

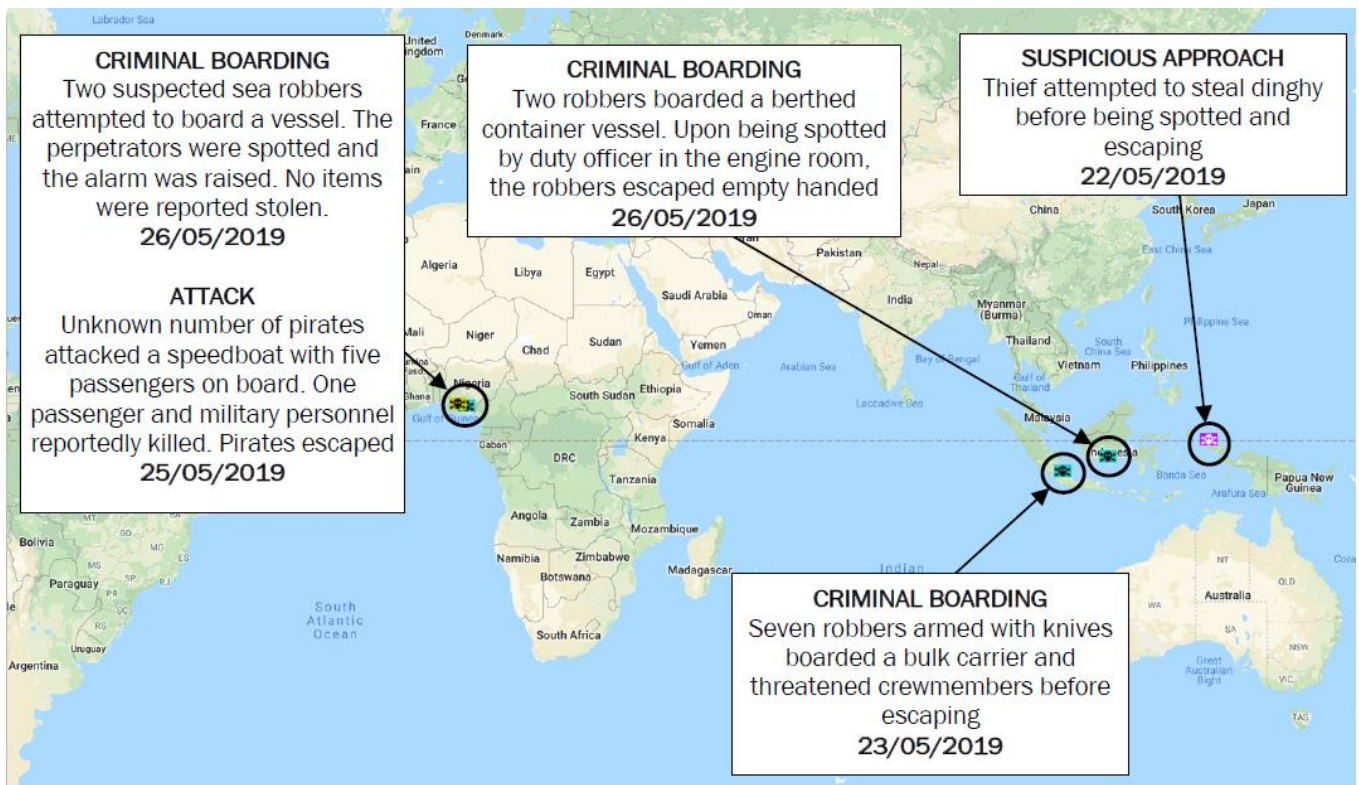
## EXECUTIVE SUMMARY

- > Five 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: Two incidents were recorded during the reporting period
- > South and Southeast Asia: Three incidents were recorded during the reporting period

## ADVISORIES

- > West Africa: Nigerian government receives two helicopters and 20 speedboats to increase maritime security in its waterways
- > Southeast Asia: Singapore's port authority expands maritime cybersecurity capabilities

## RECORDED INCIDENTS



## EAST AFRICA HRA AND INDIAN OCEAN

THREAT LEVEL: **SUBSTANTIAL**

### 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

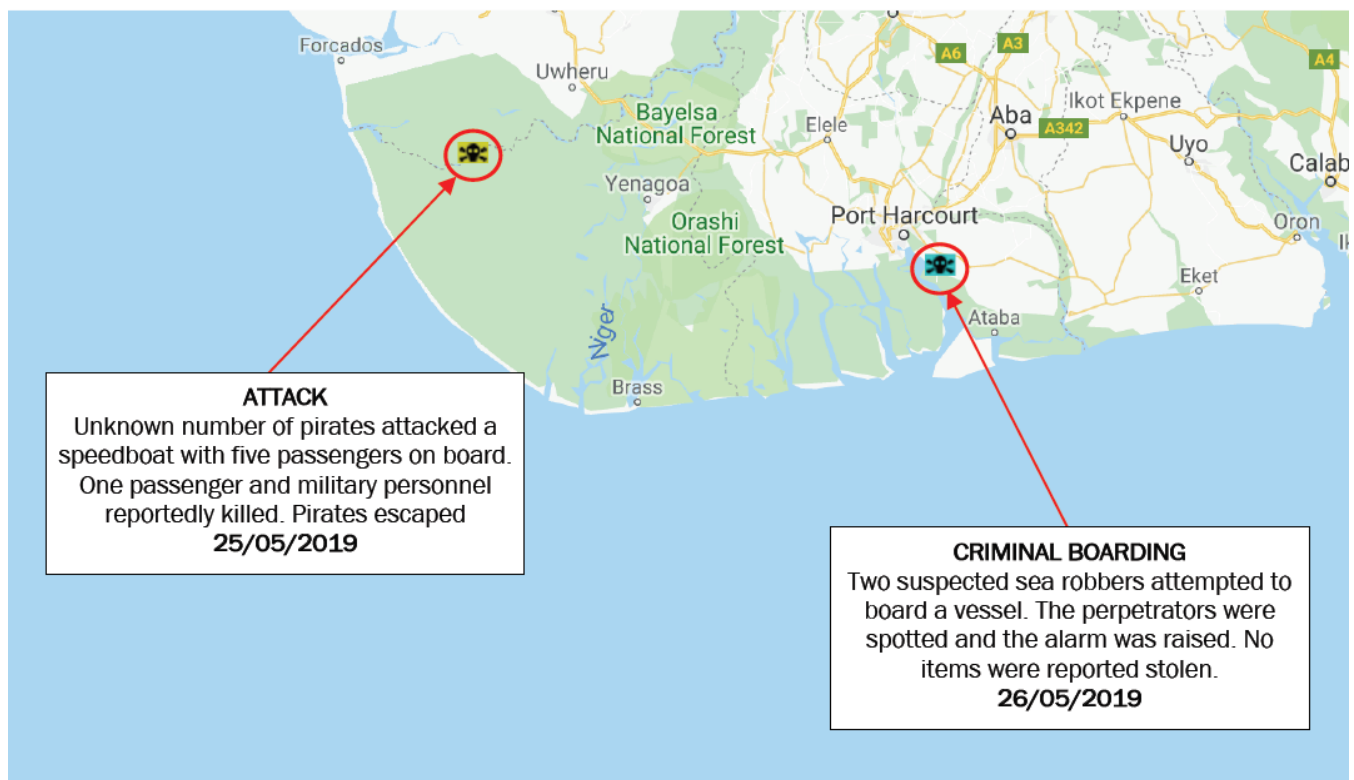
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#### REGIONAL SUMMARY

- > Two 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 26/05/2019. 0500 UTC. CRIMINAL BOARDING. NYA. 04:41:30N - 007:10:00E. Onne Port, Rivers state, Nigeria.** Two suspected sea robbers on board a canoe attempted to board a vessel from the riverside. The robbers were spotted and the alarm was raised causing them to escape. No items were reported stolen following the incident. Time and location approximate.
- 02 25/05/2019. 0730 UTC. ATTACK. NYA. 05:02:00N - 005:45:00E. Ekeremor LGA, Bayelsa State, Nigeria.** commercial speedboat transporting five passengers from Egbemo-Angalabiri to Ayama in Ekeremor LGA was attacked by an unknown number of criminals. Pirates stole the outboard engine and abandoned passengers in mangroves. A military gunboat was called for support. Upon arrival, it intercepted criminals and exchanged fire. One passenger and one military were reportedly killed during the crossfire. Pirates were able to escape. Location and time approximate.

## SOUTH AND SOUTHEAST ASIA

THREAT LEVEL: **MODERATE**

### REGIONAL SUMMARY

- > Three 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



- 01 26/05/2019. 2105 UTC. CRIMINAL BOARDING. ICC-IMB. 06:05:44S – 106:53:32E. Jakarta Container Terminal, Indonesia.** Two robbers boarded a berthed container vessel. The duty officer noticed the robbers in the engine room during routine rounds and raised the alarm. Hearing the alarm, the robbers escaped empty handed. A search was made and nothing was reported stolen.
- 02 23/05/2019. 1130 UTC. CRIMINAL BOARDING. ICC-IMB. 03:43:00N - 114:26:03E. Taboneo Anchorage, Indonesia.** Seven robbers armed with knives boarded an anchored bulk carrier. The duty watchman on board spotted the perpetrators and raised the alarm. Crew mustered. The robbers threatened the crew with their knives, stole ship property and escaped. Crew reported the incident to Taboneo Port Control and a patrol boat was dispatched to investigate.
- 03 22/05/2019. 1400 UTC. SUSPICIOUS APPROACH. ICC-IMB. 00:53.52S – 131:14:36E. 0.18NM SE of Pulau Doom, Sorong.** The skipper of an anchored vessel saw a thief on a fishing vessel approach and attempt to steal a dinghy. Skipper shouted at thief, alerted local authorities and allowed the thief to escape.

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

- 01 18/05/2019. 1650 UTC. CRIMINAL BOARDING. IMO. 01:13:16N - 103:32:43E. 3NM SE of Tanjung Piai, Malaysia.** While a vessel was underway, the Master reported to the Singapore Vessel Traffic Information System (VTIS) via VHF that six individuals were boarding the vessel from a small skiff. The Master later reported that pirates had escaped with some tools stolen. The tug boat and the vessel continued their passage to Port Klang, Malaysia.

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## NYA SPECIAL ADVISORIES

### WEST AFRICA HRA: NIGERIAN GOVERNMENT RECEIVES TWO HELICOPTERS AND 20 SPEEDBOATS TO INCREASE MARITIME SECURITY IN ITS WATERWAYS

On 23 May the Nigerian federal government announced it had received two helicopters, 20 speedboats and other supplementary communication equipment required to secure the country's waterways. During a valedictory press briefing in Abuja, the Minister of Transportation, Rotimi Amaechi, confirmed that the government's investment in infrastructure will enable authorities to see the waterways "from beginning to the end" which will help "abort criminal activities" such as oil bunkering.

**NYA Analysis:** The announcement comes off the back of a USD195 million contract approved by President Buhari in 2018 to improve maritime security along the country's waterways and the Gulf of Guinea (GoG). While MarTrackTM recorded 12 piracy incidents in Nigerian waters in the month of May, other illicit activities such as oil bunkering occur regularly and are therefore highly likely to be underreported due to the insufficient human and technical resources made available to local authorities. This challenge is further compounded by the presence of multiple criminal groups that have a great understanding of the waterways in the Niger Delta region. Given that the authorities expect to operationalise their communication and detection equipment in 1-2 months, this will likely allow oil bunkering activities to remain unaffected. Furthermore, it is important to note that tackling piracy and crime in the region remains an on-going challenge which is likely to consume further resources in the foreseeable future.

### SOUTHEAST ASIA: SINGAPORE PORT AUTHORITY EXPANDS MARITIME CYBERSECURITY CAPABILITIES

On 16 May the Maritime and Port Authority of Singapore (MPA) announced it would launch a new 24/7 cybersecurity centre designed to strengthen the country's cybersecurity readiness, particularly in relation to port operations. The authorities will further attempt to provide additional initiatives including shipboard cyber protection systems and company training programs. The collection of facilities and terminals that make up the city-state's port contribute to making it the largest transshipment hub in the world.

**NYA Analysis:** The centre represents the latest action taken by authorities in response to the growing threat of malicious cyber initiatives globally and their potential impact on international operations that concern maritime capabilities. The move also highlights Singapore's push to develop itself as a leading technological hub in Asia and is the latest instance of the city-state's attempts to attract such talent to achieve these goals. With an increased focus on cyberthreat detection and prevention through monitoring, analysis and response, it is highly likely that cyber threats targeting port operations and specific vessels will see a decline in the short term. However, as cyber dangers continuously grow but also adapt both from smaller and larger criminal enterprises as well as foreign governments and terrorist groups, the threat to Singapore's maritime operations remains and will do so in the medium term.

## 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 <b>certain</b>
Severe	The likelihood of an incident is <b>almost certain</b>
Substantial	The likelihood of an incident is <b>probable</b>
Moderate	The chances of an incident are <b>about even</b>
Low	The likelihood of an incident is <b>improbable</b>

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.

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