

Maritime Security Review



Issue No. 30

31 July 2017

MS | RISK



TABLE OF CONTENTS

<u>TABLE OF CONTENTS</u>	<u>2</u>
<u>INCIDENTS AT SEA</u>	<u>3</u>
<u>GULF OF ADEN/ARABIAN SEA/BAB EL-MANDAB/RED SEA.....</u>	<u>4</u>
<u>SPOTLIGHT ON YEMEN</u>	<u>8</u>
YEMEN: PROCEDURE	10
<u>WEST AFRICA/GULF OF GUINEA.....</u>	<u>12</u>
WEATHER FORECAST: GULF OF GUINEA.....	13
<u>SOUTHEAST ASIA</u>	<u>14</u>
WEATHER FORECAST FOR SOUTHEAST ASIA	16
PHILIPPINES MARITIME SECURITY RISK REPORT.....	17
<u>WORLDWIDE.....</u>	<u>19</u>
<u>MIGRATION</u>	<u>21</u>
<u>SPOTLIGHT ON LIBYA.....</u>	<u>23</u>
LIBYA: PROCEDURE.....	25
<u>ABOUT JLT.....</u>	<u>26</u>
<u>ABOUT MS RISK</u>	<u>27</u>

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: 24 - 30 July 2017

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

- **25 July (Red Sea)** – A merchant vessel was approached by nine white-hulled skiffs, with ten persons in each skiff, near position 14:53 N – 042:27 E, approximately 23 nautical miles west-northwest of Hodaydah, Yemen. The skiffs closed to 2 cables and ladders were sighted. Onboard security team showed weapons and the skiffs moved away.

INCIDENT MAP

Source: ONI



MARITIME REPORTING

- Nothing to report

WEATHER FORECAST: GULF OF ADEN/ARABIAN SEA

WEATHER FORECAST VALID FROM 27 JULY – 2 AUGUST 2017

NORTHERN ARABIAN SEA: Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 8 – 10 feet.

- **Extended Forecast:** Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 10 – 12 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 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 – 3 feet in the western section of the Gulf; with southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the eastern section of the Gulf.

GULF OF ADEN: Southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 5 – 7 feet in the western section of the Gulf; with southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 feet in the eastern section of the Gulf.

- **Extended Forecast:** Southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 5 – 7 feet in the western section of the Gulf; with southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 5 – 7 feet in the eastern section of the Gulf.

SOMALI COAST: Southwest winds of 25 – 30 knots, gusting to 35 knots, and seas of 10 – 14 feet in the northern section of the coastline; with southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 feet in the southern section of the coastline.

- **Extended Forecast:** Southwest winds of 25 – 30 knots, gusting to 35 knots, and seas of 10 – 14 feet in the northern section of the coastline; with south-

west winds of 20 – 25 knots, and seas of 7 – 9 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 7 – 9 feet.

- **Extended Forecast:** Southerly winds of 15 – 20 knot, gusting to 25 knots, and seas of 7 – 9 feet.

MOZAMBIQUE CHANNEL: Southerly winds of 10 – 15 knots, gusting to 20 knots, and seas of 5 – 7 feet in the northern Channel; with easterly winds of 10 – 15 knots, with seas of 8 – 10 feet in the southern Channel.

- **Extended Forecast:** Southeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the northern Channel; with southeast winds of 15 – 20 knots, gusting to 25 knots, and seas of 10 – 12 feet in the southern Channel.

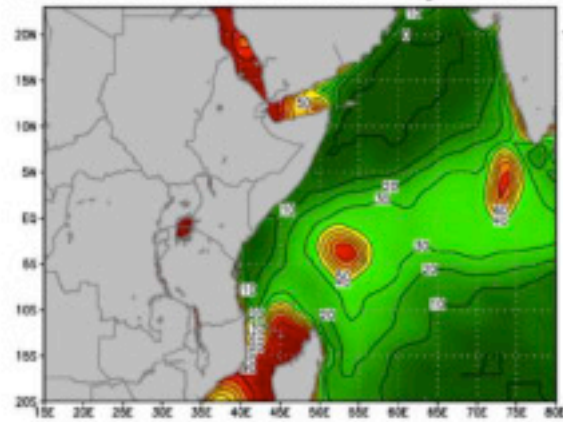
SURFACE CURRENTS: The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Currents speeds along the Somali Basin are northeasterly averaging between 2 – 3 knots.

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 period as an area of low pressure moves through the region. Expect increased localized wind flow through the Strait of Hormuz due to funneling effects and occasional shamal winds across the Arabian Gulf.

WEATHER MAP

Source: ONI

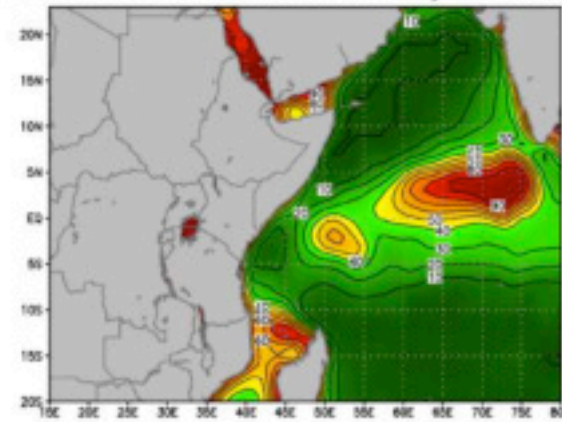
Winds < 15.0 kts and Wave Heights < 5.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 1200Z 27 JUL 2017

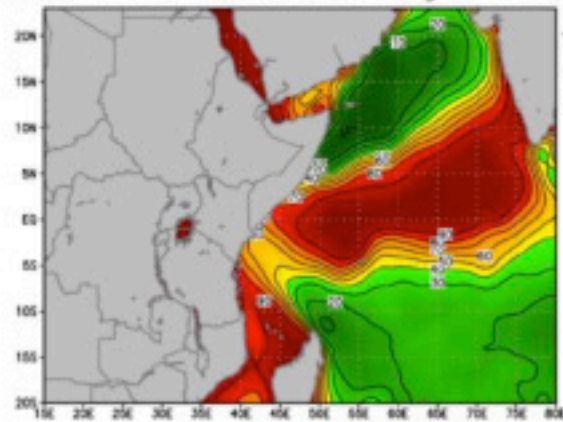
Winds < 15.0 kts and Wave Heights < 5.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 0000Z 30 JUL 2017

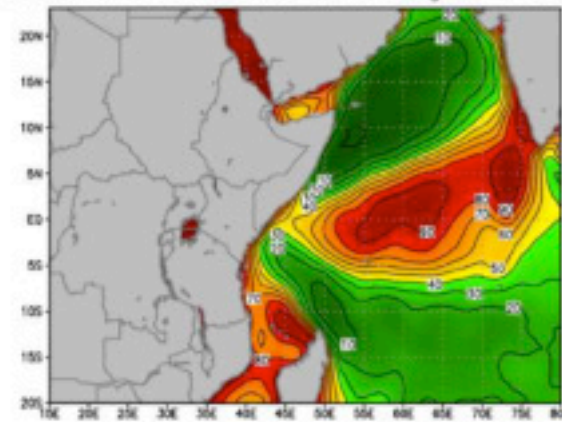
Winds < 17.0 kts and Wave Heights < 7.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 1200Z 01 AUG 2017

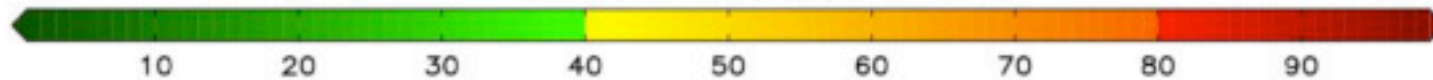
Winds < 17.0 kts and Wave Heights < 7.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 0000Z 04 AUG 2017

probability (%)



SPOTLIGHT ON YEMEN

PORT STATUS AS OF 30 JULY 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

Shipmasters and crew are urged to remain abreast of current conditions surrounding all Yemeni ports of call, and to ensure that security measured aboard vessels are in place.

HODEIDAH AND MIDI PORT WARNINGS

Reports continue to indicate that rebel forces have planted a number of camouflaged naval mines of different sizes in the area around Hodeidah port. Further, on 10 July, Saudi coalition forces discovered on a naval mine southwest of Midi port, near the border with Saudi Arabia. The aim is to cause damage indiscriminately to ships passing through the Bab el-Mandeb Strait. Vessels are warned to proceed with extreme caution in the areas surrounding Hodeidah and Midi ports. Masters are urged to stay abreast of local conditions, and to report any suspicious activity or incident immediately.

On 17 July, the Combined Maritime Forces issued new advice for vessels transiting the Gulf of Aden/Bab el Mandab waters. The information is in response to a spike of recent attacks against merchant vessels in the region. Please see below for more information.

ADVICE UPDATE

On 17 July 2017 Combined Maritime Forces disclosed that recent attacks against merchant shipping have highlighted continued risks associated with transiting the Gulf of Aden and Bab-el-Mandeb. Daylight attacks by small boats using small arms, rocket propelled grenades, and Waterborne Improvised Explosive Devices (WBIED) have been conducted in recent months. CMF states, "The identity of the attackers and their reason for the choice of target remain unknown...they potentially demonstrate a non-piracy related threat to the maritime community." The risk of the conflict in Yemen spilling into the maritime domain also continues. Merchant vessels are not expected to be targeted, however, "the risk of collateral damage to commercial shipping is present and should not be ignored," says CMF, issuing the following recommendations:

CMF ADVICE AS OF 17 JULY

Vessels transiting the Gulf of Aden to the Red Sea are advised to pass through the area between 44 00 East in the Gulf of Aden and 13 00 N in the Southern Red Sea during the hours of darkness and exit the Traffic Separation Scheme to the West of the Hanish Islands in daylight hours.

Vessels transiting the Red Sea to the Gulf of Aden are advised to pass through the area between 13 00 N in the Southern Red Sea and 44 00 E in the Gulf of Aden during the hours of darkness.

All vessels transiting the Gulf of Aden and Bab-el-Mandeb should follow the guidance of BMP4 to the maximum extent possible.

Finally, recent piracy attacks were unsuccessful but they serve to emphasize the importance of robustly following the guidance provided by BMP4. These recommendations are not compulsory, and the use of BMP4, armed security, shifting transit times, or any other defensive measures remain the sole decision of vessel operators, based on their own dedicated risk assessment.

ACTIVITY REPORTING

- **23 July** - Houthi coup militias have been reportedly withholding three vehicles loaded with cholera medications for a fourth day in a row in the province of al-Hudaydah, west of Yemen. Local sources confirmed that al-Hudaydah customs director, who was appointed by Houthi militias, is withholding aid medicines and insists on imposing customs duties on it, rejecting orders to release them and facilitate its entrance. Medical sources also confirmed that these medicines, which are held on board convoys of vehicles in the customs yard are being exposed to the sun which means they have probably been damaged and no longer valid for medical use. They also pointed out that maximum one-day exposure to the sun in the very high temperature coastal city of al-Hudaydah during the summer is enough to destroy it, while these shipments have been detained for four days so far.
- **22 July** - According to the World Health Organisation, 5,000 new suspected cases of cholera are registered daily in Yemen. Fadela Chaib, WHO spokeswoman, said that the situation was "far from being controlled". She added, "The rainy season has just started and may increase the paths of transmission. Sustained efforts are required to stop the spread of this disease." Surveillance data "confirms a slight decline in suspected cases over the past two weeks" in some of the most affected governorates - Amanat Al Asimah, Amran and Sanaa. But great caution was called for as there is a backlog in reporting and data is still being analysed. Oxfam, an international charity based in Britain, said: "It is feared that the total number of people infected could eventually rise to over 600,000, making it one of the largest outbreaks since records began in 1949." Rupert Colville, UN human rights spokesman, said on Friday that the fighting between the government forces - backed by Saudi Arabia-led coalition - and the Houthi rebels was "hugely exacerbating the ability to stop this epidemic of cholera". "The kind of disintegration of the health system in Yemen as a result of the conflict at a time of cholera is an absolutely lethal combination," said Colville. Oxfam's Kjetil Ostnor said a massive aid was needed for dealing with the crisis, but first of all, a ceasefire must be secured.
- **21 July** - The United Nations has blamed a Saudi-led coalition for a deadly air

strike on civilians in Yemen this week, saying there were no military targets in the area hit. The UN human rights office said that the strikes hit three families who were staying in a makeshift straw house after being displaced from their homes three months ago by fighting. The attack on Tuesday in the Mawza district of the southwestern province of Taiz killed at least 20 people, including four children, according to residents. The office said in a statement that the strike was carried out by "Arab Coalition Forces", referring to the Saudi-led alliance fighting Houthi rebels in support of Yemen's internationally recognised government. "There do not appear to have been any military objectives anywhere in the immediate vicinity of the destroyed house," it added. The Saudi-led coalition has faced repeated criticism over civilian casualties in Yemen. It accuses the Houthi rebels of using civilians as human shields. The United Nations called for a "comprehensive and impartial investigation" into the latest incident.

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

- **22 July (Senegal – Late Report)** – A fishing boat approached and several robbers attempted to board a bulk carrier underway near position 15:31 N – 018:10 W, 65 nautical miles northwest of Dakar. The alarm was raised, crew was mustered, with the Master increasing speed and conducting evasive manoeuvring. Due to bad weather, the vessel managed to evade the boarding. All crewmembers have been reported safe.

VESSELS BOARDED

- **21 July (Liberia – Late Report)** – A suspicious man was sighted on the deck of a merchant tanker anchored near position 06:21 N – 010:52 W, Monrovia Anchorage. The vessel raised the alarm, with the crewmembers carrying out a search. Nothing was found stolen. No injuries were reported.

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

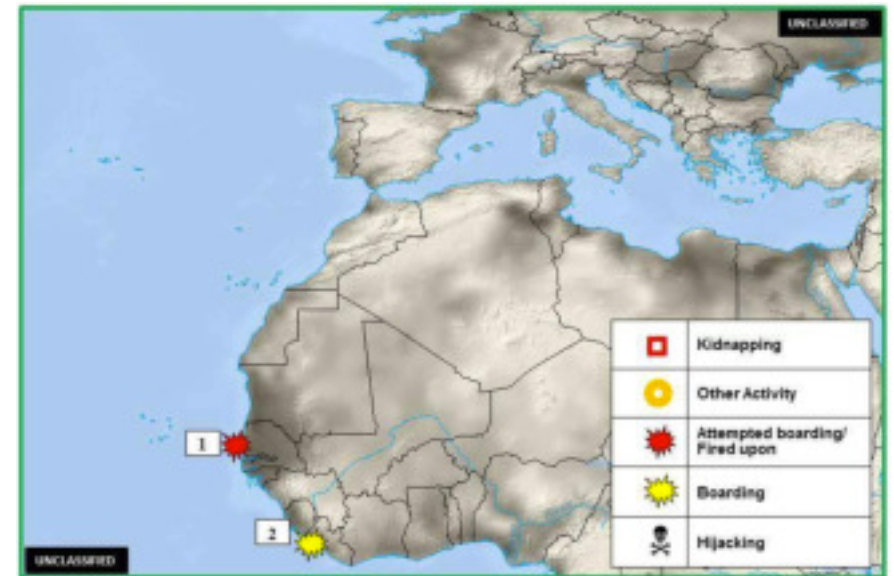
GULF OF GUINEA: Southerly winds of 5 – 10 knots, gusting to 15 knots, and seas of 3 – 5 feet.

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

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

2. **18 July (Philippines – Late Report)** – The Philippine Coast Guard at the Zamboanga City Port intercepted a Malaysia-bound passenger attempting to smuggle almost nine million pesos hidden in his luggage. The person was ticketed to board *M/V LADY MARY JOY 3* bound for Malaysia. Philippine laws set a limit on the amount of local currency that can be taken out of the country.

MARITIME REPORTING

- Nothing to report

INCIDENT MAP

Source: ONI



WEATHER FORECAST FOR SOUTHEAST ASIA

SOUTHERN SOUTH CHINA SEA: Southwest winds of 10 – 15 knots and seas of 1 – 3 feet.

- **Extended Forecast:** Southwest winds of 10 – 15 knots and seas of 1 – 3 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: West-southwest winds of 10 – 15 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 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.

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 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.

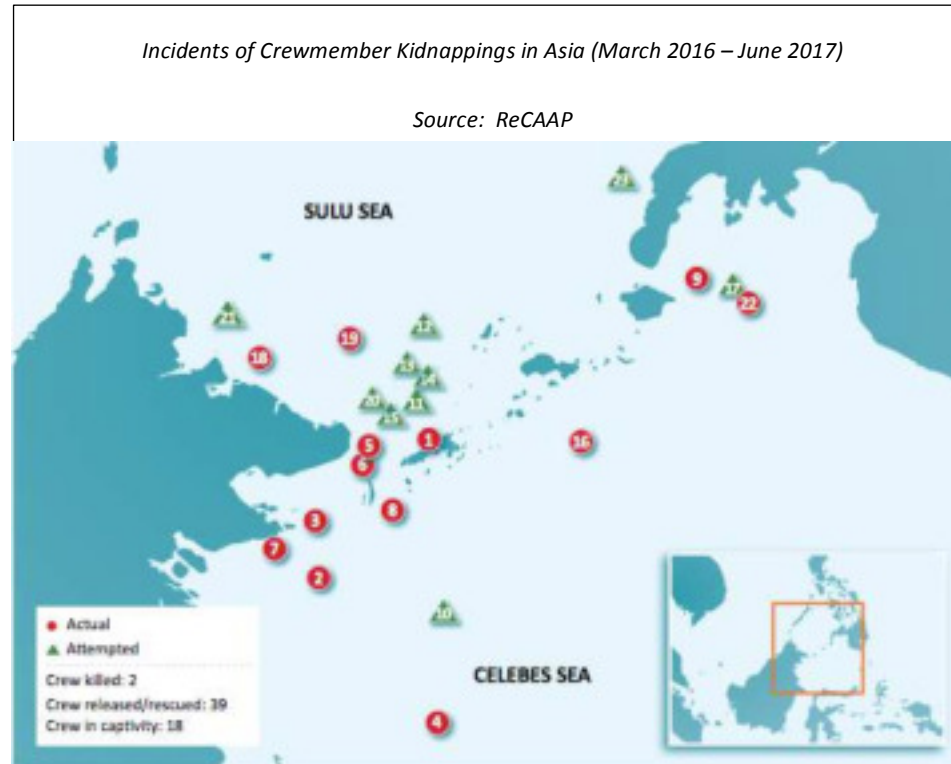
Since May 2017, the security situation in the Philippines has been dominated by the crisis in Marawi, a predominantly Muslim city situated on the Philippine island of Mindanao. The crisis was triggered by the presence of Abu-Sayyaf militants in the southern city; whom have since merged with the Maute group, an additional militant group that has been linked to the 2016 Davao City bombing and clashes in the settlements of Butig, both of which have incurred significant casualties. Since late 2014 and in May 2015 respectively, Abu-Sayyaf and the Maute group have increasingly become sympathizers of ISIL. In addition to the ideological alignment with the Wahabist militants, Abu-Sayyaf has utilised child soldiers, beheaded Canadian businessman John Ridsdel and threatened Philippine President Rodrigo Duterte and other significant individuals; actions that are comparable to the Syrian based jihadist group. While clashes with the Philippine military are not a recent development to Mindanao and the surrounding area; the intensity of fighting has escalated in response to recent efforts by Duterte to bring an end to the nearly 50 year conflict with Moro separatists. Abu-Sayyaf linked violence has been particularly prominent in the Sulu and Celebes Sea; the maritime region which borders the Philippines, Borneo, Malaysia and Indonesia and contains a significant presence of pirates, drug traffickers and various militants, whom were responsible for a spate of kidnappings in 2016. A lack of maritime security in 2016 led to an exponential growth in piracy incidents related to Abu-Sayyaf; initially it was only tugboats and merchant ships that were vulnerable to kidnappings or piracy incidents, but recent developments

indicate that larger vessels are now at risk in a greater area. Due to the reduced international focus on the Sulu Sea, compared to the Gulf of Aden, as a major trading route, maritime security companies and the international community have neglected protecting vessels in the area; creating an almost piracy haven in south-east Asia. In November last year, six Vietnamese crew members were taken hostage after their vessel, the MV Royal 16, was boarded by Abu-Sayyaf militants. On July 12th 2017, crew member, Tran Viet Van, was founded beheaded by Philippine forces; Tran is the third individual to have been beheaded by the militant group, after Vietnamese nationals Hoang Trung Thong and Hoang Van Vai

were executed last week. The kidnapping and execution of the Vietnamese nationals is not an isolated incident; Abu-Sayyaf executed Jurgen Kanter and his wife, both German nationals in February who were kidnapped after sailing off the Philippine coast. Most notably, John Ridsdel and Robert Hall, two Canadian nationals were executed in 2016 after Canadian authorities refused ransom demands.

The ongoing violence in Marawi, and the recognition of a new 'front' emerging in the Philippines against ISIL and its affiliated groups should be observed closely. The insurgency has the potential to either significantly increase stability and security in the region, or if efforts are not made to shore up maritime security in the Sulu and Celebes Sea, could result in a critical escalation in Islamist related violence in south-east Asia. The Solicitor-General of the Philippines stated that "what is happening in Mindanao is no longer a rebellion of citizens, it

has transmogrified into an invasion of foreign terrorists who heeded the clarion call of ISIS". The sudden increase in media attention to the Islamist insurgency in the southern Philippines has arguably inspired the militant group Jemaah Islamiyah, to establish an additional training centre in the region. The group, which has cells all around south-east Asia, intends to train Indonesians, Malaysians,



Singaporeans and Thai Muslims and Arabs in committing mass casualty attacks and piracy. It is feared that the establishment of an additional Jemaah Islamiyah base, coupled with the Marawi crisis, could inspire a growth in support for the militant groups, a growth that would transpire into a de-escalation in maritime regional stability. In March 2017, Abu-Sayyaf-linked militants kidnapped a ship captain and engineer from a vessel travelling the Southern Mindanao - General Santos City trading route. The concern is that unless efforts are made to shore up regional maritime security, the incidents of kidnappings and piracy could increase. Indeed, given the rise of the ASEAN economic community, which has a combined GDP of USD\$2.6 trillion, threats to trading routes in ASEAN maritime waters would have significant economic repercussions for the respective nations. With the opening of a new shipping route to connect the Philippine cities of Davao and General Santos, and North Sulawesi Province in Indonesia, a heightened security threat could cripple efforts to increase economic maritime co-operation. Despite the potential for an escalation of militancy in the Sulu-Sulawesi-Celebes Seas; on the 1st July, President Duterte signed an agreement with the U.S. Navy to increase and co-ordinate maritime patrols in the region. Naval and security co-operation between the Philippines and the United States marks a positive step in relations between the two nations, which have deteriorated since the election of the Philippine President in 2016. Despite the pivot towards China by Duterte, an improvement in the security situation in the Sulu sea is in the interests of both the United States and the south-east Asian state. While U.S. President Donald Trump has suggested a move away from interfering in Asian affairs, the fight against ISIL and affiliated militant groups has become key to his foreign policy, and as such, fighting Abu-Sayyaf militants in the Sulu-Sulawesi-Celebes sea would be in American security interests. Primarily, the risk for Abu-Sayyaf and associated militants appears to be on travellers to the region, either living in the region or sailing in waters near to Mindanao, as was the case with the Canadian nationals and Australian Warren Rodwell. While there is a risk of terrorism, such as the sinking of the civilian carrier SuperFerry 14 in 2004; mass casualty attacks appear to be isolated incidents, with the focus on kidnapping Westerners for ransom and extortion.

WORLDWIDE

NORTH AMERICA

1. **20 July (Canada – Late Report)** – Canadian authorities found four stowaways in a shipping container at the Port of Montreal. According to a spokesman the men, in their 30s, suffered dehydration but no severe injuries and were taken to a local hospital. Local media have reported that the men were from the Soviet Republic of Georgia.

INCIDENT MAP

Source: ONI



CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

- No current incidents to report

ATLANTIC OCEAN AREA

- No current incidents to report

NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA

1. **18 July (Turkey – Late Report)** – Turkish Coast Guard spotted barrels thrown into the water from a vessel under way in the vicinity of Tasucu Port, Silifike district of Mersin. Approximately 100 kilograms of cannabis and other drugs were found in barrels, which were picked up by a helicopter. The Ro-Ro ship *MED STAR* ten crewmen were arrested on arrival on suspicion of drug trafficking.

INCIDENT MAP

Source: ONI



ARABIAN GULF

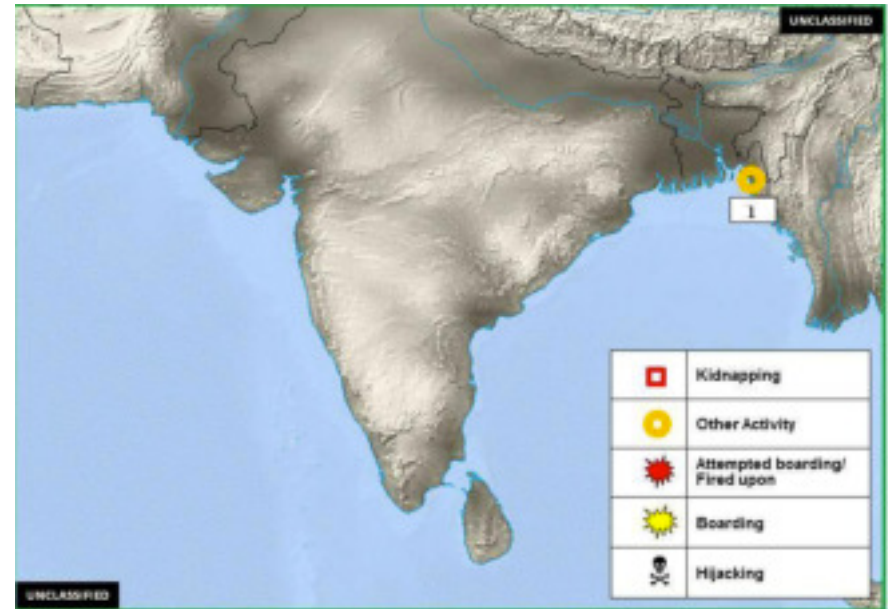
- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

1. **19 July (Bangladesh – Late Report)** – A pirate leader was killed in a “gunfight with police in Chittagong. The victim was identified as Abul Kalam alias Langra Kalam. A police spokesman disclosed that the victim was the leader of the pirate group “Kalam Bahini,” adding that he was also on the country’s Home Ministry list of terrorists.

INCIDENT MAP

Source: ONI



EASTERN AND SOUTHERN AFRICA

- No current incidents to report

NORTHEAST ASIA

- No current incidents to report

PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

MIGRATION



During this summer period, migrants are likely to continue to attempt 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.

- **25 July** – On Tuesday, the European Union (EU) extended the mandate of its naval operation targeting migrant smuggling in the Mediterranean and tasked it with monitoring illegal oil trafficking from Libya. The operation’s mandate, which was due to expire on Thursday, has now been extended until the end of 2018. Operation Sophia, which has naval ships and aircraft monitoring the Mediterranean, aims to disrupt smuggling networks and train Libya’s coastguard as a way of stemming the flow of migrants who are attempting to make the risky crossing from Libya to Italy in unseaworthy boats. On Tuesday, the European Council broadened the operation’s mandate to conduct surveillance and gather intelligence on illegal oil exports from Libya, monitor

Libyan coastguard members that it has trained and enhance information sharing between EU member states and enforcement agencies.

- **25 July** – A Spanish rescue group had reported that it has found 167 migrants alive and thirteen dead, including pregnant women and children, in a rubber boat drifting in the Mediterranean Sea. According to Laura Lanuza, a spokeswoman for Spain’s Proactiva Open Arms aid group, 121 men, 40 women and six children were amongst those rescued on Tuesday 24 km (15 miles) north of the Libyan coastal town of Sabratha. Meanwhile the Italian news agency ANSA has disclosed that a boat from the NGO Save the Children came to the aid of some ninety migrants aboard a small boat. Both rescue operations off Libya were coordinated by the Italian coast guard.
- **24 July** – According to a spokesman, Libya’s coastguard on Monday rescued an estimated 278 migrants, including women and children, off the shores of two different towns west of the capital Tripoli. According to the spokesman of Libyan naval forces Ayoub Qaseed, the coastguard near Zawiya refinery rescued 128 people about 23 km (14 miles) off the coast, while another 150 were rescued off Sabratha. The migrants were mostly from sub-Saharan African countries, although there was also one from Bangladesh and two from Egypt. The coastal towns to the west of Tripoli – Zawiya, Sabratha and Zuwarah – are common departure points for migrants who are trying to reach Europe and who are often sent out by smugglers in flimsy vessels.
- **24 July** – Spain’s maritime rescue service has disclosed that over the weekend, it saved 57 migrants from two boats trying to cross the Mediterranean Sea from Morocco. The rescue service stated that it reached a small boat carrying four Moroccan men in the Strait of Gibraltar after the craft was spotted by Spain’s Civil Guard. The rescue ship brought them ashore, with the four appearing to be in good health. A maritime rescue ship intercepted a second boat with 53 migrants of unknown origin near the island of Alboran, where there maritime rescue service has an output.
- **24 July** – On Monday, Spanish rescue service disclosed that it saved nineteen migrants from Algeria as they were attempting to cross the Mediterranean onboard a small boat. Spain has rapidly become the new backdoor to Europe following the closure of the Balkan route through Turkey after the latter signed an agreement with the European Union (EU) to tighten border control and also due to the increasing security risks and human rights abuses facing sub-Saharan migrants in Libya. The Mediterranean route from the coasts of

Morocco or Algeria to Spain is now being considered as the more peaceful and close route. The United Nations Refugee Agency however has already warned Spain to prepare for an upcoming surge in migrant arrivals as the number of mostly sub-Saharanans who made it to Spanish coasts has more than doubled in 2017 from last year, effectively outpacing the Libya-Italy route as the fastest growing entry point to Europe. While the Italian sea route remains the most popular overall, with 59,000 migrants arriving between January and May, an increase of 32 percent from last year, the Spanish route further west has begun to gather steam, with 6,800 migrants using it during the same period – up by 75 percent from figures in 2016.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 30 JULY 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	Moderate
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

- 27 July** - Authorities in eastern Libya backed by military strongman Khalifa Haftar on Thursday ordered the closure of a Sudanese consulate and the expulsion of 12 diplomats. The order to shut down the mission in Kufra, an oasis in southern Libya, was taken on the grounds of "damage to Libyan national security". The consul and 11 consular staff were given 72 hours to leave the country. Sudan's embassy in Tripoli is closed but a consulate with limited personnel serves Sudanese living in the capital, according to its Facebook page. Khartoum summoned the Libyan Charge D'Affaires Ali Muftah Mahroug later on Thursday to protest the mission's closure in Libya, the Sudanese foreign ministry said in a statement. The ministry told the Libyan diplomat that it expected the Libyan authorities to reconsider the decision in order to allow the consulate to continue with its normal duties, the statement said. Officials in Khartoum have accused Haftar of enlisting rebels from Sudan's Darfur region to fight alongside his forces. Haftar has accused Sudan of supporting "terrorists" in Libya. Khartoum recognises the Tripoli-based

Government of National Accord of UN-backed prime minister Fayez al-Sarraj, a rival of Haftar and Libya's eastern authorities supported by his forces.

- **27 July** - Human Rights Watch says that activists in western Libya have been physically attacked and threatened by armed groups, some affiliated with U.N.-backed government based in Tripoli. The statement by the New York-based watchdog on Thursday says that Libyan "authorities seem unable to rein in the attackers, enabling them to operate with impunity." It says many activists have fled the country after threats or attacks by armed groups and militias. HRW also urged the Tripoli-based government to hold armed groups, especially those aligned with it, accountable if they threaten, harass, or assault activists.
- **26 July** - Libya forces allied with UN-backed government who last year defeated Islamic State in Sirte are increasing patrols to stop the militants regrouping and threatening to launch attacks on the port city of Misrata, a military commander said. The forces, mainly brigades from Misrata drove Islamic State from Sirte at the end of last year after a six-month campaign backed by U.S. airstrikes. Islamic State took over the city in 2015 taking advantage of Libya's political chaos. "We have spotted movements by Daesh (Islamic State) in the south of Sirte, where they are trying to regroup and break through our forces' lines in the south," said Mohamed Ghasri, spokesman for the "Al-Bunyan al-Marsous" forces in Misrata. Ghasri gave no details of numbers of fighters estimated in the south of Sirte. But he said Misrata forces had lacked support from the international community since defeating Islamic State last year. French officials fear Islamic State militants and other jihadists could try to exploit any power vacuum in Libya to regroup after losing ground in Syria and Iraq.
- **25 July** - The two leading players battling for control of Libya have committed to a ceasefire and fresh elections after talks near Paris hosted by French President Emmanuel Macron. Prime Minister Fayez al-Sarraj, the leader of the United Nations-backed government in Tripoli, and Gen. Khalifa Haftar, the commander of the so-called Libyan National Army which controls parts of the east of the country, met with the French President at a chateau in La Celle Saint-Cloud, west of Paris. Ghassan Salamé, the new special representative of the United Nations Secretary-General, also took part in the discussions Tuesday. "Today, the cause of peace in Libya has made great progress," President Macron tweeted. The talks ended with a 10-point joint declaration

backed by the two Libyan rivals. The two leaders said they recognised that the "solution to the Libya crisis can only be a political one and requires a national reconciliation process involving all Libyans," according to the statement released by the Élysée Palace. The declaration also included a commitment to "work towards the holding of presidential and parliamentary elections as soon as possible ... in cooperation with the relevant institutions and with the support and under the supervision of the United Nations."

- **24 July** - Frustrated Tobruk residents protested on Sunday, demanding the House of Representatives intervene urgently to save the city from thirst as a result of the impending closure of the seawater desalination plant. The protesters threatened to escalate, including causing disruption of oil exports from Marsa Al-Hariga oil terminal, if their demands are not met. The protesters gave the House of Representatives one week to address their demands or they prevent MPs from entering the parliament. They called on the National Oil Corporation and the government to take full responsibility to solve the water crisis immediately.
- **21 July** - The United Nation Security Council's Committee on Libya has added an oil product tanker Capricorn to its list of individuals and entities subject to the assets freeze. The Tanzanian-flagged vessel Capricorn (IMO: 8900878) was listed on the grounds of "illegal" transportation of gasoil, a refined petroleum product. The product was "illicitly exported from Libya" based on information received from the country's government, the UN said. Due to the sanctioning, the small clean tanker has been prohibited to load, transport or discharge cargo, and has been barred from entering any ports. According to the committee, the designation is valid from 21 July to 21 October 2017. As of 16 July 2017, the vessel was located offshore Cyprus. The 4,400 DWT tanker, built in 1989 is owned by UAE-based Etihad, according to the data provided by VesselsValue.

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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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.

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- Training
- Special assignments

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- Hostile operations support to commercial interests

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References are always available.

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