

MS | RISK

Maritime Security Review



Issue No 15
16 April 2018

Table of Contents

INCIDENTS AT SEA	3
GULF OF ADEN, ARABIAN SEA, RED SEA.....	4
<i>Weather Forecast Valid From 12 - 18 April 2018</i>	7
SPOTLIGHT ON YEMEN	9
ACTIVITY REPORTING.....	10
<i>Yemeni GOVERNMENT returns to Aden</i>	10
<i>Yemen army advances amid revived peace bid</i>	10
<i>Yemeni troops liberate Red Sea city of Medi</i>	10
<i>Saudi Arabia shoots down Houthi missiles</i>	10
<i>Rebels kill dozens of Sudanese troops in Yemen: military sources</i>	11
YEMEN PROCEDURE.....	12
WEST AFRICA, GULF OF GUINEA.....	13
<i>Weather Forecast Valid From 12 - 18 April 2018</i>	15
SOUTHEAST ASIA	16
<i>Weather Forecast Valid From 12 - 18 April 2018</i>	18
IMB: Q1 2018 Global Piracy Review	20
WORLDWIDE	23
.....	25
SPOTLIGHT ON LIBYA	26
ACTIVITY REPORTING.....	27
<i>Military chief Khalifa Haftar suffers stroke</i>	27
<i>Shahhat police forces to patrol smuggling routes</i>	27
<i>Mayor of Aziziya town abducted</i>	27
LIBYA PROCEDURE.....	28
ABOUT MS RISK	29

INCIDENTS AT SEA

Reporting Period: 9 - 15 April 2018

Region	Current Incidents	Late Reported Incidents	Threat Level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	0	Low
Gulf of Guinea	1	1	Medium
Southeast Asia	0	3	Medium
WORLDWIDE			
North America	0	0	Low
Central America/Caribbean/ South America	0	4	Medium
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 comes becomes available.

We encourage our readers to confidentially report any incidents or suspicious activity to 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

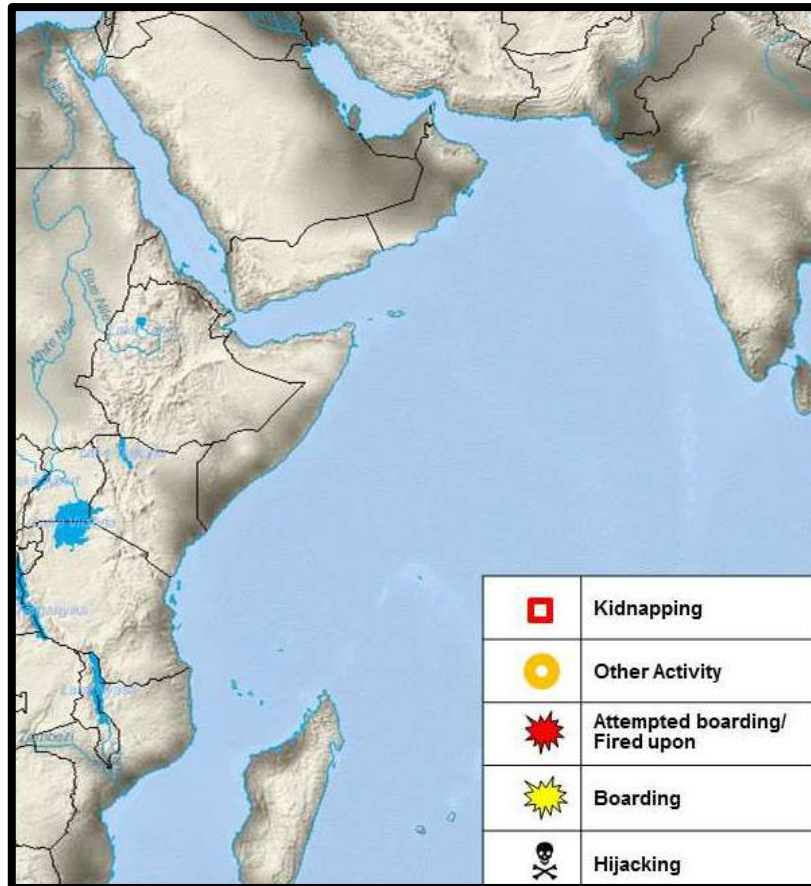
complacency may have set in and this year's successful hijacking is likely to result in potential copycat attacks, as pirate action groups head out in a bid to successfully hijack a commercial vessel.

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:

0

**VESSEL HIJACKED**

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACKS

- 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

- No current incidents to report

WEATHER FORECAST: GULF OF ADEN, ARABIAN SEA, RED SEA**WEATHER FORECAST VALID FROM 12 - 18 APRIL 2018**

NORTHERN ARABIAN SEA: Westerly winds of 10 – 15 knots and 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:** Easterly winds of 10 – 15 knots and seas of 1 – 3 feet in the western section of the Gulf; with easterly winds of 10 – 15 knots, and seas of 1 – 3 feet in the eastern section of the Gulf.

SOMALI COAST: Northeast winds of 10 – 15 knots and seas of 2 – 4 feet in the northern section of the coastline; with northeast winds of 10 – 15 knots and seas of 2 – 4 feet in the southern section of the Gulf.

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

CENTRAL AFRICAN COAST/INDIAN OCEAN: Southerly winds of 10 – 15 knots, gusting to 20 knots, and seas of 2 – 4 feet.

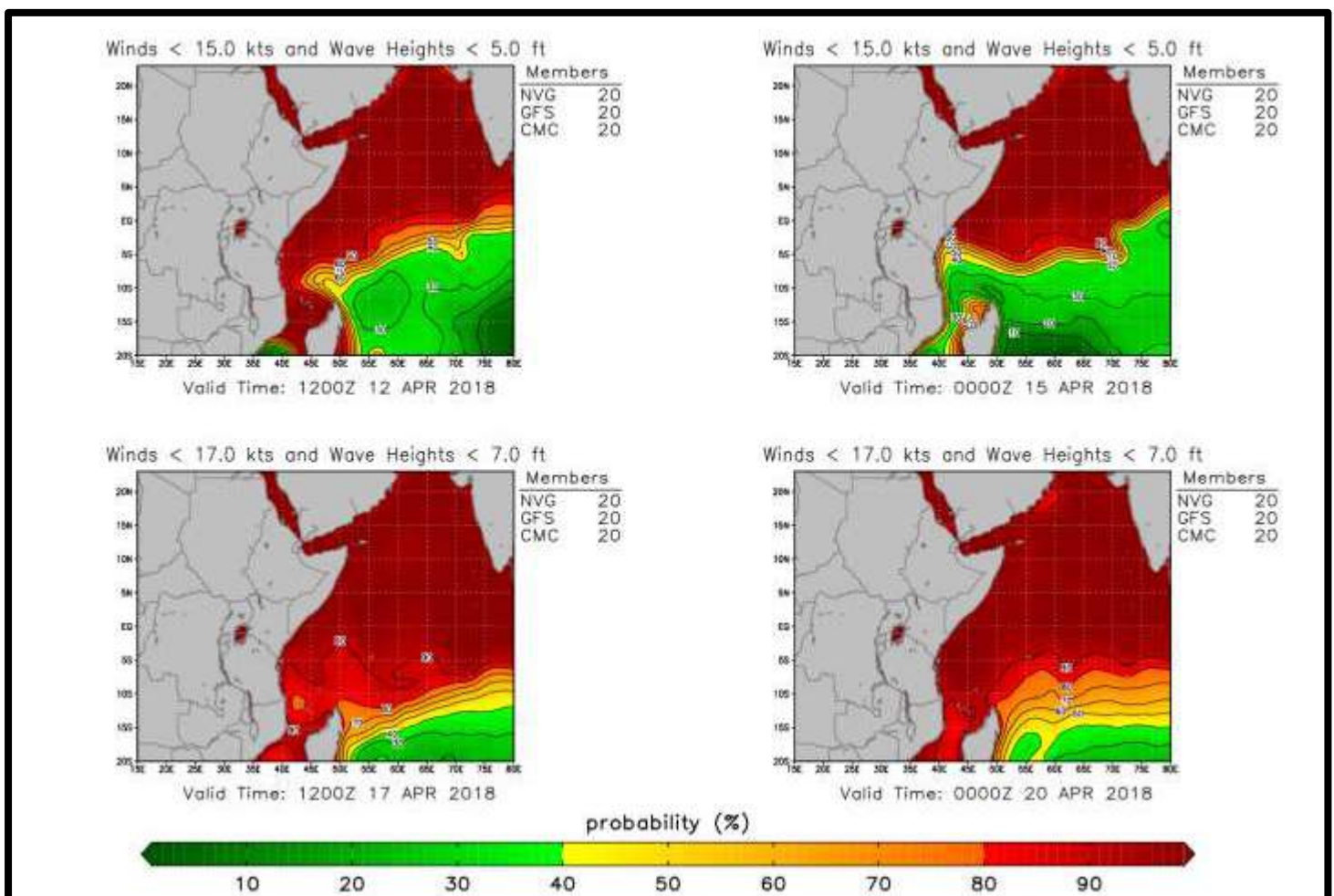
- **Extended Forecast:** Southerly winds of 10 – 15 knots, gusting to 20 knots, and seas of 2 – 4 feet.

MOZAMBIQUE CHANNEL: Easterly winds of 10 – 15 knots, and seas of 3 – 5 feet in the northern Channel; with southeast winds of 15 – 20 knots and seas of 15 – 18 feet in the southern Channel.

- **Extended Forecast:** Southeast winds of 15 – 20 knots and seas of 5 – 7 feet in the northern Channel; with northerly winds of 15 – 20 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. Currents' speed along the Somali Basin are north-easterly averaging between 2 – 3 knots.

SYNOPTIC DISCUSSION: High pressure will dominate the weather patten 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 15 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

YEMENI GOVERNMENT RETURNS TO ADEN

13 April – Yemen's Prime Minister Ahmed Obeid bin Daghr and other ministers returned to Aden, the country's temporary capital, on Thursday. The Yemeni PM left Aden two months ago to Saudi Arabia's capital of Riyadh following armed confrontations between his forces and other military units allied with the Southern Transitional Council (STC). "The legitimate government headed by PM Minister Bin Daghr arrived at Aden's International Airport and will resume its work from presidential compound in the city," a local official said. "The government came back to Aden after receiving guarantees from the Saudi-led coalition that will be responsible for providing full protection. Disagreements with the STC were also solved," the source added. In January, the forces loyal to the STC took control of the port city of Aden including the presidential compound and other government headquarters after two days of fighting that left more than 38 people killed and scores others injured. The pro-STC forces backed by the United Arab Emirates (UAE) also overran the outposts of the Presidential Protection forces allied with the government in Aden during January's fighting.

YEMEN ARMY ADVANCES AMID REVIVED PEACE BID

12 April – Yemeni government troops continued to advance in the northern province of Saada, the Houthis' main bastion, as Yemen's president discussed with the UN envoy ways of reviving of peace talks. Yemen's Defence Ministry has said government troops, backed by the Saudi-led coalition airpower and military logistics, pushed into new areas in the district of Ketaf, northwest of Saada, killing at least 20 rebels and capturing several hills in the offensive that began on Saturday. Brigadier Diab Al Kebli, the commander of Brigade 143, said government forces laid siege to pockets of Houthi militants at Ketaf district's centre, liberating Al Frae and Saker hills and captured five Houthis. Fighter jets from the Saudi-led coalition destroyed Al Houthi military reinforcement before reaching Ketaf battlefield, the Defence Ministry said in a statement on its official news site.

YEMENI TROOPS LIBERATE RED SEA CITY OF MEDI

11 April – Forces loyal to the internationally-recognised president of Yemen, backed by the Saudi-led coalition troops and fighter jets, seized control of the port city of Medi in the northern province of Hajja after fierce clashes with the Houthis. Government forces wrested complete control of the city and explosives experts defused thousands of landmine planted by the militants. The victory in Medi comes after a massive air and ground offensive by thousands of Yemeni soldiers, backed by the Saudi-led coalition's ground troops and military logistics, against some districts of Medi that remained under Houthi control. Coalition fighter jets and helicopters cleared the way for ground forces to advance by taking out Houthi military bases and equipment. Muhsin Khasrouf, chief of Yemen's Armed Forces Moral Guidance Department said, "This is an important victory. Medi is an important seaport that has long been used to smuggle arms to Al Houthis. The seaport is secured now." Khasrouf added that the next target will be the city of Haradh, east of Medi, and the final destination would be the port city of Hodeidah.

SAUDI ARABIA SHOOTS DOWN HOUTHII MISSILES

11 April – Saudi Arabia's air defense forces intercepted three ballistic missiles fired at Riyadh and other cities on Wednesday by Yemen's Houthis who have stepped up attacks recently, threatening to escalate a rivalry between Saudi Arabia and Iran. Three rockets were shot down above the capital and the

southern cities of Jizan and Najran, according to state media and the Saudi-led coalition fighting the Iran-aligned Houthis in Yemen. The Houthis claimed to have targeted the defense ministry in Riyadh and a Saudi Aramco distribution facility in Najran. There were no immediate reports of damage or casualties. The attacks mark the fourth time in five months that missiles have flown over Riyadh, as the Houthis step up efforts to demonstrate they can reach the Saudi capital. Wednesday's missiles followed the downing of two Houthi drones earlier in the day in Jizan and the nearby Saudi city of Abha, the coalition said. The Houthis said they were targeting an Aramco facility in Jizan, but the company said its facilities there were operating "normally and safely". The company is building a 400,000-barrel-per-day refinery in Jizan, part of a new economic city on the Red Sea, which is expected to become fully operational in 2019. The Houthis say their missile attacks on the kingdom are in retaliation for air raids on Yemen by the Western-backed coalition.

REBELS KILL DOZENS OF SUDANESE TROOPS IN YEMEN: MILITARY SOURCES

8 April – Houthi rebels hit a Sudanese military convoy in the northern province of Hajjah before dawn on Friday, according to military sources. The losses were reported to be the heaviest suffered by Sudanese troops in Yemen since they were deployed in 2015. "The Sudanese soldiers were lured into a trap by the rebels" who allowed them to advance into areas where they were waiting to attack them, a Yemeni military officer said on condition of anonymity. The Houthis reported the attack on their Al-Masirah website, saying dozens of Sudanese soldiers had been killed and armoured vehicles destroyed.

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>.

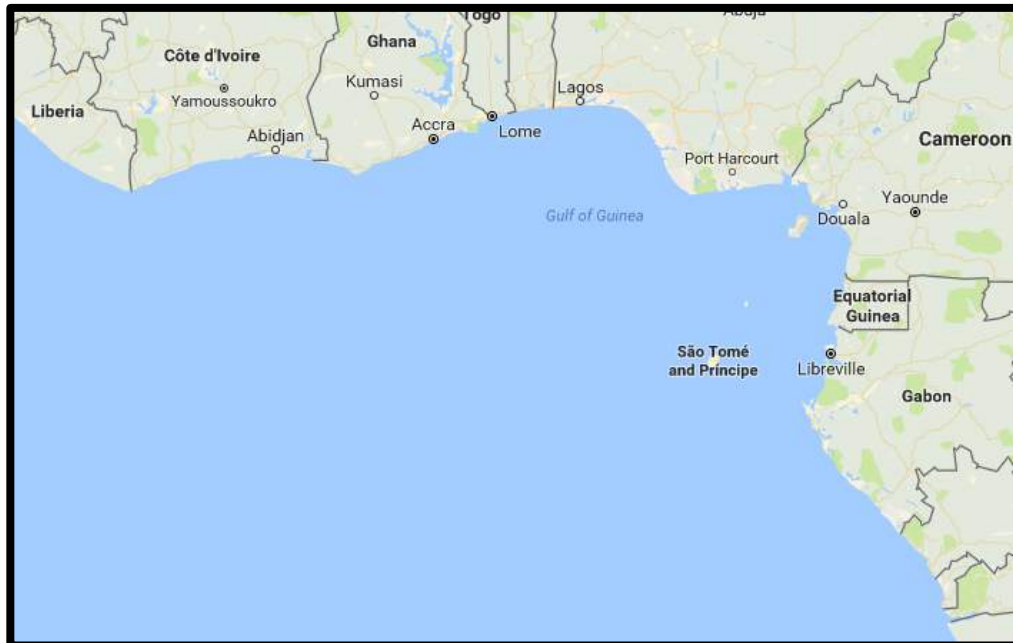
Vessels applying to go to ports under the control of the Government of Yemen need obtain permission for entry from the Yemeni Ministry of Transport. This should be done through the ship's agent and/or receivers prior to the vessel's arrival. The form should be completed by the ship's master and sent 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 GUINEACurrent
Incidents:**2****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

- 2. 7 April (Nigeria – Late Report)** – A speed boat armed with guns chased and boarded the Panama-flagged bulk carrier *DINO* underway near position 03:44 N – 006:37 E, 41 nautical miles south-southeast of Brass. The alarm was raised and all the crewmembers were mustered in the citadel. The IMB Piracy Reporting Centre liaised with the Nigerian Navy and the vessel's owners. The Navy

sent a patrol boat to the location. The pirates fired upon and damaged the vessel's equipment and accommodation section, and before escaping with stole ship's cash and property. Naval personnel boarded the vessel, rescued the crewmembers and escorted the vessel to a safe port.

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

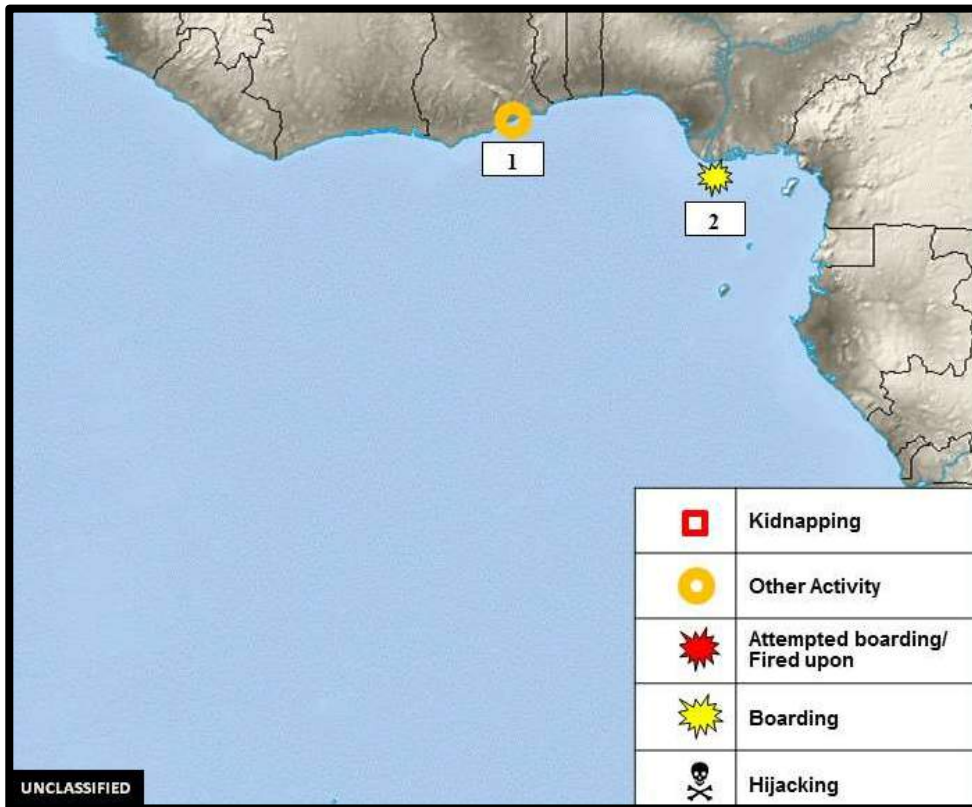
- No current incidents to report

OTHER ACTIVITY

1. **9 April (Ghana)** – The National Petroleum Authority in collaboration with national security arrested five persons suspected to be part of a cartel dealing in illegal smuggling of petroleum products. The operation took place at Kpone landing beach near Tema. The ringleader, Isaac Allotey (34), with four others including the owner of one of the lifeboats used in the operation, were arrested. Two trucks of fuel containing an estimated 9,000 litres and two outboard motors were confiscated by the team. Officials who carried out the operation announced the identification of a route to the open sea where super tankers anchor and then sell low-quality gasoline and diesel to the cartel of 'goro men.'
3. **11 April (Nigeria)** – The Government of India announced that three Indian citizens kidnapped by Nigerian pirates in March have been released.

MARITIME REPORTING

- No current incidents to report



WEATHER FORECAST: GULF OF GUINEA

WEATHER FORECAST VALID FROM 12 - 18 APRIL 2018

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

- **Extended Forecast:** South-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:

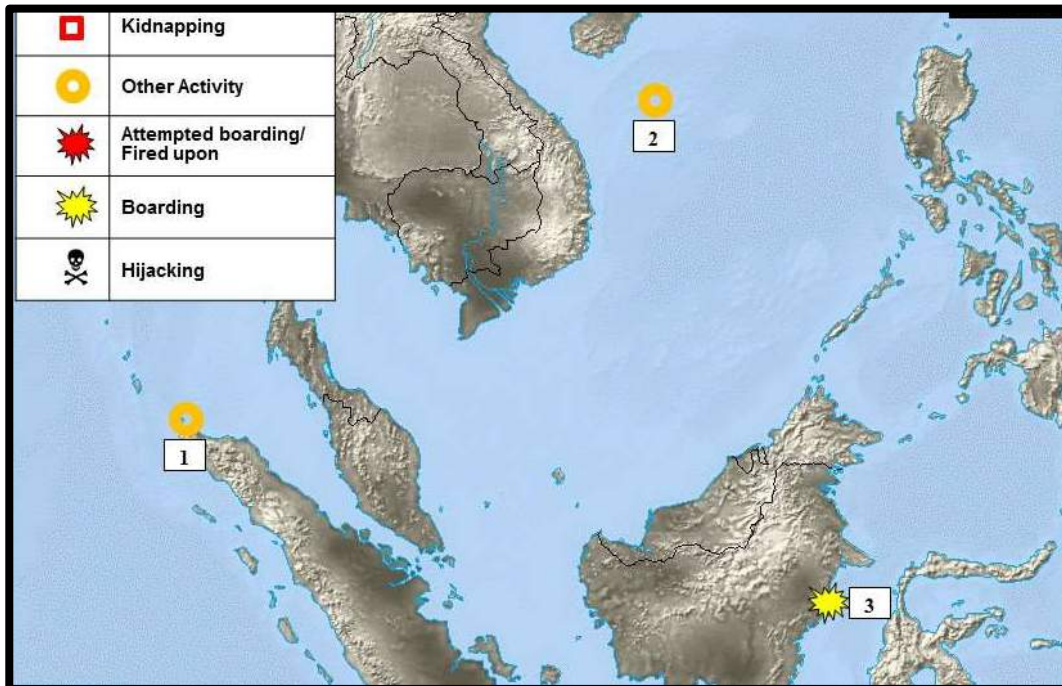
3

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

- 3. 4 April (Indonesia – Late Report)** – Robbers boarded an anchored bulk carrier during cargo operations near position 00:15 S – 117:24 E, Muara Berau Anchorage, Samarinda. The thieves broke into the forespeak store, stole ship's stores and escaped unnoticed. The crew noticed a suspicious boat in the vicinity and notified the duty officer who raised the alarm. Upon searching the ship, the theft was identified. Agent and port security officer were informed.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

- 1. 7 April (Indonesia – Late Report)** – In a statement, the Fisheries Ministry disclosed that Indonesia, acting on a request from Interpol, seized a fishing boat that was carrying 600 illegal gillnets that can stretch up to eighteen miles after it evaded capture in several countries. According to the Ministry, the vessel, the *STS-50*, had targeted Antarctic toothfish, a cod species that plays an important role in the Southern Ocean ecosystem. The ministry disclosed in the statement that officially stateless, the *STS-50* evaded authorities by flying eight different flags at different times, including those of Sierra Leone, Togo, Cambodia, South Korea, Japan, Micronesia and Namibia. At the time of the vessel's capture, the *STS-50* had twenty Indonesian and Russian crewmembers, and was boarded near Weh Island.
- 2. 6 April (South China Sea – Late Report)** – The Hong Kong-flagged catamaran *SWISS PRESTIGE* was approached to within 200 metres by an unknown vessel as it transited southbound near the Paracel Islands. The catamaran made a Mayday call via VHF Channel 16 and increased speed to 8 knots. The suspicious ship moved away from the catamaran but continued on parallel course. The cruise liner *DIAMOND PRINCESS* responded to the Mayday call and moved to the location. *SWISS PRESTIGE* communicated with *DIAMOND PRINCESS* and was told that Falmouth MRCC had been informed. The suspected ship began to move away and depart from the area shortly. *SWISS PRESTIGE* cancelled its Mayday call and continued towards Johor, Malaysia.

MARITIME REPORTING

- No incidents to report

WEATHER FORECAST: SOUTHEAST ASIA

WEATHER FORECAST VALID FROM 12 - 18 APRIL 2018

SOUTHERN SOUTH CHINA SEA: Northeast winds of 5 – 10 knots and seas of 1 – 3 feet.

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

IMB: Q1 2018 Global Piracy Review

New figures released by the International Maritime Bureau's (IMB) Piracy Reporting Centre on Tuesday 10 April indicate that the global shipping industry reported 66 incidents of piracy in the first quarter (1 January – 31 March 2018), with the Gulf of Guinea accounting for most of the increase. This figure comprises of 43 actual attacks (39 boardings and 4 hijackings) and 23 attempted attacks (12 attempted boardings and 11 vessels fired upon). The Q1 incidents this year are up from 43 during the same period in 2017 and 37 in Q1 of 2016. According to the IMB, a total of 100 crewmembers were taken hostage and fourteen were kidnapped from vessels, compared with 31 taken hostage and 27 kidnapped from vessels in the same period in 2017.

GULF OF GUINEA

The Gulf of Guinea was a major concern in Q1 of 2018, accounting for most of the increase that was recorded during this period. During the January – March period, a total of 29 incidents of piracy were reported in the region – representing more than 40% of the global total. Furthermore all but one of the 114 seafarers captured worldwide during this period was in this region.

In particular, Nigerian waters remained a piracy hotspot, recording 22 incidents (consisting of 11 actual attacks and 11 attempted). Of the 11 vessels fired upon globally, eight occurred in waters off Nigeria, including an incident involving a VLCC tanker more than 40 nautical miles off Brass. The Nigerian port of Lagos also reported 8 incidents during this period. The IMB notes that “the hijacking of product tankers from anchorages in the Gulf of Guinea is a cause of concern. In these cases, the intent of the perpetrators is to steal the oil cargo and kidnap crew,” adding that piracy in the region affected all vessel types.

Elsewhere in the region, attacks in Benin anchorage have resurfaced after several years, with a total of 5 actual attacks (3 boardings and 2 hijackings) occurring at Benin anchorage. After the attacks, some vessels were forced to sail out of Benin anchorage and were released several days later. The vessels are sailed to unknown locations where ship's properties and sometimes some cargo (gas oil) is stolen. Past attacks indicate that pirates and robbers operating in this area are well armed and are violent, with past incidents reporting vessels being fired upon. Crewmembers have been injured in the past. While attacks in Abidjan, Ivory Coast have reduced, the area remains a threat. Attacks in Lome, Togo have dropped to zero in 2017, however the area remains a concern. Pirates and robbers operating in this area are well armed, violent and dangerous. Attacks can occur at anchorages and off the coast, particularly at night. Some previous attacks resulted in vessels being hijacked for several days and ransacked, with parts of their cargo (gas oil) stolen.

GULF OF ADEN

The IMB has noted that the threat of piracy in waters off Somalia and in the greater Gulf of Aden remains, with the centre receiving two reports of attempted incidents off Somalia and the Gulf of Aden. One of those incidents involved a product tanker that was fired upon and chased by two skiffs around 160 nautical miles southeast of Hobyo. The IMB also reports that at the end of March, a 160,000 DWT tanker was fired upon in the Gulf of Aden while transiting within the Maritime Security Transit Corridor.

Since 2017, a total of nine vessels have been attacked, including three vessels hijacked off Somalia. The IMB warns that the distance from land, sighting of ladders and firing at vessels continues to demonstrate that Somali pirates retain their capabilities to attack merchant vessels in the wider Indian Ocean region. The threat of attacks continues to remain high in waters off the southern Red Sea, Bab el Mandeb, Gulf of Aden including Yemen and the northern Somali coast, Arabian Sea and off Oman, Gulf of Oman and off the eastern and southern coasts of Somalia. In the past, vessels have reported incidents off Kenya, Tanzania, the Seychelles, Madagascar and Mozambique as well as in the Indian Ocean and off the western and southern coasts of India and west Maldives. Somali pirates operating in these waters tend to be well armed, usually with automatic weapons and RPGs, and sometimes use skiffs launched from mother vessels, which may be hijacked fishing vessels or dhows, in order to conduct attacks further from the coast of Somalia.

SOUTHEAST ASIA

The Q1 period in Southeast Asia was marked by a string of low level attacks, including robberies. The region reported a total of 12 incidents during this period, compared to 18 in 2017 and 6 in 2016.

In its report, the IMB warned mariners to be extra cautious and to take necessary precautionary measures when transiting the following areas:

- **Bangladesh** – During this reporting period robbers continued to target vessels at anchor, with most attacks reported at Chittagong anchorages and approaches. The IMB notes that attacks in Bangladesh have fallen significantly over the past few years due to efforts carried out by the Bangladesh Authorities.
- **Indonesia** – IMB listed the following areas of concern Tanjung Priok – Jakarta, Dumai/Lubuk Gaung, Batu Ampar/Batam, Cilacap, Bintan Island, and Muara Berau anchorage and surrounding waters. Pirates and robbers operating in these areas are normally armed with guns, knives and machetes, with attacks usually occurring during the night. When spotted and when the alarm is sounded, the perpetrators usually escape without confronting the crew. The IMB advises Masters and crewmembers to remain vigilant in other areas of Indonesia.
- **Malacca Straits** – While the number of attacks have dropped significantly, due to the increase and aggressive patrols carried out by the littoral states authorities since July 2005, vessels are advised to continue maintaining strict anti-piracy and anti-robbery watches while transiting the Straits. The IMB reports that currently there are no indications as to how long these patrols will continue or if they will be reduced, noting that many attacks in this region have gone unreported.
- **Malaysia** – In particular off Eastern Sabah militant activities have resulted in several tugs, boats, fishing boats, and vessels being attacked, with crewmembers kidnapped. While these kidnappings by the Abu Sayyaf Group (ASG) have stopped, due to ongoing efforts by the Philippines military to curb militant activity in Mindanao, the threat of further attacks and kidnappings remains high.
- **Philippines** – Pirates and militants operating in the southern Philippines have attacked vessels in and off Sibutu passage, off Sibutu Island, Tawi Tawi, Sulu Sea, Celebes Sea, and off Eastern Sabah. They have targeted tugs, barges, fishing vessels, yachts and merchant vessels with the aim of robbing and kidnapping crewmembers for ransom. These kidnappings have recently stopped due to the ongoing efforts of the Philippines military to curb militant activity in Mindanao, though the threat in the region remains. Elsewhere in the Philippines, attacks and robberies in Batangas and Manila continue to be recorded and Masters and crewmembers are advised to remain vigilant at all times.

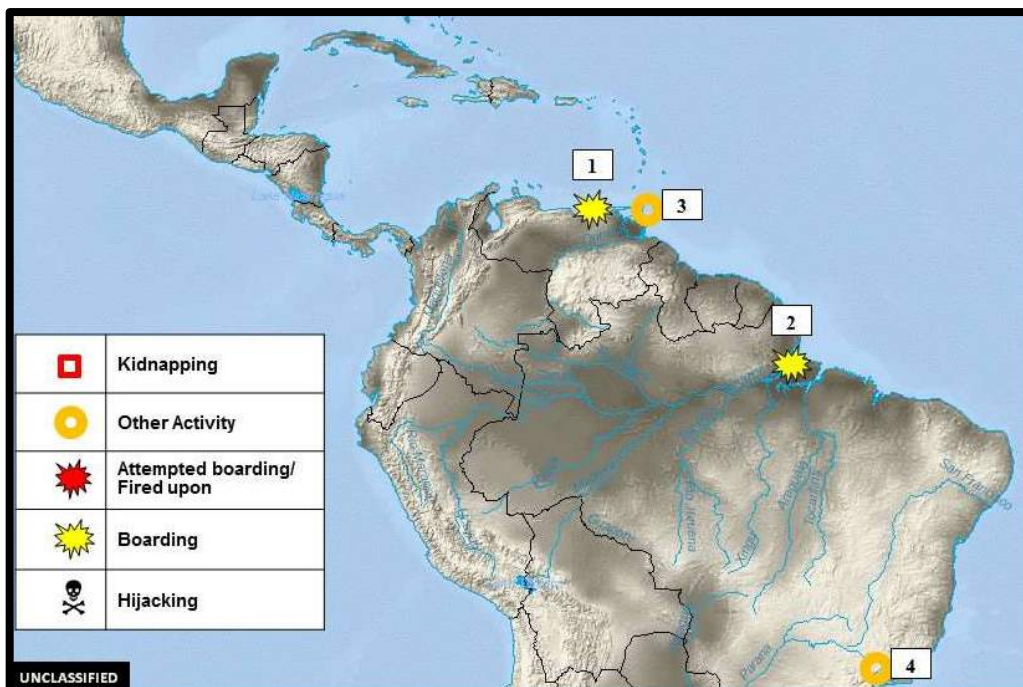
- **Singapore Straits** – Vessels are advised to remain vigilant and to maintain adequate anti-piracy and anti-robbery watches and measures when transiting this region. Pirates and robbers operating in this area have attacked vessels while underway and while at anchor, with most attacks occurring at night.
- **South China Sea** – While attacks have significantly declined in the vicinity off Tioman, off Pulau Aur, off Anambas, Natuna, Mangkai Islands, Subi Besar and Merundung areas, vessels are advised to continue to remain vigilant particularly during the night. In the past, a number of hijackings of small product tankers have occurred off the coast of Malaysia, Indonesia, Singapore and the South China Sea area. This trend, which began in April 2014, ended abruptly in late 2015, with IMB stating that it is closely monitoring the situation and advising all vessels to remain vigilant when transiting these areas.

WORLDWIDE

NORTH AMERICA

- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA



1. **6 April (Venezuela – Late Report)** – Four robbers boarded an anchored cargo vessel in Bahia De Barcelona Anchorage, Jose terminal. A duty crewman on routine rounds saw the robbers and raised the alarm. An announcement followed and all crewmembers were mustered on the bridge. The vessel’s crewmembers tried to intimidate the intruders by shouting, flashing lights and using the ship’s whistle. Due to this action, the intruders jumped overboard. They escaped in a small boat and managed to steal one coil of loose messenger rope lying on the deck. A thorough search of the vessel was carried out revealing no breach on the vessel, with the exception of a broken padlock to the paint locker and the security seal of the emergency generator room.
2. **4 April (Brazil – Late Report)** – Two robbers armed with long knives boarded a bulk carrier anchored near position 00:03 N – 050:58 W, 6 nautical miles northeast of Macapa Port. Duty crewman noticed the robbers and immediately informed duty officer who raised the alarm, sounded the vessel’s whistle and alerted the crewmembers on the PA system. Upon seeing

- the alerted crew, the two robbers escaped in their speedboat. On searching the vessel, nothing was reported stolen.
3. **29 March (Trinidad and Tobago – Late Report)** – An unknown vessel made a suspicious approach on a sailing vessel on a northbound night transit 6 nautical miles south of the Hibiscus gas platform. As the unknown vessel closed o within 100 yards astern, the yacht crew doused all lighting, made full sail and readied defensive equipment on deck. After a short period, the unknown vessel dropped back and left the area.
 4. **23 March (Brazil – Late Report)** – Authorities intercepted a shipment of 2,052 kilos of cocaine at the port of Santos in the country’s southeast, near Sao Paulo. According to Brazil’s Federal Revenue service, it was the biggest bust ever made at the port. Brazilian Revenue officials found the drugs at a container terminal at a wharf in Guaruja. During a survey of the containers, customs officials found the drug in three containers, hidden among legal, declared shipments of coffee, sugar and soy. One container held 1.1 tonnes of cocaine, another had 500 kilos, and the rest was in the third. Port authorities disclosed that the containers were to be loaded on a ship called the CAP SAN MARCO, and were destined for Hamburg, Germany, Le Havre, France and Algeciras Spain.

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.

ITALY BREAKS UP SMUGGLING RING

10 April (Italy) – Magistrates reported on Tuesday that Italy has broken up a criminal ring that smuggled migrants from Tunisia to Sicily on speedboats less than a year after a similar racket was dismantled. According to a document, prosecutors in Palermo issued arrest warrants for thirteen people – seven Tunisians, five Moroccans and an Italian woman – suspected of people smuggling and trafficking in contraband cigarettes. Phone intercepts showed that the migrants had paid between 3,000 – 5,000 euros (US \$3,700 - \$6,160) for the trip, which brought them to Italy in just a few hours, effectively allowing them to avoid being taken to refugee centres and being finger-printed. Prosecutors disclosed in a statement that in one intercept, a man is heard telling the organizer of a migrant crossing that he planned to travel onto France to carry out “dangerous work from which he might not return.” In a similar case in June 2017, Palermo magistrates arrested fifteen people who were suspected of organizing at least five crossings between Tunisia and Sicily, earning an estimated 40,000 euros for each trip. On Tuesday, prosecutors disclosed that the new gang made between 30,000 – 70,000 euros for each crossing. More than 600,000 migrants have come to Italy since 2014, with most of them paying far less to Libya-based smugglers (usually between US \$800 - \$1,300) to board overcrowded and unseaworthy boats for a voyage that has often ended in tragedy. The International Organization for Migration (IOM) estimates that so far this year at least 521 migrants have died trying to reach Italy, while some 6,894 people made it there safely and were then registered in Italy's official immigration system.

SPOTLIGHT ON LIBYA



PORT STATUS AS OF 15 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

MILITARY CHIEF KHALIFA HAFTAR SUFFERS STROKE

11 April – Field Marshal Khalifa Haftar, seen as a potential winner of presidential elections in Libya this year, has reportedly been taken to hospital in Paris following a severe stroke. A spokesman for Haftar's Libyan National Army denied the claim as fake news generated by Haftar's opponents. Media organisations including Le Monde and France 24 reported claims suggested that Haftar, aged 74, had indeed suffered a stroke and was reportedly taken from Jordan to Paris earlier this month. Separate medical sources confirmed that the self-appointed Field Marshal had been taken ill, but said he was improving and not in critical condition. Haftar's departure from public life for an extended period, or questions about his capacity, would throw the already deeply chaotic Libyan political situation into further disarray. He has been the leading opponent of the UN-backed Libyan government based in Tripoli, led by Fayez al-Sarraj, but has been received in both Paris and Rome as an important interlocutor for the west as it tries to bring the civil war to an end and to control the flow of migrants from the Libyan coast into Italy.

SHAHHAT POLICE FORCES TO PATROL SMUGGLING ROUTES

8 April – The Security Directorate of Shahhat, north-eastern Libya, has deployed patrols in the desert areas to deter security breaches, including smuggling operations and the apprehension of the wanted persons. The patrols are composed of a police force that will patrol routes commonly used by gangs smuggling cars, weapons, human beings, drugs and livestock in the areas of Wadi Al-Hawli, Umm Al-Thuban, and Al-Mukhaili.

MAYOR OF AZIZIYA TOWN ABDUCTED

7 April – Unknown gunmen kidnapped Aziziya district's mayor Jamal Al-Tayf from in front of his house, a security source reported. The social council in Wershiffana said on Facebook that the news of the abduction is true, adding that there had been found blood in the house of the mayor after the kidnap took place. The council also added that the mayor received threat messages on his mobile phone, slamming security authorities for lack of protection.

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

24 HR CONTACT INFORMATION:

Email: operations@msrisk.com



South Suite, Ragnall House, 18 Peel Road
Douglas, Isle of Man, IM1 4LZ

24 hr Global Contact: +44 207 754 3555

www.msrisk.com

Directors

S.J. Bingham, P.A. Crompton, P.O.J. Tracy

Registered in the Isle of Man No. 007435V