

Maritime Security Review



Issue No. 36

11 September 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: 4 – 10 September 2017

Region	Current Incidents Reported	Late Reported incidents	Threat level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	0	Low
Gulf of Guinea	0	1	Low
Southeast Asia	2	0	Medium
WORLDWIDE			
North America	0	1	Low
Central America/Caribbean/South America	0	1	Low
Atlantic Ocean Area	0	0	Low
Northern Europe/English Channel/Baltic	0	0	Low
Mediterranean/ Black Sea	2	5	High
Arabian Gulf	0	0	Low
East Asia/Indian Subcontinent	0	2	Medium
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

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

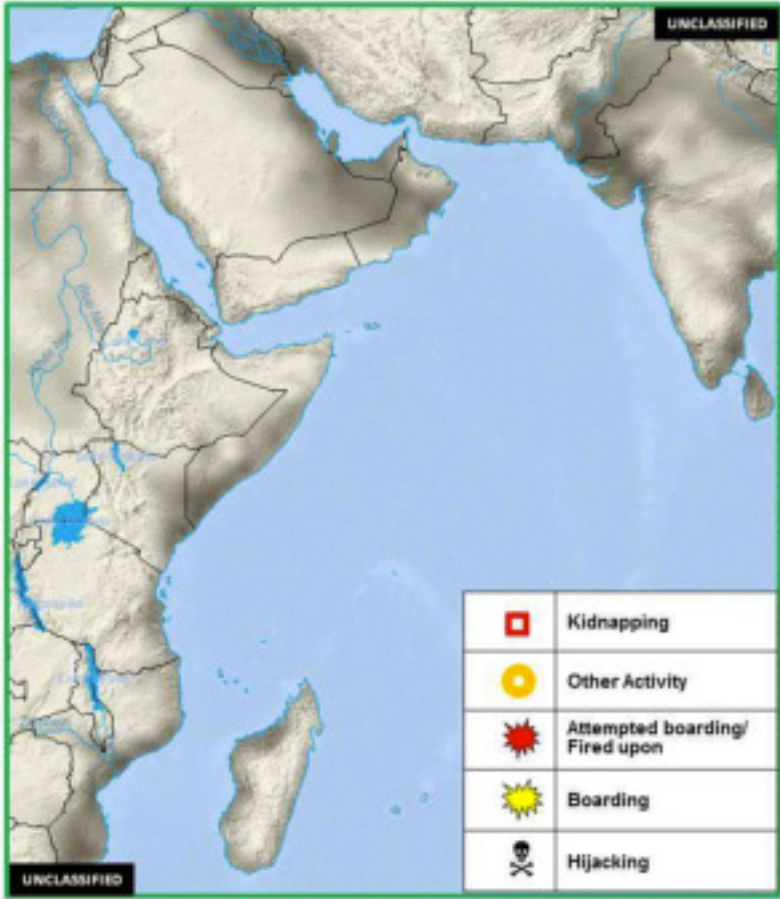
- No current incidents to report

OTHER ACTIVITY

- No current incidents to report

INCIDENT MAP

Source: ONI



MARITIME REPORTING

- Nothing to report

WEATHER FORECAST: GULF OF ADEN/ARABIAN SEA

WEATHER FORECAST VALID FROM 7 – 13 SEPTEMBER 2017

NORTHERN ARABIAN SEA: Southwest winds of 15 – 20 knots with seas of 5 – 7 feet.

- **Extended Forecast:** Southwest winds of 15 – 20 knots with seas of 5 – 7 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 southeast winds of 10 – 15 knots and seas of 3 – 5 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 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 10 – 15 knots, gusting to 20 knots, and seas of 2 – 4 feet in the western section of the Gulf; with southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 2 – 4 feet in the eastern section of the Gulf.

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

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: Southeast winds of 15 – 20 knots and seas of 6 – 8 feet.

- **Extended Forecast:** South-southeast winds of 15 – 20 knots and seas of 5 – 7 feet.

MOZAMBIQUE CHANNEL: Southeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the northern Channel; with southwest winds of 10 – 15 knots, and seas of 5 – 7 feet in the southern Channel.

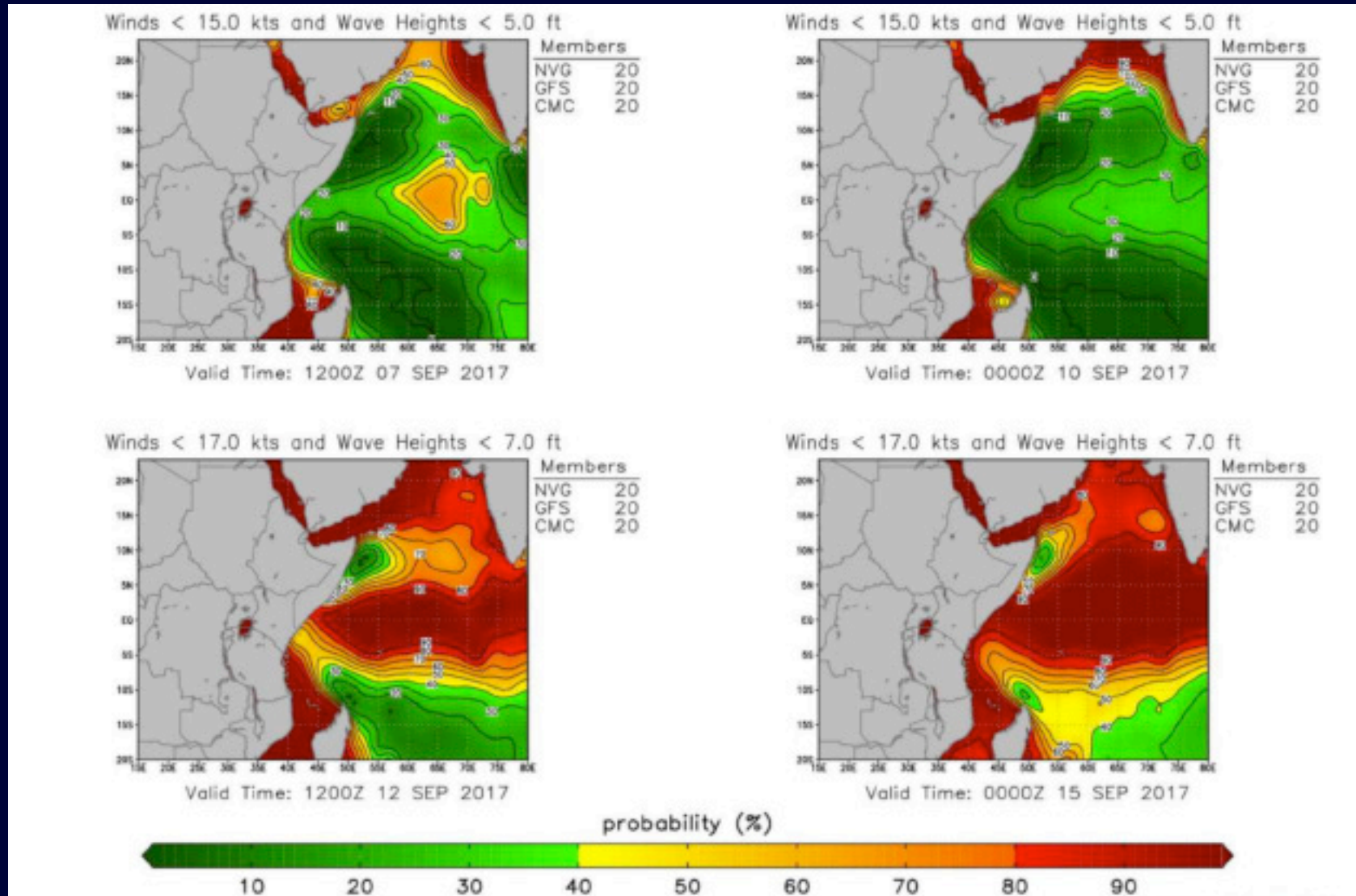
- **Extended Forecast:** Southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 5 – 7 feet in the northern Channel; with southeast winds of 20 – 25 knots and seas of 11 – 13 feet in the southern Channel.

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's 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 increase localized wind flow through the Strait of Hormuz due to funneling effects and occasional shamal winds across the Arabian Gulf.

WEATHER MAP

Source: ONI



SPOTLIGHT ON YEMEN

PORT STATUS AS OF 10 SEPTEMBER 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

Shipmasters and crew are urged to remain abreast of current conditions surrounding all Yemeni ports of call, and to ensure that security measures aboard vessels are in place.

ACTIVITY REPORTING

- 5 September** – Yemen's ousted president Ali Abdullah Saleh has disclosed that the country's Houthi militias feared a "coup" but that there were no longer any tensions with them, despite strains in the past fortnight. In an interview late on Monday on Al-Yemen Al-Yom television, which his party controls, Saleh stated, "there is no crisis and conflict at the moment." On 24 August, hundreds of thousands put on a show of force for Saleh at a rally marking the 35th anniversary of his Arab nationalist General People's Congress (GPC) party. On Monday, the ousted leader disclosed that "there were fears and suspicions that the rally would be a coup" against the Iran-backed Houthis, and "this is what their leaders told us." He went on to say that Houthi leaders told him there had been "an operation" against them and GPC plot to "take control of state institutions." In response, Saleh disclosed that he had sent two letters to Abdel Malek al-Houthi, head of the militia group, to reassure him, adding "I asked him not to believe the suspicions, and he reacted positively."
- 5 September** – A new United Nations human rights report on Yemen has disclosed that al-Qaeda's local branch has become "operational" in the southwestern city of Taiz. The city has faced "unrelenting shelling" in 2 ½ years of escalated fighting in Yemen. The report, which was commissioned by the UN Human Rights Council, which re-convenes next week, also takes stock of the disastrous human rights situation in Yemen over much of the last three years. Tuesday's report points to continuing human rights violations, security vacuums, recruitment of child soldiers and punishing airstrikes by a Saudi-led, US-backed coalition. The report further disclosed that the UN must take over responsibility for investigation rights violations as the country's government is not up to the job.
- 5 September** – The United Nations Human Rights Office reported on Tuesday that more than 5,000 civilians have been killed in Yemen since March 2015, including 1,184 children. In a statement, the rights office disclosed that "between March 2015...and 30 August, at least 5,144 civilians have been documented as killed and more than 8,749 injured. Children accounted for 1,184 of those who were killed." The statement went on to say that "coalition airstrikes continued to be the leading cause of child casualties as well as overall civilian casualties," referring to the Saudi-led campaign, adding that "some 3,233 of the civilians killed were reportedly killed by Coalition forces." According to

UN estimates, more than 8,400 people, including civilians and combatants, are believed to have died in Yemen's civil war. The rights office, which has renewed its calls for an international probe into the conflict, has been mandated to track civilian casualties in Yemen since the start of the Saudi-led offensive in support of the government against an alliance of Iran-backed Houthi rebels and ex-president Yemeni Ali Abdullah Saleh. The United Nations human rights chief, Zeid Ra'ad Al Hussein, has repeatedly pushed for an international investigation into violations in Yemen. The effort however has largely been stymied by Saudi pressure within the Human Rights Council, which is the UN body empowered to set up major international probes.

- **5 September** – The latest data released on Tuesday by the World Health Organization (WHO) and Yemen's health ministry has indicated that Yemen's cholera outbreak has infected 612,703 people and killed 2,048 since it began in April, adding that some districts are still reporting sharp rises in new cases. The overall spread of the epidemic has slowed in the past two months, with the daily number of new suspected cases cut to around 3,000 in recent days. However the epidemic, which is the most explosive on record in terms of its rapid spread, has continually confounded expectations as soon after it began, the WHO saw a worst-case scenario of 300,000 cases within six months. However by the end of June, the WHO was hoping that 218,000 cases might be the halfway mark. In late July, it reported that the spread had peaked after infecting 400,000. WHO spokesman Tarik Jasarevic has disclosed that some of the most affected areas, such as Sanaa City and the governorates of Hajjah and Amran, had seen falls in the numbers of new cases. He noted however that there had been a "sudden and significant increase" in the number of suspected cases reported from twelve districts, in the governorates of Hodeidah, Al Jawf, Al Mahwit, Ibb, Dhamar, Al Bayda and Aden." Jasarevic disclosed that the "WHO is currently investigating the reason for this increase. A key aim of the investigation will be to determine whether the numbers are accurate and whether the spike in suspected cases is, in fact, caused by cholera or another diarrhoeal disease like rotavirus."

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

- **31 August (Nigeria - Late Report)** – A prominent local citizen, Chief John Ekotoro, was kidnapped at the jetty of Amantu community in Bayelsa State by gunmen. Local groups have called on the chairman of the Waterways and Land Security, and Commander of the Joint Task Force in Delta State to assist in his rescue.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- No current incidents to report

MARITIME REPORTING

- Nothing to report

WEATHER FORECAST VALID FROM 7 – 13 SEPTEMBER 2017

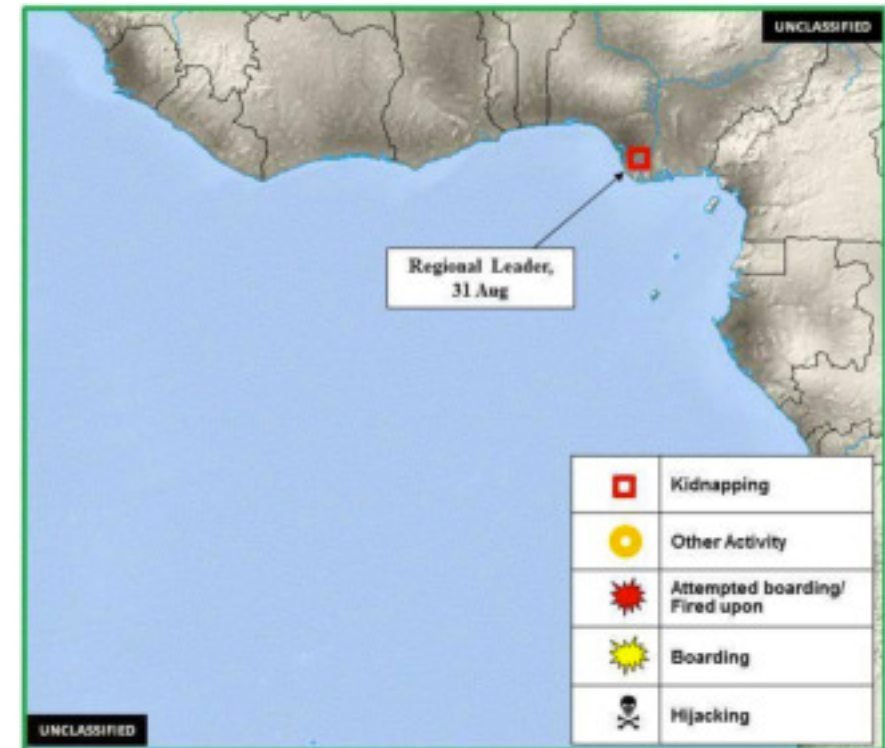
GULF OF GUINEA: Southwest winds of 5 – 10 knots, gusting to 15 knots, and seas of 3 – 5 feet.

- **Extended Forecast:** Southwest winds of 5 – 10 knots, gusting to 15 knots, and seas of 3 – 5 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 African 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

2. **6 August (Malaysia)** – Ten pirates hijacked the tanker *TANKER MGT1*, off the coast of the northeastern state of Terengganu. A special team from the Malaysian Maritime Enforcement Agency stormed the vessel ten hours after it was reported missing and arrested the suspected Indonesian pirates. The tanker, which was transporting 2.2 million litres of diesel valued at about US \$1.66 million, has been escorted to the town of Kuala Terengganu to help with the investigations into the case.

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

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

3. **6 September (Philippines)** – The Philippines Bureau of Customs Commissioner led the inspection of several shipping containers loaded with two luxury cars and automotive parts at the Manila International Container Port. The used black and white Mercedes Benz automobiles, as well as wheels and tires, were sent to the port from Hong Kong in August. The shipment, which was declared as containing auto parts, was passed through the X-ray machine, which showed image irregularities. A spokesman disclosed that the shipping containers were seized after its shippers violated a provision of the Customs Modernization and Tariff Act in relation to the prohibition of the importation of used motor vehicles.

MARITIME REPORTING

- Nothing to report

INCIDENT MAP

Source: ONI



WEATHER FORECAST VALID FROM 7 – 13 SEPTEMBER 2017

SOUTHERN SOUTH CHINA SEA: Variable winds of 5 – 10 knots and seas of 1 – 2 feet.

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

MALACCA STRAIT: Variable winds of 5 – 10 knots and seas of 1 – 2 feet in the northern Strait; with variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 2 feet in the southern Strait.

- **Extended Forecast:** Variable 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 and seas of 3 – 5 feet in the northern section; with southwest winds of 10 – 15 knots and seas of 2 – 4 feet in the southern section.

- **Extended Forecast:** Southwest winds of 10 – 15 knots and seas of 3 – 5 feet in the northern section; with southwest winds of 10 – 15 knots and seas of 2- 4 feet in the southern section.

SOUTHERN SULU SEA – NORTHERN CELEBES SEA: Variable winds of 5 – 10 knots and seas of 1 – 2 feet.

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

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 and daytime heating.

WORLDWIDE

NORTH AMERICA

1. **28 August (Canada – Late Report)** – Canadian authorities announced they had broken a major drug smuggling ring by arresting three persons and seizing 1,062 kilograms of cocaine. Called Project HOPE, the investigation led to the three people responsible for importing enormous quantities of cocaine into Canada. They were identified and linked to cocaine transported in shipping containers via cargo vessels from Argentina to the Port of Montreal.

INCIDENT MAP

Source: ONI



CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **1 September (Venezuela – Late Report)** – Five robbers in a small fishing boat armed with pistols, knives and sticks boarded a tanker anchored near position 10:14 N – 064:44 W, Puerto La Cruz Anchorage. They assaulted the duty watchman, tied him up and took him hostage. When the watchman failed to report, the duty officer sent another duty crewman to investigate. The duty officer was notified about the robbers and the alarm was raised. Upon hearing the alarm and seeing the crew's alertness, the robbers jumped overboard and escaped in their boat. A search was carried out and the watchman was found with minor injuries. The ship's stores were reported stolen. Port control was informed through local agents.

INCIDENT MAP

Source: ONI



ATLANTIC OCEAN AREA

- No current incidents to report

NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA

1. **6 September (Italy)** – Italian authorities boarded a yacht and seized four tons of marijuana off the coast of Puglia. Three Albanian traffickers were arrested.
2. **5 September (Greece)** – Greek authorities rescued 103 migrants picked up from a crippled yacht and they are being taken to a port on the southern island of Crete. A Coast Guard statement reported that the vessel was located by a merchant ship east of Crete after authorities received a distress call by phone. Also on the same day, the Coast Guard rescued another 107 refugees from small boats in two incidents off the eastern island of Lesbos.
3. **2 September (Libya – Late Report)** – Following a request from the Italian Maritime Rescue Co-Ordination Centre, an Irish Navy vessel located and rescued 41 migrants during two operations off the coast of Libya. The operations began in the late morning hours and the migrants were safely taken aboard the *LE WILLIAM BUTLER YEATS*.
4. **2 September (Spain – Late Report)** – Spanish authorities announced they had arrested fourteen people on charges of drug smuggling and drug dealing. The cocaine smuggling ring, based in Majorca, used speedboats in order to transport the drugs into Magaluf. Officers disclosed that the members of the group consisted of twelve from Britain, one from Spain and the other is Dominican. In a media release, the Civil Guard disclosed that it had also seized 3 kilograms of cocaine as well as smaller quantities of MDMA, hashish and methamphetamine. Four vehicles and cash totaling 103,000 euros were also confiscated. The arrests are part of Operation Tatum, which began in July 2016 to target drug smuggling and selling in the Balearic Islands. The Civil Guard said the gang is suspected of selling drugs to tourists in nightclubs in the Punta Ballena area of Magaluf.
5. **1 September (Greece – Late Report)** – Greek authorities seized 700 kilograms of marijuana on a Turkey-flagged sailboat, after they responded to a distress call issued by the vessel stranded southwest of the island of Nisyros. The wooden sailboat's three-man crew disclosed that they suffered a mechanical failure and requested assistance. The vessel was first located by the passing Malta-flagged freighter *SHIRVAN* and was later towed to the port of Mandraki. Coast Guard officials found numerous large plastic bags that contained marijuana. The crew has been arrested and detained in Kos.
6. **31 August (Libya – Late Report)** – The Libyan Coast Guard apprehended an oil tanker believed to be smuggling crude oil in the Mediterranean Sea. The ship, *M/T REX*, had ten crewmembers, all of whom were arrested by the Coast Guard. The tanker flew the Tanzania flag and carried 1.16 million litres of diesel.
7. **30 August (Spain – Late Report)** – The Spanish Coast Guard rescued 125 migrants in several operations, including two men who were attempting the crossing to Spain by paddling on a surfboard.

INCIDENT MAP

Source: ONI



Romanian waters. The statement further indicated that the boat did not respond to warnings to stop, adding that authorities found 48 men, 16 women and 23 minors on board. Border police will now question the migrants. The statement did not provide the nationality of the migrants. Migrants are increasingly using the Black Sea route to reach Romania, which is not a member of the visa-free Schengen zone.

ARABIAN GULF

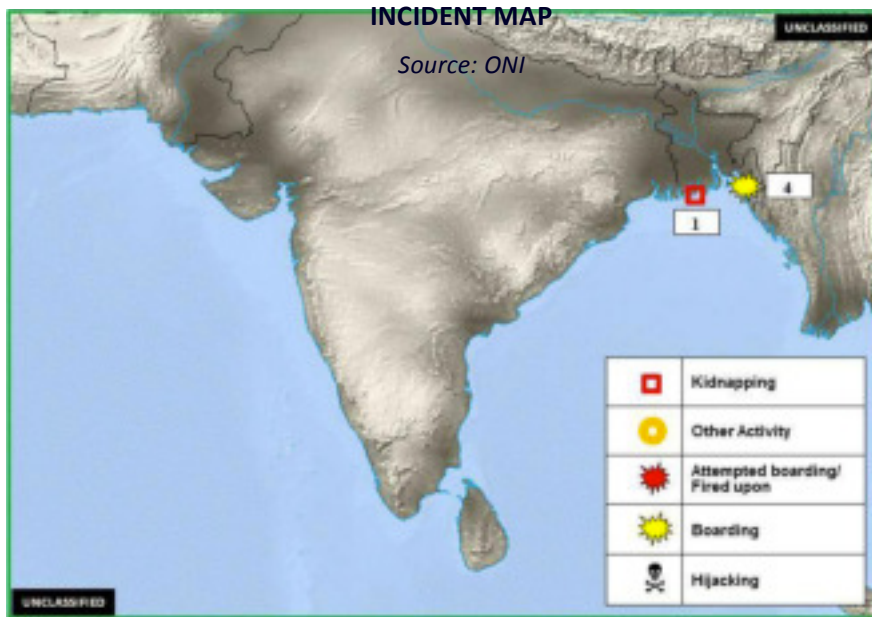
- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

1. **7 August (Bangladesh – Late Report)** – Armed men kidnapped ten fishermen from Kalamula and Hanntana areas of the Sundarbans in Sharankhola upazila of the Bagerhat district. Two days later, members of the Bangladesh Coast Guard rescued seven fishermen from Shelar gang area of Mongla. The Coast Guard members also seized two boats, a firearm, and two rounds of ammunition. They are also still searching for three abducted fishermen.
4. **2 September (Bangladesh – Late Report)** – Four robbers armed with long knives boarded an anchored bulk carrier during cargo operations near position 22:14 N – 091:44 E, Chittagong Alpha Anchorage. The watchmen and duty crewman on routine rounds noticed the robbers on the forecandle and informed the bridge. The alarm was raised and the crew was alerted. Upon hearing the alarm, the robbers escaped with stolen ship's stores. Port control and coast guard were informed.

MARITIME REPORTING

- **4 September (Black Sea)** – Romania's coastguard has disclosed that it has intercepted a fishing vessel carrying 87 migrants in the Black Sea that was sailing towards the Romanian coast. A statement released by the coast guard disclosed that border police spotted the vessel on Sunday morning east of the port of Midia outside Romania's territorial waters, adding that the coast guard sent two patrol boats to identify the vessel and its passengers, which sailed into



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



Migrant crossings in the Mediterranean are likely to continue into the Autumn period. As more rescue operations are being suspended, because of tensions with Libyan authorities, migrants may seek the less dangerous crossing towards Spain, which in recent weeks has seen a significant rise in the number of migrants arriving on its shores.

- **6 September** – While the number of Europe-bound migrants rescued on the Mediterranean Sea route has dropped off dramatically this summer, hundreds are still risking their lives in the hopes of reaching Italy. On Wednesday, the rescue vessel run by Spanish humanitarian group Proactiva Open Arms picked up more than 200 migrants from several flimsy dinghies that human smugglers had launched from the shores of Libya. Wednesday's rescues took place in waters somewhat to the east of the area where traffickers had launched most of their earlier trips. Different alternate routes also seem to be emerging on a daily basis.
- **6 September** – Italy's state television RAI has reported that some fifty migrants, most of them from Iraq, were spotted on Wednesday on Lipari, the biggest

island in the Aeolian archipelago north of Sicily. Island Mayor Marco Giorgianni has disclosed that this is the first time that migrants have reached Lipari.

- **6 September** – While According to the latest figures released by the United Nations migration agency, as of 3 September, 99,846 migrants were rescued on the Libya-Italy sea route this year, compared to the 121,385 taken off smuggler's boats during the same period in 2016. Much of the fall-off happened in August, which is when Italy insisted that groups that wanted to bring rescue boats to Italian ports needed to adhere to strict rules that included not venturing into Libyan territorial waters. Several groups, citing threats from Libya's coast guard, decided to suspend rescues. Backed by Italy, the struggling government in Tripoli has paid militia implicated in trafficking to now choke off the migrant boat flow. Italy has also trained and equipped Libya's coast guard to drive back the smugglers boats.
- **5 September** – Greek authorities have reported that 103 migrants picked up off a crippled yacht are being taken to port on the southern island of Crete. A statement released by the coast guard disclosed that the vessel was located by a merchant ship east of Crete early on Tuesday after authorities received a distress call by phone. The yacht's point of departure and destination were unknown.
- **4 September** – On Monday, the Greek coast guard reported that it rescued 107 refugees on small boats in two incidents off the eastern island of Lesbos.
- **4 September** – Malta-based charity group the Migrant Offshore Aid Station (MOAS), which has been rescuing migrants in the Mediterranean Sea for the past three years, announced on Monday that it was suspending operations after months of rising tensions with Italian and Libyan authorities. MOAS further disclosed that it was now deploying its rescue ship, Phoenix, to the Bay of Bengal to take aid to Rohingya Muslims who have fled violence in Myanmar for Bangladesh. MOAS is the fourth group to stop patrols for migrants trying the deadly Mediterranean crossing in the past month. Last month, Doctors Without Borders (MSF), followed by Save the Children and Germany's Sea Eye, all suspended their operations, stating that their crews could no longer work safely because of the hostile stance of the Libyan authorities. This now leaves Proactiva Open Arms, Sea Watch and SOS Mediterranee as the remaining running rescue operations. On Monday, the Aquarius, which is operated by SOS Mediterranee with MSF medical staff members, was the only rescue ship operating in the Mediterranean.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 10 SEPTEMBER 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 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	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

- 5 September** – Libyan security forces reported on Tuesday that the bodies of sixteen migrants had been found in the desert near the country's border with Egypt. According to Ahmed al-Mismari, spokesman for the eastern-based Libyan National Army, the bodies were found about 310 km (190 miles) southwest of the coastal city of Tobruk, adding that the area was still being searched. So far, no further detail, including the migrants' identities, have been released.
- 5 September** – According to a Libyan oil source, a blockade on production at Libya's Sharara oil field, the country's largest, was lifted on Tuesday after it shutdown output for more than two weeks. The oil source has reported that a valve on a pipeline leading from the field that was closed during the shutdown has reopened, though it was not clear how quickly production would resume at the field itself. There was no immediate comment from the National Oil Corporation (NOC) nor details about how the blockade had been lifted.

- **4 September** – East Libyan forces have reported that they had launched air strikes on Islamic State (IS) fighters after the militants made incursions south and east of their former stronghold of Sirte. Forces loyal to eastern-based commander Khalifa Haftar have disclosed that they carried out air strikes on Sunday against militants in the area of Ain Tarqft, which is located between Sirte and the town of Waddan, 230 km (140 miles) to the south. Both Haftar's LNA and forces from the port city of Misrata, which led the campaign in Sirte last year, have indicated that they are carrying out frequent patrols to monitor IS movements in the area. Libyan officials report that in recent weeks, IS has grown bolder, as the group has set up temporary checkpoints, attacking local forces and taking over village mosques to lead prayers during the Muslim holiday of Eid al-Adha. The increased activity has increased concerns that IS could regroup around Sirte, from where it was driven out in December by local forces and a US air campaign. While most of the militants were killed in the nearly seven-month battle, an unknown number fled into the desert.
- **4 September** – On Monday, an engineer at the Libyan Shahara oil field disclosed that foreign workers at the field, which is currently shut, have been temporarily evacuated because of unspecified information about activity nearby. According to the engineer, sixteen workers from countries including Spain, France, the Philippines and Serbia were evacuated and were expected to return on Wednesday. Local media reports have mentioned the presence of an armed group near the field, however there has been no comment from the National Oil Corporation (NOC), which runs the field in partnership with oil companies Repsol, Total, Statoil and OMV.
- **4 September** – French Foreign Minister Jean Yves Le Drian arrived in Libya on Monday to meet with rival political leaders and offer support for a deal aimed at stabilizing the North African country. According to Libyan officials, in Tripoli, Le Drian met with Libyan Prime Minister al-Seraj and planned to hold talks with Abdulrahman Swehli, a politician connected to some of eastern commander Khalifa Haftar's rivals who heads a parliamentary council in the capital. Le Drian was also due to visit Misrata, Swehli's home city and a base of opposition to Haftar, before heading to Benghazi to meet Haftar and to Tobruk to meet the head of an eastern-based parliament aligned with him. Back in July, Prime

Minister al-Seraj and Khalifa Haftar signed an agreement in Paris committing them to a conditional ceasefire and to work towards elections in 2018. The deal however did not include other key factions. On Monday, a French diplomatic source has disclosed that "the minister wants to consolidate this agreement by getting the parties not invited in July to support it," adding "he wants to ensure that everyone is playing the game and lay groundwork for elections." The French minister's visit to Libya is in line with French President Emmanuel Macron's push for a deeper role in bringing the country's factions together in the hope of countering militant violence and easing Europe's migrant crisis.

- **3 September** – Reports have emerged from Sirte that IS militant's have seized control of an about 100-km area to the east of Sirte – Wadi Al-Ahmar – and have set up checkpoints and begun to detain residents in the area. Sources from the area have reported to the local media in Libya that IS militants arrived last Friday in the area after a successful attack on Al-Noufiliya checkpoint. The new appearance of IS militants comes as there have been several attacks in the area around Sirte and Bani Walid as well as Jufra. So far there has been no official response from Libyan officials.
- **1 September** – Doctors Without Borders (MSF) has called on Libyan authorities to end arbitrary detention of refugees, migrants and asylum seekers, calling conditions inside detention facilities in the North African country as "dire," "unhealthy" and "abusive." In a statement released on Friday, MSF reported that medical conditions in detention centres in Tripoli, where the United Nations-backed government is based, are either caused or aggravated by "squalid detention conditions and ill treatment."
- **31 August** – Officials and security sources have reported that a car bomb at a checkpoint killed four troops from Libyan commander Khalifa Haftar's forces on Thursday, in an attack that has been claimed by the so-called Islamic State (IS) group. According to Libyan National Army (LNA) spokesman Ahmad Mesmari, "the car bomb explosion that targeted a checkpoint in Nawfiliya town has resulted in two killed of Sirte Security Directorate and some other wounded." Two security sources later disclosed that two more soldiers had died. The attack in Nawfiliya was 80 km (50 miles) from Ras Lanuf, part of Libya's "Oil Crescent" and one of the OPEC country's major oil exporting terminals. IS has claimed

responsibility for the attack, according to the militant group's AMAQ news agency. Libyan officials are increasingly concerned that IS may try to regroup after being defeated and pushed out of their stronghold of Sirte last year.

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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