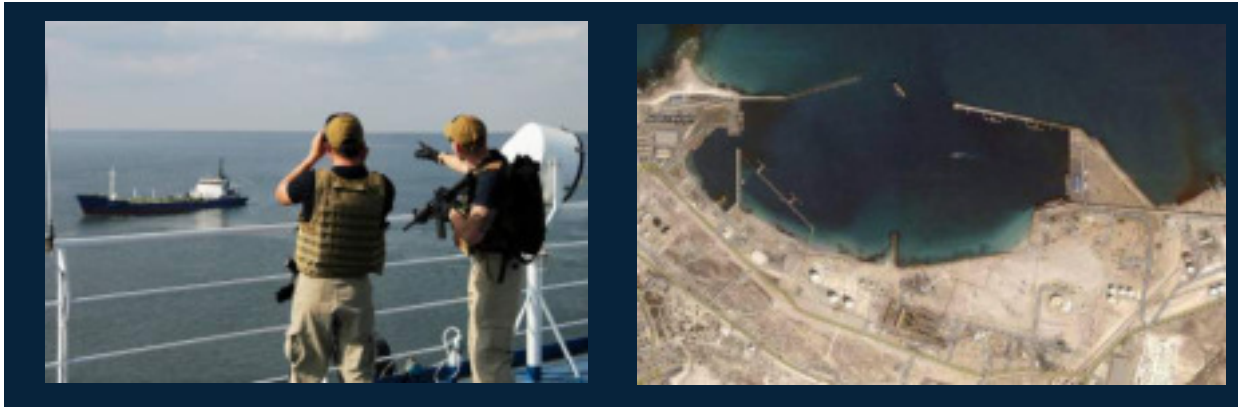




Maritime Security Review

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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: Four incidents reported during this period

Southeast Asia: One incident and one late reported incident 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: One incident reported during this period

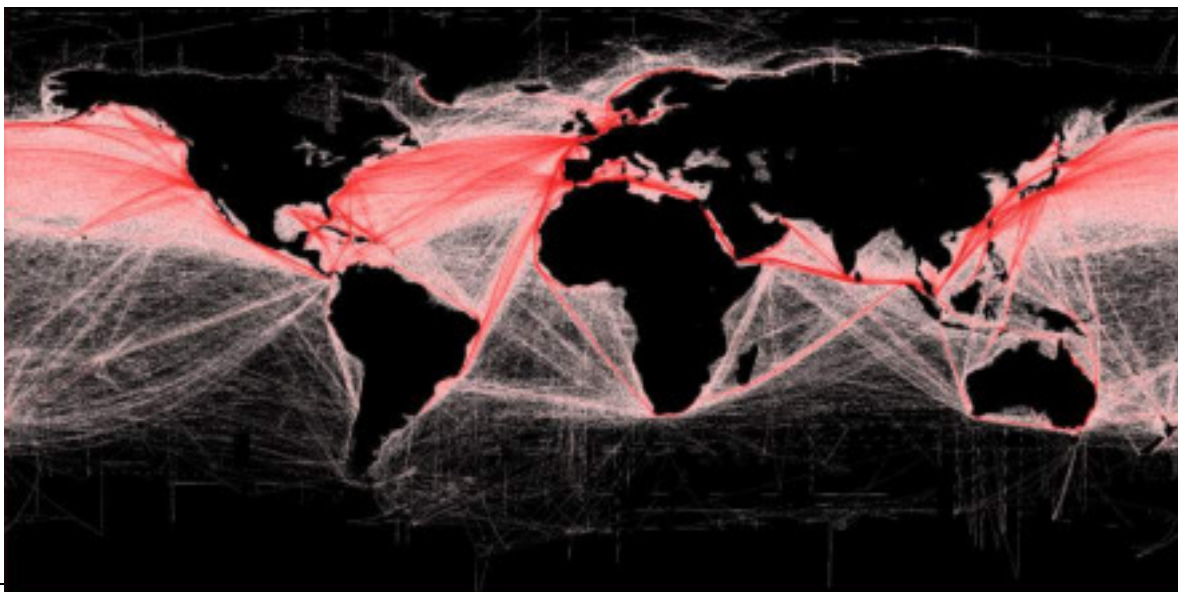
Mediterranean/Black Sea: No incidents reported during this period

Arabian Gulf: No current incidents to report

East Asia/Indian Subcontinent: No current incidents to report

Northeast Asia: One late reported incident during this period

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.

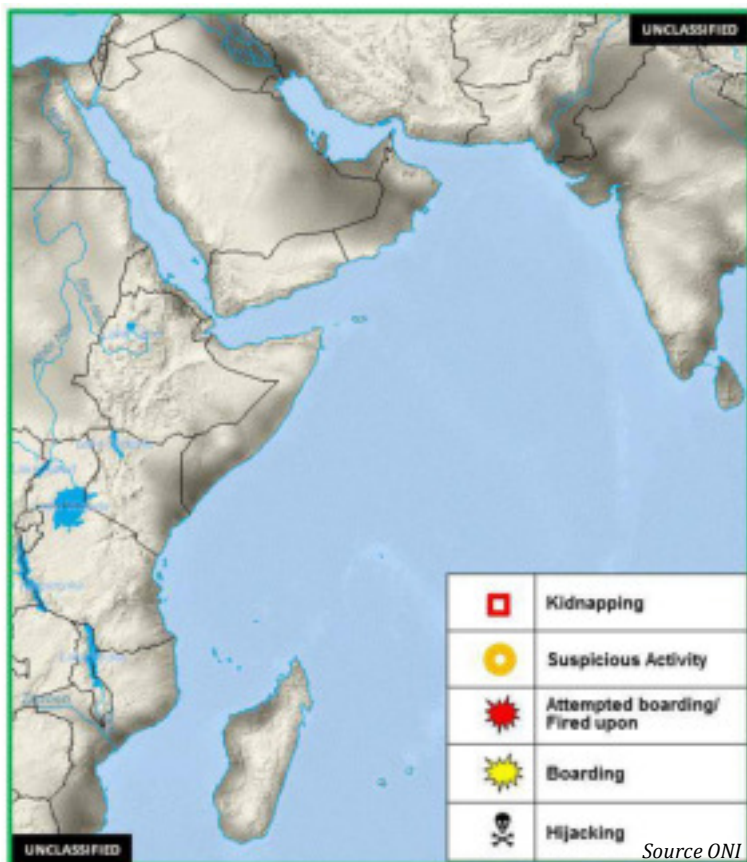
Suspicious Activity

- None reported during this period.

Other Activity

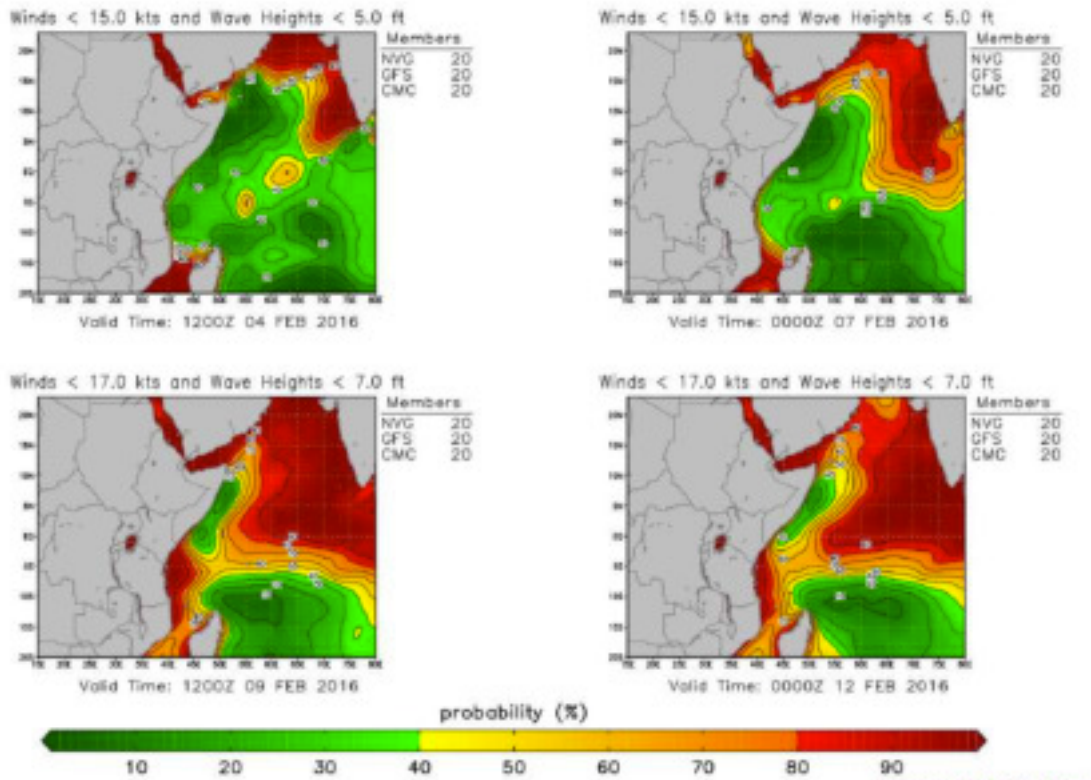
- None reported during this period.

Incident Map



Weather Forecast for Gulf of Aden/Arabian Sea

- **Northern Arabian Sea:** North-northeast winds of 20 - 25 knots and seas of 6 - 9 feet.
 - **Extended Forecast:** North-northeast winds of 20-25 knots and seas of 5 - 8 feet.
- **Gulf of Oman:** East-northeast winds of 15 - 20 knots and seas of 3 - 5 feet in the western section of the Gulf; in the eastern section of the Gulf, winds will be east-northeasterly at 15 - 20 knots with seas of 3 - 5 feet.
 - **Extended Forecast:** east-northeast winds of 8 - 13 knots with seas of 3 - 5 feet in the western section of the Gulf; with east-northeast winds of 15 - 20 knots and seas of 4 - 6 feet in the eastern section of the Gulf.
- **Gulf of Aden:** North-northeast winds of 15 - 20 knots, gusting to 25 knots, and seas of 4 - 6 feet in the western section of the Gulf; in the eastern section of the Gulf, winds will be north-northeasterly at 15 - 20 knots, gusting to 25 knots, with seas of 4 - 7 feet.
 - **Extended Forecast:** North-northeast winds of 15- 20 knots, gusting to 25 knots, with seas of 4 - 7 feet in the western section of the Gulf; with east-northeast winds of 13 - 18 knots and seas of 4 - 7 feet in the eastern section of the Gulf.
- **Somali Coast:** Northeast winds of 23 - 28 knots and seas of 7 - 10 feet in the northern section of the coastline; in the southern section of the coastline, winds will be northeasterly at 20 - 25 knots with seas of 4 - 6 feet.
 - **Extended Forecast:** Northeast winds of 23 - 28 knots, gusting to 35 knots, with seas of 7 - 10 feet in the northern section of the coastline; with northeast winds of 20 - 25 knots and seas of 5 - 7 feet in the southern section of the coastline.
- **Central African Coast/Indian Ocean:** North-northeast winds of 10 – 15 knots and seas of 3 - 5 feet.
 - **Extended Forecast:** North-northeast winds of 13 - 18 knots and seas of 3 - 5 feet.
- **Mozambique Channel:** Northwest winds of 18 - 23 knots and seas of 2 - 4 feet in the northern Channel; with southeast winds of 20 - 25 knots, gusting to 30 knots, and seas of 6-9 feet in the southern Channel.
 - **Extended Forecast:** Northwest winds of 23 - 38 knots, gusting to 35 knots, and seas of 4 - 7 feet in the northern Channel; in the southern Channel, winds will be southeasterly at 20 - 25 knots, gusting to 30 knots, and seas of 6 - 9 feet.
- **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 northeasterly 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 8 February, 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 major incidents to report.

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 31 January 2016.

Gulf of Guinea

Pirate and maritime crime activity in waters off West Africa remains at a low level. There were four late-reported incidents recorded 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

- **15 January (Late Report)** - Ten pirates in a speedboat chased and fired up nan underway tug near position 04:05 N - 005:26 E, 30 nautical miles southwest of Bayelsa. The crew locked themselves in the safe area of the vessel. The pirates the boarded the tug, damaged its navigation equipment, stole the crew's personal effects and cash and escaped.

Kidnapping

- **29 January 2016 (Late Report)** – The tanker, LEON DIAS, was reportedly hijacked near Brass. Subsequent media reports indicate that the vessel has been released after five crew members, including the captain, were kidnapped. Two Filipinos, two Russians, and one Georgian were taken hostage. The ship is currently located near Cotonou, Benin.

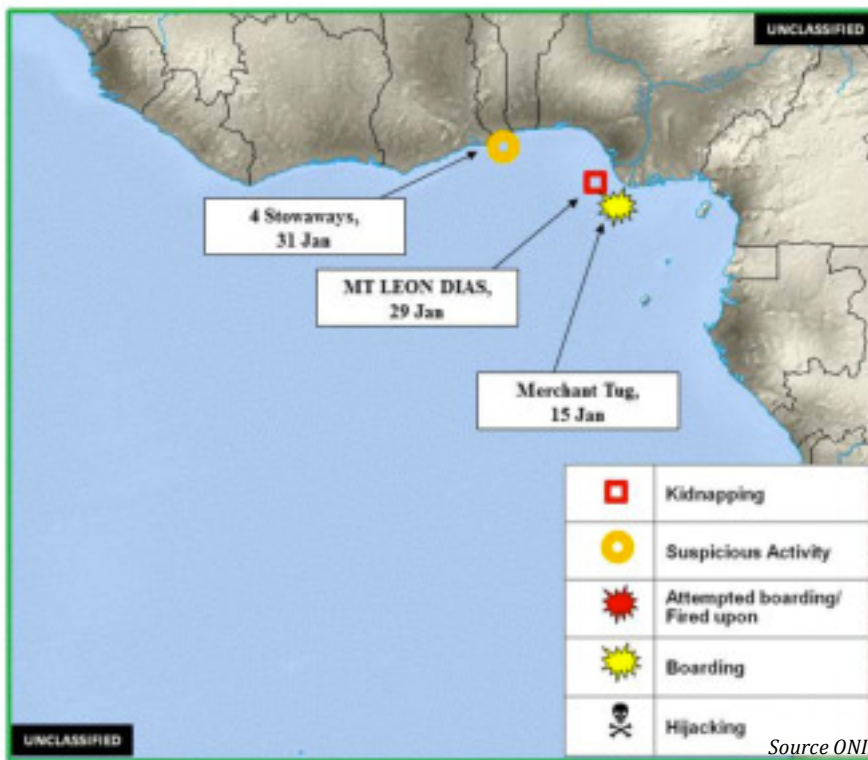
Suspicious Activity

- None reported during this period.

Other Activity

- **31 January 2016 (Late Report)** - Four stowaways were found aboard a drifting tanker near position 03:30 N - 001:52 E, approximately 160 nautical miles south of Lome. The stowaways were from Togo and were found in the rudder trunk.
- **18 January 2016 (Late Report)**- Gunmen kidnapped twelve persons in Bayelsa State, including the pastor of a local church. The gunmen attacked their boat after it left Twon Brass, headquarters of Brass Local Government Area, heading towards Yenagoa, the state capital. update: on 19 January, the 12 kidnapping victims were released after spending 15 hours in captivity.

Incident Map



Weather Forecast for Gulf of Guinea

- **Northern Arabian Sea:** 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 was one incident during this reporting period and one late-reported incident.

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

Kidnapping

- None reported during this period.

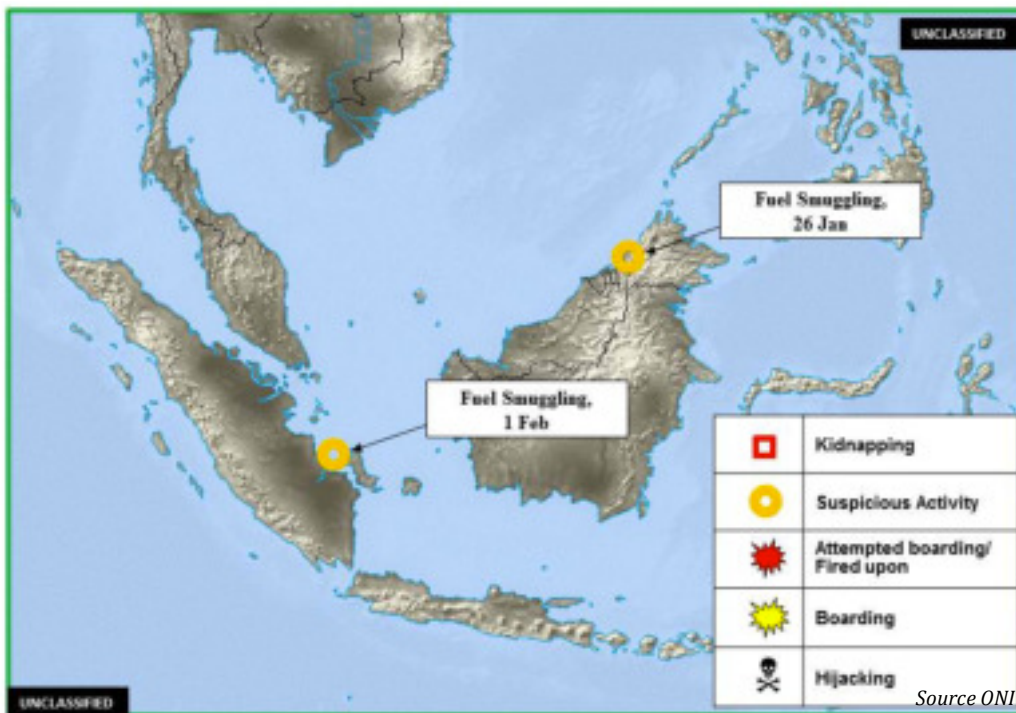
Suspicious Activity

- None reported during this period.

Other Activity

- **1 February 2016** – The Jambi Water police announced that they had seized 20 tons of illegal aviation fuel from a boat on the Batanghari River, Pelayangan district, Jambi city. A Marine Police spokesman said that the fuel had been taken from state oil and gas company Pertamina. The boat carrying the fuel, KM HARAPAN BARU, was intercepted for carrying suspicious cargo. Police officers then inspected the boat's cargo. They found 20 tons of fuel in 100 fuel drums. Police have seized the evidence and detained the boat's Captain for further investigation.
- **26 January 2016 (Late Report)** – Malaysian Marine Police seized 50,000 litres of diesel fuel suspected to have been smuggled from Labuan in a raid in Kuala Lawas. The Marine Police Region Five commander disclosed that a four-member Limbang Marine Police team on an intelligence-gathering operation came across a tugboat and found that the back portion of the boat had been converted into a large fuel tank. An examination found that the tank contained diesel fuel and there were no documents on board to show that the boat carried the fuel after it was obtained in Labuan.

Incident Map



Weather Forecast for Southeast Asia

- **South China Sea:** Northeast winds of 20 – 25 knots, gusting to 30 knots, and seas of 9 – 14 feet.
 - **Extended Forecast:** Northeast winds of 25 – 30 knots, gusting to 35 knots, and seas of 10 – 15 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 7 – 12 knots and seas of 1 – 3 feet.
 - **Extended Forecast:** Northerly winds of 7 – 12 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 - 2 knots.
- **Andaman Sea:** A weak cold front will move along the southern China coast line through the first portion of the week with high pressure building in afterwards. Weak tropical disturbances progressively move across the Inter-Tropical Convergence Zone (ITCZ) over 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

Full Report: Global Piracy Review (2015)

Executive Summary

The International Chamber of Commerce (ICC) International Maritime Bureau's annual piracy report has revealed that despite reductions in the number of vessels that were hijacked and crewmembers captured, piracy and armed robbery on the world's seas is persisting at levels close to those that were reported in 2014.

Incidents

In 2015, the IMB's Piracy Reporting Centre (IMB PRC) recorded 246 incidents, one more than in 2014. The number of vessels boarded increased by 11% to 203. During this reporting period, one vessel was fired at and a further 27 attacks were thwarted. Pirates armed with guns or knives killed one seafarer and injured at least fourteen others. Last year, kidnappings doubled from nine in 2014 to 19 in 2015. All of the kidnappings reported in 2015 were the result of five attacks that occurred in waters off Nigeria.

In 2015, there were a total of fifteen vessels hijacked, this is down from 21 in 2014. There were 271 hostages held on their ships, compared with 442 that were held in 2014. No hijackings were reported in the last quarters of 2015, with the IMB reporting that one key factor in this recent global reduction was the drop in attacks against small fuel tankers around South East Asia's coasts, the last of which occurred in August 2015.

Hotspots

Southeast Asia

Southeast Asia continues to account for most of the world's incidents of piracy and armed robbery. According to the IMB, in 2015, almost 55% of the region's attacks were against vessels underway. This is compared to 37% of attacks that were recorded in 2014. While most were aimed at low-level theft, the IMB has noted that this a rise on moving vessels is a cause for concern as it increases potential risks to the vessels and their crew members.

Nigeria

Waters off Nigeria continue to be a hotspot for violent piracy and armed robbery. While underreporting of cases continues to be a major issue in this region, the IMB has disclosed that in 2015, it received reports of fourteen incidents, with nine vessels boarded. In one incident, ten pirates armed with AK47 rifles boarded and hijacked a tanker and took all nine crewmembers hostage. They then transferred the fuel oil cargo into another vessel, which was taken away by two of the attackers. The Ghanaian navy dispatched a naval vessel in order to investigate as the tanker moved into its waters. The pirates were later arrested on board the hijacked vessel.

Somalia

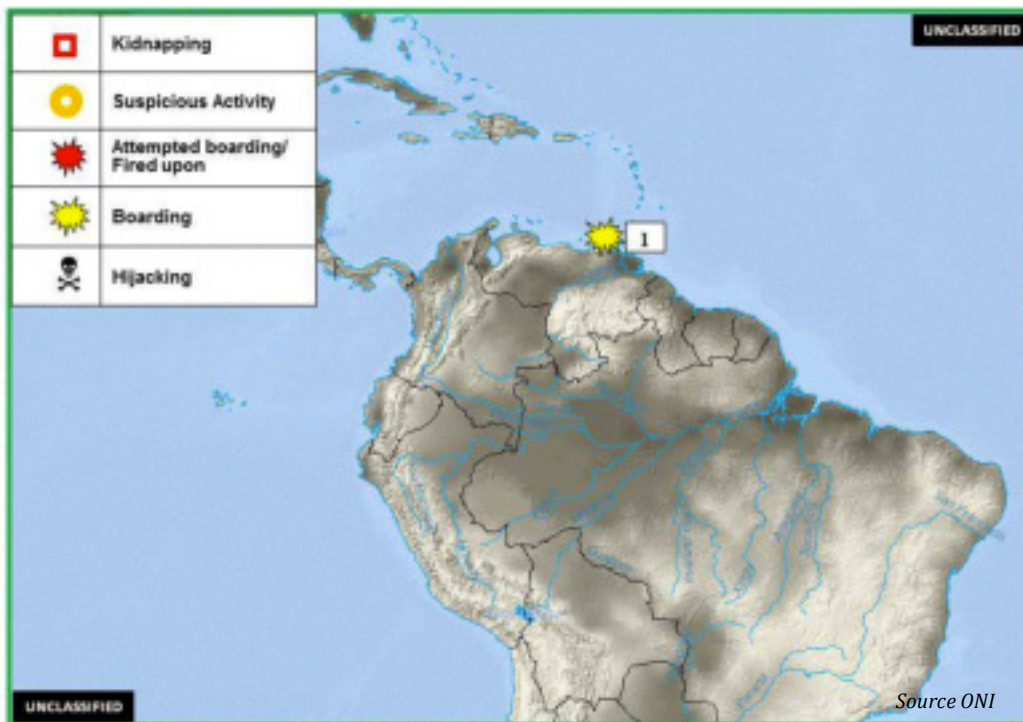
While last year, the IMB reported no attacks in waters off Somalia, it continues to warn vessels transiting the Gulf of Aden and Indian Ocean to remain particularly vigilant. According to the Director of IMB, Pottengal Mukundan, “Somalia remains a fragile state, and the potential for an attack remains high. It will only take one successful hijacking to undo all that has been done, and rekindle this criminal activity.”

North America

No current incidents to report

Central America/Caribbean/South America

- **25 January 2016 (Venezuela - Late Report)** – An unknown number of robbers boarded an anchored general cargo ship near position 10:16.3N – 064:34.3W, Guanta Anchorage. The robbers were able to steal the ship’s properties and escape unnoticed. The incident was noticed later by the duty crew on safety rounds.



Atlantic Ocean Area

No current incidents to report

Northern Europe/Baltic

- 6 February 2016** – French coastguards have rescued four migrants who were found trying to cross the Channel in an inflatable dinghy. Early on Saturday, rescuers were alerted by a fifth person who was found on a beach at Sangatte near Calais, France. The person was suffering from hypothermia. He told officials that the migrants on the dinghy were part of a group that had set off for the United Kingdom from Dunkirk. The migrants were found about three miles from the French coast and rescued shortly after 06:00 GMT. They were wearing life vests and suffering from hypothermia. Officials disclosed that the fifth man had abandoned the boat and swam back to shore. French police disclosed that crossing the English Channel was very dangerous because of the large volume of shipping in the area. According to the head of a local police union, Giles Debove, this is only the second or third time in ten years that such a crossing had been attempted. French officials however fear that more people may try to reach the UK by boat because of tighter controls at the port of Calais and the Channel Tunnel.

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.

Port Status as of 8 February 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

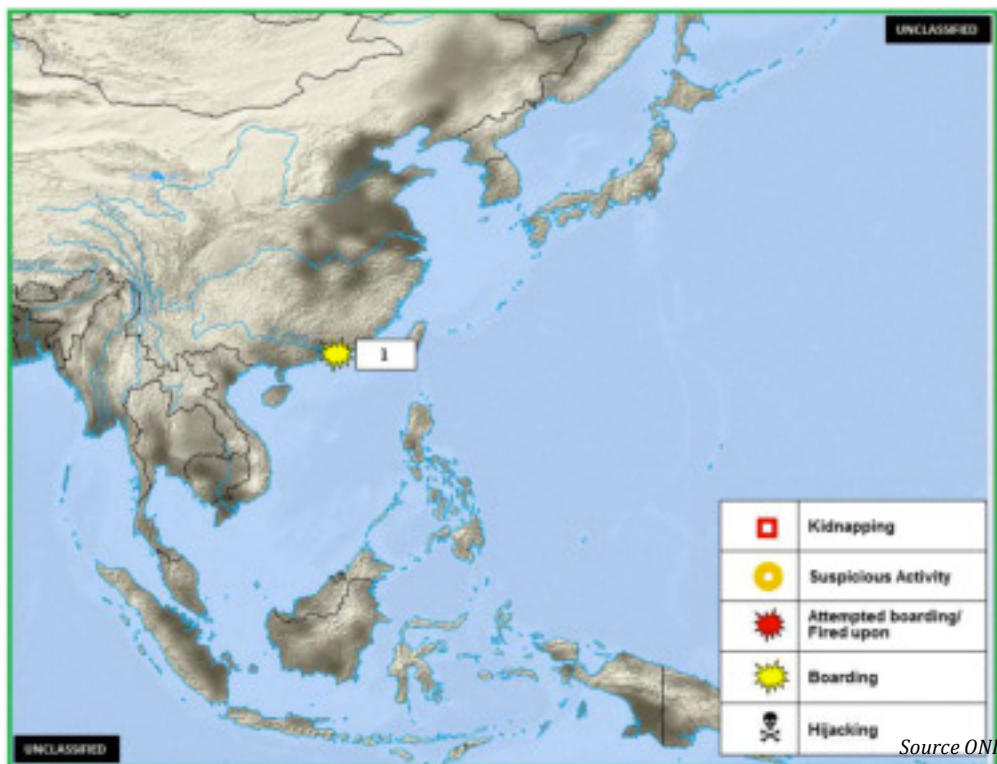
No current incidents to report

East Asia/Indian Subcontinent

- **23 January 2016 (India - Late Report)** – A duty crewman onboard an LPG tanker anchored near position 17:39 N – 083:24 E, Visakhapatnam Anchorage on routine rounds noticed foot marks on the upper deck aft area. Alarm was raised and a thorough search was carried out. It was reported that the vessel's properties were stolen from several store rooms. Port control was informed of the incident.
- **15 January 2016 (Indonesia - 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. The alarm was raised and the crew was mustered. Upon seeing the crew's alertness, the robbers escaped with stolen ship's stores.

Northeast Asia

- **17 January 2016 (Hong Kong – Late Report)** – Four suspected drug traffickers were arrested after Hong Kong customs officers seized 48 kilograms of suspected cocaine among a shipment of cocoa beans coming from Panama. After examination, officers found 48 slabs of suspected cocaine inside two nylon bags at the innermost part of the container. A Ports and Maritime Command spokesperson stated that officers found the container suspicious as Panama was not a place of origin for cocoa beans and the cargo was in a dirty container not used for food products and did not have proper documentation, prompting the further search.



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

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