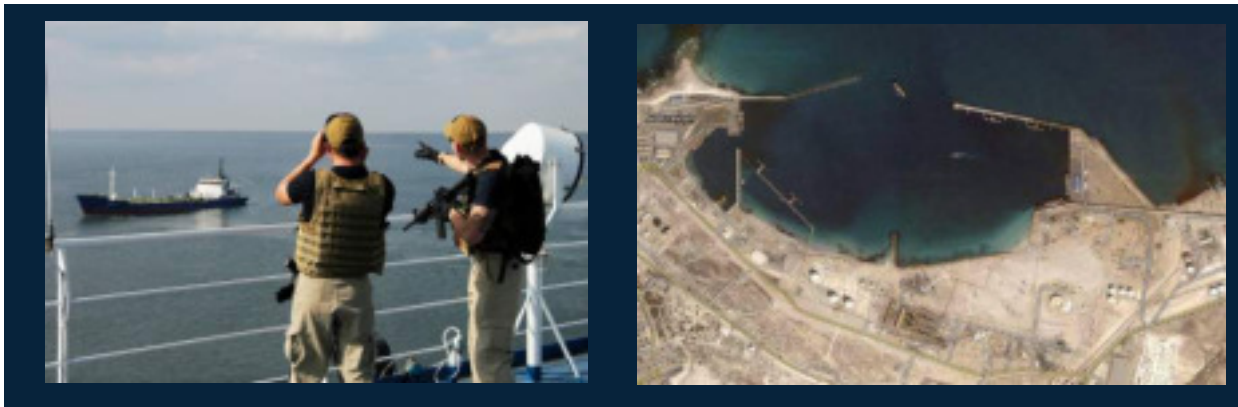




Maritime Security Review

30 May 2016

Issue No. 21



MS | RISK

23 - 29 May
2016

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Summary

List of Incidents at Sea for this Reporting Period

Main Regions

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

Gulf of Guinea: No incidents reported during this period

Southeast Asia: Four late reported incidents during this period

Worldwide

North America: No current incidents to report

Central America/Caribbean/South America: One incident and two late reported incidents

Atlantic Ocean Area: No current incidents to report

Northern Europe/Baltic: No current incidents to report

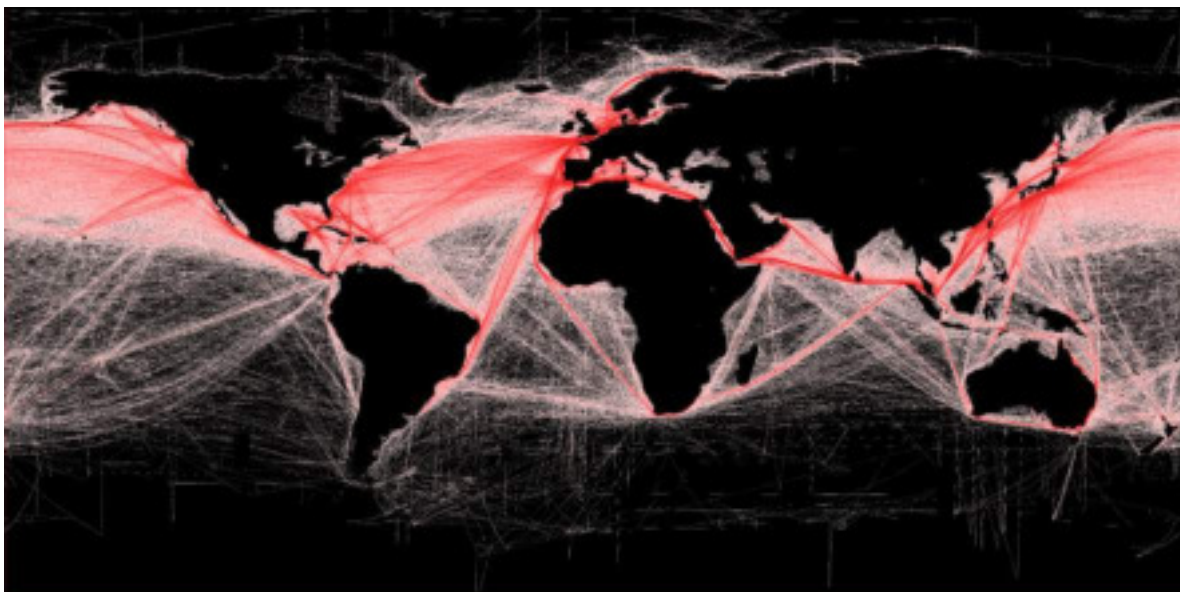
Mediterranean/Black Sea: Update on the migration situation

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.

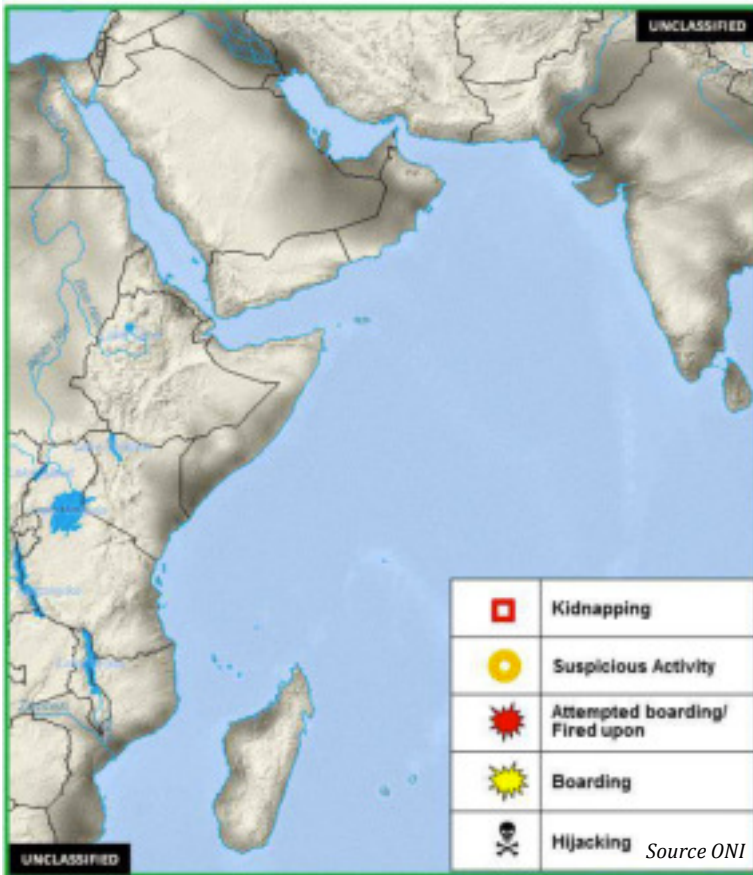
Suspicious Activity

- None reported during this period.

Other Activity

- None reported during this period.

Incident Map

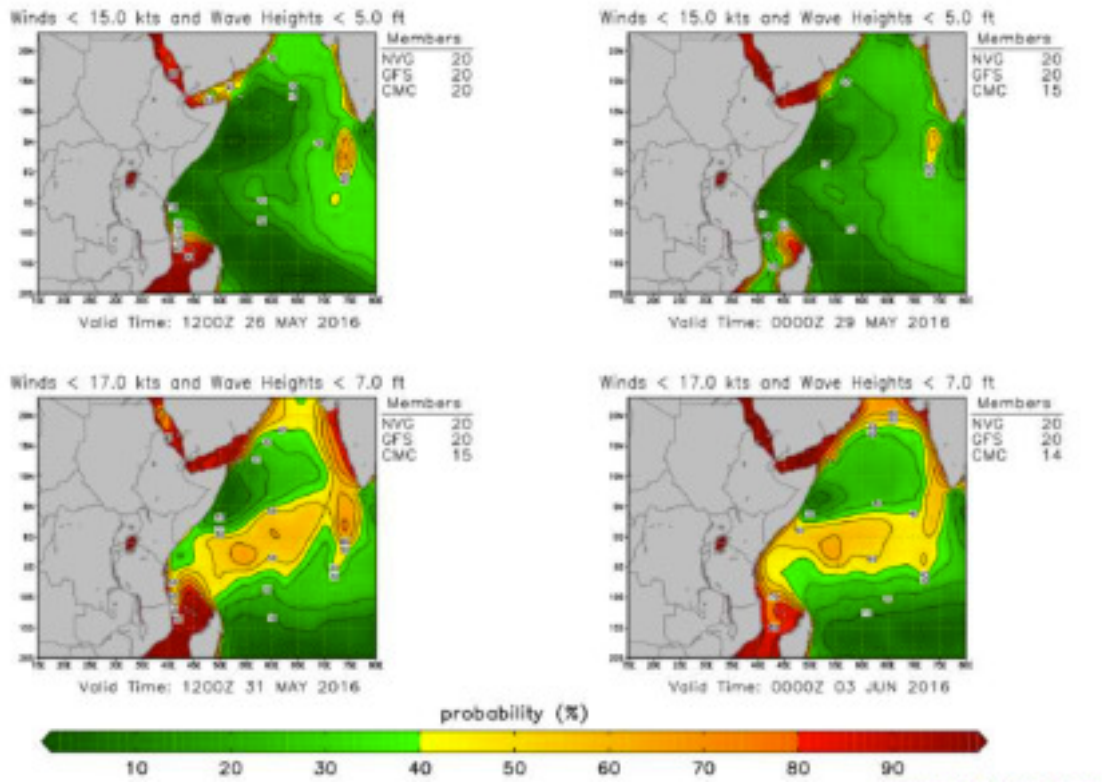


Maritime Reporting

- None reported during this period.

Weather Forecast for Gulf of Aden/Arabian Sea

- **Northern Arabian Sea:** South-southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 5 – 7 feet.
 - **Extended Forecast:** South-southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 5 – 7 feet.
- **Gulf of Oman:** Variable winds of 5 – 10 knots, and seas of 1 – 3 feet, in the western section of the Gulf; in the eastern section of the Gulf, winds will be south-southeasterly at 5 – 10 knots, gusting to 15 knots, with seas of 3 – 5 feet.
 - **Extended Forecast:** Westerly winds of 5 – 10 knots, gusting to 15 knots, and seas 2 – 4 feet in the western section of the Gulf; with south-southeast 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 southwest winds of 10 – 15 knots and seas of 2 – 4 feet in the eastern section of the Gulf.
 - **Extended Forecast:** East-southeast winds of 15 – 20 knots, gusting to 25 knots, and seas of 2 – 4 feet in the western section of the Gulf; with southeast winds of 20 – 25 knots, gusting to 30 knots, and seas of 2 – 4 feet in the eastern section of the Gulf.
- **Somali Coast:** Southwest winds of 25 – 30 knots, gusting to 35 knots, and seas of 8 – 10 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 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 3 – 5 feet in the northern Channel; with southeast winds of 15 – 20 knots and seas of 7 – 9 feet in the southern Channel.
 - **Extended Forecast:** Southerly winds of 20 – 25 knots and seas of 4 – 6 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 low level. There were no incidents reported during this period.

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

- None reported during this period.

Kidnapping

- None reported during this period.

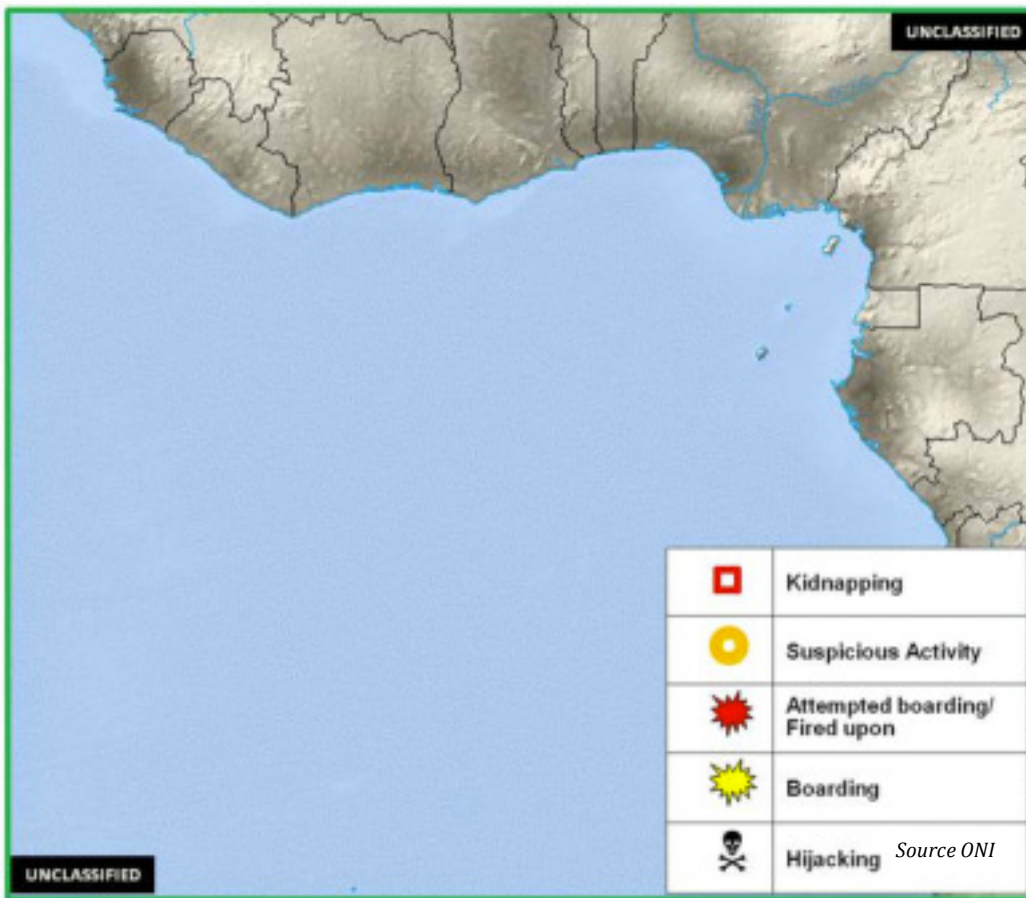
Suspicious Activity

- None reported during this period.

Other Activity

- None reported during this period.

Incident Map



Maritime Reporting

- 27 May 2016** - On Friday a community leader disclosed that militants attacked crude oil and gas pipelines operated by the country’s state oil firm in the Niger Delta, in an attack that has been claimed by the Niger Delta Avengers, which has been targeting energy facilities for weeks. According to Eric Omare, spokesman for the Ijaw Youth Council, which represents one of the largest ethnic groups in the vast delta region in southern Nigeria, “another crude pipeline was attacked yester Thursday night near Batan oil field in Warri,” adding “there were two simultaneous attacks on (state oil firm) PPMC and NNPC pipelines,” referring to the marketing arm of the NNPC. The militant group later tweeted that they had blown up a gas and crude pipeline located near the town of Warri that was protected by soldiers and operated by the Nigerian National Petroleum Corporation (NNPC). The group claimed on the same platform an attack on Chevron’s main power
- 25 May 2016** - The governor of a state in the Niger Delta region has disclosed that the federal government should act with caution in the area, where militants have been blowing up oil and gas pipelines, as a military approach will not calm the situation. In a statement released on Wednesday, Bayelsa state governor Henry Dickson disclosed, just a day after meeting executives from oil majors, that “the way

forward is for all stakeholders to discuss the issues and the need for the federal government to tread with caution and not adopt a military approach as a means to solve the problem,” adding, “no one person can protect the assets in the remote areas of the region. I, therefore, call on those involved in this act of criminality and brigandage to stop forthwith.” The meeting was also attended by security agencies. President Muhammadu Buhari has heightened the military presence in the oil-rich southern region of the country where attacks over the past few weeks, which have mostly been claimed by a group calling itself the Niger Delta Avengers, have driven the country’s oil output to a more than 20-year low.

- Late on Wednesday, a militant group, calling itself the Niger Delta Avengers, stated that it had blown up Chevron’s facility’s main electricity feed. A company source has disclosed that “all activities in Chevron are grounded” onshore while oil industry sources have reported that roughly 90,000 barrels per day (bpd) of Escravos were gone due to the latest attack and another on Chevron’s offshore facilities, which occurred earlier this month. Planned Escravos exports in the first half of this year averaged 167,000 bpd.
- **23 May 2016** - According to the Nigeria Security and Civil Defense Corps (NSDC), a crude oil pipeline in the country’s southern state of Bayelsa operated by the local subsidiary of Italy’s ENI was attacked on Sunday. Desmond Agu, a spokesman for the NSDC, which is a government agency, has disclosed that the Agip pipeline was attacked in the early hours of Sunday, around 12:30 AM (2330 GMT Saturday). He stated that “a gang of armed youths...vandalized pipeline along Azuzuama axis of the Tebidaba-Brass pipeline with dynamite and ignited fire on the line,” adding that one of the suspected attackers has been arrested. The attack comes just after Nigerian President Muhammadu Buhari announced that he had heightened the military presence in the Niger Delta region, where attacks over the past few weeks have driven the country’s oil output to a more than 20-year low.

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 were four late reported incidents during this period.

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

At Sea

Hijacks

- None reported during this period.

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

- **21 May (Indonesia – Late Report)** – Six robbers in a skiff approached and came alongside an anchored tug near position 01:10 N – 103:58 E, Batam Anchorage. Four robbers wearing ski masks managed to board the vessel. Duty watchman noticed the robbers and informed the duty officer on the bridge who raised the alarm and mustered the crewmembers. Upon hearing the alarm and seeing the crew's alertness, the robbers escaped. Nothing was reported stolen.
- **18 May (Malaysia – Late Report)** – A robber boarded an anchored bulk carrier unnoticed near position 00:14 S – 117:34 E, Samarinda Anchorage. The robber was able to steal the vessel's properties and escape unseen. The incident was noticed later by the crew during routine rounds.
- **16 April (Malaysia – Late Report)** – Five robbers boarded an anchored pipe-laying barge near position 01:23 N – 104:28 E, 10 nautical miles east of Pulau Lima, Johor. The robbers tried to communicate with the duty crewman in their local dialect. One of the persons was armed with a metal rod. The duty crewman did not respond and the persons walked towards the stern. The duty crewman retreated and informed the duty officer who in turn raised the alarm, made PA announcement and mustered the crew. A search was carried out throughout the vessel. No unauthorized persons located and nothing was reported stolen.

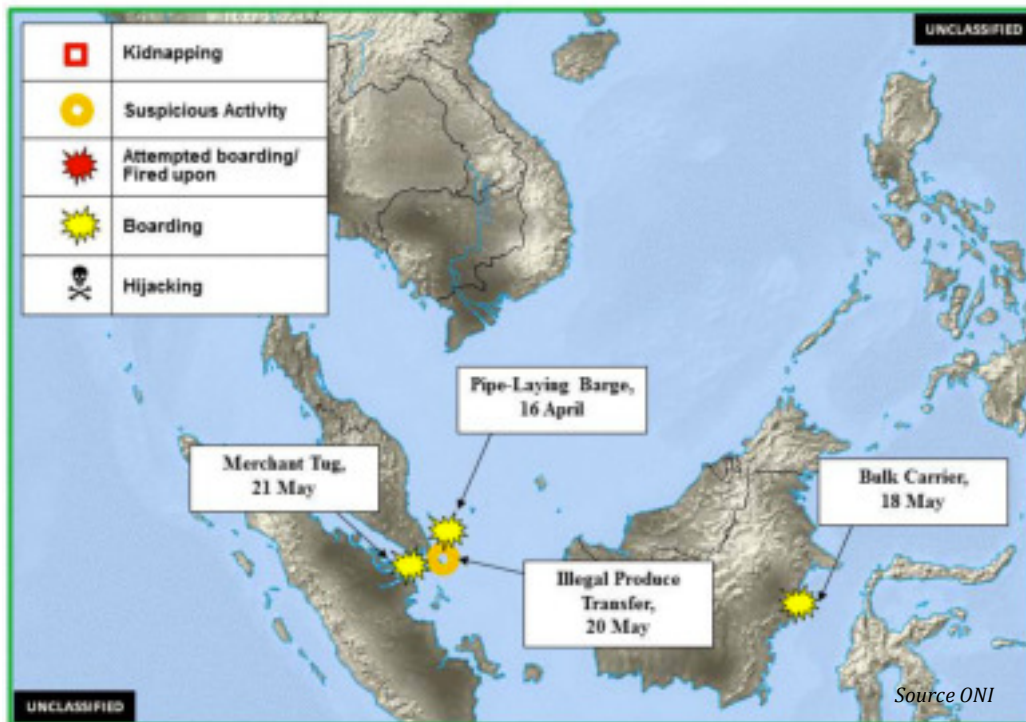
Suspicious Activity

- None reported during this period.

Other Activity

- **20 May (Indonesia – Late Report)** – An Indonesian Navy patrol boat on routine patrol inspected a small cargo vessel near Nongsa, Batam. Eight tons of smuggled onions, garlic, and other produce, along with a freezer, were found during the search.

Incident Map



Weather Forecast for Southeast Asia

- **Southern South China Sea:** Southerly winds of 10 – 15 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, gusting to 15 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, gusting to 15 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:** Westerly winds of 30 – 35 knots, gusting to 40 knots, and seas of 8 – 10 feet.
 - **Extended Forecast:** West-southwest winds of 30 – 35 – knots, gusting to 40 knots, and seas of 8 – 10 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. Expect higher than normal seas states in the Andaman Sea and northern Malacca Strait over the forecast period due to the influence of Tropical Cyclone.

Worldwide

North America

No current incidents to report

Central America/Caribbean/South America

1. **24 May 2016 (Venezuela)** – Venezuelan Coast Guard officers arrested the tanker *HYPERION* at Bachaquero. The ship was alleged to have been carrying 30 more tons of oil than listed on the manifest.
2. **12 May 2016 (Panama – Late Report)** – Three robbers boarded a sailing yacht anchored one mile up from the mouth of Rio Chagres. They managed to kick a door open to gain access and then ransacked the boat, stealing personal valuables and cash.
3. **7 May 2016 (St Lucia – Late Report)** – Robbers boarded a sailing yacht anchored in Marigot Bay. The robbers stole cash from a suitcase and escaped.



Source ONI

Atlantic Ocean Area

No current incidents to report

Northern Europe/Baltic

No current incidents to report

Mediterranean/Black Sea

1. **27 May 2016 (Mediterranean)** – Over a week after EgyptAir flight MS804 disappeared off the radar in the Mediterranean, the search continues for the crash site. While operations in the area have so far recovered debris from the plane, including seats and life vests, and body parts have also been recovered, the search continues for the plane and its so-called black box flight data and voice recorders. The

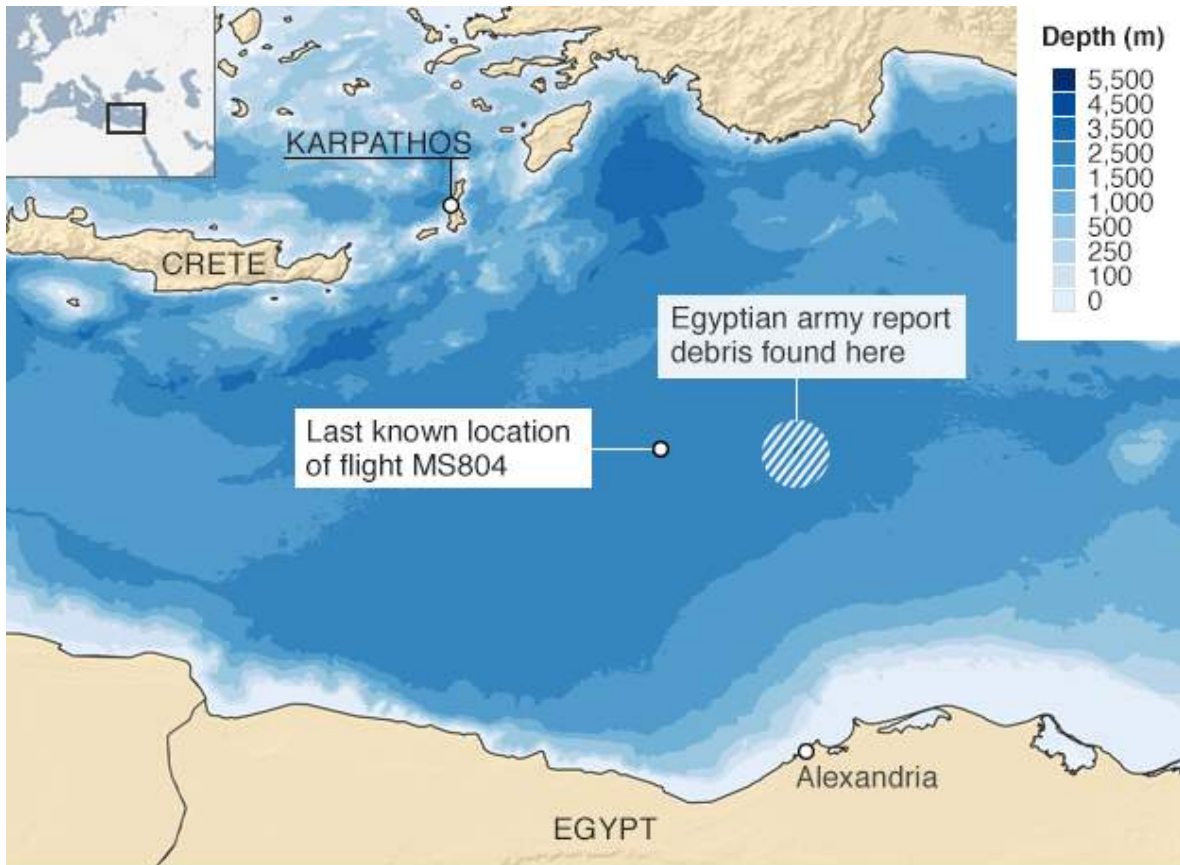
debris has been recovered some 290 kilometres (180 miles) north of the Egyptian port city of Alexandria.

Egyptian officials have disclosed that the search has been narrowed to about 5 kilometres (3.1 miles) in the Mediterranean, adding that this is based on a signal from the plane's emergency beacon. Experts say that the search could take up to a month as ridges on the ocean floor could block signals from the flight recorders and also interfere with sonar



from vessels searching for the wreckage. Egyptian officials also continue to state that all scenarios are possible. So far, no terrorist group has claimed responsibility for the incident. Last week, Greece's defense minister reported that after leaving Greek airspace and before it disappeared from Greek radar, the plane abruptly turned 90 degrees left and then 360 degrees to the right, dropping from 11,300 m (37,000 ft.) to 4,600 m (15,000 ft.) and then 3,000 m (10,000 ft.). Officials have also reported that the plane sent a series of warnings indicating that smoke had been detected on board three minutes before the plane disappeared. An Egyptian aviation official however has denied that the plane had deviated from its route and that there had been reports of smoke. Sources from Egypt's investigation team disclosed on Friday that no emergency signals had been detected from the plane since the day it disappeared. The EgyptAir Airbus A320 was flying overnight from Paris to Cairo when it crashed into the eastern Mediterranean Sea early on Thursday 19 May. There were 66 people on board the plane: 30 Egyptians,

15 French citizens, two Iraqis, two Canadians, and citizens from Algeria, Belgium, Britain, Chad, Portugal, Saudi Arabia and Sudan. There were seven crewmembers and three security staff members on board.



Source: Flightradar24, Egyptian army, NOAA/GEBCO/Scripps and Walter H F Smith at NOAA

BBC

Migration

- 27 May 2016** – Italian rescuers have reported that dozens of migrants were missing on Friday after an overloaded fishing boat sank off the coast of Libya in what is the third major tragedy to take place in the Mediterranean in as many days. According to officials, Italian coastguards sent in rescue ships after a call for help that spoke of 350 people in the water, while the Italian navy has reported that it saved 130 people and is still searching for others. The coastguard, which coordinates rescue operations in the area, has not provided any further information in regards to the latest incident, however it has indicated that about 1,900 people were saved on Friday from sixteen vessels in distress, adding to an estimated 10,000 people already rescued near the Libyan coast in the past four days.
- 26 May 2016** – According to an Italian coastguard spokesman, on Thursday a migrant boat capsized in the Mediterranean, with 88 people rescued. Ansa news agency is reporting that between 20 and 30 people are feared dead. The coastguard however has declined to estimate how many may have died, with the

spokesman stating, “we don’t know how many people were on board.” An aircraft from the European Union’s (EU) Sophia mission to fight people smuggling spotted the overturned vessel and called in the coastguard to assist in the rescue. This is the second shipwreck to occur in two days, after five were confirmed to have died when a large fishing boat flipped over in the sea on Wednesday. Both arrivals in Italy have risen sharply this week amidst warm weather and calm seas. According to the spokesman, about twenty rescue operations are currently underway. The coastguard has coordinated the rescue of around 900 migrants in seven different operations on Thursday, effectively bringing the total of migrants who have been rescued since Monday to more than 7,000. Through Tuesday, total sea arrivals in Italy had fallen by 9 percent this year, to 37,743, according to the Interior Ministry. However the country’s migrant shelters are already under pressure to house 115,507 migrants, about twice as many as two years ago. Some 650 migrants are due to arrive in the Sicilian city of Porto Empedocle later on Thursday, including the five dead bodies recovered by the Italian navy on Wednesday.

- Five migrants – four women and one child – drowned when their boat capsized off the Greek island of Samos close to Turkey’s coast, Greek coast guard officials indicated on Thursday. Five other migrants were rescued, the official added. The coast guard vessels, which were assisted by a helicopter, were searching for more survivors. The incident occurred just a day after two ferries took more than 120 migrants back to Turkey from the Greek Island of Lesbos, in what is the second round of returns under an EU deal with Ankara to halt mass migration across the Aegean Sea to Europe.
- **25 May 2016** – In a statement, the Italian coastguard disclosed that some 3,000 migrants were saved off the Libyan coast on Tuesday in twenty-three separate rescue missions. The coastguard indicated that this effectively means that more than 5,600 migrants had been rescued from various boats and dinghies in the southern Mediterranean in just two days, with every ship in the area being called on to help with the complex operation. Humanitarian organizations have indicated that the sea route between Libya and Italy is now the main route for asylum seekers who are heading for Europe, after the European Union deal on migrants with Turkey dramatically slowed the flow of people reaching Greece. Officials are increasingly becoming concerned that the numbers trying to make the crossing to Italy will increase as the weather conditions continue to improve. Earlier this month, Italy disclosed that some 31,000 migrants, mainly from Africa, had reached the country by boat, slightly down on 2015 levels, however the number of new arrivals has increased markedly in recent days.
 - On Wednesday, a large ship overturned off Libya’s coast with more than 500 migrants aboard, right as the Italian navy was approaching for rescue. Crews recovered seven bodies but saved more than 500 people who were thrown into the sea. The Italian navy has reported that its Bettica patrol ship was responding to a migrant ship in distress when it flipped. A photo of the capsized boat taken by the navy depicted migrants scrambling up the side of the overturned vessel, perching precariously on the exposed side as they awaited rescue, with hundreds more floating in the sea. A statement released by the navy indicated that crews tossed life jackets to those in the water and brought 500 to safety.
- **24 May 2016** – According to Tripoli coastguard spokesman Ayoub Qassem, Libyan coastguards intercepted about 550 migrants from sub-Saharan Africa on Tuesday after they set out to cross the Mediterranean in four rubber boats. The migrants were from various African countries and included thirty women and three children. They were stopped off the coast of Libya, near Sabratha, a city located 80 kilometres (50 miles) west of the capital Tripoli.
- **23 May 2016** – According to a spokesman, Libyan coastguards on Sunday intercepted about 850 migrants off the coast near the western city of Sabratha. Ayoub Qassem has disclosed that the migrants were from various African countries and amongst them were 69 women, including 11 who were pregnant, as well as 11 children, adding that they were travelling in inflatable rubber boats.

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 29 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

No current incidents to report

Northeast Asia

No current incidents to report

Pacific Ocean/Southern Ocean

No current incidents to report

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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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