

Global Maritime Security Report

23 February 2021



BESSO LIMITED

ACYRUS
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23 February 2021

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Incidents at Sea: 15 - 21 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	0	LOW	HIGH
West Africa (Gulf of Guinea)	0	0	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	0	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.

Late Reported Incidents

No late reported incidents.

Current Incidents:
0

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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

No incidents reported during this period.

Late Reported Incidents

No late reported incidents.

Current Incidents:

0

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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.

The curfew in waters off seven districts in Malaysia's Eastern Sabah Security Zone (ESSZone) has been extended until 1 March. The curfew covers the waters off Tawu, Semporna, Kunak, Lahad Datu, Kinabatangan, Sandakan and Beluran. Sabah police commissioner Datuk Hazani Ghazali has reported that "information gathered has revealed that militant groups involved in kidnapping for ransom and the Abu Sayyaf Group are still trying to infiltrate these waters to carry out kidnapping and cross-border crimes," adding that "those living in the affected areas are prohibited from approaching or being in the waters off the seven districts between 6PM and 6 AM." According to Hazani, the curfew has been extended to ensure that the affected areas would not be encroached by terrorists, who could threaten security and also to protect the safety and well-being of Sabahans in the ESSZone. The curfew order is also to facilitate enforcement and monitoring of boat movements, while the presence of security vessels would create a sense of security for chalet operators and fishermen in the area.

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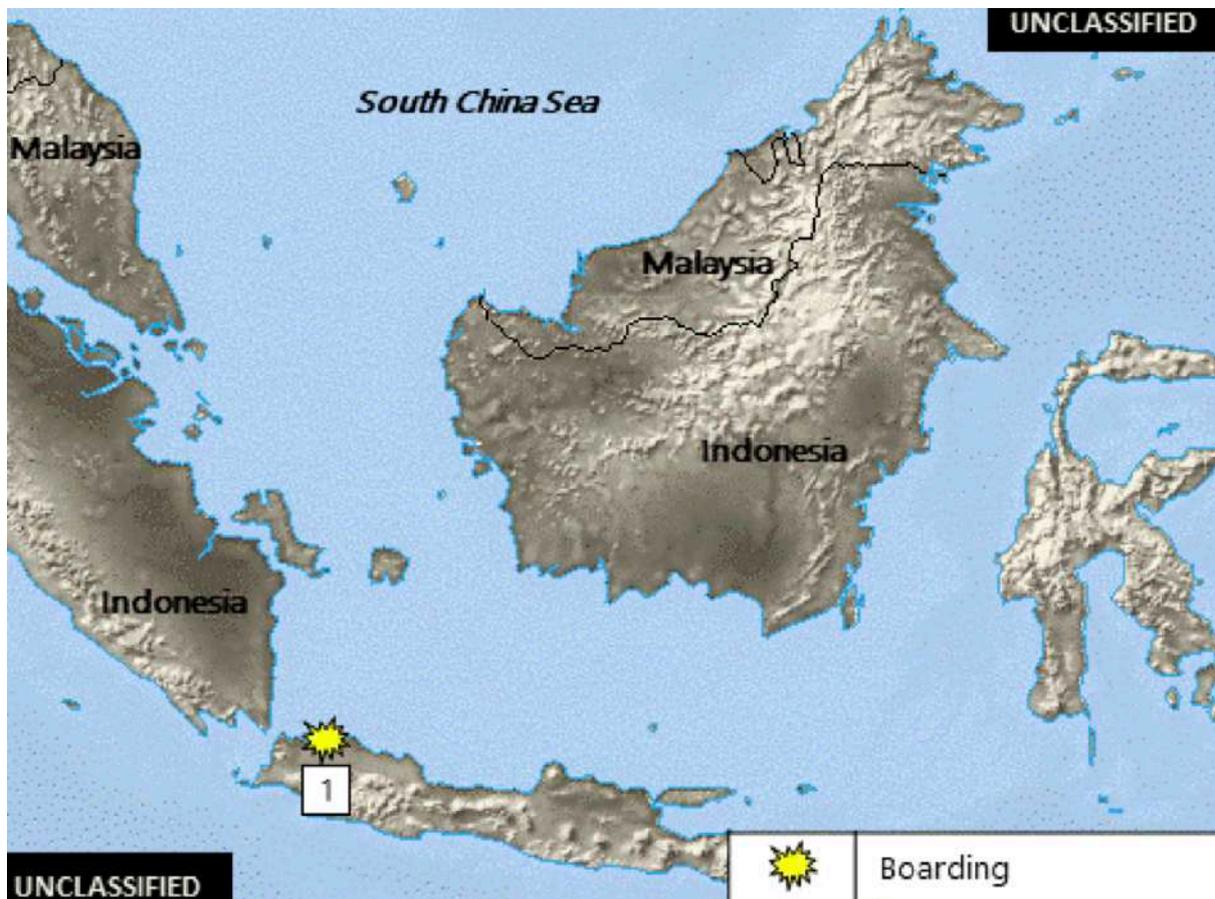
Current Incidents

No incidents reported during this period.

Late Reported Incidents

1. **13 February (Indonesia)** - Robbers boarded the Singapore-flagged container ship *ALS JUVENTUS* while the vessel was berthed at the Port of Jakarta, near position 06:05S - 105:53E. The Third Officer reported that the padlock hinge for the passageway door leading to the engine room was broken. There was no sign of any perpetrators on board or nearby. Spare parts for auxiliary engine were reported missing. The incident was reported to the ship's Company Security officer.

Current Incidents:
0



Source: ONI

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Piracy & Armed Robbery Against Ships in Asia (Monthly Report - January)

Overview

Over the course of the month of January 2021, seven incidents of armed robbery against vessels were reported in waters in Asia, with no piracy incidents recorded during this reporting period. Over the past month, incidents continued to be reported on board vessels while underway in the Singapore Strait, with three incidents being reported in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait. These incidents occurred in close proximity to one another, and two incidents occurred within an interval of four hours. While there were no kidnappings of crewmembers in the Sulu-Celebes Seas and waters off Eastern Sabah over the past month, the threat of abduction of crew remains high and further such incidents are likely to occur.

Incident Breakdown

In January 2021, a total of seven incidents of armed robbery against vessels were reported in waters off Asia, with all incidents being actual attacks and no attempted incidents were reported. This is a rise from the total of 2 actual incidents that were reported in December 2020 and a decline from the total of 12 actual incidents that were reported in January 2020.

As previously mentioned, of the total seven incidents reported in January 2021, three incidents occurred on board vessels while underway in the eastbound lane of the TSS in the Singapore Strait; three incidents occurred on board vessels while anchored at anchorages in Indonesia (Belawan Anchorage and Muara Berau Anchorage) and Kandla Anchorage, India; and one incident occurred on board a vessel while berthed at Makar Wharf Berth No.5 to 7, General Santos City, the Philippines.

Situation in the Singapore Strait

In January 2021, three actual incidents were reported on board vessels while underway in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait. In all three incidents, the perpetrators were spotted in the engine room, though nothing was reported stolen and all crewmembers were reported safe with no confrontation with the perpetrators. Continued reports of incidents in the Singapore Strait remains a concern and with a total of 34 incidents reported in the Strait throughout 2020, vessels are advised to remain vigilant at all times when transiting the TSS. The description of the three actual incidents that occurred in January 2021 are as follows:

- 25 January 2021 - At about 0325 hrs, bulk carrier *ARK ROYAL* was underway at about 7.1 nautical miles northwest of Tanjung Pergam, Pulau Bintan, Indonesia when five unauthorized persons were sighted in the engine room. The alarm was raised and the crew was mustered. A search on board the vessel was carried out. The master reported that nothing was stolen and that all crewmembers were safe. The Republic of Singapore Navy's (RSN) Maritime Security Task Force (MSTF) and Singapore Police Coast Guard were informed.
- 28 January 2021 - At about 2232 hrs, bulk carrier *ELVIA* was underway at about 6 nautical miles northwest of Tanjung Pergam, Pulau Bintan, Indonesia when ten unauthorized persons armed with knives were sighted in the engine room. The alarm was raised and the crew was mustered. A search on board the vessel was carried out. At 2338 hrs, the Master updated VTIS East that the search on board was completed with no further sighting of the unauthorized persons. Nothing was stolen and the crew was reported safe.

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- 29 January 2021 - At about 0221 hrs, general cargo ship *VANTAGE WAVE* was underway at about 5.8 nautical miles northwest of Tanjung Pergam, Pulau Bintan, Indonesia when three unauthorized persons armed with knives were sighted in the engine room. The alarm was raised and crew was mustered. A search on board the vessel was carried out and at 0322 hrs, the Master updated VTIS East that the search on board was completed with no further sighting of the unauthorized persons. Nothing was reported stolen and crewmembers were reported safe.

Due to the perpetrators of these three incidents not being apprehended, there is a possibility of further incidents in the Singapore Strait. Vessels transiting this region are advised to remain vigilant at all times and should follow the following measures: maximise alertness of lookouts for suspicious small boats and increase watch keeping on board vessels notably during daylight hours for barges and night-time hours for larger vessels; maintain regular communications with shipping company and provide daily communication checks; report all incidents and suspicious activity to the nearest coastal State; and sound alarm when suspicious boats are sighted loitering in the vicinity of the vessel or barge or when suspicious individuals are sighted onboard the vessel or barge.

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

In January 2021, there were no reports of abductions of crewmembers from vessels in the Sulu-Celebes Seas and waters off Eastern Sabah, Malaysia. The last such incident occurred on 17 January 2020 off Lahad Datu, Sabah, when eight crewmembers were abducted from a fishing trawler. On 18 January 2020, the Malaysian authorities recovered three of the eight crewmembers in the vicinity of Lahad Datu, Sabah, with five crewmembers remaining in captivity. On 29 September 2020, the body of one of the five abducted crewmembers was located during a military operation in Patikul Sulu, Philippines. To date, the remaining four crewmembers are still being held in captivity.

The risk of further abductions of crewmembers in the Sulu-Celebes Seas and waters off Eastern Sabah remains high. All vessels are strongly advised to reroute from the area, where possible. Otherwise, vessel masters and crewmembers are urged to exercise extra vigilance while transiting the area and report all incidents and suspicious activity to the Operation Centres of Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia.

Conclusion

The total number of incidents reported in January 2021 has increased when compared to figures for the previous month, December 2020, though the January 2021 incident numbers remain lower than those recorded in January 2020. In all, twelve incidents were reported in January 2020, compared to seven during the same period in 2021. The situation in the Singapore Strait continues to be a concern, with a number of incidents being reported over the course of January 2021. Likewise, the situation and threat to crewmembers in the Sulu-Celebes Seas and waters off Eastern Sabah remains a concern. While in January 2021, there were no reports of abductions of crewmembers in this region, the threat remains high.

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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



Source: ONI

1. **4 February (Peru)** - Ten individuals in a small craft boarded a container ship drifting approximately 45 nautical miles west of Cartagena Sea Buoy, near position 10:15N - 076:22W. The crew activated the alarm and notified the authorities. Port Control instructed the vessel to proceed to the pilot station. When the crew conducted a search, they discovered ship's properties were stolen. The search party also noticed that some intruders were still onboard and all crew immediately retreated into the accommodation area. Upon arriving at the pilot station, a coast guard boat arrived

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and escorted the vessel to the inner anchorage, where the police and coast guard boarded and searched and ship. Five intruders were found and detained.

2. **6 January (Colombia)** - Robbers boarded a container ship anchored in the Cartagena Charlie Anchorage and escaped with ship's property. Crew later discovered the hawse pipe protection device was destroyed and the bosun store room padlock was damaged. Local authorities were informed through the local agent.

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

No late reported incidents.

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.

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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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Libya Advisory

As of 21 February, the port situation in Libya is reported to be as follows:

Port	Status	Risk to Vessels in Port	Risk to Personnel Ashore
West Libya Sector			
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
Central Libya Sector			
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
East Libya Sector			
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).

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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
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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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