

Maritime Security Review



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INCIDENTS AT SEA

Reporting Period: 30 July – 5 August 2018

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

Piracy Levels are determined on a weekly basis as follows:

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

PLEASE NOTE:

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

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

GULF OF ADEN, ARABIAN SEA, RED SEA



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

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

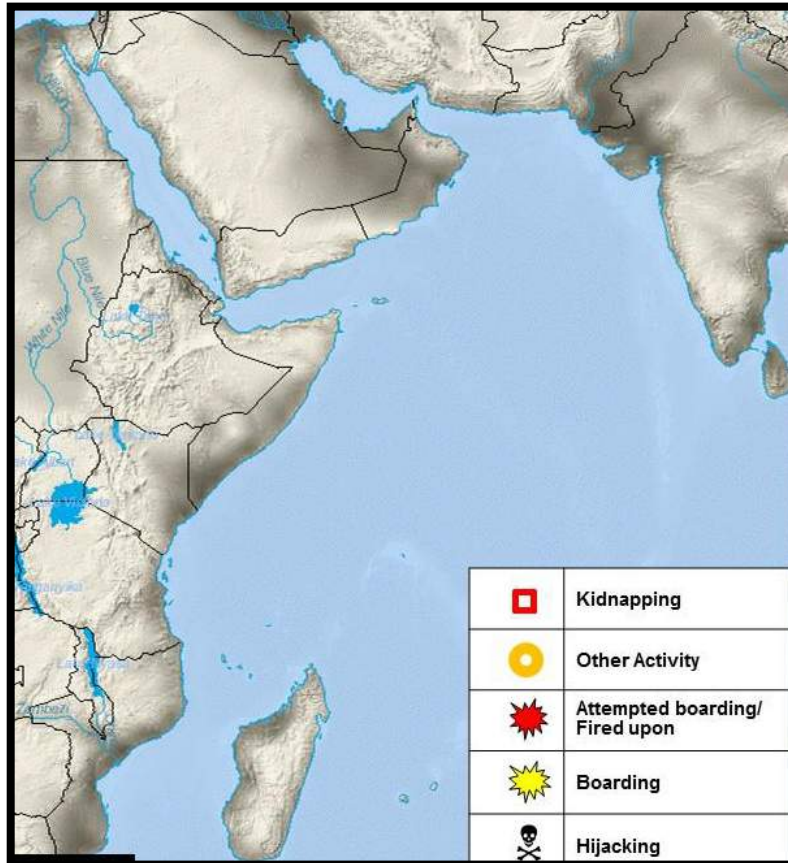
- Boosting naval forces in the area
- Requiring ships to take protection measures, such as
 - Reporting in and out of high risk areas
 - Sailing at top speed as far as possible from the Somali coast, and
 - Travelling with armed escorts on board.

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

Masters are advised to remain vigilant at all times inside the HRA and are urged to adhere to guidance and protective measures as set down in 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:
0



SOURCE: ONI

VESSEL HIJACKED

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACKS

- No current incidents to report

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- No current incidents to reports

MARITIME REPORTING

- **30 July** – European Union (EU) countries on Monday decided to move the headquarters of the bloc's anti-piracy ATALANTA patrols from London to the Spanish port of Rota on 29 March 2019, when Britain exits the EU. According to an EU statement, member countries also agreed to transfer at the same time the London-based Maritime Security Centre Horn of Africa, which informs shipping about piracy threats off Somalia, to the French port of Brest. The security centre will remain under the ATALANTA command. Italian, Germany and Spanish navy ships currently patrol the waters near Somalia ensuring in particular the safe delivery of aid from the World Food Programme (WFP) to Somalia. Also on Monday, EU member states extended by one year the mandate of Operation ATALANTA until 31 December 2020.

WEATHER FORECAST: GULF OF ADEN, ARABIAN SEA, RED SEA**WEATHER FORECAST VALID FROM 2 - 8 AUGUST 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 25 – 30 knots, gusting to 35 knots, and seas of 9 – 12 feet.

GULF OF OMAN: East-southeast winds of 5 – 10 knots and seas of 1 – 3 feet in the western section of the Gulf; with southeast winds of 10 – 15 knots and seas of 3 – 5 feet in the eastern section of the Gulf.

- **Extended Forecast:** East-southeast winds of 10 – 15 knots and seas of 1 – 3 feet in the western section of the Gulf; with southerly winds of 5 – 10 knots and seas of 4 – 6 feet in the eastern section of the Gulf.

GULF OF ADEN: South-southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 4 – 6 feet in the western section of the Gulf; with southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 7 – 9 feet in the eastern section of the Gulf.

- **Extended Forecast:** Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 4 – 6 feet in the western section of the Gulf; with southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 5 – 7 feet in the eastern section of the Gulf.

SOMALI COAST: Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 8 – 10 feet in the northern section of the coastline; with south-southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 3 – 5 feet in the southern section of the coastline.

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

CENTRAL AFRICAN COAST/INDIAN OCEAN: Southwest winds of 10 – 15 knots and seas of 5 – 7 feet.

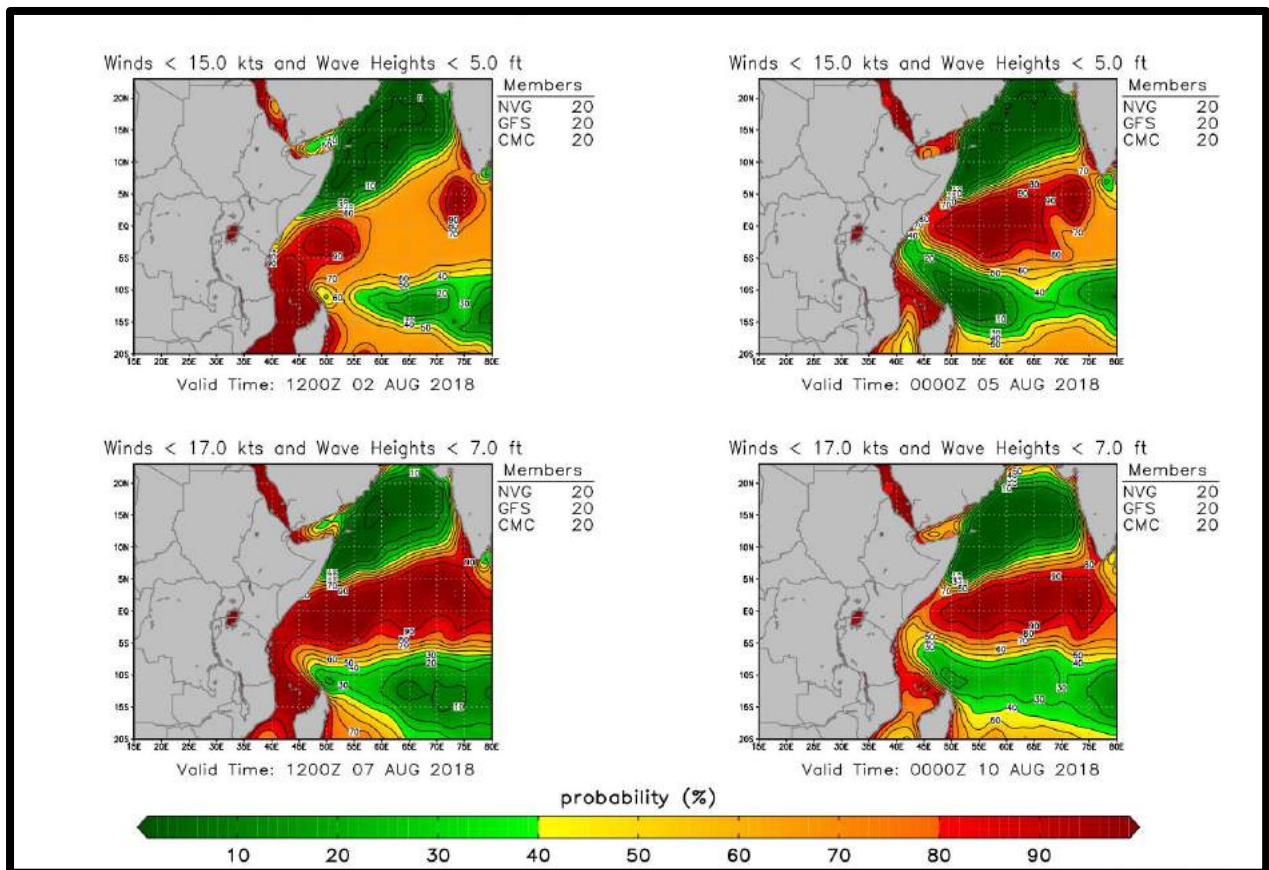
- **Extended Forecast:** Southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 7 – 9 feet.

MOZAMBIQUE CHANNEL: Southerly winds of 10 – 15 knots and seas of 3 – 5 feet in the northern Channel; with southerly winds of 10 – 15 knots and seas of 3 – 5 feet in the southern Channel.

- **Extended Forecast:** Southerly winds of 5 – 10 knots, gusting to 15 knots, and seas of 3 – 5 feet in the northern Channel; with southerly winds of 5 – 10 knots and seas of 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 5 AUGUST 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.

Fighting is once again intensifying around the port city of Hodeidah. Heavy fighting near the city has left dozens dead as Yemeni ground forces, backed by coalition air support, attempt to seize control of the Zabid district, a UNESCO World Heritage Site located south of Hodeidah. 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. Fighting around the region slowed as the UN sought to strike a peace agreement between the Yemeni government, the Arab Coalition, and the Houthi rebels. While UN envoy Martin Griffiths was optimistic about a diplomatic solution, it appears that neither side would compromise on their terms. Griffiths left Sanaa on 27 July without an agreement. In the immediate aftermath, fighting resumed around the city.

On 26 July, Saudi Arabia said it would temporarily halt all oil shipments through the Bab al-Mandeb Strait after an attack on two big oil tankers by Yemen's Houthi movement. 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.

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

AT LEAST 26 KILLED IN STRIKES IN HODEIDAH

2 August – The Saudi-led coalition spokesman has accused Houthi militia of being behind an attack that killed and wounded dozens of civilians in Hodeidah on Thursday, adding that the coalition did not carry out any operations in the port city. Earlier in the day, medical sources and aid agencies reported that air strikes by a coalition led by Saudi Arabia on a fishing port and fish market in Hodeidah killed 26 people

and wounded fifty others. However Colonel Tukri al-Malki told Al Arabiya television that “the coalition follows a string transparent approach based on the rules of international law. We pursue any allegations and if there is any responsibility we will hold it transparently,” adding that “the coalition did not carry out any operations in Hodeidah today...Houthi militia are behind killing of civilians in Hodeidah on today.”

UN ENVOY INVITES WARRING PARTIES TO TALKS

2 August – The UN envoy for Yemen on Thursday invited the warring parties to talks in September aimed at ending the three-year conflict, stating that the pace of fighting has increased and “the Red Sea is now a theatre of war.” Martin Griffiths told the UN Security Council that military experts say the rebel-held Red Sea port of Hodeidah “has become the centre of gravity of the war,” and avoiding a battle for the port and the city “has a better chance of being resolved within a comprehensive political settlement,” adding that the time is long past to resume the political process. He noted that after consulting the internationally recognized government and Houthi Shi’ite rebels, he is planning to invite them for consultations in Geneva on 6 September, including to discuss a framework for peace negotiations.

FIGHTING ERUPTS IN SAADA

1 August – Yemeni security officials have reported that a roadside bombing killed a cameraman, Issa el-Nami, while he was covering heavy fighting between government forces and the rebels in the northern province of Saada. Officials have disclosed that government forces backed by airstrikes from the Saudi-led coalition have been advancing in the area of Bakem in Saada in the past days, adding that the fighting has killed more than 150 people from both sides in the past four days.

PRESIDENT HADI ARRIVES IN EASTERN REGION OF COUNTRY TO CALM PROTESTS

1 August – Yemeni officials have disclosed that President Abed Rabbo Mansour Hadi arrived on Wednesday in the country’s easternmost province of al-Mahra in a bid to try to calm protests against the coalition. Officials have disclosed that dozens of people have been protesting for days in al-Ghaydah, the main city in the province, against the presence of troops from Saudi Arabia. Activist Mohamed Amin, 38, has disclosed that the protesters want the troops to leave the city and hand control of the al-Ghaydah airport and the border crossing with Oman to civil authorities in al-Mahra. Yemen’s official news agency SABA has reported that President Hadi and Saudi Ambassador to Yemen Mohamed Al Jaber also kicked off the rebuilding of the airport as well as the Nashton port in al-Mahra. Amin however has warned that such moves will not meet the protesters’ demands, adding “we want all security and civil institutions to be under control of al-Mahra people.”

UN WARNS OF ANOTHER CHOLERA OUTBREAK

1 August – The UN children’s agency warned on Wednesday of the potential for another cholera outbreak in Yemen after airstrikes hit water facilities and civilian infrastructure in the port city of Hodeida. In a statement, UNICEF Executive Director Henrietta Fore disclosed that the airstrikes earlier this week damaged a sanitation facility and a station that supplies most of the city’s water. According to Fore, “two days ago, we receive reports that. UNICEF-supported warehouse containing humanitarian provisions, including hygiene and water-related supplies, was hit by two airstrikes.” She went on to say that a UNICEF-supported sanitation centre in the district of Zabid in Hodeida came under attack on 28 July, damaging the facility’s fuel tank, adding that a day earlier, the water station in the district of al-Mina, which provides Hodeida with most of its water, was hit. According to the Red Cross, a previous cholera outbreak, which began in October 2016 and escalated in April 2017, has killed more than 2,000 people.

BOMBING IN ADEN WOUNDS POLITICIAN AND THREE OTHERS

31 July – A roadside bombing in the southern city of Aden had wounded a prominent politician, his son and two other people. According to officials, the attack occurred on Tuesday and targeted Aref Ahmed Ali of the Islah party, which is Yemen's branch of the Muslim Brotherhood, in the district of Maala. The wounded were taken to hospital for treatment. No group has claimed responsibility for the attack.

HOUTHIS HALT ATTACKS IN RED SEA FOR TWO WEEKS

31 July – Yemen's Houthi group announced on Tuesday that it was unilaterally halting attacks in the Red Sea for a period of two weeks to support peace efforts. The move comes just days after Saudi Arabia suspended oil exports through a strategic Red Sea channel following attacks on crude tankers last week. In a statement, the head of the Houthi supreme revolutionary committee, Mohammed Ali al-Houthi, disclosed that "the unilateral halt in naval military operations will be for a limited time period and could be extended and include all fronts if this move is reciprocated by the leadership of the coalition." A statement from the Houthi-controlled defence ministry later disclosed that the movement was halting naval operations for two weeks, beginning at midnight (2000 GMT) on 1 August. The statement, which was published on the state news agency SABA, quoted a defence ministry official as stating "we welcome any initiative to spare bloodshed and stop aggression against Yemen."

GUNMEN KILL INTEL OFFICER IN CITY OF ADEN

30 July – Yemeni security officials, speaking anonymously, say armed men riding on a motorcycle have gunned down a senior intelligence officer in the southern port city of Aden. Colonel Nasser Makrij was killed Sunday while walking on a street near his home in Aden. Makrij was the chief intelligence officer at Aden airport. No group has claimed the responsibility for the attack.

HEAVY FIGHTING NEAR HODEIDAH KILLS DOZENS

29 July – Heavy fighting near Hodeidah has left dozens dead. Yemeni ground forces backed by Saudi air support, have been engaged in an offensive to seize the Houthi-held Zabid district, south of Hodeidah. Zabid is a UNESCO World Heritage Site. The coalition targeted rebels in the district of ad-Durayhimi south of Hodeidah with airstrikes, killing at least 18 people, the officials said. The Houthis were trying to break into ad-Durayhimi, about 12.5 miles south of Hodeida International Airport. According to the UN, airstrikes hit and damaged a sanitation facility in Zabid and a water station that supplies the majority of the water to the city of Hodeidah.

SAUDI COALITION DESTROYS HOUTHIS MISSILE LAUNCH SITES

29 July – Circuitous reporting claims that the Saudi-led coalition says it has destroyed missile launch sites at the Houthi base in Saada province, according to a statement carried by the Saudi state-run al-Ekhbariya TV channel. The Houthis have used the launch site to send several missiles into Saudi Arabia, attempting to target critical infrastructure and areas with a civilian population. MS Risk could not independently verify this claim.

HODEIDAH 'ONE AIRSTRIKE AWAY FROM UNSTOPPABLE EPIDEMIC'

29 July – United Nations Human Coordinator for Yemen, Lise Grande, said in a statement from Sana'a, warned that the airstrikes around Hodeidah are "putting innocent civilians at extreme risk." Hodeidah Port is the main entrypoint for food and humanitarian supplies into Yemen. The city and its port have been under Houthi control since 2014. Yemeni forces are attempting to retake the port, backed by the Saudi-led coalition, which has been deploying war planes since fighting escalated in 2015. Airstrikes this

week struck near a reproductive health centre and public laboratory in Hodeidah. Airstrikes also damaged a sanitation facility and water station in the Zabid neighbourhood that supplies the majority of the water to Hodeidah, increasing the risk for another large cholera outbreak, similar to the epidemic which spread throughout the region in 2017. Grand added that cholera “is already present in neighbourhoods across the city and governorate. Damage to sanitation, water and health facilities jeopardizes everything that we are trying to do...We could be one airstrike away from an unstoppable epidemic.”

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>.

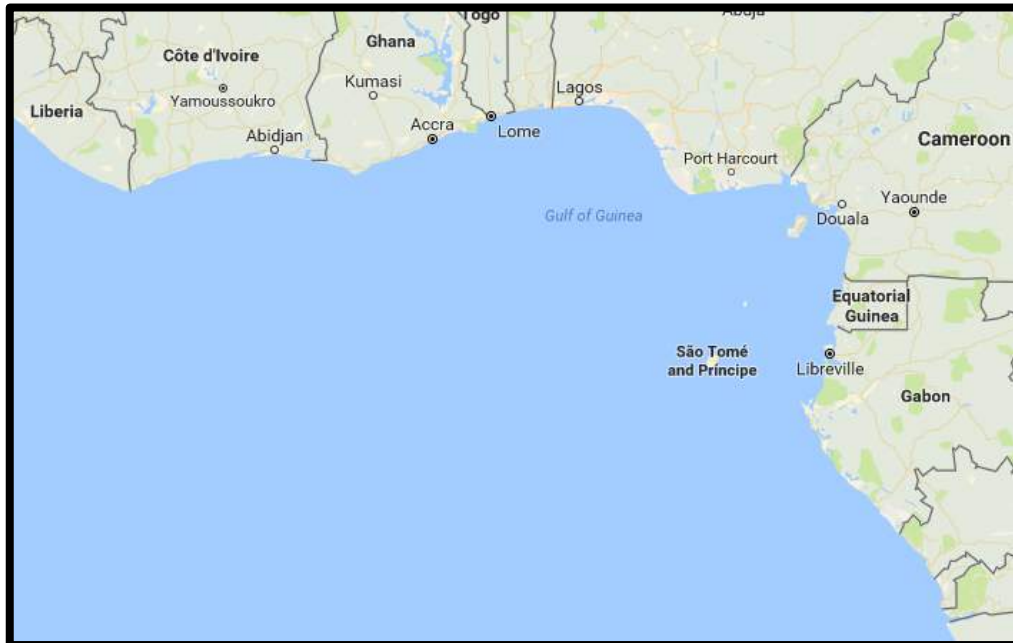
Vessels applying to go to ports under the control of the Government of Yemen need obtain permission for entry from the Yemeni Ministry of Transport. This should be done through the ship's agent and/or receivers prior to the vessel's arrival. The form should be completed by the ship's master and sent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

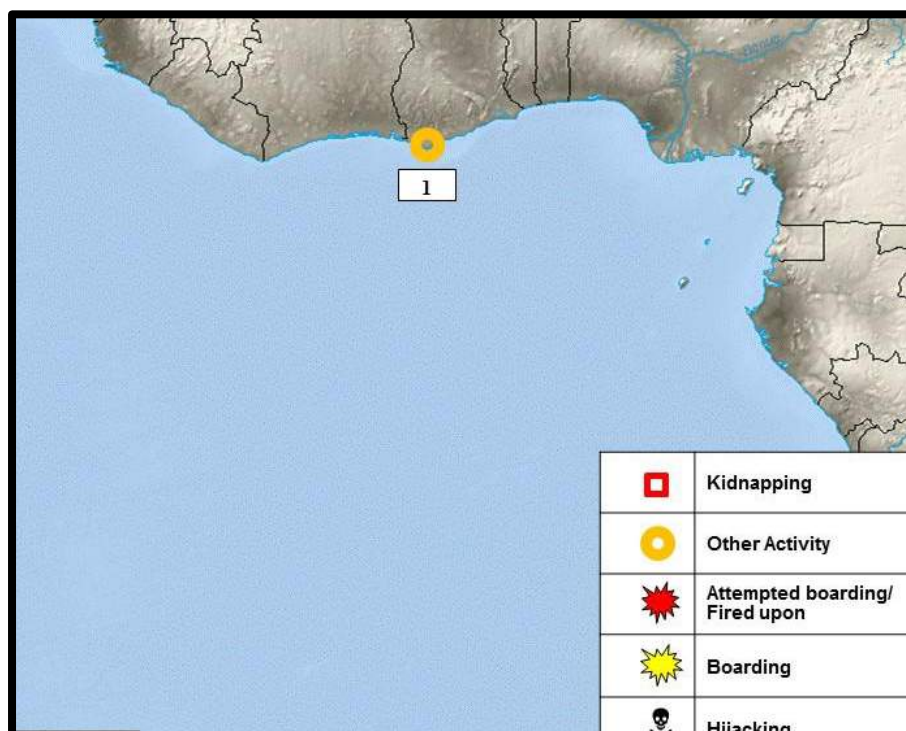
- No current incidents to report

OTHER ACTIVITY

- **18 July (Ghana – Late Report)** – Six Ghanaians were apprehended and suspected of attempting to stowaway onboard a ship bound for Europe at Takoradi Port. Security personnel also arrested nine persons believed to have collaborated in the stowaway attempt. They were arrested by a combined team of National Security, Port Security, Immigration service, the Bureau of National Investigation and Marine Police personnel. Marine Police have reported that the persons got access to the vessel by using bamboo sticks as a makeshift ladder to climb aboard the vessel.

MARITIME REPORTING

- **1 August (Nigeria)** – Niger Delta agitators have signalled a return to hostilities in the southern oil-rich region after calling off the subsisting seven-month ceasefire with the Nigerian Federal Government, which was brokered in November 2017. The campaigners, under the auspices of 21st Century Youths of Niger and Agitators with Conscience, led by self-styled 'General' W O I Izon Ebi, have blamed the Nigerian government for the new turn of event, stating that it has, over the years, remained adamant in implementing agreements reached with the region's representatives, including the 16-point demand of PANDEF.



Source: ONI

WEATHER FORECAST: GULF OF GUINEA**WEATHER FORECAST VALID FROM 2 – 8 AUGUST 2018**

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

- **Extended Forecast:** West-southwest winds of 10 – 15 knots and seas of 5 – 7 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:

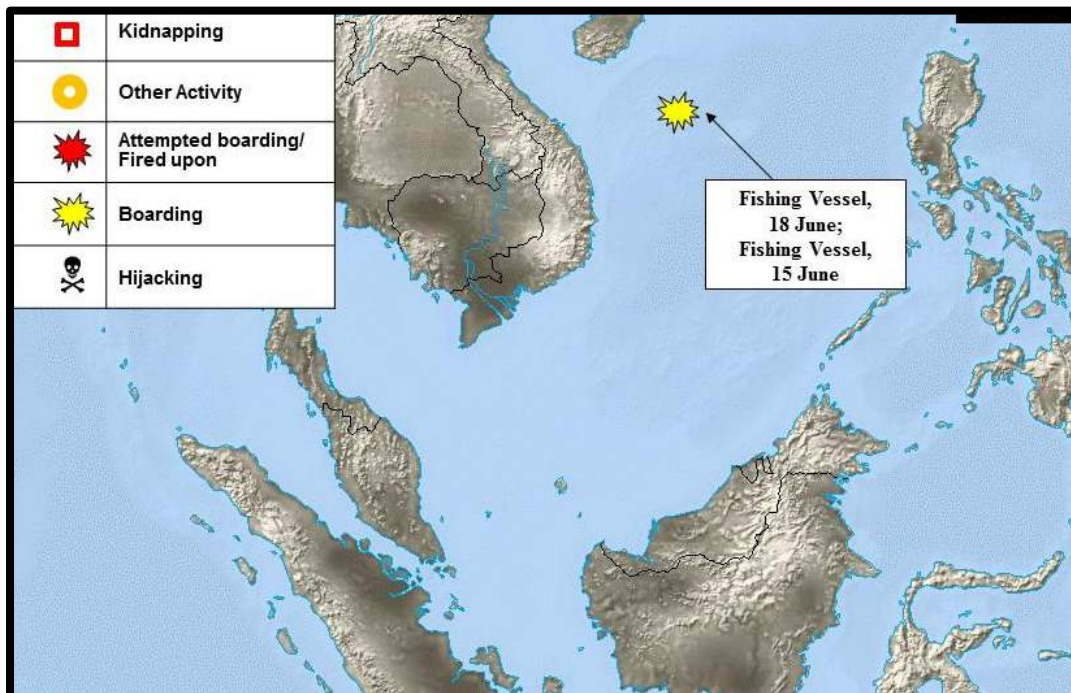
2

WARNING:

While in recent months, there have been no reports of kidnapping of crewmembers from vessels while underway in the Sulu-Celebs Sea region, the threat of further such incidents remains high. MS Risk advises all vessels, particularly slow-moving vessels, to re-route where possible. If unable to re-route, we strongly advise vessel Masters and crewmembers to adopt the following measures:

- Maintain a heightened level of vigilance and increase security watch rotations
- Sound the alarm when unknown people are sighted on board the vessel or when suspicious boats are in the vicinity
- Report all incidents and suspicious activity
- Maintain continuous communication with shipping company and with local enforcement agencies
- Avoid confrontation with the perpetrators

Pirate Action Groups (PAG's) operating in this region are likely to target vessels to siphon fuel or oil onto another ship. Masters are therefore reminded to remain vigilant at all times in all regions, including at ports and anchorages. Attacks and robberies can occur at any time. Incidents involving the siphoning of oil/fuel have been on the rise in recent months. Masters are reminded to remain vigilant at all times and to report any incidents, suspicious activity, attacks or hijackings to the local authorities.



Source: ONI

VESSELS HIJACKED

- No current incidents to report

KIDNAPPING

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- No current incidents to report

VESSELS BOARDED

- **18 June (Paracel Islands – Late Report)** – Two small Chinese boats, manned by officers in military uniform, approached a Vietnamese fishing boat conducting operations in the Paracel Islands. The men in Chinese military uniforms boarded the fishing boat, damaged their fishing gear, then physically assaulted the boat's captain.
- **15 June (Paracel Islands – Late Report)** – Men dressed in Chinese military uniforms boarded a Vietnamese fishing boat operating in the Paracel Islands, damaged their fishing gear, then physically assaulted the crewmembers on board the vessel.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

- No current incidents to report

MARITIME REPORTING

- No maritime news to report

WEATHER FORECAST: SOUTHEAST ASIA

WEATHER FORECAST VALID FROM 2 - 8 AUGUST 2018

SOUTHERN SOUTH CHINA SEA: Southwest winds of 10 – 15 knots and seas of 3 – 5 feet.

- **Extended Forecast:** Southwest winds of 15 – 20 knots and seas of 3 – 5 feet.

MALACCA STRAIT: Southerly winds of 5 – 10 knots and seas of 1 – 3 feet in the northern Strait with southeast winds of 10 – 15 knots and seas of 1 – 3 feet in the southern Strait.

- **Extended Forecast:** Southerly winds of 5 – 10 knots and seas of 2 – 4 feet in the northern Strait; with southeast winds of 5 – 10 knots and seas of 1 – 2 feet in the southern Strait.

ANDAMAN SEA: Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 – 7 feet in the northern section; with southwest winds of 20 – 25 knots, and seas of 7 – 9 feet in the southern section.

- **Extended Forecast:** West-southwest winds of 15 – 20 knots and seas of 5 – 7 feet in the northern section; with west-southwest winds of 20 – 25 knots, gusting to 30 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.

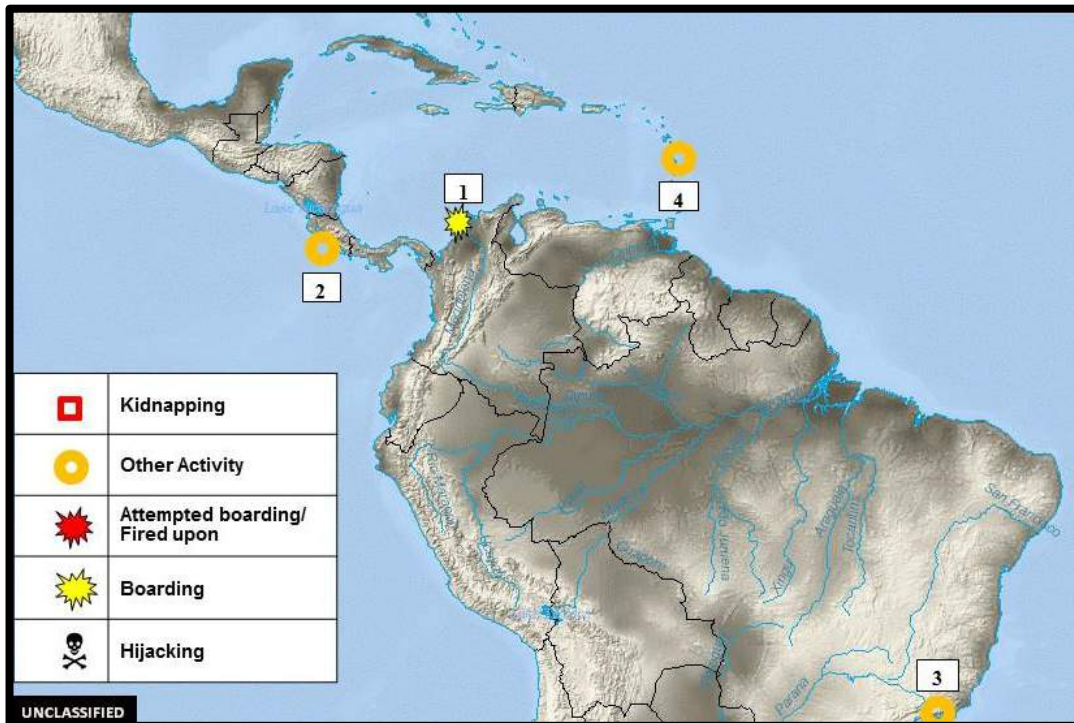
SYNOPTIC DISCUSSION: Low pressure over the Sea of Japan and associated front has increased winds and seas from the Sea of Japan through the northern portion of the South China Sea. During this period, expect strong gusts in and around scattered thunderstorms throughout the Malacca Strait and Andaman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

WORLDWIDE

NORTH AMERICA

- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA



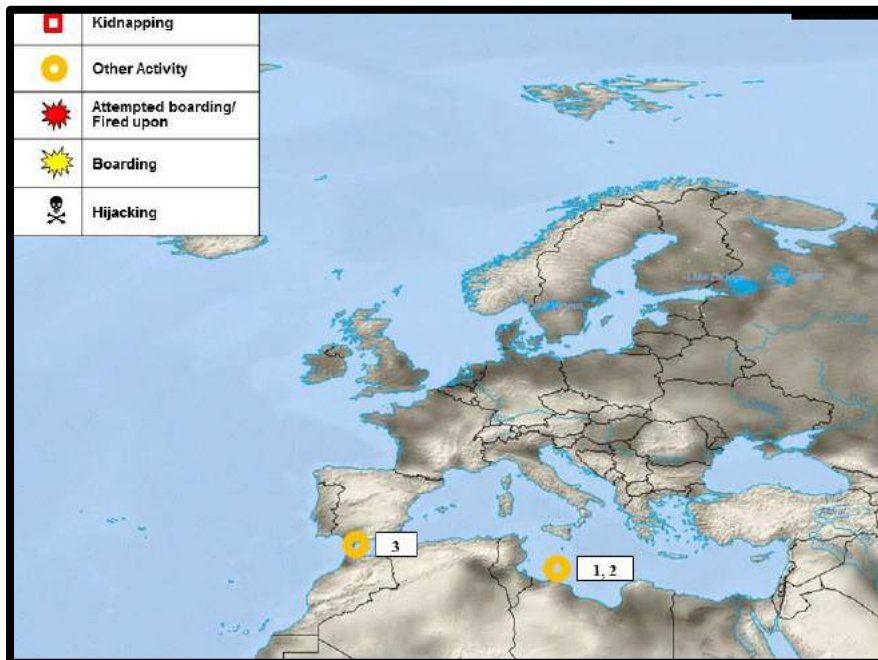
Source: ONI

- 25 July (Colombia – Late Report)** – The duty officer onboard tanker *MAERSK MATSUYAMA* anchored near position near 10:19 N – 075:31 W, Mamonal Anchorage, noticed the locks on the foreword storeroom had been cut and the ship’s stores had been stolen. Upon investigating, it was noticed that the robbers had gained access via the anchor chain. The incident was reported to the agent who informed the local police.
- 25 July (Costa Rica – Late Report)** – The Ministry of Public Security announced that a total of 580 kilograms of cocaine were found aboard a go-fast boat in Puntarenas. Six men were arrested.
- 23 July (Brazil – Late Report)** – Police seized 2336 kilograms of cocaine aboard a shipping vessel in Guanabara bay, Rio de Janeiro State. According to police, the narcotics were destined to be shipped to Europe.
- 19 July (Martinique – Late Report)** – French Customs officials seized 1.5 tonnes of cocaine from a sail boat. Two men were arrested in connection with the drug bust after setting fire to the boat and taking refuge in a life raft. However the Customs Officials managed to extinguish the fire and discovered the cocaine packed in plastic bags.

ATLANTIC OCEAN AREA

- No current incidents to report

MEDITERRANEAN/BLACK SEA



Source: ONI

1. **1 August (Libya)** – A private news website reported that the Libyan Coast Guard had rescued 292 migrants, including 42 women and 10 children, from three inflatable boats off the coast of Libya near the north-western city of Zawiya. The news website also quoted the spokesman for the Libyan naval forces as stating that 181 migrants, including 24 women and nine children, were also rescued off the coast of Garabulli, about 50 km east of the capital Tripoli. The website further reported that the migrants were handed over to the relevant authorities after receiving humanitarian and medical aid.
2. **30 July (Libya)** – The Italy-flagged anchored handling tug *ASSO VENTOTTO* was tasked to pick up migrants from an inflatable boat, which was floating 1.5 nautical miles off the Sabratah oil platform, located 57 nautical miles from Tripoli. The tug picked up 101 migrants and, as ordered by the authorities, sailed to Tripoli escorted by a Libyan patrol boat. The migrants were safely disembarked in Tripoli.
3. **27 – 28 July (Spain – Late Report)** – Spain's maritime rescue services saved nearly 1,000 migrants attempting the perilous crossing of the Mediterranean Sea to Europe from North Africa. The service says it pulled 206 people from ten different boats on 28 July, after rescuing 774 migrants traveling in 52 boats the previous day.

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.

MIGRANT RESCUE SHIP RETURNS TO SEA AFTER ITALY-MALTA DISPUTE

2 August (Spain) – A Spanish rescue boat has saved 87 migrant sin international waters in the Mediterranean Sea, adding that it is in touch with several countries about where to bring them. Laura Lanuza, a spokeswoman for the aid group Proactiva Open Arms, disclosed that the boat rescued the migrants early on Thursday about 87 km (54 miles) off the coast of Libya, adding that the migrants were mostly from Sudan and included eight minors.

MIGRANT RESCUE SHIP RETURNS TO SEA AFTER ITALY-MALTA DISPUTE

1 August – Organizers have disclosed that the migrant rescue vessel Aquarius, which was the source of a dispute between Italy and Malta in June after both countries refused to accept more than 600 people it had picked up, will begin a new mission in the southern Mediterranean on Wednesday. The 77-metre vessel, operated by Franco-German charity SOS Mediterranee, will set sail from Marseille on its 10th operation of the year, having already rescued about 3,000 people this year, with many fleeing form the shores of Libya. Francis Vallat, president of SOS Mediterranee, told reporters that “if only one reason was needed, it is that during the month of June, according to the latest figures, there were seven times as many deaths this year than in June last year because of the lack of NGO rescue ships. We’re going back.” In June, the Aquarius picked up 629 migrants, including scores of children and seven pregnant women, off the coast of Libya. While it had planned to take them to the nearest European port, which has been the usual practice with such rescue missions, the then new Italian government, a coalition including the anti-immigrant League party, asked the vessel to go to Malta rather than to Italy. Malta however stated that it was not the appropriate destination nor was it capable of taking the migrants in.

This effectively led to a standoff, which drew in the European Union as well as France. Furthermore, political tensions between Rome and Paris have since persisted. Eventually the migrants were taken in by Spain, which is now facing a renewed flood of people fleeing North Africa.

LIBYAN COASTGUARD PICKS UP 574 MIGRANTS

2 August (Libya) – According to naval forces spokesman Ayoub Qassem, Libya’s coastguard has picked up 574 migrants from inflatable boats in three operations on Monday off the North African country’s coast. Qassem disclosed on Wednesday that the migrants included 388 men, 66 women and 19 children adding that two boats were picked up near the town of Zawiya and one off Qarabulli and that the migrants came from different sub-Saharan and Arab countries. He further disclosed that “all illegal migrants were brought to Tripoli’s Abu Sitah naval base and then handed over to Illegal Migration Department.”

SPAIN RESCUES MORE THAN 200 MIGRANTS

30 July (Spain) – On Sunday, Spain’s maritime rescue service saved 211 migrants from twenty-one different boats in the Strait of Gibraltar, which separates Spain from Morocco. According to an official, the migrants will be taken to the port of Algeciras in southwestern Spain. The latest arrivals come after the rescue service picked up more than 1,200 people attempting the perilous crossing from Morocco to Spain, which has now surpassed Italy as the number one destination for migrants crossing the Mediterranean by boat.

TUNISIA ACCEPTS MIGRANTS ON STRANDED BOAT

30 July (Tunisia) – Tunisian Prime Minister Youssef Chahed has announced that he is allowing forty migrants who have been kept at sea for two weeks to enter Tunisia “for humanitarian reasons.” The Tunisian prime minister announced over the weekend that he would authorize a Tunisia-flagged commercial boat that has been carrying the migrants since 16 July to dock at the southern port of Zarzis. The migrants reportedly were stranded in the Mediterranean Sea for five days before a Maltese ship picked them up and then transferred them to the commercial boat. Italy, Malta and France all refused to let the vessel dock at their ports, with the Maltese government refuting claims that it violated international maritime laws by directing the migrants to Tunisia, the nearest port. Humanitarian groups have reported that the boat’s passengers include citizens of Bangladesh, Cameroon, Nigeria, Senegal and Egypt. The Sarost 5 has remained in waters a few kilometres from the port of Zarzis for two weeks awaiting permission from Tunisian authorities to dock there. Prime Minister Chahed acknowledged concerns that European officials would interpret his country’s acceptance of the 40 migrants as a green light to open migrant screening centres in Tunisia, an initiative supported by the European Union as move aimed at reducing the number of people setting out across the Mediterranean Sea from northern Africa. Over the weekend, Prime Minister Chahed reiterated that Tunisia opposes hosting a migrant reception centre.

QUESTIONS SURROUNDING LATEST MIGRANT RESCUE OPERATION

31 July (Libya) – The United Nations reported on Tuesday that a rescue operation in which an Italian towboat rescued more than 100 migrants and returned them to Libya earlier this week may have been in breach of international law. A spokesman for the UN migration agency reported that it could not establish the location of the rescue, which is key to establishing migrants’ rights, though some other parties involved in the case have made contradictory assertions about the incident including where it occurred. According to Spanish charity Proactiva Open Arms, an Italian towboat, *ASSO 28*, rescued more than 100 migrants from international waters on 30 July and took them to Libya, their country of departure. This would constitute a breach of international law, under which people rescued in

international waters cannot be returned to a place where their lives are put in danger. Both the United Nations and the European Union have acknowledged that Libya is unsafe. On Tuesday however Italy's coast guard initially disclosed that the rescue was coordinated by the Libyan coastguard, later clarifying that the operation had taken place in Libya's so-called "search and rescue (SAR)" area. Libya's SAR is not clearly defined, though it is widely understood to extend far beyond its national waters. Proactiva spokeswoman Laura Lanuza disclosed that its members learnt the rescue occurred in international waters because their Open Arms rescue vessel was nearby and they could listen to radio communications between the Italian ship and the Libyan authorities. A spokesman for the UN migration agency has disclosed that the agency was still investigating the case, though it confirmed the return of the migrants to Libya, adding that the Libyans first told him the rescue operation was carried out by "an unknown vessel," then changed their version and stated that the rescuing boat was Libyan. The head of mission at Open Arms, Fabrizio Gatti, contradicted the Libyan version, stating that a member of the *ASSO 28* crew told him over the phone the Italian boat carried out the rescue and was taking the migrants back to Libya, adding that he had a record of the conversation. The Libyan coastguard has not far not commented on the issue. The rescue coincides with a growing perception amongst human rights groups that some European countries are taking an increasingly hard line in their efforts to cut the number of migrants arriving on their shores in the wake of the Italian new government closing its ports to charities' rescue boats in recent weeks.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 5 AUGUST 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

ATTAHADI GAS FIELD STOPS PRODUCTION

2 August (Libya) – According to an official at Sirte Oil, the country’s eastern Attahadi gas field stopped production on Thursday due to power cuts. The gas field powers electricity production plants north of Benghazi and at the oil-exporting port of Zuitina. The field also produces gas condensates, but not crude oil. Rabii Khalifa, spokesman for the electricity and renewable energy authority at Libya’s eastern parallel government, disclosed that he did not know why the gas field had halted production, noting however that there was currently a power deficit of 300 MW in the eastern part of the country, which could rise to 500 MW if the gas field remains idle. He went on to say that access to electricity is expected to last only two hours a day in the eastern part.

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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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