

Maritime Security Review



Issue No. 21

29 May 2017

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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: 22 - 28 May 2017

Region	Current Incidents Reported	Late Reported incidents	Threat level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	1	0	Low
Gulf of Guinea	0	3	Medium
Southeast Asia	1	1	Medium
WORLDWIDE			
North America	0	0	Low
Central America/Caribbean/South America	0	4	Medium
Atlantic Ocean Area	0	0	Low
Northern Europe/English Channel/Baltic	0	0	Low
Mediterranean/ Black Sea	0	1	Low
Arabian Gulf	0	2	Medium
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

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



WARNING FOR RED SEA, BAB EL-MANDAB STRAIT AND GULF OF ADEN: HIGH THREAT OF VESSEL HIJACKING

A dhow was reportedly hijacked during this period, with officials indicating that it will likely be used as a base to launch attacks on bigger, more valuable vessels transiting the region. The threat of further attacks and hijackings remains high.

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

- **23 May (Somalia)** – According to Ali Shire, the mayor of Habo in the northern semi-autonomous region of Puntland, Somali pirates reportedly hijacked an Iranian fishing vessel to use as a base to attack bigger, more valuable ships, adding “the Iranian fishing vessel does not have a license to fish in Puntland.”

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

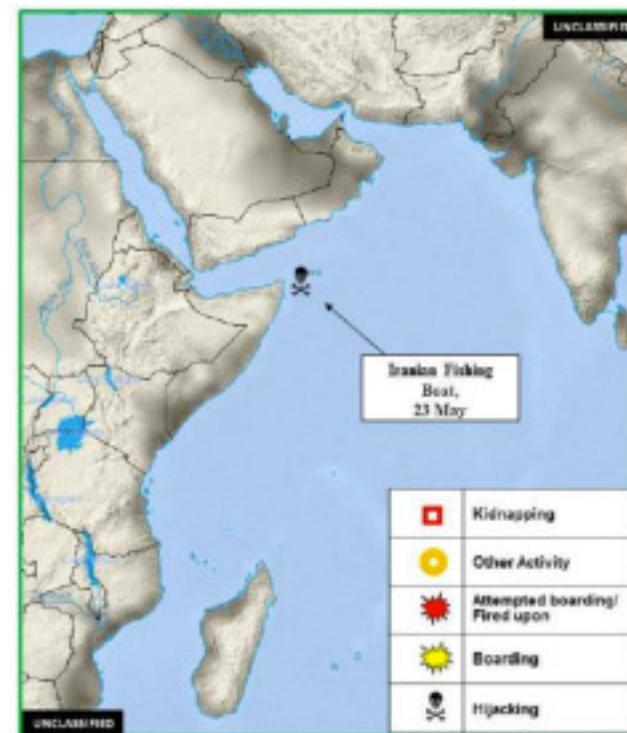
- No current incidents to report

OTHER ACTIVITY

- No current incidents to report

INCIDENT MAP

Source: ONI



MARITIME REPORTING

- **27 May (Somalia)** – According to Yonhap news agency, citing a source in the South Korean ministry on Saturday, Seoul’s navy unit Cheonghae was deployed to the region after a vessel lost contact. The vessel reportedly had both South Korean and foreign crewmembers on board.

WEATHER FORECAST: GULF OF ADEN/ARABIAN SEA

NORTHERN ARABIAN SEA: Southwest winds of 15 – 20 knots, gusting to 25 knots, with seas of 4 – 6 feet.

- **Extended Forecast:** Southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 5 – 7 feet.

GULF OF OMAN: Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 2 feet in the western section of the Gulf; with variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet in the eastern section of the Gulf.

- **Extended Forecast:** Northwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 1 – 3 feet in the western section of the Gulf; with northwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the eastern section of the Gulf.

GULF OF ADEN: Easterly winds of 5 – 10 knots and seas of 1 – 2 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:** Variable winds of 5 – 10 knots and seas of 2 – 4 feet in the western section of the Gulf; with variable winds of 10 – 15 knots and seas of 2 – 4 feet in the eastern section of the Gulf.

SOMALI COAST: Southwest winds of 20 – 25 knots and seas of 5 – 7 feet in the northern section of the coastline; with southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 4 – 6 feet in the southern section of the coastline.

- **Extended Forecast:** Southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 10 – 12 feet in the northern section of the coastline; with south-southwest winds of 20 – 25 knots and seas of 5 – 7 feet in the southern section of the coastline.

CENTRAL AFRICAN COAST/INDIAN OCEAN: Southerly winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 – 7 feet.

- **Extended Forecast:** Southerly winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 – 7 feet.

MOZAMBIQUE CHANNEL: Southeast winds of 10 – 15 knots and seas of 3 – 5 feet in the northern Channel; with variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 5 – 7 feet in the southern Channel.

- **Extended Forecast:** Southerly winds of 15 – 20 knots, gusting to 25 knots, with seas of 7 – 9 feet in the northern Channel; with southerly winds of 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 feet in the southern Channel.

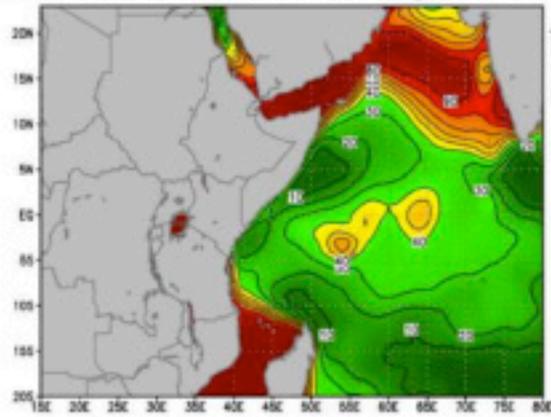
SURFACE CURRENTS: The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Currents speeds along the Somali Basin are northeasterly averaging between 2 – 3 knots.

SYNOPTIC DISCUSSION: High pressure will dominate the weather patterns over much of the AOR producing mostly clear skies. Isolated rain showers and thunderstorms can be expected during the forecast as an area of low pressure moves through the region. Expect increased localized wind flow through the Strait of Hormuz due to funneling effects and occasional Shamal winds across the Arabian Gulf.

WEATHER MAP

Source: ONI

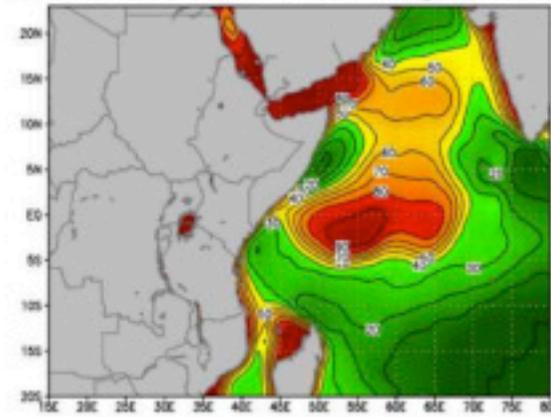
Winds < 15.0 kts and Wave Heights < 5.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 1200Z 25 MAY 2017

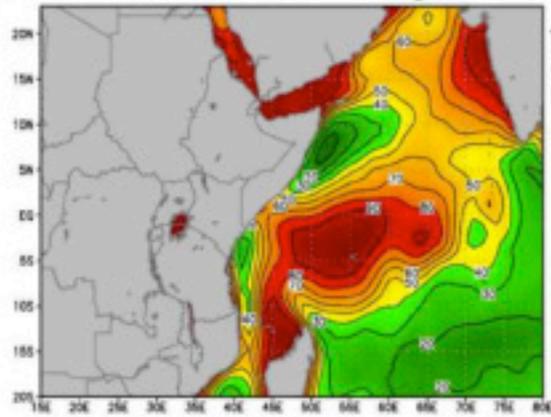
Winds < 15.0 kts and Wave Heights < 5.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 0000Z 28 MAY 2017

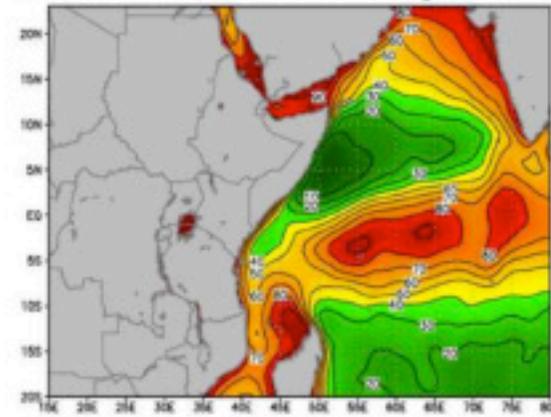
Winds < 17.0 kts and Wave Heights < 7.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 1200Z 30 MAY 2017

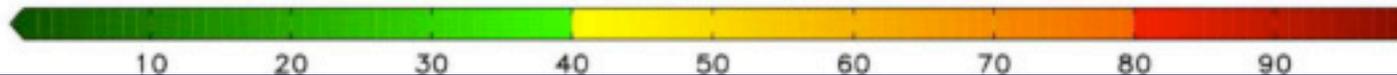
Winds < 17.0 kts and Wave Heights < 7.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 0000Z 02 JUN 2017

probability (%)



SPOTLIGHT ON YEMEN

PORT STATUS AS OF 28 MAY 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

- 26 May** – Three journalists were killed and two others wounded in Houthi shelling in eastern Taz on Friday morning, taking the toll of civilians killed in the city by Yemen’s rebels this week to 19. The journalists were hit as they as they covered clashes between the rebels and pro-government forces near the Republican Palace, according to their fellow journalist, friend Abdul Nasser Salah. He identified the slain journalists as Anwar Al Absi, Taqi Al Deen Al Hothaifi and Sa’ad Al Nidhari, while Waleed Al Qadasi and Salah Al Deen Al Wahbai were injured. All are freelancers. The victims had covered the advance of pro-government forces on different fronts in Taz city and usually followed them on foot, Mr Salah said. Rebel shelling killed three journalists in Taz last year and injured several others, and Mr Salah said his friends were targeted on purpose. "The Houthi snipers observed their movement in the area around the palace from the mountains. They target journalists deliberately to stop us saying the truth, but we will not stop. Rather, this will encourage us," Mr Salah said. Another 16 civilians, including children, have been killed in rebel shelling since Monday, according to the Taz health services chief.
- 25 May** – The UN envoy to Yemen, Ismail Ould Cheikh, left the capital Sana’a on Wednesday after failing to convince Houthi rebels to endorse the roadmap for peace. The proposal was for the Houthis to withdraw from the port of Hodeidah, in the west of the country, as a prelude to concluding a humanitarian truce during the month of Ramadan — starting this weekend — before resuming peace consultations. Anonymous sources said that the Houthis and their ally, former President Ali Abdullah Saleh, are intransigent about withdrawing from the strategic port. The rebels are demanding that the UN should pay the salaries of state employees who have been unpaid for eight months and lift the ban on using Sanaa International Airport as a basis for negotiations. According to Anadolu, Ould Cheikh flew out of the airport without giving any statement to the press. The Houthi leadership refused to meet with the envoy and commissioned the head of their government, Abdul Aziz Bin Habttour, to meet him instead. Habttour said that the government will “deal with proposals to neutralise the Central Bank” without elaborating on the other proposals which provide for the group’s withdrawal from Hodeidah.

- **24 May** – The Yemen Red Sea Ports Corporation has announced the implementation of some increases to tariffs at the port of Hodeidah, to come into effect from June 1, reports GAC Hot Port News. The Red Sea port is under the control of the Houthi forces who have the capital Sana'a, and less than a third of the country, but are said to be pro-Iranian and thus subject to air attack by Saudi forces, who have the support of the Americans, and seek to re-install the deposed government. The old government of Abdrabbuh Mansur Hadi, which enjoys Saudi support, controls the Port of Aden on the Gulf of Aden and more than a third of Yemeni territory, reports GAC Hot Port News. A quarter of the territory is controlled by Ansar al-Shari'a, an umbrella group of armed local factions led by Muslim terrorists Al Qaeda in the more barren tracks of the arid nation. In its notice announcing the increases, the corporation states that the port has experienced financial difficulties and challenges because of the blockade as well as big price increases for petroleum prices, oil spare parts and other aspects, resulting in a deficiency and not being able to cover it expenses since 2015 to date. It is therefore necessary to implement increases to some tariffs. These increases apply to tug boats and floating marine fees, services of stable and mobile cranes for general cargoes breaches and penalties in US dollar ton fees on container in Temeni Ral storage wages and typical imports.
- **24 May** – Foreign Minister Julie Bishop has confirmed an Australian kidnapped in Yemen last October has been released "safe and well". Ms Bishop's confirmation comes after Omani authorities reported on Wednesday an Australian citizen in Yemen had been located after mediation with local tribes and that he had been transferred to Oman before returning to Australia. The freed man is Craig McAllister, an Australian soccer coach who was taken hostage in the Yemeni capital Sanaa last September. He said in a hostage video released in October he had been working in Yemen as a football coach. The Foreign Minister confirmed the man's release had been thanks to the help of Omani authorities. "The release follows months of patient work by the Australian Government," Ms Bishop said in a statement. "I particularly thank His Majesty Sultan Qaboos bin Said Al-Said, the Sultan of Oman, for Oman's work to locate and receive the Australian national into Oman."
- **23 May** – The U.S. military says its forces have killed seven members of Al-Qaeda in the Arabian Peninsula (AQAP) in a raid in Yemen. The U.S. Central Command said, "During this operation, U.S. forces killed seven AQAP militants through a combination of small-arms fire and precision air strikes. Raids such as this

provide insight into AQAP's disposition, capabilities, and intentions, which will allow us to continue to pursue, disrupt, and degrade." The U.S. military said the raid was carried out early on May 23 with the support of Yemen's government. U.S. officials said early indications were that no U.S. troops were killed or injured in the raid.

- **22 May** – Thousands of Yemenis who back southern secession demonstrated in second city Aden on Sunday as a self-proclaimed autonomous body said it would press for the south's "liberation" from the north. The protest was the second since 4 May when thousands of southerners marched in support of former Aden governor Aidarous al-Zoubeidi after he was sacked by President Abedrabbo Mansour Hadi. After being fired in April, Zoubeidi set up the South Transition Council, an autonomous body whose 26 members include the governors of five southern provinces and two government ministers. The body chaired by Zoubeidi aims to "run the southern provinces" and "represent them inside and outside" the country. The presidency in war-ravaged Yemen has rejected the body and said in a statement last week that "such acts remain baseless and will never be accepted". The port city of Aden is Hadi's hometown and where his government, which is battling Shia Houthi rebels who have seized the capital Sanaa, is based. Sunday's protesters, who flooded Aden from several southern provinces, defended Zoubeidi's council, chanting "Independence is our objective" as they marched. The South Transition Council released a statement pledging to "pursue the mission of liberating" south Yemen, which was an independent state until 1990 when it was unified with North Yemen. Hadi sacked Zoubeidi on 27 April along with cabinet minister Hani bin Breik, in a move widely seen as reflecting divisions among his supporters. The two men played key roles in restoring security to Aden and adjacent provinces after rebels were pushed out in 2015.

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.

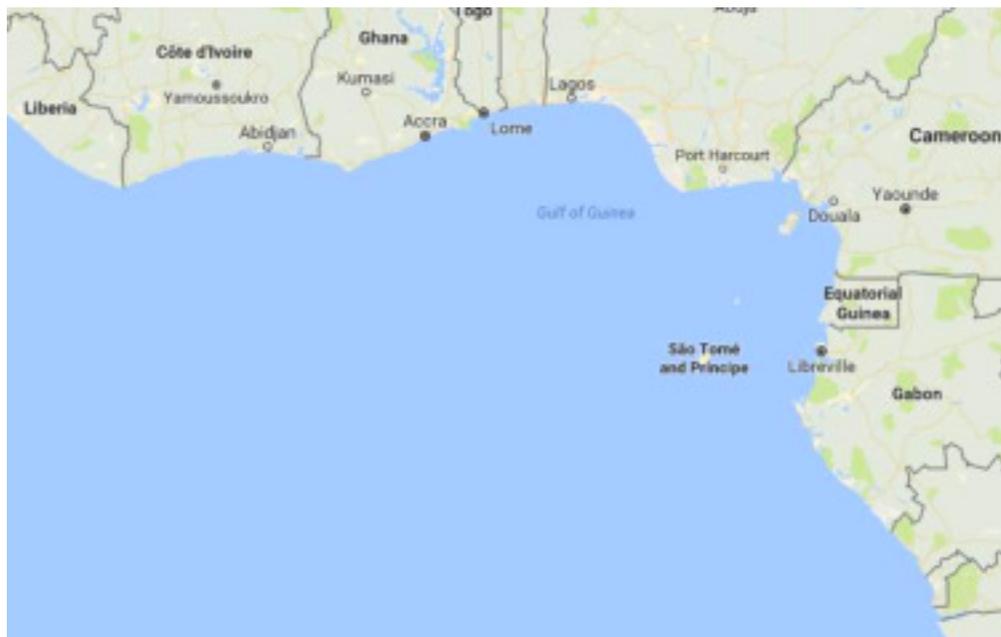
SAUDI COALITION INSPECTIONS

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/ATTACK

- No current incidents to report

VESSELS BOARDED

- No current incidents to report

KIDNAPPING

- **16 May (Nigeria – Late Report)** – Warri gunmen have allegedly kidnapped four Isekiri community leaders and four officials of Elcrest, a Nigerian Petroleum Development Company, along the Benin River, Warri North Local Government Area of Delta State. The victims were on their way to Warri after an engagement when the boat in which they were travelling was hijacked by gunmen who fired several gunshots before whisking them away.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- **20 May (Nigeria – Late Report)** – Suspected militants bombed an oil pipeline operated by the Nigerian Gas Company Limited, a subsidiary of the Nigerian National Petroleum Corporation, near Sanomi creek, close to the oil hub of Warri in Delta State.
- **12 May (Nigeria – Late Report)** – Crew of a tanker underway near position 03:58 N – 007:33 E, Yoho Anchorage, noticed two skiffs with around nine persons approaching in a suspicious way. The alarm was raised and the crew was mustered. One skiff closed to a distance of three meters, however upon seeing the alerted crew, it moved away.

MARITIME REPORTING

- Nothing to report

WEATHER FORECAST: GULF OF GUINEA

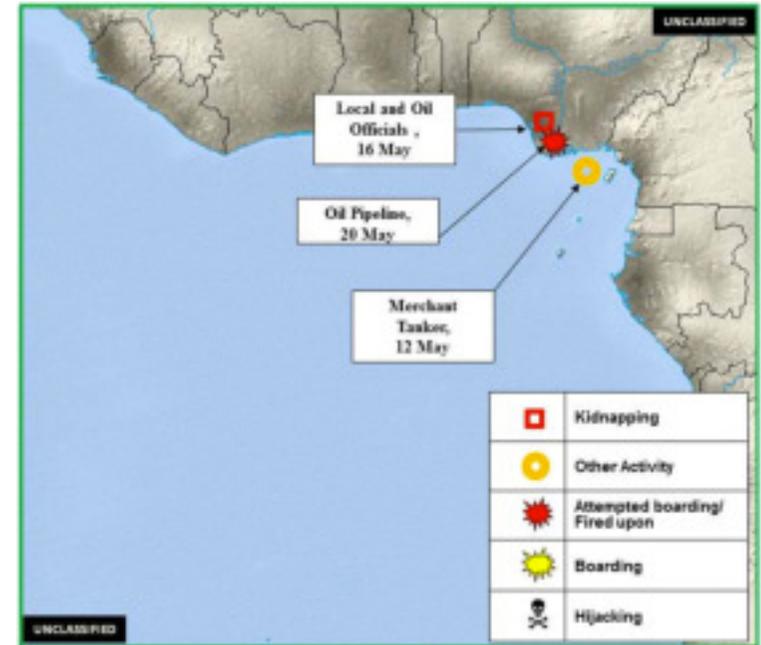
GULF OF GUINEA: South-southwest winds of 5 – 10 knots and seas of 2 – 4 feet.

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

INCIDENT MAP

Source: ONI



SOUTHEAST ASIA

WARNING: There are continuing concerns in regards to the situation of kidnapping of crewmembers from vessels while underway in the Sulu-Celebs Sea region. 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

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- No current incidents to report

VESSELS BOARDED

- **20 May (Indonesia – Late Report)** – Six robbers wearing masks and armed with long knives boarded a berthed chemical tanker near position 01:43 N – 101:23 E, MSSP Jetty, Lubuk Gaung Port, Dumai. Alert crewman noticed the robbers and raised the alarm. The robbers stole ship’s properties and escaped in their boat. The crew was mustered and a search of the vessel was carried out. Local police were informed.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

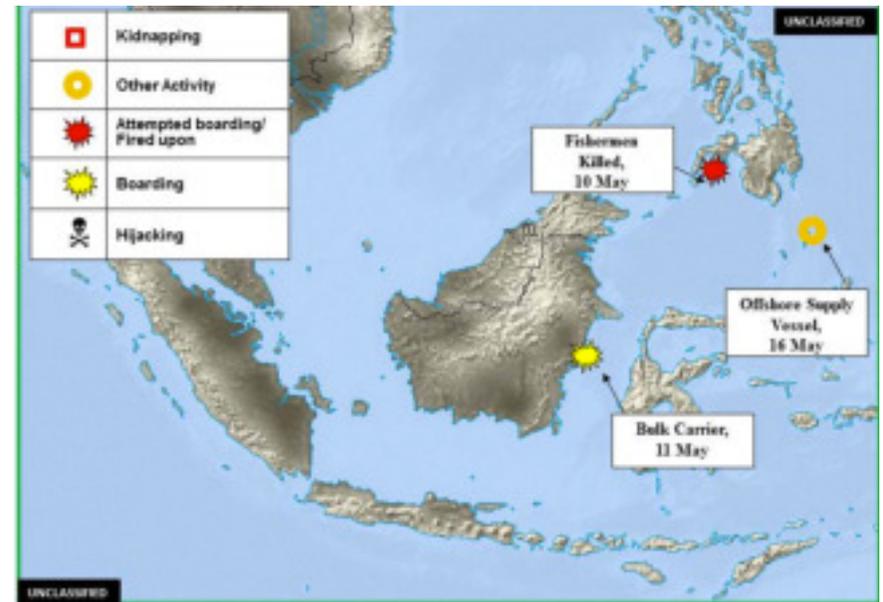
- **22 May (Indonesia)** – Authorities seized 63.8 tonnes of smuggled ammonium nitrate on a boat bound for eastern Indonesia. Customs and Excise Director General Heru Pambudi disclosed that the ammonium nitrate was being smuggled from China, through Malaysia and into southeastern Maluku. He disclosed that “hundreds of sacks containing explosive materials were found on the boat, *KM HAMDAN V*, in the Bali Sea,” adding that the crew of the smuggling vessel admitted that the material was meant for blast fishing.

MARITIME REPORTING

- Nothing to report

INCIDENT MAP

Source: ONI



SOUTHERN SOUTH CHINA SEA: Variable winds of 5 – 10 knots and seas of 1 – 2 feet.

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

MALACCA STRAIT: Southeast winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the northern Strait; with southeast winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the southern Strait.

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

ANDAMAN SEA: Southwest winds of 10 – 15 knots and seas of 3 – 5 feet in the northern section; with southwest winds of 15 – 20 knots, and seas of 3 – 5 feet in the southern section.

- **Extended Forecast:** Southerly winds of 20 – 25 knots, gusting to 30 knots, and seas of 7 – 9 feet in the northern section; with southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 – 7 feet in the southern section.

SOUTHERN SULU SEA – NORTHERN CELEBES SEA: Southerly 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: An area of low pressure moving off of China will produce slightly increased wind flow in 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 day-time heating.

WORLDWIDE

NORTH AMERICA

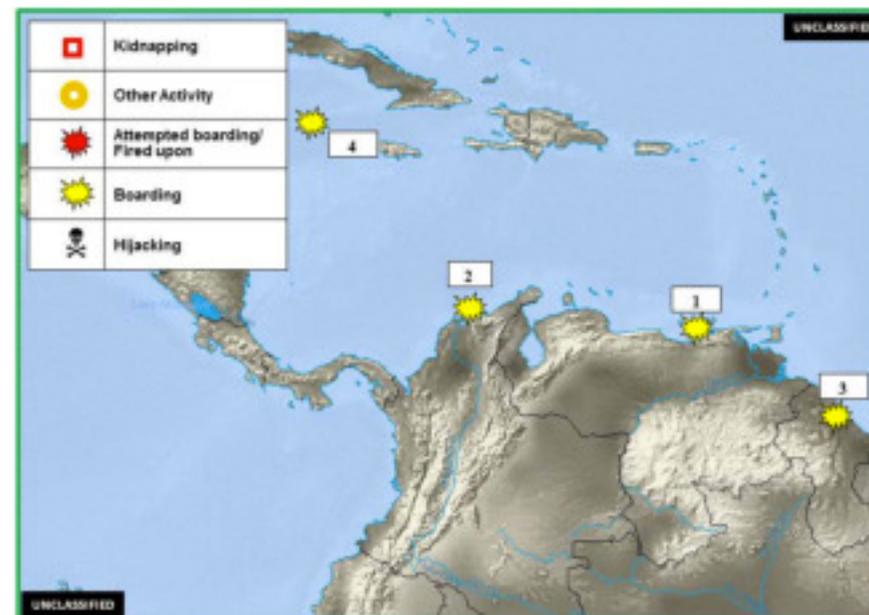
- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **18 May (Venezuela – Late Report)** – Robbers boarded an anchored chemical tanker near position 10:11 N – 064:46 W, 4 nautical miles west of Lecheria, stole ship’s equipment, stores and escaped unnoticed. Theft was noticed by crewmembers on board the vessel during routine rounds.
2. **17 May (Colombia – Late Report)** – Authorities found 87 kilograms of cocaine in a duffel bag stashed in a small compartment of the bulk carrier *NORD MANZANILLA* in the port of Barranquilla.
3. **16 May (Guyana – Late Report)** – Two masked pirates attacked a fishing boat in the Corentyne River. During the attack, the boat captain fell overboard and is believed to have drowned. One of the attackers reportedly hit the man just before he jumped overboard. The pirates stole the catch from the vessel as well as the engine.
4. **12 May (Cayman Islands – Late Report)** – A beached dinghy/outboard motor was stolen from the beach area near downtown Georgetown.

INCIDENT MAP

Source: ONI



NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA

1. **19 - 20 May (Italy – Late Report)** – According to the Italian coastguard, between 19 – 20 May, rescuers pulled 2,121 migrants to safety from boats in the Mediterranean Sea, recovering one dead body.

INCIDENT MAP

Source: ONI

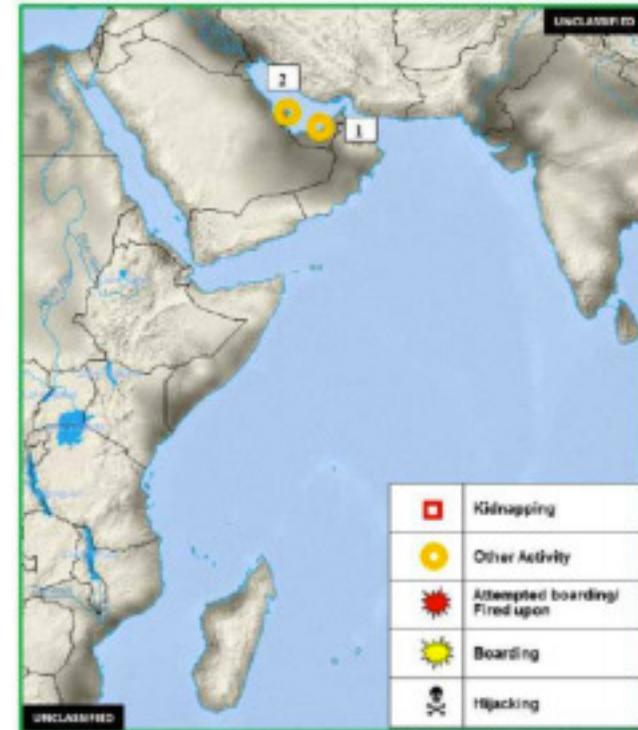


ARABIAN GULF

1. **21 May (Abu Dhabi – Late Report)** – Authorities intercepted a small boat carrying five persons attempting to smuggle 100 kilograms of hashish and one million Captagon tablets into the country.
2. **17 May (Bahrain – Late Report)** – Kuwaiti media announced that Bahrain and several regional neighbours had recently intercepted several ‘huge’ shipments of charcoal coming from Somalia en route to Kuwait. The export of charcoal from Somalia is banned under UN Security Council resolution as a means to prevent the product from funding terrorism in the Horn of Africa nation.

INCIDENT MAP

Source: ONI



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



With summer approaching, growing numbers of migrants have been attempting the perilous crossing to Europe by transiting the central Mediterranean route in rubber dinghies and rickety boats from lawless Libya, where people smugglers continue to operate with impunity.

- **26 May** – According to officials, nearly eighty migrants were rescued off Libya’s coast after clinging to their sinking boat for two days, noting however that the bodies of seven people who did not survive were also recovered. Officials from the International Organization for Migration (IOM) and the Libyan coastguard have disclosed that 77 migrants, including a woman and one child, were rescued on Thursday off the coastal city of Zawiya in western Libya. Tripoli coastguard spokesman Ayoub Qassem disclosed, “seven bodies were recovered near the boat,” adding “according to survivors they stayed for two days holding their boat (which became unseaworthy due to overloading) until they were rescued.” He went on to say that “some of them are suffering from burns as a result of

remaining in the sea and under the sun for a long time. They were given a medical treatment after they were taken on board a coast guard boat.”

- **25 May** – On Friday and Saturday, Italy will host a meeting of the Group of Seven rich nations in Sicily, with officials indicating that it is pushing the G7, including the United States, to put migration, the stabilization of Libya and African development at the top of the agenda. So far this year, the total number of migrants rescued and brought to Italy is well over 50,000 – up more than 46 percent compared with the same period in 2016.
- **25 May** – According to the Italian coastguard, rescuers saved around 2,300 migrants from rubber and wooden boats in the central Mediterranean on Thursday, adding that they also recovered two dead bodies. In a statement, the coastguard disclosed that on Thursday, coastguard vessels, merchant ships and a boat run by the aid group Doctors Without Borders (MSF) rescued people from fourteen rubber dinghies and four wooden boats. The statement provided no details on the nationalities of those saved or on the two dead. Officials have indicated that in the last two days, more than 4,000 people have been plucked from boats in the Mediterranean, with more than 9,000 in the last eight days.
- **24 May** – According to rescuers, at least 34 migrants, most of them toddlers, drowned on Wednesday as coastguard boats and other vessels tried to save hundreds of others packed into boats off the coast of Libya. Italian Coast Guard commander Cosimo Nicastro disclosed that one of a group of boats listed suddenly, sending about 200 people tumbling into the Mediterranean. According to rescue group MOAS, “at least 20 dead bodies were spotted in the water,” adding that “most are toddlers.” The coast guard called in more vessels to help with the rescue operation, saying that about 1,700 people were packed into about fifteen vessels. Over the past week, more than 7,000 migrants have been plucked from unsafe boats in international waters off the western coast of Libya, where people smugglers operating with impunity. Despite efforts by Italy and the European Union (EU) to bolster the Tripoli-based coast guard and funnel training and equipment to fight trafficking to the UN-backed government, record numbers of migrants are coming this year. The Interior Ministry disclosed earlier this week that more than 50,000 migrants have been rescued at sea and brought to Italy so far, a 46 percent increase on the same period of last year.

- **23 May** – According to officials, on Tuesday the Libyan Coast Guard fired shots at non-governmental (NGO) vessels conducting rescue operations nearby. The shooting prompted about 100 migrants to jump into the water and swim towards humanitarian vessels. It remains unclear if anyone had been killed or wounded. The Libyan Coast Guard then towed two migrant boats back to the shore while humanitarian groups brought more than 1,000 on board.
- **23 May** – The United Nations refugee agency (UNHCR) and International Organization for Migration (IOM) reported Tuesday that migrants rescued off the coast of Libya have described discovering a shipwrecked dinghy at sea, saying that dozens of people, including children, were lost to the waves. The migrants, who were interviewed by UNHCR and IOM on Monday, disclosed that they had set off from Sabratha on Friday in a dinghy that was carrying 130 people. Later that day, they came across a dinghy, which had almost sunk, with four men still clinging to it, who they rescued. The survivors, four Nigerians, disclosed that they had set off from Tripoli a few hours earlier with 156 others, including women and children, all of whom drowned when their rubber vessel deflated. The remaining dinghy was rescued Friday night by the Italian coast guard, which brought a total of 952 people saved in various operations to Taranto in southern Italy on Monday.
- **22 May** – The Italian Coastguard has disclosed that rescuers pulled 2,121 migrants to safety from boats in the Mediterranean late on Friday 19 May and early Saturday 20 May, adding that they recovered one dead body. According to the coastguard, the rescue operations involved two vessels operated by the non-governmental organizations (NGOs) Sea Eye and Jugend Rettet and a Spanish vessel participating in the European Union's (EU) EU NAVFOR mission in the Mediterranean. While the coastguard did not provide details about the emigrants, most sea-borne migrants arriving in Italy are from Sub-Saharan Africa or Bangladesh and pay Libya-based smugglers to organize their passage.

According to the International Organization for Migration, more than 45,000 people have reached Italy by boat from North Africa this year, up more than forty percent from the same period in 2016, and 1,222 people are known to have died on the perilous crossing.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 28 MAY 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)	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 Zawia (Zawia)	Open	Moderate
Port of Zueitina	Open	Low

*Ras Lanuf port was expected to resume activity on 26 March, however no scheduled arrivals have been identified.



ACTIVITY REPORTING

- 27 May** – Egypt has launched airstrikes on "terror camps" in Libya in response to the slaughter of Coptic Christians earlier on Friday. The country's air force launched six strikes over its western border on Friday evening, with state media reporting jihadist training camps in the Libyan port city of Derna were targeted. The area, in the east of Libya, is controlled by jihadists close to Al-Qaeda. The action followed the killing of at least 28 people when masked gunmen attacked a bus of Coptic Christians travelling south of Egyptian capital Cairo. A large number of the victims were reported to be children, including a two-year-old girl. Announcing the strikes, Egypt's president Abdel Fattah al-Sisi insisted he would "not hesitate in striking terror camps anywhere", whether inside his country or outside. The action followed the killing of at least 28 in a bus attack by masked gunmen. Al-Sisi declared a state of emergency in Egypt following the bombing of two Coptic churches by Islamic State in April. Libya's militant

strongholds have come under further scrutiny since Monday's terror attack in Manchester, which left 22 dead.

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 MS RISK

MS Risk is a privately-owned company domiciled in the Isle of Man. It is underwritten by a syndicate of Lloyd's of London for special risks case management in all jurisdictions. It also acts as retained advisors to syndicates in the Lloyd's of London specialty risk insurance markets: kidnap for ransom, extortion, hijack, illegal detention, illegal war tax, malicious product tamper, terrorism, political and war risk.

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- Training
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- Hostile operations support to commercial interests

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

References are always available.

More information is found at www.msrisk.com

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