

EXECUTIVE SUMMARY

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

ADVISORIES

- > West Africa: India Bans Seafarers from the Gulf of Guinea
- > South China Sea: US Approves Sale of Surveillance Drones to Allies in South East Asia

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

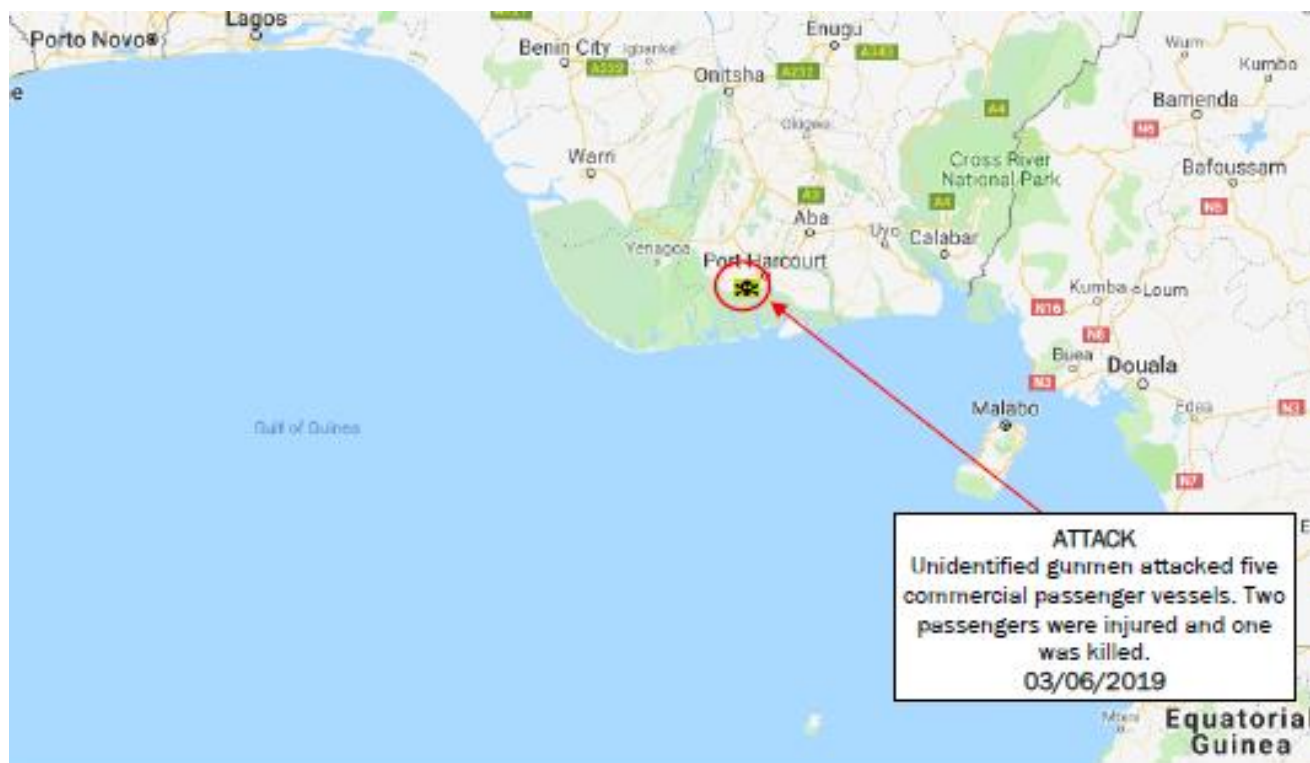
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REGIONAL SUMMARY

- > One incident was 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



1. 03/06/2019. 0830 UTC. ATTACK. NYA. 04:40:00N – 006:55:00E. New Calabar River, Rivers state, Nigeria. Unidentified assailants, reportedly in military uniforms, attacked five commercial passenger vessels. The criminals shot and injured two passengers and killed one other. The perpetrators then robbed the passengers of their belongings and left the passengers in a nearby mangrove

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

1. 01/06/2019. 0000 UTC. ATTACK. NYA. 04:35:60N – 006:58:60E. New Calabar River, Rivers state, Nigeria. Unidentified assailants attacked a commercial speedboat and robbed the passengers of their possessions. The assailants then abandoned the passengers in a nearby mangrove. Time is approximate

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 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

NSTR

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

- 1. 31/05/2019. 2030 UTC. CRIMINAL BOARDING. ICC-IMB. 01:34:24N – 104:23:07E. 7NM east of Bandar Penawar, Malaysia.** Duty officer spotted one armed robber on the forecastle of an anchored bulk carrier vessel and approached him. Robber threatened officer with a knife and managed to escape with his accomplice, who was waiting in a small vessel. Incident was reported to local authorities. Nothing was reported stolen
- 2. 30/05/2019. 1530 UTC. CRIMINAL BOARDING. NYA. 01:13:00N – 103:31:60E. 3.4NM SE of Tanjung Piai, Malaysia.** An unknown number of robbers boarded a vessel, which was being towed by another vessel. The master of the second vessel reported robbers to the Singapore Vessel Traffic Information System (VTIS) via VHF. Robbers managed to escape in a small vessel with some stolen tools. Time is approximate

SPECIAL ADVISORIES

WEST AFRICA: INDIA BANS SEAFARERS FROM THE GULF OF GUINEA

The Indian Directorate General of Shipping, Captain Anish Joseph, issued a statement restricting Indian seafarers from working on vessels within the Gulf of Guinea (GoG) maritime area in West Africa. The order was made on account of sustained insecurity in the GoG as pirate action groups continue to demonstrate their capacity to attack vessels in the region. This is exemplified by the hijacking of a vessel on 20 April 2019 in which six crewmembers on board an anchored vessel off Bonny Island in Nigerian waters were kidnapped by pirates. Five of these abductees were Indian nationals.

NYA Analysis: *Between 9 March and 9 June 2019, 32 maritime security incidents were recorded on NYA MarTrackTM in the GoG. This is a 24% decrease from the 42 maritime security incidents recorded during the same period in 2018. Despite this decrease, concerns over piracy remain elevated. During the aforementioned period, nine hijackings and six attacks were recorded in the GoG in 2019 – amounting to three more such significant incidents than were recorded in 2018. It is thus highly likely that the ban affecting Indian nationals is motivated by the increased number of serious maritime hijackings and piracy attacks. This is likely to have been further exacerbated by the aforementioned 20 April hijacking. These factors will likely result in the continued enforcement of the ban in the short to medium term. Companies operating in the region should note that the Indian Shipping Directorate has subsequently instructed manning agents not to engage Indian seafarers on vessels planning to transit through the GoG. Shipping operations between India and countries located in the GoG will therefore be affected. This could prove particularly problematic for Nigeria as India is now the country's largest trading partner, importing at least 30% of Nigeria's crude oil.*

SOUTH CHINA SEA: US APPROVES SALE OF SURVEILLANCE DRONES TO ALLIES IN SOUTH EAST ASIA

On 4 June US Defence Secretary Patrick Shanahan announced in Singapore that the US had approved the sale of 34 Insitu ScanEagle surveillance drones to four US allies in the South China Sea region under the US Department of Defense's Foreign Military Sales programme (FMS). The drone's recipients – Malaysia, Indonesia, the Philippines and Vietnam – all have competing claims to the aforementioned strategically-significant waters in which China has a major naval presence. The drones are reportedly being sold to US allies to provide aid in their independent national and territorial activities.

NYA Analysis: *Although Shanahan refrained from specifically mentioning China in his speech, it is highly likely the drone sales are an attempt to monitor Chinese naval movements within the disputed waters of the South China Sea. For regional partners, drone acquisition will provide greater intelligence-gathering capabilities to conduct national maritime operations, including the monitoring and disruption of illegal smuggling and fishing operations. However, the potential exists for the increased capabilities to be commandeered for the pursuit of US interests in tracking Chinese movement in the area. The sale is therefore likely to increase tensions in the region in the short to medium term, in turn creating the potential for commercial vessel movement in the area to be affected. Most notably, the easing of arms export policy rules under the Trump administration also opens the door for the potential supplying of UAVs with armed capabilities to regional allies if Sino-US posturing were to escalate further. Although unlikely in the medium term, any future agreement for such procurement would significantly increase the threat posed to maritime operations in the region.*

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 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.

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