



# Maritime Security Review

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## Summary

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### *List of Incidents at Sea for this Reporting Period*

#### Main Regions

**Gulf of Aden/Arabian Sea/Bab el-Mandab/Red Sea:** No incidents reported

**Gulf of Guinea:** One late reported maritime incident and one incident targeting an oil pipeline in Nigeria

**Southeast Asia:** One late reported incident

#### Worldwide

**North America:** One late reported incident

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

**Atlantic Ocean Area:** No current incidents to report

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

**Mediterranean/Black Sea:** Two late reported incidents and an update on migration in Mediterranean

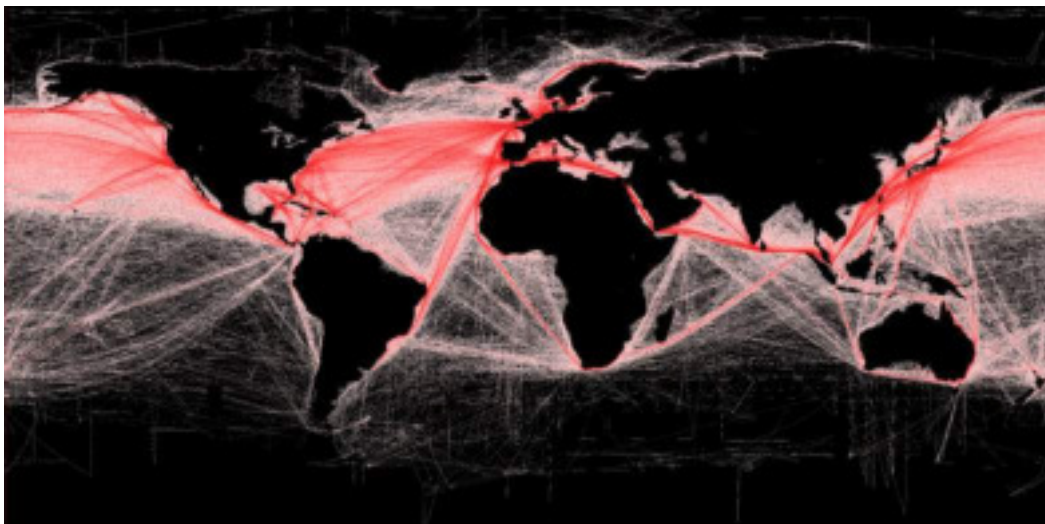
**Arabian Gulf:** No current incidents to report

**East Asia/Indian Subcontinent:** No current incidents to report

**Southern Africa:** No current incidents to report

**Northeast Asia:** One incident reported

**Pacific Ocean/Southern Ocean:** No current incidents to report



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

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### Somalia

***Pirate and maritime crime activity in waters off East Africa remains at a low level. There were no incidents reported during this period.***

***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.

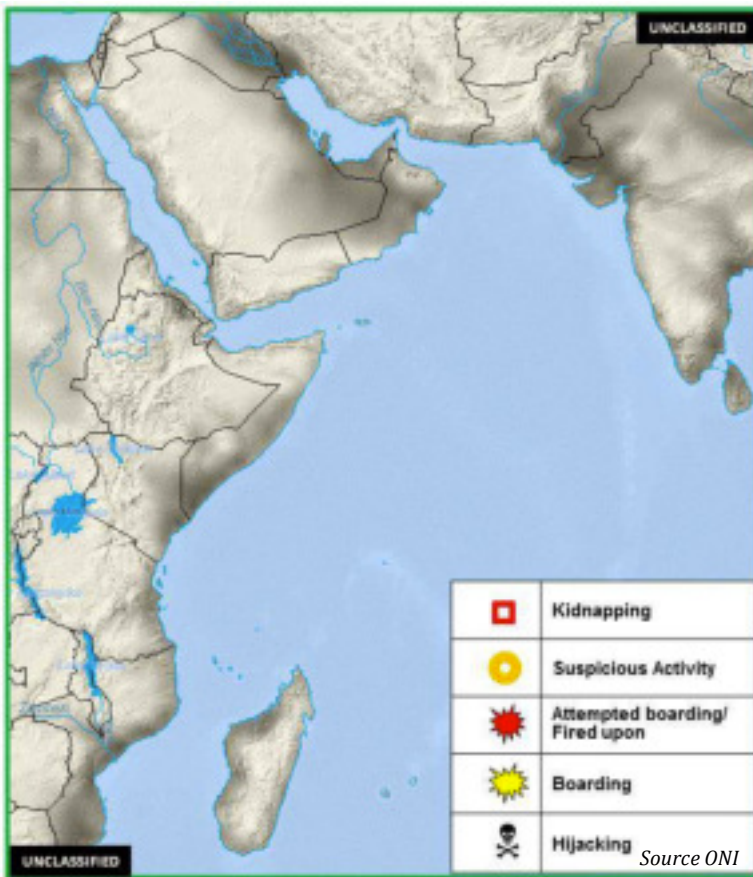
#### Suspicious Activity

- None reported during this period.

#### Other Activity

- None reported during this period.

## Incident Map

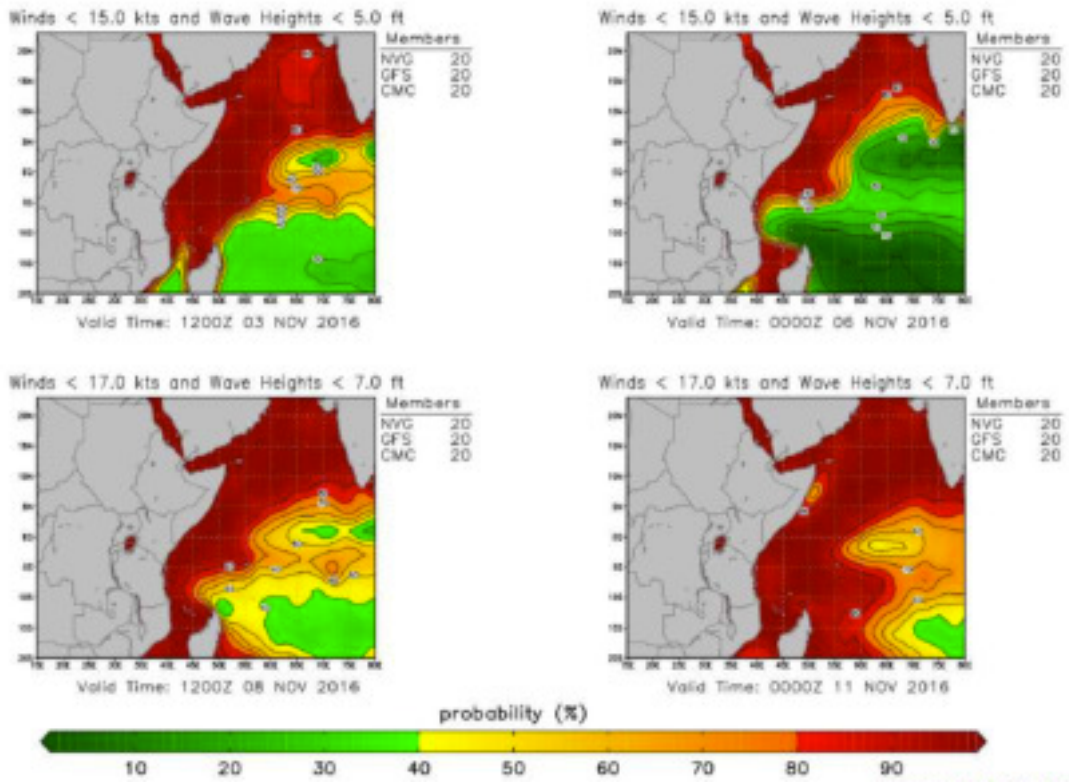


## Maritime Reporting

- 4 November (Somalia)** – The European Union’s (EU) counter piracy operation Naval Force Somalia (EU NAVFOR) has confirmed that Somali pirates launched their first attack on a merchant vessel in more than two and a half years. According to EU NAVFOR, the attack occurred on 22 October when a group of six armed pirates in a skiff chased and fired upon the UK-flagged chemical tanker *CPO KOREA* approximately 330 nautical miles off the eastern coast of Somalia. EU NAVFOR confirmed that attack after carrying out an investigation. In a statement, it disclosed that “during the attack a number of shots were exchanged between the six armed men, who were in a fast-moving skiff, and the armed security team on board *CPO KOREA*,” adding “the suspected pirates eventually broke away after *CPO KOREA*’s crew successfully implemented self-protection measures by increasing speed, altering course and rigging fire hoses to thwart the attack. *CPO KOREAS* was able to continue her transit in the Indian Ocean, with no casualties.” This is the first attack to be reported on a merchant vessel off the coast of Somalia since early 2014.
- 31 October (Somalia)** – A Kenyan woman captured by Somali pirates was rescued on 29 October by Galmudug Special Forces after more than three years in captivity. Reports have indicated that Louis Njoki is currently with Galmudug authorities waiting to be repatriated to her home country. The woman was captured along with her partner, James Kuria, while delivering medicine in the country in 2014. Kuria was freed during a raid by Somali security forces last February. Officials have indicated that two Kenyan nationals are still in the hands of their captors since 2014.

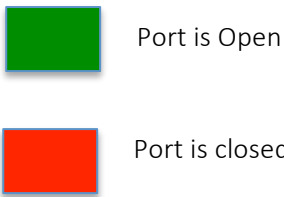
## Weather Forecast for Gulf of Aden/Arabian Sea

- **Northern Arabian Sea:** Northerly winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet.
  - **Extended Forecast:** Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet.
- **Gulf of Oman:** 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 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 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 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet in the eastern section of the Gulf.
- **Gulf of Aden:** Easterly winds of 15 – 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:** East-northeast winds of 10 – 15 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.
- **Somali Coast:** East-northeast winds of 10 – 15 knots and seas of 3 – 5 feet in the northern section of the coastline; with east-northeast winds of 10 – 15 knots and seas of 2 – 4 feet in the southern section of the coastline.
  - **Extended Forecast:** Northeast winds of 10 – 15 knots and seas of 3 – 5 feet in the northern section of the coastline; with east-northeast winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 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:** South-southeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet.
- **Mozambique Channel:** Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet in the northern Channel; with variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 8 – 12 feet in the southern Channel.
  - **Extended Forecast:** Northeast winds of 15 – 20 knots and seas of 5 – 7 feet in the northern Channel; with southeast winds of 15 – 20 knots, gusting to 25 knots, and seas of 9 – 11 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 flog through the Strait of Hormuz and the Bab el Mandab Strait due to funneling effects.



Source ONI

*Spotlight Report: Yemen*



As of 6 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

**Investigations into the 25 October attack of the *Galicia Spirit* LNG tanker have indicated that the attackers carried a substantial quantity of explosives aboard their skiff.** According to a statement made by shipping owner Teekay, the quantity of explosives could have caused significant damage to the vessel.

The explosives detonated while still on the skiff, was approximately 20 metres away from the *Galicia Spirit*. The skiff was destroyed; the fate of the attackers has not been confirmed. It has been speculated that the explosives were to be used in a suicide attack once aboard the LNG tanker.

The attack on *Galicia Spirit* marked the first time a commercial vessel had been targeted in Bab al-Mandab Strait since July. However, another attack reportedly targeted a vessel two days later.

On 27 October, oil tanker *Melati Satu* was fired at from the Yemeni coast, and targeted as it transited the Strait en route to the Indian Port of Chennai. The attackers, described as “pirates” by Saudi Brigadier General Ahmad Hassan Asiri, reportedly fired an RPG at the vessel.

The crew of the *Melati Satu* sent a distress call during the incident, and the tanker was accompanied through the Strait by Saudi navy vessel *Majesty Riyadh*.

The two recent attacks on commercial vessels, coupled with attacks targeting an Emirati vessel and the US Naval vessel *USS Mason*, indicate an elevated level of risk to vessels travelling through the Strait. It is unclear whether the attacks on commercial vessels are a random occurrence, or whether this is the beginning of a cycle.

It is also unclear whether the attacks from shore and at sea are coordinated in any measure. If the attacks are coordinated, it is likely that coordination and resources could improve, resulting increased targeting and/or sophistication. If the attacks are uncoordinated, then the Saudi-led coalition must address two separate elements that are detrimental to the safety of vessels in Bab al-Mandab Strait.

**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.

**On 5 November, MS Risk received information regard the LNG vessel, *Melati Satu*.** The US Office of Naval Intelligence has reported the attack, and this report has been corroborated by the Saudi Coalition. However sources within the UK and international counter-piracy organization have not received reports of the incident. Further, the vessel owners claim that no attack has occurred. MS Risk will stay abreast of the situation and report on any further developments.

## Procedure

**THE FOLLOWING ADVICE IS CURRENT AS OF 6 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](mailto: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"> <li>Name of vessel</li> </ul>	<ul style="list-style-type: none"> <li>Call sign</li> </ul>
<ul style="list-style-type: none"> <li>IMO number</li> </ul>	<ul style="list-style-type: none"> <li>Port of Registry</li> </ul>
<ul style="list-style-type: none"> <li>Type of vessel</li> </ul>	<ul style="list-style-type: none"> <li>Number of crew members on board</li> </ul>
<ul style="list-style-type: none"> <li>Last port of call</li> </ul>	<ul style="list-style-type: none"> <li>Next port of call</li> </ul>
<ul style="list-style-type: none"> <li>Nationality of crew and master</li> </ul>	<ul style="list-style-type: none"> <li>Cargo (type and quantity)</li> </ul>
<ul style="list-style-type: none"> <li>Load Port</li> </ul>	<ul style="list-style-type: none"> <li>Armed guards on board? If yes, nationality</li> </ul>
<ul style="list-style-type: none"> <li>Type and number of arms and ammunition</li> </ul>	

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

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*Over the past week, pirate and maritime crime activity in the Gulf of Guinea remained at a low level. There was one late reported maritime incident and one incident targeting an oil pipeline in 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.

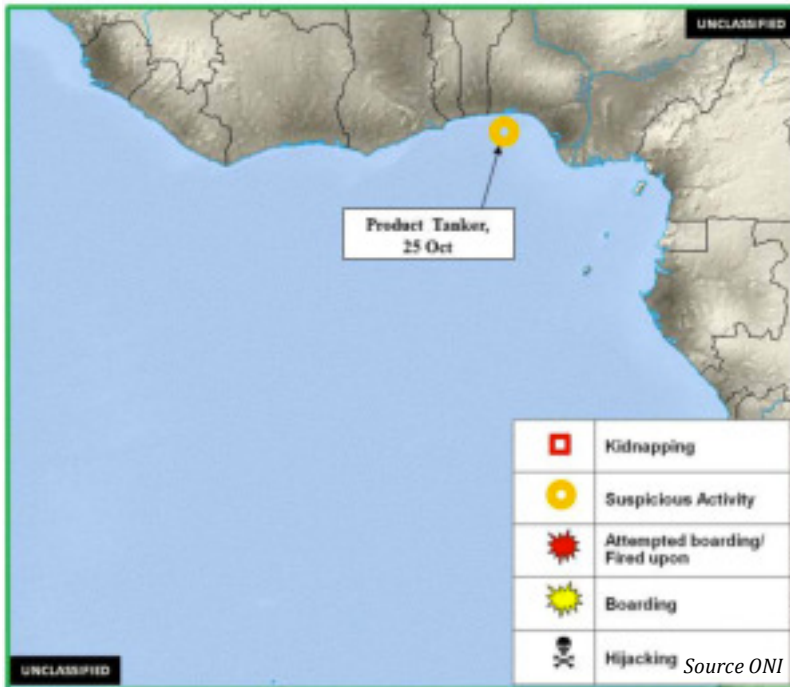
#### Suspicious Activity

- **25 October (Nigeria – Late Report)** – A product tanker underway near position 06:15 N – 003:21 E, 15.7 nautical miles south of Lagos, was approached by two suspicious speedboats. The vessel raised an alarm and the crew was mustered in the safe area. A Nigerian Navy patrol boat responded to the call and chased the suspicious boats away.

#### Other Activity

- **1 November (Nigeria)** – A militant group reportedly attacked two major crude oil delivery lines supplying the Trans Forcados Export trunk line in Burutu local government area of Delta State.

Incident Map – Maritime



Incident Map – Oil Infrastructure



## 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

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***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

- None reported during this period.

#### Vessels Boarded

- **24 October (Malaysia)** – Six armed pirates boarded a fishing trawler in the open sea near Jambongan, Malaysia. They took one ton of fish, 500 litres of fuel and GPS units from the crew.

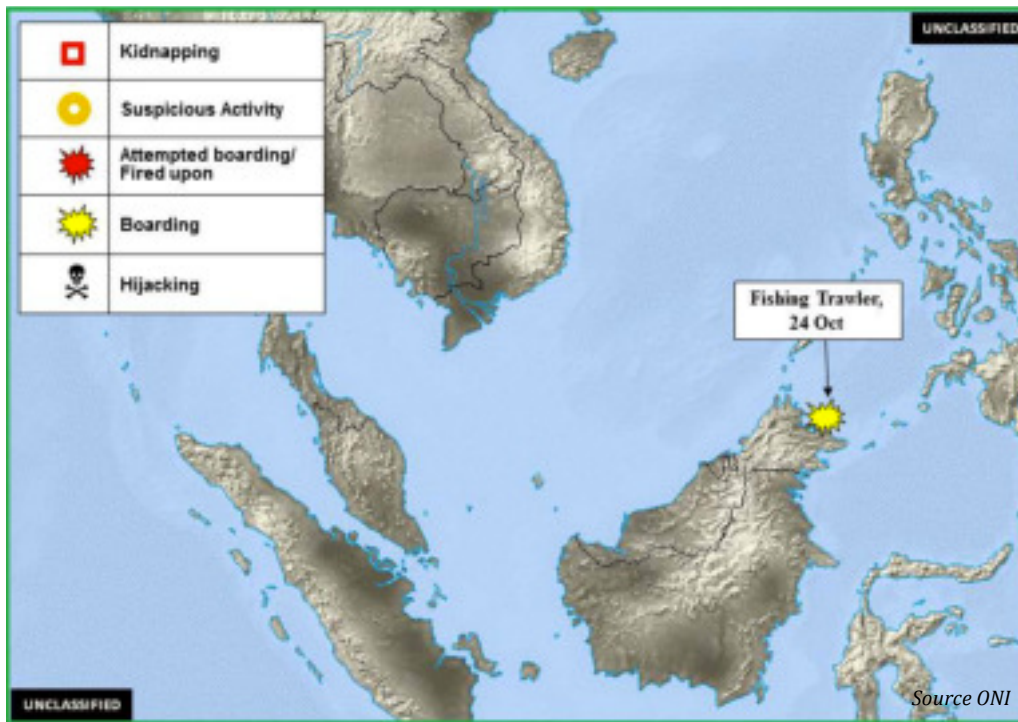
#### Suspicious Activity

- None reported during this period.

#### Other Activity

- None reported during this period.

## Incident Map – Maritime



## Maritime Reporting

- No major incidents to report

## Weather Forecast for Southeast Asia

- **Southern South China Sea:** West-northwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 5 – 17 feet.
  - **Extended Forecast:** West-southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 – 7 feet.
- **Malacca Strait:** Northwest winds of 5 – 10 knots and seas of 1 – 3 feet in the southern 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:** Easterly winds of 10 – 15 knots and seas of 1 – 3 feet in the northern section; with variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the southern section.
  - **Extended Forecast:** Southeast winds of 15 – 20 knots and seas of 2 – 4 feet in the northern section; with southwest winds of 5 – 10 knots, gusting to 15 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.

## Worldwide

### North America

1. **25 October (United States – Late Report)** – US officials seized 1,982 pounds of marijuana from an unmanned suspicious boat on the South Shore Launch Ramp in Long Beach, California. After six hours, four men were arrested when they attempted to retrieve the speedboat from the trailer.



### 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.

No current incidents to report

**Atlantic Ocean Area**

No current incidents to report

**Northern Europe/English Channel/Baltic**

No current incidents to report

**Mediterranean/Black Sea**

1. **18 October (Italy – Late Report)** – Italian authorities began monitoring the container ship *RIO DE JANEIRO* for alleged cocaine on board. Three hundred eight five kilos of cocaine were thrown overboard in bags and found tied to buoys. Nine crewmembers were arrested when the ship pulled into Gioia Tauro, Italy on 20 October.
2. **14 July (Turkey – Late Report)** – Ukrainian freighter *TATARBUNAY* was arrested in Istanbul, Turkey. The vessel was carrying 100 tons of contraband cigarettes. The vessel was released by Turkish authorities on 23 October and was anchored off Tulcea, Romania on 28 October.



**Migration**

- **3 November** – The United Nation’s migration agency reported on Thursday that at least 240 migrants have drowned off the coast of Libya in the past 24 hours, noting that this could possibly as an unintended consequence of European efforts to stop people-smugglers and to train Libyan coastguards. According to Leonard Doyle, chief spokesman for the International Organization for Migration (IOM), five rescue ships, coordinated by the Italian coastguard, were within sight of the migrants, however despite attempts to rescue them, most died. Doyle disclosed, “two rubber dinghies, which is what they are, rubber dinghies,

packed with migrants, totally over 300 we think in all...have succumbed to the waves off Libya in very bad weather.” Survivors from one dinghy, whose passengers included about twenty women and six children, all believed to be from West Africa, reported that they set off from Libya at about 3 AM (0500 GMT) on Wednesday however the boat sank after a few hours. Officials have indicated that twelve bodies were recovered, including three babies, and about 27 survived. Another two women disclosed that they had survived the sinking of a second dinghy at about the same time, adding that theirs was carrying about 130 people on board. The IOM has reported that the latest deaths mean that 4,220 migrants have died in the Mediterranean so far this year, compared with 3,777 in the whole of 2015. The UN High Commissioner for Refugees Filippo Grandi has disclosed that he was “deeply saddened by another tragedy,” adding that many lives could have been saved if European countries volunteered to take in more refugees rather than leaving them to make the risky boat trip. In a statement, he disclosed that “the Mediterranean is a deadly stretch of sea for refugees and migrants, yet they still see no other option but to risk their lives to cross it.” The IOM’s Italy spokesman, Flavio di Giacomo, has reported that migrant arrivals in Italy surged in October to 27,388, more than the two previous October combined, effectively bringing this year’s total to more than 158,000. Giacomo also disclosed that migrants have told the IOM that smugglers say European training of Libyan coastguards means that rescue missions will soon be handed over to Libya and so any rescued migrants will be taken ashore in Libya rather than in Italy – meaning that this could be causing the ruse, despite the bad weather. Meanwhile according to Doyle, the use of dinghies was partly due to European navies capturing and destroying many of the fishing boats that smugglers have been using. He disclosed that “in the absence of those boats and with the migrants determined to leave, and the smugglers interested in making money off them, they have been putting them in completely unsafe rubber dinghies.”

- The Italian coastguard has disclosed that rescuers pulled about 766 people to safety from boats in difficulty in the central Mediterranean on Thursday, adding that they found the dead body of one woman.
- **2 November** – The Italian coastguard has reported that at least twelve migrants died off the coast of Libya on Wednesday after they attempted to cross the Mediterranean Sea in stormy weather, adding that many others may have died in the incident as it currently remains unclear how many people might have originally been on the boat. Some 29 people were rescued when their rubber dinghy began to take in water 40 km (25 miles) north of Libya. An Italian navy helicopter took part in the rescue operation. Rescuers are continuing to sweep the area in search of other possible victims.
- **31 October** – According to a Red Crescent spokesman, the bodies of sixteen migrants have washed up on shore at the western Libyan city of Zuwara. Ak-Hamis al-Bosaifi disclosed that the bodies, which were recovered on 29 October, were all men who appeared to be from sub-Saharan Africa, adding that “the bodies are decomposed and we have no idea when they drowned.”
  - Officials have reported that about 220 African migrants forced their way through a barbed wire fence into Spain’s North African enclave of Ceuta on Monday, clashing with police who tried to prevent them from crossing the border with Morocco. The government has reported that thirty-two migrants were treated for minor injuries after pushing their way through two gates just before 0600 GMT, while three Spanish policemen also needed medical attention. Sources have indicated that the legal status of those who managed to enter the Spanish enclave has yet to be determined, adding that police were searching for some who fled into hills inside the territory.

## Spotlight Report: Libya

As of 6 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

## East Asia/Indian Subcontinent

No current incidents to report

## Eastern and Southern Africa

No current incidents to report

## Northeast Asia

1. **1 November (South Korea)** – South Korea's Coast Guard fired live rounds at Chinese trawlers fishing illegally in Korean-controlled waters for the first time. During the early evening hours, three coast guard patrol boats fired M60 machine gun rounds at thirty Chinese fishing boats that were threateningly bearing down on them while they towed away two trawlers that had been fishing about 90 km southwest of Socheong Island in Incheon. Three hours earlier, the patrol boats had spotted some fifty Chinese trawlers fishing illegally about 5.5 km inside Korean waters. During that time, several Chinese fishing boats rammed a South Korean Coast Guard boat. Two patrol aircraft were scrambled and fired a total of eighteen flare bombs before the trawlers finally turned back and fled towards Chinese waters. The skirmish comes about a month after a Chinese trawler rammed and sank a coast guard speedboat on 7 October, which prompted Seoul to authorize the use of live ammunition.



## 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](http://www.msrisk.com)

### 24 hr Contact Information:

Email: [operations@msrisk.com](mailto:operations@msrisk.com)

Telephone: +44 207 754 3555





South Suite, Ragnall House, 18 Peel Road  
Douglas, Isle of Man, IM1 4LZ

24 hr Global Contact: +44 207 754 3555  
[www.msrisk.com](http://www.msrisk.com)

**Directors**

S.J. Bingham, P.A. Crompton, P.O.J. Tracy  
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