

Maritime Security Review



Issue No. 41

16 October 2017

MS | RISK

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PLEASE NOTE:

The information contained in this report is as accurate as possible at the time of publishing. In some cases, however, incidents are updated at a later date as more information becomes available.

We encourage our readers to confidentially report any incidents or suspicious activity to info@msrisk.com.

INCIDENTS AT SEA

Reporting Period: 9 - 15 October 2017

Region	Current Incidents Reported	Late Reported incidents	Threat level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	3	Medium
Gulf of Guinea	0	0	Low
Southeast Asia	1	1	Medium
WORLDWIDE			
North America	0	0	Low
Central America/Caribbean/South America	0	0	Low
Atlantic Ocean Area	0	1	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	0	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

There were two suspicious approaches by skiffs reported during this period. MS Risk advises 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

- No current incidents to report

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

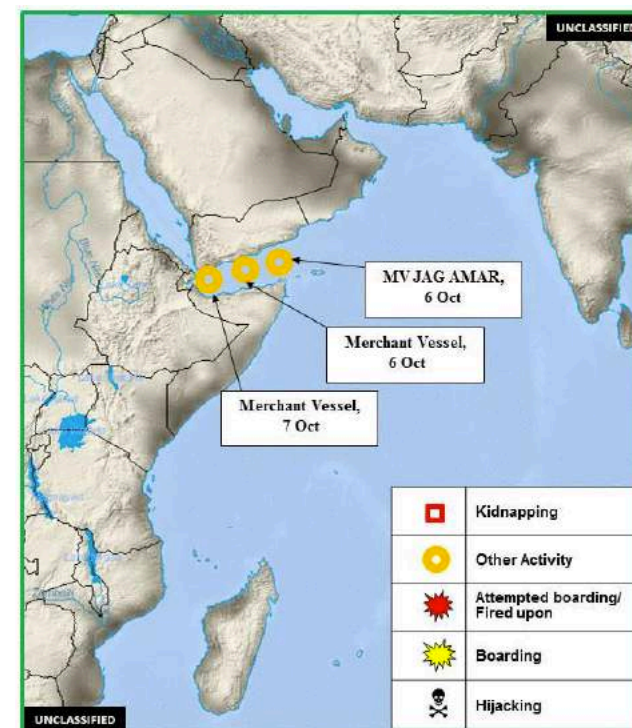
OTHER ACTIVITY

- **7 October (Gulf of Aden - Late Report)** – A merchant vessel reported a suspicious approach by four dark-hulled skiffs with 4 – 5 persons in each skiff near position 11:56 N – 044:43 E, approximately 54 nautical miles southwest of Aden. They approached to 0.7 nautical miles and turned away.

- **6 October (Gulf of Aden - Late Report)** – A merchant vessel reported a suspicious approach by 2 skiffs near position 13:13 N – 050:30 E, approximately 111 nautical miles southeast of Mukalla. Ladders were sighted. The skiffs approached to 1.2 nautical miles and turned away.
- **6 October (Gulf of Aden - Late Report)** – One skiff carrying twelve suspected pirates was interdicted by Indian Naval forces aboard *INS TRISHUL*. They were responding to a distress call from the Indian-flagged bulk carrier *M/V JAG AMAR*. The event occurred in the Gulf of Aden. Indian Navy commandos and an embarked helicopter responded to the call, reportedly capturing the suspected pirates, ammo, and a weapon.

INCIDENT MAP

Source: ONI



MARITIME REPORTING

- **9 October (Somalia)** – Somali regional officials have reported that the Iranian captain of a fishing boat was killed and another sailor was injured after security forces opened fire during an operation in the Indian Ocean. According to officials, the shooting occurred after Puntland Maritime Police Forces spotted two boats suspected to be fishing illegally in Somali waters on 6 October. Colonel Mohamed Abdi Hashi of Puntland Police has disclosed that the two boats ignored orders to stop and attempted to escape. He further stated, “our security forces were conducting an operation on October 6, they encountered two illegal fishing boats off Ras Hafun coast. When they tried to stop them in order to check their permits the escaped,” adding “they managed to seize one of the boats, the other one escaped.” Colonel Hashi confirmed that during the shooting, Captain Haydar Abdalla Sabiil of the vessel *AL-SA’IDI* was killed and that a second sailor was injured, adding that sixteen others were unharmed and were apprehended. Officials have disclosed that the boat carrying the sailors has since arrived at Bossaso port for questioning, adding that the boat was carrying two tons of fish that had been illegally caught in Somali waters.

WEATHER FORECAST: GULF OF ADEN/ARABIAN SEA

WEATHER FORECAST VALID FROM 12 - 18 OCTOBER 2017

NORTH ARABIAN SEA: Westerly winds of 10 – 15 knots and 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, and seas of 3 – 5 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 4 – 6 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 5 – 10 knots, gusting to 20 knots, and seas of 2 – 4 feet.

- **Extended Forecast:** South-southeast winds of 5 – 10 knots, gusting to 20 knots, and seas of 2 – 4 feet.

MOZAMBIQUE CHANNEL: Northeast winds of 10 – 15 knots and seas of 3 – 5 feet in the northern Channel; with southwest winds of 20 – 25 knots and seas of 8 – 10 feet in the southern Channel.

- **Extended Forecast:** southeast winds of 15 – 20 knots and seas of 7 – 9 feet in the northern Channel; with northeast winds of 15 – 20 knots and seas of 6 – 8 feet in the southern Channel.

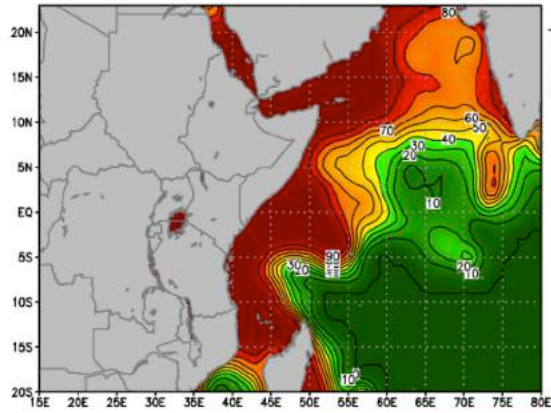
SURFACE CURRENTS: The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Current's speeds along the Somali Basin are northeasterly averaging between 2 – 3 knots.

SYNOPTIC DISCUSSION: High pressure will dominate the weather pattern over much of the region 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

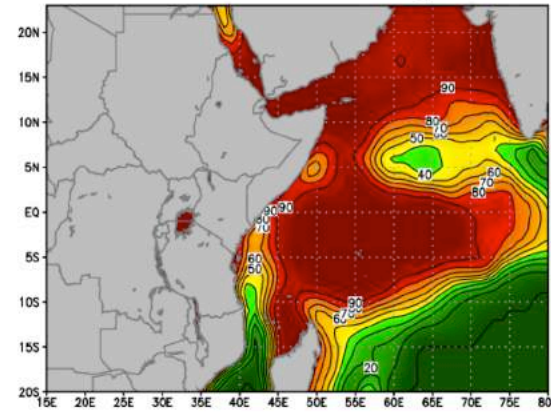
Winds < 15.0 kts and Wave Heights < 5.0 ft



Members	
NVG	20
GFS	0
CMC	0

Valid Time: 1200Z 12 OCT 2017

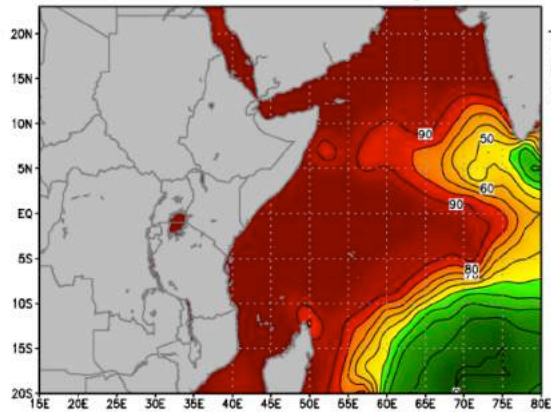
Winds < 15.0 kts and Wave Heights < 5.0 ft



Members	
NVG	20
GFS	0
CMC	0

Valid Time: 0000Z 15 OCT 2017

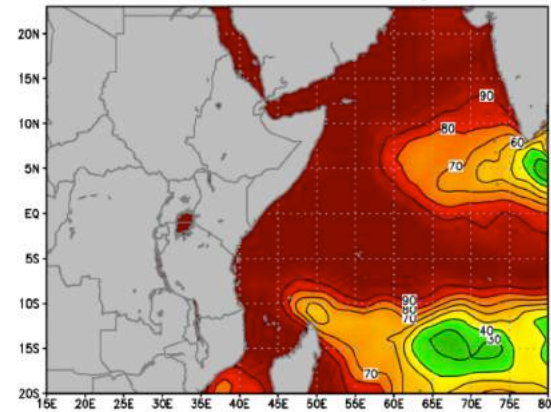
Winds < 17.0 kts and Wave Heights < 7.0 ft



Members	
NVG	20
GFS	0
CMC	0

Valid Time: 1200Z 17 OCT 2017

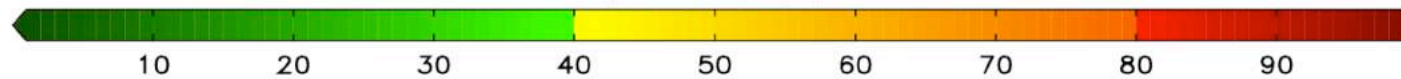
Winds < 17.0 kts and Wave Heights < 7.0 ft



Members	
NVG	20
GFS	0
CMC	0

Valid Time: 0000Z 20 OCT 2017

probability (%)



SPOTLIGHT ON YEMEN

PORT STATUS AS OF 15 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

- **11 October** – Pro-government troops trained by the UAE have secured a key 250-kilometre highway in Yemen which links a southern province to the Saudi border. The operation secures the road starting from Shabwa province, a former bastion of Al Qaeda. "The highway had been under the control of Al Qaeda, gangs and robbers," a source said, adding that "security forces were facing constant ambush". In August, government forces launched a major operation against Al Qaeda, driving it from the Shabwa. The group is believed to have moved farther south into neighbouring Abyan province, where they have since been blamed for suicide attacks on Yemen's military.
- **11 October** – The de facto Saudi blockade on Yemeni ports is exacting a dire humanitarian toll. A UN report, citing previously unreported port records, found that the Saudi-led coalition's ships are preventing essential supplies from entering Yemen, even in cases where vessels are carrying no weapons. A UN system set up in May 2016 to ease delivery of commercial goods through the blockade has failed to ensure the Yemeni people get the supplies they need. The result is the effective isolation of Yemen, where a quarter of the population is starving and cholera diagnoses are set to break world records. Aid agencies have ramped up their deliveries of food to some parts of Yemen this year. But Yemen imports more than 85 percent of its food and medicine, and commercial shipments have plunged. In the first eight months of this year, only 21 container ships sailed to Hodeida. Before the war, 129 container ships reached the port in the first eight months of 2014. No commercial shipment of pharmaceuticals has made its way to Hodeida since a Saudi-led airstrike destroyed the port's industrial cranes in August 2015. The port is currently under Houthi control. In at least one case this year, a blocked commercial shipment contained humanitarian aid as well. Abdallah Al-Mouallimi, the Saudi ambassador to the U.N., denied last week that the coalition was blocking commercial shipments of food, medicine and fuel. Mouallimi said Yemen was receiving humanitarian aid. In the cases of the 13 ships examined in detail, the Saudi-led blockade turned away or severely delayed vessels carrying aid and commercial goods before they reached Yemeni ports even though the United Nations had cleared the cargo and there were no arms aboard. Seven of those vessels were carrying medicine and food in addition to other supplies.
- **10 October** – The Islamic State militant group shared images Monday showing the training of recruits for new operations in Yemen by kicking them straight in the groin. The photos—which were shared by pro-ISIS channels on encrypted messaging application Telegram—were allegedly taken in a military camp located in the Yemeni province of Bayda. The group claims the pictures show a new batch of would-be militants graduating in anticipation for upcoming operations in war-torn Yemen, but not before the trainees were subject to some excruciating punishment. The photos also showed recruits training with assault rifles, light machine guns and rocket-propelled grenade launchers. This may indicate that the group intends to renew focus on establishing a foothold in Yemen, where Al-Qaeda in the Arabian Peninsula has been the dominant extremist threat.
- **10 October** – According to Gulf News reporting, eighteen Yemeni rebels were killed in fighting around the Saudi border in 24 hours, Yemeni army officers said on Tuesday. Clashes flared around the Red Sea port of Midi and near the Saudi border town of Huthaira, spilling over into the rebel heartland of Saada inland. The Yemeni army officers said loyalist forces had managed to wrest control of several rebel-held towns straddling the border.
- **10 October** – Saudi King Salman bin Abdul-Aziz Al Saud's visit to Moscow has caused speculation that Russia may engage in mediation efforts to reconcile Yemeni differences. Oman and Kuwait, while not directly involved in the conflict, could act as third-party mediators, may have exhausted their potential to settle the Yemeni dispute. The US, under Donald Trump's administration, has adopted a clear pro-Saudi stance on the conflict, and lifted restrictions on arms sales to Saudi Arabia. Thus, the White House cannot be seen as a neutral broker in the matter. Meanwhile, Riyadh is desperately seeking mediators to resolve the Yemeni conflict. The situation throws the door open for Russia. Moscow has sought to maintain relations with all parties involved in the conflict, following a flexible policy that allowed it to stay abreast of developments. If Moscow engages in the mediation it could be viewed as another opportunity to gain credibility and leverage in the Middle East.
- **6 October** – Saudi Arabia has rejected a United Nations report that placed a Saudi-led military coalition onto a blacklist of child rights violators for causing the deaths and injuries of hundreds of children in war-torn Yemen. According to UN figures released on Thursday, the alliance was responsible for killing and maiming 683 children in 2016. The report also blamed the coalition for 38

verified attacks on schools and hospitals during the same period but noted that it had taken some measures to improve the protection of children. In response, Saudi Arabia's ambassador to the UN said that the information and figures contained in the world body's report were "inaccurate and misleading". The Saudi UN envoy insisted in his statement "that the brunt of the responsibility for the violence must rest in the hands of the Houthi opposition".

- **6 October** – Stéphane Dujarric, spokesperson for UN Secretary-General, said that the Saudi coalition has not allowed the UN to deliver cranes to Hodeidah port to unload ships with humanitarian aid and commercial cargo. He added that the cranes were supposed to be installed in Hodeida to increase the unloading capacity of the port, but the ship that delivered them was forced to return to Dubai. No explanation was given on why the cranes were denied.

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.

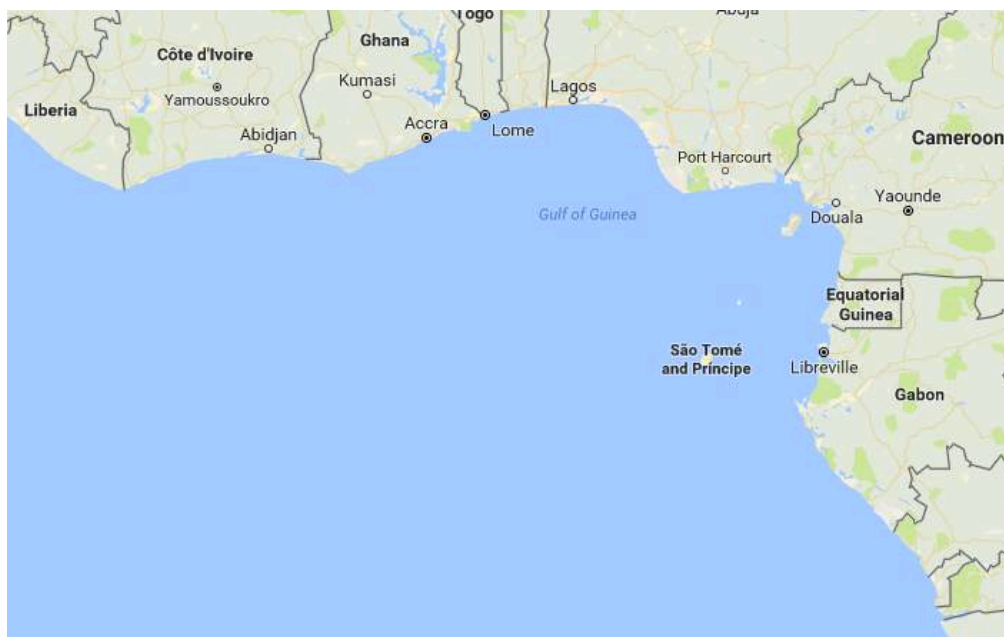
SAUDI COALITION INSPECTIONS

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

- 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 VALID FROM 12 - 18 OCTOBER 2017

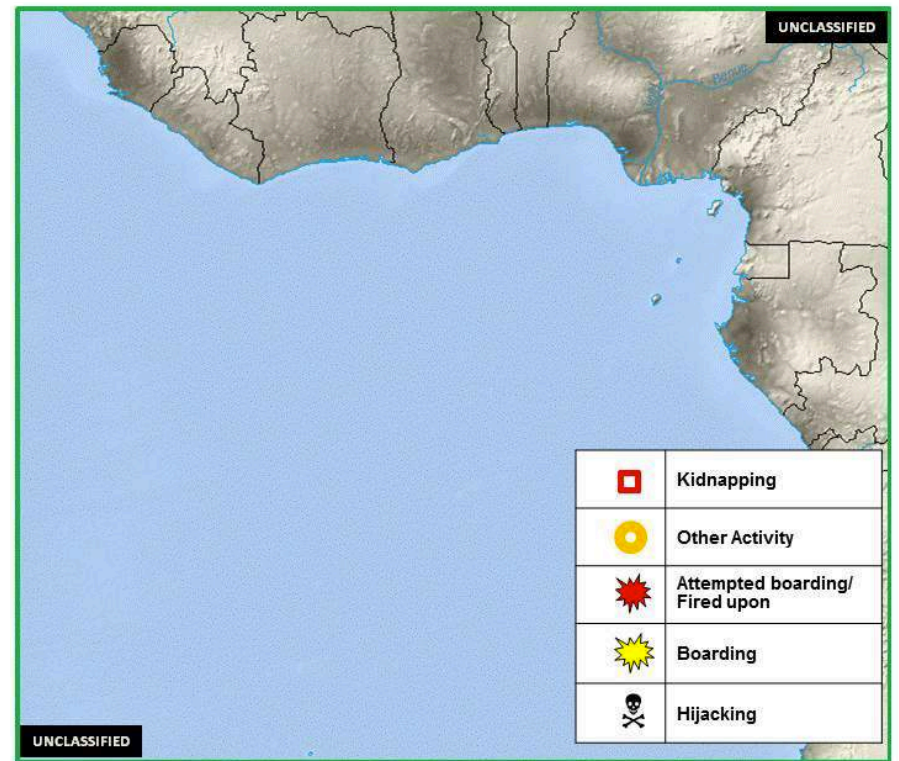
GULF OF GUINEA: Southwest winds of 5 – 10 knots, gusting to 15 knots, and seas of 3 – 5 feet.

- **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

- **12 October (Singapore Strait)** – Five persons in two wooden boats approached and boarded an unmanned rig under tow near position 01:11 N – 103:33 E. The tug’s Master raised the alarm and notified the local authorities. Malaysian Maritime Enforcement Agency dispatched its assets to assist, however the persons had escaped. The vessel and crewmembers have been reported safe.
- **4 October (Philippines – Late Report)** – Six to eight robbers boarded an anchored container ship near position 14:33 N – 120:54 E, Manila South Port Anchorage, and were noticed by a duty crewman who raised the alarm. Upon seeing the crew’s alertness, the robbers escaped with stolen ship’s properties.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

- No current incidents to report

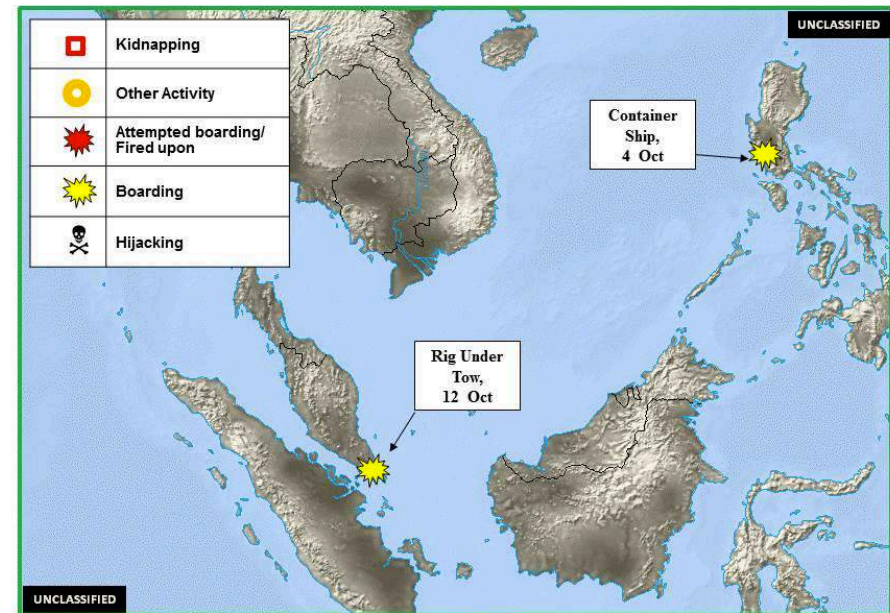
MARITIME REPORTING

- **12 October (Malaysia)** – A cargo vessel that has been missing for a week, with 14 crewmembers on board including Indian nationals, is now feared to have been hijacked in the South China Sea, prompting Malaysian maritime authorities to launch a search operation on Thursday. The Malaysian Maritime Enforcement Agency (MMEA) has disclosed that a commercial vessel had reportedly spotted the missing ship about 23 nautical miles west of Miri on Wednesday evening and had notified the owners of the vessel *MV SAH LIAN*. According to MMEA officials, “the ship was reported to have a damaged gearbox and propeller crankshaft,” adding “this morning the owner informed us and we quickly deployed our vessel.” **Update** – The Malaysian-registered cargo ship, which was reported missing while it was heading to Liambang, has been located. According to Sarawak Malaysian Maritime Enforcement Agency commander

First Admiral Isamili Bujang Pit, the *M/V SAH LIAN* was found about 25 nautical miles away from Tanjung Baran near Miri at about 4 PM today, adding “the agency’s KM Mersuji vessel are closing in on the missing ship. We are waiting for another patrol boat to tow *M/V SAH LIAN* to bay.” The official did not elaborate on the condition of the fourteen crewmembers, including the vessel’s capital and the 500 tonnes of cargo onboard the ship. A source close to the agency however has reported that both the crewmembers and cargo “are safe.”

INCIDENT MAP

Source: ONI



WEATHER FORECAST VALID FROM 12 - 18 OCTOBER 2017

SOUTHERN SOUTH CHINA 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 – 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

- No current incidents to report

ATLANTIC OCEAN AREA

1. **7 October (Spain – Late Report)** – Spanish authorities boarded the offshore support ship *THORAN* off the coast of Cadiz. Police found 3,800 kilograms of cocaine onboard. The ship was reportedly under surveillance for quite some time, as she was spotted as a possible drug trafficker during an ongoing operation aimed at interrupting drug trafficking from the Caribbean to Europe. The last position of the ship was 15 September, off the Suriname coast.

INCIDENT MAP

Source: ONI



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

- No current incidents to report

EASTERN AND SOUTHERN AFRICA

- No current incidents to report

MARITIME REPORTING

- **11 October (South Africa)** – South Africa’s Port of Durban remained closed on Wednesday after vessel movements were suspended on Tuesday when a severe storm lashed the region. According to Durban Port manager Moshe Motlohi, it was too early to assess the extent or costs of damages to the port, which is a key transit point.

NORTHEAST ASIA

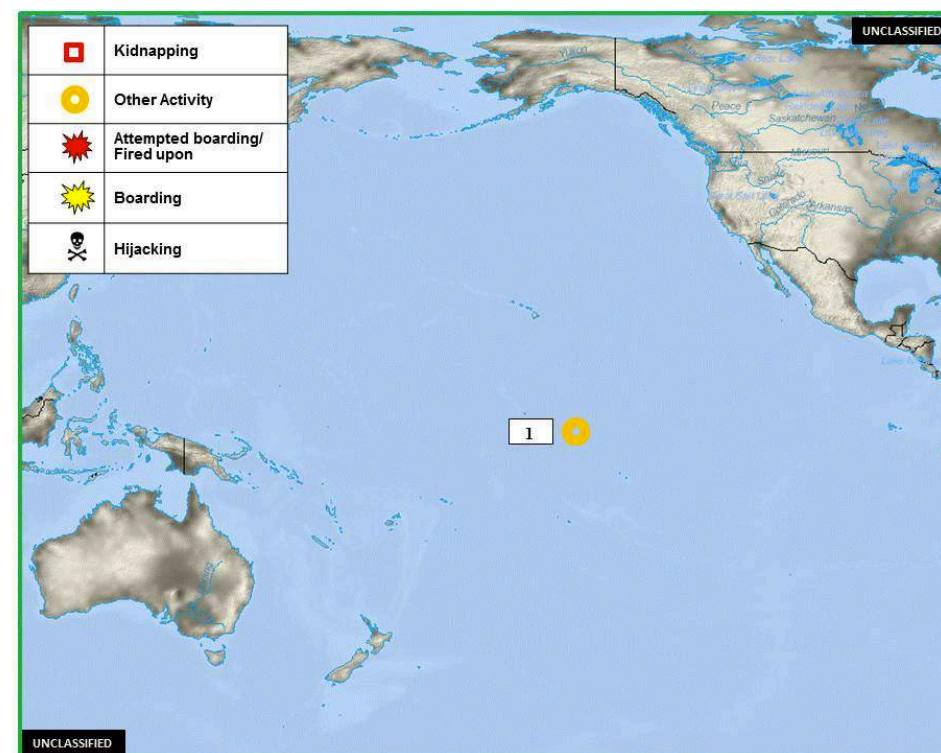
- No current incidents to report

PACIFIC OCEAN/SOUTHERN OCEAN

1. **8 October (French Polynesia – Late Report)** – Police in Nuku Hiva boarded a catamaran and found a large consignment of cocaine. Several persons were arrested.

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.

- **9 October** – According to the authorities, late on Monday Tunisia’s navy rescued almost 100 migrants from a sinking boat off its southeaster coast, just hours after eight people being smuggled to Europe drowned in the same stretch of water. The Tunisian Interior Ministry disclosed late on Monday that the coastguard pulled 98 Tunisians, including three children, from the sinking vessel near the island of Kerkennah. The Tunisian Defense Ministry has disclosed that the incidents coincide with the launch of joint patrols by the Tunisian and Italian navies aimed at stemming migrant flows and carrying out search and rescue operations in the area. In recent months, Tunisia’s coasts have become the launch pad of choice for traffickers transporting migrants from North Africa

across the Mediterranean. Wooden boats packed with migrants, their numbers often swelled by young Tunisians seeking work in Europe, have started landing on secluded Sicilian beaches, often in broad daylight.

- **9 October** – On Monday, at least eight people drowned when a boat carrying dozens of migrants collided with a Tunisian navy vessel of the southeastern coast of the North African country. Officials have reported that a further twenty are believed to be missing, with Tunisian authorities disclosing that 38 people were rescued. In a statement, the Tunisian Defense Department disclosed that the collision occurred Sunday about 54 kilometres (30 miles) off the coast of El Ataya, on the island of Kerkennah, adding that the circumstances remain unclear. Maltese authorities coordinated the rescue with the assistance of the Italian and Tunisian navies. While the exact numbers on board remain unknown, Flavio Di Giacomo of the International Organization for Migration (IOM) has disclosed that it is believed that the boat was carrying around 75 Tunisian migrants. The number of Tunisians making their way from Tunisia to Italy is on the rise, however the exact reasons for the increase are currently unknown, with some speculating that the spike in arrivals could be the result of an economic crisis that has pushed Tunisians to try to find work in Italy after the end of the Summer tourism season in Southern Africa. According to data from IOM, 1,400 Tunisians arrived in Italy last month alone, compared with 1,357 in the first eight months of the year. This however is only those who have been officially counted, with NGO’s in Sicily estimating that three times that many have arrived since June, most in wooden boats that get left on the shore. Claudio Lombardo of the NGO Mareamico has disclosed that “we have documented around 80 boats left on the beaches from June through today, since the route from Libya was interrupted,” referring to a decrease in number of sea rescues since Italian authorities reached agreements with the Libyan coastguard to reduce migrant trafficking. Lombardo further disclosed that local officials estimate that at least 3,000 North Africans had arrived on the boats, of whom authorities have detained just 400, adding that the rest have disappeared, presumably moving on in search of work and earning the moniker “ghost arrivals.”

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 15 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

- 11 October** – Libya's National Oil Corporation (NOC) has only received 25 per cent of its budget for 2017, holding back its production plans, the NOC chairman Mustafa Sanalla said. Libya's oil output is currently fluctuating around one million barrels per day. Sanalla said adding NOC's goal of producing 1.25 million bpd by the end of the year was "very difficult" to achieve. Twelve out of 19 storage tanks at the Es Sider oil port and half of 19 tanks at the Ras Lanuf terminal were still out of action following fighting earlier this year. The country is under pressure from the IMF and its partners to speed up reforms to create jobs and cut its deficit after its vital tourism sector was hit by deadly militant attacks in 2015. The recent rise in Libyan production has complicated an OPEC-led push to cut global production and bolster oil prices, from which Libya is exempt. Last week, production at the key El Sharara oilfield resumed after an armed faction forced a shutdown in a salary dispute.

- **10 October** – The Italian captain of the Maltese fishing trawler detained in Benghazi since late September has returned to Italy. Six Indonesian crew members still remain aboard the vessel. The captain was released after the Italian Consulate in Benghazi contacted the Libyan authorities. However, he refused to leave the vessel until the matter was resolved. He was eventually forced to leave the country. The Maltese flagged fishing vessel, Salvatur VI, was stopped by Libyan military forces in Benghazi on 28 September after it entered disputed international waters with intent to fish 40 miles off the coast of Libya. Vessel owner Albert Satariano said that the Libyan government is waiting for Malta to confirm the identity of the vessel and the crew before their release. Neither the vessel nor its personnel has been charged with any offence.
- **9 October** – A fuel tanker docked at Benghazi port in eastern Libya on Monday for the first time since being closed in 2014 due to fighting between rival factions. A tanker arrived from the capital Tripoli carrying 13,000 tonnes of petrol to ease fuel shortages in Benghazi. The port does not export oil but imports gas and some petroleum products for domestic consumption as well as general cargo.
- **9 October** – Turkey’s special envoy to Libya, Emrullah Isler, arrived in Tripoli on Monday for talks with Libyan officials. Isler will meet with Fayez al-Serraj, head of Libya’s UN-backed unity government, and Abdulrahman al-Suweihli, president of Libya’s Supreme State Council. The Turkish envoy’s visit comes amid ongoing talks in Tunisia between Libya’s rival political camps aimed, and after Libya’s UN envoy, Ghassan Salame, unveiled a roadmap for resolving the conflict on the sidelines of last month’s UN General Assembly meeting in New York. Salame’s plan calls for amending the 2015 Skhirat agreement between Libya’s rival political camps; holding a national dialogue between the country’s disparate political factions; and holding a referendum on the adoption of a new constitution. The agreement resulted in the establishment of Libya’s current UN-backed unity government. One year after it was signed, however, Libya’s Tobruk-based parliament -- a staunch rival of the Tripoli government -- disowned the agreement, demanding that it be reformulated.
- **7 October – The Libya Coast Guard has opened fire on a tanker suspected of smuggling Libyan fuel.** The Russian-owned, Comoros-flagged oil products tanker, *Goeast*, reportedly refused to obey instructions from the Coast Guard when approached on Friday while underway near Bukhamash, west of Zuwarah. The Coast Guard said that despite repeated calls and instructions, the crew failed to obey. The coastguard fired at the ship with 30mm ammunition, causing significant damage to the fuel tanks and engine compartment. Footage of the operation shows shots being fired upon the tanker, resulting in water ingress and a heavy listing of the ship.
- **6 October** – The UN-backed, Tripoli-based government’s “Anti-Daesh [Islamic State] Operations Command Center” reported that it has recaptured the north-western city of Misrata after two weeks of fighting. The recent clashes had left at least 19 people dead and scores more injured.
- **6 October** – The bodies of 21 Egyptian Christians killed by Islamic State in its former Libyan stronghold of Sirte have been recovered, the attorney general's office said on Friday. The bodies were found in the same orange jumpsuits the victims were wearing when they were filmed being killed in the coastal city in February 2015, according to a statement provided to Libya's Al-Ahrar TV channel. Sadiq al-Sour, the head of investigations for the attorney general's office, said last week that the area where the bodies were buried had been identified after a captured commander gave details of its whereabouts.

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.

More information is found at www.msrisk.com

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