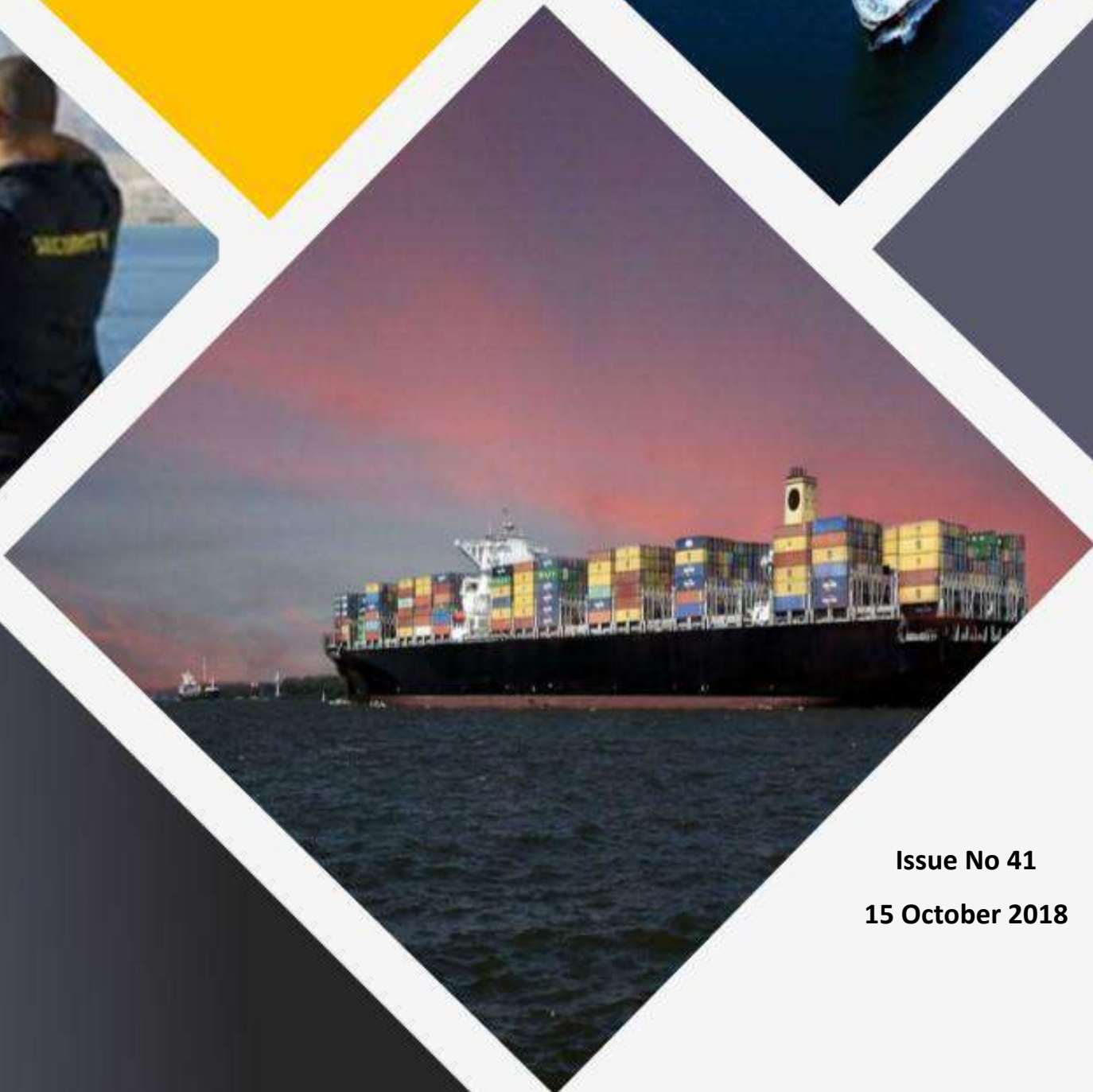


Maritime Security Review



Issue No 41
15 October 2018

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INCIDENTS AT SEA

Reporting Period: 8 - 14 October 2018

Region	Current Incidents	Late Reported Incidents	Threat Level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	0	Low
Gulf of Guinea	1	1	Medium
Asia	0	3	Medium
WORLDWIDE			
North America	0	0	Low
Central America/Caribbean/ South America	1	2	Medium
Atlantic Ocean Area	0	0	Low
Northern Europe/English Channel/Baltic	0	1	Low
Mediterranean/ Black Sea	0	0	Low
Arabian Gulf	0	0	Low
Southern Africa	0	0	Low
East Asia/Indian Subcontinent	0	1	Low
Pacific Ocean/Southern Ocean	0	2	Medium

Piracy Levels are determined on a weekly basis as follows:

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

PLEASE NOTE:

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

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

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

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

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

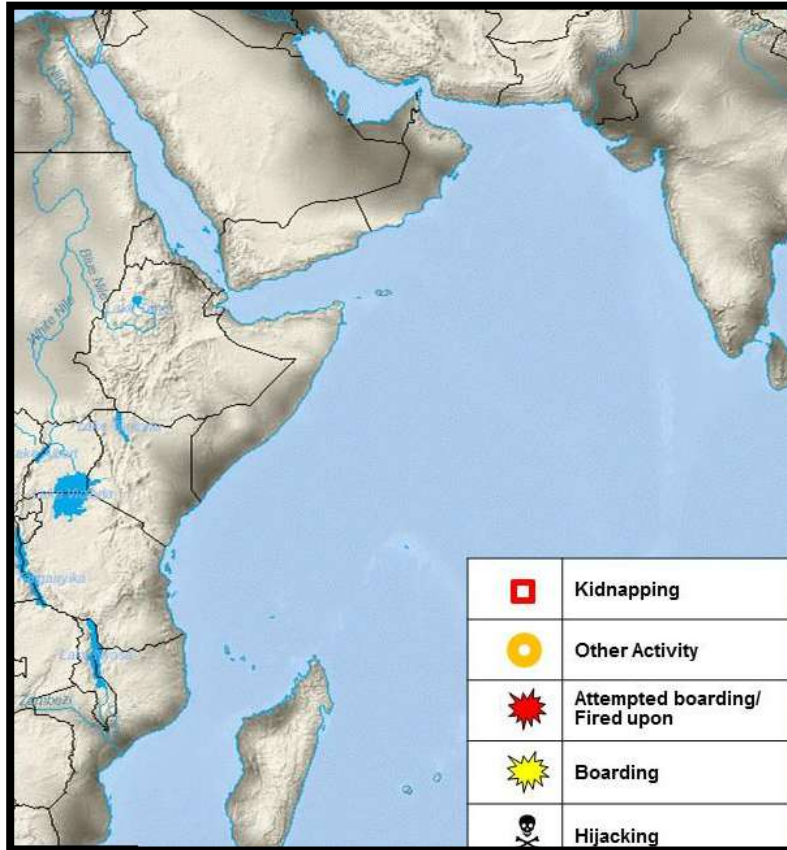
Some vessels transiting this region may have increasingly become complacent in the belief that the piracy threat had diminished. However, poverty and other motivating factors for piracy remain. The threat of attack and/or hijacking remains significant, as the root causes on the ground in Somalia have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

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

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

Current
Incidents:

0



SOURCE: ONI

VESSEL HIJACKED

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACKS

- No current incidents to report

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 11 - 17 OCTOBER 2018**

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

- **Extended Forecast:** Northerly winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 – 7 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, gusting to 25 knots, and seas of 7 – 9 feet in the western section of the Gulf; with northwest winds of 50 knots, gusting to 65 knots, and seas of 12 – 15 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 5 – 7 feet in the southern section of the coastline.

- **Extended Forecast:** Southwest winds of 10 – 15 knots, and seas of 5 – 7 feet in the northern section of the coastline; with southwest 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 15 – 20 knots and seas of 6 – 8 feet.

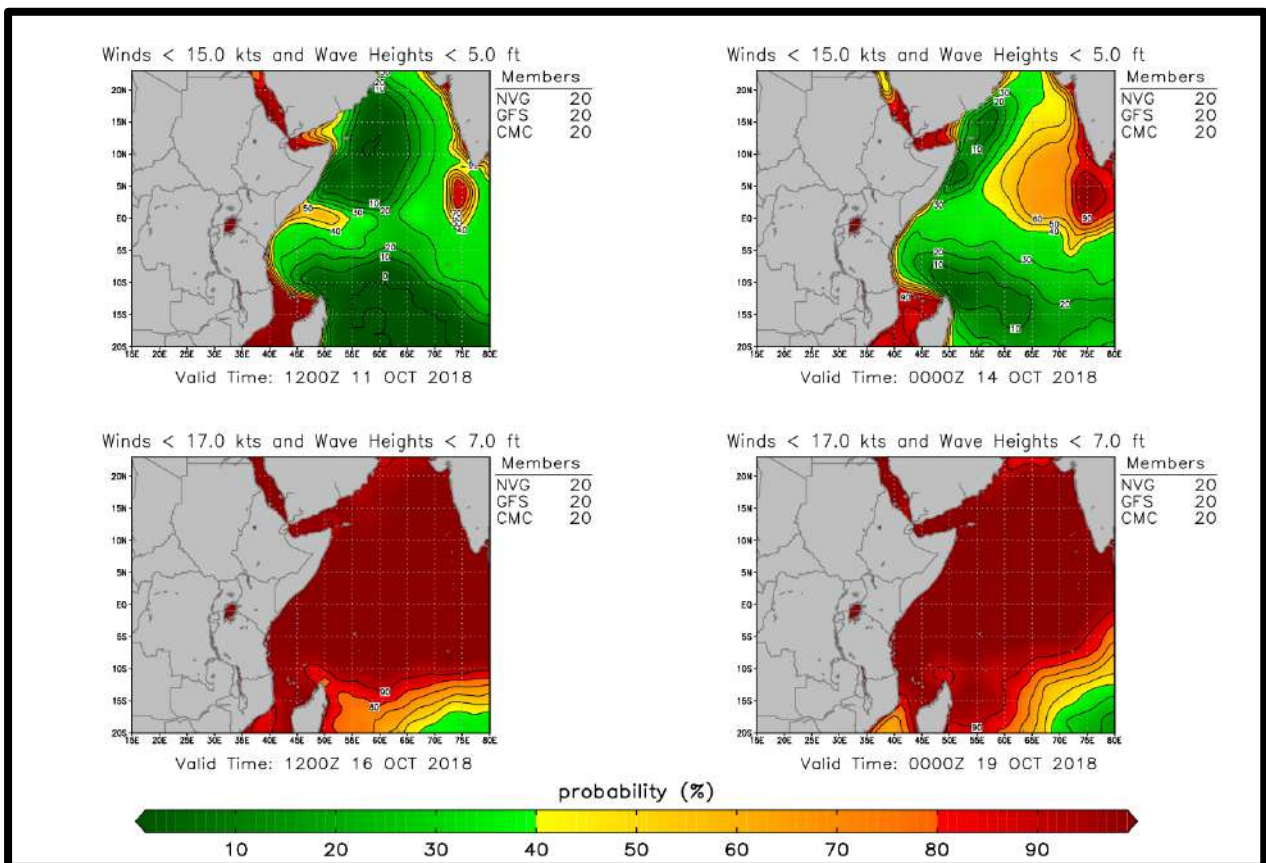
- **Extended Forecast:** Easterly winds of 10 – 15 knots and seas of 5 – 7 feet.

MOZAMBIQUE CHANNEL: Southeast 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:** Easterly winds of 5 – 10 knots and seas of 5 – 7 feet in the northern Channel; with southeast winds of 10 – 15 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: Tropical Cyclone 05A (Luban) is located in the central Arabian Sea and is increasing winds and seas throughout the region before making landfall on the Arabian Sea. Expect increased localized wind flow through the Strait of Hormuz due to funnelling effects and occasional shamal winds across the Arabian Gulf.



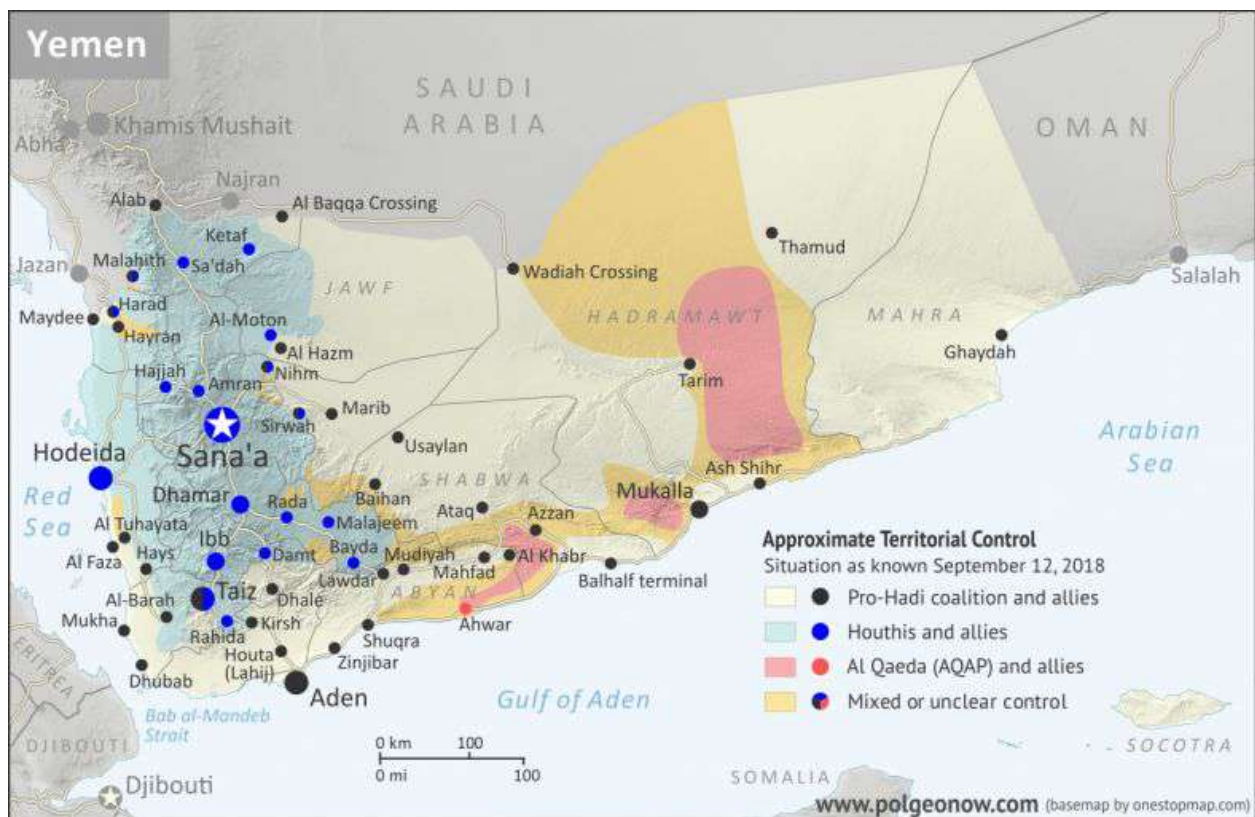
Source: ONI

SPOTLIGHT ON YEMEN

PORT STATUS AS OF 14 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 measures aboard vessels are in place.



ACTIVITY REPORTING

TOP YEMEN BAHAI FIGURE DISAPPEARS AMID HOUTHJI CRACKDOWN

12 October – Friends of the spokesman for Yemen’s Bahai religious minority say he has been detained by Houthi militias who control the country’s north. Two friends of Abdullah Yahia Al-Ayolofi said Friday that unidentified men snatched Al-Ayolofi from a market in a district called Al-Jarraf in Sanaa on Thursday. His whereabouts remain unknown, they said. A security official said that Houthi militiamen seized Al-Ayolofi earlier in the week. Al-Ayolofi, a convert to Bahaiism, has been outspoken about Houthi abuses against Bahai followers. The Houthis’ leader has targeted Bahais in public speeches describing them as “satanic” and several Bahais have been detained, tortured and held incommunicado, according to the community’s United Nations representative.

YEMEN’S ARMY ADVANCES IN SAADA, LAUNCHES COORDINATED ATTACKS ON HOUTHIS

12 October – The Yemeni army backed by the Arab coalition, continues advancing in several districts of the governorate of Saada, taking control of new posts which were under the control of the pro-Iranian Houthi militia, particularly in the districts of Zaher, Baqim and Kataf. Military sources confirmed that the Yemeni army launched a successful attack on a post controlled by the Houthis in the directorate of Zaher, killing more than nine members of the militia, while others managed to escape. In Baqim district, the Yemeni army launched coordinated attacks, allowing its forces to advance to the center of the district, following support from coalition aircraft that destroyed reinforcements of the Houthis in the area. The Yemeni national army continues its combing operations in Kataf district searching for mines planted by Houthis. The army dismantled in the last two days more than 300 mines.

POLICE OFFICER KILLED IN GRENADE ATTACK IN SOUTHERN YEMEN

9 October – An officer of the newly-recruited Yemeni troops was killed by a bomb attack in the southern province of al-Dhalea on Tuesday. Muhsen Besbas, an officer of the Yemeni forces recently established by the United Arab Emirates, was killed outside his house by unknown gunmen, who hurled a grenade toward his car, the security source said on condition of anonymity. Witnesses said the motorcycle-riding attackers fled the scene shortly after the assassination. The UAE-backed Yemeni forces are struggling against a surge in drive-by shootings and armed attacks launched by terror groups such as al-Qaida and the Islamic State. The al-Qaeda and IS networks, mostly operating in eastern and southern provinces, have been responsible for many high-profile attacks against security forces in the country.

SAUDI-LED AIRSTRIKE KILLS 4 CIVILIANS IN HODEIDA

8 October – Yemeni security officials say an airstrike by the Saudi-led coalition has killed four civilians working at a bee farm in Hodeida. They say the airstrike was carried out as fighting raged on the ground between an array of militias backed by the United Arab Emirates and Iran-linked Shiite rebels known as Houthis. The UAE-led forces recently resumed their offensive to drive the rebels out of Hodeida, Yemen's commercial lifeline.

HOUTHIS ARREST PROTESTERS IN SANAA

6 October – Yemen's Houthi group arrested a number of people demonstrating in Sanaa on Saturday over plunging living standards, as soaring prices put basic commodities out of reach for many people amid a humanitarian crisis and war with neighbouring countries. The Iran-aligned Houthis took control of the capital Sanaa in 2014, ousting the internationally recognised government of Abd-Rabbu Mansour Hadi. A Saudi-led, U.S.-backed international military coalition intervened in 2015 to restore it. Sanaa residents said dozens were arrested on Saturday, including 16 female students. The students were released at the end of the day after signing a pledge not to take part in demonstrations again, one of them said, asking not to be identified for fear of retribution. She said female Houthi supporters "attacked us with electric shock batons and clubs, supported by armed men". "They beat me until I fell to the ground and I received an electric shock in the back when I stood up again. I wasn't able to move when they took me to the police station," she said. The Houthi-controlled Saba news agency described the demonstrators as "mercenaries" looking to stir up public anger. Both sides of the Yemen conflict have been accused of serious human rights violations. Some staple goods have become too expensive for many Yemenis, and the central bank has struggled to pay the public-sector salaries on which many depend as foreign exchange reserves dwindle.

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.

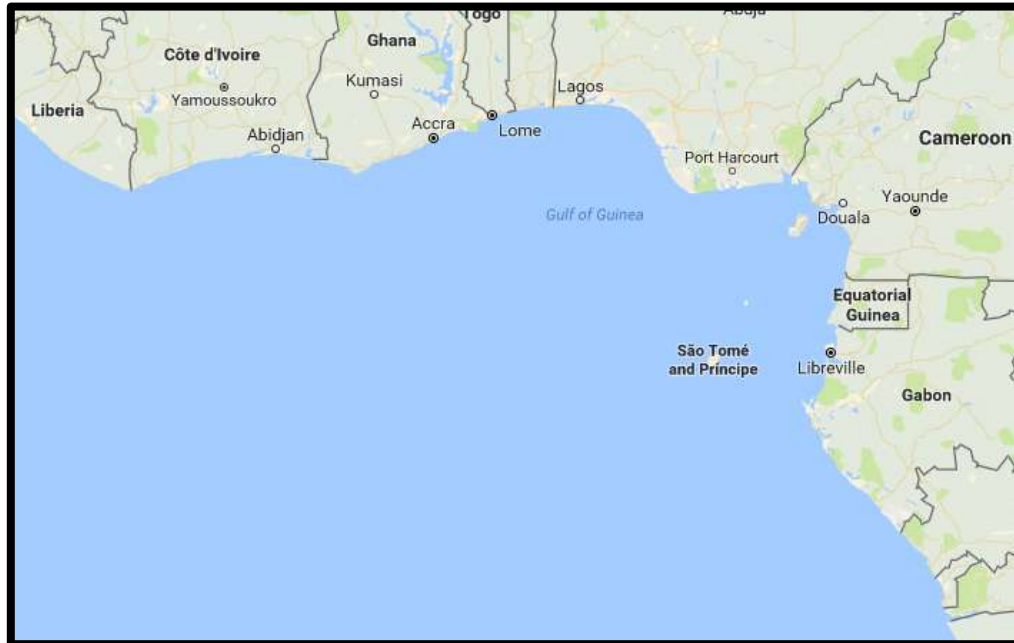
SAUDI COALITION INSPECTIONS

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

- No current incidents to report

VESSELS BOARDED

- **9 October (Ghana)** – One robber boarded an anchored vessel near position 04:53 N – 001:45 W, Takoradi Anchorage. A crewman on routine security rounds noticed the robber and raised the alarm. The robber escaped without stealing anything.
- **31 August (Cameroon – Late Report)** – Two robbers boarded an anchored Panama-flagged general cargo ship near position 02:56 N – 009:54 E, vicinity of Kribi. The crewmembers raised the alarm

and informed the Cameroonian Navy whose patrol boat quickly arrived at the scene. After searching the vessel, one intruder was arrested and handed over to the port authorities of Kribi. The other intruder is said to have escaped.

KIDNAPPING

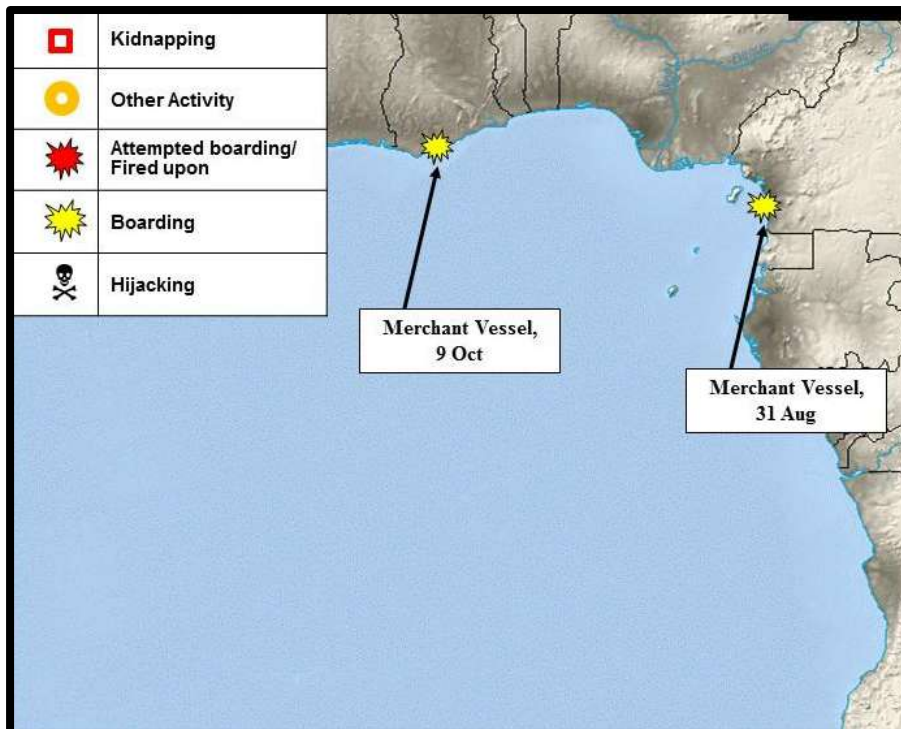
- No current incidents to report

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 11 - 17 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:

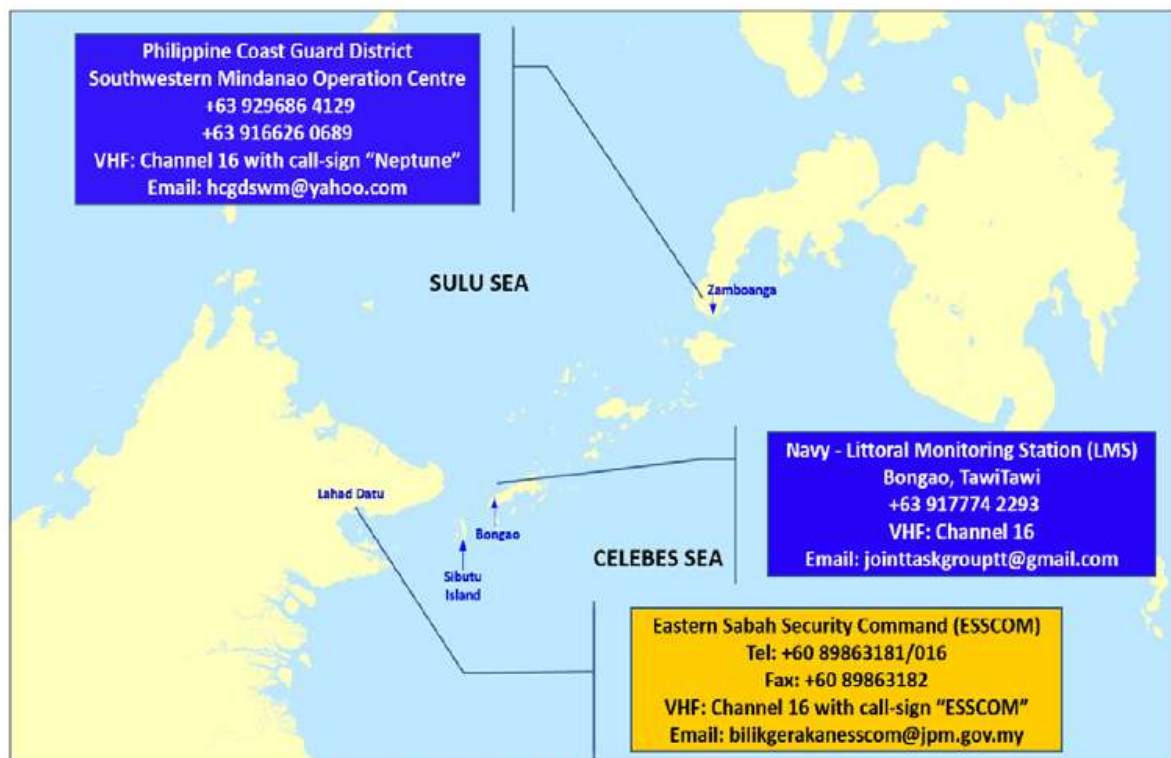
3

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

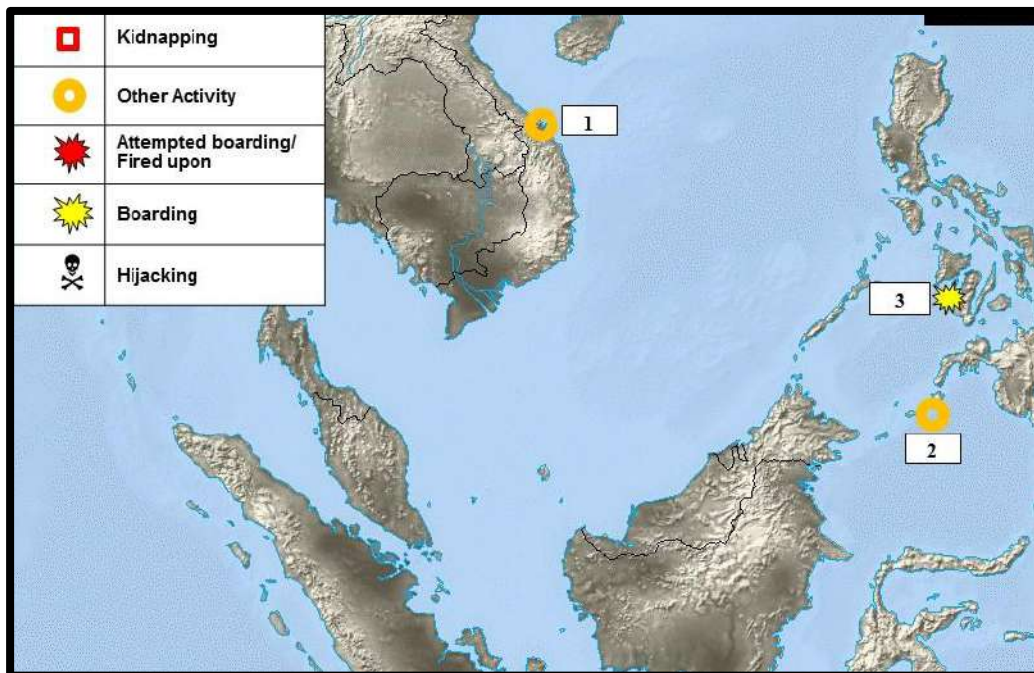
- **3 October (Philippines – Late Report)** – Three men wearing facial masks and armed with two pistols and one M16 rifle boarded a fishing banca near position 10:19 N – 122:51 E, waters between Guimaras Island and Negros Occidental. The robbers were driving a blue motor banca with "Juvelin" marking on its freeboard. They took the fishermen's fish catch and other valuable material.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

- 5 October (Philippines – Late Report)** – A sea marshal was wounded after a man attacked him with a knife during a security inspection onboard the passenger vessel *EVER QUEEN OF ASIA*. The attacker was shot and killed by responding sea marshals deployed to guard the vessel. The attack occurred while the vessel was sailing to Zamboanga from the island town of Siasi in the Sulu Sea.
- 5 October (Vietnam – Late Report)** – A statement released by the government has disclosed that authorities seized more than eight tonnes of pangolin scales and ivory concealed in a plastic waste container at Tien Sa Port in Danang. According to the statement, the container was reportedly sent from Nigeria.



Source: ONI

MARITIME REPORTING

- No current maritime related reporting

WEATHER FORECAST: SOUTHEAST ASIA

WEATHER FORECAST VALID FROM 11 - 17 OCTOBER 2018

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

- Extended Forecast:** Northeast 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: Southeast winds of 15 – 20 knots and seas of 3 – 5 feet in the northern section; with southeast winds of 10 – 15 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.

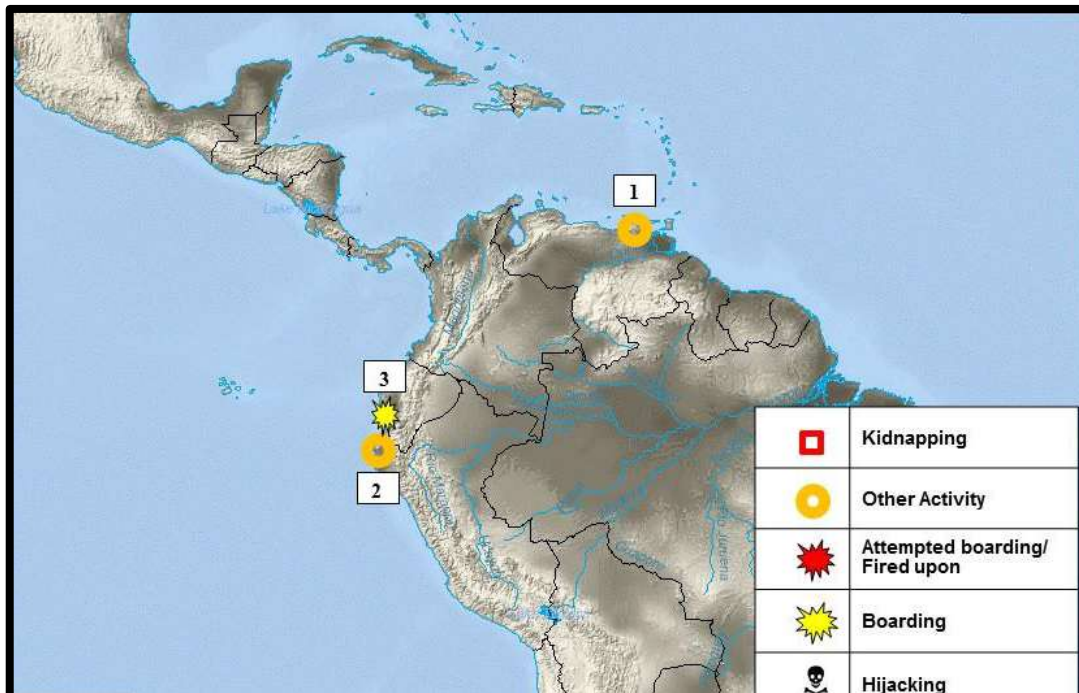
SYNOPTIC DISCUSSION: Expect strong gusts in and around scattered thunderstorms, throughout the Malacca Strait and the Andaman Sea due to funnelling effects and daytime heating. **Forecaster's Note:** The west Pacific Ocean's tropical cyclone season runs from April until October. During this period, expect numerous tropical cyclones to impact the region, which could change the forecast.

WORLDWIDE

NORTH AMERICA

- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA



Source: ONI

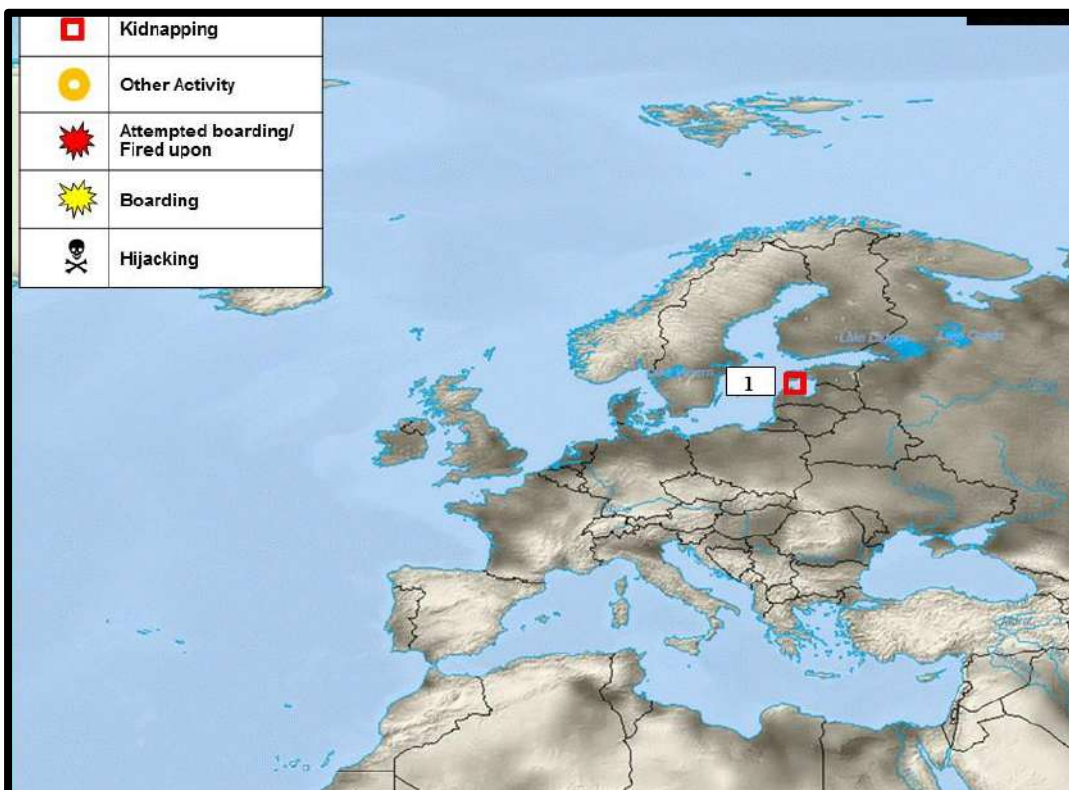
1. **8 October (Venezuela)** – Venezuela National Guard forces stated that they found 147.5 kilograms of cocaine attached to the hull, below the waterline, of chemical tanker *JOSE PROGRESS*, berthed at Jose Petrochemical Complex. The tanker was loaded with 40,000 tonnes of methanol which was bound for Belgium. Twenty crewmembers are currently under investigation.
2. **4 October (Ecuador – Late Report)** – According to the Interior Ministry, Ecuador’s counter-narcotics police seized a shipment of 296 kilograms of cocaine in a vessel that stopped at Puerto Bolivar, El Oro province, bordering Peru. They also disclosed that the drug was found in a container with boxes of bananas.
3. **2 October (Ecuador – Late Report)** – Robbers boarded a Singapore-flagged container ship *MAERSK NEWBURY* while transiting under pilot at the Guyaquil River, near position 02:37 S – 080:12 W. The Master alerted the local authorities when he sighted the presence of unauthorized persons onboard. One crewmember was assaulted by the perpetrators and sustained a small cut on his forehead. The crewmember managed to escape and hid in the forecabin store room. The perpetrators left the vessel empty-handed when they realized that

they had been discovered. A search of the vessel was carried out by the Ecuador Coast Guard however no perpetrators were found on board. The injured crewman was given first-aid treatment and the vessel resumed its voyage.

ATLANTIC OCEAN AREA

- No current incidents to report

NORTHERN EUROPE – BALTIC



Source: ONI

1. **3 October (Latvia – Late Report)** – Police and Border Guard forces freed a man kidnapped on a yacht going from Sweden to Latvia. The massive operation was launched when the hostage tipped off his relatives that he had been taken from Sweden to Latvia against his will. The Omega counter-terrorist force, as well as the armed forces and Border Guard, were involved in resolving the situation.

MEDITERRANEAN/BLACK SEA

- No current incidents to report

ARABIAN GULF

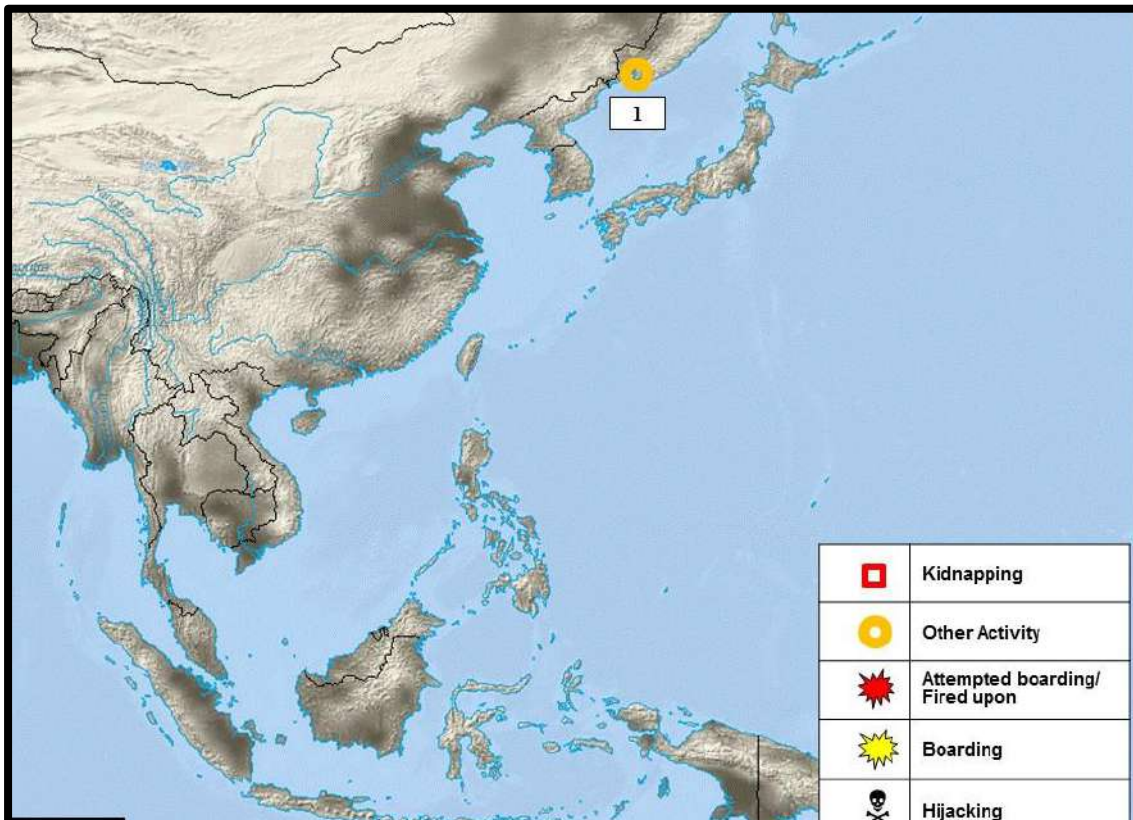
- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

- No current incidents to report

EASTERN AND SOUTHERN AFRICA

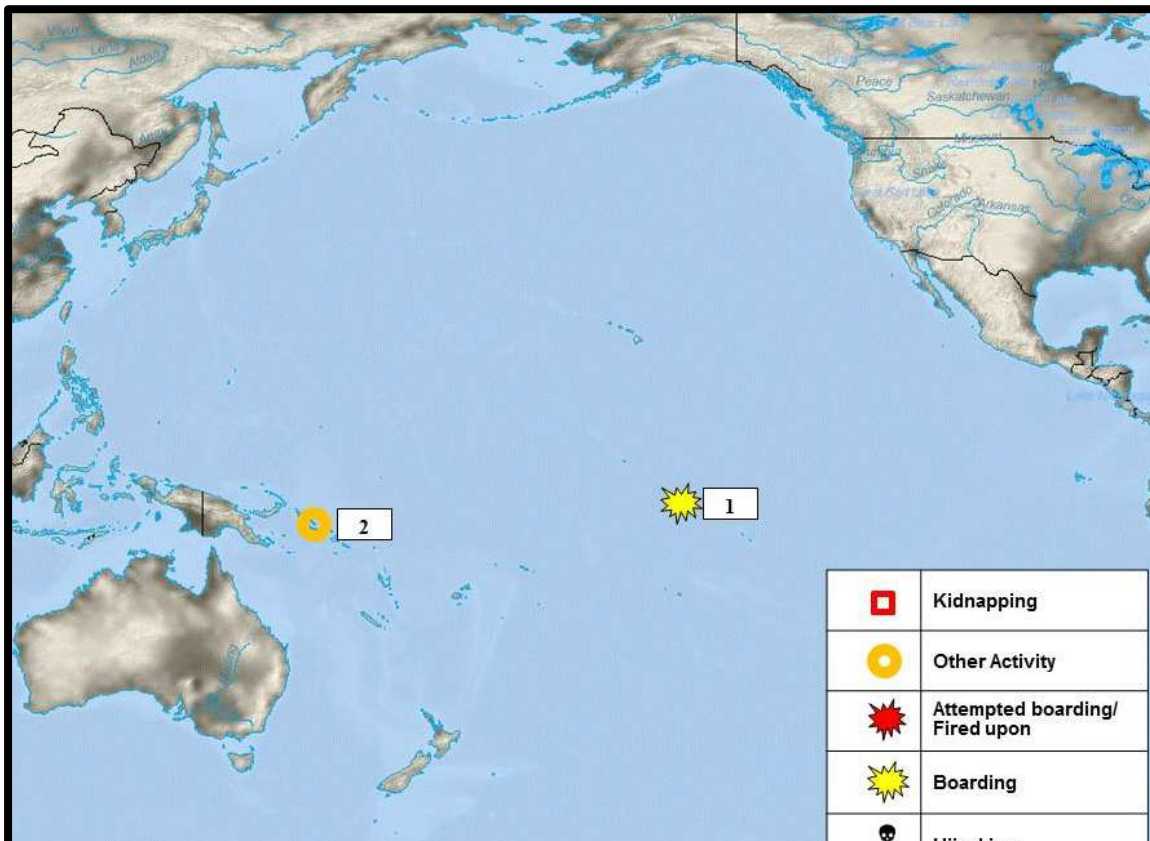
- No current incidents to report

NORTHEAST ASIA

Source: ONI

1. **4 October (Russia – Late Report)** – Customs officials detained the captain of North Korea-flagged cargo ship *TU RU BONG 2* when a search revealed US \$180,000 of undeclared cash in several large black plastic bags. According to the Vladivostok Customs Service, the vessel operates out of the North Korean port of Chongjin, the country's third-largest city. The Vladivostok Customs Service did not respond to questions about the authenticity of the confiscated bills, nor did they respond when asked whether the vessel would be free to return to North Korea.

PACIFIC OCEAN/SOUTHERN OCEAN



Source: ONI

1. **2 October (French Polynesia – Late Report)** – A sailing yacht anchored in Papeete Marina was boarded. The robber took cell phones and cash and escaped. A report was made to the local police.
2. **27 September (Solomon Islands – Late Report)** – Authorities found 500 kilograms of cocaine hidden in the sailing yacht *VIEX MALIN* off Honiara. It is believed that the cocaine was loaded in South America and was intended to be imported to Australia. Additionally, two men were arrested in Sydney with police alleging that the pair were involved in the planning to import the drugs.

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.

MIGRANTS DROWN OFF WESTERN COAST OF TURKEY

10 October (Turkey) – The coastguard reported on Wednesday that eight people have died and a further 25 are missing after a boat carrying illegal migrants capsized off the western coast of Turkey. The discovery occurred after an Iraqi woman in wet clothing and wearing a life jacket sought help in Karaburun district, Izmir province, late on Tuesday. She told the coastguard that the boat began to sink shortly after setting out but that she had managed to reach dry land. After launching a rescue operation, the coastguard found the bodies of eight migrants, including six ashore and two still in the waters. The coastguard has disclosed that search efforts are continuing for the 25 missing migrants. The nationalities of the other migrants have not been disclosed. It is believed that the boat was on its way to Greece, with Turkey usually used as a transit country by those fleeing war and poverty to try to reach Europe.

SPAIN CARRIES OUT RESCUES

8 October (Spain) – Spain's Maritime Rescue Service reported over the weekend that its coast guard rescued 500 migrants in the Strait of Gibraltar after detecting many African migrants attempting to cross. The migrants were pulled from fifteen small boats that were heading towards Spain's shores. During the first intervention by the Cadiz services, approximately 86 migrants, including three women, were saved. Meanwhile on Sunday 7 October, a further 230 migrants aboard five boats were saved and transported to Algeciras for medical care, with the authorities reporting that most of the migrants are from sub-Saharan African nations.

CYPRUS PICKS UP MIGRANTS FROM DRIFTING BOAT

8 October (Cyprus) – Cyprus authorities have reported that 21 Syrian migrants were picked up from a boat that was drifting off the Mediterranean island's south-eastern tip. According to police, a merchant vessel spotted the smaller boat south of Cape Greco on Monday morning and notified Cypriot authorities. A police patrol boat was dispatched to pick up the people on the drifting boat and to take them to the port in Larnaca for processing.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 14 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

TWO POLICEMEN INJURED IN CLASHES NEAR MISURATA

11 October – Clashes erupted between policemen and gunmen trying to hijack police vehicles near Misurata, some 250 km east of the capital Tripoli, killing one gunman and injuring two policemen. "A number of security officers from southern Libya arrived in Misurata to receive vehicles from the Ministry of the Interior's warehouses. Upon receiving the vehicles and while they were leaving, the General Intelligence Department was informed that the vehicles were attacked by outlaws and that three of them were taken in Tawergha area (some 40 km south of Misurata)," the General Intelligence Department said in a statement. The stolen cars were recovered, the statement said.

LIBYANS FIND 75 BODIES OF SUSPECTED IS FIGHTERS

11 October – Libyan authorities have found a mass grave believed to contain the bodies of 75 Islamic State fighters near Sirte, formerly the main North African stronghold of the extremist group. Salem el-Ameel, a spokesman for a local force, said a resident reported the grave about a month ago on his farm in al-Daheir district, east of Sirte. "At the time we did not have the capabilities to go and dig it up, but now we have dug up more than 75 bodies," he said. He says those buried at the site appear to have been wearing the clothes of IS fighters, but that forensics testing is needed to determine their identities and nationalities. IS and other extremist groups exploited the chaos in Libya following the 2011 uprising that toppled and killed Moammar Gadhafi. Islamic State militants carved out a fiefdom centered on Sirte before Libyan militias drove them out 2016.

HAFTAR'S FORCES SEIZE, RETURN TWO ITALIAN FISHING BOATS

10 October– Naval forces in eastern Libya under the command of Khalifa Haftar said they had seized two Italian fishing boats with 13 crewmen on board as they were inside Libyan territorial waters on Wednesday. The forces said they had taken the Italian vessels and crewmen to Ras Al-Hilal port east of Benghazi. They also said that the two boats were intercepted off Derna shores, which makes it a violation of the sovereignty of the Libyan waters as well as Haftar's decision that banned sailing in that water zone. The mayor of the Sicilian town of Mazara del Vallo where the vessels are based, Nicola Cristaldi, said that the boats are the Afrodite Pesca, which had six people aboard, and the Matteo Marrarino, which had a crew of seven. "The vessels are said to have been seized around 29 miles from the Libyan coast at Derna. Libyan officials are said to have fired on the fishing boats without warning and then boarded them and ordered the captains to head to the port of Ras Al-Hilal." ANSA reported. "None of the crew members were hurt and they are not under arrest," Italian sources said. Cristaldi also added that the boats were boarded in waters that Libya unilaterally and illegitimately considers its own.

UPDATE: 12 October – Italy's premier says two Italian fishing vessels seized by Libyan forces earlier this week are returning home. In a tweet Friday, Premier Giuseppe Conte said the boats "are returning to Italy." He wrote: "Our citizens can finally come home. We never left them alone and we worked constantly to resolve the situation."

LIBYAN FORCES CAPTURE EGYPTIAN MILITANT HISHAM ASHMAWI

8 October– Security forces in Libya have captured one of Egypt's most wanted militants during an operation in the eastern port city of Derna. Hisham Ashmawi, a former army officer, is accused of being behind several deadly attacks in Egypt and an attempt against a top state official. He had a suicide vest strapped on, said the Libyan National Army, which controls much of eastern Libya. In June, the LNA said that it had taken control of Derna from jihadists though it was still facing some sporadic resistance. "The terrorist Ashmawi was arrested in the Al-Maghar neighbourhood in the city of Derna and was wearing

an explosive vest but was unable to detonate it," the LNA said. They plan to hand over the militant to Egyptian authorities after investigations. Egyptian officials say Ashmawi was behind the attempted assassination of then Interior Minister Mohamed Ibrahim in May 2013, and the killing of the country's top public prosecutor in a car bomb in 2015. Ashmawi is the leader of the al-Qaeda-aligned militant group al-Mourabitoun, which he formed after switching his allegiance away from the Islamic State group. He has also been linked with two other groups - Ansar al-Islam and Jund al-Islam. Ansar al-Islam claimed responsibility for an ambush that killed dozens of Egyptian policemen last year.

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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