

Maritime Security Review



Issue No 26

2 July 2018

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INCIDENTS AT SEA

Reporting Period: 25 June – 1 July 2018

Region	Current Incidents	Late Reported Incidents	Threat Level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	1	1	Medium
Gulf of Guinea	0	2	Medium
Asia	0	2	Medium
WORLDWIDE			
North America	0	2	Medium
Central America/Caribbean/ South America	0	1	Low
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.

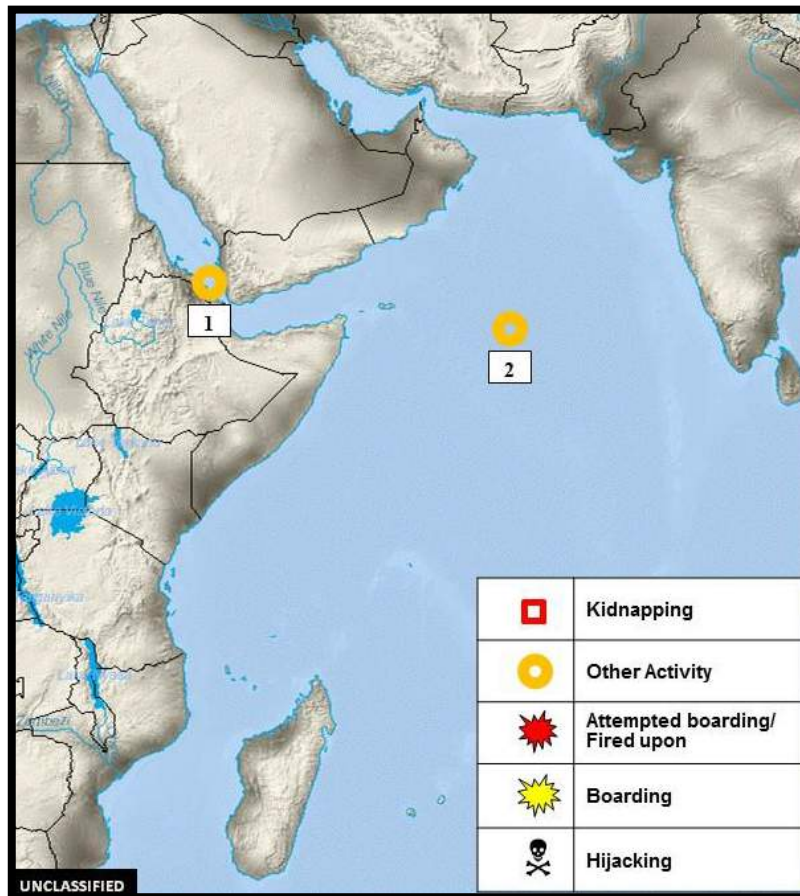
Some vessels transiting this region may have increasingly become complacent in the belief that the piracy threat had diminished. However, poverty and other motivating factors for piracy remain. The threat of attack and/or hijacking remains significant, as the root causes on the ground in Somalia have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

- **26 June (Red Sea)** – A merchant vessel in transit reported a suspicious approach by 2 speedboats near position 13:30 N – 042:43 E, 10 nautical miles south of Jazirat al Hanish al Jabir Island, approximately 31 nautical miles west of the Yemeni Coast. Vessel reported speedboats with 8 – 10 persons on board in each boat. Embarked security team showed weapons and speedboats

departed. Speedboats had previously approached two other MV's in the vicinity. The vessel has been reported safe.

OTHER ACTIVITY

- **8 June (Indian Ocean – Late Report)** – The naval task force Combined Task Force 150 (CTF 150) reported that the French frigate, *NIVOSE*, had seized 251 kilograms of heroin from a dhow off the coast of Somalia. Further details of the location of the seizure were not released. In the past three months, French forces have seized almost 1.2 tonnes of heroin as part of CTF 150.

MARITIME REPORTING

- No current maritime news

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

WEATHER FORECAST VALID FROM 28 JUNE – 4 JULY 2018

NORTHERN ARABIAN SEA: Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 9 – 12 feet.

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

GULF OF OMAN: Northeast winds of 5 – 10 knots, and seas of 1 – 3 feet in the western section of the Gulf; with northeast winds of 10 – 15 knots and seas of 5 – 7 feet in the eastern section of the Gulf.

- **Extended Forecast:** Southwest winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet in the western section of the Gulf; with south-southwest winds of 10 – 15 knots, and seas of 3 – 5 feet in the eastern section of the Gulf.

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

- **Extended Forecast:** Southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 5 – 7 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.

SOMALI COAST: South-southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 5 – 7 feet in the northern section of the coastline; with southwest winds of 20 – 25 knots, gusting to 30 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 5 – 7 feet in the northern section of the coastline; with southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 5 – 7 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 5 – 7 feet.

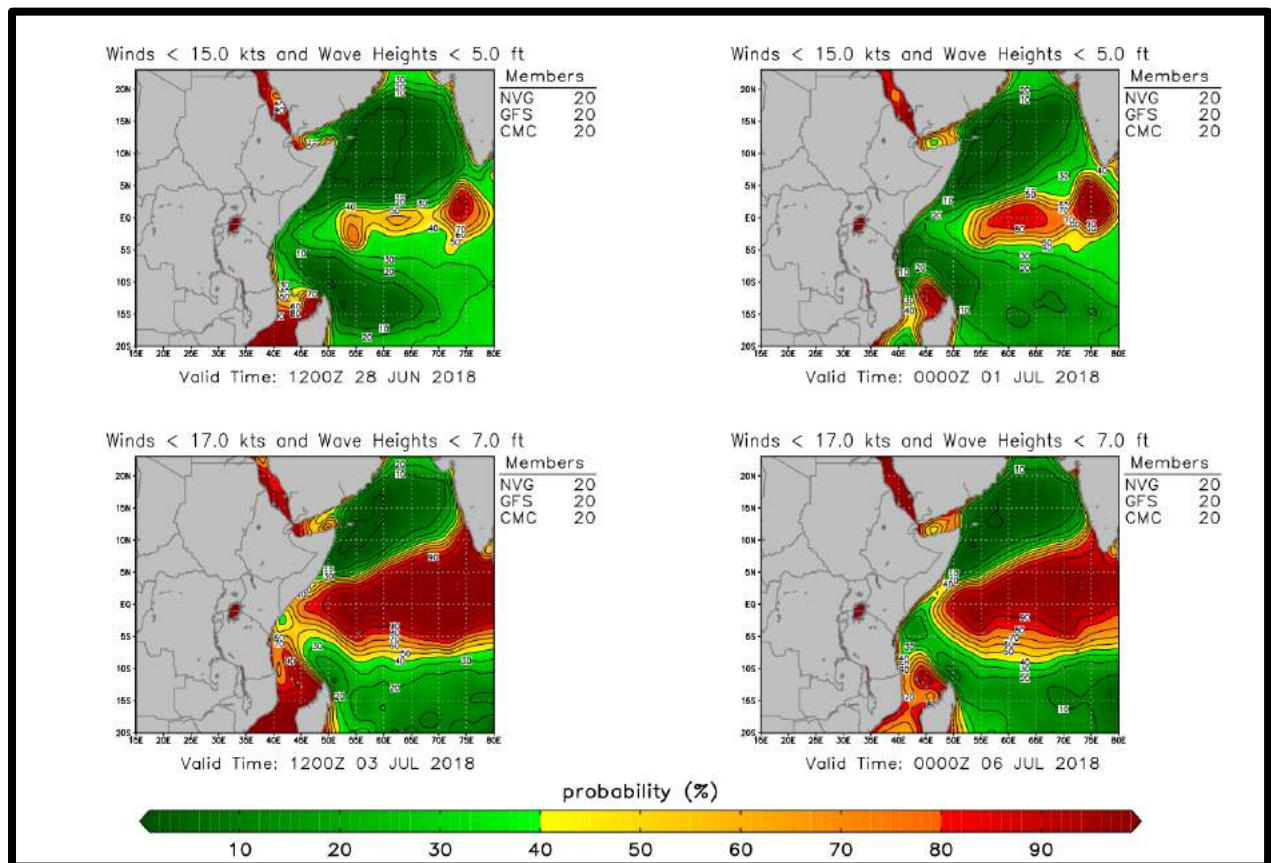
- **Extended Forecast:** Southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 5 – 7 feet.

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

- **Extended Forecast:** South-southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 5 – 7 feet in the northern Channel; with southwest winds of 5 – 10 knots, gusting to 15 knots, and seas of 5 – 7 feet, building to 7 – 9 feet in the southern Channel.

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

SYNOPTIC DISCUSSION: High pressure continues to dominate the weather pattern over much of the region producing mostly clear skies with an 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 1 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

On 13 June, troops backed by the Saudi-led coalition began their assault on Hodeidah, the final maritime stronghold for the Houthi rebels. The battle is the culmination of Operation Golden Spear, a coalition campaign to wrest control of Yemen's western shoreline from the rebels.

The battle for Hodeidah is the first attempt to capture a major city in Yemen. On 15 June, the Saudi-backed government of Yemen captured the airport south of Hodeidah. The victory is a preliminary step

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

Conditions at Hodeidah Port

WARNING: Conditions around Hodeidah are a high security risk.

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

YEMEN PRESIDENT MEETS UN ENVOY, DEMANDS FULL HOUTHI WITHDRAWAL FROM HODEIDAH

27 June – Yemeni President Abedrabbo Mansour Hadi has demanded the full withdrawal of the Houthi militias from the province of Hodeidah, including the port. He made his remarks after holding talks in Aden with UN envoy Martin Griffiths. On 13 June, the Yemeni army, backed by the Saudi-led Arab coalition, launched operation Golden Victory to liberate Hodeidah and its strategic port. A diplomatic source has said the Houthis have agreed to cede control of the port to the United Nations. The report has not been confirmed by the UN. Hadi reiterated the accusation that the Houthis have looted the property of the Yemeni people and threatened Saudi Arabia and the Gulf Cooperation Council countries.

He called on the militias to comply with international resolutions and to lift the siege off Taiz and all other cities.

YEMENI ARMY TAKES CONTROL OF MOUNTAIN CHAINS IN LAHEJ

26 June – The Yemeni army backed by Saudi-led Coalition have made a series of victories in the Karsh front towards Al Rahda in the Governorate of Lahej. Pro-government forces took the Dhawari Hills and Rakb Al Khayashim Mount in Al Qabbaytah District, and seized mountain ranges in Beit Hamim, south of Taiz, and Al Aseyeda Mountain, overlooking the Sehi area.

SAUDI ARABIA LAUNCHES MINE CLEARANCE PROJECT IN YEMEN

26 June – Saudi Arabia reports that they have started a project to clear liberated areas of mines and to educate nine million people in the dangers of the anti-personnel devices. Saudi Authorities have estimated that than 1,500 people have been killed and 3,000 injured by landmines laid by Houthis between 2014 and 2016, according to a recent report by Saudi Arabian authorities. They believe that the Houthis have planted more than 600,000 landmines across Yemen and 130,000 sea mines along the Red Sea coast of Yemen, the report said. Human Rights Watch has said Houthi forces used landmines in at least six provinces since the coalition intervened in Yemen in March 2015. However, the explosives will take many years to clear. "We need decades to uproot them. Farmers will not be able to return to cultivate their land, pastoralists will not be able to graze their livestock and fishermen will face the dangers of sea mines," Yemeni Foreign Minister Khalid Hussein Al Yamani said.

FIGHTING MOVES CLOSER TO CENTER OF YEMEN'S MAIN PORT CITY, MISSILES FIRED AT RIYADH

24 June – The Houthi movement launched missiles on the Saudi capital Riyadh, and the port city of Hodeidah as an Arab coalition moved closer to the city center in the largest offensive of the war. Saudi Arabia's air defense forces intercepted two ballistic missiles over Riyadh, state media reported, in at least the sixth attack targeting the Saudi capital since December. Houthi-run media said the rockets were aimed at the Saudi defense ministry and other targets. The Saudi-led military alliance launched its assault on the heavily defended Hodeidah on June 12 to try to weaken the Houthis by cutting off a key supply line for the group. "There is a heavy deployment of armed Houthis in the city and new check points have been set up in neighborhoods where there are supporters of the Tehama brigades," said one resident on Sunday, referring to a Yemeni faction from the Red Sea coastal plain that is fighting with coalition forces. Fierce clashes broke out near Hodeidah University, 3 km (1.9 miles) west of the city center, on the coastal road linking the airport to the port. Coalition forces seized the airport on Wednesday and have been consolidating their hold in the area as U.N. efforts continued to reach a political deal that would avert an assault on the port.

HOUTHIS REPORTEDLY BLOCK TWO OIL TANKERS FROM ENTERING HODEIDAH PORT

24 June – According to a report by Al Arabiya, the Arab Coalition has said that Houthi militias are blocking two ships carrying oil products from entering the Hodeidah port. The coalition added that the ships, 'Great K' and 'MT Rhona', have been blocked entry by the Houthis for over two months. They said that the militias are doing this purposely in order to cripple the productivity of the ports by blocking ships from entering to unload their products. Vessel trackers show that the MT Rhona was destined for Hodeidah on 19 April, but shows its current position in Djibouti.

HOUTHI GENERAL STEPS DOWN IN HODEIDAH

24 June – Reports indicate that Houthi General Said Abu Bakr al-Hariri, commander of the Fifth Military Zone in Hodeidah has split from the militias. Unverified sources state al-Hariri declared his decision to join the ranks of government forces after the heavy losses that the militias endured during the battles in Hodeidah and the west coast.

UN IN ADVANCED TALKS TO TAKE OVER HODEIDAH PORT

22 June – Thousands of residents have fled Hodeidah as the port city becomes a battleground, but some, faced with lack of funds or work or personal commitments, are unable to flee. These residents face constant bombardment, lack of clean water and power cuts. "We hear loud explosions all the time," Assem Mohammed, a 30-year-old pharmacist, said by telephone. "We haven't had water for three days." Drivers transporting fleeing residents out of Hodeidah have more than doubled their fares since the battle began. At least one hospital has threatened employees with dismissal if they are absent for long periods. "Electricity has also been cut in most of the city since three days, and in some neighborhoods for a week," he said. He blamed the water shortage on damage to pipes that relief workers say has been caused by the Houthis digging trenches.

SAUDI-BACKED FORCES TAKE HODEIDAH'S AIRPORT

15 June – The Saudi-backed government of Yemen has captured the airport south of Hodeidah. The assault on the facility is a preliminary step in the coalition's plans to retake Hodeidah from the Houthi rebels, which have held the city since the early days of the Yemeni civil war in 2014. The three-day fight for the airport resulted in at least 40 casualties on the Houthi side. The survivors have retreated into the city, and a house-to-house fight may follow as coalition forces advance. Hodeidah's seaport handles about 70 percent of Yemen's imports, and it is key to the humanitarian relief effort for an estimated eight million Yemenis who are at risk of famine. The United Nations and aid NGOs have expressed concern that an assault on the port could interrupt the supply of basic goods to those in need. The World Food Programme warns that the escalation in fighting could result in up to 1.1 million people requiring emergency food assistance. The coalition says that it has a five-point plan to avoid any disruption to the relief effort, including a preplanned logistics operation. "We have several ships stationed, and we have storage capacity very close to Hodeidah fully stocked up," said Reem Al Hashimy, the UAE minister of state for international cooperation, in a statement last week. Amanda Catanzano, policy director for the International Rescue Committee, alleged that the UAE proposal to deliver alternative aid supplies is not realistic. "The so-called relief plan announced by the Arab coalition in Yemen must be seen for exactly what it is; a justification to launch an attack that will have catastrophic consequences," she asserted in a statement. "If the coalition is sincere in its efforts to protect Yemeni civilians, they would stop the attack and work with aid agencies in Yemen to increase access and security."

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.

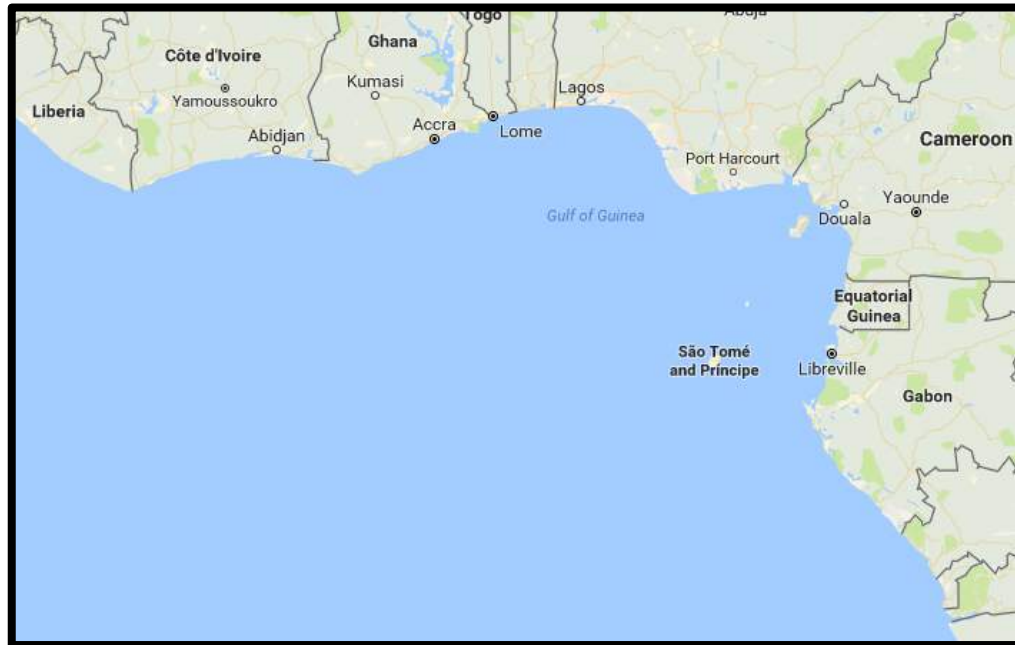
SAUDI COALITION INSPECTIONS

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

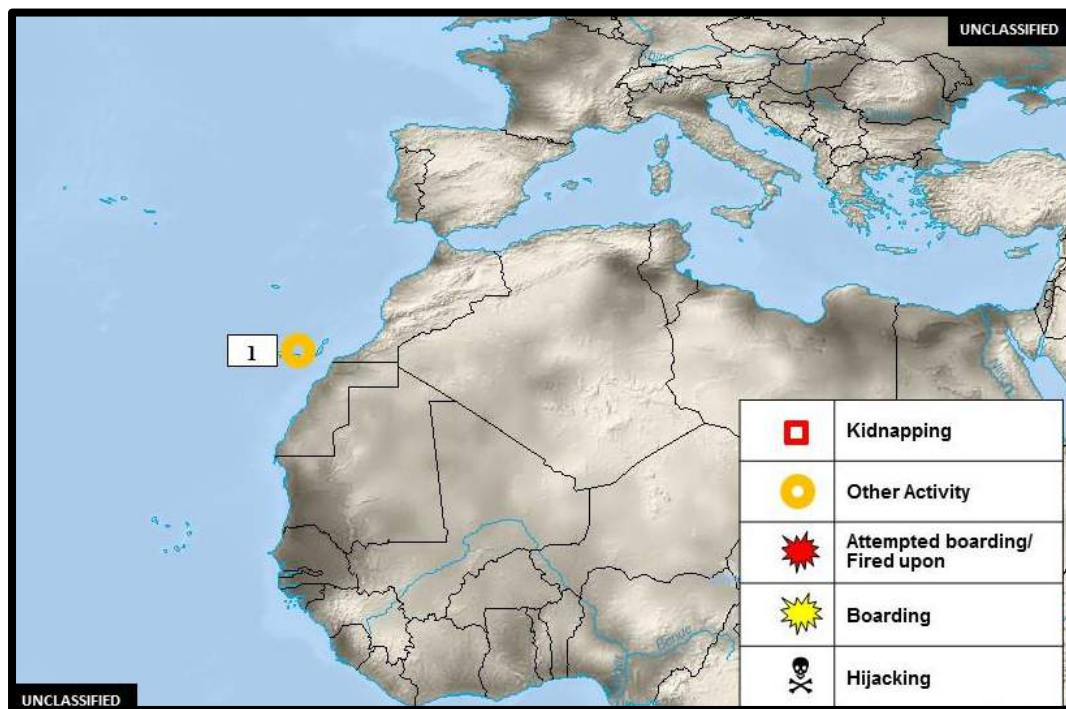
- No current incidents to report

OTHER ACTIVITY

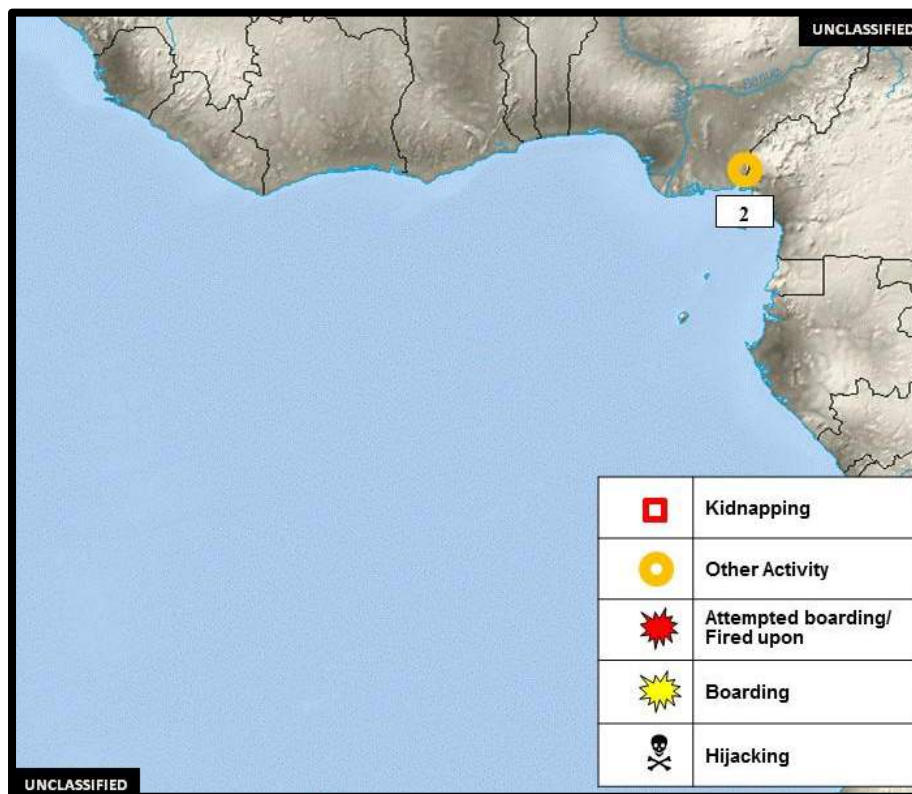
1. **24 June (Canary Islands – Late Report)** – Spanish authorities announced they had seized 1,850 kilograms of cocaine from a 12-metre, UK-flagged yacht named *PEPPER SAUCE* and arrested three persons, one from England and two from France. The vessel and arrested crewmembers were taken to Las Palmas for further processing.
2. **24 June (Nigeria – Late Report)** – Nigerian Navy officials from the vessel *NNS VICTORY* arrested eight men on suspicion of smuggling when the officials found 3,434 bags of contraband rice in their wooden boat in Calabar. It is believed that the men were smuggling rice from Cameroon.

MARITIME REPORTING

- No current maritime news



Source: ONI



Source: ONI

WEATHER FORECAST: GULF OF GUINEA

WEATHER FORECAST VALID FROM 28 JUNE – 4 JULY 2018

GULF OF GUINEA: South-southwest winds of 10 – 15 knots, and seas of 7 – 9 feet.

- **Extended Forecast:** South-southwest winds of 10 – 15 knots, gusting to 20 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:

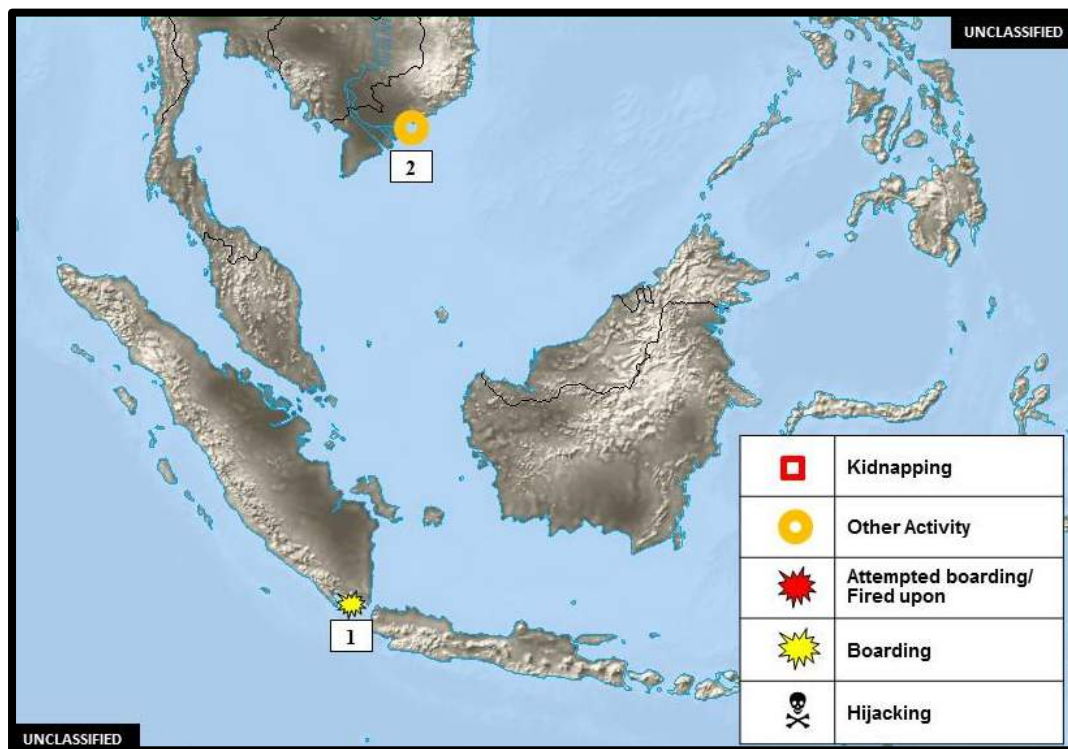
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WARNING:

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

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

- **16 May (Indonesia – Late Report)** – Five robbers armed with knives boarded an anchored Panama-flagged bulk carrier using a rope near position 05:32 S – 105:18 E, Tarahan Anchorage, Indonesia.

They took hostage a duty crewman, tied him up and threatened him with knives. The robbers stole ship's property and engine spares and escaped. The crewman managed to free himself and raised the alarm. The Duty Officer sounded the ship's horn and the crew was mustered.

- **3 May (Vietnam – Late Report)** – Authorities in the port of Saigon found 3.3 tonnes of pangolin scaled smuggled from Africa. The container was declared to be carrying dried cashew nuts. It was in transit to Cambodia from Nigeria.

MARITIME REPORTING

- No maritime news to report

WEATHER FORECAST: SOUTHEAST ASIA

WEATHER FORECAST VALID FROM 28 JUNE – 4 JULY 2018

SOUTHERN SOUTH CHINA SEA: Southerly winds of 5 – 10 knots, gusting to 15 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 10 – 15 knots, and seas of 2 – 4 feet in the northern Strait; with southeast winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 2 feet in the southern Strait.

- **Extended Forecast:** South-southwest winds of 5 – 10 knots, gusting to 15 knots, and seas of 3 – 5 feet in the northern Strait; with southwest winds of 5 – 10 knots, gusting to 15 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 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 20 – 25 knots, gusting to 30 knots, and seas of 8 – 10 feet in the northern section; with southwest winds of 15 – 20 knots and seas of 7 – 9 feet in the southern section.

SOUTHERN SULU SEA – NORTHERN CELEBES SEA: Variable winds of 5 – 10 knots and seas of 1 – 2 feet.

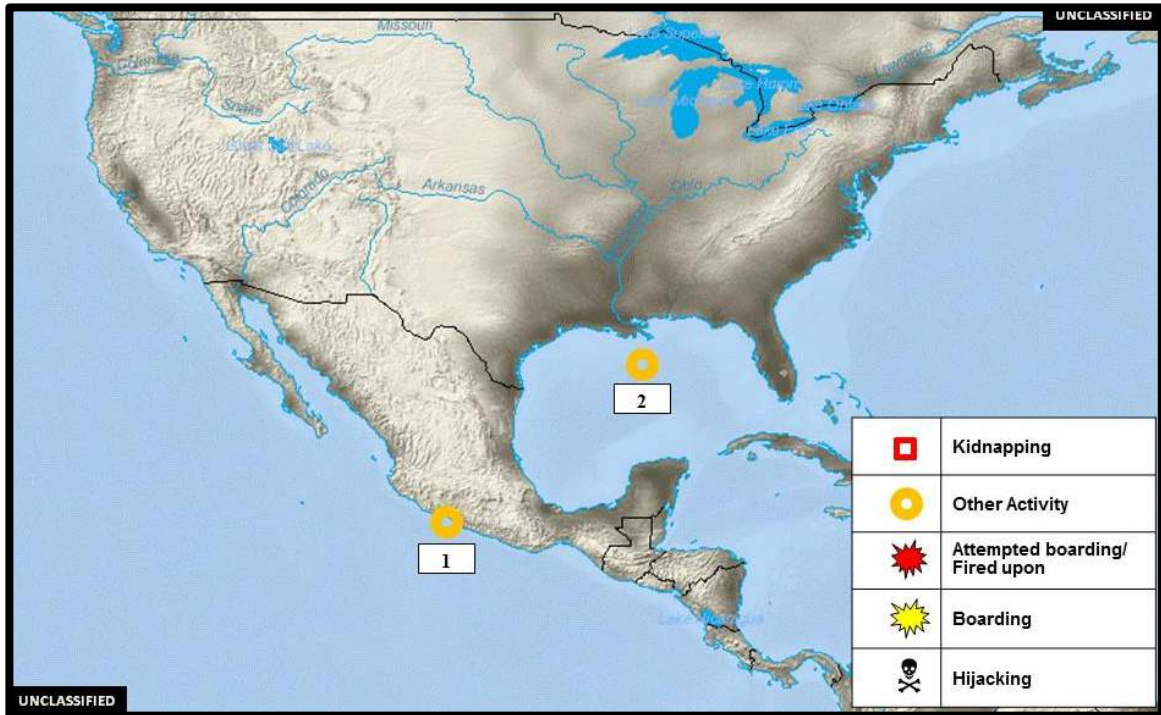
- **Extended Forecast:** Variable winds of 5 – 10 knots and seas of 1 – 2 feet.

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

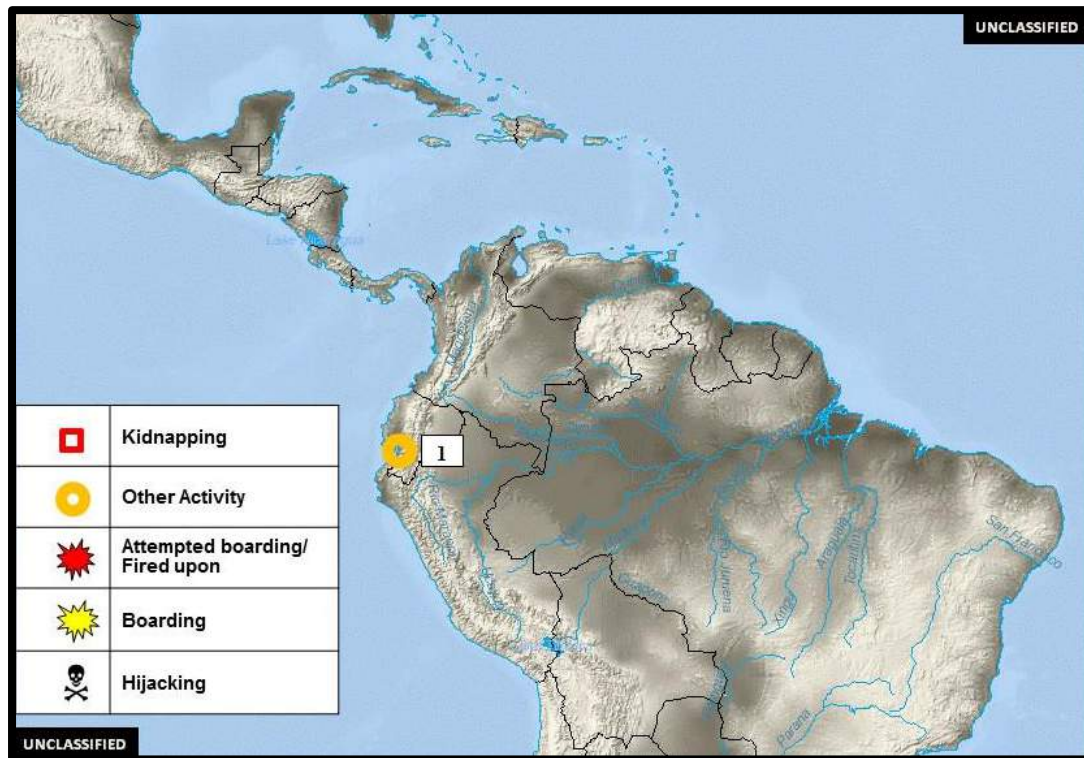
NORTH AMERICA



Source: ONI

1. **14 June (Bonaire – Late Report)** – The Master of container ship *MSC PERLE* reported to Manzanillo Port Authorities that the crew found suspicious packages in a seawater inlet in the engine room. A thorough search was carried out by the authorities and 58 kilograms of marijuana were seized. The ship arrived at Manzanillo on 21 June from Callao, Peru with Tokyo her next port of call.
2. **17 June (Gulf of Mexico – Late Report)** – Two crewmembers aboard Malta-flagged vessel *M/V SOLITAIRE*, operating in the Gulf of Mexico, got into an altercation. One of the crewmen, from the Philippines, hit the other with a length of pipe, causing severe injuries. The attacker was extradited to Malta for trial. A magistrate sentenced him to two years' imprisonment, suspended for four years, and ordered his immediate deportation back to the Philippines.

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA



Source: ONI

1. **17 June (Ecuador – Late Report)** – Authorities in the port of Guayaquil found 1,289 kilograms of cocaine in a shipping container listed to carry a consignment of frozen shrimp. The container was supposed to be shipped to the port of Antwerp.

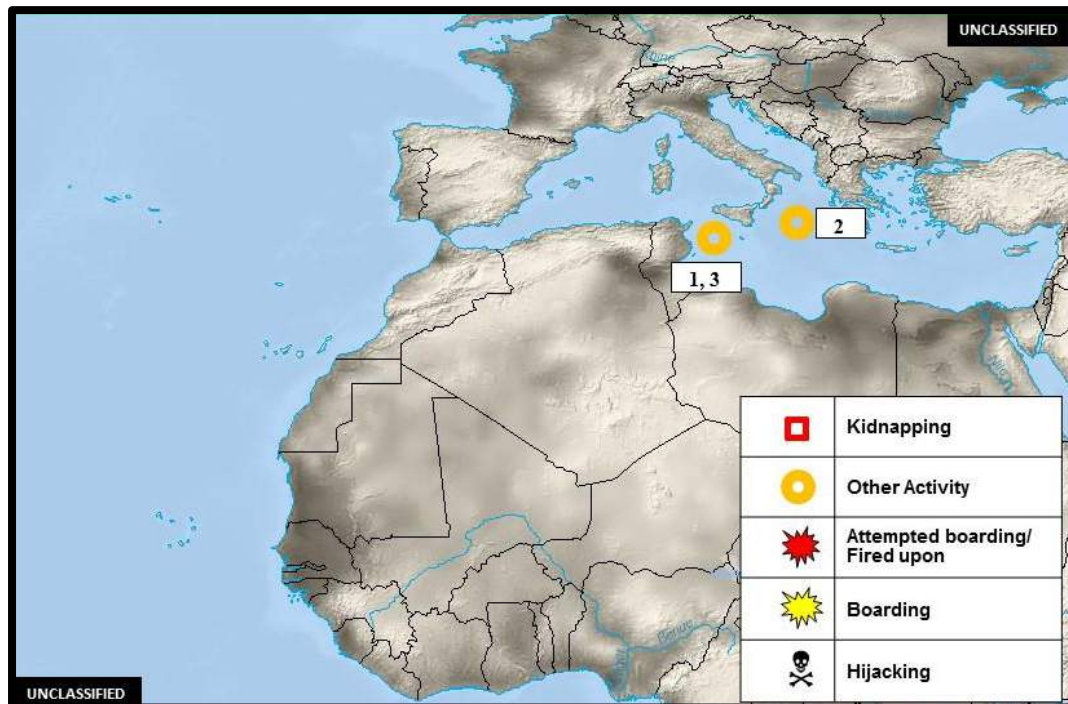
ATLANTIC OCEAN AREA

- No current incidents to report

NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA



Source: ONI

1. **24 June (Libya – Late Report)** – They Libyan Navy intercepted 948 African migrants in three separate operations off the north-western town of Garabulli.
2. **22 June (Italy – Late Report)** – The container ship *ALEXANDER MAERSK* picked up 113 migrants from a boat off the southern coast of Italy. According to a Maersk company spokesman, the vessel had received a request from the Maritime Rescue Coordination Centre to change its course late and pick up the migrants.
3. **21 June (Libya – Late Report)** – Coast Guard authorities picked up 301 African migrants from two inflatable boats after their engines failed near the western coast of Libya.

ARABIAN GULF

- No current incidents to report

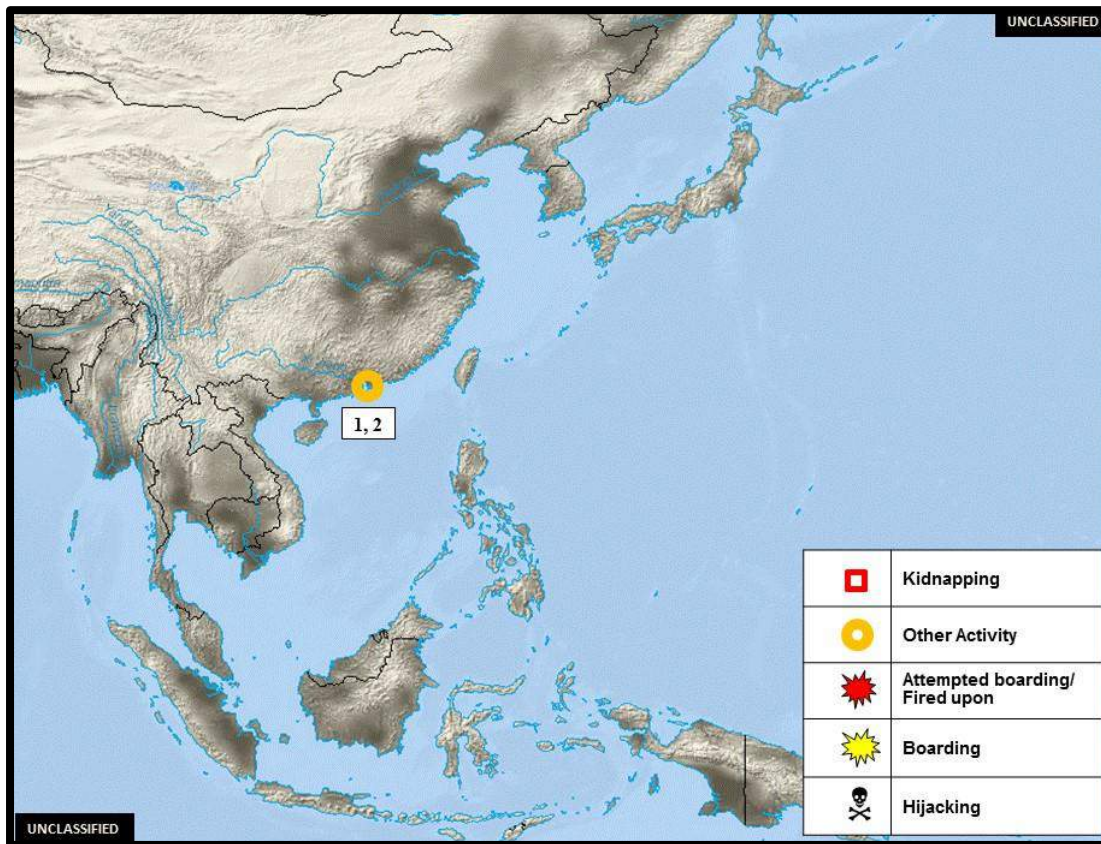
EAST ASIA/INDIAN SUBCONTINENT

- No current incidents to report

EASTERN AND SOUTHERN AFRICA

- No current incidents to report

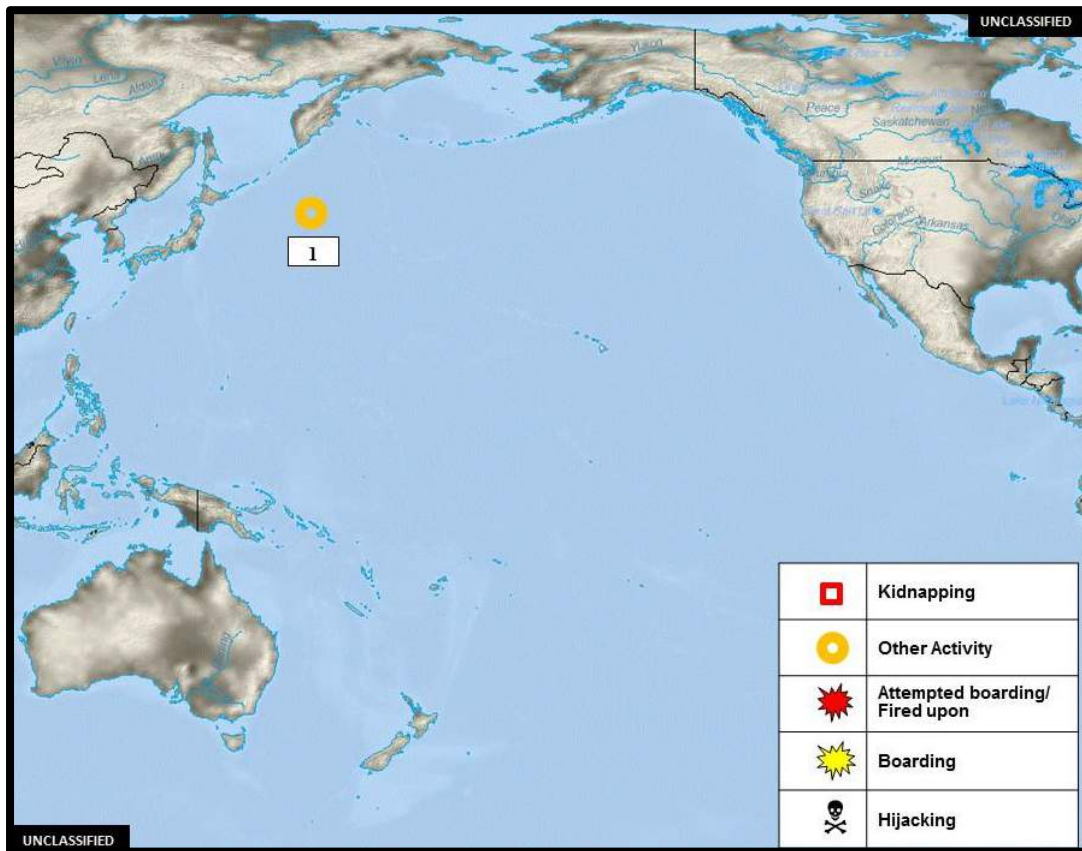
NORTHEAST ASIA



Source: ONI

1. **June (East China Sea)** – The Defence Ministry disclosed on 27 June that Japan has reported to the United Nation a suspected ship-to-ship good transfer involving a North Korean tanker on the high seas in violation of UN sanctions. The North Korea-flagged tanker *YU PHYONG 5* was first spotted beside a small vessel of unknown nationality on 21 June in waters around 400 kilometres off Shanghai in the East China Sea. The following day, the north Korean tanker was seen beside a similar vessel around 450 kilometres off Shanghai. According to the ministry, the vessel, carrying a flag similar to that of China, may have been the same as the one seen the previous day. In each case, a hose was connected between the North Korean tanker and the other vessel, leading the government to “strongly suspect” that they were engaged in ship-to-ship transfers, which are banned by the United Nations. The *YU PHYONG 5* has been designated as a vessel subject to an asset freeze and prohibited from entering any foreign port under a Un resolution.

PACIFIC OCEAN/SOUTHERN OCEAN



Source: ONI

- 16 June (North Pacific Ocean – Late Report)** – US and Chinese authorities announced that they had boarded and the detained the China-flagged fishing vessel *RUN DA*, which has been suspected of illegal, unreported, unregulated (IUU) fishing activity in international waters 860 miles east of Hokkaido, Japan. The fishing vessel is suspected of violating the worldwide driftnet moratorium called for by the United Nations General Assembly Resolution 46/215. The captain of the *RUN DA* admitted to fishing with driftnet up to 5.6 miles in length. The joint boarding team discovered one ton of squid and 80 tons of chum salmon on board. The Chinese Coast Guard vessel is escorting the *RUN DA* back to China for prosecution. The People's Republic of China has jurisdiction for any enforcement actions taken upon the vessel, Master and owner.

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.

LIBYAN COASTGUARD REPORTS 100 MIGRANTS SUSPECTED TO HAVE DROWNED NEAR TRIPOLI

29 June (Libya) – A coastguard official reported on Friday that around 100 people are thought to have drowned from a migrant boat off Libya's western coast. The official disclosed that the coastguard picked up fourteen survivors from the boat just east of the capital, Tripoli.

MALTA READY TO ALLOW MIGRANT RESCUE SHIP TO DOCK

25 June (Libya) – A French government spokesman disclosed on Tuesday that Malta appears to be ready to allow the rescue ship Lifeline, which has been stuck in international waters in the Mediterranean Sea with more than 230 migrants aboard, to enter one of its ports after Italy refused. In Valletta however, sources close to the Maltese government disclosed that a final decision was still pending, with one of the sources stating, "no final decision has been made yet but if the ship comes in, the understanding is that the migrants will be shared among EU countries." French government spokesman Benjamin Griveaux has disclosed that a solution was broached in discussions on Monday between French President Emmanuel Macron and Malta's Prime Minister Joseph Muscat. He disclosed, "a European solution may be to have the ship dock in Malta. It is the solution that seems to be shaping up at the moment," without elaborating. He went on to say that "France would then be ready to send a team there to study individual (asylum) requests." **Update (27 June)** – A rescue vessel carrying more than 200 African migrants docked in Malta on Wednesday after eight European countries agreed to take them in, effectively ending an impasse that had left the vessel stranded in the Mediterranean for a week. Prime

Minister Joseph Muscat of Malta has disclosed that the arrangement made over the migrants on board the vessel, the *MV LIFELINE* was an ad hoc agreement and “not a pattern” or “a blueprint.” In addition to Malta, the countries that have agreed to take a share of the migrants are Belgium, France, Italy, Ireland, Luxembourg, the Netherlands and Portugal. Germany, where a dispute between Chancellor Angela Merkel and her interior minister over immigration policy has threatened the chancellor’s coalition for weeks, was not amongst them.

MIGRANTS RESCUED BY DANISH CARGO SHIP ARRIVE IN SICILY

25 June (Libya) – More than 100 rescued migrants from private cargo ship Alexander Maersk, picked up off the coast of southern Italy on Friday 22 June, arrived in the southern port of Pozzallo in Sicily on Tuesday. The new Italian government has closed its ports to ships operated by charities in the Mediterranean, stating that the European Union (EU) must share the burden of disembarking migrants rescued at sea, mostly off the coast of Libya. The Alexander Maersk is a container ship owned by Maersk Line, part of Danish transport and logistics A.P. Moller-Maersk Group, and is not operated by an NGO. The ship owner has disclosed that the vessel had been waiting off the coast of Sicily to be assigned a port since Friday. The mayor of Pozzallo, who supervised the arrival, disclosed that he was happy that the Italian interior minister had allowed the Maersk to dock after he had made specific requests. Since 2014, Italy has taken in 650,000 boat migrants, however its new, tough approach of turning away vessels has aggravated EU tensions over immigration policy. On Sunday, EU leaders failed to come up with a joint position to tackle migration and will try again at a summit later on this week. A second rescue ship, the Lifeline, stuck in international waters with more than 230 migrants aboard, will be allowed to enter one of Malta’s ports after Italy refused, a French government spokesman disclosed on Tuesday. Earlier this month, a ship, the Aquarius, carrying more than 600 migrants, turned away by both Italy and Malta, was stranded before it was accepted by Spain.

LIBYAN COASTGUARD PICKS UP ALMOST 1,000 MIGRANTS IN ONE DAY

25 June (Libya) – Officials at a naval base have disclosed that Libyan coastguards picked up 948 African migrants in inflatable boats in several operations adding that they also recovered 10 bodies on Sunday. Spokesman Ayoub Qassem disclosed that “the coastguards picked up illegal migrants in different groups. The first group is 97 on one inflatable boat and the second group is 361 migrants on two inflatable boats,” adding that “the second group was taken to Khums town,” and that both of the two groups included 110 women and 70 children. A witness watching the arrival of another coastguard vessel at Tripoli’s Abu Sittah naval base disclosed that a third group included 490 migrants who were picked up off Qarabiulli town. Amongst them were 75 women and 20 children. The operations effectively bring the number, since last week, of mainly African migrants trying to head to Italy but brought back to Libya to almost 2,000. The western coast of Libya is the main departure point for thousands of migrants who are fleeing war and poverty and trying to reach Europe. The number of crossings however has dropped significantly since July 2017, when an armed group expelled human traffickers from a smuggling hub after an Italy-backed deal.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 1 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	Open	Moderate
Port of Mellitah	Open	Low
Port of Misrata (Qasr Ahmed)	Open	High
Port of Ras Lanuf	CLOSED	Moderate-High
Port of Tobruk	Open	Moderate
Port of Tripoli	Open	High
Port of Zawiya (Zawia)	Open	Moderate
Port of Zueitina	Open	Low

ACTIVITY REPORTING

LIBYAN NATIONAL ARMY ANNOUNCES TAKING OVER ENTIRE CITY OF DERNA

29 June –General Khalifa Haftar on Thursday announced taking over the whole eastern city of Derna after defeating the extremists there. Haftar said in a televised speech, "We proudly announce the liberation of the precious city of Derna and returning it safely to the homeland, so that joy can spread all over Libya," Haftar said. Haftar accused the international community of turning a blind eye to the supplies of arms to terrorist organizations inside Libya, while refusing to arm the Libyan army and lift the arms embargo. On May 3, the Libyan army launched a military operation to take over the eastern city of Derna from the grip of an organization called the Shura Council of the Mujahideen in Derna, a coalition of Islamist militias seeking to implement Sharia law in the city. The army has besieged the city since 2015, and demanded that the group leave Derna, accusing it of being loyal to al-Qaeda.

MILITIA CHIEF GETS 22 YEARS FOR ROLE IN 2012 BENGHAZI ATTACK

28 June – A Libyan militia leader convicted in the deadly 2012 Benghazi attack that killed four Americans was sentenced to 22 years in prison Wednesday by a federal judge in Washington. A jury in November acquitted Ahmed Abu Khattala, 47, of murder and attempted murder in the overnight attacks that began Sept. 11, 2012, on a U.S. diplomatic mission and nearby CIA post. But he was convicted on charges including conspiracy and providing material support to terrorists. Federal prosecutors said Abu Khattala helped mastermind a terrorist strike abroad that resulted in the deaths of Ambassador Christopher Stevens and three others and that he deserved the maximum punishment. Abu Khattala was the first person convicted in the attacks. He was a leader of an extremist militia that sought to establish strict Islamist rule in Libya and oust the U.S. intelligence presence in Benghazi after Gadhafi was overthrown. U.S. intelligence assessments have reported several groups were involved in the attacks, including Abu Khattala's brigade.

RESIDENCE OF LIBYAN DEPUTY PM ATTACKED AMID OIL PORT STAND-OFF

27 June – Unidentified armed men attacked the Tripoli residence of one of Libya's deputy prime ministers hours after he expressed sympathy for a move by eastern factions to take control of oil ports. The house used by Fathi al-Majbari, part of the leadership of the internationally recognized Government of National Accord (GNA), was attacked late on Tuesday, triggering reports that he had been abducted. "He was not kidnapped or detained but there was a physical struggle," said a source close to Majbari who asked not to be identified because of security concerns. "His guard is seriously wounded and is being treated in hospital." The attack was probably linked to Majbari's written statement hours earlier expressing understanding for a move by the eastern-based Libyan National Army (LNA) to hand oil ports to a parallel National Oil Corporation (NOC) in the east, rather than the internationally recognized NOC in Tripoli.

SOUTH KOREAN EMBASSY AND COMPANIES TO RETURN TO LIBYA

27 June – The South Korean ambassador to Libya has announced that his country's embassy will begin working from Tripoli in early September. The announcement came during a meeting with the Vice-Chairman of the Presidential Council, Ahmed Mietieq on Tuesday afternoon in Tripoli. The South Korean ambassador pointed out that his country has given the green light to the companies executing housing projects and the construction of housing units to return and complete their projects in Libya.

LIBYA GOVT SAYS OIL EXPORTS BY RIVAL ADMINISTRATION 'ILLEGAL'

26 June – Libya's internationally recognized government of national accord (GNA) said that a decision by rival forces to hand eastern oil ports to a National Oil Corporation based in the east would increase tension and deepen division in the North African nation. Khalifa Haftar announced on Monday that all future revenues from the eastern oil ports which it controls will be handed to the unrecognised administration in the east after it recaptured two of them in 10 days of deadly fighting with rival militia. "Such actions increase tension and anger and do not serve the path of consensus or lead in any way toward reconciliation, but establish disunity and engrain division," the Tripoli-based government said in a statement. The GNA warned that any oil exports by a rival administration in the east would be illegal after the region's military strongman handed over its key export ports. "All exports by parallel institutions are illegal and any attempt will fail just as previous ones have," said the head of Libya's National Oil Corporation Mustafa Sanalla. The Benghazi-based authorities made a similar attempt to bypass the Tripoli government in April 2016 but their planned sale of 300,000 barrels of crude was stopped by the U.N. Security Council.

LIBYA PROCEDURE

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

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

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

- Observe international laws of trading

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

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

ABOUT MS RISK

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

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

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

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

SECURITY CONSULTING

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

PROJECT MANAGEMENT

- Interim security
- Training
- Special assignments

CRISIS RESPONSE

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

VIRTUAL SECURITY DIRECTOR SERVICE

- For clients lacking a full-time security executive

References are always available.

More information is found at www.msrisk.com

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