

MS | RISK

Global Piracy Report

Detailed Weekly Piracy Report Focusing on the Horn of Africa, Gulf of Guinea, Southeast Asia and South America; and Reporting of On - The - Ground in Somalia and Kenya

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. It also acts as retained advisors to syndicates in the Lloyd's of London specialty risk insurance markets: kidnap for ransom, extortion, hijack, illegal detention, illegal war tax, malicious product tamper, terrorism, political and war risk.

MS Risk is always mindful and compliant to legislation and guidelines on the use of private security services including, but not limited to the US FCPA (1977), UK Bribery Act (2010), Canadian Bill C-48 (2007), ASX 8 Corporate Governance Principles, and the World Bank/IFC Voluntary Principles on the Use of Government and Private Security Forces. MS Risk is a signatory of the Swiss government's International Code of Conduct. It is transparent and compliant to market expectations on legal and ethical conduct in the performance of services.

MS Risk has a dedicated team of researchers, a 24/7 hotline service and a pool of trained and 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.
- Project Management
 - Interim security
 - Training
 - Special assignments
- Crisis Response
 - Crisis management
 - Business continuity management
 - Hostile operations support to commercial interests
- 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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Summary (August 24 - 30, 2015 - Week 35; Edition 104)

List of Incidents at Sea for this Reporting Period

Gulf of Guinea/West Africa: No incidents reported during this reporting period

Somalia-Indian Ocean: No incidents reported during this reporting period

Southeast Asia: No incidents reported during this reporting period

South America: No incidents reported during this reporting period

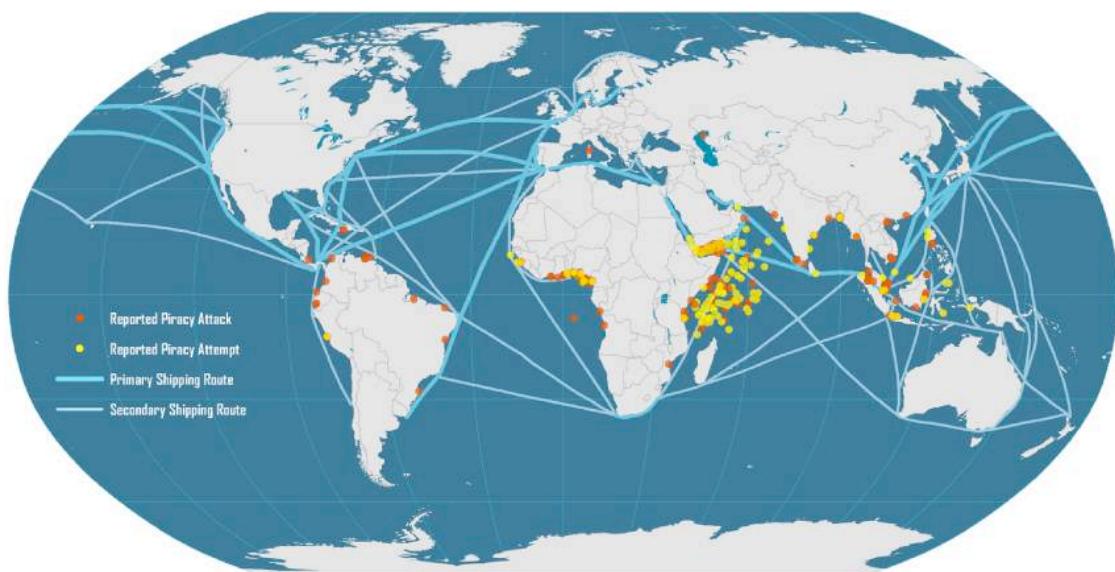
North America: No current incidents to report

Central America-Caribbean: No current incidents to report

Atlantic Ocean Area: No current incidents to report

Northern Europe-Baltic: No current incidents to report

Mediterranean-Black Sea: No current incidents to report



SOMALIA

Executive Summary

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 BMP4. 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) onboard. If the pirate approach does not elicit a response, the pirates will likely proceed with an attack, in which additional skiffs may participate.

At Sea

Hijacks:

- None reported during this period.

Unsuccessful Attacks/Robberies:

- None reported during this period.

Suspicious Activity:

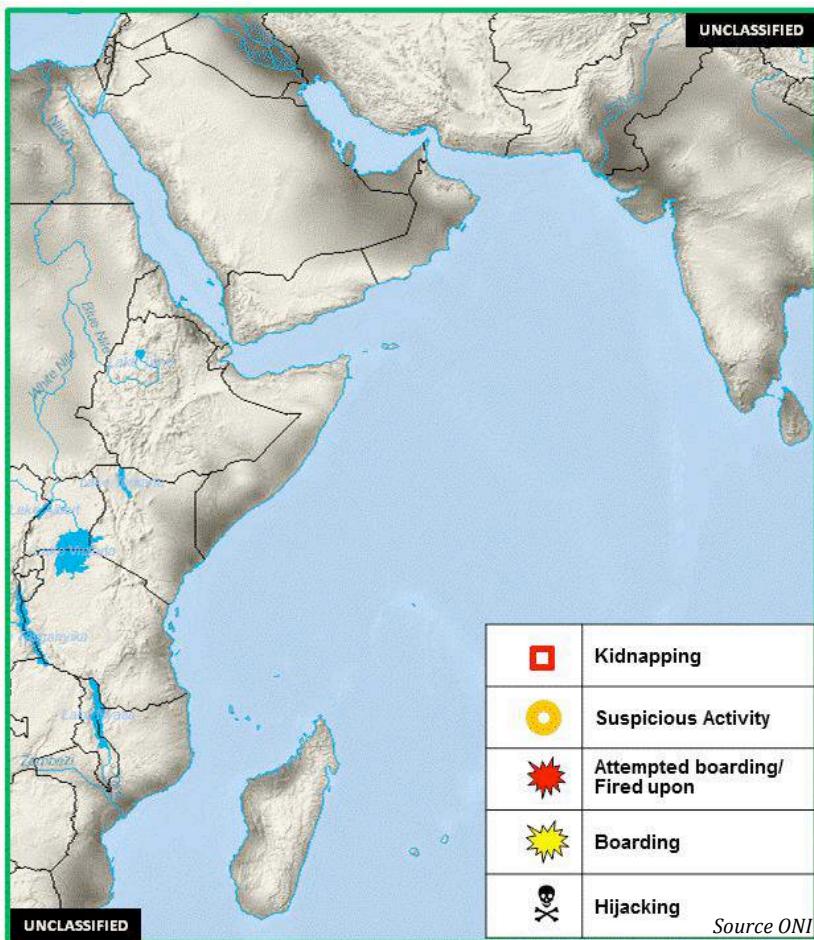
- None reported during this period.

Piracy Reporting

- **28 August 2015** – Maritime piracy experts disclosed Friday that an Iranian fishing vessel and its crew have escaped after being held captive for eight months by Somali fishermen, however it remains unclear how many crewmembers had escaped. Jaber, an Iranian fishing vessel believed to have up to 19 crewmembers on board, was captured on 26 March along with another Iranian fishing vessel, Siraj. At the time, local officials accused the vessels of fishing illegally in Somali waters. According to a source, Jaber and its crew escaped in the early hours of Thursday morning and were pursued by pirates who had been holding the vessel close to the shore in Ceel Hur, in central Somalia. The source has disclosed that "it looks like the captain took the opportunity of a passing helicopter or whatever, when the guards were distracted and were

not on the ship...and cut his anchors and motored out," adding that the Iranian ship had reached a vessel, which was part of the European Union's international Naval Force that is protecting the busy shipping lanes from pirates. Lieutenant Robert Thurmott, spokesman for the EU Naval Force operations, disclosed that the force had provided food and water to the Jaber crew on their own vessel adding that officials in both Somalia and Iran have been informed about Jaber's situation.

Incident Map



On the Ground Reporting

- **27 August 2015** – Officials reported Thursday that dozens were killed in Somalia after al-Shabaab gunmen ambushed an army convoy. According to officials, al-Shabaab fighters launched attacks on the army convoy near the village of Tulo-Barwao in the southwestern Gedo district of the country on Wednesday, sparking intense gun battles. Government officials have placed the death toll at 32 al-Shabaab and 11 government soldiers killed. Al-Shabaab has indicated that the only casualties were 19 government troops while local elder Abdulahi Halane disclosed that around thirty people were killed in total. It has not been possible to independently verify the toll. Al-Shabaab has claimed responsibility for the attack. In a statement, the militant group indicated, “mujahedeen fighters carried out a successful ambush against a military convoy transporting senior apostate officials, killing 19.”

GULF OF GUINEA

Executive Summary

Pirate and maritime crime activity in waters off West Africa is currently at a low level, with no incidents reported during this period. All vessels transiting this region however are reminded to remain vigilant.

At Sea

Hijacks:

- None reported during this period.

Vessels Fired Upon/Attempted Boardings:

- None reported during this period.

Suspicious Activity:

- None reported during this period.

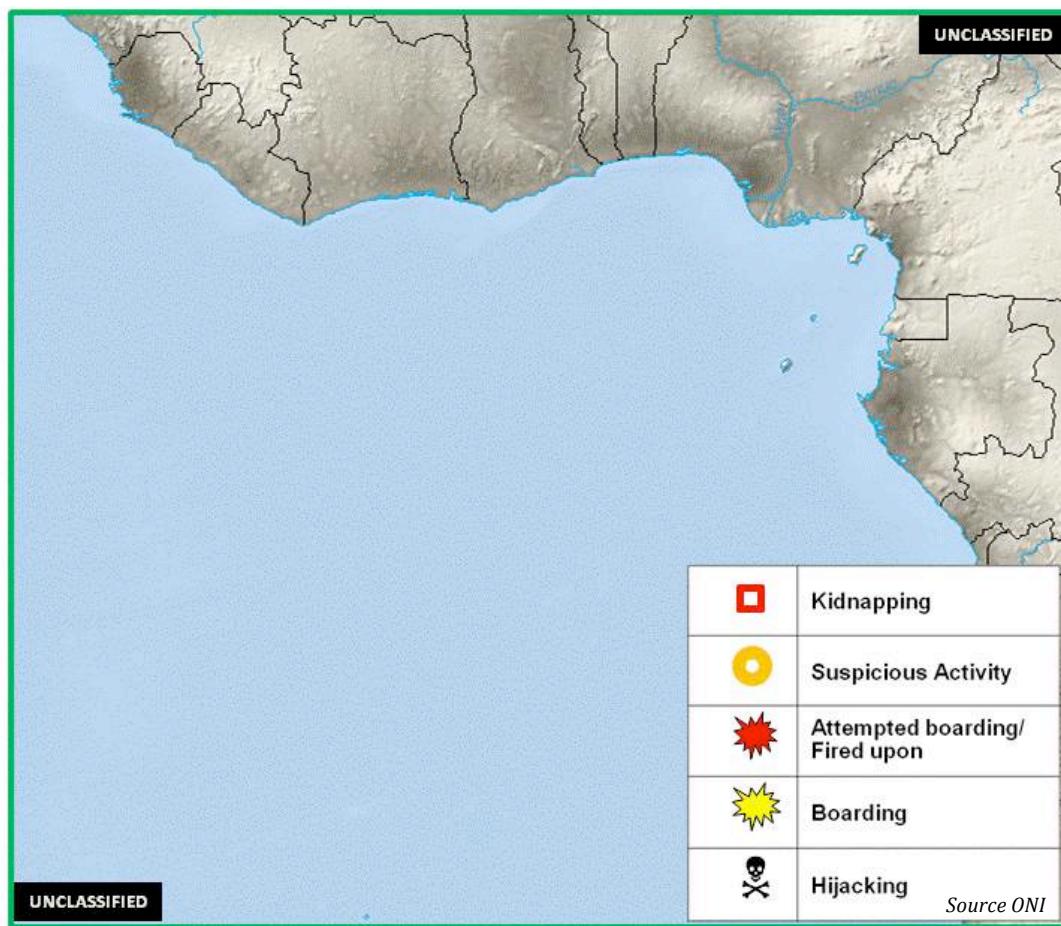
Kidnapping:

- None reported during this period.

Other Activity:

- None reported during this period.

Incident Map



SOUTHEAST ASIA

Executive Summary

The threat of violent attacks, crime and hijackings remains high in waters off Southeast Asia. Pirate Action Groups (PAG's) are likely to target vessels to siphon fuel or oil onto another ship. Masters are therefore reminded to remain vigilant at all times in all regions, including at ports and anchorages. Attacks and robberies can occur at anytime. Incidents involving the siphoning of oil/fuel have been on the rise in recent months. Masters are reminded to remain vigilant at all times and to report any incidents, suspicious activity, attacks or hijackings to the local authorities.

At Sea

Hijacks:

- None reported during this period.

Vessels Boarded:

- None reported during this period.

Vessels Fired Upon/Attempted Boarding's:

- None reported during this period.

Unsuccessful Attacks/Robberies:

- None reported during this period.

Suspicious Activity:

- None reported during this period.

Other Activity:

- None reported during this period.

Piracy Reporting

- **27 August 2015** – A Malaysian admiral has reported that Malaysia and Indonesia are deploying rapid reaction teams in a bid to combat an increasing number of piracy attacks on merchant vessels in the region. According to security and anti-piracy groups, over seventy vessels have been attacked in the Malacca and Singapore Straits, on the side of the Malay Peninsula, this year. This is the highest number since at least 2008. According to First Admiral Maritime Zulkifli bin Abu Bakar, director of maritime matters in the Malaysian Maritime Enforcement Agency's (MMEA) crime investigations department, the surge of attacks has led the MMEA, or coastguard, to deploy a helicopter-equipped special task and rescue (STAR) team at Johor Bharu. He indicated that while the MMEA force would respond to robbery and hijacking incidents, team members would also sometimes be deployed on merchant ships that are operated by Malaysian government-linked firms. The Admiral added "the STAR team is in addition to the other MMEA personnel tasked to combat anti-piracy/sea robbery. I can't tell you the number of personnel, but (it is) formidable enough to undertake any anti-hijacking operations." While Singapore, Indonesia and Malaysia already coordinate naval and police patrols in the South China Sea and Malacca Strait, they have been hampered by a lack of resources. Furthermore the sheltered coasts and islands makes it easy for robbers to operate. The International Maritime Bureau (IMB) has reported that South East Asia has become the world's maritime-armed robbery and piracy hotspot. In the first half of this year, the region recorded 84 out of 106 global incidents. Data from the Regional Agreement on Combating Piracy and Armed Robber against Ships in Asia (ReCAAP) indicates that the most recent spate of attack occurred in Indonesian waters within 48 hours, suggesting that a single group of attackers was responsible.

SOUTH AMERICA

Executive Summary

While there have been no recent reported incidents in this region, the threat of violent attacks and robberies remains high in waters throughout South America. Masters are reminded to remain vigilant at all times and in all regions, including ports and anchorages. Attacks and robberies can occur at any time.

At Sea

Hijacks:

- None reported during this period.

Unsuccessful Attacks/Robberies:

- None reported during this period.



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