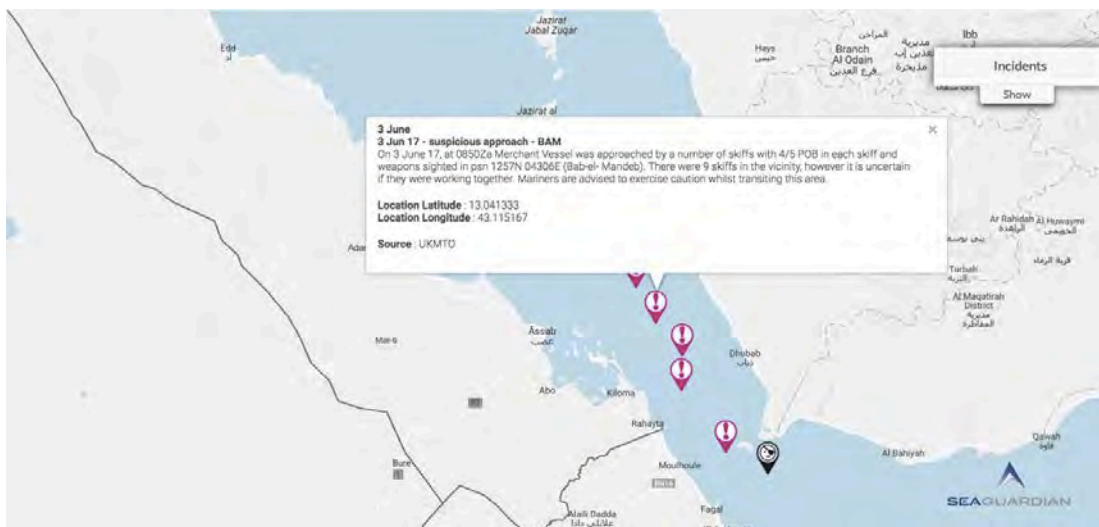
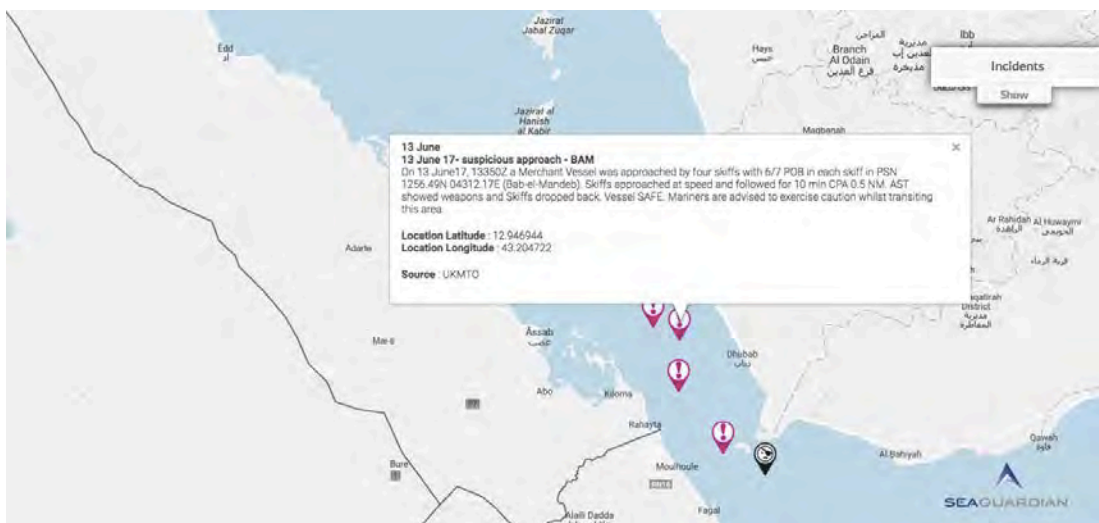


## Red Sea - Indian Ocean

### Southern Red Sea – BeM incidents:



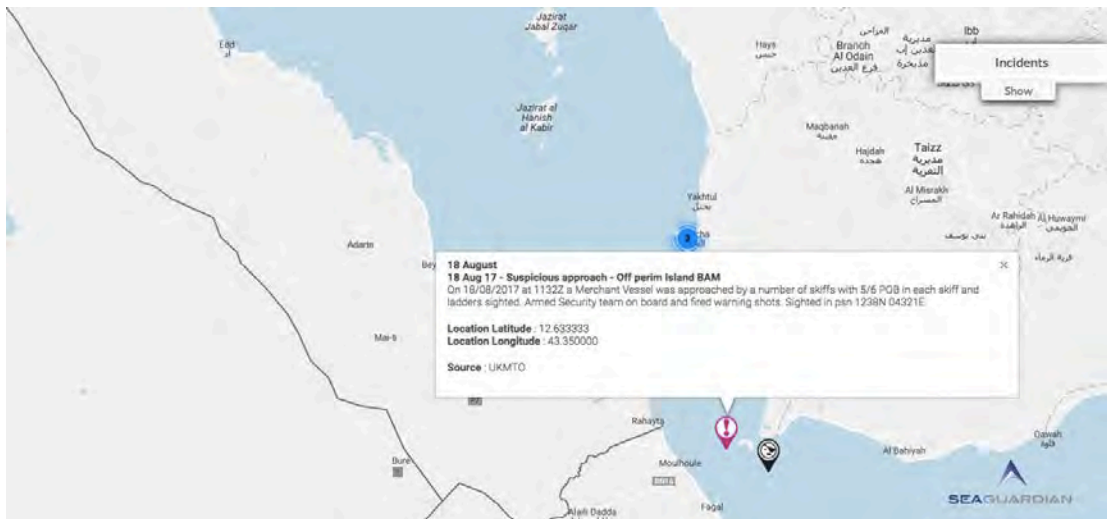
- On 3 June 17, at 0850ZJUN17, UKMTD reported a Merchant Vessel was approached by a number of skiffs with 4/5 POB in each skiff and weapons sighted in psn 1257N 04306E (Bab-el-Mandeb).



- On 13 June a Merchant Vessel was approached by four skiffs with 6/7 POB in each skiff in PSN 1256.49N 04312.17E (Bab-el-Mandeb). Skiffs approached at speed and followed for 10 min CPA 0.5 NM. AST showed weapons and Skiffs dropped back.



- On 15 June, one crew member was wounded when Yemen's Houthis fired a missile at a United Arab Emirates ship carrying medical supplies in the Red Sea. The ship came under attack opposite the Yemeni port of al-Mokha.

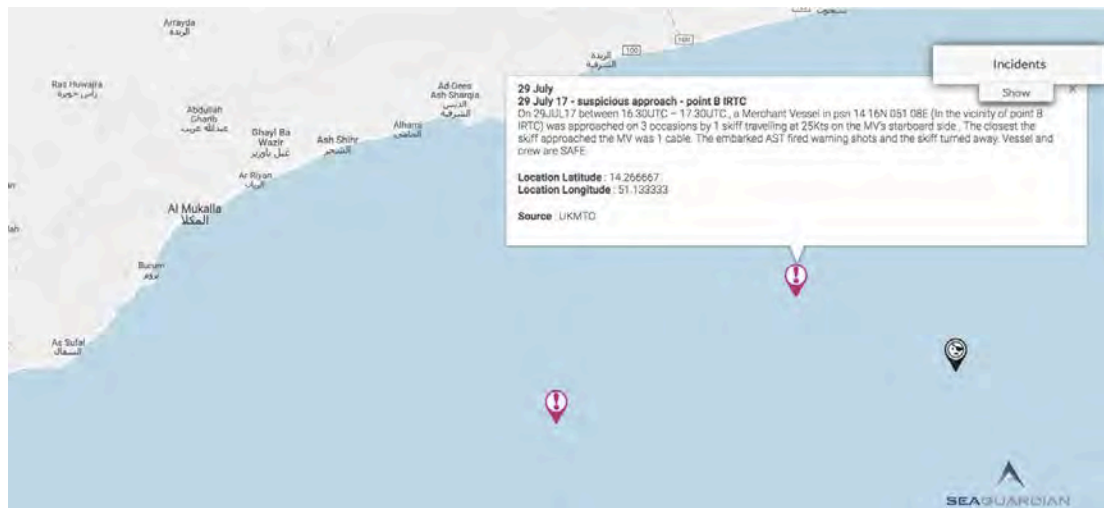


- On 18 August at 1132Z a Merchant Vessel was approached by a number of skiffs with 5/6 POB in each skiff and ladders sighted. Armed Security team on board and fired warning shots. Sighted in psn 1238N 04321E.



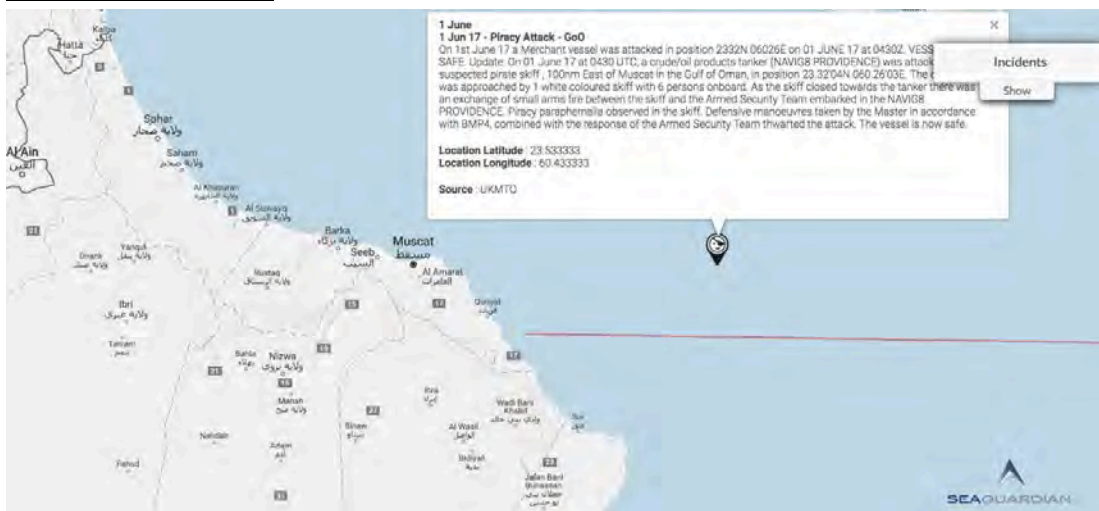
- On 19 August at 0840Z a Merchant Vessel was approached by 3 skiffs with 5 POB in each skiff and ladders sighted. Armed Security team on board showed weapons, skiffs then altered course. Sighted in PSN 1250N 04312E.

**GoA incidents:**

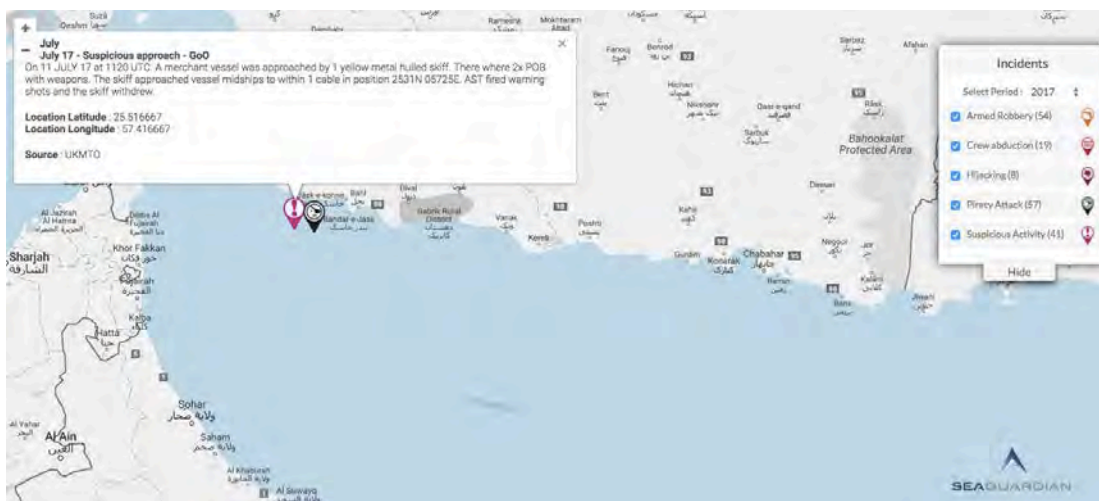


- On 29 July between 16.30UTC – 17.30UTC , a Merchant Vessel in psn 14 16N 051 08E (In the vicinity of point B IRTC) was approached on 3 occasions by 1 skiff travelling at 25Kts on the MV's starboard side . The closest the skiff approached the MV was 1 cable. The embarked AST fired warning shots and the skiff turned away.

**GoO incidents:**



- On 1st June 17 a Merchant vessel was attacked in position 2332N 06026E on 01 JUNE 17 at 0430Z. VESSEL IS SAFE. Update: On 01 June 17 at 0430 UTC, a crude/oil products tanker (NAVIG8 PROVIDENCE) was attacked by 1 suspected pirate skiff, 100nm East of Muscat in the Gulf of Oman, in position 23.32'04N 060.26'03E. The oil tanker was approached by 1 white coloured skiff with 6 persons onboard. As the skiff closed towards the tanker there was an exchange of small arms fire between the skiff and the Armed Security Team embarked in the NAVIG8 PROVIDENCE. Piracy paraphernalia observed in the skiff. Defensive manoeuvres taken by the Master in accordance with BMP4, combined with the response of the Armed Security Team thwarted the attack. The vessel is now safe.



- On 11 JULY 17 at 1120 UTC, a merchant vessel was approached by 1 yellow metal hulled skiff. There were 2x POB with weapons. The skiff approached vessel midships to within 1 cable in position 2531N 05725E. AST fired warning shots and the skiff withdrew.

**Interesting information:**

- UKMTO has recently issued guidance on transits through BeM and associated waters.
  
- The recent attacks against merchant shipping in the Gulf of Aden and Bab El Mandeb have highlighted the risks associated with transiting these waters. Daylight attacks by small boats were conducted against two tankers in the southern approaches to the BeM. The method of these attacks has seen two or more skiffs approaching at high speed. In each case, one or more have fired small arms and Rocket Propelled Grenades and carried explosives. In both attacks, the skiffs carrying explosives detonated at a distance from the target vessel, but the presumed intent was to detonate the explosives against the hull. The assessment of the attacks against merchant vessels in the southern approaches to the BeM indicates that due to the low levels of sophistication, the exposure to the threat is greater in daylight hours. However, an attack during the hours of darkness cannot be excluded.
  
- The risk of the conflict in Yemen spilling into the maritime domain also continues to exist in the area to the North of the BeM and around the Hanish Islands. Even though it is not not expect merchant vessels to be targeted by the forces fighting in Yemen, the threat of collateral damage to commercial shipping is present and should not be ignored. This threat is assessed as greater in the hours of darkness (when attackers may be more likely to misidentify their targets) to the North of the Traffic Separation Scheme to the West of the Hanish Islands
  
- A feared Somali pirate kingpin is being investigated by the United Nations over claims that he has aided fighters from the Al-Qaeda-aligned militant group Al-Shabab. A top United Nations official confirmed that Mohamed Garfanji Ali Dulai has provided logistical support to the Islamist fighters, who have been waging a bloody insurgency against the Somali state since 2006.

**Threat Assessment:**

- Instability in Somalia and the state of the civil war in Yemen will continue to affect the threat level to Merchant Vessels.
  
- First, in Somalia, the threat to Merchant Shipping remains either in the form of Piracy or the ongoing possibility of the Al Shabaab terrorist group targeting maritime assets. There have been successful efforts by the Pirates to capture mother ships, thus making their effective range a lot greater. Pirates obviously have the intent to capture Vessels (driven among others from the famine and exacerbated by the results of the resurgence of heavy commercial fishing in the vicinity) and continue to enjoy increased capability. Only thing that has made the difference has been BMP-4 Implementation and Armed Security Teams.
  
- Second, in Yemen, the high risk and almost inevitable spill over of violence stemming from the Yemen Civil war to the maritime domain in the form of terrorism, piracy or collateral damage from unrelated incidents remains. The Houthis have declared the UN Envoy persona non grata and while the Houthi militia has been



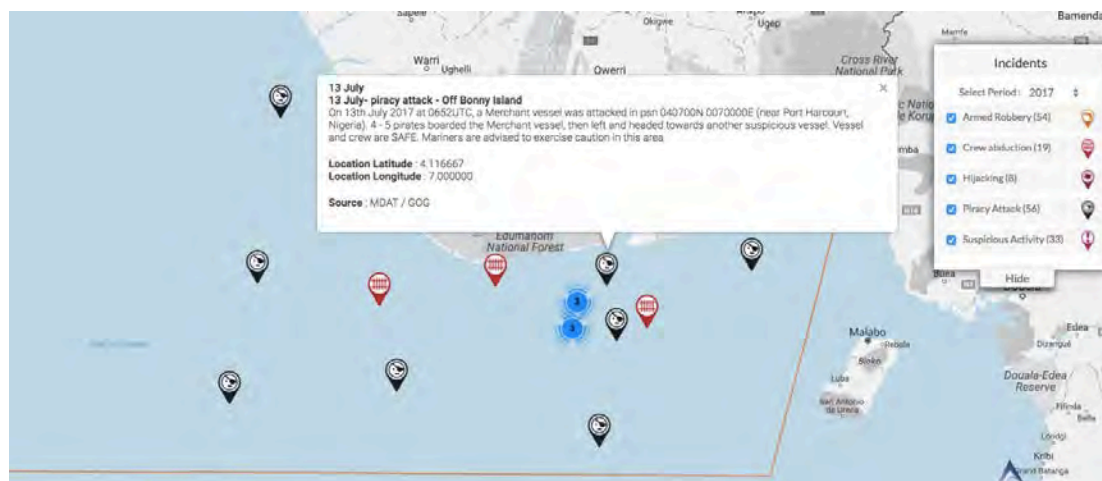
driven away from the straights themselves, they still hold the majority of the Red Sea Coast line. The Arab Coalition urged “Arms and ammunition smuggling activities into Yemen that are carried out by Al Houthi militias, threaten maritime security in this vital part of the world”. It is also noteworthy that the straights were always a place that the SE Monsoon did not impact as much as the rest of the HRA/VRA.

- Third, in the Gulf of Oman there is an increased activity however it cannot be confirmed that is Somali piracy related or from terrorists acting from adjacent Iranian waters.

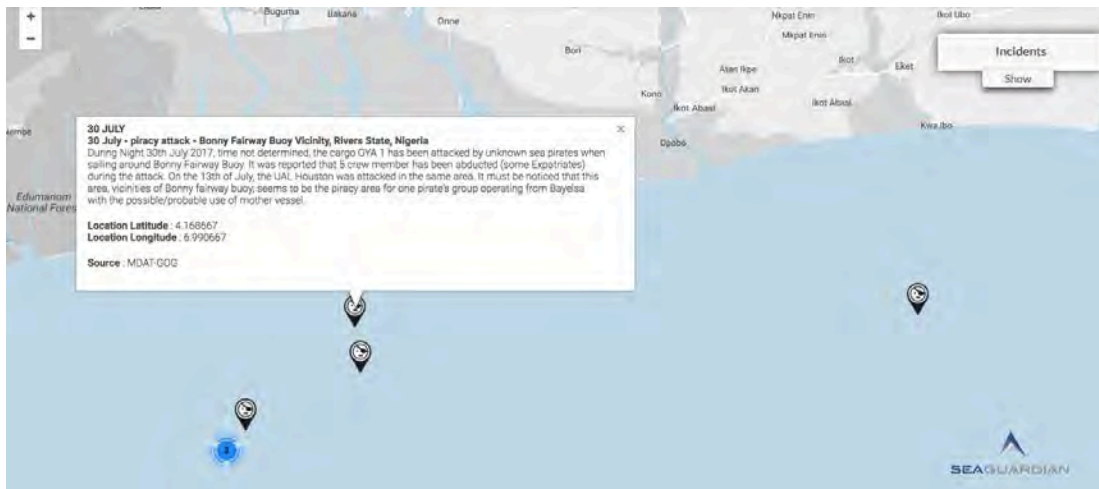
Sea Guardian continues to urge high levels of vigilance in the entire HRA with South Red Sea, Gulf of Aden, Gulf of Oman and Somali Coast, remaining areas where caution needs to be exercised considering the recent incidents. ALL advisories in effect in South Red Sea and Yemeni Coast must be adhered by all. Reduced military presence in the area makes strict BMP Implementation (including IRTC and group transit scheme use) of the outmost importance.

## West Africa

### Incidents:



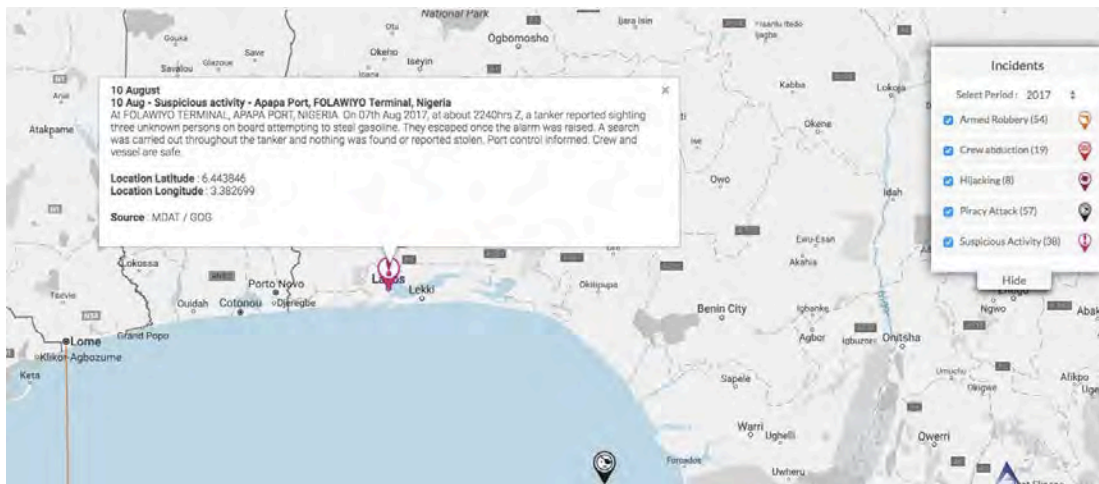
- On 13th July 2017 at 0652UTC, a Merchant vessel was attacked in psn 040700N 0070000E (near Port Harcourt, Nigeria). 4 – 5 pirates boarded the Merchant vessel, then left and headed towards another suspicious vessel. Vessel and crew are SAFE.



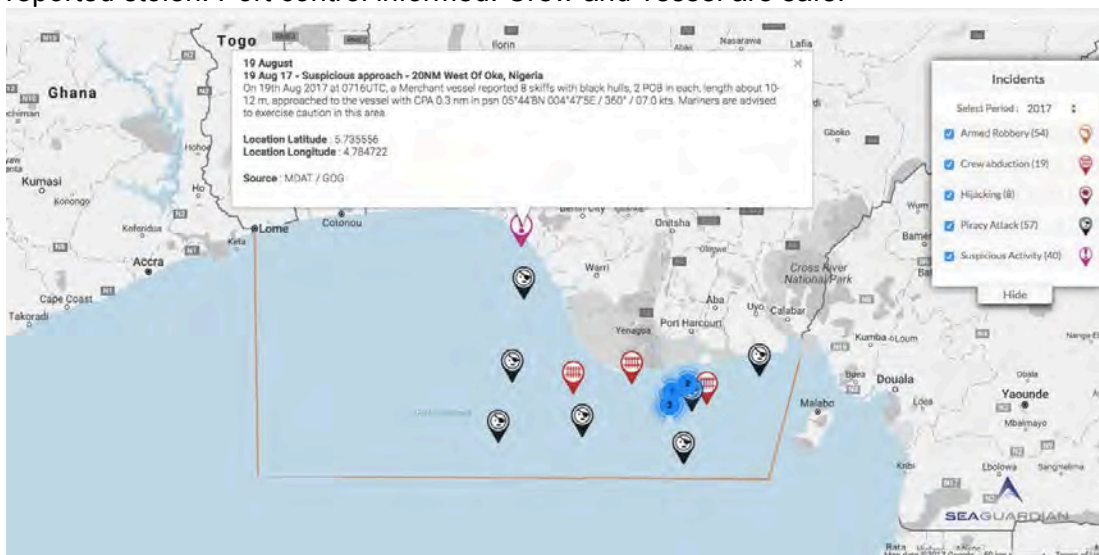
- On 30<sup>th</sup> July 2017 during nighttime, time not determined, the cargo OYA 1 has been attacked by unknown sea pirates when sailing around Bonny Fairway Buoy. It was reported that 5 crew member has been abducted (some Expatriates) during the attack. On the 13<sup>th</sup> of July, the UAL Houston was attacked in the same area. It must be noticed that this area, vicinities of Bonny fairway buoy, seems to be the piracy area for one pirate's group operating from Bayelsa with the possible/probable use of mother vessel.



- On 03 August 2017, at 2200UTC, a Merchant vessel was approached in psn 1648N 01651W (less than 30 NM shore Mauritanian coast) by a small vessel/craft claiming to be Mauritanian Navy who requested the MV to stop or they will fire. Evasive manoeuvring taken. MV and crew SAFE.



- On 07th Aug 2017, at about 2240hrs Z, a tanker reported sighting three unknown persons on board attempting to steal gasoline. They escaped once the alarm was raised. A search was carried out throughout the tanker and nothing was found or reported stolen. Port control informed. Crew and vessel are safe.



- On 19th Aug 2017 at 0716UTC, a Merchant vessel reported 8 skiffs with black hulls, 2 POB in each, length about 10-12 m, approached to the vessel with CPA 0.3 nm in psn 05°44'8N 004°47'5E / 360° / 07.0 kts. Vessel and crew are safe.

### Interesting information:

- At a period when oil theft and maritime insecurity have become issues of global concern, statistics revealed that rather than the problem abating, they are actually increasing in Nigeria. According to a recent statement by the Speaker of the House of Representatives, Nigeria is losing about N7tn annually to maritime insecurity and other revenue leakages arising from oil theft. Dogara noted further that to arrest leakages and insecurity, the country must strengthen its maritime sector by addressing the issues of lack of capacity and weak laws.

- A total of 19 African countries launched an EU-funded network to tackle piracy, high seas robbery, piracy, kidnappings and human trafficking in the strategically important



Gulf of Guinea. The Gulf of Guinea interregional network (GOGIN) officially began operations after a ceremony in the Cameroon capital Yaounde last week.

The 9.2-million-euro (\$9.8-million) four-year initiative is designed to clamp down on maritime crime in a region where trafficking in both human beings and drugs is rife.

Adding to a raft of problems to solve in a zone stretching across some 6,000 kilometres (3,750 miles) are illegal fishing and oil theft.

- US Maritime Administration (US MARAD) issued an Advisory, providing guidance to U.S. flagged operators with vessels transiting the Gulf of Guinea (GoG). Firstly, MARAD informs that hijackings of tankers for cargo theft (refined petroleum products), ship's property, robbery of crew, and kidnappings for ransom (KFR) continue to be the most common threats. U.S. flagged operators with ships operating in or through the GoG Voluntary Reporting Area designated on Maritime Security Chart Q6114 should transit with extreme caution and vigilance.

**Threat assessment:**

Taking under consideration the overall trends, Gulf of Guinea remains the world's hotspot for piracy and maritime crime, particularly marine kidnapping for ransom. As long as corruption, militant disruptions, degradation of marine environment and poverty of the Niger Delta communities can't be confined, it is clear that maritime piracy and kidnapping will continue to plague the waters of West Africa. In any case all vessels operating GoG waters should adopt strict BMP4 implementation measures, follow MDAT-GoG guidelines and report any suspicious activity.

**South East Asia**



**Incidents:**

- A total of 4 actual incidents of armed robbery against ships were reported in Asia. No piracy incident was reported. The two incidents occurred on board ships while anchored in the vicinity of, South Harbour, Manila, Philippines. There was no report

of actual or attempted incidents involving the abduction of crew from ships in the Sulu-Celebes Sea and waters off Eastern Sabah. No abduction of crew incident was reported since April 2017.

### **Interesting information:**

- on 20 Aug 17, one abducted crew of Royal 16 was rescued by the Philippine authorities while they were conducting military operations in the vicinity of Mataja Island, Basilan province. The Royal 16, was boarded by 10 armed men on 11 Nov 16 who abducted its six crew. On 16 Jun 17, while the government troops were conducting military operations, they successfully rescued and recovered one of the abducted crew in Sumipsip, Basilan, Philippines. On 5 Jul 17, the Philippine military found the bodies of another two Royal 16's abducted crew at Sitio Limbutulan, Brgy Tumahubong, Sumisip Basilan, Philippines. To date, the remaining two crew of Royal 16 are still being held in captivity.

- RECAAP recently issued a regional guide to counter piracy and armed robbery against ships in Asia. The guide complements information provided by the relevant resolutions adopted by the United Nations General Assembly and the relevant resolutions and recommendations adopted by the International Maritime Organization (IMO) as in updated MSC Circular 1333/1334 (refer to Annex C) and should be read with reference to updated assessments of activity produced by the ReCAAP ISC, the Information Fusion Centre (IFC) and incidents reported by the International Maritime Bureau (IMB).

### **Threat assessment:**

By far Sulu-Celebes Sea and eastern Sabah region are the most dangerous waters in SE Asia the last six months and apart from several statements from officials of adjacent countries for common patrols to fight the terrorist groups and the announcement of several other measures to confine piracy activity, there is nothing tangible so far. SEAGUARDIAN continues to reiterate the need for collective efforts and shared responsibility among regional authorities and the shipping industry in addressing the situation of piracy and armed robbery against ships in Asia. In any case all vessels transiting above-mentioned waters should remain vigilant while strictly implementing BMP4.

**Overall Map of Incidents can be found at <http://www.sguardian.com/risk-map/>  
We would also like to encourage the recipients of this report, to follow Sea Guardian's Social networks for up to date and real time information**

