

Maritime Security Review



Issue No. 23

12 June 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: 5 – 11 June 2017

Region	Current Incidents Reported	Late Reported incidents	Threat level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	3	Medium
Gulf of Guinea	0	2	Medium
Southeast Asia	0	2	Medium
WORLDWIDE			
North America	1	1	Medium
Central America/Caribbean/South America	0	1	Low
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	1	Low
Pacific Ocean/Southern Ocean	0	0	Low

Piracy Levels are determined on a weekly basis as follows:

- HIGH** 5 or more incidents in the current reporting period
- MEDIUM** 2 – 4 piracy incidents in the current reporting period
- LOW** 0 – 1 piracy incidents in the current reporting period

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

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 year'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. **4 June (Saudi Arabia – Late Report)** – Customs officers at the port of Diba seized 2.2 million Captagon pills hidden in a truck. A spokesman disclosed that the narcotics were in a truck carried on a ferry that docked at the port, adding that when the truck was subjected to customs inspection, officers discovered the pills hidden under the truck's floor boards.
2. **3 June (Red Sea – Late Report)** – A merchant vessel was approached by a number of skiffs with 4/5 persons in each skiff and weapons were sighted in position 12:57 N – 043;06 E, near Bab el Mandeb Strait. There were 9 skiffs sighted, however it is uncertain if they were working together.

3. **Late May (Indian Ocean – Late Report)** – In late May, sailors and marines from HMS MONMOUTH intercepted and searched a suspicious dhow in the Indian Ocean and seized 455 kg of cannabis and 266 kg of heroin. The suspicious dhow was spotted in an area not normally known for fishing. HMS MONMOUTH sent two boarding teams in fast rigid inflatable boats to intercept the dhow. The teams spent 60 hours painstakingly scouring the vessel for narcotics, before eventually finding them hidden in a freezer beneath three tons of ice.

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, and seas of 5 – 7 feet.

- **Extended Forecast:** Southwest winds of 15 – 20 knots, gusting to 25 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 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 southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 1 – 3 feet in the eastern section of the Gulf.

GULF OF ADEN: Southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 2 – 4 feet in the western section of the Gulf; with southwest winds of 10 – 15 knots, and seas of 2 – 4 feet in the eastern section of the Gulf.

- **Extended Forecast:** Southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 2 – 4 feet in the western section of the Gulf; with southwest winds of 10 – 15 knots, and seas of 2 – 4 feet in the eastern section of the Gulf.

SOMALI COAST: Southwest winds of 25 – 30 knots, gusting to 35 knots, and seas of 9 – 11 feet in the northern section of the coastline; with southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 – 7 feet in the southern section of the coastline.

- **Extended Forecast:** Southwest winds of 25 – 30 knots, gusting to 35 knots, and seas of 9 – 11 feet in the northern section of the coastline; with south-southwest winds of 15 – 20 knots, gusting to 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: Southerly 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 10 – 12 feet in the southern Channel.

- **Extended Forecast:** Southerly 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 7 – 9 feet in the southern Channel.

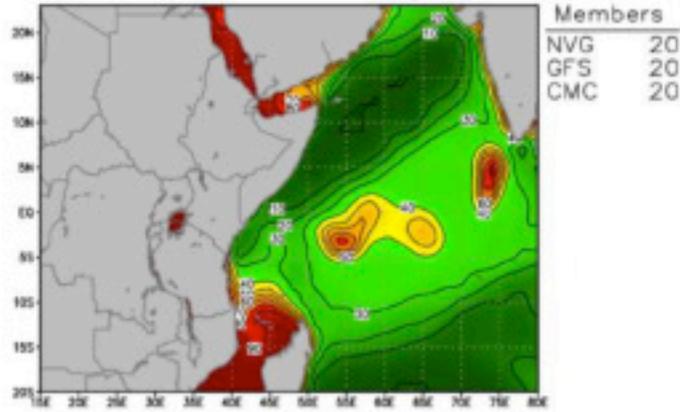
SURFACE CURRENTS: The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Currents speeds along the Somali Basin are northeasterly averaging between 2 – 3 knots.

SYNOPTIC DISCUSSION: High pressure will dominate the weather patten 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

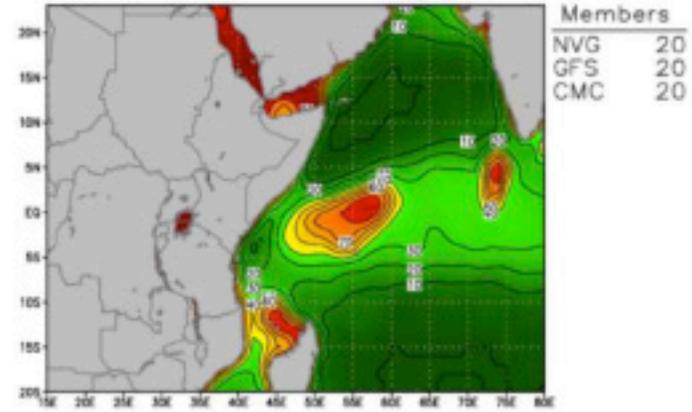
Source: ONI

Winds < 15.0 kts and Wave Heights < 5.0 ft



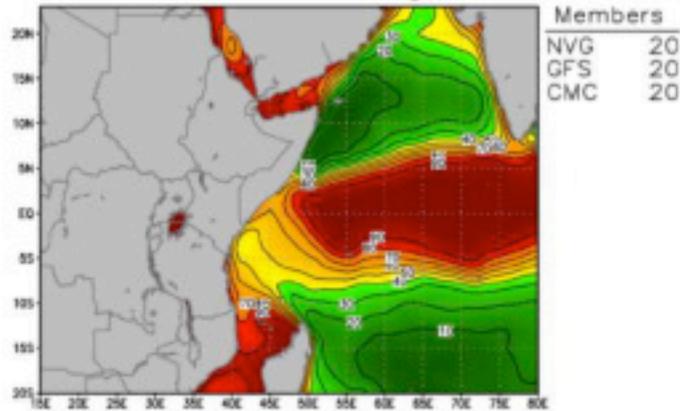
Valid Time: 1200Z 08 JUN 2017

Winds < 15.0 kts and Wave Heights < 5.0 ft



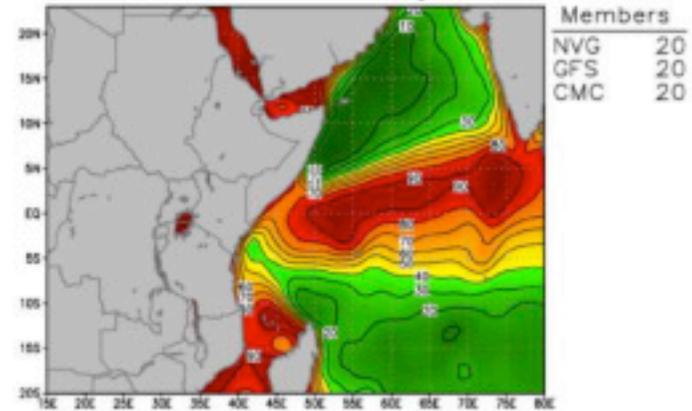
Valid Time: 0000Z 11 JUN 2017

Winds < 17.0 kts and Wave Heights < 7.0 ft



Valid Time: 1200Z 13 JUN 2017

Winds < 17.0 kts and Wave Heights < 7.0 ft



Valid Time: 0000Z 16 JUN 2017

probability (%)



SPOTLIGHT ON YEMEN

PORT STATUS AS OF 11 JUNE 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

- 8 June** – An investigation funded by the Bureau of Investigative Journalism said uniformed men belonging to a militia called the Elite Forces, which is controlled by the UAE, abducted men from their homes and brought them to a secret prison compound in southern Yemen, where they were allegedly tortured. Human rights activists compared the conditions at al-Riyyan airport, in southeaster Yemen, to that of notorious US-run prisons such as Guantanamo Bay in Cuba and Abu Ghraib in Iraq. The investigation echoes a similar report put out by the United Nations earlier this year that warned of increasing instances of forced disappearances in UAE-controlled south-eastern Yemen. According to the UN, the UAE-backed Elite Forces were created to counter the rise of al-Qaeda fighters in the south-eastern port city of Mukalla once the government regained control of the area in April 2016. Weeks of interviews with family members of the disappeared led the Bureau of Investigative Journalism to conclude the mass kidnappings were part of a campaign by the Elite Forces against al-Qaeda suspects. Activists told the Bureau many of those abducted worked normal jobs while al-Qaeda was in control of the city, but had no connections to the group.
- 8 June** – The number of suspected cholera cases in Yemen continues to rise, reaching 101,820 as of 7 June 2017. A total of 798 deaths have now been attributed to the disease, which is affecting people in 19 of Yemen's 22 provinces – *equivalent to almost one death every hour since 27 April*. UNICEF calculated that without significant intervention, "within a few weeks' time" the number of Yemen cases could reach 250,000 to 300,000. Worst affected are the country's most vulnerable: children under the age of 15 years account for 46% of cases, and those aged over 60 years represent 33% of fatalities. WHO and UNICEF are honing in on areas reporting the highest number of cases to stop the disease from spreading further. "These cholera 'hot spots' are the source of much of the country's cholera transmission," said Dr Nevio Zagaria, the head of WHO's office in Yemen. "Stamp out cholera in these places and we can slow the spread of the disease and save lives. At the same time, we're continuing to support early and proper treatment for the sick and conducting prevention activities across the country." The race to contain the cholera outbreak will not be won easily. The country's health system has been nearly destroyed by more than two years of intense conflict. Less than half of the

country's health centres are fully functional. Medical supplies are flowing into the country at a third of the rate that they were entering Yemen before March 2015. Important infrastructure has been damaged by the violence, cutting 14.5 million people off from regular access to clean water and sanitation. Health and sanitation workers have not received their salaries in more than eight months.

- **8 June** – At least four civilians, including three children, have been killed after a Saudi-led coalition air strike tore through a residential area in the Yemeni capital Sanaa. Hussain Albukhaiti, an activist based in Sanaa, said on Friday afternoon that three people were still missing from the late-night raid that struck the south of the city. "Four members of the al-Mahdi family, including an elderly woman and her three young grandchildren, were killed after their house was struck with an air strike shortly after midnight," Albukhaiti said. He said there was no military installation near the site of the attack and no reported activity by Houthi fighters, whom the coalition are battling. "There's been no cessation in hostilities from the Saudis since the start of Ramadan. For the past two weeks, every night, we've had planes hovering in the skies until the early hours. "We have no idea what they're doing - whether it's reconnaissance or intelligence gathering - but civilians are continually being killed." This is the latest in a series of air strikes to target civilians since Saudi Arabia, along with a coalition of other Arab states, intervened in Yemen in March 2015.
- **4 June** – The Yemeni government welcomed UN envoy Ismail Ould Cheikh Ahmed's plan for the Houthi-held Red Sea port of Hodeidah in western Yemen. During his visit to Sanaa last week, the UN envoy called for preventing any attack on the port, which has been the entry point for 70 percent of Yemen's food supplies as well as humanitarian aid. He also called for maintaining the independence of the central bank with a view to allowing it to pay salaries in the war-torn nation." The government is fully ready to discuss the details of proposals related to arrangements for the withdrawal of militias from Hodeidah," Yemen's UN mission said in a statement. It called for forming a "technical committee of economists and financial experts to help the government find an appropriate and urgent mechanism to pay salaries and deal with revenues" from Houthi-ruled areas. The government praised Ould Cheikh Ahmed's efforts "to help the government alleviate the suffering of the Yemeni people." The UN envoy has suggested a roadmap that calls for the

withdrawal of Houthis from the Hodeidah port and handing it over to a neutral third party with a view to avoiding any offensive by the Saudi-led coalition fighting the Houthis. There was no comment from the Houthis on the envoy's proposal. **Update: 5 June** – Yemen's Houthi rebels and their allies have rejected the UN special envoy to the country as a peace negotiator, calling him biased. In a speech televised on rebel television, Saleh al-Samad, the leader of a pro-rebel political council in Yemen's fractious war, said envoy Ismail Ould Cheikh Ahmed was "not desirable" for resolving the country's conflict. Samad added that the United Nations should know Cheikh Ahmed is "is not wanted after today." The Houthis issued a statement supporting Samad's position.

- **5 June** – Yemen's internationally recognized government cut ties with Qatar on Monday, accusing it of working with its enemies in the Iran-aligned Houthi movement, state news agency Saba reported. Qatar's practices of dealing with the (Houthi) coup militias and supporting extremist groups became clear," the government said in a statement. It added that Yemen supported a decision by a Saudi-led coalition fighting for more than two years to oust the Houthis from the capital Sanaa to remove Qatar from its ranks announced earlier on Monday.

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

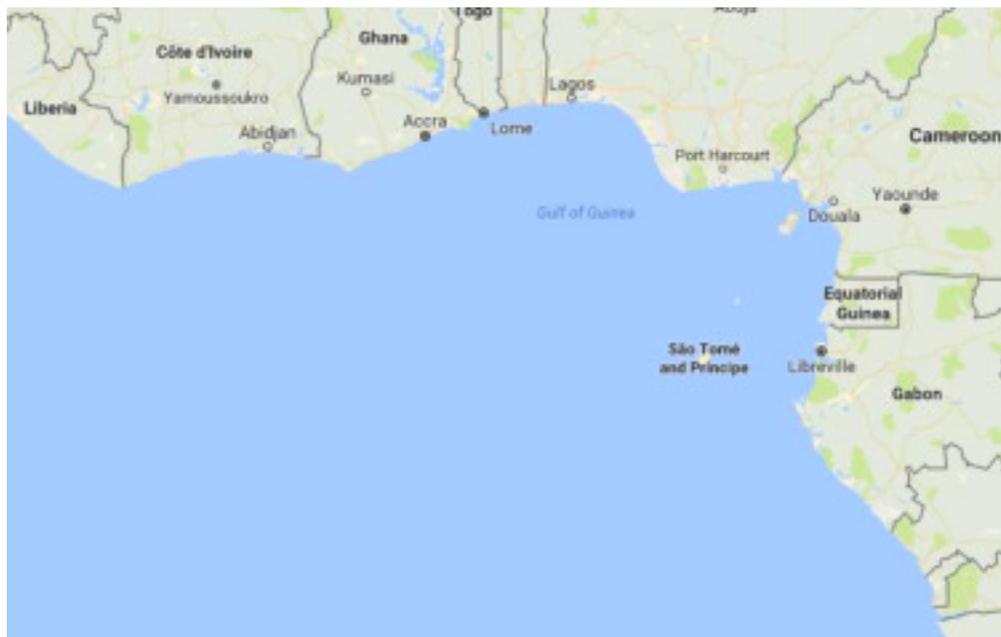
All vessels calling at Yemeni ports will only be allowed to enter Yemeni territorial waters following an inspection by the Saudi Arabian coalition forces. Upon arrival outside Bab Al-Mandab, the shipmaster should call the naval forces of the Saudi Arabian coalition by VHF on channel 16 for the arrival 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

- **26 May (Sierra Leone – Late Report)** – Robbers boarded an anchored container ship near position 08:26 N – 013:28 W, Free Town Roads Anchorage, stole ship’s properties and escaped. The theft was discovered by duty crew during routine rounds.

KIDNAPPING

- **30 May (Nigeria – Late Report)** – The wife of an oil company employee was kidnapped at her residence in Ugberikoko, a suburb of Gana in Sapele, Sapele Local Government Area of Delta State. An eyewitness reported that the incident occurred swiftly, as the gunmen came to her shop at about 9:30 PM, pretending to be customers. The source disclosed, “as soon as she came out, they shot into the air and seized her. Then they dragged her into the creeks, where we suspected they had come from. They were still shooting sporadically until they disappeared into the night.”

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- No current incidents to report

MARITIME REPORTING

- Nothing to report

WEATHER FORECAST: GULF OF GUINEA

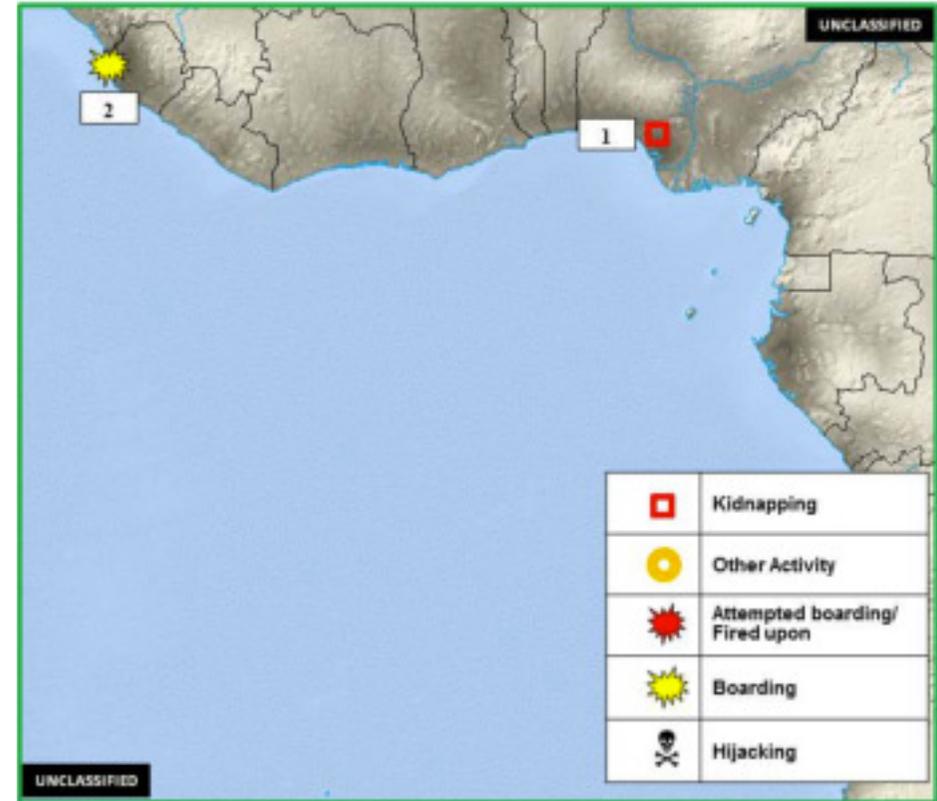
GULF OF GUINEA: South-southwest winds of 5 – 10 knots and seas of 2 – 4 feet.

- **Extended Forecast:** South-southwest 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.

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

- **1 June (Indonesia – Late Report)** – Robbers boarded a bulk carrier anchored near position 07:45 S – 109:04 E, Cilacap Anchorage, stole ship’s properties and escaped. The theft was noticed by the duty crew during routine rounds. The incident was reported to the local authorities.
- **28 May (Indonesia – Late Report)** – Six persons armed with guns boarded a tanker, using a rope, near position 02:49 N – 105:17 E, 24 nautical miles west of Pulau Jemaja. They tied up the crewmembers, threatened them with their weapons, stole ship’s cash and Master’s personal belongings and escaped. The incident was reported to the CSO, who notified the local authorities.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

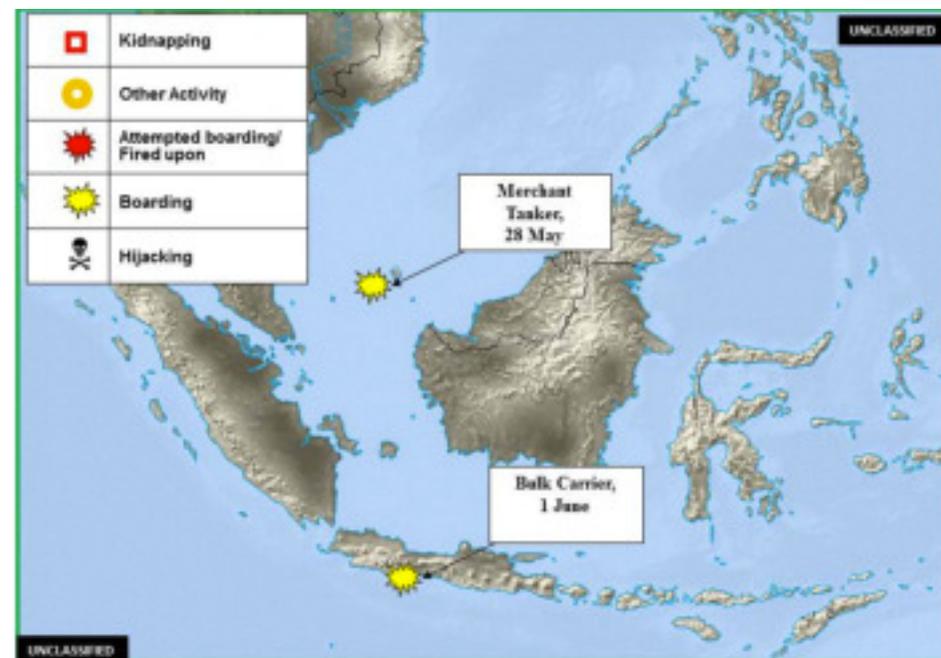
- No current incidents to report

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 – 2 feet.

MALACCA STRAIT: Variable 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 – 2 feet in the southern Strait.

- **Extended Forecast:** Variable 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 and seas of 1 – 2 feet in the southern Strait.

ANDAMAN SEA: South-southwest winds of 15 – 20 knot, gusting to 25 knots, and seas of 7 – 9 feet in the northern section; with southwest winds of 15 – 20 knots and seas of 4 – 6 feet in the southern section.

- **Extended Forecast:** Southerly winds of 25 – 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:** Northerly 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

1. **6 June (Mexico)** – Navy of Mexico spokesman announced a cocaine bust, stating that 177 kilograms of cocaine were found in three cylinders 1.75 x 0.5 meter each. They were attached to the forward section of the hull, below the waterline, of the container ship *CLIFFORD MAERSK* in the port of Lazaro Cardenas.
2. **1 June (Mexico – Late Report)** – Navy of Mexico personnel confiscated 822 kilos of cocaine from a fishing ship in Baja California Sur. According to the authorities, the vessel, which was anchored at the maritime terminal in La Paz, contained “a substance with similar characteristics to cocaine” in its fuel tank.

INCIDENT MAP

Source: ONI



CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **31 May (El Salvador – Late Report)** – Police and sailors seized 84 kilograms of cocaine off the country’s coast. The National Police force disclosed that the drugs were apparently headed for neighbouring Guatemala. The drugs were being transported by four Guatemalans and an Ecuadorean man. The

Attorney General's office identified one of the suspects as the brother of the mayor of a small town in Guatemala.

INCIDENT MAP

Source: ONI

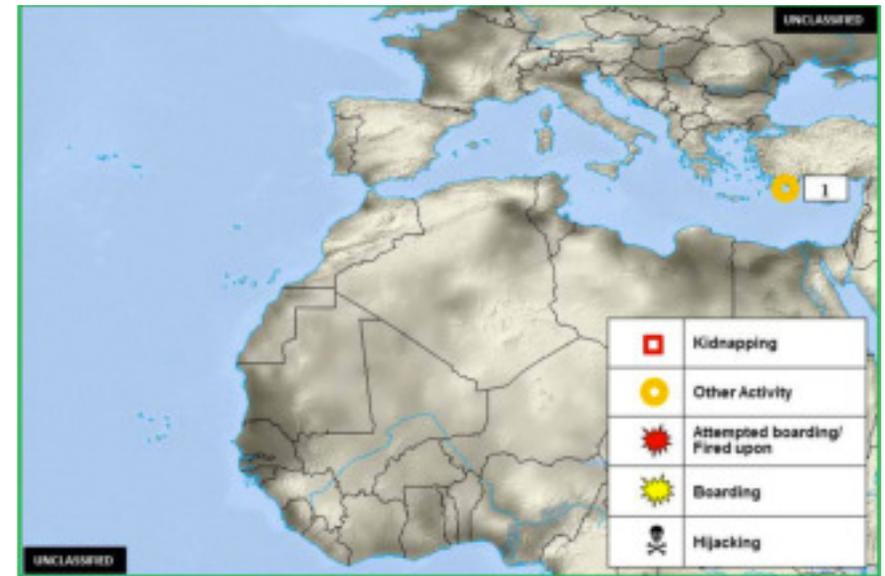


MEDITERRANEAN/BLACK SEA

1. **2 June (Turkey – Late Report)** – Police Special Forces teams boarded the offshore supply tug *COMMANDER TIDE*, seizing 1071 kilograms of heroin. Nine Turkish crewmen were arrested and the vessel was taken to Aksaz Naval Base for further investigation.

INCIDENT MAP

Source: ONI



NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

ARABIAN GULF

- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

- No current incidents to report

EASTERN AND SOUTHERN AFRICA

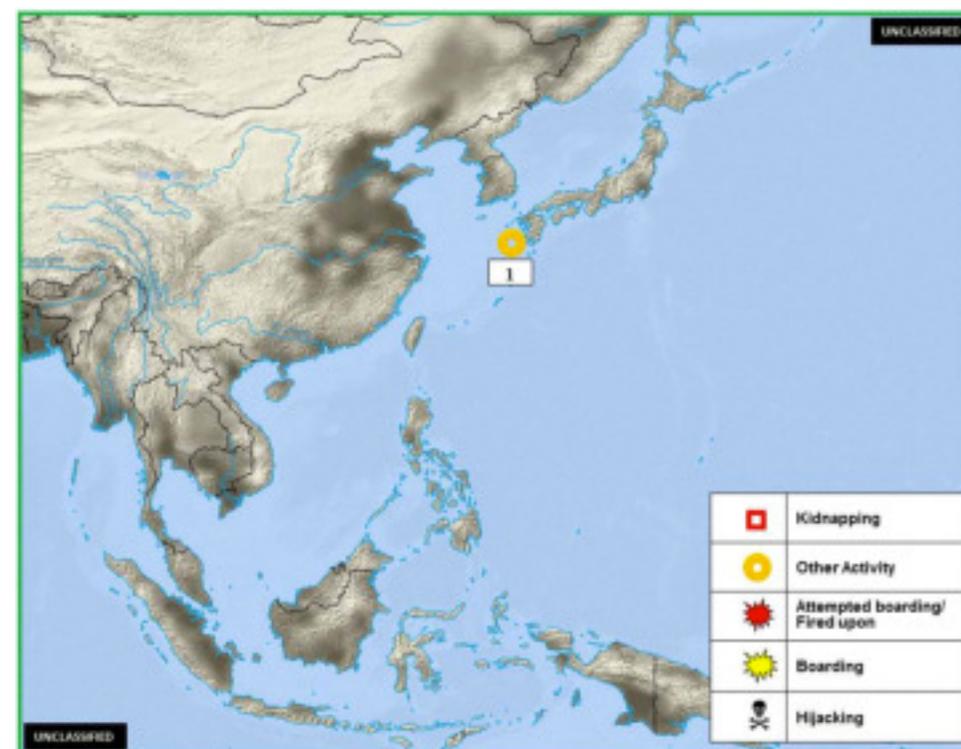
- No current incidents to report

NORTHEAST ASIA

1. **1 June (Japan – Late Report)** – Japan Coast Guard officials boarded a squid fishing boat off Kyushu, southern Japan, and their suspicions were immediately aroused. The vessel was carrying no fishing equipment but had five Japanese nationals, three men with documents showing them to be Chinese, and a number of large, and heavy, plastic cases aboard. When the cases were opened, they revealed 206 kilograms of smuggled gold. Tests subsequently conducted by customs officials in the town of Moji suggest that the gold bullion has assay marks scrapped off, but that has a high purity and is worth around 8.05 million euros.

INCIDENT MAP

Source: ONI



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.

- **9 June** – According to Doctors Without Borders (MSF) aid groups rescued 716 migrants from rickety boats in the Mediterranean Sea on Friday, but one person died in the attempt to reach Europe. MSF reported on Twitter that sea missions run by MSF, Spanish aid group Proactiva Open Arms and German organization Sea-Watch went to the aid of four wooden boats and one dinghy in distress. The group stated, “we have completed the 5th rescue and now have 716 people onboard. Unfortunately, for one person we arrived too late.” According to the International Organization for Migration (IOM), more than 61,000 people have arrived in Italy this year after paying smugglers for the risky passage from North Africa, which has claimed 1,622 lives.

- **5 June** – Turkey’s coastguard disclosed Monday that it has stopped nearly 100 migrants, most of them Syrians, attempting to reach Greece. In a statement, the coastguard disclosed that 63 Syrian migrants were intercepted off the coast of Izmir province on 3 June, adding that two Turkish nationals alleged to be smugglers were apprehended. Footage released along with the statement depicted a coast guard vessel following a rubber dinghy. Footage from the Dogan news agency showed coast guard and security officials transporting a body bag with the remains of a young man thought to be a migrant. The coast guard further reported that it stopped 36 other migrants on 3 June, also in Izmir.
- **5 June** – The death rate among migrants attempting to cross the Mediterranean Sea to reach Europe has almost doubled over the past year. The latest data released by the United Nations indicates that when comparing the first five months of this year with the same period in 2016, the mortality rate grew from 1.2% to 2.3%. The death rate during all of 2015 was 0.37% - a sixth of the current level. The new figures have prompted calls for the international community to stop turning a blind eye to the unfolding crisis, with aid agencies stating that the rising death rate was caused by a shortage of search-and-rescue vessels coupled with the increasingly unsafe boats that are being provided by smugglers and traffickers in Libya.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 11 JUNE 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	Moderate - 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	Low
Port of Mellitah	Open	Low
Port of Misrata (Qasr Ahmed)	Open	High
Port of Ras Lanuf	Open*	Moderate - 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

- 8 June** – Italy's interior under-secretary, Domenico Manzione, appears to have softened accusations that aid groups are complicit in smuggling people across the Mediterranean Sea from Libya. Speaking to MEPs in the civil liberties committee (Libe), Manzione said NGOs are performing a welcomed duty in saving people at sea, but that they need to follow rules and be more transparent. "We need to make sure that those who do become active in the Mediterranean, play by the same rules and follow orders," he said. He added the big issue was that some NGOs, active in the Sicilian channel for example, are disobeying orders by not bringing rescued people to the first port of safety. "It has to be the first safe port ... the port of their choosing might not have the necessary infrastructure," he said.
- 8 June** – Libya's major Sharara oil field has reopened after a workers' protest and should return to normal production within three days, the National Oil

Corporation said in a statement early on Friday. Sharara had been producing nearly 270,000 bpd before employees went on strike on Wednesday over a lack of medical treatment for a colleague who died in a swimming pool accident at the field. The announcement that production was restarting at Sharara followed an emergency meeting of the NOC board and Sharara's operating company, in which NOC Chairman Mustafa Sanalla ordered a review of ambulance services and an upgrading of medical provisions for employees, according to an earlier NOC statement. He also met municipal and medical officials as well as civil society activists from the nearby city of Ubari, the NOC said.

- **6 June** – Libya's neighbours Algeria, Egypt and Tunisia agreed to push for political dialogue to end the crisis in Libya, rejecting foreign interference or any military solution. The "Algiers declaration" came after Egyptian jets last month carried out repeated air strikes targeting camps for Islamist militants inside Libya who Cairo says were responsible for an attack on Egyptian Christians. The joint statement appeared to be an effort to smooth over differences among the North African neighbours over how to bring stability to Libya, where rival armed and political factions have been fighting since the fall of Muammar Gaddafi in 2011. The UN-backed government in Tripoli is trying to expand its influence and work with Western powers on security and immigration. But it has been rejected by some armed factions inside Tripoli and powerful rivals to the east backed by military commander Khalifa Haftar. Algeria has been pushing for an inclusive dialogue in Libya, while Egypt has more openly voiced support for Haftar, who has launched campaigns against Islamist militants and has so far rejected a U.N.-backed government in Tripoli. The ministers focused on the "preservation of territorial integrity, sovereignty and unity of Libya", they said at the end of their closed-door meeting. Egypt sees any militant activity in eastern Libya, which is near its border, as a threat to its own national security. One of the reasons Egypt's leadership has supported Haftar since 2014 is to try to ensure all Islamists are driven from eastern Libya.
- **6 June** – The Libyan Coast Guards rescued 110 migrants, all of African nationalities, including 40 women and three children, were rescued in the waters off Zliten, Libya. The UN International Organisation for Migration (IOM) said on Tuesday that so far in 2017, a total of 8,293 migrants have been rescued off the Libyan coast and 236 bodies have been retrieved. The latest

figure from the IOM showed that 71,418 migrants and refugees have entered Europe by sea in 2017 through to June 4, with nearly 85 per cent arriving in Italy and the remainder arriving in Greece, Cyprus, and Spain. A total of 1,650 migrants and refugees died at sea attempting the crossing during this period, IOM said. This compares with 206,790 arrivals and 2,512 deaths across the region in the same period in 2016.

- **5 June** – Seven African migrants died, apparently from suffocation, after being locked for two days in a refrigerated truck that was abandoned by people smugglers on the Libyan coast, officials said. Twenty-eight others, including five women, were rescued on Sunday when the truck was discovered at Garabulli, a town 30 miles east of Tripoli that is a common departure point for migrants trying to cross the Mediterranean to Italy. The survivors said they had been left there by smugglers, according to Hosni Abu Ayana, a second official at the Tripoli detention centre to which they were brought. The migrants said the truck driver left the vehicle at the side of the road after unknown gunmen began firing at the tyres.
- **5 June** – Libya's eastern-based government has followed regional allies in cutting diplomatic ties with Qatar, its foreign minister, Mohamed Dayri, said on Monday. The government, which sits in the eastern city of Bayda, has little authority within Libya. It is appointed by a parliament that also sits in the east and is aligned with powerful military commander Khalifa Haftar. They have spurned a U.N.-backed, internationally recognised government in the capital, Tripoli. The eastern-based government's announcement came after Saudi Arabia, Egypt, the United Arab Emirates and Bahrain severed ties with Qatar, accusing it of supporting terrorism. Dayri gave no immediate explanation for the Libyan move.
- **4 June** – Heavy clashes erupted between two militias in the city of Al-Zawiya in north-western Libya Saturday night, according to sources from the city. The clashes broke out after two members of one militia were killed by gunfire in front of Olympi Cafe in the city by the other militia fighters. The two militias were later engaged in clashes using heavy and medium weapons in the streets of the city centre. The Al-Zawiya Hospital had to evacuate the patients fearing they could be shot by the ongoing random gunfire and fighting in the city.
- **3 June** – The Libyan-Italian committee for fighting illegal immigration and smuggling agreed last Thursday to form a new joint commission to be tasked with controlling Libya's southern region and stem the influx of illegal

immigrants. The new commission will be made up from personnel from Libya's southern border guards and Italian Defense Ministry personnel. Other agreements were also signed by Libya's General Directorate of Coasts Security, Libyan Immigration Administration and Italian Interior Ministry aiming to implement the training programs (theoretical and practical) for the Libyan coastguards. The agreements also include completion of maintenance works on Libya's boats, and provision of maritime cutting-edge equipment for the Libyan Coast Guard.

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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References are always available.

More information is found at www.msrisk.com

24 HR CONTACT INFORMATION:

Email: operations@msrisk.com

Telephone: +44 207 754 3555



South Suite, Ragnall House, 18 Peel Road
Douglas, Isle of Man, IM1 4LZ

24 hr Global Contact: +44 207 754 3555
www.msrisk.com

Directors

S.J. Bingham, P.A. Crompton, P.O.J. Tracy
Registered in the Isle of Man No. 007435V