

Maritime Security Review



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INCIDENTS AT SEA

Reporting Period: 3 - 9 December 2018

Region	Current Incidents	Late Reported Incidents	Threat Level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	0	Low
Gulf of Guinea	0	2	Medium
Asia	0	2	Medium
WORLDWIDE			
North America	0	0	Low
Central America/Caribbean/ South America	0	5	High
Atlantic Ocean Area	0	0	Low
Northern Europe/English Channel/Baltic	0	0	Low
Mediterranean/ Black Sea	0	1	Low
Arabian Gulf	0	0	Low
Eastern/Southern Africa	0	0	Low
East Asia/Indian Subcontinent	0	0	Low
Northeast Asia	0	0	Low
Pacific Ocean/Southern Ocean	0	0	Low

Piracy Levels are determined on a weekly basis as follows:

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

PLEASE NOTE:

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

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

GULF OF ADEN, ARABIAN SEA, RED SEA



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

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

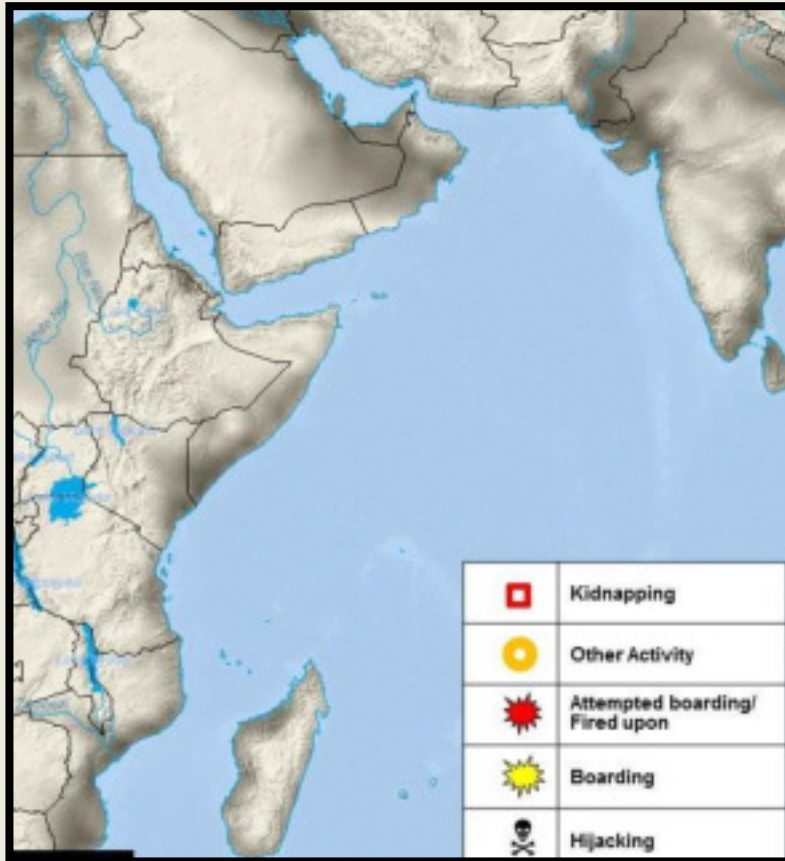
- Boosting naval forces in the area
- Requiring ships to take protection measures, such as
 - Reporting in and out of high risk areas
 - Sailing at top speed as far as possible from the Somali coast, and
 - Travelling with armed escorts on board.

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

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

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

Current Incidents:
0



Source: ONI

VESSEL HIJACKED

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACKS

- No current incidents to report

VESSELS BOARDED

- No current incidents to report

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- No current incidents to report

MARITIME REPORTING

- No current maritime related reporting

WEATHER FORECAST: GULF OF ADEN, ARABIAN SEA, RED SEA**WEATHER FORECAST VALID FROM 6 – 12 DECEMBER 2018**

NORTHERN ARABIAN SEA: Northeast winds of 10 – 15 knots and seas of 2 - 4 feet.

- **Extended Forecast:** Northwest winds of 10 – 15 knots with seas of 2 - 4 feet.

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

- **Extended Forecast:** Northeast winds of 5 – 10 knots and seas of 1 – 3 feet in the western section of the Gulf; with northwest winds of 10 – 15 knots, and seas of 3 – 5 feet in the eastern section of the Gulf.

GULF OF ADEN: Northeast winds of 5 - 10 knots, and seas of 2 - 4 feet in the western section of the Gulf; with northeast winds of 10 - 15 knots, and seas of 2 - 4 feet in the eastern section of the Gulf.

- **Extended Forecast:** East-northeast winds of 10 – 15 knots and seas of 1 – 3 feet in the western section of the Gulf; with east-northeast winds of 10 – 15 knots, and seas of 2 - 4 feet in the eastern section of the Gulf.

SOMALI COAST: Northeast winds of 5 - 10 and seas of 4 - 6 feet in the northern section of the coastline; with northeast winds of 15 - 20 knots, and seas of 3 - 5 feet in the southern section of the coastline.

- **Extended Forecast:** Northeast winds of 15 - 20 knots and seas of 4 - 6 feet in the northern section of the coastline; with northeast winds of 10 – 15 knots, and seas of 3 - 5 feet in the southern section of the coastline.

CENTRAL AFRICAN COAST/INDIAN OCEAN: Light and variable winds and seas of 1 – 3 feet

- **Extended Forecast:** North-northeast winds of 5 - 10 knots, gusting to 15 knots, and seas of 2 - 4 feet.

MOZAMBIQUE CHANNEL: Northerly winds of 5 - 10 knots, and seas of 1 - 3 feet in the northern Channel; with northerly winds of 5 - 10 knots, and seas of 3 - 5 feet in the southern Channel.

- **Extended Forecast:** Northerly winds of 10 - 15 knots, and seas of 2 - 4 feet in the northern Channel; with southerly winds of 5 - 10 knots, and seas of 3 - 5 feet in the southern Channel.

SURFACE CURRENTS: The northern Arabian Sea and the 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: Expect increased localized wind flow through the Strait of Hormuz due to funnelling effects and occasional shamal winds across the Arabian Gulf.

SPOTLIGHT ON YEMEN

PORT STATUS AS OF 9 DECEMBER 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

HOUTHIS REJECT PROPOSALS OVER SANAA AIRPORT IN PEACE TALKS

7 December – At U.N.-sponsored peace talks in Sweden, Yemen's Saudi-backed government has proposed reopening the Houthi-held airport in the capital Sanaa, on condition planes are inspected in the airports of Aden or Sayun which are under its control. The Houthis rejected the proposal during the second day of the talks. Both sides are coming under mounting pressure; the human toll of the war has opened room for concessions. UN envoy to Yemen, Martin Griffiths, wants a deal on reopening the airport, shoring up the central bank and securing a truce in Hodeidah, the country's main port. Sanaa airport, which has been bombed several times, is in Houthi territory but access is restricted by the Saudi-led coalition, which

controls the air space. Marwan Dammaj, Yemen's minister of culture in the internationally recognized government of President Abd-Rabbu Mansour Hadi, told Reuters Sanaa airport should be re-opened to put "an end to the people's suffering regarding transportation." Hamza Al Kamali, another member of the delegation, said airplanes must stop in airports in the southern city of Aden or Sayun, east of the capital, for inspection before leaving Yemen. The Houthi delegation head at the peace talks, Mohammed Abdulalam, rejected the proposal. "The airport should be opened in accordance to international standards, and we do not accept inspections," Abdulalam told Al Jazeera television.

ARAB COALITION: 11 PERMITS ISSUED FOR SHIPS CARRYING OIL AND FOOD AID TO YEMEN

6 December – The Arab Coalition has issued 11 permits for ships carrying oil derivatives and food aid destined for the ports of Yemen. The Coalition added that Hodeidah port is still empty of ships as a result of Houthis deliberately denying entry of aid. They added that a further 179 land, sea, and convoy protection permits have been issued in Yemen in the past 72 hours. Early on Thursday, the Yemeni legitimate government delegation to UN talks renewed calls for a complete withdrawal of the Houthi militias from the port city of Hodeidah.

YEMEN PEACE TALKS BEGIN WITH AGREEMENT TO FREE 5,000 PRISONERS

6 December – Yemen's warring sides agreed on Thursday to exchange prisoners, during peace consultations in Sweden that seek to end the conflict in the war-torn nation. The UN envoy to Yemen, Martin Griffiths, opened the talks, saying they represented a "critical opportunity" for Yemen. The prisoner exchange, involving at least 5,000 detainees, is the first of several confidence-building measures intended to draw the Houthi rebels and a Saudi-led coalition that supports President Abdu Rabbu Mansour Hadi into more substantive negotiations. Also on the table is a proposal to reopen the airport in the capital, Sanaa, which has been under a Saudi blockade since 2015 — one of several punishing measures that have fuelled what the United Nations calls the world's biggest humanitarian crisis. The talks are fragile, and analysts have warned that another failure could set off even more intense fighting. This time, however, the negotiations are being driven by a greater sense of international urgency. The UN has issued dire warnings of potential famine in Yemen. In the United States, outrage over the killing of the Saudi dissident Jamal Khashoggi has increased broad pressure on the Trump administration to end military support. In recent weeks, the United Arab Emirates, conducted an offensive to recapture the port of Hodeidah from Houthi control. Now coalition forces nearly surround the city, which is crucial to international aid efforts. The UN seeks a deal that would place Hodeidah under international control, effectively removing it from the strategic chessboard of the war and allowing relief to flow unimpeded into the country. On Tuesday, the United Nations warned that as many as 12 million people, almost half the country's population, need that aid. For now, both sides are concentrating on less-contentious issues. The Red Cross said it had deployed a team to Sweden to help with the logistical details of the prisoner release, which is expected to involve 5,000 to 8,000 detainees.

COALITION TO ALLOW EVACUATION OF AL HOUTH WOUNDED

3 December – A UN plane will evacuate 50 wounded Al Houthi militants from Yemen's rebel-held capital Sanaa on Monday as a "confidence building measure" ahead of planned peace talks in Sweden.

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: To all vessels transiting in/off Pointe Noire, Republic of Congo/Gulf of Guinea

There is continued concern of further attacks in the area around the Republic of Congo in the Gulf of Guinea. MS Risk continued to advise vessels transiting this region to remain vigilant of other suspicious vessels, including fishing vessels in the vicinity. Do not drift or bunker at sea unprotected in these waters, particularly close to coast. Vessels are advised to remain at least 200 nautical miles from the coast, preferably 250 nautical miles from the coast. Early assessment and detection will allow vessels to take evasive measures to prevent boarding and request for assistance. Vessels are advised to remain vigilant and maintain strict anti-piracy watch and measures and stay well clear of the above position. All attacks and suspicious sightings should be reported to the local authorities and to the IMB Piracy Reporting Centre. 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

- **3 December (Nigeria)** – A duty crewman on anti-piracy watch onboard a product tanker anchored in Lagos Anchorage reported that he could hear the outboard motor of an unlit boat approaching. Duty officer raised the alarm, made a PA announcement and blew the vessel's horn. Upon hearing the alarm, the boat moved away.

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- No current incidents to report

VESSELS BOARDED

- **4 December (Nigeria)** – The offshore supply vessel *SAAVEDRA TIDE* was attacked near position 03:08 N – 006:20 E, 22.5 nautical miles west-northwest of the EGINA Floating Production and Offloading Vessel (FPSO). *SAAVEDRA TIDE* was on its way from the Abo oil field to the EGINA FPSO. The vessel and crewmembers on board have been reported safe.

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- No current incidents to report

MARITIME REPORTING

- No current maritime related reporting



Source: ONI

WEATHER FORECAST: GULF OF GUINEA**WEATHER FORECAST VALID FROM 6 – 12 DECEMBER 2018**

GULF OF GUINEA: South-southeast winds of 10 – 15 knots and seas of 3 - 5 feet.

- **Extended Forecast:** Southwest winds of 10 – 15 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

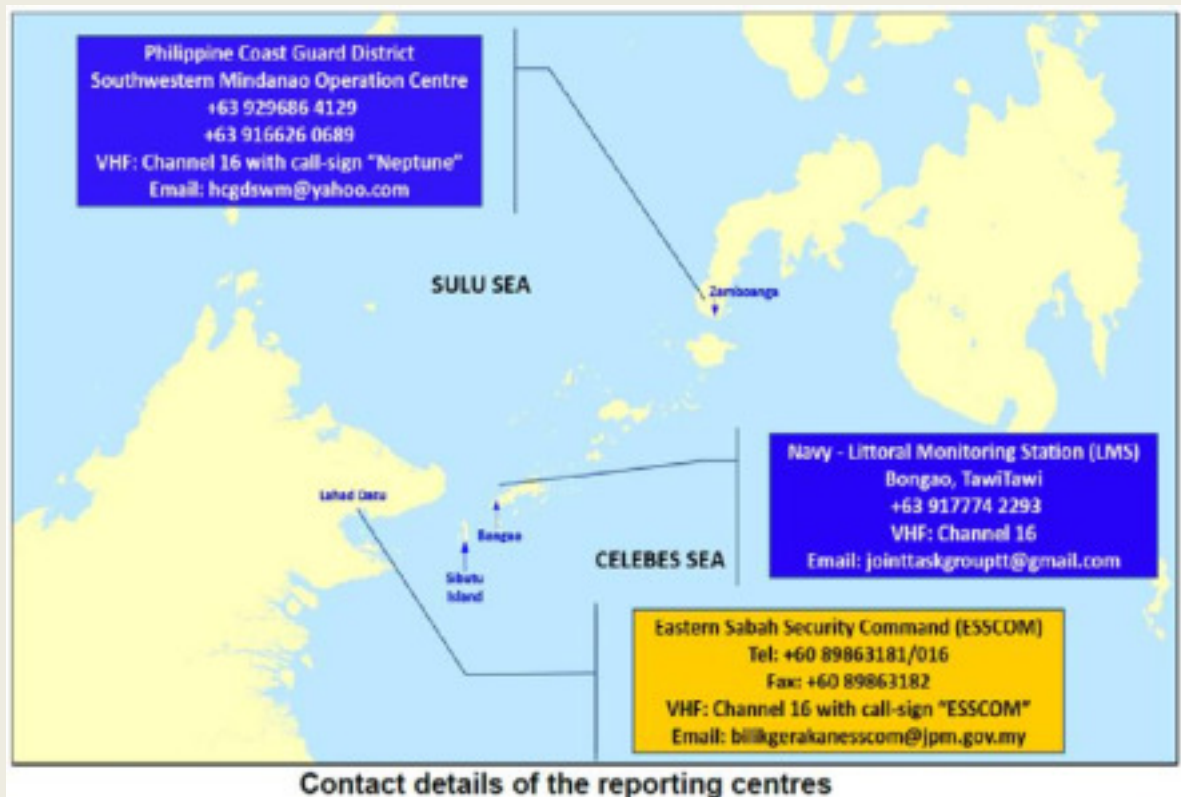
**WARNING: Imminent threat of attack by Abu Sayyaf Group**

On 30 October 2018, ReCAAP issued a warning, stating that it has received information from the Philippine Focal Point (Philippine Coast Guard) that “a group of approximately 10 ASG members armed with pistol, rifles and grenade launcher is planning to conduct kidnapping activities at any opportune time in undisclosed areas in Sabah primarily targeting business man or ship’s crew of foreign vessels passing through the area.” The statement added that they are “using unmarked coloured blue and white motorbanca locally known as jungkong.”

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:



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

- **5 December (Malaysia)** – Four armed men boarded a tug boat at Pegasus Reef near Pulau Tambisan in Lahad Datu. The men fled in a four-engine speedboat after the shooting. The police were also investigating claims that the same men had attacked another boat with several crewmembers on board, not far from the first incident, after boarding the tug boat. Police are also trying to ascertain if anyone was harmed or taken hostage from the second boat.

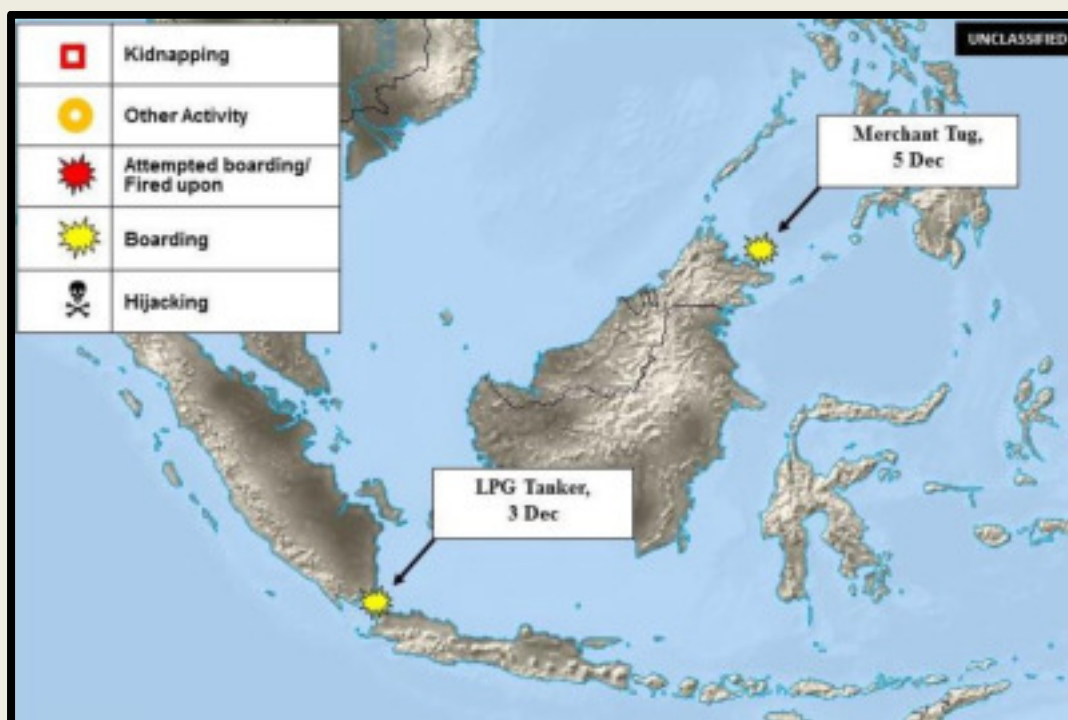
- **3 December (Indonesia)** – Three robbers armed with guns and knives boarded an LPG tanker anchored near position 05:52 S – 106:04 E, Merak Anchorage. The robbers took hostage two crewmembers and tied them up. They then entered the engine room, stole engine spare parts and escaped.

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 6 – 12 DECEMBER 2018**

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

- **Extended Forecast:** Northeast winds of 10 – 15 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 northeast winds of 5 – 10 knots, and seas of 1 – 3 feet in the southern Strait.

- **Extended Forecast:** Light and variable winds, and seas of 1 – 3 feet, in the northern Strait; with southeast winds of 5 – 10 knots, and seas of 1 – 3 feet in the southern Strait.

ANDAMAN SEA: Northerly winds of 5 - 10 knots and seas of 2 – 4 feet in the northern section; with northeast winds of 5 - 10 knots, and seas of 2 - 4 feet in the southern section.

- **Extended Forecast:** North-northeast winds of 10 – 15 knots, and seas of 3 - 5 feet in the northern section; with north-northeast winds of 10 – 15 knots, and seas of 3 - 5 feet in the southern section.

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

- **Extended Forecast:** Light and 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.

WORLDWIDE

NORTH AMERICA

- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA



Source: ONI

1. **2 December (Brazil – Late Report)** – Five armed men boarded the container ship *CAP SAN MARCO* in Santos outer anchorage. The vessel was waiting for berth at Santos when the boarding occurred. A deckhand on watch was taken by surprise and tied up. Criminals stayed on board for 45 minutes and then fled. Police suspected that the boarding was another attempt to load cocaine into containers on board the vessel. After the ship was berthed, she was thoroughly checked, one broken container was found, with no drugs in it. Another container was found inside a hold stacked amongst many others, which couldn't be accessed by the criminals without moving other containers. Inside this container, 402 kg of cocaine was found.
2. **1 December (Venezuela – Late Report)** – Two robbers boarded a product tanker anchored near position 10:323 N – 067:21 W, Puerto La Cruz Anchorage. The robbers attempted to open the forward store room door. Duty watch keeper spotted the robbers and raised the alarm. Upon hearing the alerted crewmembers, the robbers escaped without stealing anything. The incident was reported to the local authorities.

3. **7 November (Martinique – Late Report)** – A dinghy and outboard motor were stolen from a charter catamaran moored in La Marin marina. A report as made to the local police.
4. **7 November (St Lucia – Late Report)** – A dinghy and outboard was stolen from a sailing yacht anchored in the Rodney Bay Inner Lagoon. Report was made to marina management.
5. **6 November (British Virgin Islands – Late Report)** – A 42' charter catamaran was found at a mooring in Tortola. The catamaran was stolen about six weeks prior from Blue Lagoon, St Vincent and the Grenadines. Local police are investigating.

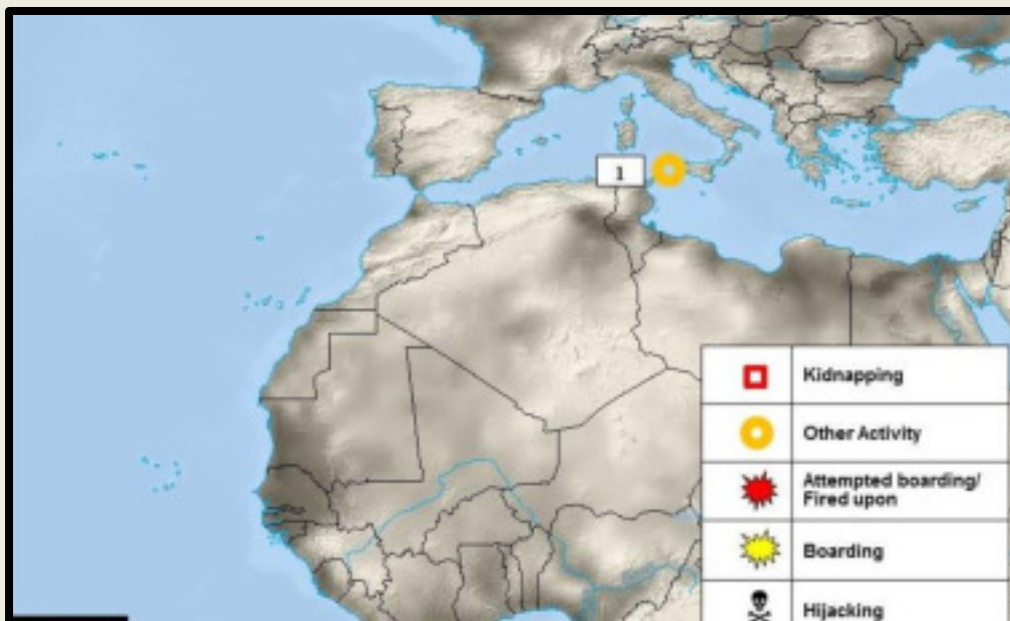
ATLANTIC OCEAN AREA

- No current incidents to report

NORTHERN EUROPE – BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA



Source: ONI

1. **29 November (Italy – Late Report)** – National Police, in coordination with the anti-drug directorate, seized 11 tonnes of hashish from a sailboat off the coast of Sicily. Officers arrested two crewmembers suspected of being part of a criminal network of Moroccan origin that provided cannabis to international criminal organization for later distribution in Eastern Europe. The boat had reportedly been under surveillance since it docked in the port of Melilla, Spain, before it collected a large amount of drugs in Algeria.

ARABIAN GULF

- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

- No current incidents to report

EASTERN AND SOUTHERN AFRICA

- No current incidents to report

NORTHEAST ASIA

- No current incidents to report

PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

MIGRATION



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.

LAST RESCUE VESSEL ENDS OPERATIONS IN THE MEDITERRANEAN

7 December – Médecins Sans Frontiers (MSF) has been forced to terminate search and rescue operations on the deadly central Mediterranean migration route. The charity and its partner SOS Méditerranée have disclosed that Europe will “condemn people to drown,” adding that it has accused the Italian government of a smear campaign aimed at preventing and discrediting rescue operations in the Mediterranean. The Aquarius, which has assisted nearly 30,000 people since 2016, was the last vessel working to rescue stricken migrants in the region, after crackdowns by the Italian government forced several other vessels to halt operations. Since it saved 58 people over two months ago, it has been docked at the Port of Marseilles in France after being stripped of its Panamanian registration. The vessel now faces allegations of criminal activity, with the Italian government investigating it for trafficking and wrongful handling of toxic waste. Some 2,133 people are believed to have died in the Mediterranean this year, with the majority having departed on dangerous and overcrowded crafts from Libya in the hope of reaching Europe. In recent months, vessels carrying migrants have found it impossible to dock at ports in Italy and Malta, and several have been left floating at sea for weeks at a time or forced to return to Libya.

AT LEAST 14 MIGRANTS DIE OFF THE COAST OF LIBYA

4 December (Libya) – According to a Libyan official, at least 14 migrants have died off the coast of the North Africa country while attempting to cross the Mediterranean to reach Europe. Col. Hisham Aldwaini, spokesman for Misrata’s security forces, disclosed that a wooden boat was found off the Libyan port city with two bodies on board, adding that twelve other bodies were thrown into the sea. Aldwaini further

disclosed that ten migrants were rescued from the boat, which was adrift at sea for days without food or water.

MIGRANTS BROUGHT TO MALTA FROM SPANISH VESSEL AFTER LONG STANDOFF

3 December (Malta) – On Sunday, eleven migrants who were stranded on a Spanish fishing boat for more than a week after being rescued off Libya were brought to Malta, effectively ending an international stand-off, though one official has already warned that the migrants would later be taken to Spain. The vessel was initially refused entry by Italy, Malta and Spain. The fishing boat, *SANTA MADRE DE LORETO*, rescued twelve migrants in international waters off the coast of Libya ten days ago. Spanish NGO Proactiva Open Arms, which has been assisting the boat and migrants aboard, disclosed that it would not have been safe if they were returned to Libya. Maltese government spokesman Kurt Farrugia has confirmed that the migrants were transferred on Sunday from the *NUUESTRA MADRE DE LORETO* to a Maltese patrol boat and arrived in Valleta harbour at 1PM (1200 GMT). Farrugia however further disclosed that Malta had agreed with Madrid that this was only a temporary solution dictated by “humanitarian reasons,” and they would be taken to Spain in due course, adding “Malta had no obligation to take them because they were not picked up in Maltese waters and Malta has not the closest port.” After offering to take more than 600 migrants rejected by Italy and Malta over the summer, Madrid disclosed that rather than making the long journey to Spain, the boat should head to the nearest safe port.

SPOTLIGHT ON LIBYA



PORT STATUS AS OF 9 DECEMBER 2018		
Port Name	Port Status	Risk Level
Port of Abu Kammash	Open	Low
Port of al-Khums (Homs)	Open	Low
Port of As-Sidra (Sirte, Es Sider)	CLOSED	Moderate-High
Port of Benghazi	Open	High
Port of Bouri (offshore port)	Open	Low
Port of Derna	CLOSED	High
Port of El Brega (Marsa El Brega)	Open	Moderate
Port of Hariga	Open	Moderate
Port of Mellitah	Open	Low
Port of Misrata (Qasr Ahmed)	Open	High
Port of Ras Lanuf	Open	Moderate-High
Port of Tobruk	Open	Moderate
Port of Tripoli	Open	High
Port of Zawiya (Zawia)	Open	Moderate
Port of Zueitina	Open	Low

ACTIVITY REPORTING

EASTERN LIBYAN OIL EXPORT PORTS REOPENED

7 December – Eastern Libyan oil export ports have reopened after bad weather in Libya forced their shutdown, a port worker said on Friday. Libyan state oil company NOC had said on Wednesday that all the country's oil export terminals were closed by bad weather.

LIBYA COULD VOTE ON CONSTITUTION IN FEBRUARY: ELECTORAL COMMISSION

7 December – Libya's electoral commission could organise a referendum on a new constitution for the strife-torn country in February if it gets security guarantees and funds, its head said on Thursday. Commission chief Imed al-Sayeh told a news conference that the first hurdle was overcome when the parliament, based in the east of the country, approved in mid-September a law on the referendum. Sayeh, who received the text of the law in November, said the legislation was a first step "even if it is incomplete and imperfect". But in order to hold a referendum, security guarantees must be met. Further, the

commission also needs 40 million Libyan dinars (around \$30 million) to organise the referendum. In May suicide bombers stormed the headquarters of the electoral commission in Tripoli, killing 14 people, including nine staff members, in an attack claimed by the Islamic State group. Sayeh said that this terrorist attack also damaged infrastructure and equipment at the commission. "Therefore a comprehensive security plan is necessary... because the security of our staff comes before anything else," he added. A referendum on a new constitution for Libya should pave the way for much delayed legislative and presidential elections in the country. Rival Libyan leaders had agreed to a Paris-brokered deal in May to hold a nationwide election by the end of the year. But instability, territorial disputes and divisions in the oil-rich country have delayed plans for elections. The electoral commission is considered to be one of the few credible and independent institutions in the country.

PROTESTERS STORM LIBYAN GOV'T HEADQUARTER IN TRIPOLI

2 December – Xinhua news agency has reported that dozens of protesters on Sunday stormed the headquarter of the Libyan government in Tripoli to demand health insurance and payment of salaries, citing a government source. "Dozens of protesters of wounded and martyrs families stormed the government's headquarter in central Tripoli, demanding payment of outstanding salaries and medical treatment," the source said. The protesters broke the main gate of the headquarter and got inside. Libyan deputy Prime Minister, Ahmad M'etig, met with the protesters and listened to their demands, the source added. No exact number of wounded and victims in the incident was unveiled. The reporting on this event is circuitous; it has not been independently triangulated.

LIBYA PROCEDURE- *** UPDATED GUIDELINES***

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.

Guidance updated by Gard on 15 November, 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:

There have been no further changes to the working status of Libyan ports and the ports of Sirte and Derna remain closed. All working ports are currently considered safe for ships and crew. However, the situation is subject to change and ship operators are advised to warn their ships' crews of the volatility of the situation and to carry out an assessment of the risks involved prior to entering or transiting Libyan waters. Of particular concern is also the reported oil smuggling activities off the Western Libya coast and the potential consequences for tankers trading to this region, see our alert "Libya - risk of crew being arrested" of 8 May 2018.

Recommendations

Members and clients are advised to instruct their ships to continue to exercise caution when entering Libyan ports and waters. At the time of writing, NAVAERA III warning 225/2016 remains in force and recommends that all ships in or near the militarised area south of 34°00'N should also report their position to the nearest Coastal Station in order to receive a safe track-line.

Ships operating in or near Libyan waters must:

- Adhere to the international laws of trading, follow the official sea navigation routes to any of the working Libyan ports and avoid navigating in the coastal waters of the closed ports;
- Declare the intended voyage and type of cargo to be discharged/loaded to the local agent well in advance of arrival at any Libyan port to allow the agent sufficient time to notify the appropriate authorities; and
- Stay in close contact with local port authorities, ship's agent or Gard's local correspondent to obtain the most up to date and reliable information available at any given time.

The above recommendations are in addition to the usual sanctions checks, given that a number of Libyan individuals and entities are subject to international sanctions. Please refer to the "Sanctions" section on Gard's website for relevant information and advice.

The US International Port Security Program

In accordance with the Port Security Advisory (1-18) of 15 October 2018, the US Coast Guard (USCG) has determined that ports in Libya are not maintaining effective anti-terrorism measures. Ships are also advised to "proceed with extreme caution when approaching all Libyan oil terminals, particularly in eastern Libya, due to potential violent and criminal activity based upon recent attempts by armed, non-state actors to engage in illicit export of oil."

The advisory also reminds the shipping industry that UN Security Council Resolution 2146 authorizes the UN Sanctions Committee to impose certain measures on vessels attempting to illicitly export crude oil from Libya and that this resolution imposes several restrictions regarding loading, transporting, or discharging crude oil from Libya which may include the possible denial of port entry.

Under the US Maritime Transportation Security Act (MTSA), the USCG is required to assess the effectiveness of antiterrorism measures implemented in foreign ports from which US documented vessels and foreign vessels depart on a voyage to the US and other foreign ports believed to pose a security risk to international maritime commerce. As ports with ineffective antiterrorism measures are identified, this information is published in the Federal Register and the USCG will impose conditions of entry on vessels arriving in the US that visited such ports as one of their last five ports of call.

Under the conditions of entry, affected vessels must:

- Implement measures as per the ship's security plan equivalent to security level 2 while in port in Libya;
- Ensure that each access point to the ship is guarded and that the guards have total visibility of the exterior (both landside and waterside) of the vessel while it is in port in Libya;
- Attempt to execute a declaration of security while in port in Libya;
- Log all security actions in the ship's security records; and
- Report the actions taken to the relevant Coast Guard captain of the port prior to arrival in US waters.

Any affected vessel that does not meet the stipulated conditions may be denied entry into the United States.

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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