

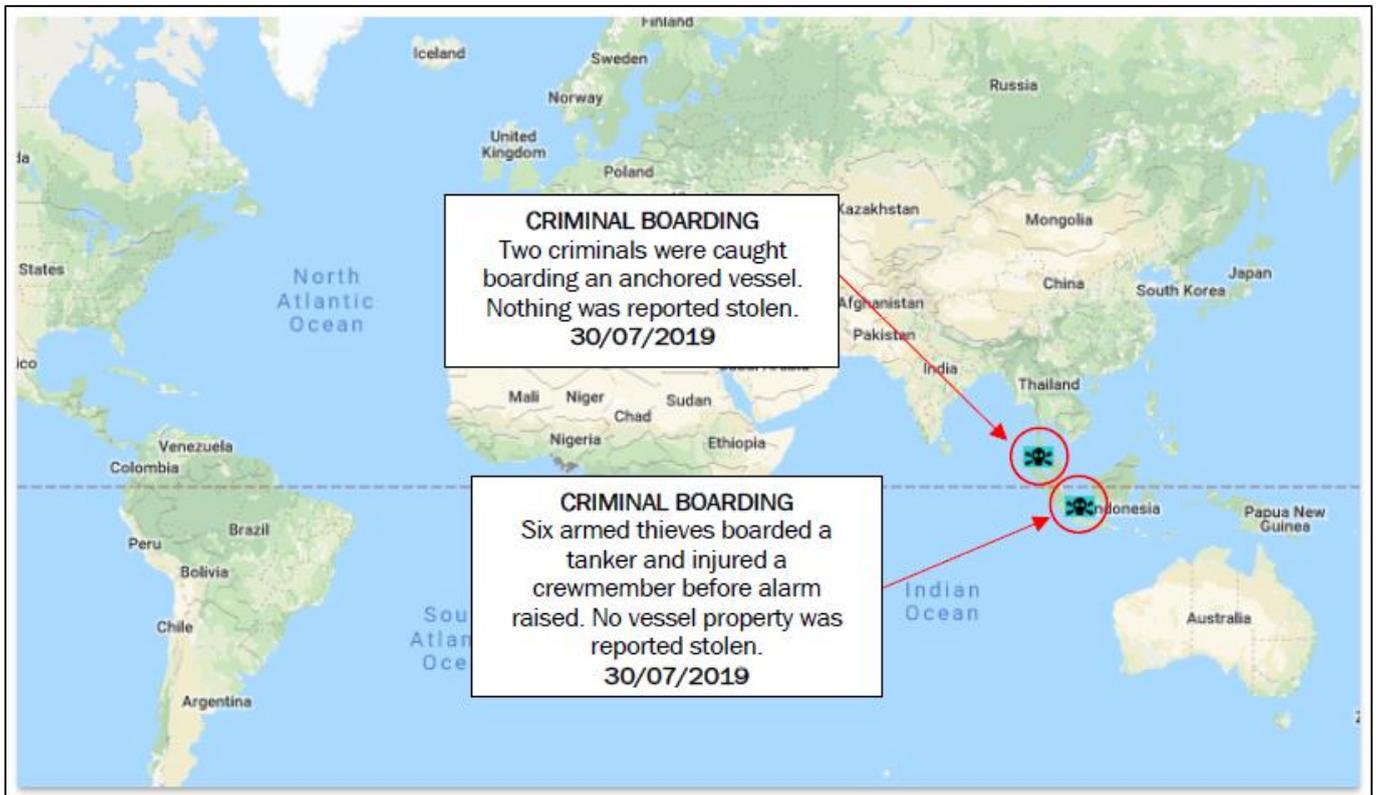
EXECUTIVE SUMMARY

- > Two 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: No incidents were recorded during the reporting period
- > South and Southeast Asia: Two incidents were recorded during the reporting period
- > Americas: No incidents were recorded during the reporting period

ADVISORIES

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

RECORDED INCIDENTS



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. 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 funneling effects (Source: US ONI).

RECORDED INCIDENTS

NSTR

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

01. 26 JULY 2019. 2130 UTC. CRIMINAL BOARDING. ICC-IMB. 04:04:36S - 039:39:48E.

Mombasa, Kenya. During routine rounds on board a berthed tanker the Duty AB reported a suspicious individual at the wharf to the Duty Officer. They continued to monitor the suspicious person until he began to climb on the forward spring lines. The Master immediately informed Port Control who sent a patrol vessel to inspect the wharf surroundings. Vessel stores were reported as stolen shortly after.

REGIONAL SUMMARY

- > No 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
- > 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

CASTOR VALI

REGIONAL SUMMARY

- > Two 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. 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



01. 30 JULY 2019. 2220 UTC. CRIMINAL BOARDING. IMO. 06:01:10S - 106:53:20E. 5NM North of Tanjung Priok, Jakarta, Indonesia. Six robbers armed with knives boarded a tanker vessel, which was waiting for pilot. The perpetrators attacked and injured the chief engineer while he was on routine rounds. Crew raised the alarm and mustered. Upon seeing the crew alertness, the assailants escaped the vessel. No vessel property was reported stolen. The incident was reported to the Vessel Traffic Service.

02. 30 JULY 2019. 2320 UTC. CRIMINAL BOARDING. IMO. 03:57:20N - 098:49:10E. Belawan Anchorage, Indonesia. Two robbers boarded an anchored vessel. Crew raised the alarm and mustered. Upon seeing crew alertness, the assailants escaped. No vessel property was reported stolen. The incident was reported to Port Control.

SPECIAL ADVISORIES

GLOBAL: JULY UPDATE OF THE MARITIME SECURITY AND STABILITY RATING

West Africa – SEVERE: In July, 12 maritime security incidents were recorded in the West Africa region, marking a 140% increase from the five incidents reported in June. These consisted of two hijackings, three attacks, one PAG sighting, one suspicious approach and five criminal boardings. These figures exceed the incident rate of ten recorded in July 2016, nine in July 2017 and seven in July 2018, resulting in a July average of 8.7 incidents in the HRA. Seven of the 12 incidents occurred within the Nigerian Exclusive Economic Zone (EEZ), with two incidents occurring in Cameroonian territorial waters and a significant offshore hijacking 56NM SW of Abgami FPSO, Nigeria.

East Africa - SUBSTANTIAL: In July, two incidents were recorded in the East Africa HRA, marking an increase from the zero incidents recorded in June and single incident recorded in May. These figures also show a decrease in piracy incidents relative to the four recorded in July 2018 and 2017 respectively. However, this is an increase relative to the singular incident noted in July 2016. The two incidents reported in July were a suspicious approach made by three skiffs in the Bab-el-Mandeb Strait and a criminal boarding of a berthed tanker at the port of Mombasa, Kenya. Vessels have continued to be seized while transiting through the Strait of Hormuz. On 19 July the Iranian Revolutionary Guard Corps (IRGC) seized a UK flagged tanker in the Strait for allegedly violating international regulations. The vessel is yet to be released by Iranian Authorities. Similarly, on 4 August the IRGC seized an oil tanker on accusations of smuggling fuel throughout the Middle East.

South and Southeast Asia – SUBSTANTIAL: In July, seven piracy incidents were recorded in South and Southeast Asia. This marks a 75% increase from the four incidents reported in June but a 36% decrease from the 11 incidents reported in May. These figures exceed the incident rate from July 2017 in which a singular incident was recorded, equal the incident rate of seven for July 2018 and has decreased relative to the 6 recorded in July 2016. The July 2019 incident rate exceeds the July average of 6.3 incidents in the HRA. The modus operandi of piracy in this HRA is largely nonviolent criminal boardings, with 86% of incidents in July 2019 being recorded as criminal boardings.

Latin America - MODERATE: In July, two incidents were recorded in Latin America, marking an increase from the zero incidents reported in June and a decrease from the five incidents reported in May. Both incidents occurred in Panama's territorial waters with one incident being the hijack of a yacht and the other being a criminal boarding. Continued instability on land as well as insecurity in port cities, has created favourable conditions for opportunistic perpetrators to carry out criminal boardings. As a result, the prospect of criminal boardings taking place in the future remains highly likely within ports, and in territorial waters belonging to littoral states, particularly in Venezuela.

Other Areas - MODERATE: North Africa and Eastern Mediterranean, Black Sea and Persian Gulf. **LOW** –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).

TERMINOLOG	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 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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