

Maritime Security Review



Issue No. 40

9 October 2017

MS | RISK

TABLE OF CONTENTS

TABLE OF CONTENTS	2
INCIDENTS AT SEA	3
GULF OF ADEN/ARABIAN SEA/BAB EL-MANDAB/RED SEA	4
SPOTLIGHT ON YEMEN	9
YEMEN: PROCEDURE	10
WEST AFRICA/GULF OF GUINEA.....	12
WEATHER FORECAST: GULF OF GUINEA.....	13
SOUTHEAST ASIA.....	14
WEATHER FORECAST FOR SOUTHEAST ASIA	16
WORLDWIDE	17
MIGRATION.....	19
SPOTLIGHT ON LIBYA.....	20
LIBYA: PROCEDURE	22
ABOUT MS RISK.....	23

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: 2 – 8 October 2017

Region	Current Incidents Reported	Late Reported incidents	Threat level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	2	Medium
Gulf of Guinea	2	1	Medium
Southeast Asia	0	1	Low
WORLDWIDE			
North America	0	0	Low
Central America/Caribbean/South America	0	3	Medium
Atlantic Ocean Area	0	0	Low
Northern Europe/English Channel/Baltic	0	0	Low
Mediterranean/ Black Sea	0	0	Low
Arabian Gulf	0	0	Low
East Asia/Indian Subcontinent	0	1	Low
Southern Africa	0	0	Low
Northeast Asia	0	0	Low
Pacific Ocean/Southern Ocean	0	1	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 there were no major incidents reported in the region during this reporting period, vessels transiting this area are advised to remain alert at all times, as skiffs may attempt to approach vessels in a bid to hijack them.

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

1. **28 September (Tanzania - Late Report)** – Five armed robbers boarded a vessel near position 06:46 S – 039:21 E, Dar es Salaam Anchorage, tied up a crewmember before stealing a VHF radio and various items of cargo.

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

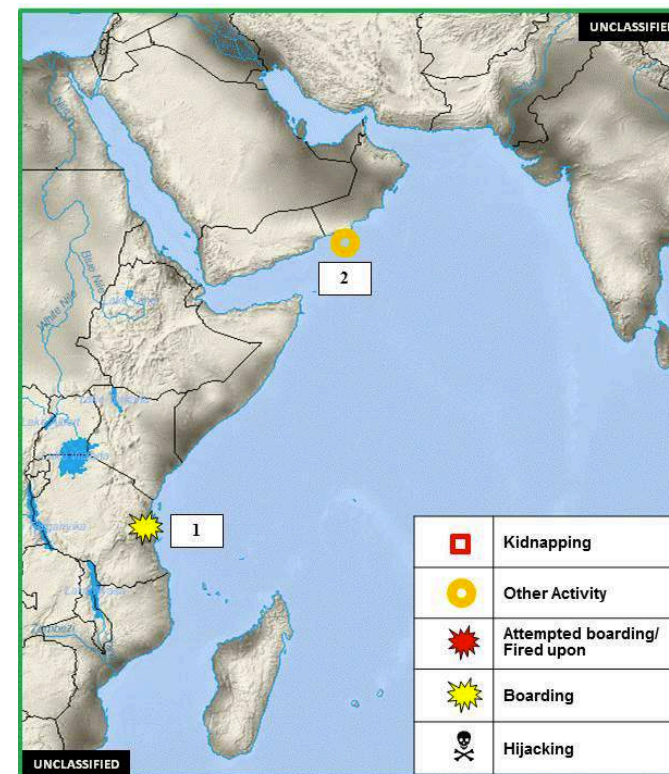
- No current incidents to report

OTHER ACTIVITY

2. **27 September (Oman – Late Report)** – Authorities arrested three men during an attempt to smuggle a large amount of khat into the country in a boat off the coast of Dhofar.

INCIDENT MAP

Source: ONI



MARITIME REPORTING

- **6 October (Nigeria)** – On Friday, the elite marine commandos of the Indian Navy aboard the *INS TRISHUL* foiled a piracy attempt on an Indian merchant vessel in the Gulf of Aden. According to Navy spokesperson Captain D. K. Sharma, there was a piracy attempt on an Indian-flagged bulk carrier vessel *MV JAG AMAR* at 12:30 PM in the Gulf of Aden, adding that all 26 Indian crewmembers on board the merchant vessel were safe. The *INS TRISHUL*, a stealth frigate of the Navy, which is on anti-piracy deployment in the area, responded immediately to the SOS call from the bulk carrier. Twelve pirates on board a skiff had attempted to hijack the vessel with the help of ropes, ladders and grapnels. The first team of the Indian Navy dropped from a Chetak helicopter while the second team used an inflatable boat to move in. In a swift operation, the Indian Navy overcame the pirates and seized an AK-47 rifle with one magazine and 27 rounds, grapnels, ropes, fuel drums and lades. After being disarmed, the pirates were let off in their skiff on the high seas will the *MV JAG AMAR* resumed is journey to Jubail, Saudi Arabia.

WEATHER FORECAST: GULF OF ADEN/ARABIAN SEA

WEATHER FORECAST VALID FROM 5 – 11 OCTOBER 2017

NORTH ARABIAN SEA: Western winds of 10 – 15 knots with seas of 2 – 4 feet.

- **Extended Forecast:** Southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 2 – 4 feet.

GULF OF OMAN: Easterly winds of 10 – 15 knots and seas of 1 – 2 feet in the western section of the Gulf; with southeast winds of 10 – 15 knots, gusting to 20 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 southeast winds of 10 – 15 knots and seas of 1 – 3 feet in the eastern section of the Gulf.

GULF OF ADEN: Easterly winds of 10 – 15 knots and seas of 1 – 3 feet in the western section of the Gulf; with easterly winds of 10 – 15 knots and seas of 1 – 3 feet in the eastern section of the Gulf.

- **Extended Forecast:** Easterly winds of 10 – 15 knots and seas of 1 – 3 feet in the western section of the Gulf; with easterly winds of 10 – 15 knots and seas of 1 – 3 feet in the eastern section of the Gulf.

SOMALI COAST: Southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 5 – 7 feet in the northern section of the coastline; with southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 2 – 4 feet in the southern section of the coastline.

- **Extended Forecast:** Southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 5 – 7 feet in the northern section of the coastline; with southwest winds of 15 – 20 knots, and seas of 2 – 4 feet in the southern section of the coastline.

CENTRAL AFRICAN COAST/INDIAN OCEAN: South-southeast winds of 15 – 20 knots and seas of 5 – 7 feet.

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

MOZAMBIQUE CHANNEL: Easterly winds of 10 – 15 knots, and seas of 3 – 5 feet in the northern Channel; with easterly winds of 10 – 15 knots, gusting to 20 knots, with seas of 6 – 8 feet in the southern Channel.

- **Extended Forecast:** Easterly winds of 10 – 15 knots and seas of 3 – 5 feet in the northern Channel; with northeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 6 – 8 feet in the southern Channel.

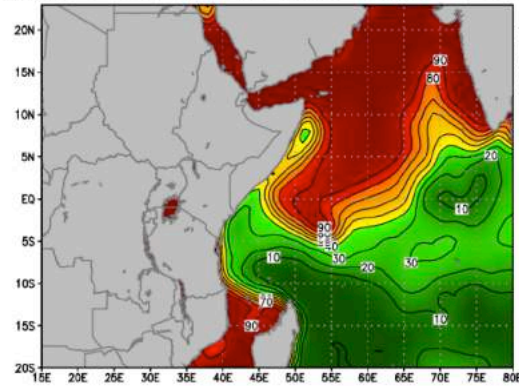
SURFACE CURRENTS: The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Current's speeds along the Somali Basin are northeasterly averaging between 2 – 3 knots.

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

WEATHER MAP

Source: ONI

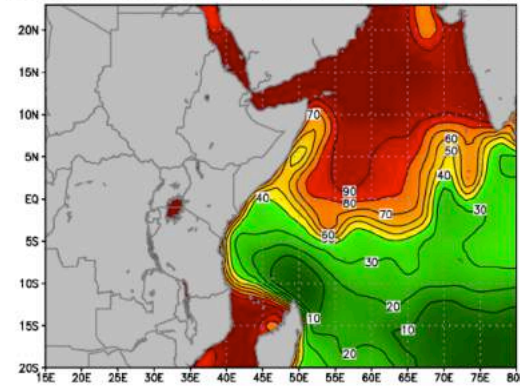
Winds < 15.0 kts and Wave Heights < 5.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 1200Z 05 OCT 2017

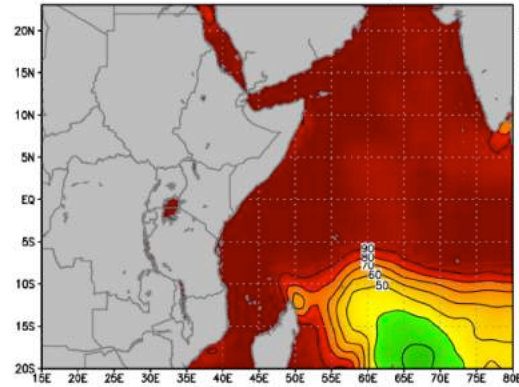
Winds < 15.0 kts and Wave Heights < 5.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 0000Z 08 OCT 2017

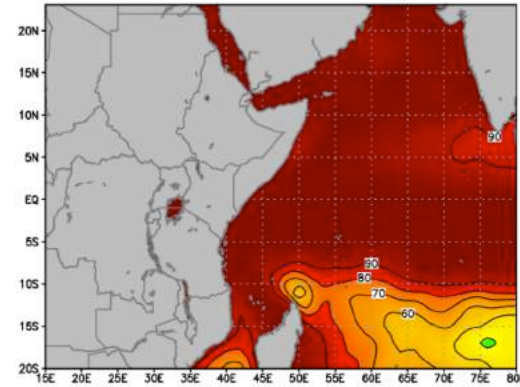
Winds < 17.0 kts and Wave Heights < 7.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 1200Z 10 OCT 2017

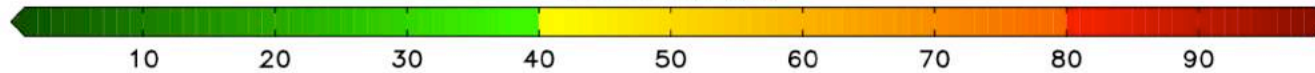
Winds < 17.0 kts and Wave Heights < 7.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 0000Z 13 OCT 2017

probability (%)



SPOTLIGHT ON YEMEN

PORT STATUS AS OF 8 OCTOBER 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 measured aboard vessels are in place.

NEW GUIDANCE FROM COMBINED MARITIME FORCES

On 6 September, Combined Maritime Forces (CMF) issued guidance relating to transit through the Gulf of Aden, Bab Al Mandeb, Southern Red Sea, and associated waters. The new recommendations do not replace or supersede any previous guidance. Summary here:

To address the multiple types of risks and the broad expanse of ocean, Naval Forces must be used in the most efficient manner possible. To assist in this, CMF is establishing a Maritime Security Transit Corridor (MSTC), which consists of:

- The Internationally Recommended Transit Corridor (IRTC)
- The BAM TSS and the TSS West of the Hanish Islands
- A two-way route directly connecting the IRTC and the BAM TSS

The MSTC provides a recommended merchant traffic route around which Naval Forces can focus their presence and surveillance efforts. It is recommended that all vessels use the MSTC to benefit from military presence and surveillance.

The maritime threat environment is dynamic; the risks will not remain constant for subsequent visits. It is essential therefore, that Masters, Ship Security Officers and Company Security Officers carry out detailed Risk Assessments for each voyage to the region and for each activity within the region.

All vessels transiting the Gulf of Aden and Bab Al Mandeb should follow the guidance of BMP4 to the maximum extent possible and consider the use of embarked armed security. Recent piracy attacks in 2017 serve to emphasise the importance of robustly following this guidance.

This guidance is in no way directive. The use of the IRTC, MSTC, BMP4, armed security, shifting transit times, or any other defensive measures remain the sole decision of the vessel operator based on its own dedicated risk assessment and the requirements of the flag state.

ACTIVITY REPORTING

- **5 October** – The United Nations has added a Saudi-led military coalition to a blacklist of child rights violators for causing the deaths and injuries of hundreds of children in war-torn Yemen. The alliance was added on Thursday to the UN chief's annual list of shame for killing and maiming 683 children and for 38 verified attacks on schools and hospitals during 2016. The UN annual report on children in armed conflict noted, however, that the coalition had taken some measures to improve the protection of children. The blacklist also named the Houthi rebel group, Yemen government forces, pro-government militia and al-Qaeda in the Arabian Peninsula for violations against children in 2016 - as it did in last year's report. The report from UN Secretary-General Antonio Guterres was submitted to the Security Council on Thursday and seen by news agencies. The coalition was the only side in Yemen's war that was left out of last year's report. Though it had initially been placed on the 2016 report, it was later "temporarily" removed by then-UN chief Ban Ki-moon, who cited "unacceptable" pressure by the Gulf countries, including threats by Saudi Arabia to cut funding to the UN. Saudi Arabia denied threatening to cut off of humanitarian funding. Ban described his decision to remove the coalition off the list as one of the most "painful and difficult," but stood by his choice warning that "millions of other children would suffer grievously" in places such as Palestine, South Sudan and Syria if funding were cut.
- **2 October** – Xinhua has reported that Yemeni security authorities arrested a commander of al-Qaeda in a raid against his home in the southern province of Abyan on Monday. A government source described the captured militant as an important person in the terrorist group and participated in masterminding armed attacks against security forces in Abyan. Security forces reportedly received intelligence tips and deployed forces to arrest Mohamed Hakim and three others. The security forces also seized heavy weapons and explosives inside a building located in the same area, according to the source. Al-Qaeda have intensified their drive-by attacks on security checkpoints in southern Yemeni provinces as pro-government forces have increased military operations against the group hideouts in the war-plagued country.
- **30 September** – The cholera outbreak in Yemen is set to become the largest epidemic since records began, British charity Oxfam has said. Charities had already warned the crisis is the fastest-growing cholera epidemic in history.

Experts believe the number of cases will hit a million by November. More than 2,100 Yemenis, around half of them children, have died from the disease to date. While in some areas the infection rate has fallen, in the most conflict affected and hard-to-reach provinces up to 5,000 people a day are falling ill. Two and a half years of civil war have decimated Yemen's infrastructure and put seven million of the 27-million strong population on the brink of famine. The collapse of the medical system has allowed cholera to balloon across the entire country. Aid organisations are struggling to reach people in remote, recently hit areas, and critical medical as well as food supply lines are being strangled by the Saudi-led blockade on Yemen's airspace and ports. Less than half of the country's medical centres are still functional, 14.5 million people don't have regular access to clean water, and in several provinces health and sanitation workers are still going to work despite not receiving their pay for a year.

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.

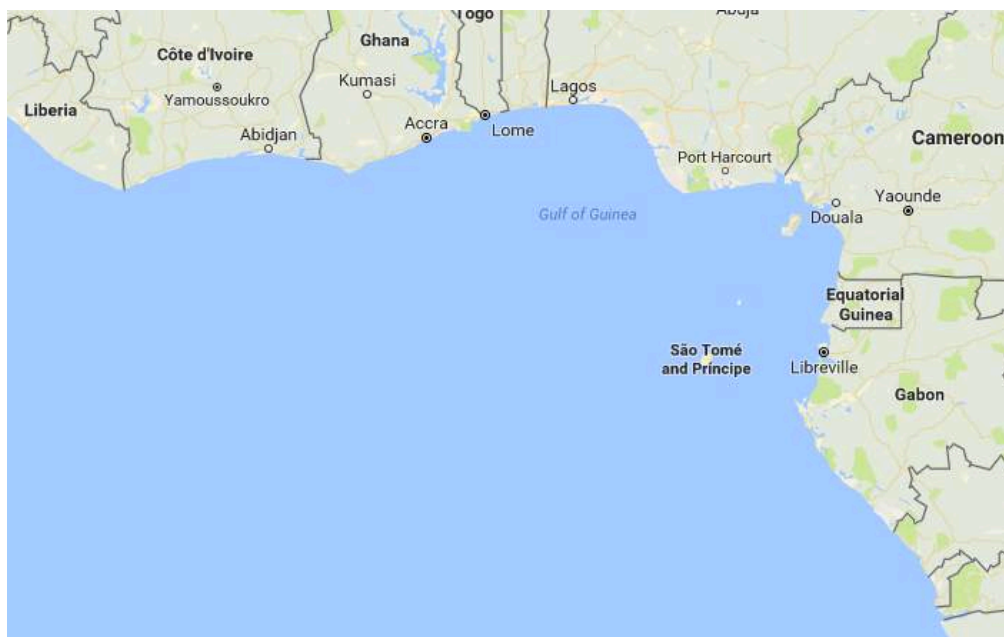
SAUDI COALITION INSPECTIONS

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. In recent weeks, there have been a number of incidents reported in Nembe-Brass Creeks area in Nigeria.

HIJACKS

- **28 September (Nigeria – Late Report)** – An armed gang hijacked a passenger boat along the Nembe-Brass creeks, taking the boat's passengers deep into the

creeks before forcing them to disembark. None of the passengers died as they were all able to swim to safety.

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

- **2 October (Nigeria)** – Gunmen abducted three crewmembers and stole personal belongings after boarding a Panama-flagged tanker 34 nautical miles southeast of Brass.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- **2 October (Nigeria)** – An unspecified number of gunmen on a speedboat approached a merchant vessel off the coast of Bonny Island. Armed Security personnel onboard the merchant vessel fired warning shots. The speed boat was able to escape. Both the vessel and the crewmembers have been reported safe.

MARITIME REPORTING

- Nothing to report

WEATHER FORECAST VALID FROM 5 – 11 OCTOBER 2017

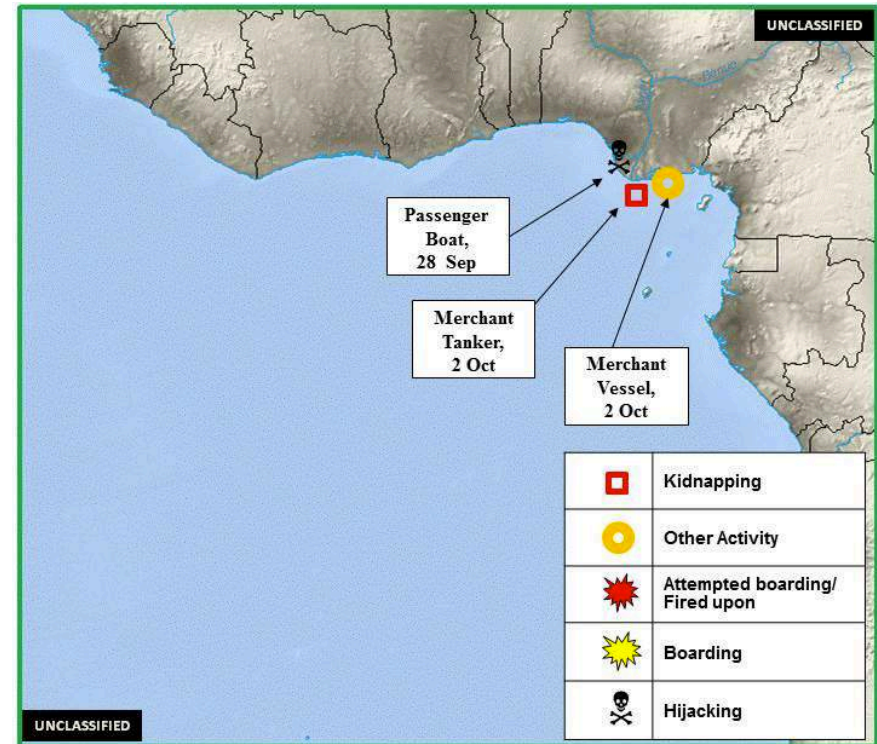
GULF OF GUINEA: Southwest winds of 5 – 10 knots, gusting to 15 knots, and seas of 3 – 5 feet.

- **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 Africa coasts with increased southerly wind flow through the Bab el Mandeb Strait due to funnelling effects.

INCIDENT MAP

Source: ONI



SOUTHEAST ASIA

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

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

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



HIJACKS

- No current incidents to report

KIDNAPPING

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- No current incidents to report

VESSELS BOARDED

- **30 September (Indonesia – Late Report)** – The Indonesian Navy’s Western Fleet Quick Response Unit arrested fifteen suspected pirates in the Singapore Strait following a tip-off by Singapore authorities. The alleged pirates were in six wooden boats when they were arrested. A spokesman disclosed that the arrests were made after Singaporean authorities told them that a barge had been accosted by about fifteen unidentified people in Indonesian waters. The barge was sailing around the Malacca and Singapore Straits. The spokesman further disclosed that preliminary investigations show that the barge, *LKH 7887*, being towed by tugboat *KIM HOCK TUG 9*, had not actually been attacked because the tugboat crew and the 15 alleged pirates had made a deal. According to the suspects’ testimonies, they had attempted to take items from the barge, such as steel scrap cables and nineteen gallons of diesel, but the tugboat’s crewmembers had paid the alleged pirates not to take the items.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

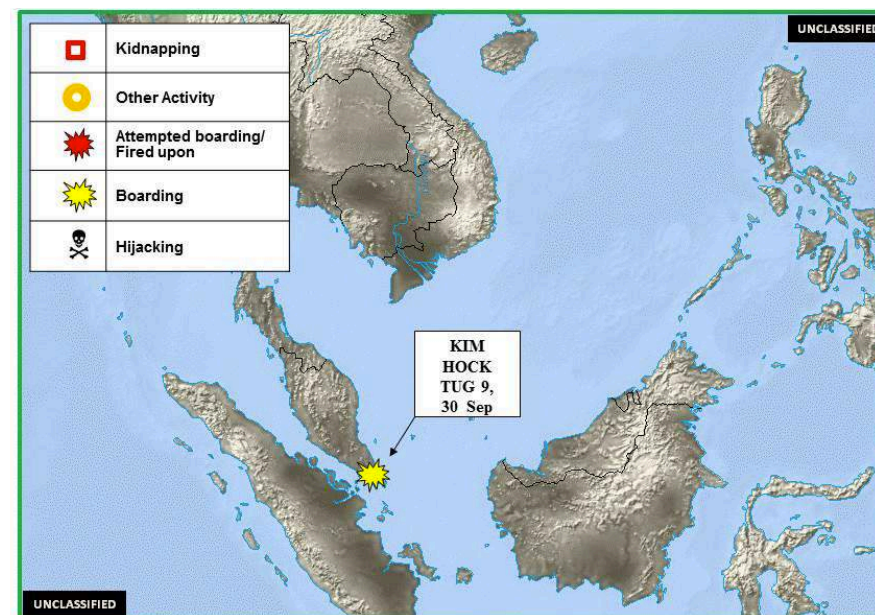
- No current incidents to report

MARITIME REPORTING

- Nothing to report

INCIDENT MAP

Source: ONI



WEATHER FORECAST VALID FROM 5 – 11 OCTOBER 2017

SOUTHERN SOUTH CHINA SEA: Variable winds of 10 – 15 knots, and seas of 1 – 3 feet.

- **Extended Forecast:** Variable winds of 10 – 15 knots, and seas of 1 – 3 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: 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 20 – 25 knots and seas of 10 – 12 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 effects and daytime heating.

WORLDWIDE

NORTH AMERICA

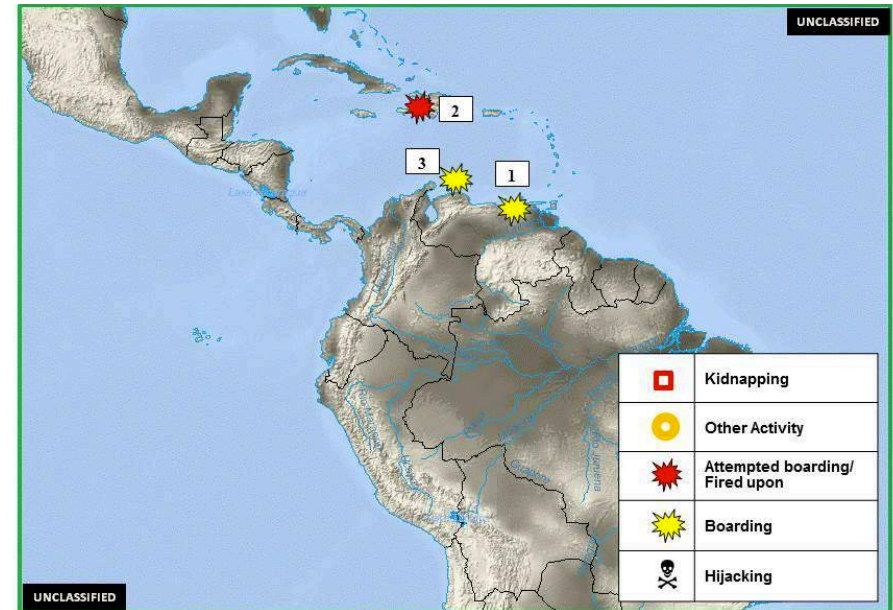
- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **29 September (Venezuela – Late Report)** – Duty crewman onboard a tanker anchored near position 10:16 N – 064:42 W, Puerto La Cruz Anchorage, spotted two robbers armed with knives on the deck and immediately informed the duty officer. The alarm was raised, PA announcement was made and crewmembers were mustered. Upon hearing the alarm and seeing the crew's alertness, the robbers escaped without stealing anything. The incident was reported to port authorities and local agents.
2. **26 September (Haiti – Late Report)** – Three robbers attempted to board an anchored tanker via the hawse pipe near position 18:34 N – 072:24 W, Port Au Prince Anchorage. Duty crewman saw the robbers and raised the alarm, resulting in the robbers escaping empty-handed.
3. **16 September (Curacao – Late Report)** – An in-the-water dinghy with outboard motor was stolen from a yacht anchored in Spanish Water.

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

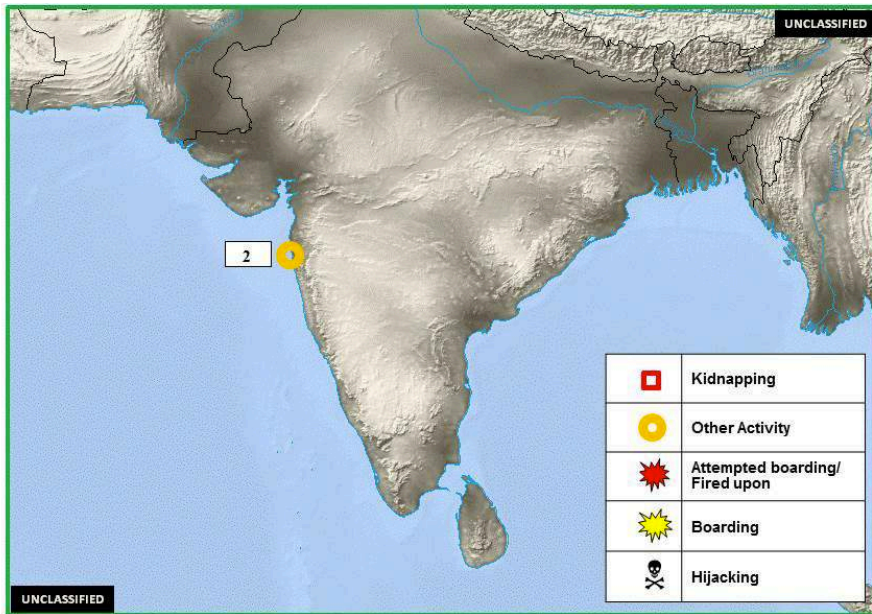
- No current incidents to report

ARABIAN GULF

- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

2. **21 September (India – Late Report)** – Authorities in Mumbai port found 38 kilograms of smuggled gold bars in a shipping container carrying lady’s slippers arriving from Thailand.



EASTERN AND SOUTHERN AFRICA

- No current incidents to report

NORTHEAST ASIA

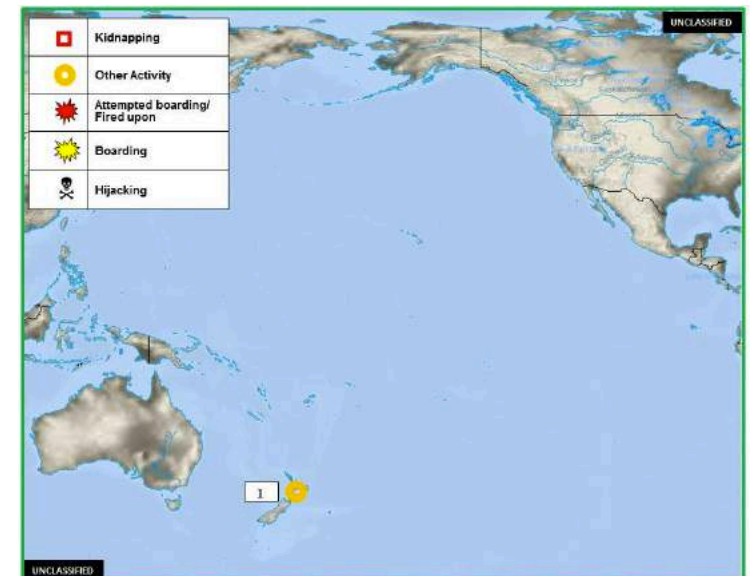
- No current incidents to report

PACIFIC OCEAN/SOUTHERN OCEAN

1. **28 September (New Zealand – Late Report)** – Authorities announced the arrest of seven people on suspicion of drug smuggling. Approximately 120 kilograms of methamphetamine were found in a shipping container from China. The consignment was declared as “outdoor leisure products,” including swings, slides, a furniture set, and garden lights – but after extensive examination, officials found a mix of methamphetamine and gypsum hidden in sixteen concrete outdoor umbrella stands.

INCIDENT MAP

Source: ONI



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.

- **2 October** – According to the National Guard, the Tunisian navy rescued 98 Tunisians fleeing to Europe when their boat started to sink off Kerkenah on the southeastern coast late on Saturday. Human traffickers are increasingly using Tunisia as a launch pad for migrants heading for Europe as Libya’s coast guard, aided by armed groups, has tightened controls.
- **2 October** – The Tunisian army has reported that it had arrested 43 illegal migrants rescued from four boats off Zaris, on the southeastern coast of the country.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 8 OCTOBER 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	OPEN	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

- 4 October** – Production at Libya’s giant Sharara oilfield resumed on Wednesday after an armed brigade forced a two-day shutdown, the National Oil Corporation (NOC) said. Operations at Sharara have been repeatedly disrupted this year due to blockades by armed groups, protests and security problems. As production resumed, the NOC lifted force majeure on loadings of Sharara crude from Zawiya port, where the tanker Seaways Hatteras was due to load a 130,000-tonne cargo, according to shipping trackers. The NOC did not say how the dispute had been resolved, but it thanked the head of the guard force tasked with protecting Sharara as well as senior figures from the Tuareg ethnic group for helping to restart the field.
- 4 October** – Gunmen killed at least four people and wounded nearly 40 in a suicide attack on a court complex in Misrata. Islamic State claimed responsibility for the attack, saying in a statement run by the group’s Amaq news agency it had targeted “one of the most prominent strongholds” of Libya’s U.N.-backed

Government of National Accord. The attack shows the enduring extremist threat in Libya after a coalition under GNA command battled for more than six months last year to oust Islamic State from Sirte. Since then, militants have been trying to regroup in the desert south of Sirte. They have stepped up their presence in remote areas, though attacks in urban centres have been rare. Wednesday's attack was launched by several assailants who drove up to the complex in central Misrata in a black vehicle. A witness said. "One of them blew himself up at the gate and the other two with Kalashnikovs opened fire at random." The witness said he believed the attackers had used rocket propelled grenades. The attackers killed four and wounded 39, Misrata hospital said in a statement. Two of the attackers blew themselves up and a third was killed during the gun battle. Bomb disposal experts also defused a booby-trapped car that had been packed with explosives to be used in the attack.

- **3 October – Benghazi port resumed operations on Sunday after three years of closure.** The port does not export oil, but does import gas and some petroleum products as well as general cargo. Local costs for these would be reduced by the port's reopening, port spokesman Nasser Al-Maghrabi said. "Today Benghazi port opened and a tanker from Tobruk entered as a message to the world that the port is safe and we are ready to receive tankers," port manager Abdulazim Al-Abbar said. "Until now we have not received notification of tankers arriving for exports and imports - for now we are starting up and waiting."
- **3 October – Extreme caution is necessary for all international shipping sailing in Libyan waters.** Hours before Benghazi port reopened after three years, the P&I Club Gard put out the alert warning in particular vessels navigating coastal waters near Benghazi, Derna and Sirte, the last two ports still being closed. The company's local correspondents, Gargoum Legal Marine of Benghazi recommended foreign ships stick to official sea navigation routes to Libyan ports and make sure their local agents and authorities know of their arrival well in advance. It also strongly suggested that ships should stay in close contact with the local port administration. Gard was more bullish about conditions once a vessel had arrived in any of Libya's 14 working ports. All were currently considered safe for ships and crew. However, it cautioned that the situation was volatile and risk assessments should be carried out before vessels entered or transited Libyan waters.

- **3 October –** Representatives from Libya's main rival power centres are welcoming proposals for a new power-sharing deal. Delegations from Libya's east and west agreed to meet again in a week to discuss forming a three-member presidential council, which along with a prime minister would streamline government form the current nine-member council. The head of the Eastern delegation, Abdessalam Nassia, called the talks "constructive," while his western counterpart Moussa Faraj described them as "positive and serious." A major sticking point in talks remains who will command the national army.
- **2 October –** At least five civilians were killed and 12 others wounded in recent fighting in the Libyan migrant smuggling hub of Sabratha, the UN said. Sabratha's university hospital has twice been hit by shelling, rendering the emergency and surgery units unusable, the U.N. Libya mission said in a statement. The clashes have pitted the Anas al-Dabbashi brigade, a powerful armed group previously known for migrant smuggling, against the Operations Room to combat the Islamic State, a group formed last year to oust jihadists from Sabratha. The fighting broke out when a Dabbashi brigade member was shot dead at a checkpoint, but the brigade's head has said the underlying cause was the group's move to stop the departure of migrant boats to Italy following a deal with the U.N.-backed government in Tripoli. Sabratha had been the most common departure point for migrants setting off towards Italy from Libya, until a sudden drop in crossings from July. The health ministry in Tripoli said on Friday that, overall, at least 26 people including combatants had been killed and 170 wounded in nearly two weeks of fighting.
- **30 September –** Two weeks of clashes between rival armed groups in the city of Sabratha sparked by a lethal shooting at a checkpoint have left 26 dead and 170 wounded, the health ministry said Friday. The clashes since September 17 have pitted a security force loyal to Libya's UN-backed Government of National Accord (GNA) against the militia of the head of a former people smuggling network, Ahmad Dabbashi. They started with an exchange of gunfire at a checkpoint manned by the security force in which a militiaman was killed. Sabratha, 40km west of Tripoli where the GNA is based, is Libya's main departure point for migrants trying to reach Europe. Dabbashi is reportedly among several people smugglers who have decided to halt their lucrative business and cooperate with authorities.

- **30 September** – US Africa Command (AFRICOM) announced that “several” Islamic State fighters were killed during a pair of precision airstrikes about 100 miles southeast of the Libyan city of Sirte on Sept. 26. The US military has resumed targeting the Islamic State’s branch in Libya, though it remains to be seen if the bombings become more frequent. Over the past week, AFRICOM has launch eight airstrikes. Six of them took place on Sept. 22, when the US military reportedly killed 17 extremists and destroyed three vehicles at desert camp 150 miles southeast of Sirte.

LIBYA: PROCEDURE

Although conditions are improving in Benghazi, the security situation throughout Libya remains fluid. In the absence of a diplomatic solution, 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. 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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