

Maritime Security Review

Issue No. 31

7 August 2017

MS | RISK



TABLE OF CONTENTS

<u>TABLE OF CONTENTS</u>	<u>2</u>
<u>INCIDENTS AT SEA</u>	<u>3</u>
<u>GULF OF ADEN/ARABIAN SEA/BAB EL-MANDAB/RED SEA.....</u>	<u>4</u>
<u>SPOTLIGHT ON YEMEN</u>	<u>8</u>
YEMEN: PROCEDURE	10
<u>WEST AFRICA/GULF OF GUINEA.....</u>	<u>11</u>
WEATHER FORECAST: GULF OF GUINEA.....	12
<u>SOUTHEAST ASIA</u>	<u>13</u>
WEATHER FORECAST FOR SOUTHEAST ASIA	15
<u>WORLDWIDE.....</u>	<u>16</u>
<u>MIGRATION</u>	<u>19</u>
<u>SPOTLIGHT ON LIBYA.....</u>	<u>21</u>
LIBYA: PROCEDURE.....	23
<u>ABOUT JLT.....</u>	<u>24</u>
<u>ABOUT MS RISK</u>	<u>25</u>

PLEASE NOTE:

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

We encourage our readers to confidentially report any incidents or suspicious activity to info@msrisk.com.

INCIDENTS AT SEA

Reporting Period: 31 July – 6 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	1	Low
Southeast Asia	0	0	Low
WORLDWIDE			
North America	0	1	Low
Central America/Caribbean/South America	0	2	Medium
Atlantic Ocean Area	0	1	Low
Northern Europe/English Channel/Baltic	0	0	Low
Mediterranean/ Black Sea	0	2	Medium
Arabian Gulf	0	0	Low
East Asia/Indian Subcontinent	0	2	Medium
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

- **29 July (Red Sea – Late Report)** – A merchant vessel in position 14:16 N – 051:08 E, in vicinity of point B of the IRTC, was approached on three occasions by one skiff travelling at 25 knots on the MV's starboard side. The closest the skiff approached the MV was 1 cable. The embarked AST fired warning shots and eventually the skiff turned away. The vessel and crewmembers on board have been reported safe.
- **29 July (Yemen – Late Report)** – Yemen's Houthi rebels disclosed that they targeted a military ship belonging to the United Arab Emirates (UAE), part of the Saudi-led coalition that is fighting them in the country. The ship, which was carrying military equipment, was arriving at Yemen's Mocha port from Eritrea's port of Assab when it was attacked. The Saudi Press Agency, citing a

statement by the coalition, disclosed that the Houthis used an explosives-laden boat, which struck the pier close to a group of ships at Mocha. It went on to say that there were no casualties or any substantial damage.

INCIDENT MAP

Source: ONI



MARITIME REPORTING

- Nothing to report

WEATHER FORECAST: GULF OF ADEN/ARABIAN SEA

WEATHER FORECAST VALID FROM 3 - 9 AUGUST 2017

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

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

GULF OF OMAN: Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the western section of the Gulf; with southeast winds of 10 – 15 knots, and seas of 3 – 5 feet in the eastern section of the Gulf.

- **Extended Forecast:** Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the western section of the Gulf; with southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the eastern section of the Gulf.

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

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

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

- **Extended Forecast:** Southwest winds of 25- 20 knots, gusting to 35 knots, and seas of 10 – 14 feet in the northern section of the coastline; with south-

west winds of 20 – 25 knots, and seas of 7 – 9 feet in the southern section of the coastline.

CENTRAL AFRICAN COAST/INDIAN OCEAN: Southerly winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 – 7 feet.

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

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

- **Extended Forecast:** Southeast winds of 15 – 20 knots and seas of 4 – 6 feet in the northern Channel; with southwest winds of 20 – 25 knots and seas of 14 – 18 feet in the southern Channel.

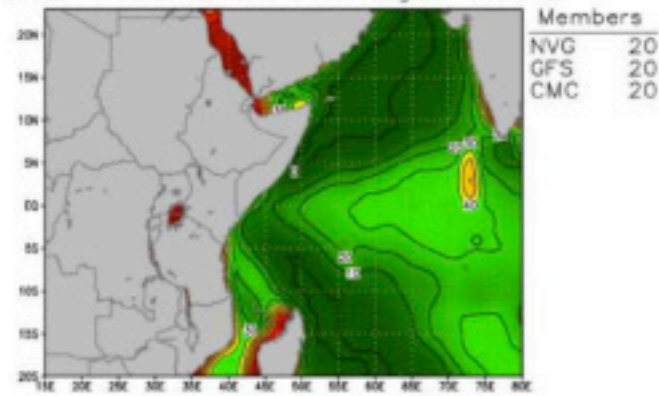
SURFACE CURRENTS: The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Currents' speeds along the Somali Basin are northeasterly averaging between 2 – 3 knots.

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

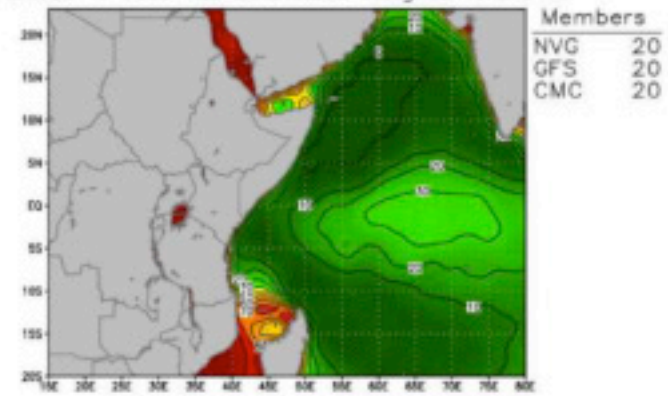
Source: ONI

Winds < 15.0 kts and Wave Heights < 5.0 ft



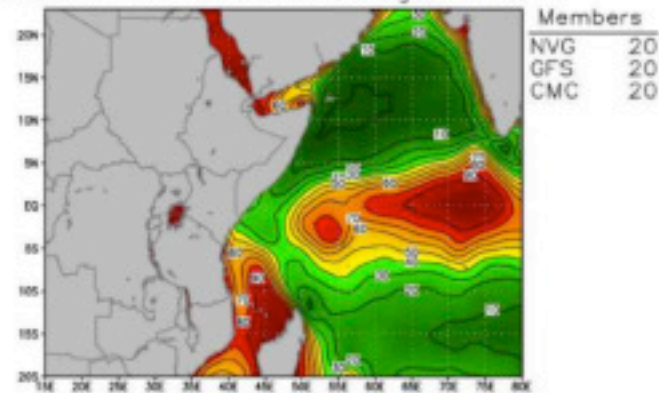
Valid Time: 1200Z 03 AUG 2017

Winds < 15.0 kts and Wave Heights < 5.0 ft



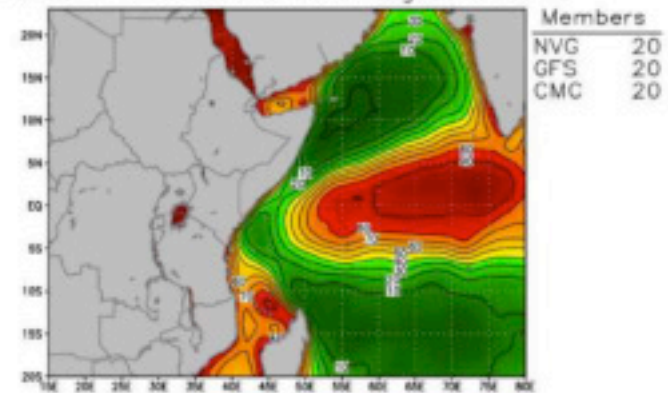
Valid Time: 0000Z 06 AUG 2017

Winds < 17.0 kts and Wave Heights < 7.0 ft



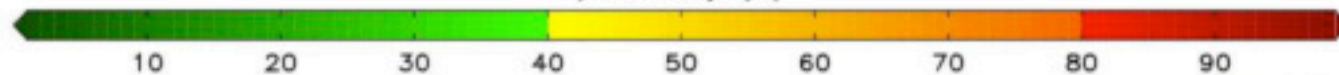
Valid Time: 1200Z 08 AUG 2017

Winds < 17.0 kts and Wave Heights < 7.0 ft



Valid Time: 0000Z 11 AUG 2017

probability (%)



SPOTLIGHT ON YEMEN

PORT STATUS AS OF 6 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 measures aboard vessels are in place.

ADVICE UPDATE

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

CMF ADVICE AS OF 17 JULY

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

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

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

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

ACTIVITY REPORTING

- **3 August** – Two attackers detonated a car bomb in Southern Yemen on Wednesday, killing themselves and five soldiers and injuring several others, residents and a local security official said. The bombing took place in the Redhoom district of Shabwa province near a security checkpoint, they said, adding that the attackers died in the assault. The local official added, without elaborating, that he suspected the attackers were affiliated with Al Qaida. Shabwa is one of several provinces in Yemen in which Al Qaida in the Arabian Peninsula (AQAP) is active.
- **2 August** – At least 18 people were injured in clashes in Aden between security forces loyal to the Saudi-backed government and rival militiamen. The clashes broke out in three residential neighbourhoods of Sheikh Othman district in Aden province as forces aligned with Yemeni government deployed to arrest "a number of sabotage elements and outlaws in the area." Sources in Aden said that unknown gunmen launched an attack on a local police station and attempted to free arms dealers arrested by security forces earlier in the day. Residents confirmed that the UAE Apache military chopper hovered over Aden's airspace and targeted two armoured vehicles belonging to the militiamen.
- **1 August** – The Saudi-backed Yemeni government will not allow its Houthi foes to keep the Red Sea port of Hodeidah, the information minister said, underlining its intention to remove the vital aid delivery point from the control of the Iran-aligned group. The United Nations has proposed that Hodeidah, where 80 percent of food imports arrive, should be handed to a neutral party, to smooth the flow of humanitarian relief and prevent the port being engulfed by Yemen's two-year-old war. The government of President Hadi accuses the Houthis of using the port to smuggle in weapons and of collecting custom duties on goods, which they use to finance the war. The Houthis deny this. Information minister, Muammar al-Iryani, repeated that the government had accepted a proposal by the U.N. envoy to Yemen, Ismail Ould Cheikh Ahmed, to hand over control of Hodeidah to a neutral party as a way of avoiding military action. The Houthis have signalled they are ready to discuss the move as part of measures that would involve assurances that long delayed salaries of state workers be paid and resuming commercial flights from the capital Sanaa.
- **29 July** – Saudi Arabia's state news agency said Houthis used a remote-controlled, explosives-packed boat to hit a naval pier near a group of ships at Al-Mokha port, causing an explosion but no fatalities. Yemen's Houthi rebels said they were targeting a military ship belonging to the United Arab Emirates. A second remote-controlled boat bomb was intercepted and blown up by the Saudi Coast Guard on its way to attack an oil terminal, Saudi Interior Ministry said on July 26, 2017, according to separate reports. Blaming both the Houthis and Saleh loyalists, maritime experts have also warned of the threat posed to international shipping.
- **27 July** – More than 40 troops and rebels have been killed in several days of clashes between Yemen's Saudi-backed army and insurgents allied with Iran near the Red Sea port of Mokha. Fighting has intensified around the Khaled Ibn al-Walid military base east of Mokha since government forces backed by a Saudi-led coalition seized it from the Houthi rebels last week. Sixteen Houthis and seven soldiers were killed in overnight clashes and air raids outside Mokha, according to military officials and witnesses at hospitals in the area. Twenty Yemeni soldiers were also killed in a rebel strike on the Khaled base in Taiz province, around 25 miles east of Mokha, on Thursday.

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

- **30 July (Nigeria – Late Report)** – Armed pirates boarded the general cargo ship *OYA 1* underway near position 04:10 N – 006:59 E, 15 nautical miles southwest of Bonny Island. The pirates kidnapped five crewmen and escaped. The Nigerian Navy was alerted and the vessel was taken to Bonny Island for further investigation.

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 3 - 9 AUGUST 2017

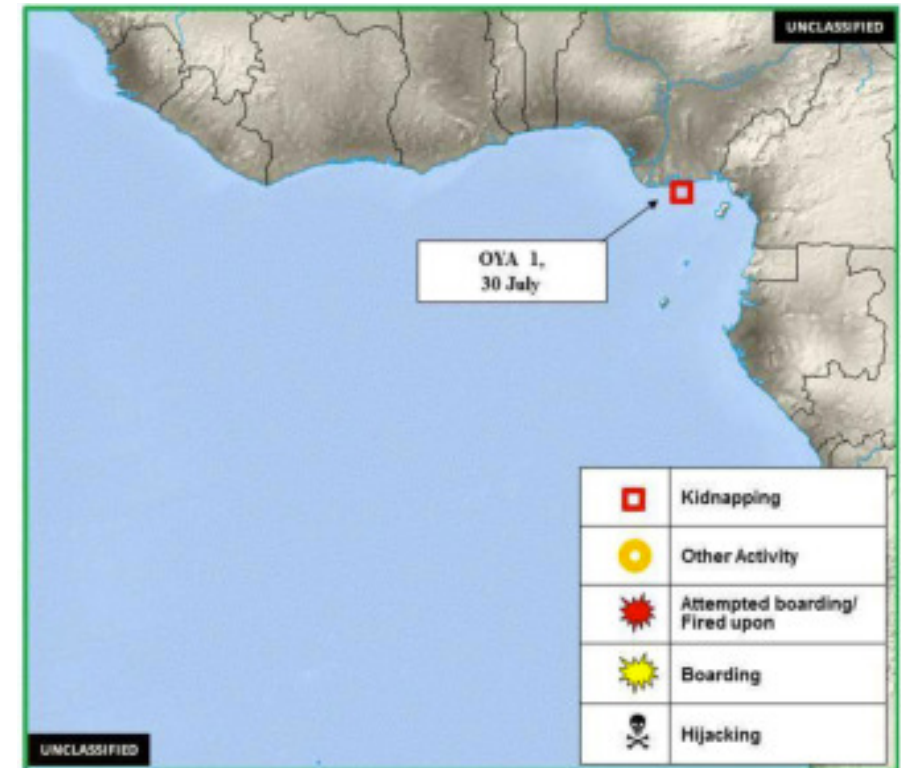
GULF OF GUINEA: Southerly winds of 5 – 10 knots, gusting to 15 knots, and seas of 3 – 5 feet.

- **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 both 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

- No current incidents to report

VESSELS BOARDED

- No current incidents to report

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 3 - 9 AUGUST 2017

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

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

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

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

ANDAMAN SEA: West-southwest winds of 10 – 15 knots and seas of 3 – 5 feet in the northern section; with southwest winds of 10 – 15 knots and seas of 3 – 5 feet in the southern section.

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

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

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

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

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

WORLDWIDE

NORTH AMERICA

1. **27 July (United States – Late Report)** – The Louisiana Department of Wildlife and Fisheries arrested three shrimpers on two separate boats skimming for shrimp out of season. The agents reported they were on patrol in Bastian Bay in lower Plaquemines Parish when they spotted the men actively skimming for shrimp in the expansive waterbody. According to the department, a total of 2,355 pounds of shrimp were seized by the agents and sold at the dock to the highest bidder.

INCIDENT MAP

Source: ONI



CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **25 July (Saint Vincent and the Grenadines (SVG) – Late Report)** – A yacht was boarded in Canouan by a single male who dove overboard and swam away after being confronted by the yacht owners. Several VHF calls to the SVG Coast Guard were not answered. The owners departed the next morning and made a report to the SVG police in Bequia, who indicated that they would forward the report to the SVG Canouan police.
2. **11 July (Grenada – Late Report)** – An unoccupied yacht on a mooring had its dinghy's outboard motor stolen overnight. The dinghy was lifted and the outboard was locked to the dinghy. A police report was made and this was also announced on the local VHF net. Reportedly, the same night a dinghy at a nearby dock was stolen and two boats at the same dock were ransacked.

INCIDENT MAP

Source: ONI



MEDITERRANEAN/BLACK SEA

1. **15 July (Spain – Late Report)** – The Spanish Tax Agency Agencia Tributaria intercepted a container loaded with half a million packs of contraband cigarettes. The container arrived onboard a container ship *BASLE EXPRESS* in Valencia and was checked by customs, who found the contraband cigarettes screened by boxes loaded with shoes. Customs did not apprehend the container, but waited for the people who were to pick it up. Nine people, including one Spaniard and eight from Eastern European countries were arrested; three trucks were seized, one with Estonian plates. The container was shipped from Bangkok, Thailand.
2. **28 July (Turkey – Late Report)** – A disabled sailing yacht, *DOGANAY*, grounded on rocks of Bozcaada Island, Aegean Sea, after her propeller fouled in ropes. There were 39 illegal migrants on board trying to reach Lesbos Island, Greece. All the migrants were detained; several people, believed to be Ukrainians and suspected in organizing migrant trafficking, were arrested.

INCIDENT MAP

Source: ONI



ATLANTIC OCEAN AREA

- No current incidents to report

NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

ARABIAN GULF

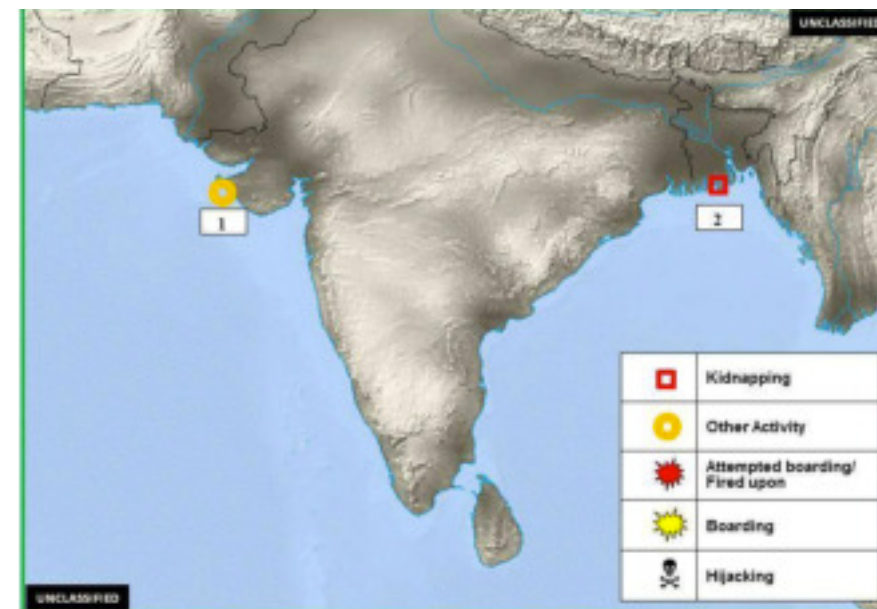
- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

1. **19 July (India – Late Report)** – India’s Navy seized a ship carrying about 1,500 kilograms of heroin in what it said was its biggest ever drugs haul. According to S. Paramesh, deputy director general at the Indian Coast Guard, the vessel, which was operating under the name *MV HENRY* under the Panama flag, was intercepted off the Gujarat coast near the city of Porbandar. Paramesh further disclosed that the vessel was sailing from Dubai to Alang, a town in Gujarat known for shipbreaking. The eight crewmembers aboard, all of whom were identified as Indian nationals, are under investigation.
2. **28 July (Bangladesh – Late Report)** – Gunmen kidnapped four fishermen along with two trawlers near the Moktar area of the Meghna River. According to local people, a gang of sea robbers of the notorious Kalam Bahini gang raided the two trawlers and looted valuables, then kidnapped the four men and escaped.

INCIDENT MAP

Source: ONI



EASTERN AND SOUTHERN AFRICA

- No current incidents to report

NORTHEAST ASIA

- No current incidents to report

PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

MIGRATION



During this summer period, migrants are likely to continue to attempt the perilous crossing to Europe by transiting the central Mediterranean route in rubber dinghies and rickety boats from lawless Libya, where people smugglers continue to operate with impunity. The route towards Spain has also seen a number of migrants trying to cross to reach Europe.

- **2 August** – A prosecutor disclosed on Wednesday that Italian coastguards seized a migrant rescue boat operated by a German aid group in the Mediterranean suspected of aiding illegal immigration from Libya. Video showed the Iuventa, which is run by Jugend Rettet, arriving at the island of Lampedusa surrounded by several coastguard vessels after it was stopped at sea before dawn. Police inspected the ship as soon as it docked and checked the crew's passports. They later took charge of the boat. On Twitter however, Jugend Rettet stated that it had received no information about the investigation. Ambrogio Cartosio, chief prosecutor in the western Sicilian city of Trapani, told a news conference that his investigation into Jugend Rettet

was ongoing and that no one had been charged yet. He went on to disclose that "the evidence is serious," adding "we have evidence of encounters between traffickers, who escorted illegal immigrants to the Iuventa, and members of the boat's crew." Italian media have reported that the boat had two Syrians aboard who were taken to a refugee centre, however that information could not be immediately confirmed. This is the first time that Italian police have seized a humanitarian boat, with the move coming amidst growing suspicion over the role of non-governmental organizations are playing in picking up migrants off the Libyan coast and bringing them to Italian ports.

- **1 August** – According to aid group Proactiva Open Arms, eight migrants died in the Mediterranean Sea and 375 were rescued from small boats on Tuesday. Proactiva founder Oscar Camps wrote on Twitter, "we are here to avoid more drownings, today another eight dead and four dinghies adrift," adding that there were 77 women and 52 minors amongst those rescued. So far this year, more than 2,200 people have lost their lives trying to make the crossing from North Africa to Europe while some 95,000 have been rescued and brought to Italy. According to Italy's coastguard, which coordinates the rescue efforts, NGO's now carry out around a third of all operations in the search-and-rescue zone north of Libya. Italy is increasingly becoming concerned that NGO's are facilitating people smuggling by hovering close to Libya, waiting for the migrant boats to cross into international waters where they can be picked up. In a bid to impose clear rules on the humanitarian groups, the Italian government has drawn up a code of conduct for their sea missions. Proactiva was one of only three NGO's to back the plan on Monday 31 July, with five other groups refusing to sign the document.
- **31 July** – According to the Italian Interior Ministry, five aid groups that operate migrant rescue vessels in the Mediterranean Sea have refused to sign up to the Italian government's code of conduct, with three other aid groups backing the new rules. The Italian coastguard has reported that charity boats have become increasingly important in rescue operations, picking up more than a third of all migrants brought ashore so far this year against less than one percent in 2014. Italy however is now becoming increasingly concerned that the groups are facilitating people smuggling from North Africa and are encouraging migrants to make the perilous passage to Europe. It has therefore proposed a code containing around dozen points for the charities, with the ministry disclosing that those who refused to sign the document had put

themselves “outside the organized system of sea rescues, with all the concrete consequences that can have.” This statement comes after Italy last month threatened to shut its ports to NGOS that did not sign up. An Interior Ministry source however has since stated that in reality those groups would face more checks from Italian authorities. One of the aid groups that has refused to sign the code is Doctors Without Borders (MSF). While it has taken part in many of the rescues of some 95,000 migrants brought to Italy this year, and attended a meeting at the Interior Ministry, MSF objected most strongly to a requirement that aid boats must take migrants to a safe port themselves, rather than transferring people to other vessels, which effectively allows smaller boats to stay in the area for further rescues. In a letter to Interior Minister Marco Minniti, MSF Italy’s director Gabriele Eminente disclosed “our vessels are often overwhelmed by the high number of (migrant) boats...and life and death at sea is a question of minutes.” He continued that “the code of conduct puts at risk this fragile equation of collaboration between different boats,” adding that MSF still wanted to work with the ministry to improve sea rescues. Germany’s Sea-Watch, Sea-Eye and Jugend Rettet as well as France’s SOS Mediterranee have abstained. MSF, SOS Mediterranee and Jugend Rettet have also called for clarity on the rules and took issue with a clause in the code, which would oblige groups to accept police officers on board. Jugend Rettet coordinator Titus Mokenbur disclosed, “for us the most controversial point...was the commitment to help the Italian police with their investigations and possible take armed police officers on board,” adding “this is antithetical to the humanitarian principles of neutrality that we adhere to, and we cannot be seen as being part of the conflict.” Save the Children has given its backing to the code, stating that it already complied with most of the rules and would monitor closely to be sure that applying them did not obstruct their work. After the meeting, Save the Children Italy director Valerio Neri disclosed, “we would not have signed if even one single point would have compromised our effectiveness. This is not the case, not one single point of the code will hinder our activities.” Malta-based Migrant Offshore Aid Station (MOAS) and Spanish group Proactiva Open Arms have also agreed to the conditions.

- **31 July** – An Irish navy vessel rescued 109 migrants off Libya’s coast on Sunday, following a request from the Italian Maritime Rescue Co-Ordination Centre. The LE William Butler Yeats took four hours to rescue the migrants off Tripoli,

before providing food and medical treatment. The rescued migrants were then transferred to the Italian Coast Guard.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 6 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 Bourri (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

- 3 August** – Two Italian fishing boats were reportedly attacked by a boat off Zarzis, in international waters near the border between Libya and Tunisia. An Italian Navy helicopter and a Tunisian military vessel reportedly intervened, persuading the vessel to back off. The incident occurred on Wednesday night and is allegedly connected to the so-called local 'fishing war' amid a climate of tension in the Mediterranean over the Italian mission in Libya to confront the ongoing migrant crisis. The vessel reportedly fired shots at both fishing boats, which immediately asked for help. An Italian military helicopter and a Tunisian Navy vessel forced the boat to back off. Sources in Rome confirmed the attack, which was probably carried out by a Tunisian cutter that allegedly wanted to force the two Italian vessels to dock at a Tunisian port to check on its fishing activity. The shots were allegedly fired as a warning, the sources said. The helicopter reportedly took off from an Italian Navy vessel in the area, forcing the Tunisian boat to desist from the attack and leave. No Tunisian vessels

intervened to defend the Sicilian boats, which resumed their activity on Thursday morning south of Lampedusa.

- **30 July** – A committee tasked with writing a constitution for Libya voted in favour of a draft, paving the way for parliament to approve a referendum and causing uproar among opponents. Critics, including secessionists and people in favour of the country's 1951 constitution, called for a redo of Saturday's vote. Protesters broke into the committee's building in the eastern town of Bayda, according to two committee members, who said they called on the committee to reconvene Sunday. It was not immediately clear whether the committee met again. Committee members opposing the decision issued a signed statement saying that voters failed to consider amendments proposed by opponents to articles in the draft. Amraja Noah, a committee member from the eastern city of Tobruk, said protesters stormed the building to stop the session, forcing the members to rush the vote. He said 44 members attended the session and 42 voted in favour of passing the draft. The 60-member committee has been assigned to work on a draft constitution since 2014.
- **30 July** – Analysts assert that Daesh is increasingly capitalizing on the chaos of Libya, positioning the country as its point of resurgence. The outfit is believed to be regrouping and recruiting in the rural regions south of the main east-to-west coastal highway, and in the far-west town of Sabratha, 60 miles from the Tunisian border. Colonel Ahmed Almesmari, spokesperson for the Libyan National Army, said over time, Daesh operatives have moved from the eastern Egyptian border and now appears to be clustering closer to the western Tunisian side. The faction has recently established camps around 25 miles east of the town of Bani Waleed, as well as south of Sirte. Mohamed Ghasri, senior commander of the Mistrata-based al-Bunyam al-Marsous militia, stated last week that they too have observed movements by the group south of Sirte, where they are “trying to regroup and break through our forces’ lines in the south.” Joseph Fallon, Islamic Extremism expert and U.K. Defense Forum research associate, concurred with this assessment, adding that the global threat cannot be underestimated. “Here, it can jeopardize western interests through guerrilla warfare sabotaging Libya’s oil facilities and ports and through calculated use of terror to unleash a mass migration of people to destabilize neighbouring countries and Europe.” A prominent portion of Libya’s oil fields and reserves are located south of Sirte, along with major refineries. The terrorist army has, in Iraq and Syria, used oil fields as a means to fund its

barbaric reign. While more fighters are now expected to flow into Libya as the pressure on Iraq and Syria mounts, exactly how big the ISIS ranks in Libya are at present, remains largely contested.



- **30 July** – Prime Minister Fayeze Al-Sarraj denied that his government asked Italy to send naval vessels into Libya’s territorial waters or fighter planes into Libyan airspace. “Such allegations are without any foundation,” Al-Sarraj was quoted as saying in a statement. The statement added that the Italian government had been asked “to provide logistical and technical support to the Libyan coastguard.” The GNA chief, whose administration’s control of the lawless country is limited, said he had also asked Rome “to support border guards” in southern Libya, the main entry point for migrants aiming to reach the shores of Europe, and to supply an electronic surveillance system. Italy agreed on Friday to give more support to the Libyan coastguard to curb migrant flows, but Prime Minister Paolo Gentiloni played down the scope of the mission to allay concerns in Tripoli.
- **29 July** – Fighters aligned with Khalifa Haftar, the military general based in the remote east of Libya, have stormed the headquarters of the constitution drafting assembly in the city of al-Bayda. They held assembly members at gunpoint and demanded they back down from a recently approved draft constitution. The draft calls for a presidential and general election no more than 180 days from the passing of a constitution. It is understood that the draft bans Haftar from running as president. The United Nations Support

Mission in Libya expressed concern over the reports of attack. The incident comes after Prime Minister Fayez Serraj and Haftar agreed to a nationwide ceasefire on Tuesday during talks in Paris hosted by French President Emmanuel Macron. The joint declaration also said the two main rivals will work on holding early presidential and parliamentary elections.

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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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.

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CRISIS RESPONSE

- Crisis management
- Business continuity management
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