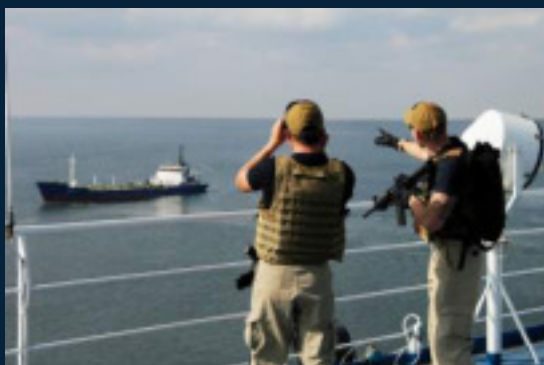




Maritime Security Review

28 November 2016

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Table of Contents

Table of Contents	2
Summary	3
Gulf of Aden/Arabian Sea/Bab el-Mandab/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>	7
<i>Spotlight Report: Yemen</i>	9
Gulf of Guinea	13
<i>At Sea</i>	13
<i>Incident Map</i>	14
<i>Incident Reporting</i>	15
<i>Weather Forecast for Gulf of Guinea</i>	15
Southeast Asia	16
<i>At Sea</i>	16
<i>Incident Map – Maritime</i>	18
<i>Maritime Reporting</i>	18
<i>Weather Forecast for Southeast Asia</i>	18
<i>Spotlight Report: Increasing Cases of Kidnapped of Crewmembers from Ships</i>	20
Worldwide	22
<i>North America</i>	22
<i>Central America/Caribbean/South America</i>	22
<i>Atlantic Ocean Area</i>	23
<i>Northern Europe/English Channel/Baltic</i>	23
<i>Mediterranean/Black Sea</i>	23
<i>Migration</i>	23
<i>Spotlight Report: Libya</i>	25
<i>Arabian Gulf</i>	27
<i>East Asia/Indian Subcontinent</i>	27
<i>Eastern and Southern Africa</i>	27
<i>Northeast Asia</i>	28
<i>Pacific Ocean/Southern Ocean</i>	28
About MS Risk	29

Summary

List of Incidents at Sea for this Reporting Period

Piracy Levels

HIGH (5 or more piracy incidents in this one-week reporting period); **MODERATE** (2 – 4 piracy incidents in this one-week period); **LOW** (0 – 1 piracy incidents in this one-week period)

Main Regions

Gulf of Aden/Arabian Sea/Bab el-Mandab/Red Sea: **LOW PIRACY LEVEL** - No current incidents to report

Gulf of Guinea: **MEDIUM PIRACY LEVEL** - One incident targeting an oil pipeline in Nigeria and two late reported maritime incidents

Southeast Asia: **HIGH PIRACY LEVEL** - One incident and four late reported incidents including a kidnapping

Worldwide

North America: **LOW PIRACY LEVEL** - No current incidents to report

Central America/Caribbean/South America: **LOW PIRACY LEVEL** – One late reported incident

Atlantic Ocean Area: **LOW PIRACY LEVEL** - No current incidents to report

Northern Europe/English Channel/Baltic: **LOW PIRACY LEVEL** - No current incidents to report

Mediterranean/Black Sea: **LOW PIRACY LEVEL** - No current incidents to report

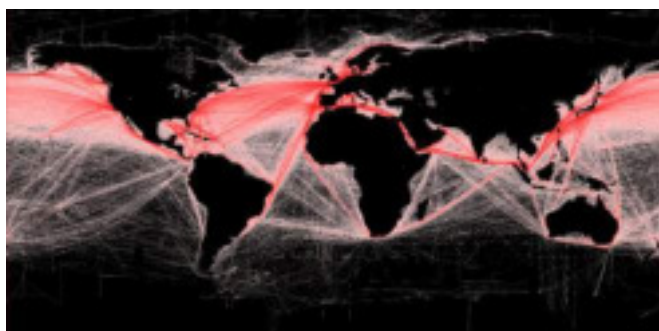
Arabian Gulf: **LOW PIRACY LEVEL** - No current incidents to report

East Asia/Indian Subcontinent: **LOW PIRACY LEVEL** - No current incidents to report

Southern Africa: **MEDIUM PIRACY LEVEL** - Two late reported incidents

Northeast Asia: **LOW PIRACY LEVEL** - No current incidents to report

Pacific Ocean/Southern Ocean: **LOW PIRACY LEVEL** - No current incidents to report



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

Somalia

Current Piracy Level: LOW

There were no incidents reported

WARNING FOR RED SEA, BAB EL-MANDAB 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

- None reported during this period.

Vessels Boarded

- None reported during this period.

Kidnapping

- None reported during this period.

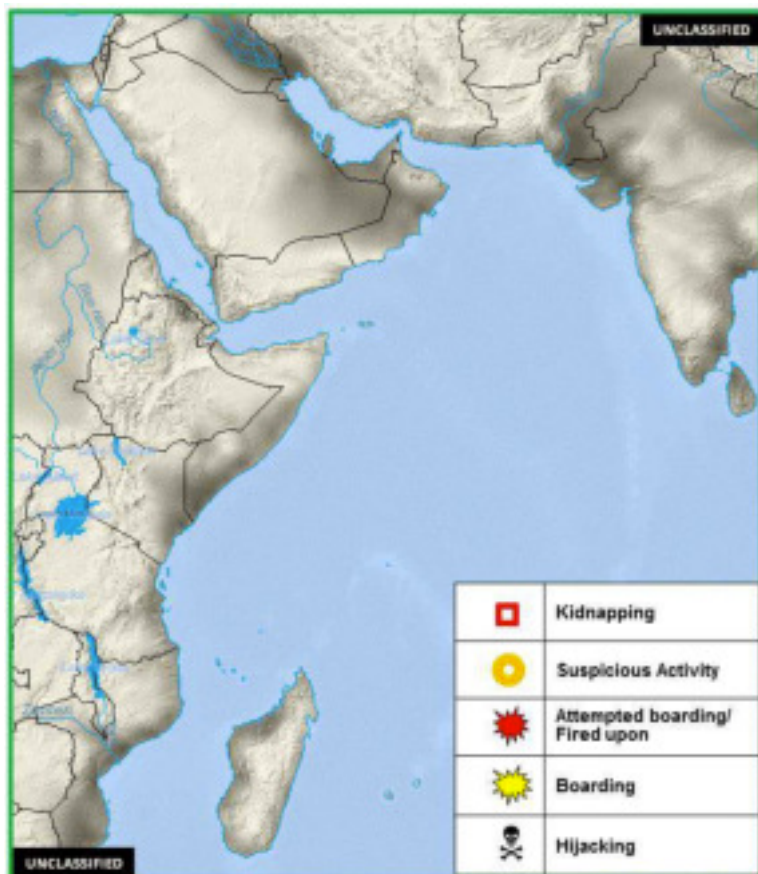
Suspicious Activity

- None reported during this period.

Other Activity

- None reported during this period.

Incident Map



Source ONI

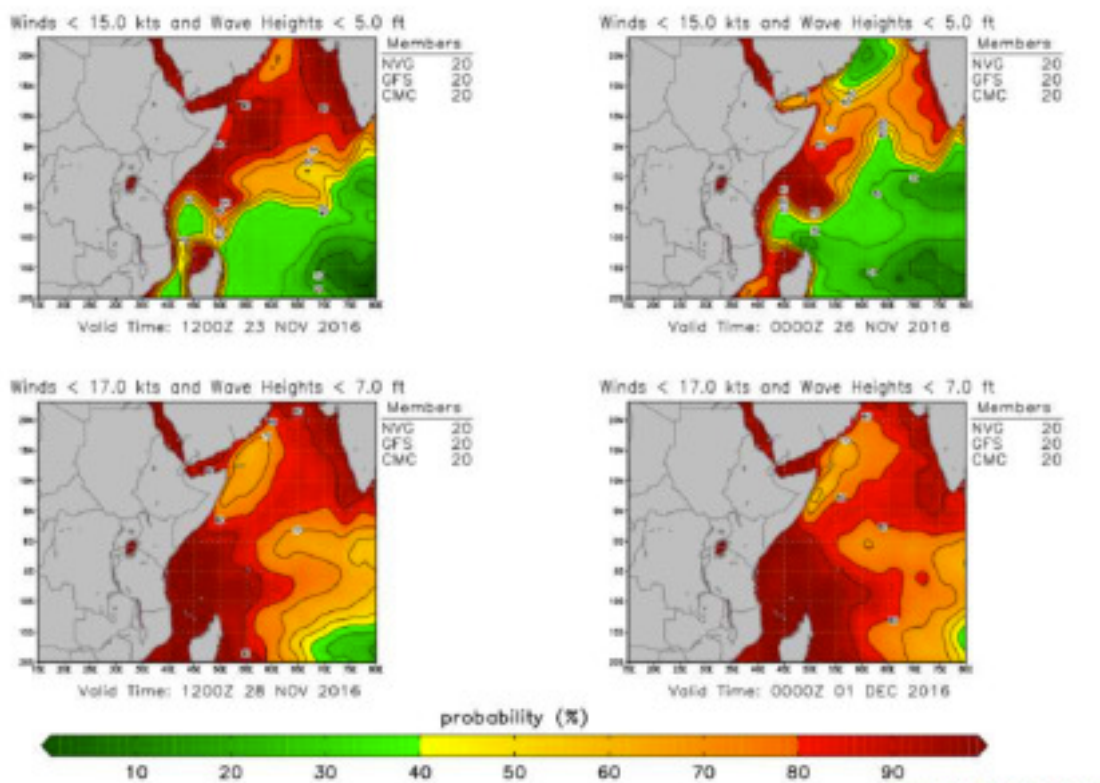
Maritime Reporting

- **23 November 2016** – NATO announced on Wednesday that it has ended Operation Ocean Shield after a sharp decline in attacks by Somali pirates. The Royal Danish Air Force carried out the last Indian Ocean surveillance missions for NATO, with the commander of the Danish air force detachment emphasizing that NATO can resume its anti-piracy efforts at any time – whether in the Somali basin or the Atlantic Ocean. All ships and patrol aircraft have now left the area off the Horn of Africa, where they had been patrolling since 2009 as part of a broader international effort to crackdown on Somali-based pirates who were impacting world shipping. In a statement, NATO's spokesman Dylan White disclosed that the global security environment had changed dramatically over the past few years, noting that NATO navies had adapted with it. The Ocean Shield operation, as well as European Union (EU) and other counter-piracy missions, have significantly reduced attacks, with no vessel captured off Somalia since May 2012, down from more than thirty ships at the peak in 2010 – 2011. The operation had been one part of a highly

successful coordinated international response to the threat of piracy. That response also included the European Union (EU), the United States and other countries. NATO is now shifting its resources towards deterring Russia in the Black Sea and people smugglers in the Mediterranean, where earlier this month it broadened its operations in a bid to help the EU stop criminals trafficking refugees from North Africa.

Weather Forecast for Gulf of Aden/Arabian Sea

- **Northern Arabian Sea:** North-northeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 2 – 4 feet.
 - **Extended Forecast:** North-northeast winds of 10 – 15 knots, and seas of 2 – 4 feet.
- **Gulf of Oman:** Northeast 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 and seas of 1 – 3 feet in the eastern section of the Gulf.
 - **Extended Forecast:** Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the western section of the Gulf; with westerly winds of 15 – 20 knots and seas of 5 – 7 feet in the eastern section of the Gulf.
- **Gulf of Aden:** Northeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 1 – 3 feet in the western section of the Gulf; with east-northeast winds of 10 – 15 knots and seas of 1 – 3 feet in the eastern section of the Gulf.
 - **Extended Forecast:** Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet in the western section of the Gulf; with variable winds of 10 – 15 knots and seas of 2 – 4 feet in the eastern section of the Gulf.
- **Somali Coast:** Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet in the northern section of the coastline; with variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 3 – 5 feet in the southern section of the coastline.
 - **Extended Forecast:** East-northeast winds of 10 – 15 knots and seas of 2 – 4 feet in the northern section of the coastline; with east-northeast winds of 10 – 15 knots and seas of 5 – 7 feet in the southern section of the coastline.
- **Central African Coast/Indian Ocean:** South-southeast winds of 5 – 10 knots, gusting to 15 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 southerly winds of 20 – 25 knots
 - **Extended Forecast:** Southeast winds of 15 – 20 knots and seas of 5 – 7 feet in the northern Channel; with south-southeast winds of 10 – 15 knots and seas of 3 – 5 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 el Mandeb Strait due to funneling effects.



Source ONI

Spotlight Report: Yemen

Port is Open



Port is closed



As of 28 November, 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

MS Risk continues to advise extreme caution for vessels traveling through Bab Al Mandab, the Gulf of Aden and the Indian Ocean. The waters around Yemen appear to have become the next affected area in a battle for regional influence.

While investigations have not yet concluded whether the attacks were the works of pirates or terrorists, the events have added significant risk to vessels travelling through the region. Attacks from ship-to-shore or vice versa could cause accidental damage to vessels or disruption to shipping routes.

The risk of passage through the region has increased and is likely to rise. There remains a high level of violence and criminal activity ashore. Shipping vessels should remain constantly aware of the situation, including changes to protocol when entering Yemeni maritime waters.

Procedure

THE FOLLOWING ADVICE IS CURRENT AS OF 28 NOVEMBER.

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

Current Piracy Level: *MEDIUM*

There was one incident targeting an oil pipeline in Nigeria and two late reported maritime incidents

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.

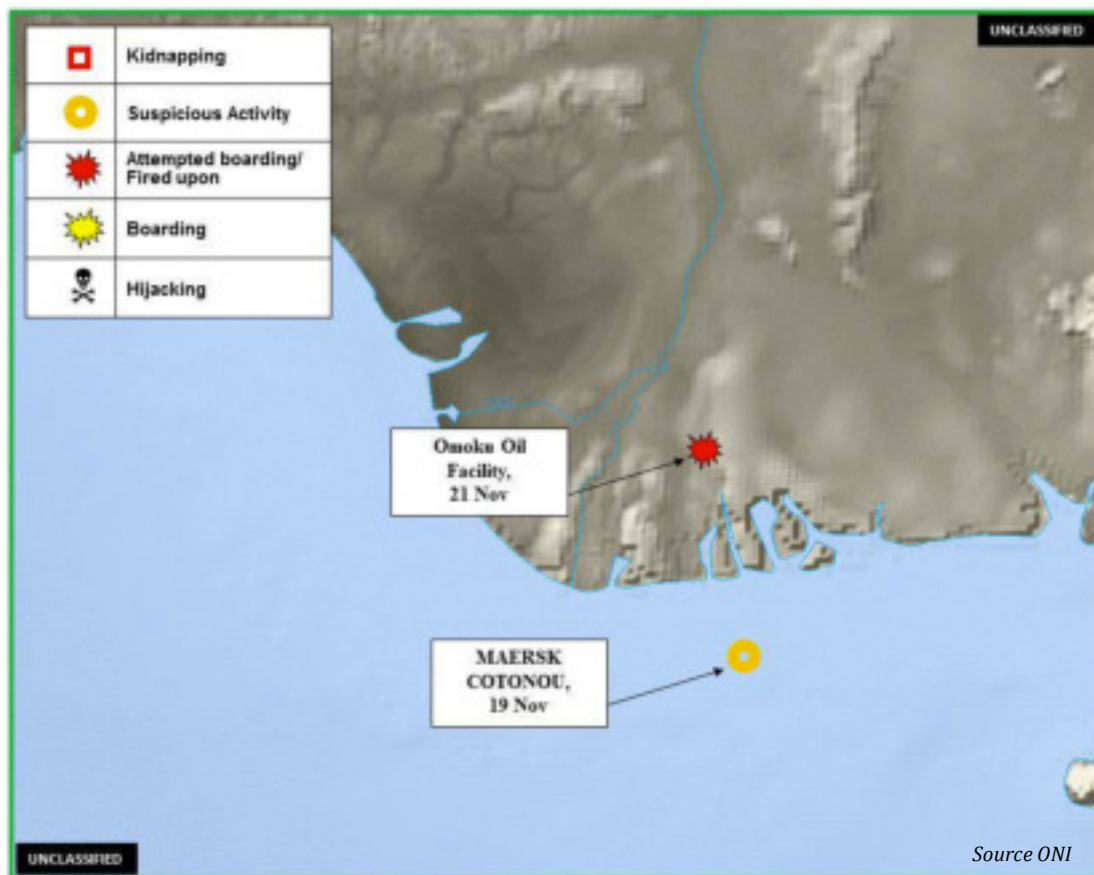
Suspicious Activity

- **19 November (Nigeria – Late Report)** – Singapore-flagged *MAERSK COTONOU* was approached by a speedboat with eight armed men near position 04:01 N – 007:03 E, 25 nautical miles south of Bonny. The alarm was raised and the ship managed to evade the boat using speed and manoeuvring.
- **15 November (Cape Verde – Late Report)** – A fishing boat approached *SV SHERPA* near position 27:07 N – 013:58 W, 35 miles from the shore of El Aajum, Western Sahara. Three men in the fishing boat made a very close aboard pass to the sailing vessel but the fishing boat propeller became fouled and they fell back. The sailing vessel continued its voyage.

Other Activity

- **21 November (Nigeria)** – Suspected militants attacked an oil installation at Omoku, near the oil hub of Port Harcourt. During the gun battle, four members of the Nigeria Security and Civil Defense Corps were killed.

Incident Map



Incident Reporting

- No major incidents to report

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

Current Piracy Level: *HIGH*

There was one incident and four-late reported incidents, including a kidnapping

WARNING: There are increasing concerns in regards to the situation of kidnapping of crewmembers from vessels while underway in the Sulu-Celebs Sea region. MS Risk advises all slow moving vessels to re-route from the area, where possible. Otherwise, ship Masters and crewmembers are strongly advised to exercise extra vigilance while transiting the area. We advise that you immediately report any sightings of any suspicious activity or boats.

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

- **19 November (Malaysia – Late Report)** – Five armed persons wearing masks boarded a fishing vessel engaged in fishing activities near position 04:49 N – 118:46 E, 8.7 nautical miles south of Merabung, Lahad Datu, Sabah. They stole the crewmember's personal belongings and an outboard motor and then kidnapped two crewmembers. Malaysian authorities are investigating the incident.

Unsuccessful Attacks/Robberies

- None reported during this period.

Vessels Fired Upon/Attempted Boardings/Attack

- None reported during this period.

Vessels Boarded

- **23 November (Vietnam)** – Two duty crewmen on board a bulk carrier noticed a fishing boat slowly approaching their vessel, which was anchored near position 10:15 N – 107:00 E, Vung Tau anchorage. The boat circled the vessel and then stopped near the bow. One crewman stayed near the forecastle to keep watch on the boat. Unknown to the crewman, another boat had come alongside the vessel near the accommodation area. Two robes armed with knives boarded the vessel and began to steal ship's stores. As the second crewman made his routine rounds, the robbers confronted and threatened him with the knife. The duty crewmembers retreated into the accommodation and raised the alarm, resulting in the robbers escaping. The incident was reported to Port Control via VHF.

- **19 November (Indonesia – Late Report)** – A duty crewman on routine rounds onboard a bulk carrier anchored near position 01:56 N – 118:07 E, Muara Berau Anchorage, noticed the forecastle store door open and the padlock broken. Several robbers armed with long knives were seen stealing ship's stores. The duty crewman shouted at the robbers, raised the alarm and retreated towards the accommodation area. Upon seeing the alerted crew, the robbers escaped with the stolen stores. The incident was reported to the security guards who notified the local police. The Master called the port authorities, however he received no response. The vessel's Master instructed the duty officer to cross check the stevedores ID cards with the authorized list. This revealed one unauthorized person, who attacked the duty officer with a knife. The local agent and the duty office were able to avert the attack. The armed person jumped overboard and escaped.

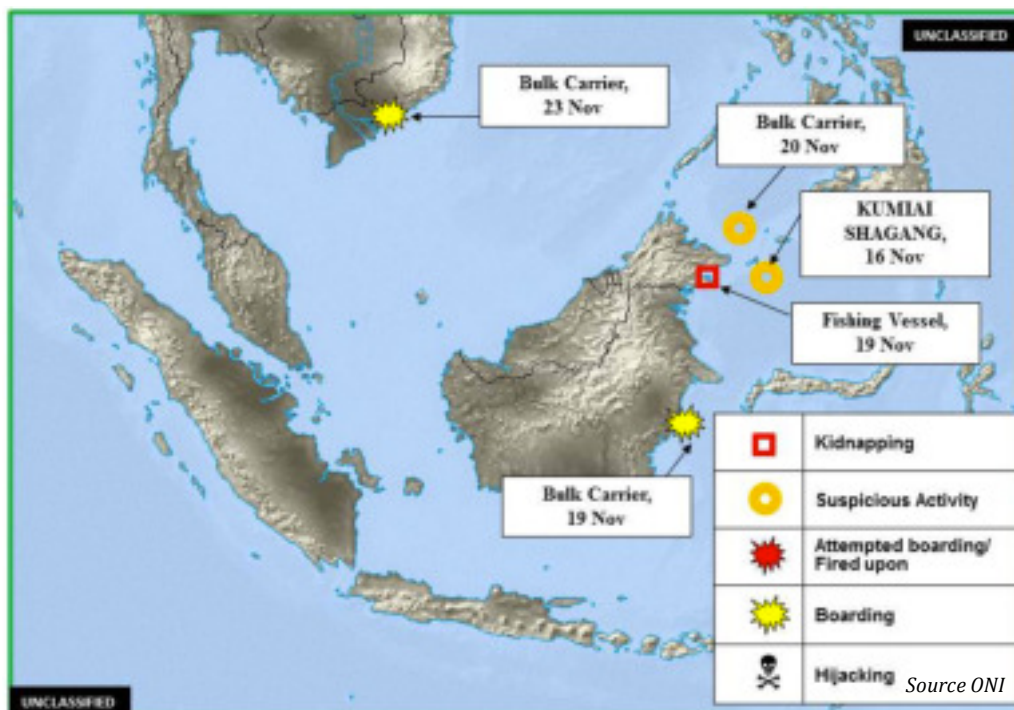
Suspicious Activity

- None reported during this period.

Other Activity

- **20 November (Philippines – Late Report)** – Persons armed with guns in a speedboat approached an underway bulk carrier from astern near position 05:34 N – 119:47 E, 13 nautical miles south-southeast of Pearl Bank. The vessel's Master raised the alarm, commenced evasive manoeuvres, increased speed, alerted all vessels in the vicinity and opened communications with the Philippine Coast Guard. The boat closed to a distance of 100 metres. Upon seeing the alerted crewmembers and hearing the Masters communication over the PA system, the persons aborted the approach and moved away.
- **16 November (Philippines – Late Report)** – Five persons wearing masks, and possibly armed, in a white speed boat with two outboard engines approached the bulk carrier *KUMIAI SHAGANG* underway from astern, near position 04:23 N – 119:37 E, 17.8 nautical miles south-southeast of Sibutu Island. The vessel's Master raised the alarm and tried alerting other ships in the vicinity via VHF. Upon seeing the alerted crewmembers and the ship hardening, the boat moved away and headed towards other vessels in the vicinity. The incident was reported to the Philippine Navy and a warship arrived in the area.

Incident Map – Maritime



Maritime Reporting

- No major incidents to report

Weather Forecast for Southeast Asia

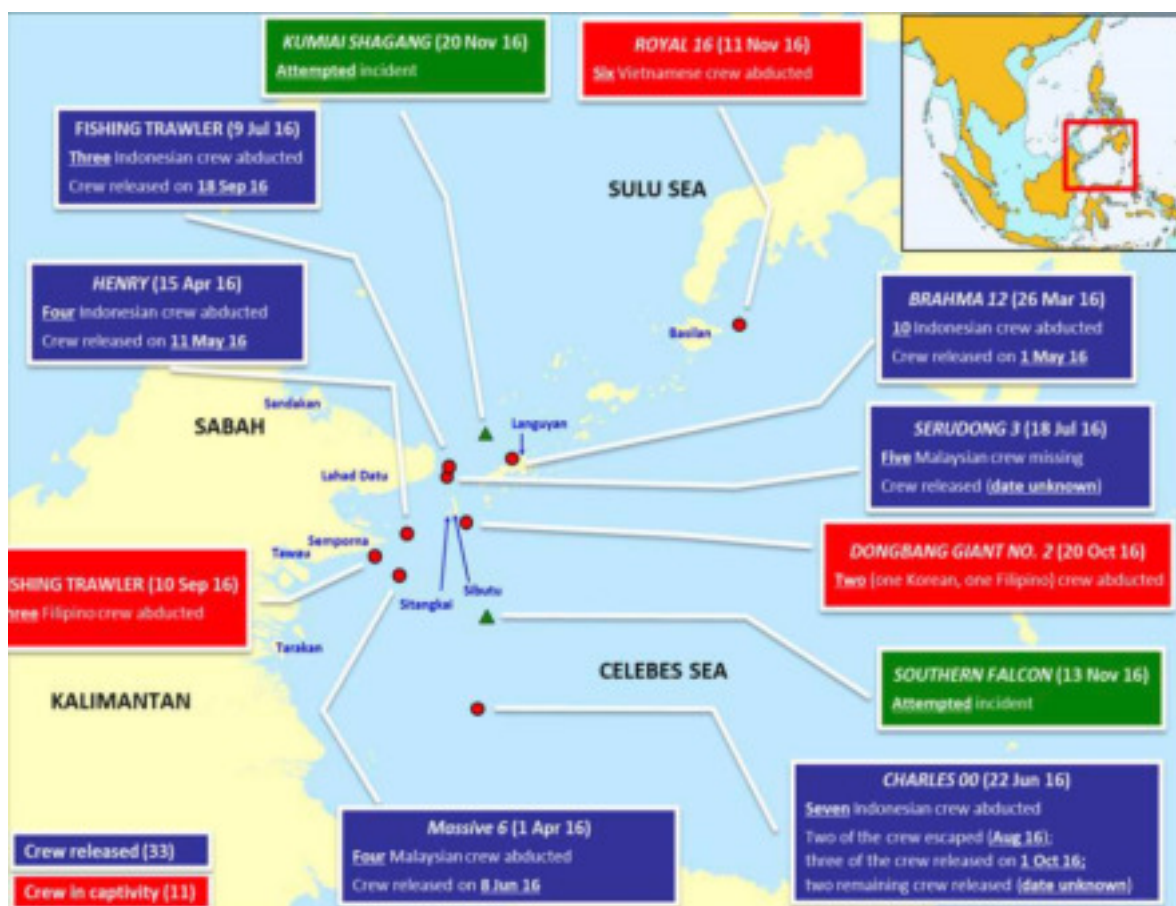
- **Southern South China Sea:** North-northeast winds of 5 – 10 knots and seas of 1 – 3 feet.
 - **Extended Forecast:** North-northeast winds of 10 – 15 knots and seas of 4 – 6 feet.
- **Malacca Strait:** Variable winds of 5 – 10 knots and seas of 1 – 3 feet in the northern Strait; with variable winds 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:** Northerly winds of 5 – 10 knots and seas of 1 – 3 feet in the northern section; with northerly winds of 5- 10 knots and seas of 1 – 3 feet in the southern section.
 - **Extended Forecast:** Northerly winds of 5 – 10 knots and seas of 1 – 3 feet in the northern region; with northerly winds of 5 – 10 knots and seas of 1 – 3 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.

Spotlight Report: Increasing Cases of Kidnapped of Crewmembers from Ships

This year has seen a sharp increase in the number of incidents involving the kidnapping of crewmembers from vessels transiting waters in this region, specifically from vessels while underway in the Sulu-Celebes Sea and eastern Sabah region.

Since March 2016, there have been eleven incidents reported in this area. Of this figure, nine were actual incidents and two were attempted incidents, with most being claimed by the Abu Sayyaf Group (ASG). During this year, 44 crewmembers were kidnapped, and eleven remain in captivity. Officials in the region have reported that since October 2016, the perpetrators have started to target vessels of larger tonnage, as exemplified by the incidents involving the *DONG BANG GIANT 2*, *ROYAL 16*, *SOUTHERN FALCON* and the *KUMIAI SHAGANG*. While the latest incidents involving the *SOUTHERN FALCON* and *KUMIAI SHAGANG* were attempted incidents, and demonstrate that crewmember vigilance coupled with effective activation of anti-piracy measures were successful in preventing a boarding by the perpetrators, threat of further kidnappings of crewmembers off vessels transiting this region remains high.



Source ReCAAP

MS Risk advises all vessels transiting waters in Asia to remain vigilant at all times. We further advise that where possible all vessels re-route from the area of Sulu-Celebes Sea and eastern Sabah region. If not possible to re-route, MS Risk advises shipmasters and crewmembers to exercise extra vigilance and to report all incidents and any suspicious activity to the following Centres:

- For monitoring and immediate responses in any incidents contact Operation Centre in the Philippine Coast Guard District Southwestern Mindanao
 - Sat phones: +63 929686 4129/+63 916626 0689;
 - VHF: Channel 16 with call-sign "ENVY";
 - Email: hcgdswm@yahoo.com
- When transiting near eastern Sabah, contact Eastern Sabah Security Command (ESSCOM)
 - Tel: +60 89863181/016
 - Fax: +60 89863182
 - VHF: Channel 16 with call-sign "ESSCOM"
 - Email: bilikgerakanesscom@jpm.gov.my

Worldwide

North America

No current incidents to report

Current Piracy Level: **LOW**

Central America/Caribbean/South America

One late reported incident

Current Piracy Level: **LOW**

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. **16 November (Peru – Late Report)** – Two robbers wearing masks and armed with knives boarded a berthed bulk carrier near position 12:02 S – 077:08 W, Callao Anchorage. Upon seeing the duty crewmembers, the robbers threatened them with the knives. The alarm was raised and the remainder of the crew was alerted. The robbers escaped with stolen ship properties. The incident was reported to the local authorities who boarded the vessel to investigate.



Atlantic Ocean Area

No current incidents to report

Current Piracy Level: **LOW**

Northern Europe/English Channel/Baltic

No current incidents to report

Current Piracy Level: **LOW**

Mediterranean/Black Sea

No current incidents to report

Current Piracy Level: **LOW**

Migration

- **22 November** – Italy's coastguard has reported that some 1,400 boat migrants trying to cross the Mediterranean Sea from North Africa to Europe have been rescued so far on Tuesday, after at least eleven overcrowded boats set out from Libya amidst calm seas. Rescuers have also disclosed that they have recovered eight dead bodies. The coast guard ship *DICIOTTI* took seven corpses from a rubber boat while one body was recovered from another rubber vessel by the *TOPAZ*, a ship run by humanitarian group Migrant Offshore Aid Station (MOAS). According to a spokeswoman, Italy's coastguard coordinated the rescues off the coast of Libya, including helicopter airlifts of three migrants who were in need of immediate hospital care, adding that one was being evacuated because of a heart attack while two others were suffering from severe hypothermia. The rescue vessel *VOS HESTIA*, which is run by the international charity Save the Children, was amongst those involved in the rescues. According to the organization's Twitter account, the vessel picked up more than 400 people from a wooden boat during the night.
 - The United Nations migration agency has reported that a new survey shows that most migrants who cross the Mediterranean from Libya, and increasingly die trying, actually do not want to reach Europe. An International Organization for Migration (IOM) survey of migrants in Libya released on Tuesday found that 56 percent had intended it to be their final destination while fewer than 30 percent combined stated that they wanted to reach other top destinations: Italy, France and Germany. Mostly young men from Niger, Egypt and Sudan, nearly 90 percent of respondents, stated that they went to Libya for economic reasons. IOM spokesman Joel Millman states that human smugglers have forced out many migrants, at times at gunpoint, after extracting ransoms from their families.
- **21 November** – A rescue ship carrying more than 200 migrants and eight bodies, docked in Sicily on Sunday after a deadly week in the Mediterranean, in which hundreds drowned trying to reach Europe from Libya. According to Doctors Without Borders (MSF), which operates the ship, most of the 219 men, women and children on the rescue ship *BOURBON ARGOS* were West Africans, adding that they included 27 men who were rescued by the British navy on Wednesday and transferred to the *BOURBON ARGOS* after the rubber boat they were on deflated. Six bodies were fished out of the water on Wednesday and 97 others, who were on the dinghy, are missing and feared dead. Survivors of the dinghy disclosed that a smuggler towed them out to sea for two hours and then at gunpoint forced them to hand over the life

jacked they had paid for, plus the dinghy's engine, and left them adrift. On 18 November, the International Organization for Migration (IOM) disclosed that in total, an estimated 365 migrants downed last week in the Mediterranean.

Spotlight Report: Libya

As of 28 November, this is the status of the following ports in Libya:

Port Name	Port Status	Risk Level
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 of El Brega (Marsa El Brega)	Open	High
Port of Hariga	Open	Medium
Port of Mellitah	Open	Medium
Port of Misrata (Qasr Ahmed)	Open	High
Port of Ras Lanuf	Open	High
Port of Tobruk	Open	High
Port of Tripoli	Open	High
Port of Zawiya (Zawia)	Open	Medium
Port of Zueitina	Open	Medium

Risk level assessments take into consideration recent events, the likelihood of future outbreaks of violence, regional instability and other mitigating factors that may impact operations at the port.

Activity Report

Faction	Led by	Location	Recognised by
Government of National Accord (GNA)	Fayez Serraj	Tripoli	United Nations; international
House of Representatives (HoR)	Aguila Saleh Issa	Tobruk	Formerly recognised internationally, replaced by UN-backed government, despite rejection to the accord.
General National Congress (GNC, also known as National Salvation Government)	Khalifa Ghweil	Tripoli	Unrecognised

THE SITUATION IN LIBYA CONTINUES TO BE EXTREMELY FLUID. MS Risk continues to advise extreme caution to all vessels entering Libyan waters. The ports are an extremely valuable target, and control of these key facilities in Libya have, and could again, change hands with little or no notice. The reintroduction of the National Salvation government further complicates any endeavours at stability within the unstable nation. As a result, ports, infrastructure, and other valuable assets remain at a high risk for violent attack by various armed militia groups.

While all working ports are believed to be currently safe for ships and crew, the security situation remains volatile and subject to rapid change. Shipmasters and crews are urged to exercise extreme caution when entering Libyan ports and waters. Vessels are urged to:

- Observe international laws of trading
- Follow official sea navigation routes to any of the working Libyan ports and avoid navigating in the coastal waters of the closed ports. **Vessels should avoid navigating in the coastal waters of Benghazi, Derna and Sirte.**
- In advance of arrival, declare the intended voyage and type of cargo to be discharged/loaded to the local agent, to allow sufficient time to notify the appropriate authorities.
- Stay in contact with local port authorities to receive the most up to date information.

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

Current Piracy Level: **LOW**

East Asia/Indian Subcontinent

No current incidents to report

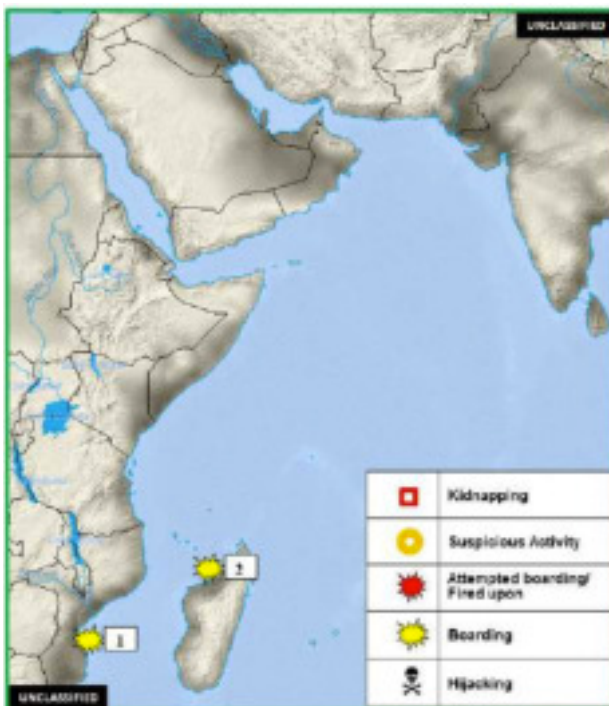
Current Piracy Level: **LOW**

Eastern and Southern Africa

Two late reported incidents

Current Piracy Level: **MEDIUM**

1. **5 November 2016 (Mozambique – late Report)** – An unknown number of robbers stole an outboard motor from a dinghy tied to *SV EUTIKIA*, anchored near position 21:39 S – 035:25 E, Bazaruto anchorage.
2. **30 October 2016 (Madagascar – late Report)** – Three robbers boarded *SV EUTIKIA*, anchored near position 15:43 S – 046:18 E, Mahajanga anchorage. The robbers threatened the crew with knives and forced them inside the boat. They then stole money, cameras, video cameras, cell phones, a laptop computer, and many personal items. Local police were informed.



Source ONI

Northeast Asia

No current incidents to report

Current Piracy Level: LOW

Pacific Ocean/Southern Ocean

No current incidents to report

Current Piracy Level: LOW

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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