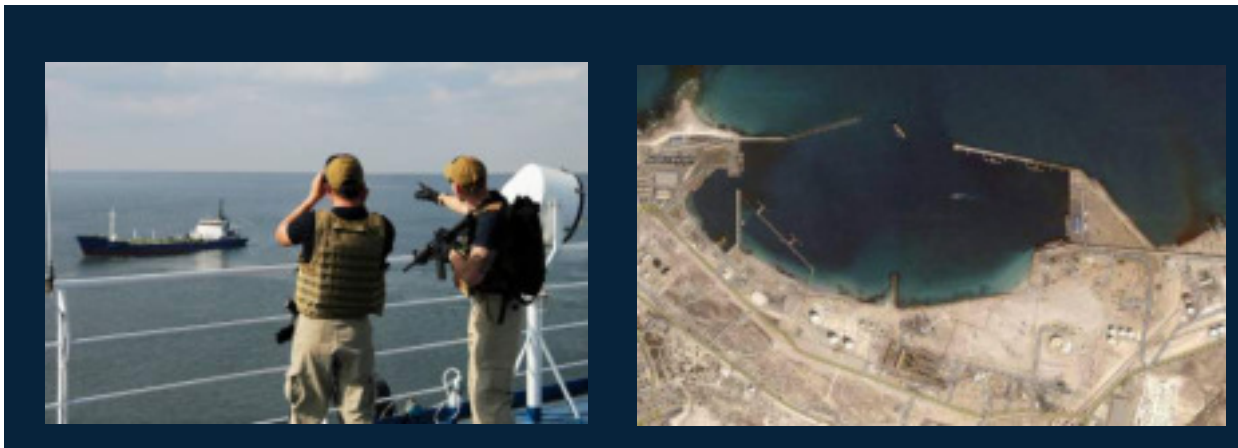




Maritime Security Review

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Table of Contents

Table of Contents	2
Summary	3
Gulf of Aden/Arabian Sea/Bab el-Mandeb/Red Sea	4
<i>Somalia</i>	4
<i>At Sea</i>	4
<i>Incident Map</i>	5
<i>Maritime Reporting</i>	5
<i>Weather Forecast for Gulf of Aden/Arabian Sea</i>	6
<i>Spotlight Report: Yemen</i>	8
Gulf of Guinea	13
<i>At Sea</i>	13
<i>Incident Map – Maritime</i>	14
<i>Maritime Reporting</i>	14
<i>Weather Forecast for Gulf of Guinea</i>	14
Southeast Asia	15
<i>At Sea</i>	15
<i>Incident Map – Maritime</i>	16
<i>Maritime Reporting</i>	16
<i>Weather Forecast for Southeast Asia</i>	16
Worldwide	18
<i>North America</i>	18
<i>Central America/Caribbean/South America</i>	18
<i>Atlantic Ocean Area</i>	18
<i>Northern Europe/English Channel/Baltic</i>	19
<i>Mediterranean/Black Sea</i>	19
<i>Migration</i>	19
<i>Spotlight Report: Libya</i>	21
<i>East Asia/Indian Subcontinent</i>	22
<i>Eastern and Southern Africa</i>	22
<i>Northeast Asia</i>	22
<i>Pacific Ocean/Southern Ocean</i>	22
About MS Risk	23

Summary

List of Incidents at Sea for this Reporting Period

Main Regions

Gulf of Aden/Arabian Sea/Bab el-Mandeb/Red Sea: One incident and one late reported incident. Both occurred in waters off the coast of Yemen

Gulf of Guinea: Two late reported incidents in Nigerian waters

Southeast Asia: There was one late reported incident

Worldwide

North America: No current incidents to report

Central America/Caribbean/South America: One late reported Incident

Atlantic Ocean Area: No current incidents to report

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

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

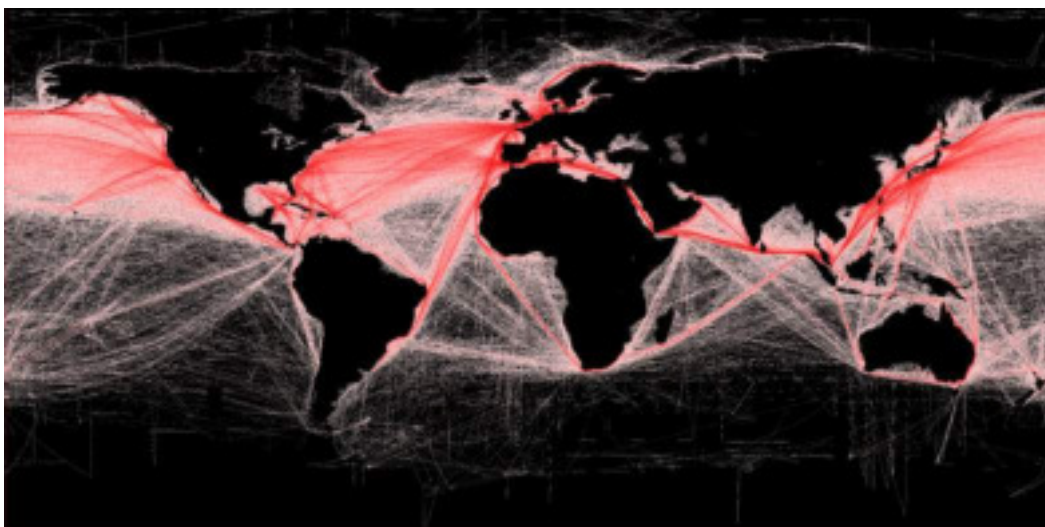
Arabian Gulf: No current incidents to report

East Asia/Indian Subcontinent: No current incidents to report

Southern Africa: No current incidents to report

Northeast Asia: One late reported incident

Pacific Ocean/Southern Ocean: No current incidents to report



Gulf of Aden/Arabian Sea/Bab el-Mandeb/Red Sea

Somalia

Pirate and maritime crime activity in waters off East Africa remains at a low level. There was one incident and one late reported incident. Both occurred in waters off the coast of Yemen.

WARNING FOR RED SEA, BAB EL-MANDEB STRAIT AND GULF OF ADEN: Vessels transiting these regions should operate under a heightened state of alert. This is due to increasing tensions in the region, which in turn can escalate the potential for direct or collateral damage to vessels transiting the region. These threats may come from a number of different sources such as missiles, projectiles, or waterborne improvised explosive devices. Houthi rebels have claimed responsibility for the 1 October attack on a UAE vessel. MS Risk advises all vessels transiting this region to report any hostile activities immediately.

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

1. **9 October (Yemen - Late Report)** – The USS MASON, a US Navy guided missile destroyer was targeted in a failed missile attack from territory in Yemen controlled by Iran-aligned Houthi rebels. Neither of the two missiles hit the vessel. There were no injuries to the sailors and no damage to the ship.
2. **12 October (Yemen)** – A US Navy destroyer was targeted in a failed missile attack from territory controlled by Houthi rebels, in what is the second such incident to occur in the past four days. USS MASON, which was accompanied by USS PONCE – an amphibious transport dock – fired defensive salvos in response to the missiles, neither of which hit the ships or caused any damage as they operated north of the Bab el-Mandeb Strait. The rebels appeared to have used small skiffs as spotters in order to help direct the missile attack on the warship.

Vessels Boarded

- None reported during this period.

Kidnapping

- None reported during this period.

Suspicious Activity

- None reported during this period.

Other Activity

- None reported during this period.

Incident Map

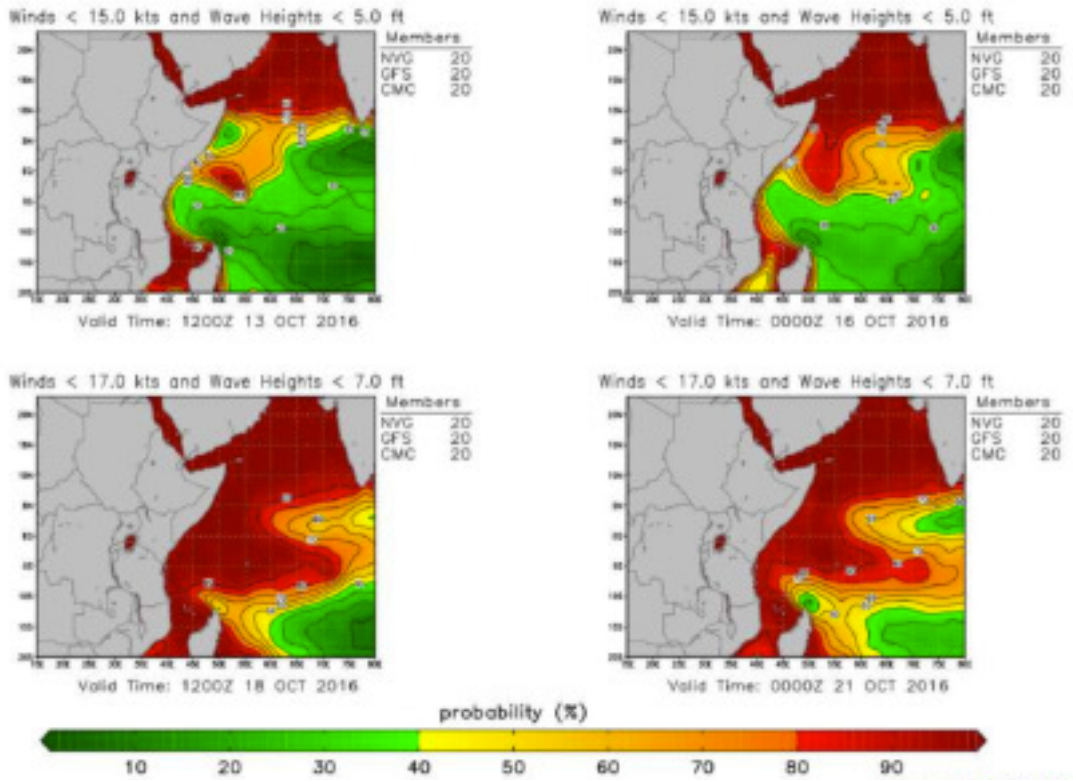


Maritime Reporting

- None reported during this period.

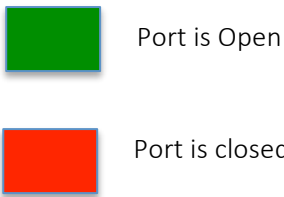
Weather Forecast for Gulf of Aden/Arabian Sea

- **Northern Arabian Sea:** West-southwest winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet.
 - **Extended Forecast:** West-southwest winds of 5 – 10 knots, gusting to 20 knots, and seas of 2 – 4 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 variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet in the eastern section of the Gulf.
 - **Extended Forecast:** Northeast winds of 10 – 15 knots, and seas of 2 – 4 feet in the western section of the Gulf; with east-northeast winds of 10 – 15 knots and seas of 2 – 4 feet in the eastern section of the Gulf.
- **Gulf of Aden:** Easterly winds of 5 – 10 knots, gusting to 15 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 1 – 3 feet in the eastern section of the Gulf.
 - **Extended Forecast:** Easterly winds of 5 – 10 knots, gusting to 15 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 2 – 4 feet in the eastern section of the Gulf.
- **Somali Coast:** Southwest winds of 15 – 20 knots and seas of 3 – 5 feet in the northern section of the coastline; with southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the southern section of the coastline.
 - **Extended Forecast:** Southwest winds of 10 – 15 knots and seas of 2 – 4 feet in the northern section of the coastline; with southwest winds of 10 – 15 knots and seas of 3 – 5 feet in the southern section of the coastline.
- **Central African Coast/Indian Ocean:** Southeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet.
 - **Extended Forecast:** Southeast winds of 10 – 15 knots and seas of 3 - 5 feet.
- **Mozambique Channel:** Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 3 – 5 feet in the northern Channel; with west-southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 12 – 14 feet in the southern Channel.
 - **Extended Forecast:** Northeast winds of 15 – 20 knots, gusting to 25 knots, and seas of 3 – 5 feet in the northern Channel; with southeast winds of 20 – 25 knots and seas of 6 – 8 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, Gulf of Oman and the Arabian Sea. Expect increased wind flow through the Strait of Hormuz and the Bab al-Mandeb Strait due to funneling effects.



Source ONI

Spotlight Report: Yemen



As of 16 October, 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

- **16 October** – According to the US military, American warships may again have been targeted by missiles in the Red Sea, however none were hit. Officials initially reported that surface-to-surface rockets had been fired from rebel-held territory at the USS MASON, USS NITZE and USS PONCE off the coast of Yemen. However, they later backtracked, stating that the ships detected what may have been missiles. According to a defense official, “a US Strike Group transiting international waters in the Red Sea detected possible inbound missile threats and deployed appropriate defensive measures,” adding, “post event assessment is ongoing. All US warships and vessels in the area are safe.” If confirmed, this would be the third time in a week that US warships have been attacked.
- **13 October** – US officials have reported that the US military on Thursday launched cruise missiles against three coastal radar sites in areas of Yemen controlled by Iran-aligned Houthis force, after failed missile attacks earlier this week on a US Navy destroyer. US officials have disclosed that US Navy destroyer *USS NITZE* launched the Tomahawk cruise missiles around 4 AM (0100 GMT). One of the officials indicated that “these radars were active during previous attacks and attempted attacks on ships in the Red Sea,” adding that the targeted radar sites were in remote areas where the risk of civilian casualties was low. The official identified the targeted areas in Yemen where the radar were located as near Ras Isa, north of Mukha and near Khoka. Shipping sources have disclosed that the sites were hit in the Dhubab district of Taiz province, which is a remote area overlooking the Bab al-Mandab Strait known for fishing and smuggling. The US missile strikes, which were authorized by President Barack Obama, represent Washington’s first direct military action against suspected Houthi-controlled targets in Yemen’s conflict. The Pentagon appeared to stress the limited nature of the strikes, aimed at radar that enabled the launch of at least three missiles against the USS Navy ship *USS MASON* on Sunday and again on Wednesday. According to Pentagon spokesman Peter Cook, “these limited self-defiance strikes were conducted to protect our personnel, our ships and our freedom of navigation.” The failed missile attacks on the *USS MASON* appears to be part of a reaction to a suspected Saudi-led strike on mourners gathered in Yemen’s Houthi-held capital Sanaa last week. The Houthis, who are battling the internationally-recognized government of Yemen President Abd Rabbu Mansour al-Hadi, have denied any involvement in Sunday’s attempted strike on the *USS MASON*. On Thursday, the Houthis reiterated a denial that they had carried out the strikes, stating that they did not come from areas under their control. US Officials however reported earlier this week that there are growing indications that Houthi fighters, or forces aligned with them, were responsible for Sunday’s attempted strikes.
 - On Thursday, several hours after the US military launched cruise missiles against three coastal radar sites in areas of Yemen controlled by Iran-aligned Houthi forces, the semi-official Tasnim news agency reported that Iran announced that it had deployed two warships to the Gulf of Aden, effectively establishing a military presence in waters off Yemen. Iran, which supports the Houthi group, has stated that it deployed two warships to the Gulf of Aden in order to protect ship lanes. Tasnim news agency reported that “Iran’s Alvand and Bushehr warships have been dispatched to the Gulf of Aden to protect trade vessels from piracy.” An Iranian official stated that the vessels were deployed a few days ago however he declined to say when they will arrive in the area.
- **12 October** - US officials disclosed on Wednesday that the United States is seeing increasing indications that Iran-allies Houthi rebels, despite denials, were responsible for the 9 October attack on a Navy destroyer off the Yemen coast. According to US officials, the rebels appeared to use small skiffs as

spotters to help direct a missile attack on the warship. Officials have further indicated that the US is also investigating the possibility that a radar station under Houthi control in Yemen might have also “painted” the USS Mason, something that would have helped the Iran-aligned fighters pass along coordinates for a strike. While neither of the two missiles fired from Houthi-controlled territory hit the USS Mason, or the nearby USS Ponce, which is an amphibious transport dock, the incident threatens to trigger the first direct US military action against Houthis in the ongoing conflict in Yemen, even if it is limited to one-off retaliation. The Houthis have publicly denied any role in the strike, with a senior Western diplomat disclosing that those denials have also been communicated privately. However emerging details of the incident, if confirmed by a US investigation, would lend further support to the Pentagon’s claims that “the facts certainly seem to point” to Houthi involvement. On 11 October, the US military even hinted at possible preparations for a retaliatory strike. Speaking at a news briefing, Pentagon spokesman Captain Jeff Davis stated, “anybody who takes action, fires against US Navy ships operating in international waters, does so at their own peril.”

- **9 October** - The US has disclosed that on Sunday, a US Navy guided missile destroyer was targeted in a failed missile attack from territory in Yemen controlled by Iran-aligned Houthi rebels adding that neither of the two missiles hit the ship. The US military has disclosed that the failed missile attack on the USS Mason began around 7 PM local time, when the ship detected two inbound missiles over a 60-minute period in the Red Sea off Yemen’s coast. According to Pentagon spokesman Captain Jeff Davis, “both missiles impacted the water before reaching the ship,” adding “there were no injuries to our sailors and no damage to the ship.” A US defence official has disclosed that the first missile triggered counter-measures from the USS Mason. It was not immediately clear whether those defences may have helped prevent a direct hit on the ship. The official further disclosed that the USS Mason did not return fire, adding that the incident took place just north of the Bab al-Mandab strait off Yemen’s southern coast. The attempted strike on the USS Mason comes just a week after a United Arab Emirates vessel came under attack from Houthis. That attack, which the UAE branded an “act of terrorism,” occurred around the Bab al-Mandab strait. The attempted strike on the USS Mason also came the same day that Yemen’s powerful former president, Ali Abdullah Saleh, who is a key Houthi ally, called for an escalation of attacks against Saudi Arabia, demanding “battle readiness at the fronts on the (Saudi) border.”

MS Risk continues to advise all vessels transiting the regions of the Red Sea, Bab el-Mandeb Strait and the Gulf of Aden to operate under a heightened state of alert. This is due to increasing tensions in the region, which in turn can escalate the potential for direct or collateral damage to vessels that are transiting the region. These threats may come from a number of different sources, including but limited to missiles, projectiles or waterborne improvised explosive devices. We further advise all vessels transiting this region to report any hostile activities immediately.

Procedure

THE FOLLOWING ADVICE IS CURRENT AS OF 16 OCTOBER.

UNITED NATIONS INSPECTIONS:

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

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

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

YEMENI MINISTRY OF TRANSPORT/SAUDI COALITION REQUIREMENTS:

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

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

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

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

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

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

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

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

Gulf of Guinea

Over the past week, pirate and maritime crime activity in the Gulf of Guinea remained at a low level. There were two late reported incidents in Nigerian waters.

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

1. **7 October (Nigeria – Late Report)** – Three robbers were arrested for robbing four women in a boat in the creek around Ataba. The robbers stole money and handsets from the victims.

Kidnapping

- None reported during this period.

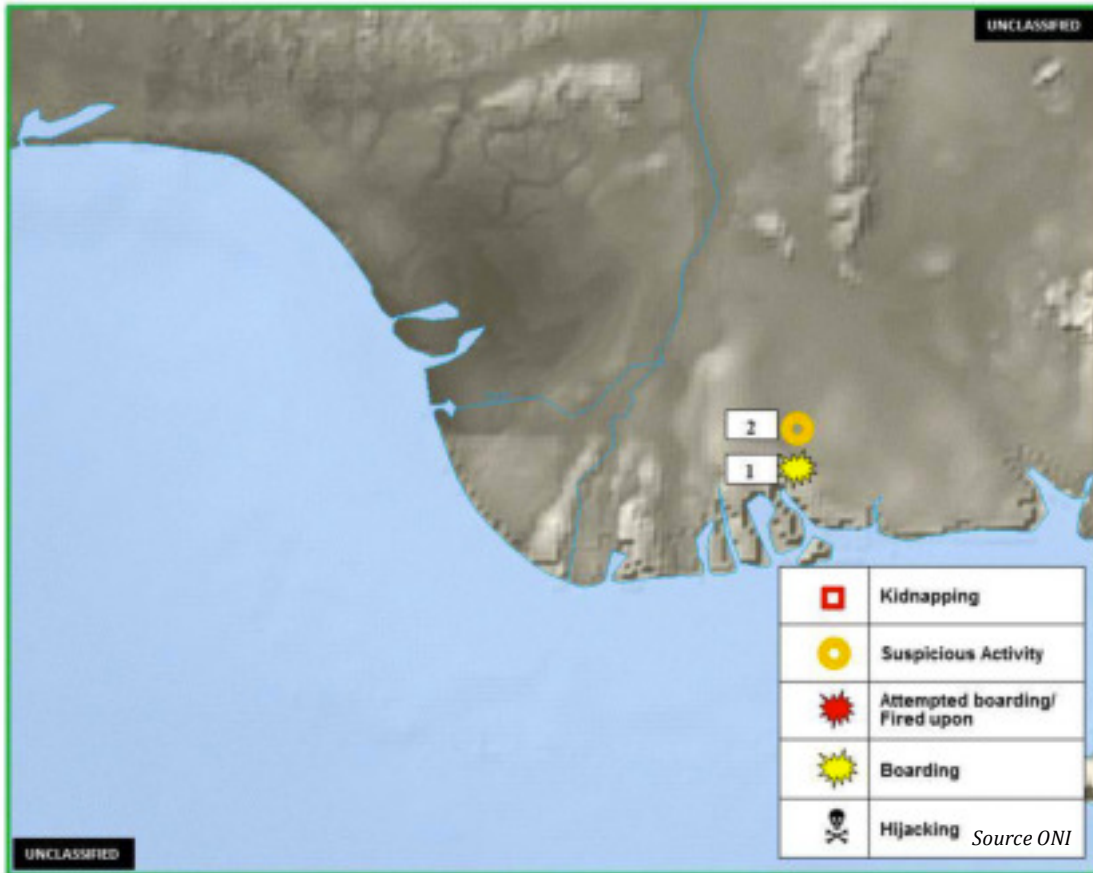
Suspicious Activity

- None reported during this period.

Other Activity

2. **7 October (Nigeria – Late Report)** – The Nigerian Navy Ship *JUBILEE IN IKO ABASI* intercepted two wooden Cotonou boats laden with 19,200 litres of product suspected to be illegally refined Automotive Gas Oil. Four people were arrested.

Incident Map – Maritime



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 medium level. There was one late reported incident.

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

- **7 October (Indonesia – Late Report)** – At approximately 4:45 AM, a Customs and Excise Office patrol vessel was attacked by a mob in Tanjung Jumpul waters off Asahan regency, North Sumatra. The four officials reported injuries after the mob threw Molotov cocktails and firecrackers at the patrol vessel when they attempted to inspect a boat suspected of smuggling.

Vessels Boarded

- None reported during this period.

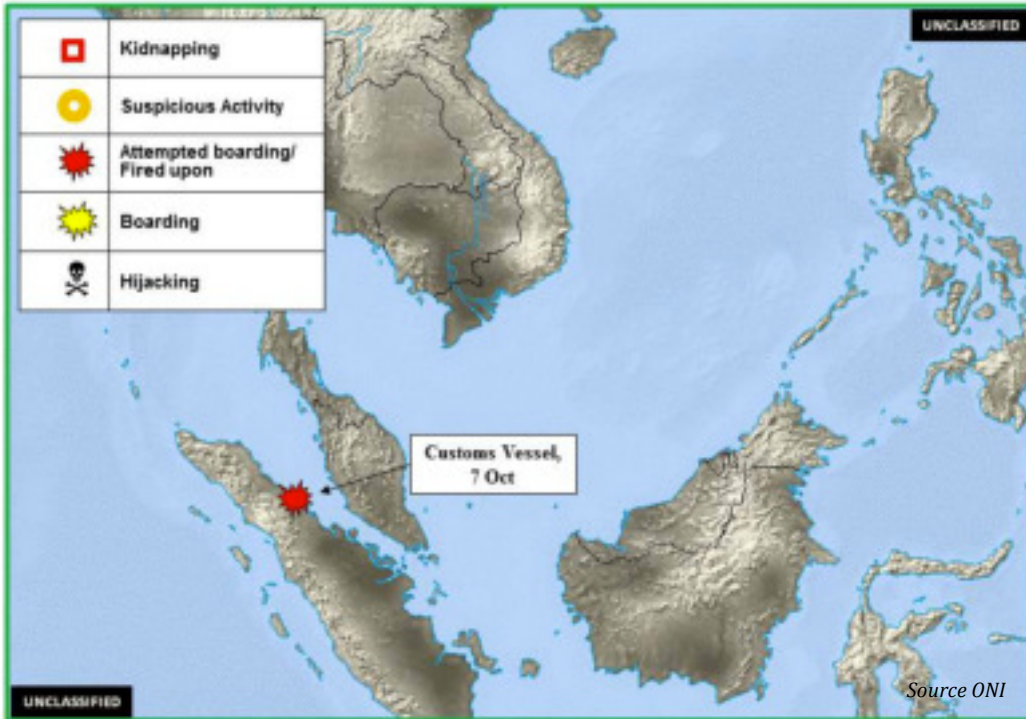
Suspicious Activity

- 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 Southeast Asia

- **Southern South China Sea:** Southwest winds of 10 – 15 knots and seas of 2 – 4 feet.
 - **Extended Forecast:** Southwest winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet.
- **Malacca Strait:** Northwest winds of 5 – 10 knots and seas of 1 – 3 feet in the northern Strait; with northwest winds of 5 – 10 knots and seas of 1 – 3 feet in the southern Strait.
 - **Extended Forecast:** Northwest winds of 5 – 10 knots and seas of 1 – 3 feet in the northern Strait; with northwest winds of 5 – 10 knots and seas of 1 – 3 feet in the southern Strait.
- **Andaman Sea:** Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 3 – 5 feet in the northern section; with west-southwest winds of 15 – 20 knots and seas of 3 – 5 feet in the southern section.
 - **Extended Forecast:** Northerly winds of 10 – 15 knots and seas of 2 – 4 feet in the northern section; with west-southwest winds of 15 – 20 knots and seas of 3 – 5 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 – 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

No current incidents to report

Central America/Caribbean/South America

WARNING: In the wake of Hurricane Matthew, which has resulted in disaster in Haiti, there will be increased port traffic when conditions permit. There will be an increase in aid deliveries and as a result, cargo crime and port theft will be an increased risk. Stockpiles of material and aid at logistics heads will be under threat. There is also the increased risk of stowaway. Consequently MS Risk advises all vessels discharging cargoes to maintain an elevated security awareness at all times.

1. **1 October (Saint Lucia – Late Report)** – A dinghy was stolen overnight from a sailing yacht anchored in Rodney Bay. After the owner posted a reward for safe return of the vessel, the dinghy was returned without the fuel tank and a pair of flip flops.



Atlantic Ocean Area

No current incidents to report

Northern Europe/English Channel/Baltic

No current incidents to report

Mediterranean/Black Sea

1. **23 September (Spain – Late Report)** – Spanish Coast Guard seized twenty tons of hashish hidden in secret compartments on the freighter *MARTIN N* in the Mediterranean near the coastal town of Almeria. Twelve crewmembers were arrested. The vessel was allegedly en route from Aveiro, Portugal to Mersin, Turkey.



Migration

- **13 October** – The Migrant Offshore Aid Station (MOAS) reported on Thursday that at least seventeen migrants are missing after a night-time rescue of more than 100 others from a partially submerged rubber boat off the coast of Libya. A statement released by MOAS disclosed that Italy's coastguard received a distress call from the vessel on Wednesday evening and alerted the privately funded MOAS ship Phoenix, which used remote-controlled drones to locate the boat. The Phoenix crew pulled 113 people to safety, however survivors have since reported that the boat had set out from Libya with 130 on board. Amongst those missing is a Nigerian toddler who was about to turn three years old. A young man has disclosed that five of his friends are missing, while another man has stated that a 16-year-old girl also had disappeared. MOAS has reported that many of those rescued suffered burns caused by leaking fuel, and one woman was in shock with first-degree burns on a third of her body.
 - On Thursday, about seventy sub-Saharan African migrants forced their way over a barbed wire barrier into Spain's North African enclave of Melilla. According to officials, they ran to a local immigration centre where they were met by dozens of migrants cheering "victory, victory," their legal status in Spain however has yet to be determined. A Government Delegation of Melilla spokesperson, Irene Flores, has disclosed that migrants wait weeks and sometimes months at the

short-stay immigrant centre in the hope of being transferred to a refugee reception centre in mainland Spain. Spain has two enclaves in Morocco – Ceuta and Melilla – and both are hot spots for African migrants who are making their way to Europe either by climbing over the barriers around them or swimming along the coastline.

- **12 October** – On Wednesday the head of the European Union (EU) border agency disclosed that migrants arriving by sea to Italy are now the main problem faced by the EU in its efforts to stem mass immigration to the block. The latest figures released by the United Nations refugee agency (UNHCR) indicate that Italy has now overtaken Greece as the main point of entry for migrants trying to reach Europe. More than 144,000 migrants have reached Italy so far this year, compared to the nearly 154,000 arrivals in the whole of 2015. Arrivals to Greece declined dramatically in the wake of agreement signed earlier this year between the EU and Turkey to prevent departures from its shores. Speaking to reporters, Fabrice Leggeri, head of the European Border and Coast Guard, disclosed “in terms of irregular migration right now Italy is the member state number one,” adding, “we have to be vigilant in the central Mediterranean area because there may also be security risks there, not just the migratory pressure.” EU officials have reported that some 90 percent of arrivals in Italy began their voyage on smugglers’ boats in Libya, noting however that in recent weeks there has been an increase in migrants arriving from Egypt. Furthermore, nearly all those who reach the Italian coast arrive on EU rescue vessels, after having been plucked from the sea or saved from overcrowded unsafe dinghies. Officials say that a rise in the number of rescues may have been inadvertently caused by the EU stepping up its naval Sophia mission in the Mediterranean to go after arms traffickers and to train the Libyan coast guard. An official disclosed that “smugglers started putting even more people on even less reliable boats as now they only have to be able to travel for a shorter period of time before they get to where we are and call for help,” adding, “since we are obliged to rescue people in such situations, we have been fishing more out and bringing more to Italy.” Another senior official disclosed that “this is not a ‘natural’ phenomenon, it’s engineered by the smugglers.” While the EU says that the vast majority of migrants who do reach Europe are not eligible for asylum and will be sent back, deportations often prove difficult in practice. Leggeri has disclosed that his agency would get more involved in the EU’s efforts to increase returns to poor African countries and to engage more in places in Italy where migrants disembark. The EU is now talking to Ethiopia, Mali, Niger, Nigeria and Senegal on readmission of economic migrants and asylum seekers whose applications have failed and said it would make some aid conditional on these states keeping emigration to Europe low. UNHCR data indicates that Nigerians make up nearly a fifth of the arrivals in Italy, followed by the nationals of Eritrea, at thirteen percent, and then Sudan, Gambia, the Ivory Coast, Guinea, Somalia, Mali, Senegal and Bangladesh.
 - On Wednesday, two rescue vessels operated by Migrant Offshore Aid Station (MOAS) and Save the Children rescued a total of 470 migrants.

Spotlight Report: Libya

As of 16 October, 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.

** On 14 September, the NOC announced that it will end force majeure at Ras Lanuf, Zueitina and Es Sider. Zueitina and Ras Lanuf are scheduled to resume exports immediately while operations at Es Sider will resume as soon as possible **

Activity Report

Nothing major to report during this period.

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

No current incidents to report

Eastern and Southern Africa

No current incidents to report

Northeast Asia

1. **9 October (South Korea – Late Report)** – A 4.5-ton speedboat for the Coast Guard had carried several officers in an operation to capture a Chinese vessel that was fishing illegally in the area, when another Chinese boat rammed the vessel and fled the scene, causing the Coast Guard boat to capsize. The Coast Guard reported that the incident occurred in waters 76 km southwest of Socheong Island. There were no injuries or casualties from the incident. The vessel has been placed on the wanted list by the Coast Guards of both countries.



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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