

REPORT for OCTOBER 2012

1 October 2012 - 31 October 2012

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EXECUTIVE SUMMARY

A total of 11 incidents were reported in October 2012. Of these, five were Category 2 (moderately significant) incidents, two were Category 3 (less significant) incidents, three were petty theft (minimum significant) incidents and one was an attempted incident. Compared to October of 2010 and 2011, the total number of incidents reported in October 2012 has decreased.

Notably, there has been an increase in the number of Category 2 incidents, but a decrease in the petty theft incidents in October 2012 compared to the same period in 2010 and 2011. The number of Category 3 incidents had however, remained fairly consistent throughout the three reporting periods in October of 2010-2012.

Details of the incidents reported in October 2012 are described in the Appendix of this report.

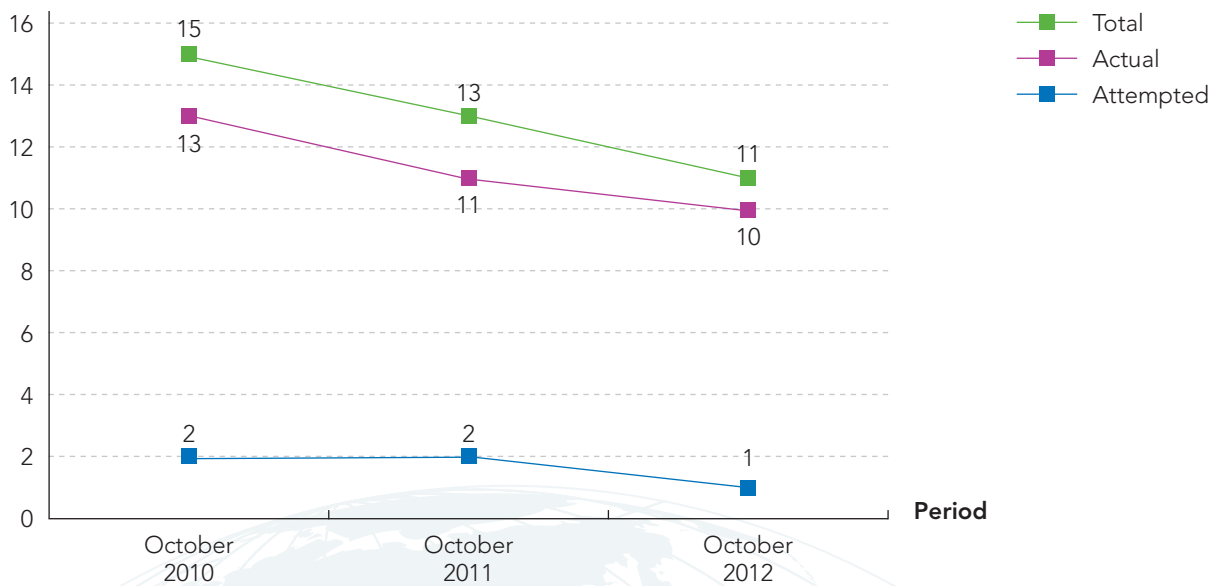


SITUATION UPDATE

Number and Significance Level of Incidents

A total of 11 incidents, comprising 10 actual incidents and one attempted incident, were reported in October 2012. The situation has improved in October 2012 compared to the same period in 2010 and 2011. Refer to Graph 1 below.

Number of Incidents



Graph 1 – Total number of incidents reported in October (2010-2012)

Of the 11 incidents reported during October 2012, five were Category 2 (moderately significant) incidents, two were Category 3 (less significant) incidents, three were petty theft (minimum significant) incidents and one was an attempted incident. Chart 1 shows the significance level of actual incidents reported during October of 2010-2012.



SITUATION UPDATE

Number of Incidents

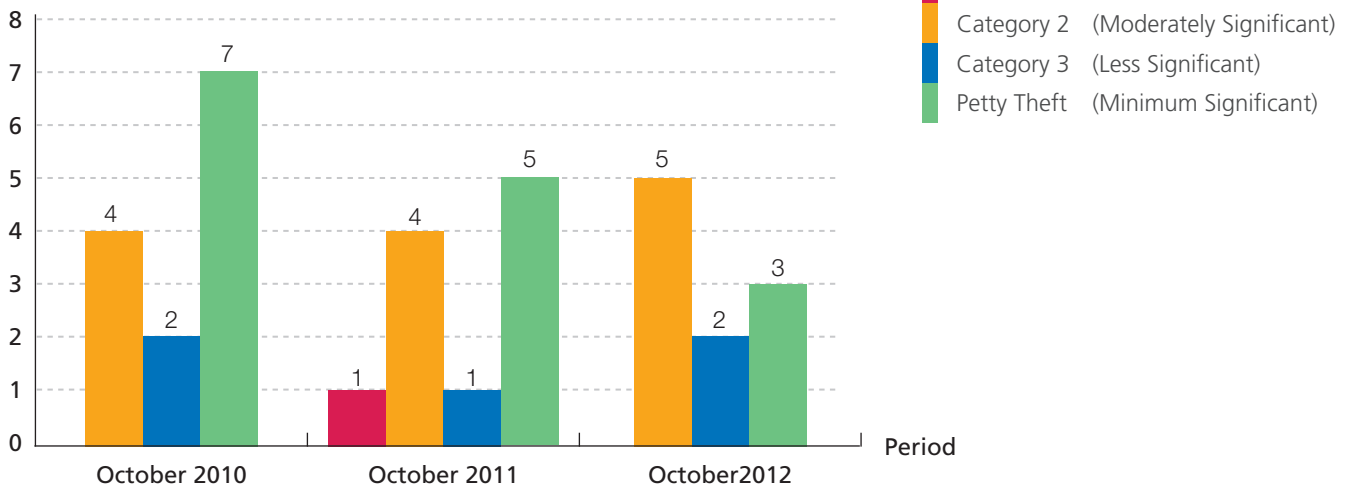


Chart 1 – Significance level of actual incidents reported in October (2010-2012)

The number of Category 2 incidents reported in October 2012 had slightly increased compared to October of 2010 and 2011, while the number of Category 3 had not varied much throughout the three reporting periods. On the contrary, the number of petty theft incidents was on a downward trend since October 2010. No Category 1 incident was reported in October 2012 compared to October 2011 when one Category 1 incident was reported.

Category 3 and Petty Theft incident

While the number of Category 3 incidents has remained fairly consistent throughout October of 2010-2012, there has been a decline in the number of petty theft incidents since October 2010.

During October 2012, five Category 3 and petty theft incidents were reported comprising four incidents in Indonesia and one incident in Bangladesh. The robbers operated in groups of three to seven men and were not armed. The incidents occurred during hours of darkness (between 2200 hrs and 0545 hrs) and the robbers boarded the vessel unnoticed under the cover of darkness. Once aboard, the robbers proceeded to the engine room or bosun store room to steal engine spares or stores such as mooring ropes. When sighted by the crew, the robbers jumped overboard and escaped in their boat.

The ReCAAP ISC notes that in two of the five Category 3 and petty theft incidents reported during October 2012, the robbers boarded the vessels unnoticed when the crew was busy with cargo operations and ship-to-ship transfer operations. The ReCAAP ISC strongly recommends that ship master deploy security patrol on lookouts when such operations are ongoing.



SITUATION UPDATE

Category 2 incidents

During October 2012, five Category 2 incidents were reported, of which three occurred in Indonesia and two in Malaysia. Predominantly, Category 2 incidents involved vessels while underway. Among the eight Category 2 incidents reported during October 2010 and October 2011, three-quarter of the incidents (75%) involved vessels while underway. However, during October 2012, three out of the five Category 2 incidents (60%) involved vessels at anchor. Of these three incidents, two incidents occurred at Belawan and Samarinda, Indonesia and one incident occurred south of Pulau Mungging, Malaysia.

In most of the Category 2 incidents reported during October 2012, the robbers operated in groups of three to six men and were armed with knives, parangs (long knives) or sticks. Though it is usually not known how the robbers boarded the vessel, two incidents reported that the robbers boarded via the anchor chain of the vessels. When onboard the vessel, the robbers held the crew hostage, tied them up and stole their cash and personal belongings such as laptop, mobile phones, watches before escaped. In two of the Category 2 incidents involving *Ever Joy* on 12 Oct 12 and *Salvage Champion* on 17 Oct 12, the robbers operated in larger groups of about 10 men who were armed with pistols and knives. However, the pistols were not discharged, and the robbers held the crew hostage, tied them up, stole their personal belongings and escaped thereafter.

As evidenced in the modus operandi of the robbers in these incidents, they avoided confrontation with the crew and targeted vessels that were lax in vigilance.



LOCATION OF INCIDENTS

	October 2010		October 2011		October 2012	
	Actual	Attempted	Actual	Attempted	Actual	Attempted
East Asia						
China			1			
Sub-total			1			
South Asia						
Arabian Sea	1					
Bangladesh	2	1	1		1	
Bay of Bengal	1					
India		1	1			
Sub-total	4	2	2		1	
Southeast Asia						
Indonesia	6		1	1	7	1
Malaysia	2		1		2	
Philippines				1		
South China Sea			1			
Straits of Malacca and Singapore			4			
Vietnam	1		1			
Sub-total	9		8	2	9	1
Overall Total	13	2	11	2	10	1

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

The majority of the incidents reported in October 2012 occurred in Indonesia at the ports and anchorages of Belawan, Pulau Batam, Samarinda and Taboneo.

However, there has been an improvement in the Straits of Malacca and Singapore in October 2012 compared to October 2011. During October 2012, no incident was reported in the Straits of Malacca and Singapore compared to four incidents reported there in October 2011. The ReCAAP ISC commends the efforts of the littoral States for their increased presence and enhanced surveillance in the straits.

Map 1 shows the location of all incidents reported in October 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.



LOCATION OF INCIDENTS



Map 1 – Location of incidents in October 2012



CASE STUDIES OF SELECTED INCIDENTS

Incidents involving *Pearl River Bridge*

During October 2012, two incidents involving container ship, *Pearl River Bridge* at the port of Belawan, Indonesia were reported. The details of the two incidents are described below.

Petty theft and attempted incidents involving *Pearl River Bridge* on 20 Oct 12 and 21 Oct 12 respectively

Name of Ship
Pearl River Bridge

Type of Ship
Container ship

Flag of Ship
Hong Kong, China

IMO No.
9444986

GT
17211

On 20 Oct 12 at or about 0130 hrs (local time), the Hong Kong-registered container ship, *Pearl River Bridge* was anchored at Belawan Anchorage, Indonesia (03° 55.10' N, 098° 46.90' E) when an unknown number of robbers boarded the vessel. The robbers stole a rope and three batteries; and escaped.

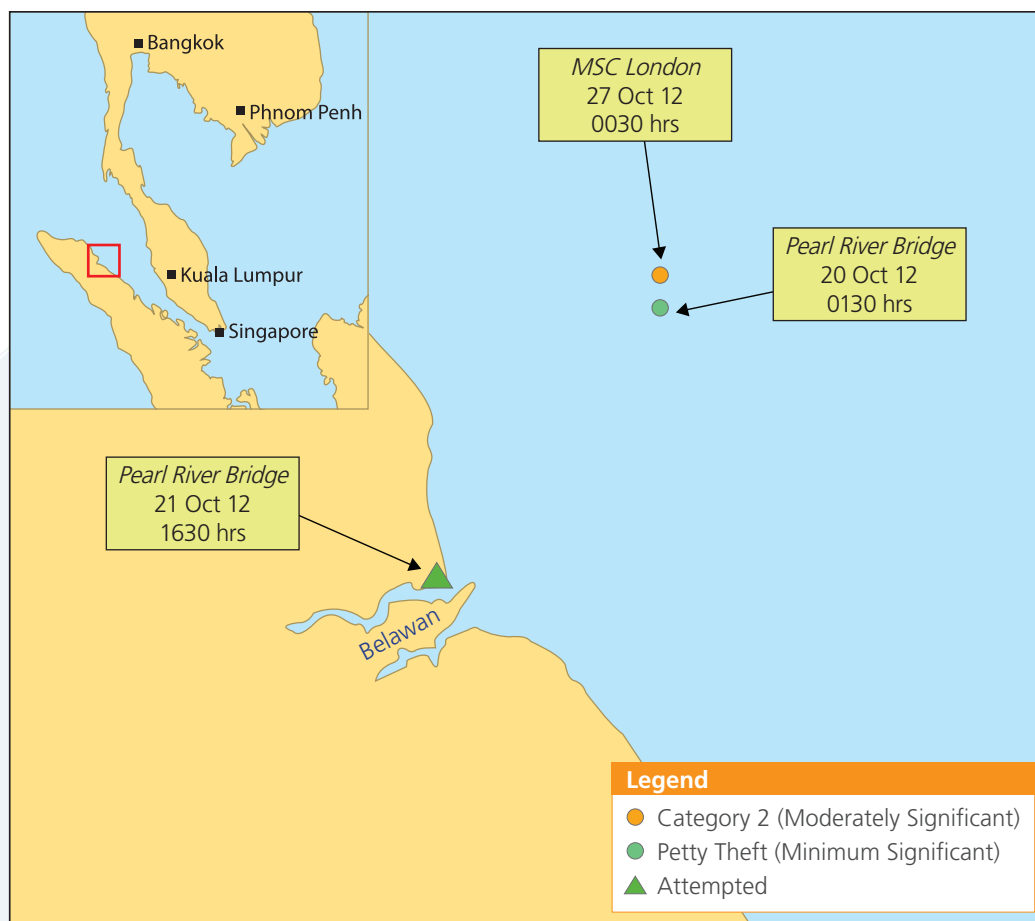
One day later on 21 Oct 12 at or about 1630 hrs (local time), *Pearl River Bridge* was berthed at Belawan International Container Terminal (03° 47.80' N, 098° 42.10' E) when two robbers armed with long knives approached the vessel from a small boat. On seeing that one of the robbers attempted to board the vessel using a rope, the duty crew shouted at him who aborted the boarding and escaped.



CASE STUDIES OF SELECTED INCIDENTS

Observations

During October 2012, a total of three incidents, comprising two actual incidents and one attempted incident, were reported at Belawan, Indonesia. Refer to map below for the approximate location of the incidents. Of the two actual incidents, one was a Category 2 incident involved *MSC London*, and the other one was a petty theft incident involved *Pearl River Bridge*. The Category 2 incident involved robbers who boarded the vessel, held the duty crew hostage and stole the crew's personal belongings. The robbers escaped when the crew was alerted. Notably, the robbers boarded the vessels at the anchorage of Belawan during hours of darkness. However, the robbers appeared to be bolder in the vicinity closer to the terminal of Belawan, as evidenced in the attempted boarding of *Pearl River Bridge* during daylight hours on 21 Oct 12.



Approximate location of incidents reported at Belawan (October 2012)



CASE STUDIES OF SELECTED INCIDENTS

Recommendations

As evident in the incidents reported during October 2012, the robbers escaped when the crew detected their presence. Hence, the ReCAAP ISC urges ship masters and crew to exercise vigilance and deploy extra vigilance patrol, whenever possible, during anchoring or berthing at the port and anchorage of Belawan. Though the robbers operate during hours of darkness, ship master and crew should not be lax in vigilance even during daylight hours. Ship masters are also urged to report all incidents to the port control authorities and coastal State as soon as possible.



CONCLUSION

The total number of incidents reported in October 2012 has decreased compared with the same period in 2010 and 2011. While there has been a decrease in the number of petty theft and Category 3 incidents, there has been an increase in the number of Category 2 incidents involving ships at anchor and berth. Hence, more efforts should focus on improving the situation at these ports and anchorages.





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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.



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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.



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- 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 1 (Very Significant)
 ■ 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>Ken Spirit</i> Bulk carrier Panama 9538971 20927	05/10/12 0545 hrs	00° 14' N, 117° 33' E Muara Berau Anchorage, Samarinda, Indonesia	While at anchor, the duty crew noticed three robbers armed with long knives stealing mooring ropes. Upon realising that the crew had been alerted, the robbers chased the crew, who immediately informed the duty officer. The duty officer raised the alarm and blew the whistle. The robbers escaped with five mooring ropes in their boat. [ReCAAP Focal Point (Japan)]
2 ■	<i>Ever Joy</i> Tanker Singapore 8717257 148	12/10/12 0230 hrs	01° 20.80' N, 104° 18.40' E South of Pulau Mungging, Malaysia	While at anchor, 10 masked robbers armed with two pistols and parangs (long knives) boarded the vessel. The robbers tied the hands of the crew with cable ties and stole cash, laptop, mobile phones, desktop printer, watches, clothing and shoes before they escaped. [ReCAAP Focal Point (Singapore)]
3 ■	<i>Samjin</i> Bulk carrier Marshall Islands 9460253 23494	13/10/12 2210 hrs	22° 15.10' N, 091° 44.60' E Chittagong Anchorage 'A', Bangladesh	While at anchor, seven robbers armed with long knives boarded the bulk carrier from the aft during cargo operations. The duty crew noticed the robbers and raised the alarm. On hearing the alarm and realising that the crew had been alerted, the robbers jumped overboard and escaped with an eye of a mooring rope. The Bangladesh Coast Guard was informed and a patrol boat was despatched to search for the robbers but the robbers had fled. [ReCAAP Focal Point (Singapore)]



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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
4	<i>AAL Bangkok</i> General cargo ship Singapore 9521564 14053	15/10/12 0200 hrs	01° 06.70' N, 104° 10.20' E Kabil Citranusa Anchorage, Pulau Batam, Indonesia	While at anchor, three robbers boarded the general cargo ship. The Second Officer on watch-keeping duty discovered the robbers onboard and raised the alarm immediately. Upon hearing the alarm, the robbers escaped empty-handed. The authorities later boarded the vessel for investigation. [ReCAAP Focal Point (Singapore)]
5	<i>Bulk Neptune</i> Bulk carrier Panama 9430844 31259	16/10/12 0405 hrs	00° 15.67' S, 117° 35.65' E Muara Berau Anchorage, Samarinda, Indonesia	While at anchor, two A/B crew on security rounds saw three men at the forecandle. The crew reported the presence of the men to the duty officer and approached the men to inquire what they were doing at the forecandle. One of the men armed with a knife, kicked and punched one of the A/B crew, who sustained minor injuries on his back, lips and knees. The robbers also took a wrist watch from one of the A/B crew. The two A/B crew then returned to the accommodation. The general alarm was raised and the crew mustered on the bridge. Subsequent checks by the crew revealed that the robbers had escaped and they had broken the padlock from the anchor hawse pipe cover to board the vessel. [ReCAAP Focal Point (Singapore)]
6	<i>Salvage Champion</i> Salvage vessel St. Vincent & The Grenadines 7530444 1830	17/10/12 0200 hrs	00° 52.90' N, 105° 10.70' E Approximately 19.4 nm east of Pulau Mapur, Indonesia	While underway, 10 pirates armed with guns and knives boarded the salvage vessel towing a barge from Singapore to Balikpapan, Indonesia. The pirates stole the ship's properties, the crew's cash and personal belongings and escaped. All crew was safe and the ship continued her passage towards Balikpapan. [IMO]



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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
7	<p><i>Hub 1</i> Tug boat Malaysia 9319650 122</p> <p><i>Hub 8</i> Barge</p>	18/10/12 1345 hrs	<p>01° 51.81' N, 110° 21.59' E</p> <p>Approximately 3.8 nm north of Tanjung Sipang, Sarawak, Malaysia</p>	<p>While the tug boat towing a barge laden with containers was underway, four robbers armed with sticks and machetes boarded the vessels. The vessels were enroute from Port Klang to Miri, Malaysia when the incident occurred. The armed robbers split into two groups, one group tied two crew onboard the barge and stole their personal belongings, while the other group proceeded to the bridge. Upon seeing the armed men, the crew locked themselves in the bridge while keeping in contact with the port. It was reported that the robbers had attempted to break the glass window of the bridge with their weapons but were unsuccessful.</p> <p>At or about 1500 hrs (local time), the Sarawak region MMEA despatched two patrol vessels to locate the tug boat and barge. After 45 min, the MMEA patrol vessels managed to intercept the tug boat and barge and apprehend the robbers. Initial investigation revealed that the robbers wanted to direct the vessels to the border to dispose of the cargo.</p> <p><i>[MMEA, New Straits Times dtd 20 Oct 12]</i></p>
8	<p><i>Pearl River Bridge</i> Container ship Hong Kong, China 9444986 17211</p>	20/10/12 0130 hrs	<p>03° 55.10' N, 098° 46.90' E</p> <p>Belawan Anchorage, Indonesia</p>	<p>While at anchor, an unknown number of robbers boarded the container ship unnoticed. The robbers stole a rope and three batteries and escaped.</p> <p><i>[ReCAAP Contact Point (Hong Kong), ReCAAP Focal Point (Japan)]</i></p>
9	<p><i>MSC London</i> Container ship Liberia 8502884 36266</p>	27/10/12 0030 hrs	<p>03° 56' N, 098° 47' E</p> <p>Belawan Anchorage, Indonesia</p>	<p>While at anchor, three robbers armed with long knives boarded the container ship via the anchor chain. They held the duty crew hostage and tied him up at the forecandle deck. Another duty crew reported the incident to the bridge. The duty officer raised the alarm and tried to contact the port authorities but was unsuccessful. Three rocket flares were fired at the forecandle and the robbers escaped in their small fishing boat with a mobile phone stolen from the duty crew.</p> <p><i>[IMO]</i></p>



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S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
10	<i>Medi Imabari</i> Bulk carrier Panama 9339466 31236	27/10/12 2330 hrs	03° 41.50' S, 114° 27.90' E Taboneo Anchorage, Banjarmasin, Indonesia	While at anchor, three robbers boarded the bulk carrier in ballast awaiting cargo operations. The duty crew on rounds noticed a robber on the forecandle deck and informed the D/O, who raised the alarm. On hearing the alarm and realising the crew had been alerted, the robbers jumped overboard and escaped with a mooring hawser in two waiting boats. [ReCAAP Focal Point (Japan)]

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1	<i>Pearl River Bridge</i> Container ship Hong Kong, China 9444986 17211	21/10/12 1630 hrs	03° 47.80' N, 098° 42.10' E Belawan International Container Terminal, Indonesia	While at berth, two robbers armed with long knives onboard a small boat approached the container ship. The duty crew noticed one robber attempting to board the vessel using a rope. The crew shouted at the robber, who aborted the boarding and escaped. [ReCAAP Contact Point (Hong Kong), 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.



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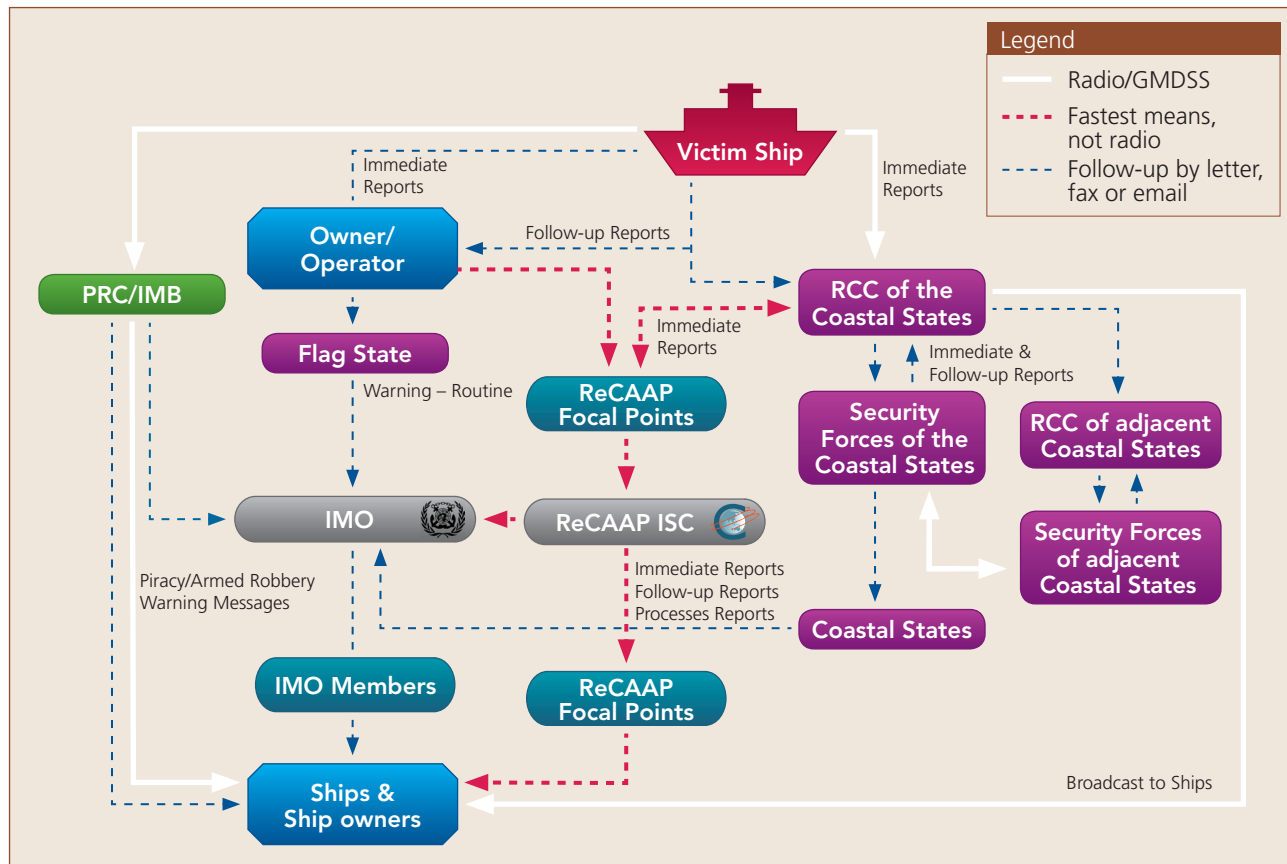


Diagram 1 – Flow Diagram for Reporting Incidents in Asia

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.



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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: icgmrc_mumbai@mtnl.net.in mrc-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



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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@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		
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 31 October 2012



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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.

