

Maritime Security Review



Issue No. 6

13 February 2017

MS | RISK



TABLE OF CONTENTS

TABLE OF CONTENTS.....	2
INCIDENTS AT SEA.....	3
NOTE: PRESIDENT TRUMP IMMIGRATION BAN	4
GULF OF ADEN/ARABIAN SEA/BAB EL-MANDAB/RED SEA	5
WEATHER FORECAST: GULF OF ADEN.....	7
SPOTLIGHT ON YEMEN.....	9
YEMEN: PROCEDURE	10
WEST AFRICA/GULF OF GUINEA	12
WEATHER FORECAST: GULF OF GUINEA.....	13
SOUTHEAST ASIA	14
WEATHER FORECAST FOR SOUTHEAST ASIA	16
REVIEW OF PIRACY & ARMED ROBBERY AGAINST VESSELS IN ASIA – JANUARY 2017	17
NUMBER OF INCIDENTS BY MONTH (JANUARY 2016 – JANUARY 2017)	17
LOCATION AND DESCRIPTION OF INCIDENTS	17
UPDATE ON SITUATION OF ABDUCTION OF CREW IN THE SULU-CELEBES SEA AND WATERS OFF EASTERN SABAH	19
CONCLUSION	20
WORLDWIDE	21
MIGRATION	22

SPOTLIGHT ON LIBYA	24
LIBYA: PROCEDURE.....	25
ABOUT JLT	27
ABOUT MS RISK	28

PLEASE NOTE:

The information contained in this report is as accurate as possible at the time of publishing. In some cases, however, incidents are updated at a later date as more information comes becomes available.

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

INCIDENTS AT SEA

Reporting Period: 6 - 12 February 2017

Region	Current Incidents Reported	Late Reported incidents	Threat level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	0	Low
Gulf of Guinea	3	0	Medium
Southeast Asia	0	0	Low
WORLDWIDE			
North America	0	0	Low
Central America/Caribbean/South America	1	0	Low
Atlantic Ocean Area	0	0	Low
Northern Europe/Baltic	0	0	Low
Mediterranean/ Black Sea	0	0	Low
Arabian Gulf	0	0	Low
East Asia/Indian Subcontinent	0	0	Low
Southern Africa	0	0	Low
Northeast Asia	0	0	Low
Pacific Ocean/Southern Ocean	0	0	Low

Piracy Levels are determined on a weekly basis as follows:

- HIGH** 5 or more incidents in the current reporting period
- MEDIUM** 2 – 4 piracy incidents in the current reporting period
- LOW** 0 – 1 piracy incidents in the current reporting period

NOTE: PRESIDENT TRUMP IMMIGRATION BAN

On 3 February, a federal judge issued a temporary, nation-wide halt to President Trump's Executive Order (EO) on immigration and travel to the United States. Customs and Border Patrol have told airlines to resume pre-ban procedures.

Following the finding, the White House stated that the Department of Justice would file an emergency request to push the EO through. If the EO is upheld following the emergency request, please be warned that it may have implications for vessels calling at US ports.

The Executive Order calls for a blanket ban on travel and immigration from seven countries (Syria, Yemen, Sudan, Somalia, Iraq, Iran, and Libya) for a 90-day period. If upheld, crewmembers from these countries will be denied entry to the US while the ban is in effect. Shore leave will be denied for crew-members from those nations, regardless of their visa status. However, it is not believed that ships with crews from this country will be denied entry into US ports. If a crewmember from a nation under the ban requires emergency medical treatment, an exception ***may*** be made to allow the member ashore for treatment.

Ship owners are advised to stay abreast of updates as they emerge.

GULF OF ADEN/ARABIAN SEA/BAB EL-MANDAB/RED SEA



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.

A RECENT FORMAL NOTIFICATION BY THE FLOATING ARMOURY SERVICE PROVIDER, SOVEREIGN GLOBAL SERVICES (SGS), STATES THAT THEY WILL CEASE TO PROVIDE THE FACILITY TO PRIVATE MARITIME SECURITY COMPANY'S (PMSC) AFTER MID-FEBRUARY 2017.

As SGS is one of the larger Floating Armoury service providers, this will potentially have a significant impact on the logistical dynamic for the embarkation and disembarkation of privately armed security personnel (PCASP) in the southern Red Sea and the Gulf of Oman. BIMCO has issued its revised Guidance for GUARDCON, which was published in November 2016. In it, it re-emphasizes the importance of checking the legitimacy of all weapon serial numbers against licenses and permits provided held by the PCASP in

order to ensure that weapons are not being “rented” or “borrowed.” If contractors breach the law, then it hazards the insurance status of the ship owner as per the 1906 Marine Insurance Act. Owners and Masters are reminded to interrogate security plans of service providers comprehensively to ensure that they are operationally and legally sound at all times.

HIJACKS

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS

- No current incidents to report

VESSELS BOARDED

- No current incidents to report

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

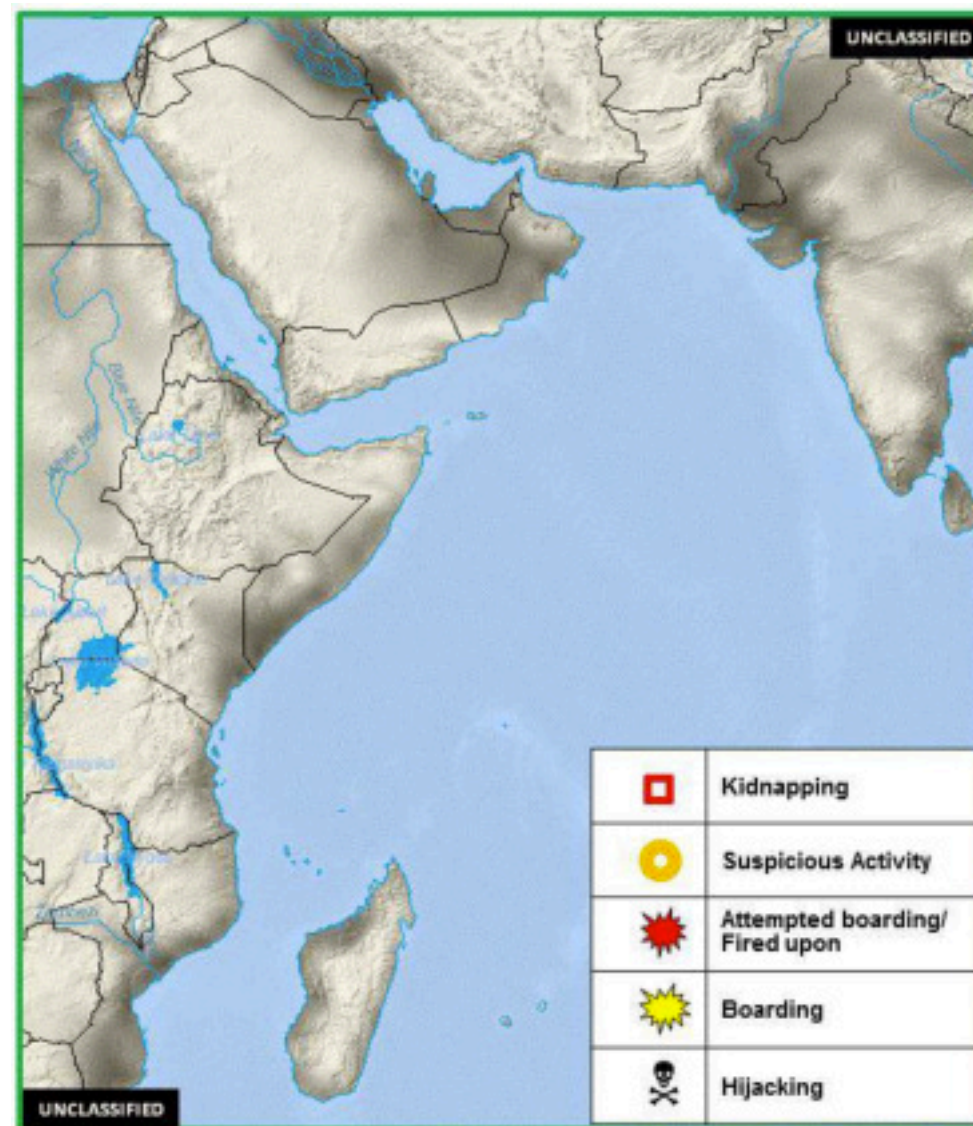
- No current incidents to report

MARITIME REPORTING

- None reported during this period

INCIDENT MAP

Source: ONI



WEATHER FORECAST: GULF OF ADEN

NORTHERN ARABIAN SEA: Northeast winds of 15 – 20 knots, gusting to 25 knots, and seas of 2 -4 feet.

- **Extended Forecast:** Northerly winds of 10 – 15 knots and seas of 2 – 4 feet.

GULF OF OMAN: Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 0 – 2 feet in the western section of the Gulf; with variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet in the eastern section of the Gulf.

- **Extended Forecast:** West-northwest winds of 10 – 15 knots and seas of 1 – 3 feet, becoming north-westerly winds of 15 – 20 knots, and seas of 3 – 5 feet in the western section of the Gulf; with winds west-northwest 15 – 20 knots and seas of 3 – 5 feet in the eastern section of the Gulf.

GULF OF ADEN: Easterly winds of 15 – 20 knots and seas of 3 – 5 feet in the western section of the Gulf; with easterly winds of 15 – 20 knots and seas of 2 – 4 feet in the eastern section of the Gulf.

- **Extended Forecast:** East-northeast winds of 10 – 15 knots and seas of 1 – 3 feet in the western section of the Gulf; with east-northeast winds of 10 – 15 knots and seas of 1 – 3 feet.

SOMALI COAST: Northwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 5 – 7 feet, decreasing to northwest 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, gusting to 20 knots, and seas of 5 – 7 feet in the southern section of the coastline.

- **Extended Forecast:** Northeast winds of 10 – 15 knots and seas of 2 – 4 feet in the northern section of the coastline; with winds of 10 – 15 knots, gusting to 20 knots, and seas of 5 – 7 feet in the southern section of the coastline.

CENTRAL AFRICAN COAST/INDIAN OCEAN: Northeast winds of 15 – 20 knots and seas of 3 – 5 feet.

- **Extended Forecast:** East-northeast winds of 10 – 15 knots and seas of 2 – 4 feet.

MOZAMBIQUE CHANNEL: Northwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 – 7 feet in the northern Channel with southeast winds of 10 – 15 knots, gusting to 20 knots, with seas of 5 – 7 feet in the southern Channel.

- **Extended Forecast:** Northwest winds of 10 – 15 knots with seas of 3 – 5 feet in the northern channel; with northeast winds of 10 – 15 knots, gusting up to 20 knots, with seas of 5 – 7 feet, with a southerly swell of 7 – 9 feet in the southern Channel.

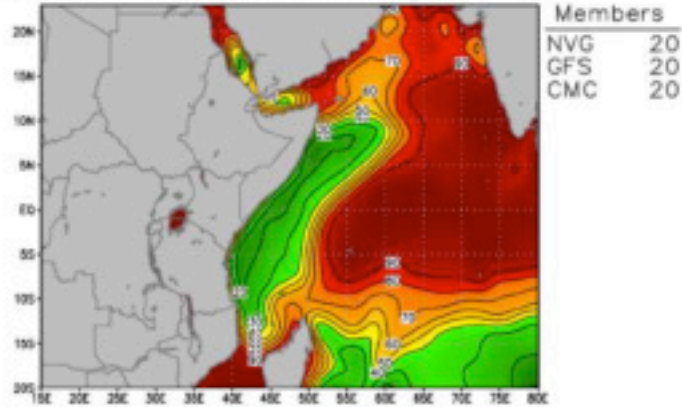
SURFACE CURRENTS: The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Currents' speeds along the Somali Basin are northeasterly averaging between 2 – 3 knots.

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.

WEATHER MAP

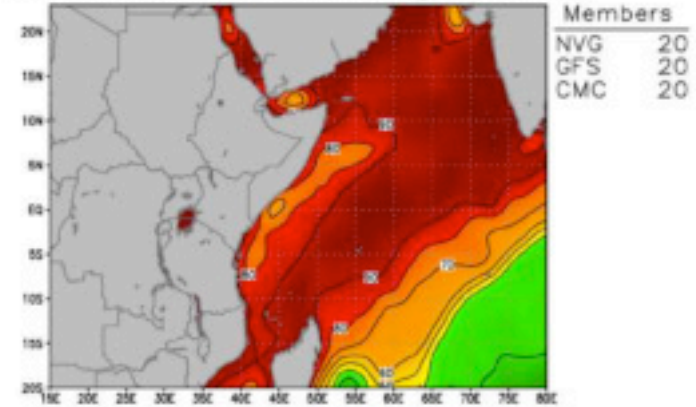
Source: ONI

Winds < 15.0 kts and Wave Heights < 5.0 ft



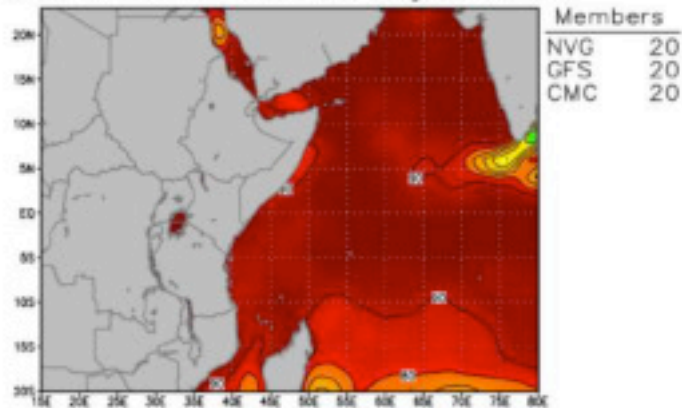
Valid Time: 1200Z 09 FEB 2017

Winds < 15.0 kts and Wave Heights < 5.0 ft



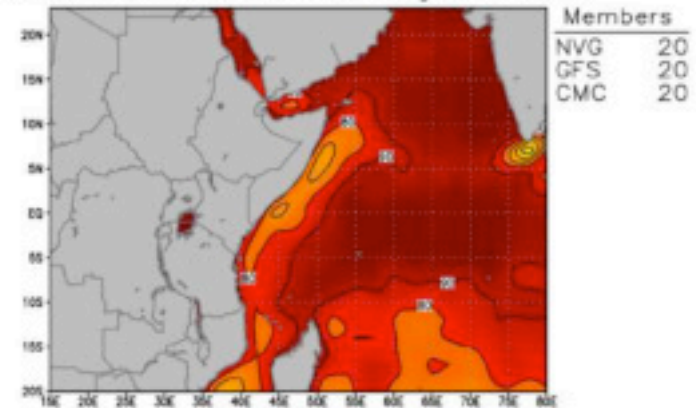
Valid Time: 0000Z 12 FEB 2017

Winds < 17.0 kts and Wave Heights < 7.0 ft



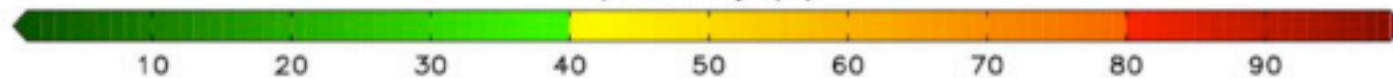
Valid Time: 1200Z 14 FEB 2017

Winds < 17.0 kts and Wave Heights < 7.0 ft



Valid Time: 0000Z 17 FEB 2017

probability (%)



SPOTLIGHT ON YEMEN

PORT STATUS AS OF 12 FEBRUARY 2017

Port Name	Port Status	Risk Level	Notes
Aden Port	Open	High	Only port to facilitate container vessels. Curfew: 2000-0600
Ash Shihr Oil Terminal	Open	High	
Balhaf LNG Terminal	Closed	Closed	
Hodeidah Port	Open	High	Capacity: 8 berths
Mokha Port	Closed	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

SAUDI-LED COALITION STRIKES YEMENI PORT

10 February 2017 – On Friday, the United Nations reported that the Saudi-led coalition has intensified its air strikes on the Yemeni port of Hodeidah, possibly trapping civilians and hampering a humanitarian operation to import vital food and fuel supplies. Earlier this week, Yemeni government forces backed by Gulf Arab

troops recaptured control of the Red Sea city of al-Mokha, in a push that paved the way for an advance on Hodeidah, the country's main port city.

In a statement, UN High Commissioner for Human Rights Zeid Ra'ad al Hussein disclosed that "civilians were trapped and targeted during the al-Mokha fighting," adding, "there are real fears that the situation will repeat itself in the port of Hodeidah where air strikes are already intensifying." He went on to say that possible crimes had been documented with "alarming frequency" since the conflict erupted almost two years ago.

MS Risk continues to advise extreme caution for vessels traveling through Bab Al Mandab, the Gulf of Aden and the Indian Ocean. In October, MS Risk warned that the battle in Yemen could change in trajectory, causing greater impact on the maritime navigation through the Bab al Mandab Strait. According to reports, Hudaydah port remains operation, however this is subject to change. The Saudi-led coalition has not yet given any indication of its next steps, however as they continue to push northward along Yemen's coast, there is a likelihood of potential shore-to-ship, or water-borne attacks, or retaliatory responses. This could result in disruption of shipping routes, or possible damage to vessels.

Ship owners and masters are urged stay abreast of the conflict and to carry out a risk assessment prior to entering Bab al Mandab or Yemeni waters. Seek up-to-the-moment, reliable information from local sources and remain vigilant. Crew members are urged to report unusual or potentially hostile activity to coalition naval forces via the following methods:

VHF: Channel 16

E-mail: cusnc.bwc@me.navy.mil

Phone: 011-973-1785-3879

All vessels must adhere to UN and Coalition-led inspections.

ACTIVITY REPORT

- **8 February** – Yemeni government forces backed by Arab troops have secured the Red Sea coast city of Al Mokha, paving the way for an advance on Yemen's main port city of Hodeidah. The advance comes amid rising tensions between the United States and Iran since President Donald Trump came to office in January. US officials said last week that they had deployed Navy destroyer USS Cole to patrol off the coast of Yemen to protect waterways from Houthis, including escorting vessels. Local fighters, known as the Yemeni Resistance, stormed the city from the south, east, and north. The UAE contingent in the Saudi-led Arab alliance played the main role in liberating Al Mokha through the participation of ground forces and by providing fire power from both the air and the ground as well as intelligence. The clashes left dead 24 rebel fighters, including 12 whose bodies were taken a hospital in Mokha. Eight soldiers were killed, military and medical officials said. More than 400 combatants have been killed since government forces launched their drive up the Red Sea coastline.
- **3 February** – The US Navy has sent the guided missile destroyer Cole to the Gulf of Aden in response to the attack on the Saudi frigate. US involvement in Yemen has appeared to pick up since President Trump took office, with drone strikes and a surprise commando raid on al Qaeda militants. The Houthis also attacked a Saudi frigate in the Red Sea, killing two crew members and wounding three. Some reports indicate that the Houthis may have believed they were attacking a US warship.

YEMEN: PROCEDURE

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 may 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.

UNITED NATIONS INSPECTIONS

The UN Verification and Inspection Mechanism (UNVIM) is operational for commercial imports to Yemen.

Shipping companies or owners delivering to ports not under the control of the Government of Yemen must apply for permits upon departing from the port of origin of their cargo. Yemen-based importers/traders are required to submit this notification form. More information about the UNVIM program is available here: <https://www.vimye.org/home>.

Vessels applying to go to ports under the control of the Government of Yemen

need obtain permission for entry from the Yemeni Ministry of Transport. This should be done through the ship's 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.

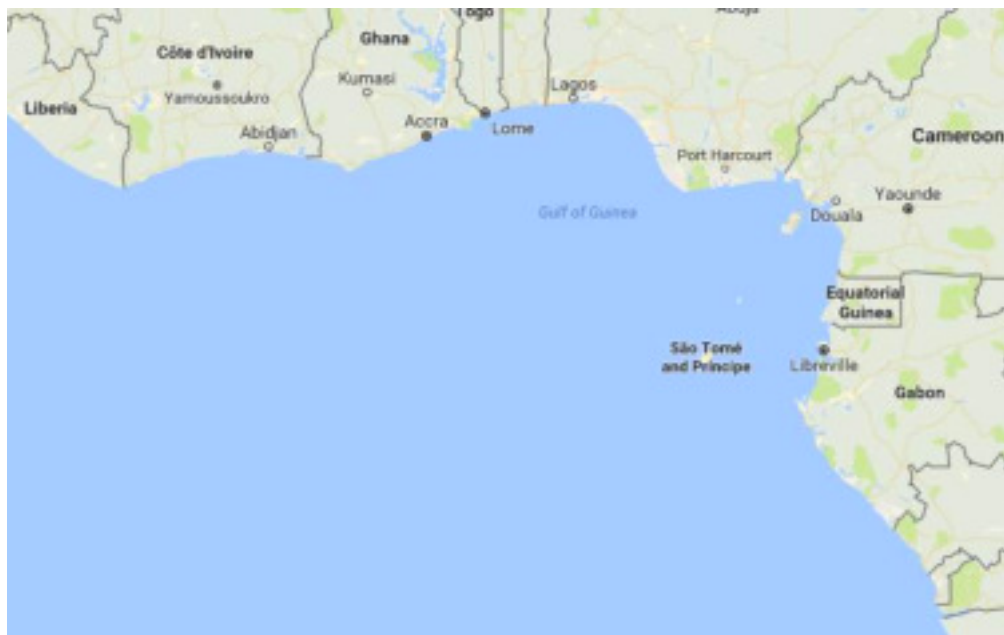
SAUDI COALITION INSPECTIONS

All vessels calling at Yemeni ports will only be allowed to enter Yemeni territorial waters following an inspection by the Saudi Arabian coalition forces. Upon arrival outside Bab Al-Mandab, the shipmaster should call the naval forces of the Saudi Arabian coalition by VHF on channel 16 for the arrival registration, and indicate his location (ideally three miles from Bab Al Mandab). Coalition authorities will advise on the anchor position until they provide final approval to enter the port. This procedure will not take more than 48 hours.

Coalition inspectors do not conduct investigation with the crew; contact will be with the ship's master or Chief Officer about the cargo and documents. Once the vessel is permitted into Yemeni ports, the Master will be required to call port control by VHF on channel 14 or 16 for the arrival registration. The shipmaster will be advised the anchor position until the Harbour master confirms berthing prospects.

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.

WEST AFRICA/GULF OF GUINEA



WARNING: After several weeks of calm, this reporting period saw a number of incidents occur in the Gulf of Guinea. 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.

HIJACKS

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS

- **9 February (Nigeria)** – Pirates attacked the crude carrier RIO SPIRIT 110 nautical miles south off Akassa in the Nigerian Delta. The vessel was loaded with oil products from the Qua Ibo terminal, however several hours after leaving the port, it was approached by a motor skiff with armed on board who attempted to hijack the vessel. The vessel was under security cover by the operatives of the Nigerian Navy, who repelled the attack and reported the incident to the local authorities. Nigerian Navy vessel Victory was dispatched to the scene, reaching the vessel shortly after the attack occurred. Just 30 minutes later, the vessel was attacked once again by the same pirate group. The second attack was repelled by the navy officers on board the vessel and the ship was escorted to safe waters and released to resume her voyage. During the incident, there were no injuries to the crewmembers and no reported damage to the vessel. The ship was released to resume her voyage and the Navy initiated an investigation for the root cause of the incident.

VESSELS BOARDED

- No current incidents to report

KIDNAPPING

- **8 February (Nigeria)** – The Nigerian Navy intercepted the oil tanker MT GAZ PROVIDENCE that had been seized earlier by pirates near Bonny Island, Nigeria and its crew kidnapped. The Navy intercepted the vessel in the Atlantic and freed the 21 crewmembers on onboard.

- **5 February (Nigeria)** – The general ship BBC CARIBBEAN was attacked by pirates at position 03:59 N – 005:29 E, Pennington Oil Terminal, off of Bayelsa State Nigeria. Eight crewmembers (seven Russians and one Ukrainian) were kidnapped off the vessel by pirates armed with automatic weapons.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- No current incidents to report

MARITIME REPORTING

- None reported during this period.

WEATHER FORECAST: GULF OF GUINEA

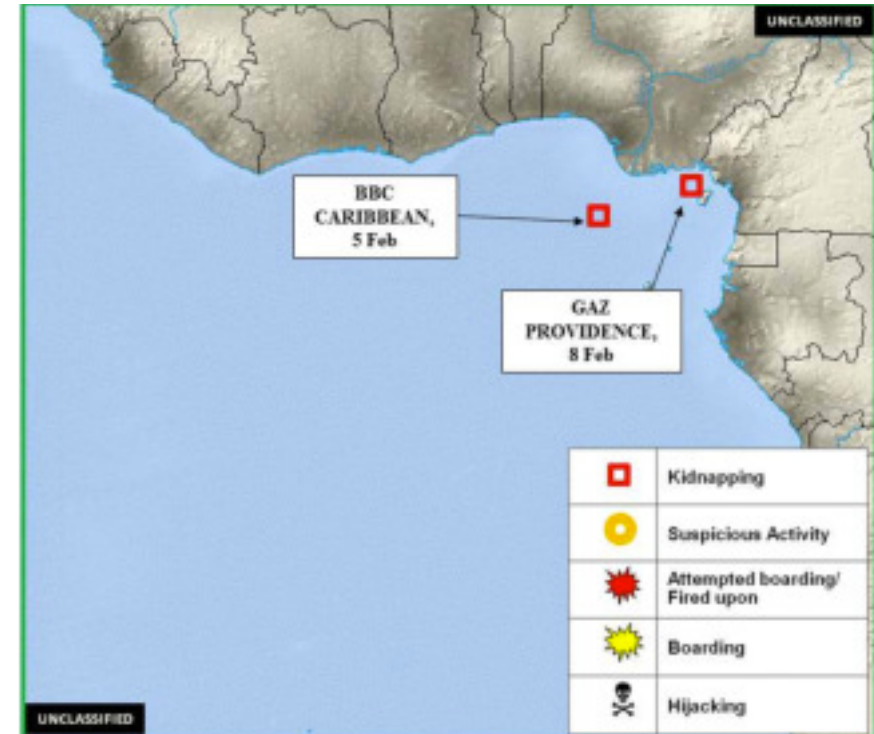
GULF OF GUINEA: South-southwest winds of 5 – 10 knots and seas of 2 – 4 feet.

- **Extended Forecast:** South-southwest winds of 5 – 10 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 West Africa coasts with increased southerly wind flow through the Bab el Mandeb Strait due to funnelling effects.

INCIDENT MAP

Source: ONI



SOUTHEAST ASIA

WARNING: There are continuing concerns in regards to the situation of kidnapping of crewmembers from vessels while underway in the Sulu-Celebs Sea region. In January 2017 there were two such incidents reported in the region (comprising of one actual and one attempted incident). Further such incidents are likely to occur. 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.



HIJACKS

- No current incidents to report

KIDNAPPING

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- No current incidents to report

VESSELS BOARDED

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

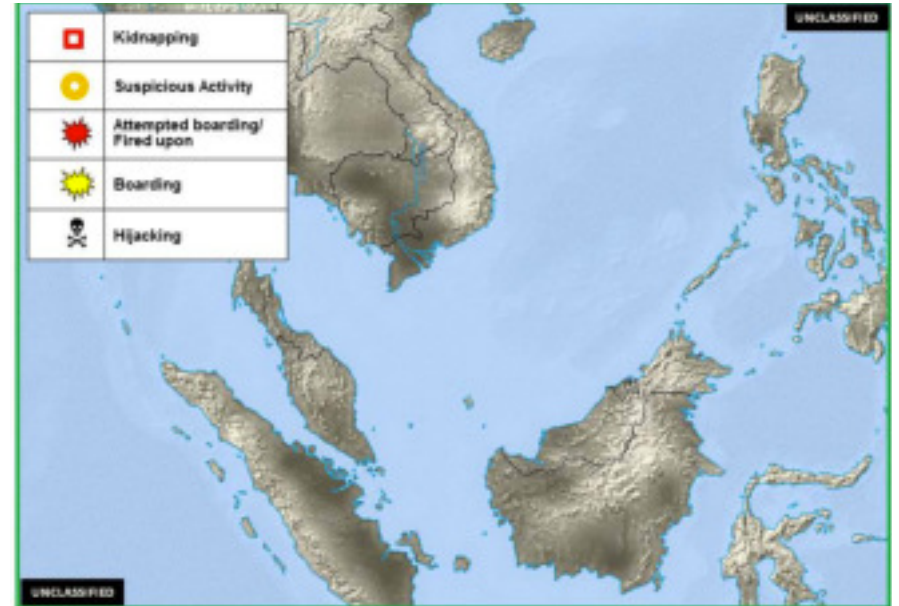
- No current incidents to report

MARITIME REPORTING

- None reported during this period.

INCIDENT MAP

Source: ONI



WEATHER FORECAST FOR SOUTHEAST ASIA

SOUTHERN SOUTH CHINA SEA: Northeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 5 – 7 feet.

- **Extended Forecast:** Northeast winds of 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 feet with a northeasterly swell.

MALACCA STRAIT: Northerly winds of 10 – 15 knots and seas of 1 – 3 feet in the northern Strait; with northerly winds of 10 – 15 knots and seas of 0 – 2 feet in the southern Strait.

- **Extended Forecast:** Northeast winds of 10 – 15 knots and seas of 1 – 3 feet in the northern Strait; with northeast winds of 10 – 15 knots and seas of 2 – 4 feet.

ANDAMAN SEA: Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the northern section; with northeast winds of 10 – 15 knots and seas of 2 – 4 feet in the southern section.

- **Extended Forecast:** Easterly winds of 10 – 15 knots with seas of 1 – 3 feet in the northern section; with northeast winds of 15 – 20 knots and seas of 3 – 5 feet in the southern section.

SOUTHERN SULU SEA – NORTHERN CELEBES SEA: Northerly winds of 10 – 15 knots and seas of 2 – 4 feet.

- **Extended Forecast:** Northerly winds of 15 – 20 knots and seas of 2 – 4 feet, building to seas of 4 – 6 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.

REVIEW OF PIRACY & ARMED ROBBERY AGAINST VESSELS IN ASIA – JANUARY 2017

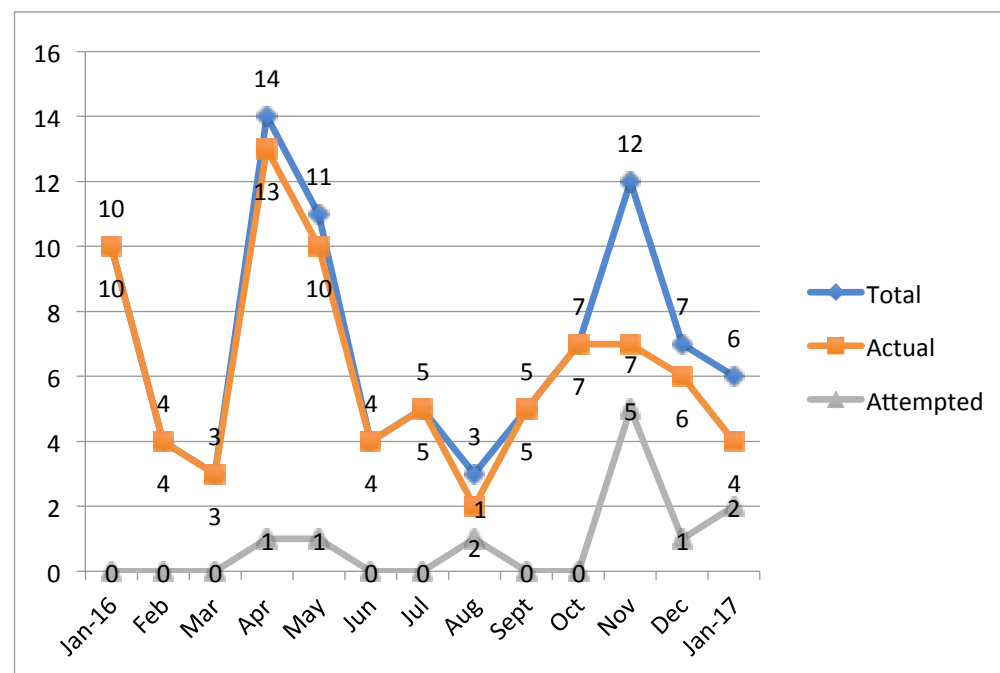
In January 2017, there were a total of six incidents of armed robbery against vessels reported in Asia, with no incidents of piracy recorded. Of these six incidents, four were actual incidents and two were attempted incidents. Of concern is the continued reporting of incidents involving the abduction of crewmembers from vessels while underway in the Sulu-Celebes Sea and waters off eastern Sabah. During this reporting period, there was one actual incident and one attempted incident involving the abduction of crewmembers reported.

NUMBER OF INCIDENTS BY MONTH (JANUARY 2016 – JANUARY 2017)

In January 2017, six incidents of armed robbery against vessels were reported in Asia, which represents a decrease of 40% in the total number of incidents compared to January 2016, when there were a total of 10 incidents recorded.

On a month-to-month comparison between January 2016 and January 2017 (See graph below), the number of incidents has fluctuated throughout the period. However in the past three months, from November 2016 until January 2017, there has been a continuous decline in the total number of incidents reported: from 12 incidents in November 2016, to seven in December 2016 and six in January 2017.

Number of Incidents (Jan 2016 – Jan 2017)



LOCATION AND DESCRIPTION OF INCIDENTS

Below is a description of the six incidents that were reported in January 2017 along with a map of the locations.

1. **SILVER EXPRESS Tanker; Panama (7 January 2017; 2250 hrs; Batangas Alpha, anchorage Philippines)** – While at anchor, the duty watch spotted two perpetrators armed with long knives on board the tanker during a routine inspection. He reported the incident immediately. One of the

perpetrators noticed the duty watch and chased him with a knife. The duty watch ran towards the accommodation and locked the all access door while the Master raised the alarm. The perpetrators escaped with ship stores including an airline valve cap, a forecastle bell and three fire hydrant camps. The incident was reported to the PCG, who immediately carried out maritime patrol in the vicinity.

2. **VESSEL NAME NOT AVAILABLE (16 January 2017; 0325 hrs; Chittagong outer anchorage, Bangladesh)** – While at anchor, an unidentified number of perpetrators boarded the vessel and stole fifteen drums of paint, which is about 20 litres each. Upon receipt of information regarding the incident via VHF, the Bangladesh Coast Guard (BCG) immediately dispatched Coast Guard Ship (CGS) Tawhid with a boarding team to conduct an investigation. The Special Section of the CGS force recovered all the drums of pain and one high pressure jet machine.
3. **FISHING BANCA Fishing Trawler; Malaysia (18 January 2017; 1730 hrs; Approximately 25 nautical miles east of Matanal Point, Sibago Island, Basilan Province, Philippines)** – While underway, nine perpetrators armed with guns boarded the trawler from a grey sped boat. They abducted three Indonesian crewmembers and fled towards Sulu in a speed boat. The local residents of Bakungan Island, Taganak reported the incident to the Philippine Coast Guard (PCG) and the local police. While conducting a maritime patrol in the area, the PCG stationed in Taganak spotted the abandoned fishing trawler drifting in the vicinity waters of Bacungan Island, Tawi-Tawi. The PCG towed the fishing trawler and turned it over to the Taganan Municipal office together with several fishing paraphernalia and navigational equipment.
4. **JAYA CRYSTAL Tug boat; Singapore (23 January 2017; 1000 hrs; Cox's Bazar, Bangladesh)** – While underway, multiple small boats approached tug boat JAYA CRYSTAL, which was towing another ship, EL HADJ. The Master immediately contacted the Chittagong Port Control and Bangladesh Coast Guard to request assistance. Meanwhile, the JAYA CRYSTAL carried out zigzag manoeuvres in an attempt to deter the small boats from approaching. However the Master sighted a number of the

perpetrators climbing on board the EL HADJ and setting fire on board the ship. The small boats left the area after the Bangladesh Navy arrived at the location of the incident. JAYA CRYSTAL began to fight the fire on the port quarter of EL HADJ however it was interrupted when the Master had to manoeuvre both ships into deeper waters to prevent grounding. The crewmembers did not sustain any injuries during the attack and nothing was stolen.

5. **OCEAN KINGDOM Container ship; Antigua and Barbuda (3 January 2017; 1500 hrs; Approximately 25 nautical miles east of Matanal Point, Sibago Island, Basilan, Philippines)** – While underway, two white and yellow speed boats, each with two and three perpetrators who wee armed with guns and long rifles, approached the container ship. While approaching, one of the perpetrators in one of the boats made a hand signal to stop. It then abruptly increased its speed to 14 knots while the other speedboat proceeded towards the stern of the container ship with one perpetrators attempting to climb onboard. The Master carried out evasive manoeuvres, which resulted in swaying of the rudder and propeller, which in turn created some intermittent waves that forced the perpetrator to abort his attempt to board the ship. The perpetrators fired continuously at the ship, which resulted in multiple bullet shots at the bridge area and different parts of the ship. The crewmembers on board the ship did not sustain any injuries. The incident was reported to the Philippine Coast Guard (PCG) station at Zamboanga who coordinated with the Naval Forces Western Mindanao in dispatching boats to the location.
6. **GREAT SAILOR Chemical tanker; Vietnam (6 January 2017; 0123 hrs; Straits of Malacca and Singapore)** – While underway in the eastbound lane of the Singapore Strait, an unknown number of perpetrators in a small fast moving craft attempted to board the tanker. The Master took evasive action, raised the alarm and shone the spot light at the small craft. Upon realising that they had been detected, the unknown craft aborted the boarding attempt.

INCIDENT MAP

Source: ReCAAP



Map 1 - Location of incidents in January 2017

UPDATE ON SITUATION OF ABDUCTION OF CREW IN THE SULU-CELEBES SEA AND WATERS OFF EASTERN SABAH

In January 2017, there were two incidents, comprising of one actual incident and one attempted incident, involving the abduction of crewmembers that were reported.

INCIDENT MAP

Source: ReCAAP



Map 2 - Approximate location of the two incidents occurred in January 2017

RELEASE OF CREWMEMBERS - UPDATE

On 14 January 2017, two abducted crewmembers who were taken from *MV DONG BANG GIANT 2* were released. The ship's captain, a Korean national, and 2nd officer, a Filipino, were abducted on 21 October 2016 when the general cargo ship was underway in the vicinity waters of Bongao, Tawi-Tawi while en route to Korea from Australia. Six armed men abducted the two crewmembers, leaving the remaining 18 crew, comprising of three Koreans and fifteen Filipinos, on board the vessel.

UPDATE ON STATES OF REMAINING ABDUCTED CREWMEMBERS

Between March 2016 and January 2017, a total of eleven actual incidents involving the abduction of crewmembers were reported in this region. Of these, 51 crewmembers were abducted over an 11-month period. As of 2017 January, 35 crewmembers have been released and sixteen remain in captivity.

REGIONAL AUTHORITIES

Philippine Coast Guard District Southwester Mindanao Operation Centre

- +63 929686 4129
- +63 916626 0689
- VHF: Channel 16 with call-sign "ENVY"
- Email: hcgdswm@yahoo.com
-

Navy – Littoral Monitoring Station (LMS) Bongao, Tawi-Tawi

- +63 917774 2293
- VHF: Chanel 16

- Email: jointtaskgroupt@gamil.com

Eastern Sabah Security Command (ESSCOM)

- Tel: +60 89863181/016
- Fax: +60 89863182
- VHF: Channel 16 with call-sign "ESSCOM"
- Email: bilikgerakanesscom@jpm.gov.my

CONCLUSION

In January 2017, the situation of piracy and armed robbery against vessels in Asia continued to improve, with a total of six incidents being reported – representing a decline of 40% in the total number of incidents compared with January 2016. Furthermore, during this reporting period there was no incident involving the hijacking of a tanker for theft of oil cargo reported. The continued improvement in this region is due to efforts carried out by littoral states, including enhanced patrols and enforcement efforts, coupled with efforts made by the shipping industry in their vigilance and implementation of preventative counter-piracy measures.

However it must be noted that there is serious concern in regards to incidents of abduction of crewmembers from vessels underway in the Sulu-Celebes Sea and waters off eastern Sabah. During this reporting period, there were a total of two incidents, comprising of one actual incident and one attempted incident, reported and more needs to be done in order to address this situation – both on land and at sea.

WORLDWIDE

NORTH AMERICA

- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

- **7 February (Peru)** – An anchored bulk carrier at position 12:01 S – 077:12 W, Callao Anchorage, was boarded by four men from a small boat. The men used climbing ropes to access the vessel where the robbers seized and tied up a crewmember then stole items from the ship's stores and escaped. The duty officer raised the alarm and the incident was reported to the authorities.

INCIDENT MAP

Source: ONI



NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA

- No current incidents to report

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

MIGRATION



- **6 February** – According to a spokesman, Libya’s coast guard intercepted at least 1,131 migrants near the city of Sabratha over the course of a week. Ayoub Qassem disclosed that 431 migrants had been intercepted on four inflatable boats off Sabratha’s coast on 2 February and some 700 had been picked up on 27 January from three wooden vessels in the same area. Of those intercepted on Thursday, Qassem stated that “the illegal migrants are from various sub-Saharan countries and include a big number of women and children,” while those intercepted on 27 January also included migrants from Syria, Tunisia, Libya and the Palestinian territories, adding that “smugglers had tried to foil the process of arrest by opening fire on our coast guards but the coast guards fired back and that forced the smugglers to withdraw.”
- **6 February** – On Sunday, more than 120 migrants, including women and children, were rescued by Libyan coastguards off the coast of Tripoli after their boat ran into trouble. A coastguard official has disclosed that the migrants set off on Friday from Sabratha, a town located 70 km (45 miles) east of the Libyan capital that has become a staging ground for traffickers, however their boat’s engine failed. On the ground sources have disclosed that the vessel was intercepted by a coastguard patrol boat around 20 nautical miles northeast of Tripoli, adding that those on board were of various African nationalities and included ten women and five children, including a baby.
- **6 February** – The Italian coastguard has disclosed that some 1,500 migrants have been rescued in the Mediterranean this weekend in what is an unusually high number for winter when crossings are usually slow because of difficult sea conditions. The number of people pulled to safety in the past two days brought to 4,500 the total saved since 1 February.
- **6 February** – Spain’s defense ministry has disclosed that one of its frigates has rescued almost 500 people from a wooden boat off the coast of Libya as it headed slowly north towards Europe. Authorities have indicated that amongst the 494 migrants who were rescued on Sunday were 19 women and eight children. In a defense ministry statement released on Monday, officials disclosed that the frigate provided those rescued with food and medical treatment before Spanish sailors destroyed the boat in a bid to stop it being used by human traffickers. The frigate is patrolling the Mediterranean Sea as

part of a European operation to capture and destroy vessels used by migrant smugglers or traffickers.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 12 FEBRUARY 2017

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	Low
Port of Derna	Closed	High
Port of El Brega (Marsa El Brega)	Open	Moderate
Port of Hariga	Open	Moderate
Port of Mellitah	Open	Low
Port of Misrata (Qasr Ahmed)	Open	High
Port of Ras Lanuf	Open	High
Port of Tobruk	Open	Moderate
Port of Tripoli	Open	Moderate
Port of Zawiya (Zawia)	Open	Moderate
Port of Zueitina	Open	Low

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 REPORTING

- 9 February** – Brig. Mahmoud Al-Zigal has officially announced the establishment of the Libyan National Guard (LNG) on Thursday. According to Al-Zigal, the LNG is not linked to any political party and would operate away from regional, tribal, and political disputes. The group, many of which took part in the evacuation of ISIS from Sirte will continue to fight the remnants of the terrorist group. Al-Zigal says the LNG will also protect Libya's sea and land borders and strategic and vital installations. Finally, the group will fight illegal immigration and spread of arms in the country, and protect of foreign

embassies and diplomatic missions. He called on all Libyans to cooperate with LNG to bring peace and stability to the country again.

- **8 February** – The Italian government has voiced renewed support for General Khalifa Haftar, a Libyan strongman who controls the eastern part of his country and enjoys close ties with Russia, reiterating calls for him to assume a role in Libya’s government in Tripoli. Italian Foreign Minister Angelino Alfano, speaking during a session of the defence-foreign affairs committee in the lower chamber of Italy’s parliament, said, “We have been the first ones to say that Haftar should have a role.” The statement highlighted the increasing profile of Haftar, who doesn’t recognize the authority of the UN-backed Tripoli government led by Fayez al-Sarraj but is now being championed by Moscow and Brussels for at least some formal role that might unite the country. In 2015, the UN brokered a deal that recognized Tripoli as the capital of the government and recognized al-Sarraj as head of that government. Despite the deal, fighting over control of the country has continued, with Haftar emerging as the strongman in the east. The EU hopes that stabilising Libya will mitigate the flow of migrants and refugees who use the country as a transit in their journey to Europe. Some believe that Haftar can contribute to a more stable political framework. Russia has also sought a greater goal in Libya, stating they seek stability to make the country a stronger partner against the Islamic State and other terrorist groups. Haftar has made two trips to Moscow and was recently welcomed aboard a Russian aircraft carrier. Meanwhile, EU foreign ministers have called for dialogue in Libya, and suggested that EU sanctions against opponents of the Tripoli government could be dropped if “necessary to help support peace, stability and security in Libya.”
- **5 February** – The Libyan coastguards rescued more than 1200 illegal immigrants off Sabratha shores in a week. The coastguard intercepted four dinghies holding 431 illegal migrants off Sabratha on Thursday, and intercepted 700 migrants on January 27 aboard three boats in the same area. A further 150 migrants were rescued in western Tripoli. Smugglers fired at the coastguards to discourage them from intercepting the migrants, but the coastguards opened fire back until the smugglers disappeared.
-

LIBYA: PROCEDURE

WARNING:

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.
- 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.

ABOUT JLT

At JLT Specialty, we believe in doing things differently.

When it comes to advising ship owners and operators, shipyards and ports and terminal operators we take the time to really understand your world, your people and your very particular challenges. We work closely with you to consider your business both today and tomorrow, and to explore all the variables which may impact on it.

We work with yourselves, our network and the market to deliver a solution which is always tailored to your specific needs and always competitive and comprehensive.

Because of this our clients trust us. They have total confidence that the vital elements of their operations are covered, enabling their businesses to be even more ambitious and surpass expectations. This is why we now place insurance for more than 6,000 vessels, including one third of the world gas fleet and we handle more than USD350m marine insurance premium.

We know how we work makes us different. It's quite a claim but we're driven to deliver on it every single day.

JLT Specialty Limited (JLT Specialty) is a member of the Jardine Lloyd Thompson Group of companies. Jardine Lloyd Thompson Group plc is an international group of Risk Specialists and Employee Benefits Consultants. Listed on the FTSE 250 index of the London Stock Exchange, Jardine Lloyd Thompson Group plc is one of the largest companies of its type in the world.

For more information, visit our website: www.jltspecialty.com.

DISCLAIMER:

This report has been produced by MS Risk and has been published for the benefit of clients and prospects of JLT Specialty Limited. It is not legal advice and is intended only to highlight general issues relating to the subject matter which may be of interest and does not necessary deal with every important topic nor cover every aspect of the topics with which it deals. If you intend to take any action or make any decision on the basis of the content of this newsletter, you should first seek specific professional advice.

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

24 HR CONTACT INFORMATION:

Email: 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

Directors

S.J. Bingham, P.A. Crompton, P.O.J. Tracy
Registered in the Isle of Man No. 007435V