

# Maritime Security Review



Issue No. 34

28 August 2017

MS | RISK



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## PLEASE NOTE:

The information contained in this report is as accurate as possible at the time of publishing. In some cases, however, incidents are updated at a later date as more information comes becomes available.

We encourage our readers to confidentially report any incidents or suspicious activity to [info@msrisk.com](mailto:info@msrisk.com).

# INCIDENTS AT SEA

Reporting Period: 21 - 28 August 2017

Region	Current Incidents Reported	Late Reported incidents	Threat level
<b>MAIN REGIONS</b>			
Gulf of Aden/Arabian Sea	2	0	Medium
Gulf of Guinea	1	1	Low
Southeast Asia	1	0	Low
<b>WORLDWIDE</b>			
North America	0	0	Low
Central America/Caribbean/South America	0	0	Low
Atlantic Ocean Area	0	0	Low
Northern Europe/English Channel/Baltic	0	0	Low
Mediterranean/ Black Sea	0	0	Low
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. **19 August (Red Sea)** – A merchant vessel near position 12:50N - 043:12E was approached by 5 skiffs with three persons in each skiff. Armed security team on board showed weapons and the skiffs altered course away from the vessel.
2. **18 August (Red Sea)** – a merchant vessel near position 12:38N - 043:21E was approached by a number of skiffs with 5 to 6 persons in each skiff. Ladders reportedly sighted. Armed security team on board fired warning shots, after which skiffs turned away.

## 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 10 – 15 knots, gusting to 20 knots, with seas of 5 – 7 feet.

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

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

**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:** Southeast winds of 5 - 10 knots, gusting to 15 and seas of 8 - 10 feet in the northern Channel; with southwest winds of 5 - 10 knots, gusting to 15 knots, with seas of 7 - 9 feet in the southern Channel.

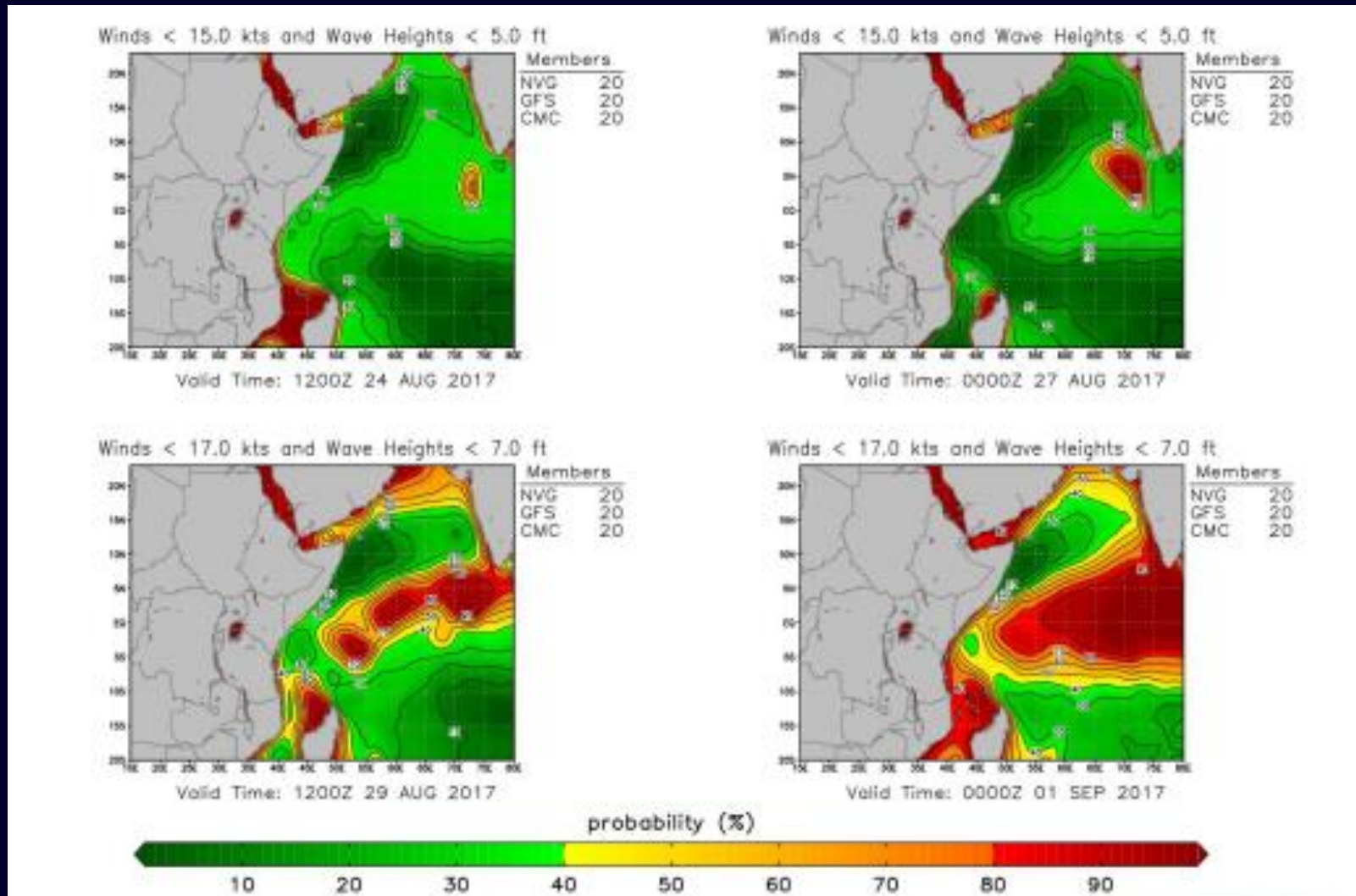
- **Extended Forecast:** Southwest winds of 20 - 25 knots, and seas of 7 - 9 feet in the northern Channel; with southeast winds of 20 - 25 knots, and seas 10 - 12 feet in the southern Channel.

**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. Current's 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 28 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 <b>WARNING*</b>	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

- 25 August** – At least five children were among 14 people killed in an air strike in a residential neighbourhood of Sanaa, the second day of mass civilian deaths in the war-torn country. The attack destroyed two buildings on Friday in the southern district of Faj Attan, leaving people buried under debris. The air strikes were believed to be carried out by the Saudi-led coalition. The coalition said in a statement on Friday it was aware of reports of the incident, and would review all its operations in that region and at that time. When the review is complete they announce the results.
- 23 August** – An airstrike apparently targeting Houthi rebels hit a hotel north of, Sanaa, killing dozens of people. Al-Masirah TV, a network run by Houthis, said more than 40 people were killed in the strike in Arhab. But the Associated Press, citing Yemeni officials and witnesses, put the number of fatalities at about 60. The AP writes: "Witnesses say the two-floor hotel in Qaa al-Qaidhi neighbourhood was completely toppled and bodies are still being retrieved from under the rubble. They also say another airstrike hit a checkpoint manned by the Houthis, a few [miles] from the hotel." Over a dozen people were also wounded in the attack, according to Al-Jazeera, which blame for the attack on a Saudi-led coalition. Reuters reported that "a spokesman for the Saudi-led coalition said the alliance is collecting information on the incident, without elaborating." Hakim Almasmari, a journalist for the Yemen Post, tells Al-Jazeera that the strike was one of more than two dozen carried out in and around Saana overnight.
- 23 August** – The World Health Organisation reported that the number of suspected cholera cases in Yemen exceeded 530,000 and the death toll stood at 2,000 since the outbreak started in April. The spread of cholera has been significantly reduced in some areas, but the disease is still expanding rapidly in the newly affected districts. UNICEF warned last week that with the onset of the rainy season, cholera cases may increase again because sanitation and sewerage systems are damaged or out of service.
- 21 August** – Yemen's foreign minister blamed Iran and its support for Houthi Shiite rebels on Monday for causing the country's civil war and said it can't be part of the solution. Abdulmalik Al-Mekhlafi said at a press conference that



Iranian weapons are still being smuggled into Yemen. Saudi Arabia's U.N. ambassador, Abdallah Al-Mouallimi, whose country supports Yemen's internationally recognized government, said Iran isn't a neighbour or part of the Arabian Peninsula and he had a more direct message: "Iran should get the hell out of the area, period."

- **20 August – Coalition forces have said that Houthi militias have detained a Panama-flagged vessel at Hodeidah port west of Yemen on Sunday.** No reason has been given for the move. Houthi militias have been known to abuse powers in the strategic port, having reportedly withheld three vehicles loaded with cholera medications for four days in a row in the province of al-Hodeidah last month at time of where the disease has become an epidemic in the war-torn country. Houthi militias have reportedly taken advantage of Hodeidah port, the last port under its control, to steal relief aid, smuggle weapons and use it as a military base to threaten international shipping, according to the legitimate Yemeni government and the Arab coalition forces.
- **20 August –** The U.N. warned that the failure of Yemen's political elites to settle their differences has prolonged the suffering of millions already beset by famine and disease. In a briefing on Sunday, U.N. envoy to Yemen Ould Cheikh Ahmed said the intractable two-year-old conflict was exposing ordinary people to death and hardship. "Yemen today continues to traverse a critical and agonizing period as civilians pay a terrible price of an unending power struggle," Ould Cheikh Ahmed said. "Those who survive the fighting face death by famine or disease as the economic situation continues to deteriorate ... The political tensions in Yemen continue to undermine the state institutions on which many Yemenis depend." The internationally recognized government based in the southern city of Aden has yet to impose its writ over a kaleidoscope of armed factions there, one of which camped out with its weapons in a protest at a main square on Sunday. President Abd-Rabbu Mansour Hadi and most of the government remain in exile due to security threats in Aden while the central bank complained last week that it has no access to cash badly needed to shore up the economy.
- **20 August –** A long-simmering power struggle between Yemen's Shiite rebels and a former president has burst into the open, threatening to undermine their alliance against the internationally-recognized government and its Saudi-led

backers. Armed men suspected of links to the rebels on Sunday tore up poster portraits of former president Ali Abdullah Saleh and his son and one-time heir Ahmed in Sanaa, Yemen's capital. Saleh has complained that the rebels, known as Houthis, have side-lined him and his loyalists, leaving them out of military and political decisions, as well as U.N.-sponsored negotiations to end Yemen's civil war. Rebel leader Abdul-Malik al-Houthi made thinly-veiled charges against Saleh and his loyalists late Saturday, saying his rebels have been "stabbed in the back while fighting the enemy in good faith." Without mentioning Saleh or forces loyal to him by name, he suggested that they were not fighting pro-government forces in earnest. In a recorded address scheduled to be broadcast later on Sunday, Saleh dismissed the charges and complained of what he called the domination of decision-making by the Houthis' Revolutionary Committees instead of the National Salvation government the two sides have jointly set up. The rift between the Houthis and Saleh adds another layer to the complexities of Yemen's civil war.

- **18 August –** Yemeni security officials say Saudi forces have arrived in the southern port city of Aden amid friction within the kingdom-led alliance there. Coalition troops were deployed at the presidential palace, port, and airport. They are the first special Saudi forces in Aden since the coalition entered Yemen in 2015.
- **18 August –** The Saudi-led coalition prevented the delivery of four mobile cranes to the malfunctioning Hodeidah port, the port managing director said. Hodeida port is controlled by the Houthis and has been the entry point for 80 percent of Yemen's food supplies and humanitarian aid. Between 60 and 80 percent of the port's cranes have been destroyed by air strikes, with direct and indirect costs hovering around \$600 million. The Saudi-led coalition controls Yemen's airspace and territorial waters; shipments are inspected and controlled by the coalition before docking in Yemeni ports. Shipments can be sent back even after passing UN clearance. Four cranes were given by the World Food Programme (WFP) to help ease congestion at the port after coalition air strikes destroyed five cranes last year, forcing dozens of ships to wait offshore their turn to dock. In January, the Saudi-led coalition stopped the delivery of the cranes. The WFP confirmed the coalition prevented the cranes from entering the port and said the shipment went back to Dubai after it waited offshore for more than a week.

### **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

- **19 August (Nigeria)** – An alert duty crewman onboard the bridge of a tanker anchored in position 06:20N - 003:18E, Lagos General Purpose Anchorage, spotted a floating object near the starboard bow and informed the armed security guard who fired warning shots. One robber was seen jumping overboard from the forecabin. Alarm raised and PA announcement made. All crew except watch keepers retreated to the citadel. After the security guards checked the deck areas the crew emerged from the citadel and carried out a thorough search of the vessel. They noticed a flexible hose pipe inserted into a deck hatch. One robber was noticed hiding in the hawse pipe, was apprehended and tied up by the security guard and later handed over to the local agents. It was reported that the robbers had managed to steal some oil from the tanker.
- **4 August (Ghana- Late Report)** – Deck watch personnel onboard an LPG tanker anchored near position 04:54N - 001:39W, Takoradi Anchorage, noticed a robber near the starboard side poop deck and informed the duty officer who raised the alarm. Hearing the alarm and seeing the crew's alertness, the robber jumped overboard and escaped with his accomplice waiting in a boat. On carrying out a thorough search, it was reported that ship's properties were stolen.

## 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

### WEATHER FORECAST VALID FROM 17 - 23 AUGUST 2017

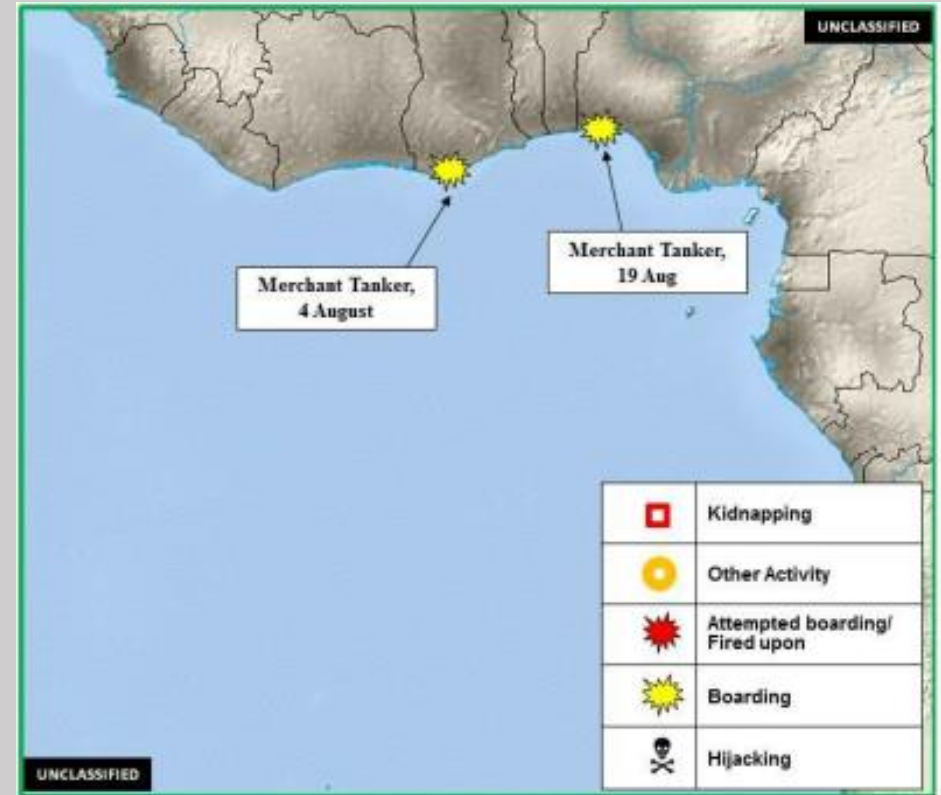
**GULF OF GUINEA:** Southerly winds of 5 – 10 knots, gusting to 15 knots, and seas of 3 – 5 feet.

- **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 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 regard to the situation of kidnapping of crewmembers from vessels while underway in the Sulu-Celebs Sea region. MS Risk advises all vessels, particularly slow-moving vessels, to re-route where possible. If unable to re-route, we strongly advise vessel Masters and crewmembers to adopt the following measures:

- Maintain a heightened level of vigilance and increase security watch rotations
- Sound the alarm when unknown people are sighted on board the vessel or when suspicious boats are in the vicinity
- Report all incidents and suspicious activity
- Maintain continuous communication with shipping company and with local enforcement agencies
- Avoid confrontation with the perpetrators

Pirate Action Groups (PAG's) operating in this region are likely to target vessels to siphon fuel or oil onto another ship. Masters are therefore reminded to remain vigilant at all times in all regions, including at ports and anchorages. Attacks and robberies can occur at any time. Incidents involving the siphoning of oil/fuel have been on the rise in recent months. Masters are reminded to remain vigilant at all times and to report any incidents, suspicious activity, attacks or hijackings to the local authorities.



## HIJACKS

- No current incidents to report

## KIDNAPPING

- No current incidents to report

## UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report



## VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- No current incidents to report

## VESSELS BOARDED

1. **20 August (Indonesia)** – Two robbers boarded an underway bulk carrier near position 01:04N - 103:41E, 4.7 nm south-southeast of Pulau Nipah, and entered the steering gear room. They threatened the duty oiler with a knife. Once the robbers left the steering gear room, the oiler informed the duty engineer who notified the bridge. Master noticed, on the radar, two small boats heading towards Indonesia. Alarm raised and crew mustered. VTS Central Traffic Control informed. A warship responded and assisted the ship to the anchorage area. The Chief Officer made checks and found all crew to be safe. The ship anchored in Singapore Anchorage, and Coast Guard and customs officers boarded for investigation.

## SUSPICIOUS ACTIVITY

- No current incidents to report

## OTHER ACTIVITY REPORT

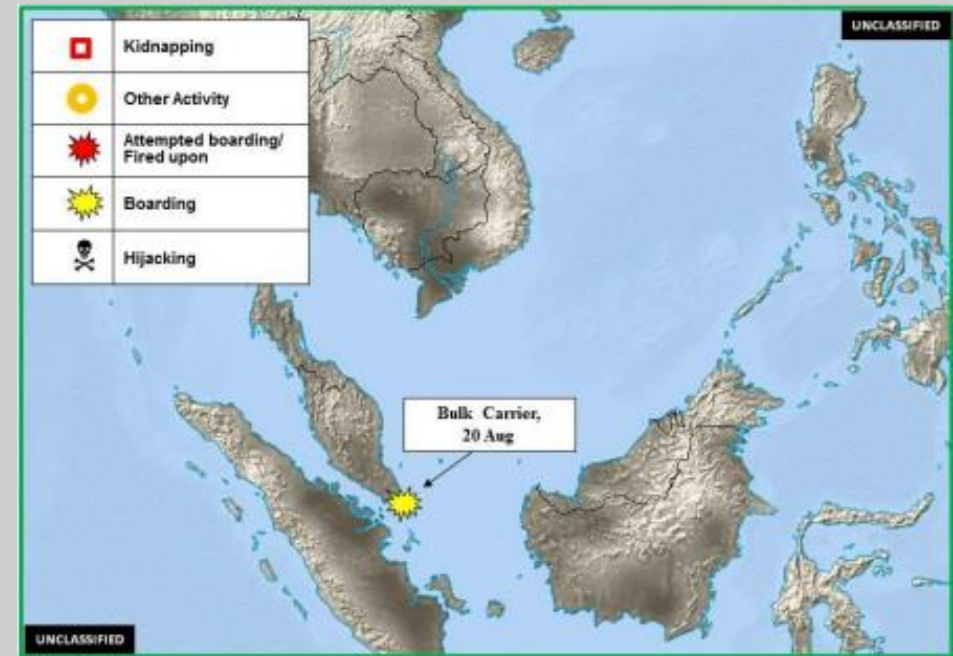
- No current incidents to report

## MARITIME REPORTING

- Nothing to report

## INCIDENT MAP

Source: ONI



### WEATHER FORECAST VALID FROM 24 - 30 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:** Variable winds of 5 - 10 knots, and seas of 1 - 2 feet in the northern Strait; with variable winds of 5 - 10 knots, gusting to 15 knots, and seas of 1 - 2 feet in the southern Strait.

- **Extended Forecast:** Variable winds of 5 - 10 knots, gusting to 15 knots, and seas of 1 - 2 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 20 - 25 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 to October. Expect numerous Tropical Cyclones to impact the region during this timeframe.

# WORLDWIDE

## **NORTH AMERICA**

- No current incidents to report

## **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**

- No current incidents to report

## **ARABIAN GULF**

- No current incidents to report

## **EAST ASIA/INDIAN SUBCONTINENT**

- No current incidents to report

## **EASTERN AND SOUTHERN AFRICA**

- No current incidents to report

## **NORTHEAST ASIA**

- No current incidents to report

## **PACIFIC OCEAN/SOUTHERN OCEAN**

- No current incidents to report

## PORT STATUS AS OF 28 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	<b>Closed</b>	High
Port of Bouri (offshore port)	Open	Low
Port of Derna	<b>Closed</b>	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

- 23 August** – At least 11 people were beheaded on Wednesday in an attack by Islamist fighters on a checkpoint controlled by forces loyal to military commander Khalifa Haftar in central Libya, according to a spokesman for Haftar's self-styled Libyan National Army. Nine soldiers and two civilians were among those "slaughtered" at the checkpoint, Colonel Ahmad al-Masmari said in a tweet, blaming Islamic State. Both Islamic State and Benghazi Defense Brigades, another Islamist militia opposed to Haftar, have fighters in the Jufra region where the attack took place, some 310 miles south of the coastal city of Sirte.
- 23 August** – Boris Johnson has announced a £9m aid package for Libya to help deal with the problems of migrants risking their lives trying to cross the Mediterranean and a growing threat of terrorist groups from the war-stricken country. The foreign secretary announced the extra funding as he made his second trip to Tripoli in just four months, where he visited UK naval officers training the Libyan coastguard in search and rescue. Johnson visited Tripoli in May to meet Fayez Al-Sarraj, head of Libya's UN-backed unity government, but undertook a second trip on Wednesday to announce extra UK funding to help stabilise the country. During the trip, he described Libya as "the front line for many challenges which, left unchecked, can pose problems for us in the UK – particularly illegal migration and the threat from terrorism". He added: "That's why it is so important that we work with the Libyan government and our partners to help bring stability to Libya, stopping it from becoming a fertile ground for terrorists, gun runners and people traffickers in close proximity to Europe." The latest money includes £4m to remove improvised explosive devices from areas where ISIS have been pushed back, another £1m towards a fund for critical infrastructure, £2.75m for supporting women's participation in peace-making and £1.3m in support for food and healthcare for refugees.
- 22 August** – The former prime minister of Libya has been released after being held for a week by an armed group linked to the country's UN-backed government, sources said. Ali Zeidan, 61, had not been seen since the evening of August 13 as he was detained by armed men in at a Tripoli hotel. Mr Zeidan, a diplomat turned human rights lawyer, lived in exile in Geneva for three decades before returning to Libya after the overthrow of Muammar Gaddafi's

regime in 2011. He served as prime minister in October 2012 but was forced out over his government's failure to prevent a North Korean-flagged oil tanker loading oil from a rebel-controlled terminal two years later. Relatives of Mr Zeidan told the Telegraph that he arrived in the capital at the invitation of Fayez-al-Serraj, the current prime minister, on August 11. It was his first visit to Tripoli since being ousted as prime minister in March 2014. He was reportedly abducted by armed men from the Victoria Hotel in Tripoli shortly before leaving for a scheduled meeting with Mr Serraj on Sunday evening. Relatives earlier said they believed Mr Zeidan was held by the Tripoli Revolutionary Brigade, a powerful local militia that emerged during the uprising to overthrow Gaddafi. Representatives of the family said they had not received any ransom demands.

- **21 August** – An armed group is stopping migrant boats from setting off across the Mediterranean from a city west of Tripoli that has been a springboard for people smugglers, causing a sudden drop in departures over the past month, sources in the area said. The revelation throws new light on the sharp reduction in migrant arrivals from Italy, which took over from the Aegean route as the main focus of European concerns in the crisis. Arrivals in Italy from North Africa, the main route for migration to Europe this year, dropped by more than 50 percent in July from a year earlier, and August arrivals so far are down even further. July and August are peak months for migrant boats because of favourable sea conditions. Sources in Sabratha, 45 miles west of the capital, said the sudden drop had been caused by a new force in the seaside city, which is preventing migrants from leaving, often by locking them up. The group in Sabratha "works on the ground, the beach, to prevent the migrants leaving on boats towards Italy," said a civil society organizer from the city, speaking on condition of anonymity. The group is made up of several hundred "civilians, policemen, army figures," he said. It is conducting a "very strong campaign" that was launched by a "former mafia boss", said a second Sabratha source who follows smuggling activity closely. A third source with contacts in Libya, who also asked not to be named, said the Sabratha group was making "a significant effort to police the area". The two Sabratha sources said the group was running a detention centre for migrants who are turned back or taken from smugglers. One sent a picture of hundreds of migrants sitting in the sand in front of a high wall. Sources say the group is called Brigade 48, although this has not been confirmed.

- **20 August** – Royal Dutch Shell Plc, the world's largest oil trader, is said to have loaded its first crude from Libya in five years over the weekend, adding to evidence of the Opec nation's comeback. The cargo was for 600,000 barrels of crude from the Zueitina port, according to two people familiar with the matter. A Shell spokesperson declined to comment on the shipment, but said the company's Shell International Trading & Shipping "welcome new business opportunities with Libya's National Oil Corp." Mustafa Sanalla, chairman of the NOC, didn't answer calls for comment.

## LIBYA: PROCEDURE

### WARNING:

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

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

- Observe international laws of trading
- Follow official sea navigation routes to any of the working Libyan ports and avoid navigating in the coastal waters of the closed ports. **Vessels should avoid navigating in the coastal waters of Benghazi, Derna and Sirte.**
- In advance of arrival, declare the intended voyage and type of cargo to be discharged/loaded to the local agent, to allow sufficient time to notify the appropriate authorities.



- Stay in contact with local port authorities to receive the most up to date information.
- Vessels should report their schedules to local port agents prior to arrival at any Libyan port, including:
- A declaration of the vessel's sailing route
- Whether they are loading or discharging cargo
- The type of cargo on board

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

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At JLT Specialty, we believe in doing things differently.

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

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

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

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

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