

REPORT for NOVEMBER 2012

1 November 2012 - 30 November 2012

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EXECUTIVE SUMMARY

A total of 16 incidents were reported in November 2012. Of these, two were Category 1 (very significant) incidents, four were Category 2 (moderately significant) incidents, five were Category 3 (less significant) incidents and five were petty theft (minimum significant) incidents. Compared to the same period in 2011 and 2010, there has been an increase in the number of actual incidents in November 2012. A total of 13 incidents was reported in November 2011 and 12 incidents in November 2010.

Notably, there were two Category 1 incidents in November 2012 involving the siphoning of Marine Gas Oil (MGO) from tanker, *Yunita* on 11 Nov 12 when she was anchored at Muara Berau Anchorage, Samarinda, Indonesia; and the hijacking of chemical tanker, *Zafirah* on 19 Nov 12 when she was underway in the South China Sea.

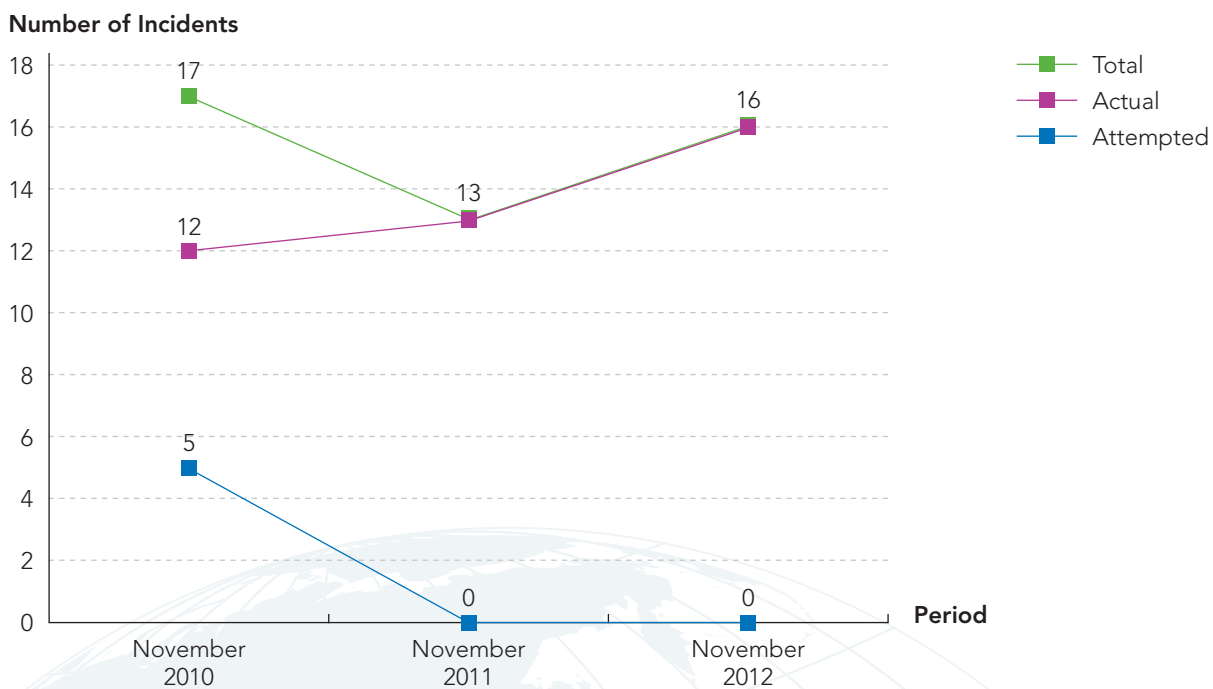
Details of the incidents reported in November 2012 are described in the Appendix.



SITUATION UPDATE

Number and Significance Level of Incidents

A total of 16 incidents were reported in November 2012. Compared to November 2011 and November 2010, there has been an increase in the number of actual incidents reported in November 2012. Refer to Graph 1 below.



Graph 1 – Total number of incidents reported in November (2010-2012)

Chart 1 shows the significance level of actual incidents reported during November of 2010-2012. Of the 16 actual incidents reported during November 2012, two were Category 1 (very significant) incidents, four were Category 2 (moderately significant) incidents, five were Category 3 (less significant) incidents and five were petty theft (minimum significant) incidents. This is the first time that Category 1 incidents have been reported during the reporting period of November 2010-2012. However, the number of Category 3 and petty theft incidents reported in November 2012 had remained the same compared to November 2011.



SITUATION UPDATE

Number of Incidents

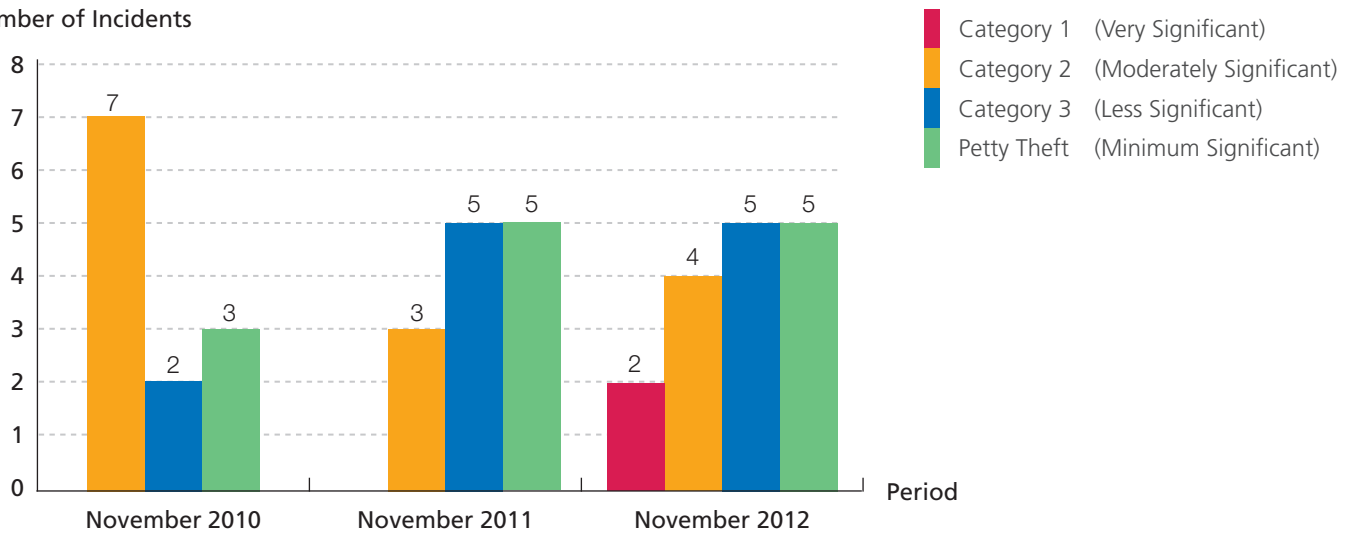


Chart 1 – Significance level of actual incidents reported in November (2010-2012)

Over the three reporting periods, the number of Category 2 incidents had fluctuated (seven incidents in November 2010 to three incidents in November 2011 and four incidents in November 2012) while the Category 3 and petty theft incidents had increased (five incidents in November 2010 to 10 incidents in November 2011 and November 2012). The reason for such a trend was due to the decrease in the number of incidents involving vessels while underway in November 2012 and 2011 compared to the same period in 2010. In November 2010, half of the total number of incidents involved vessels while underway, but in November 2011 and November 2012, more than three-quarter of the incidents involved vessels at anchor or at berth.

Category 1 incidents

Of the two Category 1 incidents reported in November 2012, one involved the hijacking of chemical tanker, *Zafirah* on 19 Nov 12 when pirates armed with knives and pistol boarded and took control of the chemical tanker while she was underway in the South China Sea. Details of the hijacking of *Zafirah* are featured as a case study in this report. The other Category 1 incident involved the illegal siphoning of fuel from tanker, *Yunita* on 11 Nov 12 when she was anchored at the Muara Berau Anchorage, Samarinda, Indonesia. Eight robbers armed with pistol, knives and parangs (long knives) boarded and forced the tanker to pump out about 80MT of Marine Gas Oil (MGO) cargo to an unknown barge. The robbers also took the crew's personal belongings before they escaped.



SITUATION UPDATE

Category 2 incidents

In November 2012, four Category 2 incidents were reported. Of these, two incidents were reported in South China Sea, one incident at anchorage in Indonesia and one incident in India. In these incidents, the pirates/robbers were armed with long knives or rods; and operated in larger groups of eight to 10 men. In one incident, they assaulted the crew and in another, they tied the crew to the foyle. In November 2010, six of the seven Category 2 incidents involved vessels while underway. However, in November 2011 and November 2012, more than half of the Category 2 incidents involved vessels berthed or anchored at ports and anchorages.

Category 3 and Petty Theft incidents

In November 2012, 10 Category 3 and petty theft incidents were reported. Of these, eight incidents occurred in Indonesia, one incident in India and one incident in the Straits of Malacca and Singapore. Of the eight incidents reported in Indonesia, three occurred at Jakarta Anchorage, two at Belawan Anchorage, two at anchorages off East Kalimantan (Adang Bay and Samarinda) and one off Nipa Transit Anchorage. The robbers operated in groups of three to five men, armed with knives and boarded the vessels during hours of darkness (between 1950 hrs and 0600 hrs). The items targeted were ship stores such as drums of paint or firefighting equipment, or engine spare parts. The robbers escaped immediately as soon as they have stolen the items or were spotted by the crew. The ReCAAP ISC urges the relevant authorities to increase surveillance at their ports and anchorages to deter robbers; encourages ship masters and crew to exercise vigilance when their vessels are anchored or berthed, and report all incidents to the coastal State immediately.



LOCATION OF INCIDENTS

	November 2010		November 2011	November 2012
	Actual	Attempted	Actual	Actual
South Asia				
Arabian Sea	3	5		
Bangladesh	1		4	
India				2
Sub-total	4	5	4	2
Southeast Asia				
Indonesia	6		3	9
Malaysia	1		2	1
Myanmar			1	
Philippines	1			
South China Sea			1	3
Straits of Malacca and Singapore			1	1
Vietnam			1	
Sub-total	8		9	14
Overall Total	12	5	13	16

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

There has been an improvement in the situation in the South Asian region. The improvement can be attributed to the situation at the ports and anchorages in Bangladesh. In November 2012, there were no incidents reported in Bangladesh compared to one actual incident reported in November 2010 and four actual incidents reported in November 2011. The ReCAAP ISC commends the efforts made by the port authorities and law enforcement agencies in Bangladesh and urges them to continue to maintain their presence and surveillance.

In Southeast Asia, almost two-thirds of the incidents reported during November 2012 occurred at the ports and anchorages in Indonesia. In November 2012, nine incidents were reported in Indonesia (Adang Bay, Belawan, Balikpapan, Jakarta, Nipa and Samarinda), which was an increase from the six incidents reported in November 2010 and three incidents in November 2011. As most of the incidents reported in Indonesia are Category 3 and petty theft incidents, the ReCAAP ISC urges the authorities to increase their presence and surveillance at their ports and anchorages. The presence of authorities would deter the robbers, who were mostly opportunistic in nature and escaped immediately when detected.



LOCATION OF INCIDENTS

Map 1 shows the location of all incidents reported in November 2012¹.



Map 1: Location of incidents in November 2012

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 STUDY

Hijacking of *Zafirah*

Name of Ship <i>Zafirah</i>
Type of Ship Chemical tanker
Flag of Ship Malaysia
IMO No. 9016387
GT 496

The Malaysian-registered chemical tanker, *Zafirah* carrying 320,173 litres of marine gas oil departed Pasir Gudang, Johor, Peninsular Malaysia for Miri, Sarawak, East Malaysia. On 20 Nov 12, the ReCAAP Information Sharing Centre (ISC) received information from various sources that the owner had lost communications with *Zafirah*. The last known position of *Zafirah* was at approximately 174.4 nm southeast of Con Son Island, Vietnam (07° 10.16' N, 109° 09.29' E) on 19 Nov 12 at or about 1641 hrs (local time). With the information, the ReCAAP ISC immediately alerted the ReCAAP network in the region and the maritime authorities of Malaysia and Indonesia about the incident and keep a lookout for *Zafirah*.

Updates on position of *Zafirah*

Throughout the incident, the ReCAAP ISC, Information Fusion Centre (IFC), the Vietnam Marine Police (VMP), who is also the ReCAAP Focal Point (Vietnam), Vietnam People's Navy (VPN), Vietnam Maritime Security Information Centre (MSIC), Vietnam Maritime Rescue Coordinating Centre (MRCC) and the shipping company had collaborated closely in sharing inputs on the positions and other essential information of *Zafirah*. From other sources, it was assessed that the chemical tanker had been hijacked and the hijackers might be targeting to sell the marine gas oil onboard the chemical tanker illegally in Vietnam waters/port. Based on the initial positions gathered, *Zafirah* was proceeding in a northerly direction on 19 Nov 12 and 20 Nov 12, but on 21 Nov 12, the vessel appeared to be travelling in a south-westerly direction instead.



CASE STUDIES OF SELECTED INCIDENTS

Rescue of crew

On 21 Nov 12 at or about 0600 hrs (local time), a Vietnamese fishing vessel, *BV92350* rescued the nine crew of *Zafirah* (comprising five Myanmar nationals and four Indonesians), who had been abandoned onto a life raft. The crew was transferred to Vietnam MRCC's search and rescue vessel, *SAR 413* on the same day at or about 2330 hrs (local time), and arrived at shore on 22 Nov 12 at or about 0815 hrs (local time). The crew was reported to be well.





CASE STUDIES OF SELECTED INCIDENTS

Zafirah found and pirates apprehended

On 22 Nov 12 at or about 0404 hrs (local time), *Zafirah* was located at approximately 35 nm southeast of Vung Tau, Vietnam (09° 50.10' N, 107° 19.59' E). The VMP despatched two patrol vessels to the location to monitor the situation. The chemical tanker was reported to have been renamed '*MTSEAHORSE*' and her IMO number had been changed from '9016387' to '9016081'.



Rename of Zafirah to 'MTSEAHORSE'



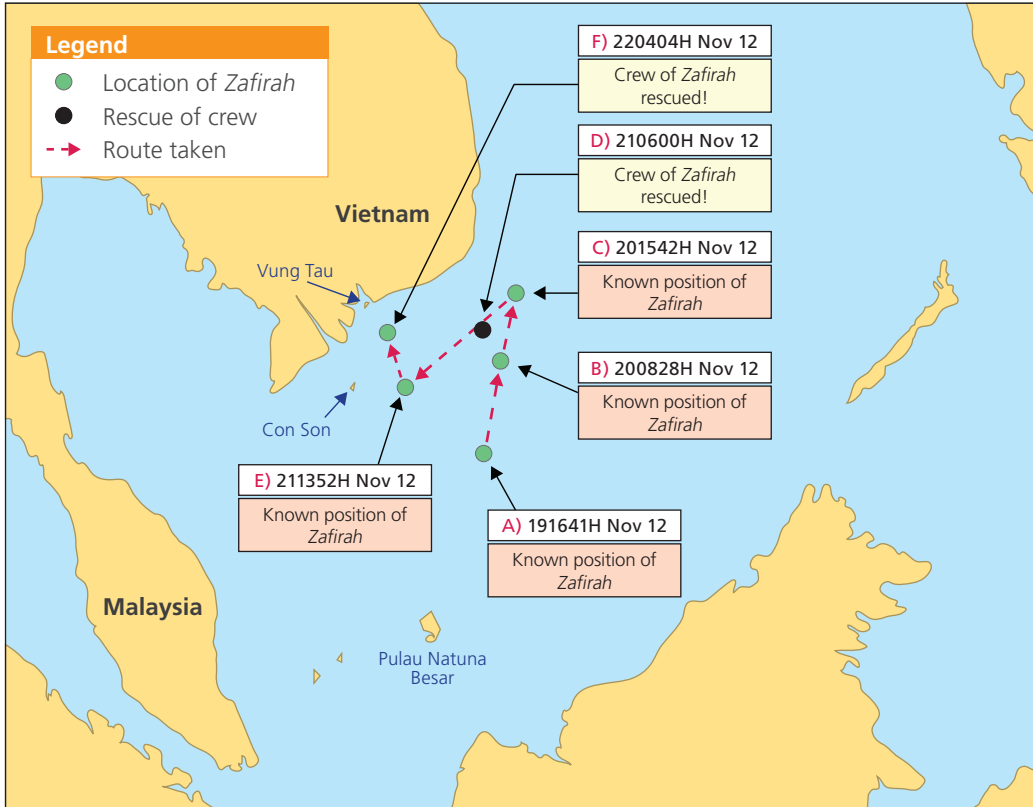
VMP circling Zafirah

Photographs courtesy of VPN

From the statement made by the master of *Zafirah*, there were 11 pirates onboard the chemical tanker and they were armed with long knives and pistols. On 22 Nov 12 at or about 1600 hrs (local time), the VMP Special Task Force boarded *Zafirah* and apprehended all 11 pirates, who are currently under the custody of the VMP. Refer to Map 2 for the locations on the positions of *Zafirah* during the time she was hijacked, and where the crew was rescued and *Zafirah* was recovered.



CASE STUDIES OF SELECTED INCIDENTS



Map 2 – Positions of Zafirah, rescue of crew and Zafirah found (19 to 22 Nov 12)

Network of collaboration and information sharing

The successful outcome of this incident again demonstrated the significance of information sharing and collaboration involving the ReCAAP ISC, IFC, VMP, VPN, Vietnam MSIC, MRCC and the shipping company. The good cooperation and information sharing among these agencies has contributed towards the rescue of the crew, recovery of *Zafirah* and apprehension of the pirates.



CONCLUSION

Notably, there has been an increase in activities involving illegal siphoning of fuel/marine gas oil from tankers in recent months. On 13 Sep 12, almost 750 tons of fuel oil was siphoned from *Scorpio* to *Sea Jade* southwest of Tanjung Piai, Malaysia; and on 11 Nov 12, about 80 tons of marine gas oil was siphoned from *Yunita* to an unknown barge at Muara Berau Anchorage, Samarinda, Indonesia. However, the incident involving *Zafirah* was the first in 2012 that involved the hijacking of the vessel for its marine gas oil, abandoning the crew in a life raft, repainting and renaming the vessel to mask its identity. The ReCAAP ISC urges all vessels to exercise vigilance and make timely reporting of all incidents to the port/coastal States (by ship master), and the ReCAAP Focal Points (by ship owner/operator).



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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:

- Violence Factor.** This factor refers to the intensity of violence in an incident, and the three indicators used to determine this are:
 - 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.
 - 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.
 - 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.



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- 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 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>Vishva Nidhi</i> Bulk carrier India 9464742 33170	02/11/12 0500 hrs	01° 41.80' S, 116° 38.10' E Adang Bay Anchorage, Indonesia	While at anchor, an unknown number of robbers boarded the bulk carrier unnoticed, stole ship stores from forward store and escaped. The theft was later discovered during the handing over watch. The port control was informed about the incident. [ReCAAP Focal Point (India)]
2 ■	<i>Westerdiek</i> Container ship Liberia 9316361 32060	03/11/12 2100 hrs	06° 00.40' S, 106° 54.60' E Jakarta Anchorage, Indonesia	While at anchor, four robbers in a small boat approached the stern of the container ship. One robber boarded the ship using a hook attached with rope while the other three robbers remained in their boat. Deck watchmen spotted the robber and raised the alarm. Seeing that the crew had been alerted, the robber escaped empty handed. [IMO]
3 ■	<i>Highline 66</i> Tug boat Malaysia 9492969 281	06/11/12 1930 hrs	01° 44.58' N, 106° 11.42' E Approximately 58 nm south of Pulau Airabu, Anambas Islands, Indonesia (South China Sea)	While underway, 10 pirates armed with long knives boarded the tug boat towing a barge, which was enroute from Port Klang to Kuching. The pirates assaulted one of the crew, and stole the crews' personal belongings, cash, vessel's document and certificates before escaping. The incident was reported to the owners and the master lodged a police report upon arrival at Kuching, Malaysia on 8 Nov 12. [IMO]



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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>Yunita</i> Tanker Singapore 9257242 1893	11/11/12 0200 hrs	00° 15.67' S, 117° 35.65' E Muara Berau Anchorage, Samarinda, Indonesia	While at anchor, eight robbers armed with pistol and long knives boarded the tanker. The robbers forced the tanker to pump out about 80MT of Marine Gas Oil (MGO) to an unknown barge. The robbers stole the crew's personal belongings and escaped at or about 0700 hrs. [ReCAAP Focal Point (Singapore)]
5	 <i>Moor</i> Chemical tanker Singapore 9359595 8450	16/11/12 0250 hrs	03° 55.90' N, 098° 48.40' E Belawan Anchorage, Indonesia	While at anchor, the AB watchman during his security rounds spotted three robbers armed with knives at the forecandle of the chemical tanker. The robbers broke the padlock to the paint store and escaped with 10 drums of paint when the alarm was raised. The entire incident lasted between 3 to 5 min. The crew was safe. [ReCAAP Focal Point (Singapore)]
6	 <i>Penguin Swift</i> Tug boat Singapore 9503316 137 Kim Heng 150 Barge Singapore 626	16/11/12 2210 hrs	01° 14.24' N, 104° 02.17' E Eastbound lane of the TSS (Straits of Malacca & Singapore)	While underway, the Singapore Police Coast Guard (PCG) detected an unknown number of men onboard the barge. The master confirmed the boarding and discovered that the containers on the barge had been broken into. The crew was not injured. [ReCAAP Focal Point (Singapore)]
7	 <i>Eagle Centaurus</i> Tanker Singapore 9042439 52504	19/11/12 0600 hrs	01° 05.96' N, 103° 36.79' E Nipa Transit Anchorage, Indonesia	While at anchor, four robbers armed with knives boarded the tanker. Upon sighting the robbers, the master raised the alarm and requested immediate assistance from the coastal State. The robbers escaped with some engine spare parts from the engine room. [ReCAAP Focal Point (Singapore)]



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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
8	Zafirah Chemical tanker Malaysia 9016387 496	19/11/12 1641 hrs	07° 10.16' N, 109° 09.29' E South China Sea	<p>The chemical tanker, carrying 320, 173 litres of marine gas oil, departed Pasir Gudang, Johor, Peninsular Malaysia for Miri, Sarawak, East Malaysia. On 20 Nov 12, the ReCAAP ISC received information from various sources that the owner had lost communications with <i>Zafirah</i>. The last known position of <i>Zafirah</i> was at approximately 174.4 nm southeast of Con Son Island, Vietnam (07° 10.16' N, 109° 09.29' E) on 19 Nov 12 at or about 1641 hrs (local time). With the information, the ReCAAP ISC immediately alerted the ReCAAP network in the region and the maritime authorities of Malaysia and Indonesia about the incident and keep a lookout for <i>Zafirah</i>.</p> <p>Throughout the incident, the ReCAAP ISC, Information Fusion Centre (IFC), the Vietnam Marine Police (VMP), who is also the ReCAAP Focal Point (Vietnam), Vietnam People's Navy (VPN), Vietnam Maritime Security Information Centre (MSIC), Vietnam Maritime Rescue Coordinating Centre (MRCC) and the shipping company had collaborated closely in sharing inputs on the positions and other essential information of <i>Zafirah</i>. From other sources, it was assessed that the chemical tanker had been hijacked and the hijackers might be targeting to sell the marine gas oil onboard the chemical tanker illegally in Vietnam waters/port. Based on the initial positions gathered, <i>Zafirah</i> was proceeding in a northerly direction on 19 Nov 12 and 20 Nov 12, but on 21 Nov 12, the vessel appeared to be travelling in a south-westerly direction instead.</p> <p>On 21 Nov 12 at or about 0600 hrs (local time), a Vietnamese fishing vessel, <i>BV92350</i> rescued the nine crew of <i>Zafirah</i> (comprising five Myanmar nationals and four Indonesians), who had been abandoned onto a life raft. The crew was transferred to Vietnam MRCC's search and rescue vessel, <i>SAR 413</i> on the same day at or about 2330 hrs (local time), and arrived at shore on 22 Nov 12 at or about 0815 hrs (local time). The crew was reported to be in good condition.</p> <p>On 22 Nov 12 at or about 0404 hrs (local time), <i>Zafirah</i> was located at approximately 35 nm southeast of Vung Tau, Vietnam (09° 50.10' N, 107° 19.59' E). The VMP despatched two patrol vessels to the location to monitor the situation. The chemical tanker was reported to have been renamed 'MTSEAHORSE' and her IMO number had been changed from '9016387' to '9016081'</p> <p>From the statement made by the master of <i>Zafirah</i>, there were 11 pirates onboard the chemical tanker and they were armed with long knives and pistols. On 22 Nov 12 at or about 1600 hrs (local time), the VMP Special Task Force boarded <i>Zafirah</i> and apprehended all 11 pirates, who are currently under the custody of the VMP.</p> <p>[ReCAAP Focal Point (Singapore), ReCAAP Focal Point (Vietnam), IFC]</p>



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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
9	APJ Kais Bulk carrier India 9491381 32957	21/11/12 0500 hrs	01° 42.92' S, 116° 38.04' E Balikpapan, Indonesia	While at anchor, an unknown number of robbers armed with knives boarded the bulk carrier from a barge during loading operations. Upon boarding, the robbers caught the night patrolling bosun and tied him at the foxle. The robbers then forced open the paint store and escaped with 11 drums of paint, one walkie talkie and the silver chain of the bosun. The general alarm was sounded and the crew mustered. [ReCAAP Focal Point (India)]
10	CMB Maxime Bulk carrier Hong Kong 9425875 32296	22/11/12 2223 hrs	06° 01.70' S, 106° 55.60' E Jakarta East Cargo anchorage, Indonesia	While at anchor, five robbers armed with knives boarded the bulk carrier from a wooden boat. The robbers escaped with auxiliary engine spare parts and firefighting equipment. [ReCAAP Contact Point (Hong Kong)]
11	APJ Shirin Bulk carrier Panama 9491408 32987	24/11/12 0135 hrs	17° 02.20' N, 082° 25.80' E Kakinada Anchorage, India	While at anchor, eight robbers in two motor boats approached the bulk carrier from stern. Four of the robbers armed with knives and long rods boarded the vessel and cut the mooring ropes at the winch drum. Upon seeing the duty AB, the robbers escaped with two mooring ropes in their boats. [ReCAAP Focal Point (India)]
12	Torm Helvig Chemical tanker Denmark 9288021 30018	27/11/12 1950 hrs	03° 55.90' N, 098° 45.80' E Belawan Anchorage, Indonesia	While at anchor, the deck watchman spotted four robbers armed with knives hiding at the main deck below the cargo piping. The deck watchman alerted the bridge, who raised the alarm and crew mustered. The robbers jumped overboard immediately and a small boat was seen moving away. The robbers had escaped with 21 cans of paint. Preliminary investigation showed that the hose pipe cover for the anchor chain was broken, eye bolt for the paint store locking device broken and padlock missing. The crew was not injured. [ReCAAP Focal Point (Denmark)]



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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
13	<i>Hispanic G</i> Bulk carrier Italy 9457842 51255	28/11/12 0405 hrs	00° 18.52' S, 117° 40' E Samarinda Anchorage, Indonesia	While at anchor, an unknown number of robbers armed with a long knife boarded the bulk carrier. The duty watchman noticed the robbers, who threatened him with a long knife and warned him not to approach any closer. The duty watchman alerted the Chief Officer, who raised the alarm and alerted the crew. On seeing the alerted crew, the robbers escaped with ship stores. [IMO]
14	<i>Kasugta</i> Chemical tanker Liberia 9286542 11580	29/11/12 2235 hrs	06° 01.50' S, 106° 54' E Tanjung Priok Anchorage, Indonesia	While at anchor, three robbers boarded the chemical tanker. When the robbers were sighted at poop deck, the alarm was raised and all crew mustered. Realising the crew had been alerted, the robbers escaped with ship stores. [IMO]
15	<i>Hua An</i> Tug boat Liberia 7522136 2057	30/11/12 0105 hrs	01° 26.30' N, 104° 34.45' E Approximately 12.6 nm north of Pulau Bintan, Indonesia (South China Sea)	While underway, an unknown number of robbers armed with long knives boarded the tug boat from an unlit fishing boat. The robbers stole the crew's personal belongings and escaped after 25 min. [ReCAAP Focal Point (China)]
16	<i>Pecos</i> Tanker Marshall Islands 9594743 81341	30/11/12 0145 hrs	10° 00' N, 076° 03' E Approximately 10 nm from Kochi Light, India	While at anchor, three robbers boarded the tanker and broke the forecandle store lock to enter the fore peak store. On hearing noise at the forecandle, the watch keeper raised the alarm. The robbers escaped in a wooden craft with a stolen mooring rope when heard the alarm. [ReCAAP Focal Point (India)]



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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 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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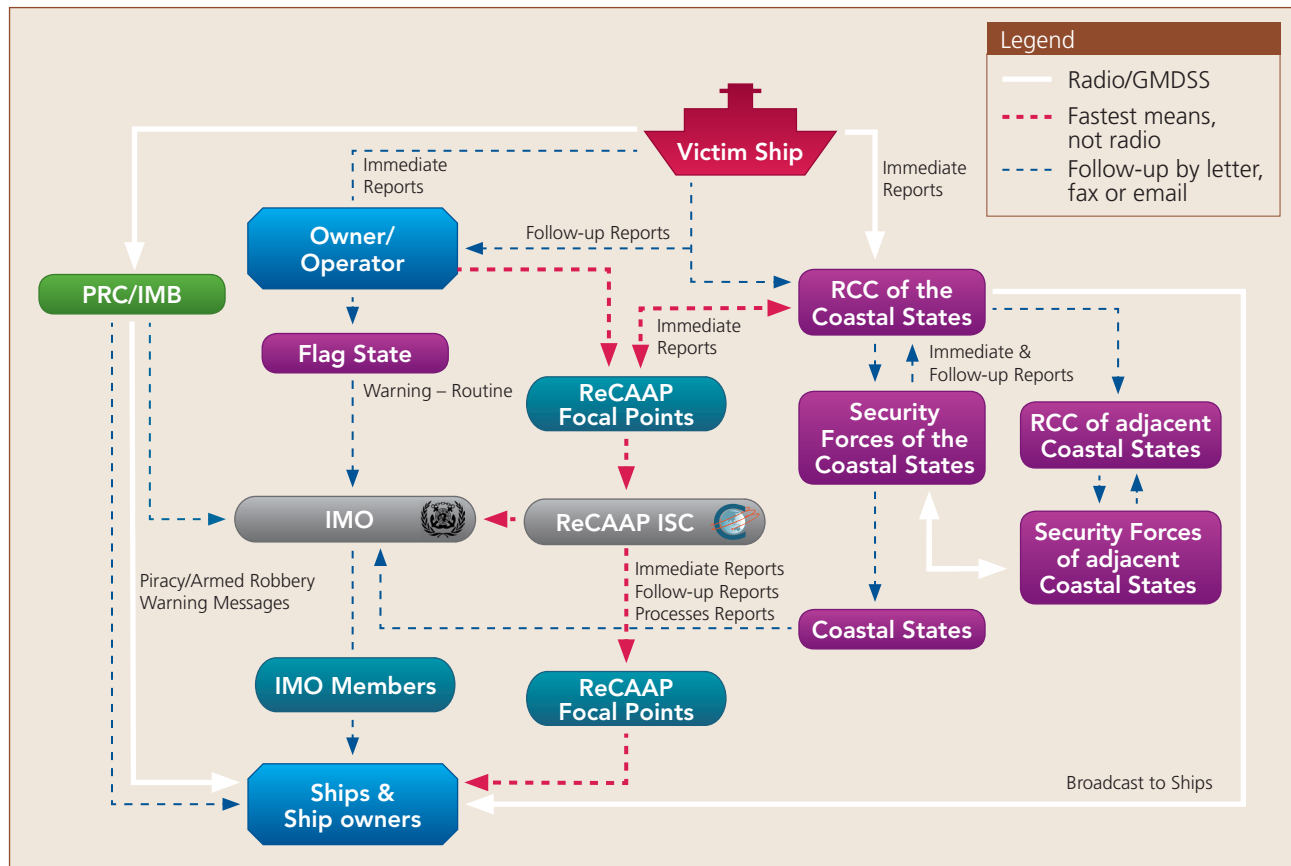


Diagram 1 – Flow Diagram for Reporting Incidents in Asia

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.



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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: icgmrc_mumbai@mtnl.net.in mrc-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@gicom.s.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	+85-6-2121-2505 +85-6-2121-2547



APPENDICES

Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
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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		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email:miscdutyofficer@misc.go.th	+66-2475-5432	+66-2475-4577
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

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Correct as at 31 October 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 shipping companies, 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.

