

Maritime Security Review



Issue No. 44

6 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.

INCIDENTS AT SEA

Reporting Period: 30 October – 5 November 2017

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

Piracy Levels are determined on a weekly basis as follows:

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

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



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

While international naval patrols and anti-piracy measures on board commercial vessels have practically eradicated Somali piracy since its peak in early 2011, poverty coupled with other factors that motivate pirates remain and some vessels transiting this region may have increasingly become complacent in the belief that the piracy threat had diminished. While the international community has over the past several years taken significant steps in order to improve security in the region, including boosting naval forces in the area and requiring ships to take protection

measures, including reporting in and out of high risk areas, sailing at top speed as far away as possible from the Somali coast and travelling with armed escorts on board, the threat of an attack and hijacking remained as the real root of the cause on the ground in Somalia has never been properly addressed. After five years without a successful attack, analysts say that complacency may have set in and this year's successful hijacking is likely to result in potential copycat attacks, as pirate action groups head out in a bid to successfully hijack a commercial vessel.

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

Vessels transiting the greater Gulf of Aden region should operate under a heightened state of alert. This is due to increasing tensions in the region, which in turn can escalate the potential for direct or collateral damage to vessels transiting the region. These threats may come from a number of different sources such as

missiles, projectiles, or waterborne improvised explosive devices. Houthi rebels have claimed responsibility for the 1 October 2016 attack on a UAE vessel. MS Risk advises all vessels transiting this region to report any hostile activities immediately.

HIJACKS

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS

- No current incidents to report

VESSELS BOARDED

- No current incidents to report

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

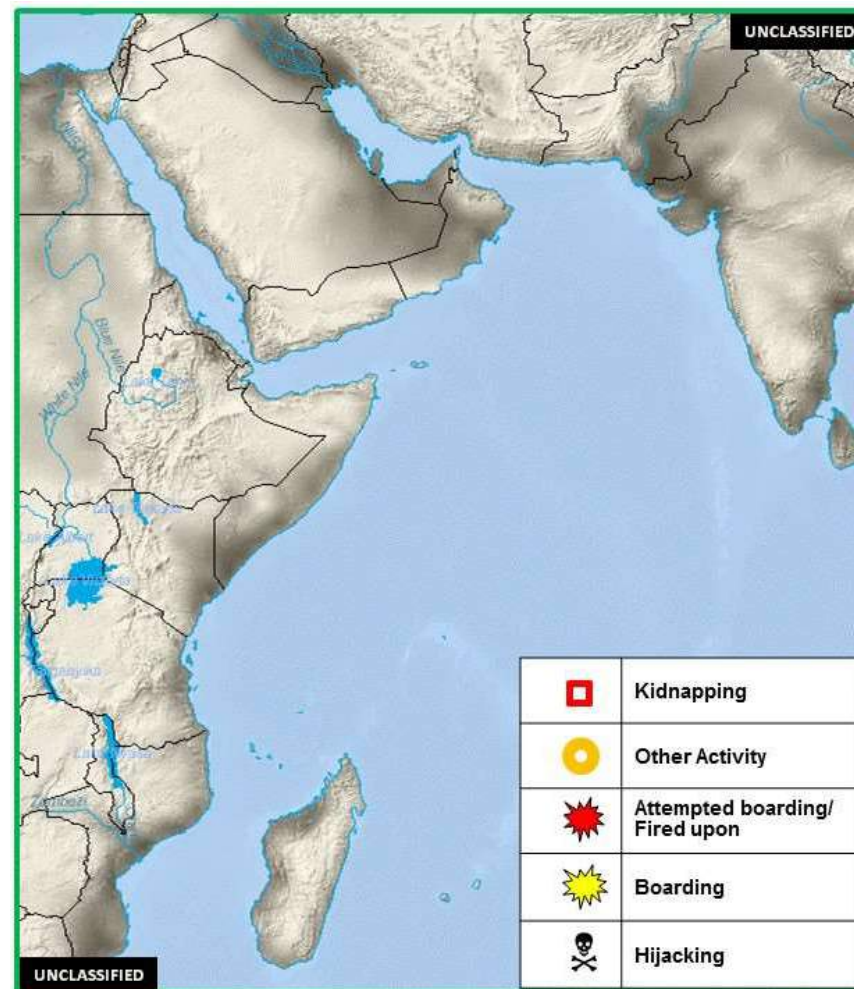
- No current incidents to report

OTHER ACTIVITY

- No current incidents to report

INCIDENT MAP

Source: ONI



MARITIME REPORTING

- Nothing to report

WEATHER FORECAST: GULF OF ADEN/ARABIAN SEA

WEATHER FORECAST VALID FROM 1 – 7 NOVEMBER 2017

NORTHERN ARABIAN SEA: Southeast winds of 10 – 15 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 and seas of 1 – 2 feet in the western section of the Gulf; with variable winds of 5 – 10 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: Northerly winds of 5 – 10 knots, gusting to 15 knots, and seas of 3 – 5 feet in the northern section of the coastline; with southerly winds of 10 – 15 knots and seas of 2 – 4 feet in the southern section of the coastline.

- **Extended Forecast:** Northerly winds of 5 – 10 knots, gusting to 15 knots, and seas of 3 – 5 feet in the northern section of the coastline; with southerly winds of 5 – 10 knots, gusting to 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: South-southeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the northern Channel; with southeast winds of 15 – 20 knots, with seas of 7 – 9 feet in the southern Channel.

- **Extended Forecast:** South-southeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the northern Channel; with southeast winds of 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 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 speed along the Somali Basin are northeasterly averaging between 2 - 3 knots.

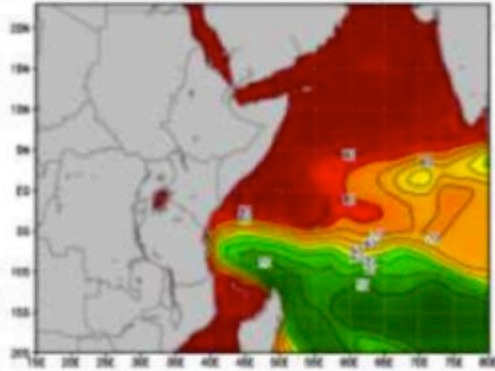
SYNOPTIC DISCUSSION: High pressure will dominate the weather pattern over much of the region producing mostly clear skies. Isolated rain showers and thunderstorms can be expected during the forecast as an area of low pressure moves through the region. Expect increased localized wind flow through the 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

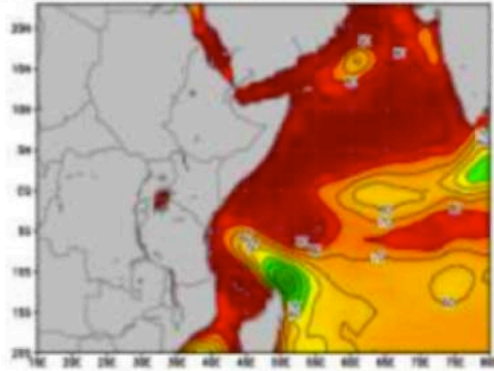
Members	
NVG	20
GFS	20
CMC	20



Valid Time: 1200Z 02 NOV 2017

Winds < 15.0 kts and Wave Heights < 5.0 ft

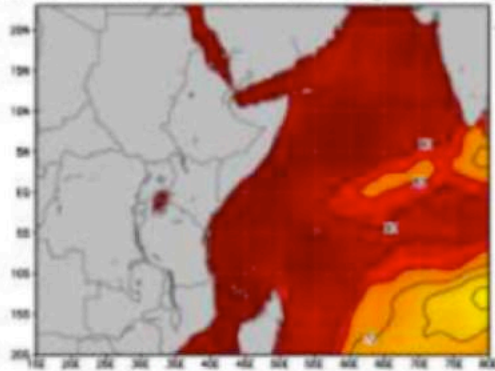
Members	
NVG	20
GFS	20
CMC	20



Valid Time: 0000Z 05 NOV 2017

Winds < 17.0 kts and Wave Heights < 7.0 ft

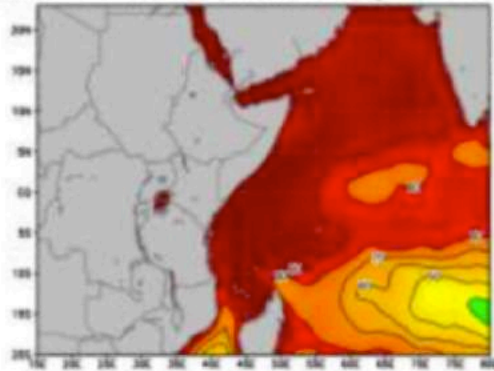
Members	
NVG	20
GFS	20
CMC	20



Valid Time: 1200Z 07 NOV 2017

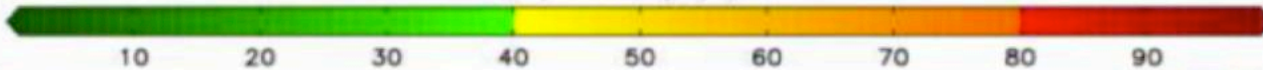
Winds < 17.0 kts and Wave Heights < 7.0 ft

Members	
NVG	20
GFS	20
CMC	20



Valid Time: 0000Z 10 NOV 2017

probability (%)



SPOTLIGHT ON YEMEN

PORT STATUS AS OF 5 NOVEMBER 2017

Port Name	Port Status	Risk Level	Notes
Aden Port	Open	High	Curfew: 2000-0600
Ash Shihr Oil Terminal	Open	High	
Balhaf LNG Terminal	Closed	Closed	
Hodeidah Port	Open WARNING*	High	The Saudi Royal Navy is using a holding area 60 NM west of Hodeidah port for vessels attempting entry into Salif or Hodeidah. Inbound vessels should plan on holding here prior to receiving clearance.
Mokha Port	Closed	High	Considered unsafe; no activity reported since August 2015
Mukalla Port	Open	High	Capacity: 2 berths
Ras Isa Marine Terminal	Closed	Closed	
Saleef Port	Open	High	Capacity: 2 berths

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

WARNING

The Saudi-led coalition has temporarily closed off all land, sea and air port access to Yemen after a missile targeted Riyadh, and hours after the Islamic State (IS) group claimed responsibility for an attack in Aden that killed at least 17 people. In a statement, the coalition said that the closures of land, sea and air would be temporary, and would “take into account” the work of humanitarian and aid organizations. The coalition has long accused Iran of supplying Houthi rebels and their allies with weapons, including the missile that was launched towards Riyadh International Airport. The Houthis militants claim that it was locally made. The missile was shot down, with fragments of it landing in an isolated area located north of Riyadh. The Saudi-led coalition launched a wave of retaliatory airstrikes on Sanaa, Yemen’s Houthi-controlled capital.

ACTIVITY REPORTING

- 1 November** – A suspected airstrike by the Saudi-led coalition fighting Shiite rebels in Yemen killed at least 29 people, including children, in the country's north. Abdellah al-Ezi, head of the health office of the northern Saada province, said the airstrike struck a small hotel in a market, wounding 28 other people. Saada, which borders Saudi Arabia, is a stronghold of the Iran-backed rebels, known as Houthis. Another airstrike killed three people Wednesday in a different part of the vast province. The spokesman for the Saudi-led coalition did not immediately respond to a request for comment. International rights groups have accused the coalition of bombing civilian gatherings, markets, hospitals and residential areas across Yemen since its air campaign against the Houthis began in March 2015. The coalition aims to reinstate the internationally recognized government of Abed Rabbo Mansour Hadi. Hadi's forces have been battling the

rebels over the past two days east of the rebel-held capital, Sanaa, and in areas close to the Saudi border, leaving more than 100 dead on both sides.

- **31 October** – Medical charity Médecins Sans Frontières (MSF) is closing most of its cholera treatment centres in Yemen, saying the outbreak there has peaked. More than 884,000 people are reported to have contracted the disease since April, and another 2,184 have died. MSF said the outbreak was not over, but that cases had decreased significantly. Only 567 new patients sought treatment at the medical charity's centres during the second week of October, down from 11,139 in the third week of June. Yemen's health service has been unable to cope with the outbreak, with more than half of all medical facilities closed due to damage sustained during months of conflict between pro-government forces and Houthi rebels. Hospitals and clinics have also faced crippling shortages of staff, medicines, fuel and equipment, while damage to infrastructure has also left 15.7 million people cut off from regular access to clean water and sanitation, increasing the likelihood of cholera spreading. Since the beginning of the outbreak on 27 April, MSF has admitted more than 103,000 patients to 37 cholera treatment centres and oral rehydration points. But only 9% of the patients admitted last week needed inpatient care. As a result, some MSF centres have closed or are in the process of closing. Mr Abou Char said it was now essential to implement a proper monitoring system to prevent a resurgence of the cholera outbreak.
- **30 October** – An elite Yemeni force formed by the UAE captured the town of Mahfad, an al-Qaeda stronghold in the southern province of Abyan, and a nearby highway. The highway connects government stronghold Aden to Ataq, capital of oil-rich Shabwa province. Forces erected roadblocks and will search the valleys and mountains. The advance was made without much resistance from al-Qaeda, whose fighters for months have been retreating without a fight against government troops in the area. Mahfad had become one of the main al-Qaeda strongholds in southern Yemen and many militants retreated, fleeing the advance in Aden, Abyan, Lahij and Shabwa provinces.
- **29 October** – A Yemeni soldier was killed, and five others were wounded in a car bomb explosion, driven by a suicide bomber, Yemeni sources were quoted by Sky News Arabia channel Sunday. Yemeni security forces broke into one of the major al-Qaeda hideouts in Al Mahfad district in the Abyan governorate in

southern Yemen, as a booby-trapped car exploded, the sources added. The security forces controlled a road linking Abyan and Shabwa, and said it would also deploy troops on the Al Mahfad-Shabwa road.

- **28 October** – Unknown gunmen opened fire and killed a senior cleric of the Muslim Salafist Movement near a mosque in Yemen's southern port city of Aden on Saturday. "Masked gunmen used silenced weapons and killed Sheikh Adel Shehri, Imam of a mosque in Aden's neighbourhood of Enma, before fleeing to unknown location with a speeding car," an official said on condition of anonymity. He added that the well-known cleric died immediately at the scene after receiving six bullets while he was heading to perform morning prayers in a nearby mosque. Three drive-by shootings occurred earlier this month and targeted Muslim clerics loyal to the Southern Transitional Council backed by the United Arab Emirates. No one has claimed responsibility for the attack so far, but Yemeni security officials accused gunmen linked to the Islamic State terrorist group of being behind such drive-by shootings in Aden.

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

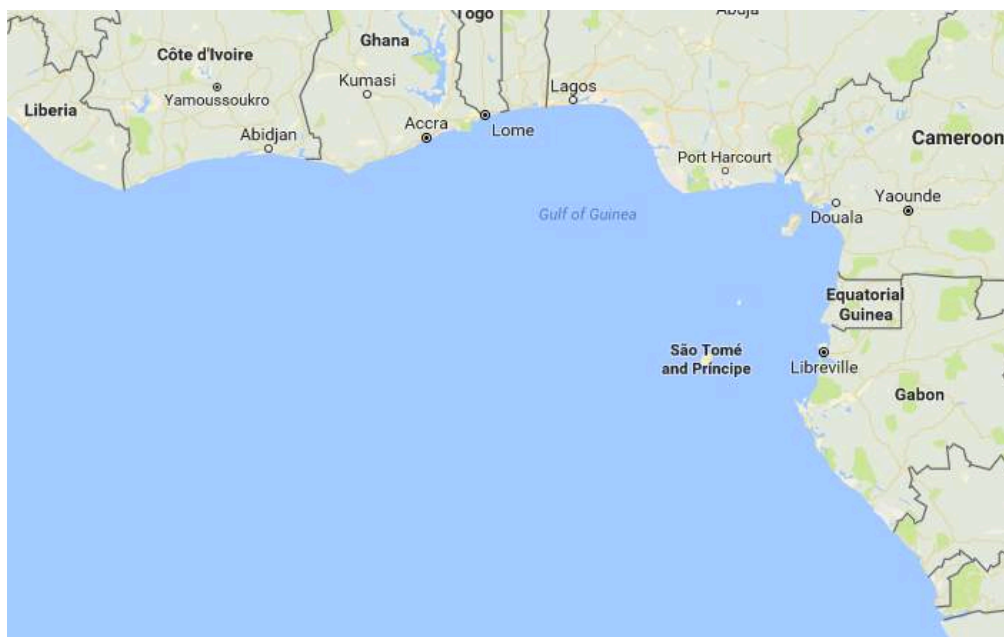
All vessels calling at Yemeni ports will only be allowed to enter Yemeni territorial waters following an inspection by the Saudi Arabian coalition forces. Upon arrival outside Bab Al-Mandab, the shipmaster should call the naval forces of the Saudi Arabian coalition by VHF on channel 16 for the arrival 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

- **1 November (Nigeria)** – A merchant vessel was attacked near position 04:03 N – 007:03 E, the vicinity of Port Harcourt. Two pirates boarded the merchant vessel, then left in two speedboats and headed off on a northerly course.

VESSELS BOARDED

- **25 October (Nigeria – Late Report)** – Armed pirates from a speedboat boarded an underway crude oil tanker near position 03:35 N – 006:49 E, 51 nautical miles south-southwest of Bonny Island. The 23 crewmembers transferred control to, and retreated into the citadel and contacted the owners for help. The IMB Piracy Reporting Centre (IMB PRC) received the message and immediately liaised with the Nigerian Naval Operations Centre who dispatched a warship, which arrived at the location and went alongside the vessel. After the crewmembers emerged from the citadel a search was carried out. No pirates were found on board the vessel. The owners asked the IMB PRC for an escort until the vessel was out of the High Risk Area (HRA). IMB PRC duty officer relayed the message to the Nigerian Navy and the warship escorted the vessel until it was out of the HRA. The vessel continued her passage to the next port.

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- **27 October (Sao Tome and Principe – Late Report)** – Five skiffs approached an underway LPG Tanker near position 00:41 N – 006:03 E, 35 nautical miles

northwest of Sao Tome and Principe. Each boat had two persons onboard, wearing green clothing. Alarm was raised, crew was mustered, the Master increased speed and commenced evasive manoeuvres. Due to the bad weather and the evasive manoeuvres, the skiffs departed the area.

MARITIME REPORTING

- 3 November (Nigeria)** – Nigerian militant group The Niger Delta Avengers, whose attacks on energy facilities in the Niger Delta last year helped push Nigeria into recession, announced on Friday that they have ended their ceasefire. The group stated on its website that “Niger Delta Avenger’s ceasefire on Operation Red Economy is officially over.” In a section of its statement addressed to oil companies, the group stated, “our next line of operation will not be like the 2016 campaign, which we operated successfully without any casualties; this outing will be brutish, brutal and bloody.” In August 2016, the group had announced a halt to hostilities, although they carried out attacks in October and November last year. Friday’s announcement threatens Nigeria’s fragile economic growth and poses a further security challenge for President Muhammadu Buhari. The Nigerian government has been in talks for more than a year to address grievances over poverty and oil pollution, however local groups have complained that no progress has been made, despite President Buhari receiving a list of demands at a meeting last November.

WEATHER FORECAST: GULF OF GUINEA

WEATHER FORECAST VALID FROM 1 – 7 NOVEMBER 2017

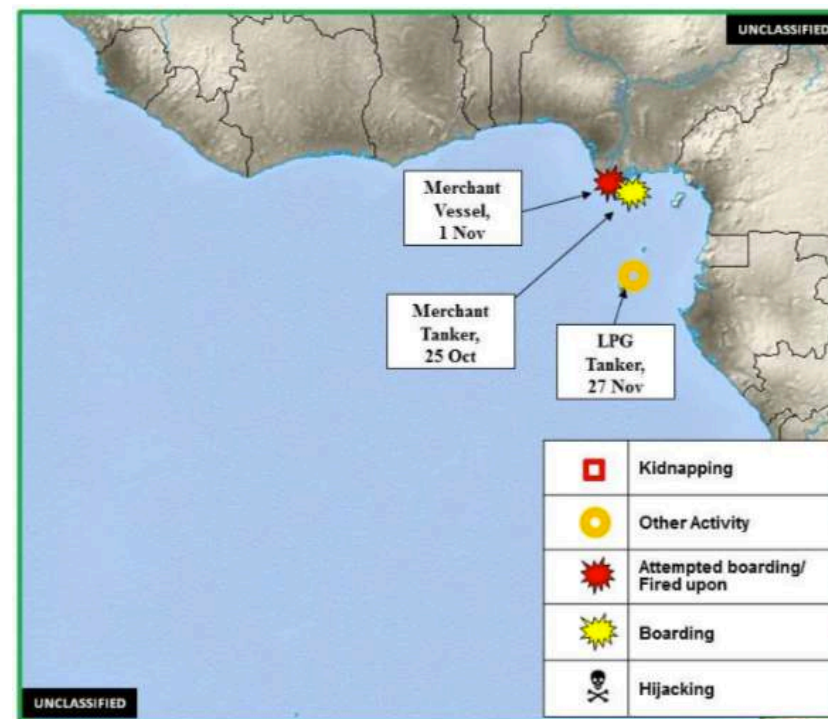
GULF OF GUINEA: Southwest winds of 5 – 10 knots, gusting to 15 knots, and seas of 3-5 feet.

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

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

- **29 October (Malaysia – Late Report)** – Five robbers with knives in a skiff boarded a tanker underway near position 01:167 N – 104:138 E, 4 nautical miles south-southeast of the Kampung Sungai Buntu Coast, and entered the engine room. They threatened the duty oiler with a knife and tied him up. As the robbers moved away, the duty oiler retreated into the control room and notified the duty officer. The alarm was raised and the crew was mustered. Upon seeing the altered crewmembers, the robbers escaped with stolen ship’s properties. A search of the ship was carried out. The incident was reported to Singapore port operations. Singapore Coast Guard called the vessel to ensure that it was safe.
- **27 October (Indonesia – Late Report)** – A duty crewman watch on board a tanker anchored near position 07:51 S – 109:04 E, Cilacap Anchorage, spotted a robber near the emergency generator room. Alarm was raised and the crew was mustered. Upon hearing the alarm, the robber, along with three other robbers, were seen escaping from the emergency generator room. Upon carrying out a search, nothing was reported stolen. Port control was informed through local agents.
- **27 October (Indonesia – Late Report)** – Five robbers armed with knives boarded an anchored product tanker near position 01:27 N – 104:38 E, around 13 nautical miles north-northeast of Tanjung Berakit, Pulau Bintan. Duty crewman on routine rounds spotted the robbers and informed the bridge. Alarm was raised and crew was mustered. Upon seeing the crew’s alertness, the robbers escaped empty handed. All crewmembers have been reported safe.
- **30 September (Philippines – Late Report)** – While approaching an anchored container ship near position 14:35 N – 120:57 E, Manila South Port Anchorage, a port authority service boat noticed a small boat with four persons near the bow. As the service boat approached the bow, two robbers were seen jumping overboard and escaping. Upon searching the vessel, ship’s property was

reported stolen. Later, while on routine deck rounds, a duty crewman noticed a rope secured to a rail and notified the duty officer who sounded the ship’s horn and alarm. Three robbers were then seen jumping overboard and escaping. On searching the vessel, it was again reported that ship’s properties were stolen. The incident was reported to the coast guard.

SUSPICIOUS ACTIVITY

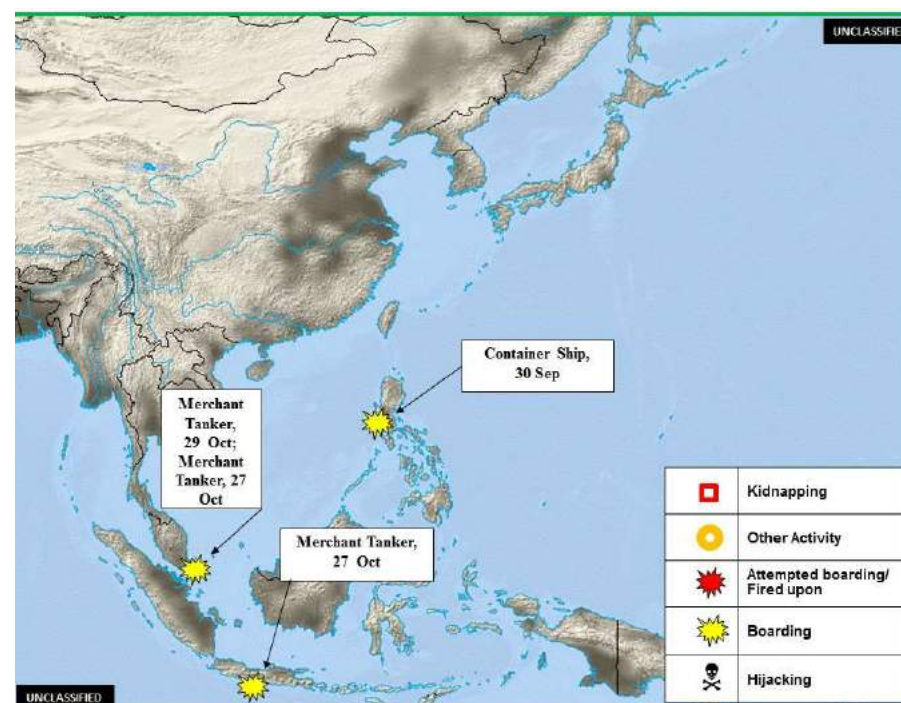
- No current incidents to report

OTHER ACTIVITY REPORT

- No current incidents to report

INCIDENT MAP

Source: ONI



MARITIME REPORTING

- Nothing to report

WEATHER FORECAST FOR SOUTHEAST ASIA

WEATHER FORECAST VALID FROM 1 – 7 NOVEMBER 2017

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

- **Extended Forecast:** Southwest winds of 10 – 15 knots and seas of 1 – 3 feet.

MALACCA STRAIT: Northwest 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:** Northwest winds of 10 – 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: Easterly winds of 10 – 15 knots and seas of 2 – 4 feet in the northern section; with easterly winds of 10 – 15 knots, and seas of 2 – 4 feet in the southern section.

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

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

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

SURFACE CURRENTS: Currents in the southern South China Sea, Malacca Strait, and Andaman Sea are generally less than 1 knot with a few areas in the southern South China Sea averaging 1 knot.

SYNOPTIC DISCUSSION: An area of low pressure moving off of China will produce slightly increased wind flow in the South China Sea. Expect strong gusts in and around scattered thunderstorms, throughout the Malacca Strait and the Andaman Sea due to funneling and daytime heating.

WORLDWIDE

NORTH AMERICA

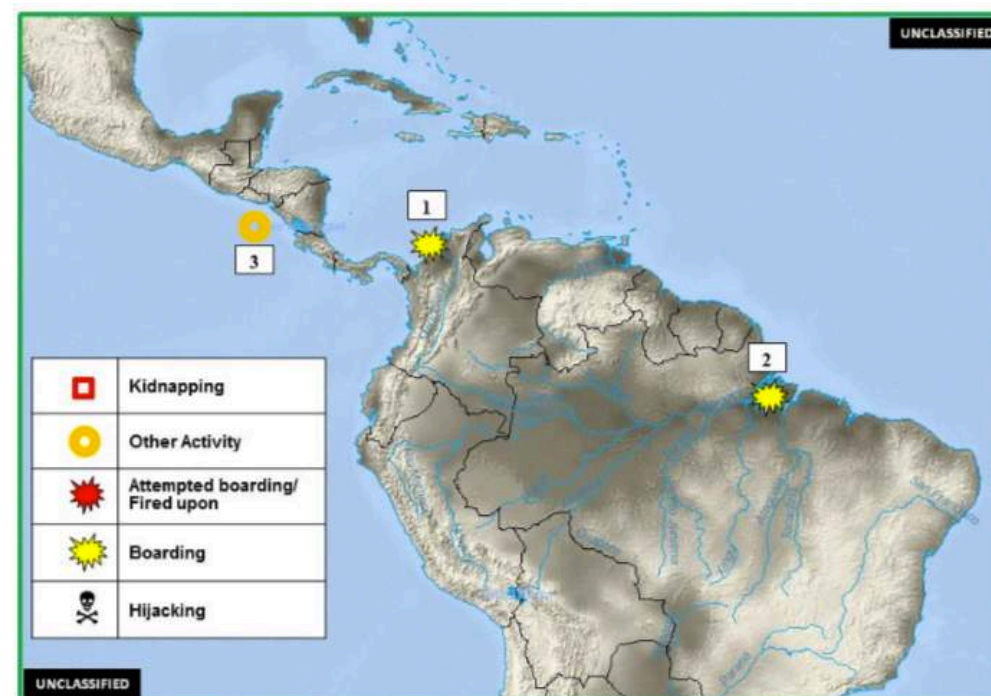
- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **29 October (Colombia – Late Report)** – Duty officers onboard an anchored LPG tanker noticed a small boat near the anchor chain, near position 10:19 N – 075:31 W, Cartagena Inner Anchorage. The alarm was raised. Upon seeing the crewmember’s alertness the robbers fled with stolen ship’s properties. Port control was informed. Roving craft was sent by port control.
2. **29 October (Brazil – Late Report)** – Robbers aboard a passenger ferry on the Amazon River in the state of Para robbed the passengers and crewmembers.
3. **27 October (El Salvador – Late Report)** – Authorities intercepted and seized a semi-submersible craft carrying 1.7 tonnes of cocaine. Three Colombian crewmembers and one Guatemalan man were detained on the boat about 229 nautical miles off the coast.

INCIDENT MAP

Source: ONI

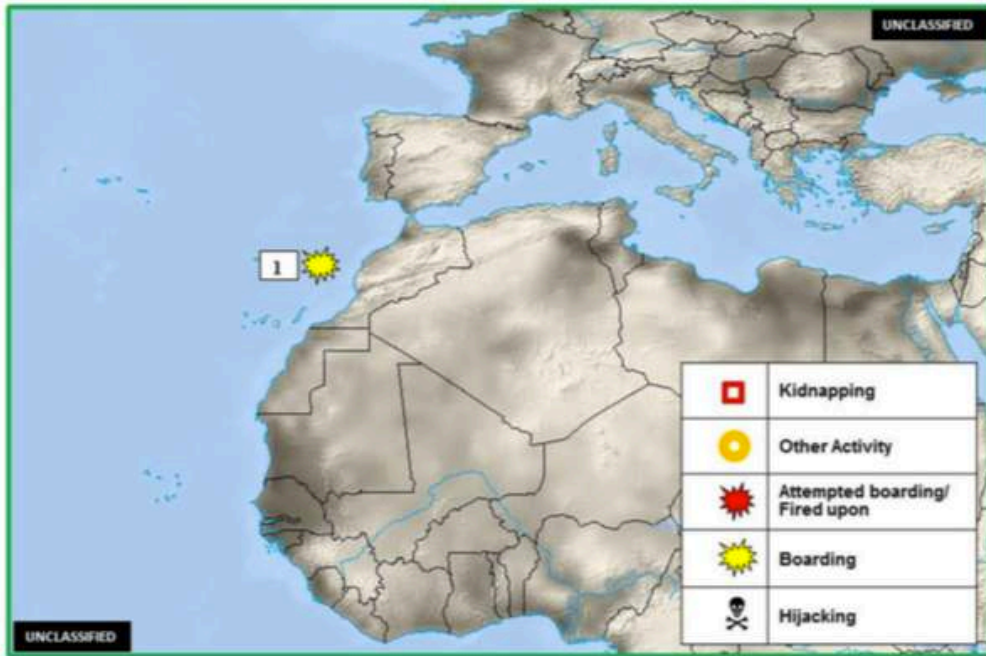


ATLANTIC OCEAN AREA

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. 1130 kilos of cocaine were found on board, destined for Europe. This was reportedly an international operation with involvement of law enforcement bodies of France and the United Kingdom.

INCIDENT MAP

Source: ONI



NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

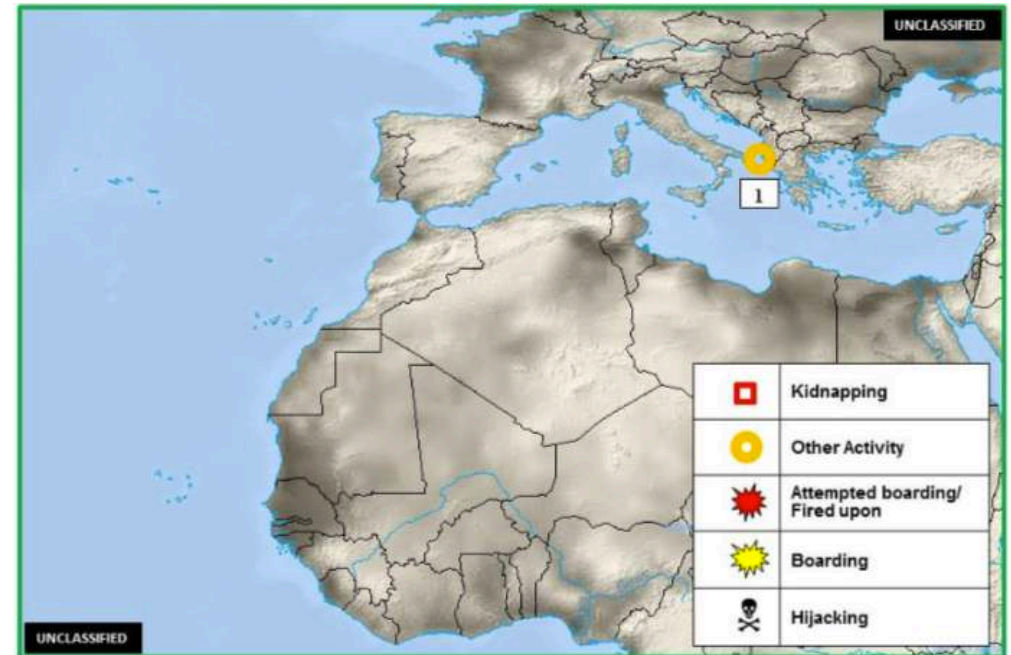
- No current incidents to report

MEDITERRANEAN/BLACK SEA

1. **30 – 31 October (Albania)** – According to Albania’s Minister of Defense, one hundred Syrians, of whom 39 are children, were rescued by the Albanian naval vessel *ORIKU* in the Aegean Sea in two different operations.

INCIDENT MAP

Source: ONI



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

NORTHEAST ASIA

- No current incidents to report

PACIFIC OCEAN/SOUTHERN OCEAN

1. **31 October (New Zealand)** – Four persons were arrested in Tauranga after they retrieved a shipment of cocaine from a hidden container attached to the exterior of the hull. Customs and Police investigated the criminal ring for five months, and were expecting this cocaine shipment. An estimated 46 kilograms of cocaine was seized.
2. **25 October (New Caledonia – Late Report)** – Authorities announced that the French Navy intercepted a yacht in New Caledonia’s exclusive economic zone and found 578 kilograms of cocaine onboard. According to the public prosecutor, three people have been detained for questioning.

INCIDENT MAP

Source: ONI



MIGRATION



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

- **2 November** – According to the latest figures released by the interior ministry, the number of migrants arriving in Italy has plunged nearly 70 percent this autumn after a deal to try and stop the crossings. Since 31 July, about 28,000 people have arrived in Italy, compared with 89,000 people in the same period last year – effectively meaning that 2017 is no longer likely to be a record annual figure. In 2017, more than 110,000 people made the journey from Libya to Italy, a third less than those that crossed during the same period in 2016. Rome has indicated that the decline in arrivals is due to the increased capacity of the Libyan coastguard, which has been trained by the Italians. Earlier this year, Italy also sent new search and rescue vessels in a bid to help Libyan authorities intercept migrant boats. Many however believe that the sudden drop in

crossings is due to a deal that Rome reportedly struck with the Libyan authorities and people-traffickers back in June. The Times has reported that militiamen within a brigade called the Anas Dabbashi have told them that their forces were paid millions of euros by the Italians to stop migrant trade in Sabratha, a smuggling hub located west of Tripoli. Both Italy and Ahmed Dabbashi, the militia chief, have denied that the deal existed.

- **1 November** – Libya's Coastguard intercepted 299 migrants from sub-Saharan African countries on two rubber boats east of Tripoli on Tuesday. According to officials, the migrants were intercepted near the town of Zliten by one of several coastguard vessels that Italy repaired and delivered to Libya earlier this year. They were brought back to Tripoli port and were being transferred to a detention centre in Tajoura, a suburb of the capital city. According to coastguard official Ali al-Shebrak, the group included about 15 children and 25 women.
- **1 November** – According to the latest figures released by the International Organization for Migration (IOM), as of 24 October 2017, more than 18,800 migrants have been intercepted so far this year. Crossings into Italy have significantly dropped since July, when an armed group in the smuggling hub of Sabratha began blocking departures. Under increasing pressure from Italy and other European states, Libya's coastguard has also become increasingly active, patrolling more widely and intercepting migrants before they are able to reach international rescue vessels.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 5 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)	CLOSED	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	CLOSED	Moderate
Port of Tripoli	Open	High
Port of Zawiya (Zawia)	Open	Moderate
Port of Zueitina	Open	Low



ACTIVITY REPORTING

- 2 November** – The United Nations says violence in Libya has killed at least 23 civilians across the North African country last month. In a report published late on Wednesday, the U.N. Support Mission in Libya says it has also documented 15 cases of civilians being wounded during fighting in October. UNMIL's report says airstrikes, explosive remnants of war and gunfire caused the most civilian casualties. It urged all parties fighting in Libya to stop using mortars and other indirect weapons in civilian areas and to keep fighters or other military objectives away from populated areas.
- 1 November** – Migrant arrivals in Italy have dropped nearly 70 per cent since summer as a deal with Libya blocks boats and would-be asylum seekers use other routes into Europe. Nearly 150,000 migrants have crossed the Mediterranean so far this year, but the number landing in Italy is down by 30 per cent compared to last year, and has plunged a whopping 69 per cent since July,

Italy's interior ministry said this week. Arrivals in Spain, meanwhile, have more than tripled, with over 14,000 arrivals this year compared to 12 months ago. The dangerous route to Italy was largely closed down at the end of June by a controversial deal Rome made with Libyan authorities, tribal leaders and — according to Libyan sources refuted by Rome — human traffickers. The UN's refugee agency said last month it had found and rescued more than 14,500 migrants held by traffickers in appalling conditions in and around Libyan coastal city of Sabratha. Locked up in farms and warehouses, the migrants described "shocking levels" of abuse at the hands of their captors, the UN said. Another 6,000 migrants are still believed to be imprisoned in the area. With the European Union's full support, Italy has been training the Libyan coast guard to intercept boat migrants — both in Libyan territorial waters and beyond — in a move hotly contested by human rights advocates.

- **31 October** – Mediterranean Shipping Company (MSC) has announced that it will resume container freight services to and from Benghazi. The port, which restarted operations at the beginning of the October, was forced to close when rivaling armed groups occupied the city in 2014. MSC is set to resume operations to Benghazi with its 900 TEU container ship MSC Sheila expected to depart from Gioia Tauro, Italy, on November 18, 2017 on MSC's Libya feeder service and expected to arrive at Benghazi on November 20, 2017.
- **31 October** – Libyan lawmakers and forces controlling an eastern city on Tuesday accused Egypt's air force of conducting airstrikes that killed a dozen civilians, including an entire family. Fighter jets bombed a house in al-Fatayah district in eastern Darna late Monday, killing at least 12 people, mostly women and children visiting a sick relative. A separate airstrike killed a shepherd and his family who were warming themselves by a fire pit on a chilly night. The local authorities — the Shura Council of Darna Mujahedeen — that control the city, accused Egypt of carrying out the "brutal airstrike." About 50 people were also wounded in the strikes, mostly residents of the area. A Libyan army spokesman, Col. Ali al-Mosmari, denied on Facebook that his forces were behind the attack in Darna, blaming it instead on "terrorists." He also said authorities would investigate the attack. He didn't elaborate. The Egyptian army declined to comment.

- **29 October** – Authorities in eastern Libya have found an open mass grave in a quarry containing 36 bodies, the largest such discovery since the country's civil war. Spokesman Awad Aladouli of the eastern interim government's Ministry of Interior says Sunday the bodies were found in Al-Abyar City southeast of Benghazi overnight into Friday morning. The dead, apparently of different ages and socio-economic backgrounds, in attire ranging from athletic wear to business suits, included people shot in the head, blindfolded and with hands tied behind their backs. Investigations are ongoing, with 22 bodies identified.

LIBYA: PROCEDURE

WARNING:

THE SITUATION IN LIBYA CONTINUES TO BE EXTREMELY FLUID. MS Risk continues to advise extreme caution to all vessels entering Libyan waters. The ports are an extremely valuable target, and control of these key facilities in Libya have, and could again, change hands with little or no notice. The reintroduction of the National Salvation government further complicates any endeavours at stability within the unstable nation. As a result, ports, infrastructure, and other valuable assets remain at a high risk for violent attack by various armed militia groups.

While all working ports are believed to be currently safe for ships and crew, the security situation remains volatile and subject to rapid change. Shipmasters and crews are urged to exercise extreme caution when entering Libyan ports and waters. Vessels are urged to:

- Observe international laws of trading
- Follow official sea navigation routes to any of the working Libyan ports and avoid navigating in the coastal waters of the closed ports. **Vessels should avoid navigating in the coastal waters of Benghazi, Derna and Sirte.**

- In advance of arrival, declare the intended voyage and type of cargo to be discharged/loaded to the local agent, to allow sufficient time to notify the appropriate authorities.
- Stay in contact with local port authorities to receive the most up to date information.
- Vessels should report their schedules to local port agents prior to arrival at any Libyan port, including:
 - A declaration of the vessel's sailing route
 - Whether they are loading or discharging cargo
 - The type of cargo on board

Vessels are cautioned to avoid navigating in the coastal waters of Benghazi, Derna and Sirte. MS Risk advises that shipmasters and owners stay up-to-date on the volatile situation in this region.

ABOUT MS RISK

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

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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- Training
- Special assignments

CRISIS RESPONSE

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- Business continuity management
- Hostile operations support to commercial interests

VIRTUAL SECURITY DIRECTOR SERVICE FOR CLIENTS LACKING A FULL-TIME SECURITY EXECUTIVE

References are always available.

More information is found at www.msrisk.com

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