Report for July 2011

1st July 2011 – 31st July 2011

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Report for July 2011

ReCAAP
Information Sharing Centre

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Report for July 2011

Executive Summary

During July 2011, a total of nine incidents comprising eight actual incidents and one attempted incident of piracy and armed robbery against ships were reported in Asia. Of the nine incidents, one was an incident of piracy occurred in the South China Sea. Compared to July 2010, there has been a decrease in the total number of incidents in July 2011. Eleven incidents comprising nine actual incidents and two attempted incidents were reported in July 2010.

Majority of the incidents reported during July 2011 occurred while ships were at ports and anchorages and mainly Category 3 (less significant incidents). The details of incidents occurred in July 2011 are described in the Appendix.

Report for July 2011

Situation Update

In July 2011, a total of nine incidents of piracy and armed robbery against ships were reported in Asia. Of these, eight were actual incidents and one was an attempted incident. Compared to July 2010, the number of incidents reported in July 2011 has decreased. A total of 11 incidents comprising nine actual incidents and two attempted incidents were reported in July 2010.

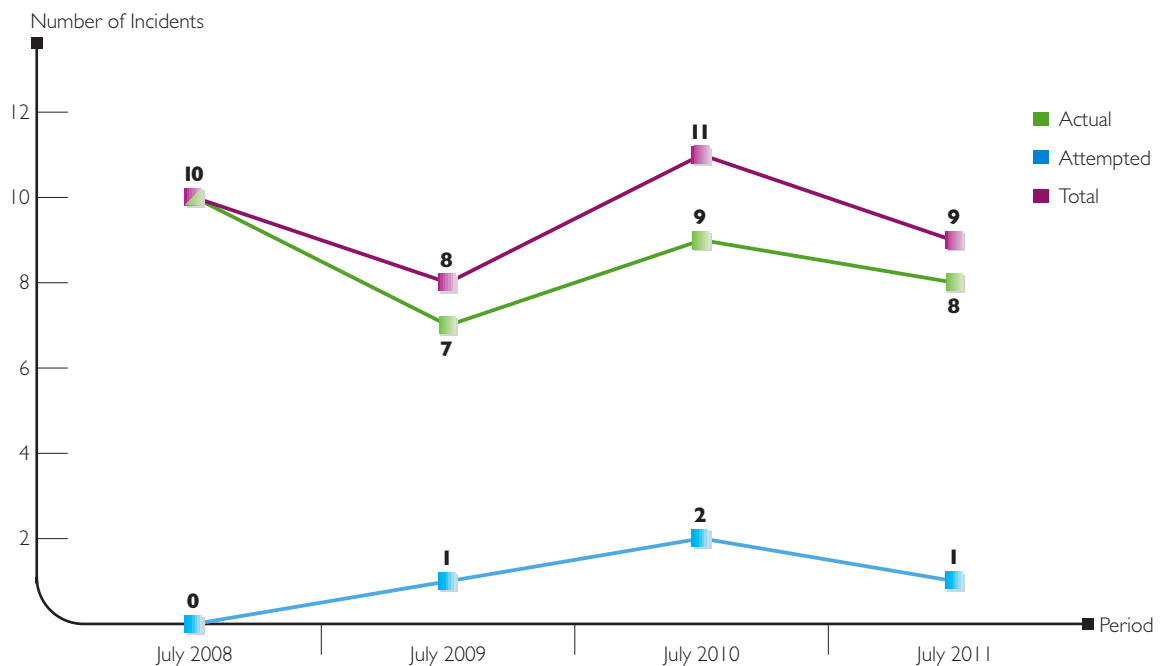Of the nine incidents reported in July 2011, one was an incident of piracy occurred in the South China Sea, and eight were incidents of armed robbery against ships.

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

Report for July 2011

Situation Update

Of the eight actual incidents reported in July 2011, two were Category 2 (moderately significant) incidents and six were Category 3 (less significant) incidents. No Category 1 (very significant) incident was reported. Compared to July 2010, there has been a slight decrease in the number of Category 2 incidents while the number of Category 3 incidents remained the same.

The two Category 2 incidents occurred at the anchorages off Pulau Mungging, Malaysia and Chittagong, Bangladesh. Of the six Category 3 incidents, five occurred at the ports and anchorages of Indonesia, Philippines and Vietnam. The other Category 3 incident occurred while the vessel was underway in the South China Sea.
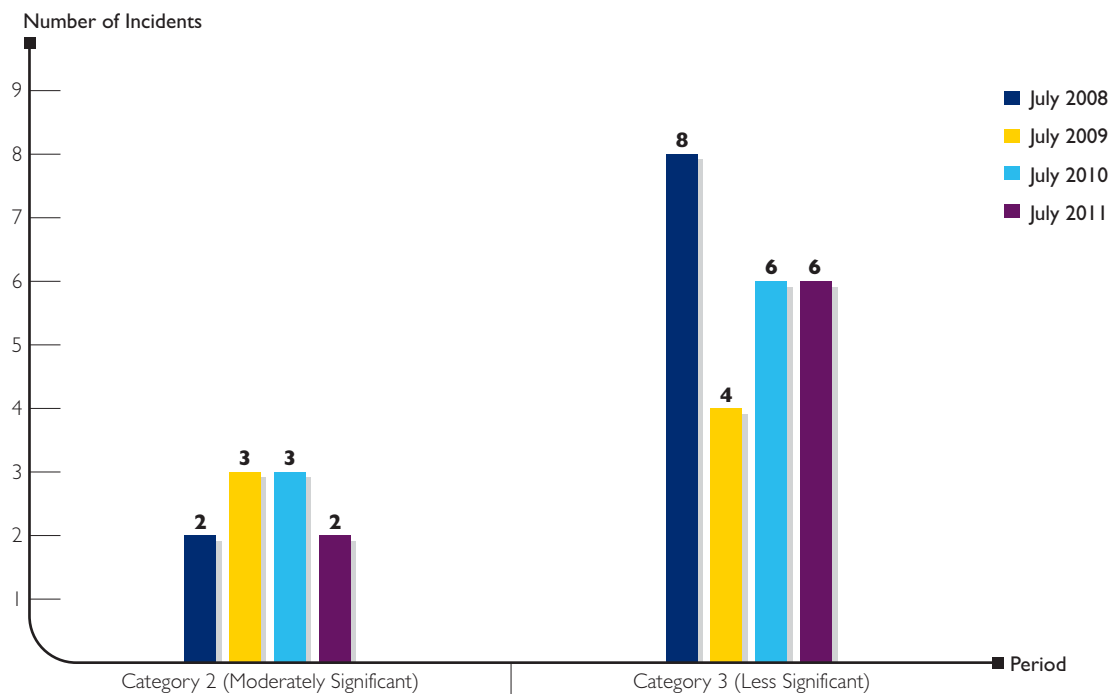
Chart 1 - Significance level of incidents reported in July (2008-2011)

Overall, the total number of incidents reported over the past 12 months has fluctuated between the lowest number of eight incidents reported in June 2011 and highest number of 23 incidents in August 2010. Notably, there has been an improvement in the situation in Asia since June 2011.

Number of Incidents
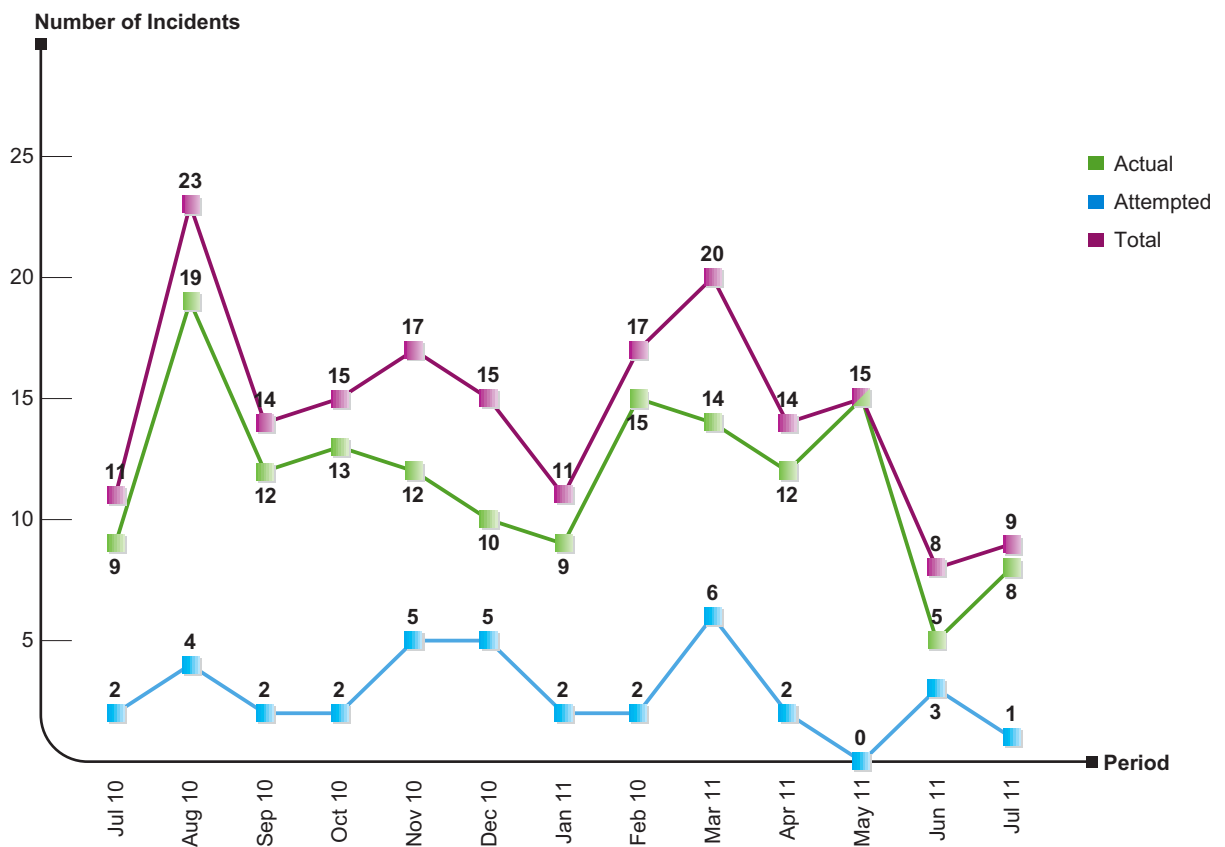
Graph 2 - Number of incidents reported since July 2010

Location of Incidents

	July 2008 Actual	July 2009 Actual	July 2009 Attempted	July 2010 Actual	July 2010 Attempted	July 2011 Actual	July 2011 Attempted
South Asia							
Bangladesh	1	2		1		1	
Sub-total	**1**	**2**		**1**		**1**	
Southeast Asia							
Indonesia	3	1		2	2	3	
Malaysia		1		2		1	
Philippines	2			1		1	
Singapore				2			
South China Sea			1			1	
Straits of Malacca and Singapore		2					1
Vietnam	4	1		1		1	
Sub-total	**9**	**5**	**1**	**8**	**2**	**7**	**1**
Overall Total	**10**	**7**	**1**	**9**	**2**	**8**	**1**

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

Overall, there has been a slight decrease in the number of incidents reported in July 2011 compared to July 2010. The improvement occurred in Indonesia and Malaysia. In Indonesia, three actual incidents were reported in July 2011 compared to four (two actual and two attempted) incidents reported in July 2010. In Malaysia, one actual incident was reported in July 2011 compared to two actual incidents reported in July 2010.

The ReCAAP ISC observed that the number of incidents reported in Vietnam from July 2009 to July 2011 has decreased compared to July 2008. Four incidents were reported in Vietnam in July 2008 compared to one incident each in July 2009, July 2010 and July 2011. The ReCAAP ISC commends the Vietnamese authorities for their efforts in managing the number of incidents at their ports and anchorages.

Map 1 shows the location of all incidents reported in July 2011[1].

[1] The maps used in this report are for illustrative purposes only. They are not drawn to scale, and do not imply the opinion on the part of the ReCAAP ISC concerning the status of any country or territory, or the delimitation of frontiers or boundaries.

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Map 1: Location of Incidents
in July 2011

Legend

Incident (CAT 2)	●
Incident (CAT 3)	●
Attempted Incident	▲

•Beijing

•Seoul

Tokyo•

•New Delhi

•Dhaka

•Hanoi

Nay Pyi Taw•

•Vientiane

•Hong Kong

•Bangkok

Phnom Penh•

Manila

•Colombo

Kuala
Lumpur•

Bandar Seri
Begawan•

Singapore

SINGAPORE

•Jakarta

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Case Studies of Selected Incidents

Two incidents were reported in close proximity to each other on consecutive days in the Straits of Malacca and Singapore, and the South China Sea. This was followed on by another incident reported on 10 Jul 11 at approximately 4 nm east of Pulau Mungging, Malaysia. The details of the incidents are described below.

Attempted Incident involving *Woodstar* in the Straits of Malacca and Singapore on 1 Jul 11

Name of Ship	: *Woodstar*
Type of Ship	: Bulk carrier
Flag of Ship	: Marshall Islands
IMO No.	: 9347918
GT	: 31144

On 1 Jul 11 at or about 2320 hrs (local time), a Marshall Islands-registered bulk carrier, *Woodstar* loaded with iron ore departed Singapore, eastbound for Tianjin, China. At approximately 4.8 nm north-northeast of Nongsa, Pulau Batam, Indonesia (01˚ 15.72' N, 104˚ 08.97' E) in the Straits of Malacca and Singapore, an unknown number of robbers attempted to board the bulk carrier from four motorised boats which came alongside the bulk carrier.

The master and crew sounded the general alarm, switched on all deck lights, shone the searchlights on the boats, carried out evasive manoeuvres and informed Singapore's Port Operations Control Centre (POCC) via VHF CH-12 about the incident. After several minutes of attempting to board the bulk carrier but failed, the robbers gave up and their boats turned around and left. A search was carried out and no robbers were found onboard the bulk carrier. Prior to departure from Singapore, *Woodstar* adopted anti-piracy measures including securing of all accommodation doors, updated the crew on fire and safety considerations, and carried out search for stowaway. The crew did not sustain any injuries and no properties were stolen from the bulk carrier.

Incident involving *Octopus* in the South China Sea on 2 Jul 11

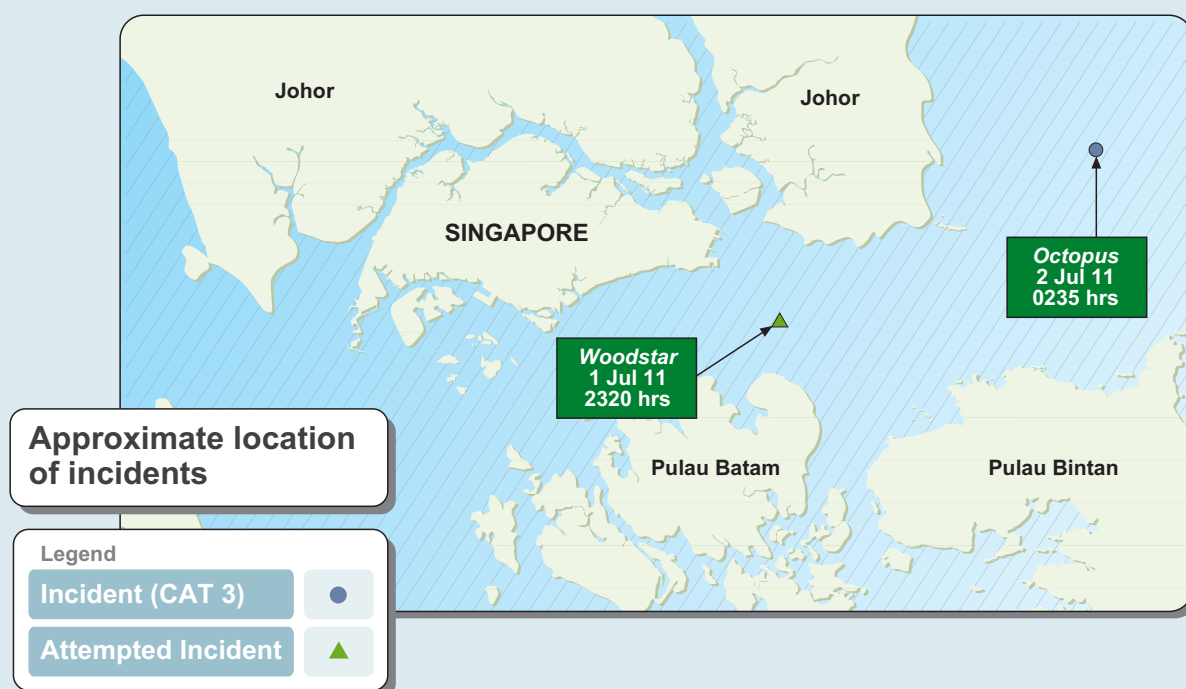|	
Name of Ship	: *Octopus*
Type of Ship	: Tug boat
Flag of Ship	: Republic of Moldova
IMO No.	: 9518634
GT	: 362

On the next day, 2 Jul 11 at or about 0235 hrs (local time), a Republic of Moldova-registered tug boat, *Octopus* was underway at approximately 14 nm northeast of Horsburgh Lighthouse (01˚ 31.60' N, 104˚ 32.2' E) when the Second Engineer saw three robbers armed with long knives boarded the tug boat from a black speed boat. He sounded the alarm and the robbers escaped via the speed boat immediately. The Second Engineer sustained some minor injuries to his hand and feet, but it was not known if it was caused by the robbers. The tug boat reportedly sent out an Inmarsat C distress alert to Singapore's POCC.

In both incidents, the Singapore's POCC sent out messages to warn mariners in the vicinity about the incidents, and also informed the Republic of Singapore Navy (RSN), Singapore Police Coast Guard (PCG), MRCC (KL) and MRCC (Jakarta). The Singapore's POCC, which is also the ReCAAP Focal Point (Singapore) reported the incidents to the ReCAAP ISC and all its Focal Points.

Johor

Johor

SINGAPORE

Octopus
2 Jul 11
0235 hrs

Woodstar
1 Jul 11
2320 hrs

Pulau Batam

Pulau Bintan

Approximate location of incidents

Legend	
Incident (CAT 3)	●
Attempted Incident	▲

Observations

The ReCAAP ISC commends the master and crew of *Woodstar* for the anti-piracy preparations and measures adopted prior to her departure for the next port, and the calmness and vigilance during the attempted boarding by the robbers. All these had contributed towards the successful prevention of boarding by the robbers.

Recommendations by the ReCCAP ISC

It was not known if the robbers attempted to board *Woodstar* were the same group who boarded *Octopus*. Nevertheless, the close proximity of the occurrence of the two incidents within a short duration of three hours was of concern to mariners operating in the vicinity. Increase in enforcement by the relevant authorities in patrolling the area and reporting of all incidents by ship masters and crew to the nearest coastal and flag States are encouraged.

Incident onboard *Menara Dua* off Pulau Mungging, Malaysia on 10 Jul 11

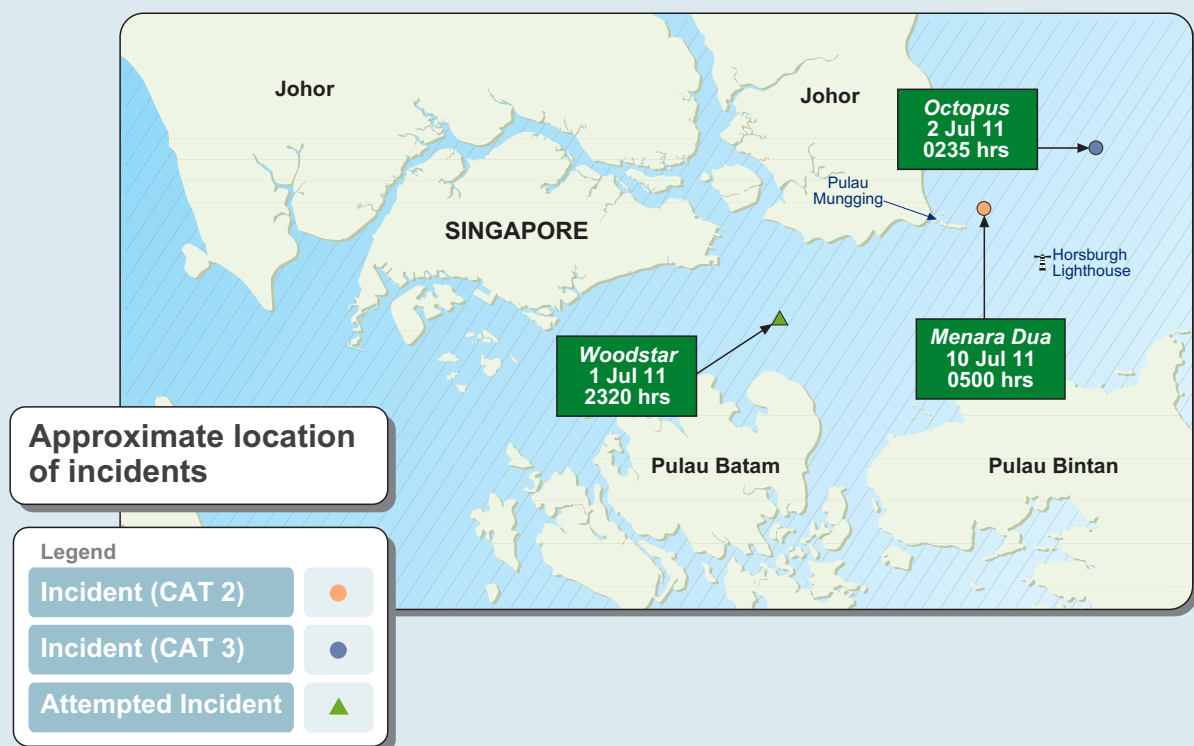|	
Name of Ship	: *Menara Dua*
Type of Ship	: Tanker
Flag of Ship	: Malaysia
IMO No.	: 9558816
GT	: 5036

On 12 Jul 11, the agent of Malaysia-flagged tanker *Menara Dua* reported to Singapore's POCC an incident of robbery onboard *Menara Dua* which occurred two days ago. At or about 0500 hrs (local time) on 10 Jul 11, the tanker was anchored at approximately 4 nm east of Pulau Mungging, Malaysia (01˚ 23.36' N, 104˚ 21.57' E) when four robbers armed with long knives and iron rods boarded the vessel. One of the robbers broke the padlock of the starboard side main deck engine store while the other three robbers tied up the vessel's Commanding Officer and another crew. The robbers stole some engine spare parts, and escaped. The crew was subsequently found and freed. They did not sustain any injury. The Singapore's POCC sent out a broadcast message to inform mariners in the vicinity about the incident.

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Case Studies of Selected Incidents

Octopus
2 Jul 11
0235 hrs

Johor

Johor

Pulau
Mungging

Horsburgh
Lighthouse

SINGAPORE

Woodstar
1 Jul 11
2320 hrs

Menara Dua
10 Jul 11
0500 hrs

Pulau Batam

Pulau Bintan

Approximate location of incidents

Legend	
Incident (CAT 2)	●
Incident (CAT 3)	●
Attempted Incident	▲

Observations

There was no evidence to suggest any linkage among the three incidents involving *Woodstar*, *Octopus* and *Menara Dua*. However, the ReCAAP ISC notes that the master of *Menara Dua* did not report the incident to the authorities immediately. It was the ship agent who reported the incident to the authorities two days after the occurrence of the incident.

Recommendations by ReCAAP ISC

The ReCAAP ISC encourages timely reporting of all incidents to the coastal and flag States so that the authorities are able to despatch their assets to render assistance to the victim ship.

In view of the incidents reported in the vicinities, the coastal authorities are recommended to enhance their presence in this vicinity especially during hours of darkness, step up surveillance and conduct more frequent patrols in the region.

Definition & Methodology in Classifying Incidents

Definition

Piracy, in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS), is defined as:

(1)   "Piracy" means any of the following acts:

(a)   any illegal act of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:

(i) on the high seas, against another ship, or against persons or property onboard such ship;

(ii) against a ship, persons or property in a place outside the jurisdiction of any State;

(b)   any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;

(c)   any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

Armed Robbery Against Ships, in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025(26), is defined as:

(2)   "Armed robbery against ships" means any of the following acts:

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

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

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 three categories to determine their overall significance.

Category	Significance of Incident
CAT 1	Very Significant
CAT 2	Moderately Significant
CAT 3	Less Significant

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

Details of Incidents

Actual Incidents

CAT 2 (Moderately Significant)   CAT 3 (Less Significant)

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1.	*Octopus* Tug boat Republic of Moldova 9518634 361	02/07/11 0235 hrs	01˚ 31.60' N, 104˚ 32.20' E Approximately 14 nm north-east of Horsburgh Lighthouse (South China Sea)	While underway, the Second Engineer saw three robbers armed with long knives boarding the tug boat from a black speed boat. He sounded the alarm and the robbers escaped via the speed boat immediately. The Second Engineer sustained some minor injuries to his hand and feet, but it was not known if it was caused by the robbers. The tug boat reportedly sent out an Inmarsat C distress alert to Singapore's Port Operations Control Centre (POCC). The Singapore's POCC, which is also the ReCAAP Focal Point (Singapore), sent out messages to warn mariners in the vicinity about the incidents, and also informed the Republic of Singapore Navy (RSN), Singapore Police Coast Guard (PCG), MRCC (KL) and MRCC (Jakarta). **[ReCAAP Focal Point (Singapore)]**
2.	*Diana Island* Bulk carrier Panama 9550448 17042	04/07/11 0415 hrs	06˚ 05.90' S, 106˚ 53' E Tanjung Priok Port, Indonesia	While at berth, three robbers armed with knives boarded the bulk carrier from a small boat during discharging operations via the shore side cargo net. The duty crew noticed the robbers near the forward store and informed the Duty Officer who raised the alarm. The duty crew tried to stop the robbers from stealing but was threatened with a knife. The robbers escaped in their boat with stolen fire extinguisher and spare anchorage chain shackle. **[ReCAAP Focal Point (Japan)]**

Details of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
3.	*CSCL Montevideo* Container ship Hong Kong 9385984 26404	09/07/11 0405 hrs	14˚ 32' N, 120˚ 55' E South Harbour, Quarantine Area Anchorage, Philippines	While at anchor, the duty A/B conducted a routine inspection and noticed three robbers at the forecastle deck. The three robbers had used ropes with hook to board the vessel while the other two robbers served as look-out onboard their blue motorbanca with outrigger. The duty A/B informed the Duty Officer immediately who sounded the emergency alarm. Upon hearing the alarm, the five robbers escaped in their motorbanca. The crew conducted an inspection thereafter and found the following items missing: a) Two bottles containing one set of breathing apparatus b) Two breathing apparatus cylinders c) Two fireman outfits d) Two bags containing heat resistant helmet with face shield e) One heat resistant lifeline rope hook and signal plate f) Two hand lays g) Three immersion suits h) One hack saw i) Two fire hydrant caps j) One wooden saw k) One (jig saw l) Twenty padlocks m) Assorted spanner The incident was reported to the Port State Control Center Manila. **[ReCAAP Focal Point (Philippines)]**

Details of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
4.	*Menara Dua* Tanker Malaysia 9558816 5036	10/07/11 0500 hrs	01° 23.36' N, 104° 21.57' E Approximately 4 nm east of Pulau Mungging, Malaysia	While at anchor, four robbers armed with long knives and iron rods boarded the tanker. One of the robbers broke the padlock of the starboard side main deck engine store while the other three robbers tied up the vessel's Commanding Officer and another crew. The robbers stole some engine spare parts, and escaped. The crew was subsequently found and freed. They did not sustain any injury. The ship agent reported the incident to Singapore's Port Operations Control Centre (POCC), which is also the ReCAAP Focal Point (Singapore). Singapore's POCC sent out a broadcast message to inform mariners in the vicinity and also informed Singapore Police Coast Guard (PCG), Republic of Singapore Navy (RSN) and MRCC (Jakarta). **[ReCAAP Focal Point (Singapore)]**
5.	*Paphos* Container ship Antigua & Barbuda 9336270 6701	12/07/11 0305 hrs	20° 39.20' N, 106° 53.60' E Off Hai Phong, Vietnam	While at anchor, five robbers in an unlit wooden boat took advantage of the heavy rain to board the container ship undetected. The robbers also covered the lights on deck from nearby forecastle with their clothes. After stealing used mooring ropes, the robbers were seen to jump overboard and escaped. The Duty Officer mustered the crew and conducted a search. **[ReCAAP Focal Point (Vietnam)]**
6.	*CMB Maxime* Bulk carrier Hong Kong 9425875 32296	17/07/11 0000 hrs	00° 13.46' N, 117° 35.67' E Muara Berau Anchorage, Samarinda, Indonesia	While at anchor, an unknown number of robbers boarded the bulk carrier via the forecastle deck. One coil of forward mooring line was stolen from the vessel. **[ReCAAP Contact Point (Hong Kong)]**

Details of Incidents

Actual Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
7.	*Sichem Aneline* Chemical tanker Marshall Islands 9171735 6202	20/07/11 0530 hrs	Belawan Anchorage, Indonesia	While at anchor, three robbers boarded the chemical tanker. The alarm was raised and the crew was mustered. Upon realising the crew was alerted, the robbers escaped with ship stores. Port authorities were informed via pilot station and ship agent but there was no response. **[IMO]**
8.	*BM Warrior* General cargo ship Panama 8412534 12963	29/07/11 0618 hrs	22˚ 3.76' N, 091˚ 46.31' E Chittagong Anchorage, Bangladesh	While at anchor, 13 robbers armed with sharp-edged rods approached the general cargo ship in two wooden skiffs with motor. They boarded the general cargo ship via the poop deck with hooks. The crew was engaged in manoeuvring the vessel and anchor stations. One of the crew was sent to the aft and he noticed the robbers onboard. The alarm was raised and the crew was mustered. Upon realising the crew had been alerted, the robbers escaped in their skiffs with stolen mooring rope and one acetylene bottle. Port control was informed. **[Shipping company]**

Details of Incidents

Attempted Incident

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1.	*Woodstar* Bulk carrier Marshall Islands 9347918 31144	01/07/11 2320 hrs	01° 15.72' N, 104° 08.97' E Approximately 4.8 nm north-northeast of Nongsa, Pulau Batam, Indonesia (Straits of Malacca and Singapore)	While underway, an unknown number of robbers attempted to board the bulk carrier from four motorised boats which came alongside of the bulk carrier. The master and crew sounded the general alarm, switched on all deck lights, shone the searchlights on the boats, carried out evasive manoeuvres and informed Singapore's Port Operations Control Centre (POCC) via VHF CH-12 about the incident. After several minutes of attempting to board the bulk carrier but failed, the robbers gave up and their boats turned around and left. A search was carried out and no robbers were found onboard the bulk carrier. The crew did not sustain any injuries and no properties were stolen from the bulk carrier. The Singapore's POCC, which is also the ReCAAP Focal Point (Singapore), sent out messages to warn mariners in the vicinity about the incidents, and also informed the Republic of Singapore Navy (RSN), Singapore Police Coast Guard (PCG), MRCC (KL) and MRCC (Jakarta). **[ReCAAP Focal Point (Singapore)]**

Details of Past Incidents

Attempted Incidents

S/N	Ship Name, Type of Ship, Flag, IMO No., GT	Date Time	Location of Incident	Details of Incidents
1.	*Pacific Marchioness* Chemical tanker Panama 9405928 28952	18/06/11 0815 hrs	08˚ 38' N, 076˚ 26' E Approximately 17.15 nm southwest of Quilon, India (Arabian Sea)	While underway, four skiffs, with six to seven pirates in each skiff, started to chase the chemical tanker. The master carried out evasive manoeuvres, raised the alarm and distress alert, and reported to the Indian Coast Guard (ICG). The ICG despatched a chopper immediately to assist them. After about 30 min, the pirates aborted their chase. **[ReCAAP Focal Point (Japan)]**
2.	*Pacific Marchioness* Chemical tanker Panama 9405928 28952	18/06/11 1020 hrs	8˚ 21' N, 076˚ 48' E Approximately 9.42 nm southwest of Trivandrum, India	For the second time within the same day, while underway, an unknown number of robbers in a skiff approached the chemical tanker from starboard quarter. The master took evasive manoeuvres and informed the Indian Coast Guard (ICG), who despatched an aircraft immediately to assist them. After about 20 min, the robbers aborted their attempt to board. **[ReCAAP Focal Point (Japan)]**
3.	*Royal Diamond 7* Chemical tanker Marshall Islands 9367437 8539	18/06/11 0811 hrs	08˚ 29' N, 076˚ 40' E Approximately 11.29 nm southwest of Perumatura, India	While underway, six robbers in a skiff armed with guns chased the chemical tanker. The master increased speed, altered course, sounded alarm and took anti-piracy measures. The robbers eventually aborted their attempt to board. The incident was reported to the Indian Coast Guard (ICG). **[IMO]**

Maritime Safety Committee (MSC) Circulars on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships

The Maritime Safety Committee (MSC) at its eighty-sixth session (27 May 09 to 5 Jun 09) reviewed MSC/Circ.622/Rev.1 on "Recommendations to governments for preventing and suppressing piracy and armed robbery against ships" and MSC/Circ.623/Rev.3 on "Guidance to ship owners, ship operators, ship masters and crew on preventing and suppressing acts of piracy and armed robbery against ships".

In the revised MSC circulars[2], the ReCAAP ISC is recognised as one of the agencies in preventing and suppressing piracy and armed robbery against ships in Asia. The revised circulars include a flow diagram on the procedure for reporting incidents of piracy and armed robbery against ships in Asia. Refer to Diagram 1 on the flow diagram.

The reporting procedure stipulates that ship masters are to report all incidents of piracy and armed robbery against ships to the Rescue Coordination Centre (RCC) of the coastal States immediately; and ship owners and ship operators to report the incidents to the ReCAAP Focal Points. Prompt reporting to the nearest coastal State also facilitates 'ownership' to the incident and enable the law enforcement agencies to address appropriate responses as these incidents are under their respective national policies. Some of the ReCAAP Focal Points are the RCCs of the ReCAAP Contracting Parties. The contact details of the ReCAAP Focal Points/Contact Point are shown in Table 2.

Recommendation

Multi-channel reporting and timeliness of reports enable the ReCAAP ISC to issue Incident Alerts to warn seafarers and the maritime community about the incidents. In addition, it provides inputs from alternate sources which facilitate data verification, information collation and comprehensive analysis in deriving trends and patterns, and production of value-added reports for sharing with ship masters, ship owners, ship operators and the maritime community at large.

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[2] The MSC.1/Circ.1333 and MSC.1/Circ.1334 have replaced MSC/Circ.622/Rev.1 and MSC/Circ.623/Rev.3 respectively.
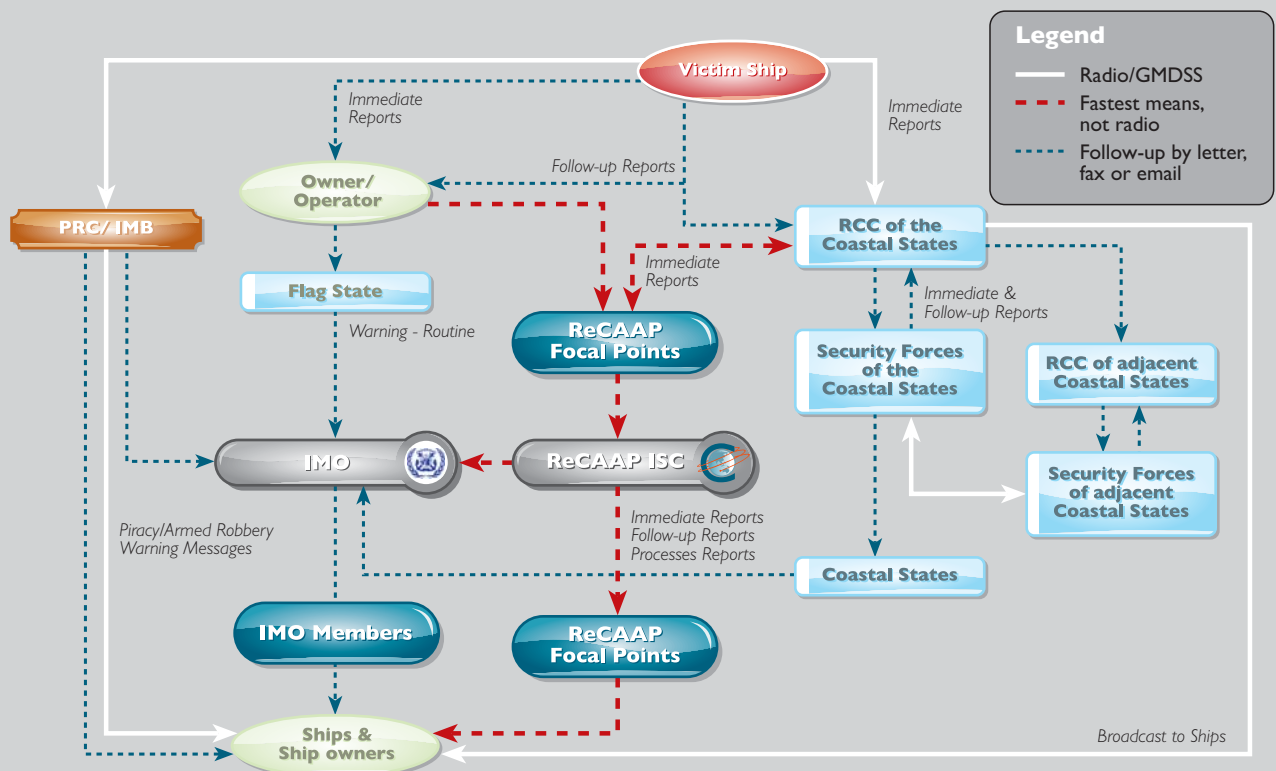
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Diagram 1 - Flow Diagram for Reporting Incidents in Asia

Notes

(1) The RCCs of some ReCAAP Contracting Parties are also their ReCAAP Focal Points. These Focal Points also disseminate incident information internally to their respective RCCs, maritime authorities and law enforcement agencies as appropriate.

(2) The ReCAAP Focal Points are governmental agencies designated by the respective Contracting Parties of the ReCAAP Agreement.

(3) The incident reporting process in Asia does not change other reporting processes for incidents already in practice.

Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charged	Point of Contact	
	Phone Number	Fax Number
People's Republic of Bangladesh Department of Shipping Email: dosdgdbd@bttb.net.bd	+88-02-9554206	+88-02-7168363
Brunei Darussalam National Maritime Coordination Centre (NMCC) Email: P2MK@jpm.gov.bn	+67-3223-3751 +67-3717-6322	+67-3223-3753
Kingdom of Cambodia Merchant Marine Department Email: mmd@online.com.kh	+85-5-2386-4110	+85-5-2386-4110
People's Republic of China China Maritime Search and Rescue Centre (Beijing) Email: cnmrcc@msa.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999 +85-2-2233-7998	+85-2-2541-7714
Kingdom of Denmark Danish Maritime Authority (DMA) Email: eit@dma.dk	+45-39-174-400	+45-39-174-401
Republic of India MRCC (Mumbai) Coast Guard Region (West) Mumbai - India Email: icgmrcc_mumbai@mtnl.net.in mrcc-west@indiancoastguard.nic.in	+91-22-2431-6558 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558
Japan Japan Coast Guard (JCG) Ops Centre Email: op@kaiho.mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
Republic of Korea Ministry of Land, Transport and Maritime Affairs (MLTM) Operations Centre Email: piracy@gicoms.go.kr	+82-2-2110-8864 +82-2-2110-8865 +82-2-2110-8866 +82-2-2110-8867	+82-2-503-7333

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

Contact Details of ReCAAP Focal Points / Contact Point

Country & Agency In Charged	Point of Contact	
	Phone Number	**Fax Number**
Lao People's Democratic Republic Department of Foreign Relations Ministry of Public Security Email: keomps@yahoo.com	+85-6-2121-2505	+85-6-2121-2505 +85-6-2121-2547
Union of Myanmar MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm	+95-313-1650	+95-1-202-417
Kingdom of the Netherlands Netherlands Coast Guard Centre Email: info@kustwacht.nl	+31-223-542-300	+31-223-658-358
Kingdom of Norway Norwegian Maritime Directorate Email: morten.alsaker.lossius@sjofartsdir.no	+47-5274-5130 +47-5274-5000	+47-5274-5001
Republic of the Philippines Philippine Coast Guard PCG Action Centre-MRCC (Manila) PCG Hot Text Email: cg2@coastguard.gov.ph pcg_cg2@yahoo.com	+63-2-527-3877 +63-2-527-8481 to 89 (ext: 6136/6137) +63-917-724-3682 (Text Hotline)	+63-2-527-3877
Republic of Singapore Maritime Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
Democratic Socialist Republic of Sri Lanka Sri Lanka Navy Operations Centre Email: nhqsoo@navy.lk nhqsoo@yahoo.com	+94-1-1244-5368	+94-1-1244-9718
Kingdom of Thailand Royal Thai Navy Operations Centre Email: nidint@navy.mi.th	+66-2475-3246	+66-2466-1382
Socialist Republic of Viet Nam Vietnam Marine Police Email: phongqhqtcsb@vnn.vn vietnamfocalpoint@yahoo.com.vn	+84-4-3355-4378	+84-4-3355-4363

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

Correct as at 13 June 2011
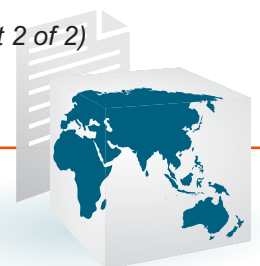
Acknowledgements

The ReCAAP ISC makes use of various sources of information in producing its reports. The primary source is the ReCAAP ISC's Information Network System (IFN). Where necessary, the ReCAAP ISC leverages on other secondary sources of information, including those from the International Maritime Organization (IMO), the Information Fusion Centre (IFC), the Malaysian and Indonesian authorities, the commercial entities (such as ship owners, ship operators, ship agents etc.) and other publicly available sources to facilitate analysis on patterns and trends, and to make recommendations. The ReCAAP ISC makes every effort to acknowledge these sources.