



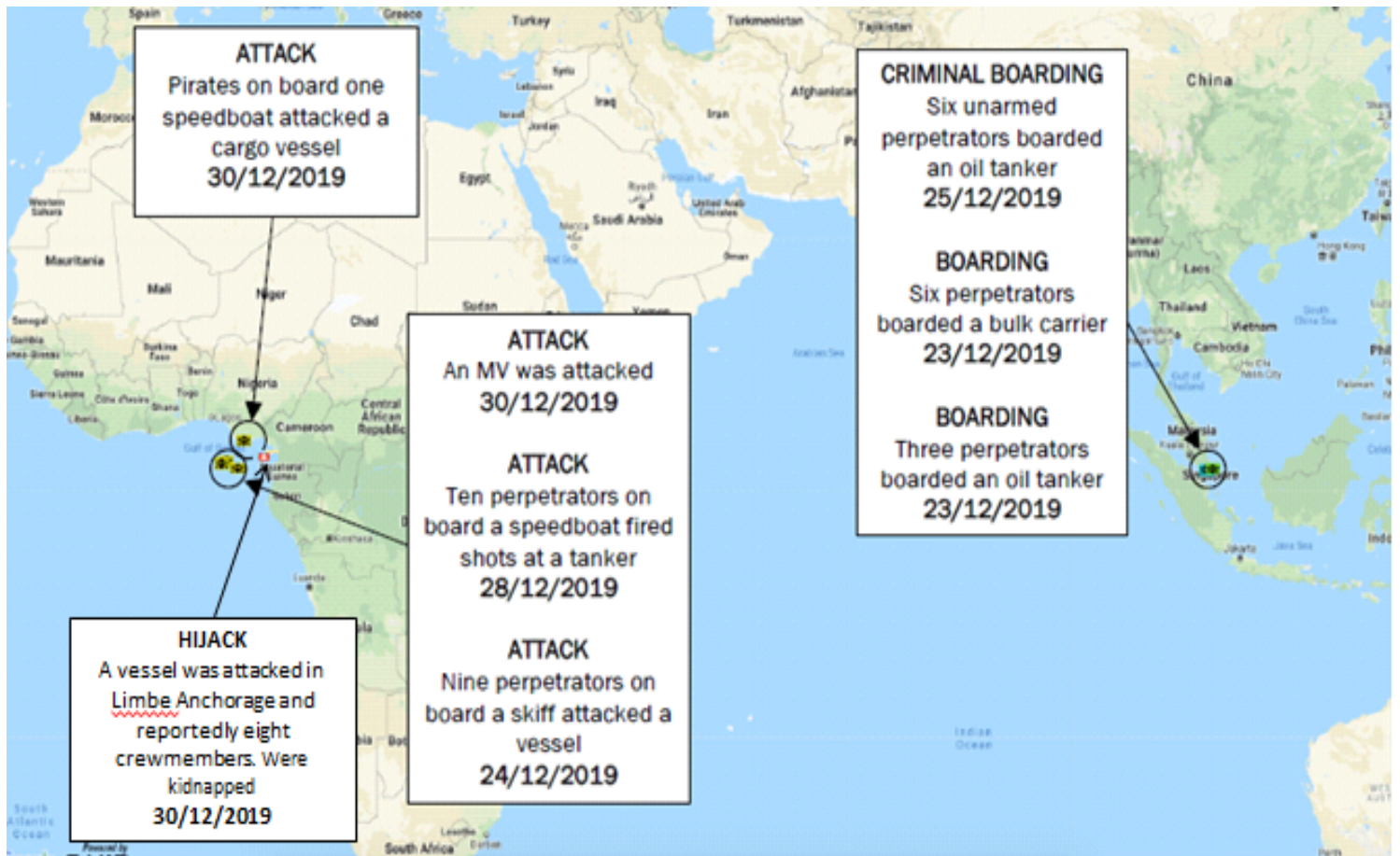
Executive Summary 31/12/2019

Eight 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: Five incidents were recorded during the reporting period.
- South and Southeast Asia: Three incidents were recorded during the reporting period.
- Americas: No incidents were recorded during the reporting period.

Advisories

- PERSIAN GULF: Iran bolsters naval presence in the Persian Gulf.
- SINGAPORE STRAIT: Heightened criminal boarding threat to vessels in the Singapore Strait.



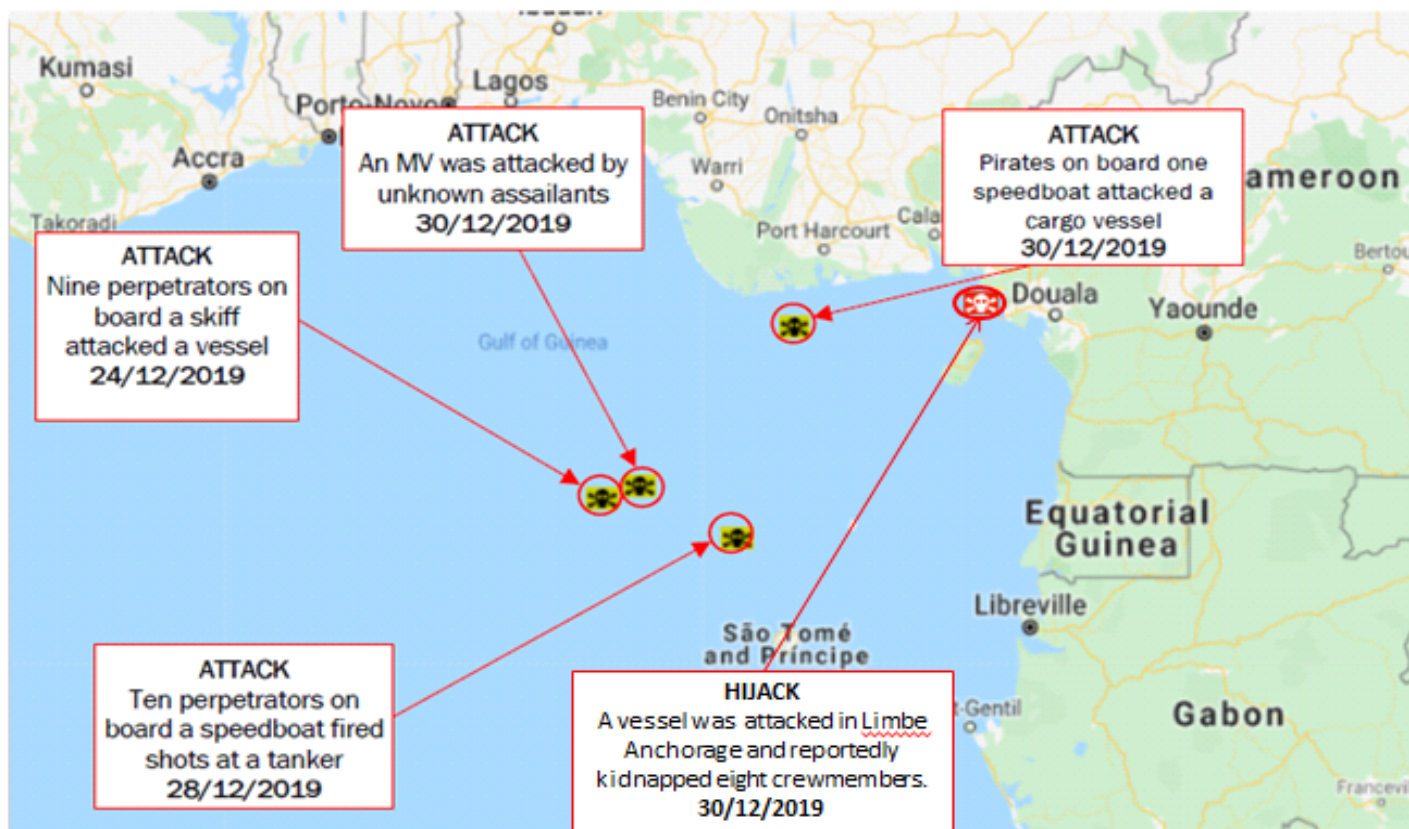
REGIONAL SUMMARY

- 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

- Five 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.



RECORDED INCIDENTS

1. **30/12/2019. 2300 UTC. HIJACK. 03:58:33 N 09:05:27 E . MDAT GoG. Limbe Anchorage Cameroon.** A vessel was attacked by an unknown number of pirates, eight crew members were kidnapped and a further allegedly shot in the incident.
2. **30/12/2019. 0115UTC. ATTACK. 03:46:00N – 006:43:00E. MDAT-GoG. 16NM WSW of Okwori Terminal, Nigeria.** Pirates on board one speedboat attacked a cargo vessel transiting from Lagos to Port Harcourt, firing shots at the vessel. The crew on board the cargo vessel gathered within the citadel whilst the captain performed anti-piracy manoeuvres. Nigerian navy personnel were reportedly on board the vessel and began responding to the pirates who relented. The vessel is allegedly safely anchored now.
3. **30/12/2019. 0050 UTC. ATTACK. 01:56:30N – 004:53:37E. MDAT-GoG. 148NM W of Ilha do Príncipe, Sao Tome and Príncipe.** An MV was attacked. No further information available.
4. **28/12/2019. 0905 UTC. ATTACK. 01:19:00N – 006:01:60E. MDAT-GoG/NYA. Approximately 195NM WNW of Libreville, Gabon.** A tanker was attacked by ten assailants on board a speedboat who fired at the tanker. The vessel performed evasive manoeuvres and both the vessel and crew were reported safe.

RECORDED INCIDENTS

5. **24/12/2019. 0655 UTC. ATTACK. 01:46:60N – 004:28:00E. MDAT-GoG. 119NM SW of Agbami Terminal, Nigeria.** A vessel was attacked by nine unidentified assailants on board a skiff. The 21 Turkish crewmembers retreated to the citadel. The crew were later reported safe after two unsuccessful boarding attempts. The assailants retreated to a nearby mother ship.

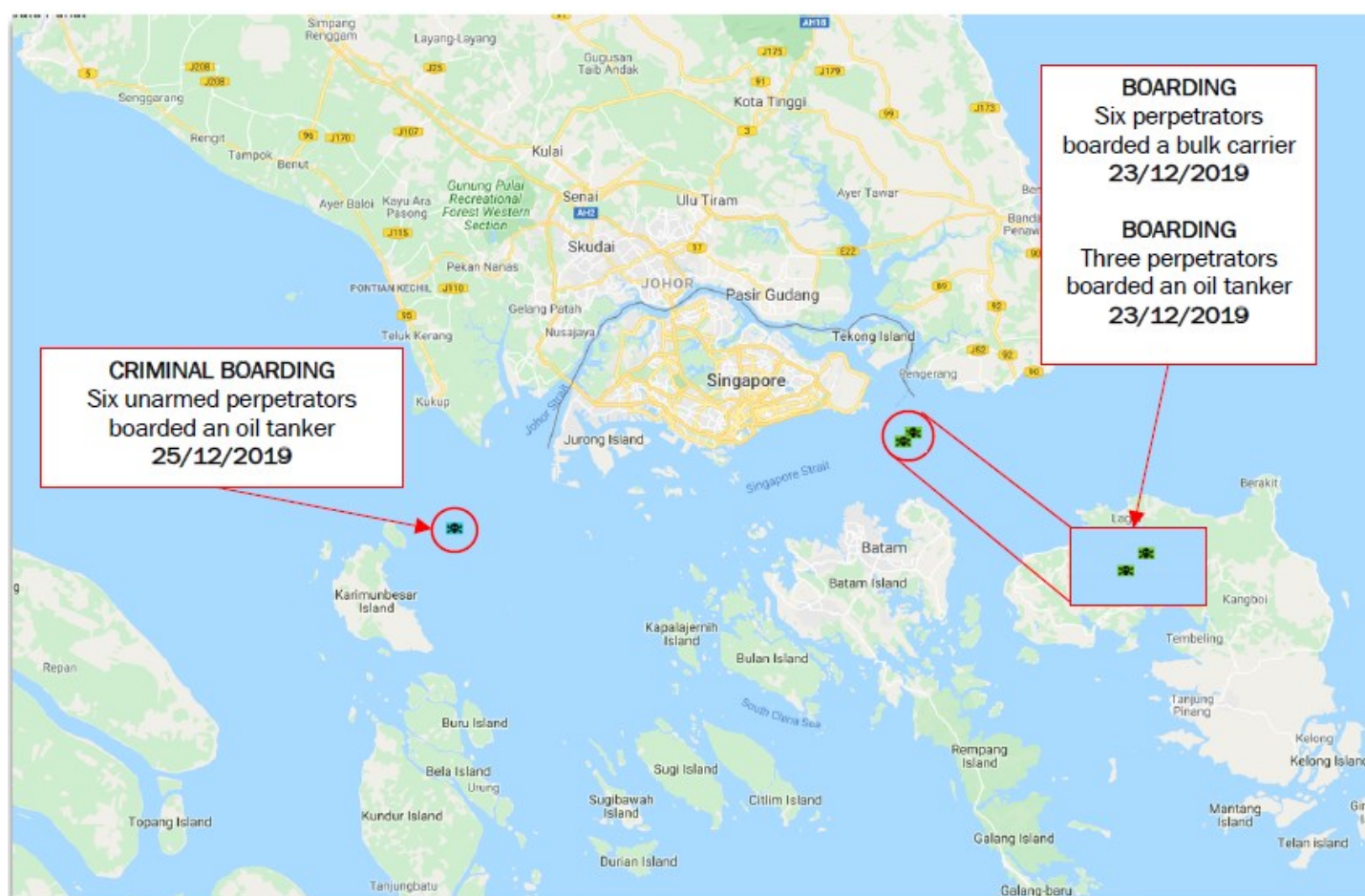
Due to delayed reporting the following incidents were not included in the last week's report:

1. **21/12/2019. 2240 UTC. SUSPICIOUS APPROACH. 01:16:60N – 007:16:60E. MDAT-GoG. 205NM S of San Pedro, Cote d'Ivoire.** An MV was approached by a suspicious vessel. The MV changed its course and increased speed but the suspicious vessel continued its approach, closing to within 3.2NM. After one hour the suspicious vessel reduced its speed and left the area.
2. **21/12/2019. 1128 UTC. CRIMINAL BOARDING. 06:15:04N – 003:13:00E. ICC-IMB. Lagos Anchorage, Nigeria.** Two suspects were spotted by duty crew on board an anchored tanker. The alarm was raised, and the crew was mustered. A naval patrol vessel was

REGIONAL SUMMARY

- Three 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



1. 25/12/2019. 0028 UTC. CRIMINAL BOARDING. ReCAAP. 01:08:51N – 103:28:35E. 4NM E of Little Karimun Island, Indonesia. An oil tanker underway in the eastbound lane of the Singapore Strait TSS was boarded by six unarmed assailants. The chief engineer spotted the pirates in the engine room and alerted the master who activated the alarm. The perpetrators escaped at the stern of the vessel, fleeing on a small craft. No confrontation between the pirates and the crew was reported and no vessel properties were stolen. Location is approximate.

RECORDED INCIDENTS**2. 23/12/2019. 0154 UTC. BOARDING. ReCAAP. 01:16:35N – 104:04:41E. 6NM S of Tekong Island, Singapore.**

A bulk carrier was underway in the eastbound lane of the Singapore Strait when the crew spotted six assailants on board. Once alerted, the perpetrators escaped. The perpetrators had earlier confronted and tied up two crew members inside the engine room, however, both managed to untie themselves. The master reported the incident to the Singapore VTIS, and then proceeded to sail to the port of Singapore under escort by the Republic of Singapore Navy. Upon a search by the Singapore Police Coast Guard, nothing was reported stolen. Location is approximate.

3. 23/12/2019. 0012 UTC. BOARDING. ReCAAP. 01:16:24N – 104:04:28E. 6NM S of Tekong Island, Singapore.

Whilst underway, an oil tanker was boarded by three assailants, one armed with a knife. Crew spotted the perpetrators in the engine room and raised the alarm, causing them to flee. A search of the vessel found two motormen tied up. The remaining crew were reported safe and nothing stolen. The incident was reported to the Singapore VTIS, who notified the navy. Location is approximate.

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

1. 22/12/2019. 1600 UTC. BOARDING. 01:15:26N – 104:04:60E. ICC-IMB. 3NM S of Changi Bay. An underway tanker was boarded by five assailants armed with long knives. Two duty crew on routine rounds were confronted by the perpetrators and were tied up. The alarm was raised, and the crew mustered. The assailants escaped without stealing any vessel properties. The incident was reported to the Singapore VTIS.

PERSIAN GULF: IRAN BOLSTERS NAVAL PRESENCE IN THE PERSIAN GULF

On 27 December Iran, Russia and China launched a joint naval operation dubbed “Marine Security Belt” in an attempt to build stronger ties between their navies. The operation brought more international naval presence to the region at a time when US and Iran-backed militia have traded airstrikes, killing citizens on both sides of the conflict and escalating regional tensions. The operation is expected to elevate the threat to commercial shipping in the Strait of Hormuz and Persian Gulf in the medium term

NYA Analysis: On 27 December the “Marine Security Belt” naval operation is the largest such operation in Iranian history. The naval exercise involved Destroyer vessels from all three countries as well as aerial reconnaissance and executed target practice drills as well as search-and-rescue missions. The Iranian Rear Admiral Hossein Khanzadi allegedly used the joint exercises as an opportunity, on 29 December, to call for the US to withdraw their forces from the region. This heightened bilateral tension comes at a time when Iran-backed Kata'ib Hezbollah brigades reportedly launched airstrikes on US bases across the Middle East, leading to the death of a US citizen on 27 December. In response, the US has carried out airstrikes targeting facilities believed to be housing munitions. There is precedent for escalating tensions on land leading to the degradation of localized maritime security as witnessed on 16 September when Iran seized a vessel for allegedly smuggling diesel, two days after an attack on an Aramco oil facility. Therefore, the escalating tensions on land combined with a build-up of naval vessels in the region will almost certainly increase the threat to commercial shipping, likely to be realised through illegal vessel seizures.

SINGAPORE STRAIT: HEIGHTENED CRIMINAL BOARDING THREAT TO VESSELS IN THE SINGAPORE STRAIT

On 23 December two vessels, a bulk carrier and a crude oil tanker, were boarded within two hours of one another whilst transiting the eastbound channel of the Singapore Strait, with a further incident of criminal boarding reported on 25 December in the westbound channel. These most recent incidents in the Singapore Straits represent a continued uptick in piracy activity in the area, especially in the past two reporting periods

NYA Analysis: NYA MarTrack™ data shows that over the previous two reporting periods, all four boardings occurred within 1.5NM of one another, located in an area 4.5NM southeast of Changi Bay, constituting a heightened threat for vessels transiting in the proximity. Therefore, it is possible that an individual PAG intent on more serious and violent boardings are responsible, who despite incidents of theft and not hijack, are often armed with knives and frequently engage in tying up crewmembers, representing an increased threat towards vessel personnel as well. Given that the perpetrators have allegedly successfully evaded capture in all instances, the occurrence of boardings in the eastern Singapore Straits is highly likely to continue in the short to medium term. This has most likely been exacerbated by recent commodity price increases of crude palm oil providing a further financial impetus to PAGs in the area. There is an elevated threat to vessels transiting the region in the short and medium term.

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 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: 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 crew member(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).

CASTOR VALI

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