

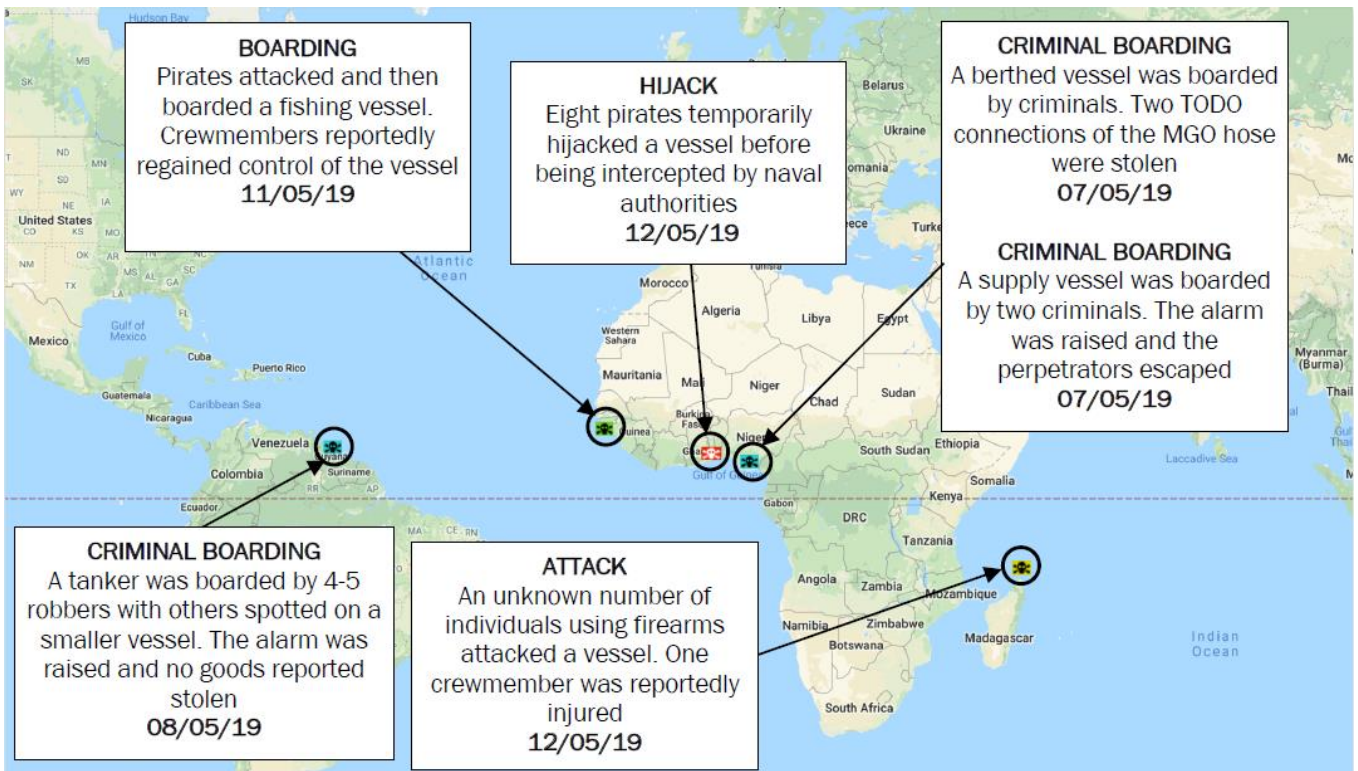
EXECUTIVE SUMMARY

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

ADVISORIES

- > East Africa: Commercial vessels up in flames in Al-Fujairah Port
- > West Africa: The EU commits to improved maritime security in the Gulf of Guinea

RECORDED INCIDENTS



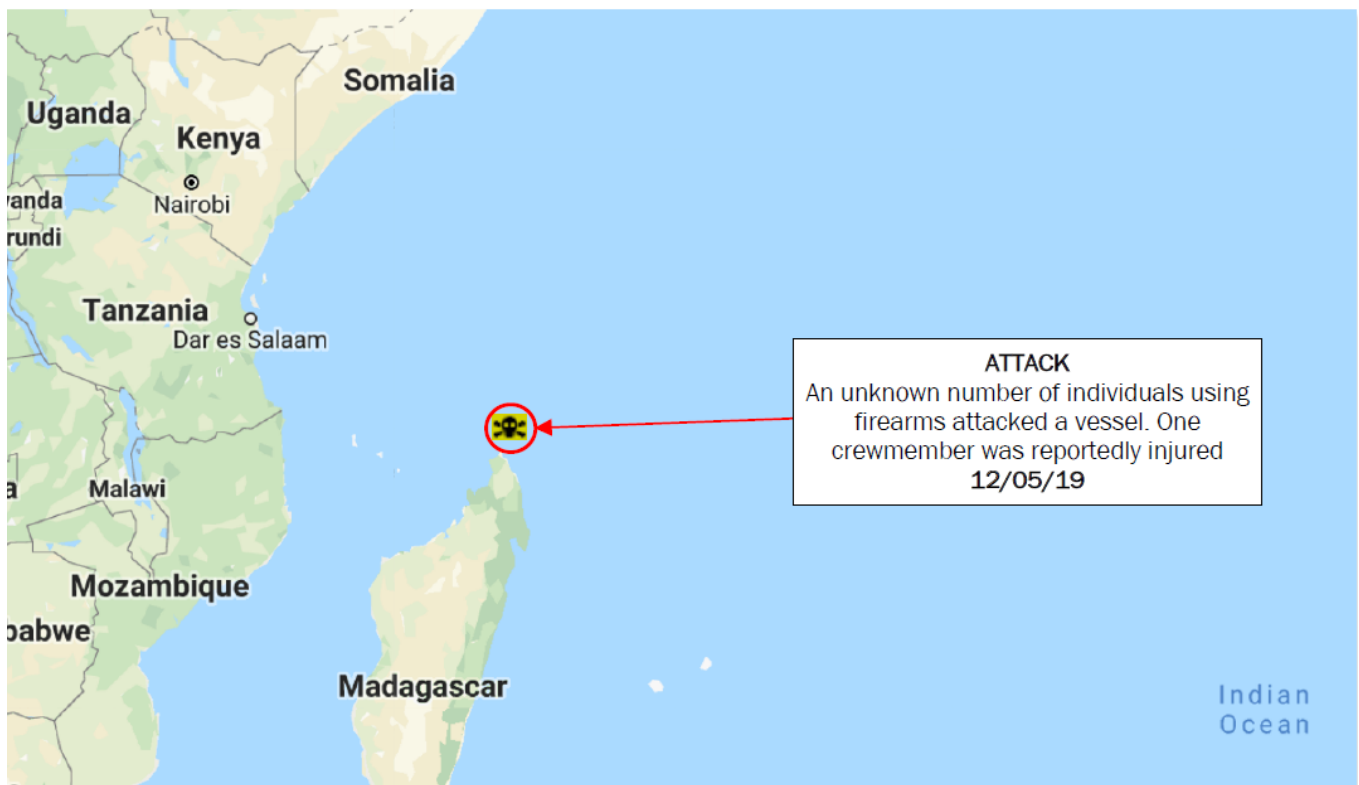
EAST AFRICA HRA AND INDIAN OCEAN

THREAT LEVEL: **SUBSTANTIAL**

REGIONAL SUMMARY

- > One incident was 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 with isolated areas of thunderstorm activity. Isolated thunderstorms and rain showers associated with equatorial flow in place along both coasts of central Africa. Tropical activity near Madagascar increases winds and seas in the area during this season (Source: US ONI)

RECORDED INCIDENTS



- 01 12/05/19. 0600 UTC. ATTACK. NYA. 11:37:30N - 49:39:40E. 46NM NE of Antsiranana, Madagascar.** An unknown number of individuals attacked a fishing vessel using firearms. One crewmember was reportedly injured in the incident. It is possible the attack is related to a dispute between fishing vessels involved in smuggling operations. Time and location approximate.

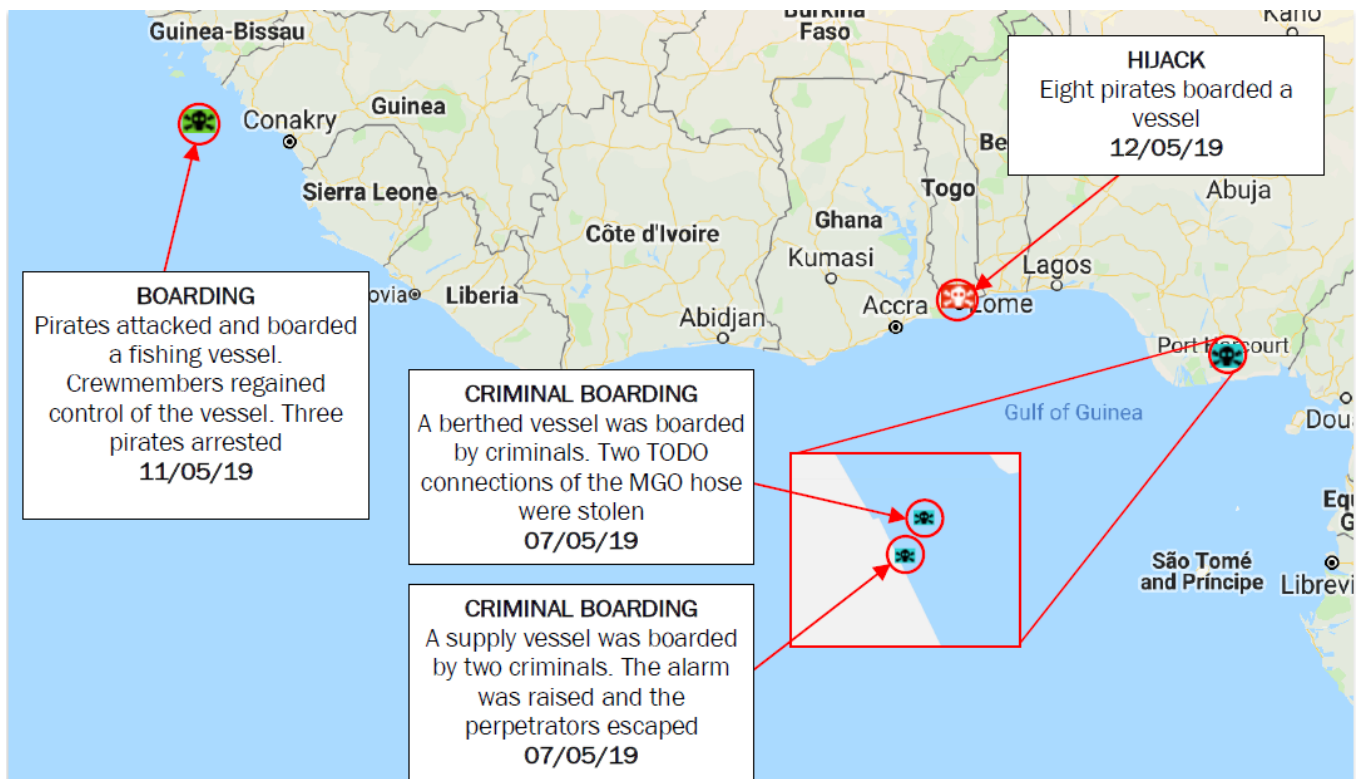
Due to delayed reporting, the following incidents were not included in the last week's report:

- 01 03/05/2019. 0000 UTC. SUSPICIOUS APPROACH. NYA. 01:46:36N - 052:16:44E. 414NM SE of Mogadishu, Somalia.** A fishing support vessel was approached by an undetermined number of individuals on board a skiff. The fishing vessel fled at high speed, outpacing the suspect vessel. Time and location approximate.

REGIONAL SUMMARY

- > Four incidents were recorded during the reporting period
- > Continuous threat off Nigeria, Benin, 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



- 01 12/05/2019. 0100 UTC. HIJACK. NYA. 06:00:00N – 001:15:00E. Lome Anchorage, Togo.** Eight pirates temporarily hijacked a tanker vessel before being intercepted by the Togolese Navy. The vessel and crew were reported as safe. No information about the pirates' status has been made available. Location is approximate.
- 02 11/05/2019. 1445 UTC. BOARDING. NYA. 09:50:00N – 015:33:00W. 118NM NW of Conakry, Guinea.** An unconfirmed number of pirates attacked and then boarded a fishing vessel operating deep offshore of Conakry. It is reported that the crewmembers took back control of the vessel and arrested three pirates in the process. No more information has been available
- 03 07/05/2019. 0245 UTC. CRIMINAL BOARDING. NYA. 04:41N - 007:10:02E. Federal Ocean Terminal, Onne Port, Nigeria.** According to port authorities, two robbers boarded an offshore supply vessel. AB on watch detected the robbers and raised the internal alarm. The robbers escaped and crew informed port security. Time approximate.

- 04 07/05/2019. 0230 UTC. CRIMINAL BOARDING. NYA. 04:41N - 007:10:02E. Federal Ocean Terminal, Onne Port, Nigeria.** According to port authorities, robbers boarded a berthed offshore supply vessel and reportedly stole two TODO connections of an MGO hose. Time approximate.

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

- 01 03/05/2019. 0010 UTC. CRIMINAL BOARDING. ICC-IMB. 06:16:07N - 003:13:11E. Secure Anchorage Area (SAA), Lagos, Nigeria.** Duty crew on board an anchored tanker noticed two robbers near the cargo tank with a hose. The crew raised the alarm and made a PA announcement causing the robbers to flee with the hose. A Nigerian patrol vessel was sent to patrol the vicinity. No goods were reported stolen.
- 02 28/04/2019. 0506 UTC. CRIMINAL BOARDING. NYA. 05:50:05S - 013:25:05E. Congo River, Matadi, Democratic Republic of Congo.** Two men armed with knives boarded a chemical tanker. Three mooring throwers were robbed before the crew raised the alarm. The perpetrators managed to escape. All members of crew were reported safe.

CASTOR VALI

SOUTH AND SOUTHEAST ASIA

THREAT LEVEL: MODERATE

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 funneling effects and daytime heating (Source: US ONI)

RECORDED INCIDENTS

NSTR

CASTOR VALI

SPECIAL ADVISORIES

NYA SPECIAL ADVISORIES

EAST AFRICA: COMMERCIAL VESSELS UP IN FLAMES IN AL-FUJAIRAH PORT

On 12 May a series of explosions were reported to have occurred in the vicinity of Al-Fujairah Port. The UAE Ministry of Foreign Affairs and International Cooperation issued a statement confirming that four commercial vessels were “subjected to sabotage operations”. Of the four affected vessels, two were confirmed to be Saudi Arabian oil tankers. Following the incident, port operations were reportedly unaffected. Details regarding the motive and nature of the attack remain unknown despite growing speculation of Iranian regional aggression.

NYA Analysis: Over the past 12 months there has been one incident recorded on MarTrackTM in the Gulf of Oman. Approximately 77NM northeast of Mutrah Port, Oman, an oil tanker reported a suspicious approach to maritime security in the area. The vessel was subsequently escorted in the Gulf, and its crew were reported safe. While the Gulf of Oman has previously experienced maritime incidents stemming largely from the activity of Somali-based pirates, the Strait of Hormuz - which overlaps with Emirati territorial waters – rarely experiences such incidents due to robust naval security measures and personnel. However, the incident which occurred in the vicinity of Al-Fujairah Port comes two days after the US warned its allies in the region of the prospect of commercial vessels transporting oil supplies being targeted by “Iran or its proxies”. The timing of the incident compounded with pre-existing regional tensions between the Gulf countries and Iran will likely facilitate an increased naval presence with support from the US in the interest of securing strategic and commercial interests in the medium term.

WEST AFRICA: THE EU COMMITS TO IMPROVED MARITIME SECURITY IN THE GULF OF GUINEA (GoG)

On 6 May members of the Economic Community of West African States (ECOWAS) and the EU met in Abuja, Nigeria, for the “Fight against Illegal, Unreported and Unregulated Fishing and the Insecurity in the Gulf of Guinea” regional conference. The objective of the two-day event was to discuss effective ways of reducing maritime insecurity following an estimated USD175 million EU investment towards logistical support in the Gulf of Guinea (GoG).

NYA Analysis: Following the 2014 EU Strategy for the GoG, there has been strong ties between the EU, regional governments and organisations (including ECOWAS) to ensure the implementation of robust maritime security measures in the high risk area. This is largely explained by mutual European and African commercial interests due to the revenue generated from consistent maritime trade to and from the region. With an annual average loss off USD2 billion to theft and other illicit activities, the emphasis for stronger and more active monitoring systems is not only necessary for safeguarding international commerce, but also for mitigating the overall threat of piracy. Between January-April 2019, 47 maritime security incidents occurred in the GoG, a 21% decrease from the same period in 2018. Concerted efforts made by international and regional actors such as the EU are proving successful in mitigating the threat of piracy. This trend is highly likely to continue provided that human and financial investments are sustained in the medium to 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
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.

CONTACT US:

UK Global Head Office:

Castor Vali Ltd
Davidson House
Forbury Square
Reading, RG1 3EU
United Kingdom

Switchboard: +44 (0) 118 900 1406

Operations Centre (24 hrs): +44 (0) 118 900 1417

info@castorvali.com

ops@castorvali.com

CASTOR VALI