

MS | RISK

# Maritime Security Review



Issue No 14

9 April 2018

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## INCIDENTS AT SEA

Reporting Period: 2 - 8 April 2018

Region	Current Incidents	Late Reported Incidents	Threat Level
<b>MAIN REGIONS</b>			
Gulf of Aden/Arabian Sea	1	2	Medium
Gulf of Guinea	0	3	Medium
Southeast Asia	0	0	Low
<b>WORLDWIDE</b>			
North America	0	1	Low
Central America/Caribbean/ South America	0	1	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

**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).

## GULF OF ADEN, ARABIAN SEA, RED SEA



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

There remains a high threat of piracy and a risk of vessel damage as the result of maritime conflict in this region. International naval patrols and anti-piracy measures on board commercial vessels have greatly diminished Somali piracy since its peak in early 2011. The international community has significant steps to improve security in the region, including:

- Boosting naval forces in the area
- Requiring ships to take protection measures, such as
  - Reporting in and out of high risk areas
  - Sailing at top speed as far as possible from the Somali coast, and
  - Travelling with armed escorts on board.

Some vessels transiting this region may have increasingly become complacent in the belief that the piracy threat had diminished. However, poverty and other motivating factors for piracy remain. The threat of attack and/or hijacking remains significant, as the root causes on the ground in Somalia have not been sufficiently addressed. After five years without a successful attack, analysts say that

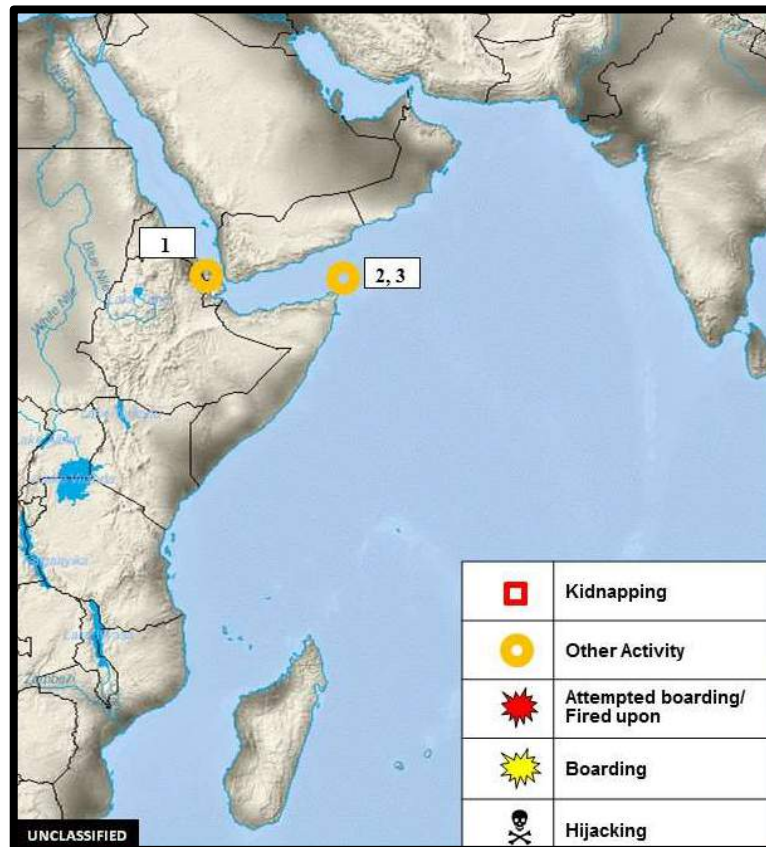
complacency may have set in and this year's successful hijacking is likely to result in potential copycat attacks, as pirate action groups head out in a bid to successfully hijack a commercial vessel.

Masters are advised to remain vigilant at all times inside the HRA and are urged to adhere to 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 continues 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, particularly around Bab al Mandab Strait and near Yemen, where fighting has taken a maritime trajectory. The risk for potential for direct or collateral damage to vessels transiting the region is high. 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.

Current incidents:

3

**VESSEL HIJACKED**

- No current incidents to report

**UNSUCCESSFUL ATTACKS/ROBBERIES**

- No current incidents to report

**VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACKS**

1. **3 April (Red Sea)** – Suspected Houthi rebels attacked a Saudi oil tanker near position 14:29 N – 042:11 E, causing “minor damage.” The oil tanker has been identified as the Saudi Arabia-flagged *ABQAIQ*, a 300,000 dwt Very Large Crude Tanker, with capabilities of carrying two million barrels of crude. A statement released by the coalition disclosed that the attack occurred in international waters near the Red Sea port of Hodeida. The statement did not disclose any further details on the weapon used or the extent of the damage, noting however that a naval ship belonging to a member country rapidly intervened. No further incidents regarding this incident have been released.
2. **31 March (Arabian Sea – Late Report)** – A merchant vessel reported being fired upon near position 13:57 N – 051:43 E, 82 nautical miles southeast of Sharkhat, Yemen. Two armed persons each in two skiffs approached the vessel to within 100 metres and fired upon it, with armed security team on board the vessel returning fire. The skiffs then moved away. The vessel sustained minor damage due to the firing. Ladders were sighted on board the skiffs.

**VESSELS BOARDED**

- No current incidents to report

**KIDNAPPING**

- No current incidents to report

**SUSPICIOUS ACTIVITY**

3. 18 February (Gulf of Aden – Late Report) – A family from Australia sailing the world reported being stalked for four hours by fifteen armed men in five skiffs near position 13:59 N – 051:40 E, in vicinity of Point Be in the IRTC. The family called for help via radio and naval forces from Japan and Pakistan responded, with the skiffs ultimately departing the area.

**OTHER ACTIVITY**

- No current incidents to report

**MARITIME REPORTING**

- No current incidents to report

**WEATHER FORECAST: GULF OF ADEN, ARABIAN SEA, RED SEA****WEATHER FORECAST VALID FROM 5 - 11 APRIL 2018**

**NORTHERN ARABIAN SEA:** Westerly winds of 10 – 15 knots with seas of 2 – 4 feet.

- **Extended Forecast:** Westerly winds of 10 – 15 knots, and seas of 2 – 4 feet.

**GULF OF OMAN:** Variable winds of 5 – 10 knots and seas of 1 – 3 feet in the western section of the Gulf; with variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet in the eastern section of the Gulf.

- **Extended Forecast:** Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the western section of the Gulf; with variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 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:** Easterly winds of 10 – 15 knots and seas of 2 – 4 feet in the northern section of the coastline; with southeast winds of 10 – 15 knots and seas of 2 – 4 feet in the southern section of the coastline.

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

**CENTRAL AFRICAN COAST/INDIAN OCEAN:** Southeast winds of 10 – 15 knots and seas of 1 – 3 feet.

- **Extended Forecast:** Easterly winds of 10 – 15 knots and seas of 2 – 4 feet.

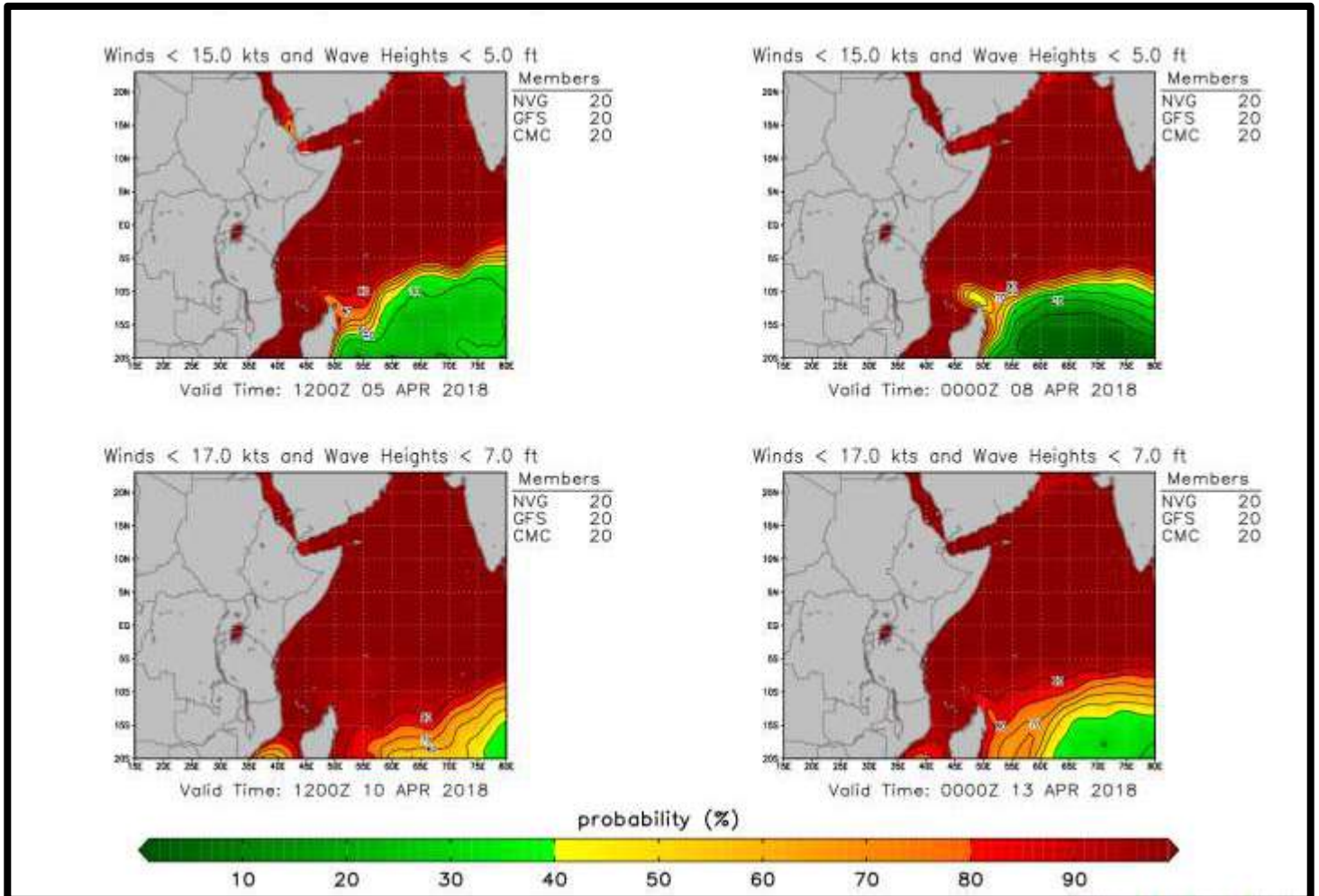
**MOZAMBIQUE CHANNEL:** Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet in the northern Channel; with easterly winds of 12 – 17 knots and seas of 3 – 6 feet in the southern Channel.

- **Extended Forecast:** Easterly winds of 10 – 15 knots and seas of 2 – 4 feet in the northern Channel; with southeast winds of 15 – 20 knots and seas of 6 – 10 feet in the southern Channel.

**SURFACE CURRENTS:** The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Currents' speed along the Somali Basin are north-easterly 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 funnelling effects and occasional shamal winds across the Arabian Gulf.



## SPOTLIGHT ON YEMEN

## PORT STATUS AS OF 8 APRIL 2018

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	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 to humanitarian aid	High	Capacity: 2 berths

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

## ACTIVITY REPORTING

**DRYAD: HOUTHI REBELS UNLIKELY TO TARGET NON-SAUDI VESSELS**

**6 April** – Bahri has confirmed an attack on one its VLCCs (very large crude carriers) by Houthi rebels in international waters south west of Hodeidah port. “The VLCC suffered only minor damage and there were no injuries to our crew aboard. The cargo was unaffected and there was no loss of containment. The crude carrier successfully resumed her northward journey across the Red Sea,” Bahri said in a statement. The vessel was being escorted by a Saudi warship at the time of the attack and was hit on the starboard bow by a projectile that penetrated a 20 – 30cm hole into the outer hull of the tanker. It said the projectile could have been an improvised High Explosive projectile round with a caliber of between 82-105mm or a small rocket or missile. Dryad Maritime reports they do not see a wider threat to non-Saudi commercial shipping in the region. “Houthi rebels are assessed as being highly unlikely to utilise limited and valuable weapon systems against targets that are not positively identifiable as being of Saudi origin or in direct support of Saudi coalition forces,” it said. In January this year ICS, Bimco and Intertanko issued new security recommendations for shipowners transiting the southern part of the Red Sea and Bab al-Mandeb due to the threat from the conflict in Yemen spilling over into the busy commercial shipping lane. **Please note:** *MS RISK continues to urge extreme caution when travelling through international waters near Yemen. Houthi rebels could mistake commercial vessels for Saudi warships, or vessels could suffer collateral damage as a result of an indirect attack. We cannot assess with certainty the quantity or capability of Houthi weaponry, or whether all over-land weapons-smuggling routes have been secured. Ship owners and masters are advised to stay abreast of the situation.*

**U.N. QUIETLY STEPS UP INSPECTION OF AID SHIPS TO YEMEN**

**5 April** – The United Nations is beefing up its inspections of ships bringing humanitarian aid to Yemen to ensure that no military items are being smuggled and to speed delivery of desperately-needed relief supplies. The move comes as the armed Houthi movement controlling much of northern Yemen steps up attacks on the kingdom, hitting a Saudi oil tanker on Tuesday. Under an arms embargo imposed by the U.N. Security Council, monitors from the U.N. Verification and Inspection Mechanism (UNVIM) are based in ports in Djibouti, Dubai, Jeddah and Salalah to observe screening of cargo destined for Yemen. UNVIM will increase its inspectors to 10 from four and its monitors to 16 from six and would also improve its technology to inspect ships, including the use of scanning equipment.

**SAUDI ARABIA CALLS FOR HODEIDAH PORT TO BE MANAGED BY INTERNATIONAL OBSERVERS**

**5 April** – Saudi Arabia’s permanent mission to the UN sent a letter to the UN’s Secretary-General, Antonio Guterres, and the President of the Security Council calling for the need for Yemen’s Hodeidah port to be placed under international supervision. They also called for the reprimanding of the Houthi militia and Iran for violating international laws. They called on the UN to take the necessary measures to implement Security Council resolutions 2216 and 2231, stressing that the coalition will continue to secure international navigation in Bab al-Mandab and the Red Sea. The call follows a Houthi attack on a Saudi oil tanker in international waters west of Hodeidah port. The planned attack was foiled following the intervention of a coalition naval ship.

#### **HOUTHİ REBELS HIT SAUDI TANKER WITH MISSILE**

**3 April** – Houthi rebels hit a Saudi Arabian oil tanker with a missile on Tuesday. In a statement carried on Al Mayadeen television, the Houthis said the missile strike avenged the Yemeni civilians killed Monday in a Saudi aerial assault on Hodeidah port, the only Yemeni seaport controlled by the rebels. At least 14 people, including children, were killed after they ventured outside their residential building to get some fresh air in the stifling midmorning heat, witnesses said. The Saudi-led coalition said its attack struck military targets. The Houthis have repeatedly fired missiles into Saudi Arabia, most notably a seven-missile barrage launched late last month. The Saudis claim that the weapons are supplied by Iran, who deny the accusation. Saudi Arabia confirmed that the oil tanker was attacked by the “Iran-backed Houthis” in the early afternoon. Saudi coalition spokesman, Col. Turki al-Malki, did not disclose the extent of the damage but called the assault “a serious threat to the maritime navigation and international trade” in the region, adding that a Saudi-coalition warship had escorted the tanker from the area, but he hinted that the stricken vessel might be leaking fuel, saying the attack created the risk of “environmental and economical damage.”

#### **SAUDI-LED AIRSTRIKE KILLS 14**

**2 April** – An airstrike by the Saudi-led coalition near the port of Hodeida killed at least 14 people on Monday, according to a senior health official. The airstrike hit a compound housing displaced people in the town of al-Hami. At least eight women and five girls were among those killed.

#### **FIRE AT YEMEN PORT DESTROYS AID SUPPLIES**

**31 March** – A fire broke out at a storage facility run by the World Food Programme at Hodeidah Port. The fire destroyed four warehouses which contained mattresses, cooking fuel and around 50 tons of food. The fire is believed to have been started by an electrical short circuit, according to some port workers; others cite negligence in its detection and initial control measures. Hodeidah port handles the bulk of Yemen’s imports including food and aid supplies. “The fire destroyed huge amounts of fuel and humanitarian aid and foodstuff,” a U.N. World Food Programme employee said.

## 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>.

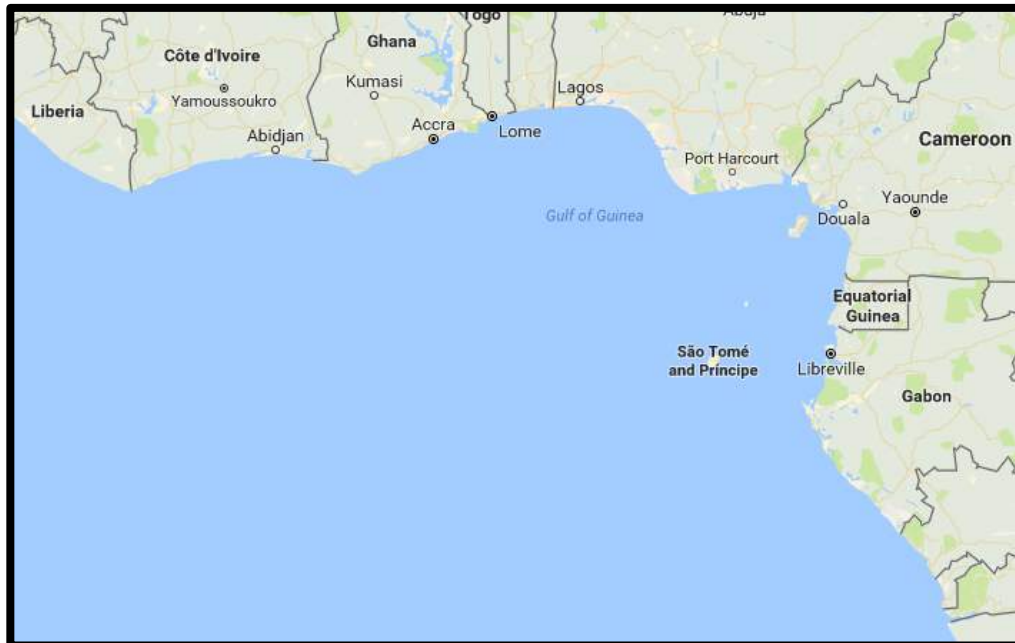
*Vessels applying to go to ports under the control of the Government of Yemen* need obtain permission for entry from the Yemeni Ministry of Transport. This should be done through the ship's agent and/or receivers prior to the vessel's arrival. The form should be completed by the ship's master and sent 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**Current  
Incidents:**3****WARNING:**

In recent weeks, the Gulf of Guinea region has seen a significant rise in incidents. 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.

**VESSELS HIJACKED**

- No current incidents to report

**UNSUCCESSFUL ATTACKS/ROBBERIES**

- No current incidents to report

**VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK**

- No current incidents to report

**VESSELS BOARDED**

1. **28 March (Nigeria – Late Report)** – Two robbers boarded a berthed tanker near position 06:27 N – 003:24 E, MS Terminal, Alpha Jetty, Lagos. The duty watchman on routine rounds spotted the robbers trying to hide near a forward cargo tank dome with a flexible hose. The duty officer notified the others on board the vessel, raised the alarm and mustered the crew. Upon hearing the

alarm and seeing the crew's alertness, the robbers escaped. Two skiffs with eight robbers were seen moving away from the tanker

#### KIDNAPPING

- No current incidents to report

#### SUSPICIOUS ACTIVITY

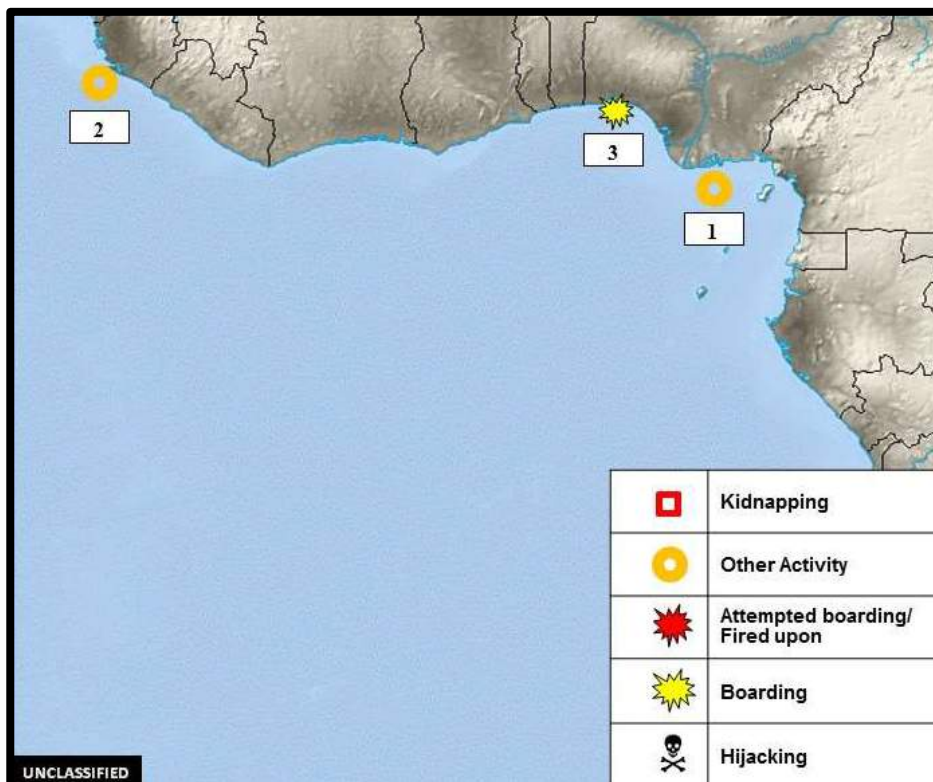
2. **29 March (Sierra Leone – Late Report)** – A merchant vessel reported a suspicious approach near position 07:04 N – 014:02 W, 95 nautical miles southwest of Freetown. A large fishing vessel transmitting AIS approached the vessel and two small skiffs were released from the fishing vessel. The two skiffs approached the MV at a high speed. The merchant vessel used evasive manoeuvres, with the skiffs ultimately moving away.

#### OTHER ACTIVITY

3. **31 March (Nigeria – Late Report)** – Authorities announced the seizure of a large boat transporting a consignment of 130,000 litres of illegally refined diesel fuel from Rivers State to Calabar. Seven persons were arrested.

#### MARITIME REPORTING

- No current incidents to report



**WEATHER FORECAST: GULF OF GUINEA****WEATHER FORECAST VALID FROM 5 - 11 APRIL 2018**

**GULF OF GUINEA:** South-southwest winds of 10 – 15 knots and seas of 3 – 5 feet.

- **Extended Forecast:** Southwest winds of 10 – 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 coasts of Somalia and West Africa, with increased southerly wind flow through the Bab el Mandeb Strait due to funnelling effects.



**SOUTHEAST ASIA**

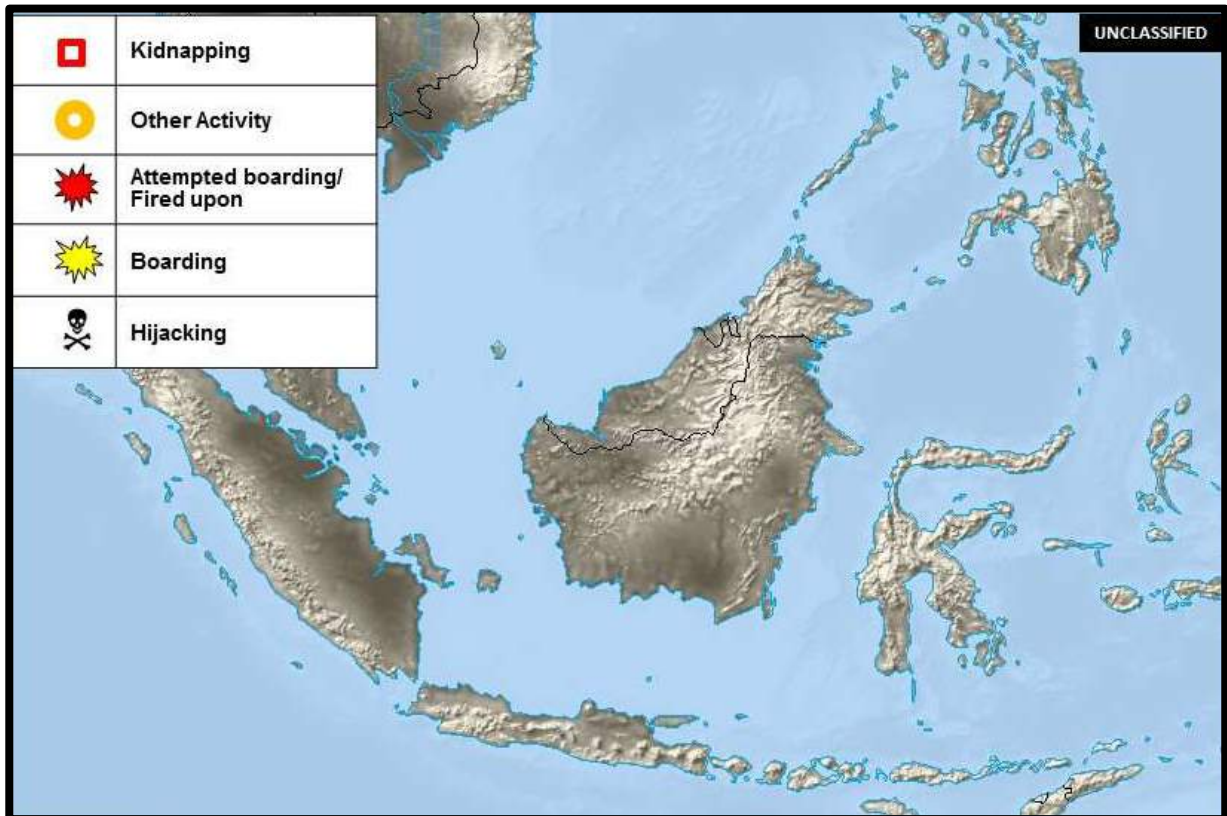
Current Incidents:

**0****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.

**VESSELS HIJACKED**

- 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**

- No incidents to report

**WEATHER FORECAST: SOUTHEAST ASIA****WEATHER FORECAST VALID FROM 5 - 11 APRIL 2018**

**SOUTHERN SOUTH CHINA SEA:** Northeast winds of 5 – 10 knots and seas of 2 – 4 feet.

- **Extended Forecast:** Northeast winds of 15 – 20 knots and seas of 4 – 7 feet.

**MALACCA STRAIT:** Variable winds of 5 – 10 knots and seas of 1 – 2 feet in the northern Strait; with variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 2 feet in the southern Strait.

- **Extended Forecast:** Northwest winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the northern Strait; with variable winds of 5 – 10 knots, and seas of 1 – 2 feet in the southern Strait.

**ANDAMAN SEA:** Northerly winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the northern section; with northerly winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the southern section.

- **Extended Forecast:** Northerly winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the northern section; with northerly winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the southern section.

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

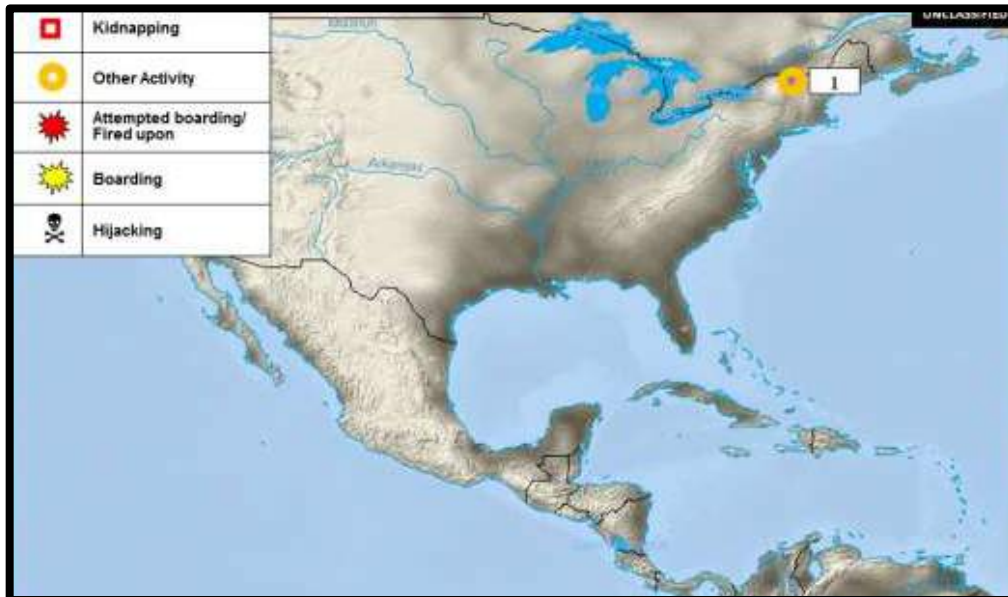
- **Extended Forecast:** Variable winds of 5 – 10 knots and seas of 1 – 2 feet.

**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 funnelling effects and daytime heating.

WORLDWIDE

NORTH AMERICA

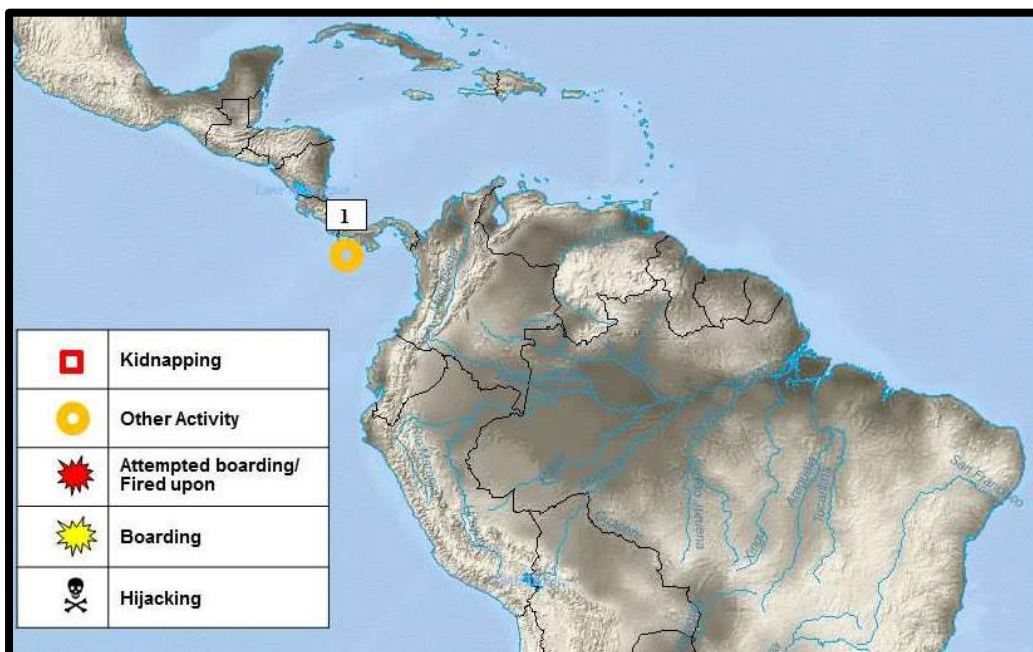


Current Incidents:

2

1. **20 March (United States – Late Report)** – A robber stole an undetermined amount of cash from a cash register aboard a ferry ship transiting across Lake Champlain from Vermont to New York.

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA



1. **27 March (Peru – Late Report)** – Authorities seized 240 kilos of cocaine and detained two Costa Ricans, on Guatemalan and two Colombians, in a joint operation that was carried out in Panamanian waters.

#### 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



Despite the cold winter weather, migrant crossings in the Mediterranean have continued throughout the winter period, with the Western Mediterranean corridor continuing to see migrants trying to reach Spain. The EU's border agency has warned that migrant numbers arriving in Spain are likely to rise this year.

### FOUR MIGRANTS FOUND DEAD OFF SPAIN

**2 April** - According to rescuers, at least four migrants were found dead off Spain on Sunday 1 April, with others who had been on board a make-shift boat missing. The bodies were recovered in the waters of the Strait of Gibraltar, between Morocco and southern Spain. According to a spokesman for the maritime rescuers, officials found one survivor who reported that there had been twelve people on board when the boat left Tangiers early on Sunday. The spokesman went on to say that "the survivor said that when the boat overturned, of the 12 who had tried to make the crossing, only three remained" on board, adding that the cause of their deaths was not immediately known. The nationalities of the migrants were also not yet known. The association Helena Maleno, in contact with migrants wanting to reach Spain, had raised the alarm on social media at midday about looking for a migrant boat in the Strait of Gibraltar. The emergency services of Andalusia had warned of bad weather and strong winds in the strait on Sunday. According to the International Organization for Migration (IOM), between the start of the year and 25 March, some 120 migrants have lost their lives trying to reach Spain by sea. During that same period, nearly 500 migrants died in dangerous crossings in the Mediterranean.

### MSF EVACUATES 39 VULNERABLE PEOPLE FROM PACKED RUBBER BOAT

**2 April** – On Saturday 31 March, at 10:32 AM, the search and rescue ship Aquarius, which is operated in partnership by Médecins Sans Frontières (MSF) and SOS Mediterranée, along with the Libyan coast guard, were alerted by the Italian Rescue Maritime Coordination Centre (IMRCC) of a rubber boat that was in distress with an estimated 120 people on board. It was reported that the rubber boat was in

international waters, 23 – 24 nautical miles from the coast of Libya. The rubber boat was first identified by a European military aircraft. While the Aquarius arrived on scene first, at approximately 11:00 AM, it was informed by the IMRCC that the Libyan coast guard would be in charge of the rescue, and as such the Aquarius was instructed to standby and not engage. However while on standby, authorities on board the Aquarius witnessed a deterioration in the situation, with the overcrowded rubber boat taking on water. By 12:45 PM, MSF and SOS Mediterranee were able to negotiate with the IMRCC, Libyan coast guard headquarters and Libyan coast guard vessel on its way to the scene, to allow the Aquarius to stabilize the situation by giving out lifejackets to all people on board and to assess their medical condition. At this time, MSF identified 39 medical and vulnerable cases, including one newborn, pregnant women, as well as children and their families, all of whom were evacuated to the Aquarius. MSF noted that while they were able to negotiate the evacuation of 39 vulnerable and medical cases to the Aquarius, out of concern for the safety of the 253 people already on board from the past two rescues, the crewmembers on board the Aquarius were unable to complete the rescue and at 13:52, the Aquarius was ordered to move away from the scene by the Libyan coast guard, effectively leaving dozens of people still on the rubber boat. At 14:09, these people were taken by the Libyan coast guard back to Libya. In a statement, MSF reiterated again that Libya is not a place of safety and under no circumstances should refugees and migrants be returned there. It continued its call on European governments to prioritize the safety of refugees and migrants rather than to actively enforce policies of deterrence and containment in Libya. MSF further referred to the Dutch minister of foreign affairs, who after her visit late last month stated that the situation in detention centres in Libya is inhuman, adding that they should be closed as soon as possible.

## SPOTLIGHT ON LIBYA

## PORT STATUS AS OF 8 APRIL 2018

Port Name	Port Status	Risk Level
Port of Abu Kammash	Open	Low
Port of al-Khums (Homs)	Open	Low
Port of As-Sidra (Sirte, Es Sider)	Open	Moderate-High
Port of Benghazi	Open	High
Port of Bouri (offshore port)	Open	Low
Port of Derna	CLOSED	High
Port of El Brega (Marsa El Brega)	Open	Moderate
Port of Hariga	Open	Moderate
Port of Mellitah	Open	Low
Port of Misrata (Qasr Ahmed)	Open	High
Port of Ras Lanuf	Open	Moderate-High
Port of Tobruk	Open	Moderate
Port of Tripoli	Open	High
Port of Zawiya (Zawia)	Open	Moderate
Port of Zueitina	Open	Low



## ACTIVITY REPORTING

**LIBYA AGREES BORDER SECURITY WITH ITS THREE SOUTHERN NEIGHBOURS**

**4 April** – Libya, Sudan, Niger and Chad have agreed to establish a cooperation mechanism to secure the common borders and combat transnational organized crime. The agreement during a two-day meeting in Niamey. The four countries confirmed a plan to engage their armed forces to fight transnational organized crime in the Sahel-Saharan region. The region of south Libya has become a hotbed of serious threats and a base for terrorist organizations, smugglers, armed groups carrying out mercenary operations aggravating the Libyan crisis. The four countries agreed to hold an expert-level meeting on 3 May 3 the Chadian capital N'Djamena to study a draft protocol on security cooperation among them.

**BENHAZI GUNMAN ARRESTED FOR OPENING FIRE IN FRONT OF BANK**

**4 April** – Eyewitnesses from Shabneh district of Benghazi reported that a military gunman opened fire indiscriminately in front of Jamhouria Bank, resulting in injuries. At least 3 citizens were shot. The gunman tried to storm the queue at the bank and when asked to comply with orders, he began firing randomly. The security services in Benghazi claimed that the gunman was arrested and is currently under investigation.

**RENEWED CLASHES ERUPT IN LIBYA'S SABHA; SOLDIER KILLED**

**3 April** – A Libyan soldier was killed Tuesday in renewed clashes in the southwestern city of Sabha amid conflicting reports as to who was responsible, according to a Libyan military source. The source said the clashes had occurred near Sabha's militarized zone. The militarized zone includes several military installations, including a camp affiliated with the army's Sixth Brigade, members of which are drawn mainly from the Awlad Suleiman tribe. Late Monday, the Sabha Medical Center announced that at least 10 people had been killed -- and another 38 injured -- in armed clashes that have rocked the city intermittently since late February. Women, children and elderly people have been among the casualties. According to some reports, the clashes have pitted the Awlad Suleiman against the Tabu, a rival tribe. Other reports, however, suggest the clashes have pitted the Libyan army against "foreign" forces, including armed groups from neighboring Chad. The relative veracity of both narratives remains unclear.

**NOC TO RESTART ETHYLENE AND POLYETHYLENE PRODUCTION AT RAS LANUF COMPLEX**

**3 April** – Libya's National Oil Corporation (NOC) has announced that ethylene and polyethylene production is to start soon at the Ras Lanuf Oil and Gas Manufacturing Company. No exact date was given in the announcement. The Ras Lanuf ethylene plant has been inactive since 2011, and the polyethylene plant has been suspended since 2013. The plants are awaiting necessary maintenance and the re-commissioning of the refinery to provide the necessary feedstock raw material.

**LIBYAN FORCES LAUNCH OPERATION AGAINST ISLAMIC STATE**

**2 April** – Libya's internationally recognised government launched a military operation against remnants of the Islamic State group on Monday. Local forces aligned with the Government of National Accord (GNA) ousted Islamic State from its stronghold in the city of Sirte in late 2016, helped by U.S. air strikes, but Libyan officials say it retained a presence in desert camps and sleeper cells in western Libyan towns and cities. "At dawn today, Monday, a military operation under the name of Storm of the Homeland was launched that aims to pursue the remnants of Daesh (Islamic State) terrorist organisation," said

Mohamed al-Sallak, spokesman for Fayeze Seraj, prime minister of the GNA. The operation is being carried out by counter-terrorism forces in an area from 40 miles east of Misrata to the outskirts of five other towns: Bani Walid, Tarhouna, Msallata, Al-Khoms, and Zliten. The GNA has limited authority over military forces and armed groups in western Libya. The east of the country is controlled by separate forces under military commander Khalifa Haftar. Islamic State has claimed responsibility for occasional attacks in recent months and continues to be targeted by sporadic U.S. air strikes in desert areas..

#### **SIX INDONESIAN CREWMEN, DETAINED IN LIBYA, FREED**

**2 April** – Indonesian Foreign Affairs Minister, Retno Marsudi, has handed over six ship-crew members to their families Monday. The six crewmen have been held in custody by an armed group in Benghazi since September 23, 2017. Extensive negotiations led to the Maltese-flagged fishing ship Salvatur VI crew being released on March 27, Retno said during a handover ceremony at the ministry in Jakarta. “No ransom paid. The hostages did not receive threats. They were treated well. We even communicated with the hostage-taker group,” she said. Staff from the Indonesian Embassy in Tripoli, the Ministry of Foreign Affairs and the State Intelligence Agency retrieved the sailors from Benghazi Port and brought them back to Jakarta last weekend, Indonesian officials said. One of the freed sailors, Ronny William, said the crew was sailing from Malta to the Mediterranean Sea to fish when Benghazi-based militants captured them about 23 miles off the Libyan coastal city. “There were only seven people (on board), including the Italian captain. He was only detained for about seven days before he was freed to go home, he was already ill. But they held us for a long time,” William said. The militants seized the crew’s belongings, including mobile phones and an undetermined amount of cash. The government learned about the incident five days later after the ship owner informed the Indonesian Embassy in Rome, Lalu said.

#### **ARMED GROUP STORMS MISURATA AIRPORT, FLIGHTS SUSPENDED**

**1 April** – Local sources from Misurata said the city’s airport has suspended flights and redirected them to Mitiga International Airport in Tripoli. According to the sources, the shutdown came after an armed group stormed into the airport after two people had been arrested in the airport.

#### **IS CLAIMS CAR BOMB ATTACK IN EASTERN LIBYA**

**30 March** – IS has claimed responsibility for a VBIED attack that killed at least six at checkpoint in Ajdabiya last Thursday. The explosion hit the eastern exit of Ajdabiya, a town south of Benghazi. It is close to the oil export ports of Brega and Zueitina.

## LIBYA PROCEDURE

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.

MS Risk supports clients in a variety of business sectors with the following services:

### SECURITY CONSULTING

- Risk assessments and intelligence reporting
- 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](http://www.msrisk.com)

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