



Maritime Security Review

1 February 2016

Issue No. 4



MS | RISK

25 - 31 Jan
2016

Table of Contents

Table of Contents	2
Summary	3
Gulf of Aden/Arabian Sea	4
<i>Somalia</i>	4
<i>At Sea</i>	4
<i>Incident Map</i>	5
<i>Spotlight Report: Yemen</i>	6
Gulf of Guinea	7
<i>At Sea</i>	7
Southeast Asia	8
<i>At Sea</i>	8
<i>Full Report: Piracy & Armed Robbery Against Ships in Asia (2015)</i>	9
Worldwide	15
<i>North America</i>	15
<i>Central America/Caribbean/South America</i>	15
<i>Atlantic Ocean Area</i>	15
<i>Northern Europe/Baltic</i>	15
<i>Mediterranean/Black Sea</i>	15
<i>Spotlight Report: Libya</i>	15
<i>Arabian Gulf</i>	16
<i>East Asia/Indian Subcontinent</i>	16
<i>Northeast Asia</i>	17
<i>Pacific Ocean/Southern Ocean</i>	17
About MS Risk	18

Summary

List of Incidents at Sea for this Reporting Period

Main Regions

Gulf of Aden/Arabian Sea: No incidents reported during this period

Gulf of Guinea: One hijacking incident and three late reported incidents during this period

Southeast Asia: No current incidents to report

Worldwide

North America: No current incidents to report

Central America/Caribbean/South America: No current incidents to report

Atlantic Ocean Area: No current incidents to report

Northern Europe/Baltic: No current incidents to report

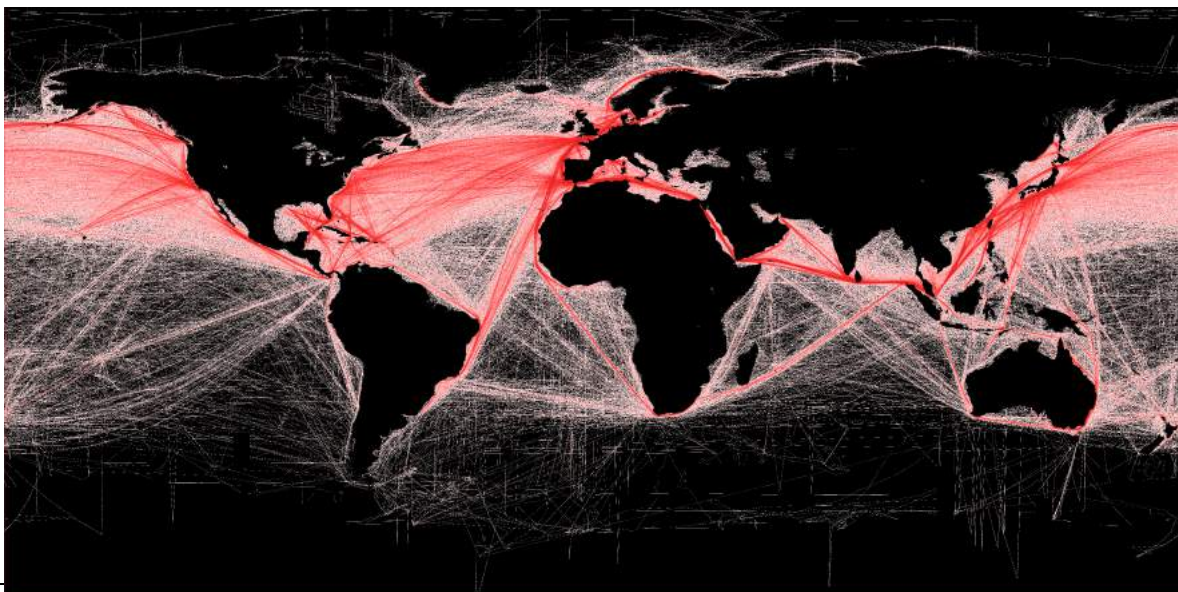
Mediterranean/Black Sea: No incidents reported during this period

Arabian Gulf: No current incidents to report

East Asia/Indian Subcontinent: Two late reported incidents during this period

Northeast Asia: No current incidents to report

Pacific Ocean/Southern Ocean: No current incidents to report



Gulf of Aden/Arabian Sea

Somalia

Pirate and maritime crime activity in waters off East Africa remains at a low level, with no reports of suspicious activity during this reporting period.

Masters are advised to remain vigilant at all times inside the HRA and are advised to adhere to strict guidance and protective measures as set down in BMP4. Sailing yachts should avoid transiting the HRA. Past activity has demonstrated that pirates will attack both large and small yachts transiting this region. While successful attacks and hijackings of merchant vessels have significantly decreased over the past two years, the possibility of attacks and the successful hijacking of sailing vessels continue to remain high. This is due to the reduction of revenue sources from pirated merchant vessels and the fact that sailing yachts are vulnerable and easier targets. PAG's continue to conduct "soft approaches" on merchant ships transiting the area. Skiffs have approached vessels in order to probe the reaction of the crewmembers and any possible Privately Contracted Armed Security Personnel (PCASP) onboard. If the pirate approach does not elicit a response, the pirates will likely proceed with an attack, in which additional skiffs may participate.

At Sea

Hijacks

- None reported during this period.

Unsuccessful Attacks/Robberies

- None reported during this period.

Vessels Fired Upon/Attempted Boardings

- None reported during this period.

Vessels Boarded

- None reported during this period.

Kidnapping

- None reported during this period.

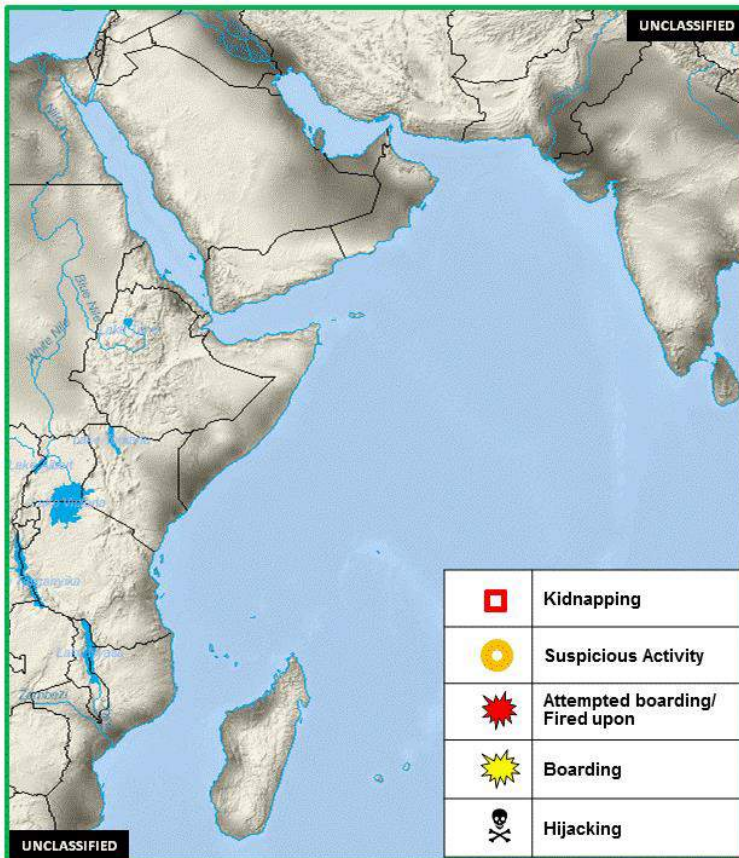
Suspicious Activity

- None reported during this period.

Other Activity

- None reported during this period.

Incident Map



Spotlight Report: Yemen

As of 31 January, the following ports in Yemen are open:

- Aden
- Hodeidah
- Mokha
- Mukalla
- Salif

The remaining ports are closed due to the conflict between the pro-government coalition and Houthi rebels. The situation in Yemen remains unstable and could result in changes to port closures. MS Risk advises that ship masters and owners stay up-to-date on the volatile situation.

Activity Report

No major incidents to report.

Procedure

Vessels calling at all ports in Yemen still require clearance from the Saudi-led coalition and the Ministry of Transport prior to entering Yemeni waters or Yemeni ports. The measure is in place to prevent weapons intended for the Houthi rebel forces from entering the country.

Upon reaching the Bab al Mandab Strait, the ship master must call in a notice of arrival. Ships entering Yemeni waters will be advised where to anchor, and will be subject to inspection by Coalition forces. Once cleared, the ship is allowed to enter port.

At port, the ship master must register with port authorities. The ship will be assigned an anchoring position until the berthing time is confirmed by the harbour master. The above information is correct as of 31 January 2016.

Gulf of Guinea

Pirate and maritime crime activity in waters off West Africa remains at a low level. There was hijacking incident and three late reported incidents that occurred in waters off the Gulf of Guinea.

All vessels transiting this region however are reminded to remain vigilant at all times.

At Sea

Hijacks

- 29 January 2016 – A group of ex-militants in support of the agitation by the Indigenous People of Biafra (IPOB) has claimed responsibility for the hijack of a ship on Friday along the Bakassi Peninsula Nigeria coastal line. The group, which recently gave the federal government a 31-day ultimatum to release Nnamdi Kanu, the IPOB leader and Director of Radio Biafra. A spokesperson of the group has threatened that they would blow up the vessel with the expatriations onboard if the government does not release Kanu.

Unsuccessful Attacks/Robberies

- None reported during this period.

Vessels Fired Upon/Attempted Boardings

- None reported during this period.

Vessels Boarded

- **24 January 2016 (Late Report)** – A vessel was boarded near position 05:50 S – 013:25 E, Matadi Anchorage, Democratic Republic of Congo. A duty crewman spotted two robbers, armed with large knives, on the portside main deck and raised the alarm. The robbers fled after stealing a length of rope.

Kidnapping

- **18 January 2016 (Late Report)** – Gunmen kidnapped sixteen persons in Bayelsa State, Nigeria. Amongst those kidnapped was the pastor of a local church. The gunmen attacked their boat after it left Twon Brass, headquarters of Brass Local Government Area, heading towards Yenagoa, the state capital.

Suspicious Activity

- **22 January 2016 (Late Report)** – A bulk carrier reported being followed near position 05:15 N – 003:13 E, approximately 70 nautical miles south of Lagos, Nigeria. The vessel was reportedly followed at a distance of 7 miles and lost the suspicious vessel after a speed increase and course change.

Other Activity

- None reported during this period.

Southeast Asia

Pirate and maritime crime activity in waters off Southeastern Asia remains at a low level however the threat of violent attacks, crime and hijackings remains high across this region. There were no incidents reported during this period.

Pirate Action Groups (PAG's) operating in this region are likely to target vessels to siphon fuel or oil onto another ship. Masters are therefore reminded to remain vigilant at all times in all regions, including at ports and anchorages. Attacks and robberies can occur at anytime. Incidents involving the siphoning of oil/fuel have been on the rise in recent months. Masters are reminded to remain vigilant at all times and to report any incidents, suspicious activity, attacks or hijackings to the local authorities.

At Sea

Hijacks

- None reported during this period.

Unsuccessful Attacks/Robberies

- None reported during this period.

Vessels Fired Upon/Attempted Boardings

- None reported during this period.

Vessels Boarded

Kidnapping

- None reported during this period.

Suspicious Activity

- None reported during this period.

Other Activity

- None reported during this period.

Full Report: Piracy & Armed Robbery Against Ships in Asia (2015)

Executive Summary

In 2015, a total of 200 incidents of piracy and armed robbery against ships, comprising of 187 actual incidents and 13 attempted incidents, were reported to the ReCAAP ISC. Of these incidents, 11 were acts of piracy, occurring in the South China Sea, while 189 were incidents of armed robbery against vessels. Compared to 2014, the region saw an increase of 7% in the total number of incidents that were reported in 2015.

Incidents

Incidents on Board Ships While Underway

Of the 200 incidents that were reported in 2015, 120 of them (60%) were incidents that occurred on board vessels while underway while 80 incidents (40%) occurred on board ships while at ports and anchorages.

The majority of the incidents that occurred on board ships while underway happened in the Straits of Malacca and Singapore (SOM).

- 104 (87%) occurred in SOMS, mostly in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait (SS).
- 10 occurred in the South China Sea (SCS), in the vicinity of Bruit Island, Pulau Aur, Pulau Bintan, Pulau Tioman, Vung Tai and West Kalimantan.
- 6 occurred in the Westbound lane of TSS
- 5 occurred in the Malacca Strait
- 2 occurred in waters off the Philippines, in the vicinity of Laparan Island and Silacay Point.
- 2 occurred in Malaysia, just south of Tg Ayam and east of Ty Kelesa.
- 1 incident occurred in Indonesia, in the vicinity of Lembah islands.
- 1 occurred in the Andaman Sea, in the vicinity of Lipe Islands.

Incidents on Board Ships at Anchor/Berth

There were a total of 80 incidents that were reported on board vessels at anchor/berth:

- 27 occurred in Vietnam (Cam Pha, Hai Phong, Ho Chi Minh, Hon Gai, Vung Tau)
- 21 in Indonesia (Belawan, Dumai, Kuala Tanjung, Pulau Batam, Pulau Bintan, Pulau Nipa, Taboneao, Tanjung Priok)
- 10 in India (Kakinada, Kandla, Sikka, Visakhapatnam)
- 10 in Bangladesh (Chittagong, Kutubdia Island)
- 6 in the Philippines (Batangas, Manila)
- 2 in Malaysia (Sandakan in Eastern Malaysia)
- 2 China (Hebel, Tianjin)
- 1 in Thailand (Dolphin Buoy, Bangkok)
- 1 in South China Sea (off Pulau Bintan)

Locations

Bangladesh

In 2015, there were a total of 10 incidents recorded in waters off Bangladesh, compared to sixteen that were reported in 2014. MS Risk advises all vessels transiting this region to remain vigilant as there is no room for complacency. While the number of incidents declined in 2015, compared to the previous year, the total number is still higher than the number of incidents that were reported in 2013, which saw 6 incidents recorded.

Indonesia

In 2015, there were a total number of 22 incidents that were recorded. This was the lowest number of incidents recorded during a five-year period since 2011. From 2011 until 2013, the number of incidents recorded in this region was on an upward trend. The number of incidents reached its peak at ninety incidents in 2013 before starting to decline from 2014 onwards.

Vietnam

The number of incidents reported at Vietnam ports and anchorages was the highest in 2015 compared to the past four years, with a total of 27 incidents reported. Of these incidents, 16 occurred at Vung Tau port/anchorage. The port authorities and enforcement agencies have been encouraged to enhance surveillance and to increase presence in and around the port.

Straits of Malacca and Singapore (SOMS)

In 2015, a total of 104 incidents were recorded in SOMS, comprising of 94 actual incidents and 10 attempted incidents. Compared to 2014, the total number of incidents in this region increased from 48 to 104. Furthermore, figures for 2015 are the highest amongst the 5-year reporting period since 2011. There were 3 incidents reported in the Malacca Strait that involved theft of oil cargo on board the OCEAN ENERGY, LAPIN and JOAQUIM.

South China Sea (SCS)

There has been a decline in the total number of incidents reported in the SCS in 2015 compared to the previous year. A total of 11 incidents were reported, in which of these 10 were incidents on board ships while underway, and one incident occurred on board a vessel while at anchor. There were six incidents that involved the hijacking of tankers for the theft of oil cargo.

Violence Factor

Number of Perpetrators

The majority of incidents that were reported in 2015 involved small groups composed of 1 – 6 perpetrators. Of the 187 actual incidents that were reported, 121 (65%) involved groups of 1 – 6 men; 22 (12%) involved 7 – 9 men; and 2 (1 %) involved groups composed of more than nine men. Incidents where more than 9 men

were involved occurred on board the DONGFANG GLORY (25 perpetrators) and ORKIM HARMONY (13 perpetrators). Both of these vessels were targeted for the theft of cargo oil on board. Compared to the previous year, incidents involving groups composed of more than 9 men has decreased in 2015. In 2014, 21 (12%) of the incidents involved more than 9 men, compared to just 2 incidents (1%) in 2015.

Number of Perpetrators

Of the 200 incidents that were reported last year, 133 (67%) involved perpetrators who were either not armed or there were no reports on whether they were armed. Of the 187 actual reports that were recorded, 12 (6%) incidents involved perpetrators armed with guns and knives. This is half of the number that were reported in 2014, when 18 (11%) incidents involved perpetrators armed with guns and knives. Furthermore, the number of incidents involving perpetrators armed with knives and machetes has also decreased in 2015 compared to the previous year. In 2015, there were a total of 54 (29%) such incidents that were reported, compared to 61 (36%) incidents that were recorded in 2014.

Treatment of Crewmembers

In 86% of the incidents that were recorded in 2015, there were reports of either crewmembers not suffering any injuries or no information available on the condition of the crewmembers. However some form of violence was reported in 27 (14%) of the incidents. In these incidents, crewmembers were threatened, held hostage (with perpetrators restraining crewmembers by tying them so that they can make away with the stolen items with no resistance), assaulted, discarded, and seriously injured. During the 8 August 2015 hijacking of JOAQUIM, one crewmember was punched in the face. During the hijacking of ORKIM HARMONY on 11 June 2015, one crewmember suffered a gunshot in his thigh. In both incidents, crewmembers recovered after receiving treatment. In 2015, there were 27 (14%) incidents that reported some form of violence inflicted on the crewmembers, compared to the 43 (25%) incidents that were reported in 2014.

Economic Factor

Type of Economic Losses

Last year, about 57% of the actual incidents that were reported recorded some type of losses. Of these incidents, the majority involved the theft of stores and engine spares. Of the 187 incidents that were reported, 65 reported loss of stores, 18 loss of engine spares and 9 loss of cash/property. Twelve incidents reported cargo discharge. This includes ten incidents of cargo oil being siphoned from product/oil tankers and two incidents of theft of scrap metal from barges. There were two incidents of vessels being hijacked and reported missing – SUN BIRDIE and ORKIM HARMONY. These vessels were later found and recovered by the authorities who had also arrested the perpetrators. Compared to 2014, there has been a decline in the number of incidents involving loss of cash/property and cargo discharged that were reported in 2015. Of the 200 incidents reported last year, 9 (5%) reported loss of cash/property and 12 (6%) reported ship cargo being discharged. This is compared to 28 (16%) of 171 incidents that reported loss of cash/property and 15 (8%) incidents that reported cargo being discharged in 2014.

Type of Vessels

Of the 200 incidents that were reported last year, 82 (41%) occurred on board bulk carriers; 61 (31%) tankers; 31 (16%) container ships; 10 (5%) tug boats; and the remaining 7% on board general cargo ships (7); supply vessels (4); vehicle carriers (2); cable layer (1); dredger (1); and fishing trawler (1).

Modus Operandi

Modus Operandi of Perpetrators in Asia

As has been observed over the past nine years, 2007 – 2015, the perpetrators operating in waters in Asia broadly belong to three main groups in which each adopts its own unique modus operandi pertaining to the location of the incident, the status of the vessel, the type of the vessels that are being targeted and the type of cargo.

Opportunistic (Non-Confrontational)

According to ReCAAP, these are perpetrators who typically do not target a specific type of vessel or a type of item to be stolen. They do however target vessels that are less vigilant and usually board ships during hours of darkness. In such cases, the perpetrators generally avoided the crewmembers on board the vessel and stole items that were easily accessible, such as mooring ropes, tools and engine spares. If they were detected by a crew member(s), then they would escape immediately by jumping overboard or into their boats. In some incidents, they escaped empty-handed. Most of these perpetrators operate mostly in SOMS and at most ports and anchorages. They are also the largest in number.

Opportunistic (Confrontational)

While these perpetrators share similar modus operandi as those mentioned above, the difference between the two groups is that this group is adamant in leaving the targeted vessel with some stolen items. Perpetrators are typically confrontational in nature, usually threatening crew members or holding them temporarily hostage by tying them so that they can make away with the stolen items with no resistance. While perpetrators in this group are usually armed with knives, which were commonly used in order to cut and remove items from ships, they did not harm the crewmembers on board the targeted vessels. Incidents involving such perpetrators were reported in the SCS on board vessels while underway as well as onboard ships at anchor and at certain ports and anchorages, particularly those with insufficient enforcement of the ISPS code.

Organized Perpetrators

These perpetrators typically target a specific type of vessel or a specific type of cargo on board the vessel. They may work in larger groups and may be instructed by a mastermind who works behind the scene.

Types of Incidents

Robbery on Board Tug Boats Towing Barges

Two main types of incidents occurred on board tug boats towing barges: robberies on board tug boats and robbery of scrap metal from barges. Of the ten incidents that were reported in 2015, eight were robbed of cash/property from tugboats and two were robbery of scrap metal from barges. Incidents that involved the robbery of scrap metal involved perpetrators who came alongside the barge in small boats, boarding the barge, which was loaded with heaps of scrap metal, and unloading the scrap metal onto their boats. Once unloaded, the perpetrators would escape immediately. They did not come in contact with the crew on board the tugboat. As most of the incidents occurred during daylight hours, the perpetrators would ensure that they had lookout for patrol vessels in the region while the robbery was in progress.

Theft of Oil Cargo

In these cases, perpetrators boarded and hijacked small tankers for theft of the oil cargo on board. In most cases, the perpetrators were armed.

In 2015, there were a total of 12 incidents involving hijacking of ships for theft of oil cargo that were reported. Of these, the authorities foiled two incidents, SUN BIRDIE (29 January 2015) and ORKIM HARMONY (11 June 2015), and arrested the perpetrators involved in three incidents, SUN BIRDIE, ORKIM HARMONY and JOAQUIM (8 August 2015). Of the twelve incidents that were reported last year, six occurred in South China Sea, four in Malacca Strait, one in Indonesia and one in Malaysia. After the 8 August 2015 incident involving the boarding of JOAQUIM, no such incident was reported.

In these cases, the modus operandi of the perpetrators is fairly similar. In most cases, it involved groups of between 6 – 9 men armed with guns and knives who boarded a tanker, majority of which were <5000 GT, during the hours of darkness. Upon boarding, the perpetrators usually gathered the crewmembers, took control of the vessel and steered the ship further away from shore. In a majority of the incidents, the perpetrators did not injure the crewmembers, opting instead to tie them in order to restrict their movements and locking them away in the cabin in a bid to prevent them from seeing what was going on. Shortly after the tanker is hijacked, another tanker, or barge, came alongside the tanker and with or without the help of the crewmembers on board the taken vessel, the perpetrators set up the equipment to siphon the oil cargo to the tanker or barge. Prior to abandoning the hijacked vessel, the communication and navigation equipment is destroyed and the crewmember's cash and personal belongings are stolen.

Robbery on Board Vessels While Underway in Straits of Malacca and Singapore

Of the 104 incidents that were reported in SOMS, 93 occurred in the eastbound lane of the Traffic Separation Scheme (TSS) of Singapore Straits (SS), six in the westbound lane, and five in the Malacca Straits. In all these incidents, the perpetrators adopted quite similar modus operandi, in terms of the modes of boarding, the treatment of crewmembers, weapons used and items targeted. Boardings typically took place during the hours of darkness, particularly between 0100 hrs and 0630 hrs; and mostly occurred to slow moving ships in the eastbound approach to the Singapore Strait. Perpetrators typically operated in groups consisting of between 1 – 6 men, with some perpetrators reported to be carrying knives/machetes. Upon being detected by the crewmembers, and the alarm being raised, the perpetrators escaped immediately, even empty-handed, and the crewmembers were not harmed. There were some incidents where losses were reported, including stolen engine spares and stores.

Conclusion

In 2015, there were a total of 200 incidents of piracy and armed robbery against ships that were reported to ReCAAP ISC in waters in Asia. Of these incidents, there were 187 actual incidents and thirteen attempted incidents. Compared to the previous year, this reflects an increase of 7%.

Last year, more than 50% of the total incidents that were reported occurred in the Straits of Malacca and Singapore (SOMS) on board vessels while underway. A total of 104 incidents were reported there, however it must be noted that since November 2015, there have been no actual incidents reported in the Straits. This is likely due to an increase in patrolling and surveillance by states coupled with the arrests of perpetrators involved in past incidents. While the situation at most ports and anchorages in Asia improved last year, in comparison to 2014, Vietnam did report an increase in the number of attacks, particularly at the Vung Tau port/anchorage, which comprised 60% of the total number of incidents that were reported in Vietnam.

Last year, there were twelve incidents reported that involved the hijacking of tankers for theft of oil cargo. Of these incidents, two were foiled by the authorities. It must be noted that since 8 August 2015, there have been no such incidents recorded.

Cooperation and collaboration amongst the shipping industry and regional authorities continues to be a key element towards combatting piracy and armed robbery against vessels transiting waters in Asia. Furthermore, reporting of incidents by vessels transiting through this region continues to be necessary in order to get an accurate picture of the threat.

Worldwide

North America

No current incidents to report

Central America/Caribbean/South America

No current incidents to report

Atlantic Ocean Area

No current incidents to report

Northern Europe/Baltic

No current incidents to report

Mediterranean/Black Sea

No current incidents to report

Spotlight Report: Libya

Libya's security situation remains critical; extreme caution is advised for commercial vessels operating in Libyan waters. Libya faces a significant rise in terrorism by Islamic State in Libya, which has now incorporated attacks via maritime trajectory. There is a significant threat to commercial vessels attempting to approach Libyan ports.

Port Status as of 31 January 2016

Port Name	Port Status	Risk Level	Risk Change (since September 2015)
Port of Abu Kammash	Open	Low	
Port of al-Khums (Homs)	Open	Low	
Port of As-Sidra (Sirte, Es Sider)	Closed	High	
Port of Benghazi	Closed	High	
Port of Bouri (offshore port)	Open	No Known Risk	
Port of Derna	Closed	High	
Port El Brega (Marsa El Brega)	Open	High	Upgraded from Low. 1/16
Port of Hariga	Open	Medium	
Port of Mellitah	Open	Medium	
Port of Misrata (Qasr Ahmed)	Open	High	
Port of Ras Lanuf	Closed	High	
Port of Tobruk	Open	Medium	
Port of Tripoli	Open	High	
Port of Zawiya (Zawia)	Open	Medium	
Port of Zueitina	Closed	High	Upgraded from Medium. 1/16

Arabian Gulf

No current incidents to report

East Asia/Indian Subcontinent

- 23 January 2016 (India - Late Report)** – A duty crewman onboard an LPG tanker anchored near position 17:39 N – 083:24 E, Visakhapatnam Anchorage on routine rounds noticed foot marks on the upper deck aft area. Alarm was raised and a thorough search was carried out. It was reported that the vessel's properties were stolen from several store rooms. Port control was informed of the incident.
- 15 January 2016 (Indonesia - Late Report)** – Four robbers boarded an anchored offshore support vessel near position 00:44 N – 104:09 E, Galang Anchorage, Batam. Duty oiler noticed the robbers via the security camera and informed the duty officer. The alarm was raised and the crew was mustered. Upon seeing the crew's alertness, the robbers escaped with stolen ship's stores.

Northeast Asia

No current incidents to report

Pacific Ocean/Southern Ocean

No current incidents to report

About MS Risk

MS Risk is a privately owned company domiciled in the Isle of Man. It is underwritten by a syndicate of Lloyd's of London for special risks case management in all jurisdictions. It also acts as retained advisors to syndicates in the Lloyd's of London specialty risk insurance markets: kidnap for ransom, extortion, hijack, illegal detention, illegal war tax, malicious product tamper, terrorism, political and war risk.

MS Risk is always mindful and compliant to legislation and guidelines on the use of private security services including, but not limited to the US FCPA (1977), UK Bribery Act (2010), Canadian Bill C-48 (2007), ASX 8 Corporate Governance Principles, and the World Bank/IFC Voluntary Principles on the Use of Government and Private Security Forces. MS Risk is a signatory of the Swiss government's International Code of Conduct. It is transparent and compliant to market expectations on legal and ethical conduct in the performance of services.

MS Risk has a dedicated team of researchers, a 24/7 hotline service and a pool of trained and experienced consultants to support client needs.

MS Risk supports clients in a variety of business sectors with the following services:

- Security Consulting
 - Risk assessments and intelligence reporting
 - Planning and management
 - Due diligence and investigations.
- Project Management
 - Interim security
 - Training
 - Special assignments
- Crisis Response
 - Crisis management
 - Business continuity management
 - Hostile operations support to commercial interests
- Virtual Security Director service for clients lacking a full time security executive.

References are always available.

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