

# REPORT for APRIL 2012

1<sup>st</sup> April 2012 - 30<sup>th</sup> April 2012

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# EXECUTIVE SUMMARY

A total of eight incidents comprising seven actual incidents and one attempted incident were reported in April 2012. Compared to the same period in 2011 and 2010, there has been a decrease in the number of incidents reported in April 2012. Of the eight incidents reported in April 2012, one was a very significant (Category 1) incident, one was a moderately significant (Category 2) incident, four were less significant (Category 3) incidents, one was a petty theft incident and one was an attempted incident.

Of the eight incidents reported in April 2012, two were incidents of piracy occurred in the South China Sea; and six were incidents of robbery onboard vessels. The Category 1 incident involved the hijacking of tug boat, *Wantas 6* towing barge *Wantas VII* on 17 Apr 12. Through ReCAAP information sharing network, the ReCAAP Focal Point (Philippines) and the ReCAAP ISC shared information about the missing vessels. The barge had been recovered, and the crew found and rescued. However, the tug boat is still missing. The incident is shared as a case study in this report. The eight incidents reported in April 2012 are described in the Appendix.



# SIGNIFICANCE LEVEL OF INCIDENTS

There has been an improvement in the situation of piracy and armed robbery against ships in April 2012 compared to the same period in 2010 and 2011. A total of eight incidents comprising seven actual incidents and one attempted incident were reported in April 2012, compared to 15 incidents (13 actual incidents and two attempted incidents) reported in April 2011 and 16 incidents (14 actual incidents and two attempted incidents) reported in April 2010.

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



Number of Incidents

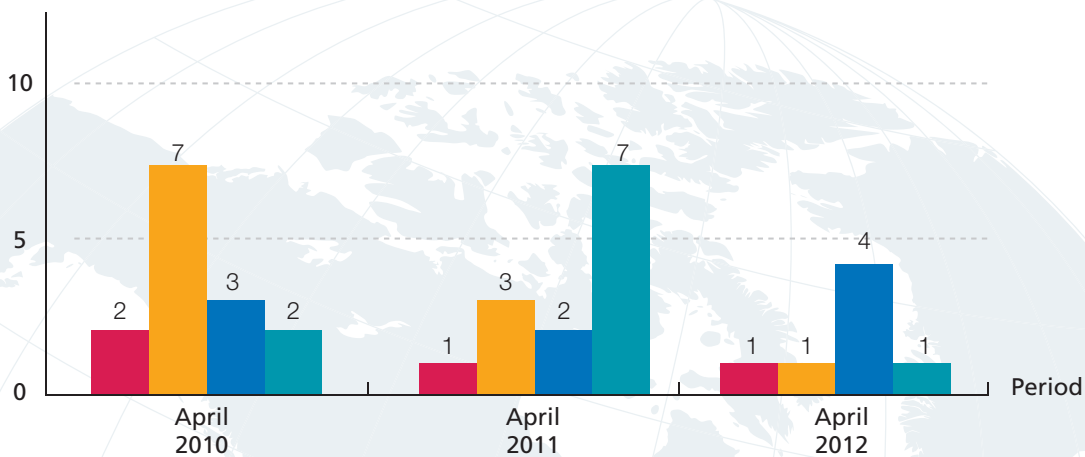


Chart 1 – Significance level of incidents reported in April (2010-2012)



# SIGNIFICANCE LEVEL OF INCIDENTS

## Category 1 incident

Throughout the three-year reporting period, the number of Category 1 incidents had been fairly consistent. The Category 1 incident reported on 17 Apr 12 involved the hijacking of tug boat, *Wantas 6* towing barge, *Wantas VII* when 20 pirates boarded the vessels while she was underway off Tanjung Dato, Sarawak, Malaysia. The two Category 1 incidents reported during April 2010 were also hijacking incidents involving tug boats towing barges. The hijacking of tug boat, *PU 2007* towing barge *PU 3316* occurred at approximately 57 nm northeast of Kuantan, Malaysia on 19 Apr 10; and hijacking of tug boat *Atlantic 3* towing *Atlantic 5* at approximately 11 nm east of Pulau Bintan, Indonesia on 27 Apr 10. Both vessels had been recovered, the crew rescued and was safe. The other Category 1 incident involved the siphoning of diesel from tanker, *Namse Bang Dzod* carried out by 10 robbers armed with guns and knives on 15 Apr 11.

## Category 2 incident

There has been a decrease in the number of Category 2 incidents in April 2012 compared to the same period in 2011 and 2010. In April 2012, one Category 2 incident was reported compared to three incidents in April 2011 and seven incidents in April 2010. The Category 2 incident reported in April 2012 involved tanker, *Great Fish* while underway in the South China Sea. Seven pirates armed with guns and knives boarded the tanker, threatened the crew, took their cash and personal belongings; and escaped in a boat. The crew was not injured.

## Category 3 and petty theft incident

In April 2012, four Category 3 incidents and one petty theft incident were reported. All five incidents involved vessels anchored at the ports and anchorages in Indonesia. Four incidents involved groups of 1-4 robbers, and one incident involved eight robbers. The robbers boarded the ships undetected and escaped immediately when sighted by the crew. In three of the five incidents, the robbers escaped empty-handed immediately upon sighted.



# LOCATION OF INCIDENTS

	April 2010		April 2011		April 2012	
	Actual	Attempted	Actual	Attempted	Actual	Attempted
<b>South Asia</b>						
Bangladesh	1					
India			1			
<b>Sub-total</b>	<b>1</b>		<b>1</b>			
<b>Southeast Asia</b>						
Indonesia	4	2	7	1	5	1
Malaysia	3		1			
South China Sea	3		3	1	2	
Straits of Malacca and Singapore			1			
Vietnam	3					
<b>Sub-total</b>	<b>13</b>	<b>2</b>	<b>12</b>	<b>2</b>	<b>7</b>	<b>1</b>
<b>Overall Total</b>	<b>14</b>	<b>2</b>	<b>13</b>	<b>2</b>	<b>7</b>	<b>1</b>

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

All eight incidents reported in April 2012 occurred in the Southeast Asian region. No incident was reported in South Asia. Compared to the same period in 2011 and 2010, there has been an improvement in Malaysia, South China Sea and Vietnam. Map 3 shows the location of incidents reported in April 2012<sup>1</sup>.

<sup>1</sup> 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

## Indonesia

More could be done to further bring down the number of incidents reported at the ports and anchorages in Indonesia. Of the six incidents reported in Indonesia in April 2012, four incidents were reported at the anchorages of Dumai and two incidents were reported at the port and anchorage of Samarinda. Table 2 below shows the violence and economic factors of the incidents in Dumai and Samarinda.

Dumai		Samarinda	
Violence Factor		Violence Factor	
Number of pirates	1 to 6 men : 4 incidents	Number of pirates	1 to 6 men : 1 incident 7 to 9 men : 1 incident
Type of weapons used	Knives/Machetes only : 3 incidents None/Not stated : 1 incident	Type of weapons used	Knives/Machetes only : 1 incident None/Not stated : 1 incident
Treatment of Crew	No injuries/Not stated : 4 incidents	Treatment of Crew	No injuries/Not stated : 2 incidents
Economic Factor		Economic Factor	
Economic Loss	Nil/Not stated : 4 incidents	Economic Loss	Unsecured Item : 1 incident Stores : 1 incident

Table 2 - Violence and Economic factors of incidents in Dumai and Samarinda (April 2012)

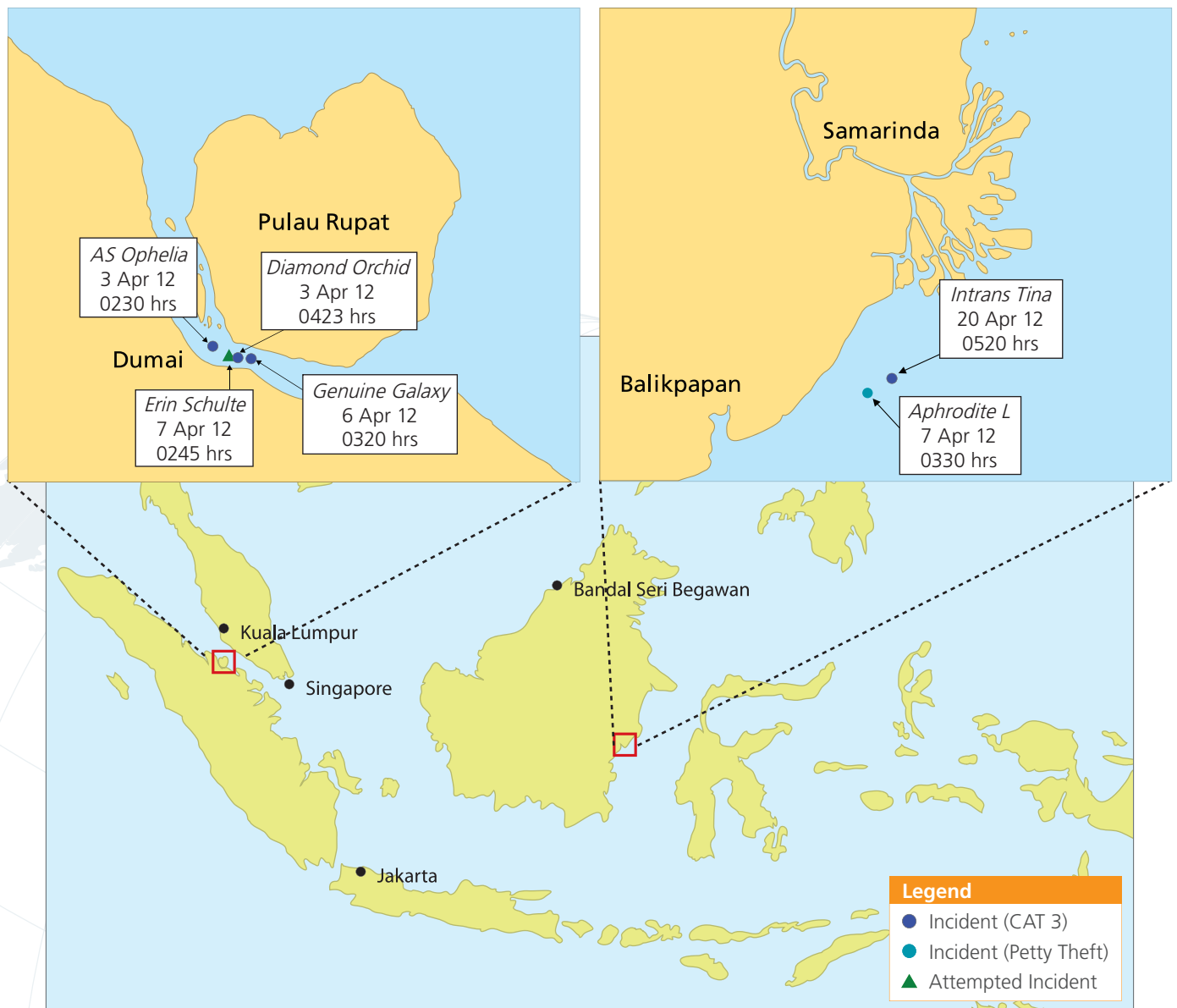


# LOCATION OF INCIDENTS

The incidents at Dumai involved robbers of 1-6 men. Three incidents involved robbers armed with knives. The crew was not injured in all the incidents. There were no reports on the items stolen from the vessels.

One of the two incidents reported at the port and anchorage of Samarinda involved eight robbers armed with knives. In the two incidents, the robbers escaped in their boats taking with them mooring rope and ship stores.

See map below.



Map 1 – Location of incidents in Indonesia in April 2012





# LOCATION OF INCIDENTS

## Malaysia

No incident of robbery onboard vessels was reported in Malaysia in April 2012. This is an improvement of the situation in Malaysia compared to April 2011 when one incident was reported, and April 2010 when three incidents were reported. The improvement can be attributed to the increase in surveillance and enforcement carried out by the Malaysian authorities, including the Malaysian Maritime Enforcement Agency (MMEA), especially off Tanjung Ramunia, Tanjung Ayam and Pulau Mungging; and seafarers who exercise vigilance and adopt anti-piracy measures.

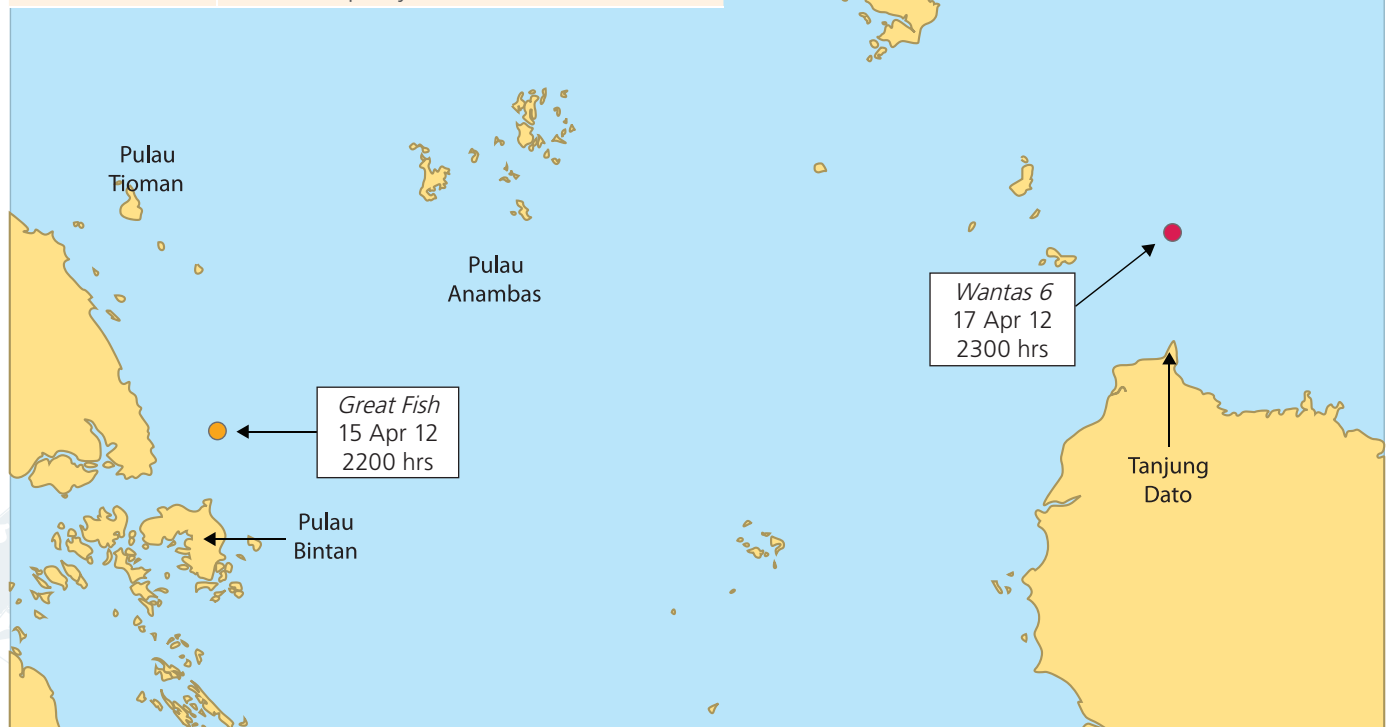
## South China Sea

In the South China Sea, two actual incidents were reported in April 2012 compared to four incidents (three actual incidents and one attempted incident) reported in April 2011 and three actual incidents reported in April 2010. Of the two actual incidents reported in the South China Sea in April 2012, one incident involved the hijacking of tug boat, *Wantas 6* towing barge *Wantas VII* on 17 Apr 12 at approximately 35 nm off Tanjung Dato, Sarawak, Malaysia, and the other was a robbery onboard tanker, *Great Fish* carried out by seven pirates armed with guns and knives at approximately 20 nm northeast of Horsburgh Lighthouse in the South China Sea. See map on the next page.



# LOCATION OF INCIDENTS

South China Sea	
Violence Factor	
Number of pirates	7 to 9 men : 1 incident More than 9 men : 1 incident
Type of weapons used	Guns and knives : 1 incident Knives/Machetes only : 1 incident
Treatment of Crew	Crew discarded : 1 incident Threatened : 1 incident
Economic Factor	
Economic Loss	Hijack of ship : 1 incident Cash / Property : 1 incident



Map 2 – Location of incidents in the South China Sea in April 2012

Legend	
●	Incident (CAT 1)
●	Incident (CAT 2)



# LOCATION OF INCIDENTS



Map 3 – Location of incidents in April 2012

Legend	
<span style="color: red;">●</span>	Incident (CAT 1)
<span style="color: orange;">●</span>	Incident (CAT 2)
<span style="color: blue;">●</span>	Incident (CAT 3)
<span style="color: teal;">●</span>	Incident (Petty Theft)
<span style="color: green;">▲</span>	Attempted Incident



# CASE STUDY

## Hijack of tug boat, *Wantas 6* and barge, *Wantas VII*



Name of Ship  
*Wantas 6*

Type of Ship  
Tug boat

Flag of Ship  
Malaysia

Registration No.  
333420



Name of Ship  
*Wantas VII*

Type of Ship  
Barge

*Photographs courtesy of the shipowner*

On 12 Apr 12, a Malaysian-registered tug boat, *Wantas 6* towing barge *Wantas VII* departed Langkawi, Malaysia for Tawau, Sabah. The vessels were scheduled to arrive at Tawau on 29 Apr 12. On 26 Apr 12, the owner of the vessels reported to the Malaysian Maritime Enforcement Agency (MMEA) that he lost communication with the master. The owner last communicated with the master on 16 Apr 12 at or about 1000 hrs (local time) when the vessels were passing Pulau Batam, Indonesia.



## CASE STUDY

### Barge Found!

On 26 Apr 12 at or about 1705 hrs (local time), the Philippine Coast Guard (PCG), which is also the ReCAAP Focal Point (Philippines) reported to the ReCAAP ISC that a barge, named *Wantas VII* was found at approximately 3.5 nm southeast of the South Islet, Cagayancillo, Palawan, Philippines (8° 41.33' N, 119° 50.55' E). The PCG boarded the barge and discovered eight containers containing electrical/construction supplies/materials, of which some of them had been forced opened. The barge was subsequently towed to Cagayan de Oro City, Northern Mindanao, Philippines.



*Photograph courtesy of ReCAAP Focal Point (Philippines)*

**Photograph of the barge, *Wantas VII* drifting off Palawan, Philippines**

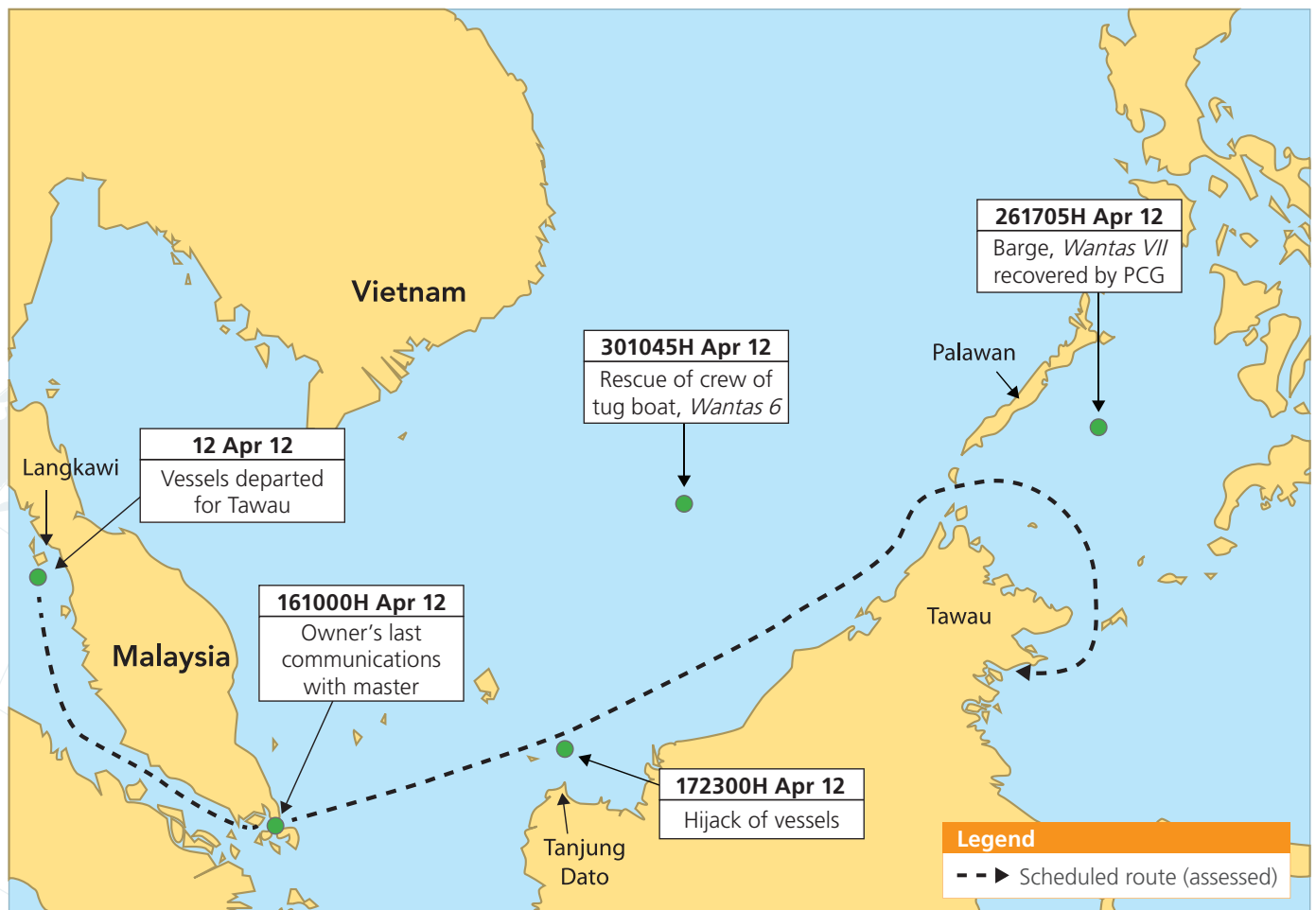
Upon receipt of the report, the ReCAAP ISC alerted all ReCAAP Focal Points, MMEA and the Indonesian authorities about the barge, and requested all to look out for the missing crew and tug boat, *Wantas 6*.



# CASE STUDY

## Crew Rescued!

On 30 Apr 12, the MMEA reported to the ReCAAP ISC that the crew of *Wantas 6* was rescued by a passing Vietnamese fishing boat *PY 2647* on 30 Apr 12 at about 1045 hrs (local time) in the South China Sea (7° 20.00' N, 111° 55.00' E). The crew was in good health when they were rescued. Upon interviewing the crew, the ship owner learned from them that about 20 pirates boarded and hijacked *Wantas 6* on 17 Apr 12 at or about 2300 hrs (local time) while the tug boat was underway at approximately 35 nm off Tanjung Dato, Sarawak, Malaysia. The crew was held at knifepoint and locked in the lower deck of *Wantas 6*. On 20 Apr 12 at or about 2000 hrs (local time), the crew was put on a life raft and set adrift. The map below charts the chronological events of the hijacking incident.



Map 4 – Chronological events on the hijack of *Wantas 6* and *Wantas VII*





# CASE STUDY

## Latest update

The tug boat, *Wantas 6* is still missing. The ReCAAP ISC urges all vessels to keep a lookout for *Wantas 6* and to report sightings of the vessel to the nearest coastal State. Based on past incidents of hijacking involving tug boats, *Wantas 6* which is originally painted red could have been repainted and renamed; and possibly resold.

## Comments

Several lessons can be learned from this incident. There is lack of regular communication checks between the ship master and the owner; and timely reporting of the incident to the authorities. The owner last communicated with the master on 16 Apr 12 and only reported the loss of communication with the master to MMEA on 26 Apr 12, an interval of 10 days. As the vessels were hijacked on 17 Apr 12 (as reported by the abandoned crew), there is a good nine days for the hijacked tug boats to be repainted, renamed and probably to be sold to a potential buyer.

Timely reporting of an incident of hijacking which usually starts with the loss of communications between the master and the owner is critical to the eventual recovery of the vessels and rescue of the crew.



# 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.





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**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.

- 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.



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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 1 (Very Significant)    
 ■ 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>AS Ophelia</i> Chemical tanker Philippines 9340439 11561	03/04/12 0230 hrs	01° 43.10' N, 101° 26.30' E  Dumai Inner Anchorage, Indonesia	While at anchor, duty crew onboard spotted two robbers armed with long knives. He immediately informed the Duty Officer who raised the alarm and sounded the ship's whistle. Upon realising the crew had been alerted, the robbers escaped.  <b>[IMO]</b>
2	<i>Diamond Orchid</i> Chemical tanker Singapore 9407067 11653	03/04/12 0423 hrs	01° 42.20' N, 101° 27.52' E  Dumai Anchorage, Indonesia	While at anchor, a robber armed with knife boarded the chemical tanker. The duty crew spotted the robber onboard the vessel and raised the alarm to alert all crew. The robber escaped immediately upon hearing the alarm. A security check was conducted thereafter and no item was stolen from the vessel. All crew was reported to be safe.  <b>[ReCAAP Focal Point (Singapore)]</b>
3	<i>Genuine Galaxy</i> Chemical tanker Singapore 9565699 19899	06/04/12 0320 hrs	01° 42.40' N, 101° 28.80' E  Dumai Anchorage, Indonesia	While at anchor, four robbers armed with long knives boarded the chemical tanker. The duty AB had noticed two robbers and alerted the Officer-on-Watch (OOW), who sounded the alarm. Upon hearing the alarm, the two robbers who were detected escaped with another two robbers who appeared after the alarm was sounded. The four robbers escaped from the ship's portside using ropes with hooks. Nothing was stolen from the vessel and all crew were reported to be safe.  <b>[ReCAAP Focal Point (Singapore)]</b>



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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
4	<i>Aphrodite L</i> Bulk carrier Liberia 9487615 44262	07/04/12 0330 hrs	01° 11.10' S, 117° 11.50' E  Muara Jawa Anchorage, Samarinda, Indonesia	While at anchor, an unknown number of robbers boarded the vessel, entered the forward store and stole ship stores. The duty AB sighted the robbers and alerted the Duty Officer. The alarm was raised and the robbers escaped with ship stores.  <b>[IMO]</b>
5	<i>Great Fish</i> Tanker Panama 8920115 3778	15/04/12 2200 hrs	01° 35.00' N, 104° 37.00' E  Approximately 20 nm northeast of Horsburgh Lighthouse, Singapore (South China Sea)	While underway, seven pirates armed with guns and knives boarded the tanker when she was enroute from Singapore to Vietnam. The pirates threatened the crew, stole their money and personal possessions, and escaped in a boat. The crew was not injured.  The shipping agent based in Singapore reported the incident to the Singapore's Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore). The POCC, in turn notified MRCC Jakarta (Indonesia), MRCC Putra Jaya (Malaysia), the Republic of Singapore Navy (RSN) and the Singapore's Police Coast Guard (PCG).  The Vietnam Maritime Security Information Centre also reported the incident to the ReCAAP ISC after they were informed by the ship master.  <b>[ReCAAP Focal Point (Singapore), Vietnam Maritime Security Information Centre]</b>



# APPENDICES

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
6	<p><i>Wantas 6</i> Tug boat Malaysia</p> <p><i>Wantas VII</i> Barge</p>	17/04/12 2300 hrs	Approximately 35 nm off Tanjung Dato, Sarawak, Malaysia (South China Sea)	<p>On 12 Apr 12, the tug boat towing a barge departed Langkawi, Malaysia for Tawau, Sabah. The vessels were scheduled to arrive at Tawau on 29 Apr 12. On 26 Apr 12, the owner of the vessels reported to the Malaysian Maritime Enforcement Agency (MMEA) that he lost communication with the master. The owner last communicated with the master on 16 Apr 12 at or about 1000 hrs (local time) when the vessels were passing Pulau Batam, Indonesia.</p> <p>On 26 Apr 12 at or about 1705 hrs (local time), the Philippine Coast Guard (PCG), which is also the ReCAAP Focal Point (Philippines) reported to the ReCAAP ISC that a barge, named <i>Wantas VII</i> was found at approximately 3.5 nm southeast of the South Islet, Cagayancillo, Palawan, Philippines. The PCG boarded the barge and discovered eight containers containing electrical/construction supplies/materials, of which some of them had been forced opened. The barge was subsequently towed to Cagayan de Oro City, Northern Mindanao, Philippines.</p> <p>Upon receipt of the report, the ReCAAP ISC alerted all ReCAAP Focal Points, MMEA and the Indonesian authorities about the barge, and requested all to look out for the missing crew and tug boat, <i>Wantas 6</i>.</p> <p>On 30 Apr 12, the MMEA reported to the ReCAAP ISC that the crew of <i>Wantas 6</i> was rescued by a passing Vietnamese fishing boat <i>PY 2647</i> on 30 Apr 12 at about 1045 hrs (local time) in the South China Sea. The crew was in good health when they were rescued. Upon interviewing the crew, the ship owner learned from them that about 20 pirates boarded and hijacked <i>Wantas 6</i> on 17 Apr 12 at or about 2300 hrs (local time) while the tug boat was underway at approximately 35 nm off Tanjung Dato, Sarawak, Malaysia. The crew was held at knifepoint and locked in the lower deck of <i>Wantas 6</i>. On 20 Apr 12 at or about 2000 hrs (local time), the crew was put on a life raft and set adrift.</p> <p><b>[ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Vietnam), MMEA]</b></p>



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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
7	<i>Intrans Tina</i> Bulk carrier Republic of Korea 9128922 36559	20/04/12 0520 hrs	01° 10.00' S 117° 15.00' E  Samarinda, Indonesia	While at berth, eight robbers armed with knives boarded the bulk carrier. The robbers stole a mooring rope and a mobile phone before they escaped.  <b>[ReCAAP Focal Point (Republic of Korea)]</b>

## Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1	<i>Erin Schulte</i> Chemical tanker Isle of Man (UK) 9439814 11233	07/04/12 0245 hrs	01° 42.20' N, 101° 27.50' E  Dumai Inner Anchorage, Indonesia	While at anchor, five robbers in a small boat attempted to board the vessel. The robbers aborted their approach after they realised the duty watchmen had noticed them.  <b>[IMO]</b>





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## **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 circulars<sup>2</sup>, 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.

<sup>2</sup> 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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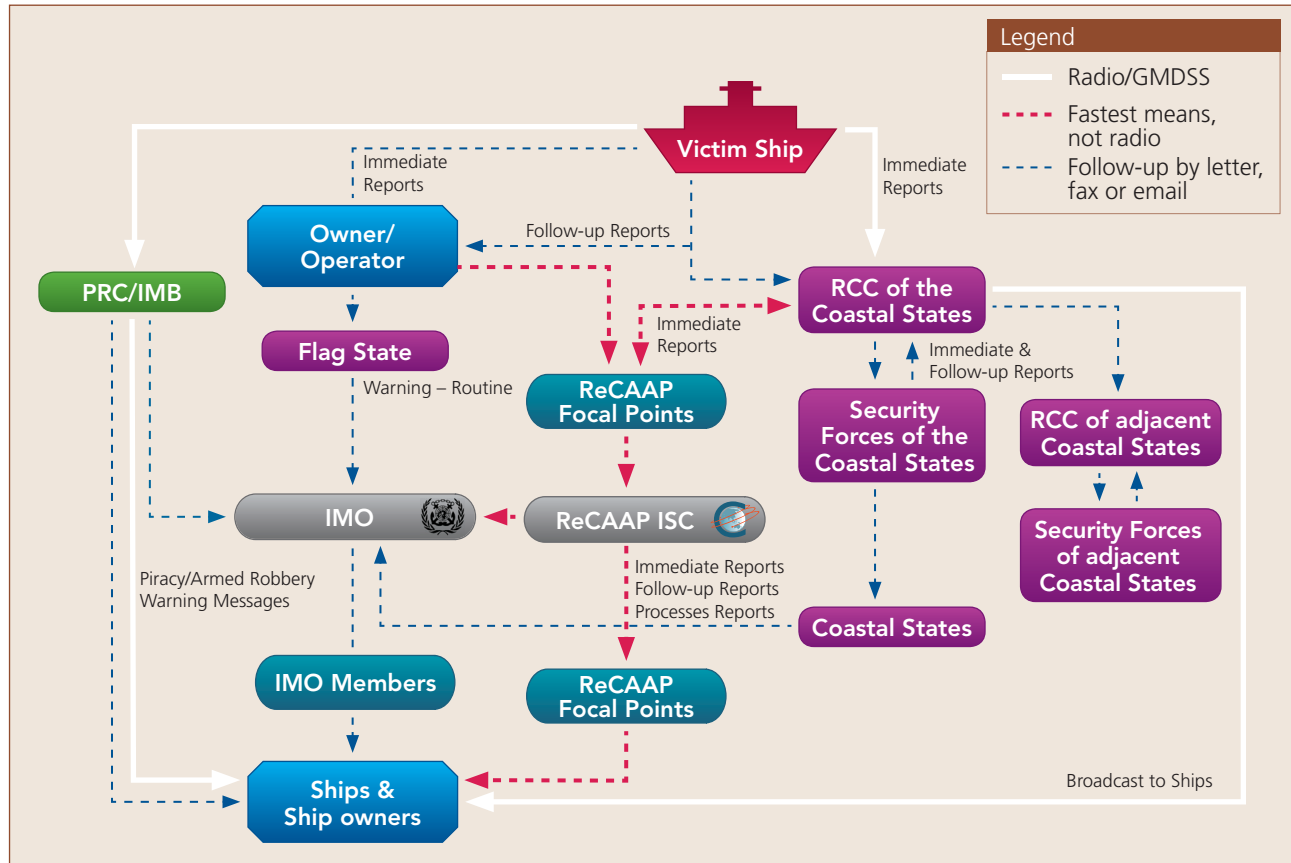


Diagram 1 – Flow Diagram for Reporting Incidents in Asia

## 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.





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## Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>People's Republic of Bangladesh</b>		
Department of Shipping Email: dosdgdbd@bttb.net.bd	+88-02-9554206	+88-02-7168363
<b>Brunei Darussalam</b>		
National Maritime Coordination Centre (NMCC) Email: P2MK@jpm.gov.bn	+67-3223-3751 +67-3717-6322	+67-3223-3753
<b>Kingdom of Cambodia</b>		
Merchant Marine Department Email: mmd@online.com.kh	+85-5-2386-4110	+85-5-2386-4110
<b>People's Republic of China</b>		
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
<b>Kingdom of Denmark</b>		
Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-3917-4400 +45-3917-4699	+45-3917-4401
<b>Republic of India</b>		
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
<b>Japan</b>		
Japan Coast Guard (JCG) Ops Centre Email: op@kaiho.mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
<b>Republic of Korea</b>		
Ministry of Land, Transport and Maritime Affairs (MLTM) Operations Centre Email: piracy@gicom.s.go.kr	+82-2-2110-8864 +82-2-2110-8865 +82-2-2110-8866 +82-2-2110-8867	+82-2-503-7333
<b>Lao People's Democratic Republic</b>		
Department of Foreign Relations Ministry of Public Security Email: keomps@yahoo.com	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547



# APPENDICES

## Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>The Republic of the Union of Myanmar</b>		
MRCC Ayeyarwaddy (Myanmar Navy) Email:mrcc.yangon@mptmail.com.mm	+95-313-1650	+95-1202-417
<b>Kingdom of the Netherlands</b>		
Netherlands Coastguard Centre Email:info@kustwacht.nl	+31-223-542-300	+31-223-658-358
<b>Kingdom of Norway</b>		
Norwegian Maritime Authority Email:morten.alsaker.lossius@sjofartsdir.no	+47-5274-5130 +47-5274-5000	+47-5274-5001
<b>Republic of the Philippines</b>		
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
<b>Republic of Singapore</b>		
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
<b>Democratic Socialist Republic of Sri Lanka</b>		
Sri Lanka Navy Operations Centre Email:nhqsoo@navy.lk nhqsoo@yahoo.com	+94-1-1244-5368	+94-1-1244-9718
<b>Kingdom of Thailand</b>		
Naval Intelligence Department, Royal Thai Navy Email:nidint@navy.mi.th	+66-2475-3246	+66-2466-1382
<b>United Kingdom</b>		
National Maritime Information Centre Ops Centre Email : nmic-group@mod.uk	+44(0)1923 956128	+44(0)1923 956133
<b>Socialist Republic of Viet Nam</b>		
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

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## 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 (INF). 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.

