

EXECUTIVE SUMMARY

- > No incidents were recorded 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: No incidents were recorded during the reporting period
- > Americas: No incidents were recorded during the reporting period

ADVISORIES

- > Middle East: Tensions increase as two tankers are set ablaze
- > Asia: Piracy at its lowest among the period January-May of 2019

RECORDED INCIDENTS

NSTR

CASTOR VALI

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. Tropical Cyclone 02A is influencing all areas; expect increased winds and seas until 17 June. Southwest monsoon conditions resume after and will continue until September. Expect increased localised 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 Gulf of Guinea coast (Source: US ONI)

RECORDED INCIDENTS

NSTR

CASTOR VALI

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

CASTOR VALI

SPECIAL ADVISORIES

MIDDLE EAST: TANKER ATTACKS IN GULF OF OMAN RAISE REGIONAL TENSIONS

On 13 June two oil tankers were attacked near the Strait of Hormuz in the Gulf of Oman. The vessels were reportedly damaged by limpet mines which had been attached to the vessels' hulls. The crews were evacuated due to the presence of fire reported on both vessels following the explosions. The US military has since released footage allegedly implicating the Iranian Revolutionary Guard Corps (IRGC), who were purportedly filmed removing an unexploded limpet mine from one of the target vessels.

NYA Analysis: *The incident comes a month after four oil tankers were targeted in an act of sabotage off the Emirati port of Al-Fujairah on 12 May. Although it remains uncertain whether the attacks on 13 June are connected with the 12 May sabotage, the two incidents feature a highly similar modus operandi, indicating that the attacks were likely to have been carried out by the same perpetrators. Furthermore, as the attack profiles suggest a high level of planning and coordination, the perpetrator is also likely to possess significant offensive maritime capabilities. Despite lacking incontrovertible proof, US allegations of Iran's involvement in the attack have thus far been supported by both Saudi Arabia and the UK and it remains highly likely that further incidents will also be attributed to Iranian-aligned groups. Both commercial and state bodies operating in the Gulf of Oman are highly likely to reinforce security measures at both ports and shipping lanes in the region, while diverting shipping routes to increase the distance of vessels from the Iranian coastline. Furthermore, vessels operating within the Gulf of Oman should also anticipate a heightened presence of military vessels over the medium term, as growing tensions cause an escalation in the shows of force by regional actors.*

ASIA: PIRACY AT ITS LOWEST AMONG THE PERIOD JANUARY-MAY OF 2019

On 15 June ReCAAP ISC published a monthly report revealing that the total number of incidents reported during the January-May period of 2019 was the lowest in 13 years during the same period. Moreover, there has been a 48% decrease in the total number of incidents reported during the January-May period of 2019 compared to the same period in 2018.

NYA Analysis: *The statistics released by ReCAAP mark a notable reduction in number of incidents and indicate an overall improvement of maritime security in the region. The reduced rate of piracy incidents is widely attributable to strategic considerations: amid growing tensions over the South China sea, regional actors have devoted increasing resources to maritime security, often with financial and logistical support from the US. As a result, criminal actors within maritime zones have increasingly resorted to armed robberies against berthed or docked vessels as a source of income. The regional trend of incidents occurring primarily at anchorages or berths is likely to continue over the long term, with perpetrators predominantly targeting scrap metals and low-value commodities. However, this form of maritime security incidents has also reduced in frequency by comparison to the previous year, falling from eight recorded incidents in May 2018 to six in May 2019, with further reductions in armed robberies likely over the long 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).

| 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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