

Maritime Security Review



Issue No. 33

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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: 14 - 20 August 2017

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

Piracy Levels are determined on a weekly basis as follows:

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

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



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

While international naval patrols and anti-piracy measures on board commercial vessels have practically eradicated Somali piracy since its peak in early 2011, poverty coupled with other factors that motivate pirates remain and some vessels transiting this region may have increasingly become complacent in the belief that the piracy threat had diminished. While the international community has over the past several years taken significant steps in order to improve security in the region, including boosting naval forces in the area and requiring ships to take protection measures, including reporting in and out of high risk areas, sailing at top speed as far away as possible from the Somali coast and travelling with armed escorts on board, the threat of an attack and hijacking remained as the real root of the cause on the

ground in Somalia has never been properly addressed. After five years without a successful attack, analysts say that complacency may have set in and this year's successful hijacking is likely to result in potential copycat attacks, as pirate action groups head out in a bid to successfully hijack a commercial vessel.

Masters are advised to remain vigilant at all times inside the HRA and are advised to adhere to strict guidance and protective measures as set down in BMP4. Sailing yachts should avoid transiting the HRA. Past activity has demonstrated that pirates will attack both large and small yachts transiting this region. While successful attacks and hijackings of merchant vessels have significantly decreased over the past two years, the possibility of attacks and the successful hijacking of sailing vessels continue to remain high. This is due to the reduction of revenue sources from pirated merchant vessels and the fact that sailing yachts are vulnerable and easier targets. PAG's continue to conduct "soft approaches" on merchant ships transiting the area. Skiffs have approached vessels in order to probe the reaction of the crewmembers and any possible Privately Contracted Armed Security Personnel (PCASP) onboard. If the pirate approach does not elicit a response, the pirates will likely proceed with an attack, in which additional skiffs may participate.

Vessels transiting the greater Gulf of Aden region should operate under a heightened state of alert. This is due to increasing tensions in the region, which in turn can escalate the potential for direct or collateral damage to vessels transiting the region. These threats may come from a number of different sources such as missiles, projectiles, or waterborne improvised explosive devices. Houthi rebels have claimed responsibility for the 1 October 2016 attack on a UAE vessel. MS Risk advises all vessels transiting this region to report any hostile activities immediately.

HIJACKS

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS

- No current incidents to report

VESSELS BOARDED

- No current incidents to report

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

1. **10 August (Red Sea – Late Report)** – A merchant vessel sighted seven skiffs in the vicinity of 13:12 N – 042:58 E, 16 nautical miles southeast of Mocha Port. Two of the skiffs closed to one cable then withdrew. Vessel and crewmembers have been reported safe.
2. **9 August (Yemen – Late Report)** – According to the United Nations migration agency, the International Organization for Migration (IOM), at least 50 migrants drowned when they were thrown into the Arabian Sea by a boatman they had paid to take them across the Gulf of Aden. A statement released by the UN agency disclosed that it had found 27 survivors from amongst the people thrown into the sea. They described how their smuggler had tossed them overboard as their boat approached Shabwa, on the southern Yemeni coast.

MARITIME REPORTING

- Nothing to report

INCIDENT MAP

Source: ONI



WEATHER FORECAST: GULF OF ADEN/ARABIAN SEA

WEATHER FORECAST VALID FROM 17 - 23 AUGUST 2017

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

- **Extended Forecast:** Southwest winds of 15 – 20 knots, gusting to 25 knots, with seas of 8 – 10 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 10 – 15 knots, gusting to 20 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 6 – 7 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 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-southwest 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 and seas of 5 – 7 feet.

- **Extended Forecast:** Southerly winds of 20 – 25 knots and seas of 7 – 9 feet.

MOZAMBIQUE CHANNEL: Northeast winds of 10 – 15 knots and seas of 3 – 5 feet in the northern Channel; with northerly winds of 10 – 15 knots, gusting to 20 knots, and seas of 7 – 9 feet in the southern Channel.

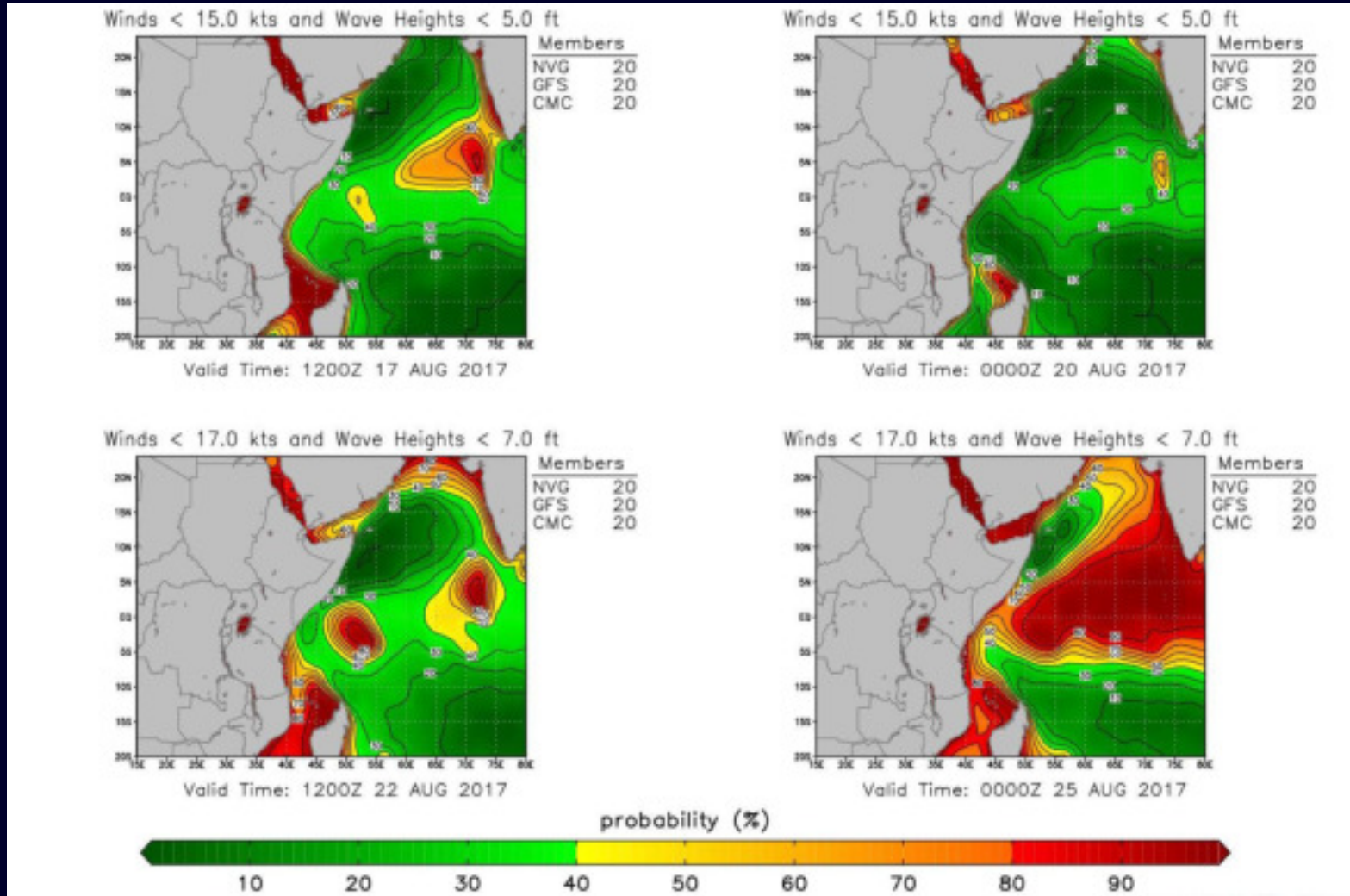
- **Extended Forecast:** Southeast winds of 20 – 25 knots and seas of 2 – 4 feet in the northern Channel; with southwest winds of 20 – 25 knots and seas of 6 – 8 feet in the southern Channel.

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

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

WEATHER MAP

Source: ONI



SPOTLIGHT ON YEMEN

PORT STATUS AS OF 20 AUGUST 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.

ACTIVITY REPORTING

- 18 August** – A confidential UN report reviewed by Foreign Policy magazine states that the Saudi-led coalition’s air campaign has “little operational or tactical impact on the ground, and is only serving to stiffen civilian resistance.” The report adds that the campaign is helping to “consolidate” a military alliance between ethnic Houthi insurgents and Yemen’s disgraced former leader, Ali Abdullah Saleh, who control 13 of the country’s governorates. The chaos has benefited extremists, including the Islamic State and al Qaeda, which, the panel believes, “is looking to launch terrorist attacks against targets in the ‘West,’” adding that al Qaeda may be bolstering its ability to carry out attacks on sea vessels. The authority of Yemen’s internationally recognized leader, President Abed-Rabbo Mansour Hadi, has been undercut by militias funded and controlled by Saudi Arabia and the UAE, the very countries fighting to restore him to power. Further, several of Hadi’s top ministers have broken ranks to create a separate transitional council with visions of governing southern Yemen. This move has enough support within Yemen’s military “to constitute a significant threat to President Hadi’s ability to govern in the south.” The report adds, “The ability of the legitimate government to effectively govern the eight governorates it claims to control is now in doubt.” The authors appear concerned that if Yemen and their backers mount a military offensive against Hodeida and Sana’a it could devastate the international effort to deliver humanitarian aid and result in a bloodbath in Yemen’s largest city. Yemen’s opposition forces are not in great shape either. The panel cited mounting strains between Houthis and Saleh, who has seen his influence in the alliance gradually diminishing. But they predicted the alliance would remain intact in the absence of a major shift in the balance of power in Yemen.
- 14 August** – Earlier this week, leaked emails revealed that Saudi Arabia’s crown prince and defence minister Mohammed bin Salman “wants out” of the war in Yemen. The Saudi government has not commented on the leak; however, the notion is not new. The war has been costly and highly criticised. It is unclear whether the leak portends any future inclinations of the Saudi government or the Saudi-led coalition.
- 14 August** – A bomb went off on Monday at a busy district in a southern Yemeni city, killing 13 people and wounding an unspecified number. The explosion

struck a market in Qataba, in the southern Daleh province. No one immediately claimed responsibility for the attack, but al-Qaida and Islamic State militants are active in southern Yemen.

- **14 August** – The number of suspected cases of cholera resulting from an epidemic in war-torn Yemen has reached 500,000, the World Health Organization (WHO) says. At least 1,975 people have died since the waterborne disease began to spread rapidly at the end of April. The WHO said the overall caseload had declined since July, but that 5,000 people a day were still being infected. The disease spread due to deteriorating hygiene and sanitation conditions and disruptions to the water supply. More than 14 million people are cut off from regular access to clean water and sanitation in Yemen, and waste collection has ceased in major cities.
- **12 August** – Media outlet Al Arabiya reported that pro-Hadi Yemeni forces intercepted and destroyed an explosives-laden boat as it attempted to target a United Arab Emirates military vessel at Mokha port. Conflicting reports have emerged from Iran state media and Houthi-run media reported that their target was hit “with precision.”

YEMEN: PROCEDURE

MS RISK CONTINUES TO ADVISE EXTREME CAUTION FOR VESSELS TRAVELING THROUGH BAB AL MANDAB, THE GULF OF ADEN, AND THE INDIAN OCEAN.

MS Risk has previously assessed that the waters around Yemen may become the next affected area in a battle for regional influence. As Operation Golden Spear ensues along the western coast of Yemen, the potential for retaliatory measures is heightened. On the water, the battle has taken a turn as the US navy has discovered that the recent attack on the Saudi frigate, *RSN Al Madina*, was conducted via an unmanned, remotely controlled vessel. It is unknown how many similar vessels are currently in the hands of Houthi rebels. Attacks from ship-to-shore or vice versa could cause accidental damage to vessels or disruption to shipping routes.

The risk of passage through the region has increased and is likely to rise. There remains a high level of violence and criminal activity ashore. Shipping vessels should remain constantly aware of the situation, including changes to protocol when entering Yemeni maritime waters.

UNITED NATIONS INSPECTIONS

The UN Verification and Inspection Mechanism (UNVIM) is operational for commercial imports to Yemen.

Shipping companies or owners delivering to ports not under the control of the Government of Yemen must apply for permits upon departing from the port of origin of their cargo. Yemen-based importers/traders are required to submit this notification form. More information about the UNVIM program is available here: <https://www.vimye.org/home>.

Vessels applying to go to ports under the control of the Government of Yemen need obtain permission for entry from the Yemeni Ministry of Transport. This should be

done through the ship's agent and/or receivers prior to the vessel's arrival. The form should be completed by the ship's master and sent directly to the Ministry of Transport.

SAUDI COALITION INSPECTIONS

All vessels calling at Yemeni ports will only be allowed to enter Yemeni territorial waters following an inspection by the Saudi Arabian coalition forces. Upon arrival outside Bab Al-Mandab, the shipmaster should call the naval forces of the Saudi Arabian coalition by VHF on channel 16 for the arrival registration, and indicate his location (ideally three miles from Bab Al Mandab). Coalition authorities will advise on the anchor position until they provide final approval to enter the port. This procedure will not take more than 48 hours.

Coalition inspectors do not conduct investigation with the crew; contact will be with the ship's master or Chief Officer about the cargo and documents. Once the vessel is permitted into Yemeni ports, the Master will be required to call port control by VHF on channel 14 or 16 for the arrival registration. The shipmaster will be advised the anchor position until the Harbour master confirms berthing prospects.

Coalition forces require AIS to be kept on at all times. The situation is subject to change and vessels should check frequently with local sources for any changes.

WEST AFRICA/GULF OF GUINEA



WARNING: The entire Gulf of Guinea region remains at a high risk to piracy; MS Risk advises all vessels transiting within 100 nautical miles of Tema, Ghana; Lome, Togo and Cotonou, Benin to remain particularly vigilant.

HIJACKS

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- No current incidents to report

VESSELS BOARDED

- No current incidents to report

KIDNAPPING

- 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 VALID FROM 17 - 23 AUGUST 2017

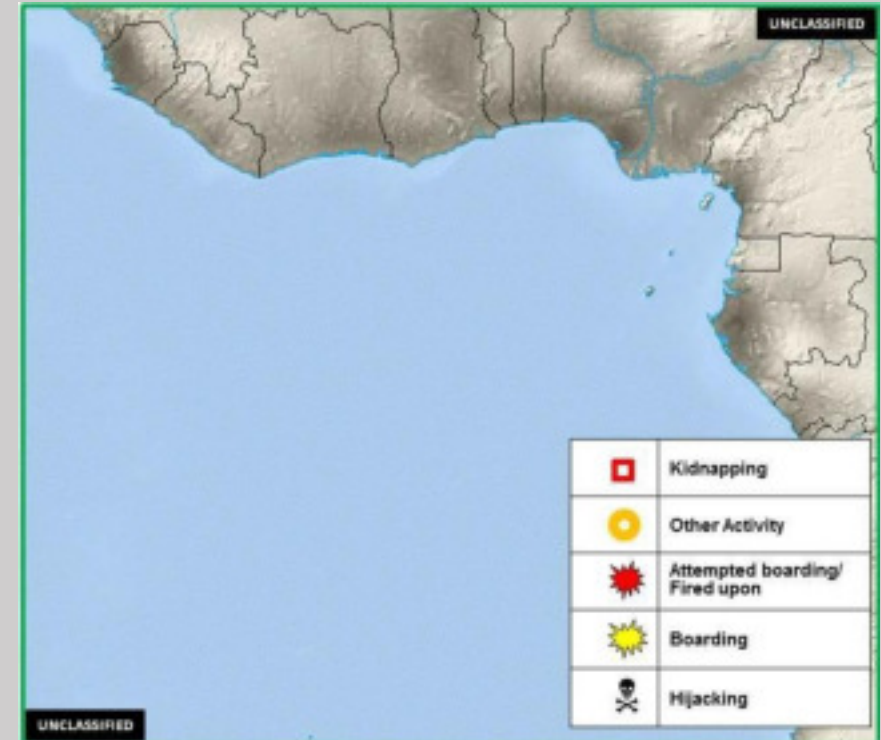
GULF OF GUINEA: Southerly winds of 5 – 10 knots, gusting to 15 knots, and seas of 3 – 5 feet.

- **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 African 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

1. **15 August (Philippines)** – An alert duty crewman on security rounds onboard a container ship anchored near position 14:33 N – 120:55 E, Manila South Harbour Anchorage, noticed two persons inside the starboard hawse pipe trying to open the cover and gain access to the ship. Crew alerted and alarm was raised. Upon hearing the alerted crew, the two robbers escaped in a waiting boat along with three accomplices. Incident reported to local authorities via VHF.
2. **13 August (Malaysia - Late Report)** – Two robbers attempted to board a berthed tanker near position 05:48 N – 118:04 E, Sandakan Port, but failed in their attempt. Port authorities were informed about the incident.

VESSELS BOARDED

3. **9 August (Philippines - Late Report)** – Robbers boarded a container ship anchored near position 14:32 N – 120:55 E, Manila Anchorage. The robbers entered the forecastle storeroom. Security guard on routine rounds noticed the robbers and raised the alarm. Seeing the alerted crewmembers, the robbers escaped with ship's properties.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

4. **29 July (Malaysia - Late Report)** – Eight thousand kilograms of pangolin scales were seized by customs authorities at the Sepanggar Bay container port, Kota Kinabalu, Sabah. The pangolin scales were found in 266 burlap sacks. A spokesman disclosed that there was no way to tell if the scales were from local pangolins, and did not rule out the possibility that the contraband was smuggled from neighbouring countries. He further disclosed that it is estimated that the scales came from 16,000 pangolins, an endangered species.

MARITIME REPORTING

- Nothing to report

INCIDENT MAP

Source: ONI



WEATHER FORECAST VALID FROM 17 - 23 AUGUST 2017

SOUTHERN SOUTH CHINA SEA: Southwest winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet.

- **Extended Forecast:** Southwest winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet.

MALACCA STRAIT: Westerly winds of 5 – 10 knots and seas of 1 – 2 feet in the northern Strait; with southwest 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 5 – 7 feet in the northern section; with southwest winds of 10 – 15 knots and seas of 2 – 4 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 2 – 4 feet in the southern section.

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

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

SURFACE CURRENTS: Currents in the southern South China Sea, Malacca Strait, and Andaman Sea are generally less than 1 knot with a few areas in the southern South China Sea averaging 1 knot.

SYNOPTIC DISCUSSION: An area of low pressure moving off of China will produce slightly increased wind flow in the South China Sea. Expect strong gusts in and around scattered thunderstorms, throughout the Malacca Strait and the Andaman

Sea due to funneling effects and daytime heating. **Forecaster's Note:** The west Pacific Ocean's Tropical Cyclone Season runs from April until October. Expect numerous Tropical Cyclones to impact the region during this timeframe.

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

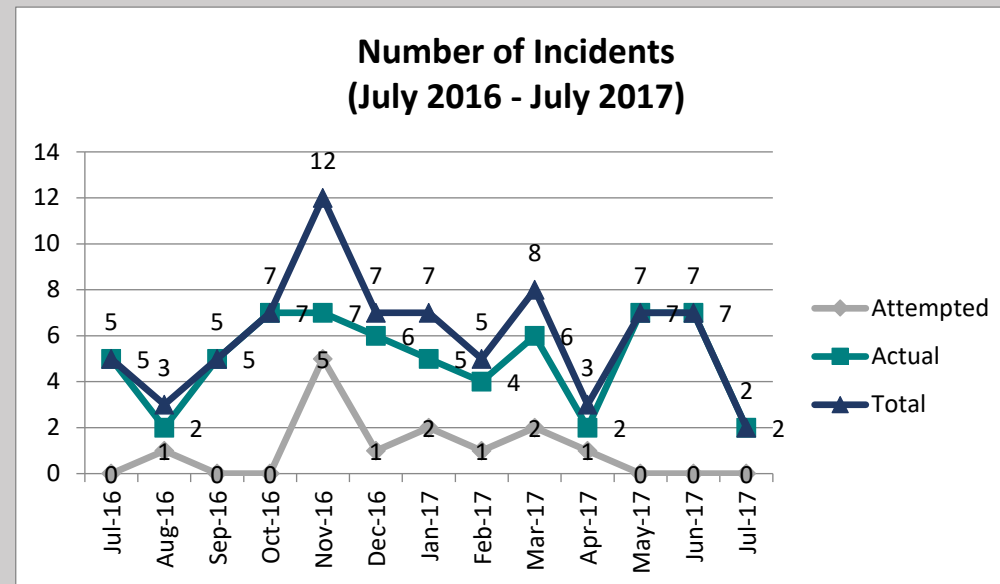
During the month of July 2017, there were two actual incidents of armed robbery against ships reported in Asia. The two incidents occurred on board vessels while anchored in the vicinity of Pier 13, South Harbour, Manila, Philippines. No piracy incidents were reported during this period. Furthermore, there were no reports of actual or attempted incidents involving the abduction of crewmembers from vessels in the Sulu-Celebes Sea and waters off Eastern Sabah in July 2017, with no such incident being recorded since April 2017.

NUMBER OF INCIDENTS (JULY 2017)

In July 2017, there were two incidents of armed robbery against vessels reported in Asia.

Compared to the same month in 2016, the total number of incidents reported in July 2017 has declined by more than 50% - as there were a total of five incidents reported in July 2016.

Furthermore, compared to the preceding months during the period of July 2016 to June 2017, July 2017 reported the lowest total number of incidents in a month.

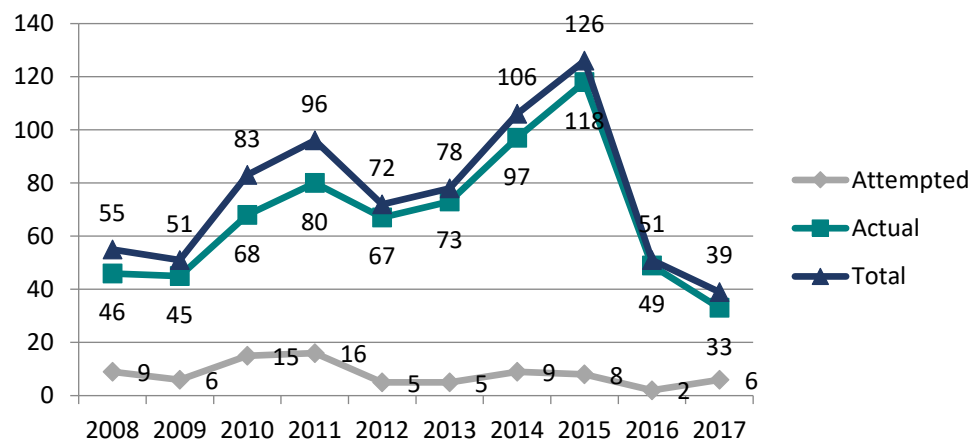


REVIEW OF JANUARY – JULY 2017 PERIOD

From January – July 2017, there were a total of 39 incidents reported, consisting of 33 actual incidents and 6 attempted incidents. The number of incidents reported during the January – July 2017 period was the lowest amongst the 10-year reporting period. Compared to the same period in 2016, the 2017 period saw a 24% decrease in the total number of incidents that were reported and a 69% decrease compared to the same period in 2015. A total of 51 incidents were reported between January – June 2016 and 126 incidents were reported in January – July 2015. The improvements during the January – July 2017 period have been attributed to the improvement of the situation in the Straits of Malacca and Singapore, which has been occurring since 2016, and improvements at certain ports and anchorages in India, Indonesia and Vietnam.

While the overall situation during the January – July 2017 reporting period has improved, there was an increase in the number of incidents reported at certain ports and anchorages in Bangladesh (Chittagong) and the Philippines (Manila and Batangas) compared to the same reporting period in 2016.

**Number of Incidents
(January - July of 2008 - 2017)**



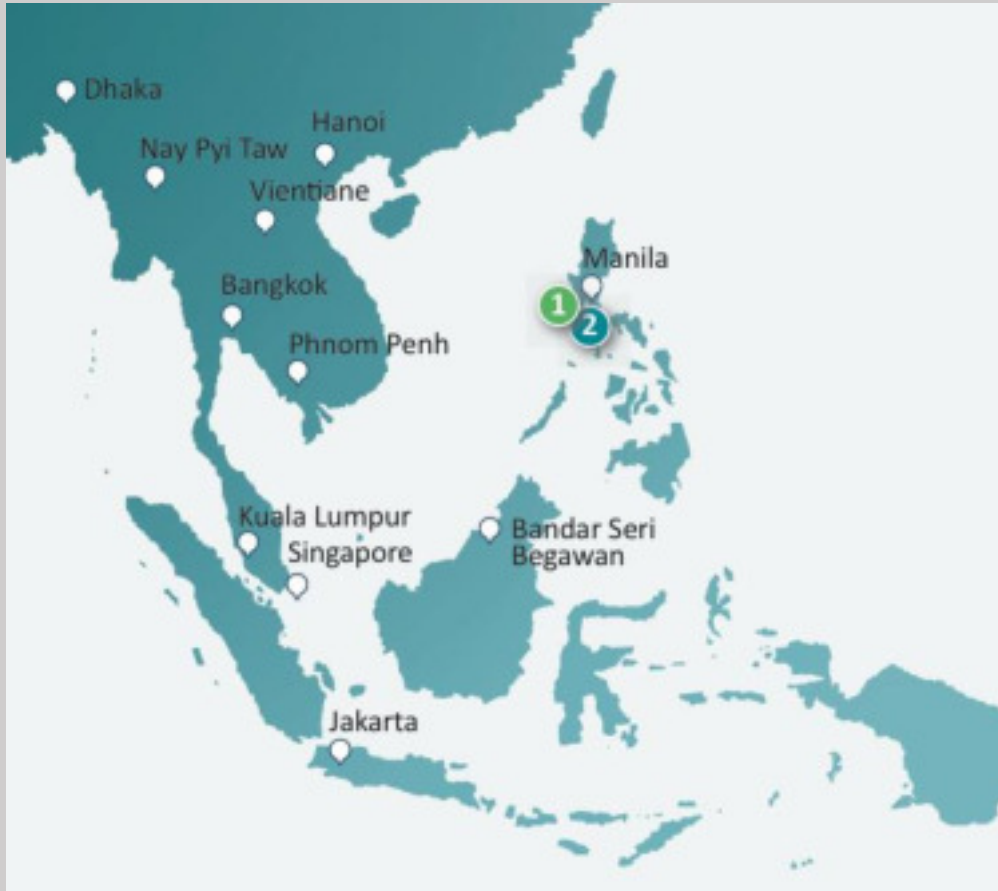
LOCATION AND DESCRIPTION OF INCIDENTS

Below is a description of the two incidents that were reported in July 2017.

1. *E.R. MARTINIQUE*, General Cargo Ship, Liberia (11 July 2017; 0150 hrs; Approximately 3.27 nautical miles from Pier 13, South Harbour, Manila, Philippines) – While at anchor, the duty officer conducted a regular security inspection of the deck area and discovered that the portside door of the forecabin store was opened and the padlock was broken. He also noticed several footprints on the deck and a small boat with an unknown number of perpetrators was moving towards the vessel's bow. The duty A/B reported the situation to the Officer on Watch (OOW) on the bridge who raised the alarm. A general inspection and inventory of equipment was carried out, with crewmembers reporting a fire hose nozzle stolen. Upon receipt of the report, the Philippines Coast Guard (PCG) immediately deployed its asset with one team of Special Operating Unit (SOU) on board to conduct maritime patrol in the area.
2. *COSCO FUKUYAMA*, Container Ship, Panama (14 July 2017; 1930 hrs; Approximately 2.91 nautical miles from Pier 13, South Harbour, Manila, Philippines) – While at anchor, two armed perpetrators boarded the vessel through the hawse pipe. The perpetrators stole the life raft at the bow station and one fireman Self-contained Breathing Apparatus (SCBA) before they escaped. The duty officer reported the incident to the chief officer who immediately raised the alarm. The Master then reported the incident to the local port authorities. The Philippines Coast Guard (PCG) immediately deployed its assets and intercepted a motor banca, *JOHN ANDREA*, that was spotted near the area of the incident. The team conducted a search and inspected the said motor banca but yielded a negative result.

INCIDENT MAP – Location of Incidents in July 2017

Source: ReCAAP



INCIDENTS AT PORT/ANCHORAGE IN MANILA, PHILIPPINES

Within an interval of three days during this reporting month, two incidents were reported in close proximity to each other on board vessels anchored in the vicinity of Pier 13, South Harbour, Manila, Philippines. Both incidents were reported to the Philippine Coast Guard (PCG) who immediately deployed its assets to the location of the incidents to search for the perpetrators and conduct maritime patrol in the area. Due to the absence of information about the perpetrators involved in the incident on board *E.R. MARTINIQUE*, it currently remains unknown if the same group of perpetrators were involved in the two incident. It should however be noted that in both cases, fire-fighting related equipment were stolen (fire hose nozzle and SCBA).

UPDATE ON SITUATION OF ABDUCTION OF CREWMEMBERS FROM VESSELS WHILE UNDERWAY IN THE SULU-CELEBES SEA AND WATERS OFF EASTERN SABAH (JANUARY – JULY 2017)

During the month of July 2017, there were no reported incidents involving the abduction of crewmembers from vessels in the Sulu-Celebes Sea and waters off Eastern Sabah, with the last incident occurring on board *SUPER SHUTTLE TUG 1* on 23 March 2017.

On 5 July 2017, the Philippine military located the bodies of two abducted crewmembers of bulk carrier *ROYAL 16* at Sitio Limbutulan, Brgy Tumahubong, Sumisip Basilan, Province. The *ROYAL 16* was boarded by ten armed men who abducted six of its crewmembers on 11 November 2016.

On 7 July 2017, Philippine troops conducting military operations in Patikul Sulu recovered a cadaver, which was later identified as one of the abducted crewmembers of bulk carrier *GIANG HAI*. An unknown number of armed men

boarded *GIANG HAI* on 19 February 2017, abducting six of the vessel's crewmembers and killing one while fleeing with the hostages.

Between January and July 2017, a total of eleven crewmembers were abducted from vessels while underway in the Sulu-Celebes Sea and waters off Eastern Sabah. Of the 11 crewmembers, two have been rescued, two have been killed and seven remain in captivity. The Philippine authorities continue to conduct operations and have intensified their military operations in a bid to rescue the remaining abducted crewmembers and neutralize the Abu Sayyaf Group.

From March 2016 until July 2017 a total of 59 crewmembers have been abducted

INCIDENT MAP – Incidents of Abduction of Crewmembers (actual and attempted) January – July 2017

Source: ReCAAP

in this region. Of this figure, thirty have been released, nine have been rescued, five have been killed and fifteen remain in captivity.



*** Actual Incidents; Attempted Incidents ***

1. **FISHING BANCA** (18 January 2017) – Three Indonesian crewmembers abducted.
2. **GIANG HAI** (19 February 2017) – Six Vietnamese crewmembers abducted; two abducted crewmembers have since been killed.
3. **SUPER SHUTTLE TUG 1** (23 March 2017) – Two Filipino crewmembers abducted. Crew rescued on 25 and 27 March 2017.
4. **OCEAN KINGDOM** (3 January 2017) – Attempted incident
5. **DONGHAE STAR** (22 February 2017) – Attempted incident
6. **PHU AN 268** (5 March 2017) – Attempted incident
7. **DONA ANNABEL** (18 April 2017) – Attempted incident

CONCLUSION

During the month of July 2017, the overall situation of piracy and armed robbery against vessels in Asia continued to improve, compared to the same reporting period in 2016. In July 2017, there were two incidents reported in this region, compared to five incidents reported in July 2016. Furthermore, there were no reports of incidents involving the abduction of crewmembers from vessels while underway in the Sulu-Celebes Sea, with the last incident being reported in March 2017. Nevertheless, there is no room for complacency, with MS Risk continuing to advise all vessels to re-route from the area, where possible. Otherwise, ship Masters and crewmembers are strongly advised to exercise vigilance while transiting the Sulu-Celebes Sea and in waters off Eastern Sabah and to report all incidents and suspicious activity immediately to the following centres:

1. Philippine Coast Guard District Southwestern Mindanao Operation Centre

- Tel: +63 929686 4129
- Fax: +63 916626 0689
- VHF: Channel 16 with call-sign “ENVY”
- Email: hcgdswm@yahoo.com

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

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

3. Eastern Sabah Security Command (ESSCOM)

- Tel: +60 89863181/016
- Fax: +60 89863182

- VHF: Channel 16 with call-sign “ESSCOM”
- Email: bilikgerakanesscom@jpm.gov.my

WORLDWIDE

NORTH AMERICA

- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **13 August (Ecuador – Late Report)** – Chinese refrigerator ship *FU YUAN YU LENG 999*, with twenty crewmembers on board, was arrested by the Ecuador Navy near San Cristobal Island, Galapagos, in a Marine Reserve area. Large numbers of frozen sharks, including Hammerhead, which is an endangered species, were found in the hold. The ship is suspected of engaging in illegal fishing and other activities causing environmental damage.
2. **2 August (Panama – Late Report)** – A US Navy guided missile destroyer seized more than 800 kilograms of cocaine off the coast of Central America. While conducting a routine patrol, an embarked helicopter sighted a small boat with three passengers and two outboard engines. The vessel's characteristic met the description of vessels that frequently traffic narcotics in Central and South America and investigated further. As the helicopter approached the small craft, the passengers began jettisoning the boat's contents. The helicopter crew identified thirty-seven bales of an unknown substance, and coordinated with the ship that deployed the small boat crew to recover the floating packages. Once the bales were onboard, it was confirmed that the substance was cocaine. A solar-powered GPS tracking buoy was attached to the bales of narcotics.

INCIDENT MAP

Source: ONI



ATLANTIC OCEAN AREA

1. **July (Scotland – Late Report)** – In July, an amateur drone pilot sparked a security review of Britain’s largest and most technologically advanced aircraft carrier after a handheld drone landed on the flight deck of *HMS QUEEN ELIZABETH* while it was docked in Invergordon. During the flight, the drone made an emergency landing on the deck of the carrier due to high winds, but it was able to take off again after the pilot snapped a few pictures.

INCIDENT MAP

Source: ONI



NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

1. **9 August (Lithuania – Late Report)** – According to a port spokesman, more than 600 kilograms of cocaine was seized in the port city of Klaipeda, in what is one of the biggest cases of drugs smuggling in Lithuania’s history. The drugs were discovered in equipment received from Ecuador by officers of the Customs Criminal Service and the Klaipeda Territorial Customs Division. The shipment was found after customs specialists conducted a risk analysis for more thorough checks of cargo arriving from South America.

INCIDENT MAP

Source: ONI



MEDITERRANEAN/BLACK SEA

1. **17 August (Spain)** – Spain’s Coast Guard has disclosed that it rescued 600 migrants crossing from Morocco in a 24-hour period, amidst a rise in the number of migrant arrivals. The United Nations has disclosed that more than 9,000 people have arrived in Spain so far this year, three times as many as the previous year. More than 120 people are believed to have drowned attempting the crossing. Most are sailing across the seven-mile Strait of Gibraltar and many are choosing cheap, child-sized paddleboats without motors or jet skis and other small craft that allow them to bypass people-smuggling networks and their fees. The majority are West Africans, with Nigeria, Guinea and Ivory Coast topping the list. However it has been reported that Bangladeshis have also been leaving North Africa in the thousands.
2. **11 August (Greece – Late Report)** – Greek authorities seized two tons of Albania-grown marijuana on an Italy-flagged yacht destined for the Aegean Sea islands. According to the coastguard, the seizure followed a tip-off and took place south of the Greek island of Kythira, at the entrance to the Aegean Sea. A statement released by the coastguard disclosed that the yacht departed from an Italian port and picked up the drugs in Albania. The two-man crew, made up of an Italian and an Albanian national, were arrested and the yacht and cargo impounded.
3. **22 June (Russia – Late Report)** – The Master of a ship off the Russian port of Novorossiysk discovered his GPS put him in the wrong spot, more than 32 kilometres inland, at Gelendzhik Airport. After checking that the navigation equipment was working properly, the captain contacted several nearby vessels. Their AIS traces placed them all at the same airport. At least twenty vessels were affected. The incident is being further investigated.

INCIDENT MAP

Source: ONI



ARABIAN GULF

- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

- No current incidents to report

EASTERN AND SOUTHERN AFRICA

- No current incidents to report

NORTHEAST ASIA

- 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. In recent weeks, the route towards Spain has seen a sharp rise in the number of migrants trying to cross it to reach Europe.

- **18 August** – The United Nation’s migration agency, the International Organization for Migration (IOM), warned on Friday that the rising flow of migrants to Spain from North Africa could evolve into a “big emergency” if the pace continues. The IOM has reported that after large rescues earlier this week, including 300 off Spain’s southern coast who had attempted to cross the Mediterranean from Morocco, more than 9,000 migrants have arrived by sea in Spain this year, effectively surpassing the 2016 totals. In addition, 121 migrant deaths have been recorded on the route, against 128 for all of last year. According to IOM spokesman Joel Millman, the vessels heading to Spain are much smaller and carry fewer migrants than those crossing to Italy from Libya, or previously from Turkey to Greece, however they are now arriving daily. Spain this year has reported a spike in the number of migrants coming by sea or trying to cross the borders in its two North African enclaves, Ceuta and

Melilla, with numbers expected to double when compared to last year. So far this year, 119,069 migrants and refugees have entered Europe by Sea, with almost 83 percent landing in Italy, with the rest divided between Greece, Cyprus and Spain. This is compared with 266,423 arrivals across the same region at the same time last year.

- **17 August** – Over this summer period, more migrants have chosen to set sail for Spain from Morocco immediately to the east and west of the city of Tangier. The area has become known as the “Tangier Triangle.” In the west, migrants mainly leave in the type of boat commonly seen on other European smuggling routes – small fishing boats and motorized rubber dinghies. However in the east of Tangier, migrants are increasingly crossing the Strait of Gibraltar in cheaper options, including on tiny, rubber boats with no motor and no need for smugglers and their fees. One migrant from Ivory Coast disclosed that he put in 20 euros (US \$23) to contribute to the 100-euro cost of a “toy boat” brought from a local shop. He and ten others spent fourteen hours paddling in a boat designed for four, in a voyage that he described as “suicidal.” While he disclosed that he made it to a beach in Spain’s southernmost city, Tarifa, he has noted that the majority don’t make it to shore. Nor do they need to as some aim only for Spanish waters, where they float and call for help. This routine is now being familiar as some migrants are increasingly using social media in order to alert the coastguard by dropping a Whatsapp location pin. While authorities and aid workers do not know the reasons for the increase of migrants opting to use this route, they have noted a number of points that may be behind this surge. One is that Morocco is a cheaper option than Libya for those using “toy boats” and one that bypasses the need for smugglers. There is also a slight surge in the number of sub-Saharanans travelling to Spain. Many migrants have indicated that they had spent months researching the best routes, and via social media they saw that the Moroccan sea route had become more established, effectively increasing the number willing to try to use this route. European Union (EU) coastguard staff at the border agency Frontex have disclosed that, from interviews they have held, another factor is the influence of some local Moroccan fishermen, who allegedly have become more willing to act as traffickers. It is apparently a quick way to make money as they allow migrants to disembark halfway across the Strait of Gibraltar, to make the rest of the journey in smaller dinghies.

- **17 August** – Spain’s coastguard has reported that it has rescued 600 migrants crossing from Morocco in a 24-hour period amidst a sharp rise in the number of migrant arrivals in the EU country. Officials have disclosed that the rescued migrants were in fifteen vessels including toy paddleboats and a jet ski, adding that 35 children and a baby were amongst those rescued. According to the United Nations, more than 9,000 people have arrived in Spain so far this year – three times as many as the previous year. Furthermore, more than 120 people are believed to have drowned attempting the crossing. The UN’s International Organization Migration (IOM) warned earlier this month that the increase in crossings effectively means that Spain could overtake Greece this year in terms of the number of migrants arriving by sea. Officials have noted that most are sailing across the 12 km (7 mile) Strait of Gibraltar, with many choosing cheap, child-sized paddle boats without motors that allow them to bypass people-smuggling networks and their fees. While the majority are West African – with Nigeria, Guinea and Ivory Coast the top countries of origin-Bangladeshis have also been leaving North Africa in their thousands. Unlike Syrians, Iraqis or Afghans arriving in Europe, these groups are mostly treated as economic migrants, rather than refugees.
- **16 August** – On Wednesday, Spain’s maritime rescue service reported that it has picked up 339 migrants from seven boats trying to cross the Mediterranean Sea from Morocco. According to the rescue service, the migrants were taken by three maritime rescue ships to Spain’s southern town of Tarifa, which is located across the Strait of Gibraltar from Morocco. The migrant boats were intercepted separately early on Wednesday. The service disclosed that one boat had 34 migrants from sub-Saharan African countries, adding that the remainder of the migrants were from the Maghreb countries of northwest Africa.
- **15 August** – On Tuesday, the Libyan coastguard intercepted a humanitarian rescue ship in the Mediterranean, ordering it to sail to Tripoli or risk being targeted. According to radio transmissions, the Golfo Azzuro, which is operated by Spanish humanitarian organization Proactiva Open Arms, was repeatedly contacted by a Libyan coastguard vessel. A man who identified himself as part of the Libyan coastguard, speaking in English, stating, “you are sailing in our waters for months now and you are conducting activities that are causing

problems to Libyan state sovereignty...Therefore I ask you to alter your course towards Tripoli port. If you do not obey the orders right now...you will be targeted.” The Golfo Azzuro was then told to leave Libyan waters. It headed north, followed by the Libyan coastguard vessel. Proactiva spokeswoman Laura Lanza has disclosed that the group’s vessel had been in international waters, 43 km (27 miles) off the Libyan coast, and was carrying out search and rescue operations. This is the latest in a series of incidents in which non-governmental organizations (NGOs), who operate on the edge of Libyan waters to rescue migrants trying to cross from Africa to Italy, have been threatened by the Libyan coastguard.

- **14 August** – The European Union’s (EU) border agency FRONTEX reported on Monday that the number of African migrants arriving in Italy after crossing the Mediterranean from Libya dropped by more than half in July from June, noting however that the number of migrants on a secondary, western Mediterranean route to Spain, rose sharply last month. According to Frontex, 10,160 migrants arrived from Northern Africa on Italy’s southern shores in July, 57 percent fewer than in June and the lowest level of arrivals in July 2014. The agency noted that bad weather and clashes in the region of Libya from where many migrants depart on smugglers’ boats contributed to the decline. It went on to say that “in addition, increased presence of the Libyan Coast Guard also discouraged the people smugglers from sending out boats with migrants.” Italy has been the main gateway to Europe since a 2016 deal with Ankara shut off the rout from Turkey to EU member Greece, which had mostly been used by Syrian refugees. According to the latest figures released by Frontex, 2,300 migrants made it to Spain in July, more than four times as many as a year earlier, adding that arrivals in Spain in the first seven months were “around 11,000, already exceeding the number for all of 2016.” Both the western route leading to Spain and the central Mediterranean one to Italy carry African national. The EU considers most of them to be labour migrants, rather than refugees, and does not want to take them in.
- **14 August** – Doctors Without Borders (MSF) announced this weekend that it was suspending its migrant rescue operations in the Mediterranean because it felt threatened by the Libyan coastguard and the Italian government’s policies have made its job harder. The aid group’s decision is the latest development in mounting tensions between Rome and NGOs as migration dominates Italy’s

political agenda ahead of elections, which are due to take place early next year. Almost 600,000 migrants have arrived in Italy over the past four years, the vast majority setting sail from lawless Libya in flimsy vessels operated by people smugglers. More than 13,000 migrants have died trying to make the crossing. While charity boats have played a growing role in rescues, picking up more than a third of all migrants brought ashore so far this year against less than one percent in 2014, Italy is increasingly becoming concerned that the groups are facilitating people smuggling and encouraging migrants to make the passage. Late last month, it proposed a Code of Conduct governing how they operate. Some groups, including MSF, have refused to sign the code, objecting to a requirement that Italian police offices be on their boats and that the boats must take migrants to a safe port themselves, rather than transferring them to other vessels to allow smaller boats to remain in the area for further rescues. MSF operates one rescue ship in the Mediterranean, the Vox Prudence, which is currently docked in the Sicilian port of Catania. The president of MSF's Italian arm Loris De Filippi has reported that in the last six weeks, the number of migrant arrivals in Italy has slowed sharply and Rome has begun collaborating more closely with the Libyan coastguard, which Filippi notes was threatening the NGOs and preventing them from working. He added that the Libyan coastguard had demanded that the NGOs should leave an area of hundreds of kilometres around its coasts, whereas previously they had been allowed to conduct search and rescue operations as close as 11 nautical miles to the mainland. **Update** – Two more aid groups have suspended migrant rescues in the Mediterranean because they felt threatened by the Libyan coastguard. On Sunday, Save the Children and Germany's Sea Eye reported that their crews could no longer work safely because of the hostile stance of the Libyan authorities. MSF has cited the same concern. Libyan coastguards have repeatedly clashed with NGO vessels on the edge of Libyan waters, sometimes opening fire. The coastguard has defended such actions, stating that the shooting was to assert control over rescue operations.

PORT STATUS AS OF 20 AUGUST 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

- 18 August** – Mahmoud al-Werfalli, a senior Libyan military commander allied with Khalifa Haftar and the Libyan National Army (LNA), has been arrested on suspicion of involvement in the deaths of 33 people in eastern Benghazi. The arrest comes after the International Criminal Court (ICC) issued an arrest warrant for Werfalli earlier this week. Werfalli is wanted by the ICC for allegedly executing dozens of prisoners "in seven incidents, taking place on or before 3 June 2016 until on or about 17 July 2017, in Benghazi or surrounding areas," according to the ICC document. The military commander allegedly shot or ordered the execution of people who were either civilians or wounded fighters, according to the document.
- 17 August** – Libya is improving its means to resolve stoppages in its oil industry, suggesting that the OPEC member is closer to becoming a stable producer again. In prior years, protests have stopped production for months and years. Now the stoppages are resolved within days. Libya is reviving its oil production and exports despite continuing political uncertainty. In July, crude production was at a four-year high and exports were the most in three years. While the expansion has helped Libya's oil-dependent economy, the OPEC is trying to cut global supplies. That effort has been undermined by recovering output at OPEC members Libya and Nigeria.
- 14 August** – Three NGOs have suspended migrant rescues in the Mediterranean because of the increasingly hostile stance of the Libyan authorities and coastguard. Save the Children, Germany's Sea Eye, and Doctors without Borders (Médecins sans Frontières, MSF) are halting operations because they feel their crews can no longer work safely in what Sea Eye called a "changed security situation in the western Mediterranean". Libya has asserted its right to operate well beyond the territorial limit of 12 nautical miles, defending the move as necessary in order to control the rescue operations. Coastguard ships have repeatedly clashed with NGO vessels on the edge of Libyan waters, sometimes opening fire. The crew of a rescue ship belonging to the Spanish aid group Proactiva Open Arms reported last week that the Libyan coastguard had fired warning shots while the vessel was in international waters. The Libyan coastguard told the ship not to come "or we will shoot you", the charity said. A Libyan coastguard official, Ayoub Qassem,

said that in general, the country “does not reject the NGOs’ presence, but we do demand from them more cooperation with the state of Libya. They should show more respect to Libyan sovereignty.”

- **13 August** – Crude production at Libya’s biggest oil field has plunged more than 30 percent after two company vehicles were stolen at gunpoint, raising new security concerns. Output at Sharara was down to 200,000 barrels a day on Sunday as workers were kept from certain areas for their own safety. The move affected loading at Zueitina port. Sharara has experienced several brief shutdowns caused by different groups. It was closed for two days in June due to a protest by workers there. Pumping was interrupted for “hours” last week after armed protesters shut some facilities, the NOC said at the time. **UPDATE: 15 August** – Sharara field is increasing production and Zueitina port is again allowing tankers to load. Workers who had been kept from some areas because of security threats were provided with additional protection. On Tuesday, the Zueitina port resumed loading operations, Merhi Abridan, head of the Zueitina Worker’s Union, said.
- **12 August** – Doctors Without Borders is temporarily suspending the activity of its rescue ship due to alleged threats from Libya's coast guard, which has become more aggressive in patrolling the coasts where human traffickers launch boats crowded with migrants desperate to reach Europe. The humanitarian group said the rescue coordination centre operated by Italy's coast guard had informed it Friday that the Libyan threats pose a security risk. The group added that Libyan authorities declared their own rescue area, extending into international waters, the same day. Doctors Without Borders says its medical crew will keep working from a ship operated by another aid group while its vessel, Prudence, is not involved in migrant rescues.

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.

LIBYA: PROCEDURE

WARNING:

THE SITUATION IN LIBYA CONTINUES TO BE EXTREMELY FLUID. MS Risk continues to advise extreme caution to all vessels entering Libyan waters. The ports are an extremely valuable target, and control of these key facilities in Libya have, and could

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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.

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

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

PROJECT MANAGEMENT

- Interim security
- Training
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CRISIS RESPONSE

- Crisis management
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References are always available.

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