

# WEEKLY REPORT



10/07/19

Maritime Security | Underwater Services | Operations Support | Agency Services

London | Lomé | Cotonou | Lagos



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## About Africa Risk Compliance

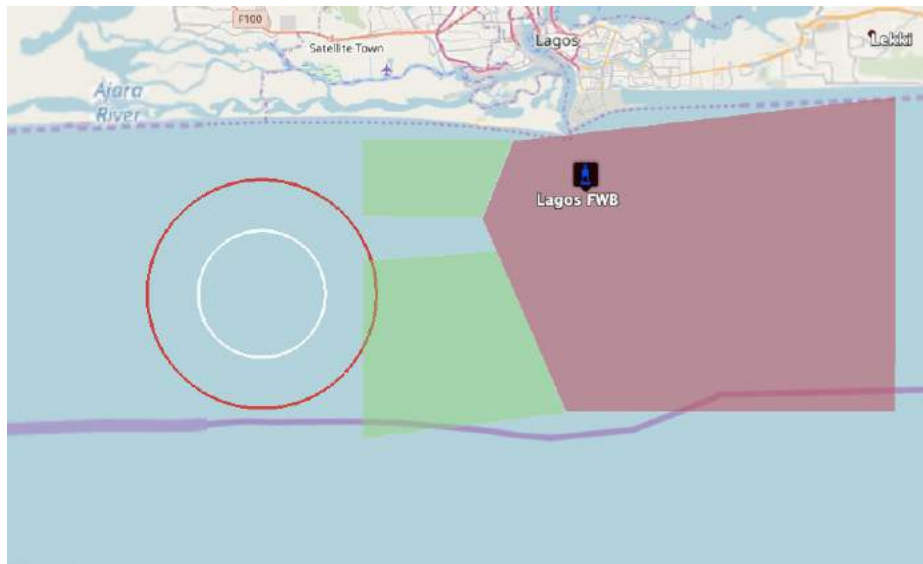
Headquartered in London, UK and with branch offices in Lomé, Togo, Cotonou, Benin and Lagos, Nigeria, Africa Risk Compliance Limited (ARC) was established to bring together a team of Africa experts to address challenges faced by those operating in Africa. With roots in the security sector, our key service offering is the management and arrangement of security in the complex jurisdictions of the nations around the Gulf of Guinea.

### Our Services:

- Embarked Armed Navy Guards in Nigeria, Togo, Benin, Ghana and Guinea
- Armed Escort Vessels in Nigeria and Togo
- K9 Stowaway Searches in Nigeria, Togo, Ghana, Ivory Coast, Guinea, and Senegal
- Underwater Dive and Cleaning Services in Togo, Benin and Guinea

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## Current Threat Levels

### Theft, Robbery & Stowaway

STS and NPA Anchorage:

**MEDIUM**

SAA: **MEDIUM**

Port Area: **MEDIUM**

### Piracy & Kidnap for Ransom

STS and NPA Anchorage: **LOW**

SAA: **LOW**

Port Area: **LOW**

## Reports 4-10 July 2019

Nothing to report.

## Analysis

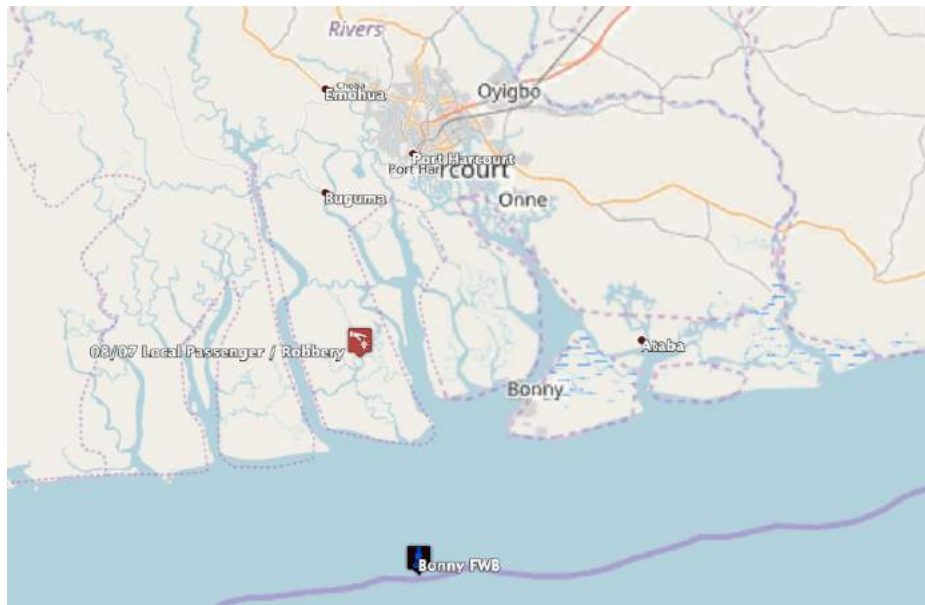
There is a consistent threat of armed robbery and theft at all Lagos anchorages and across the port area. If spotted by crew and alarm raised, thieves and robbers will usually flee without altercation or threat to crew.

There are Nigerian Navy patrol vessels in the main STS and the NPA anchorage that will respond to VHF calls for assistance. It is recommended that vessels maintain a vigilant watch, especially at night and dawn and dusk, when visibility is poor. Ships should also stow and lock away any tools, ropes and valuables on deck.

## Last Incident

- **30 June 2019. Theft (successful). Lagos Anchorage, Nigeria.** A crew member on duty saw a canoe alongside with 3 people inside. Alarm was raised and nearby Nigerian Navy patrol boat hailed. A search confirmed that two ropes were stolen. All crew and vessel safe.

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## Current Threat Levels

- Delta Creeks and Rivers: **HIGH**
- Bonny River: **MEDIUM**
- Escravos/Forcados: **MEDIUM**
- Calabar River: **HIGH**
- Offshore Brass: **MEDIUM**
- Offshore Bonny: **MEDIUM**
- Deep Offshore Bonny: **MEDIUM**

## Reports 4-10 July 2019

- **8 July 2019. Armed Robbery (successful). New Calabar River, Rivers State, Nigeria.** Local passenger boat attacked by gunmen. All passengers robbed and one young male shot dead.

## Analysis

There is a high threat of violent armed robbery in the rivers and creeks of the Niger Delta, with multiple incidents on the Bonny River and Port Harcourt area. Most at risk are local passenger craft which are targeted for cash, valuables and the outboard motors.

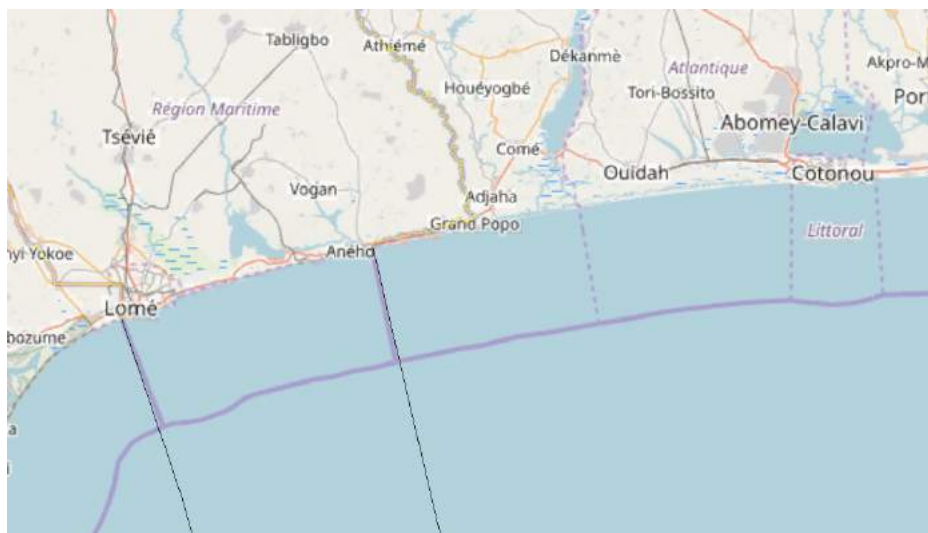
The Calabar River near the Cameroon border is currently seeing a high level of incidents against all types of vessel. This increase in criminality is likely caused by unrest in the area due to the conflict in Cameroon and the presence of smuggling routes in the area between the two countries.

There have been no attacks offshore Niger Delta since early May. This fits the pattern of previous years with less activity over the months of May to August, with a likely increase coming in September.

## Last Incident

- **20 June 2019. Armed Robbery (successful). Calabar River, Nigeria.** A local passenger boat was attacked by 6 armed men in a speed boat coming from Obong Nim Camp in Effiat district. Some passengers were injured.

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## Current Threat Levels

### Theft, Robbery & Stowaway

Lomé: **MEDIUM**

Cotonou: **MEDIUM**

### Piracy & Kidnap for Ransom

Lomé: **LOW**

Cotonou: **LOW**

## Reports 4-10 July 2019

Nothing to report

## Analysis

The threat of maritime crime in Togo and Benin waters is markedly lower than in Nigerian waters. However, Togo and Benin remain on the Lloyds Joint War Committee Listed Areas, and the threat does remain.

In 2018, small product tankers were targeted and hijacked at Cotonou anchorage, which precipitated attacks on other small product tankers at anchorages across the West Africa region later in the year. The hijack and subsequent rescue by the Togolese Navy of a small local tanker in Lomé demonstrated that the area is still within the sights of pirates. Navy authorities have increased patrols in both ports, but both nations are restricted by the lack of patrol craft and personnel.

## Last Incident

- **1 July 2019. False Alarm, Lomé Anchorage, Togo.** A vessel claimed that they had spotted a small craft with armed men in it who tried to board the vessel. The merchant vessel raised the alarm and a Togo Navy vessel arrived at the scene. It was confirmed that it was a false alarm caused by local boat activity.

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## Current Threat Levels

Senegal: **LOW**

Guinea: **MEDIUM**

Sierra Leone: **LOW**

Liberia: **MEDIUM**

Cote d'Ivoire: **LOW**

Ghana: **LOW**

## Reports 4-10 July 2019

Nothing to report.

## Analysis

At the ports in the western part of the region, there is a much lower threat of Nigeria-based piracy, with no major attacks in the area since an attack in February 2016 in Ivory Coast waters.

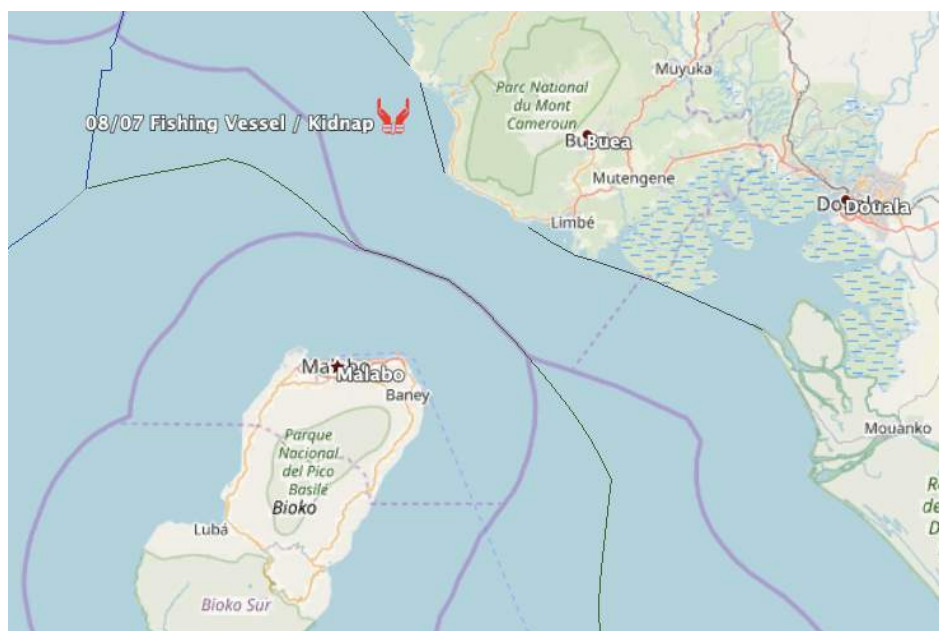
There is a consistent threat of theft or armed robbery at some ports, including Tema and Takoradi, Ghana. Conakry port in Guinea is considered to be the most "at risk" port due to a number of violent robberies against merchant vessels in the anchorage.

Stowaways are also an issue, particularly at Dakar, Conakry, Abidjan and Ghanaian ports.

## Last Incident

- **14 May 2019. Armed Robbery (successful). Conakry Anchorage, Guinea.** Bulk carrier boarded by 4 robbers armed with AK47-style weapons. Robbers approached via speed boat and boarded with a ladder. Once onboard, they stole crew members belongings and then escaped. The Captain was wounded during the incident.

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## Current Threat Levels

### Theft, Robbery & Stowaway

Cameroon: **MEDIUM**

Eq Guinea: **LOW**

Sao Tome & Principe: **LOW**

Gabon: **LOW**

### Piracy & Kidnap for Ransom

Cameroon: **MEDIUM**

Eq Guinea: **MEDIUM**

Sao Tome & Principe: **LOW**

Gabon: **LOW**

## Reports 4-10 July 2019

- **8 July 2019. Kidnap for Ransom, 50nm NW of Douala entrance, Cameroon.** A fishing vessel was attacked by armed men in a speed boat. 4 crew members (Greek Captain, 2 Ghanaian, 1 Cameroonian) have been reported as kidnapped. BIR (Cameroon Rapid Intervention Battalion) has been deployed to the area and all oil fields in the region are on alert..

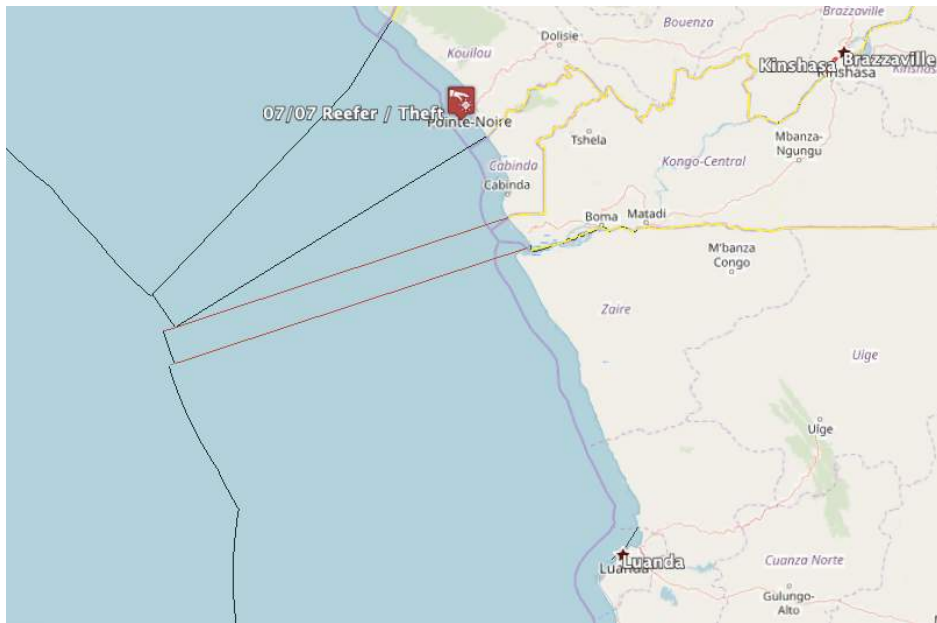
## Analysis

There has been a sharp increase in incidents in Cameroonian waters over the last 9 months. This reflects the worsening of the unrest in the English-speaking area of Cameroon that borders Nigeria. Multiple fishing and local passenger vessels have been attacked, and international merchant shipping has also come under attack. Elsewhere, Equatorial Guinean Navy forces in May were involved with the Spanish Navy in the rescue of two vessels that had been hijacked by pirates in its EEZ.

## Last Incident

- **5 May 2019. Hijack. 42nm SW of Bioko, Equatorial Guinea.** A heavylift vessel was attacked and boarded by pirates from a previously-hijacked tug. The crew shut themselves in the citadel whilst the pirates used a megaphone to demand they leave the citadel and give them cash and valuables. The pirates fired shots inside and caused serious damage to the bridge of the vessel making it unsailable. A joint rescue operation 6 May morning was launched by the Equatorial Guinean Navy (Frigate F073, 2 helis) with support from Spanish warship OPV Serviola (P71), which later arrested 10 pirates. The vessel was then towed by tug to port with 5 EG Navy on board. All crew safe.

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## Current Threat Levels

### Theft, Robbery & Stowaway

Rep of Congo: **MEDIUM**

DR of Congo: **MEDIUM**

Angola: **LOW**

### Piracy & Kidnap for Ransom

Rep of Congo: **LOW**

DR of Congo: **LOW**

Angola: **LOW**

## Reports 4-10 July 2019

- **7 July 2019. Theft (successful). Pointe Noire Anchorage, Rep of Congo.** Crew members saw two thieves fleeing in a white skiff with ship's items. No crew injured and vessel safe.

## Analysis

The threat of piracy is low in the countries in the south of west Africa, due to the distance from the Niger Delta area.

There is a threat of theft and armed robbery at ports and anchorages in the Republic of Congo and the Democratic Republic of Congo.

Angola and its ports are generally considered safe from piracy and armed robbery.

## Last Incidents

- **28 April 2019. Theft (successful). Ango Ango Anchorage, DR Congo.** 2 unauthorized men with long knives were spotted by the deck watch while the vessel was at Ango Ango Inner Anchorage. The chief officer raised the alarm and the Master ordered his crew to stand by and to proceed to the citadel. The robbers left the ship without injuring the crew. All safe.

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## Port Security Statistics

### Number of incidents in last 6 months

Lagos	6
Onne	6
Takoradi	3
Lomé	2
Conakry	1
Douala	1
Pointe Noire	1

### Terminals and Anchorages with highest number of incidents in last 6 months

STS and Main Anchorage, Lagos	3
Secure Anchorage Area, Lagos	2
Takoradi Anchorage	3
Federal Lighter Terminal, Onne	3
Federal Ocean Terminal, Onne	3
Lomé Anchorage	2
Douala Anchorage	1

## Stowaway Statistics - Number of Incidents

	Last 3 months	Last 6 months	Last 12 months
Lagos	0	1	4
Takoradi	0	1	1
Conakry	0	2	2
Abidjan	0	1	1
Cotonou	1	2	3
Dakar	1	1	1
Lomé	1	1	1
Freetown	1	1	1

## Piracy Statistics

### Vessels Attacked

This month (last 30 days)	6
Since start of 2019	84
Since start of 2018	235

### Crew & Passengers Kidnapped

This month (last 30 days)	8
Since start of 2019	68
Since start of 2018	263

### Incidents involving security forces and merchant vessels since start of 2018

Embarked Navy Guards	25
Armed Escort Vessel	8

### Success rate since start of 2018 (no crew kidnapped and vessel not hijacked)

Embarked Navy Guards	100%
Armed Escort Vessel	85%

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# Niger Delta Militancy, Community Conflict and Industrial Action



## Militant Activity

### Statements & Threats

Nothing to report.

### Attacks

Nothing to report.

## Community Conflict

Nothing to report.

## Industrial Action

Nigerian Port Authority negotiated with the Maritime Workers Union of Nigeria, MWUN, to stop strike action which shut down Nigeria's ports from Wednesday 3rd July to Sunday 7th July. Ports are now back to normal operation.

**Current Militant Threat Level: LOW**

**Current Community Threat Level: MEDIUM**

**Current Strike/Industrial Action Threat Level: MEDIUM**

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The US Navy have sent a second US vessel to the Gulf of Guinea. The *USNS Carson City* will join the US Coast Guard cutter *Thetis* in the region in a mission to improve maritime security in the region.

ENI and Vitol have been awarded an exploration and production licence in Block WB03 in Ghana. Eni will be the operator, along with partners Vitol, state-owned Ghana National Petroleum Corporation (GNPC) and a local registered company.

Nigerian state oil company NNPC said it had fully settled its debts to ExxonMobil's local subsidiary with a payment of \$833.57 million.

President of Nigeria Muhammadu Buhari has given his assent to the Suppression of Piracy and other Maritime Offences Bill, 2019. The bill gives effect to the provisions of the United Nations Convention on the Law of the Sea (UNCLOS), 1982, and the International Convention on the Suppression of Unlawful Acts against the Safety of Navigation (SUA), 1988, and its Protocols. Prior to the bill being signed, there was no legal way to prosecute criminals in Nigeria for the act of piracy.

Green Energy International Limited, operator of the Otakikpo marginal field in Oil Mining Lease 11 in Rivers State announced the signing of a \$350m Memorandum of Understanding with a consortium of international companies for the development of the marginal field and others in the area.

The International Tribunal for the Law of the Sea has decided not to stop Nigeria's seizure and prosecution of the crew of the vessel *MT San Padre Pio*, despite Switzerland's appeal against the legal action. The Economic and Financial Crimes Commission (EFCC) is currently prosecuting the vessel and its crew for having violated Nigeria's laws by engaging in ship-to-ship transfers of fuel oil for use in hydrocarbon production activities in Nigerian waters without the required permits and authorizations.



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**+44 203 (0) 151 0170**

**info@arcafrica.com**

**AFRICA RISK COMPLIANCE LIMITED**

**LONDON | LOME | COTONOU | LAGOS**