

Maritime Security Review



Issue No. 18

8 May 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: 1 – 7 May 2017

Region	Current Incidents Reported	Late Reported incidents	Threat level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	3	1	Medium
Gulf of Guinea	0	1	Low
Southeast Asia	1	0	Low
WORLDWIDE			
North America	0	0	Low
Central America/Caribbean/South America	1	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	1	Low
Southern Africa	0	0	Low
Northeast Asia	0	0	Low
Pacific Ocean/Southern Ocean	0	1	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

During this reporting period, merchant vessels reported sighting a number of skiffs operating in the Gulf of Aden. 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

- 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

1. **2 May (Red Sea)** – A merchant vessel reported a suspicious group of 9 skiffs, black and white hulls with three persons in each skiff in position 13:10 N – 049:18 E, southern Red Sea. Embarked security team fired two warning shots and the skiffs moved away.

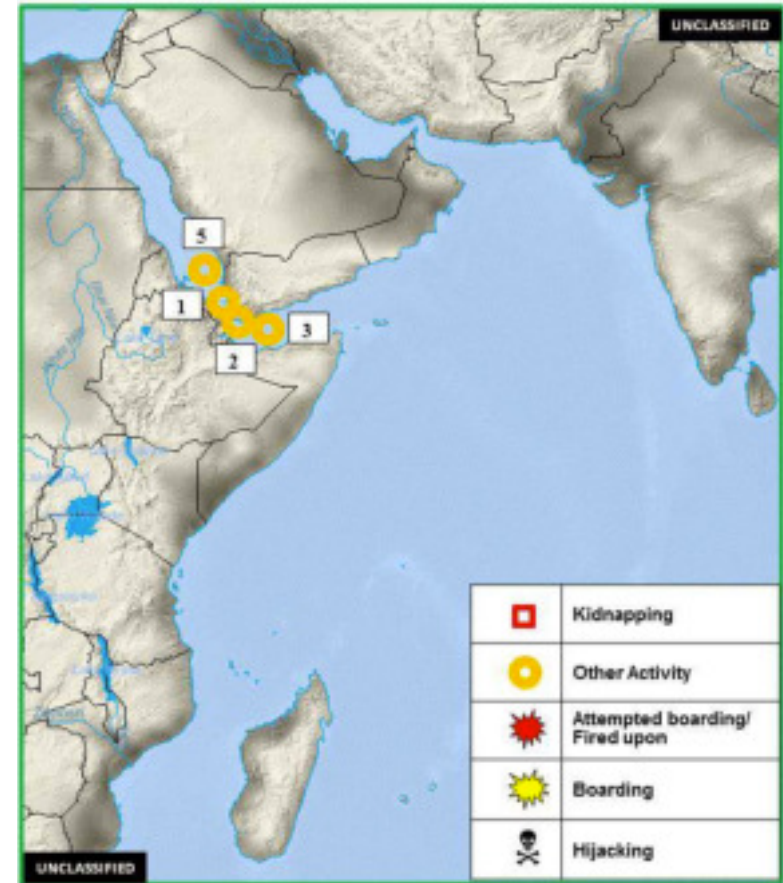
2. **2 May (Gulf of Aden)** – A merchant vessel reported a suspicious group of 3 – 4 skiffs, with green and white hulls and 4 – 5 persons in each skiff near position 12:26 N – 043:50 E, 12 nautical miles off the coast of Yemen, near the entrance to Bab el Mandeb Strait.
3. **1 May (Gulf of Aden)** – A merchant vessel reported being approached by five skiffs with five persons in each skiff near position 12:08 N – 044:16 E, 57 nautical miles southwest of Aden, Yemen. Four skiffs approached to port at 25 knots and the other skiffs approached to starboard; starboard side skiff closed to within 0.2 nautical miles. Armed security team on board merchant vessel fired warning shots at starboard skiff at which point all five skiffs turned away. The vessel and crewmembers on board have been reported safe.
5. **25 April (Saudi Arabia – Late Report)** – Saudi Arabia confirmed that Yemen based Houthi rebel forces tried to attack an Armco fuel distribution terminal in Jazan province with a remotely controlled boat that was filled with explosives. The state news agency disclosed that the boat was destroyed by Saudi naval forces before it hit its target.

MARITIME REPORTING

- Nothing major to report

INCIDENT MAP

Source: ONI



WEATHER FORECAST: GULF OF ADEN/ARABIAN SEA

NORTHERN ARABIAN SEA: Southwest winds of 15 – 20 knots and seas of 3 – 5 feet.

- **Extended Forecast:** Southwest winds of 15 – 20 knots and seas of 3 – 5 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 1 – 3 feet in the eastern section of the Gulf.

- **Extended Forecast:** 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 1 -3 feet in the eastern section of the Gulf.

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

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

SOMALI COAST: South-southeast winds of 10 – 15 knots and seas of 1 – 3 feet in the northern section of the coastline; with south-southeast winds of 10 – 15 knots, and seas of 2 – 4 feet in the southern section of the coastline.

- **Extended Forecast:** South=southeast winds of 10 – 15 knots and seas of 2 - 4 feet in the northern section of the coastline; with southeast winds of 10 – 15 knots and seas of 2 – 4 feet in the southern section of the coastline.

CENTRAL AFRICAN COAST/INDIAN OCEAN: Southerly winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet.

- **Extended Forecast:** Southerly winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet.

MOZAMBIQUE CHANNEL: Southerly winds of 10 – 15 knots, gusting to 20 knots, and seas of 4 -6 feet in the northern Channel; with southeast winds of 15 – 20 knots, and seas of 4 – 6 feet in the southern channel.

- **Extended Forecast:** South-southeast winds of 10 – 15 knots and seas of 3 – 5 feet in the northern Channel; with southeast winds of 20 – 25 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.

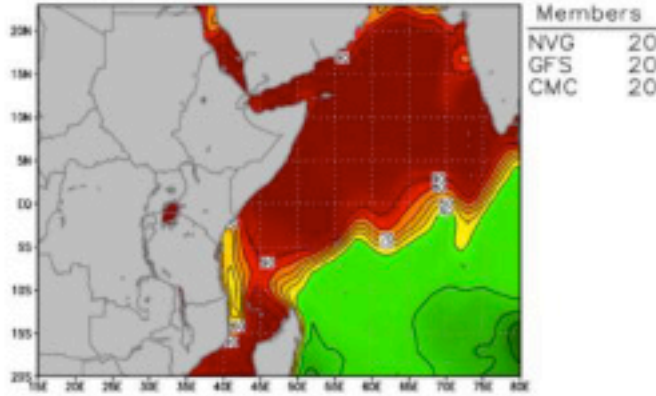
SYNOPTIC DISCUSSION: High pressure will dominate the weather pattern over much of the AOR producing mostly clear skies. Isolated rain showers and thunderstorms can be expected during the forecast as an area of low pressure moves through the region. Expect increased localized wind flow through the Strait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

Forecaster's Note: The onset of the Southwest Monsoon is beginning to take shape as winds along the Somali Coast and northern Arabian Sea are shifting towards the southeast and to the eventual southwest. During this monsoon season (May – September) expect sustained winds of 20 – 25 knot and seas of 12 – 15 feet throughout the region.

WEATHER MAP

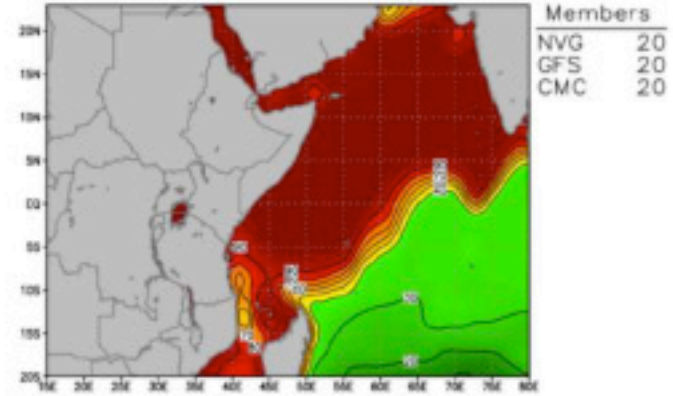
Source: ONI

Winds < 15.0 kts and Wave Heights < 5.0 ft



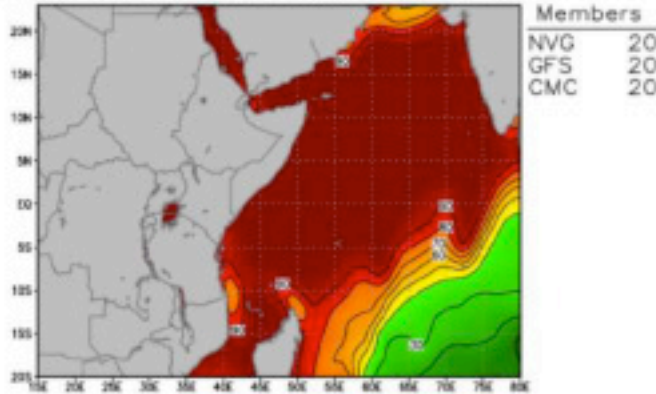
Valid Time: 1200Z 04 MAY 2017

Winds < 15.0 kts and Wave Heights < 5.0 ft



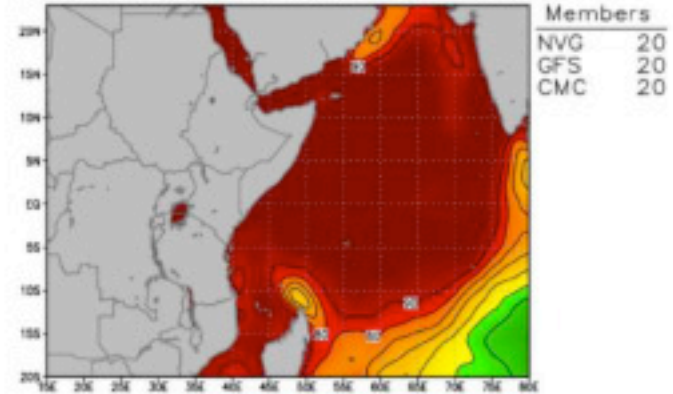
Valid Time: 0000Z 07 MAY 2017

Winds < 17.0 kts and Wave Heights < 7.0 ft



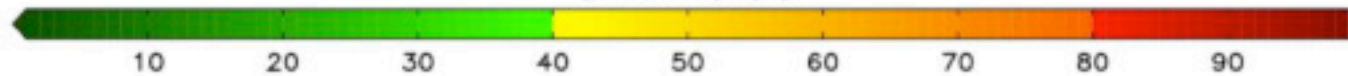
Valid Time: 1200Z 09 MAY 2017

Winds < 17.0 kts and Wave Heights < 7.0 ft



Valid Time: 0000Z 12 MAY 2017

probability (%)



SPOTLIGHT ON YEMEN

PORT STATUS AS OF 7 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

- 4 May** – Tens of thousands of Yemenis protested in Aden against President Abd-Rabbu Mansour Hadi's sacking of the provincial governor and a cabinet minister widely praised for helping drive Houthis from the city in 2015. The two men sacked, Aden provincial governor Aydarooos al-Zubaidi and cabinet member Hani bin Brek, are both seen as supporting separatism for southern Yemen, while Hadi is determined to tighten his grip over a unified country. Diplomats and some analysts say Hadi is uncomfortable with the fact that among the forces trained and supported by the United Arab Emirates are some pro-secessionist fighters. Zubaidi and Brek are also seen as close to the UAE, a powerful regional military player. Zubaidi told the protesters that he intended to work with all parties to push for independence for the south. Separatists accuse Hadi's government of failing to provide public services to Aden nearly two years after local fighters, backed mainly by forces from the UAE, expelled Houthis in 2015.
- 1 May** – Yemen's Prime Minister Ahmed Obeid bin Daghr said armed trafficking at Hodeidah port continues to threaten the security of both Yemen and Saudi Arabia. The Yemeni government had offered the United Nations to single-handedly run the port of Hodeidah, but the world body remains undecided, said Daghr. He accused the UN of ignoring the fact that armed putschists now have full control over Hodeidah port, reiterating the call on the international community to help the internationally recognized government to help its people. Daghr pointed out that the Yemeni government desires a just and lasting peace, achieved despite the expansionist aspirations of coup forces, adding that insurgents turning in their weapons is key to establishing peace in Yemen, in addition to withdrawing from cities.
- 30 April** – A suspected U.S. airstrike killed four al-Qaida operatives in Yemen's eastern province of Marib on Sunday, Yemeni tribal and security officials said. The officials, who spoke on condition of anonymity, say the operatives killed were driving a car when an unmanned aircraft targeted their vehicle. Two of the men killed were identified as belonging to one of the local tribes, the others remain unidentified. The airstrike comes less than a day after a similar strike killed three al-Qaida members in the neighboring province of Shabwa.

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.

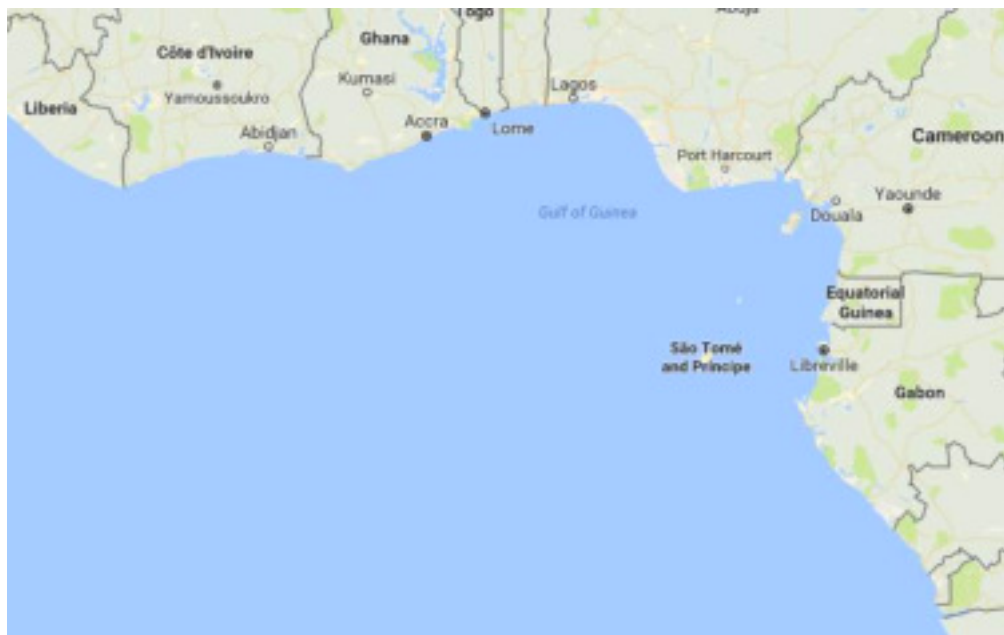
SAUDI COALITION INSPECTIONS

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

1. **29 April (Nigeria – Late Report)** – Armed pirates in a speedboat boarded a general cargo vessel underway near position 03:41 N – 006:46 E, 47 nautical miles southwest of Bonny Island. The alarm was raised, SSAS activated and all crewmembers retreated into the citadel. The vessel owner notified the IMB Piracy Reporting Centre, who in turn informed and liaised with the Nigerian Navy. A naval vessel was dispatched to assist the cargo vessel. The pirates damaged ship's equipment, stole crew cash and belongings and escaped before the naval team boarded the vessel to rescue the crewmembers. All crewmembers have been reported safe.

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

2. **April (West Africa)** – During a recent two-month patrol made by an environmental NGO vessel with law enforcement authorities from several West African countries embarked, eight Chinese vessels were detained for fishing illegally. NGO officials have disclosed that the boat owners could be subject to millions of dollars in fines. Inspectors from Guinea, Sierra Leone and Guinea-Bissau boarded the vessels off their respective coasts. They found the

ships to be violating regulations on catching protected fish and using nets with small holes to facilitate bigger hauls.

INCIDENT MAP

Source: ONI



INCIDENT MAP

Source: ONI



MARITIME REPORTING

- **3 May (West Africa)** – Officials at environmental group Greenpeace have disclosed that authorities in West Africa have detained eight Chinese vessels for fishing illegally, adding that the boat owners could be subject to millions of dollars in fines. Inspectors from Guinea, Guinea-Bissau and Sierra Leone boarded the ships off their respective coasts and found them to be violating regulations on catching protected fish and using nets with small holes to facilitate bigger hauls. The arrests come after a two-month regional patrol on a Greenpeace ship, the *ESPERANZA*. The patrol, which was carrying local inspectors from West African countries, aimed to highlight the problem and supplement national efforts, which are often hamstrung by budget and technology constraints, which in turn makes detentions relatively rare. According to Greenpeace, the *ESPERANZA* patrol found eleven vessels in breach of regulations out of 37 that were stopped, adding that it reported the breaches to local shipping authorities, who towed them back to port. Two other foreign vessels were also found to be non-compliant, including a European ship with shark fins aboard, adding that further investigations are currently underway.
- **2 May (West Africa)** – According to a report released on Tuesday, armed attacks on vessels transiting waters in West Africa nearly doubled, with pirates particularly focusing on kidnapping crewmembers for ransom off the coast of Nigeria. In its report, the Oceans Beyond Piracy (OBP) project recorded 95 attacks in West Africa's Gulf of Guinea in 2016 – up from 54 recorded in 2015. Cargo theft, which was once the main focus of piracy in the region, has now given way to an increase in kidnappings, with 96 crewmembers taken hostage last year, compared to 44 in the previous year. According to the report, "Nigeria...experienced a spike in attacks, including 18 kidnap for ransom attacks between March and May," adding that "analysts suggest that this pattern is closely linked to militant attacks against the oil and gas infrastructure in the Niger Delta." OBP has estimated that the total economic cost of maritime crime in West Africa is at nearly US \$794 million. According to Maisie Pigeon, one of the authors of the report, "one of the reasons we are observing increased incidents of kidnap for ransom is that the model offers

financial gain with less risk to the perpetrators than hijacking for cargo theft." Only one successful hijacking, the project tanker *MAXIMUS*, which was attacked in February off Abidjan, Ivory Coast and then sailed to Nigeria, was recorded by OBP in West Africa last year. In recent years, West Africa has emerged as the world's epicentre for piracy after increased patrolling by international navies and ramped up on-board security largely succeeded in suppressing hijackings off the Horn of Africa. Such efforts however are expensive, with OBP estimating that the total cost of counter-piracy operations in the western Indian Ocean stood at US \$1.7 billion last year. As Somali piracy ebbed in recent years, navies redeployed elsewhere and shipping companies cut back on private security, with a 12.5 percent decline in the number of vessels using armed guards through 2016, with 31.5 percent employment them by December. Analysts have noted that a lowering of vigilance in this area is likely responsible for an increase in armed attacks this year, including the first successful hijacking of a merchant vessel since 2015 in what is a clear reminder that the region remains vulnerable to attacks and hijackings.

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 coasts of Somalia and West Africa, with increased southerly 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

- 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

- **2 May (Indonesia)** – Three robbers boarded a bulk carrier anchored near position 05:57 S – 106:55 E, Tanjung Priok Anchorage, Jakarta. The robbers entered into the engine room, stole ship’s engine spares and escaped. Duty crewman noticed the robbers escaping in an unlit boat and raised the alarm. Port Control was informed.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

- No current incidents to report

MARITIME REPORTING

- Nothing to report

INCIDENT MAP

Source: ONI



WEATHER FORECAST FOR SOUTHEAST ASIA

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 – 3 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: Westerly winds of 5 – 10 knots, gusting up to 15 knots, and seas of 1 – 3 feet in the northern section; with westerly winds of 10 – 15 knots and seas of 2 – 4 feet in the southern section.

- **Extended Forecast:** Westerly winds of 10 – 15 knots and seas of 1 – 3 feet in the northern section; with westerly winds of 10 – 15 knots and seas of 2 – 4 feet in the southern section.

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

- **Extended Forecast:** Northerly winds of 5 – 10 knots, gusting to 15 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 daytime heating. **Forecaster's Note:** The west

Pacific Ocean Tropical Cyclone Season runs from April until October. During this period, expect numerous Tropical Cyclones to impact the region.

WORLDWIDE

NORTH AMERICA

- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **2 May (Venezuela)** – Three robbers armed with knives boarded a cement carrier berthed near position 10:1 N – 064:33 W, Berth No. 5, Portuguesa. The alarm was raised and the crew was mustered. Upon seeing the crew's alertness, the robbers escaped without stealing anything.
2. **28 April (Guyana – Late Report)** – Duty officer on routine rounds onboard a seismic support vessel anchored near position 06:49 N – 058:10 W, Georgetown Anchorage, noticed a boat alongside the vessel and raised the alarm. Upon seeing the alerted crewmembers, five robbers were seen escaping with stolen ship's properties.
3. **27 April (Saint Vincent and the Grenadines – Late Report)** – A yacht was tied to a mooring in Luperon Bay while the owner went ashore. Vandals released the yacht, removing all lines from it and the mooring. The yacht was seen adrift, an emergency VHF call was made and the yacht was recovered undamaged.
4. **8 April (Puerto Rico – Late Report)** – A robber boarded a yacht moored in Isabel Segunda and stole an outboard motor.

INCIDENT MAP

Source: ONI



NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA

1. **25 April (Ukraine)** – Libyan naval forces captured two vessels suspected of smuggling oil from Libya after gun battles lasting several hours west of the capital Tripoli. A spokesman for the Libyan Naval forces disclosed that Ukraine-flagged tanker *ROUTA* and a vessel with an unspecified African nation's flag named *STARK* were captured.

INCIDENT MAP

Source: ONI



ARABIAN GULF

- No current incidents to report

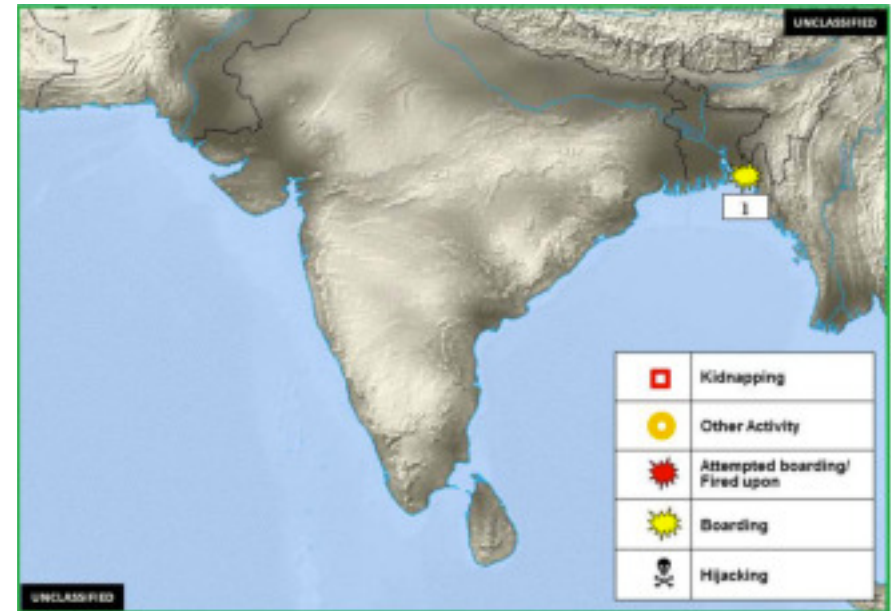
EAST ASIA/INDIAN SUBCONTINENT

1. **2 May (Bangladesh)** – Two robbers boarded a product tanker anchored near position 22:13 N – 091:44 E, Chittagong Anchorage. Duty crewman spotted the robbers and informed the duty officer, who raised the alarm. PA announcement was made and the crew was mustered. Upon hearing the

INCIDENT MAP

Source: ONI

alarm and seeing the crew's alertness, the robbers escaped without stealing anything.



EASTERN AND SOUTHERN AFRICA

- No current incidents to report

NORTHEAST ASIA

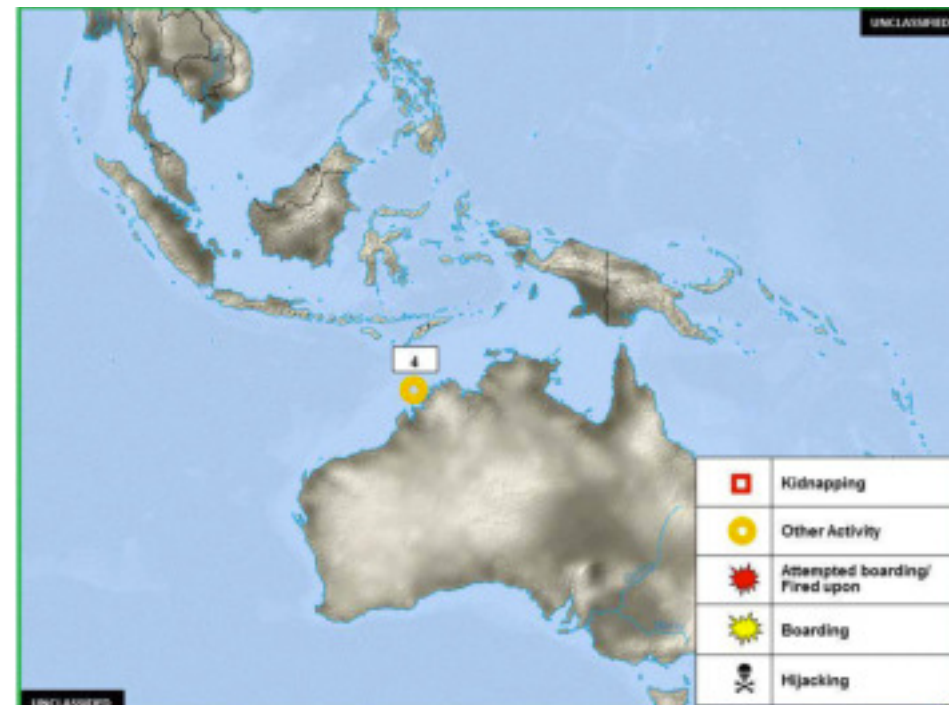
- No current incidents to report

PACIFIC OCEAN/SOUTHERN OCEAN

4. **27 April (Australia – Late Report)** – Eight suspected illegal Indonesian fishermen were arrested and taken to an immigration detention centre in Darwin after being found with an illegal cargo of sea snails in Australian waters. Maritime Border Command (MBC), a multi-agency task force with the Australian Border Force (ABF), worked in conjunction with the Australian Fisheries Management Authority to locate and apprehend the vessel. An MBC surveillance aircraft detected the vessel about 280 nautical miles north-northeast of Broome, Western Australia. ABF Cutter *CAPE ST GEORGE* intercepted the vessel early on 27 April. The vessel was unseaworthy and could not be towed safely to shore. As a result, *HMAS BATHURST* assisted *CAPE ST GEORGE* with the apprehension and destruction of the vessel at sea.

INCIDENT MAP

Source: ONI



MIGRATION



prosecutor Carmelo Zuccaro, who has suggested that they are worsening Europe's worst migrant crisis since World War II. He has admitted that he has no proof.

- **1 May** – Spain's maritime rescue service has disclosed that it has saved ten migrants from a small inflatable craft who were trying to cross the Strait of Gibraltar. According to the service, the ten men of sub-Saharan origin were "visibly tired after hours of rowing." The rescue boat *ARCTURUS* made the rescue in waters off the southern tip of Spain.

- **5 May** – Rescuers on Friday aided more than twenty migrant dinghies in distress in the Mediterranean Sea. According to Mathilde Auvillain, communicator officer for SOS Mediterranee, "there are over 20 boats in difficulty off Libya and an already tense situation has worsened with people in the water." Doctors Without Borders (MSF) boat *VOS PRUDENCE* disembarked six bodies that were recovered, five of whom were young women of African origin aged between 16 and 35. According to a MSF official, "we think they were in the water for around a week, we can't be more specific because of the advanced state of decomposition of the bodies."
- **5 May** – Charities Doctors Without Borders (MSF) and Save the Children took part in a senate meeting in a bid to clear the air after weeks of speculation over whether some of the rescue vessels may have links to traffickers in Libya. NGOs have fiercely denied claims of collusion with smugglers made by Sicilian

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 7 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 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

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

** The Sharara oil field pipelines have begun delivering to Zawiya refinery. The port is anticipated to reopen in the near future.



ACTIVITY REPORTING

- 3 May** – More than 100 refugees are feared drowned off the Libyan coast during a crossing to Europe. Volunteers discovered an empty inflatable boat off the Libyan coast capable of carrying up to 140 people. In addition, Doctors Without Borders crewmembers on the chartered ship *Prudence* pulled five bodies from the sea a few nautical miles away. On Saturday, the Italian coast guard reported a distress call from a refugee boat, prompting the ship *Juventa* from Jugend Rettet to initiate a search. The crew then discovered the empty inflatable boat near the Libyan port of Suvara.
- 2 May** – Leaders of the two main rival factions in Libya have reached an agreement to set up a power-sharing presidential council. Prime Minister Fayez al-Sarraj and rival Eastern commander Khalifa Haftar agreed to form a council in which they will be members along with the speaker of parliament Aguila Saleh. The agreement, which followed peace talks in Abu Dhabi,

requires that elections will be held six months after completion of the deal, which also includes an agreement on dissolving militias and fighting terrorist groups. Al-Sarraj's unity government, created after United Nations mediation more than a year ago, has lacked effective control over the country. The administration was largely undermined as Haftar, a renegade general who rose to prominence fighting extremist groups, rejected its legitimacy.

- **2 May** – Since 2011, Libya has become a hot spot of illicit weapons sales, many of which occur through messaging applications and social media networks, according to a report released Tuesday. The report — which tracks more than 1,300 attempted online sales from 2014 to 2015 — was published by the Geneva-based Small Arms Survey, and uses data collected and analyzed by the group Armament Research Services. Although its authors say that the data set is only a small fraction of illicit arms sales in Libya, the report highlights trends in the growing trade. Weapons from 26 countries, including the United States, China, Belgium and Turkey, were found in the 1,346 tracked sales, according to the report. Although most of the small arms were for self-defense and sporting purposes, some of the people involved in the transfers had ties to Libyan militia groups.
- **28 April** – Libya's crude production rebounded to more than 700,000 barrels a day as the Sharara and El Feel oil fields resumed pumping after a halt. Sharara field is currently producing 216,400 barrels a day, while the El Feel deposit is pumping 26,500 and is expected to boost output further. Crude from Sharara started flowing to the Zawiya refinery after the port of Zawiya re-opened last week following a three-week closure. El Feel, idled since April 2015, also restarted last week.
- **28 April** – Two vessels illicitly carrying crude from Libya have been captured by the country's naval forces after an hours-long gun battle on the coast of Tripoli, according to the navy's spokesperson. A Ukraine-flagged ship called *Routa* and another un-affiliated ship called *Stark* were captured early Friday morning near Sidi Said, according to Ayoub Qassem of the Libyan navy. The official did not specify whether the gun battle caused any casualties, and did not identify the nationalities of the crew members.

LIBYA: PROCEDURE

WARNING:

THE SITUATION IN LIBYA CONTINUES TO BE EXTREMELY FLUID. MS Risk continues to advise extreme caution to all vessels entering Libyan waters. The ports are an extremely valuable target, and control of these key facilities in Libya have, and could again, change hands with little or no notice. The reintroduction of the National Salvation government further complicates any endeavours at stability within the unstable nation. As a result, ports, infrastructure, and other valuable assets remain at a high risk for violent attack by various armed militia groups.

While all working ports are believed to be currently safe for ships and crew, the security situation remains volatile and subject to rapid change. Shipmasters and crews are urged to exercise extreme caution when entering Libyan ports and waters. Vessels are urged to:

- Observe international laws of trading
- Follow official sea navigation routes to any of the working Libyan ports and avoid navigating in the coastal waters of the closed ports. **Vessels should avoid navigating in the coastal waters of Benghazi, Derna and Sirte.**
- In advance of arrival, declare the intended voyage and type of cargo to be discharged/loaded to the local agent, to allow sufficient time to notify the appropriate authorities.
- Stay in contact with local port authorities to receive the most up to date information.
- Vessels should report their schedules to local port agents prior to arrival at any Libyan port, including:
 - A declaration of the vessel's sailing route
 - Whether they are loading or discharging cargo

- The type of cargo on board

Vessels are cautioned to avoid navigating in the coastal waters of Benghazi, Derna and Sirte. MS Risk advises that shipmasters and owners stay up-to-date on the volatile situation in this region.

ABOUT JLT

At JLT Specialty, we believe in doing things differently.

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

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

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

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

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- Interim security
- Training
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- Crisis management
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