

Maritime Security Review



Issue No. 24

19 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: 12 - 18 June 2017

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

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

- **14 June (Red Sea)** – Suspected Shi'ite Houthi rebels fired a missile at a Saudi-led coalition warship off Mokha in the Red Sea.

VESSELS BOARDED

- No current incidents to report

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

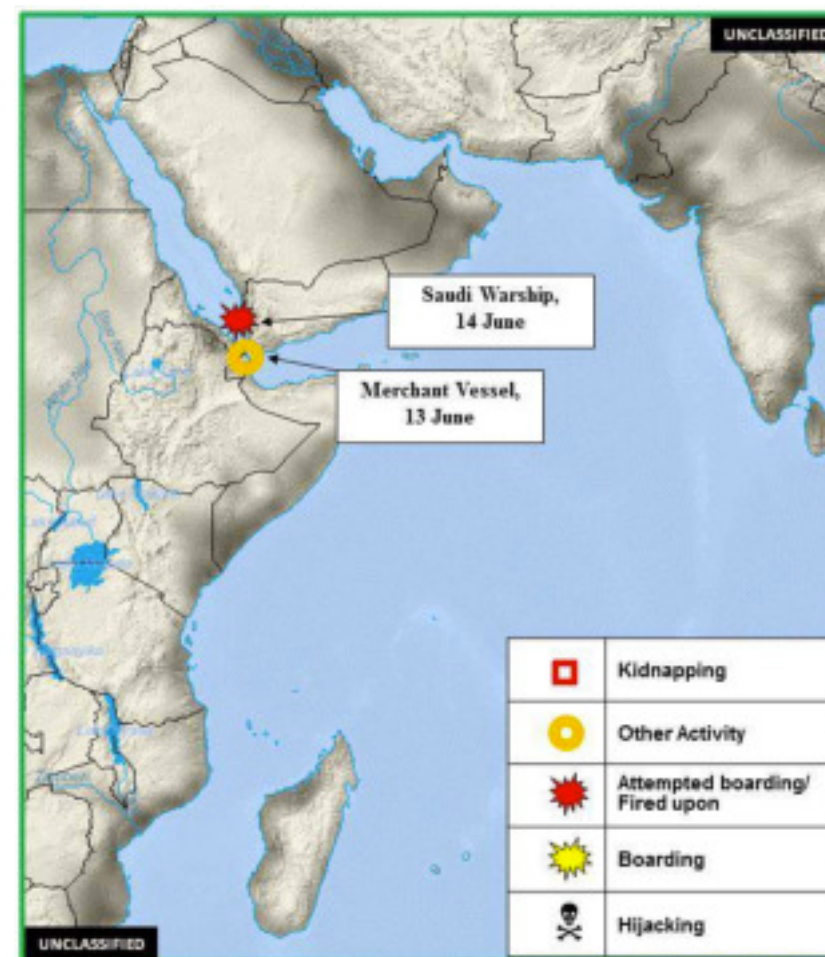
- No current incidents to report

OTHER ACTIVITY

- **13 June (Red Sea)** – A merchant vessel reported being approached by four skiffs near position 12:56 N – 043:12 E, north of the Bab el Mandeb Strait. The skiffs followed the ship for 10 minutes. The embarked security team displayed their weapons, resulting in the skiffs turning away.

INCIDENT MAP

Source: ONI



MARITIME REPORTING

- Nothing to report

WEATHER FORECAST: GULF OF ADEN/ARABIAN SEA

NORTHERN ARABIAN SEA: Southwest winds of 15 – 20 knots, gusting to 25 knots, with 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: Southeast winds of 10 – 15 knots and seas of 1 – 3 feet in the western section of the Gulf; with southeast winds of 10 – 15 knots and seas of 3 – 5 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 and seas of 3 – 5 feet in the eastern section of the Gulf.

GULF OF ADEN: Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 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:** Southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 2 – 4 feet in the western section of the Gulf; with southwest winds of 10 – 15 knots, gusting to 20 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, gusting to 20 knots, and seas of 4 – 6 feet in the northern Channel; with southeast winds of 15 – 20 knots, with seas of 7 – 9 feet in the southern Channel.

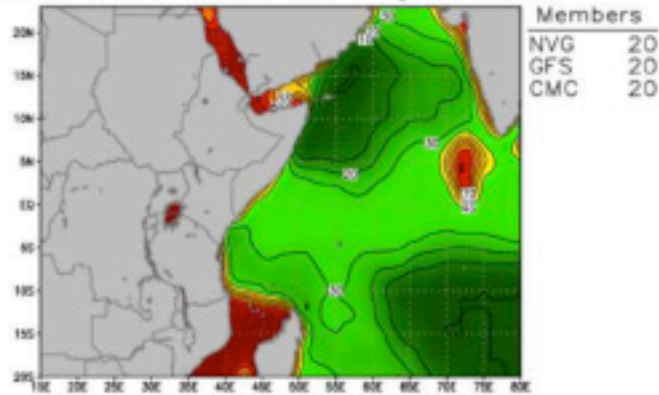
SURFACE CURRENTS: The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Current speeds along the Somali Basin are northeasterly averaging between 2 – 3 knots.

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.

WEATHER MAP

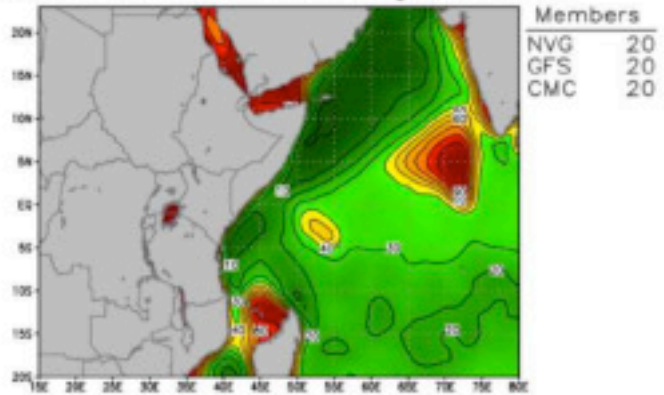
Source: ONI

Winds < 15.0 kts and Wave Heights < 5.0 ft



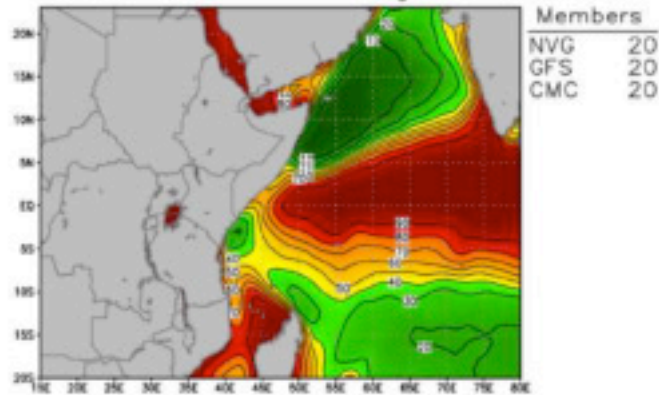
Valid Time: 1200Z 15 JUN 2017

Winds < 15.0 kts and Wave Heights < 5.0 ft



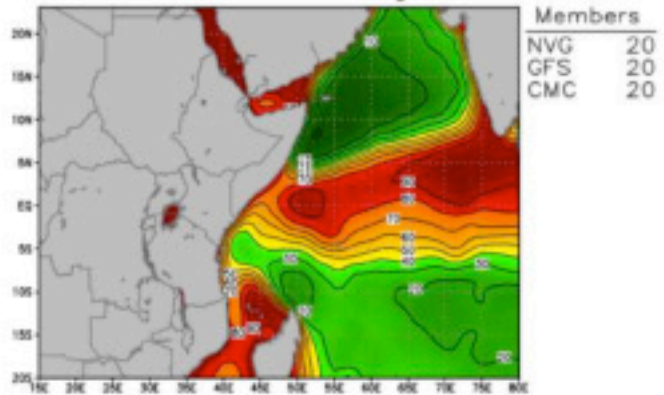
Valid Time: 0000Z 18 JUN 2017

Winds < 17.0 kts and Wave Heights < 7.0 ft



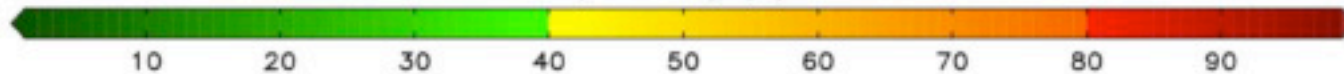
Valid Time: 1200Z 20 JUN 2017

Winds < 17.0 kts and Wave Heights < 7.0 ft



Valid Time: 0000Z 23 JUN 2017

probability (%)



SPOTLIGHT ON YEMEN

PORT STATUS AS OF 18 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

- 16 June – Houthi militias fired a missile at a United Arab Emirates aid ship carrying medical equipment while departing from the Yemeni port of Al Mokha.** The attack caused no damage to the vessel, but left one crew member injured. A statement released by General Command of the Armed Forces affirmed that they are tracking down those behind the attack. The Command reiterated its warning against the danger posed by Houthi activities and arms smuggling on the safety of international navigation. The statement called upon the international community to exercise more pressures on the Houthi militias to comply with UN Security Council Resolution No 2216 on prevention of such criminal activities. The UAE has been delivering urgent medical assistance to a number of governorates in Yemen to help contain the cholera outbreak.
- 13 June –** A Saudi border guard died in a landmine blast along the frontier with Yemen, the interior ministry said. The mine exploded during a patrol in the kingdom's southwestern Jazan district. More than 130 soldiers and civilians have been killed in Saudi Arabia's southern border regions since a Saudi-led coalition began air strikes over Yemen in March 2015. The coalition has previously said the rebels laid mines along the border. The insurgents have also launched ballistic missiles further into the kingdom.
- 12 June –** A multinational coalition of navies says it will step up patrols in waters around Yemen after several attacks in the region. The Bahrain-based Combined Maritime Forces issued a statement to shippers Monday outlining the threats in the Gulf of Aden and Bab el-Mandeb, two crucial areas for shippers transiting the Suez Canal. The maritime force noted one attack in May saw one of the boats attacking a vessel explode "for an unknown reason."
- 12 June –** A soldier was killed and two others were wounded in an Al-Qaeda attack Monday on a checkpoint in Yemen's Hadramawt province that also left three assailants dead, the army said. Major General Faraj al-Bahsani, a regional commander, said three of the assailants were shot dead and two injured in an exchange of gunfire following the attack. Al-Qaeda extremists remain active in the vast region of Hadramawt, where a number of leaders of Yemen's Al-Qaeda in the Arabian Peninsula (AQAP) are based. Al-Qaeda has flourished in Yemen as the country's deadly two-year-old civil conflict shows no sign of waning. Along with Sanaa, Houthi rebels still control most of the north and the Red Sea coastline, including the key port of Hodeida.

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

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- No current incidents to report

MARITIME REPORTING

- Nothing to report

WEATHER FORECAST: GULF OF GUINEA

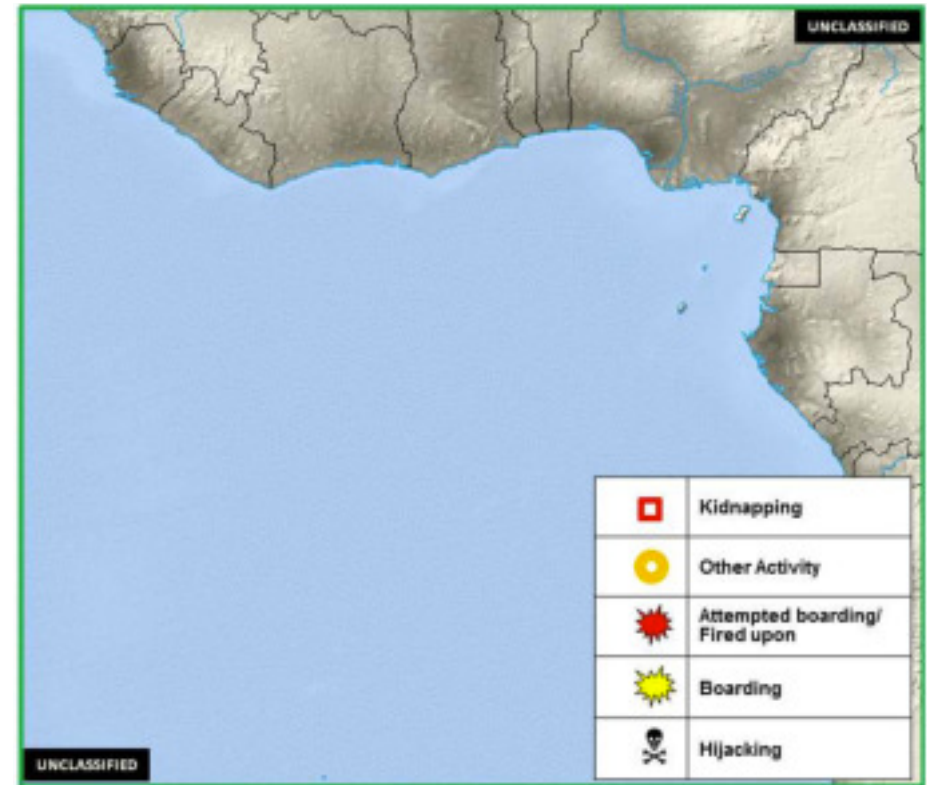
GULF OF GUINEA: South-southwest winds of 5 – 10 knots and seas of 2 – 4 feet.

- **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

5. **20 December 2016 (Philippines – Incident Update)** – Suspected Abu Sayyaf militants kidnapped four fishermen from the fishing boat *RAMONA 2* in the Celebes Sea, in the area where other Abu Sayyaf-related kidnappings have occurred. **Update (7 June)** – A top military official has disclosed that government forces rescued one of four crewmembers of the fishing vessel, which has been held for two months by the Abu Sayyaf Group in Talipao Sulu. He went on to say that a mission was conducted after receiving information from local civilians about the presence of a kidnap victim in Sitio Kandabaw, Baangay Lagtoh in Talipao town. The military immediately dispatched soldiers to the area and found the hostage in an abandoned house. Ramos was in

good condition despite being held captive by the militants for more than six months.

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- No current incidents to report

VESSELS BOARDED

1. **14 June (Philippines)** – A robber boarded an anchored tanker via the hawse pipe near position 13:44 N – 121:01, E, Batangas Inner Anchorage. The robber stole the ship's properties and escaped unnoticed. The theft was discovered by duty crew during routine rounds.
3. **13 June (Indonesia)** – Robbers boarded a research vessel anchored near position 00:45 N – 104:08 E, Galang Layup Anchorage. They stole the ship's equipment and escaped unnoticed. The theft was noticed in the morning during routine rounds. Incident was reported to the local agents and Port Authorities.
6. **7 June (Indonesia – Late Report)** – Two robbers boarded a tanker, at anchor, near position 01:21 N – 104:36 E, 8 nautical miles of Tg. Berakit, Bintan Island. They threatened the duty crewman with a knife, took his radio and held him hostage. They then entered the engine room through the steering flat door. When the duty crewman failed to report to the bridge the duty officer raised the alarm resulting in the robbers escaping with stolen ship's properties.
7. **3 June (Indonesia – Late Report)** – Eight robbers boarded the vessel *M/V HARVESTER* while at anchor buoy no. 2, Belawan Port. The robbers tied up members of the crew and stole 25 litre cans of paint. The following day, members of the Western Fleet Quick Response (WFQR) team arrested two of the robbers. An investigation into this incident is ongoing.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

4. **8 – 10 June (Malaysia – Late Report)** – A Malaysian bunkering company reported falling victim to a phishing scam. The owner of the company told police that they had been defrauded of approximately US \$1 million. Malaysian police believe that spyware was embedded in the victim's computer allowing the perpetrators of the fraud to read email exchanges between the bunker company and its fuel supplier. The company claimed that it had been deceived into making two transactions to bank in Greensboro, North Carolina in the United States on 31 May and 2 June.

MARITIME REPORTING

- Nothing to report

WEATHER FORECAST FOR SOUTHEAST ASIA

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

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

MALACCA STRAIT: Northwest 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:** Northwest winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the northern Strait; with variable winds of 10 – 15 knots and seas of 1 – 2 feet in the southern Strait.

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

- **Extended Forecast:** Southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 4 – 6 feet in the northern section; with southwest winds of 10 – 15 knots and seas of 3 – 5 feet in the southern section.

SOUTHERN SULU SEA – NORTHERN CELEBES SEA: Southwest winds of 5 – 10 knots and seas of 1 – 2 feet.

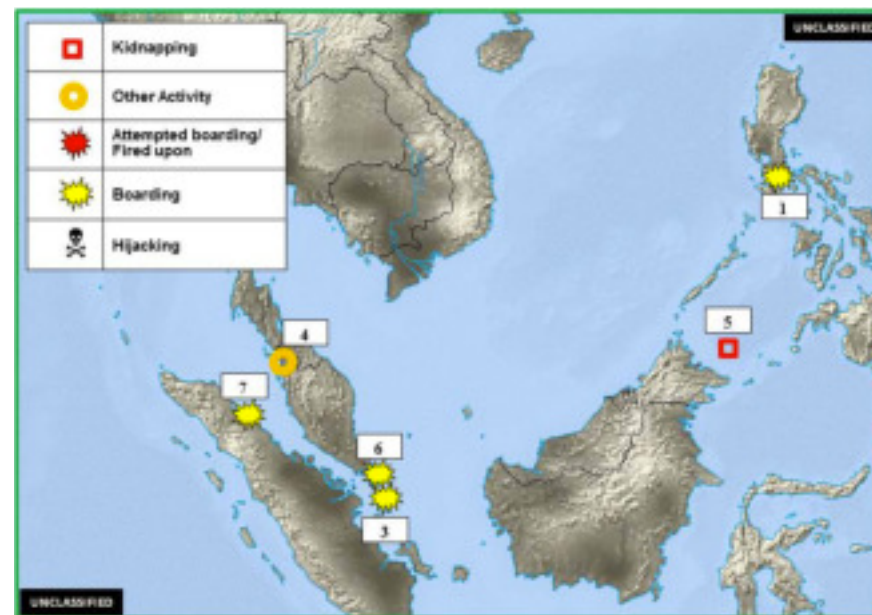
- **Extended Forecast:** Southwest winds of 5 – 10 knots and seas of 1 – 2 feet.

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 daytime heating.

INCIDENT MAP

Source: ONI



PIRACY & ARMED ROBBERY AGAINST VESSELS IN ASIA: MONTHLY REVIEW (MAY 2017)

During the month of May 2017, a total of six actual incidents of piracy and armed robbery against vessels were reported in Asia, with no attempted incidents recorded during this period. Of the six incidents, one was a piracy incident that occurred in the South China Sea, and five were incidents of armed robbery against ships. During this period, there were no reports of actual or attempted incidents involving the abduction of crewmembers from vessels while underway in the Sulu-Celebes Sea and waters off Eastern Sabah. Nevertheless, there is no room for complacency.

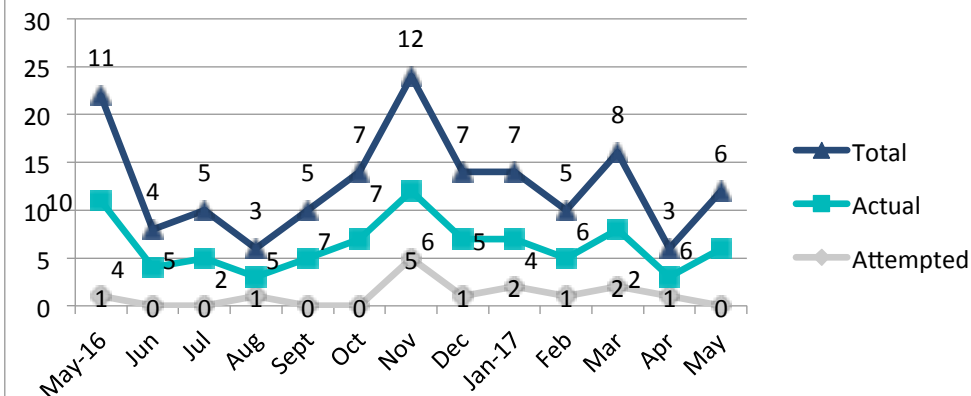
NUMBER OF INCIDENTS (MAY 2017)

In May 2017, six incidents of piracy and armed robbery against vessels were reported in Asia. Compared to the same period in 2016, the number of incidents reported in May this year declined by almost 50%. A total of eleven incidents were reported in May 2016, compared to the six incidents recorded in May 2017.

Compared to the preceding month, the number of incident reported in May 2017 doubled, from three incidents recorded in April 2017 to six incidents in May 2017.

On a month-on-month comparison between May 2016 and May 2017, the number of incidents has fluctuated, from as low as three incidents, which were reported in August 2016 and in April 2017, to the highest number of twelve incidents reported in November 2016.

Number of Incidents (May 2016 - May 2017)



LOCATION AND DESCRIPTION OF INCIDENTS

Below is a description of the six incidents that were reported in May 2017.

1. **UNIQUE DEVELOPER, Tanker, Hong Kong (2 May 2017; 2315 hrs; Bravo Anchorage, Chittagong, Bangladesh)** – While at anchor, two perpetrators speaking in local dialect Bangla, armed with sword, boarded onto the deck of the vessel from an approximately three to four metres long boat with two other perpetrators waiting on board the boat. Upon seeing the perpetrators boarding the vessel, the duty crew informed the bridge and the duty officer raised the alarm by sounding the ship whistle followed by making an announcement over the PA system. The perpetrators left the ship empty-handed.
2. **NORD MARU, Bulk Carrier, Singapore (3 May 2017; 0100 hrs; Tanjung Priok anchorage, Indonesia)** – While at anchor, the duty crew sighted three perpetrators boarded the ship through the stern from a wooden

boat. The duty crew reported the sighting to the duty officer. The general alarm was immediately activated and the perpetrators escaped in an unlit wooden boat. Some ship stores were reported missing and the crew sustained no injuries during the incident.

3. **NAVE BUENA SUERTE, Crude oil tanker, Hong Kong (4 May 2017; 0106 hrs: Straits of Malacca and Singapore)** – While underway, the 2nd Engineer sighted six perpetrators armed with knives in the engine room. Upon being sighted, the perpetrators forced the 2nd Engineer to show them the way out of the engine room. Nothing was stolen as the perpetrators were sighted before they managed to steal anything. The alarm was sounded immediately and a search of the vessel was carried out. No perpetrators were found. A report was made to the Vessel Traffic Information System (VTIS) via VHR. No crewmembers were injured during the incident.
4. **PRABHU LAL, Bulk Carrier, India (11 May 2017; 2012 hrs; Samarinda anchorage, Indonesia)** – While at anchor, a perpetrator armed with a knife boarded the vessel via the anchor chain. The duty A/B on routine rounds sighted the perpetrator and informed the OOW who raised the alarm and mustered the crewmembers. Upon hearing the alarm and realizing that the crewmembers had been alerted, the perpetrator escaped via the anchor china and fled in a speedboat. A search of the vessel was carried out and nothing was reported stolen.
5. **SC DALIAN, Chemical tanker, Hong Kong (21 May 2017; 0330 hrs; Port Lubum, Guang, Indonesia)** – While a berth, six perpetrators armed with long knives boarded the vessel from a speedboat. The perpetrators stole the outboard engine of a rescue boat on the deck and escaped.
6. **ALICE, Chemical tanker, Marshall Islands (28 May 2017; 2300 hrs; Approximately 23.5 nautical miles southwest of Pulau Mangkai, Indonesia)** – While underway, six perpetrators armed with guns and knives boarded the vessel through the port quarter. The perpetrators tied the Master and the crewmembers, took the vessel's cash, crewmember's personal belongings and cash, and escaped in a small boat. After the perpetrators left the vessel the Master managed to untie himself and reported the incident to his Company Security Officer (CSO). The company reported the incident to the ReCAAP Focal Point (Singapore) who initiated

the navigational broadcast of the incident and informed the relevant authorities. No injuries to the crewmembers were reported.

INCIDENT MAP

Source: ReCAAP



CONCLUSION

The overall situation of piracy and armed robbery against vessels in Asia in May 2017 compared to the same period last year, with six incidents reported in May 2017 compared to eleven incidents in May 2016.

Since the first incident of the abduction of crewmembers from vessels while underway in the Sulu-Celebes Sea and off waters of Eastern Sabah was reported in March 2016, this is the first time that there has been no report of an actual or attempted incident. Nevertheless, regional authorities are continuing to monitor closely the situation in the region, as the threat of further abductions remains high.

While the situation at certain ports and anchorages has improved in the last five months, there is no room for complacency. There is a continued need for port authorities to maintain enhanced port security measures, particularly during the hours of darkness. Furthermore, vessel Masters and crewmembers are advised to exercise vigilance and to make timely reports of any incidents to the relevant authorities.

REGIONAL AUTHORITIES

Philippine Coast Guard District Southwestern Mindanao Operation Centre

5. +63 929686 4129
6. +63 916626 0689
7. VHF: Channel 16 with call-sign "ENVY"
8. Email: hcgdswm@yahoo.com

Navy – Littoral Monitoring Station (LMS) Bongao, Tawi-Tawi

- +63 917774 2293
- VHF: Channel 16
- Email: jointtaskgroup@gmail.com

Eastern Sabah Security Command (ESSCOM)

- Tel: +60 89863281/016
- Fax: +60 89863182
- VHF: Channel 16 with call-sign "ESSCOM"
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WORLDWIDE

NORTH AMERICA

1. **15 June (United States)** – The US Coast Guard disclosed that a terminal at the Port of Charleston in South Carolina will reopen after investigating a “potential threat” of a dirty bomb on a container ship. In a press release, the US Coast Guard Southeast stated “Unified Command determines no existing threat to the port. Terminal will reopen and safety zone has been lifted.” It went on to say that there were four containers where a threat was posed at the terminal, adding that “these have been scanned and cleared by authorities.”

INCIDENT MAP

Source: ONI



CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **1 June (Jamaica – Late Report)** – Customs and police found 64 kilograms of cocaine hidden inside two shipping containers at the Kingston Freeport Terminal. The containers were shipped from Suriname.
2. **28 May (Belize – Late Report)** – A dinghy and outboard motor were stolen from a private dock in Placencia.

INCIDENT MAP

Source: ONI

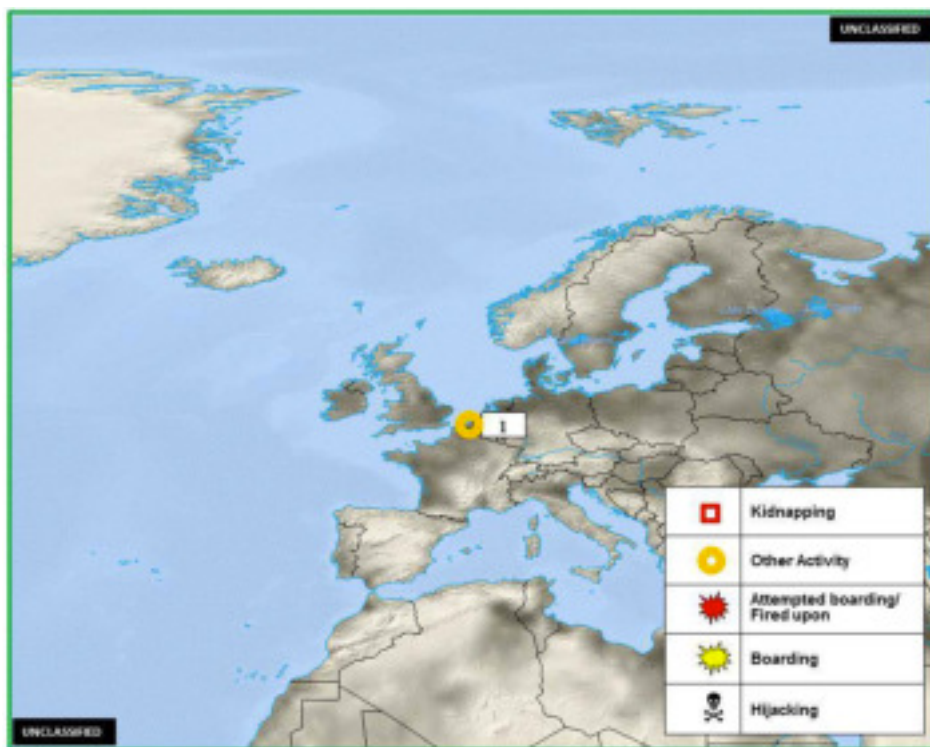


NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

1. **10 June (Belgium – Late Report)** – Police and customs officers in the port of Harlingen found 300 kilograms of cocaine onboard fishing vessel *DUBBELE SENIOR Z-181*. Five persons were arrested – three Dutch, one Pole and one from Montenegro.

INCIDENT MAP

Source: ONI



MEDITERRANEAN/BLACK SEA

1. **9 June (Mediterranean – Late Report)** – An NGO rescued 716 migrants from rickety boats in the Mediterranean. One death was reported.

INCIDENT MAP

Source: ONI



ARABIAN GULF

- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

2. **13 June (Bangladesh)** – According to reports, partially dismantled offshore crude oil processing ship *NORTH SEA PRODUCER* at a Chittagong ship-breaking yard was found to be radioactive and possibly dangerous for workers. Radioactive levels found in inside pipes were above permissible levels. Scrapping of the vessel has been suspended until completion of an investigation and estimating possible hazards.

EASTERN AND SOUTHERN AFRICA

- No current incidents to report

NORTHEAST ASIA

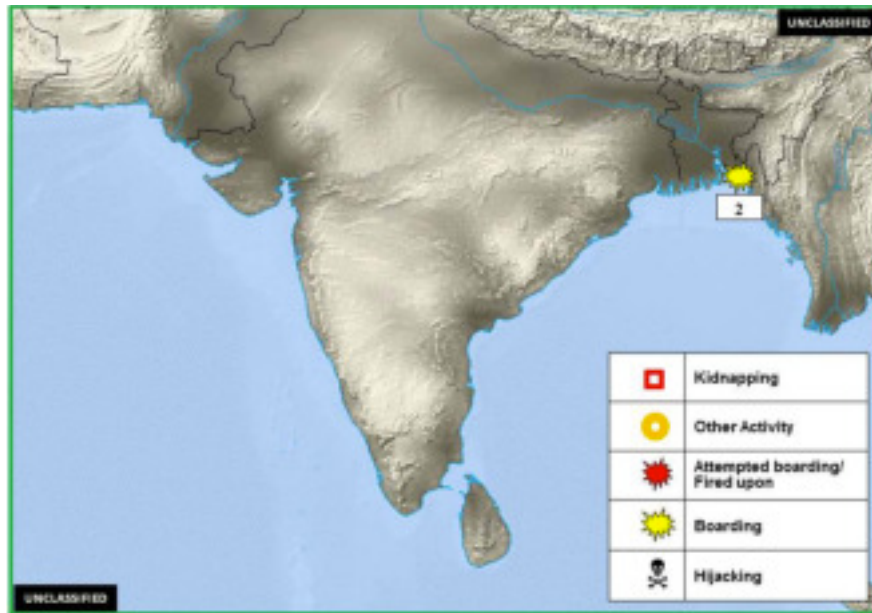
- No current incidents to report

PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

INCIDENT MAP

Source: ONI



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.

- **17 June** – Spain’s maritime rescue service has recovered the bodies of five migrants who died attempting to cross the Mediterranean Sea in a small boat. The service disclosed on Saturday that a passing merchant ship spotted the small boat adrift on Friday some 113 kilometres (70 miles) from Spain’s southeastern coast. It further disclosed that when rescuers reached the boat, they found that all five passengers “apparently from sub-Saharan Africa” were in an “advanced state of decomposition.” The rescue service also disclosed that 92 migrants were saved on Saturday from three separate boats just east of the Strait of Gibraltar.
- **16 June** – According to a spokesman, Libya’s coastguard on Friday intercepted 906 migrants off the western Libyan city of Sabratha. Coastguard spokesman Ayoub Qassem disclosed that the migrants were on board several wooden and rubber boats, adding that one of the rubber boats was perforated and nearly

submerged and that a wooden boat had its engine missing. Qassem stated that the migrants were African, Asian and Arab, and included 98 women and 25 children.

- **15 June** – Italy’s coastguard has indicated that humanitarian rescue ships picked up more than 1,000 migrants from nine rubber and wooden boats off the coast of Libya on Thursday. The Vos Hestia, operated by Save the Children, rescued more than 100 migrants, most of them from Bangladesh, from a rubber dinghy about 21 miles off the coast of Libya in international waters. Earlier in the day, another non-governmental group, Proactiva Open Arms, stated on Twitter that Libyan coast guard officials fired into the air as an act of intimidation while it was rescuing eleven people from a small boat. No one was injured and the migrants were taken on board the humanitarian vessel. So far the Libyan coastguard has not commented on the incident.
- **15 June** – On Thursday, Italy’s Interior Ministry reported that arrivals of migrants to Italy are up almost eighteen percent on the same period in 2016, at more than 65,000.
- **12 June** – According to a Spanish aid group, two migrants died in the Mediterranean Sea on Saturday during a rescue operation that saved more than 1,000 others who were attempting to make the dangerous crossing in a bid to reach Europe. Laura Lanuza, spokeswoman for Spain’s Proactiva Open Arms, disclosed that while two migrants perished in international waters off the coast of Libya, the Spanish aid group and five other humanitarian organizations saved 1,058 migrants after they intercepted several smugglers’ boats. Lanuza adding that in addition to the two deaths, another two migrants were in critical condition. The Golfo Azzurro, Proactiva Open Arms’ converted fishing trawler, pulled 243 migrants from two smugglers’ boats. The aid group disclosed that the group included one baby, a pregnant woman and several children. The other boats that participated in the massive rescue operation belonged to Save the Children, Sea Watch, Moas, Sea Eye and Jugend Rettet Luventa. According to Lanuza, the fleet of aid boats also reached another 289 migrants in different crafts that they helped transfer to Italian coast guard boats, which arrived as reinforcements.
- **12 June** – According to a spokesman, Libya’s coast guard on Saturday recovered the bodies of eight migrants from an inflatable boat that was found east of Tripoli, with officials disclosing that dozens of other migrants are feared missing. According to Issa al-Zarog, a coast guard spokesman in the town of

Garabulli, “in general, this type of boat carries 100 to 110 people, so we do not know what has happened to the others.” Coast guard officials have further disclosed that it was not clear how the migrants, whose bodies were spotted by fishermen, had died. Earlier, Tripoli coast guard spokesman Ayoub Qassem disclosed that one Bangladeshi migrant had been killed and two others were wounded when coast guards from Zawiya, just west of Tripoli, clashed on Friday with smugglers escorting migrant boats out to sea. Qassem stated that two rubber boats and a wooden vessel carrying some 570 migrants had been intercepted near Sabratha, west of Tripoli, triggering the clashes, and that coast guards had destroyed a bot and a personal watercraft used by smugglers, arresting three of them, adding that afterwards, a further five rubber migrant boats goat away after smugglers had fired at the coastguard from the shore and from boats.

- **12 June** – The International Organization for Migration (IOM) has reported that 380 migrants in three rubber boats had been intercepted off Zawiya, Libya and brought back to the North African country on Friday, adding that another 438 were intercepted on Saturday.
- **12 June** – Spain’s maritime rescue service has reported that it has saved 54 migrants, including two babies, trying to cross the Mediterranean in a smugglers’ boat. A spokesman disclosed that the group, which included thirteen women, was spotted by a cargo vessel in waters east of the Strait of Gibraltar. The Red Cross has reported that seven of the migrants needed to be taken to a hospital upon arrival at the port of Malaga around midnight on Saturday.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 18 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 Zawiya (Zawia)	Open	Moderate
Port of Zueitina	Open	Low



ACTIVITY REPORTING

- 15 June** – The National Oil Corporation (NOC) in Benghazi, which has repeatedly tried to impose control over oil exports from the NOC in Tripoli, has ordered a halt to exports arranged by Swiss company Glencore from the port of Hariga. Glencore, in which Qatar Holding owns a stake, has exclusive rights through the NOC in Tripoli to market oil exported from Hariga. Since several Arab states severed relations with Qatar, officials based in eastern Libya have issued a flurry of statements targeting people and entities with alleged links to the Gulf state. Despite the order, oil officials said on Thursday the terminal was working normally. A spokesman from Arabian Gulf Oil Company (AGOCO), which exports from Hariga, said it had not received the instruction, adding that the company was operating as usual and a tanker was docked at Hariga. The NOC in Tripoli has warned the eastern government not to use the dispute “as a pretext for exporting oil illegally”. Previous efforts by east Libyan factions to export oil have been blocked under U.N. Security Council resolutions that recognise the NOC in Tripoli as the sole legitimate seller of Libyan oil.

- **15 June** – According to the UN, people smugglers and criminal gangs are using social media to broadcast the abuse they inflict on African migrants in their captivity and demand ransoms from their families. In a video posted on Facebook, hundreds of emaciated Somalis and Ethiopians, including several children, are seen huddled in a concrete room in an unknown location in Libya. The migrants and refugees being filmed say they have been beaten, tortured and held in cells without food, and that their parents and relatives have received video clips via social media asking for up to \$10,000 to spare them from being killed. "They broke my teeth ... they broke my hand ... this stone has been put on me for the last three days," says one man in the video posted last week, explaining how his captors placed a concrete block on his back as a punishment after his family refused to pay up \$8,000. At least 20,000 migrants are being detained in Libya, according to the International Organization for Migration. Many are held and extorted for money by smugglers and gangs, and rising numbers are traded - in what they call slave markets - for forced labour and sexual exploitation. "This is a global problem where a smuggler or a criminal gang can easily use digital platforms to advertise their services, entice vulnerable people on the move and then exploit them and their families," said Mohammed Abdiker, IOM director of operations and emergencies. Smugglers are packing record numbers of migrants onto boats, with sea arrivals to Italy so far this year - more than 61,000 people - up 35 percent on 2016.
- **13 June** – The UN Security Council has voted unanimously to extend its arms embargo off the coast of Libya for another 12 months. Resolution 2357 (2017) allows UN member states to inspect ships suspected of violating the arms embargo imposed on Libya. The resolution provides international legality to vessels that are part of the EU military Operation Sophia. Egypt's Security Council ambassador, Amr Abdellatif Aboulatta, used the occasion to call for the Libyan National Army to be excluded from the arms embargo so it could better protect Libya. **A recently released UN experts report on Libya said arms embargo violations continued and were only fuelling the conflict.**
- **11 June** – Saif al-Islam Gadhafi has been freed by an armed group in western Libya. He had been held since shortly after the 2011 revolt against his father, Muammar Gadhafi. He was released in Zintan under an amnesty law passed by the eastern Libyan parliament. Lawyer Khaled al-Zaidi said that Saif was headed to another Libyan city that he could not name for security reasons. Saif, 44, was touted by some as a reformist successor before the uprising six

years ago. Zaidi told Reuters in an interview in Cairo that Saif would make a statement at some point and would not be turning himself in to the International Criminal Court, which is seeking his arrest. Zintan's Abubaker Sadiq brigade, which was responsible for guarding Saif, said it chose to release him following requests from the justice ministry of the eastern government.

- **11 June** – A report by the UN has confirmed the extent to which militias still dominate Libya in the absence of a regular army and police force. It highlights how militias are often motivated by power and financial reward rather than loyalty to the internationally-recognized Presidency Council. It also states that militias are linked to racketeering, smuggling and crime and have accrued huge wealth. The report states, "in the absence of Presidency Council control and authority, this competition (between militias) is likely to lead to new clashes." Listing "acts that threaten peace," the report states that "clashes between Misrata-affiliated and Tripoli-affiliated armed groups continue to undermine the authority of the Presidency Council and security in the Libyan capital, causing many civilian casualties. These clashes have several drivers". The report highlights racketeering and kidnappings by groups affiliated with Misrata; an ongoing power struggle over institutions; high-profile assassinations; and links with criminal networks engaged in people trafficking and fuel smuggling, which have allowed them to obtain substantial wealth. The report also highlights attacks against ports in Libya or against State institutions or installations, and escalation of conflict in the oil crescent and south of Libya. The full report can be found here: <http://reliefweb.int/report/libya/final-report-panel-experts-libya-established-pursuant-resolution-1973-2011-s2017466>

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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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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- Risk assessments and intelligence reporting
- Planning and management
- Due diligence and investigations

PROJECT MANAGEMENT

- Interim security
- Training
- Special assignments

CRISIS RESPONSE

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

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

References are always available.

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