



Maritime Security Review

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Summary

List of Incidents at Sea for this Reporting Period

Main Regions

Gulf of Aden/Arabian Sea: No incidents reported during this period

Gulf of Guinea: No incidents reported during this period

Asia: No incidents reported during this period

Worldwide

North America: No current incidents to report

Central America/Caribbean/South America: No incidents reported during this period

Atlantic Ocean Area: No current incidents to report

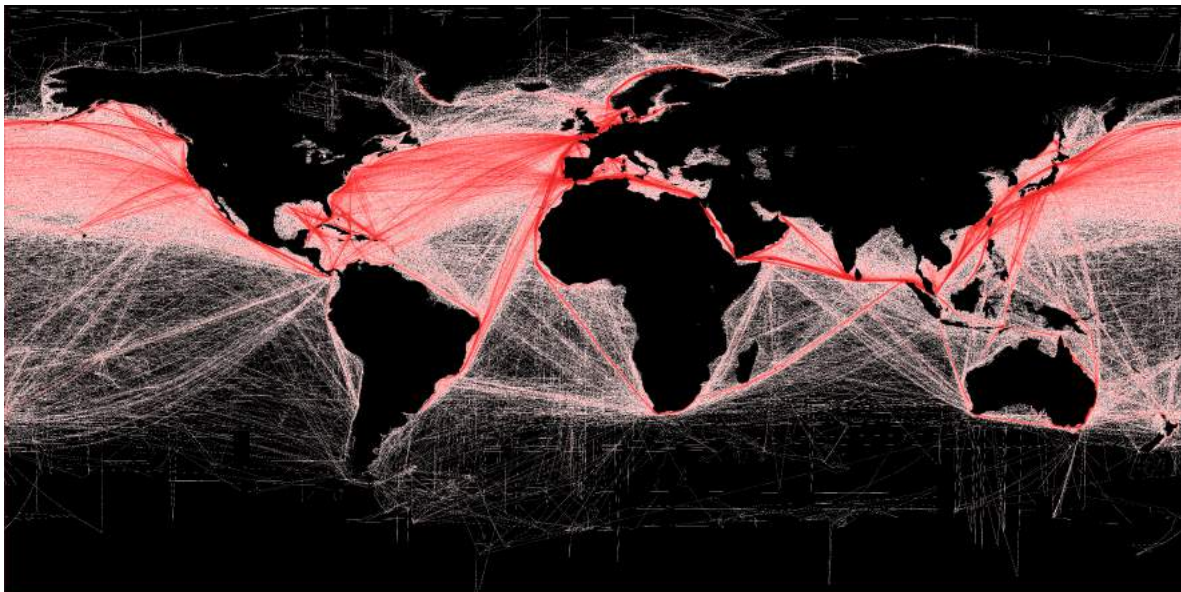
Northern Europe/Baltic: No incidents reported during this period

Mediterranean/Black Sea: No incidents reported during this period

East Asia/Indian Subcontinent: No incidents reported during this period

Northeast Asia: No current incidents to report

Pacific Ocean/Southern Ocean: No current incidents to report



Gulf of Aden/Arabian Sea

Somalia

Pirate and maritime crime activity in waters off East Africa remains at a low level, with no reports of suspicious activity during this reporting period.

Masters are advised to remain vigilant at all times inside the HRA and are advised to adhere to strict guidance and protective measures as set down in BMP4. 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 continue 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.

At Sea

Hijacks

- None reported during this period.

Unsuccessful Attacks/Robberies

- None reported during this period.

Vessels Fired Upon/Attempted Boardings

- None reported during this period.

Vessels Boarded

- None reported during this period.

Kidnapping

- None reported during this period.

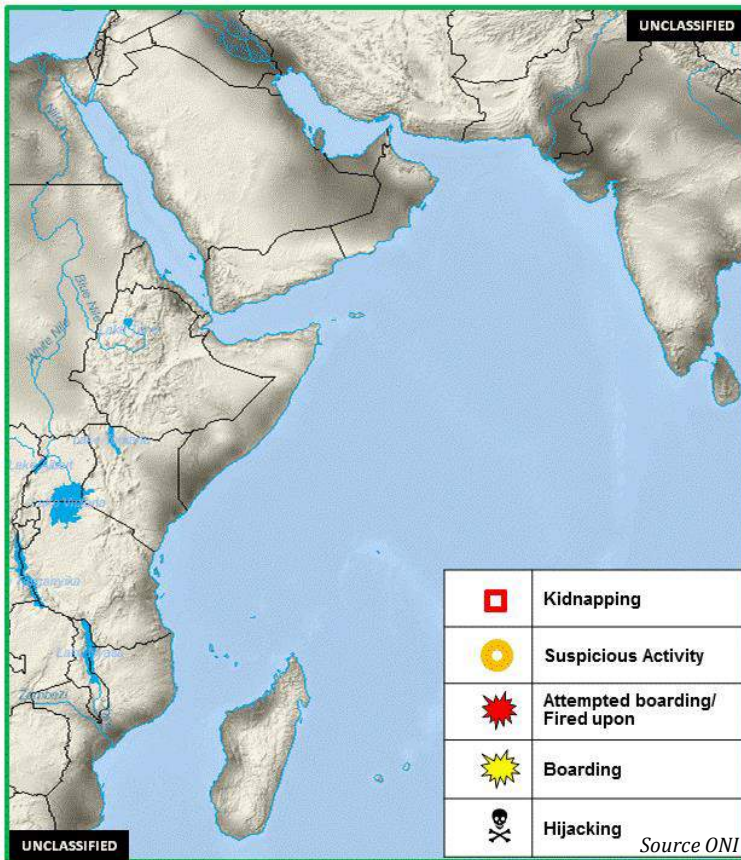
Suspicious Activity

- None reported during this period.

Other Activity

- None reported during this period.

Incident Map



Weather Forecast for Gulf of Aden/Arabian Sea

- **North Arabian Sea:** Northeast winds of 12 – 17 knots and seas of 4 – 6 feet.
 - **Extended Forecast:** Northeast winds of 8 – 13 knots and seas of 3 – 5 feet.
- **Gulf of Oman:** Variable winds of 5 – 10 knots and seas of 1 – 3 feet in the western section of the Gulf; with variable winds of 5 – 10 knots and seas of 1 – 3 feet in the eastern section of the Gulf.
 - **Extended Forecast:** Northwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 1 – 3 feet in the western section of the Gulf; with west-northwest winds of 12 – 17 knots and seas of 1 – 3 feet in the eastern section of the Gulf.
- **Gulf of Aden:** Easterly winds of 12 – 17 knots and seas of 3 – 5 feet in the western section of the Gulf; with east-northeast winds of 12 – 17 knots and seas of 2 – 4 feet in the eastern section of the Gulf.
 - **Extended Forecast:** Easterly winds of 12 – 17 knots and seas of 1 – 3 feet in the western section of the Gulf; with easterly winds of 12 – 17 knots and seas of 2 – 4 feet in the eastern section of the Gulf.
- **Somali Coast:** Northeast winds of 15 – 20 knots, gusting to 28 knots, and seas of 6 – 9 feet in the northern section of the coastline; with northeast winds of 13 – 18 knots, gusting to 25 knots, and seas of 4 – 6 feet in the southern section of the coastline.
 - **Extended Forecast:** Northeast winds of 13 – 18 knots and seas of 5 – 8 feet in the northern section of the coastline; in the southern section of the coastline, winds will be north-easterly at 12 – 17 knots with seas of 3 – 5 feet.
- **Central African Coast/Indian Coast:** North-northeast winds of 15 – 20 knots, gusting to 25 knots, and seas of 3 – 5 feet.
 - **Extended Forecast:** North-northeast winds of 10 – 15 knots and seas of 3 – 5 feet.
- **Mozambique Channel:** Northerly winds of 5 – 10 knots and seas of 1 – 3 feet in the northern Channel; with northerly winds of 15 – 20 knots and seas of 6 – 9 feet in the southern Channel.
 - **Extended Forecast:** Variable winds of 5 – 10 knots and seas of 1 – 3 feet in the northern Channel; with southerly winds of 15 – 20 knots and seas of 6 – 9 feet in the southern Channel.
- **Surface Currents:** The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Currents speeds along the Somali Basin are north-easterly averaging between 1 – 2 knots.
- **Synoptic Discussion:** The Northeast Monsoon is underway in the Somali Basin. High pressure is influencing the region through the short term. This system will weaken as an area of low pressure begins to move east, effectively bringing isolated showers and increased cloud cover to the region by 11 January.

Special Report: Yemen

As of 16 January, the following ports in Yemen are open:

- Aden
- Hodeidah
- Mokha
- Mukalla
- Salif

The remaining ports are closed due to the conflict between the pro-government coalition and Houthi rebels. The situation in Yemen remains unstable and could result in changes to port closures. MS Risk advises that ship masters and owners stay up-to-date on the volatile situation.

Activity Report

No significant maritime related incidents reported.

Procedure

Vessels calling at all ports in Yemen still require clearance from the Saudi-led coalition and the Ministry of Transport prior to entering Yemeni waters or Yemeni ports. The measure is in place to prevent weapons intended for the Houthi rebel forces from entering the country.

Upon reaching the Bab al Mandab Strait, the ship master must call in a notice of arrival. Ships entering Yemeni waters will be advised where to anchor, and will be subject to inspection by Coalition forces. Once cleared, the ship is allowed to enter port.

At port, the ship master must register with port authorities. The ship will be assigned an anchoring position until the berthing time is confirmed by the harbour master. The above information is correct as of 16 January 2016.

Gulf of Guinea

Pirate and maritime crime activity in waters off West Africa remains at a low level. There were no incidents reported during this period.

All vessels transiting this region however are reminded to remain vigilant at all times.

At Sea

Hijacks

- None reported during this period.

Unsuccessful Attacks/Robberies

- None reported during this period.

Vessels Fired Upon/Attempted Boardings

- None reported during this period.

Vessels Boarded

- None reported during this period.

Kidnapping

- None reported during this period.

Suspicious Activity

- None reported during this period.

Other Activity

- None reported during this period.

Weather Forecast for Gulf of Guinea

- **Gulf of Guinea:** South-southwest winds of 8 – 13 knots and seas of 3 – 5 feet.
 - **Extended Forecast:** South-southwest winds of 8 – 13 knots and seas of 3 – 5 feet.
- **Synoptic Discussion:** Expect partly to mostly cloudy conditions for the Gulf of Guinea with associated rain showers.

Southeast Asia

Pirate and maritime crime activity in waters off Southeastern Asia remains at a low level however the threat of violent attacks, crime and hijackings remains high across this region. There were no incidents reported during this period

Pirate Action Groups (PAG's) operating in this region are likely to target vessels to siphon fuel or oil onto another ship. Masters are therefore reminded to remain vigilant at all times in all regions, including at ports and anchorages. Attacks and robberies can occur at anytime. Incidents involving the siphoning of oil/fuel have been on the rise in recent months. Masters are reminded to remain vigilant at all times and to report any incidents, suspicious activity, attacks or hijackings to the local authorities.

At Sea

Hijacks

- None reported during this period.

Unsuccessful Attacks/Robberies

- None reported during this period.

Vessels Fired Upon/Attempted Boardings

- None reported during this period.

Vessels Boarded

- None reported during this period.

Kidnapping

- None reported during this period.

Suspicious Activity

- None reported during this period.

Other Activity

- None reported during this period.

Weather Forecast for Southeast Asia

- **South China Sea:** Northeast winds of 12 – 18 knots, gusting to 22 knots, and seas of 4 – 6 feet.
 - **Extended Forecast:** Northeast winds of 10 – 15 knots and seas of 3 – 5 feet.
- **Malacca Strait:** Easterly winds of 15 – 20 knots, gusting to 28 knots, and seas of 2 – 4 feet in the northern Strait; with variable winds of 5 – 10 knots and seas of 1 – 3 feet in the southern Strait.
 - **Extended Forecast:** Easterly winds of 12 – 17 knots, gusting to 22 knots, and seas of 3 – 5 feet in the northern Strait; with variable winds of 5 – 10 knots and seas of 1 – 3 feet in the southern Strait.
- **Andaman Sea:** Northerly winds of 10 – 15 knots and seas of 1 – 3 feet.
 - **Extended Forecast:** Northerly winds of 10 – 15 knots and seas of 3 – 5 feet.
- **Surface Currents:** Currents in the South China Sea and Malacca Strait average speeds of 1 knots, while currents in the Andaman Sea average 1 – 2 knots.
- **Synoptic Discussion:** High pressure continues to dominate the northern portion of the region while weak tropical lows and abundant tropical moisture to the south progressively move across the southern South China Sea. The Andaman Sea and Malacca Strait will see isolated to widely scattered rain showers and thunderstorms throughout the forecast period.

Worldwide

North America

No current incidents to report

Central America/Caribbean/South America

No current incidents to report

Atlantic Ocean Area

No current incidents to report

Northern Europe/Baltic

No current incidents to report

Mediterranean/Black Sea

No current incidents to report

Special Report: Libya

As of 16 January the following ports in Libya are open:

- Mellitah
- Zawia
- Tripoli
- Misurata
- Marsa El Brega
- Tobruk
- Al Khoms
- Marsa El Hariga
- Farwah
- Bouri

The following ports are closed due to security risks:

- Benghazi
- Derna
- Es Sider
- Ras Lanuf
- Sirte
- Zuetina

MS Risk advises that ship masters and owners stay up-to-date on the volatile situation.

Activity Report

On 13 January, a spokesman for Libya's Petroleum Facilities Guard confirmed that three boats attempted to attack the port of Zueitina on Sunday 9th January. The Guard repelled the attack before any of the craft could enter the port, leaving one of the boats ablaze. It is believed that the raid was instigated by militants allied to Islamic State forces.

Earlier this week, an explosion hit a major oil pipeline at Ras Lanuf in the early hours on Thursday. An National Oil Co spokesman said it was not clear what had caused the explosion; the pipeline has been closed for years. An oil official in eastern Libya said the blast was a result of sabotage. Oil workers are trying to isolate the pipeline and contain the damage. Islamic State militants have laid siege to Ras Lanuf and Es Sidr ports in the past weeks, but despite this, the NOC claimed it is attempting to get Greek tanker Nassau Energy to load at Ras Lanuf this week. If security conditions allow, it will be the first oil export from that key port since 2014.

IS control a large area of coastline east of Sirte. It is likely that the group will use both land and sea-based approaches to conduct attacks in or near the areas they control, in order to access land or resources.

Procedure

Members should report their schedules (to local port agents) prior to arrival at any Libyan port, including a declaration of the vessel's sailing route, whether they are loading or discharging cargo and the type of cargo on board, so that the agents can notify the appropriate authorities.

Vessels should avoid navigating in the coastal waters of Benghazi, Derna and Sirte.

As the situation in Libya is extremely volatile, Members should liaise with local ship's agents and P&I Correspondents for the most up-to-date information prior to calling at Libyan ports.

The above information is correct as of 16 January 2016.

East Asia/Northeast Asia/Indian Subcontinent

No current incidents to report

Northeast Asia

No current incidents to report

Pacific Ocean/Southern Ocean

No current incidents to report

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.

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