



JANUARY TO JUNE 2024

# HALF-YEARLY REPORT 2024

PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

ENHANCING REGIONAL COOPERATION...



**ENHANCING REGIONAL COOPERATION...**

# CONTENTS

<b>A. OVERVIEW</b>	<b>4</b>	<b>F. EFFORTS BY AUTHORITIES, INDUSTRY &amp; ReCAAP ISC</b>	<b>43</b>
<b>B. EXECUTIVE SUMMARY</b>	<b>5</b>	<ul style="list-style-type: none"><li>• Authorities - Arrests of perpetrators &amp; recovery of stolen items</li><li>• Industry - Vigilance of crew</li><li>• ReCAAP ISC - Initiatives</li></ul>	
<b>C. INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA</b>	<b>6</b>		
<ul style="list-style-type: none"><li>• Situation update</li><li>• Areas of concern</li><li>• Piracy vs armed robbery against ships</li><li>• Significance level of incidents</li><li>• Status of ships</li><li>• Location of incidents</li><li>• Insights of incidents</li></ul>			
<b>D. INCIDENTS BY LOCATION</b>	<b>23</b>	<b>G. ReCAAP ISC'S MAIN ACTIVITIES (APRIL-JUNE 2024)</b>	<b>48</b>
<ul style="list-style-type: none"><li>• Bangladesh</li><li>• Indonesia</li><li>• Straits of Malacca and Singapore (SOMS)</li></ul>			
<b>E. ABDUCTION OF CREW IN SULU-CELEBES SEAS AND WATERS OFF EASTERN SABAH</b>	<b>41</b>	<b>H. CONCLUSION</b>	<b>55</b>
<ul style="list-style-type: none"><li>• Situation update</li><li>• Downgrading of threat assessment level</li><li>• Updated ReCAAP ISC Advisory</li><li>• Guidebook</li></ul>		<b>I. APPENDICES</b>	<b>56</b>
		<ul style="list-style-type: none"><li>• Definitions &amp; methodology in classifying incidents</li><li>• Description of incidents (January-June 2024)</li><li>• Flow diagram on procedure for reporting piracy and armed robbery incidents against ships in Asia</li><li>• Contact details of ReCAAP Focal/ Contact Point</li></ul>	
		<b>J. ACKNOWLEDGEMENTS</b>	

# A OVERVIEW



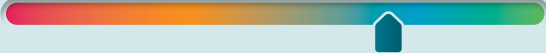
**Number of incidents**

**51 incidents**


Actual - 44

Attempted - 7

**Severity of actual incidents**

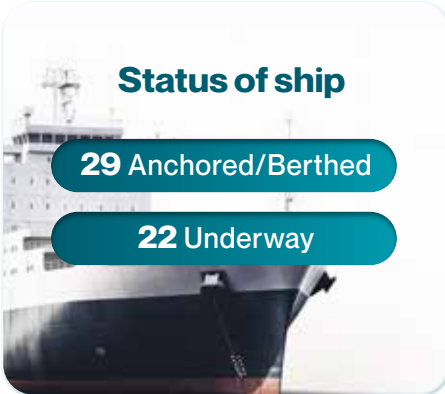


CAT 1	Nil	CAT 3	16
CAT 2	8	CAT 4	20



**1 Piracy incident**

**50 armed robbery incidents**






**Status of ship**

**29 Anchored/Berthed**

**22 Underway**

**3 Areas of Concern**

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

**Recommendations**

**Law enforcement agencies**

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

**Ship master & crew**

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



## **B** EXECUTIVE SUMMARY

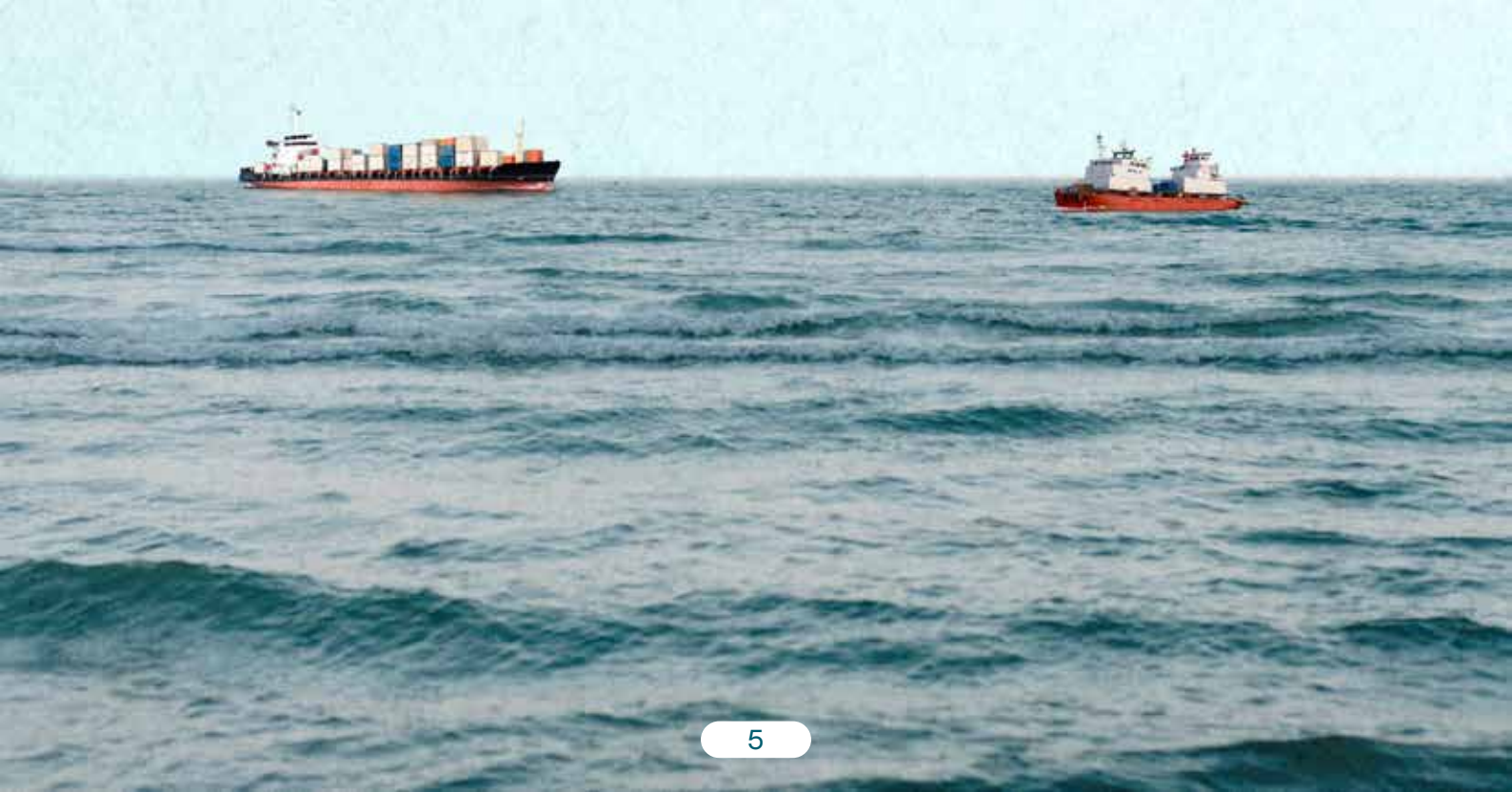
There has been an improvement in the overall situation of Piracy and Armed Robbery Against Ships (ARAS) in Asia during January-June 2024, with a **16% decrease** in the number of incidents compared to January-June 2023. A total of **51** incidents of Piracy and ARAS was reported during January-June 2024 compared to 61 incidents during the same period in 2023.

The improvement occurred in the Straits of Malacca and Singapore (SOMS), the Philippines, India, Thailand and Vietnam. The number of incidents in **SOMS decreased by 49%** during January-June 2024 compared to the same period in 2023. However, there was an increase in the number of incidents in Bangladesh and Indonesia during January-June 2024 compared to January-June 2023.

The Centre commends the good efforts of the law enforcement agencies and shipping authorities of Bangladesh and Indonesia for the arrests of the perpetrators and prevention of unauthorised boarding at their ports/anchorages.

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

To meet the evolving needs of the shipping industry, ReCAAP ISC has implemented several initiatives including an enhanced **Mobile Application** for the ease of incident reporting and information sharing, an **Interactive Dashboard** - *ReCAAP Data Visualisation Map and Panel (Re-VAMP)* to derive insights of the situation in areas of interest in Asia, **Posters** on guidelines and contact details for incident reporting in Asia and SOMS, as well as an updated **Guide Book** on the identification of fishing boats in Asian waters to aid ship crew in identifying boats that appear out of norm and aid in investigation.



# 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 **51 incidents**, comprising of one incident of piracy<sup>1</sup> and 50 incidents of Armed Robbery Against Ships (ARAS)<sup>2</sup>, were reported in Asia during January-June 2024. Among the 51 incidents, 44 were actual incidents<sup>3</sup> and seven were attempted incidents<sup>4</sup>. There was a **16% decrease** in the number of incidents during January-June 2024 compared to 61 incidents (all actual incidents) reported during January-June 2023. Refer to the Appendix on ‘Description of incidents (January-June 2024)’ for details of the incidents.

The decrease of incidents occurred in Q2 of 2024 (April-June) compared to Q1 of 2024 (January-March). This marks a 18% decrease [23 incidents versus 28 incidents]. Similarly, comparing Q2 of 2024 and Q2 of 2023, there has been a 32% decrease in the number of incidents [23 incidents versus 34 incidents].

**Chart 1** shows the number of incidents reported to the ReCAAP ISC in each quarter of 2020-2024 and the total number of incidents each year.

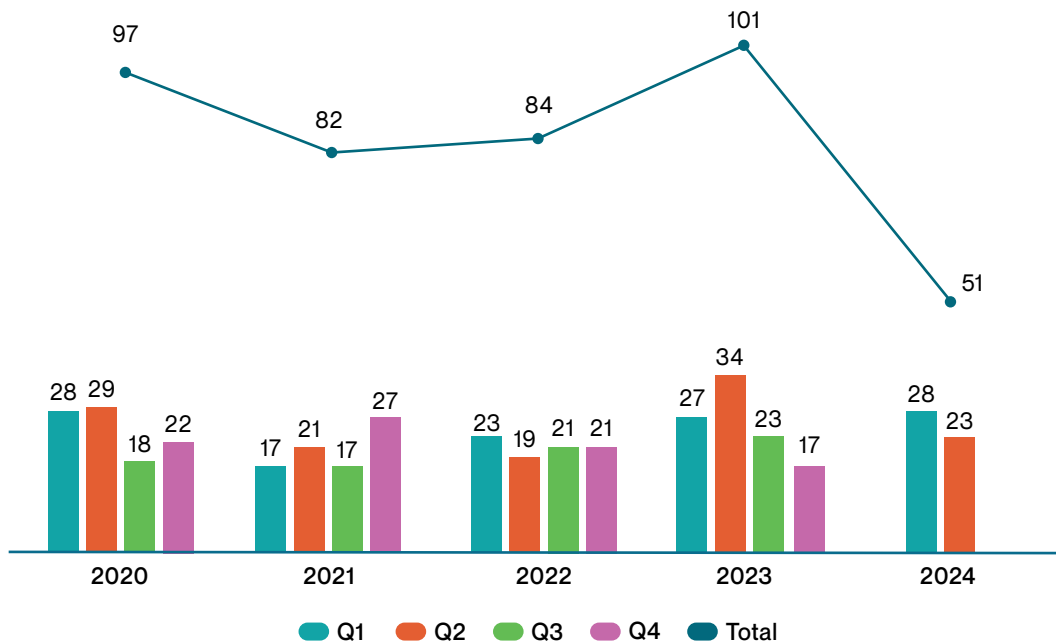


Chart 1 - Number of incidents (Quarterly number vis-à-vis total number of 2020-2024)

- 1 The definition of piracy is in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS 82).
- 2 Armed robbery against ships is defined in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025 (26). Refer to Appendix for more details.
- 3 Actual incidents refer to incidents whereby the pirates/robbers boarded the ship; regardless of whether they stole any items from the crew or took anything onboard the ship.
- 4 Attempted incidents refer to incidents whereby the pirates/robbers tried but failed in their attempt to board the ship.

### Incidents of January-June 2024 versus January-June 2023

The total number of incidents reported during January-June 2024 has **decreased** compared to January-June 2023 occurred in **India**, **the Philippines**, **SOMS**, **Thailand** and **Vietnam**. **Chart 2** shows these locations with decrease of incidents.

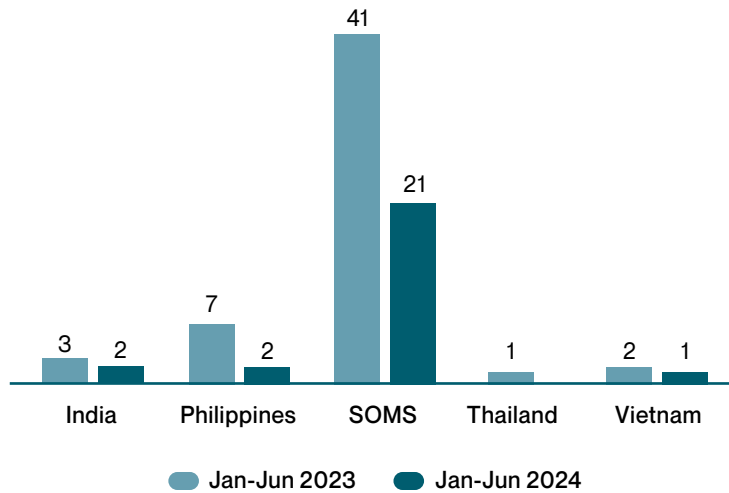


Chart 2 - Location with decrease of incidents (Jan-Jun 2023 vs Jan-Jun 2024)

However, the other locations that witnessed an **increase** of incidents during January-June 2024 compared to the same period in 2023 were **Bangladesh**, **Indonesia** and **South China Sea (SCS)**. **Chart 3** shows the location with increase of incidents.

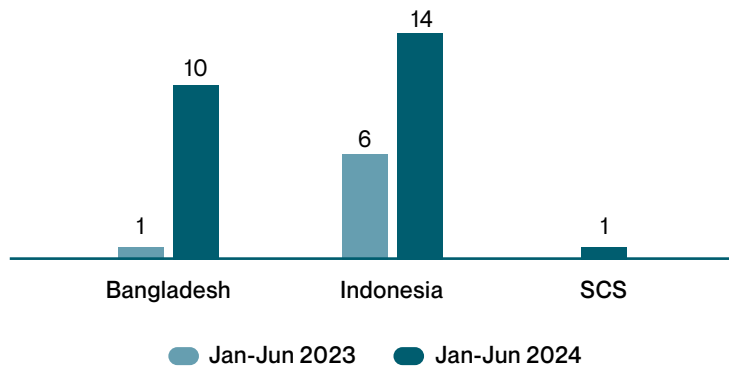


Chart 3 - Location with increase of incidents (Jan-Jun 2023 vs Jan-Jun 2024)



## Areas of Concern

There were three areas of concern of the situation of piracy and ARAS incidents in Asia during January-June 2024:

- **SOMS – Continued occurrence of incidents**

A total of 21 incidents were reported in SOMS during January-June 2024. This constitutes 41% of the total number of incidents in Asia (21 of 51). However, compared to the same period of 2023 (41 incidents), there has been a significant improvement of the situation in SOMS. More details of the situation in SOMS can be found in **Part D** of this report.

- **Bangladesh – Increase of incidents**

A total of 10 incidents were reported in Bangladesh during January-June 2024. This represents a significant increase in the number of incidents reported in the area compared to January-June 2023 (one incident). More details of the situation in Bangladesh can be found in **Part D** of this report.

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

The situation on abduction of crew for ransom in the Sulu-Celebes Seas continued to improve during January-June 2024. No such incident was reported during this period, and the last abduction of crew incident in the area occurred in January 2020. However, the threat of abduction of crew for ransom continues to remain due to the presence of remnants of the Abu Sayyaf Group (ASG) in the Sulu and Tawi Tawi area. More details on the threat of abduction of crew in the Sulu-Celebes Seas can be found in **Part E** of this report.

## Piracy versus Armed Robbery Against Ships

By definition, piracy takes place on the high seas while ARAS takes place in internal waters, archipelagic waters and territorial seas which are under the jurisdiction of the coastal States.

Of the 51 incidents reported during January-June 2024, one was an incident of piracy and 50 were incidents of ARAS. The piracy incident occurred onboard a barge towed by a tug boat in the South China Sea on its approach to Singapore Strait. The perpetrators, not known to be armed, came alongside and boarded the barge, stole scrap metals and escaped. The crew was not injured.

The majority of the incidents reported in Asia were ARAS. Over the 18-year period of January-June of 2007-2024, the number of piracy incidents fluctuated each year, with an average of 11% for piracy incidents and 89% for ARAS. Notably, the piracy incident reported during January-June 2024 was the first incident of such nature to be reported during January-June of the past four years (2021-2024).

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

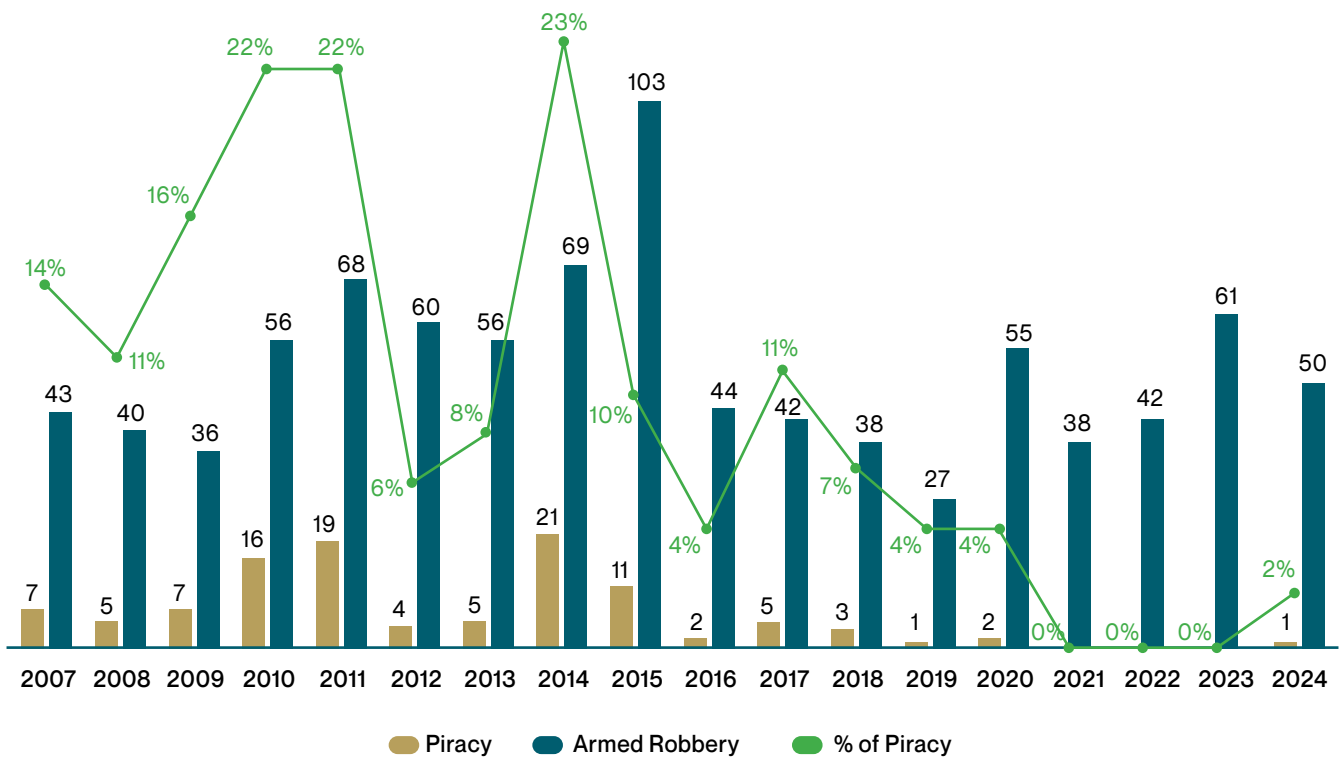


Chart 4 - Piracy Vs Armed Robbery Against Ships (January-June of 2007-2024)

## Significance Level of Incidents

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

CAT 1 <sup>5</sup>	most significant incident
CAT 2 <sup>6</sup>	moderately significant
CAT 3 <sup>7</sup>	less significant
CAT 4 <sup>8</sup>	least significant

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

The categorisation of 44 actual incidents reported during January-June 2024 were: eight CAT 2, 16 CAT 3 and 20 CAT 4 incidents, with no CAT 1 incident reported.

Comparing Q2 of 2024 (April-June) with Q1 of 2024 (January-March), the severity of incidents during Q2 of 2024 had **decreased**. The number of CAT 2 incidents during Q2 of 2024 accounts for 10% of the total number of incidents, while CAT 2 incidents during Q1 of 2024 accounts for 26%.

However, the severity of incidents during January-June 2024 had **increased** compared with the same period in 2023. During January-June 2024, CAT 2 and CAT 3 incidents accounted for 55% of the total number of actual incidents, while CAT 4 incidents amounted to 45%; while during January-June 2023, CAT 2 and CAT 3 incidents accounted for 33% of the total number of actual incidents, while CAT 4 incidents amounted to 67%.

**Chart 5** (next page) shows the significance level of incidents reported for each quarter during the period of 2020-2024.

5 A **CAT 1** incident is classified as ‘**very significant**’ in nature. Under this category, the perpetrators are mostly armed with guns and/or knives, and the crew suffered injury and/or were subjected to physical violence. This include cases of the crew being abandoned, kidnapped or killed. The CAT 1 cases include the ship being hijacked for resale purposes, or the perpetrators took over control of the ship to carry out siphoning of the cargo oil carried onboard.

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

7 A **CAT 3** incident is classified as ‘**less significant**’ in nature. Under this category, the perpetrators are armed with knives/machetes or other items such as sticks or rods. Although the crew can be subjected to duress or threat during the incident, they are not physically harmed. In the majority of CAT 3 cases, nothing is stolen. In cases where losses are reported, stores and engine spares are the commonly stolen items

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

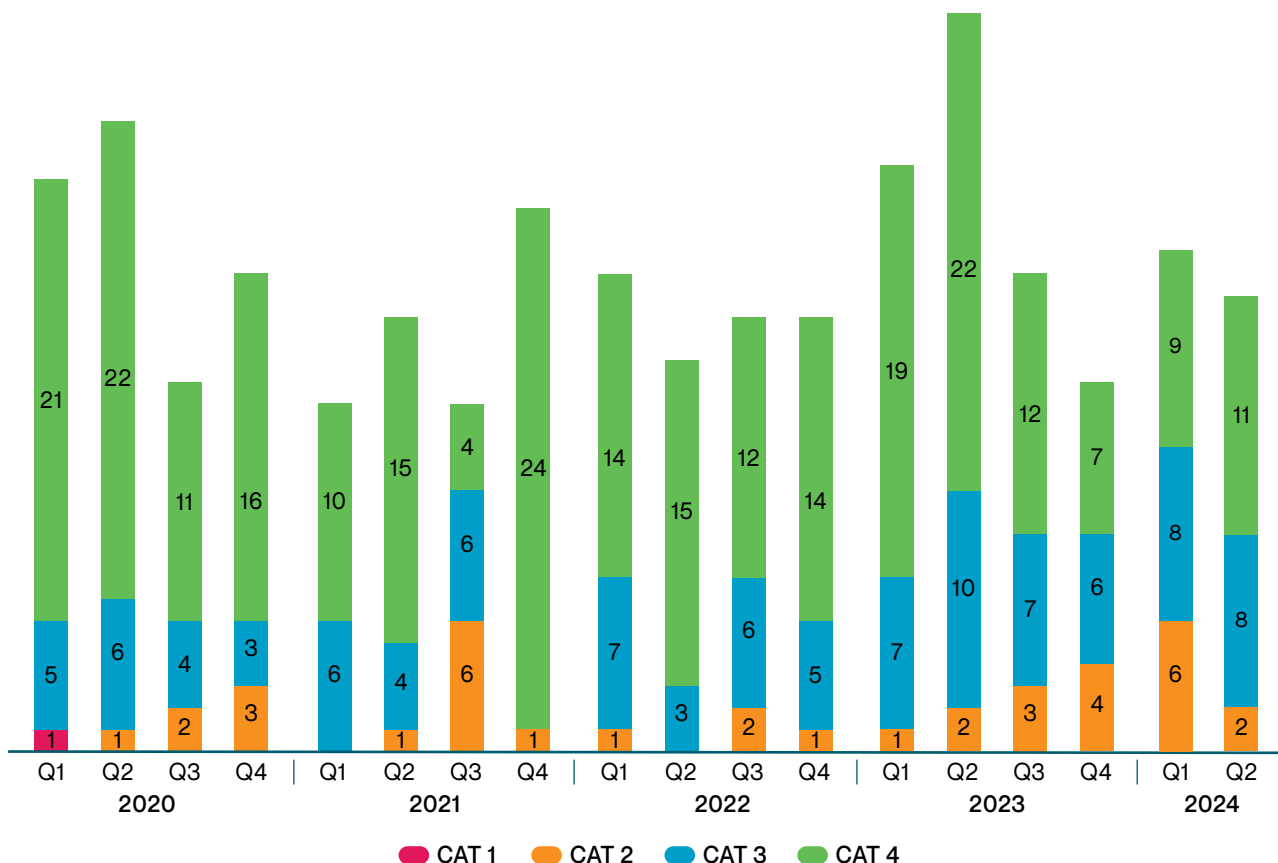


Chart 5 - Significance level of incidents (Quarterly of 2020-2024)

**CAT 2**

Among the **eight CAT 2** incidents reported during January-June 2024, four incidents occurred onboard ships while underway in SOMS; three incidents onboard ships while anchored at port and anchorages in Bangladesh and one incident onboard a ship while at anchorage in Indonesia.

All four incidents reported in **SOMS** occurred onboard bulk carriers. Perpetrators in groups of five to six men, who were armed with knives or machetes, boarded the ships and tied the crew to restrain their movement. In one of the incidents, the 3<sup>rd</sup> Engineer was punched on the forehead by the perpetrators, and suffered minor injury. The crews were not injured in the other three incidents. Of the four incidents, three reported losses of engine/generator spare and one reported the loss of engine spare parts as well as a mobile phone of the crew.

Of the three incidents that occurred in **Bangladesh**, one occurred onboard a tanker anchored off Kutubdia Anchorage, one occurred onboard a tanker anchored at Hiron Pilot Station, Mongla, and one occurred onboard a bulk carrier anchored at Chattogram Anchorage. All three incidents involved large group of perpetrators, between 8 - 10 men. The crew members were not injured in all three incidents, though in one of the incidents, perpetrators tied up the watchman before carrying out the theft. In all three incidents, ship stores, including heaving lines and messenger lines, were stolen.

In the incident that occurred in **Indonesia**, three perpetrators armed with guns and knives boarded the general cargo ship while she was anchored at Dumai Anchorage. The perpetrators tied the hands of the duty engine crew, stole engine spare parts and escaped.

## CAT 3

Of the **16 CAT 3** incidents reported during January-June 2024, nine incidents occurred onboard ships while underway in SOMS; six incidents onboard ships while anchored/berthed at ports and anchorages in Indonesia and one incident onboard a ship while anchored at an anchorage in Bangladesh.

All nine incidents reported in **SOMS** occurred onboard bulk carriers. Among the nine incidents, six reported perpetrators were armed with knives, two reported perpetrators were armed with gun-like objects and one reported perpetrators were armed with metal rods. All nine incidents reported the crew was not injured. In terms of stolen items, five incidents reported losses of engine spare parts, three incidents reported nothing was stolen, and the loss of property could not be ascertained in one incident.

Of the six incidents that occurred in **Indonesia**, three occurred onboard bulk carriers anchored/berthed at Dumai Anchorage, Panjang Anchorage, and Kuala Tanjung Port; two occurred onboard ships anchored at Pulau Batam Anchorage, and one occurred onboard a tanker anchored at Belawan Anchorage. All six incidents involved armed perpetrators who carried weapons such as knives and iron bars. While all six incidents reported no injuries to the crew, perpetrators attempted to attack the AB in one incident but the AB managed to escape, and in another incident, the perpetrators captured and threatened the AB with a machete. Three of the six incidents reported losses of engine spares, two incidents reported losses of stores such as welding cable and fire hose nozzles, and one incident reported nothing was stolen.

For the incident that occurred in **Bangladesh**, six perpetrators boarded a tanker while she was anchored at Chattogram Anchorage. The perpetrators tied the shore watchmen, broke into the paint store and stole ship stores before escaping. The crew was not injured. The perpetrators were later apprehended, all stolen items recovered and handed over to the ship.

## CAT 4

Twenty of the 44 actual incidents (45%) reported during January-June 2024 were CAT 4 incidents, where the perpetrators were not armed and the crew was not injured. Of the 20 incidents, seven occurred in SOMS, four in Indonesia, three in Bangladesh, two in India, two in the Philippines, one in South China Sea and one in Vietnam. On the losses reported, 13 incidents incurred some form of losses such as mooring ropes, cables, paint, scrap metal, brass nozzles, copper coils, fibre boards; while seven reported nothing was stolen.

## Status of ships

Of the 51 incidents reported during January-June 2024, 29 incidents (57%) occurred to ships while at anchor/berth and 22 incidents (43%) occurred to ships while underway.

**Chart 6** shows the location of the incidents which occurred to ships at anchor/berth. The incidents onboard ships while they were anchored/berthed occurred at ports and anchorages of Bangladesh, India, Indonesia, the Philippines and Vietnam.

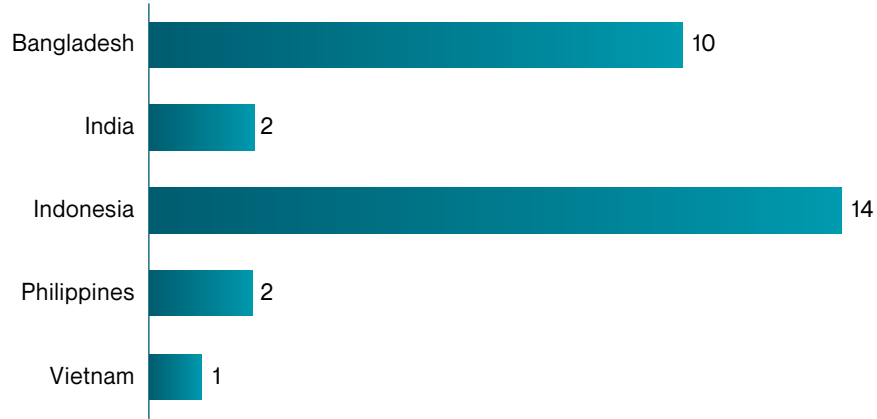


Chart 6 - Incidents on board ships at anchor/berth (January-June 2024)

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



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

## Location of Incidents

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

Act = Actual, Att = Attempted

### January-June

	2015		2016		2017		2018		2019		2020		2021		2022		2023		2024	
	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att
<b>North Asia</b>																				
China			3		1				3											
<b>Sub-total</b>			<b>3</b>		<b>1</b>				<b>3</b>											
<b>South Asia</b>																				
Bangladesh	10			1	6		4	2			3			3		1			7	3
India	4		12		1		1	1	2		7		3	2	1	3			2	
<b>Sub-total</b>	<b>14</b>		<b>12</b>	<b>1</b>	<b>7</b>		<b>5</b>	<b>3</b>	<b>2</b>		<b>10</b>		<b>3</b>	<b>5</b>	<b>1</b>	<b>4</b>			<b>9</b>	<b>3</b>
<b>Southeast Asia</b>																				
Indonesia	10		18		17	2	15	5	7	2	16	1	6		6		6		11	3
Malaysia	2		1		1		1		2		1		1							
Pacific Ocean										1										
Philippines	3	1	1		8		1		2		7		5	1	3		7		2	
South China Sea	10	1	1	1	2		2	1			2								1	
SOMS	55	4	1		1	1	3	2	8		16		19	1	26	1	41		20	1
Sulu-Celebes Seas			4		3	4		1	1		1									
Thailand	1																1			
Vietnam	13		3				2				3		2				2		1	
<b>Sub-total</b>	<b>94</b>	<b>6</b>	<b>29</b>	<b>1</b>	<b>32</b>	<b>7</b>	<b>24</b>	<b>9</b>	<b>20</b>	<b>3</b>	<b>46</b>	<b>1</b>	<b>33</b>	<b>2</b>	<b>35</b>	<b>1</b>	<b>57</b>		<b>35</b>	<b>4</b>
<b>Overall total</b>	<b>108</b>	<b>6</b>	<b>44</b>	<b>2</b>	<b>40</b>	<b>7</b>	<b>29</b>	<b>12</b>	<b>25</b>	<b>3</b>	<b>56</b>	<b>1</b>	<b>36</b>	<b>2</b>	<b>40</b>	<b>2</b>	<b>61</b>		<b>44</b>	<b>7</b>

Table 1 – Location of incidents (January-June of 2015-2024)

The location of incidents reported during January-June 2024 are shown in **Map 1**.



● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted

Map 1 - Location of incidents (January-June 2024)



## Insights of Incidents

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

### Details of Insight

#### Number of Perpetrators

**Chart 8** shows the number of perpetrators involved in incidents reported during January-June 2024. Among the 51 incidents, 20 incidents involved 1-3 men (39%), 25 incidents involved **4-6 men (49%)**, two incidents involved 7-9 men (4%), one incident involved more than 9 men (2%), and three incidents had no information on the number of perpetrators involved (6%). About 90% of the incidents reported during January-June 2024 in Asia involved groups of perpetrators operating between 1-6 men.

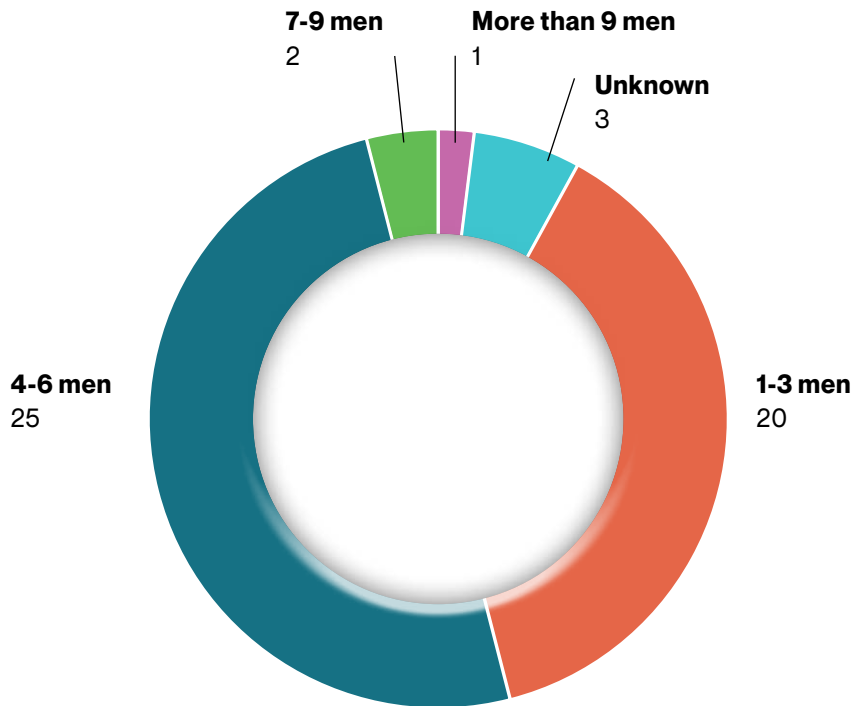


Chart 8 – Number of Perpetrators (January-June 2024)

Type of Weapons

**Chart 9** shows the type of weapons carried by perpetrators in incidents during January-June 2024. Of the 51 incidents, one incident reported that the perpetrators carried guns (2%), 21 incidents reported that the perpetrators carried **knives, machetes and other weapons such as iron bars, metal rods (41%)**, eight incidents reported the perpetrators did not carry weapons (16%) and 21 incidents had no information of weapons carried by the perpetrators (41%).

There was one incident that involved perpetrators armed with guns and knives and boarded a general cargo ship while she was anchored at Dumai Anchorage, Indonesia. However, the guns were not fired during the incident. The perpetrators took a duty engine crew hostage, tied his hands, stole ship engine spare parts before they escaped.

In incidents where perpetrators were carrying knives and other weapons, these were usually used to cut mooring ropes or remove secured items from ships, threaten the crew to restrict their movement, to compel them into surrendering their personal belongings; and were not used to injure the crew.

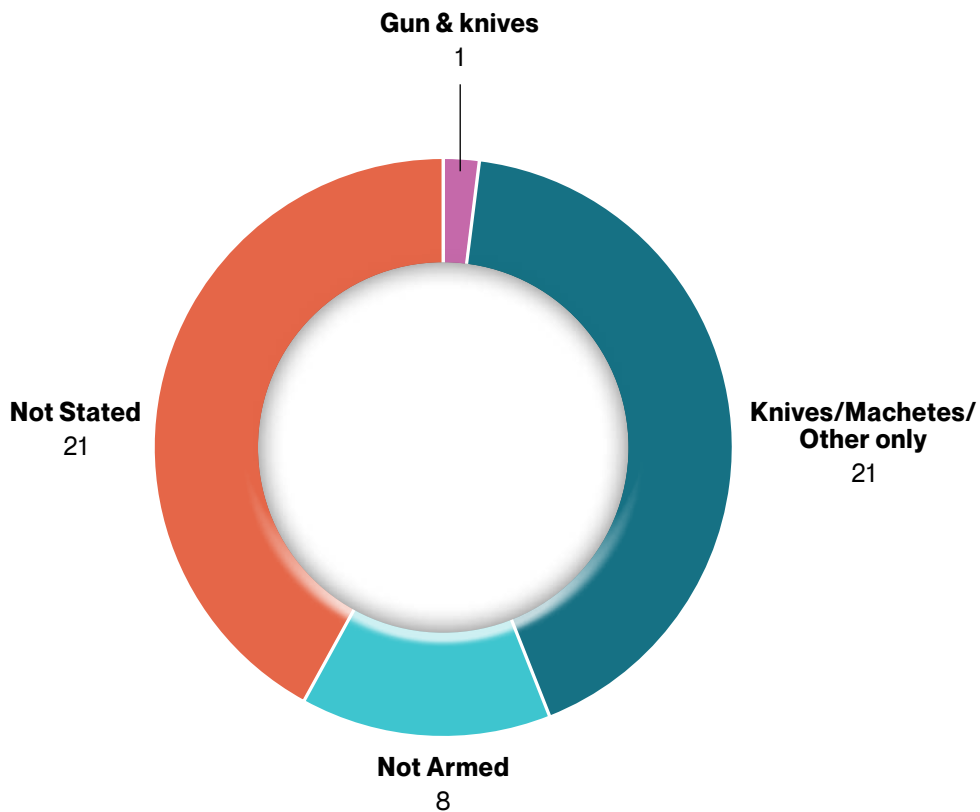


Chart 9 – Type of Weapons Carried by Perpetrators (January-June 2024)

Treatment of Crew

**Chart 10** shows the treatment of crew in incidents reported January-June 2024. Among the 51 incidents, one incident reported that the perpetrators had punched the crew’s head (2%), six incidents reported that the perpetrators tied the crew members to restrict their movement (12%), two incidents reported that the perpetrators had threatened the crew (4%), 35 incidents reported that the **crew was not injured (68%)**, and seven incidents had no information available on the well-being of the crew during the incident (14%).

While majority of the incidents involved perpetrators who did not harm the crew, nonetheless shipmaster and crew are strongly advised not to antagonise the perpetrators, particularly in instances when the perpetrators are armed.

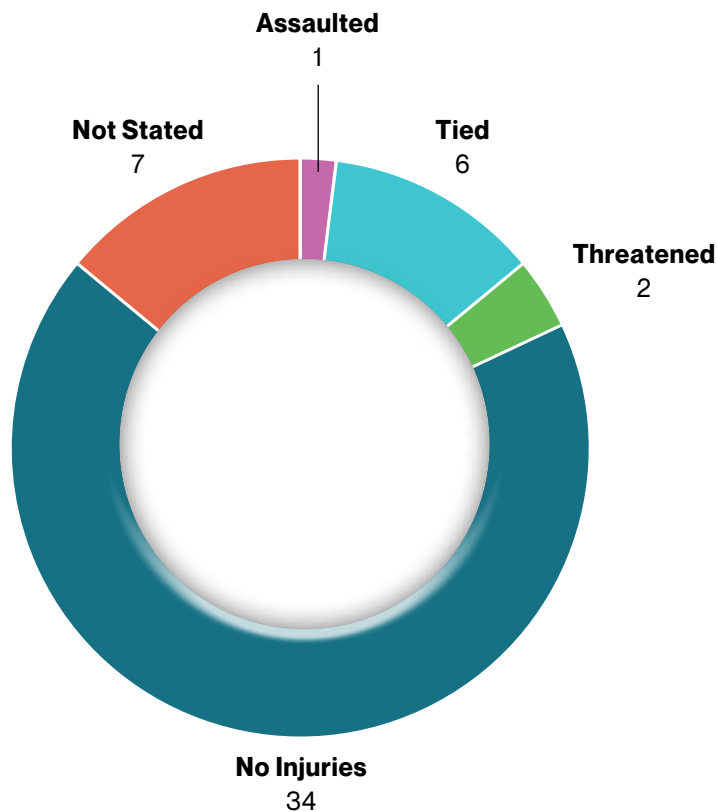


Chart 10 – Treatment of Crew (January-June 2024)

Stolen items

**Chart 11** shows the type of stolen items reported during January-June 2024. Of the 51 incidents, one incident reported loss of crew’s mobile phone (2%), nine incidents reported losses of ship stores (18%), 15 incidents reported losses of engine spares (29%), seven incidents reported losses of unsecured items (14%), 18 incidents reported that **nothing was lost (35%)** and in one incident, the type of losses could not be ascertained (2%).

As engine spares and unsecured items are commonly targeted, shipmaster and crew are advised to store them as securely as possible, to deter ease of access to such items by the perpetrators.

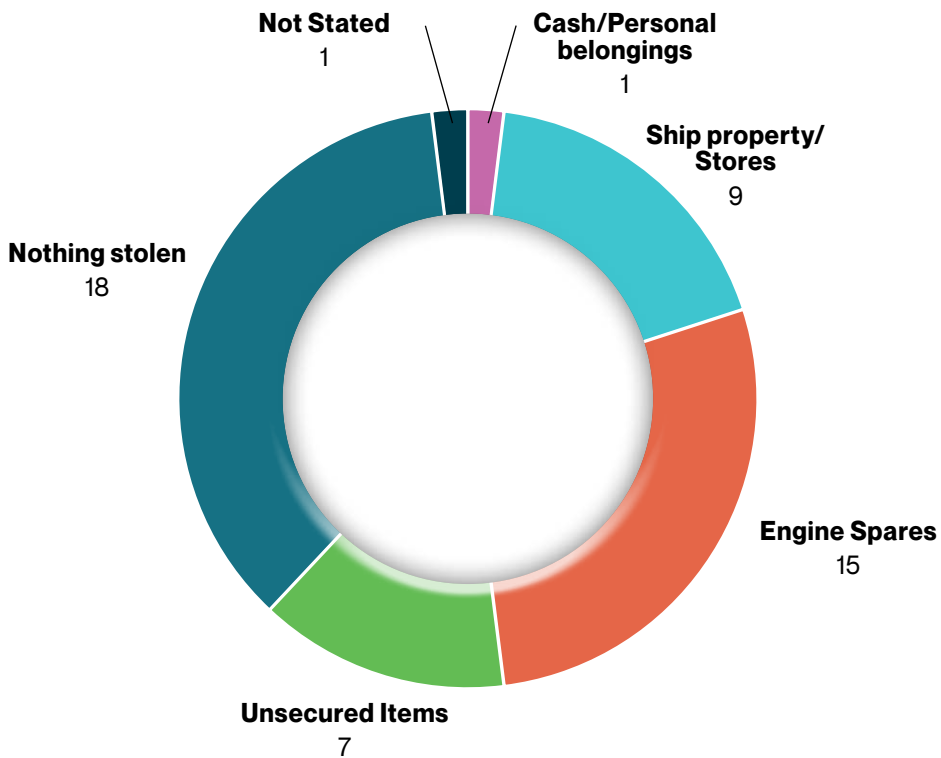


Chart 11 – Type of Stolen Items (January-June 2024)

Type of ships boarded

**Chart 12** shows the type of ships boarded by perpetrators during January-June 2024. Among the 51 incidents, 24 incidents occurred on board **bulk carriers (47%)**, 11 incidents on board tankers (21%), five incidents on board tug boats on tow (10%), five incidents on board container ships (10%), four incidents on board general cargo ships (8%), one incident on board a heavy load semi-submersible (2%) and one incident onboard a heavy transport vessel (2%). With close to half of the incidents occurring onboard bulk carriers, shipmasters and crew of such ships are strongly advised to exercise extra vigilance and employ extra lookouts while transiting the areas of concern.

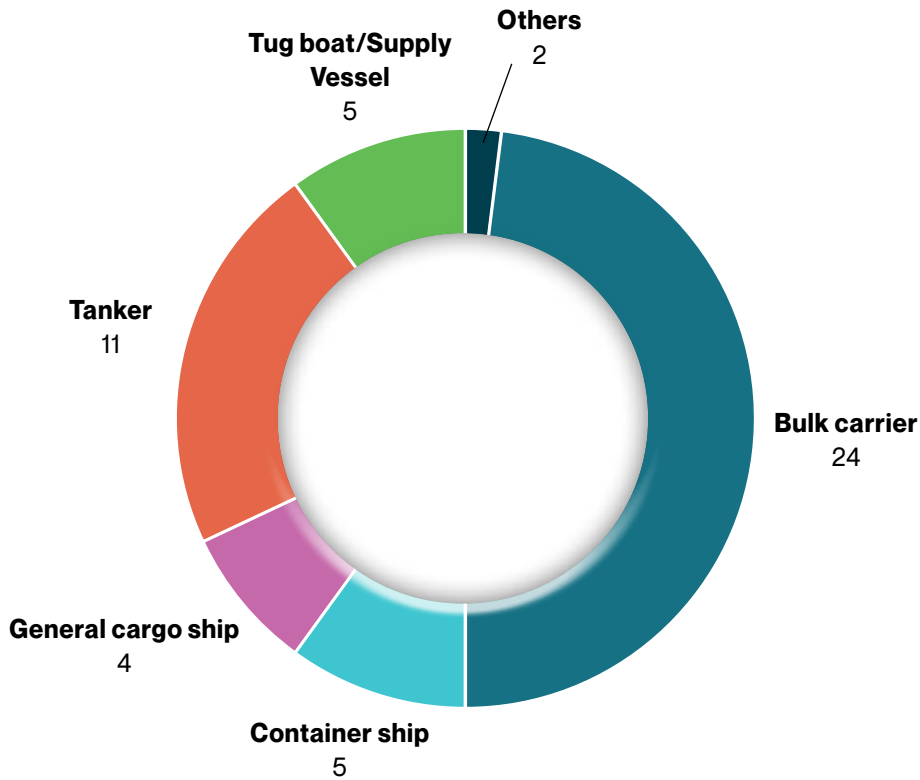


Chart 12 – Type of Ship Boarded (January-June 2024)

Time of incidents

**Chart 13** shows the time of incidents reported during January-June 2024. Of the 51 incidents, 46 occurred during **hours of darkness (90%)** and five occurred during daylight hours (10%).

Among the incidents that occurred during hours of darkness, there were more incidents reported between **0000 hrs and 0559 hrs** (39 incidents) than any other hours of time. Shipmasters and crew are advised to exercise extra vigilance during this time window.

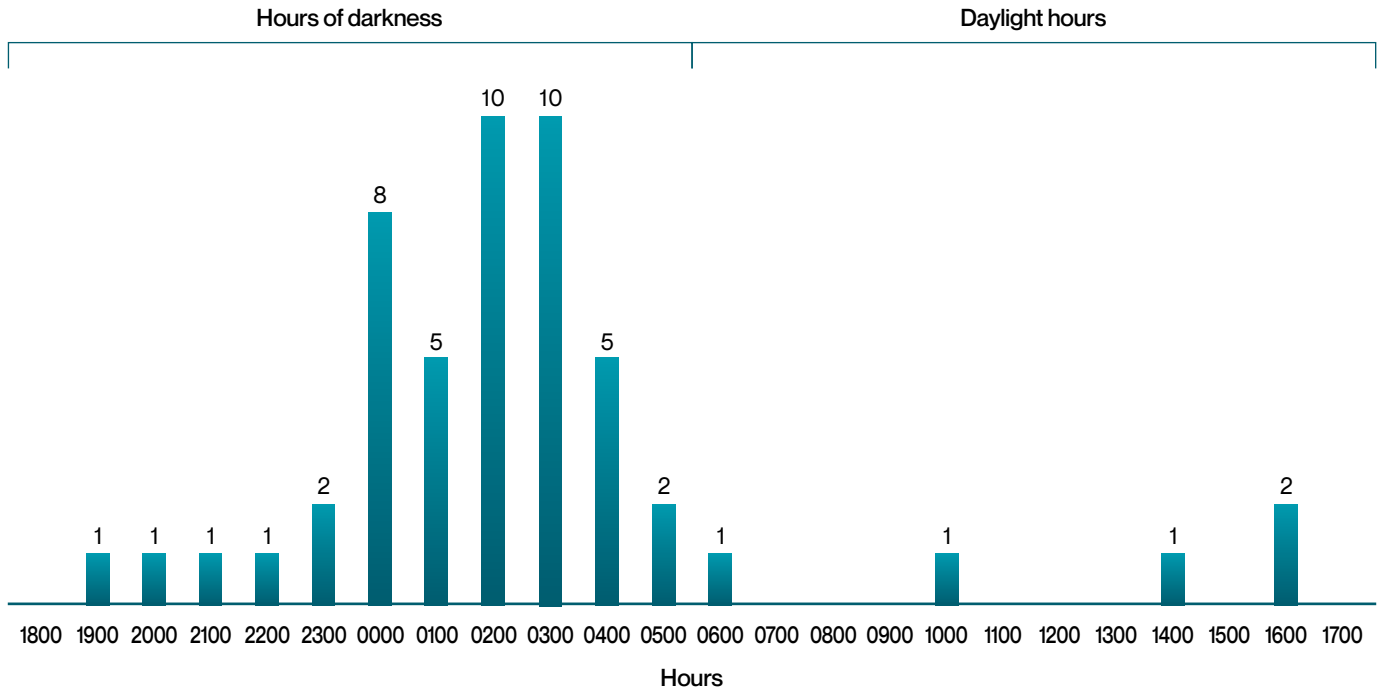


Chart 13 - Time of Incidents (January-June 2024)

# D

## INCIDENTS BY LOCATION

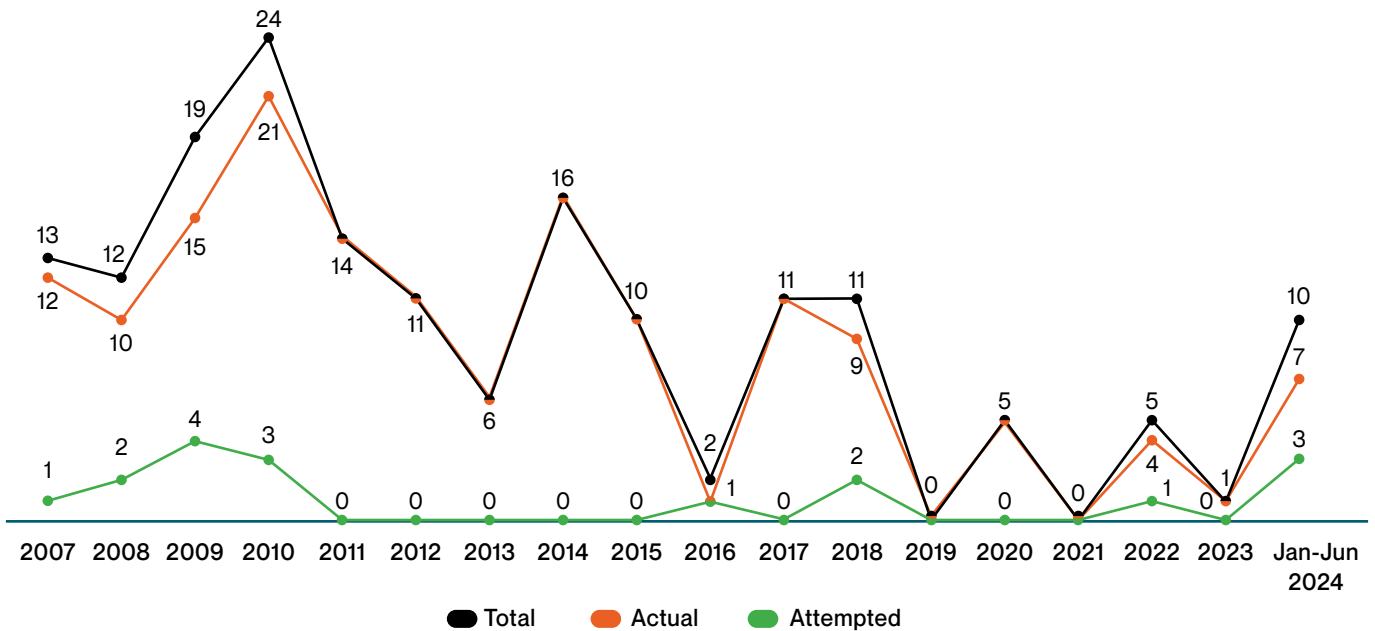


# D INCIDENTS BY LOCATION

## BANGLADESH

### Number of incidents

There was a total of 170 incidents (153 actual incidents and 17 attempted incidents) reported during 2007-2023 and January-June 2024. Of these, a total of 159 incidents (94%) occurred in the ports/ anchorages while 11 incidents (6%) occurred onboard ships while underway. During the 18-year period, 2010 saw the highest number of incidents - 24 incidents (21 actual and three attempted incidents). The Centre observes that there has been a pattern of an increase of incidents at an interval of three to four years during 2007 to 2014; and an interval of two years during 2020 to 2024. **Graph 1** shows the number of incidents reported in Bangladesh during 2007-2023 and January-June 2024.



Graph 1 - Number of incidents in Bangladesh (2007-2023 & January-June 2024)

### Significance level of incidents

Out of the 153 actual incidents reported during the 18-year period, there were 34 CAT 2 incidents (22%), 51 CAT 3 incidents (33%) and 68 CAT 4 incidents (45%). **Chart 14** shows the significance level of actual incidents reported in Bangladesh during 2007-2023 and January-June 2024.



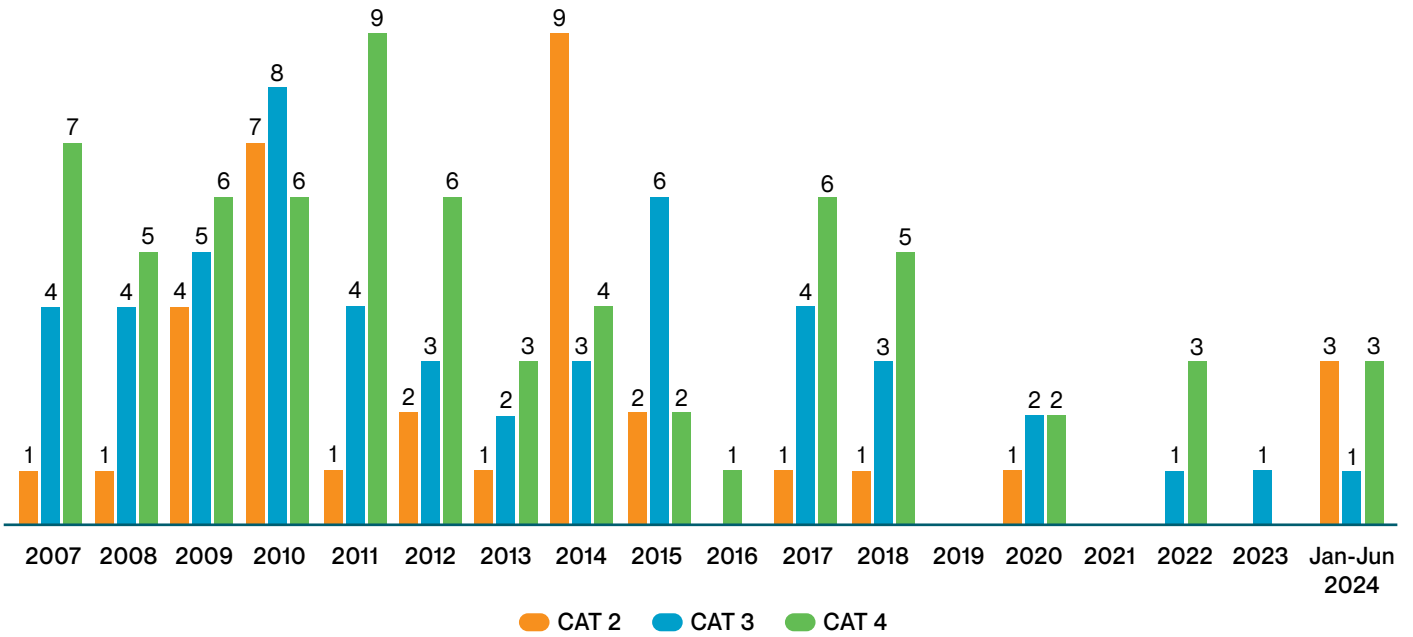


Chart 14 - Significance level of incidents in Bangladesh (2007-2023 & January-June 2024)

### Latest Situation (January-June 2024)

#### Location of incidents

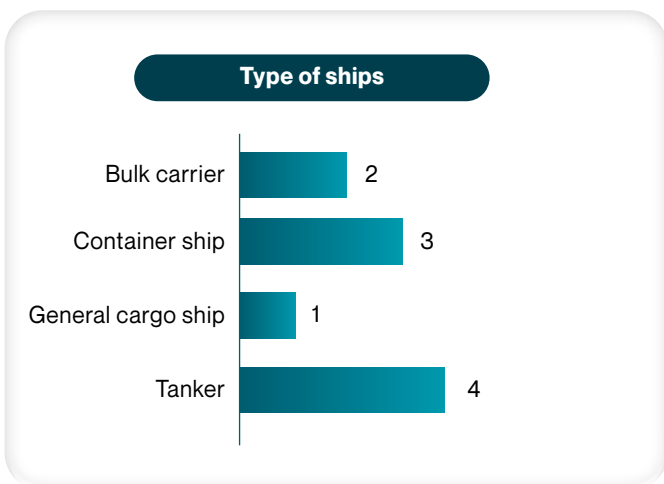
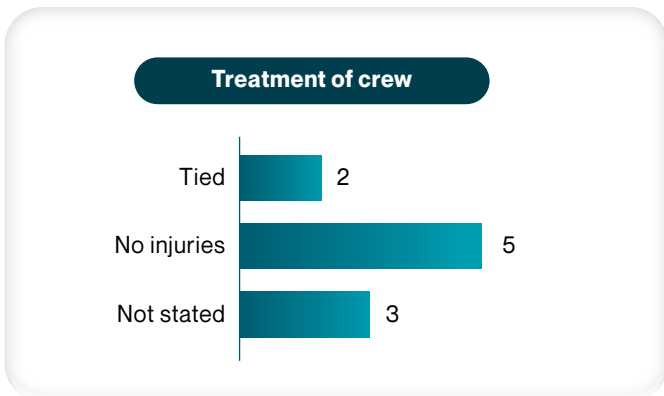
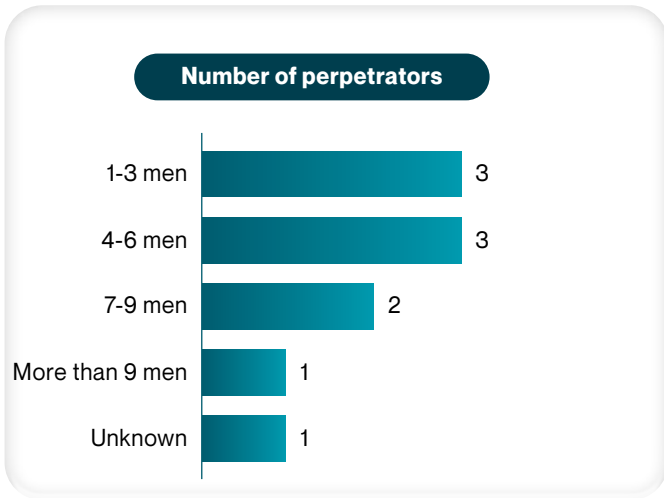
Of the 10 incidents reported during January-June 2024, seven were actual incidents and three were attempted incidents. The incidents occurred onboard ships anchored at Chattogram Anchorage, off Kutubdia Island and at Hiron Pilot station, Mongla. **Map 2** below shows the location of the 10 incidents reported in Bangladesh during January-June 2024.



Map 2 – Location of incidents in Bangladesh (January-June 2024)

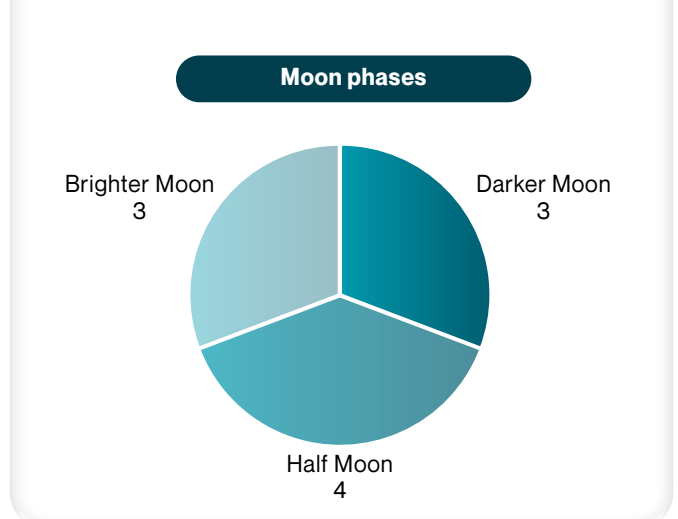
Modus operandi of incidents

The modus operandi of the 10 incidents that occurred to ships while anchored at ports and anchorages in Bangladesh are summarised as follows:



### Time of incidents

Hour of Darkness	9	90%
Daylight hours	1	10%



The observations are as follows:

1. More than half of the incidents reported groups of 1-6 perpetrators (60%). There were three incidents involving larger groups of perpetrators, between eight and 10 men (30%).
2. Two of the 10 incidents involved perpetrators who carried knives but the crew was not injured in both incidents (20%). Seven of the remaining eight incidents had no information if the perpetrators were armed (70%), and one incident reported that the perpetrators were not armed (10%).
3. Half of the incidents reported that the perpetrators did not harm the crew (50%). There were two incidents where perpetrators tied the crew, carried out the theft and escaped (20%). The perpetrators did not harm the crew, and most likely tied the crew to restrict their movement and prevent them from alerting other crew members.
4. Ship stores such as heaving and messenger lines, paint, brass fire hydrant caps, fire hoses and mooring ropes were reported stolen in more than half of the incidents (60%). Nothing was stolen in the other four incidents (40%).
5. A variety of ships including tankers (40%), container ships (30%), bulk carriers (20%) and general cargo ships (10%) were boarded. The perpetrators in all probability were not targeting specific type of ships, but rather ships that were lax in security.
6. Majority of the incidents (90%) occurred during hours of darkness. The incident during daylight hours occurred onboard a container ship while she was anchored at Chittagong Inner Anchorage (10%).

## Efforts by the Bangladesh Authorities and ReCAAP ISC

### Bangladesh Authorities

Following the spate of incidents in Bangladesh since January 2024, the Bangladesh's **Department of Shipping** (ReCAAP Focal Point) called for the enhancement of maritime patrol/presence in port and anchorages, mooring outer anchorage and ships while underway, with emphasis in the areas where incidents occurred more frequently. Restrictions have also been implemented in ports, anchorages and outer anchorages for country boats, fishing boats and motorboats that cannot ply or come alongside anchored ships without any valid documents. Barter trade is also prohibited in the port, anchorages and outer anchorage areas.

The Bangladesh Navy, on its part has increased its vigilance and sea patrols to respond to any potential ships in distress. The Bangladesh Coast Guard (BCG) has also increased its patrols and surveillance as well as the monitoring of any illegal boat activities in the areas of concern. With its AOR of up to the territorial waters, ports, anchorages and outer anchorages, the BCG is responsible for immediate incident response, arrest of perpetrators and investigation of the incidents occurred within its jurisdiction.

With the increasing number of incidents at Chattogram Port and Anchorage, the Chittagong Port Authority (CPA) has established a Visual Tracking Information Management System (VTIMS) to monitor the movement of small country boats in the anchorage and outer anchorage areas. The Port Authorities of Chattogram and Mongla have also conducted port-arranged random boat patrols with its security personnel onboard in the port water areas.

### ReCAAP ISC

Concerned with the situation in Bangladesh, the ReCAAP ISC published and disseminated a Special Report, titled Increasing of Incidents in Bangladesh, on 13 Jun 2024 to alert the shipping community about the situation in Bangladesh. The Special Report included specific recommendations by the various authorities in Bangladesh to shipmaster and crew whose ships are bound for Bangladesh, as well as contact details of law enforcement agencies and local authorities in Bangladesh. The Special Report is available for download and can be found at <https://www.recaap.org/reports>.

## Recommendations

The Bangladesh's Department of Shipping advises ships bound for Bangladesh to adopt the following measures:

- Exercise enhanced vigilance, alertness and report all incidents to the relevant authorities immediately.
- Slow-speed ships, deep draft ships, tug boats and towed vessels are to avoid the fishing zone. For ships sailing to Chattogram port and anchorages, they are to commence their voyage from Saint Martin Island to Cox's Bazar areas and navigate on safe route.

In addition, ships at ports/anchorages are advised to:

- Maintain communication over VHF channel with the port control and law enforcement agencies when entering Bangladesh waters.
- While at anchor, request for port-approved watchmen via the local shipping agent.
- No barter trade or any types of business are permitted at anchorages and in the port and berthing areas
- While at anchor, keep sharp lookout and do not allow any boats to come near ship.

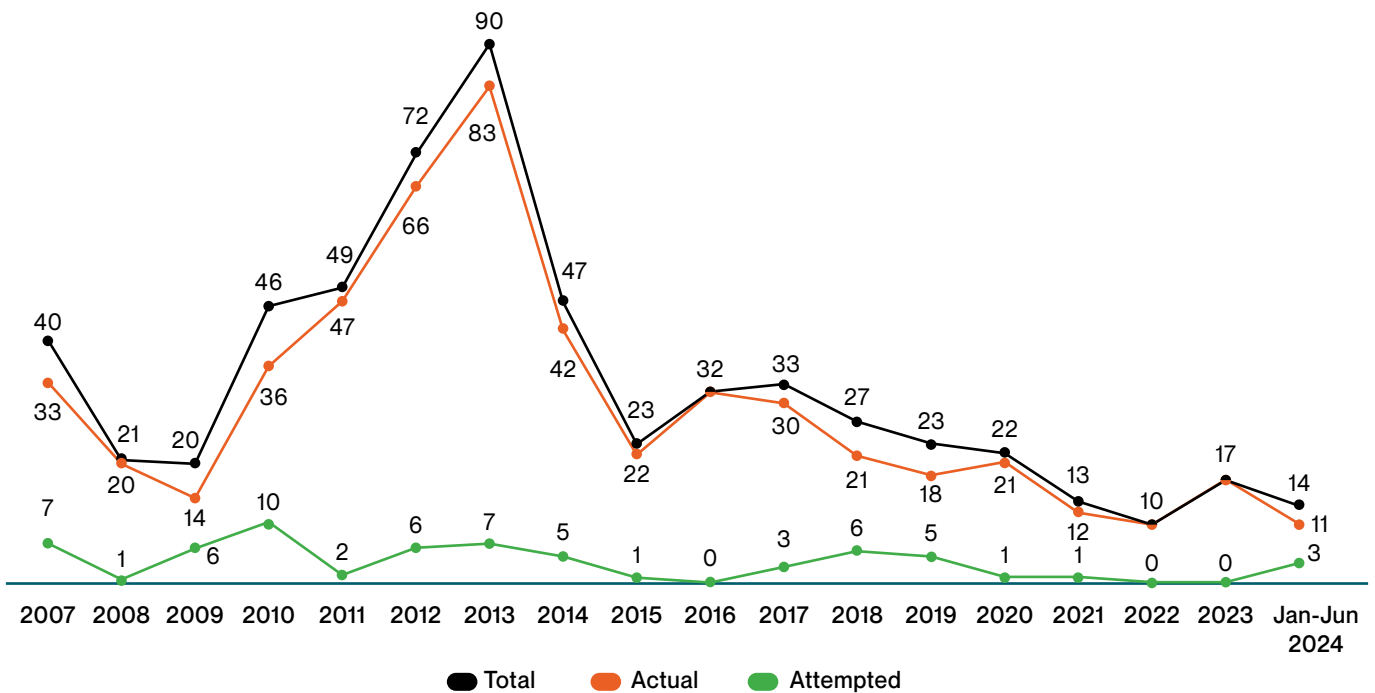
Shipmasters are advised to immediately report all incidents to the law enforcement agencies and local authorities. The contact details for ships bound for Bangladesh are as follows:

Name of organisation	Tel No.	Mobile No.	Email address
MRCC Dhaka	+88 02 9836314 +88 02 8711439	+88 01 769-701111	mrccdhk@navy.mil.bd
Bangladesh Coast Guard, Dhaka	+88 02 8181618	+88 01 769-440702	ddcghq@gmail.com
Bangladesh Navy, Dhaka	+88 02 983 6141-9	+88 01 769-702112	ddnohq@gmail.com
Chittagong Port Authority, Chattogram	+88 02 33332 220-29	+88 01 733-228266 +88 01 733-228267	dscpa2015@gmail.com pfsocpa@gmail.com
Department of Shipping, Dhaka	+88 02 9513305	+88 01 768-417758 +88 01 780-441236	shaker395@yahoo.com
Mongla Port Authority, Bagerhat	+88 04662-75232	+88 01 404-411960	cso@mpa.gov.bd

## INDONESIA

### Number of incidents

There was a total of 599 incidents (535 actual incidents and 64 attempted incidents) reported during 2007-2023, and January-June 2024. Of these, a total of 532 incidents (89%) occurred in the ports/ anchorages while 67 incidents (11%) occurred onboard ships while underway. During the 18-year period, 2013 saw the highest number of incidents - 90 incidents (83 actual and seven attempted incidents). The Centre observes that there has been a decrease of incidents during 2017 to 2022. **Graph 2** shows the number of incidents reported in Indonesia during 2007-2023 and January-June 2024.



Graph 2 - Number of incidents in Indonesia (2007-2023 & January-June 2024)

### Significance level of incidents

**Chart 15** shows the significance level of actual incidents reported in Indonesia during 2007-2023 and January-June 2024. Majority of the incidents in Indonesia were CAT 3 and CAT 4 incidents. The last CAT 1 incident was reported during January-June 2016, when *Hai Soon 12* was hijacked by perpetrators for oil cargo theft on 7 May. Of the 11 actual incidents reported during January-June 2024, one was a CAT 2 incident, six were CAT 3 incidents, and four were CAT 4 incidents.

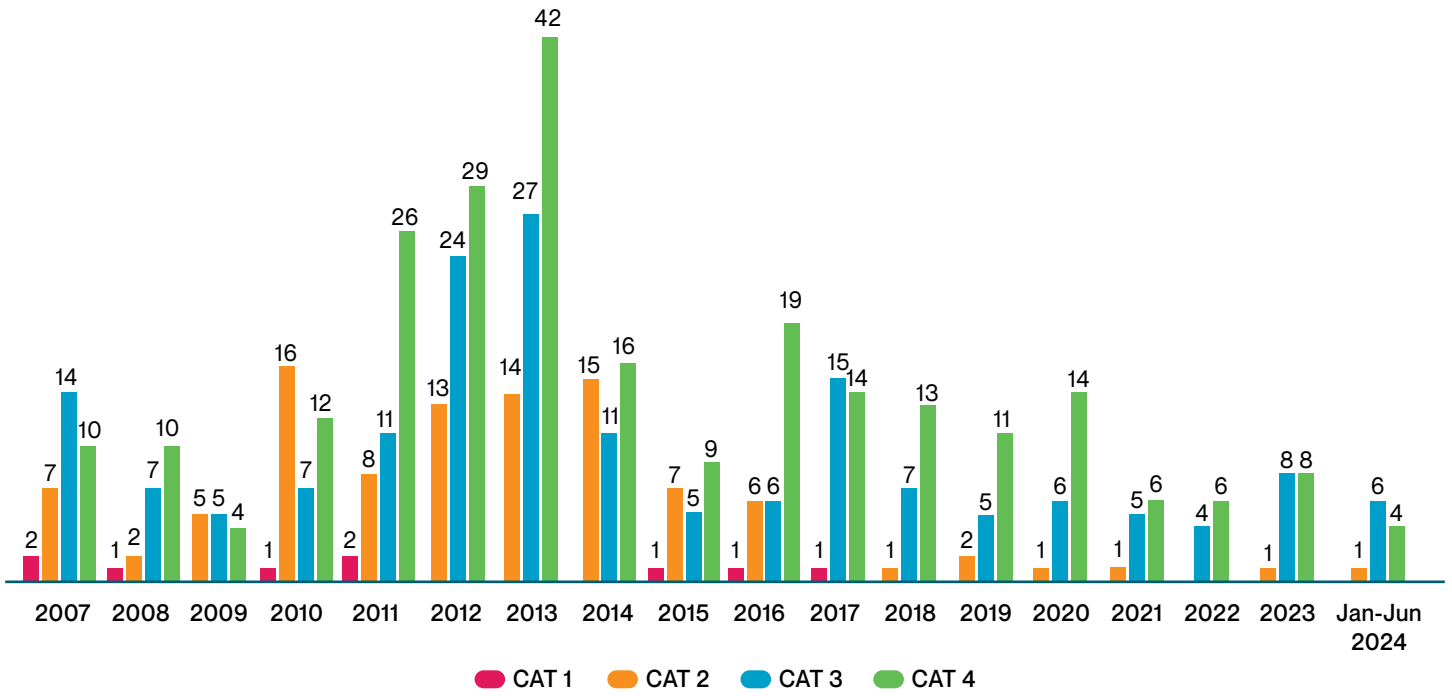
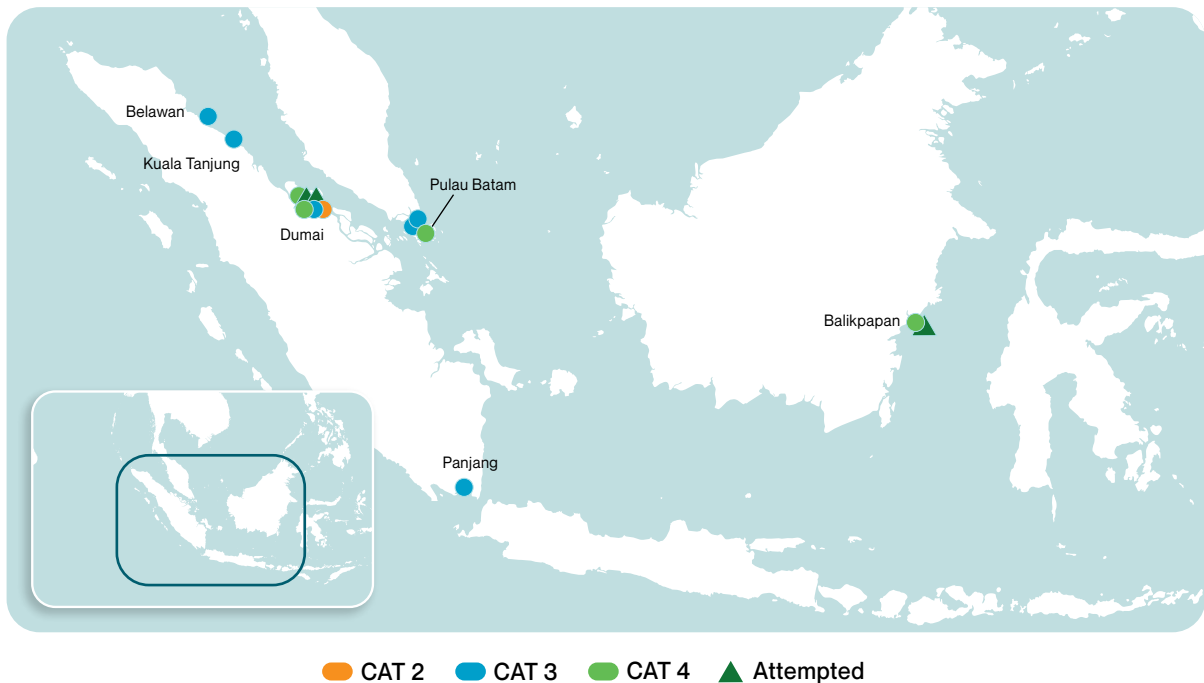


Chart 15 - Significance level of incidents in Indonesia (2007-2023 & January-June 2024)

### Latest Situation (January-June 2024)

#### Location of incidents

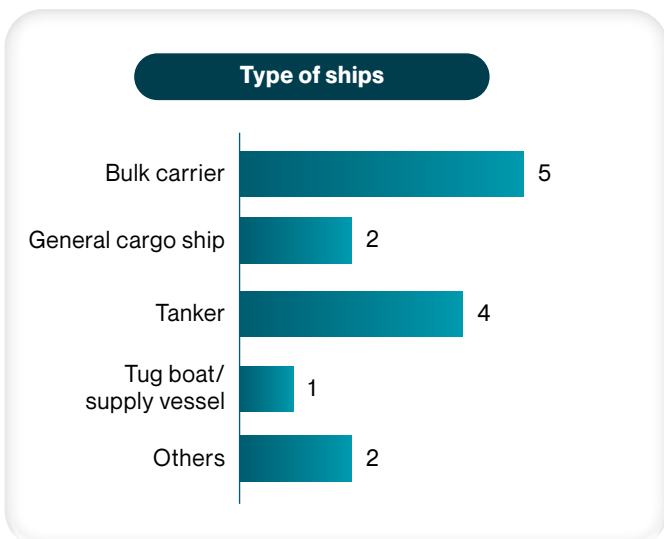
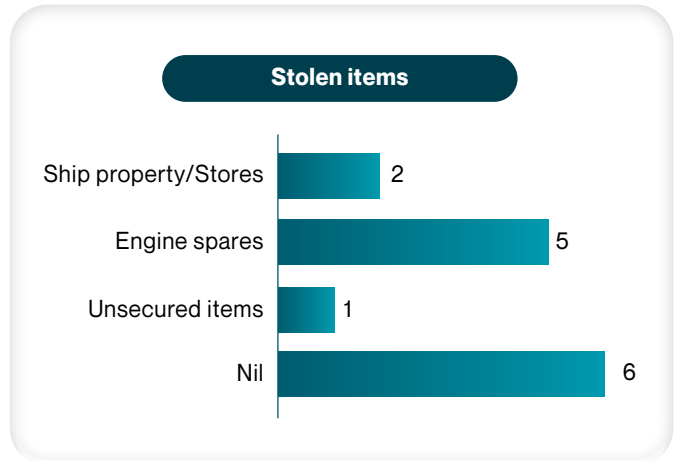
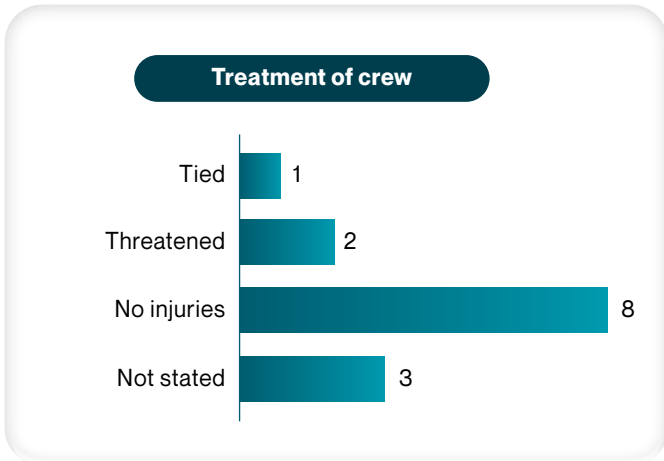
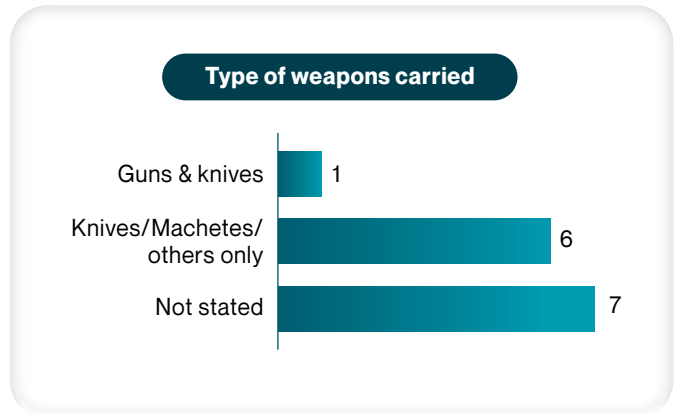
Of the 14 incidents reported during January-June 2024, seven occurred onboard ships while they were anchored at Dumai Anchorage, two occurred onboard ships while they were anchored at Balikpapan Anchorage, three occurred onboard ships while they were anchored at Pulau Batam Anchorage, one occurred onboard a ship while she was anchored at Belawan Anchorage, and one occurred onboard a ship while she was berthed at Kuala Tanjung Port. **Map 3** below shows the location of the 14 incidents reported in Indonesia during January-June 2024.



Map 3 – Location of incidents in Indonesia (January-June 2024)

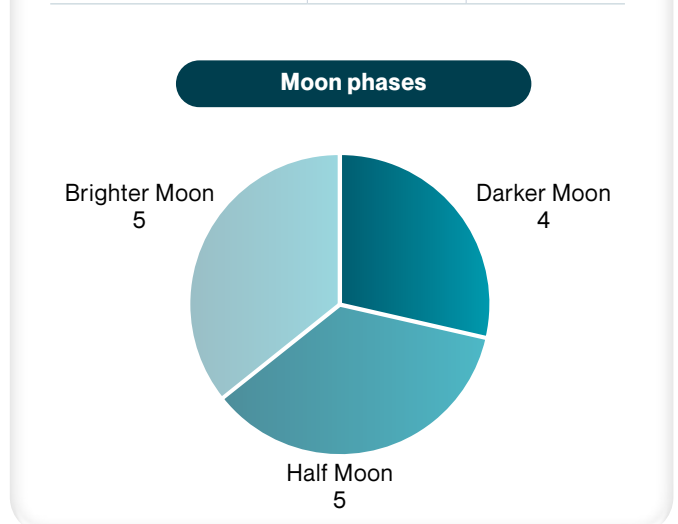
Modus operandi of incidents

The modus operandi of the 14 incidents that occurred to ships while anchored at ports and anchorages in Indonesia are summarised as follows:



**Time of incidents**

Hour of Darkness	14	100%
Daylight hours	Nil	Nil





The observations are as follows:

1. All 14 incidents reported groups of 1-6 perpetrators. Of these, nine reported groups of 1-3 men (64%) and five reported groups of 4-6 men (36%).
2. There was one incident that involved perpetrators who were armed with guns and knives (7%). They took the duty engine crew as hostage and tied his hands, but did not harm him. There were six incidents that reported the perpetrators were armed with knives and other weapons, namely iron bars (43%). While the knives were not used to harm the crew, there were two incidents where the perpetrators had used the knives to intimidate the crew. The remaining seven incidents had no information if the perpetrators were armed (50%).
3. Majority of the incidents reported that either the perpetrators did not harm the crew or there was no information on the well-being of the crew (79%). As mentioned in para 2 above, there was one incident where perpetrators took a crew member as hostage and tied his hands (7%), and two incidents where perpetrators had threatened the crew (14%).
4. Majority of the incidents reported that nothing was stolen (43%). Of the eight incidents that reported items stolen from the ship, five reported losses of engine spares (36%), two reported losses of ship stores such as fire hose nozzles (14%), and one reported loss of unsecured item, namely a welding cable on main deck (7%).
5. Majority of the incidents occurred onboard bulk carriers and tankers (65%). The remaining incidents occurred onboard general cargo ships (14%), a tug boat/supply vessel (7%), a heavy load semi-submersible (7%) and a heavy transport vessel (7%).
6. All 14 incidents occurred during hours of darkness. Slightly more than two-thirds of the incidents occurred during Half Moon and Brighter Moon period (71%).

## Recommendations

While calling at ports and anchorages in Indonesia, shipmasters and crew are strongly advised to heighten vigilance and proactively adopt the following measures to prevent boarding by the perpetrators:

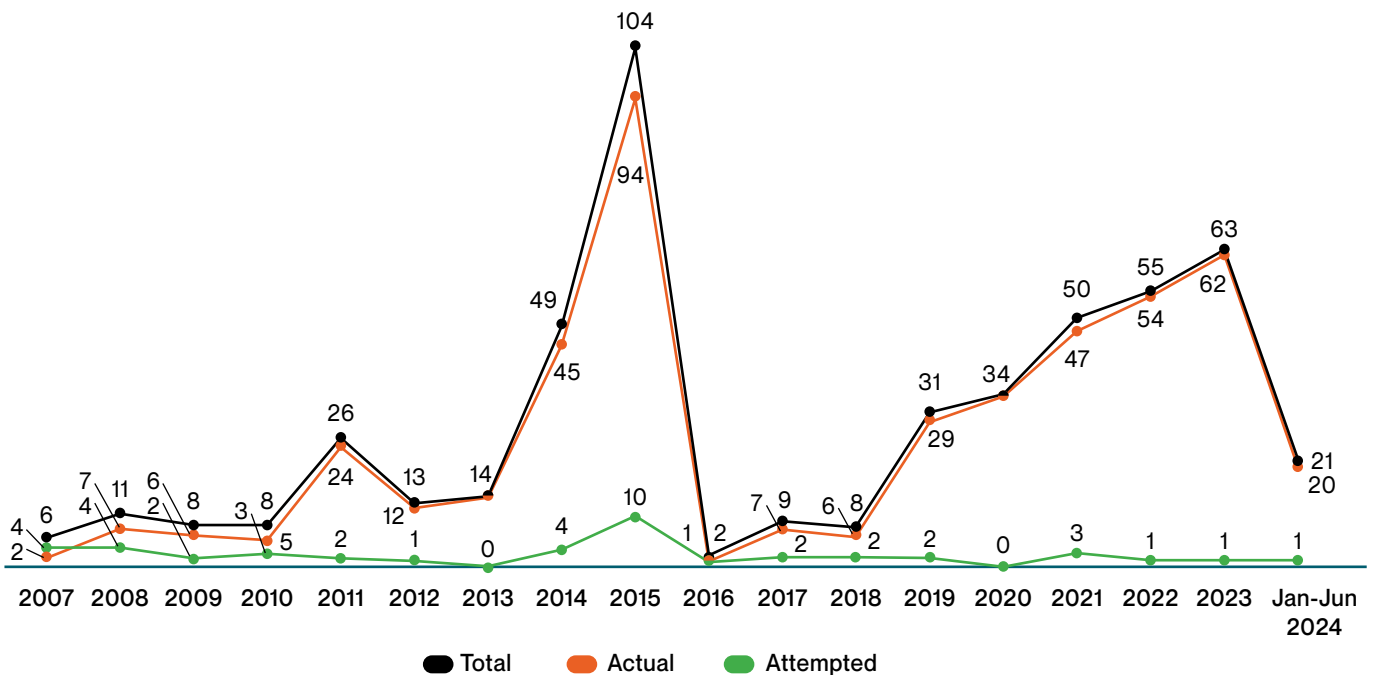
- Equipment such as fenders, anchor chains, and hawse pipes should be physically blocked as they can provide a vulnerable point of access for perpetrators.
- All doors and hatches providing access to the bridge, accommodation, and machinery spares should be properly secured.
- Ensure that tools on deck are properly stored and secured.
- Perpetrators often use fishing boats to approach the victim ship. Particular attention should be paid to suspicious small boats passing close to a ship or loitering in the vicinity.
- Exercise enhanced vigilance and alertness especially during hours of darkness, and report all incidents to the relevant authorities immediately.

## Straits of Malacca and Singapore (SOMS)

### Latest Situation (January-June 2024)

#### Number of incidents

A total of 21 incidents (20 actual and one attempted) were reported in SOMS during January-June 2024. The number of incidents reported in SOMS during January-June 2024 had decreased by 49% compared to January-June 2023, where 41 actual incidents were reported. The 21 incidents reported during January-June 2024 is the first decrease in the number of incidents reported in SOMS since January-June 2016. **Graph 3** shows the number of incidents reported in SOMS during January-June of 2007-2024.



Graph 3 - Number of incidents in SOMS (2007-2023 & January-June 2024)

Significance level of incidents

**Chart 16** shows the significance level of actual incidents reported in SOMS during 2007-2023 and January-June 2024. Notably, bulk of the incidents during the past 10 years (2015-2024) were CAT 4 incidents. The exceptions were 2017 and January-June 2024, where majority were CAT 3 incidents.

Of the 20 actual incidents reported during January-June 2024, four were CAT 2 incidents, nine were CAT 3 incidents, and seven were CAT 4 incidents.

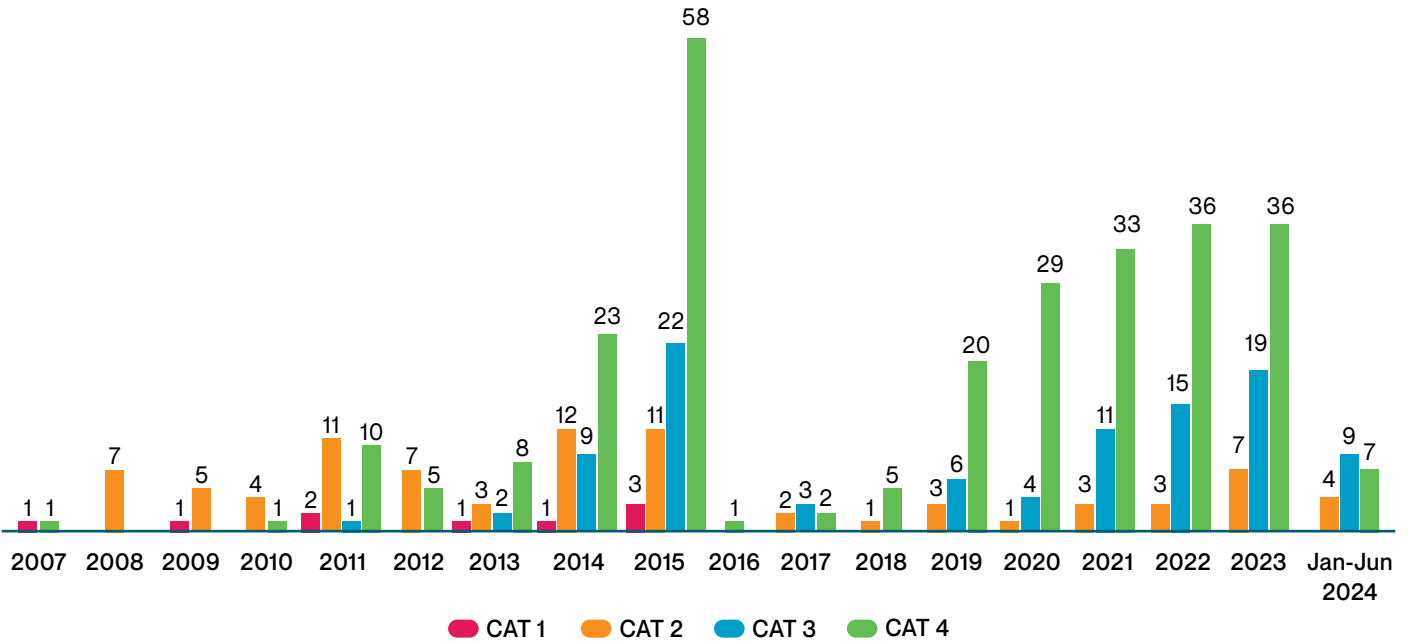


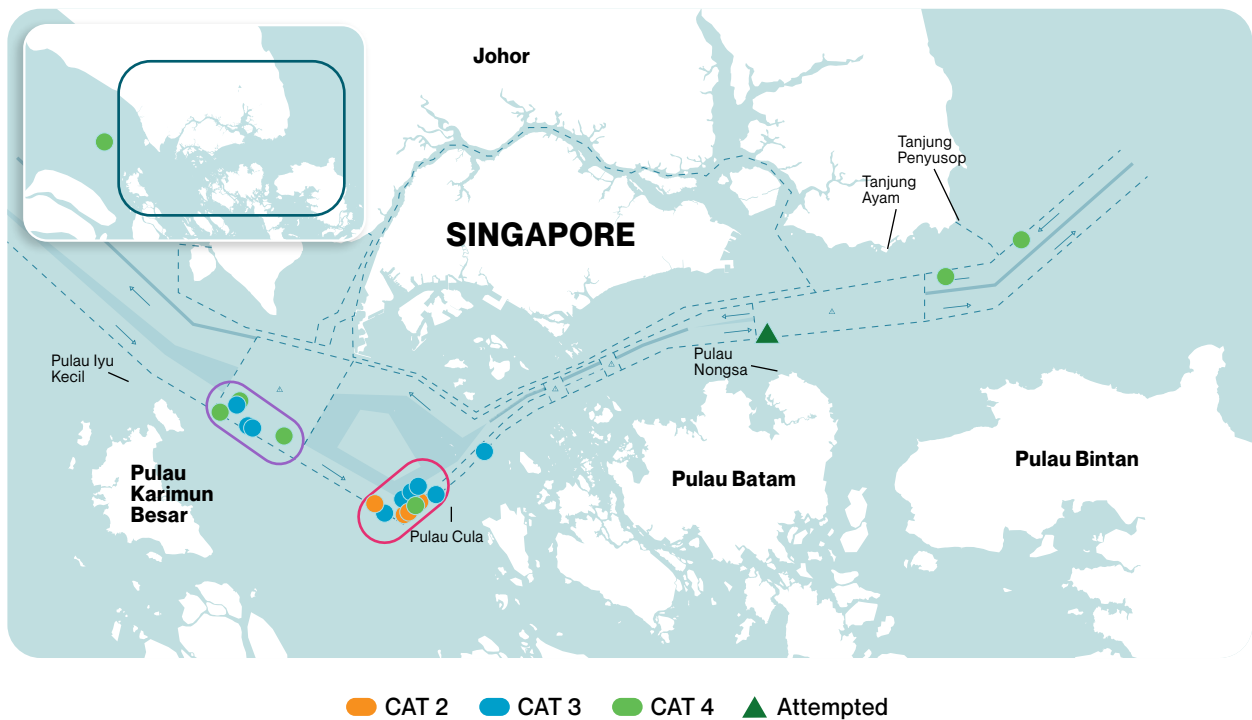
Chart 16 - Significance level of incidents in SOMS (2007-2023 & January-June 2024)

Location of incidents

**Map 4** below shows the location of the 21 incidents reported in SOMS during January-June 2024. Among these 21 incidents, 20 occurred in the Singapore Strait (SS) and one in the MS.

Of the 21 incidents, 12 incidents occurred in the eastbound lane of the Traffic Separation Scheme (TSS), six incidents in the precautionary area of the TSS, and three incidents in the westbound lane of the TSS.

Of concern were the clusters of incidents off Pulau Cula (10 incidents – red border) and off Pulau Karimun Kecil (six incidents – purple border). Nine of the 10 incidents off Pulau Cula involved perpetrators who were armed with knives or metal rods. In three of the incidents involving armed perpetrators, the perpetrators tied the crew to restrain their movements, and in another incident, a crew member was tied and punched in the forehead.

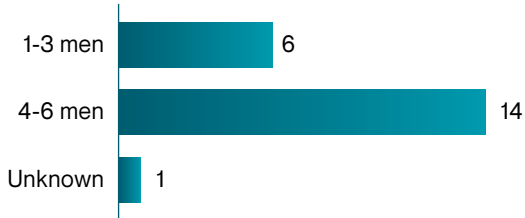


Map 4 - Location of incidents in SOMS (January-June 2024)

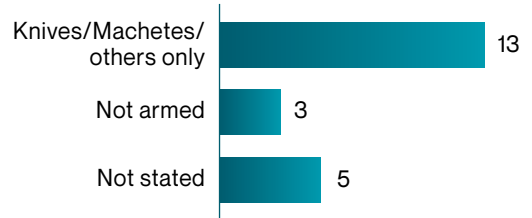
## Modus operandi

The modus operandi of the 21 incidents that occurred to ships while underway in SOMS are summarised as follows:

### Number of perpetrators



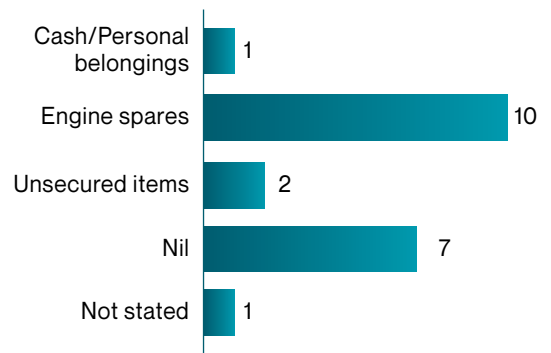
### Type of weapons carried



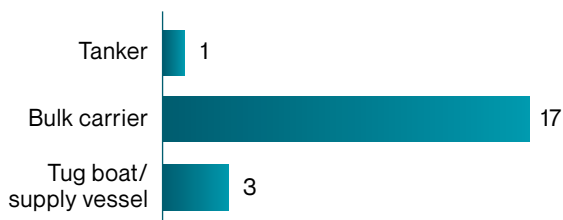
### Treatment of crew



### Stolen items



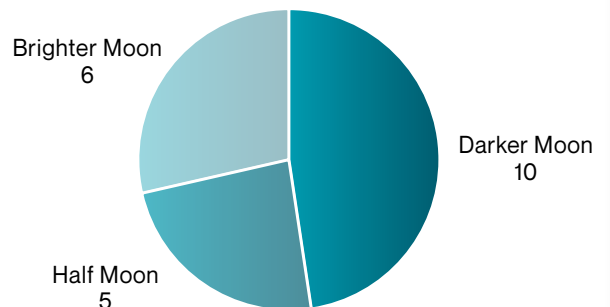
### Type of ships



### Time of incidents

Hour of Darkness	18	86%
Daylight hours	3	14%

### Moon phases



The observations are as follows:

1. Majority of the incidents reported groups of 1-6 perpetrators (95%). Of these, six reported groups of 1-3 men and 14 reported groups of 4-6 men.
2. Most of the incidents reported that the perpetrators were armed with knives and other weapons, namely metal rods and a gun-like object (62%). Similar to incidents in other locations in Asia, the knives were used to intimidate the crew rather than using it to harm the crew. The remaining eight incidents either reported that the perpetrators were not armed or had no information if the perpetrators were armed (38%).
3. Majority of the incidents reported that the crews members were not injured (81%). Of the four incidents that reported some form of mistreatment to the crew, a crew member was punched in the forehead and tied in one incident (5%), while perpetrators tied crew members to restrict their movement in the other three incidents (14%).
4. Engine spares were commonly stolen as half of the incidents reported such losses (48%). In terms of other losses, one incident reported the loss of a crew's mobile phone and machinery spare parts (5%), and two incidents reported the loss of unsecured items from barges towed by tug boats, namely scrap metal, copper coils and fibre boards (9%). There were seven incidents that reported nothing was stolen from the ships (33%) and one incident where the loss of property could not be ascertained (5%).
5. Majority of the incidents occurred onboard bulk carriers (81%). The remaining incidents were onboard tug boats towing barges and drill ship (14%), and a chemical tanker (5%). Notably, all incidents in the eastbound lane and precautionary area of the TSS occurred onboard bigger ships (bulk carrier and tanker), while all incidents in the westbound lane of the TSS occurred onboard smaller ships (tug boats on tow).
6. Of the 21 incidents, 18 occurred during hours of darkness and all occurred onboard bulk carriers (86%). The other three incidents that occurred during daylight hours were onboard tug boats on tow (14%).

## Efforts by littoral States and ReCAAP ISC

The littoral States of SOMS have further enhanced enforcement efforts both on land and at sea. Through initiatives such as the Malacca Strait Patrol (MSP), Coordinated Patrol Indonesia-Singapore (CORPAT INDOSIN) and regular interaction programmes at the commander-level, there has been strengthened operational cooperation and situational awareness of the areas of concern, particularly during the vulnerable time windows.

These efforts have deterred potential attempts, and in some cases led to arrests. The authorities, together with ReCAAP ISC, and relevant stakeholders such as the Information Fusion Centre (IFC) and the Singapore Shipping Association (SSA), have also stepped up their engagement with industry stakeholders and raised awareness on the constantly evolving modus operandi of the perpetrators, and encourage the adoption of appropriate shipboard security measures and timely reporting of incidents.

The ReCAAP Focal Point of Singapore also broadcasts advisories to vessels transiting areas of concern to remind seafarers to remain vigilant and to adopt best management practices. The frequency of broadcast will be ramped up for the affected Traffic Information System sector in the event of a reported unauthorised boarding incident. Singapore has also imposed Corrective Action and Preventive Action (CAPA) review for Singapore-registered vessels that encounter security breaches, to ensure that the necessary shipboard security measures are in place to prevent recurrence of incidents.

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

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

## Recommendations

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

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

While transiting the SS or any areas of concern, shipmasters and crew are strongly advised to heighten vigilance and proactively adopt the following measures to prevent boarding by the perpetrators:

- Keep abreast of the latest situation via the ReCAAP ISC Interactive Dashboard (Re-VAMP) (at [www.recaap.org](http://www.recaap.org)), particularly the incident-prone areas in the SS. The ReCAAP ISC's reports contain detailed location of incident including its latitude and longitude.
- Tune-in to advisories and navigational broadcasts announced by the authorities.
- Maximise vigilance and lookouts for suspicious small boats; increase watch keeping; particularly for crew onboard tug boats towing barges during daylight, and for crew onboard bigger ships during night time.
- Keep the CCTV and other devices including communication equipment operational to alert the ship crew and record the movement of perpetrators.
- Conduct rounds onboard the ship's compartment and ensure that the relevant areas of the ship are locked prior to the ship entering area of concern. Ensure that all doors and hatches having direct access to the bridge, accommodation, store rooms, steering gear compartment and engine room are closed/properly secured. Also for the activity to be recorded on the log book.
- Maintain communication with their shipping company by providing periodic updates and establish daily communication checks.
- Sound alarm when suspicious boats are sighted loitering in the vicinity of the ship or barge or suspicious individuals are sighted onboard the ship or barge.
- Report all incidents, suspicious activities and presence of suspicious small boats in the vicinity to the nearest coastal State RCC and flag State. Ship crew can refer to the Poster on updated contact details of the law enforcement of the littoral States of SOMS (as shown on the right).





# E

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



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

## Situation Update

There was no report of incident of abduction of crew for ransom during January-June 2024. The last known incident occurred on 17 Jan 2020. No ship crew is currently held in captivity by the ASG. The Philippines, Malaysian and Indonesian authorities continue to maintain surveillance and military operations to neutralise the ASG.

## Downgrading of Threat Assessment Level

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

Against this backdrop, the Philippine Coast Guard (PCG) [ReCAAP Focal Point], together with other stakeholders and counterparts that have vital involvement in the maritime security of the Sulu-Celebes Seas, reviewed the threat situation and recommended a further downgrading of the threat level of 'Abduction of crew for ransom in the Sulu-Celebes Seas' from 'MODERATE' to '**MODERATE LOW**'. This downgraded level means that ***"Incidents are unlikely to occur due to perpetrators' perceived lack of capability to orchestrate any attacks. Nevertheless, minimal damages can be expected to the ship and crew in the event of any potential attacks."***

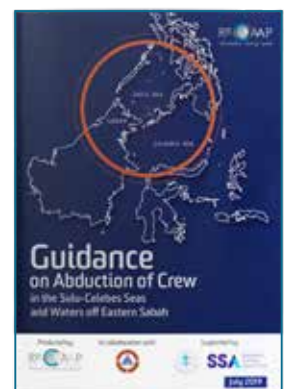
## ReCAAP ISC Advisory

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

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

## Guidebook

The ReCAAP ISC recommends the shipping industry to refer to the "Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah" produced in July 2019. The Guidebook consists of the measures to be taken by ships transiting the area, and it includes contact details and the Notice to Mariners (NOTAM) issued by the Philippines and Malaysia. It also details analysis based on information collated from past incidents. The Guidebook was produced in collaboration with the PCG and supported by the Asian Shipowners' Association (ASA) and the Singapore Shipping Association (SSA). It can be accessed via [www.recaap.org](http://www.recaap.org).



# F

## **EFFORTS BY AUTHORITIES, INDUSTRY & ReCAAP ISC**



# F EFFORTS BY AUTHORITIES, INDUSTRY & ReCAAP ISC

## AUTHORITIES – Arrest of perpetrators & recovery of stolen items

There has been an increase in the number of incidents reported in Bangladesh since January 2024. A total of 10 incidents were reported in Bangladesh during January-June 2024, compared to only one incident reported in the entire year of 2023.

Following the spate of incidents reported, the Bangladesh Focal Point called for the enhancement of maritime patrol/presence in port and anchorages, mooring outer anchorage and ships while underway, with emphasis in the areas where incidents occurred more frequently. Restrictions have also been implemented in ports, anchorages and outer anchorages for country boats, fishing boats and motorboats that cannot ply or come alongside anchored ships without any valid documents. Barter trade is also prohibited in the port, anchorages and outer anchorage areas.

The Bangladesh authorities during the period under review have successfully boarded three ships, arrested the perpetrators and recovered the stolen items. The description of the incidents are as follows:

19 Feb

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

8 Apr

While container ship, *MV Maersk Chattogram* was anchored at Chattogram Outer Anchorage, the duty watchman sighted two perpetrators onboard the deck and later escaped in a country boat. Upon inspection, ship stores were stolen. The incident was immediately reported to the BCG and the Port Control Authority. The BCG carried out patrol in the location of the incident, recovered the stolen items and handed over to the ship master.

13 May

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

## INDUSTRY – Vigilance of crew

Among the 51 incidents reported during January-June 2024, seven incidents indicated that the perpetrators aborted attempts to board due to the vigilance of the crew. Among the seven incidents, six occurred while the ships were anchored. The incidents occurred at **Dumai anchorage**, Indonesia (two incidents); **Balikpapan anchorage**, Indonesia (one incident); and **Chattogram anchorage**, Bangladesh (three incidents). The remaining one incident occurred while the ship was underway in the eastbound lane of the TSS in **SOMS**. All seven incidents occurred during hours of darkness.

The duty officers in all of the six incidents involving ships at anchor were vigilant. On spotting of the perpetrators, they shouted at the perpetrator, raised the alarm and reported immediately, which effectively deterred the perpetrators from boarding. No property loss or crew injury happened in all of the cases.

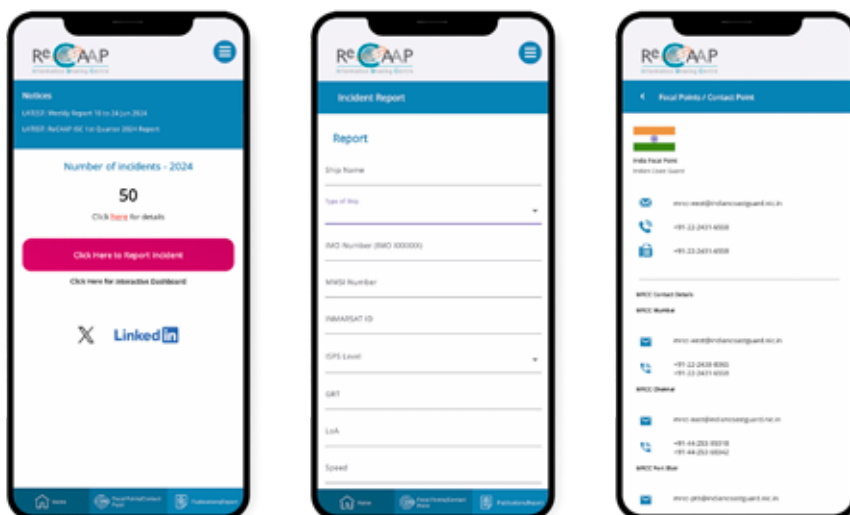
In the incident involving the ship while underway in SOMS, the bridge team sighted a suspicious boat on its port bow, and altered its course to starboard to keep a safe distance from the boat. However, the boat suddenly started flashing lights and accelerated, making a desperate attempt to board the ship. The ship performed evasive manoeuvres to deter the boarding attempt and immediately notified Singapore Vessel Traffic Information System (VTIS) East. On sighting the Republic of Singapore Navy (RSN) ship in the vicinity, the boat eventually aborted the attempt and moved away from the ship.

## ReCAAP ISC – Initiatives

To facilitate the reporting process and operational procedures of the PAR related activities, the Centre has developed a series of publications and two digitalised tools for the shipping industry.

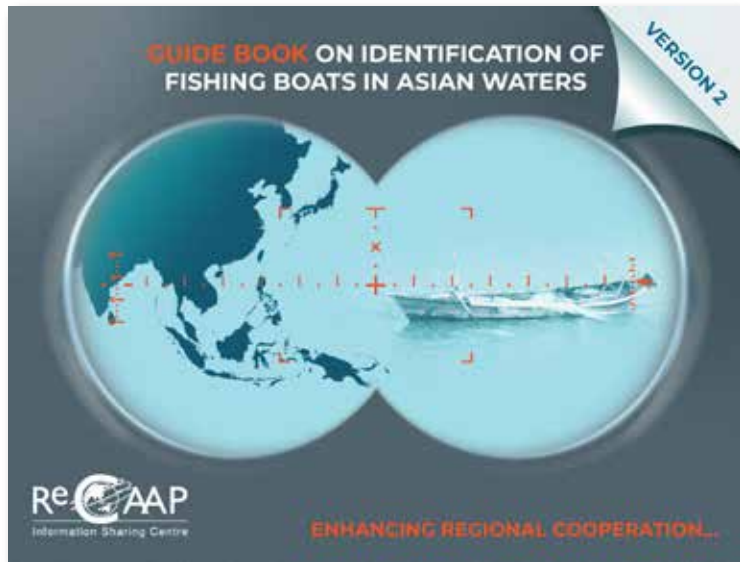
### 1. Enhanced Mobile Application

The Centre launched the one-stop incident reporting and information sharing platform in February 2024. The enhanced mobile app offers a user-friendly interface comprising direct reporting of incidents as well as an easy access to periodic report, incident alerts, warnings, guidebooks & posters, which enables easier reporting of incidents anywhere and anytime. The Mobile App can be downloaded from Google and Apple Play Store.



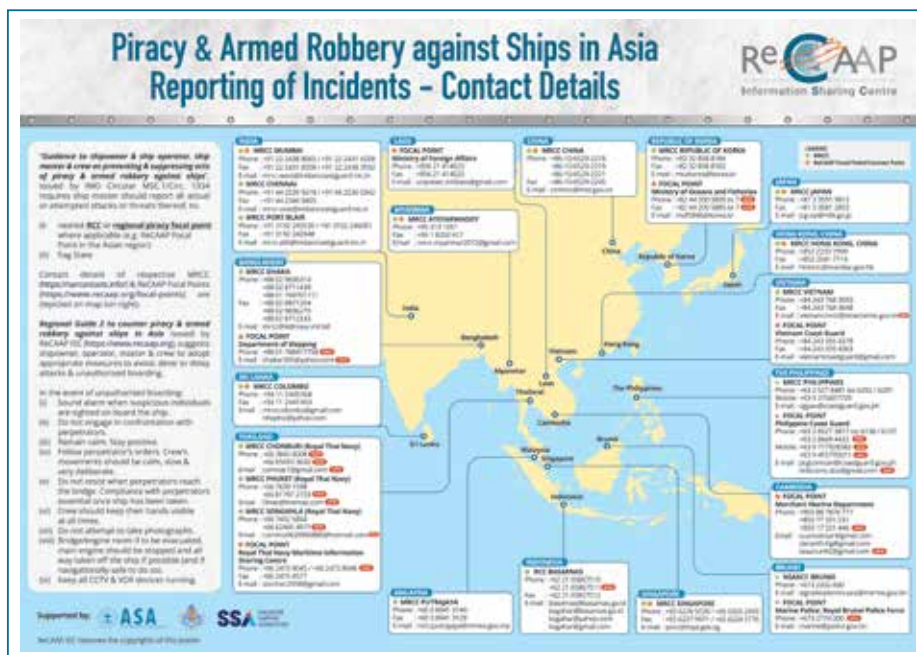
2. Guide Book on Fishing Boats in Asian waters - Version 2

The updated Guide Book, published in March 2024, contains images of fishing boats in most Asian countries. It facilitates ship crew to identify boats in vicinity out of norm in an easier manner and to promote further actions like enhance vigilance, adoption of precautionary measures and report to authority. The Guide Book can also aid in investigation. It can be accessed via [www.recaap.org](http://www.recaap.org).



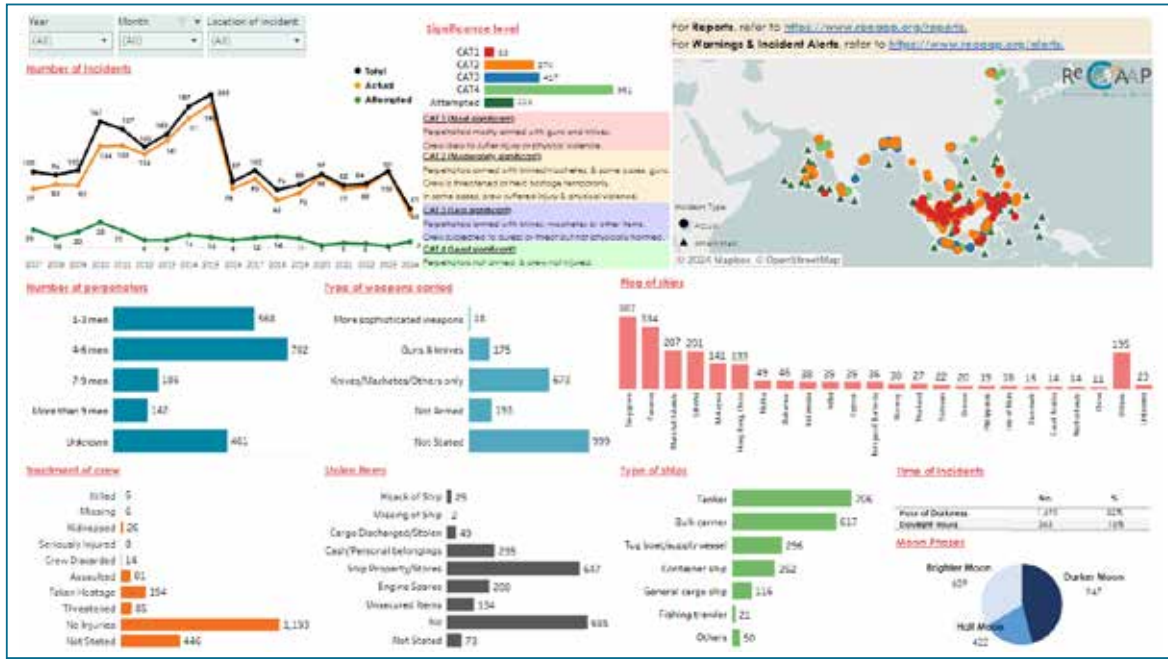
3. Updated Poster on Guidelines for Incident Reporting in Asia

In April 2024, the Centre published the updated poster on the contact details of MRCCs & ReCAAP Focal Points of coastal States in Asia and guidelines to ships transiting areas of concern. It enables timely reporting of incidents by ships and faster response by coastal States. Poster can be accessed via [www.recaap.org](http://www.recaap.org).



4. ReCAAP Data Visualisation Map and Panel (Re-VAMP)

As part of its ongoing efforts to provide timely and accurate information, the Centre continued the data analytics project. The interactive dashboard, by fusing internal data and external factors, enables users to view, analyse current and past incidents of piracy and armed robbery against ships in Asia. Users can derive insights to make informed risk assessments and decisions on ship voyages through area of concern. Re-VAMP can be accessed via [www.recaap.org](http://www.recaap.org).



# G

## ReCAAP ISC'S MAIN ACTIVITIES (APRIL-JUNE 2024)





## **G** ReCAAP ISC'S MAIN ACTIVITIES (APRIL-JUNE 2024)

### **Capacity Building Workshop 2024 (3-6 Jun 2024)**

The ReCAAP ISC, in cooperation with its China Focal Point, the China Maritime Search and Rescue Coordination Center [MRCC] - Beijing, conducted a Capacity Building Workshop (CBW) from 3 to 6 June 2024 in Guangzhou, China. The workshop facilitated the sharing of best practices among ReCAAP member States in Asia, and allowed ReCAAP Focal Points/Contact Point officers to strengthen their skills in reporting and verifying piracy and sea robbery incidents using ReCAAP's Information Network System (IFN).

The workshop was attended by the coast guards, navies and maritime law enforcement agencies from ReCAAP Focal Points/Contact Point in Asia (Bangladesh, China, Hong Kong (China), India, Japan, Republic of Korea, Laos, Myanmar, Philippines, Singapore, Sri Lanka, Thailand and Vietnam), and the Malaysian Maritime Enforcement Agency.



Participants of Capacity Building Workshop 2024

## Anti-Piracy & Sea Robbery Conference 2024 (16 Apr 2024)

The ReCAAP ISC, together with co-organisers the Asian Shipowners Association (ASA), INTERTANKO and the S. Rajaratnam School of International Studies (RSIS), conducted the annual Anti-Piracy and Sea Robbery Conference 2024 on 16 April 2024 in conjunction with Singapore Maritime Week. This year's conference focused on the growing risks to global shipping caused by piracy, armed robbery against ships, and geopolitical tensions impacting commercial shipping and supply chains, and how Asia and littoral States can respond to these challenges.

Over 150 participants from the shipping industry, academia, navy, coast guard, law enforcement agencies and diplomatic organisations attended the half-day conference, which included panel discussions on the *Resilience of the Global Maritime System* and *New Ways to Adapt to the Changing Maritime Environment*.



Mr Arsenio Dominguez, Secretary-General, IMO (centre) with moderators & co-organisers at the Conference

## 108<sup>th</sup> Maritime Safety Committee Meeting (15-21 May 2024)

At the IMO 108<sup>th</sup> Session of the Maritime Safety Committee (MSC), Mr Natarajan, Executive Director, ReCAAP ISC (ED-ISC) updated the MSC members on the situation of piracy and armed robbery against Ships in Asia; as well as the initiatives and efforts by the Centre, its member States and the shipping industry in the fight against piracy and sea robbery.



ED-ISC updating members of MSC at the IMO 108<sup>th</sup> Session



## Lecture at World Maritime University (22 May 2024)

On 22 May 2024, ED-ISC delivered a lecture to the Master of Science students attending a study programme on the Maritime Law and Policy at the World Maritime University (WMU) in Malmö, Sweden. ED-ISC briefed the participants on the evolution of piracy, ReCAAP ISC’s role in enhancing regional cooperation through information sharing, capacity building and cooperative arrangements, initiatives of ReCAAP ISC and efforts by the member States in combating piracy and armed robbery against ships in Asia.

## Asian Shipowners' Association International Shipping Forum (27-29 May 2024)

A ReCAAP ISC team participated in the 33<sup>rd</sup> ASA International Shipping Forum held in Hong Kong, China from 27-29 May 2024. The team interacted with shipowners of ASA and the Federation of ASEAN Shipowners' Association (FASA) and shared with them on the Centre's initiatives to combat piracy and armed robbery against ships, including mobile application – 'ReCAAP', which facilitates timely reporting of piracy and sea robbery incidents in Asia.

## Heads of Asian Coast Guard Agencies Meeting – Working Level Meeting (18 Jun 2024)

At the 20<sup>th</sup> Heads of Asian Coast Guard Agencies Meeting (HACGAM), Working Level Meeting (WLM) held in Incheon, Republic of Korea on 18 June 2024, ReCAAP ISC updated coast guards and maritime security agencies on the latest situation of piracy and armed robbery against ships in Asia, and initiatives by the Centre to aid ship crew in timely reporting of incidents, and enhance situation awareness to make informed risk assessment and adopt preventive measures.

As an associate member of HACGAM, ReCAAP ISC contributes actively to the working group discussions on maritime safety and security, so as to build a safer maritime environment for global shipping and seafarers.



Participants of the 20<sup>th</sup> HACGAM WLM

## Ongoing Engagements with Partners (Apr-Jun 2024)

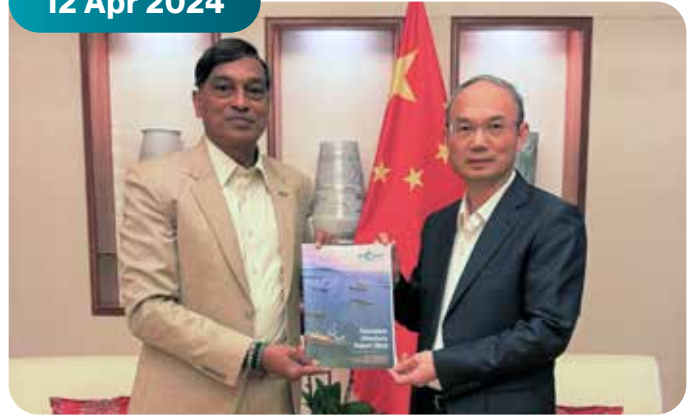
In strengthening the close collaboration with our stakeholders, the team at ReCAAP ISC led by ED-ISC held several meetings with various partners to discuss ways to combat piracy and armed robbery against ships in Asia. The following engagements took place during April-June 2024.

2 Apr 2024



Visit by Captain Song Changgyu, Republic of Korea Navy and delegation

12 Apr 2024



Courtesy call on H.E. Cao Zhongming, Ambassador of the People's Republic of China to Singapore

17 Apr 2024



Meeting with Mr Fu Xuyin, Vice Minister of China Ministry of Transport

18 Apr 2024



Courtesy call on H.E. Ureerat Chareontoh, Ambassador of Thailand to Singapore

24 Apr 2024



Courtesy call on H.E. Md Tauhedul Islam, High Commissioner of Bangladesh to Singapore

25 Apr 2024



Visit by H.E. Sujiro Seam, EU Ambassador to ASEAN

14 May 2024



Meeting with Mr Hiroyuki Yamada,  
Director of Maritime Safety Division, IMO

14 May 2024



Meeting with Dr Heike Deggim, former Director of  
Maritime Safety Division, IMO

15 May 2024



Courtesy call on H.E. Vikram Doraiswami,  
High Commissioner of India to the United Kingdom

30 May 2024



Courtesy call on H.E. Nasri Abdul Latif, Chargé  
d'affaires, Brunei High Commission in Singapore

10 Jun 2024



Courtesy call on H.E Mai Phuoc Dung,  
Vietnam Ambassador to Singapore

12 Jun 2024



Courtesy call on H.E. Zaw Zaw Soe, Chargé d'affaires,  
Myanmar Embassy in Singapore

## **H** CONCLUSION

In January-June 2024, the total number of armed robberies against ships incidents in Asia has decreased compared to the same period in 2023. This is an encouraging trend and the Centre commends the authorities for the arrests made and in sending a deterrent message to would-be perpetrators that any acts of armed robbery against ships in Asia will be severely dealt with.

Where the situation in SOMS is concerned, the littoral States have stepped up enforcement efforts both on land and at sea. This is seen through various initiatives including the Malacca Strait Patrol and the CORPAT INDOSIN. Collaborative efforts in the form of strengthened cooperation and information sharing have led to the arrest of several groups of perpetrators. There must not be any let up in efforts to eradicate the criminal groups operating in SOMS - one of the busiest shipping lanes in the world.

As more incidents are occurring in ports and anchorages, the Centre urges the port authorities to increase their enforcement efforts, step up port security measures and to ensure the strict implementation of the ISPS code.

When ships are transiting areas of concern, ship crew are reminded to be extra vigilant, maintain lookout and to report all incidents in a timely manner. They can refer to Posters published by the ReCAAP ISC containing contact details of MRCC of coastal States, ReCAAP Focal Points/Contact Point; and law enforcement agencies of the littoral States of SOMS. Members of the shipping industry can also report incidents and share information via the Centre's enhanced Mobile App. (Download from Google and Play Store).

Information sharing is key. In this regard, ReCAAP ISC will continue to disseminate information in a timely manner through the issuing of reports, incident alerts and warnings. The shipping industry can access via [www.recaap.org](http://www.recaap.org) the *ReCAAP Data Visualisation Map and Panel (Re-VAMP)*, an interactive dashboard to derive key insights and collate information to make informed risk assessments and institute preventive measures prior to conduct the ship's voyage.

The Centre will continue to engage with members of the shipping industry to keep abreast of the latest developments and to understand the concerns and challenges faced.

Combating piracy and armed robbery is a shared responsibility and it is through the synergistic efforts of all stakeholders involved that the sea lanes in Asia can be kept 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
<p><b>CAT 1</b></p>	<p>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.</p>
<p><b>CAT 2</b></p>	<p>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.</p>
<p><b>CAT 3</b></p>	<p>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.</p>
<p><b>CAT 4</b></p>	<p>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.</p>

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 (JANUARY-JUNE 2024)

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

CAT 2

CAT 3

CAT 4

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

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

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

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
7	<b>Clipper I-Star</b> Bulk carrier Singapore 34815 9660085	31/1/24 0200 hrs	1° 2.6' N, 103° 39.5' E  Off Pulau Cula, (Indonesia), in the eastbound lane of the TSS  (SOMS)	While underway and en-route to Qinzhou, China, <b>six perpetrators armed with machetes</b> boarded the ship via starboard quarter from a small boat. They broke the padlock of the boiler entrance, entered the engine room and <b> tied up three crew members</b> . The perpetrators left the engine room at about 0210 hrs, with <b> stolen engine spare parts and a crew's mobile phone</b> . The chief engineer subsequently called the bridge to inform master of the incident. The master raised the alarm but there was no further sighting of the perpetrators.  <b>[ReCAAP Focal Point (Singapore)]</b>
8	<b>MV Nordpuma</b> Container ship Cyprus 18826 9626259	2/2/24 0040 hrs	14° 23' N, 120° 48' E  Vicinity waters off South Harbor anchorage, Manila, the Philippines	While anchored, the Ordinary Seaman (OS) spotted six perpetrators onboard the ship. When informed of the boarding, the master called the Philippine Coast Guard (PCG) immediately and raised the general alarm. Upon hearing the alarm, the perpetrators jumped overboard and escaped.  After receipt of the report, the PCG immediately deployed its Maritime Patrol (MARPAT) Team to conduct verification and inspection onboard the ship at South Harbor Anchorage Area. <b>Two sets of Self-Contain Breathing Apparatus (SCBA) with cylinders were found missing. The crew was not injured.</b>  <b>[ReCAAP Focal Point (Philippines)]</b>
9	<b>Name withheld</b> Container ship Portugal	3/2/24 0610 hrs	22° 9.8' N, 91° 46.4' E  Chattogram Inner Anchorage, Bangladesh	While anchored, two perpetrators boarded the container ship. The alarm was raised and the crew mustered. Upon realising the crew had been alerted, <b>the perpetrators escaped empty-handed.</b>  <b>[IMO]</b>

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
10	<b>Maria-Maria</b> Bulk carrier Cyprus 91751 9453767	6/2/24 0454 hrs	1° 9.55' N, 103° 28.36' E  Approximately 7.5 nm southeast of Pulau Iyu Kecil (Indonesia), in the precautionary area of the eastbound lane of the TSS  (SOMS)	<p>While underway, <b>four perpetrators armed with knives</b> were sighted in the steering gear room. The perpetrators escaped upon activation of the ship's general alarm. The master reported the incident to Singapore VTIS. A search was conducted with no further sighting of the perpetrators. At about 0543 hrs, the master declared that <b>nothing was stolen</b> and <b>all crew members were safe</b>. No further assistance was required. The ship's last port of call was Brazil, and was bound for Singapore Anchorage.</p> <p>Safety navigational broadcast was initiated. The RSN's MSTF and Singapore Police Coast Guard were notified of the incident. Information was shared with the Indonesian authorities.</p> <p>Upon the ship's arrival at the Port of Singapore, the Singapore Police Coast Guard boarded the ship and conducted a thorough search onboard. No perpetrators were found onboard the ship.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
11	<b>Maersk Hai Phong</b> Container ship Liberia 32828 9858735	16/2/24 2140 hrs	21° 53' N, 91° 45' E  Kutubdia Outer Anchorage, Bangladesh	<p>While anchored, four perpetrators boarded the ship, <b>stole a rope (about 50m)</b> and escaped. <b>The crew was not injured</b>. The incident was reported to Bangladesh Coast Guard (BCG), who boarded the ship for investigation.</p> <p><b>[ReCAAP Focal Point (Bangladesh)]</b></p>
12	<b>Gas Courage</b> Tanker Panama 46907 9240419	19/2/24 0155 hrs	21° 49' N, 91° 42.8' E  Off Kutubdia Anchorage, Bangladesh	<p>While anchored, nine perpetrators boarded the ship from a country boat. <b>They tied up the watchman</b> and <b>stole ship stores</b>. The incident was reported to the Bangladesh authorities who responded immediately and apprehended the nine perpetrators. The Bangladesh authorities also recovered all stolen ship stores and handed the items over to the ship.</p> <p><b>[ReCAAP Focal Point (Bangladesh)]</b></p>

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

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



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

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

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

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

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

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

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

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



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

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

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

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

## Attempted Incidents

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

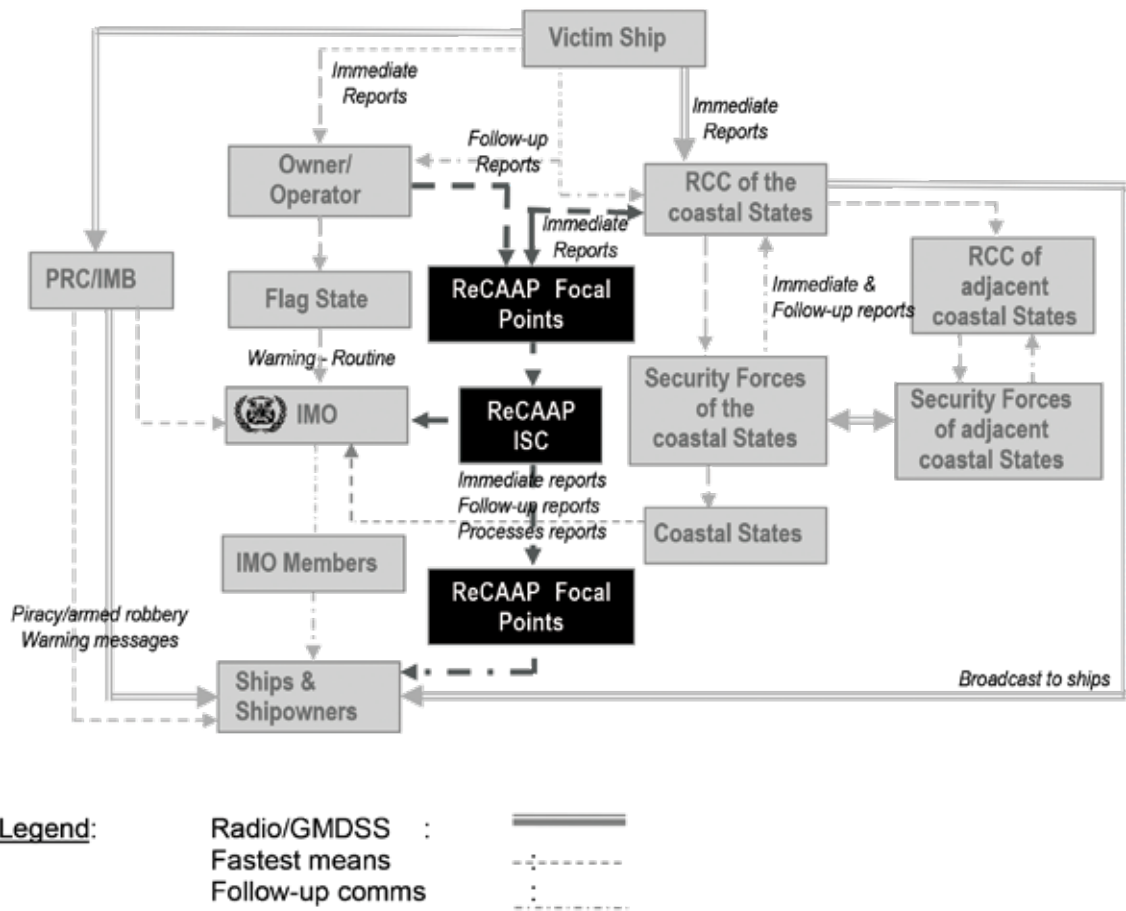
S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
47	<b>Omera Legacy</b> Oil/chemical/gas tanker Bangladesh 60007 9291236	14/1/24 2245 hrs	21° 50.5' N, 91° 41.84' E  Off Kutubdia Island, Chattogram Anchorage, Bangladesh	<p>While anchored, an unknown number of perpetrators onboard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

S/N	Details of Ship	Date Time	Location of Incident	Details of Incident
50	<b>Belatlantic</b> Bulk carrier Norway 36318 9744104	15/6/24 0115 hrs	22° 19' N, 91° 44' E  Chattogram Anchorage, Bangladesh	While anchored, the watchman and duty crew spotted six perpetrators attempting to board the ship through the chain hawse pipe from a small boat. Upon realising the crew had been alerted, the perpetrators aborted the attempt and escaped immediately.  <b>[ReCAAP Focal Point (Bangladesh)]</b>
51	<b>Fairchem Conquest</b> Chemical tanker Panama 12247 9798648	15/6/24 2012 hrs	1° 14.5' N, 104° 3.5' E  Approximately 3 nm north of Pulau Batam (Indonesia), in the eastbound lane of the TSS  (SOMS)	While underway, the bridge team sighted a suspicious boat on its port bow with very dim lighting. The ship altered its course to starboard to keep a safe distance from the boat. However, at a distance of about 1.5 miles, the boat suddenly started flashing lights and accelerated, making a desperate attempt to board the ship. The ship performed evasive manoeuvres to deter the boarding attempt, and immediately notified Singapore VTIS East. Upon sighting a RSN ship in the vicinity, the small boat aborted its attempt and moved away from the ship. The ship had implemented additional lookout measures to monitor for suspicious boats as part of its security measures.  <b>[ReCAAP Focal Point (Singapore)]</b>

# 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 disseminate as appropriate the incident information internally to their respective RCCs, maritime authorities and law enforcement agencies.
2. The ReCAAP Focal Points are governmental agencies designated by the respective Contracting Parties of the ReCAAP Agreement.
3. The incident reporting process in Asia does not change other reporting processes for incidents already in practice.



# Contact Details of ReCAAP Focal Points/Contact Point

Country & Agency In-Charge	Point of Contact	
	Phone No	Fax Number
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<b>United Kingdom</b>		
National Maritime Information Centre Operations Centre Email: <a href="mailto:JMISC-NMICOPS@mod.gov.uk">JMISC-NMICOPS@mod.gov.uk</a>	+44 2392-211941	+44 2392-212024 Please indicate "FAO NMIC – A leg"
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## **J** ACKNOWLEDGEMENTS

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**Regional Cooperation Agreement on Combating  
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