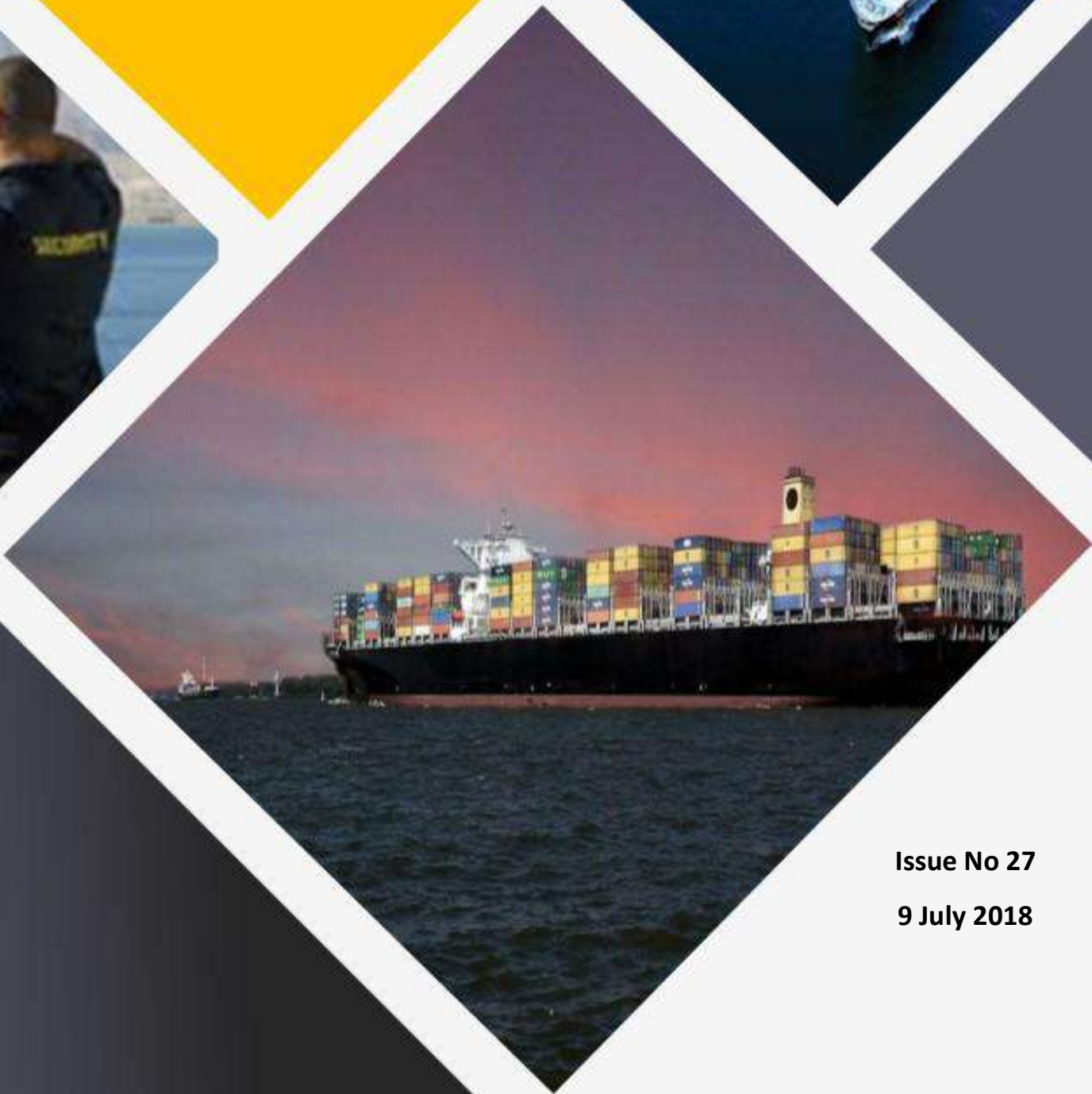


MS | RISK

Maritime Security Review



Issue No 27

9 July 2018

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INCIDENTS AT SEA

Reporting Period: 2 – 8 July 2018

Region	Current Incidents	Late Reported Incidents	Threat Level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	2	Medium
Gulf of Guinea	1	1	Medium
Asia	1	0	Low
WORLDWIDE			
North America	0	0	Low
Central America/Caribbean/ South America	0	4	Medium
Atlantic Ocean Area	0	0	Low
Northern Europe/English Channel/Baltic	0	0	Low
Mediterranean/ Black Sea	0	3	Medium
Arabian Gulf	0	0	Low
Southern Africa	0	0	Low
Northeast Asia	0	1	Low
Pacific Ocean/Southern Ocean	0	1	Low

Piracy Levels are determined on a weekly basis as follows:

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

PLEASE NOTE:

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

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

GULF OF ADEN, ARABIAN SEA, RED SEA



WARNING FOR RED SEA, BAB EL-MANDAB STRAIT, AND GULF OF ADEN: HIGH THREAT OF VESSEL HIJACKING

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

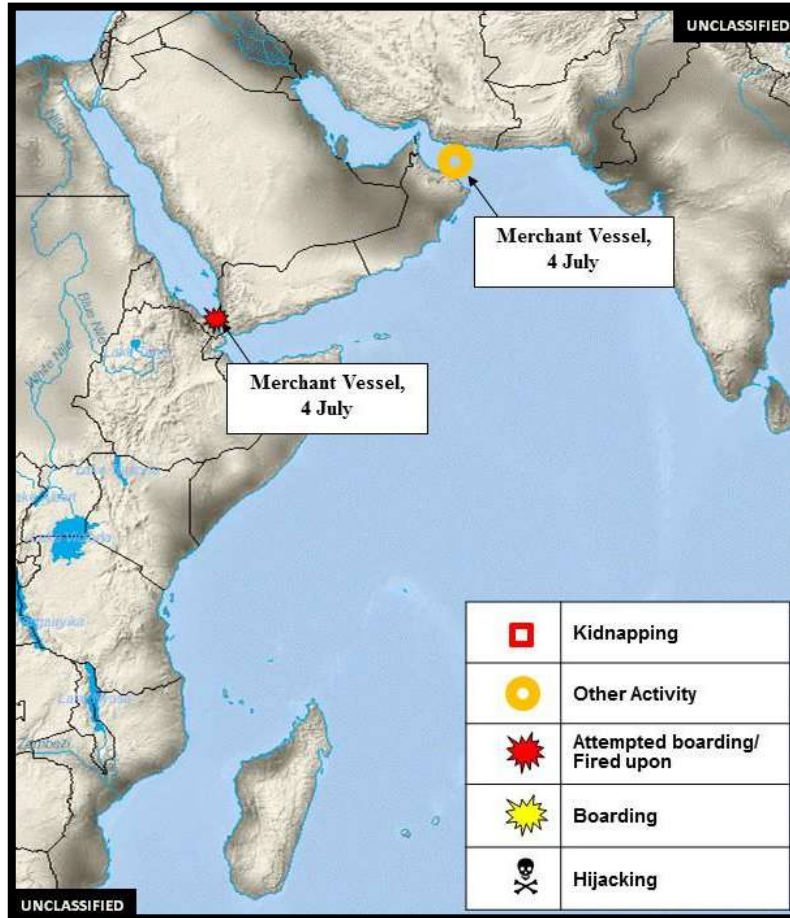
- Boosting naval forces in the area
- Requiring ships to take protection measures, such as
 - Reporting in and out of high risk areas
 - Sailing at top speed as far as possible from the Somali coast, and
 - Travelling with armed escorts on board.

Some vessels transiting this region may have increasingly become complacent in the belief that the piracy threat had diminished. However, poverty and other motivating factors for piracy remain. The threat of attack and/or hijacking remains significant, as the root causes on the ground in Somalia have not been sufficiently addressed. After five years without a successful attack, analysts say that complacency may have set in and this year's successful hijacking is likely to result in potential copycat attacks, as pirate action groups head out in a bid to successfully hijack a commercial vessel.

Masters are advised to remain vigilant at all times inside the HRA and are urged to adhere to guidance and protective measures as set down in BMP4. Sailing yachts should avoid transiting the HRA. Past activity has demonstrated that pirates will attack both large and small yachts transiting this region. While successful attacks and hijackings of merchant vessels have significantly decreased over the past two years, the possibility of attacks and the successful hijacking of sailing vessels continues to remain high. This is due to the reduction of revenue sources from pirated merchant vessels, and the fact that sailing yachts are vulnerable and easier targets. PAG's continue to conduct "soft approaches" on merchant ships transiting the area. Skiffs have approached vessels in order to probe the reaction of the crewmembers and any possible Privately Contracted Armed Security Personnel (PCASP) onboard. If the pirate approach does not elicit a response, the pirates will likely proceed with an attack, in which additional skiffs may participate.

Vessels transiting the greater Gulf of Aden region should operate under a heightened state of alert. This is due to increasing tensions in the region, particularly around Bab al Mandab Strait and near Yemen, where fighting has taken a maritime trajectory. The risk for potential for direct or collateral damage to vessels transiting the region is high. These threats may come from a number of different sources such as missiles, projectiles, or waterborne improvised explosive devices. Houthi rebels have claimed responsibility for the 1 October 2016 attack on a UAE vessel. MS Risk advises all vessels transiting this region to report any hostile activities immediately.

Current Incidents:
2



SOURCE: ONI

VESSEL HIJACKED

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACKS

- No current incidents to report

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- **4 July (Gulf of Oman)** – A merchant vessel in position 24:02N – 059:55E, 77 nautical miles northeast of Muscat reported being approached at speed by two white-hulled small crafts with four pirates on board each vessel. The closest point of approach on the merchant vessel was 500m.
- **4 July (Red Sea)** – A merchant vessel in position 13:33N – 042:40E, approximately 5 nautical miles south of Hanish Islands, reported being approached at speed by three white and blue hulled skiffs. Each skiff had 7 – 8 persons on board. The skiffs fired at the vessel, with the embarked security team returning fire. The vessel and all crewmembers on board have been reported safe.

MARITIME REPORTING

- No current maritime news

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

WEATHER FORECAST VALID FROM 5 – 11 JULY 2018

NORTHERN ARABIAN SEA: Southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 12 – 15 feet.

- **Extended Forecast:** Southwest winds of 20 – 25 knots with seas of 9 – 12 feet.

GULF OF OMAN: Southeast winds of 5 – 10 knots and seas of 1 – 3 feet in the western section of the Gulf; with easterly winds of 5 – 10 knots, gusting to 15 knots, and seas of 5 – 7 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 southwest winds of 10 - 15 knots and seas of 4 – 6 feet in the eastern section of the Gulf.

GULF OF ADEN: Southwest winds of 15 – 20 knots and seas of 2 – 4 feet in the western section of the Gulf; with southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 4 – 6 feet in the eastern section of the Gulf.

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

SOMALI COAST: Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 8 – 10 feet in the northern section of the coastline; with southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 – 7 feet in the southern section of the coastline.

- **Extended Forecast:** Southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 8 – 10 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 20 – 25 knots, gusting to 30 knots, and seas of 7 – 9 feet.

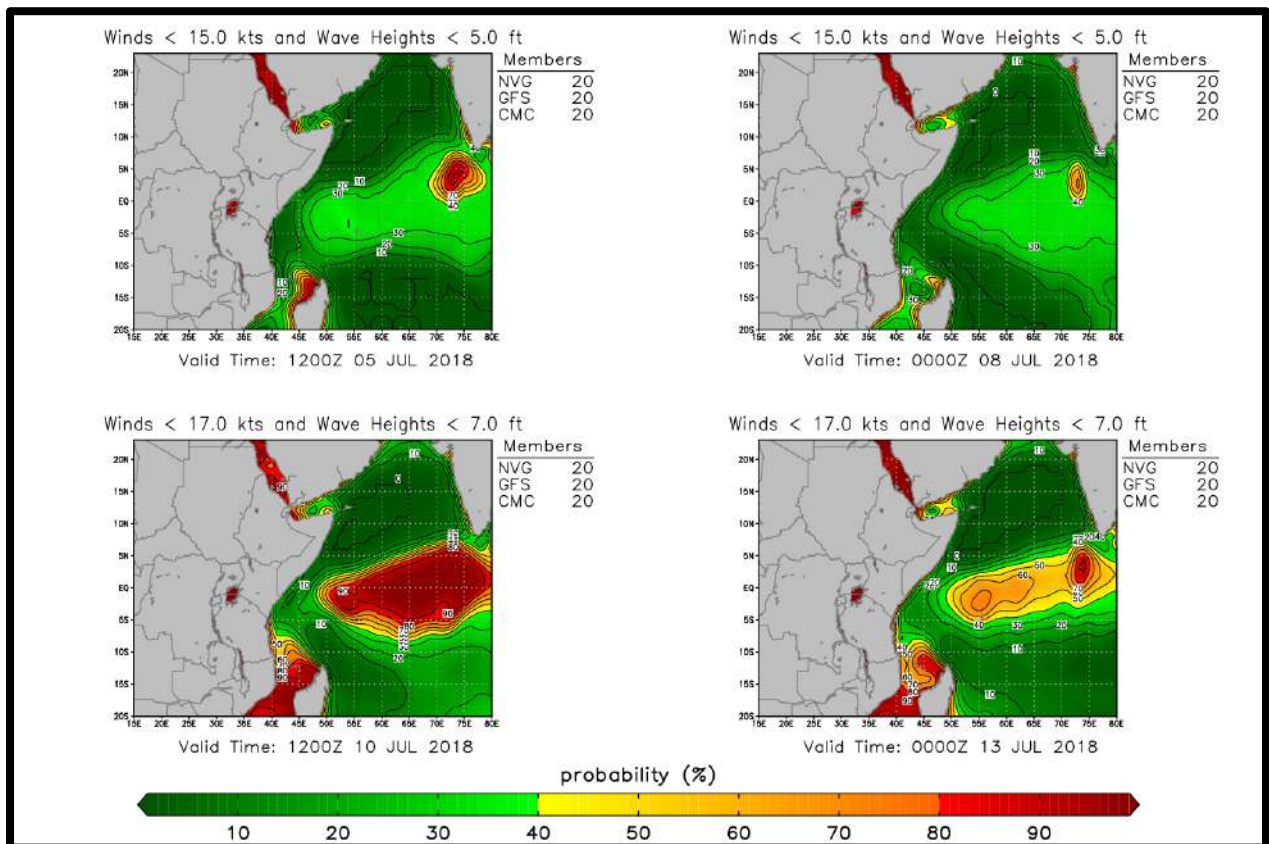
- **Extended Forecast:** South-southwest winds of 15 – 20 knots and seas of 7 – 9 feet.

MOZAMBIQUE CHANNEL: South-southeast winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 – 7 feet in the northern Channel; with south-southeast winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 – 7 feet in the southern Channel.

- **Extended Forecast:** South-southwest winds of 15 – 20 knots, and seas of 5 – 7 feet in the northern Channel; with south-southwest winds of 20 – 25 knots and seas of 7 – 9 feet, building up to 9 – 12 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. This will produce 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 8 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

SUSPECTED US DRONE STRIKE KILLS 7 AL-QAEDA MEMBERS IN SHABWA PROVINCE

6 July – Yemeni tribal leaders say a suspected U.S. drone strike has killed seven alleged al-Qaeda militants as they were driving along a road in the country's south. The tribal leaders said on Friday that the operatives were killed when an unmanned aircraft targeted their vehicle in the southern province of Shabwa. Al-Qaeda in the Arabian Peninsula, long considered the global network's most dangerous branch, have exploited the chaos to expand their presence in the Yemen.

COALITION HITS YEMEN REBELS OUTSIDE HODEIDAH

4 July – Yemeni government forces backed by Saudi Arabia and the United Arab Emirates have bombarded rebel positions outside Hodeida after pausing their push into the strategic Red Sea port city, government sources said on Tuesday. With the Shiite Houthi rebels building up their defences inside Hodeida to repel any advance, more civilians fled the city itself. According to military sources, both sides were bringing in reinforcements. Hospital sources and local residents said 11 civilians and 43 rebel fighters were killed on Sunday and Monday as the rebels came under fire south of Hodeida and in Houthi retaliatory action. On Saturday, the government and the UAE announced a pause in their advance. This week's deadly bombardment targeted rebel positions in Tohayta, Beit Al Faqiya and Zabid, to the south of Hodeida, government military sources said. Three civilians were killed in their car in a coalition air strike targeting rebel military vehicles on a road near Zabid, residents said. Eight civilians, including four children, died in a rocket attack on Tohayta, witnesses said, with residents saying it was carried out by the rebels.

POLICE STATION COMMANDER SHOT DEAD IN YEMEN'S ADEN

3 July – A police station commander from the pro-government security forces was killed along with his bodyguard in Yemen's southern port city of Aden on Tuesday, a government official said. Masked gunmen riding a motorcycle opened fire from silenced rifles and assassinated Colonel Wadah Jahori along with his bodyguard in Aden's area of Takneeh, the local government official said on condition of anonymity. Colonel Jahori worked as commander of AlShaab Police Station in Aden and launched several anti-terror operations last year, said the government source. He was rushed to a nearby hospital and was certified dead, the source added.

FORTY-SIX DETAINEES RELEASED FROM UAE-CONTROLLED PRISON IN YEMEN

3 July – Forty-six Yemeni detainees walked free on Tuesday after months or years spent in detention in one of several prisons controlled by the United Arab Emirates in southern Yemen. It was the third batch of prisoners released after The Associated Press revealed that hundreds of Yemenis swept up in anti-terror raids by Emirati-backed forces have been subjected to torture and sexual abuse aimed at brutalizing the detainees and extracting “confessions” as part of a U.S.-backed anti-terror campaign. The saga of the detainees from the Beir Ahmed prison in Aden is linked to the brutal civil war that has roiled the Arab world's poorest country.

ARRESTED YEMENI REPORTER CRITICAL OF COALITION IS RELEASED

2 July – A Yemeni journalist critical of the Saudi-led coalition waging war on the country's Shiite rebels was released Monday, just hours after his detention in the port city of Aden, officials said. According to the officials, Fathy bin Lazrq, the editor-in-chief of Aden Al Ghad newspaper, was arrested earlier on Monday. The officials spoke on condition of anonymity because they were not authorized to talk to the media. The newspaper, citing a witness, reported that bin Lazrq was driving a car when the authorities arrested him. The coalition has been at war with Yemen's Houthis since March 2015 on behalf of the country's internationally recognized government. Bin Lazrq is known for his online posts and articles critical of the Saudi-led coalition. In a recent post, he accused the coalition of failing to provide basic services and contended that reports of the coalition providing millions of dollars in aid were allegedly untrue.

UAE ANNOUNCES PAUSE IN OFFENSIVE ON YEMEN'S HODEIDAH

1 July – The United Arab Emirates on Sunday announced a pause in the offensive it is backing against Houthi rebels in Hodeidah, to give a chance to UN peace efforts. “We welcome continuing efforts by UN Special Envoy, Martin Griffiths, to achieve an unconditional Huthi withdrawal from Hodeida city and port,” UAE Minister of State for Foreign Affairs Anwar Gargash said on Twitter. “We have paused our campaign to allow enough time for this option to be fully explored. We hope he will succeed.” The announcement comes after Griffiths met with President Abedrabbo Mansour Hadi, whose troops are battling the Houthi rebels for control of the Red Sea port city. Hadi demanded a full rebel withdrawal from the city, which has been the target of a weeks-long military offensive by the Yemeni government and its regional allies, led by the UAE on the ground. Diplomatic sources have said Griffiths has been pushing for the Iran-backed Houthis to cede control of the port to the United Nations and there have been some reports they have agreed. On June 13, the UAE and its allies, including Saudi Arabia, launched a massive military operation -- dubbed “Golden Victory” -- to drive the rebels out of the Hodeida port.

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.

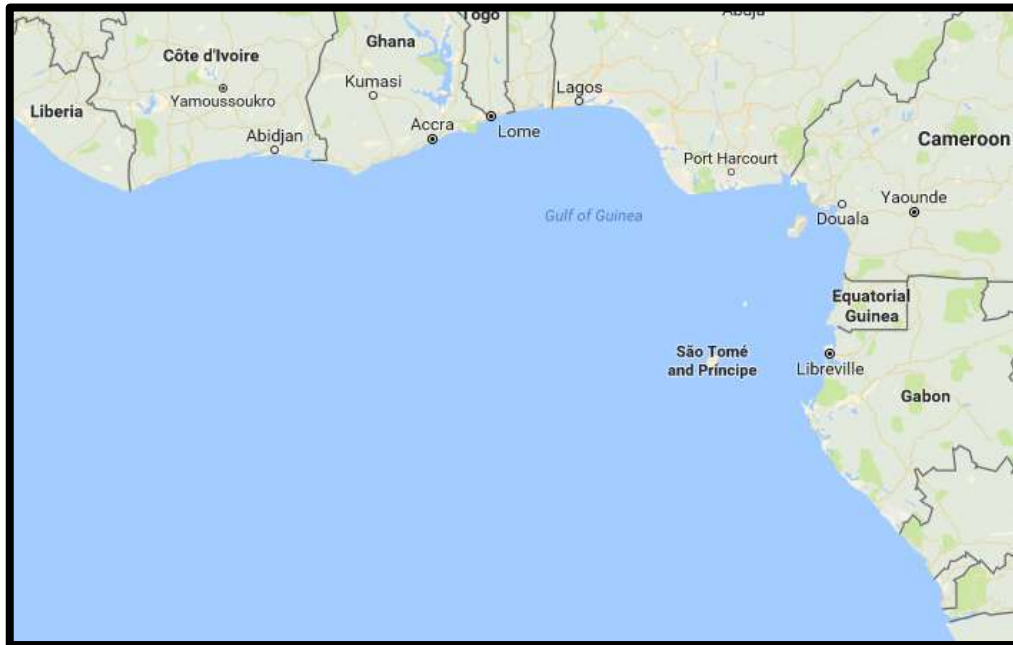
SAUDI COALITION INSPECTIONS

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

- **1 July (Nigeria – Late Report)** – A vessel reported being attacked near position 04:08N – 006:57E, 20 nautical miles southwest of Bonny.

VESSELS BOARDED

- **3 July (Nigeria)** – Duty crewman on routine rounds onboard a product tanker anchored near position 06:16N-003:11E, Lagos Secure Anchorage saw a boat tied up to the anchor chain and alerted the bridge. The crewman sighted a robber approaching him and retreated into the accommodation and secured the doors. Master raised the alarm, SSAS was activated, distress message was sent, patrol boats were informed via VHF, crewmembers were mustered and the

ship's whistle was sounded. Upon hearing the alarm, the robber escaped. Two patrol boats responded to the calls and searched the area.

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

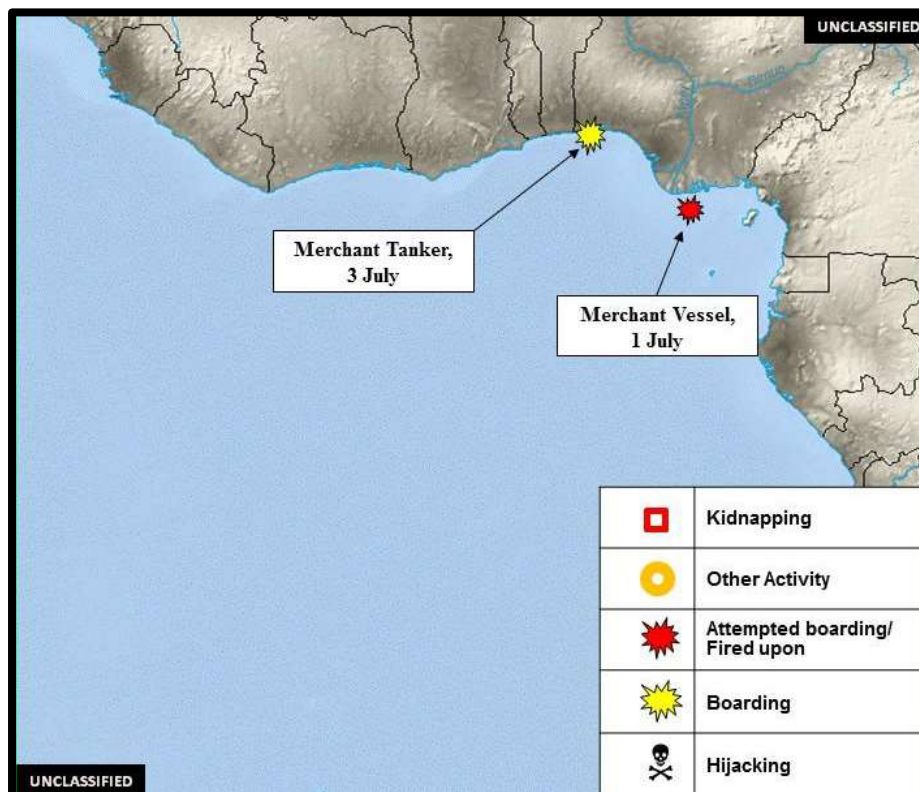
- No current incidents to report

OTHER ACTIVITY

- No current incidents to report

MARITIME REPORTING

- No current maritime news



Source: ONI

WEATHER FORECAST: GULF OF GUINEA**WEATHER FORECAST VALID FROM 5 - 11 JULY 2018**

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

- **Extended Forecast:** South-southeast 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:

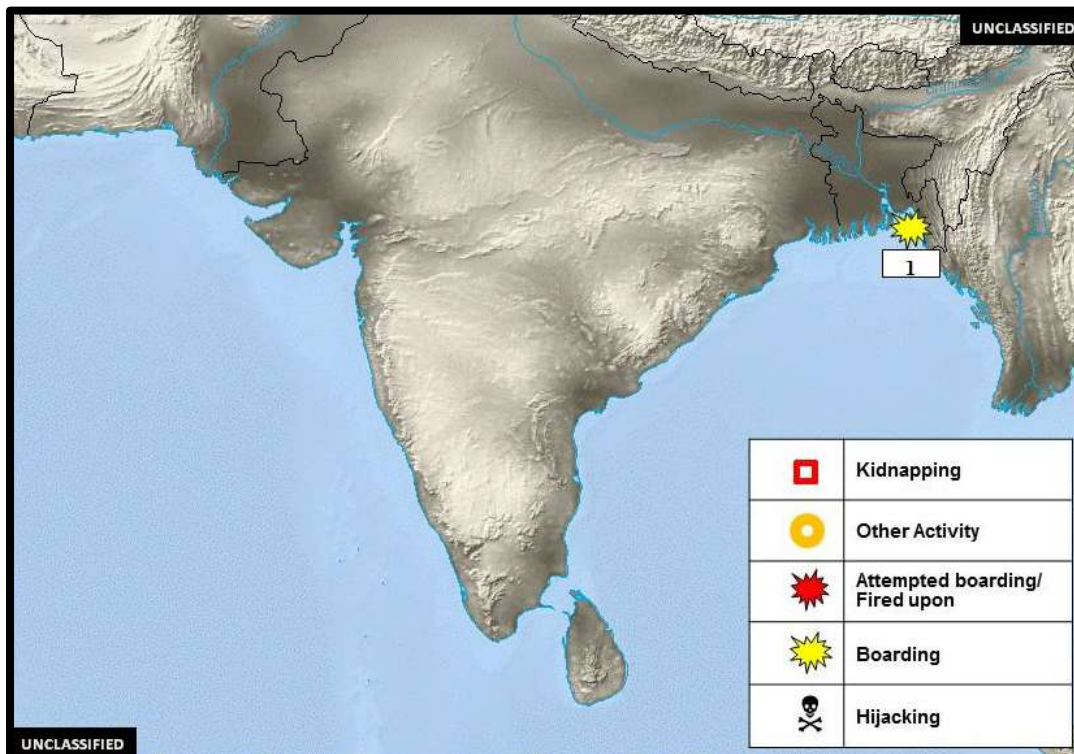
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WARNING:

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

- **3 July (Bangladesh)** – Eight robbers armed with knives boarded an anchored bulk carrier using ropes attached to hooks near position 22:19N – 091:43E, Chittagong Anchorage. The robbers took the desk watchman hostage and tied him up, stole the aft mooring ropes and escaped. The incident was reported to the local agent.

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 5 - 11 JULY 2018**

SOUTHERN SOUTH CHINA SEA: South-southwest winds of 15 – 20 knots and seas of 2 – 4 feet.

- **Extended Forecast:** Southwest winds of 10 – 15 knots and seas of 1 – 3 feet.

MALACCA STRAIT: Southeast winds of 5 – 10 knots and seas of 2 – 4 feet in the northern Strait; with southeast winds of 5 – 10 knots and seas of 1 – 2 feet in the southern Strait.

- **Extended Forecast:** West-southwest winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet in the northern Strait; with southerly winds of 5 – 10 knots and seas of 1 – 2 feet in the southern Strait.

ANDAMAN SEA: Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 8 – 10 feet in the northern section; with southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 8 – 10 feet in the southern section.

- **Extended Forecast:** Southwest winds of 30 – 35 knots, gusting to 40 knots, and seas of 20 – 25 feet in the northern section; with southwest winds of 25 – 30 knots, gusting to 35 knots, and seas of 12 – 15 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.

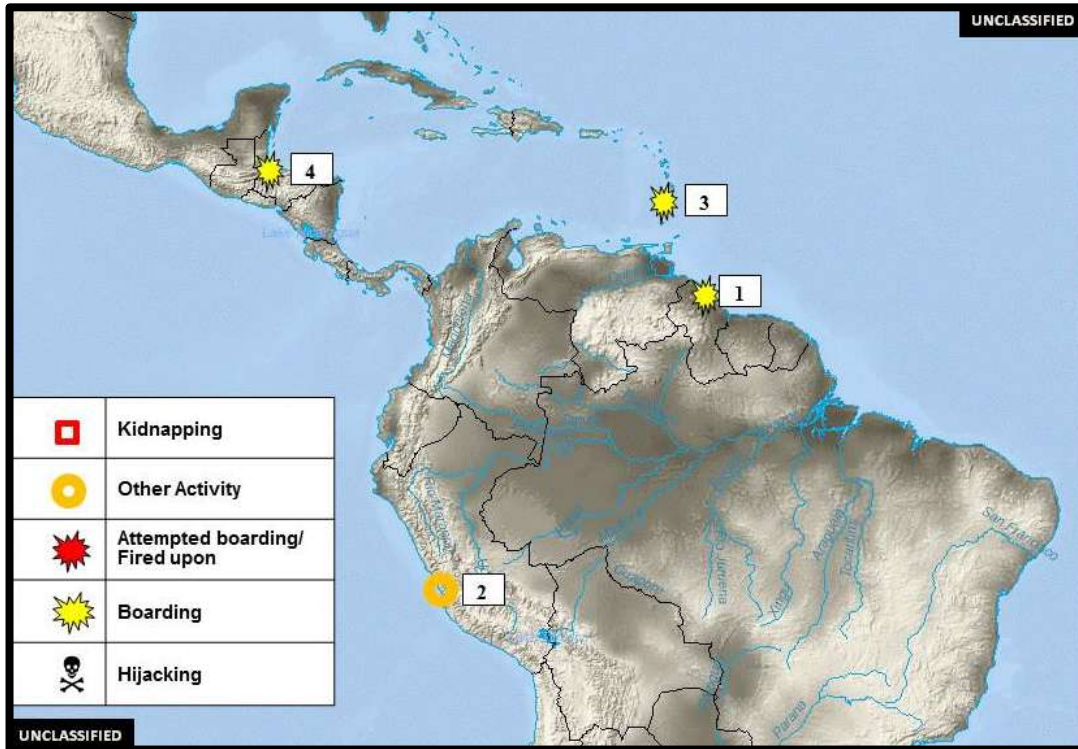
SYNOPTIC DISCUSSION: Low pressure over the Sea of Japan and associated front has increased winds and seas from the Sea of Japan through the northern portion of the South China Sea. Expect strong gusts in and around scattered thunderstorms throughout the Malacca Strait and the Andaman Sea due to funnelling effects and daytime heating. **Forecaster's Note:** The west Pacific Ocean's Tropical Cyclone Season runs from April until October. During this period, expect numerous tropical cyclones to impact the region, which could change the forecast.

WORLDWIDE

NORTH AMERICA

- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA



Source: ONI

1. **1 July (Guyana – Late Report)** – Unnoticed, an anchored reefer was boarded by robbers near position 06:59N – 058:02W, Georgetown Outer Anchorage. Upon completion of a search, some forward ship's store items were found missing. The vessel and crewmembers have been reported safe and the incident was reported to local agent.
2. **29 June (Peru – Late Report)** – Peruvian Drug Enforcement agency officers searched the very large container ship *CAP SAN SOUNIO* at the Callao container terminal on arrival from Buenaventura, Colombia. They seized a 24-kilogram shipment of cocaine, which was hidden in a compartment under the cargo deck. One crewmember was reportedly detained.
3. **22 June (St Lucia – Late Report)** – A robber boarded a sailing yacht anchored in Rodney Bay Gros Islet. The dinghy fuel tank and fuel line, dinghy anchor and chain were stolen during the night.
4. **17 June (Guatemala – Late Report)** – A yacht anchored in Rio Dulce was planning an early departure and lowered the dinghy/outboard from the davits at 0430 hrs. At 0515 when preparing to raise the anchor, the owner noticed that the dinghy was missing. On

investigation it was found that the painter had been cleanly cut. A police report of the incident was made.

ATLANTIC OCEAN AREA

- No current incidents to report

NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA

- No current incidents to report

ARABIAN GULF

- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

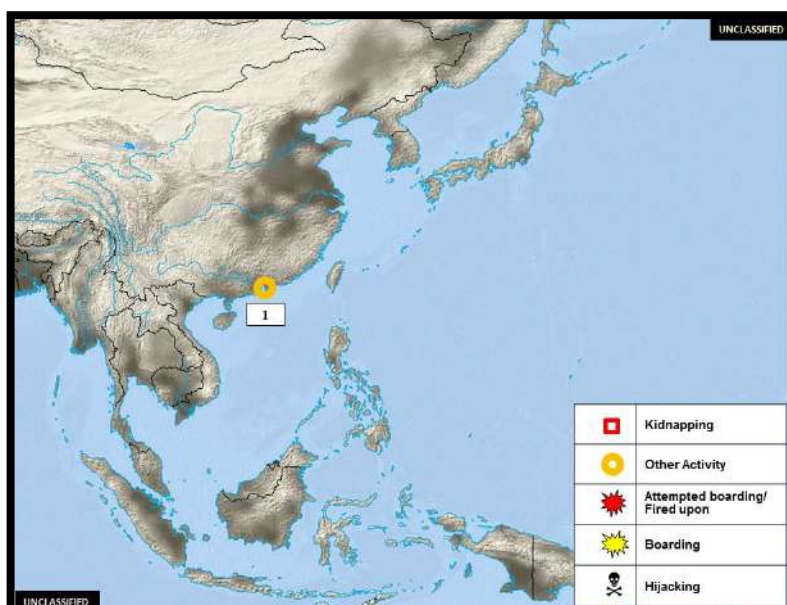
- No current incidents to report

EASTERN AND SOUTHERN AFRICA

- No current incidents to report

NORTHEAST ASIA

1. **27 June (Hong Kong – Late Report)** – Hong Kong Customs seized about 29,000 kilograms of suspected Guatemalan rosewood from a container at the Tsing Yi Customs Cargo Examination Compound. Through risk assessment, customs officers inspected a container arriving in Hong Kong from Honduras and found the suspected Guatemalan rosewood.



Source: ONI

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 IN LATEST SHIPWRECK IN THE MEDITERRANEAN

4 July – A new shipwreck off the coast of Libya has left 63 people missing in what is the latest disaster involving migrants seeking to cross the Mediterranean. A spokesman for Libya’s navy, General Ayoub Kacem, reported that the group are feared to have drowned after the inflatable boat they were in sank. Kacem disclosed that 41 people wearing life jackets were rescued, adding that “the coast guards did not find bodies in the area.” According to survivors, there were 104 people on board the vessel, which sank off Garaboulli, east of Tripoli. In addition to the 41 people rescued, a Libyan coastguard boat on returned to Tripoli On Monday with another 235 migrants, including 54 infants and 29 women, who were rescued in two operates in the same area. According to Kacem, the boat’s return to shore was delayed 24 hours due to a breakdown. Including the latest shipwreck, some 170 migrants have gone mission in the Mediterranean in the last days of June.

ITALY TO GIVE LIBYA BOATS TO CURB MIGRANT CROSSINGS

3 July – The Italian government has announced that it will give Libya twelve boats to help tackle human trafficking and curb the flow of migrants into Europe. The decision comes as the European Union continues to debate how to handle the influx. The International Organization for Migration (IOM) has also announced that it appears that smugglers are exploiting those desperate to cross the Mediterranean before European countries further tighten their borders.

SPAIN RESCUES OVER 100 MIGRANTS IN MEDITERRANEAN

2 July – Spain’s Maritime Rescue Service has reported that it has rescued another 109 people from the Mediterranean Sea as they tried to reach the country’s southern coasts from North Africa. The rescue service reported that a crew encountered one vessel in the western part of the Strait of Gibraltar on Monday with 52 migrants on board while a second one carried 49. A different rescue boat picked up eight people from a dinghy found further east. The service reported on Sunday that 160 people were rescued from five boats.

MALTA DETAINS ANOTHER HUMANITARIAN VESSEL

2 July – For the second time in a week, Malta on Monday detained a humanitarian vessel that normally rescues boat migrants off the coast of Libya, where two shipwrecks have claimed the lives of as many as 200 people in recent days. According to a Sea Watch spokeswoman, the Sea Watch 3 vessel, operated by a Germany charity, requested to leave port after undergoing maintenance and the port refused, with port authorities stating only that the vessel’s status was under review. Giorgia Linardi went on to say that “they are crating the conditions to make it impossible for non-governmental groups to operate at sea,” adding “against this background, people are dying and no one seems to care.” Another humanitarian ship, Lifeline, was detained late last month after Malta for the first time in years opened its port to a large number of migrants, some 230, when Italy refused it safe haven. A new Italian government including the League, a far-right anti-immigrant party, took power last month and has since shut Italian ports to charity ships carrying migrants.

LATEST SURGE IN MIGRANT CROSSINGS RESULTS IN DEATHS SURPASSING 1,000 THIS YEAR

2 July – The International Organization for Migration (IOM) has reported that more than 1,000 people have drowned in the Mediterranean this year while transiting from Libya to Europe, with a rush in the past few days in an attempt to beat an anticipated crackdown by the European Union. According to officials, around 204 people have died in the past few days alone after being packed into unsafe vessels by smugglers, with 103 lost in a shipwreck on Friday 29 June and more lost on Sunday 1 July when a rubber boat capsized east of Tripoli, with 41 survivors. In a statement, IOM’s Libya Chief of Mission Othman Belbeisi disclosed “there is an alarming increase in deaths at sea off Libya’s coast,” adding “smugglers are exploiting the desperation of migrants to leave before there are further crackdowns on Mediterranean crossings by Europe.” The flow of migrants has abated since a peak in 2015, with the number attempting to make the dangerous crossing from North Africa falling to tens of thousands from hundreds of thousands. The other main route, from Turkey to Greece, used by more than a million people in 2015, was largely shut two years ago. According to IOM spokesman Leonard Doyle, the latest surge may be due to a number of factors including weather and the end of Ramadan, adding “but also there is a recognition I think worldwide that the European Union is starting to manage the process better so maybe they equally are trying to profit while they can. Smugglers will always put profit before safety.” Despite the increase in deaths in recent days, the number lost at sea so far this year still remains less than half that recorded by this time in 2017y. However, the journey by land through the Sahara and then across the Mediterranean remains to be the world’s deadliest migration route.

MIGRANT RESCUE VESSEL HEADED FOR SPAIN AFTER ITALY AND MALTA REJECTION

2 July – A humanitarian vessel carrying 59 migrants rescued off Libya was heading for Barcelona on Sunday after Italy and Malta, both much closer to the place of rescue, had refused to let the vessel dock in their ports. Late on Saturday, the boat Open Arms, run by the Spanish Proactiva Open Arms Charity, disclosed that it was “going home” after receiving an offer of a safe port from Barcelona’s mayor Ada Colau. In a tweet, it denounced the “inhuman policies and closed ports in Italy and Malta,” adding that

the vessel would arrive in Barcelona on Wednesday. Proactiva Open Arms also disclosed that the migrants on board the vessel, who it picked up early on 30 June, included five women and four children, and were of various nationalities including Palestinians, Syrians and Guineans. In a similar episode last month, Spain offered to take in another charity rescue boat, Aquarius, with 629 migrants aboard, after Italy and Malta had barred its ports. The incident surrounding the Aquarius, which finally docked in Valencia, triggered a barrage of insults and accusations amongst European Union countries over who should take responsibility for migrants picked up in the Mediterranean Sea. **Update (4 July)** – The humanitarian boat docked in Barcelona on Wednesday. In a video tweeted by a crewmember, men, women and children sang and cheered as the rescue ship Open Arms, operated by the Spanish charity ProActiva Open Arms, arrived in Barcelona's busy port to dock alongside cruise and cargo ships. ProActiva founder Oscar Camps stated that while the Open Arms made the four day journey to Barcelona, hundreds more migrants had drowned in the Mediterranean Sea, where no humanitarian boats are currently patrolling. Meanwhile Barcelona mayor Ada Colau stated that Spain must continue to accept migrants and make permanent the reception infrastructure put in place for the arrival of the Open Arms Boat. Pollsters say that most Spaniards are in favour of welcoming and helping to integrate refugees, and feel that their previous, conservative government did not do enough.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 8 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)	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	Force Majeure	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	Force Majeure	Low

ACTIVITY REPORTING

ARMED GROUP IN LIBYA KIDNAPS THREE FILIPINOS AND ONE KOREAN

6 July – An unidentified armed group kidnapped three Filipinos and one Korean working as technicians at a water plant in south eastern Libya, an official said on Friday. The group also kidnapped several Libyan workers in the morning raid at the Al-Hassouna plant near Ishwirif, but later released them, said the official, who asked not to be named for security reasons. The official did not say whether the Korean citizen was from North Korea or South Korea. The Great Man-made River Project later confirmed the abduction in a statement, demanding the release of the workers as soon as possible. Various armed groups including Islamist militants linked to al Qaeda and Islamic State have a presence in Libya, especially in remote desert areas. Risks for foreign workers have been high since political splits and conflict resulted in a security vacuum in much of the country in the years following a 2011 uprising.

LIBYA'S EASTERN NATIONAL OIL CORPORATION CALLS ON UN TO ALLOW OIL EXPORTS

4 July – The Libyan National Oil Corporation of the eastern-based interim government called on the United Nations to allow it to export oil, after it took over the oil crescent region from the eastern-based army. "We call upon the United Nations and the international community to work with all the parties to reach reasonable and practical solutions that allow oil exports," the corporation said in a statement. "We affirm our full keenness and endeavor on the legal obligations of Libya toward companies and countries with whom we have contracts and common interests," it added. The Libyan eastern-based army, led by Gen. Khalifa Haftar, recently took control of the oil crescent region, which is located some 500 km east of the capital Tripoli and contains the country's largest oil ports, after defeating the militants occupying it. Shortly after that, the army handed over the region to the National Oil Corporation of the eastern-based interim government, instead of the Tripoli-based UN-backed unity government. Last week, UN Secretary-General Antonio Guterres stressed the "need for unity of Libyan institutions and the exclusive right of the (Tripoli-based) National Oil Corporation to export the country's oil." On Monday, the Tripoli-based National Oil Corporation declared the suspension of operations in Hariga and Zuetina oil ports in the region. A day earlier, the UN-backed government warned against "negative repercussions" of suspension of oil exports in the oil crescent region, and said halting oil exports costs more than 67 million U.S. dollars a day.

HAFTAR HOLDS SECRET MEETING WITH ISRAEL

3 July – Head of Libya's unrecognized Libyan National Army (LNA) recently held a secret and lengthy meeting with a high-ranking Israeli intelligence officer, reports say citing a source close to the east-based general. The establishment of an Israeli intelligence base in southern Libya has reportedly been discussed at the meeting. Field Marshal Khalifa Haftar's meeting with the Israeli officer was held in Jordan, according to an aid. During the meeting, Haftar who heads the army opposed to UN-recognized Government of National Accord (GNA) told "Israeli security forces to intensify their presence in southern Libya to cut off French and Italian desire to control the region", according to the aid. Haftar also reportedly offered to provide safe centres for Israel especially in Sabha, in the middle of the Libyan desert. The meeting with the Israeli intelligence officer is not the first contact between the Libyan rogue army commander and Israel, several media reports having mentioned cooperation between the two sides. The Libyan army commander has established contacts with Israel through Israeli-Canadian security advisor, Ari Ben Manachi and the Likud party member, Oren Hazan of Libyan origins, the Qatari media said. Egypt, Libya's neighbor and a pillar of support to Haftar, reportedly approved the encounter but warned its protégé against talking directly to Israel. Algeria, which has also been active in finding a

solution to the Libyan crisis, had reportedly sent a letter to Haftar castigating the secret plan to support the construction of an Israeli intelligence base in southern Libya.

LIBYA'S NOC DECLARES FORCE MAJEURE ON OIL LOADINGS FROM ZUEITINA, HARIGA PORTS

2 July – Libya's National Oil Corporation (NOC) declared force majeure on loadings from Zueitina and Hariga ports on Monday, it said in a statement. "Despite our warning of the consequences and attempts to reason with the LNA General Command, two legitimate allocations were blocked from loading at Hariga and Zueitina this weekend," Tripoli-based NOC Chairman Mustafa Sanalla was quoted as saying. "The storage tanks are full and production will now go offline." The ports were among four terminals in Libya's oil crescent seized last month by military strongman Khalifa Haftar. Exports from the other two were already suspended on June 14.

LIBYAN ARMY WARNS AGAINST ESTABLISHMENT OF FOREIGN BASE IN SOUTH

30 June – The Libyan army warned of the desire of some international parties to establish a military presence in some areas of southern Libya, under the pretext of addressing illegal immigration, in response to an Italian proposal to establish "reception centers and identification of migrants" in southern Libya. The General Command of the army warned in a statement the parties carrying out this work, saying that this step "blatantly violates the rules of international law and constitutes a blatant attack on the Libyan state and its sovereignty and territory", stressing that it is able to "protect the Libyan state and its borders and its people, institutions, installations and economic capabilities against any act of aggression and violation of its national sovereignty." On Thursday, Italian media reported an agreement between Prime Minister of the Government of National Accord of Libya Fayez Al-Sarraj and Italy's Interior Minister Matteo Salvini to set up an Italian military base in the southern Libyan city of Gatt.

SECOND TANKER AT LIBYA OIL PORT PREVENTED FROM LOADING

29 June – A tanker at Libya's Hariga oil port has been unable to complete loading because it lacks permission from eastern authorities, an oil official said. If the blockage continued, production would have to be reduced at Sarir and Messla fields, said the official from Arabian Gulf Oil Company (AGOCO), which operates Hariga. Eastern based factions said this week they were taking control of export terminals in Libya's east from the internationally recognised National Oil Corporation. This is the second tanker to be refused docking, after yesterday a vessel commissioned by the Tripoli-based National Oil Corporation was denied access at the Zueitina terminal, also controlled by the eastern government.

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:

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- 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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