

Global Maritime Security Report

2 February 2021



BESSO LIMITED

CYRUS
A TRADING NAME OF BESSO LIMITED

2 February 2021

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Steve Lerigo

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

Felix Schade

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

Tom MacDonald

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

Carl Osbourn

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

Paul Sinclair

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

Gilles Baetens

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

Sean Woollerson

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

Gareth Morrow

gareth.morrow@besso.co.uk
+44 (0) 7384 117 459

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Incidents at Sea: 25 - 31 January 2021

Region	Current Incidents	Late Reported Incidents	Incident Threat Level for Current Reporting Period*	OVERALL THREAT LEVEL
MAIN REGIONS				
Gulf of Aden / Indian Ocean / East Africa	0	1	Low	HIGH
West Africa (Gulf of Guinea)	2	1	MEDIUM	HIGH
East Asia / Southeast Asia	1	1	Low	HIGH
WORLDWIDE				
North America	0	0	Low	Low
Central America / Caribbean / South America	0	1	Low	MEDIUM
Atlantic Ocean	0	0	Low	Low
Northern Europe / Baltic	0	1	Low	Low
Mediterranean / Black Sea	0	0	Low	Low
Arabian Gulf	0	0	Low	MEDIUM
Indian Subcontinent	0	0	Low	Low
Pacific Ocean Area / Australia / New Zealand	0	0	Low	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

**note that the threat level for the reporting period pertains to the number of current incidents reported in the specified region during the designated reporting period and may be different (higher or lower) to the overall regional threat level*

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.

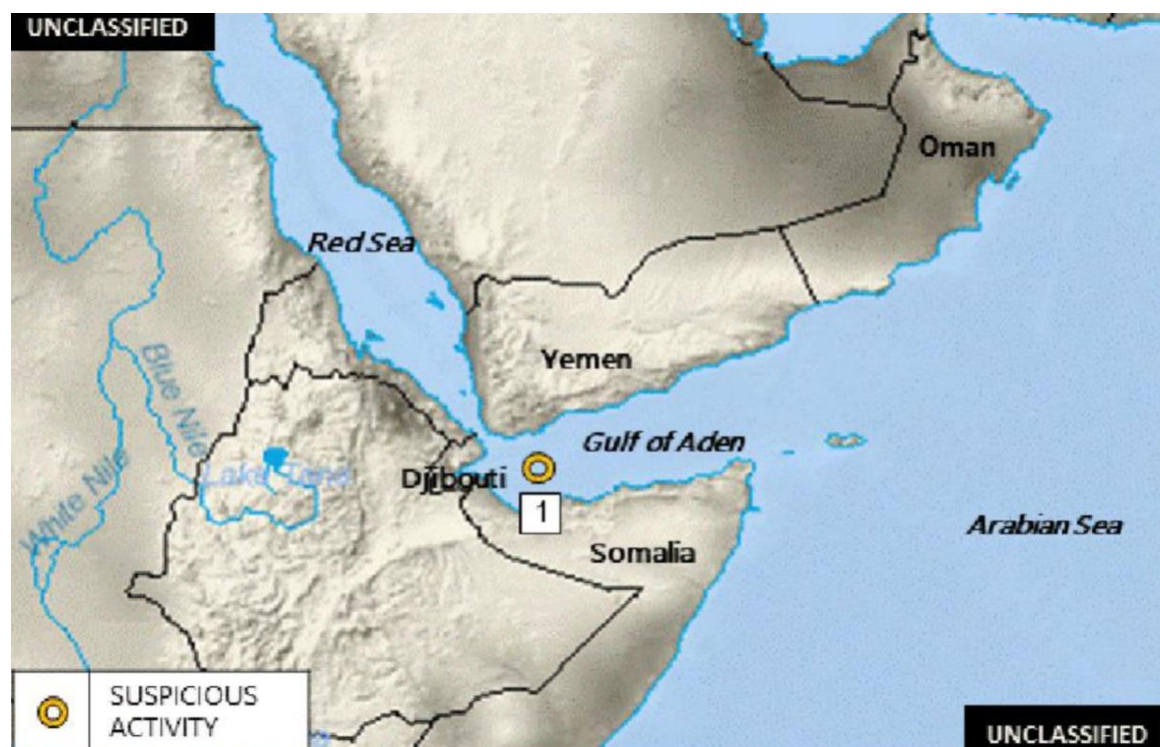
Current Incidents

No incidents reported during this period.

Current Incidents:

0

Late Reported Incidents



Source: ONI

14 January 2020 (Gulf of Aden) - A bulk carrier was approached by a skiff approximately 58 nautical miles southwest of Aden, Yemen, near position 12:06N - 044:25E. During the incident, the crewmembers sounded the alarm. At a distance of 0.2 nautical miles, the onboard security team identified weapons and a ladder in the skiff and fired warning shots. The skiff subsequently ceased its approach and moved away.

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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:

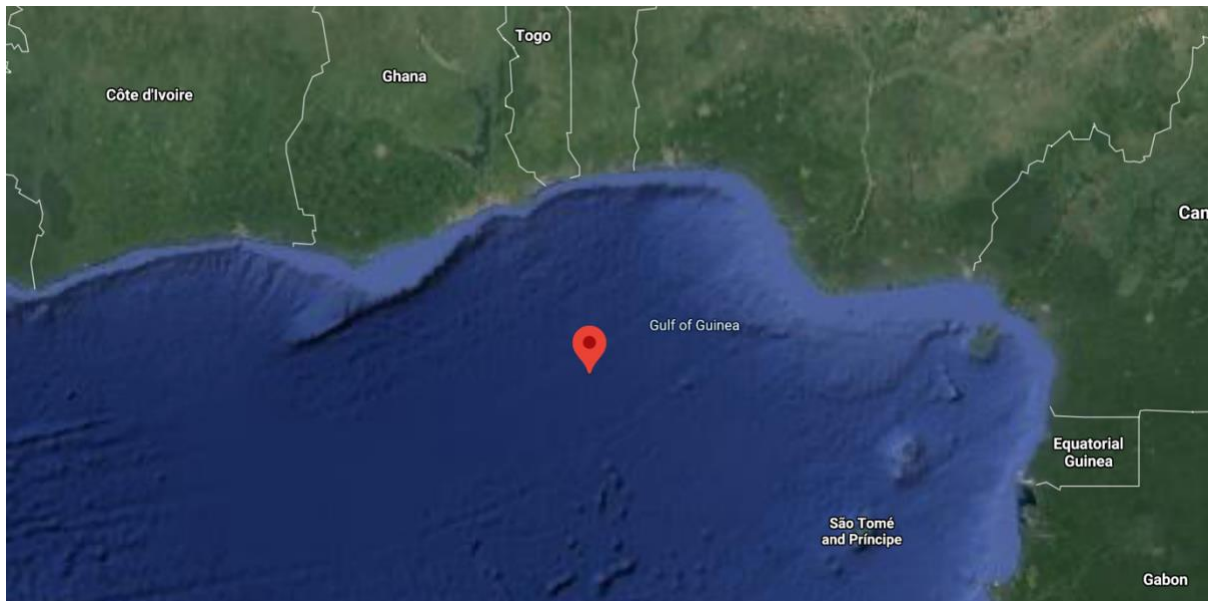
- Understand the threat to vessels transiting these waters as previous attacks have occurred 200 nautical miles from the coast and past locations of attacks should be considered as part of a vessel's threat and risk assessment;
- Closely monitor the threat situation and remain in close contact with local 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.

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Current Incidents

Source: ONI

1. **30 January (Gulf of Guinea)** - A bulk carrier ROWAYTON EAGLE was attacked by pirates at 0424 UTC in the Gulf of Guinea, south of Lomé, Togo near position 02 55.0N - 001 56.6E. The vessel was en route from the Canary Islands to Lagos, Nigeria.



2. **26 January (Gulf of Guinea)** - A skiff approached the Hong Kong-flagged tanker SEAFRONTIER approximately 163 nautical miles southwest of Agbami oil field near position 01:50N - 003:25E. The vessel was reportedly under a security escort when the approach occurred.



Source: ONI

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Late Reported Incidents

3. **21 January 2021 (Nigeria)** - A small craft approached an underway container vessel approximately 64 nautical miles southwest of Bonny, near position 03:31N - 005:29E. A small craft came to within 0.3 nautical miles of the container vessel before aborting the approach.



Source: ONI

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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.

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Current Incidents

1. **25 January (Malaysia)** - Five robbers boarded the Barbados-flagged bulk carrier ARK ROYAL underway in the Singapore Strait near position 01:16N - 104:15E. A subsequent search of the vessel was carried out by the crew, who determined that the robbers had fled emptyhanded.

Current Incidents:

1



Source: ONI

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Late Reported Incidents

2. **24 January (Indonesia)** - The Indonesian Maritime Security Agency announced that they had detained two vessels, Iran-flagged tanker HORSE and Panama-flagged tanker FREA in Pontianak waters, West Kalimantan, Indonesia. The vessels were held on suspicion of illegally transferring oil in Indonesian waters. In a statement, a spokesman disclosed that “the tankers, first detected at 5:20 AM local time on 23 January, concealed their identity by not showing their national flags, turning off the automatic identification systems, and did not respond to a radio call.” Indonesian authorities escorted the two vessels to Batam Island in Riau Island Province for further investigation.



Source: ONI

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Worldwide

Total
Current
Worldwide
Incidents

0

North America

Current Incidents

No incidents reported during this period.

Late Reported Incidents

No late reported incidents.

Central America / Caribbean / South America

Current Incidents

No incidents reported during this period.

Late Reported Incidents

1. **10 January 2021 (Saint Martin)** - Robbers stole a locked 20-HP outboard motor from its dinghy at the sand spit near the head of Chemin Bay. Local police and coastguard have been notified.



Source: ONI

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Atlantic Ocean

Current Incidents

No incidents reported during this period.

Late Reported Incidents

No late reported incidents.

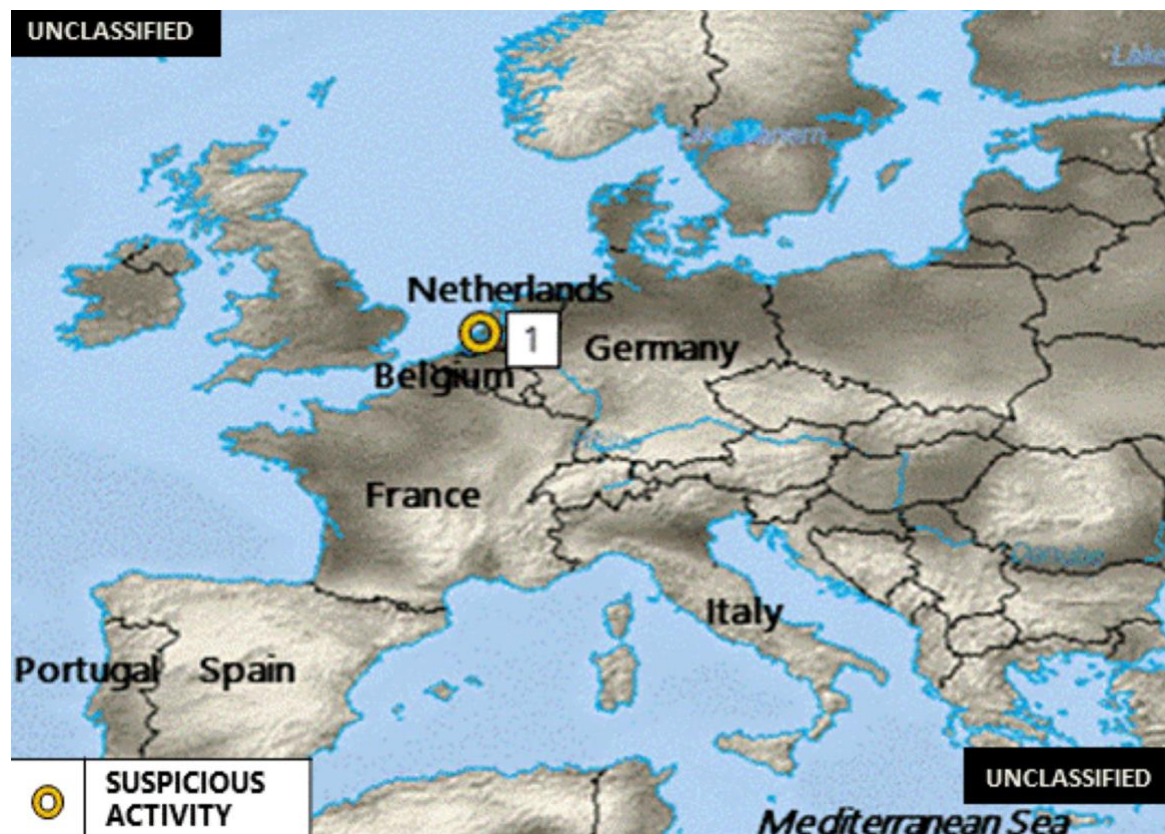
Northern Europe / Baltic

Current Incidents

No incidents reported during this period.

Late Reported Incidents

1. **16 January (The Netherlands)** - Customs officers in Rotterdam discovered two separate shipments of cocaine, totalling approximately 1,069 kilograms. The first shipment of 839 kilograms was found in a shipping container from Brazil along with two old Volkswagen vans; while the second shipment of 230 kilograms of cocaine was found in a shipping container full of beer.



Source: ONI

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Mediterranean / Black Sea

Current Incidents

No incidents reported during this period.

Late Reported Incidents

No late reported incidents.

Arabian Gulf

Current Incidents

No incidents reported during this period.

Late Reported Incidents

No late reported incidents.

Indian Subcontinent

Current Incidents

No incidents reported during this period.

Late Reported Incidents

No late reported incidents.

Pacific Ocean Area / Australia / New Zealand

Current Incidents

No incidents reported during this period.

Late Reported Incidents

No late 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



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