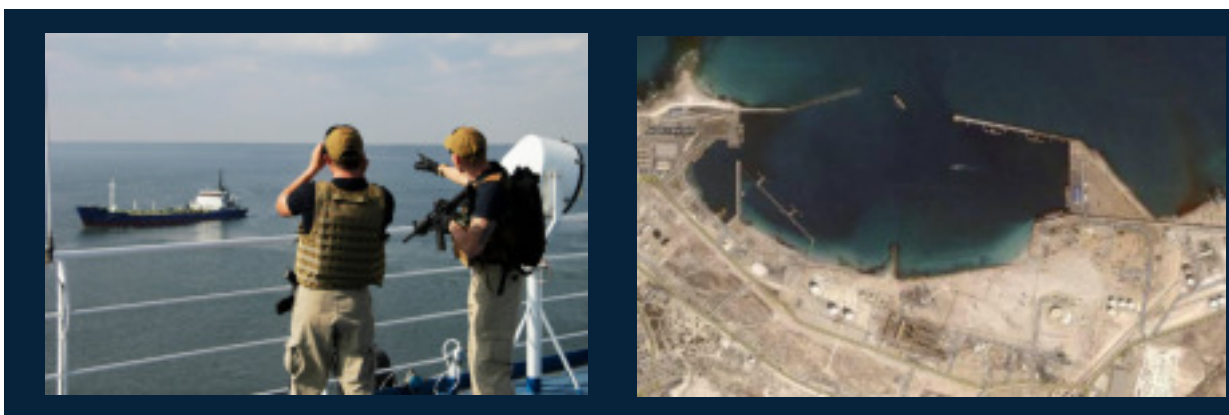




Maritime Security Review

25 April 2016

Issue No. 16



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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 attempted boardings during this period

Southeast Asia: One incident and five late reported incidents during this period

Worldwide

North America: No current incidents to report

Central America/Caribbean/South America: One late reported incident

Atlantic Ocean Area: No current incidents to report

Northern Europe/Baltic: No current incidents to report

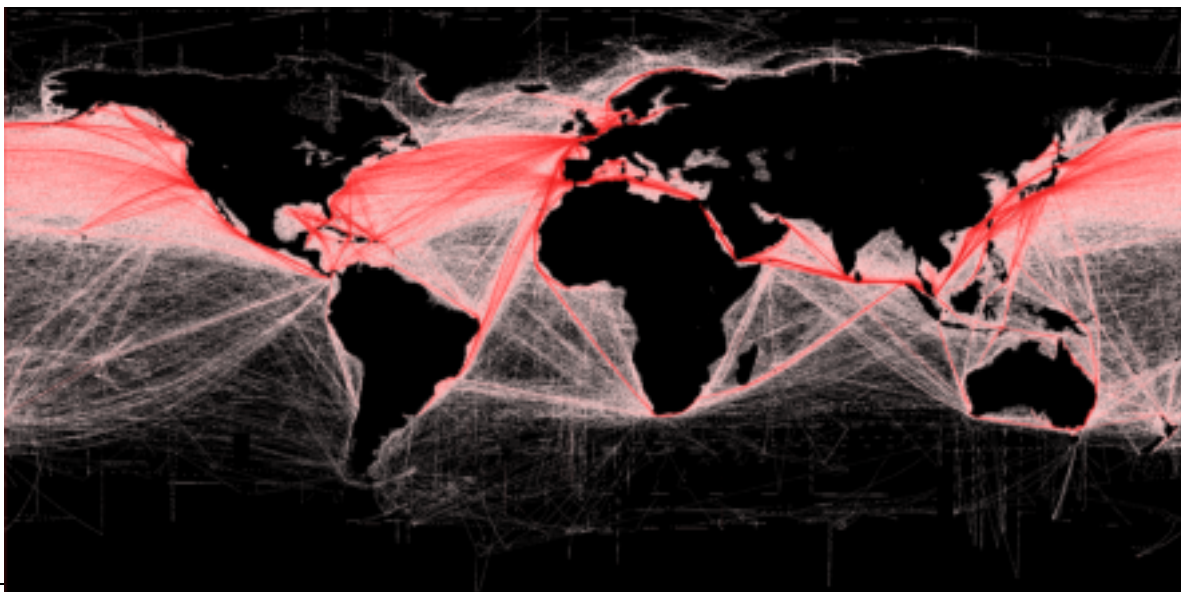
Mediterranean/Black Sea: Update on the migration situation

Arabian Gulf: No current incidents to report

East Asia/Indian Subcontinent: No current incidents to report

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. There were no incidents reported during this 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.

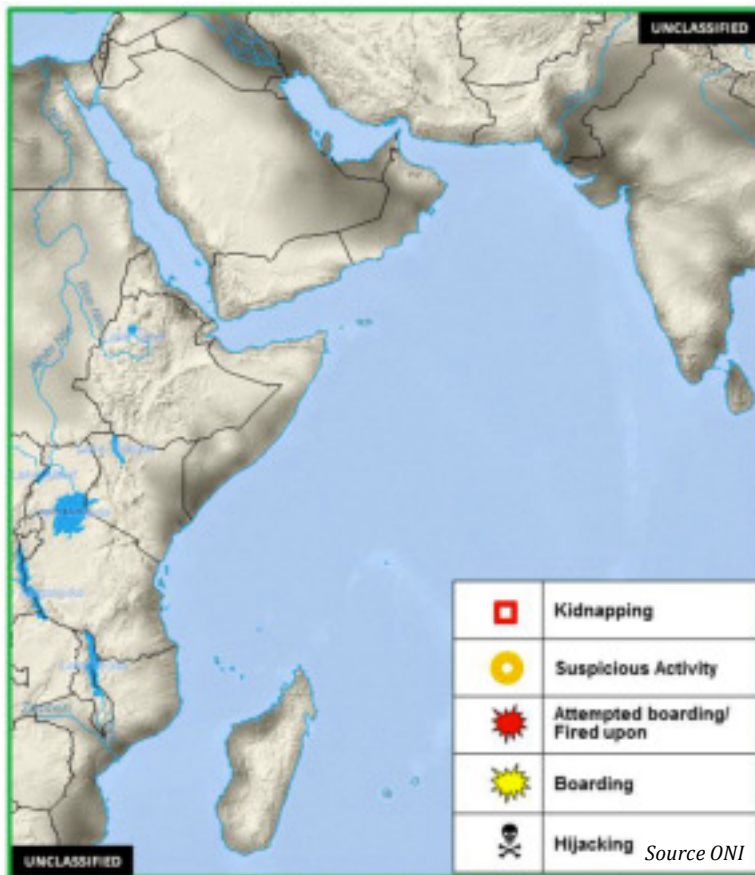
Suspicious Activity

- None reported during this period.

Other Activity

- None reported during this period.

Incident Map

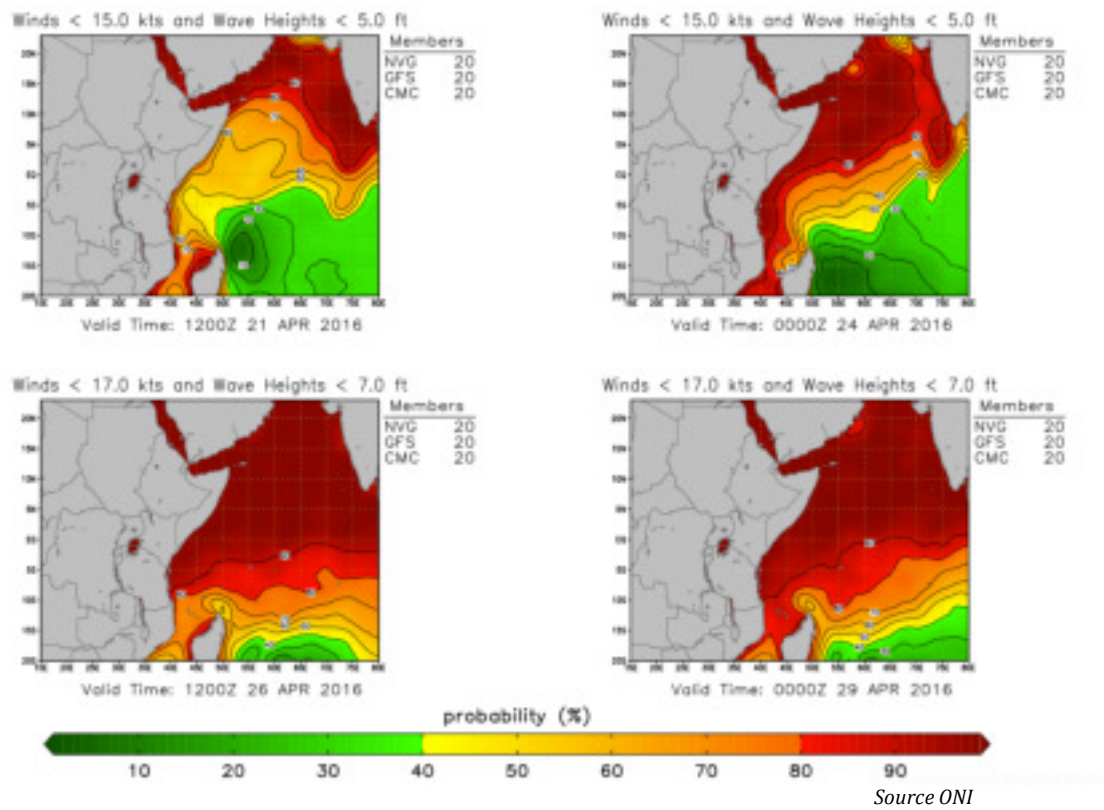


Maritime Reporting

- None reported during this period.

Weather Forecast for Gulf of Aden/Arabian Sea

- **Northern Arabian Sea:** West-southwest winds of 15 – 20 knots and seas of 3 – 5 feet.
 - **Extended Forecast:** West-northwest winds of 12 – 17 knots and seas of 2 – 4 feet.
- **Gulf of Oman:** East-northeast winds of 12 – 17 knots and seas of 2 – 4 feet in the western section of the Gulf; with east-southeast winds of 12 – 17 knots, and seas of 2 – 4 feet in the eastern section of the Gulf.
 - **Extended Forecast:** East-northeast winds of 12 – 17 knots and seas of 2 – 4 feet in the western section of the Gulf; with east-southeast winds of 12 – 17 knots, and seas of 2 – 4 feet in the eastern section of the Gulf.
- **Gulf of Aden:** East-northeast winds of 12 – 17 knots and seas of 3 – 5 feet in the western section of the Gulf; with east-southeast winds of 12 – 17 knots and seas of 2 – 4 feet in the eastern section of the Gulf.
 - **Extended Forecast:** Variable winds of 10 – 15 knots and seas of 2 – 4 feet in the western section of the Gulf; with east-northeast winds of 10 – 15 knots and seas of 2 – 4 feet in the eastern section of the Gulf.
- **Somali Coast:** Southeast winds of 10 – 15 knots and seas of 3 – 5 feet in the northern section of the coastline; with east-northeast winds of 15 – 20 knots and seas of 3 – 5 feet in the southern section of the coastline.
 - **Extended Forecast:** Easterly winds of 10 – 15 knots and seas of 3 – 5 feet in the northern section of the coastline; with east-northeast winds of 10 – 15 knots and seas of 3 – 5 feet in the northern section of the coastline.
- **Central African Coast/Indian Ocean:** Southeast winds of 10 – 15 knots and seas of 2 – 4 feet.
 - **Extended Forecast:** Southeast winds of 15 – 20 knots and seas of 4 – 6 feet.
- **Mozambique Channel:** Southeast winds of 10 – 15 knots and seas of 3 – 5 feet in the northern Channel; with southeast winds of 13 – 18 knots and seas of 3 – 5 feet in the southern Channel.
 - **Extended Forecast:** Southeast winds of 20 – 25 knots, gusting to 45 knots, and seas of 8 – 12 feet in the northern Channel; with east-southeast winds of 18 – 23 knots and seas of 8 – 12 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 northeasterly averaging between 1 – 2 knots.
- **Synoptic Discussion:** The Transition Season continues to dominate the weather pattern over the Somali Basin and the Arabian Sea. Isolated thunderstorms and rain showers can be routinely expected along the Somali and coasts of Western Africa. Tropical Cyclone Fantala will continue to track to the southeast from its current location northeast of Madagascar before turning back to the west.



Spotlight Report: Yemen

As of 24 April, the following ports in Yemen are open:

- Aden
- Hodeidah
- Mokha
- Mukalla
- Salif

The remaining ports are closed due to the ongoing conflict between the pro-government coalition and Houthi rebels.

Activity Report

- None reported during this period.

Procedure

MS Risk advises extreme caution for vessels traveling through the region. There is an increase of violence and criminal activity ashore. Shipping vessels should remain aware of the situation at all times, including changes to protocol when entering Yemeni maritime waters.

Gulf of Guinea

Over the past week, pirate and maritime crime activity in the Gulf of Guinea remained at a high level. There were four incidents of attempted boardings.

In recent weeks, pirate and maritime crime activity in waters off West Africa, particularly off the coast of Nigeria, increased, with a number of incidents reported. With the hijacking of a tanker off the coast of Ivory Coast earlier this month, pirates may be actively seeking to hijack another vessel. While 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; Lome, Togo and Cotonou, Benin to remain particularly vigilant.

At Sea

Hijacks

- None reported during this period.

Unsuccessful Attacks/Robberies

- None reported during this period.

Vessels Fired Upon/Attempted Boardings

- **20 April 2016 (Nigeria)** – A vessel reported being attacked near position 03:39 N - 006:08 E, southwest of Brass. The alarm was raised and all but two crewmembers on board went to the citadel. The Nigerian Navy boarded the vessel for a search of the ship.
- **19 April 2016 (Nigeria)** – A vessel reported that it was approached by a small boat near position 03:53 N – 005:22 E. While transiting from Calabar, Nigeria to Lome, Togo, a small craft approached from the starboard quarter and later came alongside the port side in an attempt to board. Seven persons were observed in the boat with automatic rifles. The vessel was in ballast condition with high freeboard and razor wire fixed all around. The alarm was raised and water hoses were utilized. The vessel's Master conducted evasive manoeuvres, which caused the pirates to abort the mission. All crewmembers have been reported safe.
 - **19 April 2016 (Nigeria)** – A vessel reported being attacked near position 03:03 N – 004:50 E. The information further indicated that a similar attack had occurred on another vessel earlier in the day at position 03:37 N - 004:45 E. There is approximately 30 nautical miles between the two cases.
- **18 April 2016 (Nigeria)** – Pirates attempted to board an underway tanker near position 03:54 N – 005:38 E, 31 nautical miles southwest of Bayelsa. The armed guards onboard the tanker opened fire while the Master carried out evasive manoeuvres resulting in the pirates aborting the attack. All crewmembers have been reported safe.

Vessels Boarded

- None reported during this period.

Kidnapping

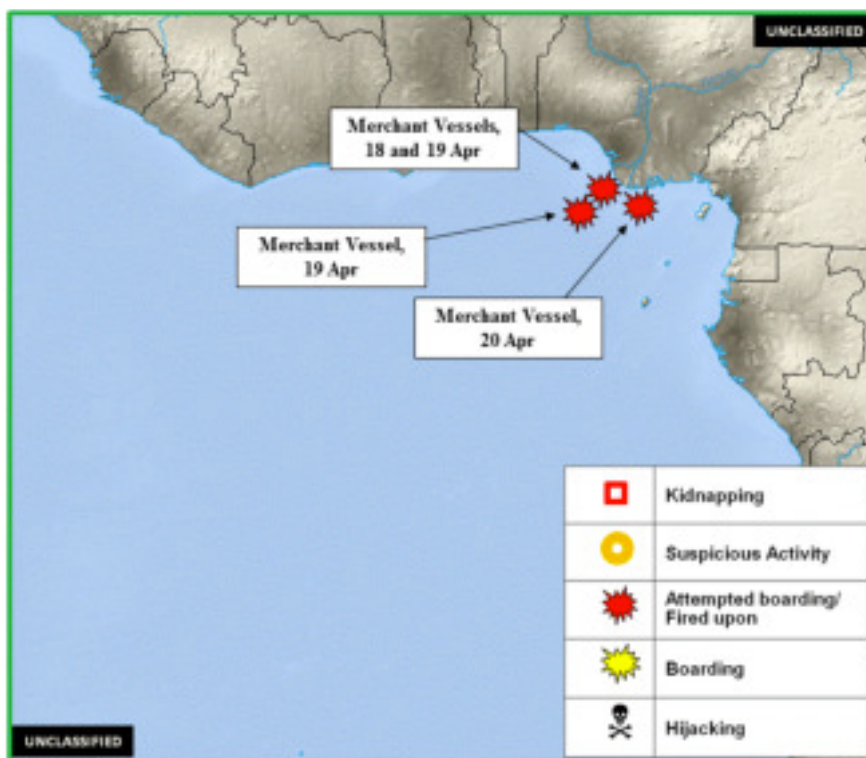
- None reported during this period.

Suspicious Activity

- None reported during this period.

Other Activity

- None reported during this period.

Incident Map

Source ONI

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 high level. There was one kidnapping, two boardings, an attempted boarding and two smuggling events.

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.

Kidnapping

- **15 April 2016 (Malaysia – Late Report)** – Armed persons in a speed boat fired upon and boarded the tug boat *HENRY* near Pondo Sibugal, Sitangkai town. One crewman was injured by gunfire. The armed persons then kidnapped four crewmembers and escaped. The Malaysian Marine Police escorted the tug to safe port and transferred the injured crewman to a hospital for medical treatment.

Unsuccessful Attacks/Robberies

- None reported during this period.

Vessels Fired Upon/Attempted Boardings

- **17 April 2016 (Indonesia – Late Report)** – Four persons in a wooden boat approached and attempted to board an anchored general cargo ship near position 01:30 N – 104:52 E, 24 nautical miles northeast of Bintan Island. The alarm was raised, whistle sounded and crew mustered. Upon hearing the alarm and seeing the crew's alertness, the persons aborted the attempted boarding and moved away.

Vessels Boarded

- **18 April 2016 (Indonesia)** – One robber boarded an anchored vessel near position 03:56 N – 098:45 E, Belawan Anchorage. Duty crewman on routine rounds noticed a robber on the forecastle deck and informed the duty officer who raised the alarm. Upon hearing the alarm, the robber escaped. All crew was mustered and a thorough search of the vessel was carried out. Incident was reported to port control however no response was received.
- **12 April 2016 (Indonesia – Late Report)** – Three robbers boarded an anchored container ship near position 06:54 S – 110:22 E, Semarang Anchorage. Crewman on duty sighted the robbers in the engine room and informed the bridge. The alarm was raised and the crew was mustered. Upon seeing the crew's alertness, the robbers escaped with stolen engine spare parts.

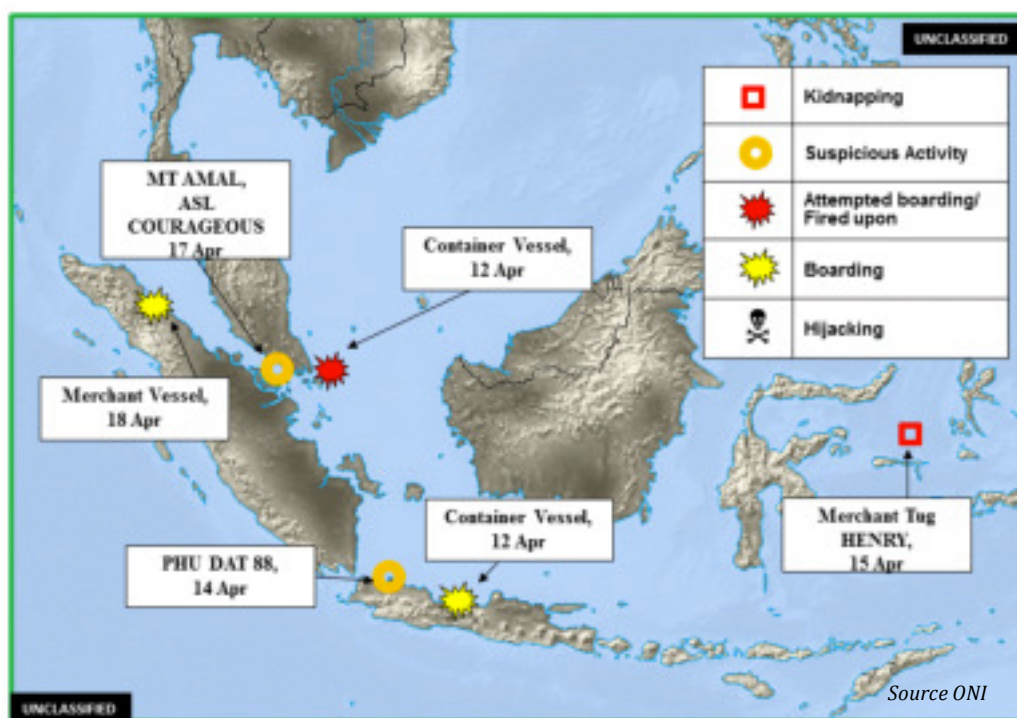
Suspicious Activity

- None reported during this period.

Other Activity

- **17 April 2016 (Malaysia – Late Report)** – Malaysian authorities arrested two vessels believed to be involved in fuel smuggling. A spokesman disclosed that the vessels were spotted conducting illegal activities 2.3 nautical miles southwest of Pulau Pisang and were investigated. He further stated that fishing trawler *ASL COURAGEOUS* was carrying 12 Indonesian crewmen aged between 28 and 67 years while checks on tanker *AMAL* revealed that it was carrying nine Indonesian crewman aged between 24 and 62 years along with 17,000 litres of fuel during the incident.
- **14 April 2016 (Indonesia – Late Report)** – General cargo vessel *PHU DAT 88* was arrested in Jakarta after it was found that the cargo in the holds did not match with cargo manifest. According to the manifest, the vessel arrived in Jakarta with a cargo of sulphur, but was actually loaded with sugar and fertilizers. The Vietnamese crew has been detained and an investigation is currently underway.

Incident Map



Weather Forecast for Southeast Asia

- **Southern South China Sea:** East-northeast winds of 10 – 15 knots and seas of 1 – 3 feet.
 - **Extended Forecast:** South-southeast winds of 5 – 10 knots and seas of 1 - 3 feet.
- **Malacca Strait:** Northwest winds of 8 – 13 knots and seas of 2 – 4 feet in the northern Strait; with northwest winds of 5 – 10 knots and seas of 1 – 3 feet in the southern Strait.
 - **Extended Forecast:** North-northwest winds of 8 – 13 knots and seas of 1 – 3 feet in the northern Strait; with variable winds of 5 – 10 knots and seas of 1- 3 feet in the southern Strait.
- **Andaman Sea:** North-northwest winds of 8 – 13 knots and seas of 1 – 3 feet.
 - **Extended Forecast:** North-northeast winds of 8 – 13 knots and seas of 2 – 4 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:** Fair weather and seasonal trade winds coupled with the Inter-Tropical Convergence Zine (ITCZ) dominates the region. Isolated thunderstorms and rain showers will continue to affect the Malacca Strait and Andaman Sea due to the tropical diurnal influence.

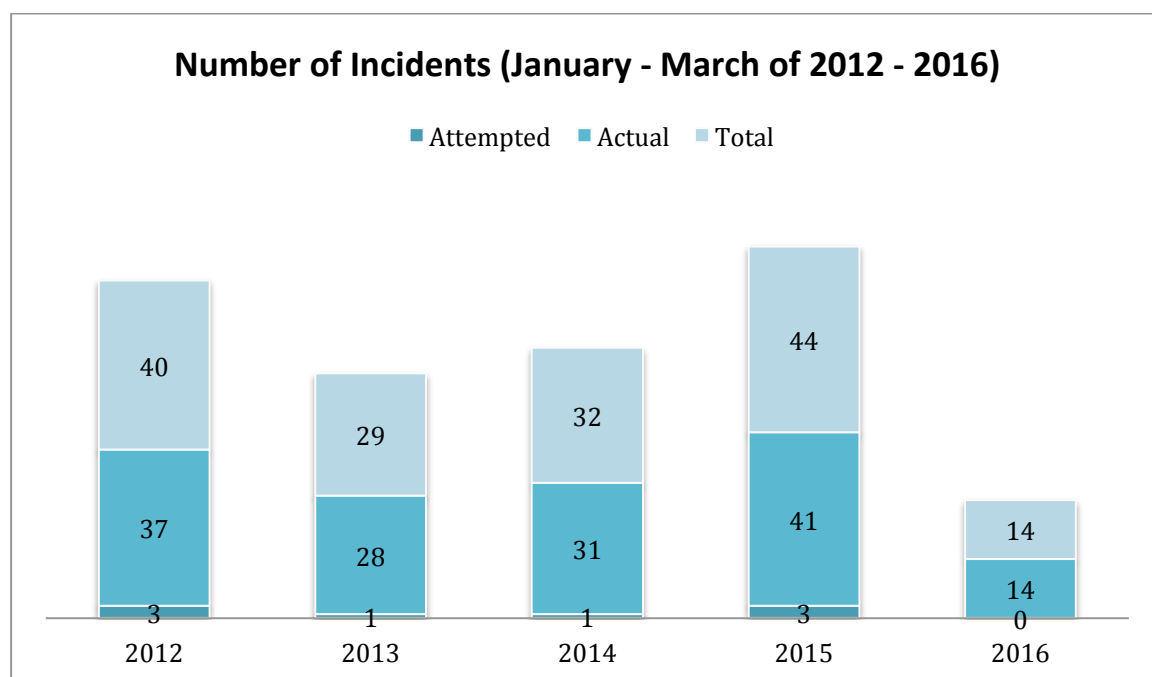
Spotlight Report: 1st Quarter Review of Piracy and Armed Robbery in Asia

Number of Incidents

During the first quarter of 2016 (January – March), there were a total of 14 incidents of robbery that were reported, compared to 44 incidents of piracy and robbery that were recorded during January – March 2015. There were no incidents of piracy reported during January – March 2016. This effectively represents a 68% decrease in number quarter-on-quarter compared with 2015. Furthermore, the total number of incidents that were reported during the first quarter of 2016 was the lowest compared to the same period in the past four years (2012 – 2015).

Amongst the 12 incidents that occurred at ports and anchorages, nine were reported in India (Haldia, Kandla and Visakhapatnam), one in China (Tianjin), one in Indonesia (Pulau Batam) and one in Vietnam (Hon Cam). There was one incident that was reported on board a vessel while underway in the Gulf of Khambat, India, and one in the vicinity of Tubig Dakula, Languyan Municipality, Tawi-Tawi Province, Philippines.

While the major improvements that have been seen in the region are that no tankers have been hijacked for theft of oil cargo since September 2015 and there have been no unauthorized boardings of vessels while underway in the Singapore Straits since December 2015, enhanced vigilance across the region continues to be necessary.



Locations of the Incidents

Of the 14 incidents that were reported in the first quarter of this year, ten occurred in India, while the remaining four occurred in China, Indonesia, the Philippines and Vietnam. Twelve of the 14 incidents reported occurred on board vessels while at anchor/berth, and two incidents occurred on board ships underway.

During the period of January – March 2016, there was no reports of hijacked tankers for theft of oil cargo and no unauthorized boardings of vessels while underway in the Singapore Straits. Reportedly, no such incidents have been recorded since September 2015 and December 2015 respectively.

Incidents at Ports and Anchorages in India

Of the fourteen incidents that were reported between January – March 2016, ten were incidents of armed robbery against ships that occurred in waters off India. Of these, nine were reported on board vessels at anchor/berth, while one incident occurred on board a vessel while underway.

Of the nine incidents that occurred on board vessels that were anchored/berthed, seven were reported at Kandla while the remaining two incidents occurred at Haldia Port and Visakhapatnam anchorage.

The incident on board the vessel while underway was reported in the Gulf of Khambat.

All except one incident occurred during the hours of darkness 1930 – 0630 hrs. Furthermore, all the incidents reported in this region were opportunistic in nature, with the perpetrators approaching the vessels in small groups and engaging themselves in petty thefts. A majority of the incidents that were reported involved perpetrators who were not armed and who escaped immediately when the crew of the vessel was alerted. Of the ten incidents, the perpetrators escaped with ship stores in four incidents while in the remaining six, they escaped empty-handed.

Enhanced and close coordination between the Indian Coast Guard (ICG) and various local enforcement agencies both on land and at sea have resulted in a marked improvement in the situation in the region towards the end of the first quarter of 2016. In January 2016, there were six incidents that were reported in the region. This number was reduced in February 2016, with four incidents recorded. In March 2016, there were no incidents reported.

Waters off the Philippines

While one incident, which occurred off the Philippines, involved the kidnapping of crew for ransom, the other incidents reported during the first quarter of this year were relatively less severe in nature compared to the incidents that were reported during the same period in the past four years. The incident that occurred off the Philippines is of great concern and MS Risk advises all vessels transiting the region to exercise enhanced vigilance and lookout when operating in the area. Enforcement carried out by the Indian Coast Guard (ICG) in waters off India's ports and anchorages led to the arrest of a number of suspects on 22 February 2016. In March 2016, there were no such incidents reported in this area.

	January – March 2012		January – March 2013		January – March 2014		January – March 2015		January – March 2016	
	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted	Actual	Attempted
EAST ASIA										
<i>China</i>									1	
Sub Total									1	
SOUTH ASIA										
<i>Bangladesh</i>	8				3		2			
<i>Bay of Bengal</i>					2					
<i>India</i>	3	1	3		2		2		10	
Sub Total	11	1	3		7		4		10	
SOUTHEAST ASIA										
<i>Indian Ocean</i>						1				
<i>Indonesia</i>	17	1	19	1	14		5		1	
<i>Malaysia</i>	1						1			
<i>Philippines</i>	2		1					1	1	
<i>South China Sea</i>			2		1		3	1		
<i>Straits of Malacca and Singapore</i>	4		1		9		20	1		
<i>Thailand</i>							1			
<i>Vietnam</i>	2	1	2				7			
Sub Total	26	2	25	1	24	1	37	3	3	
Overall Total	37	3	28	1	31	1	41	3	14	

Violence and Weapons

Number of Perpetrators

Almost all of the incidents that were reported between January – March 2016 involved groups of pirates that were comprised of 1 – 6 men. Three incidents, which occurred on board *IVS Sentosa*, *Pacific Warlock* and *Brahma 12*, involved more than nine men. Both the *IVS Sentosa* and *Pacific Warlock* involved 10 perpetrators each while the incident on board the *Brahma 12* involved 17 perpetrators. Five of the fourteen incidents that were recorded during this period did not have information pertaining to the number of perpetrators that were involved.

Types of Weapons Carried by Perpetrators

Ten incidents that were reported during this period indicated that the perpetrators were either not armed or

there was no information available on the weapons carried by the perpetrators. During the incident involving *Brahma 12*, the perpetrators were armed with guns. Three other incidents reported that the perpetrators were armed with knives or machetes. It is believed that these weapons were used in order to cut and remove unsecured items from the vessels and to threaten the crew when they were sighted.

Treatment of Crew

A majority of the incidents that were recorded during the first quarter of 2016 reported that crewmembers on board vessels did not sustained any injuries or there was no information about how the crew was treated. There were two incidents where crewmembers were threatened. One occurred on board *IVS Sentosa* and involved the duty officer of the bulk carrier, which was chased by the perpetrators while the vessel was anchored at Hon Cam, Vietnam. The other incident occurred on board *Crest Hydra* and involved the cook of a diving support vessel who was threatened to return to his accommodation area. In the case of *Brahma 12*, ten Indonesian crewmembers were kidnapped and handed over to another group to demand for ransom from the shipping company.

Economic Loss

Types of Losses

Of the 14 incidents that were reported between January – March 2016, six reported loss of ship stores, including mooring ropes, paints, scupper plugs, fire hoses, hydrant couplings, hydrant caps, Self Contained Breathing Apparatus compress etc. Six other incidents reported nothing stolen or there was no information pertaining to losses. One incident, involving the *Nord Power*, reported cargo being discharged. This incident occurred at Tianjin outer anchorage, China, when Sulphur Marine Gas Oil was stolen from the storage tank.

Types of Ships Targeted

Of the fourteen incidents reported during January – March 2016, six occurred on board tankers, four were reported on board bulk carriers and the remaining four occurred on board a diving support vessel, a general cargo ship, a supply ship and a tug boat. There is currently no evidence to indicate that a particular type of vessel has been targeted as more often than not, the perpetrators boarded those vessels whose crewmembers were less vigilant.

Conclusion

Compared to the same period over the past four years (2012 – 2015), the situation of piracy and armed robbers against vessels in waters in Asia has improved. However, there is no room for complacency, and more needs to be done, including continued reporting of all incidents and suspicious events in the region. MS Risk continues to encourage closer cooperation and coordination between states, the shipping industry and relevant stakeholders in order to further improve the situation in the Asian region.

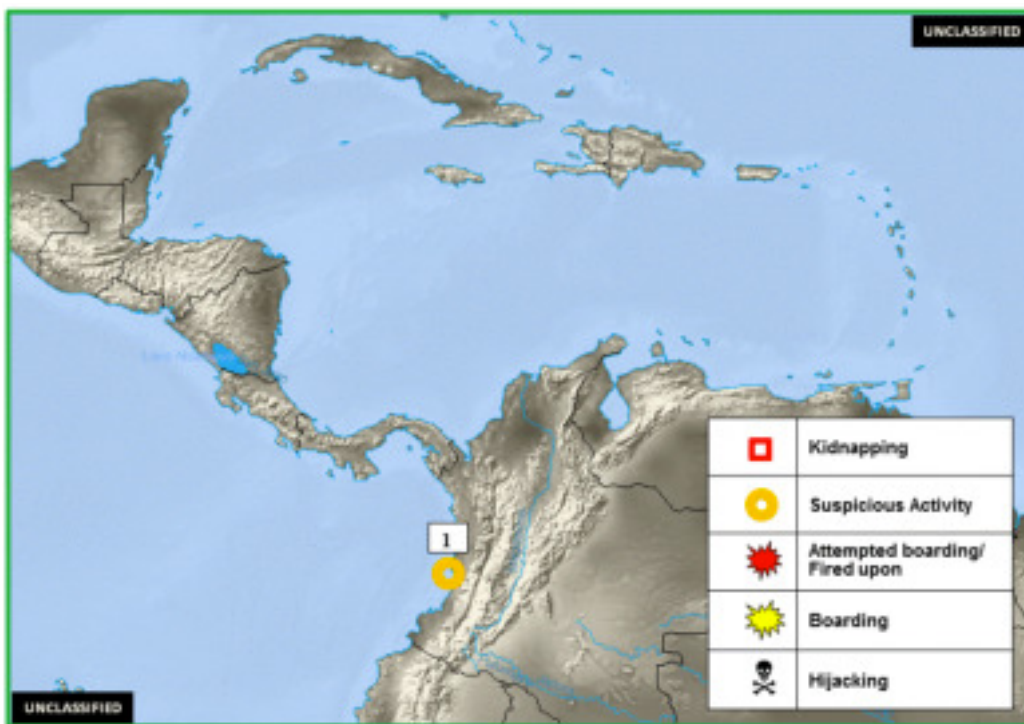
Worldwide

North America

No current incidents to report

Central America/Caribbean/South America

- **12 April 2016 (Colombia – Late Report)** – Three robbers armed with guns and a knife boarded an anchored bulk carrier near position 03:53 N – 077:04 W, Buenaventura Anchorage. Duty crewman on routine rounds noticed the robbers on the forecastle deck and reported to the duty officer. Alarm was raised and the crew was mustered. Upon seeing the crew's alertness, the robbers escaped with forward life raft and three lifebuoys.



Source ONI

Atlantic Ocean Area

No current incidents to report

Northern Europe/Baltic

No current incidents to report

Mediterranean/Black Sea

Migration

- **19 April 2016** – According to a top immigration official, Italy is bracing for an expected rush of boat migrants this summer as the European Union's (EU) failed relocation programme is increasing pressure on the country's helter system. Mario Morcone, the official in charge of managing Italy's immigration system, has disclosed that the arrivals were up slightly this year over 2015, when more than 150,000 migrants came by boat, mostly from Libya. According to the Interior Ministry, as of Monday, about 25,000 boat migrants have come to Italy, compared to just under 24,000 during the same period last year. This represents a 4.7 percent increase. With calmer seas now favouring more crossings, Italy is trying to create 150,000 spots for asylum seekers and migrants in its shelters, where 112,700 people are currently being housed. Morcone has stated that "its getting more and more complicated to find places and open new immigration centres." According to an EU relocation programme for refugees, up to 40,000 asylum seekers from Syria, Eritrea and Iraq can be shifted to other member countries over two years to help relieve pressure on Italy, which has been a frontline state in what is now Europe's worst immigration crisis since World War II. However since the plan took effect in October, Italy has found spots for just 560 people, with Morcone stating that this is because of a lack of solidarity from partners and the programme's focus on only the three nationalities it specifies. He further stated that "member states are offering only a few spots, the procedures are very slow, and we can relocate only Eritreans. Syrians don't come here, and nor do Iraqis," adding "on the whole, the response...is not what had been asked for." Last month, the EU and Turkey sealed a controversial deal, which is intended to halt illegal migration to Greece from Turkey in return for financial and political rewards for Ankara. The deal aims to shut down a short sea corridor that brought over 850,000 refugees and migrants to Europe last year. Countries along the so-called "Balkan route" have closed their borders in a bid to stop movement there as well. Italy is now concerned that the migrant flow will shift after the agreement, with more boats coming to Italy from North Africa, and especially from Egypt. According to Morcone, "already three or four boats have arrived from Egypt this year...Egypt could be the main worry," adding, "since there are people blocked in Greece, we fear that there will be a bypass either through Egypt or Albania or even from Morocco to Spain. We must wait and see how the situation evolves."
- **18 April 2016** – Conflicting reports emerged from Italy on Monday, with Italian President Sergio Mattarella reporting that several hundred people appear to have died in a new migrant tragedy in the Mediterranean and the Italian coastguard disclosed that they knew nothing about the reported disaster. Unconfirmed media reports indicated earlier on Monday that up to 400 victims from boats, which capsized near the Egyptian coast as they attempted to sail to Europe. Speaking in Rome, President Mattarella stated that Europe needed to reflect in the face of "yet another tragedy in the Mediterranean in which, it seems, several hundred people have died." He did not give any further details. **Update** – Officials from Egypt, Italy and Greece have been unable to confirm a BBC report that up to 400 people, mostly of them from Somalia, had capsized near the Egyptian coast after setting off for Italy in boats. Forty-one survivors have reported that upwards of 400 people died. According to the group, about 240

migrants left the Libyan port city of Tobruk heading for Italy. Once out in the Mediterranean, they indicated that they were transferred to a larger boat, that was already packed with more than 300 people, which then capsized. The survivors were then picked up by a cargo ship, whose crew reported that the migrants initially refused to be handed over to the Greek coastguard as they were determined to get to Italy. Coastguards operating in the region however have been unable to confirm these accounts. While the presidents of both Somali and the self-declared Republic of Somaliland have offered their condolences over the incident, with the Somali embassy in Cairo putting the death toll at almost 400, the UN refugee agency (UNHCR), has cast doubt on the incident, stating that the information that hundreds had died appeared “inaccurate.” Sources have further indicated that the fact that the boat capsized at night in open sea may well have contributed to the lack of clear information available. **Update (20 April)** – The United Nations refugee agency UNHCR reported on Wednesday that up to 500 migrants might have drowned in the Mediterranean last week when human traffickers crammed people onto an already overcrowded ship, causing it to sink. While on Monday, the Somali government disclosed that about 200 or more Somalis may have died in the tragedy while trying to cross illegally to Europe, after talking to survivors, the UNHCR agency has reported that the overall death toll might have been much higher. On Wednesday, the UNHCR reported that “if confirmed, as many as 500 people may have lost their lives when a large ship went down in the Mediterranean Sea at an unknown location between Libya and Italy.” The agency added that survivors – 37 men, three women and a three-year old child – were rescued by a merchant vessel and taken to Greece on 16 April. They recounted that they had been among 100 to 200 people who set sail from Libya last week headed for Italy. After several hours at sea, the traffickers tried to move them onto a bigger ship that was already packed with migrants. This ship sank before the survivors could board it. They then drifted at sea for up to three days before being saved. The group was made up of 23 Somalis, 11 Ethiopians, six Egyptians and one Sudanese national.

- According to the organization SOS Mediterranean, six bodies have been recovered and 108 migrants have been rescued when a rubber dinghy sank off the coast of Libya. The rescue group has reported that the boat was partially deflated, was taking on water and its engine was out of use. The deaths come on the eve of the first anniversary of the sinking of a migrant boat in the waters between Libya and Lampedusa in which up to 800 people may have drowned.

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 24 April 2016

Port Name	Port Status	Risk Level	Risk Change
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

Incidents

No current incidents to report

Arabian Gulf

No current incidents to report

East 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.

More information is found at www.msrisk.com

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