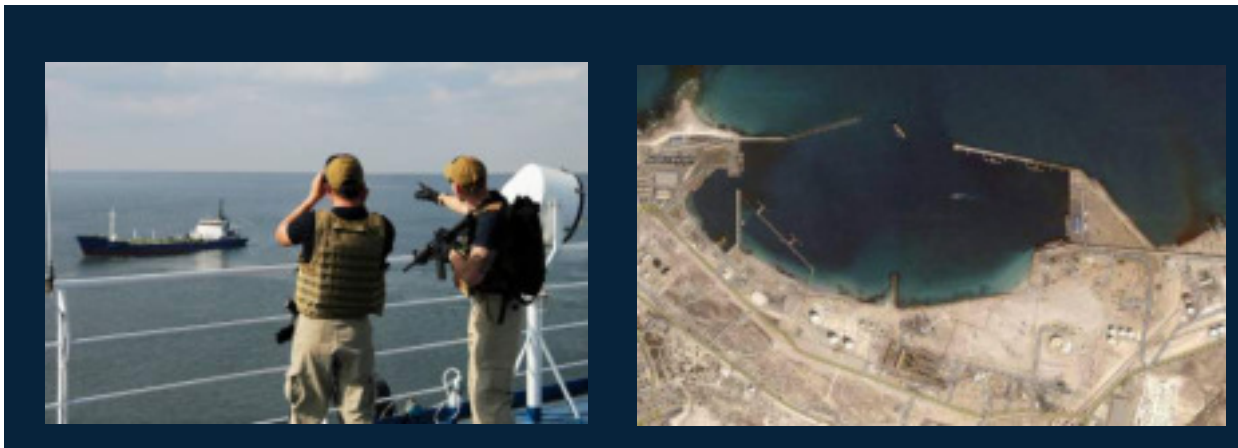




# Maritime Security Review

12 December 2016

Issue No. 50



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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](mailto:info@msrisk.com)*

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## Summary

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### *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:** **LOW PIRACY LEVEL** - One late reported boarding incident off Angola

**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** – One incident reported

**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

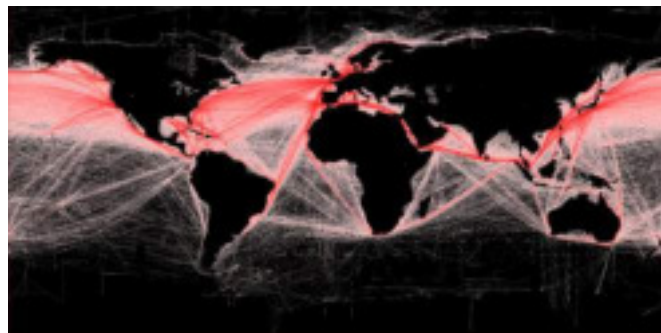
**Arabian Gulf:** **LOW PIRACY LEVEL** - No current incidents to report

**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** – One incident reported

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



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

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### 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.

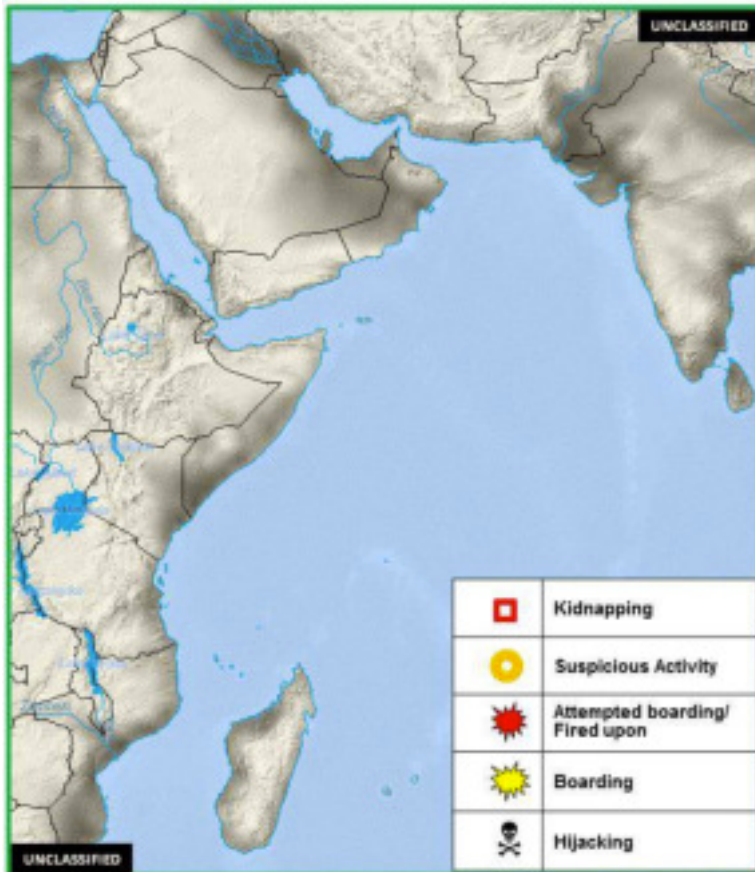
#### Suspicious Activity

- None reported during this period.

### Other Activity

- None reported during this period.

### Incident Map



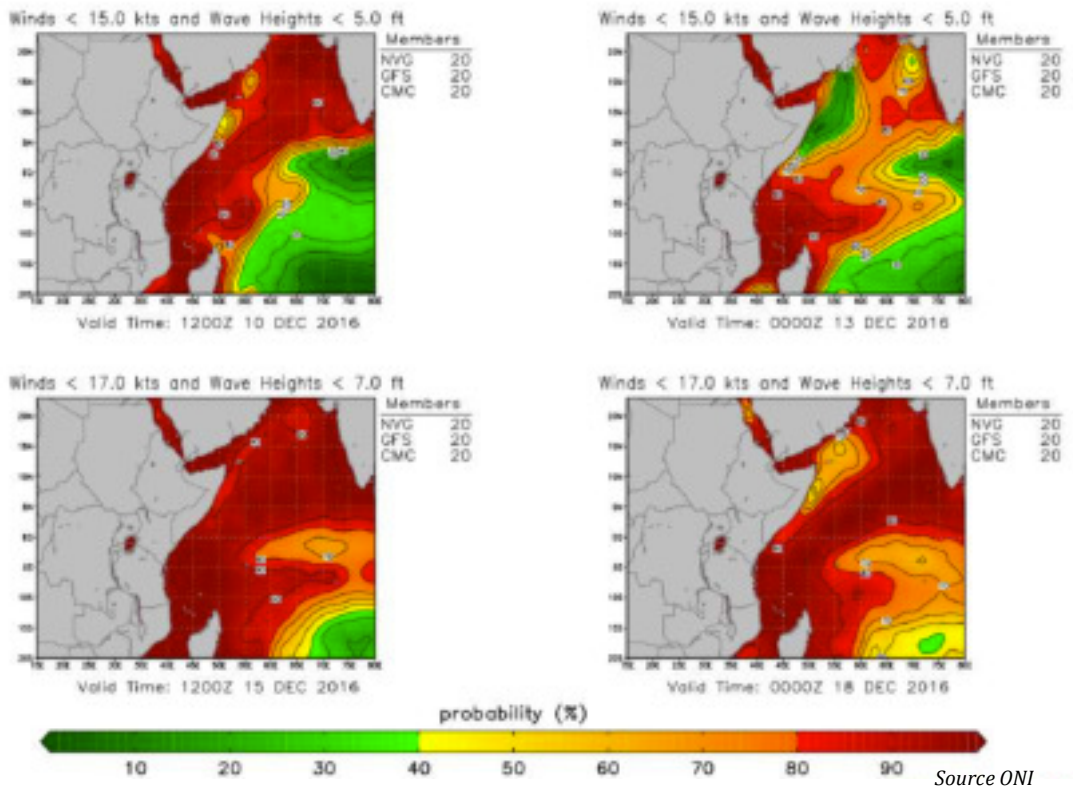
Source ONI

### Maritime Reporting

- No major incidents to report

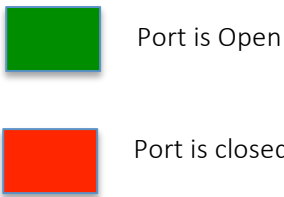
## Weather Forecast for Gulf of Aden/Arabian Sea

- **Northern Arabian Sea:** North – northwest winds of 5 – 10 knots, gusting to 15 knots and seas of 2 – 4 feet.
  - **Extended Forecast:** Northerly winds of 15 – 20 knots, and seas of 3 – 5 feet.
- **Gulf of Oman:** West – northwest winds of 20 – 25 knots and seas of 1 – 3 feet in the western section of the Gulf; and west-northwest winds of 15 – 20 knots and 2 – 4 feet in the eastern section of the Gulf.
  - **Extended Forecast:** West – northeast winds of 20 – 25 knots and seas of 2 – 4 feet in the western section of the Gulf; with west-northwest winds of 15 – 20 knots and seas of 2 – 4 feet in the eastern section of the Gulf.
- **Gulf of Aden:** Easterly winds of 8 – 12 knots and seas of 2 – 4 feet in the western section of the Gulf; with east-northeast winds of 10 – 15 knots and seas of 2 – 4 feet in the eastern section of the Gulf.
  - **Extended Forecast:** Easterly winds of 10 – 15 knots and seas of 2 – 4 feet in the western section of the Gulf; with east-northeast winds of 10 – 15 knots and seas of 2 – 4 feet in the eastern section of the Gulf.
- **Somali Coast:** Northeast winds of 10 – 15 knots and seas of 4 – 6 feet in the northern section of the coastline; with east-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, gusting to 25 knots, and seas of 5 – 7 feet in the northern section of the coastline; with east-northeast winds of 10 – 15 knots and seas of 3 – 5 feet in the southern section of the coastline.
- **Central African Coast/Indian Ocean:** East-northeast winds of 5 – 10 knots and seas of 1 – 3 feet.
  - **Extended Forecast:** East-northeast winds of 5 – 10 knots and seas of 1 – 3 feet.
- **Mozambique Channel:** Northeast winds of 5 – 10 knots and seas of 1 – 3 feet in the northern Channel; with south-southeast winds of 12 – 17 knots and seas of 5 – 8 feet (southerly swell) in the southern Channel.
  - **Extended Forecast:** Variable winds of 5 – 20 knots, and seas of 5 – 7 feet in the northern Channel; with south-southeast winds of 10 – 15 knots and seas of 3 – 5 feet (southerly swell) in the southern Channel.
- **Surface Currents:** The northern Arabian Sea and Gulf of Aden 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 due to funneling effects.





*Spotlight Report: Yemen*



As of 11 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

**Maritime sources reported on 7 December that a passenger ship carrying more than sixty passengers, including women and children, sank while sailing to Socota island in the Indian Ocean from Hadramaut province in mainland Yemen.** Sources have disclosed that rescue teams had managed to pull at least five passengers from the vessel, which was sailing from the Hadramaut provincial capital, Mukalla, when it sank northeast of Socotra. The vessel had 64 people on board. The fate of the rest of the passengers, or what caused the vessel to sink, currently remains unknown. The Yemeni fisheries minister, Fahad Kaffen, has appealed to the Saudi-led Arab alliance, which maintains a naval presence in the area, to help with search and rescue efforts.

**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 11 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](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)

<ul style="list-style-type: none"> <li>• Load Port</li> </ul>	<ul style="list-style-type: none"> <li>• Armed guards on board? If yes, nationality</li> </ul>
<ul style="list-style-type: none"> <li>• Type and number of arms and ammunition</li> </ul>	

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

## West Africa/Gulf of Guinea

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**Current Piracy Level: *LOW***

***There was one late reported boarding incident***

*In recent weeks, pirate and maritime crime activity in waters off West Africa, particularly off the coast of Nigeria, increased, with a number of incidents reported. With the hijacking of a tanker off the coast of Ivory Coast earlier this month, pirates may be actively seeking to hijack another vessel. While the entire Gulf of Guinea region remains at a high risk to piracy, MS Risk advises all vessels transiting within 100 nautical miles of Tema, Ghana; Lome, Togo and Cotonou, Benin to remain particularly vigilant.*

### At Sea

#### Hijacks

- None reported during this period.

#### Unsuccessful Attacks/Robberies

- None reported during this period.

#### Vessels Fired Upon/Attempted Boarding/Attack

- None reported during this period.

#### Vessels Boarded

- **1 December (Angola – Late Report)** – Two robbers boarded an anchored product tanker near position 08:44 S – 013:17 E, Luanda Anchorage. The alarm was raised and the crew was mustered. Upon seeing the crew's alertness, the robbers escaped with stolen ship's properties.

#### Kidnapping

- None reported during this period.

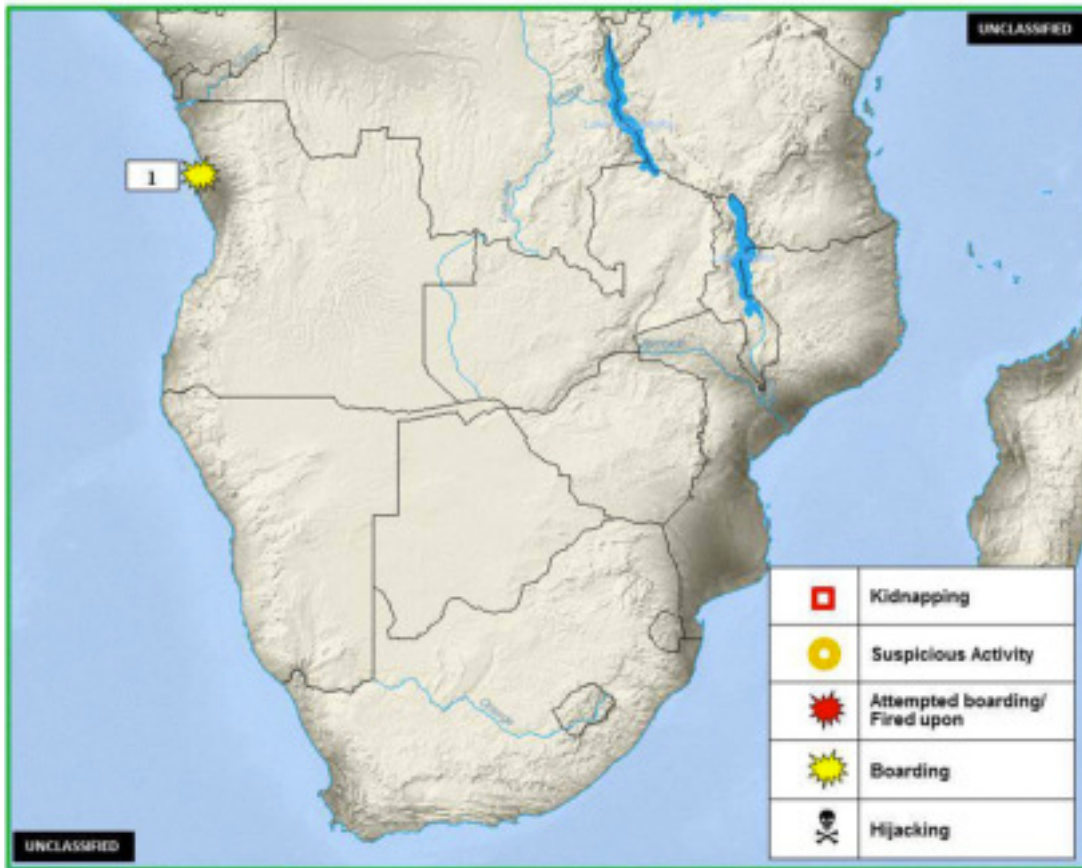
#### Suspicious Activity

- None reported during this period.

#### Other Activity

- None reported during this period.

Incident Map



Source ONI

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 across the Somali Basin. Isolated thunderstorms and rain showers can be routinely expected along the Somali and Western Africa coasts and increased southerly wind flow through the Bab al Mandeb Strait due to funneling effects.

## Southeast Asia

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**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

- None reported during this period.

#### Unsuccessful Attacks/Robberies

- None reported during this period.

#### Vessels Fired Upon/Attempted Boardings/Attack

- None reported during this period.

#### Vessels Boarded

- **2 December (Indonesia - Late Report)** – Crewmen onboard a heavy lift vessel anchored near position 01:05 N – 104:10 E, Kabil Anchorage, Palau Batam, discovered robbers boarding the vessel. Duty officer raised the alarm, made the PA announcement and crew was mustered. Upon seeing the crew's alertness, the robbers escaped without stealing anything. The incident was reported to the local authorities and port control. Authorities boarded the vessel for investigation.
- **1 December (Indonesia - Late Report)** – Duty crewman on routine rounds onboard an anchored general cargo ship noticed three robbers on the forecandle deck, near position 03:40 A – 114:27 E, Banjarmasin Anchorage. Duty officer raised the alarm and crew was mustered. Upon seeing the alerted crew, the robbers escaped via the hawse pipe. The port authority was informed.

- **26 November (Singapore Straits - Late Report)** – Duty crewmen on board a tug anchored near position 01:11 N – 103:39 E, 4.1 nautical miles southwest of Pulau Jurong, discovered a store room had been broken into and ship’s stores stolen.
- **20 November (Indonesia - Late Report)** – A duty crewman on board an anchored bulk carrier noticed two robbers on the forecastle deck, near position 03:41 S – 114:25 E, Taboneo anchorage. Upon seeing the duty crewman, the robbers threatened him with a long knife. The alarm was raised and the crew was mustered. The robbers managed to lower one mooring line into their boat and escape.

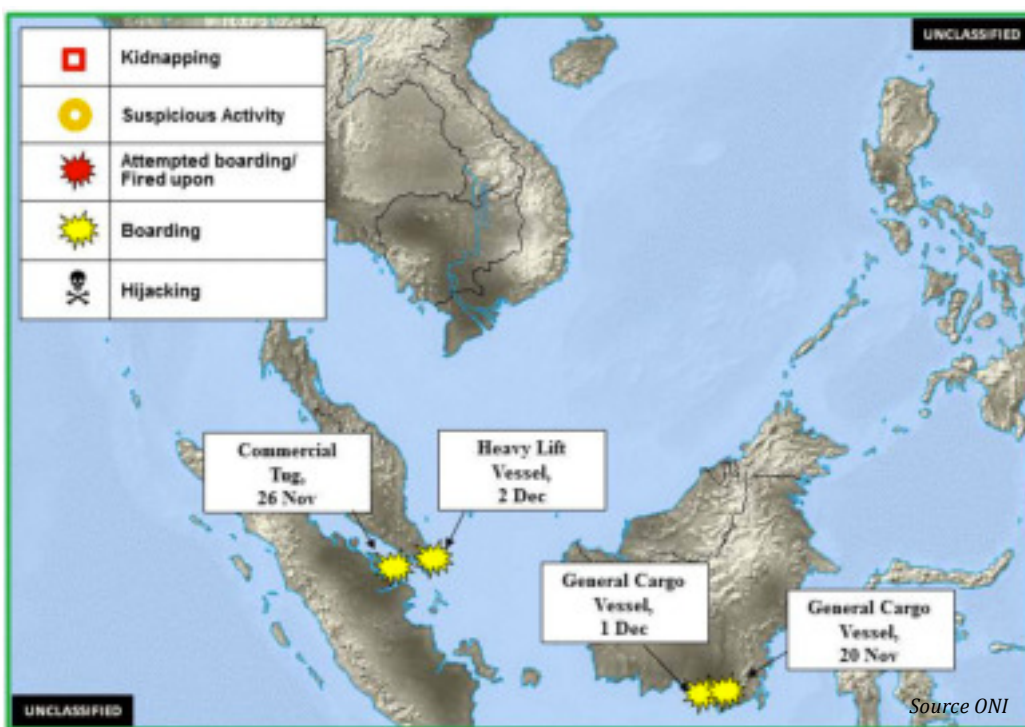
**Suspicious Activity**

- None reported during this period.

**Other Activity**

- None reported during this period.

**Incident Map – Maritime**



**Maritime Reporting**

- No major incidents to report



## Weather Forecast for Southeast Asia

- **Southern South China Sea:** Northeast winds of 10 – 15 knots and seas of 4 – 6 feet with a northern swell.
  - **Extended Forecast:** Variable winds of 5 – 10 knots and seas of 3 – 5 feet with a northern swell.
- **Malacca Strait:** 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, gusting to 15 knots, and seas of 0 – 2 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 0 – 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 0 – 2 feet.
  - **Extended Forecast:** Variable winds of 5 – 10 knots and seas of 0 – 2 feet.
- **Surface Currents:** Currents in the southern 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 day time heating.

## Worldwide

### North America

No current incidents to report

Current Piracy Level: **LOW**

### Central America/Caribbean/South America

One incident reported

Current Piracy Level: **LOW**

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

1. **5 December (Brazil)** – Brazilian authorities in the port of Santos found 225 kilograms of cocaine in a shipping container carrying a consignment of chocolates aboard *CAP SAN LORENZO*. The vessel’s next port-of-call was Rotterdam and the ship has been detained for an investigation.



### 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

- **9 December** – According to the authorities, some 400 African migrants forced their way into the small Spanish enclave of Ceuta on Friday, in what is the largest group to storm the walled city that borders Morocco in a decade. According to a local government spokesman, the group forced their way through two entry points in the six-metre-high (20-foot) barrier that surrounds the enclave. Footage posted online by the El Faro de Ceuta newspaper depicted dozens of migrants, including men without shoes and shirts, letting of joyous cries of “Spain!” as they cross into Ceuta. The Red Cross has reported that it had treated 103 people for minor injuries that were sustained during the assault, adding that 25 had been taken to hospital. Spain’s Interior Minister Juan Ignacio Zoido has disclosed that as of midday on Friday, about 20 percent of the group who rushed the gates had not been located by authorities. Ceuta along with Melilla, which is another Spanish territory in North Africa, have the European Union’s (EU) only land borders with Africa. They are favoured entry points for African migrants who are seeking a better life in Europe. Many enter the territories by either climbing over the border fence or by swimming along the coast. The objective for migrants who enter Ceuta illegally is to reach a temporary Spanish residency rights centre where they can, in principle, request asylum. However Amnesty International and other rights groups have qualified Ceuta and Melilla as extra-legal territories and have denounced police mistreatment of migrants there.
- **8 December** – The European Union (EU) proposed on Thursday that member states resume returning asylum seekers to Greece from 15 March, after transfers had been suspended for five years over poor conditions there. The European Commission disclosed that Athens had now partially improved conditions in line with 2011 court rulings that had suspended the transfers and encouraged irregular migrant flows to wealthier EU countries. If the move, which signals growing EU frustration with the way that the Greek government has dealt with migrants, is approved, it will put an end to a six-year exemption for Greece and in turn will increase pressure on Athens to speed up migrant returns to Turkey.
- **7 December** – Moroccan authorities have disclosed that four African migrants drowned and a further 34 were rescued after their boat sank in the Mediterranean on Wednesday. A statement carried by state news agency MAP disclosed that Moroccan authorities said the group was on an inflatable boat off the northern city of Al-Hoceima. IT was unclear if the boat was heading to Spain or one of the Spanish enclaves, Ceuta and Melilla, on the Moroccan coast, however officials have indicated that an investigation

is underway. About ten years ago, the Mediterranean between Morocco and Spain was a main route for migrants from Africa trying to reach Europe, however numbers declined after the two kingdoms tightened control. More recently, hundreds of African migrants have regularly tried to enter the two enclaves either by swimming along the coast or by climbing the triple walls that separate them from Morocco. According to the International Organization for Migration (IOM), in 2015, 3,845 migrants entered Spain via sea crossings.

- **6 December** – The International Organization for Migration (IOM) reported on Tuesday that over 351,000 migrants or refugees have crossed into Greece and Italy since the beginning of 2016, compared with 883,393 by this time in 2015. The IOM has disclosed that of the estimated 351,080 migrants and refugees that have already cross the Mediterranean this year, some 173,571 people have arrived by sea in Italy while 171,875 have landed in Greece as of Sunday 4 December. It went on to say that another 5,445 migrants reportedly landed in Spain while 189 others landed in southern Cyprus. The latter two figures were last updated on 30 September and 27 November respectively. The IOM added “the total number of migrant and refugee fatalities in the Mediterranean since the beginning of 2016 is now 4,715. This is 1,148 more deaths than at this point last year, when 3,567 men, women and children were reported drowned through November 30.” According to the latest report, of the 4,725 migrants and refugees who have lost their lives trying to cross the Mediterranean, 429 migrants died in the Eastern Mediterranean route between Turkey and Greece. The report also indicates that some 4,223 people died in the Central Mediterranean route, which links North Africa and Italy, while 63 other died in the Western Mediterranean route, which links West Africa to Spain.
  - The European policing agency Europol has indicated that it is planning to investigate what is believed to be the biggest loss of a migrant bot in 2016 following an investigation that was carried out by Reuters-BBC News night. More than 500 people are believed to have died in the sinking on 9 April, however there has been no official inquiry into the incident. Reuters and BBC Newsnight spent months trying to piece together the story of what occurred to the vessel. They spoke to survivors, to relatives of the victims and eventually tracked down the smugglers, the brokers and the details of the ship that sank. Thirty-seven people survived the shipwreck, however more than 500 are believed to have died. Those who perished came from Egypt, Ethiopia, Somalia, Sudna, Syria and a numbe of other counties, with each paying around US \$2,000 to smugglers in the hopes of reaching Italy Newsnight has established that the boat set sail from Egypt, and not from Libya as was reported at the time by UNHCR. It has disclosed that the main boat, a trawler, set sail from the port of Rashid, which is located just east of Alexandria in Egypt. At about 02:00 local time on the night of Saturdya 9 April, a fishing boat with around 200 additioanl migrants attempted to join the trawler, which by that time had already 300 people on board. It began to list towards the fishing boat. While the migrants onboard tired to correct that by shifting to the other side, they over-compensated and the trawler capsized. Survivors of the disaster have reported that the fishing boat sped off, leaving about 100 people who were still alive and swimming in the water, to drown. One survivor told BBC News night that he had been threatened with a knife by a smuggler when he tried to help fellow migrants. News of the disaster didn’t emerge until a full week later when the Italian coast guard received a distres call from one of the survivors. The smugglrs had instructed those on board the vessel to say that they had come from Libya, in order to avoid being reapitrated to dgypt. Several days later, UNHCR issued a press statement, which was based on inteviews with survivors in Greece, stating that the ship had left from Libya. Many have since questioned why this disaster was never investigated. The UN’s refugee agency disclosed after reciving BBC Newsnight’s findings that “the UNHCR is not a law enforcement agency and investigating sea disasters or transnational oranized crime is beyond our means, mandate and expertise,” adding, “but with many thousands of lives having been lost on the Mediterranean...the need to bring to accoutn those

involved in the organized trafficking and smuggling of people couldn't be clearer. The loss of life at sea has been truly appalling and we have been very vocal in denouncing it." Both the BBC and Reuters have disclosed that the Greek coastguard did not refer the case to a criminal prosecutor as there was no indication that any crime had been committed on Greek territory. Furthermore, the Egyptian government has never publicly acknowledged the sinking, nor that the boat set sail from one of its harbors, which has effectively left many of the victims' families in limbo.

## Spotlight Report: Libya

As of 11 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)	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

**On 7 December, security officials reported that Eastern Libyan forces averted an attempted attack on some of Libya’s major oil ports on Wednesday and rival fighters withdrew from a nearby town.** According to military sources, the Benghazi Defense Brigades attacked Ben Jawad town near the coastal “oil crescent,” where controversial general Khalifa Haftar had seized four export terminals from pro-government forces back in September. According to Colonel Moftah el-Magarief, head of an oil facilities guard under Haftar’s control, the alliance of Islamist and tribal fighters was then repelled by Haftar’s forces, adding “we have taken control of Ben Jawad and seized equipment and prisoners from the Benghazi Defense Brigade.” He went on to say

“the air force targeted equipment belonging to the attacking force and we can confirm that all the oil fields and terminals are under our forces’ control.” An engineer at the Al-Sidra port, which is located 30 km (20 miles) east of Ben Jawad, disclosed that an aircraft belonging to Haftar’s forces had bombed a column of military vehicles belonging to the Benghazi fighters.

This week, pro-Government of National Accord (GNA) forces ousted the so-called Islamic State group from its coastal bastion of Sirte, which is located between Tripoli and the oil crescent, after a seven-month battle. While experts have raised concerns that GNA forces may now move to retake the oil crescent – a move that is likely to trigger renewed fighting between forces allied with the two rival governments – on 7 December the GNA denied reports that it had ordered any group to advance on the area. In a statement, it disclosed that it was “in no way involved with the military escalation on Wednesday in the oil crescent.”

**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**

One incident reported

**Current Piracy Level: LOW**

1. **5 December (Taiwan)** – Taiwan investigators in Koahsiung seized more than 200 kilograms of cocaine and over 50 kilograms of amphetamine that were packed inside car batteries imported from Brazil. It is alleged to be the biggest bust in Taiwanese history.



Source ONI

**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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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)

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