

Maritime Security Review



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ABOUT MS RISK24

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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: 6 - 12 November 2017

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

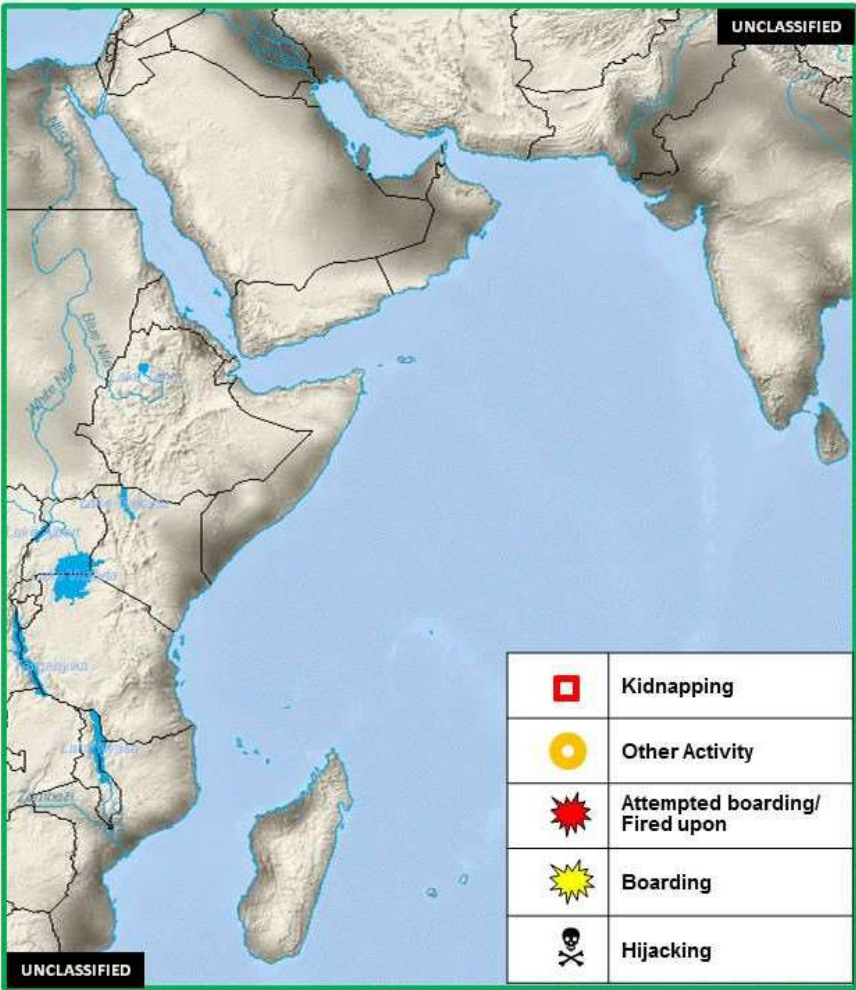
- No current incidents to report

OTHER ACTIVITY

- No current incidents to report

INCIDENT MAP

Source: ONI



MARITIME REPORTING

- **7 November** – Condemning the acts of piracy and armed robbery at sea and off the coast of Somalia, the United Nations Security Council on Tuesday called for a comprehensive response to prevent and suppress such acts and tackle their underlying causes. In a resolution adopted on Tuesday, the 15-member Council also urged Somali authorities, to continue expedite the passing of comprehensive anti-piracy and maritime laws, to establish security forces with clear roles and jurisdictions to enforce these laws, as well as strengthen the capacity of its Somali courts to investigate and prosecute those responsible for piracy. The Council further called upon other UN Member States, “working in conjunction with relevant international organizations, to adopt legislation to facilitate prosecution of suspected pirates off the coast of Somalia.” Also in the resolution, the Council urged all Member States to criminalize piracy under their domestic law and to favourably consider the prosecution of suspected – and imprisonment of those convicted – pirates apprehended off the coast of Somalia as well as their facilitators and financiers ashore, in line with applicable international law. The UN body responsible for matters relating to international peace and security further encouraged flag States and port States to also consider the development of safety and security measures on board vessels, including, where applicable, developing regulations for the use of privately contracted armed security personnel on board vessels, aimed at preventing and suppressing piracy off the coast of Somalia, through a consultative process, including through the relevant UN entities.

SPOTLIGHT ON YEMEN

PORT STATUS AS 12 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	Closed	High	Considered unsafe; no activity reported since August 2015
Mukalla Port	Closed	High	Capacity: 2 berths
Ras Isa Marine Terminal	Closed	Closed	
Saleef Port	Closed	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

- 10 November** – The Saudi-led coalition has reopened a land border crossing, a Yemeni official and witnesses said. The Al Wadea border crossing, linking Saudi Arabia with territory in eastern Yemen controlled by the Saudi-backed government, was reopened on Thursday, the official and witnesses said, letting food and other supplies enter Yemen. The southern port of Aden was reopened on Wednesday. The opening of the crossing comes amid ripe speculation of an impending offensive on the Red Sea port city of Hodeida, which is controlled by the rebels. Last week a ballistic missile launched by Al Houthis was intercepted over the Saudi capital on which Riyadh declared as ‘an act of war’. Saudi Foreign Minister Adel Al Jubeir said that the missile was Iranian-made and came through Hodeida in pieces where it was assembled by Al Houthis with the help of Iranian Revolutionary Guards and Lebanese Hezbollah militants. Reports in recent months have also shown that the weapons coming in are increasingly sophisticated with longer-range capabilities and cutting-edge technologies. Because of this, Riyadh is expected to take decisive action against Iran’s smuggling of arms to their Al Houthi proxies in Yemen by neutralising the threat coming in from Hodeida.
- 8 November** – The Saudi-led coalition has allowed work to resume at the southern port of Aden, two days after ordering a nationwide stoppage. The coalition said on Monday it would close all air, land and sea ports in Yemen to stem the flow of arms to the Houthis from Iran. “We were officially notified by the coalition this afternoon that the closure will be lifted, and work will resume as normal,” the official, who declined to be named, said. He did not give any reasons, though Aden is largely controlled by the coalition.
- 6 November** – Saudi Arabia has barred Yemen’s President Abed Rabbo Mansour Had, along with his sons, ministers and military officials, from returning home for months. The leader-in-exile has been deeply weakened in a war fought in his name by the Saudi-led coalition against rebels in his country. The officials said the ban was prompted by the enmity between Hadi and the UAE, which has dominated southern Yemen. Hadi and much of his government have been in the Saudi capital Riyadh for most of the war. Saudi Arabia and the UAE are the two main pillars of the coalition. Since Hadi left Yemen in February, he has repeatedly sent written requests to Saudi King Salman asking to return. None

was processed. In August, Hadi went to Riyadh airport to return to his temporary capital, Aden, but he was turned back from the airport. Two other Yemeni officials confirmed Hadi, his sons and several ministers with him in Riyadh have been prevented from going to Yemen. They spoke on condition of anonymity. "The Saudis have imposed a form of house arrest on them," the commander said. "When Hadi asks to go, they respond it's not safe for him to return as there are plotters who want to take his life and Saudis fear for his life." Hadi's situation mirrors that of his predecessor, Ali Abdullah Saleh, the former president who was ousted in 2011 and then joined ranks with the Houthis to take over Sanaa in 2014. Their alliance appeared to fray this year, amid reports the Houthis have put Saleh under house arrest. Hadi's weakening occurs as the UAE has growing power in southern Yemen. The Gulf nation has trained, financed and armed militias in Yemen that only answer to it, set up prisons, and created a security establishment parallel to Hadi's government. An Associated Press investigation in the summer documented 18 secret prisons run by the UAE or its allies, where former prisoners said torture was widespread. The UAE denied the allegations and says all security forces are under Hadi's authority. The Emiratis distrust Hadi, accusing him of corruption and opposing his alliance with the Islah Party, Yemen's branch of the Muslim Brotherhood, according to the three officials and a politician close to Hadi.

- **6 November** – Saudi Arabia intensified its blockade on Yemen on Sunday, closing down all traffic to Yemen's air and sea ports and closing land crossings. A UN agency warned ships to depart Houthi-controlled ports, and flights to the only functioning airports in southern Yemen were cancelled. As night fell, prices of fuel hiked in Sanaa with some petrol stations closed and drivers queued to fill in their tanks fearing worsening fuel shortage. The coalition move came after the Houthis fired a missile toward Riyadh, their deepest strike into the kingdom. Meanwhile, the coalition blamed Iran for Saturday's Houthi missile strike toward Riyadh, saying it could be "considered as an act of war." Iran supports the Houthis but has denied arming them and said it had nothing to do with the missile launches. The Houthis have said their missiles are locally produced. The coalition's intensified closure could further limit access for the delivery of humanitarian aid to Yemen, which has been devastated by more than two years of war that has killed more than 10,000 civilians, driven 3 million people from their homes, and left millions of Yemenis without basic necessities. Yemen's

main international airport, in the rebel-held capital, Sanaa, has been closed since August 2016 by order of the coalition. The rebel-held north has largely relied on the port of Hodeida, which is controlled by the Houthis, for delivery of humanitarian aid and fuel supplies. A full blockade of the port would cut off a crucial lifeline for the Houthis, as well as millions of civilians. "All vessels must immediately leave holding area," read an email sent by a UN agency in charge of giving clearance to ships docking in Yemeni ports of Hodeida and nearby Saleef. As night fell, Sanaa residents said that several gas stations were shut down while port officials said that ships heading to the port were ordered to leave.

- **6 November** – The Saudi-led coalition's decision to close off Yemen's air, sea and land borders prevented the United Nations on Monday from sending two humanitarian aid flights to the war-torn country, a UN spokesman said. UN officials are in talks with the coalition to get permission for the flights to deliver aid to Yemen, where some seven million people are on the brink of famine. "There were no flight clearances granted to our flights today," said UN spokesman Farhan Haq. "We expected to have two flights going and those are on hold for now." The coalition sealed off Yemen's borders following a weekend missile attack by Yemen's Houthi rebels that was intercepted near Riyadh airport. The coalition as well as the rebels have been regularly criticized by the United Nations for blocking aid to civilians. The United Nations has listed Yemen as the world's number one humanitarian crisis, and last month, the United Nations put the coalition on its blacklist for killing and maiming 683 children during the conflict in 2016 and for carrying out 38 verified attacks on schools and hospitals.
- **5 November** – A Saudi prince was killed Sunday in a helicopter crash near the border with Yemen, Saudi authorities said, a day after the kingdom intercepted a ballistic missile that was said to have originated from its war-torn neighbour. Prince Mansour Bin Muqrin was traveling in the helicopter with a number of other officials when it crashed. Bin Muqrin was deputy governor of the Asir region, where the crash occurred. The fate of others aboard the aircraft with him was unknown. A report in the Daily Mail stated that the helicopter went off radar late Sunday afternoon. It wasn't immediately clear how many people were on the flight, but multiple people are feared dead, the publication reported.

- **5 November** – At least 17 people were killed after dozens of masked militants stormed a Yemeni government security compound yesterday, sparking a gun battle that continued into the night. Daesh claimed responsibility for the attack, which began when a car laden with explosives detonated outside a building housing a police investigations unit in the government-held city of Aden early on Sunday morning. About thirty gunmen then stormed into the unit and set free dozens of detainees, some of whom took up arms with their liberators, Yemeni authorities said. There were reports that the militants had taken an unknown number of people hostage Sunday afternoon. Yemeni authorities said at least 17 people had been killed by evening. In its statement of responsibility issued late Sunday, Daesh said clashes were “still ongoing. Isil and al-Qaeda in the Arabian Peninsula (AQAP), a rival extremist group, have taken advantage of the chaos to unleashing attacks on both government targets and on the country’s Shiite population.

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

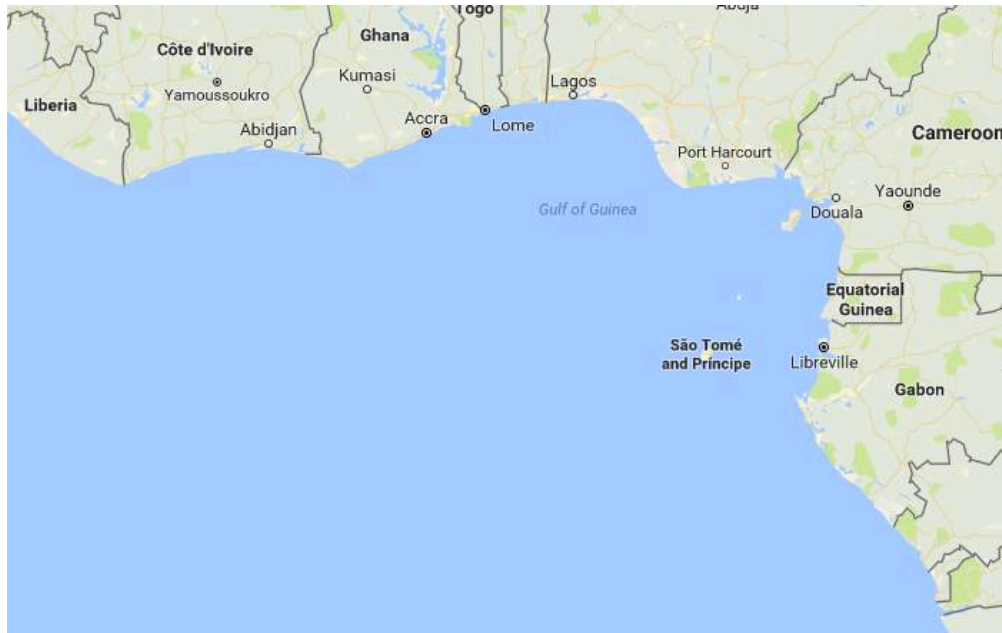
All vessels calling at Yemeni ports will only be allowed to enter Yemeni territorial waters following an inspection by the Saudi Arabian coalition forces. Upon arrival outside Bab Al-Mandab, the shipmaster should call the naval forces of the Saudi Arabian coalition by VHF on channel 16 for the arrival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

- No current incidents to report

VESSELS BOARDED

- No current incidents to report

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- No current incidents to report

MARITIME REPORTING

- Nothing to report

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

- 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

PIRACY & ARMED ROBBERY AGAINST VESSELS IN ASIA: MONTHLY REVIEW (OCTOBER 2017)

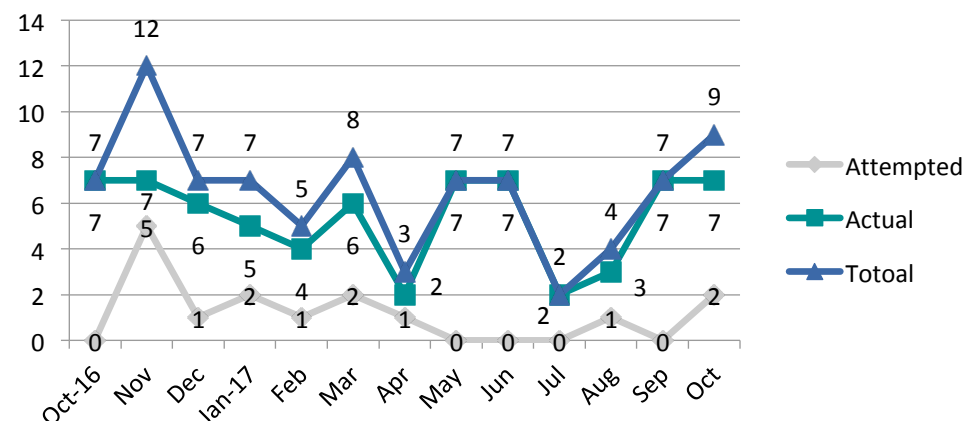
In October 2017, a total of nine incidents of piracy and armed robbery against vessels were reported in Asia, comprising of seven actual incidents and two were attempted incidents. Of the nine incidents, two were piracy incidents and seven were armed robberies against vessels. There was no actual or attempted incident involving the abduction of crewmembers from ships reported in the Sulu-Celebes Sea and waters off Eastern Sabah. Furthermore, there was no incident involving the hijacking of a vessel for theft of oil cargo reported during this period. However it should be noted that this reporting period has seen a rise in the number of incidents occurring on board vessels while underway in the Straits of Malacca and Singapore (SOMS).

NUMBER OF INCIDENTS (OCTOBER 2017)

During the October 2017 reporting period, a total of nine incidents of piracy and armed robbery against vessels were reported – comprising of seven actual incidents and two attempted incidents.

Compared to the October 2016 reporting period, the total number of incidents reported in October 2017 has increased – this is due to the occurrence of two attempted incidents reported in October 2017. In these two incidents, the ship Master and crewmembers had successfully prevented boarding by the perpetrators. In October 2016, a total of seven incidents, all of them actual incidents, were reported.

**Number of Incidents
(October 2016 - October 2017)**



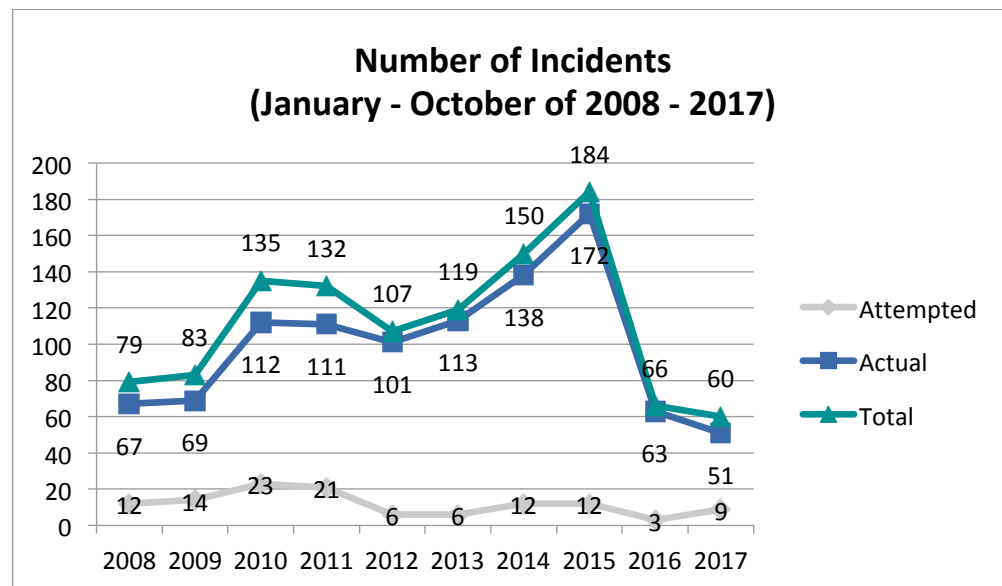
REVIEW OF JANUARY – OCTOBER 2017

During the January – October 2017 reporting period, a total of 60 incidents were reported, consisting of 51 actual incidents and 9 attempted incidents.

The number of incidents reported during the January – October 2017 period was the lowest amongst the 10-year reporting period. Compared to the January – October 2016 period (66 incidents recorded), there was a 9% decrease in the total number of incidents reported during the January – October 2017 period; and a 67% decrease compared to the January – October 2015 (184 incidents recorded) period.

Improvement during the January – October 2017 period has been attributed to, amongst other factors, improvement of the situation at certain ports and anchorages in Malaysia, India, Indonesia and Vietnam. It should however be noted that while the overall situation during the January – October 2017 period has

improved, there has been an increase in the number of incidents reported at ports and anchorages in Bangladesh (Chittagong), the Philippines (Manila and Batangas) and on board vessels while underway in the Straits of Malacca and Singapore (SOMS) compared to the same period in 2016.



LOCATION AND DESCRIPTION OF INCIDENTS

Below is a description of the nine incidents that were reported in October 2017.

Actual Incidents

1. **LADY SANDRA**, Tug boat, India and **IRON MONG**, Motor tanker (5 October 2017; 1808 hrs; Approximately 11 nautical miles south of Pipavav LT, India) – While underway, five to six perpetrators on board a fishing boat

MAKHDOOM approached and attempted to board the unmanned motor tanker, **IRON MONG**, which was towed by tug boat, **LADY SANDRA**, but, failed. The perpetrators snatched the grab line and the Norwegian buoy attached to the emergency towing arrangement (ETA) of **IRON MONG**. The Master alerted the crew, initiated anti-piracy measures and manoeuvred the ship evasively. The Indian Coast Guard (ICG) and the marine police conducted an investigation of the incident.

2. **MMA CRYSTAL**, Tug boat, India and **ENERGY 1**, Jack-up rig, Panama (12 October 2017; 0720 hrs; South of Tanjung Pelepas, Malaysia in the westbound lane of the TSS of the SS) – While underway from Bintan, Indonesia to Chittagong, Bangladesh, about six perpetrators from two wooden boats boarded the unmanned jack-up rig, **ENERGY 1**, which was towed by tug boat, **MMA CRYSTAL**. The Master reported the incident to the Singapore Police Coast Guard (SPCG) who contacted the Malaysian Maritime Enforcement Agency (MMEA). The MMEA deployed a vessel to the location of the incident. Upon arrival, no wooden boats were sighted. The crew was not injured and some ropes were stolen.
3. **SBI POSEIDON**, Bulk carrier, Liberia (14 October 2017; 0105 hrs; Muara Berau, Samarinda Inner Anchorage, Indonesia) – While at anchor, two perpetrators in a wooden craft boarded the bulk carrier via the anchor chain. They stole two spare mooring ropes and threatened the duty A/B with knives. As the perpetrators were escaping, the duty A/B raised the alarm and the crew was alerted. The local agent was also informed.
4. **OCEAN PARADISE**, Bulk carrier, Marshall Islands (17 October 2017; 220 hrs; Kandla anchorage, India) – While at anchor, two perpetrators armed with knives boarded the forecastle deck of the ship from a high-speed craft. The duty officer raised the alarm, mustered the crew and heightened the security watch. The perpetrators jumped overboard and escaped using a boat. Upon investigation, the forepeak store was broken into and a fire hose was damaged. One coupling was found missing. The crew was not injured.
5. **JUTTA**, Bulk carrier, Liberia (17 October 2017; 2350 hrs; Approximately 8.9 nautical miles north-northwest of Tanjung Sebong, Pulau Bintan, Indonesia, in the eastbound lane of the TSS of the SS) – While underway, two perpetrators were sighted escaping from the aft starboard deck of the vessel into an unknown craft. The Master reported the incident to the

Singapore Vessel Traffic Information System (VTIS) via VHF. The crew conducted a thorough search on board the vessel and discovered some engine spares missing from the engine room. There was no injury to the crew and the ship resumed her voyage for her next port in China.

6. **BW MYNA, Chemical tanker, Singapore (28 October 2017; 0530 hrs; Approximately 13.9 nautical miles north-northeast of Tanjung Beakit, Pulau Bintan, Indonesia)** – While at anchor, the duty officer discovered a hook with a rope secured on the vessel's railing at the starboard quarter and a small boat hiding beneath the curvature. When the duty officer unhooked the rope and the boat was drifting away, five perpetrators of average height wearing black tight water suits and armed with long knives shouted and scared the duty officer. The duty officer immediately ran away and reported to the bridge using a portable radio. The emergency alarm was raised and an announcement was made through the PA system. The Master reported the incident to the Navy on patrol. At 0537 hrs, all crewmembers were mustered into the crew mess room. The suspect boat was seen moving away from the vessel at a relatively fast speed. A search of the vessel was conducted following the incident and no items were missing and no perpetrators were found.
7. **GP T2, Tanker, Panama (30 October 2017; 0142 hrs; Approximately 6.5 nautical miles northeast of Terumbu Betata, Pulau Batam, Indonesia in the eastbound lane of the TSS of the SS)** – While underway, five perpetrators armed with knives boarded the vessel, tied up the ship duty oiler in the engine room and took away some engine spare parts. They escaped in a small boat at the starboard stern of the vessel. The boat was seen heading towards the southerly direction. The Master raised the alarm and reported the incident to the Singapore VTIS. The crew sustained no injuries during the incident. The vessel resumed her voyage for the next port of call in China.

Attempted Incidents

8. **PACIFIC SKY, Tanker, Marshall Islands (19 October 2017; 0150 hrs; Approximately 180 nautical miles southwest of Porbander LT, India (Arabian Sea))** – While underway, an unknown number of perpetrators on board four skiffs chased after the vessel and attempted to board, but failed.

The Master raised the distress alert via VHF Channel 16 and warned all vessels in the vicinity. He then triggered the horn to chase away the suspicious craft, increased the speed of the vessel and informed the UKMTO, alerted the ICG and continued the voyage.

9. **HR ENDEAVOUR, General cargo ship, Liberia (26 October 2017; 0315 hrs; Approximately 1.8 nautical miles northwest of Pulau Cula, Indonesia, in the eastbound lane of the TSS of the SS)** – While underway, the crew sighted three to four perpetrators on board a small wooden craft coming alongside the stern of the vessel. Upon being sighted by the crew, the small craft headed in the southern direction. The Master raised the alarm and reported the attempted boarding to the Singapore VTIS via VHF.

INCIDENT MAP – Location of Incidents (October 2017)

Source: ReCAAP



1. **LADY SANDRA** – Tug Boat (5 October 2017 at 1808 hrs)
2. **MMA CRYSTAL & ENERGY 1** – Tugboat and Jack-up rig (12 October 2017 at 0720 hrs)
3. **SBI POSEIDON** – Bulk Carrier (14 October 2017 at 0105 hrs)
4. **OCEAN PARADISE** – Bulk Carrier (17 October 2017 at 2200 hrs)
5. **JUTTA** – Bulk Carrier (17 October 2017 at 2350 hrs)
6. **BW MYNA** – Chemical Tanker (28 October 2017 at 0530 hrs)
7. **GP T2** – Tanker (30 October 2017 at 0142 hrs)
8. **PACIFIC SKY (Attempted)** – Tanker (19 October 2017 at 0150 hrs)
9. **HR ENDEAVOUR (Attempted)** – General cargo ship (26 October 2017 at 0315 hrs)

INCREASE IN THE NUMBER OF INCIDENTS IN THE STRAITS OF MALACCA AND SINGAPORE (SOMS)

The October 2017 has seen an increase in the number of incidents reported on board vessels while underway in the Straits of Malacca and Singapore (SOMS), with a total of four incidents being reported, comprising of three actual incidents and one attempted incident.

During the January – October 2017 reporting period, a total of 7 incidents were reported on board vessels while underway in SOMS, compared to two incidents that were reported during the same period in 2016. Of the seven incidents reported in 2017, five were actual incidents and two were attempted incidents, with all of the incidents occurring in the Traffic Separation Scheme (TSS) of the Singapore Strait (SS). Six incidents occurred in the eastbound lane of the TSS of the S; and one incident occurred in the westbound lane of the TSS of the SS. There were no incidents reported in the Malacca Strait (MS). The incidents that were reported during the January – October 2017 period were mostly opportunistic in nature, with the perpetrators boarding the vessels unnoticed during the hours of darkness and escaping immediately when they were sighted and the alarm was raised. In four of the incidents, the perpetrators escaped without stealing anything when the alarm was raised.

Due to the increase of incidents being reported in the SS, MS Risk advises all vessels to exercise enhanced vigilance, maintain strict look-out while underway in the SS, particularly during the hours of darkness, raise the alarm when suspicious boats in the vicinity or unknown personnel on board ships are sighted, and report all incidents to the nearest coastal State and flag State immediately.

INCIDENT MAP – Location of Incidents in SOMS (Jan – Oct 2017)

Source: ReCAAP



1. **NAVE BUENA SUERTE** – Crude oil tanker (4 May 2017 at 0106 hrs)
2. **STAR LILY** – Bulk carrier (21 August 2017 at 0234 hrs)
3. **MMA CRYSTAL & ENERGY 1** – Tug boat and Jack-up rig (12 October 2017 at 0720 hrs)
4. **JUTTA** – Bulk carrier (17 October 2017 at 2350 hrs)
5. **GP T2** – Tanker (30 October 2017 at 0142 hrs)
6. **GREAT SAILOR (Attempted)** – Chemical Tanker (6 January 2017 at 0123 hrs)
7. **HR ENDEAVOUR (Attempted)** – General cargo ship (26 October 2017 at 0315 hrs)

SITUATION OF ABDUCTION OF CREWMEMBERS FROM VESSELS WHILE UNDERWAY IN THE SULU-CELEBES SEA AND WATERS OFF EASTERN SABAH (JANUARY – OCTOBER 2017)

During the month of October 2017, there were no reports of incidents involving the abduction of crewmembers from vessels while underway in the Sulu-Celebes Sea and waters off Eastern Sabah. The last actual incident reported occurred on board *SUPER SHUTTLE TUG 1* on 23 March 2017, with the last attempted incident occurring on board *DONA ANNABEL* on 18 April 2017.

Between March 2016 and October 2017, a total of 59 crewmembers have been abducted. Of these, thirty have been released, ten have been rescued, five have been killed and fourteen remain in captivity. The Philippine authorities continue to conduct pursuit operations and intensify its military operations to rescue the abducted crewmembers and neutralize the Abu Sayyaf Group.

There continues to be no room for complacency and MS Risk continues to advise all ships to re-route from the area, where possible. Otherwise, ship Masters and crewmembers are strongly urged to exercise extra vigilance while transiting the Sulu-Celebes Sea and Eastern Sabah region, and report immediately to the following Centres:

1. Philippine Coast Guard District

Southwestern Mindanao
Operation Centre
Tel: +63 92968641239
Tel: +63 929686 0689
VHF: Channel 16 with call-sign "ENVY"
Email: hcgdswm@yahoo.com

2. Navy – Littoral Monitoring Station (LMS)

Bongao, TawiTawi
Tel: +63 917774 2293
VHF: Channel 16
Email: jointtaskgrouptt@gmail.com

3. Eastern Sabah Security Command (ESSCOM)

Tel: +60 89863181/016
Fax: +60 898631812
VHF: Channel 16 with call-sign "ESSCOM"
Email: bilikgerakanesscom@jpm.gov.my

CONCLUSION

The number of incidents of piracy and armed robbery against vessels in Asia in October 2017 increased slightly compared to the same reporting period in 2016. In October 2017, there were a total of nine incidents reported, compared to seven incidents recorded in October 2016. However, the total number of incidents during the January – October 2017 is the lowest amongst the 10-year reporting period of January – October 2008 – 2017.

During the month of October 2017, there were no reports of any incidents of abduction of crewmembers from vessels in the Sulu-Celebes Sea and waters off Eastern Sabah. There was also no report of the hijacking of a vessel for theft of oil cargo. However of concern was the increase in the number of incidents that occurred in SOMS. During the January – October 2017 reporting period, seven incidents were reported in SOMS compared to two incidents reported during the same period in 2016.

MS Risk continues to advise all vessels transiting areas of concern in this region to enhance vigilance, particularly during the hours of darkness and to report all incidents to the nearest coastal State and flag State immediately.

WORLDWIDE

NORTH AMERICA

- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

- No current incidents to report

ATLANTIC OCEAN AREA

- No current incidents to report

NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA

- No current incidents to report

ARABIAN GULF

- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

- 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

- 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.

- **6 November** – Libyan coastguard officials and a charity have reported that at least five migrants died and an unknown number were feared missing after their boat capsized off the coast of western Libya on Monday. Libyan officials have disclosed that the rubber boat was carrying about 140 people when it overturned close to the border between Libyan and international waters. The Libyan coastguard rescued 45 survivors and brought them back to Tripoli harbour. In a statement, Seawatch, a German NGO that has a rescue vessel in the Mediterranean, disclosed that at least five migrants had died including a toddler. The NGO added that it had rescued 58 people. The survivors brought to Tripoli were from West African countries including Nigeria and Senegal.

- **5 November** – The United Nations refugee agency has disclosed that the bodies of 26 female migrants who apparently drowned have arrived at the Italian port of Salerno as rescues intensify in the Mediterranean Sea. Officials have disclosed that the bodies were transferred to the Italian mainland aboard a Spanish naval ship that was carrying another 400 migrants rescued during four operations in the central Mediterranean. According to Marco Rotunno, a spokesman in Italy for the UN High Commissioner for Refugees, twenty-three of the dead women were on a rubber dinghy that sank off Libya two days ago, adding that another sixty were pulled to safety, but that more may have perished at sea. The other three women died in a separate shipwreck. Humanitarian groups have disclosed that some 2,500 migrants were picked up at sea over the last four to five days, effectively making it the most intense period for rescues in the Mediterranean since Italy reached an agreement with Libya this summer to slow departures of smugglers' boats carrying migrants. According to Italian news agency ANSA, in the same short and recent period, 37 bodies have been recovered. According to Italian Interior Ministry figures, the number of migrants arriving in Italy so far this year is 30 percent lower than last year, with 111,716 arriving through Friday 3 November, compared to nearly 160,000 in the same period of 2016. The United Nations International Organization for Migration (IOM) has put the number of dead in the central Mediterranean route from Libya to Italy at over 2,6000 through 1 November.
Update – Italian prosecutors have announced that they are investigating the deaths of 26 Nigerian women – most of them teenagers – whose bodies were recovered at sea. There are suspicions that they may have been sexually abused and murdered as they attempted to cross the Mediterranean. Five migrants are currently being questioned in the southern port of Salerno. Most of the women who died were aged 14 – 18. Most of the 375 survivors are sub-Saharan Africans, from Nigeria, Senegal, Ghana, The Gambia and Sudan. Amongst them were 90 women – eight of them pregnant – and 52 children. There were also some Libyan men and women on board.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 12 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

- 9 November** – There is growing tension between eastern army general Khalifa Haftar and Tobruk Chamber of Representatives president Aguila Salah Issa. Africa Intelligence reports that Haftar softened his decision announced on October 19 to close the port of Tobruk. He had intended to give impetus to the reopening of the port of Benghazi, but the decision angered Salah Issa. The port of Tobruk provides work for some 3,000 people, most of them members of the Obeidat tribe, of which Salah Issa is one of the leaders. To calm matters, Haftar re-authorized the port of Tobruk to import goods but only those destined for the city itself. Imports for the whole of the rest of the Cyrenaica region will have to pass through Benghazi. Activity is resuming very slowly in Benghazi, which was reopened to commercial traffic on October 1. The port has not yet received all its safety authorisations; therefore, insurance charges at Benghazi port may have been increased.
- 6 November** – Air strikes by unknown forces in the Libyan city of Derna have left seven children badly injured and in need of urgent medical treatment. Security

sources in Derna claim Egyptian fighter jets carried out the strikes in support of renegade General Khalifa Haftar. Haftar's spokesman denied the reports. A siege of Derna by armed groups loyal to Haftar has deprived the city of basic needs and medical supplies.

- **4 November** – Italian police said they had seized more than 100 tonnes of contraband diesel from a ship that departed from Libya, and arrested the captain for smuggling and money-laundering. The ship, flying a Togolese flag, carried the fuel in several hidden cisterns, together with some 11 tonnes of contraband cigarettes, a statement from finance police in the Sicilian town of Syracuse said. The ship's captain, a 25-year-old Indonesian, has been put under house arrest. The other four crew members, also from Indonesia, were not arrested. The ship was intercepted in Sicilian waters on Oct. 26 and prosecutors in Syracuse are still investigating exactly where the fuel was taken from and where it was intended to be sold, the statement said. In October, Sicilian police arrested six people, including a suspected mobster, and issued warrants for three others for running a Libyan fuel-smuggling ring in which at least 30 million euros of diesel was sold in gas stations in Italy and Europe.
- **4 November** – An armed group in Libya has shut down a comic book convention in the capital Tripoli because it breached the country's "morals and modesty". Special Deterrent Forces (SDF) said they had arrested organisers of the Comic Con convention. It said on its Facebook page that photos published on social media from the convention caused "a widespread public outpouring of criticism". The SDF is loyal to the UN-backed Government of National Accord. Hundreds of young Libyans attended Tripoli's second Comic Con festival on Friday, some dressed up as characters from American and Japanese comics. But later in the day members of the conservative Islamist group the SDF raided the gathering. Eyewitnesses quoted by the Libya Herald said that more than 20 people - including organisers, participants and visitors - were detained. Six members of the main organizing committee are reported to be still under arrest. Organisers of the fair told the newspaper they were shocked by the actions of the SDF, especially given they had obtained official permission to stage the event. "Some of those who were [arrested were later] released had received a beating," an organiser told the Libya Herald. "They were told that Libya is a

Muslim country not a free/liberal country." A statement from the SDF said such events were "derived from abroad and exploit weakness of religious faith and fascination with foreign cultures".

- **3 November** – Italian police seized a huge shipment of the "fighter drug" Tramadol, thought to be destined for so-called Islamic State (IS) in Libya. The cargo of opiates, worth an estimated 50m euros (£44m), was intercepted in Gioia Tauro, a port in the far south of Italy. The millions of pills, which can suppress fatigue, had been manufactured in India, police said.
- **3 November** – Male rape is being used systematically in Libya as an instrument of war and political domination by rival factions, according to multiple testimonies gathered by investigators. Years of work by a Tunis-based group and witnessed by a journalist from Le Monde have produced harrowing reports from victims, and video footage showing men being sodomised by various objects, including rockets and broom handles. In several instances, witnesses say a victim was thrown into a room with other prisoners, who were ordered to rape him or be killed. The atrocity is being perpetrated to humiliate and neutralise opponents in the lawless, militia-dominated country. Male rape is such a taboo in Arab societies that the abused generally feel too damaged to re-join political, military or civic life.

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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- Planning and management
- Due diligence and investigations

PROJECT MANAGEMENT

- Interim security
- Training
- Special assignments

CRISIS RESPONSE

- Crisis management
- 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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