

Maritime Security Review



Issue No. 15

17 April 2017

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PLEASE NOTE:

The information contained in this report is as accurate as possible at the time of publishing. In some cases, however, incidents are updated at a later date as more information comes becomes available.

We encourage our readers to confidentially report any incidents or suspicious activity to info@msrisk.com.

INCIDENTS AT SEA

Reporting Period: 10 - 16 April 2017

Region	Current Incidents Reported	Late Reported incidents	Threat level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	3	Medium
Gulf of Guinea	0	2	Medium
Southeast Asia	0	0	Low
WORLDWIDE			
North America	0	0	Low
Central America/Caribbean/South America	0	4	Medium
Atlantic Ocean Area	0	0	Low
Northern Europe/English Channel/Baltic	0	0	Low
Mediterranean/ Black Sea	0	0	Low
Arabian Gulf	0	0	Low
East Asia/Indian Subcontinent	0	0	Low
Southern Africa	0	0	Low
Northeast Asia	0	0	Low
Pacific Ocean/Southern Ocean	0	0	Low

Piracy Levels are determined on a weekly basis as follows:

HIGH	5 or more incidents in the current reporting period
MEDIUM	2 – 4 piracy incidents in the current reporting period
LOW	0 – 1 piracy incidents in the current reporting period

GULF OF ADEN/ARABIAN SEA/BAB EL-MANDAB/RED SEA



WARNING FOR RED SEA, BAB EL-MANDAB STRAIT AND GULF OF ADEN: HIGH THREAT OF VESSEL HIJACKING

During this reporting period, pirates continued to target vessels transiting waters off the coast of Somalia.

While international naval patrols and anti-piracy measures on board commercial vessels have practically eradicated Somali piracy since its peak in early 2011, poverty coupled with other factors that motivate pirates remain and some vessels transiting this region may have increasingly become complacent in the belief that the piracy threat had diminished. While the international community has over the

past several years taken significant steps in order to improve security in the region, including boosting naval forces in the area and requiring ships to take protection measures, including reporting in and out of high risk areas, sailing at top speed as far away as possible from the Somali coast and travelling with armed escorts on board, the threat of an attack and hijacking remained as the real root of the cause on the ground in Somalia has never been properly addressed. After five years without a successful attack, analysts say that complacency may have set in and this week's successful hijacking is likely to result in potential copycat attacks, as pirate action groups head out in a bid to successfully hijack a commercial vessel.

Masters are advised to remain vigilant at all times inside the HRA and are advised to adhere to strict guidance and protective measures as set down in BMP4. Sailing yachts should avoid transiting the HRA. Past activity has demonstrated that pirates will attack both large and small yachts transiting this region. While successful attacks and hijackings of merchant vessels have significantly decreased over the past two years, the possibility of attacks and the successful hijacking of sailing vessels continue to remain high. This is due to the reduction of revenue sources from pirated merchant vessels and the fact that sailing yachts are vulnerable and easier targets. PAG's continue to conduct "soft approaches" on merchant ships transiting the area. Skiffs have approached vessels in order to probe the reaction of the crewmembers and any possible Privately Contracted Armed Security Personnel (PCASP) onboard. If the pirate approach does not elicit a response, the pirates will likely proceed with an attack, in which additional skiffs may participate.

Vessels transiting the greater Gulf of Aden region should operate under a heightened state of alert. This is due to increasing tensions in the region, which in

turn can escalate the potential for direct or collateral damage to vessels transiting the region. These threats may come from a number of different sources such as missiles, projectiles, or waterborne improvised explosive devices. Houthi rebels have claimed responsibility for the 1 October 2016 attack on a UAE vessel. MS Risk advises all vessels transiting this region to report any hostile activities immediately.

HIJACKS

- **12 April (Somalia – Incident Update)** – Somali security forces clashed with pirates and freed eight crewmembers who were kidnapped on an Indian cargo ship. The pirates seized the dhow Al Kausar off Somalia’s coast. **Update** – The kidnappers took the crew onshore in central Galmudug state and clashed with troops two days later, with the territory’s minister for ports and seas transport, Burhan Warsame, stating “we rescued the eight crew and they are healthy and safe.”

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS

- No current incidents to report

VESSELS BOARDED

- **8 April (Gulf of Aden – Late Report)** – Armed pirates in a skiff boarded the bulk carrier OS 35 near position 14:02 N – 051:40 E, 147 nautical miles southeast of Al Mukalla. The Master and crew stopped the ending and retreated into the citadel and requested help via radio. The vessel was later boarded by China’s PLA Navy personnel and all crewmembers were rescued. The crew resumed control of the vessel and sailed to a safe port.

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- **8 April (Gulf of Aden – Late Report)** – A suspicious skiff with three persons on board approached an underway tanker near position 14:09 N – 051:37 E, approximately 140 nautical miles northwest of Socotra Island. The alarm was raised, the crew was alerted and the onboard security guard showed weapons. Upon seeing the vessel hardening and alerted crew, the skiff aborted the approach and moved away from the tanker. All crewmembers have been reported safe and the tanker continued her passage.

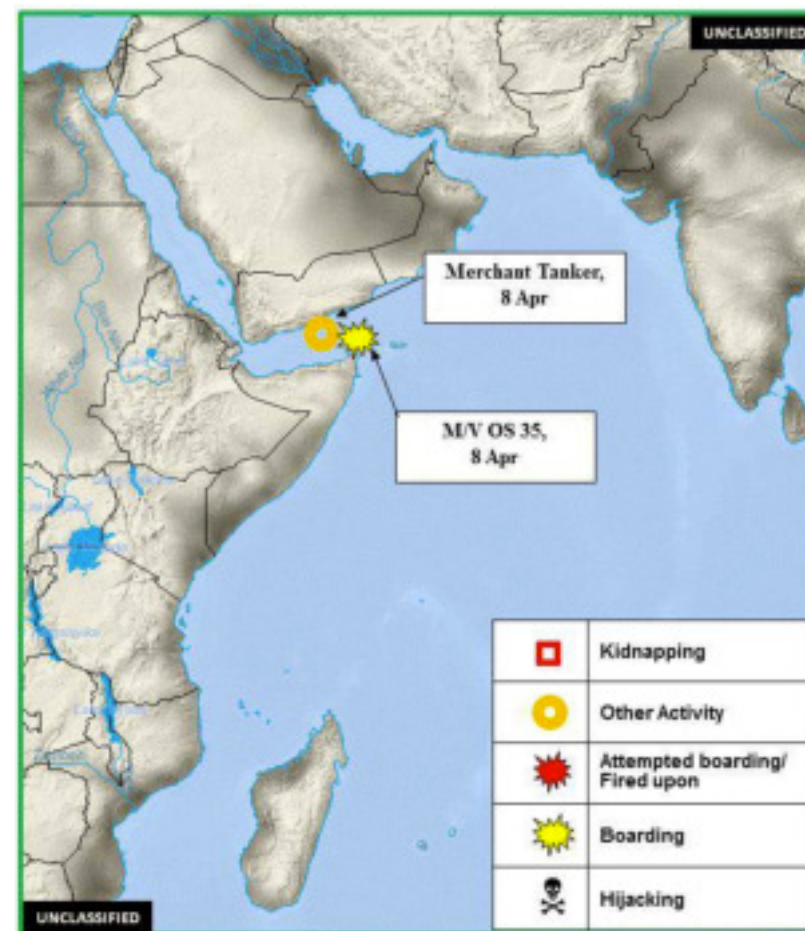
MARITIME REPORTING

- **16 April (Somalia)** – A Somali official disclosed on Sunday that foreign naval forces in international waters off Somalia’s coast shot dead two pirates and wounded another when the pirates attempted to hijack a vessel. According to Ahmed Abdullahi, an official with the anti-piracy force in Puntland, the two men were part of a group of nine pirates who were in a boat approaching an unidentified vessel near the Gulf of Aden when a naval force opened fire on them. Six other pirates survived the attack and escaped. Residents in the coastal village of Duduri, in the Sanaag region, reported that they found two dead bodies left by the pirates near the coast on Sunday morning.
- **10 April (Somalia)** – On Monday, Somali security forces rescued an Indian cargo ship that was seized by pirates earlier this month, however the hijackers took nine of the 11-man crew when they fled ashore. It is believed that the nine crewmembers are being held near the city of Hobyo. The vessel, Indian cargo dhow Al Kausar, was one of three vessels to be hijacked this year after a five-year lull. Reuters has reported that the pirates have indicated that they will keep the crew to try to secure the release of more than a hundred pirates jailed in India. **Update (11 April)** – According to officials, Somali forces who have surrounded pirates holding hostages taken from an Indian ship, secured the surrender of 10 members of the pirate gang on Tuesday and enlisted the parents of the other three in order to persuade them to give up. Hirsu Yusuf Barre, mayor of Galkayo in Somalia’s Galmudug state, disclosed that ten of the pirates had surrendered after they were surrounding, effectively leaving just three pirates to hold the nine crewmembers. Barre disclosed that apart from denying the pirates food and water, security forces had brought the parents of the three pirates to the scene in a bid to persuade their sons to give up. He went on to say that “the remaining three pirates will be taken out by their parents in the coming hours. We shall rescue the nine crew soon and they will re-join their two colleagues on the ship.” Two of the dhow crewmembers were rescued on Monday after being left in a car that the pirates had to abandon after a chase. **Update (12 April)** – According to a coast guard official, Somali security forces on Wednesday freed eight sailors who had been taken ashore by pirates after they were chased off a hijacked Indian ship. Abdirashid Moahmed Ahmed, deputy commander of the maritime force in Somalia’s

Galmudug state, reported that “the eight hostages were freed without fighting. The security forces overwhelmingly besieged them and the pirates tried to flee, but three of them were captured,” adding that the crewmembers are “safe and healthy.”

INCIDENT MAP

Source: ONI



WEATHER FORECAST: GULF OF ADEN/ARABIAN SEA

NORTHERN ARABIAN SEA: Southwest winds of 10 – 15 knots, gusting to 20 knots, with seas of 4 – 6 feet.

- **Extended Forecast:** Southwest winds of 10 – 15 knots, gusting to 20 knots, with seas of 4 – 6 feet.

GULF OF OMAN: Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the western section of the Gulf; with variable winds of 5 – 10 knots, gusting to 15 knots and seas of 1 – 3 feet in the eastern section of the Gulf.

- **Extended Forecast:** Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the western section of the Gulf; with variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the eastern section of the Gulf.

GULF OF ADEN: Easterly winds of 10 – 15 knots and seas of 1 – 3 feet in the western section of the Gulf; with easterly winds of 10 – 15 knots and seas of 1 – 3 feet in the eastern section of the Gulf.

- **Extended Forecast:** Easterly winds of 10 – 15 knots, gusting to 20 knots, and seas of 1 – 3 feet in the western section of the Gulf; with easterly winds of 10 – 15 knots and seas of 1 – 3 feet in the eastern section of the Gulf.

SOMALI COAST: Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the northern section of the coastline; with easterly winds of 5 – 10 knots and seas of 1 – 3 feet in the southern section of the coastline.

- **Extended Forecast:** Southeast winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the northern section of the coastline; with southeast winds of 10 – 15 knots and seas of 1 – 3 feet in the southern section of the coastline.

CENTRAL AFRICAN COAST/INDIAN OCEAN: Southerly winds of 5 – 10 knots and seas of 2 – 4 feet.

- **Extended Forecast:** Southerly winds of 5 – 10 knots and seas of 2 – 4 feet.

MOZAMBIQUE CHANNEL: South-southeast winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet in the northern Channel; with variable winds of 5 – 10 knots, gusting to 15 knots, with seas of 2 – 4 feet in the southern Channel.

- **Extended Forecast:** South-southeast winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet in the northern channel; with south-southeast winds of 20 – 25 knots, gusting to 30 knots, with seas of 12 – 14 feet in the southern Channel.

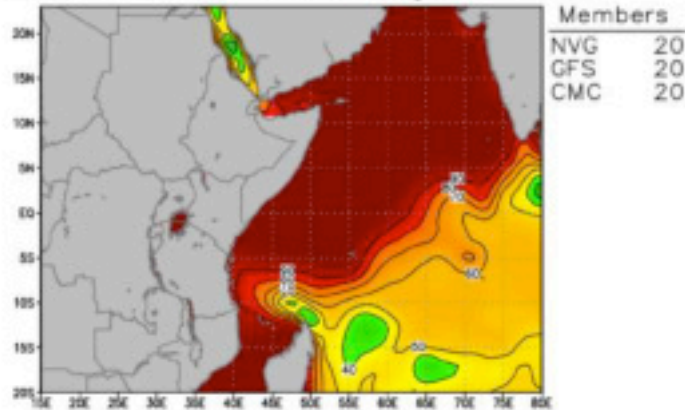
SURFACE CURRENTS: The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Currents' speeds along the Somali Basin are northeasterly averaging between 2 – 3 knots.

SYNOPTIC DISCUSSION: High pressure continues to dominate the weather over the region producing light winds across the Arabian Gulf, Gulf of Oman and the Arabian Sea. Expect increased wind flow through the Strait of Hormuz and the Bab el Mandeb Strait due to funneling effects.

WEATHER MAP

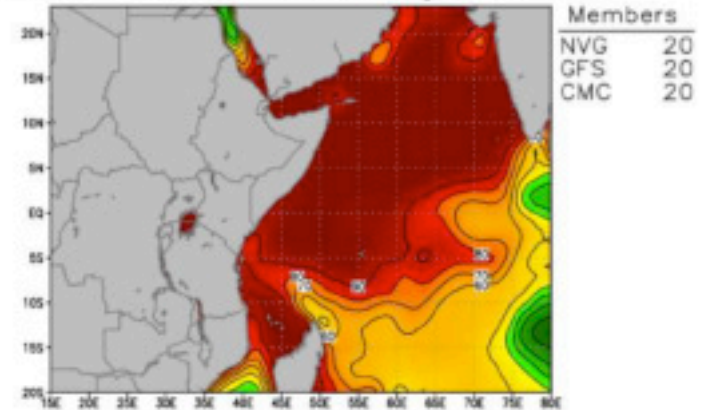
Source: ONI

Winds < 15.0 kts and Wave Heights < 5.0 ft



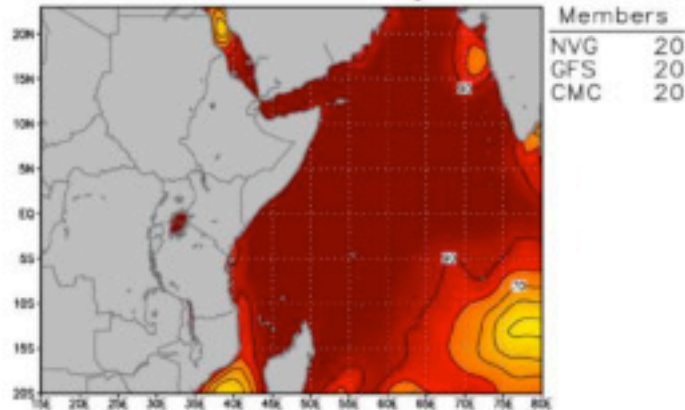
Valid Time: 1200Z 13 APR 2017

Winds < 15.0 kts and Wave Heights < 5.0 ft



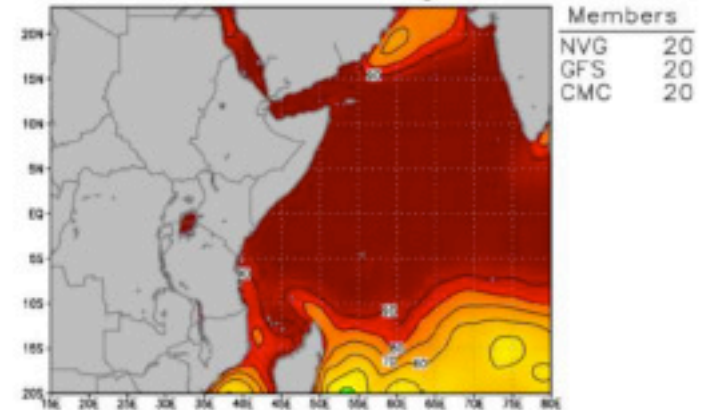
Valid Time: 0000Z 16 APR 2017

Winds < 17.0 kts and Wave Heights < 7.0 ft



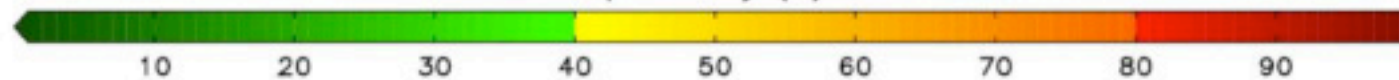
Valid Time: 1200Z 18 APR 2017

Winds < 17.0 kts and Wave Heights < 7.0 ft



Valid Time: 0000Z 21 APR 2017

probability (%)



SPOTLIGHT ON YEMEN

PORT STATUS AS OF 14 APRIL 2017

Port Name	Port Status	Risk Level	Notes
Aden Port	Open	High	Curfew: 2000-0600
Ash Shihr Oil Terminal	Open	High	
Balhaf LNG Terminal	Closed	Closed	
Hodeidah Port	Open WARNING*	High	The Saudi Royal Navy is using a holding area 60 NM west of Hodeidah port for vessels attempting entry into Salif or Hodeidah. Inbound vessels should plan on holding here prior to receiving clearance.
Mokha Port	Closed	High	Considered unsafe; no activity reported since August 2015
Mukalla Port	Open	High	Capacity: 2 berths
Ras Isa Marine Terminal	Closed	Closed	
Saleef Port	Open	High	Capacity: 2 berths

Security conditions surrounding **Hodeida port** are subject to change. Shipmasters and crew are urged to remain abreast of current conditions in the area, and ensure that security measured aboard vessels are in place.

ACTIVITY REPORTING

- 12 April** – Yemeni tribal and security officials say a suspected US air strike has killed three Al Qaeda operatives, including the brother of the late leader of the global terror network's Yemeni affiliate. Thursday's air strike in Bayda province killed Khattab Al Wuhayshi, the brother of Nasir Al Wuhayshi, who was killed in a US drone strike nearly two years ago. Nasir Al Wuhayshi was succeeded by Qasim Al Rimi, who currently leads the group, known as Al Qaida in the Arabian Peninsula (AQAP). Washington has long considered it the most dangerous offshoot of the terror network.
- 11 April** – **The past few weeks have seen a resurgence of pirate related activity off the coast of Somalia, after a five-year lull.** On April 8, a Lebanese registered cargo ship, the *MV OS-35* was seized by suspected armed pirates. The ship was hijacked off the coast of war-torn Yemen near Socotra Island. The ship's master sent out a mayday alert at 1310 UTC to say that armed men had climbed on board his ship. The 19 Filipino crew members were able to secure themselves in the citadel after shutting off the engines. A team from a Chinese warship, the *Yulin*, boarded the OS-35 and freed the crew on April 9 at around 0430 UTC, as the Indian Navy provided helicopter support. In March, Somali pirates hijacked a Comoros-flagged oil tanker, marking the first such seizure of a large commercial vessel since 2012. They later released the vessel and its Sri Lankan crew without conditions. Pirates later seized a fishing trawler, which Somali authorities warned could be used for further piracy. Earlier this month, Somali pirates seized a small boat and its 11-man Indian crew members as the vessel passed through the narrow channel between Socotra Island and Somalia's coast. **Shipmasters are warned to stay at least 100 nautical miles away from the so-called Socotra gap over piracy concerns.**
- 9 April** – The Yemeni government is planning to reopen Mokha after armed forces liberated the port from Houthi militias. "The ministry is working to take the necessary measures to conduct work in the ports of Al-Hodeidah and Al-Mokha" after their liberation from Houthis and that it is assessing procedures to "transfer the presidency of the Red Sea Ports to Al-Mokha after the government's approval," Yemen's Deputy Minister of Transport Nasser Sharif

was quoted as saying, Houthis had used the port as a route to transport weapons and disrupt maritime navigation with underwater mines.

- **10 April** – Clashes and air strikes in southwest Yemen have killed more than 40 soldiers, rebels and civilians. Warplanes from the Saudi-led coalition have pounded Houthi rebel positions east Mokha port and other areas of Taz province since Sunday. Clashes flared after the air raids in the Jabal al-Nar area east of Mokha and north of the city on the road to Hodeidah port. At least 17 rebels were killed in the air strikes and fighting. The coalition-backed government says Hodeida is its next target in a months-long offensive aimed at pushing Houthis from Yemen's coastline. Another 11 rebels were killed in air strikes on Kamran island and a base in Hodeidah itself. Ten soldiers were also killed and 15 were wounded in the confrontations, said medical sources in Aden. Meanwhile, three civilians were killed and two others were wounded in a bombing that targeted the convoy of General Ali Muqbel Saleh, commander of the 33rd Armoured Brigade, in Daleh city.
- **9 April** – Yemeni authorities released footage on Sunday of the killing of a would-be suicide bomber moments before he detonated his explosives at a checkpoint in the southern city of Aden. In the video, Aden's anti-terrorism squad documented its surveillance of the assailant as he approached his target on Saturday in the Tawahi district of the port city. The alleged bomber was dressed in military fatigues and armed as he walked towards the checkpoint, before an officer shot him dead after getting a tip off from agents in a watching car. Other officers arrived and quickly stripped off an explosive belt worn by the man whose body was lying in a pool of blood, the footage showed. Aden security spokesman Abdulrahman Al Naqeeb said police acted on "accurate information that allowed the team to follow the movements" of the would-be bomber.

YEMEN: PROCEDURE

MS RISK CONTINUES TO ADVISE EXTREME CAUTION FOR VESSELS TRAVELING THROUGH BAB AL MANDAB, THE GULF OF ADEN, AND THE INDIAN OCEAN.

MS Risk has previously assessed that the waters around Yemen may become the next affected area in a battle for regional influence. As Operation Golden Spear ensues along the western coast of Yemen, the potential for retaliatory measures is heightened. On the water, the battle has taken a turn as the US navy has discovered that the recent attack on the Saudi frigate, *RSN Al Madina*, was conducted via an unmanned, remotely controlled vessel. It is unknown how many similar vessels are currently in the hands of Houthi rebels. Attacks from ship-to-shore or vice versa could cause accidental damage to vessels or disruption to shipping routes.

The risk of passage through the region has increased and is likely to rise. There remains a high level of violence and criminal activity ashore. Shipping vessels should remain constantly aware of the situation, including changes to protocol when entering Yemeni maritime waters.

UNITED NATIONS INSPECTIONS

The UN Verification and Inspection Mechanism (UNVIM) is operational for commercial imports to Yemen.

Shipping companies or owners delivering to ports not under the control of the Government of Yemen must apply for permits upon departing from the port of origin of their cargo. Yemen-based importers/traders are required to submit this notification form. More information about the UNVIM program is available here: <https://www.vimye.org/home>.

Vessels applying to go to ports under the control of the Government of Yemen need obtain permission for entry from the Yemeni Ministry of Transport. This should be done through the ship's agent and/or receivers prior to the vessel's arrival. The form should be completed by the ship's master and sent directly to the Ministry of Transport.

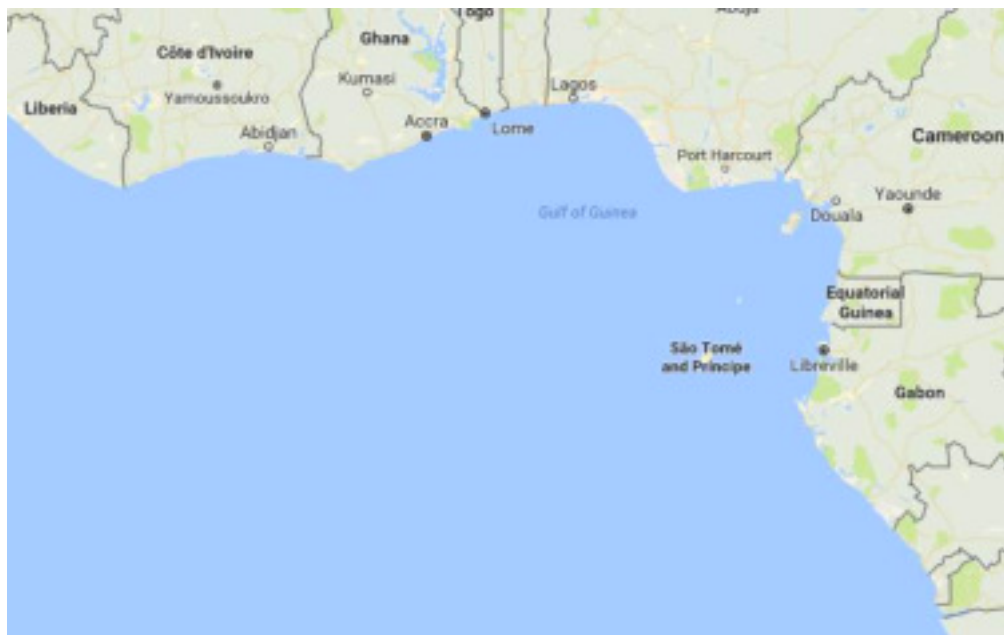
SAUDI COALITION INSPECTIONS

All vessels calling at Yemeni ports will only be allowed to enter Yemeni territorial waters following an inspection by the Saudi Arabian coalition forces. Upon arrival outside Bab Al-Mandab, the shipmaster should call the naval forces of the Saudi Arabian coalition by VHF on channel 16 for the arrival registration, and indicate his location (ideally three miles from Bab Al Mandab). Coalition authorities will advise on the anchor position until they provide final approval to enter the port. This procedure will not take more than 48 hours.

Coalition inspectors do not conduct investigation with the crew; contact will be with the ship's master or Chief Officer about the cargo and documents. Once the vessel is permitted into Yemeni ports, the Master will be required to call port control by VHF on channel 14 or 16 for the arrival registration. The shipmaster will be advised the anchor position until the Harbour master confirms berthing prospects.

Coalition forces require AIS to be kept on at all times. The situation is subject to change and vessels should check frequently with local sources for any changes.

WEST AFRICA/GULF OF GUINEA



WARNING: The entire Gulf of Guinea region remains at a high risk to piracy; MS Risk advises all vessels transiting within 100 nautical miles of Tema, Ghana; Lome, Togo and Cotonou, Benin to remain particularly vigilant.

HIJACKS

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- **7 April (Angola – Late Report)** – Duty crewman on routine rounds onboard a bulk carrier anchored near position 05:52 S – 013:02 E, Congo River, noticed six robbers on the forecastle and informed the duty officer on the bridge. The alarm was raised and the ship's whistle sounded. Upon seeing the alerted crew, the robbers escaped in their boat with the stolen ship's properties.

VESSELS FIRED UPON/ATTEMPTED BOARDINGS

- No current incidents to report

VESSELS BOARDED

- No current incidents to report

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- **Early April (Guinea – Late Report)** – In early April, Guinean fishery authorities and an environmental NGO conducted a joint surveillance operation. During that operation, numerous shark fins were discovered on board two Chinese fishing vessels. One of the vessels also had illegally altered fishing nets on board, while a third Chinese vessel was caught using illegal nets and fishing for species outside of its license. The two vessels with shark fins on board have been fined Euro 250,000 each, while the third vessel has been fined Euro 350,000. The catch on all vessels was seized by Guinean authorities. Apart from the shark fins, Greenpeace also found numerous carcasses of sharks, including hammerhead sharks, which is an endangered species, and manta rays on board several vessels.

MARITIME REPORTING

- **13 April (Nigeria)** – A Nigerian military spokesman reported on Thursday that pirates have killed two soldiers responding to a distress call in the restive Niger Delta. According to Major Abubakar Abdullahi, the soldiers were killed on Wednesday in the creeks near Ijawkiri, an area in Bayelsa state, adding that “effort is ongoing by the Joint Task Force to track and apprehend the criminals.”

WEATHER FORECAST: GULF OF GUINEA

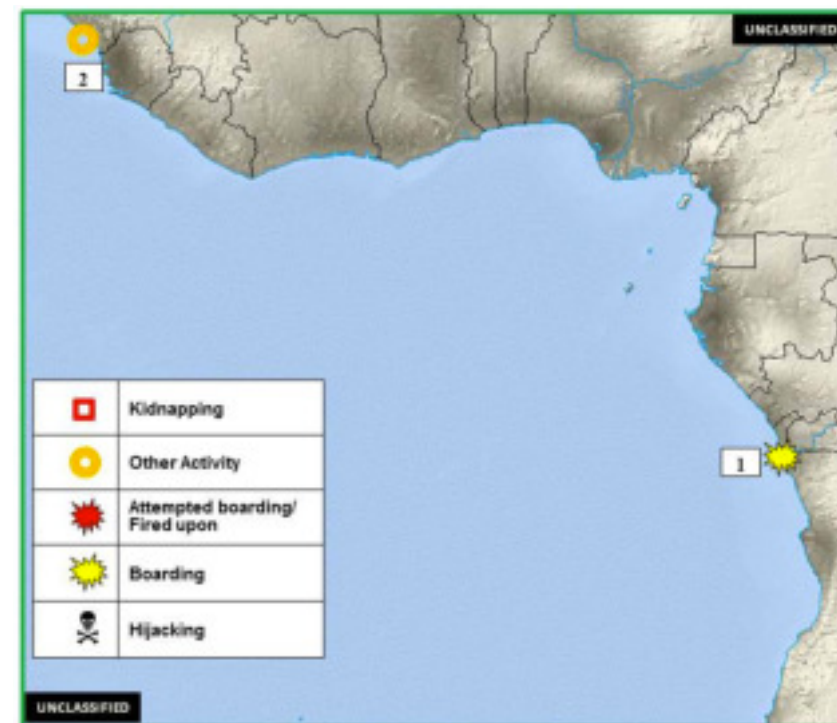
GULF OF GUINEA: South-southwest winds of 5 – 10 knots, and seas of 2 – 4 feet.

- **Extended Forecast:** South-southwest winds of 5 – 10 knots and seas of 2 – 4 feet.

SYNOPTIC DISCUSSION: High pressure continues to dominate the weather in the region producing relatively light winds across the Somali Basin. Isolated thunderstorms and rain showers can be routinely expected along the Somali and West Africa coasts with increased southerly wind flow through the Bab el Mandeb Strait due to funnelling effects.

INCIDENT MAP

Source: ONI



SOUTHEAST ASIA

WARNING: There are continuing concerns in regards to the situation of kidnapping of crewmembers from vessels while underway in the Sulu-Celebs Sea region. MS Risk advises all vessels, particularly slow moving vessels, to re-route where possible. If unable to re-route, we strongly advise vessel Masters and crewmembers to adopt the following measures:

- Maintain a heightened level of vigilance and increase security watch rotations
- Sound the alarm when unknown people are sighted on board the vessel or when suspicious boats are in the vicinity
- Report all incidents and suspicious activity
- Maintain continuous communication with shipping company and with local enforcement agencies
- Avoid confrontation with the perpetrators

Pirate Action Groups (PAG's) operating in this region are likely to target vessels to siphon fuel or oil onto another ship. Masters are therefore reminded to remain vigilant at all times in all regions, including at ports and anchorages. Attacks and robberies can occur at any time. Incidents involving the siphoning of oil/fuel have been on the rise in recent months. Masters are reminded to remain vigilant at all times and to report any incidents, suspicious activity, attacks or hijackings to the local authorities.



HIJACKS

- No current incidents to report

KIDNAPPING

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- No current incidents to report

VESSELS BOARDED

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

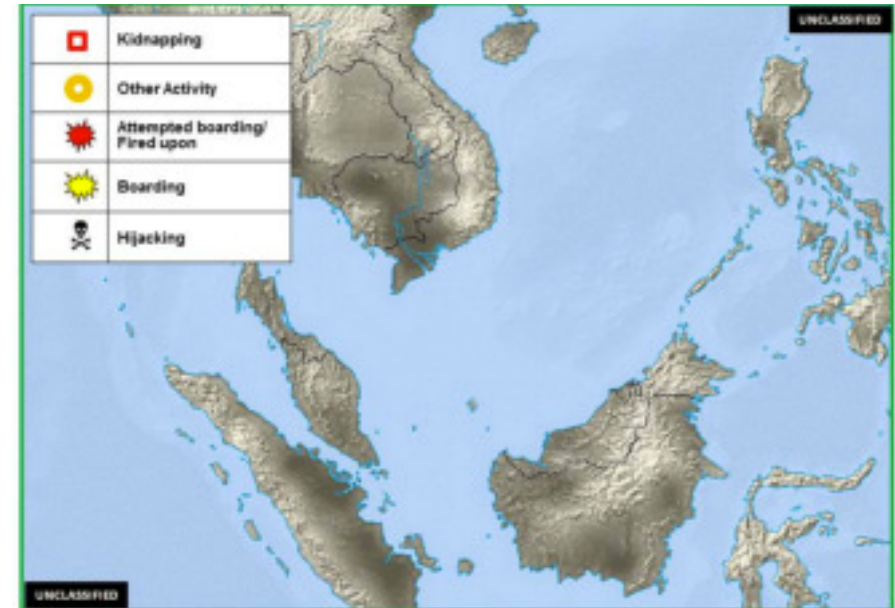
- No current incidents to report

MARITIME REPORTING

- Nothing to report

INCIDENT MAP

Source: ONI



WEATHER FORECAST FOR SOUTHEAST ASIA

SOUTHERN SOUTH CHINA SEA: Variable winds of 5 – 10 knots and seas of 1 – 2 feet.

- **Extended Forecast:** Northeast winds of 5 – 10 knots and seas of 1 – 3 feet with a northerly swell.

MALACCA STRAIT: Northwest winds of 5 – 10 knots and seas of 1 – 2 feet in the northern Strait; with northwest winds of 5 – 10 knots and seas of 1 – 2 feet in the southern Strait.

- **Extended Forecast:** Northwest winds of 5 – 10 knots and seas of 1 – 2 feet in the northern Strait; with northwest winds of 5 – 10 knots and seas of 1 – 2 feet in the southern Strait.

ANDAMAN SEA: Northerly winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the northern section; with northeast winds of 10 – 15 knots and seas of 2 – 4 feet in the southern section.

- **Extended Forecast:** Easterly winds of 10 – 15 knots and seas of 1 – 3 feet in the northern section; with northeast winds of 10 – 15 knots and seas of 2 – 4 feet in the southern section.

SOUTHERN SULU SEA – NORTHERN CELEBES SEA: Northerly winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet.

- **Extended Forecast:** Northerly winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet.

SURFACE CURRENTS: Currents in the southern South China Sea, Malacca Strait and Andaman Sea are generally less than 1 knots with a few areas in the southern South China Sea averaging 1 knot.

SYNOPTIC DISCUSSION: The return of monsoonal flow late in the forecast period will produce increased winds and seas throughout the South China Sea. Expect strong gusts in and around scattered thunderstorms throughout the Malacca Strait and the Andaman Sea due to funneling effects and daytime heating.

WORLDWIDE

NORTH AMERICA

- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **5 April (Martinique – Late Report)** – Robbers boarded a sailing yacht berthed at the long main dock in Port de France. An outboard motor fuel tank was reported stolen.
2. **2 April (Martinique – Late Report)** – Robbers boarded a sailing yacht berthed at the long main dock in Port of France. An outboard motor fuel tank was reported stolen.
3. **1 April (Saint Vincent and the Grenadines – Late Report)** – A robber boarded a sailing yacht anchored in Charlestown Bay. All yacht entrances were locked and equipment stowed inside, nothing was stolen.
4. **28 March (Saint Vincent and the Grenadines – Late Report)** – Two robbers boarded a sailing yacht anchored in Charlestown Bay. The yacht owner succeeded in scaring away the robbers and nothing was stolen. Report was made to the local authorities.

INCIDENT MAP

Source: ONI



NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA

- No current incidents to report

ARABIAN GULF

- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

- No current incidents to report

EASTERN AND SOUTHERN AFRICA

- No current incidents to report

NORTHEAST ASIA

- No current incidents to report

PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

MIGRATION



- **14 April** – Rescue vessels in the Mediterranean on Friday rescued over 2,000 people from flimsy dinghies. The Italian coast guard and five privately-run rescue boats saved migrants from sixteen overcrowded dinghies and three wooden vessels. After non-stop back-to-back rescues, a total of 2,074 people were brought to safety. The Doctors Without Borders (MSF) boats Prudence and Aquarius rescued some 1,145 people from nine different dinghies in exhausting operations. The rest were picked up by the coastguard, the Phoenix, which is run by the Maltese organization Moas, as well as the German NGO Sea Eye and the German Jugend's Iuventa.
- **13 April** – According to a coast guard official, close to 100 migrants are feared missing after their boat sank off the coast of Libya, near Tripoli, on Thursday. Coast guard Ayoub Qassem disclosed that 23 migrants were rescued from the craft off Gargaresh, a western suburb of Tripoli, adding that the survivors had disclosed that the inflatable boat had set off with about 120 people on board.

He went on to say that “some 97 are still missing,” adding “what happened is that the base of the boat got wrecked and the boat had sunk.”

- **12 April** – A coast guard spokeswoman disclosed on Wednesday that three migrants from sub-Saharan Africa were killed when their boat capsized in the Mediterranean, adding that the Spanish navy managed to rescue another thirty people in the group. The Navy rescued the migrants after their dinghy sank on Tuesday near the Island of Alboran, halfway between Spain's southern coast and its North African enclave of Melilla. Officials have reported that a 10-year-old girl and an older woman died on Tuesday, adding that police divers found the body of a man, whose age remains unknown, near the scene of the sinking on Wednesday morning. Another woman was airlifted to hospital in the southern coastal town of Almeria, where the survivors arrived late on Tuesday. The coast guard saved another nine migrants, all sub-Saharan African men, from a small boat about 17 km (10.5 miles) from the town of Tarifa on Spain's southernmost tip on Wednesday.
- **10 April** – According to the International Organization for Migration (IOM), since the beginning of this year more than 660 migrants have died attempting to cross the Mediterranean Sea in the hopes of reaching Europe. IOM has reported that between 1 January and 9 April of this year, 603 individuals have died while taking the Central Mediterranean route, while a further 47 migrants died on the Western Mediterranean route and 15 died while travelling via the Eastern Mediterranean route. During this same reporting period, 31,993 migrants and refugees have successfully arrived in Europe by crossing the Mediterranean Sea, with more than 26,000 arriving Italy; a little over 4,000 in Greece; and around 1,000 in Spain. During the whole of 2016, a total of 5,098 migrants died making this Mediterranean Sea crossing.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 14 APRIL 2017

Port Name	Port Status	Risk Level
Port of Abu Kammash	Open	Low
Port of al-Khums (Homs)	Open	Low
Port of As-Sidra (Sirte, Es Sider)	Open	High
Port of Benghazi	Closed	High
Port of Bourri (offshore port)	Open	Low
Port of Derna	Closed	High
Port of El Brega (Marsa El Brega)	Open	Moderate
Port of Hariga	Open	Moderate
Port of Mellitah	Open	Low
Port of Misrata (Qasr Ahmed)	Open	High
Port of Ras Lanuf	Open*	High
Port of Tobruk	Open	Moderate
Port of Tripoli	Open	Moderate
Port of Zawiya (Zawia)	Declared Force Majeure 9 April	Moderate
Port of Zueitina	Open	Low

*Ras Lanuf port was expected to resume activity on 26 March, however no scheduled arrivals have been identified.



ACTIVITY REPORTING

- 13 April** – At least 97 migrants were missing after their boat sank on Thursday off the Libyan coast, a navy spokesman said. Survivors said the missing include 15 women and five children. General Ayoub Qassem said the Libyan coastguard had rescued a further 23 migrants of various African nationalities just under 6 miles off the coast of Tripoli. The boat's hull was completely destroyed and the survivors, all men, were found clinging to a flotation device, he said. Those who had disappeared were "probably dead", but bad weather had so far prevented the recovery of their bodies. Survivors were given food and medical care at Tripoli port before being transferred to a migrant centre east of the capital. Hailing mainly from sub-Saharan countries, most of the migrants fill boats operated by people traffickers in western Libya, and make for the Italian island of Lampedusa, 190 miles away. More than 24,000 migrants arrived in Italy from

Libya during the first three months of the year, up from 18,000 during the same period last year, according to the UN High Commissioner for Refugees.

- **12 April** – The Wafa oilfield in the western side of Libya has reopened oil and gas pipelines to its nearby port after local elders negotiated an agreement with an armed group that had caused the National Oil Company to enact a force majeure. The NOC said that the force majeure has been lifted and that 450 million cubic feet of gas, 9,000 barrels per day of oil and 7,500 barrels per day of condensate would be begin production over the next few days. The shutdown began on March 26th. Now, the NOC will redirect its energy to end the halt at the Sharara oilfield that began on Sunday. The company just resolved a week-long stoppage at the major field one week ago. The site produces 220,000 barrels per day of the nation's 700,000 bpd output. Another problem spot is the el-Feel oilfield in southwestern Libya, which, like the Wafa field, pumps to the Mellitah port. A branch of the Petroleum Facilities Guard (PFG) has blockaded the site since December 20th – a hiatus that has left a \$460-million hole in Tripoli's revenues.
- **11 April** – The house of Al-Seddiq Al-Kabeer, the Governor of the Central Bank of Libya, came under attack by an armed group on Monday. The armed group broke into Al-Kabeer's house in Nufiliyeen area of Tripoli with plans to kidnap him in retaliation for the rocketing of prices in Libya's markets. Al-Kabeer was said to be in Malta when his house came under attack, according to a statement issued by the CBL's employees.
- **11 April** – Officials in Misrata Port have seized 34 shipping containers after finding out that the customs clearance does not match the merchandise stuffed inside. Sources from the port said the 34 containers were labelled as being full of milk cartons imported from Jordan, but customs officers found thousands of water bottles only. "The custom clearance showed that the cargo containers worth \$4 million of letters of credit," the sources said. There are no reports about the owner of these containers. Greedy traders started using tricky ways to gain more money. They obtain bank credits to import food stuff with the official bank price of \$ 1.42, but they only import empty containers to add the allocated money to their pockets as the dollar price surged to a record high in the black market reaching LYD 8.50. Some traders stuffed their containers with sandbags

and rotten tomato paste boxes. There is an ongoing debate about the use of bank credits by in money laundering and smuggling money out of Libya, which is plunging the country into an austere economic crisis, already hampered by the sharp shrinkage of oil exportation and the deterioration of its prices in the international market.

- **10 April** – Production at Libya's Sharara oilfield has been halted after an unknown group blocked a pipeline just one week after a previous shutdown. Sharara's production had recovered to 213,000 barrels per day (bpd) by Sunday, when the latest stoppage began. The new blockade led the country's National Oil Corporation (NOC) to declare force majeure on loadings of Sharara crude from the Zawiya export terminal, the oil source said. Groups with financial or political grievances have often closed oil facilities to make demands for salary payments or funds for local development. Before the latest shutdown at Sharara, the NOC said national oil production stood at 703,000 bpd. The NOC was aiming to raise national output to 1.1 million bpd by August, but acknowledged that such targets depend on the corporation receiving money for its operating budget and oil facilities staying open.
- **10 April** – West African migrants are being bought and sold openly in modern-day slave markets in Libya, survivors have told a UN agency helping them return home. Trafficked people passing through Libya have previously reported violence, extortion and slave labour. But the new testimony from the IOM suggests that the trade in human beings has become so normalised that people are being traded in public. Libya is a major exit point for refugees from Africa trying to take boats to Europe. But since the overthrow of autocratic leader Muammar Gaddafi, the vast, sparsely populated country has slid into violent chaos and migrants with little cash and usually no papers are particularly vulnerable. One 34-year-old survivor from Senegal said he was taken to a dusty lot in the south Libyan city of Sabha after crossing the desert from Niger in a bus organised by people smugglers. The group had paid to be taken to the coast, where they planned to risk a boat trip to Europe, but their driver suddenly said middlemen had not passed on his fees and put his passengers up for sale. "The men on the pick-up were brought to a square, or parking lot, where a kind of slave trade was happening. There were locals – he described them as Arabs –

buying sub-Saharan migrants,” said Livia Manante, an IOM officer based in Niger who helps people wanting to return home. Accounts of slave markets were confirmed by other migrants.

- **6 April** – Four suspected migrant smugglers were killed in an exchange of fire with the Libyan coastguard off western Libya on Thursday, spokesman Ayoub Qassem said. The clash started when the coastguards tried to apprehend heavily armed gunmen whose boat was located near a migrant vessel close to the city of Zawiya, about 28 miles west of Tripoli. "The gunmen were asked to stop but they refused to follow the rules, which means most likely they were smugglers of illegal migrants. They opened fire at the patrol. The coastguards fired back too," Qassem said. Two of the suspected smugglers were arrested and one was missing. A German journalist traveling on the coastguard boat suffered a minor injury when he tumbled during the clash, he said. Libya's western coast is the departure point for the vast majority of migrants trying to reach Europe by sea, and powerful smuggling networks have long operated with impunity in the area.

LIBYA: PROCEDURE

WARNING:

THE SITUATION IN LIBYA CONTINUES TO BE EXTREMELY FLUID. MS Risk continues to advise extreme caution to all vessels entering Libyan waters. The ports are an extremely valuable target, and control of these key facilities in Libya have, and could again, change hands with little or no notice. The reintroduction of the National Salvation government further complicates any endeavours at stability within the unstable nation. As a result, ports, infrastructure, and other valuable assets remain at a high risk for violent attack by various armed militia groups.

While all working ports are believed to be currently safe for ships and crew, the security situation remains volatile and subject to rapid change. Shipmasters and crews are urged to exercise extreme caution when entering Libyan ports and waters. Vessels are urged to:

- Observe international laws of trading
- Follow official sea navigation routes to any of the working Libyan ports and avoid navigating in the coastal waters of the closed ports. **Vessels should avoid navigating in the coastal waters of Benghazi, Derna and Sirte.**
- In advance of arrival, declare the intended voyage and type of cargo to be discharged/loaded to the local agent, to allow sufficient time to notify the appropriate authorities.
- Stay in contact with local port authorities to receive the most up to date information.
- Vessels should report their schedules to local port agents prior to arrival at any Libyan port, including:
 - A declaration of the vessel's sailing route
 - Whether they are loading or discharging cargo
 - The type of cargo on board

Vessels are cautioned to avoid navigating in the coastal waters of Benghazi, Derna and Sirte. MS Risk advises that shipmasters and owners stay up-to-date on the volatile situation in this region.

ABOUT MS RISK

MS Risk is a privately-owned company domiciled in the Isle of Man. It is underwritten by a syndicate of Lloyd's of London for special risks case management in all jurisdictions. It also acts as retained advisors to syndicates in the Lloyd's of London specialty risk insurance markets: kidnap for ransom, extortion, hijack, illegal detention, illegal war tax, malicious product tamper, terrorism, political and war risk.

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References are always available.

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