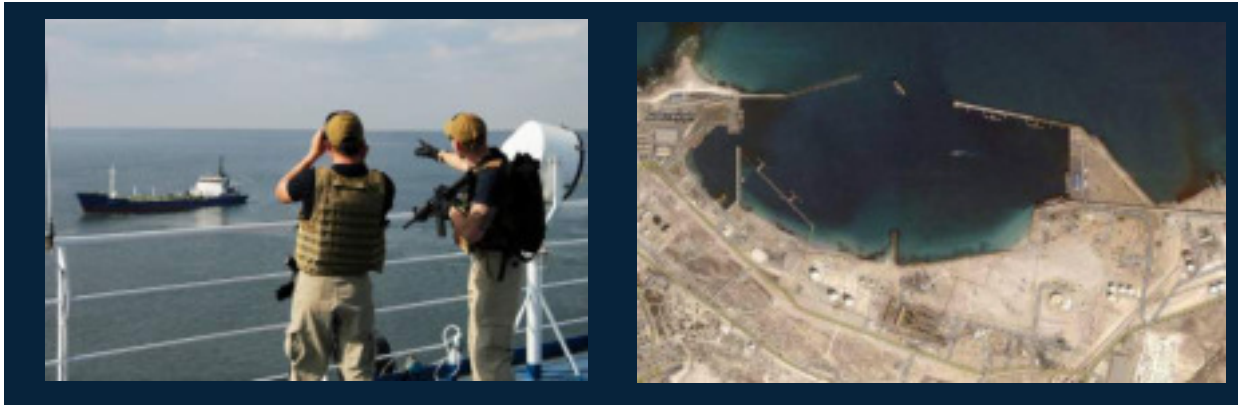




Maritime Security Review

23 May 2016

Issue No. 20



MS | RISK

16 - 22 May
2016

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Summary

List of Incidents at Sea for this Reporting Period

Main Regions

Gulf of Aden/Arabian Sea: One incident during this period

Gulf of Guinea: One late reported incident and an update on a previous kidnapping incident

Southeast Asia: One late reported incident

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

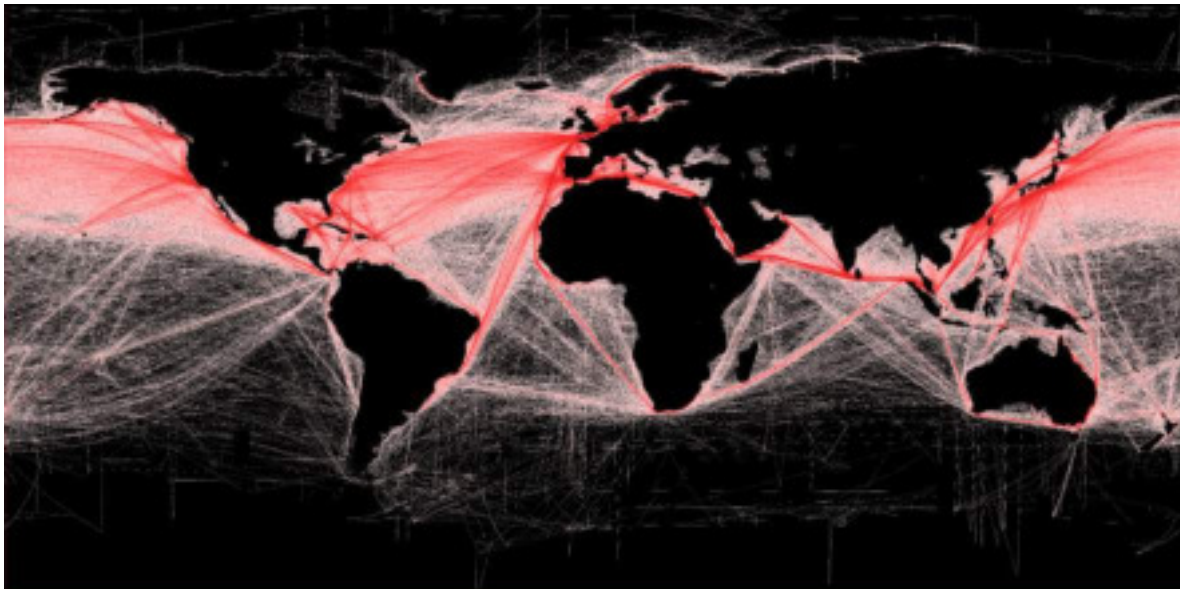
Mediterranean/Black Sea: One incident reported; update on the migration situation

Arabian Gulf: No current incidents to report

East Asia/Indian Subcontinent: One late reported incident

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 was reported suspicious approach that occurred 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.

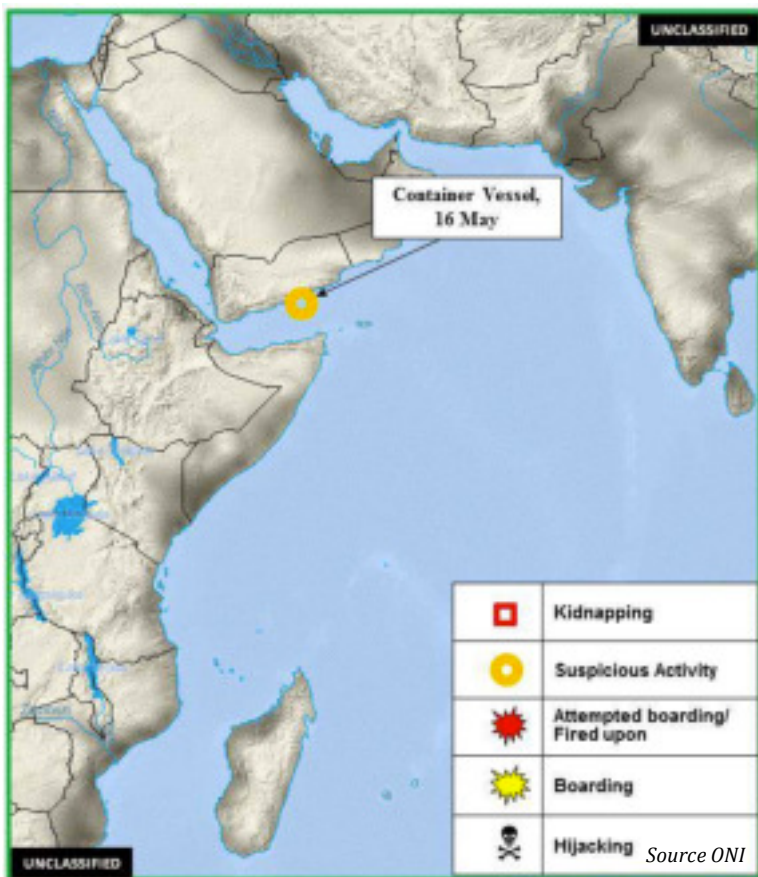
Suspicious Activity

- None reported during this period.

Other Activity

- **16 May 2016 (Yemen)** – Five skiffs made a suspicious approach on an underway container ship near position 14:45 N – 050:58 E, near Al Mukalla. Ship's Master raised the alarm, increased speed and mustered the crew. As the skiffs closed to 0.5 nautical miles, a ladder was noticed in one of the approaching skiffs. Master contacted the authorities and a nearby Japanese warship dispatched its helicopter, which resulted in the skiffs aborting and moving away.

Incident Map

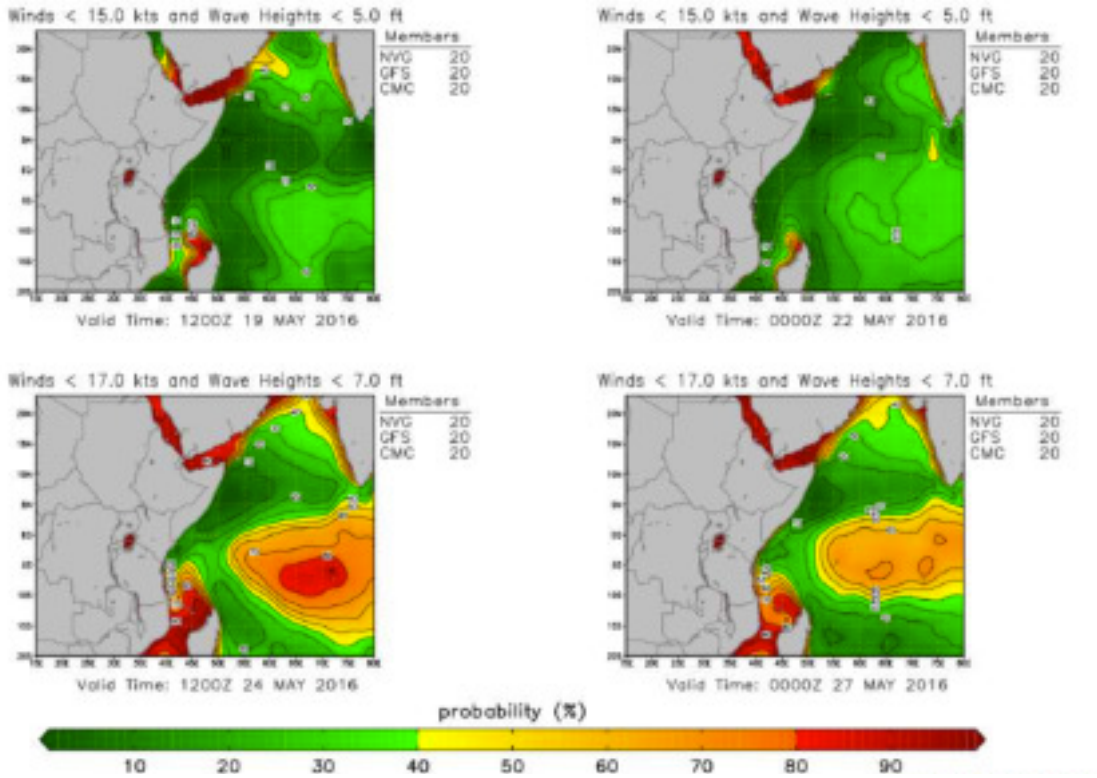


Maritime Reporting

- None reported during this period.

Weather Forecast for Gulf of Aden/Arabian Sea

- **Northern Arabian Sea:** West-southwest winds of 15 – 20 knots, gusting to 25 knots and seas of 5 – 7 feet.
 - **Extended Forecast:** Westerly winds of 10 – 15 knots, gusting to 20 knots, and seas of 6 – 8 feet.
- **Gulf of Oman:** West-northwest winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet in the western section of the Gulf; with west-northwest winds of 5 – 10 knots, gusting to 15 knots, and seas of 3 – 5 feet in the eastern section of the Gulf.
 - **Extended Forecast:** West-northwest winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet in the western section of the Gulf; with west-northwest winds of 5 – 10 knots, gusting to 15 knots, and seas of 3 – 5 feet in the eastern section of the Gulf.
- **Gulf of Aden:** Variable winds of 5 – 10 knots and seas of 1 – 3 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.
 - **Extended Forecast:** Variable winds of 5 – 10 knots and seas of 1 – 3 feet in the western section of the Gulf; with east-northeast winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet in the eastern section of the Gulf.
- **Somali Coast:** Southwest winds of 25 – 30 knots and seas of 7 – 9 feet in the northern section of the coastline; with southwest winds of 25 – 30 knots and seas of 7 – 9 feet in the southern section of the coastline.
 - **Extended Forecast:** Southwest winds of 25 – 30 knots and seas of 7 – 9 feet in the northern section of the coastline; with southwest winds of 25 – 30 knots and seas of 7 – 9 feet in the southern section of the coastline.
- **Central African Coast/Indian Ocean:** Southerly winds of 20 – 25 knots, gusting to 30 knots, and seas of 7 – 9 feet.
 - **Extended Forecast:** Southerly winds of 20 – 25 knots, gusting to 30 knots, and seas of 7 – 9 feet.
- **Mozambique Channel:** Southeast winds of 15 – 20 knots and seas of 5 – 7 feet in the northern Channel; with easterly winds of 15 – 20 knots and seas of 8 – 10 feet in the southern Channel.
 - **Extended Forecast:** Southerly winds of 20 – 25 knots and seas of 7 – 9 feet in the northern Channel; with southeast winds of 20 – 25 knots and seas of 7 – 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 northeasterly averaging between 1 – 2 knots.
- **Synoptic Discussion:** The onset of the Southwest Monsoon begins to dominate the weather pattern over the Somali Basin and the Arabian Sea. A series of thermal lows and their associated troughs are scattered across the region and are producing isolated areas of instability across the region with isolated rain showers and thunderstorms.



Source ONI

Spotlight Report: Yemen

Yemen's security situation is grave. Terrorist groups Al Qaeda in the Arabian Peninsula (AQAP) and the so-called Islamic State have exploited the power vacuum left by over a year of fighting between Yemeni government forces and Houthi rebels. There is reason to believe that al Qaeda may pose a growing threat to merchant vessels at ports or along Yemeni waterways.

Al Qaeda has taken advantage of the power vacuum over the past year to gain control over strategic cities. On 24-25 April, Emirati-led coalition forces successfully swept AQAP from their stronghold in the port city of al Mukalla, capital of the Hadramawt region. However, the terrorist group still controls areas along the coastline. Coalition forces are advancing on AQAP-held towns along the 370-mile coastline between Mukalla and Aden. On 5 May, in negotiations with tribal leaders, AQAP agreed to withdraw from the coastal towns of Zinjibar and Jaar. The militants still have control of Shuqrah, approximately 70 miles from the Yemeni government's relocated capital in Aden. It is believed that militants are seeking to mount a stronger resistance in the region. According to Captain William Nault, chief of staff for the multinational Combined Maritime Forces (CMF), the group has stated their intent and capability to conduct a maritime attack. Commercial vessels entering or exiting the Red Sea may be targeted.

Nault also raised concerns over the rise in militant-led piracy in Yemeni waters. On 16 May, pirates were repelled from boarding a container ship as they approached the vessel in five skiffs while it was underway in the Gulf of Aden. The pirates were interrupted when a security team fired warning shots and the vessel took evasive action. The pirates reportedly came within 90 metres of the vessel, approaching from astern. The shipmaster contacted authorities, and a nearby Japanese warship dispatched its helicopter. The skiffs aborted. There is no indication of whether militants were aboard the skiff, however, vessels transiting the Gulf of Aden, Bab al Mandab Strait, and Indian Ocean are urged to remain particularly vigilant.

Meanwhile, shortly after AQAP's exit, the so-called Islamic State conducted a series of attacks in Mukalla. On 15 May, the group claimed a suicide bombing which killed 31 police recruits in the city. Hadramawt security chief, General Mubarak al-Oubthani, was present during the attack but unhurt. Later that day, a second bombing appeared to target Oubthani as he walked out of his office, killing six of his guards but leaving him with only minor injuries. Days earlier, IS claimed responsibility for a vehicle-borne IED (VBIED) which killed 15 soldiers in the army base on Mukalla's eastern outskirts. These attacks are consistent with the IS strategy of focusing on targeted attacks and assassinations in an effort to gain leverage in a particular territory.

UN-led peace talks in Kuwait move slowly and falteringly in an effort to establish agreements between the government and Houthi forces, which control the capital, Sana'a, and key cities and ports on Yemen's western border. On 18 March, the Yemeni government suspended participation in the talks until the Houthis withdraw from cities they have seized since 2014 and hand over weapons. A shaky ceasefire has remained in place for the past month, yet over a year of fighting has created a humanitarian catastrophe, as more than 21 million Yemenis are in need of some form of aid. Over 6,000 people had been killed since the beginning of coalition strikes; half were civilians, over 700 among them children.

In the absence of a diplomatic agreement, the situation remains highly volatile. Oil terminals, air and sea ports continue to be targets for strikes, and control over ports could change rapidly. Infrastructure and assets have been purposefully destroyed in an attempt to gain power or prevent the another faction from gaining control of an asset. Even in the event of a diplomatic compromise, the expansion of militants in the region

will likely take longer to address, and could continue to be a destabilising force in the nation and its surrounding territorial waters.

MS Risk advises extreme caution for vessels traveling through Bab Al Mandab, the Gulf of Aden and the Indian Ocean. 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.

- Port is Open
- Port is closed



Port Name	Port Status	Risk Level	Notes
Aden Port	Open	High	Only port to facilitate container vessels.
Ash Shihr Oil Terminal	Closed	Closed	
Balhaf LNG Terminal	Closed	Closed	
Hodeidah Port	Open	High	Capacity: 5 berths
Mokha Port	Open	High	No activity reported since August 2015
Mukalla Port	Open	High	Capacity: 2 berths
Ras Isa Marine Terminal	Closed	Closed	
Saleef Port	Open	High	Capacity: 2 berths

Procedure

THE FOLLOWING ADVICE IS CURRENT AS OF 19 MAY.

UNITED NATIONS INSPECTIONS:

The United Nations has begun to inspect all shipments to rebel-held ports in Yemen in a bid to boost commercial imports and enforce an arms embargo. The United Nations Verification and Inspection Mechanism (UNVIM) for the facilitation of commercial imports to Yemen, is in line with Security Council resolution 2216 (2015). **UNVIM is operational with immediate effect.**

Shipping companies or vessel owners shipping commercial goods or services to any port not under the direct control of the Government of Yemen (Salif, Mokha, Hodeidah and associated oil terminals) need to apply for permits upon departure of the port of origin of their cargo. The Yemen Ministry of Transport will no longer accept permits for those ports after 5 MAY 2016. All Yemen-based importers/traders who intend to import respective goods are required to submit this notification form. Vessels applying to go to ports under the control of the Government of Yemen (Aden and Mukalla) need to continue to apply through the Yemeni Ministry of Transportation. UNVIM applies only to commercial imports and bilateral assistance going to Yemeni ports outside of the authority of the Government of Yemen. This process is expected to have a minimal impact on shipping.

Companies calling at ports in Yemen are required to apply for permits from the United Nations Verification and Inspection Mechanism (UNVIM) upon departure the port of origin of their cargo. The Request for Clearance from the UNVIM can be found at <http://www.vimye.org/node/add/request-for-clearance>.

YEMENI MINISTRY OF TRANSPORT/SAUDI COALITION REQUIREMENTS:

Vessels calling Yemeni ports should first obtain entry permission from the Ministry of Transport through the ships agent and/or receivers prior to the vessel's arrival. The form should be completed by the ship's master and sent directly to the Ministry of Transport at Yemen.transport@gmail.com. In addition, vessels calling at Yemeni ports will only be allowed to enter Yemeni territorial waters following an inspection by the Saudi Arabian coalition forces.

In order to avoid lengthy delays in port entry, applications should be made 7 to 10 days prior to the vessel arriving at the port's anchorage. The form can be sent by the cargo receivers who should then follow up until the ship arrives outside Bab Al-Mandab.

Vessels calling at Yemeni ports will only be allowed for call and to enter to the Yemeni territorial waters only after being inspected by the naval forces of the Saudi Arabian coalition. Once the vessel arrives outside Bab Al-Mandab, the Master should call the naval forces of the Saudi Arabian coalition by VHF on channel 16 for the arrival registration and indicate his location which should ideally be 3 miles from Bab Al Mandab in order to obtain entry approval to the Yemeni territorial waters. Thereafter they will advise the ship's master on the anchor position until they provide final approval to enter the port. This procedure will not take more than 48 hours.

They do not conduct investigation with the crew; contact will be with the ship's master or Chief Officer about the cargo and documents. The Master should advise them that he is awaiting permission number and further instructions.

Once the vessel is allowed to enter Yemeni ports, the Master will be required to call once again to the port control by VHF on channel 14 or 16 for the arrival registration and thereafter he will be advised the anchor position until berthing prospects are confirmed by the Harbour master.

The following (notice of arrival) information is required by the coalition forces:

<ul style="list-style-type: none"> Name of vessel 	<ul style="list-style-type: none"> Call sign
<ul style="list-style-type: none"> IMO number 	<ul style="list-style-type: none"> Port of Registry
<ul style="list-style-type: none"> Type of vessel 	<ul style="list-style-type: none"> Number of crew members on board
<ul style="list-style-type: none"> Last port of call 	<ul style="list-style-type: none"> Next port of call
<ul style="list-style-type: none"> Nationality of crew and master 	<ul style="list-style-type: none"> Cargo (type and quantity)
<ul style="list-style-type: none"> Load Port 	<ul style="list-style-type: none"> Armed guards on board? If yes, nationality
<ul style="list-style-type: none"> Type and number of arms and ammunition 	

Coalition forces require AIS to be kept on at all times. The situation is subject to change and vessels should check frequently with local sources for any changes. However, power and communication outages ashore can make maintaining contact difficult.

Gulf of Guinea

Over the past week, pirate and maritime crime activity in the Gulf of Guinea remained at a high level. There was one late reporting of a boarding and five hostages from a previously reported kidnapping were released.

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 Boarding/Attack

- None reported during this period.

Vessels Boarded

- **11 May 2016 (Nigeria - Late Report)** – Seven robbers in a wooden boat approached an anchored product tanker, with one robber getting aboard the tanker near position 06:05 N – 001:15 E, Lome Anchorage. Alert crew noticed the robbers and informed the duty officer who in turn raised the alarm and mustered the crew. Upon hearing the alarm and seeing the crew's alertness, the robber escaped empty-handed with his accomplices. The Togolese Navy has been informed of the incident.

Kidnapping

- **26 March 2016 (Nigeria - Late Report)** – Pirates attacked the chemical tanker *SAMPATI* near position 04:20 N – 005:10 E, approximately 30 nautical miles from the Bayelsa coastline. The pirates ransacked the ship and kidnapped five crewmembers. **Update (9 May 2016)** – The five hostages were reportedly released.

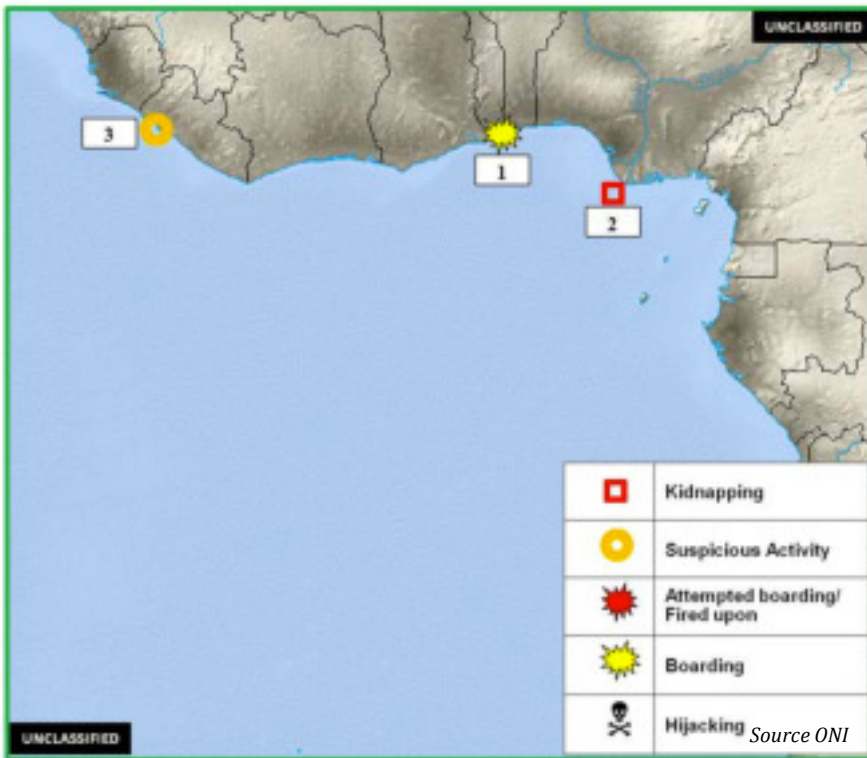
Suspicious Activity

- None reported during this period.

Other Activity

- **2 May 2016 (Liberia – Late Report)** - The tanker *TAMAYA* / washed ashore near Robertsport Beach in western Liberia. The vessel was abandoned, one of its lifeboats was missing and a large fire had swept through the ship. Its last positional report was on 22 April, near Dakar, Senegal. Authorities are conducting an investigation.

Incident Map



Maritime Reporting

- 18 May 2016** – On Wednesday, Italy’s ENI reported that unknown attackers have blown up its gas pipeline in the Niger Delta region in what is the latest in a string of attacks targeting oil and gas facilities in the region. Residents have reported that the attack occurred on Tuesday in Ogbembiri in Bayelsa state. According to Eric Omare, a spokesman for the Ijaw Youth Council, an umbrella organization of youth groups in the southern region, “it is not clear if it is connected to militant activities or ordinary vandals or people paid by contractors to do so so as to get repair contracts.” Meanwhile a spokesman for ENI has indicated that “sabotage” of the pipeline has affected 1,000 barrels of oil equivalent per day. In recent months, a wave of attacks in the Delta region has cut oil output to 1.4 million from 2.2 million barrels per day (bpd). A group calling itself the Niger Delta Avengers, which says it wants a greater share of oil profits and independence for the region, has claimed responsibility for several of the attacks.

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 possible fuel smuggling event were reported during this reporting 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.

Kidnapping

- 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.

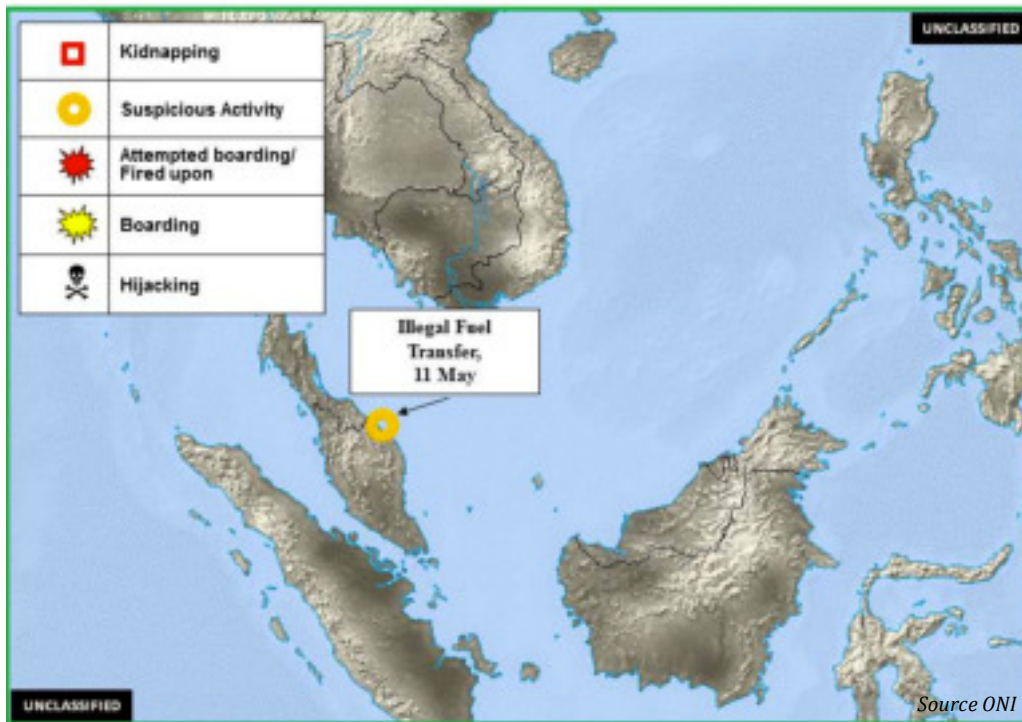
Suspicious Activity

- None reported during this period.

Other Activity

- **11 May (Malaysia – Late Report)** – Malaysian authorities detained a ship believed to be smuggling almost 7,000 litres of stolen diesel fuel near Semarak Canal. Fourteen crewmembers were arrested and are being held while the investigation continues. A search of the vessel also turned up a large amount of fresh squid being smuggled to another country for sale at a large profit.

Incident Map



Weather Forecast for Southeast Asia

- **Southern South China Sea:** Southeast winds of 5 – 10 knots and seas of 1 – 3 feet.
 - **Extended Forecast:** Variable winds of 5 – 10 knots and seas of 1 – 3 feet.
- **Malacca Strait:** Variable winds of 5 – 10 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.
 - **Extended Forecast:** Variable winds of 5 – 10 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:** Variable winds of 5 – 10 knots and seas of 1 – 3 feet.
 - **Extended Forecast:** West-northwest 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 – 2 knots.
- **Synoptic Discussion:** Fair weather and seasonal trade winds coupled with the Inter-Tropical Convergence Zone (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.

Special Report: Review of Piracy & Armed Robbery Against Ships in Asia (April 2016)

Number of Incidents Reported in April

During the month of April 2016, there were a total of ten incidents of piracy and armed robbery against ships that were reported in waters off Asia. Of these incidents, nine were actual incidents of armed robbery and one was an attempted incident. There were seven incidents, which were petty theft in nature and which involved perpetrators who were not armed and who escaped immediately after being spotted by the crew. There were two incidents, which involved the abduction of crewmembers from tugboats in waters off east Sabah and southern Philippines. During this period, there were no incidents involving the hijacking of tankers for theft of oil cargo, a situation that has continued since September 2015.

Between January and April 2016, there have been a total of 25 incidents of piracy and armed robbery against vessels reported in waters off Asia. This effectively accounts for a decline of 61% in the number of incidents compared to the same reporting period in 2015, when 64 incidents were recorded.

Location of Incidents

Of the ten incidents that were reported during the month of April, six occurred on board vessels while anchored. Of these incidents, five occurred at ports and anchorages in Indonesia – Samarinda, Jakarta, Semarang, Belawan and Pulau Batam – while one occurred on board a vessel that was anchored in the South China Sea.

The remaining four incidents occurred on board vessels while underway. These incidents were recorded off Pulau Bintan, Indonesia; one off East Sabah, Malaysia; one in waters of southern Philippines and one in the Straits of Malacca and Singapore (SOMS).

POSH VIKING Incident (6 April 2016)

On 6 April, at or about 1106 hrs, Cayman Islands-registered tug boat, *POSH VIKING*, which was towing a Norwegian buoy that was tied to the stern of barge, *M3319*, was underway in the westbound lane of the Traffic Separation Scheme (TSS) of the Singapore Strait. At about 4.2 nautical miles northeast of Nongsa Point, Batam, crewmembers noticed two perpetrators in a small wooden boat making off with the Norwegian buoy and heading towards the direction of Pulau Batam. The crew reported the incident to Singapore's Port Operation Control Centre (POCC). Indonesian and Malaysian authorities were also notified. On 7 April, at or about 0730 hrs, Indonesia's West Fleet Quick Response (WFQR) team arrested the perpetrators and recovered the stolen buoy at Kampung Agas, Pulau Batam.

Abduction of Crewmembers from Tug Boats

During the month of April there were two incidents of abduction of crewmembers which were recorded by the Philippine Coast Guard (PCG). The incidents occurred on board the Malaysia-registered *MASSIVE 6* on 1 April and Indonesia-registered *HENRY* on 15 April.

Incident Involving MASSIVE 6

On 1 April, at or about 1800 hrs, *MASSIVE 6*, which had nine crewmembers on board, was underway from Manila, Philippines to Tawau, Sabah for bunkering when eight perpetrators, who were armed with firearms, boarded the tugboat between 1815 hrs and 1840 hrs in the vicinity about 27 nautical miles southeast of Semporna, Sabah. According to the crewmembers on board the vessel, the perpetrators, who allegedly spoke Tagalog and English, abducted four of the crew in their speedboat and taking also mobile phones and laptops. The abducted crewmembers were all Malaysian nationals. The shipping company managed to establish contact with the remaining crewmembers on or at about 2000 hrs on 1 April, and the incident was reported to the Malaysian Maritime Enforcement Agency (MMEA), as well as to the Philippine authorities. The remaining five crewmembers on board the vessel continued their voyage to Tawau, Sabah, with the vessel escorted by a MMEA ship.

Incident Involving HENRY

On 15 April, at or about 1700 hrs, *HENRY* was underway at approximately 25 nautical miles southwest of Sitangkai island, Philippines, when five perpetrators armed with firearms boarded the tugboat. One of the crewmembers on board the vessel was injured during a shoot-out, which erupted between the perpetrators, who claimed to be members of the Abu Sayyaf Group (ASG), and the Malaysian Marine Police. The injured crewmember was later treated at a local hospital in Sabah and his condition was reported stable. The perpetrators escaped with four abducted crewmembers. The remaining five crewmembers continued with their voyage.

Action by the Littoral States

In order to prevent such incidents from recurring again, the Malaysian Government has imposed a temporary ban on the trade route between Sabah and the southern Philippines until a comprehensive plan has been put in place in order to ensure the safety and security of crewmembers. Furthermore, the Malaysian Marine Police has deployed boats along with ships from the MMEA and the RMN in order to enforce this ban. Officials have disclosed that authorities from the Philippines and Malaysia have been scheduled to meet in order to discuss measures on how to address the recent incidents that have been occurring at the border. The Indonesian military has called for joint maritime patrols with the Philippines and Malaysia. Furthermore, Indonesia has reportedly dispatched two warships to the area. Indonesian President Joko Widodo has also called upon Indonesian, Malaysian and Philippine officials to look into possible joint patrols in order to secure their maritime routes in the seas around southern Philippines and Sabah. Malaysian Defense Minister Hishammuddin Hussein has disclosed that other states in the area could also be included as “observers” in patrolling the Sulu Sea area while Malaysia, the Philippines, Brunei and Indonesia work on trying to resolve this new piracy issue.

Conclusion

While during this reporting period, the situation of piracy and armed robbery against vessels transiting waters off Asia has continued to improve, with no incidents involving the hijacking of tankers for theft of oil cargo being reported since September 2015, two incidents involving the abduction of crewmembers for ransom in the waters of east Sabah and southern Philippines has increased concerns amongst both officials in the region and the shipping community. MS Risk continues to advise all vessels transiting this region that

there is no room for complacency. We advise vessels to be on high alert particularly at certain ports and anchorages in the region as well as in regards to the ongoing situation in the waters off east Sabah and southern Philippines.

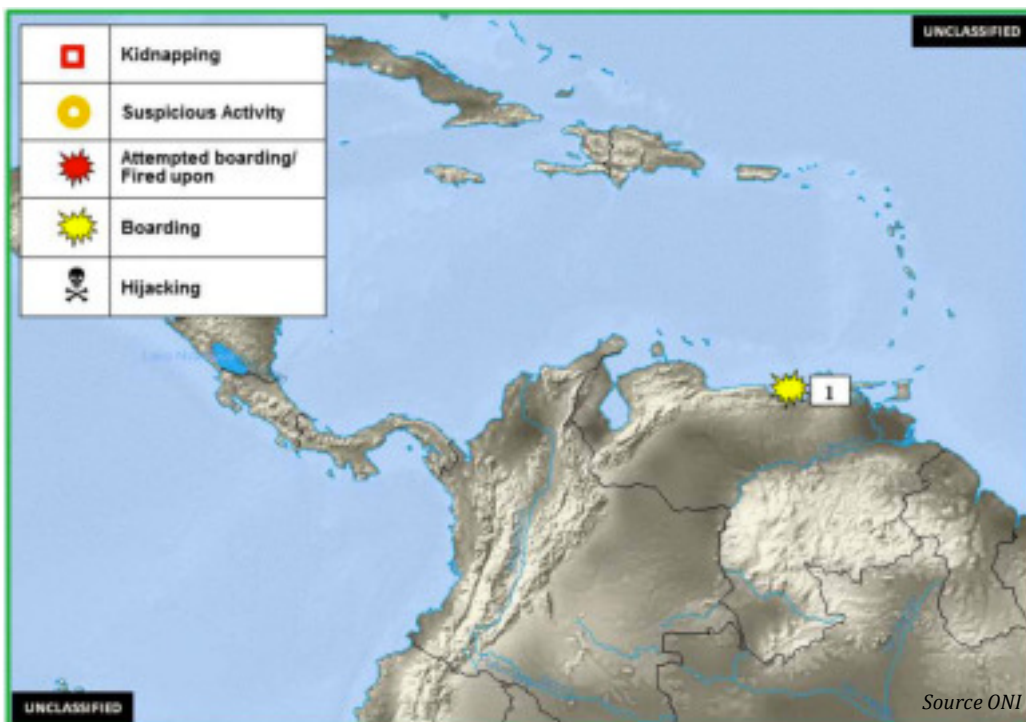
Worldwide

North America

No current incidents to report

Central America/Caribbean/South America

1. **12 May 2016 (Venezuela – Late Report)** – Four robbers armed with steel pipes boarded an anchored LPG tanker near position 10:11 N – 064:47 W, Puerto Jose Anchorage. Duty crewman on routine rounds noticed the robber and raised the alarm. Upon seeing the crew’s alertness, the robbers escaped. A search of the vessel was carried out by the crewmembers. Ship’s stores were reported stolen. The incident was reported to VTS.



Atlantic Ocean Area

No current incidents to report

Northern Europe/Baltic

No current incidents to report

Mediterranean/Black Sea

1. **19 May 2016 (Mediterranean)** – EgyptAir Flight MS804 vanished from radar screens at 0045 UTC, approximately 16 kilometres inside Egyptian airspace. The flight was en route from Paris Charles de Gaulle (CDG) airport to Cairo with 56 passengers and ten crewmembers, including two cockpit crew, five cabin crew and three security personnel. The passengers included 30 Egyptian, 15 French, two Iraqi nationals and one national from each of the following countries: Algeria, Belgium, Canada, Chad, Kuwait, Portugal, Saudi Arabia, Sudan and the United Kingdom. Egyptian aviation officials have confirmed that the wreckage of the plane has been found near the Greek Island of Karpathos, adding that the plane crashed into the Mediterranean Sea approximately 209 kilometres off Karpathos. An investigation into the incident is currently ongoing however US officials have indicated that this could have been a terrorist attack, though they have noted that for the moment there is no evidence to confirm this. During a televised press conference on Thursday, Egyptian Minister of Civil Aviation conceded that terrorism was “a more likely cause than technical failure.” International media outlets have quoted air traffic controllers as reporting that when communicating with the flight’s crew, they had received no indication of any problem as the plane passed out of Greek airspace around 0000 UTC. The aircraft, which was expected to arrive at Cairo airport at 0130 UTC, lost radar contact at around 0030 UTC. A statement released by EgyptAir indicated that the plane’s emergency devices – possibly an emergency transmitter, sent a signal that was received at 0326 UTC, two hours after the plane lost contact. Furthermore, Greek Defense Minister Panos Kammenos has disclosed that the aircraft “made sudden swerves” at 37,000 feet, noting that the swerves were 90 degrees right followed by 360 degrees left and that the plane then “plunged sharply” before it disappeared from the radar. As the operation in the Mediterranean continues, Egyptian and French authorities are likely to exercise particular caution in their assessment over the cause of the incident. If the disappearance is confirmed to be terrorism-related, the impact on Egypt’s tourism and aviation industry is likely to be significant. On 29 March, an EgyptAir plane was hijacked and diverted to Cyprus by a man described by authorities in Cyprus as “psychologically unstable.” The incident renewed concerns about airport security in Egypt and came months after a bomb exploded on Russian passenger plane transiting over the Sinai Peninsula. The so-called Islamic State (IS) claimed responsibility for the attack. Furthermore, this will also result in severe criticism for the security level in France, particularly with the fact that the country is currently under a state of emergency, which has been in place in the wake of the November 2015 attacks in Paris and which was extended on 19 May until July. MS Risk advises all travellers travelling to and from Cairo airport that they could face delays due to enhanced security procedures and the ongoing investigation into the disappearance of flight MS804. Security measures at the airport in Paris have also likely been increased. Crisis centres have been set up at Terminal 1 Paris CDG airport and at Cairo International airport. **Update (20 May)** – While officials initially reported on Thursday that debris of EgyptAir flight MS804 was found, hours later they announced that the debris was unrelated to the flight. On Friday however, Egyptian officials confirmed that debris from the missing flight has been found floating in the Mediterranean, with Egypt’s army spokesman stating that wreckage and passenger belongings were found 290 kilometres (180 miles) from Alexandria. Greek Defense Minister Panos Kammenos has disclosed that the items were found slightly to the south of where

the plane disappeared from radars on Thursday. The search is now focused on finding the plane's flight recorders. While Egyptian officials have stated that the plane was more likely to have been brought down by a terrorist act than a technical fault, on Friday morning French Foreign Minister Jean-Marc Ayrault stated that there has been "absolutely no indication" so far as to why the plane came down. Three investigators from the French air accident investigation bureau, along with a technical adviser from Airbus, have joined the Egyptian inquiry. Meanwhile in France, the focus is on whether a possible breach of security occurred at Paris Charles de Gaulle airport. **Update (22 May)** – On Sunday, Egyptian President Abdel Fattah al-Sisi disclosed that no theory was being favoured on why EgyptAir MS804 plunged into the Mediterranean, adding that Egypt was using a submarine in order to locate the black boxes. While Egypt's aviation minister had previously disclosed that terrorism was more likely than technical failure, during a televised address, President Sisi stated that "all the theories are possible...There is no particular theory we can affirm right now." French investigators reported over the weekend that the jet sent a series of warnings indicating that smoke had been detected on board, shortly before it disappeared off radar screens. A spokesman for France's BEA air accident investigation agency stated that the signals did not indicate what caused the smoke or fire on board the plane, which plunged into the sea with 66 people on board as it was heading from Paris to Cairo.



Migration

- **18 May 2016** – Italy has indicated that it is making headway in its bid to persuade African countries to help close migrant routes to Europe and take back some of those arriving via Libya in exchange for

increased aid and investment. Ministers from more than forty African states attended talks in Rome on Wednesday, where they voiced strong backing for one of the central elements of the Italian plan – the stabilisation of Libya. However long-standing concerns about the creation of a “fortress Europe” were also aired during the talks. Italy is on the frontline of a wave of migrant arrivals from North Africa. Since the start of 2014, more than 350,000 people have reached its shores, spurring efforts to find a long-term solution. On Wednesday, Italian Foreign Minister Paolo Gentiloni stated that Rome’s “migration compact” proposals had been given a “very favourable” reception at the first of what is to become a regularly, bi-annual Italy-Africa Summit. He indicated that Rome wanted its migration plan approved at a summit of EU leaders in Brussels next month and the first pilot projects launched “without delay.” Senegal’s Foreign Minister Mankeur N’Diaye however has warned that the EU could not simply slam the door shut without doing huge damage to economies that are dependent on the remittances of migrant workers. N’Diaye disclosed that “we have many young people who head to Libya, from Niger, and are ready to try their chance on people smugglers’ boats,” adding, “we have to fight illegal immigration but we also have to create new avenues for regular, legal migration. The support that migrants bring to our development is extraordinary.” Chad, which currently holds the African Union’s (AU) rotating presidency, welcomed moves earlier this week to arm Libyan Prime Minister Fayez al-Sarraj’s fledgling administration, with Foreign Minister Moussa Faki Mahamat stating, “the situation in Libya deserves to have our full attention. This country is on its way to becoming a haven for terrorism.’ The minister further praised the “courageous decisions” taken earlier this week in Vienna, where a 25-nation coalition assembled by the US and Italy agreed to exempt the Government of National Accord (GNA) from a UN arms embargo on Libya in a bid to enable it to combat the so-called Islamic State (IS) group. The embargo was imposed to stem fighting in a country that has been rife with conflict since the 2011 uprising, which led to the overthrow and killing of Moamer Kadhafi. Under the plan, the EU would offer African countries substantially increased aid and investment in return for them improving border controls to make it harder for migrants to reach the southern shores of the Mediterranean and to accept the repatriation of those who make it to Europe but who are judged to have no right to stay. The pact also envisages an increase in legal migration opportunities for Africans wanting to start new lives in Europe and incentives for African states to establish their own reception centres and absorption procedures for asylum seekers from elsewhere in the region. During a summit last year in the Maltese capital Valletta, EU leaders agreed with their African counterparts to set up a 1.8-billion-euro trust fund to help finance some of these objectives. The amount however was attacked by aid agencies and African government as a drop in the ocean when set against what needs to be done in order to address the root causes of migration from Africa. Italy also agrees with that view, with Gentiloni’s deputy, Mario Giro, disclosing that “the Valletta money was far too little. We have to talk about big investment and in exchange for that, we (the EU and Africa) work together to manage migration flows and the security aspect.” Giro further disclosed that Italian Prime Minister Matteo Renzi and German Chancellor Angela Merkel had recently discussed creating a 10-billion-euro investment fund for Africa. Germany has made it clear however that it will not go along with one of the elements of Italy’s plan, and that is the issuing of EU-African bonds to finance it. Proposals to increase legal migration from African are also likely to encounter opposition within the EU.

- **17 May 2016** – International crime-fighting agencies Interpol and Europol reported on Tuesday that people smugglers have made over US \$5 billion from the wave of migration into southern Europe last year. A report released by the two agencies disclosed that nine out of ten migrants and refugees who entered the European Union (EU) in 2015 relied on “facilitation services,” which comprised of mainly loose networks of criminals along the routes, noting that the proportion was likely to be even higher this year. The report further indicated that about 1 million migrants entered the EU in 2015, adding that most paid between 3,000 – 6,000 euros (US \$3,400 - \$6,800), so the average turnover was likely to be between US \$5 billion and US \$6 billion. According to the report, to launcher the money and integrate it into the

legitimate economy, couriers carried large amounts of cash over borders while smugglers ran their proceeds through car dealerships, grocery stores, restaurants or transport companies. Furthermore, while the main organizers came from the same countries as the migrants, they often had EU residence permits or passports. The report states that “the basic structure of migrant smuggling networks includes leaders who coordinate activities along a given route, organizers who manage activities locally through personal contacts, and opportunistic low-level facilitators who mostly assist organizers and may assist in recruitment activities.” The report added that corrupt officials may let vehicles through border checks or release ships for bribes, as there was so much money in the trafficking trade. About 250 smuggling “hotspots,” often at railway stations, airports or coach stations, have been identified along the routes, in which of these 170 were inside the EU while 80 were located outside. The reports authors however found no evidence of fighting between criminal groups, noting however that larger criminal networks slowly took over smaller opportunistic ones, effectively leading to an oligopoly. Last year, the vast majority of migrants opted to take risky boat trips across the Mediterranean from Turkey or Libya, and then travelling on by road. The report states that around 800,000 were still in Libya waiting to travel to the EU, noting however that increasing border controls effectively mean that air travel is likely to become more attractive, with fraudulent documents rented out to migrants and then taken back by an accompanying facilitator. The report also indicates that migrant smuggling routes could be used to smuggle drugs or guns, adding that there is a growing concern that radicalized foreign fighters could also use these routes in order to enter the EU. The report however adds that there currently is no concrete data yet to suggest that militant groups consistently relied on or cooperated with organized crime groups.

- On Tuesday, prosecutors in Italy demanded that the man whom they say captained a migrant boat that sank killing up to 800 people be sentenced to 18 years in prison on charges of manslaughter and international people smuggling. According to officials, only 28 people survived the disaster, which occurred in April 2015, adding that hundreds of bodies remain trapped in the hull of the sunken fishing boat, which the Italian navy is trying to raise. Officials have disclosed that 118 bodies have already been collected from the sea floor. On Tuesday, Sicilian prosecutors Andrea Bonomo and Rocco Liguori urged a judge in the Catania court to convict 27-year-old Mohammed Ali Malek. According to Ali Malek’s lawyer, Massimo Ferrante, the Tunisian says that he was not the boat’s captain and paid for passage just like everyone else. Prosecutors are also seeking a six-year prison term for 25-year-old Syrian Mahmud Bikhit who, according to survivors, was Ali Malek’s cabin boy. Bikhit however has also denied any wrongdoing. Prosecutors have disclosed that Ali Malek mishandled the grossly overloaded fishing boat, which left from Darabil, Libya, and which was carrying men, women and children from Algeria, Somalia, Egypt, Senegal, Mali, Bangladesh, Ghana and Zambia. According to prosecutors, Ali Malek caused the boat to collide with a Portuguese merchant vessel that was coming to its aid, adding that as the passengers rushed away from the side of the boat, which had struck the merchant ship, the vessel capsized and sank within minutes. The defense will present its arguments in hearings that have been scheduled for 19 July and 4 October. Outrage over the incident prompted European Union (EU) leaders to increase its own search-and-rescue mission in the Mediterranean just days after the boat sank. According to the International Organization for Migration (IOM), over the past two years, more than 320,000 boat migrants have arrived on Italian shores, adding that an estimated 7,000 died in the Mediterranean as they sought to reach Europe.

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 22 May 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

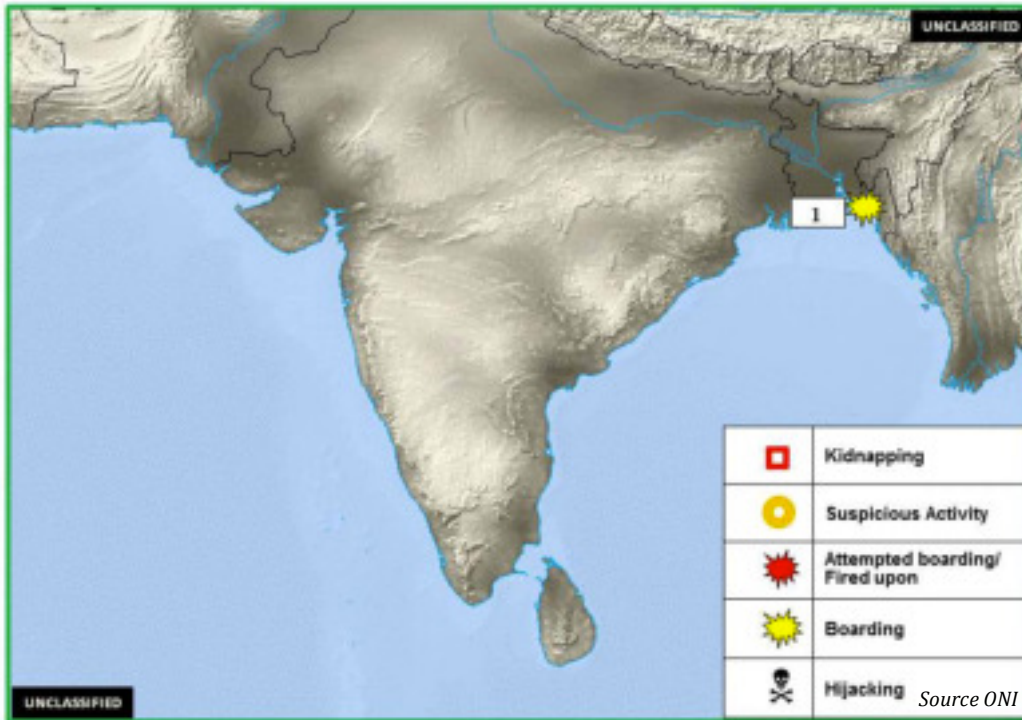
No current incidents to report

Arabian Gulf

No current incidents to report

East Asia/Indian Subcontinent

1. **15 May 2016 (Bangladesh - Late Report)** – Seven robbers in a small boat came alongside and attempted to board an anchored container ship near position 22:06 N – 091:45 E, Chittagong ‘C’ Anchorage. Alert crew noticed the robbers and informed the duty officer who in turn raised the alarm, sounded ship’s whistle and mustered the crew. Upon hearing the alarm and seeing the crew’s alertness, the robbers aborted the attempted boarding and escaped.



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.

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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:

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 - Risk assessments and intelligence reporting
 - Planning and management
 - Due diligence and investigations.
- Project Management
 - Interim security
 - Training
 - Special assignments
- Crisis Response
 - Crisis management
 - Business continuity management
 - Hostile operations support to commercial interests
- Virtual Security Director service for clients lacking a full time security executive.

References are always available.

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