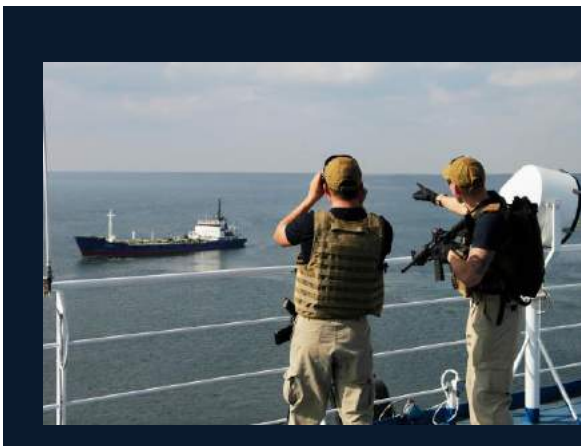




Maritime Security Review

19 December 2016

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Please note that the information contained in this report is as accurate as possible at the time of publishing. It should be noted that in some instances, incidents are updated at a later date as more information comes in.

We encourage our readers to confidentially report any incidents or suspicious activity to info@msrisk.com

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Summary

List of Incidents at Sea for this Reporting Period

Piracy Levels

HIGH (5 or more piracy incidents in this one-week reporting period); **MEDIUM** (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 and one late reported attack

Southeast Asia: **MEDIUM PIRACY LEVEL** – Four late reported incidents

Worldwide

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

Central America/Caribbean/South America: **LOW PIRACY LEVEL** – No current incidents to report

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

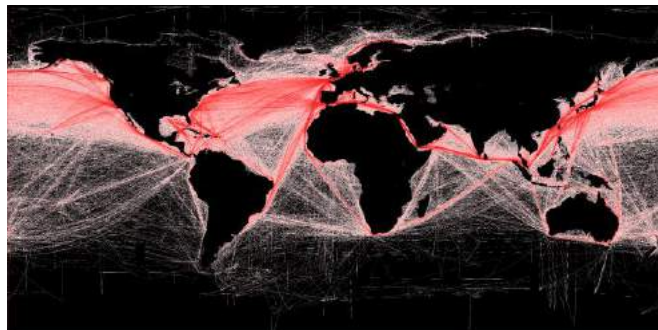
Arabian Gulf: **LOW PIRACY LEVEL** - No current incidents to report

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

Southern Africa: **LOW PIRACY LEVEL** - No current incidents to report

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.

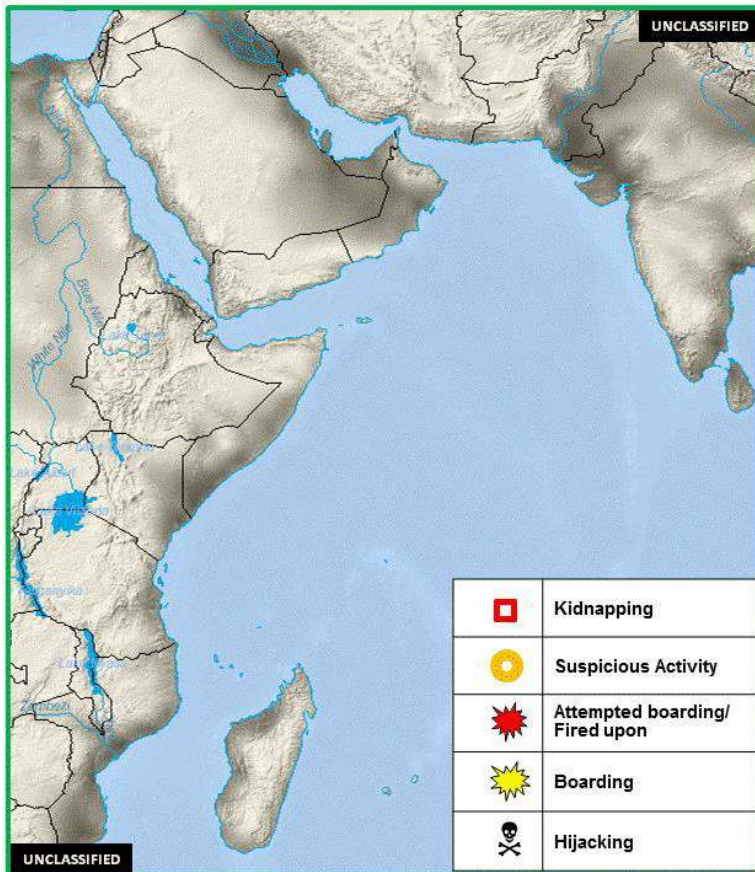
Suspicious Activity

- None reported during this period.

Other Activity

- None reported during this period.

Incident Map



Source ONI

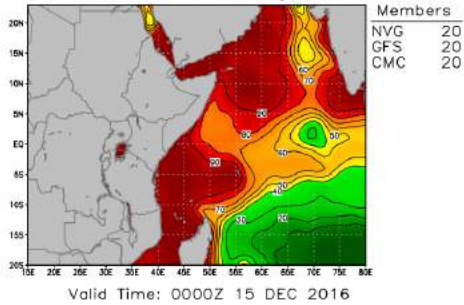
Maritime Reporting

- No major incidents to report

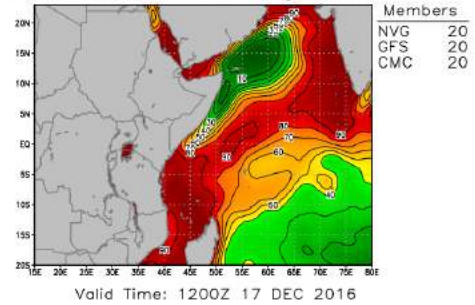
Weather Forecast for Gulf of Aden/Arabian Sea

- **Northern Arabian Sea:** Northeast winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 2 feet.
 - **Extended Forecast:** Northeast winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 2 feet.
- **Gulf of Oman:** Variable winds of 5 – 10 knots and seas of 1 – 2 feet in the western section of the Gulf; with variable wind of 5 – 10 knots and seas of 1 – 2 feet in the eastern section of the Gulf.
 - **Extended Forecast:** Variable winds of 5 – 10 knots and seas of 1 – 2 feet in the western section of the Gulf; with variable winds of 5 – 10 knots and seas of 1 – 2 feet in the eastern section of the Gulf.
- **Gulf of Aden:** Easterly winds of 10 – 15 knots and seas of 2 – 4 feet in the western section of the Gulf; with east-northeast winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet in the eastern section of the Gulf.
 - **Extended Forecast:** Easterly winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet in the western section of the Gulf; with east-northeast winds of 15 – 20 knots and seas of 3 – 5 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 northeast winds of 10 – 15 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 northeast winds of 15 – 20 knots and seas of 5 – 7 feet in the southern section of the coastline.
- **Central African Coast/Indian Ocean:** Easterly winds of 5 – 10 knots and seas of 1 – 3 feet.
 - **Extended Forecast:** North-northeast winds of 15 – 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 south-southeast winds of 5 – 10 knots and seas of 3 – 5 feet in the southern Channel.
 - **Extended Forecast:** North-northeast winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet in the northern Channel; with south-southeast winds of 15 – 20 knots and seas of 4 – 6 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 2 – 3 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.

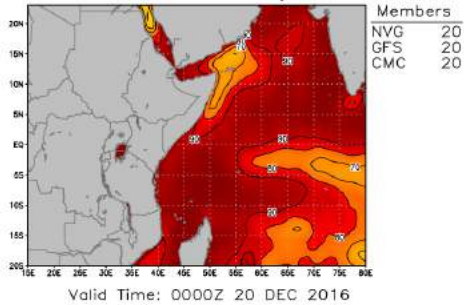
Winds < 15.0 kts and Wave Heights < 5.0 ft



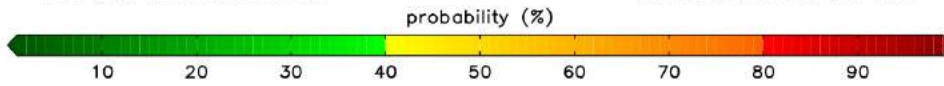
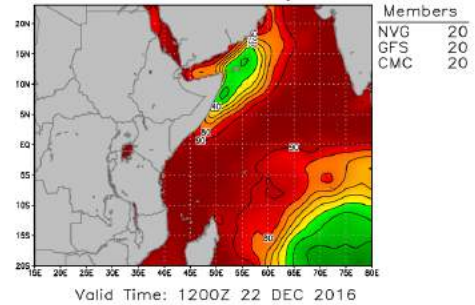
Winds < 15.0 kts and Wave Heights < 5.0 ft



Winds < 17.0 kts and Wave Heights < 7.0 ft

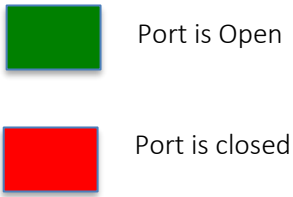


Winds < 17.0 kts and Wave Heights < 7.0 ft



Source ONI

Spotlight Report: Yemen



As of 18 December, 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 18 DECEMBER.

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.

West Africa/Gulf of Guinea

Current Piracy Level: *MEDIUM*

There was one incident and one late reported attack

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

- **13 December (Nigeria)** – Bandits attacked the offshore supply vessel CHILOSCO near position 03:45 N – 006:10 E, 29 nautical miles south of Brass.
- **10 December (Nigeria – Late Report)** – The product tanker SOCHIMA was attacked by pirates in the Gulf of Guinea, 40 nautical miles south of Brass, Nigeria. The vessel was approached by a speedboat with armed men on board, who tried to board the vessel and take control. The Nigeria Navy security team onboard the product tanker thwarted the pirate attack. The speedboat fled away and abandoned the attack. The incident was reported to the local authorities.

Vessels Boarded

- None reported during this period.

Kidnapping

- None reported during this period.

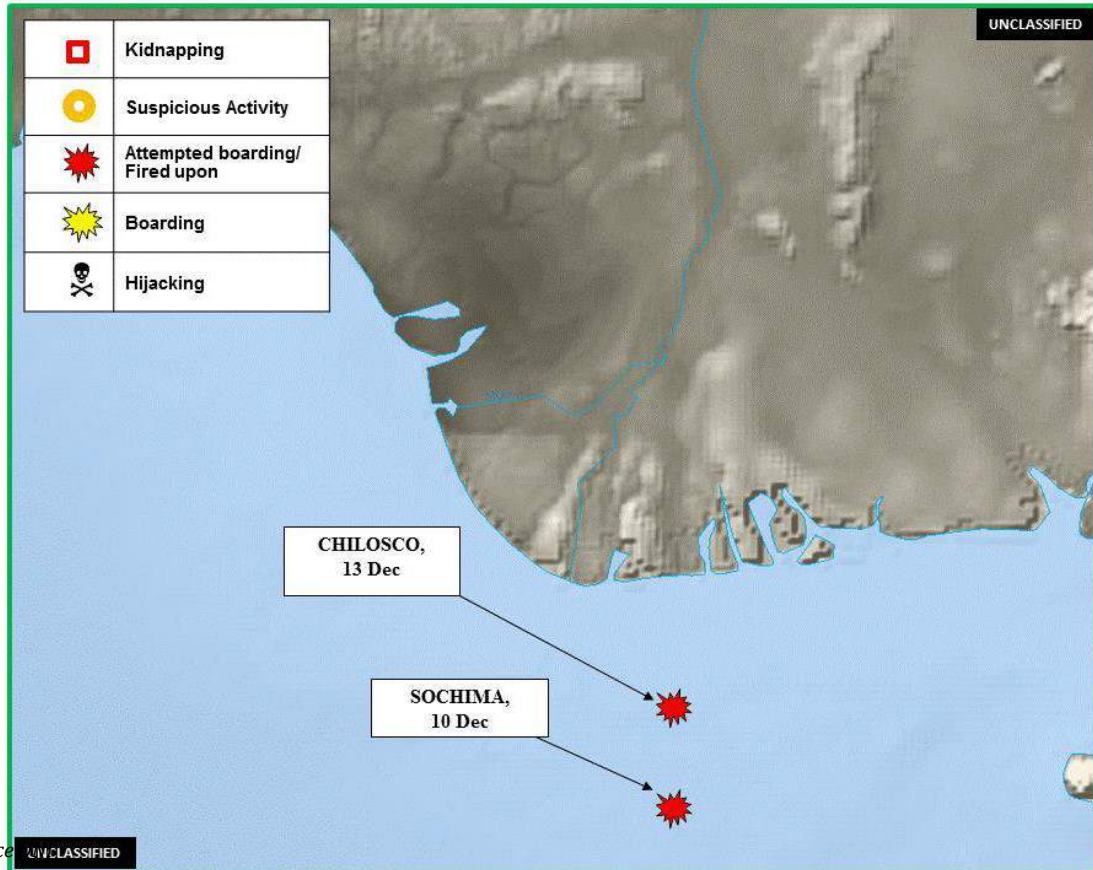
Suspicious Activity

- None reported during this period.

Other Activity

- None reported during this period.

Incident Map



Source UNCLASSIFIED

Incident Reporting

- No major incidents to report

Weather Forecast for Gulf of Guinea

- **Gulf of Guinea:** South-southeast winds of 10 – 15 knots and seas of 2 – 4 feet.
 - **Extended Forecast:** South-southeast winds of 10 – 15 knots and seas of 2 – 4 feet.
- **Synoptic Discussion:** High pressure continues to dominate the weather in the region producing relatively light winds. Isolated thunderstorms and rain showers can be routinely expected along the Somali and West Africa coasts, with increased southerly flow through the Bab al Mandeb and Strait due to funneling effects.

Southeast Asia

Current Piracy Level: MEDIUM

There were four late reported incidents

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

- **5 December (Philippines - Late Report)** – Three Indonesian fishermen were kidnapped near the Philippine Island of Labuan. All three fishermen were reportedly released unhurt the following day and it is believed that the owner of the Sandakan-based trawler or agents of the trawler's owner crossed the boarder to negotiate the immediate release of the three crewmen and the boat. Local authorities have indicated that the three Indonesian crewmen were held by unidentified gunmen because they were reportedly poaching within Philippine waters.

Unsuccessful Attacks/Robberies

- None reported during this period.

Vessels Fired Upon/Attempted Boardings/Attack

- **8 December (Malaysia - Late Report)** – Security forces shot and killed three gunmen in a firefight during a kidnapping attempt in Darvel Bay. A police spokesman confirmed that there was a shootout between security forces and the armed group, and that one policeman was injured. It is believed that the criminals were trying to abduct a fisherman when police intervened.

Vessels Boarded

- **8 December (Indonesia - Late Report)** – A duty crewman on routine round onboard a bulk carrier, anchored near position 0014:39 S – 117:35.09 E, Muara Berau Anchorage, Samarinda, noticed the skylight of the

forecastle store room open and the cover of the anchor chain removed. He also saw two robbers in a small boat leaving the vessel. The duty crewman immediately informed the duty officer who raised the alarm and mustered the crew. Upon inspection, it was found that the ship’s stores were stolen. The incident was reported to the local authorities.

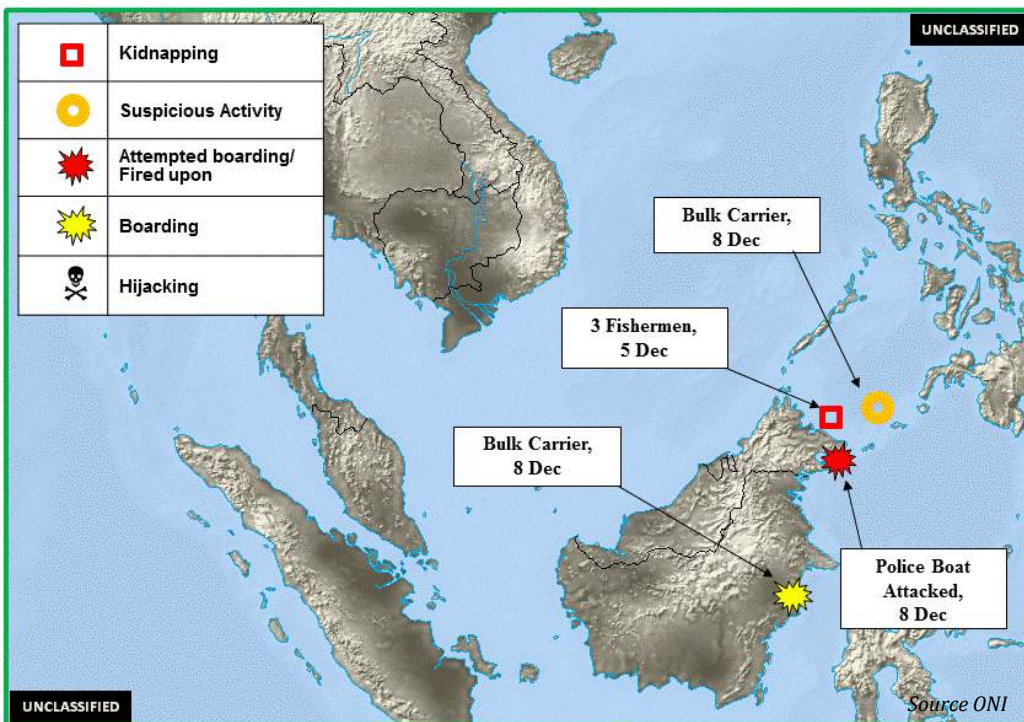
Suspicious Activity

- None reported during this period.

Other Activity

- **8 December (Philippines - Late Report)** – Three persons in a blue and white speedboat approached an underway bulk carrier near position 05:29 N – 119:39 E, 17 nautical miles south of Pearl Bank. The Master of the vessel sounded the ship’s whistle continuously, made an announcement on the PA system, increased speed, commenced evasive manoeuvres, and activated the fire hoses. Upon seeing the alerted crew and the hardening measures carried out by the vessel, the speed boat moved away.

Incident Map – Maritime



Maritime Reporting

- **12 December** – The military reported on Monday that Abu Sayyaf militants have freed two Indonesian tugboat crewmembers who were kidnapped six months ago and held in the jungles of the southern Philippines. Regional military spokesman Maj. Filemon Tan disclosed that the militants released Moahmed Nazer and Robin Peter to a rebel commander belonging to the Moro National Liberation Front near Sulu

province's Indanan town amidst pressure from military assaults. The two hostages were abducted from a tugboat off Sulu's Simisa Island in June and taken to the Abu Sayyaf's jungle camps. After being freed, the captives were handed over to Sulu officials on Monday and were then taken to a military trauma hospital for a check-up. It currently remains unknown if a ransom payment was made for their release. The Moro rebel front is engaged in peace talks with the government and often acts as an intermediary for the release of Abu Sayyaf hostages. The military has reported that Abu Sayyaf militants are believed to be still holding eighteen foreign captives, including one each from Germany and South Korea and several Vietnamese crewmen from a cargo ship, along with five Filipino captives.

- Reports have emerged that in Malaysia, security forces killed three Abu Sayyaf gunmen and captured two others during a failed kidnapping attempt in Malaysia's Sabah state near the southern Philippines last week. Two other militants were missing after their speedboat was hit by gunfire and sank. According to the Philippine military, amongst those killed was Abraham Hamid, an Abu Sayyaf militant who acted as a spotter in the kidnappings of two Canadians, a Norwegian and a Filipino woman in the southern Philippines last year.

Weather Forecast for Southeast Asia

- **Southern South China Sea:** South-southeast winds of 5 – 10 knots and seas of 1 – 3 feet.
 - **Extended Forecast:** Northerly winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet with a northern swell.
- **Malacca Strait:** Northeast winds of 10 – 15 knots and seas of 2 – 4 feet in the northern Strait; with northwest winds of 10 – 15 knots and seas of 1 – 3 feet in the southern Strait.
 - **Extended Forecast:** Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the northern Strait; with variable winds of 5 – 10 knots and seas of 1 – 2 feet in the southern Strait.
- **Andaman Sea:** South-southeast winds of 18 – 23 knots and seas of 4 – 7 feet in the northern section; with southeast winds of 15 – 20 knots and seas of 3 – 5 feet in the southern section.
 - **Extended Forecast:** Northwest winds of 5 – 10 knots and seas of 2 – 4 feet in the northern section; with northwest winds of 5 – 10 knots, and seas of 2 – 4 feet in the southern section.
- **Southern Sulu Sea – Northern Celebes Sea:** Variable winds of 5 – 10 knots and seas of 1 – 2 feet.
 - **Extended Forecast:** Variable winds of 5 – 10 knots and seas of 1 – 2 feet.
- **Surface Currents:** Currents in the southern South China Sea, Malacca Strait and Andaman Sea are generally less than 1 knot with a few areas in the southern South China Sea averaging 1 knot.
- **Synoptic Discussion:** Northeast monsoonal flow to the north is generating a northerly swell throughout the South China Sea. Additionally, expect strong gusts in and around scattered thunderstorms, throughout the Malacca Strait and the Andaman Sea due to funneling effects and daytime heating.

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

Number of Incidents Reported in November

During the month of November, there were a total of 10 incidents of piracy and armed robbery against ships reported in Asia. Of this figure, six were actual incidents and four were attempted incidents. Of the six actual incidents, five were incidents of armed robbery against vessels and one was a piracy incident.

The kidnapping of crewmembers from vessels while underway in the Sulu-Celebes Sea and off eastern Sabah continues to be of major concern and in November, there was one actual incident and four attempted incidents of abduction of crew reported.

Actual Incidents

1. **9 November** – CHEMBULK JAKARTA (Product tanker)
 - At 0450 hrs, Dumai anchorage, Indonesia.
 - While at anchor, 10 perpetrators armed with knives boarded the product tanker and entered the engine room. They took the duty oiler hostage, punched, tied and threatened him with a knife. The perpetrators then stole engine spares and escaped. The oiler managed to untie himself and notified the vessel Master. The alarm was raised, crew was mustered and an investigation was carried out on board.

2. **11 November** – ROYAL 16 (Bulk carrier)
 - At 0330 hrs, vicinity water of Sibago Island, Basilan province, Philippines
 - While underway from Hai Phong, Vietnam towards Davao Philippines, the *ROYAL 16* was boarded by ten armed men with guns. The perpetrators fired at the cabin doors of the vessel, wounding two crewmembers. The perpetrators abducted six crewmembers and escaped in a speedboat. At around 0830 hrs on the same day, a passing domestic cargo vessel *MV LORCON* rendered assistance to *ROYAL 16*. The passing vessel reported the incident to the PCG Operation Station in Zamboanga and evacuated the two wounded crewmembers to Zamboanga City for treatment. The remaining 13 crewmembers on board *ROYAL 16* proceeded to Zamboanga port with the assistance of the Zamboanga harbor pilot for investigation.

3. **15 November** – MIGHTY SERVANT 1 (Heavy load semi-submersible)
 - A 0100 hrs, South China Sea
 - While at anchor, an unknown number of perpetrators boarded the vessel and stole the ship's engine spares. There was no confrontation between the perpetrators and crewmembers. The Singapore Port Operations Control Centre (POCC) initiated a navigational broadcast regarding the incident and notified Indonesian authority and other relevant agencies.

4. **19 November** – MYSTRAS (Bulk carrier)
 - At 0240 hrs, Muara Berau anchorage, Indonesia
 - During cargo operations, duty crew on routine rounds on board the vessel noticed that the forecastle store door was open and the padlock broken. Upon approaching the store, several perpetrators armed with machetes were seen stealing ship stores. The duty crew shouted at the robbers, raised the alarm and retreated towards the accommodation. Upon seeing that the crew had been alerted, the perpetrators escaped with four mooring ropes. The Master instructed the second officer to cross-check the authority of all those on board. It was revealed that among them, there was an unauthorized person who attacked the second officer with a knife. The agent and second officer were able to avert the attack. The perpetrator jumped overboard and managed to escape. The incident was reported to the local authorities.

5. **23 November** – KN FOREST (Bulk carrier)
 - A 0200 hrs, Vung Tau anchorage, Vietnam
 - While at anchor, the duty crew sighted a fishing boat going around the bulk carrier. The duty crew monitored the fishing boat, which eventually stopped near the forward part of the vessel. Unknown to the crew, another boat came alongside the bulk carrier. The duty A/B was on his routine round on the starboard side when he saw two perpetrators at the paint store. The perpetrators threatened him with a knife but the duty A/B managed to escape. He then proceeded to inform the bridge and other duty crewmembers. The perpetrators jumped overboard and escaped when they saw the duty A/B calling on the radio. An investigation into the incident revealed that the padlock of the paint store was broken and sixteen cans of paint were missing. It was later assessed that the perpetrators had boarded the bulk carrier while the other boat served as a decoy.

6. **26 November** – PACIFIC WRANGLER (Supply vessel)
 - At 0001 hrs, Batu Ampar Port, Pulau Batam Indonesia
 - While at anchor, perpetrators armed with knives boarded the supply vessel from a fishing boat and stole engine spares and escaped. The crew sustained no injuries.

Attempted Incidents

1. **13 November** – SOUTHERN FALCON (Product tanker)
 - At 1620 hrs, approximately 65 nautical miles southeast of Sibutu Island, Philippines
 - While underway, six speed boats with one armed perpetrator in each boat approached and chased the Panama-registered product tanker. The Master alerted the vessels in the vicinity and conducted evasive manoeuvres. After 15 minutes, the boats aborted their attempt and moved away.

2. **20 November** – KUMIAI SHAGANG (Bulk carrier)
 - At 0720 hrs, approximately 19 nautical miles southwest of Doc Can Island, Philippines
 - The Master and crew on duty noticed a speedboat (white with red lining) at the ship's stern approaching the ship. Five perpetrators armed with guns were sighted in the speedboat. The Master sounded the alarm, enforced the PCG on VHF 16 and asked for assistance. The PCG

advised the Master to alert ships in the vicinity and manoeuvre the ship. The perpetrators aborted the chase and left the area heading in the eastern direction, towards the Jolo Island.

3. **24 November** – EASTER K (Bulk carrier)

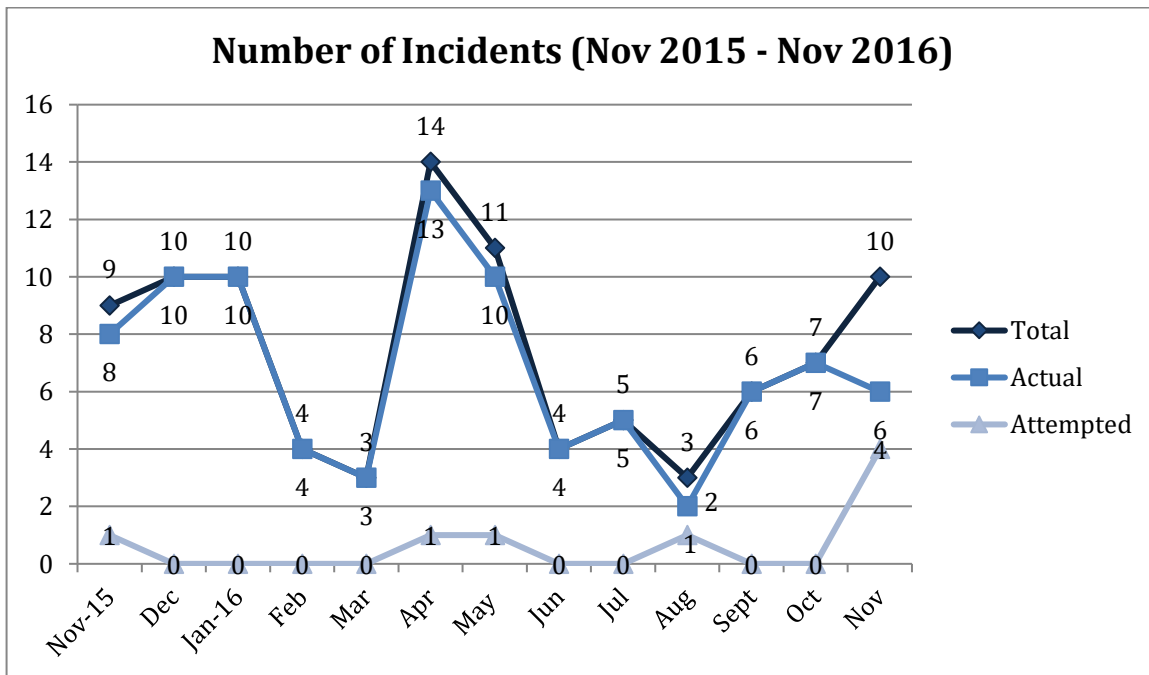
- At 1040 hrs, approximately 5.74 nautical miles southwest of Doc Can Island, Philippines
- Ten armed perpetrators in a motorboat chased the Panama-registered bulk carrier. The alarm was raised and the crew was mustered. The perpetrators eventually aborted the chase.

4. **25 November** – CEMTEX Fortune (Bulk Carrier)

- At 1058 hrs, approximately 6.07 nautical miles southwest of Laparan Island, Philippines
- Ten perpetrators armed with firearms and dressed in black shirts approached the Singapore-registered bulk carrier in a blue speed boat. The perpetrators aborted the chase after they were unable to catch up with the bulk carrier.

Number of Incidents by Month (November 2015 – November 2016)

On a month-to-month comparison, from November 2015 until November 2016, the number of incidents has fluctuated throughout the one-year period.



Kidnapping of Crewmembers in the Sulu-Celebes Sea and Off Eastern Sabah

In November, there was one actual incident and four attempted incidents of abduction of crew reported.

Actual Incidents

1. **11 November 2016** – ROYAL 16



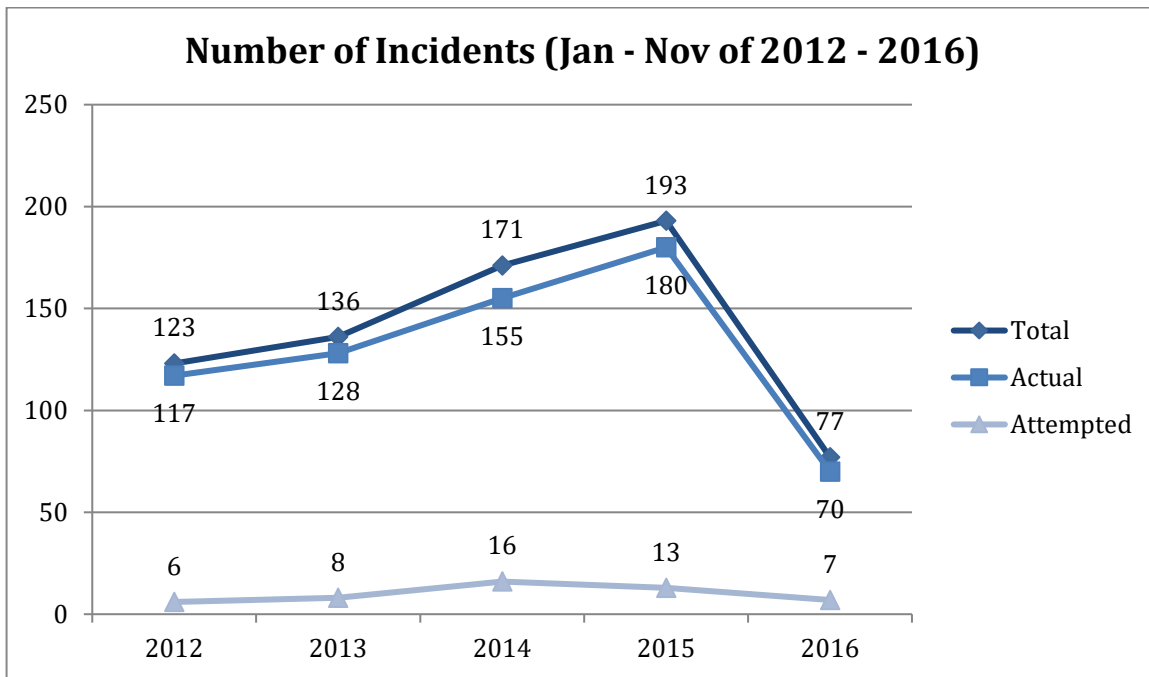
Attempted Incidents

2. **13 November 2016** – SOUTHERN FALCON
3. **20 November 2016** – KUMIAI SHAGANG
4. **24 November 2016** – EASTER K
5. **25 November 2016** – CEMTEX FORTUNE

Number of Incidents (January – November of 2012 – 2016)

From January – November 2016, there were a total of 77 incidents of piracy and armed robbery against vessels in Asia. Of this figure, 70 were actual incidents and 7 were attempted incidents. This represents a decline of 60% in the overall number of incidents compared to January – November 2015, when there were 193 incidents reported.

Furthermore, the number of incidents reported between January – November 2016 is also the lowest amongst the five-year reporting period of January – November of 2012 – 2016.



Conclusion

During the reporting period of November 2016, the situation of piracy and armed robbery against vessels in Asia has continued to improve, with a 60% decline in the total number of incidents reported compared to the same period in 2015. Furthermore, there has been continued improvement observed in the Straits of Malacca and Singapore (SOMS), with no incident reported in the SOMS since April 2016. There has also been no incident involving hijacking of tankers for theft of oil cargo reported in November 2016.

The situation in the Sulu-Celebes Sea and off Eastern Sabah continues to be of great concern and more needs to be done by the littoral States and the shipping industry in order to address the situation of kidnapping of crew in the area.

Worldwide

North America

No current incidents to report

Current Piracy Level: **LOW**

Central America/Caribbean/South America

No current incidents to report

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.*

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

- **13 December** – On Tuesday, an Italian court ruled that the captain of a migrant boat that sank in 2015, killing up to 900 people, was responsible for the disaster, which is the Mediterranean's worst since the Second World War. Judges in Catania have ordered Mohamed Ali Malek, a Tunisian national, to serve eighteen years in prison for multiple manslaughter, human trafficking and causing the tragedy after the packed boat capsized after colliding with a freight that was coming to its aid. Syrian Mahmoud Bikhit, accused of being his first mate, was handed a five-year prison sentence for his role in the tragedy, which occurred off the Libyan coast. The men were also ordered to pay nine million euros (US \$9.5 million) each in compensation. Italian forensic scientists had spent months sorting through decomposed body parts in order to count the victims. Both of the men had claimed that they were simple migrants who had been made to see the boat by the real traffickers. However survivors told investigators that Malek, who had lived in Italy in the past, was captain and that it was his lack of sailing skills that caused the deadly collision. In a plea before the verdict, Malek told the court, "I spent two years and six months in Italy and I have a young son with an Italian woman: I want to marry her and recognize the baby...It's the truth. I've always told the truth. Just as I immediately gave (police) my real name, and told them I was a passenger." According to forensic scientists, up to 900 people were packed into the 27-metre (90-foot) boat when it left Libya. The boat was carrying people largely from The Gambia, Senegal and Mali, as well as Bangladesh, the Ivory Coast and Ethiopia. Only 28 people survived the tragedy.
 - A United Nations report released on Tuesday has indicated that migrants in Libya are suffering consistent and widespread abuse, including arbitrary detention, forced labour, rape and torture. According to the UN report, "the situation of migrants in Libya is a human rights crisis. The breakdown in the justice system has led to a state of impunity, in which armed groups, criminal gangs, smugglers and traffick control the flow of migrants through the country," adding, "the United Nations Support Mission in Libya (UNSMIL) has also received credible information that some members of state institutions and some local officials have participated in the smuggling and trafficking process." The report went on to say that migrants were frequently bought and sold and were forced to work to pay for their onward journey, while smugglers and traffickers extort additional money from families through a complex system of money transfers. It noted that some Sudanese women were advised to take a three-month contraceptive injection prior to travelling to Libya because of the expectation that they could be raped. The report also noted that infectious diseases have spread in a number of centres, where migrants are packed into rooms without sufficient space to lie down and are forced to openly defecate and urinate in their cells. The report also listed alleged abuses of Libya's coastguard, which sometimes intercepts migrant boats before they reach international waters, where they can be picked up by European rescue ships. The UN report urged Libyan authorities to immediately release the most vulnerable migrants, to provide protection from abuses and to prosecute human trafficking and smuggling offences. It further urged the European Union (EU) to "further evaluate" a training programme for the Libyan coastguard, which was launched earlier this year, in order "to ensure that its vetting procedures are stringent and its human rights component is comprehensive."
- **12 December** – According to relief services, rescues on Sunday plucked 1,164 people from rubber and wooden boats in the Mediterranean under heavy thunderstorms and recovered six dead bodies during the operations. Italian coastguard and naval ships, along with a vessel from the European Union's (EU) anti-smuggling mission and private aid groups rescued the people from seven boats in the central Mediterranean. The coastguard provided no details in regards to the six dead people that were found.

Spotlight Report: Libya

As of 18 December, 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)	Reopening	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, aka National Salvation Government)	Khalifa Ghweil	Tripoli	Unrecognised

- 16 December** – A source in the National Oil Corporation indicates that Es Sider terminal was expected to reopen on Friday. Oil tanker Seamusic is expected to arrive at the port on Friday to carry the first overseas oil shipment from the terminal since 2014. A second shipment from the port is anticipated before the end of the year.
- 15 December** – According to sources, European Union (EU) leaders will on Thursday call for additional vessels for the Libyan coastguard in order to help it prevent migrants leaving its shores for Europe. According to a draft joint statement, at their summit in Brussels on Thursday, EU leaders will agree on “the need to enhance support for the Libyan coastguard.” An EU diplomat has disclosed that the bloc needed

to find a way in order to finance the Libyan coastguard or provide with the vessels directly, stating “the idea would be to make it more effective in preventing migrants from leaving Libya rather than just having our search and rescue operations.” Diplomats have disclosed that so far, it has proven difficult to agree among member states and Brussels, and can carry risks because of the breakdown of law and order in Libya, which has effectively allowed the smuggler gangs to operate freely. Migrants arriving from Libya to Italy are higher this year than last at more than 175,000 people. Curbing immigration has now become the bloc’s top priority after about 1.4 million refugees and migrants reached Europe in 2015 – 2016. The EU’s naval operation in the Mediterranean, Sophia, which is targeting arms traffickers and training the Libyan coastguard, is obliged to pluck out of the sea people who leave Libya in unreliable boats, effectively meaning that most of those who reach Italy arrive on board EU vessels. One EU official has disclosed that he bloc is now increasingly becoming worried that operation Sophia has developed into “...a taxi service.”

- **14 December** – Security officials and an oil industry source reported on Wednesday that protesters blockading pipelines to Libya’s Sharara and El Fell oil fields have promised to reopen them, adding that production could restart in the coming days. In a statement, a faction of Libya’s Petroleum Facilities Guard (PFG) that has blockaded one pipeline since November 2014 and another since April 2015, disclosed that they had agreed to reopen both. The statement indicated “the National Oil Corporation should start its work as soon as possible and we, as the Petroleum Facilities Guard, pledge to protect and defend the wealth of the Libyan state.” The PFG faction is aligned with the self-styled Libyan National Army, which is a force based in eastern Libya. Its statement was confirmed by the office of Idris Madi, head of the LNA’s command centre in its western outpost of Zingtan, who disclosed that the blockade would end by Thursday. A National Oil Corporation (NOC) source also confirmed the deal, however he stated that the resumption of production was not guaranteed as similar previous pledges had fallen through. He disclosed that NOC subsidiaries at the Zawiya refinery and Mellitah complex, which are fed from Sharara and El Feel, had been readying for a restart and that “both companies are preparing their facilities to resume production. Also in the fields there have been preparations,” adding that any restart would be gradual. Reopening the fields could add 365,000 barrels per day (bpd) to Libya’s production. While since September, national output has doubled to about 600,000 bpd, after blockades at major ports were lifted, the figure remains far below the 1.6 million bpd the OPEC member was producing before its 2011 uprising. The NOC has stated that it hopes to raise production to 900,00 bpd in the near future and to 1.1 million bpd next year. It noted however that those increases are dependent on blockades ending and the NOC receiving new funds for its operating budget.

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

No current incidents to report

Current Piracy Level: LOW

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.

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- 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.

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