

Quarterly Report

1st January - 31st March 2014

Piracy and Armed Robbery against Ships in Asia



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EXECUTIVE SUMMARY

The overall improvement in the situation of piracy and armed robbery against ships¹ in Asia continues into the 1st Quarter of 2014 (January-March) for a third consecutive year based on a quarter-on-quarter comparison.

While there has been an overall improvement in the situation in Asia, the number of incidents in the Straits of Malacca and Singapore has increased during the 1st Quarter of 2014 compared to the same period in 2012 and 2013. These incidents involving ships while underway were mainly less significant incidents: of the eight incidents reported in the Straits of Malacca and Singapore, six were Category 3 incidents.

With reports of incidents occurred at certain ports and anchorages, more stringent enforcement of the ISPS code, effective policing by port authorities and active patrolling by the relevant agencies are advocated.

The ReCAAP ISC encourages ship masters to report all incidents to the coastal State immediately, and the relevant authorities to respond by dispatching patrol vessel to the location of the incident as demonstrated in the incident involving tug boat, *SG Victory* on 21 Feb 14 where the robbers were arrested and the stolen items recovered. The incident was featured as a case study in Part three of this report.

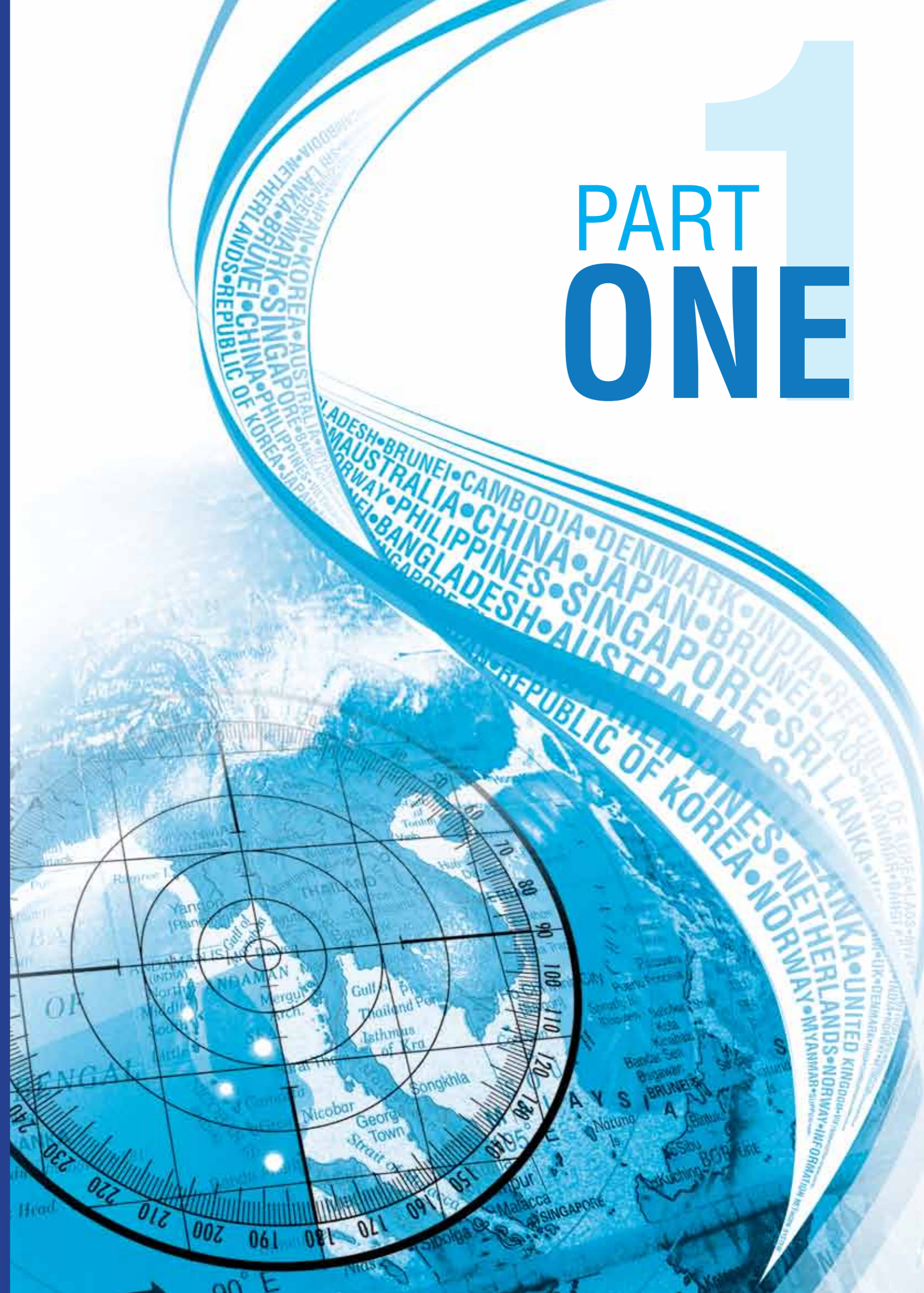
The detailed description of incidents reported during January-March 2014 can be found in the Appendix of this report.

¹Piracy is defined in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS). Armed robbery against ships is defined 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).

PIRACY AND ARMED ROBBERY AGAINST SHIPS INCIDENTS

(January-March 2014)

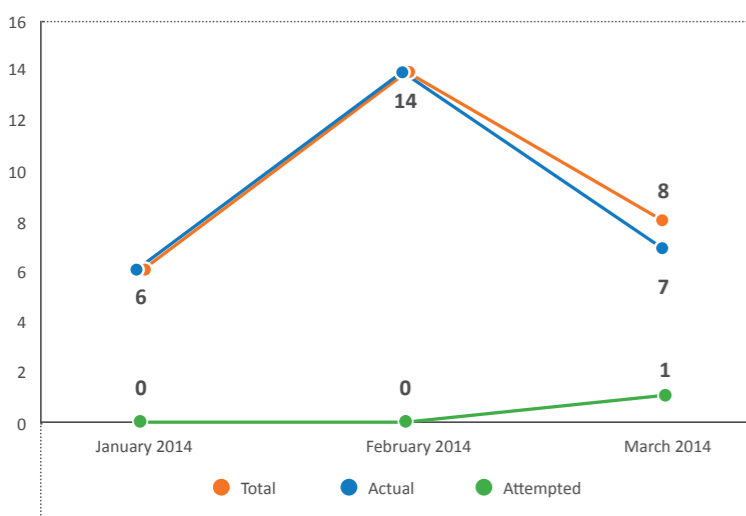
PART 1 ONE



Part 1: Piracy and armed robbery against ship incidents during January - March 2014

Number of incidents

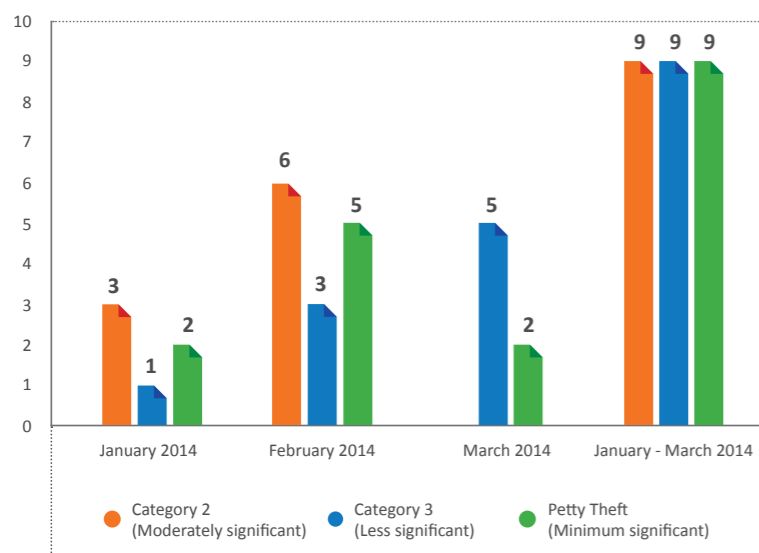
Graph 1 - Number of incidents (January- March 2014)



The number of incidents of piracy and armed robbery against ships in Asia has fluctuated during January, February and March of 2014. A total of 28 incidents, comprising 27 actual incidents and one attempted incident, were reported during January-March 2014. Graph 1 shows the number of incidents (actual and attempted) for each month from January 2014 to March 2014.

Significance level

Chart 1 - Significance level of incidents (January- March 2014)



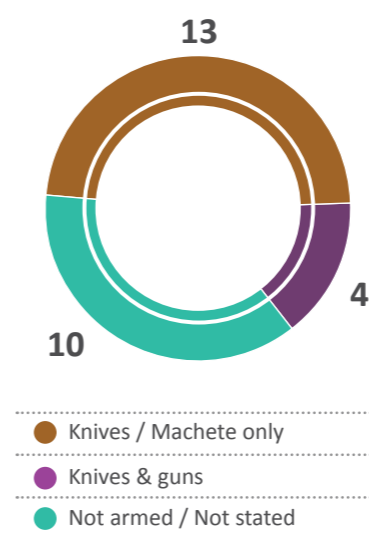
The situation of piracy and armed robbery against ships has improved in March 2014 compared to January 2014 and February 2014. Although a total of seven incidents were reported in March 2014 which was slightly higher than January 2014 (6), they were less significant and petty theft incidents. Notably, no Category 2 incidents were reported in March 2014 compared to January 2014 and February 2014. Chart 1 shows the significance level of the incidents for each month from January 2014 to March 2014.

Violence and economic factors

In determining the significance level of each incident, the ReCAAP ISC examines the violence factor and economic factor associated with the incident. The violence factor refers to the intensity of violence in an incident. The indicators used to determine the degree of violence are: the type of weapons used by the pirates/robbers, the treatment of crew, and the number of pirates/robbers involved. The economic factor considers the type of property and cargoes stolen from the ship.

Type of weapons used

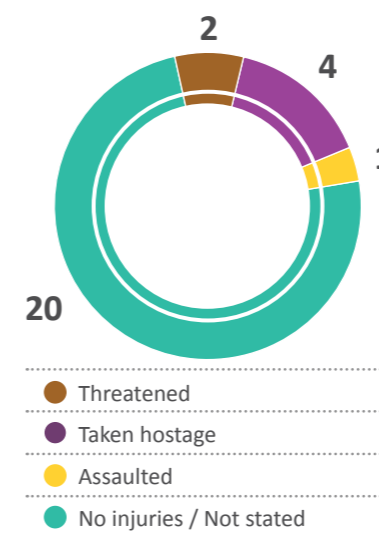
Chart 2 - Type of weapons (January- March 2014)



Of the 27 actual incidents, 13 incidents involved pirates/robbers armed with knives/machetes and four incidents involved pirates/robbers armed with guns and knives. As in past statistics where the type of weapons used was stated, most of the pirates/robbers were armed with knives, which believed to have been carried to cut ropes, and in some cases, to threaten the crew, to compel the crew to surrender their valuables or to prevent the crew from capturing or stopping them from escaping. During January-March 2014, four incidents involving robbers carrying guns and knives occurred onboard ships while anchored at Tanjung Priok anchorage; Muara Berau anchorage, Samarinda; off Pulau Bintan and Eastern Batam anchorage. There was no report of discharging of firearms. However, in the incident involving *Oriental Sapphire*, dent marks were reportedly found on the bulk carrier. The crew was not injured.

Treatment of crew

Chart 3 - Treatment of crew (January- March 2014)

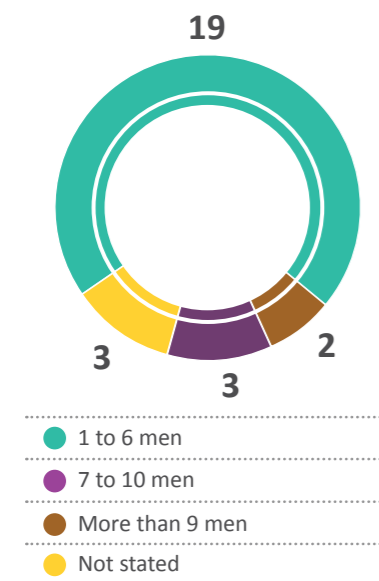


Most boardings in this region occurred at anchor or in port with robbers who were opportunistic in nature, whose motive was theft, and has no intention to harm the crew. However, there were few occasions of robbers who when came face-to-face with the crew, would threaten them or hold the crew hostage purposely to prevent them from raising the alarm or compel them to surrender their valuables. During January-March 2014, there were two cases of threatening and four cases of crew being held hostage. An incident of crew being assaulted was reported onboard tanker *Nordic Anne* on 29 Mar 14 when two robbers armed with knives assaulted one of the engine crew who suffered a slight injury. The robbers escaped with some engine spare parts when the master sounded the alarm.

Part 1: Piracy and armed robbery against ship incidents during January - March 2014

Number of pirates / robbers

Chart 4 - Number of pirates/robbers (January- March 2014)



Majority of the incidents (70%) reported during January-March 2014 involved pirates/robbers operating in group of 1-6 men. Three incidents involved more than 9 men. Of these, two occurred at Chittagong anchorage, Bangladesh involving 10 robbers who boarded *Phoenix Nereid* on 5 Feb 14, and also 10 robbers boarded chemical tanker, *Alpine Mia* on 24 Feb 14. The third incident involved 20 robbers who boarded barge, *Smooth 1* towed by tug boat, *Juara* on 23 Feb 14 while underway in the Straits of Malacca and Singapore.

Location of incidents

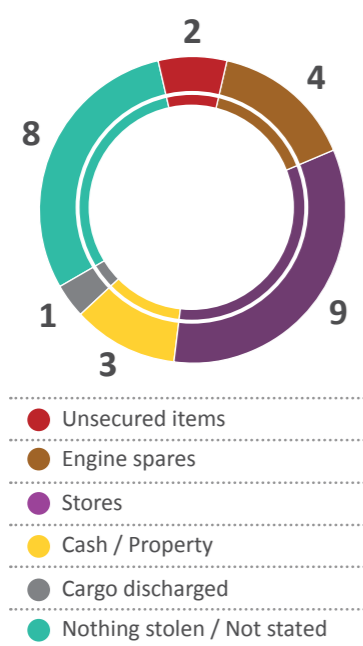
Refer to map below on the location of incidents reported during January-March 2014.

Map 1 – Location of incidents (January-March 2014)



Type of economic losses

Chart 5 - Type of economic losses (January- March 2014)

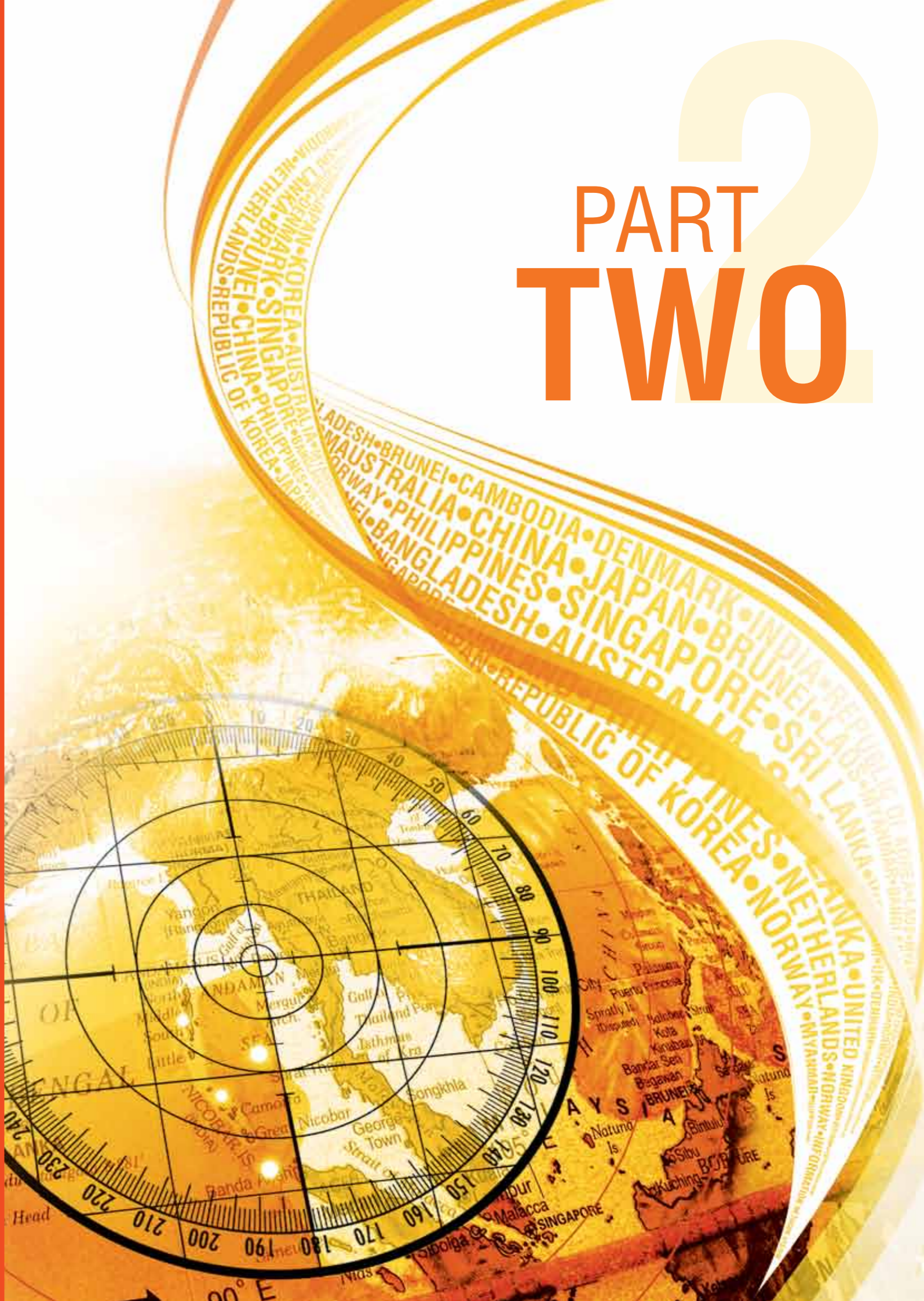


Slightly more than half of the incidents (56%) reported the loss of unsecured items, engine spares and ship stores such as fire hose couplings, messenger rope, floating buoy and mooring rope. The ReCAAP ISC notes that in three of the four incidents that reported the loss of engine spares, the engine crew was either held hostage or assaulted. The presence of the engine crew working in the engine room has made them relatively more vulnerable when they came face-to-face with the robbers.

COMPARISON OF INCIDENTS QUARTER-ON-QUARTER OVER FIVE-YEARS PERIOD

(January-March of 2010-2014)

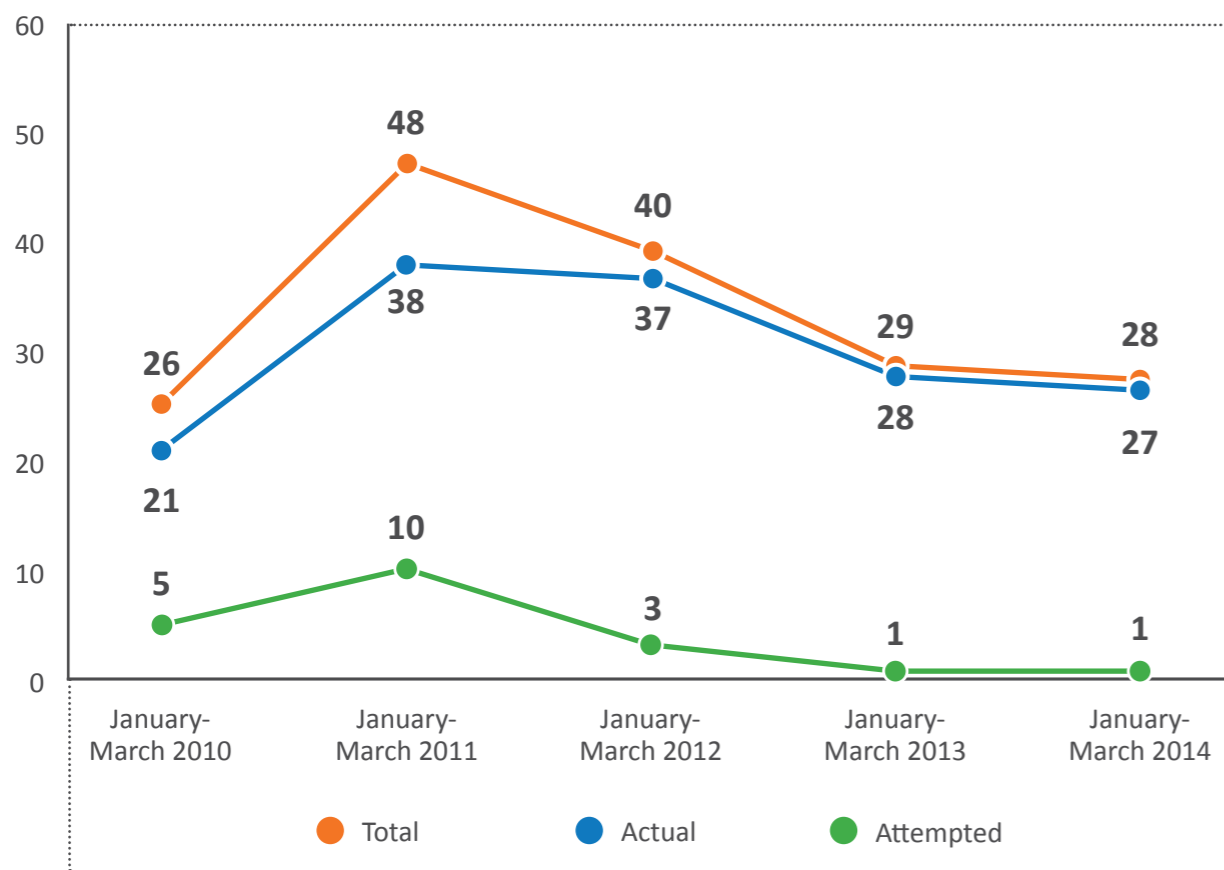
PART TWO



Part 2: Comparison of incidents quarter-on-quarter over five years period (January - March of 2010 - 2014)

Number of incidents

Graph 2 - Number of incidents (January - March of 2010 - 2014)



The improvement in the situation of piracy and armed robbery against ships reported during the 1st quarter of 2014 continues for a third consecutive year based on a quarter-on-quarter comparison. Improvements were observed since the 1st quarter of 2012 and continued till 2014. A total of 28 incidents were reported during January-March 2014, of which 27 were actual incidents and one was an attempted incident. Of the 28 incidents, three were piracy incidents and 25 were incidents of robbery against ships. Graph 2 above shows the number of incidents reported during January-March of 2010-2014.

Significance level

Chart 6 - Significance level of incidents (January - March of 2010 - 2014)

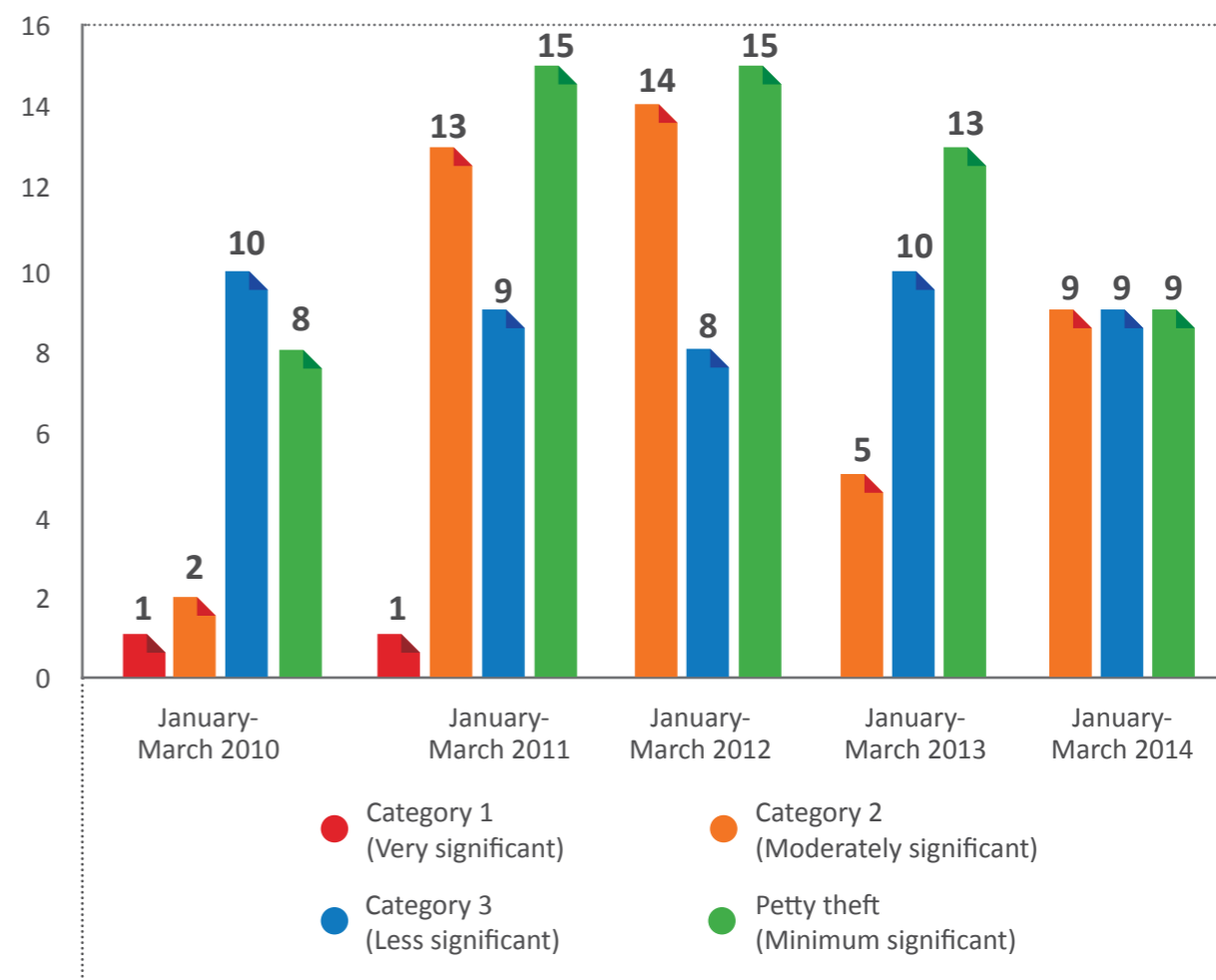


Chart 6 above shows the significance level of incidents based on a quarter-on-quarter comparison between January - March of 2010 and the same period in 2014. Although the number of incidents reported during January-March of the past two years (2013 and 2014) had been fairly consistent, the number of Category 2 incidents reported during the first three months of 2014 has increased compared to the same period in 2013.

Part 2: Comparison of incidents quarter-on-quarter over five years period (January - March of 2010 - 2014)

Category 2

During January-March 2014, majority of the Category 2 incidents occurred onboard vessels at anchor or berth, compared to incidents onboard vessels while underway. Of the nine Category 2 incidents reported during January-March 2014, seven incidents (78%) occurred onboard ships at anchor; and two incidents (22%) occurred onboard ships while underway. Of the seven incidents at ports and anchorages, five occurred in Indonesia and two in Bangladesh.

Category 3 and petty theft

As in past years, Category 3 and petty theft incidents form the bulk of incidents reported during January-March 2014. Of the 18 Category 3 and petty theft incidents, 10 occurred onboard ships at anchor or at berth.

Location of incidents

The number of incidents reported in the South Asian region during January-March 2014 has increased compared to the same period in 2013 while the Southeast Asian region has seen a slight improvement in the situation of piracy and sea robbery against ships.

South Asian region

During January-March 2014, a total of seven incidents were reported in the South Asian region, of which three incidents were reported in Bangladesh, two in the Bay of Bengal and two in India compared to the same period in 2013 when a total of three incidents were reported in the region. The increase in incidents in Bangladesh was reportedly due to vessels which did not comply to the security requirements laid down by the port authority of Bangladesh, and this had resulted in them being vulnerable to boarding by robbers. The ReCAAP Focal Point (Bangladesh) which is the Department of Shipping urges vessels calling at the Chittagong port and anchorages to adhere strictly to the appropriate security measures recommended by the port authority, and report all incidents immediately to the coastal State.

Southeast Asian region

A total of 21 incidents, comprising 20 actual and one attempted incident, were reported in the Southeast Asian region during January-March 2014. There has been an overall improvement in the situation of piracy and armed robbery against ships in the region compared to the past three years (January-March of 2011-2013). Notably, for the first time in three years, the situation in Indonesia has improved during January-March 2014 with 12 incidents reported there compared to 20 incidents reported during the same period in 2013 and 18 incidents in 2012.

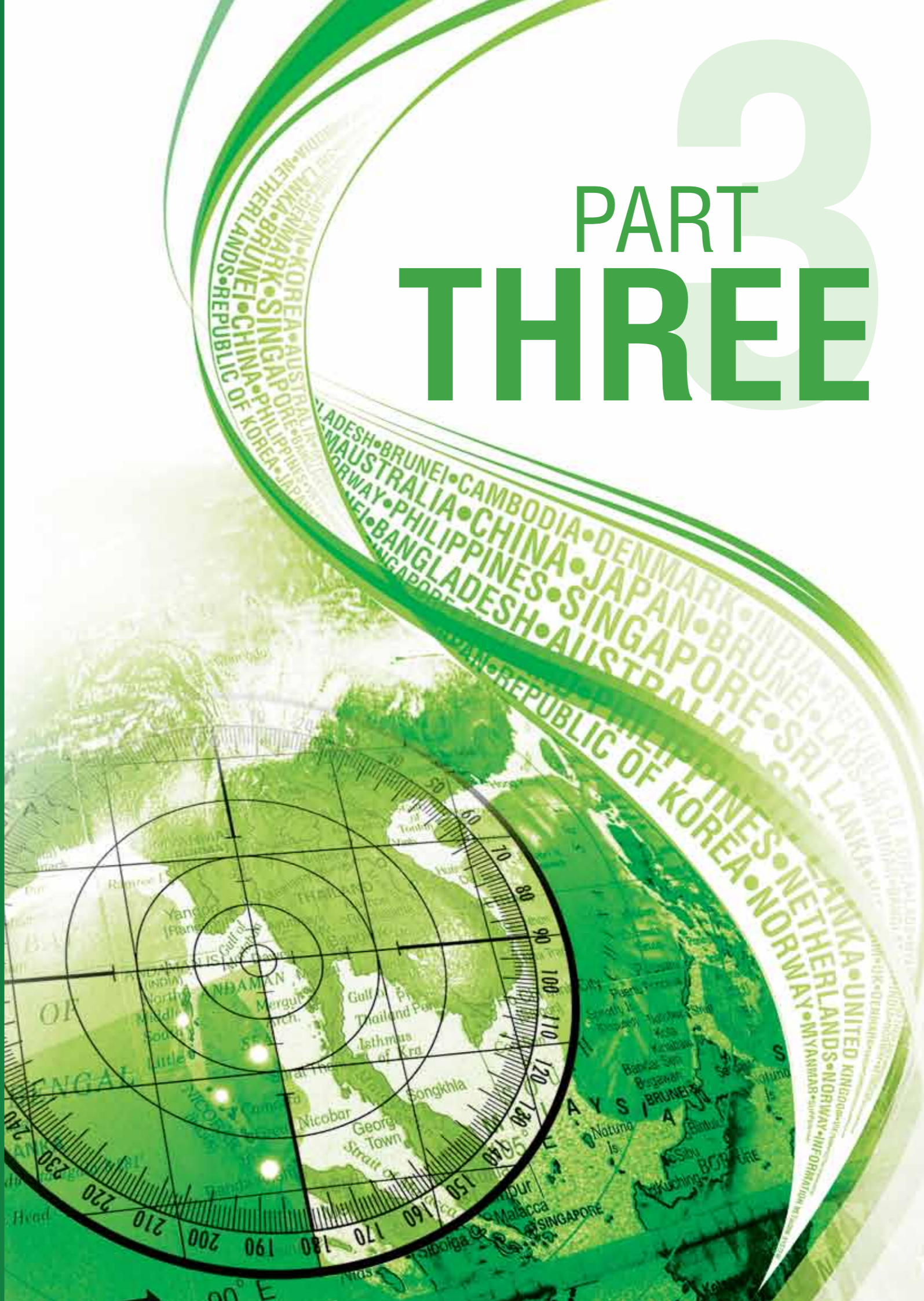
While there has been an overall improvement in the situation in Southeast Asia, the number of incidents reported in the Straits of Malacca and Singapore had increased. A total of eight incidents were reported in the strait during January-March 2014 compared to only one incident reported there during the same period in 2013 and four incidents in 2012. Detailed description of the situation in the Straits of Malacca and Singapore can be found in Part Three of this report.

Table 1 - Location of incidents (January - March of 2010 - 2014)

	January-March 2010		January-March 2011		January-March 2012		January-March 2013		January-March 2014	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
South Asia										
Arabian Sea				3						
Bangladesh	2		5		8				3	
Bay of Bengal	1			1					2	
India	4		4		3	1	3		2	
Sub-total	7		9	4	11	1	3		7	
Southeast Asia										
Indian Ocean										1
Indonesia	5	4	6		17	1	19	1	12	
Malaysia	4		7		1					
Philippines	1		2		2		1			
Singapore			2							
South China Sea	1		1	5			2			
Straits of Malacca and Singapore		1	9	1	4		1		8	
Vietnam	3		2		2	1	2			
Sub-total	14	5	29	6	26	2	25	1	20	1
Overall Total	21	5	38	10	37	3	28	1	27	1

CASE STUDIES

PART 3 THREE

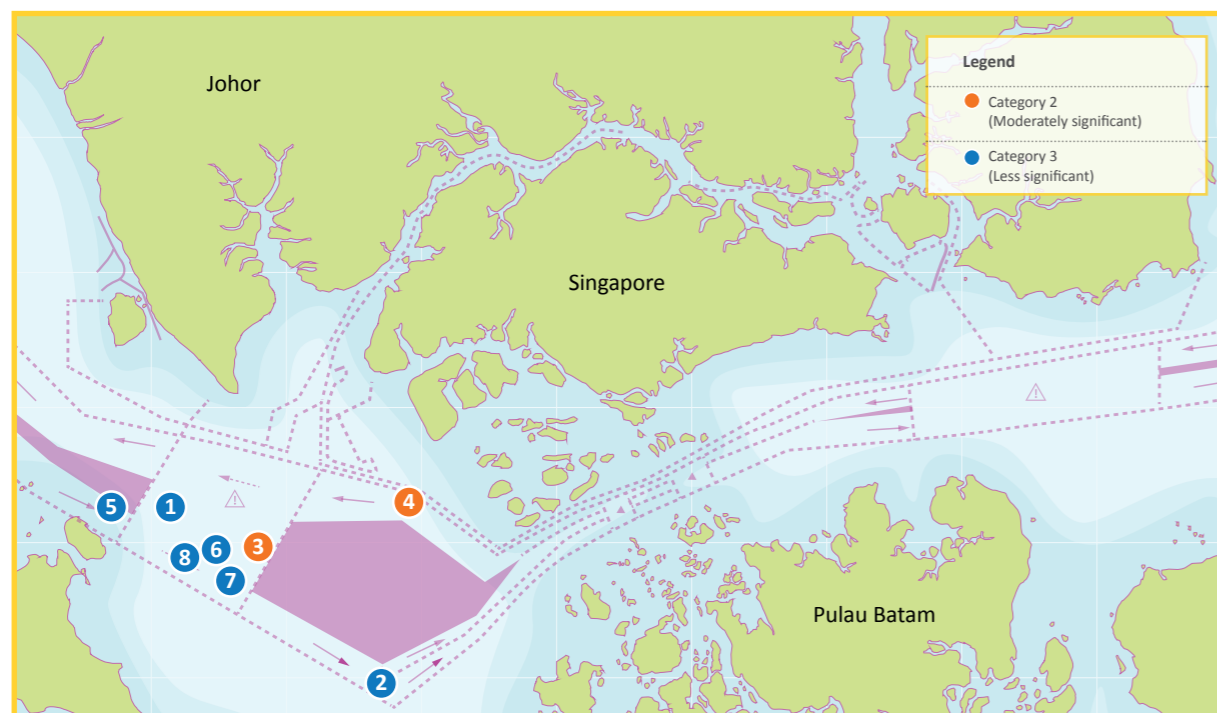


Part 3: Case studies

Incidents of robbery onboard vessels while underway in the Straits of Malacca and Singapore (SOMS)

There has been an increase in the number of incidents reported in the Straits of Malacca and Singapore during January-March 2014 compared to same period in 2013, 2012 and 2010. Eight incidents were reported in 2014 compared to one incident in 2013, four incidents in 2012 and one incident in 2010. The highest number of incidents was reported during January-March 2011 comprising nine actual and one attempted incidents. The location of the eight incidents reported during January-March 2014 is as shown:

Map 2 - Location of incidents reported in the Straits of Malacca & Singapore (January - March 2014)



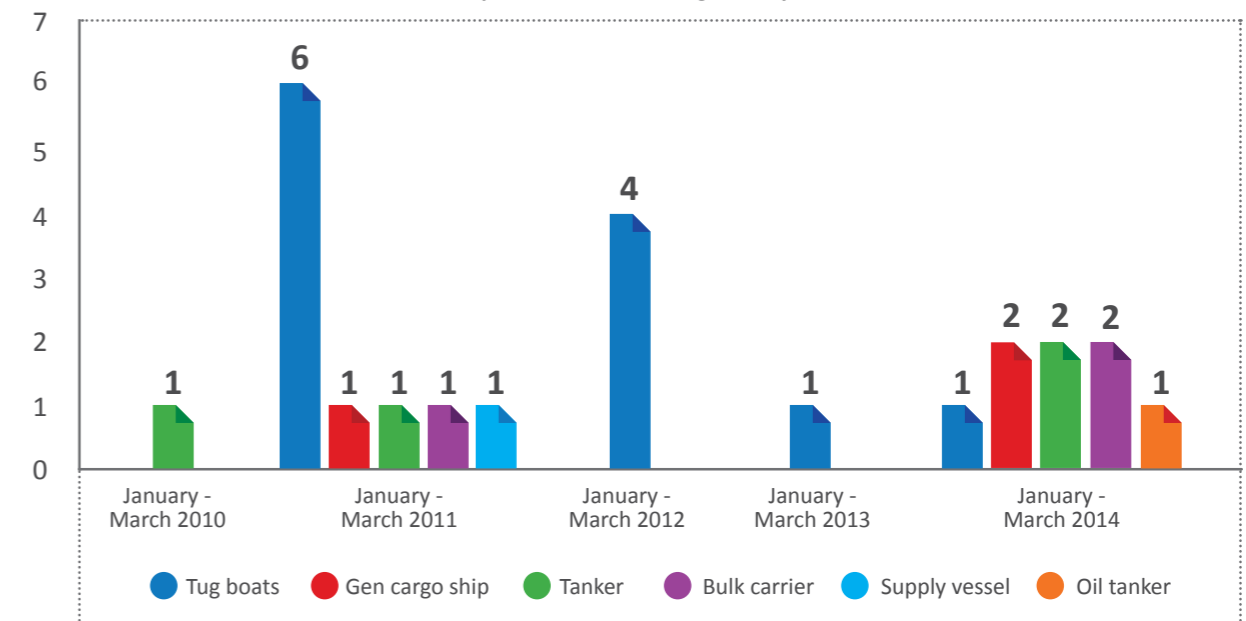
- | | | |
|--|--|---|
| 1 <i>Global Frontier</i> , Bulk carrier
1 Feb 14 - 0511 hrs | 4 <i>Juara</i> , Tug boat
23 Feb 14 - 1350 hrs | 7 <i>Cape Veni</i> , Bulk carrier
10 Mar 14 - 0150 hrs |
| 2 <i>Kota Berkas</i> , General cargo ship
6 Feb 14 - 0620 hrs | 5 <i>Sea Voyager</i> , Oil tanker
6 Mar 14 - 0515 hrs | 8 <i>Nordic Anne</i> , Tanker
29 Mar 14 - 0415 hrs |
| 3 <i>Kota Intan</i> , General cargo ship
6 Feb 14 - 0700 hrs | 6 <i>Orpheas</i> , Tanker
6 Mar 14 - 0540 hrs | |

Type of vessels

The ReCAAP ISC observes that there has been a shift in the type of ships that were boarded in the Straits of Malacca and Singapore during January-March 2014 compared to the same period in the past four years (2010-2013). Smaller vessels such as tug boats and barges were boarded more often in the past four years (2010-2012), but the trend appeared to have shifted from tug boats and barges to bigger vessels such as bulk carriers, general cargo ships and tankers during January-March 2014. Of the eight incidents reported during January-March 2014, the vessels involved included two bulk carriers, two general cargo ships, two tankers, one oil tanker and one tug boat. The ReCAAP ISC will continue to monitor if this trend persists.

Of the 24 incidents reported during the period of January-March of 2010-2014, 50% (12) incidents involved tug boats and barges, four involved tankers, three involved bulk carriers, three involved general cargo ships, one involved an oil tanker and one was a supply vessel. Whether the shift away from tug boats and barges was a result of better situation awareness arising from several successful initiatives undertaken by the tug boat industry, the authorities and the ReCAAP ISC, it was premature to conclude at this juncture.

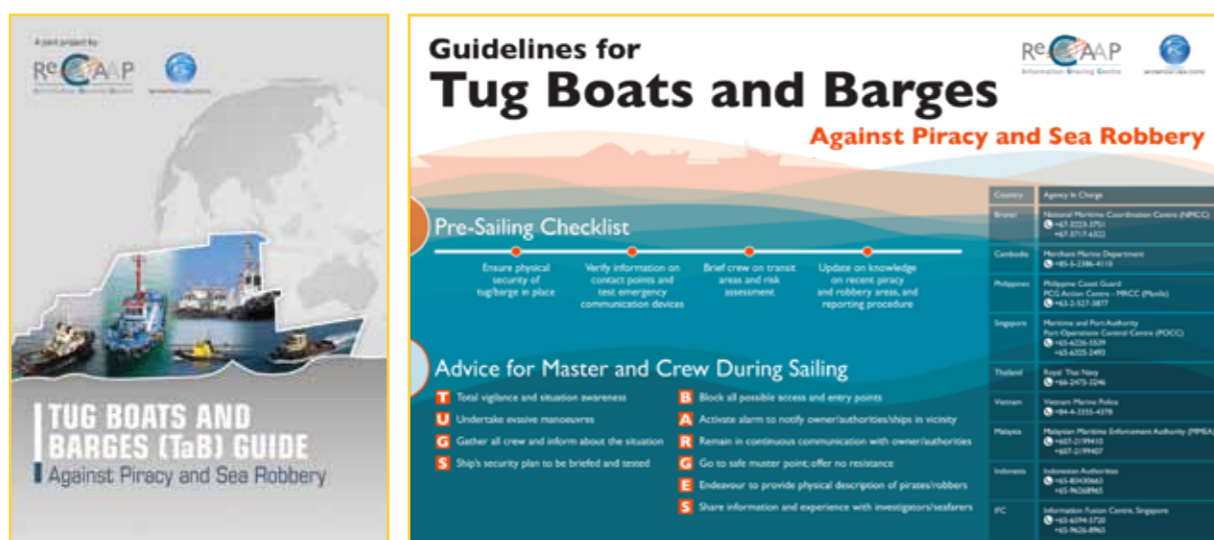
Chart 7 - Incidents reported in SOMS during January-March of 2010-2014



Part 3: Case studies

Anti-piracy efforts towards eradicating incidents involving tug boats and barges

Over the past three years, initiatives included sharing of best management practices and lessons learned at anti-piracy forums organized by the ReCAAP ISC, ReCAAP Focal Point (Singapore), Singapore Shipping Association (SSA) and overseas shipping association such as the Sarawak and Sabah Shipping Association (SSSA). Other initiatives included joint publication of the Tug Boat and Barges (TaB) Guide, and Tug Boat and Barges poster by the ReCAAP ISC and the Information Fusion Centre (IFC).



Tug Boats and Barges (TaB) guide

Poster on 'Guidelines for Tug Boats and Barges'

Modus operandi of robbers

Robbers involved in incidents onboard ships while underway in SOMS appeared to be opportunistic in nature. Operating in a group of 4-6 (except the incident involved *Juara*), the robbers were armed with knife/machetes (six out of eight incidents), and used small boats to come alongside and stole ship stores, engine spares and unsecured items onboard the ship (four of the eight incidents). The motive of the robbers was to board the vessels without alerting the crew and escaped with whatever items they can lay their hands on. Notably, ships with crew who was less alert, compromise in vigilance and complacent with their surroundings were targeted. However, once the crew sighted the robbers and raised the alarm, the robbers would escape immediately, and sometimes even empty-handed (as occurred in four of the eight incidents).

Vulnerable period of the day

As shown in Table 2 on the eight incidents reported in the Straits of Malacca and Singapore, six incidents occurred between 0400 hrs and 0700 hrs, one in the early morning at 0150 hrs and one during daylight hours at 1350 hrs.

Table 2: Incidents reported in the Straits of Malacca and Singapore during January-March 2014

Date/Time of incident	Name/Type of vessel	No. of robbers	Type of weapon	Treatment of crew	Economic loss
1 Feb 14 0511 hrs	<i>Global Frontier</i> Bulk carrier	4	Long knives	No injury caused	Nil
6 Feb 14 0620 hrs	<i>Kota Berkat</i> General cargo	5	Machetes	No injury caused	Nil
6 Feb 14 0700 hrs	<i>Kota Intan</i> General cargo	2	Unknown	Held crew hostage (to demand their mobile phones)	Ship stores and mobile phones of crew
23 Feb 14 1350 hrs	<i>Juara</i> Tug boat	20	Unknown	No injury caused	Scrap metal
6 Mar 14 0515 hrs	<i>Sea Voyager</i> Tanker	4	Knives	No injury caused	Nil
6 Mar 14 0540 hrs	<i>Orpheas</i> Tanker	5	Knives	No injury caused	Engine spares
10 Mar 14 0150 hrs	<i>Cape Veni</i> Bulk carrier	4	Knives	No injury caused	Nil
29 Mar 14 0415 hrs	<i>Nordic Anne</i> Tanker	2	Long knives	Injured engine crew	Engine spares

Same group of robbers

From the proximity of the incidents by location and date/time, it is likely although not substantiated at this juncture that the same group of robbers were involved. This was evidenced in the incident on 6 Feb 14 when *Kota Intan* was boarded within an hour after *Kota Berkat* on the same day; and on 6 Mar 14 *Orpheas* was boarded within half an hour after *Sea Voyager* was boarded, also on the same day.

Observations

From past trends and experiences, the ReCAAP ISC notes that when intense counter-piracy efforts are focused in one area or type of vessels (tug boats towing barges) or enhanced surveillance implemented in one particular location, the robbers tend to venture into different areas (for example bigger ships) and/or other locations where surveillance is lesser or more compromised.

Part 3: Case studies

Robbery onboard scrap vessel, *MV Chan* towed by tug boat, *SG Victory*: Successful arrest of robbers and recovery of stolen items

Name of vessel	<i>SG Victory / MV Chan</i>
Type of vessel	Tug boat / Scrap ship
Flag of vessel	Singapore
IMO number	9491276
GT	261

On 20 Feb 14 at or about 1130 hrs, Singapore-registered tug boat, *SG Victory* was towing a scrap vessel, *MV Chan* to Chittagong anchorage when some robbers came alongside in five boats, boarded *MV Chan*, near Cox's Bazar area, stole scrap metal and escaped. The master did not report incident to the authorities.

On 21 Feb 14 at or about 0650 hrs, when the tug boat was anchored near Kutubdia/ outer anchorage area, some robbers (not known if the same group) boarded the scrap vessel from several fishing boats. This time round, the master reported the incident to the Bangladesh Coast Guard, who deployed a high speed boat to the location of the incident immediately. They managed to apprehend nine robbers, retain two fishing boats and, recover the stolen items, including paint and cables. The robbers were handed over to the local police.

Map 3 - Location of incident



1 *SG Victory*, Tug boat
 20 Feb 14 1130 hrs

2 *SG Victory*, Tug boat
 21 Feb 14 0650 hrs

Timely reporting and operational responses

The ReCAAP ISC applauds the master for making timely reporting of the incident to the authorities which resulted in the arrest of the robbers and recovery of the stolen items. The Bangladesh authorities were commended for their immediate response by deploying a speed boat to the location of the incident, arrested the robbers and handed them over to the local police for prosecution.

Part 4: ReCAAP activities (January - March 2014)

2nd centre-to-centre dialogue (5 January 2014)



Group photo taken of participants

The 2nd Centre-to-Centre dialogue between the ReCAAP ISC and DCoC ISCs was successfully conducted on 5 Jan 14 in Muscat, Oman. The main aim of the dialogue was to ascertain the current status of the DCoC ISCs, review the workflow linkages between the three DCoC ISCs and the ReCAAP ISC; identify the challenges faced by each of them, share areas for improvement and the way ahead. The meeting was chaired by His Excellency Dr Pornchai Danvivathana, Chairperson of the ReCAAP ISC Governing Council and Thai Ambassador to Oman. Participants included ReCAAP ISC staff, IMO representative and Head of the three DCoC ISCs. His Excellency Said Hamdoon Al Harthy, Undersecretary for Ports and Maritime Affairs and CAPT/Dr Khamis Al. Jabris, Director of Operations, Royal Navy of Oman attended the opening as the Oman government representatives.

Nautical forum 5/14 (14 January 2014)



Participants listening attentively to the presentation



Presentation by FADM Hj Adon of MMEA

The ReCAAP ISC organised its fifth Nautical Forum (NF) supported by the Maritime and Port Authority of Singapore (MPA) and Singapore Shipping Association (SSA) on 14 Jan 14 in Singapore. An annual event organised by the ReCAAP ISC, the main objective of the forum was to bring together the ReCAAP ISC, MPA and members of the shipping industry to share the findings of the piracy and sea robbery situation in Asia for 2013. It was also a platform for the various stakeholders to share and exchange views as well as to solicit feedback and recommendations on improving the situation for the year ahead. The speakers were from the ReCAAP ISC, MPA, Asian Shipowner Forum (ASF), SSA and the Malaysia Maritime Enforcement Agency (MMEA). For the first time, the Head of the MMEA Southern Maritime Region (Johor) delivered the situation update in Johor and shared case studies which demonstrated the excellent anti-piracy efforts carried out by the MMEA. A total of 120 participants attended the Forum which was concluded with an interesting and enlightening panel discussion.

8th ReCAAP ISC Governing Council meeting (4-6 March 2014)

The 8th ReCAAP ISC Governing Council Meeting was held from 4-6 Mar 14 in Singapore. Amongst the issues that were discussed extensively during the meeting was the “Future of the ReCAAP ISC” which the Council affirmed the need for the ReCAAP ISC to stay relevance, and strategically, to raise its stature as an internationally recognised centre of excellence for information sharing.

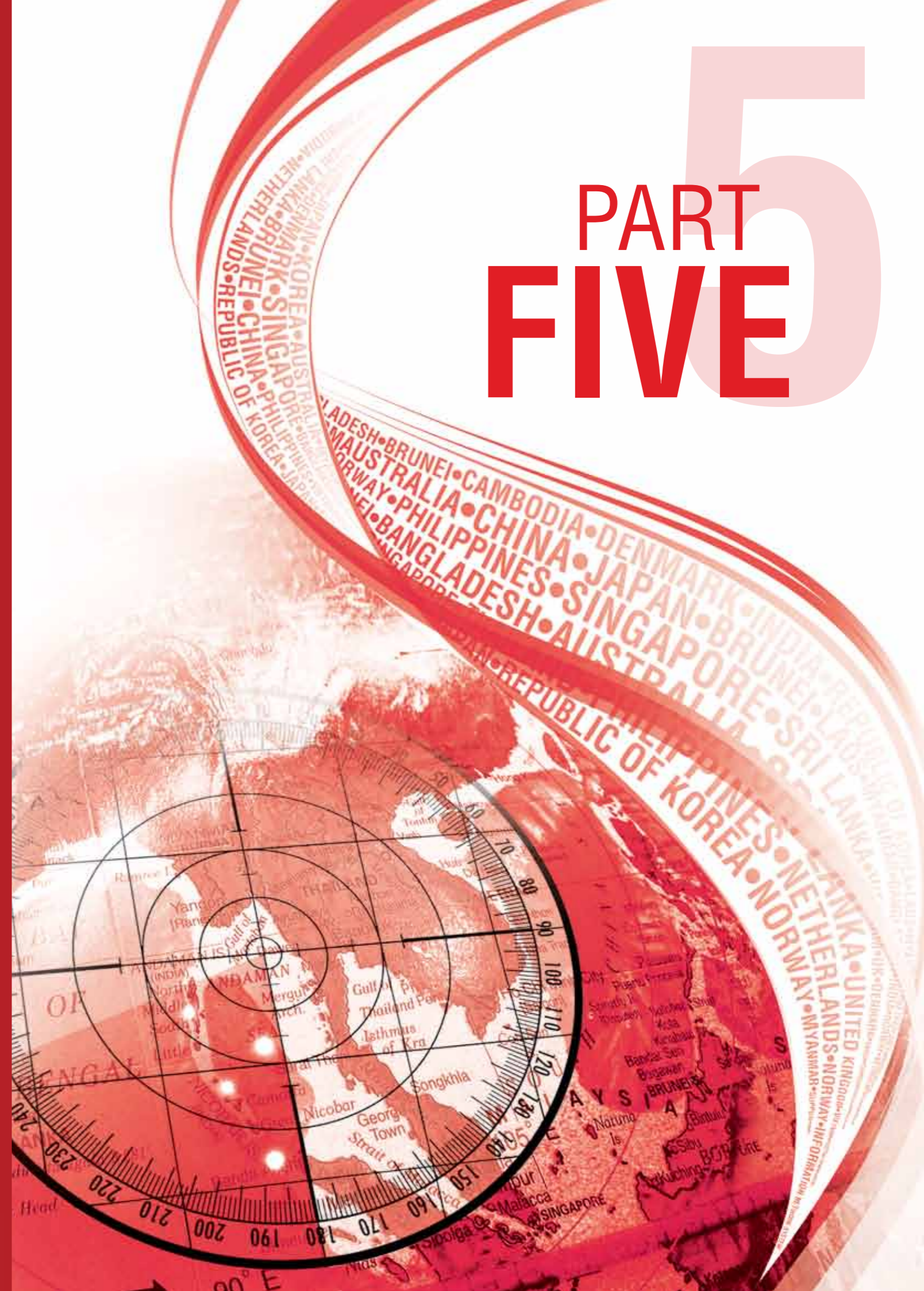


Group photo of Chairperson, Governors and Executive Director of ReCAAP ISC

NEWS SNIPPET

(January-March 2014)

PART FIVE



Part 5: News snippet (January-March 2014)

The Maritime Trade Information Sharing Centre within the Gulf of Guinea region (MTISC-GoG)

At the 8th ReCAAP ISC Governing Council Meeting held during 5-6 March 2014, it was proposed that the ReCAAP ISC coordinates and cooperates with existing and other governmental information sharing centres and/or stakeholders. One of the information sharing centres highlighted at the meeting was the Maritime Trade Information Sharing Centre within the Gulf of Guinea region (MTISC-GoG) which opened its doors in March 2014.

The MTISC GoG, based at the Regional Maritime University in Ghana is currently working towards achieving its initial operating capability. The MTISC-GoG seeks to fill the gap in national/regional maritime domain awareness in the Gulf of Guinea. The lack of understanding of the maritime domain is making it difficult for seafarers to avoid risky waters and for local authorities to tackle the range of maritime crime taking place in the region. Through a see-and-avoid principle, the MTISC aims to provide a single point of focus for mariners to share unclassified information and receive in return a real time picture of the domain which put together inputs from satellite AIS and remote sensing. The centre is expected to provide guidance and advice on handling maritime security issues. In the event of a security incident, the MTISC-GoG will warn vessels in the vicinity and liaise with naval operational centres. The regional picture will therefore serve to develop maritime security awareness in the whole region, and improve the understanding of security threats in the Gulf of Guinea.



The Maritime Trade Information Sharing Centre - Gulf of Guinea (MTISC-GoG)

CONCLUSION

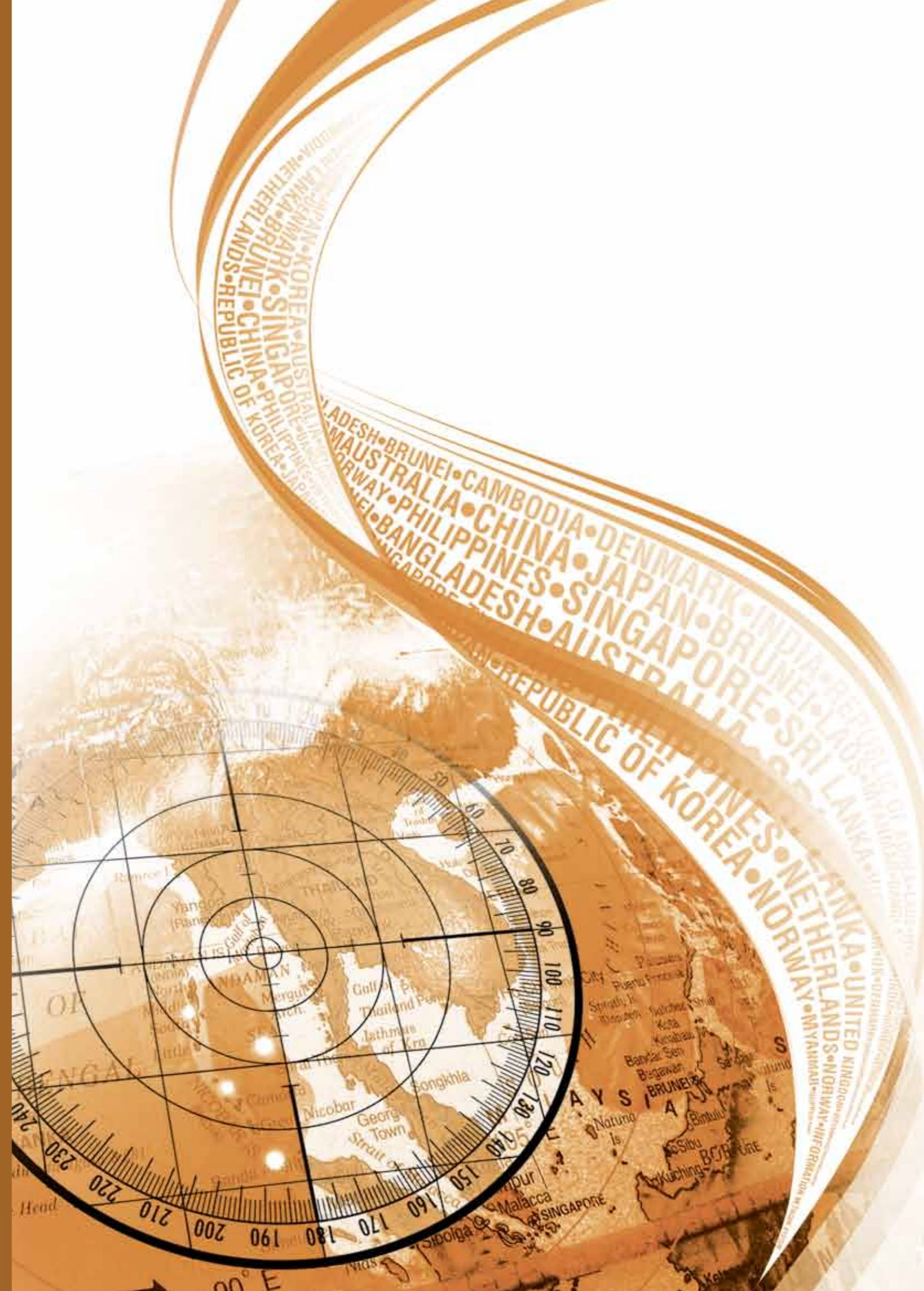
Although there has been an overall improvement in the situation of piracy and armed robbery against ships reported during the 1st Quarter of 2014 for a third consecutive year based on a quarter-on-quarter comparison, there has been an increase in incidents in the Straits of Malacca and Singapore (SOMS). The ReCAAP ISC has also noted a shift in the type of vessels boarded in SOMS compared to same period in the past five years. As such, ship masters are urged to be 'more prepared' when at sea as the mode of operation has somewhat shifted from the traditional tug boats towing barges to bigger ships such as bulk carriers, general cargo ships, oil tankers and tankers. The ReCAAP ISC also urges the littoral States to step up surveillance in the region.

With reports of incidents occurred at certain ports and anchorages, more stringent enforcement of the ISPS code, effective policing and patrolling by the relevant agencies are advocated.

As this is the first quarter of 2014, the ReCAAP ISC will continue to monitor the situation closely to see if the current trend persists. We urges the relevant authorities and the shipping industries to share information with the ReCAAP ISC and ReCAAP Focal Points to enable the ReCAAP ISC to provide timely situation update to all stakeholders to aid the authorities and the shipping industry in the deployment of resources more optimally and implementation of anti-piracy measures more effectively and efficiently.



APPENDICES



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.

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:

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.

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	Giovanna Iuliano Bulk carrier Italy 9122576 39385	03/01/14 0340 hrs	00° 17.15' S, 117° 40.15' E Muara Berau anchorage, Samarinda, East Kalimantan, Indonesia	While at anchor, three robbers armed with a gun boarded the bulk carrier, which was carrying out loading operations. The A/B was taken hostage, tied up and his personal effects were stolen. The robbers then broke into the fore-castle store, stole ship's property and escaped. The A/B later managed to untie himself and reported the incident to the duty officer. [IMO]
2	Lady Cordelia Chemical tanker Marshall Islands 9411587 8689	03/01/14 0530 hrs	03° 57' N, 098° 47' E Belawan anchorage, Indonesia	While at anchor, three robbers boarded the chemical tanker. They stole ship stores such as reducers, fire hose couplings and tank cleaning line hydrant before they escaped. Ropes were found onboard the vessel, indicating that the robbers may have boarded and escaped from the vessel using ropes. [ReCAAP Focal Point (Singapore)]
3	Fairchem Stallion Chemical tanker Panama 9291456 11628	07/01/14 0018 hrs	07° 05.60' S, 112° 39.70' E Gresik inner anchorage, Indonesia	While at anchor, two robbers armed with a butcher knife boarded the chemical tanker from a wooden boat. The robbers of medium build and were dressed in t-shirt and pants. They caught the duty officer and threatened him. When the crew spotted the robbers, the alarm was raised, whistle was blown and the crew mustered at the fore-castle. The robbers jumped overboard and escaped. One mooring rope was stolen. The crew was not injured. [ReCAAP Focal Point (Singapore)]
4	E. R. Brighton Bulk carrier Liberia 9507788 32672	09/01/14 1935 hrs	03° 42.16' S, 114° 26.59' E Taboneo anchorage, Indonesia	While at anchor, eight robbers boarded the bulk carrier via the anchor chain. The watchman spotted the robbers, shouted for help and alerted the duty officer. Realising the crew had been alerted, the robbers escaped empty-handed. [IMO]
5	Au Co 01 General cargo ship Vietnam 9346196 4095	17/01/14 0315 hrs	06° 02' S, 106° 53' E Tanjung Priok anchorage, Indonesia	While at anchor, four robbers armed with a gun and long knives boarded the general cargo ship from a speed boat. They held the duty watchman hostage, entered the engine room and also held the engine room duty crew hostage. The robbers stole engine spares and escaped in their boat, after hearing the alarm raised by the duty officer. Investigation by the Vietnam Coast Guard is currently ongoing. [ReCAAP Focal Point (Vietnam)]

S/N	Ship name, Type of ship, Flag, IMO no., GT	Date, Time	Location of incident	Details of incidents
6	Oriental Sapphire Bulk carrier Panama 9273014 9872	18/01/14 0200 hrs	01° 06.15' N, 104° 10.28' E Eastern Batam anchorage, Indonesia	While at anchor, five robbers boarded the bulk carrier and entered the engine room. The crew spotted the robbers and gathered on the bridge, where they locked themselves in. The master also reported the incident to Singapore POCC who immediately alerted RSC Tg Pinang for assistance. RSC Tg Pinang later informed Singapore POCC that the robbers had left the vessel and some items were stolen. The crew was not injured. However, it was reported that the vessel was fired upon and dent marks were found on the vessel. [ReCAAP Focal Point (Singapore)]
7	BSS Pride Tanker Liberia 9345881 13402	01/02/14 0245 hrs	01° 42.60' N, 101° 25.60' E Dumai inner anchorage, Indonesia	While at anchor, five robbers armed with knives boarded the tanker. They entered the engine room, the duty oiler and Second Engineer captivity and tied them. The Third Engineer later spotted the robbers and raised the alarm, which caused the robbers to escape with stolen engine spares. [IMO]
8	Global Frontier Bulk carrier Panama 9445605 33226	01/02/14 0511 hrs	01° 11.21' N, 103° 29.18' E West of Nipa anchorage, Indonesia (Straits of Malacca & Singapore)	Four robbers armed with long knives boarded the bulk carrier. The master reported to the Singapore Vessel Traffic Information System West (VTIS-West) immediately, who informed the Singapore Police Coast Guard (PCG) and the MSTF. Singapore VTIS-West also promulgated a safety navigational broadcast requesting vessels passing the vicinity to maintain anti-piracy watch. At 0553 hrs (local time), the master reported that the robbers have escaped from the vessel. Nothing was stolen and the crew was not injured. [ReCAAP Focal Point (Singapore)]
9	NCC Huda Tanker Saudi Arabia 9399272 29168	05/02/14 0300 hrs	01° 25' N, 104° 34' E Approximately 11 nm north of Tanjung Berakit, Pulau Bintan, Indonesia	While at anchor, five robbers armed with knives boarded the tanker unnoticed. The duty watch during his routine rounds noticed some footprints in the engine room and immediately informed the OOW on the bridge, who raised the alarm and alerted the crew. Upon hearing the alarm, the robbers escaped in their boat with stolen stores. [IMO]
10	Phoenix Nereid Bulk carrier Panama 9586863 18465	05/02/14 2225 hrs	22° 12' N, 091° 45' E Chittagong anchorage, Bangladesh	While at anchor, the duty OOW noticed four robbers near the stern lowering ship's stores into a wooden boat. There were two wooden boats with three robbers in each boat. The robbers threatened the OOW with knives when he tried to stop them from stealing the ropes. The OOW escaped and informed the duty officer, who raised the alarm, alerted the crew and informed the Bangladesh Coast Guard. The Bangladesh Coast Guard subsequently boarded the vessel to conduct an investigation. [ReCAAP Focal Point (Singapore)]

Appendices

S/N	Ship name, Type of ship, Flag, IMO no., GT	Date, Time	Location of incident	Details of incidents
11	Kota Berkat General cargo ship Singapore 8918071 13274	06/02/14 0620 hrs	01° 02.71' N, 103° 38.61' E South of Racon Delta Buoy (Straits of Malacca & Singapore)	While en route from West Africa to Singapore, the duty greaser spotted five robbers armed with machetes near the engine room workshop and reported it to the bridge. The master raised the alarm and mustered all crew in the wheelhouse immediately. The crew was not injured and nothing was stolen from the vessel. However, a lock in the engine room was found broken. [ReCAAP Focal Point (Singapore)]
12	Kota Intan General cargo ship Singapore 9358577 2714	06/02/14 0700 hrs	01° 08' N, 103° 32.84' E Singapore Straits, Traffic Separation Scheme (TSS) (Straits of Malacca & Singapore)	While en route from Palembang to Singapore, two armed robbers boarded the general cargo ship via the stern. The robbers held two crew in captivity, stole main engine spare parts and the crew's mobile phones and escaped. [ReCAAP Focal Point (Singapore)]
13	Verity Tanker Singapore 9505388 7284	07/02/14 2000 hrs	03° 47.27' N, 098° 41.77' E Belawan Port, Indonesia	While at berth, four robbers boarded the tanker. The duty AB discovered the robbers had broken into the paint store and raised the alarm immediately. Upon realising the crew had been mustered, the robbers escaped immediately with 21 twenty-litre paint drums. The crew was not injured. [ReCAAP Focal Point (Singapore)]
14	Prosperity Bulk carrier Liberia 9086083 81058	10/02/14 0330 hrs	01° 21.12' N, 104° 41.41' E Approximately 10.05 nm northeast of Pulau Bintan, Indonesia	While at anchor, the duty A/B spotted a robber with a long knife in the poop deck. The duty oiler also saw five robbers armed with guns and long knives in the engine room. The duty A/B and the oiler informed the duty officer immediately, who sounded the alarm, ship's whistle and public address to warn the crew. The bulk carrier's SSAS was activated, VTIS East was informed and the crew was mustered at the bridge. The robbers jumped overboard and escaped at about 0332 hrs (local time). The crew conducted a search but did not find anything missing from the vessel. The crew also discovered that the robbers had boarded the vessel from the poop deck using a manrope. [ReCAAP Focal Point (Singapore)]
15	Progress LPG tanker Singapore 9387750 47266	10/02/14 0400 hrs	17° 37.11' N, 083° 24.15' E Visakhapatnam anchorage, India	The master of the LPG tanker reported that the vessel had been boarded by robbers between 0400 hrs to 0500 hrs (local time) while the vessel was anchored. It was suspected that the robbers had boarded the vessel via the stern, stole items from the store and escaped. The crew was not injured. [ReCAAP Focal Point (Singapore)]

S/N	Ship name, Type of Ship, Flag, IMO No., GT	Date, Time	Location of incident	Details of incidents
16	Karin Rambow Container ship Antigua & Barbuda 9327566 9957	14/02/14 2030 hrs	06° 06' S, 106° 52' E Tanjung Priok anchorage, Indonesia	While at anchor, the duty crew noticed an unlit small wooden boat leaving the stern of the container ship. The bridge was informed and the master raised the alarm. It was later discovered that the engine room stores had been stolen. [ReCAAP Focal Point (Singapore)]
17	SG Victory Tug boat Singapore 9491276 261 MV Chan Scrap vessel	20/02/14 1130 hrs	21° 00' N, 091° 37' E Approximately 26.45 nm southwest of Elephant Point, Bangladesh (Bay of Bengal)	While the tug boat towing a scrap vessel was underway, five fishing boats approached the scrap vessel. Robbers boarded and stole items such as paint, cables, butchery items, etc from the scrap vessel before they escaped. [ReCAAP Focal Point (Bangladesh)]
18	SG Victory Tug boat Singapore 9491276 261 MV Chan Scrap vessel	21/02/14 0650 hrs	22° 00' N, 091° 37.12' E Approximately 14.13 nm northwest of Kutubdia Island, Bangladesh (Bay of Bengal)	One day after the robbery onboard the scrap vessel, while underway, some robbers again boarded the scrap vessel from several fishing boats. The incident was reported to the Bangladesh Coast Guard, who deployed a high speed boat immediately. The Bangladesh Coast Guard apprehended nine robbers and two boats. They also recovered the stolen items from the scrap vessel, such as paint and cables. The robbers were handed over to local police. [ReCAAP Focal Point (Bangladesh)]
19	Juara Tug boat Malaysia 8936279 172 Smooth 1 Barge	23/02/14 1350 hrs	01° 10.84' N, 103° 40.35' E Singapore Straits, Traffic Separation Scheme (TSS) (Straits of Malacca & Singapore)	While the tug boat towing barge was underway, 20 robbers boarded the barge from four boats. The Singapore Police Coast Guard and MSTF were informed immediately. At 1400 hrs (local time), the master reported that the robbers had left the barge with stolen scrap metal. The crew was not injured. [ReCAAP Focal Point (Singapore)]
20	Alpine Mia Chemical tanker Hong Kong, China 9391426 29266	24/02/14 2245 hrs	22° 15.80' N, 091° 43.20' E Chittagong 'A' Anchorage, Bangladesh	While at anchor, 10 robbers armed with knives boarded the chemical tanker via the poop deck from an unlit boat. The A/B sighted the robbers and reported to the bridge. The alarm was raised, ship whistle sounded, announcement made via the PA system and the crew was mustered. The robbers escaped with a messenger rope and floating buoy. The incident was reported to the port authorities and the Bangladesh Coast Guard. [ReCAAP Contact Point (Hong Kong)]

Appendices

S/N	Ship name, Type of ship, Flag, IMO No., GT	Date, Time	Location of incident	Details of incidents
21	Latmar Bulk carrier Marshall Islands 9230191 29999	01/03/14 0040 hrs	22° 14.70' N, 091° 44.60' E Chittagong anchorage, Bangladesh	While at anchor, robbers boarded the bulk carrier. The incident was reported to the Bangladesh Coast Guard, who deployed patrol boat to investigate and render assistance. The robbers had already escaped. A search was conducted onboard the vessel and nothing was found to be stolen. The master did find a small piece of rope, which was believed to be used by the robbers in escaping. [ReCAAP Focal Point (Bangladesh)]
22	Sea Voyager Oil tanker Marshall Islands 9408310 60205	06/03/14 0515 hrs	01° 11' N, 103° 26.40' E Approximately 3 nm off Pulau Karimun Kecil, Indonesia (Straits of Malacca & Singapore)	While underway, four robbers in short pants and t-shirts boarded the oil tanker from a fishing boat. The robbers were armed with knives and boarded the vessel via the stern area at the starboard quarter side. Upon noticing the robbers, the alarm was sounded and the crew proceeded to the protected area of the vessel. The master reported the incident to the Singapore PCG, MSTF and the Singapore VTIS-West, who promulgated a safety navigational broadcast to warn all vessels in the vicinity to maintain a good anti-piracy watch. Nothing was stolen and the crew was not injured. [ReCAAP Focal Point (Singapore)]
23	Orpheas Tanker Liberia 9318149 84796	06/03/14 0540 hrs	01° 08.37' N, 103° 30.55' E Approximately 3 nm off Pulau Karimun Kecil, Indonesia (Straits of Malacca & Singapore)	While underway, five robbers armed with knives boarded the tanker. The alarm was sounded and the crew locked themselves in a safe room. The incident was reported to the Singapore VTIS-West, who informed Singapore PCG and MSTF. The Singapore VTIS-West also promulgated a safety navigational broadcast to warn all vessels in the vicinity to maintain a good anti-piracy watch. The robbers escaped with engine spares. [ReCAAP Focal Point (Singapore)]
24	SP Berlin Tanker Marshall Islands 9387152 4535	08/03/14 0135 hrs	09° 56' N, 076° 09.80' E Kochi anchorage, India	While at anchor, the duty officer onboard the tanker saw three robbers armed with knives carrying paint drums from the forecastle. The duty officer raised the alarm and alerted other duty personnel, who proceeded toward the forecastle. Upon hearing the alarm, the robbers jumped overboard with three paint drums. The three robbers were seen escaping in a country boat, which had two other robbers onboard. The incident was reported to the port control, who informed the Indian Coast Guard (ICG). The ICG subsequently conducted an investigation. [ReCAAP Focal Point (India)]

S/N	Ship name, Type of ship, Flag, IMO No., GT	Date, Time	Location of incident	Details of incidents
25	Cape Veni Bulk carrier Cyprus 9344485 89985	10/03/14 0150 hrs	01° 07.45' N, 103° 31.10' E Southwest of Pulau Nipa, TSS East Bound Lane (Straits of Malacca & Singapore)	While underway, four robbers armed with long knives boarded the bulk carrier from a small boat. The crew spotted the robbers and sounded the alarm. Upon hearing the alarm, the robbers escaped immediately. Nothing was stolen and the crew was not injured. The incident was reported to the Singapore VTIS, who informed the Singapore PCG, the Republic of Singapore Navy (RSN) and MRCC Basarnas. Singapore VTIS also promulgated a broadcast to warn passing vessels. [ReCAAP Focal Point (Singapore)]
26	Pac Schedar Container ship Marshall Islands 9443360 21094	20/03/14 0040 hrs	05° 59' S, 105° 55' E Cigading anchorage, Indonesia	While at anchor, three robbers boarded the container ship via a rope at the starboard quarter side. The duty A/B spotted the robbers and reported to the Second Officer on the bridge, who raised the alarm and the crew mustered. Upon hearing the alarm, the robbers jumped overboard and escaped in a boat. Nothing was stolen and the crew was not injured. The incident was reported to the port authority. [ReCAAP Focal Point (Singapore)]
27	Nordic Anne Tanker Denmark 9488413 42010	29/03/14 0415 hrs	01° 08.20' N, 103° 29.70' E North of Karimun anchorage, Indonesia (Straits of Malacca & Singapore)	While underway, two robbers armed with long knives boarded the tanker. The robbers assaulted one of the engine crew, who suffered a slight injury. The master sounded the alarm and the robbers escaped with engine spare parts in a small boat. The incident was reported to the Singapore Port Operation Control Center (POCC), who informed GMDSS, Singapore PCG, MSTF, Basarnas, MRCC Putra Jaya and the ship agent. Singapore POCC also promulgated a navigational broadcast informing vessels passing the vicinity to be extra vigilant and to step up their anti-piracy watch. [ReCAAP Focal Point (Singapore)]

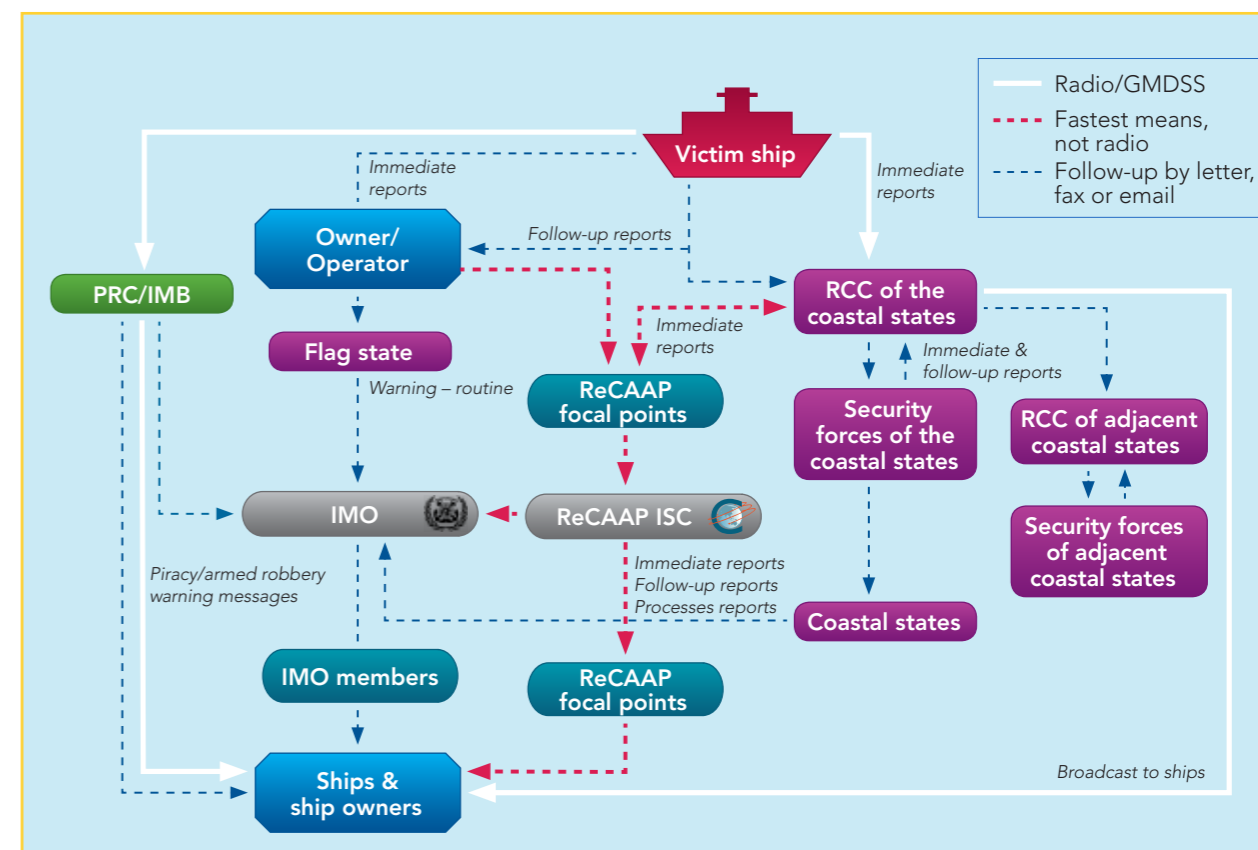
Appendices

Attempted incident

S/N	Ship name, Type of ship, Flag, IMO No., GT	Date, Time	Location of incident	Details of incidents
28	Lewek Ebony Supply vessel Malaysia 9423877 1623	11/03/14 2248 hrs	07° 04' S, 102° 32' E Approximately 190 nm west of Sunda Strait, Indonesia (Indian Ocean)	While underway, the supply vessel was chased by a fast boat. About 10 min later, a second fast boat was seen ahead of the vessel. The master took evasive actions by turning away from the second boat. The pirates eventually aborted the attempt. [ReCAAP Focal Point (Singapore)]

Flow diagram on procedure for reporting incidents of piracy and armed robbery against ships in Asia

Diagram 1 – Flow diagram for reporting incidents in Asia



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 number	Fax number
Australia		
Border Protection Command Australian Maritime Security Operations Centre (AMSOC)	+61-2-6275-6000	+61-2-6275-6275
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Appendices

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	Phone number	Fax number
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United Kingdom		
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Vietnam		
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Correct as at 20 Mar 14

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.