

The OPCEN of MMEA South received the reports of the incident from IMB KL initially on the 7<sup>th</sup> Nov followed with the attached written statements of GPT21's master and crew on the 11<sup>th</sup> Nov. The report also acknowledged the IFC's effort through the Malaysian ILO in sharing some supporting information. But the MMEA was restricted of its jurisdiction for further actions to GPT21 upon receiving the initial report since the ship was already in Singapore waters at that time.

The MMEA however referred to the Malaysian maritime surveillance system for playback on any forms of AIS or radar tracking in the vicinity of the reported incident from 0100H until 1900H on the 7<sup>th</sup> Nov. The playback showed no history of any AIS tracking merging with or came alongside to GPT21 but only a small unknown **intermittent radar contact** closed in and slipped away from GPT21's position on the evening of 7<sup>th</sup> Nov which then headed towards Indonesian waters with speed approximately 6 knots.

MMEA asked OHC Ship Management to lodge a police report in Malaysia and also to let MMEA further interview the crews but until today, OHC Ship Management has yet to make any progress on that.

From the MMEA's report, there were discussions about why the GPT21 sailed out from Malaysian waters immediately after the incident and did not quickly report to any enforcement agencies/authorities in Malaysia or Singapore. Instead, the report went first to IMB that holds no power for enforcement, investigation or prosecution. MMEA viewed that as professionals and well experienced ship crew and company, they should have assessed the situation better by reporting it to the immediate coastal authorities for swift actions.