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BPC Chronology of Events

Vessel in distress in Sunda Strait (AMSA and BASARNAS coordinated search)

All times are approximate and in AEST

Time (AEST)	Event	Source/Folio
Sunday 8 April 2012		
Approx 0600	AMSA's Rescue Coordination Centre (RCC Australia) received a phone call from a man reporting a vessel in distress in Indonesian waters, broken down and taking on water.	28 (part 2)
0606	AMSA RCC advised AMSOC that a person within Australia (AMSA later reported that the caller was in Indonesia) advised that a vessel with 100 people onboard was approaching Christmas Island and was broken down. The caller advised that the people are about to jump into the water. The caller advised that the vessel had left Jakarta four days ago. RCC advised that RCC had the number of the caller, however no phone number was available for the vessel. RCC sought advice about BPC-assigned air and surface assets in the Christmas Island area. AMSA were advised of AMSOC asset availability as described below.	1, 4 and 50
0610	AMSOC contacted JTF639 to confirm the positions of HMA Ships LEEUWIN, LAUNCESTON and BUNDABERG.	3
0613	AMSOC contacted CSMOPS to determine availability of Christmas Island Dash-8. [At 6.18 am AEST it was established the Dash-8 was not available until 10.01 am AEST 8 April 2012]	2
0618	Director BPC Operations briefed DCBPC by phone.	On phone record
0620	AMSA RCC advised AMSOC that people associated with the reported vessel in distress were in the water (no further details) and that RCC had a contact phone number for the vessel.	50
0632	Director BPC Operations provided details to DCBPC by SMS: <i>RCC has advised that they received a call from a person in Australia advising that a boat that left Jakarta 4 days ago had broken down near Xmas Island and people were going to jump into the water. No position was provided. RCC Seeking BPC assets (ACPP, CI DASH-8, P-3 all being requested by RCC). BC</i>	On phone record
0635	Director BPC Operations provided information regarding possible vessel in distress to CBP Jakarta via e-mail. E-mail was followed by SMS at 0646 to CBP Regional Director Jakarta to check e-mail.	4
0639	Director BPC Operations requested BPC-IC DO s47F to commence liaison with relevant intelligence agencies regarding possible vessel in distress.	On phone record
0641	Director BPC Operations called CBP Jakarta s47F . No answer.	On phone record
0645	JTF639 advised AMSOC of the positions of HMA Ships LEEUWIN (approximately 150 nm East of Christmas Island) and LAUNCESTON (at	3

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	Christmas Island as Response Vessel)	
0646	Director BPC Operations sent SMS to CBP Jakarta ^{s47F} to check e-mail about potential distress situation.	On phone record
0649	Director BPC Operations provided details to DCBPC by SMS: <i>AMSA has phone number for boat but no comms established. Caller in Australia has advised RCC that people are in the water. NFD. BC</i>	On phone record
0650	AMSA RCC advised AMSOC that the caller had advised RCC that the vessel may be north of Timor.	50
0700	DCBPC provided details to CEO, COO, DCEO (Grant), COMBPC, CoS MHA by SMS: <i>RCC has advised they received a phone call from a person in Australia advising that a boat left Jakarta 4 days ago and has broken down near Christmas Island and people were going to jump into the water. No position was provided. RCC has phone for boat but no comms established. Caller in Aust has further stated people are in water. RCC seeking BPC assets: BPC currently has 1 x Dash 8 and 1 x ACPB at CI. Kaylene Zakharoff, DCBPC</i>	On phone record
0707	CBP Jakarta sent an SMS to Liaison Officers at Jakarta post to advise of a possible distress situation and requested any information that may assist with SAR activities.	25 (part 2)
0713	CBP Jakarta ^{s47F} advised AMSOC that Australian agencies at Post had commenced checking holdings in relation to the SAR activity and offered to advise BASARNAS.	37
0726	CNOC advised AMSOC that an unknown caller with an Indonesian accent had contacted the SERCO Duty Mobile number at the Christmas Island Detention Centre. The caller said that there was a boat 9 miles off the coast of Java Samba. The caller provided the following numbers: 0626439-E105C2. No further info was provided.	38
0749	Director BPC Operations advised CBP Jakarta ^{s47F} that BPC did not know if AMSA had advised BASARNAS, but would check. Director BPC Operations also checked if CBP Jakarta was aware of CNOC reporting about a vessel '9 miles of the coast of Java Samba'.	44
0753	AMSOC provided AMSA RCC with details of the BPC aerial surveillance completed north of Christmas Island on Saturday 7 April 2012.	41-42
0755	AMSA RCC issued their first SITREP to BASARNAS, BPC AMSOC and HQJOC advising that: <i>1. RCC AUSTRALIA HAS RECEIVED ADVICE FROM A MALE PERSON NAMED ^{s37(1)(b) & s47F} ^{s47F} REPORTING A VESSEL IN DISTRESS IN INDONESIAN WATERS. THE VESSEL HAS APPROXIMATELY 100 PEOPLE ONBOARD OF AFGHANI, IRAQI AND IRANIAN NATIONALITIES.</i> <i>2. IT IS REPORTED THAT THE VESSEL LEFT INDONESIA APPROXIMATELY 4 DAYS AGO, AND IS NOW IN DISTRESS WITH PEOPLE JUMPING OVERBOARD. THE EXACT NATURE OF DISTRESS IS UNKNOWN.</i>	45

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	<p>3. THE LATEST ADVISE IS THAT THE VESSEL IS IN AN AREA TO THE NORTH OF TIMOR. HOWEVER, CONFLICTING ADVICE HAS ALSO BEEN RECEIVED INDICATING THAT THE VESSEL MAY BE 9NM NORTH OF JAVA SUMAR IN APPROXIMATE POSITION 06 26.4S 105 05.2E (ALTHOUGH THIS IS NOT VERIFIED). HE HAS ALSO TOLD RCC AUSTRALIA THAT A CIVILIAN INDONESIA BOAT MAY BE NEARBY PROVIDING HELP.</p> <p>4. RCC AUSTRALIA HAS BEEN GIVEN AN INDONESIA TELEPHONE NUMBER FOR THE BOAT ^{s47F}. RCC AUSTRALIA HAS MADE SEVERAL ATTEMPTS TO CONTACT THIS VESSEL WITHOUT SUCCESS.</p> <p>5. REQUEST INDONESIA BASARNAS ACCEPT COORDINATION FOR THIS INCIDENT AND CONFIRM RECEIPT OF THIS MESSAGE. IF ANY ASSISTANCE IS REQUIRED PLEASE ADVISE RCC AUSTRALIA AS SOON AS POSSIBLE.</p>	
0806	<p>AFP Jakarta ^{s47F} advised AMSOC that:</p> <ul style="list-style-type: none"> - a vessel was on the water that had the following phone numbers associated ^{s47F} and ^{s47F} - the vessel had been on the water for 12 hours - there were no crew as they had run away. <p>AMSOC passed this info to AMSA RCC.</p>	47
0816	<p>AFP Jakarta ^{s47F} advised AMSOC that:</p> <ul style="list-style-type: none"> - a vessel had left from East Timor; - it had been to Cilegon with 120 passengers; and - it had departed Cilegon in the last 24 hours. 	46
0823	<p>AMSA RCC makes direct communication with the vessel and is advised:</p> <ul style="list-style-type: none"> - Vessel broken down and taking on water - Not enough life jackets for all on board - Numerous phones on board, and the vessel is attempting to contact Indonesian authorities and relatives. 	28 (part 2)
0831	<p>AMSA issued a DISTRESS Relay Message to BPC AMSOC, RCC Australia/VIC, HQJOC, ADF MAROPS, BASARNAS.</p>	48
0831 Phone call	<p>AMSA advised AMSOC that:</p> <ul style="list-style-type: none"> - RCC has been in contact with a vessel with 120 passengers onboard in position 06 28.422 South / 105 28.290 East - The vessel was broken down and drifting, and water was coming in - Some people had lifejackets, most did not - There were fishing vessels nearby, but vessel was unable to contact the fishing vessels or the Indonesian authorities - ^{s33(a)(iii)} - RCC were taking control of the response 	51
0832	<p>RCC requested AMSOC release the CBP DASH-8 from Christmas Island for SAR. AMSOC released the DASH-8 for RCC tasking immediately.</p>	52
0848	<p>Director BPC Operations advised CBPC, DCBPC and BPC-IC of AMSA info from 0831 phone call, via e-mail.</p>	57
0856	<p>AMSA SAR Brief for Christmas Island Dash-8 received by AMSOC. Task details instruct the aircraft to transit to position 06 28.42S, 105 28.29E and</p>	59-65

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0925	DCBPC sent SMS update to CEO, COO, DCEO (Grant), COMBPC, CoS MHA: <i>Update: RCC has received additional info indicating three possible locations of interest. The original location near CI, north of Timor and in Sunda Strait – RCC still coordinating and has requested Barsanas take over Sunda Strait info (no confirmation yet). Post attempting to make contact with INP and Navy. To date BPC assets not tasked by RCC. So, situation very unclear at this stage. BPC continues to be on standby for RCC taskings. KZ</i>	On phone record
0928	CBP DASH-8 aircraft departed Christmas Island.	30 (part 2)
0931	CBP Jakarta provided information to Naval Attaché for onwards passing to TNI-AL (Indonesian Navy). CBP Jakarta placed a follow-up call to Naval Attaché minutes later who advised the information had already been actioned.	25 (part 2)
0938	CBP Jakarta sent an email to BAKORKAMLA advising of situation. Email provided possible lat/long, number persons embarked, possible nature of distress and other safety considerations. Email also requested BAKORKAMLA notify BASARNAS and seek assistance from BAKORKAMLA's stakeholders.	25 (part 2)
0944	s33(a)(iii) [REDACTED] [REDACTED] [REDACTED] BASARNAS has received AMSA's fax but nil phone call from AMSA; they understood AMSA's fax related to a vessel in distress; they understand the lat/long provided by AMSA and they have advised BAKORKAMLA.	25 (part 2)
0948	Director BPC operations provided an e-mail update to CBPC, DCBPC, BPC-IC and CBP Jakarta.	79
0952	CBP Jakarta s47F called BAKORKAMLA and verbally advised them of situation and noted email had been sent. BAKORKAMLA advised they would look at the email.	25 (part 2)
0952	AMSA advised BPC AMSOC and BASARNAS that three merchant vessels had responded to the DISTRESS message and were heading to the area	80
0959	BASARNAS confirmed that AMSA's notification was the first advice they received about the incident.	28 (part 2)
0959	CBP Jakarta s47F advised COMBPC, DCOMBPC, DOPS and BPC IC that BASARNAS, TNI-AL (Indonesian Navy) and POLAIR (Indonesian maritime police), and BAKORKAMLA had all been advised. BASARNAS had confirmed they had received AMSA's fax and had the info about the vessel in distress.	84
1012	AMSA RCC advised AMSOC that: - AMSA had spoken with CBP Jakarta s47F who had put BASARNAS and AMSA in contact with each other - BASARNAS has stated that they have control of the incident.	85
1012	Director BPC operations provided an e-mail update to CBPC, DCBPC, BPC-IC and CBP Jakarta. The update included advice that AMSA had tasked CBP Dash-8 to search the reported position of the vessel.	89
1019	Director BPC operations provided an e-mail update to CBPC, DCBPC, BPC-IC and CBP Jakarta. Dash-8 still on SAR mission and has established comms with	89

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	responding merchant vessel.	
1026	BPC-IC DO ^{s47F} advised AMSOC that POLAIR have been given the coordinates for the vessel in distress and are going to investigate.	91
1028	<p>CBP Jakarta ^{s47F} advised COMBPC, DCOMBPC, DOPS, AMSOC and BPC IC via e-mail that:</p> <ul style="list-style-type: none"> - DIAC LO Jakarta had received two SMS relating to a possible maritime distress: <ul style="list-style-type: none"> - SMS at 0351 local: “150 passingers will dye if dint get help they r in sea one pasingers hp no ^{s37(1)(b) & s47F}” - SMS at 0534 local: “Yes our ship is sinking” - Both SMS messages were received from phone number ^{s47F} 	90
1032	AMSOC emailed the CBP Jakarta info from 1028 to AMSA RCC.	109
1035	CBP DASH-8 aircraft advised AMSOC that it had located a vessel that appeared to require assistance (people bailing water) near the reported position. No signs of distress or imminent danger.	92 & 31 (31 from part 2)
1036	AMSA was advised the Customs aircraft was on-scene. It reported people on the upper deck bailing out water and, before it left the area, that MV HERMIA was on-scene and recovering people from the SIEV. Details were passed to BASARNAS, which took responsibility for any further communication with MV HERMIA.	28 (part 2)
1044	<p>CBP Jakarta ^{s47F} advised AMSOC and PSIAT that there was potential duplicate reporting:</p> <p>^{s33(a)(iii), s37(1)(b) & s47F}</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	96
1105	Director BPC operations requested that BPC-IC and CBP Jakarta reconcile the information received today and advise if there was specific information about any vessels (other than that being assisted in Sunda Strait) that required action	98
1111	AMSA RCC advised AMSOC that their reconciliation of the information was that the vessel currently being assisted was the only vessel in distress.	106
1121	<p>BPC-IC DO ^{s47F} e-mailed AMSOC asking for information to be passed to AMSA RCC with info about a vessel near Surabaya.</p> <p>Due to confusion that this info was related to the Sunda Strait vessel, Director BPC Operations asked BPC-IC DO ^{s47F} to confirm that the info suggested that there was a second boat in distress near Surabaya. BPC-IC DO undertook to make further enquiries</p>	110
1148	BPC-IC DO ^{s47F} advised Director BPC Operations and AMSOC Supervisor ^{s47F} that the assessment was that the information from the AFP regarding a vessel near Surabaya was related to the vessel being assisted in Sunda Strait.	111
1152	<p>DCBPC sent SMS update to CEO, COO, DCEO (Grant), COMBPC, CoS MHA:</p> <p><i>Update: RCC assess vessel in Sunda Strait is the only vessel in distress. BARSANAS has acknowledged and is coordinating response. A Dash 8 did get</i></p>	On phone record

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	<i>up and is providing imagery. Indicates people on board, with life jackets, calm waters surrounding. BPC-IC with PSIAT are assessing all info to determine if there are any other potential distress situations that may still exist. KZ</i>							
1208	CBP Jakarta ^{s47F} requested advice from AMSOC as to where the rescued mariners were being taken, and which merchant ship was involved. AMSOC Supervisor ^{s47F} advised that there was no info available as to the port where they would be taken. The MV HERMIA was the nearest merchant ship, however, there was no confirmation that the people had got off the vessel in distress.	112						
1223	<p>CNOC provided AMSOC with a copy of the SERCO Incident Report related to the 0726 info:</p> <p>INCIDENT DETAILS</p> <table border="1"> <tr> <td>Date</td> <td>8 Apr 2012</td> <td>Approx Time</td> <td>0355</td> <td>Location</td> <td>Main Reception</td> </tr> </table> <p>Report Details (Include names of staff involved and clients if any)</p> <p>I, ^{s47F} (MSS) on duty 7th April 2012 at NWP Main Reception from 18:15 to 06:30.</p> <p>At approximately 03:39 I received an outside call, and a male voice with an Indonesian accent in a calm manner told me that he had someone on a boat on it's way to Christmas Island. It left last night but is still in Indonesia waters. The boat had an hole in it and the caller was asking for help. He would not give his name or number and when I asked for the location of the boat the call went dead.</p> <p>At approximately 03:41 Delta One ^{s47F} was informed.</p> <p>At approximately 03:55 I got another outside call, from the same person, he gave me a name of a place (Java Samba) and told me that the boat was nine miles away it. He then gave me some number 0626439 E10 5 C52 3 and told me that is where the boat is. I was asked to put pressure on Indonesian Immigration to go and help them.</p> <p>At approximately 03:59 Delta One ^{s47F} was informed of this second phone call.</p> <p>At approximately 04:50 I received a call from a person identifying himself as ^{s47F} from Search and Rescua in Canberra who asked me to confirm the details of the two phone calls listed above.</p> <p>I submitt this report for your information.</p>	Date	8 Apr 2012	Approx Time	0355	Location	Main Reception	117
Date	8 Apr 2012	Approx Time	0355	Location	Main Reception			
1253	CBP Jakarta ^{s47F} provided AMSOC with an update about the possible vessel near Surabaya and provided details of the two lines of reporting from the AFP	122						
1259	^{s33(a)(iii)} ^{s47F} ^{s33(a)(iii)}	24 (part 2)						
1306	^{s33(a)(iii)} ^{s47F} ^{s33(a)(iii)}	119 & 120						

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	s33(a)(iii) [REDACTED]	
1340	AMSA confirmed that Phone Number s37(1)(b) & s47F has been identified as belonging to person named s37(1)(b) & s47F who is onboard the vessel in distress and being rescued in the Sunda Strait.	111
1352	SMS from KZ to CEO, COO, DCEO (Grant), COMBPC, CoS MHA: <i>Update: Information from RCC confirming a number of interest is on the vessel in Sunda Strait allows us to believe this is the only vessel of distress. The vessel has declined assistance from merchant vessel close by. Post advises assistance from Indonesian authorities is being sought. KZ</i>	On phone record
1428	AMSOC emailed CBP Jakarta information from 1306 to AMSA RCC.	121
1414	DCBPC sent SITREP to BPC SIEV SITREP Notification: The vessel requesting assistance has been located in Sunda Strait and the situation being coordinated by BASARNAS. No further BPC involvement at this stage in respect to this matter and no further information expected from RCC is anticipated (as BASARNAS has coord.)	125
1414	AMSA RCC provided AMSOC with an update from MV HERMIA advising that: MV HERMIA has 67 PII on board but indicated the remaining PII do not want to leave the vessel. MV HERMIA is awaiting instruction from the Indonesian authorities.	127
1500	CBP Jakarta s47F called BASARNAS and was advised: Three MV's responded to distress call. Flags: Libya, Singapore and China, MV HERMIA pick up survivors, MV HERMIA has requested an escort and assistance for onwards transfer of survivors, BASARNAS have sent police boat (boat number s33(a)(iii) & s47E) to last position. Steaming time is ~2hrs, a total of 40 PII associated with distress according to HERMIA.	24 (part 2)
1513	CBP Jakarta s47F provided update to AMSOC, BPC IC, DCBPC and PSIAT: Surabaya distress situation relates to the Sunda Strait vessel, PolAIR is deploying a vessel to the reported location to secure PII.	140
1514	AMSA RCC requested AMSOC advice and provides update from MV HERMIA: 80 PII onboard MV HERMIA, with some refusing to leave their vessel. Some PII are injured, and are requesting to come to Australia. MV HERMIA request humanitarian organisation is contacted.	141
1644	COMBPC advised AMSA s47F via email that AMSA should liaise with PM&C, DFAT and DIAC to address the matter that some of those rescued may be seeking asylum in Australia.	2 (part 2)
1803	AMSA RCC sent request for assistance to BASARNAS (BPC AMSOC cc'd). MV HERMIA has concerns for her safety as she will soon have 120 persons on board and is yet to receive assistance from Indonesian vessels. RCC request BASARNAS make direct contact with MV HERMIA and provide details of rescue vessels including estimated times of arrival.	8 (part 2)
2001	s33(a)(iii) [REDACTED]	24 (part 2)

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SITUATION REPORT 1
DISTRESSED PIIs VESSEL AND THE MV HERMIA

1. Around 0600 on 8 April, Border Protection Command (BPC) was advised by AMSA of a possible search and rescue (SAR) situation off Christmas Island. AMSA sought advice on the availability of BPC assets for possible SAR tasking.
2. Early information received by AMSA (RCC) from a male in Indonesia indicated a vessel with 100 people on board was in distress and passengers were jumping overboard. Other reports provided to Australian agencies that day suggested the boat was sinking and that 150 passengers would die without assistance.
3. The initial picture of the vessel's location was confused. AMSA was informed the vessel in distress was located at 06 26 43.9S 105 05 2E (south of the Sunda Strait; Attachment A) however reporting also suggested two other locations - north of Timor and "near Surabaya". Working throughout that morning, agencies were able to acquit these as likely locations.
4. An ACBPS DASH-8 aircraft assigned to AMSA (RCC) for SAR tasking identified a vessel at the coordinates provided (Attachment B) and observed passengers on the deck bailing water. The vessel appeared high in the water and no people were visible in the water. The DASH-8 also established communications with a merchant ship in the area.
5. In response to a request from AMSA, BASARNAS accepted coordination of the response to the incident.
6. Three Merchant Vessels (MV) responded to a call for assistance issued by BASARNAS, including the Singapore-flagged MV HERMIA.
7. s33(a)(iii) & s47E(d)
8. MV HERMIA managed to bring the distressed vessel alongside and began the embarking passengers (Attachment C). The Master of the MV HERMIA observed "a lot of water inside the boat" and that only 67 of the passengers of up to 120 passengers had embarked, with the remainder unwilling to do so.
9. The passengers told the Master of MV HERMIA that they were from Afghanistan and had been treated badly in Indonesia. They requested to go to Australia to seek asylum. The Master requested BASARNAS contact a "humanitarian organisation".
10. In response to a request from the MV HERMIA for Indonesian assistance and an escort, Indonesian PolAIR dispatched an asset to the vessel's location. PolAIR later reported that all passengers (approx. 120) had been boarded onto the MV HERMIA and that it was escorting it to Merak (around 4 hours away) where passengers would be disembarked. A BASARNAS vessel also escorted the MV HERMIA to Merak.
11. During the transit of the MV HERMIA to Merak, the International Organisation for Migration (IOM) and Indonesian Immigration (Immigrasi) were contacted and requested to attend disembarkation.
12. After the MV HERMIA arrived at Merak (9 April), PolAIR and the Indonesian ports authority (KPLP) reported that the passengers had disembarked.
13. It later became apparent through revised PolAIR and IOM reporting that only some passengers had disembarked (approx 40-50) and that these had subsequently re-embarked the MV HERMIA.
14. All passengers remain on the MV HERMIA and have indicated they will not disembark unless their application for asylum is considered by Australian authorities. It is understood that IOM is currently negotiating with the passengers.
15. This matter has generated media attention in Australia and Indonesia.

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Attachment A Removed

Exempt Information

Sections 37(1)(b) & 47E(d)

Attachment C

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CUSTOMS AND BORDER PROTECTION TALKING POINTS	
Subject	Rescued Asylum Seekers aboard MT <i>Hermia</i>
Last updated	12 April 2012
Media officer	Mel ex 6793

Talking Points

- The 120 asylum seekers on board the Panamanian-flagged tanker ship MV *Hermia*, moored in the port of Merak, West Java disembarked on 11 April 2012 without incident or injury, in the presence of the UNHCR and International Organisation for Migration.
- Indonesian Immigration is currently determining where these asylum seekers will be held.
- The *MV Hermia* rendered assistance to the asylum seekers at sea following a distress call from their vessel on the morning of 8 April. The vessel was located in the Sunda Strait between Java and Sumatra. The *Hermia* responded in accordance with established international law to ensure safety of life at sea.
- The rescue was coordinated by the Indonesian search-and-rescue authority BASARNAS. AMSA's Rescue Coordination Centre initially received a call from a passenger onboard the vessel in distress and all information was passed to BASARNAS for implementation of response actions.
- As the stricken vessel was in Indonesian waters - the Sunda Strait - the Indonesian search-and-rescue authority, BASARNAS, coordinated the rescue. Indonesian authorities are responsible for managing the situation. They are doing so cooperatively with relevant international organisations.
- Media reporting claiming the vessel was in international waters has not been confirmed.
- Questions about the ongoing management of this group should be put to the Indonesian Government as this is an Indonesian Government matter.
- Jakarta-based AFP officers alerted Indonesian authorities about a vessel in distress on 8 April 2012.
- AMSA received a number of calls in relation to this incident, from people both in Indonesia and onboard the vessel. The information gained from these calls led to confirmation the vessel was in Indonesia's search and rescue region.
- As the incident occurred in Indonesian waters, it is a matter for the Indonesian National Police (INP). It would be inappropriate to comment further.

- The AFP works closely with foreign law enforcement, in particular with the Indonesian National Police, to prevent people smuggling ventures before they depart Indonesia.
- The offshore disruption of people smuggling has benefited substantially through the AFP International Network which works closely with police agencies in a number of countries to facilitate the liaison and coordination required to disrupt maritime people smuggling ventures.
- The AFP shares a strong and productive relationship with the INP and shares a joint commitment to the fight against people smuggling and all forms of transnational crime.

Risks of people smuggling

- The events surrounding the rescue of around 120 asylum seekers by the Panamanian-flagged tanker ship MV Hermia illustrate the dangers of maritime people smuggling ventures from Indonesia to Australia.
- People smuggling syndicates are unscrupulous criminal organisations. The vulnerable people paying for these services risk their lives and cannot be guaranteed the outcome for which they have paid.
- These events reinforce that irregular maritime movements are a regional problem requiring a regional solution. Indonesia, along with other members of the Bali Process, is a key contributor to this regional solution.
- The situation the asylum seekers' vessel found itself in is another demonstration of the risks of irregular migration and the exploitation of the vulnerable by people smugglers.
- The Australian Government is doing everything it can with our Indonesian partners to prevent these dangerous vessels from embarking.
- Australia will continue to cooperate with Indonesia as a close regional partner in the fight against people smuggling.

Cleared by	Title	Date
s47F	AMSA	12/4/2012
Nil	DIAC	12/4/2012
s47F	DFAT	12/4/2012
	PM&C	12/4/2012
s47F	BPC	12/4/2012
	AFP	12/4/2012