

Global Maritime Security Report

2 March 2021



BESSO LIMITED

CYRUS
A TRADING NAME OF BESSO LIMITED

2 March 2021

Table of Contents

INCIDENTS AT SEA: 22 - 28 FEBRUARY 2021	3
GULF OF ADEN / INDIAN OCEAN / EAST AFRICA	4
CURRENT INCIDENTS	5
LATE REPORTED INCIDENTS	5
ADDITIONAL REPORTING	6
WEST AFRICA (GULF OF GUINEA)	7
CURRENT INCIDENTS	8
LATE REPORTED INCIDENTS	8
ADDITIONAL REPORTING	9
EAST ASIA / SOUTHEAST ASIA	10
CURRENT INCIDENTS	10
LATE REPORTED INCIDENTS	10
WORLDWIDE	12
NORTH AMERICA	12
CENTRAL AMERICA / CARIBBEAN / SOUTH AMERICA	12
ATLANTIC OCEAN	13
NORTHERN EUROPE / BALTIC	13
MEDITERRANEAN / BLACK SEA	14
<i>Advisory - Southern Mediterranean Sea Near Coastal Libya (Violence due to Regional Conflict)</i>	14
ARABIAN GULF	14
INDIAN SUBCONTINENT	14
PACIFIC OCEAN AREA / AUSTRALIA / NEW ZEALAND	15
LIBYA ADVISORY	16
ABOUT MS RISK	17
A FRESH PERSPECTIVE IN MARINE INSURANCE BROKING	18

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2 March 2021

Incidents at Sea: 22 - 28 February 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	LOW	HIGH
East Asia / Southeast Asia	0	1	LOW	HIGH
WORLDWIDE				
North America	0	0	LOW	LOW
Central America / Caribbean / South America	0	2	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	1	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

2 March 2021

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.

2 March 2021

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

1. **18 February (North Arabian Sea)** - Combined Task Force 150 announced that one of its assets had boarded two dhows in a 36-hour period and seized a total of 2,145 kilograms of illegal drugs, including heroin and methamphetamines.

2 March 2021

Additional Reporting

- **26 February (Gulf of Oman)** - Officials reported on Friday that an explosion struck an Israeli-owned vessel near the strategic mouth of the Gulf of Oman. UKMTO has confirmed the incident, reporting that the crew and vessel are safe. The explosion forced the Bahamas-flagged ship, the *MV HELIOS RAY*, to head to the nearest port. According to UKMTO, the incident occurred at 20:40 GMT on Thursday, though no further details have been released, with officials warning that “vessels transiting the area are advised to exercise caution.” Reports indicate that the vessel, a vehicle carrier, was en route to Singapore from Dammam in Saudi Arabia. While the circumstances of the explosion remain unclear, unconfirmed reports indicate that the blast may have stemmed from “asymmetric activity by Iranian military,” which would be “commensurate” with heightened regional tensions. Iran is seeking to pressure the new US administration to lift sanctions and to return to the 2015 nuclear accord. The region has seen previous similar incidents. In the summer of 2019, during heightened tensions between Iran and the administration of former President Trump, the US military blamed Iran for suspected attacks on two oil tankers near the Strait of Hormuz.

2 March 2021

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.

2 March 2021

Current Incidents

Current Incidents:

1



1. **23 February (Nigeria)** - Gunmen suspected to be pirates hijacked a passenger boat conveying eleven travellers from the Bille Jetty in Port Harcourt to Bonny Island in Rivers State. Officials have disclosed that the boat left the Billie Jetty in Port Harcourt at about 8 AM local time on Tuesday, adding the current whereabouts of the passengers remain unknown.

Late Reported Incidents



Source: ONI

1. **9 February (Nigeria)** - Pirates in speedboats abducted at least six people near the Kpoma/Odioma and Nembe/Brass waterways in Bayelsa state.

2 March 2021

Additional Reporting

- **26 February (Nigeria)** - Reports have indicated that a report regarding a potential attack on a security escort vessel that occurred on 25 February 2021 some 17 nautical miles West of Okwori and which resulted in the death of two personnel, was false and the result of fictitious reporting. The original report indicated that a Nigerian-flagged offshore crew transfer vessel, acting in the capacity of security escort vessel, was attacked, resulting in the death of two personnel. The report indicated that the vessel had eight crewmembers on board, along with a PMSC liaison officer and 7 Nigerian Navy personnel. It was understood that the vessel was not under escorting duties at the time of the attack. An investigation into the incident has since indicated that an SEV provider appears to have distributed false information to a client, with the situation highlighting the need to carry out significant due diligence to ensure that all reported incidents in the region are correct. **Update** - The Nigerian Navy has released a statement cautioning the general public and the Nigerian press about reporting inaccurate information. The statement comes after an alleged attack involving a security escort vessel on 25 February 2021 was misreported by various maritime monitoring organizations. In the statement, Chief of the Naval Staff Commodore Dahun refers to an incident that was reported on 25 February, which concerned an alleged attack involving a security escort vessel. A number of maritime reporting organizations had reported the event, believing the incident to be correct. The incident was later reported as unconfirmed, pending further investigation. The original report was redacted once further clarifications revealed that the initial reports were not substantiated. A clarification as issued on 26 February stating that no incident had occurred and that it may have resulted from inaccurate reporting by an operator of SEV services.

2 March 2021

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.

Late Reported Incidents

1. **21 February (Indonesia)** - Robbers boarded the barge *LIMAU 133* under tow by Malaysia-flagged tug *DANUM 50* in the Singapore Strait eastbound lane of the Traffic Separation Scheme, near position 01:09N - 103:49E. Two small crafts were spotted alongside the barge by an Indonesian Navy patrol vessel. Three robbers were onboard the barge, passing stolen items to two further perpetrators in the small crafts. The patrol vessel intervened, which resulted in the five perpetrators being arrested, the two small crafts seized, and 150 kilograms of steel wire recovered.

2 March 2021



Source: ONI

2 March 2021

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



Source: ONI

1. **13 February (Colombia)** - Five robbers boarded a container ship under pilotage in the Magdalena River Passage near position 11:01N - 074:4E. The alarm was raised and the crew was mustered inside the accommodation area. The pilot notified the port authorities. The robbers made their escape with stolen items of ship's property after seeing the alerted crew. The container vessel was requested to anchor in order to allow the coast guard to board and conduct an investigation.
2. **12 February (Peru)** - A robber boarded an anchored tanker at Callao Anchorage, near position 12:00S - 07711W. A duty crewman spotted a robber armed with a knife. The alarm was raised and

2 March 2021

the crew was mustered. Upon hearing the alarm, the robber made his escape in a small wooden boat. One mooring rope was reported stolen. All crewmembers were reported safe.

Atlantic Ocean

Current Incidents

No incidents reported during this period.

Late Reported Incidents

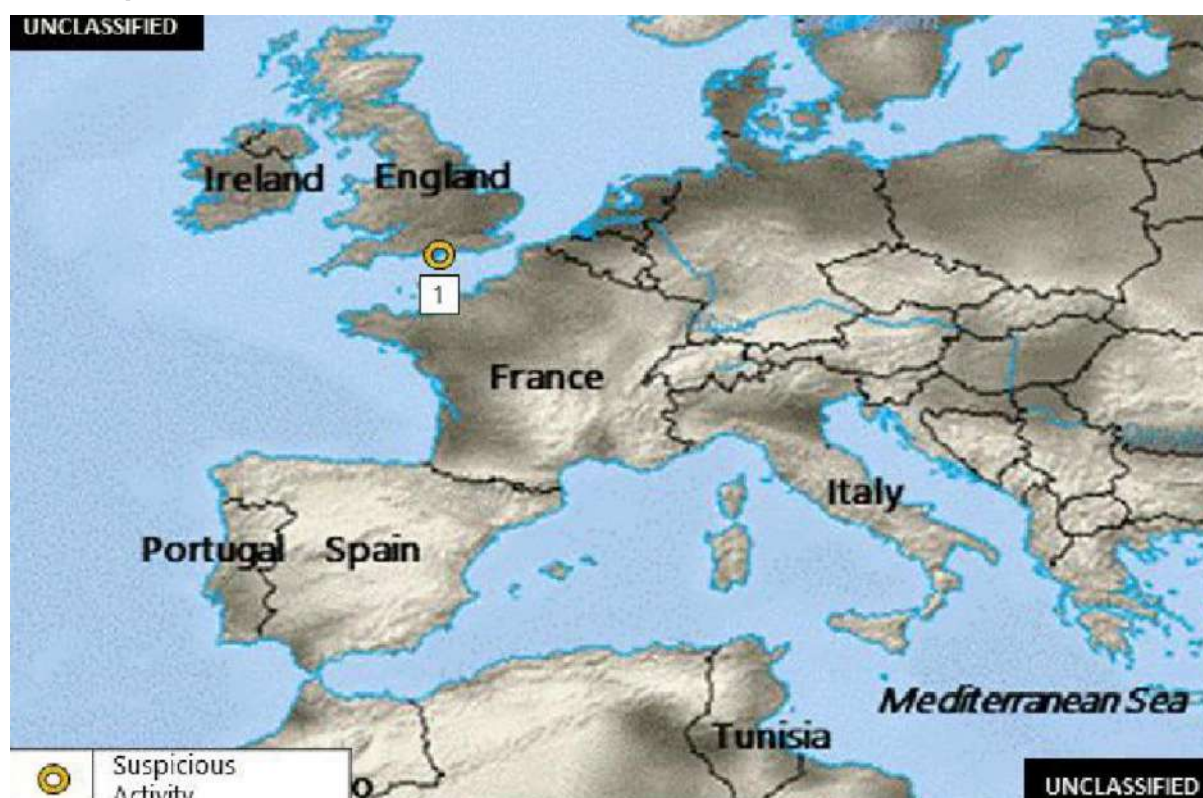
No late reported incidents.

Northern Europe / Baltic

Current Incidents

No incidents reported during this period.

Late Reported Incidents



Source: ONI

1. **19 February (England)** - Authorities in Portsmouth International Port announced that they had seized 2.3 tons of cocaine hidden amongst a shipment of bananas arriving from Colombia.

2 March 2021

Mediterranean / Black Sea

Advisory - Southern Mediterranean Sea Near Coastal Libya (Violence due to Regional Conflict)

The ongoing conflict in Libya continues to pose a potential risk to commercial vessels transiting near coastal Libya. Threats may come from a variety of different sources including, though not limited to, missiles, rockets, artillery, mines, small arms, aircraft, and unmanned aerial vehicles. Vessels operating in this area are advised to review their security measures, ensure that AIS is transmitting always and monitor VHF Channel 16. Vessels at anchor, operating in restricted manoeuvring environments, or proceeding at slow speeds, should remain particularly vigilant. In the event of any incident or suspicious activity, Masters are advised to contact the NATO Shipping Centre.

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

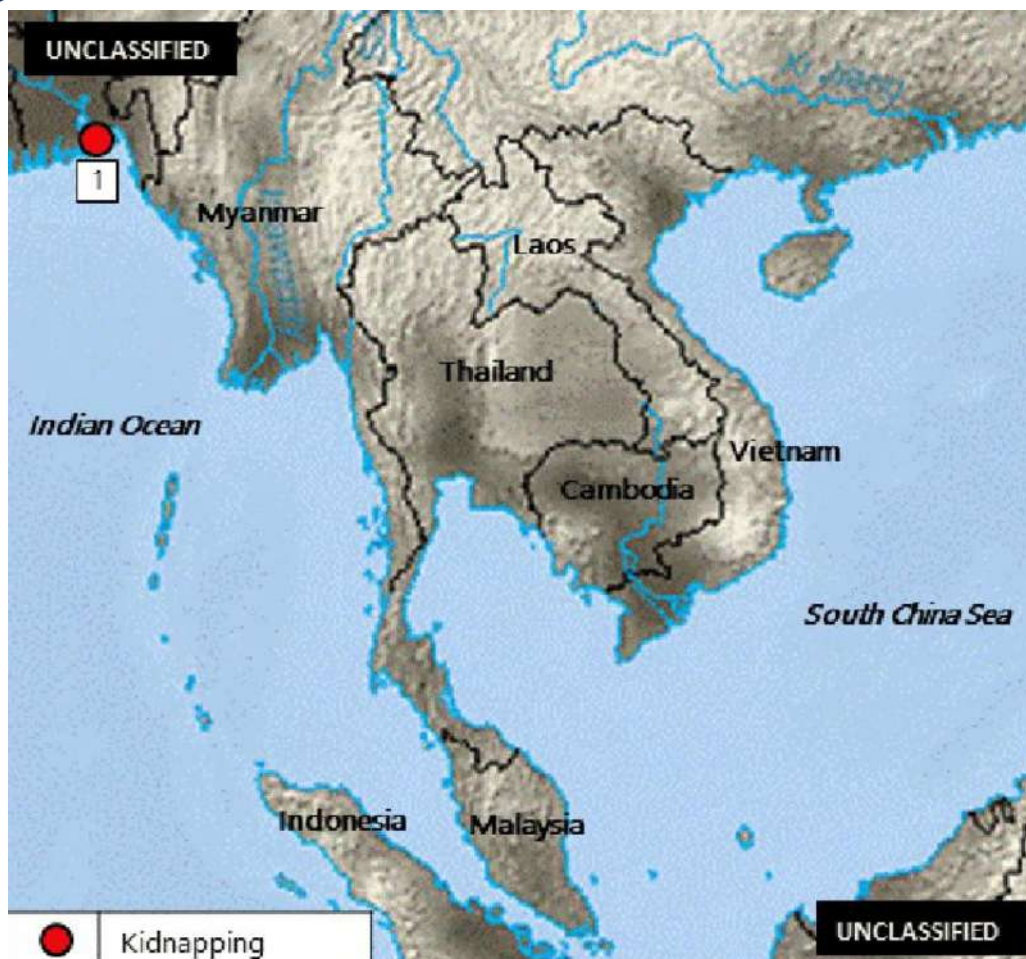
Current Incidents

No incidents reported during this period.

Late Reported Incidents

1. **18 February (Bangladesh)** - Criminals kidnapped two fishermen. Two days later, seven criminals were arrested by the local coastguards in Hatia Upazila in Noakhali district. These criminals reportedly received a ransom payment for the fishermen.

2 March 2021



Source: ONI

Pacific Ocean Area / Australia / New Zealand

Current Incidents

No incidents reported during this period.

Late Reported Incidents

No late reported incidents.

2 March 2021

Libya Advisory

As of 28 February, the port situation in Libya is reported to be as follows:

Port	Status	Risk to Vessels in Port	Risk to Personnel Ashore
<i>West Libya Sector</i>			
Farwah	Open	LOW	LOW
Bouri	Open	LOW	LOW
Zuwara	Open*	MODERATE	SUBSTANTIAL
Melittah	Open	MODERATE	SUBSTANTIAL
Zawiya	Open	SUBSTANTIAL	SUBSTANTIAL
Tripoli	Open	SEVERE	SEVERE
Khoms	Open*	MODERATE	SUBSTANTIAL
<i>Central Libya Sector</i>			
Misurata	Open	SUBSTANTIAL	SEVERE
Sirte	CLOSED	CRITICAL	CRITICAL
Es Sider	Open	SEVERE	SEVERE
Ras Lanuf	Open	SUBSTANTIAL	SUBSTANTIAL
Marsa El Brega	Open	MODERATE	SUBSTANTIAL
Zuetina	Open	MODERATE	SUBSTANTIAL
<i>East Libya Sector</i>			
Benghazi	Open*	LOW	SEVERE
Derna	Restricted*	SEVERE	CRITICAL
Tobruk	Open	LOW	MODERATE
Marsa El Hariga	Open	LOW	MODERATE

*Derna Port - Restricted, Libyan tankers delivering diesel only.

*Benghazi Port - Operating normally except for a ban on crude exports.

*Khoms Port - No livestock vessels due to COVID-19.

*Zuwara Port - Fish vessels only

The security situation in Libya remains extremely volatile and vessel operators are advised to contact local ship's agents for the most up-to-date information on Libyan ports. Vessels are advised to:

- Adhere to international laws of trading, follow the official sea navigation routes to any of the working Libyan ports and avoid navigating in or near the coastal waters of Benghazi, Derna, and Sirte, including the militarized area south of 34 00'N. All vessels are advised to sail further out to sea to avoid potential arrests by the Libyan National Army (LNA);
- Declare the intended voyage and type of cargo to be discharged/loaded to the local agent well in advance of arrival at any Libyan port to allow the agent sufficient time to notify the appropriate authorities;
- Remain in contact with local port authorities to obtain the up-to-date information on port conditions;
- A number of COVID-19 procedures are in place at ports in Libya, and vessels calling at a port in Libya should strictly comply with these instructions;
- All tankers loading from a port in Libya are advised to undertake all pre-checks and compliance measures in order to ensure that the intended cargo for loading is not classified as 'illegal';
- Turkish vessels and crewmembers are advised to not call at any Libyan East Ports, notably Tobruk, Derna, Benghazi, Zuetina, Brega, and Ras Lanuf Terminals, due to warnings issued by the LNA in response to Turkey's continued support and involvement with Libya's UN-backed Government of National Accord (GNA).

2 March 2021

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

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2 March 2021

A Fresh Perspective in Marine Insurance Broking

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

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