

Global Maritime Security Report

19 January 2021



B E S S O L I M I T E D

CYRUS
A TRADING NAME OF BESSO LIMITED

19 January 2021

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Steve Lerigo

steve.lerigo@besso.co.uk
+44 (0) 7384 461 820

Carl Osbourn

carl.osbourn@besso.co.uk
+44 (0) 7384 114 595

Sean Woollerson

sean.woollerson@besso.co.uk
+44 (0) 7803 858 813

Felix Schade

felix.schade@besso.co.uk
+44 (0) 7741 313 193

Paul Sinclair

paul.sinclair@besso.co.uk
+44 (0) 7384 115 960

Gareth Morrow

gareth.morrow@besso.co.uk
+44 (0) 7803 117 459

Tom MacDonald

tom.macdonald@besso.co.uk
+44 (0) 7384 113 684

Gilles Baetens

gilles.baetens@bessocyrus.com
+31 (6) 16 075 846

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Incidents at Sea: 11 - 17 January 2021

Region	Current Incidents	Late Reported Incidents	Threat Level
MAIN REGIONS			
Gulf of Aden - Indian Ocean - East Africa	1	0	Low
West Africa (Gulf of Guinea)	0	0	Low
East Asia - Southeast Asia	0	0	Low
WORLDWIDE			
North America	0	0	Low
Central America - Caribbean - South America	0	0	Low
Atlantic Ocean	0	0	Low
Northern Europe - English Channel - Baltic	0	0	Low
Northern Europe - English Channel - Baltic	0	0	Low
Arabian Gulf	0	0	Low
Northeast Asia	0	0	Low
Pacific Ocean Area - Australia - New Zealand	0	0	Low

Piracy levels are determined on a weekly basis as follows:

- HIGH** 5 or more piracy incidents in current reporting period
- MEDIUM** 2 - 4 piracy incidents in current reporting period
- LOW** 0 - 1 piracy incidents in current reporting period

Disclaimer: The information contained in this report is as accurate as possible at the time of publishing. In some cases, however, incidents are updated at a later date as more information becomes available. We encourage our subscribers to confidentially report any incidents or suspicious activity to info@msrisk.com

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Gulf of Aden - Indian Ocean - East Africa

Vessels operating in the Gulf of Aden, Red Sea, Arabian Sea and Indian Ocean remain at a high risk of piracy, coupled with a risk of vessel damage due to the ongoing conflict in this region. The waters of the Red Sea, Gulf of Aden, Somalia, Arabian Sea and Indian Ocean remain a high-risk area and heightened vigilance is recommended.

Commercial vessels operating in these waters remain at a high risk of being targeted by missiles, rockets, projectiles, mines, small arms, unmanned aerial vehicles, unmanned surface vessels, or waterborne improvised explosive devices, due to the ongoing conflict in Yemen. Vessels transiting the greater Gulf of Aden region should operate under a heightened state of alert. This is due to increasing tensions in the region, particularly around Bab al Mandab Strait and near Yemen, where fighting has taken a maritime trajectory. The risk for potential direct or collateral damage to vessels transiting the region is high. These threats may come from a number of different sources such as missiles, projectiles, or waterborne improvised explosive devices. Houthi rebels have claimed responsibility for the 1 October 2016 attack on a UAE vessel. MS Risk advises all vessels transiting this region to report any hostile activities immediately. Additionally, piracy continues to pose a risk in the Gulf of Aden, Western Arabian Sea and Western Indian Ocean. Any commercial vessels operating in these waters are advised to remain vigilant at all times and should review security measures on a regular basis, ensure that AIS is transmitting at all times, and should monitor VHF Channel 16. Additionally, vessels are advised to:

- Carry out a pre-voyage risk assessment, incorporate appropriate protective measures into their vessel security plans, and adhere to industry guidance, including the use of BMP5 practices;
- Vessel security practices should be hardened prior to entering the Red Sea/Gulf of Aden/Somalia/Arabian Sea/Indian Ocean high-risk area; when transiting these waters, it is essential that crewmembers maintain a 24-hour visual and radar watch;
- Should avoid entering or loitering near Yemeni ports and should exercise heightened vigilance if entering into Yemen's territorial waters or Saudi Arabian territorial waters north of Yemen on the Red Sea;
- Should remain particularly vigilant when at anchor, operating in restricted manoeuvring environments, or proceeding at slow speeds;
- Establish and remain in contact with regional authorities and report any incidents or suspicious activity immediately;
- Answer all VHF calls from coalition navies.

As piracy attacks and incidents in this region have significantly declined in recent years, some vessels transiting these waters may have increasingly become complacent in the belief that the overall piracy threat has diminished. However, factors including poverty and other issues on land, remain a motivation for pirates operating in this region, who maintain the capabilities and drive to attack and hijack vessels. Consequently the threat of attack and/or hijacking remains high as the root causes in Somali have not been sufficiently addressed.

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Masters are advised to remain vigilant at all times inside the HRA and are urged to adhere to guidance and protective measures as set down in BMP5. 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 declined, the possibility of attacks and the successful hijacking of sailing vessels continues 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 to assess whether any Privately Contracted Armed Security Personnel (PCASP) are onboard. If the pirate approach does not elicit a response, the pirates will likely proceed with an attack, in which additional skiffs may participate.

Current Incidents

Current Incidents:

1



4 January (Gulf of Aden) - At 0849 UTC on Thursday, an MV reported a suspicious approach by one boat with four pirates and ladders sighted on board. The incident occurred in position 1206N - 04425E.

Previously Reported Incidents

14 December 2020 (Saudi Arabia) - An explosion occurred near the Singapore-flagged tanker BW RHINE as the vessel was conducting cargo operations near Jeddah Port. The explosion was external, causing an internal fire, which was extinguished within the hour.

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West Africa (Gulf of Guinea)

Waters off the Gulf of Guinea remain a high-risk threat to commercial vessels transiting this region.

Throughout 2020, pirates and armed robbers operated off nine countries in the Gulf of Guinea - Nigeria, Benin, Cameroon, Equatorial Guinea, Ivory Coast, Ghana, Togo, São Tomé and Príncipe and Gabon. Approximately 51% of all incidents of piracy and armed robbery reported in 2020 occurred in waters off Nigeria. Figures released for the first three quarters of 2020 (January - September) indicate that the Gulf of Guinea region reported a 40% rise in the number of kidnappings, compared with the same period in 2019. Furthermore, approximately 95% of global kidnappings that were reported in the first 9 months of 2020 occurred in the Gulf of Guinea. These attacks involved eighty crewmembers being kidnapped in fourteen incidents that occurred in waters off Nigeria, Benin, Gabon, Equatorial Guinea and Ghana.

Pirates and armed robbers operating throughout the Gulf of Guinea continue to target a variety of vessels, including tankers, container ships, general cargo vessels, fishing vessels, passenger vessels and numerous vessels supporting oil drilling and production. Groups have used motherships to support operations up to 200 nautical miles from shore and have often fired upon vessels during boarding's and attempted boarding's. Pirates operating in waters in the Gulf of Guinea are usually armed with guns and knives and are increasingly kidnapping larger groups of seafarers at further distances off the coast of West Africa, and are well organized and target all types of vessels.

Vessels operating in waters in the Gulf of Guinea are advised to remain vigilant at all times and should comply with Best Management Practices to Enhance Maritime Security for Vessels & Mariners Operating off the Coast of West Africa including the Gulf of Guinea (BMP WA). Additionally, vessels are advised to:

- Understand the threat to vessels transiting these waters as previous attacks have occurred 200 nautical miles from the coast and past locations of attacks should be considered as part of a vessel's threat and risk assessment;
- Closely monitor the threat situation and remain in close contact with local agents and regional authorities to remain abreast of the current situation;
- Remain familiar with vessel security plans and the specific protection measures that should be implemented in the event that the vessel comes under attack;
- Equip citadel with a satellite telephone;
- Report all attacks or suspicious activity immediately to the appropriate authorities.

Current
Incidents:

0

Current Incidents

No incidents reported during this period.

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Previously Reported Incidents

4 January 2021 (Congo) - Robbers armed with knives boarded a container ship anchored at Pointe Noire North Anchorage, position 04:42S - 011:44E. The alarm was sounded and all crewmembers were mustered in the citadel. The robbers stole ship's stores and escaped. The incident was reported to port control. All crew have been reported safe.

29 December 2020 (Nigeria) - The crew on a tanker reported a suspicious approach by a speedboat approximately 94 nautical miles southwest of Brass, Nigeria, near position 02:44N - 006:24E. The skiff, which had five armed men on board, approached within 50 metres of the tanker's starboard side. When the Master carried out evasive manoeuvres, the skiff departed the area.

26 December (Ghana) - A robber boarded a cargo vessel in Takoradi Anchorage, near position 04:53N - 001:41W. When the duty officer noticed the robber on the forecandle and raised the alarm, the robber fled with the vessel's property.

24 December 2020 (Angola) - Robbers boarded a research vessel in Luanda Anchorage, near position 08:44S - 013:17E. The robbers stole several mooring lines from the vessel forecandle without being spotted.

24 December 2020 (Nigeria) - Pirates released five Ghanaians kidnapped from the Ghana-flagged general cargo vessel AM DELTA. They were in good health and unharmed.

22 December 2020 (Nigeria) - The crew of the Singapore-flagged tanker BW PAVILION LEEARA reported a suspicious approach by a speedboat approximately 121 nautical miles southwest of Brass, Nigeria, near position 02:26N - 005:24E. When the speedboat approached the tanker on the port side, the captain increased speed, altered course, and notified his company. The speedboat subsequently changed course and increased speed to continue its pursuit of the tanker. During the incident, the crew were mustered into the citadel, apart from the Captain and two other crewmembers who remained on the bridge. The speed boat aborted the chase after 45 minutes.

21 December 2020 (Nigeria) - Lebanon's Foreign Ministry announced that three of its citizens, along with two Egyptians, had been released after they were kidnapped on 26 November from the cargo ship MILANO I off the coast of Nigeria.

21 December 2020 (Nigeria) - Pirates boarded the Malta-flagged container ship Port GDYNIA approximately 100 nautical miles south-southwest of Brass, near position 02:37N - 005:37E. The crew were evacuated to the citadel, where they heard gunfire inside the ship. The pirates eventually departed the vessel and the crew was able to continue on its voyage to Bata, Equatorial Guinea.

19 December 2020 (Nigeria) - Pirates boarded the Singapore-flagged container ship MAERSK CADIZ approximately 85 nautical miles south of Brass, near position 02:39N - 006:14E. Three security vessels responded to the incident but the pirates had departed the container ship. The crew has been reported safe.

18 December 2020 (Nigeria) - Pirates reportedly boarded the Bermuda-flagged LNG tanker LNG LAGOS II 170 nautical miles southwest of Brass, near position 02:17N - 003:54E.

16 December 2020 (Nigeria) - Pirates boarded the Cameroon-flagged cargo vessel STEVIA while underway from Port Harcourt, Nigeria to Abidjan Ivory Coast. The boarding occurred near position 03:50N - 006:09E, approximately 28 nautical miles southwest of Brass, Nigeria. Eight crewmembers were kidnapped.

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15 December 2020 (Nigeria) - Pirates boarded the Malta-flagged tanker NEW RANGER underway near position 02:00N - 04:45E, approximately 160 nautical miles south-southwest of Brass, Nigeria. When the duty officer saw the perpetrators, he raised the alarm. All crew retreated into the citadel. Eventually, the pirates left the vessel and the crew emerged from the citadel. The vessel and crew have been reported safe.

14 December 2020 (Nigeria) - Pirates released three crewmembers kidnapped from the tanker STELIOS K on 16 December after 28 days in captivity.

10 December 2020 (Nigeria) - Pirates boarded the Cameroon-flagged cargo vessel CAP SAINT GEORGES while underway 48 nautical miles west of Bayelsa, near position 04:37N - 004:38E. Pirates kidnapped five crewmembers (3 Cameroonians, 1 Ghanaian, and 1 from Sierra Leone). The remaining crewmembers sailed the vessel to a safe port.

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East Asia - Southeast Asia

Waters in East Asia and Southeast Asia continue to be high-risk areas to commercial vessels transiting this region. Piracy and armed robbery in Asia differs significantly from that of Somali-based piracy - Somali-based pirates generally attack vessels in order to hijack them and hold crewmembers for ransom; criminal activity occurring in waters in Asia generally revolves around theft of personal property and hijacking of vessels for the purpose of cargo theft.

Pirates and armed robbers operating in Asian waters primarily board vessels in order to steal stores and engine spares as well as personal belongings of crewmembers. This type of attack affects all vessels that transit the region. Hijacking of vessels for the purpose of cargo theft typically sees tankers carrying refined products targeted. Armed robbery remains opportunistic in nature, and can at times be violent. Vessels are particularly vulnerable when at anchor or when the bridge team are involved in navigating through congested waters and island groups. Perpetrators carrying out armed robberies typically aim to board and leave the vessel without being seen and sometimes turn violent when sighted or confronted by crewmembers.

Vessels transiting this region are advised to:

- Ship Masters and crewmembers are strongly advised to exercise vigilance, maintain constant lookout for suspicious vessels in the vicinity and report all incidents and suspicious activity immediately to the nearest coastal state;
- Prior to entering these waters, vessels are advised to implement preventative measures;
- Maximise alertness of lookouts for suspicious small boats and increase watch keeping on board vessels during both daylight and night time hours;
- Maintain communication with their shipping company and provide regular updates;

The risk of abduction of crewmembers in the Sulu-Celebes Seas and waters off Eastern Sabah remains high. Considering the continued existence of the threat of abduction of crew and the violent nature of perpetrators, vessels are advised to reroute from the area, where possible; otherwise ship masters and crewmembers are strongly urged to exercise extra vigilance and report any incidents or suspicious activity immediately to the Operation Centres of the Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia.

Current
Incidents:

0

Current Incidents

No incidents reported during this period.

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Previously Reported Incidents

3 January 2021 (Indonesia) - Three robbers armed with knives boarded an anchored bulk carrier at Muara Berau Anchorage, near position 00:15S - 117:34E. The robbers were discovered by the duty crew at the forecastle store room. They stole ship's stores and escaped. The incident was reported to the local authorities.

14 December 2020 (Indonesia) - Four robbers armed with knives boarded a bulk carrier berthed in Lubuk Guang Port, Dumai. They took the duty officer hostage and tied him up. The robbers stole ship's stores and spare parts, and released the duty officer before escaping.

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January - December 2020 Piracy & Armed Robbery in Asia Review

During the January - December 2020 reporting period, a total of 97 incidents - consisting of 95 actual incidents and two attempted incidents - of piracy and armed robbery against vessels were reported in Asia. This figure represents a 17% increase in the total number of incidents and a 32% increase in the number of actual incidents reported in 2020 compared to the same period in 2019.

In 2019, a total of 83 incidents - consisting of 72 actual incidents and eleven attempted incidents - were reported. Of the total 97 incidents that were reported in 2020, 93 incidents were armed robbery incidents against vessels and four were piracy incidents. The rise in incidents in 2020 occurred in Bangladesh, India, the Philippines, Vietnam, the South China Sea and the Singapore Strait. Of particular concern has been the continued rise in incidents taking place on board vessels while underway in the Singapore Strait, with the 2020 reporting period seeing 34 such incidents, compared to 31 incidents recorded in 2019. The situation of kidnap of crewmembers in the Sulu-Celebes Seas and in waters off Eastern Sabah continued to be an issue throughout 2020, as highlighted by the 17 January abduction incident on a fishing trawler off Sabah and information of planned kidnapping by members of the Abu Sayyaf Group (ASG) targeting vessels passing by Tawi-Tawi, the Philippines, and Sabah waters. Throughout 2020, the number of incidents occurring at ports/anchorages in the Philippines increased with a total of 13 incidents reported, compared to just seven in 2019. However it should be noted that there has been some improvement in the region, notably at ports/anchorages in China and Malaysia. There were also arrests of perpetrators in Bangladesh, India, the Philippines, Indonesia and the Singapore Strait.

Locations of Increased Incidents

During the 2020 reporting period, the rise in incidents occurred in the following locations (all incidents are armed robbery against vessels with the exception of those in the South China Sea):

- Bangladesh - Five incidents were reported in 2020 compared to no incidents in 2019.
- India - Nine incidents were reported in 2020 compared to 5 incidents in 2019.
- Philippines (excluding the Sulu-Celebes Seas) - Thirteen incidents were reported in 2020 compared to 7 in 2019.
- Vietnam - Six incidents were reported in 2020 compared to 2 incidents in 2019.
- South China Sea - Four incidents of piracy were reported in 2020 compared to one piracy incident reported in 2019.
- Singapore Strait - Thirty-four incidents reported in 2020 compared to 31 in 2019.

The following locations saw a decline in the number of incidents reported in 2020 compared to 2019:

- China - No incidents reported in 2020 compared to 3 incidents in 2019.
- Malaysia (excluding the Singapore Strait) - Three incidents reported in 2020 compared to 8 in 2019.

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- Sulu-Celebes Seas - One incident of abduction of crew was reported in 2020 compared to 2 such incidents in 2019.

Status of Vessels

Of the total 97 incidents reported in 2020, 55 incidents occurred on ships while at anchor/berth and 42 incidents occurred on board vessels while underway. This conforms with past trends where the majority of incidents occurred on board vessels while at anchor/berth. All incidents that were reported in Indonesia and the Philippines in 2020 occurred on board ship's at anchor/berth - Bangladesh (4 incidents), India (7 incidents), Indonesia (22 incidents), Malaysia (2 incidents), the Philippines (13 incidents), South China Sea (2 incidents), and Vietnam (5 incidents). All incidents reported in the Straits of Malacca and Singapore (SOMS) and the Sulu-Celebes Seas occurred on board vessels while underway - Bangladesh (1 incident), India (2 incidents), Malaysia (1 incident), South China Sea (2 incidents), SOMS (34 incidents), Sulu-Celebes Seas (1 incident), and Vietnam (1 incident).

Update on Situation of Armed Robbery Against Vessels in the Singapore Strait

In 2020, a total of 34 incidents were reported in the Singapore Strait. Of this total figure, 30 incidents occurred in the eastbound lane of the Traffic Separation Scheme (TSS), 2 incidents occurred in the precautionary area in the Singapore Strait, 1 incident occurred in the westbound lane of the TSS, and 1 incident just outside (south) of the TSS. The following observations have been noted pertaining to the modus operandi of perpetrators operating in the Singapore Strait:

- The majority of incidents involved 1 - 3 perpetrators. Of the total 34 incidents, 21 incidents involved 1 - 3 perpetrators, 9 incidents involved 4 - 6 perpetrators, 2 incidents involved 7 - 9 perpetrators and 2 incidents had no information regarding the number of perpetrators involved.
- In 14 of the 28 incidents that involved large vessels (bulk carriers, tankers, and reefer vessel), the perpetrators were sighted in the engine room and managed to steal engine spares in seven of the 14 incidents.
- Of the 28 incidents that involved large vessels, 27 of them occurred during the hours of darkness.
- In four out of six incidents that involved barges being towed by tug boats, the perpetrators stole the cargoes carried on board the barges, with all four incidents occurring during daylight hours.
- In comparison to the location of the incidents reported in 2019 with those occurring in 2020, there was a marked shift from the westbound lane to the eastbound lane of the TSS in the Singapore Strait. During the first eight months of 2019, all incidents reported in the Singapore Strait occurred in the westbound lane of the TSS. However from September 2019 - November 2020, the majority of incidents were reported in the eastbound lane of TSS, with no incidents reported in December 2020.

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Update on Situation of Abduction of Crewmembers in the Sulu-Celebes Seas and Waters off Eastern Sabah

Over the course of 2020, there was one incident of abduction of crew from a fishing trawler that was reported off Lahad Datu, Sabah, Malaysia, on 20 January. Six perpetrators armed with guns, dressed in black suits with masks onboard a grey speedboat abducted eight crewmembers from the Malaysia-registered fishing trawler. On the same day at about 1500 hrs, the fishing trawler was found abandoned with no crewmembers on board at approximately 4.24 nautical miles off Pulau Tambisan, Lahad Datu, Sabah Malaysia. On 18 January, Malaysian authorities reported that they had recovered three of the eight missing crewmembers in the vicinity of Lahad Datu, Sabah. The body of one of the five abducted crewmembers was located during a military operation in Patikul, Sulu the Philippines on 29 September 2020. As of January 2021, the remaining four crewmembers remain in captivity.

Throughout 2020, authorities in the Philippines and Malaysia continued to carry out patrols, conduct pursuit operations and intensify their military operations to rescue the crew in captivity and to arrest and neutralize the members of Abu Sayyaf Group (ASG). The Malaysian authorities arrested three ASG members in Sabah, Malaysia, and they were handed over to the Philippine authorities on 7 June 2020. On 22 June 2020, the Armed Forces of the Philippines engaged in a firefight with members of the ASG during a military operation. The operation was part of continued military efforts by the Philippine military against ASG. During the operation, an unknown number of ASG members were killed or wounded. On 3 November 2020, the Philippine Joint Task Force (JTF) of Sulu foiled a kidnap-for-ransom plan by ASG. The JTF had been monitoring the activities of ASG members who planned to execute a kidnap-for-ransom plan in an undisclosed province in northern Mindanao. At about 0215 hrs on 3 November, the JTF located the ASG's boat near Sulare Island in Parang, Sulu, and neutralized seven ASG members.

Conclusion

The January - December 2020 reporting period saw a 17% rise in the total number of incidents reported in this region, and notably a 32% increase in the number of actual incidents reported. Furthermore, the rise in activity has not been limited to a particular location in Asia, but has been seen in a number of areas, including in Bangladesh, India, the Philippines, Vietnam, South China Sea and the Singapore Strait. Over the past several years, the number of actual incidents reported in this region has continued to rise, from the lowest number of actual incidents reported in 2018 (62 incidents), to 72 actual incidents in 2019, and a further increase to 95 actual incidents in 2020. The continued rise in actual incidents in recent years has highlighted that waters in Asia continue to pose a threat to vessels transiting this region.

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Worldwide

Total
Current
Worldwide
Incidents

0

North America

Current Incidents

No incidents reported during this period.

Previously Reported Incidents

31 December 2020 (Mexico) - One boat was destroyed during an attack on vessels operated by a conservation NGO group in a refuge for the endangered vaquita porpoise in the upper Gulf of California. The crew aboard one of the vessels were retrieving a gillnet from the water when fishermen aboard at least five pangas began throwing lead weights and Molotov cocktails at both crew and military officials who were on board. According to the NGO group, as the vessel began to leave the scene, one of the pangas swerved in front of it and smashed into the hull. The smaller vessel broke in two and its two passengers were thrown into the sea. A second NGO vessel recovered the two men, who were given emergency first aid. Doctors with the Mexican Navy arrived and treated the two, one of whom wasn't breathing when he was brought aboard. While the men were being treated, the NGO group reported, two other fishermen boarded the NGO vessel, threatened the crew and officials on board and smashed a camera that was filming the incident. One of the fishermen later died from his injuries.

Central America / Caribbean / South America

Current Incidents

No incidents reported during this period.

Previously Reported Incidents

No previously reported incidents.

Atlantic Ocean

Current Incidents

No incidents reported during this period.

Previously Reported Incidents

No previously reported incidents.

Northern Europe / Baltic

Current Incidents

No incidents reported during this period.

Previously Reported Incidents

No previously reported incidents.

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Mediterranean / Black Sea

Current Incidents

No incidents reported during this period.

Previously Reported Incidents

No previously reported incidents.

Arabian Gulf

Current Incidents

No incidents reported during this period.

Previously Reported Incidents

3 January 2021 (Iran) - Iran's Revolutionary Guards Corps seized a South Korean-flagged tanker in the Persian Gulf. Seoul confirmed the seizure of a South Korean chemical tanker by Iranian authorities in the waters off Oman and demanded its immediate release. Several Iranian media outlets, including Iranian state TV, reported that the Guards navy captured the vessel for polluting the Gulf with chemicals. The semi-official Tasnim news agency published pictures showing what it identified as Guards speedboats escorting the tanker Hankuk Chemi, which it said was carrying 7,200 tons of ethanol. They reported the vessel's crew members, including nationals of South Korea, Indonesia, Vietnam, and Myanmar, have been detained. The tanker is being held at Iran's Bandar Abbas Port.

31 December 2020 (Iraq) - Iraqi ordnance disposal personnel defused a large mine discovered on the hull of an oil tanker in the Persian Gulf, and evacuated its crewmembers. A statement came a day after two private security firms disclosed that sailors feared that they had found the limpet mine on the Liberia-flagged tanker POLA in the waters off the Iraqi Port of Basra.

Indian Subcontinent

Current Incidents

No incidents reported during this period.

Previously Reported Incidents

No previously reported incidents.

Pacific Ocean Area / Australia / New Zealand

Current Incidents

No incidents reported during this period.

Previously Reported Incidents

No previously reported incidents.

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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. MS Risk is a retained adviser to leading syndicates in the Lloyd's of London specialty risk insurance markets for mitigating and responding to perils including: kidnap for ransom, extortion, hijack, illegal detention, malicious product tamper, crisis evacuation, terrorism, political & war risks.

MS Risk is a signatory of the International Code of Conduct and member of ICOCA. All work is compliant to the Voluntary Principles for Security and Human Rights. It is transparent and compliant to market expectations on legal and ethical conduct in the performance of services worldwide.

MS Risk has dedicated researchers, a 24/7 hotline service and a team of 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

CRISIS RESPONSE

- Crisis management
- Business continuity management
- Hostile operations support to commercial interests

PROJECT MANAGEMENT

- Interim security
- Training
- Special assignments

VIRTUAL SECURITY DIRECTOR SERVICE

- For clients lacking a full-time security executive

References are always available.

More information is found at www.msrisk.com

24 hr Global Contact Information: +44 207 754 3555

Email: operations@msrisk.com

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About Cyrus – A Fresh Perspective

CYRUS is a specialist marine team within Besso Limited, formed by bringing together a group of individuals who share the same values and ambitions in the shipping insurance industry. These values benefit you by providing a unique combination of experience, flexibility, strong trading relationships and state of the art technology.

Experienced and highly regarded

CYRUS provides a fresh approach to broking with strong independent financial backing. The company has an experienced, highly regarded, qualified team, which has the resources and skills to operate to the highest standards whilst at the same time harnessing the creative thinking of some of the best talent in the market.

Flexibility

The CYRUS team has the structure and ability to be agile and act quickly. The focus is on direct or assisted retail relationships, which means they are able to quickly gain a detailed understanding of your operations, which they use to derive the best benefits from the market. This approach is complemented by an exemplary level of service; achieved by designing I.T. systems with your needs in mind.

Trading relationships

The team enjoy some of the strongest underwriting relationships in the marine insurance market, a number of which span many decades. This is a key benefit to owners in an industry where the trust and respect of individuals leads to tangible benefits for clients with your placing and claims.

Bridge

This fresh approach is underpinned by our secure, state of the art, client platform BRIDGE, which provides clients with access to their insurance programme from anywhere in the world. Bridge has been designed to reduce the administrative burden on the insurance team, providing the following supportive components to clients:

- instant access to policy documentation
- dynamic claims tracking from initial advice to final settlement
- AIS-linked for asset tracking
- premium monitoring
- quoting, negotiation and binding of war breaches, including immediate production of invoices

Product Classes

CYRUS offer the cost effective placement of **all types of cover from physical damage and liability to business interruption** which includes the following:

Special Risks

Primary Delay/Loss of Hire under 14 days.
Gas off take protection
Force Majeure cover
Charter Termination
Delay in Delivery
Liquidated Damages

Cyber

Hull exclusion “Buy Back” cover
Loss of income and extra expense
Cyber Extortion and Ransomware
Incident response costs
I.T. Restoration costs
Network Privacy Liability

Unique War Risks and K&R products and structures

South Suite, Ragnall House, 18 Peel Road
Douglas, Isle of Man, IM1 4LZ

24 hr Global Contact: +44 207 754 3555
www.msrisk.com

Directors

S.J. Bingham, P.A. Crompton, P.O.J. Tracy
Registered in the Isle of Man No. 007435V



CYRUS - A TRADING NAME OF BESSO LIMITED

8-11 Crescent, London EC3N 2LY
+44 (0)207 480 1000

cyrus.besso.co.uk

