



Maritime Security Review

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Summary

List of Incidents at Sea for this Reporting Period

Main Regions

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

Gulf of Guinea: One incident of an attack on an oil facility in southern Nigeria during this period

Southeast Asia: One late reported incident during this period

Worldwide

North America: One incident reported

Central America/Caribbean/South America: Two late reported incidents

Atlantic Ocean Area: No current incidents to report

Northern Europe/English Channel/Baltic: No current incidents to report

Mediterranean/Black Sea: One late reported incident and update on migration situation in Mediterranean

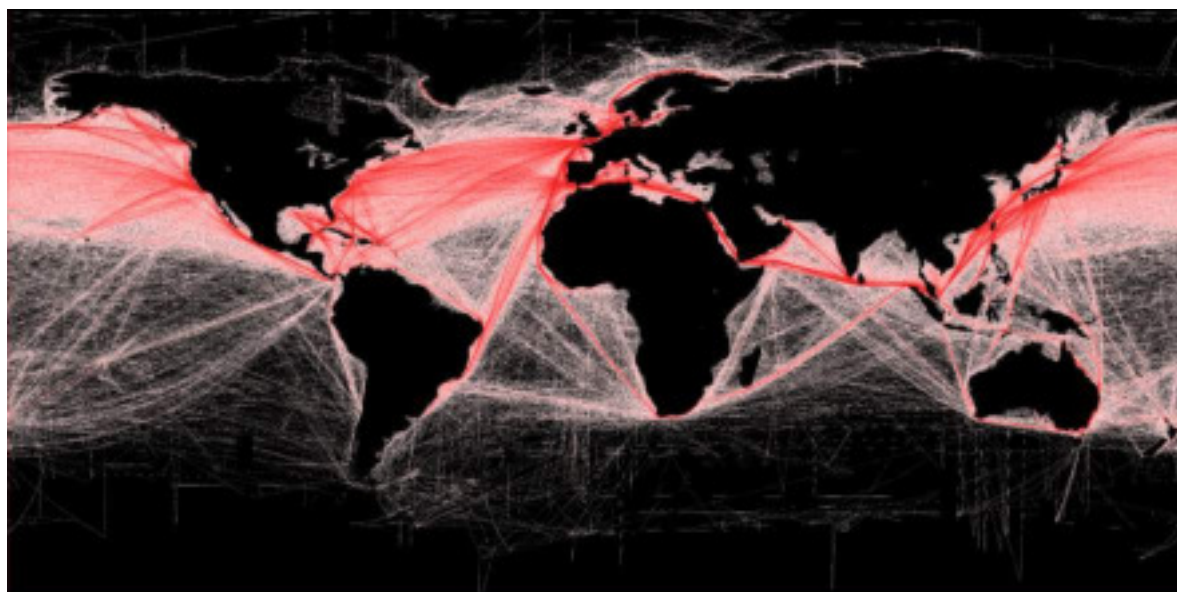
Arabian Gulf: No current incidents to report

East Asia/Indian Subcontinent: 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 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.

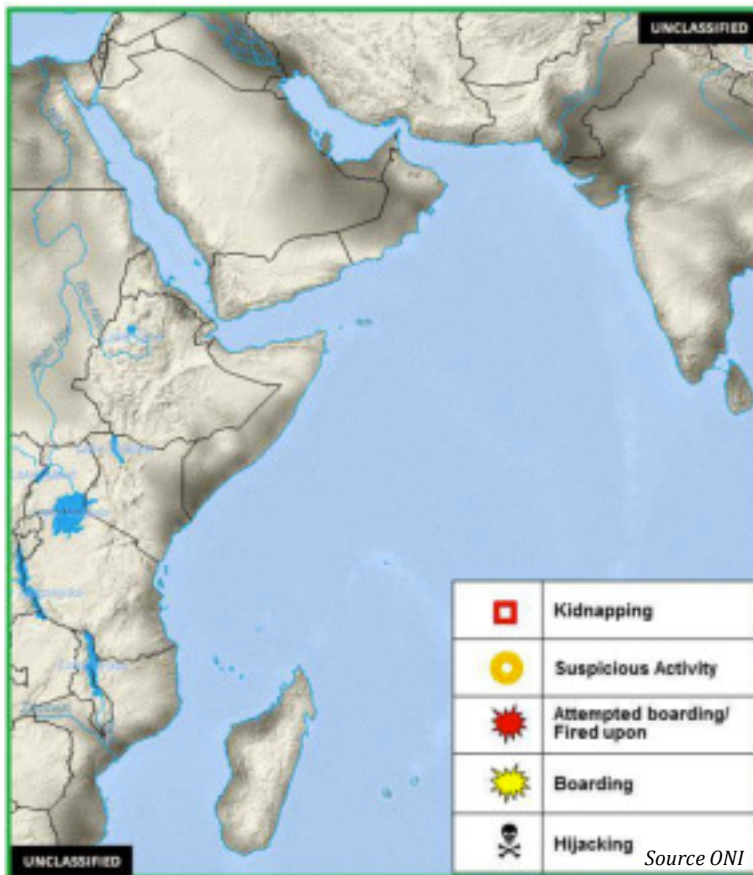
Suspicious Activity

- None reported during this period.

Other Activity

- None reported during this period.

Incident Map - Maritime

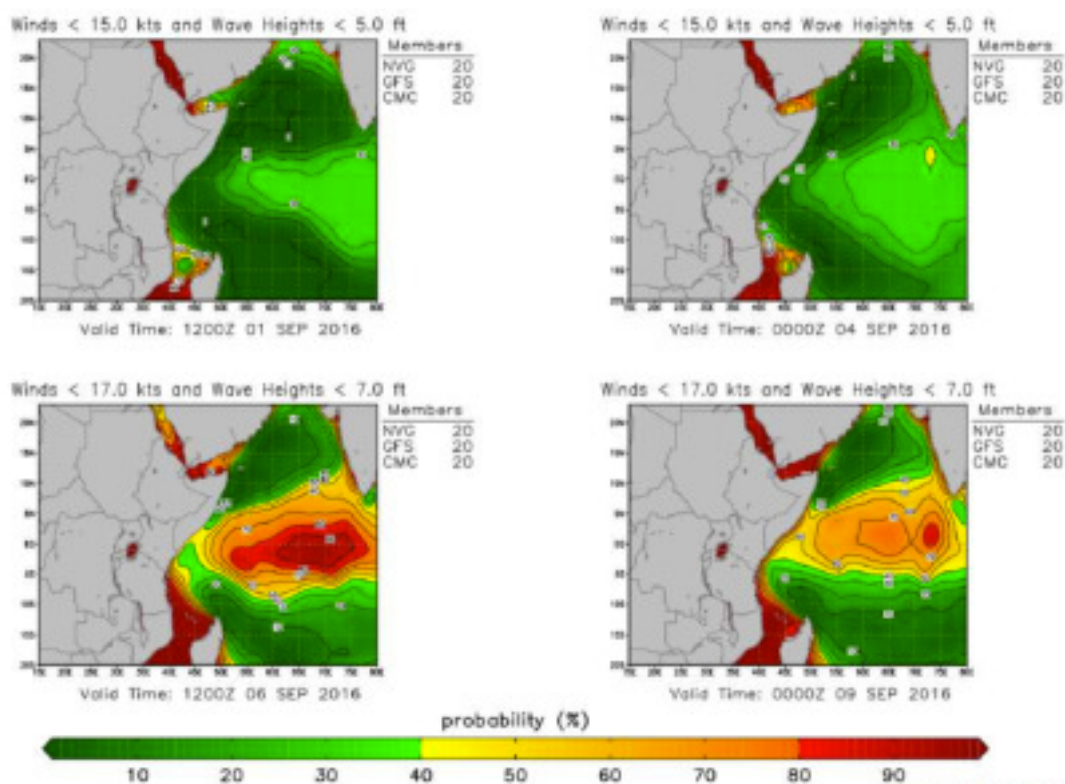


Maritime Reporting

- None reported during this period.

Weather Forecast for Gulf of Aden/Arabian Sea

- **Northern Arabian Sea:** Southwest winds of 15 – 20 knots and seas of 4 – 6 feet.
 - **Extended Forecast:** Southwest winds of 10 – 15 knots and seas of 4 – 6 feet.
- **Gulf of Oman:** Variable winds of 5 – 10 knots and seas of 1 – 3 feet in the western section of the Gulf; with variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 3 – 5 feet in the eastern section of the Gulf.
 - **Extended Forecast:** Variable winds of 5 – 10 knots and seas of 1 – 3 feet in the western section of the Gulf; with east-southeast winds of 10 – 15 knots and seas of 3 – 5 feet in the eastern section of the Gulf.
- **Gulf of Aden:** West-southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 3 – 5 feet in the western section of the Gulf; with southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 6 – 8 feet in the eastern section of the Gulf.
 - **Extended Forecast:** Southwest winds of 20 – 25 knots and seas of 3 – 5 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 25 – 30 knots, gusting to 35 knots, and seas of 10 – 12 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 20 – 25 knots, gusting to 30 knots, and seas of 5 – 7 feet in the northern section of the coastline; with southwest winds of 20 – 25 knots and seas of 7 – 9 feet in the southern section of the coastline.
- **Central African Coast/Indian Ocean:** Southerly winds of 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 feet.
 - **Extended Forecast:** Southerly winds of 15 – 20 knots and seas of 4 – 6 feet.
- **Mozambique Channel:** Southeast winds of 15 – 20 knots and seas of 3 – 5 feet in the northern Channel; with northeast winds of 20 – 25 knots and seas of 8 – 10 feet in the southern Channel.
 - **Extended Forecast:** Southerly winds of 15 – 20 knots and seas of 3 – 5 feet in the northern Channel; with east-southeast winds of 20 – 25 knots, and seas of 7 – 10 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 Southwest Monsoon continues to dominate the weather pattern over the Somali Basin and the Arabian Sea. Isolated thunderstorms and rain showers can be routinely expected along the eastern coast of Africa.



Source ONI

Spotlight Report: Yemen

Port is Open



Port is closed



As of 4 September, below is the status for key ports in Yemen

Port Name	Port Status	Risk Level	Notes
Aden Port	Open	High	Only port to facilitate container vessels.
Ash Shihr Oil Terminal	Open	High	
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

Balhaf and Ras Isa ports remain closed due to the ongoing conflict. The situation remains unstable and could result in changes to port closures. MS Risk advises that shipmasters and owners stay up-to-date on the volatile situation.

Activity Report

No major incidents reported.

Procedure

THE FOLLOWING ADVICE IS CURRENT AS OF 4 SEPTEMBER.

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 low level. There was one incident of an attack on an oil facility in southern Nigeria.

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.

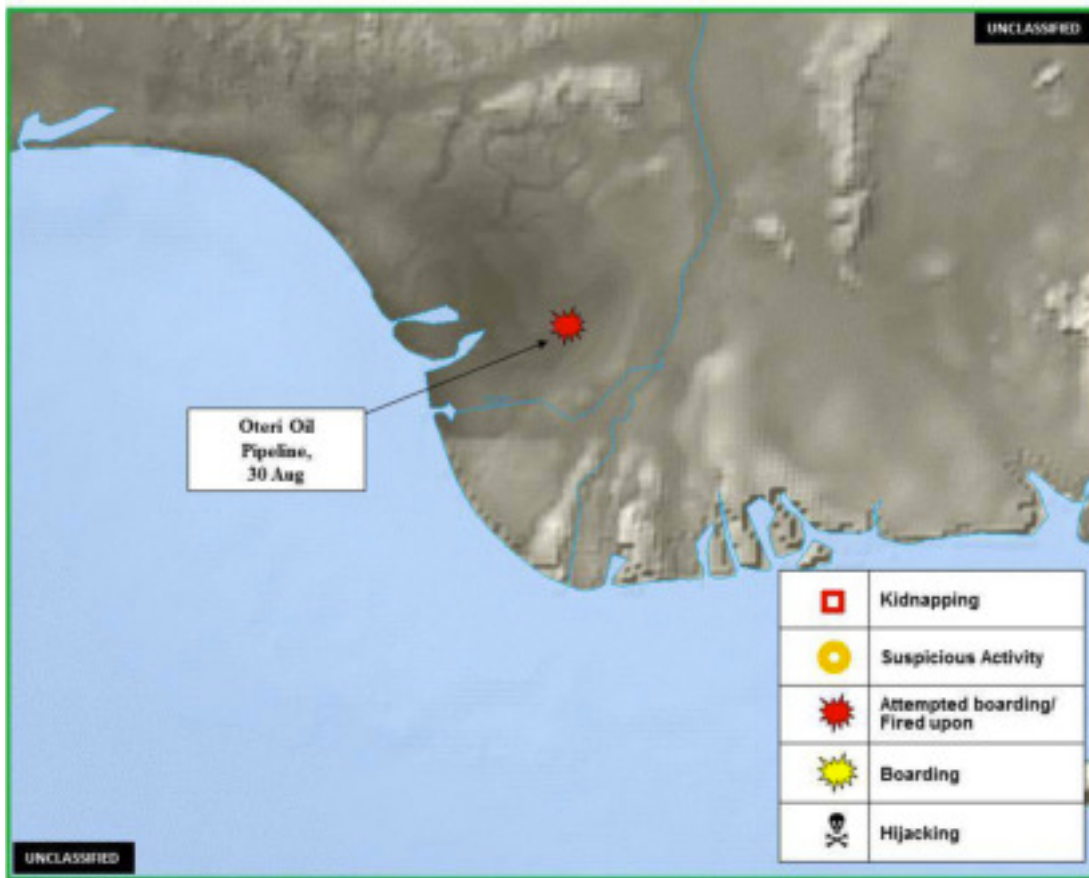
Suspicious Activity

- None reported during this period.

Other Activity

- **30 August (Nigeria)** – The newly formed Niger Delta Greenland Justice Mandate (NDGJM) group disclosed in a statement that they attacked a Nigerian Petroleum Development Company oil pipeline located near Oteri, in the southern oil-producing Delta State.

Incident Map – Attacks on Oil Facilities



Source ONI

Maritime Reporting

- None reported during this period.

Weather Forecast for Gulf of Guinea

- **Gulf of Guinea:** South-southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet.
 - **Extended Forecast:** South-southwest winds of 10 – 15 knots, gusting to 20 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 low level. There was one incident reported 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 any time. 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/Attack

- None reported during this period.

Vessels Boarded

- None reported during this period.

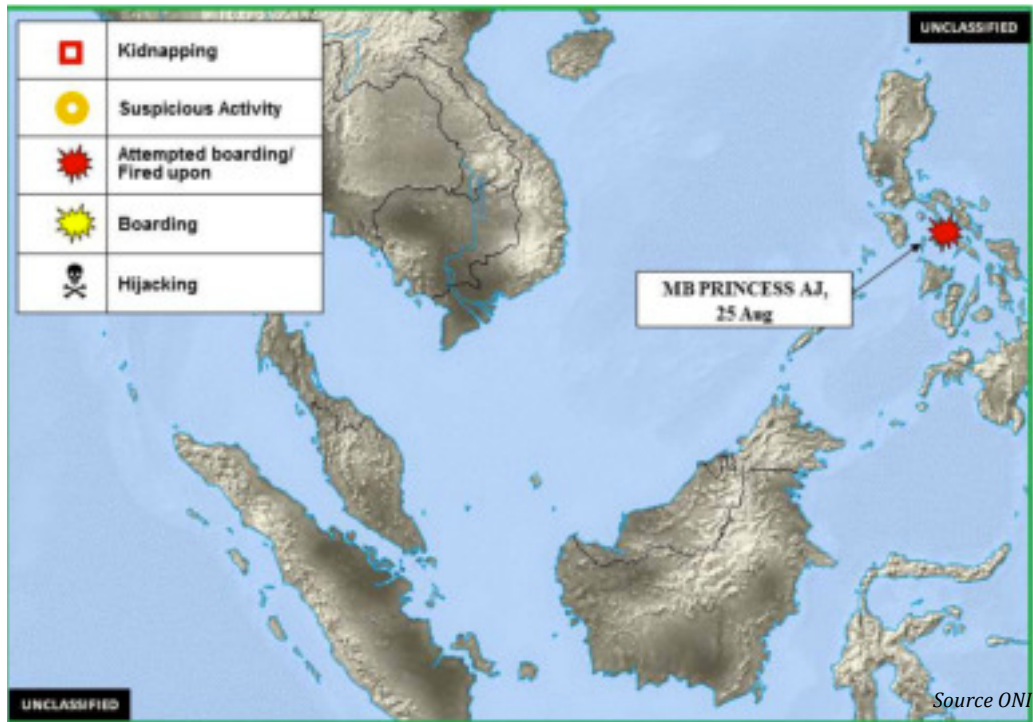
Suspicious Activity

- None reported during this period.

Other Activity

- **25 August (Philippines – Late Report)** – Gunmen attacked the passenger boat *MB PRINCESS AJ* near Claveria town on the island province of Masbate. The gunmen reportedly fired at the engine of the passenger boat, and instead hit three passengers, severely injuring one of them.

Incident Map – Maritime



Maritime Reporting

- None reported during this period.

Weather Forecast for Southeast Asia

- **Southern South China Sea:** Southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 8 – 10 feet.
 - **Extended Forecast:** Southeast 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, gusting to 20 knots, and seas of 3 – 5 feet in the northern section; with southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 4 – 6 feet in the southern section.
 - **Extended Forecast:** Southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the northern section; with southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 4 – 6 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 between 1 – 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 daytime heating.

Worldwide

North America

1. **30 August (United States)** – A man from Brooklyn, New York City, New York, appeared in a New Jersey court room, charged with accessing the computer database of a Bayonne, New Jersey shipping company and selling sensitive information to the company's competitors. The charges indicate that he had disclosed information about incomes, balances, prices, email addresses, phone numbers and contact names in the company.



Central America/Caribbean/South America

1. **27 August (Peru – Late Report)** – Three robbers armed with guns boarded an anchored bulk carrier near position 12:01 S – 077:10 W, Callao Anchorage. One crewman on routine rounds notified the bridge of the robber's presence before being taken hostage at gunpoint. The alarm was raised, SSAS activated that the crewmembers were mustered on the bridge. Upon hearing the alarm, the robbers escaped. Incident was reported to the Callao port control and the coast guard sent a boarding party to investigate. All crewmembers have been reported safe and nothing was reported stolen.
2. **17 August (Grenada – Late Report)** – Robbers boarded a sailing yacht anchored in the Port Louis Marina. They stole a bag containing personal effects and a large amount of cash.



Atlantic Ocean Area

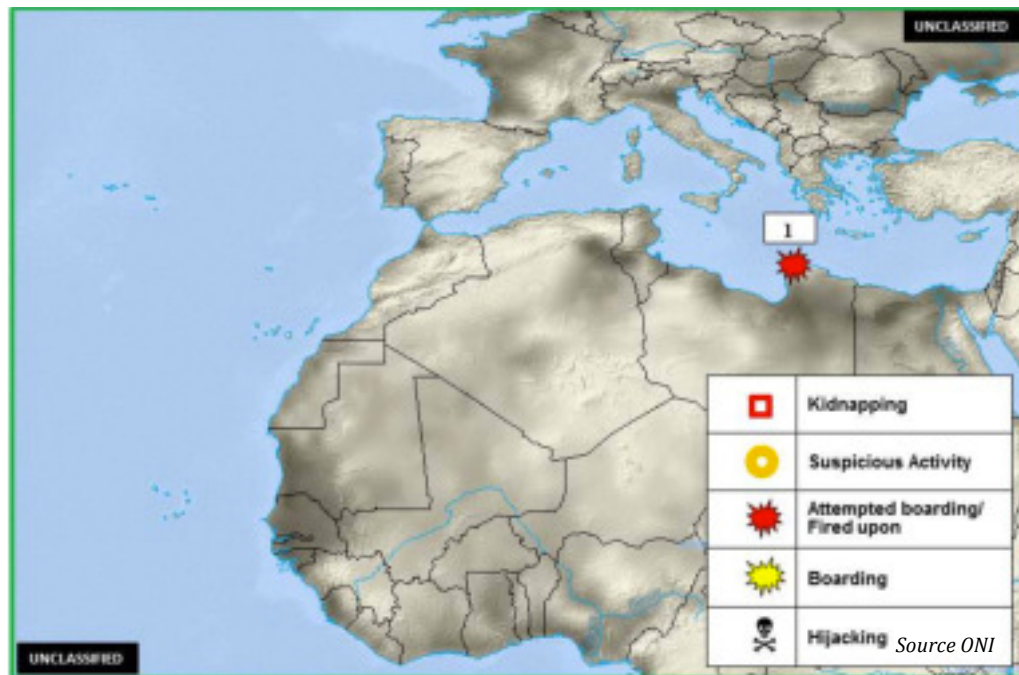
No current incidents to report

Northern Europe/English Channel/Baltic

No current incidents to report

Mediterranean/Black Sea

1. **17 August (Libya – Late Report)** – Medical charity Medecins Sans Frontieres (MSF) reported that Luxembourg-flagged tug supply vessel *BOURBON ARGOS* was taking part in migrant rescue operations 24 nautical miles north of the Libyan coast when they were “approached and attacked by a group of armed men onboard an unidentified speedboat.” Subsequently, a Libyan Navy spokesman claimed that Libyan forces had approached the *BOURBON ARGOS* after its crew refused to identify themselves. The navy spokesman denied that Libyan forces had fired directly at the MSF boat or boarded the vessel.



Migration

- **30 August** – According to the Italian coastguard, around 6,500 migrants have been rescued off the coast of Libya in what is the biggest co-ordinated operation to take place in recent years. The Italian coastguard has reported that Monday's operations included vessels from humanitarian organizations as well as the European Union's (EU) agency Frontex.
- **29 August** – Italy's coastguard has disclosed that on Sunday, about 1,100 migrants were rescued from boats in the Strait of Sicily as they tried to reach Europe. A statement released by the coastguard disclosed that the migrants were picked up from eight rubber dinghies, one large boat and two punts through eleven rescue operations that were carried out in the Mediterranean. The statement did not mention the migrants' country of origin. Latest data released by the International Organization for Migration (IOM) on Friday indicates that some 105,342 migrants have reached Italy by boat this year, many of them setting sail from Libya. It is estimated that 2,726 men, women and children have died over this same period trying to make the journey. **Update** – It is believed that most of these rescued on Sunday are Somalis.

Spotlight Report: Libya

As of 4 September, the following ports in Libya are open:

• Mellitah	• Marsa El Brega	• Farwah
• Zawiya	• Tobruk	• Bouri
• Tripoli	• Al Khoms	
• Misrata	• Marsa El Hariga	

The following ports are closed due to security risks:

• Benghazi	• Es Sider	• Sirte
• Derna	• Ras Lanuf	• Zueitina

Reportedly, shipments of crude oil have resumed from Marsa el Hariga port following a deal between the rival governments regarding oil exports. However, as relations between the administrations are tense and changeable, extreme caution is advised and ship owners and masters are advised to obtain the most recent information prior to arrival at port.

Activity Report

- 31 August** - A Danish-led international operation to rid the country of its chemical weapons has removed 500 tonnes of chemicals from the North African country. The Danish government disclosed Wednesday that the chemicals were picked up Saturday at the Libyan port of Misrata and are now on their way out of the Mediterranean Sea towards Germany. According to Foreign Minister Kristian Jensen, “we have now removed the chemical remnants from Libya and have ensured that they will not fall into the wrong hands.” Sources have indicated that Britain and Finland assisted with the maritime operation. Denmark disclosed that Libya’s Un-backed Government of National Accord (GNA) had in July handed over a formal request for international assistance to have the chemical weapons removed. In a statement, Ahmed Uzumcu, director general of the Organization for the Prohibition of Chemical Weapons, expressed his confidence that the ultimate objective of verifiably eliminating the Libyan chemicals will be achieved in a safe, secure and timely way,” adding, “this OPCW-coordinated international effort has achieved a major milestone in guaranteeing that these chemicals will not fall into the wrong hands.”
- 29 August** – An European Union (EU) naval mission in the Mediterranean has been authorized to start enforcing a United Nations arms embargo that is designed to choke off weapon supplies to extremists operating in Libya. Operation Sophia was launched in order to disrupt human smuggling operations in the Central Mediterranean. In June, EU leaders decided to add new duties to its mission and the EU’s maritime unit will now be authorized to stop and search vessels in international waters off Libya that are suspected of carrying arms to the so-called Islamic State (IS) group and other extremist groups active in the North African country. The EU flotilla may also seize contraband weapons cargoes.

Procedure

Vessels should report their schedules to local port agents prior to arrival at any Libyan port, including:

- A declaration of the vessel’s sailing route

- Whether they are loading or discharging cargo
- The type of cargo on board

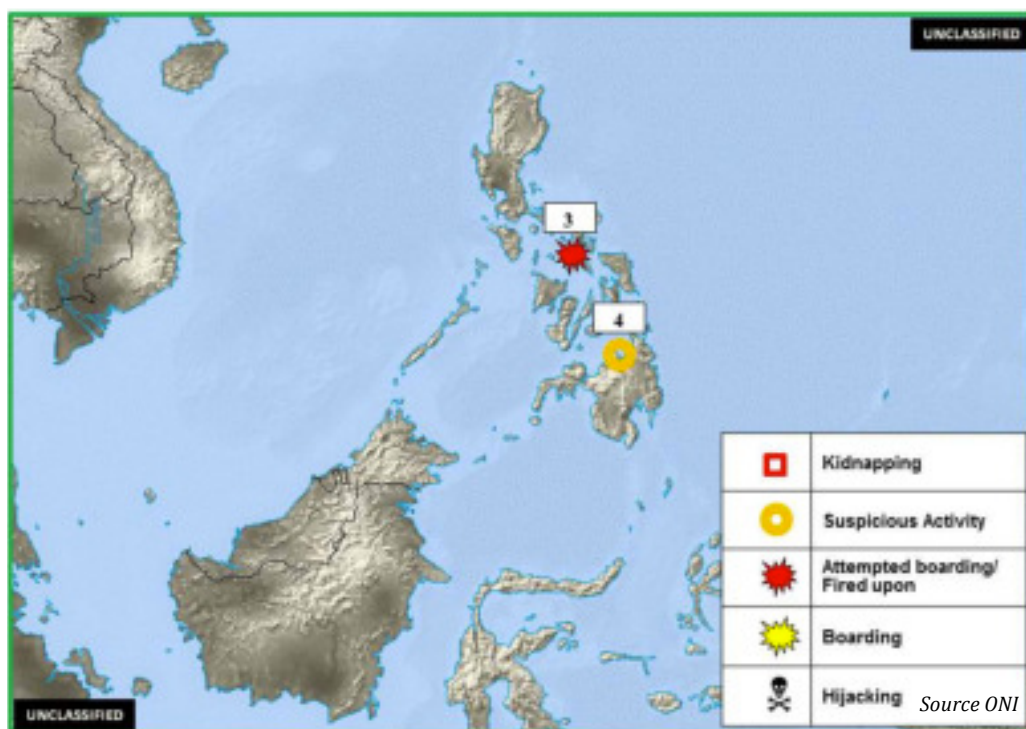
Vessels are cautioned to avoid navigating in the coastal waters of Benghazi, Derna and Sirte. MS Risk advises that shipmasters and owners stay up-to-date on the volatile situation in this region.

Arabian Gulf

No current incidents to report

East Asia/Indian Subcontinent

1. **25 August (Bangladesh – Late Report)** – Suspected pirates abducted a fisherman in the Meghna River at Manpura Upazila in Bhola district. Initially, the pirates opened fire at the fishermen who tried to resist them. Frightened, five fishermen jumped into the Meghna River. The gang then looted fishing nets and fish along with the trawler and abducted fishermen.
2. **25 August (Bangladesh – Late Report)** – A gang of pirates kidnapped four fishermen for not paying a toll in the Meghna River adjacent to Char Abdullahpur in Ramgati upazila of Lakshmipur. When the fishermen refused to pay, the bandits attacked them, injuring several of the fishermen. They then picked up four fishermen and fled the scene. The kidnappers demanded a huge amount of money as ransom from the family members of the four fishermen.



Southern Africa

No current incidents to report

Northeast Asia

No current incidents to report

Pacific Ocean/Southern Ocean

1. **28 August (Australia – Late Report)** – Customs officials searching a cruise ship docked in Sydney Harbour found 210 pounds of cocaine, packed in suitcases, in one passenger cabin. Three passengers, all from Canada, were subsequently arrested.



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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