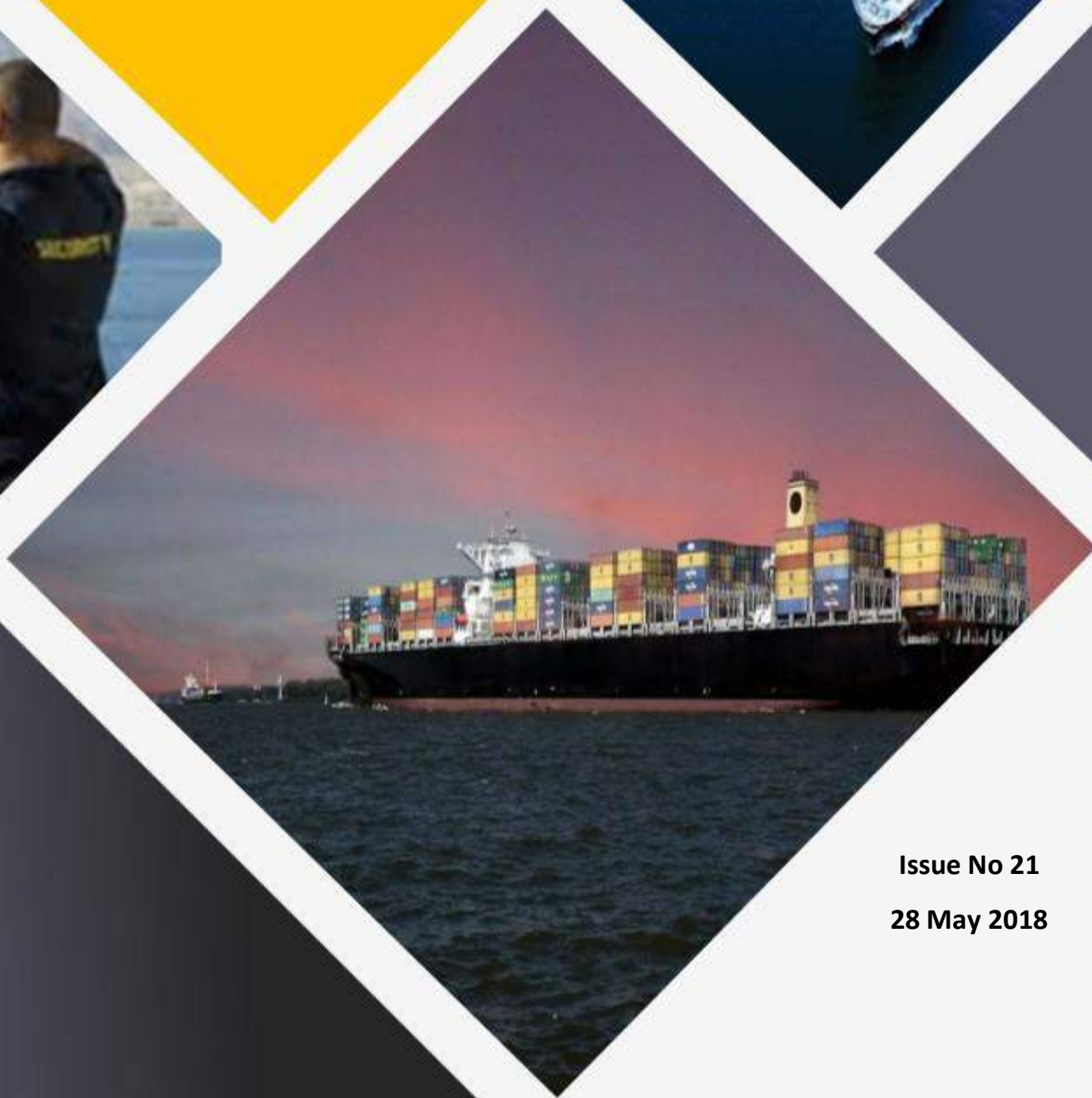


Maritime Security Review



Issue No 21

28 May 2018

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INCIDENTS AT SEA

Reporting Period: 21 - 27 May 2018

Region	Current Incidents	Late Reported Incidents	Threat Level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	2	Medium
Gulf of Guinea	1	1	Medium
Asia	0	5	High
WORLDWIDE			
North America	0	1	Low
Central America/Caribbean/ South America	0	2	Medium
Atlantic Ocean Area	0	0	Low
Northern Europe/English Channel/Baltic	0	0	Low
Mediterranean/ Black Sea	0	1	Low
Arabian Gulf	0	0	Low
Southern Africa	0	0	Low
Northeast Asia	0	2	Medium
Pacific Ocean/Southern Ocean	0	1	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.

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.

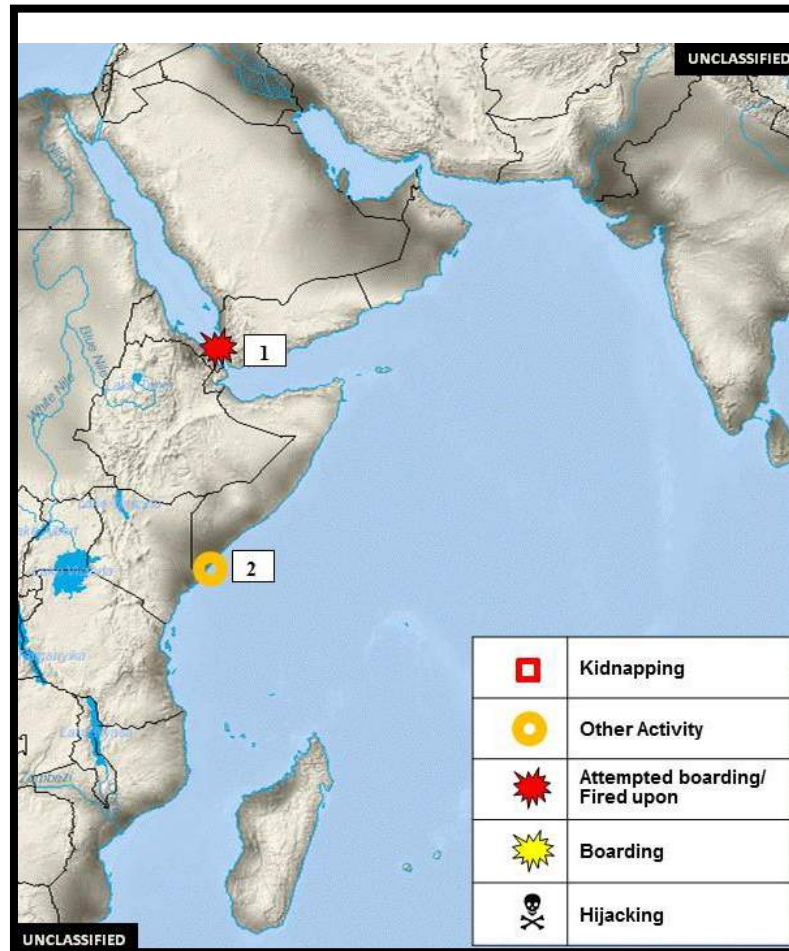
Some vessels transiting this region may have increasingly become complacent in the belief that the piracy threat had diminished. However, poverty and other motivating factors for piracy remain. The threat of attack and/or hijacking remains significant, as the root causes on the ground in Somalia have 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:

2



SOURCE: ONI

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

1. **23 May (Red Sea)** – United Arab Emirates state news agency WAM has reported that UAE coalition forces had destroyed two boats “which were threatening a commercial oil tanker” in the Red Sea. Two other Houthi boats escaped. Later, Saudi state news channel al-Ekhbariya reported that

remote-controlled speedboats rigged with explosives had tried to attack three commercial vessels being escorted by two coalition warships but that coalition forces had foiled the attack and destroyed the speedboats.

2. **17 May (Somalia – Late Report)** – Local media have announced that al-Shabaab militants have resumed exports of charcoal from the port of Burgabo, a small coastal town located south of Kismayo city in the Lower Jubba Region. According to reports, a boat named *AL SAFA 381980* carrying 1,500 bags of charcoal had recently sailed from that port to Iran and the United Arab Emirates (UAE). In February 2012, the United Nations Security Council banned charcoal exports from war-torn Somalia in a bid to stop funds for al-Shabaab, which is fighting to topple the Western-backed Somali government.

MARITIME REPORTING

- **23 May** - Oceans Beyond Piracy (OBP), a non-profit group, released its review of 2017 on Wednesday, indicating that pirate attacks remain a serious threat off the Horn of Africa. According to the report, the number of pirate attacks in 2017 off the coast of Eastern Africa doubled the number the year before, with Maisie Pigeon, the report's lead author, stating, "pirate activity in 2017 clearly demonstrates that pirate groups retain their ability to organize and implement attacks against ships transiting the region."

WEATHER FORECAST: GULF OF ADEN, ARABIAN SEA, RED SEA**WEATHER FORECAST VALID FROM 24 - 30 MAY 2018**

NORTHERN ARABIAN SEA: Southwest winds of 15 – 20 knots and seas of 3 – 5 feet.

- **Extended Forecast:** Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 feet.

GULF OF OMAN: Variable winds of 5- 10 knots and seas of 1 – 3 feet in the western section of the Gulf; with southeast winds of 10 – 15 knots and seas of 3 – 5 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 southeast winds of 10 – 15 knots, and seas of 3 – 5 feet in the eastern section of the Gulf.

GULF OF ADEN: East-northeast winds of 5 – 10 knots, gusting to 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.

- **Extended Forecast:** East-northeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 12 – 16 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. **Forecaster Note:** Tropical Cyclone 02A (Mekuna), located approximately 555 nautical miles south-southwest of Masirah Island, has tracked north-northwestward at 4 knots. Max sustained winds – 60 knots, with gusts to 75 knots.

SOMALI COAST: Southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 7 – 9 feet in the northern section of the coastline; with southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 7 – 9 feet in the southern section of the coastline.

- **Extended Forecast:** Southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 9 – 12 feet in the northern section of the coastline; with southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 9 – 12 feet in the southern section of the coastline.

CENTRAL AFRICAN COAST/INDIAN OCEAN: Southerly winds of 15 – 20 knots and seas of 5 – 7 feet.

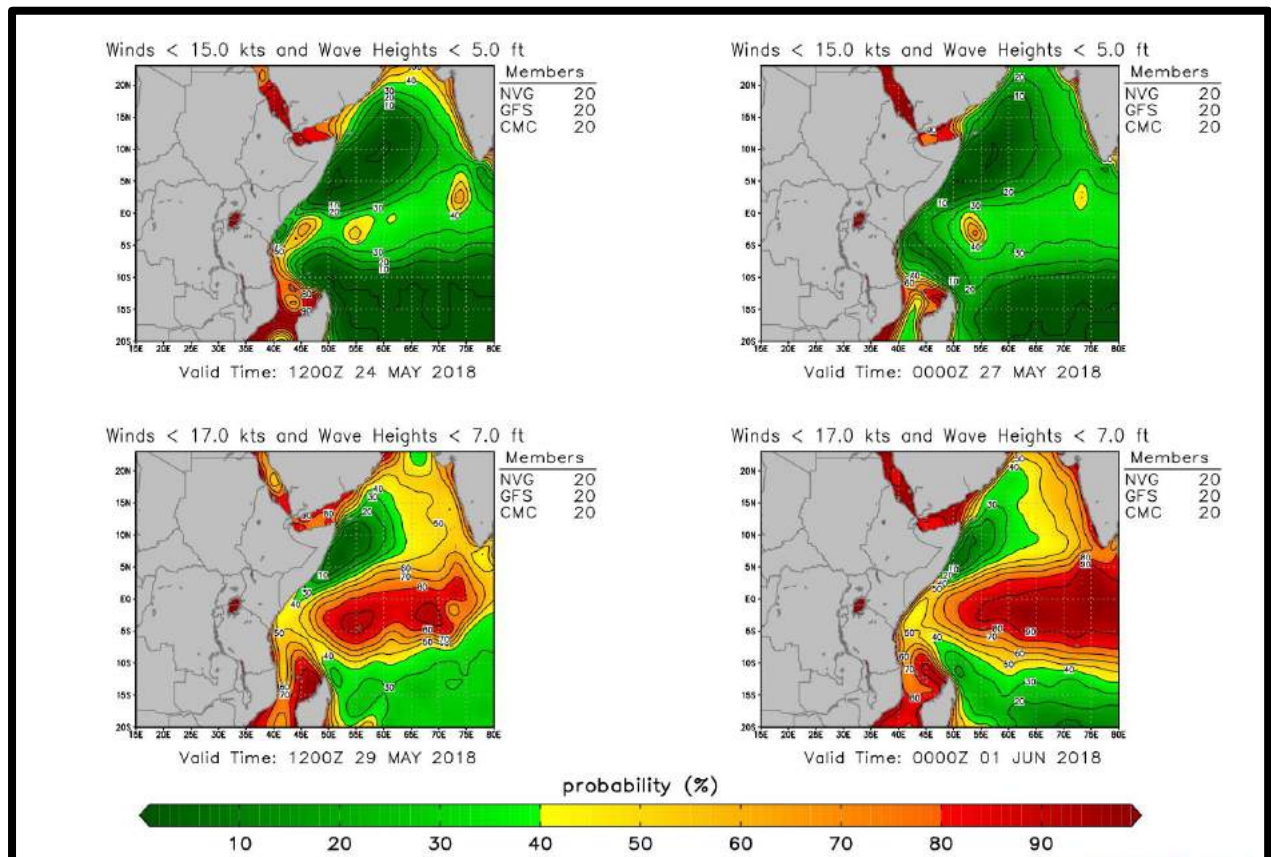
- **Extended Forecast:** Southerly winds of 15 – 20 knots and seas of 7 – 9 feet.

MOZAMBIQUE CHANNEL: Southeast winds of 15 – 20 knots and seas of 2 – 4 feet in the northern Channel; with southeast winds of 10 – 15 knots and with seas of 5 – 7 feet in the southern Channel.

- **Extended Forecast:** Southwest winds of 15 – 20 knots and seas of 5 – 7 feet in the northern Channel; with southeast 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 continue to dominate the weather pattern over much of the AOR producing mostly clear skies with an isolated area of thunderstorm activity. Expect isolated areas of dust from Iraq through central Saudi Arabia.



Source: ONI

SPOTLIGHT ON YEMEN

PORT STATUS AS OF 27 MAY 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

SAUDI-LED COALITION DESTROYS HOUTHI BOATS TARGETING TANKER IN RED SEA

- **23 May** – A Saudi-led military coalition foiled attacks by explosives-laden speedboats deployed by Yemen's Iran-aligned Houthi movement against commercial vessels, including an oil tanker, in the Red Sea, Saudi and Emirati state media said on Wednesday. United Arab Emirates (UAE) state news agency WAM reported that UAE coalition forces had destroyed two boats "which were threatening a commercial oil tanker" in the Red Sea. Two other Houthi boats escaped, it added. Later Saudi state news channel al-Ekhbariya said that remote-controlled speedboats rigged with explosives had tried to attack three commercial vessels being escorted by two coalition warships, but that coalition forces had foiled the attack and destroyed three speedboats.

FIVE KILLED, 22 WOUNDED BY HOUTHI MISSILE IN MARIB

- **22 May** – Five people were killed and 22 wounded by a Houthi missile fired at Marib, which is under control of the internationally recognized government of President Abd-Rabbu Mansour Hadi. "Iran-backed Houthi launched a Katyusha missile targeting a crowded popular market in the city center of Marib, killing 5 people and wounding 22," according to SABA news agency.

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>.

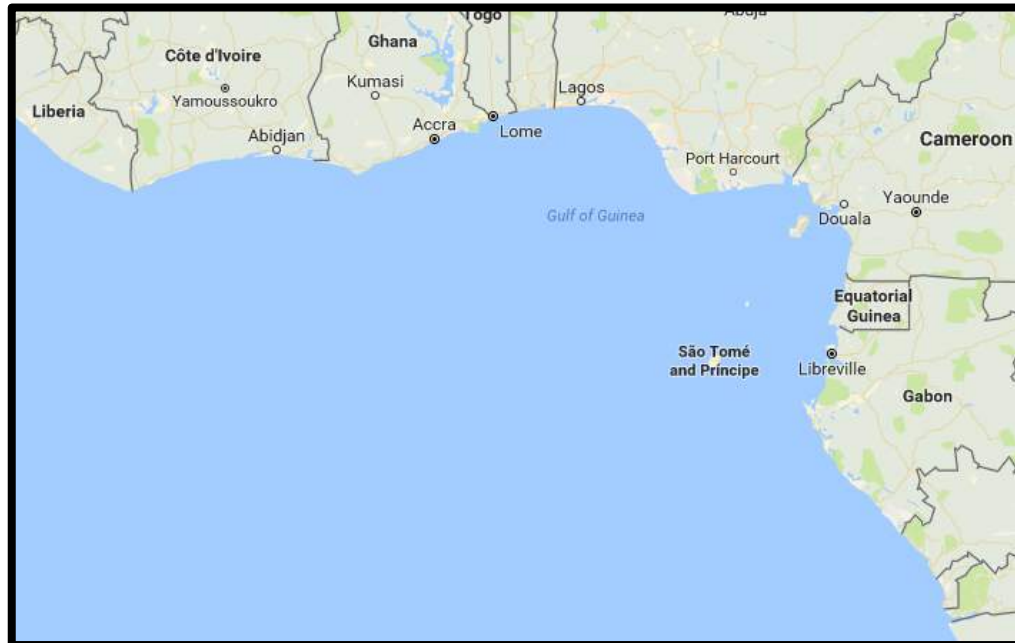
Vessels applying to go to ports under the control of the Government of Yemen need obtain permission for entry from the Yemeni Ministry of Transport. This should be done through the ship's agent and/or receivers prior to the vessel's arrival. The form should be completed by the ship's master and sent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

- **21 May (Nigeria)** – One pirate attempted to board a drifting product tanker near position 03:46 N – 001:30 E, approximately 140 nautical miles south of Lomé, Togo. The attempt was thwarted by a crewmember and the perpetrator fled in a skiff with six accomplices. Master reported a suspicious vessel in the vicinity from which the pirates could have approached the vessel.
- **19 May (Nigeria – Late Report)** – Seven robbers attempted to board an anchored bulk carrier using a rope attached to a hook near position 06:26 N – 003:23 E, Lagos Anchorage. Duty crewman

noticed the robbers, raised the alarm and alerted the security watchmen who notified the local authorities. Upon seeing the alerted crewmembers, the robbers aborted the attempted boarding and subsequently moved away.

VESSELS BOARDED

- No current incidents to report

KIDNAPPING

- **23 May (Nigeria – Incident Update)** – Russia’s Ministry of Foreign Affairs released a statement disclosing that eleven kidnapped crewmembers of a Dutch freighter *FWN RAPIDE* were released by pirates. No further details about their release were disclosed. General cargo ship *FWN RAPIDE* was attacked by pirates in the Port Harcourt approaches, Nigeria on the morning of 21 April.

SUSPICIOUS ACTIVITY

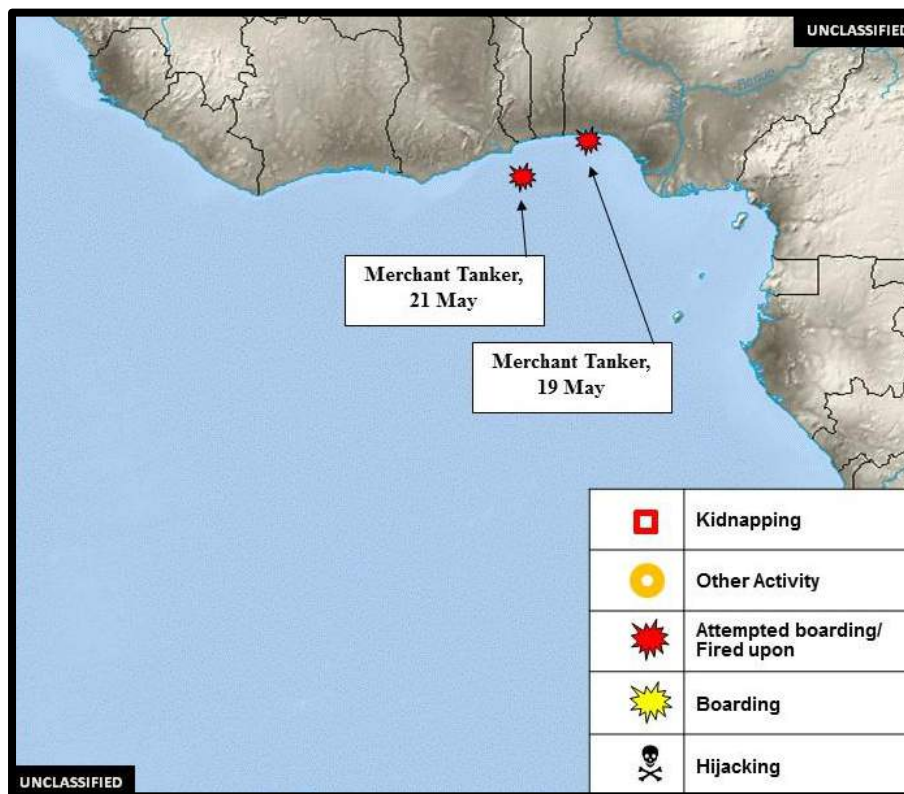
- No current incidents to report

OTHER ACTIVITY

- No current incidents to report

MARITIME REPORTING

- **23 May** – On Wednesday, Oceans Beyond Piracy (OBP), a non-profit group, released its review of 2017, indicating that pirate attacks remain a serious threat in the Gulf of Guinea. OBP has reported that the high rate of piracy and maritime kidnapping in the Gulf of Guinea continues unabated. According to the report’s lead author, Maisie Pigeon, “kidnap-for-ransom continues to plague the region, which is a trend that has unfortunately continued from 2016.” Figures from the report indicate that 100 seafarers were taken hostage, including ninety who were held for longer than one day and at least two who were killed. Furthermore, 1,726 seafarers were affected by piracy in 97 incidents in the region, including 21 kidnappings and one hijacking for cargo theft. OBP notes that the continued impact of piracy in the region comes despite millions in additional funding for maritime security and naval patrols. While the rate of law enforcement response to attacks rose by 27 percent, authorities arrived to prevent a theft or kidnapping in only one case out of 97 in 2017. The OBP further reported that the legal framework for deterring piracy in the Gulf of Guinea is also somewhat thin, stating that while the alleged pirates arrested for the *MT MAXIMUMUS* attack in 2016 were charged in November 2017, Nigeria lacks a criminal law for piracy, and charges had to be limited to related offenses. OBP has called for Nigeria’s legal frameworks to be strengthened in order to support deterrence and enforcement.



Source: ONI

WEATHER FORECAST: GULF OF GUINEA

WEATHER FORECAST VALID FROM 24 - 30 MAY 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.

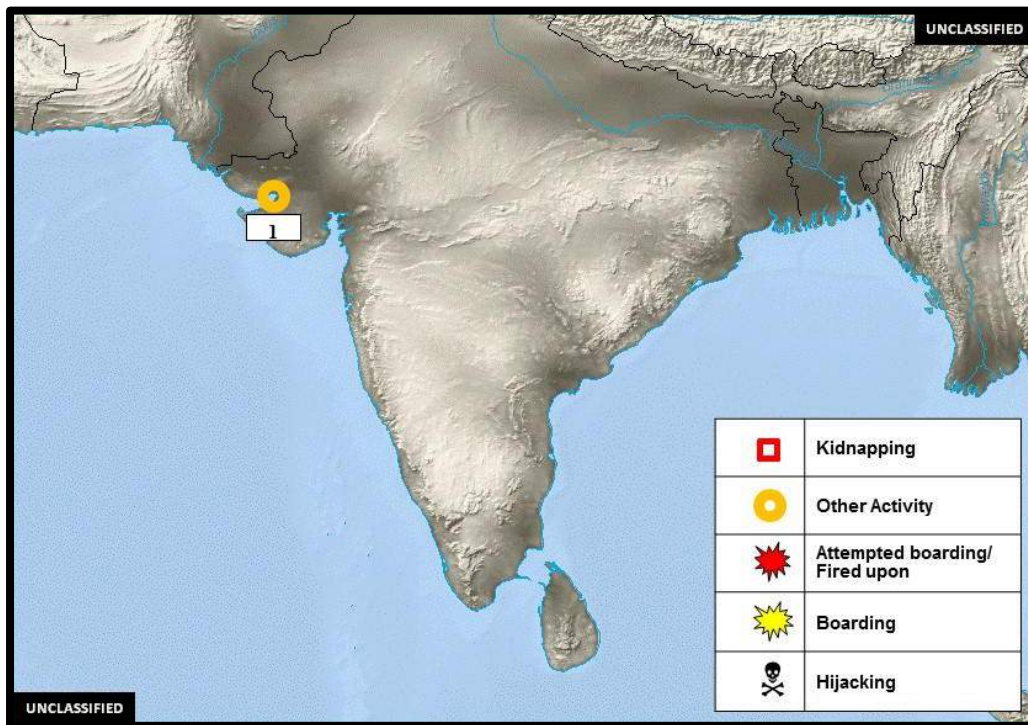
SYNOPTIC DISCUSSION: High pressure continues to dominate the weather in the region. Isolated thunderstorms and rain showers can be routinely expected along the coasts of West Africa.

EAST ASIA, SOUTHEAST ASIA, INDIACurrent
Incidents:**5****WARNING:**

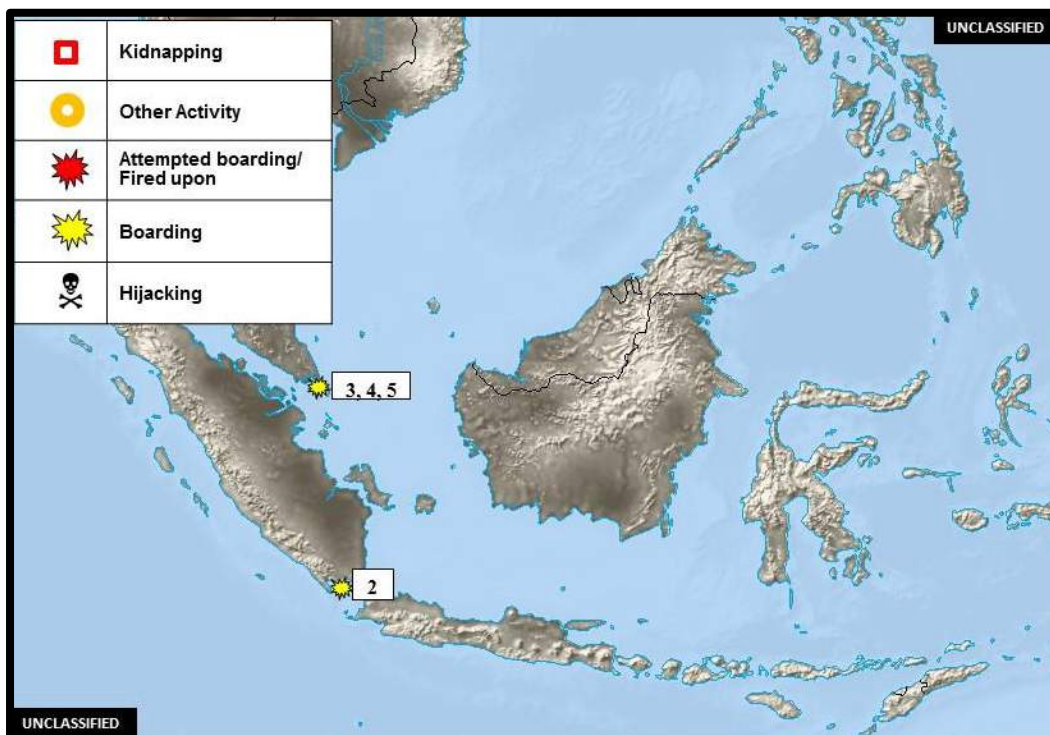
While in recent months, there have been no reports of kidnapping of crewmembers from vessels while underway in the Sulu-Celebs Sea region, the threat of further such incidents remains high. MS Risk advises all vessels, particularly slow-moving vessels, to re-route where possible. If unable to re-route, 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.



Source: ONI



Source: ONI

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

2. **19 May (Indonesia – Late Report)** – Three robbers armed with knives, boarded a bulk carrier anchored near position 05:52 S – 106:04 E, Merak Anchorage, and threatened the Duty AB on routine rounds. The robbers entered the engine room and stole ship's spares and escaped.
3. **19 May (Indonesia – Late Report)** – Six robbers boarded a tanker underway near position 01:10 N – 103:27 E, 2.5 nautical miles east-northeast of Pulau Karimun Kecil. Duty engineer noticed the robbers, informed the Master who then raised the alarm. Upon seeing the crew's alertness, the robbers escaped empty-handed.
4. **15 May (Indonesia – Late Report)** – Robbers boarded a product tanker anchored near position 01:06 N – 104:11 E, Tanjukung Uban Anchorage. The robbers stole ship's properties and escaped unnoticed. The theft was noticed during routine rounds.
5. **5 May (Indonesia – Late Report)** – Robbers boarded a tanker anchored near position 01:27 N – 104:36 E, 12 nautical miles north-northeast of Tanjung Berakit, Bintan Island. The robbers stole ship's properties and escaped unnoticed. The theft was noticed during a routine emergency drill.

SUSPICIOUS ACTIVITY

No current incidents to report

OTHER ACTIVITY REPORT

1. **19 May (India – Late Report)** – Officials announced that they had broken a fuel smuggling ring in the port of Kandla. The officials boarded *M/T AL HEERA* upon its arrival from the United Arab Emirates and took test samples of the fuel, manifested as 5,521 metric tons of Base Oil SN 50. Tests from a government lab revealed that the fuel was actually high-speed diesel – a restricted item that is permitted to be imported only by state trading enterprises.

MARITIME REPORTING

- **23 May** – On Wednesday, Oceans Beyond Piracy (OBP), a non-profit group, released its review of 2017, indicating that the threat of piracy and maritime kidnapping receded in 2017 in Asia

compared with the previous year. The 2017 reporting period saw a total of 99 incidents recorded in waters off Asia, representing a 23% decline in overall incidents from 2016 and a 51% decrease from 2015. The total number of incidents in 2017 comprised of 32 robberies; 29 failed attacks/boarding's; 23 armed robberies; 8 incidents of suspicious activity; 4 kidnappings; and 3 hijackings for cargo theft. Eighty-seven of the incidents occurred in territorial waters, while 12 occurred in international waters. During this period, three incidents of hijacking for cargo theft were reported. The 2016 reporting period saw 22 kidnapping cases, which were driven in large part by the activities of the Abu Sayyaf group off Sabah, Malaysia. According to OBP, an increased law enforcement presence helped drive down the incidence rate of piracy in the region by 23 percent, with kidnappings falling to a total of just four incidents.

WEATHER FORECAST: SOUTHEAST ASIA

WEATHER FORECAST VALID FROM 24 - 30 MAY 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 10 – 15 knots and seas of 3 – 5 feet in the northern section; with northerly winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 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.

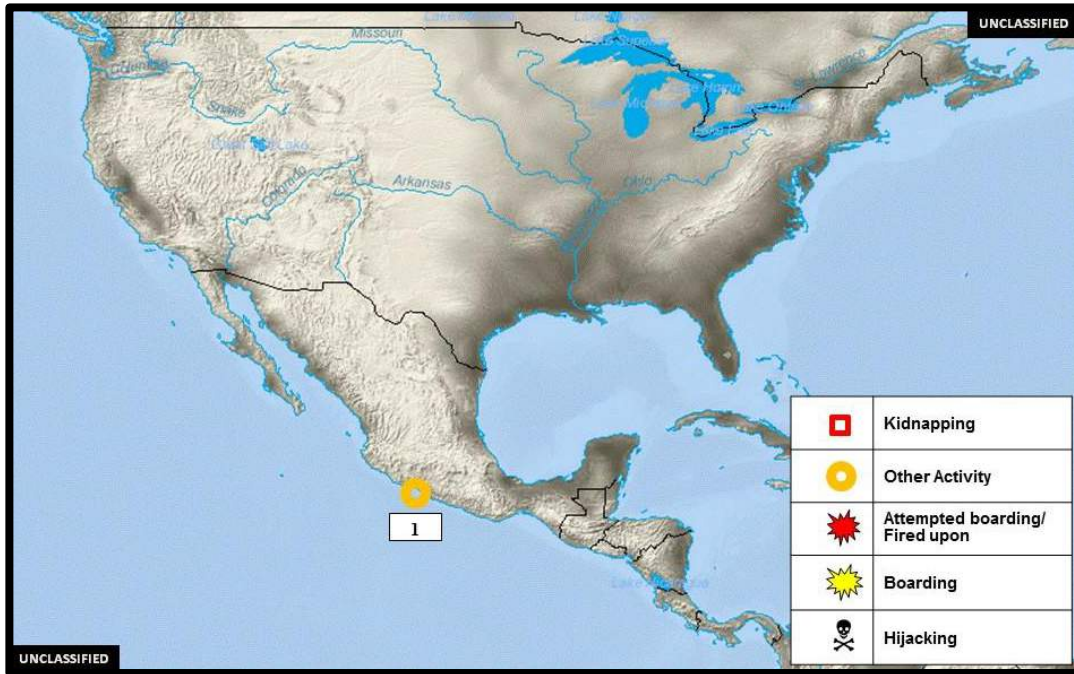
- **Extended Forecast:** Variable winds of 5 – 10 knots and seas of 1 – 2 feet.

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: Low pressure over the Sea of Japan and associated front has increased winds and seas from the Sea of Japan through the northern portion of 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

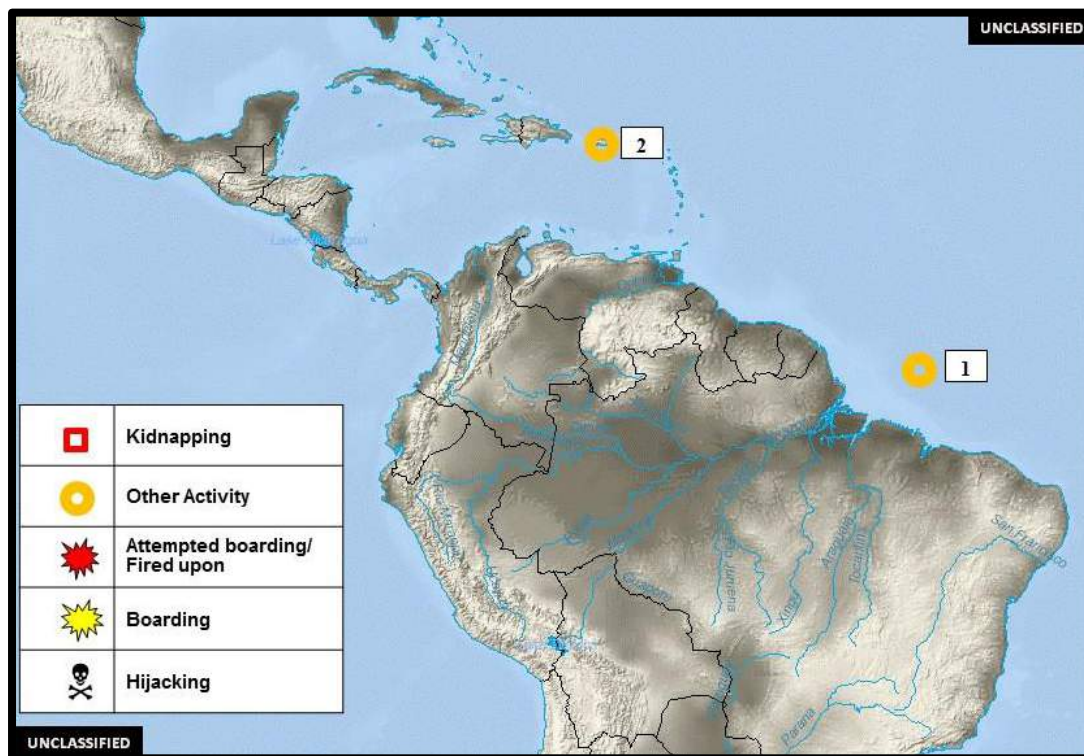


Source: ONI

1. **16 May (Mexico – Late Report)** – The Mexican Navy seized a boat carrying a shipment of 1.3 tonnes of cocaine off the Pacific coast in the state of Michoacan. The Ministry of the Navy and Army indicated that soldiers arrested six Mexican nationals and two Ecuadorians during the operation, which occurred 166 km southwest of the port of Lazaro Cardenas.

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **20 May (Brazil – Late Report)** – Officials from the state of Maranhao disclosed that a local fishing boat found a drifting vessel with 27 people aboard, including migrants from Senegal, Nigeria, Guinea, Sierra Leone and Cape Verde, along with two Brazilians, adding that some were suffering from dehydration. A Brazilian newspaper, citing a Federal Police officer, reported that both rescued Brazilians were arrested for human trafficking. The official also disclosed that the migrants had paid to be illegally transported to Brazil, with the boat having reportedly been at sea for five weeks.
2. **14 May (Puerto Rico – Late Report)** – Authorities intercepted a 28-foot boat near Cabo Rojo. An inspection of the boat found 601 kilograms of cocaine. Two men on board the boat were arrested.



SOURCE: ONI

MARITIME REPORTING

- 23 May** – The latest report compiled by Oceans Beyond Piracy (OBP), a non-profit group, has indicated that pirate attacks around South American and Caribbean waters are on the rise, with violence increasingly being used during robberies committed on vessels at anchor. The OBP report recorded 71 incidents in Latin America and the Caribbean in 2017 – a 163% increase over 2016. OBP disclosed that the majority of attacks occurred in territorial waters, with around 59% of incidents involving robbery on yachts, adding that anchorages in Venezuela, Saint Vincent and the Grenadines, Colombia and St Lucia were the regional hot spots in 2017. In late April 2017, a pirate attack off the coast of Suriname left at least a dozen fishermen from neighbouring Guyana missing and feared dead with three separate bodies found in what was described by Guyana's President David Granger as a "massacre." In a separate incident the following month, a fishing boat captain was shot dead after his vessel was attacked off Suriname. The rest of the crewmembers survived the attack. While OBP was unable to provide a total economic cost for attacks in Latin America and the Caribbean, it noted that ship stores and crewmembers belongings reported stolen were estimated to have totalled nearly US \$1 million in 2017.
- 21 May (Brazil)** – Officials from the state of Maranhao have disclosed that a boat with two dozen migrants from West Africa was rescued off the coast of northern Brazil. A statement released by the state government disclosed that a fishing boat came upon the drifting vessel with 27 people aboard, including migrants from Senegal, Nigeria, Guinea, Sierra Leone and Cape Verde. Two Brazilians were also on board, adding that some of the migrants were suffering from dehydration. Citing a Federal Police officer, Brazilian newspaper Folha de S. Paulo reported that both the rescued Brazilians were arrested for human trafficking. According to Folha, an

official has disclosed that the migrants paid to be illegally transported to Brazil. The newspaper, citing the Federal Police, also reported that the boat had been at sea for five weeks.

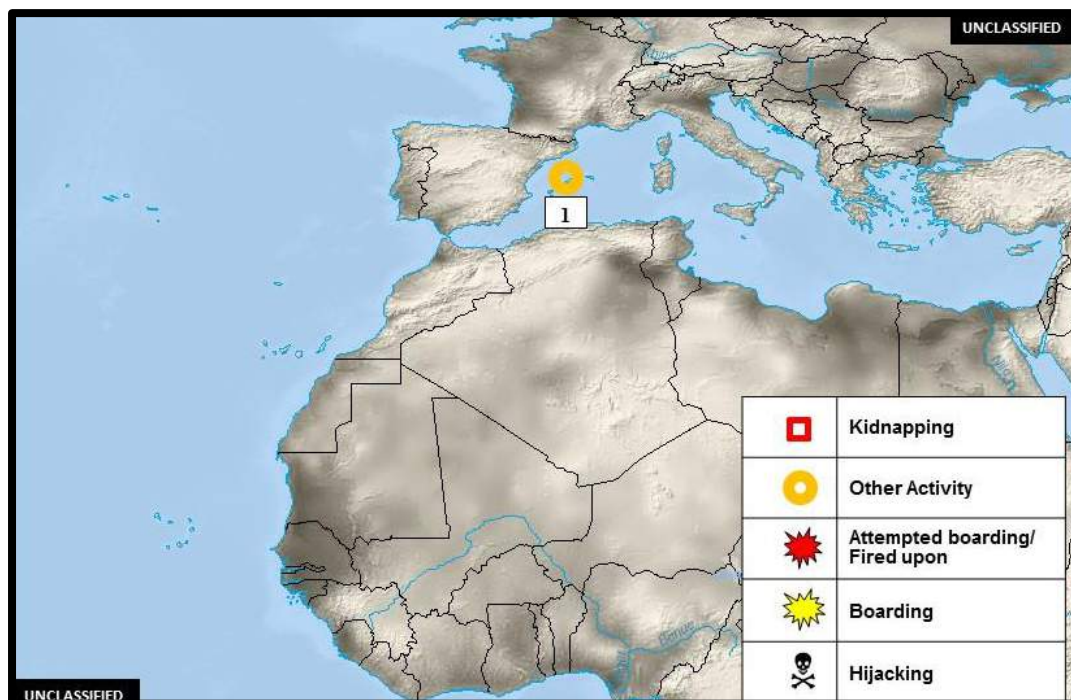
ATLANTIC OCEAN AREA

- No current incidents to report

NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA



Source: ONI

1. **19 May (Spain – Late Report)** – The Spanish National Police intercepted a fishing boat 110 nautical miles off the eastern Spanish coast, carrying 15 tonnes of hashish. The fishing boat was illegally sailing under a Maltese flag when it was spotted. All four of the ship's crewmembers, consisting of a Bulgarian national and three Dutch citizens, were arrested.

ARABIAN GULF

- No current incidents to report

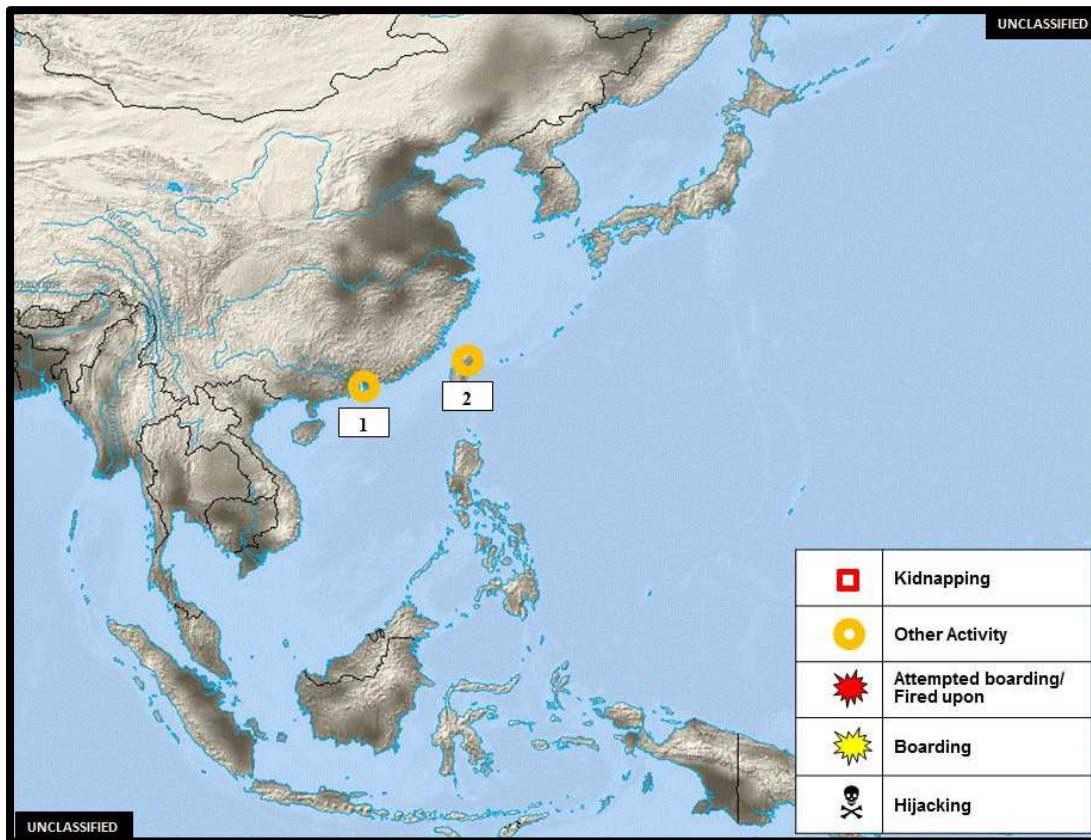
EAST ASIA/INDIAN SUBCONTINENT

- No current incidents to report

EASTERN AND SOUTHERN AFRICA

- No current incidents to report

NORTHEAST ASIA



Source: ONI

1. **15 May (Hong Kong – Late Report)** – Customs officials at the Tsing Yi Customs Cargo Examination Compound impounded a shipping container found to be carrying 630 kilograms of smuggled pangolin scales and 2,660 kilograms of smuggled mercury.
2. **4 May (Taiwan – Late Report)** – According to the Criminal Investigation Bureau (CIB), Police and Customs officials in Keelung cracked a firearms smuggling ring and confiscated guns and ammunition. During a news conference, CIB officials disclosed that the 109 guns and 12,378 rounds of ammunition had been transported from Hong Kong to Taiwan by sea in a shipping container. Police also announced that six suspects were arrested.

PACIFIC OCEAN/SOUTHERN OCEAN

- **17 May (Pacific Ocean)** – An Indonesian fisherman aboard *F/V MING MAN HSIANG No. 38* was reported missing approximately 530 nautical miles northeast of Guam, while another crewman was seen with fresh knife cuts on his arms. The Taiwanese captain learned that the pair had been in a dispute, and that one of them had stabbed the other and pushed the victim into the water. Another fishing vessel in the area started a search for the crew while the *F/V MING MAN HSIANG No. 38* returned to port.



Source: ONI

MIGRATION



As the Summer period begins, crossings in the Mediterranean are likely to increase in the coming weeks, 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.

No major incidents reported during this period.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 27 MAY 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

AT LEAST SEVEN KILLED BY CAR BOMB IN BENGHAZI

25 May – At least seven people were killed and 10 wounded when a car bomb exploded on a busy street in the centre of the eastern Libyan city of Benghazi. The bomb exploded behind the Tibesti hotel, the city's biggest, overlooking the Mediterranean Sea, on a street where people were taking a stroll after a day of fasting until sunset in the holy Muslim month of Ramadan. Eight cars parked on the street lined with shops were destroyed. In the past few months, there have been occasional, smaller-scale bombings apparently targeting LNA allies or supporters, but attacks in the city centre are rare.

TWO KILLED IN CONFLICT WITH MILITIA MEMBERS IN TRIPOLI

24 May – Two civilians were killed in an armed conflict with Bab Tajoura militia members in Ras Hassan neighbourhood, central Tripoli. Anti-terrorist special deterrent forces intervened to resolve the conflict. Social media circulated the video footage of young people from the neighborhood demonstrating and demanding the Bab Tajoura battalion members leave. Security sources said the roads leading to the Ras Hassan neighborhood were closed for fear that the situation there would escalate.

LIBYA SHIPS FIRST PROPANE CARGO FROM ZUEITINA PORT AFTER FOUR YEARS

24 May – Libya's National Oil Corporation shipped its first cargo of propane from Zueitina port, four years after the gas processing plant at the port was closed due to protests. NOC said on its website it shipped 61,761 barrels of propane to Italy on Sunday, onboard the Corcode. Zueitina Oil Co., a subsidiary of NOC, shut its LPG plant in 2014 due to the lack of gas feedstock as upstream oil operations were impacted by militia violence, in addition to worker protests and sit-ins. Crude oil exports resumed quickly after, with supplies pumped from other fields. However, the LPG plant remained closed as its supplies came from fields operated by Zueitina Oil Co. which remained closed. Zueitina oil terminal has the capacity to store around 6.5 million barrels of crude oil, along with nearly 1 million barrels of naphtha, 240,000 barrels of butane and 270,000 barrels of propane.

ISLAMIC STATE CLAIMS BOMBING IN LIBYA THAT KILLED TWO

23 May – The Islamic State group claimed responsibility for a car bombing at a checkpoint in eastern Libya that killed at least two security personnel. Tuesday's attack, which left two others wounded, took place at the southern entrance of Ajdabiya, west of Benghazi. A booby-trapped vehicle headed towards Bawabat al Siteen in the south of Ajdabiya and targeted it, killing two soldiers from the battalion 152. The town is controlled by the self-styled Libyan National Army, led by Field Marshal Khalifa Haftar, which forced Islamic militants out in 2016. The officials said militants attacked another checkpoint in the northeastern town of Awjila, kidnapping a police officer. IS also claimed that attack.

TWENTY FIVE ILLEGAL IMMIGRANTS INJURED BY SMUGGLERS' GUNSHOT IN LIBYA

23 May – 25 illegal immigrants were injured when human smugglers shot them on Wednesday northwest of Libyan capital Tripoli, as they were trying to escape from the detention, according to a security source. "Dozens of immigrants attempted to escape from the detention location in the outskirts of Bani Walid town. While they were exiting, they were shot by human smugglers, injuring 25 of them," Salim bin Dalla, official of the police department of Bani Walid, said. "50 other immigrants managed to escape and came to us. We housed them and provided them with food," Bin Dalla added, confirming that a security force is being prepared to storm a location suspected of illegally detaining immigrants.

"Our information indicates that a farm located 12 km south of the city is believed to be the location where the human smugglers detain the immigrants," Bin Dalla said. Bani Walid is a major transit point for illegal immigrants coming from the southern Libyan desert on a journey that lasts for days to the western coast, where they are transported by boats to European shores.

LIBYA'S HAFATAR AIMS TO TAKE OVER DERNA FROM 'TERRORISTS'

23 May – Commander Khalifa Haftar said the Libyan National Army will intensify its offensive on Derna until it has full control of the area. "The army will keep fighting until it takes the city of Derna from the terrorists and those who carry weapons against the LNA," he said in a press conference on Wednesday. The Libyan commander urged Derna's residents to stand by the army and called on those who joined "the terrorists to turn themselves in". The LNA advanced this week on villages four kilometres from Derna, the last major bastion of opposition to the army in the east of the country. Troops were targeting a coalition of extremists and rebel veterans known as the Derna Mujahideen Shura Council and were advancing on five front lines supported by air strikes and artillery.

GADHAFI CELL PLANNING TO CARRY OUT TERRORIST ACTS IN TRIPOLI ARRESTED

21 May – The Special Deterrence Force (SDF) announced the arrest of a cell of seven people who are said to have links to the former regime of slain Gaddafi. The cell, known as "the People's Front for the Liberation of Libya", was planning to stir unrest in the capital through assassinations, bombing, and other terrorist acts. The cell was arrested inside a farm in south Tripoli. Meanwhile, the Anti-Terrorism Unit of the Central Security Agency dismantled two remote controlled explosive devices. In a statement, the unit explained that the explosive devices had been planted on the highway in Abu Salim district, noting that it has taken all necessary legal procedures, while the search for the offenders is still ongoing. Security sources believe that the explosive devices are linked to the arrested cell of former regime.

5 ARMY SOLDIERS KILLED BY LANDMINES IN EASTERN LIBYA

20 May – Five soldiers of the LNA were killed by landmine explosions in Derna. "Five soldiers of the battalion 212 infantry were killed when a number of landmines exploded west of the city of Derna during a reconnaissance operation by a military detachment, following withdrawal of terrorist group members," an official of the army's operations chamber said. The army accused the armed group of being loyal to al-Qaeda.

LIBYA PROCEDURE

Guidance updated by Gard on 10 May, 2018 highlights the risk of arrest of crew or the detainment of vessels. For tankers trading in this region, the following recommendations have been made:

- When contracting a vessel for a voyage to Libya, obtain a certificate of origin from the charterers indicating that the shippers are a National Oil Company (NOC) or an approved legal entity of the NOC. The Libyan NOC has the sole rights and control of all oil exports from the country. Most detentions related to oil smuggling, have been in connection with tankers operating offshore and not in a port.
- Charterers should establish the legitimacy of cargo interests and whether they can legitimately ship oil cargoes from Libya. The shippers should be able to provide a letter or document to prove that they are authorized by the NOC to ship the cargo.
- On completion of cargo operations and upon receiving port clearance, sail directly out of Libyan waters as deviations or delays may be construed as suspicious by the authorities.
- Upon leaving the Libyan coast, vessels should avoid navigating close to the coast. Maintain a distance of 40 nautical miles from the coast. Most cases of detention have occurred within 25 nautical miles off the Libyan coast.

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.

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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

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