

# Maritime Security Review



Issue No. 46

27 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 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: 20 - 26 November 2017

| Region                                  | Current Incidents Reported | Late Reported incidents | Threat level |
|---|----------------------------|-------------------------|--------------|
| <b>MAIN REGIONS</b>                     |                            |                         |              |
| Gulf of Aden/Arabian Sea                | 1                          | 3                       | Medium       |
| Gulf of Guinea                          | 4                          | 4                       | High         |
| Southeast Asia                          | 0                          | 0                       | Low          |
| <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                          | 0                       | Low          |
| Arabian Gulf                            | 0                          | 0                       | Low          |
| East Asia/Indian Subcontinent           | 0                          | 2                       | Medium       |
| Southern Africa                         | 0                          | 0                       | Low          |
| Northeast Asia                          | 0                          | 0                       | Low          |
| Pacific Ocean/Southern Ocean            | 0                          | 0                       | Low          |

Piracy Levels are determined on a weekly basis as follows:

- HIGH** 5 or more incidents in the current reporting period
- MEDIUM** 2 – 4 piracy incidents in the current reporting period
- LOW** 0 – 1 piracy incidents in the current reporting period

## GULF OF ADEN/ARABIAN SEA/BAB EL-MANDAB/RED SEA



### **WARNING FOR RED SEA, BAB EL-MANDAB STRAIT AND GULF OF ADEN: HIGH THREAT OF VESSEL HIJACKING**

While international naval patrols and anti-piracy measures on board commercial vessels have practically eradicated Somali piracy since its peak in early 2011, poverty coupled with other factors that motivate pirates remain and some vessels transiting this region may have increasingly become complacent in the belief that the piracy threat had diminished. While the international community has over the past several years taken significant steps in order to improve security in the region, including boosting naval forces in the area and requiring ships to take protection measures, including reporting in and out of high risk areas, sailing at top speed as far away as possible from the Somali coast and travelling with armed escorts on board, the threat of an attack and hijacking remained as the real root of the cause on the

ground in Somalia has never been properly addressed. After five years without a successful attack, analysts say that complacency may have set in and this year's successful hijacking is likely to result in potential copycat attacks, as pirate action groups head out in a bid to successfully hijack a commercial vessel.

Masters are advised to remain vigilant at all times inside the HRA and are advised to adhere to strict guidance and protective measures as set down in BMP4. Sailing yachts should avoid transiting the HRA. Past activity has demonstrated that pirates will attack both large and small yachts transiting this region. While successful attacks and hijackings of merchant vessels have significantly decreased over the past two years, the possibility of attacks and the successful hijacking of sailing vessels continue to remain high. This is due to the reduction of revenue sources from pirated merchant vessels and the fact that sailing yachts are vulnerable and easier targets. PAG's continue to conduct "soft approaches" on merchant ships transiting the area. Skiffs have approached vessels in order to probe the reaction of the crewmembers and any possible Privately Contracted Armed Security Personnel (PCASP) onboard. If the pirate approach does not elicit a response, the pirates will likely proceed with an attack, in which additional skiffs may participate.

Vessels transiting the greater Gulf of Aden region should operate under a heightened state of alert. This is due to increasing tensions in the region, which in turn can escalate the potential for direct or collateral damage to vessels transiting the region. These threats may come from a number of different sources such as missiles, projectiles, or waterborne improvised explosive devices. Houthi rebels have claimed responsibility for the 1 October 2016 attack on a UAE vessel. MS Risk advises all vessels transiting this region to report any hostile activities immediately.

## HIJACKS

- No current incidents to report

## UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

## VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- **21 November (Gulf of Aden)** – A merchant ship reported being attacked by a skiff near position 14:08 N – 048:57 E, near the port of Al Mukalla, Yemen.
- **18 November (Indian Ocean – Late Report)** – Pirates attacked fishing vessel *GALENA III* near position 01:56 S – 049:23 E, 380 nautical miles east of the Somali coast. The Italian Navy ship *ITS VIRGINIO FASAN* investigated the incident and intercepted two small boats and arrested six Somalis on suspicion of piracy.
- **17 November (Indian Ocean – Late Report)** – Pirates attacked *MV EVER DYNAMIC* near position 01:55 S – 047:56 E, 363 nautical miles east of the Somali coast. The Italian Navy ship *ITS VIRGINIO FASAN* investigated the incident.

## VESSELS BOARDED

- No current incidents to report

## KIDNAPPING

- No current incidents to report

## SUSPICIOUS ACTIVITY

- No current incidents to report

## OTHER ACTIVITY

- **19 November (Gulf of Aden – Late Report)** – A merchant ship reported sighting a suspicious skiff near position 14:04 N – 051:47 E, near IRTC Point B. The skiff was reportedly carrying a ladder.

## MARITIME REPORTING

- **20 November (Somalia)** – A European Union (EU) naval force captured assailants who fired rocket-propelled grenades at a container ship off the coast of Somalia – highlighted the continued threat that piracy poses to one of the world’s busiest shipping lanes. In a statement, the EU Naval Force for Somalia disclosed that six crew commanding a whaleboat and skiff were located by helicopter and detained after the attacks on the 52,000 metric-ton container ship and a fishing vessel, adding that a security team on one of the vessels and “good seamanship” meant that the assaults caused no damage or injuries. The force, which patrols the seas off the Horn of Africa nation, disclosed that the suspected pirates have been transferred to the “appropriate authority for prosecution.” **Update (24 November)** – According to a Seychelles prisons official, six suspected Somali pirates have been transferred to the Seychelles following their arrest earlier this week for attacks off the southern coast of Somalia. Acting commissioner of Montagne Posee prison, Raymond St Ange, disclosed that the suspects arrived Thursday morning at the port of Victoria, capital of the Indian Ocean archipelago nation. The men were transferred to the Seychelles under an agreement with the EU, adding “the agreement allows us to prosecute cases of piracy, but the prosecution will depend on the evidence presented to the attorney general.”

## SPOTLIGHT ON YEMEN

*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.*

### PORT STATUS AS 17 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           | OPEN FOR AID VESSELS ONLY | 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  |

### ACTIVITY REPORTING

- 23 November** – The United Nations has been notified by the Saudi authorities of the reopening on Thursday of the Yemeni ports of Hodeida and Saleef, as well as Sanaa airport to aid, after a more than two-week blockade prompted by a missile attack on Riyadh. It did not specify when or if it would ease a blockade on commercial traffic. Hodeida, which is controlled by Houthi rebels, is a key conduit for much-needed food and medicine imports to Yemen. "We are monitoring these developments and we are trying to see whether that actually takes place on the ground," UN spokesman Farhan Haq told reporters at UN headquarters in New York. UN aid chief Mark Lowcock called on 8 November for the blockade to be lifted, warning that Yemen would otherwise face "the largest famine the world has seen for decades". The Houthi government on Tuesday announced the country's main international airport was fully functional again a week after a Saudi-led air strike destroyed the facility's navigation system. The airport had been open to only select humanitarian flights.
- 23 November** – US drones have carried out a string of strikes in Yemen's central province of Baydha, killing several Al Qaida and Daesh militants as well as at least five civilians, residents and local media outlets said. On Thursday morning, residents said that US drones and fighter jets from the Saudi-led coalition launched heavy airstrikes on rugged mountains in Gayfa region in Baydha, apparently targeting Daesh and Al Qaida military camps or fugitive militants hiding there. Residents said that the US drones hovered over Gayfa for hours on Wednesday evening and intermittently fired missiles at the mountains. A local activist told Gulf News that US drones killed six militants on Monday when at least two missiles hit their car in Yakla region in Baydha's Wald Rabea district. "The targeted men were known as members of Al Qaida," the activist said on condition of anonymity for security reasons.

- **22 November** – Three people have died of suspected diphtheria in conflict-hit Yemen, doctors said Wednesday, as the World Health Organisation and International Committee of the Red Cross warned the disease was spreading. "Currently, there is an increase in diphtheria cases, due to the poor vaccination coverage for children under five years of age," an ICRC spokeswoman said. The WHO also confirmed diphtheria cases had appeared in Yemen, where war and a port and airport blockade has left hospitals struggling to secure basic medical supplies including vaccines. In the port city of Hodeida, paediatrician Ousan al-Absi at the Al-Thawra hospital said three people had died of diphtheria over the past 24 hours. "We were surprised by the emergence of diphtheria cases here. We diagnosed and gave them emergency care as best we could," he said. "Some of them were dying when they arrived." Diphtheria, a bacterial infection that is preventable by vaccine, attacks the nose and throat and—if left untreated—the heart and nervous system. While it is treatable, the infection can be deadly, particularly for children. The US-based Mayo Clinic estimates up to three percent of those who contract diphtheria will die. More than 2,000 people have died of cholera in Yemen this year, adding to the 8,600 who have died in the conflict between the Saudi-backed government and rebels since 2015.
- **20 November** – The leader of Lebanon's Hezbollah said on Monday his Iran-backed group had not sent any weapons to Yemen and denied that it was behind the firing of a ballistic missile at Riyadh from Yemeni territory held by Tehran-allied Houthi forces. In a televised address, Sayyed Hassan Nasrallah also urged followers to listen to recent comments by Israeli officials which he said pointed to ties between Saudi Arabia and Israel, Hezbollah's arch foe. An Israeli cabinet minister said this week that Israel has had covert contacts with Riyadh amid common concerns over Iran, a first disclosure by a senior official from either country of long-rumoured secret dealings. Nasrallah also heaped criticism on Arab states that accused Hezbollah of terrorism at an emergency Arab League meeting on Sunday. He called the charge "trivial and ridiculous", asking why Arab states were silent about what he described as the destructive war a Saudi-led coalition has waged in Yemen. "I confirm to them, no ballistic missiles, no advanced weapons, and no guns ... we did not send weapons to Yemen," or Bahrain, or Kuwait, or Iraq, he said. Hezbollah had however sent arms to Palestinian territories, including anti-tank missiles, Nasrallah said. "I take pride in that. And in Syria there are the weapons we are fighting with," he said. Regional

tensions have risen in recent weeks between Sunni Muslim monarchy Saudi Arabia and Shi'ite Iran, whose rivalry has wrought upheaval in Syria, Iraq, Yemen and Bahrain. Arab League foreign ministers held an emergency meeting on Sunday at the request of Saudi Arabia to discuss ways to confront Iran and Hezbollah over their role in the region. Saudi Arabia has accused the heavily armed Shi'ite Hezbollah of helping Houthi rebels in Yemen and playing a role in the ballistic missile attack this month. Riyadh has been bogged down in the war it launched against the Houthis in Yemen in 2015. "I categorically deny it," Nasrallah said. "No man from Lebanese Hezbollah had any part in the firing of this missile or any missiles fired previously."

- **17 November** – The governor of President Abd-Rabbu Mansour Hadi's interim capital Aden has resigned, citing what he said was government corruption that had undermined his efforts to restore basic services to the city. Abdulaziz al-Muflehi's resignation just six months after his appointment deals a blow to Hadi's government as it pushes its fight against the Iran-aligned Houthis who have seized much of northern Yemen since late 2014, forcing Hadi into exile. Officials from Prime Minister Ahmed Obeid bin Daghr's office did not respond to repeated requests for comment. The government denies charges of corruption and says it operates according to high standards of transparency. In a lengthy letter sent to Hadi, Muflehi said he had intended to focus on infrastructure building and activating state bodies such as the judiciary and police when he assumed office in May. "Unfortunately, I found myself caught in a bitter war against a huge camp of corruption whose brigades are well-trained and fortifications are protected by guards led by Prime Minister Dr. Ahmed Obeid bin Daghr," Muflehi wrote in his resignation letter. As an example, he said bin Daghr had transferred more than 5.787 billion riyals (10.16 million pounds) from the province's account to the Communications Ministry, saying he wanted to give Yemen an internet service that rivals advanced countries. Muflehi said the country first needed to restore electricity services to areas like Aden, and said the move "hides avarities and corruption". Southerners have regularly complained of the domination of the more populous north in the union, including allegations of seizure of real estate and forced retirement of civil servants and military personnel under former President Ali Abdullah Saleh, who was forced to step down after mass protests in 2011. Hadi's government had pledged to restore sacked civil servants and military personnel and pay back

salaries they had complained had been denied to them, but the outbreak of civil war in 2015 has derailed the plans.

- **17 November** – France's Foreign Ministry said a Saudi-led coalition has "extracted" two French female journalists from war-torn Yemen. Ministry spokeswoman Agnes Romatet-Espagne said Foreign Minister Jean-Yves Le Drian discussed how to bring them back safely to Riyadh during his visit to Saudi Arabia on Thursday. The journalists are freelancers working for Paris Match magazine. She said they were back in France on Friday. She couldn't provide details on what happened during their reporting trip to Yemen, where they spent about two weeks. Saudi-owned al-Arabiya television reported Thursday the journalists had gone missing in an area of Yemen held by the Iran-aligned Houthi group.
- **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."

## YEMEN: PROCEDURE

### **MS RISK CONTINUES TO ADVISE EXTREME CAUTION FOR VESSELS TRAVELING THROUGH BAB AL MANDAB, THE GULF OF ADEN, AND THE INDIAN OCEAN.**

MS Risk has previously assessed that the waters around Yemen may become the next affected area in a battle for regional influence. As Operation Golden Spear ensues along the western coast of Yemen, the potential for retaliatory measures is heightened. On the water, the battle has taken a turn as the US navy has discovered that the recent attack on the Saudi frigate, *RSN Al Madina*, was conducted via an unmanned, remotely controlled vessel. It is unknown how many similar vessels are currently in the hands of Houthi rebels. Attacks from ship-to-shore or vice versa could cause accidental damage to vessels or disruption to shipping routes.

The risk of passage through the region has increased and is likely to rise. There remains a high level of violence and criminal activity ashore. Shipping vessels should remain constantly aware of the situation, including changes to protocol when entering Yemeni maritime waters.

### **UNITED NATIONS INSPECTIONS**

The UN Verification and Inspection Mechanism (UNVIM) is operational for commercial imports to Yemen.

*Shipping companies or owners delivering to ports not under the control of the Government of Yemen* must apply for permits upon departing from the port of origin of their cargo. Yemen-based importers/traders are required to submit this notification form. More information about the UNVIM program is available here: <https://www.vimye.org/home>.



*Vessels applying to go to ports under the control of the Government of Yemen* need obtain permission for entry from the Yemeni Ministry of Transport. This should be done through the ship's agent and/or receivers prior to the vessel's arrival. The form should be completed by the ship's master and sent directly to the Ministry of Transport.

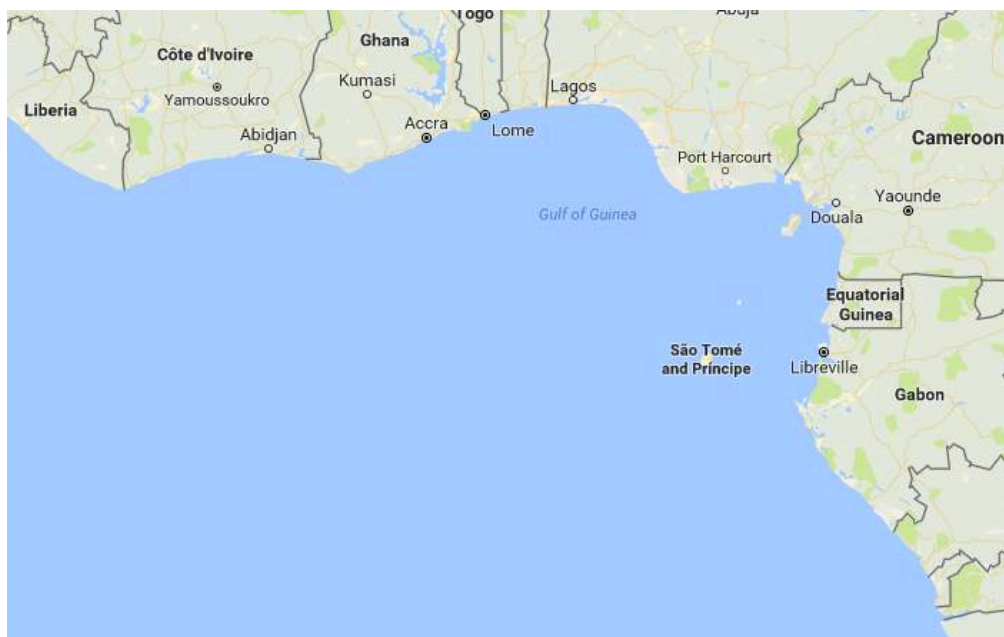
#### **SAUDI COALITION INSPECTIONS**

All vessels calling at Yemeni ports will only be allowed to enter Yemeni territorial waters following an inspection by the Saudi Arabian coalition forces. Upon arrival outside Bab Al-Mandab, the shipmaster should call the naval forces of the Saudi Arabian coalition by VHF on channel 16 for the arrival registration, and indicate his location (ideally three miles from Bab Al Mandab). Coalition authorities will advise on the anchor position until they provide final approval to enter the port. This procedure will not take more than 48 hours.

Coalition inspectors do not conduct investigation with the crew; contact will be with the ship's master or Chief Officer about the cargo and documents. Once the vessel is permitted into Yemeni ports, the Master will be required to call port control by VHF on channel 14 or 16 for the arrival registration. The shipmaster will be advised the anchor position until the Harbour master confirms berthing prospects.

Coalition forces require AIS to be kept on at all times. The situation is subject to change and vessels should check frequently with local sources for any changes.

# WEST AFRICA/GULF OF GUINEA



**WARNING:** The entire Gulf of Guinea region remains at a high risk to piracy; MS Risk advises all vessels transiting within 100 nautical miles of Tema, Ghana; Lome, Togo and Cotonou, Benin to remain particularly vigilant.

## HIJACKS

- No current incidents to report

## UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

## VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- **22 November (Cote D'Ivoire)** – A merchant vessel near position 05:13 N – 004:03 E, in the Abidjan Anchorage, observed individuals in a boat attempting to board their vessel. Port control was informed.
- **22 November (Nigeria)** – A merchant vessel reported that one speed boat with three persons onboard, approached to within a cable after following for about 30 minutes, near position 03:17 N - 006:52 E, 66 nautical miles south-southwest of Bonny. Vessel took anti-piracy preventive measures and the attempted boarding was aborted. Vessel and crewmembers have been reported safe.
- **21 November (Nigeria)** – Crew aboard a merchant vessel near position 06:18 N – 003:10 E, Lagos Anchorage, observed two small boats approach to a close proximity. Persons on board the boat attempted to board the ship using hooked ropes. Nigerian patrol boat informed on VHR and responded causing the pirates to flee the area.
- **16 November (Nigeria – Late Report)** – A merchant vessel was attacked near position 04:07 N – 006:57 E, 20 nautical miles southwest of Bonny. All crewmembers were mustered in the citadel. A Nigerian Navy team boarded the vessel but the pirates had already left the ship.
- **16 November (Nigeria – Late Report)** – A merchant tanker reported an attempted boarding by seven individuals in a white speedboat using ladders near position 03:30 N – 006:46 E, 60 nautical miles south of Bonny. Due to the vessel's high freeboard, the pirates aborted the boarding after five minutes.
- **16 November (Nigeria – Late Report)** – Pirates attacked a bulk carrier underway near position 04:07 N – 006:57 E, 19 nautical miles southwest of Bonny. The

attack occurred about fifteen minutes after its Nigerian Navy security escort boat departed the area. Upon hearing the “mayday” transmission, the security vessel returned to the bulk carrier and fired upon the pirate boat resulting in the pirates fleeing the area. The Nigerian Navy security vessel then escorted the bulk carrier to Bonny Anchorage.

- **16 November (Nigeria – Late Report)** – Seven pirates in a speedboat chased a tanker underway near position 03:30 N – 006:45 E, 56 nautical miles south-southwest of Bonny Island. As the boat closed to 300 metres, the crew noticed a long ladder. The crew raised the alarm, commenced evasive manoeuvres, and mustered the crew in a safe place while the pirates chased the vessel. Due to the anti-piracy measures employed by the crewmembers, the suspected pirates aborted the chase and departed the area. Nigerian Navy HQ was notified.

#### VESSELS BOARDED

- No current incidents to report

#### KIDNAPPING

- No current incidents to report

#### SUSPICIOUS ACTIVITY

- **21 November (Nigeria)** – A merchant vessel reported being followed for two hours by a skiff near position 03:04 N – 065:09 E, 89 nautical miles from Port Harcourt. The skiff had three persons on board and approached to within a CPA 0.5 cables before departing the area. Crewmembers and the vessel have been reported safe.

#### OTHER ACTIVITY

- No current incidents to report

#### MARITIME REPORTING

- **25 November (Nigeria)** – It has emerged that a British charity worker, who was kidnapped and held for ransom in Nigeria, was shot dead moments after singing Amazing Grace to a group of missionary medics. The final moments of Ian Squire’s life were described by his fellow Christian missionaries David and Shirley Donovan, who were held alongside Squire and Alanna Carson after they were abducted in the southern Delta State. The captives were freed after the kidnappers told them that a ransom had been paid. Squire’s death illustrates the savagery of kidnappers operating in this region and underscores the need for anyone at risk of kidnap to redouble efforts to prevent a hijacking or kidnapping if at all possible. Furthermore, the heavy volume of incidents in the Gulf of Guinea demonstrates the activity levels of pirates and militants – a risk that is not to be treated lightly.

# 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

- No current incidents to report

#### **SUSPICIOUS ACTIVITY**

- No current incidents to report

#### **OTHER ACTIVITY REPORT**

- No current incidents to report

#### **MARITIME REPORTING**

- Nothing to report

# WORLDWIDE

## NORTH AMERICA

- No current incidents to report

## CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **16 November (Colombia – Late Report)** – Robbers armed with knives boarded an anchored chemical tanker near position 10:19 N – 075:31 W, Mamonal Anchorage. Duty crewman on routine rounds noticed the robbers and notified the duty officer who raised the alarm. Upon hearing the alarm, the robbers escaped with stolen ship's property. A search of the vessel was carried out and port control was notified. All crewmembers have been reported safe.

## ATLANTIC OCEAN AREA

1. **28 October (Portugal – Late Report)** – Portugal's drug enforcement agency, jointly with the Portuguese Navy and Air Force intercepted the ro-ro cargo ship *AGAT* off the coast of Morocco. As much as 1130 kilos of cocaine were found, destined for Europe. This was reportedly an international operation with involvement of law enforcement bodies from France and the United Kingdom.

## 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

- **17 November (Indonesia – Late Report)** – Three robbers armed with knives boarded an anchored product tanker near position 01:25 N – 104:35 E, 12 nautical miles north of Tanjung Berakit, Pulau Bintan. Duty crewman on routine rounds noticed the robbers. The alarm was raised and the crew was mustered. Upon hearing the alarm and seeing the alerted crew, the robbers escaped with ship's properties. A search of the vessel was carried out and the incident was reported to MPA Singapore.
- **17 November (Philippines – Late Report)** – According to officials, the Philippine military rescued five kidnapped Filipino fishing crewmembers on the remote southern province of Tawi-Tawi. The fishermen, all from Pagadian City in Zamboanga del Sur province, were recovered on Languyan Island. The men were crewmembers of the fishing boat *DANVIL 8*, which was kidnapped by the Abu Sayyaf on 14 October off Pangutaran Island in the Sulu Sea.

## 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.**

- **20 November** – According to the Defense Ministry, Algeria’s coastguard has picked up 286 illegal migrants heading across the Mediterranean to Europe by boat. According to a ministry statement carried by the state news agency, APS, the migrants were detained on several boats between Thursday and Saturday. Algeria has so far seen relatively few attempts to cross to Europe by boat, compared to the hundreds of thousands of mostly African would-be migrants who have set off in search of prosperity or security from elsewhere along the north African coast, mostly from Libya. Most illegal crossings from Algeria have taken place over the summer months, when sailing conditions are more favourable.

- **20 November** – Spanish authorities have reported that round 500 migrants have been saved by rescue boats as they attempted the perilous crossing of the Mediterranean Sea from Africa over the past few days. According to Francisco Bernabe, the Spanish representative in the region of Murcia, 461 migrants arrived at the southern port of Cartagena on Saturday after being pulled off of 44 different boats. The boats were reportedly launched from Algeria. Another forty migrants were intercepted in two boats in the Strait of Gibraltar.

## SPOTLIGHT ON LIBYA

### PORT STATUS AS OF 26 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

- 20 November** – Beida premier Abdullah Thinni has ordered the suspension of all Tripoli flights to Tobruk airport following Sunday's refusal of that airport to allow the landing on a UN plane carrying 29 House of Representatives (HoR) members from the west of the country. They were due to take part in a key debate on the outcome of the Drafting Committee's talks last month in Tunis between delegations from the HoR and the State Council. Until further notice all Tobruk flights must land at Benghazi's Benina airport. There have however been suggestions that Air Traffic Control in the east, which has been transferred to Benina since the airport reopened, may have been responsible for ordering the flight not to land in Tobruk. There has been no statement from the UN, whose plane was bringing the HoR members from Tripoli. The closure of Tobruk's airport comes on top of last month's order by armed forces commander-in-chief Khalifa Haftar closing the town's port to all but local trade. All international shipping movements now have to pass through Benghazi port which is controlled by the Libyan National Army.
- 18 November** – Army units on Saturday 18th carried out extensive sweeps in the "oil crescent" to monitor movements of IS members, according to a military source. "Patrols of army units are securing desert areas of the oil crescent region, in search of IS fighters," an army officer told Xinhua.
- 17 November** – Libyan authorities have launched a formal investigation into slave auctions in the country following an exclusive CNN report, the government said Friday. "A high-level committee has been convened encompassing representatives from all the security apparatus to oversee this investigation," Anes Alazabi, an official with the internationally recognized government of Libya's Anti-Illegal Immigration Agency, said. "Priorities of the investigation are not only to convict those responsible for these inhumane acts, but also to identify the location of those who have been sold in order to bring them to safety and return them to their countries of origin. "The International Organization for Migration, an intergovernmental organization based in Geneva that focuses on migration management, welcomed the investigation. But its chief of mission for Libya warned "that the smuggling networks are becoming



stronger, more organized and better equipped." "We definitely welcome the news for any investigation and we hope that this will cover not only this case but definitely all the cases of abuse and violence against migrants in Libya," Othman Belbeisi said from Tunis. Auctions are known to occur at nine locations across Libya, but many more are believed to take place each month. CNN believes some of the auction sites are in territory controlled by the GNA, but others are not; the GNA does not control the entire country. Libya has long struggled to cope with an influx of migrants from sub-Saharan Africa, many of whom hope to transit in Libya before traveling to Europe with the help of smugglers.

## 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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References are always available.

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