

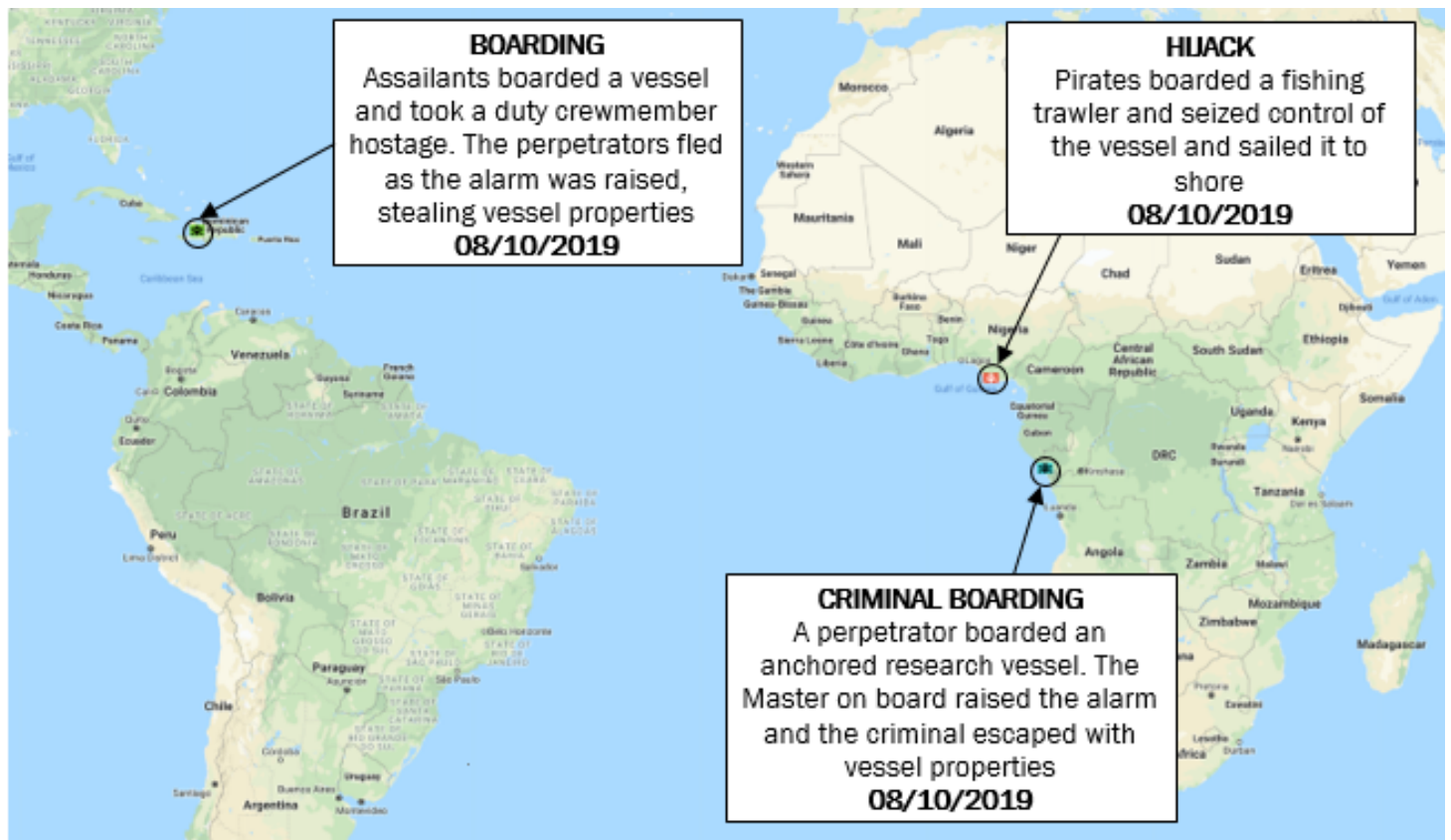


Executive Summary 15/10/2019

- Three 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: Two incidents were recorded during the reporting period
- South and Southeast Asia: No incidents were recorded during the reporting period
- Americas: One incident was recorded during the reporting period

Advisories

- West Africa: NPA envisages replacing private security in anchorages
- Persian Gulf: reported explosion on Iranian tanker



REGIONAL SUMMARY

No incidents were recorded during the reporting period

The threat level remains elevated to reflect escalating tensions between the US and Iran. This has resulted in a number of maritime incidents in the Persian Gulf. These include:

- 11 October: An Iranian oil tanker 52NM off Jeddah was reportedly hit by an explosion causing damage to the vessel and oil spills. The Iranians initially claimed that the tanker was struck by missiles and blamed the Saudi government, but the latter has denied involvement
- 16 September: Iranian authorities reportedly seized another oil tanker in the Strait of Hormuz for allegedly smuggling 250,000 litres of diesel fuel, arresting 11 of the vessel's crewmembers in the process
- 7 September: Iran Coast Guard officials confirmed the seizure of a tug vessel carrying 283,900 litres of diesel for alleged fuel smuggling in the east of the Strait of Hormuz
- 31 July: Iran reportedly seizes an Iraqi oil tanker in the Persian Gulf for alleged fuel smuggling
- 19 July: Iran seizes a tanker in the Strait of Hormuz in retaliation for the UK's seizure of an Iranian tanker transporting crude, near Gibraltar on 4 July. The UK's actions were part of an effort to enforce EU sanctions on Syria, for which the Iranian crude was allegedly destined. The tanker was released on 27 September and subsequently exited Iranian waters
- 13 July: A tanker is detained by the Iranian coastguard in the Persian Gulf for allegedly smuggling fuel
- 20 June: Iran shoots down a US drone in Iranian airspace, near the Gulf of Oman, claiming that the action was taken in order to send a "clear message" to the US. The US military claims that the unmanned aircraft was operating in international airspace, over the Strait of Hormuz
- 13 June: Two oil tankers are hit by a series of explosions in the Gulf of Oman
- 12 May: Four oil tankers are damaged by explosions near Fujairah, outside the Strait of Hormuz

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 funnelling effects (Source: US ONI)

RECORDED INCIDENTS

NSTR

REGIONAL SUMMARY

- Two incidents were recorded during the reporting period
- There is a 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



08/10/2019. 1230 UTC. HIJACK. 04:12:00N - 006:25E. NYA. 0.6NM off Brass, Nigeria. A fishing trawler was attacked and boarded by an unknown number of pirates, who seized control of the vessel. Other vessels operating in the area attempted to contact the targeted trawler via VHF but received no response. The pirates sailed the vessel to shore. The crew's status is currently unknown

08/10/2019. 2240 UTC. CRIMINAL BOARDING. 04:44:04S - 011:46:17E. IMO. Pointe Noire Anchorage, Republic of Congo. A perpetrator boarded an anchored research vessel. The Master on board noticed the individual, shouted at them, causing the criminal to flee with stolen properties via a small vessel. The Master raised the alarm and the crew mustered. Location is approximate

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

06/10/2019. 2230 UTC. ATTACK. 06:27:04N - 003:22:26E. MDAT-GoG. Apapa Terminal, Lagos Anchorage, Nigeria. Approximately eight criminals on board two wooden vessels approached a tanker, which was discharging its cargo. The crew stopped their operations after being alerted to the criminals. The criminals then fled whilst shooting at the crewmembers. In the early hours of 7 October at 0212 LT around five perpetrators on board two wooden vessels re-approached the tanker vessel. The crew and security guards on the jetty were alerted again and the thieves fled. All crew were reported safe. Location is approximate

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 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

NSTR

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

05/10/2019. 1800 UTC. CRIMINAL BOARDING. 01:18:14N - 104:07:03E. IMO. Johor Anchorage, Malaysia. An unspecified number of criminals boarded an anchored LPG tanker vessel and stole vessel properties. The Duty Officer noticed the theft, raised the alarm and conducted a search. The incident was reported to the local authorities

WEST AFRICA: NPA ENVISAGES REPLACING PRIVATE SECURITY IN ANCHORAGES

On 10 October Nigeria's Port Authority (NPA) stated that it had acquired an undisclosed number of patrol vessels to be deployed within commercial anchorages, with delivery commencing within six weeks. The NPA statement came during a stakeholder meeting in Lagos in which port and shipping operators raised their concerns over continued insecurity and criminal acts targeting vessels berthed in Nigerian waters. Vessel operators' frustrations have been further compounded by the high stipends demanded by private port security firms. The NPA claimed its port security operations would be supplemented by units from the Nigerian Navy to further strengthen waterfront patrols and vessel escorts.

NYA Analysis: Although the threat posed by criminal elements to Nigeria's ports and anchorages has remained a constant throughout 2019, the 10 October meeting was the first in which the NPA addressed the concerns of commercial stakeholders regarding private security company operations and port crime levels. In two related incidents on 6-7 October an armed group attempted to target a tanker vessel as its crew were discharging cargo at the Apapa Terminal, Lagos Port. Although the assailants were successfully dispersed by crewmembers and port personnel, this highlights the severity of the threat posed to maritime personnel from violent crime. The NPA conceded on 10 October that their acquisition of patrol vessels has been hindered in the past. It remains unclear which framework will be implemented for the transition from private to public security and what potential impact that could have on daily port operations. Thus, despite the positive step towards more substantiated port control and security in the long term, it is highly likely that the threat posed to commercial vessels at Nigeria's ports and anchorages by criminal groups and individuals will persist in the short to medium term.

PERSIAN GULF: REPORTED EXPLOSION ON IRANIAN TANKER

On 11 October the National Iranian Tanker Company (NITC) claimed one of its crude oil tankers was struck by missiles 52NM southwest off Jeddah, Saudi Arabia, causing an oil spill. The two blasts reportedly occurred at 0200 UTC and 0230 UTC. An NITC spokesperson initially stated that the missiles had come from the direction of Saudi Arabia, however the statement was later withdrawn. The extent of the damage caused and identity of the perpetrators remains unclear.

NYA Analysis: As a result of the deteriorating security situation in the Persian Gulf region following Saudi Arabia blaming Iran for the Aramco oil attacks, concerns over maritime security have been reaffirmed. This is evidenced by the US response to send 1,000 additional troops and air defence systems to Saudi Arabia. In addition to these events, the Iranian Revolutionary Guard Corps (IRGC) has seized four foreign vessels in regional waters and been accused of attacking at least nine others between May and September. Inflammatory rhetoric and accusations are expected to elevate tensions in the Gulf in the short term. The threat to shipping operations in the Persian Gulf region will remain heightened in the medium term, and further disruption to international shipping operations is likely.

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).

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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