

Report for October 2011

1st October 2011 – 31st October 2011

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Executive Summary

There has been an improvement in the situation of piracy and armed robbery against ships in Asia in October 2011 compared to October 2010. A total of nine actual incidents were reported in October 2011 compared to 15 incidents (13 actual and two attempted incidents) reported in October 2010.

The improvement were mainly the Category 3 (less significant) incidents and Category 2 (moderately significant) incidents. Of the nine actual incidents reported in October 2011, one was a Category 1 (very significant) incident, two were Category 2 (moderately significant) incidents and six were Category 3 (less significant) incidents. The details of the incidents are described in the Appendix.



Situation Update

There has been an improvement in the situation of piracy and armed robbery against ships in Asia in October 2011 compared to October 2010. A total of nine incidents were reported in October 2011 compared to 15 incidents reported during the same period in 2010. Refer to Graph 1. Of the nine incidents reported in October 2011, one was an incident of piracy occurred in the South China Sea, and eight were incidents of armed robbery against ships, of which four incidents occurred at ports and anchorages, and the other four incidents occurred while the ships were underway.



Graph 1 - Number of incidents reported in October (2008-2011)



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Situation Update

Of the nine incidents reported in October 2011, one was a Category 1 (very significant) incident, two were Category 2 (moderately significant) incidents and six were Category 3 (less significant) incidents. Overall, there has been a decline in the number of Category 2 and Category 3 incidents. Chart 1 shows the significance level of incidents reported in October of 2008-2011. The Category 1 incident involved the hijacking of product tanker, *Nautica Johor Bahru* on 27 Oct 11. While underway in the South China Sea, 10 pirates armed with pistol and machetes boarded and hijacked *Nautica Johor Bahru*. Detailed description of the incident is featured as a case study in this report.

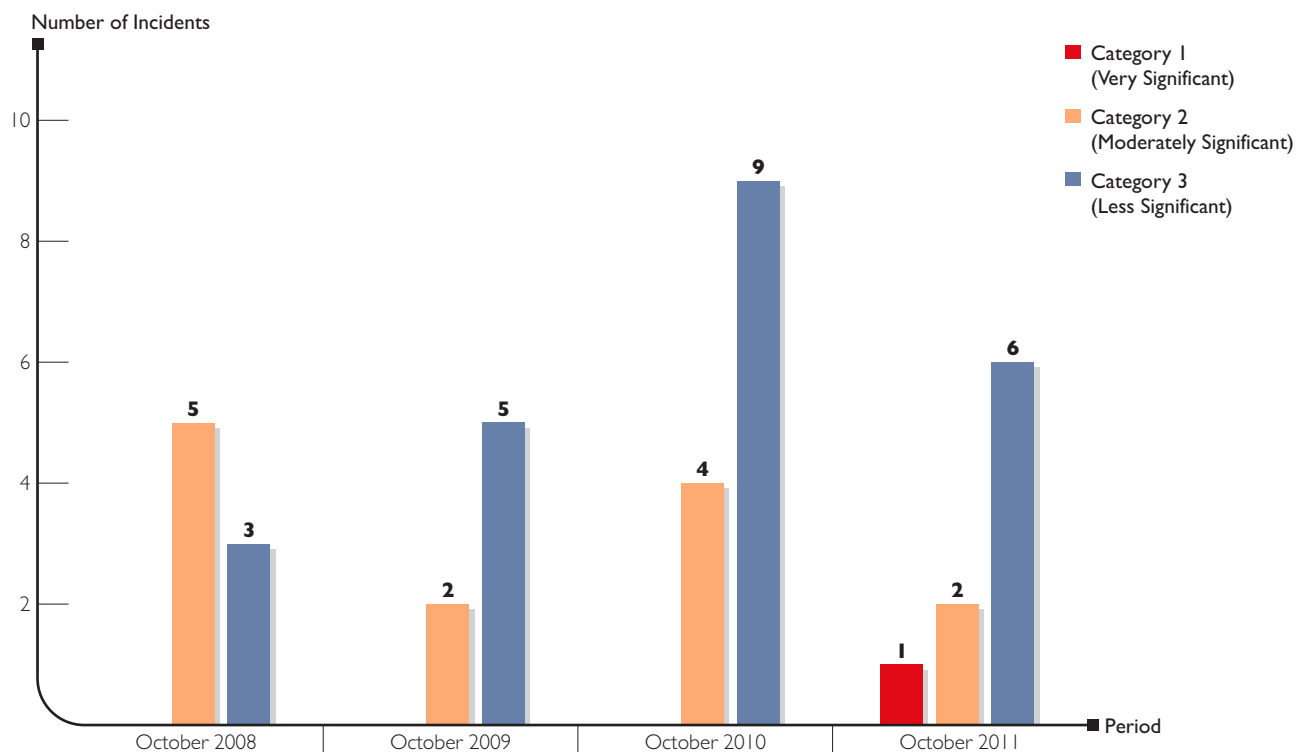


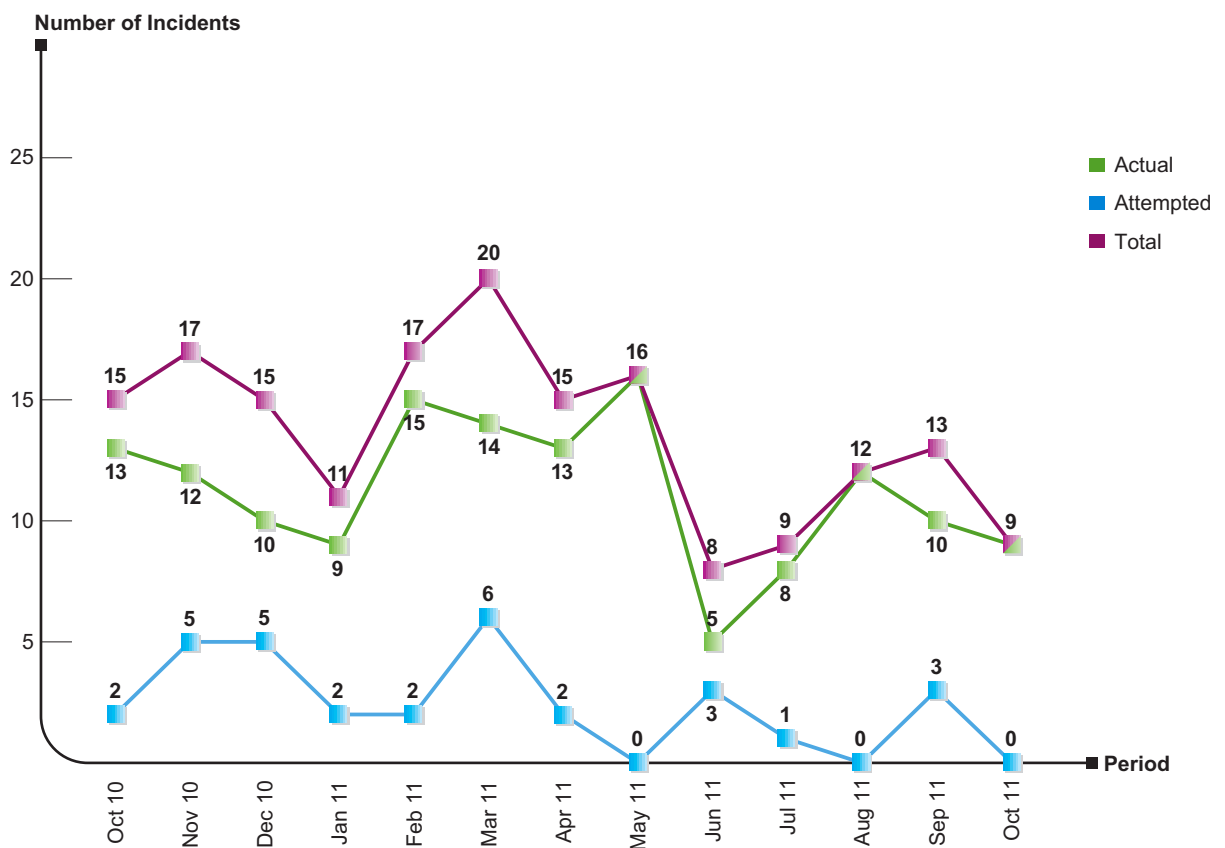
Chart 1 - Significance level of incidents reported in October (2008-2011)



Report for October 2011

Situation Update

Overall, the total number of incidents reported over the past 12 months (between October 2010 and October 2011) fluctuated between eight incidents reported in June 2011 and 20 incidents reported in March 2011. The ReCAAP ISC notes that although the overall situation has improved since March 2011, the number of incidents was on an upward trend from eight incidents reported in June 2011 to 13 incidents in September 2011.



Graph 2 - Number of incidents reported between October 2010 and October 2011



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Location of Incidents

	October 2008	October 2009		October 2010		October 2011
	Actual	Actual	Attempted	Actual	Attempted	Actual
East Asia						
China						1
Sub-total						1
South Asia						
Arabian Sea				1		
Bangladesh		2	1	2	1	
Bay of Bengal				1		
India					1	1
Sub-total		2	1	4	2	1
Southeast Asia						
Indonesia	1			6		1
Malaysia	2	1		2		1
Philippines		1				
South China Sea	1	1	1			1
Straits of Malacca and Singapore	2	1				3
Vietnam	2	1		1		1
Sub-total	8	5	1	9		7
Overall Total	8	7	2	13	2	9

Table 1 - Location of incidents in October (2008-2011)



Report for October 2011

Location of Incidents

There has been an improvement in the overall situation in October 2011 compared to October 2010, with the largest decrease in number of incidents reported at the ports and anchorages of Indonesia and Bangladesh. However, there has been an increase in number of incidents reported in the Straits of Malacca and Singapore in October 2011. Three incidents were reported in the Straits of Malacca and Singapore in October 2011 compared to none was reported there during the same period in 2010.

Map 1 shows the location of all incidents reported in October 2011¹.

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.





Case Studies of Selected Incidents

Hijack of Product Tanker, *Nautica Johor Bahru*

Name of Ship	: <i>Nautica Johor Bahru</i>
Type of Ship	: Product tanker
Flag of Ship	: Malaysia
IMO No.	: 9380025
GT	: 3602

On 27 Oct 11 at or about 0530 hrs (local time), a Malaysia-registered product tanker, *Nautica Johor Bahru* was enroute from Malacca to Sibu at approximately 11 nm north of Pulau Bintan, Indonesia (01° 24' N, 104° 37' E) when 10 pirates armed with a pistol and machetes boarded and hijacked the vessel. The company of *Nautica Johor Bahru* reported the incident to the Malaysian Maritime Enforcement Agency (MMEA) when she failed to establish communications with the tanker on 28 Oct 11 at or about 0920 hrs (local time). The last known position of *Nautica Johor Bahru* was at approximately 75 nm northeast of Pahang, Malaysia (04° 08.5' N, 104° 33.5' E).



Case Studies of Selected Incidents

Upon receipt of the report from the shipping company, the MMEA despatched a helicopter immediately to track the tanker based on the last known position. At or about 1520 hrs (local time) on 28 Oct 11, the tanker was located at approximately 47.9 nm northeast of Pulau Tioman, Malaysia (03° 25.7' N, 104° 46.1' E). The name of the tanker was reported to have been changed to *ICA JO* (see picture below). The MMEA requested for assistance from the Royal Malaysian Navy (RMN) to pursue the hijacked tanker. Three naval ships, which were involved in an exercise off Pulau Tioman during the time, was despatched to pursue the hijacked tanker.

Name of tanker changed to *ICA JO*



Photograph courtesy of MMEA



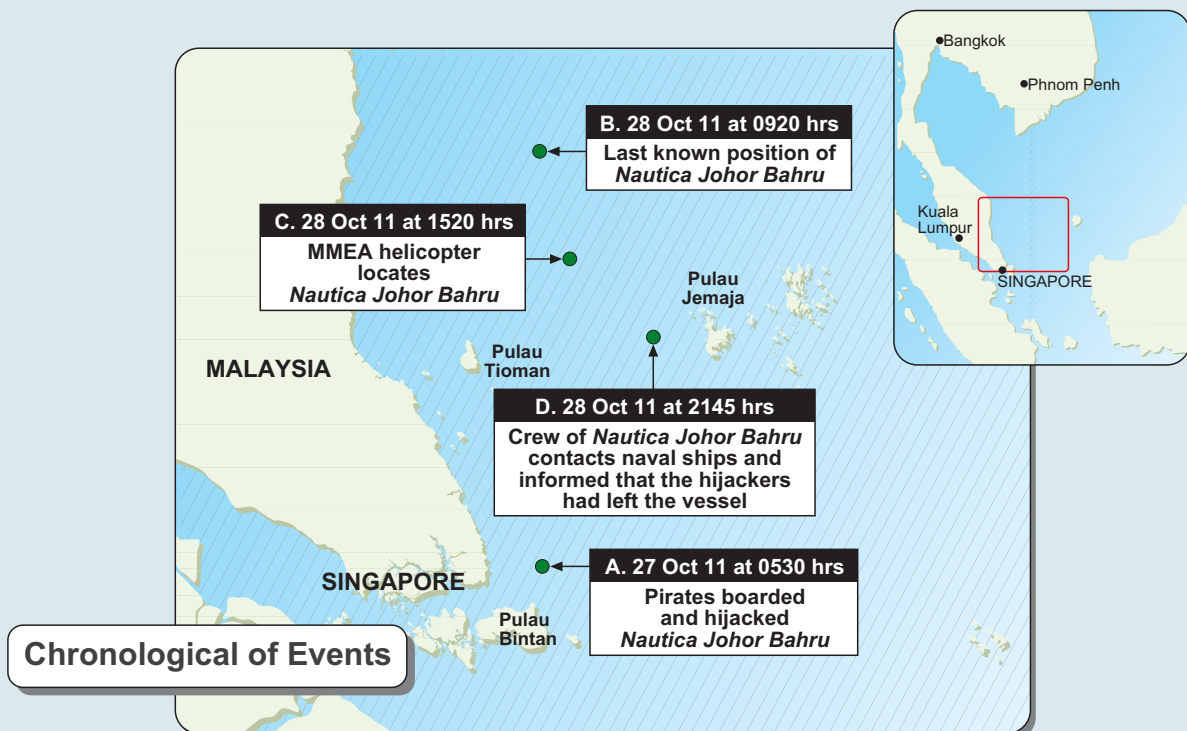
Case Studies of Selected Incidents

The hijacked tanker then entered into Indonesian waters. The Malaysian naval ships sought clearance from the Indonesian authorities to pursue the tanker. The Indonesian Navy also deployed a naval ship to assist the Malaysian naval ships. The naval ships got close to the tanker and ordered her to stop. When the pirates realised they were surrounded by the authorities, they slowed down the tanker, darkened ship and escaped in a speed boat.

At or about 2145 hrs (local time), the tanker's crew informed the naval ships that the pirates had left the tanker and that the ship's crew was in control of the tanker which was approximately 17.8 nm west of Pulau Jemaja, Indonesia (02° 54.1' N, 105° 24.6' E). The naval ships escorted the tanker back to Kuantan Port for investigation. The 19 crew, comprising 11 Malaysians and eight Indonesians, was not injured. The pirates had damaged the navigational equipment onboard the tanker, and stolen cash, crew's personal belongings, a satellite phone and 12 life jackets. See map below.



Case Studies of Selected Incidents



The shipping company's prompt reporting of the incident to the MMEA was key to the successful recovery of the hijacked vessels and safety of the crew. Prompt reporting enabled the MMEA to respond to the incident immediately as well as activating the RMN who despatched its assets to render assistance to the hijacked vessel. Under the hot pursuit by the MMEA and RMN, the pirates had no choice, but to abandon the hijacked vessel and fled. The ReCAAP ISC commends the responsiveness and efforts of the MMEA, RMN and the Indonesian authorities who had contributed towards the successful recovery of the hijacked vessel and rescue of the crew.



Case Studies of Selected Incidents

Recommendations

The ReCAAP ISC encourages ship masters to maintain vigilance and deploy extra lookout when operating in the vicinity. Ship masters are also urged to report all incidents of piracy and armed robbery against ships immediately to the nearest coastal State and ship owners to report to the nearest ReCAAP Focal Point. As evident in the incident involving *Nautica Johor Bahru*, the shipping company reported the incident to the authorities immediately once they fail to establish communications with the tanker. This allows the authorities to deploy their resources immediately, which ultimately led to the pirates aborting the hijacked tanker.



Appendices

Definition & Methodology in Classifying Incidents

Definition

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 onboard 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 onboard 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

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:

- (a) **Violence Factor.** This factor refers to the intensity of violence in an incident, and the three indicators used to determine this are:
 - (1) **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.
 - (2) **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.
 - (3) **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.
- (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.



Appendices

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

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



Appendices

Detail of Incidents

Actual Incidents

■ CAT 1 (Very Significant)
 ■ CAT 2 (Moderately Significant)
 ■ CAT 3 (Less Significant)

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1. ■	<p><i>Britoil 71</i> Tug boat Singapore 9581332 1032</p> <p><i>Titan Vision</i> Chemical tanker Singapore 9438248 6190</p>	10/10/11 0335 hrs	<p>01° 02.8' N, 103° 38.3' E</p> <p>Approximately 3 nm southwest of Racon D, Phillip Channel (Straits of Malacca and Singapore)</p>	<p>While the tug boat towing the chemical tanker was underway, five masked robbers boarded the tug boat. The robbers were armed with parangs (long knives) and a handgun. The robbers took a laptop, mobile phones and cash from the crew before they escaped 10 min later. All crew onboard the tug boat were reported to be safe.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
2. ■	<p><i>Kalathi Sea</i> Bulk carrier St Vincent & The Grenadines 8511574 16502</p>	10/10/11 2200 hrs	<p>10° 09.1' N, 107° 13.4' E</p> <p>Vung Tau Anchorage, Vietnam</p>	<p>While at anchor, six robbers armed with long knives and a pike boarded the bulk carrier. The watchman noticed the robbers and sounded the whistle and alarm. The robbers threatened the watchman and proceeded to the paint store. The crew was mustered on the bow and the robbers escaped. No injuries were reported and nothing was stolen.</p> <p>[ReCAAP Focal Point (Vietnam)]</p>

Appendices

Detail of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
3.	<p><i>Britoil 58</i> Tug boat Singapore 9336309 494</p> <p><i>Yew Choon Marine 12</i> Barge Singapore</p>	12/10/11 1944 hrs	<p>01° 14.3' N, 104° 02.7' E</p> <p>Eastbound lane TSS, north of Pulau Batam, Indonesia (Straits of Malacca & Singapore)</p>	<p>While the tug boat towing the barge was underway, two robbers boarded the barge. The robbers stole some ropes and left the barge after 10 min. No injuries were reported.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
4.	<p><i>Rovorsky Dolphin</i> Tug boat Tuvalu 8877992 109</p> <p><i>Orion 1205</i> Barge</p>	15/10/11 2000 hrs	<p>01° 13' N, 103° 35' E</p> <p>Approximately 4 nm northwest of Pulau Nipa, Indonesia (Straits of Malacca & Singapore)</p>	<p>While the tug boat towing the barge was underway, an unknown number of robbers armed with parangs (long knives) boarded the barge. The robbers stole some cargoes before they escaped. No injuries were reported.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Appendices

Detail of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
5.	<i>Highline 26</i> Tug boat Malaysia 8996580 271	18/10/11 0430 hrs	05° 49' N, 118° 07' E Off Sandakan Port, Malaysia	While at anchor, three robbers in a fast motor boat boarded the tug boat. The robbers stole three batteries and an emergency pump before they escaped. The crew was not injured. [MMEA]
6.	<i>Everbright</i> Oil tanker Hong Kong 9408217 83805	22/10/11 0420 hrs	09° 58.21' N, 076° 02.41' E Approximately 11 nm west of Kochi Light, India	While at anchor, 10 robbers boarded the oil tanker from two small boats and stole some coils of rope. The master raised the alarm and informed Kochi Port Trust. On hearing the alarm, the robbers jumped into the water, and escaped in their small boats. The crew was not injured. Suspecting that local fishing boats were involved, the coast guard district headquarters of Kochi issued directives to all coastal police stations, fisheries departments and marine enforcement wings to check on all landing centres and take necessary action. The coastal police and marine enforcement wings had also stepped up their patrols in the area. The Indian Coast Guard (ICG), which is also the ReCAAP Focal Point (India), had despatched a patrol vessel to investigate. [ReCAAP Focal Point (India)]
7.	<i>Ever Commander</i> Tug boat Malaysia 92 <i>Ever Growth</i> Barge	0315 hrs	1° 35' N, 106° 20' E Off Pulau Pengibu, Indonesia	While enroute from Sarawak to Pasir Gudang, a fishing trawler came alongside the tug boat which was towing a barge. Six robbers armed with parangs (long knives), a hand gun and wore black masks, boarded the tug boat. The robbers tied up all crew except the master, who was left to steer the tug boat. On 26 Oct 2011 at 1200 hrs, the robbers detached the barge (loaded with palm oil) from the tug boat. The robbers also took cash, mobile phones and some clothing and escaped in a speed boat.

Appendices

Detail of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
7.				<p>The barge was found on 27 Oct 11 at about 0400 hrs off Tanjung Penawar, Malaysia with two crew onboard. The robbers had left the barge. The agent was contacted and a tug boat towed the barge back to Pasir Gudang, where Malaysian Maritime Enforcement Agency (MMEA) officers boarded the barge for investigation.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
8.	<p>■ <i>Nautica Johor Bahru</i> Product tanker Malaysia 9380025 3602</p>	27/10/11 0530 hrs	<p>1° 24' N, 104° 37' E</p> <p>Approximately 11 nm north of Pulau Bintan, Indonesia (South China Sea)</p>	<p>While enroute from Malacca to Sibul, 10 pirates armed with a pistol and machetes boarded and hijacked the product tanker. The company of <i>Nautica Johor Bahru</i> reported the incident to the Malaysian Maritime Enforcement Agency (MMEA) when she could not establish communications with the tanker on 28 Oct 11 at or about 0920 hrs (local time). The last known position of <i>Nautica Johor Bahru</i> was at approximately 75 nm northeast of Pahang, Malaysia</p> <p>Upon receipt of the report from the shipping company, the MMEA despatched a helicopter immediately to track the tanker based on the last known position. At or about 1520 hrs (local time) on 28 Oct 11, the tanker was located at approximately 47.9 nm northeast of Pulau Tioman, Malaysia. The name of the tanker was reported to have been changed to <i>ICAJO</i>. The MMEA requested for assistance from the Royal Malaysian Navy (RMN) to pursue the hijacked tanker. Three naval ships, which were involved in an exercise off Pulau Tioman during the time, were despatched to pursue the hijacked tanker.</p> <p>The hijacked tanker then entered into Indonesian waters. The Malaysian naval ships sought clearance from the Indonesian authorities to pursue the tanker. The Indonesian Navy also deployed a naval ship to assist the Malaysian naval ships. The naval ships got close to the tanker and ordered her to stop. When the pirates realised they were surrounded by the authorities, they slowed down the tanker, darkened ship and escaped in a speed boat.</p>

Appendices

Detail of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
8.				<p>At or about 2145 hrs (local time), the tanker's crew informed the naval ships that the pirates had left the tanker and that the ship's crew was in control of the tanker which was approximately 17.8 nm west of Pulau Jemaja, Indonesia. The naval ships escorted the tanker back to Kuantan Port for investigation. The 19 crew, comprising 11 Malaysians and eight Indonesians, was not injured. The pirates had damaged the navigational equipment onboard the tanker, and stole cash, crew's personal belongings, a satellite phone and 12 life jackets.</p> <p>[MMEA]</p>
9.	<p><i>Teras Navigator</i> Supply vessel Singapore 9594949 10835</p>	<p>31/10/11 0215 hrs</p>	<p>38° 55.26' N, 117° 56.67' E</p> <p>West Bulk Chemical Anchorage, Tianjin, China</p>	<p>While at anchor, two robbers boarded the supply vessel from an unlit wooden boat via the portside bollard. The crew noticed the robbers and raised the alarm. The deck watchman and oiler subsequently managed to chase the robbers off the ship. No injuries were reported and nothing was stolen.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

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 recognised 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.

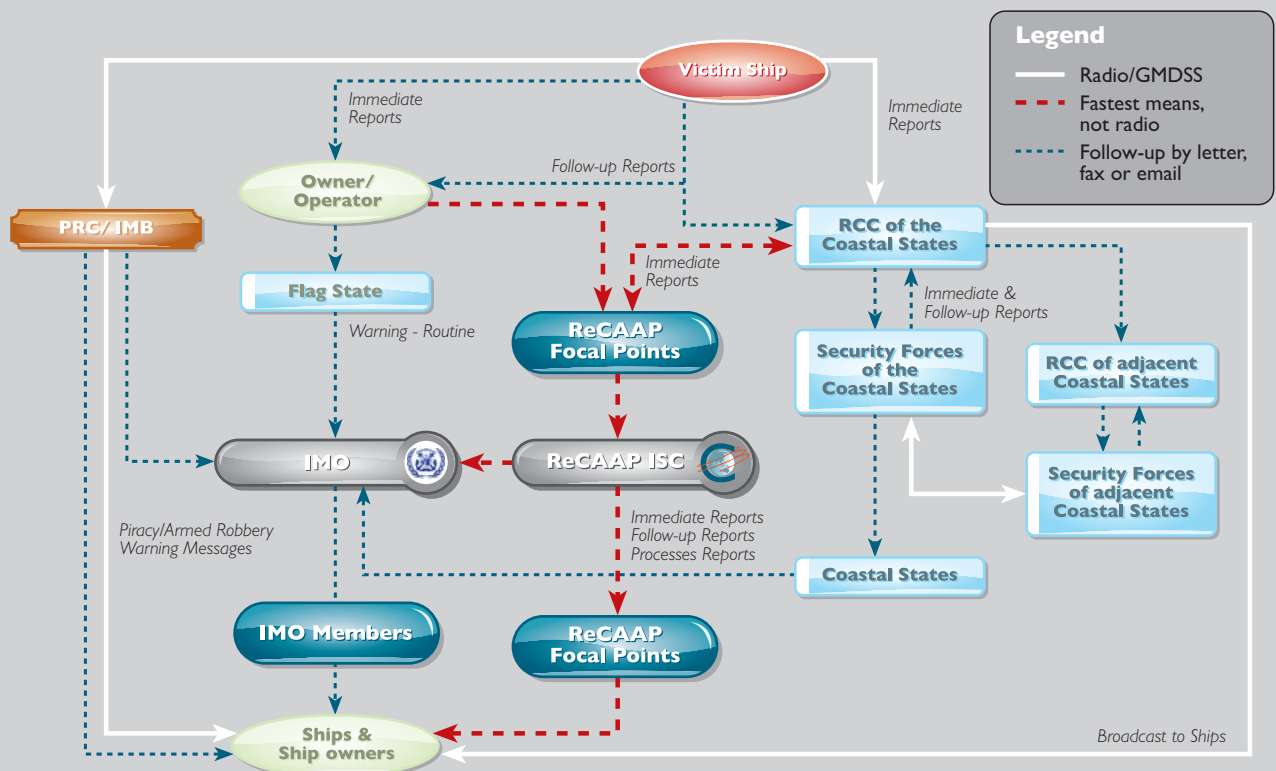
Recommendation

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



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 Charged	Point of Contact	
	Phone Number	Fax Number
People's Republic of Bangladesh Department of Shipping Email: dosdgd@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@msa.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
Kingdom of Denmark Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-39-174-400 +45-39-174-699	+45-39-174-401
Republic of India MRCC (Mumbai) Coast Guard Region (West) Mumbai - India Email: icgmrcc_mumbai@mtnl.net.in mrcc-west@indiancoastguard.nic.in	+91-22-2437-6133	+91-22-2433-3727
	+91-22-2438-8065	+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@gicomms.go.kr	+82-2-2110-8864	+82-2-503-7333
	+82-2-2110-8865	
	+82-2-2110-8866	
	+82-2-2110-8867	
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

Table 2 - Contact Details of ReCAAP Focal Points / Contact Point (Part 1 of 2)



Appendices

Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charged	Point of Contact	
	Phone Number	Fax Number
Union of Myanmar MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm	+95-313-1650	+95-1-202-417
Kingdom of the Netherlands Netherlands Coast Guard Centre Email: info@kustwacht.nl	+31-223-542-300	+31-223-658-358
Kingdom of Norway Norwegian Maritime Directorate 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 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
Socialist Republic of Viet Nam Vietnam Marine Police Email: phonghqtsb@vnn.vn vietnamfocalpoint@yahoo.com.vn	+84-4-3355-4378	+84-4-3355-4363

Table 2 - Contact Details of ReCAAP Focal Points / Contact Point (Part 2 of 2)

Correct as at 17 October 2011



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 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.

