



WEEKLY THREAT ADVISORY NO. 490

(28 January – 3 Feb 2021)

Summary of Threat Activities and Conclusion

1. Pirate and maritime crime activity in East Africa and Indian Ocean HRA is at low level. There were no reports of piracy/criminal/terrorist related incidents this past week.
2. UKMTO is aware of recent military activity in the Gulf Region. There is no change to the information and guidance recently given to maritime trade transiting the Gulf area. Vessels should proceed in accordance with their company and flag state direction, and are encouraged to report to UKMTO in accordance with BMP5. UKMTO continues to monitor all shipping transiting through the Straits of Hormuz (SOH) and recommends that ships maintain their AIS transmissions throughout the Gulf region, reporting any irregular activity to [UKMTO watchkeepers@ukmto.org](mailto:UKMTO_watchkeepers@ukmto.org) or +44 (0) 2392 222060
3. **UKMTO Notice 004 Jan 2020**
 - 3.1. UKMTO is issuing this Notice to global maritime operators in order to remind mariners and ship operators of the recommended procedures for transiting the Strait of Hormuz.
 - 3.2. BMP5 remains the basis for merchant ship conduct, reporting and monitoring in the area. In addition, vessels and companies will need to be aware of their own Flag State guidance.
 - 3.3. All vessels are strongly advised to remain within International Waters and, where practicable, should avoid transiting through Iranian TTW, including the areas claimed by Iran around the islands of:
 - 3.3.1. Abu Musa, 25° 52' N 55° 02' E
 - 3.3.2. Greater Tunb 26° 15' N 55° 16' E
 - 3.3.3. Lesser Tunb 26° 14' N 55° 08' E
 - 3.4. In the event of merchant vessels being hailed masters should respond with ship's name, flag state and confirm that they are proceeding in accordance



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with International Law. If contacted by Iranian authorities, it is recommended that masters contact UKMTO.

- 3.5. UKMTO recommends all merchant shipping maintain transmissions on AIS throughout the region to avoid misidentification and to assist with merchant shipping monitoring.
4. **MARAD ADVISORY 2018-014-GPS Interference-Eastern Mediterranean and Red Seas:** This revised advisory cancels U.S. Maritime Advisory 2018-007 Reference: U.S. Maritime Alerts 2018-004A, 2018-004B, 2018-008A. Issue: Multiple instances of significant GPS interference continue to be reported by vessels and aircraft operating in the Eastern Mediterranean Sea. These reports have been concentrated near Port Said, Egypt, the Suez Canal, and in the vicinity of the Republic of Cyprus. Additional instances of similar interference were reported in October 2018 near Jeddah Port, Saudi Arabia. This interference is resulting in lost or otherwise altered GPS signals affecting bridge navigation, GPS-based timing and communications equipment. Guidance: Exercise caution when transiting these areas. The U.S. Coast Guard Navigation Centre (NAVCEN) and NATO Shipping Centre websites contain information regarding effective navigation practices for vessels experiencing GPS interference. The information reaffirms safe navigation practices when experiencing possible GPS disruption, provides useful details on reporting possible GPS disruption, and is intended to generate further discussions within the maritime community about other disruption mitigation practices and procedures. This guidance also recommends taking note of critical information such as the location (latitude/longitude), date/time, and duration of the outage/disruption, and providing photographs or screen shots of equipment failures during a disruption to facilitate analysis. The NAVCEN information is available at: <https://go.usa.gov/xQBaU>. Contact Information: GPS disruptions or anomalies should be immediately reported to the NAVCEN at <https://go.usa.gov/xQBaw> or via phone at 703-313-5900, 24 hours a day. The NATO Shipping Centre has requested that instances of GPS interference also be reported to them using the format on their Cyber Interference link: <https://shipping.nato.int/nsc/page10303037.aspx>. Cancellation: This message will automatically expire on May 2, 2019.
5. **On Aug 17, UKMTO issued ADVISORY NOTICE 001/AUG/2017:** - 1. Category: Notice. Description: GUIDANCE ON TRANSITS THROUGH THE BAB EL MANDEB AND ASSOCIATED WATERS. The following information from the UK government



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relates to transits through the Bab el Mandeb (BeM) and associated waters. It replaces previous guidance UKMTO Notice 001 July 2017 (which refers to CMF advice dated 16 July 2017) and UKMTO Notice 002 July 2017. 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 we do 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. Therefore, operating in these waters requires thorough planning and the use of all available information. The maritime threat environment is dynamic; the risks will not remain constant for subsequent visits. It is essential therefore, that Masters, Ship Security Officers and Company Security Officers carry out detailed Risk Assessments for each voyage to the region and for each activity within the region. All vessels transiting the Gulf of Aden and Bab el Mandeb should follow the guidance of BMP 4 to the maximum extent possible and consider the use of embarked armed security. Recent attacks in 2017 serve to emphasize the importance of robustly following this guidance. This information is aimed to help inform effective mitigating actions and has been developed through cooperation between Combined Maritime Forces (CMF) and UKMTO. The use of BMP4, armed security, shifting transit times, or any other defensive measures remain the sole decision of the vessel operator based on its own dedicated risk assessment and the requirements of the flag state. Cancel UKMTO Notice 001/JUL/2017 & UKMTO Notice 002/JUL/2017. Any queries regarding this UKMTO Notice ring 0044 2392 222060 for further information.



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6. **U.S. MARITIME ADVISORY 2017-004 / Threat Type:** - Piracy / Geographic Area: Indian Ocean, Gulf of Aden, Arabian Sea, Red Sea, and Gulf of Oman: U.S. flag vessels are advised to remain vigilant and adhere to the counter-piracy annex of their approved Vessel Security Plan when transiting the Sulu and Celebes Seas, in light of recent boarding and kidnappings for ransom that have taken place in the area. Over the past 12 months, there have been at least 14 reported kidnappings and one murder, of which at least ten incidents were reportedly linked to Abu Sayyaf Group (ASG), a violent Islamic separatist group operating in the southern Philippines. Previously, only towing and fishing vessels were targeted and crewmembers kidnapped. However, since October 2016, ASG has reportedly targeted three large commercial vessels and one yacht. In November 2016 ASG boarded a German yacht and killed one crewmember, and in February 2017 killed the remaining crewmember after a ransom demand was not met. Thus far, no U.S. vessels have been involved in these incidents. Guidance: Additional information on this threat, including specific recommendations for vessels transiting the area, is available on the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) website at www.recaap.org. Mariners operating in or near this area are also advised to consult the Department of State Travel Warnings for this area and the information can be found at www.travel.state.gov/content/passports/en/alertswarnings/philippines-travel-warning.html. All suspicious activities and events must be reported to the U.S. Coast Guard National Response Center at 800-424-8802 in accordance with 33CFR101.305. A Ship Hostile Action Report (SHAR) should also be sent to the National Geospatial-Intelligence Agency (NGA) at:
- http://msi.nga.mil/NGAPortal/MSI.portal?_nfpb=true&_st=&_pageLabel=msi_portal_page_70&subCode=06 as soon as possible following an incident or suspected activity (including apparent surveillance being conducted by small vessels/boats).
- Reference:
- https://msi.nga.mil/NGAPortal/MSI.portal?_nfpb=true&_st=&_pageLabel=msi_portal_page_62&pubCode=0009 for further guidance.
7. Pirate and maritime crime activities in West Africa waters is high level. There were four reports of piracy/criminal incidents during the reporting period.
8. GHANA: On 1 Feb, robber boarded a bulk carrier anchored at TEMA Anchorage.



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9. GHANA: On 30 Jan, pirates boarded the Marshall Islands flagged bulk carrier ROWAYTON EAGLE approximately 200nm southeast of Accra.
10. NIGERIA: On 30 Jan, kidnappers released six Ukrainian sailors, kidnapped from bulk carrier STEVIA on 16 Dec 2020.
11. NIGERIA: On 29 Jan, kidnappers released five sailors, abducted from the general cargo ship CAP SAINT GEORGES on 10 Dec 2020
12. The shipping industry has warned in recent months about increased incidents of piracy and kidnapping in the Gulf of Guinea, particularly around Nigeria. Pirates this month attacked an oil production vessel off Nigeria and kidnapped nine Nigerian nationals.
13. In other parts of the world, there were seven reports of piracy and criminal incidents against commercial shipping.
14. ANTIGUA AND BARBUDA: On 31 Jan, robbers boarded a catamaran anchored in Falmouth Harbour.
15. ANTIGUA AND BARBUDA: On 31 Jan, a second event occurred where robbers boarded a sailing yacht also anchored in Falmouth Harbour.
16. INDONESIA: On 31 Jan, two robbers boarded the Bahamas flagged LNG tanker SURAYA AKI while anchored in Belawan Anchorage.
17. PHILIPPINES: On 30 Jan, two robbers boarded the Singapore flagged container KOTA NEBULA while anchored at General Santos City.
18. SAUDI ARABIA: On 29 Jan, customs authorities announced they had seized 14.4 million Captagon pills hidden in a shipment of wood planks in King Abdul Aziz Port.
19. INDONESIA: On 29 Jan, three robbers armed with knives boarded the Liberia flagged general cargo ship VANTAGE WAVE approximately 5.8nm northwest of Tanjung Pergam, Bintan Island.
20. INDIA: On 29 Jan, robbers boarded a tanker anchored off Kandla Anchorage.



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21. The navies of China, Japan, India, Russia, Korea and Iran continue to provide escort naval services to their flag vessels due to the continued presence and danger posed Somalia-based piracy threats. These efforts combined with the increased deployment of armed maritime marshals on board commercial shipping have significantly reduce the success of Somalia-based piracy in the HRA in hijacking commercial vessels of late but not the presence of pirate groups operating in the HRA. International Intelligence Agencies' assessment is that existing presence of Somali-based piracy threats can easily be translated to successful hijacks as were experienced in 2009/2010/2011 by should these preventive measures be eased off by all stakeholders.

22. **Weather Conditions.** High pressure dominates the weather pattern over the region producing mostly clear skies. Tropical Cyclone 02A is influencing all areas; expect increased winds and seas until 17 June. Southwest monsoon conditions resume after and will continue until September. Expect increased localized wind flow through the Strait of Hormuz due to funnelling effects.

Instructions and Piracy Related News

23. Warning for Red Sea, Bab el-Mandab Straits and Gulf of Aden

- 23.1. There have been numerous attacks and suspicious approaches reported near the southern entrance to the Bab el Mandeb Strait during the reporting period. Levels of pirate activity in the Indian Ocean remain elevated, with five hijacks reported since March 2017 (MT ARIS 13, CASAYR II NO.30, AL KAUSAR, SALAMA 1 and OS 35). The threat of further attacks and hijacking remains high. All Masters are advised to exercise heightened vigilance within the High Risk Area (HRA), stringently implement BMP4 and liaise closely with embarked armed security teams (AST) and regional authorities. If not making calls in Yemen, it's recommended by UKMTO that vessels should use the IRTC and western lane of the Traffic Separation Scheme (TSS) in the Bab el Mandeb / southern Red Sea region, to provide a greater lee from Yemen. Further such incidents and hijackings are likely to take place, and all vessels transiting this region are advised to remain vigilant. While international naval patrols and anti-piracy measures on-board commercial vessels have practically eradicated Somali piracy since its peak in early 2011, poverty coupled with other factors that motivate pirates remain and some vessels transiting this region may have



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increasingly become complacent in the belief that the piracy threat had diminished.

23.2. While the international community has over the past several years taken significant steps in order to improve security in the region, including boosting naval forces in the area and requiring ships to take protection measures, including reporting in and out of high risk areas, sailing at top speed as far away as possible from the Somali coast and travelling with armed escorts on-board, the threat of an attack and hijacking remained as the real root of the cause on the ground in Somalia has never been properly addressed. After five years without a successful attack, analysts say that complacency may have set in and this week's successful hijacking is likely to result in potential copycat attacks, as pirate action groups head-out in a bid to successfully hijack a commercial vessel. Masters are advised to remain vigilant at all times inside the HRA and are advised to adhere to strict 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 decreased over the past two years, the possibility of attacks and the successful hijacking of sailing vessels continue 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 any possible Privately Contracted Armed Security Personnel (PCASP) on-board. If the pirate approach does not elicit a response, the pirates will likely proceed with an attack, in which additional skiffs may participate. 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, which in turn can escalate the potential for direct or collateral damage to vessels transiting the region. 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.

23.3. UMS HQ advises all vessels transiting this region to report any hostile activities immediately. Somali pirates have recently shown an ability to mount hijacking expeditions far out into the Gulf of Aden and the Indian



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Ocean, and inshore traffic might be an easier target. EUNAVFOR spokesperson Commander Jacqui Sherriff said that the recent series of attacks against commercial shipping again highlights the need for vigilance and adherence to self-protection measures (by the deployment of on-board AST) and compliance to Best Management Practices (BMP) 5. It is crucial that Somali pirates are denied opportunities to attack vessels so that there will no chance of a successful hijack. One successful hijack is one hijack too many because it will encourage and motivate more Somalis to taking up piracy!

- 23.4. CMF and EUNAVFOR and intelligence agencies have warned of increased complacency amongst stakeholders which may give rise to opportunities for piracy action groups and organizations funding piracy activities to revive the threat. All stakeholders are advised to heed the latest UN Report on Somalia and the possibility of the piracy threat being resuscitated back to haunt the shipping community. The report was shared in WETA No. 378 and WETA No. 379.

24. Maritime Security: Updated Guidance for Vessels Operating In The Arabian Gulf, Gulf Of Oman, Gulf Of Aden And Red Sea

- 24.1. Reference is made to the recently reported event of a limpet mine having been found attached to the hull of a tanker engaged in a ship-to-ship transfer operation in the Arabian Gulf. Thankfully, the mine was discovered in time to avoid any injuries or damage to the vessel.
- 24.2. As a result of this incident, a joint industry group has released further maritime security related guidance, Industry Update Following Incident in the Persian Gulf, recommending that vessel operators should consider sending the following guidance to vessels operating in the Arabian Gulf, Gulf of Oman, Gulf of Aden and Red Sea.
- 24.3. The guidance recommends that operators should:
- 24.3.1. Undertake a new ship- and voyage-specific threat risk assessment before entering any region where there has been an incident, or the threat has changed and, after the risk assessment, review the Ship's Security Plan;



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- 24.3.2. Review section 2 of the latest Best Management Practices to Deter Piracy and Enhance Maritime Security in the Red Sea, Gulf of Aden, Indian Ocean and Arabian Sea (BMP5), which outlines non-piracy threats;
- 24.3.3. Maintain a full and vigilant bridge watch; note: at night, slow, small boats with no wake are difficult to spot on radar;
- 24.3.4. Maintain a strict communications watch and establish communication with all vessels coming close. Do not allow small boats to approach or to come alongside. Use a searchlight for identification at night;
- 24.3.5. Ensure strict boarding controls are in place;
- 24.3.6. Only lower accommodation gangways or ladders when necessary;
- 24.3.7. Rig outboard lighting where possible, provided they do not interfere with keeping a safe lookout, particularly over the stern, and rig/use searchlights if available;
- 24.3.8. Report any suspicious activity or objects immediately to both the port and the United Kingdom Maritime Trade Operations (UKMTO) at +44 239 222 2060;
- 24.3.9. Monitor relevant VHF and other communication channels;
- 24.3.10. Check and ensure that all fire-fighting equipment is available for immediate use. Make sure the emergency fire pump is available if any maintenance is being undertaken
- 24.3.11. Keep the Automatic Identification System (AIS) on. There is no need to complete the field stating the last or next port of call;
- 24.3.12. Particular attention should be made to check the ship's hull by:



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24.3.12.1. Undertaking a visual search from the deck, and all around the vessel to check for anything attached to the hull. Special attention should be paid to the hull at the waterline; and

24.3.12.2. Conducting regular rounds and searching of the upper deck;

24.3.13. If a vessel detects anything unusual attached to the hull, then the master should contact the UKMTO and flag state immediately. All crew should be evacuated from the immediate area and mustered in a safe place. No attempt should be made to remove it; and

24.3.14. Vessels should follow the advice of the military authorities.

24.4. If alerted to suspicious activity whilst the vessel is at anchor, vessel operators should also consider:

24.4.1. Rotating the propeller continuously or at short, irregular intervals;

24.4.2. Operating bow and stern thrusters at zero (0) thrust at irregular intervals;

24.4.3. Turning the rudder at frequent intervals; and

24.4.4. Switching the echo sounder to transmit counter/combat swimmer/diver threat.

25. Commodore DioGo Arrotheia, Commander of Operation ATALANTA Task Force 465 Reflects on its New Mandate

25.1. First of all, I want to highlight the honor and pride that I feel while commanding these 293 women and men who, day and night, continuously ensure that the maritime domain in the Horn of Africa region is increasingly safer for merchant shipping and allows that international humanitarian aid reaches the Somali people. But is this an easy task? Not at all.



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25.2. In an area of operations that is the size of Western Europe, the operational flexibility and coordination with other forces present in the region are the key to success, resulting in the fact that the last act of piracy occurred in April 2019. On the other hand, the maritime domain is used for many other illicit activities that are interconnected and sometimes supporting each other and serving as a source of funding for illegal organizations such as terrorist groups. In this sequence, it was with great joy that I received the news that the European Council had decided to extend the mandate of Operation ATALANTA until 31st December 2022. But I was even more pleased to know that the EU now has a more holistic view of the operation, by adding secondary executive tasks, such as counter weapons and counter-narcotics smuggling, thereby contributing to the implementation of the United Nations arms embargo in Somalia and supporting the fight against terrorist groups.

25.3. This fact, in addition of representing a great challenge, is above all a great opportunity to strengthen the importance of EUNAVFOR as an international security actor, as well as to increase the safety of the region. Regardless of all this, what I can guarantee is that TF465 will continue, day and night, to ensure the safety of those who sail these seas with the sole purpose of using it for legal purposes.

26. Getting Away with Murder on the High Seas

26.1. We're just into a new year and already there is the dreadful news that a ship's engineer has been murdered by pirates and 15 of his shipmates are being held to ransom.

26.2. So, 2021 has started in the worst possible way, with the Hapag Lloyd-container ship being attacked and now representatives of the owners are having to attempt to negotiate the release of seafarers from a gang of murderers.

26.3. And of course, unless an improbable and dangerous rescue takes place, money will change hands. There is no alternative and every attempt must be made to get those people to safety. But that we are in this place yet again is beyond outrageous. There has been a huge amount of talk about how to eliminate piracy in the Gulf of Guinea but only modest progress.



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- 26.4. On Friday the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia, (ReCAAP) issued an Incident Alert on incidents against ships in the eastbound lane of Singapore Strait: It warned the incidents of armed robbery against ships continued to occur in the Singapore Strait.
- 26.5. Between Jan 25 and 29, three incidents were reported on ships while under way in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait. According to ReCAAP the three incidents occurred in close proximity to each other and in particular, two incidents occurred within an interval of four hours. In all three incidents, the perpetrators were sighted in the engine room but nothing was reported stolen and the crew were safe with no confrontation with the perpetrators.
- 26.6. ReCAAP says that a total of 34 incidents were reported in the Singapore Strait in 2020; of which 30 incidents occurred in the eastbound lane, two in the precautionary area, one in the westbound lane and one just outside (south) of the TSS.
- 26.7. More pirate attacks
- 26.7.1. The International Chamber of Commerce's International Maritime Bureau (IMB)'s annual piracy report recorded a global increase of piracy and armed robbery incidents in 2020, a total of 195 incidents compared to 162 in 2019.
- 26.7.2. The incidents included three hijacked vessels, 11 vessels fired upon, 20 attempted attacks, and 161 vessels boarded. The rise is attributed to an increase of piracy and armed robbery reported within the Gulf of Guinea as well as increased armed robbery activity in the Singapore Strait.
- 26.7.3. As is often the case with piracy statistics the IMB's are bit different from ReCAAP's but the overall message is much the same. In its report, IMB says 23 incidents against vessels under way within the Singapore Strait were reported for 2020. Vessels were boarded in 22 of the 23 incidents.



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26.7.4. IMB warns: "Although considered low level - that is, aimed at armed theft from the vessel - and tend to take place in the hours of darkness, one crew was injured, another taken hostage and two threatened during these incidents. Knives were reported in at least 14 incidents."

26.8. According to IMB, 135 crew were kidnapped from their vessels in 2020, with the Gulf of Guinea accounting for over 95 per cent of crew numbers kidnapped.

26.9. A record 130 crew members were kidnapped in 22 separate incidents. During 2019, the Gulf of Guinea experienced an unprecedented rise in the number of multiple crew kidnappings.

26.10. In the last quarter of 2019 alone, the Gulf of Guinea recorded 39 crew kidnapped in two separate incidents. The kidnappings are often characterized by extreme violence but the aim is to capture crew and extort money for their return.

26.11. IMB explains how it works.

26.11.1. Once kidnapped, crew are removed from their vessel and can be held on shore until their release is negotiated. The furthest crew kidnapping in 2020 occurred almost 200 nautical miles from land with the average kidnapping incident taking place over 60 miles from land, according to IMB, which warns that things are getting worse.

26.11.2. It says: "The rise in kidnapping incidents further away from shorelines demonstrates the increasing capabilities of pirates in the Gulf of Guinea."

26.11.3. IMB advises vessels in the region to remain at least 250 miles from the coast at all times, or until the vessel can transit to commence cargo operations at a berth or safe anchorage."

26.11.4. Writing before the murder on the container ship, IMB director Michael Howlett said: "The latest statistics confirm the increased capabilities of pirates in the Gulf of Guinea with more



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and more attacks taking place further from the coast. This is a worrying trend that can only be resolved through increased information exchange and coordination between vessels, reporting and response agencies in the Gulf of Guinea Region. Despite prompt action by navies in the region, there remains an urgent need to address this crime, which continues to have a direct impact on the safety and security of innocent seafarers."

- 26.12. That message needs shouting around the world. What is happening is beyond unacceptable, and yet we go on accepting it - and expecting seafarers to risk their lives.
27. Unlike the presence and substantial involvement of international navies, numbering more than 25 countries and the legit deployment of armed security team (AST) on-board commercial vessels transiting the East Africa and Indian Ocean HRA, the situation in the West Africa HRA is about just the opposite. Nigerian government laws and regulations prohibit the deployment of ASTs other than those brokered by local security companies that used personnel from the Navy which the government has declared as not supported by it. Besides the Nigerian Navy, there is also no other naval forces that provides security and deterrence to the pirates managed by criminal syndicates operating from Nigeria. In other words, the waters and ports around Nigeria are almost a perfect hunting ground for the local criminal syndicates. Given this situation, the threat of piracy at this point of time is higher and more dangerous than that posed by Somali pirates in the East Africa and Indian Ocean HRA, although depending on the continued presence of the navies of EUNAVFOR and CMF and the other independent naval forces and the continued used of on-board ASTs, the situation may quickly reverse. Somali pirates still have the intent, skills, and resources to attack merchant ships. Fundamentally naval forces and intelligence agencies have repeatedly called for continued vigilance and preparedness in the fight against the threat of piracy at both the East Africa and Indian Ocean HRA and the West Africa HRA. Ignoring these warnings is to place one's business, vessels and crew members at risk!
28. UMS HQ therefore advises all stakeholders never to take the security and safety of their vessels and crew members for granted. **CURRENT LOW PIRACY THREAT doesn't mean NO PIRACY THREAT!**



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29. **COVID-19 Measures.** UMS HQ continues to remind all our maritime marshals of the current pandemic that has claimed hundreds of thousands of lives and the need for them to continue remaining on-board so as to protect them from being infected with this dreadful COVID19 virus. UMS HQ urge everyone to think not only for themselves but also for all other crew members and most importantly, their family and loved ones back home.

30. ***Remember Always “Be Vigilant, Be Safe and Never Be Sorry”***

LTA (NS) Anthony Lim
Assistant Operations Officer
Universal Maritime Solutions
HP: +65 97581690