

PRESS STATEMENT

Nautical Forum 3/12

1. The ReCAAP Information Sharing Centre (ISC), Maritime and Port Authority of Singapore (MPA) and Singapore Shipping Association (SSA) jointly organised the third Nautical Forum on 12 January 2012 afternoon, at the STI Auditorium, Capital Towers, Singapore.

2. The main objective of this Forum is to bring together the ReCAAP ISC, MPA and members of the shipping industry to share on the findings of the Piracy and Sea Robbery situation in Asia for 2011. It also facilitated a dialogue session to solicit recommendations and suggestions to bring about closer cooperation among all parties so as to further improve the piracy and sea robbery situation in Asia. For the first time, Officials from Information Fusion Centre (IFC) and Malaysian Maritime Enforcement Agency (MMEA) were invited to speak at the Forum.

3. Mr Yoshihisa Endo, Executive Director of the ReCAAP ISC, shared in his Opening Remarks that there has been an improvement in the piracy and armed robbery situation in Asia with the yearly decrease in the number of incidents in 2011 after an upward trend since 2007. A total of 155 incidents were reported in Asia which is translated to a marked 7% decrease compared to 2010 when 167 incidents were reported. The significance of close cooperation among the various stakeholders was underlined in his speech too.

4. Assistant Director of ReCAAP ISC, Ms Lee Yin Mui reported a decrease in Category 2 (moderately significant) incidents from 59 in 2010 to 38 in 2011. She further reported that there were seven Category 1 (very significant) incidents comprising of five hijacking, one kidnapping and one armed robbery incident onboard vessel. Nevertheless, through sound regional cooperation and timely information sharing in Asia, all crew involved in the six hijacking and kidnapping incidents were rescued and unharmed, culprits involved in four incidents were apprehended, and all five hijacked vessels were recovered.

5. On the other hand, the Category 3 (less significant) incidents, mostly petty theft incidents occurred at ports and anchorages, show an upward trend since 2007. ReCAAP ISC recommends implementation of tighter security measures by the authorities, ship masters and crew.

6. It is also noted that more tug boats had been victimised in 2011 with a total of 35 incidents reported. To assist the tug boat owners and operators in enhancing their security measures, ReCAAP ISC in collaboration with IFC launched a poster entitled: "*Guidelines for Tug Boats and Barges against Piracy and Sea Robbery*".

7. Acknowledging the importance of shared responsibility of governments and shipping industry in the fight against piracy, speaker representing MPA, Captain M. Segar, Group Director (Hub & Port), assured that MPA will continue to work closely with its partner agencies and organizations. He recognised that the governments should do their part in ensuring a safe and secure environment for shipping. In his speech, he also mentioned that "...the industry's actions play a decisive role in the success or failure of a piracy or armed robbery attack on a ship."

8. Secretary General of Asian Shipowners' Forum, Mr Yuichi Sonoda applauded the commitments and strong will of governments in Asia to address sea robberies which are clearly demonstrated by the various success stories in recent years. He also commended ReCAAP ISC in raising awareness of piracy activities in the region by continuous engagement, and timely sharing of critical information with the shipping industry since its inception.

9. Executive Director of SSA, Mr Daniel Tan reiterated the importance of adopting best practices and anti-piracy measures. He also encouraged shipping industry members to work closely with law enforcement agencies, ReCAAP Focal Points and IFC in building a win-win relationship on piracy issues. While noting the increase of petty-theft Category 3 incidents that mostly happened at ports and anchorages, he urged the maritime and port authorities to administer and further enforce ISPS Code rigidly.

10. MMEA's Head of Maritime District (Johor Bahru), Captain (Maritime) Sabri bin Mohamed presented his agency's surveillance and enforcement efforts in combating sea robberies for some 4,500 km coastline and about 23,500 km² coverage area in Malaysia waters. While presenting statistics to elaborate on his agency's tireless efforts for search and rescue, inspection and arrest, he repeatedly stressed that no agency can do it alone to address the wide-scoped challenges in maritime security.

11. In LTC Nicholas Lim, Head of IFC presentation, he gave an overview of the wide spectrum of roles the law enforcement agencies are involved in, ranging of search and rescue, managing maritime incidents, security roles, etc, and that anti-piracy and armed robbery is just one of the many.

12. ReCAAP ISC gave an account of the 155 incidents (133 actual, 22 attempted) reported in Asia in 2011 at the Forum. Possibly with the concerted efforts of governments and shipping companies, Category 2 incidents draw the most decline of 36% year-on-year and revert the upward trend since 2007. However, it noted that 2011 saw an increase of Category 3 by 17 incidents from 71 reported in 2010, and also the incidents involving tugs boats. Tug operators / owners also contributed through their sharing of recent incidents where their tugs was hijacked and with the assistance of ReCAAP network, recovered it.

13. The Forum concluded with an active Q&A session of engagements between the seven-member panel and some 200 participants dominated by company representatives holding senior position. The deliverables of Forum were the practical suggestions and invaluable exchanges that further endorsed the need for “shared responsibility”.

The ReCAAP Information Sharing Centre

13 January 2012

For more media enquiries, please contact the ReCAAP ISC Secretariat at (65) 6376 3091.

SITUATION OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA
FOR 2011
AN UPDATE BY THE ReCAAP ISC

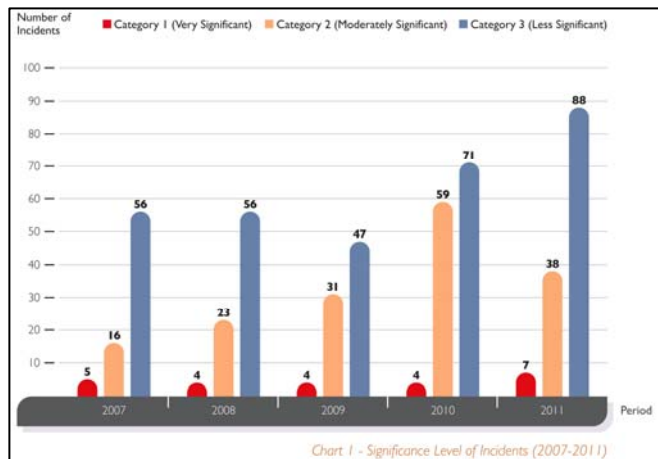
Year-on-year decrease in 2011

The piracy and armed robbery situation in Asia has improved in 2011 with a year-on-year decrease in total number of incidents compared to 2010.

A total of 155 incidents of piracy, armed robbery and petty theft incidents were reported in 2011, of which 133 were actual incidents and 22 were attempted incidents. This was a 7% decrease compared to 2010 when 167 incidents were reported.



For the first time in the five-year reporting period, there was a 36% decrease in the number of Category 2 (moderately significant) incidents, from 59 incidents in 2010 to 38 incidents in 2011. This was attributed to the decrease in the number of incidents in the Arabian Sea and the South China Sea, possibly a result of the concerted efforts by the Indian authorities and the littoral States of the South China Sea; as well as anti-piracy measures and best management practices adopted by shipping companies and seafarers.



Incidents of petty theft, mostly Category 3 (less significant) incidents at ports and anchorages had been on an upward trend since 2007. The ReCAAP ISC recommends that more should be done by the authorities, ship masters and crew.

Incidents of hijacking and kidnapping were relatively consistent throughout 2007-2011. In 2011, there were seven Category 1 (very significant) incidents comprising five hijacking incidents, one kidnapping incident and one armed robbery incident onboard vessel. In the six hijacking and kidnapping incidents, all the crew had been rescued and were unharmed, and the culprits involved in four of the incidents had been apprehended. All five hijacked vessels were also recovered.

Incidents at ports and anchorages

Of the total number of incidents reported in 2011, two-third of them occurred when vessels were at anchor/berth; and one-third while vessels were underway. Incidents

occurred at anchor/berth were mostly petty theft incidents involving robbers who stole ship stores and engine spares, did not resort to violence and escaped when detected. In contrast, incidents reported off Tanjung Ayam, Tanjung Ramunia and Pulau Mungging, Malaysia were different in nature involving robbers who stole cash and crew's personal belongings. Opportunistic in nature, no specific vessel was targeted. Half of the total number of incidents at ports and anchorages were reported in Indonesia. However, there has been an improvement at the ports and anchorages in Bangladesh and Vietnam.

Situation in the South China Sea and Straits of Malacca and Singapore

Three-quarter of the incidents involving vessels while underway occurred in the South China Sea and the Straits of Malacca and Singapore. Of the 47 incidents involving ships while underway in 2011, 12 occurred in the South China Sea (mostly occurred off Pulau Anambas, Pulau Mangkai and Pulau Damar) and 24 in the Straits of Malacca and Singapore.

While the coordinated patrols by Indonesia, Malaysia and Singapore had contributed towards the decrease in incidents in the Straits of Malacca and Singapore during 2007-2010, the number of incidents comprising mostly petty theft cases had increased in the straits in 2011. In response to the situation, the littoral States and their maritime enforcement agencies had stepped up surveillance, strengthened individual efforts in policing their territorial waters; and enhanced cooperation and information sharing.

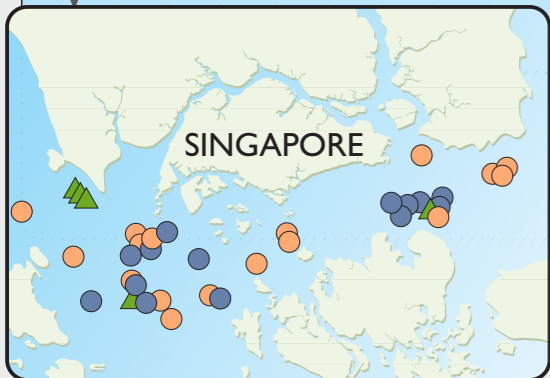
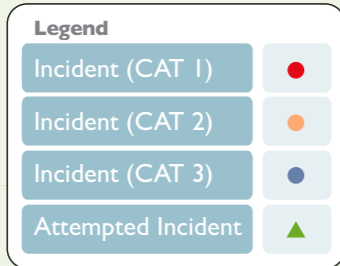
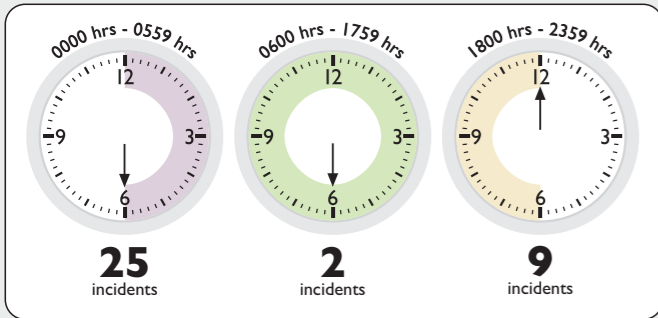
Incidents involving tug boats on a rise

The ReCAAP ISC notes that there has been an increase in the number of incidents involving tug boats in 2011. Of the 35 incidents, four were very significant incidents (comprising three hijacking incidents and one kidnapping incident), 16 were moderately significant incidents, 14 were petty theft incidents and one was an attempted incident. Most of the incidents occurred in the Straits of Malacca and Singapore (18 incidents) and the South China Sea (seven incidents). In response to the situation, the ReCAAP ISC together with the Information Fusion Centre (IFC) have engaged the tug boat/barge owners, master and crew to share the modus operandi of the robbers, and promulgated a set of guidelines and advices to tug boat owners, master and crew in the form of a poster which was derived from input/feedbacks obtained at various forums/discussions.

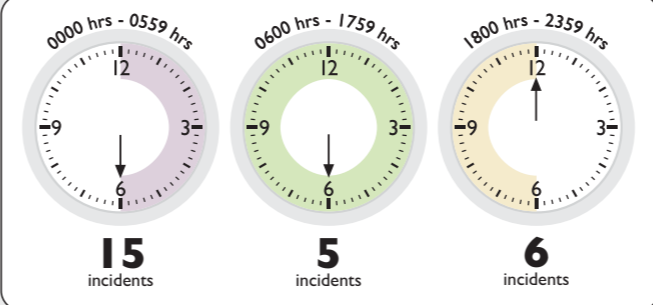
Collective Responsibilities of the ReCAAP and the Shipping Community

From real-time case study, the ReCAAP ISC notes that timely and detailed reporting of an incident to the ReCAAP Focal Points had enabled the authorities to render assistance to the victim ships and resulted in the apprehension of the culprits and recovery of stolen items. Continuing to act as the conduit between the authorities and the shipping industry, the ReCAAP ISC advocates shared responsibility among authorities, shipping industry and ReCAAP Focal Points/ReCAAP ISC in working towards the reduction in the number of incidents of piracy and armed robbery against ships in Asia.

SITUATION OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA FOR 2011



Category	Total No. of Incidents
CAT 1	7
CAT 2	38
CAT 3	88
Attempted	22



Contact Details of ReCAAP Focal Points / Contact Point		
Country & Agency In Charged	Point of Contact	
	Phone Number	Fax Number
People's Republic of Bangladesh Department of Shipping Email: dosdgd@bd@btb.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	+45-39-174-400 +45-39-174-699	+45-39-174-401
Republic of India MRCC (Mumbai) Coast Guard Region (West) Mumbai - India Email: icgmrcc_mumbai@mtnl.net.in mrcc-west@indiancoastguard.nic.in	+91-22-2437-6133 +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
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Kingdom of Norway Norwegian Maritime Directorate 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
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Guidelines for Tug Boats and Barges

Against Piracy and Sea Robbery

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
- U** Undertake evasive manoeuvres
- G** Gather all crew and inform about the situation
- S** Ship's security plan to be briefed and tested
- B** Block all possible access and entry points
- A** Activate alarm to notify owner/authorities/ships in vicinity
- R** Remain in continuous communication with owner/authorities
- 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

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

Background Information

About the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP), and the ReCAAP Information Sharing Centre (ISC)

The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) is the first regional government-to-government agreement to promote and enhance cooperation against piracy and armed robbery in Asia. It was finalised on 11 November 2004 and entered into force on 4 September 2006. To date, 17 States have become Contracting Parties to ReCAAP.

The seventeen Contracting Parties to ReCAAP are the People's Republic of Bangladesh, Brunei Darussalam, the Kingdom of Cambodia, the People's Republic of China, the Kingdom of Denmark, the Republic of India, Japan, the Republic of Korea, the Lao People's Democratic Republic, the Republic of the Union of Myanmar, the Kingdom of the Netherlands, the Kingdom of Norway, the Republic of the Philippines, the Republic of Singapore, the Democratic Socialist Republic of Sri Lanka, the Kingdom of Thailand and the Socialist Republic of Viet Nam.

The ReCAAP Information Sharing Centre (ReCAAP ISC) was established under the Agreement, and was officially launched in Singapore on 29 November 2006. It was formally recognised as an international organisation on 30 January 2007.

The roles of the ReCAAP ISC are to:

- serve as a platform for information exchange with the ReCAAP Focal Points via the Information Network System (IFN); facilitate communications and information exchange among participating governments to improve incident response by member countries; analyse and provide accurate statistics of the piracy and armed robbery incidents to foster better understanding of the situation in Asia;
- facilitate capacity building efforts that help improve the capability of member countries in combating piracy and armed robbery in the region; and
- cooperate with organizations and like-minded parties on joint exercises, information sharing, capacity building programme, or other forms of cooperation, as appropriate, and agreed upon among the Contracting Parties.

The ReCAAP ISC facilitates exchange of information among the ReCAAP Focal Points through a secure web-based Information Network System (IFN). Through this network, the ReCAAP Focal Points are linked to each other as well as the ReCAAP ISC on a 24/7 basis, and are able to facilitate appropriate responses to incident. The agency receiving the incident report will manage the incident in accordance to its national policies and response procedures, and provide assistance to the victim ship where possible. The agency will in turn, inform their ReCAAP Focal Point which will submit an incident report to the ReCAAP ISC and its neighbouring Focal Points.

For more information about the ReCAAP and ReCAAP ISC, please visit <http://www.recaap.org>