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# QUARTERLY REPORT

PIRACY AND ARMED ROBBERY **2016** 1 JAN  
AGAINST SHIPS IN ASIA 31 MAR



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# EXECUTIVE SUMMARY

## EXECUTIVE SUMMARY

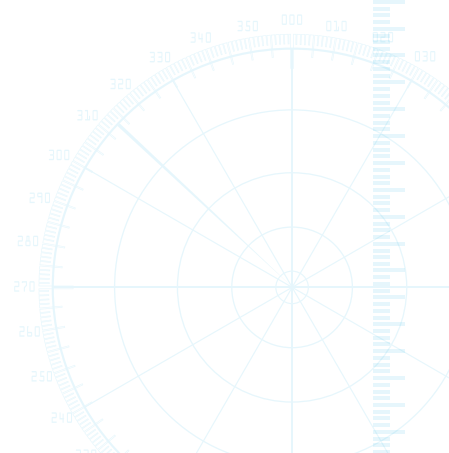
There has been improvement in the situation of piracy and armed robbery against ships in Asia during January-March 2016 compared to the same period in 2015. A total of 14 incidents of robbery on board ships were reported during January-March 2016 compared to 44 incidents of piracy and robbery during January-March 2015. No piracy incident was reported during January-March 2016. The total number of incidents reported during January-March 2016 was also the lowest compared to the same in past four years (2012-2015).

Of the 14 incidents, 10 occurred in India, and remaining four in China, Indonesia, Philippines and Vietnam. Twelve of the 14 incidents occurred on board ships while at anchor/berth and two incidents on board ships underway. During the period of January-March 2016, there was no report on hijacking of tankers for theft of oil cargo and no unauthorized boarding of ships while underway in the Singapore Straits. Reportedly, no such incidents had been reported since September 2015 and December 2015 respectively.

Except for the incident which involved the kidnapping of crew for ransom off the Philippines which is a Category 1 incident, the other incidents reported during January-March 2016 were relatively less severe in nature compared to incidents reported during the same period in the past four years. The incident of kidnapping of crew off the Philippines is of concern and the ReCAAP ISC together with Focal Point (Philippines) and regional authorities are monitoring the situation there closely and advise ship master and crew to exercise enhanced vigilance and look-out when operating in the area.

The intensive enforcement by the Indian Coast Guard (ICG) in the waters off India's ports and anchorages, had led to the arrest of several suspects on 22 Feb 16. No incident was reported there since then till March 2016.

However, there is no room for complacency; and more needs to be done. The ReCAAP ISC continues to encourage closer cooperation and coordination among littoral States, shipping industry and relevant stakeholders towards our shared commitment in keeping the sea in Asia safe.





# **PART ONE**

**NUMBER, STATUS OF SHIPS,  
CLASSIFICATION AND  
LOCATION OF INCIDENTS OF  
PIRACY AND ARMED ROBBERY  
AGAINST SHIPS IN ASIA  
(JANUARY-MARCH 2016)**

## PART ONE NUMBER, STATUS OF SHIPS, CLASSIFICATION AND LOCATION OF INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA (JANUARY-MARCH 2016)

### NUMBER OF INCIDENTS

During January-March 2016, 14 incidents of armed robbery against ships<sup>1</sup> were reported in Asia. There was no incident of piracy<sup>2</sup> and all were actual incidents<sup>3</sup>. The number of incidents reported during January-March 2016 is the lowest on a quarter-to-quarter comparison among the five years period of 2012-2016. Chart 1 shows the number of incidents reported during January-March of 2012-2016.

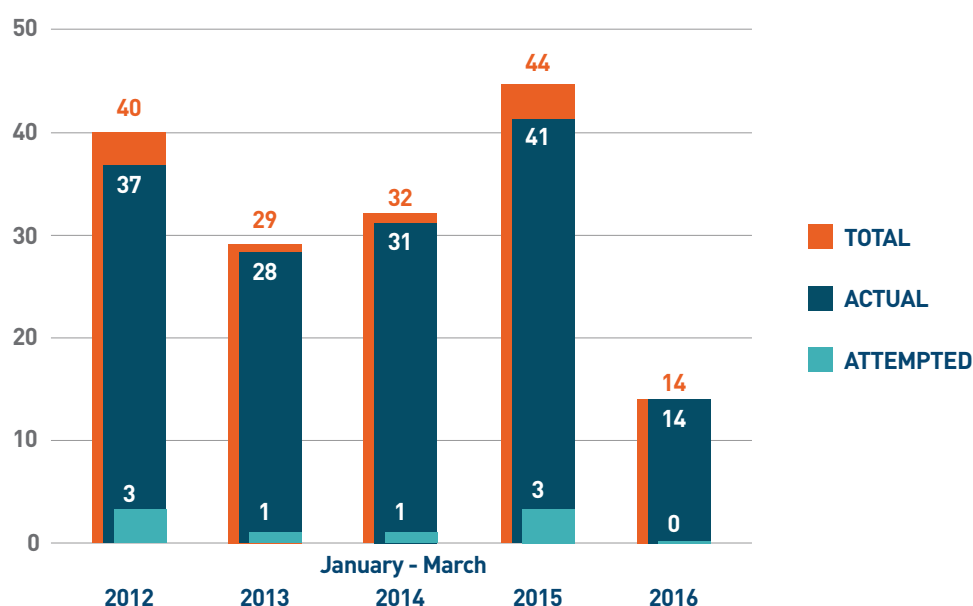


Chart 1 - Number of Incidents (January-March of 2012-2016)

### STATUS OF SHIPS

Of the 14 incidents reported during January-March 2016, 12 incidents occurred on board ships while at anchor/berth, and two incidents on board ships while underway.

Among the 12 incidents that occurred at ports and anchorages, nine were reported in India (Haldia, Kandla and Visakhapatnam), one in China (Tianjin), one in Indonesia (Pulau Batam) and one in Vietnam (Hon Cam). Two incidents occurred on board ships while underway in the Gulf of Khambat, India and in the vicinity of Tubig Dakula, Languyan Municipality, Tawi-Tawi Province, Philippines.

<sup>1</sup> Definition of armed robbery against ships is 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). Refer to Appendix for detailed definition.

<sup>2</sup> Definition of piracy is in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS). Refer to Appendix for detailed definition.

<sup>3</sup> Actual incident refers to incident where perpetrators have been able to board the ship. Conversely, attempted incident refers to incident where perpetrators did not manage to board or get on board the ship.

### SIGNIFICANCE LEVEL

Of the 14 incidents reported during January-March 2016, one was a CAT 1 incident, two were CAT 2 incidents, two were CAT 3 incidents and nine were CAT 4 incidents. Chart 2 shows the significance level<sup>4</sup> of incidents reported during January-March of 2012-2016.

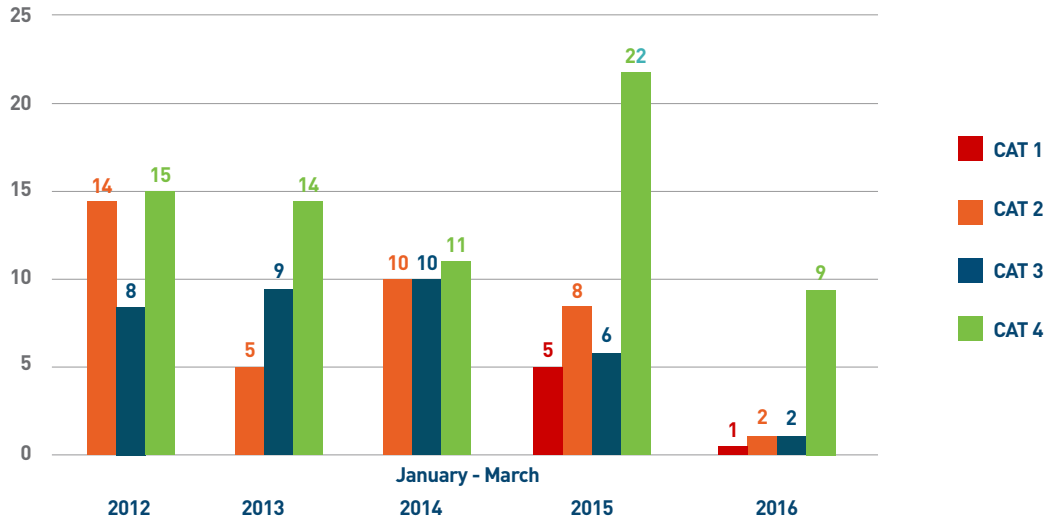


Chart 2 - Significance Level of Incidents (January-March of 2012-2016)

### CATEGORY 1

The CAT 1 incident reported during January-March 2016 involved the kidnapping of crew from tug boat, *Brahma 12* in the vicinity waters of Tubig Dakula, Languyan Municipality, Tawi-Tawi Province, Philippines on 26 Mar 16. More details of the incident are found in Part 2 of this report.

### CATEGORY 2

Two CAT 2 incidents were reported; one occurred on board a bulk carrier anchored at Hon Cam pilot station anchorage, Vietnam on 7 Jan 16 when 10 perpetrators armed with knives boarded the ship and escaped after being detected by the crew. Subsequently, the master discovered 32 cans of paint were missing. The other CAT 2 incident occurred on board another bulk carrier anchored at Tianjin outer anchorage, China when the master and crew upon investigation on 1 Jan 16 discovered that 39 metric tons of Sulphur Marine Gas Oil was stolen from the storage tanker. The crew was not injured in both incidents.

### CATEGORY 3 AND CATEGORY 4

Of the two CAT 3 and nine CAT 4 incidents, 10 occurred on board ships anchored/berthed in India (9) and Indonesia (1); and one on board ship while underway in Gulf of Khambat, India.

<sup>4</sup> Refer to Appendix for the description of the Classification Methodology and the four Categories level of CAT 1, CAT 2, CAT 3 and CAT 4.

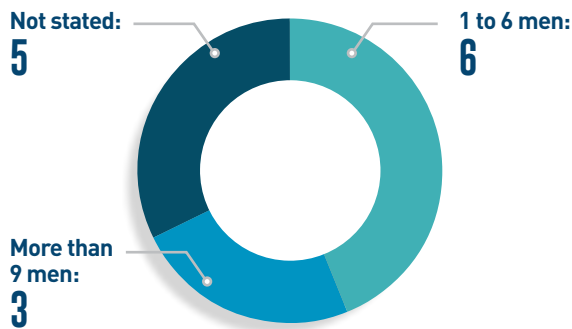


Chart 3 -Number of Perpetrators (January-March 2016)

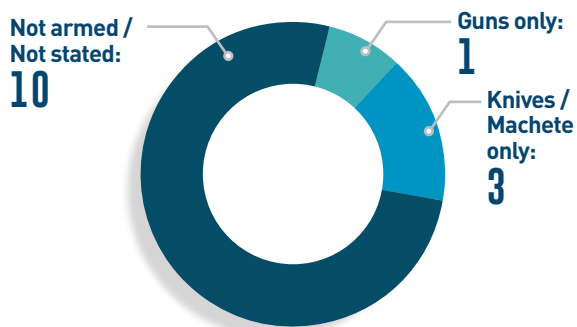


Chart 4 -Type of Weapons Carried by Perpetrators (January-March 2016)

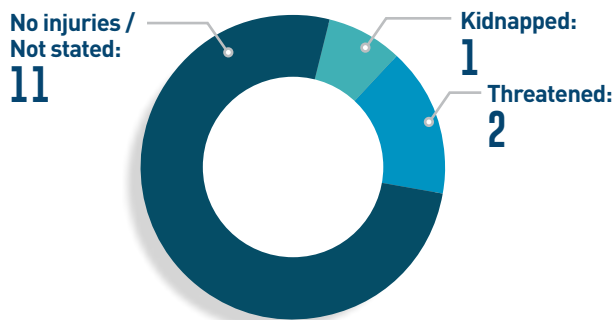


Chart 5 -Treatment of Crew (January-March 2016)

## VIOLENCE FACTORS

### NUMBER OF PERPETRATORS

Almost half of the incidents reported during January-March 2016 involved group of 1 to 6 men. Three incidents involving more than 9 men, and these occurred on board *IVS Sentosa*, *Pacific Warlock* (both 10 perpetrators each) and *Brahma 12* (17 perpetrators). Five of the 14 incidents had no information on the number of perpetrators involved.

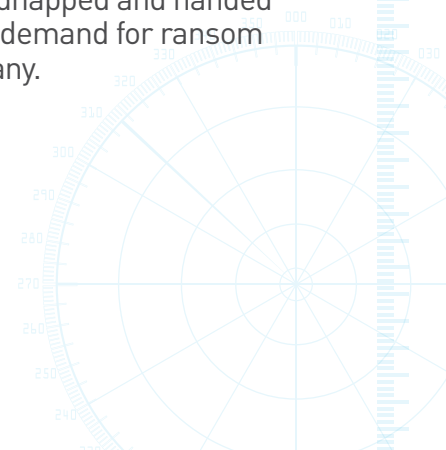
### TYPE OF WEAPONS CARRIED BY PERPETRATORS

Close to three-quarter of the incidents reported during January-March 2016 indicated that the perpetrators were either not armed or there was no information available on the weapons carried by the perpetrators.

The incident involving *Brahma 12* reported that the perpetrators were armed with guns. Three other incidents reported that the perpetrators were armed with knives/machetes which believed were used to cut and remove unsecured items from ships; and threaten the crew when they were sighted.

### TREATMENT OF CREW

Majority of the incidents reported that the crew did not suffer any injuries or there was no information about how the crew was treated. In two incidents where the crew had been threatened, one involved the duty officer of the bulk carrier chased by perpetrators while the ship was anchored at Hon Cam, Vietnam (*IVS Sentosa*); and another incident involved the cook of a diving support vessel was threatened to return to his accommodation area (*Crest Hydra*). In the case of *Brahma 12*, the 10 Indonesian crew were kidnapped and handed over to another group to demand for ransom from the shipping company.





## ECONOMIC FACTORS

### TYPE OF LOSSES

Of the 14 incidents reported during January-March 2016, six reported loss of ship stores including mooring ropes, paints, scupper plugs, fire hoses, hydrant couplings, hydrant caps, Self Contained Breathing Apparatus (SCBA) compressor etc. Another six incidents reported nothing was stolen or there was no information about the losses. One incident reported cargo discharged and this occurred on board *Nord Power* at Tianjin outer anchorage, China when Sulphur Marine Gas Oil was stolen from the storage tank. The hijacking incident involved tug boat, *Brahma 12*, which was hijacked and later abandoned, after the hijackers kidnapped the crew. The tug boat was later spotted and recovered by a passing ship. The barge that *Brahma 12* was towing was casted off by the hijackers and subsequently found and recovered by the Malaysian Maritime Enforcement Agency (MMEA) on 1 Apr 16.

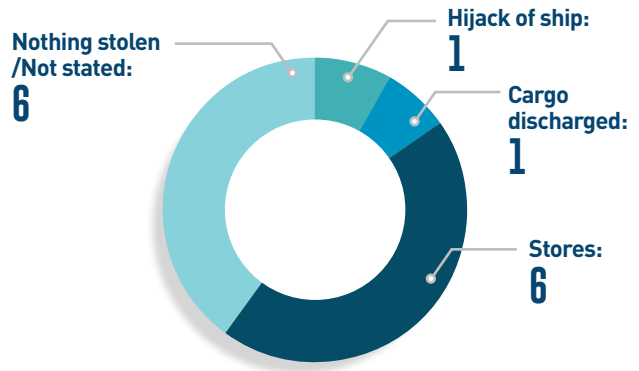


Chart 6 - Type of Economic Losses (January-March 2016)

### TYPE OF SHIPS

Of the 14 incidents reported during January-March 2016, six occurred on board tankers, four on board bulk carriers and the remaining four occurred on board diving support vessel, general cargo ship, supply ship and tug boat. There is no evidence to indicate that a particular type of ship was being targeted. More often than not, the perpetrators boarded ships with crew who are less vigilant.

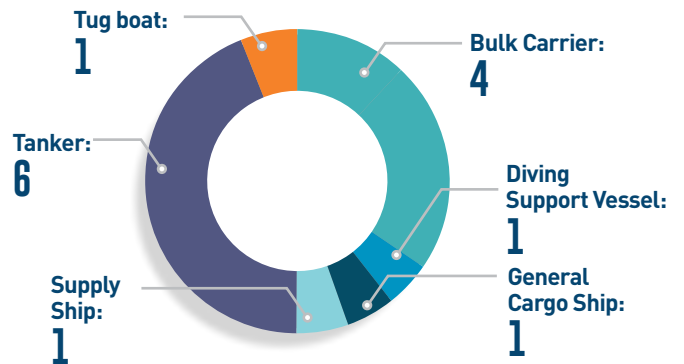
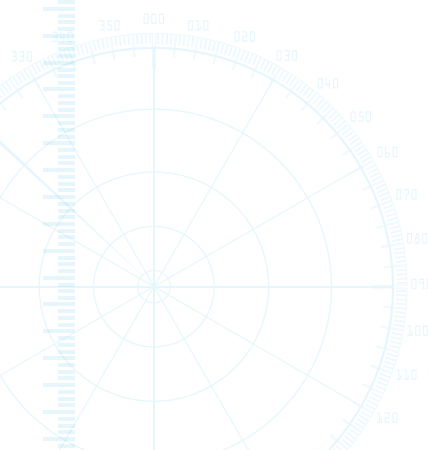


Chart 7 - Type of Ships (January-March 2016)

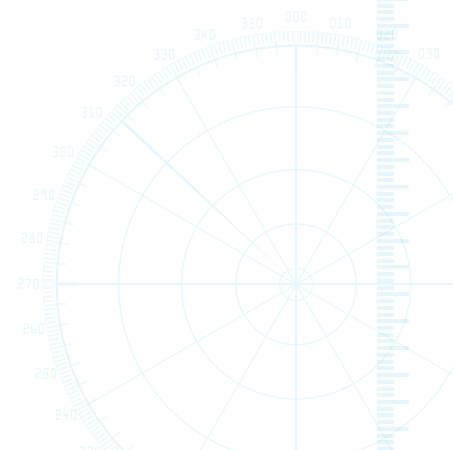


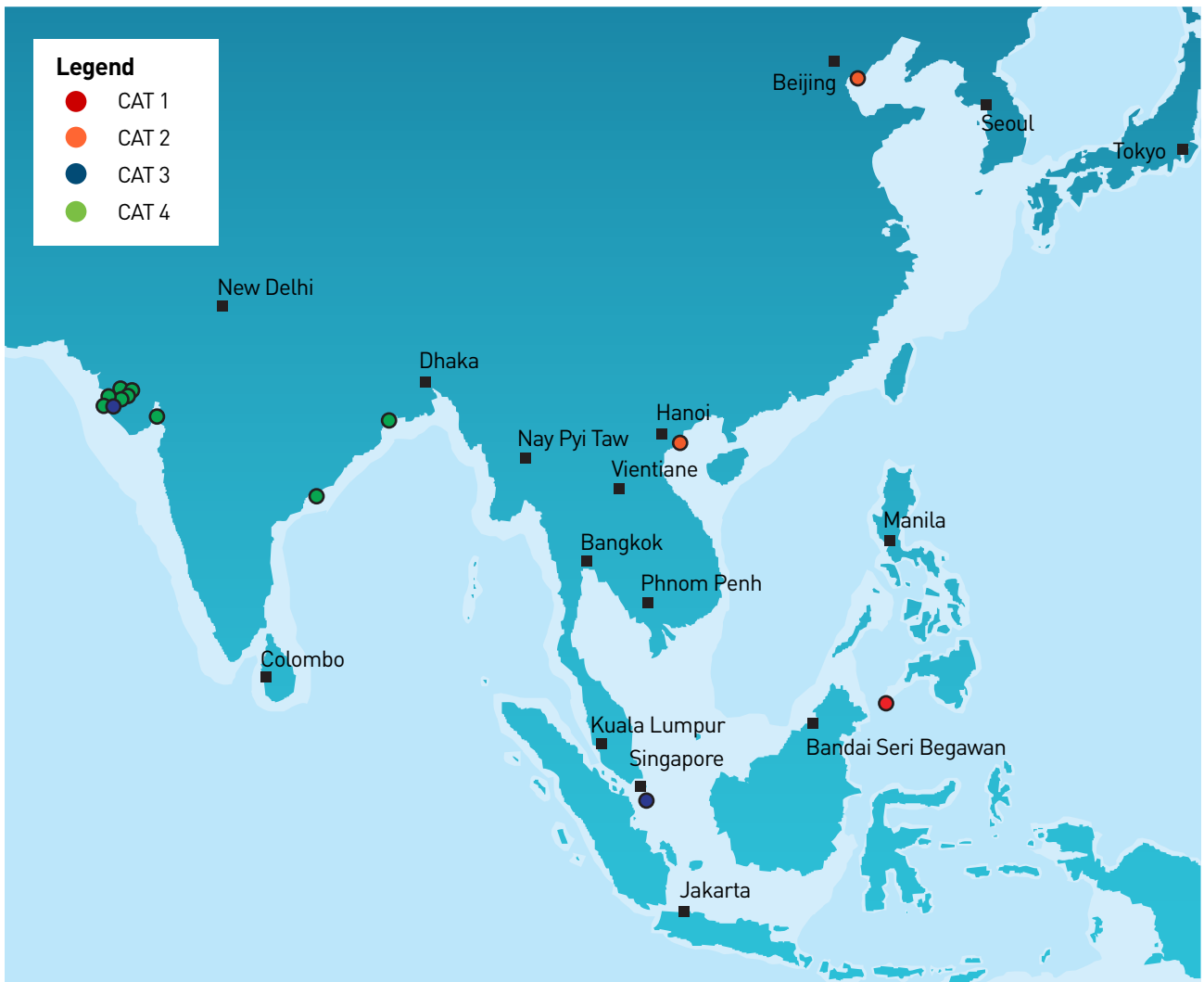
## LOCATION OF INCIDENTS

Table 1 show the number and location of incidents reported in Asia during January-March of 2012-2016. Refer to Map 1 on the location of incidents reported during January-March 2016.

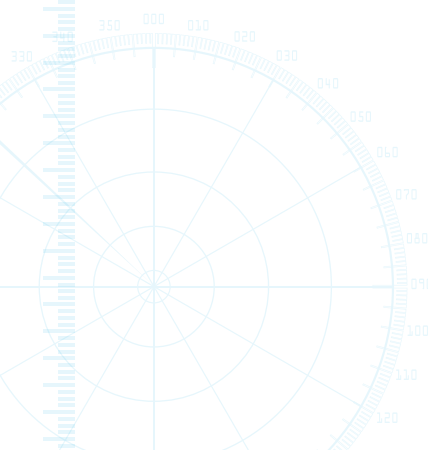
	January-March 2012		January-March 2013		January-March 2014		January-March 2015		January-March 2016	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
<b>East Asia</b>										
China									1	
Sub Total									1	
<b>South Asia</b>										
Bangladesh	8				3		2			
Bay of Bengal					2					
India	3	1	3		2		2		10	
Sub-Total	11	1	3		7		4		10	
<b>Southeast Asia</b>										
Indian Ocean						1				
Indonesia	17	1	19	1	14		5		1	
Malaysia	1						1			
Phillipines	2		1					1	1	
South China Sea			2		1		3	1		
Straits of Malacca and Singapore	4		1		9		20	1		
Thailand							1			
Vietnam	2	1	2				7		1	
Sub-Total	26	2	25	1	24	1	37	3	3	
Overall Total	37	3	28	1	31	1	41	3	14	

Table 1 – Location of Incidents (January-March of 2012-2016)





Map 1 – Location of Incidents (January-March 2016)





# PART TWO

CASE STUDIES

## PART TWO CASE STUDIES

### INCIDENT INVOLVING TUG BOAT *BRAHMA 12*

On 26 Mar 16, tug boat *Brahma 12* towing a barge was en route from Kalimantan, Indonesia to Batangas, Philippines when 17 perpetrators armed with guns boarded the tug boat and casted off the barge. The perpetrators ransacked all the detachable items on board the tug boat including the navigational equipment, took away the 10 Indonesian crew and abandoned the tug boat. On the same day, the tug boat *Brahma 12* was found by a passing ship, and towed to Marang Wharf, Languyan Municipality, Tawi-Tawi Province, Philippines. The barge that was casted off was subsequently recovered by the MMEA on 1 Apr 16.

It was believed that the kidnapping of the crew was carried out by a group who handed over the crew to an insurgent group who in turn, demanded for ransom from the shipping company for the release of the crew. It was reported that the crew could have been brought to the Philippines.

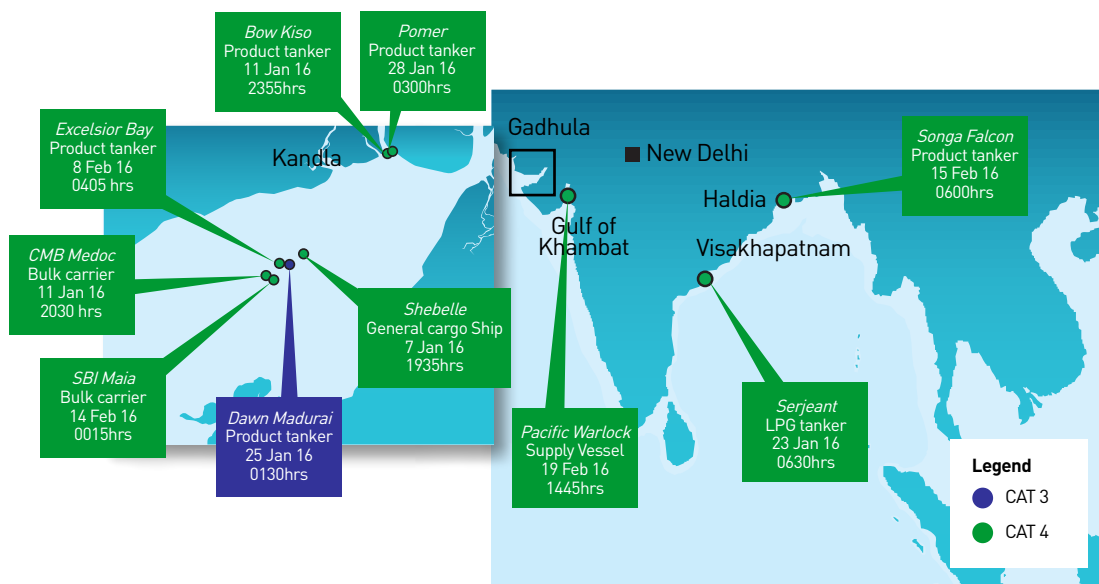
This incident that occurred in the waters off east Sabah is of great concern as past kidnapping incidents in this region were known to have had occurred on land where the victims were abducted from resorts, dive spots, fish farms, etc. Ships plying in this tri-border area between Malaysia, Philippines and Indonesia are advised to exercise heighten vigilance and look-out. The relevant authorities from the littoral States are exploring measures and developing strategy to dominate, control and secure the area.



Map 2 - Location where *Brahma 12* was found

## SITUATION AT PORTS AND ANCHORAGES IN INDIA

A total of 10 incidents of armed robbery against ships were reported in India. Of these, nine were reported on board ships at anchor/berth and one incident on board ship while underway. Of the nine incidents on board ships anchored/berthed, seven incidents were reported at Kandla and the remaining two incidents at Haldia Port and Vishakapatham anchorage. The incident on board ship while underway was reported in Gulf of Khambhat. Nine of the 10 were Category 4 incidents and one was Category 3 incident. All except one incident occurred during hours of darkness. Opportunistic in nature, the perpetrators approached the ships in small groups and engaged themselves in petty thefts. Majority of the incidents involved perpetrators who were not armed, escaped immediately when the crew was alerted. Of the 10 incidents, the perpetrators escaped with ship stores in four incidents and in the remaining six, they escaped empty-handed.



Map 3 – Location of incidents at ports and anchorages in India

With enhanced and close coordination between the Indian Coast Guard (ICG) and various local enforcement agencies at sea and land, there has been a marked improvement in the situation towards the end of the quarter under review. Six incidents were reported in January 2016, and this was reduced to four incidents in February 2016 and no incident was reported in March 2016.

## Apprehension of the suspects by Indian Coast Guard (ICG)

On 22 Feb 16 at about 0245 hrs, the ICG received information from *MV Stena Impression* and *MT Stolt Focus*, both anchored at Kandla anchorage about a small boat with about 6-7 men on board, trying to board them. The authorities immediately intensified its search in the area and the ICG patrol vessel found one small unlit fishing boat operating suspiciously in the area. On discovering the presence of the ICG patrol vessel, the fishing boat fled at high speed. The ICG patrol vessel gave chase and intercepted the boat.

All eight suspects on board the boat were apprehended, along with stolen tools carried on board; all was handed over to the local security for further investigation.



ICG personnel boarded the small boat



Items on board the boat



Apprehension of the suspects

Photographs courtesy of ReCAAP Focal Point (India)

## Comments

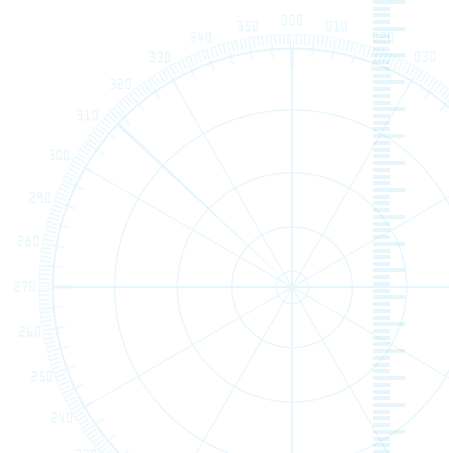
Worth commending are the timely reporting by the crew on board *MV Stena Impression* and *MT Stolt Focus* about the suspicious boat; and the swift response and action by the ICG in pursuing the boat which led to the apprehension of the eight suspects.

It is reiterated that timely information sharing is mandatory towards dealing with this unscrupulous activity. Ship owners/masters/agents are encouraged to file formal reporting of all incidents with the local enforcement agency so that prompt follow-up action by the relevant agencies can be carried out.

While there were no incidents reported in March 2016, there should be no room for complacency. The ReCAAP ISC encourages the port authorities and enforcement agencies to continuously maintain surveillance and conduct patrols. Ship master and crew are to exercise strict vigilance and make timely reporting of suspicious boats and people when operating in areas of concern, and adopt the following measures :-

- Stringent watch-keeping while the ships are anchored.
- Keep ship's surroundings well-lit and switch on the flood lights.
- Enhance vigilance, increase security watch rotations and sound the alarm when suspicious people are sighted in the vicinity or on board the ships.
- Maintain continuous attention to advisories being issued on NAVTEX.
- Report all incidents in accordance with the IMO MSC.1/Circular 1334 on *Guidance to ship owners, ship operators, ship masters and crew on preventing and suppressing acts of piracy and armed robbery against ships*.

The ReCAAP ISC encourages all master and crew to implement precautionary measures, carry out risk assessment for each voyage to the region and adopt best practices as advocated in the *Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia*.







# PART THREE

ReCAAP ISC ACTIVITIES  
(JANUARY-MARCH 2016)

## PART THREE ReCAAP ISC ACTIVITIES (JANUARY-MARCH 2016)

### New Executive Director of the ReCAAP ISC



With effect from 1 April 2016, Mr. Masafumi Kuroki (photo on right) will take over the appointment as the Executive Director of ReCAAP ISC for a three year period till 31 March 2019.

Mr. Kuroki has served as Ambassador in Asia and Europe, and has acquired balanced judgement and coordination skill through his over 40 years of foreign service career at the Ministry of Foreign Affairs (MOFA), Japan. Among the key appointments he held during his stint in MOFA, Japan included

Ambassador Extraordinary and Plenipotentiary to the Republic of Serbia and to Montenegro (2013-2016), Ambassador Extraordinary and Plenipotentiary to the Kingdom of Cambodia (2009-2013), Minister to Embassy of Japan in Indonesia (2004-2006), Malaysia (1998-2001) and France (1995-1998). He had also held appointments at other agencies, such as the Vice-President of Japan International Cooperation Agency (JICA) (2006-2009), and Deputy Director-General for Trade and Economic Cooperation Bureau of Ministry of Economy, Trade and Industry (2002-2004).

### Nautical Forum 7/16 (12 January 2016)

The ReCAAP ISC, Maritime and Port Authority of Singapore (MPA) who is also the Focal Point (Singapore) and Singapore Shipping Association (SSA) jointly organized the seventh Nautical Forum on 12 January 2016 at STI Auditorium, Capital Tower, Singapore. The annual Forum attracted over 200 participants from the shipping industry, enforcement agencies, local governmental agencies, Malaysia and Indonesia shipping associations, research academia and like-minded individuals.

The main objective of the Forum was to bring together the ReCAAP ISC, MPA and members of the shipping industry to share on the findings of the piracy and sea robbery situation in Asia for 2015. It served as the platform for the various stakeholders to share views, feedback and recommendations. Apart from the ReCAAP ISC, distinguished speakers from the MPA, SSA, MMEA, Singapore Police Coast Guard (PCG) and the Information Fusion Centre (IFC) delivered presentations on their efforts carried out in 2015. It was a fruitful and frank session with sharing of views and feedback among the enforcement agencies and the shipping industry.



(Clockwise from top left) FADM Maritime Ibrahim (MMEA) responding to query from participant; Participant raising a question to panellists; Capt. M Segar (MPA) delivering his remarks

## Launch of Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia (17 February 2016)

The request for a regional guide to address the threats and concerns faced by seafarers operating in the Asian region was made at the 24<sup>th</sup> Asian Shipowners' Forum (ASF) Annual General Meeting (AGM) held on 18-20 May 2015 in Jeju Island, South Korea. In response to that, the ReCAAP ISC led a working group comprising the ASF, Federation of ASEAN Shipowners' Association (FASA), International Association of Independent Tanker Owners (INTERTANKO), Oil Companies International Marine Forum (OCIMF), SSA, IFC and S. Rajaratnam School of International Studies (RSIS) to jointly produce a guide for the region, titled *Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia*. The group also gathered feedback and views from shipping companies, INTERPOL, IMO, regional authorities including the MMEA, experts in the maritime fields and like-minded agencies towards making the guide a comprehensive, all-encompassing and most of all, useful and relevant guidance for seafarers operating in the Asian region. An electronic copy of the Guide was launched on 17 February 2016 at a SSA's annual event. The e-copy of the Guide is available online at the ReCAAP ISC website [www.recaap.org](http://www.recaap.org).



Launch of the Guide by Mr. Esben Poulsson, President of SSA



## ReCAAP ISC 10<sup>th</sup> Governing Council (15-17 March 2016)

The ReCAAP ISC 10<sup>th</sup> Governing Council Meeting was held on 15-17 March 2016 in Singapore. The meeting was attended by Governors from 20 Contracting Parties of ReCAAP.



Group photo: Governors of the ReCAAP Governing Council

The Meeting included an Open Session where External Participants were invited; and attendance included representatives from Sultanate of Oman, Federal Republic of Germany, INTERPOL, European Commission, RSIS, IFC, international and local shipping associations including INTERTANKO, FASA, ASF and SSA.



The Chairperson, HE Dr. Pornchai Danvivathana, Kingdom of Thailand presided the Governing Council Meeting



Ms. Lee Yin Mui, Assistant Director (Research), presented the current situation of piracy & armed robbery against ships in Asia.



Dr. Na Song-Jin, Assistant Director (Operations), presented his report on Cooperative Arrangements.

Amongst other issues, the Governing Council continued the discussion on the *'Future of ReCAAP ISC'* and established a Working Group with its mandate to chart a Road Map for the ReCAAP ISC to become a Centre of Excellence for Information Sharing; covering a period of 10 years (from 2016-2026) and beyond.

The Council reiterated the importance of the ReCAAP ISC being a channel between the law enforcement agencies and the shipping industry, calling for greater cooperation among the like-minded agencies in combating piracy and armed robbery against ships in Asia.



The Governors actively participated in the discussion during the 10<sup>th</sup> Governing Council Meeting of the ReCAAP ISC at Shangri-La Hotel, Singapore



Ms. Christina Soh, Assistant Director (Administration), presented the Administrative Matters to the Governing Council

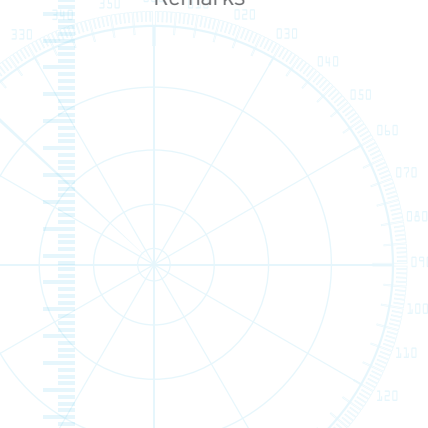
The Council also appointed Mr. Masafumi Kuroki as the next Executive Director of the ReCAAP ISC for the period of three years from 1 April 2016 to 31 March 2019, and extended its appreciation to the outgoing Executive Director, Mr Yoshihisa Endo, for his exemplary leadership in raising the ReCAAP ISC to new heights during his six-year service.



Mr. Yoshihisa Endo, the outgoing Executive Director of ReCAAP ISC, giving his Farewell Remarks



Mr. Masafumi Kuroki, incoming Executive Director of ReCAAP ISC, giving his Appointment Remarks



## ReCAAP 10<sup>th</sup> Anniversary (18 March 2016)

In celebration of the ReCAAP's 10<sup>th</sup> Anniversary in 2016, the ReCAAP ISC organized a High Level Meeting (HLM) and a Symposium on 18 March 2016.

The HLM held in the morning, at Shangri-La Hotel, Singapore was chaired by His Excellency Don Pramudwinai, Minister of Foreign Affairs of Thailand, with ReCAAP Contracting Parties being represented by high level representatives including more than half of them at Ministerial level.



Group picture of the high level representatives of ReCAAP Contracting Parties



His Excellency Don Pramudwinai (left) and Mr. Khaw Boon Wan (right), Coordinating Minister for Infrastructure and Minister for Transport, Singapore.



Overview of the Conference Room in Shangri-La Hotel Singapore during the 10<sup>th</sup> Anniversary Celebration

The HLM took up various issues surrounding ReCAAP, and produced deliverables such as the introduction on the Developments of the ReCAAP over the Decade, the ReCAAP 10<sup>th</sup> Anniversary Commemorative Publication, two Guidances<sup>5</sup> produced for the shipping industry and report on the recent improving situation in the Asian region. The Meeting also welcomed the adoption of the Joint Statement which gives important guidance for the future course of actions towards the ReCAAP and its strategies for the next decade of operations aiming at becoming a Centre of Excellence for information sharing. Many delegates made their statements which demonstrated their strong commitment towards ReCAAP.

<sup>5</sup> *Guide for Tankers Operating in Asia Against Piracy and Armed Robbery Involving Oil Cargo Theft* and the *Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia*.



Participants at the High Level Meeting

In the afternoon, a Symposium was conducted with the Keynote Address delivered by His Excellency Don Pramudwinai, followed by two panel discussions with themes, '*Enhancing regional cooperation against emerging maritime security challenges in Asia*', and '*Industry-supported initiatives and cooperation between the industries and the authorities in addressing piracy and armed robbery against ships in Asia*'. The Symposium was attended by over 200 experts from the global maritime community who had contributed valuable inputs for ReCAAP's future course of action.

Both HLM and Symposium had been successfully conducted with valuable deliverables, high level representatives from Member Countries, and large number of attendance from the maritime community, demonstrating ReCAAP's strong relevance to the regional and international maritime community.



Panellists at the Symposium (top)  
Participants from the global maritime community (bottom)

## ReCAAP ISC's Participation at the Thai-MECC Conference (28-30 March 2016)

The Thailand Maritime Enforcement Coordinating Centre (Thai-MECC) invited the ReCAAP ISC to participate in the Thai-MECC Conference 2/2016 in Pattaya and an engagement programme with the Thailand Shipping Association (TSA) in Bangkok, Thailand on 28–30 March 2016. The Conference was aimed at enhancing regional collaboration on maritime piracy in the Malacca Straits and the South China Sea (SCS), discussing and proposing solutions in addressing this crime.



RADM Wannapol (fifth from left, seated), Deputy Director General of Naval Operations Department, Royal Thai Navy hosted an appreciation dinner for the ReCAAP Team with his principal staff from the Operations Department, and Ms Rujirat Chittanonda (third from right, seated), Third Secretary, Ministry of Foreign Affairs, Thailand



Presentation by ReCAAP ISC



Receiving a token of appreciation from Mr Surahon Meesathien, Vice-Chairman of Thai Shipowners' Association (TSA)

The Conference provided an opportunity for the ReCAAP ISC team to engage the Royal Thai Navy (RTN) who is also ReCAAP Focal Point (Thailand) and other members of Thai-MECC. Through case studies, the team shared best practices including timely reporting by the shipping industry which led to arrest of perpetrators and recovery of stolen items. It had been an interesting and fruitful Conference which enabled the ReCAAP ISC team to share the situation in Asia, promote better understanding of the type of incidents that occurred in this region and encourage joint collaboration and cooperation between the enforcement agencies and shipping industry.





# CONCLUSION

## CONCLUSION

The situation of piracy and armed robbery against ships in Asia during the first quarter of 2016 (January-March 2016) has improved compared to the same period in the past four years (2012-2015). Compared to January-March 2015, it was a 68% decrease in total number of incidents reported in January-March 2016. A total of 14 incidents were reported in 2016 compared to 44 in 2015.

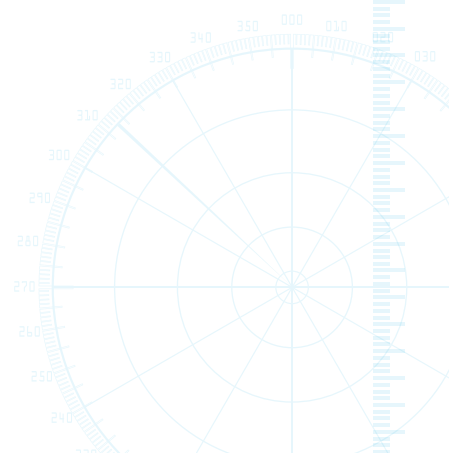
Almost half of the incidents reported during January-March 2016 involved group of 1 to 6 men. Close to three-quarter of the incidents indicated that the perpetrators were either not armed or there was no information available on the weapons carried by the perpetrators. Majority of the incidents (79%) reported that the crew did not suffer any injuries or there was no information about how the crew was treated. Of the incidents where losses were reported, theft of ship stores made up of a higher proportion among the economic losses. There is no evidence to indicate that a particular type of ship was being targeted. More often than not, the perpetrators boarded ships with crew who are less vigilant.

Of concern was the incident involving the kidnapping of crew from tug boat, *Brahma 12* off the Philippines while she was en route from Kalimantan, Indonesia to Batangas, Philippines. Ship master/crew were advised to exercise enhanced vigilance when operating in the area; while the relevant littoral States had stepped up surveillance and explored measures and developed strategy to prevent such incidents from recurring.

No hijacking of tankers for theft of oil cargo and no unauthorized boarding of ships while underway in the Singapore Straits were reported during January-March 2016.

With intensive enforcement by the ICG and apprehension of several suspects, no incident of robbery on board ships anchored at India's ports and anchorages was reported in March 2016.

However, there is no room for complacency; and more needs to be done. The ReCAAP ISC continues to encourage closer cooperation and coordination among littoral States, shipping industry and relevant stakeholders towards further improvement of the situation of piracy and armed robbery against ships in the Asian region.





# 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:

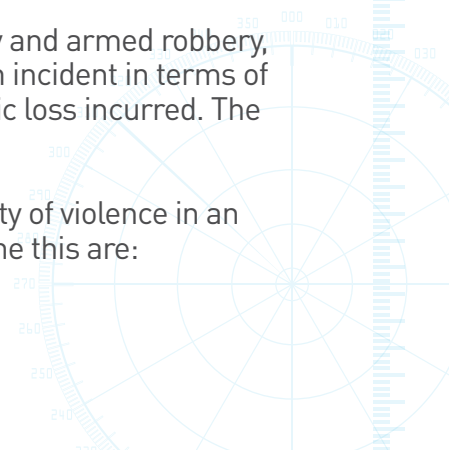
(a) any illegal act of violence or detention, or any act of depredation, or threat thereof, other than an act of “piracy”, committed for private ends and directed against a ship, or against persons or property on board such ship, within a State’s internal waters, archipelagic waters and territorial sea;

(b) any act of inciting or of intentionally facilitating an act described above.

### 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:



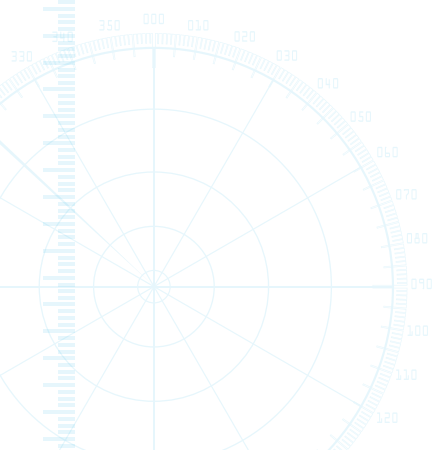
(1) Type of weapons used. Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered 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.

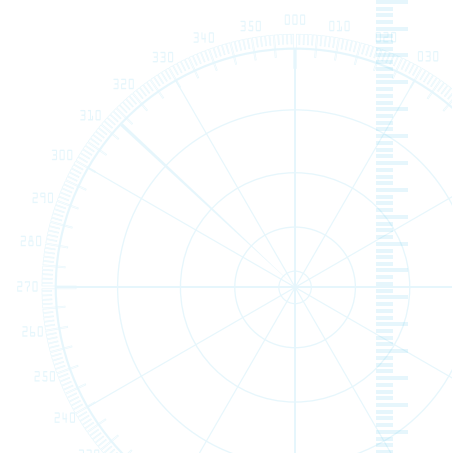
b. **Economic Factor.** This factor takes into consideration the type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo onboard or theft of the vessel.

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



Category	Description
<b>CAT 1 (Very Significant)</b>	CAT 1 incidents involved large number of perpetrators; more than 9 men in four out every 10 incidents and 4-9 men in the other six incidents. The perpetrators were mostly armed with guns and knives, and the crew is likely to suffer some form of injury or physical violence such as being assaulted or tied up or threatened. In term of losses, the ship was either hijacked or the cargo on board was stolen, for example siphoning of cargo oil.
<b>CAT 2 (Moderately Significant)</b>	Majority of CAT 2 incidents involved 4-9 men who are likely to be armed with knives/machetes and in 1/4 of the incidents, armed with guns. The crew is likely to be threatened or held hostage temporarily to allow the perpetrators to steal the crew's cash and ship's property including engine spares. In a few cases, the crew suffered some form of injury or physical violence but less severe in nature compared to CAT 1 incidents.
<b>CAT 3 (Less Significant)</b>	The number of perpetrators involved in CAT 3 incidents usually involved groups of between 1-6 men. At times, the perpetrators were armed with knives/machetes/others or other items such as sticks, rods, bats etc. The crew was not harmed, although there remains a small possibility that the crew could be subject to duress during the incident but not harmed physically. In almost half of the CAT 3 incidents, the perpetrators were unable to steal anything from the vessel, but in cases where losses were reported, stores and engine spares were the commonly targeted items.
<b>CAT 4 (Least Significant)</b>	More than half of CAT 4 incidents involved 1-3 men who were not reported to be armed and the perpetrators escaped empty-handed upon sighted by the crew immediately. Nothing was stolen and crew was not harmed.

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



## APPENDICES INFORMATION FOR READERS

### List of Abbreviations

Below is a list of abbreviations that are commonly used in the reports published by the ReCAAP ISC.

<b>A/B</b>	Able Seaman
<b>ADF</b>	Automotive Diesel Fuel
<b>ADO</b>	Automotive Diesel Oil
<b>ASF</b>	Asian Shipowners' Forum
<b>BCG</b>	Bangladesh Coast Guard
<b>CE</b>	Chief Engineer
<b>CPA</b>	Chittagong Port Authority
<b>FASA</b>	Federation of ASEAN Shipowners' Association
<b>GMDSS</b>	Global Maritime Distress and Safety System
<b>ICG</b>	Indian Coast Guard
<b>IFC</b>	Information Fusion Centre
<b>JCG</b>	Japan Coast Guard
<b>MDO</b>	Marine Diesel Oil
<b>MGO</b>	Marine Gas Oil
<b>MMEA</b>	Malaysian Maritime Enforcement Agency
<b>MOGAS</b>	Motor Gasoline
<b>MSTF</b>	Maritime Security Task Force
<b>OOW</b>	Officer-on-Watch
<b>O/S</b>	Ordinary Seamen
<b>PCG</b>	Philippine Coast Guard
<b>PNP</b>	Philippine National Police
<b>POCC</b>	Port Operations Control Centre
<b>RMN</b>	Royal Malaysian Navy
<b>RSN</b>	Republic of Singapore Navy
<b>RTN</b>	Royal Thai Navy
<b>SCBA</b>	Self Contained Breathing Apparatus
<b>SCS</b>	South China Sea
<b>Singapore PCG</b>	Singapore Police Coast Guard
<b>SOMS</b>	Straits of Malacca & Singapore
<b>SSA</b>	Singapore Shipping Association
<b>SSO</b>	Ship Security Officer
<b>SSAS</b>	Ship Security Alert System
<b>SSSA</b>	Sabah and Sarawak Shipowners' Association
<b>TNI-AL</b>	Indonesian Navy
<b>TSS</b>	Traffic Separation Scheme
<b>VCG</b>	Vietnam Coast Guard
<b>VTIS</b>	Vessel Traffic Information System
<b>VTMS</b>	Vessel Traffic Management System

### Time

The time of incidents indicated in this report is in local time.

## APPENDICES

### DESCRIPTION OF INCIDENTS

#### Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

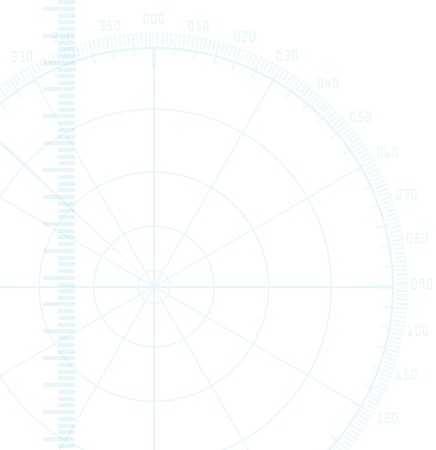
S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
1	<i>Nord Power</i> Bulk carrier Singapore 88594 9271626	01/01/16 1600 hrs	38° 49' N, 118° 49' E  Tianjin outer anchorage, China	<p>While at anchor, the watchman while on roving patrol found the diesel oil storage tank port manhole cover nuts were off the stud bolts. The master, CE, SSO and all personnel were informed of the incident. Tank sounding and quantity check was conducted and upon investigation, they found that about 39 metric tons of low sulphur MGO was stolen from the storage tank. The crew was not injured.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>
2	<i>IVS Sentosa</i> Bulk carrier Singapore 20809 9528005	07/01/16 0155 hrs	20° 43.10' N, 107° 09.90' E  Hon Cam Pilot Station anchorage limits ,Vietnam	<p>While at anchor, the duty officer on patrol spotted three perpetrators emerging from the cross deck where paint stores are kept. Upon being discovered, the perpetrators chased the officer who immediately alerted the OOW via radio. Announcement was made via the public speaker and the crew was mustered at the bridge. Seven perpetrators were later seen escaping from the forecandle of the main deck area. After the perpetrators had left, 32 cans of paint were reported missing. The crew was safe.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>



## Actual Incidents

■ CAT 1
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 ■ CAT 3
 ■ CAT 4

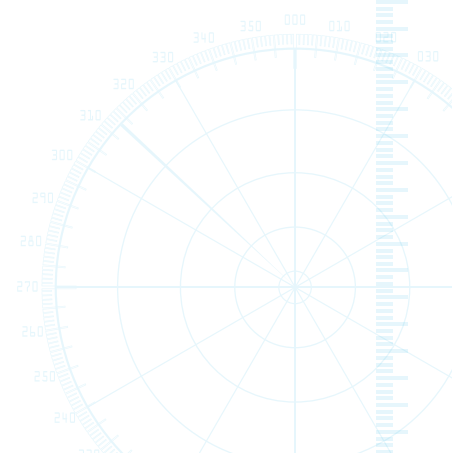
S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
3	<i>Shebelle</i> General cargo ship Ethiopia 20471 9385594	07/01/16 1935 hrs	22° 49' N, 070° 04.90' E  Kandla anchorage, India	<p>While at anchor, the crew found two ropes hanging from the fore part of the ship and two locks of the store broken. No person or boat was sighted. The crew sounded the ship's horn and crew mustered. Nothing was stolen and crew was safe. The incident was reported to ICG, who immediately diverted the ship for sanitization and investigation.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>
4	<i>CMB Medoc</i> Bulk carrier Panama 50633 9615171	11/01/16 2030 hrs	22° 46.50' N, 069° 59' E  Outer Tuna Buoy anchorage, Kandla, India	<p>While at anchor, the crew discovered some ship's properties missing. No perpetrators were sighted. Items missing included three fog nozzles, hose coupling, four fire hydrant couplings, four hydrant caps, signal bell and item inside the life raft. The crew was safe. Master reported the incident to ICG two days after the incident.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>



## Actual Incidents

■ CAT 1
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 ■ CAT 3
 ■ CAT 4

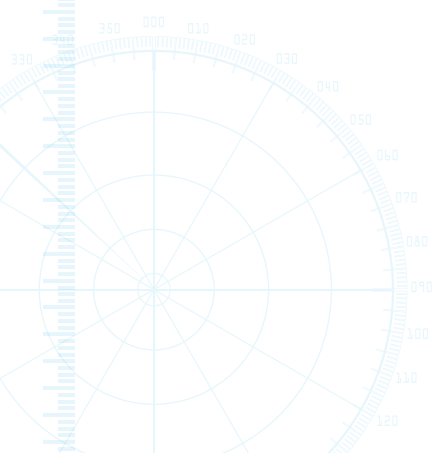
S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
5	<i>Bow Kiso</i> Product tanker Panama 19420 9379894	11/01/16 2355 hrs	Kandla anchorage, India	<p>While at anchor, five perpetrators boarded the ship. The master raised the alarm and mustered the crew on the bridge. The crew later conducted rounds on the ship. Nothing was stolen and the crew was safe.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>
6	<i>Crest Hydra</i> Diving support vessel Singapore 3023 9373591	15/01/16 0100 hrs	00° 44.40' N, 104° 09.63' E  Galang anchorage, Pulau Batam, Indonesia	<p>While at anchor, the cook discovered three perpetrators, two inside the paint store and another one outside holding a sword and a knife. The perpetrators threatened the cook to return to the accommodation area, and left the ship after stealing 40 tins of marine paint, two flashlights and a SCBA compressor. The crew was not injured.</p> <p><b>[ReCAAP Focal Point (Singapore)]</b></p>



## Actual Incidents

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 ■ CAT 4

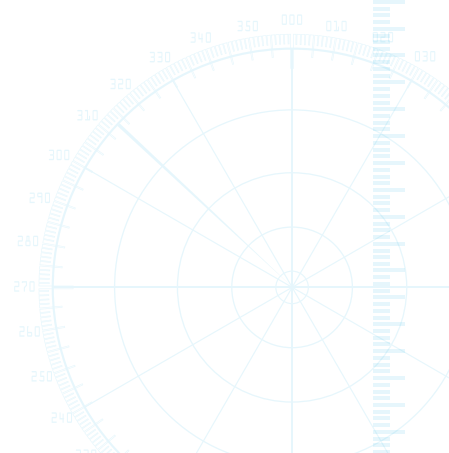
S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
7	<i>Serjeant</i> LPG tanker Singapore 47347 9694634	23/01/16 0630 hrs	17° 39' N, 083° 24' E  Visakhapatnam anchorage, India	<p>While at anchor, ship's crew saw foot prints at the doors of the ship's stores and entrance at the upper deck aft area. One piece of International shore connection and 13 pieces of scupper plugs were reported missing. The crew was safe. The ICG and port authorities are investigating the incident.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>
8	<i>Dawn Madurai</i> Product tanker India 28414 9116383	25/01/16 0130 hrs	22° 47.83' N, 070° 02.60' E  Kandla anchorage, India	<p>While at anchor, five perpetrators armed with knives/machetes boarded the product tanker from a craft. The perpetrators were tall and wore black clothes. The alarm was raised and the crew mustered. The perpetrators escaped with two fire hoses and two fire nozzles.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>



## Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
9	<i>Pomer</i> Product tanker Croatia 30638 9455739	28/01/16 0300 hrs	Kandla anchorage, India	<p>While at anchor, six perpetrators boarded the product tanker. The master reported the boarding to the port control nine hours later after the perpetrators had escaped. The crew was not injured.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>
10	<i>Excelsior Bay</i> Product tanker Marshall Islands 29735 9697612	08/02/16 0405 hrs	22° 47.90' N, 070° 00.90' E  Kandla outer anchorage, India	<p>While at anchor, the duty officer on bridge spotted two perpetrators boarding the ship from a boat, while three other perpetrators remained in the boat. The alarm was raised immediately and the perpetrators escaped in their boat. A search on board the ship was conducted and the starboard midship locker padlock was found broken. Nothing was stolen. The incident was reported to the port control and agents for their follow up.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>



## Actual Incidents

■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
11	<i>SBI Maia</i> Bulk carrier Marshall Islands 34447 9705304	14/02/16 0015 hrs	22° 46' N, 070° 00' E  Southwest of Tuna Buoy anchorage, Kandla, India	<p>While at anchor, four perpetrators boarded the ship from starboard side. The perpetrators broke the padlock to the entrance door of the bosun store which is located at the starboard side. The ship security on round saw this, immediately informed the duty officer and raised the alarm, followed by announcement on the PA system. The crew was mustered on bridge. Noting that the crew had been alerted, the perpetrators escaped by using a rope with grappling hook. An investigation was conducted by the crew and it was found that only the padlock was damaged. Nothing was stolen.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>
12	<i>Songa Falcon</i> Product tanker Marshall islands 8505 9482653	15/02/16 0600 hrs	22° 02' N, 088° 06' E  Haldia Dock Complex, Kolkata, India	<p>While at berth, the crew of the product tanker discovered that four mooring ropes were missing. The master posted additional lookout on the ship. The crew was not injured. Investigation is underway.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>

## Actual Incidents

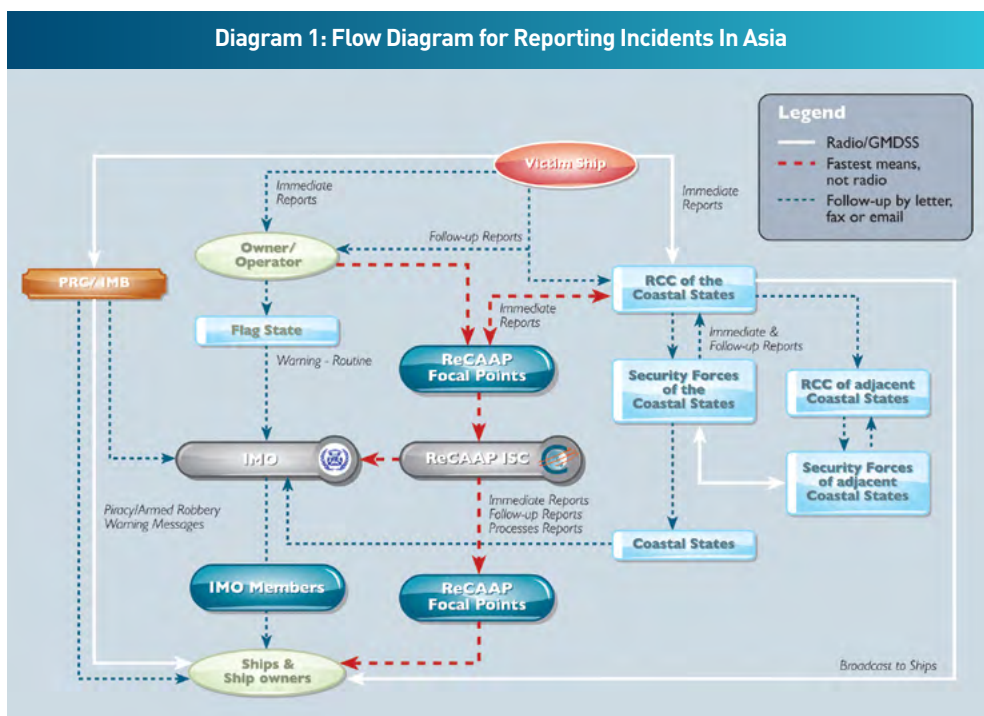
■ CAT 1
 ■ CAT 2
 ■ CAT 3
 ■ CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incidents
13	<i>Pacific Warlock</i> Supply ship Singapore 2327 9250048	19/02/16 1445 hrs	21° 14.40' N, 072° 16.60' E  Gulf of Khambat, Arabian Sea	<p>While underway, suspicious fishing boats approached the supply ship from port quarter. The supply ship was towing barge, <i>Nelson</i>, which was to be scrapped. Perpetrators were seen walking on the ship's rig deck. Furthermore, two fishing boats were also sighted alongside the barge. The crew sounded five short blasts on ship whistle. The crew locked down the ship, monitored the situation and increased vigilance. Upon realizing the crew had been alerted, the perpetrators escaped empty-handed immediately.</p> <p><b>[ReCAAP Focal Point (India)]</b></p>
14	<i>Brahma 12</i> Tug boat Indonesia 198 9765407	26/03/16 1000 hrs	05° 16' N, 120° 05' E  Vicinity of Tubig Dakula, Languyan Municipality, Tawi-Tawi Province, Philippines	<p>On 26 Mar 16, tug boat <i>Brahma 12</i> towing a barge was en route from Kalimantan, Indonesia to Batangas, Philippines when 17 perpetrators armed with guns boarded the tug boat and casted off the barge. The perpetrators ransacked all the detachable items on board the tug boat including the navigational equipment, took away the 10 Indonesian crew and abandoned the tug boat. On the same day, the tug boat <i>Brahma 12</i> was found by a passing ship, and towed to Marang Wharf, Languyan Municipality, Tawi-Tawi Province, Philippines. The barge that was casted off was subsequently recovered by the MMEA on 1 Apr 16.</p> <p>It was believed that the kidnapping of the crew was carried out by a group who handed over the crew to an insurgent group who in turn, demanded for ransom from the shipping company for the release of the crew. It was reported that the crew could have been brought to the Philippines.</p> <p><b>[ReCAAP Focal Point (Philippines), MMEA]</b></p>

## APPENDICES

# MARITIME SAFETY COMMITTEE (MSC) CIRCULARS ON PREVENTING AND SUPPRESSING ACTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

In accordance to the MSC.1/Circ 1334 on 'Guidance to ships owners, ship operators, ship masters and crew on preventing and suppressing acts of piracy and armed robbery against ships', the flow diagram on Procedure for Reporting Incidents of Piracy and Armed Robbery Against Ships in Asia is shown below:



### 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
<b>Australia (ReCAAP Focal Point)</b>		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: <a href="mailto:amboc@border.gov.au">amboc@border.gov.au</a>	+61-2-6275-6000	+61-2-6275-6275
<b>Bangladesh</b>		
Department of Shipping E-mail: <a href="mailto:cns@dos.gov.bda">cns@dos.gov.bda</a>	+88-02-9553584	+88-02-9587301
<b>Brunei</b>		
National Maritime Coordination Centre Brunei Email: <a href="mailto:p2mk@jpm.gov.bn">p2mk@jpm.gov.bn</a>	+673-2233751	+673-2233753
<b>Cambodia</b>		
Merchant Marine Department E-mail: <a href="mailto:mmd@online.com.kh">mmd@online.com.kh</a>	+85-5-2386-4110	+85-5-2386-4110
<b>China</b>		
China Maritime Search and Rescue Centre (Beijing) Email: <a href="mailto:cnmrcc@mot.gov.cn">cnmrcc@mot.gov.cn</a>	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: <a href="mailto:hkmrcc@mardep.gov.hk">hkmrcc@mardep.gov.hk</a>	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
<b>Denmark</b>		
Danish Maritime Authority (DMA) Email: <a href="mailto:ReCAAP-FP-DK@dma.dk">ReCAAP-FP-DK@dma.dk</a>	+45-9137-6000	+45-9137-6001

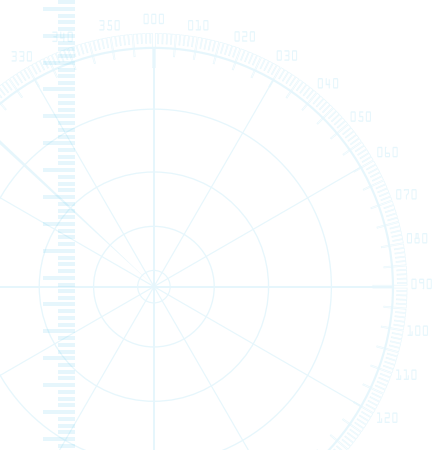


Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>India</b>		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: <a href="mailto:icgmrcc_mumbai@mtnl.net.in">icgmrcc_mumbai@mtnl.net.in</a> <a href="mailto:mrcc-west@indiancoastguard.nic.in">mrcc-west@indiancoastguard.nic.in</a>	+91-22-2431-6558 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558
<b>Japan</b>		
Japan Coast Guard (JCG) Ops Centre Email : <a href="mailto:jcg-op@milit.go.jp">jcg-op@milit.go.jp</a>	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
<b>Republic of Korea</b>		
Ministry of Oceans and Fisheries Operations Centre Email: <a href="mailto:piracy@gicoms.go.kr">piracy@gicoms.go.kr</a>	+82-44-200-5895 to 98	+82-44-200-5886 to 88
<b>Laos</b>		
International Relation Department Ministry of Public Security Email: <a href="mailto:keo_kkk@hotmail.com">keo_kkk@hotmail.com</a>	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547
<b>Myanmar</b>		
MRCC Ayeyarwaddy (Myanmar Navy) Email: <a href="mailto:mrcc.yangon@mptmail.com.mm">mrcc.yangon@mptmail.com.mm</a>	+95-313-1650	+95-1202-417
<b>Netherlands</b>		
Dutch Coastguard Maritime Information Centre (MIK-NL) Email: <a href="mailto:mik-nl@kustwacht.nl">mik-nl@kustwacht.nl</a>	+31-223-658-382	+31-223-658-358

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>Norway</b>		
Norwegian Maritime Authority Email: <a href="mailto:morten.alsaker.lossius@sjofartsdir.no">morten.alsaker.lossius@sjofartsdir.no</a>	+47-5274-5000 +47-5274-5130	+47-5274-5001
<b>Philippines</b>		
Philippine Coast Guard PCG Action Centre-MRCC (Manila) Email: <a href="mailto:pcg_cg2@yahoo.com">pcg_cg2@yahoo.com</a> <a href="mailto:cg2@coastguard.gov.ph">cg2@coastguard.gov.ph</a> <a href="mailto:isc.cg2@coastguard.gov.ph">isc.cg2@coastguard.gov.ph</a>	+63-2-527-3877 +63-2-527-8481 to 89 (ext: 6136/6137) +63-917-724-3682 (Text Hotline) +63-2-527-8481 loc6122	+63-2-527-3877
<b>Singapore</b>		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: <a href="mailto:pocc@mpa.gov.sg">pocc@mpa.gov.sg</a>	+65-6226-5539 65-6325-2493	+65-6227-9971 +65-6224-5776
<b>Sri Lanka</b>		
Sri Lanka Navy Operations Room / MRCC (Colombo) Email: <a href="mailto:nhqдно@navy.lk">nhqдно@navy.lk</a> <a href="mailto:nhqдно@yahoo.com">nhqдно@yahoo.com</a>	+94-11-2212230	+94-11-244 9718
<b>Thailand</b>		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: <a href="mailto:miscdutyofficer@misc.go.th">miscdutyofficer@misc.go.th</a>	+66-2475-4532	+66-2475-4577

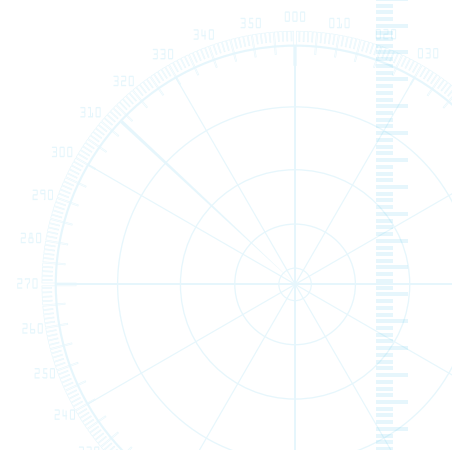
Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
<b>United Kingdom</b>		
National Maritime Information Centre Operations Centre Email: <a href="mailto:nmic-group@mod.uk">nmic-group@mod.uk</a>	+44 2392-211951	+44 2392-212024 Please indicate "FAO NMIC – A leg" if send via fax
<b>United States</b>		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: <a href="mailto:rccalameda@uscg.mil">rccalameda@uscg.mil</a>	+1-510-437-3701	
<b>Vietnam</b>		
Vietnam Coast Guard Email: <a href="mailto:vietnamcoastguard@gmail.com">vietnamcoastguard@gmail.com</a> <a href="mailto:vietnamfocalpoint@yahoo.com.vn">vietnamfocalpoint@yahoo.com.vn</a>	+84-4-3355-4378	+84-4-3355-4378

Correct as at 14 April 2016



## 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 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.





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