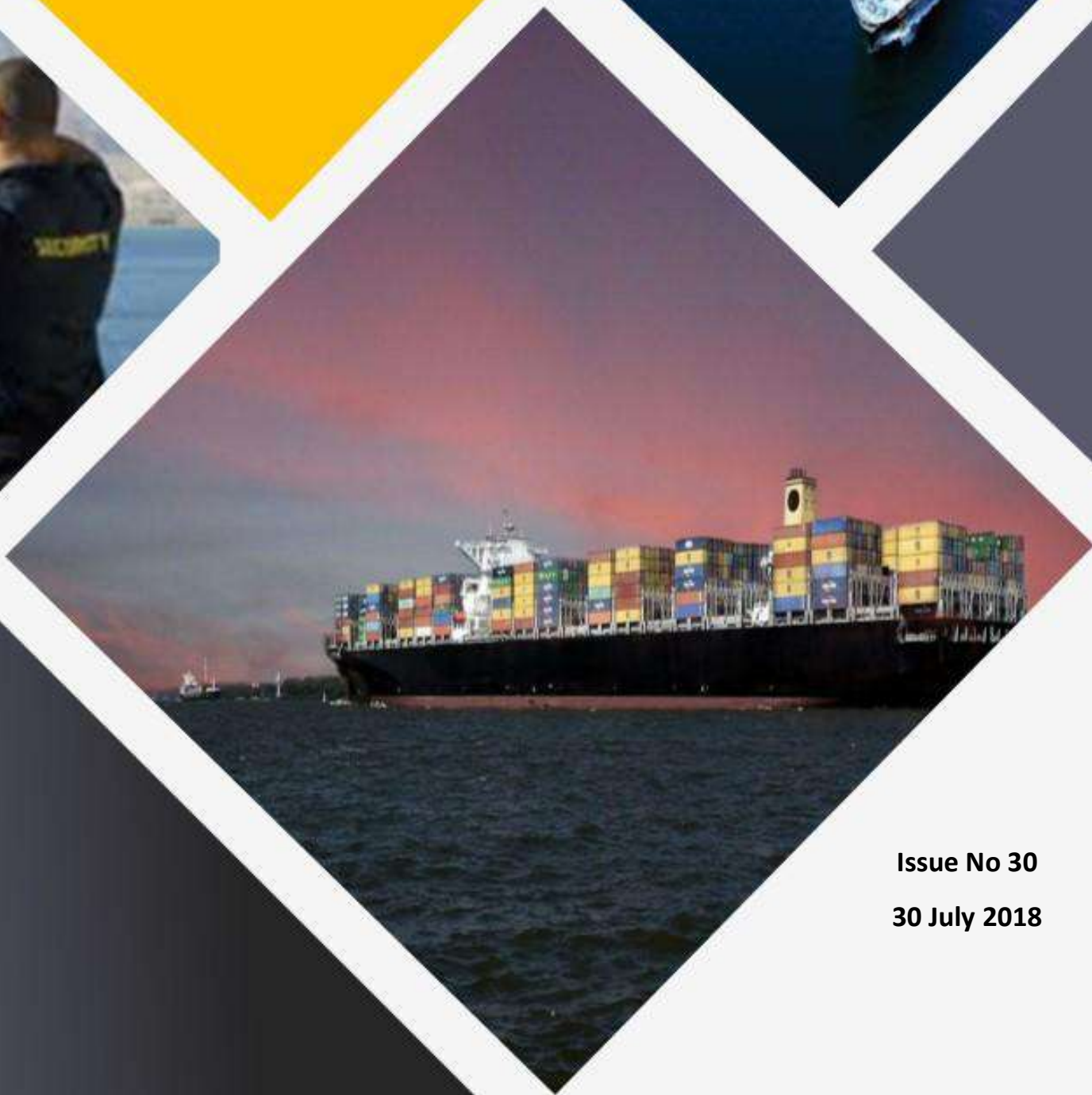


Maritime Security Review



Issue No 30

30 July 2018

Table of Contents

INCIDENTS AT SEA.....	3
GULF OF ADEN, ARABIAN SEA, RED SEA.....	4
<i>Weather Forecast Valid From 26 July – 1 August 2018</i>	7
SPOTLIGHT ON YEMEN	10
Conditions at Hodeidah Port Conditions around Mokha Port.....	10
ACTIVITY REPORTING	11
<i>Houthi rebels Claim Drone attack on Abu Dhabi airport</i>	11
<i>Saudi Arabia suspends oil exports through Bab al-Mandeb</i>	12
<i>Charity warns Yemen 'on brink of new cholera epidemic'</i>	12
<i>Houthi attack damages Saudi ship</i>	12
<i>Yemeni army detonates Houthi mines Near Habil port</i>	13
<i>UAE Armed Forces shoot down two Houthi drones</i>	13
<i>Suicide bomber on Motorcycle targets security commander in Aden</i>	13
<i>Suspected US airstrike kills 4 al-Qaida operatives</i>	13
<i>Unidentified assailants kill well-known cleric</i>	13
YEMEN PROCEDURE	14
WEST AFRICA, GULF OF GUINEA.....	15
<i>Weather Forecast Valid From 26 July – 1 August 2018</i>	17
EAST ASIA, SOUTHEAST ASIA, INDIA	18
<i>Weather Forecast Valid From 26 July – 1 August 2018</i>	21
PIRACY AND ARMED ROBBERY AGAINST VESSELS GLOBAL– HALF YEAR REVIEW (JANUARY – JUNE 2018).....	22
WORLDWIDE	30
MIGRATION	34
<i>Hundreds of Migrants Storm Border of Spanish Enclave</i>	34
<i>Spain Rescues Nearly 500 Migrants in a Single Day</i>	35
<i>Italy to Accept Migrant Arrivals Until Deal is Reached</i>	35
<i>Migrants Stranded as Tunisia Refuses to let Vessel Dock</i>	35
SPOTLIGHT ON LIBYA	37
ACTIVITY REPORTING	38
<i>Control station at Libya's El Sharara oilfield back on</i>	38
<i>Libyan armed group releases kidnapped judge, prosecutor, 2 policemen</i>	38
<i>Two soldiers killed in Daesh attack on police station</i>	38
LIBYA PROCEDURE	39
ABOUT MS RISK.....	41

INCIDENTS AT SEA

Reporting Period: 23 - 29 July 2018

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

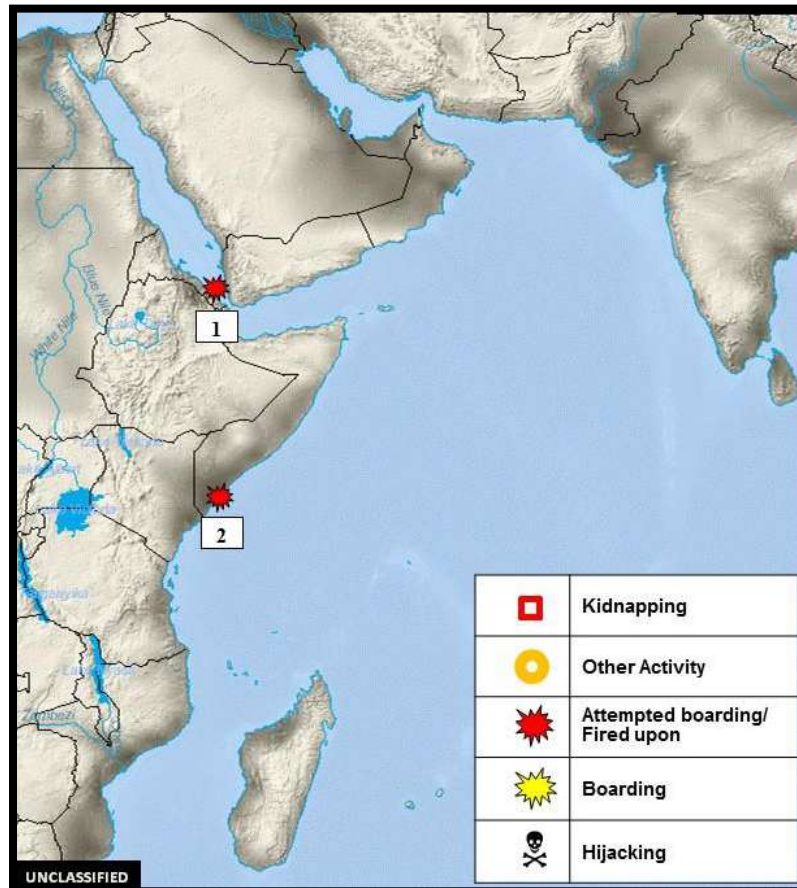
Some vessels transiting this region may have increasingly become complacent in the belief that the piracy threat had diminished. However, poverty and other motivating factors for piracy remain. The threat of attack and/or hijacking remains significant, as the root causes on the ground in Somalia have 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 BMP5. 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

- **26 July (Red Sea)** – Saudi Energy Minister Khalid al-Falih disclosed on 25 July that two Saudi Arabia-flagged oil tankers were attacked by Houthis near position 14:47N – 04:144E, 70 Nautical miles west of Hodeidah, Yemen. One of the tankers sustained minimal damage. A statement released disclosed that “Saudi Arabia is temporarily halting all oil shipments through Bab al-Mandeb Strait immediately until the situation becomes clearer and the maritime transit through Bab al-Mandeb is safe.”
- **22 July (Somalia – Late Report)** – A merchant vessel near position 01:062N – 044:02E, in the vicinity of Baraawe Port, southwest of Mogadishu, reported being under attack. The vessel subsequently reported that the attack had ended and that the ship is safe in the port.

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 26 JULY – 1 AUGUST 2018**

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

- **Extended Forecast:** Southwest winds of 25 – 30 knots, gusting to 35 knots, and seas of 9 – 12 feet.

GULF OF OMAN: Westerly winds of 5 – 10 knots, and seas of 1 – 3 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 15 – 20 knots, and seas of 5 – 7 feet in the eastern section of the Gulf.

GULF OF ADEN: Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 3 – 5 feet in the western section of the Gulf; with southwest winds of 20 – 25 knots and seas of 5 – 7 feet in the eastern section of the Gulf.

- **Extended Forecast:** Southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 7 – 9 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 9 – 12 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.

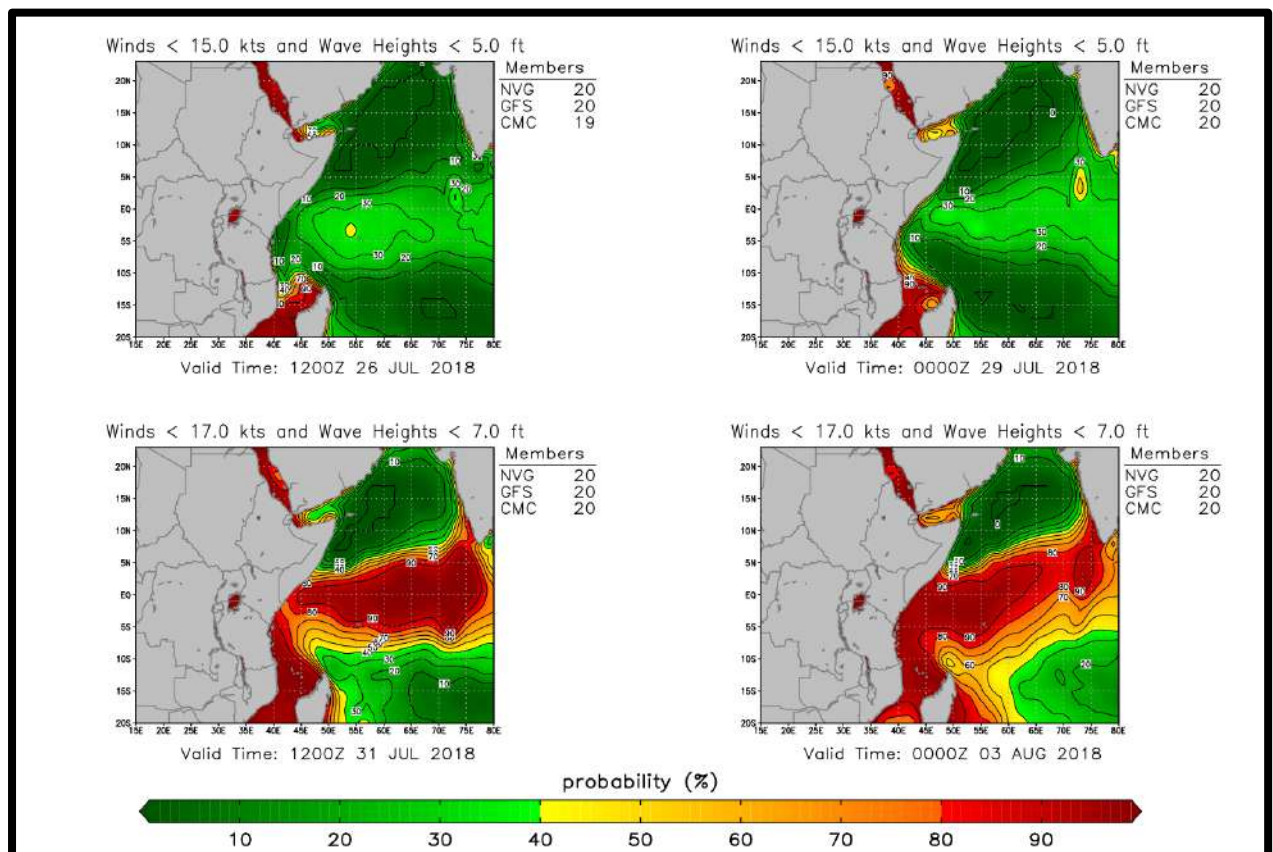
- **Extended Forecast:** Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 9 – 12 feet.

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

- **Extended Forecast:** Southeast winds of 15 – 20 knots, gusting to 25 knots, and seas building to 7 – 9 feet in the northern Channel; with southeast winds of 10 – 15 knots and seas abating to 5 – 7 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 29 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.

Conditions at Hodeidah Port

Conditions around Mokha Port

WARNING: Conditions around Hodeidah and Mokha ports are a high security risk.

On 25 July, Saudi-led coalition announced that Houthi rebels struck a Saudi oil tanker in the Red Sea. A statement carried by Saudi state media did not name the vessel or describe the method of attack but said that the tanker received slight damage. Earlier today, Houthi-run Al Masirah TV posted on Twitter that Houthi forces had targeted the Saudi warship named *Dammam* off the western coast of Yemen. The post provided no further details, though reports from Houthi-allied sources indicate that the attack

took place in the water around Mokha port. The rebels later said they launched a missile attack on the vessel. A statement from Saudi Aramco said "two Very Large Crude Carriers, each with a two million barrels capacity ... were attacked by terrorist Houthi militia this morning in the Red Sea. One of the ships sustained minimal damage. No injuries nor oil spill have been reported". Both tankers were operated by Saudi shipping company Bahri.

Separately, Emirati state media reported on 24 July that UAE coalition forces destroyed a booby-trapped boat belonging to the Houthis near the Mokha directorate. The report states that Houthi forces were using speed boats to plant sea mines along the coastline. The report adds that Emirati forces also intercepted two Iranian-made Qasef-1 aerial drones, which were laden with explosives and aimed at Yemeni forces in Mokha and Al Khokha in Hodeidah province. The Houthis are known to have previously deployed naval mines around Yemen's coastline; the coalition has long argued that the Houthis are obtaining assistance from Iran in the form of weaponry smuggled through key points in the country. The timing and location of the Saudi and Emirati reports indicate elevated risk in the area around Mokha Port.

On 13 June, the Saudi Coalition announced they would begin their efforts to retake Hodeidah port from Houthi rebel forces. Hodeidah port is the final maritime stronghold for the rebel group and is a critical port of entry for the vast majority of goods entering Yemen. The Houthis are known to have looted items from storage facilities in Hodeidah, and to levy taxes on imports entering the port. Hodeidah Port is thought to be a key entry point for weapons smuggled from Iran. Since the beginning of 2018, Houthi militias have consistently threatened attacks in the Red Sea and Bab el Mandab Strait if the coalition attempts to retake Hodeidah. On 30 January, the rebels attacked a Saudi warship, killing two crew members and injuring three. In April, the Houthis struck a Saudi oil tanker off of Hodeidah, causing slight damage. It is likely that attacks will continue to take a maritime vector in the battle for Hodeidah port. The Yemeni government has been working to restore facilities at Mokha port as an alternative to Hodeidah. Mokha port is 89 nautical miles south.

MS Risk has previously warned that the Houthis could deliberately target the water around Yemen's coastline going south to Bab al-Mandab Strait, a critical waterway where the Red Sea meets the Gulf of Aden in the Arabian Sea. Bab al-Mandab is only 12 miles wide; a strike near the Strait could cause significant damage to international shipping.

MS Risk has also consistently warned of the threat to Hodeidah Port and its infrastructure, as well as the threat to vessels in the area. Reports suggest that the Houthis may plant naval and/or land mines at critical positions as part of a "scorched earth" departure in the event of their loss. This could include targets at Hodeidah, nearby ports, or along the coastline. Because the Houthi rely on cargo entering Hodeidah, they could view increased capacity of nearby ports as a threat. Thus, there is a likelihood that the Houthis could target nearby ports in a bid to distract attention from Hodeidah, or to achieve continued reliance on the port.

ACTIVITY REPORTING

HOUTHI REBELS CLAIM DRONE ATTACK ON ABU DHABI AIRPORT

26 July – Houthi-run Al-Masirah television channel reports that the rebels released a Sammad-3 drone that launched three strikes on Abu Dhabi airport on Thursday. It was not immediately clear if there was any damage or casualties. Abu Dhabi airport tweeted earlier in the day there had been an incident involving a supply vehicle that had not affected operations. It was unclear if it was related to the

reported drone strike. General Abdullah al-Jafri, a spokesman for the Houthis, said the drone, which flew 1,500 km, showed rebels are capable of launching strikes against vital civilian infrastructure in the UAE. A UAE official says the attack did not occur. "Operations at the airport are business as usual," the official was quoted as saying. However social media postings indicate delays and re-routing of flights at the time of the suspected strike. The claimed drone attack came a day after the rebels targeted two Saudi oil tankers in the Red Sea, prompting Riyadh to temporarily suspend the transport of oil supplies through the Bab al-Mandeb Strait.

SAUDI ARABIA SUSPENDS OIL EXPORTS THROUGH BAB AL-MANDEB

26 July – Saudi Arabia has temporarily suspended all oil shipments through the Bab al-Mandeb Strait after attacks on two crude-carrying vessels by Houthi rebels in Yemen. Saudi Arabia's Energy Minister Khalid al-Falih said on Thursday the kingdom would halt all oil shipments through the strait immediately. The suspension will last "until the situation becomes clearer and the maritime transit through Bab al-Mandeb is safe", Falih said in a statement. Meanwhile, Kuwait announced that it is also considering halting all oil shipments through Bab al-Mandeb Strait. Houthi rebels targeted Saudi tankers in the Red Sea causing minor damage to one, the Saudi-Emirati coalition said. "The Saudi oil tanker was subjected to slight damage due to the attack by the Houthi militia," the statement said. A statement from Saudi Aramco said "two Very Large Crude Carriers [VLCCs], each with a two million barrels capacity ... were attacked by terrorist Houthi militia this morning in the Red Sea. One of the ships sustained minimal damage. No injuries nor oil spill have been reported". Earlier on Wednesday, the Houthi-run Al-Masirah TV network reported rebels targeted a warship named the Dammam off the western coast of Yemen. The rebels later said they launched a missile attack on the vessel. Saudi Arabia's decision will have repercussions on global supplies and economies, and will have an effect on global shipping. Analysts suggest that a major disruption in Bab al-Mandab could cause intervention in Yemen by countries with significant interests in the waterway. This includes Egypt, the US, and countries in Europe.

CHARITY WARNS YEMEN 'ON BRINK OF NEW CHOLERA EPIDEMIC'

26 July – Thousands of people in Yemen could be affected by a new wave of deadly cholera in the coming weeks, according to a press release by UK-based Save the Children. The release warned that the hot summer months are ideal conditions for cholera to spread rapidly. Almost 3,000 suspected cholera cases were reported in the first week of July across the country - the highest number since the start of the year. "Cholera could spread like wildfire in Yemen, potentially infecting thousands of children and completely overwhelming an already-crippled health system," the charity's CEO Helle Thorning-Schmidt said. "Many hospitals have been reduced to rubble, and those that are still standing are barely functioning. Doctors have not been paid, pharmacies are understocked, and power cuts happen constantly." More than one million people were infected with cholera last year.

HOUTHI ATTACK DAMAGES SAUDI SHIP

25 July – Yemen's Houthi movement attacked a Saudi oil tanker in the Red Sea, causing slight damage, the coalition said, after the Houthis reported targeting a Saudi warship in the area. A statement carried by Saudi state media said, "The Saudi oil tanker was subjected to slight damage due to the attack by the Houthi militia. There was no mention of the vessel's name or the means of attack. The Houthis' Al Masirah TV said earlier on Twitter that it had targeted a warship named the Dammam off the western coast of Yemen, without providing details.

YEMENI ARMY DETONATES HOUTHI MINES NEAR HABIL PORT

25 July – The naval unit of Yemen's fifth infantry detonated several naval mines planted by the Houthi militias on the west coast off Habil port in Midi. The naval unit received aerial support from the Coalition forces. Houthi mines have threatened maritime navigation, creating risk for commercial vessels, aid ships, or other craft. According to a military source, the Houthis have hidden these mines under sea level, so that they could target ships' blindsides.

UAE ARMED FORCES SHOOT DOWN TWO HOUTHI DRONES

24 July – Emirati forces intercepted two drones launched by Houthi rebels targeting troops loyal to the internationally-recognised government. "The two Iranian Qasef-1 drones belonging to the Houthis were carrying explosives," UAE's state news agency, Wam, said. "One was headed towards the district of Al Mokha and the second towards densely populated cities in the district of Al Khokha in the Hodeidah province." Wam also reported that UAE Armed Forces destroyed a boat along the western coast of Yemen belonging to the rebels. "The Houthi forces are using speed boats to plant sea mine along the coast, which is in violation of international law and considered to be terrorist behaviour."

SUICIDE BOMBER ON MOTORCYCLE TARGETS SECURITY COMMANDER IN ADEN

24 July – A suicide bomb blast ripped through a police checkpoint and targeted a high-ranking security commander in Aden. A motorcycle-riding suicide bomber blew himself up and targeted a vehicle carrying a high-ranking military commander near a police checkpoint in Enma area of Aden province. Colonel Abu Muhtam, the anti-terror commander of Aden's Fourth Security Battalion, was inside his armored vehicle near the police checkpoint and has escaped unharmed, according to a security source. The explosion killed three and injured seven others. No organizations have immediately claimed responsibility for the suicide attack, however, police sources in Aden blamed militants of the Yemen-based al-Qaeda branch (AQAP) and the Islamic State (IS) group for being behind such suicide attack. Both groups have been active in Southern Yemen.

SUSPECTED US AIRSTRIKE KILLS 4 AL-QAIDA OPERATIVES

22 July – Yemeni tribal leaders say a suspected U.S. drone strike has killed four alleged al-Qaeda militants in the central province of Marib. The tribal leaders said that the alleged operatives' charred bodies were later found after the unmanned aircraft targeted a house while they were inside in the district of al-Rawda.

UNIDENTIFIED ASSAILANTS KILL WELL-KNOWN CLERIC

22 July – Yemeni officials say unidentified armed men have killed a Muslim preacher in Aden. Mohammed Ragheb was known to be close to the Islah party, a local affiliate of the Muslim Brotherhood group that is allied with Yemen's self-exiled President Abed Rabbo Mansour Hadi. Muslim clerics and preachers have often been targeted, mostly in Aden, prompting some imams to quit, abandon their mosques or flee the war-torn country.

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

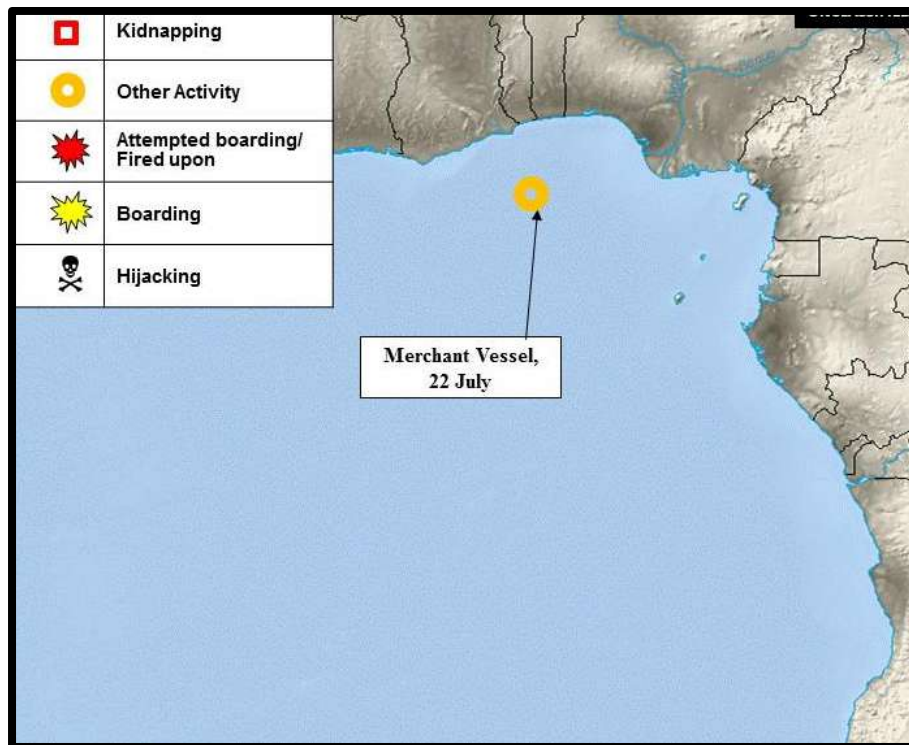
- No current incidents to report

OTHER ACTIVITY

- **Gulf of Guinea (22 July – Late Report)** – A merchant vessel was approached by a blue and white fishing vessel near position 01:30 N – 001:15E, 274 nautical miles southeast of Takoradi, Ghana. The fishing vessel launched two skiffs, which approached the merchant vessel. The vessel conducted evasive manoeuvres preventing the skiffs getting within 0.5 nautical miles.

MARITIME REPORTING

- No current maritime news



Source: ONI

WEATHER FORECAST: GULF OF GUINEA**WEATHER FORECAST VALID FROM 26 JULY – 1 AUGUST 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.

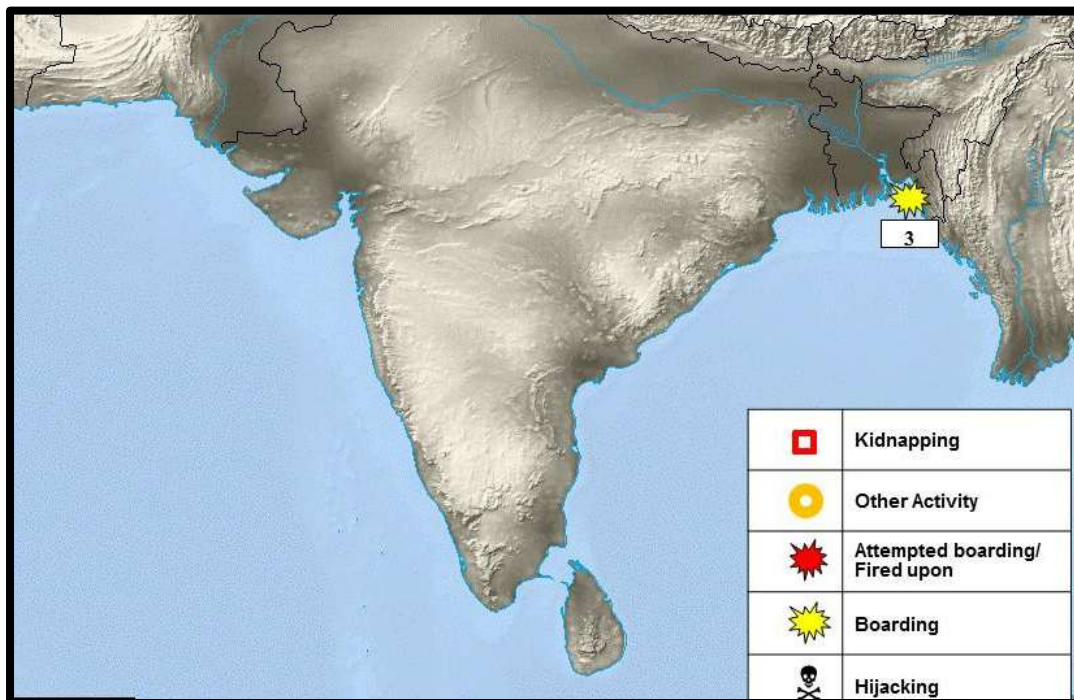
SYNOPTIC DISCUSSION: High pressure continues to dominate the weather in the region. Isolated thunderstorms and rain showers can be routinely expected along the West Africa coast.

EAST ASIA, SOUTHEAST ASIA, INDIA**WARNING:**

While in recent months, there have been no reports of kidnapping of crewmembers from vessels while underway in the Sulu-Celebes 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

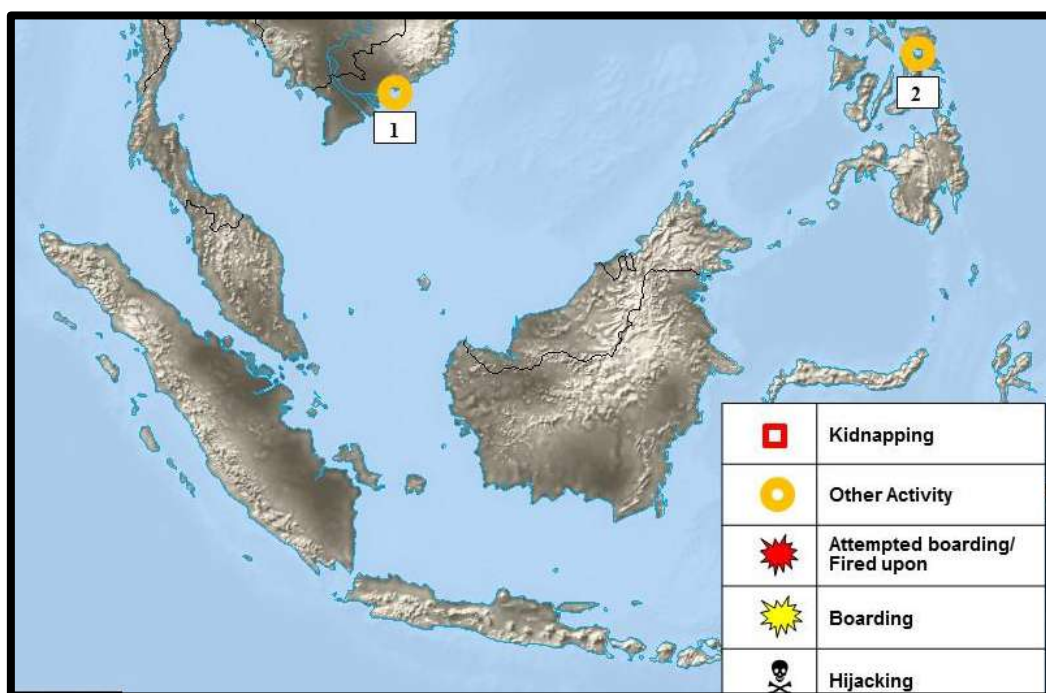
3. **19 July (Bangladesh – Late Report)** – Robbers boarded a Panama-flagged container ship anchored near position 22:19 N – 091:43E, Chittagong. Outer Anchorage and stole three mooring ropes. The robbers escaped unnoticed although upon uncovering the theft, the crewmembers notified the Bangladesh Coast Guard who dispatched a patrol boat to the area and apprehended the assailants, who were still near the vessel.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

1. **24 July (Vietnam)** – Authorities discovered 35 kilograms of heroin hidden in a shipping container of imported scrap steel in the port of Cai Mep.
2. **19 July (Philippines – Late Report)** – Authorities arrested two persons at the port of Samar, Visayas, while the two were attempting to smuggle firearms and ammunition. The Philippine Coast Guard (PCG) in Central Visayas disclosed that ten .38-caliber revolvers and four .45-caliber pistols with various types of ammunition were recovered. The PCG disclosed that the suspects, who were in a bus on a roll-on roll-off ferry bound for Ormoc, Leyte, at the Marabut port, failed to present the necessary documents.



Source: ONI

MARITIME REPORTING

- No maritime news to report

WEATHER FORECAST: SOUTHEAST ASIA**WEATHER FORECAST VALID FROM 26 JULY – 1 AUGUST 2018**

SOUTHERN SOUTH CHINA SEA: Southwest winds of 5 – 10 knots, and seas of 2 – 4 feet.

- **Extended Forecast:** Southwest winds of 10 – 15 knots and seas of 3 – 5 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 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 feet in the northern section; with west-southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 feet in the southern section.

- **Extended Forecast:** West-southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 9 – 12 feet in the northern section; with west-southwest winds of 15 – 20 knots and seas of 9 – 12 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, Andaman Sea are generally less than 1 knot with a few areas in the southern South China Sea averaging 1 knot.

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

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

The latest half-year report released by the International Chamber of Commerce's (ICC) International Maritime Bureau (IMB) indicates that a total of 107 incidents were reported to the IMB Piracy Reporting Centre (PRC) during the first six months of 2018 (January – June). This figure has increased from the 87 incidents reported during the same period in 2017 and 98 incidents reported during the same period in 2016, though it is lower from the 134 incidents reported during the same period in 2015 and 116 in 2014.

HIGHLIGHTS OF REPORT

During the January – June 2018 reporting period, there were 73 actual attacks and 34 attempted attacks. In total, 69 vessels were boarded, with 23 attempted attacks, 11 vessels fired upon and 4 vessels hijacked. No vessels were reported as hijacked during the second quarter of this year (April – June). The number of crewmembers taken hostage has increased from 63 during the same reporting period in 2017 to 102 during this year's reporting period. Overall, seven vessels reported hostage incidents during the first half of 2018. The number of crewmember kidnappings has reduced from 41 in 2017 to 25 in the first half of 2018. However it should be noted that all 25 crewmember kidnappings occurred in the Gulf of Guinea in six separate incidents. This includes the 21 April 2018 kidnapping of eleven crewmembers from a general cargo vessel whilst underway, around 38 nautical miles south-southwest of Bonny Island. All eleven crewmembers were confirmed as safely released on 20 May 2018.

The African continent (Angola, Benin, Cameroon, DRC, Gabon, Ghana, Guinea, Gulf of Aden, Ivory Coast, Kenya, Liberia, Mozambique, Nigeria, Red Sea, Sierra Leone, Somalia, South Africa, Tanzania, The Congo, Togo) reported the greatest number of incidents, with a total of 48 attacks reported during this period, followed by Southeast Asia (Indonesia, Malacca Straits, Malaysia, Philippines, Singapore Straits, Thailand) with 30 incidents recorded; the Americas (Brazil, Colombia, Ecuador, Guyana, Haiti, Peru, Venezuela) with 16; the Indian sub-continent (Bangladesh and India) with 9 incidents and East Asia (China and Vietnam) with 4 incidents.

The following six locations contributed to 75% of the total of 107 incidents reported between January – June 2018:

- Nigeria: 31 attacks
- Ghana: 5 attacks
- Benin: 5 attacks
- Bangladesh: 7 attacks
- Venezuela: 7 attacks
- Indonesia: 25 attacks

The following ports and anchorages reported the most incidents during the January – June reporting period: Bangladesh (Chittagong, Kutubdia) reported 7 incidents; 5 incidents in Benin (Cotonou); 4 incidents in Ghana (Takoradi); 3 incidents in Haiti (Port au Prince); 11 incidents in Indonesia (Muara Berau); 3 incidents in Indonesia (Pulau Bintan); 14 Incidents in Nigeria (Lagos); 3 incidents in Peru (Callao); 4 incidents in Venezuela (Puerto Jose); and 3 incidents in Venezuela (Puerto La Cruz).

ANALYSIS OF INCIDENTS

BREAKDOWN OF INCIDENTS PER MONTH

During this year's reporting period, month after month, the number of incidents reported has declined, with January recording the greatest number of incidents, 27 in total, and June recording a total of 3 incidents. A total of 23 incidents were reported in February; 19 in March; 18 in April; and 17 in May.

VESSELS TARGETED

During the January – June 2018 reporting period, most of the vessels that were targeted were bulk carriers, in 39 incidents, followed by product tankers (28); tankers (9); general cargo vessels (6); container vessels (6); fishing vessels (3); refrigerated cargo ships (3); tugs (3); chemical tankers (2); offshore support vessels (2); offshore supply ships (2); ore carrier (1); ro-ro cargo ship (1); Asphalt tanker (1); heavy lift vessel (1).

WEAPONRY USED IN ATTACKS

During the January – June 2018 reporting period, there were 29 incidents of perpetrators being armed with guns; 17 incidents with knives reported; 2 incidents with other weapons reported; and 59 incidents in which no information on the types of weapons carried by the perpetrators was provided.

Southeast Asia: 1 incident of a perpetrator carrying a gun in the Philippines; 5 incidents of knives being carried (4 in Indonesia; 1 in Malaysia); 24 incidents in which no information was indicated regarding the types of weapons carried by the perpetrators (21 in Indonesia; 1 in Malaysia; 2 in the Philippines).

East Asia: One incident of knives being carried by the perpetrators (Vietnam) and 3 incidents in which no information on the types of weaponry carried by the perpetrators was available (2 in China; 1 in Vietnam).

Indian Sub-Continent: One incident of guns being carried (Bangladesh); 3 incidents of knives (Bangladesh); 3 incidents with no information on types of weapons carried (Bangladesh, India); 2 incidents of other weapons carried (Bangladesh).

Americas: Three incidents of guns being carried (Ecuador, Haiti, Venezuela); 7 incidents of knives being carried (Brazil, Peru, Venezuela); 6 incidents with no information on types of weaponry carried by perpetrators available (Brazil, Haiti, Peru, Venezuela).

Africa: Twenty-four incidents of guns being carried (Benin, Cameroon, Ghana, Gulf of Aden, Nigeria, Somalia); 1 incident of knives being carried (DRC); 23 incidents with no information available on weaponry carried by perpetrators (Cameroon, Ghana, Guinea, Nigeria, Togo).

VIOLENCE TO CREWMEMBERS

During this year's reporting, 102 crewmembers were taken hostage; 25 were kidnapped; 6 were threatened and 3 were injured.

TYPE OF VIOLENCE TO CREWMEMBERS BY LOCATION

South East Asia: In this region, there was one crewmembers taken hostage and two crewmembers being threatened, with all incidents reported in waters in and around Indonesia.

East Asia: There was one crewmembers who was injured in an attack that occurred in Vietnam.

Indian Sub-Continent: Two crewmembers were threatened in Bangladesh

Americas: One crewmembers was taken hostage in Peru and one crewmember was threatened the perpetrators in Venezuela.

Africa: All incidents of violence to crewmembers were reported in the Gulf of Guinea – highlighting that pirates/robbers operating in this region can be violent. There was a total of 100 crewmembers who were taken hostage in this region: 46 in Benin; 44 in Ghana and 10 in Nigeria; 25 crewmembers kidnapped: 2 in Benin; 3 in Cameroon; 3 in Ghana and 17 in Nigeria; 1 crewmember threatened in DRC; and 2 crewmembers who sustained injuries in Nigeria.

ANALYSIS BY REGION

SOMALIA

During the January – June 2018 reporting period, the IMB PRC received two attempted incidents off Somalia and the Gulf of Aden.

The threat of attacks continues to exist in waters off the southern Red Sea, Bab el Mandeb, the Gulf of Aden including Yemen and the northern Somalia coast, the Arabian Sea and off Oman, the Gulf of Oman and off the eastern and southern coasts of Somalia. In the past, vessels have also been attacked further out, off Kenya, Tanzania, Seychelles, Madagascar and Mozambique as well as in the Indian Ocean and off the western and southern coasts of India and west Maldives.

While Somali pirates have lacked the opportunity to successfully hijack merchant vessels in recent years, they continue to possess the capabilities and capacity to carry out further attacks. Somali pirates tend to be well armed with automatic weapons and RPGs and sometimes use skiffs launched from mother vessels, which may be hijacked fishing vessels or dhows, to carry out attacks further from the coast of Somalia. Masters and ship owners are advised to register and report their vessels and ensure that their vessel is hardened prior to entering the high-risk area. While transiting this region, vessels are advised to maintain a 24-hour visual and radar watch. Early sightings and detection enables an accurate assessment while being aware of the warnings and alerts for this area will allow vessel Masters to make informed decisions to keep clear of small boats, dhows, fishing vessels and if necessary to carry out evasive actions and request assistance as needed. Masters are reminded that fishermen in this region may try to protect their nets by attempting to aggressively approach merchant vessels. Some fishermen may be armed to protect their catch and should not be confused with pirates.

International navies patrolling waters off the coast of Somalia continue to coordinate and liaise with merchant and fishing vessels in order to identify and apprehend pirate actions groups operating in these waters. All vessels transiting this region are advised to closely monitor the situation and remain alert at all times as Somali pirates continue to have the capabilities and capacity to carry out attacks, including hijackings. MS Risk advises all vessels to adhere to the latest BMP5 recommendations. Vessels that employ Privately Contracted Armed Security Personnel (PCASP) should be cautious and not mistake fishermen for pirates in some heavy fishing areas.

SOUTHEAST ASIA, EAST ASIA AND INDIAN SUB-CONTINENT

This region reported a total of 43 incidents, consisting of 29 actual attacks and 14 attempted attacks. All the actual attacks were boarding's, while the attempted incidents consisted of 13 attempted attacks and one vessel being fired upon. Of the actual attacks that were reported during this period, 24 occurred on board vessels while at anchor, and 5 occurred on board vessels while underway. Of the attempted incidents, 11 occurred on board vessels while at anchor and 3 occurred on board vessels while underway.

Bangladesh

Total 7 attacks: 5 actual (boarding's anchored vessels); 2 attempted (on board vessels at anchor)

Robbers continue to target vessels at anchor. Most attacks have been reported at Chittagong anchorages and approaches. While attacks in Bangladesh have declined significantly over the past several years (5 during the same period in 2017 and 2 in 2016), due to efforts carried out by Bangladesh authorities, recently it appears that attacks are on the rise again, and vigilance is advised in this region.

Indonesia

Total 25 attacks: 19 actual (16 on board vessels at anchor and 3 on board vessels while underway); 6 attempted (on board vessels at anchor)

Vessels are advised to remain vigilant in the following areas: Tanjung Priok – Jakarta, Batu Ampar, Batam, Cilacap, Bintan Island and Muara Berau anchorage and surrounding waters. Pirates/robbers operating in these areas are normally armed with guns and knives and/or machetes. Perpetrators normally carry out their attacks on vessels during the night. When spotted and when the alarm is sounded, pirates/robbers usually escape without confronting crewmembers. MS Risk advises all vessels to remain vigilant in other areas as well as many attacks may have gone unreported. Vessels are further advised to report all attacks and suspicious activity to the local authorities.

The Indonesian Marine Police have advised all vessels intending to anchor to do so at/near the following areas where Indonesian Marine Police will carry out patrols for greater protection:

1. Belawan: 03:55.00N-098:45.30E
2. Dumai: 01:42.00N-101:28.00E
3. Nipah: 01:07.30N-103:37.00E
4. Tanjung Berakit/Bintan: 01:23.30N - 104:42.30E
5. Tanjung Priok: 06:00.30S-106:54.00E
6. Gresik: 07:09.00S-112:40.00E
7. Taboneo: 03:41.30S-114:28.00E
8. Adang bay: 01:40.00S-116:40.00E
9. Muara Berau: 00:17.00S-117:36.00E
10. Balikpapan: 01:22.00S-116:53.00E

Malacca Straits

Total 0 attacks during this reporting period

While the number of attacks have dropped substantially, with the 2016 and 2017 reporting periods recording no attacks, as a result of increased patrols carried out by littoral states authorities, vessels are nevertheless advised to continue maintaining strict anti-piracy/robbery watches when transiting the Malacca Straits as in some cases, attacks may have gone unreported.

Malaysia

Total 2 attacks: 1 actual (boarding's anchored vessels); 1 attempted (vessel while underway)

Off Eastern Sabah, militant activities have resulted in a number of tugs, barges, fishing boats and vessels being attacked and crewmembers kidnapped. While kidnappings by militants in this region have recently stopped, due to the ongoing efforts of the Philippines military as well as increased patrols by the Navies and transiting vessels taking precautionary measures, vessels transiting this region are advised to remain vigilant at all times as the threat of further kidnappings remains high.

Philippines

Total 3 attacks: 1 actual (boarding anchored vessel); 2 attempted (1 attempted attack and 1 fired upon targeting vessels while underway)

Pirates and militants operating in the southern Philippines have attacked vessels in/off Sibutu passage, off Sibutu Island, Tawi Tawi, Sulu Sea, Celebes Sea and off eastern Sabah. In the past, they have attacked tugs, barges, fishing vessels, yachts and merchant ships in a bid to rob and kidnap crewmembers for ransom. While recently such kidnappings have stopped, due to the ongoing efforts by the Philippines military along with increased patrols by the Navies and vessels taking precautionary measures, vessels transiting this region are advised to continue to remain vigilant at all times as the threat of further kidnapping incidents remains high.

Batangas and Manila

Vessels are advised to remain vigilant as incidents continue to be reported in these waters.

Singapore Straits

Total 0 attacks during this reporting period

Vessels are advised to remain vigilant and to continue maintaining adequate anti-piracy/robbery watches and measures. Pirates/robbers operating in this region attack vessels while underway or while at anchor particularly during the night.

South China Sea (SCS)

While attacks have significantly declined in the vicinity off Tioman, off Pulau Aur, off Anambas, Natuna, Mangkai Islands, Subi Besar and Merundung areas, vessels are advised to continue to remain vigilant, particularly during the night. In the past, a number of hijackings of small product tankers have occurred off the coast of Malaysia, Indonesia, Singapore and in the South China Sea area. This trend began in April 2014, though hijackings stopped abruptly in late 2015.

GULF OF GUINEA

Piracy/robbery in the Gulf of Guinea remains a high concern, with the region accounting for a total of 46 incidents that were reported in the first half of this year. This total figure consists of 31 actual attacks (27 boarding's and 4 hijackings); and 15 attempted attacks (7 attempted attacks and 8 vessels fired upon). Of the 31 actual attacks reported in this region, 19 occurred on board vessels at anchor (Benin, Ghana, Nigeria); 5 occurred on board vessels at berth (DRC, Nigeria); 6 occurred on board vessels while underway (Ghana, Nigeria); and 1 incident had no information regarding the status of the vessel during the attack (Cameroon). Of the 15 attempted attacks, 1 incident occurred on board a vessel at anchor (Nigeria); 2 incidents occurred on board vessels at berth (Cameroon, Guinea); and the remaining 12 incidents occurred on board vessels while underway (Nigeria and Togo).

Of the total number of attacks reported in the Gulf of Guinea region this year, Nigeria recorded 31 incidents – more than any other country. The remaining countries that reported incidents are: Benin (5); Cameroon (2); Democratic Republic of Congo (1); Ghana (5); Guinea (1); and Togo (1). It should be noted that the number of incidents in the Gulf of Guinea is believed to be “significantly higher” than what is being reported to the IMB PRC.

During the first half of this year, 25 crewmembers were reported kidnapped, with all of them being taken in waters off the Gulf of Guinea in six separate incidents – highlighting the higher risks in this area. This figures includes the 21 April 2018 kidnapping of eleven crewmembers from a general cargo vessel whilst underway, around 38 nautical miles south-southwest of Bonny Island. All eleven crewmembers were confirmed as safely released on 20 May 2018.

Benin

Total 5 attacks: 5 actual (3 boarding's and 2 hijackings all on board vessels while at anchor)

Over the course of this year, attacks in waters off Benin have increased. Within several weeks, five attacks were reported at Benin anchorage. Vessels, particularly gas oil tankers, have been targeted and forced to sail out of Benin anchorage. These tankers were effectively hijacked and released days later. It is believed that ransom payments were made for their release, though this has not been confirmed by the local authorities. Previous attacks in waters in and around Benin have indicated that pirates/robbers operating in this area are well armed and are violent. In some incidents vessels have been fired upon. Upon boarding the vessel, pirates have forced Masters to sail to an unknown location where ship's properties and sometimes cargo (gas oil) were stolen. In some attacks, crewmembers have sustained injuries.

Ghana

Total 5 attacks: 5 actual (4 boarding's and 1 hijacking; 4 incidents occurred on board vessels at anchor; 1 incident on board vessel while underway)

Vessels are advised to remain vigilant in Takoradi.

Guinea

Total 1 attack: attempted attack on board vessel at berth

Vessels are advised to remain vigilant in Conakry.

Ivory Coast

Vessels are advised to remain vigilant in Abidjan. While the number of attacks has dropped, the threat of further incidents remains high.

Nigeria (Lagos)

Total 31 attacks: 19 actual (18 boarding's and 1 hijacking); 12 attempted attacks (4 attempted incidents and 8 vessels fired upon). Of the actual attacks, 10 occurred on board anchored vessels; 4 at berth and 5 on board vessels while underway; there as 1 attempted incident on board an anchored vessel and 11 attempted incidents targeting vessels while underway.

Pirates/robbers operating in and around Lagos are often well armed, violent and have attacked, hijacked and robbed vessels and kidnapped crewmembers along the coast, rivers, anchorages, ports and surrounding waters. Further out, attacks in the past have been reported up to about 170 nautical miles from the coast. In many previous incidents, pirates hijacked vessels for several days, ransacking the vessels and stealing cargo, usually gas oil. A number of crewmembers have been injured and kidnapped in previous attacks. Generally all waters in/off Nigeria remain risky, and vessels are advised to remain vigilant as many attacks may have gone unreported. The areas off Bayelsa, Brass, Bonny Island and Port Harcourt remain risky as recently, there has been a dramatic rise in the number of attacks, hijackings and kidnappings of crewmembers off these areas. Vessels are advised to take additional measures when transiting these high risk areas.

Togo (Lomé)

Total 1 attack: attempted attack on board vessel while underway

While there were no attacks reported in this region in 2017, the area remains a concern and is risky, as further attacks may occur. In the past, pirates/robbers operating in this region have been well armed, violent and dangerous. Attacks have occurred at anchorages and off the coast of Togo, particularly at night. Some attacks resulted in vessels being hijacked for several days and ransacked, with parts of their cargo (gas oil) stolen.

SOUTH AND CENTRAL AMERICA AND THE CARIBBEAN WATERS

This region reported a total of 16 incidents during the January – June 2018 period, consisting of 13 actual attacks (boarding's); and 3 attempted attacks. During this period, there were 2 actual attacks that occurred in Brazil; 1 in Ecuador; 3 in Haiti; 3 in Peru and 4 in Venezuela. There were 3 attempted attacks that occurred in Venezuela. All of the attacks, both actual and attempted, that occurred in this region occurred on board vessels at anchor.

Ecuador

Total 1 attack: actual boarding attack on board an anchored vessel

Vessels are advised to remain vigilant in Guayaquil. While attacks have stopped, vessels are advised to remain vigilant as the threat remains high and further attacks may occur.

Haiti

Total 3 attacks: actual boarding's occurring on board vessels at anchor

Vessels are advised to remain vigilant in Port au Prince.

Peru

Total 3 attacks: 3 actual boarding's occurring on board vessels at anchor

Vessels are advised to remain vigilant in Callao.

Venezuela

Total 7 attacks: 4 actual boarding's occurring on board vessels at anchor; 3 attempted attacks occurring on board vessels at anchor

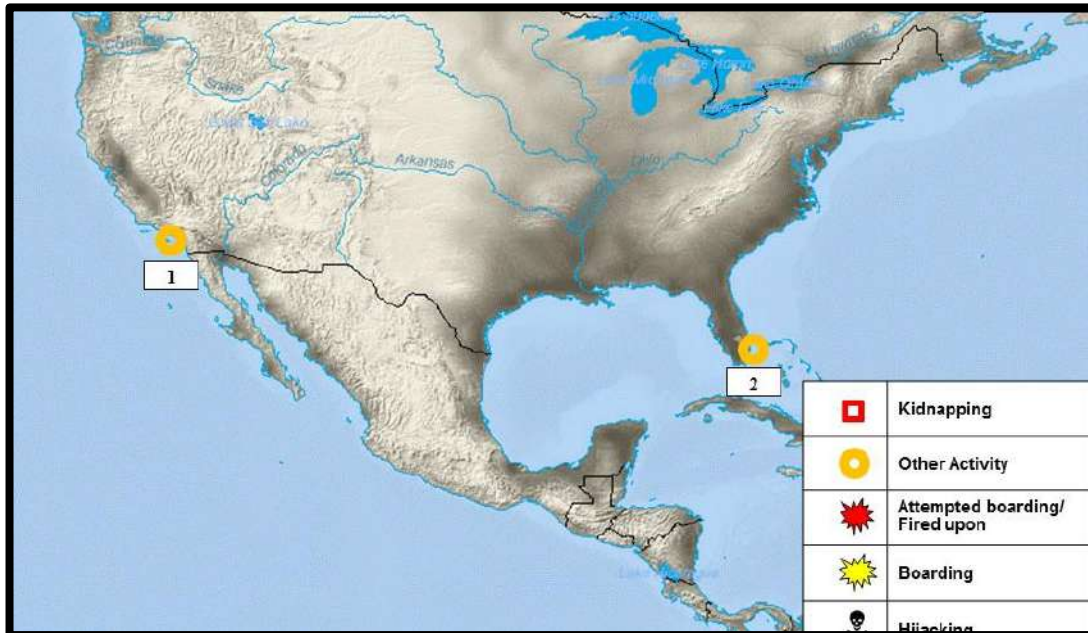
Vessels are advised to remain vigilant in Puerto Cruz and Puerto Jose as attacks in these areas are on the rise.

WORLDWIDE

NORTH AMERICA

Current
Incidents:

7



Source: ONI

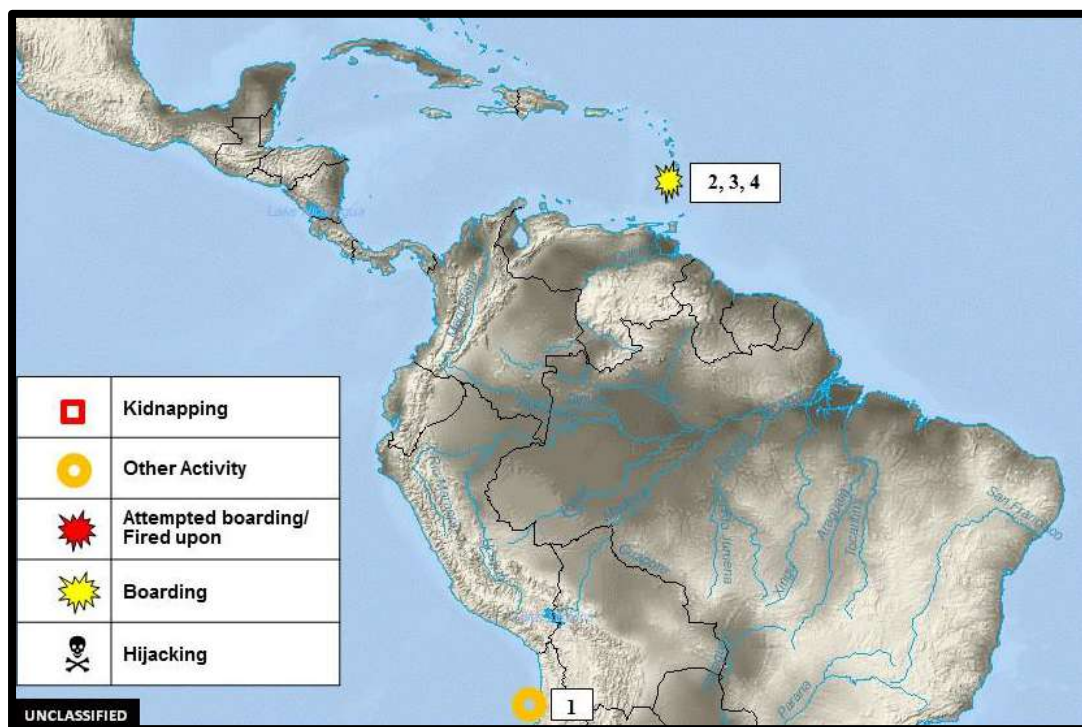
1. **25 July (United States)** – China’s COSCO Shipping Lines was hit by an apparent cyber-attack that caused a ‘network breakdown’ within its Americas region, the shipping line confirmed in a social media post. COSCO wrote in a customary advisory posting that “due to the local network breakdown within our Americas region, local email and network telephone is not working properly at the moment. For safety precautions, we have shut down connections with other regions for further investigations.” Despite the breakdown, COSCO ensured that so far its vessel operations have not been impacted. The breakdown is believed to have started at COSCO Pier J terminal at the Port of Long Beach, California on the US west coast and has spread to its operations in the UK.
2. **11 July (United States – Late Report)** – Authorities intercepted a vessel near Miami, Florida. A search of the vessel revealed 496 pounds of marijuana.

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **18 July (Chile – Late Report)** – Authorities intercepted two fishing vessels on the same day conducting illegal fishing activities in the Corral region. *F/V DON FELIX II* was found to be carrying 3.1 tonnes of illegally caught Pacific pomfret while *F/V DON CARLIN I* was found to have 2 tonnes of the fish.
2. **11 June (Saint Vincent and the Grenadines – Late Report)** – A robber boarded a sailing yacht anchored in Salt Whistle Bay. The thief entered thru a screened but unlocked deck hatch and had rifled the cabins and main salon, stealing cash. An interior but locked locker containing

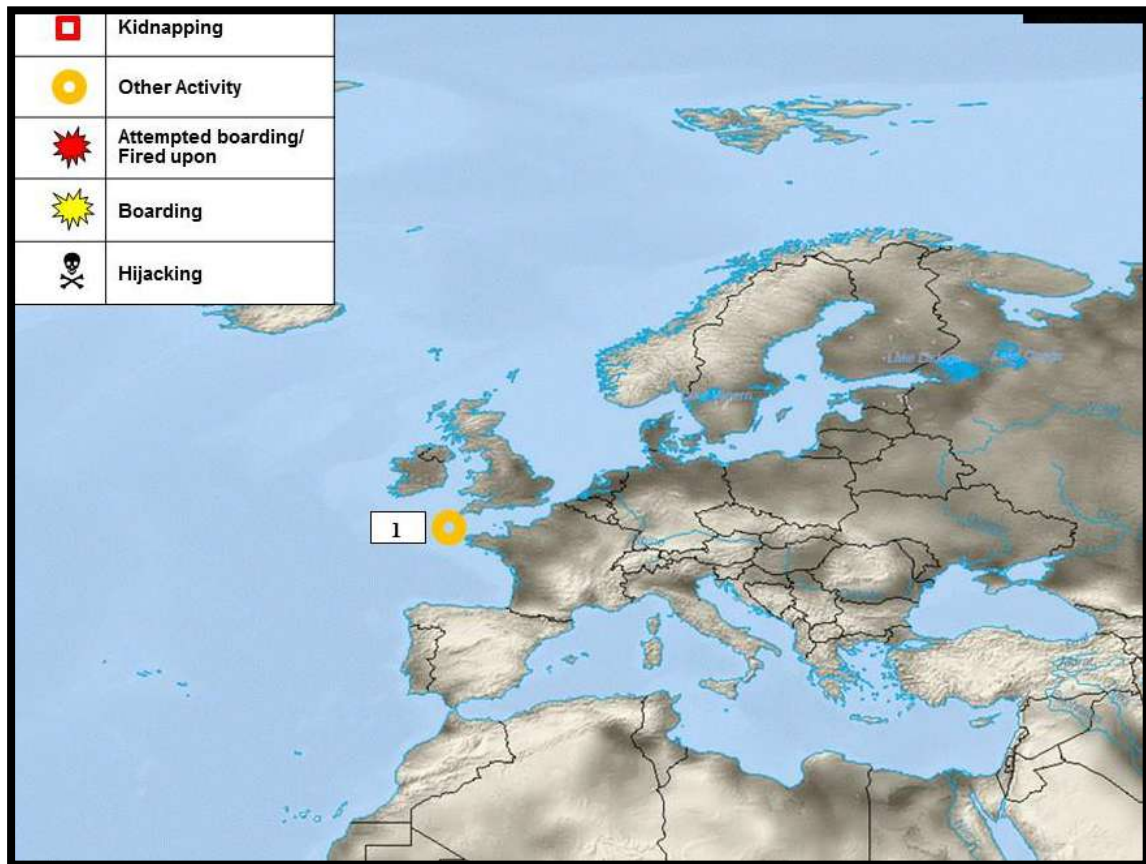
sails/ropes had been forced open, however nothing was taken. A police report was made in Mayreau the next morning and later as requested in Union Island.

3. **11 June (Saint Vincent and the Grenadines – Late Report)** – A robber boarded a sailing yacht anchored in Salt Whistle Bay. The cabins and salon were searched and cash was stolen from various locations. The in-the-water dinghy/outboard was also stolen. A police report was made.
4. **4 June (Saint Vincent and the Grenadines – Late Report)** – A robber boarded a catamaran anchored in South Glossy Bay. The owners were awoken when a swimmer tried to pry open a locked deck hatch. The thief, once discovered, ran forward and jumped overboard and swam away. Minor damage was reported though nothing was stolen.



Source: ONI

ATLANTIC OCEAN AREA



Source: ONI

1. **20 July (Great Britain – Late Report)** – Authorities intercepted *S/Y MARCIA* off the southwestern coast of the country. A search of the vessel revealed two tonnes of cocaine. Two Dutch nationals were arrested. The Port of Newlyn Harbour was briefly closed while the yacht was escorted into the area for further investigation.

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

- 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.

LATEST MIGRATION FIGURES RELEASED

27 July – The United Nations migration agency reported on Friday that for the fifth straight year, at least 1,500 migrants have perished in the Mediterranean, with the route between Libya and Italy being the deadliest, claiming the lives of 1 in 19. The International Organization for Migration (IOM) has reported that Spain, which has overtaken Italy as the preferred destination, has registered nearly 21,000 migrants so far this year, almost more than all of last year, adding that in all, about 55,000 migrants have reached European shores so far this year, against more than double that number at this time last year, 111,753. Italy, whose government has closed its ports to rescue vessels, has had about 18,130 migrants arriving by sea from Libya this year, with the rest going to Greece, Malta and Cyprus. Speaking at a news briefing in Geneva, IOM spokesman Joel Millman disclosed, “it’s important to note two things: one is that despite incredibly low numbers arriving to Italy, the per capita death or the rate of death per 1,000 people may be at its highest point since the emergency began.” Referring to the 1,500 death toll, Millman disclosed, “its only once in the previous four years (that) this mark has been reached later than this date in July and that was in 2014 when the emergency was really just starting.” In regards to Spain, Millman disclosed, “what we can say is that the first indications that we are getting from the Spanish authorities is that it is the West African migrants that were most prominent crossing into Libya in the past couple of years who seem to be choosing Spain as their route now,” adding that the death rate on the western Mediterranean route to Spain is about one in 70 migrants.

HUNDREDS OF MIGRANTS STORM BORDER OF SPANISH ENCLAVE

26 July (Spain) – Police reported on Thursday that around 800 migrant stormed border fences separating Spain's North African enclave of Ceuta from Morocco to get into Europe. The Guardia Civil reported that 602 migrants made it onto Spanish soil in a massive assault on high, barbed-wire fences shortly after dawn. In a statement, the Guardia Civil disclosed that migrants had cut holes in the fences and threw faeces and quicklime, a skin irritant, at police officers trying to hold them back, adding that they also threw stones at police vehicles, breaking windows and hurled makeshift flamethrowers at police officers. In a statement, police indicated that sixteen migrants were taken to the hospital, while five of 15 police officers hurt were also hospitalized. The Spanish Red Cross said in a tweet that 132 migrants were hurt in the mass charge, including eleven who were hospitalized with broken bones and other injuries.

SPAIN RESCUES NEARLY 500 MIGRANTS IN A SINGLE DAY

24 July (Spain) – Spanish rescue services reported on Tuesday that they had plucked nearly 500 migrants from the Mediterranean in a single day who were trying to reach the country's coast. The Spanish Maritime Safety Agency reported on Twitter that it had picked up a total of 484 people in thirty makeshift vessels in the Strait of Gibraltar and Alboran Sea, which separate Spain from Morocco. Latest figures released by the International Organization for Migration (IOM) indicate that some 18,653 migrants reached Spanish shores between the beginning of this year and 18 July, with most being from sub-Saharan Africa – notably Guinea, Mali and Mauritania – as well as Morocco. According to the IOM, at least 294 migrant have died in their attempts to reach Spain this year, out of a total of 1,489 who died in the Mediterranean.

ITALY TO ACCEPT MIGRANT ARRIVALS UNTIL DEAL IS REACHED

23 July (Italy) – Italy has announced that it will allow migrant rescue vessels to dock until the European union (EU) has reached a deal to distribute new arrivals. Foreign Minister Enzo Moavero Milanesi disclosed that Italy would continue to accept vessels for five weeks while the EU renegotiated its existing policy. Speaking on Monday after talks with his Germany counterpart, Heiko Maas, Mr Milanesi disclosed that Italy's ports would remain open until a solution was reached to prevent "all rescued people from landing in one country." Last month, Italian Prime Minister Giuseppe Conte warned that the Schengen Zone of visa-free travel across much of Europe was in danger if the EU failed to reach a consensus on the issue of migration. That same month, the Italian government refused to allow more than 600 migrants aboard the charity rescue ship Aquarius to disembark. The vessel was eventually diverted to a port in Spain. Meanwhile another charity vessel, Lifeline, was only able to dock in Malta after eight EU states agreed to take in a number of those on board. Italy had again refused to allow the vessel to enter its ports. This new policy however has come under scrutiny after a Spanish charity accused the Libyan coastguard earlier this month of abandoning three migrants, including a woman and child who died, and blamed Italy for its alleged support for the Libyan action. Both countries have denied the charity's accusations.

MIGRANTS STRANDED AS TUNISIA REFUSES TO LET VESSEL DOCK

23 July (Tunisia) – The Red Crescent disclosed on Monday that a Tunisian boat carrying around forty African migrants has been stranded off the country's coast without aid for more than a week after authorities refused to let them disembark there. Monji Slim, an official of the Tunisian Red Crescent, reported that the authorities had argued that Malta or Italy should accept the migrants. The Tunisian interior ministry has so far declined to comment on the situation. According to Slim, the vessel was stuck 12 miles off the coast, adding that "the African migrants at sea are in bad condition after the

vessel's captain refused to receive aid to pressure the Tunisian authorities to receive them, but no solution has been reached after 11 days at sea." It currently remains unclear where the migrants had originally set off before they were rescued by the Tunisian vessel. The new Italian government has closed its ports to charity ships operating in the Mediterranean, stating that the European Union (EU) must share the burden of accepting the hundreds of migrants who are rescued from waters each month, mostly off the coast of Libya. Earlier this month, Rome called for migrant centres to be set up in Africa in a bid to stop a tide of asylum-seekers fleeing towards western Europe. This proposal however has been rejected by Tunisia. Last month, at least eighty migrants died when their boat sank off the Tunisian coast in what was one of the worst migrant boat accidents to occur in the North African country in recent years. Human traffickers are increasingly using Tunisia as a launch pad for migrants heading to Europe as the Libyan coast guard, aided by armed groups, has tightened controls.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 30 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

CONTROL STATION AT LIBYA'S EL SHARARA OILFIELD BACK ON

25 July – A control station at Sharara oilfield has resumed operation but foreign engineers who help operate the field have not returned yet due to security reasons. Station 186 was shut down after oilfield staff were abducted over a week ago, forcing Libya's National Oil Corporation (NOC) to cut output. The attack happened at the control station on the outskirts of Sharara, about 25 miles away from the main part of the field. Sharara has suffered security problems in the past, including raids in which vehicles and mobile phones were stolen. Sharara feeds the 120,000 bpd Zawiya oil refinery on the country's northwest coast.

LIBYAN ARMED GROUP RELEASES KIDNAPPED JUDGE, PROSECUTOR, 2 POLICEMEN

24 July – An unidentified armed group on Tuesday released a judge, a prosecutor and two policemen after kidnapping them two days ago in Jufra, some 650 km southeast of the capital Tripoli. "The judge of Weddan court, Abdussalam Mohamed Sunusi Ismail, prosecutor Ali Ismail Abdurrahman, policemen Al-Tahel Hammu and Ahmad Younis, were released after being kidnapped by an armed group and taken to Sirte city," a parliament member posted on his Facebook page. "They were unconditionally handed over to the commander of 128 Infantry Battalion, Hassan Zadma," said Ismail Al-Sharif, member of the eastern-based House of Representatives. On Sunday, the judicial police of the Ministry of Justice condemned the kidnapping of the four officials, saying that the kidnapping was "aimed at freeing detainees accused of smuggling fuel."

TWO SOLDIERS KILLED IN DAESH ATTACK ON POLICE STATION

24 July – Dash terrorists killed two policemen and injured several others at a checkpoint east of Ajdabiya. The attackers also destroyed a military armored vehicle and an ambulance, and the seized some equipment. The army killed 12 Daesh fighters amid the heavy clashes. The attack took place early on Tuesday Aqilah, in eastern Libya. Armed men attacked the policemen at the checkpoint, and the group later attacked a police station and burned several police and ambulance vehicles. Ajdabiya's Security Department revealed details of the incident in Aqilah, saying that the two soldiers killed in "the treacherous attack launched by ISIS." Local media reported that the ISIS terrorists "slit a police officer's throat" and killed another, however Ajdabiya Operations denied claims that an officer had his throat slit, and confirmed that he "was shot dead". Security forces also found five bombs prepared for detonation. The bombs were subsequently dismantled. The Security Directorate in a statement adds that Ajdabiya operations pursued and clashed with the terrorists, in the area of al-Jafr, south of Aqilah. One soldier was killed.

LIBYA PROCEDURE

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

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

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

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

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

ABOUT MS RISK

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

MS Risk is always mindful and compliant to legislation and guidelines on the use of private security services including, but not limited to the US FCPA (1977), UK Bribery Act (2010), Canadian Bill C-48 (2007), ASX 8 Corporate Governance Principles, and the World Bank/IFC Voluntary Principles on the Use of Government and Private Security Forces. MS Risk is a signatory of the Swiss government's International Code of Conduct. It is transparent and compliant to market expectations on legal and ethical conduct in the performance of services.

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

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

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- 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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