

MS | RISK

Maritime Security Review



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INCIDENTS AT SEA

Reporting Period: 17 - 23 September 2018

Region	Current Incidents	Late Reported Incidents	Threat Level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	1	0	Low
Gulf of Guinea	1	2	Medium
Asia	0	6	High
WORLDWIDE			
North America	0	1	Low
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	1	0	Low
Arabian Gulf	0	0	Low
Southern Africa	0	0	Low
Northeast Asia	0	0	Low
Pacific Ocean/Southern Ocean	0	0	Low

Piracy Levels are determined on a weekly basis as follows:

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

PLEASE NOTE:

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

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

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

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

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

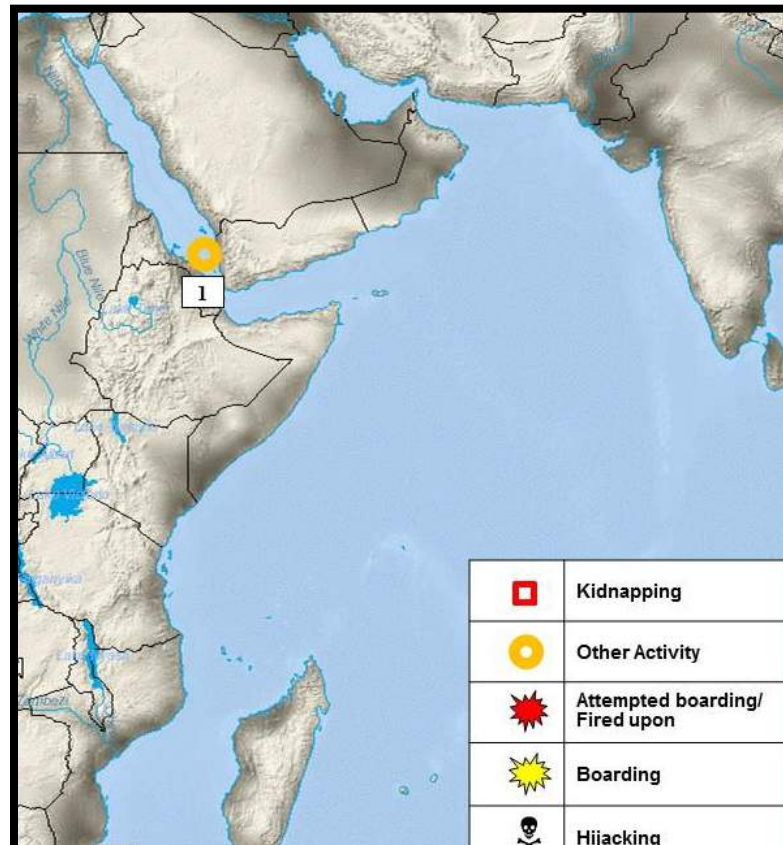
Some vessels transiting this region may have increasingly become complacent in the belief that the piracy threat had diminished. However, poverty and other motivating factors for piracy remain. The threat of attack and/or hijacking remains significant, as the root causes on the ground in Somalia have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

Masters are advised to remain vigilant at all times inside the HRA and are urged to adhere to guidance and protective measures as set down in BMP5. Sailing yachts should avoid transiting the HRA. Past activity has demonstrated that pirates will attack both large and small yachts transiting this region. While successful attacks and hijackings of merchant vessels have significantly decreased over the past two years, the possibility of attacks and the successful hijacking of sailing vessels continues to remain high. This is due to the reduction of revenue sources from pirated merchant vessels, and the fact that sailing yachts are vulnerable and easier targets. PAG's continue to conduct "soft approaches" on merchant ships transiting the area. Skiffs have approached vessels in order to probe the reaction of the crewmembers and any possible Privately Contracted Armed Security Personnel (PCASP) onboard. If the pirate approach does not elicit a response, the pirates will likely proceed with an attack, in which additional skiffs may participate.

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

Current
Incidents:

1



SOURCE: ONI

VESSEL HIJACKED

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACKS

- **18 September (Red Sea)** – A frigate reportedly attacked a fishing boat off Yemen's Red Sea Port of al-Khoukha, killing 18 fishermen.

VESSELS BOARDED

- No current incidents to reports

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- No current incidents to report

MARITIME REPORTING

- No current maritime news

WEATHER FORECAST: GULF OF ADEN, ARABIAN SEA, RED SEA**WEATHER FORECAST VALID FROM 20 - 26 SEPTEMBER 2018**

NORTHERN ARABIAN SEA: Southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 4 – 6 feet.

- **Extended Forecast:** Westerly winds of 15 – 20 knots, gusting to 25 knots, and seas of 4 – 6 feet.

GULF OF OMAN: Winds light and variable, and seas of 1 – 3 feet in the western section of the Gulf; with winds light and variable and seas of 2 – 4 feet in the eastern section of the Gulf.

- **Extended Forecast:** Southeast winds of 5 – 10 knots and seas of 1 – 3 feet in the western section of the Gulf; with southeast winds of 5 – 10 knots and seas of 2 – 4 feet in the eastern section of the Gulf.

GULF OF ADEN: Easterly winds of 10 - 15 knots, and seas of 1 – 3 feet in the western section of the Gulf; with easterly winds of 5 – 10 knots and seas of 2 – 4 feet in the eastern section of the Gulf.

- **Extended Forecast:** Easterly winds of 5 – 10 knots and seas of 1 – 3 feet in the western section of the Gulf; with easterly winds of 5 – 10 knots and seas of 2 – 4 feet in the eastern section of the Gulf.

SOMALI COAST: Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 – 7 feet in the northern section of the coastline; with southwest winds of 10 – 15 knots and seas of 4 – 6 feet in the southern section of the coastline.

- **Extended Forecast:** Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 6 – 8 feet in the northern section of the coastline; with southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 3 – 5 feet in the southern section of the coastline.

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

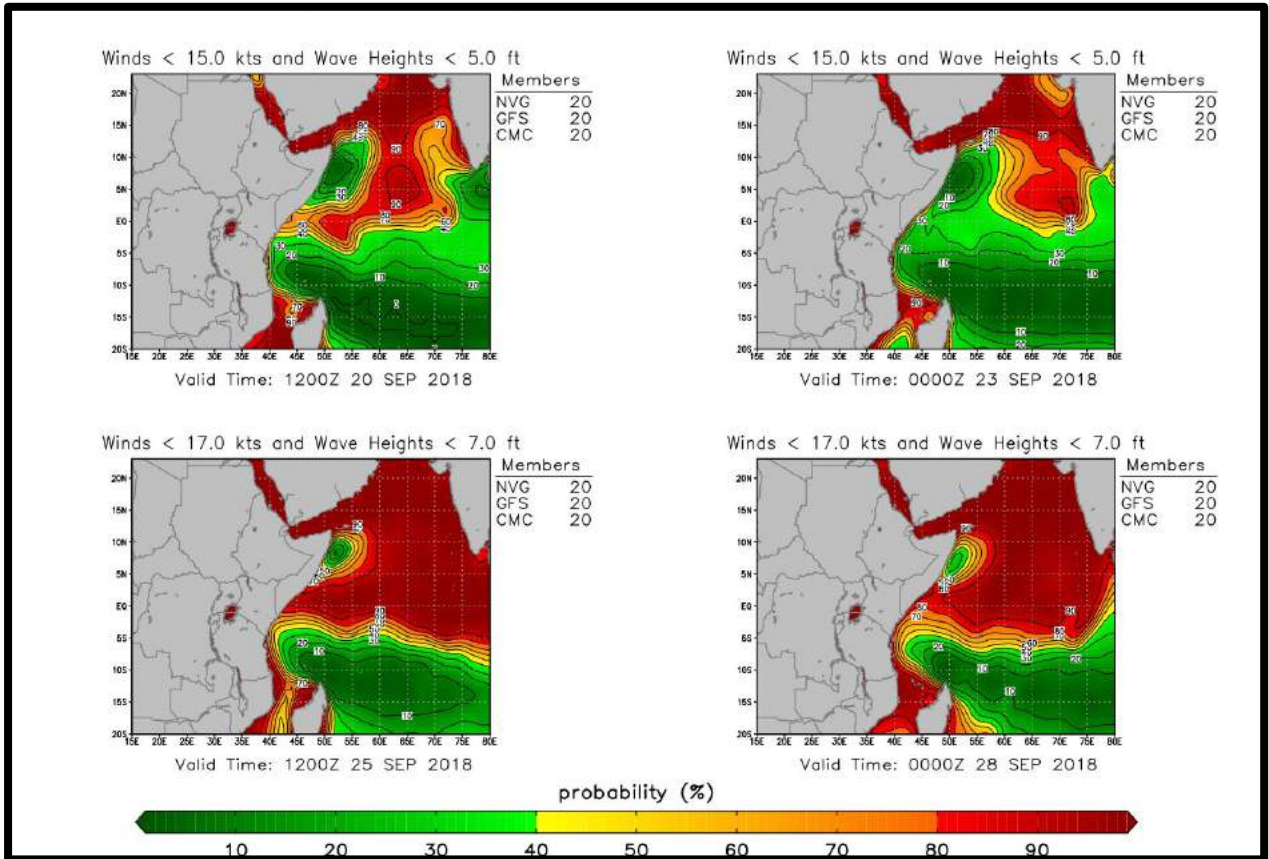
- **Extended Forecast:** Southeast winds of 15 – 20 knots and seas of 5 – 7 feet.

MOZAMBIQUE CHANNEL: Easterly winds of 10 – 15 knots and seas of 3 – 5 feet in the northern Channel; with northerly winds of 15 – 20 knots, and seas of 3 – 5 feet in the southern Channel.

- **Extended Forecast:** Southeast winds of 10 – 15 knots and seas of 7 – 9 feet in the northern Channel; with southerly winds of 10 – 15 knots and seas of 9 – 12 feet in the southern Channel.

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

SYNOPTIC DISCUSSION: High pressure continues to dominate the weather pattern over the region producing mostly clear skies with isolated area of thunderstorm activity. Isolated thunderstorms and rain showers can be routinely expected along the Somali coast and increased southerly wind flow through the Bab al Mandab Strait due to funnelling effects.



Source: ONI

SPOTLIGHT ON YEMEN

PORT STATUS AS OF 21 SEPTMEBER 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	Closed	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	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.

ACTIVITY REPORTING

AL-QAIDA LEADER KILLED IN ANTI-TERROR ACTION IN SOUTHEASTERN YEMEN

21 September – A senior leader of the al-Qaida in the Arabian Peninsula (AQAP) was killed in a raid in Yemen's southeastern province of Shabwa on Friday. Acting on tip-offs from citizens and intelligence officers, Yemeni Forces backed by the United Arab Emirates (UAE) raided a hideout of the al-Qaida group in Khawrah area of Shabwa and seized the place after confrontation with the terrorists, local security source said on condition of anonymity. The AQAP commander named as Nayif Tarmum was killed after refusing to surrender himself to the troops, according to the source. A government official based in Shabwa confirmed that the UAE-backed forces seized explosive materials, several booby traps to be used in roadside bombs, hand grenades, dozens of electronic detonators, and other explosive

devices found in the area. Local medical sources said that 10 soldiers of the UAE-backed Yemeni troops were injured in the operation.

EIGHTEEN FISHERMEN KILLED OFF YEMEN'S RED SEA COAST

18 September – A frigate attacked a fishing boat off Yemen's Red Sea port of al-Khoukha, killing 18 fishermen, relatives said. The Saudi-led coalition fighting the Houthi group denied reports that it had carried out the attack. Only one person survived when a warship attacked the boat. The Saudi-led coalition denied attacking the boat and said an unknown vessel opened fire on the fishermen, killing 17. "The command of the coalition forces assures that what some media reported about the coalition's navy targeting fishing boats off al-Khoukha port is baseless," the coalition spokesman, Colonel Turki al-Malki, said in a statement. He accused the Houthis of carrying out similar attacks in the past. Al-Khoukha port is under the control of the UAE military, which drove out the Houthis last December and where they built a military base used in the battle for Hodeidah. Al-Malki said the coalition was investigating the incident and had gathered information from fishermen present in the area and the one who survived the attack.

SAUDI-LED COALITION LAUNCHES MAJOR OPERATION TO RECAPTURE YEMENI PORT CITY

18 September – The Saudi-led coalition fighting Houthi rebels in Yemen has launched a major offensive to recapture Hodeidah, according to state media in the United Arab Emirates. Brigadier Ali Al Tunajji, commander of the Arab Coalition Task Force in Yemen's Red Sea coast told the UAE official news agency WAM that the military operation is targeting Houthi-controlled areas of the coastal province in order to cut the "supply line" connecting Hodeidah to the capital Sanaa. It is a "large-scale, multi-pronged operation," the reports said. The rebel-run Al Masirah TV network said air raids hit a navy school and residents reported air raids targeting Houthi positions in and around the city of 600,000. The United Nations has said an assault on the port city could, in the worst scenario, could kill up to 250,000 people. Around 70 percent of humanitarian aid passes through the Red Sea port. The military offensive in the province started in June but fighting stalled, especially in Hodeidah, as the UN tried to bring warring parties to the negotiating table. The latest attempt was in Geneva earlier this month but the Houthis didn't travel as all sides blamed each other for obstructing the peace talks.

UN'S YEMEN ENVOY IN SANAA AS 32 REBELS KILLED

16 September – Clashes and air strikes around the Hodeidah have killed 32 rebels, hospital and medical sources said, as the the Saudi-led coalition redoubles its efforts to rest the port city from the Houthi rebels. Four employees of the Almaraweah radio station were killed when coalition warplanes bombed its building. The Houthis' al-Massirah TV had said earlier that four employees were killed, three of them guards. The clashes occur as UN's Yemen envoy, Martin Griffiths, arrived in Sanaa without making any statement to the media. Griffiths is pushing for new peace talks after a failed attempt to bring the two sides together in Geneva earlier this month. The rebels kept away from the talks, accusing the UN of failing to guarantee the return of their delegation from Switzerland to Sanaa and to secure the evacuation of wounded rebels to Oman. The Huthis' foreign minister, Hisham Sharaf Abdallah, said his side supported the UN's peace efforts and urged it to pressure the coalition to stop "targeting civilians", the rebel-run news agency Saba reported. He called for confidence-building measures such as the reopening of Sanaa airport to commercial flights and the payment of civil servants' salaries in all areas of Yemen.

THREE YEMENI SOLDIERS KILLED IN CLASHES WITH AL-QAEDA MILITANTS

16 September – Heavy clashes broke out between Yemeni government forces and al-Qaeda militants in the turbulent southern province of Abyan, killing 3 soldiers. The clashes erupted after a unit of the anti-terror Yemeni troops launched an operation against a stronghold of al-Qaeda in Mudiyah area of Abyan province, leaving 3 soldiers dead at the scene, a local military official said. The al-Qaeda militants clashed with the government forces who failed to storm the well-fortified stronghold surrounded by dozens of terrorists in Abyan province, the source said.

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.

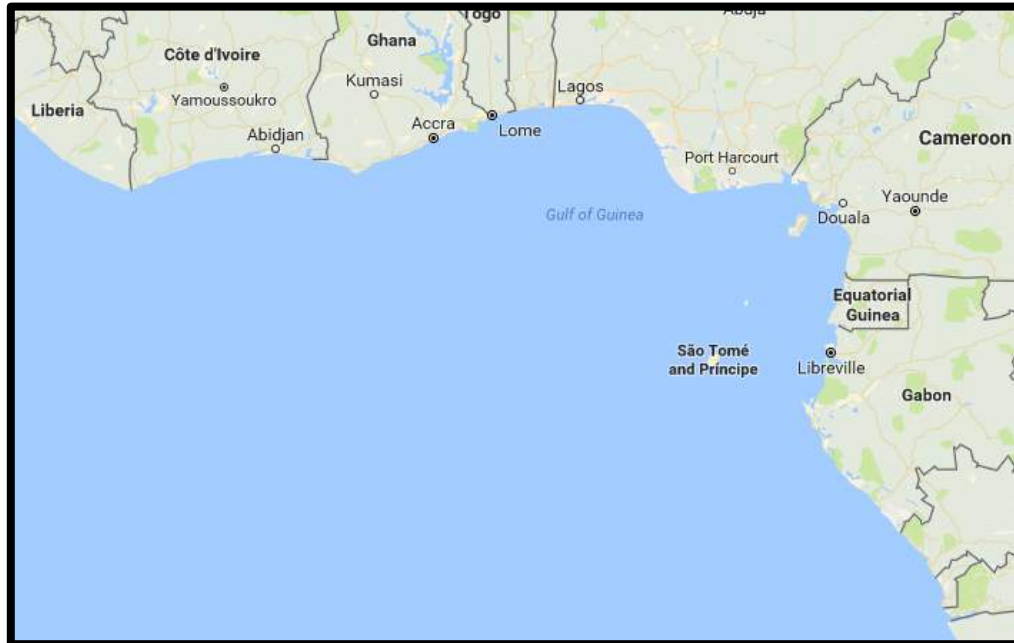
SAUDI COALITION INSPECTIONS

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



Current Incidents:

3

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

- **17 September (Guinea)** – Four armed robbers boarded a tanker *STI HAMMERSMITH* anchored near position 09:20.8N – 013:43.3W, Conakry Anchorage. Master raised the alarm, locked the accommodation area, and all crewmembers were mustered in the citadel. The armed robbers fired at the bridge windows and gained access into the accommodation. They ransacked all crewmember cabins and escaped with crew personal belongings. A navy boat arrived at the location to provide assistance. All crewmembers have been reported safe.

KIDNAPPING

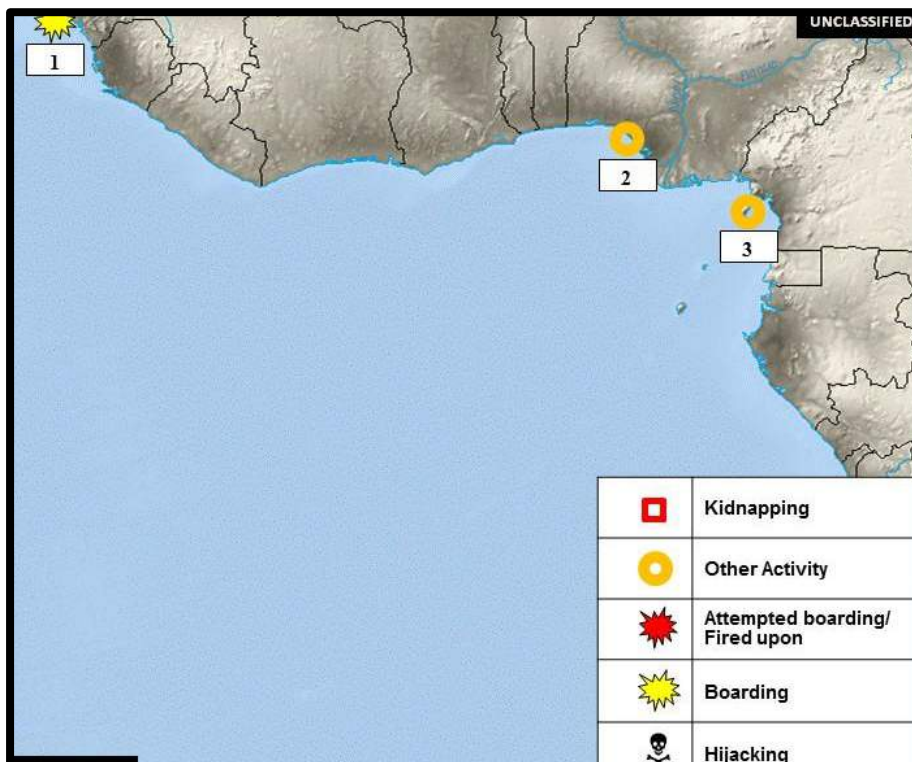
- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- **12 September (Nigeria – Late Report)** – The Nigerian Navy arrested a vessel, *MV SKYE*, with 524 metric tons of illegal crude in the vicinity of Escravos in Delta State.
- **7 September (Cameroon – Late Report)** – According to a regional press reporting, the navy seized three Nigerian vessels with weapons and mercenaries onboard intended to support separatists in the Anglophone regions. The navy seized an unspecified number of Kalashnikov-style rifles, 12-gauge shotguns and ammunition. A navy spokesperson disclosed that the mercenaries planned a “large-scale” attack. This incident marks the first reported at-sea seizure of weapons intended for the ongoing Anglophone conflict.



Source: ONI

MARITIME REPORTING

- **22 September (Nigeria)** – Pirates on Saturday morning kidnapped twelve members of a Swiss merchant vessel crew in Nigerian waters, the ship’s operator has confirmed in a statement. According to Massoel Shipping, the *MV GLARUS* was en route from the Nigerian capital of Lagos to

the southeastern city of Port Harcourt and was carrying a parcel of bulk wheat when it came under attack by the pirate gang, adding "It is understood the pirate gang boarded the Glarus by means of long ladders and cut the razor wire on deck to gain access to the vessel and eventually the bridge." The pirates then proceeded to destroy the ship's communications equipment before making off with 12 of the nineteen crewmembers. The ship is currently being held at Bonny Island, around 45 nautical miles northeast of where the incident occurred. The company has disclosed that "the safety and well-being of those taken hostage is the first and absolute priority of Massoel Shipping," adding that it is working with the authorities to locate and secure the release of the hostages. None of those kidnapped are Swiss nationals.

WEATHER FORECAST: GULF OF GUINEA

WEATHER FORECAST VALID FROM 20 - 26 SEPTEMBER 2018

GULF OF GUINEA: South-southwest winds of 10 – 15 knots and seas of 4- 6 feet.

- **Extended Forecast:** South-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:

6

WARNING: INCIDENT OF ABDUCTION OF CREWMEMBERS OF FISHING TRAWLER

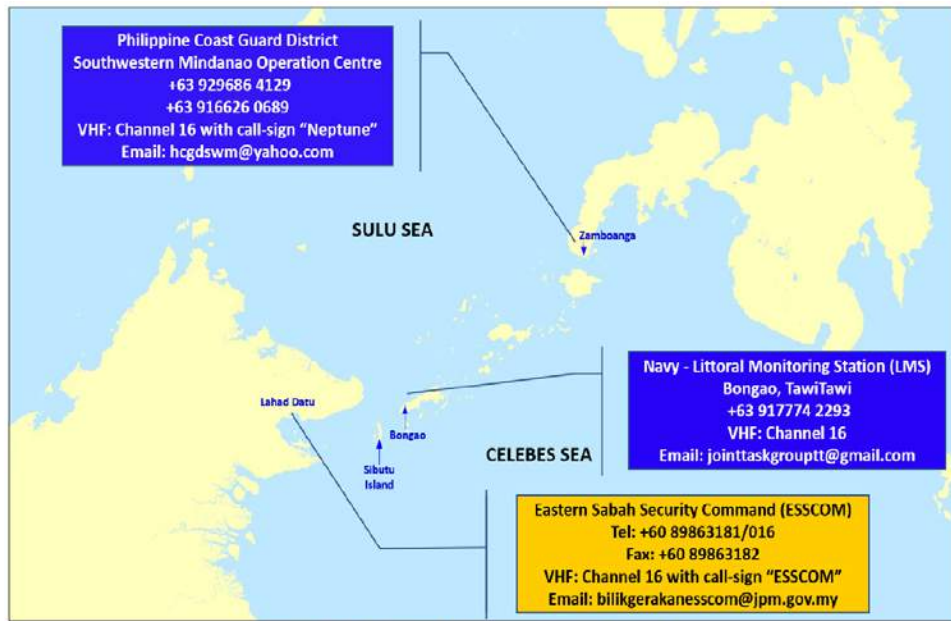
On 11 September 2018 at about 0100 hours, two masked armed men clad in dark clothing armed with M16 machine guns boarded a fishing trawler and abducted two Indonesian fishermen off Semporna waters, off Sabah, East Malaysia. Two other fishermen on board the vessel managed to escape abduction by hiding in a compartment onboard the boat. Once the two perpetrators left, the two remaining crewmembers immediately made their way to Semporna to lodge a police report. There was no shooting that occurred during the incident and the perpetrators fled with the victims in a boat towards TawiTawi province, the Philippines. It has been reported that both victims were transported by a speed boat to Talipao, Sulu in the Philippines at about 1400 hours on 11 September 2018.

This is the first actual abduction incident to occur this year in waters in Sulu-Celebes Sea and off eastern Sabah, East Malaysia. The last actual reported incident occurred on board SUPER SHUTTLE Tug 1 on 23 March 2017, with the last attempted incident occurring on board KUDOS 1 on 16 February 2018. This latest actual incident is evidence that the threat of abduction of crewmembers in the Sulu-Celebes Sea has not been eliminated. MS Risk continues to advise all vessels to re-route from the area, where possible. If unable to re-route, we strongly advise vessel Masters and crewmembers to adopt the following measures:

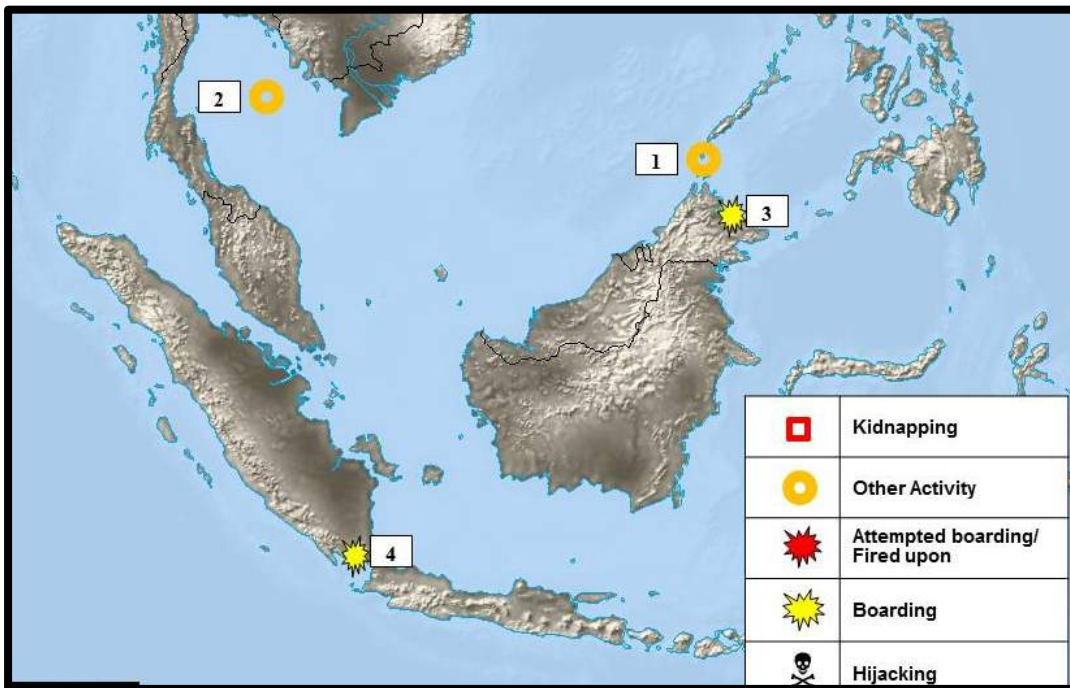
- Maintain a heightened level of vigilance and increase security watch rotations
- Sound the alarm when unknown people are sighted on board the vessel or when suspicious boats are in the vicinity
- Report all incidents and suspicious activity

- Maintain continuous communication with shipping company and with local enforcement agencies
- Avoid confrontation with the perpetrators

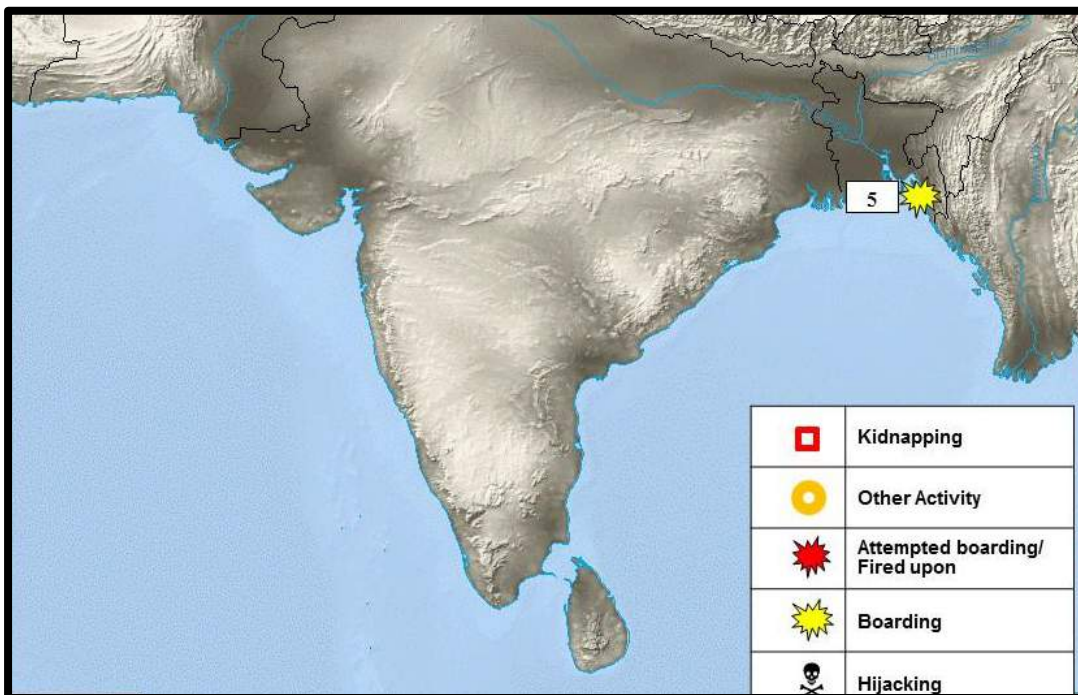
All vessels transiting this region are urged to report any incidents or suspicious activity to the following Centres:



Contact details of the reporting centres



Source: ONI



Source: ONI

VESSELS HIJACKED

- No current incidents to report

KIDNAPPING

- **16 September (Philippines – Late Report)** – Three Indonesian fishermen held by members of an Islamist kidnap-for-ransom group have walked free 18 months after they were abducted off the southern Philippines. The men were kidnapped in January 2017 while on board a speedboat off the southernmost island group of Tawi-Tawi, which together with the nearby Sulu archipelago are preyed on by Abu Sayyaf Group (ASG) militants. According to a regional army spokesman, the Indonesians were freed in the town of Indanan in Sulu and turned over to the authorities following “intensified military operations” against ASG. No further details have been released.

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- **16 September (Philippines – Late Report)** – Six persons, in two skiffs, approached an asphalt tanker underway near position 07:45N – 117:03E, 4 nautical miles southwest of Balabac Island. The alarm was raised, a PA announcement was made and the crew was mustered. As the skiffs closed to the tanker, the Master noticed that the persons’ faces were covered with masks. Evasive manoeuvres commenced. After five minutes, the skiffs aborted the approach and moved to another vessel in the vicinity. The Master informed the other vessel about the approaching skiffs by VHF.

VESSELS BOARDED

- **11 September (Malaysia – Late Report)** – Robbers boarded a berthed bulk carrier via the anchor chain near position 05:48N – 118:04E, Sandakan Port, Sabah State. Alert duty crewman stationed on the forecandle deck spotted the robbers and immediately notified the Master and duty officer. The crew made their way to the forward deck to investigate. Upon hearing the crewmembers approach, the robbers aborted and escaped in their speed boat. The incident was reported to the local authorities.
- **10 September (Indonesia – Late Report)** – Two robbers boarded a Saudi Arabia-flagged tanker berthed near position 05:31S – 105:18E, Tarahan Jetty. Duty crewman on routine rounds saw the robbers on the deck and raised the alarm. Upon seeing the alerted crew, the robbers escaped empty-handed.
- **10 September (Bangladesh – Late Report)** – Two robbers armed with knives boarded a container vessel anchored near position 22:06N – 091:46E, Chittagong Anchorage. Duty crewman saw the robbers and immediately informed the Master who raised the alarm. Upon hearing the alarm, the robber escaped. A search was carried out throughout the vessel. It was reported that the ship’s properties were stolen.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

- **11 September (Thailand – Late Report)** – Authorities boarded the tanker *CHOR TARASAMUT 2* and arrested the crew of six on suspicion of fuel smuggling. The ship was carrying 240,000 litres of diesel fuel without the proper documentation.

MARITIME REPORTING

- No current maritime news

WEATHER FORECAST: SOUTHEAST ASIA

WEATHER FORECAST VALID FROM 20 - 26 SEPTEMBER 2018

SOUTHERN SOUTH CHINA SEA: Northerly winds of 10 – 15 knots and seas of 1 – 3 feet.

- **Extended Forecast:** Westerly winds of 10 – 15 knots, gusting to 20 knots, and seas of 4 – 6 feet.

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

- **Extended Forecast:** Northwest winds of 5 – 10 knots and seas of 1 – 3 feet in the northern Strait; with northwest winds of 5 – 10 knots and seas of 1 – 2 feet in the southern Strait.

ANDAMAN SEA: Southerly 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 6 – 8 feet in the southern section.

- **Extended Forecast:** Northerly winds of 10 – 15 knots and seas of 5 – 7 feet in the northern section; with northerly winds of 10 – 15 knots and seas of 4 – 6 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: The presence of Invest 97B in the Bay of Bengal is causing increased winds and seas in the Andaman Sea. Expect strong gusts in and around scattered thunderstorms, throughout the Malacca Strait and the Andaman Sea due to funnelling effects and daytime heating. As Invest 92W develops and transits northeast, expect increased winds and seas in the northern portion of the South China Sea. **Forecaster's Note:** The west Pacific Ocean's Tropical Cyclone Seas runs from April until October. During this period, expect numerous tropical cyclones to impact the region, which could change the forecast.

WORLDWIDE

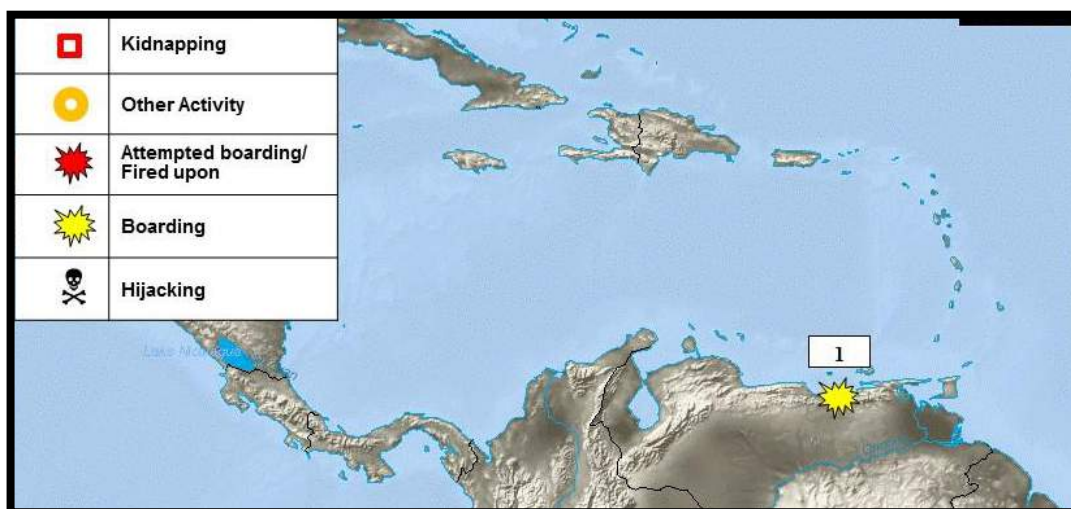
NORTH AMERICA



Source: ONI

1. **16 September (United States – Late Report)** – Authorities intercepted a boat with nineteen people aboard, all suspected of trying to enter the United States illegally. The boat was intercepted about 8 miles west of Windansea Beach in La Jolla, California.

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA



Source: ONI

Current Incidents:

3

- 7 September (Venezuela – Late Report)** – Six robbers boarded a Singapore-flagged oil tanker near position 10:21N – 064:50W, Jose Anchorage. One of the robbers captured the duty watch officer who was conducting security rounds. He dragged the duty watch officer, tied him to the sprinkler system drain pipe at the deck, searched his pocket, and took his wrist watch and keys to the deck store rooms and lockers. The robbers took 30 minutes to lower down paint drums, tools, ropes and other goods. They eventually released the duty officer before escaping from the vessel by the rope from the steering gear derrick.

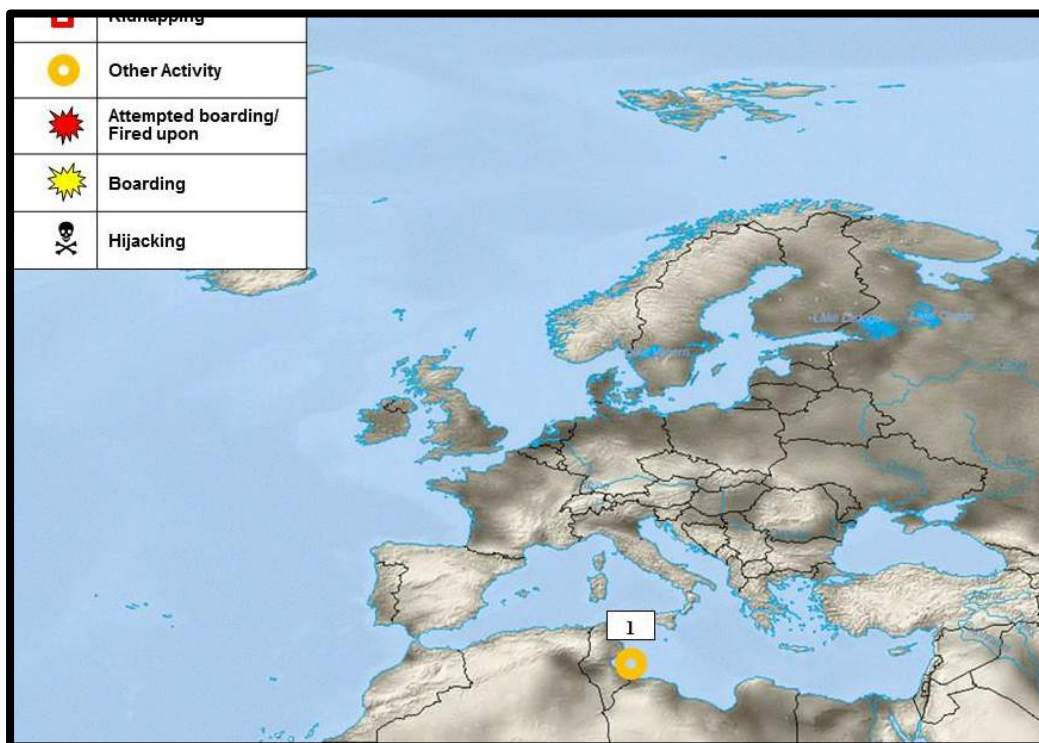
ATLANTIC OCEAN AREA

- No current incidents to report

NORTHERN EUROPE – BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA



Source: ONI

- 17 September (Tunisia)** – The coastguard intercepted a Libyan fishing vessel and detained three Egyptian crewmembers over illegal fishing off the south-eastern coast. The vessel, which had illegally entered Tunisian territorial waters, was intercepted near the maritime border of Tunisia and Libya and taken to Lektéf Port.

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.

TURKISH COASTGUARD RESCUES MIGRANTS

17 September (Greece) – On Monday, Turkey’s Coastguard teams rescued 16 irregular migrants and recovered the bodies of two female migrants after the boat carrying them capsized off the coast of Bodrum in the southwestern Mugla province. In a statement, the Turkish Coastguard Command disclosed that two teams were sent to the area after voices were heard from the sea, adding that the irregular migrants, including fifteen Iraqi nationals and a Syrian, were trying to cross to the Greek island of Kos. The statement went on to say that search and rescue efforts were ongoing for one missing migrant.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 21 SEPTEMBER 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

DEATH TOLL FROM TRIPOLI CLASHES CLIMBS TO 96

21 September – Libyan authorities say the death toll from fighting between rival armed groups in the capital of Tripoli has climbed to at least 96 people, including civilians. The Health Ministry said on Friday that clashes since Aug. 26 have also left 444 others wounded. Eleven people, including eight civilians, were killed and 33 others were wounded on Thursday when fighting flared up again, breaking a U.N.-brokered cease-fire from earlier this month.

NOC THWARTS SHUTDOWN TO WAFSA FIELD AFTER TEMPORARY AIRPORT CLOSURE

20 September – Libyan state oil firm NOC has reopened the airfield at the southwestern Wafsa oilfield after state guards ended a blockade, it said. “NOC is thankful that those blockading the site stood-down following the corporation’s public warning regarding this activity,” it said in a statement. Libya’s National Oil Corporation said Thursday it could be forced to shut in Wafsa oil and gas field in southwestern Libya later Thursday due to the closure of an airport needed to supply the field. On Wednesday, members of the Petroleum Facilities Guard (PFG) blocked the airfield of the Wafsa oil field in southwestern Libya. the National Oil Corporation (NOC) said on Thursday, noting that it could be forced to shut in all operations at the 40,000-bpd oil field should the blockade continue. The airfield servicing the oil field was blockaded, “in an attempt to blackmail Mellitah Oil and Gas Company into awarding an unwarranted catering contract,” said the Libyan national oil firm. NOC said output at the field had not been affected. A field worker said a first flight would arrive on Saturday. The field is operated by Mellitah Oil and Gas Company, a joint venture between NOC and Italy’s Eni.

MILITIA FIGHTING IN TRIPOLI KNOCKS OUT POWER IN PARTS OF LIBYA

18 September – Power has gone off in western and southern Libya including Tripoli after renewed fighting between rival groups knocked out most power stations, the state electricity firm said. New fighting between armed groups erupted on Monday, ending a shaky truce brokered by the United Nations two weeks ago. Power has been patchy since the first outbreak of violence, but since Monday night supplies have gone down all the way from Tripoli to the western border with Tunisia, the western mountains region and southern Libya, the power firm said in a statement. It said a key power distributor was hit during the fighting in southern Tripoli where most of the clashes have taken place in the area of the former Tripoli International airport, which was destroyed in a different militia battle in 2014.

TRIPOLI DEMONSTRATORS DEMAND CHANGE

17 September – Demonstrators took to the streets of Tripoli yesterday demanding wholesale change in their lives and Libyan affairs. The demonstrators, mostly young men and women estimated in the hundreds, asked for a raft of changes that would lead to the formation of a functioning Libyan state. The demonstration started small, consisting of a few dozen diehards from the “The Voice of the People” movement congregating after the lunchtime prayer in Algeria square. However, as the demonstration grew larger and more confident, they headed to Martyrs Square where the action grew even bigger. The size of the demonstration was in no way comparable to those of the post 2011 uprising, but it broke the glass ceiling of fear from Tripoli’s militias that had emerged recently. The demonstrators chanted for the fall of Faiez Serraj and his Presidency Council and Government of National Accord, the Tobruk House of Representatives, the High State Council as well as the Tripoli Central Bank of Libya Governor Saddek El-Kaber. They rejected militias and demanded a state, law and order, army and police. They said that they were fed up and wanted solutions to things such as electricity cuts and the cash-liquidity problem. The

demonstrators shouted that it is a shame that a baguette of bread now costs one dinar – up from five dirhams. And as they passed the Old Souk, the location of the black-market currency market, they shouted abuse. The gathering reflects a change of mood in the capital as the inhabitants suffer from acute basic standard of living deficits. It also reflects an anti-militia sentiment following the recent militia fighting in southern Tripoli.

LIBYA PROCEDURE

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

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

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

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

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

ABOUT MS RISK

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

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

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

SECURITY CONSULTING

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

PROJECT MANAGEMENT

- Interim security
- Training
- Special assignments

CRISIS RESPONSE

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

VIRTUAL SECURITY DIRECTOR SERVICE

- For clients lacking a full-time security executive

References are always available.

More information is found at www.msrisk.com

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