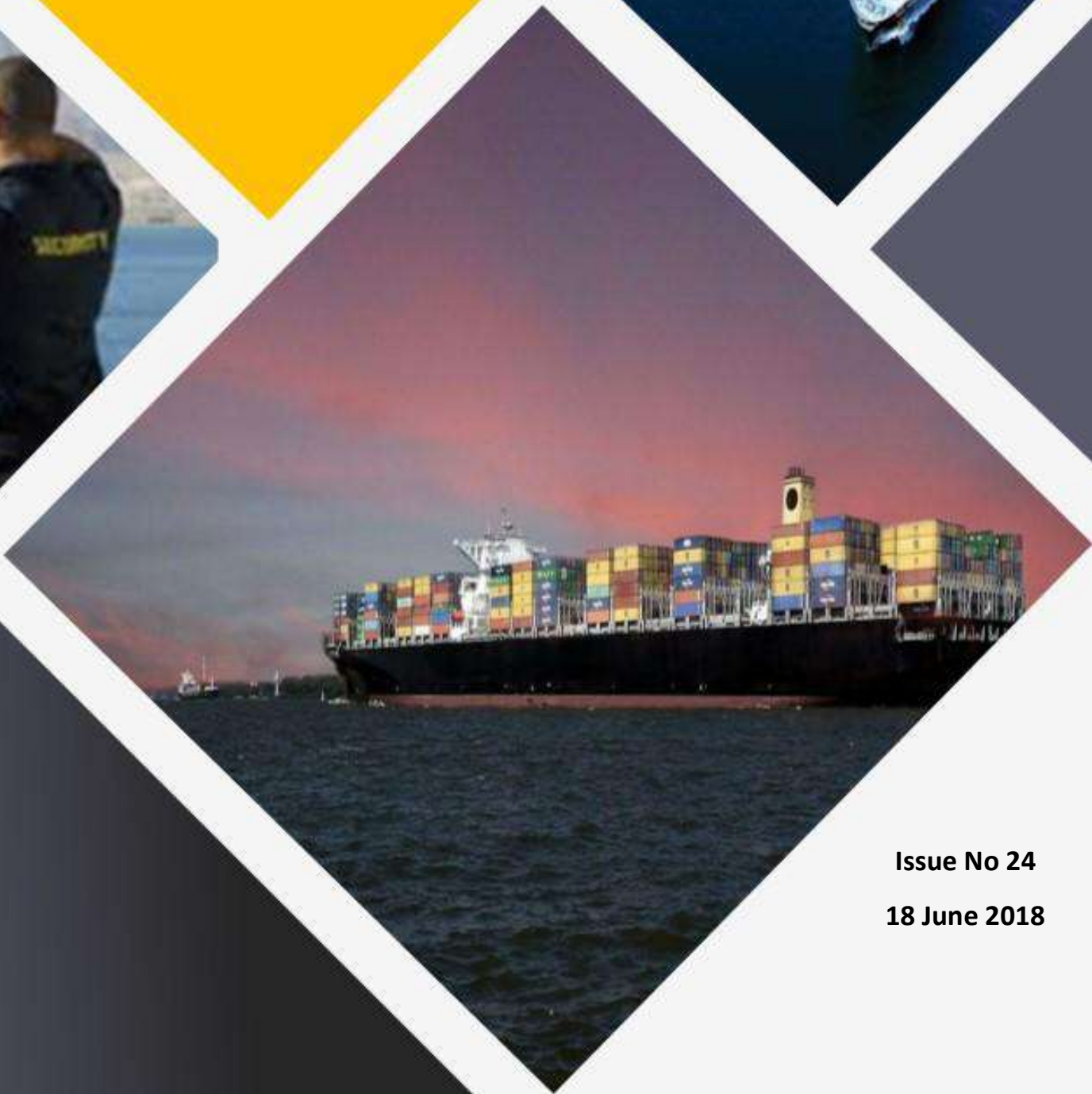


MS | RISK

Maritime Security Review



Issue No 24

18 June 2018

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INCIDENTS AT SEA

Reporting Period: 11 - 17 June 2018

Region	Current Incidents	Late Reported Incidents	Threat Level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	3	Medium
Gulf of Guinea	0	2	Medium
Asia	0	1	Low
WORLDWIDE			
North America	0	0	Low
Central America/Caribbean/ South America	2	3	High
Atlantic Ocean Area	0	0	Low
Northern Europe/English Channel/Baltic	0	0	Low
Mediterranean/ Black Sea	0	0	Low
Arabian Gulf	0	0	Low
Southern Africa	0	0	Low
Northeast Asia	0	2	Medium
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

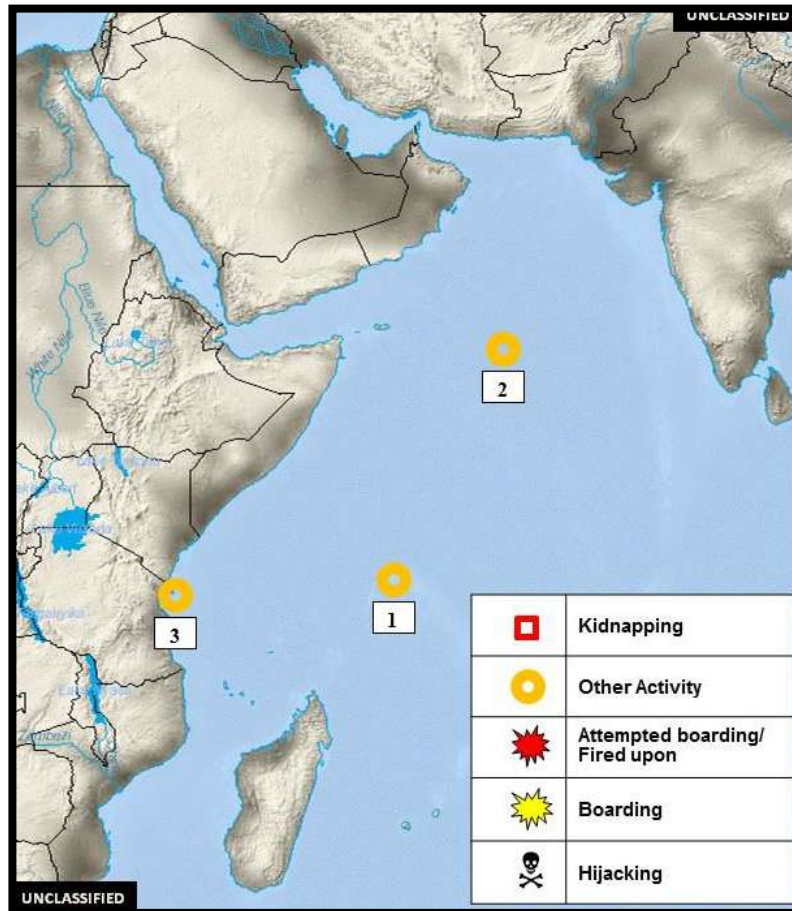
There remains a high threat of piracy and a risk of vessel damage as the result of maritime conflict in this region. International naval patrols and anti-piracy measures on board commercial vessels have greatly diminished Somali piracy since its peak in early 2011. The international community has significant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



SOURCE: ONI

Current
Incidents:

3

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

- **7 June (Seychelles – Late Report)** – The Seychelles Coast Guard patrol ship *ANDROMACHE* intercepted a Sri Lanka-flagged fishing vessel northwest of the main island of Mahe during a routine patrol. A Coast Guard team boarded the vessel to conduct an inspection, during which

evidence relating to illegal fishing was found. Six Sri Lankan nationals were arrested on suspicion of illegal fishing.

- **3 – 5 June (Arabian Sea – Late Report)** – The Australian warship *HMAS WARRAMUNGA* seized three large-scale drug shipments totalling more than 5.9 tonnes from vessels in the Arabian Sea. The ship halted vessels and seized shipments of cannabis weighing 3.3 tonnes, 2.6 tonnes and 40 kilograms respectively. *HMAS WARRAMIUNGA* is deployed to the region as part of Operation Manitou and the vessel has seized 31.8 tonnes of cannabis resin and 2 tonnes of heroin since it began operation in November 2017.
- **2 June (Kenya – Late Report)** – 109 Tanzanian fishermen were arrested by Kenya Defence Forces (KDF) officers attached to the Kenya Navy for engaging in illegal fishing within Kenya's territorial waters in Shimoni area. They were later arraigned in court before being held in jail after they were unable to raise a cash bail of Sh 20,000 each.

MARITIME REPORTING

- No current maritime news

WEATHER FORECAST: GULF OF ADEN, ARABIAN SEA, RED SEA

WEATHER FORECAST VALID FROM 14 - 20 JUNE 2018

NORTHERN ARABIAN SEA: Southwest winds of 15 – 20 knots with seas of 5 – 7 feet.

- **Extended Forecast:** East-southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 – 7 feet.

GULF OF OMAN: West-northwest winds of 15 – 20 knots and seas of 1 – 3 feet in the western section of the Gulf; with southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the eastern section of the Gulf.

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

SOMALI COAST: Southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 12 – 14 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 12 – 14 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.

CENTRAL AFRICAN COAST/INDIAN OCEAN: Southerly winds of 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 feet.

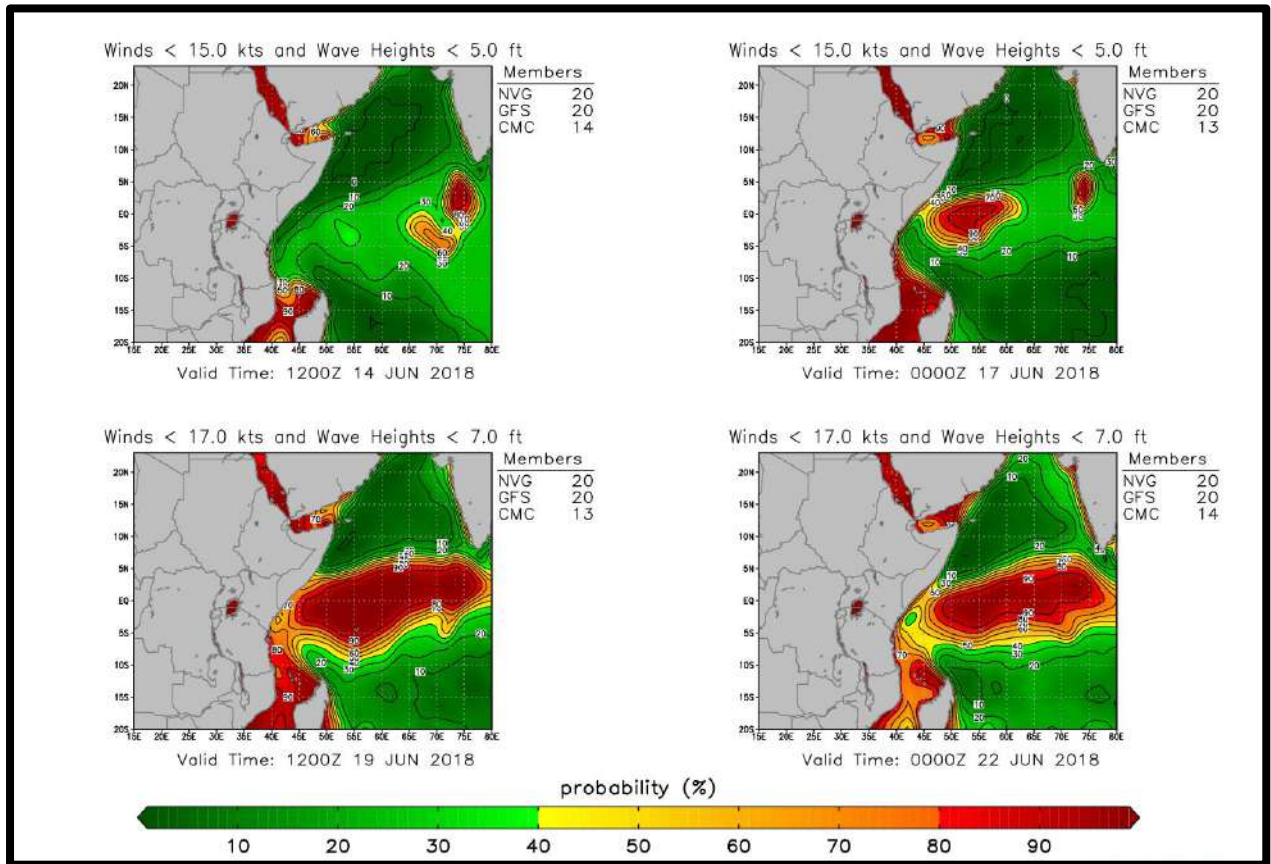
- **Extended Forecast:** Southerly winds of 15 – 20 knots and seas of 7 – 9 feet.

MOZAMBIQUE CHANNEL: South-southeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the northern Channel; with southeast winds of 10 – 15 knots, and seas of 7 – 9 feet in the southern Channel.

- **Extended Forecast:** South-southeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the northern Channel; with southeast winds of 20 – 25 knots and seas of 12 – 14 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 continues to dominate the weather pattern over much of the region producing mostly clear skies with isolated area of thunderstorm activity. Expect increased localized wind flow through the Strait of Hormuz due to funnelling effects and occasional shamal winds across the Arabian Gulf.



Source: ONI

SPOTLIGHT ON YEMEN

PORT STATUS AS OF 17 JUNE 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.

SECURITY ADVISORY: Hodeidah Port

13 June – Troops backed by the Saudi-led coalition began their assault on Hodeidah, the final maritime stronghold for the Houthi rebels. The long-anticipated battle is the culmination of Operation Golden Spear, a coalition campaign to wrest control of Yemen's western shoreline from the rebels. The battle for Hodeidah is likely to be the biggest fight in the war between the Arab coalition and the Iran-backed Houthi rebels, who wrested control of Yemen's capital and large swathes of the country in 2015.

Earlier this week, the UAE set a 48-hour deadline for the United Nations to convince the Houthis to evacuate and give up control of Hodeidah. UAE Minister of State for Foreign Affairs, Anwar Gargash, said, “We gave U.N. special envoy Martin Griffiths 48 hours to convince the Houthis to withdraw from the port and city of Hodeidah[...] These 48 hours expire during the night of Tuesday and Wednesday [...] If the Houthis don’t get out of Hodeidah city and the port, the UAE will start a military operation against the rebels in Hodeidah.” In a statement carried by Yemeni state-run media, the Yemeni government said, “The liberation of the port is the start of the fall of the Houthi militia and will secure marine shipping in Bab al-Mandab strait and cut off the hands of Iran, which has long drowned Yemen in weapons that shed precious Yemeni blood.”

Currently, the Houthis have two critical strongholds: Hodeidah Port, and Yemen’s capital, Sanaa. In recent months, coalition forces have rapidly moved northward along Yemen’s coastline to fortify maritime control of the region. Simultaneously, the Yemeni army, backed by coalition forces, have severed many Houthi supply lines as part of their surge to recapture these two strategic locations. In February, Yemeni and coalition forces cut off the route that links Taiz province with Hodeidah. In March, the Houthi supply route connecting fighters in the Al Jawf province was secured by Yemen-coalition forces. By April, coalition forces had cut most the supply lines that extend into the Hodeidah, forcing the Houthis to rely on mountain and desert routes to transfer personnel and supplies.

The battle for Hodeidah is the first attempt to capture a major city in Yemen. The coalition seeks to box the rebels into Sanaa, forcing them to negotiate a peace agreement. The UN and international governments have raised concerns that a battle at Hodeidah port could have extreme ramifications of the people of Yemen. Hodeidah is a lifeline to the country; attacks at the port could impede access to medicine, food, and fuel, raising concerns that the battle could further exacerbate what has become the world’s most critical humanitarian crisis. The coalition has argued that the Houthi rebels are using the port to smuggle weapons for Iran, some of which have been used to conduct missile strikes inside Saudi territory.

Conditions at Hodeidah Port

WARNING: Conditions around Hodeidah are a high security risk

Thus far, all parties in the war have carefully sought to ensure the security and functionality of the port. However, there is no guarantee that conditions at the port will remain secure. As MS Risk has previously warned, if the Houthis sense they are losing control of Hodeidah, the group could deliberately target the port and its infrastructure, or target vessels in the area to impede access to the port. It is unlikely that the port will come under the security of the United Nations.

Ship owners and shipmasters are urged to consider conditions around Hodeidah port. Vessels in the area are urged to remain constantly vigilant and aware of the risk of both deliberate and inadvertent attacks. There is elevated security in the water around Hodeidah port, and in the territorial waters on the Red Sea, extending to the Bab al Mandab Strait. Masters are advised to stay abreast of current information through local media sources, and to follow guidelines in accordance with the United Nations, the Saudi Coalition, and port authorities. Vessels are warned to proceed with extreme caution in the areas surrounding Hodeidah port. Remain vigilant of remote-controlled drone boats or rocket launchers. Commercial shipping vessels may be mistaken for a Saudi-led coalition vessel and hit by a water borne improvised explosive device or hit by a stray anti-ship cruise missile.

Security checks and offloading remain considerably slowed at Hodeidah Port. Wait times and inspection procedures in cooperation with the UN Verification and Inspection Mechanism are lengthy. Cargo offload is slower than it was prior to the war. The port's five gantry cranes were destroyed by coalition air strikes in 2015. The port now operates with four temporary truck-mounted cranes that have a maximum offloading capacity of 60 tonnes. The cranes cannot always reach container ships, as the old cranes are now obstacles to movement at the port. This has considerably slowed the offloading of shipping containers. As an alternative to Hodeidah port, the Yemeni government has begun efforts to restore Mokha port, 89 nautical miles south of Hodeidah.

ACTIVITY REPORTING

AIRSTRIKES TARGET HODEIDAH AIRPORT

17 June – The Saudi and Emirati-led coalition has conducted air strikes on Hodeidah airport to support forces attempting to seize control from Houthi fighters. Coalition warplanes carried out five strikes on Hodeidah on Sunday in a continuation of the biggest battle of the war in three years. Houthis official SABA news agency and the Saudi-owned broadcaster Al Arabiya also reported strikes on the airport.

UN REJECTS PLAN TO DEMAND IMMEDIATE CEASEFIRE IN HODEIDAH PORT

15 June – The UN security council has rejected a move to demand an immediate end to the fighting around the strategic Yemeni port of Hodeidah despite warnings from aid agencies that an attack could jeopardise vital aid to a country on the brink of famine. The 15-strong body failed to agree to a statement calling on forces led by Saudi Arabia and the United Arab Emirates to implement a ceasefire, with the US and UK both voicing opposition to the text introduced by Sweden. The council instead called for restraint and “urged all sides to uphold their obligations under international humanitarian law” in fighting for the city currently held by rebel Houthi forces. Pro-government forces backed by the UAE and Saudi Arabia began an assault on Wednesday.

CAR BOMB KILLS 3 UAE-BACKED TROOPS IN SOUTHERN YEMEN

14 June – At least three people were killed Thursday when a car bomb exploded near a security checkpoint in Yemen's southern Abyan province. A local security source, who spoke on condition of anonymity, said a suicide car bomber had targeted UAE-backed security forces (who support Yemen's internationally-recognized government) in Abyan's eastern Al-Wadeei Directorate. According to the source, the blast killed three UAE-backed troops and injured seven others, including a commander. A medical source at Abyan's Al-Razi General Hospital said the hospital had admitted seven injured people, including some who were in critical condition. No group has claimed responsibility for the attack; the Yemeni authorities have yet to issue a statement regarding the incident.

AIRSTRIKE HITS DOCTORS WITHOUT BORDERS FACILITY IN ABS

11 June – A newly constructed cholera treatment center run by the international medical humanitarian organization Doctors Without Borders/Médecins Sans Frontières (MSF) in Abs, Yemen, was hit by an airstrike Monday at approximately 5:40 am. No staff or patients were killed or injured. The facility had not yet received any cholera patients and was empty. The CTC is located about one kilometer from the MSF-supported Abs Rural Hospital, a 147-bed hospital that serves a population of more than one million people. Markings on the roof of the compound clearly identified the CTC as a healthcare facility. The

airstrike has now rendered the CTC non-functional. In keeping with security protocol, MSF has temporarily frozen its activities in Abs until the safety of its staff and patients is guaranteed.

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>.

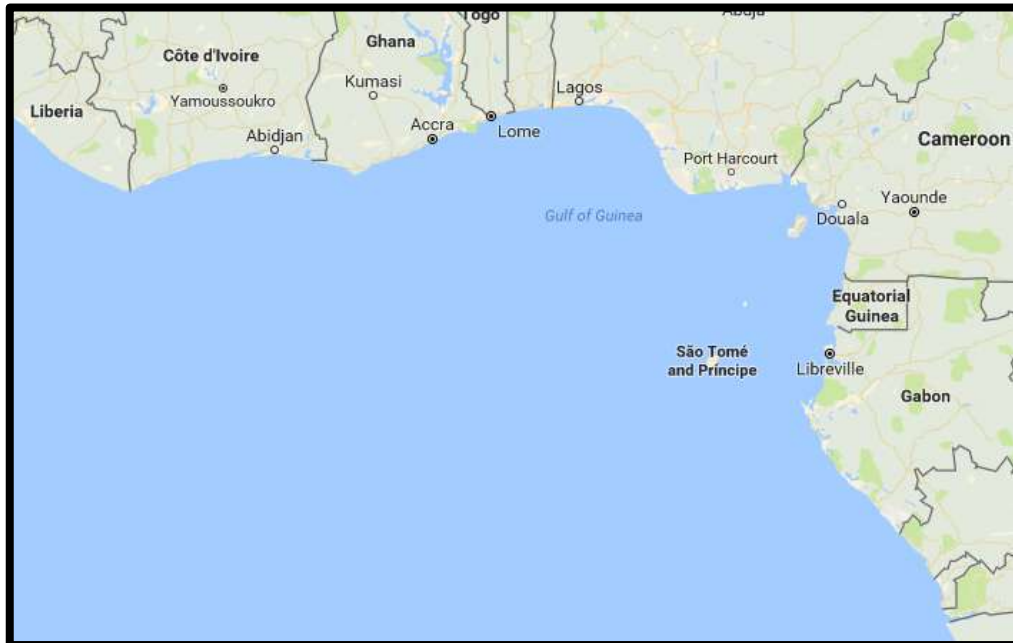
Vessels applying to go to ports under the control of the Government of Yemen need obtain permission for entry from the Yemeni Ministry of Transport. This should be done through the ship's agent and/or receivers prior to the vessel's arrival. The form should be completed by the ship's master and sent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

- No current incidents to report

VESSELS BOARDED

- No current incidents to report

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

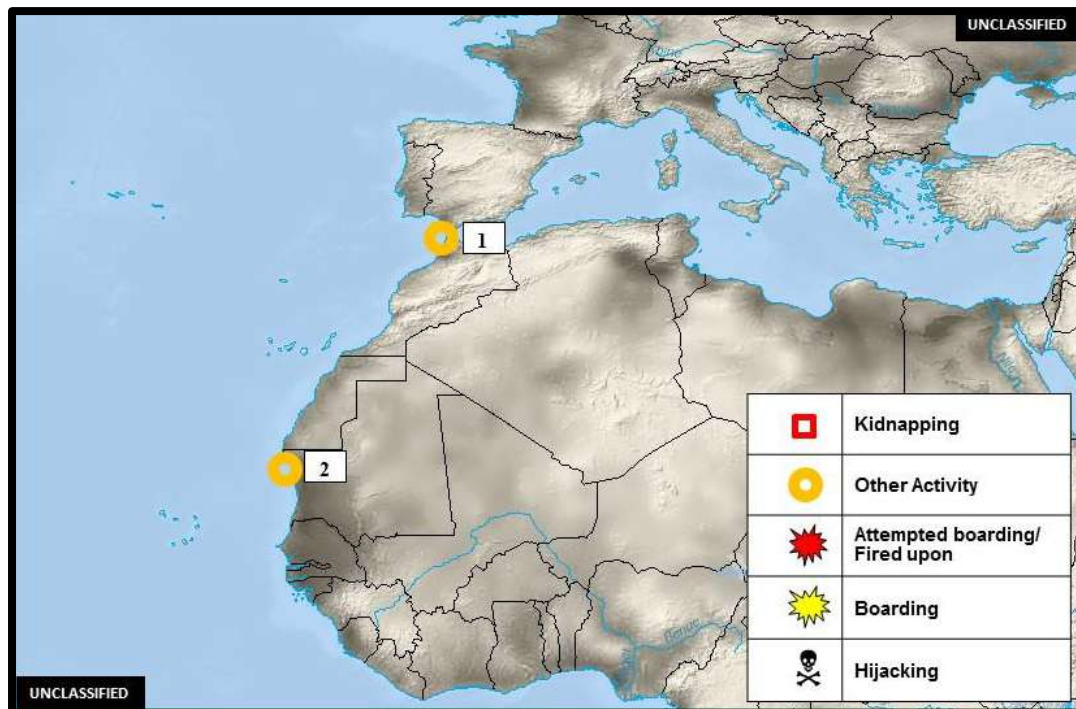
- No current incidents to report

OTHER ACTIVITY

- **10 June (Morocco – Late Report)** – According to an army statement, the Navy rescued 472 migrants in the vicinity of Gibraltar. The migrants were rescued after their vessel broke town.
- **5 June (Mauritania – Late Report)** – Mauritanian military officers arrested fifty Senegalese nationals aboard a boat near the port city of Nouadhibou. The group were reportedly heading to the Spanish archipelago of the Canary Islands. According to the Customs force in Mauritania, the migrants were questioned by the military before being handed over to the police and returned to Senegal.

MARITIME REPORTING

- No current maritime news



Source: ONI

WEATHER FORECAST: GULF OF GUINEA**WEATHER FORECAST VALID FROM 14 – 20 JUNE 2018**

GULF OF GUINEA: South-southwest winds of 10 – 15 knots, and seas of 4 – 6 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, INDIA



Current Incidents:

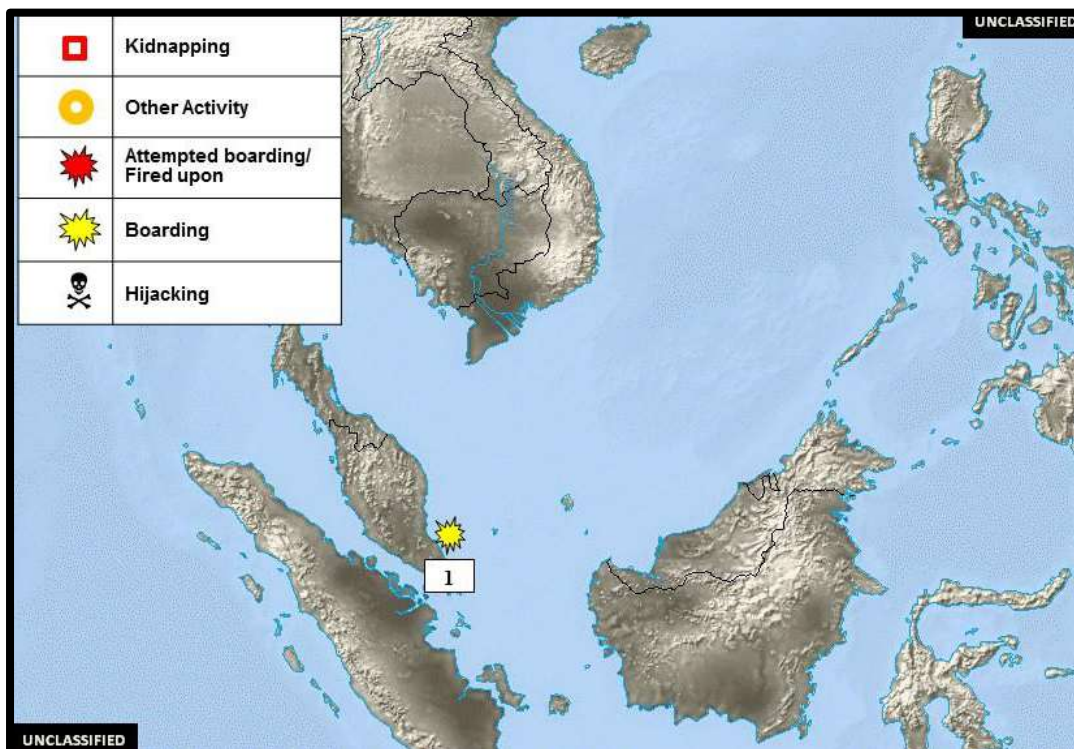
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WARNING:

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

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

- **31 May (Malaysia – Late Report)** – Fourteen intruders boarded and attempted to rob a Mongolia-flagged oil tanker while anchored in position 34 nautical miles east of Mersing, Malaysia. After discovering that the vessel was not loaded, the pirates took the personal belongings of the crewmembers and fled via another stolen vessel. Malaysia Maritime Enforcement Agency Special Forces were able to track and successfully apprehend all the pirates who were armed with knives and machetes. Two crewmembers sustained injuries during the attack.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

- No current incidents to report

MARITIME REPORTING

- No maritime news to report

WEATHER FORECAST: SOUTHEAST ASIA

WEATHER FORECAST VALID FROM 14 – 20 JUNE 2018

SOUTHERN SOUTH CHINA SEA: Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet.

- **Extended Forecast:** Southwest winds of 10 – 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: Southwest winds of 20 – 25 knots, and seas of 10 – 12 feet in the northern section; with southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 feet in the southern section.

- **Extended Forecast:** Southeast winds of 15 – 20 knots, gusting to 25 knots, and seas of 4 – 6 feet in the northern section; with southwest winds of 20 – 25 knots, and seas of 12 – 14 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 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. **Forecaster's Note:** The west Pacific Ocean's Tropical Cyclone Season runs from April until October. During this period, expect numerous tropical cyclones to impact the region, which could change the forecast.

Piracy and Armed Robbery Against Vessels in Asia: Monthly Review (May 2018)

EXECUTIVE SUMMARY

During the May 2018 reporting period, there was a total of eight incidents or armed robbery against vessels in Asia and no incidents of piracy. There was also no report of abduction of crewmembers in the Sulu-Celebes Seas and no hijacking of ships for theft of oil cargo.

NUMBER OF INCIDENTS (MAY 2018)

During this reporting period, a total of eight incidents, consisting of six actual incidents and two attempted incidents, of armed robbery against vessels were reported. Compared to the previous reporting month, this figure remains fairly consistent: total of eight incidents reported in May and a total of 9 incidents reported in April 2018.

STATUS OF SHIPS

Of the total eight incidents that were reported during the May 2018 period, two occurred on board vessels while underway, while the remaining six incidents occurred on board vessels at anchor.

NUMBER OF INCIDENTS (JANUARY – MAY 2018)

During the January – May 2018 reporting period, a total of 37 incidents have been recorded, consisting of 27 actual incidents and 10 attempted incidents.

The number of actual incidents reported during this period was the lowest during the 10 – year reporting period. Compared to the January – May 2017 reporting period, when a total of 38 incidents comprising of 31 actual and seven attempted incidents were reported, the number of incidents recorded during the January – May 2018 period remained fairly consistent. Furthermore, compared to the January – May 2017 period, there was a decrease in the number of incidents that occurred at ports and anchorages in the Philippines and in the Sulu-Celebes Sea during the January – May 2018 reporting period. During the January – May 2017 period, a total of six incidents were reported at ports and anchorages in the Philippines (five at Batangas and one at Zamboanga) compared to just one incident that occurred at the South Harbour Anchorage, Manila during the same period this year. There was also a significant reduction in the number of incidents of abduction of crewmembers in the Sulu-Celebes Seas during the January – May 2018 reporting period. Seven incidents, comprising of three actual and four attempted incidents, were reported during the January – May 2017 period compared to one attempted incident during the same period this year.

It should be noted that about one-third of the total number of incidents reported during the January – May 2018 period were attempted incidents, indicating that vessel Masters and crewmembers along with local law enforcement agencies were relatively more successful in preventing boarding's by perpetrators. This was likely due to a number of factors, including vigilance and timely reporting by vessel Masters and crewmembers coupled with quick responses by the local law enforcement agencies.

Of the ten attempted incidents that were reported during the January – May 2018 period, four occurred on board vessels while underway, in the Straits of Malacca and Singapore, South China Sea and Sulu-Celebes Seas; and six incidents occurred on board vessels anchored/berthed at ports and anchorages at Muara Berau Anchorage in Samarinda, Indonesia; Chittagong in Bangladesh; and Kolkata in India.

SITUATION IN THE STRAITS OF MALACCA AND SINGAPORE (SOMS)

The January – May 2018 reporting period saw an increase in the number of incidents in the Straits of Malacca and Singapore (SOMS) compared to the same period in 2017. During the reporting period this year, a total of five incidents, consisting of three actual incidents and two attempted incidents, were reported, compared to two incidents, comprising of one actual incident and one attempted incident, that were reported during the same period in 2017.

Of the five incidents reported during the January – May 2018 reporting period, three incidents occurred within the period of one month (April – May 2018): incidents were reported on 21 April (bulk carrier, *KATERINA*); 19 May (tanker, *FRONT UII*); and 19 May (tug boat *BUDGET 19* towing barge, *BUDGET 29*). These incidents come after two unsuccessful boarding's were reported in January 2018: one on 3 January (bulk carrier, *TIBERIUS*); and 18 January (workboat, *MARINECO TOOMAI*).

MS Risk continues to advise all vessels transiting the SOMS region to exercise enhanced vigilance while underway in this area, particularly during the hours of darkness. We further advise that any incidents or suspicious activity are reported in a timely manner to the nearest coastal State.

SITUATION IN INDONESIA

During the January – May 2018 reporting period there were a total of 17 incidents, consisting of 15 actual incidents and two attempted incidents, that were reported in Indonesia, compared to 13 incidents, comprising of 11 actual incidents and two attempted incidents, that were reported during the same period in 2017.

Most of the incidents reported during the January – May 2018 period occurred at Muara Berau Anchorage in East Kalimantan. Of the 17 incidents, eight occurred at Muara Berau Anchorage, Samarinda in East Kalimantan, three off Pulau Batam, two in Panjang Tarahan Anchorage, and one each at Taboneo Anchorage in Banjarmasin, South Kalimantan; Tg Priok Anchorage in Jakarta; Tg Uban Anchorage in Pualu Bintan; and Merak Anchorage in Java.

In comparison, during the same period in 2017, thirteen incidents were reported with five occurring in Dumai Anchorage; four in Muara Berau Anchorage; and one each in Taboneo Anchorage; Tg Priok Anchorage; off Pulau Batam; and Merak Anchorage.

During this year's reporting period, Dumai Anchorage saw an improvement, with no reported incidents since January 2018.

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

During the May 2018 reporting period, there were no actual or attempted incidents of abduction of crewmembers from vessels while underway in the Sulu-Celebes Sea and waters off eastern Sabah. The last actual incident reported in this region occurred on board *SUPER SHUTTLE TUG 1* on 23 March 2017, with the last attempted incident occurred on board *KUDOS 1* on 16 February 2018.

As of 31 May 2018, nine crewmembers remain held in captivity. The Philippine authorities continue to conduct pursuit operations and intensify its military operations in a bid to rescue the remaining abducted crewmembers and to neutralize the Abu Sayyaf Group (ASG).

On 1 May 2018, the Philippine Coast Guard reported about a planned kidnapping by members of the Abu Sayyaf Group. The information disclosed that the group would be using a blue 3-engine speed boat and expected to be underway to Sabah within the next 24 hours. Due to this current threat, MS Risk advises all vessels to exercise extreme caution when transiting in the waters in Lahad Datu, Sabah and surrounding waters in Sabah. As the threat of abduction of crewmembers has not been totally eradicated we further advise all vessels to re-route from the area, where possible. Otherwise vessel Masters and crewmembers are strongly urged to exercise extra vigilance while transiting the Sulu-Celebes Seas and eastern Sabah region, and reported immediately to the Centres below:

1. Philippine Coast Guard

- Southwestern Mindanao Operation Centre
- Tel: +63 929686 4129
- Tel: +63 929686 0689
- VHF: Channel 16 with call-sign "ENVY"
- Email: hcgdswm@yahoo.com

2. Navy – Littoral Monitoring Station (LMS)

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

3. Eastern Sabah Security Command (ESSCOM)

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

CONCLUSION

The May 2018 reporting period saw no incidents of abduction of crewmembers in the Sulu-Celebes Seas and no hijacking of vessels for theft of oil cargo. However, the situation in the Straits of Malacca and Singapore (SOMS) remains a concern as incidents continue to be reported in this region. Two incidents were reported on 19 May 2018, effectively bringing the total number of incidents in SOMS during the January – May 2018 period to 5 compared to two incidents that were reported during the same period in 2017.

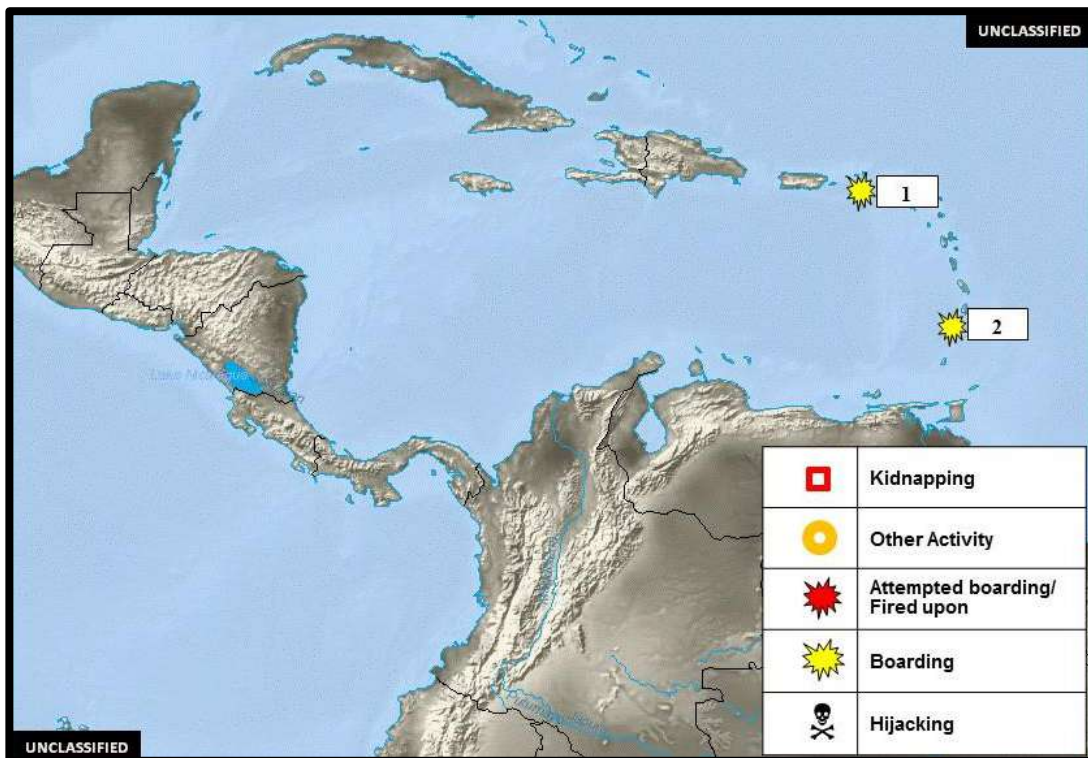
The situation of piracy and armed robbery against vessels in Asia during the January – May 2018 period remained fairly consistent compared to the same period last year. A total of 37 incidents, consisting of 27 actual and 10 attempted incidents, were reported in the region during the January – May 2018 period, compared to 38 incidents, comprising of 31 actual and seven attempted incidents, during the same reporting period in 2017. Furthermore, the number of actual incidents reported during the January – May 2018 period was the lowest during the 10-year reporting period of January – May of 2009 – 2018.

WORLDWIDE

NORTH AMERICA

- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA



Source: ONI

1. **8 June (Saint Maarten – Late Report)** – A robber boarded an unlocked catamaran berthed at Blue Pearl Marina. The robber stole the dinghy and outboard, cell phones and laptop. The dinghy/outboard was found the next day, hidden nearby.
2. **3 June (Saint Vincent and the Grenadines – Late Report)** – One robber boarded a catamaran anchored in South Glossy Bay. The owners were awoken when the robbers tried to pry open a locked deck hatch. The thief, once discovered, ran forward and jumped overboard and swam away. Minor damage was reported though nothing was taken.

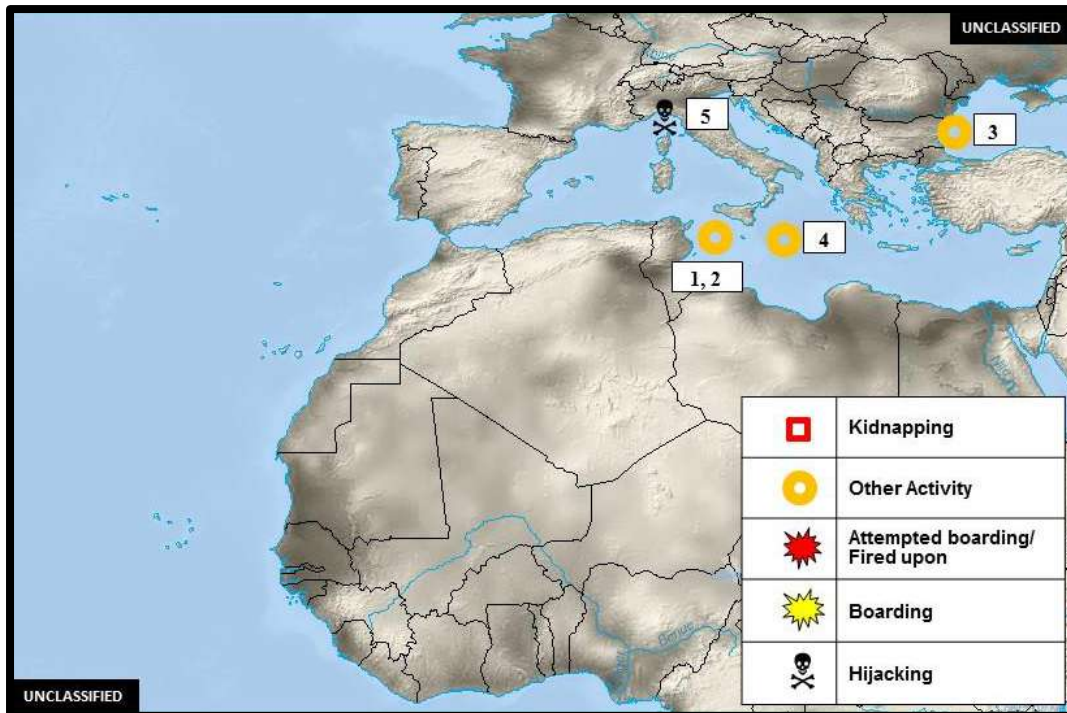
ATLANTIC OCEAN AREA

- No current incidents to report

NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA



Source: ONI

1. **10 June (Libya)** – Local media have reported that Libyan Coast Guard units intercepted 152 African and Arab migrants off the north-western towns of Zuwara and Garabulli. The coast guard has disclosed that the migrants were aboard two sinking rubber dinghies when they were rescued. The migrants were taken to Tripoli.
2. **9 - 10 June (Libya)** – The migrant rescue vessel *AQUARIUS* rescued 629 migrants during six different operations. The vessel is en route to Valencia, Spain.
3. **7 June (Bulgaria – Late Report)** – Authorities in the Port of Varna intercepted 16.2 tonnes of precursor chemicals used in the production of synthetic drugs. Two Dutch nationals were arrested.
4. **7 June (Italy – Late Report)** – Italy’s Guardia di Finanza (GDF) finance police intercepted a Dutch fishing boat 130 nautical miles southeast of Sicily after tracking the vessel from the air for two days. According to a statement released by the GDF, all nine members of the vessel’s crew were arrested. A search of the vessel turned up 10 tons of hashish. According to the authorities, two of the detained, including the first officer, have been identified members of a “dangerous” Maltese criminal organizations. They had been arrested in Spain last summer in a joint operation between the GDF and Spanish police for trafficking 6,000 cases of contraband cigarettes.
5. **4 June (Italy – Late Report)** – Authorities in Portofino arrested a 50-year-old woman from England for the hijacking of a yacht owned by a local boat rental company. Reportedly, the

woman found the keys to start the yacht and was on the way out of the harbour when a harbour worker managed to jump aboard in time, grabbing the keys from the ignition and steering the vessel back to its mooring. He then called the port authority and the local Carabinieri paramilitary police, who arrested her.

ARABIAN GULF

- No current incidents to report

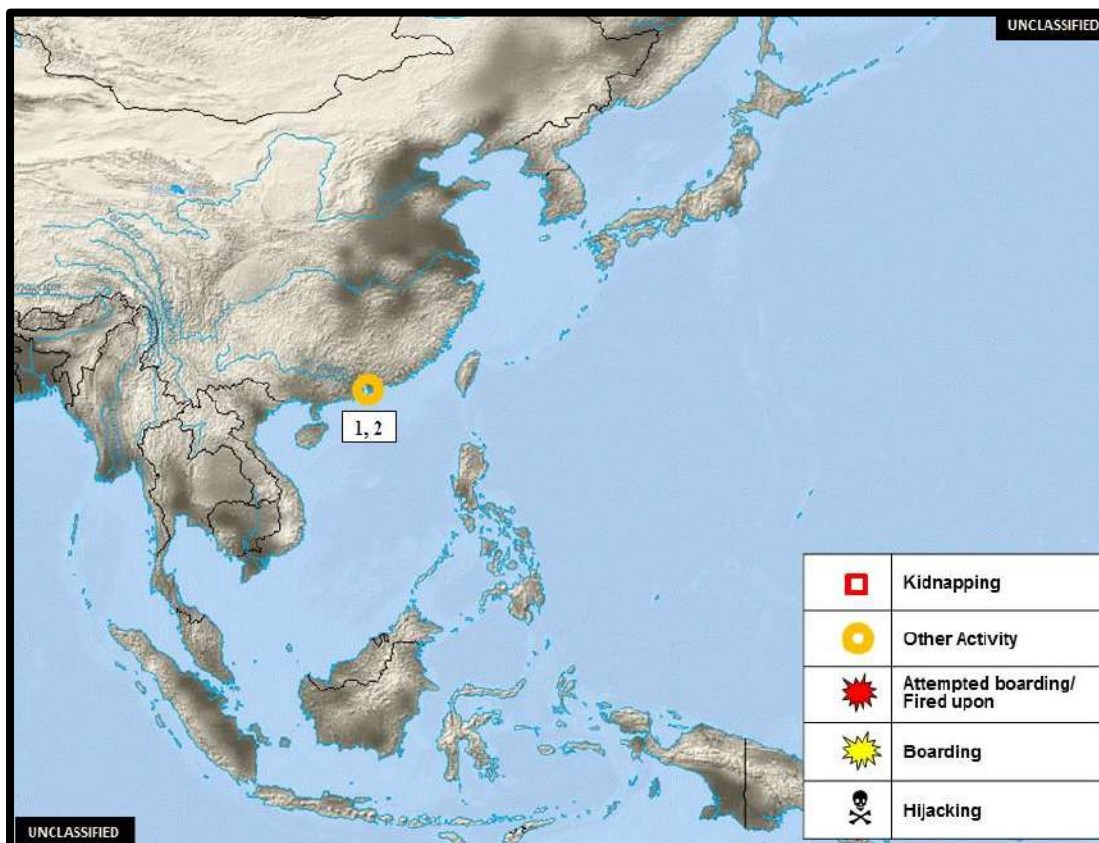
EAST ASIA/INDIAN SUBCONTINENT

- No current incidents to report

EASTERN AND SOUTHERN AFRICA

- No current incidents to report

NORTHEAST ASIA



Source: ONI

1. **4 June (Hong Kong – Late Report)** – Authorities seized 7,000 kilograms of suspected smuggled mercury from a shipping container at the Kwai Chung Examination Compound. Through risk assessment, Customs officers inspected a 40-foot container declared to contain plastic material arriving from Indonesia. Upon inspection, Customs officers found the suspected smuggled mercury in the container.

2. **28 May (Taiwan – Late Report)** – Customs officers discovered nearly six tonnes of endangered rosewood in a shipment of gypsum boars from Malaysia. According to the Customs and Excise Department, the manifest for the shipping container, which arrived from Port Klang, west of Kuala Lumpur, on 30 May, indicated that it held 16 piles of gypsum boards. According to Assistant Superintendent Joy Wong Sek-yan of Customs' Port Controls Group, "the container was selected for inspection because it contained gypsum boards, which are rarely shipped from Malaysia."

PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

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.

VESSEL DOCKS AT ITALIAN PORT WITH MIGRANTS ON BOARD

13 June (Italy) – On Wednesday, an Italian coastguard vessel docked on the Italian island of Sicily, carrying 937 migrants and the bodies of two people who had died making the voyage. The fate of the vessel, the Diciotti, highlights the difference in the government's attitude towards Italian ships and those linked to foreign NGOs. The migrants on board were not picked up by charities but the EU's naval rescue mission off Libya.

ITALY SHUTS PORTS TO MIGRANT BOATS

11 June (Italy) – Government officials reported on Sunday that Italy will refuse to let a humanitarian ship carrying more than 600 migrants dock at its ports and has asked the Mediterranean island of Malta to open its doors to the vessel. Malta however has brushed off the request, stating that it had nothing to do with the rescue operation – effectively opening the prospect of a diplomatic rift between the two European Union allies. The move by Italy's new interior minister, Matteo Salvini, represents an opening gambit to make good on his electoral promises to halt the flow of migrants into the country. In a Facebook post, he stated "Malta takes in nobody. France pushes people back at the border, Spain defends its frontier with weapons...From today, Italy will also start to say no to human trafficking, no to the business of illegal migration." Salvini does not have the authority over the ports and it was not immediately clear if his line would hold. The mayor of Naples, who has repeatedly clashed with the League leader, stating that he would welcome in the humanitarian boat. In the past five years, more than 600,000 migrants have reached Italy by boat from Africa. While numbers have dropped dramatically in recent months, rescues have increased in recent days, presenting Salvini with his first test as minister. Earlier on Sunday, European charity SOS Mediterranee stated on Twitter that its rescue

boat Aquarius had taken on board 629 migrants, including 123 unaccompanied minors, 11 other children and seven pregnant women. The charity disclosed that the group of mainly sub-Saharan Africans were picked up in six different rescue operations off the coast of Libya and included hundreds who were plucked from the sea by Italian Naval units and then transferred to the Aquarius. SOS Mediterranee tweeted on Sunday that ‘The boat is now heading north towards a secure port.’ While the organization did not specify its destination, virtually every such migrant boat over the past five years has ended up in Italy. Its route north will take it past Malta, and the Italian government has stated that its port authorities had written to the small island state asking it to let the Aquarius dock there. Malta however has stated that the rescue operations took place in international waters off Libya and were coordinated by Italy, adding that “Malta is neither the competent nor the coordinating authority in this case. Malta will observe prevailing laws.” **Update** – On Monday, Spain offered to take in a humanitarian ship stranded in international waters with 629 migrants aboard as Italy and Malta both continued to refuse to let it dock. The European Union and the UN refugee agency had called for a swift end to the standoff involving the Gibraltar-flagged Aquarius ship. The ship had sailed north towards Italy however Matteo Salvini, the head of the far-right League party who became interior minister earlier this month on the promise to curb an influx of migrants from Africa, blocked it, stating that it should go to Malta instead. Malta however has also refused, stating that it had nothing to do with the rescue mission, which was overseen by the Italian coastguard. In a possible solution to the impasse, Spanish Prime Minister Pedro Sanchez, a socialist who took office just over a week ago, gave instructions that the ship be allowed to dock in the eastern port of Valencia. Hearing of Spain’s offer, Salvini stated that the standoff had been resolved thanks to the “good heart” of the Spanish, noting however that the EU could not rely on such one-off gestures to deal with migrants reaching Italy. Spain’s step will raise pressure on EU partner ahead of a 28 – 29 June summit as Italy seeks changes to the bloc’s asylum law so that all countries share the burden of the mass arrivals. According to one EU official handling migration issues, who made the comment prior to Spain’s offer, “this is the big moment for Salvini to put his money where his mouth was,” adding “Salvini will be hoping either for the migrants to be put ashore in a different EU country, or he will eventually let them land in Italy in return for concessions for Italy’s case from the EU.” Meanwhile SOS Mediterranee, the charity co-operation the migrant ship, has disclosed that it was awaiting instructions about where to disembark from Italy’s coastguard, which corroding the sea rescues. Valencia is almost three days’ voyage for the Aquarius, while Italy and Malta are just hours away. **Update** – The crew of a charity-run rescue vessel with more than 600 migrants on board have stated that bad weather and a lack of supplies prevent them from accepting a Spanish government offer of a safe port. The vessel has been left stranded with only one day’s supply of food and water after Italy’s new interior minister denied it entry. Through Monday, the Italian authorities refused to back down despite asking the Aquarius to carry out the rescues in the first place and even transferring migrants from Italian naval vessels to the Aquarius. The Aquarius is currently off the coast of Malta and sources have indicated that the Maltese government is considering allowing the vessel to dock there. Sources have disclosed that the government there would comply with international law requiring states to help a vessel in distress. However, the Maltese government is said to be angry with the Italian government for forcing its hand and potentially creating a precedent with more migrants heading to Malta. **Update (13 June)** – Italian emergency workers delivered food and medicine to the rescue boat after Italian authorities refused to allow the vessel to dock for several days. **Update (18 June)** – The migrant vessel arrived at the Spanish port of Valencia on Sunday, effectively ending a gruelling voyage, which has made it a symbol of Europe’s failure to agree on immigration.

LIBYAN COASTGUARD INTERCEPTS NEARLY 200 MIGRANTS

11 June (Libya) – Libya’s coastguard has intercepted 180 migrants, including women and children, in the Mediterranean Sea, just a day after stopping more than 150 migrants on two other boats. Officials have indicated that the latest boat, whose passengers included 31 women and 12 children, was stopped on

Sunday off the coast of the western town of Khoms. The migrants have since been taken to a naval base in Tripoli.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 17 JUNE 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)	CLOSED	Moderate-High
Port of Benghazi	Open	High
Port of Bouri (offshore port)	Open	Low
Port of Derna	CLOSED	High
Port of El Brega (Marsa El Brega)	Open	Moderate
Port of Hariga	Open	Moderate
Port of Mellitah	Open	Low
Port of Misrata (Qasr Ahmed)	Open	High
Port of Ras Lanuf	CLOSED	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

SECOND STORAGE TANK DAMAGED IN RAS LANUF

17 June – An oil storage tank at the Ras Lanuf port in Libya was ignited amidst continued fighting on Sunday. According to an official, Ras Lanuf's storage tank No. 2 held 200,000 barrels of crude at the time. Another Ras Lanuf tank, No. 12, had already been set alight and damaged on Thursday, when armed groups stormed Ras Lanuf and the neighboring terminal of Es Sider. Tank No. 2 might have been hit by a projectile or been set alight when the fire from tank No. 12 spread. The National Oil Corporation (NOC) disclosed that the immediate production loss of 240,000 barrels per day, which was expected to rise to 400,000 bpd if the ports stayed shut.

U.S. AIR STRIKE IN LIBYA KILLS MEMBER OF AL QAEDA AFFILIATE

15 June – U.S. forces working in coordination with the Libyan government carried out an air strike against an al Qaeda affiliate group southeast of Bani Walid this week, killing one fighter. U.S. forces are still assessing the results of the strike, which was undertaken in an effort to disrupt al Qaeda in the Islamic Maghreb and deny the organization's fighters freedom of action, U.S. Africa Command said. It did not identify the slain fighter. It said no civilians were killed in the attack on Wednesday, which took place about 50 miles (80 km) southeast of Bani Walid, which is about 100 miles (160 km) southeast of Tripoli. The attack was the second against al Qaeda in the Islamic Maghreb in recent months. A U.S. strike on March 24 killed Musa Abu Dawud, a high-ranking member of the group, the military said.

ATTACK SHUTS RAS LANUF AND ES SIDER OIL PORTS

14 June – Ras Lanuf and Es Sider were closed and evacuated on Thursday after armed brigades opposed to the powerful eastern commander Khalifa Haftar stormed them, causing a production loss of 240,000 barrels per day (bpd). At least one storage tank at Ras Lanuf terminal was set alight following the early morning attack. Libya's National Oil Corporation (NOC) declared force majeure on loadings from both terminals. The clashes between forces loyal to Haftar's Libyan National Army (LNA) and rival armed groups continued throughout the day south of Ras Lanuf, where the LNA was targeting its opponents with air strikes, local sources said. Military sources said the LNA had withdrawn from both ports. The LNA took control of Es Sider and Ras Lanuf along with other oil ports in Libya's oil crescent in 2016, allowing them to reopen after a long blockade and significantly lifting Libya's oil production. More than half the storage tanks at both terminals were badly damaged in previous fighting and have yet to be repaired, though there have been regular loadings from Es Sider. Libya's National Oil Corporation (NOC) said it had evacuated all staff from the two terminals "as a precautionary measure." The immediate production loss was around 240,000 bpd and the entry of a tanker due at Es Sider on Thursday was postponed, it said. NOC Chairman Mustafa Sanalla said the output loss was expected to rise to 400,000 bpd if the shutdown continued, calling it a "national disaster" for oil-dependent Libya. A military source said the three-pronged attack was launched by the Benghazi Defence Brigades (BDB), a group that has previously tried to take the oil crescent and advance on Benghazi, which has been fully controlled by Haftar since late last year. The NOC blamed Ibrahim Jathran, who headed an armed group that blockaded oil crescent terminals for three years before being forced out by the LNA. The NOC says Jathran's previous blockades cost Libya tens of billions of dollars in lost revenue. He is sought by judicial authorities in Tripoli for the blockades and attempts to export oil independently. Repeated previous attempts by the LNA's opponents to retake the oil crescent have failed, and it is unclear how much military and local, tribal support Jathran or BDB forces currently have.

LIBYA LAUNCHES AIRSTRIKES AT TERRORIST TARGETS NEAR SIRTE

13 June – Libya's eastern-based army confirmed Tuesday that its air force carried out three airstrikes on terrorist targets near Sirte, some 450 km east of the capital Tripoli. After monitoring al-Qaeda terrorists who fled from Benghazi, Libyan air force fighter jets carried out an airstrike in the morning and two others in the afternoon on terror positions 60 km south of Sirte, the military spokesman Ahmad Mismari said in a statement. "The airstrikes were precise and our fighter jets returned to their bases safely," Mismari added. Islamic State terrorists are active in the desert of Sirte as well as southern Libya, which is dominated by the rugged desert and valleys. The Benghazi Defense Brigades, a coalition of extremist groups that fights the army in the eastern city Benghazi, has launched several attacks in eastern cities in Libya.

TWO SUICIDE BOMBINGS INJURE 4 ARMY SOLDIERS IN DERNA

12 June – Four soldiers of the Libyan eastern-based army were injured in a suicide bombing attack in the eastern city of Derna, while another suicide attacker failed to reach his target, said a military source. A suicide car bomber attacked a military force in central Derna, injuring the four soldiers, an officer in the army's operations chamber of Derna said. Another suicide bomber who tried to target a group of soldiers in the city's port was stopped before reaching his target, the officer added. "The suicide bomber was driving a car bomb fast towards the port of Derna, trying to target the soldiers charged with securing the port. However, his car exploded before reaching our troops without causing casualties," the officer said. "The terrorists trapped in the city rely on suicide attacks as the army forces are narrowing them down," the official said. The eastern-based army, led by General Khalifa Haftar, is launching a military operation to take over Derna from the militants who control the coastal city. The army announced on Sunday that it has taken over more than 90 percent of Derna, expecting to have a full control of the city in the next few days.

UN APPROVES EU SHIPS SEIZING ILLEGAL ARMS OFF LIBYA

11 June – The U.N. Security Council has voted unanimously to authorize EU maritime forces to enforce an arms embargo on the high seas off the coast of Libya for another year. The British-drafted resolution adopted Monday authorizes EU ships in Operation Sophia to stop vessels on the high seas off Libya's coast suspected of smuggling weapons in violation of a UN arms embargo. Operation Sophia is also charged with seizing migrant-smuggling vessels. Secretary-General Antonio Guterres' latest report on implementation of the embargo said the only inspection resulting in the seizure of banned weapons took place on June 19, 2017, on the motor vessel El-Mukhtar. Operation Sophia's commander and deputy secretary-general of the European External Action Service urged renewal of the resolution in a council briefing on June 3.

LNA SPOKESMAN SAYS FORCES SEIZE MOST OF DERNA

8 June – The Libyan National Army has seized most of Derna from extremist groups who have controlled it for years, a spokesman said Friday. The LNA forces have captured "more than 75 percent of Derna and forced out terrorists from most of the city," Ahmed al-Mesmari said. "Our forces already control the seaport of the city and much of its eastern coast," he said. "Just a few pockets remain under control of extremist groups and the armed forces have been clearing them," he said. He added that the forces have been advancing on the city from all sides. The United Nations human rights office voiced concerns over the escalating risks to the population in Derna. Spokeswoman Elizabeth Throssell said the city's only hospital has been closed since June 5 and they have documented the deaths of three women as a result of the lack of oxygen supplies. "There have been increasing allegations that civilians have been arbitrarily detained, while others have been prevented from leaving the city," she said. The U.N. Support

Mission in Libya said last week that fighting has killed at least 17 civilians, including two children, and wounded 22 others in Derna since May 16. UNSMIL said dozens of families were forced to leave the city. It urged the warring parties to ensure “unimpeded humanitarian access and facilitate the safe exit of civilians wishing to leave the city.”

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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