



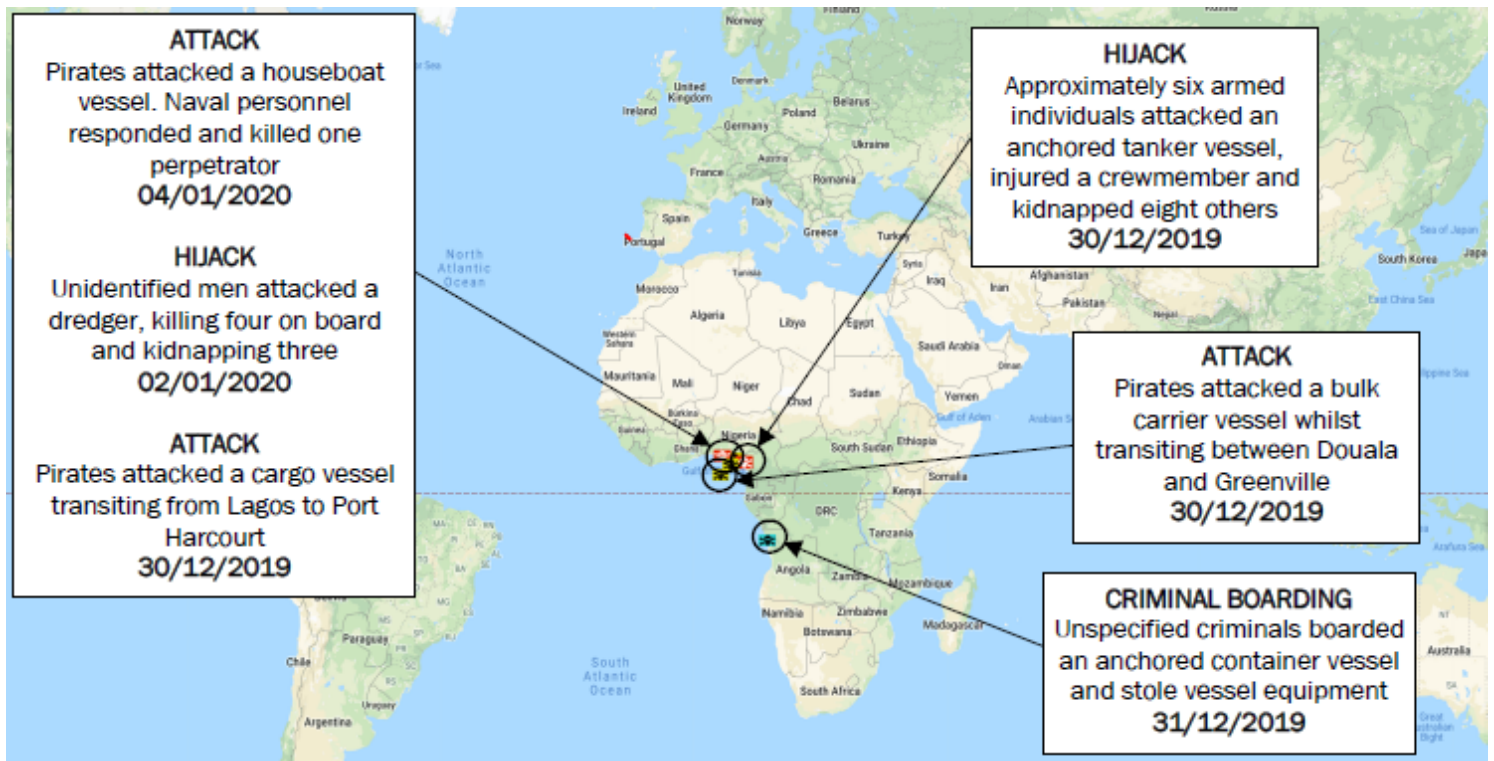
## Executive Summary 07/01/2020

Six 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: Six 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

- Global: December update of the Maritime Security and Stability Rating (MSSR)



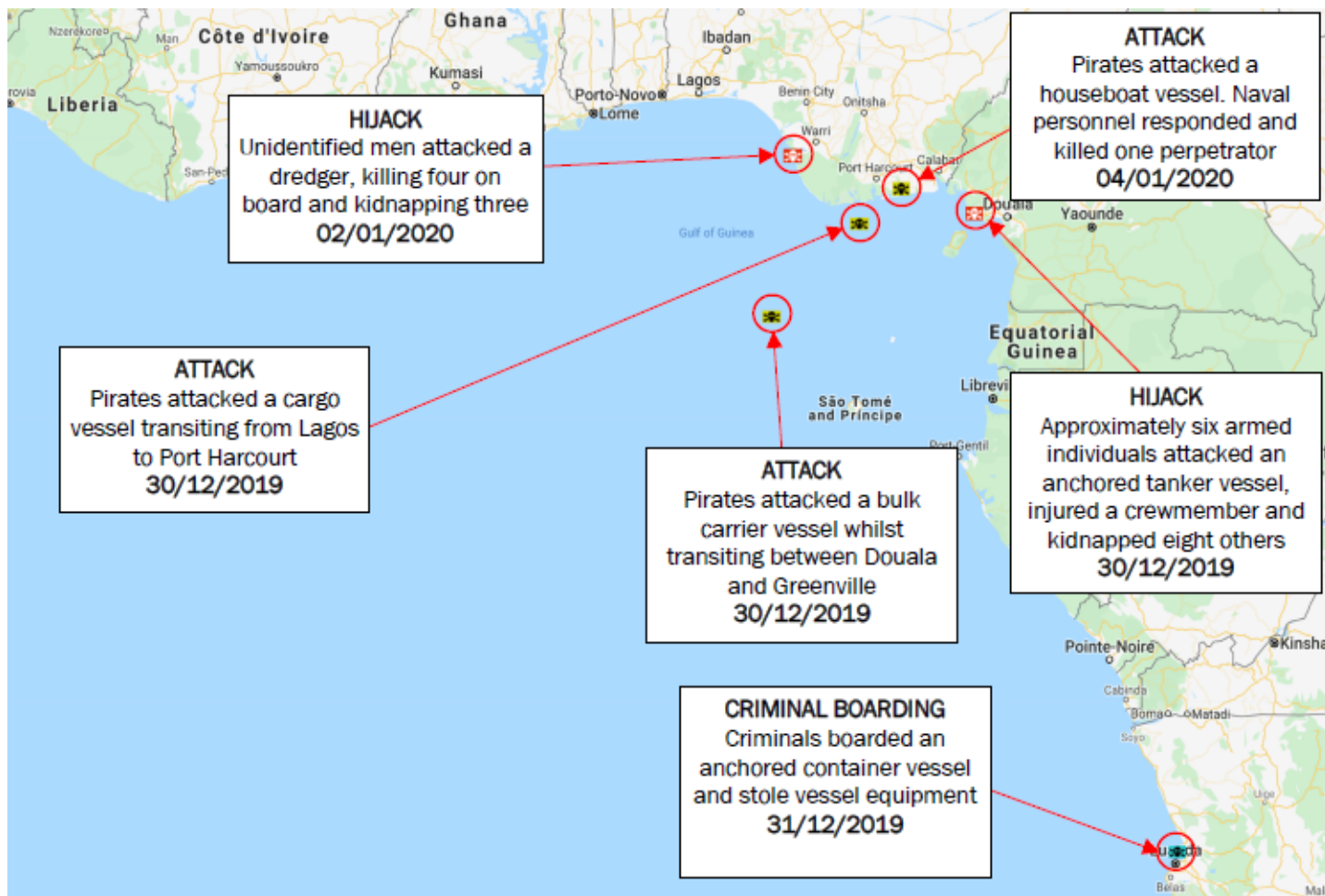
**REGIONAL SUMMARY**

- 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

- Six 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. **04/01/2020. 1700 UTC. ATTACK. 04:26:60N – 007:34:60E. NYA. Opobo River, Rivers state, Nigeria.** Pirates attacked a houseboat vessel. Naval personnel, including the GSA 146 battalion, responded, killing at least one perpetrator. Time and location approximate.
2. **02/01/2019. 2200 UTC. HIJACK. 05:08:02N – 005:20:08E. NYA. Approximately 6NM ESE off Forcados Terminal, Nigeria.** An unconfirmed number of pirates attacked a dredger. A gunfight reportedly occurred between the pirates and armed military personnel on board the vessel. During the fight, the pirates allegedly boarded the vessel, killed four military personnel and abducted three crewmembers. Five crewmembers were left on board the vessel.
3. **31/12/2019. 0730 UTC. CRIMINAL BOARDING. 08:42:12N – 013:16:00E. NYA. 6NM NE off Luanda Port, Angola.** During a routine security patrol on board a container vessel at anchor, a crewmember noticed that the padlock for the paint store door was broken. Upon further investigation, an unspecified quantity of paint boxes was reportedly stolen. It is suspected that the perpetrators boarded the vessel through the box port side which was the only location on the vessel that did not have barbed wiring.

## RECORDED INCIDENTS

4. **30/12/2019. 2230 UTC. HIJACK. 03:58:33N – 009:05:27E. MDAT-GoG. Limbe Anchorage, Cameroon.** A distress signal was sent by an anchored tanker vessel after it was boarded and attacked by approximately six armed individuals. Eight crewmembers were allegedly kidnapped, and another crewmember was injured during the attack. Upon receiving the distress signal, the IMB Piracy Reporting Centre immediately notified and liaised with the authorities. A security vessel was sent by the authorities to provide assistance. An investigation remains ongoing. Time and location approximate.
5. **30/12/2019. 0115 UTC. ATTACK. 03:46:00N - 006:43:00E. NYA. 35NM SSW of Bonny Island, 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 maneuvers. Nigerian Navy personnel were reportedly on board the vessel and began responding to the pirates who relented. The vessel is now reported to be safely anchored.
6. **30/12/2019. 0050 UTC. ATTACK. 01:56:30N – 004:53:37E. MDAT-GoG. 148NM W of Ilha do Príncipe, São Tomé and Príncipe.** An undetermined number of pirates attacked a bulk carrier vessel whilst it was transiting between Douala, Cameroon and Greenville, Liberia. No further information is available at this time.

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

1. **29/12/2019. 2025 UTC. SUSPICIOUS APPROACH. 05:55:60N – 002:15:00E. NYA. 26NM SW of Cotonou, Benin.** A container vessel spotted two speedboats drifting without lights approximately 20NM south of Cotonou Port. The two suspicious speedboats reportedly chased the container vessel once it was within a 2NM distance. The container vessel reportedly increased its speed and conducted anti-piracy maneuvers which resulted in the two speedboats ending the pursuit. Location and time approximate.

**REGIONAL SUMMARY**

- There have been 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.

**RECORDED INCIDENTS****NFTR**

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

1. **27/12/2019. 0000 UTC. CRIMINAL BOARDING. 01:16:12N – 104:13:24E. NYA / ICC-MB. 8NM S of Pengerang, Malaysia.** The chief engineer of a bulk carrier vessel noticed four sea robbers armed with knives in the engine room. The alarm was raised, deck lights were switched on and the crew mustered. Upon seeing the crew's response, the perpetrators reportedly fled. A search was carried out and footprints were noticed on the quarter deck. Nothing was reported stolen. Time approximate.
2. **24/12/2019. 0330 UTC. CRIMINAL BOARDING. 05:29:26S – 105:18:24E. ReCAAP. Panjang Customary Anchorage, Lampung, Sumatra, Indonesia.** Three perpetrators armed with knives boarded an anchored tanker vessel. The perpetrators were spotted by the duty oiler and attempted to attack him but the crewmember managed to escape. The third engineer immediately went to the engine control room and raised the alarm. The assailants escaped from the vessel via a rope attached to railings on the vessel's starboard side. A security search of the vessel was conducted but all assailants had reportedly fled. The incident was reported to the Panjang VTS. All crewmembers were reported safe and no vessel properties were reported stolen.
3. **22/12/2019. 0610 UTC. CRIMINAL BOARDING. 01:15:30N – 140:07:18E. IMO. 7NM S of Tekong Island, Singapore.** Whilst underway in the Eastbound lane of the TSS, a tug vessel was boarded by an unknown number of perpetrators who had come alongside in two sampans. An undisclosed amount of scrap metal was stolen before the Singapore Navy and Coast Guard responded, causing the perpetrators to flee. All crew reported safe.

## GLOBAL: DECEMBER UPDATE OF THE MARITIME SECURITY AND STABILITY RATING (MSSR)

**West Africa – SEVERE:** In December NYA recorded 19 incidents in the West Africa HRA, marking a 36% increase from the 14 incidents reported in November 2019, and a 90% increase from December 2018, when 10 incidents were recorded. Overall, there were five hijacks, six attacks, three suspicious approaches, four criminal boardings and one PAG sighting. Five incidents occurred within Nigeria’s Exclusive Economic Zone (EEZ), with another three incidents were recorded further offshore in Nigerian Territorial Waters (TTW). Outside of Nigerian waters, two incidents occurred off the coast of Benin, one off Cameroon, four off Gabon, one off the Republic of Congo, one off Côte D’Ivoire and one off Angola. The threat to piracy remains severe throughout the West Africa HRA, largely as a result of the escalation in hijackings recorded during the reporting period. The frequency of piracy incidents is likely to marginally increase in the short to medium term due to the ongoing regional dry season.

**East Africa – SUBSTANTIAL:** In December there has been one incident recorded in the East Africa region, a trend which is broadly in line with the past three months, as two incidents were recorded in November, and none were reported in October and September 2019. Nevertheless, there remains a persistent threat to commercial shipping transiting the Bab-el-Mandeb Strait due to escalating US-Iran tensions. Yemeni Houthi forces have demonstrated maritime capabilities, including remote-controlled vessels and sea mines. The seizure of three vessels in Houthi controlled territorial waters on 17 November highlighted the underlying threat to commercial shipping lines in the Red Sea. Although EU NAVFOR’s Operation ATALANTA has deterred and prevented acts of piracy off the Somali coast, it is highly likely that the threat of piracy in the East Africa region will remain substantial in the short to medium term.

**South and Southeast Asia – SUBSTANTIAL:** In December 14 incidents were recorded in the South and Southeast Asia HRA. This marks a significant increase of 133% compared to the six incidents reported in November 2019, and a 100% increase compared with the seven incidents recorded in December 2018. Criminal boardings remain the most common type of piracy in the region with nine incidents recorded in December, of which six were reported along the Singapore Strait. Though Abu Sayyaf Group (ASG) and its affiliates have failed to conduct operations in the Sulu Archipelago in December, the overall threat level in the region will likely remain substantial over the medium term.

**Latin America – SUBSTANTIAL:** In December one incident was recorded across the Latin America region, representing a 66% decrease compared to the three incidents reported in November 2019. Due to the spike in criminal boardings observed in Mexico, Peru and Panama in November, the threat rating remains substantial.

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



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 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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