



APRIL 2015

IHS COUNTRY RISK

Somalia, Gulf of Guinea and Malay Peninsula Piracy Update

John Cochrane, Independent Risk Advisor

+44 20 8276 4711

John.Cochrane@ihs.com

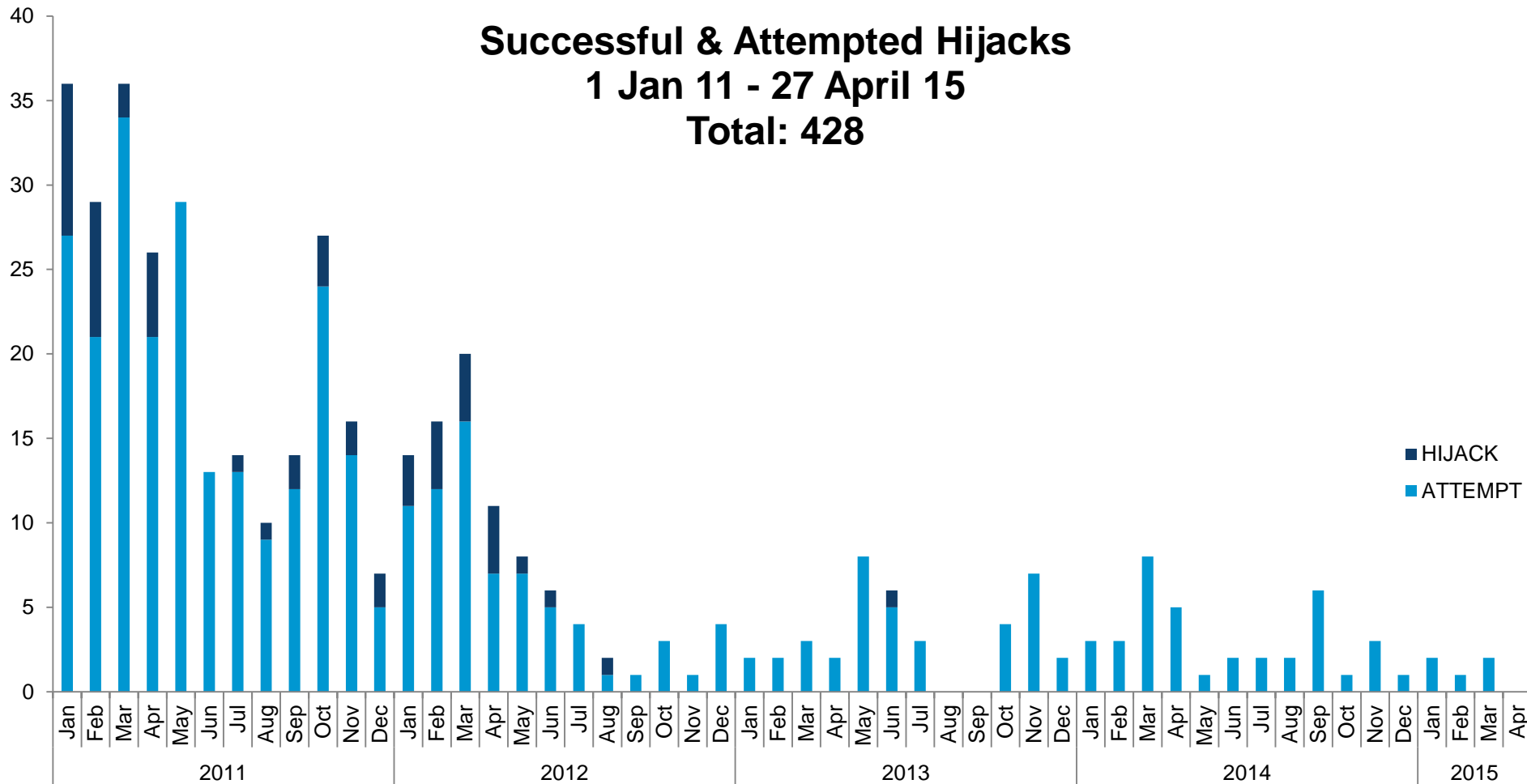
Somalia

In the last quarter, there were three reported piracy incidents; two took place in the Gulf of Aden and one in the Gulf of Oman.

We assess that the very low pirate attack success rate is unlikely to improve in the coming three months, given international naval operations, the adoption of BMP risk mitigation measures and armed guarding, the pressure on pirates' onshore bases and their reduced funding.

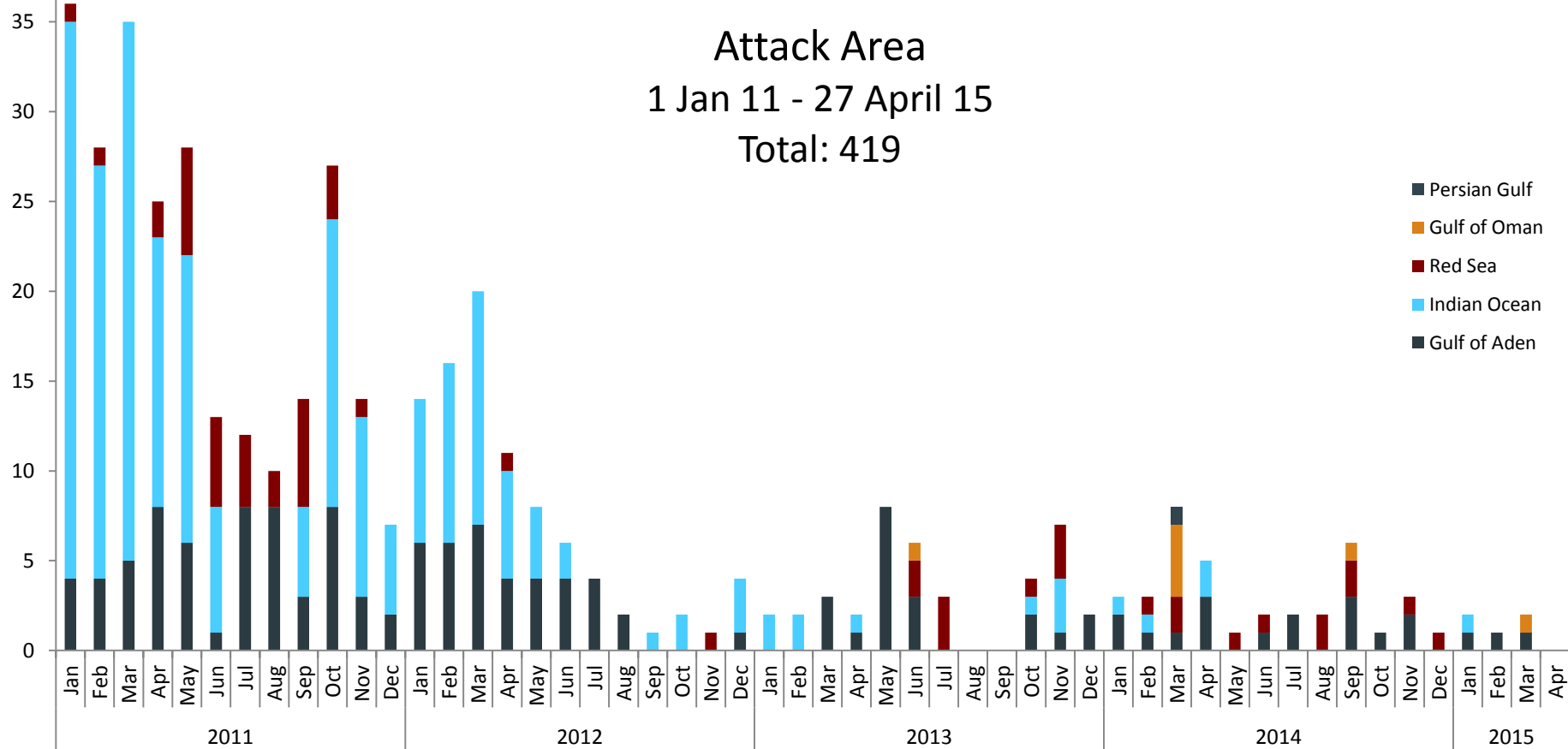
Successful & Attempted Hijacks

Successful & Attempted Hijacks
1 Jan 11 - 27 April 15
Total: 428



The last successful hijack of a commercially significant vessel was of the 'Smyrni' in May 2012. **There were three reported attack attempts in the last quarter (as at 27 April 15).**

Successful & Attempted Hijacks



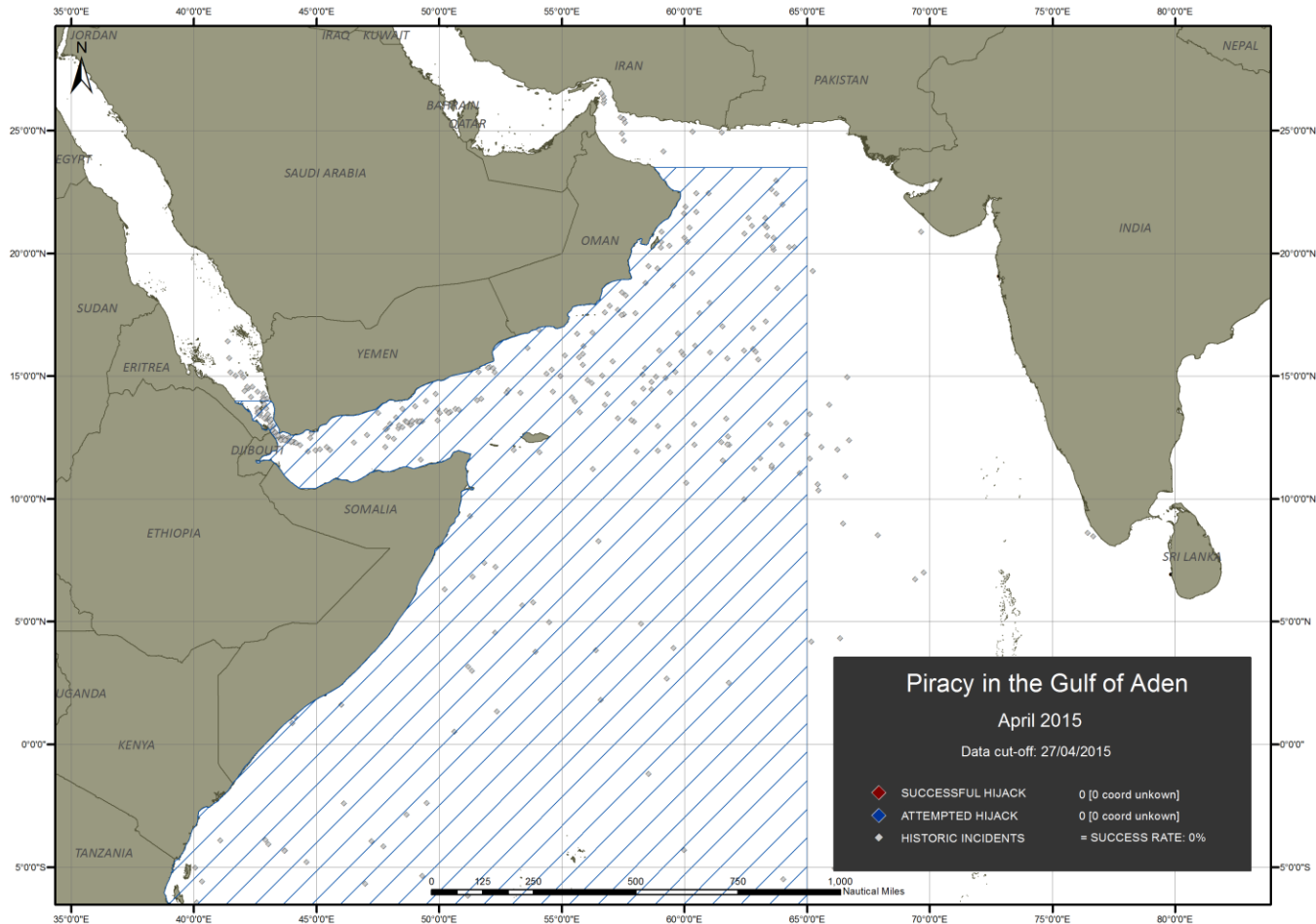
The low number of attack attempts in the last year has been mainly spread between sea areas other than the Indian Ocean, where there has been a decline reflecting the pirates' reduced operational range. In the last six months, those attack attempts that have taken place have focused on the Red Sea (Bab el Mandeb) and the Gulf of Aden.

Attack attempts on identified merchant shipping in the past twelve months

Date of attack	Vessel Type	Vessel name	Flag State	Gross tonnage
28/06/2014	CARGO	TORM SOFIA	Singapore	41,503
08/02/2015	TANKER	BURGAN	Kuwait	31,445

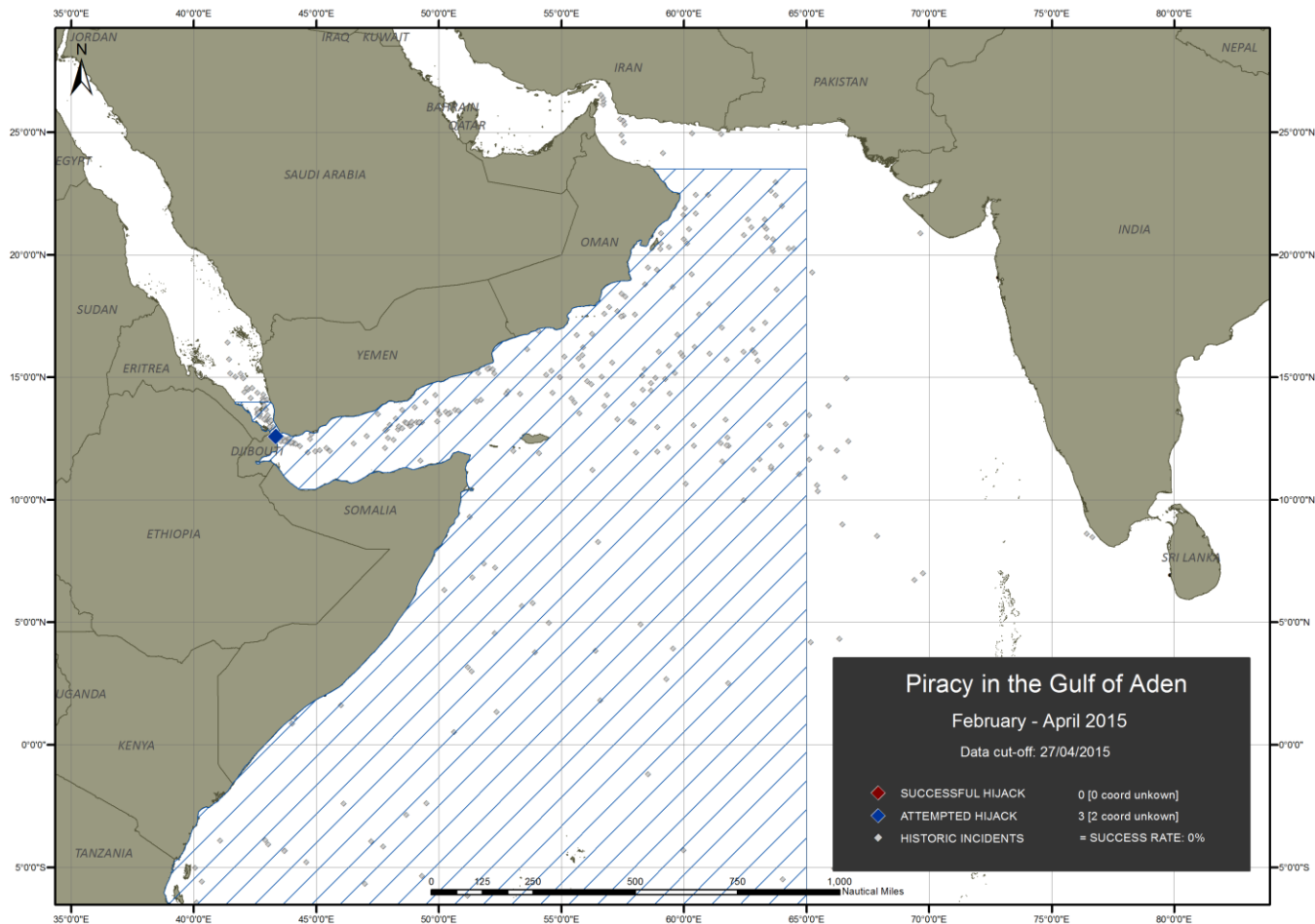
Incidents are only listed where we have the vessel details.

Piracy Activity April 2015



There were no reported incidents in April 2015 (as at 27 April).

Piracy Activity February – April 2015



There were three reported incidents in the last three months, two in Gulf of Aden and one in the Gulf of Oman; two are not shown due to insufficient location data.

Gulf of Guinea Piracy Risk Outlook

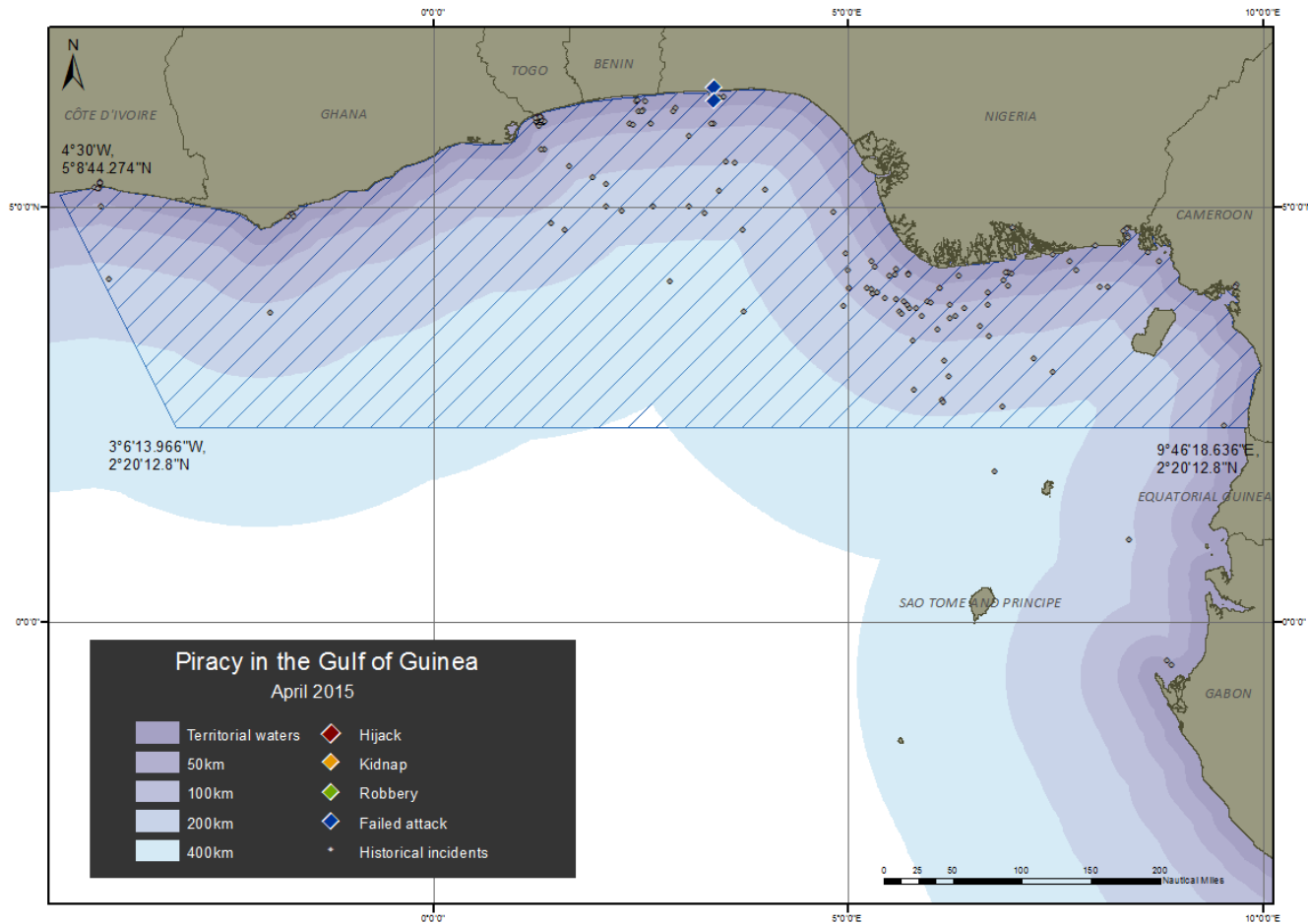
Most 'piracy' in the Gulf of Guinea is low-level 'sea robbery' targeting minor vessels, conducted in Nigerian and other territorial waters, with the main motivation theft of ship or personal property and/or kidnapping for ransom. Across the Gulf of Guinea, there has, however, also been an increase in the targeting of tankers at anchor for oil theft. **Three such hijackings have been reported in the last 12 months.**

Attacks on identified merchant shipping in the past six months

Date	Vessel Name	Vessel Type	Attack Type	Flag state	Gross tonnage
05/11/2014	Basat	Tanker	Kidnapping	Netherlands	7,260
11/01/2015	Mariam	Tanker	Hijacked	Cook Islands	1,100
03/02/2015	Kalamos	Tanker	Kidnapping	Malta	149,282

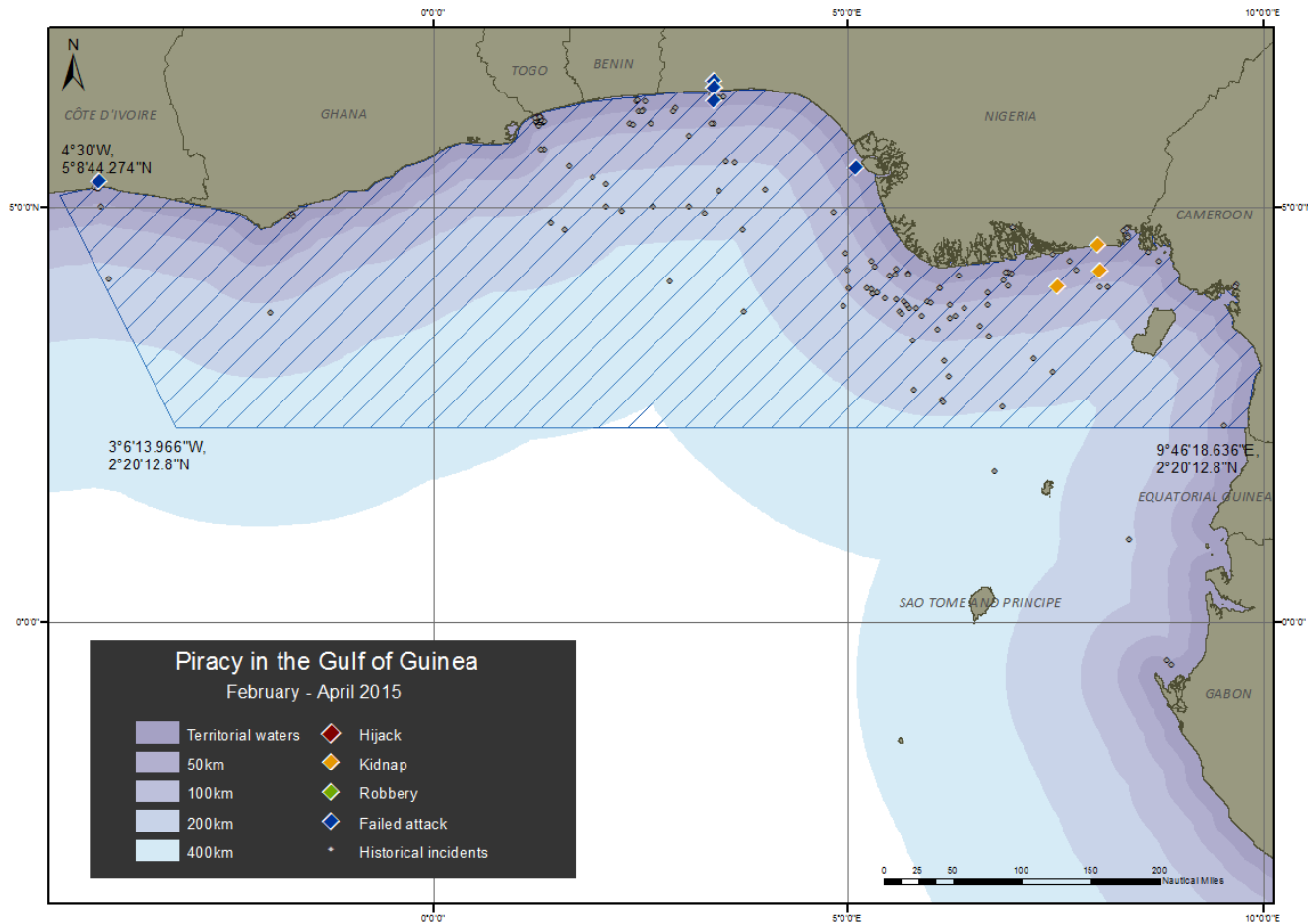
New entries, if any, are shown in red

Piracy Activity April 2015



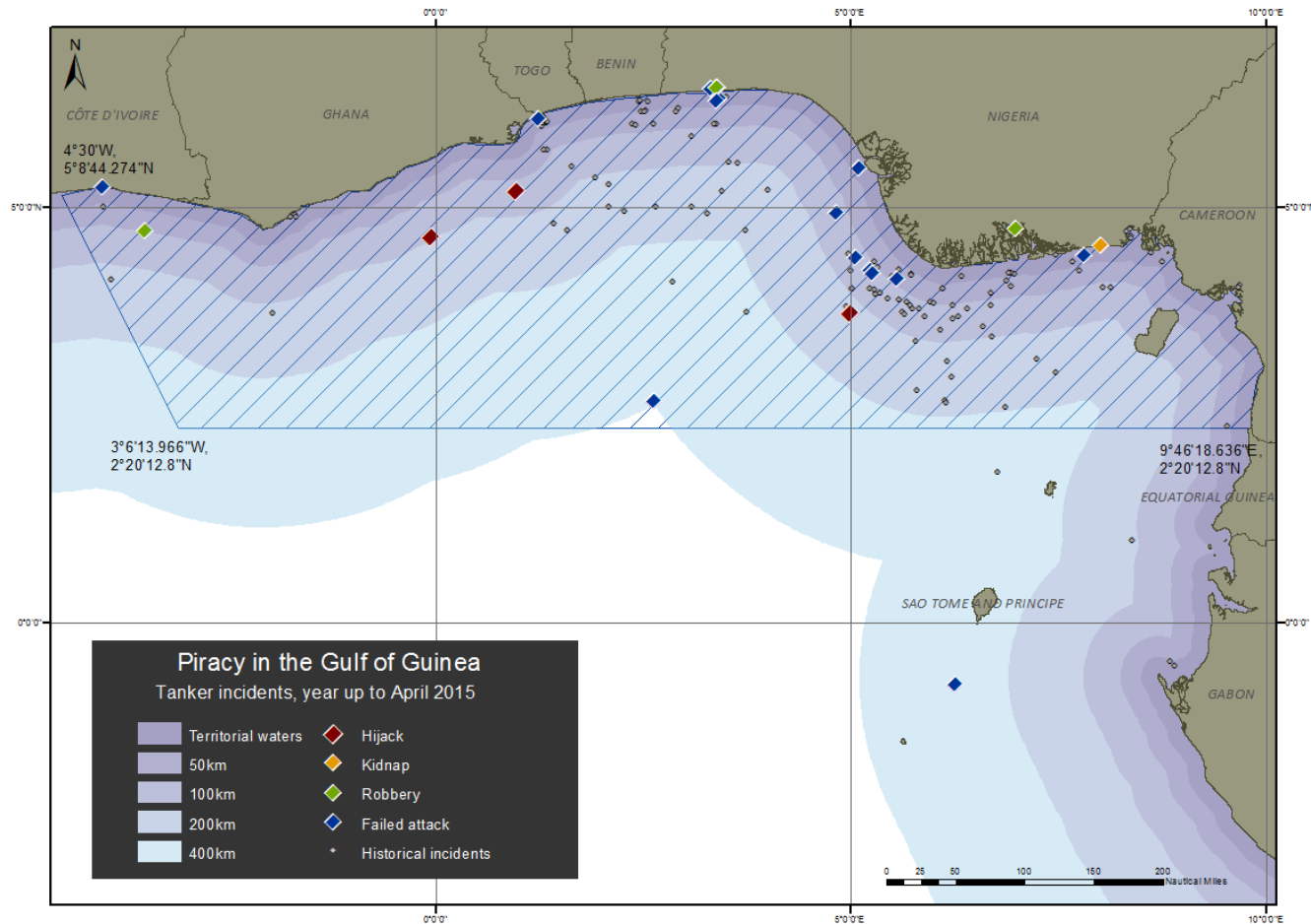
There were no reported tanker hijackings in April 2015 as at 27 April. On 11 April the Nigerian Navy reportedly prevented the hijacking of the MT 'ITAS' off Lagos after pirates boarded the vessel. We note that there is no record of a vessel by such a name in the IHS ships database (Seaweb).

Piracy Activity February – April 2015



There have been seven reported offshore incidents targeting merchant shipping (five of which were tankers) since the start of February 2015.

Tanker incidents in the past twelve months



In the last 12 months, as at 27 April 2015, there have been 24 reported incidents involving tankers (all but one are mapped). In 14 of these incidents tankers were successfully boarded, and in three of them the tankers were hijacked.

Malay Peninsula Piracy Risk Outlook

There were 10 successful hijackings of small coastal tankers for oil theft in 2014, compared with two in 2013. In addition, there were three hijacking incidents in 2014 in which no fuel theft took place. Seven of the 2014 incidents occurred within the defined Risk Area off the Malay Peninsula. There have been **five** hijackings of tankers so far in 2015; four of them involved successful oil theft. This increase has occurred despite the arrest of one gang when an attempt to hijack the MT Sun Birdie was disrupted on 29 January.

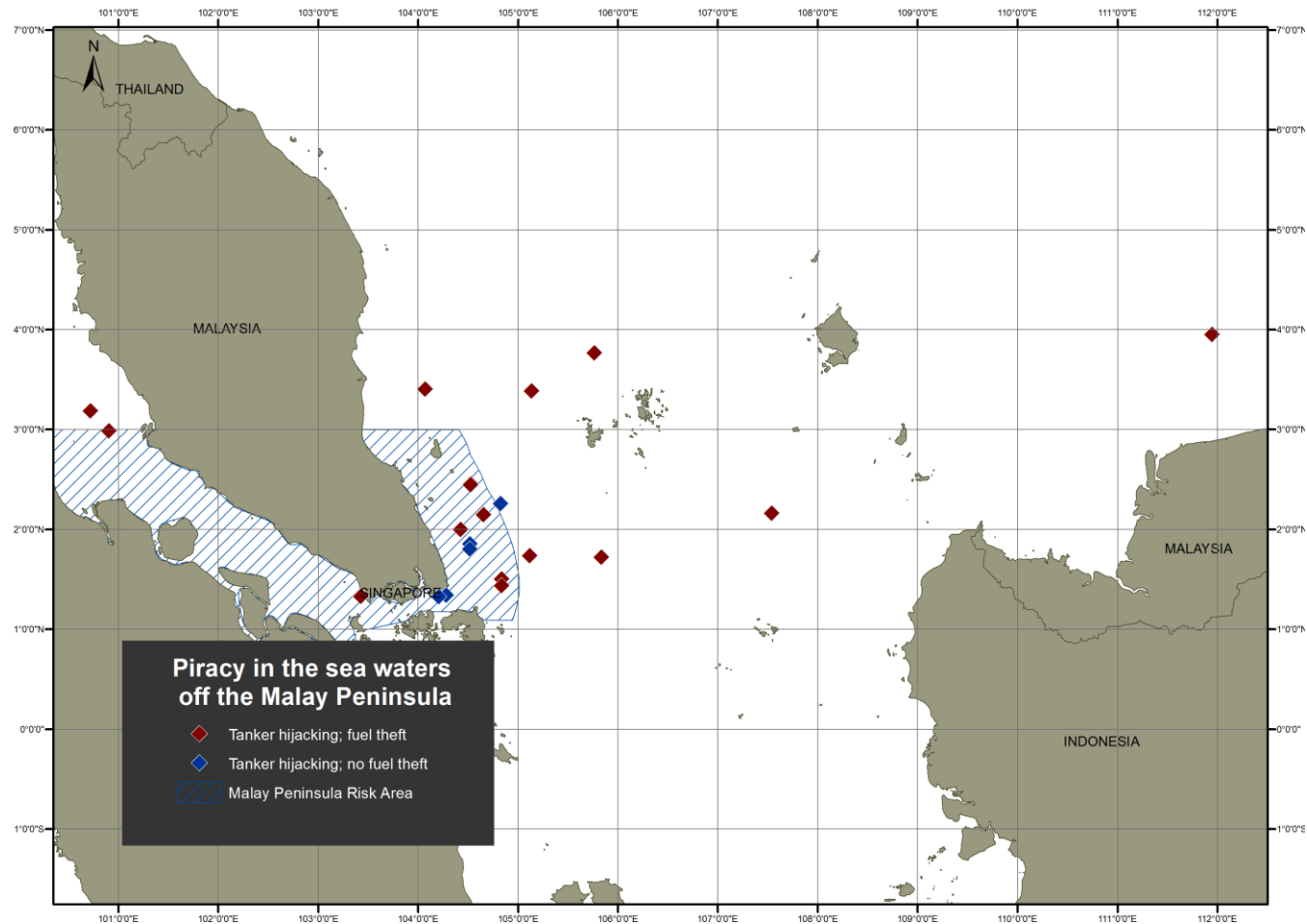
Separately, another tanker, 'Rehobot', carrying 1,100 tonnes of diesel, was hijacked on 28 January in the Moluccas Sea (off Sulawesi, Indonesia) and recovered weeks later. The incident was 1800nm east of the Malay Peninsula and outside the areas covered by this analysis.

Vessels travelling in the area do not generally have armed guards and rely on regional maritime patrols to deter pirates.

These incidents indicate a new trend, with the likely involvement of a syndicate or syndicates capable of carrying out sophisticated large-scale oil theft taking several hours, suggesting a level of organisation which we have not previously seen in the Malacca Strait and adjacent waters. Most 'piracy' incidents in the Malacca Strait involve the theft of ship stores, electronic goods or cash.

The geographic scope of our statistics covers the Malacca Strait, Singapore Strait and southern part of the South China Sea.

Sea Waters off the Malay Peninsula: Risk Area



'Malacca Strait bound at 3° north; Singapore Strait in its entirety and South China Sea bound at 3° north and within 43nm of the east Malaysian coast'. **There have been five attempts to hijack tankers in the region so far in 2015. The most recent reported incident was the 1 April hijacking of the Malaysian tanker 'Dongfang Glory' in the South China Sea outside the Risk Area; the vessel's cargo was stolen.**