

EXECUTIVE SUMMARY

- > 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

- > Southeast Asia: AUMX naval exercise sees US develop closer military ties to ASEAN
- > West Africa: Nigerian Navy launches intensive maritime security operation

RECORDED INCIDENTS



EAST AFRICA HRA AND INDIAN OCEAN

THREAT LEVEL: SUBSTANTIAL

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. Southwest monsoon conditions resume after and will continue until September. Expect increased localised wind flow through the Strait of Hormuz due to funneling effects (Source: US ONI)

RECORDED INCIDENTS

NSTR

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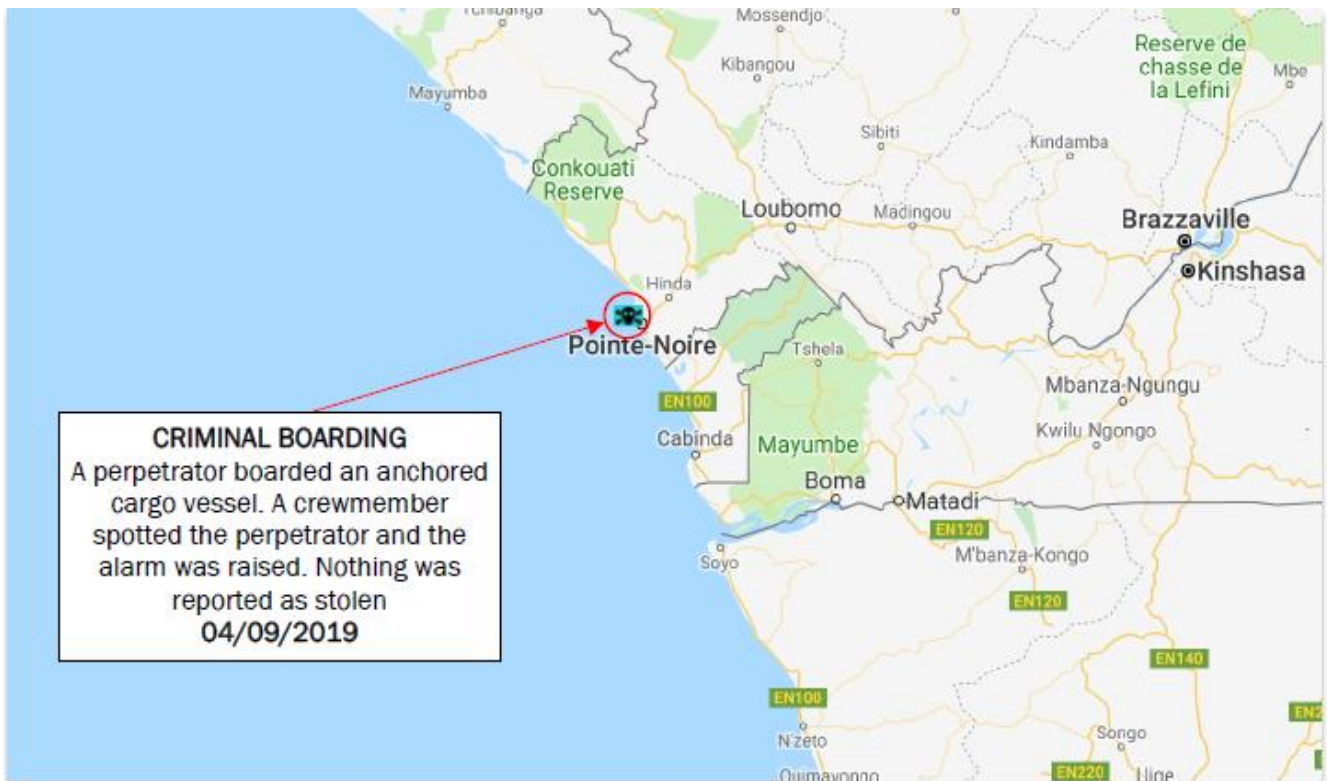
WEST AFRICA HRA

THREAT LEVEL: **SEVERE**

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



1. **04/09/19. 0040 UTC. CRIMINAL BOARDING. NYA. 04:47:03S-011:47:04E. Pointe Noire Anchorage, Republic of Congo.** A suspected sea robber boarded an unknown cargo vessel anchored at Pointe-Noire Anchorage area. Upon being spotted by on the duty crewmember, the alarm was raised. A search for the perpetrator was organized by the crewmembers. The sea robber was not found and is suspected to have escaped. None of the vessel's property was reported as stolen.

SOUTH AND SOUTHEAST ASIA

THREAT LEVEL: SUBSTANTIAL

REGIONAL SUMMARY

- > No incidents were recorded during the reporting period
- > Criminal boarding's 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 funneling 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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NYA SPECIAL ADVISORIES

SOUTHEAST ASIA: AUMX NAVAL EXERCISE SEES US DEVELOP CLOSER MILITARY TIES TO ASEAN

On 2 September the US and all ten member states of the Association of Southeast Asian Nations (ASEAN) participated in the first joint ASEAN-US Maritime Exercise (AUMX) in the South China Sea and the Gulf of Thailand. AUMX aims to facilitate greater maritime security measures by improving strategic cooperation between participating states. Eight warships, four aircrafts and approximately 1,260 military personnel are expected to be involved in the inaugural drills.

NYA Analysis: *While the stated purposes of the AUMX are to improve disaster response, maritime law enforcement capabilities, and to increase US-ASEAN naval interoperability, it is highly likely that Chinese counterparts will perceive the five-day event as a pretext for US presence in the region. Increased US-ASEAN cooperation will likely pose a threat to Chinese maritime plans in the South China Sea and equally, prompt a precautionary response from Beijing. Since 2018, China has conducted at least three major naval drills with some ASEAN states. However, owing to Chinese assertiveness and a series of naval stand-offs with Thailand, Vietnam and the Philippines, Chinese-ASEAN relations remain strained and are unlikely to significantly improve in the short to medium term. With Thailand serving as the ASEAN rotational chairman for 2019, it is likely that the US will retain a closer strategic relationship with the organisation in order to keep the region's crucial sea-lanes open for international shipping.*

WEST AFRICA: NIGERIAN NAVY LAUNCHES INTENSIVE MARITIME SECURITY OPERATION

On 3 September the Flag Officer Commanding the Eastern Naval Command (ENC) Rear Admiral David Adeniran announced the launch of an intensive maritime security operation codenamed YANGHA MI. The operation's objective is to tackle piracy, kidnapping and oil bunkering in Rivers, Cross River and Akwa Ibom states. Between 3-6 September, 14 patrol vessels, 46 riverside boats and an aircraft will be involved.

NYA Analysis: *The exercise follows the opening of a c4i anti-piracy centre (part of the Integrated Security and Waterways Protection Infrastructure known as Deep Blue Project) and the induction of new warships, seaward and riverine defense vessels and aircraft. The number of anti-piracy initiatives and asset acquisitions indicates that the Nigerian government is committed to improving their operational effectiveness to counter criminal activity. Rear Admiral Adeniran's claim that the three ongoing operations have decreased the number of piracy incidents and led to an increase in shipping activity and oil production underlines the significance of this commitment to maritime security in the region. Q1 of 2019 saw eight less piracy incidents than Q1 of 2018, likely due to the increased efforts of the ENC. However, a considerable challenge remains with the Nigerian Minister of Transport having estimated that the country is losing USD25 billion per annum to deterring criminal activity. Overall, the increased efforts of the Nigerian government are likely to have a mitigating effect in the medium term, with potential improvement of maritime security in areas surrounding Agbami, Antan, Usan, and Owori in the short term as these will be subject to targeted protection and reconnaissance operations.*

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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)

LIMITATION

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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