

Maritime Security Review



Issue No 19

14 May 2018

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INCIDENTS AT SEA

Reporting Period: 7 – 13 May 2018

Region	Current Incidents	Late Reported Incidents	Threat Level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	0	Low
Gulf of Guinea	0	3	Medium
Asia	7	4	High
WORLDWIDE			
North America	0	1	Low
Central America/Caribbean/ South America	0	8	High
Atlantic Ocean Area	0	0	Low
Northern Europe/English Channel/Baltic	0	1	Low
Mediterranean/ Black Sea	0	3	Medium
Arabian Gulf	0	0	Low
Southern Africa	0	0	Low
Northeast Asia	0	1	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.

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:

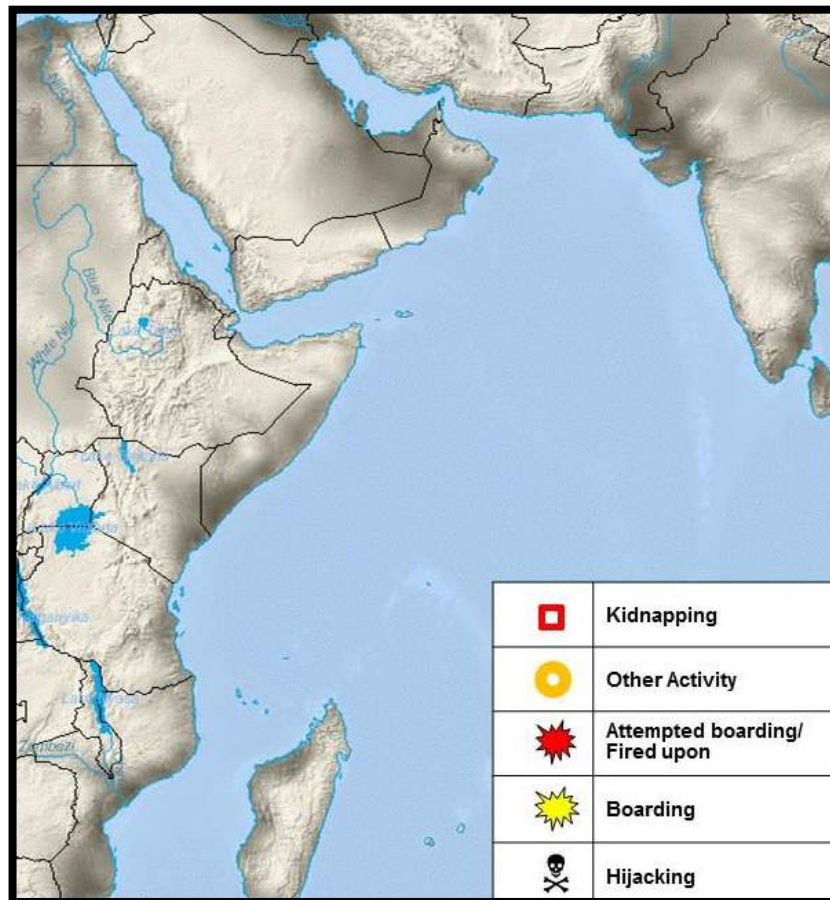
- Boosting naval forces in the area
- Requiring ships to take protection measures, such as
 - Reporting in and out of high risk areas
 - Sailing at top speed as far as possible from the Somali coast, and
 - Travelling with armed escorts on board.

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 10 – 16 MAY 2018**

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

- **Extended Forecast:** Southwest winds of 15 – 20 knots with seas of 3 – 5 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: 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.

- **Extended Forecast:** Easterly winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 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: Southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the northern section of the coastline; with southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 4 – 6 feet in the southern section of the coastline.

- **Extended Forecast:** Southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the northern section of the coastline; with southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 4 – 6 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 10 – 15 knots, gusting to 20 knots, and seas of 5 – 7 feet.

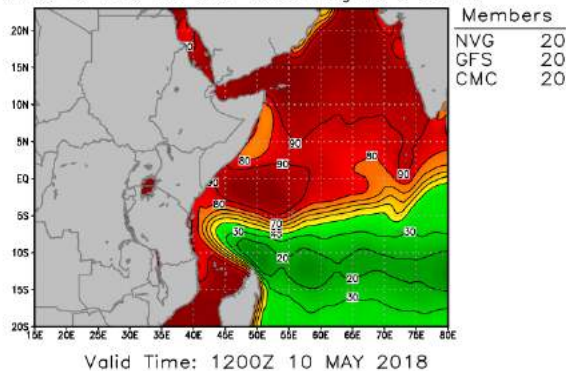
MOZAMBIQUE CHANNEL: Southerly winds of 10 – 15 knots and seas of 3 – 5 feet in the northern Channel; with southeast winds of 15 – 20 knots and seas of 5 – 7 feet in the southern Channel.

- **Extended Forecast:** Southerly winds of 15 – 20 knots and seas of 3 – 5 feet in the northern Channel; with southeast winds of 15 – 20 knots, and seas of 9 – 11 feet in the southern Channel.

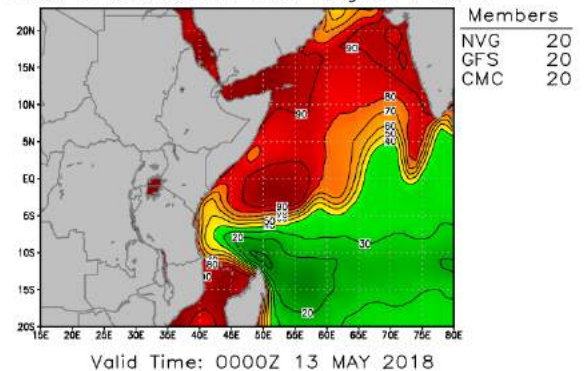
SURFACE CURRENTS: The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Currents' speed along the Somali Basin are north-easterly averaging between 2 – 3 knots.

SYNOPTIC DISCUSSION: High pressure will continue to dominate the weather pattern over much of the AOR producing mostly clear skies with isolated areas of thunderstorm activity. Isolated areas of dust from Iraq through central Saudi Arabia are expected.

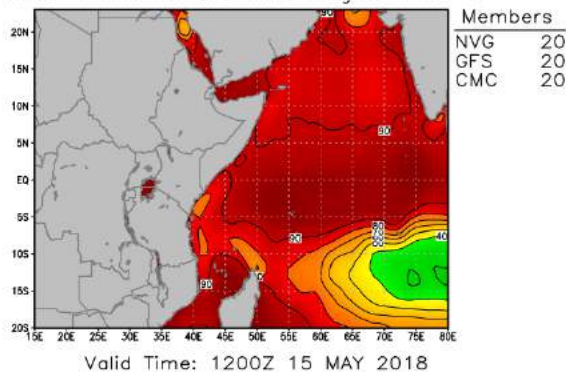
Winds < 15.0 kts and Wave Heights < 5.0 ft



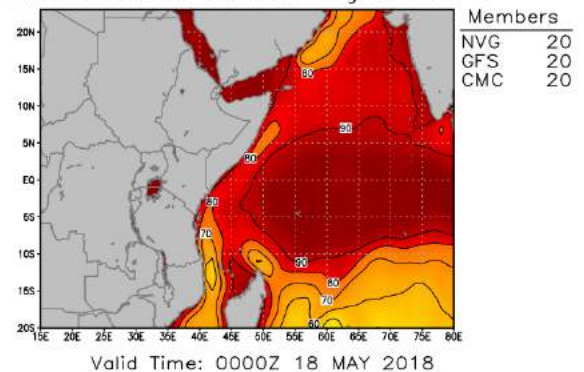
Winds < 15.0 kts and Wave Heights < 5.0 ft



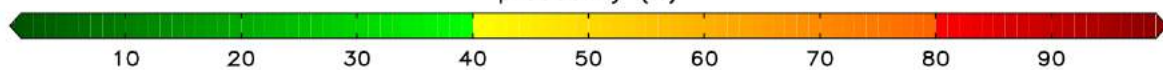
Winds < 17.0 kts and Wave Heights < 7.0 ft



Winds < 17.0 kts and Wave Heights < 7.0 ft



probability (%)



SPOTLIGHT ON YEMEN



PORT STATUS AS OF 13 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

YEMEN FORCES SECURE MORE GAINS IN TAIZ

10 May – Yemeni forces, backed by air support from the Saudi-led coalition, continued to make rapid military gains in the battle against Houthi militants when the pro-government Giant Brigades stormed the centre of Mouza district west of the southern city of Taiz. Forces seized control of the district's centre shortly after cutting off roads Al Houthi militants used to get in and out of the district. Abu Zara Al Muharami, a senior commander of the Red Sea front, said: "We have taken control of strategic roads between Kahboub, Al Ameri, Azzan, Al Mansoura, Sanefa and Al Wazyia and expect them to fall soon." Government forces marching along the country's Red Sea coastline were forced to avoid the rugged mountain areas where Al Houthi ambushes and landmines could slow their advance. The end goal is to cut a free path northward towards the Red Sea port city of Hodeida, the last major port in the country under Al Houthi control.

UN URGES SAUDI ARABIA NOT TO DEPORT YEMENI MIGRANTS TO WAR ZONE

9 May – Saudi Arabia has expelled 17,000 Yemeni migrants so far this year, amidst fears that it could deport up to 700,000 back to war in their homeland, deepening the crisis, the U.N. migration agency says. Saudi Arabia has been imposing fines, jail time and deportation on migrants caught without valid identity documents in a push to reduce its abundant black market in labor. "IOM can categorically say that between January and now 17,000 Yemenis have been turned back, simply because of their immigration status in Saudi Arabia," Mohammed Abdiker, director of operations and emergencies at the International Organization for Migration (IOM), told Reuters. This applied to irregular migrants being returned to countries including Bangladesh, the Philippines and Ethiopia. "But our line is you cannot return people to a country like Yemen, particularly when you are bombing it yourself," Abdiker said. "So is there any way the Saudis can waive this for the Yemenis until there is a country to go back to?" Some 700,000 Yemeni migrants work in Saudi Arabia.

AIRSTRIKES HIT PRESIDENCY BUILDING IN YEMEN, KILLING 6

7 May – Airstrikes by the Saudi-led coalition targeted the presidency building in Sanaa, leaving at least six people dead and 30 wounded. Health officials said the six killed were all civilians. It was not known if there were any Houthi rebel leaders inside the presidency building at the time of the airstrikes, and if there were any casualties among them. The three-floor presidency building was flattened and surrounding buildings in the city's busy Tahrir district — including a famous five-star hotel — were heavily damaged. Many were believed to have been buried under the rubble.

YEMENIS PROTEST AGAINST UAE PRESENCE IN SOCOTRA

7 May – Protests have broken out in the Yemeni island of Socotra as the local people express their rejection of the deployment of forces belonging to the United Arab Emirates. Socotra, in the Indian Ocean, is located about 350km from the southern coast of Yemen. Located just off the coast of Somalia with access to major shipping routes, Socotra is also a World Heritage Site known for its unique and pristine environment. The Emirati soldiers turned up on Thursday, forcing out Yemeni troops and taking over strategic locations including the airport and the seaport. The Emiratis have justified their presence in Socotra on the grounds that they are part of an operation to back forces loyal to exiled Yemeni President Abd-Rabbu Mansour Hadi. Demonstrators have marched through the streets of Socotra's capital Hadibu, rejecting what they describe as UAE intervention in the affairs of the province. They have

also condemned the deployment of UAE forces in the province without coordinating with the legitimate government or seeking its approval. "These forces are present in Socotra and al-Mahra in numbers that can't be understood," said Abdullah bin Issa al-Aafra, of the Al-Mahra and Socotra People's General Council. "There are illegitimate troops in these areas. Are there forces that belong to the Houthis to be fought by the coalition here? The answer is a big 'no'." The Yemeni government said the UAE's military control of Socotra is unjustified, and blames the continuation of a dispute between Hadi loyalists and the UAE for growing public anger. According to the government, three UAE military planes, tanks and more than 50 soldiers arrived in Socotra and dismissed the local staff there from their duties. Residents of the island say the flag of the UAE and images of Crown Prince Mohammed bin Zayed Al Nahyan, often known as MBZ, now adorn official buildings. Ahmed Obeid bin Daghr, the Yemeni prime minister, has described the UAE troop deployment as "an assault on Yemen's sovereignty."

HOUTHIS FIRE MISSILES TOWARD RIYADH

8 May – Saudi Arabia intercepted another salvo of ballistic missiles aimed at the Saudi capital, Riyadh. The Saudi air defence system intercepted one missile, while another fell into an uninhabited dessert area south of Riyadh. Saudi state media also stated that air defence forces intercepted a missile launched at the southern city of Jizan. There have been no reports of casualties or damages by missiles or missile fragments. The rebels claimed responsibility for the missile attacks. In a statement on the Houthi-run al Masirah TV, Houthi military spokesman Colonel Aziz Rashed said that the attack marked "a new phase" and was revenge for Saudi air strikes on Yemen after a coalition air strike last month killed the Houthis' top civilian leader, Saleh al-Sammad. The missiles were aimed at economic targets. In his statement, Rashed added, "There will be more salvos until this enemy is deterred, understands the meaning of the Yemeni threat and ceases its crimes." While the Houthi spokesman did not mention yesterday's decision by the United States to pull out of the Iran nuclear agreement, the move could become a force multiplier in the war between the Iran backed rebels and the Western-backed coalition. If Iran does not come to an agreement with other signatories of the deal, tensions could further escalate in Yemen's proxy war.

TWO PRESIDENTIAL GUARDS KILLED IN ADEN

7 May – Two presidential guard soldiers were killed in Yemen's interim capital Aden on Monday, according to a Yemeni police chief. Nasir Abbad, Aden's Hur Mekser district police chief, said that during the attack the soldiers were on their motorbikes near a Yemeni Airways building in Hur Mekser.

YEMEN PROCEDURE

MS RISK CONTINUES TO ADVISE EXTREME CAUTION FOR VESSELS TRAVELING THROUGH BAB AL MANDAB, THE GULF OF ADEN, AND THE INDIAN OCEAN.

MS Risk has previously assessed that the waters around Yemen may become the next affected area in a battle for regional influence. As Operation Golden Spear ensues along the western coast of Yemen, the potential for retaliatory measures is heightened. On the water, the battle has taken a turn as the US navy has discovered that the recent attack on the Saudi frigate, *RSN Al Madina*, was conducted via an unmanned, remotely controlled vessel. It is unknown how many similar vessels are currently in the hands of Houthi rebels. Attacks from ship-to-shore or vice versa could cause accidental damage to vessels or disruption to shipping routes.

The risk of passage through the region has increased and is likely to rise. There remains a high level of violence and criminal activity ashore. Shipping vessels should remain constantly aware of the situation, including changes to protocol when entering Yemeni maritime waters.

UNITED NATIONS INSPECTIONS

The UN Verification and Inspection Mechanism (UNVIM) is operational for commercial imports to Yemen.

Shipping companies or owners delivering to ports not under the control of the Government of Yemen must apply for permits upon departing from the port of origin of their cargo. Yemen-based importers/traders are required to submit this notification form. More information about the UNVIM program is available here: <https://www.vimye.org/home>.

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

SAUDI COALITION INSPECTIONS

All vessels calling at Yemeni ports will only be allowed to enter Yemeni territorial waters following an inspection by the Saudi Arabian coalition forces. Upon arrival outside Bab Al-Mandab, the shipmaster should call the naval forces of the Saudi Arabian coalition by VHF on channel 16 for the arrival registration, and indicate his location (ideally three miles from Bab Al Mandab). Coalition authorities will advise on the anchor position until they provide final approval to enter the port. This procedure will not take more than 48 hours.

Coalition inspectors do not conduct investigation with the crew; contact will be with the ship's master or Chief Officer about the cargo and documents. Once the vessel is permitted into Yemeni ports, the Master will be required to call port control by VHF on channel 14 or 16 for the arrival registration. The shipmaster will be advised the anchor position until the Harbour master confirms berthing prospects.

Coalition forces require AIS to be kept on at all times. The situation is subject to change and vessels should check frequently with local sources for any changes.

WEST AFRICA, GULF OF GUINEA**WARNING:**

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

- **5 May (Nigeria – Late Report)** – Six pirates in a speedboat came alongside and attacked a bulk carrier underway near position 03:37 N – 006:16 E, 41 nautical miles south of Brass. They hooked a ladder on the ship's railing and attempted to board. The Master raised the alarm, activated SSAS, took evasive manoeuvres and non-essential crewmembers were mustered in the citadel. Due to the hardening measures carried out by the Master, the pirates aborted the attempted attack and moved away leaving their ladder hanging on the ship's side.

VESSELS BOARDED

- **3 May (Ghana – Late Report)** – Two robbers boarded an offshore supply vessel anchored near position 04:54N – 001:42W, Takoradi Anchorage. Duty watchman saw the robbers and raised the alarm resulting in the robbers escaping. The crewmembers noticed that the padlock for the paint locker was broke however no items were stolen. Port control was informed.
- **29 April (Ghana – Late Report)** – Crewmembers onboard a bulk carrier anchored near position 04:54 N - --1:41 W, Takoradi anchorage, noticed a robber on the deck and raised the alarm. Upon seeing the alerted crewmembers, the robber escaped without stealing anything.

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

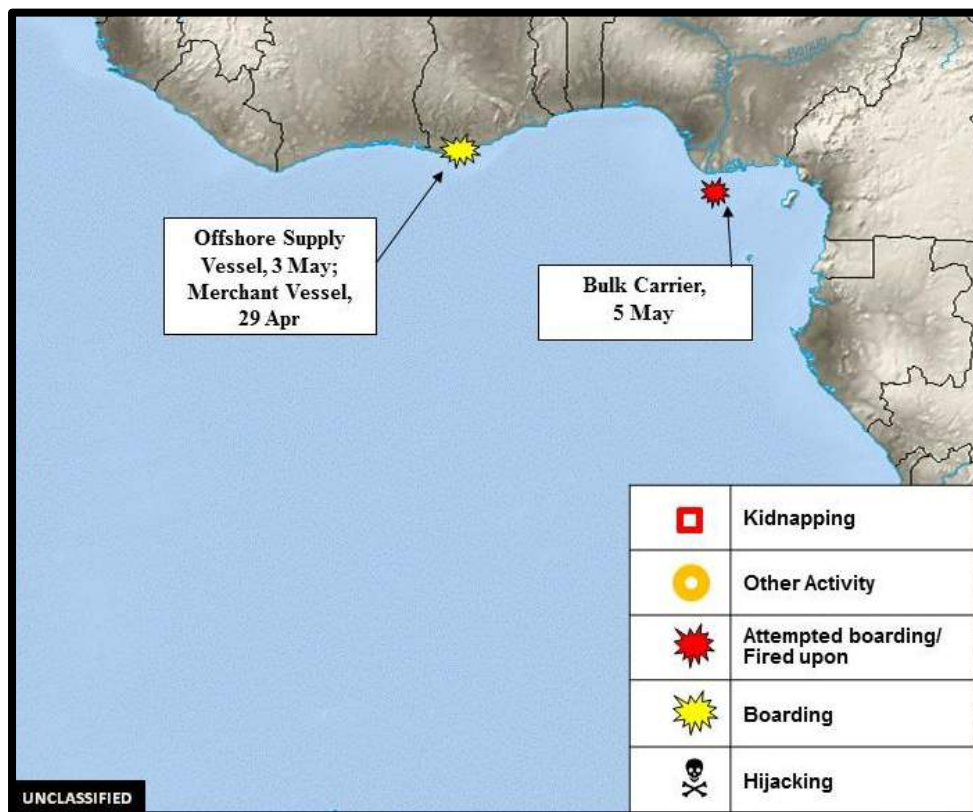
- No current incidents to report

OTHER ACTIVITY

- No current incidents to report

MARITIME REPORTING

- No major incidents to report



WEATHER FORECAST: GULF OF GUINEA

WEATHER FORECAST VALID FROM 10 - 16 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.

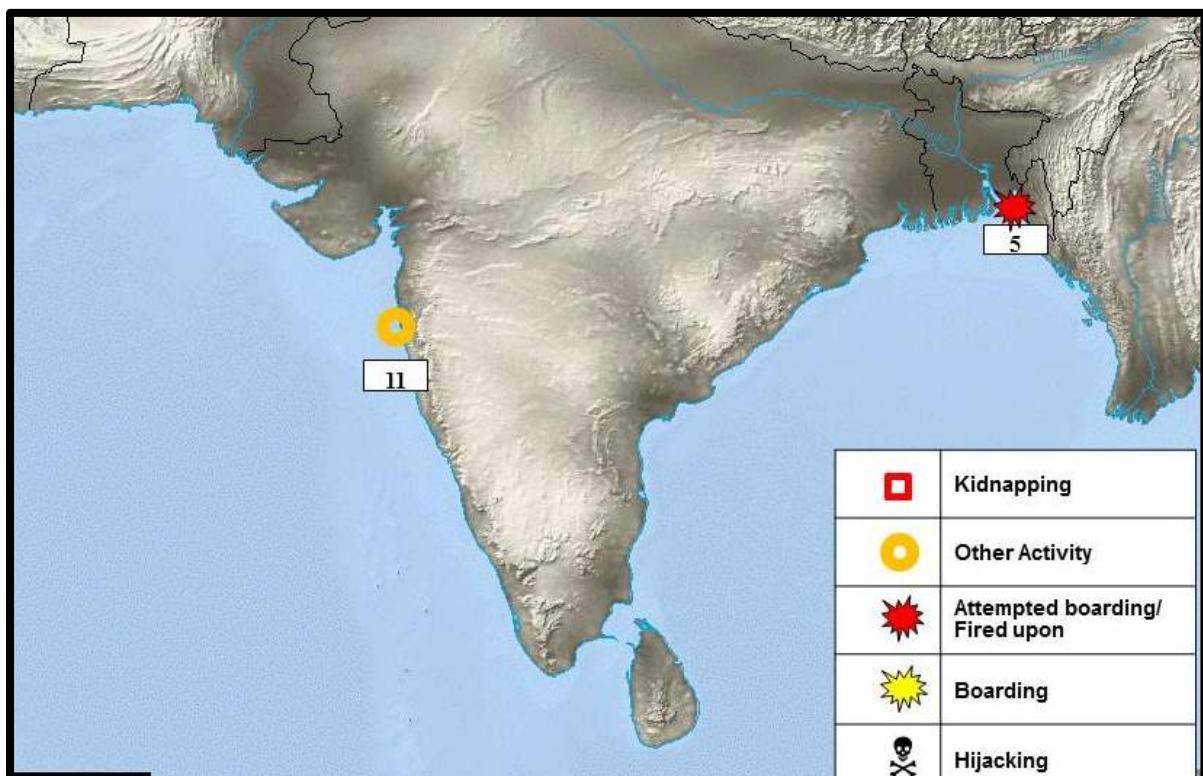
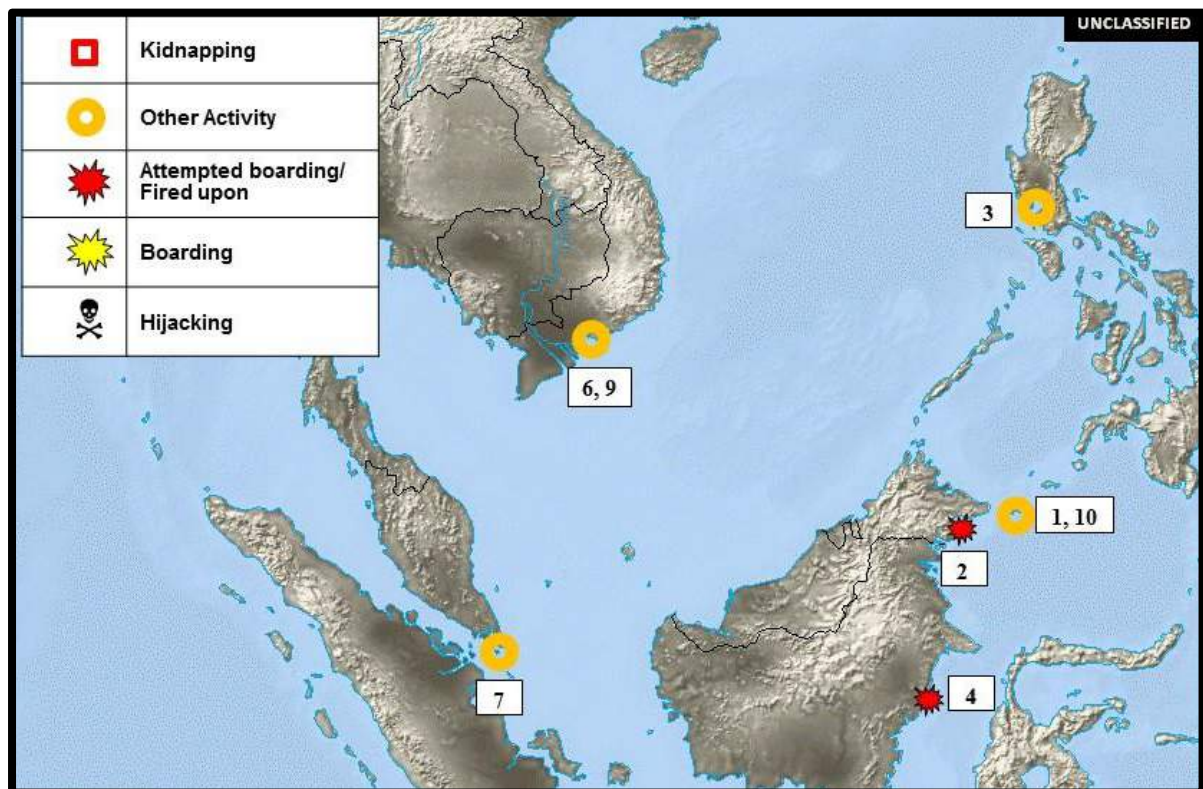
SYNOPTIC DISCUSSION: High pressure continues to dominate the weather in the region. Isolated thunderstorms and rain showers can be routinely expected along the coast of West Africa.

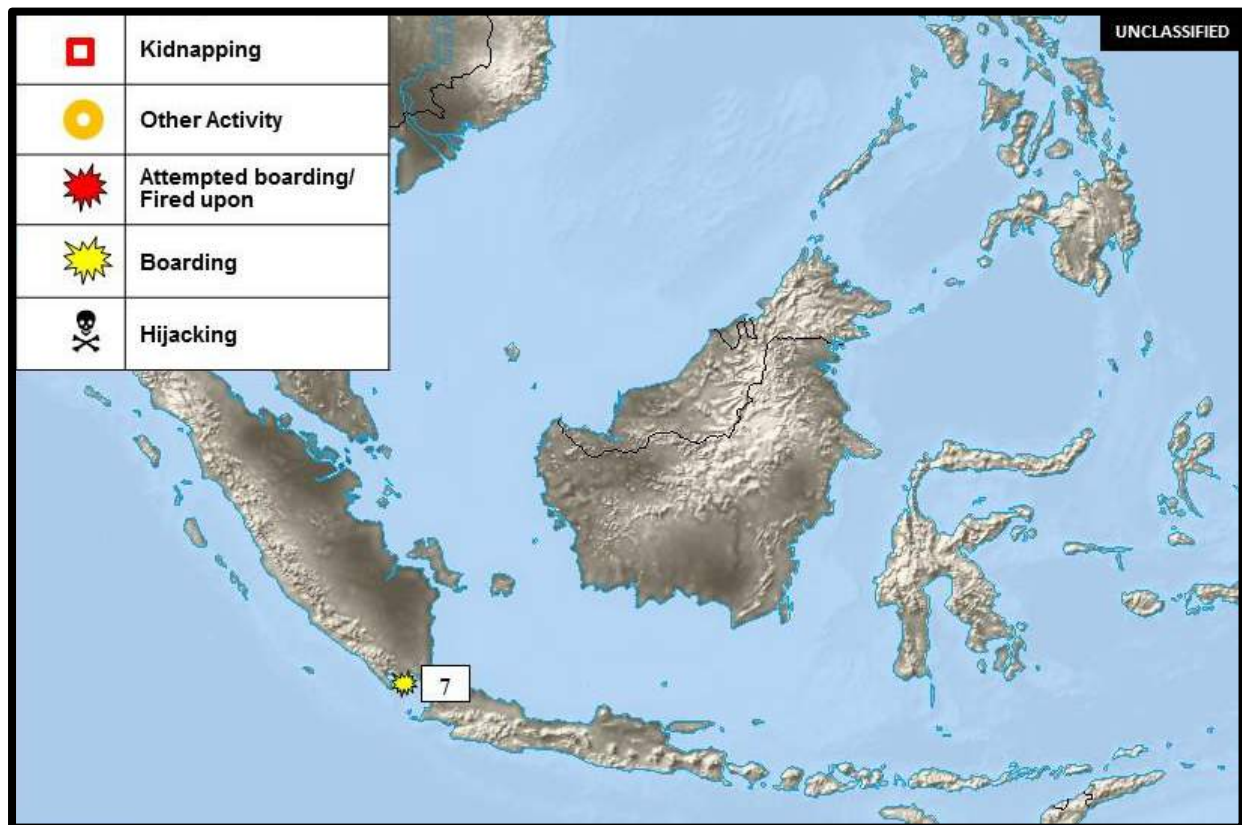
EAST ASIA, SOUTHEAST ASIA, INDIACurrent
Incidents:**11****WARNING:**

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

1. **8 May (Malaysia)** – Authorities intercepted a small boat that was being piloted by an unidentified teen. The boat was searched and 89 containers carrying 10,000 explosives detonators were found. The boat was leaving Lahad Datu and was headed for a small island in the southern Philippines. The teen was detained.
2. **7 May (Philippines)** – Four members of a suspected Filipino kidnap-for-ransom group were shot and killed in the waters off Lahad Datu. The authorities are investigating whether they belonged to a pro-Islamic State (IS) militant group that operated in the southern Philippines. Sabah Police Commissioner Ramli Din disclosed that a team, consisting of members of the Eastern Sabah Security Command (ESSCOM), VAT 69 Special Forces units as well as marine police, detected a boat carrying five to six men who were behaving suspiciously. During a press conference in Lahad Datu, Ramli disclosed that “the speedboat was heading towards a group of fishing boats. Our boat intercepted them and flashed out blue strobe lights,” adding that “the suspects fired on the team, forcing them to return fire in self-defense.” Ramli disclosed that the team was unharmed however a bullet had hit the left side of their boat’s bow.
3. **7 May (Philippines)** – Bureau of Customs (BOC) operatives have seized smuggled goods at the Port of Manila (POM) and Manila International Container Port (MICP). Several forty-foot shipping containers containing rice, houseware products, electronic cigarettes, cosmetics, counterfeit shoes, office chairs and wheel rims. A Customs spokesman disclosed that the shipments from China had arrived on separate dates and were consigned to different companies.
4. **6 May (Indonesia – Late Report)** – A duty crewman on routine rounds onboard a bulk carrier anchored near position 00:13 S – 117:33 E, Muara Berau Anchorage, heard noise coming from the hawse pipe and saw somebody trying to remove the pipe protection cover. Duty officer immediately informed the other crewmembers, the alarm was raised and the ship’s whistle was sounded. Upon hearing the alarm, the robbers aborted their attempted boarding and escaped. The crewmembers were mustered and a search of the vessel was carried out, during which nothing was reported stolen. Duty officer tried to call the port control on VHF however no response was received.
5. **6 May (Bangladesh – Late Report)** – Seven robbers in a wooden boat with an outboard engine approached and attempted to board an anchored bulk carrier near position 22:15 N – 091:44.93, Chittagong Alpha Anchorage, using a hook attached to a rope. The crew noticed the robbers and raised the alarm. Upon seeing the crewmember’s alertness, the robbers aborted the boarding attempt. Local authorities were informed.
6. **3 May (Vietnam – Late Report)** – The Customs office at Port of Ho Chi Minh City seized 3.3 tonnes of pangolin scales that had been illegally imported from Africa. The container was declared to contain dried cashew nuts and was in transit to Cambodia from Nigeria.
7. **1 May (Malaysia – Late Report)** – Malaysian police intercepted a tanker with 131 Sri Lankans onboard believed bound for Australia and New Zealand, smashing a large human smuggling ring that has been operating for a year. A national police spokesman disclosed in a statement that authorities halted the modified tanker off the coast of southern Johor state.
8. **28 April (Indonesia – Late Report)** – While at anchor near position 05:30.13 S – 105:18.13 E, Panjang Anchorage, a duty officer aboard a cargo vessel saw a fishing boat approaching the vessel.

The duty crewman sent to check the fishing boat's activity. The duty crewman saw three robbers on board the vessel and notified the duty officer who raised the alarm and alerted all crewmembers via the PA system. Upon seeing the alerted crewmembers, the robbers escaped in their boat.

9. **27 April (Vietnam – Late Report)** – 3.8 tons of pangolin scales were seized in Cat Lai Port. They were hidden in bags in the middle of two containers surrounded by timber blocks.
10. **24 April (Philippines – Late Report)** – Two high speed craft approached an ore carrier underway near position 04:58 N – 119:37E, 6 nautical miles west-southwest of Bongao Island. As the boats closed to the vessel, the crewmembers could see a blue coloured boat with two persons wearing face masks and a white coloured boat with one person wearing a face mask. Two Philippine naval patrol vessels contacted the ore carrier via VHF channel 16. The high-speed boats closed to three cables from the vessel. Noting the ship's hardening manoeuvres, the boats crossed the vessel's stern and moved away. The vessel had received cautionary information from the Philippine Navy and Coast Guard Coast Watch as they were transiting the Sibutu passage.
11. **21 April (India – Late Report)** – Local authorities in the port of Colaba intercepted a boat carrying 8.300 litres of stolen fuel and arrested three men onboard. It is believed they had stolen the fuel from boats in the port and were selling it to other boats in the area.

MARITIME REPORTING

- No incidents to report

WEATHER FORECAST: SOUTHEAST ASIA

WEATHER FORECAST VALID FROM 10 – 16 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: Southerly 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.

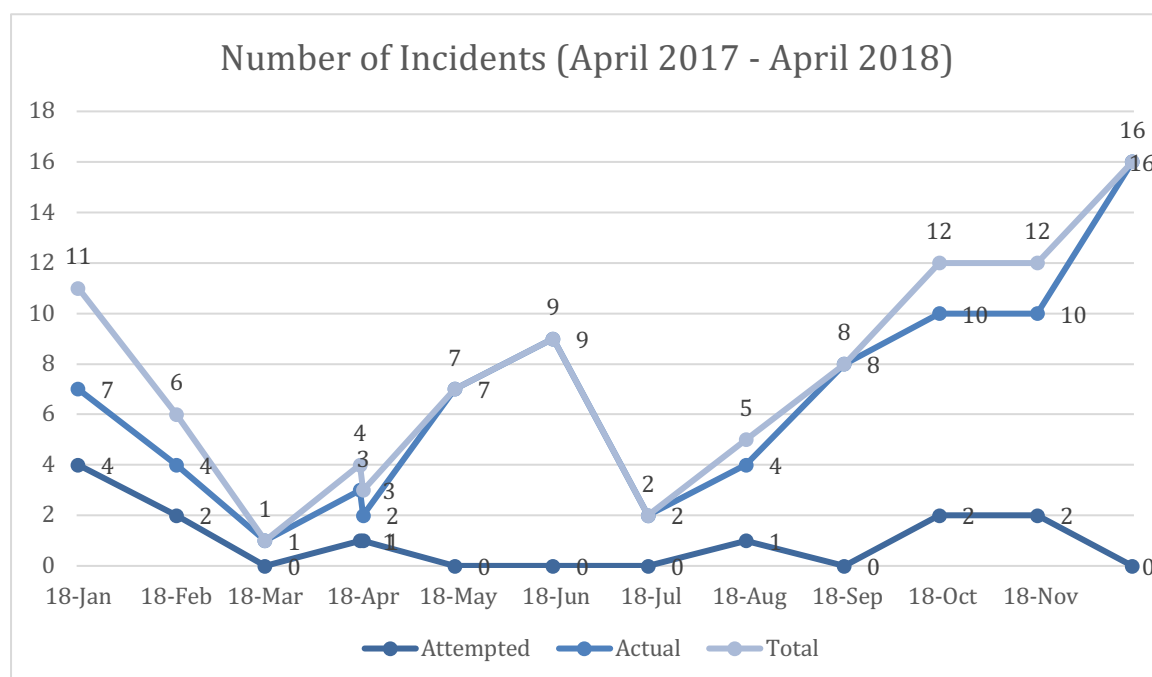
SYNOPTIC DISCUSSION: Low pressure over the Sea of Japan and associated front has increased winds and seas from the Sea of Japan through the northern portion of the South China Sea. Expect strong gusts in and around scattered thunderstorms throughout the Malacca Strait and the Andaman Sea due to funnelling effects and daytime heating.

PIRACY AND ARMED ROBBERY AGAINST VESSELS IN ASIA: MONTHLY REVIEW (APRIL 2018)

April 2018 saw a total of three incidents of piracy and armed robbery against vessels reported in Asia, comprising of one incident of piracy and two incidents of armed robbery. During this reporting period, there were no incidents of abduction of crewmembers in the Sulu-Celebes Sea and no incidents of hijacking of vessels for theft of oil cargo.

NUMBER OF INCIDENTS

The April 2018 reporting period saw a total of three incidents of piracy and armed robbery against ships, comprising of two actual incidents and one attempted incident.



STATUS OF VESSELS

Of the three incidents that were reported during this period, two occurred on board vessels while underway (one in the Straits of Malacca and Singapore off Pulau Batam, Indonesia and the other occurring in the South China Sea) and one incident occurred on board a vessel at anchor at Muara Berau anchorage, Indonesia.

JANUARY – APRIL 2018

Number of Incidents

Between January and April 2018, a total of 21 incidents were reported, comprising of 14 actual incidents and seven attempted incidents. The total number of incidents reported during the January – April 2018 period was the lowest amongst the 10-year reporting period of January – April of 2009 – 2018. The

January – April 2018 period saw a 32% decline in the total number of incidents compared to the January – April 2017 period, which saw a total of 31 incidents reported.

UPDATE ON SITUATION IN THE STRAITS OF MALACCA AND SINGAPORE (SOMS)

The January – April 2018 period has seen an increase in the number of incidents reported in SOMS, compared to the same period in 2017. Three incidents, comprising of one actual incident and two attempted incidents, were reported in 2018, compared to only one attempted incident that was recorded during the same period in 2017.

During the January – April 2018 period, a total of three incidents were reported on board vessels while underway in SOMS. Of these, one incident occurred in the Malacca Strait, on board *TIBERIUS*, and two incidents occurred in the Singapore Strait, on board *MARINECO TOOMAI* and *KATERINA*.

Incident on Board Vessel KATERINA

While underway in the eastbound lane of the Traffic Separation Scheme (TSS) of Singapore Strait, the duty officer of the bulk carrier, *KATERINA* sighted four perpetrators in the engine room on 21 April 2018 at about 2300 hrs and reported the incident to the Master. The Master raised the alarm, mustered the crewmembers and reported the incident to Singapore's Vessel Traffic Management System (VTMS) via VHF. The VTMS informed the Republic of Singapore Navy, Singapore Police Coast Guard and Indonesian authority. The VTMS also initiated a safety navigational broadcast to warn vessels in the vicinity. The Master conducted a search and there was no further sighting of the perpetrators. The Malaysian Maritime Enforcement Agency (MMEA) reported that it deployed its boat and boarded *KATERINA* at 0144 hrs on 22 April at about 4 nautical miles south of Tanjung Penyusop, Malaysia after receiving a distress signal. No items were reported stolen and the crew was not harmed.

MS RISK advises all vessels to exercise enhanced vigilance while underway in the SOMS, particularly during the hours of darkness. We further advise that all vessels make timely reports of all incidents and suspicious activity to the nearest coastal State. Enforcement agencies in the region should increase their surveillance and provide quick responses to reports of incidents.

UPDATE ON SITUATION ON ABDUCTION OF CREWMEMBERS FROM VESSELS IN THE SULU-CELEBES SEA AND WATERS OFF EASTERN SABAH

During this reporting period there was no report of actual or attempted incidents involving the abduction of crewmembers from vessels while underway in the Sulu-Celebes Sea and waters off eastern Sabah. The last actual incident reported in the region occurred on board *SUPER SHUTTLE TUG 1* on 23 March 2017, with the last attempted incident occurring on board *KUDOS 1* on 15 February 2018.

As of 30 April 2018, nine crewmembers remain in captivity. The Philippine authorities continue to conduct pursuit operations and intensify its military operations to rescue the abducted crewmembers and neutralize the militant group. As the threat of abduction of crewmembers in the Sulu-Celebes Sea has not been totally eradicated, MS RISK continues to advise all vessels to re-route from the area where possible. Otherwise vessel Masters and crewmembers are strongly advised to exercise extra vigilance while transiting the Sulu-Celebes Sea and eastern Sabah region and to report and incidents and suspicious activity to the following Centres:

1. Philippine Coast Guard District
Southwestern Mindanao
Operation Centre
Tel: +63 929686 4129
Tel: +63 929686 0689

VHF: Channel 16 with call-sign "ENVY"

2. Navy – Littoral Monitoring Station (LMS)
Bongao, Tawi Tawi
Tel: +63 917774 2293
VHF: Channel 16
Email: jointtaskgrouptt@gmail.com
3. Eastern Sabah Security Command (ESSCOM)
Tel: +60 89863181/016
Fax: +60 898631812
VHF: Channel 16 with call-sign "ESSCOM"
Email: bilanggerakanesscom@jpm.gov.my

CONCLUSION

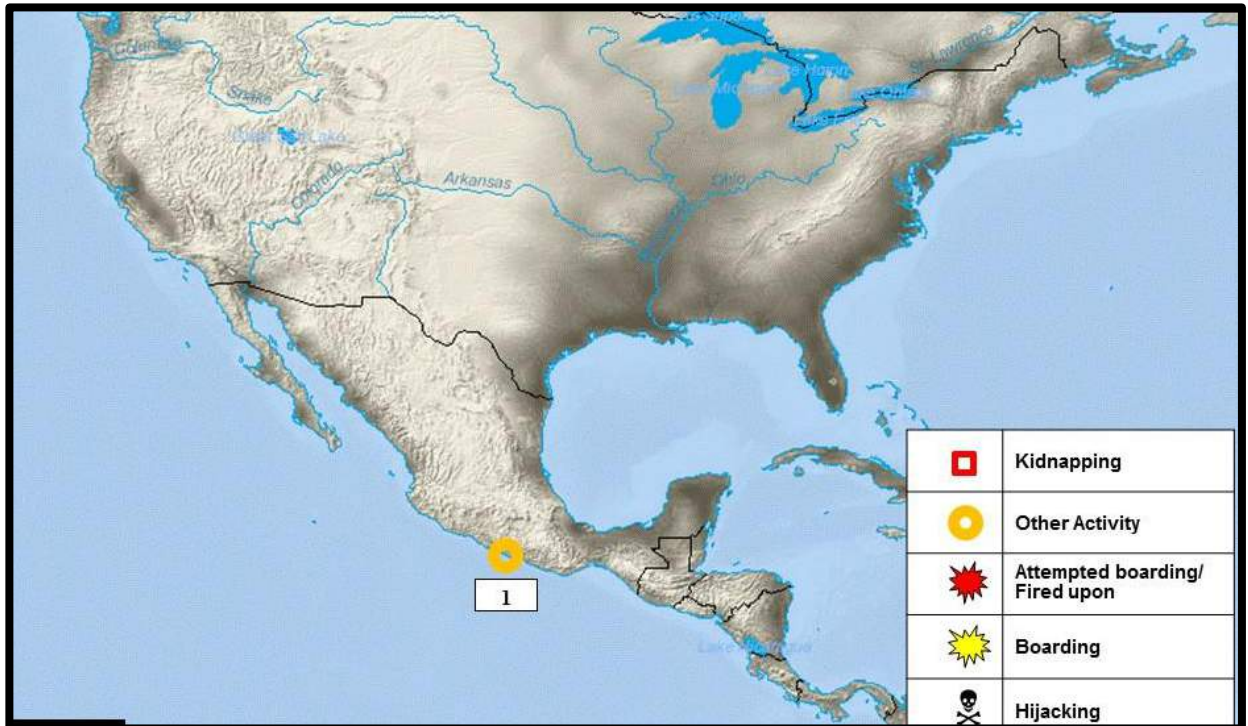
The situation of piracy and armed robbery against vessels in Asia has improved during the January – April 2018 period compared to the same period last year. During this year's period, a total of 21 incidents were reported, compared to 31 incidents that were reported in the same period in 2017, representing a 32% decline in the number of incidents. In April 2018, there were no incidents of abduction of crewmembers in the Sulu-Celebes Sea and no hijacking of vessels for theft of oil cargo.

Of concern is the occurrence of an incident in the eastbound lane of the Traffic Separation Scheme (TSS) of Singapore Strait on 21 April 2018. This was the first actual incident that was reported in the Straits of Malacca and Singapore (SOMS) during the January – April 2018 period after two failed attempted boarding's were carried out in January 2018. A total of three incidents, comprising of one actual and two attempted, were reported in SOMS during the January – April 2018 period compared to one attempted incident that was reported during the January – April 2017 period.

MS Risk advises all vessels transiting the areas of concern to exercise enhanced vigilance, maintain look-out for suspicious approach by boats, and report all incidents and suspicious activity to the nearest coastal States and flag State immediately.

WORLDWIDE

NORTH AMERICA

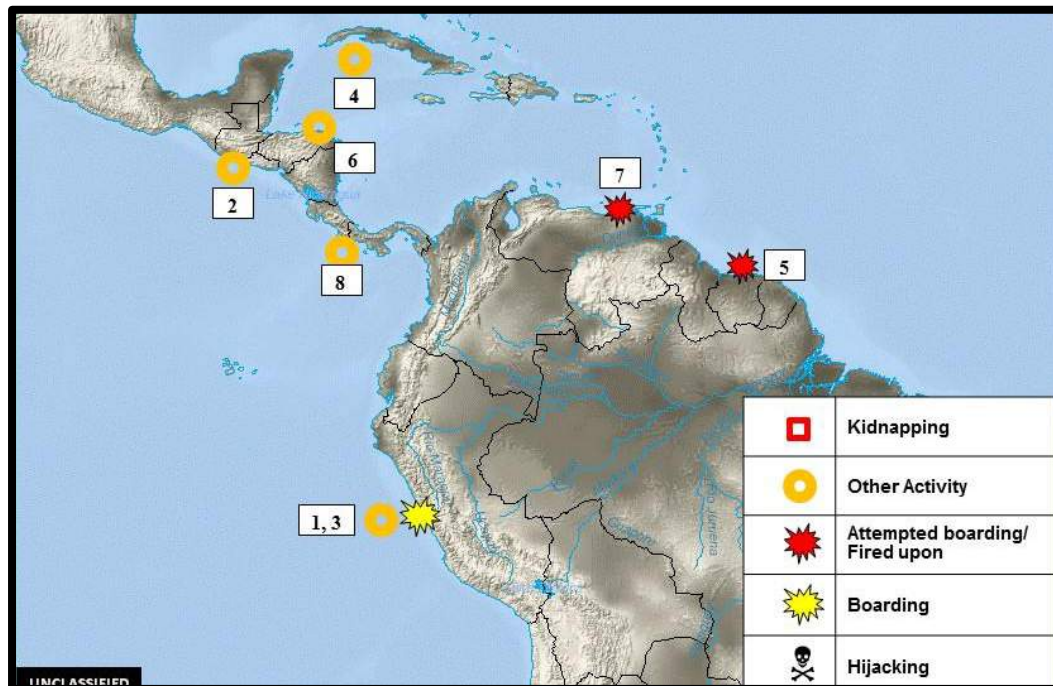


1. **10 April (Mexico – Late Report)** – Naval forces near Acapulco intercepted a vessel towing 67 packages containing a total of one ton of cocaine.

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

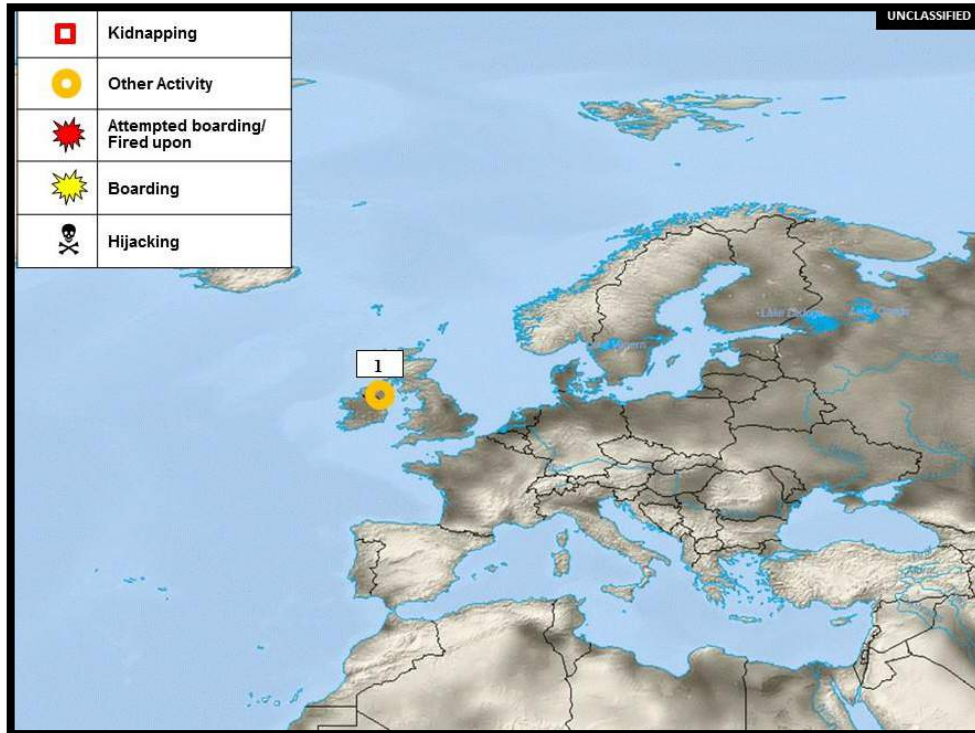
1. **5 May (Peru – Late Report)** – Three robbers in a wooden boat with an outboard engine boarded an anchored bulk carrier near position 12:01 S – 007:10 W, Callao Anchorage. They boarded the vessel using hook that was attached to a rope. Duty lookout saw the robbers, raised the alarm and mustered the crewmembers. The duty officer then sounded the ship's whistle and notified the port authorities. Upon seeing the crewmembers' alertness, the robbers escaped with stolen ship's properties.
2. **4 May (Guatemala – Late Report)** – Authorities intercepted *M/V TIAMAT* and escorted the vessel to the port of Puerto Quetzal for a thorough search of the ship. During the search, 2.8 tons of cocaine was found. The ship was en route from Ecuador to Ensenada, Mexico.
3. **3 May (Peru – Late Report)** – According to the Peruvian Prosecutor's Office, Peruvian authorities in Callao seized 400 kilograms of marijuana aboard the Portugal-flagged cargo ship *EVER CONQUEST*, which came from the Colombian port of Buenaventura. The contraband was found in rectangular packages inside five black sports bags in the crewmember's compartments.

4. **3 May (Jamaica – Late Report)** – The Jamaica Defense Force (JDF) Coast Guard seized approximately 765 pounds of compressed marijuana when it intercepted a vessel off the coast of Westmoreland and detained three men, two locals and a Haitian. A JDF Coast Guard patrol team on board HMJS Cornwall was conducting routine patrols off the coast of Westmoreland when they spotted a blue motor-vessel acting suspiciously. According to officials, “the Coast Guard team approached the vessel in order to carry out a board and search, when the three men were spotted throwing a number of packages overboard. The Coast Guard team recovered five packages that were thrown overboard and another 11 that were still on board.”
5. **2 May (Suriname – Late Report)** – Pirates attacked another fishing boat, killing at least one fisherman. According to Mark Lall, secretary of Visserscollectief, a local fishermen’s association, the captain of the boat was killed. The whereabouts of his crewmembers are currently unknown.
6. **29 April (Honduras – Late Report)** – According to an official source, authorities seized 319 kilograms of cocaine on a Panama-flagged ship in Caribbean waters, in an operation that also resulted in the arrest of two Colombians and one Honduran. Armed forces spokesman Jose Domingo Meza told reporters that the vessel was intercepted by a patrol of the Honduran naval force off the coast of the eastern department of Gracias a Dios.
7. **28 April (Venezuela – Late Report)** – A duty crewman onboard a bulk carrier anchored near position 10:09 N – 064:48 W, Puerto Jose Anchorage saw several robbers trying to access the vessel via the hawse pipe. The alarm was raised and the crewmembers were mustered. Upon seeing the alerted crewmembers, the robbers escaped empty handed.
8. **24 April (Costa Rica – Late Report)** – Costa Rica’s National Coast Guard Service intercepted a vessel carrying 809 kilograms of cocaine near Punta Burica. The four men onboard the vessel were arrested on charges of drug trafficking.



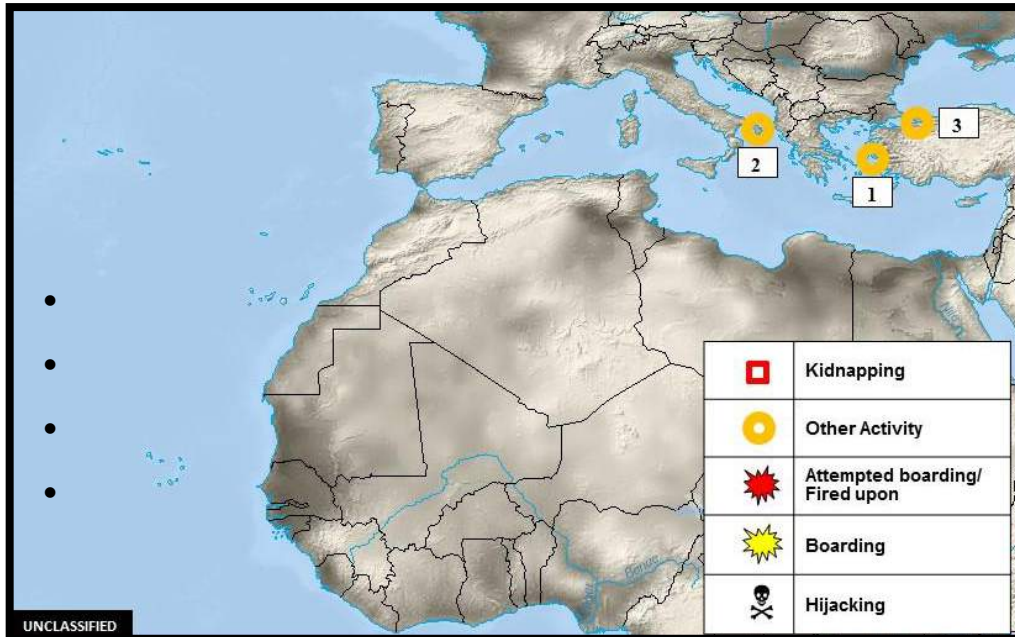
ATLANTIC OCEAN AREA

- No current incidents to report

NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

1. **8 May (Ireland)** – A teen stowaway was discovered in a truck at a stadium in Dublin after traveling from Calais, France, across the English Channel, through England and across the Irish Sea. The truck is part of a convoy hauling equipment for an upcoming music concert.

MEDITERRANEAN/BLACK SEA



1. **4 May (Aegean Sea – Late Report)** – According to the Greek Navy, a Greek navy gunboat was nudged by a Turkish cargo vessel while on patrol for unauthorized migrant crossings in the Aegean Sea. The gunboat *ARMATOLOS* was on patrol off the island of Lesbos as part of a NATO operation when the incident occurred. According to a navy statement, a Turkey-flagged vessel “approached and touched” the Greek gunboat, adding that it then accelerated towards Turkish shores and did not respond to subsequent radio calls from the Greek gunboat. The Greek Navy stated that NATO authorities had been informed, adding that there were no injuries or any serious damage to the ship. Turkey’s transport ministry later confirmed that there were no casualties on either side following the collision.
2. **2 May (Italy – Late Report)** – Authorities intercepted a small ship carrying 2.5 tons of marijuana near Brindisi. Four Albanian smugglers were arrested.
3. **1 May (Turkey – Late Report)** – A total of 89 kilograms of cocaine was seized at Istanbul’s Ambarli Port. According to Turkey’s Customs and Trade Ministry the cocaine was hidden inside a container from South America, which was loaded with bananas.

ARABIAN GULF

- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

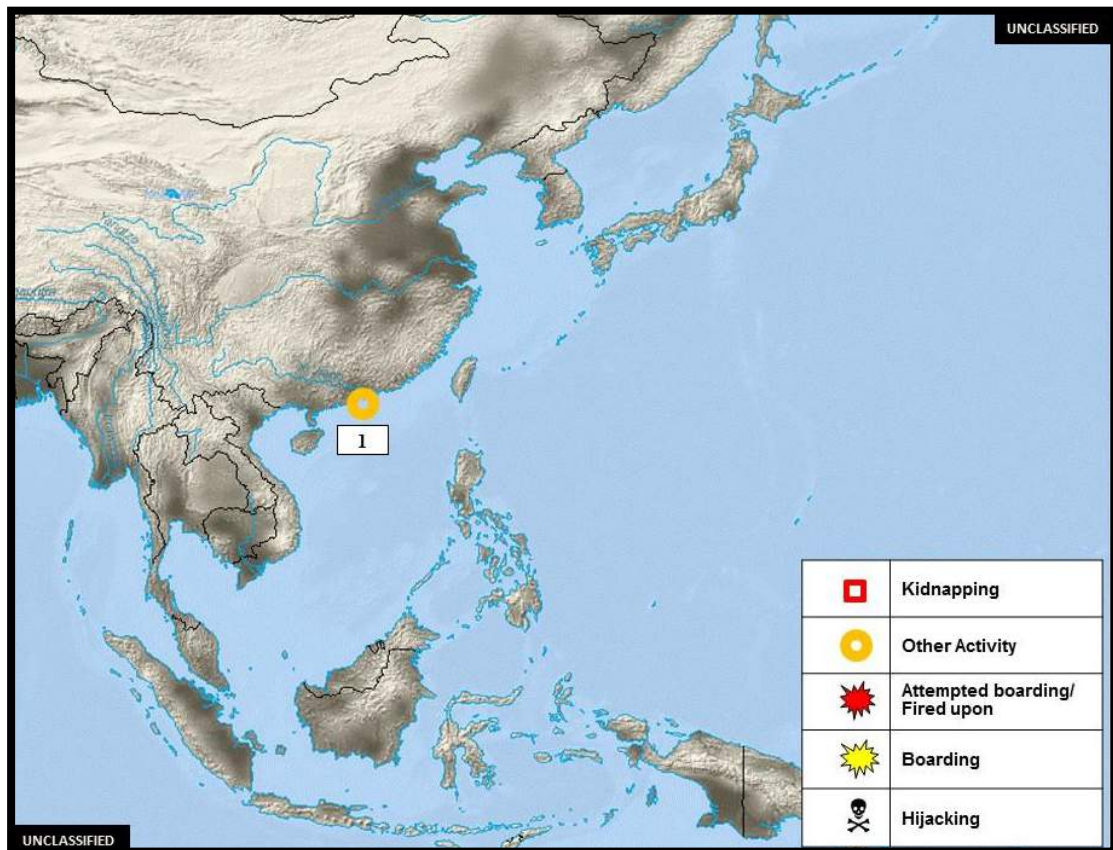
- No current incidents to report

EASTERN AND SOUTHERN AFRICA

- No current incidents to report

NORTHEAST ASIA

1. **19 April (Hong Kong – Late Report)** – Customs officers seized nearly 24 tons of high-value Honduras rosewood hidden in a shipping container that arrived in the city from Central America. This incident is the third wood-smuggling case to be reported in the city this year.

**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.

LIBYAN COASTGUARD INTERCEPTS MORE THAN 500 MIGRANTS

8 May (Libya) – According to a spokesman, Libyan coastguard vessels intercepted more than 500 migrants on four inflatable boats on Monday off the country's western coast, adding that all the migrants were returned to Libya. Naval coastguard spokesman Ayoub Qassem reported that one boat carrying about 100 migrants was intercepted off the western city of Sabratha, about 70 km west of the capital Tripoli, while another three boats with a total of more than 400 migrants on board were picked up off Garabulli, east of Tripoli. The migrants were taken to one of several detention centres nominally under government control in Tripoli. Qassem disclosed that most of those on the boat intercepted off Sabratha on Monday were North African, including eighteen Libyans.

SPAIN RESCUES 476 MIGRANTS

7 May (Spain) – Spain's maritime rescue service has disclosed that it saved 476 migrants on Sunday who were attempting the perilous crossing of the Mediterranean Sea from African shores. Officials have disclosed that the migrants were pulled from fifteen small boats on Friday and Saturday, adding that there were no casualties. Separately, a Spanish non-profit dedicated to helping migrants at sea rescued 105 more migrants in waters near Libya during a mission on Sunday. The aid group Proactiva Open Arms found the migrants, from Bangladesh, Egypt, Libya, Nigeria and other countries, drifting at sea in a motor-less boat. The migrants have reported that human smugglers sailing in a separate boat removed their boat's engine halfway through the dangerous crossing and left.

UN RELEASED LATEST MEDITERRANEAN MIGRANT FIGURES

7 May – The United Nations has released the latest figures on migration in the Mediterranean, reporting that so far this year, 615 migrants have died crossing the Mediterranean Sea. It goes on to report that a total of 22,439 migrants have reached European shores, with 4,409 arriving in Spain, through the first four months of 2018.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 13 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

HAFTAR SEEKS TO REASSERT STRONGMAN STATUS

11 May – Khalifa Haftar is seeking to reassert his strongman status after a recent hospitalization fueled speculation over his health. The 75-year-old returned to Benghazi after a two-week stint in a Paris hospital, during which he made no public appearance. He quickly got back to work, launching a military campaign this week aimed at retaking the eastern city of Derna from militants. Haftar's absence had fueled rumors about his health on Libyan social media, with some outlets even announcing his death, paving the way for speculation about his successor. "Many of his opponents in western Libya crowed that the Libyan National Army's (LNA) days were numbered," the International Crisis Group (ICG) said in a report published Tuesday. Haftar's militant foes hoped to reverse losses they suffered in 2017 when the LNA pushed forces of the Benghazi Revolutionaries' Shoura Council out of the eastern city after three years of fighting, the ICG said. Haftar appeared on Monday, presiding over a military parade that saw thousands of LNA fighters march through the streets of Libya's second city.

UPDATED GUIDANCE: RISK OF CREW BEING ARRESTED AT PORTS IN WESTERN LIBYA

10 May – According to Gard's Libyan correspondent, tankers suspected of calling certain loading areas in Western Libya risk being boarded by the Libyan Navy. The vessel and its crew could be detained for further investigations. The loading areas currently at risk are mostly located offshore between Zawiya and the Tunisian border. Over the last few years, nearly 300 crew members have been arrested and are being held in a Tripoli prison, awaiting trial for alleged oil smuggling as the government clamps down on this illegal trade. The vessels involved, knowingly or unknowingly, may have their crew arrested for later trials. Investigations of detained vessels can take several years. Some crew members arrested for alleged oil smuggling have so far been in prison for over two years – with no real prospect of release in the foreseeable future. Suspected vessels are kept at anchor as a "dead" ship with negligible support from the port. Members and clients are advised to instruct their ships to exercise caution when entering Libyan ports and waters. Follow the official sea navigation routes to any of the working Libyan ports. **Further guidance is provided under the Libya Procedure section of this report.**

TWO DEAD IN CAR BOMBING AT CHECKPOINT NEAR LIBYA'S OIL CRESCENT

9 May – Two people were killed and four wounded in a car bombing claimed by Islamic State at a checkpoint west of Libya's biggest oil ports. A second car bomb was later destroyed by troops as it was driven along a road in the Umm al-Qandil area, military officials said. The victims of the first bomb included a guard and a civilian at the checkpoint about 44 miles from Ras Lanuf. Umm al-Qandil is also west of Ras Lanuf and the neighbouring terminal of Es Sider. Islamic State said in a statement it had carried out the suicide attack. Islamist militants have staged several attacks targeting security forces at checkpoints in desert areas surrounding the oil crescent in recent months.

ICC PROSECUTOR: NEW ARREST WARRANTS EXPECTED SOON IN LIBYA

9 May – The prosecutor for the International Criminal Court said Wednesday that her office is progressing in its investigation of crimes committed in Libya and expects to issue new arrest warrants in the near future. Fatou Bensouda told the U.N. Security Council there has been "significant progress" in investigations in Libya on events in 2011 and more recent and ongoing crimes. She added that because of insecurity, the ICC was long unable to conduct investigative missions in Libya after June 2012. But a team from her office travelled to Libya in March. Bensouda pointed to a volatile security situation

exacerbated by armed conflict between militias in many parts of Libya and serious human rights violations including extra-judicial killings and arbitrary detentions. She also cited reports of migrants being killed and mistreated in detention and in transit and of slave auctions, which she called "an assault on the oneness of humanity." Conflict and instability in Libya "continue to create a fertile ground for violence, and regrettably, the commission of atrocities," Bensouda warned. The prosecutor updated the council on the three Libyans subject to ICC arrest warrants and again urged Libyan authorities and other countries to arrest and hand them over to The Hague. The main focus is on Mahmoud al-Werfalli, a Libyan military officer sought for his alleged role in committing or ordering seven executions that killed a total of 33 captives in the city of Benghazi last year. The executions were filmed and posted on social media. Since the ICC warrant was issued last August, al-Werfalli has continued to act as a commander in the Al-Saiqa Brigade and "there are now credible allegations ... he has committed further murders which may be prosecuted by my office as war crimes." She pointed to photos and video on social media on Jan. 24-25 that appear to show al-Werfalli "brutally murdering 10 people" in front of a Benghazi mosque. Bensouda has called on General Khalifa Haftar, al-Werfalli's superior, to facilitate his arrest and surrender. She said Haftar's army has claimed it is investigating al-Werfalli but "these claims simply do not appear credible." Bensouda said the current whereabouts of Seif al-Islam Gadhafi, charged with murder and persecution for his alleged role in the violent suppression of the 2011 protests, remain unknown. He was released from custody in June 2017 as part of a pardon issued by the Libyan parliament based in the country's eastern region. Finally, the office is trying to locate Al-Tuhamy Mohamed Khaled, former head of the Libyan Internal Security Agency, who is wanted for alleged crimes against humanity and war crimes. The charges involve prisoners held by Libyan security forces during the 2011 protests.

RIGHTS GROUP SAYS TWO JOURNALISTS DETAINED IN LIBYA

8 May – An international rights group says armed men linked to Libya's internationally recognised government have arrested two organisers of an annual media award. Human Rights Watch said on Monday that the Special Deterrence Force arrested Suleiman Qashout, chair of the Septimus Award's board, and Mohamed Yaacoubi, director of the award, in the capital, Tripoli, on April 29. HRW says the reason for their arrest remains unknown.

LIBYA ANNOUNCES PLAN TO SECURE TRIPOLI

5 May – The Libyan Interior Ministry completed preparation of a joint security and military plan to secure Tripoli, a few days after the deadly Islamic State (IS) suicide attack on the Libyan Higher Commission of Elections. The announcement of the plan came after a broad meeting of senior military and security officials, including Libyan interior minister and the military chief of staff. The meeting focused on the security arrangements, mainly a unified security plan between all the military and security services aimed at securing the city of Tripoli and its outskirts. IS suicide bombers on Wednesday attacked the headquarters of Libyan Higher Commission of Elections in Tripoli, killing 15 people and injuring 21 others. The attack took place as the UN-backed government, in cooperation with the UN Support Mission in Libya, prepares to hold presidential and parliamentary elections before the end of this year, as proposed by the head of the mission, Ghassan Salame in September 2017.

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.

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

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