



SPECIAL REPORT:

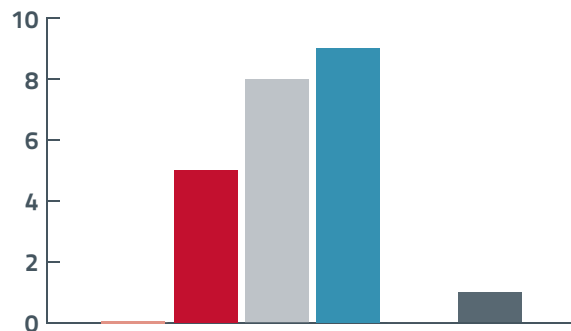
MARITIME CRIME FIGURES FOR Q3 2016

GULF OF GUINEA

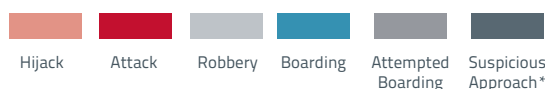
The number of attacks aimed at kidnapping crew from commercial vessels in the Nigerian Economic Exclusion Zone fell sharply in Q3 in comparison with the first half of 2016. There were four confirmed attacks in this area compared with 36 in total for the first half of the year. The two crew taken from MV Prince Joseph 1, 85 NM southwest of Bayelsa on 07 July, were the only mariners abducted during this third quarter, during which there were only three other attacks by armed pirates. Crew evaded capture by these gangs on the three other occasions by locking themselves in their ship's citadel for several hours as the criminals looted cabins and work compartments. Whilst the rate of raids has decreased, the threat has not gone away and Dryad expects further attempts to kidnap senior crew off Nigeria to occur at any time, with the strong possibility that the rate of those attacks will once again increase in Q4; previous patterns have seen piracy increase in the last quarter, owing to improved weather conditions and sea states.

Dryad Maritime highlights a 'Pirate Danger Area' that remains in force off the Niger Delta. This is in effect an exclusion zone which we advise commercial shipping to avoid, centred on a 90 NM radius of Agbabmi Offshore Terminal (03 27.8N - 005 33.6E). The risk of piracy within a 150 NM radius of Brass, Nigeria remains HIGH, and crews should not become complacent to the threat of attack.

Relatively minor crime, in the form of attempted overnight theft from vessels within port and anchorage areas, has increased during Q3. This is a problem that is prevalent in many West African ports, particularly Takoradi in Ghana, Lagos in Nigeria and Pointe Noire in the Congo, which appear to be the most vulnerable. Thieves will usually carry knives and, although they will normally escape when discovered, crew should not confront them. Dryad is concerned that a gang which has recently targeted three vessels in Conakry's anchorages remains at large. This gang has shown a degree of violence that is unusual for port area crime, as they are willing to fire weapons in order to force crewmembers to hand over cash and valuable items. Further attacks of this nature, in this specific area, are likely, and there is an obvious concern that the level of violence they show could escalate, resulting in the injury of crewmembers. In total, there have been 18 attempts, some successful, to board ships at anchor and alongside in order to steal from them in the region during Q3, compared to just eight in the previous quarter.



Gulf of Guinea (GoG)



* High levels of inaccurate reporting make the exact number of suspicious approaches unreliable.

There have been no further incidents of hijacking of product tankers for the purpose of cargo theft since the attack on MT Maximus off the Ivory Coast in February.

Stowaways attempting to hide onboard vessels departing the Gulf of Guinea remain a problem. Ships' rudder trunking is a favoured place for stowaways to conceal themselves. Mariners and ship owners should ensure that thorough onboard security checks are conducted prior to departure from ports throughout West Africa.

SOUTHEAST ASIA

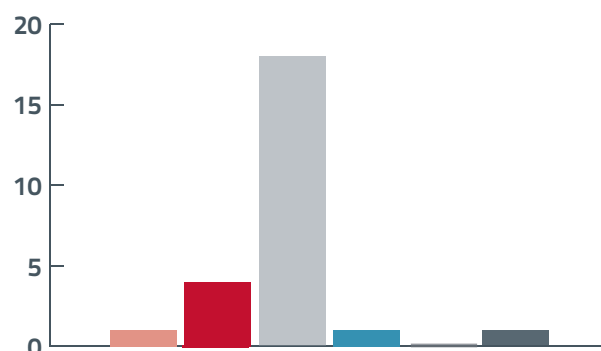
Dryad has recorded 24 incidents of piracy or maritime crime across Southeast Asia during the third quarter of 2016, taking the total for the first nine months of the year to 69. This is a reduction of 65% on the total amount of reported crime for the first nine months of 2015. The most significant incidents during Q3 have been the kidnapping events in the Sulu Sea off the east coast of Sabah, Malaysia, of which there have been four, accounting for the kidnapping of 11 personnel. No vessels were hijacked; however, armed pirates boarded a tanker and a bulk carrier and assaulted the crew, stole cash, personal belongings and equipment. Petty theft of ships stores from vessels at anchor or alongside account for 72% of incidents during Q3.

The continuation of attacks by armed gangs in the waters around Sabah, East Malaysia, which are thought to be the work of the Abu Sayyaf group or gangs associated with them, has so far in 2016 resulted in the kidnap of 40 crew from vessels. At present, 11 mariners continue to be held as hostages in the Philippines, and despite attempts by security personnel to find them their location remains a mystery. Norwegian hostage, Kjartan Sekkingstad, was released in September after a year in captivity. Abu Sayyaf executed two Canadians taken hostage at the same time.

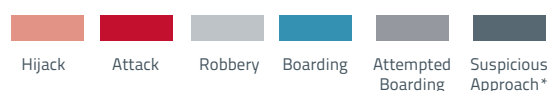
Despite assurances by the governments of Malaysia, Indonesia and the Philippines, security in the waters around Sabah does not appear to have strengthened. Attempts by the Philippine Army to flush out rebels from the forests of the southern islands are having little effect.

The boarding of merchant vessels by armed gangs in the waters around the Tioman and Anambas Islands in the South China Sea has again reared its head. MV Baltimore and MT AD Matsu both suffered this fate within three weeks of each other. In both cases, personnel armed with guns took crew hostage as they stole valuables and equipment. These crimes carried very similar MO to multiple cases of robbery in the area over the last six years, whilst a very low security presence around these islands has allowed crimes against commercial vessels to go unpunished. A more high profile presence by Malaysian Maritime Enforcement Agency (MMEA) vessels during the period when small tankers were being hijacked for their cargo of fuel oil in 2014 and early 2015 resulted in an additional benefit of a reduction in theft from vessels underway, but as that operation has scaled back we have seen the re-emergence of these other criminals.

The number of thefts from vessels at anchor or alongside in ports across Southeast Asia has dropped from an average of seven per month during 2015 to four per month so far in 2016. The most notable reductions are at port in Vietnam where there has been only five and in Bangladesh where there has been only three. This is in comparison with 15 and 12 respectively during the same period in 2015.



Southeast Asia (SEA)



* High levels of inaccurate reporting make the exact number of suspicious approaches unreliable.

With the exception of the Sulu Sea, maritime crime levels across Southeast Asia are at their lowest levels since 2009. Dryad attributes this decline to the arrests made in the final months of 2015 of the criminal gangs responsible for boarding and robbery incidents in the Singapore Strait, as well as those responsible for the hijack and cargo theft from small local tankers in the region during 2014 and early 2015. The upsurge in maritime crime levels through 2012 to 2015 has seen increased cooperation between nations along the Malacca and Singapore Straits. Increased patrols of anchorage areas and STS operation areas have further reduced the opportunities for organised crime at ports. However, opportunistic theft from vessels with no visible signs of security can be expected throughout the region.

Attacks on Bangladeshi fishermen continue in the Sundarbans. The majority of these attacks go unreported by international commentators and their fate is ignored. Attempts by local law enforcement agencies to police the area have little effect, and these already poor people have their catches and equipment stolen while many are taken for ransom, which their families can ill afford.



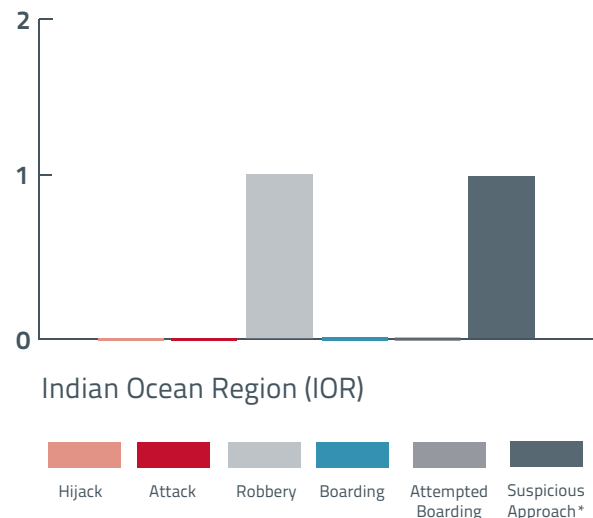
HORN OF AFRICA

The Southwest Monsoon has dominated Q3 in the India Ocean's High Risk Area (HRA), with the majority of the area suffering from high wind and sea states which preclude any attempts at open ocean piracy.

There have been no confirmed acts of piracy or attempted piracy within the HRA during the last three months. The most high profile incident was that involving cable laying vessel MV Responder on 22 July, when personnel in two skiffs fired on the vessel whilst it was operating close to the Hanish Islands in the Southern Red Sea. Initial reports stated MV Responder had been fired upon and that the embarked PMSC returned fire. However, reports from CMF forces indicate that Yemeni security forces, stationed on the Hanish Islands, were conducting a routine patrol of Yemeni waters when they identified a slow moving cable layer operating in the area. They approached the vessel to investigate and were fired on by armed personnel on board the ship. The patrol boats returned fire as they withdrew. This was the second vessel to be fired at in the area during 2016. In February, a yacht damaged during inclement weather and seeking shelter at Jazirat al Hanish al Kubra Island was fired upon from shore.

Reports of vessels being approached in the Southern Red Sea and the Gulf of Aden are still being received, but have reduced significantly during 2016, with UKMTO issuing only four advisory notices so far this year in comparison to 34 for the first nine months of 2015. It should be noted that none of these advisories have been classified as a piracy related event. The current civil war in Yemen has seen the deployment of warships from the Saudi led coalition fighting in this war into the Bab el Mandeb Strait. Although their task is to enforce sanctions on vessels heading to Yemeni ports, it would be prudent to suggest Somali pirates would not be operating in such close proximity to these patrolling warships.

There are many small craft operating in the Southern Red Sea and the Gulf of Aden. Local fishermen, smugglers and legitimate local traders operate from a variety of vessels. Many will transit the area at high speeds and occasionally in large groups, often with personnel on board carrying firearms. This is the daily pattern of life.



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The cessation of the Southwest Monsoon will see the sea state in the Arabian Sea and Somali Basin return to conditions more suitable for small craft operations; however, Dryad assesses that the likelihood of a resumption in open ocean piracy to be LOW. Although conditions within Somalia have not greatly improved during the last three years, the environment which supported pirate groups, allowing them to operate freely within coastal villages, has changed, due in most part to local clan elders refusing to cooperate with the pirates. Within Puntland, forces from the Puntland Maritime Police Force (PMPF) attacked the pirate havens of Garacad, Hafun and Bargaal during 2012/13, and, as such, these areas are no longer available for pirate operations. A naval presence has been maintained within the Indian Ocean High Risk Area, and in conjunction with the placement of PMSCs on merchant vessels, represents a significant deterrent to any future Pirate Action Group (PAG) put to sea. Since September 2011, we have seen a decline in PAG deployments to the stage where none have been reported since January 2014, when MV Nave Atropos was attacked south of Salalah, Oman. Dryad assesses that the likelihood of any PAG deployments during the coming months to be LOW.

MEDITERRANEAN

Islamist terrorism remains the greatest threat ashore to visitors on both the north and south coasts of the Mediterranean; however, no maritime attacks have occurred so far. Nevertheless, concern was sufficient enough that authorities raised security throughout the summer season at transport hubs and popular tourist areas, particularly in Turkey, France and Spain. In August, Italy raised the ISPS state of its tourist ports over concerns about possible attacks on ferry and cruise ships. In addition, the French government has extended the national state of emergency until January 2017. Due to ongoing threats to France by Islamist terrorist groups, the government has warned the public to be extra vigilant, especially after the Islamist terrorist attack on 14 July 2016 when a truck was driven through crowds of people on the promenade in Nice.

Whilst the situation in Turkey has calmed since an attempted coup in mid-July to topple President Erdogan's government, a state of emergency is still in force. Turkey is also likely to see further terrorist attacks, as a number of terrorist groups remain active within the country.

In the North African countries, there was some element of good news. Libya saw the first export of fuel from Ras Lanuf since 2014 alongside the removal of IS from the majority of Sirte. However, the country has a long way to go before it returns to a semblance of normality, and trading there will involve an element of security and commercial risk for some time yet. Further east, the Egyptian military continue to battle with extremist terrorism in the Sinai but maintain a tight grip on security surrounding the Suez Canal. Further terrorist attacks remain highly likely throughout the countries on the southern coast of the Mediterranean, including against foreigners and in tourist resorts, by individuals unknown to the authorities whose actions may be inspired by terrorist groups via social media.

Summer weather conditions and the greater patrolling of waters in the Central Mediterranean (Libya) and Eastern Mediterranean (Aegean Sea), has seen people smugglers open new areas of operation throughout the region. Dryad has observed an emerging migrant route leaving Egyptian shores for Sicily, Crete and Cyprus, with the IMO reporting that since the start of 2016, 1 in 10 migrants who reach Italian shores had left Egyptian ports. On 21 September, a migrant boat carrying around 600 passengers capsized off Kafr el-Sheikh, Egypt. Egyptian authorities have confirmed that this was the largest single illegal migration attempt out of Egypt this year. It is believed that the boat capsized when traffickers attempted to load an additional 150 people onto it out at sea.

It is apparent that traffickers that send migrant boats out of Libya have no intention of ensuring the boats reach Sicilian islands or any European territory. With what is now a well coordinated maritime patrol mission taking place offshore, migrants will look to be picked up very close to the North African coast; a criticism has been that the international rescue mission encourages migrants to risk leaving Libyan shores and acts as no deterrent.

At the same time, throughout the summer of 2016 there have been increasing reports of migrants leaving the North African coast attempting to reach the Spanish peninsula by sea, particularly towards Algeciras. Between January and September 2016, there were 3,804 reported arrivals by sea in mainland Spain; this compares with 3,845 arrivals by sea in total for 2015 (IMO). Elsewhere, the coastline from Morocco to Senegal continues to act as a point of departure for migrants attempting to reach the Spanish Canary Islands.

The arrival of migrants crossing the Aegean Sea has receded from the numbers seen in the first months of 2016, due in part to a more pro-active Turkish coastguard and the arrival of NATO vessels in the Aegean Sea. NATO leaders believe that Operation Active Endeavour has helped to reduce the number of refugees crossing the Aegean from 2,000 per day to just 70 per day. In addition, the EU's executive arm declared in the final week of September that the deal struck in March of this year with Turkey to prevent large flows of migrants entering the EU continues to work. The Commission has claimed a 'sharp and continued decrease of people crossing irregularly or losing their lives in the Aegean'.



NATO's Operation Active Endeavour has transitioned this summer into a broader maritime security operation – Operation Sea Guardian – that will be able to perform a broader range of tasks, including working more closely with EUNAVFOR MED's Operation Sophia. Sea Guardian is tasked primarily with the surveillance of the Mediterranean Sea, and has the power to search vessels suspected of transporting terrorists, as well as curbing human trafficking.

Smuggling continues to be a concern and an important challenge facing many countries in the region. In Morocco, it remains a serious issue and authorities put a great deal of effort into fighting narcotics. Mariners should be aware of the illegal trade in the following ports: Martil, Oued Laou and Bou Ahmed, as well as the bigger ports of Nador, Tetouan, Tangier and Larache. Likewise, Spanish authorities continue to seize shipments of narcotics entering the country; the north-west state of Galicia has become a transit point for the import of cocaine, whilst the Mediterranean ports of Valencia and Algeciras regularly handle large quantities of narcotics within ships' cargoes.



REST OF THE WORLD

There have been a further 14 maritime crime incidents reported throughout the world. The majority of them have taken place in the Caribbean and South America, although Dryad believes that a far larger number of petty thefts occur, but go unreported. Two instances of robbery were reported in Papua New Guinea.

The most significant incident occurred in Grenada, when two armed men attempted to kidnap two yacht owners and use their vessel to sail to Puerto Rico; however, the yacht grounded. Theft of cash, stores and equipment are consistently reported by cruisers across the Caribbean. Thankfully, there have been no serious assaults on owners during the last three months.

The risk to commercial vessels in the major ports of Peru, Ecuador, Colombia and Venezuela remains LOW, but small numbers of petty theft incidents continue to be reported each year. Vessels at anchor at the ports of Callo (Lima), Buenaventura, Cartagena, Puerto la Cruz and Barcelona City (Venezuela) should look to enhance on board security levels.

Total number of incidents in 2016

Dryad figures are comprised from open and privilege sources. Figures do not include reports discounted as piracy following analysis by Dryad.

Figures correct at time of print
(03/10/2016)



81 crew kidnapped in 2016



 7 Killed
 81 Kidnapped

57

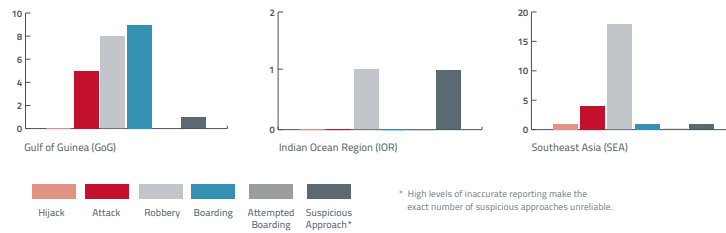
Estimated total number of crew currently in captivity



Dryad Maritime is a maritime operations company with a high-grade intelligence capability.



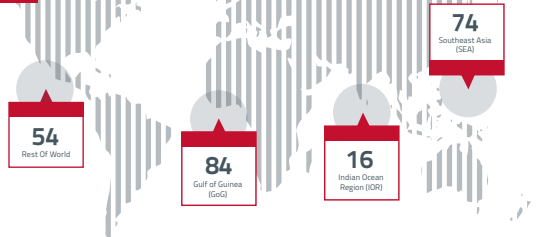
Figures by High Risk Area: July to September 2016



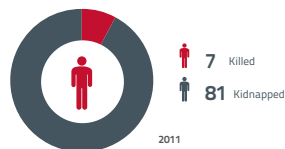
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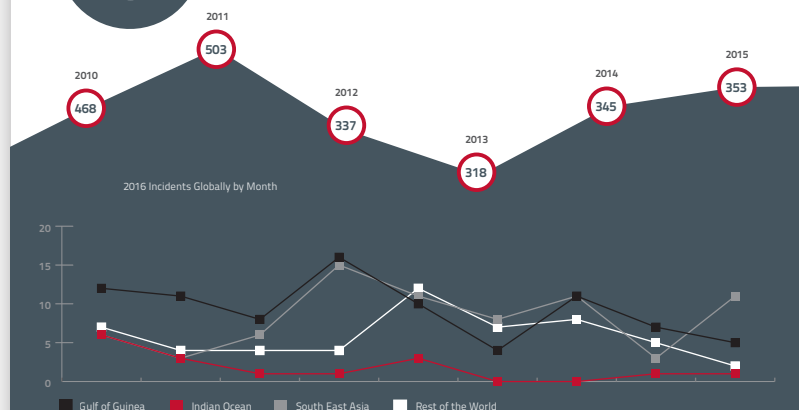
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DRYAD SERVICES

Want more updates on maritime crime in your operating area?

This Special Advisory is a compilation of research and intelligence from Dryad's **Maritime Domain Awareness (MDA)** products; a suite of reports designed to help owners and operators manage risk and uncertainty at sea arising from maritime piracy, crime and other waterborne threats.

Stay up to date on maritime crime developments via some of our other products and services.

MARITIME DOMAIN AWARENESS



Country Risk Map – an online risk portal for those who need to fix cargoes quickly and need a snapshot of the risk landscape in their chosen areas.



Maritime Security Circular – a monthly round-up of on and offshore risks in some of the popular cruising destinations around the world.



Incidents & Advisories – a single, reliable source of reporting and analysis on incidents affecting maritime trade.



Daily Regional Intelligence Report – daily intelligence reports on maritime crime delivered straight to your inbox



Weekly Intelligence Summary – weekly summary of maritime crime events occurring in high risk maritime regions.

VESSEL SERVICES



Transit & Port Risk Assessments – bespoke assessment of risks to your vessel underway or alongside.



Vessel Safety Monitoring – 24 hour vessel/fleet tracking by experienced mariners.



Resource to Requirement (R2R) – Privately contracted and managed armed security personnel or unarmed maritime security liaison officers.

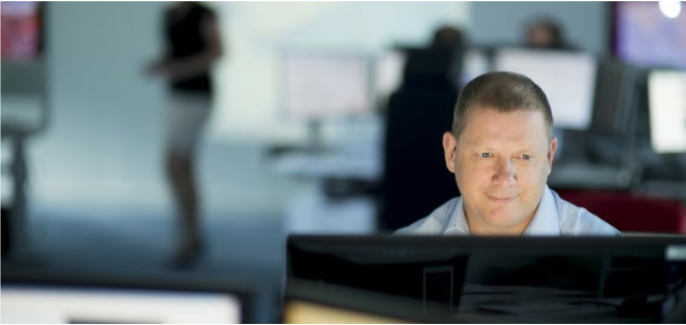
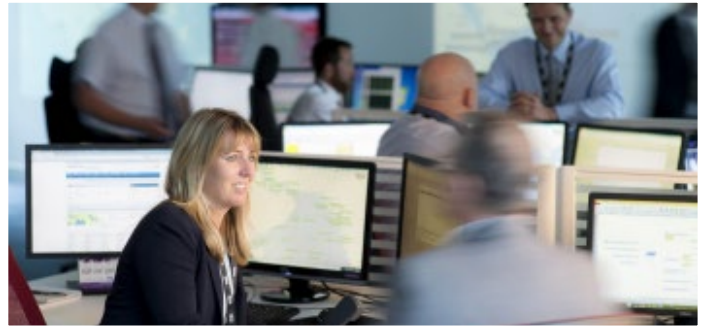
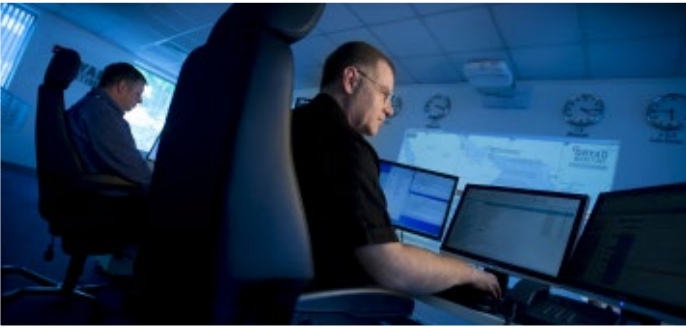


Vessel hardening audits – detailed audit of security defences and procedures on-board.

Managing risk is just one aspect of uncertainty at sea that Dryad Maritime manages for vessel owners, charterers and managers. Why not speak to us about our Voyage Efficiency and Weather Routing services.

To find out more or to speak to a Dryad representative, contact enquiries@dryadmaritime.com or call 023 92 658313.





About Dryad Maritime

Dryad Maritime provide guidance and assistance to mariners facing the daily uncertainties and threats at sea that arise from criminal acts, piracy, the environment, commercial and/or regulatory pressure.

From its 24/7 operations room, Dryad Maritime delivers safety assistance and operational advice for ships at sea and their shore-based teams to optimise performance whilst also reducing management fatigue across organisations, at sea and ashore. With over 500 years of collective naval maritime experience, Dryad's team understand the risks and uncertainties of life at sea. Their fully manned operations are conducted with the rigour of naval discipline, process and procedure and delivered with seafaring alacrity.

We welcome observations and contributions from readers. If you wish to submit your comments or find out more about our services please contact us on +44 (0) 23 92 658313 or email enquiries@dryadmaritime.com



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