

# Maritime Security Review



Issue No. 46

20 November 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 comes becomes available.

We encourage our readers to confidentially report any incidents or suspicious activity to [info@msrisk.com](mailto:info@msrisk.com).

# INCIDENTS AT SEA

Reporting Period: 13 – 19 November 2017

Region	Current Incidents Reported	Late Reported incidents	Threat level
<b>MAIN REGIONS</b>			
Gulf of Aden/Arabian Sea	0	2	Medium
Gulf of Guinea	1	2	Medium
Southeast Asia	0	4	Medium
<b>WORLDWIDE</b>			
North America	0	0	Low
Central America/Caribbean/South America	0	1	Low
Atlantic Ocean Area	0	1	Low
Northern Europe/English Channel/Baltic	0	0	Low
Mediterranean/ Black Sea	0	3	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	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

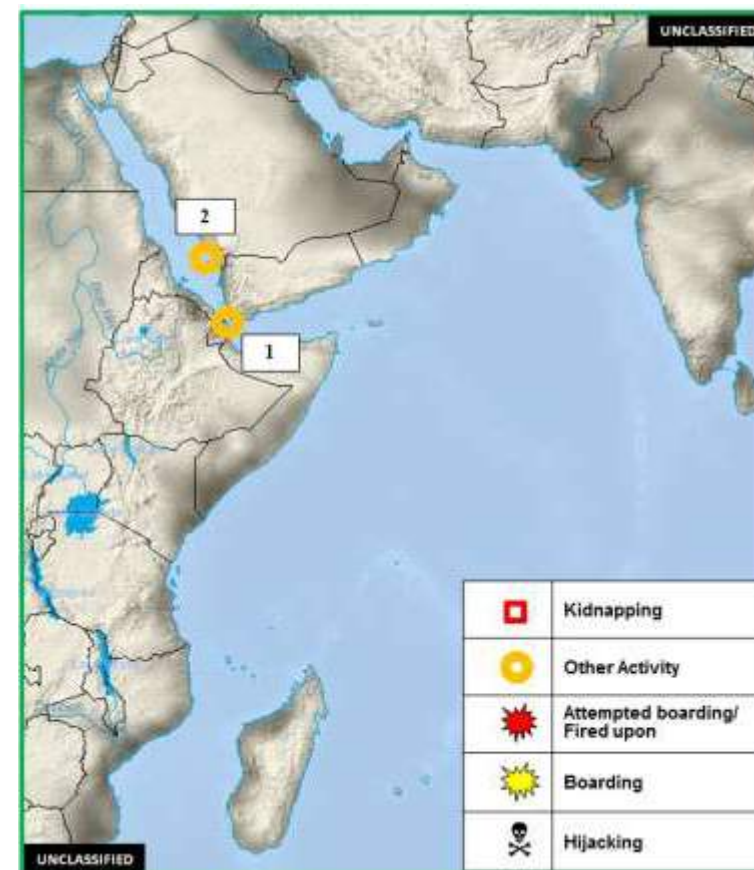
1. **8 November (Yemen – Late Report)** – A merchant vessel reported a suspicious approach by two skiffs near position 12;30 N – 043:37 E, near Mayyun Island. Seven persons were sighted in each skiff, both of which closed to within 100 metres of the vessel.
2. **1 November (Saudi Arabia – Late Report)** – The authorities announced the arrest of one person who tried to smuggle five live gazelles from Farasan Island. The smuggler was discovered as his vehicle was loaded onto a ferry for the trip to the mainland.

## MARITIME REPORTING

- Nothing to report

## INCIDENT MAP

Source: ONI



# WEATHER FORECAST: GULF OF ADEN/ARABIAN SEA

## WEATHER FORECAST VALID FROM 16 – 22 NOVEMBER 2017

**NORTHERN ARABIAN SEA:** Southeast winds of 5 – 10 knots with seas of 1 – 3 feet.

- **Extended Forecast:** Southeast winds of 10 – 15 knots, with seas of 1 – 3 feet.

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

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

**GULF OF ADEN:** East-northeast winds of 10 – 15 knots and seas of 1 – 3 feet in the western section of the Gulf; with east-northeast winds of 10 – 15 knots and seas of 1 – 3 feet in the eastern section of the Gulf.

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

**SOMALI COAST:** Northeast winds of 10 – 15 knots, and seas of 3 – 5 feet in the northern section of the coastline; with northerly winds of 10 – 15 knots, and seas of 2 – 4 feet in the southern section of the coastline.

- **Extended Forecast:** Northeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the northern section of the coastline; with northerly winds of 10 – 15 knots, and seas of 2 – 4 feet in the southern section of the coastline.

**CENTRAL AFRICAN COAST/INDIAN OCEAN:** South-southwest winds of 5 – 10 knots, and seas of 2 – 4 feet.

- **Extended Forecast:** South-southwest winds of 5 – 10 knots, and seas of 2 – 4 feet.

**MOZAMBIQUE CHANNEL:** Northeast winds of 5 – 10 knots, gusting to 15 knots, and seas of 7 – 9 feet in the northern Channel; with southeast winds of 15 – 20 knots, with seas of 9 – 12 feet in the southern Channel.

- **Extended Forecast:** Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 3 – 5 feet in the northern Channel; with southeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 5 – 7 feet in the southern Channel.

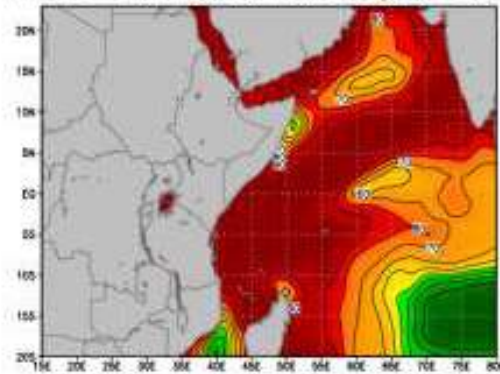
**SURFACE CURRENTS:** The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Currents' speed along the Somali Basin are northeasterly averaging between 2 – 3 knots.

**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

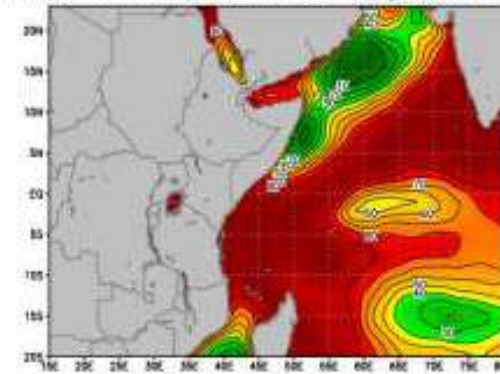
Winds < 15.0 kts and Wave Heights < 5.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 1200Z 16 NOV 2017

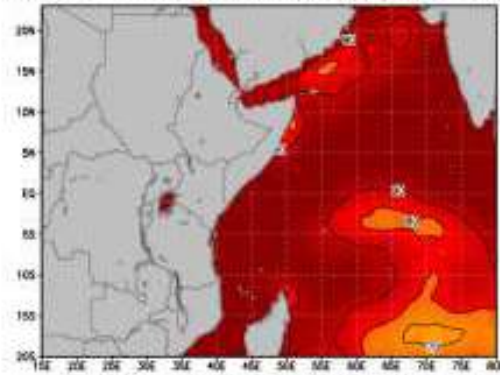
Winds < 15.0 kts and Wave Heights < 5.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 0000Z 19 NOV 2017

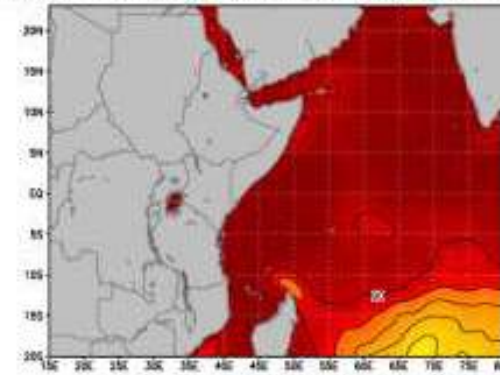
Winds < 17.0 kts and Wave Heights < 7.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 1200Z 21 NOV 2017

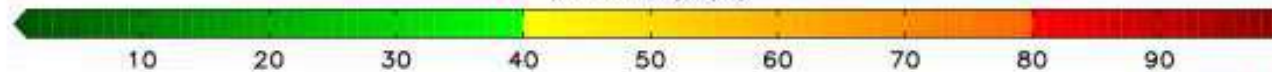
Winds < 17.0 kts and Wave Heights < 7.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 0000Z 24 NOV 2017

probability (%)



## SPOTLIGHT ON YEMEN

### PORT STATUS AS 19 NOVEMBER 2017

Port Name	Port Status	Risk Level	Notes
Aden Port	Open	High	Curfew: 2000-0600
Ash Shihr Oil Terminal	Closed	High	
Balhaf LNG Terminal	Closed	Closed	
Hodeidah Port	Closed	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	Open	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.*

### ACTIVITY REPORTING

- 16 November** – Yemen’s national army warned against sporadic naval mines planted across the Red Sea coast. Houthi rebel militias have resorted to sea mines in order to compromise maritime security of government-controlled ports. The army warns international vessels delivering aid to Yemen, and advise caution as the floating mines may be carried into deep waters by sea currents. The Saudi-led coalition announced in May that they had located a number of marine mines near the port of Midi, on the Red Sea and near Saudi waters. It appeared that the mines were designed with rudimentary methods. The detonation of any marine mine could damage commercial ships or humanitarian aid vessels delivering materials to Yemen.
- 16 November** – The World Bank agreed on Thursday to grant war-torn Yemen \$150 million to help some of its hardest-hit cities restore basic services and fight a cholera epidemic. An agreement signed by a World Bank official and the United Nations Office for Project Services (UNOPS) is funded by the International Development Association (IDA), the World Bank’s fund for the world’s poorest countries. “The new project will target issues like uncollected trash and untreated sewage water ... and also address access to electricity for critical services and urgent needs for road repair to improve mobility and access,” a statement issued by the UNOPS said. The agreement covers the Houthi-controlled capital Sanaa and the Red Sea port city of Hodeidah as well as the southern port city of Aden, the temporary capital of Hadi’s government. Some 900,000 suspected cholera cases have been recorded in the past seven months, including 2,200 deaths. The heads of three U.N. agencies issued a fresh plea on Thursday for the Saudi-led military coalition to lift its blockade on Yemen, saying that without aid shipments “untold thousands of innocent victims, among them many children, will die”.
- 14 November** – A suicide car bomb targeted a camp used by security forces in the al-Mansoura district in Yemen’s port city of Aden on Tuesday. A bombing hit a security post in Yemen’s government bastion of Aden on Tuesday, killing and wounding several people, witnesses and police sources said. ISIS claimed the attack, stating that a Yemeni suicide bomber driving a car bomb carried it out. Witnesses in the southern Aden province told AFP they heard a loud explosion followed by gunfire at the main office of UAE-trained security forces in charge of



guarding state-owned facilities. They said 10 people had been killed in the attack and more wounded. The number of casualties could not be confirmed by government sources. It was not immediately clear how the bombing was carried out. One police source said it appeared that explosives in a vehicle had been remotely detonated during the attack. Another said there had been a suicide bomber inside the car. The Zayed bin Sultan mosque, which is located near the security office and funded by the UAE, was also damaged in the attack.

- **13 November** – Saudi Arabia said that the Arab coalition fighting the Houthi militia will begin reopening airports and seaports in Yemen, days after temporarily closing them after an Iranian-made missile attack on Riyadh. "The first step in this process will be taken within 24 hours and involves reopening all the ports in areas controlled by" Yemen's internationally recognized government, which the coalition backs, the Saudi mission at the United Nations said. Those ports are in Aden, Mokha and Mukalla. For ports in rebel-held or disputed territories, like Hodeida, the mission said it had asked the UN to send a team of experts to discuss ways to make sure weapons can't be smuggled in. The Saudi-led coalition hopes that will prevent "the smuggling of weapons, ammunitions, missile parts and cash that are regularly being supplied by Iran and Iranian accomplices to the Houthi rebels," the statement said. Saudi Arabia announced it shut down all ports after a Nov. 4 ballistic missile attack on Riyadh near its international airport by the Houthis. Saudi Arabia and the United States have accused Iran of supplying the ballistic missile used in that attack, saying the missiles bore "Iranian markings."
- **13 November** – Yemen's Houthi rebel forces have threatened to attack Saudi Arabian merchant shipping in retaliation for the ongoing Saudi blockade of Yemeni seaports. Houthi forces have previously demonstrated that they have the technical means to launch missile attacks on ships. "The battleships and oil tankers of [Saudi Arabia] and their movements will not be safe from the fire of Yemeni naval forces if they are directed by the senior leadership [to attack]," said official news outlet Al Masirah on its web site. Since the Yemeni civil war began in 2015, Houthi rebels have had modest success in targeting Saudi coalition warships with missile and drone boat attacks. In January, a Houthi unmanned attack boat exploded near a Saudi frigate, killing two crewmembers and injuring three. In October 2016, Houthi rebels used an anti-ship missile to destroy the ex-Navy vessel HSV-2 Swift, and later attempted to attack the

American destroyer USS Mason. However, to date they have not targeted large merchant vessels like tankers. Any military engagement between Houthi forces and Saudi vessels means more risk for all merchant shipping in the Red Sea, warns US Naval Forces CENTCOM Commander Vice Adm. Kevin Donegan. "With about 64 vessels a day traveling through [Bab al Mandeb] almost all with energy cargoes, any issue of misidentification or misapplication of one of these weapon systems could become an issue with commerce," he said. "In the end what we'd like to see is that conflict back into the land mass and not out into where we have commercial traffic."

- **11 November** – Two soldiers and two terrorists were killed in clashes as Emirati-backed Yemeni forces seized an Al-Qaeda foothold in the country's south, security sources said. Militants fled to nearby mountains after the clashes in Al-Hawtah district of Shabwa province, said a Yemeni officer. He said Apache helicopters belonging to the UAE — a key member of a Saudi-led Arab coalition in Yemen — then strafed the mountains where the terrorists had fled. "We entered Al-Hawtah after clashes with the terrorists and now we're stationed in several locations... We are in total control of the area," the officer said.
- **11 November** – Yemen's president could be assassinated if he leaves Saudi Arabia and returns to the war-ravaged country, a Yemeni official has warned. The government official said the kingdom feared for President Abd-Rabbu Mansour Hadi's life, and "urged" the 72-year-old to avoid returning to Yemen's coastal city of Aden. The official also refuted media reports from earlier this week that claimed Hadi was being held under house arrest in Riyadh. "Claims that Hadi is under house arrest are complete rubbish," the official said on condition of anonymity because he was not authorised to talk to the media. "Hadi can go anywhere he wants, he can even travel abroad, but from what I understand there is a real risk to his life should he return to Aden [...] There are forces there that would like to see him targeted, and that's why the Saudis don't feel it's right for him to come back. They have urged him to stay in Riyadh until the security situation improves," the official added. The official did not say which forces wanted to "target" Hadi, but large parts of the south and south-east are under the control of the United Arab Emirates and militias backed by Abu Dhabi. The comments come just days after several international news organisations reported that Hadi, along with his sons, aides and military officials - who haven't visited Yemen since February - had been placed under house arrest.

### **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.

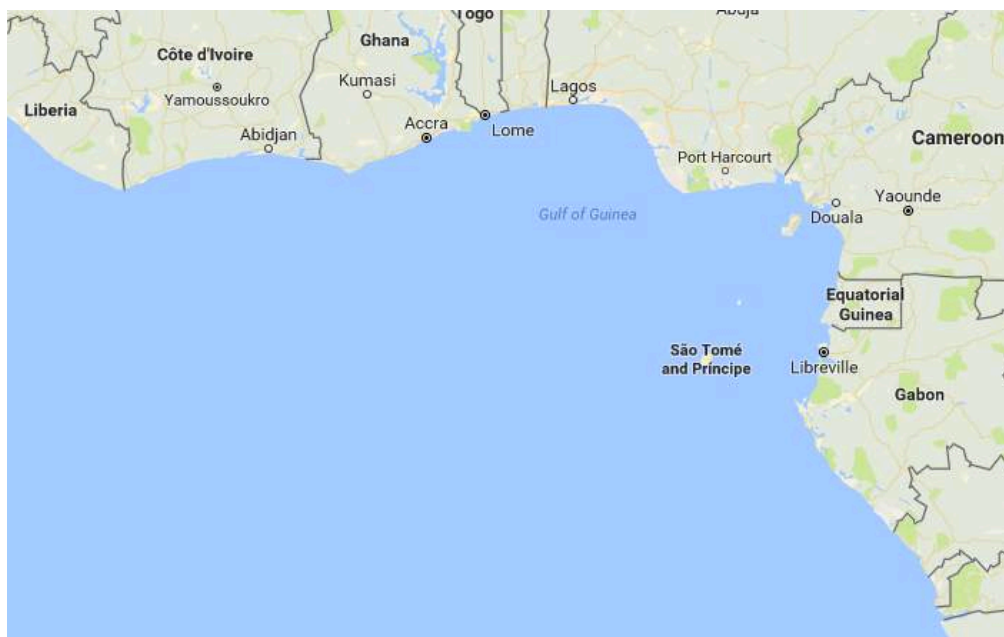
### **SAUDI COALITION INSPECTIONS**

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

- **10 November (Nigeria – Late Report)** – Five to six armed personnel in a blue hulled boat, 5 to 6 metres in length, attempted to board a vessel in position 04:15 N – 005:36 E, in vicinity of Pennington Terminal.

## VESSELS BOARDED

- **13 November (Cape Verde)** – Three robbers armed with knives, boarded a sailing yacht anchored at Porto da Praia Bay, Iha de Santiago and threatened to cut the throats of the crew and owner of the yacht if they did not get all the money. They also stole telephones, cameras, drone, computers, tabs, hard-disks, shoes, alcohol and measuring instruments. The owner was tied to the mast inside the boat and the crew was taken hostage. They stole the dinghy with outboard to escape to land. They were unfamiliar with the outboard, and had to row. The owner managed to untie all the knots and notified the Port Police over VHF. The police waited for the robbers on the beach, one robber was arrested as he swam ashore while the rest escaped. They left almost all the stolen items, as they jumped into the water to avoid the Police, but some items are still missing or lost.

## KIDNAPPING

- **11 November (Nigeria – Late Report)** – Armed pirates boarded the drifting bulk carrier *VENUS BAY* near position 04:07 N – 006:59 E, 17 nautical miles south-southwest of Bonny Island. They entered the bridge and fired their weapons damaging the bridge windows. The pirates stole ship's properties, crew personal belongings, kidnapped 10 crewmen and escaped in their boat. Two Nigerian Navy vessels intercepted the pirates, rescued the crew and apprehended five pirates. The vessel was escorted into the inner anchorage

under naval escort and armed guards were placed on board during the vessel's stay. On 12 November, the vessel resumed passage under naval escort to Port Harcourt and berthed.

### SUSPICIOUS ACTIVITY

- No current incidents to report

### OTHER ACTIVITY

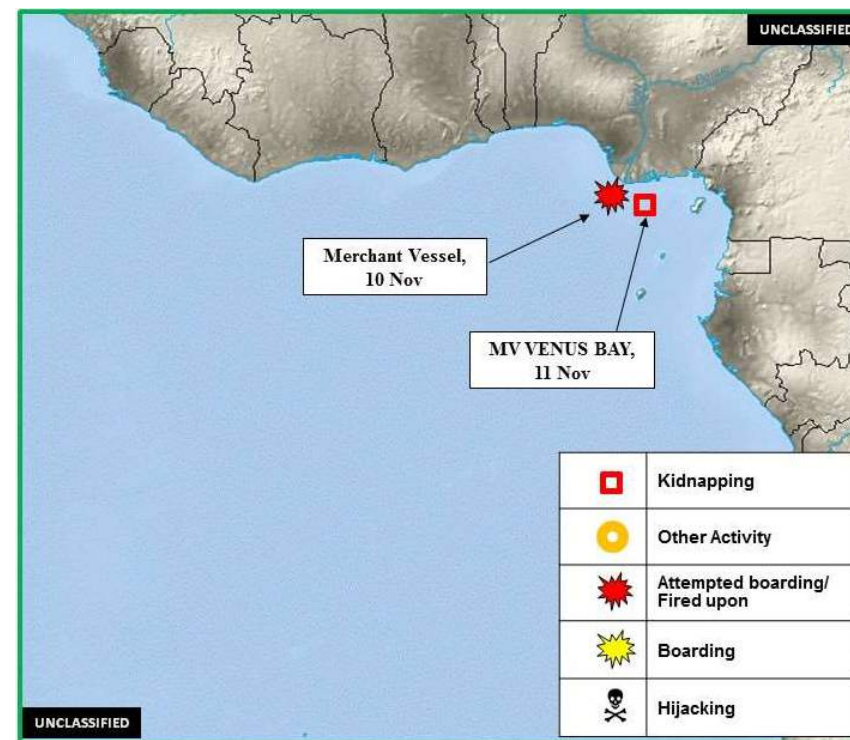
- **13 November (Nigeria)** – A press release stated that pirates have released six crewmembers of the container ship *MV DEMETER* who were kidnapped in late October off the Nigerian coast. A spokesman for the shipping company stated that the men “are in good condition and have returned to their families, but did not elaborate on when they men were released.

### MARITIME REPORTING

- **13 November** – A German shipping company has confirmed that pirates have released the six crewmembers who were taken hostage from a vessel off the coast of Nigeria. According to Cor Radings, a spokesman for Peter Doehle Schiffahrts-KG, the “seafarers are in good condition and have returned to the families” after more than two weeks in captivity. Radings did not disclose further details about the timing or circumstances of their release. The Liberia-flagged container ship *MV DEMETER* was attacked on 21 October before entering the port of Onne, Nigeria. Radings described the attackers as “an armed criminal gang,” adding that they boarded the vessel, seized the hostages and fled with them. He went on to say that the remaining crewmembers guided the *MV DEMETER* to safer waters

### INCIDENT MAP

Source: ONI



## INCIDENT MAP

Source: ONI



**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.

## WEATHER FORECAST: GULF OF GUINEA

### WEATHER FORECAST VALID FROM 16 – 22 NOVEMBER 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.

# SOUTHEAST ASIA

## WARNING:

While in recent months, there have been no reports of kidnapping of crewmembers from vessels while underway in the Sulu-Celebs Sea region, the threat of further such incidents remains high. 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

1. **7 November (Indonesia – Late Report)** – Robbers armed with knives boarded a bulk carrier underway near position 02:53 N – 105:17 E, 21 nautical miles southwest of Pulau Mangkai, Kepulauan Anambas. They threatened the crew with the knives, stole ship’s properties, cash and crew’s personal belongings, damaged communication equipment and escaped in a boat.
2. **3 November (Indonesia – Late Report)** – Two robbers armed with knives and sticks boarded a bulk carrier anchored near position 00:15 S – 117:34 E, Muara Berau Anchorage, Samarinda, during cargo operations. They threatened a duty crewman and duty officer with knives, stole ship’s properties and escaped with their accomplices in a waiting boat. The alarm was raised and the crew was alerted. Master was unsuccessful in contacting port control.
3. **3 November (Indonesia – Late Report)** – Three robbers armed with knives in a small wooden boat boarded an anchored offshore supply ship near position 01:11 N – 103:59 E, Batu Ampar Anchorage, Batam. Duty crewman on routine rounds noticed the robbers and shouted at them resulting in the robbers threatening him with their knives. The crewman immediately informed the bridge and he alarm was raised. Upon hearing the alarm and seeing the crew’s alertness, the robbers escaped. A search of the vessel was carried out and ship’s properties were reported stolen.
4. **10 November (Indonesia – Late Report)** – Crewman on routine rounds onboard an LPG Tanker anchored near position 01:28 N – 104:38 E, 14 nautical miles north-northeast of Tanjung Berakit, Pulau Bintan, noticed three unauthorized persons on the deck. The alarm was raised and the crew was mustered. A search was carried out throughout the tanker. The pad lock of a mooring hatch cover was found broken. Nothing was reported stolen.

#### SUSPICIOUS ACTIVITY

- No current incidents to report

#### OTHER ACTIVITY REPORT

- **10 November (Philippines – Incident Update)** – Three Vietnamese sailors held for eight months by Islamist gunmen have been rescued by soldiers in the

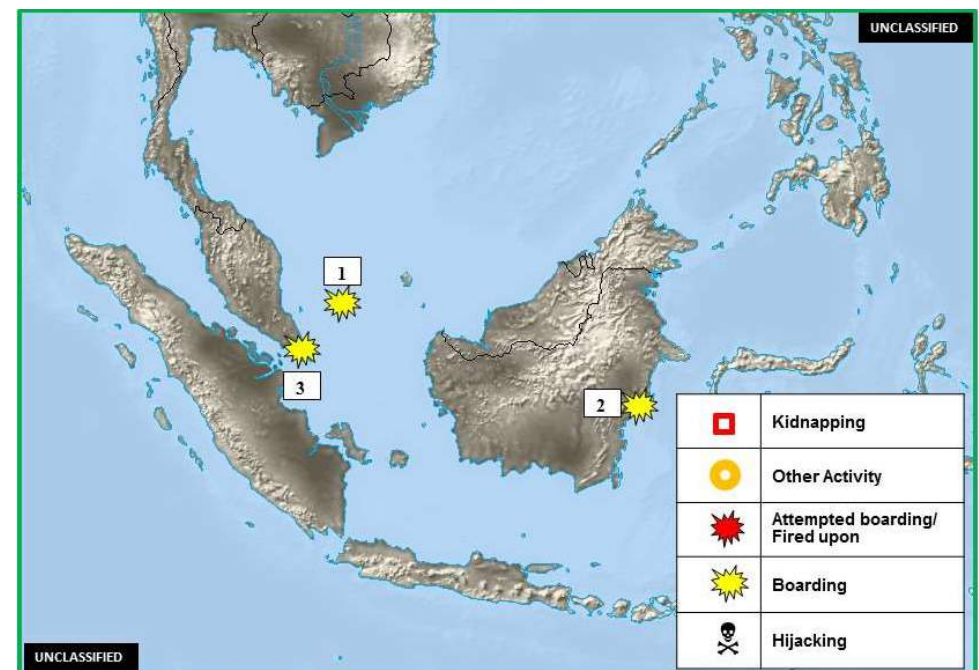
southern Philippines in the latest operation against the kidnap-for-ransom militants. The sailors were found in the southernmost island group of Tawi-Tawi along with the body of another Vietnamese seaman who had died in captivity from an illness. The Vietnamese sailors were amongst the crew of the general cargo vessel *GIANG HAI*, which was captured in February in the seas off the southern Philippines and held by the Abu Sayyaf Group, an Islamic extremist group that has been blamed for kidnappings, piracy and bombings in the area.

#### MARITIME REPORTING

- Nothing to report

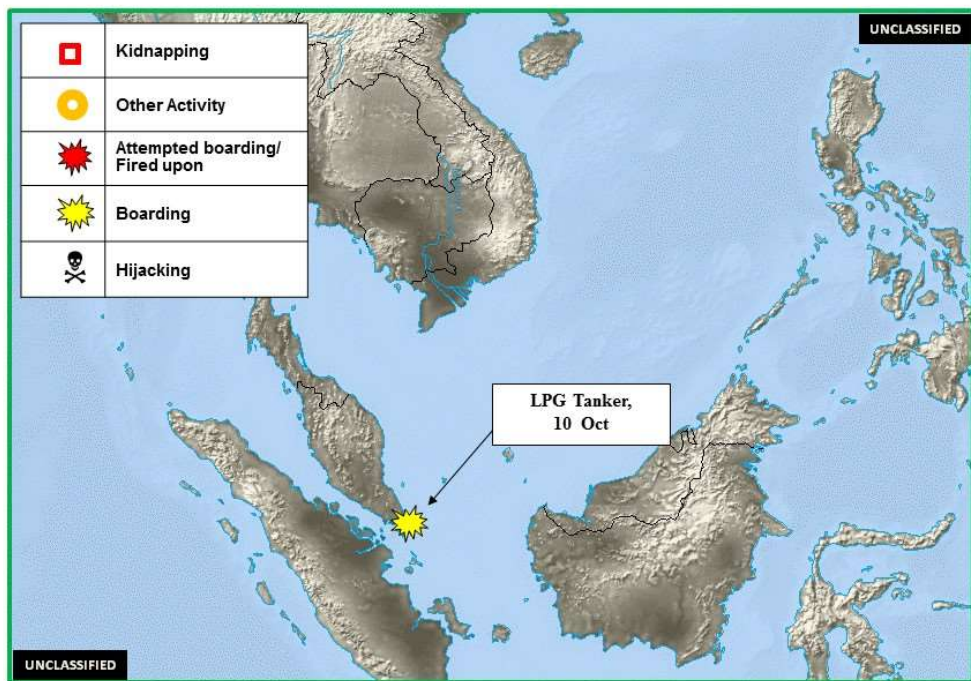
#### INCIDENT MAP

Source: ONI



## INCIDENT MAP

Source: ONI



## WEATHER FORECAST FOR SOUTHEAST ASIA

### WEATHER FORECAST VALID FROM 16 – 22 NOVEMBER 2017

**SOUTHERN SOUTH CHINA SEA:** Southwest winds of 10 – 15 knots and seas of 2 – 4 feet.

- **Extended Forecast:** Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet.

**MALACCA STRAIT:** Northwest winds of 10 – 15 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 northwest winds of 10 – 15 knots, and seas of 1 – 2 feet in the southern Strait.

**ANDAMAN SEA:** Southeast winds of 10 – 15 knots and seas of 2 – 4 feet in the northern section; with southeast winds of 10 – 15 knots, and seas of 2 – 4 feet in the southern section.

- **Extended Forecast:** Southeast winds of 10 – 15 knots, and seas of 2 – 4 feet in the northern section; with southeast 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 Andaman Sea due to funneling effects and daytime heating.



# WORLDWIDE

## NORTH AMERICA

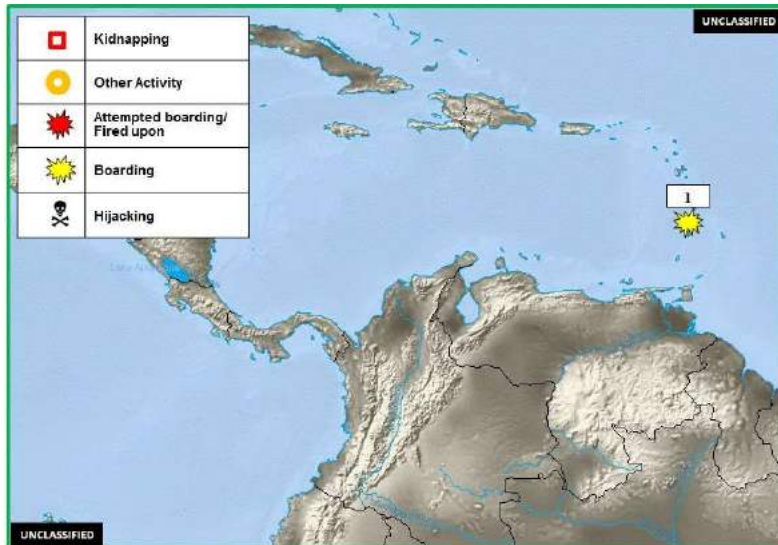
- No current incidents to report

## CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **25 October (Saint Luca – Late Report)** – A chartered catamaran was boarded by four men in Soufriere. Two of the men were armed with guns and one with a knife, all had their faces concealed. The men made many threats and a short struggle ensued. One victim was hit in the face with a gun, while the other was struck on the head. The boarded demanded cash, cell phones and passports. The cash and cell phones were surrendered readily and the passports and access to the locked cabin was refused. After 20 minutes of further threats of violence and death, the four men left with the dinghy.

### INCIDENT MAP

Source: ONI



## ATLANTIC OCEAN AREA

1. **25 October (Ireland – Late Report)** – Customs authorities in the port of Dublin announced the seizure of 9.6 million cigarettes smuggled from Rotterdam. The cigarettes were identified in a shipping container, said to contain “tyres,” when authorities used a mobile x-ray scanner during a routine profiling and inspection operation.

### INCIDENT MAP

Source: ONI



## NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

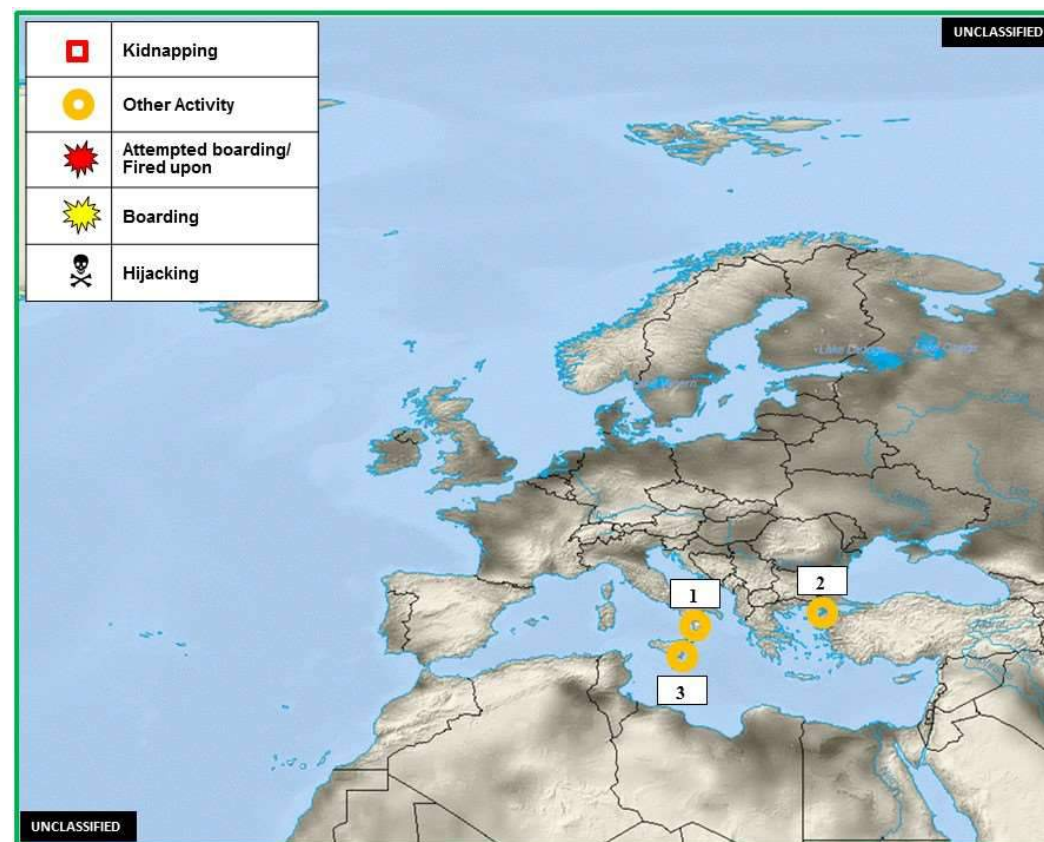
- No current incidents to report

## MEDITERRANEAN/BLACK SEA

1. **3 November (Italy – Late Report)** – A cargo of 24 million Tramadol pills was seized at the port of Gioia Tauro by the anti-terrorism section of the District Anti-Mafia Directorate in Reggio Calabria. The vessel was from India and was reportedly bound for Libya.
2. **3 November (Turkey – Late Report)** – Turkish Coast Guard boats intercepted the fishing boat *AKTASLAR B* carrying 305 migrants in the Aegean Sea off the Canakkale coast. The crew, consisting of 7 Turks, 1 Iranian, and 2 Russians, were arrested on the charge of migrants smuggle. The vessel was taken to Kepez port, Canakkale.
3. **26 October (Italy – Late Report)** – Italian police seized more than 100 tonnes of contraband diesel from a vessel, which set sail from Libya. Officials arrested the captain for smuggling and money laundering. According to a statement released by the finance police in the Sicilian town of Syracuse, the vessel, which was flying Togolese flag, carried the fuel in several hidden spaces, together with 11 tonnes of contraband cigarettes. The vessel's captain, a 25-year-old Indonesian, was placed under house arrest. The other four crewmembers, also from Indonesia, were not arrested.

## INCIDENT MAP

Source: ONI



## ARABIAN GULF

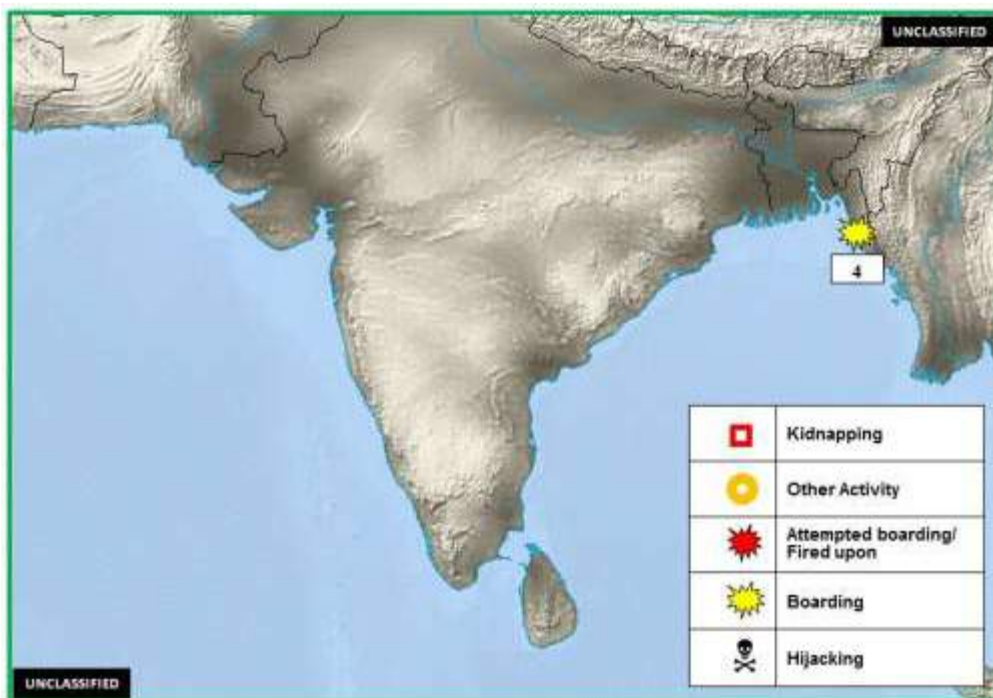
- No current incidents to report

## EAST ASIA/INDIAN SUBCONTINENT

4. **3 November (Bangladesh – Late Report)** – A robber armed with a knife boarded a barge under tow near position 22:02 N – 091:48 E, Kutubdia Anchorage. The Master switched on the search light and directed it towards the barge and notified port control and the Coast Guard. Upon seeing the alerted crew, the robber escaped with stolen barge properties. The Coast Guard came on board to carry out an investigation.

### INCIDENT MAP

Source: ONI



## 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.**

- **15 November** – Italian news agencies reported on Wednesday that post-mortem examinations on the bodies of 26 teenage migrant girls found dead in the Mediterranean earlier this month confirmed that they almost all drowned at sea. The loss of the girls - believed to be Nigerians aged 14 to 18 – has been described by the Nigerian Foreign Ministry as “a monumental loss and a sad moment for our country.” According to the post-mortems, which were carried out in Salerno in southern Italy, 25 of the girls died of asphyxiation in the water, most of them when the inflatable dinghy they were travelling on sank. One girl suffered a wound to her liver. Two of the dead were pregnant. The autopsies found no recent trace of physical or sexual violence. The bodies of the victims were found floating in the water by a Spanish military vessel and brought to Italy

on 3 November after two separate rescue operations. In both cases, dozens of other migrants – mostly men but also women – were also rescued after they tried to cross to Europe from Libya. Funerals for the 26 girls will take place on Friday in Salerno, where a day of mourning has been declared. Nigeria has called for an international investigation into the incident.

- **13 November** – Spain’s maritime rescue service has reported that it has saved 276 migrants from seven different boats attempting to cross the Mediterranean Sea. According to the service, all the boats were intercepted by rescue craft on Saturday in waters east of the Strait of Gibraltar after they had set sail from North African shores. The service further disclosed that there were no confirmed casualties.

## SPOTLIGHT ON LIBYA

### PORT STATUS AS OF 19 NOVEMBER 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)	<b>CLOSED</b>	Moderate-High
Port of Benghazi	Open	High
Port of Bourri (offshore port)	Open	Low
Port of Derna	<b>CLOSED</b>	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 for local shipping only	Moderate
Port of Tripoli	Open	High
Port of Zawiya (Zawia)	Open	Moderate
Port of Zueitina	Open	Low

### ACTIVITY REPORTING

- 16 November** – Foreign ministers of Egypt, Tunisia and Algeria on Wednesday urged the Libyan rivals to achieve a breakthrough in the political settlement process. In a joint statement called "The Cairo Declaration," Egypt's Foreign Minister Sameh Shoukry stressed the three countries' constant stance on joint action to maintain efforts meant to achieve stability in Libya and rebuffing any foreign interference. The ministers agreed to hold their next meeting in Tunisia, but they have not set a date for that meeting.
- 12 November** – Twenty-eight bodies with bullet wounds and torture marks were discovered on Saturday in an area west of Libya's capital that has recently seen clashes between rival armed factions. Ahmad Hamza, of Libya's National Commission for Human Rights (NCHR), said that the victims were fighters opposed to government-aligned coalition forces, who had been arrested before they were killed. Locals found the bodies near a road in the town of Alhira, 37 miles southwest of Tripoli. The town is in the Wershafana area, where fighting broke out last week when a coalition of forces nominally aligned with the internationally recognized government in Tripoli launched a campaign against rival armed groups, including loyalists of former Libyan leader Muammar Gaddafi. The Wershafana region has been largely cut off from the capital for several years and has become notorious for violence and criminal activity. The military council of Zintan, a town southwest of Tripoli that is participating in the campaign against rival armed groups, had said it aimed to deal with "murder, kidnapping and acts of barbarism in the region." There was no immediate comment from the Zintan military council after the bodies were discovered.
- 12 November** – Libyan government forces have arrested four suspects responsible for kidnapping three Turkish workers in Libya, according to a local official. The operation to arrest the suspects took place in the desert region near Libya's border with Algeria. Armed battles erupted between security forces of the U.N.-backed unity government and the abductors during the operation. Last week, an armed group seized three Turkish nationals and one German citizen who had been working for ENKA, a Turkish engineering and construction firm, in Ubari region.

- **11 November** – Egyptian military jets destroyed ten vehicles carrying weapons, ammunition and smuggled goods near the western desert border with Libya. Egypt's porous border with Libya has long been problematic for security forces, but an attack on police last month claimed by a new militant group has highlighted the security challenges in the western desert. "The air force dealt with them and destroyed them completely and killed all the elements inside," the army statement said, without giving a date of the operation.
- **9 November** – Eastern Libyan forces on Thursday expelled Islamist fighters from one of their last strongholds in the country's second-largest city of Benghazi, military officials said. The battle for Benghazi between the Libyan National Army led by Khalifa Haftar and an array of Islamist militants and other fighters has been part of a broader conflict the 2011 fall of strongman Muammar Gaddafi. Several Islamists and one soldier were killed when special forces moved into the Khreibish district, one of the remaining pockets of resistance after Haftar declared victory in the battle for in Benghazi in July. Ten soldiers were wounded. Commander Wanis Bukhamada stated Thursday evening his special forces controlled almost the entire district after a day of heavy fighting. "Tonight will be the last night for Daesh in Khreibish," he said, using a derogatory name for Islamic State.

## 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.
- 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 urged to apply extreme caution while navigating coastal waters near Benghazi, Derna and Sirte, the last two ports still being closed. MS Risk advises that shipmasters and owners stay up-to-date on the volatile situation in this region.

## ABOUT MS RISK

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

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

MS Risk has a dedicated team of researchers, a 24/7 hotline service and a pool of trained and experienced consultants to support client needs.

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### **PROJECT MANAGEMENT**

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### **CRISIS RESPONSE**

- Crisis management
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### **VIRTUAL SECURITY DIRECTOR SERVICE FOR CLIENTS LACKING A FULL-TIME SECURITY EXECUTIVE**

References are always available.

More information is found at [www.msrisk.com](http://www.msrisk.com)

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