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GLOBAL

**Maritime Security
Through Intelligence**



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Global Security Summary
March 2021

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Risk Summary

Country	Maritime Risk	Risk Ashore	COVID-19 Yacht Travel/Entrance Restrictions	Health Service Ranking
Carribean				
Bermuda				No Data
Panama Canal				N/A
Panama				
Nicaragua				
Costa Rica				
Belize				
St Maarten & St Barthelemy				No Data
Jamacia				
Dominican Republic				
Cuba				
Bahamas				
Antigua & Barbuda				
Trinidad & Tobago				
East Africa				
Tanzania				
Kenya				
Djibouti				
Indian Subcontinent				
Sri Lanka				
India				
Maldives				
Mediterranean				
Turkey				
Greece				
Suez Canal			N/A	N/A

Risk Summary Cont.

Country	Maritime Risk	Risk Ashore	COVID-19 Yacht Travel/Entrance Restrictions	Health Service Ranking
Libya	High	Critical	Critical	Critical
Algeria	Low	Moderate	Critical	Substantial
Morocco	Low	Moderate	Critical	Moderate
Middle East				
Yemen	Moderate	Substantial	Critical	Critical
United Arab Emirates	Low	Moderate	Substantial	Moderate
Israel	Low	Moderate	Critical	Moderate
South America				
Colombia	Low	Moderate	Substantial	Moderate
Venezuela	Moderate	High	Substantial	Critical
Southeast Asia				
Singapore	Moderate	Low	Substantial	Moderate
Vietnam	Low	Low	Critical	Critical
Cambodia	Low	Low	Substantial	Critical
Thailand	Low	Low	Substantial	Moderate
Myanmar	Low	Low	Substantial	Critical

Risk Ratings

CRITICAL (Incidents are highly likely / expected daily)

SEVERE (Incidents are likely / expected weekly)

SUBSTANTIAL (Incidents are likely / expected monthly)

MODERATE (Incidents are a realistic probability but unlikely)

LOW (Incidents are highly unlikely)

WHO Health ranking:

- 1-64 - high (green)
- 65-128 - medium (yellow)
- 129 - 192 - low (red)

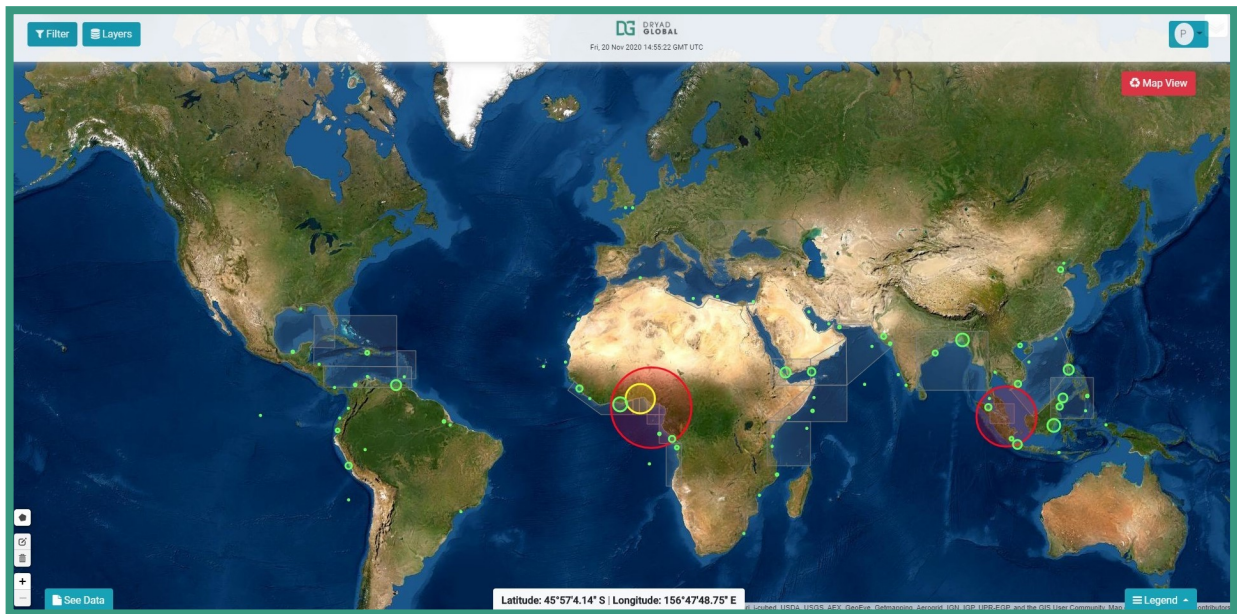
COVID Travel Restrictions:

- Open (green),
- Restricted (yellow),
- Closed (red)

ATLAS INFORM

ATLAS INFORM is a web based platform for security decision makers in the security officer role.

ATLAS INFORM is a central resource of global maritime security information providing clients with easily understood and actionable security analysis with recommendations whenever needed. Our global team maintain and update the information around the clock, giving access to the latest verified analysis whenever it is needed.



Key Features

- **Near real-time reporting** - Detailed maritime crime, piracy and migration reporting with context.
- **Analysis** - Maritime crime and security trends in context to individual incidents, maritime regions or countries.
- **Maritime Security** - Regional security insights; analytical data by time, space and category.
- **Port Risk** - Reports and Risk Assessments with incident data analysis.
- **Country Risk** - Country Overview and Risk Assessments.
- **Instant notification** - Latest incident alerts and developing analysis.
- **Layers and Filtering** - Contextual and geographical layer mapping (HRA, EEZ, Terminals).
- **Search** - Powered by ElasticSearch: find the related information not just the headline.
- **Best Practice** - Based on intelligence gathering best practice evolved from military experience and fused with latest methodology.

COVID-19 Guidance

M/Y and S/Y owners and operators should consider robust procedures to manage COVID-19 to prevent viral spread and cross contamination throughout all stages of the voyage, including pre-departure and right through to observing a possible quarantine upon arrival at destination port.

Pre-departure

All crew and guests should complete 14-day self-isolation prior to departure to ensure no illness on passage and organise PCR C19 test for all crew and guests if required by destination country.

Prepare a list of refuge/re-supply ports where you will be permitted to anchor in an emergency and know the current bio-security procedures.

Review and understand biosecurity processes and procedures for destination countries, including awareness of port clearance instructions and quarantine guidelines.

Consider implementing a pre-boarding checklist for guests and crew- this could include:

- COVID-19 symptoms declaration.
- Declaration of pre-existing conditions.
- Awareness of anyone among guests of crew having been in close contact with anyone diagnosed with COVID-19.
- Details of guest & crew travel arrangements prior to boarding – including details of any countries visited in the 14 days prior to boarding, with dates spent in each country, where relevant.
- Safety briefings for guests that outline any entry restrictions in place in the port/country of arrival, social distancing protocols while ashore, arrangements for health checks (e.g. temperature monitoring and logging), PPE protocols, systems for reporting symptoms, and how to manage positive cases (e.g. medical evacuation and location of local hospitals, including any COVID-19 specific facilities).
- Set aside a dedicated cabin to isolate guests or crew who display COVID-19 symptoms and nominate one crew member to be responsible for quarantine and self-isolation coordination aboard.
- Ensure adequate provisions of PPE/sanitation provisions for the duration of the voyage, including allowance for weather delays and for 14-day quarantine period.
- Plan for instances of quarantine/self-isolation - this should include agreed points for delivery and arrangements for contactless interactions with officials and service providers.

At sea

- Maintain a ship's health log – this should record daily, signed entries of the body temperature of all crew members and guests, and any Covid-19 symptoms.
- Maintain strict social isolation if a stop is required - no-one should come aboard, crew or guests should not leave the vessel, and be aware that any deviations may 'reset' the quarantine time required at intended destination.
- Notify port officials of arrival – consider doing so up to 96 hours prior.

Arrival

- Proceed to quarantine dock if applicable.
- Use contactless processes as far as possible and if officials must board for inspections, maintain social distance.
- Be prepared for clearance to take significantly longer than usual.
- Crew or guests not to leave vessel unless instructed by an official or in an emergency.
- Submit to official health inspection and/or COVID tests as required.

Quarantine Aboard

Keep Q Flag hoisted.

- Crew not to leave vessel unless instructed by an official or in an emergency – follow local guidelines regarding other activities such as swimming. No visitors allowed aboard.
- Maintain contact log: include names, and contact details for any person who has contact with crew or guests - including those that maintain social distance off the vessel and any that must come aboard.
- Monitor crew and guest's health daily - recording any symptoms and temperature daily in the vessel health log.
- Any required provisions to be supplied by marina or their nominated provider.
- Contactless acceptance of supplies aboard, crew to use PPE and always keep minimum 2m distance.
- Do not accept any contact with anybody (official, harbour or marina staff, provider) who is not wearing PPE and/or does not maintain social distance.
- Maintain a watching brief for local or national government announcements about COVID-19 restrictions.

Caribbean

Vessels worldwide have been greatly affected by the rapid restrictions being put in place in ports of entry worldwide in response to the COVID-19 pandemic. At this point, yacht movement is variable within the Caribbean with significant differences in restrictions and rules between countries. Dryad Global advises vessel owners be aware that all of the islands in the Caribbean have their own individual protocols for new arrivals and in some countries the official government position might not reflect the practical realities in each port.

It was reported in February that an unsuccessful attack on 4 yachts transiting Martinique to Guadeloupe took place around midnight on 11 December 2020. The incident occurred at position 15.5432N 061.2407W, offshore of Marigot, along the north eastern coast of Dominica. The assailant's laser targeted and then attempted to board one of the yachts. The assailants were armed with handguns, were wearing hoods/balaclavas, and spoke English. The boarding was not successful, and a report was made to French authorities.

The Caribbean Community (CARICOM) has established a regional Travel Bubble among the OECS countries of Antigua and Barbuda, Grenada, Dominica, St. Lucia, St. Kitts and Nevis, St. Vincent and the Grenadines, Montserrat, Anguilla and British Virgin Islands, together with Barbados. The establishment of the CARICOM travel bubble means that vessels travelling between these countries may not have to observe quarantine upon arrival. While Caribbean nations have largely avoided the severe public health consequences of Covid-19 seen in other regions, the impact of the pandemic has strained state budgets and may lead them to neglecting offshore issues. Should the impact of Covid-19 lead to significant economic crises in Caribbean nations, this may lead to an uptick in maritime crimes, the incidence of which are after often driven by onshore instability.

Though the region has a storied history of piracy, the waters of the Caribbean are generally free from pirate attacks - few incidents are reported by commercial vessels in transit and vessels are more likely to be targeted in ports and anchorages. While it is hard to apply generalisations about maritime security across the Caribbean, due to the diversity of the region, violent incidents tend to be more prevalent in the southern Caribbean, along the coast of South America, and have involved small fishing vessels and yachts. There has been an increase in maritime security incidents in the Caribbean since 2014. 2020 saw a 26% increase in total reported incidents in the Caribbean basin from 2019, which follows a similar increase in 2018. Theft remains largely a crime of opportunity and dinghies/outboards are primary target for thieves. Yachts have been the most targeted vessel type in the Caribbean in recent years. Incidents mostly involve night-time robberies and dinghies, and outboard motors are stolen in a high number of incidents. Sailing equipment, money, electronics, jewellery, clothes, and diving and fishing equipment are also often taken. Assailants reach yachts with small boats or swim from shore to where yachts are at anchor. Robbers often board and rob these yachts without being detected or when owners are sleeping or on land. The highest concentration of incidents was recorded between Martinique and Grenada, including Saint Lucia, Saint Vincent and the Grenadines, and Grenada. While yachts are mostly robbed while anchored or berthed, there have instances where yachts are boarded while underway. In Honduras, attacks have been reported in international waters ranging from 5 to 70 nm off the coast. There has been an increase in violent incidents in recent years, notable in waters off Panama, with 1 incident leading to the death of a yacht captain in May 2019.

The United States Coast Guard (USCG) maintains an active presence throughout the Caribbean combating crime, largely counter-narcotics and people smuggling operations. Other maritime enforcement agencies, such as the Dutch Caribbean Coast Guard (DCCG) maintain an active presence, particularly in the Lesser Antilles and ABC Islands, fighting narcotic crime in the surrounding Dutch territories. Due to its location halfway between South America and the United States, the Caribbean Basin is a prime transshipment location (particularly Port of Spain, Trinidad; Freeport Container Port). Traffickers utilise a variety of vessels ranging from speedvessels to

merchant ships in order to move product northwards. Drug traffickers often hide illicit drugs amongst legitimate cargoes without the knowledge of the shipowner, captain or crew. In other cases, receptacles filled with illegal narcotics are clandestinely attached to the hull of a departing vessel or hidden in rudder trunks and collected by waiting traffickers at the ship's destination port or at stops en route. Vessels found to be transporting narcotics are subject to stiff fines, vessel seizures and major delays.

When operating in the Caribbean basin, Dryad Global recommends vessels adopt the following preventative measures:

- Using bright lighting in and around the vessel while at anchor or alongside.
- Stationing roving patrols.
- Strictly controlling access to the vessel.
- Hoisting boarding ladders high above the water when not in use.
- Maintaining a continuous gangway watch.
- Monitoring padlocks and seals on unmanned areas.
- Increasing surveillance during mooring, cargo loading procedures, and prior to departure.
- Consider preparing sacrificial stash(s) in the event a vessel is boarded – these can be left in different locations around the vessel, with some easier to find than others, and could contain older cell/smart phones, laptops, cheap jewellery, and low-value foreign currency.
- Monitor all traffic closely, and continuously - use AIS, radar, visual scanning with no more than 20-minute intervals.
- With respect to crew conduct ashore, Dryad Global advises against all travel ashore in HIGH RISK ports.

Bermuda

Maritime Risk Rating: **LOW**

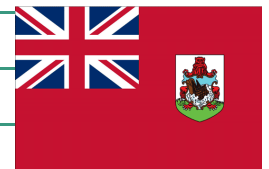
On Shore Risk Rating: **LOW**

USCG Restricted List: No

JWRC High Threat Area: No

IMB Designated Area: No

Stowaway Risk: **LOW**



Country Summary: Bermuda is an internally self-governing country with its own elected parliament and is also a British Overseas Territory. Bermuda is a separate legal jurisdiction to the United Kingdom and has its own laws and criminal justice system.

Bermuda is open to yachts. S/Y and M/Y can enter Bermuda for a maximum of six-months and with 12-guests abroad. All vessels will be required to have one of three (3) permits: [Transit, Cruising or Charter Permit if not exempted](#). Currently vessels arriving into Bermuda must apply for a [Mariner's Travel Authorisation](#) 1 to 3 days before departure and follow the online guidance. Certification of a negative COVID-19 PCR test within seven (7) days of departure for Bermuda is required. If a negative test cannot be provided, then individuals will have to quarantine until receipt of a negative day 14 test result, inclusive of the time taken to arrive in Bermuda and onboard.

Vessels should contact Bermuda Radio on VHF Channel 16 or 27 on approach when within 30NM.

Risk At Sea (Latest Incident): There were no maritime security incidents in TTW during the reporting period.

Overview: There has been an observed increase in the number of robberies of vessels in recent years. These incidents occur island wide and items taken have included alcohol, vessel parts and fishing equipment. There has been a recent spike in theft in the East End and Hamilton, with Police listing the main targeted items being outboard engines, electronic equipment, anchors, chains and alcohol. Local Police are encouraging vessel owners to secure or remove valuable items, as well as

keeping photographs of equipment and serial numbers to assist in tracing in the case of an incident.

Risk Ashore (Latest Incident): There have been no incidents of significance or that fundamentally alter the security risk for visiting crews and guests in Bermuda within the last reporting period.

Overview: There has been a spike in gun violence in Bermuda recent years, which has led to a strong police crackdown on illicit gun possession and gang activity. Robberies in public are still a problem, however, and while most such incidents involve local residents, tourists have also been targeted occasionally, including in their hotel rooms. There is no specific terrorist threat in Bermuda. No domestic or homegrown groups are known to target Western interests such as bars, nightclubs, shops, restaurants, or other places where expatriates and tourists may gather.

Petty crime is common in Bermuda, and valuables left unattended in public areas, in unsecured hotel rooms, or on rental motorbikes are vulnerable to theft. Purse snatching (sometimes involving thieves on motorbikes) and muggings occur occasionally.

While gang and illegal drug activity has been a problem in Bermuda in recent years, gang crime is generally insular, and there are few reports of gang violence targeting visitors. The back streets of the Hamilton have been the setting for night-time assaults, particularly once bars close.

Recommendations: Mariners should be aware that the Caribbean and Americas are important regions for the global export of drugs, mainly cocaine.

Visitors to Bermuda should avoid the back streets in Hamilton due to greater risk of night-time assaults, particularly after bars close. Unlighted back streets and out-of-the-way areas should be avoided, both due to increased risk of crime, and because narrow and dark roadways can contribute to accidents.

Visitors should be aware that tourists are not permitted to own, rent, or drive cars in Bermuda.

The Bermuda Weather Service and National Hurricane Centre websites should be monitored for information on the progress of storms during hurricane season.

Implementation of basic security measures should be sufficient to reduce the risk of maritime theft.

In ports, or at anchorages, vessels should adopt basic security provisions; cruisers should lock their Vessels at night, lock and lift their dinghies and check their outside decks for anything that can be used as a weapon.

Crew transfers are normally possible in Bermuda.

Panama Canal

Maritime Risk Rating: **LOW**

On Shore Risk Rating: **LOW**

USCG Restricted List: No

JWRC High Threat Area: No

IMB Designated Area: No

Stowaway Risk: **LOW**



Country Summary: The Panama Canal and restrictions on canal transits have been lifted - guidance requirements are available at: <http://pancanal.com/common/maritime/forms/4352-2020.pdf>

The US has identified the Panama Canal as a potential target for a terrorist attack, due to its role as a nexus for global trade. The US is obligated to defend the neutrality of the canal in times of peace or war under the Panama Canal Neutrality Act 1979.

Risk At Sea (Latest Incident): There were no maritime security incidents during the reporting period.

Overview: To increase maritime safety and reduce crime, Panamanian authorities have introduced the canal cargo monitoring system, Absolute Maritime Tracking System (AMTS). The system uses digital tracking and surveillance to monitor the course, speed and position of vessels. Any deviations or oddities in transport are flagged and reported to the Panama Maritime Authority (AMP).

Risk Ashore (Latest Incident): There have been no incidents of significance or that fundamentally alter the security risk for visiting crews and guests in the canal environs within the last reporting period.

Overview: The likelihood of an attack on the Panama and its environs is LOW. Security has increased surrounding the canal with the expansion of the second channel. Digital monitoring systems, physical surveillance and canal vigilance have been provided by Panama's security forces with assistance from several other countries, predominately the United States.

Recommendations: Vessels transiting the canal should ensure they adhere to the [Panama Canal Authority \(ACP\) maritime regulations](#). Vessels unable to fully comply with these requirements or that arrive at Canal waters without providing proper notification, as required (96 hours in advance), will be considered in violation and will be subject to control and compliance measures.

Panama

Maritime Risk Rating: **LOW**

On Shore Risk Rating: **MODERATE**

USCG Restricted List: No

JWRC High Threat Area: No

IMB Designated Area: No

Stowaway Risk: **LOW**

Country Summary: Panama has been one of the fastest growing economies in Latin America over the past decade. However, there is also a marked disparity between the rapid development of Panama City, and the Canal Belt, compared to rural areas. Panama remains relatively safe when compared to other Central American countries, yet crime rates are high, including shootings, rapes, armed robberies, muggings, and thefts.

All crew members arriving in Panama are required to have an antigen test onboard prior to receiving authorisation to go ashore or disembark. All incoming crew members/guests via Panama's Tocumen International Airport-must arrive in Panama with a round trip ticket and evidence of a negative Covid-19 PCR or antigen test, taken less than 48 hours or less prior to arriving Panama.

Vessels are required to present the following information and documentation upon arrival: last port clearance; statement signed by the Captain stating that no one onboard has Covid-19; last ten ports with departure dates; crew list with name, rank, date of birth, nationality, passport number and date of embarking on board; copies of all passports; boat registration; and health records from last passage with temperatures of all crew.

Vessels arriving into Linton Bay Marina and Bocas Marina should contact:

staff@lintonbaymarina.com/VHF Ch. 72 or bocasyachtclub@yahoo.com/ VHF Ch. 68.

While it is understood that the San Blas islands remains closed, Dryad Global is aware that some vessels have able to visit the islands after requesting a reference letter from one of the marinas.



UK health authorities have classified Panama as having a risk of Zika virus transmission.

Risk At Sea (Latest Incident): There have been no maritime security incidents in TTW during the reporting period.

Overview: There were multiple reports of thefts and attacks at several Panama anchorages last year, including a spike in robberies in the waters off Lincoln Bay. There have been consistent reports of dinghy thefts in Punta Chame, which is situated 20 nm south west of Balboa, Bocas del Toro and Colon. In 2014, a yacht was fired upon and boarded by four men south of Taboga Island, Balboa. The crew managed to repel the men.

Panama has been the site of most of the recorded increase in violent incidents against yachts in the Caribbean in recent years. In 2019, five incidents were recorded where crew were assaulted, and two crew members were killed during two incidents. These incidents occurred near Morodub Island off Nombre De Dios. The group suspected of carrying out these attacks have since been arrested.

Risk Ashore (Latest Incident): There have been no incidents of significance or that fundamentally alter the security risk for visiting crews and guests in Panama within the last reporting period.

Overview: Visitors should avoid walking alone after dark in the high crime areas of Panama, Colon, and Chiriquí and should aim to avoid Colon, where the entire city suffers high crime. If visitors do go to Colon, they should remain vigilant and demonstrate extreme caution. Robberies at restaurants have been on the increase in some of the more popular areas in Panama City like Obarrio, San Francisco and El Cangrejo (Via Argentina). Beware of pickpockets in busy areas, on buses, and at bus stations. Watch out for muggers, particularly in the main shopping areas of Via España and Avenida Central, the area of Calidonia, the old town (Casco Viejo) in Panama City, the old Panama ruins (Panama Viejo), the Madden Dam area – off the main Panama to Colon road and the city of Colon, where rates of unemployment, street crime and drug use are high.

Terrorism risks are LOW in Panama. There are no domestic groups with the intention or capability to target Panamanian and important Western assets, including the Panama Canal. The Chiriquí province has a strong presence of criminal groups and drug-trafficking organisations, but these are unlikely to target foreigners. Criminal gangs operate in Colón and Panama City, raising the risk of violent robbery of individuals and local businesses, and express kidnapping.

Recommendations: Mariners should be aware of the country's role as a drugs transit zone. Packages containing narcotics have been found floating in the ocean or lying on remote beaches. Do not pick up or move these packages, and immediately report their location to the Panamanian authorities.

Dryad Global advises that yachts should avoid anchoring at night in remote areas without being accompanied by other yachts – boardings at remote anchorages, sometimes involving armed assailants, have been reported in recent years.

In ports, or at anchorages, vessels should adopt basic security provisions; cruisers should lock their Vessels at night, lock and lift their dinghies and check their outside decks for anything that can be used as a weapon.

Panamanian Police advise visitors to carry a copy of their passport when travelling ashore.

If visitors are intending on travelling to the Darien province they should only do so with an organised group to destinations under the surveillance of the Panamanian police.

Visitors should be vigilant of street crime, particularly in the main shopping areas of Via España and Avenida Central, the area of Calidonia, the old town (Casco Viejo) in Panama City, the old Panama

ruins (Panama Viejo), the Madden Dam area – off the main Panama to Colon road and the city of Colon, where rates of unemployment, street crime and drug use are high.

Use only licensed and registered taxis. Avoid taxis with passengers and instruct the driver not to pick up any additional fares while en-route to your destination.

Crew transfers are normally viable in Panama.

Nicaragua

Maritime Risk Rating: **LOW**

On Shore Risk Rating: **SEVERE**

USCG Restricted List: No

JWRC High Threat Area: No

IMB Designated Area: No

Stowaway Risk: **LOW**



Country Summary: Nicaragua is the largest country in Central America, yet it remains one of the least developed. Infrastructure has strengthened in recent years, but critical weaknesses persist. Dictatorships, civil war and natural disasters have left Nicaragua as one of the poorest countries in the Western Hemisphere and struggles with the conflict associated with being on the drug trafficking route to the United States.

Dryad Global has received reports that while its land and air borders are closed, Nicaragua is open to yachts. Puesta de Sol Marina is open to foreign yachts with normal entry procedures. Vessels may have to submit to a health check upon arrival.

There has been a prolonged period of political unrest and street violence in many areas of Nicaragua since early 2018. This has involved the use of tear gas, rubber bullets and live ammunition by police and security forces, resulting in many serious injuries and hundreds of deaths. There have been particularly serious violent incidents in and around Masaya. Marches and demonstrations continue to occur regularly. While some are peaceful, the situation remains volatile and there is the potential for further violence and disorder at any time.

UK health authorities have classified Nicaragua as having a risk of Zika virus transmission and cases of Chikungunya virus have been confirmed in Nicaragua.

Risk At Sea (Latest Incident): There have been no maritime security incidents in TTW during the reporting period.

Overview: The maritime threat to vessels in Nicaragua is LOW. Similar to most of Central and South America, petty crime may occur if basic security measures are not adopted.

Nicaragua's role as a drug transit country remains the greatest issue surrounding maritime crime in the country. The Caribbean, and to a lesser extent the Pacific coast, are known to be drug transit zones.

Nicaragua's decision to extend its territorial waters from the normal 12 miles to 25 miles has resulted in the seizure of some foreign flagged vessels, mainly fishing Vessels. Nicaraguan authorities have confiscated vessels and arrested their crews. US vessels in particular are advised to avoid Nicaraguan waters, both on the Pacific and Caribbean side.

Risk Ashore (Latest Incident): Many areas of Nicaragua have experienced unrest since 2018, which has resulted in hundreds of deaths and detentions. Protests often lead to violent clashes and the use

of tear gas, rubber bullets and live ammunition. Visitors should avoid all demonstrations and gatherings as these could result in outbreaks of violence.

Overview: Rallies and demonstrations are widespread and occur regularly in Nicaragua.

Government forces, uniformed police and para-police have attacked peaceful demonstrators leading to significant numbers of deaths and injuries. Looting, vandalism, and arson often occur during unrest. However, in the context of COVID-19, opposition groups have shifted protests and demonstrations online and increased efforts in political organising ahead of the 2021 election. Once transmission rates slow, it is likely that smaller demonstrations and protests will resume, particularly in Managua.

A group identifying itself as the Nicaraguan Patriotic Alliance (APN) claimed responsibility through social media for 'military actions' after explosions caused minor damage to the San Isidro Bridge to Puerto Corinto on 22 September 2019 as part of the ongoing political dispute with President Daniel Ortega, but Dryad Global assesses that such actions are likely to remain isolated.

Violent crime, including armed robbery, is widespread throughout the country, particularly in the capital and port cities of Managua, Granada and San Juan del Sur.

There is a moderate risk that growing anti-government protests throughout the country will encourage self-styled insurgent groups to pursue violent activities to oppose President Ortega.

Recommendations: In ports or at anchorages, vessels should adopt basic security provisions; cruisers should lock their Vessels at night, lock and lift their dinghies and check their outside decks for anything that can be used as a weapon.

Cruisers should practice a high level of caution and careful planning if transiting near shore and offshore Honduras or Nicaragua.

Vessels transiting from Honduras to Colombia should keep clear of the Nicaraguan coast and avoid the Nicaraguan Banks.

Visitors ashore should stay well away from all demonstrations and gatherings, even if apparently peaceful. It is against Nicaraguan immigration law for foreigners to involve themselves in local politics, and visitors may be at risk of arrest if taking part in protests or for breaches of the peace.

Visitors are advised to be extra cautious in areas with high volumes of crime. These include Managua; Granada; Rivas; León; Ciudad Sandino; Bluefields; and the Northern Caribbean Coast Autonomous Region.

Despite significant investment in the telecommunications sector over the past 12 years, which has led to the expansion of 3G mobile coverage and broadband networks, signal transmission is limited in many areas of Nicaragua due to the country's topography, particularly rural areas and the Caribbean Coast. Satellite phones are illegal and can be confiscated. In order to ensure reliability of cellular communications on the Caribbean coast, visitors are advised to have telephones or SIM cards for multiple cellular carriers.

Visitors are advised to only take taxis from hotels or from main entrances to shopping malls and make detailed arrangements for the return trip. Only use taxis that have red plates and that have a circle on the door that says *Cooperativa* or use taxi services ordered by phone. Arrange with the taxi driver not to pick up any other passengers on the way to your destination.

Crew transfers are normally possible; a local agent should be used to organise transport prior to arrival. If staying overnight, hotels that are staffed at the front desk 24 hours a day and have adequate security measures are recommended.

Costa-Rica

Maritime Risk Rating: LOW	
On Shore Risk Rating: LOW	
USCG Restricted List: No	

Stowaway Risk: **LOW**

Country Summary: Costa Rica has experienced steady economic expansion over the past 25 years. The post-1980s economic growth is the product of a strategy of outward-oriented growth, based on openness to foreign investment and gradual trade liberalisation. Foreign direct investment is high and has been a significant contributor to Costa Rica's economic growth.

Costa Rica is open to travellers provided they have acquired a [digital health pass](#) & travel insurance covering potential costs of quarantine and medical expenses due to COVID-19. Costa Rica is open to yachts and must meet the same Covid-19 entry requirements as air arrivals. Inbound yachts must dock in authorised marinas & register with an agent at least eight days in advance to handle arrival protocols. If crew or guests cannot show a negative C19 test, or if the vessel has sailed from a city or port that has not been authorised to date, the vessel will receive a health quarantine order, which will discount the number of days at sea, counting from the last port departure date recorded in the vessel log.

UK health authorities have classified Costa Rica as having a risk of Zika virus transmission and cases of dengue and other mosquito-borne diseases continue to be reported, particularly during the rainy season (May to November).

Risk At Sea (Latest Incident): There were no maritime security incidents within TTW during the reporting period.

Overview: The risk of maritime crime in Costa Rica is LOW with few incidents reported. Where incidents do occur, Golfito Bay continues to be a hotspot for dinghy and outboard theft.

Risk Ashore (Latest Incident): There have been no incidents of significance or that fundamentally alter the security risk for visiting crews and guests in Costa Rica within the last reporting period.

Overview: There are no known terrorist groups in Costa Rica with the intention or capability to target private, military, or government-owned assets.

Visitors who choose to explore isolated areas may place themselves in a vulnerable situation.

Crime rates in Costa Rica are lower than those in other Central American countries but have increased in recent years. It is estimated that 70% of Costa Rica's murders are drug related.

Areas of Jaco on the Pacific coast are increasingly dangerous for tourists, particularly at night, due to increased drug and prostitution activity. Violent crime against foreigners, though infrequent, is a concern. Incidents of armed robberies, car jackings and home invasions have occurred in beach areas and on the main highways in the Central Valley region, even in daylight.

Recommendations: In ports, or at anchorages, sailing vessels should adopt basic security provisions; cruisers should lock their Vessels at night, lock and lift their dinghies and check their outside decks for anything that can be used as a weapon.

Vessels should be aware that Golfito, in Puntarenas Province on the southern Pacific Coast, continues to have problems with outboard and dinghy theft.

Pickpocketing, mugging, purse snatching, and theft are common occurrences and are the biggest issues confronting tourists. The downtown area of San José is a prime tourist destination during daylight hours, but visitors should always avoid the area at night and avoid the El Pueblo Centro Commercial area of San José.

Due to crime, exercise increased caution should be taken in Central neighbourhood in Limon, Liberia city, Desamparados neighbourhood in San Rafael, and Pavas and Hospital neighbourhoods in San José.

Belize

Maritime Risk Rating: **LOW**

On Shore Risk Rating: **LOW**

USCG Restricted List: No

JWRC High Threat Area: No

IMB Designated Area: No

Stowaway Risk: **LOW**



Country Summary: Belize is the only English-speaking country in Central America and maintains strong ties with the United Kingdom. Approximately 25-30% of the population lives in Belize City, and nearly 50% are located in rural communities. Prime Minister Dean Barrow is constitutionally required to step down ahead of the November 2020 election. However, a new leadership convention to decide his replacement was postponed indefinitely as the government implemented emergency measures to address the COVID-19-virus pandemic.

Belize is open to air travellers provided they: download the [Belize Travel App](#) and complete required information within 72 hours of travel to Belize (not before); and take a PCR test 72 hours prior to travelling. Belize's Maritime borders opened to yachts on 10 February under the following conditions:

Vessels must use a licensed shipping agent and can only enter via authorised maritime ports of entry - San Pedro, Belize City and Placencia.

Vessels should provide 72-hours' notice of arrival and send the following documents to their appointed agent: vessel registration, crew/guest list and passport information, estimated time of arrival and estimate departure details, last Port of Call, and next Port of Call.

Crew/guests must take a COVID-19 test before their arrival in Belize.

Contact: bzportauth@btl.net

Hurricane season in the western Caribbean is June 1-November 30; however, September-October is when tropical storms generally impact Belize.

UK health authorities have classified Belize as having a risk of Zika virus transmission.

Risk At Sea (Latest Incident): 12/02/21: Local reporting indicates that there has been a spate of incidents targeting local fishermen in several cays and along the coast of Belize. Outboard engines and electronics were reported stolen. Local officials have responded with heightened patrols, and some detentions/arrests have been made. No reports of piracy against cruisers/yachts have been reported.

Overview: The threat from maritime crime in Belize water is LOW and violent crime against sailing vessels is uncommon.

Risk Ashore (Latest Incident): There have been no incidents of significance or that fundamentally alter the security risk for visiting crews and guests in Belize within the last reporting period.

Overview: Whilst it rarely affects popular tourist destinations, there have been a number of incidents in recent years involving tourists being robbed at gunpoint on shore excursions from ports in Belize. The majority of robberies take place in Belize City, but crime occurs across the country, including San Pedro, Caye Caulker and Placencia. In some areas of Belize City there is a risk of gang related violence.

Violent crime and armed robbery are a regular problem throughout Belize and local police often lack the resources to respond effectively to serious criminal incidents.

A growing number of expatriates residing in Belize have been violently killed and robbed in a variety of circumstances in recent years.

The main cause of crime in Belize is inter-gang conflicts in Belize City, where a per capita homicide rate of over 90 per 100,000 makes it one of the world's most violent urban centres. Hotspots are located primarily to the south of the city over the BelChina Bridge, beyond the Western Highway and Cemetery Road. However, the risk of attacks against commercial properties is low and foreigners are not directly targeted.

Coastal regions are poorly monitored in Belize and in recent years a growing presence of Mexican cartels has raised the prospect of instability in these areas.

Political demonstrations can occur in Belize City and Belmopan, often at short notice. Most are peaceful, although some have resulted in civil disorder.

Recommendations: Implementation of basic security measures should be sufficient to reduce the risk of maritime theft. In ports, or at anchorages, vessels should adopt basic security provisions; cruisers should lock their Vessels at night, lock and lift their dinghies and check their outside decks for anything that can be used as a weapon.

Avoid anchoring in remote anchorages to mitigate the risk of serious crime. Mariners should be aware of Belize's position as a drugs transit point.

Vessels should avoid anchoring near Coco Plum or Tobacco Range, due to proximity to the Dangriga and Stan Creek Areas. It is believed these areas are where the perpetrators of several attacks on vessels in recent years are based.

Sticking to popular, tourist areas and exercising a heightened level of vigilance should mitigate against the risk of serious crime ashore. It is recommended that travel to the south side of Belize City be avoided due to gang activity there. The areas around George Street and Kraal Road are particularly dangerous and should be avoided.

During the hurricane season, visitors should monitor updates from local authorities and the media before travelling to or around Belize.

Crew transfers are normally possible in Belize.

St-Maarten and St-Barthelemy

Maritime Risk Rating: **LOW**

On Shore Risk Rating: **LOW**

USCG Restricted List: No

JWRC High Threat Area: No

IMB Designated Area: No

Stowaway Risk: **LOW**



Country Summary:

Currently Only EU yachts are being permitted to enter and land in St. Martin & St. Barts. Non-EU boats are permitted to anchor and stopover – but crew will not be permitted to come ashore. Vessels coming from Martinique, Saint-Barthélemy, Guadeloupe, Guyana, Dominica or Saint Lucia and which have not made a stopover in a third country since their departure, are authorised to stop over or anchor in territorial waters.

A request for entry must be made by contacting CROSS Antilles – Guyane, at least 24 hours before the planned time of entry into the territory. Request must be accompanied by the negative result of a

negative Covid test for each of person on board aged 11 or over, carried out less than 72 hours before. Send to DM Martinique/CROSS AG/chef de quart: fortdefrance.mrcc@developpement-durable.gouv.fr for authorization to enter.

All crew must be able to present a sworn statement attesting that they do not show symptoms of covid-19 infection and that they are unaware of having been in contact with a confirmed case of covid-19 in the fourteen days preceding their entry into the territory.

Forms available at this [link](#).

UK health authorities have classified St Maarten as having a risk of Zika virus transmission. In addition, cases of Chikungunya virus have been confirmed in St Maarten and the number of reported cases in the region is increasing.

Risk At Sea (Latest Incident): 04/02/21, 2200LT, Marigot Bay

Owner of a yacht anchored near the Fort Louis marina interrupted an individual trying to steal the yacht dinghy.

05/02/21, 0100 LT, Marigot Bay

A dinghy locked to the Marigot dinghy dock overnight was stolen. No further details available.

Overview: There is a low maritime security threat in both islands, with petty theft the most significant issue.

There are occasional reports of thefts and drug seizures in St Maarten ports and marinas.

Dinghy and outboard thefts continue to be a problem in St Maarten, mainly in the Lagoon area.

Risk Ashore (Latest Incident): There have been no incidents of significance or that fundamentally alter the security risk for visiting crews and guests in the islands within the last reporting period.

Overview: Drug smuggling remains a major issue throughout the region. Many Caribbean islands, including St Maarten and St Barthélemy, are either the destination or a transfer point for narcotics.

Criminal activity rarely affects foreign visitors or tourism. The main tourist areas are likely to remain safe, with instances of street or opportunistic crime unlikely.

Crime is extremely rare on St. Barts; it is one of the safest islands in the Caribbean.

In Saint Maarten there are no indicators of a home-grown threat or signs that the country constitutes a target for external terrorist groups.

Recommendations: Implementation of basic security measures should be sufficient to reduce the risk of maritime theft. To minimise the risk of theft, vessels with dinghies should place them on deck and chain them up overnight. Whilst ashore, visitors should be vigilant to the risk of petty crime.

Visitors should exercise common sense and take basic precautions everywhere on the island, including being aware of one's surroundings, avoiding walking alone after dark or in remote areas, and locking all valuables in a rental or hotel safe.

Visitors should be aware of St Maarten's position as a drug passageway from South America to Europe and North America; Dryad Global advises visitors not to leave bags unattended or agree to carry a package for anyone.

Cruisers should take basic safety precautions and use common sense when leaving the vessel or going ashore at night. Dinghy thieves operate throughout the Caribbean and best advice is to place your dinghy on deck and chain it overnight.

Should you have suffered a boarding, robbery or attack on your yacht or have information about a yachting-related security incident, it is recommended to log the incident on the CSSN (Caribbean Safety Security Net) homepage via the “Report an Incident” icon.

Crew transfers are normally possible in both St Maarten and St Barthélemy.

Jamaica

Maritime Risk Rating: **LOW**

On Shore Risk Rating: **MODERATE**

USCG Restricted List: No

JWRC High Threat Area: No

IMB Designated Area: No

Stowaway Risk: **LOW**



Country Summary: Jamaica assumed independence from the UK in 1962 and now has a democratically elected parliament. Jamaica’s political landscape is both stable and democratic. The ruling Jamaica Labour Party (JLP), led by Prime Minister Andrew Holness, has been in office since March 2016. The impact of the COVID-19 pandemic on the economy is likely to play a major role in the upcoming election. The Jamaican economy is highly reliant on tourism, a sector that has been hit hard by the pandemic.

Jamaica is only open to yachts for technical calls - no crew are permitted ashore and vessels must depart as soon as possible. Local reporting suggests that Jamaica's sea borders may re-open in early 2021. Vessels arriving into Jamaica should anticipate a health screening and may have to undergo a test and possible quarantine while awaiting results. Travellers to Jamaica must apply for [Travel authorisation](#).

Many Atlantic storms begin to curve north as they roll through the Caribbean. As a result, Jamaica has historically experienced fewer storms than other nearby islands.

Hurricane Season in the Atlantic Ocean, the Caribbean, and the Gulf of Mexico lasts from June to November, with the highest risk of storms in September.

UK health authorities have classified Jamaica as having a risk of Zika virus transmission.

Risk At Sea (Latest Incident): There were no maritime security incidents in TTW during the reporting period.

Overview: The threat to merchant shipping and yachts in Jamaican TTW is LOW. All eighteen Jamaican ports are ISPS compliant.

Jamaican ports and waters play a role in the global drug trade, with products often transported via Jamaica from South America en route to North America or Europe.

Occasionally cruising vessels may be stopped for inspection by the Jamaican Defence Force or Coast Guard, but this is normally a simple and stress-free exercise. Yachts should not anchor alone in secluded areas but instead remain in popular harbours. Anchoring close to towns that are home to poorer communities should also be avoided.

Risk Ashore (Latest Incident): There have been no incidents of significance or that fundamentally alter the security risk for visiting crews and guests in Jamaica within the last reporting period.

Overview: Petty crime, including pick pocketing and bag snatching occurs, particularly in major tourist areas, such as Old Kingston.

Violent crime is a serious problem throughout Jamaica, particularly in Kingston and Montego Bay. Violence and shootings occur regularly in these areas.

Recommendations: The implementation of basic security measures should be sufficient to reduce the risk of maritime theft. To minimise the risk of theft, vessels with dinghies should place them on deck and chain them up overnight.

Visitors should not walk alone and be particularly careful after dark. Avoid visiting beaches and using buses at night, and always keep windows up and doors locked while in vehicles. If you are attacked or robbed, do not resist.

Visitors are advised to avoid high-crime areas of Kingston including: Mountain View, Trench Town, Tivoli Gardens, Standpipe, Cassava Piece, Grants Pen, and Arnett Gardens. In Montego Bay specifically, avoid Flankers, Canterbury, Norwood, Rose Heights, Clavers Street, and Hart Street.

Night-time driving is especially dangerous and should be avoided whenever possible, especially outside of the cities of Kingston, Ocho Rios, Montego Bay, and Negril.

The risk of robbery when travelling to and from Norman Manley International Airport increases at night. When driving between Norman Manley International Airport and Kingston, it is recommended to take the South Camp Road rather than Mountain View Avenue. Gang violence along Mountain View Avenue has led to motorists being shot in the crossfire. Dryad Global advises where possible that movement to and from the airport takes place during daylight hours.

Crew transfers are normally possible in Jamaica.

Dominican Republic

Maritime Risk Rating: **LOW**

On Shore Risk Rating: **MODERATE**

USCG Restricted List: No

JWRC High Threat Area: No

IMB Designated Area: No

Stowaway Risk: **MODERATE**



Country Summary: The Dominican Republic occupies the eastern two-thirds of the island of Hispaniola, one of the Greater Antilles. Over the past 25 years, the Dominican Republic (DR) has experienced a remarkable period of robust economic growth. However, the country suffers from serious human rights problems.

As of February 1st, vessels arriving into the Dominican Republic will be required to adhere to the following requirements:

A digital form must be completed – the form is available at <https://eticket.migracion.gob.do/>.

Register with SailClear at <https://www.sailclear.com/>

Drop anchor with the yellow flag flying.

If any of crew/guests have COVID-19 symptoms, then the Captain should inform the local Comandante and they should stay on board under quarantine until cleared by Public Health Officers.

A health check will be carried out and if any guests or crew members have a temperature all crew will have to return to the yacht for quarantine.

All guests and crew are expected to sign a health declaration.

48 hours notice of arrival is required.

Cases of chikungunya virus and dengue fever have been confirmed in the Dominican Republic.

Risk At Sea (Latest Incident): There were no maritime security incidents within TTW during the reporting period.

Overview: Vessels departing for the US and Europe should particularly be vigilant against stowaways, particularly at the port of Rio Haina.

Risk Ashore (Latest Incident): There have been no incidents of significance or that fundamentally alter the security risk for visiting crews and guests in the Dominican Republic within the last reporting period.

Overview: There have been a number of incidents in Santo Domingo where foreigners have been mugged at gunpoint during the daytime while walking in residential districts. The government has deployed troops on the streets to assist the police with this problem. Also, there have been several reports of passengers being stopped and robbed or assaulted when travelling from the airport 'Las Americas' in Santo Domingo early in the morning or late at night.

Crime, especially thefts and robberies, generally increases during the holiday season between November and January, and particularly during Carnival in February.

There is a low risk of terrorism and no known organised terrorist groups operate in the country. The most recent incidents in the country, perpetrated by the now defunct leftist group Resistencia Popular Duarteana, were all small-scale and resulted in no casualties.

Military and police roadblocks are common, especially in the areas near the Haitian border. They often appear very informal though the soldiers do wear army uniform and carry weapons. Drivers are sometimes coerced into handing over a small amount of money before being allowed to continue their journey.

Recommendation: Implementation of basic security measures should be sufficient to reduce the risk of maritime theft. To minimise the risk of theft, vessels with dinghies should place them on deck and chain them up overnight.

In ports, or at anchorages, sailing vessels should adopt basic security provisions; cruisers should lock their vessels at night, lock and lift their dinghies and check their outside decks for anything that can be used as a weapon.

There have been reports of money and personal items being stolen from travellers checked baggage upon arrival and departure at Las Américas International Airport. It is recommended that visitors do not pack valuables in their checked luggage. Items most likely to be taken include electronics (especially digital cameras), jewellery and perfume.

There have been reports of foreigners being targeted in armed robberies when travelling to and from Las Américas International Airport, sometimes in taxis and mainly at night or early morning. Dryad recommends that visitors arrange arrival to and departure from the Dominican Republic in daylight hours and use the taxi service authorised by the airport.

Visitors should avoid unmarked taxis, especially in Santo Domingo.

Visitors should avoid all demonstrations which sometimes occur, although not usually near tourist areas.

Crew transfers are normally possible in the Dominican Republic.

Maritime Risk Rating: **LOW**



On Shore Risk Rating: **LOW**

USCG Restricted List: No

JWRC High Threat Area: No

IMB Designated Area: No

Stowaway Risk: **MODERATE**

Country Risk Summary: Cuba has been a one-party communist state since 1959. Cuba has a high level of social control and a strong police presence. There are widespread restrictions on freedom of speech, association and assembly for Cuban nationals. Cuba is highly likely to remain a one-party system, with democratic political reform extremely unlikely. Before the end of his term in office, President Trump reclassified Cuba as a “state sponsor of terrorism”. The new sanctions will bar most travel from the US to Cuba. At this stage, it is not known whether President Biden will reverse this decision.

Cuba is open for yachts. However, the only ports in Cuba open at this time for yachts to carry out all entry procedures are: Marina Gaviota Varadero, Marina Hemingway, Marina Cayo Largo del Sur , Marina Cienfuegos, and Marina Santiago de Cuba. In advance of arrival in Cuba, the captain/ agent must communicate the following to the authorities of the first port/marina to be visited:

A list of Crew Members and Passengers (including name and surname, passport details, nationality, & date of birth).

List of the last 10 visited ports.

Upon arrival vessel will be boarded by a local health team, who will conduct a health screening of guests and crew – this will include a temperature screening and PCR test.

All guests and crew must remain on board until PCR test results are received - within approx 72 hours.

A 2nd COVID test is required on day 5. This means remaining at the port of arrival in quarantine until the 2nd test has been carried out and results are negative Allow a week to clear in and clear quarantine.

Dryad Global is aware of local reports indicating that the 5-day quarantine and 2nd test can be avoided if vessels arrive with negative tests results from last port of call or by being on passage to Cuba for 5 days or more.

Should anyone on board test positive, they will be transferred to a Cuban medical facility.

UK health authorities have classified Cuba as having a risk of Zika virus transmission.

Risk At Sea (Latest Incident): There were no maritime security incidents within TTW during the reporting period.

Overview: Maritime crime in Cuba is LOW. Domestically, Cubans are still restricted to only being allowed to own small Vessels, so there are very few locally owned sailing Vessels. There is, however, Cuban migrant/refugee traffic which attempts to reach the US by travelling significant distances in very basic and improvised craft – often landing in the Florida Keys. There is a risk of stowaway to vessels, especially those bound for the US.

The Cuban Coast Guard (Guarda Costera) restricts access to vessels seeking anchorages and port access along the country’s southern coast.

Vessels should also be aware that permission is required to move from one port to another in Cuba.

Vessels must contact the relevant port authorities or coastguard (Guarda Frontera) on VHF Channel 16 or 77 or HF (SSB) 2128KHz as soon as they enter Cuban TTW.

Risk Ashore (Latest Incident): There have been no incidents of significance or that fundamentally alter the security risk for visiting crews and guests in Cuba within the last reporting period.

Overview: Largely due to the level of state control, serious crime, particularly that affecting foreign visitors is rare. The majority of crime is mainly in the form of opportunistic theft and largely takes place on public transport, at major tourist sites and in nightclubs.

Demonstrations usually take place in central Havana near the El Capitolio and Parque de la Fraternidad and in the south-eastern city of Santiago, Cuba's second largest city.

Petty crime such as pickpocketing and bag snatching occurs, particularly on public transport, intercity buses and at major tourist areas including in Old Havana, El Centro, Vedado and the Malecon, as well as on the beaches of Playa del Este, Varadero and Santiago de Cuba.

Although police are present on most street corners in major cities, the overall police response to crimes involving foreigners is not adequate. Police do take reports of crimes and will respond to emergency calls but rarely engage in serious investigations of crimes involving foreigners. The risk of terrorist activity in Cuba is very low. Anti-communist groups operating from abroad planted bombs in Cuban hotels in the late 1990s, resulting in the death of an Italian tourist, but no similar incidents have occurred since. Attacks of this nature are highly unlikely in the near future.

Recommendations

Implementation of basic security measures should be sufficient to reduce the risk of maritime theft. In ports, or at anchorages, sailing vessels should adopt basic security provisions; cruisers should lock their Vessels at night, lock and lift their dinghies and check their outside decks for anything that can be used as a weapon.

Operators of US-built, US-flagged and/or US-owned yachts should be aware that under the current US Departments of Treasury and Commerce regulations, these yachts are temporarily restricted from visiting Cuba.

Visiting cruisers are advised that most of the small bays on the north coast of Cuba are closed to yachts.

Vessels arriving into Cuba from Mexico or South America may experience more stringent customs checks - including the use of police divers and sniffer dogs.

Ashore, foreign visitors should be vigilant towards petty crime and be aware of car-related crime and muggings in Havana and Santiago de Cuba.

Crew transfers are normally possible in Cuba. US crew should consult the US Department of State for information on travel to Cuba due to travel restrictions.

Bahamas

Maritime Risk Rating: **LOW**

On Shore Risk Rating: **LOW**

USCG Restricted List: No

JWRC High Threat Area: No

IMB Designated Area: No



Country Summary: The passage of hurricanes Dorian and Humberto in September 2019 caused severe destruction in the Bahamas, especially in the Abaco Islands and Grand Bahama, affecting infrastructure and utilities. The government's continued management of post-hurricane reconstruction and an increased unemployment rate over the next year due to the effects of the COVID-19-virus will affect civil unrest risks.

The Bahamas is open to M/Y and S/Y with no quarantine restrictions but arrivals must adhere to the following measures:

Visitors to the Bahamas must present a negative PCR test upon arrival, taken no later than 7 days prior.

All travellers are required to apply online for a Bahamas Health Travel Visa at: travel.gov.bs (click on the International Tab). Additionally, a rapid antigen test will be conducted upon arrival, and then again four days / five nights (96 hours) after arrival.

After registering for a visa, visitors will be given a confirmation QR Code that should be presented on arrival into the Bahamas at the Port of Entry testing area - on exiting customs and immigration, vessels should proceed directly to their marina to await test results.

Marina Testing Sites include:

Nassau – Bay Street Marina and Nassau Yacht Haven

Abaco – Abaco Beach Resort & Boat Harbour, Baker's Bay Resort, & Marina plus Sandy Point Public Dock.

Eleuthera Harbour Island – Romora Bay Resort & Marina

Exuma – Highbourne Cay and Staniel Cay Yacht Club

There are no restrictions for inter-island travel within The Bahamas - domestic travel should be logged in at <https://travel.gov.bs>.

Travellers must complete a daily online health questionnaire for symptom tracking purposes.

On arrival (having cleared at local ports of entry), anyone disembarking at a marina will be subject to potential additional screening mandated by Ministry of Health, such as temperature screening. While clearing Customs & Immigration, crew and passengers are required to wear a mask, covering the nose and mouth.

UK health authorities have classified the Bahamas as having a risk of Zika virus transmission and cases of Chikungunya virus have been confirmed in the region.

The official hurricane season in the Bahamas runs from June to November, although in recent years hurricane activity has begun before the official June 1st start of the season.

Risk At Sea (Latest Incident): There were no maritime security incidents within TTW during the reporting period.

Overview: The threat to shipping and yachts in the Bahamas is LOW.

Occasionally, cruising vessels may be stopped for inspection by the Royal Bahamas Defence Force, but this is normally a simple and stress-free exercise.

Due to its numerous uninhabited islands and cays, the Bahamas has been utilised by smugglers and pirates for many years. While tourists rarely observe or interact with organised crime elements, visitors operating their own vessels should be alert to the possibility of encountering craft operated by smugglers.

Risk Ashore (Latest Incident): There have been no incidents of significance or that fundamentally alter the security risk for visiting crews and guests in the Bahamas within the last reporting period.

Overview: There is minimal risk from terrorism in Nassau and Freeport. A reasonable threat of

transnational terrorism exists due to the porous borders in The Bahamas. Terrorist groups native to the Western Hemisphere do not typically operate in the north-eastern Caribbean.

Serious crime is a major concern in many residential areas of Nassau and New Providence.

Armed robberies, property theft, purse snatching, and sexual assaults remain the most common concern to those ashore in the Bahamas. There are regular reports of sexual assaults throughout the country, and the US State Department has advised women to be extra vigilant after a spike in sexual assaults in Nassau.

Police patrol the main tourist areas and there is increased security when cruise liners are in port.

Recommendations: Implementation of basic security should be sufficient to reduce the risk of maritime theft. In ports, or at anchorages, sailing vessels should adopt basic security provisions; cruisers should lock their Vessels at night, lock and lift their dinghies and check their outside decks for anything that can be used as a weapon.

Crews should be aware that the Bahamas is used as a transit point for drugs destined for the US and cruising Vessels may be stopped for inspection by the Royal Bahamas Defence Force.

Dinghy thieves operate throughout the Caribbean and best advice is to place your dinghy on deck and chain it overnight.

Visitors are advised to avoid 'The Sand Trap' venue in Nassau and surrounding area, which includes the north side of West Bay Street at the junction of West Bay Street and Saint Albans Drive. Visitors are also advised to avoid 'The Fish Fry' and areas of Nassau referred to as 'Over the Hill' by locals after dark. 'Over the Hill' is generally defined as south of the downtown Nassau area, south of Shirley Street.

Avoid using ATMs in isolated areas. Skimmers, devices fitted over real ATMs and used to record card data, have been reported throughout Nassau.

Crew transfers are normally possible in the Bahamas.

Antigua and Barbuda

Maritime Risk Rating: **LOW**

On Shore Risk Rating: **LOW**

USCG Restricted List: No

JWRC High Threat Area: No

IMB Designated Area: No

Stowaway Risk: **LOW**



Country Summary: Antigua and Barbuda is situated in the middle Leeward Islands and part of the Lesser Antilles. The country received independence from the United Kingdom in 1981 and is now part of the Commonwealth. Infrastructure on the islands has still not been fully restored following the extensive damage caused by Hurricane Irma in September 2017, which destroyed 90% of Barbuda's infrastructure.

There are only 2 clearance ports available to inbound vessels: Nevis Street Pier in Deep Water Harbour in St. Johns and English Harbour. Vessels are advised that St Johns is a commercial harbour and there have been reports of vessels having to wait several days to be processed. All arrivals will be expected to undergo a health inspection – vessels should fly their Q flag in the

anchorage to identify themselves to health officials or contact Health by VHF radio or on +1 268 4621493 to arrange an inspection – and complete a official health screening questionnaire for everyone on board.

There are different entry requirements dependent on whether vessels are arriving from a Caribbean travel-bubble country. The list of countries is available at: <https://eseacovid.com/>. Vessels arriving from a Caribbean travel-bubble country (having been there for more than 14 days) should adhere to the following guidelines:

Call ahead on Channel 16 at least 6 hours prior to arrival to be directed to a specific port of entry.
 Give a negative Covid test when tested by Health Authority upon arrival.
 Provide a negative PCR test within 7 days of arrival ('at home' tests are not valid).
 Vessels are not required to quarantine or isolate and there is no limit on cruising in local waters.
 Individuals who test positive must quarantine aboard for 14 days in a designated holding area.

Vessels arriving from a non-Caribbean travel-bubble country should adhere to the following guidelines:

Provide a negative PCR test within 7 days of arrival.
 Call ahead on Channel 16 at least 6 hours prior to arrival to be directed to a specific port of entry.
 Give a negative Covid test when tested by Health Authority upon arrival/
 Crew and guests must isolate for 14 days aboard vessel, before going ashore – local cruising is permitted. Individuals who test positive must quarantine aboard for 14 days in a designated holding area.

UK health authorities have classified Antigua and Barbuda as having a risk of Zika virus transmission and cases of Chikungunya virus have been confirmed in the region.

Risk At Sea (Latest Incident): There were no maritime security incidents within TTW during the reporting period.

Overview: Maritime crime in Antigua and Barbuda TTW is LOW. Drug smuggling in Antigua and Barbuda is LOW in comparison to other countries in the region.

Risk Ashore (Latest Incident): There have been no incidents of significance or that fundamentally alter the security risk for visiting crews and guests in Antigua and Barbuda within the last reporting period.

Overview: Serious crime rarely affects visitors to the islands and it usually does not take place in areas frequented by tourists and the expat community.

Opportunistic crime may occur when valuables are left unguarded, or if visitors stray into areas that should be avoided.

Recommendations: Implementation of basic security measures should be sufficient to reduce the risk of maritime theft. In ports, or at anchorages, sailing vessels should adopt basic security provisions; cruisers should lock their Vessels at night, lock and lift their dinghies and check their outside decks for anything that can be used as a weapon.

Visitors should avoid walking alone away from the main hotels, tourist areas and beaches, particularly after dark. There have been reports of sexual assaults after dark in unlit back streets away from urban areas.

Crew transfers are normally possible in both Antigua and Barbuda.

Maritime Risk Rating: **LOW**

On Shore Risk Rating: **SUBSTANTIAL**

USCG Restricted List: No

JWRC High Threat Area: No

IMB Designated Area: No

Stowaway Risk: **LOW**



Country Summary: Prime Minister Keith Rowley's People's National Movement has been in power since the 2015 election. Trinidad and Tobago's economy is reliant on the energy sector, making it vulnerable to the significant decline in global commodity prices caused by weaker demand from the spread of the COVID-19-virus pandemic.

Trinidad and Tobago's borders remain closed indefinitely and are closed to yachts. Marinas are only open to yachts already on the island. Dryad Global has received reports of vessels attempting to sail or transit out marinas or Chaguaramas Bay being intercepted by the Coast Guard and handed over to the Trinidad and Tobago Police Service. If intercepted operators are liable for a fine up to TT\$50,000 or 6 months in prison. It is expected that a 14-day quarantine will be implemented when Trinidad and Tobago re-opens. The Yacht Services Association of Trinidad and Tobago (YSATT) continues to urge the government to reopen T&T to international yacht arrivals.

UK health authorities have classified Trinidad and Tobago as having a risk of Zika virus transmission and there is a risk of mosquito-borne illnesses from dengue and chikungunya fever.

Risk At Sea (Latest Incident): There were no maritime security incidents in TTW during the reporting period.

Overview: The country's proximity to Venezuela has been the cause of several maritime incidents. The rise in piracy due to the Venezuelan economic crisis has impacted on fishermen from Trinidad, with past incidents including the kidnap for ransom of fisherman off its southern shore - fourteen fishermen were kidnapped in 2019 during four incidents. The threat of piracy has also impacted the safety of cruisers on Trinidad's north-eastern shore.

During the hurricane season, yachts often base themselves in Chaguaramas, seeking shelter from tropical storms. In previous years, there have been consistent reports of dinghy and outboard thefts taking place.

Risk Ashore (Latest Incident): There have been no incidents of significance or that fundamentally alter the security risk for visiting crews and guests in Trinidad and Tobago within the last reporting period.

Overview: There is a very high rate of crime throughout Trinidad and Tobago including violent crime, kidnap and murder. However, most occurs within local communities and is often related to gang disputes. Gang related violent crime in Trinidad is concentrated in the city centre of Port of Spain, including Laventille, Morvant and Barataria.

Terrorism risks are elevated in Trinidad and Tobago although it is assessed that large-scale terrorist attacks are unlikely. Islamist group Jamaat Al Muslimeen (JAM), which staged an attempted coup in 1990, no longer has the capacity or intent of performing large-scale attacks. However, there is a rising number of Trinidadian nationals reportedly joining jihadist groups abroad. Several hundred Trinidadians are thought to have joined the Islamic State and there is concern from local security officials that, upon their return, they could contribute to the radicalisation of local Muslim groups and perpetrate lone-actor attacks on soft civilian targets. In February 2018, the US military's Southern

Command, in conjunction with Trinidadian security forces, thwarted a planned terror attack days before the annual Carnival celebration.

Recommendations: Implementation of basic security should be sufficient to reduce the risk of maritime theft. In ports, or at anchorages, vessels should adopt basic security provisions; cruisers should lock their Vessels at night, lock and lift their dinghies and check their outside decks for anything that can be used as a weapon.

Extra vigilance should be taken by vessels transiting the Gulf of Paria and yachts and cruisers are advised to avoid transiting in or near the SW region of Trinidad and Tobago. Areas to be avoided in Port of Spain include Laventill, Morvant, Sea Lots, Beetham, Queen's Park Savannah, South Belmont and the Cocorite due to a high risk of crime.

Visitors should avoid using private taxis, following reports of rape, assault and robbery.

Dryad Global advises that yachts traveling in and out of T&T should submit float plans and coordinates to TT Coast Guard. Float Plans should be submitted by email to the TTCG Operations Department via: floatplan.ttcg@gmail.com.

East Africa

Reporting suggests that the IS-affiliated terrorist organisation Ansar al-Sunna has moved units to the islands of 'Ilha Mionge/Nhonge', off the coast of Mozambique. Unconfirmed reporting has also suggested that beheadings and kidnappings may have taken place, as well as the seizure of vessels. However, the reports of vessels being seized have not been corroborated.

While Somali pirates continue to possess the capacity to carry out attacks in the Somali basin and wider Indian Ocean, piracy in the Somali basin has reduced dramatically in recent years. The presence of multi-national naval patrols and improved on-board security procedures, including the use of armed guards, has seen the number of incidents plummet from their peak in 2011. Operators should be mindful, however, that the root causes – conflict and instability in Somalia – have not receded and piracy could resurface in the future.

Vessels should report to UKMTO Dubai (UKMTO@eim.ae or Telephone + 971 50 552 3215) on entering the UKMTO Voluntary Reporting Area (VRA) bound by Suez, 78E and 10S and should implement self-protection measures in accordance with BMP5 during their transit. Additionally, vessels transiting the Red Sea/BaM Straits and UKMTO Voluntary Reporting Area (VRA) are strongly recommended to consider Dryad's Vessel Safety Monitoring (VSM) service and/or the provision of a Transit Risk Assessments (TRA).

The boundaries of the 'High Risk Area' for piracy in the Indian Ocean were reduced in 2019. The new coordinates are:

·In the Southern Red Sea: Northern Limit: Latitude 15 00'N

·In the Indian Ocean a line linking: from the territorial waters off coast of east Africa at Latitude 05 00'S to 050 00'E, then to positions: Lat: 00 00'N, Long: 055 00'E; Lat: 10 00'N, Long: 060 00'E; Lat: 14 00'N, Long: 060 00'E; and then a bearing 310 to the territorial waters of the Arabian Peninsula.

Dryad advises that all vessels to update risk assessments and register with UKMTO/MSCHOA prior to entering the Indian Ocean High Risk Area (HRA).

Owners and Masters of M/Y & S/Y should inform MSCHOA if transiting the HRA by emailing postmaster@mschoa.org and UKMTO at watchkeepers@ukmto.org with the subject line 'Yacht Vessel Movement'.



Maritime Risk Rating: **LOW**

On Shore Risk Rating: **MODERATE**

USCG Restricted List: No

JWRC High Threat Area: No

IMB Designated Area: No

Stowaway Risk: **MODERATE**

Country Summary: Tanzania remains a relatively trouble-free developing country and does not suffer from a significant terrorism threat. Ansar al-Sunna, the Mozambique-based Islamic extremist group, has begun conducting isolated attacks on townships along the Tanzanian border. Tensions are currently elevated in Tanzania following the recent disputed presidential election. While President John Magufuli was announced as the winner, the results have been labelled fraudulent by opposition groups and western governments have raised concerns over the poll. Protests will likely continue in the medium term and are likely to lead to clashes with security forces and stoke violent unrest.

Tanzania remains open to yachts, as long as they have been in transit for more than 2 weeks. Dar es Salaam has a 14-day quarantine in place, but this does not apply at Tanga Yacht Club.

Risk At Sea (Latest Incident): There were no maritime security incidents within TTW during the reporting period.

Overview: The port of Dar es Salaam is fully compliant with the ISPS Code. It is well secured and enclosed and all entry points are manned by security personnel and Customs officials. The IMO have highlighted incidents of stowaway at Dar Es Salaam port. Complaints have also been made that the clearing of goods at Dar es Salaam port are experiencing 'unwarranted' delays. Most complaints have regarded extended waiting times for the issuing of documentation.

The risk to vessels at Dar El Salaam is LOW. The last reported incident at this location, a violent armed boarding and theft, was recorded in September 2017. Both the port and operating environment beyond the port confines are considered safe and secure.

Dryad Global assesses the threat of attack from Somali pirates in Tanzanian as LOW. However, petty theft from vessels anchored or while in the port of Dar es Salem does occur but is sporadic with no particular type of vessel targeted. Theft of outboard motors can be a problem where there are large groups of local fishermen.

Risk Ashore (Latest Incident): There have been no incidents of significance or that fundamentally alter the security risk for visiting crews and guests in Tanzania within the last reporting period.

Overview: While the terrorist threat in Tanzania remains LOW, Ansar al-Sunna has begun launching terrorist attacks on the southern border with Mozambique.

Whilst Tanzania does not have a high crime rate towards visitors, in December 2016, a European family were robbed at gun point and their campsite guard killed at South Beach, 20km southeast of Dar es Salaam. In Dar es Salaam, tourists have been targeted in the city centre, at Ubungo bus station, the peninsula area and Coco Beach. In Zanzibar incidents have taken place in Stone Town and at hotels and on popular tourist beaches.

Attacks by lone actors have previously targeted government officials and police. Cross-border gun attacks by Mozambique-based militants against villagers around Tandahimba near the Mozambican border are also likely.

Recommendations: The provision of upper deck patrols by ships staff when in port and at anchor at Dar es Salaam will deter potential petty thieves from attempting to board.

In ports, or at anchorages, sailing vessels should adopt basic security provisions; cruisers should lock their Vessels at night, lock and lift their dinghies and check their outside decks for anything that can be used as a weapon.

Dryad Global recommends care is taken in public places where people gather and that demonstrations are avoided. Monitor local and international media and keep up to date with travel advice.

Visitors are advised to be cautious in places frequented by tourists and expatriate residents. In Dar es Salaam, tourists and residents have been targeted in the city centre, at Ubungu bus station, the Masaki/Oysterbay peninsula area, particularly at Coco Beach and along Toure Drive. In Zanzibar incidents have taken place in Stone Town and at hotels and on popular tourist beaches.

Avoid driving outside Tanzania’s cities at night; emergency response services are largely non-existent, and Tanzania’s highways are dark and often poorly maintained.

In the past several years, there have been three disasters with ferries travelling between Dar es Salaam and Zanzibar and between the islands of Zanzibar, resulting in the death of hundreds of people. Visitors are advised to ensure they use a reputable ferry company, and not to board a ferry believed to be overloaded or unseaworthy.

Crew transfers are normally possible in Tanzania.

Kenya



Maritime Risk Rating: **LOW**

On Shore Risk Rating: **MODERATE**

USCG Restricted List: No

JWRC High Threat Area: No

IMB Designated Area: Yes

Stowaway Risk: **MODERATE**

Country Summary: Kenya’s strengths include its strategic location as a hub for East Africa with a deep-water port, macro-economic stability, skilled labour relative to its peers and the most developed banking sector in the region. However, key development challenges still include poverty, inequality, climate change and the vulnerability of the economy to internal and external shocks.

Kenya’s maritime borders are open to yachts. All guest and crew arriving by yacht must carry evidence of a negative COVID-19 test taken within 96 hours of departure from last port. In the absence of a negative test, individuals are require to self-quarantine onboard for 14-days, passage time may be taken into account.

Kenya is working to create a National Maritime Security Strategy aiming to bring opportunities for social-economic growth, by safeguarding and promoting the blue economy and by providing a safe and secure operating environment for international maritime transportation.

Risk At Sea (Latest Incident): There were no maritime security incidents within TTW during the reporting period.

Overview: The port of Mombasa is ISPS Code compliant. Plain-clothes and uniformed security officers patrol the port areas, whilst there are physical and electronic operated barriers at port gates to deter forced entry and ensure proper security checks. A fully equipped police station exists within the port, headed by an Officer Commanding Police Division/OCPD Port.

The risk to vessels in Mombasa is assessed as LOW, with the last incident, a boarding at Mbaraki

Terminal, recorded in July 2019. Both the port and the environment beyond the port area are considered safe and secure.

Dryad Global assesses the threat of attack from Somali pirates in Kenyan waters as LOW. While petty theft from vessels anchored or while in the port of Mombasa does occur, it is sporadic with no particular type of vessel targeted. There is an increased chance of stowaway at Mombasa Port, after several attempts in the last few years.

The coast from Malindi northwards to the Somali border is not considered safe, except for Lamu Island, nor anywhere within 50 miles of the border with Somalia.

Risk Ashore (Latest Incident): There have been no incidents of significance or that fundamentally alter the security risk for visiting crews and guests in Kenya within the last reporting period.

Overview: Petty and violent crimes of an economic nature are common in large cities, foreigners are not generally targeted, but incidents of violent crime have resulted in the death of several foreign nationals in recent years. Crime rates are higher in slum areas of Nairobi, the Old Town of Mombasa and on and around the Likoni Ferry.

A porous border with Somalia, along with ethnic rivalries and failure to deal with radicalisation in the north-east of Kenya, has seen terrorist attacks in Kenya increase since 2011. Kenya has suffered multiple attacks from al-Shabaab, infamously the Westgate Shopping Mall attacks 2013 which left 67 dead and 175 injured.

Mombasa has emerged as a focal point of a drug trafficking route, with heroin from Asia and cocaine from Latin America now transiting through Kenya, before heading to Europe. Ships are regularly sighted off of the East African coast which are thought to contain poppies harvested in Afghanistan and refined in Pakistan.

Islamist militant group Al-Shabaab has the intent and occasional capability to target assets and personnel in Kenya's major cities associated with foreign political and security activities in Somalia. Accordingly, terrorists are very likely to try to carry out attacks in Kenya. There is a heightened threat of terrorism, including terrorist kidnappings, across Kenya. Attacks could be indiscriminate in places frequented by foreigners.

Recommendations: Visitors to Nairobi should take additional precautions when travelling in the city following an increase in thefts targeting foreigners using app-based taxi services.

Crews of vessels at anchor or berthed in the port of Mombasa are to remain alert. The provision of upper deck patrols overnight will deter potential thieves from attempting to board. It is also important to be aware of packages being hidden in cargo in Mombasa.

For travel between Jomo Kenyatta Airport (JKIA) and Nairobi, visitors should use the Mombasa road. There is a higher risk of carjacking on Airport South Road and Jogoo Road. Dryad recommends that visitors conduct intercity travel by air. If road travel remains the only option, ensure you vary your routine and remain alert to any signs of surveillance. Do not discuss your travel plans and nationality with people you do not trust and register with your embassy prior to travel.

Visitors should be especially vigilant during religious holidays, such as Easter and Ramadan, particularly in major tourist destinations on the coast. Monitor local and international media and keep up to date with travel advice.

The FCO advise against all but essential travel to areas within 60km of the Kenya-Somali border; Garissa County; Lamu County (excluding Lamu Island and Manda Island); areas of Tana River County north of the Tana river itself; and within 15km of the coast from the Tana river down to the Galana (Athi-Galana-Sabaki) river.

The areas to which the FCO advise against all but essential travel doesn't include Kenya's safari destinations in the national parks, reserves and wildlife conservancies.

If visitors are intending on travelling to Lamu Island or Manda Island they should do so by air to Manda airport and not by road.

Visitors should avoid all large gatherings and demonstrations and monitor local and international media for updates on the political situation ashore.

Crew transfers are normally possible in Kenya.

Djibouti

Maritime Risk Rating: **LOW**

On Shore Risk Rating: **MODERATE**

USCG Restricted List: No

JWRC High Threat Area: No

IMB Designated Area: No

Stowaway Risk: **MODERATE (HEIGHTENED)**



Country Summary: Djibouti lies at the crossroads between the Middle East and the Horn of Africa and is strategically located near some of the world's busiest shipping lanes, controlling access to the Red Sea and Indian Ocean and serves as a key refuelling and transshipment centre. Due to its key location, Djibouti's small navy has received training, equipment, and assistance from several foreign countries in recent years. Djibouti is an important location in efforts to deter Somali based piracy and its port is used by foreign navies patrolling shipping lanes in the Gulf of Aden and Indian Ocean. Ongoing conflict in Ethiopia has increased the risk of stowaways from Djibouti, Eritria and southern Sudan.

Djibouti is currently open to yachts, but owners and operators should be aware of the following:

All crew will have to take a COVID test on arrival, at a cost of around \$60. If the results are negative, no quarantine is required.

However, Dryad Global has received reports that arranging tests can be quite disorganised and it may be advisable to use a local agent to arrange them.

Owners and operators should contact the Port Captain in Djibouti and inform them of arrival details. The ports of Tadjourah and Obock are open for maritime travel.

Djibouti has emerged as an increasingly important hub for weapons trans-shipment to armed groups in the region. There is growing evidence that Djibouti is acting as a strategic transit hub for weapons from Houthi-held territory in Yemen, which are then shipped to the Awdal region of northern Somalia.

Risk At Sea (Latest Incident): There were no maritime security incidents within TTW during the reporting period.

Overview: The port of Djibouti is ISPS Code compliant. It has ISO 28000 security accreditation from Lloyd's Register.

The risk to vessels conducting operations at Djibouti port is assessed as LOW. Whilst the residual risk of piracy exists within the Gulf of Aden, it has declined markedly in recent years, and Djibouti Port has undergone extensive investment and infrastructure development.

There are regular delays for vessels awaiting berths in the port of Djibouti. Aid vessels bound for Aden often call at Djibouti prior to entering Yemeni territorial waters.

Risk Ashore (Latest Incident): The US Embassy in Djibouti has issued a security alert following an attack on the Gendarmerie Brigade Office in January. While no other diplomatic missions in Djibouti have issued similar alerts, the US warning comes ahead of the April presidential elections - similar isolated incidents have occurred in previous pre-election cycles in Djibouti. However, it remains unclear whether the incident represents a politically motivated attack. Visitors should exercise a high degree of caution while in Djibouti.

Overview: Djibouti's military participation in the regional African Union Mission in Somalia and hosting of French and US military bases, make it an aspirational target for Al-Shabaab militants. However, the group has limited access to local support networks that are typically necessary to evade the security services during the planning and preparation phases.

Most reported incidents in Djibouti are crimes of opportunity (e.g. pickpocketing, petty theft) for immediate gain. Panhandlers and street children target foreigners for petty theft by creating distractions.

Visitors should exercise caution in congested areas (e.g. the central market, the city centre, downtown neighbourhoods known locally as *quartiers*), especially after dark. Avoid isolated areas, particularly along the urban coastline.

Recommendations: There have been reports of stowaways in Djibouti, strict control of the gangway area should be maintained on all vessels, and only approved personnel be permitted on board.

In ports, or at anchorages, vessels should adopt basic security provisions; cruisers should lock their Vessels at night, lock and lift their dinghies and check their outside decks for anything that can be used as a weapon.

The FCO advise against all travel to the border with Eritrea.

When travelling outside of secure areas, crew members should ensure that all personal belongings, passports and other travel documents are secure at all times. Avoid travel after dark in quiet streets except under reliable local advice.

When driving outside Djibouti City, avoid all travel after dark and use convoys of two vehicles in case one car becomes disabled. Carry additional fuel and provisions (water, satellite phone, first aid kit). Gas stations are located at a considerable distance from one another and sell only diesel fuel in rural areas. There are few professional roadside assistance services.

A significant percentage of Djiboutian males are under the influence of the narcotic 'khat' on a daily basis and its widespread usage contributes to speeding and unsafe driving habits.

British visitors should be aware that there is no British Embassy in Djibouti and the British Honorary Consul in Djibouti can only offer limited help.

Crew transfers are currently possible in Djibouti.

Indian Sub-Continent

The risk of piracy in the seas off India is LOW, although, there is a risk of petty theft while at anchor or alongside in ports throughout India. There has been an increasing number of incidents in Indian TTW in 2020 when compared to 2019. Although reports of piracy and robbery of vessels in the Bay of Bengal have fallen significantly due to efforts by authorities, the region still struggles with this issue. Most incidents are recorded in Bangladesh at Chittagong anchorages and in the Sundarbans.

Bangladesh, and Chittagong in particular, remain the focus of incidents in the Bay of Bengal. Problems at these anchorages are mainly the result of port congestion at Chittagong, which forces vessels to anchor offshore for long periods. Commercial vessels share the waters with small vessels and fishing Vessels, allowing the robbers to intermingle and get very familiar with the daily routine onboard the other vessels.

Only six incidents of piracy were reported in the Bay of Bengal between 2016 and mid-2019. Almost half of the incidents reported over the same time period in this area can be classified as robbery or

attempted robbery at anchorages and a third as kidnapping of fishermen in the Sundarbans and the northern Bay of Bengal.

The root cause of piracy and armed robbery in the Bay of Bengal is poverty, although economic development has improved in recent years. Robberies at anchorages are prevalent due to the high number of people living in poverty in slums nearby.

The geographic boundaries of the 'High Risk Area' for piracy in the Indian Ocean have been reduced. The new coordinates of the High-Risk Area are:

- In the Southern Red Sea: Northern Limit: Latitude 15 00'N
- In the Indian Ocean a line linking: from the territorial waters off coast of east Africa at Latitude 05 00'S to 050 00'E, then to positions: Lat: 00 00'N, Long: 055 00'E; Lat: 10 00'N, Long: 060 00'E; Lat: 14 00'N, Long: 060 00'E; and then a bearing 310 to the territorial waters of the Arabian Peninsula. Dryad Global advises all vessels to update risk assessments and register with UKMTO/MSCHOA prior to entering the Indian Ocean High Risk Area (HRA).

Sri Lanka

Maritime Risk Rating: **LOW**

On Shore Risk Rating: **MODERATE**



USCG Restricted List: No

JWRC High Threat Area: No

IMB Designated Area: No

Stowaway Risk: **LOW**

Country Summary: The Sri Lanka Podujana Peramuna (SLPP) political party won the most recent Sri Lankan elections in August 2020 and now control the presidency and the parliament. Along with it's allies, the SLPP secured 150 seats in parliament – a two thirds supermajority which will allow the SLPP to make amendments to the constitution.

Entry to Sri Lanka is currently prohibited for all non-nationals. There have been reports of the airport re-opening for tourism in January, but these have not been confirmed by the government of Sri Lanka. Plans for reopening sea borders or protocols for yacht arrivals have yet to be announced. No vessels or yachts can enter to Sri Lanka – visiting yachts will be denied entry to ports and marinas. However, the Sri Lankan government has given permission for yachts in transit to anchor outside some harbours, including Galle and Trincomalee, but they are not allowed to dock or crew to land on shore. No agents are permitted to work during the lock down period.

Future terrorist attacks in Sri-Lanka cannot be ruled out, there is a moderate risk of an attack of similar magnitude to the one on 21 April 2019, in which more than 250 people were killed. Security has been heightened across Sri Lanka since the attack.

Mosquito-borne diseases, including dengue fever, Chikungunya, and Japanese encephalitis are present in Sri Lanka. Dengue fever, in particular, is widespread in Sri Lanka's Western Province. Sri Lanka is affected by severe flooding brought on by the northeast monsoon (October-December) and the southwest monsoon (May-July).

Risk At Sea (Latest Incident): There were no maritime security incidents within TTW during the reporting period.

Overview: Fishermen from India and Sri Lanka are frequently arrested for fishing illegally in each other's disputed waters in the Palk Strait. Visitors are advised to avoid the coastline and adjacent territorial sea of the Trincomalee, Mullaittivu, Jaffna, Kilinochchi and Mannar administrative districts in the north and east, which have been declared restricted zones by the Sri Lankan authorities.

Risk Ashore (Latest Incident): There have been no incidents of significance or that fundamentally alter the security risk for visiting crews and guests in Sri Lanka within the last reporting period.

Overview: There is a heightened risk of terrorist incidents in Sri Lanka. Targets could be indiscriminate, including in places visited by foreigners. More than 250 people including tourists were killed in April 2019 in terrorist incidents that targeted churches and hotels. Security forces have since arrested over 100 people connected to the incidents, but there is a residual risk that any remaining militants will carry out further attacks targeting non-Muslims and/or foreigners in hotels, restaurants, and places of worship. There is no evidence that more than one Islamist cell is active in Sri Lanka, indicating that a protracted Islamist insurgency is unlikely.

Western women have been targeted with varied levels of harassment/assaults in Colombo. Such harassment can occur anytime or anywhere, but most frequently has taken place in crowded areas such as marketplaces, train stations, buses, public streets and sporting events.

Recommendations: Security at gangways and access points should be maintained at all times while berthed or at anchor in Sri Lanka.

Visiting yachts to Sri Lanka are typically allowed to stay for 2 months.

Arrival into Sri Lanka ports and anchorages should be timed for daylight hours.

Vessels should be aware that Colombo is a large commercial harbour with little provision for yachts and formalities are complex. Vessels wishing to clear into Trincomalee should be aware that it is a military port and therefore unfamiliar with pleasure boat clearance and while yachts have used the port, delays may be possible however due to officials being more familiar with commercial vessels. Vessels should consider refuelling and provisioning at the old port of Galle, where most yachts clear-in.

Vessels should be aware that there are some restrictions on cruising and anchorages along the Sri Lankan coast. Operators should check with their clearance agent for information.

Vessel operators should be aware that any crew or passengers leaving a yacht in Sri Lanka must get a landing endorsement from immigration or police before leaving the harbour. It is an offence for someone who is not a crew member, or no longer a crew member, to move ashore without a landing endorsement.

In ports, or at anchorages, sailing vessels should adopt basic security provisions; cruisers should lock their Vessels at night, lock and lift their dinghies and check their outside decks for anything that can be used as a weapon.

Crews ashore should take care in public places and exercise a heightened level of vigilance. Visitors should avoid all large gatherings and political demonstrations.

If transiting west, BMP5 anti-piracy measures should be implemented before entering the HRA.

The Disaster Management Centre of Sri Lanka issues updates and advice about local travel conditions.

Visitors should take particular care when travelling to the areas of the north and east that are former conflict zones. Landmines and unexploded ordnance are still found in parts of the Northern, Eastern, and North Central Provinces, particularly in Ampara, Anuradhapura, Batticaloa, Jaffna, Kilinochchi, Mannar, Mullaitivu, Polonnoruwa, Trincomalee and Vavuniya. If visiting these areas, visitors should stay on main roads, and never walk in forested or agricultural areas or in abandoned properties. Visitors should make themselves aware of, and able to recognise and avoid, any area cordoned off for landmine clearance

Visitors should be mindful of restrictions and observances when planning to visit any religious establishment, whether Buddhist or Hindu temples, mosques, churches, or other locations considered sacred by the local population.

Crew transfers are normally possible in Sri Lanka.

Maritime Risk Rating: **LOW**

On Shore Risk Rating: **MODERATE**

USCG Restricted List: No

JWRC High Threat Area: No

IMB Designated Area: Yes

Stowaway Risk: **MODERATE**

Country Summary: While India is regarded as a relatively stable democracy, it is also tackling huge social, economic and environmental problems, which have led to high crime rates, sexual violence and an active terrorist threat throughout the country.

Scheduled international commercial passenger air services to India are currently suspended. However certain eligible foreign nationals are able to travel to India via Vande Bharat flights or third country flights.

The following maritime restrictions are in place for yachts due to the COVID-19 outbreak:

Foreign yachts are currently not permitted to enter India.

Yachts with Indian crew can return to India but must undertake a 14-day quarantine on arrival.

Foreign yacht crew in India must stay on board and are not permitted to go ashore.

Risk At Sea (Latest Incident): There were no maritime incidents within Indian TTW during the reporting period.

Overview: There have been few incidents of piracy east of 065°E since March 2012. The Indian Navy and Coastguard maintain a high level of surveillance, both on the sea and in the air, along the Western coast of India out to 065°E, and around the Lakshadweep Island chain.

Incidents of petty theft from vessels anchored or berthed at ports throughout India are not uncommon. These crimes are opportunistic in nature with no particular type of vessel targeted. The anchorages in the Gulf of Kutch consistently see attempts by local criminal gangs to board vessels with the intention of stealing ship's stores and equipment that can be sold in local markets. They usually occur under the cover of darkness between 2000 and 0400 Local Time.

In India, nine maritime security incidents were reported in 2020 compared to five incidents in 2019. Between 2007 and 2019, the highest number of maritime incidents in Indian TTW occurred in 2014 (14 incidents), and the lowest number of incidents occurred in 2017 and 2018 (four incidents each). Of the 116 incidents reported in India between 2007 and 2019, 38 (33%) occurred at Kandla port.

The risk to vessels calling at Sikka is assessed as LOW. Vessels should be mindful of latent risks at surrounding ports. The main port of Sikka is safe and secure.

Risk Ashore (Latest Incident): There have been no incidents of significance or that fundamentally alter the security risk for visiting crews and guests in India within the last reporting period.

Overview: There is a high threat from terrorism throughout India. Although incidents usually occur in the troubled ethno-political Kashmir Region and State of Manipur, they have taken place in Mumbai and Delhi. Terrorist and armed groups are active in East Central India, primarily in rural areas. Incidents may occur with little or no warning, targeting tourist locations, transportation hubs, markets/shopping malls, and local government facilities.

Local demonstrations in India can begin spontaneously, and escalate with little warning, disrupting

transportation systems, city services, and posing risks to travellers. In response to such events, local authorities occasionally impose curfews and/or restrict travel.

Visitors should obey such curfews and travel restrictions and to avoid demonstrations and rallies as they have the potential for violence, especially immediately preceding and following political rallies, elections, and religious festivals (particularly when Hindu and Muslim festivals coincide).

Recommendations: Security at gangways and access points should be maintained at all times berthed or at anchor in ports in India.

The provision of upper deck patrols by ships staff providing a high visual presence is often enough to deter would-be boarders. Incidents of petty theft usually occur under the cover of darkness between 2000 and 0400 Local Time.

In ports, or at anchorages, vessels should adopt basic security provisions; cruisers should lock their Vessels at night, lock and lift their dinghies and check their outside decks for anything that can be used as a weapon.

Dryad Global advises that following the Mumbai terrorist attacks in 2011 the use of satellite phones is currently banned in Indian TTW (unless permission is obtained by Indian authorities) and they should be kept under customs seal until vessels leave Indian waters. Should crew wish to use a satellite phone they are advised that a No Objection Certificate (NOC) can be obtained from the Indian Department of Telecommunications for INMARSAT-B, INMARSAT-C, INMARSAT-M, INMARSAT-Mini M, INMARSAT Multimedia Mini M. Those wishing to obtain a NOC for satellite phones on their vessels can apply to the CS Cell of the Indian Department of Telecommunications.

Vessels should be aware that there are several restricted areas in India which require special permits to visit, such as the island groups of Amindivi and Laccadive (Lakshadweep) in the Arabian Sea.

The previous restrictions on visiting the Andaman Islands in the Bay of Bengal, which limited visits to 30 days, have been lifted until at least 2022. Vessels may anchor offshore of any of the Button Islands and Cinque Islands, but visitors are not allowed to go ashore.

Vessels should be aware that India's coastal waters are teeming with small craft and care must be taken especially when sailing at night, as most of do not carry lights. Collisions are frequently reported.

Ships operating and transiting Alang Anchorage are advised to exercise enhanced vigilance and maintain vigils at all times, especially during hours of darkness.

Dryad Global advises against all travel to the border with Pakistan and Jammu and Kashmir, except for (i) travel within the city of Jammu, (ii) travel by air to the city of Jammu, and (iii) travel within the Union Territory of Ladakh.

Due to the level of sexual assaults reported, women should exercise caution when travelling in India.

Crew transfers are normally possible in India. It is best practice to get a local agent to organise transport before arrival.

Maldives

Maritime Risk Rating: **LOW**

On Shore Risk Rating: **MODERATE**

USCG Restricted List: No

JWRC High Threat Area: No

IMB Designated Area: No

Stowaway Risk: **LOW**



Country Summary: The Maldives have a strong relationship with India which includes strategic, economic and military cooperation. India contributes to maintaining security on the island nation and has forged an alliance with respect furthering its strategic interests in the Indian Ocean.

Screening procedures are in place for passengers on arrival at Maldives airports, with quarantine facilities set up to isolate any suspected cases of COVID-19. All non-tourist passengers arriving in Maldives by air (such as residents and returning students) are required to self-isolate for 14 days.

The Maldives are open to M/Y and S/Y with the following restrictions:

All arriving tourists are required to present a COVID-19 Negative PCR test result issued not more than 96hrs prior to departure, counting from the first port of embarkation en-route to the Maldives. Any person staying for over 48 hours in the Greater Male region requires a pre-departure COVID-19 test within 72 hours before leaving the Maldives.

Only resorts and uninhabited islands are open for tourists - cruising permits only allow visits to uninhabited islands and resorts.

Refuelling and provisioning must be arranged done through the agent.

Those traveling from the capital city of Male, resorts, or any inhabited island with guesthouses, can undergo a reduced home quarantine of 10 days at their destination.

UK health authorities have classified Maldives as having a risk of Zika virus transmission.

Risk At Sea (Latest Incident): There were no maritime incidents within TTW during the reporting period.

Overview: Indian, Sri Lankan and Pakistan naval forces regularly visit the archipelago to maintain diplomatic and military relations.

The threat from Somali pirates has been severely curtailed and is assessed as LOW in areas 300nm from the coast of Somali.

Risk Ashore (Latest Incident): There have been no incidents of significance or that fundamentally alter the security risk for visiting crews and guests in the Maldives within the last reporting period.

Overview: The risk of terrorist incidents in the Maldives, especially outside the capital Malé is MODERATE. Islamic State claimed responsibility for the April 2020 arson attack in the town of Mahibadhoo (Southern Ari Atoll). The incident destroyed at least five vessels that belonged to the Maldivian government, including a sea ambulance and a police vessel. This is the first time ISIS has claimed responsibility for an incident in the Maldives.

In 2020, Maldives police confirmed the arrest of seven people in relation to knife incidents, which injured three foreign nationals: two resident employees and one tourist in Hulhumale. The incident was claimed by a local extremist group, "al-Mustaqim Media", who branded themselves as soldiers of ISIS in the Maldives. ISIS outlets did not claim responsibility for the assaults. The February stabbings were likely revenge incidents against the Maldivian government following its crackdown on violent extremism in the country since 2019.

Any further incidents which occur will likely remain small-scale and involve the use of knives, small-arms, and probably arson. These incidents are also likely against tourist areas for potentially not adhering to religious conservatism.

Political protests take place in Male' occasionally. Visitors should exercise caution and avoid any protests or rallies. Outlying islands, resorts or Male' International Airport are not usually affected by protests or rallies.

Recommendations: In ports, or at anchorages, vessels should adopt basic security provisions; cruisers should lock their Vessels at night, lock and lift their dinghies and check their outside decks for anything that can be used as a weapon.

Visitors are advised that advance approval is normally required to visit most non-resort islands, other

than the capital island. Most resort islands do not permit anchoring in their waters.

Permission from the owner should be obtained before visiting uninhabited islands.

Vessels should report to UKMTO Dubai (UKMTO@eim.ae or Telephone + 971 50 552 3215) on entering the UKMTO Voluntary Reporting Area (VRA) and should implement self-protection measures in accordance with BMP5 during their transit.

Crew transfers are normally possible in the Maldives.

Mediterranean

M/Y and S/Y worldwide have been greatly affected by the rapid restrictions being put in place in worldwide in response to the COVID-19 pandemic. National pandemic controls and border statuses continue to change. At this point, M/Y and S/Y movement varies within the Mediterranean with significant differences in restrictions and rules between countries as well as individual ports and regions.

Recent disputes among countries over maritime boundaries and offshore resources have increased regional tensions in the Eastern Mediterranean Sea. Also, NATO's Operation Sea Guardian has resumed focused NATO patrols in the Eastern Mediterranean with naval forces of multiple nations operating near each other. These developments could pose an indirect risk to vessels operating in the area.

Masters of vessels entering the Mediterranean should be aware of the migrant crisis, throughout the region, from the Strait of Gibraltar to the Aegean Sea, and particularly within the Central Mediterranean and within proximity of Libyan TTW. Crews should have a plan in place in order to react to any interaction with irregular migrants.

Dryad Global recommends the following actions in the event a vessel encounters migrants/refugees while underway in the Mediterranean:

- Exercise extreme caution and maintain a substantial buffer; enough to allow for defensive manoeuvres should the situation dictate.

- Inform the relevant Search and Rescue (SAR) service immediately.

- When possible, log information about the incident and reasons for not providing assistance.

In contrast to other regions, the Mediterranean Sea does not sustain a high risk of piracy. This is due to the sea being enclosed, well-policed, surveyed, and trafficked. The entire area is also within easy reach of sophisticated military and naval resources. However, it also possible that more clandestine operations are possible and should not be discounted.

The Mediterranean Sea is a gateway and transit point for the illicit drugs trade entering the EU from various continents. Illegal shipments generally originate from the shores of Morocco and capitalise on the relatively short transit to the shores of south western Europe. Another common area of increased activity for trafficking is from the Turkish coastline, this being a waypoint for drugs shipments originating from central Asia, primarily Afghanistan.

Per recurrent MARAD U.S. Maritime Advisories, 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. Instances of similar interference were also reported in the Central Mediterranean Sea. These reports have been concentrated between Libya and Malta, specifically in areas offshore of Libya and to the east and the northwest of Malta. The interference is resulting in lost or otherwise altered GPS signals affecting bridge navigation, GPS-based timing, and communications equipment.

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>

When operating in the Mediterranean, Dryad Global advises vessels adhere to the following security measures:

·Crew should secure all gear that remains on deck while unattended and keep valuables locked away or removed from the vessel entirely. This includes securing of any outboard engines and personal craft that may be carried onboard. Although removing and securing items may serve to initially deter opportunistic thieves, the securing of all hatches and doors to the vessel is also important; this is especially the case when the vessel is unattended and while crew are asleep at night if remaining onboard.

·During the night consider leaving a light on the deck or in a cabin as a further visual deterrent to potential thieves. In some instances, the installation of an alarm system may be more suitable; these can be particularly effective in busy marinas where security's line of sight may be impaired. Where multiple sets of keys are held, always try to keep keys for the vessel and the engine separate.

·Before departing port, crew should conduct a search of any large voids/compartments within the vessel and, in the event that suspicious packages are found, avoid touching anything, disembark the vessel and notify port security immediately.

·While ashore, crew should refrain from broadcasting details of the vessel and its travel plans in busy public places.

Turkey

Maritime Risk Rating: **LOW**

On Shore Risk Rating: **MODERATE**

USCG Restricted List: No

JWRC High Threat Area: No

IMB Designated Area: No

Stowaway Risk: **LOW**



Country Summary: Turkey's President Recep Tayyip Erdoan remains Turkey's most popular politician, although his support levels have seen a slow but steady decline since late 2018. His government's response to the COVID-19 outbreak will likely be pivotal for the future trajectory of Erdoan's domestic support. The security situation across Turkey is varied and largely based on geographic lines. It is only in the south and east where there is open conflict between Turkish security forces, Islamic State (IS) and Kurdish militants (PKK).

Turkey is open to S/Y and M/Y with the following regulations:

All arrivals into Turkey must submit a negative PCR virus test taken no more than 72 hours before arrival. If arrivals are unable to provide a test result, a 7-day quarantine will be applied. An agent is required while in quarantine to provide provisions and supplies. Online results are accepted in Finike port. These regulations are expected to be valid until March 1st.

Risk At Sea (Latest Incident): 24/02/2021 Turkey has deployed the research vessel TSG Cesme in international waters between Greece and Turkey. Turkey has claimed that the vessel was harrassed by four Greek F-16 fighter jets, which Greece denies.

Overview: Regional tensions between Greece and Turkey remain high. Due to the traffic of naval vessels, commercial vessels, fishing vessels and yachts being high throughout this region, incidents such as this have occurred previously. Vessels are advised to maintain awareness when sailing throughout the Mediterranean.

Vessels should be aware that extra security measures may lead to delays in Turkish ports. Problems with vessel clearances have been reported in previous years, notably at Karedeniz Ereğil and Mersin anchorages, but not in 2020.

Dryad Global has received reports of thefts and break-ins at the following anchorages: Keci Buku, the bay south of Datca and Aksazlar Bay, north of Fethiye Ece Marina, Gocek Bay near Skopea Marina and Ucagiz Limani, Kekova.

Risk Ashore (Latest Incident): There have been no incidents of significance or that fundamentally alter the security risk for visiting crews and guests in Turkey within the last reporting period.

Overview: There were 5 major terrorist incidents in Istanbul in 2016, killing at least 113; three of these incidents were conducted by Islamic State terrorists, targeting tourist areas, including the incident on Istanbul's Ataturk airport, two incidents were conducted by Kurdish militants. In the same period, Ankara saw 3 incidents which resulted in the deaths of 166 people; these were all carried out by Kurdish militants and targeted government and police/military. On 01 Jan 2017, an Islamic State gunman killed 39 people and injured 70 others in an incident in a nightclub celebrating New Year's Eve in Istanbul. There remains an elevated risk of improvised explosive device (IED) and shooting attacks by PKK affiliates and Islamic State militants in major cities like Istanbul and Ankara. Both groups are likely to target the security forces, while the Islamic State is equally likely to target touristic locations, airports, and malls, although its intent will remain unmatched by its capacity.

Recommendations: Crew ashore must remain alert to, and avoid, demonstrations and unrest which may develop at short notice. Those travelling to Turkey should monitor media channels and keep up to date with an ongoing security situation ashore.

In ports, or at anchorages, vessels should adopt basic security provisions; cruisers should lock their Vessels at night, lock and lift their dinghies and check their outside decks for anything that can be used as a weapon.

Dryad Global advises against all travel within 10 km of the border with Syria and Iraq, in particular towns and cities within that area including the provinces of Hatay, Kilis, Gaziantep, Sanliurfa, Sirnak, Diyarbakir, Van, Siirt, Mus, Mardin, Batman, Bingol, Tunceli, Hakkari, and Bitlis. Travellers to these areas are vulnerable to terrorist activities and kinetic actions by Government of Turkey security forces. Large-scale terrorist attacks including suicide bombings, ambushes, car bomb detonations, improvised explosive devices, as well as kidnappings for ransom, shootings, roadblocks, and violent demonstrations have occurred in these areas.

Dryad Global recommends vessels wishing to enter the Port of Iskenderun and Hatay province should request a Dryad Port Risk Assessment due to its volatile security situation.

Cruising yachts are advised not to transit along the Black Sea Coast after dark during the commercial fishing season due to the number of large trawlers operating at night.

Cruisers should be aware that attempted break-ins and robberies have been reported in Keci Buku, the bay south of Datca and Aksazlar Bay, north of Fethiye Ece Marina, Gocek Bay near Skopea Marina and Ucagiz Limani, Kekova.

Crews should remain vigilant for small, overcrowded and poorly lit Vessels along the countries south coast, particularly in the Aegean Sea. Crews should have a plan in place in order to be prepared to react to any interaction with irregular migrants.

Crew transfers are normally possible in Turkey.

Greece

Maritime Risk Rating: **LOW**

On Shore Risk Rating: **LOW**

USCG Restricted List: No

JWRC High Threat Area: No

IMB Designated Area: No

Stowaway Risk: **LOW**



Country Summary: Despite showing signs of recovery in recent years, the Greek economy remains fragile. As such there is a high chance of demonstrations and political violence in Greece. Protests can cause stoppages at public services and blocking and disrupting major ports, roads, and border crossings. Incidents involving left-wing militants and anarchist groups targeting Western companies and state institutions with IEDs are possible.

Visitors flying to Greece will need to complete a Passenger Locator Form (PLF) at least 24 hours before travel. Failure to do so in advance may result in your carrier not allowing you to travel, a 500 Euro fine on arrival or the Greek authorities not allowing entry.

Greece's maritime borders are currently closed to M/Y & S/Y. Disembarkation is prohibited. Reporting indicates that leaving Greek ports is also prohibited unless vessels have been given permission to either sail to a shipyard or departure to home port, with a £5000 fine for sailing in Greek waters without permission.

Risk At Sea (Latest Incident): 22/02/2021 The Panhellenic Crew Union of Towage and Salvage joined other maritime unions in strikes on 23rd and 24th February at Port of Piraeus. Extensive delays and congestion is expected in the port due to the inavailability of towage services. The strike is reportedly over the union rights of seafarers. Ferry workers are also involved and further strikes are possible.

Overview: Migrant vessels often capsize when migrants flock to one side of their already unstable Vessels in order to attract attention of nearby Vessels. Masters are reminded that they should proceed with all possible speed to the rescue of persons in distress as long as it does not result in 'serious danger to the ship, the crew or the passengers.'

The Italian Coastguard and FRONTEX have raised concerns that organised criminal networks could open up a new migrant route across the Ionian Sea. Whilst vessels sailing in the Ionian Sea should be aware of the presence of small unlit craft.

Tensions between Turkey and Greece in the Aegean have sometimes manifested in collisions between maritime vessels, as seen in the summer of 2020.

Risk Ashore (Latest Incident): There have been no incidents of significance or that fundamentally alter the security risk for visiting crews and guests in Greece within the last reporting period.

Overview: There are regular strikes in Greece, sometimes called at short notice, which can disrupt public transport (including air travel and ports).

Greece has the highest frequency of domestic terrorist attacks in Western Europe, mostly staged by far-left militants and anarchist groups. Over the past few years, several splinter groups have surfaced, using IEDs, assassinations, drive-by shootings, timed incendiary devices and letter-bombs.

Partly due to the economic downturn, rates of street crimes (pickpocketing, purse snatchings, and other crimes of opportunity) continue to be high, especially in tourist areas.

Recommendations: Crews should have a plan in place for interaction with migrants.

In ports, or at anchorages, vessels should adopt basic security provisions; cruisers should lock their Vessels at night, lock and lift their dinghies and check their outside decks for anything that can be used as a weapon.

Visitors should expect delays on transport system and public services at the port of Piraeus due to the arrival of migrants.

Visitors should not approach or take photos or videos of military installations, vehicles or buildings at any time. The Greek authorities will arrest and possibly prosecute anyone doing so. Certain border areas are also militarily sensitive. Crew transfers are normally possible in Greece.

Suez Canal

Maritime Risk Rating: **LOW**

On Shore Risk Rating: **LOW**

USCG Restricted List: No

JWRC High Threat Area: No

IMB Designated Area: No

Stowaway Risk: **LOW**



Summary: Operators have reported that the Suez Canal is operating as normal during the COVID-19 outbreak.

Qatari vessels are banned from the canal area's ports and its special economic zone. However, Qatari ships still have access to the canal itself, as this is required by international treaty.

Risk At Sea (Latest Incident): 17/02/2021 A vessel from the Edwardo Marine Services Company reportedly sank at the Northern entrance to the canal with 5 people on board due to rough weather of waves up to 8m. The weather conditions, reportedly prevented a search and rescue operation. One body has reportedly been recovered so far.

Overview: Since March 2018 there have been regular reports of multiple instances of significant GPS interference by vessels and aircraft operating in the Eastern Mediterranean Sea. These reports have been concentrated in the vicinity of Port Said, Egypt, and the Suez Canal, and south of the Republic of Cyprus. This interference is resulting in lost or otherwise altered GPS signals affecting bridge navigation, GPS-based timing, and communications equipment. Dryad Global advises exercising caution when transiting this area. The U.S. Coast Guard Navigation Centre (NAVCEN) recently posted 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>.

Risk Ashore (Latest Incident): There have been no incidents of significance or that fundamentally alter the security risk for visiting crews and guests within the last reporting period.

Overview: The Egyptian government provides a high level of security around the Suez Canal. These measures significantly reduce any opportunity terrorists have of attacking the Canal Zone.

Recommendations: Although an attack on a ship transiting the canal is unlikely, Dryad recommends that all crews should remain within the protection of their vessel unless necessary during any Suez transit.

Libya

Maritime Risk Rating: **SUBSTANTIAL**

On Shore Risk Rating: **CRITICAL**

USCG Restricted List: Yes

JWRC High Threat Area: Yes



Country Summary: Libya remains divided. In the East, General Haftar leads the Libyan National Army (LNA) and has influence over the Eastern branch of the National Oil Corporation (NOC), and most Libyan territory. In the West, the internationally recognised Government of National Accord (GNA) based in Tripoli is in control, though it has done little to assert its authority among competing militias and Islamist factions. On 23rd October the LNA and GNA signed a ceasefire agreement following talks with the UN in Geneva. Most of the first steps of the agreement have been completed with resumption of flights between Tripoli and Benghazi, work has begun on clearing the coastal road and oil export has reached 1.3million b/d. The removal of foreign mercenaries remains the sole outstanding issue from the initial agreement. On 5th February Libyan Political Dialogue members selected an Interim Prime Minister and 3 member Presidential council in Geneva to serve until the election planned for 24th December 2021. The selection has so far been broadly welcomed, both domestically and internationally.

Following the suspension of Operation Sophia, the EU has been conducting Operation EU Active Surveillance since early 2020, which involves vessels patrolling 60 miles (100km) off the coast of Libya, to support the UN arms embargo.

Risk At Sea (Latest Incident): 07/02/2021 Togo flagged ASSO 6 was reportedly detained at Ras Al Halil after entering restricted waters offshore of the coast near Derna. The vessel and crew were detained at the anchorage until the agreed fine had been paid. This is the third vessel detainment offshore of Derna since the 22nd January 2021.

Overview: Libya claims a 70nm fishing zone, as a result, there are frequent incidents of Libyan security patrols detaining fishing vessels in international waters. The area offshore of Derna remains the primary area of risk when transiting the Libyan coast. The area was previously warned to be restricted in NAVAREA III warning no.225/2016, during the battle of Derna. Although there has been no recent conflict in the region, vessels have continued to be detained for in the previous no sail zone. Vessels are advised to remain 60nm offshore when transiting this area.

All Libyan ports, besides the port of Derna and Sirte, are currently assessed to be OPEN. This includes the Oil Crescent ports of Ras Lanuf and As Sidr, which were damaged and subsequently closed following fighting in June 18. The port of Benghazi has reopened and fighting ashore has all but ceased, although unexploded ordnance and terrorist attacks remain a risk, with incidents of both taking place most recently in late January 2018. Vessels transiting to Benghazi should avoid the immediate area off Derna, which is assessed as particularly HIGH risk.

Vessels transiting the Mediterranean north of Libya frequently have to divert to assist with the rescue of migrants in distress. Many times overloaded Vessels have capsized as rescue craft come to their assistance and the passengers surge to one side in order to attract attention. Whilst the risk of interaction with large numbers of migrants is greater off the western coast of Libya, traffickers also regularly use the area near the Libya/Egypt border. So far in 2020 an estimated 12,000 migrants have been rescued off the coast of Libya.

Oil smuggling is an ongoing issue in Libya and ships suspected of being involved may be detained or fired upon by the Libyan Coast Guard. Reporting indicates that there are currently 6 Turkish warships and frigates located offshore of Misurata in the Gulf of Sidra, as well as weapons testing in the Port of Al-Khums in December 2020. Tensions are heightened in Libya and vessels are advised to maintain awareness.

Risk Ashore (Latest Incident): 22/02/2021 The Libyan Interior minister is uninjured following a reported assassination attempt during the ambush of his convoy in Tripoli.

Overview: The President of Egypt, El Sisi, has suggested that Egypt may prepare for a military

intervention in Libya. In a statement addressed to Libya's Government of National Accord (GNA), El Sisi made specific reference to the GNA, and declared they must not proceed beyond their immediate front line with the Libyan National Army (LNA), and should 'resist'

taking Sirte from the LNA. Egyptian involvement in Libya would significantly raise the geopolitical stakes in the country, and the risk across all of Libya. It would also make a Turkish intervention also likely, with a protracted war between both sides and their international allies. The deep Egyptian commitment to the LNA increases the likelihood of a de facto split of Libya, with an Eastern Libya coming within Cairo's sphere of influence. Turkey has become increasingly involved, most recently assisting in conducting naval training exercises with the GNA. On the other side the recent arrival of foreign PMC personnel from the Russian PMC Wagner group has caused tensions within local populace in eastern Libya, although their presence has been denied by the LNA. The ceasefire agreement instructs for all foreign forces to leave Libya within 90 days, which has not occurred. For now the ceasefire is ongoing. The group will work to establish a new Presidential Council and executive body to manage the transition and the elections. The UN will reportedly provide technical assistance to the Libyan Election Board. In addition the 5+5 Joint Military Commission talks are ongoing and their headquarters will be established in Sirte in order to oversee the clearance and reopening of the coastal road as well as the withdrawal of GNA troops to Tripoli and LNA troops to Benghazi. For the moment the ceasefire is still holding.

Recommendations: Dryad Global recommends vessels wishing to call at Libyan ports undertake a risk assessment due to the high security threat.

Those wishing to trade at any Libyan ports should send their arrival notices and await authorisation to visit.

The ports of Sirte and Derna are currently assessed to be closed and port calls at Sirte and Derna are strongly advised against. When nearby remain at least 50nm offshore.

The UK Foreign and Commonwealth Office and US Department of State advise against any and all travel to any part of Libya.

Crews should remain vigilant for small, overcrowded and poorly lit vessels throughout waters off all regions of Libya.

The risk of kidnap or murder of foreign nationals ashore is HIGH, and Dryad Global does not recommend crew changes at Libyan ports; personnel should not leave the confines of any port.

Algeria

Maritime Risk Rating: **LOW**

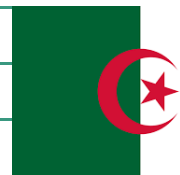
On Shore Risk Rating: **MODERATE**

USCG Restricted List: No

JWRC High Threat Area: No

IMB Designated Area: No

Stowaway Risk: **SUBSTANTIAL**



Country Summary: Algeria does not experience the same level of maritime migrant trafficking as neighbouring countries such as Libya, due to the presence of effective law and order operations. However, Algeria does see some migrants attempting to cross to Spain, hidden in trucks and containers, on ferries headed to the ports of Almeria and Algeciras.

All Algerian land borders are closed. Entry to Algeria is prohibited except for Algerian nationals and Foreign Nationals with diplomatic/residency visas for Algeria

Counter-terrorism operations have restricted the operational reach of Al-Qaeda in the Islamic Maghreb (AQIM) and Islamic State affiliates in the north-eastern Kabylie region. These groups

probably lack the capability to undertake an attack in a major city, instead focusing on localised attacks targeting the security forces, kidnap for ransom and small-scale extortion of locals.

Risk At Sea (Latest Incident): There were no maritime incidents within TTW during the reporting period.

Overview: There have been reports of stowaway at the port of Algiers. Stowaways have boarded vessels in port in order to migrate to Europe, an alternative method to making a hazardous crossing in small overcrowded Vessels.

In addition to its 12nm of TTW off its coastline, Algeria also claims an exclusive fishing zone from 32 to 52nm offshore. Most Algerian ports visited by yachts are IMO certified, ISPS compliant and operating at MarSec Level 1. Each port has an approved port facility security plan (PFSP) and is well guarded, with a permanent security force presence. Access card are required for entrance, even for agents who visit the ports on a daily basis.

Algerian ports are commercial without specialised yachting facilities. Pilot priority will always be given to ferries and merchant vessels, which can lead to a small delay at anchorage.

Risk Ashore (Latest Incident): There have been no incidents of significance or that fundamentally alter the security risk for visiting crews and guests in Algeria within the last reporting period.

Overview: Whilst Algerian security forces continue to conduct successful counter-terrorism operations, the Islamist threat is widespread and areas frequented by foreign visitors, particularly Westerners, are possible targets. Visitors should be aware of the Islamist threat and comply with Algerian authorities.

There is a kidnap threat to visitors in Algeria, particularly in the southern and eastern border areas, which should be avoided.

Travel by road should be kept to a minimum and instead internal travel conducted by air. Travel to and from the airport should involve close liaison with local agents who will provide transports and drivers. The Algerian authorities devote considerable resources to the safety of foreign visitors, asking to know travel plans outside major cities and sometimes assigning protection.

Recommendations: Avoid travel to within 30km of the border with Tunisia in the provinces of Illizi and Ouargla and in the Chaambi mountains. Avoid all travel to within 30km of the borders with Libya, Mauritania, Mali, and Niger.

Vessels arriving into Algerian ports and harbours should be aware that are mostly commercial settings, and few have specialised yacht facilities.

Algerian coastal waters are closely monitored; vessels should anticipate frequent calls from the coastguard checking on progress and should ensure AIS is switched on while in Algerian waters.

If planning a passage that passes close to Algeria, Dryad Global advises vessels to remain outside 12nm off the Algerian coast unless visas, and vessel permissions, have already been negotiated.

Upon entering Algerian coastal waters, Dryad Global advises vessels to call 'Algerian Coastguard' on Channel 16 and announce your arrival.

In ports, or at anchorages, vessels should adopt basic security provisions; cruisers should lock their Vessels at night, lock and lift their dinghies and check their outside decks for anything that can be used as a weapon.

Vessels are advised to notify the Algerian coastguard upon entering Algerian TTW.

Travel ashore should involve close liaison with local agents who will provide transports and drivers. If staying overnight, this should be in a reputable hotel with gated security and armed guards.

Account should be taken by cruisers that lengthy formalities have to be completed in each Algerian

port.

Yachts are not permitted to enter the port of Algiers.

Monitor local and international media and keep up to date with the ongoing threat of Islamic extremist organisations across North Africa.

Crew transfers are normally possible in Algeria but are currently prohibited.

Morocco

Maritime Risk Rating: **LOW**

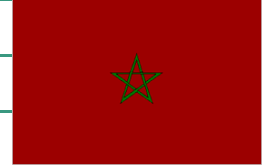
On Shore Risk Rating: **MODERATE**

USCG Restricted List: No

JWRC High Threat Area: No

IMB Designated Area: No

Stowaway Risk: **SUBSTANTIAL**



Country Summary: The COVID-19 pandemic is likely to further highlight longstanding social and political issues in Morocco, including access and capacity in the healthcare sector and regional disparities, which the government is more likely to be blamed for rather than the king.

The following COVID-19 related maritime restrictions are in place for yachts in Moroccan TTW and marinas:

Ports remain closed to both inward and outbound traffic, meaning cruising yachts currently in Morocco are not permitted to leave. This situation is not expected to change until the winter. Dryad Global has received reports that cruisers sheltered at Tanga Marina Bay, Tangier, can go ashore from essentials from 6:00 to 18:00 daily.

The Moroccan government has extended the national state of emergency due to COVID pandemic. In addition international flights to most countries were suspended on 25th February.

Risk At Sea (Latest Incident): There were no maritime security incidents within TTW during the reporting period.

Overview: Maritime crime is rare in Morocco. Migrants frequently attempt to reach Spanish and European territory via stowaway. Whilst this usually occurs in trucks and containers on ferries headed to the ports of Almeria and Algeciras, vessels in port should be aware of the issue; this is more pertinent in the Spanish enclaves of Ceuta and Melilla where there are frequent reports of illegal boarding attempts.

Migrant trafficking via maritime vessels does occur in the Strait of Gibraltar and Alboran Sea, with vessels leaving the Moroccan shore for Spanish territory. However, numbers are lower than elsewhere in the Mediterranean.

Drug smuggling remains a severe issue throughout Morocco. It has become a transit country for large quantities of cannabis, mostly resin and cocaine traffickers who funnel their product from South America into sub-Saharan countries and into Europe. The primary export ports for cannabis are: Martil, Oued Laou and Bou Ahmed and the bigger ports of Nador, Tetouan, Tangier and Larache.

Risk Ashore (Latest Incident): Protests have been ongoing throughout 2021 involving several sectors including, health care staff. They are expected to continue to occur over the short to medium term.

Overview: Violent crime is not a major problem in Morocco, but there are occasional incidents involving theft at knifepoint in the major cities and along beaches. Petty crime is common, especially in tourist areas like the medina quarter of towns/cities and on beaches. Protests are fairly common and can turn violent. Visitors should avoid all large gatherings and protests as they may turn violent. There is a threat of kidnapping in the border and remote desert areas which should be avoided.

Most jihadist activity in Morocco is based on small, independent cells that are likely drawing on returning jihadist fighters from Iraq and Syria. This environment increases the likelihood of low capability attacks, particularly targeting tourists such as the murder of two Scandinavian tourists in December 2018, by small cells or self-radicalised individuals.

Visitors should be aware of terrorist activity and lawlessness in the northern Rif mountainous region; Rif is an impoverished area where the local economy is dependent primarily on marijuana production and hashish smuggling. It is also known recruitment region for both AQIM and ISIS.

Recommendations: In ports, or at anchorages, vessels should adopt basic security provisions; cruisers should lock their Vessels at night, lock and lift their dinghies and check their outside decks for anything that can be used as a weapon.

Entry into Morocco must be via an approved "port of entry". On the Atlantic Coast these are: Agadir, Asilah, Casablanca, El Jadida, Essaouira, Jorf Lasfar, Kenitra, Mohammedia, Rabat, Safi, Tangier. While on the Mediterranean Coast they are Al Hoceima, Marina Smir, Nador, Saidia.

Dryad Global advises against vessels anchoring off the Moroccan shore at night.

Cruisers should be aware that yachts are commonly used to transit marijuana along the Moroccan coast. As a result, it is not uncommon for the Moroccan military to check yachts cruising along the coast and vessels should be aware of lingering anchoring near the shore without first informing authorities.

All travel to the Western Sahara should be avoided, due to a HIGH terrorism threat and close borders with Mauritania.

The land border between Algeria and Morocco is closed. Monitor local and international media and keep up to date with the ongoing threat of Islamic extremist organisations across North Africa.

Crew transfers are normally possible in Morocco.

Middle East

The US-led naval coalition designed to strengthen maritime security in the Persian Gulf and wider Middle East, 'Operation Sentinel', has been operating in the Straits of Hormuz since November 2019. Countries deploying forces as part of the coalition include the United Kingdom, Bahrain, Saudi Arabia, the United Arab Emirates and Australia.

Reporting indicates that the Vehicle Carrier MV HELIOS RAY (IMO9690547) suffered an explosion within the Gulf of Oman, 44nm NW of Muscat. The vessel is understood to have been inbound Singapore from Dammam Saudi Arabia. While details regarding the incident are unclear it remains a realistic possibility that the event was the result of asymmetric activity by Iranian military. Such activity would be commensurate with current tensions and Iranian intent to exercise forceful diplomacy through military means within its immediate area of interest. Saudi and US flagged vessels are at highest risk while operating in the Straits of Hormuz because of existing tensions with Iran.

The Yemeni Civil War continues to influence maritime operations in the Bab al Mandeb (BaM). Dryad Global assess that it is unlikely that forces supporting the Houthis will deliberately attack merchant traffic transiting the BaM and that attacks will likely be against warships or possibly vessels operating in support of the Saudi-led coalition fighting in Yemen. Vessels should be aware, however, that suspicious approaches reported in the Bab-el-Mandeb Strait and the Gulf of Aden are

often not linked to piracy; rather, they are more closely associated with the conflict in Yemen, fishing vessels and trolling skiffs operating in the area, and smuggling activity.

The Gulf of Aden and western Arabian Sea are assessed as HIGH risk of piracy. All vessels transiting the area are strongly advised to do so under the envelope of the MSC HoA transit or nation-led convoys. Any vessel transiting outside of the patrolled IRTC, particularly if in closer proximity to the Somali coast, places itself at greater risk.

The following guidance should be adhered to when vessels are transiting the Arabian Gulf, Straits of Hormuz, and Gulf of Oman:

- Masters register with UKMTO when entering the Indian Ocean VRA.
- Comply with Flag State Guidance.
- Masters should provide transit plans for the SoH and AG to UKMTO 24-48 hrs in advance which include: time of Entering/Exiting the SoH TSS; outline of Navigation Plan whilst operating in SoH and AG; any constraints or speed restrictions; and crew nationality.
- CSOs should ensure all contact numbers for UKMTO and USNAVCENT NCAGS are correct.
- In the event of any incident or being concerned, Masters should call UKMTO immediately.
- Masters answer all VHF calls from coalition navies.
- CSOs and Masters should prepare, print and have available the correct response if called on VHF.

When transiting the Straits of Hormuz 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:

- Abu Musa, 25° 52' N 55° 02' E
- Greater Tunb 26° 15' N 55° 16' E
- Lesser Tunb 26° 14' N 55° 08' E

Yemen

Maritime Risk Rating: **MODERATE**

On Shore Risk Rating: **SEVERE**

USCG Restricted List: Yes

JWRC High Threat Area: Yes

IMB Designated Area: Yes

Stowaway Risk: **LOW**



Country Summary: Yemen is in a state of civil war and the security situation remains highly unstable. Fighting continues across the country, which has exacerbated the ongoing humanitarian crisis and damaged key infrastructure. Access to food, clean water, fuel and medical supplies is difficult throughout Yemen.

Terrorists are very likely to try to carry out attacks in Yemen. There is an extremely high threat of kidnap and unlawful detention from militia groups, armed tribes, criminals and terrorists such as Al-Qaida in the Arabian Peninsula (AQAP) and Daesh's official branch in Yemen, IS-Y.

Risk At Sea (Latest Incident): There were no maritime security incidents within TTW during the reporting period.

Overview: The conflict in Yemen has introduced additional maritime security threats, other than

piracy, to the Southern Red Sea and Bab al-Mandeb. These include collateral damage due to the conflict between local groups and a potential deliberate targeting of vessels. The security situation and corresponding security advice to vessels calling at Yemeni ports may therefore change at any time and vessels are advised to continuously evaluate the situation, carry out an assessment of the risks involved prior to entry, and take all necessary precautions to ensure the safety of the vessel and its crew.

The Yemeni Civil War continues to affect maritime operations in the Southern Red Sea and Bab el Mandeb. However, incidents that do take place will most likely be against warships, vessels operating in support of the Saudi-led coalition, or those flying Saudi flags. Nonetheless, any traffic passing through the Red Sea should transit as far from Hodeida as possible.

The threat to vessels not using the Maritime Security Transit Corridor, in particular areas east of the Hanish Islands, is HIGH and includes the threat from Water Borne Improvised Explosive Devices (WBIED) and un-cleared of naval mines.

For vessels seeking to dock in Yemen, a statement containing the recorded body temperatures of all crew, as well as previously visited ports, must be provided at least 24 hours before the ship's arrival. A quarantine inspection will be undertaken upon arrival before any operations can take place.

The risk to vessels at the port of Aden is assessed as HIGH. Due to the ongoing security situation, crews are not advised to leave the confines of the port. and should only do so in unavoidable circumstances.

Entry to Yemeni territorial waters will be granted only following an inspection by the naval forces of the Saudi Arabian-led coalition. Once a vessel reaches the edge of Bab-el-Mandeb, some 3nm from Yemen's territorial waters, a notice of arrival must be called in by the Master on VHF channel 16. The naval forces of the Saudi Arabian led coalition will then advice where the vessel should anchor pending completion of the inspection and approval of the port entry. Once the vessel is permitted to enter port, the Master must register the vessel's arrival with the port authorities (on VHF Channel 14 or 16) and will then be assigned an anchoring position until the berthing time is confirmed by the Harbour Master.

Risk Ashore (Latest Incident): Yemen remains in a state of civil war and all travel outside of port confines is assessed as HIGH risk and individuals ashore are at HIGH risk of kidnap.

Overview: Terrorists are highly likely to try to carry out attacks in Yemen. The threat is heightened where AQAP have strong tribal connections and in more isolated governorates like Hadramawt and Shabwah. Attacks could be indiscriminate, including - but not limited to - places visited by foreigners like hotels and supermarkets, transport, oil and gas infrastructure, government buildings and Houthi gatherings. Since October 2014, there have been several large-scale attacks against the Houthis.

Recommendations: The security environment in Yemen is dynamic and fast changing. Dryad Global recommends all vessels should not approach Yemeni ports without the correct papers and seek a [Dryad port risk assessment](#).

Most governments advise against all travel to Yemen; this includes the mainland and all islands.

Good situational awareness, underpinned by strict adherence to ISPS code and BMP 5 guidance, is the best way to mitigate the risk of all threats, including terrorism, piracy and other maritime crime. Vessels in the region should report hostile activities immediately and contact coalition naval forces via VHF bridge to bridge radio and contact UKMTO immediately by phone in the event of any incidents or concerns.

Vessels should register with the Maritime Security Centre Horn of Africa (MSCHOA) and report to the United Kingdom Maritime Trade Operations (UKMTO), to ensure that the military is aware of their

presence in the region.

In light of a potential increase in the use of WBIEDs by Houthi rebels, and recent suspected attacks in the BaM/Gulf of Aden, Dryad Global recommends all Masters be aware of the advice in given in BIMCO/ICC/INTERTANKO interim guidelines:

The CMF advises vessels crossing the Gulf of Aden to the Red Sea to pass through the area between 44 00 East in the Gulf of Aden and 13 00 N in the Southern Red Sea during the hours of darkness and to leave the Traffic Separation Scheme to the west of the Hanish Islands during the hours of the day.

Vessels should use the Maritime Security Transit Corridor (MSTC), which includes the IRTC, BaM Traffic Separation

Scheme (TSS) and TSS West of the Hanish Islands and a new two-way route directly connecting the IRTC and the BaM.

In accordance with UKMTO guidance for the BaM, Dryad advises that a night-time transit of the BaM will provide some additional risk mitigation. However, it should be noted that a transit in the hours of darkness will also limit the ability of on watch personnel to locate and positively identify small craft with hostile intent. This can be offset by the use of night vision aids.

Vessels can arrive with armed guards on board if required, however all weapons must be sealed in the vessel's bond by the authorities upon arrival. A detailed inventory of all weapons and ammunition must be submitted to the authorities prior to arrival. Members of the security team must have their passports submitted, have their names included in the crew list and stay on board during the port stay.

Visitors to Yemen should have access to regular intelligence alerts to support their itineraries. Consult relevant consular advice, in-country contacts and other relevant alerts to remain up to date with the security situation in your area.

United Arab Emirates

Maritime Risk Rating: **LOW**

On Shore Risk Rating: **LOW**

USCG Restricted List: No

JWRC High Threat Area: Yes

IMB Designated Area: No

Stowaway Risk: **LOW**



Country Summary: The consolidation of power by Abu Dhabi's crown prince Mohammed bin Zayed al-Nahyan means that there are unlikely to be significant shifts in domestic policy for the UAE, ensuring that the UAE remains the US's most reliable security partner in the region.

Dubai is open to M/Y and S/Y with the following protocols:

- Any M/Y or S/Y arriving from outside the country will be subject to Covid-19 testing of crew and quarantine, prior to being permitted entry – quarantine only to be observed during the period after test and before results.

M/Y and S/Y transiting through the Strait of Hormuz should be aware that Oman currently does not permit vessels to transit via its TTW and vessels should navigate between 12nm zone and the traffic separation scheme.

Risk At Sea (Latest Incident): There were no maritime incidents within TTW during the reporting period.

Overview: Maritime piracy in the UAE is LOW. The close proximity of NATO and Western military bases in Abu Dhabi and Bahrain act as a deterrent towards piracy in the Persian Gulf.

In recent years there have been reports of small groups of expatriate recreational vesselers being detained by the Iranian Coast Guard for alleged violation of Iranian territorial waters while fishing near the island of Abu Musa, approximately 20 miles from Dubai. The UAE and Iran have had a long-standing dispute concerning jurisdiction of Abu Musa. Fishing or sailing in these waters may result in seizure of vessels and detention of passengers and crew in Iran.

Risk Ashore (Latest Incident): There have been no incidents of significance or that fundamentally alter the security risk for visiting crews and guests in the UAE within the last reporting period.

Overview: Most visits to the UAE are trouble-free, but visitors should take sensible precautions to protect themselves and their belongings.

In 2015 members of an Islamist terror cell were arrested for planning a terrorist incident on shopping malls and hotels popular with tourists and expatriates. It is thought that the planned incident would echo the style of those on the Nairobi Westgate in Kenya, an incident that saw the deaths of 67 people. Nevertheless, a strong emphasis on law order and adequate security forces have proved successful in reducing the security threat in the UAE.

Crime is most likely to occur in areas populated primarily by lower income, temporary labourers and is usually restricted to crimes of opportunity. Violent crimes remain rare.

Recommendations: Care should be taken in public places where people gather, as international developments can spark western resentment. Homosexuality and sex outside of marriage is illegal and public forms of affection should be avoided as this can lead to arrest.

In ports, or at anchorages, sailing vessels should adopt basic security provisions; cruisers should lock their Vessels at night, lock and lift their dinghies and check their outside decks for anything that can be used as a weapon.

BMP5 instructions should be implemented upon entry into HRA and UKMTO Voluntary Reporting Area: 15N in the Red Sea, to 05S in the Indian Ocean, 22N in the Arabian Sea and 065E within the Indian Ocean.

Crew transfers are normally possible in the United Arab Emirates.

Israel

Maritime Risk Rating: **LOW**

On Shore Risk Rating: **LOW**

USCG Restricted List: No

JWRC High Threat Area: Yes

IMB Designated Area: No

Stowaway Risk: **LOW**



Country Summary: The security situation in Israel and the Occupied Palestinian Territories is fast moving, tense, and unpredictable. However, port areas are rarely affected by unrest ashore; although Tel Aviv has seen a number of attacks on Israeli citizens and tourists on public transport and along Tel Aviv promenade. Israel maintains a heavy military presence along its entire border, maintaining a strong maritime fleet previously used to engage neighbouring navies in all three of Israel's domestic conflicts.

Foreign nationals are not permitted to enter Israel unless they are citizens or residents of Israel. Israel's borders are closed to all foreign non-commercial vessels and quarantine on vessels is not permitted throughout all marina areas.

On Israel's northern border, continued instability in Syria has created a vacuum in which militants, some affiliated with terrorist organisations, have expanded their control and influence on other portions of the country. On Israel's southern border with Egypt, militant activity in the Sinai has increased in recent years and made travel along the border areas dangerous

The Israeli Parliament passed a law in March 2017 which gives authority to deny entry to foreign nationals who have publicly called for a boycott of Israel and/or settlements, or who belong to an organisation which has called for a boycott.

Risk At Sea (Latest Incident): There have been no maritime security incidents in TTW in the reporting period.

Overview: The Israeli Navy Border Protection and Patrol primarily operates in the sea area off Ashdod and Haifa, as well as the short Israeli coastline in the Gulf of Eilat.

Israel has stepped up naval patrols of its strategically important gas drilling rigs, which are highly visible and potential targets for Hezbollah and Hamas.

Israel maintains a naval blockade along the coast of Gaza, including a 'military exclusion zone' which extends 12nm off the coast.

Tensions exist over parts of the gas fields around the disputed Israel-Lebanon border.

Risk Ashore (Latest Incident): Anti-government protests have been ongoing throughout Israel in over the government's handling of the COVID-19 pandemic, associated restrictions in the country, and pre-existing anti-Netanyahu sentiment, with the Prime Minister facing three criminal cases over alleged corruption. Further protests are likely across Israel over the near term and will likely be accompanied by a heightened security presence and localised transport disruptions.

Overview: The security environment in Israel, the West Bank, and Gaza is complex, and tensions remain high. The Government of Israel and the Palestinian Authority (PA) both make considerable efforts to police major tourist attractions and ensure security where foreigners frequently travel. Throughout 2018, random attacks (e.g. stabbings, shootings, bombings, vehicle attacks) and mass demonstrations in Jerusalem and the West Bank continued.

Whilst the majority of Israel sees low levels of crime, indiscriminate attacks by Palestinians towards Israeli and Western citizens do occur, including stabbings and car bombings.

Violent, confrontational, street crime is uncommon, typically limited in severity, and confined to high-crime areas. Financial crimes and fraud schemes are common in Israel, and visitors should take precautions to secure their personal information.

There is a risk of increased tension around Jewish high holidays (Rosh Hashanah, Yom Kippur and Succoth), after Friday prayers and on religious holidays. Demonstrations and other forms of civil unrest can occur at short notice and often turn violent.

Recommendations: All vessels should remain well clear of the Gaza Strip and give full cooperation to Israeli authorities. If transits offshore of the Israeli coast are necessary, then Dryad Global advises to remain well outside of the 12nm limit.

If planning a passage that passes close to Israel, Dryad Global advises vessels to keep well outside the official 12nm limit off the Israel coast (preferably 20nm), unless visas and vessel permissions have already been negotiated.

Vessels should be aware that it is forbidden for yachts may not proceed from Israel to Lebanon.

Dryad Global advises that vessels arriving at the Israeli coast or marinas should do so during

daylight hours.

Crews members should take care in public places and identify nearby bomb shelters and know what to do in case of a warning siren, due to risk of spontaneous rocket attacks. Monitor local and international media and keep up to date with reports of political developments in the area.

The FCO advise against all travel to Gaza; the Sheba'a Farms and Ghajjar and within 500m of the border with Lebanon (the 'Blue Line') east of Metula, including the northern edge of the town; and east of Route 98 along the Syrian border.

Travel to areas in the vicinity of the Gaza Strip, particularly towns like Sderot, carries with it the risk of indirect fire, mortar, and rockets that are launched from the Gaza Strip with little/no warning. Visitors should remain aware of the location of bomb shelters.

Visitors should be aware that border crossings to and from the Gaza Strip can close suddenly, and so even with valid permits you may not be able to leave if circumstances change.

Crew transfers are normally possible in Israel

South America

Whilst maritime crime across South America is largely opportunistic, it occurs in most South American ports. The highest levels of maritime crime across the region are recorded in Venezuelan ports and anchorages, including Puerto La Cruz and Barcelona.

Commercial vessels operating in South American waters are frequently used as narcotics trafficking mechanisms. The main threat is to vessels departing, rather than arriving at port. Shipowners and ship managers may wish to consider taking the following precautions to protect their vessel against drug trafficking:

- Crew departing on shore leave should be aware of approach by drug traffickers and the dangers to them, their fellowcrew members and their families back at home should they become involved in trafficking.
- Drugs use and trafficking warning notices should be displayed at prominent locations throughout the vessel, particularly at the gangway and in crew's communal areas.
- Gangway security should be maintained at all times, in strict accordance with the vessel's ISPS Code procedures.
- The actions taken by local authorities, stevedores and other shore-based personnel should also be recorded at regular intervals. Crew members should have a permanent presence wherever stevedores or other officials are operating on board the ship.
- Access to the vessel should be restricted and the surrounding area carefully monitored whilst in port. All parties boarding the vessel should have their credentials scrutinised and individuals who have no legitimate reason for being on-board should be denied entry. Accurate records of all activities observed both on board and ashore should be maintained throughout the vessel's stay in port.
- During the hours of darkness, the ship and quay should be permanently lit by the ship's flood lights and any suspicious movements be immediately reported to the master.
- A careful watch of the offshore side of the vessel should be maintained and the presence of any Vessels approaching the ship should be immediately reported to the master. The ship's searchlights may assist in this respect. The crew should perform regular shipboard inspections and a record of these maintained in the ship's logbook.
- Broken security seals should be investigated, and findings recorded in the ship's logbook. Once cargo operations are completed, the crew should perform a full search of the vessel for any illegal substances, suspect packages or stowaways. This might also include a dive survey of the area below the water line. Once the vessel has sailed and the outbound pilot has disembarked, a thorough search of all compartments should be conducted, and the results recorded in the logbook.
- If drugs are discovered on board, the master should immediately activate the vessel's Emergency

Contingency Plan and/or the Ship's Security Plan. The master should then notify the relevant local authorities, noting the following actions: the drugs should not be handled or moved; the area where the drugs have been discovered should be photographed then sealed to prevent any further access; and record the actions taken in the ship's logbook.

Colombia

Maritime Risk Rating: **LOW**

On Shore Risk Rating: **MODERATE**

USCG Restricted List: No

JWRC High Threat Area: No

IMB Designated Area: Yes

Stowaway Risk: **LOW**



Country Summary: Colombia is one of the world's relatively few bi-oceanic states, with major ports and thousands of kilometres of coastline on the Pacific and Caribbean coasts. It enjoys a strong relationship with Panama, Peru, Ecuador, and Brazil, cooperating with all of them on maritime and riverine security issues. Colombia is the only NATO partner in Latin America.

Colombia's maritime borders are open to M/Y and S/Y.

A negative Covid-19 test (PCR) 96 hours or less prior to arriving is now required to enter Colombia. No quarantine required unless there is a case of Covid-19 aboard the vessel.

Exceptions are allowed when travel time exceeds the 96hr window and testing on arrival is possible, arranged through your agent. An agent must be used for clearance and should be organised prior to departure from previous port. Vessels should provide agents with a copy of all passports, ship's documentation, a health record, and a declaration by the captain stating that neither they nor crew/guests have Covid-19 or any symptoms associated with Covid-19. Vessels should provide their agent with a list of the last 3 ports visited and dates of stay. Vessels should be aware that protocols in different ports may vary due to local requirements.

UK health authorities have classified Colombia as having a risk of Zika virus transmission.

Risk At Sea (Latest Incident): 13/02/21: Five assailants boarded a containership under pilotage in the Magdalena River passage, near position 11 01 N – 07 44 E. The alarm was raised, and crew mustered inside vessel accommodation area. Pilot notified port authorities. Assailants escaped with stolen items of ship's property after seeing the alerted crew. Vessel was subsequently boarded by local coast guard for further investigation.

Overview: The following ports are ISPS Code compliant: Cartagena, Barranquilla, Santa Marta, and Buenaventura.

Following an attack on a vessel near the mouth of the Naya river in early 2020, local authorities have described how assailants in the region have adopted an attack methodology where assailants present themselves as fishermen to other fishermen during the day and then later steal their catches and engines.

Robberies have been reported at Buenaventura and Tumaco in recent years. In the majority of these incidents, ships stores were robbed, and no crew were injured. More serious incidents have occurred at Isla Baru, where a yacht at anchor boarded by armed robbers. In 2016, in Islas del Rosario, a vessel was boarded by attackers, this followed a similar incident in 2015 which resulted in the death of a crew member. In November 2015, an armed robbery was reported at Taganga Bay, Santa Maria.

In Colombia, the two areas most affected by maritime crime are Buenaventura, on the Pacific coast and Cartagena de Indias on the Caribbean Sea.

Both the US Coast Guard and the Colombian Navy patrol heavily and exercise surveillance in Colombian territorial waters, especially on the Caribbean coast; Cruisers should be aware that that US Coast Guard patrols regularly board vessels.

Large amounts of cocaine continues to be smuggled illegally through maritime vessels via the Gulf of Mexico and transatlantic routes. Due to the risk of drug trafficking, the Colombian navy frequently carries out routine searches and underwater inspections on vessels at no cost to shipowners. These anti-drug trafficking searches mainly take place at Puerto Bolivar and Puerto Drummond, whereas in Puerto Nuevo they are less common. It is not compulsory for vessels to undertake such inspections, although some shipowners and ship managers choose to cooperate for peace of mind.

Risk Ashore (Latest Incident): There have been no incidents of significance or that fundamentally alter the security risk for visiting crews and guests in Colombia within the last reporting period.

Overview: Street crime is a problem in major cities, Bogota, Medellin, Cali and Santa Marta, where mugging and pickpocketing can be accompanied by violence at gun point. The risk from terrorist organisations and drug cartels is particularly significant in rural areas adjacent to the borders with Panama, Venezuela and Ecuador. Despite significant reductions in recent years, there is still a HIGH risk of kidnapping throughout Colombia.

Political demonstrations can occur in the capital city of Bogota and throughout the country. These can be confrontational and occasionally turn violent. Visitors should monitor local media and avoid all demonstrations.

A peace agreement between the government and Fuerzas Armadas Revolucionarias de Colombia (FARC) has reduced the risk of terrorism from this group, which has largely demobilised and disarmed.

Recommendations: Because of the increased probability of drug smuggling on vessels calling at any Colombian port, Masters should emphasise the need for extra vigilance while at anchor or alongside.

Crew going onshore should be informed that it is common practice in Colombia for drug traffickers to befriend them in order to achieve their cooperation.

In ports, or at anchorages, vessels should adopt basic security provisions; cruisers should lock their Vessels at night, lock and lift their dinghies and check their outside decks for anything that can be used as a weapon.

Vessels should keep accurate records of all activities observed and the actions taken by local authorities, stevedores, and other shore-based personnel and crew before entry into port, during the stay, and immediately after departure.

Watchmen should be alert to any packages being brought onto the vessel. Each should be thoroughly checked prior to being permitted on board.

When seals for compartments, lockers, containers etc. are discovered to be broken or missing, an investigation should be conducted. If nothing is found, the seals should be replaced by the crew.

Dryad Global strongly advises against leaving port confines in both Buenaventura and Tumaco.

In many areas of Colombia, the security situation can change very quickly. Vessel operators should pay close attention to warnings issued by the Colombian authorities and monitor this travel advice

Visitors ashore should avoid all large protests and gatherings. Protests are common in Colombia and can become violent and lead to disruption to road and transport networks.

Crew transfers are normally possible in the majority of Colombian ports and should involve the work of local agents who will provide transport and drivers. It is advised to stay in a hotel with 24-hour armed security. It is recommended to fly between major cities and minimise the use of vehicles for trips through rural areas.

Venezuela



Maritime Risk Rating: **MODERATE**

On Shore Risk Rating: **MODERATE**

USCG Restricted List: Yes

JWRC High Threat Area: Yes

IMB Designated Area: No

Stowaway Risk: **LOW**

Country Summary: A crisis concerning who is the legitimate President of Venezuela has been underway since early 2019. Reporting indicates that Venezuelan security forces are using the coronavirus pandemic as cover to wage a campaign against dissenters. Reports have described how journalists, health professionals, human rights lawyers and government opponents had been arbitrarily detained and prosecuted since President Maduro declared a COVID-19 state of emergency early in 2020.

Entry into Venezuela is currently limited to Venezuelan citizens and foreign national residents. Dryad Global has received no reports of maritime restrictions for yachts currently in Venezuela in relation to the COVID-19 outbreak.

Widespread power, telecommunications, and internet blackouts are common in Venezuela. There are frequent reports of looting, shootings, and other violent incidents. There are frequent shortages of basic goods in Venezuela, including but not limited to: food staples, hygiene products and medicines, and power cuts and water shortages are commonplace throughout the country.

The United States Coast Guard has determined that all ports in Venezuela do not maintain effective antiterrorism measures.

UK health authorities have classified Venezuela as having a risk of Zika virus transmission.

Risk At Sea (Latest Incident): There were no maritime security incidents within TTW during the reporting period.

Overview: Attacks on ships in Venezuela's ports have been increasing as the country struggles with civil unrest and a deteriorating economy. Ships calling at Venezuela's ports should be prepared for delays and a heightened level of risk

Assailants have been targeting ships at anchor, particularly at Puerto La Cruz and Puerto Jose. - between January 2016 and the end of March 2020, 37 robberies and attempted robberies were reported There are also concerns for the safety of crew when ashore. In a reflection of the worsening security situation there have been reports of ships' distress calls to shore-side authorities going unanswered.

Steps have been taken to improve maritime security in Venezuela over the past 18 months. These include the larger military presence in ports, an increase in inspections for vessels entering ports, and the placement of Venezuelan army troops on PdV tankers.

Risk Ashore (Latest Incident): Although there have been no incidents of significance or that fundamentally alter the security risk for visiting crews and guests in Venezuela within the last reporting period, the country remains unstable, and most governments advise against all but essential travel.

Overview: There is a high frequency of street crime. Victims who have resisted robberies have been seriously injured or killed. Venezuela has one of the world's highest murder rates.

The Venezuelan police and National Guard are heavily armed, and protests can take place or turn violent with little warning. The authorities often use tear gas and buckshot/plastic pellets to disperse protests, and they sometimes arrest large numbers of people.

There are no known insurgent groups in Venezuela with the intention or capability to undertake large-scale terrorist attacks.

Fuel, electricity, water, and food shortages are likely to intensify with the spread of COVID-19, increasing looting risks in the near future

Recommendations: Vessels should maintain strict watches at berth and at anchor and should expect disruption to port services. Piracy attacks in the region have also been on the rise although Venezuelan-based pirates have generally confined themselves to targeting inshore fishing vessels.

The implementation of basic security measures should be sufficient to reduce the risk of maritime theft: ensure all upper-deck fixtures are secure and maintain vigilance on the outboard side and gangway. Vessels should be particularly vigilant when in anchorages around Puerta la Cruz and Barcelona.

Ships visiting Venezuelan ports and terminals should monitor the approach of any small craft. They should illuminate the main deck, possible points of access, and maintain strict watches at berth and at anchor. Pilot ladders and accommodation ladders should be stowed.

Dryad Global has received reports that the rules concerning domestic cruising permits can frequently change and that individual port captains may adjust the rules to fit their needs and interpretation of the law.

Dryad Global advises against anchoring offshore in Venezuela TTW, particularly in remote areas.

Vessels should be aware that several marinas in Venezuela, including those in Puerto la Cruz and Margarita Island (Porlamar), provide only minimal security.

Cruisers should be aware that Isla Orchilla is a military base and restricted area. Do not approach. The same restrictions apply to the small island of "Los Monges", 25 NM NW of Las Piedras (Punto Fijo).

Dryad Global advises against all travel to within: 80km of the Colombian border in the states of Zulia, Tachira, Barinas, Apure and Bolívar; 80 km of the Colombian border in Amazonas state as far south as 100 km south of Puerto Ayacucho; and within 40km of the rest of the Colombian border.

The Caracas-La Guairá highway between the port of La Guairá, Maiquetía Airport and the capital Caracas should be avoided at night.

Maiquetía "Simón Bolívar" International Airport (CCS) is especially dangerous, there have been reports of multiple robberies and murders in the areas around the terminal (e.g. on the street and in car parks).

Transit to and from Maiquetía airport carries an elevated risk. Visitors should avoid using airport taxis; taxi drivers and their accomplices have robbed or kidnapped a number of passengers, even when going from the international terminal to the domestic terminal and vice versa. There have also been occasional instances of armed individuals robbing airport shuttles operated by local major hotels. Dryad advises that visitors should prearrange airport pickup or drop-off with reputable companies. When arriving on an incoming flight, set up a meeting place inside the terminal where you can safely connect with the driver. Arrive and depart during daylight hours when possible.

Dryad Global advises against crew changes unless absolutely necessary in Venezuela.

If staying ashore, this should be for a limited time as possible and in a secure hotel with 24-hour armed security.

Southeast Asia

81 maritime security incidents were reported in South-East Asia in 2020, this compares to 74 incidents in 2019, which was an 8% year-on-year increase compared to 2018. However, this was the second lowest number of incidents in the last 13 years. As in 2019, the vast majority of incidents reported in 2020 targeted commercial vessels were categorised as 'armed robbery', involving no physical harm to vessels' crew.

The risk of the abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah remains high.

The majority of incidents targeting vessels are opportunistic robberies, particularly in the Straits of Malacca and Singapore. Perpetrators come from coastal settlements and use piracy to supplement their livelihoods.

The majority of maritime incidents in South-East Asia are robbery at anchor or in berth, although a significant proportion occur while ships are underway. Most incidents in the Straits of Malacca and Singapore and the Sulu-Celebes Seas occur onboard ships while underway. Most incidents reported in Malaysia, Philippines and Vietnam occurred onboard ships at anchor/berth.

The 1800-0600 curfew covering the waters of Tawau, Semporna, Kunak, Lahad Datu, Kinabatangan, Sandakan and Beluran in eastern Sabah (ESSZone) remains in place. The curfew was first implemented in July 2014 following a spate of kidnappings.

Vessels continue to be detained by Indonesian authorities whilst at anchor in waters around the island of Bintan. While these vessels believed that they had anchored at OPL Singapore they had done so within Indonesian territorial waters. Dryad Global recommends that vessels do not anchor in or around Indonesian territorial waters, (even if it is believed to be OPL Singapore) without confirmation from a local Indonesian agent.

The Philippine's Coast Guard (PCG) continues to recommend that vessels reports to the PCG's Operation Centre in southwestern Mindanao when transiting the area; for purpose of monitoring and immediate response by the PCG in case of any eventualities.

Philippine Coast Guard District Southwestern Mindanao Operation Centre +63 929686 4129 +63 916626 0689 Email:hcgdswm@yahoo.com.

Contact can also be made with the Philippine Navy – Littoral Monitoring Station (LMS) Bongao Tawi-Tawi +63 917774 2293 VHF Ch 16. Email:jointtaskgrouptt@gmail.com

When transiting nearer to eastern Sabah consider informing Eastern Sabah Security Command (ESSCOM) Tel: +60 89863181/016, Fax: +60 89863182,

VHF: Channel 16 call-sign "ESSCOM", Email:bilikgerakanesscom@jpm.gov.my.

In Sulu-Celebes Seas, one incident of abduction of crew was reported in 2020 compared to two incidents of abduction of crew in 2019. The situation of abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah remains a concern, as demonstrated by the abduction incident on a fishing trawler in Jan 2020 off Sabah (Malaysia) and information of planned kidnapping by members of the Abu Sayyaf Group (ASG) targeting ships passing by Tawi-Tawi (the Philippines) and Sabah waters. Two incidents of kidnap for ransom were reported in 2019 and a total of 19 actual and 13 attempted kidnappings of crew from vessels while underway in the region have now been reported since March 2016. Vessels are urged to reroute from the area, where possible. Otherwise, masters and crew are strongly urged to exercise extra vigilance while transiting the area, and report immediately to the Operation Centres of Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia.

In the Philippines (excluding the Sulu-Celebes Seas), 13 incidents were reported in 2020 compared to seven incidents in 2019.

In Malaysia (excluding the Singapore Strait), three incidents were reported in 2020 compared to eight incidents in 2019.

Singapore

Maritime Risk Rating: **MODERATE**

On Shore Risk Rating: **LOW**

USCG Restricted List: No

JWRC High Threat Area: No

IMB Designated Area: No - Singapore Strait

Stowaway Risk: **LOW**



Country Summary: Singapore has one of the lowest crime rates in the world and is widely regarded as one of the world's safest cities. However, according to the Singaporean Ministry of Home Affairs the threat from terrorism remains high in Singapore.

Singapore ports and marinas are now open to M/Y and S/Y Yachts arriving in Singapore should be aware of the following:

A marina berth should be booked prior to arrival.

Vessels will have to comply with MOH (Ministry of Health) guidelines for arrival and Port Authority (MPA) guidelines.

With the MOH and MPA approval, yachts can then submit for Immigration arrival approval.

Immigration will issue NTL (Not To Land) when vessels arrive and crews must stay on board for the next 14 days SHN (Stay Home Notice) in the marina, daily taking and recording temperature twice.

After 14 days, NTL continues until the vessel leaves port.

Gathering aboard vessels in Singapore should not exceed 5 people – this does not include master/crew and everyone on board should keep at least 1 metre apart.

Vessels should use the [SafeEntry](#) app to log entry of each passenger/crew embarking.

Yacht crew changes are currently not permitted in Singapore.

Short term visitors from anywhere in the world are not able to enter Singapore.

UK health authorities have classified Singapore as having a risk of Zika virus transmission and outbreaks of Dengue fever has the potential to occur in Singapore.

Risk At Sea (Latest Incident): 09/02/21: Eastbound lane of the Traffic Separation Scheme, near position 01:05N – 103:34E

Two assailants boarded a barge being towed by China-flagged tugboat NING HAI TUO in the. Assailants fled after being spotted, some shackles were later reported stolen. The incident was reported to both the Singapore Coast Guard and the Republic of Singapore Navy's Maritime Security Force as well as the Indonesian authorities.

Overview: There is an underlying risk from acts of piracy and maritime crime in the approaches to Singapore but the ports themselves are generally secure. Maritime security incidents are regularly reported in the Straits of Singapore but rarely affect M/Y or S/Y maritime traffic. Singapore ports or marinas are rarely targeted.

Analysis of the attack methodologies used in the Singapore Strait in recent years allows for the following conclusions:

- Perpetrators commonly target barges towed by tugs while underway in the westbound lane of the TSS; and bigger ships while underway in the eastbound lane of the TSS.
- While there is limited evidence to suggest that perpetrators who board barges towed by tugs in the

westbound lane of the TSS are armed, attackers who target vessels in the eastbound lane of the TSS usually carry weapons – mostly using knives but guns have been reported on occasion.

- The majority of the incidents in the westbound lane of the TSS report scrap metal being stolen from barges towed by tugVessels.
- Incidents in the westbound lane of the TSS have occurred during hours of darkness and daylight hours, while incidents in the eastbound lane of the TSS mostly occur during hours of darkness.

According to The Maritime and Port Authority of Singapore, ship masters, owners and agents of vessels operating in Singapore port waters should be aware that anchoring in all areas outside the designated anchorages is strictly prohibited. Offenders whose vessels are anchored outside the designated anchorages may, upon conviction, be liable for fines of up to S\$20,000 and S\$2,000 for every day or part of a day that the offence continues after conviction.

Stemming from the territorial dispute over waters off Tuas re-emerging between Singapore and Malaysia, there is an elevated risk of Malaysian and Singaporean coastguards seizing commercial shipping accused of incursions into disputed waters.

Risk Ashore (Latest Incident): There have been no incidents of significance or that fundamentally alter the security risk for visiting crews and guests in Singapore within the last reporting period.

Overview: In response to the increased terror threat in both Indonesia and Malaysia, Singapore has increased the number of fast-response police officers trained to tackle terrorism, particularly at tourist sites.

Society is conservative and law enforcement is harsh in Singapore. As such, rates of crime, civil unrest and terrorism are low. Possession of even very small quantities of drugs can lead to imprisonment, corporal punishment or the death penalty. Enforcement of Singapore's 'outrage of modesty' laws are strict. Those involved with demonstrations face hefty fines, imprisonment and deportation.

Militant attacks are unlikely in Singapore, although there is some indication that the city-state is an aspirational target for transnational jihadist groups, such as the Islamic State. If a jihadist attack were to take place in Singapore, it would probably be crude – involving bladed weaponry or vehicular ramming – because Singapore's strict control over firearms and explosives renders larger, more complex attacks unlikely.

Recommendations: In ports, or at anchorages, vessels should adopt basic security provisions; cruisers should lock their Vessels at night, lock and lift their dinghies and check their outside decks for anything that can be used as a weapon.

It is mandatory for all M/Y and S/Y visiting Singapore to have AIS fitted and to notify the Port Master at least 24-hours prior to arrival – notice of arrival should be sent to noa.mpa.gov.sg

Yachts should time their arrival into Singapore during daylight hours, due to the high volume of commercial shipping in the region.

Upper deck patrols should be put in place during the hours of darkness both at anchor and underway. Crew transfers are currently not possible in Singapore unless special permission has been granted by the Singaporean authorities.

While transiting the Singapore Strait, ship master and crew are strongly advised to:

- Maximise alertness of lookouts for suspicious small Vessels and increase watch keeping, particularly during daylight time for barges and during hours of darkness for larger ships.
- Report all incidents, suspicious activities and presence of suspicious small Vessels in the vicinity to the nearest coastal State and flag State.
- Sound alarm when suspicious Vessels are sighted loitering in the vicinity of the ship.

Maritime Risk Rating: **LOW**



On Shore Risk Rating: **LOW**

USCG Restricted List: No

JWRC High Threat Area: No

IMB Designated Area: Yes

Stowaway Risk: **LOW**

Country Summary: Vietnam is a one-party state ruled by the Communist Party of Vietnam (CPV). The one party-system is stable and enables policy continuity across governments. Economic and political reforms have spurred rapid economic growth and development and transformed Vietnam from one of the world's poorest nations to a lower middle-income country. Vietnam now is one of the most dynamic emerging countries in East Asia region

Vietnamese ports and anchorages have been closed to non-commercial vessels and foreign yachts since April 2020.

Vietnamese authorities have stopped the entry into the country, with only a small number of exceptions.

UK health authorities have classified Vietnam as having a risk of Zika virus transmission.

Risk At Sea (Latest Incident): There were no maritime security incidents within TTW during the reporting period.

Overview: Efforts by the Vietnamese Marine Police in recent years have seen crime levels reduce. However, the boarding of MVs anchored off and alongside in Vietnamese ports is a continuing problem, particularly in the anchorage areas of the ports of Vung Tau and Hai Phong. It is likely that most of the boardings and theft are conducted by opportunistic local traders and passing fishermen, who will board any type of vessel that has no visible lookouts to deter them. The target for these thieves is ship's stores and equipment.

Six maritime security incidents were reported in 2020 compared to two incidents in 2019. From a high of 33 in 2015, robberies have decreased in Vietnamese waters over the past 5 years.

There are regular reports of fisherman, particularly from China, attacking Vietnamese fisherman along the country's coast. Often attacks are deadly, and captured fisherman have been thrown overboard with their legs and arms tied.

Vietnam continues to boast developments in its maritime fleet, successfully building small naval patrol craft. The coastline is, however, too large and varied for the small fleet to adequately secure.

Risk Ashore (Latest Incident): There have been no incidents of significance or that fundamentally alter the security risk for visiting crews and guests in Vietnam within the last reporting period.

Overview: Serious crime is rare in Vietnam and the greatest concern to visitors is street crime. Reported pick pocketing has increased, including from people travelling on motorbikes in big cities and tourist areas.

Vietnamese law enforcement adopts a zero-tolerance attitude towards illegal narcotics, including modest amounts for personal use. At the same time, crimes like sex offences or fraud can attract very long prison terms, or a death sentence.

There is a LOW threat from terrorism and no significant security risks associated with travel to Vietnam, although there is the potential for petty crime. There is, however, a risk from unexploded landmines in former battlefields, particularly in central Vietnam and along the Laotian border.

Recommendations: Small-scale, peaceful protests occasionally occur in Vietnam’s major cities, but large-scale demonstrations are rare. Visitors should avoid large gatherings, as they can become violent with little or no warning.

Visitors normally must get a visa if they wish to stay for longer than 15 days and/or wish to re-enter Vietnam within 30 days of departure. If visitors plan to leave Vietnam and re-enter from another country, they should get a multiple visit visa before travelling.

The Vietnamese government restricts travel and photography in some areas, including near military facilities and sensitive border areas. Visitors should be alert for signs warning of zones where photography is restricted.

Vietnamese law requires everyone to carry photographic ID at all times. Visitors should carry a photocopy of the pages from your passport with your personal details and visa for ID and leave the original document in a safe place.

Upper deck patrols should be put in place during the hours of darkness both at anchor and alongside.

Unexploded mines and ordnance are a continuing hazard in former battlefields, particularly in central Vietnam and along the Laos Border, formerly traversed by the Ho Chi Minh Trail. Mined areas are often unmarked.

Visitors should consider safety standards carefully before taking an overnight vessel trip on Halong Bay as some Vessels have sunk quickly and without warning. In October 2012, 12 people died in an accident in Halong Bay. Tourist Vessels have also caught fire in 2016 and 2017.

Crew transfers are currently not possible in Vietnam.

Cambodia

Maritime Risk Rating: **LOW**

On Shore Risk Rating: **LOW**

USCG Restricted List: Yes

JWRC High Threat Area: No

IMB Designated Area: No

Stowaway Risk: **MODERATE**



Country Summary: Cambodia is benefiting from two decades of relative stability and an expanding tourism industry. The dissolution of the main opposition Cambodia National Rescue Party (CNRP) in November 2017 removed the only major electoral challenge to Prime Minister Hun Sen’s Cambodian People’s Party (CPP) and turned the country into a de facto one-party system.

Dryad Global has received no reports of maritime restrictions for yachts at marinas or anchorages in Cambodia. Specific entry restrictions are in place in Cambodia, including strict quarantine requirements. Full details of entry requirements for visitors to Cambodia can be found on the government’s [website of the Ministry of Foreign Affairs and International Cooperation](#).

The United States Coast Guard has determined that all ports in Cambodia do not maintain effective anti-terrorism measures.

UK health authorities have classified Cambodia as having a risk of Zika virus transmission.

Risk At Sea (Latest Incident): There were no maritime security incidents within TTW during the reporting period.

Overview: Despite having a coastline in the South-China Sea, Kompong Som and Phnom Penh remain safe, with few reported boardings.

Cambodia's perspective on regional maritime cooperation mechanisms is largely defined by domestic maritime security issues and needs. As its maritime capacity is limited, Cambodia needs

assistance from other nations and organisations to enhance its ability to address maritime security threats such as illegal fishing, transnational organised crime committed at sea, and threats to the marine environment. While Cambodian TTW are relatively peaceful, the lack of capacity further limits Cambodia's capacity to address threats posed by illegal smugglers, pirates and environmental pollution.

The Cambodia Sea is considered as a potential shelter and transit point for international terrorist groups. Cambodia has emerged as a flag of convenience, with several cargo vessels believed to have belonged to al-Qaeda in the past registered there.

Risk Ashore (Latest Incident): There have been no incidents of significance or that fundamentally alter the security risk for visiting crews and guests in Cambodia within the last reporting period.

Overview: Foreigners present an attractive target for criminals and whilst violent crime is rare, petty theft poses a threat throughout the country. Most of these are bag snatchings, often by thieves riding past on motorbikes. Bag straps have been cut and bags snatched from those on foot and passengers on moving tuk-tuks and motorbikes. Hotspots for petty crime include the riverfront and BKK areas of Phnom Penh, and the beaches and tourist areas of Sihanoukville and nearby islands.

There is minimal risk from terrorism in Cambodia and no local, regional, or international terrorist groups pose a specific threat to the country.

Robbery is a significant criminal issue in urban areas, particularly in Phnom Penh and Sihanoukville. This includes armed robbery as it remains relatively easy to obtain small-arms. There are also occasional grenade and small-scale bomb attacks, mostly found to be related to local business disputes. Foreigners have generally not been targets of such attacks.

Banditry and extortion continue in some rural areas, particularly at night in areas between Snoul, Kratie and Stoeng Treng in the north-eastern provinces. Land mines and unexploded ordnance are found in remote rural areas throughout Cambodia, and especially in Battambang, Banteay Meanchey, Pursat, Siem Reap, and Kampong Thom provinces. Travellers in these regions should never walk in forested areas or even in dry rice paddies without a local guide. Areas around small bridges on secondary roads are particularly dangerous.

Recommendations: Vigilance by ships' crews will reduce the risk of maritime theft.

In ports, or at anchorages, sailing vessels should adopt basic security provisions; cruisers should lock their Vessels at night, lock and lift their dinghies and check their outside decks for anything that can be used as a weapon

Visitors should be aware of a heightened risk of flooding in Stueng Traeng province in north-eastern Cambodia. The Cambodian Ministry of Water Resources has issued numerous warnings to residents of Stueng Traeng province to prepare to evacuate. Visitors should follow all guidance issued by the local authorities.

Vessel travel on rivers becomes difficult in the dry season (March – May). Water levels in rivers and lakes are high during the rainy season (June to October).

Visitors are advised not stray off main routes in rural areas, including around temple complexes. The risk of crime aimed at foreigners is low, consisting of only opportunist petty crime.

There remains a considerable amount of unexploded landmines along the north-west border with Thailand, and it is not advised to stray from clearly marked pathways.

While the safety record of ferries seems to have improved in recent years, overcrowding and lack of sufficient life jackets for all passengers remains a concern.

Crew transfers are normally possible in Cambodia.

Thailand



Maritime Risk Rating: **LOW**

On Shore Risk Rating: **LOW**

USCG Restricted List: No

JWRC High Threat Area: No

IMB Designated Area: Yes

Stowaway Risk: **LOW**

Country Summary: In recent years, the political situation in Thailand has been unpredictable. Protest risk in Thailand is elevated because of increasing economic grievances and the government's continued targeting of opposition parties. However, the prospect of Prime Minister Prayuth Chan-ocha to continue smoothly with his first term as head of the civilian government has increased because there is little public appetite for another election. Malay-Muslim insurgents remain active in the four southern provinces, mainly targeting security personnel with crude IEDs and increasingly attacking civilian small businesses.

Only certain categories of visitors may enter Thailand – guidelines and the necessary permission must be applied for via the Royal Thai Government's [online platform](#).

Thailand is open to yachts - vessels should use one of the 3 [registered agents](#) to manage the entry process.

Crew and passengers of visiting yachts can currently apply for a Special Tourist Visa (STV), without having to obtain a Certificate of Entry (COE). The Special Tourist Visa allows visitors to stay in Thailand up to 270 days, but should be renewed after 90 days, and can be applied for via an agent. Dryad Global understands that the requirements for STVS are lengthy and can vary among ports. Owners and operators should expect to submit photographs of their vessel, provide evidence of a marina booking, and have a medical upon arrival. Vessels should not move once they have arrived at anchorage; AIS should always be ON; and vessels should not permit anyone to come aboard.

All crew must report their temperature twice daily on passage to Thailand and during quarantine. Vessels must always operate their Automatic Identification System from the country of origin to Thailand and during quarantine at the anchorage point for a period of 14 days. Vessels must anchor at one of two designated anchorage spots:

In the Andaman Sea, within 500 metres of position 08°01'30"N 98°29'00"E. Approximately 1.30 nautical miles to the east of the island of Ko Nakha Noi, Phuket.

In the Gulf of Thailand, within 500 metres of position 12°49'24"N 100°54'06"E. Approximately 0.25 nautical miles to the southwest of the entrance to Ocean Marina in Pattaya.

All crew and guests must quarantine and undergo 3 separate Covid-19 PCR tests: 1) on the day the vessel enters Thailand (not required if can provide a negative test certificate for COVID-19 taken within 72 hours before entry); 2) between day 2 and 5 of quarantine; and 3) between days 12 and 14 of the quarantine period. Health insurance of covering minimum of 100,000 USD is also required. During quarantine, the delivery of supplies to the vessel and management of waste from the vessel should be arranged via carried an agent. Passengers and crew are prohibited from leaving the vessel and any persons are prohibited from boarding for a period of 14 days.

UK health authorities have classified Thailand as having a risk of Zika virus transmission.

Risk At Sea (Latest Incident): There were no maritime security incidents within TTW during the reporting period.

Overview: Thailand has suffered occasional maritime piracy in recent years. There was one hijack and one boarding in 2014 and one hijack in 2015. Reports of security incidents involving yachts berthed and at anchor in marinas and small bays are occasionally received, most notably in Railway Beach and Chalong Bay on Phuket.

Similar to most of Southeast Asia, periodic maritime crime does occur in Thailand, although the number and severity of incidents is modest when compared with neighbouring Malaysia and Indonesia.

In the Andaman Sea towards the Strait of Malacca, and at anchorage off Bangkok, there is a risk to vessels transiting the from thieves who target engine spaces, stealing spare parts and stores.

Risk Ashore (Latest Incident): Regular protests have been held in Bangkok and across Thailand since July 2020. Pro-democracy groups are denouncing the current government's alleged non-democratic policies and are demanding political reforms, such as rewriting the country's constitution. However, royalist groups claim that pro-democracy agendas undermine the monarchy and state institutions and have demonstrated against actions or organisations that they deem are disrespectful of the monarchy. Confrontations between opposing groups of activists or police and demonstrators are possible; authorities have forcibly dispersed protesters in past gatherings. Visitors to Thailand are advised to avoid any protests.

Overview: The political situation in Thailand can be unpredictable and sometimes volatile. Over recent years there have been instances of civil and political unrest resulting in large demonstrations and, in some cases, violence.

Crime affecting foreigners is above the national average in the coastal resort of Pattaya and, to a lesser extent, on the resort islands of Koh Tao and Phuket. Criminal syndicates have been known to prey on tourists, who are given drugged drinks and then robbed of money and passports. Violent crime targeting tourists is rare, but foreign tourists in towns outside of Bangkok are at elevated risk. Violent sexual assaults and robberies against both men and women have been reported in the Koh Samui archipelago and Krabi province. These have been reported during the monthly Full Moon parties and generally occur late at night near bars. Western visitors have been victims of unprovoked attacks by individuals and gangs in Koh Samui, Koh Phangan and Koh Tao (the Samui archipelago).

Recommendations: Dryad recommends extra vigilance by ships' crews, to reduce the risk of maritime theft.

In ports, or at anchorages, sailing vessels should adopt basic security provisions; cruisers should lock their Vessels at night, lock and lift their dinghies and check their outside decks for anything that can be used as a weapon.

Crew members ashore should take care in public places and exercise a heightened level of vigilance, with attacks against westerners increasing.

Dryad advises against all but essential travel to the provinces of Pattani, Yala, Narathiwat and Songkhla on the Thai-Malaysia border.

Crew transfers are normally possible in Thailand.

Myanmar

Maritime Risk Rating: **LOW**

On Shore Risk Rating: **LOW (HEIGHTENED)**

USCG Restricted List: No

JWRC High Threat Area: No



Stowaway Risk: **LOW**

Country Summary: Myanmar is a nation in transition, seeking to break with a past marred by authoritarian rule, economic mismanagement, and multiple conflicts that persist today. The country's opening, in 2011, and the first democratic elections, in 2015, marked critical turning points.

Myanmar has one of the world's longest-running internal armed conflicts, between the ethnic-Bamar dominated central government and nearly two dozen ethnic armed groups. These conflicts are rooted in political grievances and ethnic minorities' desire for greater rights and protections. Starting in January 2019, the most sustained fighting has occurred between the military and the Arakan Army, in northern Rakhine State.

Dryad Global is not aware of any current restrictions for M/Y or S/Y calling at Myanmar's marinas or ports. For vessels calling at Yangon/Thilawa Port, port health officials will attend onboard and likely conduct a health screening.

The military have suspended scheduled international commercial passenger flights to Myanmar until 31st May at the earliest and new tourist visa applications are currently suspended.

Risk at Sea (Latest Incident): There were no maritime security incidents within TTW during the reporting period.

Overview: Although incidents of piracy and robbery of vessels in the wider Bay of Bengal continue to be recorded, most occur at or near Chittagong anchorages in Bangladesh TTW. There is a low risk of piracy and armed robbery throughout the rest of the region.

Several incidents of robbery have been reported in Myanmar's waters in recent years. In August and September 2018, three incidents of robbery were reported in the internal waters of Myanmar on the Twante Canal at Seikkyi Kanaung Township, all perpetrated by the same gang. The destabilising effects of Myanmar's land-based conflicts have begun to impact the country's waterways. In October of 2019, members of the Arakan Army raided a ferry in Rakhine State and took police officers and soldiers hostage. Although the attack occurred on a river, the incident demonstrates the group's growing capacity and interest in water-based operations. Myanmar's maritime enforcement capabilities are significantly hampered by financial constraints, a lack of maritime domain awareness, and the implications of pressing domestic security concerns, such as the Rakhine crisis. However, the country's maritime enforcement capacity will likely strengthen following the 2019 announcement to establish the country's first coast guard force – although, as of late 2020, there is no clear timeline for when the coast guard will be established.

Risk Ashore (Latest Incident): Myanmar's military has declared a nationwide state of emergency after it assumed power on February 1. Protests denouncing the military regime continue nationwide, despite increased security. Mass demonstrations are likely in urban areas across the country. Future rallies are likely near government buildings, monuments, and public squares. Security forces will continue to deploy near demonstrations and military and police personnel may attempt to disperse protests forcibly. Visitors should exercise extreme caution in Myanmar and avoid all demonstrations.

Overview: Armed robberies and violent crime are rare in urban centres, although the risk increases substantially in more remote areas. The most reported incidents affecting visitors are non-violent crimes of opportunity, such as pickpocketing, theft of unattended possessions in public places or hotel rooms, bag snatching, or confidence scams.

There is no evidence to suggest that terrorist organizations have operational capacity in Myanmar.

The government is not a state sponsor of terrorist activities and does not knowingly allow foreign fighters to transit the country. While both al-Qaeda in the Indian Sub-Continent (AQIS) and the Islamic State in the Philippines (ISIS-P) have threatened to launch attacks in Myanmar in response to the Rakhine crisis, so far, those threats are largely aspirational. Any such Islamist terrorist attack would likely target government buildings, security forces, prominent Buddhist nationalist figures, or a Buddhist religious site in Mandalay or Yangon.

Recommendations: Travelers in Myanmar should exercise increased caution due to areas of civil unrest and armed conflict.

While violent crime affecting travellers is rare - in the event of an armed confrontation, immediately hand over the desired property to avoid escalation or injury.

Visitors to Myanmar should avoid non-essential travel to areas of Rakhine State, Chin State, Shan State (North), Kachin State, and Kayin State.

Visitors to Myanmar should be aware that medical facilities fall critically short of Western standards – local hospitals should only be used in the event of an extreme medical emergency requiring immediate attention.

Political tension and unrest could happen at short notice in Myanmar. Visitors should avoid all demonstrations, large gatherings, and should not take photographs or videos of the police, demonstrations, military installations, or military personnel.

When transiting Myanmar TTW vessels should proceed without stopping to an official port of entry.

Vessels coming from the south should keep away from the Burmese coast after leaving Thai territorial waters and only head inshore when ready to approach their selected port of entry.

Yachts are required to have an official guide aboard to ensure vessels adhere to local regulations and do not visit prohibited areas.

When checking in at Kawthaung, vessels are required to pay a range of fees including immigration fees, a fee to enter the Mergui Archipelago, guide fees, and port clearance fees. The amounts of these can change at short notice; vessels are advised to check with local agents.

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PEGASUS
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Dryad Global

71-75 Shelton Street
London WC2H 9JQ
+44(0)3301 244344

www.dryadglobal.com
enquiries@dryadglobal.com

April 2021

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