and resumed its voyage to Singapore.</p> <p>The incident was reported to Singapore Vessel Traffic Information System (VTIS) West. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the Singapore Strait (SS). The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard (PCG) were notified of the incident. Upon arrival in Singapore, Singapore PCG boarded the ship for investigation and confirmed that <b>nothing was stolen.</b></p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
97	<b>Stellata</b> Tanker Malta 57997 9732230	04/07/25 0335 hrs	1° 6.93' N 103° 44.95' E  Approximately 5 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b>six perpetrators</b> were sighted at the poop deck. The master raised the general alarm and mustered the crew. Upon hearing the alarm, the perpetrators jumped overboard and escaped. A search was conducted, with no perpetrators found onboard. <b>All crew members were accounted for, with no injury reported.</b> The master confirmed no further assistance was required, and resumed its voyage to Singapore.</p> <p>The incident was reported to Singapore VTIS Central. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Upon arrival in Singapore, Singapore PCG boarded the ship for investigation and confirmed that <b>nothing was stolen.</b></p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
98	<b>Nordseraphinea</b> Container ship Cyprus 18508 1025552	04/07/25 0340 hrs	3° 54' N 98° 46' E  Approximately 1.5 nm off pilot station, Belawan Port anchorage, Indonesia	<p>While at anchor, the forward watchman did not report to the bridge as instructed. The 3<sup>rd</sup> officer tried to call him but there was no reply. The 3<sup>rd</sup> officer then sent another watchman to check, who discovered that the <b>forward watchman was threatened by four perpetrators with knife, tied up and put under mooring platform. As the second watchman went forward, the perpetrators caught and tied him too.</b></p> <p>The master raised the general alarm and crew mustered in the mess hall. Upon realising the crew was alerted, the perpetrators escaped with <b>personal belongings of the watchmen and some ship stores.</b> After the perpetrators left the ship, one of the watchmen managed to untie himself and help the other watchman to get free. A search onboard the ship was conducted. <b>The crew was not injured.</b> The master reported the incident to VTS. Two navy officers later went onboard the ship for investigation.</p> <p><b>[ReCAAP Focal Point (Germany)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
99	<b>Medi Palmarola</b> Bulk carrier Liberia 43015 9802205	04/07/25 0430 hrs	1° 5.85' N 103° 44.1' E  Approximately 3.7 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, the crew sighted <b>four perpetrators</b> disembarking from the ship at the stern. The master raised the alarm and mustered the crew. A search was conducted, with no perpetrators found onboard. <b>All crew members were accounted for, with no injury reported.</b> The master confirmed no further assistance was required, and resumed its voyage to Singapore.</p> <p>The incident was reported to Singapore Vessel Traffic Information System (VTIS). Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the Singapore Strait (SS). The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard (PCG) were notified of the incident. Upon arrival in Singapore, Singapore PCG boarded the ship for investigation and confirmed that <b>some spare parts were stolen.</b></p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
100	<b>Modigliani</b> Bulk carrier Liberia 44980 9615406	04/07/25 0430 hrs	1° 4.48' N 103° 42.94' E  Approximately 2.5 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b>five perpetrators armed with gun-like objects</b> were sighted at the poop deck. The ship's general alarm was activated and crew mustered. Upon realising the crew was alerted, the perpetrators escaped immediately. A search was conducted, with no perpetrators found onboard. <b>All crew members were accounted for, with no injury reported.</b> The master confirmed no further assistance was required, and resumed its voyage to Singapore.</p> <p>The incident was reported to Singapore VTIS West. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority. Upon arrival in Singapore, Singapore PCG boarded the ship for investigation and confirmed that <b>nothing was stolen.</b></p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
101	<b>AL Lulu</b> Bulk carrier Marshal Islands 33044 9583627	06/07/25 0035 hrs	1° 2.81' N 103° 39.53' E  Approximately 3.2 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b><u>five perpetrators, of which four were armed with knives and one was armed with a gun-like object</u></b>, were sighted in the engine room. The ship's general alarm was activated and crew mustered. A search was conducted, with no perpetrators found onboard. <b><u>All crew members were accounted for and safe, with no injury reported</u></b>. The master confirmed no further assistance was required, and resumed its voyage to Singapore.</p> <p>The incident was reported to Singapore VTIS West. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority. Upon arrival in Singapore, Singapore PCG boarded the ship for investigation and confirmed that <b><u>some engine spare parts were stolen</u></b>.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
102	<b>Kota Nabil</b> Container ship Singapore 20902 9356830	06/07/25 2030 hrs	1° 2.7' N 103° 39.3' E  Approximately 3.3 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b><u>three perpetrators</u></b> were sighted by the crew near Bay 34 on the port side of the ship. The ship's general alarm was activated and crew mustered promptly. Upon realising the crew was alerted, the perpetrators escaped immediately. A search was conducted, with no perpetrators found onboard. Subsequent review of CCTV footage revealed that four perpetrators had broken the padlock leading to the steering gear room. Nothing was stolen.</p> <p>The incident was reported to Singapore POCC. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Singapore PCG boarded the ship for investigation, and confirmed that <b><u>all crew members were accounted for, with no injury reported</u></b>.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
103	<b>CMA CGM Fort James</b> Container ship France 73133 9966764	07/07/25 0015 hrs	1° 3.81' N 103° 40.97' E  Approximately 2.5 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, the A/B was doing his security patrol when he noticed the padlock on aft station starboard side was damaged. A search was conducted, with no perpetrators found onboard. Subsequent review of CCTV footage revealed that <b>six perpetrators</b> had boarded the ship from starboard aft station. They escaped from the ship about 10 min later.</p> <p>The incident was reported to Singapore Port Operations Control Centre (POCC). Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authority. Singapore PCG boarded the ship for investigation, and confirmed that <b>all crew members were accounted for, with no injury reported, and nothing was stolen.</b></p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
104	<b>Star Laura</b> Bulk carrier Marshall Islands 43189 9328936	07/07/25 0330 hrs	1° 3.79' N 103° 38' E  Approximately 4.9 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b>three perpetrators</b> were sighted in the engine room. The ship's general alarm was activated and crew mustered. Upon realising the crew was alerted, the perpetrators escaped immediately. A search was conducted, with no perpetrators found onboard. <b>All crew members were safe, with no injury reported.</b> The ship was en route from Brazil to Singapore.</p> <p>The incident was reported to Singapore Vessel Traffic Information System (VTIS) West. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the Singapore Strait (SS). The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard (PCG) were notified of the incident. Information of the incident was shared with the Indonesian authority. Upon arrival in Singapore, Singapore PCG boarded the ship for investigation and confirmed that <b>nothing was stolen.</b></p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
105	<b>Tasco Sakorn</b> Tanker Singapore 3609 9523782	08/07/25 0400 hrs	1° 10.96' N 103° 51.24' E  Approximately 1.8 nm off Batu Berhanti Light (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, the 2<sup>nd</sup> Engineer discovered the aft door behind the galley was ajar. Upon entering the engine room, he found that <b><u>engine stores and spare parts were missing</u></b>. The crew did a thorough security search, but no perpetrators were found onboard, and no suspicious crafts sighted in the vicinity. <b><u>All crew members were accounted for, with no injury reported.</u></b> Internal investigation suggests that perpetrators may have boarded the ship via the skylight hatch located at the poop deck portside provision hatch and escaped through the aft door.</p> <p>The incident was reported to Maritime and Port Authority of Singapore (MPA).</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
106	<b>Torm Elizabeth</b> Tanker Denmark 43648 9850006	09/07/25 0220 hrs	1° 3.6' N 103° 41.32' E  Approximately 1.8 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, the crew spotted a blue wooden boat alongside port quarter of ship. The master raised the alarm and the crew mustered. Upon hearing the alarm, <b><u>six perpetrators</u></b> were observed escaping into the boat. A security search was conducted, with no perpetrators found onboard. The padlocks for the deck store, steering gear room and engine casing were found broken. Some items of ship stores were stolen. <b><u>The crew was not injured.</u></b></p> <p>The incident was reported to Singapore Port Operations Control Centre (POCC). Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the Singapore Strait (SS). The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) was notified of the incident. Information of the incident was shared with the Indonesian authority.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
107	<b>Kalolimnos</b> LPG tanker Liberia 13794 9796705	10/07/25 0220 hrs	22° 8' N 91° 43.8' E  Chittagong 'C' Anchorage, Bangladesh	<p>While at anchor, <b>six to seven perpetrators</b> boarded the ship via climbing the rope and attempted to enter the bosun store in forecastle area. Upon noticing the perpetrators, the watchman sounded the general alarm and all crew members were mustered. The perpetrators then escaped empty-handed in a boat.</p> <p>Bangladesh Coast Guard (BCG) later arrested the perpetrators and handed them over to the local police. BCG verified that <b>no items were stolen</b> and <b>the crew was not injured</b>.</p> <p><b>[ReCAAP Focal Point (Bangladesh)]</b></p>
108	<b>HK Tug 8 &amp; LKH 2882</b> Tug boat & barge Singapore 299 9557537	03/08/25 1130 hrs	1° 13.39' N 103° 59.27' E  Approximately 3 nm off Pulau Nongsa (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While the tug boat towing barge loaded with scrap metal was underway, <b>10 perpetrators</b> in nine sampans came alongside the barge and <b>removed some scrap metal from its deck. The crew was not injured</b>. The tug boat and barge were en-route from Singapore to Phu My, Vietnam.</p> <p>The incident was reported to Singapore Vessel Traffic Information System (VTIS) East.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
109	<b>Georgitsi</b> Bulk carrier Marshall Islands 44282 9590113	28/08/25 2242 hrs	1° 3.06' N 103° 38.53' E  Approximately 4.2 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b>three unarmed perpetrators</b> were sighted in the engine room. The ship's general alarm was activated and the crew mustered. The perpetrators escaped upon being discovered. A security search was conducted, with no perpetrators found onboard and <b>nothing was stolen. All crew members were accounted for, with no injury reported.</b> The ship was en route from Brazil to Singapore.</p> <p>The incident was reported to Singapore Vessel Traffic Information System (VTIS) West. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the Singapore Strait (SS). The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard (PCG) were notified of the incident. Information of the incident was shared with the Indonesian authorities. Upon arrival in Singapore, Singapore PCG boarded the ship for investigation, with no perpetrators found onboard.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
110	<b>Verity</b> Petroleum/Chemical tanker Malaysia 7284 9505388	10/09/25 0248 hrs	6° 1.67' N, 116° 4.01' E  Koita Kinabalu Port at Sepangar Bay Anchorage, Malaysia	<p>While at anchor, the duty A/B noticed <b>one perpetrator</b> at the main deck forward port near the paint store area. The duty A/B alerted the bridge, and the alarm was raised and crew mustered. Realising the crew was alerted, the perpetrator jumped back to a small boat with motor engine, which was piloted by another perpetrator, and escaped. <b>The crew was safe with no injuries reported. Nothing was stolen.</b></p> <p>The master reported to Kota Kinabalu Port Control and the Malaysia Coast Guard conducted an investigation on the incident.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
111	<b>Super Shuttle Ferry 18</b> Passenger ship Philippines 695 8616960	14/09/25 1715 hrs	13° 44' N, 121° 2.38' E  Vicinity waters off Barangay Wawa, Batangas City, Philippines  Philippines (Ports/ Anchorage)	<p>While at anchor, the ship Master reported to Philippine Coast Guard (PCG) and Coast Guard Station (CGS) Batangas that <b><u>unidentified men</u></b> were seen boarding the vessel.</p> <p>CGS Batangas in coordination with Philippine National Police Maritime Group (PNP-MG) immediately responded to the distress call by the ship Master. While in the area, the Team <b><u>intercepted a fishing banca with two individuals on board</u></b>. The individuals were found <b><u>in possession of the emergency generator spare parts</u></b>, which had been originally located on the vessel's first deck. <b><u>The two individuals were immediately apprehended.</u></b></p> <p><b>[ReCAAP Focal Point (Philippines)]</b></p>
112	<b>Athens Spirit</b> Tanker Bahamas 81326 9594793	17/09/25 0045 hrs	6° 12.9' S 108° 27.7' E  Balongan Anchorage, Indonesia  Indonesia (Ports/ Anchorage)	<p>While at anchor, the 1<sup>st</sup> Assistant Engineer observed <b><u>three unidentified individuals</u></b> exiting the engine room through the internal door leading to the steering gear room. The Duty watchkeeper then notified the Master who raised the general alarm.</p> <p>The intruders then fled the vessel by jumping overboard from the poop deck and escaped via a high speed craft.</p> <p>All crew were mustered and a comprehensive inspection was conducted onboard the vessel. <b><u>There was no injury to crew but some stores were stolen.</u></b></p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
113	<b>Ken Ann</b> Bulk carrier Panama 22745 9846158	19/09/25 0300 hrs	6° 6' S 106° 53' E  Port of Tanjung Priok, Indonesia  Indonesia (Ports/ Anchorage)	<p>While at berth, a crew member was patrolling the deck when he saw <b><u>three perpetrators armed with knives</u></b> emerging onto the deck. The crew member sounded the alarm immediately and notified the local authorities. Upon realising the crew was alerted, the perpetrators escaped immediately. A search was conducted onboard and two padlocks on the weather tight doors were found broken. <b><u>Generator parts were stolen. The crew was not injured.</u></b></p> <p>It was later confirmed that another three perpetrators had also boarded the ship, and stole several pieces of timber lashing materials from the deck crane store. These were later recovered and returned to the ship by the authorities, who also arrested three of the perpetrators.</p> <p><b>[ReCAAP Focal Point (Japan)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
114	<b>Vivit Arabia LNG</b> LNG Liberia 116299 9902756	23/09/25 2230hrs	13° 45.76' N 120° 59.05' E  Batangas Anchorage, Philippines	<p>While at anchor, a deck crew on patrol spotted two perpetrators near the forecandle area and reported to the bridge immediately. Upon being discovered, the perpetrators escaped from the ship. A subsequent inspection revealed that <b>two fire hoses</b> and <b>two portable embarkation ladder lights were stolen</b>. The crew was not injured. The master reported the incident to the Philippine Vessel Traffic Information System (VTIS).</p> <p>Upon reviewing the CCTV footage, it was confirmed that the two perpetrators had boarded the ship through the anchor hawse pipe. After boarding, they remained in the forecandle area, where they stole the equipment.</p> <p><b>[ReCAAP Focal Point (Korea)]</b></p>
115	<b>Delta Maria</b> Crude oil tanker Malta 81594 9700691	30/09/25 0120hrs	1° 3.35' N 103° 38.43' E  Approximately 4.4 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b>three perpetrators had tied up the oiler in the engine room</b>, who witnessed that the perpetrators took some engine spares before left. The oiler managed to free himself and notified the master. The master raised general alarm and mustered all crew. A search was conducted without finding any perpetrators. <b>All crew were accounted for and safe. Some engine spares were stolen.</b></p> <p>The master reported the incident to Singapore Vessel Traffic Information System (VTIS) West. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the Singapore Strait (SS). The Republic of Singapore Navy's (RSN) and Singapore Police Coast Guard (PCG) were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
116	<b>Power Globe</b> Bulk carrier Cyprus 42711 9479319	16/10/25 0340 hrs	1° 4.5' N 103° 35.7' E  Approximately 7.3 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b><u>two perpetrators armed with knives</u></b> were sighted by the crew in the steering gear room. Upon seeing the crew, the perpetrators escaped immediately. The master raised the general alarm and the crew was mustered. A search onboard was conducted, with no perpetrators found onboard. <b><u>All crew members were accounted for, with no injury reported.</u></b> No further assistance was required.</p> <p>The master reported the incident to Singapore VTIS West. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities. Singapore PCG subsequently boarded the ship for investigation and security search. <b><u>Some engine spares were reported missing.</u></b></p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
117	<b>Solar Roma</b> Chemical tanker Liberia 18335 9887372	14/11/25 2055 hrs	3° 55.9' N 98° 45.2' E  Belawan Anchorage, Indonesia  Indonesia (Ports/Anchorage)	<p>While at anchor, the Officer of the Watch (OOW) was on the bridge conducting routine anchorage checks, when he sighted three unauthorised persons exiting the Bosun's store.</p> <p>The OOW raised the alarm and the crew was mustered, resulting in the perpetrators escaping.</p> <p>The perpetrators were dressed fully in black, one of them was wearing white gloves. They appear to be slim, athletic build and descended easily using rope to disembark from the ship.</p> <p>The crew conducted a search and it was discovered that the padlock of the Bosun's Store had been broken and the store accessed. <b><u>Some of the ship's stores were stolen. The crew was not injured.</u></b></p> <p><b>[ReCAAP Focal Point (UK)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
118	<b><i>Pedhoulas Fighter</i></b> Bulk carrier Cyprus 44742 9983530	16/11/25 0030 hrs	1° 4.06' N 103° 36.85' E  Approximately 6 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, the crew discovered that the padlock leading to the engine room store was found broken. Some footprints were also sighted in the engine room. A search onboard was conducted, with no sighting of perpetrators. <b><u>All crew members were accounted for, with no injury reported. Some engine spare parts and fire hydrant nozzles were stolen</u></b> from the engine room store.</p> <p>The ship subsequently anchored at Eastern Bunkering Bravo and the master reported the incident to Singapore VTIS. Safety broadcast on anti-piracy watch was initiated to alert all mariners. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities. Singapore PCG subsequently boarded the ship for security search, with no perpetrators found onboard.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
119	<b><i>Fairchem Mako</i></b> Chemical tanker Marshall Islands 15818 9826574	16/11/25 0200 hrs	1° 4.5' N 103° 42.5' E  Approximately 2.4 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b><u>two perpetrators armed with swords</u></b> were sighted by ship crew in the engine room. Upon seeing the crew, the perpetrators immediately ran out to the poop deck and escaped. The master raised the general alarm and ship crew was mustered. A search onboard was conducted, with no further sighting of perpetrators. <b><u>All crew members were accounted for, with no injury reported. Some auxiliary engine spare parts were reported missing.</u></b> No further assistance was required.</p> <p>The master reported the incident to Singapore Vessel Traffic Information System (VTIS). Safety broadcast on anti-piracy watch was initiated to alert all mariners. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard (PCG) were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
120	<b>HK Tug 9 &amp; LKH 7887</b> Tugboat and barge Singapore 299 9767120	20/11/25 1110 hrs	1° 14.16' N 103° 58.46' E  Approximately 4 nm off Tanjung Sengkuang (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While the tug boat towing barge was underway, <b>three perpetrators in four sampans</b> came alongside and <b>removed scrap metal from the towed barge. The crew was not injured</b>, and no assistance was required. The tug boat and barge were en route from Singapore to Vietnam.</p> <p>Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
121	<b>Fyla</b> Bulk carrier Cyprus 45999 9591155	24/11/25 0130 hrs	1° 3.99' N 103° 41.81' E  Approximately 1.8 nm from Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b>two perpetrators armed with knives</b> were sighted at the accommodation deck. The master raised the general alarm and mustered all crew.</p> <p>The perpetrators escaped upon being discovered. The master conducted a search and found no sighting of the perpetrators. <b>All crew were accounted for and with no injury. Nothing was stolen.</b></p> <p>The master reported the incident to Singapore VTIS West. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the Singapore Strait (SS). The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities. Upon arrival in Singapore, the PCG boarded the ship to conduct investigation. No sighting of perpetrators.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
122	<b>HK Tug 8 &amp; LKH 2882</b> Tugboat and barge Singapore 299 9557537	27/11/25 1350 hrs	1° 12.24' N 103° 54.52' E  Off Batu Berhanti (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While the tug boat towing barge was underway, the master reported to Singapore Vessel Traffic Information System (VTIS) that a small boat with four to five perpetrators was alongside the barge and were <b><u>removing the scrap metal on the barge.</u></b></p> <p>Over the next hour, several other small boats arrived and departed in phases, with a peak of seven boats engaged in removing the scrap metal from the barge. In total, about 45 perpetrators in 11 small boats were observed. Singapore VTIS was kept updated and crew safety was confirmed throughout.</p> <p>The company subsequently instructed the master to cross towards Singapore. The small boats later dispersed upon the approach of a Singapore Police Coast Guard (PCG) vessel. A small boat tried to return but escaped following the intervention of the Singapore PCG vessel. The tug boat and barge subsequently resumed their voyage to Vietnam.</p> <p><b><u>All crew members were accounted for, with no injuries reported.</u></b> Safety broadcasts on anti-piracy were issued to remind all vessels to maintain vigilance.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
123	<b>Highline 59 &amp; Highline 58</b> Tugboat and barge Malaysia 281 943987	13/12/25 1130 hrs	1° 13.65' N 103° 59.08' E  Approximately 4.8 nm from Batu Behanti beacon (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway two sampans were sighted alongside the towing barge and about 15 to 20 perpetrators were onboard the barge. The perpetrators then <b><u>left the barge with some scrap metals. All crew members were accounted for with no injuries</u></b> and no assistance required.</p> <p>The master immediately reported the incident to Singapore Vessel Traffic Information System (VTIS). Safety broadcast on anti-piracy watch was initiated to remind all vessels to maintain vigilance. Safety broadcast on anti-piracy watch was initiated to remind all vessels to maintain vigilance.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
124	<b>Bulk Sydney</b> Bulk Carrier Liberia 107879 9849758	15/12/25 0310 hrs	1° 4.28' N 103° 40.65' E  Approximately 2.74 nm from Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, the 2nd engineer sighted four perpetrators armed with knives at the steering gear room without confrontation. The ship alarm was raised and deck lighting was switched on. A search was conducted with no perpetrators found onboard. <b><u>All crew members were accounted for and without injury. Some engine spare parts were stolen.</u></b></p> <p>The master reported the incident to Singapore Vessel Traffic Information System (VTIS). Safety broadcast on anti-piracy watch was initiated to warn all vessels to always maintain a vigilant watch in the Singapore Strait. The Republic of Singapore Navy (RSN) and Singapore Police Coast Guard (PCG) were notified of the incident. Singapore PCG boarded the vessel for security check at Singapore Anchorage with no sighting of perpetrators. Information of the incident was shared with the Indonesian authority.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
125	<b>Eco Diagon Alley</b> Bulk Carrier Liberia 42713 9607801	17/12/25 0110 hrs	1° 3.32' N 103° 37.38' E  Approximately 5.4 nm from Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, the master reported that three perpetrators armed with batons were sighted in the engine room. The ship's general alarm was activated and the crew mustered. A search was conducted with no perpetrators found onboard. <b><u>All crew members were accounted for and without injury. Some engine spare parts were reported stolen.</u></b></p> <p>The master reported the incident to Singapore Vessel Traffic Information System (VTIS). Safety broadcast on anti-piracy watch was initiated to remind all vessels to maintain vigilance. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard (PCG) were notified of the incident. Information of the incident was shared with the Indonesian authorities. Upon arrival in Singapore, Singapore PCG boarded the vessel for security check with no perpetrators found.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
126	<b>Jin Hwa 47 &amp; Jin Hwa 48</b> Tugboat and barge Malaysia 236 9026095	21/12/25 1745 hrs	1° 18.51' N 104° 15.07' E  About 2.66 nm from Pulau Ramunia, in the westbound lane of the TSS [SS]  (SOMS)	While underway, the master reported that two motorised small boats with five perpetrators onboard came alongside the barge. Four perpetrators were sighted stealing iron scrap from the barge. One of the small boats came alongside for a second time with three perpetrators and transferred scrap metals to the sampan. The master immediately mustered the crew and reported the incident to the shipping company and Singapore Police Coast Guard (PCG). PCG arrived at the spot and assisted by shadowing the barge. <b><u>There was no confrontation with the perpetrators and no injuries to the crew. Some scrap metals were reported stolen.</u></b>  [ReCAAP Focal Point (Singapore)]
127	<b>HK Tug 8</b> Tug boat Singapore 299 9557537  <b>LKH 2882</b> Barge	25/12/25 1330 hrs & 1510 hrs	1° 12.38' N, 103° 54.88' E  In the eastbound lane of the Traffic Separation Scheme (TSS)  (SOMS)	While sailing, nine perpetrators from three sampans were sighted alongside the barge removing scrap metals while the tug and barge were enroute from Singapore to Vietnam. After observing that all nine perpetrators had departed the barge, the Master resumed the eastbound passage. At 1510 hrs, three sampans with nine perpetrators were again observed alongside barge taking scrap metals. At 1525 hrs, the three sampans departed from the barge. <b><u>The crew were not injured.</u></b>  The master reported the incident to Singapore Vessel Traffic Information System (VTIS). Safety broadcast on anti-piracy watch was initiated to remind all vessels to maintain vigilance.  [ReCAAP Focal Point (Singapore)]

## Attempted Incidents

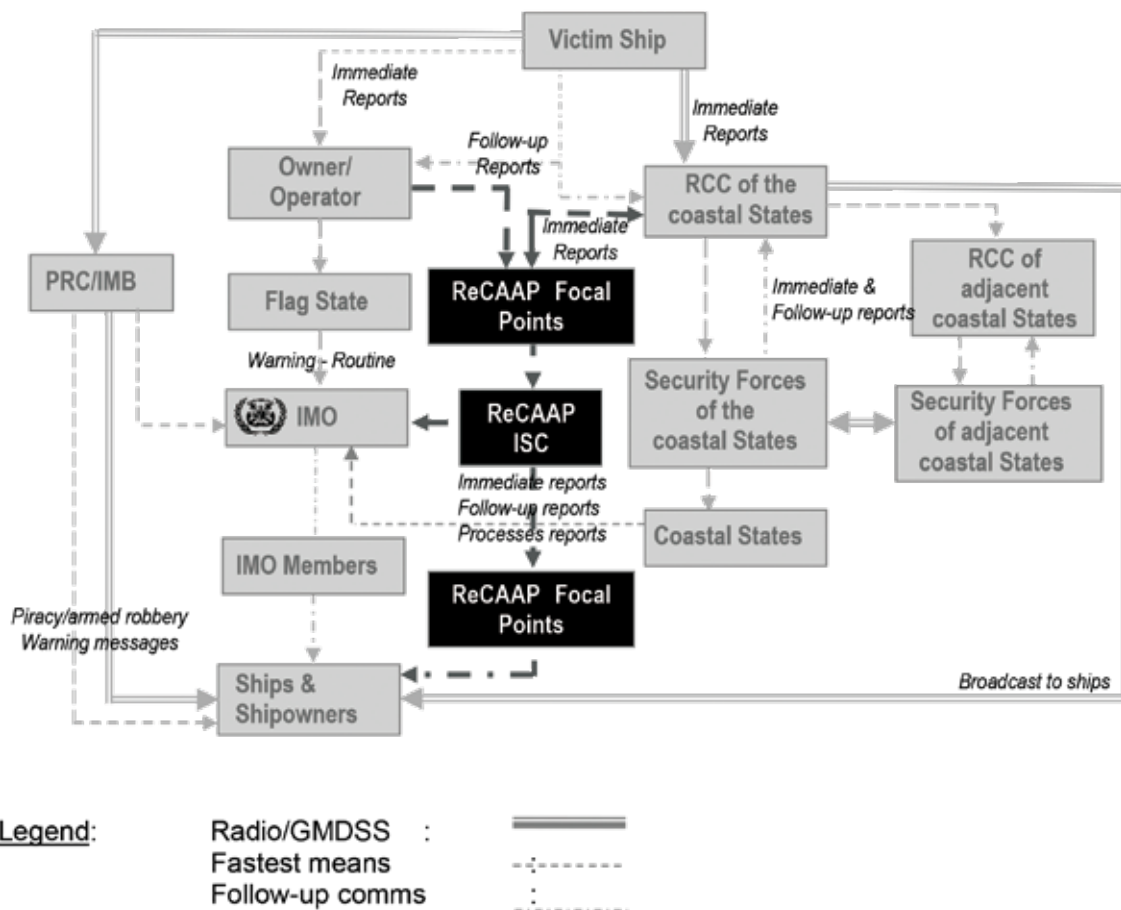
S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
128	<b>Name withheld</b> Chemical/oil product tanker Marshall Islands 15818 9829758	22/3/25 0415 hrs	5° 33.34' S 105° 18.81' E  Tarahan Anchorage, Indonesia	While at anchor, <b>four perpetrators</b> approached the ship. The duty crew noticed a perpetrator trying to board the ship, and raised the alarm, which resulted in the perpetrator abandoning the attempted boarding. The incident was reported to VTS.  [IMO]
129	<b>Su May</b> Bulk carrier Liberia 109529 9847097	26/3/25 0118 hrs	1° 8.7' N, 103° 46.3' E  Approximately 1.4 nm from Helen Mar Reef (Indonesia), in the eastbound lane of the TSS  (SOMS)	While underway, <b>four perpetrators</b> attempted to board the ship from the port quarter via a wooden boat. The alarm was raised and search-light was shined at the perpetrators, who then escaped upon sighting. Crew mustered and a search was conducted onboard. <b><u>Nothing was stolen except two-metre section of razor wire on the port quarter had been cut. The crew was not injured.</u></b>  The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was initiated to warn all vessels to maintain a vigilant watch at all times in the SS. 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)]
130	<b>Perlas</b> General Cargo Ship Philippines 13034 9900291	19/4/25 0345 hrs	1° 3.73' N 103° 41.04' E  Approximately 2.3 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	While underway, <b>four armed perpetrators</b> on a small vessel approached the ship. In response, the ship shone its lights at the perpetrators' vessel and sounded its whistle. The perpetrators aborted their attempt and escaped in their small vessel at high speed. <b><u>The crew was not injured and nothing was stolen.</u></b>  [ReCAAP Focal Point (Japan)]

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
131	<b>Cape Race</b> Bulk carrier Cyprus 44336 9601728	01/07/25 0439 hrs	1° 2.88' N 103° 38.77' E  Approximately 3.9 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b>four perpetrators</b> were sighted at the stern, attempting to board the ship. The master immediately raised the general alarm and switched on the deck lights. Upon realising the crew had been alerted, the perpetrators escaped immediately in their boat. The crew was mustered and a search was conducted, with no perpetrators found onboard. The ship was en route from Mauritius to Singapore.</p> <p>The incident was reported to Singapore Vessel Traffic Information System (VTIS) West. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the Singapore Strait (SS). The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard (PCG) were notified of the incident. Upon arrival in Singapore, Singapore PCG boarded the ship, conducted a search, and confirmed no perpetrators were onboard.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
132	<b>AL Salmi</b> Tanker Kuwait 162625 9534793	06/07/25 2212 hrs	1° 3.77' N 103° 37.33' E  Approximately 5.6 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS  (SOMS)	<p>While underway, <b>three perpetrators</b> were sighted attempting to board the ship from the starboard quarter. The ship's general alarm was activated, deck lights switched on, and search light shone at the perpetrators. Upon realising the crew was alerted, the perpetrators aborted their attempt and escaped.</p> <p>A search was conducted, with no perpetrators found onboard. <b><u>There was no confrontation with the crew and all crew members were accounted for, with no injury reported. Nothing was stolen.</u></b> No assistance was required, and the ship resumed its voyage.</p> <p>The incident was reported to Singapore VTIS West. Safety broadcasts on anti-piracy watch were initiated to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN's MSTF and Singapore PCG were notified of the incident. Information of the incident was shared with the Indonesian authorities.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>

## 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

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**Regional Cooperation Agreement on Combating Piracy  
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