

REPORT for **MAY 2012**

1 May 2012 - 31 May 2012

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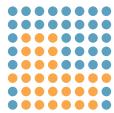
Definitions & Methodology in Classifying Incidents

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Maritime Safety Committee (MSC) Circulars on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships

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Acknowledgements



EXECUTIVE SUMMARY

In May 2012, a total of seven incidents comprising one piracy incident and six armed robbery against ships incidents were reported in Asia. Compared to the same period in 2011 and 2010, there has been an improvement in the situation in May 2012. This was due to the decrease in the number of petty theft incidents which occurred mostly at ports and anchorages. The number of Category 2 and Category 3 incidents has remained fairly consistent throughout the three-year reporting period (May of 2010-2012). Of the seven incidents reported in May 2012, two were Category 2 (moderately significant) incidents, one was a Category 3 (less significant) incident and four were petty theft (minimum significant) incidents. No Category 1 (very significant) incident was reported. Details of incidents reported in May 2012 are described in the Appendix.

Notably, no incident was reported in the South Asian region in May 2012. Of the seven incidents reported in the Southeast Asian region, three incidents occurred in Indonesia, two in the Straits of Malacca and Singapore, and the other two incidents in Philippines and the South China Sea. Compared to May 2010 and May 2011, the situation in Indonesia and South China Sea has improved in May 2012.

Two incidents involving tug boats towing barges were reported in the Straits of Malacca and Singapore in May 2012. Tug boats remain vulnerable, and masters and crew should exercise more preventive measures and vigilance especially when operating during hours of darkness. Tug boat, *Wantas 6* which was hijacked on 17 April 12 at approximately 35 nm off Tanjung Dato, Sarawak, Malaysia is still missing at this juncture. The ReCAAP ISC urges all vessels to keep a lookout for *Wantas 6* and report sightings of the vessel to the nearest coastal State¹.

¹ Refer to ReCAAP ISC Report for April 2012 on the detailed reporting of the incident.



SIGNIFICANCE LEVEL OF INCIDENTS

There has been an improvement in the situation in May 2012 compared to the same period in 2010 and 2011. A total of seven actual incidents comprising one piracy incident and six incidents of robbery onboard vessels were reported in Asia in May 2012 compared to eight actual incidents reported in May 2010 and 16 actual incidents in May 2011.

Of the seven incidents reported in May 2012, two were Category 2 (moderately significant) incidents, one was a Category 3 (less significant) incident and four were petty theft incidents. Chart 1 shows the significance level of actual incidents reported in May of 2010-2012.



Chart 1 – Significance level of actual incidents reported in May (2010-2012)



SIGNIFICANCE LEVEL OF INCIDENTS

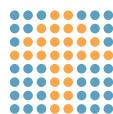
Over the three-year reporting period, there has been a marked improvement in the situation involving petty theft incidents in May 2012 compared to the same period in the past two years. However, the number of Category 2 and Category 3 incidents has remained fairly consistent throughout the reporting periods.

The two Category 2 incidents reported in May 2012 were incidents of robbery onboard tanker *Savvy* and tug boat *Manyplus 18*.

On 9 May 12, *Savvy* while underway in the South China Sea at approximately 30 nm northeast of Horsburgh Lighthouse, was boarded by between eight to ten pirates from two speed boats. Armed with guns and chopping knives, the pirates boarded the tanker using a portable ladder on the poop deck. They escaped after failing to gain access into the accommodation blocks and engine room.

On 17 May 12, *Manyplus 18* while enroute from Sasa port, Davao City, Philippines to Thailand noticed 10 small boats had surrounded the barge. About 30 robbers boarded the barge, stole and transferred the cargo from the barge to the waiting boats and escaped.

Throughout the three-year reporting period, two Category 1 incidents were reported in May 2011. They were incidents involving the hijack of tug boat, *Solid 8* towing barge *Solid 66* on 25 May 11 and hijack of tug boat, *Mitra Jaya V* towing barge, *Makmur Abadi* on 29 May 11. No Category 1 incident was reported in May 2012.

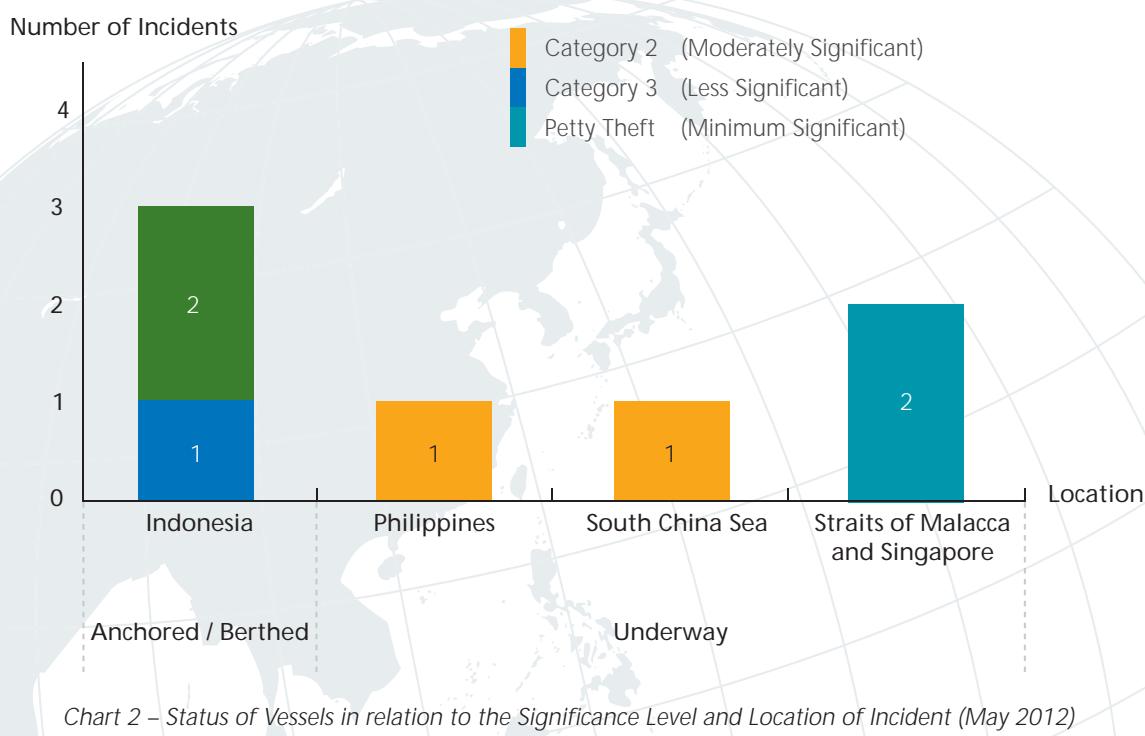


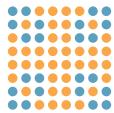
SIGNIFICANCE LEVEL OF INCIDENTS

Underway vs Anchored

Of the seven incidents reported in May 2012, four occurred while the vessels were underway and three occurred while the vessels were anchored at anchorages. Among the four incidents involving vessels while underway, two incidents were reported in the Straits of Malacca and Singapore, one incident in the South China Sea and one incident in the Philippines. All three incidents involving vessels while anchored were reported in the anchorages of Indonesia. Please see Chart 2 below.

Compared to incidents involving vessels while underway, incidents at the anchorages were less severe and involved robbers who were opportunistic in nature. All three incidents were Category 3 or petty theft incidents. In contrast, incidents involving vessels while underway were more severe. Half of the four incidents involving vessels while underway were Category 2 incidents. These involved pirates/robbers who operated in groups of more than 10 men, armed with guns and knives and stole cargo from the vessel.





LOCATION OF INCIDENTS

	May 2010		May 2011*	May 2012*
	Actual	Attempted	Actual	Actual
South Asia				
Bangladesh	3			
India			1	
Sub-total	3		1	
Southeast Asia				
Indonesia	2		8	3
Malaysia	1			
Philippines			1	1
South China Sea	1	2	4	1
Straits of Malacca and Singapore	1		1	2
Vietnam			1	
Sub-total	5	2	15	7
Overall Total	8	2	16	7

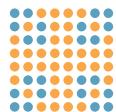
* No attempted incidents were reported

Table 1 – Location of Incidents in May (2010-2012)

All seven incidents reported in May 2012 occurred in the Southeast Asian region. No incident was reported in the South Asian region. Compared to the same period in 2010 and 2011, there has been improvement in the situation in Indonesia, South China Sea and Vietnam. Map 1 shows the location of incidents reported in May 2012².



² The maps used in this report are for illustrative purposes only. They are not drawn to scale, and do not imply the opinion on the part of the ReCAAP ISC concerning the status of any country or territory, or the delimitation of frontiers or boundaries.



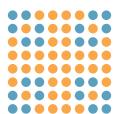
LOCATION OF INCIDENTS



Map 1 – Location of incidents in May 2012

Legend

- Incident (CAT 2)
- Incident (CAT 3)
- Incident (Petty Theft)



CASE STUDIES OF SELECTED INCIDENTS

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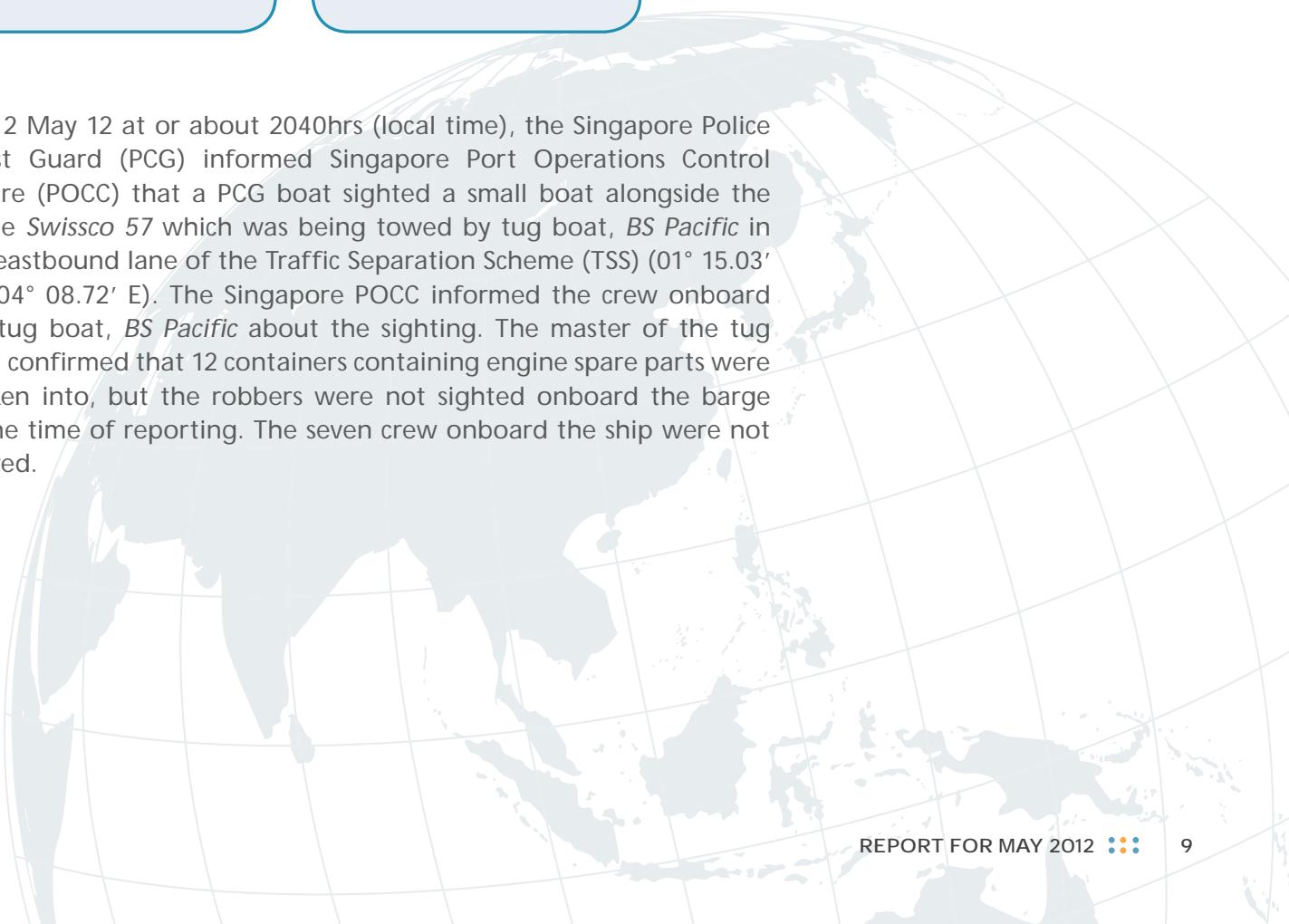
Incidents in the Straits of Malacca and Singapore

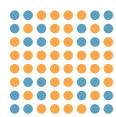
In May 2012, two incidents were reported in the Straits of Malacca and Singapore. Both involved tug boats towing barges and were petty theft incidents which occurred while the vessels were underway. The details of the incidents are described below.

Incident onboard tug boat *BS Pacific* towing barge *Swissco 57* on 12 May 12

Name of Ship <i>BS Pacific</i>	Name of Barge <i>Swissco 57</i>
Type of Ship <i>Tug Boat</i>	Flag of Barge <i>Singapore</i>
Flag of Ship <i>Singapore</i>	
IMO 9631486	
GT 198	

On 12 May 12 at or about 2040hrs (local time), the Singapore Police Coast Guard (PCG) informed Singapore Port Operations Control Centre (POCC) that a PCG boat sighted a small boat alongside the barge *Swissco 57* which was being towed by tug boat, *BS Pacific* in the eastbound lane of the Traffic Separation Scheme (TSS) (01° 15.03' N, 104° 08.72' E). The Singapore POCC informed the crew onboard the tug boat, *BS Pacific* about the sighting. The master of the tug boat confirmed that 12 containers containing engine spare parts were broken into, but the robbers were not sighted onboard the barge at the time of reporting. The seven crew onboard the ship were not injured.





CASE STUDIES OF SELECTED INCIDENTS

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Incident onboard tug boat *Budget 19* towing barge *Budget 29* on 15 May 12

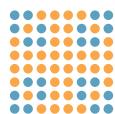
Name of Ship <i>Budget 19</i>	Name of Barge <i>Budget 29</i>
Type of Ship Tug Boat	Flag of Barge Malaysia
Flag of Ship Malaysia	
IMO 9515369	
GT 140	

On 15 May 12 at or about 0550Hrs (local time), the Singapore PCG informed Singapore POCC that three men were spotted onboard an unknown barge towed by a tug boat off Rasu Buoy (01° 11.73' N, 103° 39.17' E). The Singapore POCC contacted the master of the Malaysia-registered tug boat, *Budget 19* towing the barge *Budget 29* who confirmed that there were three suspicious men onboard the barge. The men escaped from the barge with some scrap metal and mooring ropes at about 0700 hrs. The master reported that although the men have left the barge, they were still following behind the vessels in their boat.

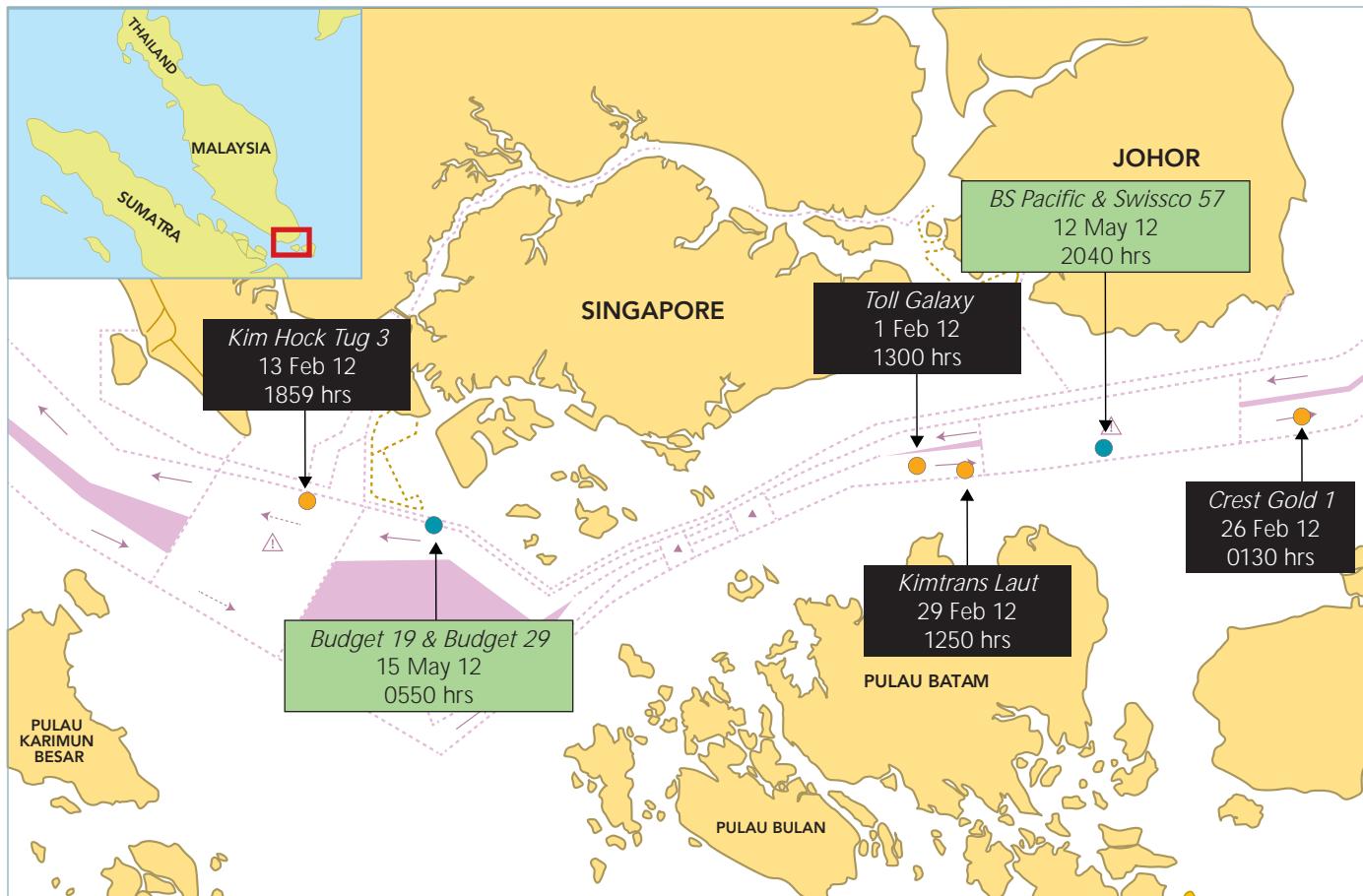
The Singapore POCC informed the Information Fusion Centre (IFC) and initiated a broadcast to alert all mariners in the vicinity.

Observations

Between January 2012 and May 2012, six incidents had been reported in the Straits of Malacca and Singapore. Of these, four incidents occurred in February 2012 and two in May 2012. Compared to 12 incidents (comprising 11 actual and one attempted incident) reported during January-May 2011, there has been a marked improvement in the first five months of 2012. However, there is no room for complacency as the numbers are still higher than the period January-May 2010 when two incidents (comprising one actual and one attempted incident) were reported.



CASE STUDIES OF SELECTED INCIDENTS



Map 2 - Approximate location of incidents in Straits of Malacca and Singapore (January-May 2012)

Legend

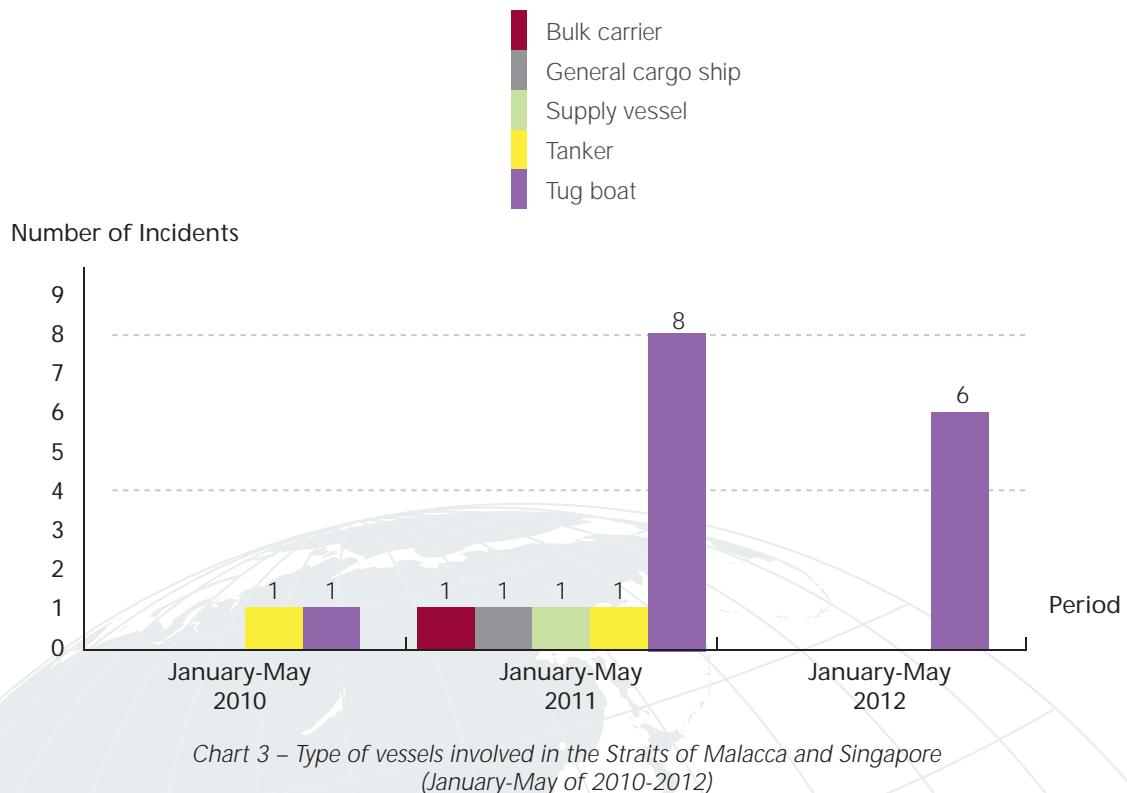
- Incident (CAT 2)
- Incident (Petty Theft)

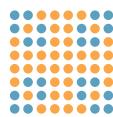
Notably, the two incidents reported in May 2012 were less severe in nature compared to that occurred in February 2012. A total of four incidents, all Category 2 incidents were reported in February 2012 compared to May 2012 when the two incidents were petty theft cases. The incidents reported in May 2012 involved robbers who approached and boarded the slow moving barge, stole the store items or cargo onboard and fled. Of the four incidents reported in February 2012, one incident involved the robbers armed with gun and knives. Three of the four incidents involved the robbers who stole scrap iron and one incident involved the robbers who stole the crew's cash and personal belongings.



CASE STUDIES OF SELECTED INCIDENTS

The ReCAAP ISC notes that tug boats remain the vulnerable target in the Straits of Malacca and Singapore. All six incidents reported in the Straits of Malacca and Singapore during January-May 2012 involved tug boats towing barges.





CASE STUDIES OF SELECTED INCIDENTS

Recommendations

The ReCAAP ISC urges masters and crew of tug boats to maintain vigilance and exercise enhanced anti-piracy watch when manoeuvring their tugs and barges in the Straits of Malacca and Singapore. Ship masters are strongly encouraged to adhere to the "Guidelines for Tug Boats and Barges Against Piracy and Sea Robbery" which was jointly produced by the ReCAAP ISC and IFC, as shown below.

Guidelines for Tug Boats and Barges Against Piracy and Sea Robbery

Country	Agency In Charge
Brunei	National Maritime Coordination Centre (NMCC) +67-3223-3751 +67-3717-6322
Cambodia	Merchant Marine Department +85-5-2386-4110
Philippines	Philippine Coast Guard PCG Action Centre - MRCC (Manila) +63-2-527-3877
Singapore	Maritime and Port Authority Port Operations Control Centre (POCC) +65-6226-5539 +65-6325-2493
Thailand	Royal Thai Navy +66-2475-3246
Vietnam	Vietnam Marine Police +84-4-3355-4378
Malaysia	Malaysian Maritime Enforcement Authority (MMEA) +607-2199410 +607-2199407
Indonesia	Indonesian Authorities +65-83430663 +65-96268965
IFC	Information Fusion Centre, Singapore +65-6594-5720 +65-9626-8965

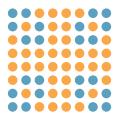
Pre-Sailing Checklist

- Ensure physical security of tug/barge in place
- Verify information on contact points and test emergency communication devices
- Brief crew on transit areas and risk assessment
- Update on knowledge on recent piracy and robbery areas, and reporting procedure

Advice for Master and Crew During Sailing

T Total vigilance and situation awareness	B Block all possible access and entry points
U Undertake evasive manoeuvres	A Activate alarm to notify owner/authorities/ships in vicinity
G Gather all crew and inform about the situation	R Remain in continuous communication with owner/authorities
S Ship's security plan to be briefed and tested	G Go to safe muster point; offer no resistance
	E Endeavour to provide physical description of pirates/robbers
	S Share information and experience with investigators/seafarers

The ReCAAP ISC appeals to the littoral States to enhance joint patrol and step up surveillance within their area of responsibilities in the Straits of Malacca and Singapore, especially during hours of darkness.



CASE STUDIES OF SELECTED INCIDENTS

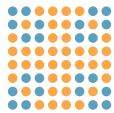
Incidents of Armed Robbery at Taboneo Anchorage, Indonesia

Two incidents of armed robbery were reported at the Taboneo Anchorage, Indonesia in May 2012. The details of the incidents are as described below.

Armed Robbery onboard *Nord Express* on 10 May 12

Name of Ship <i>Nord Express</i>
Type of Ship Bulk Carrier
Flag of Ship Singapore
IMO 9403114
GT 32379

On 10 May 12 at or about 1200 hrs (local time), the Singapore-registered bulk carrier, *Nord Express* was anchored at Taboneo Anchorage, Indonesia (3° 42' S, 114° 27' E) when an unknown number of robbers boarded the ship during cargo operations. The robbers stole some ship stores from the forecastle and escaped, but was spotted by the crew. The master reported the incident to the Indonesian authorities who boarded the ship to investigate. The crew was not injured.



CASE STUDIES OF SELECTED INCIDENTS

Incident onboard *MP Panamax 4* on 18 May 12

Name of Ship
MP Panamax 4

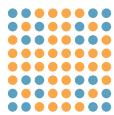
Type of Ship
Bulk Carrier

Flag of Ship
Singapore

IMO
9109495

GT
36666

On 18 May 12 at or about 2240hrs (local time), another Singapore-registered bulk carrier, *MP Panamax 4* was anchored at Taboneo Anchorage, Indonesia ($3^{\circ} 42.7' S$, $114^{\circ} 26.8' E$) when approximately five robbers boarded the vessel. Upon detected by the duty watchman, two robbers threatened him with a knife. The duty watchman managed to escape and report the incident to the duty officer who raised the alarm. The robbers broke into the forward store and took two mooring ropes before escaping. The master reported the incident to the Indonesian Marine Police.



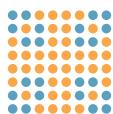
CASE STUDIES OF SELECTED INCIDENTS

Observation & Modus Operandi of Robbers

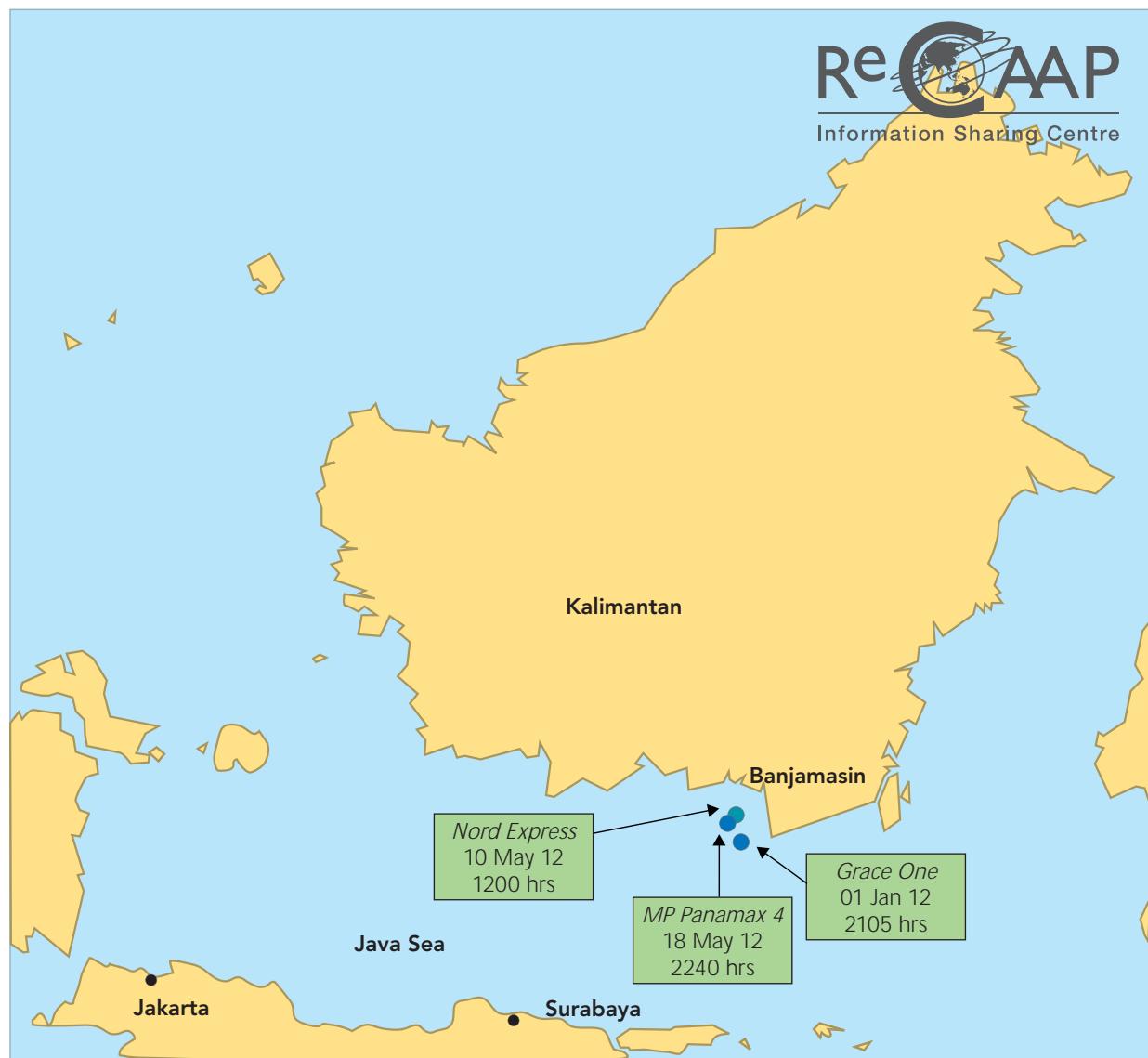
There has been an increase in the number of incidents at Taboneo Anchorage, Indonesia compared to the same period in previous years. Only two incidents were reported throughout 2011, but between January and May 2012, three incidents had already been reported. In the first incident which involved *Grace One*, a Liberia-registered bulk carrier, one robber was spotted onboard the vessel trying to break open a lock. The robber escaped empty-handed when the crew raised the alarm. A closer analysis of the three incidents indicated the following modus operandi of the robbers:

- a. All incidents occurred while the ships were anchored and it is observed that generally bulk carriers were involved.
- b. The robbers were generally armed with knives and came alongside the merchant vessels during hours of darkness. The weapons were mainly used to cut ropes and when detected, the robbers used the weapon to threaten the crew.
- c. The crew was not injured in all three incidents.





CASE STUDIES OF SELECTED INCIDENTS



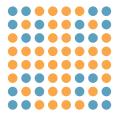
Map 3 - Approximate location of incidents at Taboneo Anchorage (January-May 2012)

Legend
● Incident (CAT 3)
● Incident (Petty Theft)

Recommendations

With relatively more reports about incidents of robbery onboard vessels anchored at Taboneo Anchorage, Indonesia; the ReCAAP ISC recommends that vessels adopt adequate anti-boarding measures and maintain all round vigilance. Early detection of a possible boarding is the most effective deterrent measure.

The ReCAAP Information Sharing Centre strongly urges ship masters to report all incidents of robbery against ships to the Rescue Coordination Centre (RCC) of the coastal State and flag State immediately. Ship owners and operators are to report the incidents to the ReCAAP Focal Points.



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), is defined as:

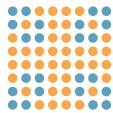
1. "Piracy" means any of the following acts:

- (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.



APPENDICES

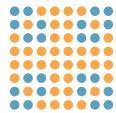
Petty theft is defined as whoever, intending to dishonestly take any moveable property out of the possession of any person/vessel without the person/owner's consent, moves that property for private gains, is said to commit theft. For purpose of classifying an incident as petty theft, the classification methodology is adopted with the following pre-requisites:

- Incident meets the criteria to be considered as an act of armed robbery against ships, and
- Incident is categorised as a Category 3 incident, and
- The robbers who boarded the vessel were not armed or no reports that they were armed, and
- The crew of the vessel was not harmed or no reports that the crew was harmed

Methodology in classifying incidents

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

- a. **Violence Factor.** This factor refers to the intensity of violence in an incident, and the three indicators used to determine this are:
 - (1) Type of weapons used. Incidents of pirates/robbers 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.
 - (2) Treatment of the crew. Incidents where pirates/robbers 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.
 - (3) Number of pirates/robbers engaged in an attack. As a rule, an incident where a larger number of pirates/robbers 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.



APPENDICES

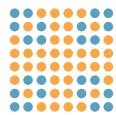
- b. **Economic Factor.** This factor takes into consideration the type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo onboard or theft of the vessel.

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

Category	Significance of Incident
CAT 1	Very Significant
CAT 2	Moderately Significant
CAT 3	Less Significant
Petty Theft	Minimum Significant

This classification of incidents allows the ReCAAP ISC to provide some perspective of the piracy and armed robbery situation in Asia.





APPENDICES

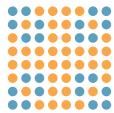
Description of Incidents

Actual Incidents

 Category 2 (Moderately Significant)
 Category 3 (Less Significant)
 Petty Theft (Minimum Significant)

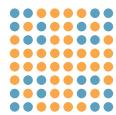
S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1	<i>Savy</i> Oil tanker Singapore 9328699 6694	09/05/12 0208 hrs	01° 38' N, 104° 50' E Approximately 30 nm northeast of Horsburgh Lighthouse (South China Sea)	<p>While underway, approximately eight to ten pirates approached and boarded the oil tanker from two speed boats. Armed with guns and chopping knives, the pirates boarded the vessel using a portable ladder on the poop deck.</p> <p>Upon spotting the pirates onboard, the master raised the alarm, carried out evasive manoeuvres and sealed all access from inside leading to the accommodation blocks / engine room. As the pirates failed to gain access to the accommodation block and the engine room, they escaped in their speed boats at or about 0230 hrs. The incident was reported to the Singapore's Port Operations Control Centre (POCC), which is also the ReCAAP Focal Point (Singapore).</p> <p>[ReCAAP Focal Point (Singapore)]</p>
2	<i>Nord Express</i> Bulk carrier Singapore 9403114 32379	10/05/12 1200 hrs	03° 42' S, 114° 27' E Taboneo Anchorage, Indonesia	<p>While at anchor, an unknown number of robbers boarded the bulk carrier during cargo operations. The robbers stole some ship stores from the forecastle and escaped, but was spotted by the crew. The master reported the incident to the Indonesian authorities who boarded the vessel to investigate. The crew was not injured.</p> <p>[IMO]</p>





APPENDICES

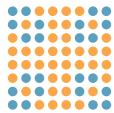
S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
3	<p><i>BS Pacific</i> Tug boat Singapore 9631486 198</p> <p><i>Swissco 57</i> Flat top deck cargo barge 2306</p>	12/05/12 2040 hrs	<p>01° 15.03' N, 104° 08.72' E</p> <p>TSS East Bound Area (Straits of Malacca & Singapore)</p>	<p>While the tug boat towing a barge was underway, a Singapore Police Coast Guard (PCG) boat informed Singapore Port Operations Control Centre (POCC) that a PCG boat sighted a small boat alongside the barge Swissco 57 which was being towed by tug boat, <i>BS Pacific</i> in the eastbound lane of the Traffic Separation Scheme (TSS). The Singapore POCC informed the crew onboard the tug boat about the sighting. The master of the tug boat confirmed that 12 containers containing engine spare parts were broken into, but the robbers were not sighted onboard the barge at the time of reporting. The seven crew onboard the ship was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
4	<p><i>Budget 19</i> Tug boat Malaysia 9515369 140</p> <p><i>Budget 29</i> Barge</p>	15/05/12 0550 hrs	<p>01° 11.73' N, 103° 39.17' E</p> <p>Approximately 3.11 nm north of Pulau Nipa (Straits of Malacca & Singapore)</p>	<p>While the tug boat towing a barge was underway, the Singapore PCG informed Singapore POCC that three men were spotted onboard the barge. The Singapore POCC contacted the master of the tug boat who confirmed that three suspicious men onboard the barge. The men escaped from the barge with some scrap metal and mooring ropes at about 0700 hrs. The master reported that although the men have left the barge, they were still following behind the vessels in their boat.</p> <p>The Singapore POCC informed the Information Fusion Centre (IFC) and initiated a broadcast to alert all mariners in the vicinity.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
5	<p><i>Manyplus 18</i> Tug boat Malaysia 8996669 266</p>	17/05/12 1530 hrs	Off Talicud Island, Philippines	<p>While enroute from Sasa port, Davao City, Philippines to Thailand, the crew noticed 10 small boats surrounding the barge. About 30 pirates boarded the barge, stole and transferred the cargo to their waiting boats and escaped. The incident was reported to the Philippines Police.</p> <p>[IMO]</p>



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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
6	MP Panamax 4 Bulk carrier Singapore 9109495 36666	18/05/12 2240 hrs	03° 42.70' S, 114° 26.80' E Taboneo Anchorage, Indonesia	While at anchor, five robbers boarded the bulk carrier. Upon detected by the duty watchman, two robbers threatened him with a knife. The duty watchman managed to escape and report the incident to the duty officer who raised the alarm. The robbers broke into the forward store and took two mooring ropes before escaping. The master reported the incident to the Indonesian Marine Police. [ReCAAP Focal Point (Singapore)]
7	Bow Wictor Tanker Norway 8416322 19688	22/05/12 0845 hrs	07° 09.00' S, 112° 40.00' E Near Surabaya, Indonesia	While at anchor, the duty officer spotted wet footmarks on the floor and found that a life raft was missing. The authorities were informed and conducted an investigation. [ReCAAP Focal Point (Norway)]





APPENDICES

Maritime Safety Committee (MSC) Circulars on preventing and suppressing acts of piracy and armed robbery against ships

The Maritime Safety Committee (MSC) at its eighty-sixth session (27 May 09 to 5 Jun 09) reviewed MSC/Circ.622/Rev.1 on "Recommendations to governments for preventing and suppressing piracy and armed robbery against ships" and MSC/Circ.623/Rev.3 on "Guidance to ship owners, ship operators, ship masters and crew on preventing and suppressing acts of piracy and armed robbery against ships".

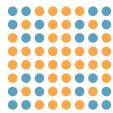
In the revised MSC circulars², the ReCAAP ISC is recognized as one of the agencies in preventing and suppressing piracy and armed robbery against ships in Asia. The revised circulars include a flow diagram on the procedure for reporting incidents of piracy and armed robbery against ships in Asia. Refer to Diagram 1 on the flow diagram.

The reporting procedure stipulates that ship masters are to report all incidents of piracy and armed robbery against ships to the Rescue Coordination Centre (RCC) of the coastal States immediately; and ship owners and ship operators to report the incidents to the ReCAAP Focal Points. Prompt reporting to the nearest coastal State also facilitates 'ownership' to the incident and enable the law enforcement agencies to address appropriate responses as these incidents are under their respective national policies. Some of the ReCAAP Focal Points are the RCCs of the ReCAAP Contracting Parties. The contact details of the ReCAAP Focal Points/Contact Point are shown in Table 2.

Recommendation

Multi-channel reporting and timeliness of reports enable the ReCAAP ISC to issue Incident Alerts to warn seafarers and the maritime community about the incidents. In addition, it provides inputs from alternate sources which facilitate data verification, information collation and comprehensive analysis in deriving trends and patterns, and production of value-added reports for sharing with ship masters, ship owners, ship operators and the maritime community at large.

² The MSC.1/Circ.1333 and MSC.1/Circ.1334 have replaced MSC/Circ.622/Rev.1 and MSC/Circ.623/Rev.3 respectively.



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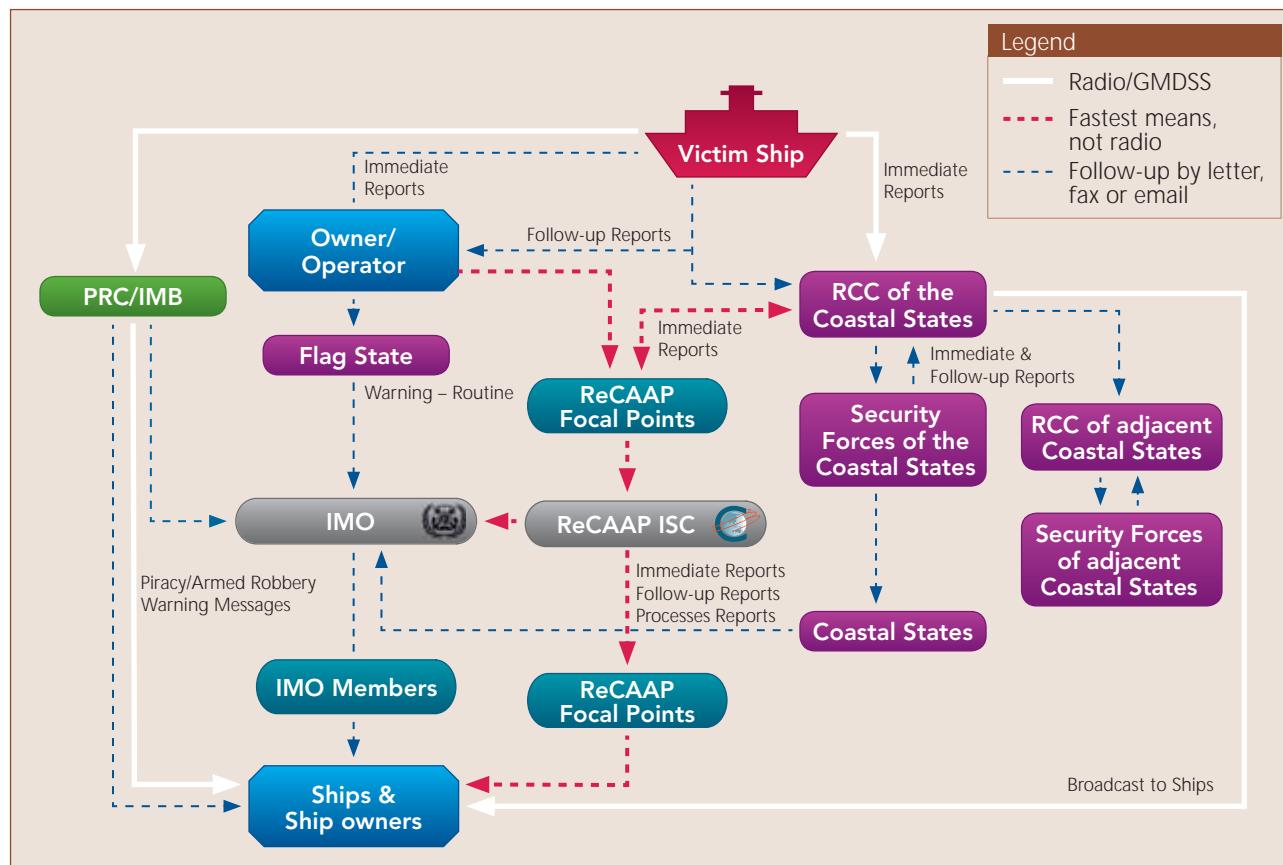
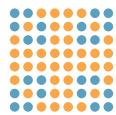


Diagram 1 – Flow Diagram for Reporting Incidents in Asia

Notes:

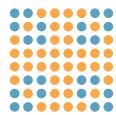
1. The RCCs of some ReCAAP Contracting Parties are also their ReCAAP Focal Points. These Focal Points also disseminate incident information internally to their respective RCCs, maritime authorities and law enforcement agencies as appropriate.
2. The ReCAAP Focal Points are governmental agencies designated 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.



APPENDICES

Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
People's Republic of Bangladesh		
Department of Shipping Email: dosdgdbd@bttb.net.bd	+88-02-9554206	+88-02-7168363
Brunei Darussalam		
National Maritime Coordination Centre (NMCC) Email: P2MK@jpm.gov.bn	+67-3223-3751 +67-3717-6322	+67-3223-3753
Kingdom of Cambodia		
Merchant Marine Department Email: mmd@online.com.kh	+85-5-2386-4110	+85-5-2386-4110
People's Republic of China		
China Maritime Search and Rescue Centre (Beijing) Email: cnmrcc@mot.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
Kingdom of Denmark		
Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-3917-4400 +45-3917-4699	+45-3917-4401
Republic of India		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: icgmrcc_mumbai@mtnl.net.in mrcc-west@indiancoastguard.nic.in	+91-22-2431-6558 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558
Japan		
Japan Coast Guard (JCG) Ops Centre Email: op@kaiho.mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
Republic of Korea		
Ministry of Land, Transport and Maritime Affairs (MLTM) Operations Centre Email: piracy@gicoms.go.kr	+82-2-2110-8864 +82-2-2110-8865 +82-2-2110-8866 +82-2-2110-8867	+82-2-503-7333
Lao People's Democratic Republic		
Department of Foreign Relations Ministry of Public Security Email: keomps@yahoo.com	+85-6-2121-2505 +85-6-2121-2547	+85-6-2121-2505 +85-6-2121-2547



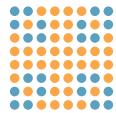
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Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
The Republic of the Union of Myanmar		
MRCC Ayeyarwaddy (Myanmar Navy) Email:mrcc.yangon@mptmail.com.mm	+95-313-1650	+95-1202-417
Kingdom of the Netherlands		
Netherlands Coastguard Centre Email:info@kustwacht.nl	+31-223-542-300	+31-223-658-358
Kingdom of Norway		
Norwegian Maritime Authority Email:morten.alsaker.lossius@sjofartsdir.no	+47-5274-5130 +47-5274-5000	+47-5274-5001
Republic of the Philippines		
Philippine Coast Guard PCG Action Centre-MRCC (Manila) PCG Hot Text Email:cg2@coastguard.gov.ph pcg_cg2@yahoo.com	+63-2-527-3877 +63-2-527-8481 to 89 (ext: 6136/6137) +63-917-724-3682 (Text Hotline)	+63-2-527-3877
Republic of Singapore		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email:pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
Democratic Socialist Republic of Sri Lanka		
Sri Lanka Navy Operations Centre Email:nhqsoo@navy.lk nhqsoo@yahoo.com	+94-1-1244-5368	+94-1-1244-9718
Kingdom of Thailand		
Naval Intelligence Department, Royal Thai Navy Email:nidint@navy.mi.th	+66-2475-3246	+66-2466-1382
United Kingdom		
National Maritime Information Centre Ops Centre Email : nmic-group@mod.uk	+44(0)1923 956128	+44(0)1923 956133
Socialist Republic of Viet Nam		
Vietnam Marine Police Email:phongqhqtcsb@vnn.vn vietnamfocalpoint@yahoo.com.vn	+84-4-3355-4378	+84-4-3355-4363

Table 3 – Contact Details of ReCAAP Focal Points / Contact Point

Correct as at 2 May 2012



APPENDICES

Acknowledgements

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

