

# Maritime Security Review



Issue No. 20

22 May 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](mailto:info@msrisk.com).

# INCIDENTS AT SEA

Reporting Period: 15 - 21 May 2017

Region	Current Incidents Reported	Late Reported incidents	Threat level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	1	0	Low
Gulf of Guinea	1	0	Low
Southeast Asia	1	2	Medium
WORLDWIDE			
North America	0	0	Low
Central America/Caribbean/South America	0	3	Medium
Atlantic Ocean Area	0	0	Low
Northern Europe/English Channel/Baltic	0	1	Low
Mediterranean/ Black Sea	0	3	Medium
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:

<b>HIGH</b>	5 or more incidents in the current reporting period
<b>MEDIUM</b>	2 – 4 piracy incidents in the current reporting period
<b>LOW</b>	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, a merchant vessel reported sighting a number of skiffs operating in the Gulf of Aden. The threat of further attacks and hijackings remains high.**

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

- No current incidents to report

## UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

## 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

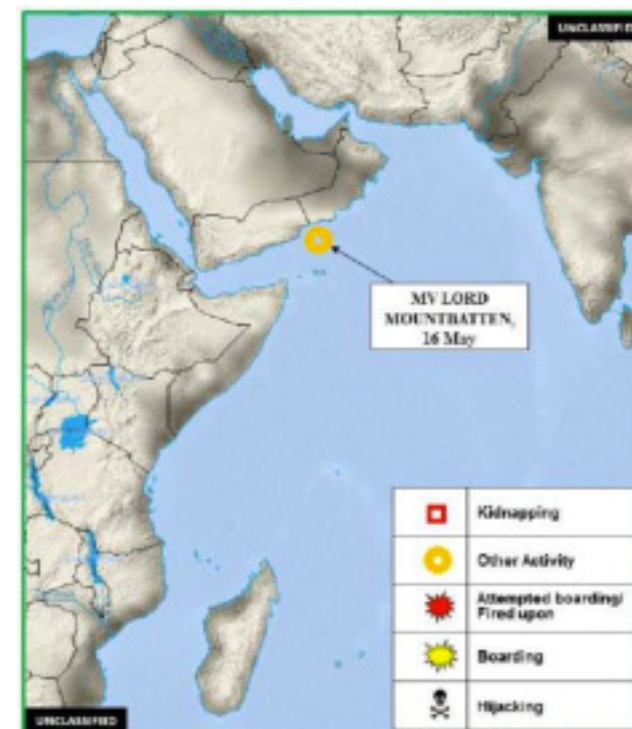
## OTHER ACTIVITY

- **16 May (Gulf of Aden)** – An Indian anti-piracy patrol received a distress call from a Liberia-registered bulk carrier that reported a suspicious incident by two suspicious dhows along with 7 – 8 skiffs. When it sent the distress call, the bulk carrier *LORD MOUNTBATTEN* was located in position 230 nautical miles

southwest of Salalah, Oman, and the *INS SHARDA* immediately proceeded to investigate the incident. One high caliber ALM rifle along with a filled magazine was found hidden onboard one of the dhows, which was confiscated.

## INCIDENT MAP

Source: ONI



## MARITIME REPORTING

- Nothing to report



# WEATHER FORECAST: GULF OF ADEN/ARABIAN SEA

**NORTHERN ARABIAN SEA:** Southwest winds of 15 – 20 knots, gusting to 25 knots, with seas of 3 – 5 feet.

- **Extended Forecast:** Southwest winds of 15 – 20 knots, gusting to 25 knots, with seas of 3 – 5 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 2 – 4 feet in the eastern section of the Gulf.

- **Extended Forecast:** Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 2 feet in the western section of the Gulf; with variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet in the eastern section of the Gulf.

**GULF OF ADEN:** Easterly winds of 5 – 10 knots and seas of 1 – 2 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 5 – 10 knots and seas of 4 – 6 feet in the western section of the Gulf; with easterly winds of 10 – 15 knots and seas of 1 – 2 feet in the eastern section of the Gulf.

**SOMALI COAST:** Southwest winds of 20 – 25 knots and seas of 5 – 7 feet in the northern section of the coastline; with southwest winds of 10 – 15 knots and seas of 4 – 6 feet in the southern section of the coastline.

- **Extended Forecast:** Southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 5 – 7 feet in the northern section of the coastline; with south-southwest winds of 20 – 25 knots and seas of 5 – 7 feet in the southern section of the coastline.

**CENTRAL AFRICAN COAST/INDIAN OCEAN:** Southerly winds of 15 – 20 knots, gusting to 2 knots, and seas of 5 – 7 feet.

- **Extended Forecast:** South-southwest winds of 20 – 25 knots and seas of 5 – 7 feet.

**MOZAMBIQUE CHANNEL:** Southerly winds of 15 – 20 knots and seas of 3 – 5 feet in the northern Channel; with northwest winds of 10 – 15 knots and seas of 5 – 7 feet in the southern Channel.

- **Extended Forecast:** Southerly winds of 10 – 15 knots, gusting to 20 knots, and seas of 4 – 6 feet in the northern Channel; with southeast winds of 20 – 25 knots and seas of 7 – 9 feet in the southern Channel.

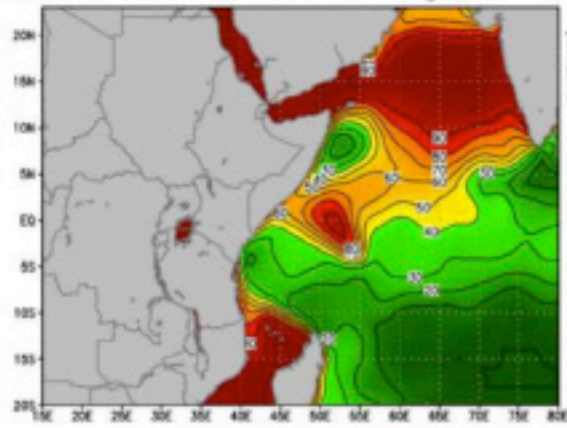
**SURFACE CURRENTS:** The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Current speeds along the Somali Basin are northeasterly averaging between 2 - 3 knots.

**SYNOPTIC DISCUSSION:** High pressure will dominate the weather pattern over much of the AOR producing mostly clear skies. Isolated rain showers and thunderstorms can be expected during the forecast as an area of low pressure moves through the region. Expect increased localized wind flow through the Strait of Hormuz due to funneling effects and occasional shamal winds across the Arabian Gulf.

# WEATHER MAP

Source: ONI

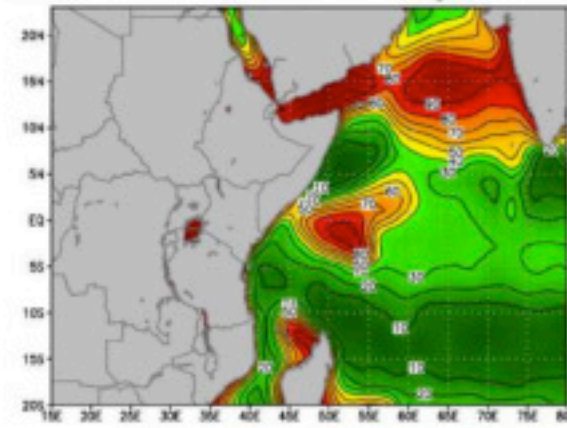
Winds < 15.0 kts and Wave Heights < 5.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 1200Z 18 MAY 2017

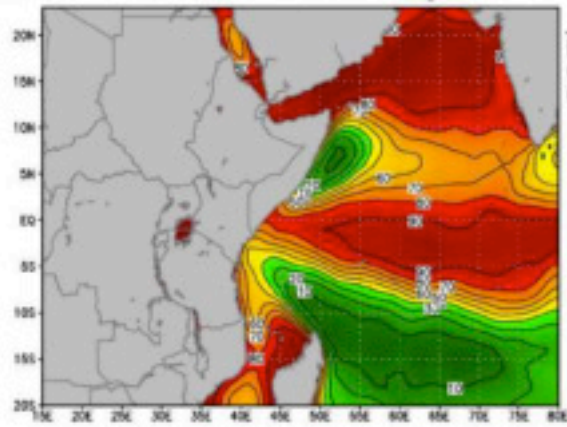
Winds < 15.0 kts and Wave Heights < 5.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 0000Z 21 MAY 2017

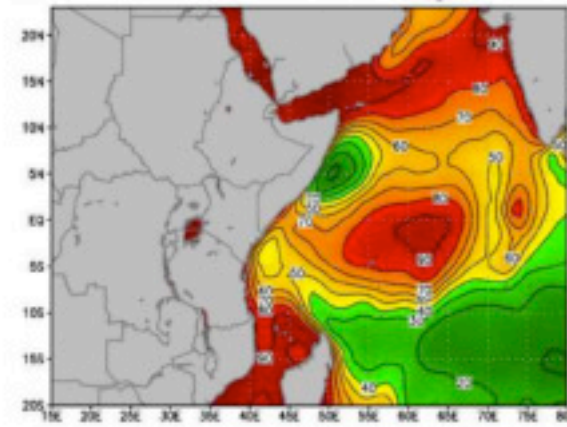
Winds < 17.0 kts and Wave Heights < 7.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 1200Z 23 MAY 2017

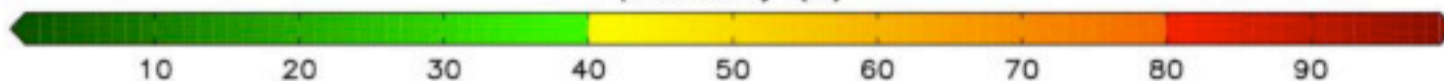
Winds < 17.0 kts and Wave Heights < 7.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 0000Z 26 MAY 2017

probability (%)



## SPOTLIGHT ON YEMEN

### PORT STATUS AS OF 21 MAY 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 <b>WARNING*</b>	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 May** – Yemen's Houthi rebels fired a ballistic missile towards the Saudi capital Riyadh and the Arab coalition waging war in the country said it intercepted and destroyed a projectile about 200km west of the city. The incident on Friday occurred a day before US President Donald Trump was expected in Riyadh. The Houthis launched a Burkan-1 missile toward Riyadh, a statement by their official news agency said. The Saudi-led coalition said later it downed a Houthi missile in the southern Saudi province of Ar Rayn, well to the west of Riyadh. The area is open desert and there were no casualties, the official Saudi news agency SPA said. Saudi Arabia has deployed Patriot missiles to counter such attacks. Saudi-owned Al-Arabiya TV said the Arab coalition that intervened in Yemen's civil war against the Houthis in 2015 were "massively" bombing a missile base outside the Yemeni capital Sanaa, which is controlled by the Houthis. The missile would be the longest range attempted by the Houthi rebels and their allies - former members of Yemen's security forces linked to ex-president Ali Abdullah Saleh - since they began retaliatory attacks against the kingdom two years ago. Riyadh and Washington accuse Iran of supplying weapons to the Houthis, but a United Nations Panel of Experts in January reported that it "has not seen sufficient evidence to confirm any direct large-scale supply of arms" from Iran, Riyadh's regional rival.
- 14 May** – Cholera has killed at least 115 people in the Yemeni capital Sanaa, the local Saba news agency said, after authorities on Sunday declared a state of emergency over the outbreak and called for international help to avert disaster. More than 10,000 people have been killed and millions displaced in more than two years of war, which has also destroyed much of the country's infrastructure. Only a few medical facilities are still functioning and two-thirds of the population are without access to safe drinking water, the United Nations has said. "What is happening today exceeds the capabilities of any healthy health system, so how can we (cope) when we are in these difficult and complicated conditions," Saba quoted the Houthi-run administration's health minister Mohammed Salem bin Hafeedh as saying. The ministry, after meeting in Sanaa with U.N. Humanitarian Coordinator Jamie McGoldrick and other international officials, called on humanitarian organizations and aid donors to help it avert an "unprecedented disaster". Saba said 8,595 suspected cholera cases were recorded in Sanaa and



other Yemeni provinces between April 27 and May 13, while laboratory confirmed cases were 213.

- **12 May** – A Saudi-led coalition has renewed vows to fight off the Houthi group which is controlling the Port of Hodeidah in Yemen. Its plans include retaking the port and helping Yemen's government to retake other Houthi-held areas. At the same time, the Saudi-led coalition promised to create alternative entry routes for food and medicine. Medicine is needed as Saudi bombing has reduced many urban buildings to rubble and the conflict has cut off access to food and aid for civilians. The United Nations has warned the coalition against fighting in the port area as 80 percent of Yemen's food imports arrive through Hodeidah. Russia's Foreign Ministry has also argued that the Saudi-led coalition's plans to launch an assault on Yemen's biggest port-city will greatly impact on the humanitarian situation in the war-torn country.
- **12 May** – A former Yemeni governor, recently sacked by the president, departed Aden to Saudi Arabia after forming a separatist council rejected by Yemen's internationally-recognized government, Yemeni officials said. Aidarous al-Zubaidi, along with ex-Cabinet Minister Hani Bin Braik, both known to be close to the United Arab Emirates, were invited by Saudi officials in the latest bid to ease tensions between President Abed Rabbo Mansour Hadi and the UAE, a key member of the Saudi-led coalition fighting Shiite rebels in Yemen, known as Houthis, since 2015. Relations between Hadi and the UAE have been tense over allegations that the Emiratis are offering patronage to southern Yemeni politicians campaigning for secession, as well as what the president perceives as UAE violations of his country's sovereignty. Al-Zubaidi's council, known as the "transitional political council of the south," was formed after thousands of pro-secessionist Yemenis rallied in his support, but was seen by Hadi's government as an act that "targets the country's interests, its future and social fabric." Saudi Arabia's King Salman tried to intervene to calm tensions, meeting with Hadi last weekend to smooth things over between him and the UAE, Yemeni officials said on condition of anonymity because they were not authorized to talk to the media. It's unclear if Salman made any progress.

## 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.

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## HIJACKS

- 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

## KIDNAPPING

- **17 May (Nigeria)** – Armed pirates boarded a general cargo ship near position 03:59 N – 006:46 E, approximately 50 nautical miles southwest of Port Harcourt. They kidnapped six crewmembers and escaped. The remaining crewmembers sailed the vessel to Bonny anchorage. The Nigerian Navy is investigating the case.

## SUSPICIOUS ACTIVITY

- No current incidents to report

## OTHER ACTIVITY

- No current incidents to report

## MARITIME REPORTING

- **17 May (Ivory Coast)** – Officials have confirmed that Ivory Coast’s second port of San Pedro re-opened on Wednesday following a two-day closure that was caused by a mutiny in parts of the army. Businesses at the main port of Abidjan got back to work on 16 May. A mutiny erupted on 12 May and quickly spread to towns and cities across the country, closing businesses and shutting major roads. On 16 May, renegade troops accepted a government proposal on bonuses and returned to their barracks, effectively ending the revolt, which is the second to take place after – the first occurring back in January.

## 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 coasts of Somalia and West Africa 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

- **10 May (Philippines – Late Report)** – Authorities recovered the remains of a fisherman and young boy, who went missing and who are believed to have been killed by pirates in the seas off Tungawan town, Zamboanga Sibugay. A



spokesman disclosed that the victims bore hack wounds on their faces, heads, arms and legs.

#### VESSELS BOARDED

- **11 May (Indonesia – Late Report)** – A robber armed with a knife boarded an anchored bulk carrier via the anchor chain near position 14:50 S – 117:32 E, Muara Berau Anchorage, Samarinda. Duty crewman on routine rounds noticed the robber and informed the duty officer who raised the alarm and mustered the crewmembers. Upon hearing the alarm and seeing the crew's alertness, the robber escaped via the anchor chain. A search was carried out however nothing was reported stolen.

#### SUSPICIOUS ACTIVITY

- No current incidents to report

#### OTHER ACTIVITY REPORT

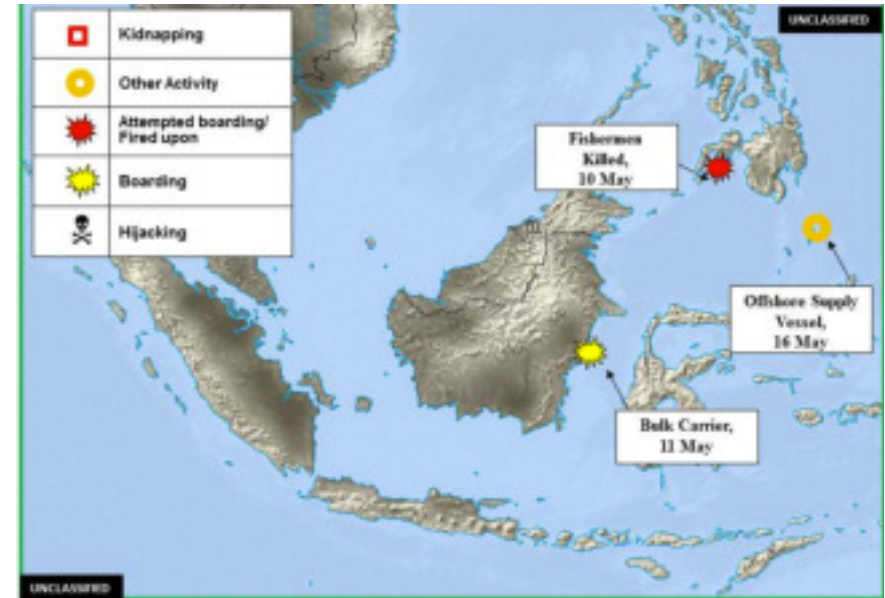
- **16 May (Indonesia)** – An underway offshore supply vessel was approached by a small speed boat near position 03:32 N – 126:23 E, 26 nautical miles southwest of Kepulauan Talaud North Sulawesi. The small boat closed to approximately 30 metres. The alarm was raised, the crew was mustered, and fire pump was started to charge fire hoses. Upon seeing the alerted crewmembers, the boat aborted and moved away.

#### 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 – 2 feet.

**MALACCA STRAIT:** Southeast winds of 10 – 15 knots and seas of 1 – 3 feet in the northern Strait; with southeast winds of 10 – 15 knots and seas of 1 – 3 feet in the southern Strait.

- **Extended Forecast:** Southeast winds of 10 – 15 knots and seas of 1 -3 feet in the northern Strait; with southeast winds of 5 – 10 knots and seas of 1 – 2 feet in the southern Strait.

**ANDAMAN SEA:** Westerly winds of 10 – 15 knots and seas of 3 – 5 feet in the northern section; with southwest winds of 15 – 20 knots and seas of 3 – 5 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:** Southerly winds of 5 – 10 knots and seas of 1 – 2 feet.

- **Extended Forecast:** Northerly winds of 5 – 10 knots and seas of 1 – 2 feet.

**SURFACE CURRENTS:** Currents in the southern South China Sea, Malacca Strait, and Andaman Sea are generally less than 1 knot 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 Andaman Sea due to funneling effects and day time heating.

# WORLDWIDE

## NORTH AMERICA

- No current incidents to report

## MARITIME REPORTING

- **15 May (United Stats)** – According to the United States Coast Guard, no Cuban migrants were intercepted at sea trying to reach the US during the month of April – effectively the first time in seven years that this has happened. According to sources, in the past the Coast Guard would typically pick up between 50 and 150 Cuban migrants during a given month, with many making the journey in rickety rafts. While previously Cubans who reached US shores were generally allowed to stay, former President Barack Obama rescinded that policy during the final days of his administration, with Coast Guards now stating that that move has clearly deterred Cubans from trying to reach the US by sea as now they are more likely to be returned to the island nation.

## CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **11 May (Ecuador – Late Report)** – Police raided bulk carrier *KRAKEN I* and found 5.53 tons of cocaine in 5,070 packages packed in an area near the ship's ballast tanks. The vessel was in port Santa Elena. Twenty people were reportedly arrested.
2. **4 May (Peru – Late Report)** – Six robbers armed with knives boarded a container ship anchored near position 12:01 S – 077:12 W, Callao Anchorage. They took hostage a duty crewman and the shore security watchman and tied them up. The robbers then broke into the forecastle store and escaped with stolen ship's stores. The duty crewman and watchman managed to free

themselves and informed the duty officer who raised the alarm. The incident was reported to the local agent and port authority.

3. **4 May (Martinique – Late Report)** – Spanish police stopped a Venezuela-flagged fishing vessel carrying 2.5 metric tons of cocaine. The ship was towed to Las Palmas in Spain's Canary Islands. The US Drug Enforcement Agency and Britain's National Crime Agency also took part in the joint operation.

## INCIDENT MAP

Source: ONI

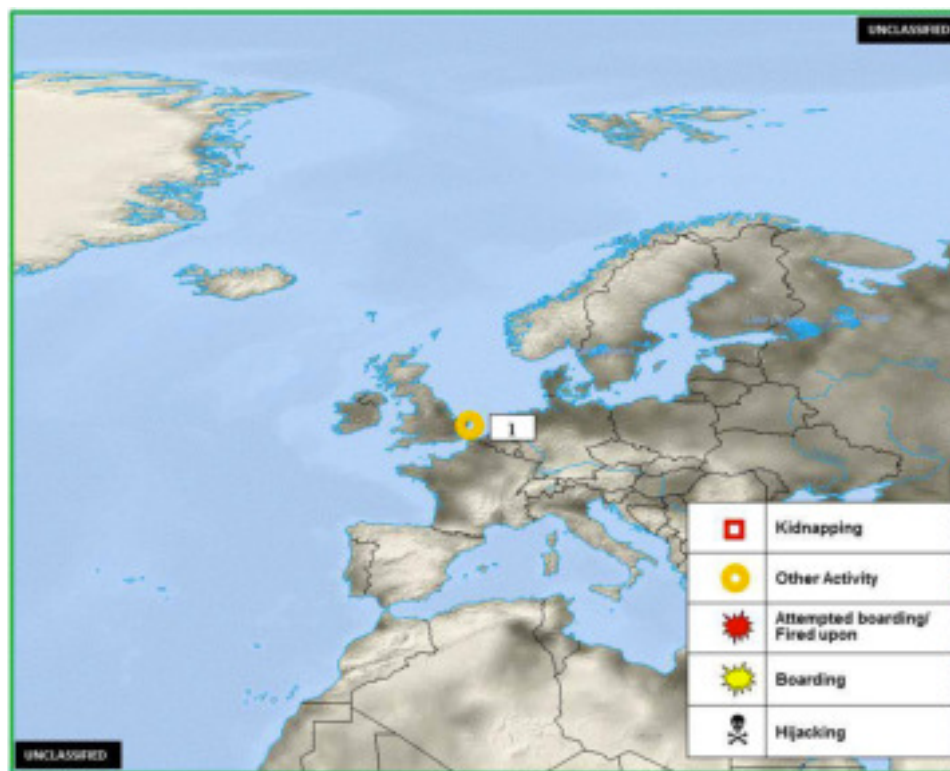


## NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- **30 April (United Kingdom – Late Report)** – Seven suspected illegal immigrants from Ukraine were discovered on a yacht after it got into difficulties near the Suffolk Coast. The alarm was raised by the coastguard after a 28-foot yacht was reported to have run aground at the mouth of the Rover One near Orford, Suffolk. The seven were being held in custody on suspicion of immigration offences.

### INCIDENT MAP

Source: ONI



## MEDITERRANEAN/BLACK SEA

1. **11 May (Turkey – Late Report)** – 293 kilos of cocaine were found hidden in a shipping container of bananas on board of Singapore-flagged container ship *MAERSK BATAM* on its arrival in Izmir. According to Turkish media updates, the Master and chief engineer were detained for investigation. Vessel arrived from Central America, with calls to ports in Colombia and Panama.
2. **10 May (Libya – Late Report)** – According to a navy spokesman, Libya's coastguard intercepted a wooden boat packed with almost 500 migrants after duelling with a German rescue ship and coming under fire from traffickers. The migrants, who were bound for Italy, were picked up off the coast of the western city of Sabratha.
3. **9 May (Lebanon – Late Report)** – A spokesman disclosed that Army Intelligence had seized a shipping container in Beirut in which 487.5 kilograms of hashish were hidden inside 1,639 soapboxes, disguised as soap bars.

## INCIDENT MAP

Source: ONI



### 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

### ARABIAN GULF

- No current incidents to report

### EAST ASIA/INDIAN SUBCONTINENT

- No current incidents to report



# MIGRATION



- **18 May** – According to the Italian coastguard, some 2,300 migrants heading for Italy in twenty-two barely seaworthy vessels were rescued off the coast of Libya on Thursday. Coastguard and military vessels joined forces with others chartered by humanitarian organizations to come to the rescue of the migrants, who were packed in ten wooden boats and twelve rubber dinghies. In a statement, the coastguard disclosed that Prudence, a vessel chartered by medical charity Medecins Sans Frontieres (MSF), picked up 770 people, many of them young children including a baby aged just six weeks, while SOS Mediterranee's and MSF's Aquarius vessel rescued 560 people and Phoenix, chartered by Maltese NGO Moas, rescued another 360.
- **15 May** – According to Italy's coast guard, rescuers saved 484 migrants from boats in the Mediterranean on Saturday and found the bodies of seven men who had died in the attempt to reach Europe. A statement released by the coast guard indicated that the migrants were rescued from four separate rubber boats by the Italian coast guard and navy, an aid group and two private vessels. While the coast guard provided no details on the migrants' origins, most arriving

in Italy are originally from Sub-Saharan Africa or Bangladesh, and pay Libya-based smugglers to organize their passage. According to the International Organization for Migration, more than 45,000 people have reached Italy by boat from North Africa this year, a more than 40 percent increase on the same period of 2016, adding that the new deaths add to a total of 1,222 on the route as of 10 May, compared with 966 by the same date last year.

- **15 May** – Citing testimony from survivors arriving in Italy, the United Nations refugee agency reported on Monday that a total of around twenty migrants are feared to have died trying to cross the Mediterranean Sea on Saturday. According to UNHCR spokeswoman Carlotta Sami, seven men were found dead during Saturday's rescues, however survivors brought to Trapani in Sicily indicated that a further thirteen had been lost at sea. She went on to say "when they saw the rescuers coming there was probably some agitation," adding "some of the people on board may have already been unwell, (the survivors) told us people were squashed, suffocated and then many ended up in the water." She also indicated that amongst the people reported missing are a child, several Nigerian women, men from the Ivory Coast and possibly other men from Bangladesh.

## SPOTLIGHT ON LIBYA

### PORT STATUS AS OF 21 MAY 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	<b>Closed</b>	High
Port of Bourri (offshore port)	Open	Low
Port of Derna	<b>Closed</b>	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	<b>Open*</b>	High
Port of Tobruk	Open	Moderate
Port of Tripoli	Open	Moderate
Port of Zawia (Zawia)	Open	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

- 18 May** – Tobruk authorities have released the Italian fishing trawler that had been detained since Sunday, according to an official at Sicily. He also confirmed that the trawler is en route back to Italy. Pro-Haftar's forces Chief of the base, Naji Bu Aliwiya said on Sunday that a patrol boat for the Tobruk naval base in eastern Libya intercepted an Italian ship along with a Greek one in the Libyan waters.
- 17 May** – Russian warships are planning to carry out live rocket tests in the Mediterranean off the coast of Libya later this month, prompting the U.S. Federal Aviation Authority (FAA) to warn aircraft passing through the airspace of the war-torn north African nation. The FAA has warned that the tests could be carried out by the Russian navy at any time between May 24-27. Russian naval presence in the Mediterranean has typically been rotated from the country's nearby fleets, but since its intervention in Syria in 2015 Moscow has periodically

reinforced its deployments with vessels such as the Admiral Kuznetsov air carrier. Russia controls a port in the Syrian port of Tartus that allows it to permanently station vessels in Mediterranean waters. Michael Kofman, research scientist at CNA Corporation and a fellow at the Kennan Institute, Woodrow Wilson International Center, says "It appears to be something beyond a simple artillery test since the NOTAM filed indicates that they will be launching missiles. The Black Sea Fleet recently received a second Admiral Grigorovich-class frigate, and both are currently on duty in the Mediterranean along with AGIs (intelligence ships), and the landing ships making regular supply runs to Syria... More than likely this is not a test, but a political demonstration of support and the prospect of Russia playing a greater role in Libya in the months to come." The Russian Ministry of Defense did not respond to request for comment on the reported test.

- **16 May** – The Libyan Coast Guard has taken delivery of four refurbished patrol boats from Italy to beef up its efforts to stop people smuggling. The four boats were handed over by Italian Interior Minister Marco Minniti at Tripoli naval base on 15 May. They are Bigliani class fast patrol boats produced by Intermarine. Another six repaired patrol boats will be delivered "in the coming weeks", Minniti said. A Libyan naval officer said the vessels had been due for delivery in 2014, but this date was pushed back because of violence and instability in the North African country.
- **12 May** – On Friday, the German maritime rescue NGO Sea-Watch called for an investigation into a Libyan coast guard interdiction in international waters, returning hundreds of maritime migrants to Libyan shores. Italian MRCC authorities were involved in coordinating the operation, and they told Sea Watch to stand down and allow the Libyan vessel to take over on-scene command. Sea Watch complied, but observed that the interdiction may not have been lawful. "Maritime law states that persons in distress at sea must be taken to the nearest safe harbour; Libya is a country of extreme political unrest and is not classified as safe by the EU." Migrants on the Libya-Italy route routinely report arbitrary detention, ransom demands and abuse during their transit through Libya. Tripoli coastguard spokesperson Ayoub Qassem confirmed that the incident happened outside of Libya's territorial seas. He did not address the legality of returning the migrants to Libya, but he alleged that Sea-Watch "tried to hinder" the work of the coast guard vessel. A video of the incident

appears to show a patrol boat of the Libyan Coast Guard crossing the bow of the Sea Watch 2 from her port side. As the Sea Watch 2 was the vessel to starboard – and was in the midst of recovering a workboat, rendering her unable to manoeuvre without endangering her own crew – the Libyan vessel's navigational decisions appear to violate COLREGS, Sea Watch contends. The NGO also alleges that during its approach, the Libyan patrol boat faked its AIS signal to mimic a small product tanker, the Sovereign M. The incident is the latest in a string of allegedly unprofessional interactions between the Libyan Coast Guard and migrant rescue vessels. It comes as the European Commission is considering a request from Libyan forces for new armament and equipment, including modern vessels to update its ad hoc fleet of armed tugs and patrol boats from the Qaddafi era.

**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.

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