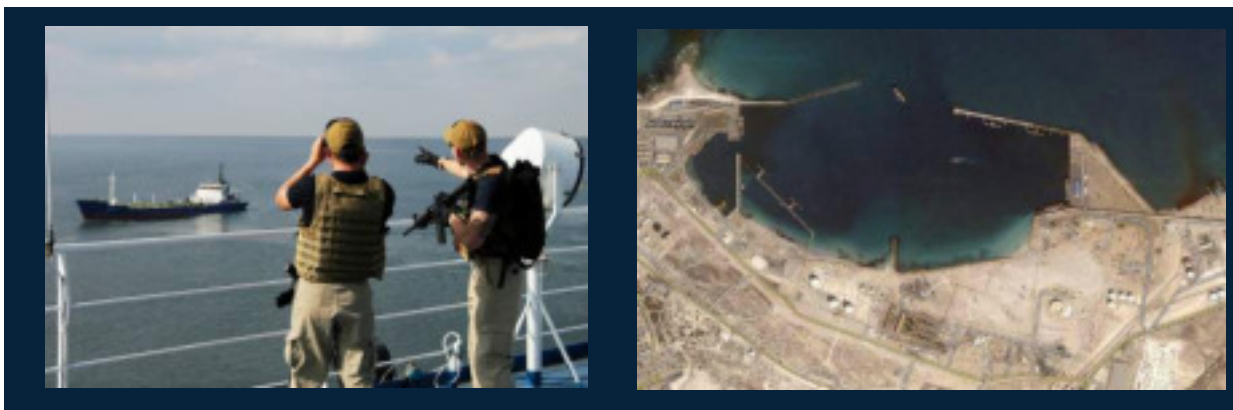




# Maritime Security Review

25 January 2016

Issue No. 3



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## Summary

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### *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:** Two incidents and two late reported incidents during this period

**Southeast Asia:** Five late reported incidents during this period

#### Worldwide

**North America:** No current incidents to report

**Central America/Caribbean/South America:** One late reported incident during this period

**Atlantic Ocean Area:** No current incidents to report

**Northern Europe/Baltic:** Incident reported at the Port of Calais, France

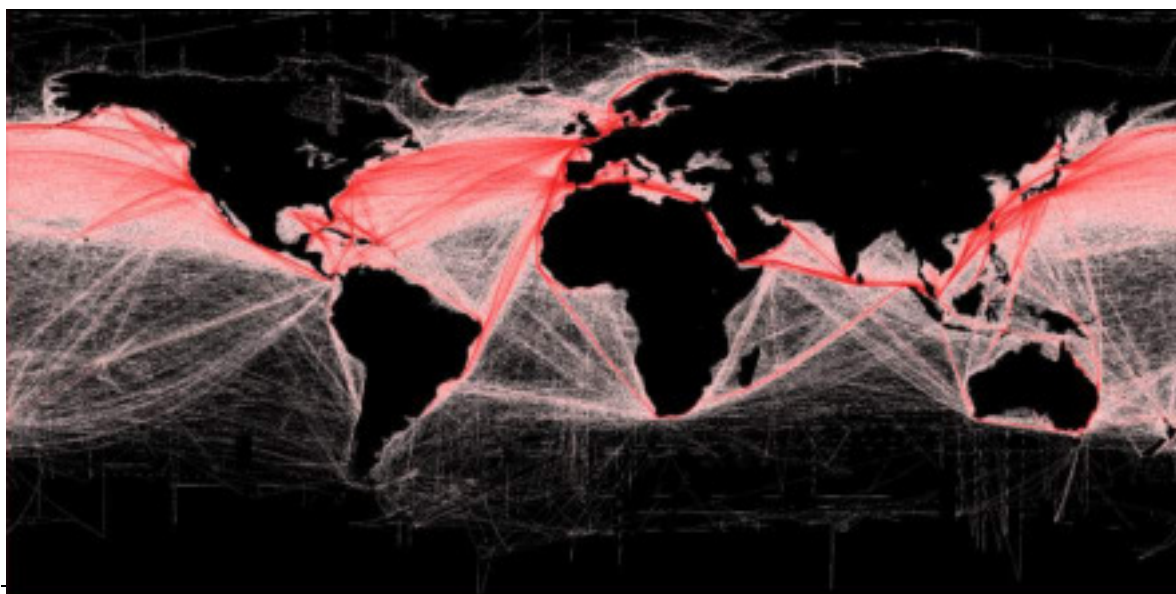
**Mediterranean/Black Sea:** No incidents reported during this period

**Arabian Gulf:** One late incident reported during this period

**East Asia/Indian Subcontinent:** Two late reported incidents during this period

**Northeast Asia:** One late reported incident during this period

**Pacific Ocean/Southern Ocean:** No current incidents to report



## Gulf of Aden/Arabian Sea

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### 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.

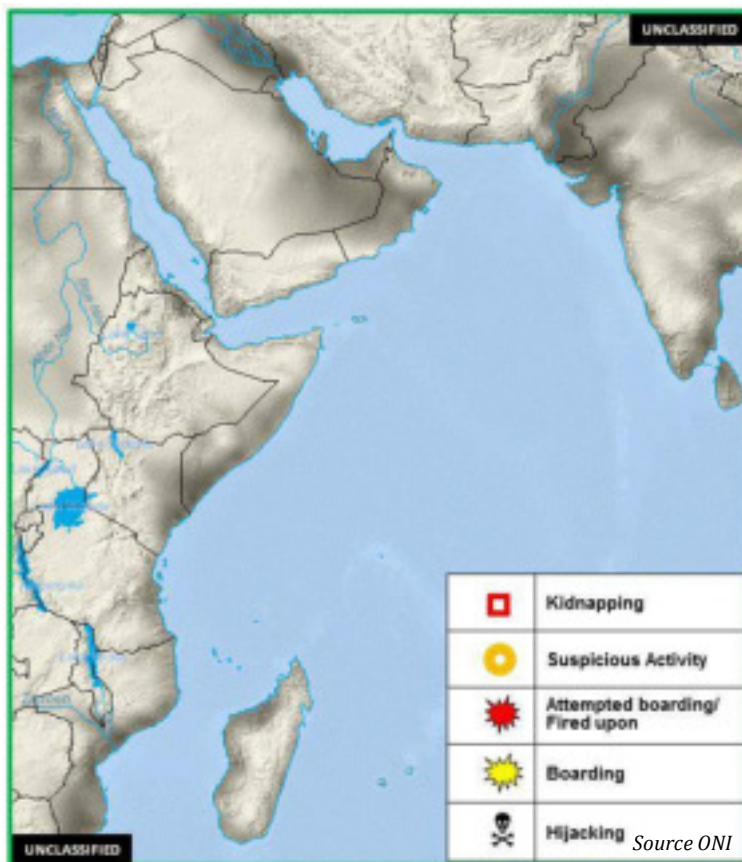
#### Suspicious Activity

- None reported during this period.

#### Other Activity

- None reported during this period.

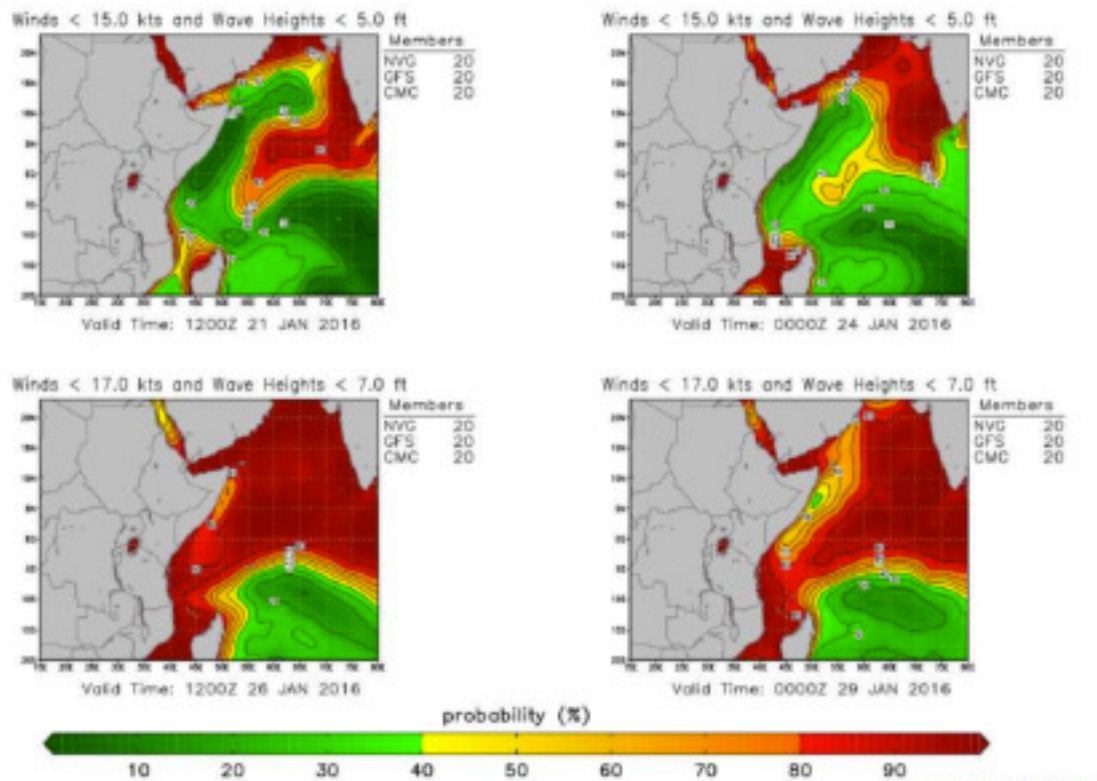
## Incident Map



## Weather Forecast for Gulf of Aden/Arabian Sea

- **North Arabian Sea:** Northeast winds of 12 – 17 knots and seas of 4 – 7 feet.
  - **Extended Forecast:** Northeast winds of 8 – 13 knots and seas of 4 – 7 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:** 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.
- **Gulf of Aden:** Easterly winds of 12 – 15 knots and seas of 2 – 4 feet in the western section of the Gulf; with east-northeast winds of 13 – 18 knots and seas of 3 – 5 feet in the eastern section of the Gulf.
  - **Extended Forecast:** Easterly winds of 12 – 17 knots and seas of 2 – 4 feet in the western section of the Gulf; with easterly winds of 12 – 17 knots and seas of 3 – 5 feet in the eastern section of the Gulf.
- **Somali Coast:** Northeast winds of 15 – 20 knots, gusting to 28 knots, and seas of 5 – 8 feet in the northern section of the coastline; with northeast winds of 13 – 18 knots and seas of 4 – 7 feet in the southern section of the coastline.
  - **Extended Forecast:** Northeast winds of 13 – 18 knots and seas of 4 – 7 feet in the northern section of the coastline; with northeast winds of 10 – 15 knots and seas of 3 – 6 feet in the southern section of the coastline.
- **Central African Coast/Indian Coast:** North-northeast winds of 13 – 18 knots, gusting to 25 knots, and seas of 3 – 5 feet.
  - **Extended Forecast:** North-northeast winds of 10 – 15 knots and seas of 2 – 4 feet.
- **Mozambique Channel:** North-northeast winds of 13 – 18 knots, gusting to 25 knots, and seas of 3 – 5 feet in the northern Channel; with north-northeast winds of 10 – 15 knots and seas of 2 – 4 feet in the southern Channel.
  - **Extended Forecast:** Northwest winds of 18 – 23 knots, gusting to 30 knots, and seas of 3 – 6 feet in the northern Channel; with southeast winds of 20 – 25 knots and seas of 8 – 11 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. A weak cold front associated with low pressure moving through Iraq/Iran will impact the Gulf of Oman later in the forecast period.





Source ONI

## Spotlight Report: Yemen

As of 23 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

**21 January** – An air strike by the Saudi-led coalition killed at least nine people at an oil facility on the Red Sea operated by Houthi opponents. The Ras Isa complex is Yemen's main oil export terminal, which oil workers said was not hit. No shipments have left there since the coalition of Arab states launched a military campaign in March 2015.

**19 January** – Coalition warships and aircraft also approached the AQAP-controlled port of al Mukalla in Hadramawt governorate and warned all unregistered vessels to leave.

## 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 23 January 2016.



## Gulf of Guinea

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***Pirate and maritime crime activity in waters off West Africa remains at a low level. There were two incidents reported in waters off the Gulf of Guinea and two late reported incidents.***

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

- **19 January 2016** – Pirates in two speedboats chased and fired upon an underway vehicle carrier, MV SILVER SKY, near position 03:52 N – 005:33 E, 37 nautical miles southwest of Bayelsa. Master raised the alarm and activated SSAS, mustered all crewmembers and activated the water hoses. After three hours, the pirates abandoned the chase. One crewmember reported a minor injury. Remaining crewmembers were reported safe.
- **9 January 2016 (Late Report)** – A speedboat with five armed men approached the AUNTY JULIE oil platform in the Coinoil Oil Field, near position 04:25 N – 005:35 E. The MV SUNSHINE, the security vessel for the area, approached the speedboat. Both boats briefly exchanged gunfire and the speed boat left the area.

#### Vessels Boarded

- **20 January 2016** – Two robbers armed with knives boarded an anchored vessel near position 05:13 N – 004:02 W, Abidjan Anchorage. The robbers were spotted on the aft deck by the duty crewmen, who raised the alarm. The robbers escaped with mooring lines.
- **12 January 2016 (Late Report)** – A merchant ship in the Lagos Secure Anchorage Area reported to the local authorities of being followed by five men in a speedboat. The merchant ship soon after reported that they had seen two men in the rudder trunk and that the unknown men had reportedly left the ship soon after their sighting. The vessel was instructed to drop anchor and await further inspection.

#### Kidnapping

- None reported during this period.

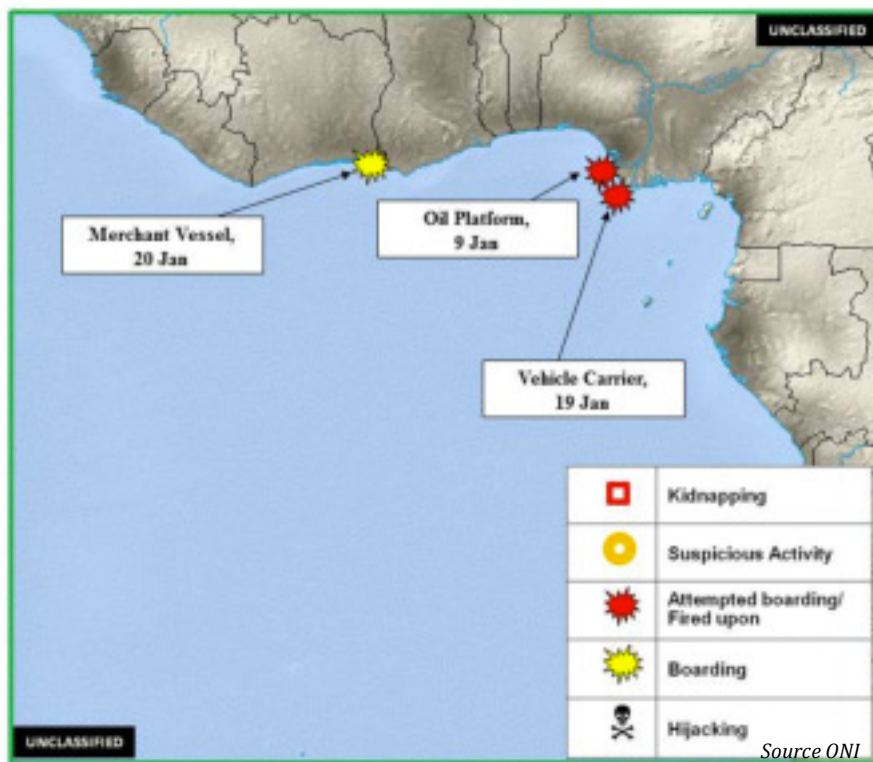
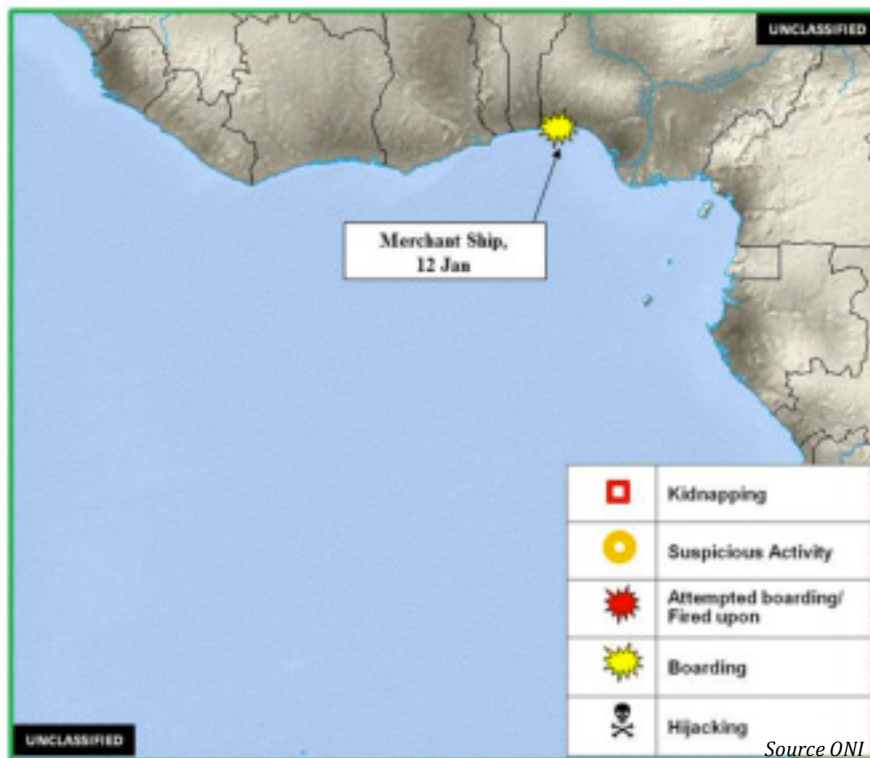
#### Suspicious Activity

- None reported during this period.

#### Other Activity

- None reported during this period.

## Incident Map



## Weather Forecast for Gulf of 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

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***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 five late reported incidents 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

- **15 January 2016 (Late Report)** – Four robbers boarded an anchored offshore support vessel near position 00:44 N – 104:09 E, Galang Anchorage, Batam. Duty oiler noticed the robbers via the security camera and informed the duty officer. Alarm was raised and crew was mustered. Upon seeing the crew's alertness the robbers escaped with stolen ship's properties.
- **7 January 2016 (Late Report)** – Three robbers boarded an anchored bulk carrier near position 20:43 N – 107:09 E, Hon Cam anchorage. During routine rounds, a duty crewman heard voices near the forecastle. As he approached to investigate, he saw the three men with knives approaching him. The crewman managed to safely retreat to the accommodation area and informed the duty officer who sounded the vessel's whistle and raised the alarm. Upon seeing the alerted crew, the robbers escaped with stolen ship's stores. Local authorities and agents were informed of the incident.
- **5 January 2016 (Late Report)** – An unknown number of robbers boarded an anchored bulk carrier near position 20:41 N – 107:10 E, Hong Gai Anchorage. The robbers stole ship's stores and escaped unnoticed. Theft was discovered by duty crewmen later in the day.

#### Kidnapping

- None reported during this period.

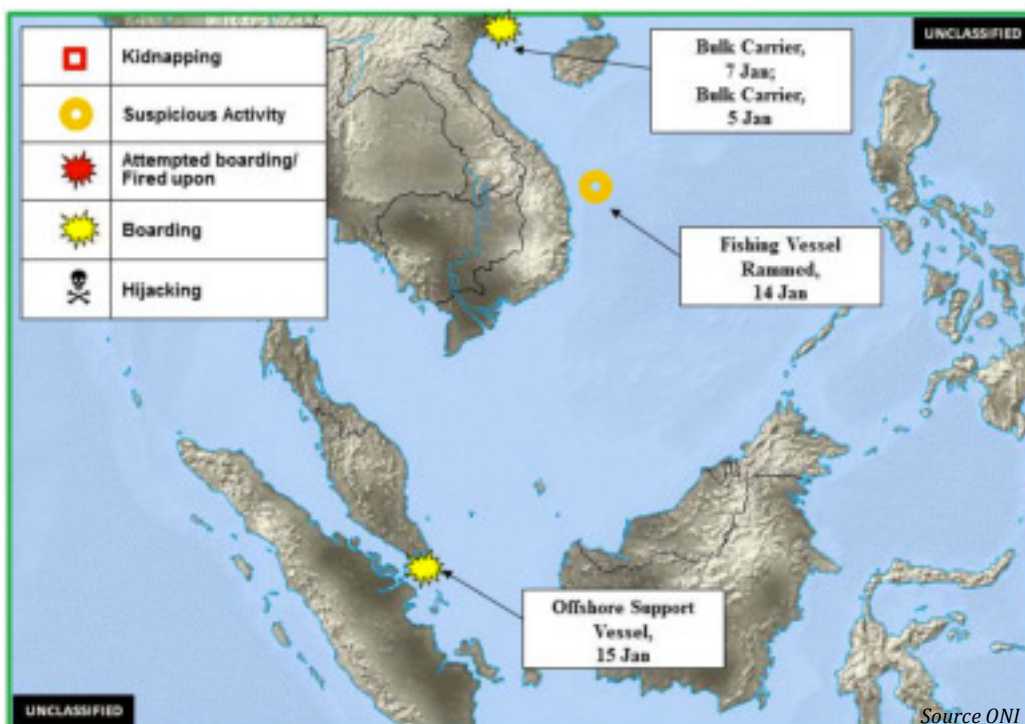
#### Suspicious Activity

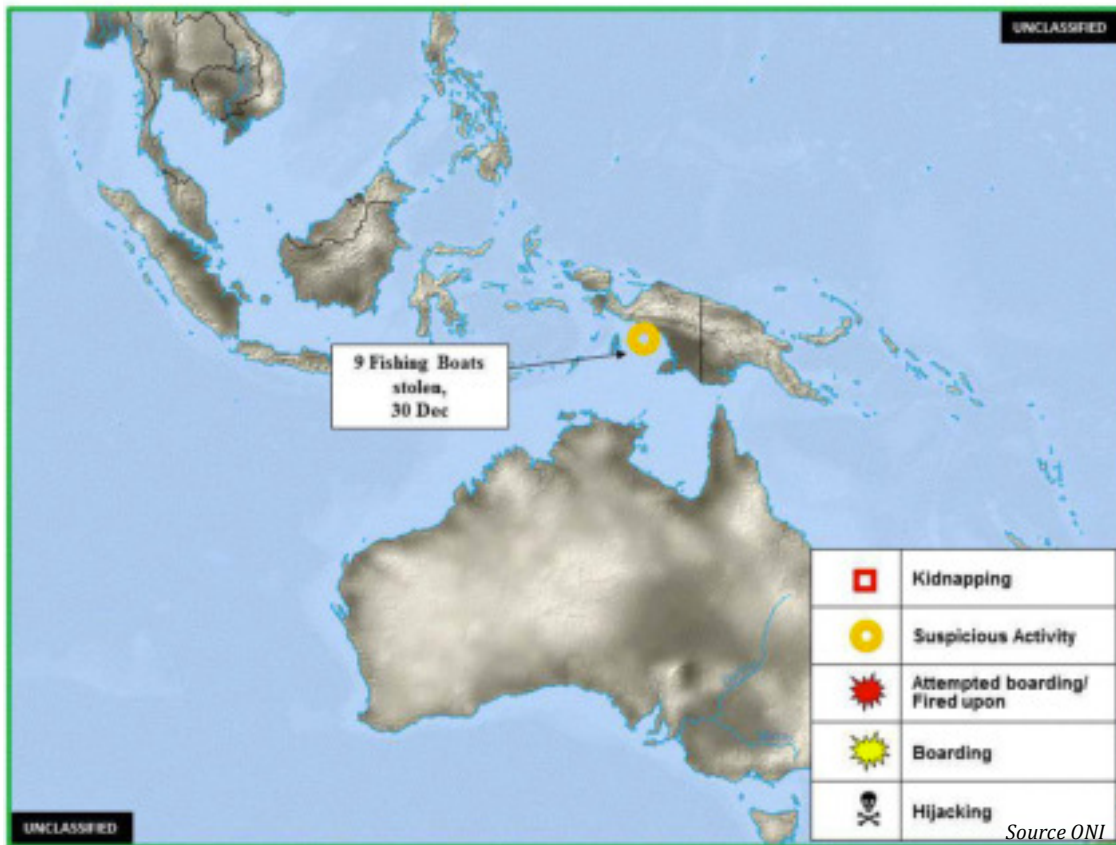
- None reported during this period.

### Other Activity

- **14 January 2016 (Late Report)** – Vietnam-flagged boat QNg 98137 carrying ten fishermen from Quang Ngai was operating in an area 90 nautical miles off the central city of Da Nang when it was attacked by a vessel with a steel hull, white cabin and Chinese letters on its side. After the first direct hit on the fishing boat's cabin, the fishermen rushed to retrieve all of the fishing nets to prevent them from being damaged or washed away. The Chinese vessel then crashed into the boat for a second time, this time at its starboard side. The attack caused severe damage to communication cables, the navigation cable and several other parts of the ship.
- **30 December 2015 (Late Report)** – Indonesia's Ministry of Fisheries and Maritime Resources (KKP) has disclosed that it would investigate an incident in which Chinese crewmen stole nine fishing boats from the Pomako port in Timika, Papua, reportedly taking them to China. The nine ships are: KM KOFIAU 19; KM KOFIAU 15; KM KOFIAU 16; KM KOFIAU 17; KM KOFIAU 18; KM KOFIAU 49; KM OMBRE 50; KM OMBRE 51; and KM OMBRE 52. The KKP also disclosed that the ships reportedly broke other laws, including employing foreign crew, carrying dual flags, fishing beyond the permitted areas, violating manpower and immigration laws and conducting transshipment at the sea border between Arafura, Indonesia and Papua New Guinea.

### Incident Map





### Weather Forecast for Southeast Asia

- **South China Sea:** Northeast winds of 23 – 28 knots, gusting to 35 knots, and seas of 4 – 6 feet.
  - **Extended Forecast:** Northeast winds of 23 – 28 knots, gusting to 35 knots, and seas of 10 – 14 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 12 – 17 knots and seas of 1 – 3 feet.
  - **Extended Forecast:** Northerly winds of 12 – 17 knots and seas of 3 – 5 feet.
- **Surface Currents:** Currents in the South China Sea and Malacca Strait average speeds of 1 knot, while currents in the Andaman Sea average 1 to 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.



## *Spotlight Report: Piracy & Armed Robbery Against Ships in Asia (2015)*

### Number of Incidents Reported in 2015

Last year saw a 7% increase in the number of piracy and armed robbery incidents against vessels in Asia that were reported compared with 2014. In 2015, a total of 200 incidents of piracy and armed robberies against ships were reported. Of this number, 189 were incidents of armed robbery against ships while 11 were acts of piracy. Since September 2015, there have been no incidents of hijacking of tankers for theft of oil cargo reported.

### Locations

In 2015, more than 50% of the incidents that were reported occurred in the Straits of Malacca and Singapore on board ships while underway. There however has been some improvement in this region, as there has been no actual incident reported in this area since November 2015. Situation at most ports and anchorages in Asia improved in 2015, compared to 2014, with the exception of Vietnam, which continues to report incidents at ports and anchorages.

### Conclusion

While the efforts of the various regional enforcement agencies in enhancing patrols and agility has led to the quick apprehension of perpetrators, and in turn has resulted in the overall situation in Asia heading for improvement, MS Risk warns that the threat of incidents in waters in this region remains high and therefore there is no room for complacency. We further advise that cooperation and collaboration amongst the shipping industry and regional authorities are key in combating piracy and armed robbery against vessels in Asia.



## Worldwide

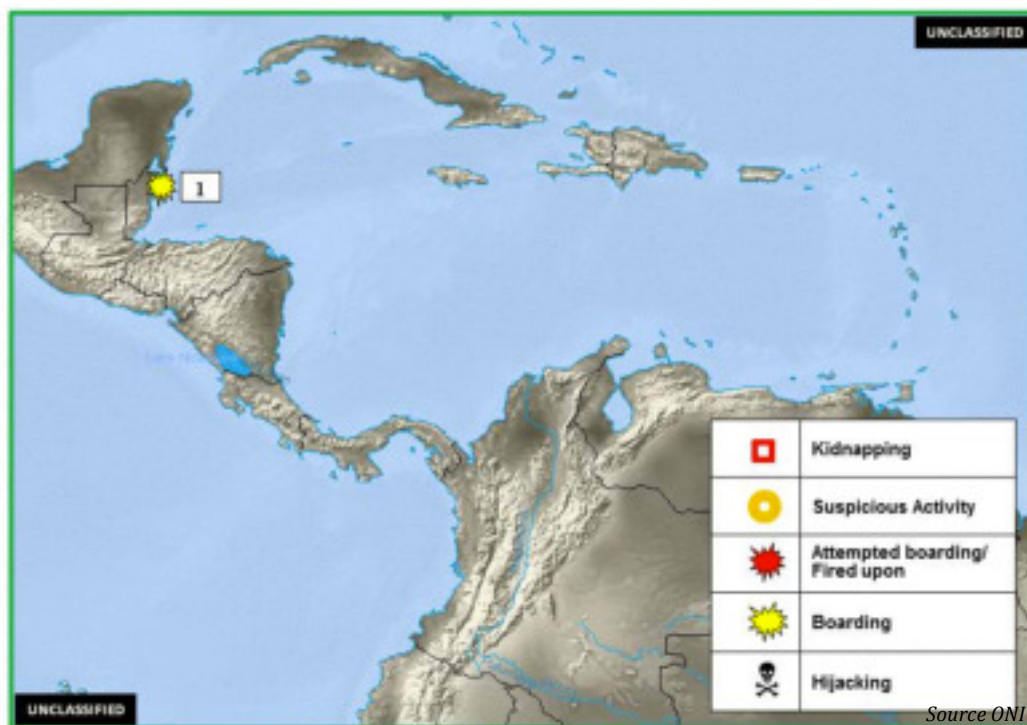
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### North America

No current incidents to report

### Central America/Caribbean/South America

- **13 January 2016 (Late Report)** – Four robbers armed with guns boarded an anchored sailing yacht in Middle Long Cay. The robbers sexually assaulted a female passenger and also stole cash, electronics, passports, and an outboard motor.



### Atlantic Ocean Area

No current incidents to report

## Northern Europe/Baltic

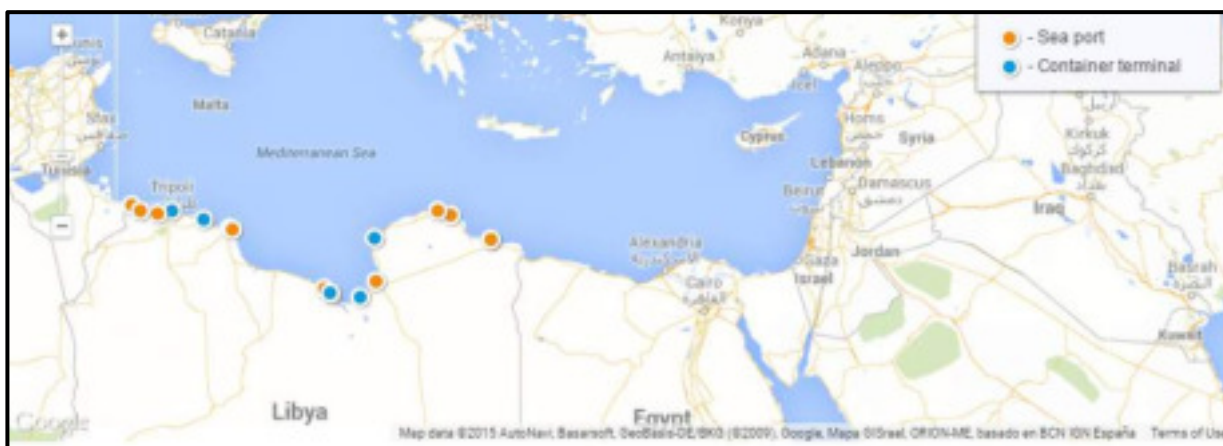
- **23 January 2016** – The Port of Calais in France was forced to close on Saturday evening after migrants broke into the harbour. According to police officials, around 500 migrants stormed the site and around 50 made it on to the Spirit of Britain ferry, where they remained for several hours until they were removed by police. The port has since been reopened. Saturday's incident has triggered renewed calls for the French military to be deployed at the port by the Road Haulage Association.

## Mediterranean/Black Sea

No current incidents to report

## Spotlight Report: Libya

**Libya's security situation remains critical; extreme caution is advised for commercial vessels operating in Libyan waters. Libya faces a significant rise in terrorism by Islamic State in Libya, which has now incorporated attacks via maritime trajectory. There is a significant threat to commercial vessels attempting to approach Libyan ports.**



While fighting between the warring factions has somewhat diminished, clashes have significantly intensified between government forces and Islamic State in Libya (Daesh-Libya, or Daesh), who have expressly threatened key oil ports in the nation.

On 7 January, a Daesh suicide bomber drove a water tanker loaded with explosives through the gates of al-Jahfal coastguard training camp in Zliten, 30 miles west of Misrata. The tanker penetrated the gates near a large group of coastguard students, killing 67 cadets and wounding 120. The attack is the deadliest single terrorist attack carried out in Libya. Later in the day, another attacker targeted a Petroleum Facilities Guard (PFG) checkpoint near the Ras Lanuf oil terminals, killing 10 guards and one civilian.

On 11 January, Daesh attempted a maritime assault on Zueitina oil terminal. This marked the first occasion that Daesh had attempted to attack via a maritime trajectory. The guards, who had received warning intelligence, successfully intercepted the attack, damaging one of three boats attempting to enter the port.

In January, Daesh conducted multiple attacks on Libyan oil terminals. On 21 January, Daesh militants set fire to oil storage tanks at Ras Lanuf terminal, which have spread to nearby As Sidra. A pipeline leading from the Amal oil field to the nearby Es Sider terminal, the biggest on Libya's Mediterranean coast, was also targeted. The area is facing an environmental catastrophe. Daesh has threatened further attacks. The same day, the group posted a video in which one of the fighters threatened further attacks on the ports of As Sider, Ras Lanuf and "tomorrow the ports of Brega and after the port of Tobruk".

On 18 December, the rival governments agreed to a United Nations brokered deal toward the formation of a new national unity government, fuelled by a desire to work cohesively to eliminate the growing threat presented by Daesh, which has now taken de facto administrative control over Sirte. However, with factions of the government still in disagreement, and without backing from major tribal militias, the deal has not been viewed with sufficient legitimacy. It is unlikely that the unity government will be able to exact a military strategy in a timely and sufficient manner to counter Daesh.

Despite a reduction in fighting by opposing factions, critical air, land and sea infrastructure remain at risk. Opposing tribal militias may continue to engage in clashes, and terrorist elements may attempt to gain greater traction as the power vacuum begins to diminish. In the east, General Khalifa Haftar and the Libyan National Army have retaken Benghazi. However, in November 2015, the LNA began battling Daesh militants in Benghazi.

Oil terminals, air and sea ports continue to be targets for strikes. Infrastructure and assets have been purposefully destroyed in an attempt to gain power. Fighting is expected to remain most intense near the areas of Sirte, Derna, Tobruk, Benghazi and, Tripoli.

The number of refugees attempting to escape to Europe from the Libyan coastline has reached record highs over the summer months, and remained elevated through the end of 2015. Vessels in the area should be prepared for a likelihood that they will be asked by regional or local authorities to assist in Search and Rescue (SAR) operations.

MS Risk advises extreme caution for vessels traveling through the region. There is an increase of violence and criminal activity ashore, and the attempt by Daesh to conduct a maritime approach indicates a possible change in their attack patterns. Shipping vessels should remain aware of the situation at all times, including any obligations and procedures if called to assist in SAR operations.

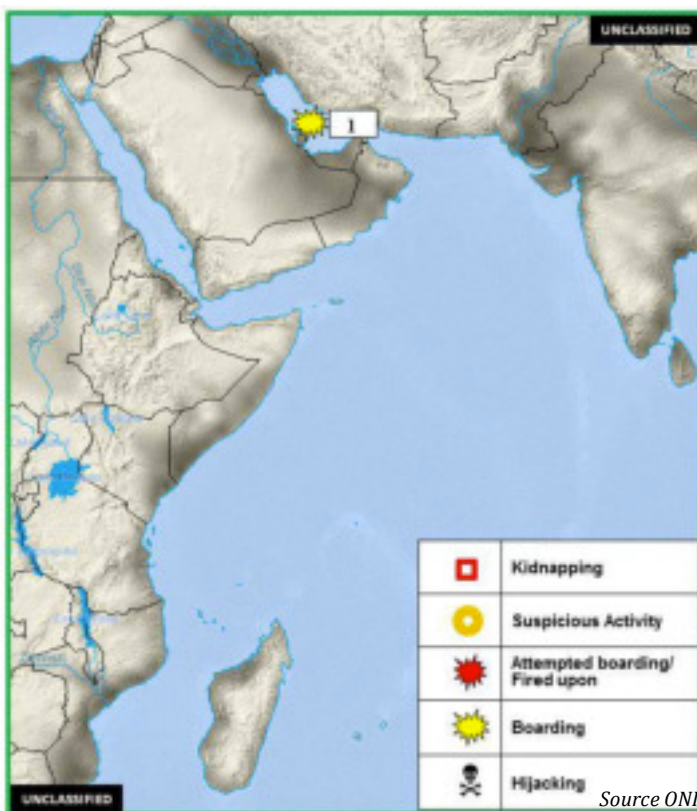
### Port Status as of 23 January 2016

Port Name	Port Status	Risk Level	Risk Change (since September 2015)
Port of Abu Kammash	Open	Low	
Port of al-Khums (Homs)	Open	Low	
Port of As-Sidra (Sirte, Es Sider)	Closed	High	

Port of Benghazi	Closed	High	
Port of Bouri (offshore port)	Open	No Known Risk	
Port of Derna	Closed	High	
Port El Brega (Marsa El Brega)	Open	High	Upgraded from Low. 1/16
Port of Hariga	Open	Medium	
Port of Mellitah	Open	Medium	
Port of Misrata (Qasr Ahmed)	Open	High	
Port of Ras Lanuf	Closed	High	
Port of Tobruk	Open	Medium	
Port of Tripoli	Open	High	
Port of Zawiya (Zawia)	Open	Medium	
Port of Zueitina	Closed	High	Upgraded from Medium. 1/16

## Arabian Gulf

- **16 January 2016 (Late Report)** – A Bahrain-flagged fishing dhow was attacked outside Bahrain territorial waters, resulting in the death of one crewman who tried to resist the boarding. The robbers boarded the dhow, beat the crew with wood planks and stole the fish catch before escaping.

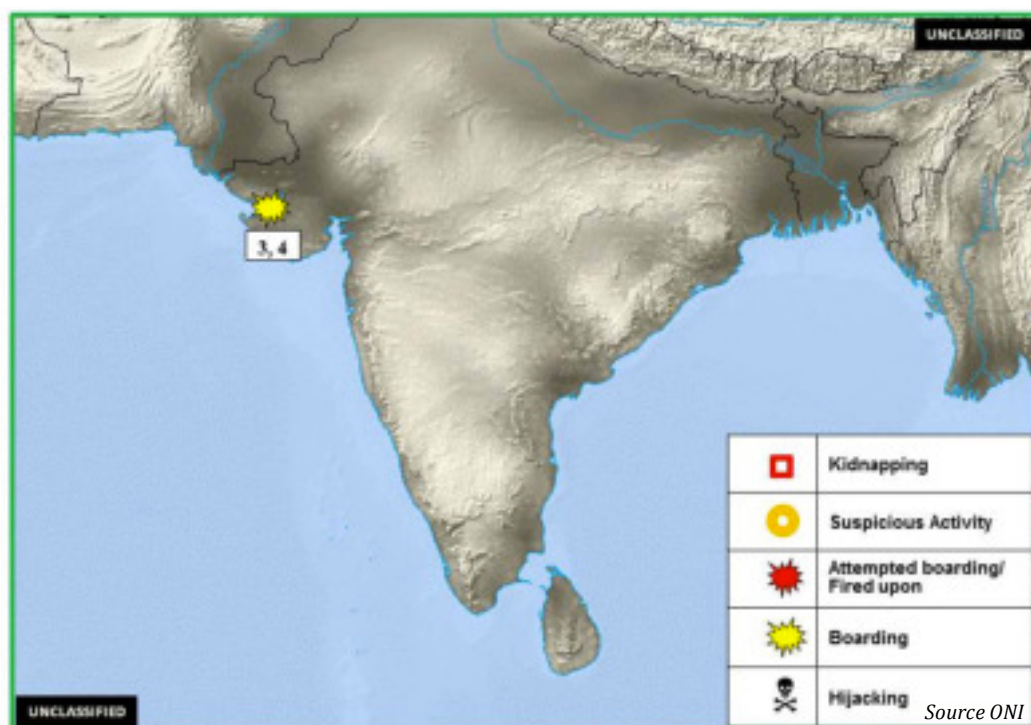


## East Asia/Indian Subcontinent

- **11 January 2016 (India - Late Report)** – An unknown number of robbers boarded an anchored bulk carrier near position 22:46 N – 069:59 E, Kandla OTB Anchorage, Kandla Port. The robbers were able to steal ship's stores and escape unnoticed. The theft was noticed by the crew while securing the deck after cargo operations. Incident was reported to the local authorities.
- **11 January 2016 (India - Late Report)** – Eight persons boarded an anchored chemical tanker near position 22:46 N – 070: 02 E, Kandla Anchorage. They were noticed near the forecastle store room armed with knives. Duty crewman raised the alarm and the crew was mustered on the bridge. The local Coast Guard and port authorities were informed of the incident. Upon seeing the alerted crew, the robbers escaped without stealing anything.

## Northeast Asia

- **1 January 2016 (China – Late Report)** – An unknown number of robbers boarded an anchored bulk carrier in dense fog near position 38:48N – 118:19E, Tianjin Outer Anchoarge. They opeened the aft diesel oil tank, stole part of the oil and escaped. The theft was noticed later in the day by duty crewmen who noticed the open manhole cover. Incident was reported to port authority and local agents.



## *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.

More information is found at [www.msrisk.com](http://www.msrisk.com)

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