

REPORT for AUGUST 2012

1 August 2012 - 31 August 2012

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CONTENTS

3 Executive Summary

4 Situation Update

6 Location of Incidents

8 Case Studies of Selected Incidents

13 Conclusion

14 Appendices

Definitions & Methodology in Classifying Incidents

Description of Incidents

Maritime Safety Committee (MSC) Circulars on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships

Contact Details of ReCAAP Focal Points / Contact Point

Acknowledgements



EXECUTIVE SUMMARY

A total of six incidents of robbery against ships were reported in Asia in August 2012. Compared to August 2010 and August 2011, the total number of incidents reported in August 2012 had decreased. A total of 19 incidents were reported in August 2010 and 12 incidents reported in August 2011.

Of the six incidents reported in August 2012, two were Category 2 incidents, one was a Category 3 (less significant) incident and three were petty theft (minimum significant) incidents. There was no incident of piracy and no attempted incidents reported in August 2012. The two Category 2 incidents involved tug boats towing barges while underway in the Straits of Malacca and Singapore. Details of the incidents reported in August 2012 are described in the Appendix.



SITUATION UPDATE

Significance Level of Incidents

A total of six incidents were reported in August 2012¹. Of these, two were Category 2 (moderately significant) incidents, one was a Category 3 (less significant) incident and three were petty theft (minimum significant) incidents.

While the number of Category 3 and petty theft incidents had remained consistent over the last two years, there has been a decrease in the number of Category 2 incidents in August 2012 compared to August 2010 and August 2011. No Category 1 incidents were reported in August 2012. Chart 1 below shows the significance level of actual incidents reported during August of 2010-2012.

Number of Incidents

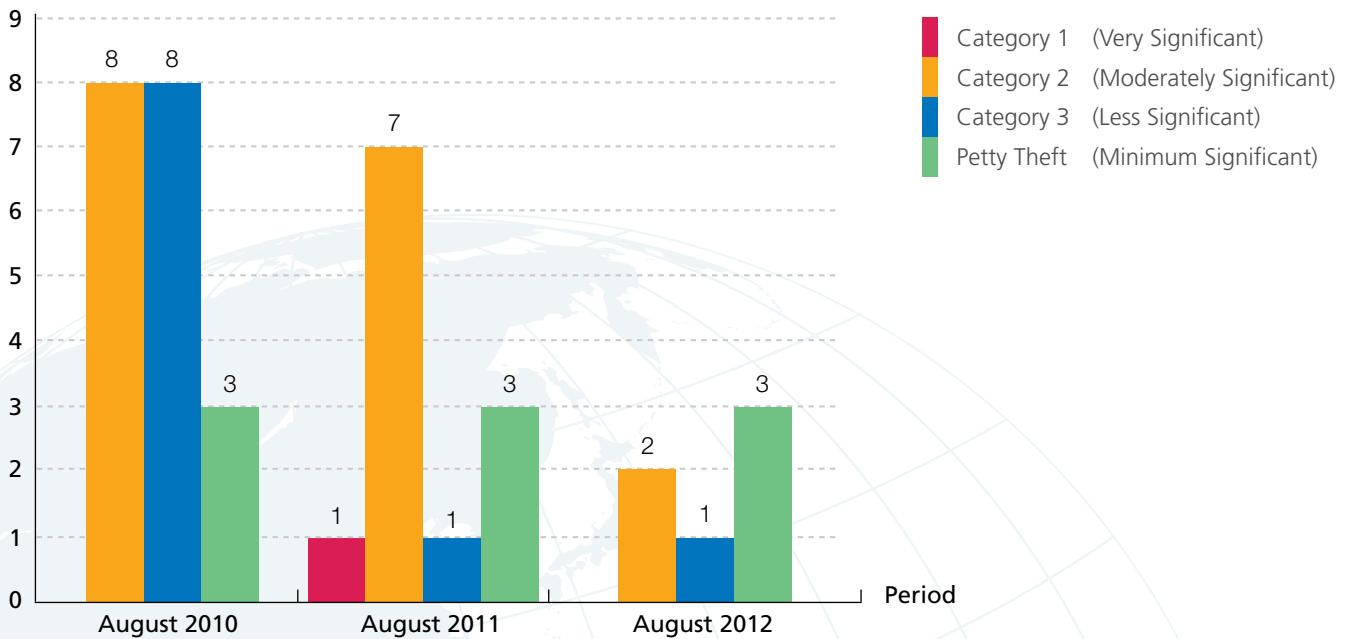


Chart 1 – Significance level of actual incidents reported in August (2010-2012)

¹ The ReCAAP ISC had received information about another five incidents that had occurred in August 2012. These incidents had not been included in this August 2012 report yet as the ReCAAP ISC is verifying and gathering information on the incidents from the relevant ReCAAP Focal Points.



SITUATION UPDATE

Category 2 incident

Majority of the Category 2 incidents reported during the three-year reporting period involved vessels while underway. Of the 17 Category 2 incidents reported, 12 involved vessels while underway and five involved vessels at anchor. Compared to August of 2010 and 2011, there has been a decrease in the number of Category 2 incidents in August 2012. In August 2012, the two Category 2 incidents involved tug boats towing barges while underway in the Straits of Malacca and Singapore. The modus operandi displayed by the robbers in both incidents appeared to be similar. In both incidents, the robbers armed with knives boarded the vessel between 0200 hrs and 0230 hrs, committed robbery onboard the tug boats and escaped after robbing the crew of their personal belongings.

Category 3 and Petty Theft incident

During the three reporting periods, a total of 10 Category 3 incidents were reported. Majority of the incidents were reported in August 2010, and occurred at the ports and anchorages in Bangladesh (four incidents) and Indonesia (three incidents). However, the situation in Bangladesh had improved in the past two years with no reported incidents in August 2012.

During August of 2010-2012, the number of petty theft incidents remained constant throughout. In August 2012, the three petty theft incidents occurred off Tanjung Priok and off Pulau Batam. In all three incidents, the robbers boarded the vessels and escaped with stolen items immediately when the crew raised the alarm.



LOCATION OF INCIDENTS

	August 2010		August 2011	August 2012
	Actual	Attempted	Actual	Actual
South Asia				
Bangladesh	4		1	
Sub-total	4		1	
Southeast Asia				
Indonesia	6		6	4
Malaysia	2		1	
Philippines	1			
Singapore			1	
South China Sea	5	3	1	
Straits of Malacca and Singapore		1	2	2
Vietnam	1			
Sub-total	15	4	11	6
Overall Total	19	4	12	6

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

All six incidents reported in August 2012 occurred in the Southeast Asian region. Compared to August 2010 and 2011, there has been an improvement in South Asia with no incident reported in Bangladesh. In Southeast Asia, improvements were observed in Indonesia and the South China Sea in August 2012.

Map 1 shows the location of all incidents reported in August 2012².

² The maps used in this report are for illustrative purposes only. They are not drawn to scale, and do not imply the opinion on the part of the ReCAAP ISC concerning the status of any country or territory, or the delimitation of frontiers or boundaries.



LOCATION OF INCIDENTS

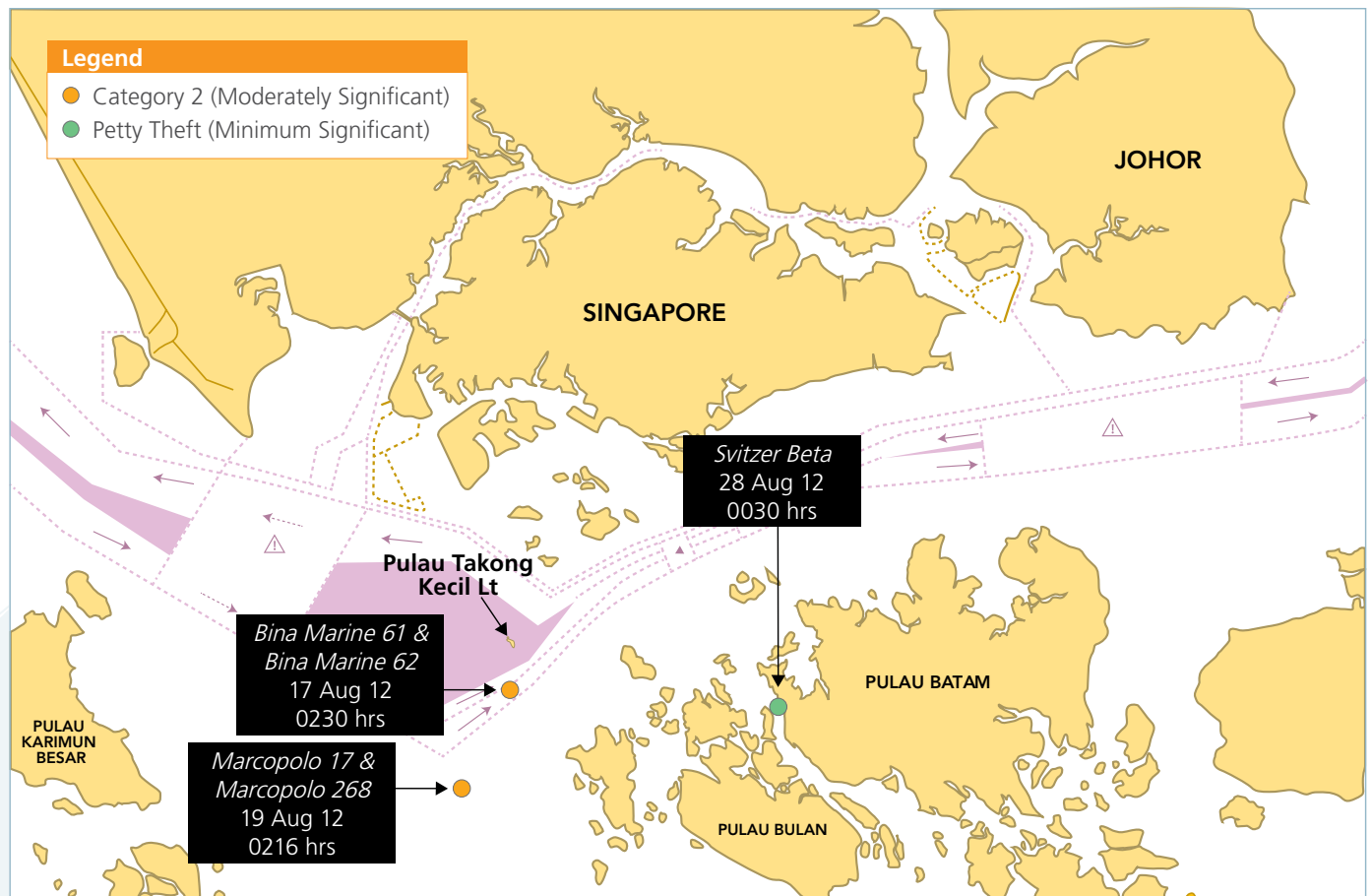




CASE STUDIES OF SELECTED INCIDENTS

Incidents involving tug boats

In August 2012, three incidents involving tug boats were reported. Of these, two were Category 2 incidents involving tug boats while underway in the Straits of Malacca and Singapore; and one was a Category 3 incidents occurred when the tug boat was berthed at a yard off Pulau Batam. Refer to map below. The details of the incidents are described below.



Map 2 - Approximate location of incidents at Pulau Batam and the Straits of Malacca and Singapore



CASE STUDIES OF SELECTED INCIDENTS

Incident onboard tug boat, *Bina Marine 61* towing barge, *Bina Marine 62* on 17 Aug 12

Name of Ship <i>Bina Marine 61</i>	Name of Ship <i>Bina Marine 62</i>
Type of Ship Pusher tug	Type of Ship Barge
Flag of Ship Singapore	
IMO No. 9572161	
GT 149	

On 17 Aug 12 at or about 0230 hrs (local time) while enroute from Pulau Karimun, Indonesia to Singapore, a Singapore-registered pusher tug, *Bina Marine 61*, towing barge, *Bina Marine 62* was underway at approximately 1.3 nm south of Pulau Takong Kecil Lt, Indonesia (01° 04.32' N, 103° 42.78' E) when two robbers armed with sharp weapons boarded the pusher tug. The robbers tied the master and the crew, and escaped with their personal belongings including cash, mobile phones and laptop. The crew was not injured. The master reported the incident to the Port Operations Control Centre (POCC), Singapore, which is also the ReCAAP Focal Point (Singapore). The POCC, Singapore initiated a broadcast to alert mariners in the vicinity, and informed the Republic of Singapore Navy (RSN), Singapore's Police Coast Guard (PCG), MRCC (KL) and MRCC (Jakarta).



CASE STUDIES OF SELECTED INCIDENTS

Incident onboard tug boat, *Marcopolo 17* towing barge, *Marcopolo 268* on 19 Aug 12

Name of Ship
Marcopolo 17

Type of Ship
Tug boat

Flag of Ship
Indonesia

GT
149

Name of Ship
Marcopolo 268

Type of Ship
Barge

Two days later, on 19 Aug 12 at or about 0216 hrs (local time), an Indonesia-registered tug boat, *Marcopolo 17* towing barge, *Marcopolo 268* while underway at approximately 6.6 nm south-southeast of Pulau Takong Kecil Lt, Indonesia (01° 00.42' N, 103° 39.96' E) when four robbers armed with knives boarded the vessel from a speedboat. They escaped with the crew's personal belongings, rice and ration. The crew was not injured. The master reported the incident to the POCC, Singapore who initiated a broadcast to alert mariners in the vicinity, and informed the RSN, Singapore's PCG, MRCC (KL) and MRCC (Jakarta).

Incident onboard tug boat, *Svitzer Beta* on 28 Aug 12

Name of Ship
Svitzer Beta

Type of Ship
Tug boat

Flag of Ship
Singapore

IMO No.
9592410

GT
906

On 28 Aug 12 at or about 0030 hrs (local time), the Singapore-registered tug boat, *Svitzer Beta* was berthed at P.T. Global Industries Yard, Pulau Batam, Indonesia (01° 03.39' N, 103° 54.48' E) when two robbers boarded the tug boat from a small boat. The duty AB on the deck spotted the robbers attempting to steal ship stores. The alarm was raised and the robbers escaped empty-handed.



CASE STUDIES OF SELECTED INCIDENTS

Observations

In the incidents involving tug boats, *Bina Marine 61* and *Marcopolo 17*, the robbers were armed, more aggressive and stole the crew's personal belongings. In contrast, incident involving *Svitzer Beta* was less severe as the robbers boarded the vessel unnoticed, avoided being sighted by the master and crew; and escaped immediately when they knew that the crew had been alerted to their presence.

Comments

The ReCAAP ISC urges masters and crew of tug boats to maintain vigilance and exercise enhanced anti-piracy watch when manoeuvring their tugs and barges in the Straits of Malacca and Singapore. Tug masters are strongly encouraged to adhere to the "*Guidelines for Tug Boats and Barges Against Piracy and Sea Robbery*" which was jointly produced by the ReCAAP ISC and the Information Fusion Centre (IFC), as shown below. A copy of the poster can be download from the ReCAAP ISC website at www.recaap.org.

Guidelines for Tug Boats and Barges Against Piracy and Sea Robbery

Pre-Sailing Checklist

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

Advice for Master and Crew During Sailing

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

Country	Agency in Charge
Brunei	National Maritime Coordination Centre (NMCC) +65-3223-3781 +67-2717-6322
Cambodia	Merchant Marine Department +85-5-2386-4110
Philippines	Philippine Coast Guard PCG Action Centre - PACC (Manila) +63-2-527-3877
Singapore	Maritime and Port Authority Port Operations Control Centre (POCC) +65-6228-5539 +65-6228-2493
Thailand	Royal Thai Navy +66-2-475-3246
Vietnam	Vietnam Marine Police +84-4-3355-4378
Malaysia	Malaysian Maritime Enforcement Authority (MMEA) +607-2199410 +607-2199437
Indonesia	Indonesian Authorities +65-83420643 +65-86248965
IFC	Information Fusion Centre, Singapore +65-6594-5720 +65-8624-8965



CASE STUDIES OF SELECTED INCIDENTS

In all three incidents, the robbers took advantage of the darkness and the fatigue of the crew as the time of the boarding occurred between 0030 hrs and 0330 hrs. The ReCAAP ISC encourages ship masters to report all actual and attempted incidents to the coastal State immediately.

The ReCAAP ISC urges the littoral States to enhance joint patrol and step up surveillance within their area of responsibilities in the Straits of Malacca and Singapore.





CONCLUSION

In August 2012, the number of incidents of robbery against ships in Asia has decreased compared to the same period in the past two years. Improvements were observed in the South China Sea and at the ports and anchorages in Bangladesh and Indonesia.

Incidents involving tug boats is a concern with three incidents reported in August 2012. Tug boat master and crew are encouraged to heighten their vigilance and adhere to the guidelines for tug boats and barges as depicted in the poster on "Guidelines for Tug Boats and Barges Against Piracy and Sea Robbery".





APPENDICES

Definitions & Methodology in Classifying Incidents

Definitions

Piracy, in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS), is defined as:

1. "Piracy" means any of the following acts:
 - (a) any illegal act of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:
 - (i) on the high seas, against another ship, or against persons or property on board such ship;
 - (ii) against a ship, persons or property in a place outside the jurisdiction of any State;
 - (b) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;
 - (c) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

Armed Robbery Against Ships, in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025(26), is defined as:

2. "Armed robbery against ships" means any of the following acts:
 - (a) any illegal act of violence or detention, or any act of depredation, or threat thereof, other than an act of "piracy", committed for private ends and directed against a ship, or against persons or property on board such ship, within a State's internal waters, archipelagic waters and territorial sea;
 - (b) any act of inciting or of intentionally facilitating an act described above.



APPENDICES

Petty theft is defined as whoever, intending to dishonestly take any moveable property out of the possession of any person/vessel without the person/owner's consent, moves that property for private gains, is said to commit theft. For purpose of classifying an incident as petty theft, the classification methodology is adopted with the following pre-requisites:

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

Methodology in classifying incidents

To provide some perspective on incidents of piracy and armed robbery, the ReCAAP ISC evaluates the significance of each incident in terms of two factors – the level of violence and the economic loss incurred. The indicators for these two factors are as follows:

- Violence Factor.** This factor refers to the intensity of violence in an incident, and the three indicators used to determine this are:
 - Type of weapons used.** Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered more violent.
 - Treatment of the crew.** Incidents where pirates/robbers kill or kidnap crew are deemed to be more violent compared to petty thieves who flee upon being noticed. Other cases could include threatening crew members, assault, or serious injury.
 - Number of pirates/robbers engaged in an attack.** As a rule, an incident where a larger number of pirates/robbers were involved would be considered more significant as having a large capacity (as well as probability) for use of force. A larger number of pirates/robbers may also indicate the involvement of gangs or organised syndicates rather than petty and opportunistic pirates who generally operate in small groups.



APPENDICES

- b. **Economic Factor.** This factor takes into consideration the type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo onboard or theft of the vessel.

Using these indicators, the ReCAAP ISC classifies all incidents into one of the three categories to determine their overall significance.

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

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





APPENDICES

Description of Incidents

Actual Incidents

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

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1	<i>Ruby Indah</i> Bulk carrier Singapore 9172416 43217	06/08/12 0230 hrs	06° 00.30' S, 106° 53.59' E Jakarta Anchorage, Indonesia	<p>While at anchor, four robbers boarded the bulk carrier and broke open the aft store. The duty officer spotted the robbers, raised the alarm and grappled two of the robbers while the other two escaped with part of a breathing apparatus. The robbers who were grappled with by the duty officer managed to escape when approached by the other crew. All crew was reported to be safe.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
2	<i>Bina Marine 61</i> Tug boat Singapore 9572161 149 <i>Bina Marine 62</i> Barge	17/08/12 0230 hrs	01° 04.32' N, 103° 42.78' E Approximately 1.3 nm south of Pulau Takong Kecil Lt, Indonesia (Straits of Malacca & Singapore)	<p>While the pusher tug towing a barge was enroute from Pulau Karimun, Indonesia to Singapore, two robbers armed with sharp weapons boarded the pusher tug. The robbers tied the master and the crew, and escaped with their personal belongings including cash, mobile phones and laptop. The crew was not injured. The master reported the incident to the POCC, Singapore, which is also the ReCAAP Focal Point (Singapore). The POCC, Singapore initiated a broadcast to alert mariners in the vicinity, and informed the RSN, Singapore's PCG, MRCC (KL) and MRCC (Jakarta).</p> <p>[ReCAAP Focal Point (Singapore)]</p>
3	<i>Pacific Buccaneer</i> Supply vessel Singapore 9149445 1974	17/08/12 0310 hrs	01° 06.30' N, 104° 10.40' E Kabil Anchorage, Indonesia	<p>While at anchor, the duty IR spotted a robber on the main deck during his internal accommodation rounds. He immediately notified the bridge officer who raised the alarm. The robbers escaped in a small wooden boat heading in the direction towards the shore. There were about four to five robbers sighted in the small boat. A check revealed that some shackles, pipe fittings, break coupling and stainless steel pin were stolen. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>



APPENDICES

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
4	<i>Marcopolo 17</i> Tug boat Indonesia 100 <i>Marcopolo 268</i> Barge	19/08/12 0216 hrs	01° 00.42' N, 103° 39.96' E Approximately 6.6 nm south- southeast of Pulau Takong Kecil Lt, Indonesia (Straits of Malacca & Singapore)	While the tug boat towing a barge was underway, four robbers armed with knives boarded the vessel from a speedboat. They escaped with the crew's personal belongings, rice and ration. The crew was not injured. The master reported the incident to the POCC, Singapore who initiated a broadcast to alert mariners in the vicinity, and informed the RSN, Singapore's PCG, MRCC (KL) and MRCC (Jakarta). [ReCAAP Focal Point (Singapore)]
5	<i>Svitzer Beta</i> Supply vessel Singapore 9592410 906	28/08/12 0030 hrs	01° 03.39' N, 103° 54.48' E P.T. Global Industries Yard, Pulau Batam, Indonesia	While at berth, two robbers boarded the tug boat from a small boat. The duty AB on the deck spotted the robbers attempting to steal ship stores. The alarm was raised and the robbers escaped empty-handed. [ReCAAP Focal Point (Singapore)]
6	<i>Taiho Maru</i> Bulk carrier Panama 9140358 40322	31/08/12 0415 hrs	01° 42.80' N, 101° 27.90' E Dumai Anchorage, Indonesia	While at anchor, three robbers armed with long knives approached the bulk carrier in a small boat. Two robbers boarded the vessel and took the duty O/S hostage. The duty A/B saw the incident, raised the alarm and alerted the crew. The shore security onboard the carrier convinced the robbers to free the O/S. After releasing the O/S, the robber escaped in their small boat. The crew was not injured. [ReCAAP Focal Point (Japan)]



APPENDICES

Maritime Safety Committee (MSC) Circulars on preventing and suppressing acts of piracy and armed robbery against ships

The Maritime Safety Committee (MSC) at its eighty-sixth session (27 May 09 to 5 Jun 09) reviewed MSC/Circ.622/Rev.1 on "Recommendations to governments for preventing and suppressing piracy and armed robbery against ships" and MSC/Circ.623/Rev.3 on "Guidance to ship owners, ship operators, ship masters and crew on preventing and suppressing acts of piracy and armed robbery against ships".

In the revised MSC circulars², the ReCAAP ISC is recognized as one of the agencies in preventing and suppressing piracy and armed robbery against ships in Asia. The revised circulars include a flow diagram on the procedure for reporting incidents of piracy and armed robbery against ships in Asia. Refer to Diagram 1 on the flow diagram.

The reporting procedure stipulates that ship masters are to report all incidents of piracy and armed robbery against ships to the Rescue Coordination Centre (RCC) of the coastal States immediately; and ship owners and ship operators to report the incidents to the ReCAAP Focal Points. Prompt reporting to the nearest coastal State also facilitates 'ownership' to the incident and enable the law enforcement agencies to address appropriate responses as these incidents are under their respective national policies. Some of the ReCAAP Focal Points are the RCCs of the ReCAAP Contracting Parties. The contact details of the ReCAAP Focal Points/Contact Point are shown in Table 2.

Recommendation

Multi-channel reporting and timeliness of reports enable the ReCAAP ISC to issue Incident Alerts to warn seafarers and the maritime community about the incidents. In addition, it provides inputs from alternate sources which facilitate data verification, information collation and comprehensive analysis in deriving trends and patterns, and production of value-added reports for sharing with ship masters, ship owners, ship operators and the maritime community at large.

² The MSC.1/Circ.1333 and MSC.1/Circ.1334 have replaced MSC/Circ.622/Rev.1 and MSC/Circ.623/Rev.3 respectively.



APPENDICES

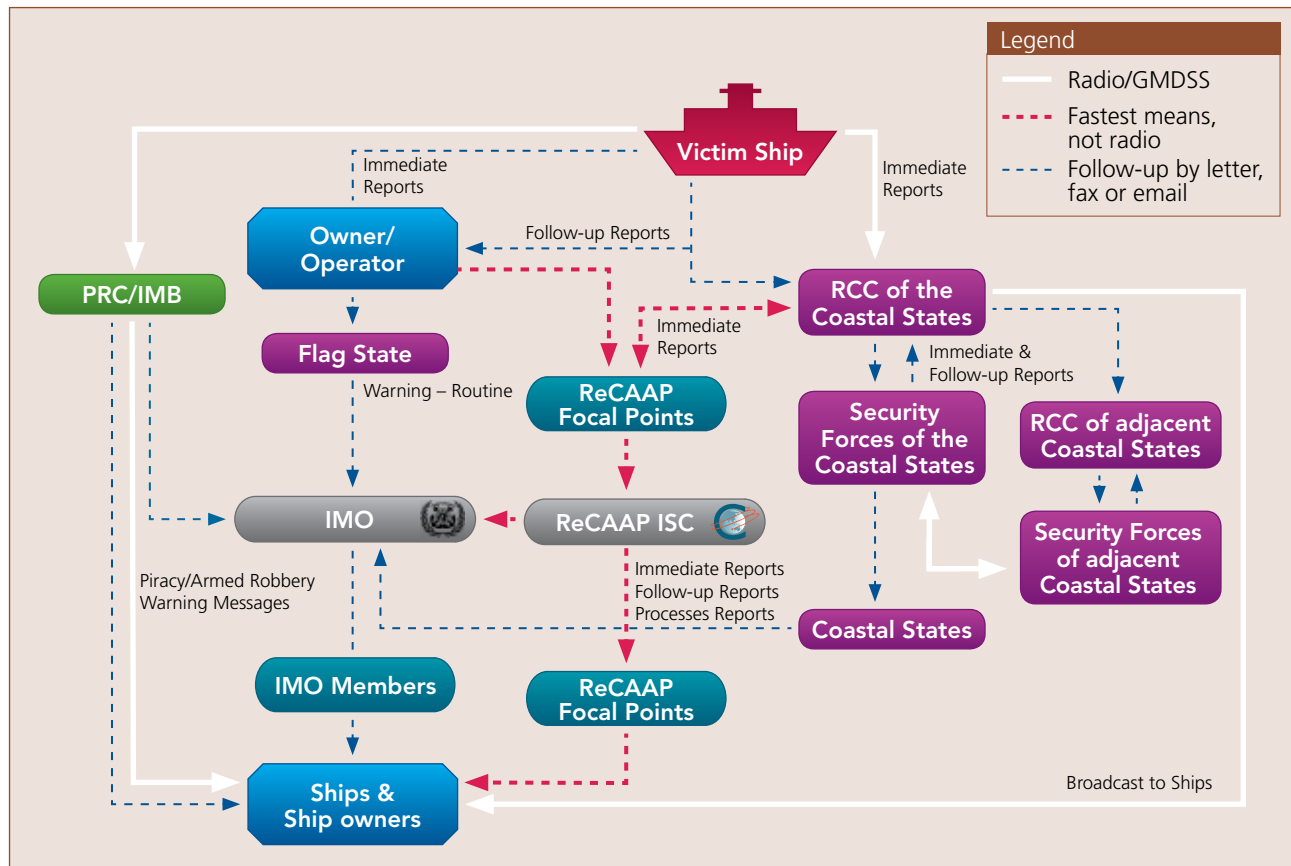


Diagram 1 – Flow Diagram for Reporting Incidents in Asia

Notes:

1. The RCCs of some ReCAAP Contracting Parties are also their ReCAAP Focal Points. These Focal Points also disseminate incident information internally to their respective RCCs, maritime authorities and law enforcement agencies as appropriate.
2. The ReCAAP Focal Points are governmental agencies designated by the respective Contracting Parties of the ReCAAP Agreement.
3. The incident reporting process in Asia does not change other reporting processes for incidents already in practice.



APPENDICES

Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
People's Republic of Bangladesh		
Department of Shipping Email: dosdgdbd@bttb.net.bd	+88-02-9554206	+88-02-7168363
Brunei Darussalam		
National Maritime Coordination Centre (NMCC) Email: P2MK@jpm.gov.bn	+67-3223-3751 +67-3717-6322	+67-3223-3753
Kingdom of Cambodia		
Merchant Marine Department Email: mmd@online.com.kh	+85-5-2386-4110	+85-5-2386-4110
People's Republic of China		
China Maritime Search and Rescue Centre (Beijing) Email: cnmrcc@mot.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
Kingdom of Denmark		
Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-3917-4400 +45-3917-4699	+45-3917-4401
Republic of India		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: 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.s.go.kr	+82-2-2110-8864 +82-2-2110-8865 +82-2-2110-8866 +82-2-2110-8867	+82-2-503-7333
Lao People's Democratic Republic		
Department of Foreign Relations Ministry of Public Security Email: keomps@yahoo.com	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547



APPENDICES

Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
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
Kingdom of Norway		
Norwegian Maritime Authority Email:morten.alsaker.lossius@sjofartsdire.no	+47-5274-5130 +47-5274-5000	+47-5274-5001
Republic of the Philippines		
Philippine Coast Guard PCG Action Centre-MRCC (Manila) PCG Hot Text Email:cg2@coastguard.gov.ph pcg_cg2@yahoo.com	+63-2-527-3877 +63-2-527-8481 to 89 (ext: 6136/6137) +63-917-724-3682 (Text Hotline)	+63-2-527-3877
Republic of Singapore		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email:pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
Democratic Socialist Republic of Sri Lanka		
Sri Lanka Navy Operations Centre Email:nhqsoo@navy.lk nhqsoo@yahoo.com	+94-1-1244-5368	+94-1-1244-9718
Kingdom of Thailand		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email:miscdutyofficer@misc.go.th	+66-2475-5432	+66-2475-4577
United Kingdom		
National Maritime Information Centre Ops Centre Email : nmic-group@mod.uk	+44(0)1923 956128	+44(0)1923 956133
Socialist Republic of Viet Nam		
Vietnam Marine Police Email:phongqhqtcsb@vnn.vn vietnamfocalpoint@yahoo.com.vn	+84-4-3355-4378	+84-4-3355-4363

Table 2 – Contact Details of ReCAAP Focal Points / Contact Point

Correct as at 13 September 2012



APPENDICES

Acknowledgements

The ReCAAP ISC makes use of various sources of information in producing its reports. The primary source is the ReCAAP ISC's Information Network System (IFN). Where necessary, the ReCAAP ISC leverages on other secondary sources of information, including those from the International Maritime Organization (IMO), the Information Fusion Centre (IFC), the Malaysian and Indonesian authorities, the commercial entities (such as shipping companies, ship owners, ship operators, ship agents etc.) and other publicly available sources to facilitate analysis on patterns and trends, and to make recommendations. The ReCAAP ISC makes every effort to acknowledge these sources.

