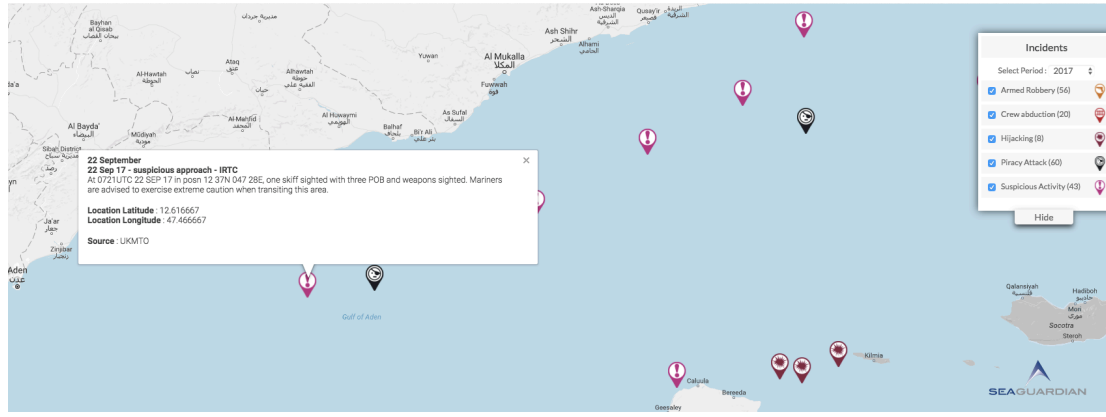
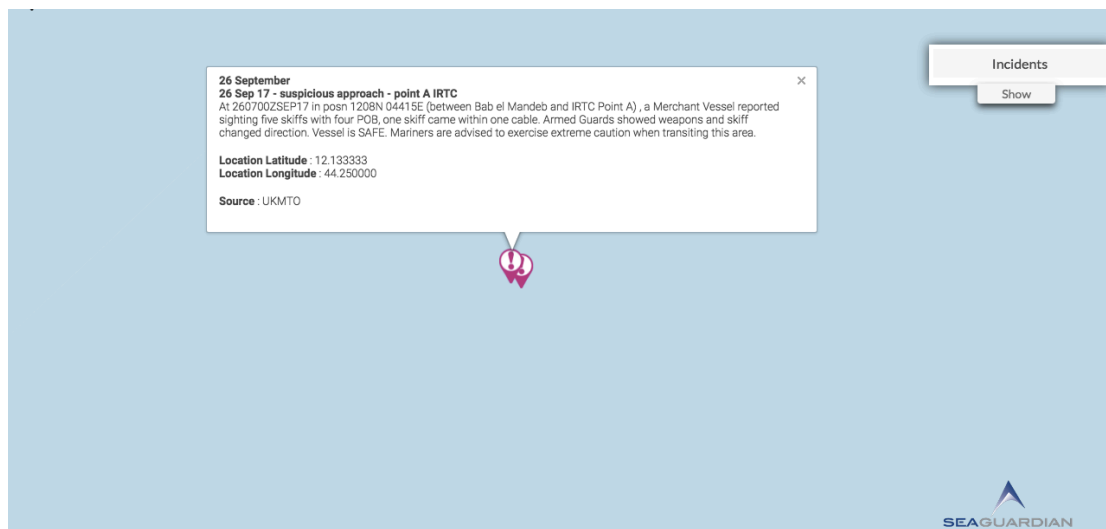


Red Sea - Indian Ocean

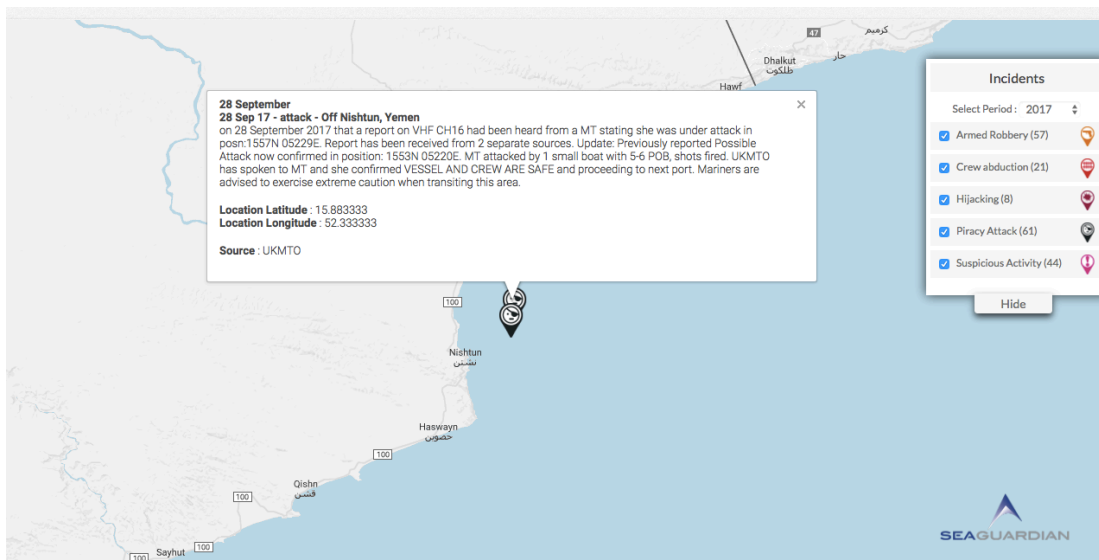
GoA incidents:



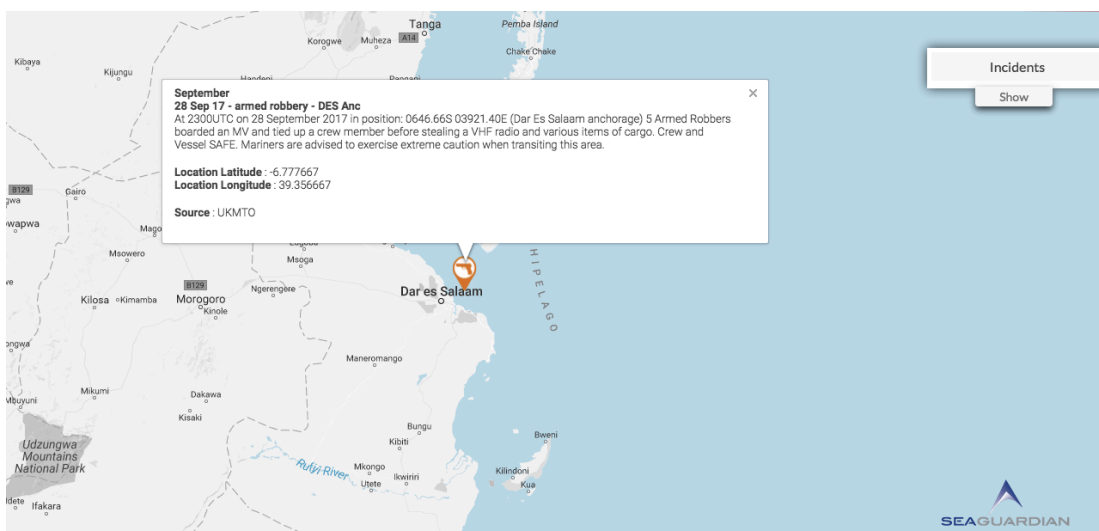
- At 22 SEP 17, 0721UTC in posn 12 37N 047 28E, one skiff sighted with three POB and weapons sighted. Mariners are advised to exercise extreme caution when transiting this area.



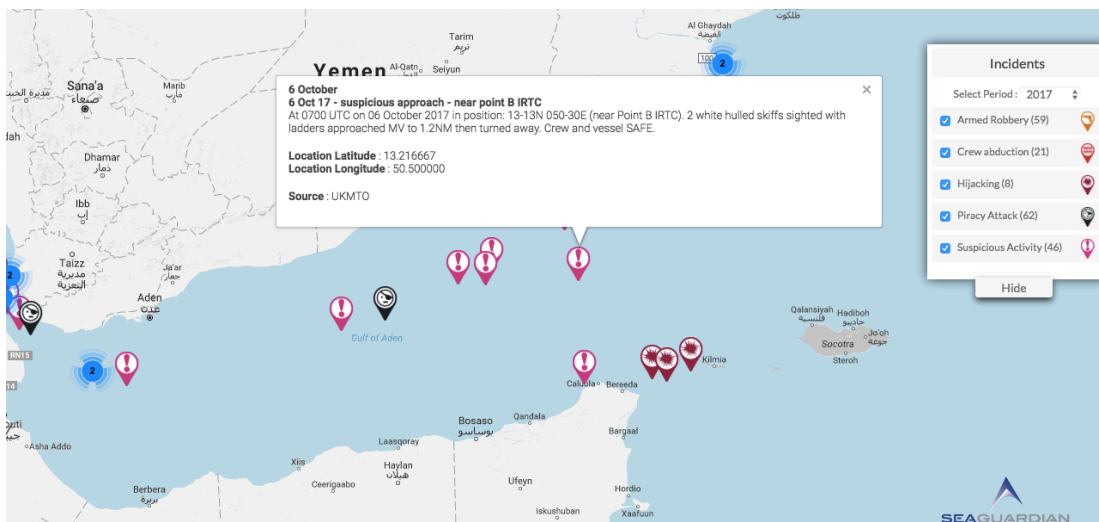
- At 260700ZSEP17 in posn 1208N 04415E (between Bab el Mandeb and IRTC Point A), a Merchant Vessel reported sighting five skiffs with four POB, one skiff came within one cable. Armed Guards showed weapons and skiff changed direction. Vessel is SAFE. Mariners are advised to exercise extreme caution when transiting this area Source: UKMTO



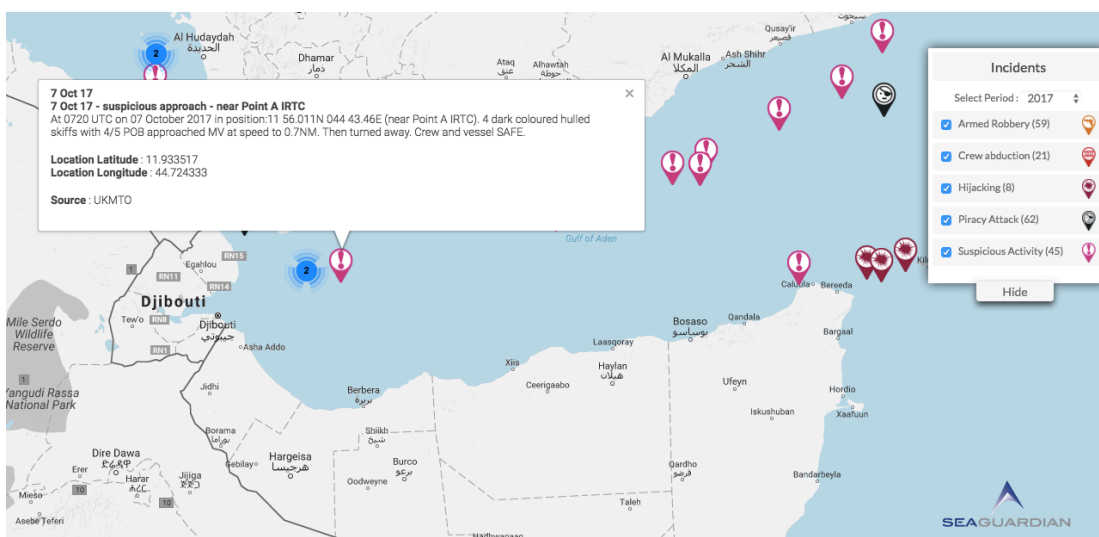
- On 28 September 2017 that a report on VHF CH16 had been heard from a MT stating she was under attack in posn:1557N 05229E. Report has been received from 2 separate sources. Previously reported Possible Attack now confirmed in position: 1553N 05220E. MT attacked by 1 small boat with 5-6 POB, shots fired. UKMTO has spoken to MT and she confirmed VESSEL AND CREW ARE SAFE and proceeding to next port. Mariners are advised to exercise extreme caution when transiting this area.



- At 2300UTC on 28 September 2017 in position: 0646.66S 03921.40E (Dar Es Salaam anchorage) 5 Armed Robbers boarded an MV and tied up a crew member before stealing a VHF radio and various items of cargo. Crew and Vessel SAFE. Mariners are advised to exercise extreme caution when transiting this area.



- At 0700 UTC on 06 October 2017 in position: 13-13N 050-30E (near Point B IRTC). 2 white hulled skiffs sighted with ladders approached MV to 1.2NM then turned away. Crew and vessel SAFE.



- At 0720 UTC on 07 October 2017 in position: 11 56.011N 044 43.46E (near Point A IRTC). 4 dark hulled skiffs with 4/5 POB approached MV at speed to 0.7NM. Then turned away. Vessel and crew are SAFE.

Interesting information:

- Combined Maritime Forces (CMF) established a Maritime Security Transit Corridor (MSTC), relates to transits through the Gulf of Aden, Bab Al Mandeb (BaM), Southern Red Sea, and associated waters. Recent attacks against merchant shipping in the Gulf of Aden and Bab Al Mandeb have highlighted the risks associated with transiting these waters. The multiple types of risks and the broad expanse of ocean on which these attacks can occur dictate that Naval Forces must be used in the most efficient manner possible. To assist in this, CMF is establishing a Maritime Security Transit Corridor (MSTC).

The MSTC will consist of:

- The Internationally Recommended Transit Corridor (IRTC)
- The BaM Traffic Separation Scheme (TSS) and the TSS West of the Hanish Islands
- A two-way route directly connecting the IRTC and the BAM TSS

- The European Union Naval Force personnel have helped train Somalia's Maritime Police Unit in Mogadishu to help strengthen the Horn of Africa nation's maritime security to help deter piracy along the coastline. The EU Capacity Building Mission in Somalia (EUCAP) said on Monday the vital training which it organized, will help in enhancing local capability in maintaining maritime security. The training included how to plan effective patrols at sea and boarding a vessel that is suspected of being involved in piracy and other illegal activity," the EU mission said in a statement released in Mogadishu. The mission said maritime training with regional partners is an extremely important aspect of the European Union's efforts to help develop the capabilities of local maritime forces and to deter piracy off the coast of Somalia.

- The Indian Navy's elite Marcos commandos last Friday foiled a piracy attempt against an Indian carrier with 26 crew members in the Gulf of Aden, a key shipping route near the southern tip of the Red Sea between Somalia and Yemen. The Marcos on board INS ship — on an anti-piracy mission — responded quickly and rescued the boat that was targeted by 12 suspected pirates. The Navy has been actively engaged in anti-piracy operations in the Gulf of Aden. In April, it rescued a Liberian vessel, MV Lord Mountbatten, in the Gulf of Aden after helicopter-borne marine commandos fired at the pirates who were attempting to hijack the ship. Earlier this year the Navies of India and China rescued 19 Filipino crew members on board a ship in the Gulf of Aden hijacked by Somali pirates after a 10-hour standoff. Pirates stormed into a foreign merchant vessel registered in Tuvalu, an island nation on the South Pacific. The merchant ship was travelling from Kelang in Malaysia to port city of Aden in Yemen.

- CMF's Combined Task Force 151 has led an operation, in close cooperation with EU NAVFOR Somali, to deter, disrupt and deny acts of piracy off the coast of Somalia. With the onset of seasonal weather conditions, which are now more suitable for skiffs and small boats, coupled with recent piracy activities in first half of 2017, the threat of piracy remains real.

- The top American admiral in the Middle East said on Monday that Iran continues to smuggle illicit weapons and technology into Yemen, stoking the civil strife there and enabling Iranian-backed rebels to fire missiles into neighbouring Saudi Arabia that are more precise and far-reaching. Iran has been repeatedly accused of providing arms helping to fuel one side of the war in Yemen, in which rebels from the country's north, the Houthis, ousted the government from the capital of Sana in 2014.

Threat Assessment:

- There have been 7 confirmed incidents during the last 40 days. The most significant took place off Nishtun, Yemen, in which fire shots took place against a merchant vessel from a skiff with 5 POB. For the second one, Indian Navy's elite Marcos commandos last Friday foiled a piracy attempt against an Indian carrier with 26 crew members in the Gulf of Aden. The other incidents took place in IRTC and south of BeM straits, proving that NE monsoon has been abated and weather is favorable for small boat operations far from sheltered waters.

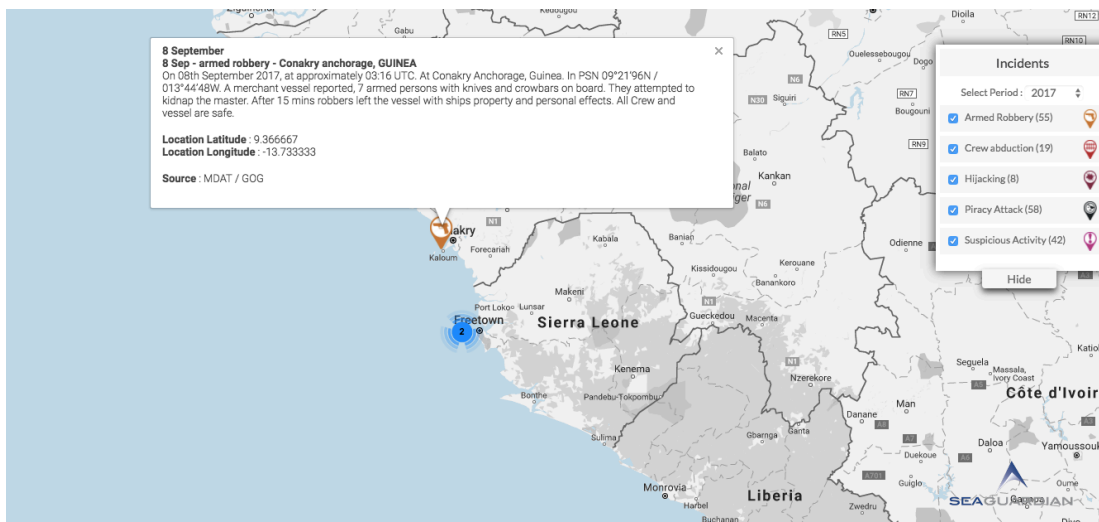
- Moreover instability in Somalia and the state of the civil war in Yemen is continuing to affect the threat level to Merchant Vessels. Especially for Somalia, the threat to Merchant Shipping remains either in the form of Piracy or the ongoing possibility of the Al Shabaab terrorist group targeting maritime 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.

- 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 straits 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".

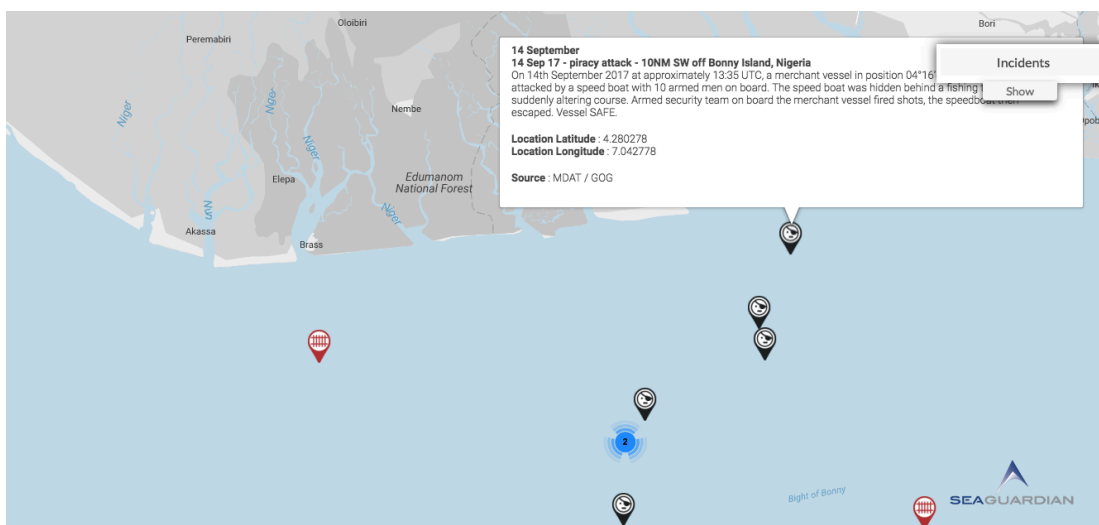
Sea Guardian continues to urge high levels of vigilance in the entire HRA with South Red Sea, Gulf of Aden, Gulf of Oman and Somali Coast, remaining areas where caution needs to be exercised considering the recent incidents. ALL advisories in effect in South Red Sea and Yemeni Coast must be adhered by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

West Africa

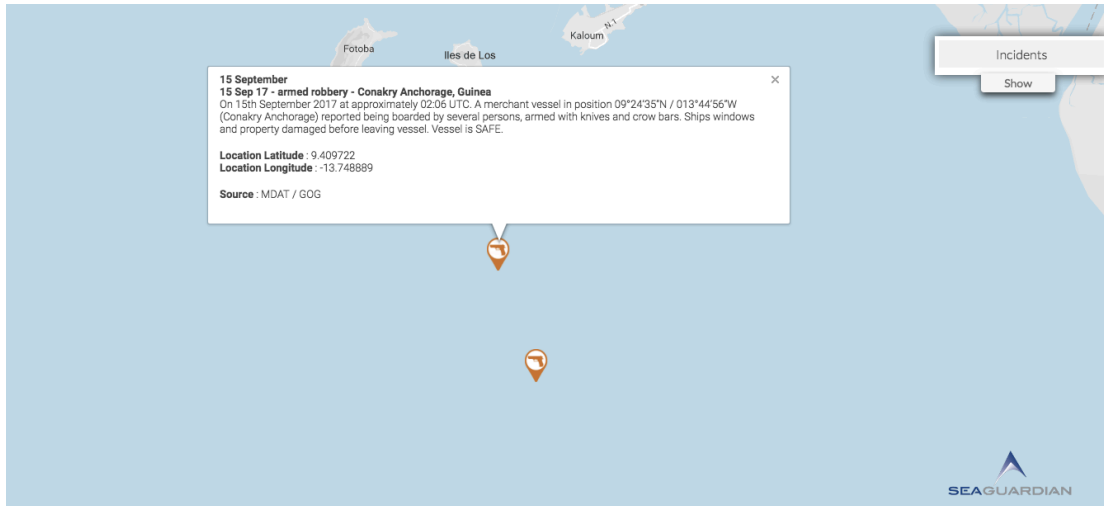
Incidents:



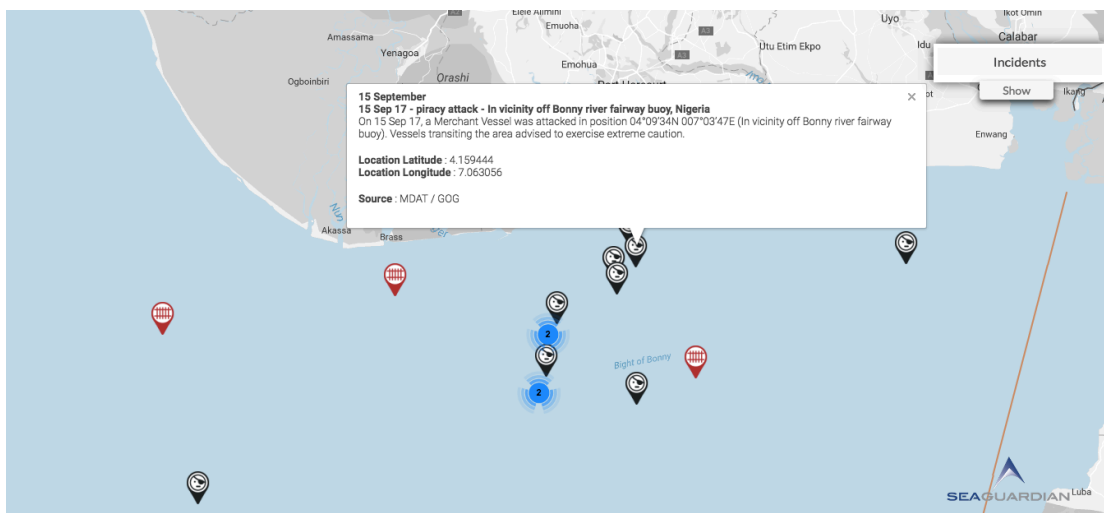
- On 8 Sep 17, At about 03:16Zhrs in position 09°22N/013°44W, Conakry Anc, an anchored merchant vessel was boarded by seven robbers armed with knives and crowbars. They attempted to kidnap the master but failed. After 15 minutes, they fled with personal effects and ship properties. Vessel and crew is safe.



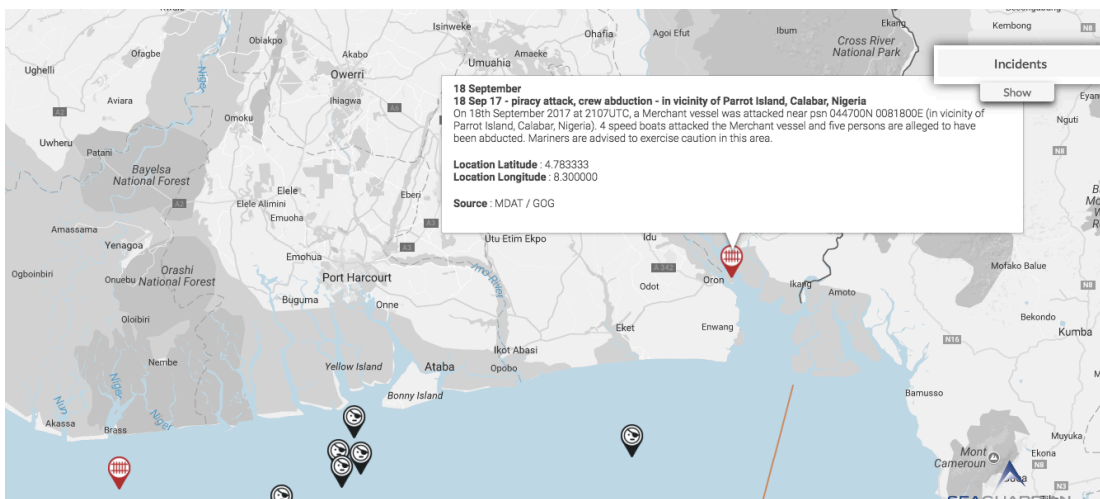
- On 14th September 2017 at approximately 13:35 UTC, a merchant vessel in position 04°16'49"N / 007°02'34"E was attacked by a speedboat with 10 armed men on board. The speedboat was hidden behind a fishing trawler before suddenly altering course. Armed security team on board the merchant vessel fired shots, the speedboat then escaped. Vessel SAFE.



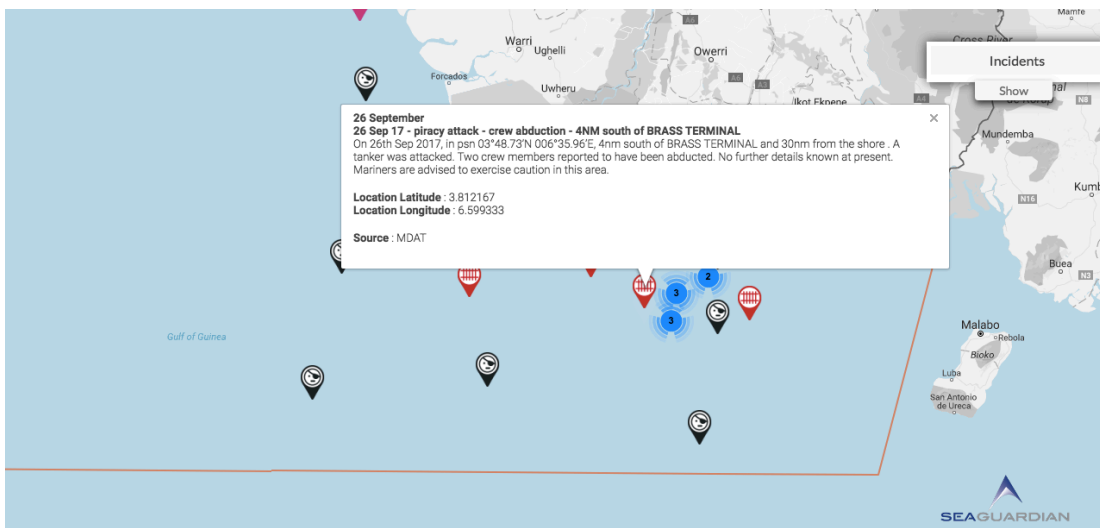
- On 15th September 17, at approximately 02:06 UTC, a merchant vessel in position 09°24'35"N / 013°44'56"W (Conakry Anchorage) reported being boarded by several persons, armed with knives and crowbars. Ships windows and property damaged before leaving vessel. Vessel is SAFE.



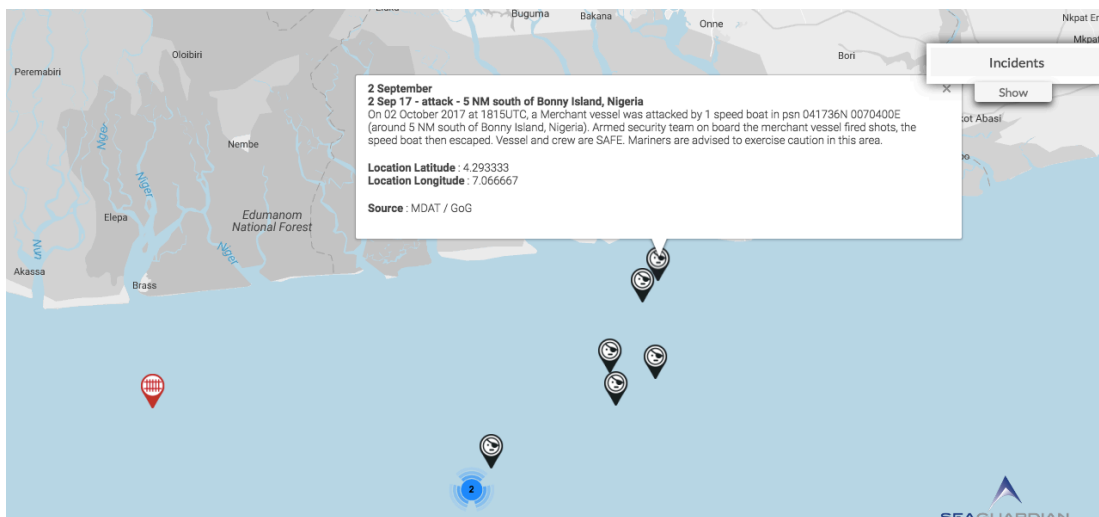
- On 15 Sep 17, a Merchant Vessel was attacked in position 04°09'34N 007°03'47E (In vicinity off Bonny river fairway buoy). Vessels transiting the area advised to exercise extreme caution. Vessel and crew are safe.



- On 18th September 2017 at 2107UTC, a Merchant vessel was attacked near psn 044700N 0081800E (in vicinity of Parrot Island, Calabar, Nigeria). 4 speed boats attacked the Merchant vessel and five persons are alleged to have been abducted. Mariners are advised to exercise caution in this area.



- On 26th Sep 2017, in psn 03°48.73'N 006°35.96'E, 4nm south of BRASS TERMINAL and 30nm from the shore . A tanker was attacked. Two crew members reported to have been abducted. No further details known at present. Mariners are advised to exercise caution in this area. Source: MDAT / GoG



- On 02 October 2017 at 1815UTC, a Merchant vessel was attacked by 1 speed boat in psn 041736N 0070400E (around 5 NM south of Bonny Island, Nigeria). Armed security team on board the merchant vessel fired shots, the speed boat then escaped. Vessel and crew are SAFE. Mariners are advised to exercise caution in this area.

Interesting information:

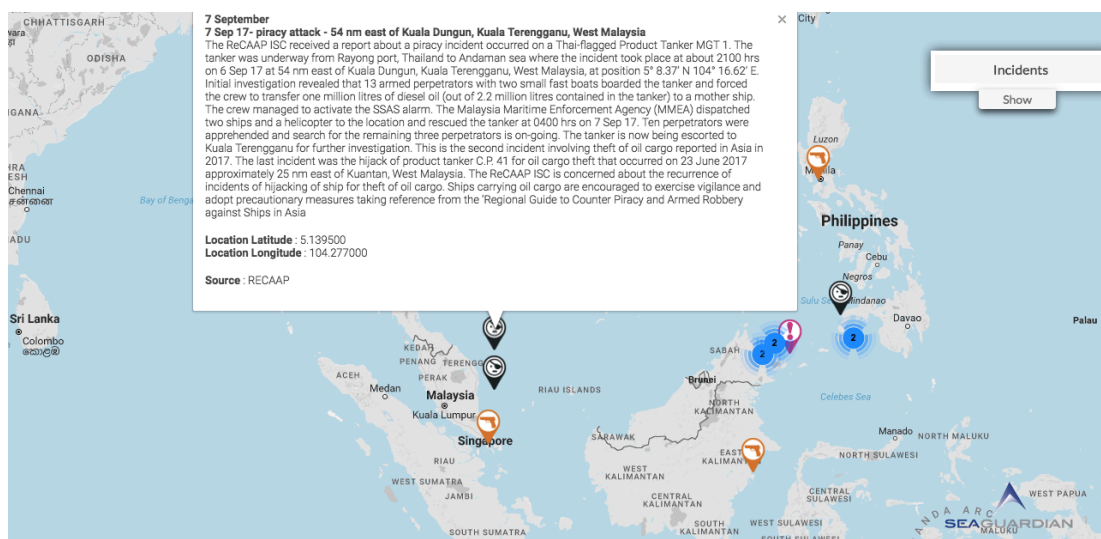
- The Adaka Boro Avengers have warned that it would launch attacks on Bonny, Nembe and Forcados trunk lines if NNPC GMD does not heed to its demands. One of the militant groups in the Niger Delta region of Nigeria, Adaka Boro Avengers (ABA) has accused the Group Managing Director of the Nigerian National Petroleum corporation (NNPC), Maikanti Baru of disrespecting the Minister of State for Petroleum Resources, Dr Ibe Kachikwu and also, appointing only northerners into the oil firm. According to The Sun, ABA warned that “Nigeria’s oil sector does not belong to the Fulani’s alone but to every citizen in this country. They demanded that Baru should tender an open apology to Ibe Kachikwu and also, drop his appointees on the NNPC board, within two weeks, or the group would disrupt hostility at Bonny, Nembe and Forcados trunk lines.

- Two civil society groups have advocated a new approach to boosting maritime security in Bayelsa waterways. Worried by the incessant killings of security personnel and civilians on the state’s waterways, the groups, , Civil Liberties Organisation (CLO) and the Environmental Right Action (ERA), demanded the establishment of coast guards to police waterways, particularly in areas not adequately policed by security agencies. No fewer than 10 persons, including seven security personnel, have been killed by suspected pirates on the waterways in Bayelsa over the past month. The groups in a joint statement on Thursday by the Chairman of CLO, Nengi James, and Coordinator, ERA, Alagoa Morris, condemned the killings. They urged security agencies in the state to involve community structure and retired military and other security personnel in fashioning strategies to bring about lasting solution.

Threat assessment:

- There have been 7 incidents in West Africa waters the last 40 days. One of the attacks 5 seafarers were abducted increasing the total number of abducted seafarers in 35 since the beginning of the year.
- 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:

- On 6 Sep 17, ReCAAP ISC received a report about a piracy incident occurred on a Thai-flagged Product Tanker MGT 1. The tanker was underway from Rayong port, Thailand to Andaman sea where the incident took place at about 2100 hrs at 54 nm east of Kuala Dungun, Kuala Terengganu, West Malaysia, at position 5° 8.37' N 104° 16.62' E. Initial investigation revealed that 13 armed perpetrators with two small fast boats boarded the tanker and forced the crew to transfer one million litres of diesel oil (out of 2.2 million litres contained in the tanker) to a mother ship. The crew managed to activate the SSAS alarm. The Malaysia Maritime Enforcement Agency (MMEA) dispatched two ships and a helicopter to the location and rescued the tanker at 0400 hrs on 7 Sep 17. Ten perpetrators were apprehended and search for the remaining three perpetrators is on-going. This is the second incident involving theft of oil cargo reported in Asia in 2017. The last incident was the hijack of product tanker C.P. 41 for oil cargo theft that occurred on 23 June 2017 approximately 25 nm east of

Kuantan, West Malaysia. The ReCAAP ISC is concerned about the recurrence of incidents of hijacking of ship for theft of oil cargo. Ships carrying oil cargo are encouraged to exercise vigilance and adopt precautionary measures taking reference from the 'Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia Sulu-Celebes Sea and waters off Eastern Sabah. No abduction of crew incident was reported since April 2017.

Interesting information:

- According to statistics provided by the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia, (ReCAAP), the 15 were from 59 people kidnapped since March 16 last year. Of those kidnapped, 28 have been released and 11 rescued. Five were killed, leaving 15 people still held in captivity. From March last year until August this year, there have been 13 abductions and 10 attempts to kidnap. The ReCAPP statistics, at the end of August, did not give a breakdown of the citizenship status of those abducted. Statistics provided by the centre further show those still in captivity were the crew of five vessels. Three of the abductees were the crew of a fishing trawler which the kidnappers hit on Sept 10, 2016. On Feb 19, 2017, six crew members of the Giang Hai were kidnapped. Two were killed, leaving four people still being held.

- Despite the drop in the number of reported cases in the waters off Sabah's east coast, the menace is still a matter of concern. The presence of law enforcement vessels, coordinated information exchange, quick responses from the Philippine, Indonesian and Malaysian authorities, overland operations by the Philippine security forces, multiple reporting channels and precautionary measures by vessels have all contributed to this decline.

- The pirates tried to hijack the Thai-flagged tanker, which was carrying seven million ringgit (\$1.7 million) worth of diesel, off the coast of Terengganu state on peninsular Malaysia in early September. They succeeded in boarding the vessel but Malaysian coastguard commandos rushed to the vessel's last known location by helicopter after it disappeared off tracking systems. The commandos descended by rope onto the vessel, and managed to detain the pirates. Fourteen Thai sailors on the tanker were unharmed. A Malaysian court on Wednesday jailed the ten pirates who seized the tanker, and an 11th who masterminded the failed operation from land, said prosecutor Nurul Farahah Mohamad Suah. Seven of the pirates who were aged below 50 were also sentenced to five strokes of the cane, she said.

Threat assessment:

- While no abduction cases have been reported since April 17, sea kidnappings remain a concern, as operations by enforcement agencies are still ongoing. Sulu-Celebes Sea and eastern Sabah region remain the most dangerous waters in SE Asia. Common patrols to fight the terrorist groups in addition with the shore-based efforts have managed to confine the surge of incidents comparing with the same period 2016 and the first quarter of 2017. - The second incident involving theft of oil cargo reported in Asia in 2017 is warning about a possible recurrence of incidents of hijacking ships for theft of oil cargo.

- 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

