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INCIDENTS AT SEA: 21 - 27 JANUARY 2019

Region	Current Incidents	Late Reported Incidents	Threat Level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	0	Low
Gulf of Guinea	0	0	Low
Asia	0	0	Low
WORLDWIDE			
North America	0	1	Low
Central America/Caribbean/ South America	0	4	Medium
Atlantic Ocean Area	0	0	Low
Northern Europe/English Channel/Baltic	0	0	Low
Mediterranean/ Black Sea	0	0	Low
Arabian Gulf	0	0	Low
Eastern/Southern Africa	0	0	Low
East Asia/Indian Subcontinent	0	0	Low
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 REPORTED: 0

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

SPOTLIGHT ON YEMEN

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.

PORT STATUS AS OF 27 JANUARY 2019

Port Name	Port Status	Risk Level	Notes
Aden Port	Open	High	Curfew: 2000 - 0600
Ash Shahr 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

ACTIVITY REPORTING

FEAR OF RENEWED FIGHTING AS TROOP PULL-OUT STALLS IN HODEIDAH PORT

25 January – Yemen’s warring parties have failed to pull troops from the main port under a month-old truce, putting the first major diplomatic breakthrough of the four-year war in jeopardy and reviving the threat of an all-out assault that could unleash famine. The resignation this week of the UN official monitoring the ceasefire, who quit days after his convoy was shot at, has hammered home the potential for the peace deal to collapse. If fighting restarts in earnest around the port of Hodeidah, the main supply route into the country could be cut off, leaving no way to feed millions of people on the verge of starvation. The truce itself has largely held in the port of Hodeidah since coming into force a month ago, but late on Wednesday clashes at flashpoints on the city’s edges intensified. The withdrawal of troops that was meant to take place by 7 January has stalled. Pulling out troops was seen as a pivotal confidence-building measure that would build up the trust needed for political talks. The agreement also foresees a political track of talks to end the war. But a lack of progress could test the patience of the United Arab Emirates, which leads military operations on Yemen’s Red Sea coast for the Saudi-led coalition. “People are worried that the war will start again after failure in implementing the deal,” said government employee Abdullah Abdul-Bari, a 51-year-old resident of Hodeidah.

YEMEN PRISONER SWAP TERMS EXPECTED IN COMING DAYS

23 January – Yemen’s warring parties are expected to agree the terms of a prisoner swap in about 10 days, a representative of the internationally recognized government said on Wednesday, as part of efforts to build confidence in slow-moving peace talks. The UN is pushing for the exchange and a peace deal in Hodeidah to pave the way for a second round of discussions to end a nearly four-year-old war. The prisoner swap was discussed by the Iran-aligned Houthi movement and the Saudi-backed Yemeni government in technical meetings in Jordan last week. Both parties need to agree on lists of prisoners to be swapped. The United Nations has struggled to implement a troop withdrawal from Hodeidah as the warring parties disagree over who should control the city. While a truce in Hodeidah has largely held, fighting has escalated in other parts of the country, including the Houthi-held capital Sanaa. The prisoner swap was one of the least contentious confidence-building measures at December’s U.N.-sponsored peace talks in Sweden, held amid Western pressure to end the conflict. The International Committee of the Red Cross (ICRC) said on Wednesday that it hopes to see “progress in the coming days” and urged the warring parties not to let the opportunity slip away. The ICRC said in a statement that it was preparing for the swap by increasing staff numbers and arranging medical support. It was also preparing two planes to carry detainees between Sanaa and Sayoun, a town under the control of the government. Rights groups have accused both sides of abuses against detainees in their custody. U.S. diplomat Jason Mack on Wednesday told the U.N. Human Rights Council during a review of Yemen’s record in Geneva that detention centers should be placed “under unified national government control, prevent abuse of detainees and allow investigation and prosecution of allegations of abuse”.

FIVE MINE REMOVAL STAFF KILLED IN YEMEN

21 January – Five foreign experts clearing mines planted by Houthi rebels in Yemen were killed on Sunday when a device exploded. The team was working for Masam, a Saudi-funded project. They were killed near the headquarters of the programme in Marib province. A landmine blew up as the technicians were preparing to move hundreds of similar devices cleared from sites in Marib. The munitions were to be taken to a remote area for disposal. A mine exploded, starting a chain reaction which set off other devices. A source said, “The mines continued going off for more than 30 minutes but the impact of the explosions fortunately didn’t reach the team’s headquarters, where thousands of mines and explosive devices were stored.” No further injuries were reported.

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 remain at high in the ongoing war in Yemen. Despite the fragile truce between the Houthi rebels and Yemeni government, which went into effect in December 2018, the potential for retaliatory measures remains high during the anticipated Houthi withdrawal from key cities. Previously, the Houthis have been known to attack maritime vessels. In February 2017, the Houthi rebels 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 is high. Onshore, there remains a high level of violence and criminal activity. Shipping vessels should remain constantly aware of the situation, including changes to protocol when entering Yemeni maritime waters.

UNITED NATIONS INSPECTIONS

The UN Verification and Inspection Mechanism (UNVIM) is operational for commercial imports to Yemen. *Shipping companies or owners delivering to ports not under the control of the Government of Yemen* must apply for permits upon departing from the port of origin of their cargo. Yemen-based importers/traders are required to submit this notification form. More information about the UNVIM program is available here: <https://www.vimye.org/home>.

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

SAUDI COALITION INSPECTIONS

All vessels calling at Yemeni ports will only be allowed to enter Yemeni territorial waters following an inspection by the Saudi Arabian coalition forces. Upon arrival outside Bab Al-Mandab, the shipmaster should call the naval forces of the Saudi Arabian coalition by VHF on channel 16 for the arrival registration and indicate his location (ideally three miles from Bab Al Mandab). Coalition authorities will advise on the anchor position until they provide final approval to enter the port. This procedure will not take more than 48 hours.

Coalition inspectors do not conduct investigation with the crew; contact will be with the ship's master or Chief Officer about the cargo and documents. Once the vessel is permitted into Yemeni ports, the Master will be required to call port control by VHF on channel 14 or 16 for the arrival registration. The shipmaster will be advised the anchor position until the Harbour master confirms berthing prospects.

Coalition forces require AIS to be kept on at all times. The situation is subject to change and vessels should check frequently with local sources for any changes.

WEST AFRICA, GULF OF GUINEA

**WARNING TO 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.

CURRENT INCIDENTS REPORTED: 0

VESSELS HIJACKED

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- No current incidents to report

VESSELS BOARDED

- No current incidents to report

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- No current incidents to report

MARITIME REPORTING

- No current maritime related reporting

EAST ASIA, SOUTHEAST ASIA, INDIA

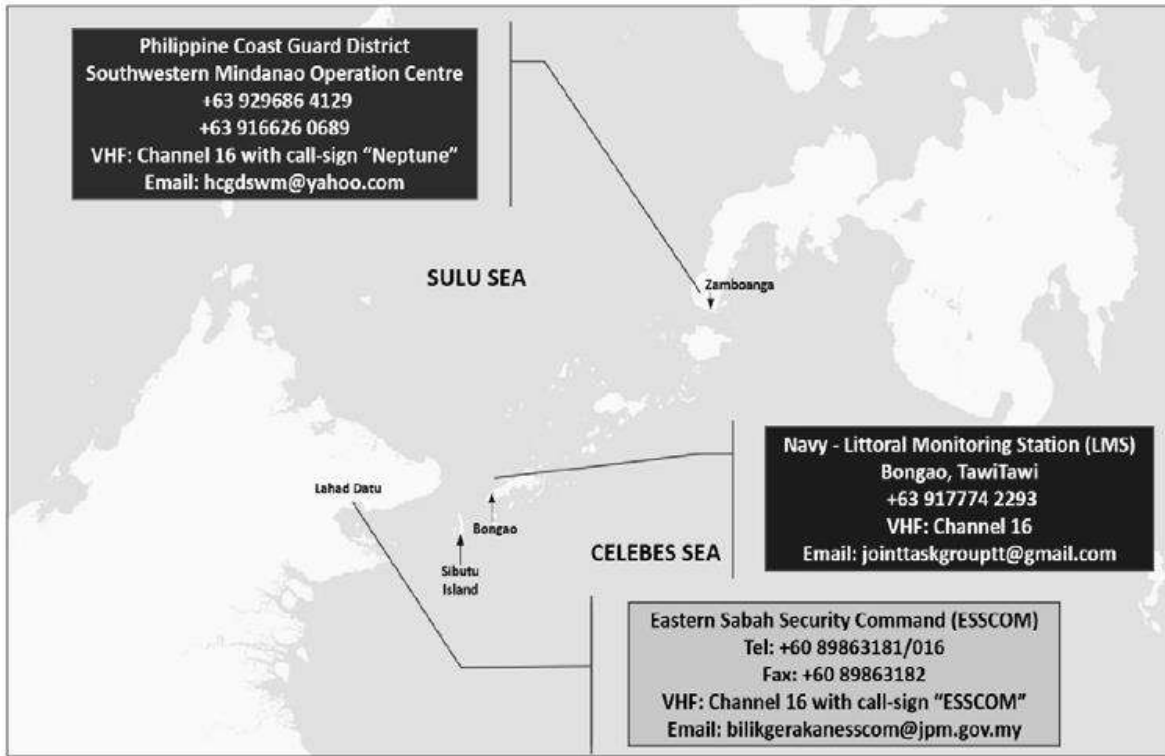
**WARNING: THREAT OF FURTHER ATTACKS BY ABU SAYYAF GROUP**

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:



Contact details of the reporting centres

CURRENT INCIDENTS REPORTED: 0

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

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

- No current incidents to report

MARITIME REPORTING

- No current maritime related reporting

RECAAP PIRACY AND ARMED ROBBERY AGAINST VESSELS IN ASIA - ANNUAL REPORT (2018)

EXECUTIVE SUMMARY

According to the latest annual report issued by ReCAAP during the January – December 2018 period, a total of 76 incidents of piracy and armed robbery against vessels were reported in Asia. Last year saw improvements at some ports and anchorages compared to 2017. The improvement that was most apparent was at Manila anchorage, the Philippines. Meanwhile there were more than ten incidents reported at ports and anchorages in Chittagong, Bangladesh and in Samarinda, Indonesia, with ports and anchorages in Malaysia and Vietnam reporting a slight increase. There were successful arrests of perpetrators reported in 2018 in Bangladesh (Chittagong), India (off Alang, Gujarat), the Philippines (Manila), Indonesia (Pulau Batam), Malaysia (off Pulau Tinggi at Tg Kidurong, Sarawak and off Tambisan, Sabah).

During the 2018 reporting period there were no actual incidents of hijacking of vessels for oil cargo theft. There were however two incidents of suspicions intention to steal oil cargo that were reported on 1 June and 4 August. In both incidents, the Malaysian Maritime Enforcement Agency (MMEA) successfully arrested masterminds and perpetrators.

There was a decrease in the number of incidents of abduction of crewmembers for ransom in the Sulu-Celebes Sea and waters off Eastern Sabah in 2018. During the reporting period, there were three incidents of abduction of crewmembers that occurred, consisting of two actual incidents and one attempted incident. The previous year saw seven incidents, comprising of three actual incidents and four attempted incidents, reported. Despite the decrease in such incidents, the abduction of crewmembers for ransom remains a serious threat in this area.

Advisories

- **Sulu-Celebes Seas and waters off Eastern Sabah:**
The threat of abduction of crewmembers by the Abu Sayyaf Group (ASG) remains high throughout the area. Most such incidents have occurred on vessels of slow speed with low free board such as fishing trawlers and tug boats. Of the seventeen actual incidents reported in this area, seven fishing trawlers and six tug boats were attacked. While most were unsuccessful, perpetrators have in the past attempted to attack larger vessels. The incidents occurred both during daylight hours and in hours of darkness.
- **At ports and anchorages:**
In 2018, 95% of incidents in Asia were incidents of armed robbery against vessels that occurred in territorial waters, archipelagic waters and inner waters. In particular, 75% of the incidents occurred at ports and anchorages across the region. These incidents are under the jurisdiction of the coastal states and the mitigation of these incidents by coastal States significantly contributes to the reduction of sea robbery incidents in Asia. During the 2018 reporting period, most of the incidents reported at ports and anchorages occurred during hours of darkness, particularly between 2000 hrs and 0559 hrs. In 2018, amongst the incidents reported at ports and anchorages are: Chittagong, Bangladesh (11); Samarinda, Indonesia (15); Batangas, Philippines (6); and Cam Pha and Godau port, Vietnam (4).
- **Vessels Underway:**
In 2018, 25% of incidents occurred on board vessels while underway, with a majority of these occurring during the hours of darkness between 0000 hrs and 0559 hrs. Most of these incidents occurred in the Singapore Strait, Sulu-Celebes seas and South China Sea.

OVERVIEW – INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST VESSELS IN ASIA (2018)

Number of Incidents

Between January – December 2018, a total of 76 incidents of piracy and armed robbery against vessels were reported in Asia. This figure consists of 62 actual incidents and 14 attempted incidents. In comparison to the previous year, 2018 saw a 25% decrease in the total number of incidents reported compared to 2017, when 102 incidents, comprising of 90 actual incidents and 12 attempted incidents, were reported. It should be noted that the total number of actual incidents declined by 31% in 2018 compared to those in 2017. Furthermore, both the total number of incidents and number of actual incidents in 2018 are the lowest amongst the 10-year reporting period (2009 – 2018).

Piracy VS Armed Robbery Against Vessels

Of the total 76 incidents, four were incidents of piracy (5%) that occurred in the South China Sea, and 72 were incidents of armed robbery against vessels (95%).

Status of Vessels

Of the 76 total incidents reported in 2018, 57 incidents (75%) occurred on board vessels while at anchor/berth. In the region, Bangladesh reported 11 such incidents; India 3; Indonesia 27; Malaysia 2; the Philippines 8; the South China Sea 2; and Vietnam 4 incidents. Of the total number of incidents reported in 2018, 19 incidents (25%) occurred on board vessels while underway with the breakdown of incidents as follows: India (1 incident); Malaysia (4); the Philippines (1); South China Sea (2); Straits of Malacca & Singapore (8); and Sulu Celebes Seas (3). This conforms to previous trends, which shows that the majority of incidents reported in Asia occurred on board vessels at anchor/berth.

UPDATE: ABDUCTION OF CREWMEMBERS FROM VESSELS IN THE SULU-CELEBES SEAS AND WATERS OFF EASTERN SABAH

Situation Update

Between 26 March 2016 (date of the first abduction of crew) and 31 December 2018, a total of 17 actual incidents and 11 attempted incidents of abduction of crewmembers from vessels while underway in the Sulu-Celebes Seas and waters off Eastern Sabah were reported, with most of the incidents being claimed by the Abu Sayyaf Group (ASG).

Table - Number of incidents and type of vessels boarded (2016 – 2018)

Incident Type	2016	2017	2018	Total
Actual (26 Mar 2016 – 5 Dec 2018)	12 Incidents <ul style="list-style-type: none"> • Tug boat (5) • Fishing Trawler/boat (5) • General cargo ship (1) • Bulk carrier (1) 	3 Incidents <ul style="list-style-type: none"> • Tug boat (1) • Fishing trawler (1) • Bulk carrier (1) 	2 Incidents <ul style="list-style-type: none"> • Fishing boat (2) 	17 incidents
Attempted (13 Nov 2016 – 16 Feb 2018)	6 Incidents <ul style="list-style-type: none"> • Bulk carrier (5) • Product tanker (1) 	4 Incidents <ul style="list-style-type: none"> • Container ship (1) • Bulk carrier (1) • General cargo ship (1) • Passenger/cargo ferry (1) 	1 Incident <ul style="list-style-type: none"> • Container ship (1) 	11 incidents

Incidents Reported in 2018

In 2018, three incidents of abduction of crewmembers were reported in the Sulu-Celebes Seas and waters off Eastern Sabah. This figure consists of two actual incidents and one attempted incident. In the two actual incidents, abducted crewmembers were brought to islands in Jolo, Sulu and Tawi-Tawi in Southern Philippines.

Actual incidents

- Abduction of crewmembers from fishing boat *SRI DEWI 1* (11 September 2018) - While sailing in waters off Gaya Island, Semporna, Sabah, East Malaysia at around 0100 hrs on 11 September, two masked perpetrators armed with M16 rifles boarded the fishing boat *SRI DEWI 1* from a motor banca and abducted two Indonesian fishermen on board. The perpetrators then headed towards the vicinity waters of Sitangkai, Tawi-Tawi, the Philippines with the two abducted crewmembers. Both victims were then transported by a speed boat to Talipao, Sulu, the Philippines on 11 September. On 5 December, one of the two abducted crewmembers were rescued by the Philippine authorities in Barangay Bual in Luuk, Sulu.
- Abduction of crewmembers from fishing boat (5 December 2018) - At about 0001 hrs on 5 December 2018, about twenty men believed to be from the Sulu-based ASG, armed with firearms, boarded the boat from speed boats that were painted green with grey, and powered with double engines. The group abducted three crewmembers – two Indonesians and one Malaysian – and arrived at Laminusa Island, Siasi Municipality, Sulu Province on 6 December before proceeding to So Dumlog, Barangay Likud, Pata, Sulu Province on 7 December. The Joint Task Force Sulu of the Philippines is exerting efforts to establish the condition and location of the alleged kidnapped victims.

Crewmembers Released

In 2018, the Philippine Coast Guard reported the release and rescue of six abducted crewmembers:

- On 19 January 2018, two Indonesian fishermen who were held in captivity by ASG for more than a year were released in Barangay Asturias in Jolo, Sulu. The two fishermen were captains of fishing vessels *SSK 00520* and *SN 1154*. They were abducted in the waters between Pegasus Reef and Kual Kinatabangan near Taganak Island in Tawi-Tawi on 5 November 2016.
- On 15 September 2018, three Indonesian crewmembers of Malaysian fishing banca were released in Indanan in Sulu. The three crewmembers were abducted 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.
- 5 December 2018, one Indonesia crewmember of fishing trawler *SRI DEWI 1* was rescued by the Philippine authorities in Barangay Bual in Luuk, Sulu.

Status of Abducted Crewmembers (as of 31 December 2018)

As of 31 December 2018, ten 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 militant group.

ANALYSIS OF INCIDENTS BY REGION (2007 – 2018)**ASIA***Number of Incidents*

During the 12-year period of 2007 – 2018, the total number of incidents reported in waters in Asia fluctuated with the highest number reported in 2015, with a total of 203 incidents, and the lowest in 2018, with 76 incidents.

Insight into Incidents

During the 2018 reporting period, a total of 76 incidents were recorded across the region. The type of incidents reported in 2018 were consistent with past trends observed during the 2007 – 2017 period in terms of the number of perpetrators (4 – 6 men); type of weapons carried by the perpetrators (knives/machetes); treatment of crewmembers (no injuries); items lost (ship stores); type of vessels boarded (tankers and bulk carriers); and time the incident occurred (during the hours of darkness in the early hours of between 0000 and 0559 hrs).

- **Number of Perpetrators:** In 2018, the majority of incidents were carried out by groups comprising of 4 – 6 men (34%), which is consistent with the past 11-year trend where most incidents also involved 4 – 6 men (33%). Over the course of the 2018 reporting period, 24 incidents were carried out by groups of 1 – 3 men; 5 incidents by group of 7 – 9 men; 5 incidents of groups consisting of more than 9 perpetrators; and in 16 incidents, no information regarding the number of perpetrators involved was indicated.
- **Types of Weapons:** In 2018, 45 incidents (59%) reported no information regarding the weapons carried by the perpetrators. In 19 incidents (25%) reported last year, perpetrators were armed with knives/machetes/other. This is consistent with past 11-year trends in which the majority of the incidents reported (45%) had no information on the weapons carried though if armed, the perpetrators were usually armed with knives/machetes/other (34%). In the remainder of the 2018 incidents, 6 incidents involved perpetrators who were not armed; four incidents involved perpetrators armed with guns and knives; and two incidents involved perpetrators carrying more sophisticated weapons.
- **Treatment of crewmembers:** In 2018, a majority of the incidents reported crewmembers suffering no injuries (55%), which is consistent with the past 11-year trend (51%). During last year's reporting period, there were no reports of any crewmembers killed or missing; two reports of crewmembers being kidnapped; one report of a serious injury; 5 reports of crewmembers being assaulted; 3 reports of hostage taking; 4 reports of crewmembers being threatened; and 19 incidents that had no information on the treatment of crewmembers.
- **Types of Losses:** The majority of incidents reported last year indicated a loss of stores (41%), which is consistent with the past 11-year trend (33%). Six incidents in 2018 reported cash/property being stolen; 31 incidents involved stores stolen; 4 incidents reported engine spares being taken; 5 incidents reported unsecured items stolen; 24 incidents reporting nothing stolen; and 6 incidents with no indication of items stolen.
- **Types of Vessels Targeted:** Most of the incidents reported in 2018 occurred on board either tankers or bulk carriers (72%), which is consistent with the past 11-year trend of incidents (63%).
- **Type of Incidents:** In 2018, the majority of incidents (59%) occurred between 0000 hrs and 0559 hrs, which is consistent with the past 11-year trend (60%). Over the past 11 years, 223 incidents were reported between the hours of 0300 – 0359 hrs; 183 incidents between 0200 – 0259 hrs; 171 incidents between 0400 – 0459 hrs; 134 incidents between 0100 – 0159 hrs; 115 incidents between 0000 – 0059 hrs; and 111 incidents between 0500 – 0559 hrs; with the remainder of incidents occurred between 0600 – 0659 hrs and 2300 – 2359 hrs.

BANGLADESH*Number of Incidents*

During the 12-year reporting period (2007 – 2018), the number of incidents reported in Bangladesh fluctuated, with the highest number reported in 2010 (24 incidents) and the lowest in 2016 (2 incidents). There was a slight improvement in 2018, with 9 actual incidents reported, compared to 11 actual incidents reported in 2017.

Insight into Incidents

In 2018, a total of 11 incidents were reported in and around Bangladesh. The type of incidents reported in 2018 were consistent with past trends observed during the 2007 – 2017 period in terms of the type of weapons carried by perpetrators (knives/machetes/others); treatment of crewmembers (no injuries); items lost (ship stores); type of ships boarded (container ships and bulk carriers) and time of incidents (during hours of darkness between

0000 and 0459 hrs). The analysis also shows the correlation between the type of vessels boarded and the location of incidents (at Anchorage A, B and C off Chittagong).

- **Type of Weapons:** In 2018, seven incidents (64%) reported no information on the weapons carried by the perpetrators; and four incidents (36%) reported perpetrators were armed with knives/machetes/others. This is consistent with past 11-year trends in that the majority of incidents (50%) involved perpetrators armed with knives/machetes/others such as rods and wooden poles.
- **Treatment of Crewmembers:** Most of the incidents reported in 2018 indicated that crewmembers suffered no injuries (45%), which is consistent with the past 11-year trend (56%). There was incident of assault; two incidents where crewmembers were threatened; and three incidents with no information on the treatment of crewmembers.
- **Type of Losses:** Majority of incidents reported in this region in 2018 indicated loss of stores (73%), which is consistent with the past 11-year trend (65%). The common items stolen were mooring rope, life/floating buoy; gas bottle/cylinder; fire hose; fire wire; aluminium ladder etc....
- **Types of Vessels Targeted:** In 2018, most of the incidents (67%) occurred on board either container ships or bulk carriers, which is consistent with the past 11-year trend of incidents (60%). Data has indicated that there is a correlation between the type of vessel targeted vis-à-vis location. Incidents involving bulk carriers mostly occurred in the northern part of Chittagong (Anchorage A); incidents involving container ships mainly occurred between the middle part of Chittagong (Anchorage B) and the southern part (Anchorage C). However, incidents involving tankers were relatively scattered amongst Anchorages A, B and C.
- **Time of Incidents:** In 2018, all of the 11 incidents that occurred in and around Bangladesh occurred during the hours of darkness as follows: 1 incident (0000 – 0059 hrs); 3 incidents (0100 – 0159 hrs); 2 (0200 – 0359 hrs); 2 incidents (0400 – 0459 hrs); and 3 incidents (2100 – 2359 hrs). For the past 12 years (2007 – 2018), 83% of incidents occurred during the hours of darkness and 17% of incidents occurred during daylight hours.

Advisory to Vessels

The advisory of the Bangladesh's Department of Shipping to vessels bound for ports and anchorages in Bangladesh is as follows:

1. All vessels are to exercise enhanced vigilance, alertness and report all incidents to the relevant authorities immediately.
2. Slow speed vessels, deep draft ships, tug boats and towed vessels are to avoid the fishing zone. For vessels sailing to Chittagong port and anchorages, they are to commence their voyage from Saint Martin Island to Cox's Bazar areas and navigate on safe route.
3. Ships at ports/anchorages are advised to:
 - a. Maintain communication over VHF Channel with the port control and law enforcement agencies when entering Bangladesh waters.
 - b. While at anchor, request for port-approved watchman via the local shipping agent.
 - c. No barter trade or any types of business are permitted at anchorages and in the port and berthing areas.
 - d. While at anchor, keep sharp lookout and do not allow any boats to come near the vessel.

INDIA

Number of Incidents

A total of four incidents, consisting of three actual incidents and one attempted incident, were reported in India in 2018.

Insight into Incidents

The types of incidents reported in 2018 were consistent with past trends in terms of weapons carried by perpetrators (not armed or not stated); treatment of crewmembers (no injuries); items lost (ship stores); and

type of vessels targeted (Tankers). However, it should be noted that two of the four incidents reported in 2018 occurred during daylight hours. This is a deviation from past trends, where most incidents occurred during the hours of darkness.

- **Types of Weapons:** In 2018, three incidents reported no information on the weapons carried by the perpetrators; and one incident reported that the perpetrators were not armed. This is consistent with the past 11-year trend where 75% of incidents involved perpetrators who were not armed or there was no information available.
- **Treatment of Crewmembers:** All the incidents reported in 2018 indicated that crewmembers had no injuries, which is consistent with the past 11-year trend (66%).
- **Types of Losses:** Stores were commonly targeted, with half of the incidents reported last year indicated a loss of stores – consistent with the past 11-year trend (62%). Last year, one incident reported cash/property being stolen and in one incident there was no information indicated relating to losses.
- **Types of Vessels Targeted:** Majority of the incidents (50%) reported in 2018 occurred on board tankers, which is consistent with the past 11-year trend (59%). Data has indicated that there is a correlation between the type of vessel targeted vis-à-vis location. Majority of the incidents that occurred in India occurred on board tankers. Of the 111 incidents reported during the 2007 – 2018 period, 65 incidents (59%) occurred on board tankers; 21 (19%) occurred on board bulk carriers; 9 (8%) on board general cargo vessels; 7 (6%) on board container ships; 5 (4%) on board tug boats/supply vessels; and 4 (4%) on board other types of vessels. Of the 65 incidents reported on board tankers during the 2007 – 2018 period, 26 incidents (40%) occurred at Kandla; 13 incidents (20%) occurred at Kochi; 12 incidents (18%) at Visakhapatnam; 5 incidents (8%) at Kakinada; and 5 incidents (8%) at Haldia/Sagar. The other four incidents occurred in other ports/anchorages in India. Of the 21 incidents reported on board bulk carriers during the 2007 – 2018 period, 8 incidents (38%) occurred at Kandla; 7 incidents (33%) at Kakinada; 4 incidents (19%) at Haldia/Sagar; 1 incident (5%) at Kochi; and 1 incident (5%) at Visakhapatnam. Of all the locations, tankers were mostly boarded in Kandla, Kochi and Visakhapatnam; while bulk carriers were mostly boarded in Kakinada. As for Haldia/Sagar, there is no particular type of vessels that perpetrators boarded as boarding occurred on tankers, bulk carriers and container ships.
- **Time of Incidents:** Of the four incidents reported in 2018, two occurred during the hours of darkness (0100 – 0259) and two occurred during daylight hours (0800 – 1245 hrs). In the past 12-year reporting period (2007 – 2018), most incidents occurred during the hours of darkness, particularly during 0000 – 0459 hrs, when 59% of the incidents occurred.

INDONESIA

Number of Incidents

In 2018, a total of 27 incidents, consisting of 21 actual and 6 attempted, were reported in Indonesia. This represents a 18% decline in the total number of incidents reported in 2018 compared to 2017.

Insight on Incidents

A total of 27 incidents were reported in Indonesia in 2018. These incidents were consistent with past trends observed during the 2007 – 2017 reporting period in terms of the number of perpetrators (4 – 6 men); treatment of crewmembers (no injuries or not stated); items lost (ship stores); type of vessels targeted (**tankers and bulk carriers**); and time that incidents occurred (between 2200 hrs and 0559 hrs). The analysis indicates that incidents involving tankers occurred across various ports and anchorages in Indonesia, while incidents involving bulk carriers occurred mostly along the coast of East Kalimantan. Furthermore, incidents involving tugboats/supply vessels occurred off Pulau Batam and Pulau Bintan.

- **Number of Perpetrators:** Majority of incidents reported in 2018 involved 4 – 6 men (37%), which is consistent with the past 11-year (2007 – 2017) trend where most incidents also involved 4 – 6 men (35%). Last year, there were 8 incidents that involved 1 – 3 men and 9 incidents that had no information on the number of perpetrators.
- **Treatment of Crewmembers:** Of the 27 incidents reported in 2018, a majority (89%) reported that either crewmembers did not suffer any injuries or there was no information. This is consistent with the

trend observed for 2007 – 2017, where 74% of incidents reported that crewmembers either did not suffer from injuries or there was no information available.

- **Types of Losses:** Of the 27 incidents reported last year, nothing was stolen in 10 incidents (37%). In incidents where losses were reported, loss of stores was the most common occurring in 9 incidents (33%); followed by engine spares in 4 incidents (15%); and unsecured items in 1 incident (4%). This is consistent with previous trends during the 2007 – 2017 period, where 36% of the incidents reported loss of stores and 33% reported that nothing was stolen from the vessel.
- **Types of Vessels:** Majority of the incidents (74%) reported in 2018 occurred on board bulk carriers. During the 2007 – 2017 period, 43% of the incidents occurred on board tanker and 34% occurred on board bulk carriers. There is a slight deviation as more tankers than bulk carriers were boarded in the past 11 years (2007 – 2017). It should be noted that there is no evidence to suggest that a particular type of vessel is being targeted by preparators at certain ports and anchorages. Tankers and bulk carriers are two most frequently boarded vessels in Indonesia. There is no concentration of locations where tankers were boarded.
- **Time of Incidents:** Of the 27 incidents reported in 2018, 22 occurred during the hours of darkness (between 1900 hrs and 0559 hrs); and 5 occurred during daylight hours (between 0700 hrs and 1559 hrs). This is consistent with the past trend of 2007 – 2018 where more than three-quarters of the incidents occurred between 2200 hrs and 0559 hrs.

VIETNAM

Number of Incidents

Four actual incidents were reported in Vietnam in 2018 – an increase of 50% compared to 2017, when two incidents were reported. However, there has been an overall improvement of the situation in Vietnam over the past three years (2016 – 2018).

Insight on Incidents

Incidents reported in 2018 in Vietnam were consistent with the past trends observed during the 2007 – 2017 period in terms of the number of perpetrators (1 – 3 men); treatment of crewmembers (no injuries were reported); items lost (ship stores); and types of vessels targeted (container ships and bulk carriers). However, it should be noted that there is a slight deviation regarding the time of incidents as two-thirds of the incidents reported last year occurred during daylight hours, while a majority of the incidents reported in the past 11 years occurred during the hours of darkness. Incidents on board container ships and tankers occurred more frequently in the southern part of Vietnam than in the northern part.

- **Number of Perpetrators:** Majority of the incidents reported last year had no information available on the number of perpetrators (50%), which is consistent with the past 11-year trend where most incidents indicated that there is no information available on the number of perpetrators (34%). However, when such information is available, the perpetrators usually operated in groups of 1 – 3 men (31%). Last year, there was one incident that involved a group of 7 – 9 men.
- **Treatment of Crewmembers:** In 2018, three-quarters of the incidents reported that crewmembers did not suffer from any injuries. During the 2007 – 2017 reporting period, close to three-quarters of the incidents reported that crewmembers did not suffer any injuries. Last year, there was one incident involving crewmember assault.
- **Type of Losses:** All four incidents reported in 2018 indicated the loss of stores. The stores stolen included lubricating oil, grease, paints and jacket lights. During the 2007 – 2017 reporting period, three-quarters of the incidents reported that the perpetrators stole ship stores.
- **Type of Vessels:** All four incidents reported in 2018 involved bulk carriers. During the 2007 – 2017 reporting period, 39 incidents (38%) were reported on board container ships; 35 (34%) on board bulk carriers; and 18 (17%) on board tankers. During the 2007 – 2018 period, 39 incidents (36%) occurred on board container ships; 39 (36%) on board bulk carriers; 18 (17%) on board tankers; 8 (8%) on board general cargo vessels; 2 (2%) on board other types of vessels; and 1 (1%) on board tug boat. Of the 39 incidents that occurred on board container ships during the 2007 – 2018 reporting period, 29 incidents were reported in the southern part of Vietnam and 10 incidents were reported in the northern part of Vietnam. Of the 39 incidents reported during the same period on board bulk carriers, 21 occurred in

the southern part of Vietnam and 18 incidents were reported in the northern part of Vietnam. Of the 18 incidents that occurred on board tankers during the same reporting period, all occurred in the southern part of Vietnam. Of these incidents, fourteen occurred in the anchorage of Vung Tau.

- **Time of Incidents:** Of the four incidents reported in 2018, two occurred during daylight hours (0700 – 0759 hrs); and two during hours of darkness (0200 – 0259 hrs and 2300 – 2359 hrs). During the 2007 – 2018 reporting period, 68% of incidents occurred between 2300 hrs and 0459 hrs. The incidents observed during the 2018 reporting period are not consistent with previous trends. It should be noted that during the 2007 – 2018 period, all incidents reported in the northern part of Vietnam occurred between 2100 hrs and 0959 hrs.

SOUTH CHINA SEA (SCS)

Number of Incidents

In 2018, a total of 4 incidents, consisting of three actual and one attempted, were reported in SCS. Compared to 2017, there has been a 67% decline in the number of incidents reported in 2018. In 2017, 12 incidents, comprising of 11 actual and 1 attempted, were reported in the region. Furthermore, 2018 reporting the lowest number of incidents amongst the 12-year period of 2007 – 2018.

Insight on Incidents

Incidents reported in 2018 in SCS were consistent with past trends observed during the 2007 – 2017 period in terms of the number of perpetrators (4 – 6 men); treatment of crewmembers (no injuries); and time of incidents (between 0000 hrs and 0559 hrs). However, there is a slight deviation regarding the weapons carried by perpetrators and items lost, with the majority of incidents in 2018 having no information on whether the perpetrators were armed. During the 2007 – 2018 period, more than half of the incidents involved armed perpetrators. With regards to the loss of items, a majority of the incidents reported in 2018 indicating that nothing was stolen while the loss of cash and personal belongings were prevalent in incidents reported during the 2007 – 2017 reporting period. Incidents were also relatively less violent in 2018 compared to the past 11 years.

- **Number of Perpetrators:** Of the four incidents reported last year, half of them reported that the perpetrators were operating in groups of 4 – 6 men. During the 2007 – 2017 reporting period, 31% of the incidents involved perpetrators in groups of 4 - 6 men. Last year there was one incident that involved a group of 1 – 3 men and one incident where no information on the number of perpetrators was available. The incidents observed in 2018 are consistent with past trends.
- **Types of Weapons:** Of the four incidents that occurred in 2018, three incidents had no information on weapons carried by the perpetrators. In one incident During the 2007 – 2017 period, more than half of the incident (57%) involved perpetrators with arms and 38% had no information on arms.
- **Treatment of Crewmembers:** Of the four incidents reported last year, 3 incidents reported that the crew did not suffer any injuries; one incident reported that the crew was tied up and taken hostage by perpetrators who demanded cash. During the 2007 – 2017 reporting period, 32% of the incidents reported that the crew did not suffer any injuries and 25% of the incidents had no information. Amongst the incidents where crewmembers suffered from injuries, a majority reported that the crew was tied up and taken hostage.
- **Type of Losses:** Of the four incidents reported in 2018, 3 incidents reported nothing was stolen. There was a deviation from the past trend, as during the 2007 – 2017 reporting period, 35% of the incidents reported the loss of cash and personal belongings such as mobile phones, jewellery and laptops. One incident in 2018 reported the loss of cash/property.
- **Type of Vessels Targeted:** Of the four incidents last year, one occurred on board a bulk carrier; one on board a tanker; one on board a general cargo ship; and one on board a catamaran. This is different from the past 11-year trend where 82 incidents (52%) occurred on board tankers; 28 (18%) occurred on board tug boat/supply vessels and 19 (12%) on board bulk carriers.
- **Time of Incidents:** All incidents reported last year occurred during the hours of darkness between 0000 hrs and 0559 hrs. During the 2007 – 2018 reporting period, 135 incidents (84%) occurred during the hours of darkness between 2000 hrs and 059 hrs. The incidents in 2018 were consistent with previous

trends. During the past 11 years, incidents reported in the SCS occurred in two clusters – off Pulau Mangkai and off Pulau Bintan during the hours of darkness, between 0000 hrs and 0559 hrs. The bulk of the incidents in the vicinity of Pulau Mangkai occurred during the 2007 – 2011 reporting period while incidents in the vicinity of Pulau Bintan mostly occurred during the 2011 – 2018 period.

STRAITS OF MALACCA & SINGAPORE (SOMS)

Number of Incidents

A total of 8 incidents, comprising of 6 actual and 2 attempted, were reported in SOMS in 2018. Compared to the 2017 period, where nine incidents were reported, the number of incidents reported in 2018 remained relatively similar.

Insight on Incidents

Incidents reported in 2018 in SOMS were consistent with the past trends observed during the 2007 – 2017 reporting period in terms of the number of perpetrators (4 – 6 men); weapons carried by perpetrators (not stated); treatment of crewmember (no injuries); items lost (50% reported nothing stolen); types of vessels mostly boarded (tug boats/supply vessels, bulk carriers and tankers); and time of incidents (between 2300 hrs and 0459 hrs). Incidents involving tugboats/supply vessels in the Singapore Strait occurred in both western and eastern sectors; while incidents on board bulk carriers and tankers occurred in the western sector. Furthermore, a large number of incidents were reported in the western sector of Singapore strait during 0300 – 0559 hrs. However, incidents that occurred in the eastern sector of the Strait occurred more often between 2000 hrs and 0100 hrs.

- **Number of Perpetrators:** Of the eight incidents reported in 2018, 3 incidents (38%) reported groups of 4 – 6 perpetrators; 2 (25%) involved groups of 1 – 3 perpetrators; 1 incident (12 %) involved a group of more than 9 perpetrators; and 2 incidents (25%) had no information. During the 2007 – 2017 period, a majority of the incidents (44%) reported groups of 4 – 6 men. The incidents in 2018 are consistent with previous trends.
- **Treatment of Crewmembers:** In 2018, three quarters of the incidents (75%) reported that crewmembers did not sustain any injuries. There is no deviation from the trend as 78% of incidents over the past eleven years reported that crewmembers did not suffer any injuries.
- **Types of Losses:** Half of the eight incidents reported in SOMS in 2018 indicated that nothing was stolen. There is no deviation from the trend as 48% of incidents in the past 11 years reported that nothing was stolen from the vessels.
- **Type of Vessels:** Of the eight incidents reported in 2018, three occurred on board tug boats towing barges, two on board bulk carriers, two on board tanker and one on board a workboat. There is no deviation from the trend as 33% of incidents in the past 11 years occurred on board tug boats/supply vessels, 28% occurred on board bulk carriers and 25% occurred on board tankers. Most of the incidents reported in SOMS occurred in the Singapore Strait. Based on the three types of vessels most frequently boarded in the Singapore Strait during the 2007 – 2018 period, the following has been observed: (a) Incidents involving tug boats/supply vessels occurred in both the western sector and eastern sector of Singapore Strait, with most incidents occurring off Pulau Batam, Indonesia; (b) Incidents involving bulk carriers and tankers mostly occurred in the western sector of the Singapore Strait.
- **Time of Incidents:** Of the eight incidents that were reported in 2018, 5 occurred during the hours of darkness (between 2300 hrs and 0459 hrs); and three occurred during daylight hours (between 1300 hrs and 1559 hrs). Over the past eleven years, most of the incidents reported in SOMS occurred during the hours of darkness, particularly during 0300 – 0559 hrs when 43% of the incidents occurred. The bulk of the incidents reported in SOMS occurred during 0300 – 0559 hrs, and these incidents mostly occurred in the western sector of Singapore Strait. However, the incidents in the eastern sector of the Singapore Strait occurred mostly between 2000 hrs and 0100 hrs.

CONCLUSION

The 2018 reporting period saw a decline of 25% in the number of incidents of piracy and armed robbery against vessels reported in Asia – a quite significant decrease. Furthermore, the number of actual incidents decreased by 31% in 2018. Since 2016, the number of incidents remains at a lower level compared to preceding years. This has likely been due to efforts carried out by law enforcement agencies coupled with the vigilance of shipping industries to address maritime crimes. The 2018 reporting period also saw improvements at some ports and anchorages in the region. However, at some ports and anchorages, the situation still needs to improve. Since 75% of the incidents reported in 2018 were incidents of armed robbery against vessels at ports and anchorages, authorities of coastal States are advised to further enhance their efforts. During the 2018 reporting period, there was no actual incident of hijacking of ships for oil cargo theft. This is the first time that no such incident has been reported since 2011. The abduction of crewmembers for ransom in the Sulu-Celebes Seas and waters off Eastern Sabah remained a serious threat in the region throughout 2018, as demonstrated by the two abduction incidents that occurred on 11 September and 5 December.

WORLDWIDE

CURRENT INCIDENTS REPORTED: 6

NORTH AMERICA

- **20 January (United States – Late Report)** – Authorities intercepted a boat carrying six people trying to enter Florida illegally by sea. The 20-foot boat was stopped about 30 miles east of Sunny Isles Beach. In a statement, the authorities indicated that two Jamaican men, a Dominican man and a Bahamian man were aboard the vessel along with two US citizens.

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

- **18 January (Ecuador – Late Report)** – Authorities arrested three suspected pirates and seized weapons and communication equipment near Puna Island. The authorities arrested the suspects after they were alerted by local fishermen about a suspicious boat navigating in the area.
- **17 January (Venezuela – Late Report)** – Robbers boarded a tanker anchored near position 10:11N – 064:47W, Puerto Jose Anchorage. They stole ship's stores and escaped unseen. The theft was noticed by the duty crew during routine rounds. Port control was informed.
- **13 January (Panama – Late Report)** – At 2130 LT, a private yacht anchored in Portobello was approached by six men armed with handguns, using the ruse of selling water. They boarded the vessel and hit one crewmember in the head with a gun and then spent a considerable time ransacking the boat, terrorizing the crew that was made to lay on the floor all the while the armed boarders repeatedly yelled "cocaine, cocaine." Cash, phones, computers and other electronic devices were taken. Jewellery was left behind and no drugs were found on board the vessel.
- **13 January (Panama – Late Report)** – A panga with at least four men attempted to board a cruising yacht anchored in Portobello Bay at around 2300 LT. Surprised, the owner came on deck and responded aggressively verbally, and was only able to dissuade the hostile boarders when his large, 60 lb. dog came out on the deck. Holstered pistols were visible to the captain.

ATLANTIC OCEAN AREA

- No current incidents to report

NORTHERN EUROPE – BALTIC

- No current incidents to report

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

- **18 January (East China Sea – Late Report)** – Two vessels were believed to have engaged in ship-to-ship (STS) transfers involving North Korean vessels in violation with existing UN Security Council resolutions against North Korea. The transfer appears to have taken place in the East China Sea around 410 km off the coast of Shanghai, Tokyo has reported. While the Japanese Ministry of Defence could not identify the name or nationality of one of the vessels involved, it asserted that the north Korean vessel was the AN SAN 1. The AN SAN 1 was designated by the UN Security Council in March 2018 and is already subject to an asset freeze and port entry ban.

PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

MIGRATION



As the first month of 2019 draws to an end, at least 200 migrant deaths have already been reported in the Mediterranean Sea.

SPANISH CHARITY BOAT BLOCKED BY AUTHORITIES FROM OPERATING IN MEDITERRANEAN

22 January (Libya) – On Tuesday, the United Nations criticized European countries for not allowing migrants to disembark at safe ports, as Libya's coastguard has reported that almost 500 migrants trying to reach Italy by inflatables had been brought back to the North African country. According to coastguard spokesman Ayoub Qassem, the 473 people found trying to cross the Mediterranean on inflatables in different rescue operations since 18 January included some who were rescued by a cargo ship. He indicated that Tuesday's figures included more than 140 migrants rescued at sea by the 'Lady Sham' cargo ship, whom the International Organization for Migration (IOM) said were brought to the western city of Misrata and then to a detention centre. According to Qassem, four people with burns were taken to hospital, while two others died after having spent 24 hours at sea. The migrants were from different sub-Saharan and Arab countries and included nine children and 25 women. UN aid agencies had earlier condemned the transfer of migrants to Libyan detention centres in which they often face abuse, lack of medical care, rape or forced labour, according to a 61-page UN report in December. Charlie Yaxley, spokesman for the UN refugee agency UNHCR, told a briefing that "in Libya's current context, where outbreaks of violence and widespread human rights violations prevail, no rescued refugees and migrants should be returned there." UN High Commissioner for Refugees denounced "politicking around sea rescues" by European states that have restricted aid groups from conducting missions. According to Yaxley, more than 200 have already drowned in January and 4,507 have reached Europe by sea despite "bitter cold and great danger."

THREE MIGRANT BOATS ARRIVE IN UK AFTER CROSSING CHANNEL

21 January (United Kingdom) – Sixteen migrants have been detained after crossing the English Channel and reaching Kent in three boats. Officials have indicated that on Sunday, an inflatable dinghy with six men landed on a beach at Kingsdown, near Walmer, at about 07:00 GMT. Just over an hour later, Border Force officers were called to an abandoned boat on Folkestone's Warren beach. Two men were detained in the town. At about 09:35, a dinghy containing eight men was intercepted off the coast and escorted into Dover. The Home Office has reported that most of the migrants presented themselves as Iranian, with others stating that they were from Iraq. They have received medical assessments prior to being transferred to immigration officials for interviews. Since November 2018, there has been a spike in the number of people crossing the English Channel from France in small boats, with many of those trying to reach Britain coming from Iran. Home Secretary Sajid Javid has declared the situation a "major incident," and on 31 December 2018, he announced that two additional Border Force cutters would be brought back to the UK in order to help deal with the problem.

SOME 170 MIGRANTS FEARED DEAD IN MEDITERRANEAN

21 January (Libya) – Up to 170 migrants are feared dead after two incidents in which dinghies sank in the Mediterranean Sea after leaving North Africa in an attempt to reach Europe. According to officials, one of the vessels capsized off Libya after departing the country on Thursday 17 January, prompting the Italian navy to stage a rescue operation. Flavio Di Giacomo, a spokesman for the International Organization for Migration (IOM) has reported that so far only three of the suspected 120 migrants on board the vessel have been found alive, adding that “the three survivors told us there were 120 when they left Garabulli, in Libya, on Thursday night...” after 10 to 11 hours at sea, the boat started sinking and people started drowning.” He went on to say that “ten women including a pregnant girl were aboard and two children, one of whom was only two months old.” An Italian military plane first spotted the sinking dingy as it struggled in rough waters. The plane threw two safety rafts into the water before retreating due to a lack of fuel. Later, another helicopter was dispatched from a naval vessel and recovered the three survivors, who were suffering from severe hypothermia and were taken to hospital on the island of Lampedusa. Rear Admiral Fabio Agostini has disclosed that at least three people were seen in the water during the rescue, all of whom appeared to be dead. Libyan authorities also later ordered a merchant ship to go to the scene, however it left after its search for survivors proved fruitless. In a separate incident, 53 migrants who left Morocco on another rubber dinghy went missing after what one survivor reported was a collision in the Alboran Sea, in the western Mediterranean. The accident was reported by Spanish migrant organization Caminando Fronteras. Meanwhile the German charity Sea-Watch disclosed on 19 January that it had rescued 47 people at sea, including eight unaccompanied children, from a dinghy in distress north of the Libyan city of Zuwara.

IOM RELEASES FIRST FIGURES OF THE NEW YEAR

21 January – The International Organization for Migration has released its first figures for 2019, indicating that as of 21 January, 200 deaths have been reported so far this year as a result of people trying to cross the Mediterranean Sea. According to the IOM, the number of migrants and refugees landing on European shores had almost doubled in the first 16 days of 2019 to 4,216 compared to 2,365 during the same period in 2018.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 20 JANUARY 2019

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- weather	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)	CLOSED- weather	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

LIBYA'S GOVERNMENTS AGREE ON MEGA PORT PROJECT

24 January – The Maritime Executive reports that Libya's rival government authorities in the East and West have formally agreed to jointly support what is expected to be one of North Africa's most automated and largest deep-sea ports near the city of Susah in Libya. The United Nations-backed Government of National Accord (GNA), and the House of Representatives Interim Government in the East in Tobruk, will cooperate on the billion-dollar Port of Susah project. The port will handle containers as well as breakbulk, bulk, general cargo, and potentially oil and gas. It will include a logistics facility fully integrated with a Free Trade Zone and is expected to be operational in 2020. The development includes regional cargo-handling facilities, improved road networks, employment for Libyan workers as well as expansion of business opportunities elsewhere within the country. International investment firm, The Guidry Group, will develop the new port. The Guidry Group says the Governments' agreement is the result of three years of work, as well as months of discussions between the Seaport Authority officials in the East and West. The port is the first-ever design-build-operate-transfer public and private-partnership infrastructure project in Libya. At the end of the long-term concession, the entire project will be transferred to Libya's government.

LIBYAN OIL PORTS ES SIDER, BREGA CLOSED DUE TO POOR WEATHER CONDITIONS

24 January – The eastern Libyan oil ports of Es Sider and Brega have been closed due to bad weather but crude production has not been affected, an official from state oil firm NOC said. Storage capacity is sufficient for a few days and the remaining ports were open, the official said. Tankers were waiting to dock at Es Sider and Brega, port sources said.

LIBYA MILITIAS AGREE TO END CLASHES SOUTH OF CAPITAL

21 January – Rival Libyan militias agreed to a new ceasefire Monday aimed at halting nearly a week of deadly clashes south of the capital Tripoli, officials said. Fighting has pitched armed groups from the capital against the Seventh Brigade, a militia from the town of Tarhuna southeast of Tripoli. The clashes since Wednesday have left 16 people dead and 65 others wounded, according to the health ministry. Under the truce, signed in the capital by officials from Tripoli and Tarhuna, fighters from the Tripoli Protection Force and the Seventh Brigade are to withdraw to their respective cities. The deal also envisions a prisoner swap and an exchange of bodies of fighters killed in the clashes. It was agreed after mediation by officials from the town of Bani Walid, 170 southeast (105 miles) of the capital. UN mission in Libya head Ghassan Salame called tribal leaders in Bani Walid to thank them for their efforts and said he hoped for "the success and sincere application of the agreement", the mission said on Twitter. The latest fighting follows clashes in and around Tripoli that killed at least 117 people and wounded more than 400 between late August and late September. The main armed groups in Tripoli say they are loyal to the internationally backed Government of National Accord, but officials have struggled to exert real control over the fighters. The GNA announced security reforms in the wake of the bloodshed last year, aimed at curbing the power of militias in the capital.

LIBYA PROCEDURE

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.

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

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- 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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