

# Maritime Security Review



Issue No. 17

1 May 2017

MS | RISK

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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: 24 - 30 April 2017

Region	Current Incidents Reported	Late Reported incidents	Threat level
<b>MAIN REGIONS</b>			
Gulf of Aden/Arabian Sea	0	1	Low
Gulf of Guinea	1	0	Low
Southeast Asia	0	0	Low
<b>WORLDWIDE</b>			
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	1	0	Low
Arabian Gulf	0	0	Low
East Asia/Indian Subcontinent	0	0	Low
Southern Africa	0	1	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 targeted a vessel transiting waters off the coast of Somalia. While during this week there was low activity in the region, the threat of further incidents, 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**

- **22 April (Somalia – Late Report)** – Six armed persons in a skiff chased and fired upon the underway tanker *COSTINA* near position 05:42 N – 048:53 E, 30 nautical miles northeast of Hobyo. Master raised the alarm and sent a distress message, to which a warship responded. The skiff chased the tanker for nearly two hours and then moved away to the continuous evasive manoeuvres. One crewman on board the vessel was reportedly injured.

#### **VESSELS BOARDED**

- No current incidents to report

#### **KIDNAPPING**

- No current incidents to report

#### **SUSPICIOUS ACTIVITY**

- No current incidents to report

#### **OTHER ACTIVITY**

- No current incidents to report

## MARITIME REPORTING

- **26 April (Somalia)** – A Somali pirate has been sentenced to life in prison for his role in attacking a US Navy vessel. On Wednesday, federal prosecutors disclosed that 31-year-old Moahmed Farah was amongst seven pirates who tried to commandeer the USS Ashland in 2010. The pirates had mistaken the vessel for a cargo ship in the Gulf of Aden. After the pirates opened fire, US sailors destroyed their skiff and killed one pirate. The sailors rescued the surviving pirates, with Farah and the remaining attackers later prosecuted in a federal court in Norfolk and sentenced to various prison terms.
- **24 April (Somalia)** – According to the United States’ top military chief in Africa, drought and famine seem to be fuelling a resurgence of piracy off the coast of Somalia. US General Thomas Waldhauser has disclosed that half a dozen pirate attacks have been reported in the region over the last month, after failing to zero in recent years. Speaking at a press conference with US Defense Secretary Jim Mattis in Djibouti, Waldhauser went on to state that “some of the reasons we see for that have to do with the drought and famine,” because some of the vessels seized have been carrying food and oil, adding that the targeted boats have been small and “very lucrative targets for pirates.” Waldhauser also noted that the US military is currently advising shipping companies and ensuring that they follow security guidelines and do not lower their guard, adding “the bottom line is that there have been half a dozen or so” attacks but “we are not ready to say that there is a trend.” Somali pirates began launching attacks in the region in 2005, seriously affecting a major international shipping route and costing the global economy billions of dollars. Attacks peaked with 237 incidents reported in 2011, however they then declined steeply after ship owners improved security measures and international naval forces increased patrols in the region.

## INCIDENT MAP

Source: ONI



# WEATHER FORECAST: GULF OF ADEN/ARABIAN SEA

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

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

**GULF OF OMAN:** 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 1 – 2 feet in the eastern section of the Gulf.

- **Extended Forecast:** South-southeast winds of 10 – 15 knots and seas of 1 – 3 feet in the western section of the Gulf; with south-southeast 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 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:** South-southeast winds of 10 – 15 knots and seas of 1 – 3 feet in the northern section of the coastline; with south-southeast winds of 10 – 15 knots and seas of 1 – 3 feet in the southern section of the coastline.

- **Extended Forecast:** South-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 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet.

- **Extended Forecast:** Southerly winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 – 7 feet.

**MOZAMBIQUE CHANNEL:** Southerly winds of 10 – 15 knots, gusting to 20 knots, and seas of 7 – 9 feet in the northern Channel; with southeast winds of 15 – 20 knots and seas of 10 – 12 feet in the southern Channel.

- **Extended Forecast:** South-southeast winds of 15 – 20 knots and seas of 3 – 5 feet in the northern Channel; with southeast winds of 20 – 25 knots and seas of 8 – 10 feet in the southern Channel.

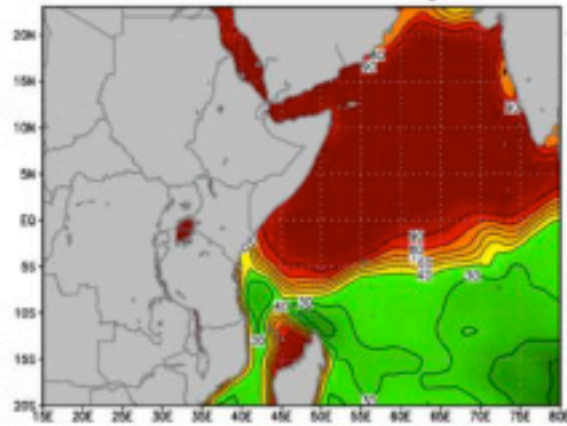
**SURFACE CURRENTS:** The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Current speeds along the Somali Basin are northeasterly averaging between 2 – 3 knots.

**SYNOPTIC DISCUSSION:** High pressure continues to dominate the weather over the region producing relatively light winds across the Somali Basin. Isolated thunderstorms and rain showers can routinely be 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 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, which will last from May until September, sustained winds are expected to reach 20 – 25 knots and seas of 12 – 15 feet throughout the region.**

# WEATHER MAP

Source: ONI

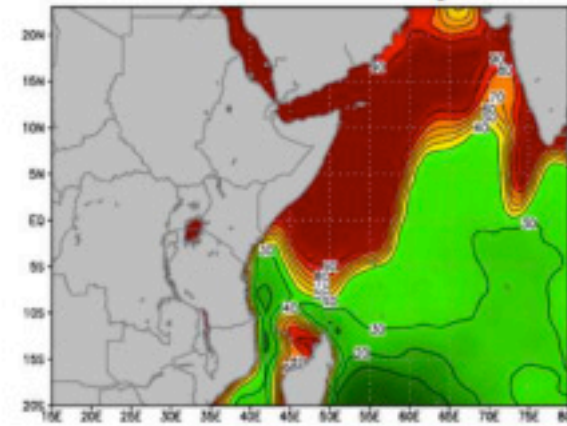
Winds < 15.0 kts and Wave Heights < 5.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 1200Z 27 APR 2017

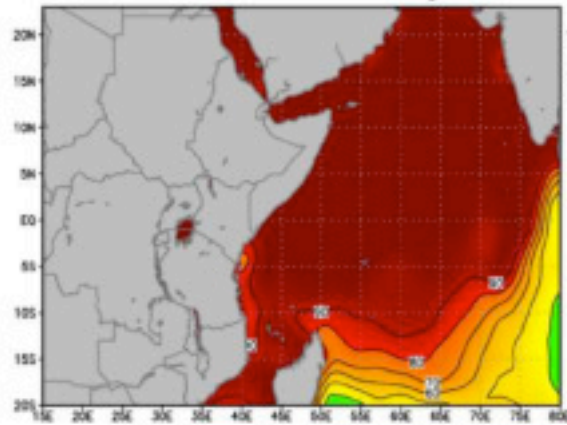
Winds < 15.0 kts and Wave Heights < 5.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 0000Z 30 APR 2017

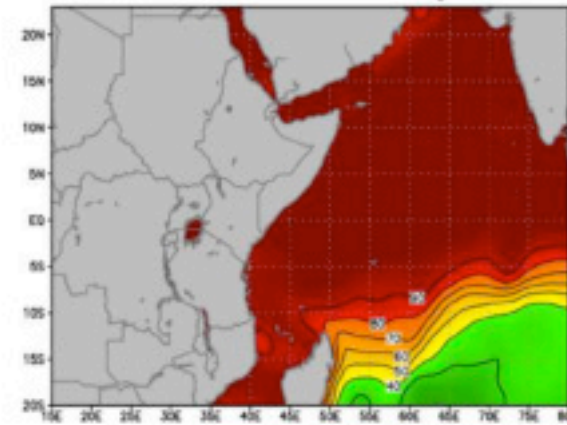
Winds < 17.0 kts and Wave Heights < 7.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 1200Z 02 MAY 2017

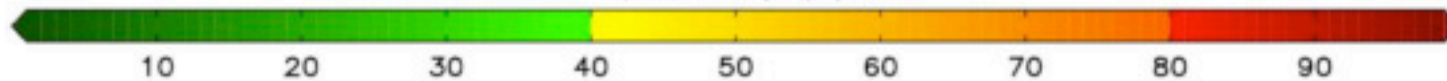
Winds < 17.0 kts and Wave Heights < 7.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 0000Z 05 MAY 2017

probability (%)





## SPOTLIGHT ON YEMEN

### PORT STATUS AS OF 30 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 <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

#### WARNING

**An attempted attack on Jazan port in southern Saudi Arabia raises the risk level of the port from moderate to high.** On 26 April, Saudi Arabia reported that it thwarted an attempted attack on an Aramco oil distribution centre with an unmanned boat from Yemen. "The boat was spotted when it departed from a small island in Yemeni waters and gained speed after entering Saudi waters," the ministry said. A coast guard unit opened fire on its engine and stopped it 1.5 miles from the terminal in Jazan. The close proximity of the vessel to the terminal indicates a risk damage to vessels and surrounding infrastructure in the event of a future such opportunistic attack.

- 28 April** – The Saudi-led coalition is now looking for a political solution rather than a military operation to take Hodeidah port, former US officials who work on Yemen said. The possible breakthrough could avoid a military escalation to take the Houthi-held port that could exacerbate famine in Yemen. "It seems people are backing away from the idea of a military operation," former US Ambassador to Yemen Gerald Feierstein said, referring to the Saudis. "And [they] are thinking more creatively about how do we achieve this objective without having to resort to military [solutions] and breaking a lot of crockery." A political solution to the Hodeidah port could also prove to be a confidence-building measure that could help make way for renewed political talks to try to find a political resolution to Yemen's two-year civil war, diplomats said. "Ramadan is four weeks away," Feierstein added. "If you can put on the table now something on Hodeidah, it can be an extremely positive signal for the Yemeni people to see that maybe Hodeidah is about to be resolved," and could be a springboard for political reconciliation talks.
- 27 April** – The Yemeni state news agency Saba has reported that the army, backed by the Saudi-led Arab coalition has liberated northern and eastern neighbourhoods of the Red Sea port city of Midi from Houthi rebels. The army reportedly gained control over the strategic Tabbat Al Kamahiya area and nearby positions in Midi over a 24-hour period. The offensive was part of Operation Golden Spear.

- **26 April** – Saudi Arabia says it has thwarted an attempt to attack an Aramco oil distribution centre with an unmanned boat from Yemen. The Interior Ministry says its security forces stopped the unmanned, explosives-packed boat early Tuesday before it could reach the target in Jazan, a southern region of Saudi Arabia. "The boat was spotted when it departed from a small island in Yemeni waters and gained speed after entering Saudi waters," the ministry said. After determining that the boat was unmanned, a coast guard unit opened fire on its engine and stopped it 1.5 miles from the terminal in the southern region of Jazan, the statement said. The ministry vowed to foil all "terrorist attempts" against the kingdom and to "reach those behind them from the Houthi militias." It accused the rebels of "threatening the security of waterways and offshore installations with explosive-laden boats and naval mines."
- **26 April** – UN and Russian officials warned against any attack by Saudi-led coalition forces on the Houthi-held port of Hodeidah. The coalition is preparing an assault on port, the point of entry for nearly 80% of Yemen's food imports. Yemeni officials said earlier this month the government and its allies had positioned two brigades for a possible attack, one of them 140 miles north of Hodeidah and the other 80 miles to the south. A UN senior official said the warring factions must ensure deliveries of food and medical aid to starving people. Saudi-led air strikes have hampered humanitarian operations to import food and fuel supplies. Five cranes in Hodeidah port have been destroyed, forcing dozens of ships to wait offshore for their turn to dock. The coalition has accused the Houthis of using the port to smuggle weapons and has tried to block ships from entering. Russian deputy foreign minister Gennady Gatilov said Moscow could not accept what he called a blockade. The UN has renewed a call for peace talks and urges all parties to allow the unimpeded passage of humanitarian aid by air, sea, and land.
- **26 April** – The Yemeni government has again proposed that the UN monitor Hodeidah port to ensure that no arms are smuggled through it. Prime Minister Ahmed Obeid bin Daghr repeated allegations that the Iran-aligned Houthis are smuggling weapons into Yemen through Hodeidah and said his government has proposed that the United Nations supervise the port to head off a possible attack. He stated, "This port has been developed for receiving weapons for the

militias. We are taking decisions to finalize what is going on. We don't prefer using force there. So we proposed to the United Nations to operate the port and to impose monitoring on the port." The government discussed this with UN Secretary General Antonio Guterres at a conference of aid donors held to address the humanitarian crisis brought on by the war. "But we didn't receive a clear answer on this matter," Bin Daghr said. He added that the Houthis were holding nearly 3,000 detainees, including journalists and activists, and that the government wanted independent monitoring of their conditions. The ICRC is seeking access from both sides to allow it to visit detainees held in connection with the conflict. But both sides have demanded that the other side first allow ICRC to see its detainees, he said.

- **25 April** – International donors have pledged \$1.1 billion for war-torn Yemen, the U.N. secretary-general said, appealing to the fighting sides to grant access to humanitarians and revive diplomatic efforts to end a conflict that has killed over 10,000 civilians. The conference, co-sponsored by the United Nations, Switzerland and Sweden, raised pledges for over half of the \$2.1 billion sought by the U.N. this year in an appeal that was only 15 percent funded previously.
- **24 April** – Three Yemeni civilians were killed when a drone attacked four suspected Al Qaeda militants travelling in a vehicle in the southern part of the country, residents and a local official said. Residents said the attack in Al Saeed area of Shabwa province on Sunday afternoon was by a United States drone, part of a campaign by President Donald Trump's administration against Yemen's Al Qaeda branch. They said Al Qaeda in the Arabian Peninsula (AQAP) was known to operate in the area and had been targeted by U.S. forces in recent months. The vehicle was completely destroyed in the drone strike, which also hit three civilians who happened to be passing nearby, the residents and local officials said.

### **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.

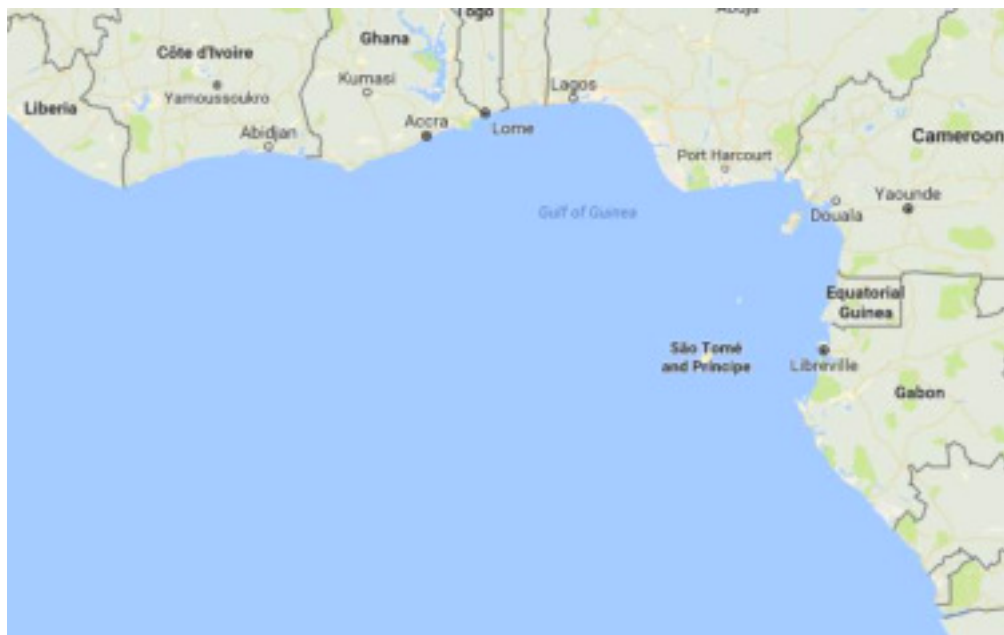
### **SAUDI COALITION INSPECTIONS**

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

- **30 March (Nigeria – Incident Update)** – Four persons in a small boat boarded a bulk carrier as it approached the pilot boarding station near position 04:01 N – 006:48 E, 32 nautical miles southwest of Bonny. They kidnapped five crewmembers and escaped. **Update (25 April)** – Five Filipino seafarers who were kidnapped by Nigerian pirates last month returned home and were reunited with their families in Manila. The seamen recounted that heavily armed Nigerian pirates stormed their cargo ship and abducted five Filipinos off the vessel. The seamen disclosed that the rest of the crewmembers on board the vessel hid and were spared by the pirates. According to the seamen, the pirates released the kidnapped victims after the shipping company negotiated with the pirates, presumably with ransom payments.

## SUSPICIOUS ACTIVITY

- No current incidents to report

## OTHER ACTIVITY

- **26 April (Nigeria)** – The Nigerian Navy arrested ten suspects after intercepting a vessel carrying stolen crude oil off the coast of the Niger Delta. The suspects – a Nigerian, two Pakistanis, Three Ghanaians, one Indonesian, One Beninois and two Ukrainians – had siphoned about two thousand metric tons of crude oil from a loading facility belonging to Shell Petroleum. In a statement, Navy

Commodore Ibrahim Dewu, commander of the NNS Delta, disclosed that “the suspects were caught while siphoning crude oil into the vessel from Afremo A platform, a loading jacket belonging to the Shell Petroleum and Development Company in the Forcados River.”

## MARITIME REPORTING

- Nothing to report

## WEATHER FORECAST: GULF OF GUINEA

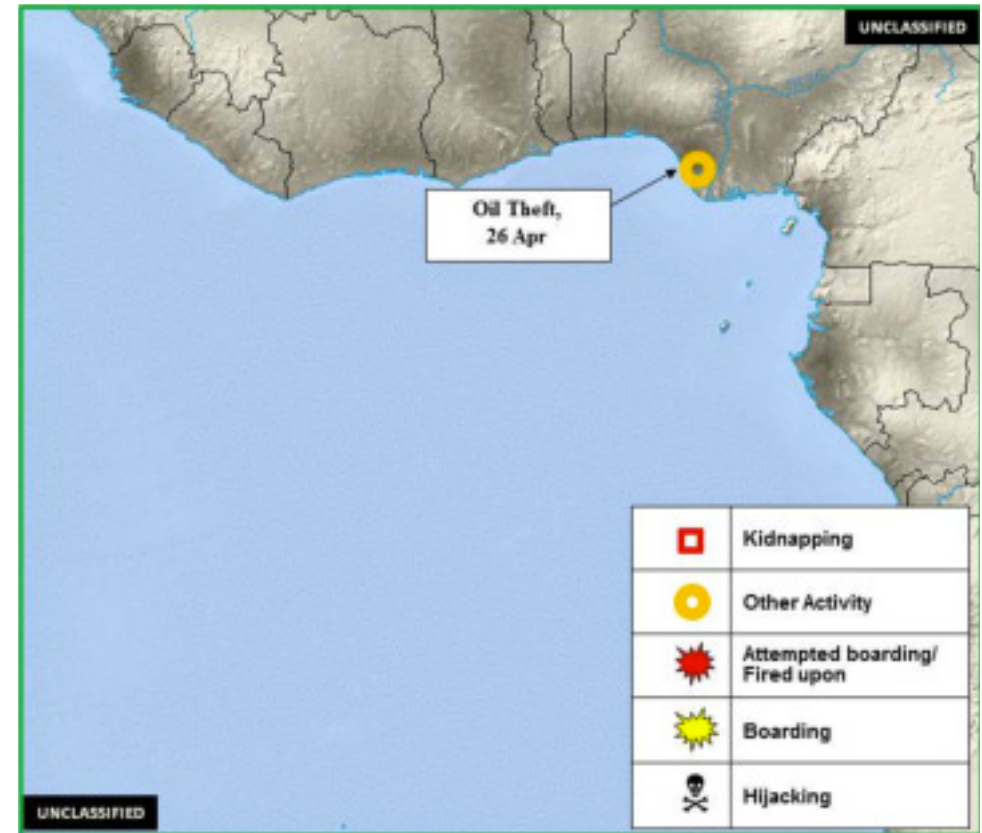
**GULF OF GUINEA:** South-southwest winds of 5 – 10 knots and seas of 2 – 4 feet.

- **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

- **23 April (Philippines – Late Report)** – Suspected illegal fishermen managed to elude arrest by ramming their fishing vessel into the small boat being used by policemen inside a fish sanctuary in Barangay Sulangan, Bantayan Island. The

policemen were responding to information about the operation of illegal fishes in the protected area. The suspects, who were onboard three small boats and a larger vessel, were reportedly using dynamite in order to catch fish. Upon seeing the policemen, those riding in one of the small boats rammed the police boat, causing it to sink. The situation then gave them the opportunity to escape. No injuries were reported.

- **18 April (Philippines – Late Report)** – According to police, armed men tried to commandeer a cargo vessel off the waters of Zamboanga del Norte. A police spokesman disclosed that armed men on two motorized boats fired at *M/V DONA ANABELLE* while it was sailing near Santa Maria village in Siocon town. The spokesman further disclosed that the four men tried to board the vessel but later departed after seeing an approaching Philippine Navy boat, adding that no one was injured in the incident.

#### VESSELS BOARDED

- **22 April (Philippines – Late Report)** – An unknown number of robbers boarded an LPG tanker at berth, near position 13:40 N – 121:03 E, Batangas. They stole ship’s properties and escaped. The theft was discovered by crew during routine rounds.
- **19 April (Indonesia – Late Report)** – Three robbers boarded an anchored bulk carrier near position 00:15 S – 117:34 E, Samarinda Anchorage. Alarm was raised and the crew was mustered. Upon seeing the crew’s alertness, the robbers escaped without stealing anything.

#### SUSPICIOUS ACTIVITY

1. No current incidents to report

#### OTHER ACTIVITY REPORT

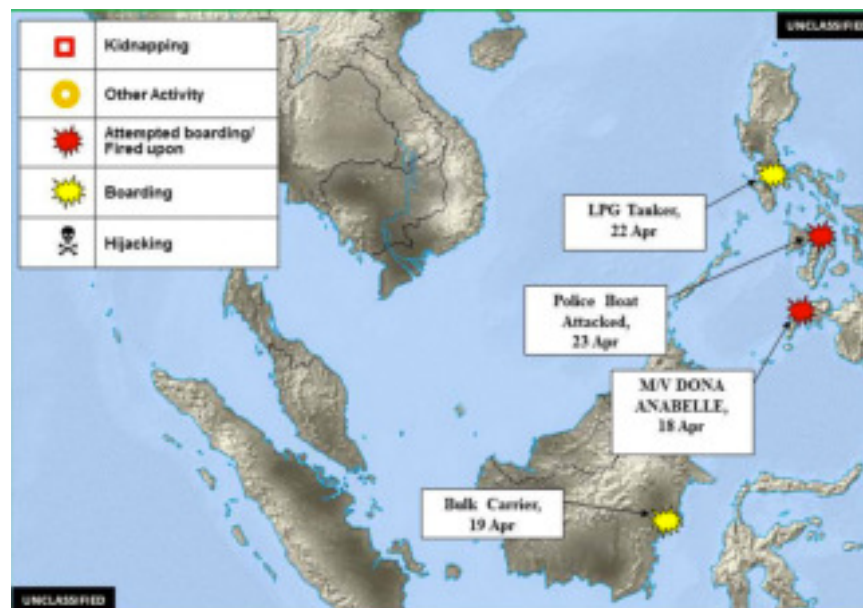
2. No current incidents to report

#### 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 winds 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 that is 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 throughout this timeframe.



# WORLDWIDE

## NORTH AMERICA

- No current incidents to report

## CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **23 April (Ecuador – Late Report)** – Six Peru-flagged fishing vessels were detained during an operation carried out in the province of El Oro by the Southern Coast Guard Subcommand of the Ecuadorian Navy. The vessels were fishing in Ecuadorian waters without any fishing permits. The ships were found to be carrying 6.4 tons of jumbo flying squid that was confiscated by the fishing inspectors and donated to the Organization of Artisanal Fishermen of El Oro.
2. **18 April (Colombia – Late Report)** – Colombian authorities found 400 kilograms of cocaine in a shipping container aboard Italy-flagged container ship *M/V CALA PALMA* in the port of Turbo.
3. **10 April (Guatemala – Late Report)** – One robber boarded an anchored yacht at Bahia de Graciosa, waking both crewmembers on board. The Captain went topside and discovered a man was removing small outboard from the rail mount. A scuffle ensued, and the Captain ended up in the water next to the thief's boat. The thief was armed with a handgun that was tucked into the front waistband of his pants, however he did not remove it. He attempted to hold the Captain's head underwater but was unsuccessful. The Captain sustained minor injuries during the incident. After the thief departed, the yacht moved about 5 miles to Tres Puntas where five other cruising boats were anchored. A report of the incident was made to the local authorities in the morning.
4. **6 April (Honduras – Late Report)** – A yacht with two persons onboard anchored off Graham's Place. They met a man who identified himself by name and then asked several questions about their planned stay, and the number of persons on board. Later that evening, the yacht was boarded by four armed men (3 – 9 mm handguns and 1 rifle), wearing military style pants, and all wearing ranger type boots. One of the men was the man that they had met earlier in the day. They

demanded all things of value and threatened to kill the crewmembers if they made any noise or resisted. The Captain and crew complied and the men departed with cash, electronics, iPads, cameras, cell phones, a gas tank, and a propane cylinder after threatening to return if any report was made. A detail report of the incident was made to the local police and port authorities.

## INCIDENT MAP

Source: ONI



## NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

## MEDITERRANEAN/BLACK SEA

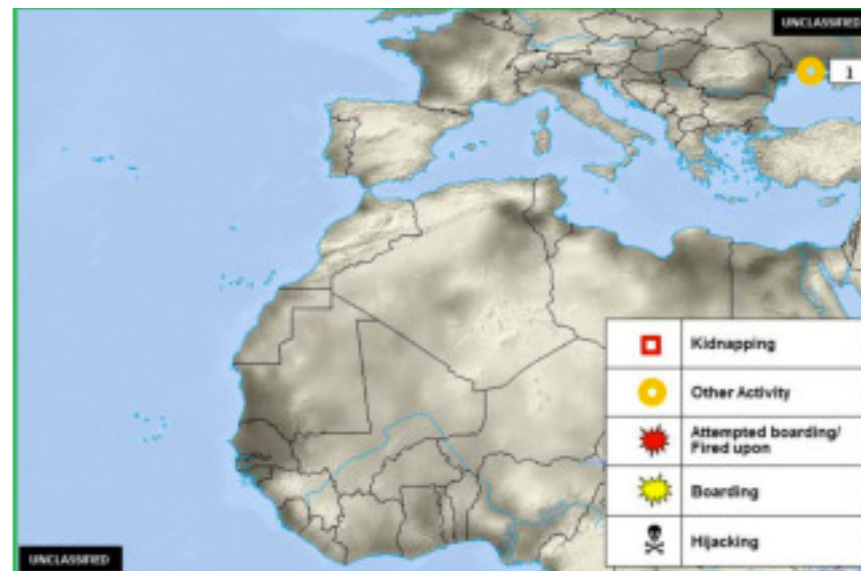
1. **25 April (Ukraine)** – The Security Service of Ukraine working jointly with border guards seized 180 kilograms of amphetamine in Odessa. The drugs arrived at the port in a container with shoes from the Mediterranean. According to the authorities, this is the largest batch of the drug ever seized in Ukraine. Two persons were detained while receiving the cargo.
2. **5 March (Libya – Incident Update)** – The Russia-flagged general cargo ship *MERLE* was seized by the Libya Coast Guard Zawiya Squad in Libyan waters and taken to Tripoli. The ship was reportedly en route to Zawara to load scrap metal. **Update (26 April)** – According to Russian Special Presidential Envoy for the Middle East and Africa, Deputy Foreign Minister Mikhail Bogdanov, five Russian sailors from a freighter detained in Libya have been released and taken back home.

## MARITIME REPORTING

- **27 April (Black Sea)** – On Thursday, Turkish officials reported that a Russian naval intelligence ship sank of Turkey's Black Sea coast after it collided with a Togo-flagged vessel carrying livestock, adding that all 78 personnel on board the navy ship were evacuated. According to Turkey's Transport Minister Ahmed Arslan, the rescued crewmembers on board the Russian ship *LIMAN* were in good health after the collision with vessel *YOUZARSIF H*. The incident occurred in fog and low visibility 29 km (18 miles) from Kilyos village on the Black Sea coast just north of Istanbul. The coastal safety authority has disclosed that Turkish authorities dispatched a tugboat and three fast rescue vessels to the area of the incident. According to sources within the office of the Turkish Prime Minister Binali Yildirim, his advisers conveyed his sadness over the incident to Russian counterparts. Relations between the two countries have suffered because of political disputes over the civil war in Syria. Russian warships frequently pass through the narrow Bosphorus Strait, which cuts through Istanbul, on their way from the Black Sea to Syria's Mediterranean coast.

## INCIDENT MAP

Source: ONI



## ARABIAN GULF

- No current incidents to report

## EAST ASIA/INDIAN SUBCONTINENT

- No current incidents to report

## EASTERN AND SOUTHERN AFRICA

2. **20 April (South Africa – Late Report)** – A Tanzanian teenager was rescued after his hand was caught in the hawse pipe of a ship as he was attempting to stow away onboard at Maydon Wharf in Durban. The 19-year-old was attempting to

board Panama-flagged carrier *MI HARMONY*, which was destined for Maputo, when his hand was crushed. According to a police spokesman, the stowaway had climbed up the rope in an attempt to get onto the ship that was moored at the wharf and that “due to the motion of the vessel moving the rope, the man’s hand was crushed and partly amputated.” He was taken to a local hospital.

### INCIDENT MAP

Source: ONI



### NORTHEAST ASIA

- No current incidents to report

### PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

# MIGRATION



that two survivors, one of whom is pregnant, were taken to the island's main hospital. Lesbos was the main gateway into the European Union (EU) in 2015 for nearly a million Syrians, Iraqis and Afghans who crossed from Turkey, however a deal between the EU and Ankara, which was reached in March last year, has effectively all but closed down that route. According to data compiled by UNHCR, just over 4,800 refugees and migrants have cross to Greece from Turkey this year, adding that about twenty arrive on Greek islands every day. In 2016, at least 173,000 people, mostly Syrians, arrived in Greece.

- **25 April** – According to the International Organization for Migration (IOM), 1,089 migrants are believed to have died while trying to cross the Mediterranean Sea since 1 January 2017. Of this figure, 1,002 have died while trying to make the journey along the central Mediterranean route between Libya and Italy. Thirty-seven died on the astern Mediterranean route toward Greece and Crete and 50 died along the western Mediterranean route towards Spain.
- **24 April** – The Greek coastguard reported on Monday that at least eight people, including a child, drowned when an inflatable boat carrying refugees and migrants sank off Greece's Lesbos Island. The United Nations refugee agency UNHCR has indicated that the death toll was at least 12. Citing survivors, it disclosed that 25 people were on board, with the Greek coastguard reporting

## SPOTLIGHT ON LIBYA

### PORT STATUS AS OF 30 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	<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 Zawiya (Zawia)	<b>Declared Force Majeure 9 April</b>	Moderate
Port of Zueitina	Open	Low

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

\*\* The Sharara oil field pipelines have begun delivering to Zawiya refinery. The port is anticipated to reopen in the near future.



### ACTIVITY REPORTING

- 28 April** – Libyan naval forces captured two vessels suspected of smuggling oil from the North African country after gun battles lasting several hours west of the capital Tripoli. Libyan forces frequently capture vessels smuggling oil and arms off the coast and the North African state has become a haven for migrant smugglers who take advantage of the country's turmoil to ship people across to Europe. Ukraine-flagged tanker *Routa*, and a vessel with an unspecified African nation's flag named *Stark* were captured early Friday. "Clashes lasted for three hours, but the two tankers were successfully seized," Ayoub Qassem, spokesman for the Libyan naval forces said. The incident occurred in the Sidi Said area west of Tripoli. Qassem did not report any casualties or give details on what happened to the crew of the vessels or their nationalities.

- **26 April** – Libya’s biggest oil field, Sharara, reopened as crude began to move through a pipeline connected to the Zawiya refinery, according to a person with direct knowledge of the matter. Oil began to be distributed through the pipeline on Wednesday, and is expected to reach Zawiya Thursday. The pipeline carrying Sharara crude to the Zawiya refinery had been blocked in early April, halting production, two people familiar with the operations said at the time. It was not clear who blocked the pipeline or why the pipeline was allowed to resume shipments.
- **26 April** – The Russian Deputy Foreign Minister, Mikhail Bogdanov said Wednesday that five Russian sailors detained in Tripoli have been freed. This announcement comes after the visit of a Russian delegation headed by Bogdanov to Tripoli on Tuesday. The delegation met with political stakeholders in Tripoli and had no contact with the Tobruk-based House of Representatives. The five Russian sailors, who were detained on board MERLE cargo vessel inside Libyan waters off Al-Zawiya shores, returned to Russia after two months of negotiations with Libyan authorities. Bogdanov said nothing about the fate of the two remaining sailors. Russian Foreign Ministry said on April 19 that it would take all the needed measures to protect the sailors and return them home. The Russian vessel was intercepted on March 05 by the Libyan coast guards off Al-Zawiya shores and was then docked at Tripoli port and the 7 sailors were detained by the authorities.
- **24 April** – According to Italian prosecutor Carmelo Zuccaro, some of the charities saving migrants in the Mediterranean Sea are colluding with people-smugglers. An investigation of humanitarian groups operating migrant rescue ships in the Mediterranean has turned up evidence of contacts between some NGOs and Libyan-based human smugglers, Zuccaro states, adding that his office’s probe has revealed “evidence that there are direct contacts between some NGOs and human traffickers in Libya.” Several NGOs have operated rescue boats in the Mediterranean just outside Libya’s territorial waters. Humanitarian advocates said that if weren’t for them, countless more migrants would perish at sea. Amnesty International official Gianni Rufini challenged those suspecting deals between NGOs and smugglers to produce proof. Under maritime rules involving distressed boats, Italy’s coast guard, which coordinates operations in the search-and-rescue zone between Sicily and Libya’s territorial waters, frequently calls on private vessels near foundering dinghies or fishing boats crowded with migrants. In the past, nearby cargo ships were called to help. But increasingly an expanding number of NGO vessels are plucking migrants to safety. Zuccaro didn’t specify how the evidence was obtained.
- **24 April** – Rome has brokered a diplomatic breakthrough in Libya that has the potential to bring the two main warring sides together in a new political agreement after years of division. The scale of the breakthrough will be tested later this week, but Italy is hailing a compromise brokered between the presidents of the house of representatives, Ageela Saleh, and the state council, Abdulrahman Sewehli. According to a statement from the state council, “there was an atmosphere of friendliness and openness” at the meeting in Rome. The statement also said there would have to be further consultations between the two sides this week in order to bring about reconciliation “and stop the bleeding as well as [ensure] the return of displaced persons”.
- **22 April** – Brega port clerks shut down work on Friday until a further notice. Sources from the Transportation Ministry said a group of protesters shut the port down in protest of dismissal of the port’s chief, Abdeladeem Abukhamada and his assistant by eastern military governor Abdelraziq Al-Nathori.

**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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References are always available.

More information is found at [www.msrisk.com](http://www.msrisk.com)

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