

PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

QUARTERLY REPORT

JANUARY – MARCH 2012



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EXECUTIVE SUMMARY



Executive Summary

There has been an improvement in the situation in Asia with a decrease in the total number of reported incidents during January-March 2012 compared to the same period in 2011. Notably the decrease in the number of reported incidents was most evident in Malaysia, the South China Sea and the Straits of Malacca and Singapore, involving ships while underway. However, there has been an increase in incidents reported at ports and anchorages. Detailed description and analysis of the situation in the Straits of Malacca and Singapore, and at the ports and anchorages in Indonesia are featured in Part Three of this report.

The ReCAAP ISC has introduced a new category of incident known as 'petty theft' in addition to its existing three categories: Category 1 (very significant), Category 2 (moderately significant) and Category 3 (less significant) incidents. The 'petty theft' category aims to further streamline the CAT 3 incidents by filtering out incidents involving robbers who were not armed and did not inflict harm on the crew.

No incident of piracy was reported during January-March 2012. All were incidents of armed robbery or petty theft onboard ships. A total of 38 incidents (comprising 35 actual incidents and three attempted incidents) were reported during January-March 2012.

Off the southwest coast of India, there has been an increase in the number of incidents involving fishermen who were mistaken as pirates on skiffs. Part Four of this report features an update of fishing activities off the southwest coast of India, and recommendations to ship masters, fishermen and authorities operating in the vicinity.

NEW CATEGORY: PETTY THEFT



PART
ONE

New Category: Petty Theft

Classification Methodology

The ReCAAP ISC has developed the classification methodology¹ to categorise piracy and armed robbery incidents according to two factors: level of violence involved and economic loss incurred. The violence factor refers to the intensity of violence and threat faced by crew in an incident; and the indicators used to determine this are: the type of weapons used by the pirates/robbers, treatment of the crew and number of pirates/robbers involved in the incident. The economic factor takes into consideration the type of property stolen from the vessel. Cases involving theft of cash or personal effects are generally less significant compared to cases where the entire vessel is hijacked for either its cargo or the vessel itself.

Using these indicators, the ReCAAP ISC categorises incidents into one of the three levels of significance: Category 1 incidents are considered **very significant**, Category 2 incidents are considered **moderately significant** and Category 3 incidents are considered **less significant**.

Need for a new category: Petty Theft

Among the Category 3 incidents are petty theft cases involving robbers who were not armed, did not harm the crew and escaped immediately with stolen items or empty-handed when the crew had been alerted. Most of these incidents occurred during hours of darkness at ports and anchorages where the robbers boarded the vessel without the knowledge of the crew. These incidents were considered incidents of armed robbery against ships which is defined in accordance with the International Maritime Organisation (IMO)'s Code of Practice for the Investigation of the Crimes of Piracy and Armed Robbery against Ships.

Being petty theft in nature and that the robbers were not armed and crew not harmed, the ReCAAP ISC categorises these incidents as 'petty theft'. The aim is to further streamline the CAT 3 incidents to filter out incidents involving robbers who are not armed and do not inflict harm on the crew. This differentiates incidents of petty theft from incidents of armed robbery so as to facilitate a better understanding of the nature of incidents which mostly occurred at ports and anchorages. By doing so will enable the relevant authorities to prioritise the deployment of their resources more optimally, effectively and efficiently.

1. The detailed description of the Classification Methodology can be found in Part 5 of this report under "Appendices".

Definition of Petty Theft

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

Revised Classification Methodology

With the new category, the ReCAAP ISC categorises incidents into one of the four levels of significance as tabulated below:

Category	Significance of Incident
CAT 1	Very Significance
CAT 2	Moderately Significance
CAT 3	Less Significance
Petty Theft	Minimum Significance

SITUATION UPDATE



PART
TWO

Situation Update

Significance Level of Incidents Reported during January-March of 2008-2012

During January-March 2012, a total of 38 incidents were reported, of which 35 were actual incidents and three were attempted incidents. Of the 35 actual incidents, 14 were Category 2 (moderately significant) incidents, eight were Category 3 (less significant) incidents and 13 were Petty Theft (minimum significant). There was no Category 1 (very significant) incidents reported during this period. Chart 1 above shows the significance level of actual incidents reported during January-March of 2008-2012.

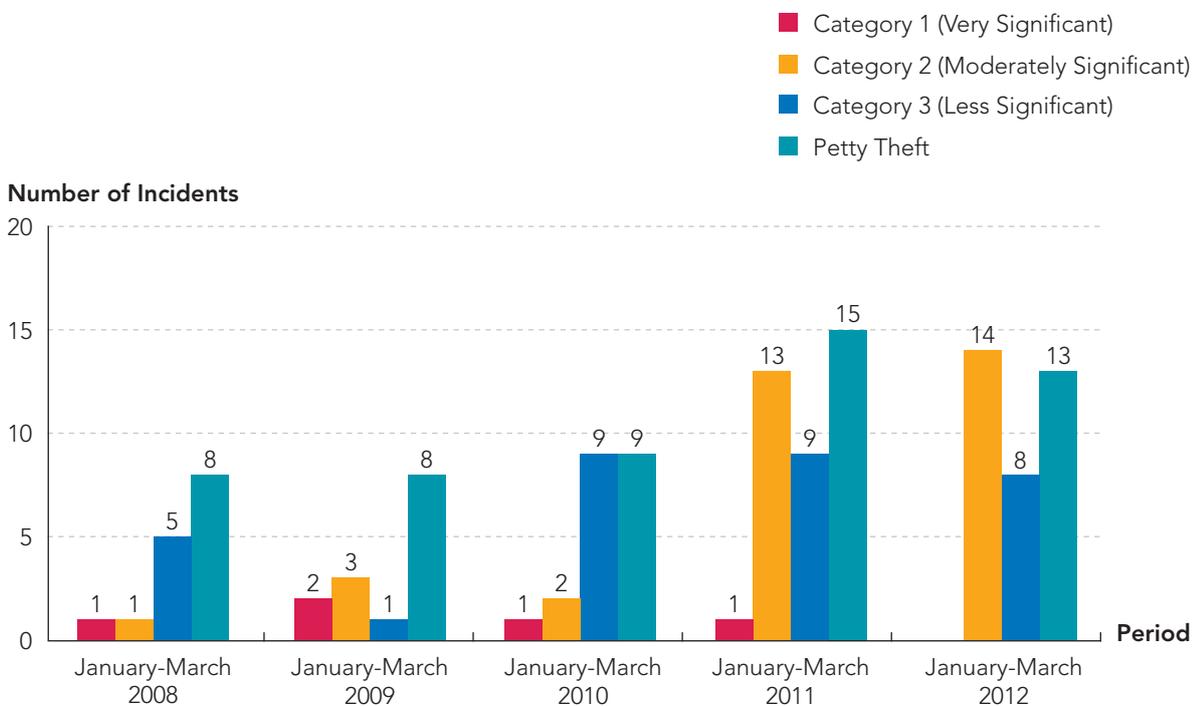


Chart 1 – Significance level of incidents reported during January-March (2008-2012)

Category 3 and Petty Theft Incidents

Throughout the five-year reporting period, majority of the incidents were either Category 3 or petty theft incidents. While the number of Category 3 incidents has remained fairly consistent for the past three years (January-March of 2010-2012), the number of petty theft cases appeared to have had stabilised in the early years (January-March of 2008-2010) but it reached its peak in 2011. More stringent enforcement and surveillance at some ports and anchorages were necessary.

All Category 3 incidents and incidents of petty theft occurred when the vessels were anchored at ports and anchorages. These incidents involved robbers operating in smaller groups (1-3 robbers)

and the crew was not harmed. The robbers stole engine spares and ship stores such as mooring ropes, drums of paint etc, and escaped immediately. In incidents where the crew had been alerted, the robbers would escape empty-handed when the alarm was raised and crew mustered.

The total number of Category 3 and petty theft incidents vis-à-vis the total number of incidents were on a downward trend over the past five years; from 87% (13 out of 15 incidents) during January-March 2008, to 64% (nine out of 14 incidents) during January-March 2009, to 86% (18 out of 21 incidents) during January-March 2010, to 63% (24 out of 38 incidents) during January-March 2011 and to 60% (21 out of 35 incidents) during January-March 2012.

Category 2 incidents

Notably, the number of Category 2 incidents is showing an upward trend since January-March 2010, but it had stabilised in the recent two years (January-March of 2011-2012).

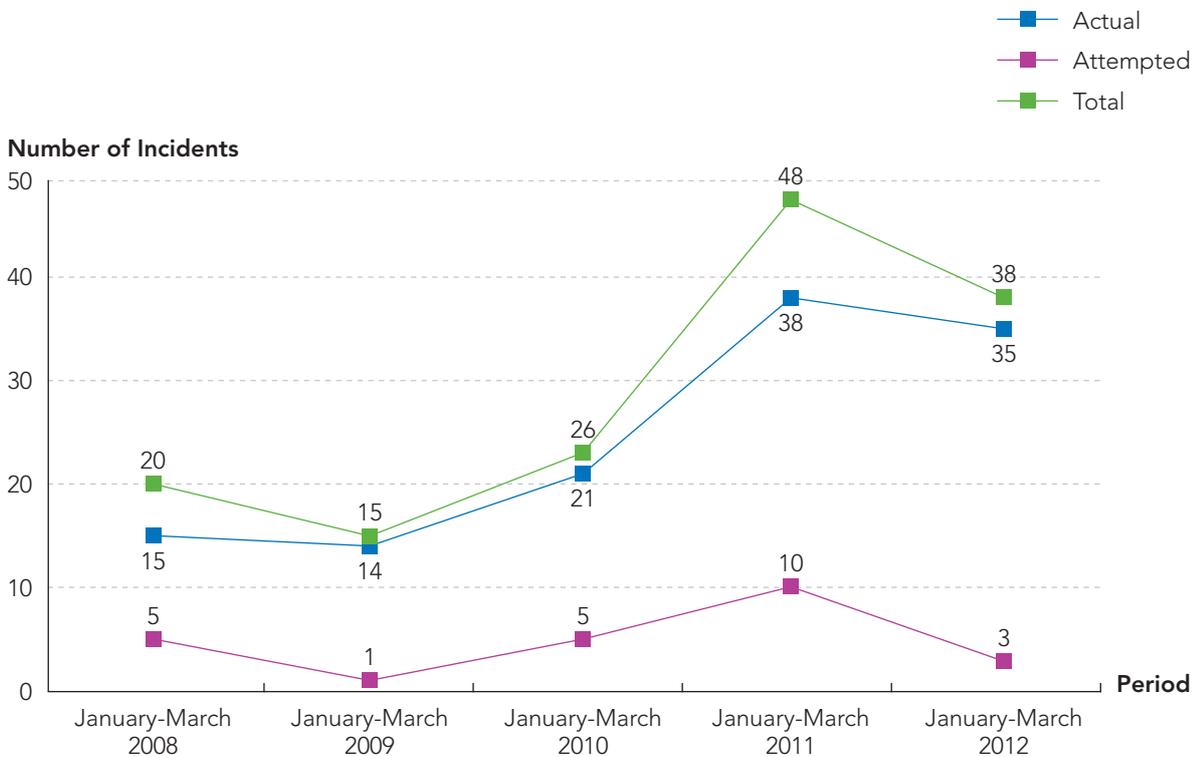
Predominantly, Category 2 incidents involved vessels while underway and robbers operated in larger groups of 7-9 men and >9 men. Of the 13 Category 2 incidents reported during January-March 2011, eight incidents involved ships while underway and five involved ship when anchored. Out of the 13 incidents, five involved 1-6 men, six involved 7-9 men and two involved >9 men.

However, during January-March 2012, nine out of 14 Category 2 incidents involved ships while at anchor and five incidents involved ships while underway. Of the 14 incidents, nine involved 1-6 men, three involved 7-9 men and two involved >9 men. Notably, there is consistency in the number of incidents involving weapons carried by robbers in incidents reported during January-March 2011 and 2012. Of the 13 incidents reported during 2011, four incidents involved robbers armed with guns and knives; and of the 14 incidents reported in 2012, three incidents involved robbers armed with guns and knives. Guns were not discharged except in the incident involving *MP Panamax 5* on 28 Jan 12 when the robber fired four warning shots, and escaped with the ship's stores. The crew was not injured.

Situation Update

Number of Incidents Reported during January-March of 2008-2012

There has been an improvement in the situation of piracy and robbery onboard ships in Asia during January-March 2012 compared to the same period in 2011. However, the numbers are still higher than those reported during the same period in 2008-2010. Also the improvement during January-March 2012 was mainly due to the decline in the number of attempted incidents. The number of actual incidents show a slight decrease. Graph 1 shows the number of incidents reported during January-March of 2008-2012.



Graph 1 – Number of incidents reported during January-March (2008-2012)

Location of Incidents Reported during January-March of 2008-2012

	Jan-Mar 08		Jan-Mar 09		Jan-Mar 10		Jan-Mar 11		Jan-Mar 12	
	Actual	Attempted								
South Asia										
Arabian Sea								3		
Bangladesh	3		1		2		5		7	
Bay of Bengal					1			1		
India	6		2		4		4		3	1
Sub-total	9		3		7		9	4	10	1
Southeast Asia										
Indonesia	3	1	1		5	4	6		16	1
Malaysia	1		1		4		7		1	
Philippines	1	1	1	1	1		2		2	
Singapore							2			
South China Sea		1	1		1		1	5		
Straits of Malacca and Singapore		2	2			1	9	1	4	
Thailand			1							
Vietnam	1		4		3		2		2	1
Sub-total	6	5	11		14	5	29	6	25	2
Overall Total	15	5	14	1	21	5	38	10	35	3

Table 1 – Location of Incidents during January-March (2008-2012)

Situation Update

South Asia

Overall, there has been an improvement in the situation in South Asia during January-March 2012 compared to the same period in 2011. No incident was reported in the Arabian Sea during January-March 2012. However, the number of incidents reported in Bangladesh during January-March 2012 has increased. Of the seven incidents reported during January-March 2012, five incidents occurred at the anchorages of Chittagong, and two incidents off Kutubdia Island, south of Chittagong port.

Southeast Asia

In Southeast Asia, a marked improvement was observed in Malaysia, South China Sea and the Straits of Malacca and Singapore during January-March 2012 compared to January-March 2011. In Malaysia, one incident was reported during January-March 2012, and this was a significant decrease from the seven incidents reported there during the same period in 2011. In the South China Sea, no incident was reported during January-March 2012 compared to six incidents (comprising one actual incident and five attempted incidents) reported during January-March 2011. In the Straits of Malacca and Singapore, four incidents were reported during January-March 2012, an improvement from the 10 incidents (comprising nine actual incidents and one attempted incident) reported during January-March 2011. The increase in surveillance measures carried out by the authorities, better situation awareness among the shipping fraternity and anti-piracy measures adopted by ship masters and crew are some of the key contributing factors.

However, there has been an increase in the number of incidents reported in Indonesia during January-March 2012 compared to the other four reporting periods. During January-March 2012, 17 incidents (comprising 16 actual incidents and one attempted incident) were reported. This is the highest number of incidents reported throughout the five-year reporting period. Map 1 shows the location of the incidents reported in Asia during January-March 2012².

2. 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.



Map 1 – Location of Incidents reported during January-March 2012

Legend	
●	Incident (CAT 2)
●	Incident (CAT 3)
●	Incident (Theft)
▲	Attempted Incident

ANALYSIS OF INCIDENTS BY LOCATION

- Straits of Malacca and Singapore
- Ports and anchorages in Indonesia



PART
THREE

Analysis of Incidents by Location

Straits of Malacca and Singapore (SOMS)

Significance Level of Incidents

There has been an improvement in the SOMS during January-March 2012 compared to the same period in 2011. Four incidents were reported during January-March 2012 compared to 10 incidents (comprising nine actual and one attempted incidents) reported during the same period in 2011.

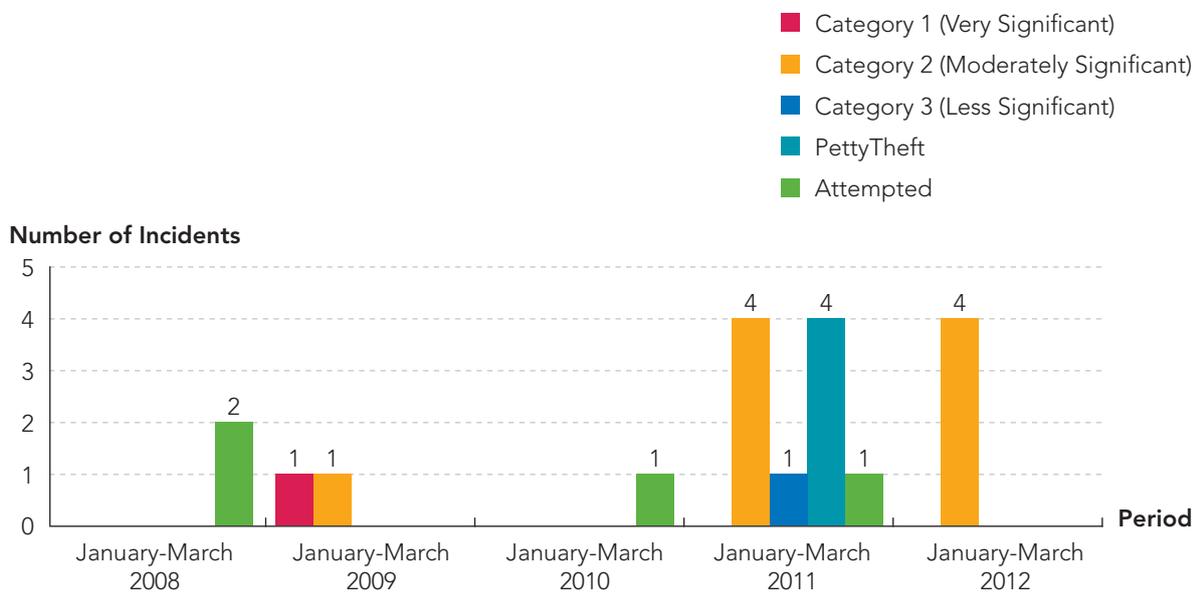


Chart 2 – Significance Level of incidents reported in the Straits of Malacca and Singapore (January-March of 2008-2012)

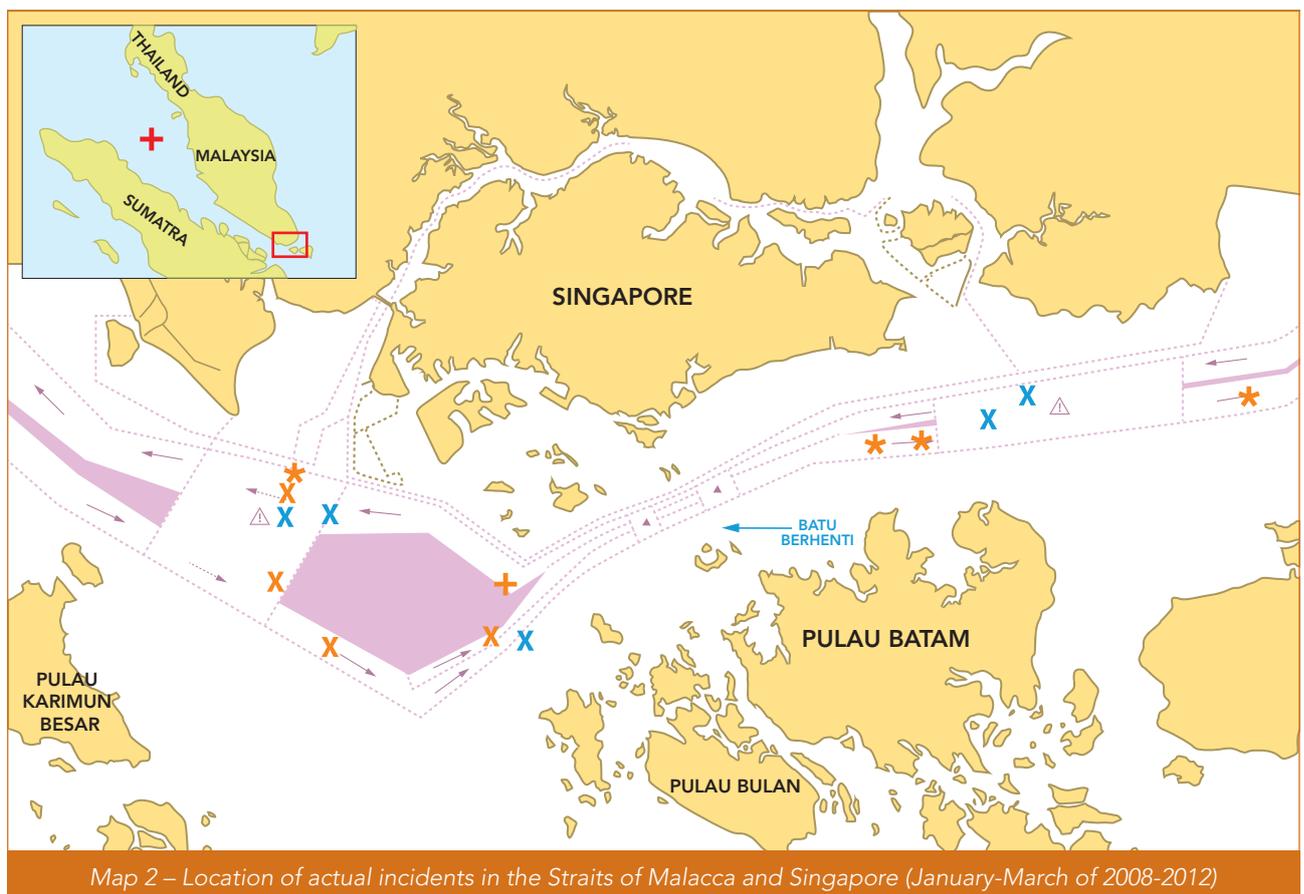
Notably, all four incidents reported during January-March 2012 were Category 2 incidents which occurred when the ships were underway in the SOMS. Among the three months, February appeared to be the ‘most vulnerable’ period which reported the highest number of incidents. No actual incidents were reported during January-March of 2008 and 2010. The table below shows the number of incidents reported in SOMS during January-March of 2008-2012.

	2008	2009	2010	2011		2012	Grand Total
	Attempted	Actual	Attempted	Actual	Attempted	Actual	
Jan	1		1	4			6
Feb	1	1		3		4	9
Mar		1		2	1		4
	2	2	1	9	1	4	19

Table 2 – Number of incidents reported in the Straits of Malacca and Singapore (January-March of 2008-2012)

Location of Incidents

During January-March of 2011 and 2012, the incidents reported in SOMS occurred off Pulau Batam, the Phillip Channel and Pulau Karimun. Worth commending was the improvement in the situation in the Phillip Channel and off Pulau Karimun when only one incident was reported there during January-March 2012 compared to seven incidents reported during the same period in 2011. In contrast, the situation off Pulau Batam had shown an increase with three reported incidents during January-March 2012 compared to two incidents during the same period in 2011. More enforcement and surveillance efforts are encouraged to be carried out by the littoral States in the vicinity.



Map 2 – Location of actual incidents in the Straits of Malacca and Singapore (January-March of 2008-2012)

Legend	CAT 1		CAT 2		CAT 3	
Jan-Mar 2008 (0)	○	0	○	0	○	0
Jan-Mar 2009 (2)	+	1	+	1	+	0
Jan-Mar 2010 (0)	▲	0	▲	0	▲	0
Jan-Mar 2011 (9)	X	0	X	4	X	5
Jan-Mar 2012 (4)	*	0	*	4	*	0

Analysis of Incidents by Location

Observations of Incidents Reported in SOMS

Tug boats were targeted

All four incidents reported in SOMS during January-March of 2012 involved tug boats towing barges. This trend was also observed in 2011 when 16 out of the 24 incidents reported in SOMS involved tug boats towing barges. Tug boats and barges are easy targets due to its inherent slow speed, low freeboard, and unmanned barges which are easily boarded by robbers without being detected by the crew.

Increase in significance level

Incidents reported during January-March 2012 were relatively more significance as three of the four incidents involved the cargoes being discharged from the barges; and one incident reported that the robbers were armed with guns. All were Category 2 incidents. However, of the 15 incidents reported during January-March of 2008-2011, only five were Category 2 incidents.

Modus Operandi of Incidents in SOMS

Of the four incidents reported during January-March 2012, one incident involved boarding of tug boat, and three incidents involved boarding of barges. The mode of operation of the robbers in the four incidents were described below.

Robbers boarded the tug boat. The boarding took place at 0130 hrs during hours of darkness. Armed with long knives and gun, the robbers held the crew hostage and demanded cash, lap-tops and other valuables from the crew. The gun was not discharged.

Robbers boarded the barge. Occurred during daylight hours at or about 1250 hrs, 1300 hrs and 1859 hrs, the robbers proceeded direct to the cargo hold, and discharged scrap iron from the barges onto their boats. There was no report whether the robbers were armed or not.

Incidents involving robbery of cargo onboard barges usually occurred within the traffic lane of the strait. This is probably due to the slower speed of the tug boat when transiting the area and the high density of transiting vessels which mask the presence of the small boats trailing the barges. It is observed that the robbers usually use small boats to trail tug boats towing barges, and avoided being detected by the crew onboard the tug boats. This explained the situation where the crew only discovered that the containers onboard the barges had been broken open and items removed from it after they arrived at port. In the incident involving *Toll Galaxy*, the robbers continued to trail the

tug boats and waited for the right time to board. Pending more substantial evidences and inputs, the ReCAAP ISC believes that there could be some syndicates involved in the three incidents which reported the theft of scrap iron from the barges.

Recommendations

The ReCAAP ISC together with the Information Fusion Centre (IFC) had jointly produced a poster on "Guidelines for Tug Boats and Barges against Piracy and Sea Robbery". Masters and crew of tug boats and barges are encouraged to display the posters onboard their tug boats to serve as reminders to ship owner, master and crew during sailing. A softcopy of the poster can be found at <http://www.recaap.org>.

Guidelines for Tug Boats and Barges Against Piracy and Sea Robbery

Pre-Sailing Checklist

- Ensure physical security of tug/barge in place
- Verify information on contact points and test emergency communication devices
- Brief crew on transit area and risk assessment
- Update on knowledge on recent piracy and robbery areas, and reporting procedure

Advice for Master and Crew During Sailing

- T** Total vigilance and situation awareness
- U** Undertake evasive manoeuvres
- G** Gather all crew and inform about the situation
- S** Ship's security plan to be briefed and tested
- B** Block all possible access and entry points
- A** Activate alarm to notify owner/authorities/ships in vicinity
- R** Remain in continuous communication with owner/authorities
- G** Go to safe muster point; offer no resistance
- E** Endeavour to provide physical description of pirates/robbers
- S** Share information and experience with investigators/seafarers

Country	Agency in Charge
Brunei	National Maritime Coordination Centre (NMCC) ☎ +67-3223-3711 ☎ +67-3717-4322
Cambodia	Maritime Police Department ☎ +85-9-2386-4119
Philippines	Philippine Coast Guard PCG-Action Centres - PMCC (Manila) ☎ +63-2-527-3877
Singapore	Maritime and Port Authority Port Operations Control Centre (POCC) ☎ +65-6226-5533 ☎ +65-6225-2493
Thailand	Royal Thai Navy ☎ +66-2475-3246
Vietnam	Vietnam Marine Police ☎ +84-4-3035-4378
Malaysia	Malaysian Maritime Enforcement Authority (MMEA) ☎ +603-2199460 ☎ +603-2199467
Indonesia	Indonesian Authorities ☎ +62-81430643 ☎ +62-76288965
IFC	Information Fusion Centre, Singapore ☎ +65-6594-1720 ☎ +65-7626-8762

Analysis of Incidents by Location

Guidelines for Tug Boats and Barges Against Piracy and Sea Robbery

To Masters and Crew

Turn on strong search lights during the voyage when transiting SOMS, light the shadows of the barge and detect any suspicious small boats in the vicinity.

Maintain communication with the coastal traffic control centre, e.g. POCC Singapore, to report real-time situation. Report any incident immediately to the coastal authorities such as coast guard, maritime police, navy or MRCC for assistance.

Pick up speed and take evasive measures when suspicious approach was confirmed.

If possible, avoid sailing close to islands or locations with high frequency of incidents reported in the past, especially during hours of darkness. If unavoidable, remember to step-up anti-piracy watch, exercise enhanced vigilance and alert all crew.

To ship owners

Equip the vessels with necessary tools such as search lights etc to prevent suspicious boarding.

Provide the master and crew with ReCAAP ISC Focal Point contact information and other available anti-piracy posters before the ship started its voyage. Continue to maintain regular communication checks with the master and crew while transiting SOMS.

Report incidents of boarding or attempted boarding to the littoral States and flag State immediately.

To Authorities

Further enhance patrols in the SOMS, conduct more frequent inspection on suspicious small boats in the vicinity, and search for boarding tools and suspicious cargoes onboard the small boats.

Continue to conduct coordinated patrols among the littoral States, maintain timely sharing of intelligence and information; and conduct joint operations, as deemed appropriate.

Ports and Anchorages in Indonesia

Significance Level

Throughout the five-year reporting period (January-March of 2008-2012), a total of 31 actual incidents were reported in Indonesia. Majority of the incidents reported during this period were Category 3 and petty theft incidents. However, there has been an increase in the number of Category 2 incidents reported. During January-March 2008-2010, no Category 2 incidents were reported in Indonesia, however one Category 2 incident was reported while the vessel was underway off Pulau Damar on 23 Feb 2011. The number of Category 2 incidents reported during January-March 2012 increased to four incidents, of which three involved vessels anchored at Balikpapan and Dumai, and one involved a vessel underway off Kuala Tanjung, Indonesia. Chart 3 below shows the significance level of incidents reported in Indonesia during January-March of 2008-2012.

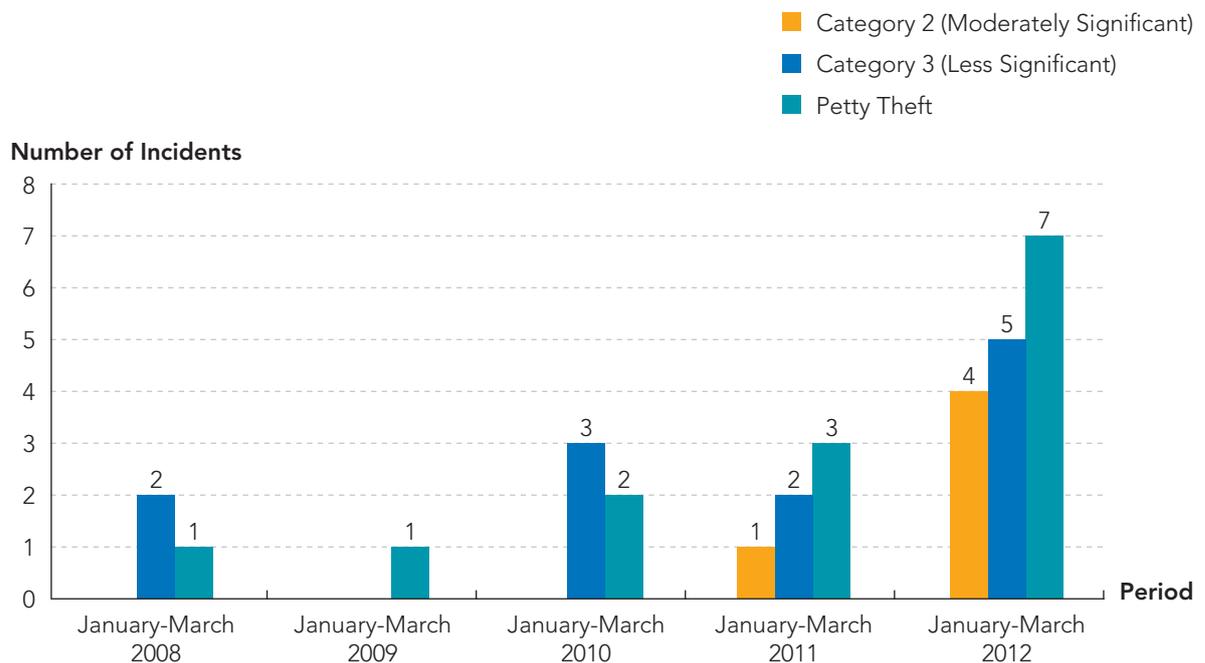
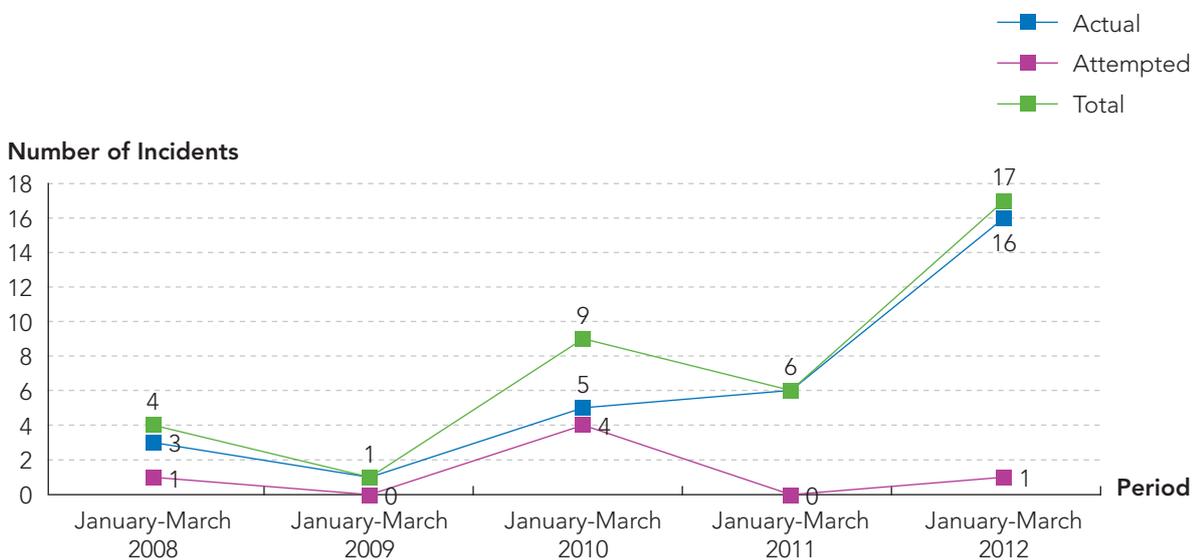


Chart 3 – Significance level of incidents reported in Indonesia during January-March (2008-2012)

Analysis of Incidents by Location

Number of Incidents

During January-March 2012, a total of 17 incidents comprising of 16 actual incidents and one attempted incident were reported in Indonesia. The number of incidents during January-March 2012 had almost tripled compared to the same period in 2011 and doubled compared to the same period in 2010. Graph 2 below shows the number of incidents reported in Indonesia during January-March of 2008-2012.

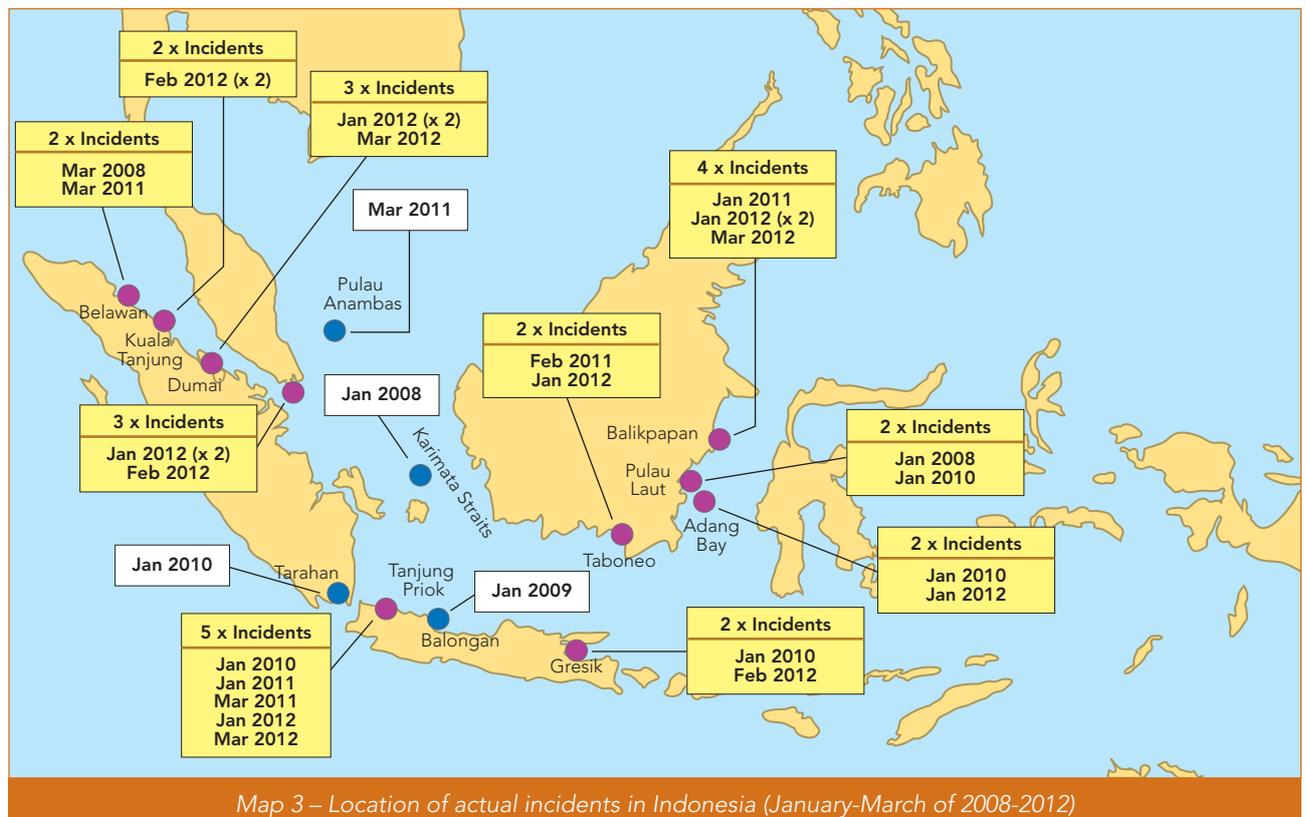


Graph 2 – Number of incidents reported in Indonesia during January-March (2008-2012)

Location of Incidents

Of the 31 actual incidents reported during the five-year reporting period (January-March of 2008-2012), 50% occurred during January-March 2012. During January-March of 2008-2011, 15 incidents were reported and these occurred off East Kalimantan region (Pulau Laut, Adang Bay, Balikpapan and Taboneo), off Java (Tg Priok, Balongan and Gresik) and Belawan.

During January-March 2012, the other locations which saw an increase in incidents were Dumai, Pulau Karimun, Pulau Batam and Kuala Tanjung. Of the 16 actual incidents reported during January-March 2012, three occurred off Balikpapan, three in Dumai, three off Pulau Karimun and Pulau Batam, two off Kuala Tanjung, two in Tanjung Priok and one each at Adang Bay, Gresik and Taboneo. Map 3 below shows the location of incidents reported in Indonesia during January-March of 2008-2012.



Map 3 – Location of actual incidents in Indonesia (January-March of 2008-2012)

Legend

- Single Incident Reported
- Two or more Incidents Reported

Analysis of Incidents by Location

Modus Operandi of Robbers Involved in Incidents reported during January-March 2012

The robbers usually operate in groups of 1-7 men. In nine of the 16 actual incidents reported in Indonesia, the robbers were armed. Majority of the nine incidents involved robbers armed with rods or knives. Only one incident reported that the robbers were armed with a gun and knives when they boarded Singapore-registered bulk carrier, *MP Panamax 5* at Balikpapan Anchorage on 28 Jan 12. The robbers fired four warning shots when the crew approached them. The crew was not injured. Of the 16 incidents, seven incidents reported that the robbers had inflicted some form of physical violence on the crew, such as holding the crew hostage to demand them and the other crew to surrender their cash and personal items, threatening and assaulting the crew. Of the 16 incidents, 12 reported the loss of ship stores and engine spares while the four incidents reported that the robbers escaped empty-handed.

Recommendations

In view of the increase in the number of incidents reported at the ports and anchorages in Indonesia, ship master and crew are advised to maintain vigilance and deploy extra security rounds when they anchor or berth at the ports and anchorages in Indonesia. Ship crew are also advised to exercise caution during cargo operations as there were four incidents which reported that the robbers boarded the vessel while the crew was busy tending to cargo operations.

As most of the incidents were opportunistic in nature, the master and crew are advised to raise the alarm and muster the crew upon detection of suspicious personnel onboard their vessels. In most cases, the robbers are likely to escape when they knew that the crew had been alerted.

The ReCAAP ISC strongly urges ship masters to report all incidents of piracy and sea robbery to the nearest coastal State; and ship owners and operators to report the incident to the ReCAAP Focal Point immediately.

FISHING ACTIVITIES OFF THE SOUTHWEST COAST OF INDIA



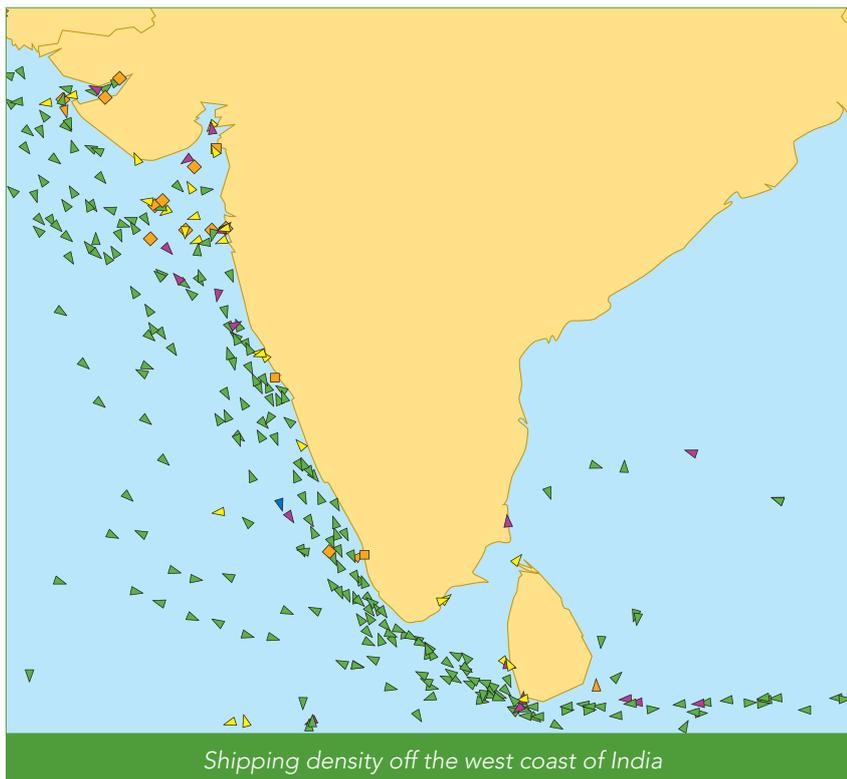
PART
FOUR

Fishing Activities off the Southwest Coast of India

Background

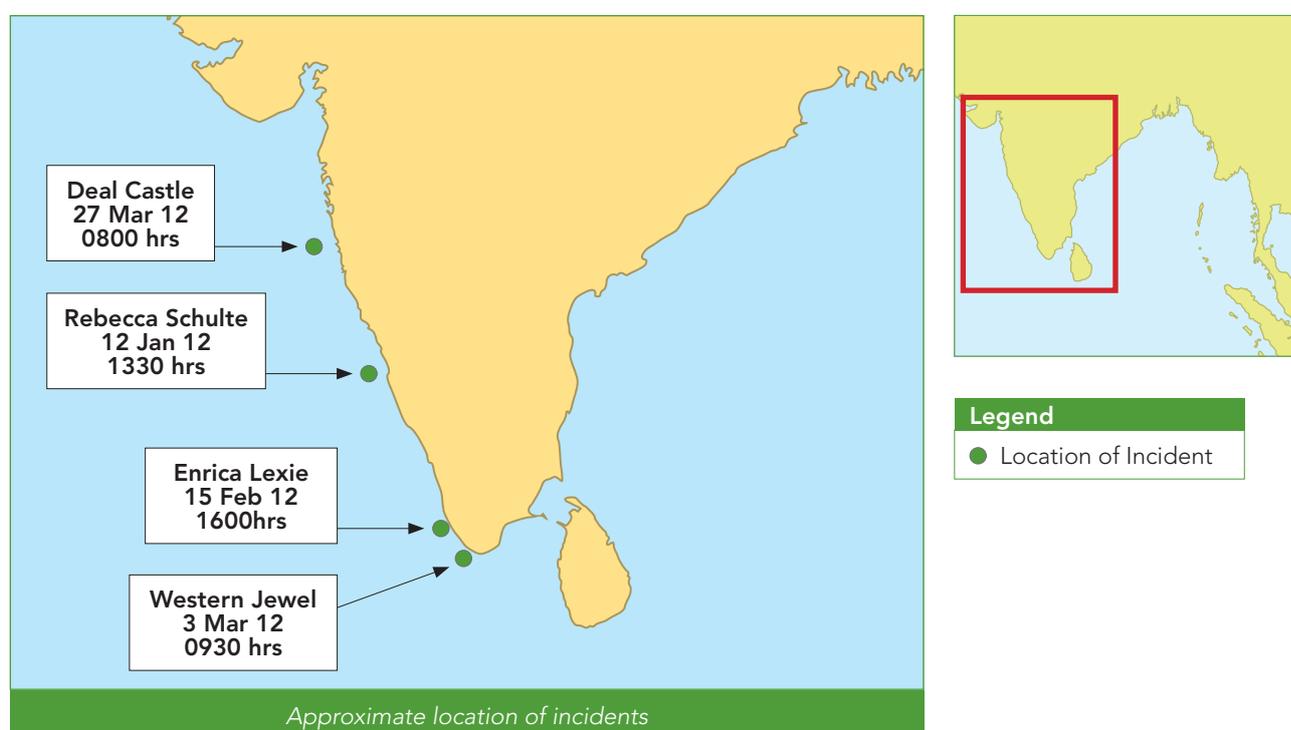
The shipping traffic closer to western Indian coast has been observed to be steadily increasing in recent times as merchant ships appeared to prefer planning their passage closer to the coast of India than proceeding a straight course across the Arabian Sea.

There are over 300,000 fishing boats operating off the Indian coast. These fishing boats when noticed a merchant vessel transgressing over their fishing nets or gear, would raise the alarm and sail towards the merchant vessels to draw their attention so as to prevent damages to their fishing nets and gears. Unfortunately, the fishermen and their boats were mistaken as pirates on skiffs on several occasions.



Incidents involving fishermen mistaken as pirates

Between January and March 2012, there have been four incidents reported to the ReCAAP ISC that the crew of the merchant vessels had mistaken the fishermen for pirates. The map below shows the approximate location of the four incidents.



Out of the four incidents involving *Rebecca Schulte*³, *Enrica Lexie*, *Western Jewel* and *Deal Castle*, only the master of *Deal Castle* reported the incident to the coastal State. The other three vessels had armed security personnel onboard and the ship masters did not report the incidents to the coastal State. In two of the incidents, firearms were discharged. In the incident involving *Western Jewel*, the suspected skiffs approached the vessel close to 200 m and the armed security personnel onboard fired warning shots, and the 'skiffs' reportedly drifted away thereafter. On return to harbour the fishermen filed a police complaint over the unprovoked firing by the security guards of the vessel. In the incident involving *Enrica Lexie*, armed security personnel onboard fired at the suspected fishing boat and caused the deaths of two fishermen onboard the boat. Further investigation into the two incidents revealed that the "pirates" in question were indeed fishermen.

3. The ReCAAP ISC had earlier reported the incident involving *Rebecca Schulte*, a Singapore-registered chemical tanker in its January 2012 report as an attempted incident. The incident was reported to the ReCAAP ISC by the ReCAAP Focal Point (Singapore), and subsequently more inputs were received from the ReCAAP Focal Point (India) who is the coastal State. With the added inputs, the ReCAAP ISC removed the incident (reported as an attempted incident) from the January 2012 report pending further verification from the relevant ReCAAP Focal Points.

Fishing Activities off the Southwest Coast of India

In the incident involving *Deal Castle*, the master reported a suspicious-looking mother vessel lowered some people onto a skiff and the skiff followed *Deal Castle*. The master took evasive manoeuvres and enforced anti-piracy measures, which deterred the “pirates” from boarding. The master reported the incident to the coastal State who explained that the said vessel was a fishing vessel engaged in purseine fishing which generally has a small boat towed for laying the nets. The master was also assured that the ICG ship and aircraft are in the vicinity and that there were no suspicious activities in the vicinity.

Recommendations

In view of the increase in the number of incidents where fishermen have been mistaken as pirates on skiffs, the ReCAAP ISC recommends the following to ship masters, fishermen and authorities operating in the vicinity.

1. To Ship Masters

- a. Maintain enhanced vigilance and watch-keeping while transiting close to coast.
- b. Note the dense fishing traffic along the southwest coast of India, including the possibility that they may be approached by fishing boats who are concerned about safe guarding their nets/lines. Master should not presume these fishing boats are pirate skiffs, but instead is advised to navigate with extreme caution when approaching up to 50 nm from the coast of India.
- c. Take cognizance of the IMO circular MSC 1/1334 dated 23 Jun 2009 in reporting all incidents, including suspicion of fishing vessels as Pirate Action Group (PAG), to the nearest coastal State.
- d. Report sighting of any suspicious craft within the Indian EEZ to the Indian Coast Guard at **MRCC Mumbai at +91 22 24388065 / 24316558 or via email at indsar@vsnl.net, icgmrcc_mumbai@mtnl.net.in or mrcc-west@indiancoastguard.nic.in.**
- e. Report presence of armed guards onboard their vessels to Indian Navy/Indian Coast Guard in accordance with the IMO guidelines vide MSC circular 1/1405/Rev 1 dated 16 Sep 2011.
- f. Advise armed security personnel onboard to refrain from firing, even warning shots, in the Indian EEZ. Instead, the masters should establish communication with the MRCC Mumbai and exchange information of any suspicious activity in the area.

2. To Fishermen

- g. Advise not to get close to merchant vessel and to avoid aggressive approach toward them. In the event of close encounter, fishermen are advised not to make visual signals or gestures that may lead to mistaken of identity, and/or result in aggressive actions by the merchant vessel.
- h. Ensure adequate lighting onboard vessel to identify themselves during hours of darkness.
- i. Always identify oneself upon request and clearly display the boat's registration number, name and consider flying the national flag.
- j. Maintain an alert watch and lookout while engaging in fishing operations and approaching merchant vessel.

3. To Authorities

- k. Carry out enhanced patrolling and maritime enforcement presence in areas of reported activities to deny usage of navigable waters for piracy and sea robbery.
- l. Engage the shipping/fishing community extensively to enhance awareness and build mutual confidence. This would further facilitate better information sharing between ReCAAP Focal Points and the shipping community.
- m. Prompt in reacting to reports by ship masters, owners and operators. This aids in confidence building and exchange of information between the authorities and shipping community.
- n. Conduct outreach programmes to the coastal community to make them aware of the ill effects of piracy and sea robbery, and encourage them to report any suspicious activity to the authorities.
- o. Consider the promulgation of fishing zones in the western seaboard of the Indian EEZ; and demarcation of a dedicated Traffic Separation Scheme(TSS) for merchant vessels transiting close to the west coast of India.

WAY FORWARD



Way Forward

Joint efforts to reduce incidents in the Straits of Malacca and Singapore

The improvement in the situation in the Straits of Malacca and Singapore can be attributed to the good progress made by the littoral States and the shipping fraternity. Joint coordinated patrols carried out by the littoral States and the good network of information sharing and operational level cooperation are key factors contributing towards the improvement of the situation in the straits. Continued enforcement and surveillance by the authorities, and adoption of best management practices by the shipping companies and seafarers are critical towards further reducing the number of incidents reported in the Straits of Malacca and Singapore.

Contributions by shipping associations in Malaysia

Worth commending were two shipping associations in Malaysia who had promoted situation awareness among its members through conduct of piracy and maritime security forums. The Sarawak and Sabah Shipowner Association (SSSA) conducted the Piracy Forum on 21-22 February 2012 in Sibul and Miri, Sarawak; and the Malaysia Shipowners' Association (MASA) conducted the Maritime Security Forum on 20 March 2012 in Kuala Lumpur. The ReCAAP ISC participated in both forums and updated members of the SSSA and MASA on the situation in Asia, and shared best management practices and lessons learned through case studies. More like-minded agencies including research institutions and maritime academies are encouraged to conduct dialogues and forums of such nature.



Piracy Forum organised by Sarawak & Sabah Shipowner Association (SSSA)



Forum organised by Malaysia Shipowners' Association (MASA)

Way Forward

What other ways to reduce incidents involving tug boats?

Incidents involving tug boats towing barges will continue to be of concern. Moving forward, the ReCAAP ISC encourages more dialogues and information sharing between tug boats' owners and the ReCAAP Focal Points/ReCAAP ISC. Through the ReCAAP ISC reports, alerts and posters, the ReCAAP ISC will continue to promote situation awareness and share best management practices with owners, operators and crew of the tug boat industry.

Surge in incidents at ports and anchorages in Indonesia

Incidents occurred at the ports and anchorages in Indonesia were on the rise since January-March 2010. Of concern was the number of incidents involving robbers who were armed, and inflicted physical violence on the crew. More need to be done by the relevant authorities and the shipping community in Indonesia to curb the increasing number of incidents at these locations.

Warning: Fishermen Mistaken as Pirates

There had been several reports of fishermen operating off the southwest coast of India being mistaken as pirates in skiffs. In this regard, the Directorate General of Shipping, Ministry of Shipping, India had issued a notice to the shipping community to provide insight into the situation and ways to address the problem. Ship masters are advised to report sighting of any suspicious craft within the Indian EEZ to the Indian Coast Guard.

APPENDICES

- Definitions and classification methodology
- Description of incidents (January-March 2012)
- Maritime Safety Committee Circulars 1333 and 1334 on preventing and suppressing piracy and armed robbery against ships
- Contact details of ReCAAP Focal Points and Contact Point
- Acknowledgements



PART
FIVE

Appendices

Definitions & Classification Methodology

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.

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:

- a. Incident meets the criteria to be considered as an act of armed robbery against ships, and
- b. Incident is categorised as a Category 3 incident, and
- c. The robbers who boarded the vessel were not armed or no reports that they were armed, and
- d. 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:

1. **Violence Factor.** This factor refers to the intensity of violence in an incident, and the three indicators used to determine this are:
 - a. **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.
 - b. **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.
 - c. **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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2. **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 four categories to determine their overall significance.

Category	Significance of Incident
CAT 1	Very Significance
CAT 2	Moderately Significance
CAT 3	Less Significance
Petty Theft	Minimum Significance

This classification of incidents allows the ReCAAP ISC to provide some perspective of the piracy and armed robbery situation in Asia.

Description of Incidents (January-March 2012)

Actual Incidents

■ Category 2 (Moderately Significant) ■ Category 3 (Less Significant) ■ Petty Theft

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1 ■	<i>Grace One</i> Bulk carrier Liberia 9216640 38731	01/01/12	03° 44' S, 114° 27' E Taboneo Anchorage, Indonesia	While at anchor, the duty A/B noticed one robber onboard the bulk carrier at the starboard hawse pipe trying to break open the lock. One boat was noticed nearby with two other persons onboard. The alarm was raised and the crew mustered. The robber jumped into the water and escaped in the waiting boat. Nothing was stolen. [IMO]
2 ■	<i>San Amerigo</i> Container ship Liberia 9344693 22914	03/01/12 1745 hrs	14° 36.60' N, 120° 53.10' E Manila International Container Terminal (MICT) Anchorage Area, North Harbor, Philippines	While at anchor, the bosun was preparing the anchor for heaving up when he noticed that the steel plate for hawse pipe was opened and a small boat was seen leaving the container ship's head with several persons onboard. The crew immediately conducted an investigation and discovered that the padlock for the immersion suit box was broken and six immersion suits and starboard life raft were missing. The portside life raft padlock and skylight padlock were also broken. The master reported the incident to the MICT and the local agent. [ReCAAP Focal Point (Philippines)]
3 ■	<i>Pearl River Bridge</i> Container ship Hong Kong, China 9444986 17211	06/01/12 0430 hrs	Manila International Container Terminal (MICT) Anchorage Area, North Harbor, Philippines	While at anchor, the bosun and Ordinary Seamen (OS) were preparing to heave the anchor when they spotted the Electrician Mate being held hostage by two robbers at the forward station. The Electrician Mate was conducting his security rounds at the forecandle deck when he was grabbed and held at knifepoint by the robbers. The robbers broke into the bosun store and took away spare parts of the reefer container, portable lights, mobile phone, torch, three fire hoses with nozzles, hydraulic jack and six immersion suits. The ship alarm was raised and the robbers escaped through the anchor hawse pipe along the anchor chain. [ReCAAP Focal Point (Philippines)]
4 ■	<i>Sarah Schulte</i> Container ship Germany 9294159 28592	07/01/12 2215 hrs	Jakarta Roads, Indonesia	While at anchor, seven armed robbers boarded the container ship. The duty watchman found the steering gear door open and entered to investigate. The robbers held the watchman hostage, covered his eyes with plastic and stole his walkie talkie. One robber stood guard with the watchman while the others entered the engine room. After 20 min, the robbers left the engine room and escaped. The duty watchman went to the bridge and raised the alarm. [IMO]

Appendices

Actual Incidents

■ Category 2 (Moderately Significant) ■ Category 3 (Less Significant) ■ Petty Theft

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
5 ■	Product tanker	11/01/12 0340 hrs	01° 17.30' S, 116° 48' E Balikpapan Inner Anchorage, Indonesia	While at anchor, three robbers armed with long knives boarded the product tanker via the anchor chain. They were spotted by the duty A/B who reported the incident to the Duty Officer at the bridge. The alarm was raised. The robbers stole ship stores and escaped in a waiting boat. [IMO]
6 ■	<i>Triton Lark</i> Bulk carrier Panama 9302841 31275	13/01/12 0240 hrs	01° 41' S, 116° 38' E Adang Bay Anchorage, Indonesia	While at anchor, five robbers boarded the bulk carrier via the forecandle while the duty crew was busy tending to cargo operations. When the duty crew returned to the forecandle, two robbers pushed him and escaped in a waiting boat. On investigating, it was discovered that the forward store had been broken into and the ship's stores stolen. [IMO]
7 ■	<i>Maersk Prime</i> Tanker Singapore 9180920 61764	19/01/12 0600 hrs	21° 18.10' N, 091° 43.60' E Approximately 26 nm south- southwest of Kutubdia Island, Bangladesh	While at anchor, the duty personnel on their security rounds discovered that two life rafts were missing. The life rafts were believed to have been stolen from the port side. No injuries to the crew were reported. [ReCAAP Focal Point (Singapore)]
8 ■	<i>Hana</i> Bulk carrier Malta 8413497 24652	21/01/12 0500 hrs	22° 14' N, 91° 44.20' E Chittagong 'B' Anchorage, Bangladesh	While at anchor, the duty watchman heard a small boat approaching the bulk carrier. Subsequently, he noted some movements on the forecandle deck and informed the Duty Officer. On reaching the forecandle, the duty watchman and the Duty Officer noticed a robber stealing the ship's stores. On confronting the robber, they were attacked and the Duty Officer was injured. The duty watchman returned to the accommodation and raised the alarm. The incident was reported to the Chittagong Port Control, who informed the Bangladesh Coast Guard. The Bangladesh Coast Guard rendered assistance to the vessel and the injured Duty Officer. [IMO]
9 ■	<i>Fairchem Birdie</i> Chemical tanker Marshall Islands 9423724 15192	22/01/12 0300 hrs	01° 42.30' N, 101° 27' E Dumai Inner Anchorage, Indonesia	While at anchor, four robbers armed with knives boarded the chemical tanker. They entered the engine room, tied up the Duty Engineer and stole the ship's stores. They took the Duty Engineer to the stern and disembarked into a waiting boat. No injuries to the crew were reported. [ReCAAP Focal Point (Singapore)]

Actual Incidents

■ Category 2 (Moderately Significant) ■ Category 3 (Less Significant) ■ Petty Theft

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
10 ■	<i>OXL Lotus</i> Ro-Ro cargo ship Germany 9144471 5752	22/01/12 2215 hrs	22° 11.90' N, 091° 42.25' E Chittagong 'B' Anchorage, Bangladesh	While at anchor, five robbers boarded the vessel from two boats. The robbers stole three mooring ropes and escaped. The incident was reported to the Chittagong Port Control, who informed the Bangladesh Coast Guard. Upon receipt of the information, the Bangladesh Coast Guard conducted a search in the area for the robbers but they had already escaped. After an extensive search, the Bangladesh Coast Guard recovered the stolen ropes on Kutubdia Island on 25 Jan 12. [ReCAAP Focal Point (Bangladesh)]
11 ■	<i>Mid Nature</i> Chemical tanker Cayman Islands (UK) 9542154 11987	23/01/12 0610 hrs	01° 42' N, 101° 26' E Dumai Inner Anchorage, Indonesia	While at anchor, an unknown number of robbers armed with knives boarded the chemical tanker and held the duty motor man hostage. The duty Third Engineer noticed the robbers and informed the Duty Officer who raised the alarm. On hearing the alarm, the robbers escaped with some engine spares. No injuries to the crew were reported. [ReCAAP Focal Point (Singapore)]
12 ■	<i>Annette</i> General cargo ship Antigua & Barbuda 9266554 8383	25/01/12 0100 hrs	22° 47.50' N, 070° 02.05' E Kandla Anchorage, India	While at anchor, 10 robbers boarded the general cargo ship, stole the ship's stores and escaped unnoticed. [ReCAAP Focal Point (India)]
13 ■	<i>Istrian Express</i> Container ship Gibraltar (UK) 9474383 12514	27/01/12 2230 hrs	20° 38.40' N, 106° 53' E Haiphong Anchorage, Vietnam	While at anchor, eight robbers armed with knives boarded the container ship. They held the AB hostage, forced him into the bosun store and tied him. The robbers stole six mooring ropes, one power cable and paints before they escaped. As the A/B was not answering calls on the walkie talkie, a search party was sent forward to locate him. [ReCAAP Focal Point (Vietnam)]
14 ■	<i>Golden Fountain</i> Chemical tanker Panama 9401403 7745	28/01/12 0340 hrs	05° 48' N, 118° 05' E Sandakan Inner Anchorage, Sabah, Malaysia	While at anchor, four robbers armed with long knives boarded the chemical tanker. The Duty A/B during his rounds sighted the robbers and informed the Duty Officer immediately. Noting that the crew had been alerted, the robbers escaped in their small speed craft with ship stores. [Shipping company]
15 ■	<i>MP Panamax 5</i> Bulk carrier Singapore 9202807 38633	28/01/12 0450 hrs	01° 24.03' S, 116° 57.03' E Balikpapan Anchorage, Indonesia	While at anchor, four robbers armed with a gun and knives boarded the bulk carrier during cargo operations. The robbers tried to attack the duty A/B, who managed to escape and inform the 2/O. The alarm was raised and all crew mustered. The crew proceeded towards the robbers, who fired four warning shots and escaped with some ship's stores. The crew was not injured. [IMO]

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Actual Incidents

■ Category 2 (Moderately Significant)
 ■ Category 3 (Less Significant)
 ■ Petty Theft

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
16 ■	<i>Fuji Spirit</i> Oil tanker Bahamas 9268112 57664	30/01/12 0500 hrs	Off Karimun Transshipment area, Indonesia	<p>While at anchor, a robber boarded the oil tanker from the starboard quarter while the crew was draining the hoses after cargo operations. The crew was alerted to the robber's presence and rushed to the starboard deck store. The robber jumped overboard and escaped in a waiting boat, heading towards the direction of Pulau Nipa. Upon investigation, nothing was stolen from the vessel. The incident was reported to the Karimun Pilots, who informed the local authorities.</p> <p>[Shipping company]</p>
17 ■	<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>
18 ■	<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> <p>[ReCAAP Focal Point (Singapore)]</p>

Actual Incidents

■ Category 2 (Moderately Significant) ■ Category 3 (Less Significant) ■ Petty Theft

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
19 ■	<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 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>
20 ■	<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>
21 ■	<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	<p>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.</p> <p>[IMO]</p>
22 ■	<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	<p>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.</p> <p>[IMO]</p>
23 ■	<i>Clipper Morning</i> Bulk carrier Bahamas 9255191 17944	12/02/12 0220 hrs	20° 40' N, 107° 14' E Cailan Outer Anchorage, Vietnam	<p>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.</p> <p>[IMO]</p>

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Actual Incidents

■ Category 2 (Moderately Significant) ■ Category 3 (Less Significant) ■ Petty Theft

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
24 ■	<p><i>Kim Hock Tug 3</i> 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 (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 the 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>
25 ■	<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>
26 ■	<p><i>Crest Gold 1</i> Tug boat Singapore 9468267 472</p> <p><i>Crest 282</i> Barge Singapore</p>	26/02/12 0130 hrs	<p>01° 16.10' N, 104° 17.60' E</p> <p>Approximately 5.7 nm south of Pulau Mungging, Malaysia (Straits of Malacca and Singapore)</p>	<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 to maintain vigilance when passing the area.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Actual Incidents

■ Category 2 (Moderately Significant) ■ Category 3 (Less Significant) ■ Petty Theft

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
27 ■	<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)	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. 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. [ReCAAP Focal Point (Singapore)]
28 ■	<i>Ocean Arrow</i> Container ship Hong Kong, China 9335800 18123	29/02/12 1745 hrs	21° 44' N, 091° 37' E Approximately 12 nm west of Kutubdia Island, Bangladesh	While at anchor, an unknown number of robbers boarded the container ship. The robbers stole aft mooring ropes and escaped. The master reported the incident to the port authority and local agent. [ReCAAP Contact Point (Hong Kong)]
29 ■	<i>Tenyoshi Maru</i> Bulk carrier Panama 9520912 32305	03/03/12 2355 hrs	17° 02.88' N, 082° 25.15' E Approximately 8.5 nm off Vakalapudi Light, India	While at anchor, 10 robbers armed with knives boarded the bulk carrier from two motor boats. Upon discovering the robbers onboard the vessel, the alarm was raised and crew mustered. The robbers escaped with two mooring ropes. The master reported the incident to the port control and the agent of the vessel. [ReCAAP Focal Point (India)]
30 ■	<i>Ocean Amazing</i> Bulk carrier Singapore 9162942 25967	11/03/12 0130 hrs	06° 01' S, 106° 53' E Approximately 6 nm north of Jakarta, Indonesia	While at anchor, two robbers in a fishing boat approached the bulk carrier. The robbers boarded the vessel and entered the engine store room. The duty oiler, who was on routine rounds, spotted the robbers and raised the alarm. The robbers escaped upon hearing the alarm and took with them some engine spare parts. [ReCAAP Focal Point (Singapore)]
31 ■	<i>MV German S</i> Container ship Antigua & Barbuda 8901858 24344	14/03/12 0205 hrs	22° 11.50' N, 091° 42.18' E Approximately 5.5 nm off Patenga Point Light, Bangladesh	While at anchor, three robbers boarded the container ship. The robbers stole two mooring ropes and escaped. The incident was reported to the Chittagong Port Control, who informed the Bangladesh Coast Guard. The Bangladesh Coast Guard despatched a patrol ship immediately and carried out an extensive search but the robbers had already escaped. [ReCAAP Focal Point (Bangladesh)]

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Actual Incidents

■ Category 2 (Moderately Significant) ■ Category 3 (Less Significant) ■ Petty Theft

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
32 ■	<i>Ina-Lotte</i> Bulk Carrier Liberia 9574030 23268	18/03/12 2130 hrs	Balikpapan Inner Anchorage, Indonesia	While at anchor, three robbers boarded the bulk carrier. They broke into the forward store and stole ship's stores. Duty A/B and Third Engineer spotted the robbers and raised the alarm. Upon hearing the alarm, the robbers escaped in their waiting boat. The port authorities had been informed. [IMO]
33 ■	<i>Maple Express</i> Oil tanker Hong Kong, China 9258351 27969	20/03/12 0305 hrs	22° 08.70' N, 091° 46.7' E Approximately 5 nm off Patenga Point Light, Bangladesh	While at anchor, nine robbers armed with knives boarded the oil tanker. They stole a messenger rope and a mooring rope before they escaped. Upon receipt of the information, the Bangladesh Coast Guard despatched a patrol boat to the location of the incident. The Bangladesh Coast Guard also conducted an extensive search in all probable areas but could not locate the robbers. [ReCAAP Focal Point (Bangladesh)]
34 ■	<i>Andakini</i> Tanker Comoros	22/03/12 0003 hrs	22° 15.70' N, 091° 44.55' E Approximately 3.9 nm off Patenga Point Light, Bangladesh	While at anchor, six robbers armed with knives boarded the tanker from a wooden boat. They stole a mooring rope and escaped. Upon receipt of the report, the Bangladesh Coast Guard despatched a patrol ship to the location of the incident. The crew informed that the robbers had escaped in a country boat. The Bangladesh Coast Guard patrol ship carried out an extensive search for the robbers and at or about 0230 hrs, they apprehended three robbers and recovered 40m of rope from the robbers' boat. [ReCAAP Focal Point (Bangladesh)]
35 ■	<i>Ginga Tiger</i> Chemical Tanker Panama 9278715 16232	22/03/12 0215 hrs	01° 42' N, 101° 27' E Dumai Port, Indonesia	While at anchor, six robbers armed with long knives boarded the chemical tanker from two small boats. The robbers held one of the crew hostage but he managed to free himself from the robbers. The crew then shouted about the presence of robbers onboard to alert the other crew. Upon realising that the crew had been alerted, the robbers escaped with stolen engine spares. [ReCAAP Focal Point (Japan), Shipping company]

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1	<i>Sima Saman</i> Container ship Singapore 9330903 15995	07/01/12 0345 hrs	Ho Chi Minh container terminal, Vietnam	While berthed, the duty AB noticed a small boat near the container ship with three robbers attempting to board. The AB raised the alarm, forced the robbers to abort their attempt to board and escaped. Nothing was stolen. The incident was reported to the Vietnam Maritime Information Security Centre. [IMO]
2	<i>OOCL Antwerp</i> Container ship Panama 9307011 66462	14/01/12 0800 hrs	01° 24.28' N, 104° 42.09' E Approximately 12 nm northeast of Pulau Bintan, Indonesia	While at anchor, four robbers wearing masks, armed with choppers and knives approached the container ship in a boat. Two of the robbers attempted to board the ship by climbing the anchor chain. The duty crew noticed the robbers and informed the bridge, who raised the alarm. The crew was mustered and fire hoses activated. The robbers aborted their attempt to board. [IMO]
3	<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	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. [ReCAAP Focal Point (India)]

Maritime Safety Committee (MSC) Circulars 1333 and 1334 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”.

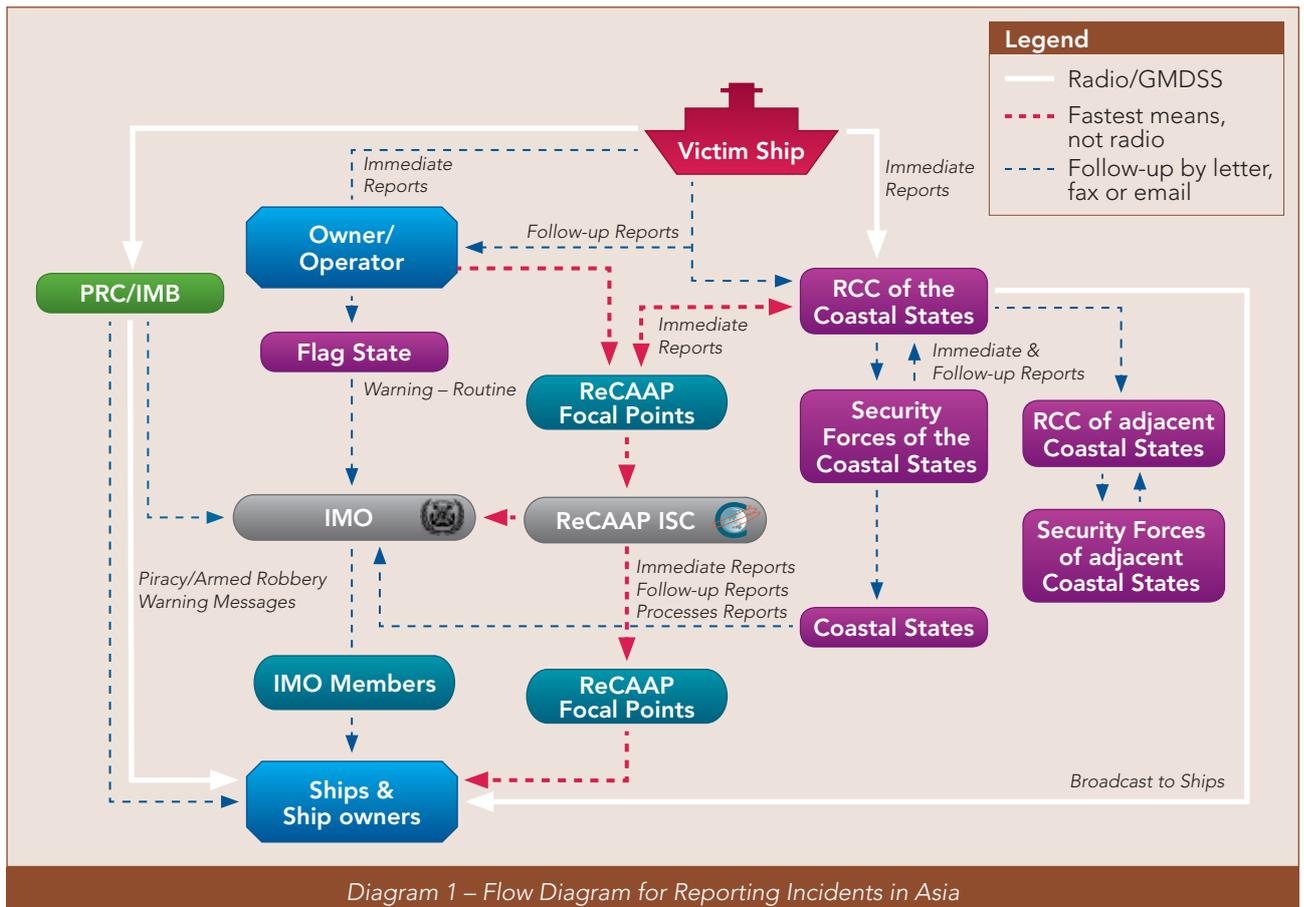
In the revised MSC circulars, the ReCAAP ISC is recognized as one of the agencies in preventing and suppressing piracy and armed robbery against ships in Asia. The revised circulars include a flow diagram on the procedure for reporting incidents of piracy and armed robbery against ships in Asia. Refer 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.

4. The MSC.1/Circ.1333 and MSC.1/Circ.1334 have replaced MSC/Circ.622/Rev.1 and MSC/Circ.623/



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.

PART FIVE

Contact details of ReCAAP Focal Points and Contact Point

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
People's Republic of Bangladesh		
Department of Shipping Email: dosdgd@bdtb.net.bd	+88-02-9554206	+88-02-9554206
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@gicom.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
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 Coastguard Centre Email: info@kustwacht.nl	+31-223-542-300	+31-223-658-358

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
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: 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 24 February 2012

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.



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