

Maritime Security Review



Issue No. 26

3 July 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: 26 June – 2 July 2017

Region	Current Incidents Reported	Late Reported incidents	Threat level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	1	1	Medium
Gulf of Guinea	0	0	Low
Southeast Asia	0	2	Medium
WORLDWIDE			
North America	0	0	Low
Central America/Caribbean/South America	0	4	Medium
Atlantic Ocean Area	0	0	Low
Northern Europe/English Channel/Baltic	0	0	Low
Mediterranean/ Black Sea	1	2	Medium
Arabian Gulf	0	0	Low
East Asia/Indian Subcontinent	0	0	Low
Southern Africa	0	0	Low
Northeast Asia	0	1	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

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 year'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

- **28 June (Red Sea)** – A merchant vessel reported that five skiffs with 4 – 5 persons aboard and carrying weapons made a suspicious approach near position 12:28 N – 043:44 E. The reported closest point of approach was 0.5 nautical miles.
- **25 June (Bab el Mandeb – Late Report)** – A merchant vessel reported that one dark hulled skiff with eight persons aboard and carrying weapons made a suspicious approach near position 14:43 N – 042:05 E. The reported closest point of approach was 600 metres.

OTHER ACTIVITY

- No current incidents to report

INCIDENT MAP

Source: ONI



MARITIME REPORTING

- **27 June (Somalia)** – A huge explosion was heard from a ship off the coast of Somalia's Puntland region late on Monday, with flames seen rising from what might be a foreign vessel, an official in a nearby port disclosed. Ali Shire, mayor of Puntland's port town of Alula, a pirate haven, disclosed on Tuesday "we heard (a) huge explosion and (saw) flame rising from ship. I believe that the ship is foreign." Meanwhile a resident of Muranyo village near Alula disclosed that the vessel had been in the area for two days before the explosion occurred and that he had seen a helicopter land on and take off from the vessel some time before the blast. It was not immediately clear whether the explosion was caused by an accident onboard the vessel or was triggered by pirate attackers. It was also not clear whether the vessel was still afloat or had sunk. Jacqueline Sheriff, spokeswoman for the European Union Naval Force (EU NAVFOR), told Reuters in an email that they were aware of reports about a possible explosion on a vessel, adding that they were working with the United Kingdom Maritime Trade Operations (UKMTO) in order to confirm the details.

WEATHER FORECAST: GULF OF ADEN/ARABIAN SEA

WEATHER REPORT FROM 29 JUNE – 5 JULY 2017

NORTHERN ARABIAN SEA: Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 10 – 12 feet.

- **Extended Forecast:** Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 10 – 12 feet.

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

- **Extended Forecast:** Westerly winds of 10 – 15 knots, gusting to 20 knots, and seas of 1 – 3 feet in the western section of the Gulf; with southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the eastern section of the Gulf.

GULF OF ADEN: Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 – 7 feet in the western section of the Gulf; with southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 – 7 feet in the eastern section of the Gulf.

- **Extended Forecast:** Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 – 7 feet in the western section of the Gulf; with southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 4 – 6 feet.

SOMALI COAST: Southwest winds of 25 – 30 knots, gusting to 35 knots, and seas of 10 – 14 feet in the northern section of the coastline; with southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 feet in the southern section of the coastline.

- **Extended Forecast:** Southwest winds of 25 – 30 knots, gusting to 35 knots, and seas of 10 – 14 feet in the northern section of the coastline; with south-southwest winds of 20 – 25 knots and seas of 7 – 9 feet in the southern section of the coastline.

- **CENTRAL AFRICAN COAST/INDIAN OCEAN:** Southerly winds of 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 feet.

- **Extended Forecast:** Southerly winds of 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 feet.

MOZAMBIQUE CHANNEL: Southerly winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the northern Channel; with variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 3 – 5 feet in the southern Channel.

- **Extended Forecast:** Southeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the northern Channel; with variable winds of 5 – 10 knots and seas of 3 – 5 feet in the southern Channel.

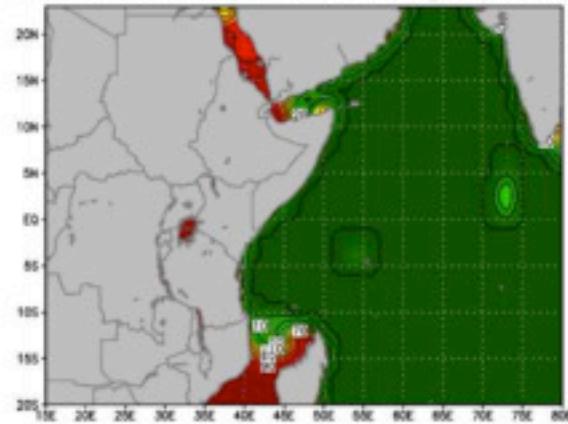
SURFACE CURRENTS: The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Current speeds along the Somali Basin are northeasterly averaging between 2 – 3 knots.

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

WEATHER MAP

Source: ONI

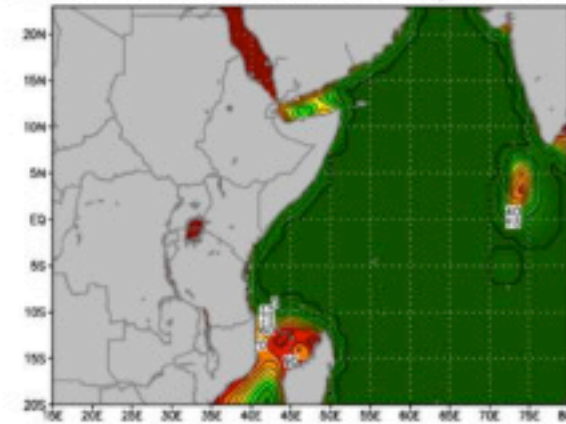
Winds < 15.0 kts and Wave Heights < 5.0 ft



Valid Time: 1200Z 29 JUN 2017

Members	
NVG	20
GFS	0
CMC	0

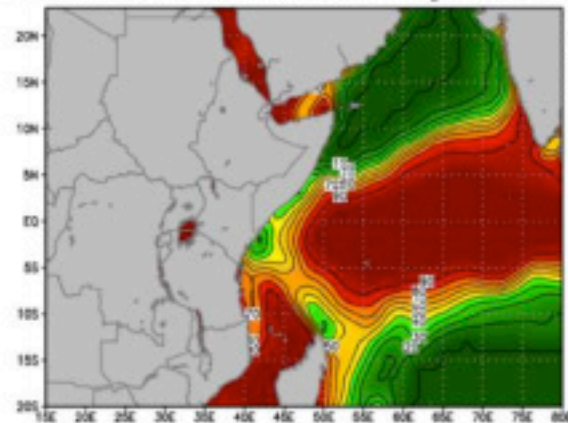
Winds < 15.0 kts and Wave Heights < 5.0 ft



Valid Time: 0000Z 02 JUL 2017

Members	
NVG	20
GFS	0
CMC	0

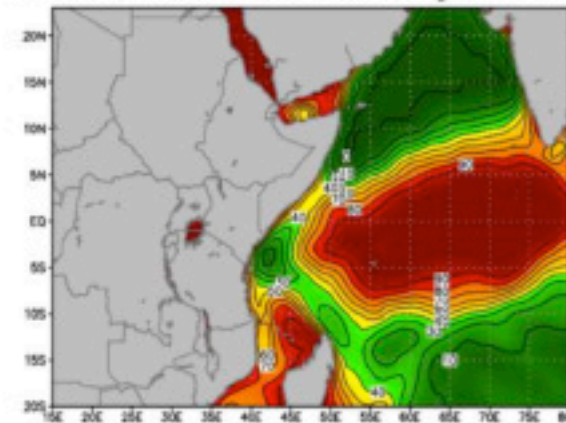
Winds < 17.0 kts and Wave Heights < 7.0 ft



Valid Time: 1200Z 04 JUL 2017

Members	
NVG	20
GFS	0
CMC	0

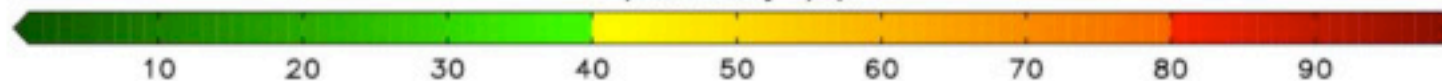
Winds < 17.0 kts and Wave Heights < 7.0 ft



Valid Time: 0000Z 07 JUL 2017

Members	
NVG	20
GFS	0
CMC	0

probability (%)



SPOTLIGHT ON YEMEN

PORT STATUS AS OF 2 JULY 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

- 26 June** – One mariner remains missing after 13 of 14 crewmembers were recovered from the sea following the sinking of their oil tanker in severe weather conditions 240 miles off the coast of Yemen. At around 4:30 a.m. June 26, the U.K. Coastguard received a Mayday distress call issued by a 99-meter-long Panamanian flagged oil tanker believed to be carrying crude oil, reporting that the vessel was sinking. The Yemen Maritime Rescue Coordination Centre (MRCC) were unable to assist, so the U.K. Coastguard stepped in to coordinate the rescue, issuing a Satellite Communication Mayday relay broadcast to all shipping in the area. Multiple commercial vessels nearby responded to the original Mayday call and made their way to the tanker, which had sunk in gale force 8 winds and 5 meters swells. Commercial vessels recovered 12 of the 14 crew, who were wearing life jackets and immersion suits, from the water, and another was recovered by a Royal Navy Rescue Helicopter. One crew member remains unaccounted for. There is evidence that the 3,000 metric tons of oil the tanker was carrying has gone down with the vessel, the U.K. Coastguard said. Steve Carson, Commander for U.K. Coastguard said, "This was a desperate situation for the 14 crewmen, who were given no other option but to jump into the sea after the tanker sank in severe weather conditions. Given the fact that Yemen does not have a Coastguard to assist with these types of incidents, the U.K. Coastguard stepped in to lead the search and rescue mission. It was incredibly lucky that commercial vessels were nearby and managed to make their way to the scene quite quickly and rescue 12 crew members. Sadly, one crew member is unaccounted for and due to the weather conditions on scene and the oil spilled, the commercial vessels are unable to deploy their lifeboats. Our priority is to protect life at sea and we will always do everything possible to provide assistance for a mariner in need. In the event we can't get there ourselves, we do our best to identify someone who can, which is exactly what we did in this case."
- 25 June** – Yemen is facing the "world's worst cholera outbreak", with about 1,310 people dying from the disease since late April, according to the World Health Organization. More than 200,000 suspected cases of cholera have been recorded in the Arabian Peninsula country and as many as 300,000 people could become infected by the end of August, Margaret Chan, WHO's director-general, said in a statement on Saturday. "In just two months, cholera has spread to

almost every governorate of this war-torn country," Chan and Anthony Lake, executive director of UNICEF, the UN children's agency, said. "Already more than 1,300 people have died - one quarter of them children - and the death toll is expected to rise."

- **23 June** – The U.S. military says an American airstrike in Yemen has killed a top commander for the al-Qaida affiliate there and two of his associates. U.S. Central Command says the strike in Shabwa province killed Abu Khattab al Awlaqi, the emir of al-Qaida in the Arabian Peninsula. The U.S. says he was leading efforts to fuel instability in southern Yemen and to plan attacks on civilians, and was closely linked to AQAP leaders. The U.S. military has conducted at least 80 airstrikes this year targeting AQAP, which the U.S. considers one of the most dangerous terrorist threats to America and the West. Officials say they don't believe he is related to Anwar al-Awlaki, a U.S.-born cleric who inspired attacks on America and was killed in a U.S. airstrike in September 2011.

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

- No current incidents to report

MARITIME REPORTING

- Nothing to report

WEATHER FORECAST: GULF OF GUINEA

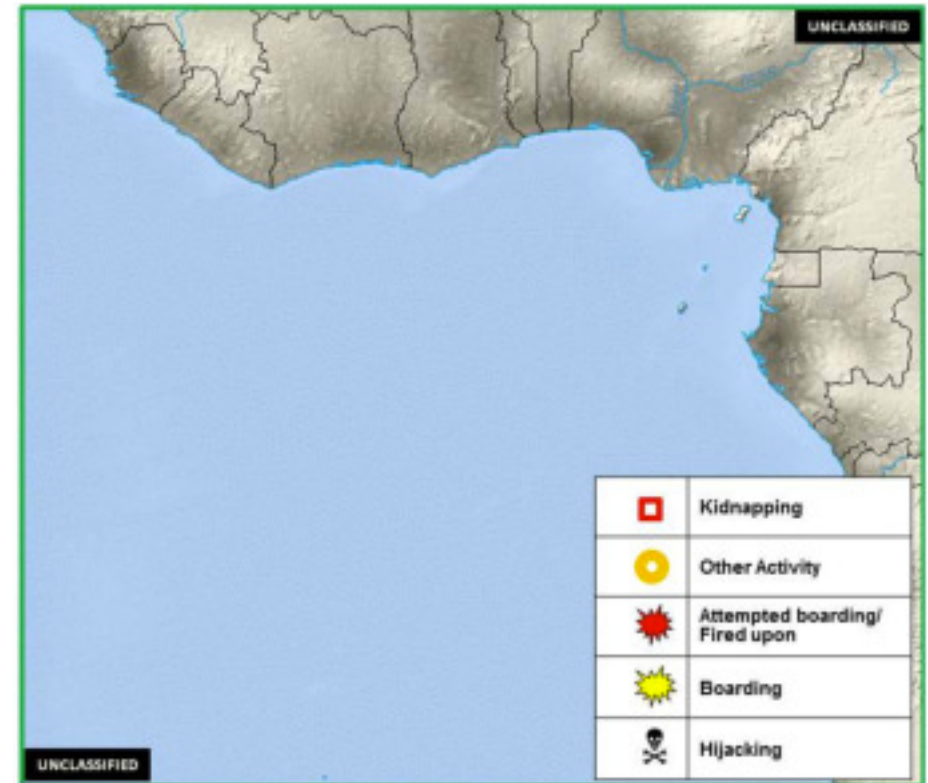
GULF OF GUINEA: South-southwest winds of 5 – 10 knots and seas of 2 – 4 feet.

- **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

- **23 June (Malaysia – Late Report)** – CP 41, a laden tanker en route from Singapore to Songkhla, Thailand, was boarded by six armed pirates from a speed boat near position 03:55 N – 103:52 E, 33 nautical miles north-northeast of Kuantan. They took the seventeen crewmembers hostage, hit a few crewmen, damaged the navigation and communication equipment, and robbed valuables from the crew. All crewmen and the captain were reported safe however almost half of the vessel's cargo was siphoned off by the pirates who spoke Bahasa (Indonesian). CP 41 was loaded with 3.8 million litres of diesel oil, and the pirates siphoned 1.5 million litres of the cargo to another ship and left the hijacked tanker the next morning. The crew reported that they were held captive at gunpoint during the hijacking.

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

- **21 June (Indonesia – Late Report)** – While carrying out pre-departure checks a duty crewman noticed we footsteps on the deck of a cargo ship anchored near position 01:04 N – 104:08 E, Jetty No. 3, CPO Kabil Port, Batam. Upon carrying out further checks, he noticed that the padlocks to the steering gear and engine rooms were removed and engine spares were missing. The alarm was raised, the crew was mustered and a search of the vessel was carried out. The incident was reported to port authorities and local agents. No intruders were found on board the vessel.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

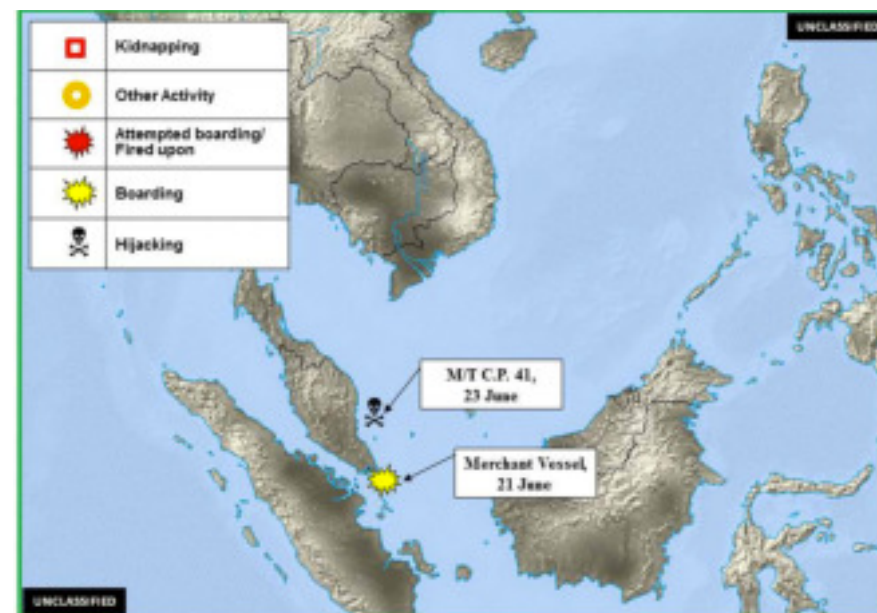
- No current incidents to report

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, gusting to 15 knots, and seas of 1 – 3 feet in the northern Strait; with southeast winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 2 feet in the southern Strait.

- **Extended Forecast:** Northwest winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the northern Strait; with variable winds of 10 – 15 knots and seas of 1 – 2 feet in the southern Strait.

ANDAMAN SEA: West-southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the northern section; with southwest winds of 10 – 15 knots and seas of 3 – 5 feet in the southern section.

- **Extended Forecast:** Southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the northern section; with southwest winds of 10 – 15 knots and seas of 3 – 5 feet in the southern section.

SOUTHERN SULU SEA – NORTHERN CELEBES SEA: Southwest 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.

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

SYNOPTIC DISCUSSION: An area of low pressure moving off of China will produce slightly increased wind flow in the South China Sea. Expect strong gusts in and around scattered thunderstorms, throughout the Malacca Strait and the Andaman Sea due to funneling effects and day time heating.

WORLDWIDE

NORTH AMERICA

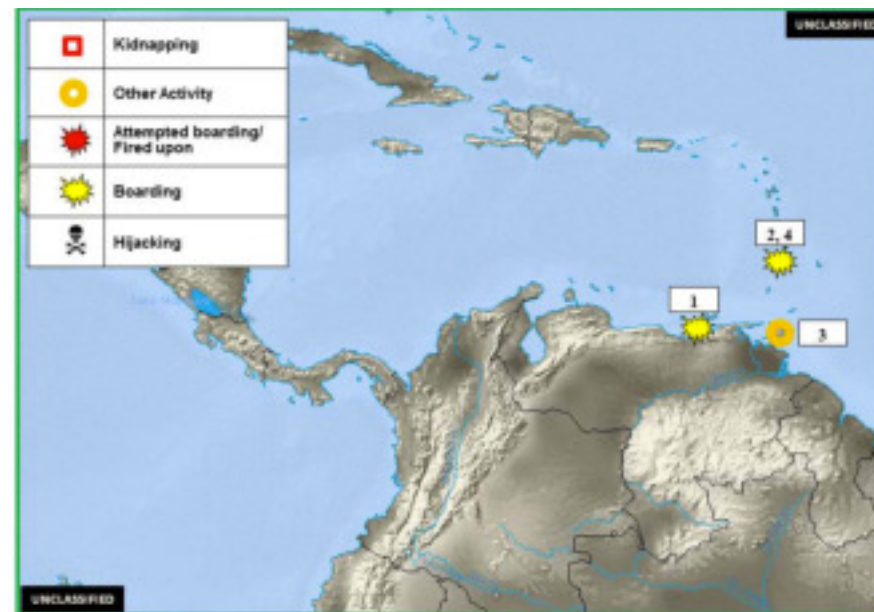
- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **24 June (Venezuela – Late Report)** – Eight robbers boarded an anchored tanker near position 10:12 N – 064:46 W, Jose Terminal Anchorage, during the pre-departure inspection. They assaulted a duty crewman on security rounds. Another crewmember noticed the robbers, raised the alarm and injured himself as he fled from the robbers. The duty officer sounded the general alarm and the ship's whistle, resulting in the robbers escaping. No loss of property was reported. The injured crewmember was sent ashore for medical attention. The Coast Guard was informed of the incident.
2. **1 June (Saint Vincent and the Grenadines – Late Report)** – An outboard motor was stolen from a sailing yacht anchored in Wallilabou.
3. **30 May (Trinidad and Tobago – Late Report)** – Customs authorities discovered three high-powered assault rifles in a barrel containing loose dog food at the El Socorro Bond area of Piarco Air Services. According to a source at the bond yard, two barrels of dog food originating from Canada were consigned to two different people through the same shipping company. The two consignees came around the same time to clear the barrels. The first consignee managed to get the barrel cleared and left, however the second consignee came and checks were made. The AK47s were found as the loose dog food shifted, causing the weapons to be exposed.
4. **24 May (Saint Vincent and the Grenadines – Late Report)** – A dinghy and outboard motor were stolen from a sailing yacht anchored in Wallilabou.

INCIDENT MAP

Source: ONI



NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA

1. **Between 26 – 27 June (Mediterranean)** – About 5,000 migrants were rescued off the coast of Libya by emergency services.
2. **25 June (Mediterranean – Late Report)** – In a press release, Ireland's Defense Forces disclosed that an Irish naval ship rescued 712 people, including pregnant women and infants, off the coast of the Libyan capital Tripoli as part of an

international migrant rescue effort. The ship, *LE EITHNE*, led the rescue of multiple vessels in distress 40 kilometres north-west of Tripoli throughout the day.

3. **16 June (Greece – Late Report)** – The Greek Coast Guard seized 1,557,200 contraband cigarette packs from the Tanzania-flagged cargo ship *GOLENDRI* as it was sailing south of Crete. The ship, with six Ukrainian crewmembers had left Bar, Montenegro, and was heading to Tobruk, Libya, when it was located by Greek authorities sailing south of Crete with its navigation lights and its automatic identification system (AIS) turned off. Soon after, the ship stopped its engines 1.5 nautical miles off the coast of Sfakia. The Coast Guard, using a thermal camera and radar, saw a speed boat approaching the freighter and starting to unload the illegal cargo. A Coast Guard vessel intervened, chased and stopped the ship and led it to the port of Heraklion, where the vessel was impounded.

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

1. **Early June (Taiwan– Late Report)** – Customs officials seized approximately 18.6 metric tons of smuggled tobacco at the Port of Taichung in central Taiwan. Officials noted that the cut tobacco could have been used to manufacture more than 1.46 million packs of cigarettes. Two cargo containers registered as carrying tobacco leaf waste imported from Vietnam were opened for spot checks when customs officials found the contraband.

INCIDENT MAP

Source: ONI



PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

MIGRATION



During this summer period, migrants are likely to continue to attempt the perilous crossing to Europe by transiting the central Mediterranean route in rubber dinghies and rickety boats from lawless Libya, where people smugglers continue to operate with impunity.

- **30 June** – The International Organization for Migration (IOM) reported on Friday that around sixty migrants drowned after the rubber dinghy they were travelling in capsized in the Mediterranean, survivors told the IOM when they arrived in Italy. According to IOM spokesman Flavio Di Giacomo, eighty survivors were rescued and brought to the southern Italian port of Brindisi, where they said that their boat originally carried around 140 people. He added that the dinghy had one down this week but did not specify on which day.
- **28 June** – On Wednesday, an Italian navy boat brought about 700 migrants to the Sicilian port of Pozzallo, including an infant boy who was born on an migrant boat but who died from respiratory problems after he and his mother were rescued.

- **28 June** – A German aid group has reported that three migrants died in the Mediterranean on Monday night during Italian-led rescue operations in which thousands more were pulled to safety from rickety boats. According to an Italian coastguard spokesman, about 5,000 migrants were picked up off the coast of Libya by emergency services, Italy's navy, aid groups and private boats on Monday, with rescues continuing on Tuesday. German humanitarian group Jugend Rettet reported on Facebook that "despite all efforts, three people died from a sinking rubber boat" and rescue boats in the area are struggling to cope. Jugend Rettet (Rescuing Youth) is one of about nine aid groups patrolling seas into which people traffickers have sent more than half a million refugees and migrants on highly dangerous voyages towards Europe over the last four years. Meanwhile Spain's defense ministry reported that the Spanish naval ship Victoria, which is deployed in the European Union's (EU) Mediterranean mission, went to the aid of six boats and took on migrants from rescue vessels that were already full to capacity. The ministry disclosed in a statement that the Victoria is now heading at full speed to the southern Italian island of Lampedusa with 907 migrants on board, including one who is in critical condition.
- **28 June** – According to the latest data released by the International Organization for Migration (IOM), about 72,000 migrants have arrived in Italy on the perilous route from Libya between 1 January and 21 June, roughly 20 percent more than in 2016, adding that more than 2,000 died on the way.
- **27 June** – Red Crescent volunteers recovered the bodies of 24 migrants on Tuesday that were washed up in an eastern suburb of the Libyan capital, Tripoli, as large-scale rescue operations were being carried out in the Mediterranean. Residents in the Tajoura district reported that the bodies had begun washing up at the end of last week. According to a local coast guard official, several had been partially devoured by stray dogs.
- **26 June** – Ireland's Defense Forces disclosed on Monday that an Irish naval ship rescued 712 people, including pregnant women and infants, off the coast of the Libyan capital Tripoli as part of an international migrant rescue effort. The LE Eithne ship led the rescue of multiple vessels in distress 40 kilometres northwest of Tripoli throughout Sunday. Six migrants, including one baby, were revived from states of unconsciousness. Officials have indicated that the ship will now transport the people, including fourteen pregnant women and four infants below the age of four months, to a designated "port of safety" to be handed over to Italian authorities.

- **26 June** – The maritime rescue service has reported that more than 200 migrants found drifting in six dinghies off Spain's southern coast were rescued on Saturday, 24 June. Three boats were rescued in the Strait of Gibraltar, while the rest were rescued off the coast of Almeria in southern Spain, adding to lengthening list of such operations carried out in recent days. Last week, 414 migrants were rescued off Spain's Mediterranean coast. According to the Spanish coastguard, last year 6,726 migrants were rescued as they tried to enter Spain by sea.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 2 JULY 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	Moderate - High
Port of Benghazi	Closed	High
Port of Bourri (offshore port)	Open	Low
Port of Derna	Closed	High
Port of El Brega (Marsa El Brega)	Open	Moderate
Port of Hariga	Open	Moderate
Port of Mellitah	Open	Low
Port of Misrata (Qasr Ahmed)	Open	High
Port of Ras Lanuf	Open	Moderate - High
Port of Tobruk	Open	Moderate
Port of Tripoli	Open	Moderate
Port of Zawiya (Zawia)	Open	Moderate
Port of Zueitina	Open	Low



ACTIVITY REPORTING

- 28 June** – The Italian government is considering blocking boats carrying migrants from landing at its ports after nearly 11,000 refugees arrived on its shores in five days. It has been reported that the government has given its ambassador to the EU, Maurizio Massari, a mandate to raise the issue formally with the European commission to seek permission for a drastic revision of EU asylum procedures. One idea being discussed is denying docking privileges to boats not carrying Italian flags that seek to land in Italian ports, mainly in Sicily or Calabria. Italy is the main point of arrival for mostly African migrants to European shores this year, and more boats are sent out almost daily. All of those rescued off the coast of Libya are brought to Italy, often by private charities. Meanwhile, Italy's neighbours have closed their borders to try to keep migrants from moving north, as they did in the past, and some EU partners such as Poland and Hungary have refused to host some asylum-seekers to ease the burden on Italy and Greece, another frontline country. The surge in the number of refugees reaching Italy prompted the interior minister, Marco Minniti, to turn back on a

flight to Washington to address the crisis. An intense debate has raged in Italy about whether NGOs waiting to rescue people off Libyan coastal waters were acting as an incentive for people-smugglers.

- **27 June** – Egyptian air strikes destroyed 12 vehicles loaded with arms, ammunition and explosive material trying to cross the border from Libya, the army spokesman said on Tuesday. The airforce acted after hearing that "criminal elements" had gathered to try and cross the western boundary, the army statement said, without giving details on exactly where or when the strikes took place. The attacks came a month after Egypt launched a series of air raids in Libya on what it said were Islamist militants responsible for attacking Christians in its territory. Twenty-nine Coptic Christians were killed in Egypt's southern Minya province in May when masked men attacked their buses as they headed to a monastery. Islamic State claimed responsibility. Coptic Christians are Egypt's largest minority group and violence against them has increased in recent months.
- **24 June** – East Libyan forces said they had gained control on Saturday over one of two remaining districts of Benghazi where they faced armed resistance. The advance in the central Souq al-Hout neighbourhood was the latest step in the slow progress of the self-styled Libyan National Army commanded by Khalifa Haftar, which has been waging a campaign against Islamists and other opponents in Libya's second city for more than three years. In unusually heavy fighting in Benghazi over the past two days, at least 13 men from the LNA were killed and 37 wounded, a medical official said. Many of those who died were killed by land mines, a military source said. Along with Sabri, Souq al-Hout was one of the final holdouts of the LNA's rivals. Saturday's advance came after the Benghazi Defence Brigades (BDB), an anti-Haftar armed group that includes fighters who retreated from Benghazi and have since tried and failed to advance again toward the city, said it was prepared to disband and be integrated into national security forces.

LIBYA: PROCEDURE

WARNING:

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

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

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

- Whether they are loading or discharging cargo
- The type of cargo on board

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

ABOUT MS RISK

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

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References are always available.

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