

PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

HALF YEARLY REPORT

JANUARY – JUNE 2012



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EXECUTIVE SUMMARY



Executive Summary

Overall, there has been an improvement in the situation of piracy and armed robbery against ships in Asia during January-June 2012 compared to the same period of 2010 and 2011. Although the numbers are still higher than that reported during January-June of 2008 and 2009, this is the first time a downward trend for the half-yearly number of incidents is observed during the four-year period (January-June of 2009-2012).

Notably, incidents reported during January-June of 2011 and 2012 were generally less severe compared to the same period in 2009 and 2010, as most were Category 3 and petty theft incidents. There was only one Category 1 incident reported during January-June 2012, the lowest among the five-year reporting period (January-June of 2008-2012). The number of Category 2 and Category 3 incidents had remained fairly consistent for the recent three years (January-June of 2010-2012).

The improvement in the situation during January-June 2012 mainly occurred in Malaysia, South China Sea and the Straits of Malacca and Singapore. Malaysia reported the lowest number of incidents during January-June 2012 compared to the same period in the past four years. The South China Sea and the Straits of Malacca and Singapore reported a 71% and 50% decrease in the number of incidents during January-June 2012 compared to the same period in 2011 respectively.

While there has been an overall improvement in Asia; the governments, ship owners, ship operators and crew should not be complacent, but instead they should continue to step-up surveillance, exercise vigilance and adopt best management practices when operating in areas with high level of activities.

SITUATION UPDATE

- Significance level of incidents
- Status of ships
- Location of incidents



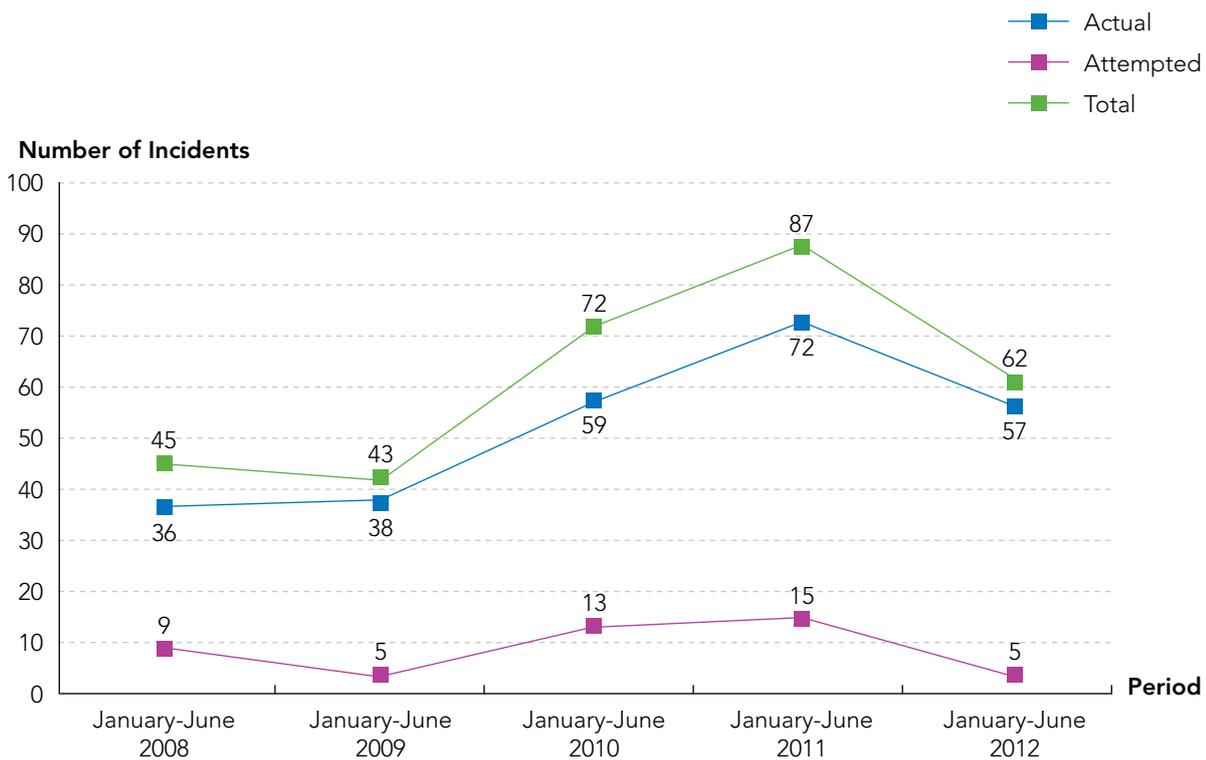
PART
ONE

Situation Update

There has been an improvement in the overall situation of piracy and armed robbery against ships in Asia during January-June 2012 compared to the same period of 2010 and 2011. Although the numbers are still higher than that reported during January-June of 2008 and 2009, this is the first time a downward trend for the half-yearly number is observed during the four-year period (January-June of 2009-2012).

A total of 62 incidents comprising 57 actual incidents and five attempted incidents were reported during January-June 2012. This represents a 29% decrease in the total number of incidents compared to the same period in 2011.

Graph 1 shows the number of incidents reported during January-June of 2008-2012.



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

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

Of the 62 incidents reported during January-June 2012, one was a Category 1 (very significant) incident, 19 were Category 2 (moderately significant) incidents, 15 were Category 3 (less significant) incidents, 22 were petty theft (minimum significant) incidents, and five were attempted incidents. Chart 1 below shows the significance level of actual incidents reported during January-June of 2008-2012.

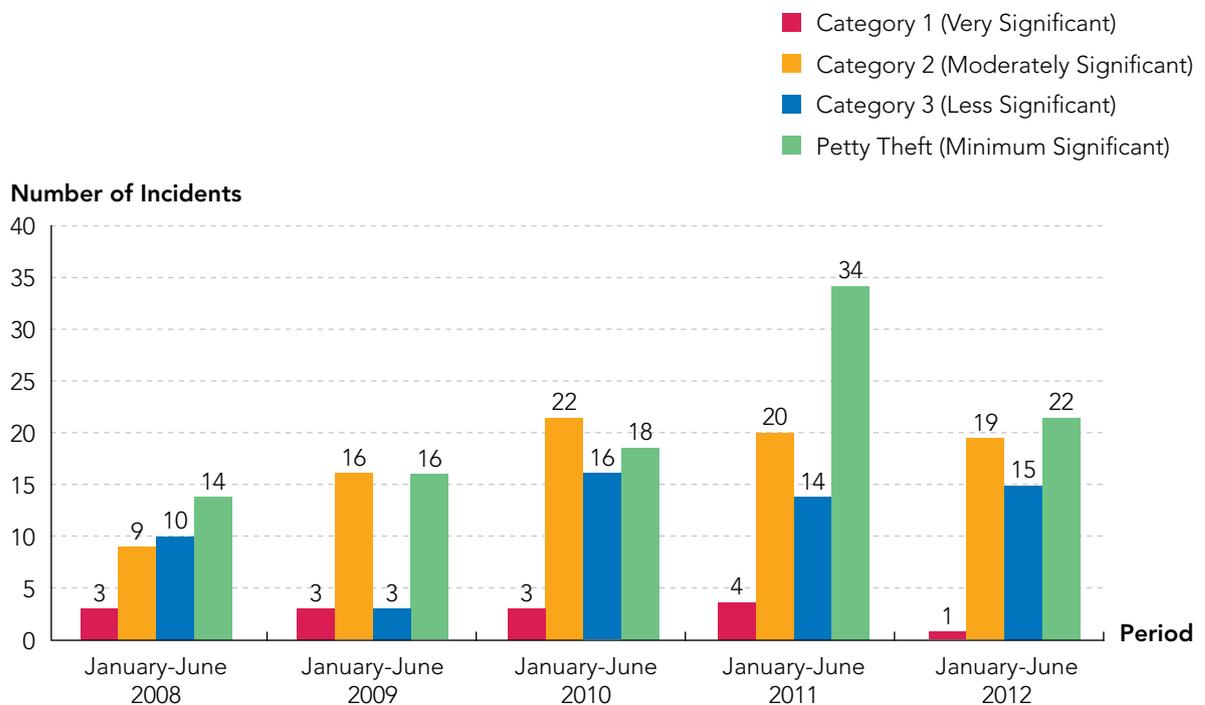


Chart 1 – Significance level of actual incidents reported during January-June (2008-2012)

Among the five-year reporting period, the number of Category 1 incident was the lowest during January-June 2012 with only one incident reported. The incident involved the hijacking of tug boat, *Wantas 6* towing barge, *Wantas VII* at approximately 35 nm off Sarawak in the South China Sea on 17 Apr 12. About 20 pirates boarded the tug boat, held the crew at knifepoint and locked them in the lower deck of *Wantas 6*. On 20 Apr 12, the crew was abandoned onto a lift raft and set adrift, and was rescued by a passing Vietnamese fishing boat on 30 Apr 12. On 26 Apr 12, the Philippine Coast Guard (PCG) found the drifting barge *Wantas VII* at approximately 3.5 nm southeast of the South Islet, Cagayancillo, Palawan, Philippines. The tug boat, *Wantas 6* is still missing at this juncture.

The number of Category 2 and Category 3 incidents has remained fairly consistent during the period of January-June of 2010-2012. Notably, the number of petty theft incidents which peaked at 34 incidents during January-June 2011 had fallen to 22 incidents during the same period in 2012.

Situation Update

Severity of Incidents

Over the five-year reporting period, incidents reported during January-June of 2011 and 2012 were generally less severe compared to the same period in 2009 and 2010 as most were Category 3 and petty theft incidents. Table 1 below shows the percentage of the various significance levels of incidents reported during January-June of 2008-2012.

Significance Level	Jan-Jun 08	Jan-Jun 09	Jan-Jun 10	Jan-Jun 11	Jan-Jun 12
Category 1	8%	8%	5%	6%	2%
Category 2	25%	42%	37%	28%	33%
Category 1+2	33%	50%	42%	34%	35%
Category 3	28%	8%	27%	19%	26%
Petty Theft	39%	42%	31%	47%	39%
Category 3+Petty Theft	67%	50%	58%	66%	65%

Table 1 – Percentage of significance level of incidents reported during January-June (2008-2012)

Category 1 and 2 Incidents

The more severe incidents comprising the Category 1 and Category 2 incidents were at its highest in overall numbers during January-June 2009 when 50% of the total number of incident were either Category 1 or Category 2. This proportion dropped to 42% in the following year (January-June 2010). The situation further improved during the same period in 2011 and 2012 when 34% and 35% of the total number of incidents was either Category 1 or Category 2 respectively.

Over time, the incidents had been less severe after January-June 2009, and it stabilised during January-June 2011 and January-June 2012, with the lowest number of Category 1 incident reported during January-June 2012.

Category 3 and Petty Theft Incidents

With the exception of January-June 2009, majority of the incidents reported during the five-year reporting period were either Category 3 or petty theft incidents. These incidents mostly occurred at ports and anchorages where the robbers usually operated in small groups of two to three men and were opportunists in nature.

Under the cover of darkness, the robbers boarded the vessel taking advantage of reduced visibility and the crew's fatigue after the day's work. In some cases, the robbers boarded the vessels noting that there was a lax in security watch when the crew was busy with cargo operations. The ReCAAP ISC urges the authorities to step up surveillance at ports and anchorages; and recommends that ship masters and crew maintain adequate security watch, especially during hours of darkness and cargo operations.

Status of Ships

Of the 57 actual incidents reported during January-June 2012, 13 involved ships while underway and 44 involved ships at anchor/berth. Of the 13 incidents, one was a Category 1 incident, 10 were Category 2 incidents and two were petty theft incidents. Of the 44 incidents involved ships at anchor/berth, nine were Category 2 incidents, 15 were Category 3 incidents and 20 were petty theft incidents. Predominantly, more severe incidents occurred while vessels were underway. However, during January-June 2012, about half of the total number of Category 2 incidents involved vessels at anchor. These incidents occurred at the ports and anchorages of Bangladesh, India and Vietnam involving robbers who operated in groups of 7-9 and >9, and were, armed with knives or machetes. For incidents involving vessels while underway, the pirates/robbers were armed with knives, machetes and/or gun (in three of the 13 incidents), and usually targeted cash, crew's personal belongings such as laptops, mobile phones or cargo that the vessel was carrying such as scrap metal.

All Category 1 incidents involved vessels while underway throughout the five-year reporting period. Of the 14 Category 1 incidents reported during January-June of 2008-2012, 11 incidents involved pirates/robbers in groups of between 7-20, and 12 incidents involved them armed with guns. Of these incidents, nine incidents involved the hijacking of merchant vessels, four incidents involved the loss of cash and crew's personal belongings and one involved a crew being killed. Notably, eight out of the nine hijacking incidents involved tug boats towing barges. Tug boats are lucrative targets for attack and hijack. The slow speed of tug boats and their low freeboard with cargo onboard have made it vulnerable for boarding. With relatively cheaper market price for a second-hand tug boat compared to a brand new one, the demand for such second-hand vessels has possibly contributed towards the increase in incidents involving the hijacking of tug boats and barges in recent years.

PART ONE

Situation Update

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

	Jan-Jun 08		Jan-Jun 09		Jan-Jun 10		Jan-Jun 11		Jan-Jun 12	
	Actual	Attempted								
East Asia										
China					1					
Sub-total					1					
South Asia										
Arabian Sea								4		
Bangladesh	6	2	4	1	9	2	5		7	
Bay of Bengal					1			1		
India	7	1	4		5		6	2	4	1
Sub-total	13	3	8	1	15	2	11	7	11	1
Southeast Asia										
Gulf of Thailand					1					
Indonesia	8	1	3	2	13	6	23	1	28	2
Malaysia	4		8	1	9		8		2	
Myanmar			1							
Philippines	3	1	2	1	1		3		3	
Singapore							2			
South China Sea	3	1	7		10	3	8	6	4	
Straits of Malacca and Singapore	2	3	3		2	2	13	1	6	1
Thailand			1							
Vietnam	3		5		7		4		3	1
Sub-total	23	6	30	4	43	11	61	8	46	4
Overall Total	36	9	38	5	59	13	72	15	57	5

Table 2 – Location of Incidents during January-June (2008-2012)

The overall situation during January-June 2012 has improved compared to the same period in the past two years. The improvements mainly occurred in the Southeast Asian region in Malaysia, South China Sea and the Straits of Malacca and Singapore.

South Asian region

No incident was reported in the Arabian Sea and the Bay of Bengal during January-June 2012 compared to the same period in 2011 when four attempted incidents were reported in the Arabian Sea and one attempted incident in the Bay of Bengal. The ReCAAP ISC notes that the number of incidents reported in India have decreased while the number in Bangladesh had increased. Details of the situation in Bangladesh can be found in Part Two of this report.

Situation Update

Southeast Asian region

The improvement in this region was apparent in Malaysia, South China Sea and the Straits of Malacca and Singapore during January-June 2012 compared to the same period in 2011.

Malaysia reported a total of two incidents during January-June 2012 which was the lowest among the five-year reporting period. As for the South China Sea, the total number had fallen to four incidents during January-June 2012, a 71% improvement compared to the same period in 2011. Similarly, the Straits of Malacca and Singapore had also reported a 50% decline in the total number of incidents. Fourteen incidents were reported in the Straits of Malacca and Singapore during January-June 2011, and this had decreased to seven incidents during January-June 2012. Although the number was still higher compared to the same period of 2008-2010, more can be done by the littoral States and the shipping community. The ReCAAP ISC encourages the littoral States to continue with their surveillance, enforcement and presence in the Straits of Malacca and Singapore.

Details of the situation in Malaysia and the Straits of Malacca and Singapore is described in Part Two of this report.

Map 1 shows the location of the incidents reported in Asia during January-June 2012¹.

1. The maps used in this report are for illustrative purposes only. They are not drawn to scale, and do not imply the opinion on the part of the ReCAAP ISC concerning the status of any country or territory, or the delimitation of frontiers or boundaries.



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

Legend	Total number of incidents
● Category 1 (Very Significant)	1
● Category 2 (Moderately Significant)	19
● Category 3 (Less Significant)	15
● Petty Theft (Minimum Significant)	22
▲ Attempted Incident	5

ANALYSIS OF INCIDENTS BY LOCATION

- Port and anchorages in Bangladesh
- Malaysia
- Straits of Malacca and Singapore



PART
TWO

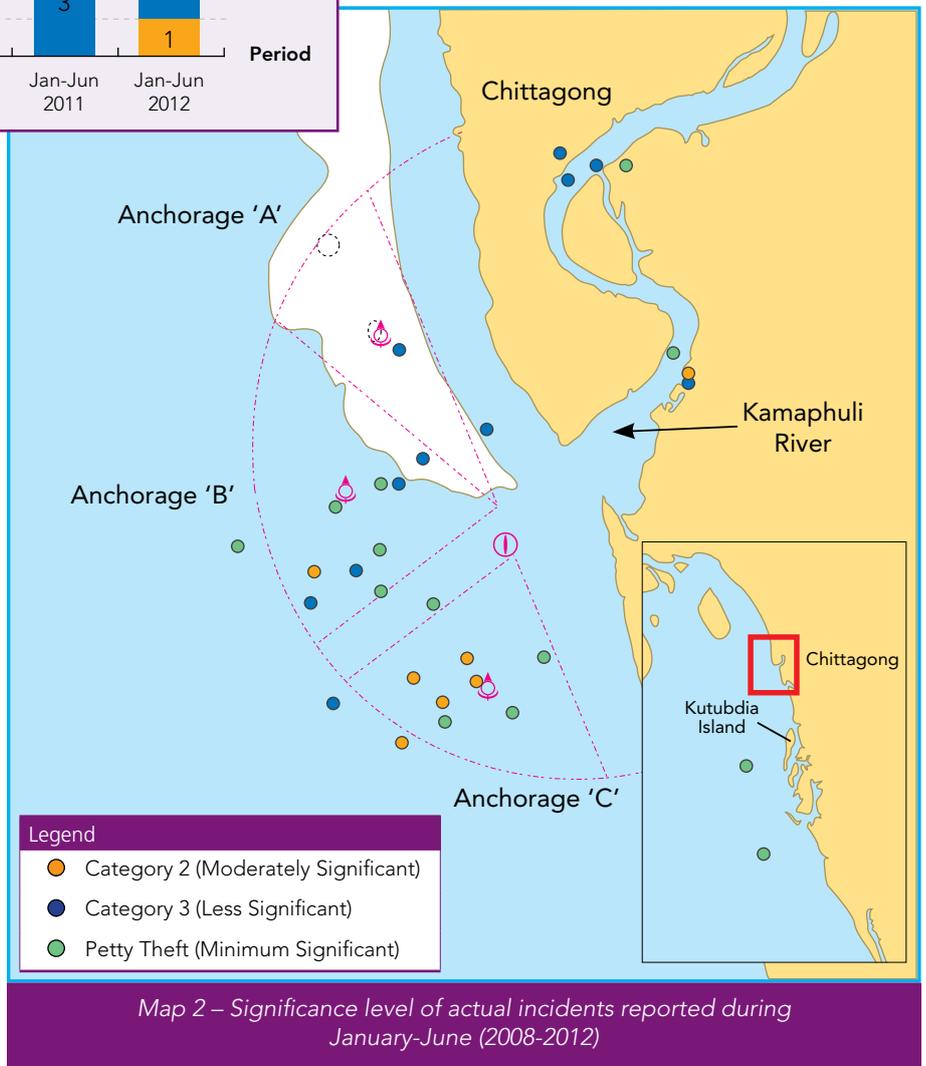
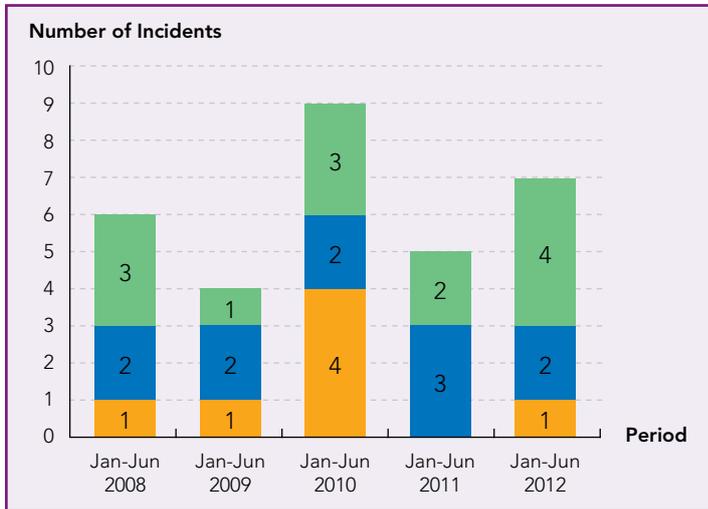
Analysis of Incidents by Location

Port and anchorages in Bangladesh

The incidents of robbery reported onboard vessels anchored off the port of Chittagong, Bangladesh fluctuated throughout the period of January-June of 2008-2012. A total of seven incidents were reported during January-June 2012, an increase compared to the same period in 2011, but lower than that reported during January-June 2010. Of the seven incidents reported during January-June 2012, the authorities had successfully apprehended the robbers and recovered the stolen item in two of the incidents involving *OXL Lotus* and *Andakini* due to timely reporting of incident to the port authorities and the Bangladesh Coast Guard.

Majority of the incidents occurred at the port of Chittagong are petty theft incidents that involved robbers armed with knives and machetes which were used to cut ropes and other items found onboard the ships. On some occasions, knives were used to threaten the crew when they spotted the robbers onboard their vessels. In all these incidents, the crew were not injured, and the loss of ship's stores, mainly mooring ropes was reported, a common trend observed during the same period in previous years.

Map 2 shows the number and significance level of incidents reported in the port and anchorages of Chittagong during January-June of 2008-2012.



Analysis of Incidents by Location

Malaysia

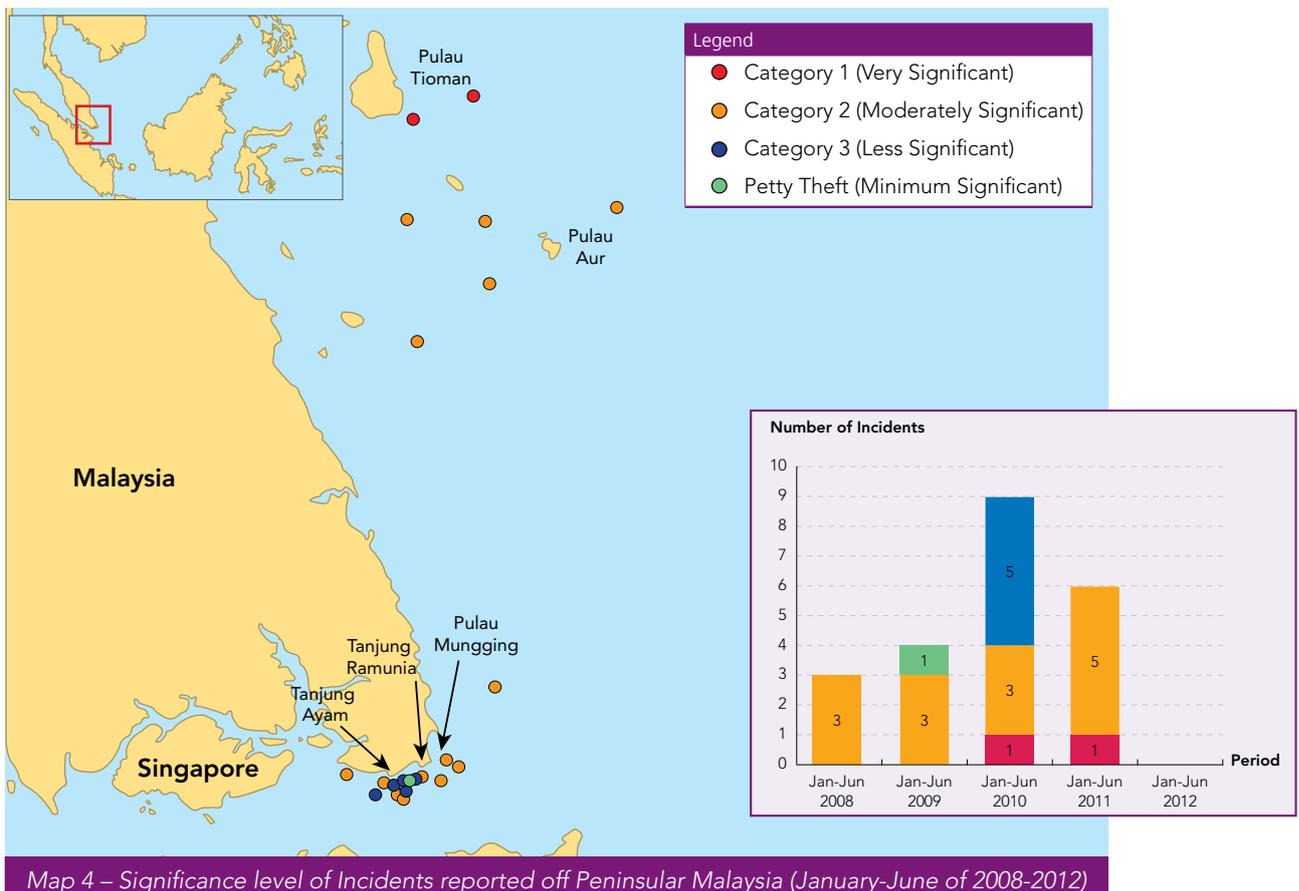
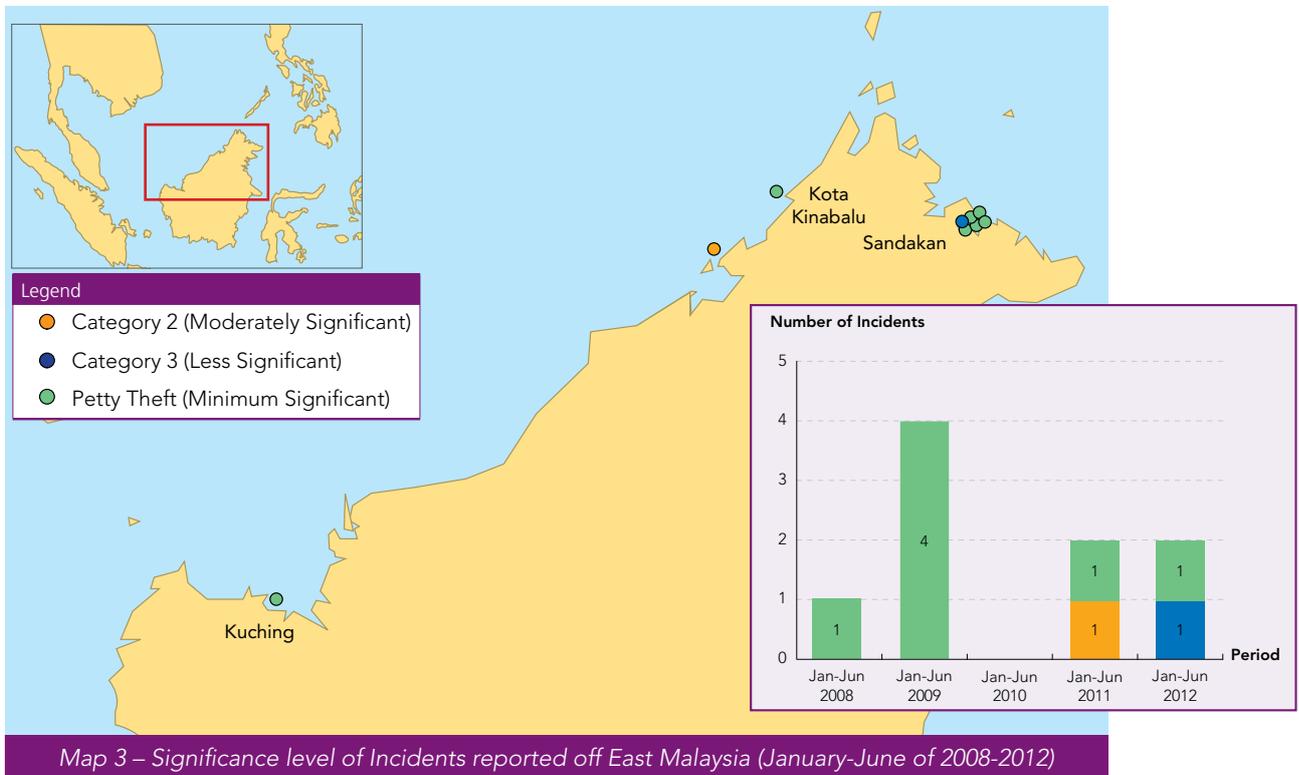
For the first time, no incident was reported at the ports and anchorages or the waters off Peninsular Malaysia. However, there were two incidents reported off East Malaysia during January-June 2012. This is the lowest number of incidents reported in Malaysia throughout the five-year reporting period. On 28 Jan 12, chemical tanker, *Golden Foutain* was anchored at the Sandakan Inner Anchorage, Sabah when four robbers armed with long knives boarded the tanker. The duty AB sighted the robbers during his rounds, informed the duty officer immediately. The robbers escaped in their small speed craft with some ship stores when they discovered that the crew had been alerted. The second incident occurred on 17 Jun 12 when tug boat, *Highline 26* and barge, *Highline 22* were anchored at Kuching Anchorage, Sarawak. The master discovered that the stores onboard the barge were missing after the vessels were anchored².

Maps 3 and 4 show the significance level of incidents reported off East Malaysia and Peninsular Malaysia respectively during January-June of 2008-2012. The two incidents reported off East Malaysia were a Category 3 incident and a petty theft incident. The ReCAAP ISC notes that incidents reported off Peninsular Malaysia were relatively more in number and severe in nature compared with that reported off East Malaysia. Of the total 31 incidents reported in Malaysia during January-June 2008-2012, 22 occurred off Peninsular Malaysia and nine off East Malaysia.

Of the 31 incidents, two were Category 1 incidents, 15 were Category 2 incidents, six were Category 3 incidents and eight were petty theft incidents. Of these, the two Category 1 incidents and 14 out of the 15 Category 2 incidents were reported off Peninsular Malaysia. The two Category 1 incidents involved the hijacking of tug boats towing barges – tug boat, *Asta* towing barge, *Callista* on 6 Feb 10 and tug boat, *Marina 26* towing barge, *Marine Power 3301* on 22 Mar 11. Both incidents occurred off Pulau Tioman and the vessels were subsequently found and recovered by their owners.

Of the 14 Category 3 and petty theft incidents, eight occurred off East Malaysia, and six off Peninsular Malaysia.

2. The ReCAAP ISC had verified with the Malaysian Maritime Enforcement Agency (MMEA), who mentioned that the exact location of the incident need to be ascertained. The ReCAAP ISC will review and rectify the location of the incident upon the availability of added information.

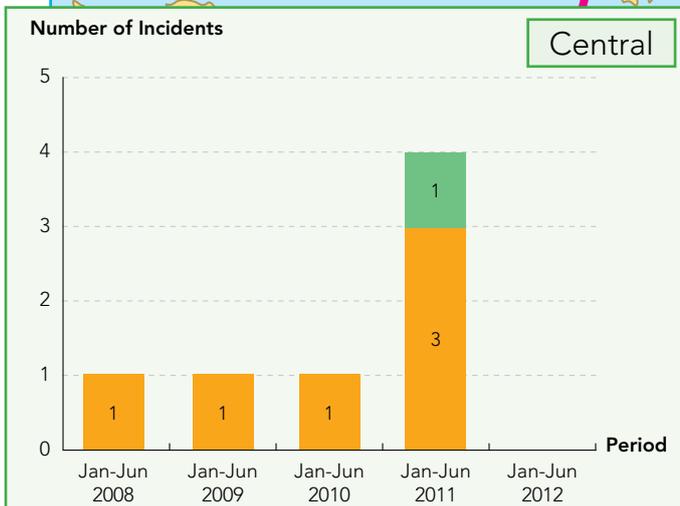
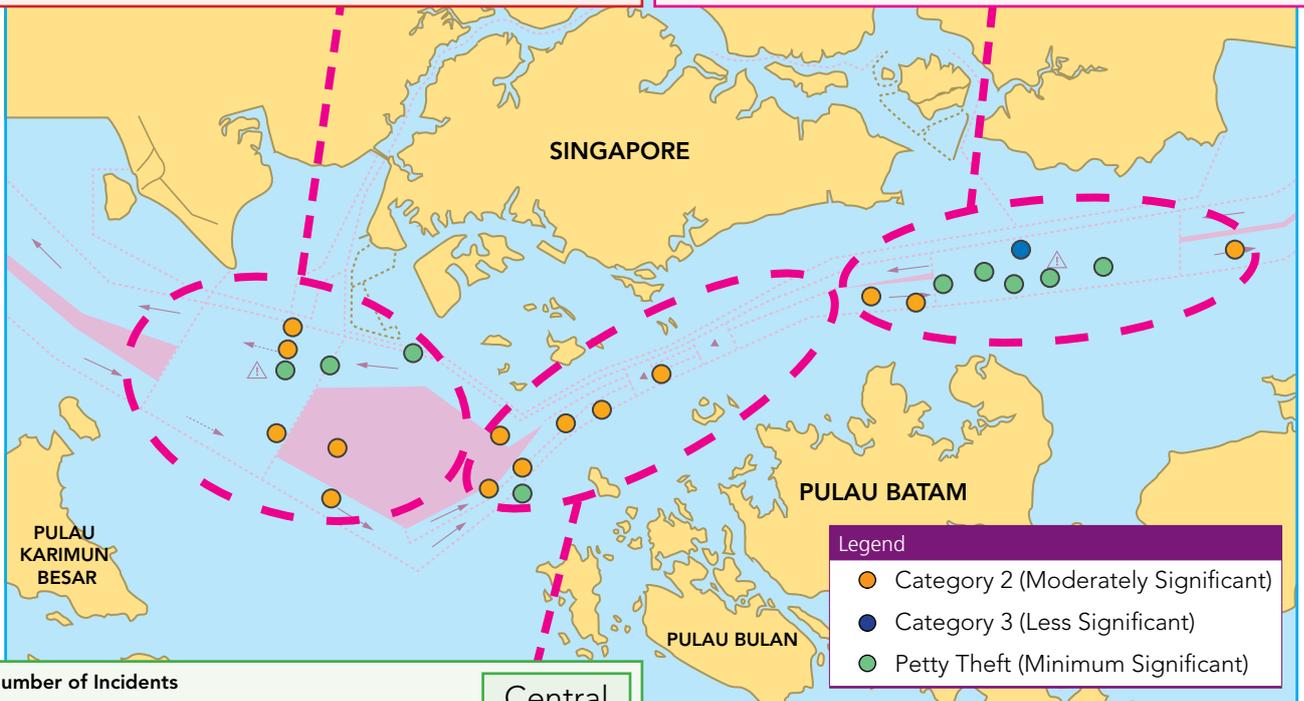
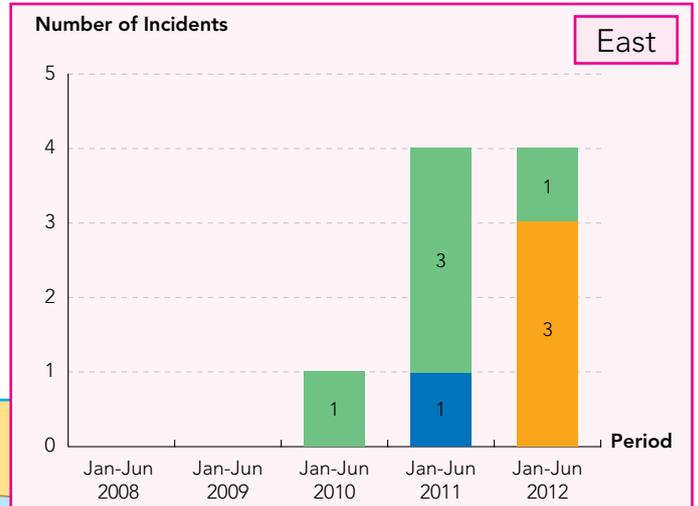


Analysis of Incidents by Location

Straits of Malacca and Singapore

There has been an improvement in the situation in the Straits of Malacca and Singapore with a 50% decrease in the total number of incidents during January-June 2012 compared to the same period in 2011. However, the numbers are still higher than those reported during the same period of 2008-2010.

A total of seven incidents comprising four Category 2 incidents, two petty theft incidents and one attempted incident were reported during January-June 2012. All incidents involved tug boats towing barges. Of the four Category 2 incidents, three involved cargo being discharged from the barges, and one involved the robbers boarded the tug boat, took cash and property from the crew before escaped in their speed boats. Of the six actual incidents, two incidents occurred in the western sector of the Straits of Malacca and Singapore, and four incidents in the eastern sector. No incident was reported in the central sector. Ship masters were urged to exercise heightened vigilance when operating in the Straits of Malacca and Singapore.



Map 5 – Significance level of incidents reported in the Straits of Malacca & Singapore (January-June 2008-2012)

CASE STUDY OF SELECTED INCIDENTS

- Piracy incident involving *Ai Maru* on 5 Jun 12
- Armed robbery incident involving *Andakini* on 22 Mar 12



PART
THREE

Case Study of Selected Incidents

Piracy incident involving *Ai Maru* on 5 Jun 12

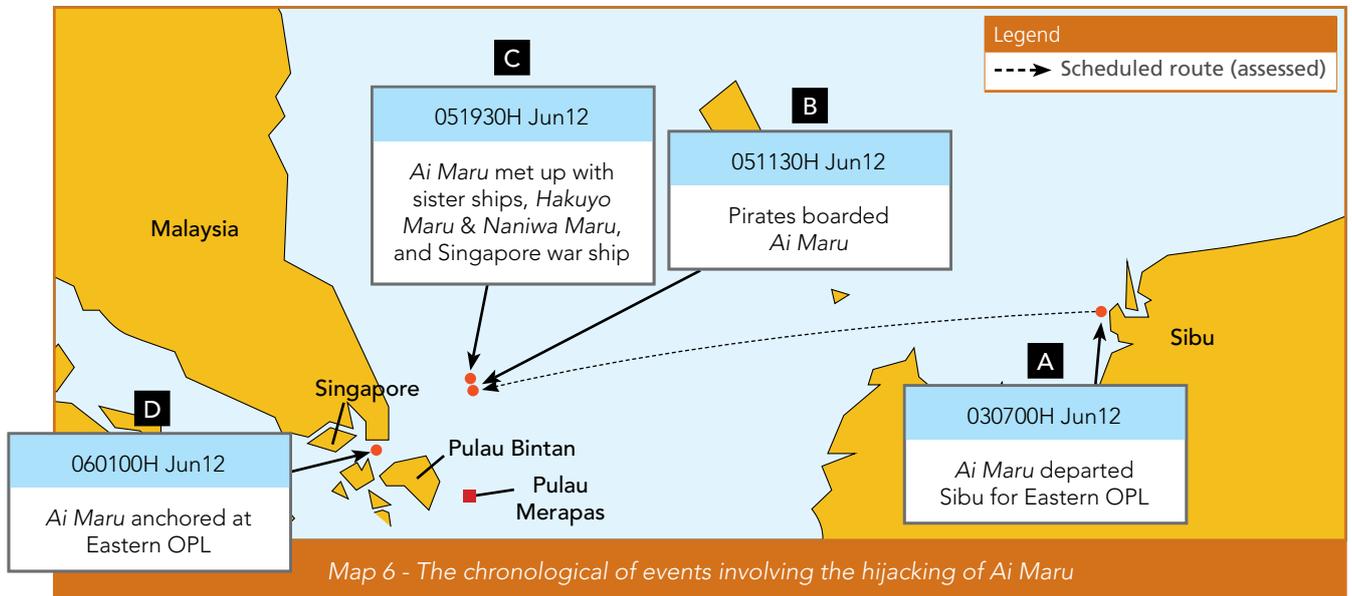
Name of Ship <i>Ai Maru</i>	IMO 7727504
Type of Ship Oil tanker	GT 1007
Flag of Ship Honduras	

On 3 Jun 12 at or about 0700 hrs (local time), the Honduras-registered oil tanker, *Ai Maru* departed Sibuluan, East Malaysia for eastern OPL. On 5 Jun 12 at or about 1124 hrs (local time), six pirates armed with parangs (long knives) in two grey wooden speed boats approached and boarded the oil tanker via the stern at approximately 30 nm from Horsburgh Lighthouse (01° 36.68' N, 104° 54.48' E). The pirates covered their faces with their shirts and were wearing overalls. As the crew did not notice the approach of the two speed boats, they did not have time to activate the SSAS. However, the Chief Officer managed to contact the sister ship, *Naniwa Maru* who in turn informed the ship company who made a police report immediately.

During the first three hours when the pirates were onboard the tanker, the company was able to track the position of *Ai Maru* which was travelling at a slow speed and circling around the location of the boarding.

According to the ship master and crew, the pirates boarded *Ai Maru*, took control of the vessel, tied and locked all crew except the master in the mess room. They tied the master and ordered him to standby on the bridge. About an hour later, the pirates damaged the cabin doors and the communication equipment onboard the vessel.

At or about 1530 hrs (local time), the pirates left the tanker in their speed boat after they noticed a small aircraft flown overhead in the vicinity. They took away all mobile phones, laptops, cash and the crew's personal belongings. After the pirates left *Ai Maru*, the master managed to free himself, took over the command of the vessel and resumed her voyage to the eastern OPL. At or about 1930 hrs (local time), *Hakuyo Maru* and *Naniwa Maru*, the sister ships of *Ai Maru*, and a Singapore war ship, located *Ai Maru*, and escorted her back to the eastern OPL. *Ai Maru* arrived and anchored safely at the eastern OPL on 6 Jun 12 at or about 0100 hrs (local time).



Timely reporting

The Information Fusion Centre (IFC) reported the incident to the ReCAAP ISC, the Malaysian Maritime Enforcement Agency (MMEA) and the Indonesian Navy after the company was alerted that *Ai Maru* might have been hijacked. The ReCAAP ISC understands from the IFC that the Indonesian Navy responded immediately by sending an aircraft to search for *Ai Maru* when they received the information.

From the interview with the master of *Ai Maru*, the pirates intended to take the ship to Pulau Merapas, east of Pulau Bintan, Indonesia. The master mentioned that the pirates abandoned their plan when they saw an aircraft flying overhead *Ai Maru* in the vicinity.

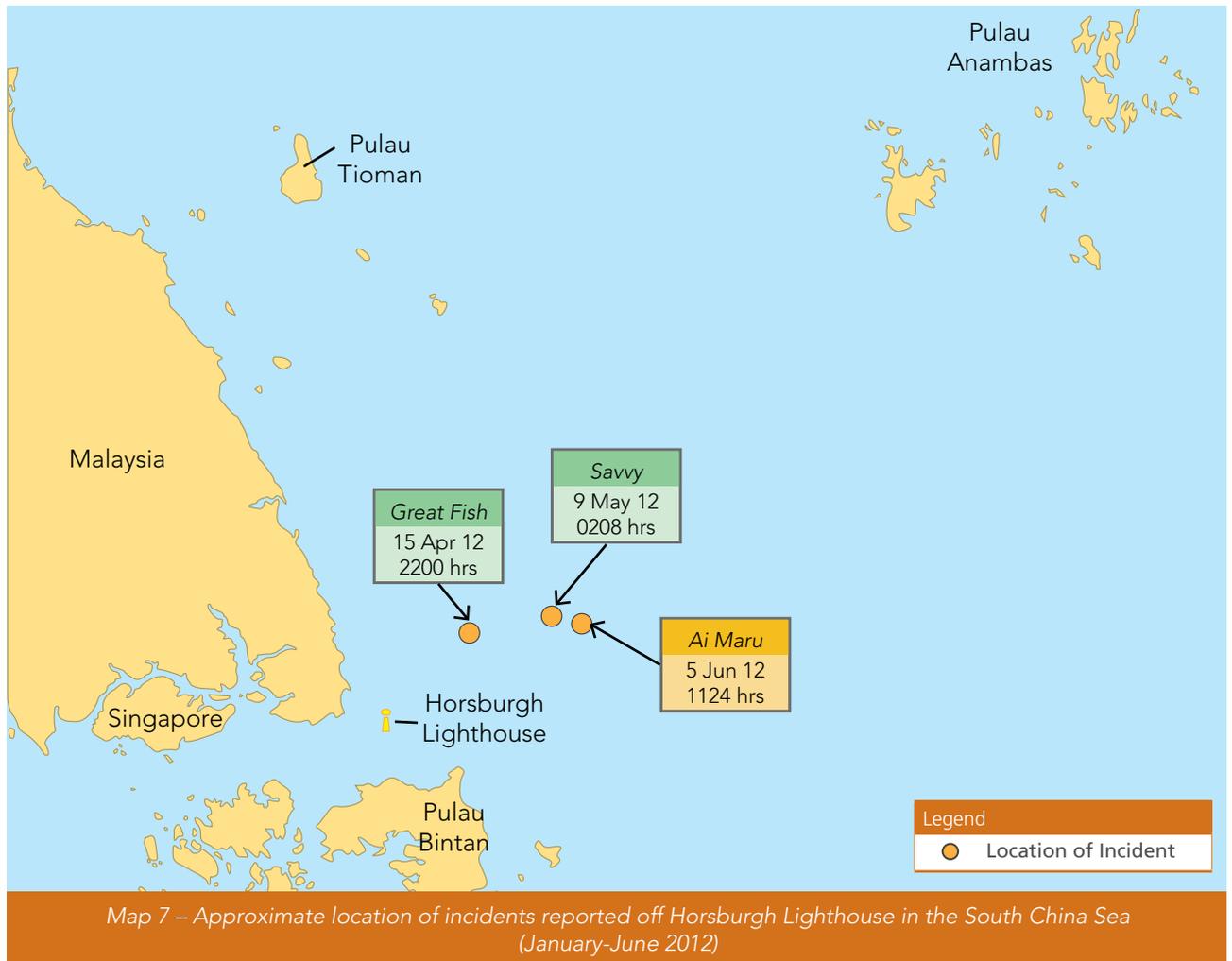
Case Study of Selected Incidents

Observations

The ReCAAP ISC commends the Indonesian Navy for their immediate response by sending an aircraft to locate *Ai Maru*, the shipping company for its timely reporting of the incident, and the IFC for sharing with the ReCAAP ISC and its neighbouring enforcement agencies. Including *Ai Maru*, there have been three incidents reported in the vicinity, off Horsburgh Lighthouse in the South China Sea since January 2012. All three were Category 2 incidents and involved tankers while underway. The crew was not injured in the incidents.

In the incident involving *Savvy* on 9 May 12 which occurred at approximately 30 nm northeast of Horsburgh Lighthouse, between eight to ten pirates boarded the product tanker from two speed boats. Armed with guns and chopping knives, the pirates boarded the vessel using a portable ladder on the poop deck. Nothing was stolen as the crew had been alerted and sealed all access from inside leading to the accommodation blocks and engine room. Failing to gain access, the pirates escaped in their speed boats. The other incident involving *Great Fish* occurred on 15 Apr 12 at approximately 20 nm northeast of Horsburgh Lighthouse. Seven pirates armed with guns and knives boarded the tanker, threatened the crew, stole their money and personal possessions and escaped in a boat.

Map 7 shows the approximate location of the three incidents.



Recommendations

The ReCAAP ISC urges ship masters and crew to maintain vigilance and deploy extra security lookouts when transiting the area. Ship masters are to report all incidents of piracy and armed robbery against ships to the coastal State so that the authorities could respond immediately by despatching their assets to the location of the incident, as in the *Ai Maru* incident.

PART THREE

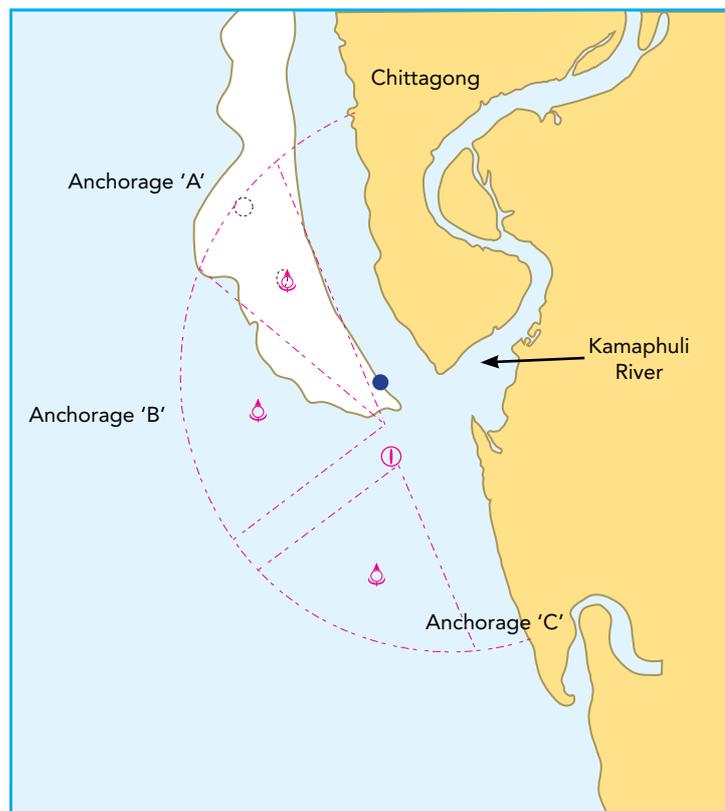
Case Study of Selected Incidents

Armed robbery incident involving *Andakini* on 22 Mar 12

Name of Ship <i>Andakini</i>	Flag of Ship Comoros
Type of Ship Oil tanker	

On 22 Mar 12 at or about 0003 hrs (local time), the Comoros-registered oil tanker, *Andakini* was anchored at Chittagong, Bangladesh (22° 15.7' N, 091° 44.5' E) when approximately six robbers armed with knives boarded the vessel from a small wooden boat and escaped with one mooring rope. The master reported the incident to the port authorities and Bangladesh Coast Guard.

On receipt of the information, the Bangladesh Coast Guard responded immediately by deploying a Coast Guard Ship, *Ruposhi Bangla*, which carried out extensive search of the area. At or about 0230hrs (local time) on 22 Mar 12, the Coast Guard personnel managed to apprehend three robbers with the mooring rope.



Map 8 – Approximate location of incident involving *Andakini*

Observations

The ReCAAP ISC commends the Bangladesh Coast Guard who has been actively patrolling the area off the anchorages of Chittagong and responded promptly to the reported incident. As in the incident involving *Andakini*, the prompt reporting by the master to the port authorities and the Bangladesh Coast Guard and the swift responses by these agencies led to the apprehension of the robbers and the recovery of the stolen items.

The ReCAAP Focal Point (Bangladesh) had on several occasions, indicated that ships anchored at the port and anchorages of Bangladesh are not maintaining proper security watch, especially during hours of darkness. Ship masters also did not report the incident promptly to the authorities.

Recommendations

The ReCAAP ISC urges ship masters and crew to maintain vigilance and to deploy extra security lookouts while at anchor. Ship masters are to report all incidents of piracy and armed robbery against ships immediately to coastal State so that the authorities could respond immediately by deploying their assets to assist the victim vessels.

CONCLUSION



Conclusion

Although the situation of piracy and armed robbery onboard ships had improved during the first half of 2012, the numbers are still higher than the same period in 2008 and 2009, although relatively less severe in nature compared to January-June of 2009. Tug boats towing barges continued to be the target in the Straits of Malacca and Singapore. More should be done to ensure presence of the authorities in this region and at ports and anchorages in Indonesia and Bangladesh. Ship masters and crew should do their part by exercising vigilance, adopting best management practices and reporting all incidents to the nearest coastal State and flag State.

NEWS SNIPPETS



PART
FOUR

News Snippets

Djibouti Regional Training Centre (DRTC) Course on Best Practice for Information Analysis

In recognition of the ReCAAP ISC's experience in the area of analysis, the centre was invited to support the conduct of the Djibouti Regional Training Centre (DRTC) Course on Best Practice for Information Analysis organized by the MARSIC EU project team in Mombasa, Kenya from 26-29 Jun 12. The objectives of the course were to enable the three Information Sharing Centres (ISCs), located at Sana'a in Yemen, Dar es Salam in Tanzania and Mombasa in Kenya to establish their analysis processes, derive tools for analysis, and produce reports for sharing with their National Focal Points (NFPs), governmental agencies and shipping industry.

The ReCAAP ISC shared its experience in information collection, collation, analysis, report writing and dissemination. The other technical aspects of analysis was taught by IMO, EU NAVFOR and Czech Technical University who shared on basis modelling tools used to reflect the work processes in the ISCs, analytical tool developed for the ISCs, and the concept of early warning for the maritime domain to be undertaken by the analysis department of the ISCs.

The meeting noted the need for capacity building among the three ISCs, between the respective ISC with its NFPs, between the ISCs with the local governments and between the ISCs with the shipping industry. Commitment by the local governments of the respective countries in supporting the work and processes as identified within the ISCs and its NFPs are critical and key to ensure success of the ReCAAP model adopted by the ISCs of the DCoC.



Participants and lecturers with the Director-General of Kenya Maritime Authority, Mrs Nancy Karigithu who officiated the opening of the course.

Opening of New Counter-Piracy Operations Centre in Djibouti

A new Djiboutian Naval Operations Centre has been set up with enhanced ship-tracking capabilities. The new centre provides the Djiboutian maritime forces with an enhanced capability to track ship movements in their territorial waters.

EU NAVFOR, whose ships will be conducting exercises in the coming weeks with the Djiboutian Navy and Coast Guard, welcomed the move towards another step in contributing towards the fight against piracy and maritime capacity building in the region.

<http://www.marinelink.com/news/counterpiracy-operations345800.aspx>

Interim Guidance for Private Maritime Security Providers

An interim guidance relating to the deployment of Privately Contracted Armed Security Personnel (PCASP) onboard ships and carriage of arms onboard was deliberated at the IMO's Maritime Safety Committee (MSC) Meeting in May 2012 in London.

Following the debate at the working group, the MSC agreed to have an interim guidance for Private Maritime Security Companies (PMSCs) providing contracted armed security personnel onboard ships in the High Risk Area. The guidance covers the following areas:

- PMSC professional certification, including the recommendation that PMSC should seek certification with the relevant national and international private maritime security service standards when these are established. The MSC agreed that the International Organization for Standardization (ISO) would be best placed to develop international standards for PMSCs based on the IMO-developed guidance and with relevant IMO liaison and participation in the ISO process for standards' development.
- PMSC requirements, including the recommendations that PMSC should establish procedures to provide maritime security services to ship owners, ship operators and to comply with all relevant legal requirements;
- Management which including recommendations on selection, vetting and training of personnel for a PCASP team;
- Deployment considerations, addressing the specific aspects of PCASP deployment and the role of the PMSC in ensuring efficient and successful deployments, including communications with the ship owner or operator, and including recommendations relating to management of firearms and ammunition from embarkation to disembarkation and use of force.

<http://www.marinelink.com/news/providers-maritime345017.aspx>

APPENDICES

- Definitions and classification methodology
- Description of incidents (January-June 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 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.

Description of Incidents (January-June 2012)

Actual Incidents

■ CAT 1 (Very Significant)
 ■ CAT 2 (Moderately Significant)
 ■ CAT 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 ■	Grace One Bulk carrier Liberia 9216640 38731	01/01/12 2105 hrs	03° 44' S, 114° 27' E Taboneo Anchorage, Indonesia	<p>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.</p> <p>[IMO]</p>
2 ■	San Amerigo 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	<p>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.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
3 ■	Pearl River Bridge Container ship Hong Kong, China 9444986 17211	06/01/12 0430 hrs	Manila International Container Terminal (MICT) Anchorage Area, North Harbor, Philippines	<p>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 forecastle 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.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
4 ■	Sarah Schulte Container ship Germany 9294159 28592	07/01/12 2215 hrs	Jakarta Roads, Indonesia	<p>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.</p> <p>[IMO]</p>

Appendices

Actual Incidents

■ CAT 1 (Very Significant)
 ■ CAT 2 (Moderately Significant)
 ■ CAT 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
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 forecastle while the duty crew was busy tending to cargo operations. When the duty crew returned to the forecastle, 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 forecastle deck and informed the Duty Officer. On reaching the forecastle, 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

■ CAT 1 (Very Significant) ■ CAT 2 (Moderately Significant) ■ CAT 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
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]

Appendices

Actual Incidents

■ CAT 1 (Very Significant)
 ■ CAT 2 (Moderately Significant)
 ■ CAT 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
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

■ CAT 1 (Very Significant) ■ CAT 2 (Moderately Significant) ■ CAT 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
19 ■	Ocean 6 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 ■	Tequila Sunrise 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 ■	Swarna Godavari 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 ■	Warnow Mars 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 ■	Clipper Morning 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 AB noticed the robbers and informed the bridge who raised the alarm. All crew was mustered. The robbers threatened the AB 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.</p> <p>[IMO]</p>

Appendices

Actual Incidents

■ CAT 1 (Very Significant)
 ■ CAT 2 (Moderately Significant)
 ■ CAT 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
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

■ CAT 1 (Very Significant) ■ CAT 2 (Moderately Significant) ■ CAT 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
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>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

■ CAT 1 (Very Significant)
 ■ CAT 2 (Moderately Significant)
 ■ CAT 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
32 ■	<i>Ina-Lotte</i> Bulk Carrier Liberia 9574030 23268	18/03/12 2130 hrs	Balikpapan Inner Anchorage, Indonesia	<p>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.</p> <p>[IMO]</p>
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	<p>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.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>
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	<p>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.</p> <p>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.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>
35 ■	<i>Ginga Tiger</i> Chemical Tanker Panama 9278715 16232	22/03/12 0215 hrs	01° 42' N, 101° 27' E Dumai Port, Indonesia	<p>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.</p> <p>[ReCAAP Focal Point (Japan), Shipping company]</p>
36 ■	<i>AS Ophelia</i> Chemical tanker Philippines 9340439 11561	03/04/12 0230 hrs	01° 43.10' N, 101° 26.30' E Dumai Inner Anchorage, Indonesia	<p>While at anchor, duty crew onboard spotted two robbers armed with long knives. He immediately informed the duty officer who raised the alarm and sounded the ship's whistle. Upon realising the crew had been alerted, the robbers escaped.</p> <p>[IMO]</p>

Actual Incidents

■ CAT 1 (Very Significant) ■ CAT 2 (Moderately Significant) ■ CAT 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
37 ■	<i>Diamond Orchid</i> Chemical tanker Singapore 9407067 11653	03/04/12 0423 hrs	01° 42.20' N, 101° 27.52' E Dumai Anchorage, Indonesia	While at anchor, a robber armed with knife boarded the chemical tanker. The duty crew spotted the robber onboard the vessel and raised the alarm to alert all crew. The robber escaped immediately upon hearing the alarm. A security check was conducted thereafter and no item was stolen from the vessel. All crew was reported to be safe. [ReCAAP Focal Point (Singapore)]
38 ■	<i>Genuine Galaxy</i> Chemical tanker Singapore 9565699 19899	06/04/12 0320 hrs	01° 42.40' N, 101° 28.80' E Dumai Anchorage, Indonesia	While at anchor, four robbers armed with long knives boarded the chemical tanker. The duty AB had noticed two robbers and alerted the Officer-on-Watch (OOW), who sounded the alarm. Upon hearing the alarm, the two robbers who were detected escaped with another two robbers who appeared after the alarm was sounded. The four robbers escaped from the ship's portside using ropes with hooks. Nothing was stolen from the vessel and all crew were reported to be safe. [ReCAAP Focal Point (Singapore)]
39 ■	<i>Aphrodite L</i> Bulk carrier Liberia 9487615 44262	07/04/12 0330 hrs	01° 11.10' S, 117° 11.50' E Muara Jawa Anchorage, Samarinda, Indonesia	While at anchor, an unknown number of robbers boarded the vessel, entered the forward store and stole ship stores. The duty AB sighted the robbers and alerted the duty officer. The alarm was raised and the robbers escaped with ship stores. [IMO]
40 ■	<i>Oriental Protea</i> Chemical tanker Panama 9330381 8259	08/04/12 0156 hrs	03° 54.70' N, 098° 46.20' E Belawan Anchorage, Indonesia	While at anchor, four armed robbers boarded the chemical tanker from a small boat. They stole ship stores and escaped. The local authorities were informed. [IMO]
41 ■	<i>Great Fish</i> Tanker Panama 8920115 3778	15/04/12 2200 hrs	01° 35' N, 104° 37' E Approximately 20 nm northeast of Horsburgh Lighthouse, Singapore (South China Sea)	While underway, seven pirates armed with guns and knives boarded the tanker when she was enroute from Singapore to Vietnam. The pirates threatened the crew, stole their money and personal possessions, and escaped in a boat. The crew was not injured. The shipping agent based in Singapore reported the incident to the Singapore's Port Operations Control Centre (POCC) which is also the ReCAAP Focal Point (Singapore). The POCC, in turn notified MRCC Jakarta (Indonesia), MRCC Putra Jaya (Malaysia), the Republic of Singapore Navy (RSN) and the Singapore's Police Coast Guard (PCG). The Vietnam Maritime Security Information Centre also reported the incident to the ReCAAP ISC after they were informed by the ship master. [ReCAAP Focal Point (Singapore), Vietnam Maritime Security Information Centre]

Appendices

Actual Incidents

■ CAT 1 (Very Significant)
 ■ CAT 2 (Moderately Significant)
 ■ CAT 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
42 ■	<p><i>Wantas 6</i> Tug boat Malaysia</p> <p><i>Wantas VII</i> Barge</p>	17/04/12 2300 hrs	Approximately 35 nm off Tanjung Dato, Sarawak, Malaysia (South China Sea)	<p>On 12 Apr 12, the tug boat towing a barge departed Langkawi, Malaysia for Tawau, Sabah. The vessels were scheduled to arrive at Tawau on 29 Apr 12. On 26 Apr 12, the owner of the vessels reported to the Malaysian Maritime Enforcement Agency (MMEA) that he lost communication with the master. The owner last communicated with the master on 16 Apr 12 at or about 1000 hrs (local time) when the vessels were passing Pulau Batam, Indonesia.</p> <p>On 26 Apr 12 at or about 1705 hrs (local time), the Philippine Coast Guard (PCG), which is also the ReCAAP Focal Point (Philippines) reported to the ReCAAP ISC that a barge, named <i>Wantas VII</i> was found at approximately 3.5 nm southeast of the South Islet, Cagayancillo, Palawan, Philippines. The PCG boarded the barge and discovered eight containers containing electrical/construction supplies/materials, of which some of them had been forcibly opened. The barge was subsequently towed to Cagayan de Oro City, Northern Mindanao, Philippines.</p> <p>Upon receipt of the report, the ReCAAP ISC alerted all ReCAAP Focal Points, MMEA and the Indonesian authorities about the barge, and requested all to look out for the missing crew and tug boat, <i>Wantas 6</i>.</p> <p>On 30 Apr 12, the MMEA reported to the ReCAAP ISC that the crew of <i>Wantas 6</i> was rescued by a passing Vietnamese fishing boat PY 2647 on 30 Apr 12 at about 1045 hrs (local time) in the South China Sea. The crew was in good health when they were rescued. Upon interviewing the crew, the ship owner learned from them that about 20 pirates boarded and hijacked <i>Wantas 6</i> on 17 Apr 12 at or about 2300 hrs (local time) while the tug boat was underway at approximately 35 nm off Tanjung Dato, Sarawak, Malaysia. The crew was held at knifepoint and locked in the lower deck of <i>Wantas 6</i>. On 20 Apr 12 at or about 2000 hrs (local time), the crew was put on a life raft and set adrift.</p> <p>[ReCAAP Focal Point (Philippines), ReCAAP Focal Point (Vietnam), MMEA]</p>
43 ■	<p><i>Intrans Tina</i> Bulk carrier Republic of Korea 9128922 36559</p>	20/04/12 0520 hrs	<p>01° 10' S 117° 15' E</p> <p>Samarinda, Indonesia</p>	<p>While at berth, eight robbers armed with knives boarded the bulk carrier. The robbers stole a mooring rope and a mobile phone before they escaped.</p> <p>[ReCAAP Focal Point (Republic of Korea)]</p>

Actual Incidents

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
44 ■	Savvy Oil tanker Singapore 9328699 6694	09/05/12 0208 hrs	01° 38' N, 104° 50' E Approximately 30 nm northeast of Horsburgh Lighthouse (South China Sea)	<p>While underway, approximately eight to ten pirates approached and boarded the oil tanker from two speed boats. Armed with guns and chopping knives, the pirates boarded the vessel using a portable ladder on the poop deck.</p> <p>Upon spotting the pirates onboard, the master raised the alarm, carried out evasive manoeuvres and sealed all access from inside leading to the accommodation blocks / engine room. As the pirates failed to gain access to the accommodation block and the engine room, they escaped in their speed boats at or about 0230 hrs (local time). The incident was reported to the Singapore's Port Operations Control Centre (POCC), which is also the ReCAAP Focal Point (Singapore).</p> <p>[ReCAAP Focal Point (Singapore)]</p>
45 ■	Nord Express Bulk carrier Singapore 9403114 32379	10/05/12 1200 hrs	03° 42' S, 114° 27' E Taboneo Anchorage, Indonesia	<p>While at anchor, an unknown number of robbers boarded the bulk carrier during cargo operations. The robbers stole some ship stores from the forecandle and escaped, but was spotted by the crew. The master reported the incident to the Indonesian authorities who boarded the vessel to investigate. The crew was not injured.</p> <p>[IMO]</p>
46 ■	Greta Bulk carrier Bahamas 9345829 31261	12/05/12 0500 hrs	01° 11.10' S, 117° 13.90' E Muara Jawa Anchorage, Samarinda	<p>While at anchor, an unknown number of robbers boarded the bulk carrier. The robbers stole ship stores and escaped. The theft was noticed by the duty AB during his routine rounds on deck</p> <p>[IMO]</p>
47 ■	BS Pacific Tug boat Singapore 9631486 198 Swissco 57 Flat top deck cargo barge 2306	12/05/12 2040 hrs	01° 15.03' N, 104° 08.72' E TSS East Bound Area (Straits of Malacca & Singapore)	<p>While the tug boat towing a barge was underway, a Singapore Police Coast Guard (PCG) boat informed Singapore Port Operations Control Centre (POCC) that a PCG boat sighted a small boat alongside the barge Swissco 57 which was being towed by tug boat, BS Pacific in the eastbound land of the Traffic Separation Scheme (TSS). The Singapore POCC informed the crew onboard the tug boat about the sighting. The master of the tug boat confirmed that 12 containers containing engine spare parts were broken into, but the robbers were not sighted onboard the barge at the time of reporting. The seven crew onboard the ship was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

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Actual Incidents

■ CAT 1 (Very Significant)
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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
48 ■	<i>Budget 19</i> Tug boat Malaysia 9515369 140 <i>Budget 29</i> Barge	15/05/12 0550 hrs	01° 11.73' N, 103° 39.17' E Approximately 3.11 nm north of Pulau Nipa (Straits of Malacca & Singapore)	<p>While the tug boat towing a barge was underway, the Singapore PCG informed Singapore POCC that three men were spotted onboard the barge. The Singapore POCC contacted the master of the tug boat who confirmed that three suspicious men onboard the barge. The men escaped from the barge with some scrap metal and mooring ropes at about 0700 hrs (local time). The master reported that although the men have left the barge, they were still following behind the vessels in their boat.</p> <p>The Singapore POCC informed the Information Fusion Centre (IFC) and initiated a broadcast to alert all mariners in the vicinity.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
49 ■	<i>Manyplus 18</i> Tug boat Malaysia 8996669 266	17/05/12 1530 hrs	Off Talicud Island, Philippines	<p>While enroute from Sasa port, Davao City, Philippines to Thailand, the crew noticed 10 small boats surrounding the barge. About 30 pirates boarded the barge, stole and transferred the cargo to their waiting boats and escaped. The incident was reported to the Philippine Police.</p> <p>[IMO]</p>
50 ■	<i>MP Panamax 4</i> Bulk carrier Singapore 9109495 36666	18/05/12 2240 hrs	03° 42.70' S, 114° 26.80' E Taboneo Anchorage, Indonesia	<p>While at anchor, five robbers boarded the bulk carrier. Upon detected by the duty watchman, two robbers threatened him with a knife. The duty watchman managed to escape and report the incident to the duty officer who raised the alarm. The robbers broke into the forward store and took two mooring ropes before escaping. The master reported the incident to the Indonesian Marine Police.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
51 ■	<i>Bow Wictor</i> Tanker Norway 8416322 19688	22/05/12 0845 hrs	07° 09' S, 112° 40' E Near Surabaya, Indonesia	<p>While at anchor, the duty officer spotted wet footmarks on the floor and found that a life raft was missing. The authorities were informed and conducted an investigation.</p> <p>[ReCAAP Focal Point (Norway)]</p>
52 ■	<i>DD Vanguard</i> Bulk carrier Panama 9357420 17136	04/06/12 0230 hrs	03° 57.44' N, 098° 46.57' E Belawan Outer Anchorage, Indonesia	<p>While at anchor, seven robbers armed with long knives boarded the bulk carrier at forecastle. The duty AB and duty officer noticed the robbers and raised the alarm. Upon seeing that the crew had been alerted, the robbers threatened them with long knives and escaped empty handed in their waiting boat. The port control and vessels in the vicinity were informed.</p> <p>[IMO]</p>

Actual Incidents

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
53 ■	<i>Ai Maru</i> Tanker Honduras 7727504 1007	05/06/12 1124 hrs	Approximately 30 nm off Horsburgh Lighthouse, Singapore (South China Sea)	<p>While underway, six pirates armed with parangs (long knives) in two grey wooden speed boats approached and boarded the oil tanker via the astern. The pirates covered their faces with their shirts and were wearing overalls. As the crew did not notice the approach of the two speed boats, they did not have time to activate the SSAS. However, the Chief Officer managed to contact the sister ship, <i>Naniwa Maru</i> who in turn informed the ship company who made a police report immediately.</p> <p>During the first three hours when the pirates were onboard the tanker, the company was able to track the position of <i>Ai Maru</i> which was travelling at a slow speed and circling around the location of the boarding.</p> <p>According to the ship master and crew, the pirates boarded <i>Ai Maru</i>, took control of the vessel, tied and locked all crew except the master in the mess room. They tied the master and ordered him to standby on the bridge. About an hour later, the pirates damaged the cabin doors and the communication equipment of the vessel.</p> <p>At or about 1530 hrs (local time), the pirates left the tanker in their speed boat after they noticed a small aircraft flown overhead in the vicinity. They took away all mobile phones, laptops, cash and the crew's personal belongings. After the pirates left <i>Ai Maru</i>, the master managed to free himself, took over the command of the vessel and resumed her voyage to the eastern OPL. At or about 1930 hrs (local time), <i>Hakuyo Maru</i> and <i>Naniwa Maru</i>, the sister ships of <i>Ai Maru</i>, and a Singapore war ship, located <i>Ai Maru</i> and escorted her back to the eastern OPL. <i>Ai Maru</i> arrived and anchored safely at the eastern OPL on 6 Jun 12 at or about 0100 hrs (local time).</p> <p>[ReCAAP Focal Point (Singapore)]</p>
54 ■	<i>Magellan 2</i> Supply vessel Singapore 9633886 1496	05/06/12 1900 hrs	01° 07.27' N, 104° 49.51' E East of Pulau Bintan, Indonesia	<p>While the supply vessel was towing an unladen barge, the duty watch personnel first spotted a fast wooden boat approaching from the port quarter. The alarm was raised and the crew was instructed by the master to lock all the doors.</p> <p>Seven robbers armed with long knives boarded the vessel's aft deck and took the cook, who was on the main deck, as hostage. The robbers managed to gain access to the accommodation and the bridge. They tied up the crew using plastic ropes tied around both thumbs. Two of the crew were hit by the robbers when they did not open their doors. The robbers escaped after taking the crew's personal belongings and cash.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
55 ■	CS Manatee Bulk carrier Bahamas 9255189 17944	17/06/12 0030 hrs	17° 00' N, 082° 18' E Kakinada Anchorage, India	While at anchor, two robbers boarded the bulk carrier via the forecastle deck. The robbers stole about 70 to 80 m of mooring rope and escaped via the port chain cable. The incident was reported to the authorities and the Indian Coast Guard boarded the vessel for investigation. [ReCAAP Focal Point (India)]
56 ■	Highline 26 Tug boat Malaysia 8996580 271 Highline 22 Barge Malaysia	17/06/12 1023 hrs	Kuching Anchorage, Malaysia	While the tug boat was anchored at Kuching Anchorage, the master checked the barge and found all the containers onboard have been opened, and stores were missing. The master reported to the agent in Kuching, who made a police report. [MMEA]
57 ■	Overseas Kimolos Chemical tanker Marshall Islands 9384019 30109	27/06/12 0430 hrs	10° 41.60' N 106° 45' E Nha Be Terminal, Ho Chi Minh City Port, Vietnam	While at anchor, an unknown number of robbers boarded the tanker during cargo operations, stole the fire wire and escaped. The duty A/B on his rounds discovered traces of foot prints and the missing fire wire. The alarm was raised and the authorities were informed. The crew conducted a search but could not find the robbers. [IMO]

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. The crew noticed the robbers, raised the alarm and muster the crew. 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)]
4	<i>Erin Schulte</i> Chemical tanker Isle of Man (UK) 9439814 11233	07/04/12 0245 hrs	01° 42.20' N, 101° 27.50' E Dumai Inner Anchorage, Indonesia	While at anchor, five robbers in a small boat attempted to board the vessel. The robbers aborted their approach after they realised the duty watchmen had noticed them. [IMO]
5	<i>Bino Keladi</i> Tug boat Indonesia 130 <i>Yaris Mandiri</i> Barge	06/06/12 2320 hrs	01° 10.86' N, 103° 38.46' E Approximately 2.5 nm northwest of Pulau Nipa (Straits of Malacca & Singapore)	While the tug boat towing a barge was underway, the Singapore Police Coast Guard (PCG) sighted two small boats astern of the barge and informed VTM West. The incident was also reported to the Indonesian Navy, who investigated the incident. It was concluded that the robbers did not board the barge and did not take any items from the barge. [ReCAAP Focal Point (Singapore), Indonesian Navy]

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”.

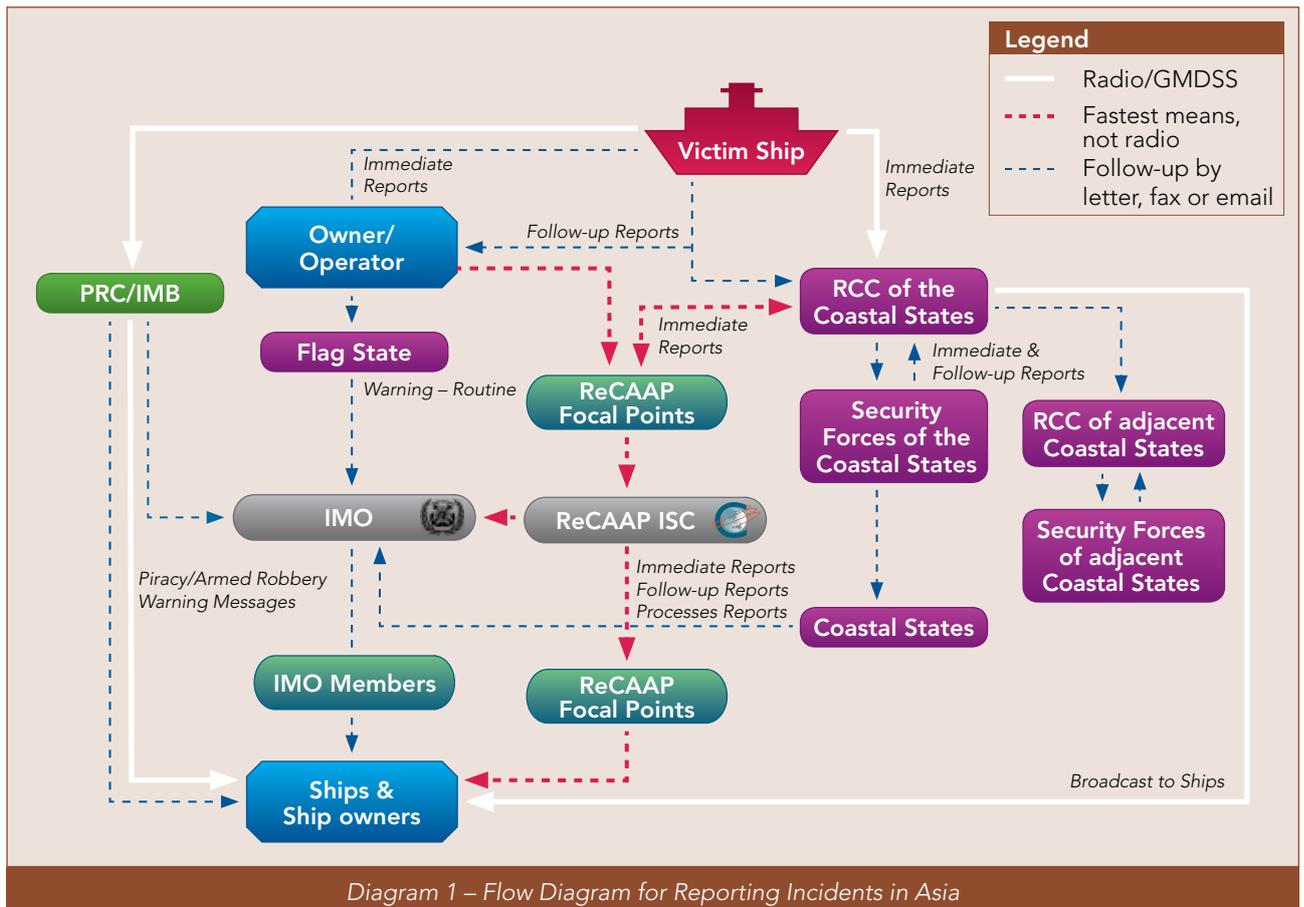
In the revised MSC circulars³, the ReCAAP ISC is recognized as one of the agencies in preventing and suppressing piracy and armed robbery against ships in Asia. The revised circulars include a flow diagram on the procedure for reporting incidents of piracy and armed robbery against ships in Asia. Refer 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.

3. 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	+88-02-7168363
Brunei Darussalam		
National Maritime Coordination Centre (NMCC) Email: P2MK@jpm.gov.bn	+67-3223-3751 +67-3717-6322	+67-3223-3753
Kingdom of Cambodia		
Merchant Marine Department Email: mmd@online.com.kh	+85-5-2386-4110	+85-5-2386-4110
People's Republic of China		
China Maritime Search and Rescue Centre (Beijing) Email: cnmrcc@mot.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
Kingdom of Denmark		
Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-3917-4400 +45-3917-4699	+45-3917-4401
Republic of India		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: icgmrcc_mumbai@mtnl.net.in mrcc-west@indiancoastguard.nic.in	+91-22-2431-6558 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558
Japan		
Japan Coast Guard (JCG) Ops Centre Email: op@kaiho.mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
Republic of Korea		
Ministry of Land, Transport and Maritime Affairs (MLTM) Operations Centre Email: piracy@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
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

Table 3 – Contact Details of ReCAAP Focal Points / Contact Point

Correct as at 30 Jun 12

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.



Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia

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