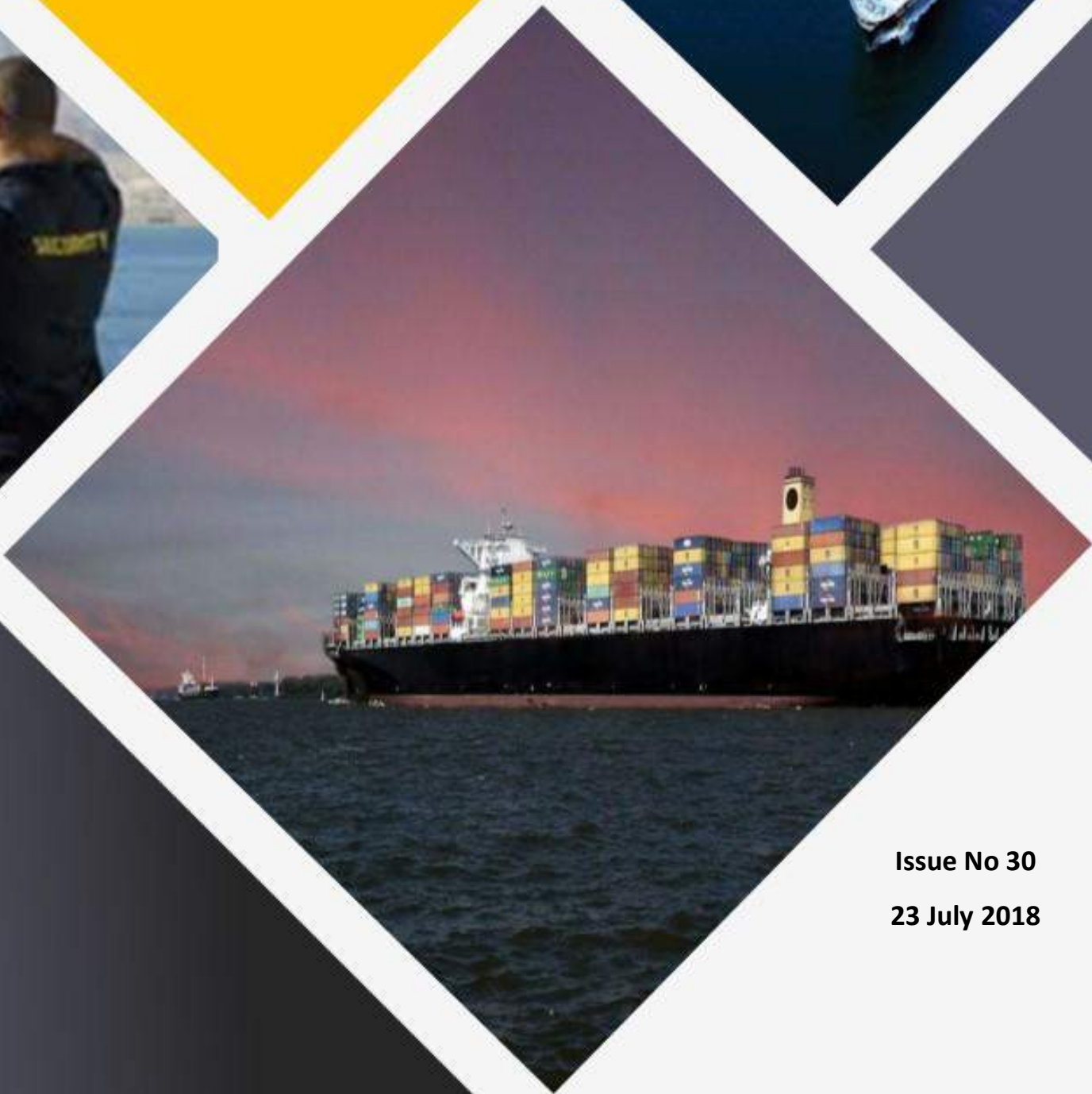


MS | RISK

Maritime Security Review



Issue No 30

23 July 2018

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INCIDENTS AT SEA

Reporting Period: 16 - 22 July 2018

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

Piracy Levels are determined on a weekly basis as follows:

- HIGH** 5 or more incidents in the current reporting period
- MEDIUM** 2 – 4 piracy incidents in the current reporting period
- LOW** 0 – 1 piracy incidents in the current reporting period

PLEASE NOTE:

The information contained in this report is as accurate as possible at the time of publishing. In some cases, however, incidents are updated at a later date as more information becomes available.

We encourage our readers to confidentially report any incidents or suspicious activity to info@msrisk.com.

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.

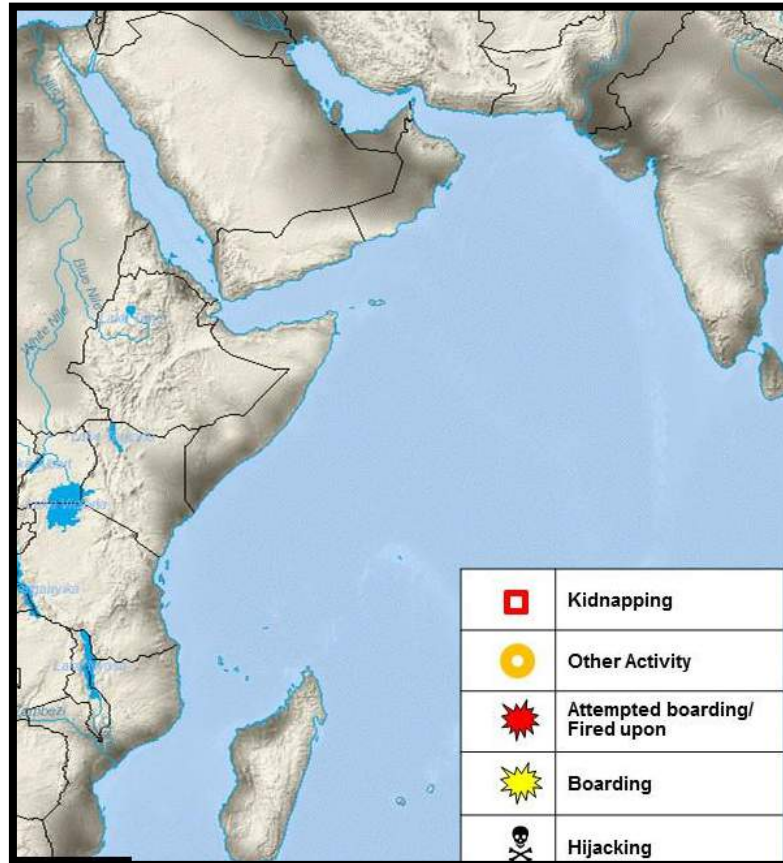
Some vessels transiting this region may have increasingly become complacent in the belief that the piracy threat had diminished. However, poverty and other motivating factors for piracy remain. The threat of attack and/or hijacking remains significant, as the root causes on the ground in Somalia have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



SOURCE: ONI

VESSEL HIJACKED

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACKS

- No current incidents to report

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- No current incidents to reports

MARITIME REPORTING

- No current maritime news

WEATHER FORECAST: GULF OF ADEN, ARABIAN SEA, RED SEA**WEATHER FORECAST VALID FROM 19 - 25 JULY 2018**

NORTHERN ARABIAN SEA: Southwest winds of 25 – 30 knots, gusting to 35 knots, with seas of 12 – 15 feet.

- **Extended Forecast:** Southwest winds of 25 – 30 knots, gusting to 35 knots, and seas of 12 – 15 feet.

GULF OF OMAN: Southeast winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet in the western section of the Gulf; with southwest winds of 10 – 15 knots and seas of 5 – 7 feet in the eastern section of the Gulf.

- **Extended Forecast:** Northwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 2 – 4 feet in the western section of the Gulf; with southwest winds of 10 – 15 knots and seas of 5 – 7 feet in the eastern section of the Gulf.

GULF OF ADEN: West-southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 – 7 feet in the western section of the Gulf; with southwest winds of 20 – 25 knots, and seas of 7 – 9 feet in the eastern section of the Gulf.

- **Extended Forecast:** West-southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 5 – 7 feet in the western section of the Gulf; with southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 9 – 12 feet in the eastern section of the Gulf.

SOMALI COAST: Southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 12 – 15 feet in the northern section of the coastline; with south-southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 feet in the southern section of the coastline.

- **Extended Forecast:** Southwest winds of 25 – 30 knots, gusting to 35 knots, and seas of 9 – 12 feet in the northern section of the coastline; with southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 feet in the southern section of the coastline.

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

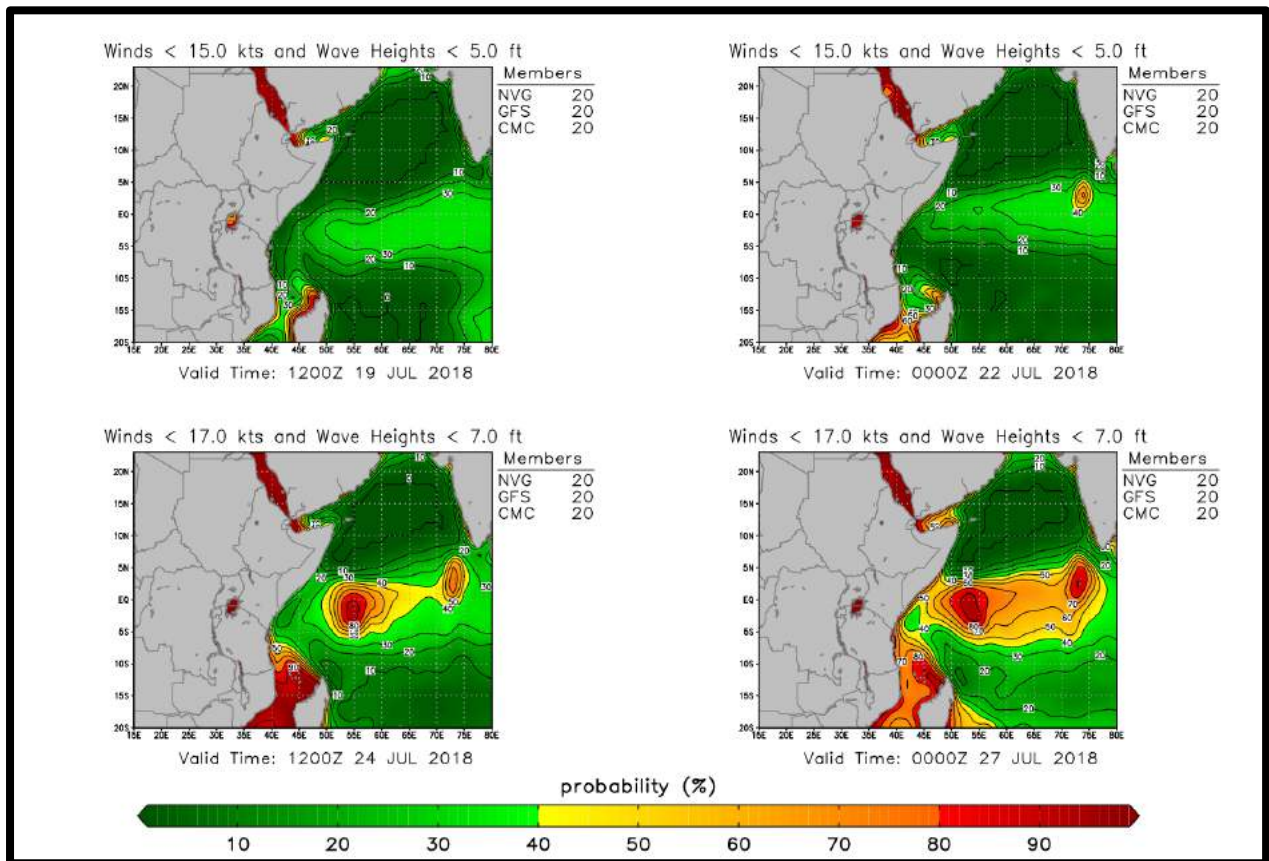
- **Extended Forecast:** Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 9 – 12 feet.

MOZAMBIQUE CHANNEL: Southerly winds of 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 feet in the northern Channel; with southeast winds of 15 – 20 knots, gusting to 25 knots, and seas of 9 – 12 feet in the southern Channel.

- Extended Forecast:** Southeast winds of 15 – 20 knots, gusting to 25 knots, and seas building g to 7 – 9 feet in the northern channel; with east-southeast winds of 15 – 20 knots, gusting to 25 knots, and seas of abating to 7 – 9 feet in the southern Channel.

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

SYNOPTIC DISCUSSION: High pressure 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 22 JULY 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

WARNING: Conditions around Hodeidah are a high security risk.

Hodeidah Port is currently secured and functional, and offloading is occurring at the port. However, there is no guarantee that conditions at the port will remain secure. As MS Risk has previously warned, the Houthis could deliberately target the port and its infrastructure, or target vessels in the area to impede access to the port. Some reports have indicated that the Houthis may have, or plan to, mine the port as a “scorched earth” departure in the event of their loss.

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

BOAT WITH 160 MIGRANTS CAPSIZES OFF YEMEN COAST

20 July – Yemeni security officials say a boat carrying more than 160 African migrants has capsized off the southern province of Shabwa. It is not immediately clear if there have been any fatalities or if any migrants have been rescued. Authorities and tribal leaders said the boat departed from the port of Bosaso in Somalia carrying 100 Somalis and 60 Ethiopians, including women and children. Although Yemen is wracked by conflict, African migrants continue to arrive in the war-torn country where there is no central authority to prevent them from travelling onward to oil-rich Gulf countries.

SENIOR OFFICIAL SHOT DEAD IN ADEN

19 July – A senior official of Yemen's Criminal Investigation Department (CID) was shot dead by unknown gunmen in Aden. An Aden-based source said the victim, Colonel Saif Adhalea, 45, was ambushed in his car by masked gunmen on a motorcycle past by at 10 a.m. local time near Express oil station in the district of Mansourah. The source said Saif was heading to his workplace at Aden's Central Prison. The driver was unharmed and managed to rush the victim to a local hospital. Saif died later at Naqeeb hospital of gunshot wounds in the chest. No group has claimed responsibility for killing the criminal investigation official, but police sources blamed militants of the Yemen-based al-Qaida branch (AQAP) for being behind the attack.

YEMEN'S VP SURVIVES ATTACK, PROMINENT ARMY COMMANDER KILLED

19 July – Yemen's Vice President, Major General Ali Mohsen al-Ahmar, survived a mortar shell attack that targeted his convoy in the Marib province, a military official said. The military official said that mortar shell attack targeted the vice president's convoy while he was heading with other military commanders to inspect pro-government army bases in Marib province. The attack was launched by Houthis and resulted in the killing of Brigadier Gen. Mohamed Saleh Ahmar, the vice president's son-in-law, who was working as the military attaché of Yemen's embassy in Bahrain. Several local media outlets revealed reports that an explosion struck the convoy of the vice president after he concluded meeting

with military commanders about the ongoing anti-Houthi operations in the country. The Houthis rebels claimed responsibility for launching an attack, saying they killed a prominent military commander of the Saudi-backed Yemeni government in Marib.

YEMEN REBELS CLAIM TO TARGET SAUDI OIL REFINERY IN RIYADH

19 July – Houthi rebels attacked a Saudi Aramco refinery in Riyadh but the oil company said a “minor fire” that erupted there was “due to an operational incident.” The Houthi-affiliated Masirah television channel reported that the rebel group attacked the refinery using a new locally-manufactured drone, the long-range “Samad 2”, for the first time. Aramco said in a brief statement on Twitter that a limited blaze erupted in the early evening in its refinery in Riyadh, adding that the Saudi civil defense teams managed to contain the fire, with no casualties. The Saudi-led coalition has repeatedly asserted that sophisticated weaponry technology such as drones and long-range ballistic missiles come from Iran through the Houthi-controlled port of Hodeidah.

IRAN WELCOMES PLANS TO HALT WAR IN YEMEN

18 July – Iran's Foreign Ministry welcomed the recent statements by a number of “respectable” political figures of Islamic States to halt war for three months in Yemen. “Iran will support any plan and proposal which would aim to end this destructive war (in Yemen) through dialog and political means,” Iran's Foreign Ministry Spokesman Bahram Qasemi said in a statement. He urged the international organizations to further their efforts to help end the bloody war, according to Iran's Foreign Ministry website.

YEMEN REBEL LEADER WILLING TO GIVE UN CONTROL OF KEY PORT

17 July – A French newspaper has reported that Yemen's Houthi rebel chief says he is ready to hand over control of Hodeidah Port to the UN—if the Saudi-led coalition backing pro-government troops halts its offensive. “We told the UN envoy, Martin Griffiths, that we are not rejecting the role of supervision and logistics that the UN wants to hold in the port, but on the condition that the aggression against Hodeida stops,” Abdel Malek al-Houthi said in an interview with Le Figaro published online late Tuesday. The Red Sea port has been controlled by the rebels since 2014. Last month Yemen's government and the Saudi-led coalition launched an offensive on the port. UN envoy Griffiths has reportedly been pushing for a deal to end the violence in which the rebels cede control of the port to a UN-supervised committee. Such an arrangement would mean the rebels would keep control of the city, a situation the UAE has rejected, demanding the unconditional withdrawal of the Houthis.

30 CIVILIANS KILLED, 57 INJURED IN RECENT CLASHES NEAR HODEIDAH

17 July – Heavy fighting over the last two weeks along Yemen's western coast between pro-government forces and Houthi rebels has killed at least 30 civilians, including women and children. Government forces have been trying to seize rebel-held areas along the western coast, including the port city of Hodeidah, while the Saudi-led coalition has been targeting the Houthis with airstrikes. The fighting has been concentrated over the past two weeks in al-Tuhyta district, south of Hodeidah. Along with over 30 killed, fighting and airstrikes — as well as land mines — have wounded 57 civilians since the beginning of July.

HOUTHIS MORTAR SHELLING LEAVES 3 CIVILIANS DEAD IN YEMEN'S TAIZ

17 July – At least three civilians were killed when a mortar shell fired by Houthi rebels struck a residential part of Yemen's southwestern city of Taiz. A military source said the shell killed three and

injured six more in the city's Saina district. The source added that the the attack ended a days-long period of calm in Taiz. While most of Taiz remains under the control of Yemeni government forces, the Houthis have maintained a siege on the city for the last three years.

SAUDI ARABIA: THREE WOUNDED IN PROJECTILE ATTACK FROM YEMEN

16 July – Saudi Arabia says three civilians, including a 10-year old child, were wounded when a projectile fired by Houthi rebels struck the kingdom's southwest border region of Jizan. Saudi civil defense spokesman, Lt. Col. Yahia al-Kahtani said the attack took place late on Sunday night and targeted the city of al-Aridha. Al-Kahtani did not identify the type of projectile used. The wounded were taken to a nearby hospital for treatment.

SEA MINE EXPLOSION KILLS 5 YEMENI FISHERMEN NEAR HODEIDAH PORT

14 July – At least five Yemeni fishermen were killed when an explosion of a sea mine laid by Houthi rebels hit their boat in the coast Hodeidah. A local security sources said, "A Houthi-laid sea mine exploded, killing five fishermen while eight others survived the incident [...] The fishermen apparently entered an area in the sea filled with different kinds of naval mines laid by the Houthi militias." In June, Yemen's Foreign Minister Khaled Yamani declared in a press conference that it will take at least eight years to clear about one million landmines planted by Houthi rebels across the country. The minister said that the Houthis also laid hundreds of improvised sea mines, threatening the international shipping routes in the Red Sea and the Bab-el-Mandeb Strait. The Yemeni government and the Saudi Arabia-led coalition have urged the international community to take action against the militias that disturb maritime traffic in the Red Sea by planting naval mines.

YEMENI ARMY GAINS CONTROL OF MOUNTAINOUS AREA IN SAADA

14 July – The Yemeni army, backed by the Arab coalition, has made progress in Houthi-held northern Saada. Military sources said that the army captured the mountainous chain of al-Sabah in Saada province. Yemeni Brigadier Yasser Majali said that his forces, with the support of the coalition and Saudi ground forces, took control of large areas in the region and reached the outskirts of al-Zamah, liberating the surrounding valleys.

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.

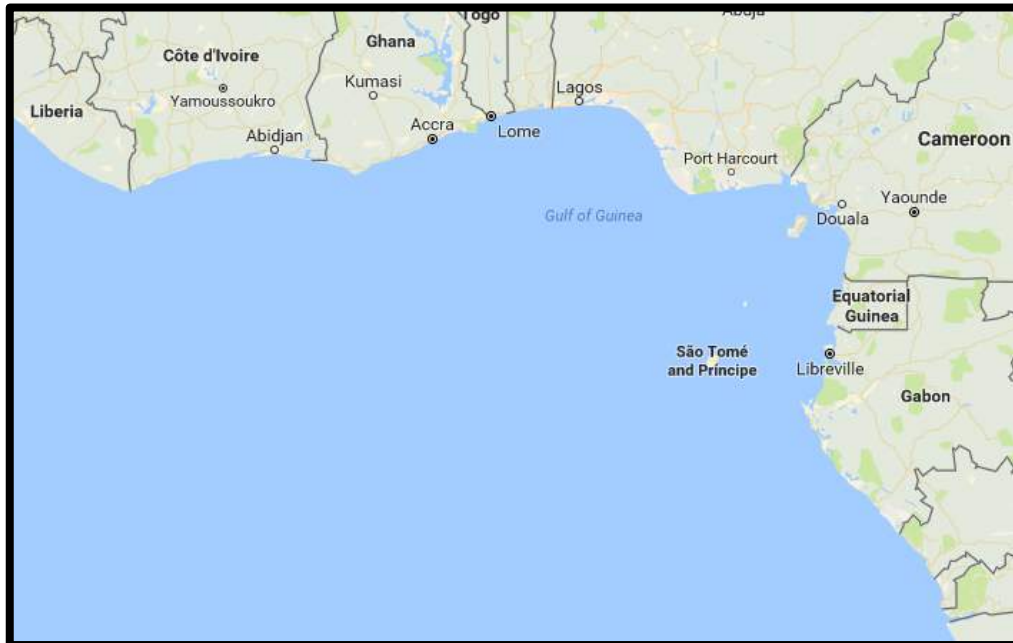
Shipping companies or owners delivering to ports not under the control of the Government of Yemen must apply for permits upon departing from the port of origin of their cargo. Yemen-based importers/traders are required to submit this notification form. More information about the UNVIM program is available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

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; Lomé, 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

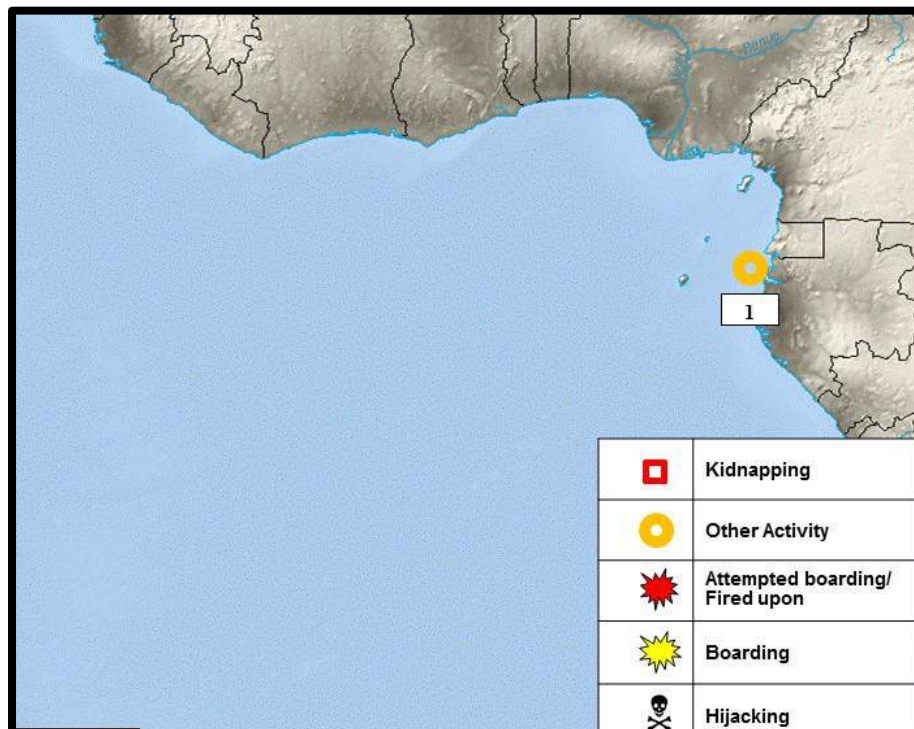
- No current incidents to report

OTHER ACTIVITY

- **17 July (Gabon)** – The Gabonese government announced that one week after the announcement of Operation Albacore II, a joint operation between an environmental NGO and the Gabonese government to tackle illegal, unregulated and unreported (IUU) fishing in central West Africa, the crewmembers of the NGO's ship assisted Gabonese authorities in the arrest of two illegal fishing trawlers. The two vessels, the China-flagged trawlers *HAIXIN 23* and *HAIXIN 28*, were intercepted after five fishing vessels were observed on radar crossing the border between the Republic of Gabon and the Republic of Congo under the cover of darkness. Armed Gabonese marines boarded the secured the two trawlers without injury or incident as Fisheries Enforcement officers inspected the vessels. The other three trawlers escaped across the border into Congolese waters. Upon inspection, it was discovered that neither vessel was licensed to fish in Gabonese waters, and one of the trawlers did not have a license to fish in Congolese waters.

MARITIME REPORTING

- No current maritime news



Source: ONI

WEATHER FORECAST: GULF OF GUINEA**WEATHER FORECAST VALID FROM 19 - 25 JULY 2018**

GULF OF GUINEA: Southerly winds of 10 – 15 knots and seas of 5 – 7 feet.

- **Extended Forecast:** Southwest winds of 10 – 15 knots and seas of 3 – 5 feet.

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

EAST ASIA, SOUTHEAST ASIA, INDIA



Current Incidents:

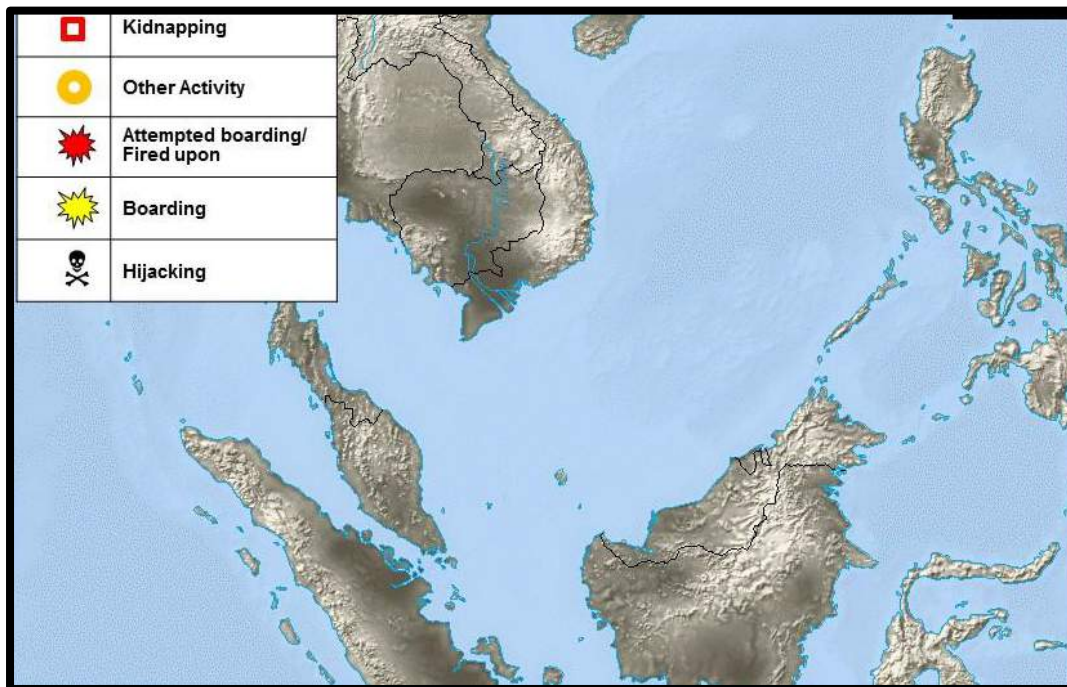
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WARNING:

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

- No current incidents to report

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 19 - 25 JULY 2018**

SOUTHERN SOUTH CHINA SEA: Southwest winds of 10 – 15 knots, and seas of 2 – 4 feet.

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

MALACCA STRAIT: Southeast winds of 5 – 10 knots and seas of 5 – 7 feet in the northern Strait; with southwest winds of 5 – 10 knots and seas of 1 – 3 feet in the southern Strait.

- **Extended Forecast:** Southwest winds of 5 – 10 knots, gusting to 15 knots, and seas of 5 – 7 feet in the northern Strait; with southerly winds of 5 – 10 knots and seas of 1 – 2 feet in the southern Strait.

ANDAMAN SEA: west-southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 7 – 9 feet in the northern section; with south-southwest winds of 15 – 20 knots, and seas of 1 – 3 feet in the southern section.

- **Extended Forecast:** Southwest winds of 15 – 20 knots and seas of 5 – 7 feet in the northern section; with southwest winds of 15 – 20 knots, and seas of 2 – 4 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. **Forecaster's Note:** The west Pacific Ocean's Tropical Cyclone Season runs from April to October. Expect numerous tropical cyclones to impact the region during this timeframe that could change the forecast.

PIRACY AND ARMED ROBBERY AGAINST VESSELS IN ASIA – HALF YEAR REVIEW (JANUARY – JUNE 2018)

During the January – June 2018 period, a total of 40 incidents of piracy and armed robbery against vessels were reported in Asia, including three incidents of piracy with the remaining 37 incidents being armed robberies against vessels. Compared the same reporting period in 2017, this year saw a 15% decline in the number of incidents – there were a total of 47 incidents, comprising of 40 actual incidents and 7 attempted incidents, that were reported between January – June 2017. The January – June 2018 reporting period saw the lowest number of incidents reported amongst the 10-year reporting period of January – June of 2009 – 2018.

The decline in numbers during this year's reporting period was due to improvements that were seen at ports and anchorages in Asia compared to the same time in 2017. Improvements were most apparent in Bangladesh and in the Philippines. There were several arrests of perpetrators and/or recovery of stolen items that were reported in Bangladesh (Chittagong Port), the Philippines (South Harbour, Manila), and in India (off Alang, Gujarat). During this reporting period, there were no actual incidents of abduction of crewmembers in the Sulu-Celebes Sea. Likewise, there were no successful incidents of theft of oil cargo. However areas of concern include an increase in the number of incidents reported on board vessels while underway in the Straits of Malacca & Singapore (SOMS) and at Vietnam ports/anchorages during the January – June 2018 period compared to the same period in 2017.

OVERVIEW

NUMBER OF INCIDENTS

During the January – June 2018 reporting period there were a total of 40 incidents of piracy and armed robbery against vessels that were reported in Asia. This figure comprises of 29 actual incidents and 11 attempted incidents. The situation of piracy and armed robbery against vessels in Asia continued to improve during the January – June 2018 period.

PIRACY VS. ARMED ROBBERY AGAINST VESSELS

Of the total 40 incidents that were reported during this period, three were incidents of piracy and 37 were incidents of armed robbery against vessels. During the January – June 2018 reporting period, piracy incidents accounted for 8% of the total number of incidents, with the majority of incidents being armed robbery against vessels.

Over the 10-year reporting period of January – June, piracy incidents mostly ranged between 8% - 11%, with the exception of the January – June periods of 2009, 2010, 2011 and 2014, when piracy incidents accounted for 16%, 22%, 22% and 23% respectively.

STATUS OF VESSELS

Of the 40 incidents reported during this period, 31 incidents (78%) occurred on board vessels while at anchor/berth, while nine incidents (22%) occurred on board vessels while underway. These figures conform to the general trend in Asia, in which more incidents occur on board vessels at anchor/berth than on board vessels that are underway.

Of the incidents that occurred on board vessels at anchor/berth, 6 were reported at ports and anchorages in Bangladesh; 1 in India; 19 in Indonesia; 1 in the Philippines; 2 in South China Sea and 2 in Vietnam. Of the incidents that occurred on board vessels while underway, 1 was reported in India; 1 in Malaysia; 1 in the South China Sea; 5 in the Straits of Malacca & Singapore; and 1 in the Sulu-Celebes Sea.

Number and Location of Incidents (January – June of 2009 – 2018)

	2009		2010		2011		2012		2013		2014		2015		2016		2017		2018	
	Act	Att	Act	Att	Act	ATT	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att
East Asia																				
China			1												3		1			
Sub-total			1												3		1			
South Asia																				
Arabian Sea						4														
Bangladesh	4	1	9	2	5		8		1		8		10		1	6		4	2	
Bay of Bengal			1			1					2									
India	4		5		6	2	4	1	3		3	1	4		12		1		1	1
Sub-total	8	1	15	2	11	7	12	1	4		13	1	14		12	1	7		5	3
Southeast Asia																				
Gulf of Thailand			1																	
Indian Ocean											1									
Indonesia	3	2	12	6	23	1	29	2	37	4	26	4	10		18		17	2	15	4
Malaysia	8	1	9		8		2		4		1	1	2		1		1		1	
Myanmar	1																			
Philippines	2	1	1		3		3		1		2		3	1	1		8		1	
SCS	7		11	3	8	6	4		5		17	1	10	1	1	1	2		2	1
Singapore					2															
SOMS	3		2	2	13	1	6	1	3		22	1	55	4	1		1	1	3	2
Sulu-Celebes															4		3	4		1

Sea																				
Thailand	1											1								
Vietnam	5		7		4		3	1	3			13		3				2		
Sub-total	30	4	43	11	61	8	47	4	53	4	68	8	94	6	29	1	32	7	24	8
Overall Total	38	5	59	13	72	15	59	5	57	4	81	9	108	6	44	2	40	7	29	11

ANALYSIS OF ACTUAL INCIDENTS

VIOLENCE FACTORS OF ACTUAL INCIDENTS

Number of Perpetrators

Of the 29 actual incidents that were reported during the January – June 2018 period, 38% of the incidents involved perpetrators operating in groups of 4 – 6 men. This is in line with a trend that was also observed in 2014 – 2016.

Types of Weapons Carried by Perpetrators

During this reporting period, there were no reports of incidents that involved perpetrators armed with guns. Of the 29 actual incidents that were reported, nine incident involved perpetrators armed with knives/machetes, while the remaining incidents had no information on the types of weapons carried by the perpetrators. All nine incidents that involved armed perpetrates were reported at ports and anchorages in Indonesia, Bangladesh, Vietnam and Malaysia.

Treatment of Crewmembers

During this reporting period there were no reports of incidents of crewmembers being killed or kidnapped. However, there were eight incidents that involved crewmembers who were assaulted or held hostage or threatened. The majority of incidents reported either no injuries or no information available.

ECONOMIC FACTOR OF ACTUAL INCIDENTS

Type of Losses

During the January – June 2018 reporting period there were no incidents that involved the stealing of cargo. Of the 29 actual incidents that were reported during this period, 18 incidents reported the loss of ship stores, unsecured items and engine spares. There was one incident that reported the loss of cash/property.

Types of Vessels Targeted

Of the actual incidents that occurred during this reporting period, 14 occurred on board bulk carriers; 9 on board tankers; 2 on board tug boats; 2 board general cargo ships; 1 on board a deck cargo vessel and

1 on board a container ship. There was no evidence to suggest that a particular type of vessel was targeted.

ANALYSIS OF INCIDENT LOCATIONS

The January – June 2018 period saw improvement in the situation of piracy and armed robbery against vessels, particularly in Bangladesh and in the Philippines, though there was an overall decline in the total number of incidents that were reported this year compared to the same period in 2017. However of note is the number of incidents that were reported at ports and anchorages in Vietnam and in the Straits of Malacca & Singapore, with both areas witnessing a rise in the number of incidents reported during this year's January – June period.

BANGLADESH

During the January – June 2018 reporting period, a total of 6 incidents were reported off the port of Chittagong and Kutubdia Island. This figure consists of four actual incidents and two attempted incidents. The same reporting period in 2017 saw six actual incidents take place in this region.

Number of Perpetrators

Four of the six incidents (67%) that were reported in the January – June 2018 period involved perpetrators operating in groups of 4 – 6 men. There was one incident that involved perpetrators operating in groups of 1 – 3 men and 1 incident involving 7 – 9 men.

Types of Weapons Carried by Perpetrators

This year's reporting period saw three incidents (50%) involving perpetrators who were armed with knives/machetes/other. In the three other incidents, there was no information available on what type of weapons the perpetrators were carrying. In the past, weapons that have been commonly used in this region have included knives, iron rods, metal hacksaws, and steel bars.

Treatment of Crewmembers

Crewmembers suffered relatively more mistreatment during the January – June 2018 period compared to previous years, with three out of the six incidents (50%) that were reported in this region this year reporting that crewmembers were either assaulted or threatened. During this period, there was one incident that involved an assault, two incidents of crewmembers being threatened, two incidents in which there were no injuries, and one incident where no information pertaining to the treatment of crewmembers was available.

Types of Losses

Of the six incidents that were reported during the January – June 2018 period, three (50%) reported loss of stores, one reported loss of unsecured items and two incidents reported that nothing was stolen. In previous years, common items that have been stolen at ports and anchorages in Bangladesh have been mooring ropes, life/floating buoys, gas bottles/cylinders, fire hoses, fire wires, aluminium ladders, etc...

Types of Vessels Targeted

Of the six incidents that were reported in the region during this year's period, three were bulk carriers, two were general cargo ships and one was a product tanker.

Over the past eleven years (2007 – 2017), the three most common vessels boarded at ports and anchorages in Bangladesh have been container ships (27), tankers (16) and bulk carriers (14). Officials have observed that incidents involving bulk carriers mostly occurred in the northern part of Chittagong at Anchorage A; incidents involving container ships mainly occurred between the middle part of Chittagong (Anchorage B) and the southern part (Anchorage C); while incidents involving tankers were relatively scattered between Anchorage A and Anchorage B, with a few incidents reported in Anchorage C.

Summary

Incidents that were reported during the January – June 2018 period in ports and anchorages in Bangladesh have been consistent with data available over the past 11 years in relation to the number of perpetrators (4 – 6 men); weapons carried by the perpetrators (knives/machetes); and items lost (ship stores). Furthermore, analysis of the past 11 years has revealed that a correlation exists between the type of vessels boarded and the location of incidents at Anchorage A, B and C off Chittagong.

PHILIPPINES

During the January – June 2018 period, there was one incident that was reported at the South Harbour Anchorage Area, Manila. This region has seen improvement compared to the same period in 2017, when eight incidents were reported.

Number of Perpetrators

The incident that was reported this year involved a group comprised of seven perpetrators.

In the past 11 years (2007 – 2017), the majority of incidents reported in this region involved small groups consisting of 1 – 3 men.

Treatment of Crewmembers

Crewmembers were not injured in the single incident that was reported during this year's reporting period.

Types of Losses

The incident that occurred during the January – June 2018 period reported that stores were stolen. In the past 11 years, stores have commonly been targeted at ports and anchorages in the Philippines, with the most common items taken being breathing apparatus, immersion suit, fire hose, fire nozzle, welding cable/machine, fire hydrant cap/cover, etc...

Types of Vessels Targeted

The incident that was reported during this year's period occurred on board a container vessel. Of the 31 incidents that have been reported during the January – June period of 2007 – 2017, 11 incidents occurred on board tankers, 9 on board container ships, 3 on board general cargo ships, 3 on board tug

boats and the remaining 5 occurred on board passenger ship, bulk carrier, fishing trawler and vehicle carrier. In terms of the location of the incidents, in Manila seven out of 12 incidents occurred on board container ships, while in Batangas eight out of nine incidents occurred on board tankers.

Summary

Only one incident was reported during the January – June 2018 reporting period, occurring at the South Harbour Anchorage Area in Manila. The incident was consistent with the 11-year trend of incidents in terms of items lost (ship stores) and treatment of crewmembers (no injuries). The 11-year trend indicates that most incidents occurring at ports and anchorages in the Philippines involved small groups, typically of 1 – 3 men, crewmembers not suffering from injuries, and ship stores being stolen, mainly breathing apparatus, immersion suit, fire hose, fire nozzle, welding cable, fire hydrant cap/cover, etc... Furthermore, analysis of the past 11 years indicates that there is a correlation between the types of vessels boarded and the location of the incident, as observed for incidents reported at ports and anchorages off Manila and Batangas.

VIETNAM

During the January – June 2018 period, there were two incidents reported in Vietnam – a rise in incidents compared to the same reporting period in 2017 when there were no incidents reported.

Number of Perpetrators

Of the two incidents that occurred this year, one incident involved 1 – 3 men while no information was available regarding the second incident. In examining the past 11 years in this region, 38% of incidents did not have information on the number of perpetrators as the crewmembers did not see them. In most of these incidents, the theft was only discovered after the perpetrators left the vessels. For incidents that did have information on the number of perpetrators involved, more than one-third of the incidents involved 1 – 3 men. Incidents involving larger groups of more than 7 men occurred in the northern part of Vietnam, at Hai Phong and Hon Cam Anchorages.

Treatment of Crewmembers

Of the two incidents reported during this period, one incident indicated that crewmembers were assaulted with a knife, while the other incident reported no injuries. In the past 11 years, about two thirds of the incidents reported in this region indicated that the crewmembers did not suffer from injuries.

Type of Losses

Both of the incidents that occurred during this year's reporting period indicated the loss of stores. In the past 11 years, the trend has been that stores were mostly targeted, with the items most commonly stolen at ports and anchorages in Vietnam being paint/paint drums, mooring ropes, fire hoses, fire nozzles, fire hydrant caps, scupper plugs, extension cables, etc...

Types of Vessels

Both of the incidents that were reported during the January – June 2018 reporting period occurred on board bulk carriers. Over the past 11 years, different types of vessels have been targeted in Vietnam. In the northern region of Vietnam, 15 out of 16 incidents involved bulk carriers and container ships while one incident involved a general cargo ship. In the southern part of Vietnam, 11 container ships, 5 bulk

carriers, 5 tankers, and 1 cable lying ship were targeted in Vung Tau; while in Ho Chi Ming, 2 bulk containers; 2 container ships and 2 tankers were targeted.

Summary

The two incidents that occurred during the January – June 2018 reporting period were consistent with the 11-year trend of incidents in regards to the number of perpetrators (1 – 3 men) and the items that were stolen (ship stores). Over the past 11 years, perpetrators operating in these waters mostly stole ship stores such as paint, mooring rope, fire hose, fire nozzle, fire hydrant cap, scupper plug, extension cable, etc.... In most of the incidents that have been reported over the past 11 years, the crewmembers sustained no injuries. Furthermore analysis of the past 11 years has indicated that there is no correlation between the type of vessels boarded and the location of incidents in Vietnam. However bulk carriers and containers were amongst the more common types of vessels that were boarded both in the northern and in the southern regions of Vietnam.

STRAITS OF MALACCA & SINGAPORE (SOMS)

During the January – June 2018 period, there were a total of five incidents reported in SOMS compared to two incidents (one actual and one attempted) that were reported during the same period in 2017. This year's figures consisted of three actual incidents and two attempted, with four incidents occurring in the Singapore Strait and one in the Malacca Strait.

Number of Perpetrators

Three of the five incidents reported during this year's period involved 4 – 6 men, one incident involved 1 – 3 men while no information was available for one incident that occurred in the region. Over the past 11 years, most of the incidents occurring in this area have involved groups of 4 – 6 men. Large groups, consisting of 7 – 9 men, were last reported during the January – June 2015 period while groups involving more than 9 men were last reported in 2014.

Types of Weapons Carried by the Perpetrators

In all of the incidents that were reported during the first half of this year, it was not known whether the perpetrators were armed. Over the past 11 years, incidents with information on the types of weapons carried by perpetrators indicates that the majority of incidents involved perpetrators armed with knives/machetes. There were six incidents that involved perpetrators armed with guns and knives, with these incidents occurring in 2009, 2010, 2012 and 2015. In 2009, perpetrators were armed with automatic rifles in one of the two incidents. Analysis of the past 11 years has indicated that more incidents occurring in the western sector of the Singapore Strait involved perpetrators who were armed compared to incidents that occurred in the eastern sector. Most of the perpetrators operating in the western sector of the Singapore Strait were armed with knives/machetes.

Treatment of Crewmembers

In the five incidents reported during the first half of this year, no injuries were reported. Over the past 11 years, a majority of the incidents reported in this region involved no injuries to the crewmembers. The more severe mistreatment of crewmembers, such as kidnapping and crewmembers missing were reported in the Malacca Strait. Analysis of the location of the incidents over the past 11 years indicates that more incidents of crewmembers being mistreated were reported in the western sector of the Singapore Strait compared to incidents in the eastern sector. Of the 20 incidents where crewmembers

were mistreated, 14 occurred in the Singapore Strait and 6 occurred in the Malacca strait. Of the 14 incidents, 12 involved perpetrators who were armed.

Types of Losses

In the five incidents reported during the January – June 2018 reporting period, four reported that nothing was stolen and one reported loss of unsecured item. Over the past 11 years, more than half of the incidents that were reported indicated that nothing was stolen. In incidents where items were stolen, perpetrators targeted cash/property, engine spares, and ship cargo such as scrap metal and oil cargo. In regards to location, analysis of the past 11 years indicates that most of the 13 incidents that reported the loss of engine spares occurred in the eastbound lane of the Traffic Separation Scheme (TSS) in the western sector of the Singapore Strait, with these incidents occurring on board tankers (6), bulk carriers (4), container ships (2) and a tug boat (1). Of the 12 incidents that reported loss of cash/property in the Singapore Strait in the last 11 years, most occurred in the eastbound lane of the TSS in the western sector of the Singapore Strait, northwest of Pulau Batam. These incidents occurred on board tug boats/supply vessels (8), general cargo ship (2), container ship (1) and tanker (1). Of the nine incidents that reported loss of cargo in the Singapore Strait in the past 11 years, eight were losses of scrap metals from barges towed by tug boats and one was theft of oil cargo from a product tanker, with most of the incidents occurred in the westbound lane of the TSS in the western sector of the Singapore Strait.

Types of Vessels Targeted

Of the five incidents that were reported during the January – June 2018 reporting period, two involved bulk carriers, one involved a tanker, one occurred on board a tugboat and one occurred on board a workboat. Over the past 11 years, most of the incidents that have occurred in the Singapore Strait occurred on board bulk carriers (36); tug boats/supply vessels (34) and tankers (30). The remainder of the incidents occurred on board other vessels, including container ship (8); general cargo ship (4); and barges (2).

Majority of the incidents that occurred on board bulk carriers and tankers occurred in the eastbound lane of the TSS in the western sector of the Singapore Strait, while incidents involving tub boats/supply vessels occurred both in the western and eastern sectors of the Singapore Strait. There were relatively more incidents that occurred in the westbound lane of the TSS in the western sector than incidents that were reported in the eastbound lane of the TSS in the eastern sector.

Summary

The five incidents that were reported during the first half of this year in the Straits of Malacca and Singapore were consistent with the 11-year trend in terms of the number of perpetrators (4 – 7 men), perpetrators were not armed, and crewmembers did not suffer any injuries. Over the past 11 years, the items that have typically been stolen include engine spares, cash/property and cargo on board vessels.

Analysis of incidents that occurred in the past 11 years takes into account the unusual spike in the number of incidents that occurred in 2015, when 104 incidents were reported in the Singapore Strait. In the past 11 years more incidents in the western sector of the Singapore Strait involved perpetrators who were armed compared to perpetrators in the eastern sector. Furthermore, more incidents in the western sector of the Singapore Strait reported mistreatment of crewmembers (assaulted or held hostage) compared to incidents that occurred in the eastern sector. Analysis of the data indicates that there was a correlation between armed perpetrators and treatment of crewmembers prevailing in the western sector of the Singapore Strait involving bulk carriers and tankers. The 11-year trend has also

revealed correlation between the type of losses and type of ships, indicating that engine spares were stolen from ships (mostly bulk carriers and tankers) while underway in the eastbound lane of the TSS in the western sector of the Singapore Strait; cash/property were stolen from vessels (mostly tug boats and supply vessels) while underway in the eastbound lane of the TSS in the western sector of the Singapore Strait (northwest of Pulau Batam); and ship cargo such as scrap metal and oil cargo were stolen from barges and product tankers respectively while underway in the westbound lane of the TSS in the western sector of the Singapore Strait.

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

SITUATION UPDATE

During the January – June 2018 period, there were no reports of actual incidents involving the abduction of crewmembers from vessels while underway in the Sulu-Celebes Sea. The last actual incident occurred on 23 March 2017 on board *SUPER SHUTTLE TUG 1*. Of concern however is the report of an attempted incident that occurred in the Sulu-Celebes Sea on board *KUDOS 1* on 16 February 2018. Furthermore, on 1 May 2018, the Philippine Coast Guard reported about a planned kidnapping by members of the Abu Sayyaf Group (ASG). The information stated that the group would be using a blue 3-engine speed boat and expected to be underway to Sabah within the next 24 hours. Upon receipt of the information, the coastguard and ReCAAP ISC issued a warning to advise vessels in the area to exercise extreme caution when transiting in the waters in Lahad Datu, Sabah, and surrounding waters in Sabah. As of 30 June 2018, nine crewmembers remaining in captivity. The Philippine authorities continue to conduct pursuit operations and intensify its military operations to rescue the abducted crewmembers and to neutralize the militant group.

CONCLUSION

The overall situation of piracy and armed robbery against vessels in Asia during the January – June 2018 reporting period has improved compared to the same reporting period in 2017. This year saw a decline of 15% in the number of incidents that were reported compared to the same period in 2017. The number of incidents reported during the January – June 2018 period was also the lowest amongst the same period in the past 10 years of 2009 – 2018.

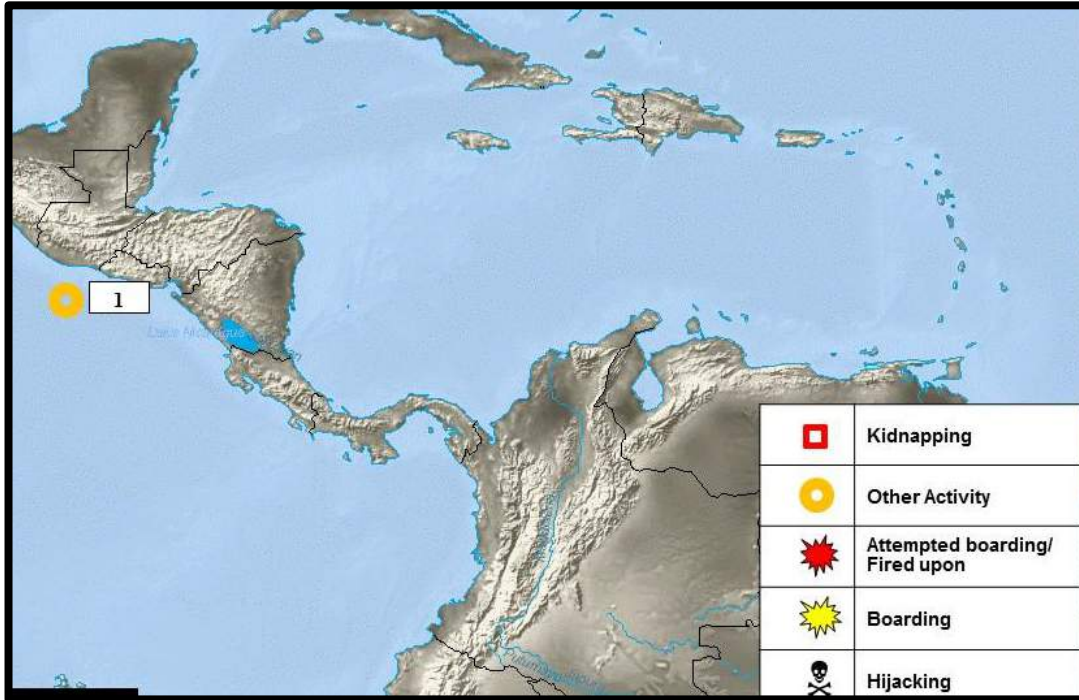
The severity level of incidents has also declined during this year's reporting period, and there were no actual incidents of abduction of crewmembers for ransom and no actual incidents of hijacking of ships for oil cargo theft during this period. However of concern has been the rise in the number of incidents reported in the Straits of Malacca and Singapore and at ports and anchorages in Vietnam. There was also an attempted abduction of crewmembers in the Sulu-Celebes Sea and an attempted incident of theft of oil cargo that occurred during this period – highlighting that the threat of such incidents remains high across the region.

WORLDWIDE

NORTH AMERICA

- No current incidents to report

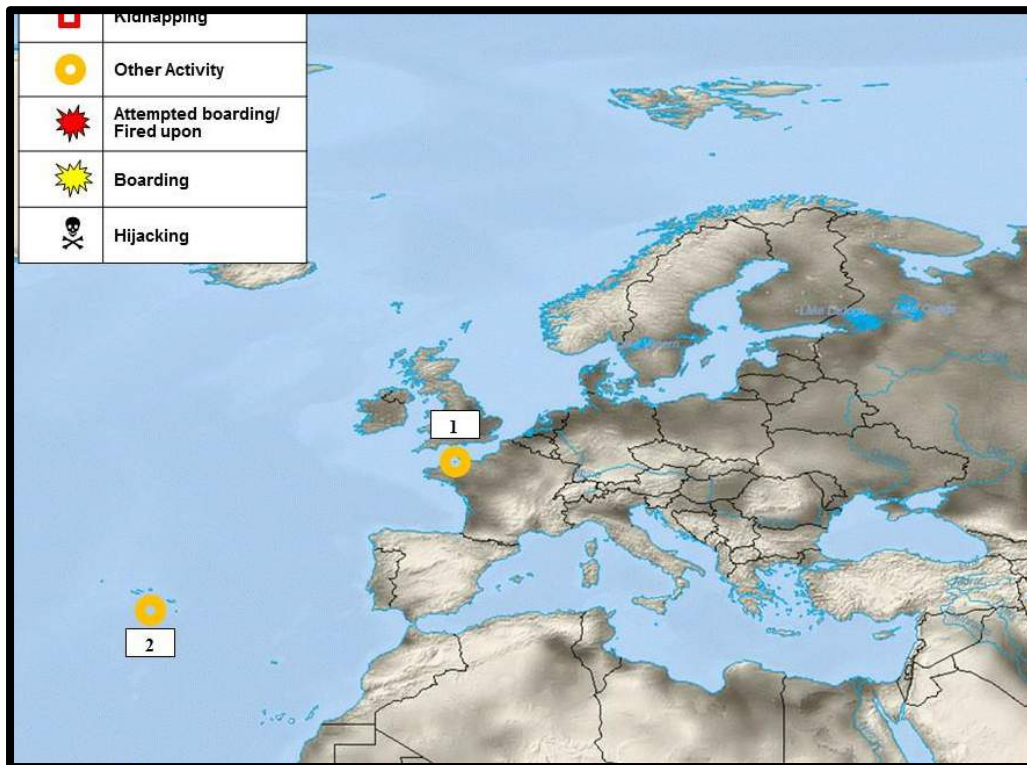
CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA



1. **16 July (Guatemala)** – Authorities from the National Police apprehended a small submarine, arresting three persons and confiscating 823 kilograms of cocaine.

Current Incidents:
5

ATLANTIC OCEAN AREA



- 1 July (France – Late Report)** – A young man was arrested by the authorities in the port of St Malo. He swam across the harbour and boarded the ferry *CONDOR RAPIDE* in an attempt to stowaway to the island of Jersey. He was found in the stern section of the ship, hiding amongst mooring lines, by the ship’s crewmembers who were conducting a routine security search of the vessel.
- 21 June (Portugal – Late Report)** – Portuguese Judicial Police, along with their Navy and Air Force, intercepted the British Virgin Island-flagged sailing yacht *OGGI* south of Faial in the Azores while transiting from the Caribbean. There were four people on board, one British citizen, one from the Netherlands and two Croatians. A search of the vessel located 1,400 kilograms of cocaine that was hidden in the structure of the vessel.

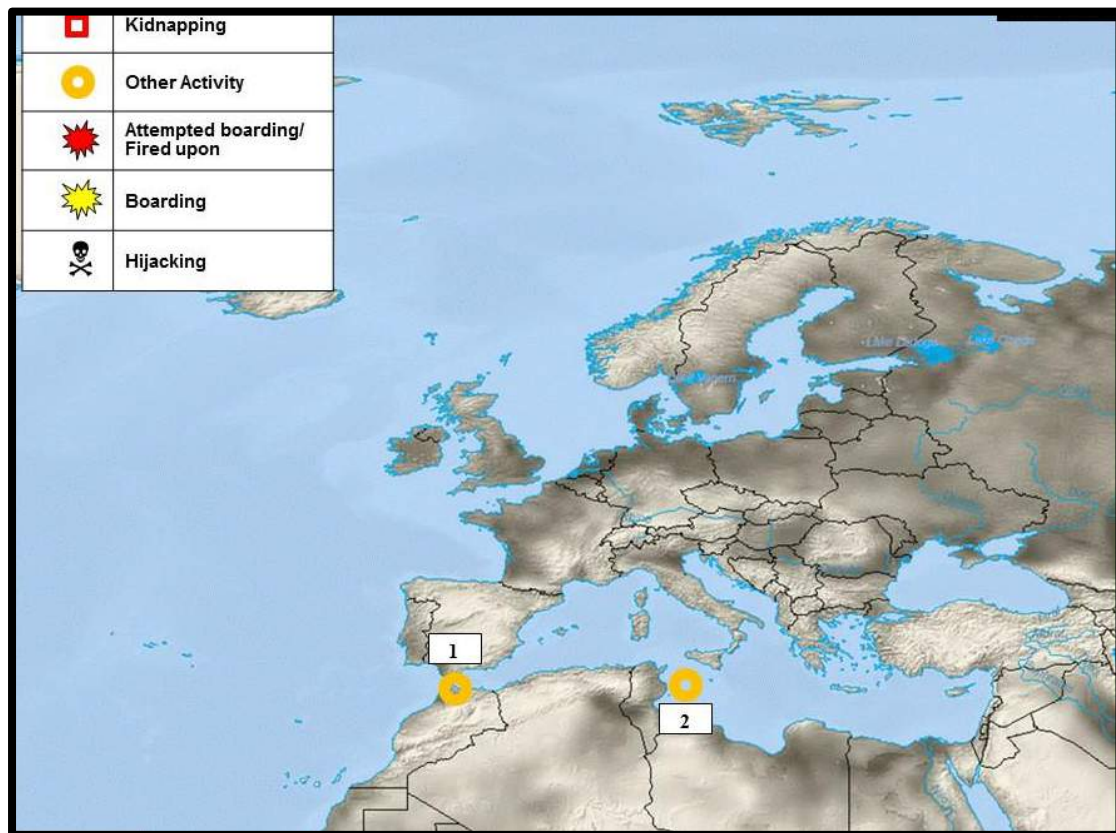
NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA

- 18 July (Spain)** – A group of possible migrants attacked the Great Britain-flagged general cargo ship *CELTIC VENTURE* as the ship bunkered in Cueta. The migrants threw a large number of stones at the vessel and at personnel fuelling the ship. Civil Guard forces intervened.
- 12 July (Italy – Late Report)** – The tug *VOS THALASSA* rescued 67 migrants off the coast of Libya. According to Italy’s Interior Minister, during the voyage, a Sudanese man and a Ghanaian man allegedly tried to hijack the tug so that it would not return them to Libya. An

Italian Coastguard vessel brought the migrants back to Trapani, in western Sicily for further investigation.



Source: ONI

ARABIAN GULF

- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

- No current incidents to report

EASTERN AND SOUTHERN AFRICA

- No current incidents to report

NORTHEAST ASIA

- No current incidents to report

PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

MIGRATION



With the warmer weather arriving across Europe, migrant crossings in the Mediterranean Sea have increased with dozens of boats rescued in the past several weeks. Tensions between Italy and its EU neighbours have risen in the wake of Italy refusing to let a number of migrant rescue vessels dock at its ports. As the migrant crisis continues over the course of the summer months, tensions and further questions about the migrant situation across the EU are likely to occur.

DOZENS MISSING AFTER MIGRANT BOAT SINKS OFF CYPRUS

18 July (Cyprus) – Local security forces have reported that at least 18 migrants drowned and up to 30 were missing on Wednesday after their boat sank in the Mediterranean off the north of Cyprus. Officials have indicated that the boat was carrying 150 people, reportedly Syrians, when it went down off the coast of the breakaway Turkish Cypriot-controlled portion of the island, which is only recognized by Ankara. More than 100 people were rescued in a joint operation by Turkish Cypriot and Turkish coastguard after the boat sank off the village of Gialousa on the panhandle Karpas peninsula. A statement released by the Turkish Cypriot security forces (GKK) indicated that at least 19 drowned and between 25 and 30 were still missing, adding that one was taken by helicopter to Cyprus in grave medical condition. The other survivors were however being taken by ship to the port of Tasucu in Turkey's southern Mersin region. Reports have indicated that search efforts are underway to recover the missing with commercial vessels also taking part. The Turkish coastguard disclosed in a separate statement that the accident occurred 30 km (18 miles) off the shore of northern Cyprus, adding that 103 survivors had been rescued. Cyprus, which is located some 160 km (100 miles) from Syria's coast, has not seen the massive inflow of migrants experienced by Turkey, Greece and Italy, though asylum applications have risen sharply. According to the International Organization for Migration (IOM), 47,637 migrants and refugees entered Europe by sea up to July, with only 47 entering Cyprus. During that same period, 1,404 people lost their lives in the crossings, mostly those trying to cross from Africa to Italy or Malta.

TWO MIGRANTS DIE ON BOAT LEFT ADRIFT BY LIBYAN COASTGUARD

17 July (Spain) – Spanish rescuers reported on Tuesday that a woman and a boy adrift in the Mediterranean died just hours before help reached their damaged dinghy. The reports emerged after Spanish rescuers found a second woman alive in the vessel, which had been carrying migrants towards Europe. A rescue boat operated by the Spanish charity Proactiva Open Arms went to help the three migrants, who were stranded about 80 nautical miles off the Libyan coast, though two were found dead. Proactiva Open Arms disclosed that the three were left helpless after being abandoned by Libyan coastguards, adding that the Libyans had left the scene after the two women refused to board their patrol ship along with a boy of about four. The Libyan coastguard however has disputed the account, stating that it had rescued 165 migrants from the damaged boat and recovered the body of one baby. It offered no explanation as to how the three migrants came to be stranded on the remains of the dinghy. Proactiva maintains that the coastguard had intercepted the dinghy, but when it became clear that the two women and the boy did not want to board the coastguard vessel, the Libyans damaged the craft and left the three stranded in its remains. According to Oscar Camps, Proactiva Open Arms founder, a merchant ship sailing in the area had also failed to provide help to the migrant dinghy. In a criticism of Italy, he added, “this is the direct consequence of not allowing NGOs, which rescue lives in the Mediterranean to work; there is the consequence.”

SPAIN RESCUES MIGRANTS AT SEA

16 July (Spain) – Spanish rescuers saved more than 340 migrants in the Mediterranean on Saturday 14 July, including one person from north Africa who was attempting to make the crossing on board a truck tyre. Spain’s coastguards reported that their vessels had rescued 240 people spread out in twelve boats, ten of them in the Strait of Gibraltar and two others in the Alboran Sea, and on the truck tyre, adding that the Guardia Civil police force had also saved more than 100 migrants in the Mediterranean. Spain is now set to overtake Italy as the country of choice for migrants trying to reach Europe. According to the latest figures released by the International Organization for Migration (IOM), some 16,902 people have arrived in Spain so far this year, and a further 294 have died in the attempt to reach the Western European country. All in all, more than 1,400 migrants have lost their lives in the Mediterranean so far this year. In recent weeks, with growing pressure amongst European Union Nations, Spain has accepted hundreds of migrants. Last month, the country agreed to take in 630 migrants who had arrived aboard three vessels. On 4 July, a ship belonging to Spanish NGO Proactiva Open Arms docked in Barcelona with sixty migrants rescued off the coast of Libya after Italy refused to take them in.

MIGRANT REPORT DEATHS IN LATEST MEDITERRANEAN CROSSING

16 July (Italy) – Migrants who have arrived in Sicily after days at sea are reporting that four Somalis died during the Mediterranean crossing. The International Organization for Migration’s (IOM) Italy spokesman, Flavio Di Giacomo, tweeted the news on Monday while the migrants were being identified, processed and interviewed in the Sicilian port town of Pozzallo. According to Di Giacomo, the migrants reported that four Somalis drowned on Friday when they and thirty other migrants jumped into the sea to reach an unidentified rescue vessel. It currently remains unclear what became of the thirty survivors, though hundreds of other migrants stayed aboard the fishing vessel attempting to take from Libya to Europe and were transferred onto military vessels on Saturday. While Italy initially refused to let the two military vessels dock in one of its ports, the ships were eventually allowed into Pozzallo after a half-dozen European Union countries agreed to take 50 passengers each.

ITALY STATES THAT FRANCE AND MALTA AGREE TO HOST SOME RESCUED MIGRANTS

16 July (Italy) – Italian Prime Minister Giuseppe Conte has disclosed that France and Italy have agreed to host fifty people each, responding to a request for help sent by Italy after it took part in the rescue of 450 migrants from an overcrowded vessel in the Mediterranean. Conte disclosed in a message posted on his official Facebook profile that other European countries will also take some of the asylum seekers, adding that “this is the first important result obtained from a day of phone calls and written exchanges I have had with all 27 European leaders.” He also called for further measures to tackle illegal immigration, including pan-EU rules for private boats rescuing migrants, a strengthening of Frontex and talks with the United Nations on centres for asylum seekers outside Europe. Meanwhile Maltese Prime Minister Joseph Muscat confirmed that the Mediterranean island nation would accept 50 people, tweeting that “Malta not only demands but offers solidarity.” Over the weekend, a vessel operated by EU border agency Frontex and a vessel owned by Italy’s tax police picked up some 450 migrants near the Italian island of Linosa and more than 100 nautical miles from Malta. Valletta had rejected pressure from Rome on Friday 13 July to rescue them.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 21 July 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)	Force Majeure	Moderate
Port of Zueitina	Open	Low

ACTIVITY REPORTING

LIBYA'S DEPUTY HEAD OF PRESIDENTIAL COUNCIL RESIGNS

19 July – Fathi al-Majbari, deputy head of the Libyan presidential council of the UN-backed government, resigned on Wednesday evening. On local TV channel Libya al-Hadath, al-Majbari said, "I announce my resignation from my position and from the Government of National Accord (GNA). I call on the patriotic ministers to resign as well [...] Tripoli is under the rule of the militias, and we have tried to reform but failed. It is not a city suitable for political action and needs real treatment." Al-Majbari added that the government is unable to provide security for the people: "Unfortunately, the militias control the financial resources, and what is happening within the GNA is a play." Al-Majbari, was almost kidnapped in June when gunmen attacked his residence in the capital Tripoli. The attack wounded two of his bodyguards; he managed to escape to the Tunisian capital. The kidnapping came hours after he announced support for Haftar's handing over of oil ports to the eastern-based interim government's oil corporation instead of the Tripoli-based UN-backed government's oil corporation. Al-Majbari is the third member of the presidential council to resign.

LIBYA DECLARES FORCE MAJEURE ON ZAWIYA PORT

18 July – The National Oil Corporation (NOC) has declared force majeure on crude oil loadings at the Zawiya port. The move follows a weekend attack and abduction of oil workers at the Sharara oil field. Production at Sharara field was expected to drop by 160,000 bpd after oil workers were abducted on Saturday and oil wells closed as a precaution, the NOC said. Early on Saturday, unknown armed assailants entered the facilities of the Sharara oil field and kidnapped four of the staff. Two have been since released. The company operating the field, Akakus, is closely monitoring the situation. "Oil wells in the surrounding area have been shut down as a precaution, and all other workers evacuated. The NOC declared force majeure at the Zawiya port effective Monday, July 16. "Field production is limited to 125,000 bpd – enough to meet the requirements of the Zawiya Refinery, but leaving no excess crude for export," NOC said. "Employee safety is always our first priority. This incident required us to shutdown and evacuate a number of stations. We have to prioritize local demand for fuel. For the time being all Sharara production will go to the refinery," NOC chairman Mustafa Sanalla said.

LIBYA MIGRANT CENTRES SEE SPIKE IN ARRIVALS

18 July – The number of migrants in Libya's overcrowded detention centres has almost doubled over the past three months, according to the UN's International Organisation for Migration (IOM). As Italy and the EU coastguard crack down on Mediterranean crossings, the number of people being held has swollen from 5,000 to 9,300, with thousands more at the mercy of smugglers in charge of unofficial detention facilities. Othman Belbeisi, the chief of mission in Libya at the IOM, said the situation has never looked so bleak. The growing number of migrants intercepted by the coastguard had led to overcrowding in detention centres, he said. Migrants stranded in Libya face a greater danger of being trafficked or exploited because of the absence of law enforcement in the country after the overthrow of leader Muammar Gaddafi seven years ago. Smuggling networks are "becoming more organised and stronger", said Belbeisi, "less people travelling to Europe or taking boats does not mean that there are less migrants. It means the opposite. They are stranded." Belbeisi said overcrowding in detention centres would continue as long as the Libyan coastguard automatically sent migrants back to detention.

70 EGYPTIAN ILLEGAL IMMIGRANTS ARRESTED IN LIBYA WITH FORGED IDENTITIES

17 July – Seventy Egyptian illegal immigrants were arrested near Adjabiya. All the defendants forged documents to enter the country. Egypt's government has been cooperating during the past period with several countries, especially Italy and Libya, to reduce illegal immigration.

MIGRANTS DIE IN SEALED CARGO CONTAINER

16 July – An abandoned truck, holding approximately 100 migrants and refugees, was found at the outskirts of Zawara, 115km west of Tripoli. The individuals were locked in the sealed cargo container together with canisters of gasoline. By the time local authorities found the truck, reportedly 8 of the individuals had passed away (six children, a woman, and a young man). Other migrants who were in critical condition were brought to hospitals in Zawara and Sabratha. The truck was reportedly underway to a site west of Zawara, where the individuals would have attempted to cross the Mediterranean Sea for Europe. In order to avoid a checkpoint, the driver allegedly abandoned the truck, leaving the trapped migrants and refugees in the sealed container.

FOUR ENGINEERS KIDNAPPED FROM LIBYAN OILFIELD, TWO RELEASED

15 July – Four workers were kidnapped from an oil field in southern Libya, with two of them later released, Libya's National Oil Corporation said. "Armed men kidnapped four engineers at dawn this morning - three Libyans and a Romanian," said Ramadan Saleh, in charge of security in Libya's southern Ubari region. The NOC is working with "appropriate authorities to resolve the issue", without giving further details of those abducted, adding that oil wells in the surrounding area have been shut down as a precaution, and all other workers evacuated. The closure is expected to slash production by 160,000 bpd. The incident comes two days after the oil firm announced it would reopen El Feel oil field, which has been shut since February due to a strike over salaries. The NOC also said this week that exports would resume from terminals in eastern Libya's oil crescent, after shipments were stopped for more than two weeks due to a standoff between rival factions.

LIBYA PROCEDURE

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

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

The security situation throughout Libya remains fluid. In the absence of a diplomatic solution, MS Risk continues to advise extreme caution to all vessels entering Libyan waters. The ports are an extremely valuable target, and control of these key facilities in Libya have, and could again, change hands with little or no notice. As a result, ports, infrastructure, and other valuable assets remain at a high risk for violent attack by various armed militia groups. While all working ports are believed to be currently safe for ships and crew, the security situation remains volatile and subject to rapid change. Shipmasters and crews are urged to exercise extreme caution when entering Libyan ports and waters. Vessels are urged to:

- Observe international laws of trading
- Follow official sea navigation routes to any of the working Libyan ports and avoid navigating in the coastal waters of the closed ports.
- In advance of arrival, declare the intended voyage and type of cargo to be discharged/loaded to the local agent, to allow sufficient time to notify the appropriate authorities.
- Stay in contact with local port authorities to receive the most up to date information.
- Vessels should report their schedules to local port agents prior to arrival at any Libyan port, including:
 - A declaration of the vessel's sailing route
 - Whether they are loading or discharging cargo
 - The type of cargo on board

Vessels are urged to apply extreme caution while navigating coastal waters near Benghazi, Derna and Sirte, the last two ports still being closed. MS Risk advises that shipmasters and owners stay up-to-date on the volatile situation in this region.

ABOUT MS RISK

MS Risk is a privately-owned company domiciled in the Isle of Man. It is underwritten by a syndicate of Lloyd's of London for special risks case management in all jurisdictions. It also acts as retained advisors to syndicates in the Lloyd's of London specialty risk insurance markets: kidnap for ransom, extortion, hijack, illegal detention, illegal war tax, malicious product tamper, terrorism, political and war risk.

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MS Risk has a dedicated team of researchers, a 24/7 hotline service and a pool of trained and experienced consultants to support client needs.

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

SECURITY CONSULTING

- Risk assessments and intelligence reporting
- Planning and management
- Due diligence and investigations

PROJECT MANAGEMENT

- Interim security
- Training
- Special assignments

CRISIS RESPONSE

- Crisis management
- Business continuity management
- Hostile operations support to commercial interests

VIRTUAL SECURITY DIRECTOR SERVICE

- For clients lacking a full-time security executive

References are always available.

More information is found at www.msrisk.com

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