

MAY 2019

MONTHLY REPORT

PIRACY AND ARMED ROBBERY
AGAINST SHIPS IN ASIA



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INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA IN MAY 2019

OVERVIEW

A total of seven incidents of piracy¹ and armed robbery against ships² were reported in Asia in May 2019. There was no report of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah; and no hijacking of ships for theft of oil cargo reported in May 2019. However, the abduction of crew for ransom in the Sulu-Celebes Seas and waters off Eastern Sabah remains a serious concern.

MAY 2019

NUMBER OF INCIDENTS

In May 2019, six actual incidents³ of armed robbery against ships and one attempted incident⁴ of piracy were reported. The incidents have been verified and reported to ReCAAP ISC by ReCAAP Focal Points. Refer to the Appendix on pages 15-17 for the description of the incidents.

Compared to May 2018, there was a 22% decrease in the number of incidents reported in May 2019. A total of nine incidents were reported in May 2018 compared to seven incidents in May 2019.

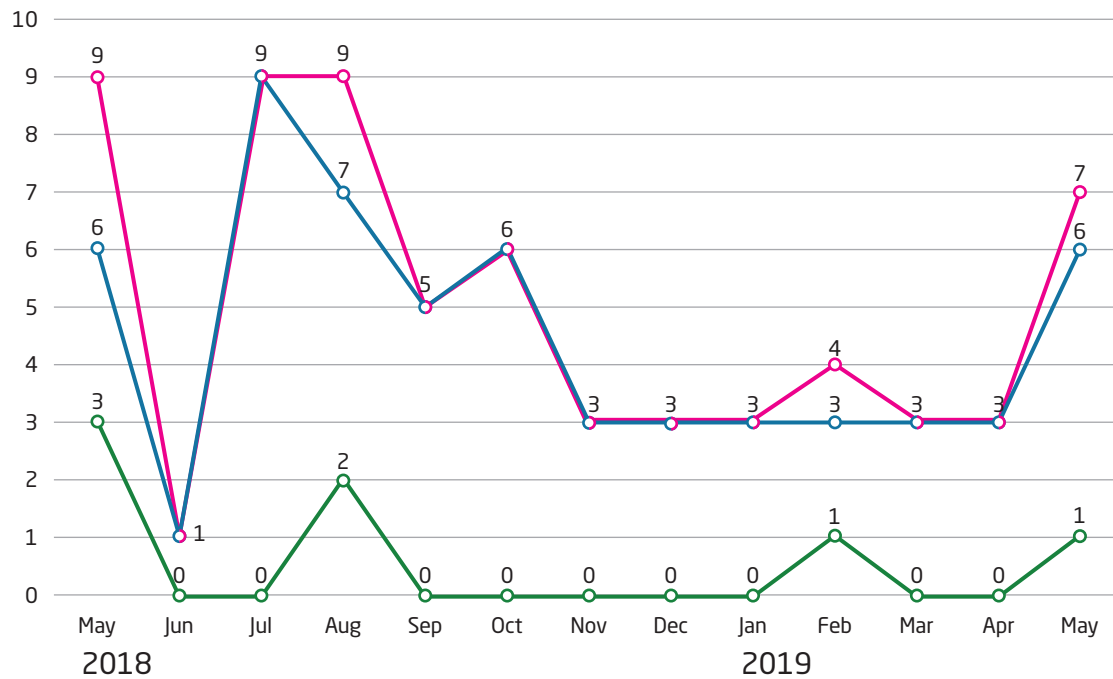
However, compared to the past six preceding months (November 2018 - April 2019), the number of incidents reported in May 2019 has increased. Between November 2018 and April 2019, a total of three incidents to four incidents were reported each month. Graph 1 shows the number of incidents reported each month from May 2018 to May 2019.

1 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.

2 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.

3 Actual incidents are incidents where pirates/robbers boarded the ship; and regardless of whether they stole any items from the crew, or took away any secured or unsecured items found on board the ship.

4 Attempted incidents are incidents where pirates/robbers tried but failed to board the ship.



Graph 1 - Number of incidents (May 2018 to May 2019)

█ Total █ Actual █ Attempted

STATUS OF SHIPS

Of the seven incidents reported in May 2019, three incidents occurred on board ships at anchor/berth (at Kandla in India; and Dumai and Cigading in Indonesia) and four incidents on board ships while underway (off Pulau Mapur, Indonesia; off Mindanao, Philippines in the Pacific Ocean; and off Tanjung Piai, Malaysia in the Singapore Strait).

SIGNIFICANCE LEVEL OF INCIDENTS

Of the six actual incidents reported in May 2019, one was a CAT 2 incident and five were CAT 4 incidents. Chart 1 shows the significance level of incidents reported in May of 2007-2019.

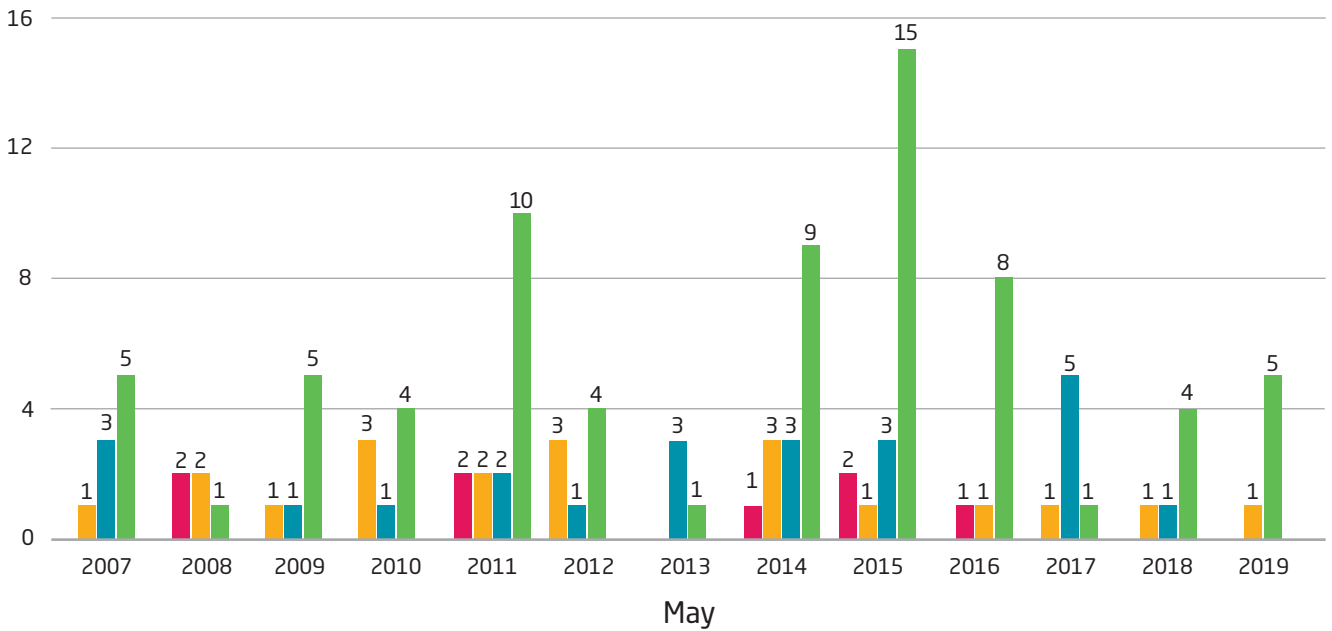


Chart 1 - Significance level of incidents (May of 2007-2019)

CAT 1 CAT 2 CAT 3 CAT 4

LOCATION OF INCIDENTS

The location of the incidents reported in May 2019 is shown in Map 1.



Map 1 - Location of incidents in May 2019

● CAT 2 ● CAT 4 ▲ Attempted

- | | | | |
|--|--|--|--|
| <p>① Arionas
Tanker
9 May 19
2210 hrs</p> | <p>② Princess Paula
Bulk carrier
11 May 19
1800 hrs</p> | <p>③ Da Yang Bai Li
General cargo ship
13 May 19
0210 hrs</p> | <p>④ Barlian T1201 & Smit Cyclone
Tug boat & barge
18 May 19
1650 hrs</p> |
| <p>⑤ CSK Enterprise
Bulk carrier
29 May 19
0152 hrs</p> | <p>⑥ Asia Jaya 28 & Sinar Jaya 2912
Tug boat & barge
30 May 19
2230 hrs</p> | <p>▲ Zhejiang 169
Bulk carrier
10 May 19
1000 hrs</p> | |

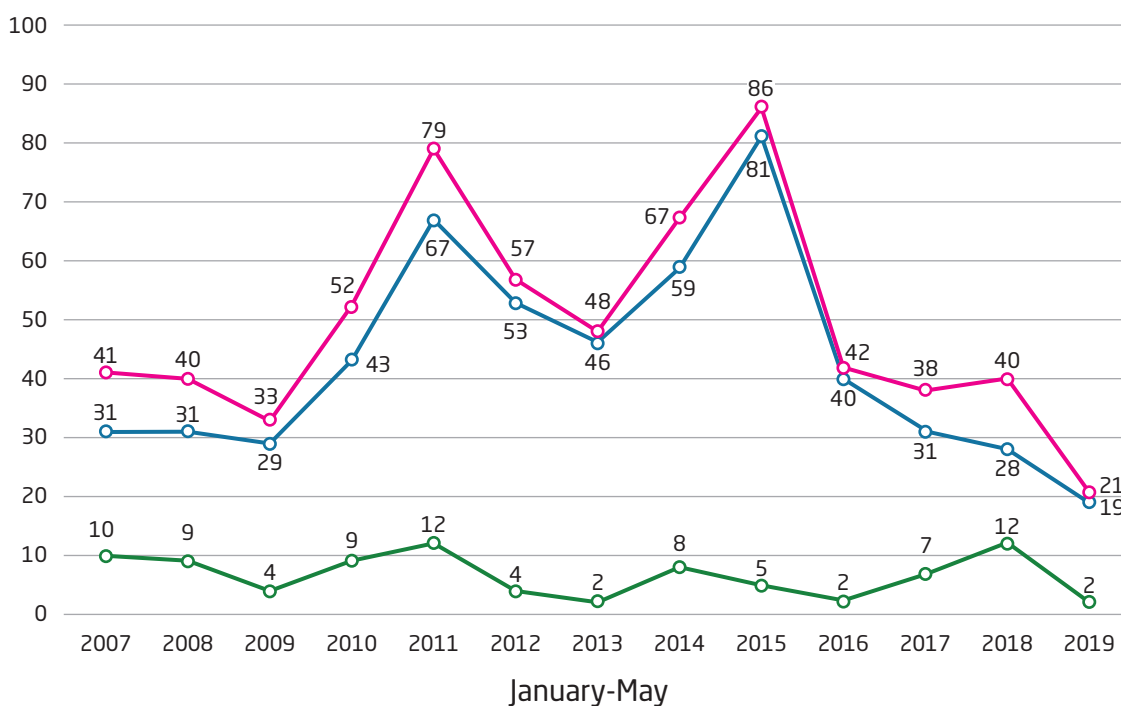
JANUARY-MAY 2019

NUMBER OF INCIDENTS

During January-May 2019, a total of 21 incidents (19 actual incidents and two attempted incidents) were reported in Asia. Of these, 20 were incidents of armed robbery against ships and one was an incident of piracy. Compared to January-May 2018, there was a 48% decrease in the total number of incidents reported during January-May 2019. The number of actual incidents has also decreased by 32%. A total of 40 incidents (28 actual incidents and 12 attempted incidents) were reported during January-May 2018.

The improvement can be attributed to the improvement at ports and anchorages in Bangladesh, Indonesia and Vietnam; and in the South China Sea (SCS). During January-May 2018, six incidents were reported at Bangladesh ports and anchorages, two incidents at Vietnam ports and anchorages and three incidents in SCS. However, there were no incidents reported during January-May 2019 in these three locations. There was an improvement at the ports and anchorages in Indonesia during January-May 2019 compared to the same period in 2018. A total of seven incidents were reported during January-May 2019 compared to 20 incidents reported during January-May 2018.

Both the total number of incidents and the number of actual incidents reported during January-May 2019 are the **lowest** among the 13-year period of January-May of 2007-2019. Graph 2 shows the total number of incidents reported during January-May of 2007-2019.



Graph 2 - Number of incidents (January-May of 2007-2019)

■ Total ■ Actual ■ Attempted

SIGNIFICANCE LEVEL OF INCIDENTS

Chart 2 shows the significance level of incidents reported during January-May of 2007-2019. Of the 19 actual incidents reported during January-May 2019, one was a CAT 2 incident, one was a CAT 3 incident and 17 were CAT 4 incidents. No CAT 1 incidents were reported during January-May of 2018 and 2019.

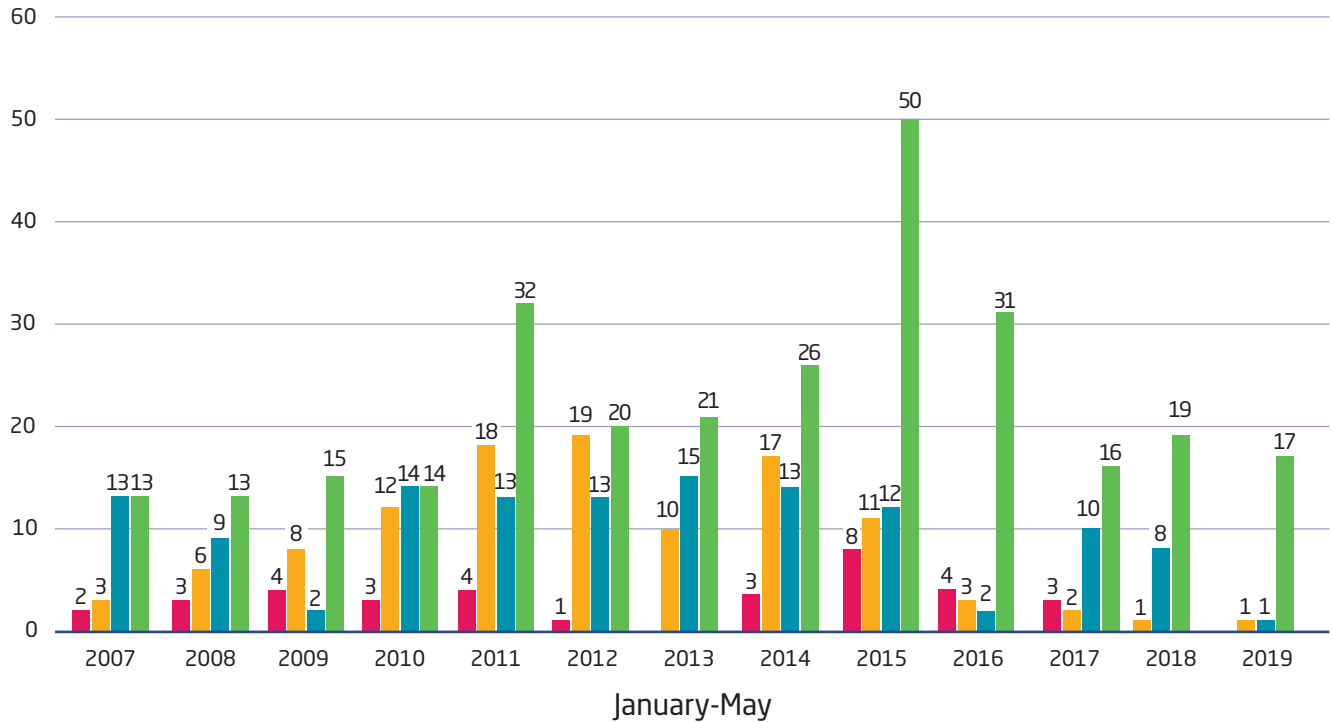


Chart 2 - Significance level of incidents (January-May of 2007-2019)

CAT 1 CAT 2 CAT 3 CAT 4

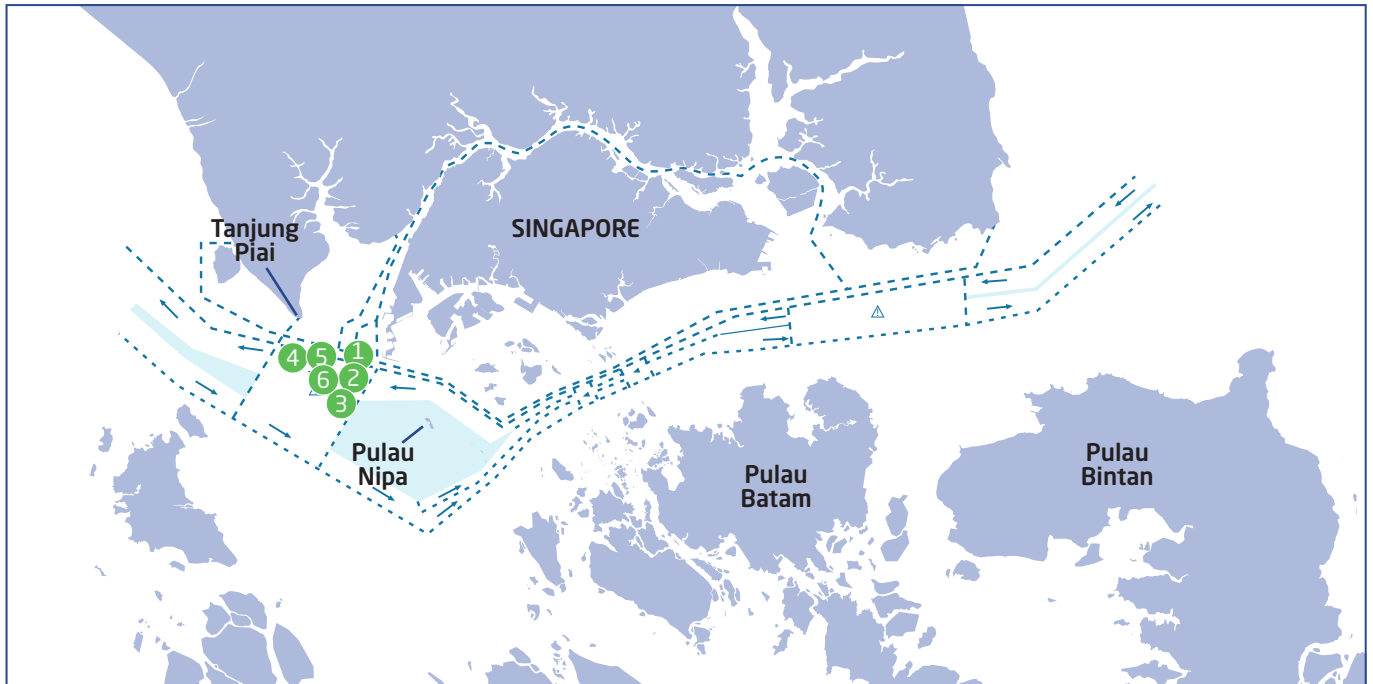
UPDATE ON SITUATION IN THE SINGAPORE STRAIT

SITUATION UPDATE

In May 2019, two incidents of armed robbery against ships occurred in close proximity to each other in the western sector of the Singapore Strait. Both incidents involved tug boats towing barges and were boarded while they were underway in the westbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait. The first incident occurred on 18 May 19 to tug boat, *Barlian T1201* towing barge, *Smit Cyclone* at approximately 3.3 nm southeast of Tanjung Piai, Malaysia when six perpetrators boarded the barge from a small craft and stole some tools from the barge. The second incident occurred on 30 May 19 to tug boat, *Asia Jaya 28* towing barge, *Sinar Jaya 2912* at approximately 3.4 nm southeast of Tanjung Piai, Malaysia when an unknown number of perpetrators boarded the barge from a small craft and also stole some tools from the barge.

January-May 2019

During January-May 2019, a total of six incidents were reported. Of the six incidents, two incidents reported the loss of scrap metal from the barges, two incidents reported loss of tools, and nothing was reported stolen in the other two incidents. Refer to Map 2 on the approximate location of the six incidents.



Map 2 - Approximate location of incidents in Singapore Strait (January-May 2019)

● CAT 4

- | | | |
|--|--|---|
| <p>① <i>Jin Hwa 43 & Jin Hwa 44</i>
Tug boat & barge
5 Feb 19
1709 hrs</p> | <p>② <i>Sung Fatt 31 & Sung Fatt 36</i>
Tug boat & barge
5 Mar 19
1110 hrs</p> | <p>③ <i>Union Topaz & Magnor</i>
Tug boat & dredger
24 Apr 19
0510 hrs</p> |
| <p>④ <i>Vector 1 & Yong Tat 319</i>
Tug boat & barge
25 Apr 19
0530 hrs</p> | <p>⑤ <i>Barlian T1201 & Smith Cyclone</i>
Tug boat & barge
18 May 19
1650 hrs</p> | <p>⑥ <i>Asia Jaya 28 & Sinar Jaya 2912</i>
Tug boat & barge
30 May 19
2230 hrs</p> |

RECOMMENDATION

With six incidents occurred in close proximity to each other within a period of four months (February - May 2019), the ReCAAP ISC urges the relevant littoral States to step up surveillance, increase patrols and respond promptly to all reports of incidents. Ships transiting in the Singapore Strait, particularly tug boats towing barges, should exercise enhanced vigilance, adopt extra precautionary measures and report all incidents to the nearest coastal State.

UPDATE ON SITUATION OF ABDUCTION OF CREW IN THE SULU-CELEBES SEAS AND WATERS OFF EASTERN SABAH

SITUATION UPDATE

During January-May 2019 there was no report of abduction of crew from ships while underway in the Sulu-Celebes Seas. The last actual incident occurred last 5 Dec 18.

STATUS OF ABDUCTED CREW

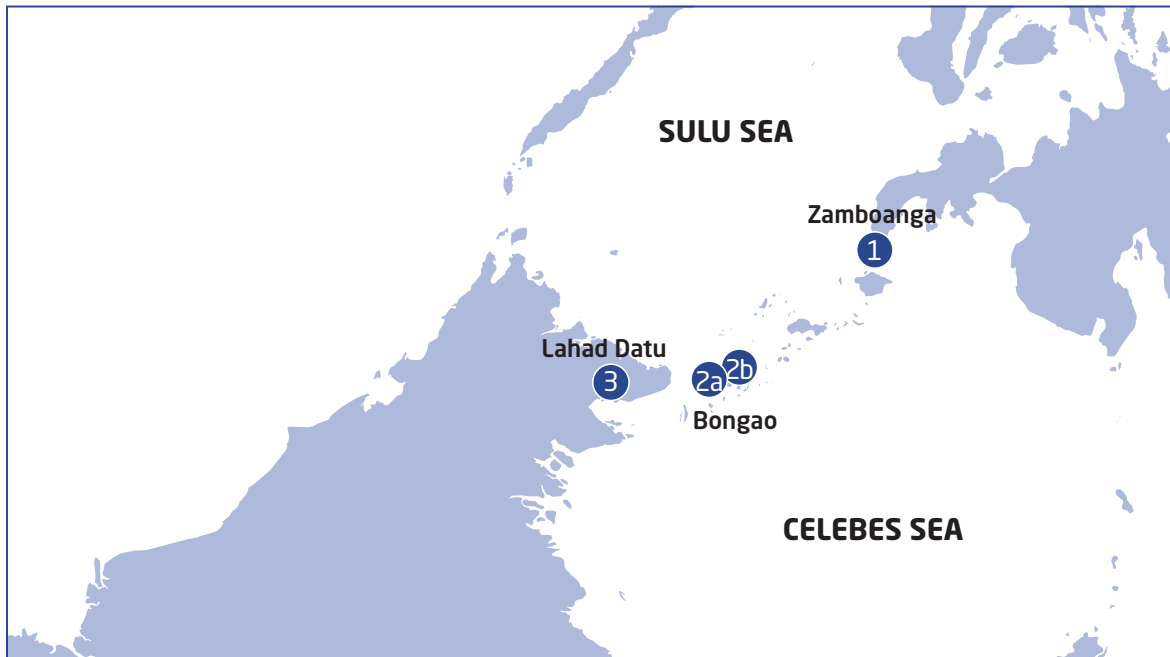
Based on the latest report from the Philippine Focal Point, the ReCAAP ISC was informed that the Philippine authorities had rescued and released the remaining abducted crew. There is **no more crew** being held in captivity. The report shows the status of the 66 crew as follows:

NO. OF CREW ABDUCTED	NO. OF CREW RELEASED/RESCUED	NO. OF CREW KILLED/DIED	STILL IN CAPTIVITY
66	56	10	0

The rescue and release of the abducted crew is the result of the intensified military and law enforcement operations of the Philippine authorities. These operations are undertaken continuously in order to neutralise the militant group.

ReCAAP ISC ADVISORY

As the threat of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah remains, ReCAAP ISC maintains its advisory issued via the *ReCAAP ISC Incident Alert* dated 21 Nov 16 to all ships to reroute from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the area, and report immediately to the Operation Centres of Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia. The contact details of the Operation Centres of Philippines and ESSCOM of Malaysia (updated by ReCAAP ISC on 3 Jan 19) are as follows:



Map 3 - Contact details of the centres

- | | |
|---|---|
| <p>① Philippine Coast Guard District Southwestern Mindanao
 Tel: +63 998 585 7972
 +63 917 842 8446
 VHF: Channel 16 with call-sign "NEPTUNE"
 Email: hcgdswm@yahoo.com</p> | <p>②b Philippine Navy - Littoral Monitoring Station (LMS), Bongao, Tawi-Tawi
 Tel: +63 955 714 0153
 VHF: Channel 16
 Email: jointtaskgroup@gmail.com</p> |
| <p>②a Philippine Coast Guard Station, Bongao (Central Tawi-Tawi)
 Tel: +63 998 585 7941
 +63 917 842 8402
 VHF: Channel 16
 Email: cgd_tawi2@yahoo.com</p> | <p>③ Eastern Sabah Security Command (ESSCOM)
 Tel: +60 89863181/016
 Fax: +60 89863182
 VHF: Channel 16 with call-sign "ESSCOM"
 Email: bilikgerakan_esscom@jpm.gov.my</p> |

CONCLUSION

The total number of incidents of armed robbery against ships reported during January-May 2019 has decreased by 48% compared to January-May 2018. The number of actual incidents decreased by 32%. Both the total number of incidents and number of actual incidents during January-May 2019 are the **lowest** among the 13-year period of January-May of 2007-2019. Majority of the 19 actual incidents reported during January-May 2019 were CAT 4 incidents (least severe).

The improvement of the situation was most apparent at the ports and anchorages in Bangladesh, Indonesia and Vietnam; and in South China Sea. However, the situation involving tug boats towing barges while underway in the Singapore Strait need further improvement. With the occurrence of six incidents in close proximity to each other within a period of four months, the ReCAAP ISC recommends that all ships, particularly tug boats to exercise enhanced vigilance when transiting the area, and the law enforcement agencies to enhance surveillance and increase patrols.

Although there was no incident of abduction of crew for ransom in the Sulu-Celebes Seas and waters off Eastern Sabah during January-May 2019, the threat of abduction of crew remains. The ReCAAP ISC advises the shipping industry to exercise extra vigilance when transiting the area, and report immediately to the reporting centres.

The ReCAAP ISC urges law enforcement agencies to continue to enhance surveillance, increase patrols and respond promptly to reports of incidents. Ships transiting areas of concern are to exercise enhanced vigilance, maintain all round lookout for suspicious boats, report all incidents to the nearest coastal State and flag State immediately, and implement preventive measures recommended in the *Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*.

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
● CAT 1	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.
● CAT 2	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.
● CAT 3	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.
● CAT 4	The perpetrators were not armed and the crew not harmed. More than half of CAT 4 incidents involved 1-3 men who escaped empty-handed upon sighted by the crew.

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

DESCRIPTION OF INCIDENTS

Actual Incidents of Piracy and Armed Robbery Against Ships in Asia

● CAT 2 ● CAT 4

S/No.	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	Arionas Tanker Marshall Islands 23270 9315757	09/05/19 2210 hrs	22° 46.8' N, 70° 2.8' E Deendayal Port (Kandla) outer anchorage, India	<p>While at anchor, seven unarmed perpetrators boarded the tanker from a red boat. They approached the midship starboard from the bow, and stole two pieces of 10 inches x 12 inches cargo reducers from midship starboard side manifold area.</p> <p>The master raised the alarm, sounded the ship's whistle, mustered the crew and reported the incident to the ship's agent, Marine Police, Indian Coast Guard (ICG) and Kandla port authority. The crew was not injured. A joint investigation by the Marine Police, ICG and Kandla port authority is ongoing.</p> <p>[ReCAAP Focal Point (India)]</p>
2	Princess Paula Bulk carrier Hong Kong, China 19885 9300207	11/05/19 1800 hrs	1° 42.76' N, 101° 26.62' E Lubuk Gaung Anchorage, Dumai, Indonesia	<p>While at anchor, the 3rd Engineer of the bulk carrier discovered that the spare part room in the main engine room had been broken into. Some engine spares were stolen. The master raised the alarm and a search was conducted. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
3	Da Yang Bai Li General cargo ship China 7216 9607978	13/05/19 0210 hrs	1° 0.1' N, 104° 54.8' E Approximately 4 nm east of Pulau Mapur, Indonesia	<p>While underway, four masked perpetrators armed with long knives boarded the general cargo ship. The perpetrators took an A/B hostage, entered the cabin of the master and tied the master and A/B. The perpetrators stole cash and personal effects of the master and A/B; cut the Inmarsat Telephone line and escaped.</p> <p>[ReCAAP Focal Point (China), ReCAAP Focal Point (Singapore)]</p>

S/No.	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
4	<p>Barlian T1201 Tug boat Niue 153 9433432</p> <p>Smit Cyclone Barge Dominican Republic</p>	18/05/19 1650 hrs	<p>1° 13.27' N, 103° 32.72' E</p> <p>Approximately 3.3 nm southeast off Tanjung Piai, Malaysia (westbound lane of TSS in Singapore Strait)</p> <p>(SOMS)</p>	<p>While the tug boat towing barge was underway, the master of the tug boat reported to Singapore Vessel Traffic Information System (VTIS) via VHF that six perpetrators were boarding the barge from a small boat. The master also raised the alarm and mustered the crew.</p> <p>The master later reported that the perpetrators had left the barge with some tools stolen from the barge. The tug boat and barge continued her voyage to Port Klang, Malaysia.</p> <p>Singapore VTIS initiated the safety navigational broadcast and notified the Singapore Police Coast Guard, the Republic of Singapore Navy (RSN) and the Malaysian authority.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
5	<p>CSK Enterprise Bulk carrier Malaysia 145 9517501</p>	29/05/19 0152 hrs	<p>5° 59.8' N, 105° 57.8' E</p> <p>Berth D6, Cigading Port, Indonesia</p>	<p>While at berth, the duty oiler found two perpetrators in the steering room during his safety patrol. He raised the alarm and the perpetrators escaped.</p> <p>The steering room lock was broken and some spare engine parts were stolen.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/No.	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
6	<p>Asia Jaya 28 Tug boat Malaysia 145 9517501</p> <p>Sinar Jaya 28 Barge Malaysia</p>	30/05/19 2230 hrs	<p>1° 13.25' N, 103° 32.75' E</p> <p>Approximately 3.4 nm southeast off Tanjung Piai, Malaysia (westbound lane of TSS in Singapore Strait)</p> <p>(SOMS)</p>	<p>While the tug boat towing barge was en route from Tawau, Malaysia to Penang, Malaysia, the master of the tug boat reported to Singapore VTIS that an unknown number of perpetrators had boarded the barge on tow. The perpetrators escaped in a small craft, with some small tools stolen from the barge. The crew was not injured.</p> <p>Singapore VTIS initiated the safety navigational broadcast and notified the Singapore Police Coast Guard, the Republic of Singapore Navy (RSN) and the Malaysian authority.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

ATTEMPTED INCIDENT

S/No.	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<p>Zhejiang 169 Bulk carrier China 56635 9622784</p>	10/05/19 1000 hrs	<p>7° 40.8' N, 128° 29.3' E</p> <p>Approximately 120 nm east of Mindanao, Philippines</p> <p>(Pacific Ocean)</p>	<p>While underway, 10 perpetrators in five high speed wooden boats approached and attempted to board the bulk carrier. The perpetrators were observed to be carrying iron hooks. The ship started emergency response and the crew was mustered. The crew used fire hoses on the perpetrators, who aborted the attempt after an hour.</p> <p>[ReCAAP Focal Point (China)]</p>

CONTACT DETAILS OF ReCAAP FOCAL POINTS/CONTACT POINT

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Australia		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: mbcengagement@abf.gov.au	+61-2-6275-6000	+61-2-6275-6275
Bangladesh		
Department of Shipping E-mail: cns@dos.gov.bd	+88-02-9554206	+88-02-9587301
Brunei		
Marine Police Royal Brunei Police Force Email: marine@police.gov.bn	+673-2773548	+673-2770549
Cambodia		
Merchant Marine Department E-mail: mmd@mpwt.gov.kh	+85-5-2386-4110	+85-5-2386-4110
China		
China Maritime Search and Rescue Coordination Centre (Beijing) Email: cnmrcc@mot.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999	+85-2-2541-7714
Denmark		
Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-9137-6000	+45-9137-6001
India		
MRCC (Mumbai) Coast Guard Region (West) Mumbai - India Email: indsar@vsnl.net mrcc-west@indiancoastguard.nic.in	+91-22-2431-6558 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Japan		
Japan Coast Guard (JCG) Ops Centre Email : jcg-op@mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
Republic of Korea		
Situation Room (Operation Centre) Email: mof5896@korea.kr	+82-44-200-5895 to 98	+82-44-200-5886 to 88
Laos		
International Organisations Department UN Political and Security Affairs Division Ministry of Foreign Affairs Email: unpolsec.mfalaos@gmail.com	+856-21-414025	+856-21-414025
Myanmar		
MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm mrcc.myanmar2012@gmail.com	+95-313-1651	+95-1202-417
Netherlands		
Dutch Coast Guard Maritime Information Centre (MIK-NL) Email: mik-nl@kustwacht.nl	+31-223-658-101	+31-223-658-358
Norway		
Norwegian Maritime Authority Email: morten.alsaker.lossius@sjofartsdirektoratet.no	+47-5274-5000 +47-5274-5130	+47-5274-5001
Philippines		
Philippine Coast Guard PCG Action Centre-MRCC (Manila) Email: cgac@coastguard.gov.ph	+63-2-527-8481 to 89 (ext: 6136/37) +63-917-724-3682 +63-929-825-3207 (mobile)	+63-2-310-2097
Coast Guard District South Western Mindanao (CGDSWM) Email: hcgdswm@yahoo.com	+63 998 585 7972 +63 917 842 8446 VHF: Channel 16 with call sign "NEPTUNE"	

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Singapore		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
Sri Lanka		
Sri Lanka Navy Operations Room / MRCC (Colombo) Email: nhqдно@yahoo.com nhqдно@navy.lk	+94-11-244 5368 +94-11-221 2230/31	+94-11-244 1454 +94-11-244 9718
Thailand		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: miscdutyofficer@misc.go.th sornchon2558@gmail.com	+66-2475-4532	+66-2475-4577
United Kingdom		
National Maritime Information Centre Operations Centre Email: NMIC-OPS@mod.gov.uk	+44 2392-211941	+44 2392-212024 Please indicate "FAO NMIC - A leg"
United States		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: rccalameda@uscg.mil	+1-510-437-3701	
Vietnam		
Vietnam Coast Guard Email: vietnamcoastguard@gmail.com	+84-4-3355-4378	+84-4-3355-4363

Correct as at 8 March 2019



**Regional Cooperation Agreement on Combating
Piracy and Armed Robbery against Ships in Asia**

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