

Maritime Security Review



Issue No. 16

24 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: 17 - 23 April 2017

Region	Current Incidents Reported	Late Reported incidents	Threat level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	2	Medium
Gulf of Guinea	1	2	Medium
Southeast Asia	0	0	Low
WORLDWIDE			
North America	0	0	Low
Central America/Caribbean/South America	0	0	Low
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 various 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

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS

- **15 April (Gulf of Aden – Late Report)** – Six pirates armed with automatic weapons in a white skiff approached and fired upon the product tanker *ALHEERA* underway near position 12:53 N – 048:02 E. The Master of the vessel raised the alarm, contacted UKMTO, while non-essential crewmembers took shelter in the citadel. A Chinese Navy warship responded. The armed security team on board the vessel returned fire resulting in the pirates aborting the attack and moving away. The crewmembers and the tanker are reported safe.

VESSELS BOARDED

- No current incidents to report

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

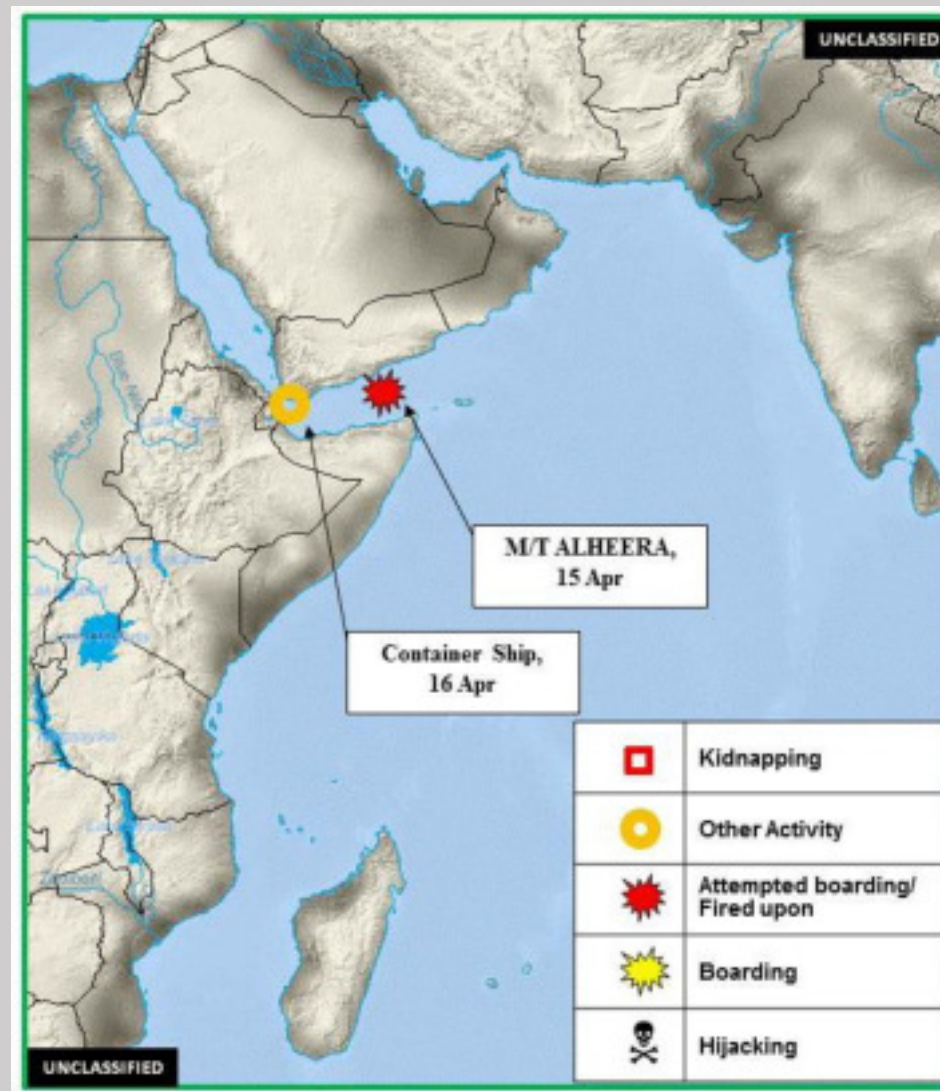
- **16 April (Red Sea – Late Report)** – Three suspicious, blue hull skiffs with five persons in each approached a container ship underway near position 12:49 N – 043:16 E. The Master of the vessel raised the alarm, non-essential crewmembers retreated into the citadel and the armed security team showed their weapons. The Master informed a coalition warship about the approaching skiffs. When the skiffs were almost one nautical mile from the vessel, the armed team fired a rocket flare resulting in the skiffs aborting the approach. At 1035 UTC, another white hull skiff with six persons onboard approached the vessel. The security team fired another rocket flare towards the skiff resulting in the skiff crossing the ship's bow and moving away. At 1050 UTC, another two skiffs were seen approaching the vessel. When the skiffs were at a distance of 0.7 nautical miles from the vessel, the security guards showed their weapons resulting in the skiffs aborting and then heading towards Mayyun (Perim Island). Crewmembers on board the vessel have been reported safe.

MARITIME REPORTING

- Nothing to report

INCIDENT MAP

Source: ONI



WEATHER FORECAST: GULF OF ADEN/ARABIAN SEA

NORTHERN ARABIAN SEA: Southwest winds of 15 – 20 knots with seas of 2 – 4 feet.

- **Extended Forecast:** Southwest winds of 15 – 20 knots and seas of 3 – 5 feet.

GULF OF OMAN: Westerly winds of 15 – 20 knots, gusting to 25 knots, and seas of 3 – 5 feet in the western section of the Gulf; with westerly winds of 15 – 20 knots, gusting to 25 knots, and seas of 4 – 6 feet in the eastern section of the Gulf.

- **Extended Forecast:** Westerly winds of 10 – 15 knots and seas of 1 – 3 feet in the western section of the Gulf; with variable winds of 10 – 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: 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.

- **Extended Forecast:** Southeast winds of 10 – 15 knots, and seas of 2 – 4 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: Variable winds of 5 – 10 knots, gusting to 15 knots and seas of 2 – 4 feet in the northern Channel; with southwest winds of 15 – 20 knots, with seas of 7 – 9 feet in the southern Channel.

- **Extended Forecast:** South-southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 2 – 4 feet in the northern Channel; with southeast winds of 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 feet in the southern Channel.

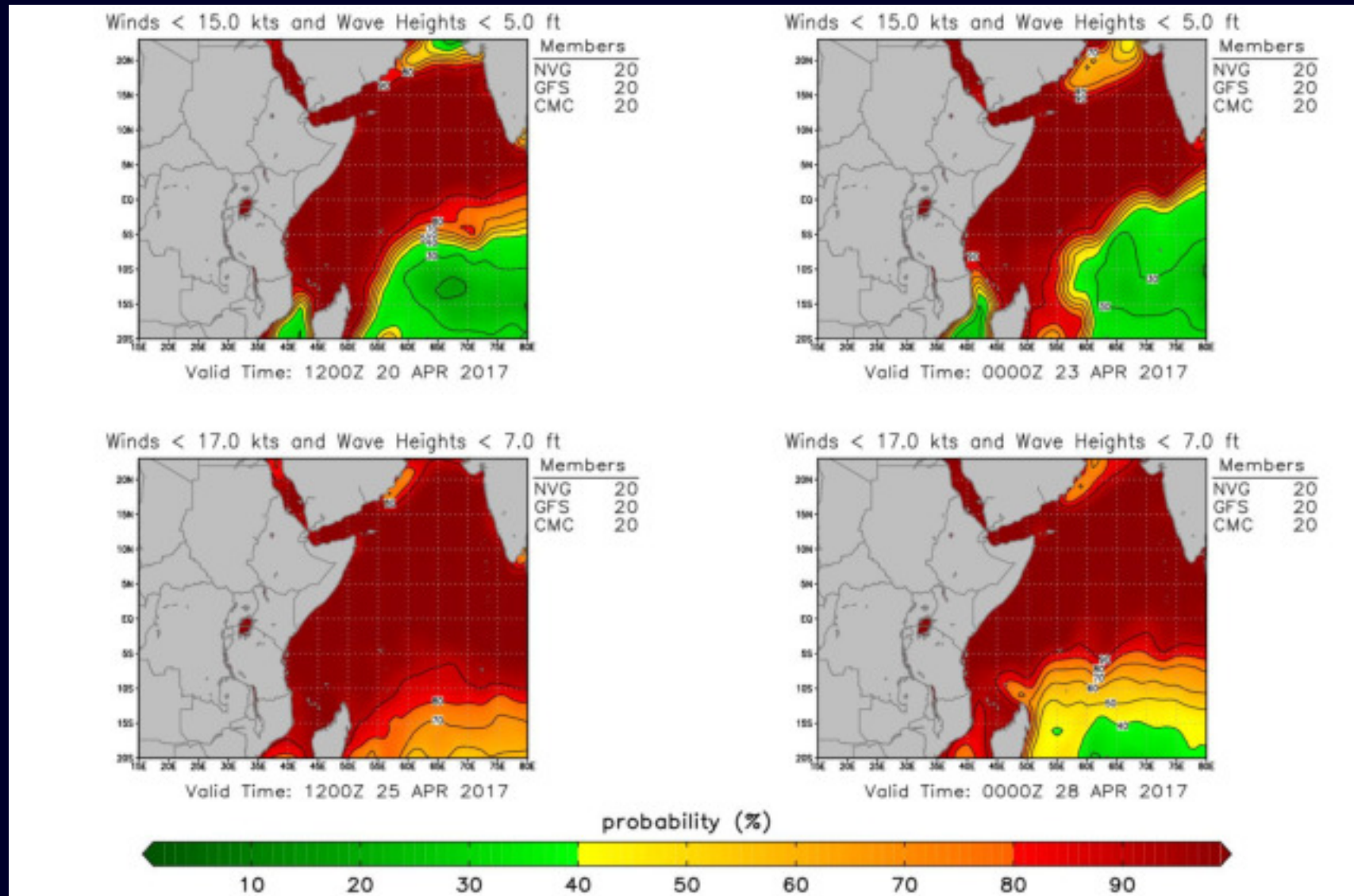
SURFACE CURRENTS: The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Currents speeds along the Somali Basin are northeasterly averaging between 2 – 3 knots.

SYNOPTIC DISCUSSION: High pressure continues to dominate the weather over the region producing relatively light winds across the Somali Basin. Isolated thunderstorms and rain showers can be routinely expected along the Somali coast and increased southerly wind flow through the Bab el Mandeb Strait due to funneling effects. **Forecaster's Note:** The onset of the Southwest Monsoon Season is beginning to take shape as winds along the Somali coast and northern Arabian Sea are shifting towards the southeast and to the eventual southwest.

During this monsoon season (May – September) expect winds of 20 – 25 knots and seas of 12 – 15 feet throughout the region.

WEATHER MAP

Source: ONI



SPOTLIGHT ON YEMEN

PORT STATUS AS OF 24 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

- 20 April** – In a new report, Human Rights Watch said Houthi rebels have used land-mines in at least six provinces since March 2015, when the Saudi-led coalition launched its military campaign against them. Steve Goose, director of the Arms Division at Human Rights Watch, said the Houthis and forces of Yemen's ex-President Ali Abdullah Saleh "have been flouting the land mine ban at the expense of Yemeni civilians." Yemen banned land mines two decades ago. HRW found two types of anti-personnel mines previously unreported in Yemen, though she said not only the Houthis and Saleh's forces, but also the Saudi-led coalition had used banned weapons. HRW also released a photo of one of a dozen claymore-type mines, which release steel balls to a distance of about 100 meters labelled in Chinese and found in areas that were held by Houthi forces. The New York-based group cited the Landmine Monitor Initiative by the International Campaign to Ban Landmines as saying that at least 988 people were either killed or wounded by land mines in Yemen since 2015.
- 19 April** – The Arab Coalition destroyed a Katyusha rocket platform belonging to the Houthi and Saleh coup militias in western Yemen. "The coalition's aviation launched a series of raids against Houthi and Saleh coup militias' sites in the city of Midi in the Hajjah Governorate," according to a statement issued by the media centre of the fifth military area of the Yemeni army. According to the statement, the raids targeted a vehicle loaded with ammunition and a patrol loaded with Houthi militants. The Katyusha platform was destroyed in Al Khadra area in southern Midi.
- 19 April** – A group of Yemeni protestors set out from rebel-held capital Sanaa Wednesday on a 140-mile march to call for unrestricted aid deliveries to the war-torn country. The "protest for bread" marchers will head for the Red Sea port city of Hodeidah—controlled by Houthi insurgents— which is the main entry point for aid deliveries to rebel-held areas. The Saudi-led coalition launched Operation Golden Spear early this year to re-seize control of Yemen's entire Red Sea coast, including Hodeidah. Protestors are marching to demand that the port be declared a humanitarian zone.

- **18 April** –Houthi forces have seized a key mountaintop overlooking the Mokha Port in western Yemen, forcing the Hadi loyalists and Southern Resistance fighters to retreat towards the coast. Houthi forces and Yemeni Republican Guard seized the strategic mountaintop of Jabal Al-Nar, killing and wounding several members of the Gulf-backed units. This successful operation on Tuesday was meant to kick-start a new offensive by the Houthi forces and their allies loyal to former president Ali Abdullah Saleh.
- **18 April** – The Saudi-led military coalition said one of its helicopters crashed in eastern Yemen on Tuesday, killing 12 Saudi officers in one of the deadliest incidents for the kingdom's troops since the war began more than two years ago. The Black Hawk helicopter crashed in the eastern province of Marib; the coalition is investigating the circumstances. The incident happened as U.S. Defense Secretary James Mattis arrived in the Saudi capital, Riyadh, to discuss the Yemen war with Saudi leaders.
- **15 April** – At least 25 soldiers and rebels have died in clashes around a key military base near Yemen's west coast. Loyalist forces, backed by the Saudi-led coalition, launched an assault to seize the Khaled Ibn Al-Walid base from Houthi rebels and their allies who had controlled it for over two years, military sources said. The Houthis seized a mountain overlooking the camp in recent days, and forces loyal to internationally recognised President Hadi advanced on the camp from two directions. The camp, one of the biggest in Yemen, is 20 miles from the town of Mokha, which pro-government forces retook in February. It sits on a key road linking Mokha to the Houthi-controlled port city of Hodeida and third city Taiz, which is under rebel siege. Nine rebels were killed and two others wounded in twin coalition air strikes targeting three vehicles bringing reinforcements to the camp, military and medical sources said. A further 12 rebels and four soldiers were killed in fighting overnight.

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 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

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- **19 April (Nigeria)** – Nine pirates in a skiff approached and fired upon a tanker underway near position 03:25 N – 005: 46 E, 59 nautical miles south-southwest of Brass. The alarm was raised, fire pumps were started and non-essential crew retreated to the citadel. The vessel increased speed and conducted evasive manoeuvres. While the Master communicated with the escort vessel, the skiff was seen aborting and moving away. All crewmembers and the tanker have been reported safe.
- **12 April (Nigeria – Late Report)** – According to a Nigerian military spokesman, armed criminals killed two soldiers responding to a distress call in the oil-rich Niger Delta. The soldiers were killed in the creeks near Ijawkiri, an area in Bayelsa state.

VESSELS BOARDED

- No current incidents to report

KIDNAPPING

- **19 April (Nigeria)** – An offshore tug was boarded by armed criminals near position 04:06 N – 006:15 E, 10.8 nautical miles south of Brass. They kidnapped eight crewmembers and escaped. The Nigerian Navy responded to the incident. One crew members was reported injured and evacuated by helicopter.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

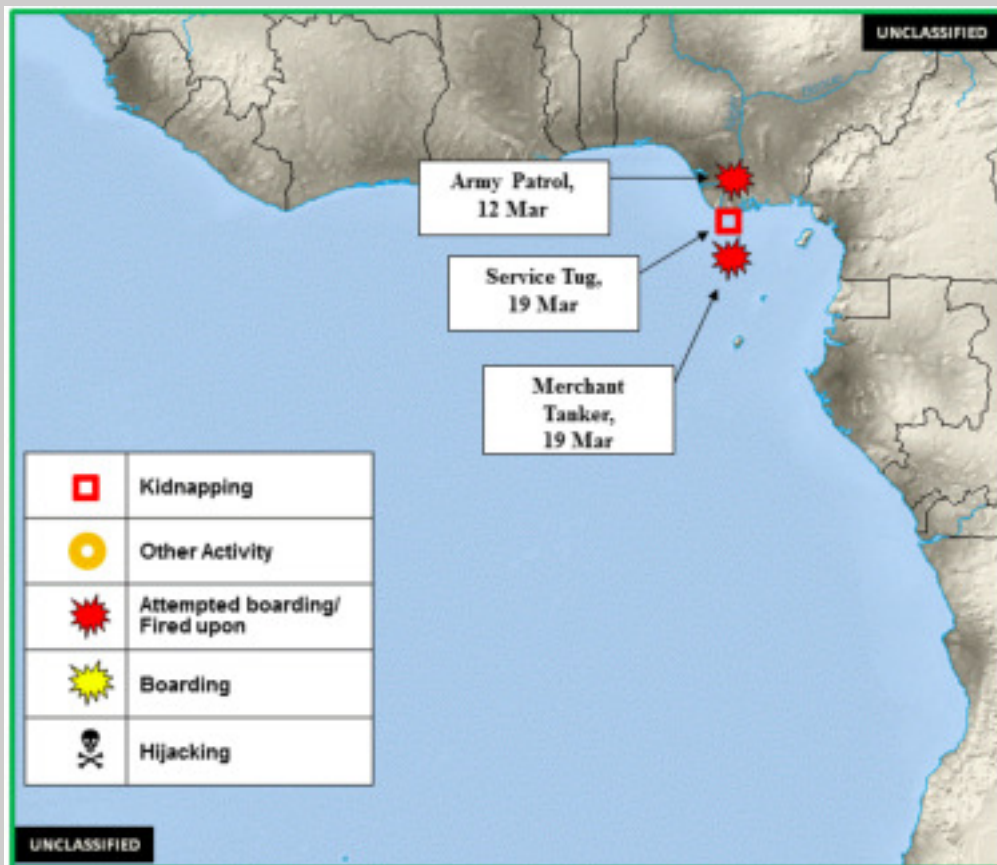
- No current incidents to report

MARITIME REPORTING

- Nothing to report

INCIDENT MAP

Source: ONI



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 rains showers can be routinely expected along the Somali and West Africa coasts with increased southerly winds flow through the Bab el Mandeb Strait due to funnelling effects.

SOUTHEAST ASIA

WARNING: There are continuing concerns regarding 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

- **20 December 2016 (Philippines – Incident Update)** – Suspected Abu Sayyaf militants kidnapped four fishermen from the fishing boat *RAMONA 2* in the Celebes Sea, in the area where other Abu Sayyaf-related kidnappings have occurred. **Update (April 2017)** – According to a senior Philippine military official, Abu Sayyaf bandits beheaded a Filipino fishing boat captain who was abducted in December in the Celebes Sea. Cirilito Sobejena, Head of the Joint Task Force Sulu, disclosed that the military has confirmed that Noel Besconde, captain of *FB RAMONA 2*, had been beheaded by the bandits, adding, “actually, we monitored that on April 13 but we did not confirm it immediately until such time that we got hold of the video (showing the beheading) and we were also looking for the body in the Patikul area.”

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

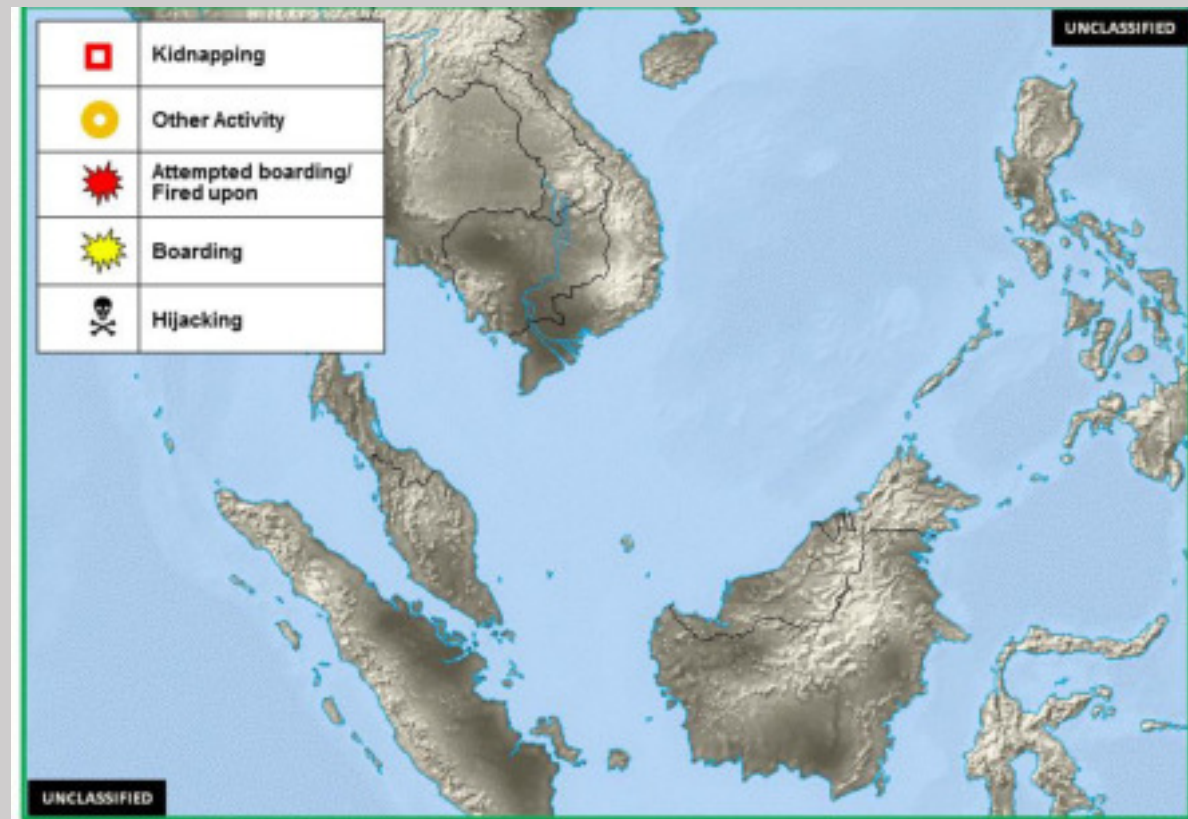
- No current incidents to report

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:** Variable 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: Westerly winds of 5 – 10 knots, gusting up to 15 knots, and seas of 1 – 3 feet in the northern section; with westerly wind of 10 – 15 knots and seas of 2 – 4 feet in the southern section.

- **Extended Forecast:** Westerly winds of 10 – 15 knots, and seas of 1 – 3 feet in the northern section; with westerly 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: An area of low pressure moving off of China will produce slightly increased wind flow in 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 day time heating. **Forecaster's Note:** The west Pacific Ocean Tropical Cyclone Season runs from April until October. Expect numerous Tropical Cyclones to impact the region during this timeframe.

PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA: FIRST QUARTER REVIEW (JAN – MAR 2017)

During the reporting period of January – March 2017, there were a total of 20 incidents of piracy and armed robbery reported in Asia – consisting of 15 actual incidents and 5 attempted incidents. The number of actual incidents has decreased by 12% compared to the same reporting period in 2016. During that reporting period, a total of 17 incidents, consisting all of actual incidents, were reported. Effectively the increase in the number of attempted incidents during the January – March 2017 reporting period is an indication of successful efforts carried out by crewmembers in deterring boarding by perpetrators.

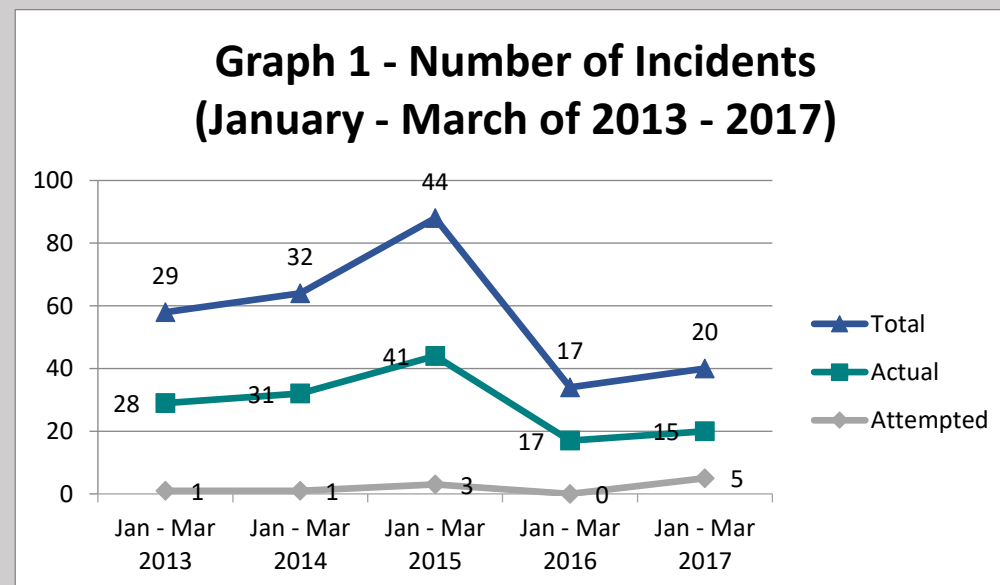
The January – March 2017 reporting period saw improvements at ports and anchorages in Asia, particularly in India, with only one incident reported during this period, compared to 10 incidents that were recorded there during the same period in 2016.

The abduction of crewmembers from vessels while underway in the Sulu-Celebes Sea and waters off Eastern Sabah, East Malaysia continues to be a major concern, with six incidents – comprising of three actual incidents and three attempted incidents - being reported during the January – March 2017 period. Operations carried out by the Philippine military, the Philippine Coast Guard (PCG) and other law enforcement agencies of the Philippines during the 23 – 27 March 2017 period resulted in the rescue of two abducted crewmembers off *SUPER SHUTTLE TUG 1* and five abducted crewmembers from vessel *SERUDONG 3*.

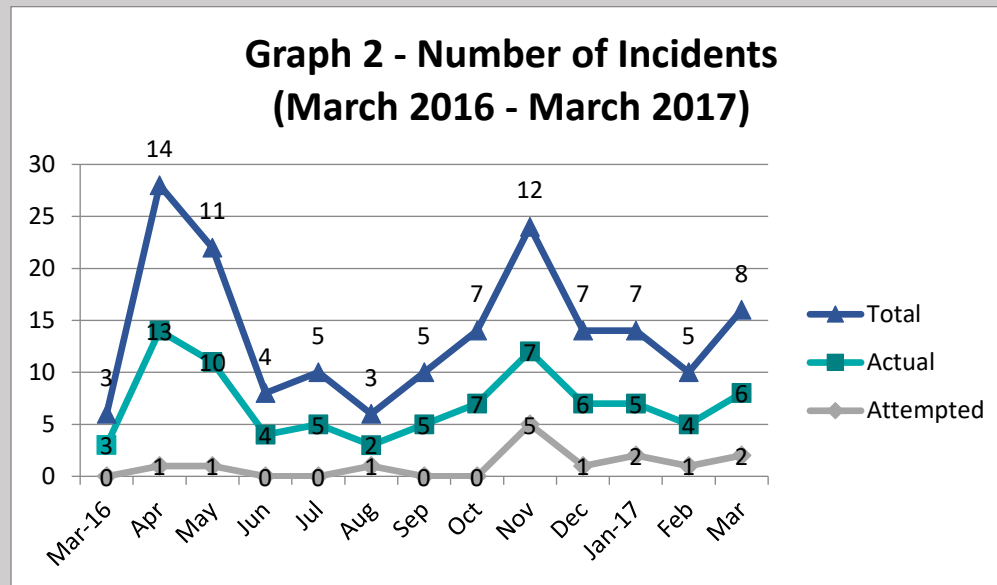
As of 31 March 2017, of the total number of 58 abducted crewmembers since March 2016, 37 have been released and 21 remain in captivity.

NUMBER OF INCIDENTS

During this reporting period, a total of 20 incidents of piracy and armed robbery were reported against vessels in Asia. This figure consists of 15 actual incidents and 5 attempted incidents. Of the total 20 incidents, two were piracy incidents and the remaining 18 were incidents of armed robbery against vessels. Graph 1 indicates the number of incidents that were reported between January – March of 2013 – 2017.



Graph 2 indicates the number of reported incidents that occurred each month between March 2016 and March 2017. The number of incidents fluctuates throughout the period between March – November 2016, after which the number of incidents continued to decline on a monthly basis, from December 2016 until February 2017.

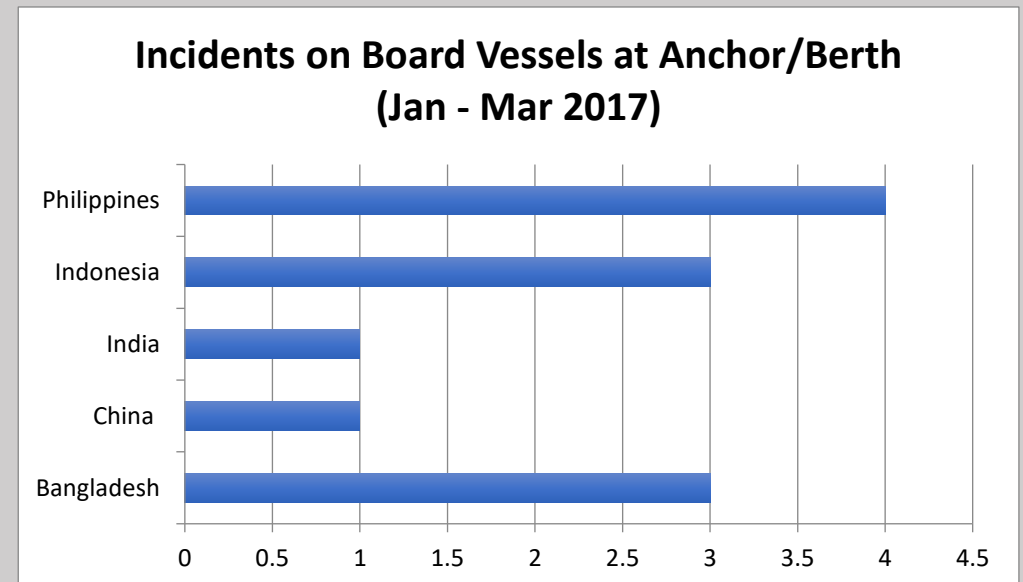


STATUS AND LOCATION OF VESSELS

Of the 20 incidents reported during this period, eight incidents occurred on board vessels while underway while the remaining 12 incidents occurred on board vessels while at anchor/berth. Majority of the incidents that occurred on board vessels while underway involved the abduction of crewmembers from ships underway in the Sulu-Celebes Sea, waters of Philippines, and off Eastern Sabah, East Malaysia.

INCIDENTS ON BOARD VESSELS AT ANCHOR/BERTH

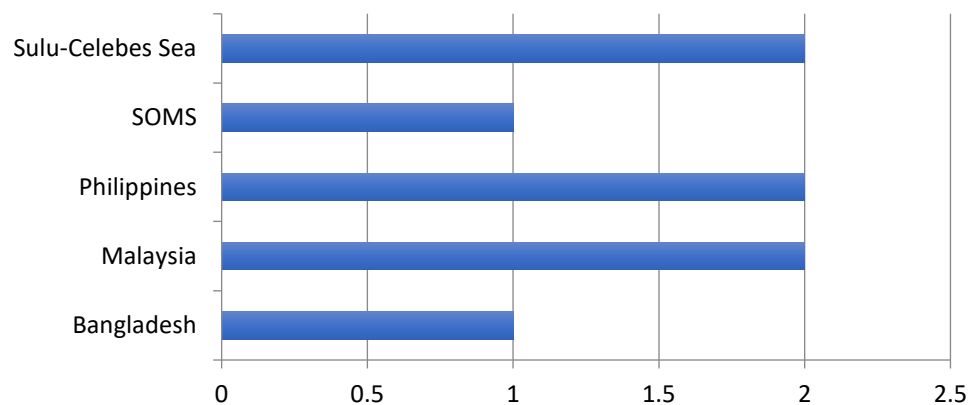
Of the 12 incidents that occurred on board vessels at anchor/berth, 4 occurred at ports and anchorages in the Philippines (Batangas); 3 occurred at ports and anchorages in Bangladesh (Chittagong and off Kutubdia Island); and 3 occurred at ports and anchorages in Indonesia (Dumai and Taboneo). The remaining 2 incidents occurred at ports and anchorages in China (Jingtang) and India (Mumbai).



INCIDENTS ON BOARD VESSELS WHILE UNDERWAY

Of the eight incidents that occurred on board vessels while underway, six incidents of abduction of crew members – comprising of three actual and three attempted incidents – occurred in the Sulu-Celebes Sea, waters of the Philippines and East Malaysia; one incident occurred on board a vessel while underway in Bangladesh (Cox's Bazar); and one incident occurred in the Straits of Malacca and Singapore (off Nongsa Point).

Incidents on Board Vessels While Underway (Jan - Mar 2017)



VIOLENCE FACTOR (ACTUAL INCIDENTS)

NUMBER OF PERPETRATORS

Of the 15 actual incidents reported during this period, ten (67%) involved perpetrators operating in groups of 1 – 6 men. One incident involved 9 men who boarded a *FISHING BANCA* and abducted three crewmembers on 18 January 2017. In the four remaining incidents, there was no information available on the number of perpetrators.

TYPES OF WEAPONS CARRIED BY PERPETRATORS

Of the total 15 actual incidents, three incidents (21%) reported that the perpetrators were armed with guns. These incidents involved the abduction of crewmembers from vessels (*FISHING BANCA*, *GIANG HAI* and *SUPER SHUTTLE TUG 1*) while under way in the Sulu-Celebes Sea and waters off the Philippines.

Three incidents involved perpetrators armed with knives/machetes, with these incidents occurring at Batangas anchorage in the Philippines and Chittagong anchorage in Bangladesh. In the remaining nine incidents, there was no information available regarding the type of weapons carried by the perpetrators or that the perpetrators were not armed.

TREATMENT OF CREWMEMBERS

During this reporting period, there was one incident that involved the death of two crewmembers and abduction of five crewmembers for ransom (*GIANG HAI*); two incidents involved the abduction of crewmembers (*FISHING BANCA* and *SUPER SHUTTLE TUG 1*); and one incident that reported the threatening of crewmembers by the perpetrators who sighted them (*SILVER EXPRESS*).

The remaining 11 incidents reported that either crewmembers were not harmed or there was no information available on the condition of the crew.

ECONOMIC FACTOR (ACTUAL INCIDENTS)

TYPE OF LOSSES

Of the total fifteen actual incidents reported during this period, 9 reported the loss of ship stores and equipment, such as mooring rope, paint, portable welding machine, electric drill, electric hacksaw, fire hydrant caps, forecastle bell, etc., with all of these incidents occurring on board vessels at ports and anchorages. The remaining six incidents reported nothing was stolen or there was no information available about the losses.

TYPE OF VESSELS

Of the 15 actual incidents, six occurred on board tankers; 2 on board bulk carriers; two on board container ships; two on board tug boats; and the remaining three incidents occurred on board a general cargo ship, a fishing boat and a supply vessel. There was no evidence to suggest a particular type of vessel was being targeted.

BANGLADESH

During the reporting period of January – March 2017, a total of four incidents were reported in Bangladesh. During the same period in 2016, there were no incidents reported in this region.

Of the four incidents that occurred, one incident was reported on board a tugboat towing a ship while underway off Cox's Bazar, while the remaining three incidents occurred on board vessels anchored at Chittagong anchorage and off Kutubdia Island.

In three of the four incidents reported, the vessel Masters reported the incidents to the port authorities, with Bangladeshi authorities immediately responding by dispatching vessels to the location where the incidents occurred.

Container Ship – SPIRIT OF BANGKOK

- The vessel was anchored at Chittagong outer anchorage on 16 January 2017 when a number of perpetrators boarded the vessel, stealing drums of paint. The Master reported the incident to the Bangladesh Coast Guard (BCG) who dispatched a ship with a boarding team to the location of the incident for investigation. The Special Section of the BCG recovered all the drums of paint and conducted an investigation, revealed the following:
 - The vessel was anchored outside port limit.
 - The Master did not inform its position to the Chittagong Port Authority (CPA).
 - The vessel did not deploy watchmen from the CPA's approved agent although it was required by the CPA.
 - Insufficient personnel on security duty on board the vessel.

Container Ship – SANTA FIORENZA

- The vessel was anchored outside of port limit of Chittagong anchorage on 19 January 2017 when four armed perpetrators boarded the vessel. The Master reported the incident to the BCG who dispatched a high-speed BCG ship to the location of the incident. Investigation carried out by the BCG revealed:
 - The vessel was anchored outside port limit.
 - The vessel did not deploy watchmen from the CPA's approved agent although it was required by the CPA.
 - Crewmembers on duty need to be vigilant and alert.

Tugboat – JAYA CRYSTAL

- The tugboat towing another ship, *EL HADJ*, was underway on 23 January 2017 when multiple small boats approached the tug boat. The Master immediately reported the incident to the Chittagong Port Control and BCG, and conducted evasive manoeuvres in an attempt to deter the small boats from approaching. A number of perpetrators however managed to climb onboard the *EL HADJ*. A Navy ship was dispatched to the location and the perpetrators and the small boats left the area after seeing the arrival of the Navy ship.

Recommendations: All vessels at Chittagong anchorage are advised to anchor within port limit, respect port regulations – particularly the deployment of watchmen – and maintain contact with the BCG, the Bangladesh Navy and port authorities. Vessel Masters and crewmembers are advised to enhance security watch-out, particularly during hours of darkness, and to report all incidents immediately to the port authorities and enforcement agencies.

INDIA

During this reporting period, there was one incident reported at Mumbai anchorage. This region has seen great improvement, with 10 incidents reported at ports and anchorages during the same reporting period in 2016.

Offshore supply vessel – MMA PINNACLE

On 18 February 2017 at about 0330 hrs, Singapore-registered offshore supply vessel, *MMA PINNACLE*, was anchored at Mumbai, India when the Master reported that some personal items and ship stores were missing. Upon further investigation, they found bare footprints at the access area on the port aft bollard/mooring station. The Indian Coast Guard (ICG) dispatched a vessel that was on patrol to the incident. After boarding and simultaneous investigation by the ICG VBSS (Visit, Board, Search and Seizure) team, it was discovered that the Master had not reported the incident to the port/local authorities and the local agent. During the investigation on board the vessel, the ICG VBSS team took note of the CCTV footage produced by the Master, which showed the presence of two perpetrators. Initial investigation reveals that the items stolen, as stated by the Master, appeared to excessive for two persons to carry manually into a small boat. Investigation in the incident is ongoing.

Recommendations: All vessels in this area should report any incidents and suspicious activity to the port control or to the ICG via VHF as soon as possible. Vessels in the vicinity are advised to be on a 24x7 listening watch on the VHF for any advisories and alerts transmitted by the ICG.

INCIDENTS OF ABDUCTION OF CREWMEMBERS FROM VESSELS IN THE SULU-CELEBES SEA AND WATERS OFF EASTERN SABAH

SITUATION UPDATE (JANUARY – MARCH 2017)

During this reporting period, a total of 6 incidents of abduction of crewmembers – comprising of three actual incidents and three attempted incidents – were reported in the Sulu-Celebes Sea and waters off Eastern Sabah.

MODUS OPERANDI OF THE PERPETRATORS

Below is the modus operandi of the perpetrators involved in the six incidents of abduction of crewmembers during this reporting period.

Types of Vessels

Vessels involved in these incidents include 2 general cargo ships; 1 bulk carrier; 1 container ship; 1 fishing boat/trawler; and 1 tug boat.

Tugboats and fishing boats/trawlers were targeted for their slow speed and low free board. With the exception of one general cargo ship, the attempts on the other three large vessels (bulk carrier, container ship and general cargo ship) were not successful. Vessels transiting this region are advised to increase their speed and conduct evasive manoeuvres.

Flag of Vessel

Flag vessels included 2 Vietnamese; 1 Malaysia; 1 Antigua & Barbuda; 1 Panama; and 1 Philippines. There is no clear evidence to suggest that a certain flagged vessel was targeted.

Nationality of Abducted Crewmembers

During this reporting period, 6 Vietnamese, 3 Indonesians and 2 Filipino crewmembers were abducted however there is no particular nationality of crew that was targeted.

Time Incident Occurred

All six incidents that were reported during this period occurred during daylight hours, between 1220 hrs and 1730 hrs, which indicates that the perpetrators were bold and not particularly concerned of being detected.

Vessels Used by Perpetrators

The types of vessels used by the perpetrators include 4 speedboats; 1 “jungkong” pump boat; and 1 skiff. Speedboats were particularly used, with the colours of speedboats reported being grey, green, white, yellow and black.

Number of Perpetrators

There was one incident, *FISHING BANCA* (18 January), that involved a group of 9 perpetrators. The remaining five incidents were carried out by groups consisting of 5 – 6 men.

Weapons Carried by Perpetrators

In three of the incidents, perpetrators were armed with firearms; in one incident, the type of weapons were not known while in two incidents there was no information available on the types of weapons possessed by the perpetrators.

In two of the incidents, shots were fired:

- *GIANG HAI* – warning shots were fired to force the vessel to stop. The perpetrators shot one of the crewmembers dead when he blocked their entry and killed one of the abducted crewmembers while transiting to hide-out.
- *OCEAN KINGDOM* – weapons fired at container vessel to force her to stop.

Economic Loss

In one incident, the perpetrators destroyed ship navigation and communication equipment in a bid to delay/prevent crewmembers from reporting the incident to the authorities; while in the remaining five incidents there were no other losses reported.

CONCLUSION

The reporting period of January – March 2017 has seen a 12% decline in the number of incidents compared to the same period in 2016. There has however been an increase in the number of attempted incidents during the January – March 2017 period, which is an indication of an increase in vigilance of crewmembers and successful efforts by the crew in deterring boarding by perpetrators.

The situation at ports and anchorages in India improved during this reporting period as a result of prompt and stringent enforcement efforts by the port authorities, coupled with reporting and vigilance carried out by vessel Masters and crewmembers.

The situation of the abduction of crewmembers off vessels in the Sulu-Celebes Sea remains a concern, with the trend likely to continue throughout this year. The perpetrators appear to be increasingly violent, as seen with the discharge of firearms at vessels and crewmembers, which resulted in the death and injuries of crew during this reporting period. Timely reporting and vigilance by crewmembers has prevented the perpetrators from boarding, as was seen in the incidents involving vessel *OCEAN KINGDOM* (3 January 2017), *DONGHAE STAR* (22 February 2017) and *PHU AN 268* (5 March 2017). MS Risk continues to advise all vessels to re-route from the area, where possible. Otherwise, vessel Masters and crewmembers are strongly urged to conduct voyage risk assessment, adopt piracy countermeasures to mitigate the risk, exercise enhanced vigilance, make immediate reports prior to entering the area, continue to maintain communication with the littoral States’ enforcement agencies and report all incidents to the relevant authorities.

**MAP OF INCIDENTS OF ABDUCTION OF CREWMEMBERS FROM VESSELS
UNDERWAY IN THE SULU-CELEBES SEA AND OFF EASTERN SABAH**

Source: ReCAAP

- | | | |
|--|---|---|
| 1 <i>OCEAN KINGDOM</i> (3 Jan 17)
Attempted Incident | 2 <i>FISHING BANCA</i> (18 Jan 17)
Three Indonesian crew abducted | 3 <i>GIANG HAI</i> (19 Feb 17)
Five Vietnamese crew abducted;
Two Vietnamese crew shot dead |
| 4 <i>DONGHAE STAR</i> (22 Feb 17)
Attempted Incident | 5 <i>PHU AN 268</i> (5 Mar 17)
Attempted Incident | 6 <i>SUPER SHUTTER TUG 1</i> (23 Mar 17)
Two Filipino crew abducted
Crew rescued on 25 and 27 Mar 17 |



WORLDWIDE

NORTH AMERICA

- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

- No current incidents to report

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



- **18 April** – United Nations aid agencies reported on Tuesday that nearly 9,000 mainly African migrants were rescued in the Mediterranean this past weekend, after setting out from Libya on unseaworthy boats in a bid to try to reach southern Italy. Speaking at a news briefing, Babar Baloch, spokesman of the United Nations High Commissioner for Refugees (UNHCR) disclosed that “this was an overwhelming search and rescue operation by all sides involved.” Meanwhile Leonard Doyle, spokesman for the International Organization for Migration (IOM) stated that better spring weather had encouraged smugglers to take migrants out of detention centres in Libya, adding that at least 900 migrants have died or have gone missing while attempting to reach Europe by sea so far this year, while 36,000 have been rescued, against 24,000 last year.
- **17 April** – According to a Reuters photographer, at least twenty migrants trying to reach Europe drowned on Sunday in the Mediterranean off the coast of Libya. Photographer Darrin Zammit Lupi, who is aboard the rescue ship Phoenix, disclosed that he saw twenty bodies while a dinghy was being helped by the crew off the ship, which is run by the Malta-based Migrant Offshore Aid Station (MOAS).

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 24 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 Bouri (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

- 22 April** – The Italian Coast Guard has donated two rescue boats to the Libyan Coast Guard and Navy Force as part of an agreement to fight the trafficking of migrants across the Mediterranean. The step comes as part of an agreement between the Libyan and Italian coastguards in which Italy will give a total of ten rescue boats to Libya. Italy seized four Libyan navy boats the revolution, and despite the fact that they have been serviced and ready to sail, Italy had abstained from returning them to Libya, citing the need for a unity government recognised by all. As part of the bilateral agreement, the Italians will train the Libyan coastguards to enable them to help in rescue operations, especially as immigration rises with the coming of spring and warm weather.
- 22 April** – Chechen President Ramadan Kadyrov has carried out talks with the Libyan delegation of Al-Bonyan Al-Marsoos in Moscow over the Russian cargo ship detained in Libyan waters since 5 March. Kadyrov said that the Libyan delegation reassured him that they would take all necessary steps to resolve this case. He added that a clear response by the official authorities of Libya about the reasons for the detention of the sailors has not yet been given. The Russian cargo ship

Merle was intercepted near the coast of Libya last month by Libya's coast guard in Zawia and transferred later to Tripoli.

- **22 April** – The accord committee at the Constitution Drafting Assembly (CDA) has devised "A proposal for a concord draft for Libya's constitution," with 195 articles. The new draft is satisfactory in essence; the 12-person committee gave some concessions order to attain progress that would be "likable to most Libyans." CDA member, Etimad Al-Misalati commented. The draft offers tangible solutions for several points of conflict, leaving other points for a legislative authority which will be elected per the new Libyan constitution.
- **20 April** – The El-Feel oil field has reopened after two years, and will start pumping oil after a power outage is fixed. The field could add an additional 90,000 bpd to Libya's oil output. Authorities are working to fix soon the power outage at the field, which has been closed since April 2015. In December 2016, NOC confirmed the re-opening of Shahara and El-Feel fields, with capacity of about 330,000 bpd and 90,000 bpd, respectively, after Rayayina Patrols Company of the PFG, Western Branch, announced lifting of the blockade on all the pipelines. However, guards seeking benefits prevented El-Feel from reopening. The Fazan Branch of PFG has been blockading production at El-Feel since 20 December 2016, causing Libya losses exceeding \$460 million. Last week, the Wafa oilfield reopened oil and gas pipelines to its nearby port after local elders negotiated an agreement with an armed group that had caused NOC to enact a force majeure. The shutdown started on March 26.
- **19 April** – Almost 30 migrants were found dead in a boat drifting off the coast of Libya as the number of refugees dying in attempts to reach Europe reach record highs. Fishermen found the bodies of 28 people, including four children, in waters near the smuggling hub of Sabratha after more than 8,300 asylum seekers were rescued over the Easter weekend. "Their boat stopped in the middle of the water because the engine was broken," said Ahmaida Khalifa Amsalam, the interior ministry's security commander. The victims appeared to have died of thirst and hunger after their vessel was left drifting in the Mediterranean. Tuesday's tragic discovery was the latest incident of refugees being found dead inside boats, with a worrying trend emerging suggesting engines are being removed or sabotaged at sea.
- **17 April** – More than 1,000 migrants picked up off the coast of Libya Sunday have arrived at a port on the Italian island of Sicily. A German navy ship brought the rescued migrants to the port of Catania Monday aboard the FGS Rhein. Some 29,000 migrants, most of them fleeing poverty in sub-Saharan Africa, have arrived in Italy this year after being rescued by European military ships or private charity organizations. The U.N. migration agency (IOM) reported last week that 31,993 migrants and refugees entered Europe by sea in 2017 through April 9, with over 80 percent arriving in Italy and the rest in Spain and Greece. This is considerably lower compared to 172,774 through the first 97 days of 2016. The number of deaths recorded, however, is almost the same for both years. The numbers of newcomers are expected to rise during the spring's months of good weather.
- **16 April** – Libya's unity government has called for "urgent intervention" by the international community to end military escalation in its south. For more than a week, militias allied to the UN-backed Government of National Accord have fought off rival forces trying to capture an airbase in the south of the North African country. GNA head Fayez al-Sarraj called for an "urgent intervention" from the international community "to end the deterioration of the situation in south Libya", in an open letter addressed to bodies including the European Union, the United Nations and the Arab League. Clashes erupted last week after the self-proclaimed Libyan National Army, commanded by military strongman Field Marshal Khalifa Haftar and loyal to Libya's eastern authorities, battled to seize the Tamenhant air base from militias backing the GNA. "This sudden and unjustified escalation... puts the country on the brink of civil war", Sarraj said. The GNA, which both Haftar and the eastern-based parliament have refused to recognise, has announced a counter-offensive against the LNA. The LNA has said the Tamenhant base was a launching pad for fighters who seized key oil terminals from its control last month, before the LNA retook them days later. But the unity government has denied any link with the attacks on the oil facilities in Libya's northeast.

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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MS Risk has a dedicated team of researchers, a 24/7 hotline service and a pool of trained and experienced consultants to support client needs.

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- Due diligence and investigations

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References are always available.

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