

EXECUTIVE SUMMARY

- > Two 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: No incidents were recorded during the reporting period
- > South and Southeast Asia: One incident was recorded during the reporting period
- > Americas: One incident was recorded during the reporting period

ADVISORIES

Global: May Update of the Maritime Security and Stability Rating (MSSR)

RECORDED INCIDENTS



REGIONAL SUMMARY

- > No incidents were 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. Area of dissipating low pressure is affecting the southern Arabian Gulf and western Gulf of Oman with increasing winds and seas late in the week; then it will briefly abate and increase again soon after. Expect increased localized wind flow through the Strait of Hormuz due to funnelling effects (Source: US ONI)

RECORDED INCIDENTS

NSTR

CASTOR VALI

REGIONAL SUMMARY

- > No incidents were recorded during the reporting period
- > Continuous threat off Nigeria, Benin, Togo and 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

NSTR

CASTOR VALI

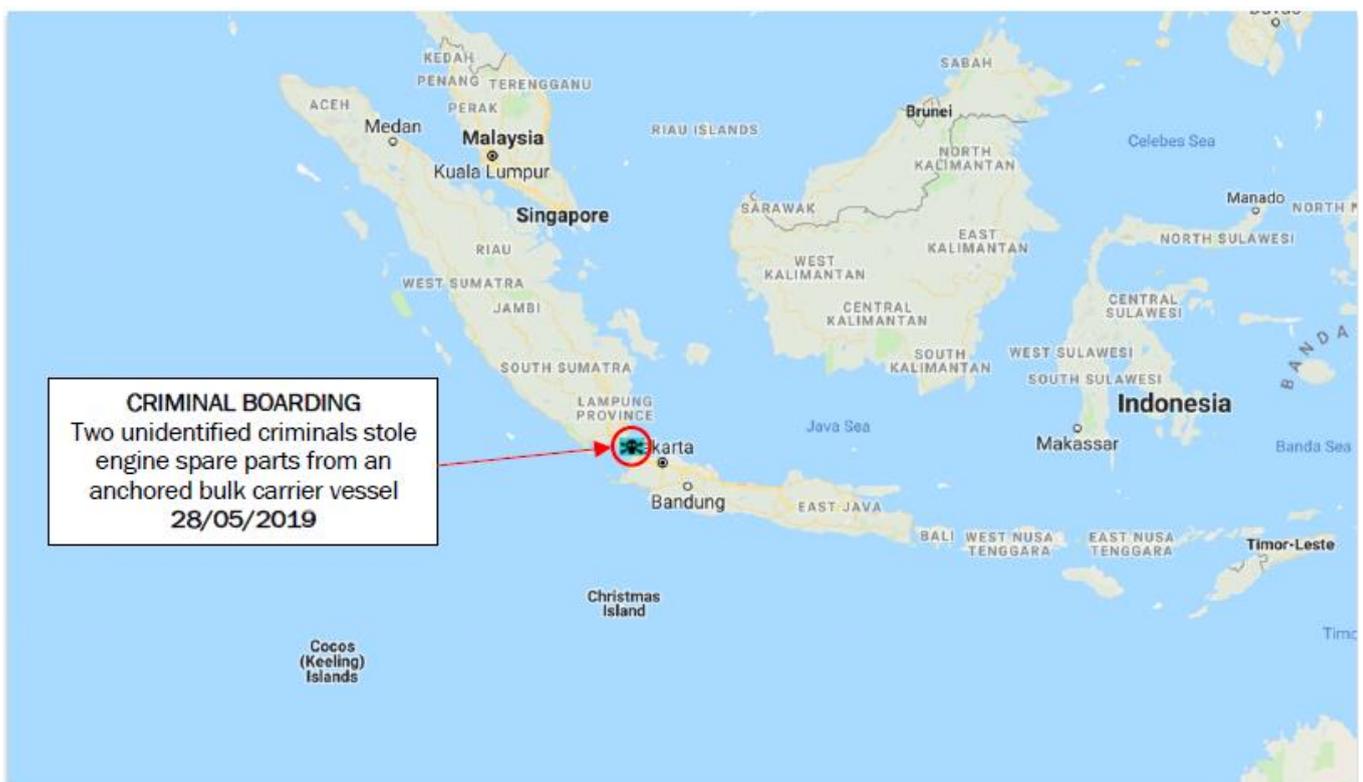
SOUTH AND SOUTHEAST ASIA

THREAT LEVEL: **MODERATE**

REGIONAL SUMMARY

- > One incident was 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 funnelling effects and daytime heating. The west Pacific Ocean's Tropical Cyclone Season runs from April to October. Expect numerous Tropical Cyclones to impact the region during this timeframe that could change the forecast (Source: US ONI)

RECORDED INCIDENTS



01. **28/05/2019. 1852 UTC. CRIMINAL BOARDING. ICC-IMB. 05:59:08S - 105:57:08E. D6 Berth, Cigading Port, Indonesia.** The on-duty watchman found two unidentified criminals in the steering gear room of an anchored bulk carrier vessel. A PA announcement was made and crewmembers were alerted. The vessel's engine spares were reported stolen

SPECIAL ADVISORIES

GLOBAL: MAY UPDATE OF THE MARITIME SECURITY AND STABILITY RATING

West Africa - SEVERE: In May, 15 maritime security incidents were recorded in the West Africa region, marking a 66% increase from the nine incidents reported in April. These consisted of five hijackings, two attacks, one boarding, and seven criminal boardings. The majority of incidents (12) occurred within the Nigerian Exclusive Economic Zone (EEZ). This figure represents a significant increase from the nine incidents recorded in April and exceeds the incident rate recorded in May from 2016-2019 by approximately 71%, as those reporting periods witnessed an average of seven incidents within the EEZ.

Kidnap-motivated hijackings has continued to characterise the modus operandi of pirate groups, in line with previous reporting periods. On 14 May four armed pirates boarded a cargo vessel, took the crew hostage and stole their personal belongings before escaping. Additionally, on 13 May three Nigerian National Petroleum Corporation (NNPC) workers and their service boat operator were attacked and kidnapped by an undetermined number of pirates on board a speedboat, whilst inspecting an oil installation.

East Africa - SUBSTANTIAL: Three incidents were recorded in the East Africa region during May, marking a small decrease from the four incidents recorded in April. This figure is approximately 50% lower than the average number of maritime incidents (7) recorded in May 2016-2019. All three reported incidents occurred off the coast of different countries: Mozambique, Somalia, and Madagascar, with the reporting period witnessing the first attack off the coast of Madagascar since 2012. This, in conjunction to the other incidents recorded in May and trends observed during previous reporting periods indicate that piracy activity along the East Africa coastline is likely to persist in the next reporting period.

South and Southeast Asia - MODERATE: In May nine incidents, of which one hijacking, six criminal boardings, and two suspicious approaches were recorded in South and Southeast Asia, marking a 125% increase from the number of incidents recorded in April. This figure remains below the number recorded in May 2018, when 10 criminal boardings, one hijacking, and three suspicious approaches were recorded. In all incidents, including the hijacking, the perpetrators departed the vessel without causing physically harming the crew in any significant manner. This continues to highlight regional perpetrators' unwillingness to engage in violence against their prospective victims.

Latin America - MODERATE: In May, five incidents were recorded in Latin America, marking a 28.58% decrease from the seven incidents reported in April. Three of the incidents recorded were criminal boardings, with one occurring in Brazil, one in Panama and the third in Guyana. In addition, one attack was recorded in Peru at Callao Anchorage and one suspicious approach was recorded in Ecuador, 62NM NW of Manta. Further incidents off these coastal stretches are highly likely to occur in the next reporting period as civil unrest on land persists, destabilising the overall security situation countries and allowing criminal entities greater freedom to operate.

Other Areas - MODERATE: North Africa and Eastern Mediterranean, Black Sea. LOW – Persian Gulf, Southern Africa, Northeast Asia, Oceania, Northern Europe and Northwest Atlantic.

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).

TERMINOLOG	DESCRIPTION
Critical	The likelihood of an incident is certain
Severe	The likelihood of an incident is almost
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.

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