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30 June 2020

To: All Masters, Ship Security Officers, Company Security Officers of Hong Kong registered ships, Hong Kong Shipowners, Hong Kong Ship Managers and Hong Kong Operators

Ship Operators Security and Quality Advisory No. 62

**Reporting Maritime Incident to
the Hong Kong Marine Department(HKMD)**

In recent years, it is observed that more ships had been targets of piracy and armed robbery. Hong Kong, China, being an Associate Member of the International Maritime Organization (IMO), endeavours to work with IMO and other member States in fighting against such illicit maritime activities. For the Hong Kong Marine Department(HKMD) to continuously reinforce anti-illicit maritime activities, it is utmost important that we receive your earliest reporting under safe condition of any security incidents.

2.　　　　The Hong Kong Merchant Shipping Information Note No. 15/2009 (MSIN No.15/2009), which enclosed the IMO Circular, MSC.1/Circ.1334 – "Guidance to shipowners and ship operators, shipmasters and crews on preventing and suppressing acts of piracy and armed robbery against ships" outlines the steps to be taken to reduce the risk of such attacks and the possible responses to them. It also highlighted the importance of prompt reporting of any piracy incidents to the coastal and flag States as well as the formats of such reports. The MSIN No.15/2009 and IMO MSC.1/Circ.1334 are available on following websites:
https://www.mardep.gov.hk/en/msnote/pdf/msin0915.pdf
https://www.imo.org/en/OurWork/Security/PiracyArmedRobbery/Guidance/Documents/MSC.1-Circ.1334.pdf

3.　　　We would like to reiterate that prompt reporting is extremely important for remedial measures to be taken locally and for the formulation and institution of more effective preventive measures at regional and international level in the fight of piracy. Therefore companies and masters of Hong Kong registered ships are reminded to report all incidents of piracy and armed robbery, even minor incidents on board their ships without delay to the nearest rescue coordination centre (RCC) or port Authorities and to HKMD as follows:

> Hong Kong Maritime Rescue Co-ordination Centre
> (24 Hours Communication Focal Point)
> E-mail :　　　hkmrcc@mardep.gov.hk
> Telephone :　　(852) 2233 7999
> Fax :　　　　　(852) 2541 7714

4.　　　The standard format of the initial report and follow up report is contained in Appendix 5 to MSC.1/Circ.1334. An immediate report should be sent to HKMD if any death or serious injury to any person on board, or serious damage to the ship itself is resulted from the attack. Any report transmitted to a coastal State should also be transmitted to HKMD at the earliest opportunity.

5.　　　A complete report of the incident, including details of any follow-up actions that were taken or difficulties that may have been experienced, should eventually be submitted to HKMD. The report received by HKMD may be used in any diplomatic approaches made by the flag State to the Government of the coastal State in which the incident occurred. This will also provide the basis for reporting to IMO. The standard format of the complete report is contained in Appendix 6 to MSC.1/Circ,1334.

6.　　　Appendix 5 and 6 to MSC.1/Circ.1334 regarding the standard reporting formats are annexed to this circular letter for your ease of reference.

7.　　　Companies and masters are also encouraged to report all "Actual" and "Attempted" incidents related to piracy and armed robbery at sea as soon as possible to ReCAAP ISC using the online form https://www.recaap.org/lodge-incident-report

Yours faithfully,

No signature on website copy

(Eric W.C. LEE)
Senior Surveyor of Ships/
Security & Quality Assurance Section
for Director of Marine

ANNEX

(Appendix 5 to MSC.1/Circ.1334)

SHIPS' MESSAGE FORMATS

Report 1 - Initial message - Piracy/armed robbery attack alert

1. Ship's name and, callsign, IMO number, INMARSAT IDs (plus ocean region code) and MMSI

    ➢ MAYDAY/DISTRESS ALERT (see note)
    ➢ URGENCY SIGNAL
    ➢ PIRACY/ARMED ROBBERY ATTACK

2. Ship's position (and time of position UTC)

    ➢ Latitude Longitude
    ➢ Course Speed KTS

3. Nature of event

Note:
  It is expected that this message will be a Distress Message because the ship or persons will be in grave or imminent danger when under attack. Where this is not the case, the word MAYDAY/DISTRESS ALERT is to be omitted.

  Use of distress priority (3) in the INMARSAT system will not require MAYDAY/ DISTRESS ALERT to be included.

Report 2 - Follow-up report - Piracy/armed robbery attack alert

1. Ship's name and, callsign, IMO number

2. Reference initial PIRACY/ARMED ROBBERY ALERT

3.
   - Position of incident
   - Latitude Longitude
   - Name of the area

4. Details of incident, e.g.:

   - While sailing, at anchor or at berth?
   - Method of attack
   - Description/number of suspect craft
   - Number and brief description of pirates/robbers
   - What kind of weapons did the pirates/robbers carry ?
   - Any other information (e.g., language spoken)
   - Injuries to crew and passengers
   - Damage to ship (Which part of the ship was attacked?)
   - Brief details of stolen property/cargo
   - Action taken by the master and crew
   - Was incident reported to the coastal authority and to whom?
   - Action taken by the Coastal State

5. Last observed movements of pirate/suspect craft, e.g.:

   - Date/time/course/position/speed

6. Assistance required

7. Preferred communications with reporting ship, e.g.:

   - Appropriate Coast Radio Station
   - HF/MF/VHF
   - INMARSAT IDs (plus ocean region code)
   - MMSI

8. Date/time of report (UTC)

ANNEX

(Appendix 6 to MSC.1/Circ.1334)

**FORMAT FOR REPORTING TO IMO THROUGH MARITIME
ADMINISTRATIONS OR INTERNATIONAL ORGANIZATIONS**

2.*
  - Ship's name and IMO number
  - Type of ship
  - Flag
  - Gross tonnage

3. Date and time

4.
  - Latitude Longitude
  - Name of the area**
  - While sailing, at anchor or at berth?

5.
  - Method of attack
  - Description/number of suspect craft
  - Number and brief description of pirates/robbers
  - What kind of weapons did the pirates/robbers carry ?
  - Any other information (e.g., language spoken)

6.
  - Injuries to crew and passengers
  - Damage to ship (Which part of the ship was attacked?)
  - Brief details of stolen property/cargo

7. Action taken by the master and crew

8. Was incident reported to the coastal authority and to whom?

9. Reporting State or international organization

10. Action taken by the coastal State

* Corresponding to the column numbers in the annex to the IMO monthly circulars

** The following definition of piracy is contained in article 101 of the 1982 United Nations Convention on the Law of the Sea (UNCLOS):

"Piracy consists of any of the following acts:

(a) any illegal acts 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 aircraft, or against persons or property on board such ship or aircraft;

(ii) against a ship, aircraft, 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 inciting or of intentionally facilitating an act described in subparagraph (a) or (b)."