

Report for February 2012

1st February 2012 – 29th February 2012

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Executive Summary

In February 2012, a total of 12 incidents comprising 11 actual incidents and one attempted incident were reported in Asia. Of the 11 actual incidents, seven were Category 2 (moderately significant) incidents and four were Category 3 (less significant) incidents.

Of the seven Category 2 incidents reported in February 2012, four incidents involved tug boats while underway, two incidents involved ships while at anchor and one incident involved a tanker while underway off Kuala Tanjung, northeast coast of Sumatra, Indonesia. All four Category 3 incidents reported in February 2012 occurred at ports and anchorages.

Recommendations on best management practices and lessons learned are shared through selected case studies featured in this report. The detail of the incidents reported in February 2012 are described in the Appendix.



Situation Update

Significance Level of Incidents

Of the 11 actual incidents reported in February 2012, seven were Category 2 (moderately significant) incidents and four were Category 3 (less significant) incidents. Chart 1 shows the significance level of incidents reported in February of 2010-2012.

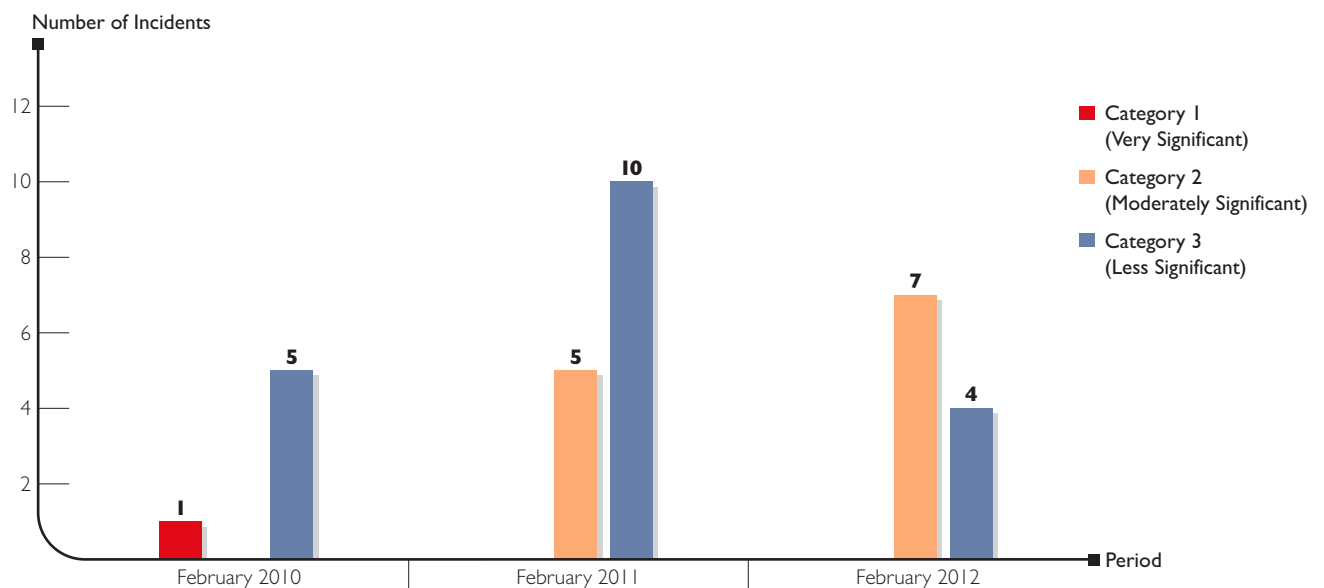


Chart 1 - Significance level of incidents reported in February (2010-2012)



Report for February 2012

Situation Update

Of the seven Category 2 incidents reported in February 2012, four incidents involved tug boats while underway, two incidents involved ships while anchored at ports in India and Vietnam, and one incident involved a tanker while underway off Kuala Tanjung, Indonesia. All four Category 3 incidents reported in February 2012 occurred at ports and anchorages in Indonesia. These incidents involved groups of about 2-3 robbers who boarded the ships, stole ship stores as reported in two of the incidents, escaped immediately and avoided physical confrontation with the crew. Throughout the three-year reporting period, only one Category 1 incident was reported, and it was the hijacking of tug boat, *Asta* towing barge, *Callista* on 6 Feb 10.

All 12 incidents reported in February 2012 were incidents of robbery onboard vessels. No incident of piracy was reported. See Chart 2 below.



Report for February 2012

Situation Update

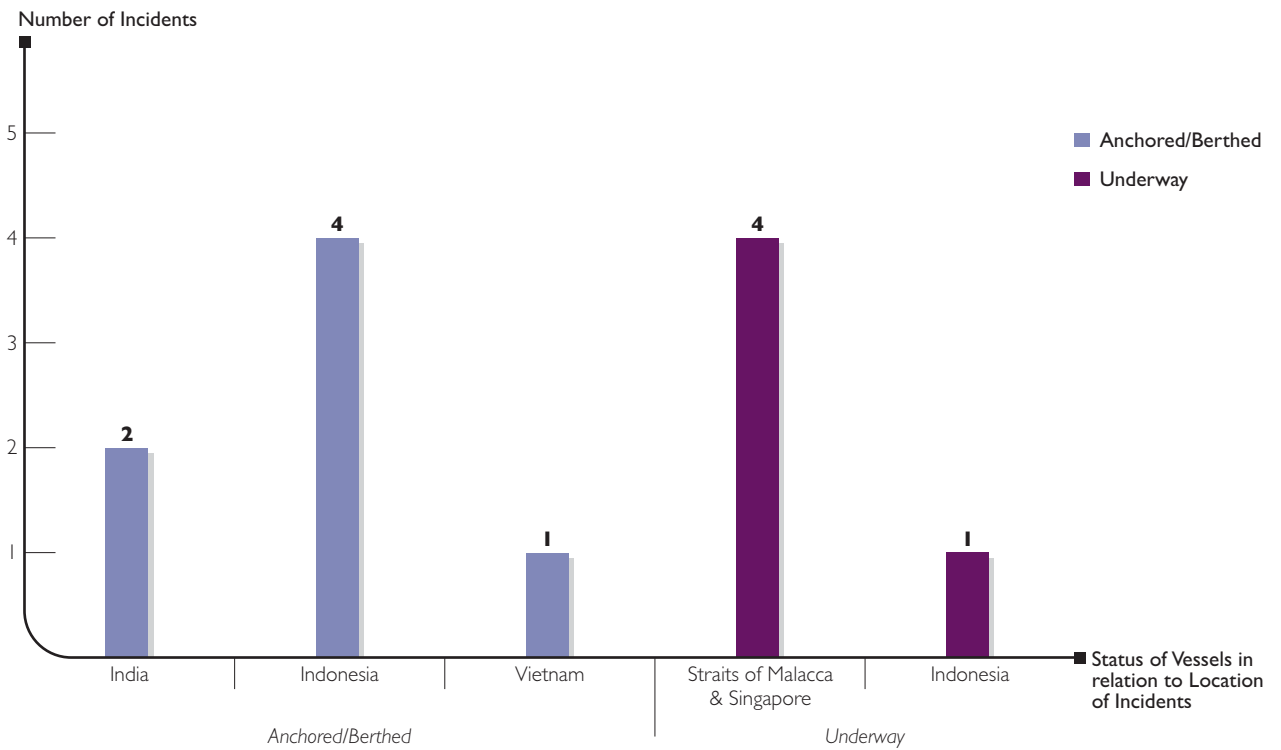


Chart 2 - Status of vessels in relation to location of incidents reported in February 2012



Location of Incidents

	February 2010		February 2011		February 2012	
	Actual	Attempted	Actual	Attempted	Actual	Attempted
South Asia						
Arabian Sea				1		
Bangladesh			4			
Bay of Bengal	1			1		
India	2		1		1	1
Sub-total	3		5	2	1	1
Southeast Asia						
Indonesia		1	1		5	
Malaysia	2		4			
Philippines			1			
Straits of Malacca and Singapore			3		4	
Vietnam	1		1		1	
Sub-total	3	1	10		10	
Overall Total	6	1	15	2	11	1

Table 1 - Location of incidents in February (2010-2012)

There has been an improvement in the situation at the port of Chittagong, Bangladesh in February 2012 compared to the same period in 2010 and 2011. Four incidents were reported in Bangladesh in February 2011 compared to none reported there during the same period in 2012.

Improvement also occurred in Malaysia which can be attributed to the increase in surveillance and enforcement carried out by the Malaysian authorities, including the Malaysian Maritime Enforcement Agency (MMEA) and enhanced vigilance exercised by ship master and crew.



Location of Incidents

Conversely, there has been an increase in the number of robbery incidents onboard tug boats towing barges in the Straits of Malacca and Singapore in February 2012. A total of four incidents involving tug boats towing barges were reported. The ReCAAP ISC encourages owners of tug boats and barges to exercise heightened vigilance and implement anti-piracy measures as stipulated in the 'Guidelines for Tug Boats and Barges' poster jointly produced by the ReCAAP ISC and the Information Fusion Centre (IFC). Government agencies and the littoral States are also reminded to step-up surveillance and enforcement within their territorial waters.

Map 1 shows the location of incidents reported in February 2012¹.

¹ 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.

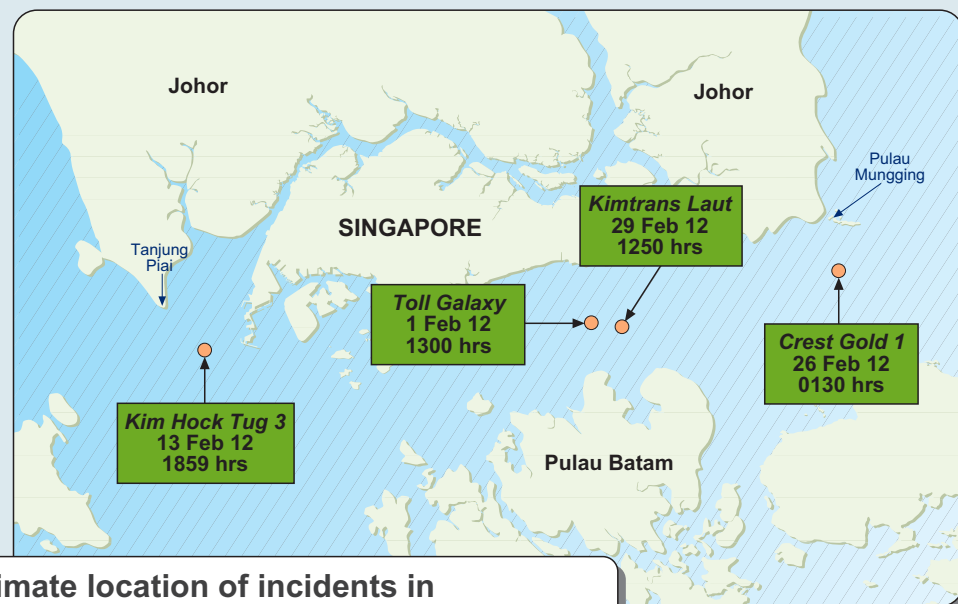




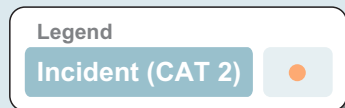
Case Studies of Selected Incidents

Incidents in the Straits of Malacca and Singapore

In February 2012, four incidents were reported in the Straits of Malacca and Singapore. See map below for the location of incidents. All were Category 2 (moderately significant) incidents which occurred while the vessels were underway. The details of the incidents are described below.



Approximate location of incidents in Straits of Malacca & Singapore (February 2012)



Case Studies of Selected Incidents

Incident onboard *Toll Galaxy* on 1 Feb 12

Name of Ship	: <i>Toll Galaxy</i>
Type of Ship	: Tug boat
Flag of Ship	: Singapore
IMO No.	: 9367047
GT	: 268

Name of Barge	: <i>Toll 3310</i>
Flag of Barge	: Singapore

On 1 Feb 12 at or about 1300 hrs (local time), a Singapore-registered tug boat, *Toll Galaxy* towing barge, *Toll 3310* loaded with cargo of scrap iron, while enroute to Pasir Gudang, Malaysia from Singapore when 10 small boats surrounded the barge in the east bound lane of the Traffic Separation Scheme (TSS) at position 01° 14.30' N, 104° 00.50' E. Two robbers boarded *Toll 3310* from one of the small boats.

A Republic of Singapore Navy (RSN) ship appeared in the vicinity at or about 1315 hrs. On seeing the presence of the RSN ship, the two robbers returned to the small boat and took with them some scrap iron. The 10 small boats continued to follow *Toll Galaxy* and *Toll 3310* as the vessels proceeded to Pasir Gudang, with the RSN ship monitoring from a distance. At or about 1530 hrs (local time), the small boats stopped following the tug boat and barge, and dispersed.

The master reported the incident to the Singapore Port Operations Control Centre (POCC), who is also the ReCAAP Focal Point (Singapore), RSN, Singapore Police Coast Guard, the Indonesian Navy (TNI-AL) and the Information Fusion Centre (IFC). The Singapore POCC also promulgated a broadcast to warn all ships to maintain a good anti-piracy watch when transiting the area.



Case Studies of Selected Incidents

Incident onboard *Kim Hock Tug 3* on 13 Feb 12

Name of Ship	: <i>Kim Hock Tug 3</i>
Type of Ship	: Tug boat
Flag of Ship	: Singapore
IMO No.	: 9399686
GT	: 253

Name of Barge	: <i>L K H 3883</i>
Flag of Barge	: Singapore

On 13 Feb 12 at or about 1859 hrs (local time), a Singapore-registered tug boat, *Kim Hock Tug 3* towing barge, *L K H 3883* was enroute to Pulau Karimun, Indonesia from Singapore when six robbers boarded the barge at approximately 4.29 nm southeast of Tanjung Piai, Malaysia at position 01° 12.54' N, 103° 33.80' E. The master of *Kim Hock Tug 3* reported that the robbers stole some scrap iron from *L K H 3883* and escaped in their boats. The crew was not injured and the vessel did not sustain any damages.

The master reported the incident to Singapore POCC, who in turn informed the Singapore Police Coast Guard, IFC, Maritime Rescue Coordination Centre (MRCC) Putra Jaya (Malaysia) and MRCC Jakarta (Indonesia). The Singapore POCC also initiated a broadcast to alert all mariners in the vicinity, and advised the master to keep anti-piracy watch while she continued her voyage to Pulau Karimun.



Case Studies of Selected Incidents

Incident onboard *Crest Gold 1* on 26 Feb 12

Name of Ship	: <i>Crest Gold 1</i>
Type of Ship	: Tug boat
Flag of Ship	: Singapore
IMO No.	: 9468267
GT	: 472

Name of Barge	: <i>Crest 282</i>
Flag of Barge	: Singapore

On 26 Feb 12 at or about 0130 hrs (local time), a Singapore-registered tug boat, *Crest Gold 1* towing barge *Crest 282* was underway when four robbers armed with guns boarded the tug boat at approximately 5.7 nm south of Pulau Mungging, Malaysia at position 01° 16.1' N, 104° 17.6' E. The robbers took away a laptop and some valuables from the crew before leaving the tug boat. All crew was reported to be safe, and the tug boat continued its passage to Kuantan, Malaysia.

The master reported the incident to the Singapore POCC, Singapore Police Coast Guard, RSN, MRCC Putra Jaya (Malaysia) and MRCC Jakarta (Indonesia). The Singapore POCC also promulgated navigational broadcast to inform all ships about the incident and advise all vessels to maintain vigilance when passing the area.



Case Studies of Selected Incidents

Incident onboard *Kimtrans Laut* on 29 Feb 12

Name of Ship	: <i>Kimtrans Laut</i>
Type of Ship	: Tug boat
Flag of Ship	: Malaysia
IMO No.	: 9398503
GT	: 268

Name of Barge	: <i>Toll 3310</i>
Flag of Barge	: Singapore

On 29 Feb 12 at or about 1250 hrs (local time), a Malaysia-registered tug boat, *Kimtrans Laut* towing barge *Toll 3310* was enroute to Pasir Gudang, Malaysia from Singapore when eight small boats came alongside the barge. An unknown number of robbers boarded the barge which was loaded with scrap iron. At or about 1310 hrs (local time), the master reported that the robbers had left the barge with some scrap iron but a few boats were still in the vicinity of *Kimtrans Laut*.

The incident was reported to Singapore POCC who promulgated a broadcast to advise all vessels passing the vicinity to maintain anti-piracy watch. The Singapore POCC also informed the Singapore Police Coast Guard, MRCC Putra Jaya (Malaysia) and MRCC Jakarta (Indonesia) about the incident.



Case Studies of Selected Incidents

Observations

Since the beginning of 2012, a total of four incidents, all involving tug boats towing barges were reported in the Straits of Malacca and Singapore. Of the four incidents, three tug boats were towing barges loaded with scrap iron onboard. Notably, the incidents occurred during daylight hours when the robbers boarded the barges, stole the scrap iron and escaped in their boats. The tug boats loaded with scrap iron on their barges were slow in speed, often unmanned and have low freeboard which were easy targets to board. The demand for scrap iron by shipyards in the region has probably explained for the increase in the number of incidents involving the theft of scrap iron.



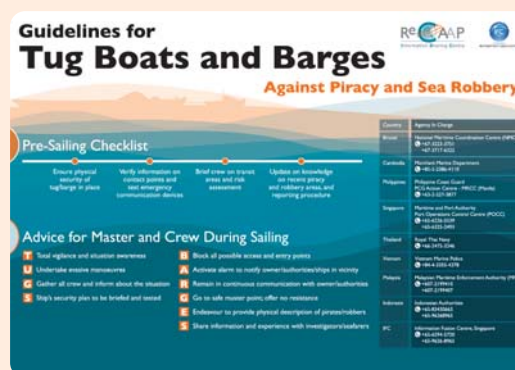
Case Studies of Selected Incidents

Recommendations

The ReCAAP ISC recommends that ship masters and crew, especially those onboard tug boats, to maintain anti-piracy watches and remain vigilance when transiting the Straits of Malacca and Singapore. The ReCAAP ISC strongly urges ship masters to report all incidents of piracy and sea robbery to the nearest coastal State immediately; and ship owners and operators to report the incident to the ReCAAP Focal Point.

Incidents involving tug boats towing barges in the Straits of Malacca and Singapore were prevalent in 2011. The ReCAAP ISC, together with the Information Fusion Centre (IFC), had launched a poster on 'Guidelines for Tug Boats and Barges against Piracy and Sea Robbery' during the Nautical Forum 3/12 on 12 Jan 12. The poster contains the pre-sailing checklist, advices for master and crew during sailing and contact numbers of the relevant authorities. The poster (as shown below) is available at the ReCAAP ISC website: www.recaap.org.

Guidelines for Tug Boats and Barges Against Piracy and Sea Robbery



Appendices

Definition & Methodology in Classifying Incidents

Definition

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 onboard 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 onboard 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

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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Appendices

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

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

■ CAT 2 (Moderately Significant)
 ■ CAT 3 (Less Significant)

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1. ■	<i>Siteam Neptun</i> Chemical tanker Liberia 9185499 27185	01/02/12	01° 07' N, 104° 10' E Batam Outer Anchorage, Indonesia	<p>While at anchor, an unknown number of robbers boarded the chemical tanker. The robbers stole ship stores before they escaped. The incident was reported to the local authorities.</p> <p>[IMO]</p>
2. ■	<i>Toll Galaxy</i> Tug boat Singapore 9367047 268 <i>Toll 3310</i> Barge Singapore	01/02/12 1300 hrs	01° 14.30' N, 104° 00.50' E South of Changi in the east bound lane of Traffic Separation Scheme (TSS) Straits of Malacca and Singapore	<p>While the tug boat towing a barge was enroute to Pasir Gudang, Malaysia from Singapore, 10 small boats surrounded the barge which was loaded with a cargo of scrap iron. Two robbers boarded the barge from one of the small boats.</p> <p>A Republic of Singapore Navy (RSN) ship appeared in the vicinity at or about 1315 hrs. On seeing the presence of the RSN ship, the two robbers returned to the small boat and took with them some scrap iron. The 10 small boats continued to follow the tug boat and barge as the vessels proceeded to Pasir Gudang, with the RSN ship monitoring from a distance. At or about 1530 hrs, the small boats stopped following the tug boat and barge, and dispersed.</p> <p>The master reported the incident to the Singapore Port Operations Control Centre (POCC), who is also the ReCAAP Focal Point (Singapore), RSN, Singapore Police Coast Guard, the Indonesian Navy (TNI-AL) and the Information Fusion Centre (IFC). The Singapore POCC also promulgated a broadcast to warn all ships to maintain a good anti-piracy watch when transiting the area.</p>

Appendices

Description of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
3.	<i>Ocean 6</i> Accommodation barge India 2589	03/02/12 0450 hrs	18° 53.25' N, 072° 52.33' E Approximately 2.6 nm off Dolphin Light, Mumbai Harbour, India	<p>While at anchor, eight robbers in a small rubber dinghy boat boarded the barge. The robbers held the duty seaman hostage and stole ship stores, namely shackles, nylon ropes, snatch block, clamp and chairs. One of the crew was fell when he was evading the attack by the robbers.</p> <p>The incident was reported to VTMS Mumbai and the MRCC informed the Coast Guard Ops Room, local police authorities and Mumbai Port. A patrol boat was despatched to the accommodation barge and details of the incident were obtained. The Indian Navy and local authorities were also informed.</p> <p>[ReCAAP Focal Point (India)]</p>
4.	<i>Tequila Sunrise</i> Bulk carrier Marshall Islands 9402110 19800	04/02/12 0300 hrs	03° 23.20' N, 099° 27.50' E Tanjung Port, Indonesia	<p>While at anchor, two robbers armed with knives boarded the bulk carrier and entered the engine room. Upon realising the presence of the robbers, the Second Officer alerted the Chief Engineer and the master. A public address announcement was made and the crew mustered. Nothing was reported to be stolen. The oiler on watch was noticeably disturbed by the incident. The incident was reported to the port and Indonesian authorities, who conducted an investigation.</p> <p>[IMO]</p>

Appendices

Description of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
5.	<i>Swarna Godavari</i> Product tanker India 9414826 42845	07/02/12 0545 hrs	01° 06.20' N, 103° 28.70' E Karimun Anchorage, Indonesia	While at anchor, three robbers armed with rods boarded the product tanker. The duty crew on security rounds discovered the robbers at poop deck and raised the alarm immediately. Noting that the crew had been alerted, the robbers escaped empty-handed. The incident was reported to the port authorities. [IMO]
6.	<i>Warnow Mars</i> General cargo ship Liberia 9509712 22863	10/02/12 0400 hrs	07° 06.50' S, 112° 39.80' E Gresik Inner Anchorage, Indonesia	While at anchor, an unknown number of robbers boarded the general cargo ship, stole ship's stores and escaped unnoticed. The incident was reported to the local authorities. [IMO]
7.	<i>Clipper Morning</i> Bulk carrier Bahamas 9255191 17944	12/02/12 0220 hrs	20° 40' N, 107° 14' E Cailan Outer Anchorage, Vietnam	While at anchor, seven robbers boarded the bulk carrier using a hook and rope. The Duty A/B noticed the robbers and informed the bridge who raised the alarm. All crew was mustered. The robbers threatened the A/B with knives, broke the forepeak store lock and stole ship's stores. The crew tried to stop the robbers but they threw knives, sticks and iron rods at them, and started lowering the stolen stores into their boat. The master stopped the crew from confronting the robbers as some of them were armed with pistols. The robbers escaped with the stolen stores in a small motor boat. The master attempted to contact the port control but received no response. [IMO]

Appendices

Description of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
8.	<p><i>Kim Hock</i> Tug 3 Tug boat Singapore 9399686 253</p> <p><i>L K H 3883</i> Barge Singapore</p>	13/02/12 1859 hrs	<p>01° 12.54' N, 103° 33.80' E</p> <p>Approximately 4.29 nm southeast of Tanjung Piai, Malaysia</p> <p>Straits of Malacca and Singapore</p>	<p>While the tug boat towing a barge was enroute to Pulau Karimun, Indonesia from Singapore, six robbers boarded the barge. The master of the tug boat reported that the robbers stole some scrap iron from the barge and escaped in their boats. The crew was not injured and the vessel did not sustain any damages.</p> <p>The master reported the incident to Singapore POCC, who in turn informed the Singapore Police Coast Guard, IFC, Maritime Rescue Coordination Centre (MRCC) Putra Jaya (Malaysia) and MRCC Jakarta (Indonesia). The Singapore POCC also initiated a broadcast to alert all mariners in the vicinity, and advised the master to keep anti-piracy watch while she continued her voyage to Pulau Karimun.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
9.	<p><i>Hellen</i> Chemical tanker Singapore 9330783 11729</p>	23/02/12 0330 hrs	<p>03° 23' N, 099° 27' E</p> <p>Off Kuala Tanjung, northeast coast of Sumatra, Indonesia</p>	<p>While underway, four robbers in two fishing boats approached and boarded the chemical tanker. The four robbers armed with long knives were reported to have entered the engine room. The robbers slapped and kicked the rating at the engine room before they tied him. The Second Engineer spotted the robbers and raised the alarm. The robbers escaped with some spares upon realising that the crew was aware of their presence. The incident lasted about 20 min. The incident was reported to the local authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Appendices

Description of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
10.	<i>Crest Gold 1</i> Tug boat Singapore 9468267 472 <i>Crest 282</i> Barge Singapore	26/02/12 0130 hrs	01° 16.10' N, 104° 17.60' E Approximately 5.7 nm south of Pulau Mungging, Malaysia (Straits of Malacca and Singapore)	<p>While the tug boat towing a barge was underway, four robbers armed with guns boarded the tug boat. The robbers took away a laptop and some valuables from the crew before leaving the tug boat. All crew was reported to be safe, and the tug boat continued its passage to Kuantan, Malaysia.</p> <p>The master reported the incident to Singapore POCC, Singapore Police Coast Guard, RSN, MRCC Putra Jaya (Malaysia) and MRCC Jakarta (Indonesia). The Singapore POCC also promulgated navigational broadcast to inform all ships about the incident and advise all vessels to maintain vigilance when passing the area.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
11.	<i>Kimtrans Laut</i> Tug boat Malaysia 9398503 270 <i>Toll 3310</i> Barge Singapore	29/02/12 1250 hrs	01° 14.23' N, 104° 02.59' E Approximately 4 nm north of Pulau Batam, Indonesia Straits of Malacca and Singapore	<p>While the tug boat towing a barge was enroute to Pasir Gudang, Malaysia from Singapore, eight small boats came alongside the barge. An unknown number of robbers boarded the barge which was loaded with scrap iron. At or about 1310 hrs, the master reported that the robbers had left the barge with some scrap iron but a few boats were still in the vicinity of the tug boat.</p> <p>The incident was reported to Singapore POCC, who promulgated a broadcast to advise all vessels passing the vicinity to maintain anti-piracy watch. The Singapore POCC also informed the Singapore Police Coast Guard, MRCC Putra Jaya (Malaysia) and MRCC Jakarta (Indonesia) about the incident.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Appendices

Description of Incidents

Attempted Incident

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1.	<i>Olympic Flair</i> Tanker Greece 8913966 81194	15/02/12 2220 hrs	09° 57' N, 076° 02' E Approximately 12 nm off Kochi Light, India	<p>While at anchor, about 20 robbers in two boats approached the tanker and attempted to board her. The lookout crew noticed the robbers, raised the alarm and crew mustered. The robbers aborted the attack on seeing the crew's alertness. The incident was reported to the VTS Kochi, who informed the Indian Navy and Indian Coast Guard. The Indian Coast Guard patrol ships in the vicinity were despatched to the location of the incident but the robbers had already escaped.</p> <p>[ReCAAP Focal Point (India)]</p>

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 recognised 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.

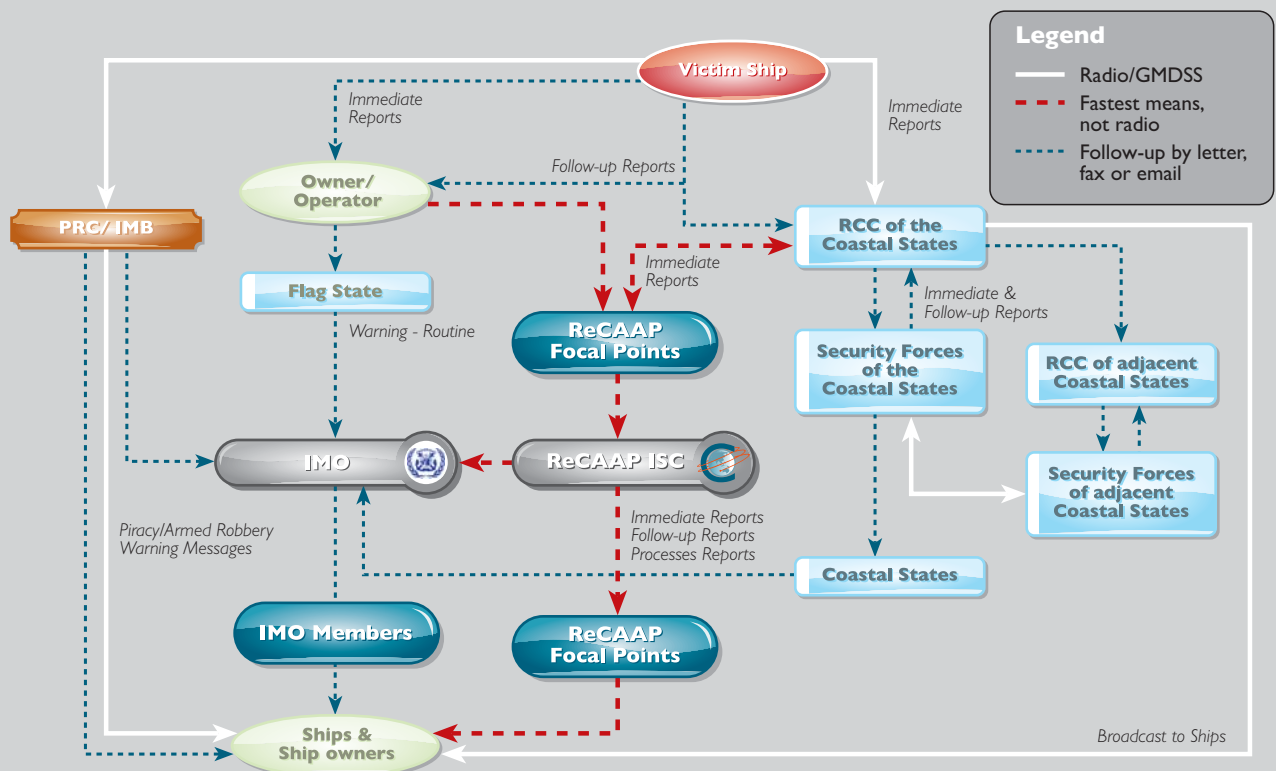
Recommendation

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.



Appendices



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 Charged	Point of Contact	
	Phone Number	Fax Number
People's Republic of Bangladesh Department of Shipping Email: dosdgd@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@gicomms.go.kr	+82-2-2110-8864 +82-2-2110-8865 +82-2-2110-8866 +82-2-2110-8867	+82-2-503-7333

Table 2 - Contact Details of ReCAAP Focal Points / Contact Point (Part 1 of 2)



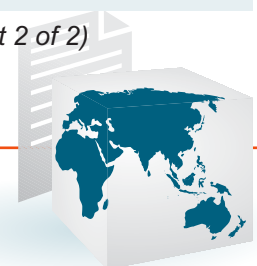
Appendices

Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charged	Point of Contact	
	Phone Number	Fax Number
Lao People's Democratic Republic Department of Foreign Relations Ministry of Public Security Email: keomps@yahoo.com	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547
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 Coast Guard 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
Socialist Republic of Viet Nam Vietnam Marine Police Email: phonghqtcbsb@vnn.vn vietnamfocalpoint@yahoo.com.vn	+84-4-3355-4378	+84-4-3355-4363

Table 2 - Contact Details of ReCAAP Focal Points / Contact Point (Part 2 of 2)

Correct as at 24 February 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.

