

REPORT for JANUARY 2013

1 January 2013 - 31 January 2013

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EXECUTIVE SUMMARY

There has been an improvement in the armed robbery situation in Asia in January 2013. A total of seven incidents of armed robbery against ships were reported in January 2013. Compared to the same period in the past three years (January of 2010-2012), there has been a decrease in the number of incidents reported in January 2013. However, the number is still higher compared to January 2009 when only two incidents were reported.

Of the seven incidents reported in January 2013, one was a Category 2 (moderately significant) incident, two were Category 3 (less significant) incidents and four were petty theft (minimum significant) incidents. Details of the incidents reported in January 2013 are described in the Appendix.

Overall, the severity level of incidents reported in January 2013 has reduced compared to the same period in the past two years (January of 2011-2012). Only one Category 2 incident was reported in January 2013 compared to three Category 2 incidents reported in January 2011 and four in January 2012.



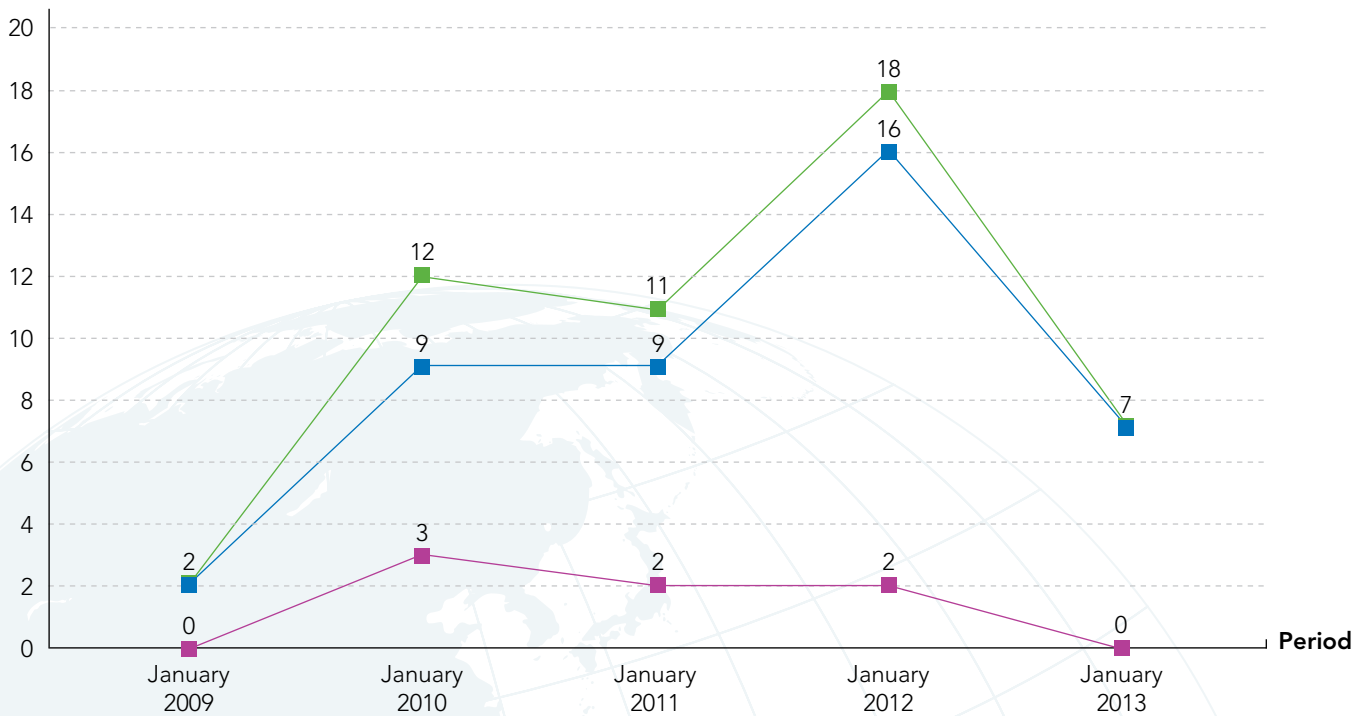
SITUATION UPDATE

Number and Significance Level of Incidents

A total of seven incidents of armed robbery against ships were reported in January 2013. No incident of piracy was reported. Except for January 2009, there has been a decrease in the number of incidents reported in January 2013 compared to the same period in the past three years. Refer to Graph 1 below.

- Total
- Actual
- Attempted

Number of Incidents



Graph 1 – Total number of incidents reported in January (2009-2013)

Chart 1 shows the significance level of actual incidents reported during January of 2009-2013. Of the seven incidents reported during January 2013, one was a Category 2 (moderately significant) incident, two were Category 3 (less significant) incidents and four were petty theft (minimum significant) incidents. No Category 1 incident was reported during the five reporting periods.



SITUATION UPDATE

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

Number of Incidents

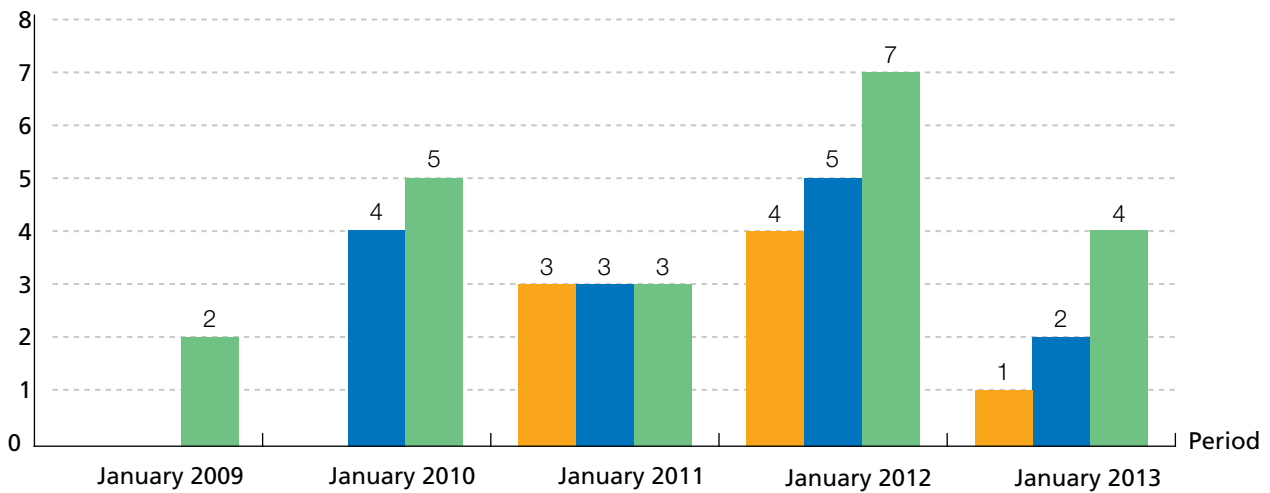


Chart 1 – Significance level of actual incidents reported in January (2009-2013)

Category 2 incidents

In January 2013, one Category 2 incident was reported. This is an improvement compared to the same period in the past two years. Three Category 2 incidents were reported in January 2011 and four in January 2012. However, no Category 2 incident was reported in 2009 and 2010. The Category 2 incident reported in January 2013 involved chemical tanker, *Champion Trust* on 27 Jan 13. While anchored at Kakinada anchorage, India, eight robbers in two boats approached the tanker. Two of them armed with long knives boarded the vessel, stole two mooring lines and escaped when the alarm was raised.



SITUATION UPDATE

Category 3 incidents

Two Category 3 incidents were reported in January 2013 involving a bulk carrier, *Hua Heng 167* and a tanker, *BW Yangtze*. Both incidents occurred at anchorages and were opportunistic in nature as the robbers escaped when the alarm was activated. On 12 Jan 13, while anchored at Balikpapan anchorage, Indonesia, two robbers armed with long knives boarded *Hua Heng 167* through the anchor chains. The robbers escaped empty-handed when the alarm was raised. On 29 Jan 13, while anchored at Sagar anchorage, India, *BW Yangtze* was boarded by three robbers armed with knives. The robbers escaped with three mooring ropes when the alarm was raised.

Petty Theft incidents

Also occurring at ports and anchorages, four petty theft incidents were reported. Of these, three occurred in Indonesia (two incidents at Balikpapan anchorage and one incident at Dumai anchorage), and one incident was reported in the Manila Bay, Philippines. In all four incidents, there was no information on the number of robbers involved and type of weapons they carried. To ensure a more holistic and comprehensive classification of all incidents, the ReCAAP ISC urges all ship owners and master to provide detailed description of the incidents in their reporting to the ReCAAP Focal Points and flag/coastal States.



LOCATION OF INCIDENTS

	January 2009	January 2010		January 2011		January 2012		January 2013
	Actual	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual
South Asia								
Arabian Sea					1			
Bangladesh						3		
India		2				1		2
Sub-total		2			1	4		2
Southeast Asia								
Indonesia	1	5	2	2		8	1	4
Malaysia				1		1		
Philippines		1		1		2		1
Singapore				1				
South China Sea					1			
Straits of Malacca and Singapore			1	4				
Vietnam	1	1				1	1	
Sub-total	2	7	3	9	1	12	2	5
Overall Total	2	9	3	9	2	16	2	7

Table 1 – Location of Incidents in January (2009-2013)



LOCATION OF INCIDENTS

In South Asia, the improvement was most apparent at the ports and anchorages in Bangladesh. No incident was reported there in January 2013 compared to three incidents reported in January 2012. This can be attributed to the coordinated efforts by the port authorities and law enforcement agencies in Bangladesh, and the anti-piracy measures adopted by masters when their ships were anchored there. The ReCAAP ISC commends the good efforts by the Bangladeshi authorities and urges the relevant agencies to continue to maintain their presence and surveillance at these ports and anchorages.

In Southeast Asia, the overall improvement is attributed to the decrease in the number of incidents reported at the ports and anchorages in Indonesia. However, there is no room for complacency as the numbers reported there in January 2013 is still higher than January 2009 (one incident) and January 2011 (two incidents). In January 2013, four incidents were reported at the ports and anchorages in Indonesia. Of these, three incidents occurred at the port and anchorages in Balikpapan, East Kalimantan and one incident at Dumai anchorage. The ReCAAP ISC urges the port authorities and relevant agencies to monitor closely the situation at their port and anchorages and provide immediate assistance to victim vessels when incident reports were made.





LOCATION OF INCIDENTS

Map 1 shows the location of all incidents reported in January 2013¹.



Map 1: Location of incidents in January 2013

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

Incidents of armed robbery against ships at anchorages in India

In January 2013, two incidents of armed robbery against ships were reported onboard vessels anchored at Kakinada anchorage and Sagar anchorage, India. Both were Category 3 incidents, occurred between 0200 hrs and 0300 hrs, and reported lost of mooring ropes. The details of the incidents are described below.

Robbery onboard chemical tanker, *Champion Trust* on 27 Jan 13

Name of Ship
Champion Trust

Type of Ship
Chemical tanker

Flag of Ship
Norway

IMO No.
9080493

GT
26218

On 27 Jan 13 at or about 0200 hrs (local time), eight robbers in two boats approached the Norway-registered chemical tanker, *Champion Trust* when she was anchored at Godavari point, Kakinada anchorage (17° 01.50' N, 082° 24.80' E). Two robbers armed with long knives boarded the vessel from the forecandle while the rest of the robbers waited in the boats. The ship's watchman noticed the robbers at the bow and informed the Officer-on-Watch (OOW). The OOW informed the master immediately and raised the alarm. The crew tried to stop the robbers from escaping but was not successful. The robbers managed to escape with a mooring line. The crew was safe and two mooring ropes from forecandle were discovered missing.



CASE STUDIES OF SELECTED INCIDENTS

Robbery onboard tanker, *BW Yangtze* on 29 Jan 13

Name of Ship <i>BW Yangtze</i>
Type of Ship Tanker
Flag of Ship Singapore
IMO No. 9393096
GT 43797

This incident was reported to the ReCAAP ISC by the ReCAAP Focal Point (Singapore) and the ReCAAP Focal Point (India). The ReCAAP Focal Point (Singapore) reported that on 29 Jan 13 at or about 0030 hrs (local time), three robbers armed with knives and a short gun boarded the Singapore-registered tanker, *BW Yangtze* when she was anchored at Sagar anchorage (20° 56.60' N, 088° 10.10' E). Upon discovering the robbers, the OOW informed the master who raised the alarm and sought assistance from the Indian Coast Guard (ICG), who is also the ReCAAP Focal Point (India). The robbers escaped with three coils of mooring ropes. The crew was not injured.

The ReCAAP Focal Point (India) also reported the incident to the ReCAAP ISC. Representatives from the ICG reportedly boarded the tanker to investigate. The crew reported that they sighted the robbers armed with knives but could not confirm if they were armed with gun.

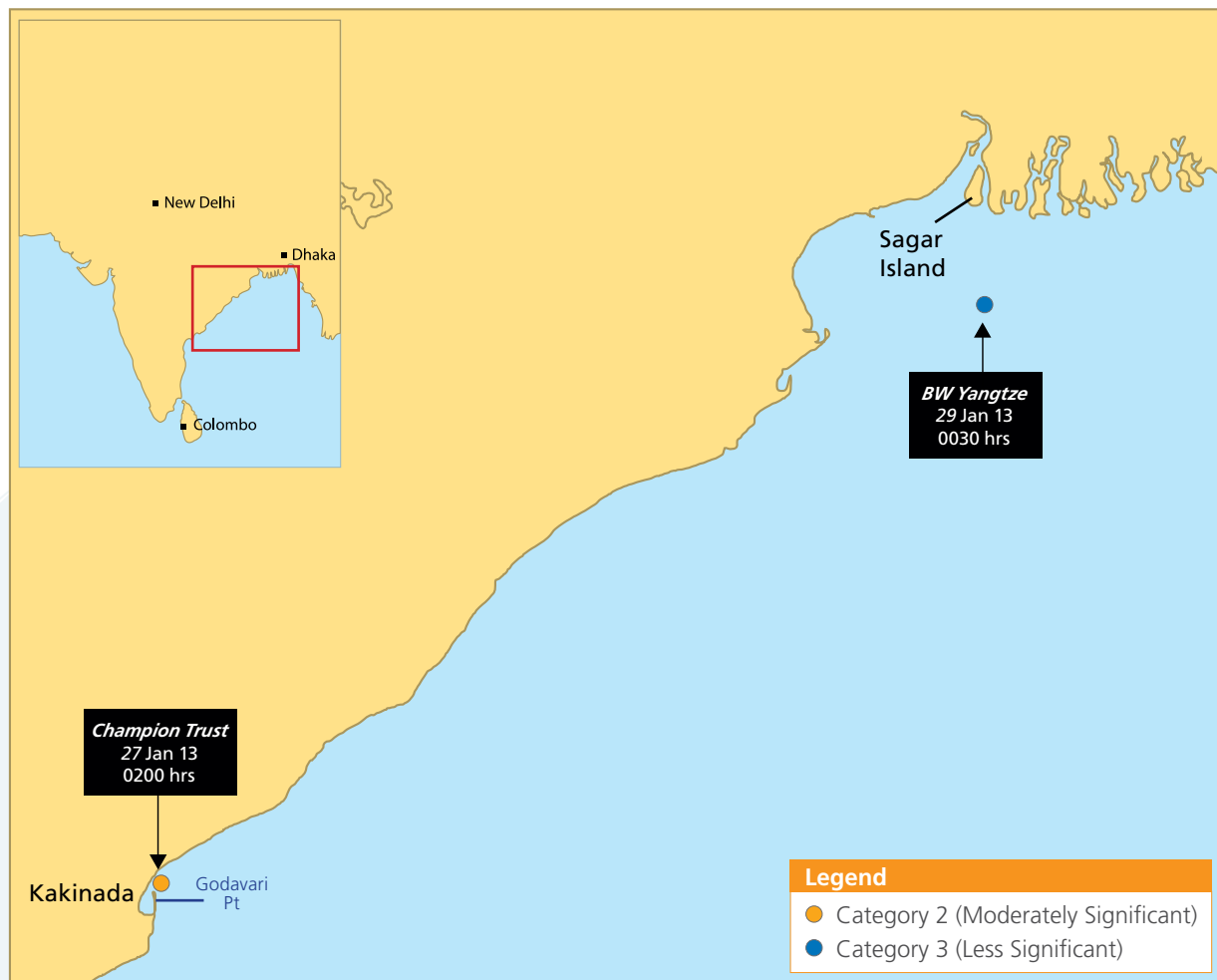


CASE STUDIES OF SELECTED INCIDENTS

Observations

Both incidents were opportunistic in nature as demonstrated by the quick escapes made by the robbers after they were detected by the crew. The robbers in the two incidents stole mooring ropes instead of the crew's cash or personal belongings. It appeared that mooring ropes were preferred as they are unsecured items on the decks, can be easily taken away, thrown overboard into the water, and recovered later when it floats on water.

Refer to map below for the approximate location of incidents.



Approximate location of incidents reported in India (January 2013)



CASE STUDIES OF SELECTED INCIDENTS

Recommendations

Ship masters and crew are urged to exercise vigilance and deploy extra security patrol, whenever possible, especially during hours of darkness when their vessels were anchored. Early detection of the robbers and activation of the alarm will cause the robbers to escape immediately to avoid being stopped by the crew, and in some incidents, the robbers even fled empty-handed. The ReCAAP ISC urges masters to report all incidents to the coastal States so that assistance to the victim ships can be rendered immediately.





CASE STUDIES OF SELECTED INCIDENTS

Incidents of armed robbery against ships in Balikpapan, Indonesia

In January 2013, of the four incidents reported in Indonesia, three occurred at the port and anchorage in Balikpapan, Indonesia. Of the three incidents in Balikpapan, one was a Category 3 incident and two were petty theft incidents. The details of the incidents are described below.

Petty theft onboard chemical tanker, *Histria Prince* on 4 Jan 13

Name of Ship

Histria Prince

Type of Ship

Chemical tanker

Flag of Ship

Marshall Islands

IMO No.

9436666

GT

25864

On 4 Jan 13 at or about 2215 hrs (local time), four robbers approached the Marshall Islands-registered chemical tanker, *Histria Prince* while she was berthed at Jetty No. 5C, Balikpapan Port (01°16' S, 116°49' E). The crew was engaged in loading operations at the time of the incident. One of the robbers boarded the vessel, stole the ship's property and escaped. The incident was reported to the local agent and port authorities.



CASE STUDIES OF SELECTED INCIDENTS

Robbery onboard bulk carrier, *Hua Heng 167* on 12 Jan 13

Name of Ship
Hua Heng 167

Type of Ship
Bulk Carrier

Flag of Ship
China

IMO No.
9604603

GT
32965

On 12 Jan 13 at or about 0105 hrs (local time), two robbers armed with long knives boarded the China-registered bulk carrier, *Hua Heng 167* via the anchor chains while anchored at Balikpapan anchorage (01° 11.10' S, 116° 46.70' E). The duty crew spotted the robbers, raised the alarm and rushed towards them. The robbers jumped into the sea and escaped in a speed boat. The crew was not injured and nothing was stolen.



CASE STUDIES OF SELECTED INCIDENTS

Petty theft onboard tanker, *Torm Ohio* on 17 Jan 13

Name of Ship <i>Torm Ohio</i>
Type of Ship Tanker
Flag of Ship Denmark
IMO No. 9234678
GT 23235

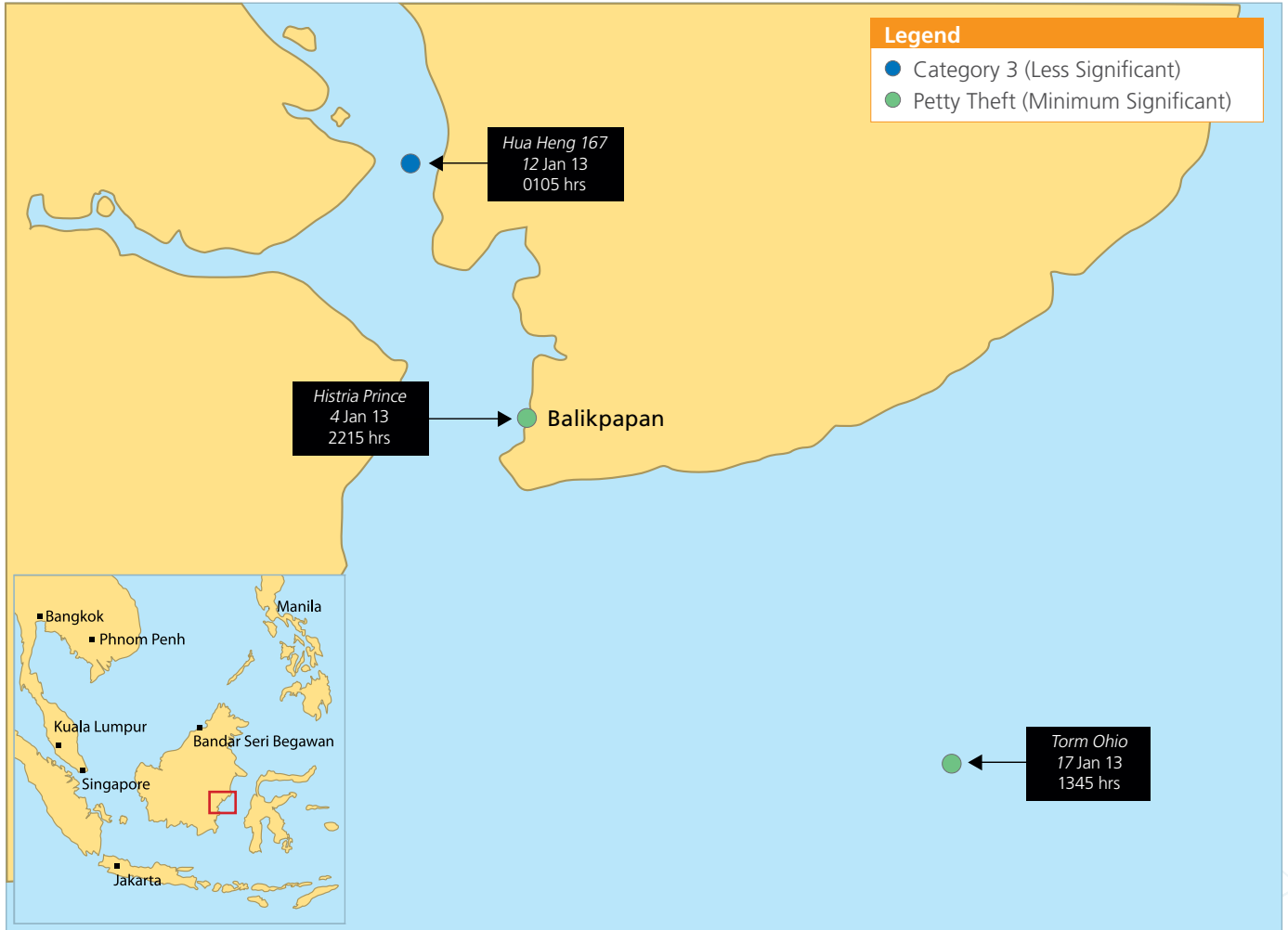
On 17 Jan 13 at or about 1345 hrs (local time), two robbers boarded the Denmark-registered tanker, *Torm Ohio* while anchored at Balikpapan outer anchorage (01° 22' S, 116° 56.40' E). The duty officer on the bridge raised the alarm and sounded the ship horn when noticed some movements at the forecastle deck. Upon hearing the alarm, the robbers jumped overboard and escaped. On investigation, it was discovered that the forward rope hatch lock was broken and some ship stores were stolen.

Observations

All three incidents occurred in Balikpapan in January 2013 were less severe in nature, i.e. Category 3 and petty theft incidents. Refer to map for the approximate location of incidents. In all three incidents, the robbers were opportunistic in nature. The robbers boarded when the crew was busy with operations onboard the vessel. When the crew detected the robbers' presence onboard their vessels, the robbers escaped immediately as evidenced in two of the three incidents. While two of the incidents occurred during hours of darkness, the incident involving *Torm Ohio* occurred during daylight hours. The ReCAAP ISC noticed that the incident involving *Torm Ohio* was the furthest away from the port of Balikpapan compared to the incidents involving *Histria Prince* and *Hua Heng 167*. This explains why the robbers were bolder in boarding *Torm Ohio* during daylight hours as the authorities would take longer time to reach the location of the incident as it was farther away from shore, thus higher chance of them making an escape.



CASE STUDIES OF SELECTED INCIDENTS



Approximate location of incidents reported in Balikpapan (January 2013)



CASE STUDIES OF SELECTED INCIDENTS

Recommendations

As evident in the incidents reported in Balikpapan in January 2013, the robbers escaped when the crew had been alerted. On this note, the ReCAAP ISC urges all ship masters and crew to activate the alarm or sound the ship horn should boarding by suspicious persons occurred. All masters and crew are to exercise vigilance and deploy extra security patrol, whenever possible, during anchoring or berthing at the port and anchorage of Balikpapan. Ship masters are also urged to report all incidents to the port control state and the authorities. The authorities are strongly encouraged to increase surveillance at the port and anchorage areas and provide immediate assistance to victim vessels when an incident is reported to them. The presence of law enforcement agencies will deter robbers from boarding the vessels anchored and berthed there.





CONCLUSION

There has been an improvement in the situation of armed robbery against ships reported in January 2013 compared to the same period in the past five years, except for 2009. The decrease was most apparent at the ports and anchorages in Bangladesh. Indonesia had also demonstrated a downward trend in January 2013 compared to January 2012. Mostly opportunistic in nature; all incidents reported in January 2013 occurred at ports and anchorages which resulted in loss of ship stores for incidents in Indonesia and loss of mooring ropes for incidents in India. No crew was injured in all incidents.

The ReCAAP ISC urges ship masters to report all incidents to the nearest coastal State and flag State, crew to exercise enhanced vigilance; and ship owner to report incidents to their local ReCAAP Focal Points.





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 four 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>Histria Prince</i> Chemical tanker Marshall Islands 9436666 25864	04/01/13 2215 hrs	01° 16' S, 116° 49' E Jetty No. 5C, Balikpapan port, Indonesia	While at berth, four robbers approached the chemical tanker while engaged in loading operations. One of the robbers boarded the vessel, stole the ship's property and escaped. The incident was reported to the local agent and port authorities. [IMO]
2 ■	<i>Hua Heng 167</i> Bulk carrier China 9604603 32965	12/01/13 0105 hrs	01° 11.10' S, 116° 46.70' E Balikpapan anchorage, Indonesia	While at anchor, two robbers armed with long knives boarded the vessel through the anchor chains. The duty crew spotted the robbers, raised the alarm and rushed towards them. The robbers jumped into the sea and escaped in a speed boat. The crew was not injured and nothing was stolen. [ReCAAP Focal Point (China)]
3 ■	<i>Torm Ohio</i> Tanker Denmark 9234678 23235	17/01/13 1345 hrs	01° 22' S, 116° 56.40' E Balikpapan outer anchorage, Indonesia	While at anchor, two robbers boarded the tanker. The Duty Officer on the bridge raised the alarm and sounded the ship horn upon noticing some movements at the forecandle deck. Upon hearing the alarm, the robbers jumped overboard and escaped. On investigation, it was discovered that the forward rope hatch lock was broken and ship stores were stolen. [ReCAAP Focal Point (Denmark)]
4 ■	<i>Siva Mumbai</i> Chemical tanker Hong Kong 9565637 19968	22/01/13 0200 hrs	01° 42.30' N, 101° 29.20' E Dumai inner anchorage, Indonesia	While at anchor, robbers boarded the vessel, stole engine spares and escaped unnoticed. The theft was discovered after departure from the port during maintenance work for generator engine. Some foot prints were discovered on the floor. [ReCAAP Focal Point (China)]



APPENDICES

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
5	<i>Champion Trust</i> Chemical Tanker Norway 9080493 26218	27/01/13 0200 hrs	17° 01.50' N, 082° 24.80' E Godavari Pt., Kakinada anchorage India	While at anchor, eight robbers in two boats approached the chemical tanker. Two robbers armed with long knives boarded the vessel from the forecandle while the rest of the robbers waited in the boats. The ship's watchman noticed the robbers at the bow and informed the Officer-on-Watch (OOW). The OOW informed the master immediately and raised the alarm. The crew tried to stop the robbers from escaping but was not successful. The robbers managed to escape with a mooring line. The crew was safe and two mooring ropes from forecandle were discovered missing. [ReCAAP Focal Point (India)]
6	<i>BW Yangtze</i> Tanker Singapore 9393096 43797	29/01/13 0030 hrs	20° 56.60' N 088° 10.10' E Sagar anchorage, India	While at anchor, three armed robbers boarded the vessel. Upon discovering the robbers, the OOW informed the master, who raised the alarm and sought assistance from the Indian Coast Guard (ICG), who is also the ReCAAP Focal Point (India). The robbers escaped with three coils of mooring ropes. The crew was not injured. [ReCAAP Focal Point (India), ReCAAP Focal Point (Singapore)]
7	<i>AAL Nanjing</i> General cargo ship Singapore 9521552 14053	31/01/13 1350 hrs	14° 33.80' N 120° 54.80' E Manila Bay, South Quarantine anchorage, Philippines	While at anchor, a crew who was securing the accommodation block noticed a robber emerging from the forecandle store. Upon realising that the crew had been alerted, the robber escaped using a rope. On investigation, it was discovered that the robber had broken the padlock of the forecandle store and escaped the ship with a breathing apparatus, two cylinders, six pieces of fog nozzles, one fire axe and two pieces of safety flashlights. [ReCAAP Focal Point (Singapore)]



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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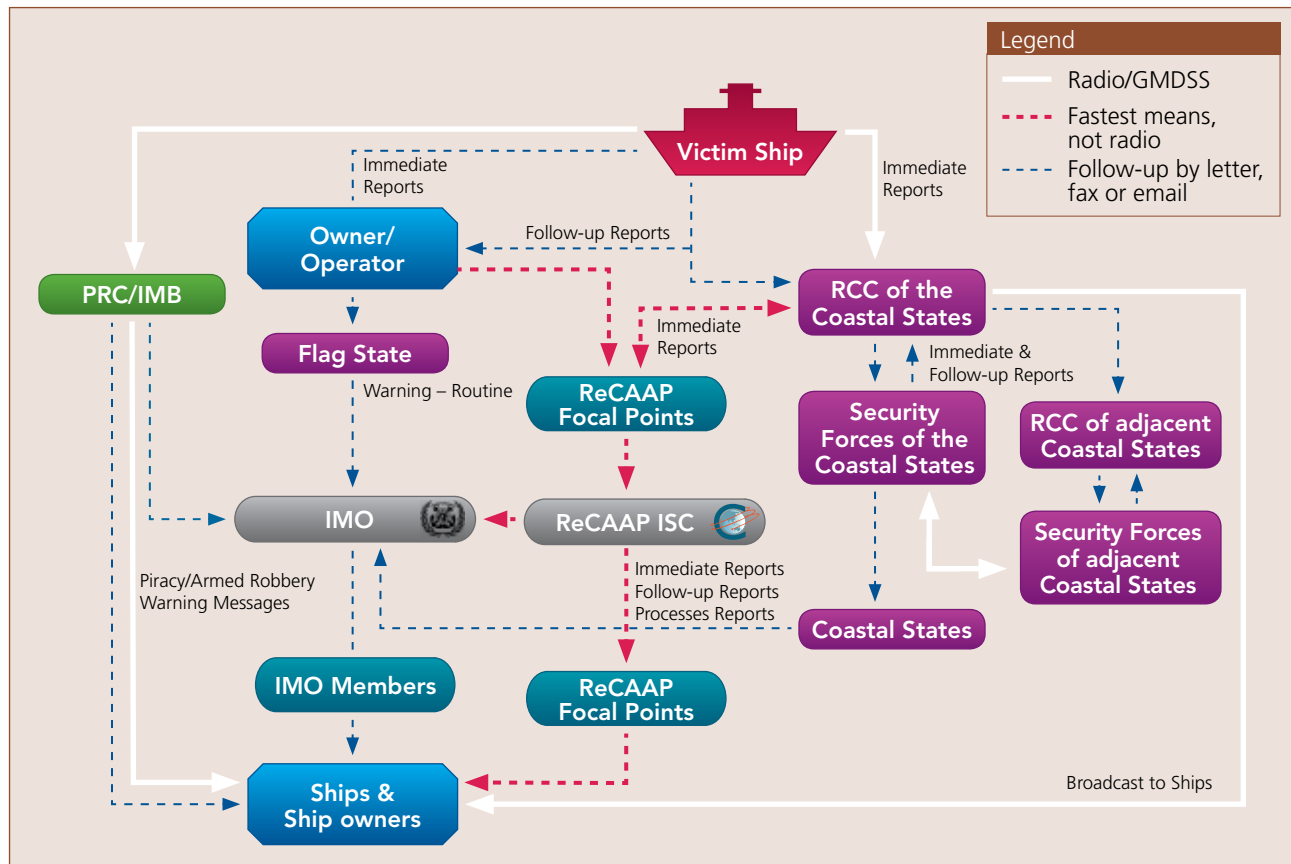


Diagram 1 – Flow Diagram for Reporting Incidents in Asia

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.



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: 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.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

Contact Details of ReCAAP Focal Points / Contact Point

Correct as at 31 January 2013



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.

