



## Executive Summary 16/12/2019

- 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

- PERSIAN GULF: Danish frigate deployed to the Strait of Hormuz to support with EU maritime security mission
- MEDITERRANEAN: Multiple incidents of GPS and AIS interference reported in eastern and central Mediterranean



**REGIONAL SUMMARY**

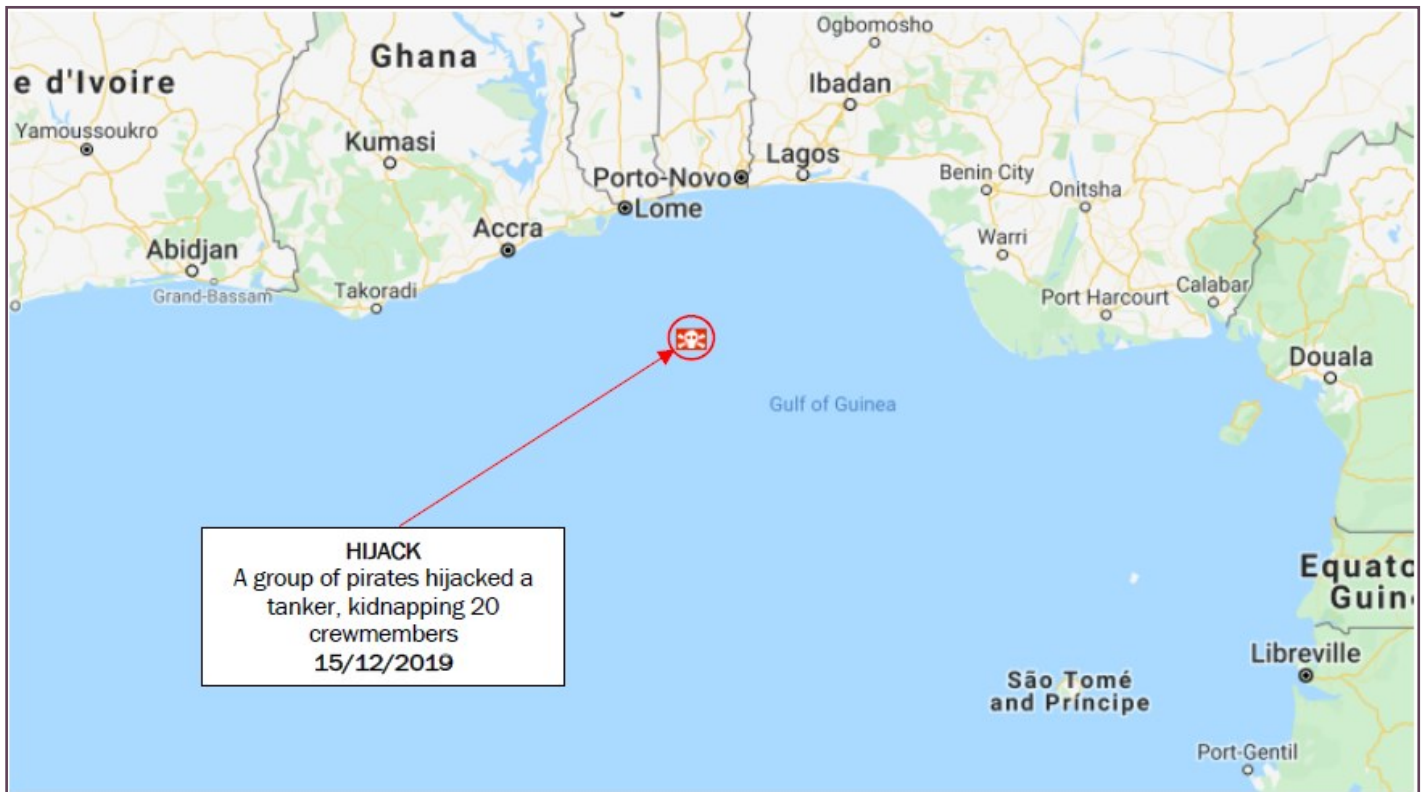
- No incidents were recorded during the reporting period
- Continuous piracy threat off the Somali coast and extending to the Gulf of Aden and Gulf of Oman. Actors involved in the ongoing conflict in Yemen have targeted vessels transiting the Bab-el-Mandeb. Traffic Separation Scheme (TSS); increased vigilance is advised during daylight hours
- High pressure dominates the weather pattern over the region producing mostly clear skies. Be aware of high winds from low intensity hurricanes forming within the Arabian Sea. Expect increased localised wind flow through the Strait of Hormuz due to funnelling effects. (Source: US ONI)

**RECORDED INCIDENTS****NSTR**

## 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

## RECORDED INCIDENTS



1. 15/12/2019. 0800 UTC. HIJACK. 04:22:60N— 002:02:60E. MDAT— GOG/ NYA. 120NM SSW of Cotonou, Benin. An unknown number of pirates attacked and boarded a transiting tanker vessel underway between Luanda and Lomé. The assailants kidnapped approximately 20 Indian national crewmembers and left a single crewmember, a Nigerian national, to remain on the tanker. Time and location are approximate.

**REGIONAL SUMMARY**

- No incidents were recorded during the reporting period
- Criminal boardings remain the primary threat to the region. 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 region will continue to be subject to weather formations as a result of the back end of the west Pacific Ocean's Tropical Cyclone Season that ran from April to October. Smaller-scale tropical cyclones could change forecasts at short notice (Source: US ONI)

**RECORDED INCIDENTS**

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

1. **06/12/2019. 1953 UTC. SUSPICIOUS APPROACH. 00:10:60N - 103:55:60E. ONI. 14NM NW of Buaja Island, Indonesia.** Approximately seven individuals on board a suspicious vessel approached a transiting tug vessel. One of the perpetrators attempted to secure a rope to the tug vessel's port side but failed due to the adverse weather conditions in the area. The duty officer onboard the tug vessel sounded the general alarm and the perpetrators departed the area

**PERSIAN GULF: DANISH FRIGATE DEPLOYED TO THE STRAIT OF HORMUZ TO SUPPORT WITH EU MARITIME SECURITY MISSION**

On 12 December the Danish Minister of Foreign Affairs Jeppe Kofod announced the planned deployment of a Danish frigate to support the French-initiated, European-led mission in the Strait of Hormuz (EMASOH). The frigate has been deployed for six months from January 2020 and will support maritime surveillance missions in EMASOH’s operation waters including the Gulf of Oman, the eastern area of the Persian Gulf and the Strait of Hormuz.

**NYA Analysis:** The EMASOH operation is a new French-led initiative that shares similar aims with the US-led International Maritime Security Construct (IMSC). The mission, based in Abu Dhabi, demonstrates the continued maritime security concerns in the Persian Gulf, four months after a British tanker was seized and detained by Iranian naval forces. Since then, the attack on a Saudi Aramco facility in Abqaiq and Khurais in Saudi Arabia, suspected to have been perpetrated by Iran, have further increased tensions in the region, exemplified by a greater naval presence from both Iranian and US / EU forces. As a result, further disruptions to international shipping in the Persian Gulf are more likely in the short to medium term, exacerbated by renewed US-imposed sanctions on Iran, coupled with a series of nationwide protests which have resulted in political violence that has spurred a sense of economic fragility.

**MEDITERRANEAN: MULTIPLE INCIDENTS OF GPS AND AIS INTERFERENCE IN EASTERN AND CENTRAL MEDITERRANEAN SEA**

On 12 December the NATO Shipping Centre reported multiple incidents of GPS and AIS interference throughout eastern and central areas of the Mediterranean Sea. Notable hotspots for such interference include the maritime areas between Malta, Zuwara and Misurata in Libya and in areas proximate to Port Saïd and the Suez Canal in Egypt.

**NYA Analysis:** Disruptions to international shipping stemming from GPS and AIS interference have been reported since at least 2018, affecting commercial vessel’s navigational abilities due to interrupted signal service and GPS malfunctions that result in distorted vessel geo-location imaging. While the source of the interferences continue to be investigated by various maritime surveillance authorities, it is likely that the increased rate of cases is linked to a combination of ongoing naval communications operations operating within the region, which collectively serve to disrupt commercial GPS feedback. Such incidents have also recently been reported in other naval operational hotspots such as the Black Sea and the Strait of Hormuz, highlighted in July 2019 when a transiting vessel reported spoofed AIS signals which likely caused it to deviate from its course and enter Iranian territorial waters where it was seized by the Iranian Revolutionary Guard Corps (IRGC). Incidents of GPS and AIS interference detrimentally impacting commercial vessel operations will likely continue in the medium term as regional tensions and naval activity increase in the Mediterranean Sea following the signing of a controversial maritime border agreement between Turkey and Libya on 28 November.

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:** CV/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, CV/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).



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