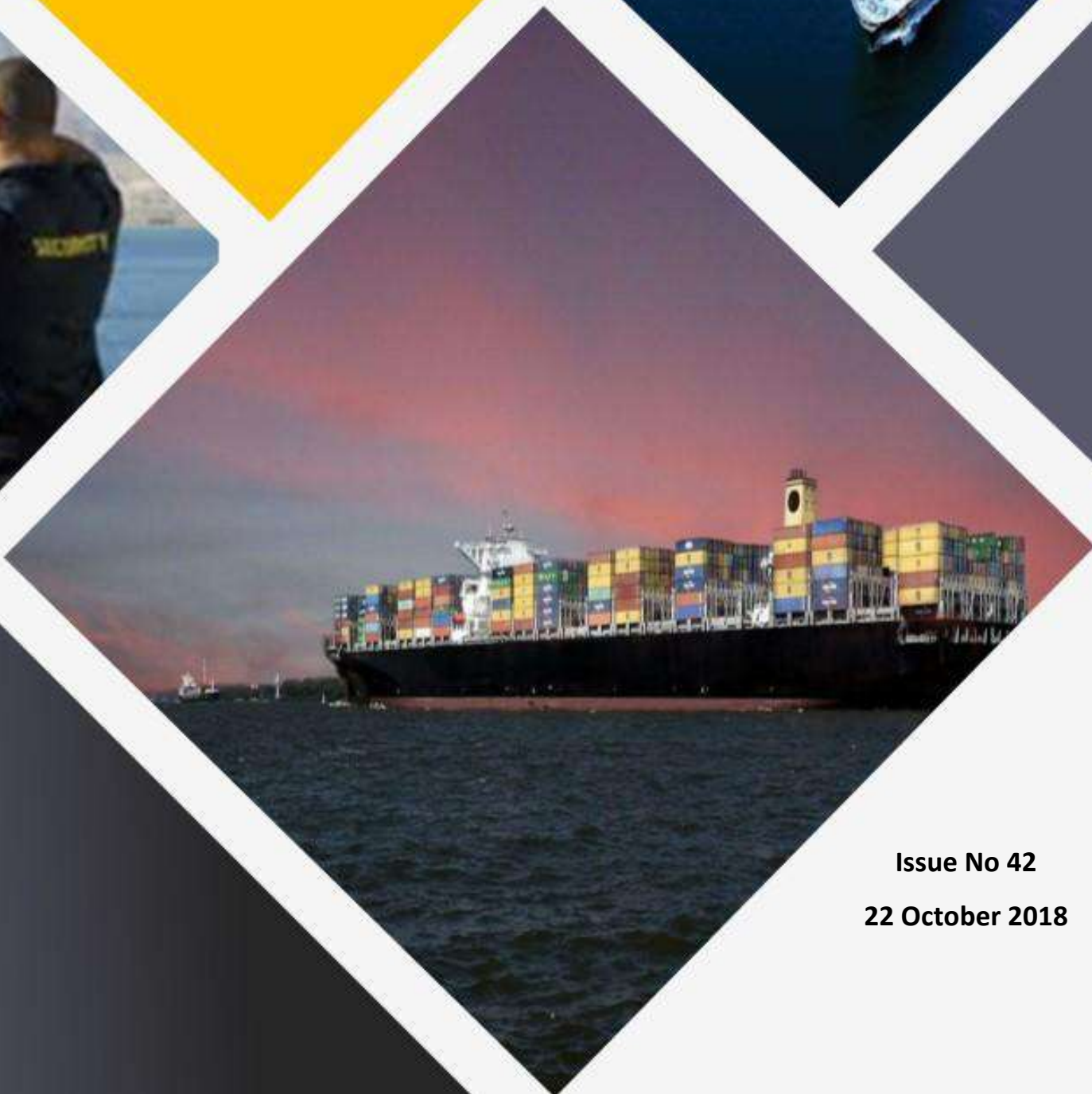


Maritime Security Review



Issue No 42

22 October 2018

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INCIDENTS AT SEA

Reporting Period: 15 - 21 October 2018

Region	Current Incidents	Late Reported Incidents	Threat Level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	1	0	Low
Gulf of Guinea	1	1	Medium
Asia	0	1	Low
WORLDWIDE			
North America	0	0	Low
Central America/Caribbean/ South America	3	0	Medium
Atlantic Ocean Area	0	1	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
East Asia/Indian Subcontinent	0	2	Medium
Northeast Asia	0	1	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.

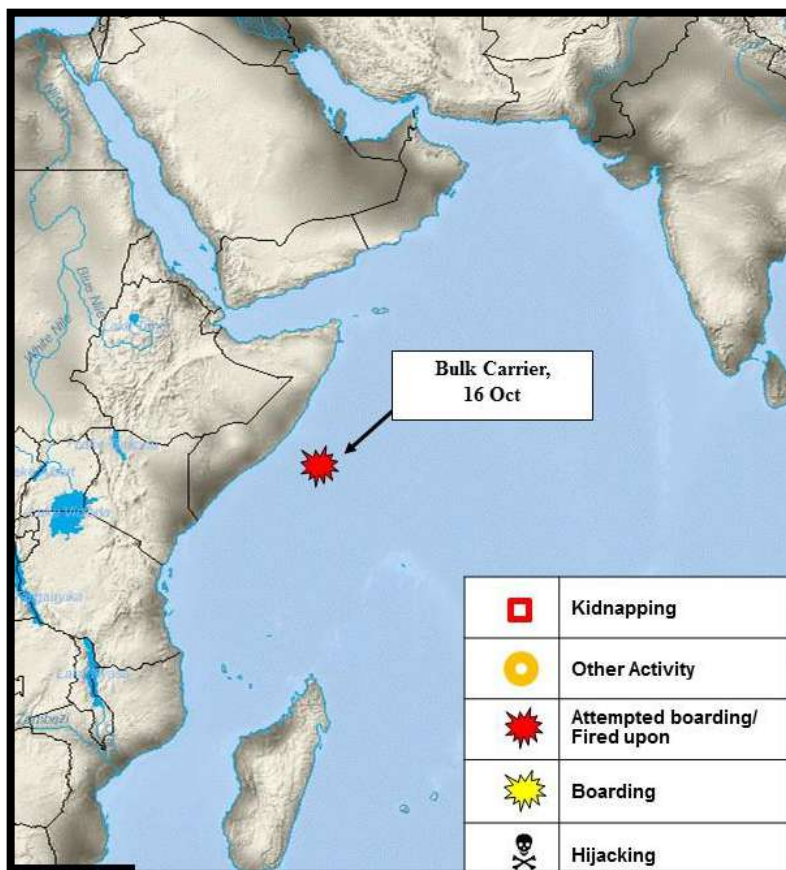
Some vessels transiting this region may have increasingly become complacent in the belief that the piracy threat had diminished. However, poverty and other motivating factors for piracy remain. The threat of attack and/or hijacking remains significant, as the root causes on the ground in Somalia have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

- **16 October (Somalia)** – Four armed pirates with AK-47s in a speed boat approached a bulk carrier underway near position 00:49 – 050:53 E, 341 nautical miles east-southeast of Mogadishu. The ship's Master raised the alarm, contacted the local authorities, activated the Ship Security Alert System (SSAS) and mustered all the crewmembers into the citadel. Shots were fired at the merchant vessel. The armed security team onboard the vessel returned fire, resulting in the pirates aborting the attack and moving away. All crewmembers have been reported safe.

VESSELS BOARDED

- No current incidents to reports

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- No current maritime related reporting

MARITIME REPORTING

- No current maritime related reporting

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

WEATHER FORECAST VALID FROM 18 - 24 OCTOBER 2018

NORTHERN ARABIAN SEA: Northerly winds of 5 – 10 knots and seas of 3 – 5 feet.

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

GULF OF OMAN: Northwest winds of 10 – 15 knots and seas of 1 – 3 feet in the western section of the Gulf; with northwest winds of 5 – 10 knots and seas of 2 – 4 feet in the eastern section of the Gulf.

- **Extended Forecast:** Northwest winds of 15 – 20 knots and seas of 2 – 4 feet in the western section of the Gulf; with northwest winds of 10 – 15 knots, and seas of 2 – 4 feet in the eastern section of the Gulf.

GULF OF ADEN: Northerly winds of 5 – 10 knots and seas of 3 – 5 feet in the western section of the Gulf; with northwest winds of 10 – 15 knots and seas of 5 – 7 feet in the eastern section of the Gulf.

- **Extended Forecast:** Northwest winds of 15 – 20 knots and seas of 2 – 4 feet in the western section of the Gulf; with northwest winds of 10 – 15 knots and seas of 2 – 4 feet in the eastern section of the Gulf.

SOMALI COAST: Southwest winds of 10 – 15 knots and seas of 4 – 6 feet in the northern section of the coastline; with easterly winds of 10 – 15 knots and seas of 5 – 7 feet in the southern section of the coastline.

- **Extended Forecast:** Southeast winds of 10- - 15 knots and seas of 5 – 7 feet in the northern section of the coastline; with easterly winds of 10 – 15 knots and seas of 5 – 7 feet in the southern section of the coastline.

CENTRAL AFRICAN COAST/INDIAN OCEAN: Southeast winds of 10 – 15 knots and seas of 3 – 5 feet.

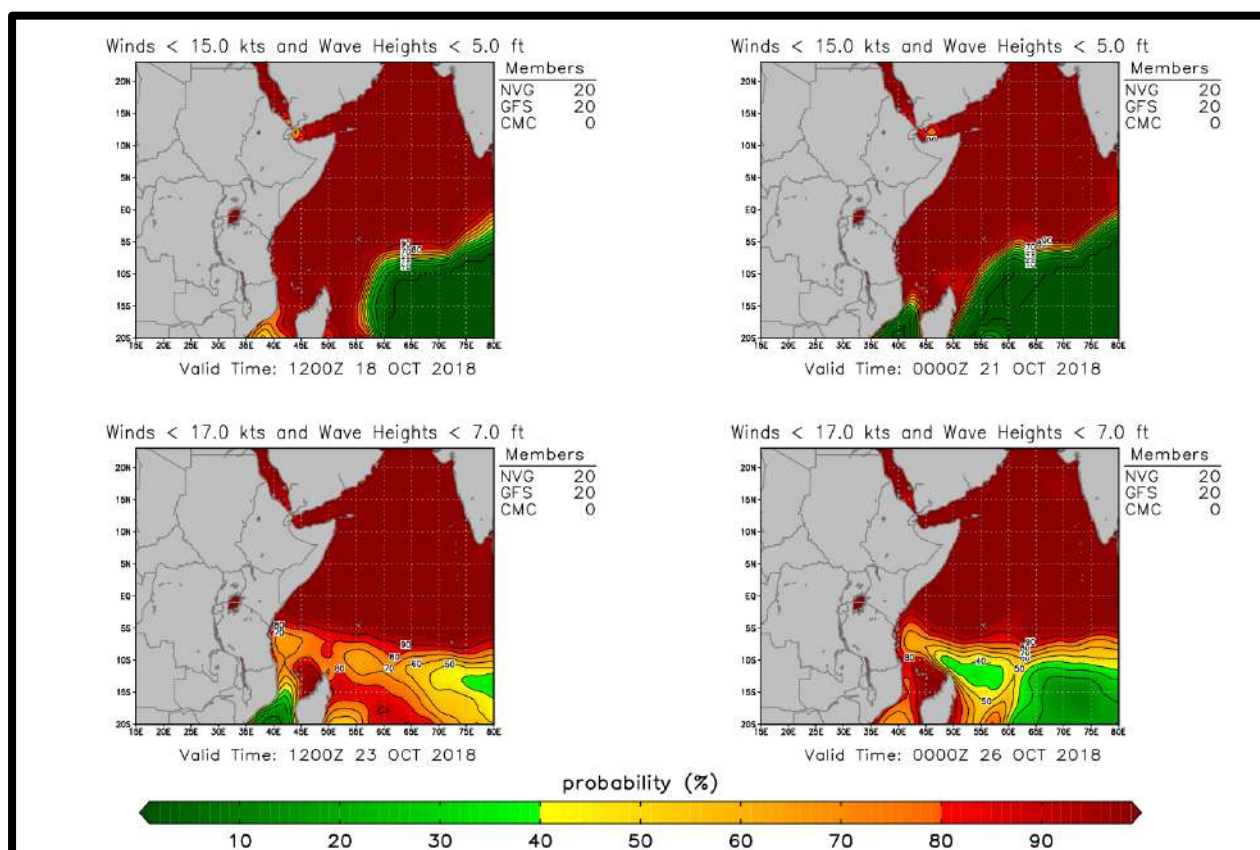
- **Extended Forecast:** Southeast winds of 10 – 15 knots and seas of 5 – 7 feet.

MOZAMBIQUE CHANNEL: Easterly winds of 10 – 15 knots and seas of 4 – 6 feet in the northern Channel; with southeast winds of 10 – 15 knots and seas of 5 – 7 feet in the southern Channel.

- **Extended Forecast:** Southerly winds of 20 – 25 knots, gusting to 30 knots, and seas of 5 – 7 feet in the northern Channel; with southerly winds of 25 – 30 knots, gusting to 35 knots, and seas of 10 – 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 dominates much of the weather causing winds to remain light and seas low. Expect increased localized wind flow through the Strait of Hormuz due to funnelling effects and occasional shamal winds across the Arabian Gulf.



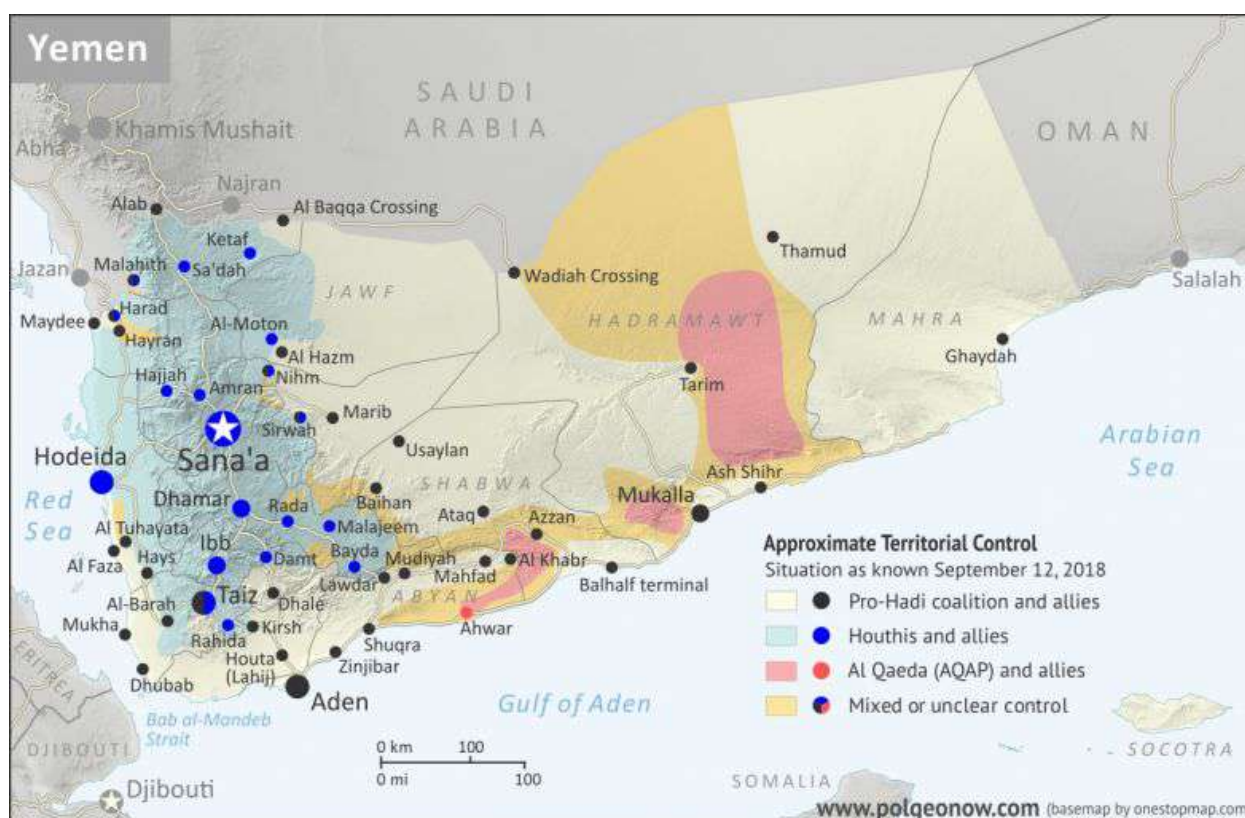
Source: ONI

SPOTLIGHT ON YEMEN



PORT STATUS AS OF 21 OCTOBER 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

NEW PM SWORN IN

18 October – Yemen's newly appointed Prime Minister Maeen Abdulmalik was sworn in on Thursday to lead the international-backed government. Maeen was appointed to the post by President Abdu-Rabbu Mansour Hadi earlier in the week, effectively replacing dismissed Ahmed Obeid bin Daghr.

NEW WAVE OF DISPLACED PERSONS IN NORTHERN YEMENI CITY

17 October – An international relief agency has reported that a new wave of displaced persons has hit a northern Yemeni city after fighting surged between forces backed by the Saudi-led coalition and their rival Houthi rebels. On Wednesday, Doctors Without Borders (MSF) also reported that in the northern city of Abs, the agency treated over 360 civilians who were wounded in the cross-fire in August and September. The number amounts to nearly 40 percent of all wounded in 2018. The agency states that the influx of nearly 20,000 newly displaced people is the result of intense battles that have been raging in a district located close to the Yemen-Saudi Arabia border called Bani Hassan, which is located around 50 km (31 miles) from Abs.

TROPICAL STORM TARGETS EASTERN YEMEN PROVINCE

16 October – Yemeni officials and the UN reported on Tuesday that a tropical storm has ravaged large areas of the country's eastern al-Mahra province, with three days of heavy rainfall and flooding injuring dozens, destroying property and killing livestock. Officials have indicated that around 70 percent of the province has been affected by the storm, cyclone Luban, which was downgraded to a tropical storm. Two aircraft, one Yemeni and the other from the United Arab Emirates (UAE), are ferrying to safety

residents stranded in the provincial capital Gheita. Amin Hassan, a member of the provincial rescue committee, has reported that hundreds of homes have either been destroyed or damaged and thousands of livestock have drowned after they were swept away by flooding in al-Mahra. Thousands headed to the mountains in a bid to escape the flooding. Power outages have affected some areas. Meanwhile the UN has reported that 33 people have been injured in al-Mahra and that a total of 2,000 families have been affected by the storm, adding that the coastal areas of the province were the hardest hit. The UN Office for the Coordination of Humanitarian Affairs (OCHA) further reported that humanitarian partners are already helping on the ground, though it provided no further details.

FRENCH HOSTAGE FREED IN YEMEN

16 October – French President Emmanuel Macron announced on Tuesday the release of a French citizen held hostage in Yemen for more than four months. The French leader confirmed the release of Alain Goma, adding that he would soon be back in France. He also disclosed that he was grateful to Oman’s sultan and authorities for their “decisive” role and Saudi authorities for their help. French media reported that Goma, 54, was on a sailing trip when damage on the ship forced him to dock at the port of Hodeida in June, where he was held by rebels. Yemeni security officials have disclosed that the Houthis released Goma from a prison in the capital Sanaa, which is under rebel control, adding that the release came after “intensive” talks between France’s envoy to Yemen and Houthi leaders in Sanaa. Last month, Goma’s family members made his situation public in French media in a bid that he would not become a “forgotten hostage.”

PRESIDENT DISMISSES PREMIER OVER ECONOMIC CRISIS

15 October – According to a statement carried by the loyalist SABA state news agency, Yemen’s Western- and Gulf-backed president dismissed his prime minister on Monday, blaming him for the economic crisis. The statement disclosed that President Abd-Rabbu Mansour Hadi had appointed Maen Abdulmalik Saeed to replace Ahmed bin Dahger, who was to be investigated over the “negligence of his government,” adding that “this (the dismissal) was a result of negligence by the government in the recent period with respect to the economy and to administrative services.” Bin Dagher has been at odds with the southern separatists and their main backer, the United Arab Emirates (UAE), which is a member of the Saudi-led coalition.

YEMEN ON BRINK OF HISTORIC FAMINE – UN ISSUES WARNING

15 October – The United Nations warned on Monday that Yemen is on the brink of a historic famine that could put as many as thirteen million people at risk of death by starvation. Lise Grande, the UN’s humanitarian coordinator for Yemen, issued the warning, stating that the fierce fighting between Saudi-backed government forces and Houthi rebels, coupled with the ongoing blockade of aid shipments, have created the conditions for humanitarian disaster on a scale not seen since Ethiopia in the 1980s or the Soviet Union in the 1930s. Malnutrition is already rampant across the country, with more than 22 million Yemenis – three quarters of the population – in need of food assistance, and somewhere between 8 and 10 million going hungry every day.

SAUDI AIRSTRIKE HITS BUS CARRYING CIVILIANS

13 October – On Saturday, a bus full of civilians was destroyed when the Saudi-led coalition targeted rebels in the port city of Hodeida. At least 17 people were killed and a further 20 were injured in the strike. Medical sources have indicated that while the attack presumably targeted a Houthi rebel checkpoint in the city’s Jebel Ras area, it instead destroyed a bus full of civilians. Other reports have indicated that another bus was also hit during the bombing. Witnesses cited by the DPA news agency

disclosed that the victims were attempting to flee the fighting in the port city, where the forces allied with the Saudi coalition have been trying to dislodge the rebels since June. A coalition spokesman has disclosed that the Saudi-led forces would probe the incident. A similar Saudi-led airstrike back in August killed 51 people, including 40 children, who were taking a bus for a school trip. That attack triggered global outrage and accusations of war crime.

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:

2



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

- **17 October (Nigeria)** – A duty crewman on routine rounds onboard a product tanker anchored near position 06:15 N – 003:13 E, Lagos Secure Anchorage Area, saw a speed boat alongside the anchor chain. Five persons armed with guns and hooks were noticed attempting to board the tanker. The duty crewman shouted at the intruders and informed the bridge. The alarm was raised and fire pump was activated. Upon hearing the alarm, the persons aborted the attempted boarding and moved away. The incident was reported to the local authorities who dispatched a patrol vessel, which searched the waters around the tanker. A search of the tanker was also carried out though nothing was reported stolen.

VESSELS BOARDED

- **14 October (Nigeria – Late Report)** – Two robbers boarded a product tanker anchored near position 06:17 N – 003:13 E, Lagos Secure Anchorage Area. Duty watchman noticed the robbers, raised the alarm and sounded the vessel's horn resulting in the robbers jumping overboard and escaping. A search of the tanker was carried out. The incident was reported to the local authorities who dispatched a patrol vessel. Upon investigation, nothing was reported stolen.

KIDNAPPING

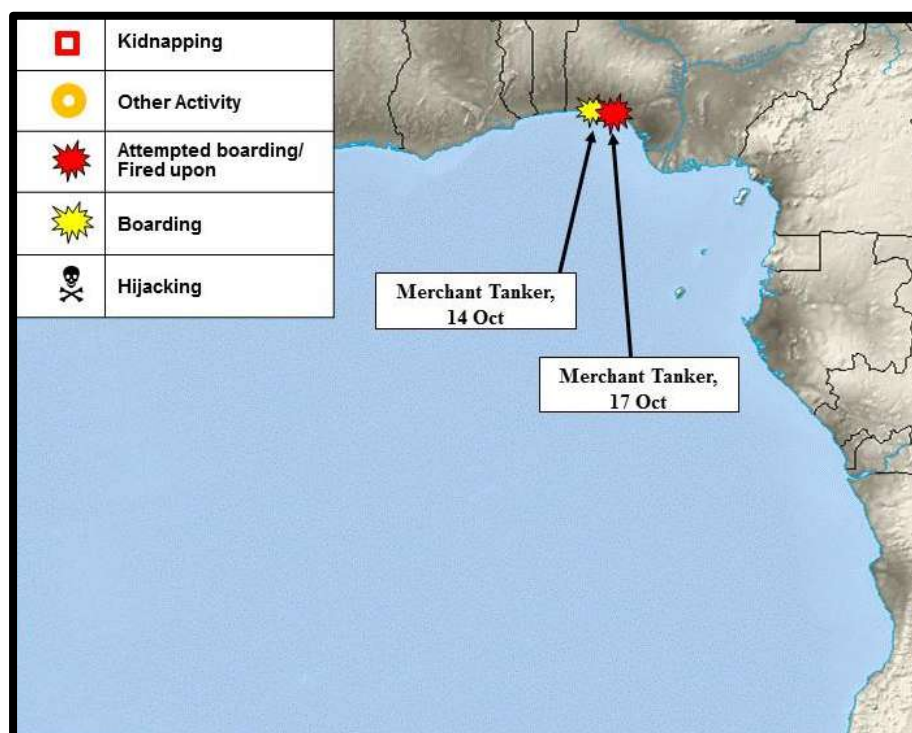
- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- No current incidents to report



Source: ONI

MARITIME REPORTING

- No current maritime related reporting

WEATHER FORECAST: GULF OF GUINEA**WEATHER FORECAST VALID FROM 18 - 24 OCTOBER 2018**

GULF OF GUINEA: Southwest winds of 5 – 10 knots and seas of 3 – 5 feet.

- **Extended Forecast:** Southwest winds of 5 – 10 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:

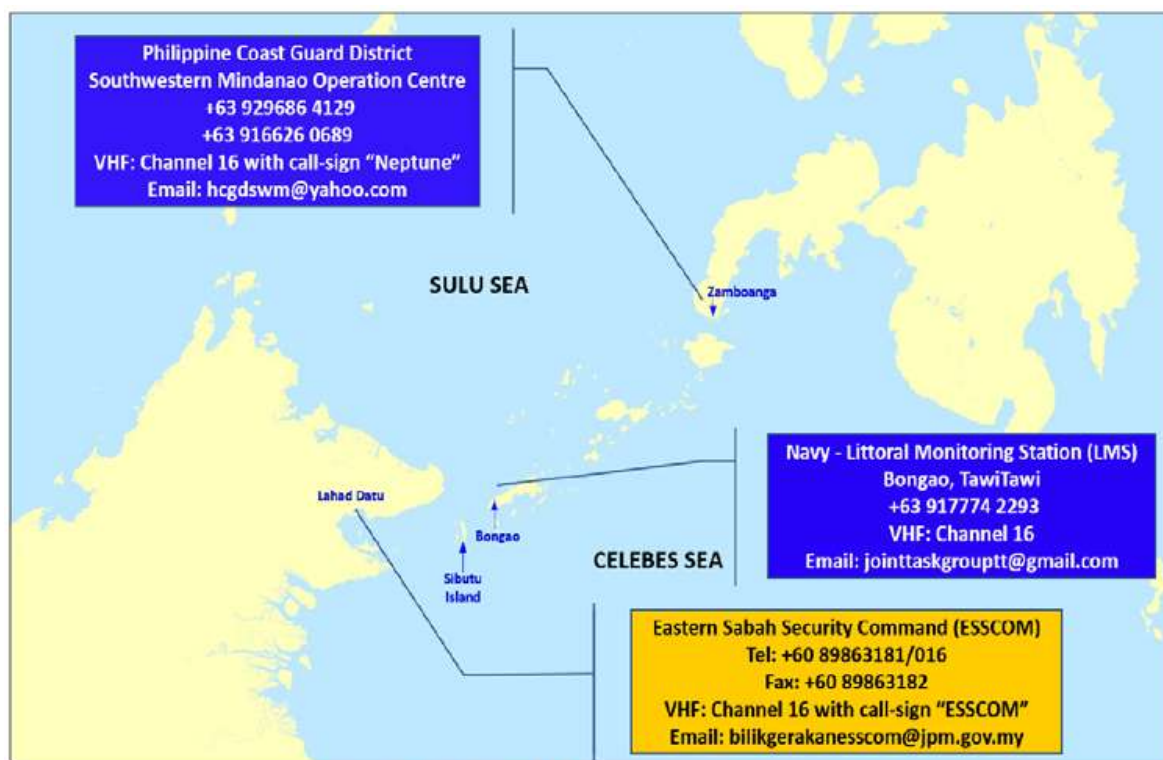
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WARNING: Continued Threat of Kidnap in Sulu-Celebes Sea and off Eastern Sabah

The first actual abduction incident to occur this year in waters in Sulu-Celebes Sea and off eastern Sabah, East Malaysia occurred on 11 September and involved the kidnapping of two Indonesian fishermen. 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

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

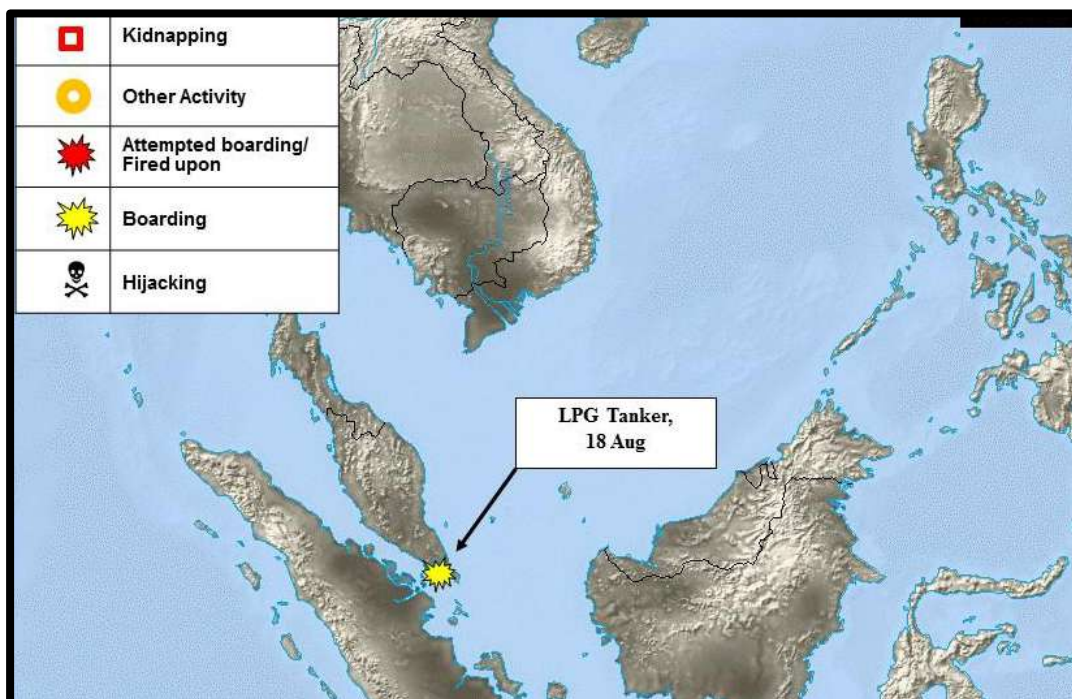
- **18 August (Singapore Strait – Late Report)** – Three robbers armed with knives boarded an LPG tanker underway near position 01:14 N – 103:57 E, Singapore Straits. They confronted and injured a duty crewman and stole his personal belongings. The alarm was raised and the crew was mustered resulting in the robbers escaping. The incident was reported to the Singapore Vessel Traffic Information System.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

- No current incidents to report



Source: ONI

MARITIME REPORTING

- No current maritime related reporting

WEATHER FORECAST: SOUTHEAST ASIA**WEATHER FORECAST VALID FROM 18 - 24 OCTOBER 2018**

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

- **Extended Forecast:** Southwest winds of 5 – 10 knots and seas of 3 – 5 feet.

MALACCA STRAIT: 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.

- **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: Southwest winds of 5 – 10 knots and seas of 3 – 5 feet in the northern section; with southwest winds of 5 – 10 knots and seas of 3 – 5 feet in the southern section.

- **Extended Forecast:** Light and variable winds, with seas of 2 – 4 feet in the northern section; with light and variable winds and seas of 2 – 4 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: Expect strong gusts in and around scattered thunderstorms, throughout the Malacca Strait and the Andaman Sea due to funnelling effects and daytime heating. **Forecaster's Note:** The west Pacific Ocean's tropical cyclone season runs from April until October. During this period, expect numerous tropical cyclones to impact the region, which could change the forecast.

PIRACY & ARMED ROBBERY AGAINST VESSELS IN ASIA – 3rd Quarter Review (January – September 2018)

EXECUTIVE SUMMARY

During the January – September 2018 reporting period, a total of 64 incidents of piracy and armed robbery against vessel were reported in Asia. This figure consists of 50 actual incidents and 14 attempted incidents and includes three incidents of piracy and 61 incidents of armed robbery against vessels. Compared to the same period in 2017, this figure represents a 3% increase in the total number of incidents reported during the January – September 2018 period. The January – September 2017 period saw a total of 62 incidents reported, consisting of 54 actual incidents and eight attempted incidents. It should be noted however that the number of actual incidents reported during the January – September 2018 period was the lowest amongst the 10-year period of January – September of 2009 – 2018.

During this year's reporting period, the Philippines region saw an improvement at ports and anchorages, with four incidents, consisting of three actual incidents and one attempted incidents, being reported, compared to 14 actual incidents that were reported during the same period last year.

In regards to the abduction of crewmembers for ransom in the Sulu-Celebes Sea and waters off Eastern Sabah, two incidents consisting of one actual and one attempted incidents were reported during the January – September 2018 period. This compares to seven incidents, comprising of three actual incidents and four attempted incidents, that were reported during the same period in 2017. While the number of incidents in this region has declined, the threat of further kidnappings of crewmembers in the Sulu-Celebes Sea and waters off Eastern Sabah remains, as seen by the latest incident of abduction of two fishermen from a fishing boat on 11 September 2018 in waters off Eastern Sabah. MS Risk continues to advise all vessels to re-route from the area, where possible. Otherwise, we advise that vessel Masters and crewmembers exercise additional vigilance while transiting the area and report any incidents or suspicious activity to the relevant reporting centres. Vessels at slow speed and low freeboard, such as fishing boats and tug boats, are mostly boarded, though larger merchant ships have been targeted in the past.

This reporting period saw no actual incidents of hijacking of vessels for theft of oil cargo. Two attempted incidents of suspicious intention to steal oil cargo were reported on 1 June and 4 August. In both of these incidents, Malaysian Maritime Enforcement Agency (MMEA) successfully arrested the mastermind and perpetrators.

Of concern during this reporting period has been the rise in incident reported on board vessels at ports and anchorages in Chittagong, Bangladesh and of Samarinda in East Kalimantan, Indonesia. Further concern is noted in regards to vessels while underway in the Straits of Malacca and Singapore (SOMS). These regions have seen a significant rise in incidents compared to the same period in 2017.

OVERVIEW

Number of Incidents

The January – September 2018 reporting period saw a total of 64 incidents of piracy and armed robbery against vessels, comprising of 50 actual incidents and 14 attempted incidents that were reported in Asia.

Compared to the same reporting period last year, this represents a 3% increase in the total number of incidents. This increase is due to a rise in the number of attempted incidents.

Piracy Vs. Armed Robbery Against Vessels

The majority of incidents that were reported during this period were incidents of armed robbery against vessels. Of the total 64 incidents reported, 61 were incidents of armed robbery against vessels, with the remaining three being incidents of piracy. During the January – September 2018 period, piracy incidents accounted for 5% of the total number of incidents.

Over the 10-year January – September reporting period, piracy incidents mostly ranged between 4 – 11%, with the exception occurring during the periods of 2009, 2010, 2011 and 2014, when piracy incidents accounted for 15%, 23%, 18% and 26% respectively.

Status of Vessels

Of the total 64 incidents reported during this year's January – September period, 49 incidents (77%) occurred on board vessels while at anchor/berth, with the remaining 15 incidents (23%) occurring on board vessels while underway. During the January – September 2018 period, all incidents that occurred in Bangladesh (11 incidents), India (2), Indonesia (26), Malaysia (2), the Philippines (4), the South China Sea (2) and Vietnam (2) occurred on board vessels at anchor/berth. All incidents that occurred on board vessels underway occurred in India (1), Malaysia (3), South China Sea (1), Straits of Malacca and Singapore (8) and Sulu-Celebes Sea (2).

UPDATE ON SITUATION ON ABDUCTION OF CREWMEMBERS FROM VESSELS IN THE SULU-CELEBES SEA AND WATERS OFF EASTERN SABAH

Between 26 March 2016 and 30 September 2018 a total of 27 incidents consisting of 16 actual incidents and 11 attempted incidents of abduction of crewmembers from vessels while underway in the Sulu-Celebes Sea and waters off Eastern Sabah have been reported.

Incident Type	2016	2017	2018	Total
Actual 26 March 2016 – 30 September 2018	12	3	1	16
Attempted 26 March 2016 – 30 September 2018	6	4	1	11

Current Situation

Three Indonesian crewmembers of a Malaysia fishing banca were reported released on 15 September 2018 in Indanan, Sulu. The three crewmembers were kidnapped by nine armed perpetrators on 18 January 2017 when their fishing banca was sailing at about 4 nautical miles east of Bakungan Island, Taganak, Tawi-Tawi.

Since March 2016, a total of 63 crewmembers have been abducted. Of these, 33 have been released, 15 have been rescued, 7 have been killed and as of 30 September 2018, eight crewmembers remain in captivity. The Philippine authorities continue to conduct pursuit operations and intensify its military operations to rescue the abducted crewmembers and to neutralize the Abu Sayyaf Group (ASG).

Latest Incident

The latest incident occurred on 11 September 2018. While sailing off Gaya Island, Semporna, Sabah, East Malaysia, at around 0100 hrs, two masked perpetrators armed with M16 rifles boarded fishing boat *F/B SRI DEWI 1* from a motor banc and abducted two fishermen on board. The perpetrators then headed towards the vicinity waters of Sitangkai, Tawi-Tawi. It was reported that both victims were transported by a speed boat to Talipao, Sulu, Philippines at about 1400 hrs on 11 September. One of the crewmembers of *F/B DWI JAYA 1*, sister boat of *F/B SRI DEWI 1*, reported the incident to Eastern Sabah Security Command (ESSCOM) in Malaysia. He indicated that while he was resting inside the room of *F/B DWI JAYA 1*, he noticed that the light of *F/B SRI DEWI 1* suddenly went off. When he was finding out what occurred to the sister vessel, he noticed some perpetrators equipped with M16 rifles on board. He went into hiding and an hour later discovered that two Indonesian crewmembers of *F/B SRI DEWI 1* were missing. The two Indonesian crewmembers – boat Master and assistant boat master – had been kidnapped. The two fishing boats were manned by 15 crewmembers/fishermen in total and had been on a fishing venture in the seawaters of Pulau Gaya, Sabah for three days. At the time of the incidents, there were only four crewmembers left on board the two fishing boats, with the remaining 11 crewmembers in mainland Semporna where they were using light boats to deliver/dispose their fish catch. Upon receiving information concerning the attack, the PCG District Southwestern Mindanao (CGDSWM) immediately dispatched PCG vessel MRRV 4408 to augment with CG Station Tawi-Tawi and Joint Task Force Tawi-Twi in pursuit operations against the perpetrators. Likewise, the law enforcement authorities of the Philippines in Zamboanga, Basilan, Sulu and Tawi-Tawi intensified its monitoring and networking to establish the location and status of the kidnap victims. Media reports indicated on 25 September that Sabah police have reported that the abductors contacted the wife of one of the two abducted fishermen and demanded a ransom of RM 4 million for their release.

Modus Operandi of Past Kidnap incidents

Vessel Type

In previous incidents, tug boats and fishing boats/tractors were mostly targeted due to their slow speed and low freeboard. Out of the 16 actual incidents reported in the region, six incidents involved tug boats ranging from 60 – 225 Gross Tonnage (GT) and seven were fishing boats/tractors. One general cargo with 11,391 GT and two bulk carriers with 2,999 GT and 2,875 GT were boarded and crewmembers were abducted. Of the actual 12 incidents reported in 2016, 5 involved tugboats, 5 involved fishing tractors/boats; 1 involved a general cargo ship and 1 involved a bulk carrier. In 2017, 3 actual incidents were reported, one each on board a tugboat, fishing tractor/boat and bulk carrier. In 2018, there was one actual incident that occurred on a fishing boat.

In regards to the attempted kidnap incidents that have occurred since 13 November 2016, all involved vessels of above 5,000 GT. In 2016, there were 6 attempted incidents – 5 involving bulk carriers (17,979 – 93,169 GT) and one involving a product tanker (5,557 GT). In 2017, four attempted incidents were reported involving 1 container ship, 1 bulk carrier (45,026 GT), 1 general cargo ship (1,599 GT) and 1 passenger/cargo ferry. In 2018 there was one attempted incident involving a container ship.

Vessel Type Vs. Location

Fishing tractors/boats and tug boats have typically been targeted in the northwest and southwest of Sibutu Passage and close to shore; bulk carriers have mostly been targeted north of Sibutu Passage, in which 2 of 8 were boarded; 1 of 2 boarding's of general cargo ships occurred southeast of Sibutu Passage; no container ships or tankers have been boarded.

Time of Incident

Of the total 27 incidents that have been reported in this region, 21 occurred during daylight hours between 0600 hrs and 1800 hrs, with the remaining 6 incidents occurring between 1801 hrs and 0600 hrs. This indicates a boldness amongst the perpetrators to carry out attacks in broad daylight.

Number of Perpetrators

The majority of incidents reported in this region involved 5 men. Larger groups of perpetrators were involved in the following incidents:

- *Brahma 12* (17 perpetrators)
- *Royal 16* (10 perpetrators)
- *Cemtex Fortune* (10 perpetrators)
- *Easter K* (10 perpetrators)

Nationality of Abducted Crewmembers

- Indonesian (31)
- Vietnamese (12)
- Filipino (10)
- Malaysian (9)
- Korean (1)

Crewmembers who remain in captivity include 5 Filipinos, 2 Indonesians and 1 Vietnamese.

Weapons Used by Perpetrators

Perpetrators operating in this region have typically been armed with firearms. In three incidents, the perpetrators fired shots:

- Henry – shootout between the perpetrators and the Malaysian Marine Police
- Charles 00 – the perpetrators fired at a tug boat in a bid to force a vessel to stop
- Royal 16 – the perpetrators fired at cabin doors in a bid to open them

Boats Used by Perpetrators

Perpetrators operating in this region have typically used speed boats. The colours of speedboats reported are grey, white, blue, green with white stripe, white and blue. In some incidents, “jungkong” pump boats, which are a small wooden traditional fishing boat, have been used.

Treatment of crewmembers

IN three incidents, crewmembers were killed: Royal 16 (3 crewmembers killed); Giang Hai (3); Ramona 2 (1). Two incidents reported crewmembers sustaining injuries: Henry (crewmembers suffered gunshot wounds); Royal 16 (two crewmembers suffered injuries). In 11 incidents, no injuries were reported.

Economic Loss

While the primary target of such incidents is the kidnapping of crewmembers, a number of incidents have reported items also being stolen. In three incidents – Massive 6, Ramona 2 and Serunding – crewmembers' cash and personal belongings were reported stolen. In one incident, ship property including GPS, VHF radio, navigational equipment and ship compass were stolen. A total of 12 incidents either reported no loss of property or there was no report of loss.

Advisory for Region

MS Risk continues to advise all vessels that the threat of abduction of crewmembers in the Sulu-Celebes Sea and waters off Eastern Sabah remains high. We advise that all vessels reroute from the area, where possible. Otherwise, vessel Masters and crewmembers are strongly urged to exercise additional vigilance when transiting the Sulu-Celebes Seas and waters off Eastern Sabah, reporting any incidents and suspicious activity to the appropriate authorities.

REGIONAL ANALYSIS

Indonesia (off Samarinda, East Kalimantan)

The January – September 2018 reporting period has seen a rise in the number of incidents reported at anchorages of Muara Jawa and Muara Berau, off Samarinda, East Kalimantan, Indonesia, compared to the same reporting period in 2017. Of the 26 incidents reporting during this year's period, 14 incidents (54%) occurred off Samarinda, East Kalimantan compared to four incidents (18%) of the 22 incidents reporting in Indonesia during the same period last year.

Number of Perpetrators

This year's reporting period saw three incidents involving 1 – 3 perpetrators (21%), six incidents involving 4 – 6 perpetrators (43%), and five incidents that had no information relating to the number of perpetrators (36%).

Type of Weapons

In four incidents (29%) that occurred during this year's reporting period, perpetrators were armed with knives/machetes. Ten incidents (71%) did not have any information on whether the perpetrators were armed.

Treatment of Crewmembers

During the January – September 2018 period, one incident (7%) reported that the crew was threatened; six incidents (43%) reported that crewmembers sustained no injuries; and seven incidents (50%) did not provide any information regarding the well-being of crewmembers during an incident.

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Types of Losses

The January – September 2018 reporting period saw seven incidents report losses of stores (50%); five incidents reporting that nothing was stolen (36%) and two incidents that did not have information if anything was taken from the vessel (14%).

CONCLUSION

The overall situation of piracy and armed robbery against vessels in Asia during the January – September 2018 period remained at relatively low levels, consistent with the same reporting period in 2017. There was however a slight increase, by 3%, in the number of incidents that occurred during the January – September 2018 period, which was due to the increase in attempted incidents. The number of actual incidents reported during this year's period was the lowest amongst the 10-year period of January – September 2009 – 2018.

While the number of incidents of abduction of crewmembers for ransom in the Sulu-Celebes Sea and waters off Eastern Sabah has declined, the threat of further such incidents remains. The recent incident of abduction of two fishermen from a fishing boat in the waters off Eastern Sabah confirms that the threat of abduction of crewmembers still exists in this region. During this reporting period, there were no actual incidents of hijacking of ships for oil cargo theft.

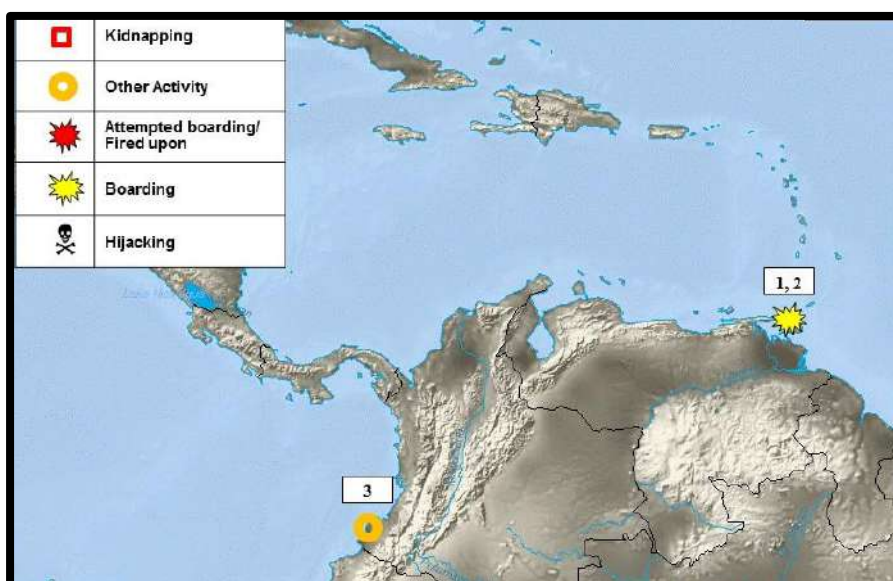
Compared to the same reporting period in 2017, the situation at ports and anchorages in the Philippines has improved, though what is a concern is the increase in the number of incidents that have been reported on board vessels anchored/berthed at ports and anchorages in Bangladesh and off Samarinda, East Kalimantan, Indonesia, as well as on board vessels while underway in the Straits of Malacca and Singapore. Any vessels transiting these areas are advised to maintain additional vigilance at all times.

WORLDWIDE

NORTH AMERICA

- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

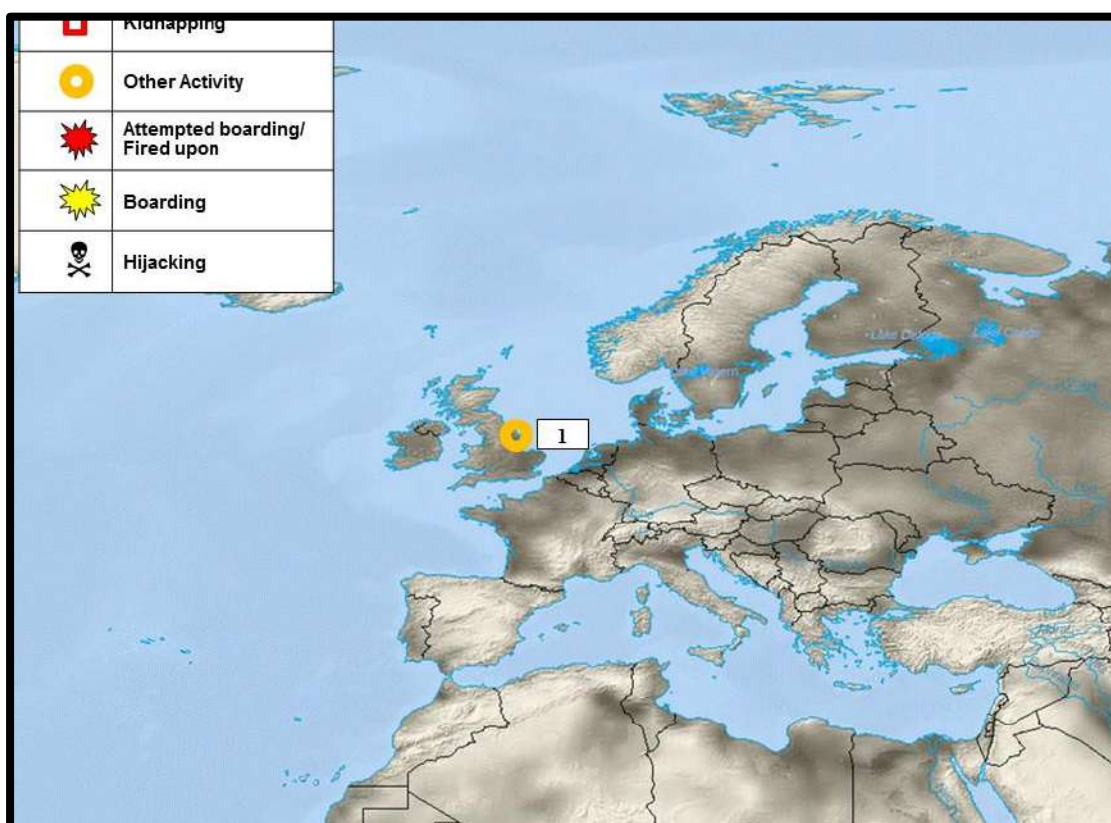


Source: ONI

1. **16 October (Trinidad and Tobago)** – A dinghy and outboard motor were stolen from an unoccupied yacht anchored in Chaguaramas. The marina security patrol noticed the activity however they were unable to intercept the thieves. The local coast guard office was notified.
2. **15 October (Trinidad and Tobago)** – Seven yachts were barded in the same evening in Chaguaramas. Dinghies and outboard motors, tools and personal effects were reported stolen. The local authorities were notified.
3. **15 October (Colombia)** – The Colombian Navy seized one ton of cocaine in waters near Tumaco, Narino department. The drugs were found inside a hidden compartment of a small boat during a routine operation.

ATLANTIC OCEAN AREA

1. **4 October (England – Late Report)** – Authorities at the Immingham docks announced that they had seized 35 kilograms of heroin and the same amount of cocaine, along with 250 kilograms of cannabis that were hidden in a shipping container holding fruit juice. The container had arrived the night before on a vessel from Rotterdam.



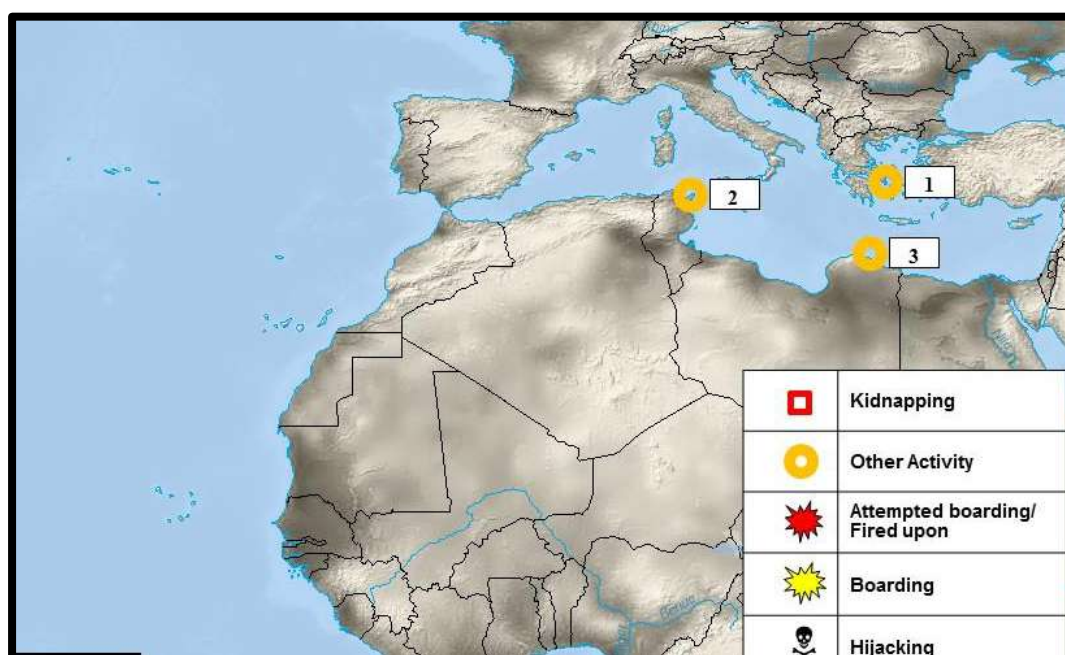
Source: ONI

NORTHERN EUROPE – BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA

1. **17 October (Greece)** – Greek Coast Guard personnel found a gas cylinder connected to the underwater section of the hull of container ship *EVER CONQUEST*, at Kerastini Piraeus Container Terminal. Fifty-one plastic packages were hidden in the cylinder, containing 53 kilograms of marijuana.
2. **15 October (Tunisia)** – Customs officials at Tunis's La Goulette Nord Port seized 11,000 ecstasy tablets aboard a private truck that had arrived from the Italian city of Genoa. The narcotics were hidden inside a washing machine. Security forces arrested the owner of the vehicle, who had previously been held on suspicion of trafficking electronic cigarettes through La Goulette.
3. **10 October (Libya – Late Report)** – The self-declared Libyan National Army (LNA) seized two Italian fishing boats with thirteen crewmembers on board 46 kilometres from Derna port, eastern Libya. None of the crewmembers were injured. According to the LNA, both vessels and those onboard were taken to Ras Al-Hilal Port east of Benghazi. The group disclosed that the vessels were detained inside Libyan territorial waters but that the crewmembers were not under arrest.

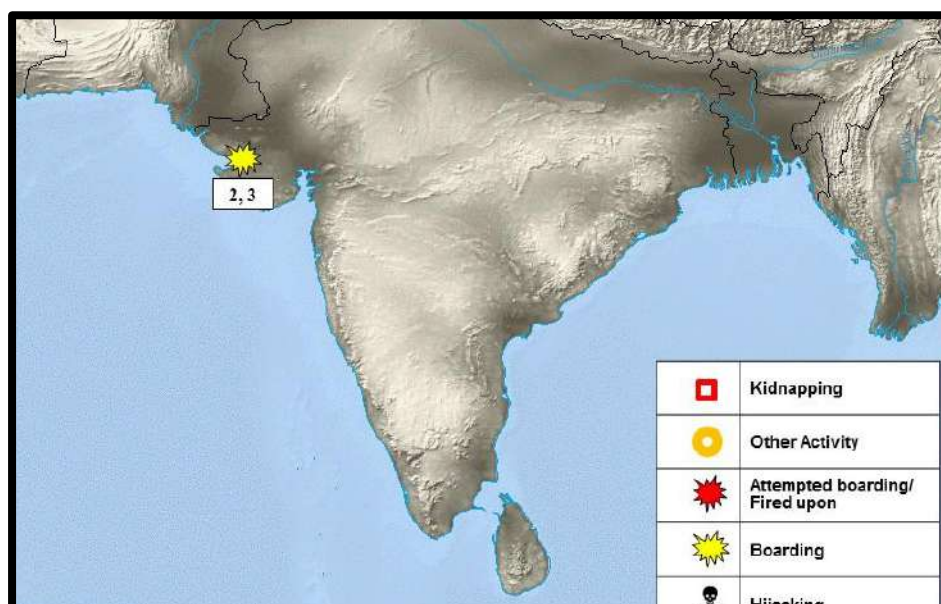


Source: ONI

ARABIAN GULF

- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT



Source: ONI

2. **11 October (India – Late Report)** – Robbers boarded the Liberia-flagged tanker *GAS ODYSSEY* while it was anchored 11 nautical miles of Tekra Light, Kandla. The watch crew found footprints on the main deck portside leading to the forecandle and back to the manifold area. Upon further investigation, it was revealed that two scupper plugs and three cargo reducers were missing.

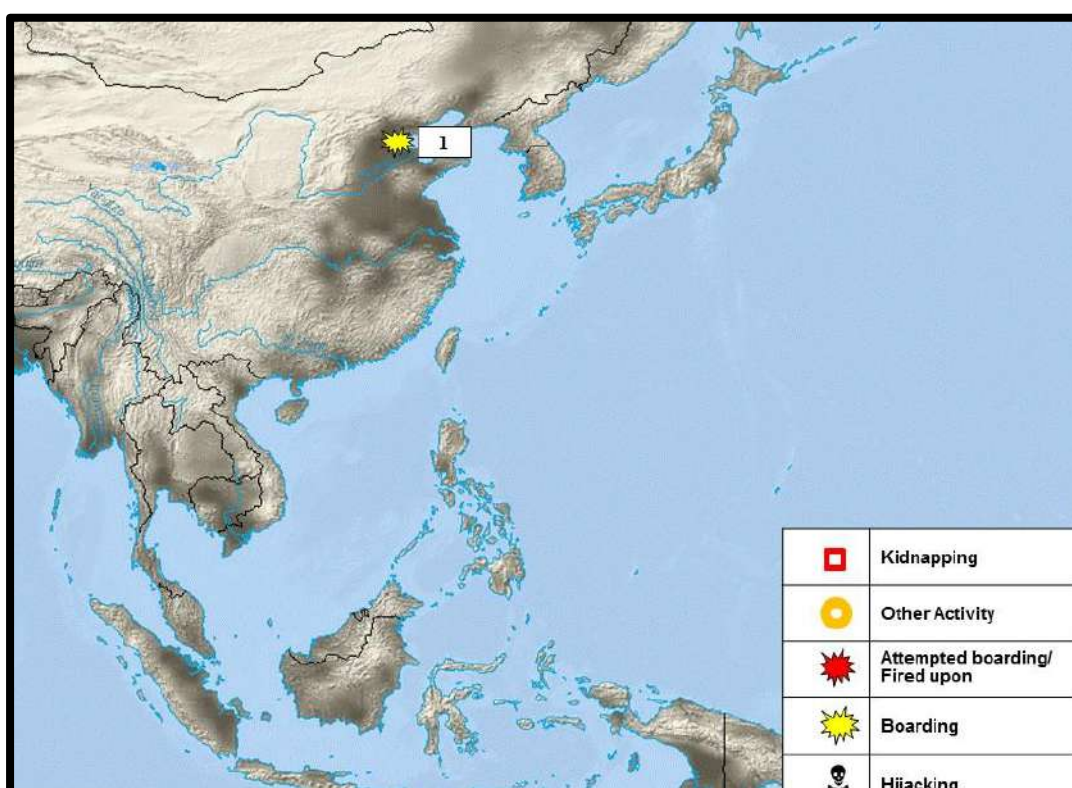
3. **10 October (India – Late Report)** – Robbers boarded the anchored LPG tanker *BERLIAN EKUATOR* near position 22:48 N – 069:59 E, Deendayal Anchorage, Kandla. The robbers stole ship's stores and escaped unnoticed. The theft was noticed by the ships' crewmembers during a routine stowaway search. The incident was reported to the port control.

EASTERN AND SOUTHERN AFRICA

- No current incidents to report

NORTHEAST ASIA

1. **3 October (China – Late Report)** – The Master of a bulk carrier anchored near position 38:49 N – 118:14 E, Tianjin Anchorage, noticed a diesel oil tank manhole open and traces of oil leading towards the shipside. An investigation indicated that robbers had boarded the vessel, stolen oil from the tank and escaped unnoticed.



Source: ONI

PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

MIGRATION



Tensions across the European continent remain as governments have failed to find a solution to the ongoing migrant crisis, which has continued over the summer months. Tensions between Italy and its EU neighbours remain after Italy in recent months refused to allow a number of migrant rescue vessels dock at its port. Tensions across the EU bloc are likely to continue over the next few weeks as migrants attempt to benefit from continued warm weather to make the dangerous Mediterranean crossing.

CYPRUS PICKS UP MIGRANTS FROM DRIFTING BOAT

15 October (Spain) – Spain's maritime rescue service has reported that it has recovered the bodies of three migrants, noting that it fears another seventeen were missing in the Mediterranean Sea. The service reported that its rescue craft found the bodies in water near a sinking boat it intercepted east of the Strait of Gibraltar. Rescuers were able to save 36 men of sub-Saharan origins from the boat and disclosed that the rescued migrants had told them that another seventeen men who had travelled with them were missing.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 21 OCTOBER 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

LIBYA REJECTS EUROPEAN UNION MIGRANT PLAN

19 October – The Libyan foreign minister has disclosed that his country is opposed to a European Union (EU) plan to set up assessment centers for migrants outside the EU's territory. While the plan was drawn up by EU leaders last June, as Italy called for more controls on migration flows, the Libyan Minister Mohamed al-Taher Siala has now told an Austrian newspaper that all North African countries reject the idea of so-called disembarkation platforms on their territory. He went on to say that instead, Libya was working with its southern neighbors in order to reinforce their common borders.

UN EVACUATES MIGRANTS FROM LIBYAN CAPITAL TO NIGER

18 October – The UNHCR confirmed on Thursday that amidst a deteriorating situation in Tripoli, it successfully evacuated 135 migrants from Libya to Niger earlier this week, in what is the first airlift to take place since June. The agency reported that UNHCR staff endured "significant security challenges and restrictions" while completing the evacuation late on Tuesday as rising tensions between rival militias resulted in sporadic exchanges of fire and rockets falling on Tripoli airport, adding that many of the people evacuated late on Tuesday had been held in detention centers for several months and were suffering from the effects of malnutrition and poor health. The evacuees are currently being hosted in UNHCR's Emergency Transit Mechanism (ETM) until further solutions are found for them.

GUNMEN STEAL CARS FROM EL SHARARA OILFIELD

18 October – Gunmen stole two company cars at a control station of Libya's giant El Sharara oilfield on Thursday. Station 186, located 40 km away from the main part of the field deep in the southern desert, has been attacked by gunmen several times. In July, two staff members, one of them Romanian, were kidnapped. Their whereabouts remain unknown.

TRIBE OF SLAIN LIBYAN REBEL COMMANDER PROTESTS AT EASTERN OIL PORT

18 October – Libyan tribesmen staged a demonstration at the eastern port of Hariga on Thursday in protest against the appointment of a government minister, a leading member of the tribe has reported. A member of the powerful Obeidat tribe confirmed, "we are at the port's gate. No car can enter or leave the port," adding that tribesmen were protesting against the decision by the internationally-recognized government in Tripoli to appoint Ali Essawi as economy minister. In 2011, Libyan prosecutors had named Essawi as the main suspect of the killing of Abdel Fattah Younes, a former top rebel commander during the uprising against Muammar Gaddafi in 2011. Younes belongs to the Obeidat tribe. A Libyan court in 2012 had dropped the case against Essawi and other suspects. Earlier this month, he re-emerged into the spotlight when Tripoli-based Prime Minister Fayez appointed him as economy minister. It currently remains unclear whether oil exports had been affected from the port, located in Tobruk near the Egyptian border, with a spokesman for port operator AGOCO, part of state oil firm NOC, declining to comment on the matter.

CASE OF SLAIN LIBYAN REBEL COMMANDER RESUMES

16 October – Eastern Libyan authorities have resumed an investigation into the unexplained killing of a top rebel commander in the 2011 uprising that toppled Muammar Gaddafi. The unsolved killing of Abdel Fattah Younes by suspected fellow fighters in 2011 caused deep rifts inside the rebel camp of the kind that have marked the turmoil and violence gripping the country ever since. The investigation however risks creating new tensions between eastern Libya, which is controlled by the forces of General

Khalifa Haftar, and a UN-backed administration in the capital Tripoli. According to a decree posted late on Monday, Haftar ordered the eastern military prosecutor to “immediately and urgently reopen the investigation” of the killing of Younes and two others slain in 2011. A previous investigation launched in 2011 had named as prime suspect Ali Essawi, who was deputy prime minister during the uprising at a rebel transitional authority, which took over power from Gaddafi. A court later dropped the case against Essawi and other suspects. Essawi however resurfaced into the spotlight this month when Tripoli-based Prime Minister Fayez appointed him as economy minister – an appointment which has sparked angry reactions from Younes’s Obeidat tribe and a second eastern-based trip, who warned in comments published on local media that the move was a provocation. Both tribes are amongst the most powerful in the east and allied to Haftar.

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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