

Industry Releasable Threat Bulletin (IRTB) 014 (to IRTA 1 Mar 19)¹

Issued: 18 May 19

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1. **Foreword.** This IRTB has been written by Combined Maritime Forces (CMF) and European Union Naval Force (EU NAVFOR). It is intended to inform risk management decision making for shipping operators responsible for merchant and large commercial fishing vessels that are transiting through or operating in the Red Sea, Gulf of Aden (GOA), Gulf of Oman (GOO), the Somali Basin and the Western Indian Ocean.
2. **Purpose.** The purpose of an **Industry Releasable Threat Bulletin (IRTB)** is to provide a specific update to industry on events that may require an interim update to the most recent Industry Releasable Threat Assessment. The information contained in the IRTBs will be incorporated into the IRTA at the next issue.
3. **Incident/identifier.** Reported sabotage on several Motor Vessels (MV) off Fujairah (UAE).
4. **Date/time.** 12 0300Z MAY 19.
5. **Location.** Within Fujairah anchorages.

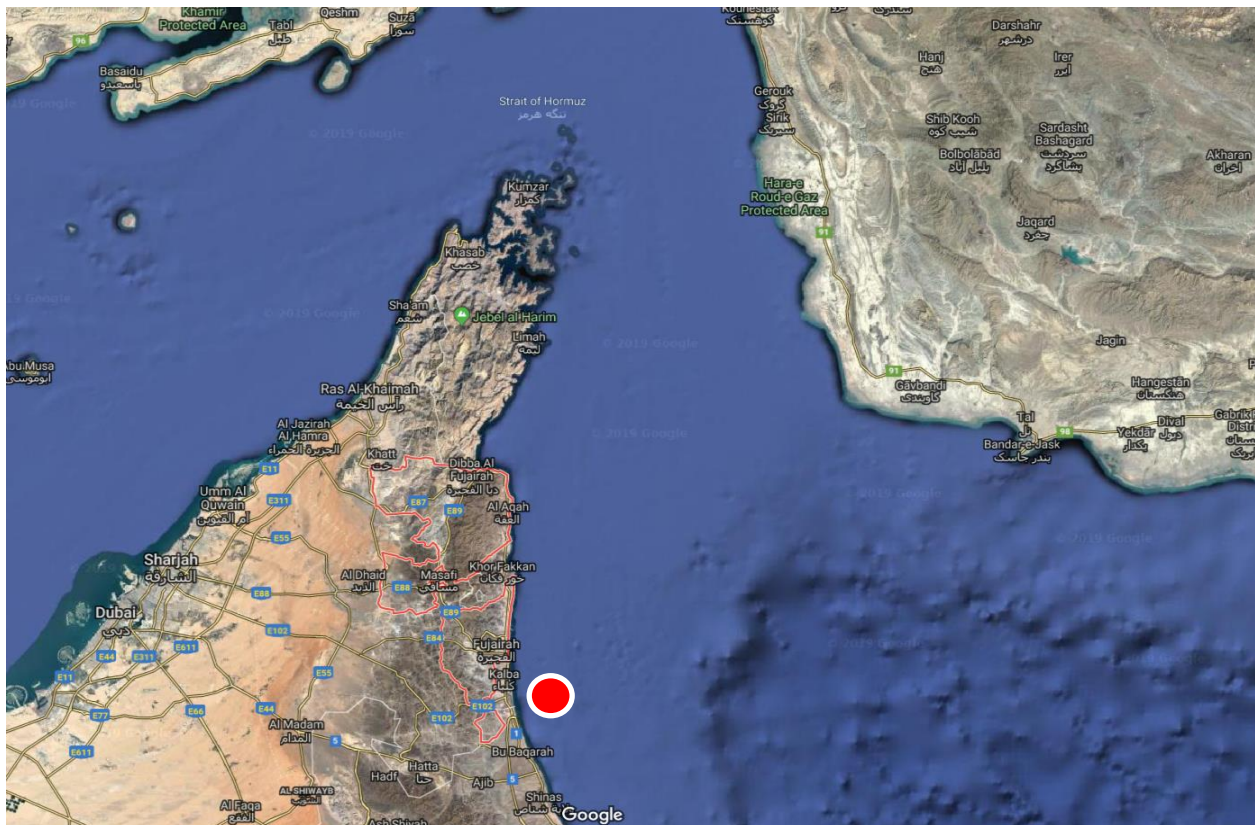


Figure 1: Approximate location of incident.

¹The next Industry Releasable Threat Assessment (IRTA) will be issued 1 June 19 (with an information cut-off date 15 May 19).



6. **Incident Description.** Several MVs including two Saudi flagged and one Norwegian flagged MV were subject to potential sabotage operations east of Fujairah. At the time of the incident the MVs were at anchor.

7. **Outcome.** There have been no injuries or fatalities on board the vessels, and there has been no environmental impact from spillage of chemicals or fuel. The identity of those responsible is not known. No further activity, in relation to the incident, has been reported.

8. **Assessment.** At the moment, the exact nature of the incident is not known, however CMF/EU NAVFOR assess that the damage is LIKELY the result of sabotage.

9. **Comments.**

a) The incident is still being investigated.

b) Naval units have increased patrolling and monitoring areas of high commercial traffic.

10. **Recommendations.** The requirement for vigilance, together with the timely reporting of all suspicious incidents, remains crucial. We request that during an incident, when feasible and without endangering the vessel or her crew, imagery is taken. Reports should endeavor to provide as much factual detail as possible and avoid speculating when only limited information is available.

11. **Publication and feedback.**

a. Prepared by CMF and EU NAVFOR.

b. Distributed by the Maritime Security Centre – Horn of Africa (MSCHOA).

c. All enquiries – in the first instance – should be referred to MSCHOA using:

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