

Maritime Security Review



Issue No. 3

23 January 2017

MS | RISK



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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: 16 - 22 January 2017

Region	Current Incidents Reported	Late Reported incidents	Threat level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	0	Low
Gulf of Guinea	0	0	Low
Southeast Asia	2	7	Medium
WORLDWIDE			
North America	0	0	Low
Central America/Caribbean/South America	0	2	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	1	2	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

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.

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

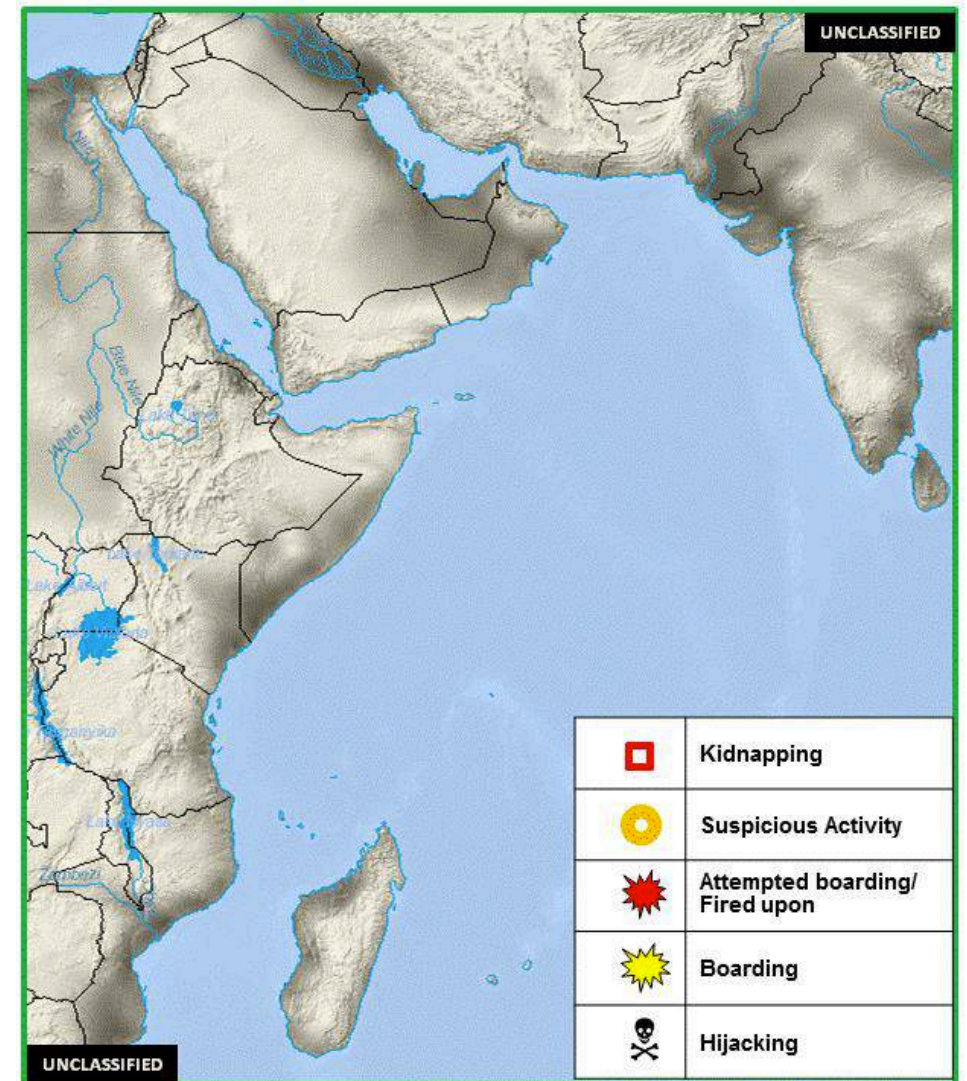
- None reported during this period.

MARITIME REPORTING

- Nothing to report.

INCIDENT MAP

Source: ONI



WEATHER FORECAST: GULF OF ADEN/ARABIAN SEA

NORTHERN ARABIAN SEA: Northeast winds of 15 – 20 knots, gusting to 25 knots, and seas of 1 – 3 feet.

- **Extended Forecast:** Northeast winds of 20 – 25 knots, gusting to 30 knots, and seas of 4 – 6 feet.

GULF OF OMAN: East-southeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 1 – 2 feet in the western section of the Gulf; with east-southeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the eastern section of the Gulf.

- **Extended Forecast:** West-northwest winds of 10 – 15 knots, and seas of 2 – 4 feet in the western section of the Gulf; with west-northwest winds of 10 – 15 knots and seas of 4 – 6 feet in the eastern section of the Gulf.

GULF OF ADEN: Easterly winds of 10 – 15 knots and seas of 1 – 2 feet in the western section of the Gulf; with easterly winds of 10 – 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 1 – 2 feet in the western section of the Gulf; with east-northeast winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the eastern section of the Gulf.

SOMALI COAST: Northeast winds of 15 – 20 knots, gusting to 25 knots, and seas of 3 – 5 feet in the northern section of the coastline; with northeast winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 – 7 feet in the southern section of the coastline.

- **Extended Forecast:** Northeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the northern section of the coastline; with northeast winds of 15 – 20 knots, and seas of 4 – 6 feet in the southern section of the coastline.

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

- **Extended Forecast:** East-northeast winds of 15 – 20 knots and 5 – 7 feet.

MOZAMBIQUE CHANNEL: Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 -3 feet in the northern Channel; with northerly winds of 5 – 10 knots, gusting to 15 knots, and seas of 8 – 10 feet in the southern Channel.

- **Extended Forecast:** Northeast winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the northern Channel; with southeast winds of 15 – 20 knots and seas of 4 – 6 feet in the southern Channel.

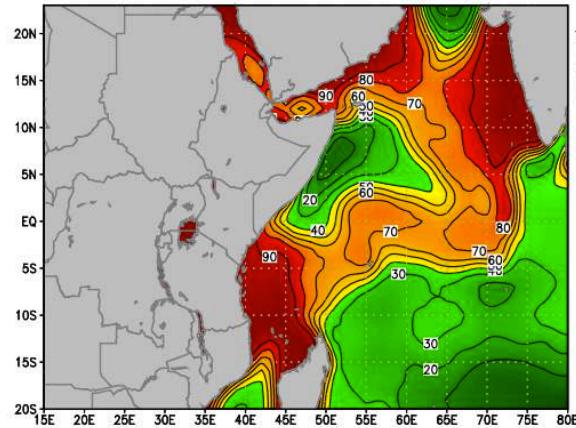
SURFACE CURRENTS: The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Currents' speeds along the Somali Basin are northeasterly averaging between 2 – 3 knots.

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.

WEATHER MAP

Source: ONI

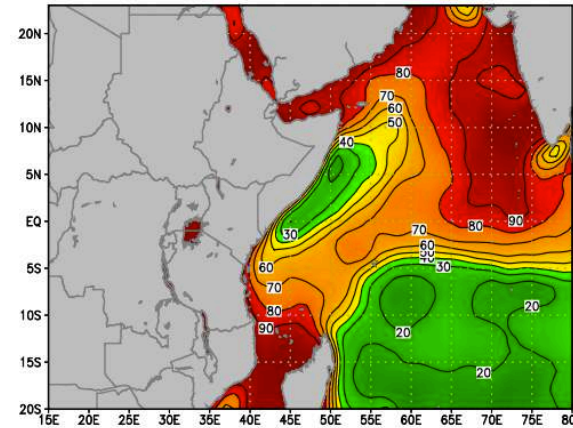
Winds < 15.0 kts and Wave Heights < 5.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 1200Z 19 JAN 2017

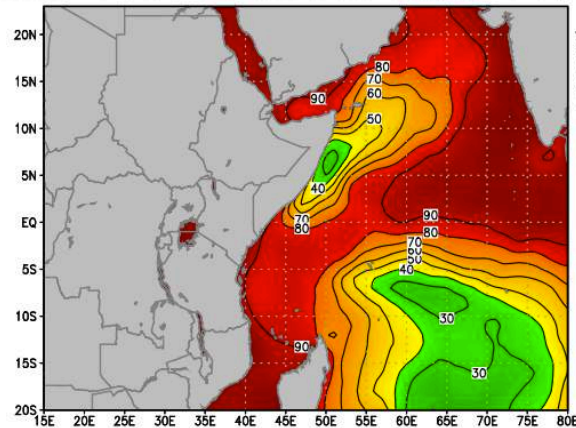
Winds < 15.0 kts and Wave Heights < 5.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 0000Z 22 JAN 2017

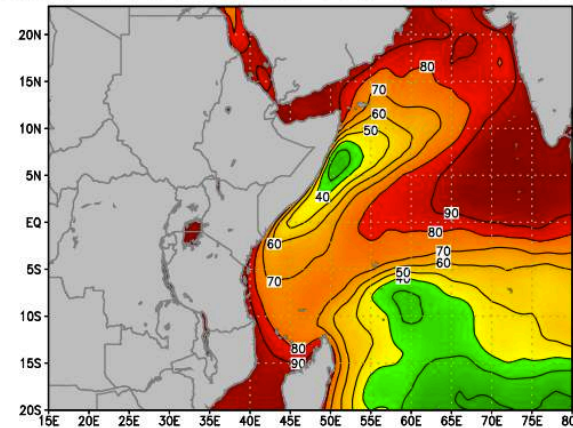
Winds < 17.0 kts and Wave Heights < 7.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 1200Z 24 JAN 2017

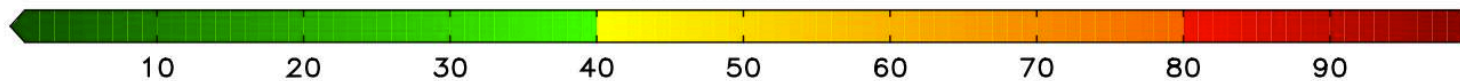
Winds < 17.0 kts and Wave Heights < 7.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 0000Z 27 JAN 2017

probability (%)



SPOTLIGHT ON YEMEN

ACTIVITY REPORTING

- Nothing to report

PORT STATUS AS OF 22 JANUARY 2017

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

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

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 recent hijacking of a tanker off the coast of Ivory Coast, pirates may be actively seeking to hijack another vessel. 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

- 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

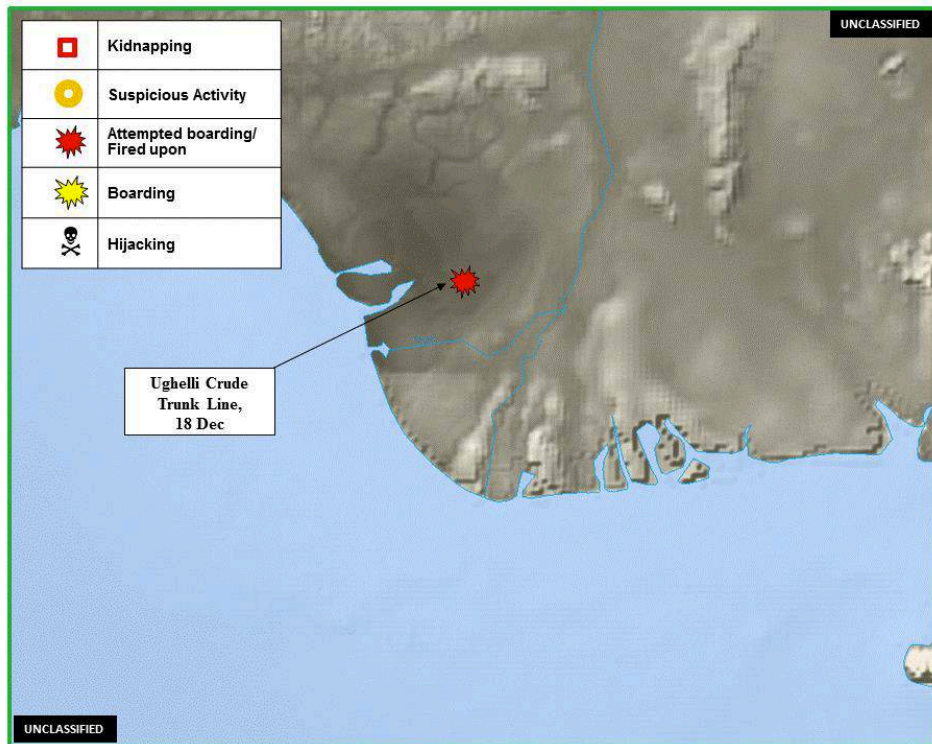
- **18 January (Nigeria)** – An unidentified militant group attacked a crude oil trunk link in Ughelli, Delta state. The attack occurred barely 24 hours after Nigeria's Vice President held a meeting with Niger Delta leaders and other stakeholders as part of his 'Peace Tour' of the region.

MARITIME REPORTING

- Nothing to report

INCIDENT MAP

Source: ONI



WEATHER FORECAST: GULF OF GUINEA

GULF OF GUINEA: South-southwest winds of 10 – 15 knots, and seas of 2 – 4 feet.

- **Extended Forecast:** South-southwest 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 routinely be expected along the coasts of Somalia and West Africa with increased southerly winds flow through the Bab el Mandeb Strait due to funnelling effects.

SOUTHEAST ASIA

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.

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

- **16 January (Malaysia)** – A crewman onboard an anchored product tanker conducting cargo operations near position 05:47 N – 118:01 E, Mowtas Oil Terminal, Sandakan Port, Sabah, observed a robber on the forecastle. Upon seeing the alerted crewman approaching the forecastle, the robber jumped overboard and escaped with stolen ship's stores.

SUSPICIOUS ACTIVITY

- None reported during this period.

OTHER ACTIVITY REPORT

- None reported during this period.

MARITIME REPORTING

- Nothing to report

WEATHER FORECAST FOR SOUTHEAST ASIA

SOUTHERN SOUTH CHINA SEA: Northeast winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet.

- **Extended Forecast:** Northeast winds of 5 – 10 knots and seas of 2 – 4 feet with a northern swell.

MALACCA STRAIT: Variable winds of 5 – 10 knots and seas of 1 – 3 feet in the northern Strait; with variable winds of 10 – 15 knots and seas of 1 – 2 feet in the southern Strait.

- **Extended Forecast:** Easterly winds of 10 – 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: Northeast winds of 10 – 15 knots and seas of 2 – 4 feet in the northern section; with easterly winds of 10 – 15 knots and seas of 3 – 5 feet in the southern section.

Extended Forecast: Northeast winds of 10 – 15 knots, and seas of 1 – 3 feet in the northern section; with easterly winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the southern section.

SOUTHERN SULU SEA – NORTHERN CELEBES SEA: Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 2 feet.

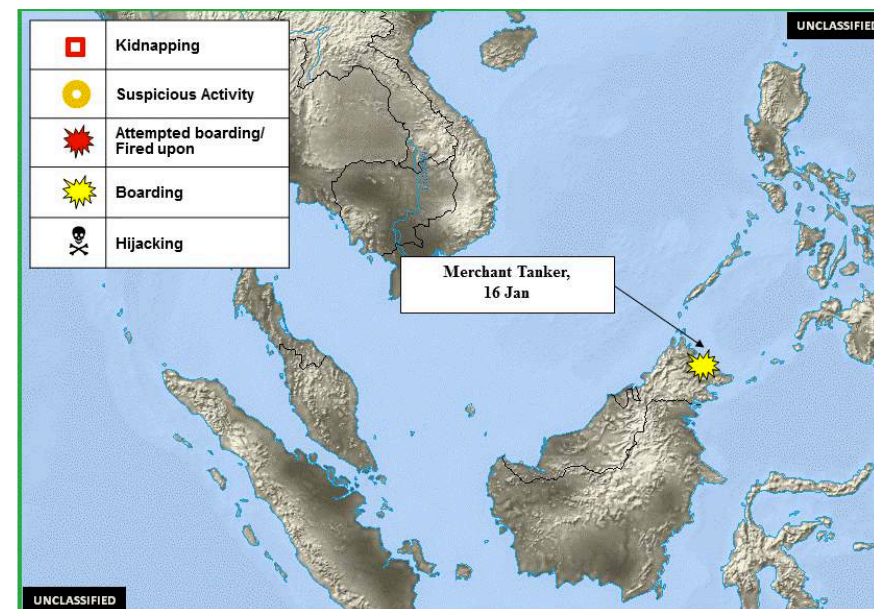
- **Extended Forecast:** Variable winds of 5 – 10 knots and seas of 1 – 2 feet.

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.

INCIDENT MAP

Source: ONI



PIRACY & ARMED ROBBERY AGAINST SHIPS IN ASIA – ANNUAL REPORT (2016)

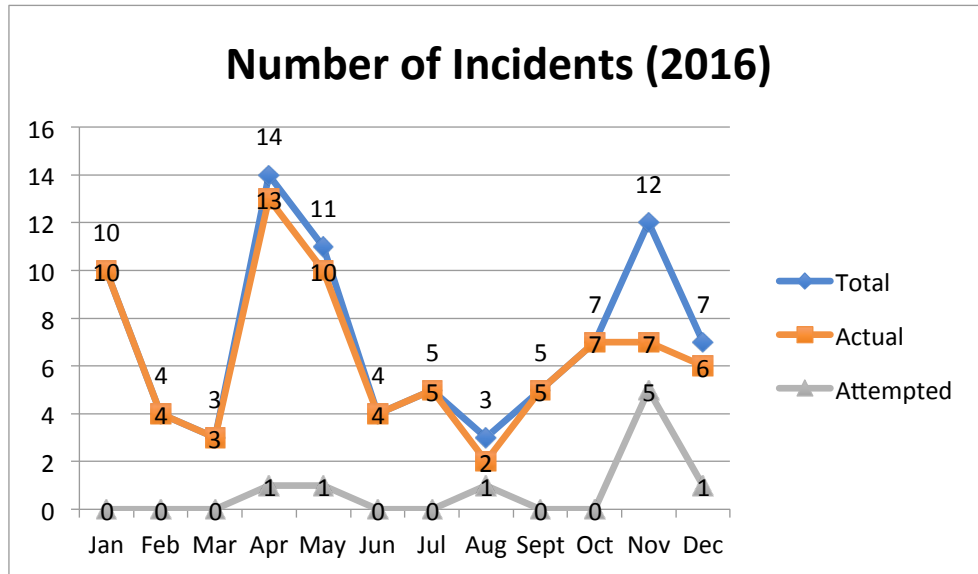
In 2016, the region saw a significant improvement in the situation of piracy and armed robbery compared to the past four years (2012 – 2015). The total number of incidents reported in 2016 decreased by 58% compared to 2015. In 2016, there were a total of 85 incidents reported, compared to 203 incidents in 2015. Of these 85 incidents, five were incidents of piracy that occurred in the South China Sea and eighty were incidents of armed robbery against vessels, which mostly occurred at ports and anchorages. 2016 represents the lowest total number of reported incidents amongst the five-year reporting period of 2012 – 2016.

The decline in overall numbers during this reporting period was most evident in the Straits of Malacca and Singapore (SOMS), where in 2016, only two incidents were recorded, compared to 104 incidents reported in 2015. This improvement has been due to joint coordinated patrols and enhanced surveillance carried out by the littoral States coupled with stringent enforcement on land. Several arrests of perpetrators responsible for incidents that occurred in 2015 were also carried out. Furthermore, 2016 saw an improvement in incidents involving the hijacking of vessels for theft of oil cargo. Last year, there were two such incidents reported, compared to the 12 incidents that occurred in the previous year. Other improvements in the region were seen at ports and anchorages in Vietnam and Bangladesh.

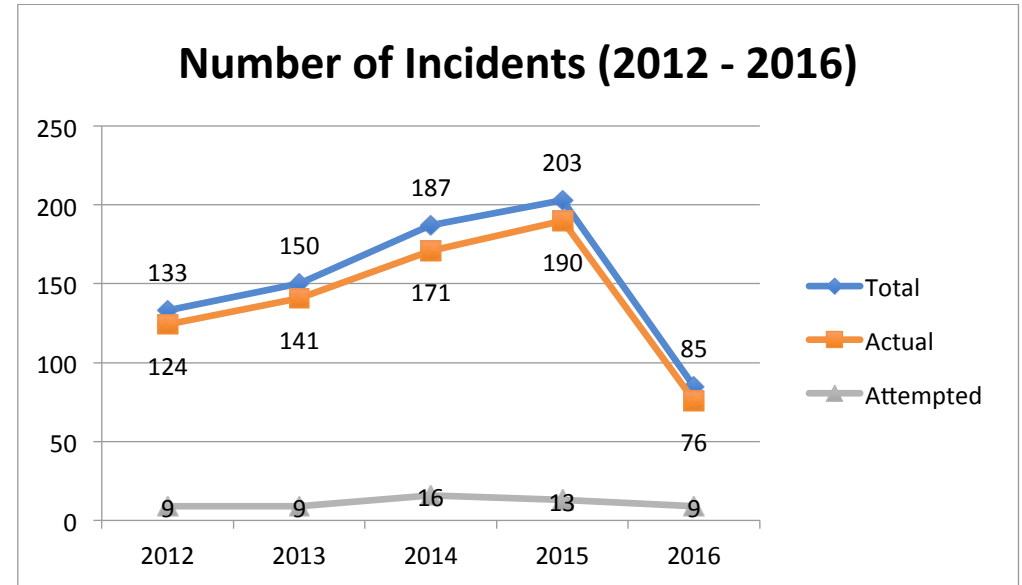
The abduction of crewmembers from vessels while underway in the Sulu-Celebes Sea and waters off eastern Sabah became a significant issue in 2016, with most of the incidents being claimed by the Abu Sayyaf Group.

NUMBER OF INCIDENTS

In 2016, there were a total of 85 incidents of piracy and armed robbery against vessels that were reported in waters in Asia. Of this figure, 76 were actual incidents and nine were attempted. Furthermore, of the 85 incidents reported last year, five were incidents of piracy and eighty were incidents of armed robbery against vessels.



shows the total number of incidents that were reported during 2012 – 2016. The number of incidents reported in 2016 is the lowest amongst the five-year reporting period of 2012 – 2016.



NUMBER OF INCIDENTS (2012 – 2016)

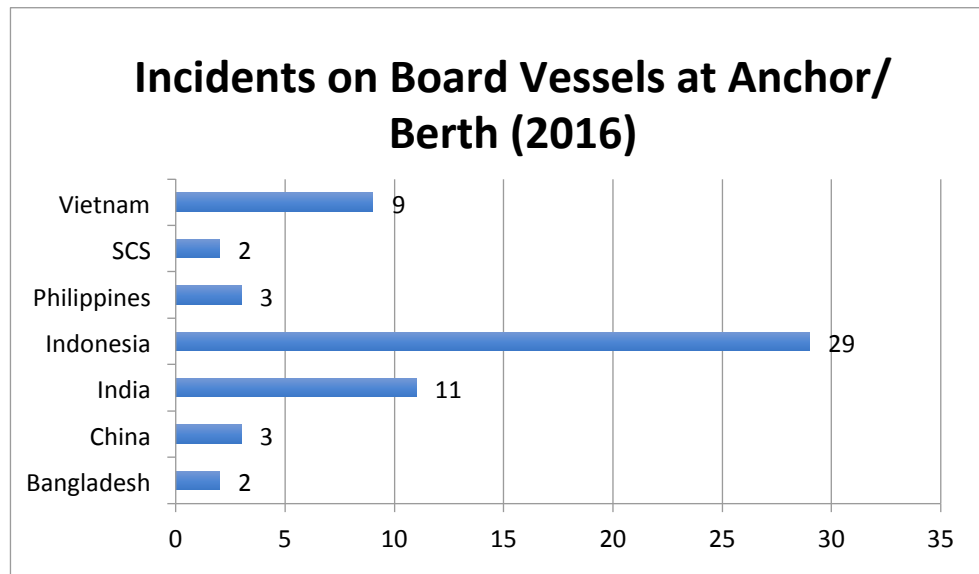
Last year saw a 58% decrease in the total number of incidents that were reported compared to 2015, when a total of 203 incidents were reported. The graph below

STATUS AND LOCATION OF VESSELS

Of the 85 incidents reported in 2016, 59 (69%) occurred on board vessels while at anchor/berth, and 26 (31%) occurred on board vessels while underway.

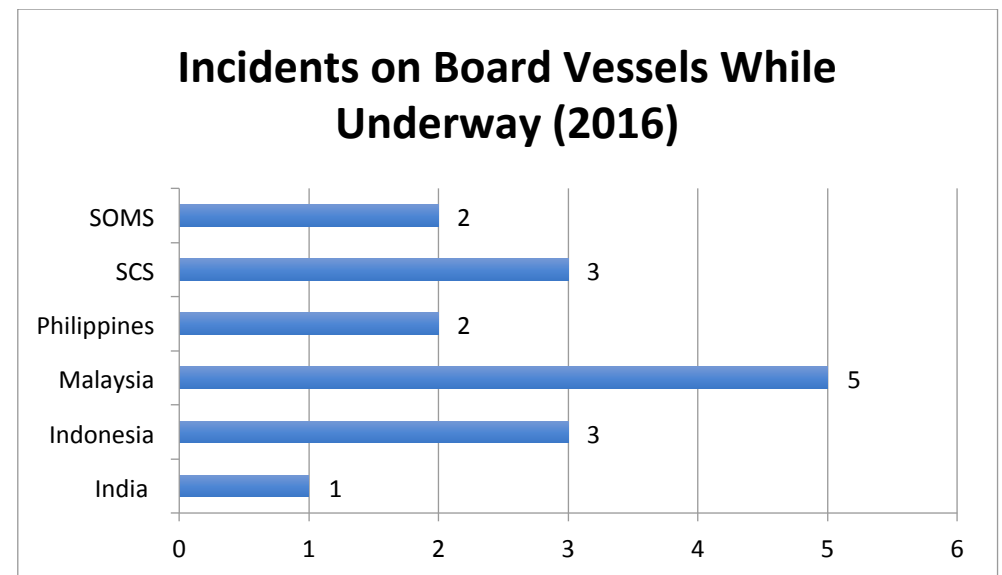
INCIDENTS ON BOARD VESSELS AT ANCHOR/BERTH

Of the 59 incidents reported on board vessels at anchor/berth, 29 (50%) occurred at ports and anchorages in Indonesia (Banjarmasin, Belawan, Cilacap, Dumai, Muara, Berau, Panjang, Pulau Batam, Samarinda, Semarang, Taboneo and Tanjung Priok). The remaining thirty incidents occurred at other ports and anchorages in the region: 11 in India (Haldia, Kandla and Visakhapatnam); 9 in Vietnam (Hon Cam, Hon Gai and Vung Tau); 3 in China (Shandong Longkou, Tangshan Jingtang and Tianjin); 3 in the Philippines (Batangas and Davao); 2 in Bangladesh (Chittagong); and 2 in South China Sea off Pulau Bintan.



INCIDENTS ON BOARD VESSELS WHILE UNDERWAY

Of the 26 incidents that occurred on board vessels while underway, 12 were reported in Philippine waters (off Doc Can, Languyan, Pata, Sibago, Sibutu, Sitangkai and Tawi-Tawi). These incidents involved the abduction of crewmembers from vessels (six incidents) and the attempted abduction of crewmembers (six incidents). The remaining fourteen incidents occurred: 4 in waters off Sabah, East Malaysia (off Semporat and Lahad Datu) involving the abduction of crewmembers from vessels, one in Saawak, East Malaysia (off Mukah); 3 in Indonesia (off Balikpapan, Pulau Belitung and Pulau Bintan); 3 in SCS (off Bintulu, Pulau Subi Besar and Pulau Aur); 2 in SOMS (off Nongsa Point and Pulau Lenkang); and 1 in the Gulf of Khambat, India.



VIOLENCE FACTOR (ACTUAL INCIDENTS)

Compared to incidents reported in 2015, there were relatively more incidents in 2016 that involved larger groups of perpetrators (more than 9 men), as well as more incidents of perpetrators armed with guns. This in turn resulted in more physical violence that was inflicted on crewmembers.

NUMBER OF PERPETRATORS

Of the 76 actual incidents that were reported in 2016, 41 (54%) involved perpetrators operating in groups of 1 – 6 men; 4 (5%) involved groups of 7 – 9 men; and 6 (8%) involved groups comprising of more than 9 men. In 25 (33%) of the incidents reported last year, there was no information on the number of perpetrators involved. This is either due to darkness or the theft/loss was only discovered after the perpetrators had escaped. As observed in previous years, the bulk of the incidents that were reported in 2016 involved groups of 1 – 6 men. However it should be noted that 2016 also saw an increase in the number of incidents involving more than 9 men compared to 2015 as six of the 76 incidents involved groups of more than 9 men last year, compared to three of the 203 incidents reported in 2015.

TYPES OF WEAPONS CARRIED BY THE PERPETRATORS

Of the actual 76 incidents, 14 (18%) reported that the perpetrators were armed with guns – this is an increase as in 2015, 7% of incidents involved perpetrators armed with guns. Of the 76 incidents that occurred last year, nine were incidents of abduction of crewmembers off vessels while underway in the Sulu-Celebes Sea and waters off eastern Sabah.

TREATMENT OF CREWMEMBERS

Of the 76 actual incidents recorded in 2016, 52 (68%) reported that crewmembers either did not suffer any injuries or there was no information available on the condition of the crew. Of the remaining 24 incidents, 10 were incidents of abduction of crewmembers for ransom; 7 were incidents of crewmembers being taken hostage; 3 were incidents of crewmembers being assaulted (*MARATHA PROMISE*, *EVER PROSPER* and *CHEMBULK JAKARTA*); and 4 were incidents of crewmembers being threatened (*IVS SENTOSA*, *CREST HYDRA*, *ANNA-MARIA*, and *KN FOREST*).

Apart from the 10 incidents of kidnaping of crewmembers that were reported last year, there were more incidents in 2015 that involved crewmembers being seriously injured, crewmembers being thrown overboard, crewmembers being taken hostage and crewmembers being assaulted. In 2015, there were no incidents of crewmember abductions, however there were two incidents of crewmembers being seriously injured; two incidents of crewmembers being thrown overboard; 13 incidents of crewmembers being taken hostage; 6 incidents of crewmembers being assaulted; and 4 incidents of crewmembers being threatened.

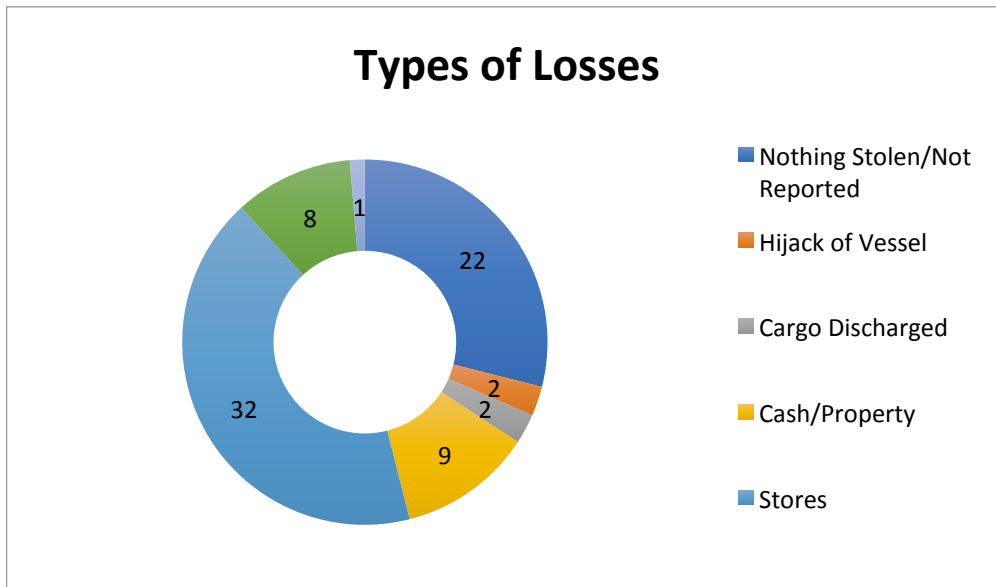
ECONOMIC FACTOR (ACTUAL INCIDENTS)

TYPES OF LOSSES

A majority of the incidents that were reported in 2016 were opportunistic in nature – effectively involving perpetrators who took whatever they were able to lay their hands on. Fifty (66%) of the incidents that were recorded last year

reported loss of stores, engine spares, unsecured items and cash/property. There were two incidents (*EVER PROSPER* and *EVER OCEAN*) in which cargo was discharged; and two incidents of hijacking of vessels (*BRAHMA 12* and *HAI SOON 12*). Twenty-two (29%) incidents that occurred in 2016 reported nothing stolen or there was no information available.

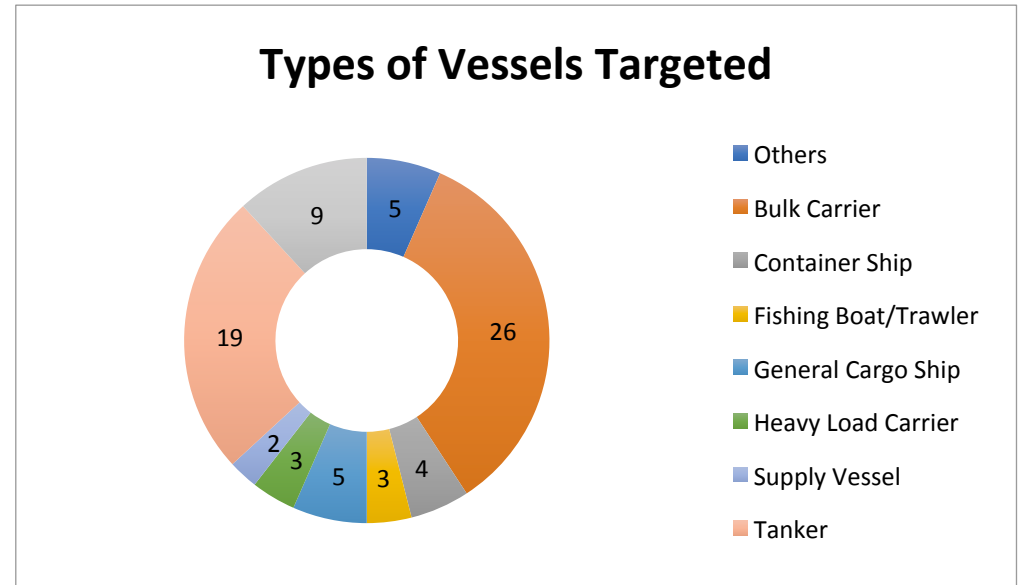
Compared to 2015, the number of cases involving cargo being discharged (oil cargo) in 2016 has decreased. In 2015, there were 12 such incidents reported while in 2016 there were only 2. Furthermore, the number of incidents where perpetrators did not manage to steal anything has also declined in 2016 compared to the previous year.



TYPES OF VESSELS TARGETED

Of the 76 actual incidents that occurred in 2016, 26 (34%) occurred on board bulk carriers; 19 (25%) on board tankers; 9 (12%) on board tugboats; and 4 (5%) on board container ships. The remaining 18 (24%) incidents occurred on board general cargo ships (5); fishing boats (3); heavy load carriers (3); supply vessels (2); and other types of vessels including accommodation barge, cutter section dredger, diving support vessel, research ship and vehicle carrier.

There is no evidence to suggest that certain types of vessels were targeted by the perpetrators. However it should be noted that vessels with crewmembers who were least vigilant, did not exercise anti-piracy measures and lacked situation awareness were relatively more vulnerable and were more potential targets.



GEOGRAPHICAL: INCIDENTS ON BOARD VESSELS WHILE UNDERWAY AND AT PORTS AND ANCHORAGES

STRAITS OF MALACCA AND SINGAPORE (SOMS)

In 2016, this area saw great improvement as there were only 2 incidents reported on board vessels while underway in the Singapore Straits (SS) of the SOMS, compared to 104 incidents that were reported in SOMS in 2015. This improvement has been the result of enhanced vigilance exercised by Masters and crewmembers; coupled with joint coordinated efforts in patrol and surveillance by the littoral States as well as enforcement actions on land. These efforts resulted in a number of arrests by the Indonesian authorities since the last quarter of 2015.

Of the two incidents that occurred last year, one involved the *POSH VIKING* and the other was an attempted incident involving *NAUTICA TG PUTERI 27*. Tugboat *POSH VIKING* was underway in the westbound lane of the Traffic Separation Scheme (TSS) of the SS when two perpetrators boarded the vessel and stole a buoy. Due to timely reporting by the vessel's Master, coupled with the sharing of information amongst the littoral states, the perpetrators were arrested by the Indonesian authorities and the stolen item was recovered.

SOUTH CHINA SEA (SCS)

In 2016, there were 5 incidents reported in the SCS, compared to 11 incidents that were recorded in 2015. Of these eleven incidents that occurred in 2015, six involved the hijacking of vessels for theft of oil cargo.

During this reporting period, perpetrators hijacked a tugboat, which was towing a barge, for theft of the oil cargo on board. More than ten perpetrators armed with long knives boarded tub boat *EVER OCEAN SILK*, which was towing barge *EVER GIANT*. The perpetrators tied the crewmembers and siphoned 2,499 metric tons of palm oil. In another incident, involving the *AD MATSU*, six perpetrators armed with a pistol and knives boarded the vessel. The crewmembers were tied and held

in the mess room. Some cash and watches were taken, however due to the timely reporting by the Master and immediate response by the Indonesian Navy (TNI-AL), one of the perpetrators was arrested.

INDONESIA

In 2016, there were a total of 32 incidents reported in waters off Indonesia, compared to 23 that occurred in 2015. Of the 32 incidents, 29 occurred on board vessels at berth/anchor and the remaining 3 occurred on board vessels while underway. Compared to the period between 2012 – 2014, the number of incidents that were reported in 2016 has seen much improvement as a total of 72 incidents, 90 incidents and 48 incidents were recorded in 2012, 2013 and 2014 respectively.

During this reporting period, there was one incident that involved the hijacking of oil tanker *HAI SOON 12* for theft of oil cargo. Nine perpetrators boarded the tanker and tied up the crewmembers in the mess room. Their intent was to sell the MGO however due to the timely reporting and immediate response by the TNI-AL, the tanker was intercepted and all the perpetrators were arrested. The cargo on board the vessel was left intact.

In 2016, 8 incidents occurred in Pulau Batam/Bintan; 6 incidents in Muara Berau/Samarinda; 4 incidents in Dumai; 2 incidents in Panjang; 3 incidents in Banjarmasin/Taboneo; and 4 incidents in Tanjung Priok.

INDIA

In 2016, there were a total of 12 incidents that were reported in waters off India. This figure is consistent with that reported in 2015. Of the 12 incidents, 11 occurred on board vessels at anchor/berth and one occurred on board a vessel that was underway. Of the 11 incidents that occurred at anchor/berth, 8 (75%) occurred in the Gulf of Kutch at Kandla port/anchorage; 2 at Vishakapatnam port; and 1 at Haldia dock complex. It should be noted that ten of the 12 incidents that occurred in this region last year happened during January to February, which is

also the highest in number compared to the same period of the past five years (2012 – 2016).

The Indian Coast Guard (ICG) has acknowledged the deteriorating situation in this region and has issued advisories and implemented enhanced surveillance in the area, particularly during the hours of darkness. In one incident, due to the enhanced night surveillance coupled with the timely reporting by crewmembers on board vessels in the Kandla anchorage area, the ICG apprehended eight perpetrators along with their alleged tools in an unlit fishing boat. No incident has been reported at ports and anchorages in India since the last incident, which occurred at Kandla port on 14 May 2016.

VIETNAM

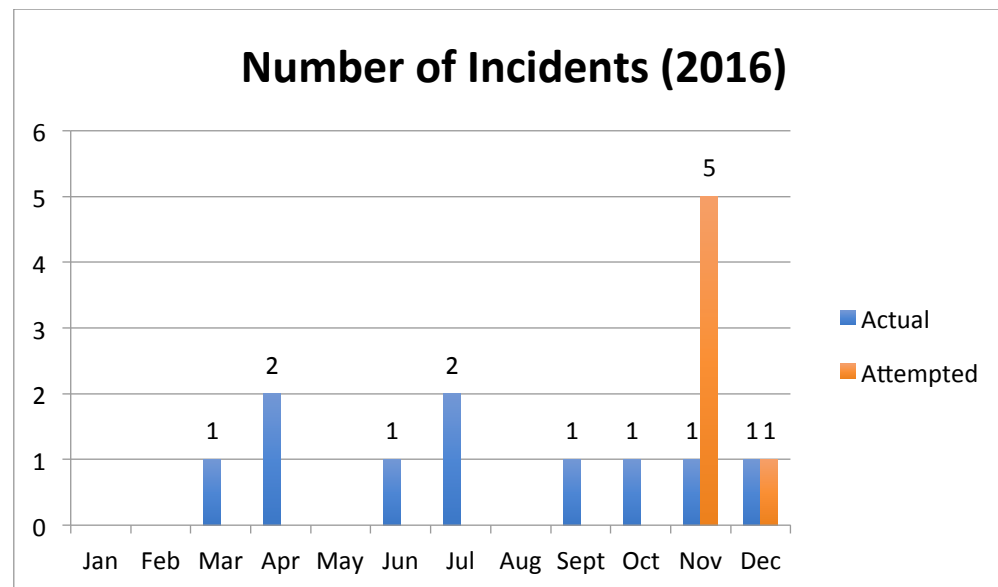
Last year saw a significant improvement of the situation at ports and anchorages in Vietnam, as there were a total of 9 incidents reported in 2016, compared with 27 that were recorded in 2015. Seven of the nine incidents occurred at Vung Tau, south of Vietnam, while the remaining two incidents occurred in the northern part of Vietnam. Most of the incidents were carried out by perpetrators ranging between 1 – 6 men. They did not cause any injury to the crewmembers and escaped after stealing ship stores, paint and mooring ropes.

The improved situation in Vietnam has been due to enhanced surveillance, carried out by the port authorities, along with enhanced vigilance and watch-keeping measures implemented by crewmembers on board vessels.

INCIDENTS OF ABDUCTION OF CREWMEMBERS OFF VESSELS IN THE SULU-CELEBES SEA AND WATERS OFF EASTERN SABAH

OVERVIEW

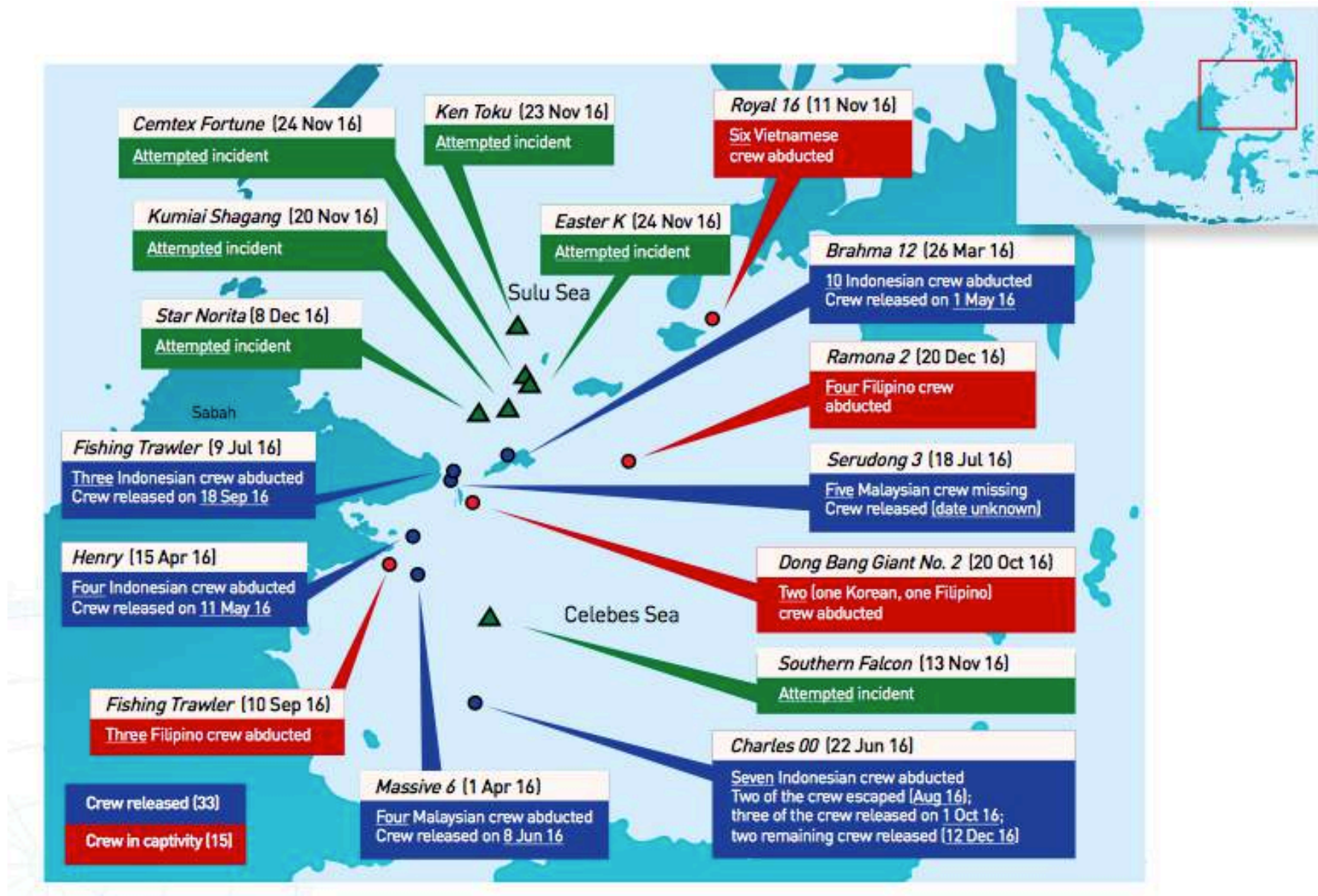
In 2016, there were a total of 16 incidents of abduction of crewmembers, comprising of 10 actual incidents and six attempted incidents. These incidents were reported in the Sulu-Celebes Sea and in waters off eastern Sabah. Most of these abduction incidents were claimed by the Abu Sayyaf Group.



Of the ten actual incidents that occurred last year, 48 crewmembers were abducted and held in captivity. Of this figure, 33 crewmembers (from *BRAHMA 12*, *MASSIVE 6*, *HENRY*, *CHARLES 00* and *fishing trawler*) have been released. While no official statements have been released, it is strongly believed that ransom payments were made to secure the releases. As of 31 December 2016, the remaining 15 crewmembers are still being held in captivity.

Location of Incidents and Status of Abducted Crewmembers (2016)

Source: ReCAAP



MODUS OPERANDI

Below is the modus operandi of the perpetrators that were observed in the 16 incidents of abduction of crewmembers and attempted abductions that occurred in this region.

Types of Vessels Targeted

In 2016, there were 6 bulk carriers; 5 tugboats; 3 fishing boats/trawlers; 1 general cargo ship and 1 product tanker that were targeted.

Trends

It has been observed that tugboats and fishing boats/and trawlers were targeted due to their slow speed and low free board. However the end of last year saw perpetrators increasingly target larger vessels. All of the attempted abduction incidents that occurred in November and December involved perpetrators targeting larger ships (bulk carriers and a product tanker). Between October – December 2016, eight of the nine incidents that were reported involved larger vessels.

Flag Ships

The flag ships of the vessels targeted in 2016 are: Malaysia (4); Indonesia (3); Panama (3); Marshall Islands (1); Norway (1); Philippines (1); Republic of Korea (1); Singapore (1); and Vietnam (1).

Trends

Currently there is no clear evidence that perpetrators are targeting certain flagged vessels. However Malaysian and Indonesian registered vessels that were targeted last year were most likely tugboats and fishing trawlers that were operating in the area.

Time of Incidents

In 2016, of the 16 incidents of kidnapping and attempted kidnapping of crewmembers off vessels that occurred in this area, 12 occurred between 0700 hrs and 1800 and four occurred between 2230 hrs and 0330 hrs.

Trends

More incidents occurred during daylight hours last year, which indicates that the perpetrators were bold and not particularly concerned with being detected.

Boats Used by the Perpetrators

In 13 of the incidents that were reported last year, the perpetrators used speedboats; in two incidents they used “Jungkong” pump boats; while in one incident there is no information available on the type of boat used by the perpetrators.

Trends

Speedboats were commonly used, with the colours of speed boats reported being grey, white, blue green with white stripe, white and blue. “Jungkong” pump boats are small wooden traditional fishing boats.

Number of Perpetrators

In three incidents in 2016, the number of perpetrators were recorded at between 3 – 6 men; 4 incidents involved groups of 7 – 9 men; 4 incidents involved groups of 10 – 17 men; and five incidents did not have information on the number of perpetrators.

Trends

Larger groups of perpetrators are involved in such kidnappings. The incident involving the *BRAHMA 12* involved 17 men while the incidents involving vessels *ROYAL 16*, *CEMTEX*, *FORTUNE*, and *EASTER K* all involved groups of ten men.

Weapons Used by Perpetrators

In 13 of the incidents that occurred in 2016, the perpetrators were armed with firearms; in 2 incidents, the perpetrators were armed however they type of weapons used is not known; and in one incident there was no information available.

Trends

Perpetrators are usually armed with firearms. In three of the incidents that occurred last year, shots were fired: *Henry* (shoot-out between the perpetrators and the Malaysian Marine Police); *CHARLES OO* (the tugboat was fired at which forced her to stop); *ROYAL 16* (the cabin doors were fired at in a bid to open them).

Treatment of Crewmembers

In two of the incidents, crewmembers sustained injuries while in the remaining fourteen there were no reports of crewmembers sustaining any injuries.

In the incident involving *HENRY*, one crewmember suffered a gunshot wound; while in the incident involving *ROYAL 16*, two crewmembers suffered injuries.

Economic Loss

Four of the incidents that occurred last year reported loss of ship property, including GPS, VHF radio, navigational equipment and ship compasses. In the remaining 12 incidents there were either no other losses or there was no report of any losses.

Trends

It has been observed that in a majority of the incidents that occurred last year, the perpetrators did not steal anything from the vessel, and the primary target was to abduct the crewmembers on board the ship. There were speculations that in the

incidents where items were stolen, the perpetrators abducted the crewmembers for ransom and kept stolen items for themselves.

Nationality of Abducted Crewmembers

In 2016, there were 24 Indonesians kidnapped; 9 Malaysians; 8 Filipinos; 6 Vietnamese and 1 Korean. In one of the incidents that occurred last year, the perpetrators kidnapped only those crewmembers who had passports. In seven of the 10 incidents that occurred, only some of the crewmembers were kidnapped while the remaining were left on board the vessel.

ACTION BY REGIONAL STATES

Regional states continue to increase their efforts in a bid to combat the threat of abduction in Sulu-Celebes Sea and waters off eastern Sabah.

The Philippine authorities continue to carry out military operations against the Abu Sayyaf group - the Joint Task Force Sulu is continuing to carryout pursuit operations and has intensified the conduct of focused military operations in a bid to rescue the remaining abducted victims and to neutralize the militant group in Sulu. On 8 December 2016, reports emerged that Malaysian security forces killed three members of Abu Sayyaf Group in a shootout that occurred off Semporan, Sabah, East Malaysia. Amongst the three members killed was the leader of a group that had been abducting tourists, fishermen and seafarers in waters off eastern Sabah and the Philippines' Sulu Archipelago. In addition, two members of the militant group were arrested however two others managed to escape. On 10 December 2016, at least ten suspected members of the militant group were killed following a clash with Philippine security forces in Patikul, Sulu.

CONCLUSION

The overall situation of piracy and armed robbery against vessels in Asia in 2016 has significantly improved compared to 2015. Furthered, the total number of incidents that were reported last year was the lowest amongst the past five years (2012 – 2016). This has mainly been due to the improvement of the situation in SOMS, along with the reduction of incidents involving the hijacking of vessels for theft of oil cargo, and the decline in incidents reported at certain ports and anchorages in Bangladesh and Vietnam. These improvements have been because of increased cooperation and sharing of information amongst the regional states as well as within the shipping industry in regards to the timely reporting of incidents, which have led to the arrests of several perpetrators involved in previous incidents.

Nevertheless, there is no room for complacency, and the increase of incidents of abduction of crewmembers in Sulu-Celebes Sea and waters off eastern Sabah since March 2016 is of serious concern.

WORLDWIDE

NORTH AMERICA

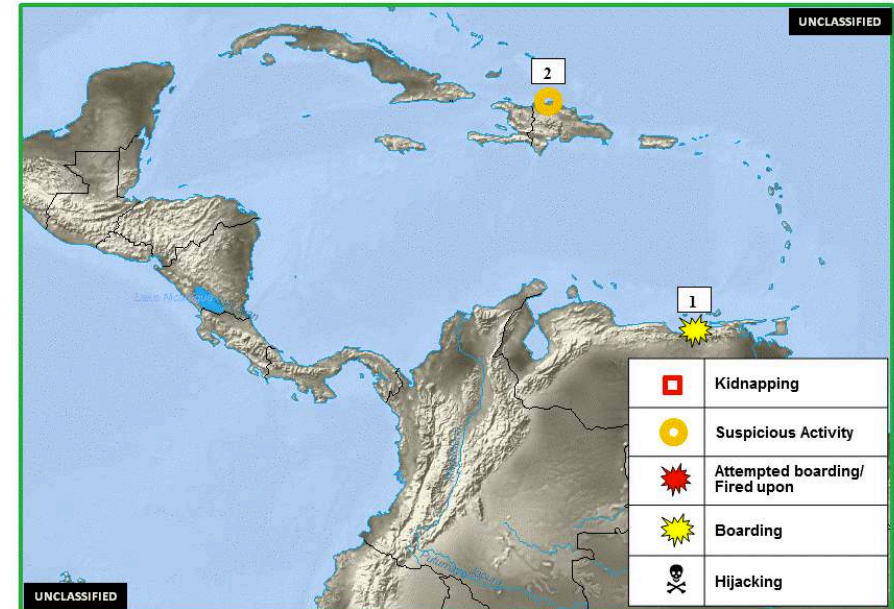
- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

- **15 January (Venezuela – Late Report)** – Two robbers boarded an LPG tanker anchored near position 10:12 N – 064:47 W, Jose Anchorage. The robbers took hostage a duty crewman on the forecastle, tied him up and threatened him with a knife. They then removed the hawse pipe cover and four more robbers boarded the tanker. The robbers took the duty crewman’s mobile phone, stole ship’s properties and escaped. Th crewman managed to free himself and informed the bridge who raised the alarm and mustered the crew. Port Control was informed.
- **6 January (Dominican Republic – Late Report)** – A dinghy and a 30 hp outboard motor were stolen from a sailing yacht anchored in Luperon. After a brief search, the dinghy, minus the motor, was found near a nearby beach. A report of the incident was made to the local authorities.

INCIDENT MAP

Source: ONI



ATLANTIC OCEAN AREA

- No current incidents to report

NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA

- No current incidents to report

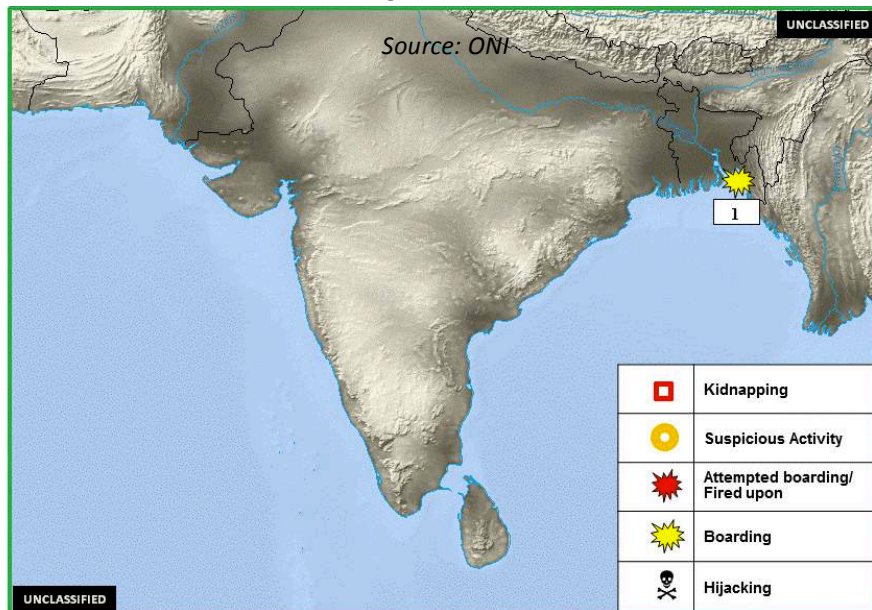
ARABIAN GULF

- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

- **16 January (Bangladesh)** – Robbers, armed with knives, boarded an anchored container ship near position 22:06 N – 091:44 E, Chittagong Anchorage. The duty crewman on security watch noticed the robbers and notified the duty officer who raised the alarm, made a PA announcement and mustered the crew. Upon seeing the crew's alertness, the robbers escaped with ship's stores. The incident was reported to the local authorities who boarded the vessel to investigate.

INCIDENT MAP



EASTERN AND SOUTHERN AFRICA

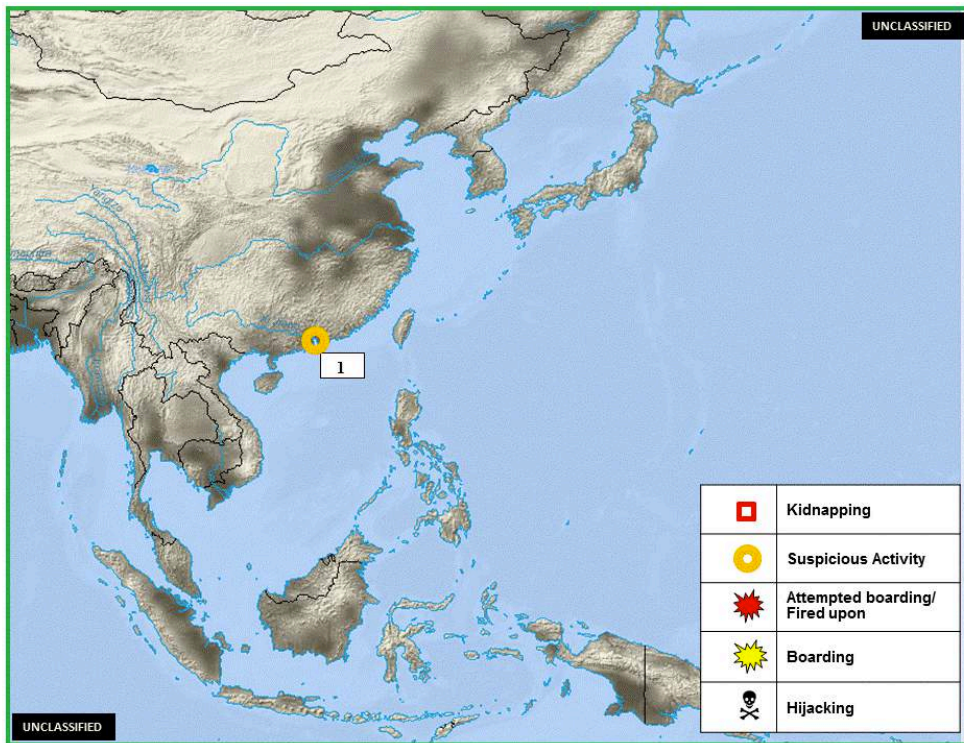
- No current incidents to report

NORTHEAST ASIA

- **16 January (Hong Kong)** – Customs authorities attempted to apprehend a group of men believed to be involved in a smuggling jade. Four men were observed pushing two trolleys loaded with bags of goods at a pier off Sham Watt Road on the western end of Lantau. According to a police spokesman, as law enforcement officials moved in to intercept them, the four men abandoned the goods and jumped into a speedboat and sped away. Among other items left behind, police found seven football-sized raw Jade stones that are believed to have been destined to the mainland for polishing and then used as jade ornaments.

INCIDENT MAP

Source: ONI



PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

MIGRATION



- **17 January** – On Tuesday, the International Organization for Migration (IOM) reported that at least 219 migrants and refugees are believed to have drowned in the Mediterranean already this year, more than double than during the same period in 2016. According to the IOM, the overall death toll for migrants on the Mediterranean in the first two weeks of 2016 was 91. The agency has reported that following interviews with four survivors of a weekend shipwreck, nearly 180 people were feared to have been aboard a boat that capsized off the coast of Libya, not 110 as was earlier thought. According to the IOM's latest figures, from 1 – 15 January 2017, 2,876 migrants and refugees entered Europe by sea, arriving mostly in Greece and Italy, against 23,664 through the first 14 days of January 2016.
- **16 January** – The Italian coastguard has reported that on Saturday, nearly a hundred people were missing after a boat with migrants sank off the coast of Libya. The agency's press office reported that "the bodies of eight people have been recovered. Four people have been saved, and they say 107 migrants were onboard the boat in all," adding that search operations were continuing after nightfall in poor weather and sea conditions. A French warship, patrolling under the European Union's (EU) Frontex border operation, picked up the survivors and two merchant ships were heading for the area, which is located about 50 km (30 miles) north of the Libyan coast. A Frontex plane and an Italian naval helicopter also joined the operation.

SPOTLIGHT ON LIBYA

As of 22 January, 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.

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.

LIBYA: 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.

ACTIVITY REPORTING

- Nothing to report

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.

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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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- 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

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