

Maritime Security Review



Issue No. 8

27 February 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: 20 - 26 February 2017

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

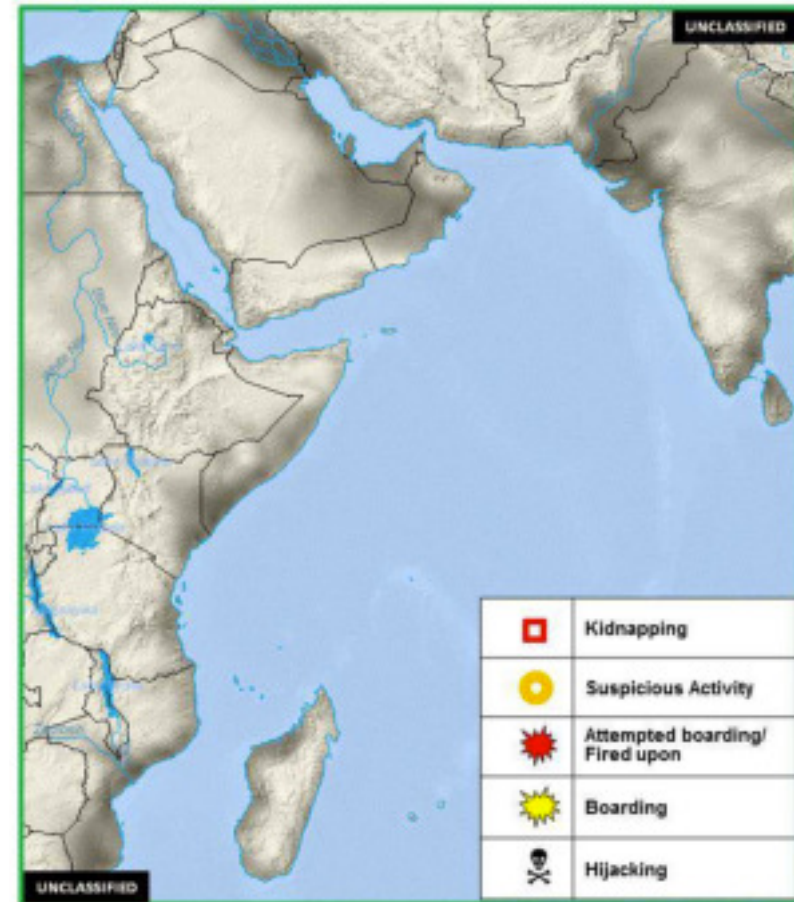
- No current incidents to report

MARITIME REPORTING

- Nothing to report

INCIDENT MAP

Source: ONI



WEATHER FORECAST: GULF OF ADEN

NORTHERN ARABIAN SEA: Northerly winds of 10 – 15 knots with seas of 2 – 4 feet.

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

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

GULF OF ADEN: 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 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 in the eastern section of the Gulf.

SOMALI COAST: Northeast winds of 15 – 20 knots and seas of 4 – 6 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 15 – 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 5 – 7 feet in the southern section of the coastline.

CENTRAL AFRICAN COAST/INDIAN OCEAN: East-northeast winds of 10 – 15 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 10 – 15 knots and seas of 2 – 4 feet in the northern Channel; with northeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the southern Channel.

- **Extended Forecast:** Northwest winds of 10 – 15 knots and seas of 1 – 3 feet in the northern Channel; with southeast winds of 15 – 20 knots and seas of 8 – 10 feet in the southern Channel.

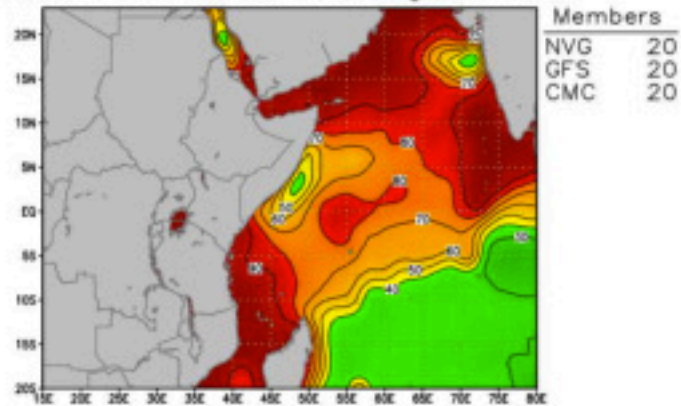
SURFACE CURRENTS: The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Currents' speeds along the Somali Basin are northeasterly averaging between 2- 3 knots.

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

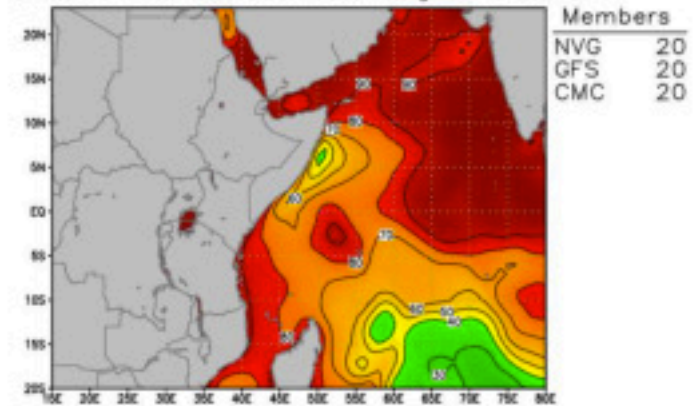
Source: ONI

Winds < 15.0 kts and Wave Heights < 5.0 ft



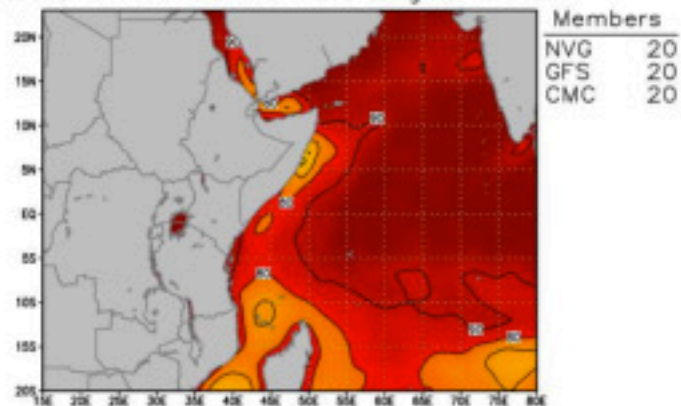
Valid Time: 1200Z 23 FEB 2017

Winds < 15.0 kts and Wave Heights < 5.0 ft



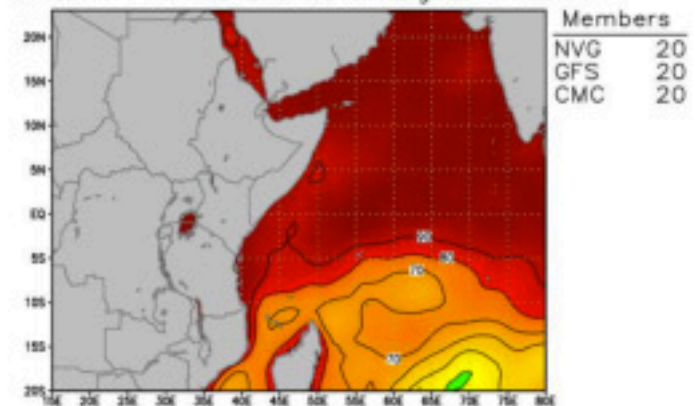
Valid Time: 0000Z 26 FEB 2017

Winds < 17.0 kts and Wave Heights < 7.0 ft



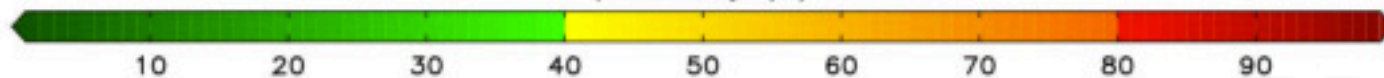
Valid Time: 1200Z 28 FEB 2017

Winds < 17.0 kts and Wave Heights < 7.0 ft



Valid Time: 0000Z 03 MAR 2017

probability (%)



SPOTLIGHT ON YEMEN

PORT STATUS AS OF 26 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	Conflicting reports suggest it is open, however it is universally considered unsafe; 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

As coalition forces continue north under Operation Golden Spear, it is likely that security conditions surrounding **Hodeida port** are subject to change. Shipmasters

and crew are urged to remain abreast of current conditions in the area, and ensure that security measures aboard vessels are in place.

MS Risk continues to advise extreme caution for vessels traveling through Bab Al Mandab, the Gulf of Aden and the Indian Ocean. Seek up-to-the-moment, reliable information from local sources and remain vigilant. Crewmembers 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

- 23 February** – Houthi rebels released seven aid workers they had detained from the Norwegian Refugee Council, who were operating in Hodeidah. The aid workers were detained on 14 February as they distributed humanitarian relief in the rebel-held district of Hali, accused of accepting and distributing aid from the Saudi-led coalition. The Norwegian Refugee Council said they receive no aid, and are working on no projects funded by the Saudi coalition. The RNC states that they were re-using boxes that had previously been used by the Arab coalition two years earlier, which still had military markings inside. The UN says that Yemen is on “the brink of famine” as more than 7.3 million people urgently need food assistance and more than 460,000 children are suffering from severe acute malnutrition.
- 22 February** – Brigadier General Ahmed Seif al-Yafei was killed when a ballistic missile launched by Houthi rebels struck his military convoy near Mokha port.

Al-Yafei's death is a major blow to the coalition; he was deputy chief of staff for Yemen's military.

- **22 February** – Houthi militia leader Hammoud Latf al-Washli and his bodyguard were killed in coalition-led airstrikes in the Midi district of the Hajjah governorate. Clashes extended to the outskirts of Jbal an-Nar area to the east of Mokha.
- **21 February** – Aden residents protested two days of extended power outages and the absence of running water. Public employees in Aden are reportedly not receiving their salaries from the Hadi government.
- **21 February** – Coalition forces have seized several Houthi-held strategic ports along the Red Sea. The efforts are part of Operation Golden Spear, which aims to wrest control of the ports from Houthi rebels and deny locations from which they can launch shore-to-ship missiles, or boat attacks. Currently, efforts are underway to secure Hodeidah city, where it is believed that the attack launched against the Saudi frigate, *RSN Al Madinah*, originated last month.
- **20 February** – The U.S. Navy has determined that the bomb boat that struck the Saudi frigate Al-Madinah in January was an unmanned vessel; a remotely controlled drone device, not a suicide attack craft. The Houthis apparently launched and controlled this suicide boat from Hodeidah. Vice Admiral Kevin Donegan, states the first confirmed use of a remote-controlled attack boat by an insurgent force like Yemen's Houthi rebels. The Navy feels the Houthis do not have the capability to develop this technology on their own; a third party may have supplied it. Donegan suggested, "I don't know that it's Iranian-built, but I believe that it's production in some way was supported by Iran." Iran has been accused of providing the Houthis with military equipment and technical assistance since the start of the war. Sources within the Navy confirmed this view, adding that the boat was likely supplied by the Iranian Revolutionary Guard Corps (IRGC), which has at least one class of unmanned high speed boat in its arsenal.
- **17 February** – Fierce battles have continued between Yemeni government troops and Houthi rebels around Mokha, a port believed to be a major

smuggling point for arms used to supply rebels. Territory has shifted sides as pro-government forces attempt to sever a Houthi supply line. Sources believe that nearly half of arms smuggled to Houthi rebels may be coming from Mokha port. However, the Houthis say they already have weapons, and that U.S.-backed monitoring have already virtually shut down weapons smuggling. A spokesperson for the rebels said, "We don't need to smuggle weapons. We defeat them and get theirs. We control several weapon stockpiles, too." The last shipment seized by coalition forces was three months earlier. Ali Alkhulaqi, a Yemeni analyst, suggests that the Houthis have changed their strategy, using small boats to sail to points in the Red Sea to obtain smuggled weapons from Iranian ships. Meanwhile, thousands of families have been evacuated from the region and are now facing extreme hunger, poverty, and disease.

YEMEN: PROCEDURE

MS RISK CONTINUES TO ADVISE EXTREME CAUTION FOR VESSELS TRAVELING THROUGH BAB AL MANDAB, THE GULF OF ADEN, AND THE INDIAN OCEAN.

MS Risk has previously assessed that the waters around Yemen may become the next affected area in a battle for regional influence. As Operation Golden Spear ensues along the western coast of Yemen, the potential for retaliatory measures is heightened. On the water, the battle has taken a turn as the US navy has discovered that the recent attack on the Saudi frigate, *RSN Al Madina*, was conducted via an unmanned, remotely controlled vessel. It is unknown how many similar vessels are currently in the hands of Houthi rebels. 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.

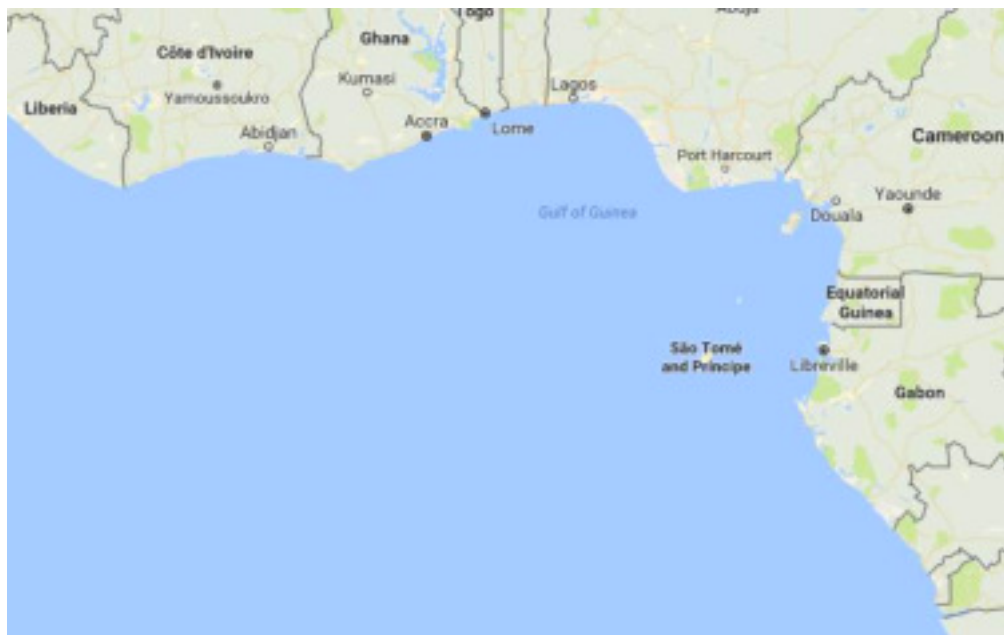
SAUDI COALITION INSPECTIONS

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.

WEST AFRICA/GULF OF GUINEA



WARNING: 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

- No current incidents to report

VESSELS BOARDED

- **19 February (Nigeria – Late Report)** – Armed pirates in a speedboat boarded an underway asphalt tanker near position 05:12 N – 004:48 E, 33 nautical miles west-southwest of Forcados. The alarm was raised, SSAS activated and all crewmembers retreated into the citadel. The incident was reported to the IMB Piracy Reporting Centre, which contacted the Nigerian Navy and requested assistance. Two naval vessels were dispatched to assist the vessel. The pirates damaged the ship's equipment, stole the ship's properties and escaped before the naval teams boarded the vessel to rescue the crew. All crewmembers have been reported safe.

KIDNAPPING

- **20 February (Nigeria)** – Suspected militants kidnapped a Nigerian Army lieutenant while he was patrolling the Oteyi area of Abule-Ado, Lagos. A witness reported that he saw several militants dragging the officer into a waiting speedboat while they were shooting into the air and made their escape into the creeks.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

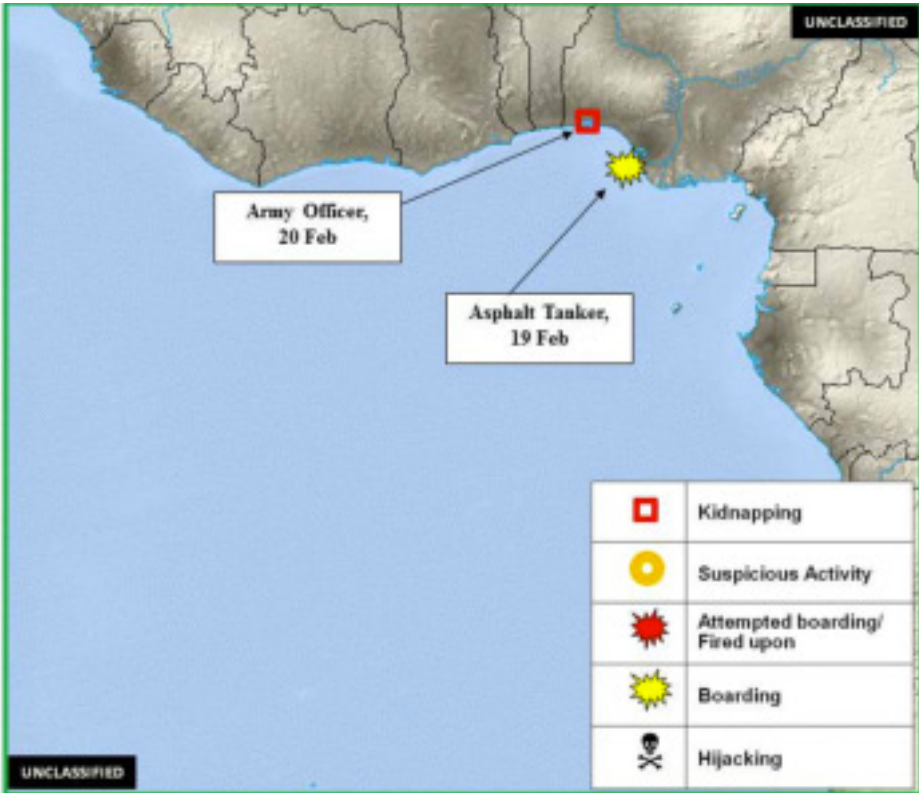
- No current incidents to report

MARITIME REPORTING

- Nothing to report

INCIDENT MAP

Source: ONI



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.

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), while this month there was one incident recorded. 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

- **19 February (Philippines – Late Report)** – Pirates believed to be affiliated with the Abu Sayyaf Group boarded the Vietnam-flagged cargo ship *GIANG HAI*, near position 06:09 N – 119:39 E, approximately 35 nautical miles northwest of Doc Can Island. The pirates abducted six crewmembers and killed one other.

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- No current incidents to report

VESSELS BOARDED

- **23 February (Indonesia)** – Five robbers armed with a knife boarded an offshore tug anchored near position 01:10 N – 103:59 E, Batu Ampar Anchorage, Batam Island. Alert crewmembers noticed the robes on the CCTV cameras and raised the alarm. Upon seeing the crew's alertness, the robbers escaped without stealing anything.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

- No current incidents to report

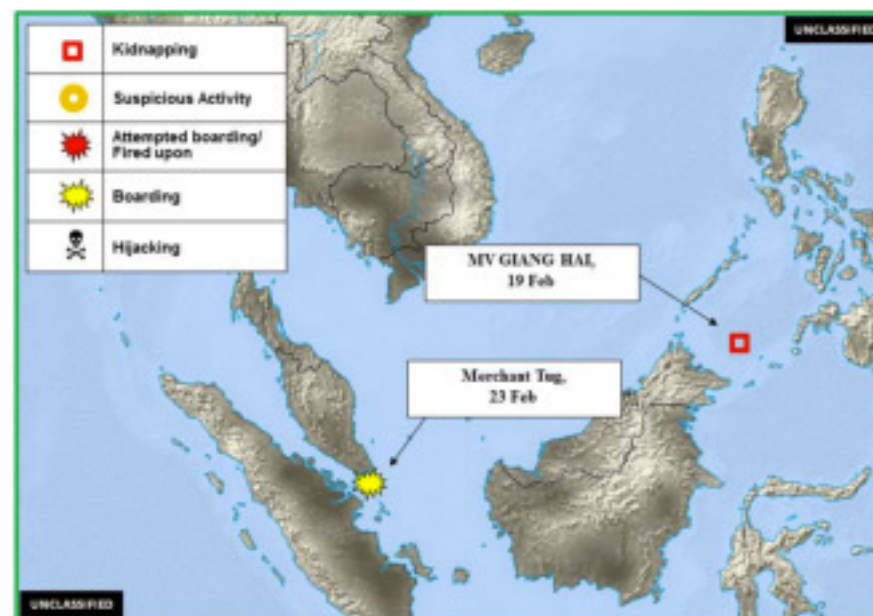
MARITIME REPORTING

- **26 February (Philippines)** – Abu Sayyaf militants have reportedly beheaded a German man who was kidnapped late last year. According to reports, Abu Sayyaf killed Mr Jurgen Kantner, 70, after the collapse of talks for his release in exchange for a 30 million-peso (US \$854,000) ransom. In a statement that was issued late on Sunday, Mr Jesus Dureza, President Rodrigo Duterte's peace adviser and chief hostage negotiator disclosed that "despite efforts exerted by groups and the security forces, I have received reports about the alleged beheading of a German kidnap victim in Sulu (on) Sunday afternoon." A police report released earlier disclosed that Mr Kantner was executed at around 3:30 PM on Sunday 26 February in Buanza district, Indanan town, Sulu province, 1,500 km south of the capital Manila.
- **20 February (Philippines)** – On the evening of 19 February, pirates attacked the freighter *GIANG HAI* near Baguan Island in Tawi-Tawi Philippines, killing

one crewmember and kidnapping seven others. The area is located close to the stronghold of the Abu Sayyaf Group. According to the Vietnamese Coast Guard, the abductees include the vessel's Master, chief mate, third mate, second engineer and one oiler. The Philippine coast guard and military forces have responded to the scene and rescued the *GIANG HAI*'s remaining seventeen crewmembers. The Philippine armed forces pursued the attackers.

INCIDENT MAP

Source: ONI



WEATHER FORECAST FOR SOUTHEAST ASIA

SOUTHERN SOUTH CHINA SEA: Variable winds of 5 – 10 knots and seas of 1 – 3 feet.

- **Extended Forecast:** Northerly winds of 10 – 15 knots and seas of 5 – 7 feet with a northerly swell.

MALACCA STRAIT: Northwest winds of 5 – 10 knots and seas of 1 – 2 feet in the northern Strait; with northerly winds of 5 – 10 knots and seas of 1 – 2 feet in the southern Strait.

- **Extended Forecast:** Northwest winds of 5 – 10 knots and seas of 1 – 2 feet in the northern Strait; with northerly winds of 5 – 10 knots and seas of 1 – 2 feet in the southern Strait.

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

SOUTHERN SULU SEA – NORTHERN CELEBES SEA: Northerly winds of 10 – 15 knots and seas of 1 – 3 feet.

- **Extended Forecast:** Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet.

SURFACE CURRENTS: Currents in the southern South China Sea, Malacca Strait and the Andaman Sea are generally less than 1 knot with a few areas in the southern South China Sea averaging 1 knot.

SYNOPTIC DISCUSSION: The return of monsoonal flow late in the forecast period will produce increased winds and seas throughout the South China Sea. Expect strong gusts in and around scattered thunderstorms, throughout the Malacca Strait and the Andaman Sea due to funneling effects and daytime heating.

WORLDWIDE

NORTH AMERICA

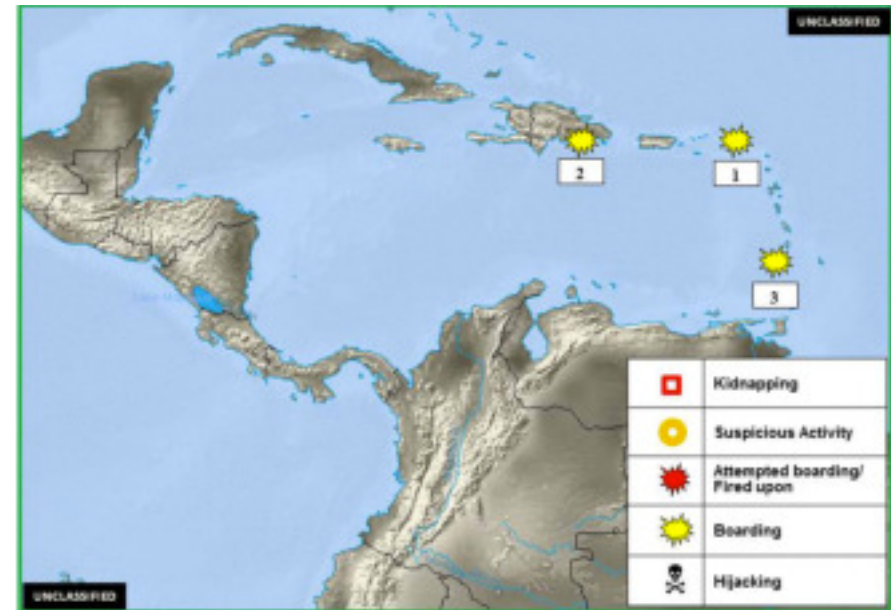
- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

- **13 February (St Lucia – Late Report)** – Robbers boarded an anchored sailing yacht at the Soufriere Bat Caves. The robbers were able to steal cash, computers, a camera and electronics. The incident was reported to the local authorities.
- **12 February (Dominican Republic – Late Report)** – A robber armed with a knife boarded an anchored sailing yacht in Marina Zar Par. He threatened the couple on board while stealing cash, a cell phone, a wristwatch and a bottle of rum. He then escaped. The incident was reported to the local authorities.
- **8 February (St Martin – Late Report)** – Robbers boarded an anchored sailing yacht in Marigot Bay and stole a 10 – foot dinghy and small outboard motor. The incident was reported to the local authorities.

INCIDENT MAP

Source: ONI



NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA

- **19 February (Libya– Late Report)** – The vehicle carrier *MORNING COMPASS* was seized by Libyan military forces in eastern Libyan waters while en route to Misrata from Korea with more than 5,000 Korean KIA and Hyundai cars on board. The vessel was searched, reportedly for weapons, and released on 21 February.

INCIDENT MAP

Source: ONI



ARABIAN GULF

- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

- No current incidents to report

EASTERN AND SOUTHERN AFRICA

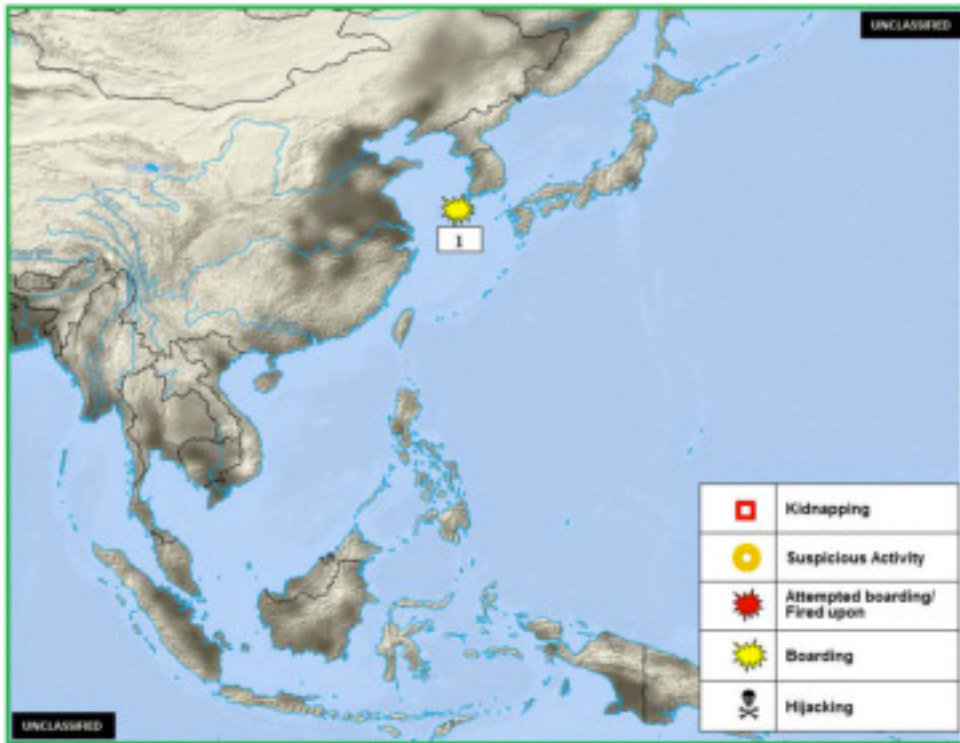
- No current incidents to report

NORTHEAST ASIA

- **16 February (South Korea – Late Report)** – A South Korean fisheries patrol boat fired 900 rounds from a machine gun to drive off dozens of Chinese fishing vessels that were allegedly trying to interfere with an interdiction operation. The patrol boat apprehended one vessel from the Chinese fleet on suspicion of illegal fishing, and the coast guard alleges that as soon as the Korean forces seized the boat, the rest of the Chinese flotilla altered course to intercept, presumably to drive off the patrol boat and free the suspects. As in earlier incidents, the Korea Coast Guard alleged that the Chinese vessels were equipped with sharp iron spikes on their rails to deter boarding teams. The spikes would be a violation of a new Chinese-Korean pact that would penalize any fishing vessel carrying boarding deterrents or weapons.

INCIDENT MAP

Source: ONI



PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

MIGRATION



- **23 February** – The Italian Coast Guard disclosed on Thursday that almost 2,500 boat migrants were rescued in the past three days, as this year's arrivals already far outpace the record-setting 2016. The Coast Guard disclosed that some 1,100 were plucked from nine flimsy vessels off the coast of Libya, after a total of 1,360 were rescued the two preceding days. Italy's Interior Ministry reported on Thursday that since the beginning of this year, there have been more than 10,700 sea arrivals – a third higher than the same period last year.
- **23 February** – The International Organization for Migration (IOM) has recorded the arrival to Europe by sea of 13,170 people since the beginning of this year. According to figures released by the IOM, at least 272 migrants have been reported dead or missing from the dangerous crossing.
- **23 February** – Since Wednesday, more than 1,000 migrants have been rescued in the Mediterranean Sea during a number of operations, with officials warning that many more are expected to attempt the perilous journey as winter ends. According to Proactiva Open Arms, a non-profit that operates the Golfo Azzuro rescue vessel, on Thursday rescuers found 332 people in three

separate rubber boats travelling north of the Libyan coast. Proactiva spokeswoman Laura Lanuza disclosed that the first boat was located 25 miles offshore, carrying 99 people, including two pregnant women and some passengers with burn injuries. The non profit group found two more boats in the afternoon and rescued all 233 people on board. The Golfo Azzuro was escorting them to a port in Sicily, Italy.

- **23 February** – The Red Crescent reported on Thursday that the bodies of 27 migrants have been recovered in Western Libya, noting that thirteen of them died of suffocation in a shipping container. A statement released by the Red Crescent indicated that the migrants found in the container appear to have been locked inside it for several days as it was being transported to the coast of Khoms, where they were to attempt to cross the Mediterranean Sea towards Europe. The statement added that fifty-six migrants were rescued from the container, some suffering from serious injuries and fractures. Meanwhile a local Red Crescent spokesman has disclosed that another fourteen migrant bodies were recovered from the sea near the coastal town of Zuwara, west of Tripoli, while some 124 migrants were rescued in the area.
- **22 February** – About 730 migrants were rescued off the coast of Libya on Wednesday after seven rescue operations were carried out by the Italian coast guard and the SOS Mediterranee aid group. The coast guard, which is coordinating rescue operations in the central Mediterranean, has reported that the migrants were mainly from Sub-Saharan Africa. SOS Mediterranee, which operates in the region, disclosed that its ship Aquarius had recovered 394 people, including a group of 75 Bangladeshis.
- **21 February** – A spokesman for the Red Crescent disclosed on Tuesday that the bodies of 74 migrants have been found washed up on a beach near the western Libyan city of Zawiya. According to Mohamed al-Misrati, the bodies had been recovered on Monday, adding that the migrants appeared to have died during the past two days. Misrati went on to say that the migrants were all adults, mostly from sub-Saharan African countries and that all but three of them were men.

- **20 February** – According to the Red Cross, early on Monday 350 migrants crossed the fence into a Spanish territory in North Africa- just three days after 500 migrants managed to break the gates. A spokeswoman for the Red Cross in Ceuta, the Spanish enclave on the Moroccan coast, disclosed that eleven of the Sub-Saharan African migrants were sent to a hospital to be treated for cuts, bone fractures and other injuries. The office of the central government's envoy in Ceuta has disclosed that th migrants crossed at around 3 AM local time (0200 GMT), crossing a gate that was damaged on 17 February, when more than 500 migrants smashed their way through with clubs and sticks. Officials have disclosed that two agents of the Civil Guard were hospitalized with bone fractures. More than 1,300 people are now crammed into the CETI centre for temporary accommodation of immigrants, which is designed to house 512 people.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 26 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 Bourri (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

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.

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

- 23 February** – Heavy fighting erupted in Tripoli among militias allied to the UN-backed government and rivals. The violence came amid accusations of abductions. Militias backing the UN-backed government named the Central Reinforcement said the fighting broke out late Thursday after other rival militias kidnapped four of its forces. The Red Crescent in Tripoli is trying to evacuate residents and provide safe corridors. "Until now the evacuation team

in Tripoli hasn't managed to evacuate those trapped because clashes haven't stopped," the agency said in a statement.

- **23 February** – A Red Crescent official has reported that thirteen African migrants suffocated in a shipping container as they were transported between two Libyan towns over the a four-day period. Sixty-nine migrants were packed into a locked container as they made their way from Bani Walid, in central Libya, to Khoms, on the Western Coast. The traffickers opened the container near an anti-trafficking force in Khoms on Tuesday. Many survivors had broken limbs from being thrown from the container. Among the victims were a girl, aged 5, and two young children aged 13 and 14.
- **22 February** – Col. Salah al-Hewidi — who refused to leave his post as a security chief of Benghazi after being sacked —was wounded in assassination attempt by a car bomb. It was the second assassination attempt targeting security officials in one month. Last month, a nominee to al-Hewidi's post was wounded in another car bomb attack in the city. Two days earlier, a failed assassination attempt targeted the prime minister of Libya's UN-backed government, Fayeze al-Sarraj.
- **21 February** – At least 74 bodies washed ashore on Libya's near Zawiya on Libya's western sea coast. According to Libya's Red Crescent, the dead had previously been on a boat. It is unclear how the deaths occurred; there was no sign of a wrecked boat or vessel. 2016 saw over 4,500 recorded drownings of migrants travelling across the Mediterranean; the actual figure may be higher. Frontex expects the numbers to rise this year as smugglers use smaller and poorly built boats, packing them with migrants to increase revenue. In January, Frontex recorded 228 drowning deaths, the largest monthly toll in recent years.
- **21 February** – Libyan militia forces loyal to Khalifa Haftar boarded and seized the Eukor-operated car carrier, Morning Compass. The vessel, with 12 Filipino crewmembers on board, was travelling from South Korea to Misrata carrying 5,000 cars. Fighters diverted the vessel to the port of Ras Al-Hilal, northeast of Benghazi. The Eastern Libyan government claims that the vessel strayed into a forbidden military zone and failed to acknowledge repeated radio warnings.

"We sent a boat to stop the ship and then the ship was tugged into Ras Al-Hilal port to be scoured by the navy personnel," a militia spokesman said. Eukor Car Carriers Inc. is a shipping company owned by a Norwegian shipping firm and the two Korean car manufacturers; Kia and Hyundai.

- **21 February** – Russia has signed a contract to help redevelop Libyan oilfields, which may have significant implications. The NOC has signed a cooperation agreement with Russian oil giant Rosneft. According to a statement from the National Oil Corporation, "The agreement envisages the establishment of a joint working committee of the two partners to evaluate opportunities in a variety of sectors, including exploration and production." Russian president Vladimir Putin has recently become engaged in Libyan affairs as the UN attempts to strengthen the Government of National Accord they worked to establish. Russia has persuaded eastern Field Marshal Khalifa Haftar to compromise over a future role in a new consensus government. Haftar's forces control most of Libya's oil resources, and has called on Moscow to battle Islamic State. European diplomats are concerned that the move could further hamper already stalled negotiations in establishing a unified government.
- **20 February** – Military officials controlling eastern Libya have banned women under 60 from travelling abroad on their own, citing "national security reasons." The move affects all passengers traveling through the east. In an interview with BBC, spokesman for eastern Libya's Chief of Staff, Abdulrazzak al-Naduri, confirmed the new measure, claiming that women representing civil society groups, who frequently travel abroad for work, are being used by foreign intelligence. The measure, not voted for by the parliament, is already being enforced on air, sea, and land travel in the East. Eastern Libya is under the control of commander Khalifa Haftar, who supports the Tobruk-based government, the House of Representatives. Zahra Langi, co-founder of the Libyan Women's Platform for Peace, has called the ban "appalling" and says she has received reports of high-ranking women fleeing the country through unofficial routes.
- **20 February** – Prime Minister Fayeze al-Sarraj, of Libya's U.N.-backed Government of National Accord, survived an assassination attempt in Tripoli.

Armed assailants attacked the prime minister's motorcade; two guards were injured.

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.

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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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CRISIS RESPONSE

- Crisis management
- Business continuity management
- Hostile operations support to commercial interests

VIRTUAL SECURITY DIRECTOR SERVICE FOR CLIENTS LACKING A FULL-TIME SECURITY EXECUTIVE

References are always available.

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