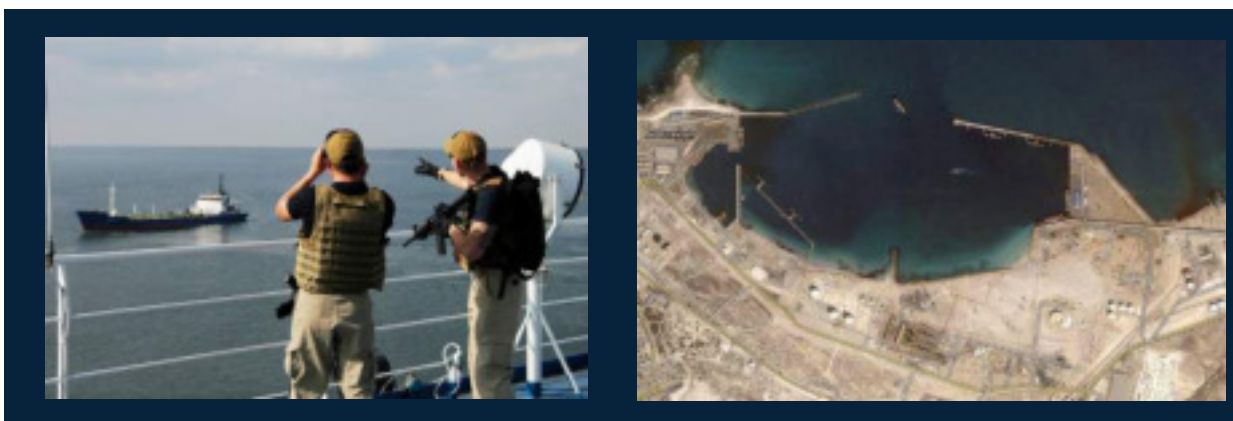




Maritime Security Review

27 June 2016

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Summary

List of Incidents at Sea for this Reporting Period

Main Regions

Gulf of Aden/Arabian Sea: Two late reported incidents

Gulf of Guinea: One incident of kidnap reported during this period and one late reported incident

Southeast Asia: Two incidents reported during this period and seven late reported incidents

Worldwide

North America: No current incidents to report

Central America/Caribbean/South America: 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

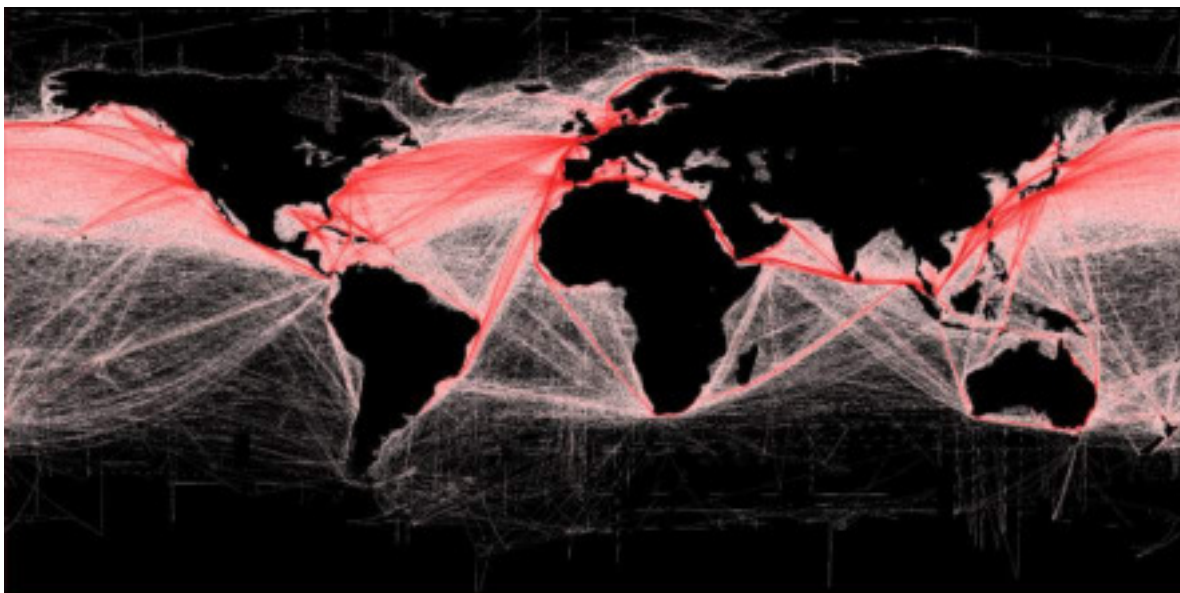
Arabian Gulf: No current incidents to report

East Asia/Indian Subcontinent: One incident during this reporting period and two late reported incidents

Southern Africa: No current incidents to report

Northeast Asia: No current incidents to report

Pacific Ocean/Southern Ocean: One late reported incident



Gulf of Aden/Arabian Sea

Somalia

Pirate and maritime crime activity in waters off East Africa remains at a low level. There were two late reported incidents.

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.

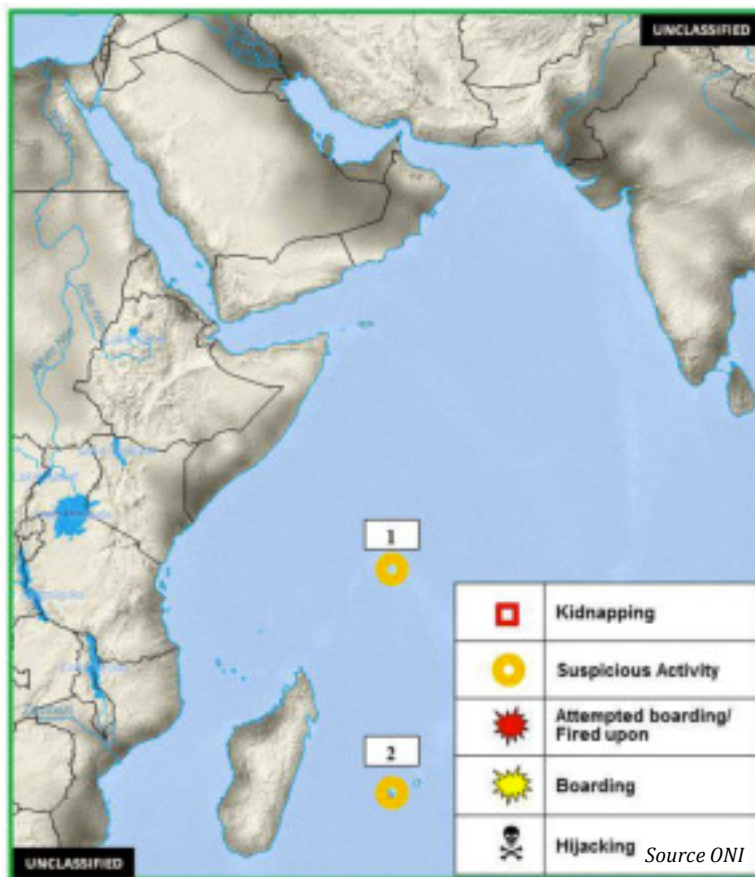
Suspicious Activity

- None reported during this period.

Other Activity

- **20 June 2016 (Seychelles - 1)** – Two Korean crewmen were killed by Vietnamese crewmen during a fight aboard fishing vessel *KWANG HYUN 803*. The vessel is headed for Victoria, Seychelles for a further investigation.
- **17 June 2016 (Mauritius - Late Report - 2)** – A fight broke out amongst the crew of Liberia-flagged bulk carrier *BENITA*, resulting in several injuries and the ship running hard aground on the southeastern coast of the country. Authorities have boarded the vessel to carry out an investigation.

Incident Map - Maritime

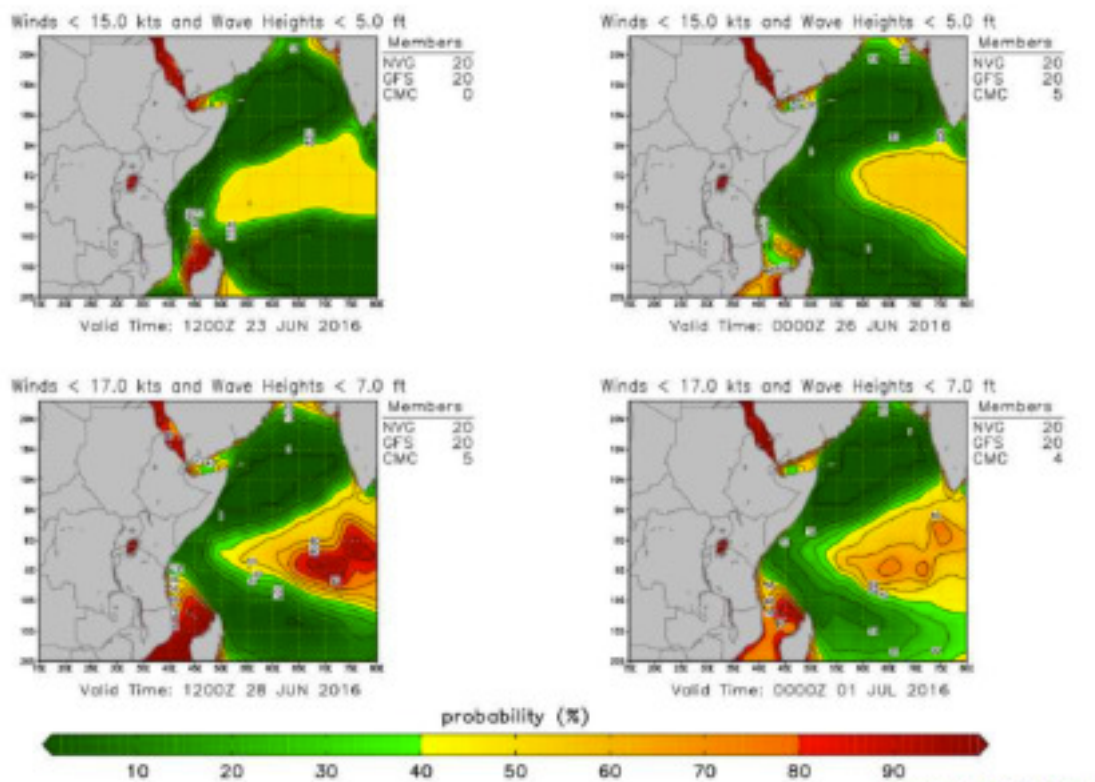


Maritime Reporting

- None reported during this period.

Weather Forecast for Gulf of Aden/Arabian Sea

- **Northern Arabian Sea:** Southwest winds of 10 – 15 knots gusting to 20 knots and seas of 6 – 8 feet.
 - **Extended Forecast:** Southwest winds of 10 – 15 knots and seas of 6 – 8 feet.
- **Gulf of Oman:** Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the western section of the Gulf; with southwest winds of 10 – 15 knots and seas of 3 – 5 feet in the eastern section of the Gulf.
 - **Extended Forecast:** Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the western section of the Gulf; with southeast winds of 5 – 10 knots and seas of 3 – 5 feet in the eastern section of the Gulf.
- **Gulf of Aden:** Southeast winds of 15 – 20 knots, gusting to 25 knots, and seas of 2 – 4 feet in the western section of the Gulf; with southwest winds of 25 – 30 knots and seas of 4 – 6 feet in the eastern section of the Gulf.
 - **Extended Forecast:** Southwest winds of 25 – 30 knots and seas of 3 – 5 feet in the western section of the Gulf; with southwest winds of 25 – 30 knots, and seas of 5 – 7 feet in the eastern section of the Gulf.
- **Somali Coast:** Southwest winds of 30 – 35 knots, gusting to 40 knots, and seas of 12 – 14 feet in the northern section of the coastline; with southwest winds of 25 – 30 knots and seas of 8 – 10 feet in the southern section of the coastline.
 - **Extended Forecast:** Southwest winds of 30 – 35 knots, gusting to 40 knots, and seas of 12 – 14 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 25 – 30 knots and seas of 7 – 9 feet.
 - **Extended Forecast:** Southerly winds of 25 – 30 knots and seas of 7 – 9 feet.
- **Mozambique Channel:**
 - **Extended Forecast:**
- **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:** High pressure continues to dominate the weather over the region producing light winds across the Arabian Gulf and the Gulf of Oman while the Southwest Monsoon continues to influence the Arabian Sea.



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.

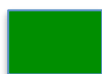
Meanwhile, shortly after AQAP's exit, the so-called Islamic State conducted a series of attacks in Mukalla. On 15 May, the group claimed a suicide bombing which killed 31 police recruits in the city. Hadramawt security chief, General Mubarak al-Oubthani, was present during the attack but unhurt. Later 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 other 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 26 JUNE.

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:

• Name of vessel	• Call sign
• IMO number	• Port of Registry
• Type of vessel	• Number of crew members on board
• Last port of call	• Next port of call
• Nationality of crew and master	• Cargo (type and quantity)
• Load Port	• Armed guards on board? If yes, nationality
• 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 medium level. There was one kidnapping incident reported during this period and one late reported incident.

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

- **13 June 2016 (Angola – Late Report)** – A robber boarded an anchored tanker near position 08:44 S - 013:17 E, in the Luanda Anchorage and transferred ship's stores into his boat. The crew spotted the robber, sounded the alarm, and subsequently managed to detain the robber until port officials and the local police arrived on the scene.

Kidnapping

- **22 June 2016 (Nigeria)** – Kidnappers ambushed a convoy of local Nigerian and foreign workers employed by a large cement in Calabar. A local driver was killed and up to seven persons were kidnapped, including five foreign workers. The kidnappers took the hostages to a waiting boat and fled into the river system. Media reports have indicated that two local Nigerians, three Australians, one New Zealander and one South Africa were kidnapped.

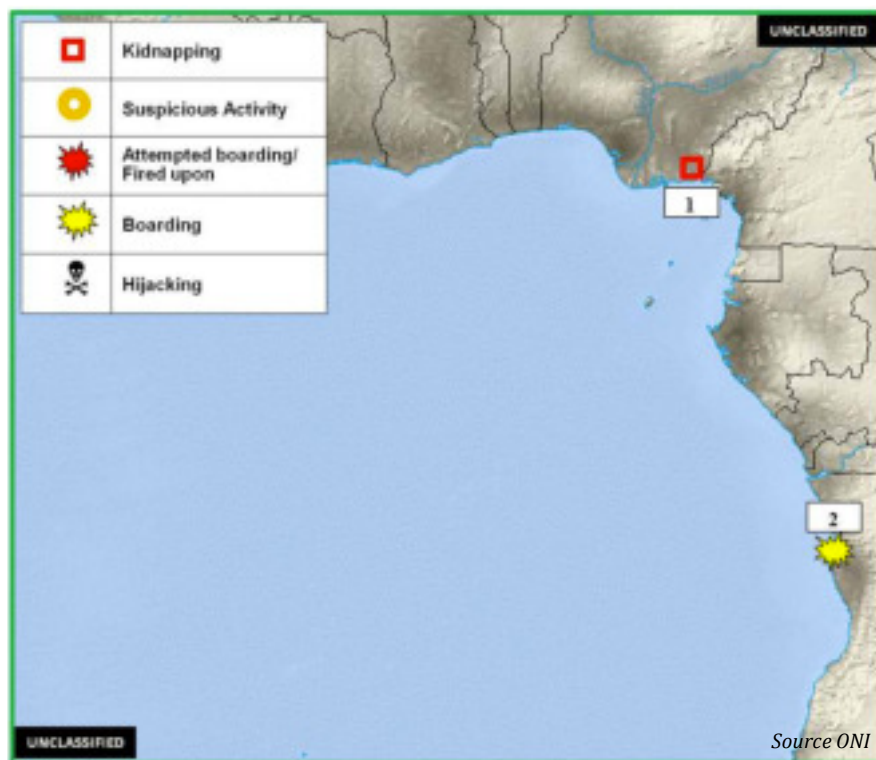
Suspicious Activity

- None reported during this period.

Other Activity

- None reported during this period.

Incident Map - Maritime



Maritime Reporting

- 21 June 2016 (Nigeria)** - According to a petroleum ministry official, Nigeria has agreed to a one-month ceasefire with militants behind recent attacks on oil facilities in its southern Niger Delta region. The announcement comes as efforts continue to end the unrest that has pushed crude output to 30-year lows. According to the ministry official, the Niger Delta Avengers (NDA), who have claimed responsibility for most of the attacks that have occurred in the last few weeks, were amongst those who have agreed to the truce. A second government official also confirmed that a truce was agreed. He further disclosed that the ceasefire was agreed last week when a government delegation, led by the oil minister Emmanuel Ibe Kachikwu, held talks with community leaders and state governors. He stated, "it was very difficult getting the Niger Delta Avengers to the negotiating table, but we eventually did through a proxy channel and achieved the truce," adding, that "the government requested more than a month but since they insisted a month we have no choice than to oblige them. Government will use this period of respite to come up with a master plan for the region." There appears to be some confusion over the truce agreement as neither the presidency nor the petroleum ministry issued official statements on a truce. Furthermore militant groups, including the Avengers, who last week told the government that they would only agree to talks if independent foreign mediators were involved, have not confirmed that a truce has been agreed. The group, whose leaders are not known, mainly communicates via its Twitter feed. Furthermore, it may be difficult to implement a ceasefire in the hard to access swamps where militants are divided into small groups that tap widespread anger over poverty and oil spills. Leaders have little sway over unemployed youths willing to work for anyone who pays them. Militants have indicated that they want a greater share of the country's oil wealth to go to the impoverished Delta region. Crude sales make up about 70 percent of national income, with the vast majority of that oil coming from the southern region of the

country. **Update** – Late on Tuesday, the NDA stated that it never agreed a ceasefire with the government. Hours after a government official announced that a one-month truce was agreed with militant groups operating in the Niger Delta, including the NDA, the Avengers issued a statement on Twitter denying that it had an agreement with the Nigerian government. The group stated that “the NDA High Command never remember having any agreement on ceasefire with the Nigeria government.” **Update (23 June)** – A community leader involved in peace efforts disclosed that the NDA might agree to a ceasefire on Thursday to allow the Nigerian government time to meet its demands. According to Godspower Gbenekema, who said he met oil minister Emmanuel Ibe Kachikwu last week to find ways to end attacks on oil facilities, “the Avengers might be giving the federal government some time to do something about the demands.” Gbenekema is from an area in the southern swamps where officials suspect that the NDA are hiding. Kachikwu travelled to the Delta region last week in order to meet community leaders who oil sources say pass on messages to the militants who have not engaged in direct talks. Gbenekema has stated that “nobody represented the Avengers in that meeting,” adding, “we used that opportunity to relay to the minister the problems of the Niger Delta such as lack of development and neglect.” He also disclosed that “the issue of truce or not depends on the seriousness of the federal government to address the issues at stake, citing fighting poverty and providing jobs as examples. He added that no follow-up meeting had yet been agreed.

Weather Forecast for Gulf of Guinea

- **Gulf of Guinea:** South-southwest winds of 10 - 15 knots and seas of 3 – 5 feet.
 - **Extended Forecast:** South-southwest winds of 10 - 15 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 medium level. There were two incidents recorded during this reporting period and seven late reported incidents.

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

- **24 June 2016 (Philippine)** – Seven crewmembers of a tugboat have been abducted after their vessel was hijacked in Philippine waters of the Sulu Sea. According to Indonesian Foreign Minister Retno Marsui, the government received confirmation that six of a total of thirteen crewmembers of the tugboat that was towing a coal barge have been freed with the vessel and are on their way to Indonesia, adding that the Indonesian government will try all options in order to free the hostages. While the Abu Sayyaf militant group in the southern Philippines has been blamed for previous kidnappings in the restive region, the Indonesian government has indicated that it currently remains unclear whether they are behind this latest kidnapping. However, wives of two of the missing sailors previously told reporters that kidnappers were members of Abu Sayyaf, adding that they are demanding US \$5 million for the crew's release. While they claim that their husbands called them and asked them to notify the government, their employers and the public, both the Indonesian military and the police initially denied the reports.
- **8 June 2016 (Bangladesh - Late Report)** – The gang of Indian robbers, Master Bahini, abducted five Bangladeshi fishermen and looted their valuables near the Garal River in the Sundarbans. The Indian robbers took the fishermen inside Indian territory and demanded a ransom, which was carried to the families of the hostages by one fisherman who escaped.

Unsuccessful Attacks/Robberies

- None reported during this period.

Vessels Fired Upon/Attempted Boardings

- **16 June 2016 (Vietnam - Late Report)** – The Vietnam-flagged fishing boat *QNg-95821* was reportedly attacked by a Chinese vessel near position 16:11 N - 112:30 E, seven nautical miles from Bom Bay Island. The attacking ship reportedly had a hull number of 31102. The Vietnamese fishing boat was damaged but was able to return to port.

Vessels Boarded

- **21 June 2016 (Indonesia)** – Three robbers armed with knives boarded an anchored bulk carrier near position 01:41 N - 101:30 E, Dumai Inner Anchorage. Two robbers managed to enter the engine room via

the open skylight. They threatened the duty oiler with knives and ordered him not to raise the alarm. The robbers then stole engine spares and escaped. After the robbers left, the oiler informed the duty officer who in turn raised the alarm and mustered the crew. No injuries to crewmembers were reported. The incident was reported to the local authorities.

- **18 June 2016 (Indonesia – Late Report)** – Three robbers boarded an anchored product tanker near position 01:41 – N 101:29, E, Dumai Anchorage. Duty crewman on routine rounds noticed the robbers and informed the duty officer who raised the alarm and mustered the crew. One of the robbers rushed towards the duty crewman and threatened him with a knife, warning him not to make any movements. Upon hearing the alarm and seeing the crew's alertness, the robbers jumped overboard and escaped with their accomplices in their boat. A search was made throughout the tanker. The padlock to the steering gear room entrance was found broken, but nothing was reported stolen. Attempts were made to call port control however no response was received.
- **16 June 2016 (Indonesia – Late Report)** – Four robbers armed with guns boarded an anchored Heavy Lift Carrier near position 01:10 N – 103:57 E, 2.5 nautical miles west of Batu Ampar, Batam Island. The robbers held a duty crewman hostage at gun-point, stole the ship's engine spares and escaped. The master reported the theft to the authorities via the ship's agent.
- **14 June 2016 (Bangladesh - Late Report)** – A security watchman noticed five robes had boarded an anchored container ship near position 22:08 N – 091:44, E Chittagong Anchorage. The Master was informed and raised the alarm and sounded the ship's whistle. Upon hearing the alarm, the robbers escaped with the ship's stores.
- **21 May 2016 (Indonesia - Late Report)** – Robbers boarded an anchored product tanker near position 06:02 S – 106:54 E, Jakarta Tanker Anchorage. The robbers stole the ship's properties and escaped unnoticed. The theft was discovered by the third mate during routine rounds. Additional checks revealed that the robbery probably occurred between 0100 and 0330 local time during a heavy rainstorm.

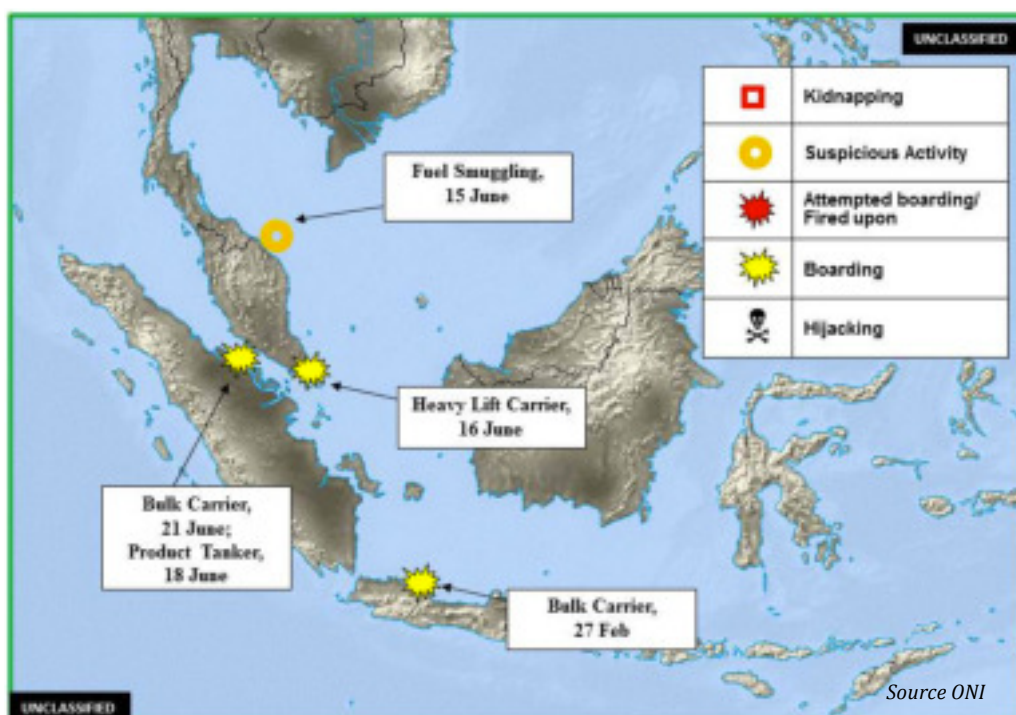
Suspicious Activity

- None reported during this period.

Other Activity

- **15 June 2016 (Malaysia - Late Report)** – The Malaysian Maritime Enforcement Agency (MMEA) seized 14,000 litres of subsidized diesel and arrested seven Vietnamese fishermen. An MMEA spokesman has disclosed that seven Vietnamese fishermen who were using a cargo boat as cover were arrested 103 nautical miles from Kuala Terengganu. The spokesman added that an MMEA vessel on routine patrol detected an anchored cargo boat and conducted an inspection, finding the subsidized fuel.

Incident Map - Maritime



Maritime Reporting

- **20 June 2016 (Manila)** – On Monday, Indonesia, Malaysia and the Philippines agreed to designate a transit corridor for commercial vessels crossing a maritime zone that has been hit by a spate of hijackings by Islamist militants in southern Philippines. This year, nearly twenty Indonesia and Malaysian tugboat crewmembers have been kidnapped by the Abu Sayyaf militant group, with Jakarta airing fears that the problem could reach levels seen off the coast of Somalia. Alarmed at the frequency of attacks, port authorities in some areas of Indonesia, particularly Kalimantan on the island of Borneo, have stopped issuing permits to ships taking coal to the southern Philippines. In a joint statement, which was released after a meeting in Manila, the defense ministers of the three countries disclosed that “the ministers have agreed in principle to explore the following measures, including a transit corridor within the maritime areas of common concern, which will serve as designated sea lanes for mariners.” The three countries also agreed to increase air and sea patrols and escorts for commercial ships in the common maritime areas in a bid to fend off potential hijacks, kidnaps and robbery. According to Philippine Defense Secretary Voltaire Gazmin, the leaders agreed to share the best practices evolved by Indonesia and Malaysia during a joint effort to patrol the busy Malacca Strait waterway against pirates, as a model for three-way cooperation with the Philippines. This is the second meeting that has occurred between officials of the three countries to tackle growing regional security challenges, after their foreign ministers met in Jakarta last month.

Weather Forecast for Southeast Asia

- **Southern South China Sea:** Southerly winds of 10 – 15 knots and seas of 1 – 3 feet.
 - **Extended Forecast:** Southerly winds of 10 – 15 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:** Southwest winds of 10 – 15 knots and seas of 3 – 5 feet in the northern portion; with southwest winds of 10 – 15 knots and seas of 3 – 5 feet in the southern portion.
 - **Extended Forecast:** Southwest winds of 10 – 15 knots and seas of 3 – 5 feet in the northern portion; with southwest winds of 10 – 15 knots and seas of 3 – 5 feet in the southern portion.
- **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 knot.
- **Synoptic Discussion:** Light and variable winds in fair weather will dominate this region just north of the equator. Expect strong gusts in and around scattered thunderstorms and rain showers throughout the Malacca Strait and Andaman Sea due to an increase in day-time heating.

Worldwide

North America

No current incidents to report

Central America/Caribbean/South America

1. **13 June 2016 (Bahamas - Late Report)** – Fishermen on a Dominican Republic registered fishing vessel fired upon Her Majesty's Bahamian Ship (HMBS) *CASCARILLA* while Royal Bahamas Defense Force (RBDF) marines were attempting to board it in the Cay Lobos area. The crew of the vessel was engaged in illegal fishing at the time of the incident. Following an exchange of gunfire, the fishing vessel attempted to flee towards Cuban territorial waters. When the fishing vessel entered Cuban waters, the *HMBS CASCARILLA* called off the chase. The Cuban Border Guard was later informed that the suspected Dominican vessel had entered its waters.
2. **27 May 2016 (Cuba - Late Report)** – Robbers boarded a Canada-flagged sailing yacht anchored near Isla de la Juventud. The robbers were able to steal miscellaneous deck gear and escape unnoticed.



Atlantic Ocean Area

No current incidents to report

Northern Europe/Baltic

No current incidents to report

Mediterranean/Black Sea

- **23 June 2016 (Mediterranean)** – Egyptian investigators have reported that damaged flight recorders from the EgyptAir aircraft will be sent to France for reports, adding that memory chips, which contain vital information, will be delivered to French experts next week. In a statement, the Egyptian investigative committee disclosed that the two recorders would be sent to France's BEA accident experts to remove salt deposits from the memory chips, adding that they will be returned to Egypt for analysis.
- **20 June 2016 (Mediterranean)** – Investigators have begun analysing the two severely damaged black boxes from EgyptAir flight MS804 as they seek to explain why the plane plunged into the sea, killing all sixty-six people on board. Sources on Egypt's Aircraft Accident Investigation Committee have disclosed that it will require "lots of time and effort" to fix the two badly damaged black box recorders. The committee has indicated that it started the analysis of the devices, with representatives from France and the United States, which are crucial to explaining why the Airbus A320 crashed on 19 May en route from Paris to Cairo. In a statement, the committee disclosed that the memory units from both the Cockpit Voice Recorder and the Flight Data Recorder were extracted from the devices and dried in a military facility for eight hours. Investigators are now conducting electrical tests on the memory units, which is the final step before trying to extract the data. If intact, the cockpit recorder should reveal pilot conversations and any cockpit alarms, as well as other clues such as engine noise. Crash experts however have stated that it may provide only limited insight into the reason for the crash. With the data recorder, investigators have a greater chance of discovering the cause, provided its chip is still intact.

Migration

- **23 June 2016** – On Thursday, ships manned by humanitarian organizations, the Italian navy and the coast guard helped rescue more than 2,000 boat migrants as calm seas returned to the Mediterranean, which has prompted a surge in departures. The Topaz Responder, a ship run by the Malta-based humanitarian group Migrant Offshore Aid Station (MOAS) disclosed that twenty-three different migrant boats had been spotted in the sea about 20 nautical miles from the Libyan port city of Sabratha. MOAS said on Twitter that "the mass movement is probably the result of week-long, unfavourable weather conditions" that have come to an end." The Topaz Responder picked up 382 migrants from sub-Saharan Africa from three different large rubber boats. The Bourbon Argos, a ship run by humanitarian group Doctors Without Border (MSF) rescued 1,139 from ten different boats and two other humanitarian vessels picked up a further 156 migrants. German humanitarian group Sea-Watch has reported that it had taken about 100 migrants and one dead body from a rubber boat, with the Italian navy disclosing that it had rescued 515

from two dinghies, adding that rescue operations are ongoing. **Update** – The Italian navy has reported that a new wave of migrant smugglers' boats that set out from Libyan shores and needed rescuing includes 31 rubber dinghies. A statement released by the Italian navy indicated that five of its boats helped in the rescue of 14 of the dinghies, for a total of 1,800 men, women and children saved. Migrants aboard the other dinghies were rescued by vessels from the Italian coast guard, a European anti-smuggling naval deployment and vessels operated by private aid organizations. Authorities have disclosed that Libya-based smugglers concentrated the departures of boats crowded with migrants in a single day because rough seas earlier in the week had prevented launching the unseaworthy fleet. The rescue operations are part of efforts, which on Thursday alone saw some 4,000 migrants saved.

- **22 June 2016** – According to the Italian Interior Ministry, as of Wednesday 22 June, 56,328 boat migrants have been brought to Italy, effectively a 5.5 percent decrease on the same period of last year. The ministry further disclosed that Nigerians, Eritreans and Gambians were the top three migrant nationalities this year, adding that more than 125,000 are now living in Italian shelters. The International Organization for Migration (IOM) has indicated that an agreement between Turkey and the European Union (EU) to stop departures for the Greek Islands has reduced boat arrivals by 98 percent during the first five months of this year from the same period of 2015, noting however that arrivals to Italy continue at about the same clip as last year, and that the deadly central Mediterranean route has already claimed 2,438 lives.

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 26 June 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

Southern Africa

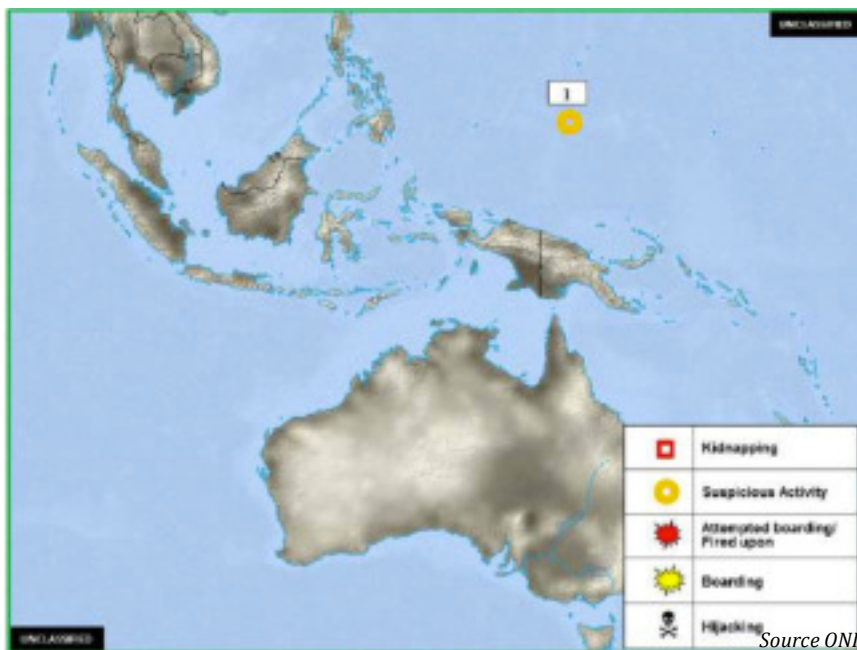
No current incidents to report

Northeast Asia

No current incidents to report

Pacific Ocean/Southern Ocean

1. **15 May 2016 (Micronesia - Late Report)** – Two fast boats made a suspicious approach against an underway vehicle carrier near position 08:17 N – 150:53 E, between Pisares Island and East Fayu Island. The boats initially called the vessel and asked it to stop. Master raised the alarm and increased speed. The boats continued their approach and again called the vessel and identified themselves to be Navy boats and indicated their intention to attack if the vessel did not stop. The boats continued to threaten the vessel as they approached. As the boats closed to the vessel, the Master observed each boat with a number of people. After around 20 minutes, the suspicious boats stopped the pursuit and moved away.



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:

- 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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