

EXECUTIVE SUMMARY

- > One incident was recorded globally during the reporting period
- > East Africa HRA and Indian Ocean: One incident was 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

- > Global: June Update of the Maritime Security and Stability Rating (MSSR)

RECORDED INCIDENTS



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. 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



1. **01/07/19. 0840UTC. SUSPICIOUS APPROACH. UKMTO. 12:52:20N - 043:15:37E. 8.6NM SW of Dhubab, Bab-el-Mandeb Strait.** A vessel was approached by three skiffs with approximately five unidentified individuals in each. The skiffs came to within 0.1NM of the vessel. The suspicious vessels departed the area when onboard AST showed their weapons. Crewmembers and vessel reported safe

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
- > 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

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

1. **23/06/19. 1200 UTC. ATTACK. NYA. 04:40:00N - 007:07:00E. Onne Port, Nigeria.** A passenger vessel underway from Port Harcourt to Bonny was attacked by an unspecified number of armed men on board a speedboat. Passengers were robbed of their personal belongings and the vessel's two outboard engines were stolen before the perpetrators escaped. Time is approximate

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 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

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SPECIAL ADVISORIES

GLOBAL: JUNE UPDATE OF THE MARITIME SECURITY AND STABILITY RATING

West Africa - SEVERE: In June, five maritime security incidents were recorded in the West Africa region, marking a 67% decrease from the 15 incidents reported in May. June's incidents consisted of one hijacking, three attacks and one criminal boarding. All incidents occurred within the Nigerian Exclusive Economic Zone (EEZ). These figures exceed the incident rate from June 2017 (5), but not from 2018 (9) or 2016 (12). The June periods from 2016-2019 have recorded an average of 8 incidents in the HRA.

Theft-driven attacks are increasingly characterising the modus operandi of pirate groups active in the HRA. All three of the attacks carried out in Nigerian waters involved armed perpetrators on board speedboats that targeted commercial passenger vessels. In the two incidents on 1 June and 3 June, the victims were robbed of their belongings and then abandoned in nearby mangrove forest. Such operations conducted by criminal pirate groups are likely to continue during the next reporting period.

East Africa - SUBSTANTIAL: Two incidents were recorded in the East Africa HRA in June, marking a decrease of 33% from the three incidents recorded in May and a decrease of 50% from the four incidents reported in April. June's figure is also 50% less than the average number of incidents (4) recorded in June periods from 2016-2019. The two related incidents reported on 13 June in the Gulf of Oman are perceptibly linked to deteriorating geopolitical tensions emanating from the Gulf region and are unrelated to piracy trends in the East Africa HRA.

South and Southeast Asia - MODERATE: In June two piracy incidents, both hijackings, were recorded in South and Southeast Asia marking an 82% decrease from the 11 incidents reported in May. This figure is double the number of incidents recorded in June 2018 (1) but remains significantly lower than the number of incidents recorded in June 2017 (12) and June 2016 (14). The two reported hijackings are believed to have been perpetrated by Abu Sayyaf Group (ASG) operatives, serving as an indicator that the group maintains marine capabilities and continues to target vessels transiting the waters of Semporna. The incidents also attest to the reported sighting of ASG members in the same region in May 2019.

Latin America - MODERATE: In June, no incidents were recorded in Latin America following five incidents reported in May. However, continued political and social instability on land as well as insecurity in regional port cities creates favourable conditions for opportunistic perpetrators to carry out criminal boardings. As a result, the prospect of criminal boardings taking place remains highly likely within ports, terminals and in territorial waters of littoral states in the medium term.

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

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).

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: 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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