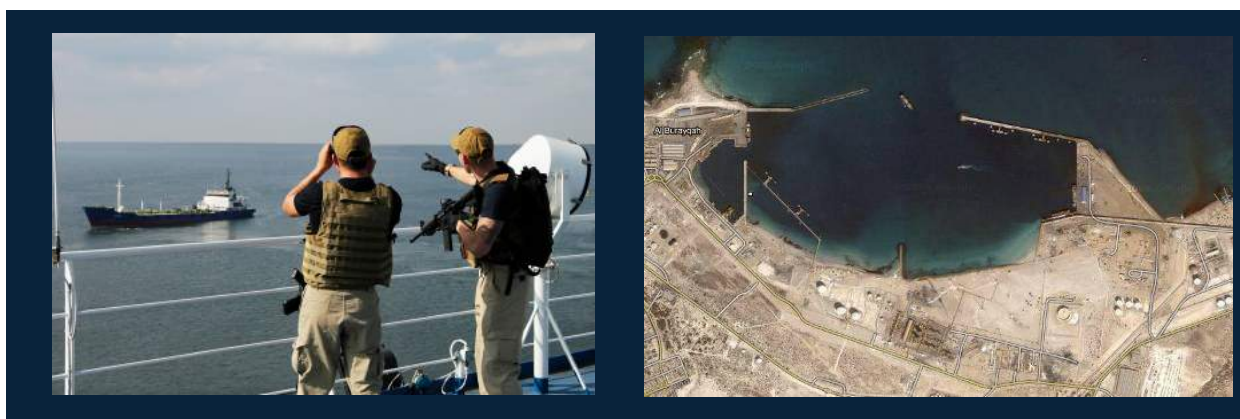




Maritime Security Review

11 July 2016

Issue No. 26



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Summary

List of Incidents at Sea for this Reporting Period

Main Regions

Gulf of Aden/Arabian Sea: No current incidents to report

Gulf of Guinea: Four incidents reported during this period

Southeast Asia: Three incidents reported during this period

Worldwide

North America: No current incidents to report

Central America/Caribbean/South America: No current incidents to report

Atlantic Ocean Area: No current incidents to report

Northern Europe/Baltic: No current incidents to report

Mediterranean/Black Sea: Update on the migration situation

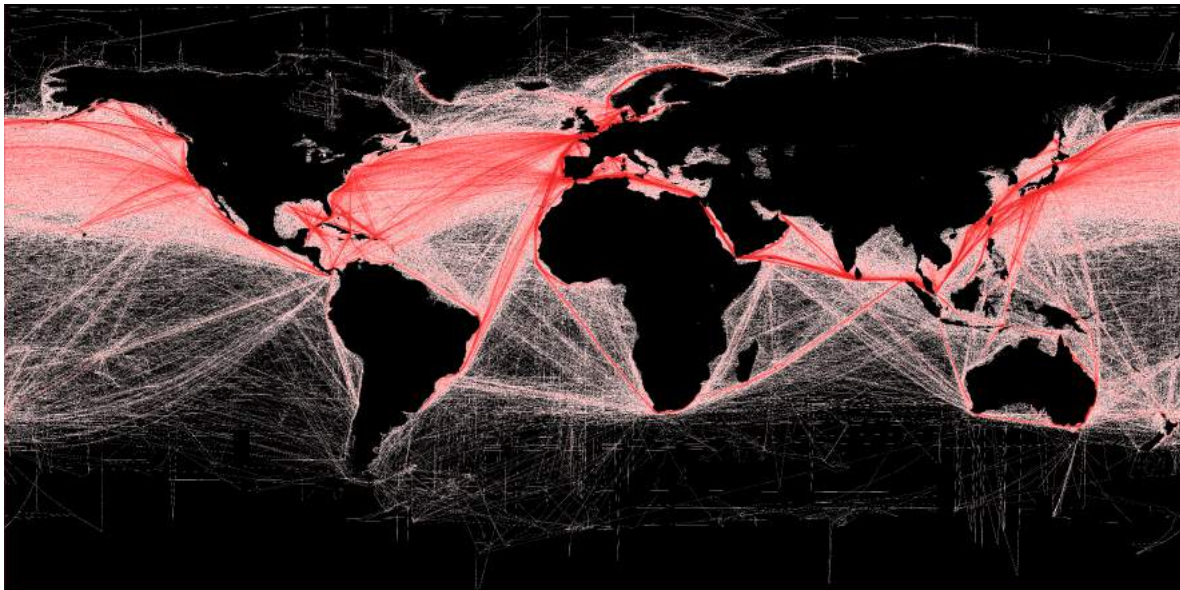
Arabian Gulf: No current incidents to report

East Asia/Indian Subcontinent: No current incidents to report

Southern Africa: 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 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.

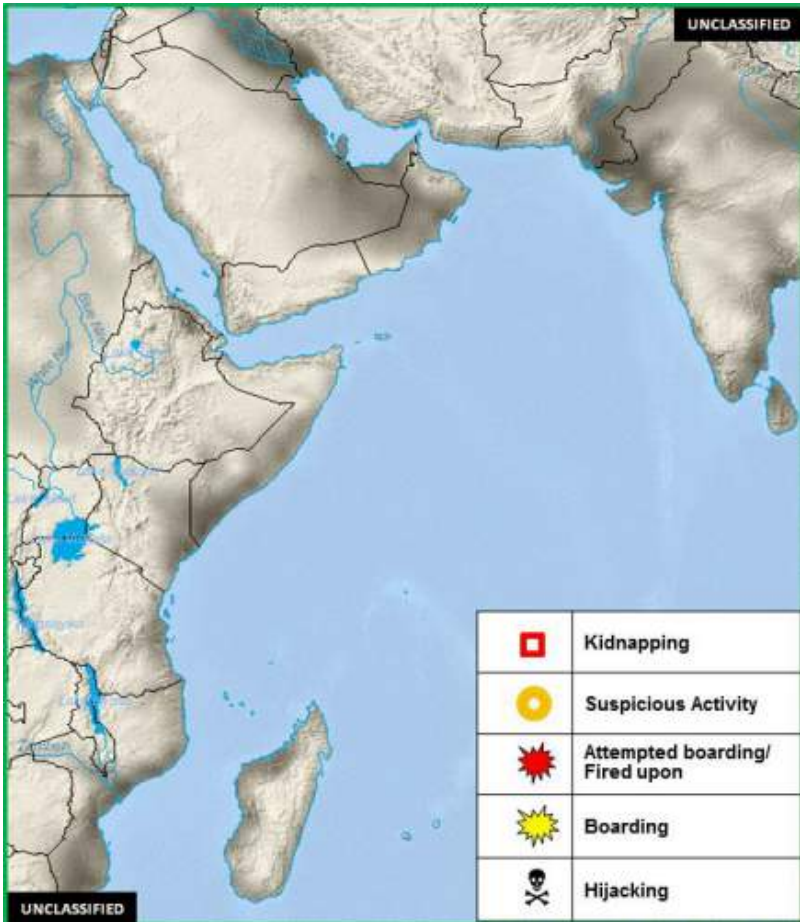
Suspicious Activity

- None reported during this period.

Other Activity

- None reported during this period.

Incident Map - Maritime



Maritime Reporting

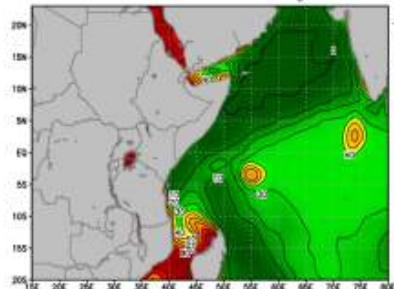
- None reported during this period.

Weather Forecast for Gulf of Aden/Arabian Sea

- **Northern Arabian Sea:** Southwest winds of 15 - 20 knots, gusting to 25 knots, and seas of 7 - 9 feet.
 - **Extended Forecast:** Southwest winds of 15 - 20 knots, gusting to 25 knots, and seas of 8 - 10 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:** Westerly winds of 10 - 15 knots and seas of 1 - 3 feet in the western section of the Gulf; with westerly winds of 10 - 15 knots, and seas of 3 - 5 feet in the eastern section of the Gulf.
- **Gulf of Aden:** Southwest winds of 10 - 15 knots, gusting to 20 knots, and seas of 4 - 6 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:** Southeast winds of 15 - 20 knots, gusting to 25 knots, and seas of 6 - 8 feet in the western section of the Gulf; with southwest winds of 25 - 30 knots, and seas of 6 - 8 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 8 - 10 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 and seas of 7 - 9 feet.
- **Mozambique Channel:** Southeast winds of 15 - 20 knots and seas of 6 - 8 feet in the northern Channel; with southeast winds of 20 - 25 knots and seas of 7 - 9 feet in the southern Channel.
 - **Extended Forecast:** Southerly winds of 20 - 25 knots and seas of 6 - 8 feet in the northern Channel; with southeast winds of 20 - 25 knots and seas of 12 - 14 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:** 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

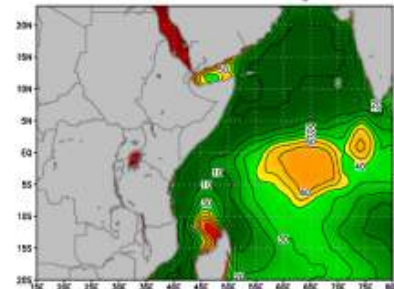
Winds < 15.0 kts and Wave Heights < 5.0 ft



Valid Time: 1200Z 07 JUL 2016

Members	
NVG	20
GFS	20
CMC	20

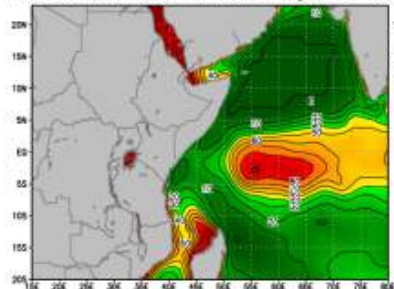
Winds < 15.0 kts and Wave Heights < 5.0 ft



Valid Time: 0000Z 10 JUL 2016

Members	
NVG	20
GFS	20
CMC	20

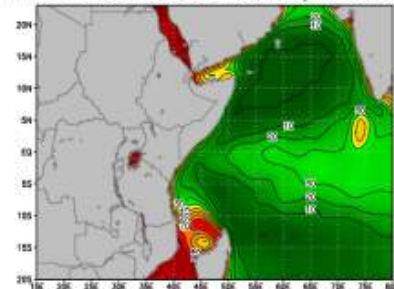
Winds < 17.0 kts and Wave Heights < 7.0 ft



Valid Time: 1200Z 12 JUL 2016

Members	
NVG	20
GFS	20
CMC	20

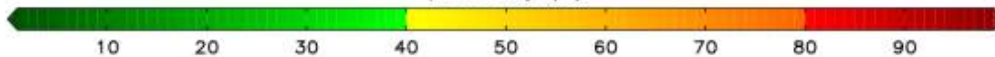
Winds < 17.0 kts and Wave Heights < 7.0 ft



Valid Time: 0000Z 15 JUL 2016

Members	
NVG	20
GFS	20
CMC	20

probability (%)



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 9 JULY.

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, there was one instance of piracy in the region; further inland, there have been a series of bombings and attacks on pipelines and other assets belonging to oil and petrochemical companies in Nigeria. The Niger Delta Avengers have taken responsibility for most of the attacks.

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 in June, pirates may be actively seeking to hijack another vessel. 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

- **7 July 2016 (Nigeria):** Armed pirates boarded a tanker underway. Alarm raised and all crew retreated into the citadel. Later, the crew emerged from the citadel and regained control of the vessel. All crew members safe. The vessel continued her voyage to the port of destination. 0650 UTC: Posn: 03:16N - 005:09E, Around 89nm SW of Brass, Nigeria.

Kidnapping

- None reported during this period.

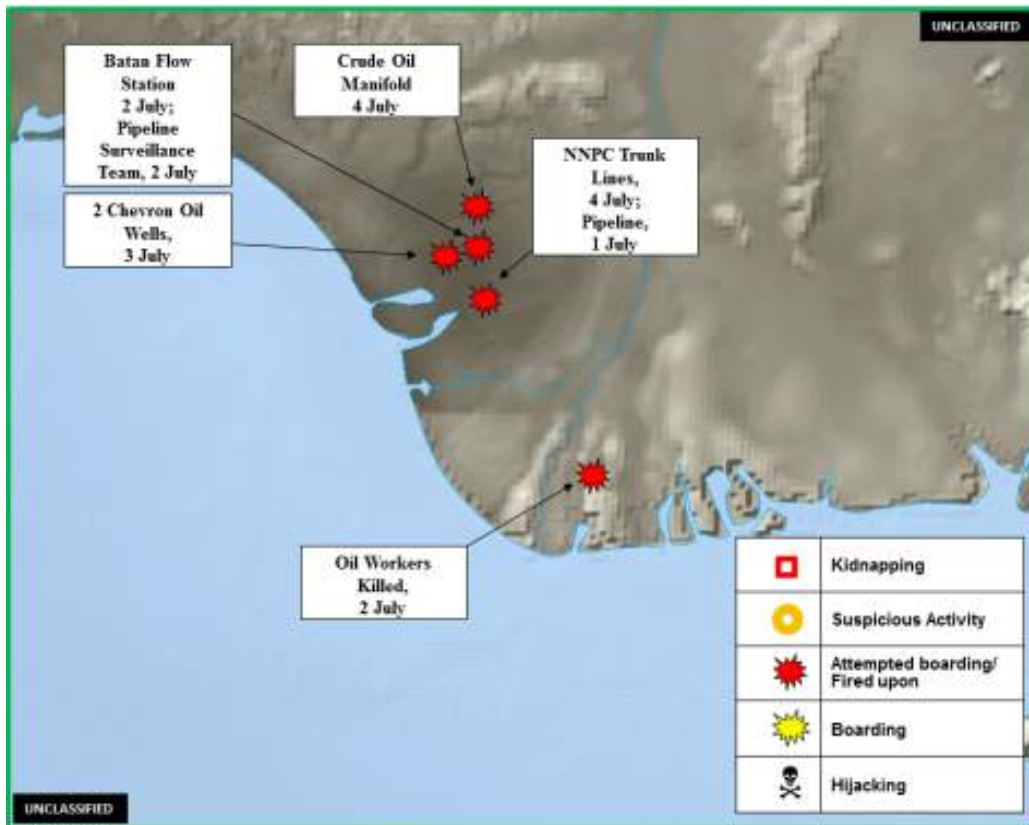
Suspicious Activity

- None reported during this period.

Other Activity

- **4 July 2016:** Suspected Niger Delta Avengers militants bombed a two trunk lines belonging to the Nigerian National Petroleum Corporation, in Batan Community, Warri South West Council Area of Delta State.
- **4 July 2016:** On 4 July, suspected Niger Delta Avengers militants bombed a crude oil transport manifold and a large pipeline attached to it in the Makarava area of Delta State.
- **3 July 2016:** Suspected Niger Delta Avengers militants bombed two oil wells operated by Chevron near the Abiteye flow station, in Delta state.

Incident Map - Maritime



Source ONI

Maritime Reporting

- **7 July 2016:** The attack on tanker *Bouboulina* has marked the reported attack in this area of the Nigerian EEZ since the *Harley* was attacked on May 7. The two-month break in piracy followed a series of kidnappings of crew for ransom by heavily armed gangs. The attack caused concerns of a change in piracy tactics in the region, and renewed attempts to kidnap crew. All vessels operating within 90 nautical miles of the Abgami Offshore Terminal, from which the *Bouboulina* departed, should be at a heightened state of alert, with close attention paid to the approach of small local craft.
- **7 July 2016:** Shell on Thursday announced it had lifted force majeure on the export of Nigeria's benchmark Bonny Light crude oil, almost two months after militant attacks on a pipeline. Such attacks targeting the oil industry in the Niger Delta in recent months have caused Nigeria to lose its position as Africa's largest oil producer. Oil provides 70 percent of the federal government's revenue. Late last month, Finance Minister Kemi Adeosun said the recent attacks on facilities of U.S.-based Chevron, Dutch-British Shell and Italian Agip cost the government nearly \$60 million in May alone. Militants have said they want a bigger share of Nigeria's oil wealth for residents of the Niger Delta. They also are angry about cuts to an amnesty program that paid militants to guard the installations they had attacked in the past. The recent attacks have stopped production at two of Nigeria's five oil refineries, disrupted supplies from two export terminals and made buyers cautious of Nigerian oil. Shell's declaration of force majeure was a move to protect it from contractual obligations because of events beyond the company's control. Exports of Bonny Light crude oil have continued. The oil company cited a leak in the Nembe pipeline for its declaration in May, but pipeline operator Aiteo Exploration at the time said the trunkline had been damaged in an attack. Shell says the Nembe pipeline has a capacity of 150,000 barrels per day. All Nigeria's oil production is in the Niger Delta and offshore of the southern region. Militants and non-violent activists say the industry has massively polluted their lands and destroyed the livelihoods of communities that rely on fishing and agriculture.

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. 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 South-eastern Asia remains at a medium level. There were three incidents recorded 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

- **28 June 2016 (Indonesia)** – Ten pirates boarded a tanker near position 03:00 N – 105:10 E, 26 nm west-southwest of Mangkai Island. The robbers entered the bridge, holding the second officer and a duty crewman hostage at gun point and beating them. They then took the second officer to the Master's cabin and took the Master and the other crew hostage as well. The pirates stole the GPS and other navigation equipment and removed the cabling from the remaining satellite communication equipment. Before escaping they stole cash and other personal effects from the crew and released the Master.

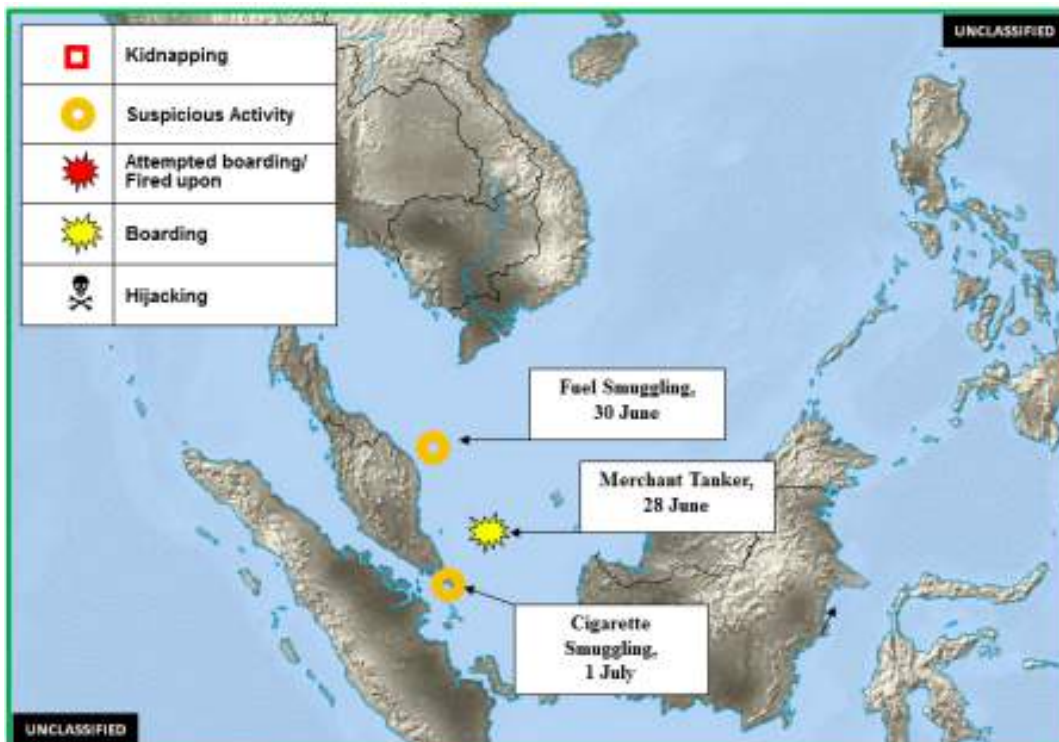
Suspicious Activity

- None reported during this period.

Other Activity

- **1 July 2016 (Singapore)** – Police Coast Guard officials arrested three men and impounded a vessel after an inspection revealed 1,515 cartons of undeclared cigarettes in a cargo hold. The ship was anchored in Jurong Port.
- **30 June 2016 (Malaysia)** – Malaysian authorities detained two Thailand-flagged fishing vessels and arrested 10 crewmen after a search of the vessels revealed evidence of fuel smuggling. The vessels were searched after they were spotted anchored in an area 138 nm from Kememan and found to be falsely flying the Malaysia flag and without proper permits for the 250,000 litres of fuel they were carrying.

Incident Map - Maritime



Source ONI

Maritime Reporting

- 7 Julu 2016 (Manila)** – The U.N. Permanent Court of Arbitration will rule Tuesday on the legal basis for China’s claim to about 95% of a widely disputed sea off its south coast. The court might say China has no such right because its claim extends beyond the international norm of a 370-km offshore exclusive economic zone. That’s why the Philippines, which contests of part of the same ocean, took the case to that U.N. court in The Hague last year. The court may side with Beijing, which cites 2,000 years of historic use as a reason to dominate the South China Sea, or it may compel China and the Philippines to work things out on their own. China will hold naval training exercises in the 3.5 million-square-kilometre sea’s Paracel islands region for 10 in July. China’s military expansion and reclamation of reefs have stirred up not only Manila but rival maritime claimants around Southeast Asia. China warned the U.N. court that its ruling could “cause serious damage to the international rule of law.” The Communist leadership has declined to participate in the court’s deliberations, saying it lacks authority over sovereignty issues. Just-inaugurated Philippine President Rodrigo Duterte has said he would stand by the arbitral court ruling and decide after it’s announced July 12 what to do next. China Daily online quotes a foreign ministry spokesman saying the government will work with the Association of Southeast Asian Nations (ASEAN) countries to “maintain peace and stability of the region.” Any specific follow-up to the U.N. court ruling depends on responses by other governments, including the Philippines. Vietnam, Brunei, Malaysia and Taiwan also claim all or parts of the sea.

Weather Forecast for Southeast Asia

- **Southern South China Sea:** Southerly winds of 10 – 15 knots and seas of 2 – 4 feet.
 - **Extended Forecast:** Southerly winds of 10 – 15 knots and seas of 2 – 4 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 15 - 20 knots, gusting to 25 knots, and seas of 4 - 6 feet in the northern section; with southwest winds of 20 - 25 knots and seas of 4 - 6 feet in the southern section.
 - **Extended Forecast:** Southwest winds of 15 - 20 knots, and seas of 4 - 6 feet in the northern section; with southwest winds of 20 - 25 knots and seas of 7 - 9 feet in the southern section.
- **Surface Currents:** Currents in the South China Sea and Malacca Strait average speeds of 1 knot, while currents in the Andaman Sea average 1 to 2 knots.
- **Synoptic Discussion:** 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

No current incidents to report

Atlantic Ocean Area

No current incidents to report

Northern Europe/Baltic

No current incidents to report

Mediterranean/Black Sea

- **5 July 2016 (Egypt)** – Pilots tried to extinguish a fire on board the EgyptAir flight that crashed into the Mediterranean Sea in May, Egyptian investigators said Tuesday after analysing a recovered cockpit voice recorder. The recordings were consistent with data previously recovered from the plane's wreckage that showed heat, fire, and smoke around a bathroom and the avionics area, they said, speaking on condition of anonymity because an official press statement has yet to be released. The crash of the flight from Paris to Cairo killed all 66 people on board. The pilots made no distress call, and no militant group has claimed to have brought the aircraft down, deepening the mystery surrounding its fate. The Egyptian investigators say no theories — including terrorism — are being ruled out, especially since it is rare for such a catastrophic fire to break out so suddenly. EgyptAir Flight 804 disappeared from radar about 2:45 a.m. local time on May 19 between the Greek island of Crete and the Egyptian coast. Radar data showed the aircraft had been cruising normally in clear skies before it turned 90 degrees left, then a full 360 degrees to the right as it plummeted from 11,582 metres to 4,572 metres. It disappeared when it was at an altitude of about 3,048 metres. Deep ocean search teams have been recovering human remains and bringing them to Egypt's port city of Alexandria. French authorities opened a manslaughter inquiry late last month, but said there is no evidence so far to link the crash to terrorism.
- **7 July 2016 (Moscow)** – Russia's state-run TASS news agency recently announced that Russia's sole aircraft carrier, the Admiral Kuznetsov, will deploy to the Mediterranean from October 2016 to January 2017 to fly sorties against the enemies of Syrian President Bashar Al-Assad. "The General Staff has prepared a plan for involvement of the deck aircraft in delivering strikes on terrorist groups in the Syrian Arab Republic, where the crews will practice taking off the carrier to deliver strikes on ground targets," the source told TASS. This deployment will mark only the fifth deployment of the Kuznetsov since its launch in 1985. All previous deployments only lasted a few months were also in the Mediterranean. "The aircraft carrier will come to the Mediterranean Sea roughly before end of January - early February, after that it will return home and in February-March it will undergo maintenance and modernization in Severodvinsk, supposedly at Sevmash," the source told TASS. The Russian media outlet reported that "about 15 fighters Su-33 and MiG-29K/KUB and more than ten helicopters Ka-52K, Ka-27 and Ka-31," would carry out strikes from the ship, while regular land-based operations from Hmeymim Air Base in Syria continue.

Migration

- **7 July 2016** – Libya's coast guard this week seized five boats carrying over 550 illegal African migrants, among them 100 Sudanese, who had tried to cross the Mediterranean to Europe. Ravaged by civil war and the collapse of state authority, the North African country has turned into a hub for human traffickers to smuggle African migrants by boat to Italy. Between Monday and Wednesday, Libyan coast guards intercepted five boats transporting 550 illegal African migrants off the coast of Zawiyah in north-western Libya. Malik Mohamed Salih, an official tasked with anti-illegal migration programme and voluntary return of Sudanese in Libya, said that five seized rubber boats have been transported to "Al-Matrad" area, 15 km to the west of Zawiyah. Salih further said there was a significant number of women among the detained Sudanese illegal migrants. Another official warned that they expect more attempts to reach Europe from Libya during the summer as the sea is more safe for the rubber and fisher boats used by the smugglers.
- **7 July 2016** – Italian emergency workers have recovered 217 bodies from the wreck of a boat that sank in the Mediterranean in April 2015, killing some 500 migrants, the Navy said on Thursday. The sinking was one of the worst known disasters involving migrants trying to reach Europe by sea. Thousands of people a year, many of them fleeing war in the Middle East, have crossed the Mediterranean in unseaworthy or overcrowded boats. In 2015, at least 3,770 people are thought to have died on Mediterranean routes, mostly by drowning when their boats capsized.

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

No current incidents to report.

About MS Risk

MS Risk is a privately owned company domiciled in the Isle of Man. It is underwritten by a syndicate of Lloyd's of London for special risks case management in all jurisdictions. It also acts as retained advisors to syndicates in the Lloyd's of London specialty risk insurance markets: kidnap for ransom, extortion, hijack, illegal detention, illegal war tax, malicious product tamper, terrorism, political and war risk.

MS Risk is always mindful and compliant to legislation and guidelines on the use of private security services including, but not limited to the US FCPA (1977), UK Bribery Act (2010), Canadian Bill C-48 (2007), ASX 8 Corporate Governance Principles, and the World Bank/IFC Voluntary Principles on the Use of Government and Private Security Forces. MS Risk is a signatory of the Swiss government's International Code of Conduct. It is transparent and compliant to market expectations on legal and ethical conduct in the performance of services.

MS Risk has a dedicated team of researchers, a 24/7 hotline service and a pool of trained and experienced consultants to support client needs.

MS Risk supports clients in a variety of business sectors with the following services:

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

References are always available.

More information is found at www.msrisk.com

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