



# Maritime Security Review

14 November 2016

Issue No. 45



MS | RISK

7 - 13 Nov  
2016

## 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 – Maritime</i> .....	14
<i>Incident Map – Oil Infrastructure</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> .....	17
<i>Maritime Reporting</i> .....	18
<i>Weather Forecast for Southeast Asia</i> .....	19
<i>Spotlight Report: Review of Piracy and Armed Robbery Against Ships in Asia (October 2016)</i> ..	20
<i>Number of Incidents Reported in October</i> .....	20
<i>Incidents Reported (October 2016)</i> .....	20
<i>Number of Incidents (January – October 2012 – 2016)</i> .....	21
<i>Conclusion</i> .....	22
Worldwide .....	23
<i>North America</i> .....	23
<i>Central America/Caribbean/South America</i> .....	23
<i>Atlantic Ocean Area</i> .....	24
<i>Northern Europe/English Channel/Baltic</i> .....	24
<i>Mediterranean/Black Sea</i> .....	24
<i>Migration</i> .....	25
<i>Spotlight Report: Libya</i> .....	26
<i>East Asia/Indian Subcontinent</i> .....	27
<i>Eastern and Southern Africa</i> .....	27
<i>Northeast Asia</i> .....	27
<i>Pacific Ocean/Southern Ocean</i> .....	27
About MS Risk .....	28

## Summary

---

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

#### Main Regions

**Gulf of Aden/Arabian Sea/Bab el-Mandab/Red Sea:** One late reported incident

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

**Southeast Asia:** Five late reported incidents including three kidnappings

#### Worldwide

**North America:** One late reported incident

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

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

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

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

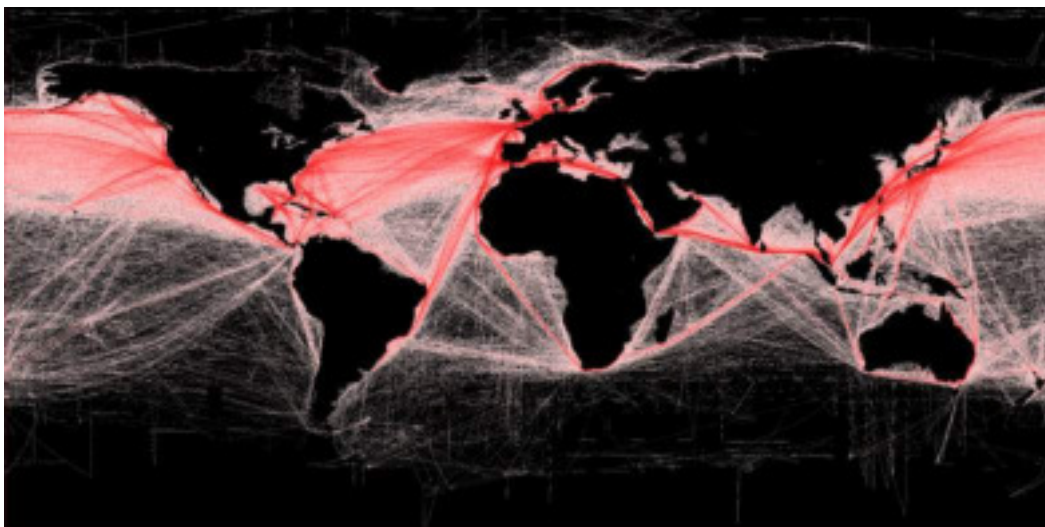
**Arabian Gulf:** No current incidents to report

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

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

**Northeast Asia:** No current incidents to report

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



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

---

### Somalia

***Pirate and maritime crime activity in waters off East Africa remains at a low level. There was one incident 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

- **22 October (Somalia – Late Report)** –Suspected Somali pirates attacked the chemical tanker, *CPO KOREA*, 330 nautical miles off the eastern coast of Somalia. The attack was confirmed after a thorough investigation into the incident was carried out. During the attack, a number of shots were exchanged between six armed men in a fast-moving skiff and the armed security team on board *CPO KOREA*. The suspected pirates eventually broke away after *CPO KOREA*'s crewmembers successfully implemented self-protection measures by increasing speed, altering course and rigging fire hoses in a bid to thwart the attack. This is the first reported attack on a merchant vessel off the coast of Somalia in two and a half years.

#### Vessels Boarded

- None reported during this period.

**Kidnapping**

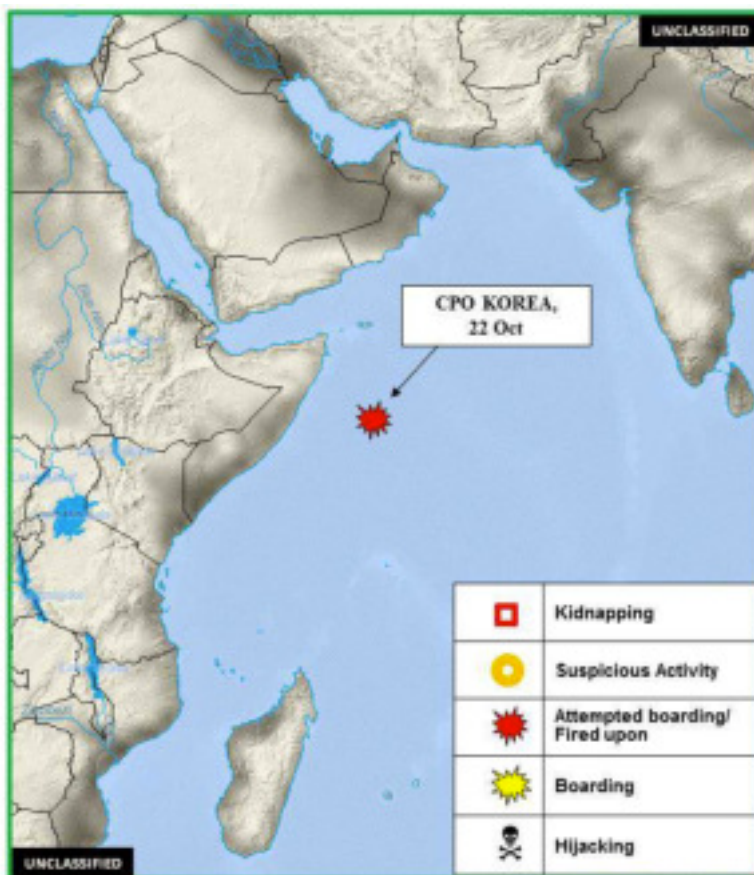
- None reported during this period.

**Suspicious Activity**

- None reported during this period.

**Other Activity**

- None reported during this period.

**Incident Map**

Source ONI

**Maritime Reporting**

- **9 November (Somalia)** – According to a United Nations report, it has been almost three years since Somali pirates successfully hijacked a large commercial vessel, however they retain the capabilities and the intent to resume their attacks, noting that recently, they have shifted towards targeting smaller foreign fishing boats. The report indicates that as of August 2016, there were no seafarers from large commercial vessels held by Somali pirates, noting however that 39 hostages from foreign fishing boats remained in captivity. The report also found that while reported piracy incidents increased slightly to 15

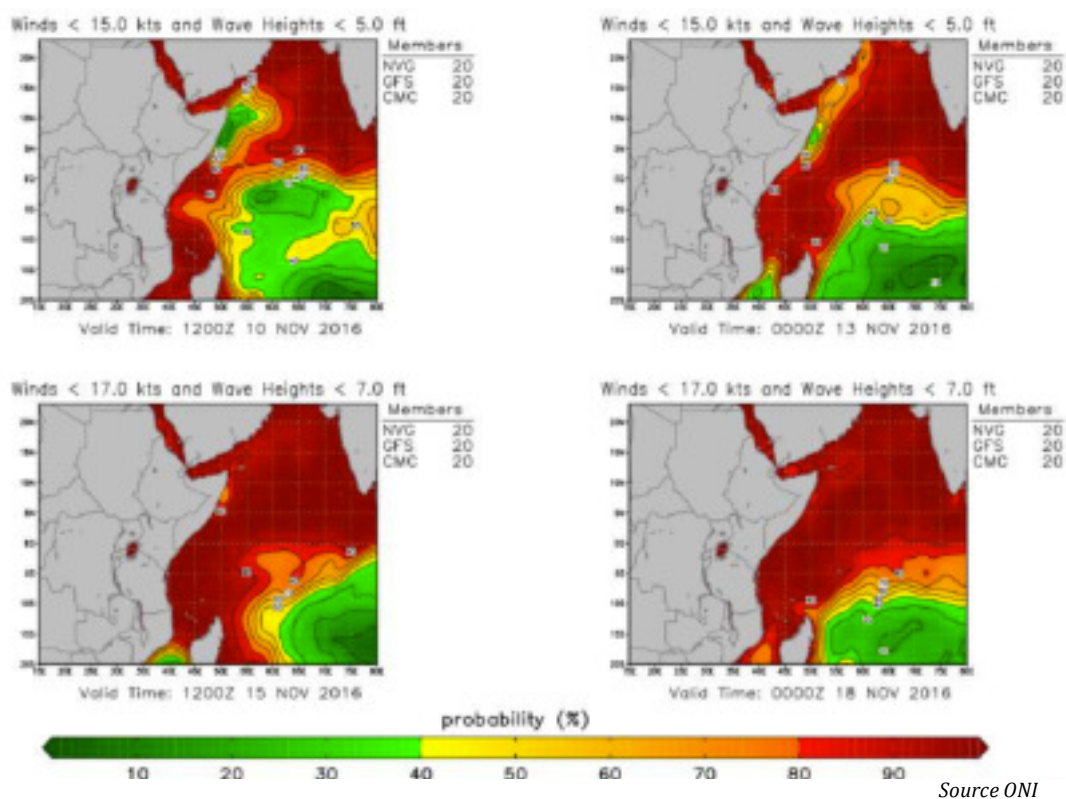
in the roughly year long period that ended in October 2016, up from 12 in the previous period, the numbers were much lower than the 237 pirate attacks reported when piracy was at its peak in 2011. During a meeting to discuss the issue, Somalia's Charge d'Affaires Mohamed Rabi A. Yusuf disclosed "we ask member states and international organizations for continued support to address the root causes of piracy." He reminded diplomats that the secretary general's report notes "the drivers that have triggered piracy since 2005 remain unchanged, among them a lack of economic opportunity." In a resolution that was approved on Thursday afternoon, the Council called on Somali officials to bring the pirates to justice. It further called on member states to help strengthen the country's maritime capacity and cooperate in the fight against piracy.

- The United Nations Security Council has renewed its authorization for international forces to join in fighting piracy off the coast of Somalia for another year, stressing that while the threat of piracy has declined, it still remains a matter of grave concern. The Security Council unanimously adopted resolution 2316 (2016) and again affirmed the primary responsibility of Somali authorities in the effort. The Council further renewed the call upon States and regional organization that were able to do so to cooperate with these authorities and each other in deploying naval vessels and military aircraft, by providing logistical support, and by seizing and disposing of boats, arms, and related equipment reasonably suspected to be used in piracy and armed robbery in the region. The Council acknowledged the steady decline in attacks in the region since 2011, and commended the contributions of the European Union's Naval Force (EU NAVFOR) Operation ATALANTA, the North Atlantic Treaty Organization's (NATO) Operation Ocean Shield, the Combined Maritime Forces' Combined Task Force 151, the African Union (AU) and the Southern Africa Development Community, as well as individual states for naval counter-piracy missions and protecting ships transiting through the region. It did however note with concern the continuing gap in Somali domestic capacity and legal frameworks for the detention and prosecution of suspected pirates and those who have profited from the crimes.
- **8 November (Somalia and Yemen)** – According to maritime officials, merchant vessels transiting through busy shipping lanes between Somalia and Yemen may be underestimating the risk of piracy and terrorism following two attempted attacks that occurred last week. On 4 November, the European Union's (EU) counter-piracy naval force (EU NAVFOR) confirmed that six armed men attacked chemical tanker *CPO KOREA* 330 nautical miles east of Somalia on 22 October, in what is the first reported attack on a major vessel off the country for two and a half years. In this incident, EU NAVFOR reported that suspected pirates in a high-speed boat exchanged fire with guards aboard the tanker, which escaped without casualties after accelerating, altering course and using fire hoses to thwart the attack. EU NAVFOR Operation Commander Rob Magowan has disclosed that "this attack shows that pirates still have the intent to attack ships for ransom and cause misery to seafarers and their families." According to EU NAVFOR, the last reported attack occurred in February 2014 and involved a container ship, which came under fire from gunmen in waters near Somalia. Separately, on 25 October, assailants opened fire on a gas tanker off Yemen. According to one maritime source, the tanker's owner later reported that the gunmen had a "substantial amount of explosives," adding that it may have been an attempted suicide attack. It is believed that due to a period of relative calm, some shipping firms have underestimated the threat and are now using poorly trained and equipped security teams who are used to calmer waters.



## Weather Forecast for Gulf of Aden/Arabian Sea

- **Northern Arabian Sea:** Westerly winds of 5 – 10 knots and seas of 2 – 4 feet.
  - **Extended Forecast:** Northeast winds of 10 – 15 knots and seas of 2 – 4 feet.
- **Gulf of Oman:** Westerly winds of 10 – 15 knots and seas of 1 – 3 feet in the western section of the Gulf; with westerly winds of 10 – 15 knots and seas of 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 variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the eastern section of the Gulf.
- **Gulf of Aden:** Easterly winds of 10 – 15 knots and seas of 1 – 3 feet in the western section of the Gulf; with east-northeast winds of 5 – 10 knots, gusting to 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 2 – 4 feet in the eastern section of the Gulf.
- **Somali Coast:** 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, gusting to 20 knots, and seas of 3 – 5 feet in the southern section of the coastline.
  - **Extended Forecast:** Northeast winds of 15 – 20 knots and seas of 5 – 7 feet in the northern section of the coastline; with east-northeast winds of 15 – 20 knots and seas of 5 – 7 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 4 – 6 feet.
  - **Extended Forecast:** Easterly 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 southerly winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the southern Channel.
  - **Extended Forecast:** Northeast winds of 15 – 20 knots, and seas of 5 – 7 feet in the northern Channel; with south-southeast winds of 20 – 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 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 13 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

**On 7 November, Yemen's Deputy Prime Minister and Interior Minister, General Hussein Arab, revealed that the army, backed by Saudi-led coalition forces, has secured the strategic Bab al-Mandab Strait at the mouth of the Red Sea.** General Arab further disclosed that Houthi rebels have tried to control and affect the strait in various ways, effectively causing more than US \$350 million in losses per year for Yemen.

**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 13 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:

• Name of vessel	• Call sign
• IMO number	• Port of Registry
• Type of vessel	• Number of crew members on board
• Last port of call	• Next port of call
• Nationality of crew and master	• Cargo (type and quantity)
• Load Port	• Armed guards on board? If yes, nationality
• Type and number of arms and	

ammunition	
------------	--

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

## Gulf of Guinea

---

*Over the past week, pirate and maritime crime activity in the Gulf of Guinea remained at a low level. There was two late reported maritime incidents; one 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

- **7 November (Nigeria – Late Report)** – Suspected militants attacked four community surveillance guards in Batan community near Warri when the guards prevented an attack on a nearby pipeline.

#### Vessels Boarded

4. **3 November (Ghana – Late Report)** – An unknown number of robbers boarded an anchored LPG tanker near position 04:52 N – 001:39 W, Takoradi Anchorage. The duty watchmen noticed one robber on the deck and raised the alarm. Upon seeing the crew's alertness, the robbers escaped in a small boat with stolen ship's stores. Port control was informed.

#### Kidnapping

- None reported during this period.

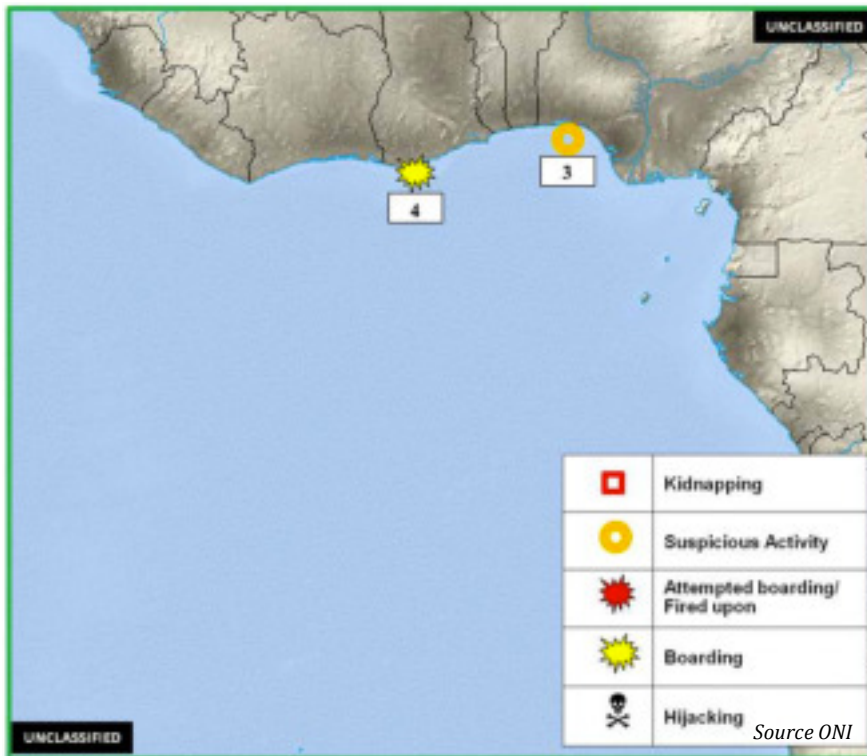
#### Suspicious Activity

- None reported during this period.

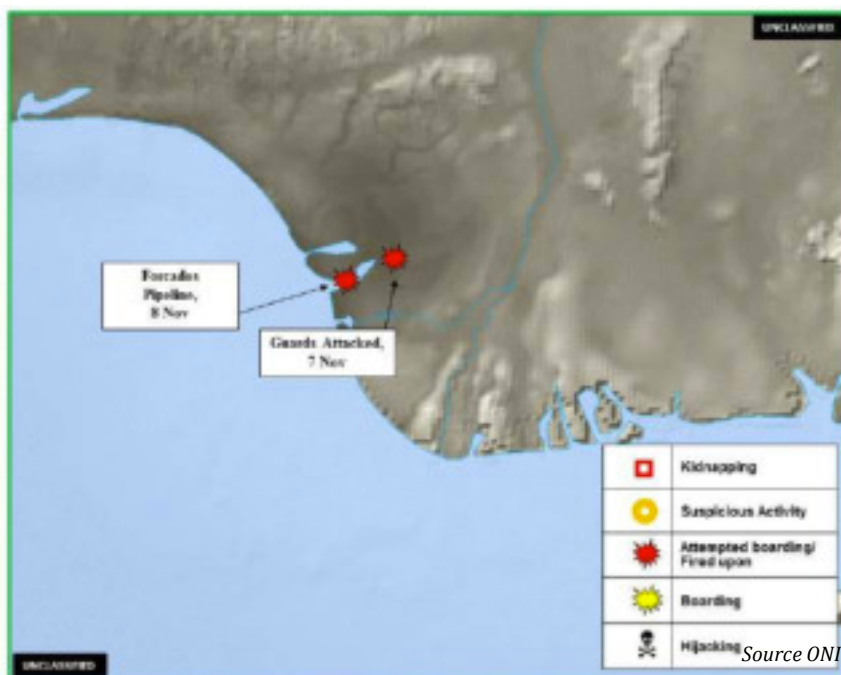
#### Other Activity

- **8 November (Nigeria)** – The Niger Delta Avengers claimed responsibility for attacking the Forcados Export Pipeline in Delta State.
3. **5 November (Nigeria – Late Report)** – Nigerian authorities were alerted to a possible pirate attack against bulk carrier *COLUMBIA RIVER*, in the Lagos Outer Anchorage. The Nigerian Navy sent a ship, *NNS KARADUWA*, to investigate. They found 16 men, 15 Nigerians and 1 Liberian, who had stowed away aboard the vessel, which was bound for the US. The stowaways are in custody and they will be handed over to the Nigerian Immigration Service for further action.

## 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

---

***Pirate and maritime crime activity in waters off Southeastern Asia remains at a medium level. There were five late reported incidents, including three kidnappings.***

***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

- **6 November (Philippines – Late Report)** – Abu Sayyaf militants boarded the German-flagged sailing yacht, *ROCKALL*, near a remote island in the southern Sulu Archipelago. The militants kidnapped a 70-year-old German man and killed his female companion. The boat and the dead woman were found by authorities and an investigation is ongoing. It should be noted that the couple and the same sailing yacht were kidnapped by Somali pirates in 2008 and were held for more than fifty days.
- **5 November (Malaysia – Late Report)** – At about 11:45 local time, another Indonesian fishing boat captain was kidnapped while his ship operated in Kertam waters some 15 nautical miles from the Kinabatangan river. The same gunmen, who carried out the attack at 11:00 local time, made off with all communication equipment, including the GPS system from the fishing vessel. It is believed that the gunmen are based in one of the Tawi-Tawi Islands and that they are not directly linked to the Abu Sayyaf group.
- **5 November (Malaysia – Late Report)** – At about 11:00 local time, an Indonesian fishing boat captain was kidnapped while his ship operated in Kertam waters some 15 nautical miles from the Kinabatangan river. The gunmen, three of whom wore fatigues and two in civilian clothing, made off with all communication equipment, including the GPS system from the fishing vessel. It is believed that the gunmen are based in one of the Tawi-Tawi Islands and that they are not directly linked to the Abu Sayyaf group.

#### Unsuccessful Attacks/Robberies

- None reported during this period.

**Vessels Fired Upon/Attempted Boardings/Attack**

- None reported during this period.

**Vessels Boarded**

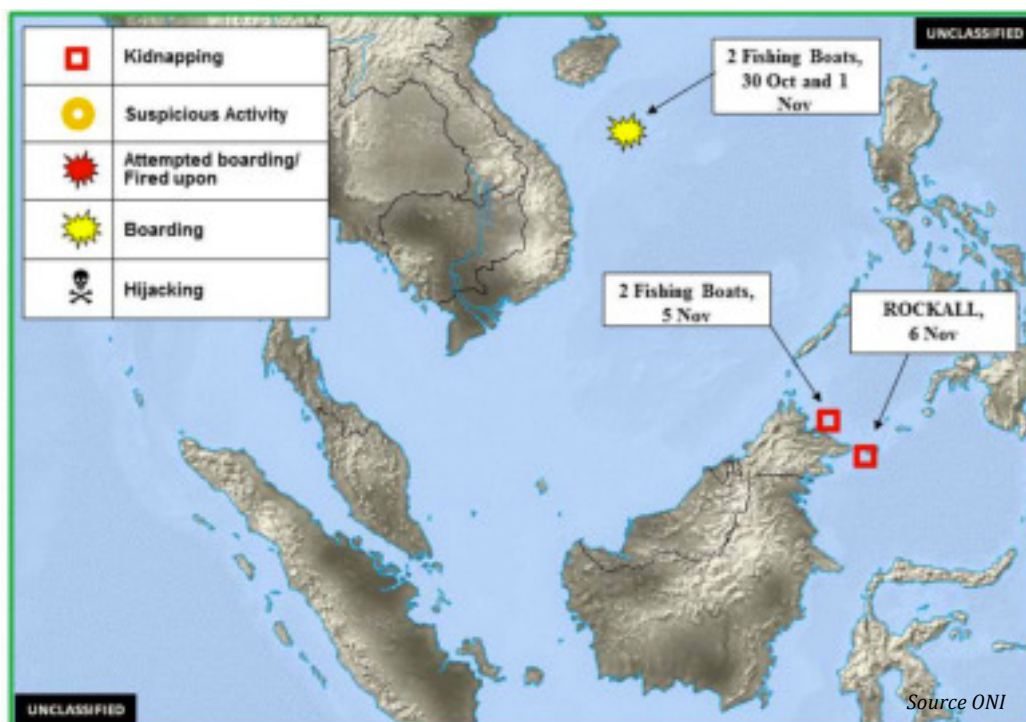
- **1 November (Vietnam – Late Report)** – A Vietnam-flagged fishing boat was chased and hit by a Chinese ship and two smaller boats 7 nautical miles north of Woody Island. The captain claimed that ten Chinese crewmen jumped onto the Vietnamese boat and attacked the fishermen. They also smashed glass doors and the compass, cut anchor lines and caused damage to other boat equipment. They then stole nearly five tons of fish, rice and other items.
- **30 October (Malaysia – Late Report)** – A Vietnam-flagged fishing boat carrying eighteen fishermen was attacked by Chinese ships while fishing some 6 nautical miles from Woody Island. The ship's captain stated that his boat was chased and boarded by Chinese sailors who proceeded to destroy much of the ship's fishing and navigation equipment.

**Suspicious Activity**

- None reported during this period.

**Other Activity**

- None reported during this period.

**Incident Map – Maritime**

## Maritime Reporting

- **11 November (Philippines)** – State media and a maritime official have reported that pirates have attacked a Vietnamese cargo ship and kidnapped six of its crewmembers off the Philippines' Basilan Island. Officials have reported that at or about 0330 hrs, the bulk carrier, *ROYAL 16*, while en route from Hai Phong, Vietnam towards Davao, was boarded by an unidentified number of armed men. The boarding occurred in the vicinity of 8.3 nautical miles southeast off Coco Island, Basilan Strait at 06°40.45'N, 122°29.05'E. The armed men kidnapped six crewmembers - comprising of the Master, chief mate 2<sup>nd</sup> Officer, 3<sup>rd</sup> Officer, bosun and assistant bosun – and fled in a speedboat. After the attack, the vessel anchored safely at Zamboanga port in the southern Philippines with the remaining thirteen crewmembers, including one who suffered gunshot wounds to the arm. A Vietnam Maritime Administration official has confirmed the attack however no further details have been released. The agency has requested regional and international anti-piracy agencies for help.



- **8 November (Southeast Asia)** – A report released on Tuesday has indicated that pirates operating in waters off Asia have shifted their tactics from hijacking cargo ships to the more lucrative crime of kidnapping for ransom. According to Devlin McStay, data analyst at HIS Maritime and Trade, “piracy has changed in the past three years,” adding, “we are seeing the number of kidnappings rise in the piracy hotspots of Southeast Asia and West Africa. The report comes after the Philippine military on 7 November confirmed that the Abu Sayyaf group had killed a German woman and abducted her companion from their yacht off the southern Philippines. Last month, suspected Abu Sayyaf militants also kidnapped the captain and a Filipino crewmember of a South Korean cargo ship in the southern Philippines. At the time, the military indicated that the abduction marked the first time that kidnappers operating in the area had targeted a large vessel, as previous kidnap attempts usually focussed on smaller vessels. While in recent years, Abu Sayyaf’s leaders have pledged allegiance to the so-called Islamic State (IS) group, analysts maintain that they are more focused on a lucrative kidnapping business rather than IS’ religious ideology. Between March and July 2016, armed cells affiliated with the Abu Sayyaf group are suspected to have been behind at least six known cases of kidnapping for ransom at sea, with the victims

being captured on board five tugs towing barges and a fishing trawler.

- **7 November (Philippines)** – The Philippines' army has reported that a German man, kidnapped by Somali pirates eight years ago, is believed to have been abducted by Filipino militants. According to army spokesman Filemon Tan, the naked body of a woman, which was found on an abandoned yacht, is believed to be his wife. The passports of Jurgen Kantner and his wife Sabine Merz were found on board. The military spokesman added that in an audio message, the leader of the Abu Sayyaf Group, which often kidnaps for ransom, has claimed responsibility for the kidnapping. The German couple's yacht, the Rockall, was found off Laparan Island in southern Sulu Province. According to military officials, the woman on board had been shot dead, adding that it was not clear why she was killed but that she may have fought back. The Filipino military has disclosed that according to Abu Sayyaf, the couple were cruising off Malaysia's Sabah state when the militants intercepted them. Media reports have indicated that Mr Kantner, 70 and his wife were held for 52 days in 2008 by Somali pirates. They were released after a ransom was paid.

## Weather Forecast for Southeast Asia

- **Southern South China Sea:** North-northeast winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet.
  - **Extended Forecast:** North-northeast winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet.
- **Malacca Strait:** Variable winds of 5 – 10 knots and seas of 1 – 3 feet in the northern Strait; with variable winds of 5 – 10 knots and seas of 1 – 3 feet in the southern Strait.
  - **Extended Forecast:** Variable winds of 5 – 10 knots and seas of 1 – 3 feet in the northern Strait; with variable winds of 5 – 10 knots and seas of 1 – 3 feet in the southern Strait.
- **Andaman Sea:** Southerly winds of 5 – 10 knots and seas of 3 – 5 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:** Variable winds of 5 – 10 knots, gusting to 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.
- **Surface Currents:** Currents in the South China Sea and Malacca Strait average speeds of 1 knots, 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.

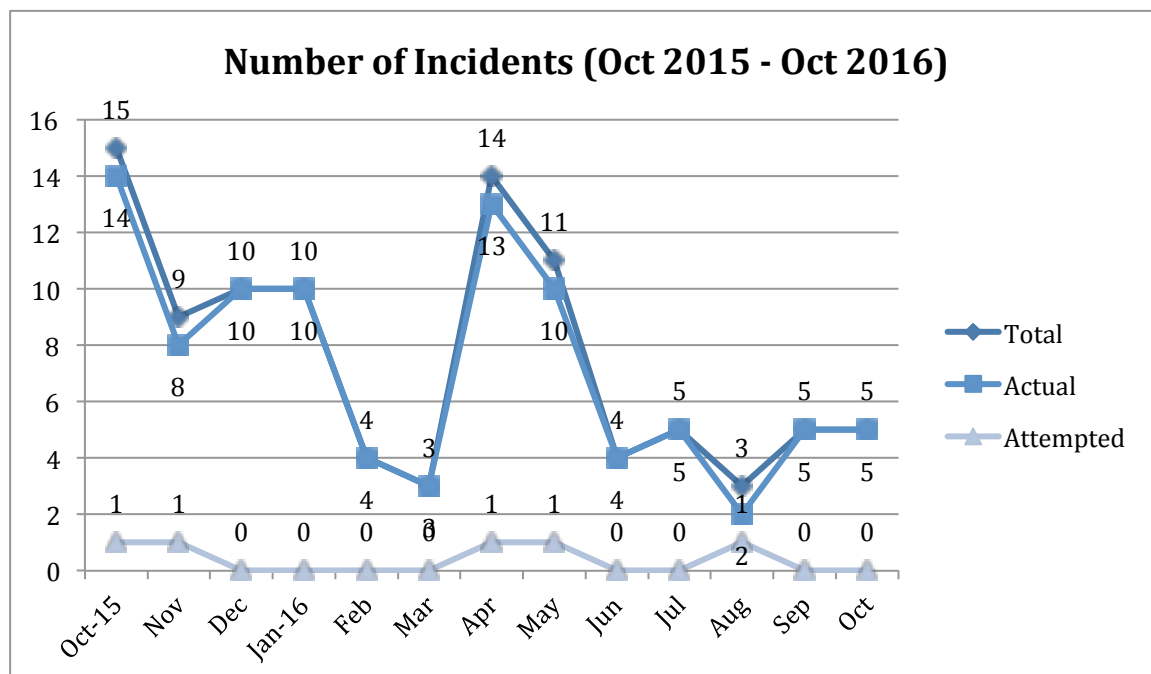
## Spotlight Report: Review of Piracy and Armed Robbery Against Ships in Asia (October 2016)

### Number of Incidents Reported in October

In October 2016, there were five incidents reported in waters off Asia, with one incident of piracy reported in the South China Sea and other incidents of armed robbery against ships reported in Indonesia, the Philippines and Vietnam.

### Number of Incidents by Month (October 2015 – October 2016)

Over this past year, the number of incidents reported per month has fluctuated.



### Incidents Reported (October 2016)

In October 2016, there were a total of five incidents of armed robbery and piracy against vessels in Asia. Of these incidents, one incident involved the abduction of crew from a general cargo ship; one involved the hijacking of a tugboat towing a barge for theft of the oil cargo carried on board; one incident occurred on board a bulk carrier while anchored at Panjang anchorage, Indonesia; and two incidents occurred on board a bulk carrier and a container ship while anchored at Vung Tau anchorage, Vietnam.



1. **2 October 2016 (0515 hrs) – Hanyang Bulk carrier**
2. **12 October 2016 (0300 hrs) – Amadeus Bulk carrier**
3. **20 October 2016 – DONG BANG GIANT NO. 2**

- This incident occurred at about 1400 hrs and involves the abduction of a ship Master (Korean national) and the 2<sup>nd</sup> officer (Filipino national) from a Korea-registered general cargo ship, *DONG BANG GIANT NO. 2*. The vessel departed Australia for the Republic of Korea and was en route at a speed of 8 knots when the incident occurred.
- This is the eighth incident of abduction of crew off eastern Sabah and southwestern Philippines since the beginning of March 2016. Furthermore, this is the first incident that involved a general cargo ship as the previous seven incidents occurred on board tugboats towing barges and fishing trawlers.
- ***Based on the eight incidents, it is observed that vessels that are slow moving with low freeboard are vulnerable, regardless of the vessel's flag or vessel type. Of the 38 crewmembers who had been abducted in these eight incidents, 33 had been released and five are still held in captivity. This is of major concern in the region and it is advised that slow moving vessels with low freeboard to re-route away from the area, if possible. Otherwise, vessel Masters and crewmembers are strongly urged to exercise additional vigilance while transiting the area. When transiting the area nearer to eastern Sabah, vessel Masters are advised to report all suspicious activity, particularly when sighting any suspicious activities or boats in the area.***

4. **25 October 2016 (2030 hrs) – Ever Ocean Silk and Ever Giant tugboat and barge**

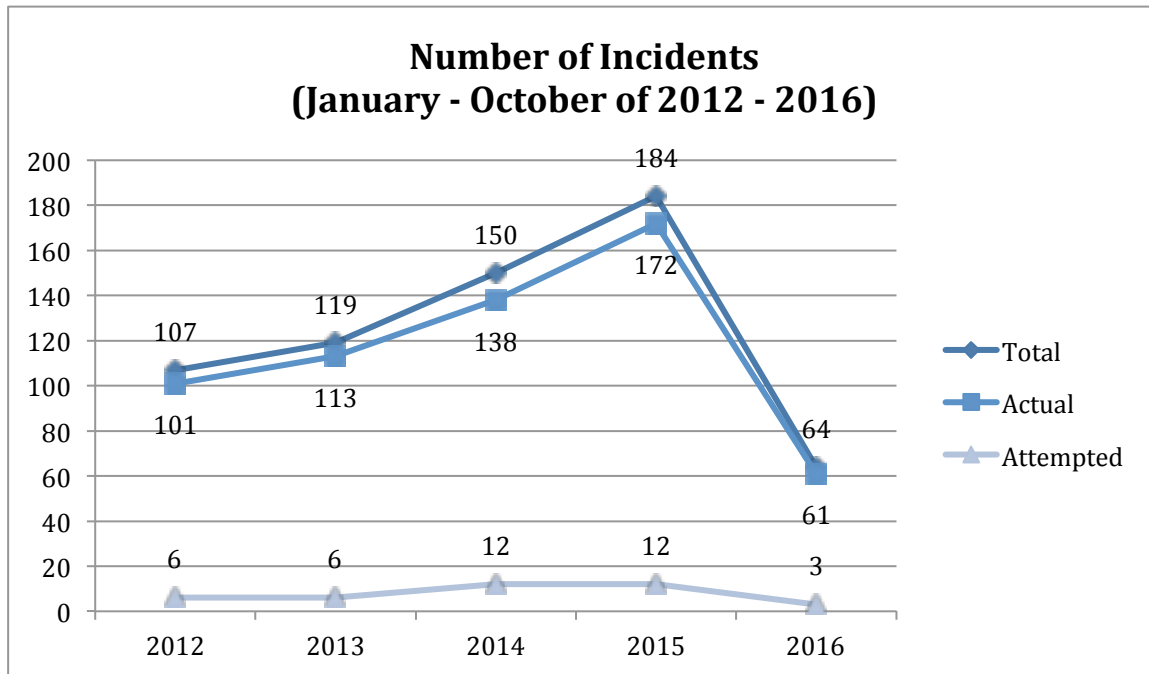
- This incident occurred at about 2030 hrs, with more than ten perpetrators boarding the Malaysian-registered tugboat, *EVER OCEAN SILK* towing barge, *EVER GIANT* at approximately 60 nautical miles north of Bintulu, Sarawak, East Malaysia. The tugboat and barge were laden with palm oil and had departed Lahad Datu, Sabah, East Malaysia on 20 October for Port Klang, Selangor, Peninsular Malaysia. The perpetrators were armed with parangs (long knives) and boarded the tugboat, tying the ten crewmembers, all Indonesian nationals, gathered them in a cabin and instructed one of them to navigate the boat. The owner of the *EVER OCEAN SILK* reported the incident to the MMEA, Bintulu after they lost communications with the Master. Three MMEA boats – *KM TABAH*, *KM JEPAK*, and *PENGGALANG 33* – were dispatched. *EVER OCEAN SILK* and *EVER GIANT* were located at about 30 nautical miles off Tanjung Kidurong, Sarawak. The crew was found safe on board. The tugboat and barge were subsequently escorted by the MMEA boats to Bintulu port. The perpetrators had reportedly siphoned 2,499 metric tons of palm oil and stole the crew's personal belongings.
- ***This is the second incident of theft of oil cargo from a vessel belonging to the same company. On 3 June 2016, an unknown number of perpetrators boarded tugboat EVER PROSPER towing barge, EVER DIGNITY off Mukah, Sarawak.***

5. **26 October 2016 (0330 hrs) – Hoang Dung 26 Container ship**

## Number of Incidents (January – October 2012 – 2016)

Between January – October 2016, a total of 64 incidents of piracy and armed robbery against vessels were reported in Asia in which 61 were actual incidents and three were attempted incidents. This represents a decline of 65% in the total number of incidents that were reported compared to the same period in 2015, when 184 incidents were reported. Furthermore, the number of incidents reported during January – October 2016 is also the lowest amongst the five-year reporting period of January – October of 2012 – 2016.

However it must be noted that the occurrence of an incident of abduction of crew from a general cargo vessel in waters off eastern Sabah and southwestern Philippines, and the hijacking of a tugboat towing a barge for theft of the oil cargo on board off Bintulu, Sarawak, and East Malaysia remain a concern.



## Conclusion

There has been an improvement in the total number of incidents of piracy and armed robbery against vessels in waters off Asia that were reported in October 2016. This reporting period saw a 65% decline compared to the same period last year. However, there continues to be serious concern in regards to kidnappings in the region, particularly with the occurrence of eight incidents of abduction of crewmembers that have been reported in waters off eastern Sabah and southwestern Philippines. The two incidents of oil cargo theft in waters off Sarawak to vessels belonging to the same owner is also of concern.

## Worldwide

### North America

1. **4 November (Mexico – Late Report)** – Authorities in the port of Manzanilla found 229 kilograms of cocaine in a shipping container aboard the box ship *LAURA MAERSK*. The drugs were packed in with a cargo of grinding machine parts. The vessel and the crew departed the port on schedule.



### 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. **5 November (Guatemala – Late Report)** – A small dinghy and outboard motor were stolen from an anchored sailing yacht in Rio Dulce.
2. **1 November (Haiti – Late Report)** – An unknown number of robbers boarded an anchored bulk carrier near position 18:34 N – 07:221 W, Port Au Prince Anchorage. The thieves boarded via the anchor chain, stole the ship's stores and escaped unnoticed. Crewmembers on board the vessel noticed the theft while carrying out routine rounds. Port control was informed.



### Atlantic Ocean Area

No current incidents to report

### Northern Europe/English Channel/Baltic

No current incidents to report

### Mediterranean/Black Sea

1. **5 November (Turkey – Late Report)** – Turkish authorities in Istanbul arrested the Ukraine-flagged cargo ship *PETR* after an inspection found that the vessel was carrying 1,100,000 packs of contraband cigarettes. A Turkish fishing boat being used to unload the illicit cargo was also detained.



Source ONI

## Migration

- **7 November** – A statement released by Italy's coast guard has indicated that more than 2,200 migrants were rescued in the Mediterranean on 5 November as they tried to reach Europe, adding that ten bodies were recovered. The migrants were picked up from thirteen rubber dinghies, two small boats and one large vessel in sixteen separate rescue operations. The International Organization for Migration (IOM) has reported that as of 2 November 2016, 159,496 people had reached Italy by sea this year.
  - Close to 700 migrants arrived at the Italian port town of Augusta on Monday after they were rescued while attempting to cross the Mediterranean. The migrants, who were rescued by Italian and Spanish ships, crowded on the deck of the vessel as it approached the Sicilian port, where Red Cross personnel waited to assist them.
  - Libya's coastguard has disclosed that it rescued 115 migrants on Sunday who had been onboard a rubber boat that broke down off Tripoli, adding that one migrant had drowned. According to navy spokesman Colonel Ayoub Qassem, the migrants "were on a rubber boat that broke down northwest of Khoms," some 100 km (60 miles) from the capital on Saturday, adding that the rescue operation began at 7:30 AM local time and that it took two hours to take the migrants to Khoms port where they were given medical attention. He further disclosed that they were then passed to the interior ministry's department tackling illegal immigration. The migrants were of various African nationalities.

## Spotlight Report: Libya

As of 13 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

No current incidents to report

## Pacific Ocean/Southern Ocean

No current incidents to report

## About MS Risk

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

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

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

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

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

References are always available.

More information is found at [www.msrisk.com](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  
Registered in the Isle of Man No. 007435V