

Maritime Security Review



Issue No. 13

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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: 27 March – 2 April 2017

Region	Current Incidents Reported	Late Reported incidents	Threat level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	0	Low
Gulf of Guinea	0	1	Low
Southeast Asia	0	2	Medium
WORLDWIDE			
North America	0	0	Low
Central America/Caribbean/South America	0	3	Medium
Atlantic Ocean Area	0	0	Low
Northern Europe/English Channel/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	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 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: VESSEL HIJACKING

Officials reported on 24 March that Somali pirates have hijacked a small boat to use as a base to attack larger ships, leaving ten Yemeni crewmembers on shore. While the boat has since been released, this is the second such incident to take place within a one-month period. On 13 March, Somali pirates hijacked the Comoros-flagged tanker ARIS 13 in the same area. That vessel however was released several days later. There are now increasing concerns that the latest

hijacked vessel will be used as a mothership to launch attacks in an attempt to hijack a merchant vessel.

While international naval patrols and anti-piracy measures on board commercial vessels have practically eradicated Somali piracy since its peak in early 2011, poverty coupled with other factors that motivate pirates remain and some vessels transiting this region may have increasingly become complacent in the belief that the piracy threat had diminished. While the international community has over the past several years taken significant steps in order to improve security in the region, including boosting naval forces in the area and requiring ships to take protection measures, including reporting in and out of high risk areas, sailing at top speed as far away as possible from the Somali coast and travelling with armed escorts on board, the threat of an attack and hijacking remained as the real root of the cause on the ground in Somalia has never been properly addressed. After five years without a successful attack, analysts say that complacency may have set in and this week's successful hijacking is likely to result in potential copycat attacks, as pirate action groups head out in a bid to successfully hijack a commercial vessel.

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.

Vessels transiting the greater Gulf of Aden region 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 2016 attack on a UAE vessel. MS Risk advises all vessels transiting this region to report any hostile activities immediately.

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

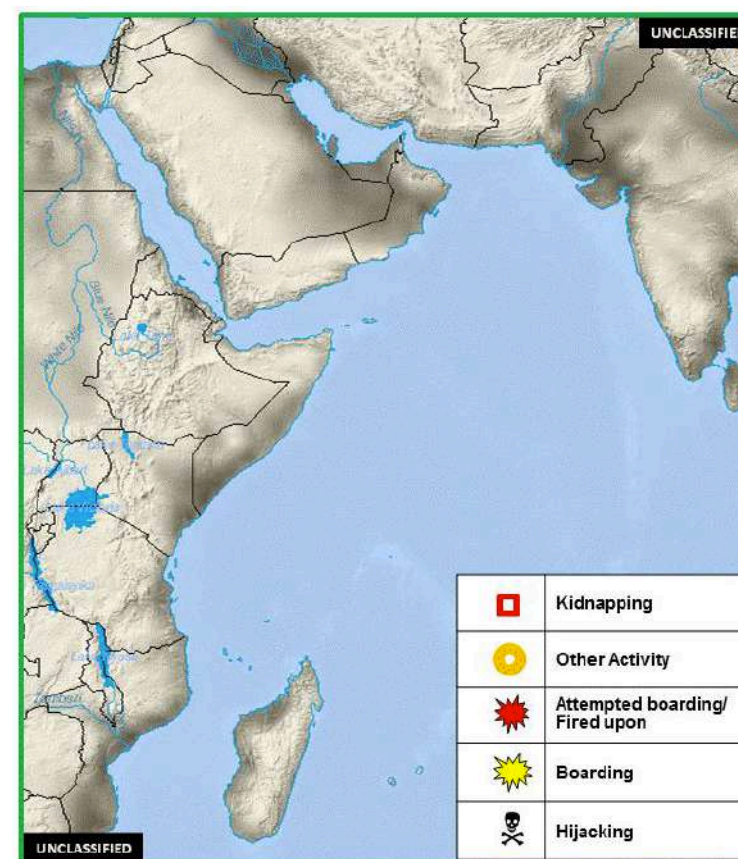
- No current incidents to report

OTHER ACTIVITY

- No current incidents to report

INCIDENT MAP

Source: ONI



MARITIME REPORTING

- Nothing to report

WEATHER FORECAST: GULF OF ADEN/ARABIAN SEA

NORTHERN ARABIAN SEA: West-southwest winds of 10 – 15 knot, gusting to 20 knots, with seas of 2 – 4 feet.

- **Extended Forecast:** West-southwest winds of 10 – 15 knots, gusting to 20 knots, with seas of 5 – 7 feet.

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

- **Extended Forecast:** East-southeast winds of 10 – 15 knots, and seas of 1 – 2 feet in the western section of the Gulf; with east-southeast winds of 15 – 20 knots and seas of 1 – 3 feet in the eastern section of the Gulf.

GULF OF ADEN: Easterly winds of 10 – 15 knots and seas of 1 – 3 feet in the western section of the Gulf; with easterly winds of 10 – 15 knots and seas of 1 – 3 feet in the eastern section of the Gulf.

- **Extended Forecast:** Easterly winds of 10 – 15 knots, gusting to 20 knots, and seas of 1 – 3 feet in the western section of the Gulf; with easterly winds of 10 – 15 knots, gusting to 20 knots, and seas of 2 – 4 feet in the eastern section of the Gulf.

SOMALI COAST: Northeast winds of 10 – 15 knots and seas of 1 – 3 feet in the northern section of the coastline; with northeast winds of 10 – 15 knots and seas of 1 – 3 feet in the southern section of the coastline.

- **Extended Forecast:** Northeast winds of 10 – 15 knots, gusting to 15 knots, and seas of 1 – 3 feet in the northern section of the coastline; with northeast winds of 10 – 15 knots and seas of 1 – 3 feet in the southern section of the coastline.

CENTRAL AFRICAN COAST/INDIAN OCEAN: East-northeast winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet.

- **Extended Forecast:** East-northeast winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet.

MOZAMBIQUE CHANNEL: Northerly winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet in the northern Channel; with southeast winds of 20 – 25 knots, with seas of 7 – 9 feet in the southern Channel.

- **Extended Forecast:** Northerly winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet in the northern Channel; with southeast winds of 20 – 25 knots, with seas of 6 – 8 feet in the southern Channel.

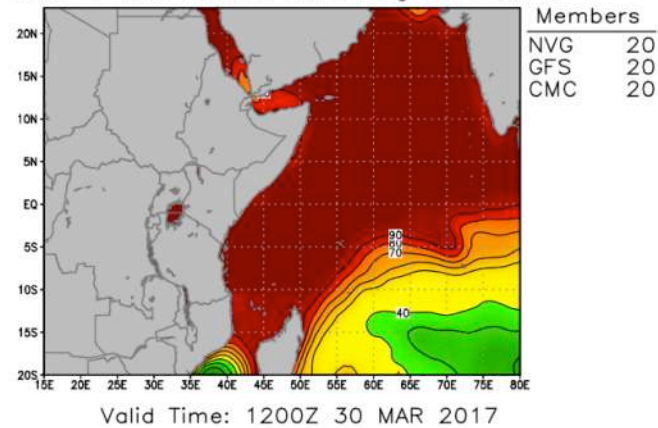
SURFACE CURRENTS: The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Currents' speeds along the Somali Basin are northeasterly averaging between 2 – 3 knots.

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.

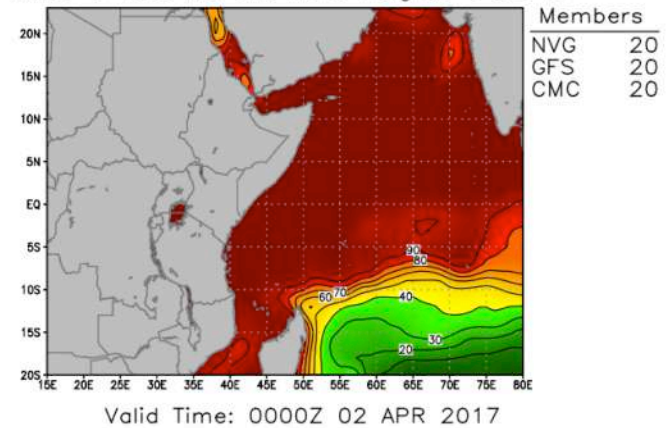
WEATHER MAP

Source: ONI

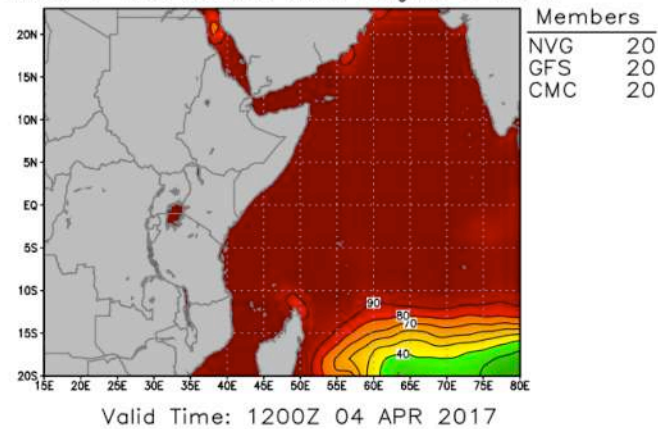
Winds < 15.0 kts and Wave Heights < 5.0 ft



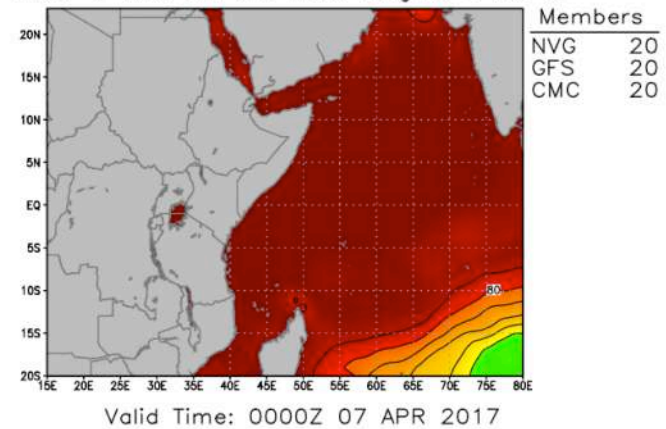
Winds < 15.0 kts and Wave Heights < 5.0 ft



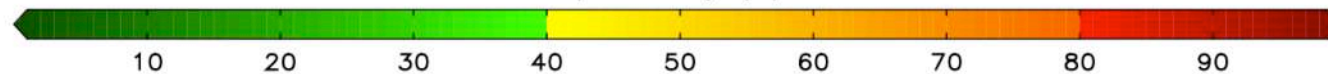
Winds < 17.0 kts and Wave Heights < 7.0 ft



Winds < 17.0 kts and Wave Heights < 7.0 ft



probability (%)



SPOTLIGHT ON YEMEN

PORT STATUS AS OF 2 APRIL 2017

Port Name	Port Status	Risk Level	Notes
Aden Port	Open	High	Curfew: 2000-0600
Ash Shihr Oil Terminal	Open	High	
Balhaf LNG Terminal	Closed	Closed	
Hodeidah Port	Open WARNING*	High	The Saudi Royal Navy is using a holding area 60 NM west of Hodeidah port for vessels attempting entry into Salif or Hodeidah. Inbound vessels should plan on holding here prior to receiving clearance.
Mokha Port	Closed	High	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

*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 measured aboard vessels are in place.*

ACTIVITY REPORTING

- 30 March** – Royal Saudi Air Defense Forces intercepted four ballistic missiles launched by Houthi insurgents in Yemen toward southwest of Saudi Arabia. The Saudi-led Coalition command issued a statement saying the Royal Saudi Air Defense Forces intercepted the missiles and shot them down without causing damage. Coalition air forces then targeted the launching sites in Yemen. UAE Ministry of Foreign Affairs and International Cooperation issued a statement stating that firing of ballistic missiles against Saudi cities underlines continuation of arms smuggling through Hodeidah, under the control of Houthi militias. The Saudi-led Coalition called on the UN to put the port of Hodeidah under its supervision in order to facilitate the flow of humanitarian supplies to the Yemeni people and prevent the use of the port for smuggling weapons.
- 29 March** – Military operations in Yemen are escalating and the humanitarian and economic situation is rapidly deteriorating in the Arab world's poorest nation, which is on the brink of famine, said Ismail Ould Cheikh Ahmed, U.N. special envoy for Yemen. Ahmed urged the UN Security Council to pressure Yemen's government and Shiite Houthi rebels "to engage constructively" on political and security measures that he presented to them aimed at ending the war and creating a transitional government. The conflict began two years ago, and has killed more than 10,000 civilians and displaced over 3 million people. The fight has ground into a stalemate and U.N. peace efforts have faltered. "It is my firm belief that further military escalation and humanitarian suffering will not bring the parties closer together," Ahmed told the council.
- 28 March** – Jamie McGoldrick, UN humanitarian coordinator in Yemen, warned against military escalation in the Yemeni port city of Hodeidah, stressing it as the most important port to deliver aid to the needed Yemeni civilians. McGoldrick said in a press conference in Sanaa, "in case of any military escalation in Hodeidah port city, the UN is searching for possible

alternatives to deliver humanitarian aid to Yemenis in need, including using the southern port city of Aden." His remarks signal a potential military escalation between Saudi-led coalition and Iranian-allied Shiite Houthi fighters. It's also a sign of shifting in the fighting along the Yemeni Red Sea coast as ongoing battles between the warring forces have intensified over the past hours in nearby port city of Mokha, few miles to the south of Hodeidah. The United Nations is considering using other ports in Yemen or land convoys to deliver food for 17 million hungry people in case the main port of Hodeida is attacked.

- **27 March** – Yemeni security officials say a suicide bomber likely from al-Qaida has attacked a government building in the southern Lahj province, killing five soldiers and wounding ten, including civilians. The attack in the provincial capital, al-Houta, could have been worse, but that guards managed to shoot the attacker before he drove his explosives-laden vehicle inside the building.
- **26 March** – Iran has transferred so-called kamikaze aerial drone technology to Yemen's Houthi rebels who have used them to disable Saudi-led coalition missile defences, according to a new report by an arms-tracking NGO. UAE military officials told Conflict Armament Research (CAR), that the drone contains explosives inside its body and has been used to crash into radar components of the coalition's US-made Patriot anti-missile batteries. With the radars disabled, the rebels are able to fire volleys of missiles at coalition targets, the report said. Last year, CAR documented an arms-smuggling route from Iran to the Horn of Africa and Yemen that was used to send light weapons and anti-tank missiles to the rebels. The aerial attack drones are the latest sophisticated weapon that Iran appears to have sent to the Houthis, allowing the rebels to target the coalition and US naval vessels in the Bab Al Mandeb with anti-ship missiles and a drone attack boat. Using open-source data, the rebels programme GPS guidance systems in the drones, which do not carry any video or camera sensors. The drones found appear to be identical to one of four aerial drones the Houthis said last month they had manufactured domestically, which they called the Qasef-1. The CAR report said they are in

fact versions of the Ababil-T drone produced by Iran's Airca Manufacturing Industrial Company. "These findings strengthen a body of evidence compiled by CAR, which links weapons captured from Houthi and Saleh-aligned forces to transfers from Iranian national stockpiles," the authors of the report said. While the vast majority of the Houthis' arsenal, including ballistic missiles, were seized from government military stockpiles before the war's outbreak, the relatively small numbers of sophisticated weapons such as drones – and likely training by the Iranians to integrate them into complex asymmetric warfare tactics – have proven to be much deadlier

- **March 20 (Late report)** – Yemen Gulf of Aden Ports Corporation says the port of Aden is fully ready to receive containers and other cargo traffic as a result of the stabilization of security in the region. For the past two years, Aden Container Terminal received all containers that could not reach other Yemeni ports because of military conflicts. The terminal has increased its storage space to receive more containers. Aden Container Terminal has agreed with the World Food Program to provide special warehouses to store relief items and is able to make such arrangements with other relief organizations as required. Other cargoes that are transported by general cargo and bulk ships are handled in Ma'alla Wharf. "The ... ability of Aden Port to receive all types of ships ... makes it the only port that can meet the needs of the state in the next phase as it has the storage space and operational capacity to accommodate all Yemen's trade and the relief and construction activities required in the next phase of national development," Yemen Gulf of Aden Ports Corporation pointed out.
- **22 March** – The world has got three to four months to save millions of people in Yemen and Somalia from starvation, as war and drought wreck crops and block deliveries of food and medical care, the International Committee of the Red Cross said. "We have probably a window of three to four months to avoid a worst-case scenario," Dominik Stillhart, the ICRC's director of operations worldwide, told a Geneva news briefing.

- **20 March** – The Saudi-led coalition has called for the UN to place Hodeidah port under its supervision. It has denied involvement in the deaths of 42 Somalis killed in an attack on a refugee boat nearby. The refugees, carrying official UNHCR documents, were killed while travelling by boat from Yemen to Sudan in the Bab el-Mandeb strait about 30 miles from Hodeidah port. A Saudi statement said placing the port under UN control would: "facilitate the flow of humanitarian supplies to the Yemeni people, while at the same time ending the use of the port for weapons smuggling and people trafficking." The statement added, "We can confirm the coalition was not responsible for any attack on a refugee boat on Friday and [...] there was no firing by any coalition forces on Friday in the area of Hodeida." Pentagon spokesman Adam Stump on Friday denied US involvement, saying no US strikes had been conducted in Yemen in the previous 24 hours.

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.

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: 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

- No current incidents to report

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

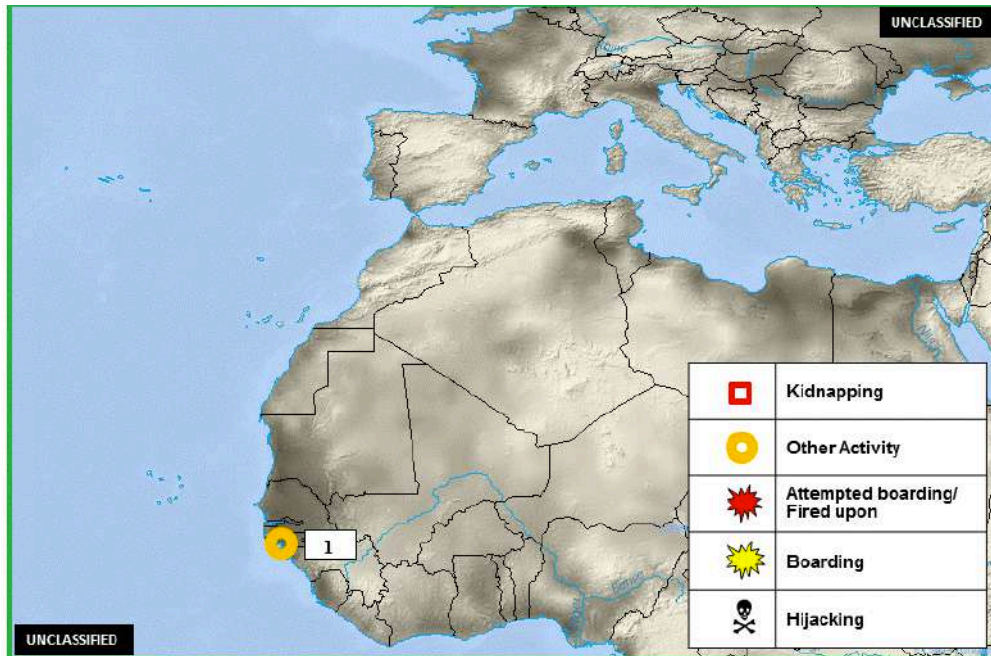
- **21 - 24 March (Guinea Bissau – Late Report)** – Between 21 and 24 March, four fishing vessels were arrested in Guinea Bissau waters after joint patrols by a Non-Government Organization (NGO) and the Fisheries Surveillance Department of Guinea Bissau (FISCAP) found multiple fishing infringements. The findings of the joint surveillance were presented to President Jose Mario Vaz on his visit to the NGO ship. The arrested vessels were brought to port, and the crew onboard as well as the owners of the vessels are now being investigated by the local authorities for illegal transshipment at sea, failure to display readable names on the vessels, non-payment of fines and usage of illegal fishing equipment.

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. MS Risk advises all vessels, particularly slow moving vessels, to re-route where possible. If unable to re-route, we strongly advise vessel Masters and crewmembers to adopt the following measures:

- Maintain a heightened level of vigilance and increase security watch rotations
- Sound the alarm when unknown people are sighted on board the vessel or when suspicious boats are in the vicinity
- Report all incidents and suspicious activity
- Maintain continuous communication with shipping company and with local enforcement agencies
- Avoid confrontation with the perpetrators

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

- **18 July 2016 (Malaysia – Incident Update)** – Local authorities in Lahad Datu, Sabah, were notified about a possible abandoned tug and barge near Dent haven. Upon investigation, it was found that tug *SERUDONG 3*, towing the barge *SERUDING 4*, had no crew aboard and the main engine was still running. The tug carried a crew of five and one of the crewmen has reportedly contacted the shipping company owner to relay a ransom demand from the kidnappers. **Update (27 March)** – Philippine troops rescued three Malaysians held captive by Abu Sayyaf Group militants. The three men were kidnapped from a ship eight months ago, and their rescue means that no other Malaysians are currently being held hostage, as two others were rescued at

sea last week. The military has disclosed that the three Malaysians were rescued on Jolo Island in the southern Philippines on Sunday, however no further details about the operation have been released.

- **23 March (Philippines – Incident Update)** – On 23 March, probably Abu Sayyaf Group militants boarded the vehicle carrier *SUPER SHUTTLE TUG 1*, approximately 19 nautical miles southeast of Sibago Island, in the Moro Gulf. Two crewmembers, the Master and Chief Engineer, were kidnaped during the boarding. **Update (25 March)** – Philippine military elements rescued the Captain of the tugboat. **Update (27 March)** – Philippine military elements rescued the Engineer of the tugboat.

UNSUCCESSFUL ATTACKS/ROBBERIES

1. **26 March (Philippines – Late Report)** – Duty crew onboard a tanker anchored near position 13:43 N – 121:02 E, Batangas Anchorage, noticed a robber on the forecastle as he approached during routine rounds. The robber threatened the crewman with a knife, resulting in the duty crew raising the alarm and retreating. Upon seeing the crew's alertness, the robber escaped in a boat. On conducting a thorough security check, ship properties were found missing. The incident was reported to the Philippines Coast Guard and the Port Authority.
2. **26 March (Indonesia – Late Report)** – Two suspicious speed boats with 2 – 3 persons in each boat approached an underway tanker near position 01:07 N – 103:32 E, 1.7 nautical miles west-northwest of Pulau Nipah. The Master of the vessel took evasive actions, sounded the ship's horn and directed the signalling lamp towards the boats. At a distance of 15 metres from the tanker, the boats aborted and moved away. The tanker continued her passage.

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

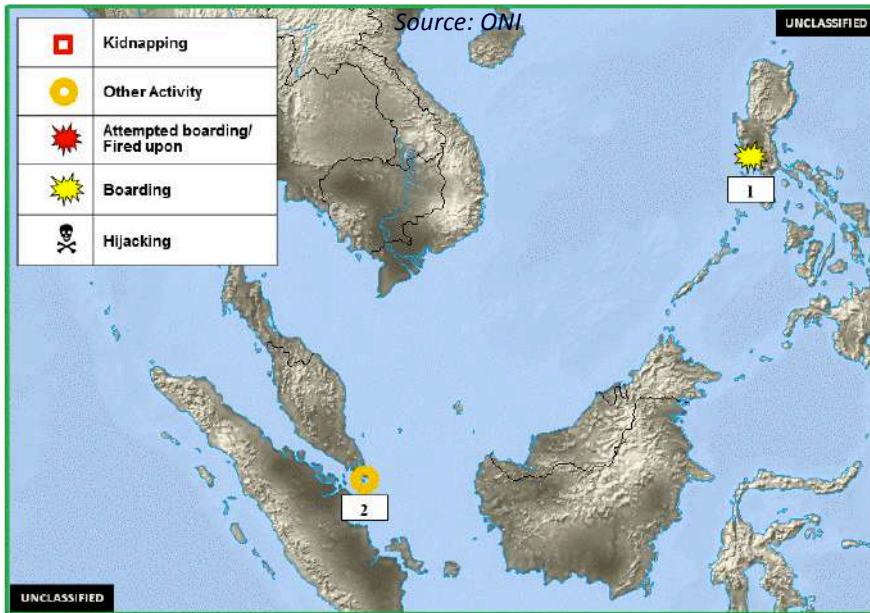
OTHER ACTIVITY REPORT

- No current incidents to report

MARITIME REPORTING

- Nothing to report

INCIDENT MAP



WEATHER FORECAST FOR SOUTHEAST ASIA

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

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

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

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

- **Extended Forecast:** Southerly 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: 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

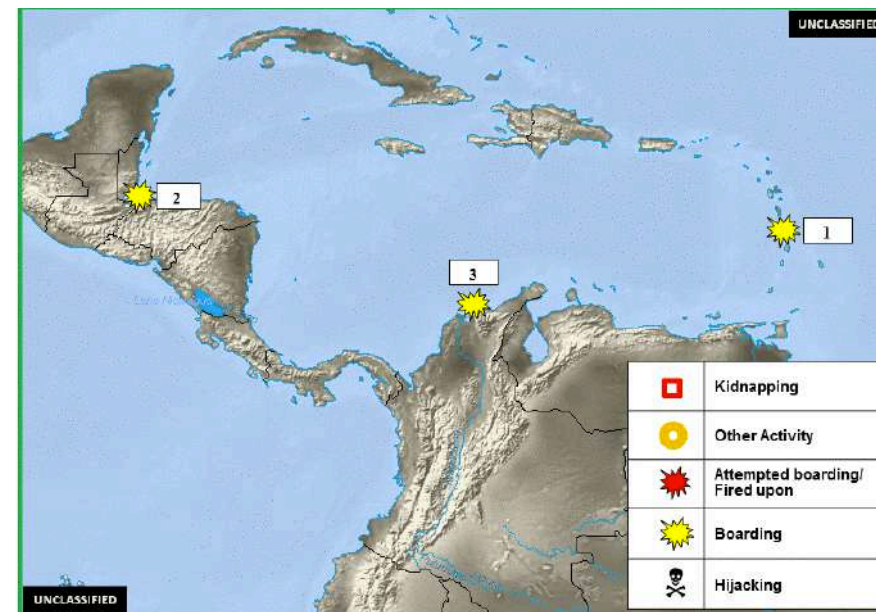
- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **25 March (Martinique – Late Report)** – One robber boarded a catamaran anchored in the Le Marin Marina. The robber went into the cockpit area of the yacht, saw the astonished and concerned crew looking at him, whereupon the robber sat down and stared back at the crew for several minutes. He eventually left the yacht. The incident was reported to the local police.
2. **18 March (Guatemala – Late Report)** – An unknown number of robbers boarded a sailing yacht anchored in Shell Bay Anchorage, Rio Dulce. They were able to steal electric tools, anchor line and electronics and escape. The incident was announced on local, VHF radio net however it was not reported to the local police.
3. **12 - 18 March (Colombia – Late Report)** – Approximately 453 kilograms of cocaine were found in a container on board of container ship *HAMMONIA EMDEN* during her stay at Santa Marta port, Colombia, between 12 and 18 March. The container was destined for the Netherlands and loaded in the port of Turbo, Colombia. The vessel left Santa Marta on 18 March, bound for Portsmouth, UK.

INCIDENT MAP

Source: ONI



NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

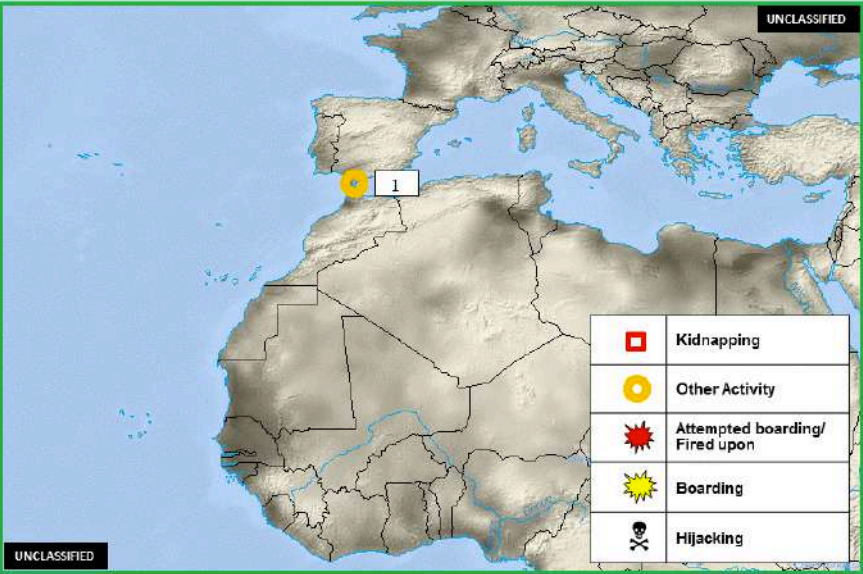
MEDITERRANEAN/BLACK SEA

- **27 March (Gibraltar – Late Report)** – Royal Gibraltar Police and Customs officer boarded the bulk carrier *MOUNT FABER*, which was en route from Colombia to Turkey. The boarding was part of an international multi-agency anti-drug operation. During a search of the vessel, 108 kilograms of cocaine

were located in a tube that had ben attached to the vessel’s hull, below the waterline. The ship resumed its voyage on 29 March.

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

- No current incidents to report

PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

MIGRATION



- **29 March** – The International Organization for Migration (IOM) has reported that between 6 – 26 March, 128 migrants, comprising of Nigerians and other West Africans, died while crossing the Mediterranean Sea to Europe. In a statement, IOM disclosed that this figure has increased the deaths recorded in the first 86 days of 2017 to 649. According to IOM spokesman Flavio Di Giacomo, other nationals included in the death toll are Gambians, Ivorians, Ghanaians, Malians, Senegalese and Guineans (both from Guinea-Bissau and Conakry). Di Giacomo explained that 521 deaths were recorded in the first 65 days of 2017, adding that the number of deaths recorded in the first 86 days of this year was higher compared with the 566 that were recorded in the same period leading up to 26 March 2016. He went on to say that 26,589 migrants and refugees entered Europe by sea in 2017 through 26 May, with over eighty percent arriving in Italy and the rest in Greece and Spain.
- **29 March** – The International Migration Organization (IOM) reported Wednesday that a rubber boat packed with 147 migrants sank in the

Mediterranean and all but one of its passengers drowned – a 16-year-old Gambian boy. A Spanish frigate, the Canarias, found the boy hanging onto a piece of debris in the sea on Tuesday. He was transferred to an Italian Coast Guard ship and brought to the Sicilian island of Lampedusa early on Wednesday. According to IOM spokesman Flavio Di Giacomo, “he was very tired when they found him. He’s resting now, so we’ll have more details later.” Di Giacomo disclosed that “the boy said they left Sabratha, Libya, a couple days ago on a rubber boat with 147 sub-Saharan Africans on board, including five children and some pregnant women.” Italy’s Coast guard has reported that in the past two days, rescuers have picked up more than 1,100 migrants at sea, and recovered one body. The Coast Guard has so far not commented on the latest shipwreck.

- **29 March** – Early on Wednesday, the Golfo Azzuro, a humanitarian vessel, rescued about 400 migrants, mainly from Algeria, Libya, Gambia, Bangladesh and Morocco, adding that those rescued included sixteen women and two children. They were found drifting in a wooden boat without power about sixteen kilometres (10 miles) off the coast of Sabratha, which is the most frequently used departure point that is currently being used by people smugglers in Libya. The survivors will now be transported to Sicily.
- **29 March** – On Wednesday, Italy’s parliament approved a law that aims to protect unaccompanied minors in a measure that has been welcomed by humanitarian groups. Also on Wednesday, the Italian Senate voted to pass a decree that foresee new detention centres for migrants who are to be deported, cutting the length of the appeals process for those whose asylum requests have been rejected. The decree will now go before the lower house.
- **27 March** – Doctors Without Borders (MSF) has reported that humanitarian ships rescued almost 1,200 migrants who were crossing the Mediterranean Sea at the weekend in an array of small, tightly packed boats. The group disclosed that a young woman was found unconscious on the one of the vessels, adding that she later died. Some 412 people were crammed onto a single wooden boat, while the others were picked up from hug inflatable dinghies, which had set sail from the Libyan coast. The weekend rescues effectively mean that about 22,000 mainly African migrants have been picked

up heading to Italy so far this year, while around 520 have died trying to make the crossing.

- **27 March** – An Egyptian court on Sunday sentenced 56 people to prison terms of up to fourteen years over the capsizing of a bloat that killed over 200 people, in what was one of the deadliest disasters in the dangerous Mediterranean crossings of migrants to Europe. The boat capsized off the coast of Egypt on 21 September. Rescue works and fishermen rescued at least 169 people, however at least 202 died. The boat sank in the Mediterranean Sea off Burg Rashid, a village in Egypt's northern Beheira province, where the sea and the Nile meet. The boat was carrying Egyptian, Sudanese, Eritrean and Somali migrants and was believed to be heading for Italy. One month after the boat sank, Egypt's parliament passed legislation setting prison terms and fines for those found guilty of smuggling migrants, acting as brokers or facilitating migrants' journeys. Fifty-seven people faced charges including causing the accidental death of 202 passengers, not suing sufficient rescue equipment, endangering lives, receiving money from the victims, hiding suspects from the authorities and using a vessel without a license. One woman was acquitted.

SPOTLIGHT ON LIBYA

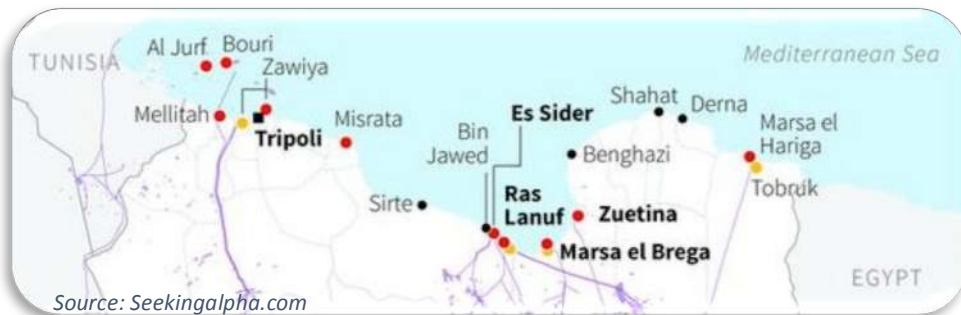
Port Name	Port Status	Risk Level
Port of Abu Kammash	Open	Low
Port of al-Khums (Homs)	Open	Low
Port of As-Sidra (Sirte, Es Sider)	Open	High
Port of Benghazi	Closed	High
Port of Bouri (offshore port)	Open	Low
Port of Derna	Closed	High
Port of El Brega (Marsa El Brega)	Open	Moderate
Port of Hariga	Open	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

* Es Sider Port resumed activity on Saturday, 25 March. Sources indicate that Ras Lanuf port is expected to resume activity on 26 March.

PORT STATUS AS OF 2 APRIL 2017

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

- 30 March – The terminals of Zawiya and Mellitah in western Libya are under force majeure** after a pipeline shutdown prevents them from fulfilling their contracts. A group of militia guarding the field shut down the pipeline due to a delay in the payment of their wages, according to a Libyan official. The pipeline was reopened last December after having been closed for two years. The shutdown of this pipeline, and another to the smaller Wafa field, will lessen production by about 250,000 barrels a day. Officials expect that the dispute would be resolved shortly. Repso SA of Spain and ENI SpA of Italy who both have stakes in the two fields did not reply to requests for comment. The tanker Sea Vine was to arrive at Zawiya on Wednesday to load 600,000 barrels of crude but the booking has been cancelled. However, maritime tracking showed the vessel still headed for Zawayah. Libya's output per day is now around 500,000, the lowest since last September. The NOC has criticized attempts to sell oil illegally and not through the NOC as is required by law. The Presidency Council of the UN-brokered Government of National Accord recently decided to take upon itself the power of the oil ministry and also deprive the NOC of some of its powers. Mustafa Sanalla, chair of the NOC said: "I have asked the Presidency Council to withdraw its recent resolution. It has exceeded its authority. Only the House of Representatives, the legislature, has

the power to make these changes". The internal split could create more problems.

- 30 March –** According to the UNHCR, 146 illegal migrants have drowned off the Libyan coast on Wednesday and only one 16-year-old boy survived the sinking of the boat. The boat sailed from Sabratha shores and journeyed on hoping to reach the nearest point to Italian coastguards, however, the boat sank and killed 146 illegal immigrants before they could be saved. The only survivor was rescued by a Spanish ship that is part of the crew of the Operation Sophia – the EU assistance operation off Libya's coast.
- 30 March –** Libya has asked the European Union to provide it with ships and radars to help its forces stop the smuggling of migrants across the Mediterranean, sources in Brussels said. EU foreign ministers will review the "shopping list" at a meeting of foreign ministers in Luxembourg on Monday, but would not be able to meet all the requests. "We have received a formal request and it's under consideration," a senior EU diplomat said. "We need it to be linked to the work we are doing on borders to ensure it is going to be used effectively." The EU is already training the Libyan coastguard to intercept smuggler boats and return them to the North African country. Last year, Libya was the main embarkation point for people seeking to reach Europe via Italy, a dangerous route that the EU fears will grow busier as spring brings calmer seas. Ministers will also discuss the role of Russia in Libya, an increasing worry for the EU as Moscow courts Khalifa Haftar.
- 29 March –** A fighter jet belonging to east Libyan forces crashed in a residential area south of Tobruk on Wednesday, killing the pilot and a family of three, military officials said. The MiG-21 crash-landed in a residential area, where a rival to Libya's UN-backed unity government is based. The jet carried out bombing raids on extremist positions in Derna before crashing. A spokesman for Haftar's forces said that the crash was down to a technical failure.

- **28 March** – Libyan National Oil Corporation (NOC) has reasserted that it is the only body authorized by UN resolutions to export crude oil and oil products from Libya, said the message on NOC's website. NOC confirmed that term contracts covering the entire production for 2017 for all Libyan crude grades have already been entered with 16 international oil companies. "Only these companies are legally contracted to buy Libyan crude oil and to charter shipping tankers from Libyan ports for 2017. The companies are the following: ENI, Total, OMV, Repsol, Rosneft, LukOil, Cepsa, Saras, API, Glencore, Socar, Unipet, Vitol, Gunvor, Petraco, and BB Energy," said the message. NOC identified a group of individuals abusing the current status of political division in Libya by entering into illegal contracts with unknown or unqualified companies. These individuals, and others associated with them, have offered Libyan crude oil for sale at huge discounts below the Official Selling Price (OSP). NOC warned the maritime market and crude oil market that these contracts are illegal and that entering into them may lead to serious legal consequences and financial losses. NOC does not accept responsibility or liability whatsoever for any loss or damage incurred as the result of entering into contracts with unauthorized individuals, said the company.
- **26 March** – Humanitarian ships rescued almost 1,200 migrants who were crossing the Mediterranean Sea at the weekend on an array of small, tightly packed boats, Doctors Without Borders said on Sunday. Some 412 people were crammed onto a single wooden boat, while the others were picked up from huge inflatable dinghies, which had set sail from the coast of Libya. The weekend rescues mean that about 22,000 mainly African migrants have been picked up heading to Italy so far this year, while around 520 have died trying to make the crossing. An Italian prosecutor said last week that humanitarian ships operating off Libya were undermining the fight against people smugglers and opening a corridor that is ultimately leading to more migrant deaths. The chief prosecutor of the Sicilian port city of Catania, Carmelo Zuccaro, said he also suspected that there may be direct communication between Libya-based smugglers and members of charity-operated rescue vessels. Non-

governmental organisations deny any wrongdoing, saying they are simply looking to save lives, but they are facing criticism in Italy, which has taken in about half a million migrants since the start of 2014. A parliamentarian with the right-wing Northern League party on Sunday accused the NGOs of acting as a "taxi service", bringing migrants straight to Italy rather than to closer nations, such as Tunisia and Malta. Migrants who have come this year have told of increasing violence and brutality in Libya, where rival factions battle for power and people smugglers operate with impunity since the 2011 overthrow of former leader Muammar Gaddafi.

- **20 March** – Libya's major oil ports of Es Sider and Ras Lanuf are resuming operations and preparing to export crude after a two-week halt in shipments due to armed clashes in the holder of Africa's largest crude reserves. Jadalla Alaokali, a National Oil Corp. board member, said staff are returning to Es Sider and Ras Lanuf, and exports are set to restart in a week to 10 days. "Both ports are ready to restart exports," he said. An oil tanker, still to be nominated, is set to load 1 million barrels of crude from Es Sider on March 26, according to a person familiar with the situation, who asked not to be identified.
- **20 March** – Libya's National Oil Corporation has been coordinating with military forces from eastern Libya to regain control of the Es Sider and Ras Lanuf oil ports, NOC's chairman said. After the ports were recaptured by the LNA, the head of a Benghazi NOC office appointed by Libya's eastern government, Naji al-Maghrabi, said he was pulling out of an NOC unification deal, and an LNA spokesman said there would be no immediate decision on a handover. But Mustafa Sanalla, the Tripoli-based NOC chairman, said his staff had already been working with the LNA. "We have been coordinating our assessment of the facilities with them. We have no reason to believe control of the ports will not be handed back to NOC."
- **18 March** – Workers are gradually returning to the oil facilities at Es Sider and Ras Lanuf; officials say they show little sign of damage beyond what was wrought in previous rounds of fighting. "The port has not suffered damage

that would hinder exports, just some stealing," said an engineer at Es Sider. "About 30 workers have returned to the port, though we have not started export operations yet." As the LNA regains control of the area, military checkpoints, shops, mosques, and petrol stations have reopened.

- **17 March** – Thousands of Libyans have staged mass demonstrations in a rare show of defiance against powerful militias encroaching into Libya's capital, Tripoli, after days of clashes that have effectively chopped the city into warring fiefdoms. Protesters chanted slogans against the militias and called for unified army and police. Some voiced support for the eastern-based army commander Khalifa Hifter, who is opposed by his Tripoli-based rivals which include the U.N.-brokered government and militias in the capital. "We won't go home until our demands are met," said 27-year-old protester Mohamed Zein. "We ask for all militias that have come from outside of Tripoli to leave immediately." Pickup trucks mounted with anti-aircraft weapons attacked the Friday protests, forcing many to flee.

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.

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