

Maritime Security Review



Issue No. 19

15 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.

INCIDENTS AT SEA

Reporting Period: 8 - 14 May 2017

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

1. **7 May (Gulf of Oman – Late Report)** – Duty officer onboard a bulk carrier underway near position 25:32 N – 057:33 E, 12 nautical miles southwest of Bandar E Jask Iran, noticed three skiffs approaching the vessel. At the same time a vessel suspected to be the mother vessel was seen astern at a distance

of 2 nautical miles. As the skiffs closed, the crewmembers observed the persons in the boat holding ladders. The alarm was raised, the speed was increased, evasive manoeuvres commenced and Ras al Khor Port was contacted, who in turn informed the Iranian navy. As the bulk carrier changed course, the skiffs and the suspected mother vessel followed. After around twenty minutes, the Iranian Navy called the bulk carrier to alter course at which point the skiffs aborted and move. The vessel and all crewmembers on board have been reported safe.

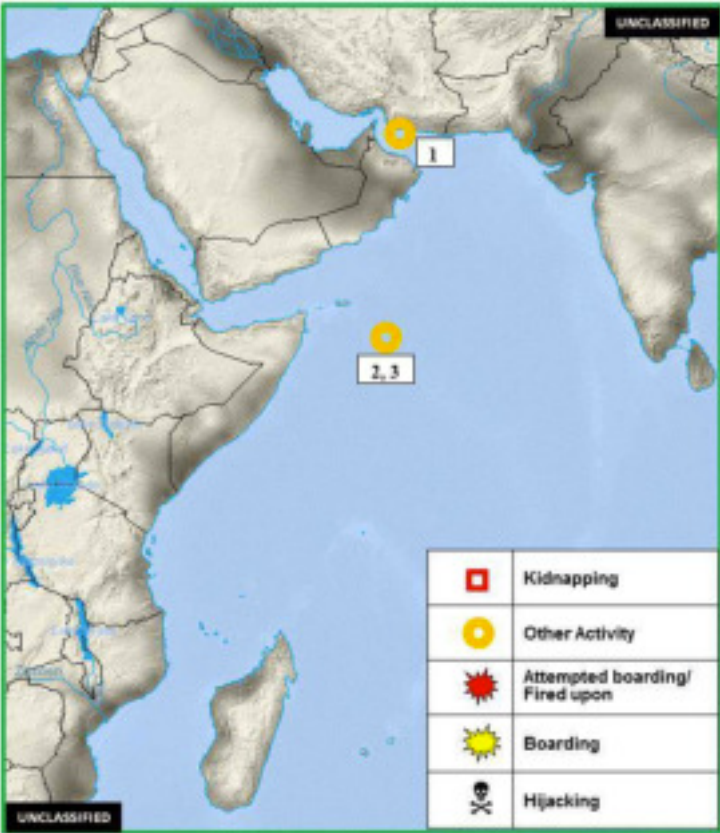
2. **3 May (Arabian Sea – Late Report)** – Royal New Zealand Air Force P-3K2 Orion surveillance aircraft and the French Navy vessel *FS SURCOUF* working as part of the Combined Maritime Forces boarded and searched a sailing vessel patrolling the group's area of operations. A cache of approximately 200 kilograms of heroin on board the vessel was found, which the CMF believes was bound for Africa and Europe.
3. **28 April (Arabian Sea – Late Report)** – Royal New Zealand Air Force P-3K2 Orion surveillance aircraft and the French Navy vessel *FS SURCOUF* working as part of the Combined Maritime Forces boarded and searched a sailing vessel while patrolling the group's area of operations. A cache of approximately 200 kilograms of heroin on board the vessel was found, which the CMF believes was bound for Africa and Europe.

MARITIME REPORTING

- **9 May** – Yemen’s worsening conflict is contributing to a rise in piracy in the region, with Somali pirates taking advantage of a reduced international naval presence and more readily available weaponry to carry out attacks. According to Colonel Richard Cantrill, chief of staff with the European Union’s (EU) counter piracy mission EU NAVFOR, “the regional instability caused by Yemen is important.” Fighting between Yemen’s Iran-aligned Houthi rebels and a Saudi-led coalition has spilled over into the shipping lanes through which much of the world’s oil passes. Furthermore, in recent weeks attacks by Somali pirates on merchant vessels around the Gulf of Aden, the first to take place since 2012, have raised concerns of a return to hijackings and crewmembers being taken hostage for long periods. Navy officials have disclosed that this recent spike in activity in this region is practically driven by the risk of famine and drought in Eastern Africa, adding that there have been around six incidents involving Somali pirates and international merchant vessels reported in recent weeks. These incidents include the attempted hijacking in April of a Tuvalu-flagged cargo vessel that was rescued by the Chinese Navy after crewmembers sent a distress call. Separately, Somali pirates held the Sri Lankan crew of a Comoros-flagged ship hostage before releasing them. This increase of attacks has also been linked to growing anger amongst Somalis over the failure by authorities to crack down on foreign fishing vessels, which are threatening their livelihoods, as well as an influx of weapons. According to Cantrill, “the price of weaponry has markedly reduced. So, if you are trying to get hold of a certain weapon, it might easier now and cheaper and that could have an impact on criminal actors in Somalia – some of whom might wish to turn to piracy.” Cantrill however noted that there was still a “real willingness between navies and nations to cooperate” despite tighter assets available, adding that the coming weeks following the monsoon season will be crucial as attacking vessels becomes easier due to better weather conditions at sea. Cantrill further notes that “we have seen a spike in piracy activity, but I would not yet characterise it as a resurgence.”

INCIDENT MAP

Source: ONI



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

- **Extended Forecast:** Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 2 feet in the western section of the Gulf; with variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the eastern section of the Gulf.

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

SOMALI COAST: Southerly winds of 10 – 15 knots and seas of 1 – 3 feet in the northern section of the coastline; with southerly winds of 10 – 15 knots, and seas of 2 – 4 feet in the southern section of the coastline.

- **Extended Forecast:** South-southwest winds of 15 – 20 knots and seas of 3 – 5 feet in the northern section of the coastline; with south-southwest winds of 15 – 20 knots and seas of 2 – 4 feet in the southern section of the coastline.

CENTRAL AFRICAN COAST/INDIAN OCEAN: Southerly winds of 15 – 20 knots and seas of 2 – 4 feet.

- **Extended Forecast:** Southerly winds of 15 – 20 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 southeast winds of 10 – 15 knots and seas of 3 – 5 feet in the southern Channel.

- **Extended Forecast:** Southerly winds of 15 – 20 knots and seas of 3 – 5 feet in the northern Channel; with south-southeast winds of 15 – 20 knots and seas of 7 – 9 feet in the southern Channel.

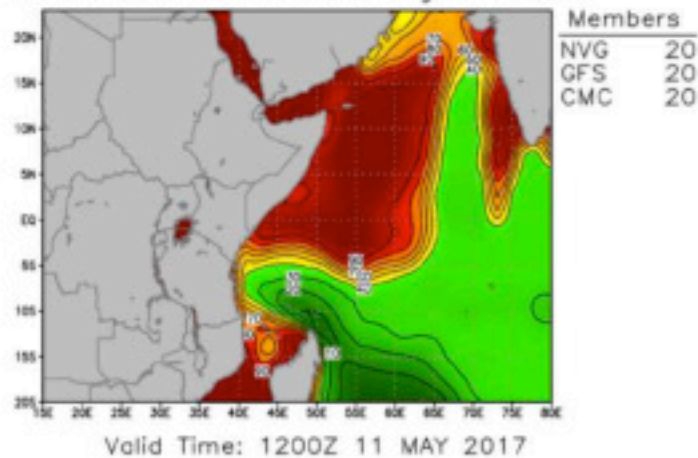
SURFACE CURRENTS: The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Currents speeds along the Somali Basin are northeasterly averaging between 2 – 3 knots.

SYNOPTIC DISCUSSION: High pressure 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.

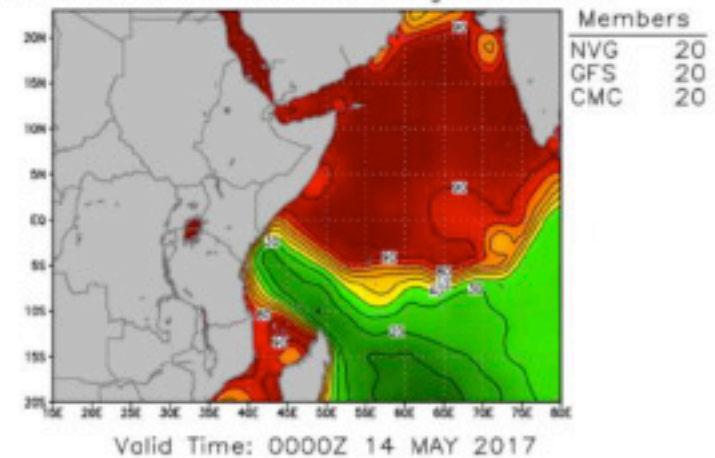
WEATHER MAP

Source: ONI

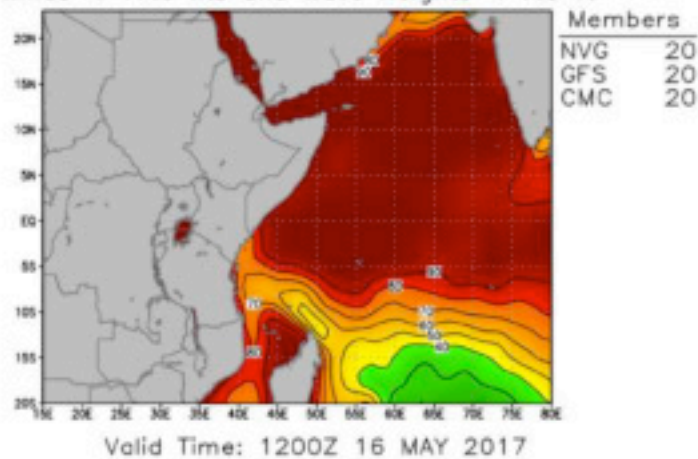
Winds < 15.0 kts and Wave Heights < 5.0 ft



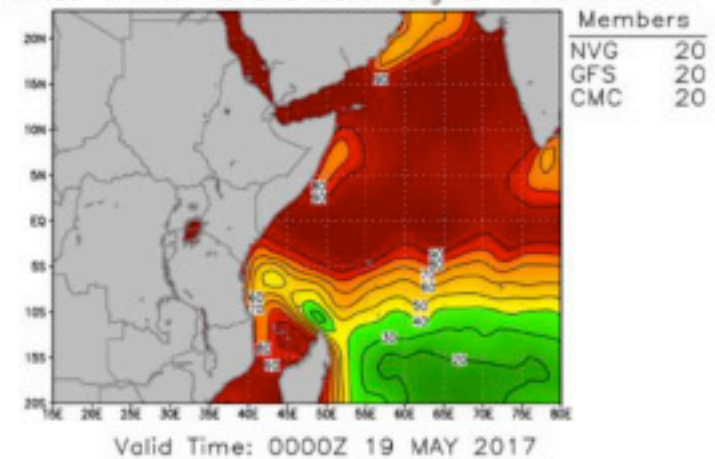
Winds < 15.0 kts and Wave Heights < 5.0 ft



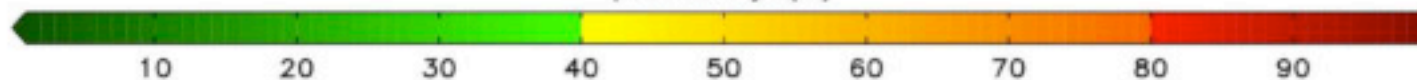
Winds < 17.0 kts and Wave Heights < 7.0 ft



Winds < 17.0 kts and Wave Heights < 7.0 ft



probability (%)



SPOTLIGHT ON YEMEN

PORT STATUS AS OF 14 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 WARNING*	High	The Saudi Royal Navy is using a holding area 60 NM west of Hodeidah port for vessels attempting entry into Salif or Hodeidah. Inbound vessels should plan on holding here prior to receiving clearance.
Mokha Port	Closed	High	Considered unsafe; no activity reported since August 2015
Mukalla Port	Open	High	Capacity: 2 berths
Ras Isa Marine Terminal	Closed	Closed	
Saleef Port	Open	High	Capacity: 2 berths

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

ACTIVITY REPORTING

- 12 May** – A cholera outbreak has killed 51 people since April 27, the World Health Organization said on Thursday. WHO said there are 2,752 suspected cholera cases and 58 more people have been confirmed as having the diarrheal disease. A epidemic late last year faded but outbreaks are frequent and made worse by the degrading of health and sanitation systems by more than two years of civil war that has also killed at least 10,000 people and displaced millions.
- 11 May** – The former governor Aden, recently sacked by the president, has formed a new "transitional political council of the south". The ex-governor, Maj. Gen. Aidarous al-Zubaidi, is close to the UAE, a key member of a Saudi-led coalition fighting Shiite Houthi rebels. However, relations between Yemen's President Abed Rabbo Mansour 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. The new council, declared by al-Zubaidi at a speech in Aden, consists of 27 southern leaders including former Cabinet minister Hani Bin Braik, who had similar UAE-links and was also dismissed by Hadi. The group does not, however, include prominent members of the Southern Movement, Yemen's decade-old separatist organization, actors who have political weight and influence needed in the region.
- 9 May** – There is a rising incidence of maritime crime in the region; 48 criminal incidents reported in the 1st quarter, posing increased risk to maritime shipping. Political instability and harsh living conditions in Somalia and Yemen contributed to a return of maritime attacks, with 22 incidents reported in Q1. The increased attacks mean that the Indian Ocean area has become "a potentially dangerous route for commercial vessels and trade into Europe again," according to Gerry Northwood, former Royal Navy counter-piracy commander.
- 9 May** – The Royal Saudi Navy has located more floating mines off the coast of Yemen, likely placed by Houthi rebel militias. The latest mine sightings were off of Midi, a port on the Red Sea just south of the Yemeni-Saudi border. The mines were of simple construction, but could pose a threat to civilian maritime traffic, including aid vessels. In mid-March, a Yemeni coast guard ship struck a mine near the port of Mokha. The Saudi navy said that it disabled several more naval

mines near the port. In March, the U.S. Office of Naval Intelligence issued a warning to merchant ships of the possible presence of naval mines in waters off the west coast of Yemen. Likewise, the UKMTO advises that "masters should consider increasing vigilance, maintain the furthest possible distance from the Yemen coast, transit the Bab el Mandeb strait during daylight hours and use the western TSS wherever possible."

YEMEN: PROCEDURE

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

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

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

UNITED NATIONS INSPECTIONS

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

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

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

SAUDI COALITION INSPECTIONS

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

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

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

WEST AFRICA/GULF OF GUINEA



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

HIJACKS

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- 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

- **6 May (Ivory Coast – Late Report)** – Duty officer onboard a container ship anchored near position 005:10 N – 004:04 W, Abidjan Anchorage, noticed a suspicious boat approaching from astern and alerted the duty crew on deck. As the boat came alongside, the alarm and the vessel's whistle were sounded and the fire pump was started. Upon seeing the alerted crew, the boat slowly moved away, circled the vessel once and then departed. Port control was informed.

MARITIME REPORTING

- Nothing to report

WEATHER FORECAST: GULF OF GUINEA

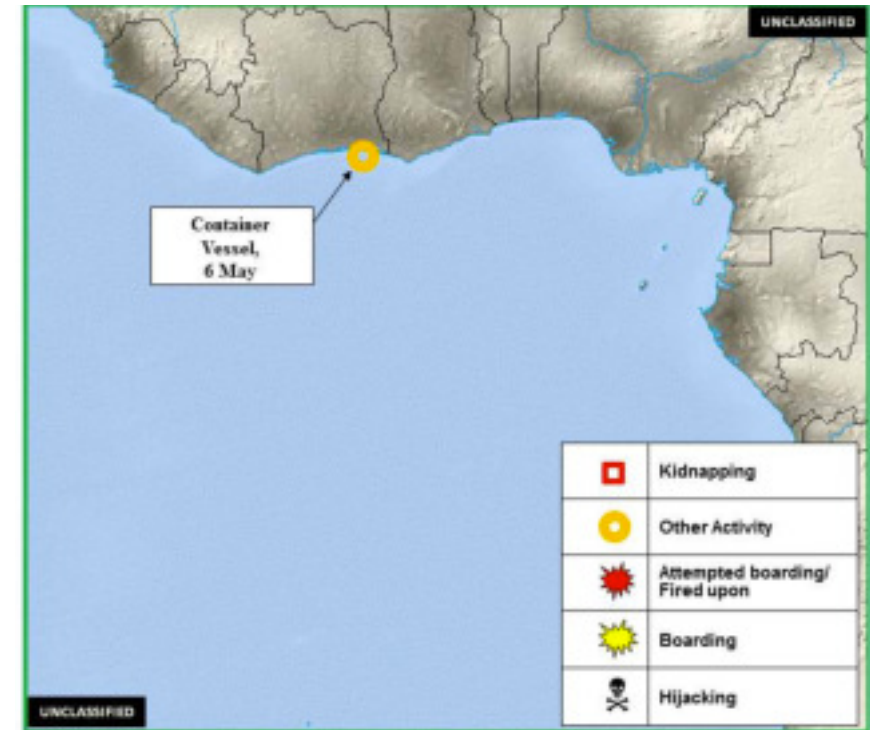
GULF OF GUINEA: South-southwest winds of 5 – 10 knots and seas of 2 – 4 feet.

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

INCIDENT MAP

Source: ONI



SOUTHEAST ASIA

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

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

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



HIJACKS

- No current incidents to report

KIDNAPPING

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- No current incidents to report

VESSELS BOARDED

- **3 May (Malaysia – Late Report)** – Second Engineer aboard a tanker underway near position 01:16 N – 103:17 E, 7.8 nautical miles south-southwest of Pulau Kukup, Johor, found five robbers in the engine room. The alarm was raised. Upon seeing the alerted crewmembers, the robbers escaped. The vessel and all crewmembers on board have been reported safe.
- **22 April (Philippines – Late Report)** – A duty crewman on board a container vessel anchored near position 07:10 N – 122:39 E, 10 nautical miles southwest of the Olutanga Coast noticed a small boat near the anchor chain. The hawse pipe cover opened and the crewman informed the duty officer, who raised the alarm. Two robbers were seen escaping from the vessel. Upon inspection, no stores were reported stolen. The incident was reported to the Davao Coast Guard and pilot station via VHF Channel 16.

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:** Southwest winds of 5 – 10 knots and seas of 1 – 2 feet.

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 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 – 2 feet.

- **Extended Forecast:** Northerly winds of 5 – 10 knots, gusting to 15 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 slighting 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 daytime heating.

REVIEW OF PIRACY & ARMED ROBBERY AGAINST VESSELS IN ASIA – APRIL 2017

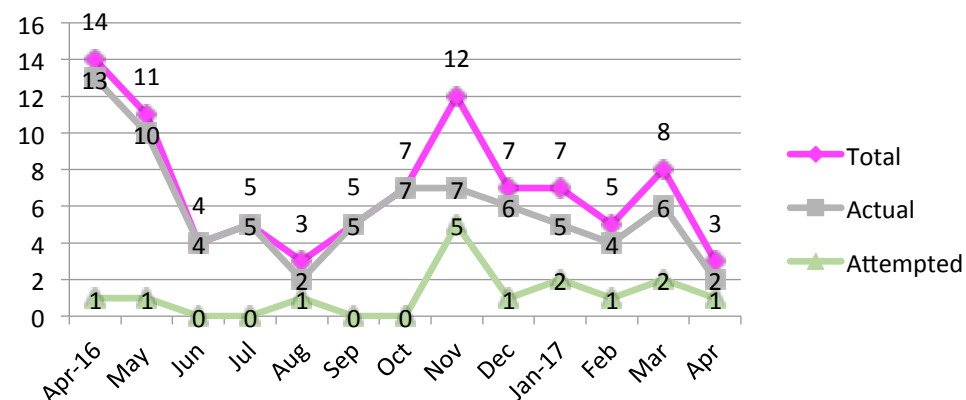
During the month of April, there were a total of three incidents of piracy and armed robbery against vessels reported in Asia. Of these incidents, two were actual incidents (armed robbery against vessels) and one was an attempted incident of piracy. While there was no actual incident of abduction of crewmember from ship while underway in the Sulu-Celebes Sea and waters off Eastern Sabah during this period, with the exception of an attempted incident involving a passenger cargo ferry on 18 April, there is no room for complacency.

NUMBER OF INCIDENTS

In April 2017, there were a total of three incidents of piracy and armed robbery against vessels reported in Asia. Compared to the same reporting period in 2016, there was a decrease in the number of incidents that were reported in April 2017. A total of fourteen incidents were recorded in this area in April 2016.

On a month-on-month comparison between April 2016 and April 2017, the number of incidents fluctuated throughout the period, with the lowest of three incidents being reported in August 2016 and April 2017 and the highest number of incidents, 14, being reported in April 2016.

Number of Incidents (April 2016 - April 2017)



LOCATION AND DESCRIPTION OF INCIDENTS

Below is a description of the three incidents that were reported in April 2017.

Actual Incidents

1. *ARPEGGIO*, Bulk Carrier, Panama (20 April 2017; 0200 hrs; Samarinda Anchorage, Indonesia) – While at anchor, three perpetrators boarded the bulk carrier. The alarm was raised and the crew was mustered. Upon seeing the crew's alertness, the perpetrators escaped without taking anything.
2. *LUCINA PROVIDENCE*, LPG Tanker, Panama (22 April 2017; 0300 hrs; JG Summit Terminal Jetty 1, Batangas, Philippines) – While at berth, an unknown number of perpetrators boarded the LPG tanker, stole ship's property and escaped. The crew only discovered the theft during their routine rounds. The port authority boarded the ship for investigation.

Attempted Incident

3. *DONA ANNABEL*, Passenger/Cargo Ferry, Philippines (18 April; 0754 HRS; Approximately 14 nautical miles northwest of Port Santa Maria, Siocon, Zamboanga Peninsula, Philippines Sulu-Celebes Sea) – While underway, three fast boats surrounded and tried to approach the vessel. There was an unknown number of perpetrators wearing bonnets and armed with guns on board the boats. The ship captain reported the incident to the Philippine Coast Guard (PCG). After receiving the distress call from the vessel, the PCG immediately coordinated with local authorities and deployed its assets to conduct maritime patrol in the area. The Philippine Navy also deployed its assets and the Philippine Air Force deployed two Huey helicopters. The authorities located the vessel and rendered assistance to her until she arrived safely at the port of Zamboanga City, Philippines.

UPDATE ON SITUATION OF ABDUCTION OF CREW FROM SHIPS IN THE SULU-CELEBES SEA AND WATERS OFF EASTERN SABAH

Attempted Incident on 18 April 2017

The PCG reported an incident involving a Philippine-registered passenger/cargo ferry, *DONA ANNABEL*. On 18 April, the vessel was underway at approximately 14 nautical miles northwest of Port Santa Maria, Siocon, Zamboanga Peninsula, Philippines when three fast boats surrounded and tried to approach the ferry. An unknown number of perpetrators wearing bonnets and armed with guns were on board the boats. The vessel Captain reported in the incident to the PCG. Upon receipt of the distress call, the PCG immediately coordinated with local authorities, and deployed its assets to carry out maritime patrol in the area. The Philippine Navy also deployed its assets while the Philippine Air Force deployed two Huey helicopters to the location of the incident. The authorities located the vessel and rendered assistance to her until she arrived safely at the port of Zamboanga City, Philippines.

INCIDENT MAP

Source: ReCAAP



Status of the Abducted Crewmembers

On 13 April, the PCG reported that one of the four abducted crewmembers of fishing boat *RAMONA 2* was beheaded in Sitio Pantay Mino, Brgy. Tanum, Patikul, Sulu. His remains were located by Philippine Government forces who carried out a search operation after being informed of the incident. *RAMONA 2* was boarded by an unknown number of perpetrators on 20 December 2016.

As of 30 April 2017, of the 59 crewmembers who were abducted since March 2016, thirty were released, seven were rescued, two were killed and twenty remain in captivity.

Due to the current high threat of kidnap in the Sulu-Celebes Sea and in waters of Eastern Sabah, MS Risk continues to advise vessels to re-route, where possible. Otherwise vessel Masters and crewmembers are sternly urged to exercise enhanced vigilance, maximise alertness in lookouts and maintain continuous communications with the shipping company and reporting centres. MS Risk further urges to make immediate report prior to entering the Sulu-Celebes Sea and Sibutu Passage for monitoring and immediate responses in any eventualities. Below are the contacts details of regional reporting centres.

1. Philippine Coast Guard District – Southwestern Mindanao Operation Centre

- Tel: +63 929686 4129
- Tel: +63 929686 0689
- VHF: Channel 16 with call-sign “ENVY”
- Email: hcgdswm@yahoo.com

2. Navy – Littoral Monitoring Station (LMS) – Bongao, Tawi Tawi

- Tel: +63 917774 2293
- VHF: Channel 16
- Email: jointtaskgrouptt@gmail.com

3. Eastern Sabah Security Command (ESSCOM)

- Tel: +60 89863181/016
- Fax: +60 898631812
- VHF: Channel 16 with call-sign “ESSCOM”
- Email: bilikgerakanesscom@jpm.gov.my

CONCLUSION

The overall situation of piracy and armed robbery against vessels in Asia improved during April 2017 compared to the same reporting period last year. Three incidents were reported in April 2017, compared to 14 recorded in April 2016.

While there was no actual incident of abduction of crew reported in April 2017, there is no room for complacency as perpetrators are continuing to seek out vessels that they can board, as was evidenced by the incident involving the *DONA ANNABEL* on 18 April where the perpetrators tried to approach the ship but were not successful in boarding due to timely reporting by the crewmembers and immediate response by the Philippine authorities.

WORLDWIDE

NORTH AMERICA

1. **15 March (United States of America – Late Report)** – US Customs and Border Protection officers seized 2,100 counterfeit LCD TVs at the Port of Tacoma.

INCIDENT MAP

Source: ONI



CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **9 May (Brazil)** – Authorities found 34 kilograms of cocaine stashed in the bow thruster compartment of the fruit juice carrier *ORANGE BLOSSOM 2*.

INCIDENT MAP

Source: ONI

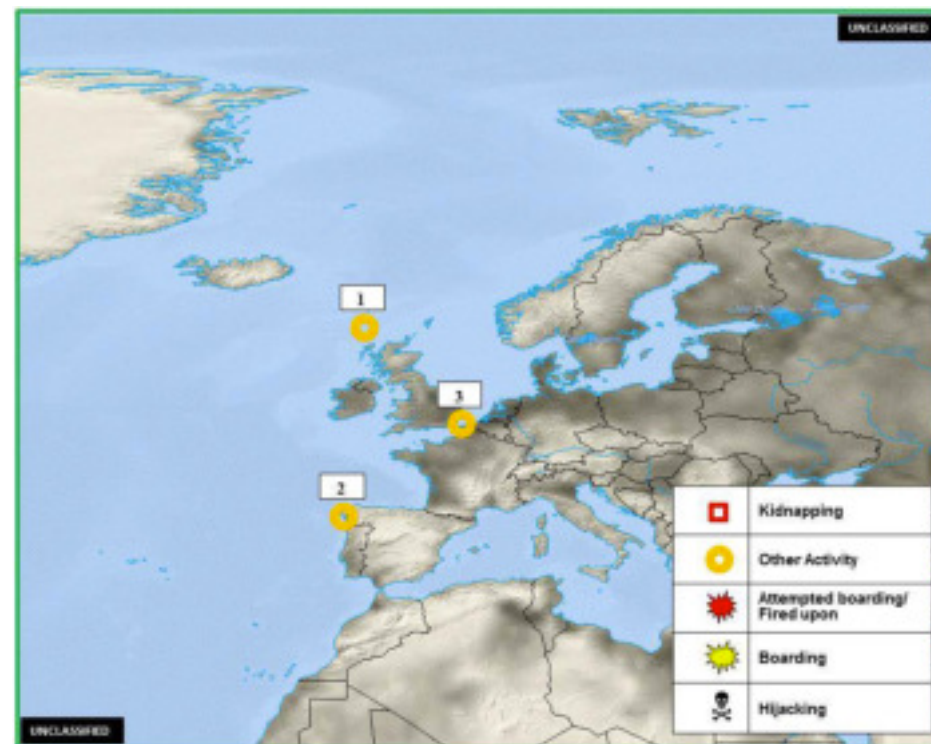


NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

1. **5 May (North Atlantic – Late Report)** – Two crewmen aboard the general cargo vessel *LEAH* got into a fight in which a Russian crewman was stabbed twice. Vessel was in the Atlantic, north of Isle of Lewis, Outer Hebrides of Scotland, while en route from Rotterdam to Straumsvik, Iceland. The crewman was medevac'd by helicopter and taken to a hospital in Stornoway, Scotland.
2. **4 May (Spain – Late Report)** – Fifty kilograms of cocaine were found onboard container ship *CAP BEATRICE*, docked at Puerto Marin port. A stowaway of Colombian nationality was also found onboard and arrested. It is believed he was connected to the smuggling event. A second person, of Spanish nationality, was arrested; it was believed that he was also connected to the drug shipment.
3. **4 April (France – Late Report)** – Six Iranian migrants were rescued from a sinking boat as they tried to cross the English Channel. The Iranians were suffering from mild hypothermia when they were found and received first aid before they were handed over to Calais border police. The group had been travelling from Calais to Dover when French authorities received a distress call from their small fishing vessel. The UK's Maritime and Coastguard Agency (MCA) assisted French authorities with the search operation, which was hampered by fog.

INCIDENT MAP

Source: ONI

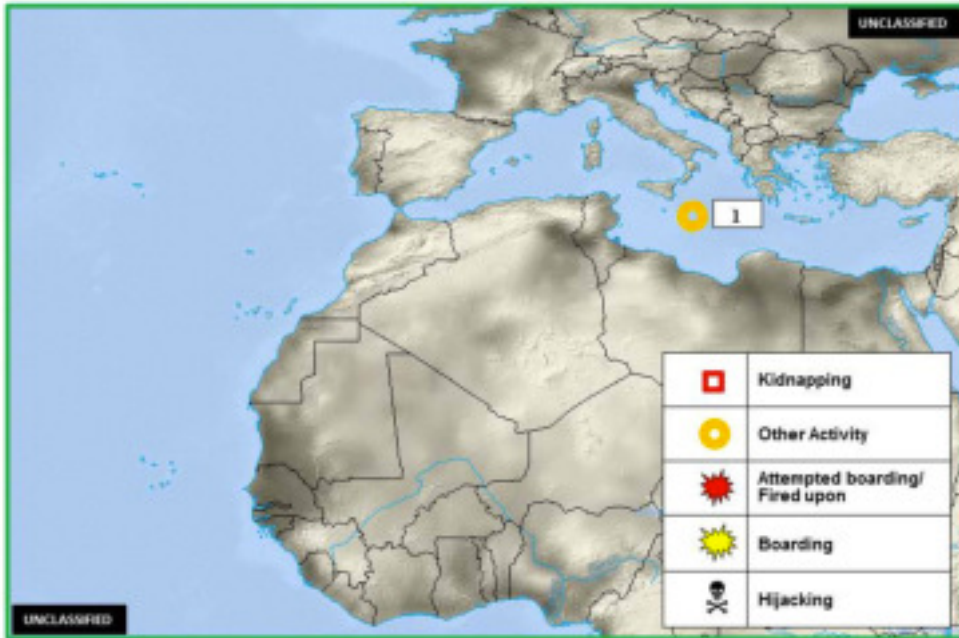


MEDITERRANEAN/BLACK SEA

1. **6 – 7 May (Italy – Late Report)** – According to a statement, European Union (EU) border agency Frontex, several NGO's and the Italian coastguard disclosed that between 6 – 7 May, 6,000 migrants hoping to reach Europe were rescued in the Mediterranean Sea in dozens of operations coordinated by the Italian coastguard.

INCIDENT MAP

Source: ONI



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



- **9 May** – According to police officials, around 300 sub-Saharan African migrants stormed the six-metre razor-wire fence between Morocco and the Spanish enclave of Melilla early on Tuesday, with around 100 successfully crossing the border. Spanish police have disclosed that three police officers were injured and required medical attention after the 0500 GMT rush, after migrants threw stones at border security. A Red Cross spokesman in Melilla disclosed that three migrants suffered bruises and small cuts in the attempt to cross the border.
- **8 May** – United Nations agencies disclosed on Monday that eleven migrants have died and nearly 200 are missing after two boats sank off the coast of Libya. Citing survivors, the first vessel incident involved an inflatable craft that left Libya on Friday with 132 people on board. It began to deflate a few hours later, before overturning. Some fifty survivors were picked up by a Danish container ship, the *ALEXANDER MAERSK*, which was alerted to divert by Italian coastguards. The survivors arrived in Pozzallo, southern Sicily, on Sunday. Representatives of the UN High Commissioner for Refugees (UNHCR) and the International Organization for Migration (IOM) were able to meet them on

Monday to hear their accounts, with survivors stating that women and children were amongst those missing.

- **8 May** – Officials have disclosed that they fear that more than 200 migrants may have died in the Mediterranean over the weekend. Concerns of the high death toll are the result of testimony from survivors, with officials disclosing that several bodies, including that of an infant, have washed up on a Libyan beach. Italian and Libyan coastguards have disclosed that since last Thursday, about 7,500 people have been rescued off the coast of Libya. Two groups of survivors have told the organizations that hundreds drowned when their rubber boats began to deflate before rescuers arrived. Survivors brought to Sicily on Sunday told Italian coastguards that more than sixty are feared dead. According to officials, three bodies were recovered on Saturday, with survivors stating that their boat left Libya carrying about 120 people. There was however some discrepancy in the numbers. Based on its interviews with some survivors in Pozzallo Italy, the United Nations refugee agency estimated that the number of dead was more than eighty. A spokesman for the Red Crescent in Zawiya, Libya has disclosed that eleven bodies have washed up on the shore west of Zawiya. According to Mohanad Krimeh, “all the bodies are of female victims and there is a girl of less than one year old. Last week, survivors reported that a young man found shot dead on one of the rubber boats had been killed by a smuggler for his baseball cap. The UN refugee agency has disclosed that, excluding the latest shipwrecks, more than 1,150 people have disappeared to died so far this year trying to reach Italy from North Africa. Migrant arrivals to Italy by sea are up about thirty percent this year on last year, when a record 181,000 came. According to United Nations High Commissioner for Refugees Filippo Grandi, “the increasing numbers of passengers on board vessels used by traffickers, with an average of 100 to 150 people, are alarming and the main cause of shipwrecks,” adding that “Risks are increased by worsening quality of vessels and the increasing use of rubber boats instead of wooden ones.”
- **8 May** – On Friday and Saturday, some 6,000 migrants hoping to reach Europe were rescued in the Mediterranean Sea in dozen of frantic rescue operations coordinated by the Italian coastguard. In a statement, the coastguard disclosed that some 3,000 were picked up on Saturday by the navy, coastguard and

European Union (EU) border agency Frontex as well as several NGOs. Some of them have already been taken to shore in Italy while others, including 730 on board a ship operated by Doctors Without Borders (MSF), were on their way. Meanwhile on Saturday, the Libyan coastguard reported that it had picked up around 170 migrants off Tripoli but had failed to rescue others “due to a lack of means.” The International Organization for Migration (IOM) has also reported that fishermen had rescued on Friday 371 migrants off the coast of the Libyan town of Zuwara.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 14 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	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)	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

- 11 May** – A ship load of tramadol, a synthetic opioid-like drug, from India to be sold to Islamic State terrorists in Libya to give them greater resilience has been seized by the Italian police, according to media reports on Wednesday. The 37 million tramadol pills, worth \$75 million, were found packed into three containers at the port of Genoa, labelled as blankets and shampoo and set to be loaded on a freighter bound for Misrata and Tobruk in Libya. Italian police said the consignment had come from India and would have been used for two purposes: to help finance Islamist terrorism and for use by jihadist fighters as a stimulant and to heighten resistance to physical stress. ISIS is already known for feeding its fighters Captagon, an amphetamine that blocks hunger, fear and fatigue. Italian investigators traced the tramadol shipment to an Indian pharmaceuticals company, which allegedly sold the pills for \$250,000 to a Dubai-based importer, which then shipped them from India to Sri Lanka where they

disappeared from the freighter's documents. The tramadol pills would sell for two dollars each in Libya, said the investigator.

- **11 May** – The illegal gun trade in Libya has been booming in recent years, and online sales have helped drive that growth, according to a study released earlier this month. A wide range of small arms are available for sale on closed social media groups, according to the report, entitled Web Trafficking—Analysing the Online Trade of Small Arms and Light Weapons in Libya. About 6.3 million people live in Libya, a country that's seen armed militias rise up as competing governments vie for power in the wake of the violent revolution in 2011. The gun trade was heavily regulated under Muammar Qaddafi's regime. But the political climate in recent years has been ripe for black market gun sales. "Numerous images from the revolution showed captured or destroyed storage facilities containing immense quantities of small arms and light weapons, ammunition, and other arms and ordnance," the report says. "The Libyan revolution of 2011 directly resulted in a massively increased proliferation of arms and munitions in the illicit sphere in Libya." With a healthy supply of weapons, the market found a medium in the Internet, something most Libyans didn't have under Qaddafi. As citizens signed on for the first time, they fell in love with Facebook, just one of various social media platforms used to create invitation-only groups that facilitate illegal gun deals. With so many competing factions in areas of the country, many Libyans keep guns at their homes and businesses for protection. "Distrust of the rival governments; their militias; the police and armed forces; and various tribal, ethnic, and other groups is widely expressed," the report says. The authors of the paper interviewed participants of the illicit arms trade, monitored and analyzed the closed social media groups, and looked at the types of guns and where they come from. Guns manufactured in 26 countries were found to be for sale on the black market. So-called legacy firearms — guns that are old and obsolete — are highly sought after in the country, and there are "significant quantities" in circulation. Most of these are handguns. The study says, "This is primarily due to the high demand for concealable firearms in Libyan cities." The study is part of a research project from the Small Arms Survey, an independent organization based in Geneva, Switzerland. The Security Assessment in North Africa project researches the availability and circulation of guns, and the emergence of armed groups and insecurity in the region.

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.

MS Risk is always mindful and compliant to legislation and guidelines on the use of private security services including, but not limited to the US FCPA (1977), UK Bribery Act (2010), Canadian Bill C-48 (2007), ASX 8 Corporate Governance Principles, and the World Bank/IFC Voluntary Principles on the Use of Government and Private Security Forces. MS Risk is a signatory of the Swiss government's International Code of Conduct. It is transparent and compliant to market expectations on legal and ethical conduct in the performance of services.

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- Training
- Special assignments

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- Business continuity management
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VIRTUAL SECURITY DIRECTOR SERVICE FOR CLIENTS LACKING A FULL-TIME SECURITY EXECUTIVE

References are always available.

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