

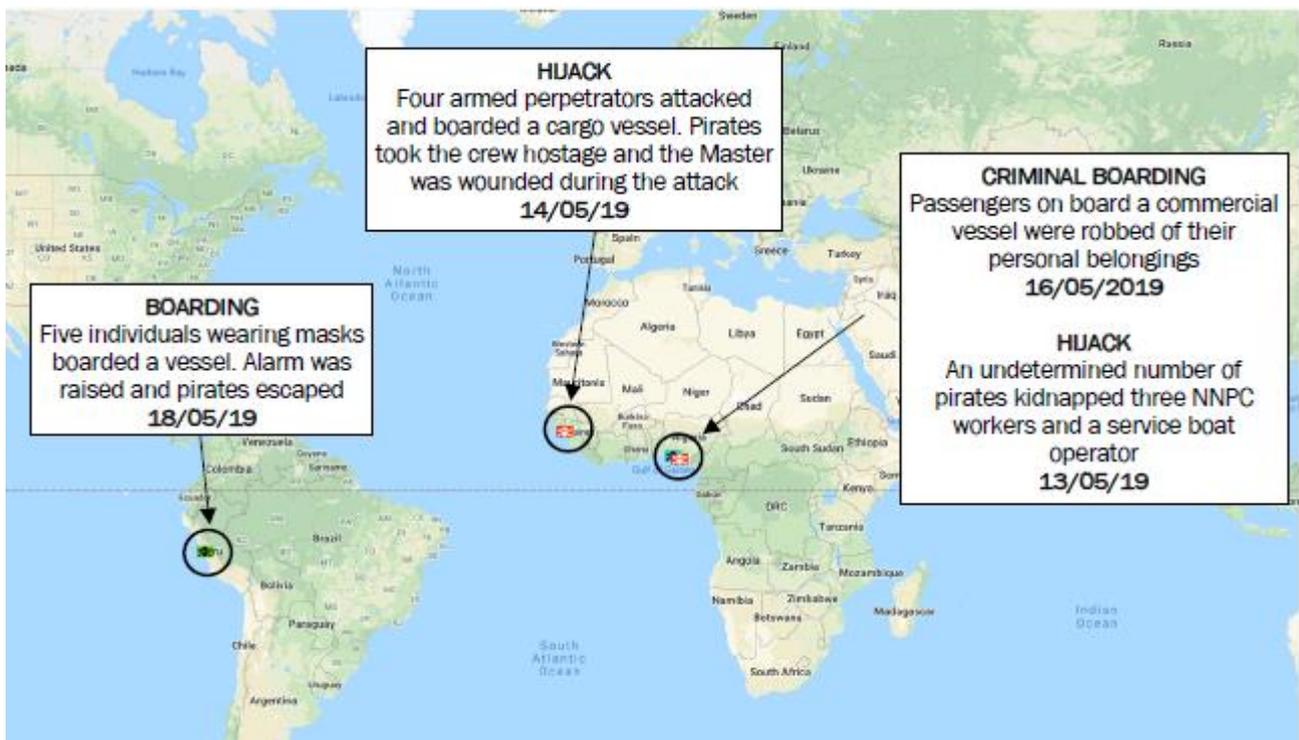
EXECUTIVE SUMMARY

- > Four incidents were recorded globally during the reporting period
- > East Africa HRA and Indian Ocean: No incidents were recorded during the reporting period
- > West Africa HRA: Three incidents were recorded during the reporting period
- > South and Southeast Asia: No incidents were recorded during the reporting period
- > Americas: One incident was recorded during the reporting period

ADVISORIES

- > Southeast Asia: Maritime security concerns addressed by Singapore's Minister of Defence
- > Middle East: War risk area expanded due to heightened tensions following incident off Fujairah

RECORDED INCIDENTS



REGIONAL SUMMARY

- > No incident was recorded during the reporting period
- > Continuous piracy threat off the Somali coast and extending to the Gulf of Aden and Gulf of Oman. Actors involved in the ongoing conflict in Yemen have targeted vessels transiting the Bab-el-Mandeb Traffic Separation Scheme (TSS); increased vigilance is advised during daylight hours
- > High pressure dominates the weather pattern over the region producing mostly clear skies with isolated areas of thunderstorm activity. Isolated thunderstorms and rain showers associated with equatorial flow in place along both coasts of central Africa. Tropical activity near Madagascar increases winds and seas in the area during this season (Source: US ONI)

RECORDED INCIDENTS

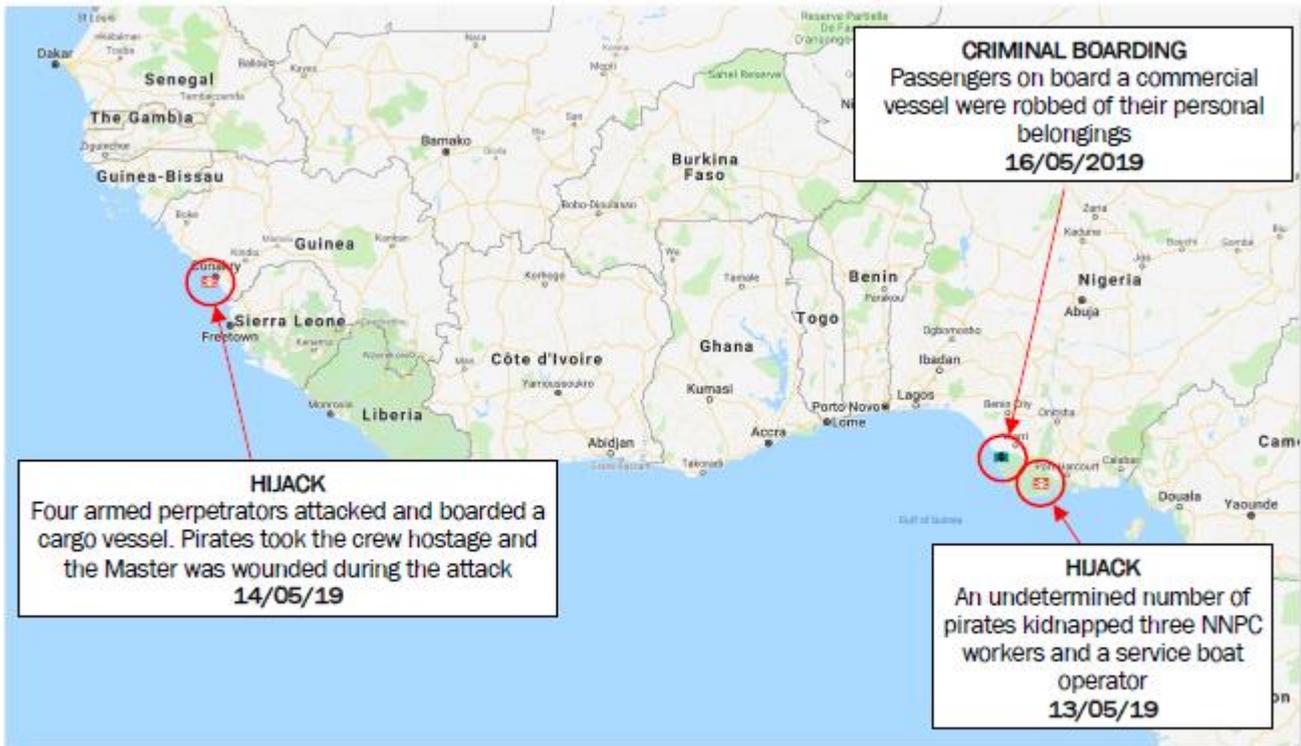
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REGIONAL SUMMARY

- > Three incidents were recorded during the reporting period
- > Continuous threat off Nigeria, Benin, Ghana, in addition to the coastlines of Cameroon, Equatorial Guinea, Gabon, the Republic of the Congo and the Democratic Republic of the Congo
- > High pressure continues to dominate the weather in the region. Isolated thunderstorms and rain showers can be routinely expected along the West African coast (Source: US ONI)

RECORDED INCIDENTS



- 01 **16/05/2019. 1000 UTC. CRIMINAL BOARDING. NYA. 05:08:30N – 005:28:48E. Burutu river, Ngoro axis, Delta state, Nigeria.** A commercial vessel transporting passengers along the Burutu river was approached by an unknown number of assailants. Pirates stole passengers’ personal belongings. Time is unknown.
- 02 **14/05/2019. 0142 UTC. HIJACK. NYA. 09:23:00N – 013:43:00W. Conakry Anchorage, Guinea.** A cargo vessel was boarded by four armed individuals carrying AK47 and knives. The pirates took the crew hostage and stole their personal belongings before escaping. The Master was reportedly injured during the attack. The incident was reported to Conakry Port Control and a patrol vessel was sent to investigate.
- 03 **13/05/2019. 1400 UTC. HIJACK. NYA. 04:28:60N – 006:25:60E. Nembe LGA, Bayelsa state, Nigeria.** Whilst inspecting an oil installation, three Nigerian National Petroleum Corporation (NNPC) workers were attacked by an undetermined number of pirates onboard a single speedboat. The pirates then proceeded to kidnap the three NNPC employees and their service boat operator. Time and location are approximate.

Due to delayed reporting, the following incidents were not included in the last week's report:

- 01 11/05/2019. 1200 UTC. CRIMINAL BOARDING. NYA. 04:43:18N - 007:03:24E. 5NM SE of Port Harcourt, Nigeria. Unidentified assailants boarded a two-passenger speedboat transporting 10 fuel drums from Port Harcourt to Bonny. Time and location are approximate.

CASTOR VALI

SOUTH AND SOUTHEAST ASIA

THREAT LEVEL: **MODERATE**

REGIONAL SUMMARY

- > No incidents were recorded during the reporting period
- > Criminal boardings remain the primary threat. However, the threat from Extended Duration Cargo Theft (EDCT) is present across the Malacca Strait and South China Sea
- > Expect strong gusts in and around scattered thunderstorms throughout the Malacca Strait and the Andaman Sea due to funneling effects and daytime heating (Source: US ONI)

RECORDED INCIDENTS

NSTR

Due to delayed reporting, the following incidents were not included in the last week's report:

- 01 12/05/2019. 1810 UTC. HIJACK. ICC-IMB. 01:00:06N - 104:54:48E. 4NM east of Pulau Mapur, Indonesia.** Four individuals armed with knives boarded a general cargo vessel underway. Pirates took hostage the duty AB and the Master and escaped with their personal valuables. Location is approximate.
- 02 11/05/2019. 1035 UTC. CRIMINAL BOARDING. ICC-IMB, IMO. 01:42:46N - 101:26:37E. Lubuk Gaung Anchorage, Dumai Port, Indonesia.** Robbers boarded an anchored vessel and escaped with engine spare parts unnoticed. The crew noticed the robbery, raised the alarm and a search was carried out.
- 03 10/05/2019. 0100 UTC. SUSPICIOUS APPROACH. ICC-IMB. 07:40:08N – 128:29:03E. 115NM East of Baganga, Philippines.** Unidentified persons in a speedboat approached and closed onto a bulk carrier underway. The alarm was raised, crew mustered and fire hoses pressurized. The assailants were observed to be shouting towards the vessel while holding steel hooks. After 30 mins of chasing, the speedboat aborted and moved away. The vessel resumed its passage.
- 04 09/05/2019. 2210 UTC. CRIMINAL BOARDING. ReCAAP. 22:59:02N – 070:13:38E. Port Deendayal, India.** While at anchor, seven unarmed perpetrators boarded a tanker from a red vessel. They approached the midship starboard from the bow and stole two cargo reducers from the starboard side manifold area. The master raised the alarm, sounded the vessel's whistle, mustered the crew and reported the incident to the vessel's agent, Marine Police, Indian Coast Guard (ICG) and Kandla port authority. The crew was reported as safe. A joint investigation by the Marine Police, ICG and Kandla port authority is ongoing.

NYA SPECIAL ADVISORIES

SOUTHEAST ASIA: MARITIME SECURITY CONCERNS ADDRESSED BY SINGAPORE'S MINISTER FOR DEFENCE

On 14 May Singapore's Minister for Defence Ng Eng Hen spoke at the Maritime Defence Exhibition and Conference (IMDEX) that took place in Singapore between 14-16 May. In his speech, the Minister argued that collective action is necessary "to step up intelligence efforts" and mitigate maritime security threats and their implications on international trade.

NYA Analysis: Over the past 12 months, 51 maritime security incidents were recorded on MarTrack™ in Southeast Asia. Of these, 43 were criminal boardings, mainly targeting tankers and bulk carriers transporting commodities such as palm oil. The Malacca Strait is a prevalent target location for pirates aiming to steal goods and crewmembers' valuables, as the area is commonly navigated by vessels in transit to East Asia. While maritime security incidents in Q1 2019 (8) decreased by 60% compared to Q1 2018 (20), the threat of piracy in the region is expected to remain elevated, as pirates will continue to be incentivised by the financial reward of opportunistic acts of theft. The significant decrease in the overall number of recorded incidents reflects the success of national and international counter piracy strategies in addition to cross-institutional security and counter-terrorism exercises. As such, efforts to mitigate the threat of piracy will also contribute to the safeguard of international commerce.

MIDDLE EAST: WAR RISK AREA EXPANDED DUE TO HEIGHTENED TENSIONS FOLLOWING INCIDENT OFF FUJAIRAH

On 17 May the Lloyd's Market Association (LMA) Joint War Committee (JWC) announced it had widened the list of areas within the Persian Gulf region that it considered to pose an "enhanced risk for marine insurers". This decision follows a security incident near Fujairah and recorded strikes on a strategic oil pipeline in Saudi Arabia, reported to have occurred two days later. The war risk area has been expanded to include part of the Gulf of Oman, Oman, the UAE, in addition to the coasts of Saudi Arabia.

NYA Analysis: While the exact level risk affecting merchant vessel operations is undetermined at present, circulation of the news regarding the incident in the vicinity of Fujairah and on Saudi oil infrastructure assets have contributed to increasing fears of alternative routes becoming vulnerable to threat actors, in addition to primary transit routes. With a third of oil trade transiting through the Strait of Hormuz, according to maritime data provided by Lloyd's List Intelligence, it is paramount that any maritime insecurity be addressed immediately and appropriately. It is highly likely that the presence of the US, UK and French navies in the region will be a sufficient deterrent to potential threat actors. Additionally, countries of the Gulf Cooperation Council are reported to have begun conducting "enhanced security patrols" on Saturday in the Persian Gulf's international waters. The presence of maritime security bodies in the region have positively contributed to the overall continued stability of maritime trade and traffic through the Persian Gulf and the Gulf of Oman. For instance, the region's primary trading hub, Dubai's Jebel Ali Port, which is the US Navy's most active port of call for vessels transiting outside of the US, has reported no changes to its port security or operations in light of these two incidents.

ANNEX A – THREAT TERMINOLOGY

The report’s findings are predictive and estimative. To communicate these findings clearly and in order to accurately compare threat levels, the report uses a variation of terminology used by the UK Foreign and Commonwealth Office (FCO).

TERMINOLOGY	DESCRIPTION
Critical	The likelihood of an incident is certain
Severe	The likelihood of an incident is almost certain
Substantial	The likelihood of an incident is probable
Moderate	The chances of an incident are about even
Low	The likelihood of an incident is improbable

Piracy: NYA uses a modified version of the definition of piracy adopted by BMP5. For the purposes of this report, the term ‘piracy’ includes all violent and non-violent acts against vessels, her crew and cargo occurring either in internal waterways, territorial waters or deep offshore. Based on this definition, NYA classifies piracy incidents into six categories:

- > **Hijacking** – Crew lost control of the vessel and / or pirates kidnapped at least one crewmember and / or passenger(s)
- > **Boarding** – Pirates successfully board a vessel with the intent to hijack it but their attempt to take control of the vessel or kidnap crewmember(s) and / or passenger(s) failed
- > **Attack** – Vessel was attacked with gunfire or RPG fire, no boarding was successfully completed
- > **Pirate Action Group (PAG)** – Sighting or reporting of firearms and boarding equipment on board a suspicious vessel or sighting of a confirmed pirate mother ship
- > **Criminal boarding** – Vessel boarded with criminal intent, theft does not have to occur
- > **Suspicious approach** – Suspicious activity reported (i.e. a vessel was approached by unidentified skiff(s) with one or more persons on board)

LIMITATIONS

Our opinion and advice are given on the basis of the information given to us in our instructions and the surrounding circumstances known to us to exist at the time when those instructions are given. We do not accept responsibility for verifying the information or investigating beyond its limits. Subsequent changes to relevant information or to the surrounding circumstances may affect the reliability of our opinion and advice but we do not accept responsibility for that effect. We do not accept responsibility for the outcome of action taken or not taken as a result of our opinion and advice unless the possibility of that action being taken or not taken is set out in specific terms in our instructions.

CONTACT US:

UK Global Head Office:

Castor Vali Ltd
Davidson House
Forbury Square
Reading, RG1 3EU
United Kingdom

Switchboard: +44 (0) 118 900 1406

Operations Centre (24 hrs): +44 (0) 118 900 1417

info@castorvali.com

ops@castorvali.com

CASTOR VALI