

Maritime Security Review



Issue No. 48

4 December 2017

MS | RISK

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PLEASE NOTE:

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

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

INCIDENTS AT SEA

Reporting Period: 27 November – 3 December 2017

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

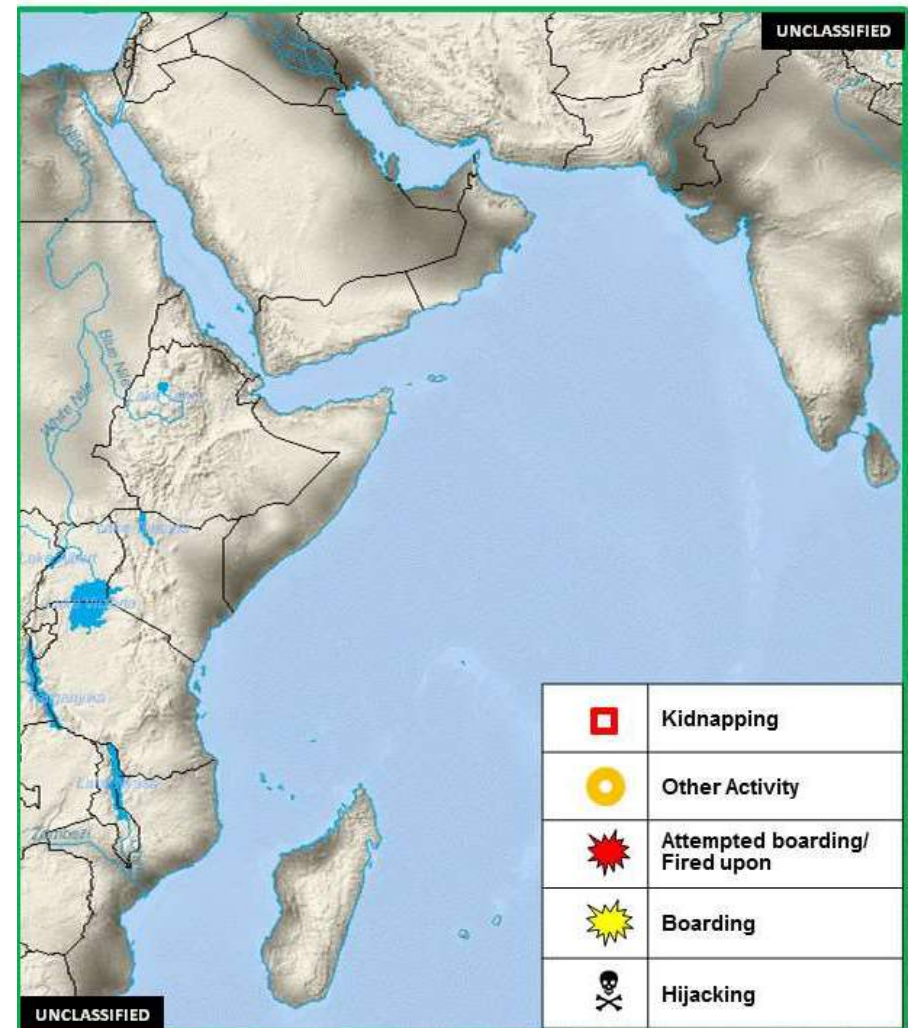
- No current incidents to report

MARITIME REPORTING

- Nothing to report

INCIDENT MAP

Source: ONI



WEATHER FORECAST: GULF OF ADEN/ARABIAN SEA

WEATHER FORECAST VALID FROM 29 NOVEMBER – 5 DECEMBER 2017

NORTHERN ARABIAN SEA: Northeast winds of 10 – 15 knots with seas of 3 – 5 feet.

- **Extended Forecast:** Northeast winds of 10 – 15 knots, with seas of 3 – 5 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 variable winds of 5 – 10 knots, gusting to 15 knots and seas of 1 – 2 feet in the eastern section of the Gulf.

- **Extended Forecast:** Variable winds of 5 – 10 knots, gusting to 15 knots and seas of 1 – 2 feet in the western section of the Gulf; with southwest winds of 5 – 10 knots, and seas of 1 – 3 feet in the western section of the Gulf.

GULF OF ADEN: East-northeast winds of 10 – 15 knots, and seas of 2 – 4 feet in the western section of the Gulf; with east-northeast winds of 10 – 15 knots and seas of 3 – 5 feet in the eastern section of the Gulf.

- **Extended Forecast:** East-northeast winds of 10 – 15 knots and seas of 2 – 4 feet in western section of the Gulf; with east-northeast winds of 10 – 15 knots and seas of 3 – 5 feet in the eastern section of the Gulf.

SOMALI COAST: Northeast winds of 10 – 15 knots, and seas of 3 – 5 feet in the northern section of the coastline; with northerly winds of 10 – 15 knots and seas of 2- 4 feet in the southern section of the coastline

- **Extended Forecast:** Northeast winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 – 7 feet in the northern section of the coastline; with northerly winds of 15 – 20 knots and seas of 5 – 7 feet in the southern section of the coastline.

CENTRAL AFRICAN COAST/INDIAN OCEAN: Easterly winds of 5 – 10 knots and seas of 1 – 3 feet.

- **Extended Forecast:** Northerly winds of 10 – 15 knots and seas of 3 – 5 feet.

MOZAMBIQUE CHANNEL: Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet in the northern Channel; with southerly winds of 20 – 25 knots, with seas of 8 – 10 feet in the southern Channel.

- **Extended Forecast:** Northeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 3- 5 feet in the northern Channel; with southeast winds of 15 knots knots and seas of 6 – 8 feet in the southern Channel.

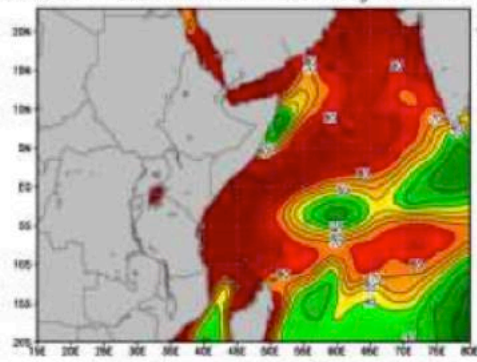
SURFACE CURRENTS: The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Currents' speed along the Somali Basin are northeasterly averaging between 2 – 3 knots.

SYNOPTIC DISCUSSION: High pressure will dominate the weather pattern over much of the region 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

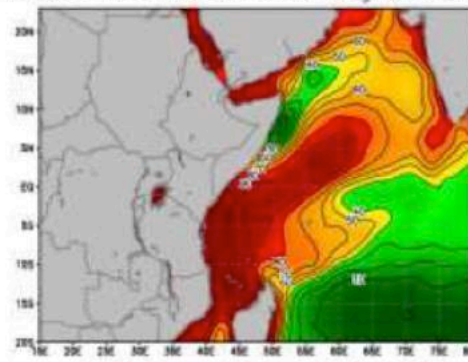
Winds < 15.0 kts and Wave Heights < 5.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 1200Z 30 NOV 2017

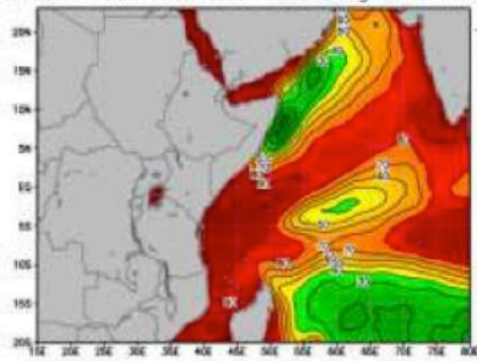
Winds < 15.0 kts and Wave Heights < 5.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 0000Z 03 DEC 2017

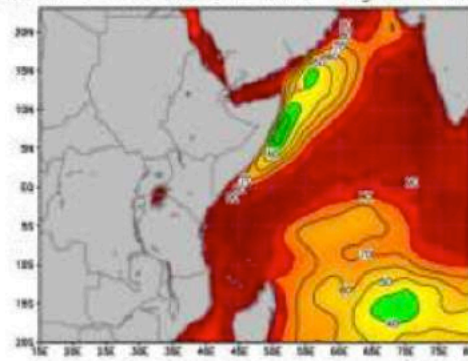
Winds < 17.0 kts and Wave Heights < 7.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 1200Z 05 DEC 2017

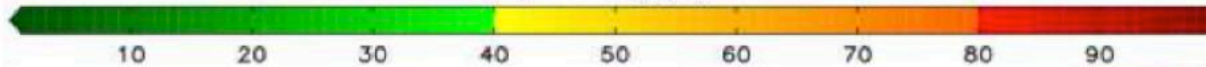
Winds < 17.0 kts and Wave Heights < 7.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 0000Z 08 DEC 2017

probability (%)



SPOTLIGHT ON YEMEN

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.

PORT STATUS AS OF 3 DECEMBER 2017

Port Name	Port Status	Risk Level	Notes
Aden Port	Open	High	Curfew: 2000-0600
Ash Shihr Oil Terminal	Closed	High	
Balhaf LNG Terminal	Closed	Closed	
Hodeidah Port	OPEN FOR AID VESSELS ONLY	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	Open	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

ACTIVITY REPORTING

- 30 November** – Clashes between rebel factions in the Yemeni capital Sanaa continued for a second day on Thursday, with Houthi troops moving against forces loyal to a former president and accusing them of fomenting a coup with the help of the United Arab Emirates, security officials said. Shiite Houthi rebels have largely taken control of a southern Sanaa neighbourhood centred around a mosque named after Ali Abdullah Saleh, the former president, they said. The two allied factions control much of Yemen's north and are facing off against a Saudi-led, U.S.-backed coalition fighting on behalf of the country's internationally recognized government. It appeared the clashes began Wednesday evening with a dispute over use of the mosque in the Sabeen neighbourhood, where the Houthis wanted to hold festivities for the Prophet Muhammad's birthday, the officials said, speaking on condition of anonymity as they weren't authorized to talk to reporters.
- 29 November** – Although UN humanitarian flights to Yemen resumed on Saturday, supplies are still insufficient to prevent humanitarian catastrophe in the country, a UN spokesman said on Wednesday. One humanitarian vessel arrived in Saleef on Monday, carrying 25,00 metric tons of wheat, Stephane Dujarric said at a daily news briefing, adding that two commercial vessels carrying food have arrived in Hodeidah, carrying 35,020 metric tons of wheat and wheat flour. Three vessels carrying nearly 65,000 metric tons of food have been cleared by the UN Verification and Inspection Mechanism and are awaiting permission from the Saudi-led Coalition to enter Hodeidah port, he noted. "While some food has started to reach Yemen, it is not sufficient to prevent a humanitarian catastrophe," said Dujarric. "In Yemen, the cost of diesel has doubled, while the price of petrol has risen by more than 70 percent and cooking gas by 18 percent." "It is critical that fuel reaches all Yemeni ports immediately, fuel is essential to operate generators for hospitals and water

pumps, as well as to deliver drinking water and food." Also on Tuesday, Bettina Luescher, spokesperson for the World Food Program (WFP), said that WFP has more than doubled the number of people it reaches every month from 3.5 million people in January to a current average of 7 million people. Due to the funding shortfall of 362 million U.S. dollars, however, some people are only receiving half rations. Meanwhile, the World Health Organization (WHO) is largely focusing its efforts on the diphtheria outbreak. There have been 194 clinically suspected cases of diphtheria and 20 deaths in 13 governorates. The lifting of the blockade on the movement of humanitarian goods will enable the shipping of 361 tons of medicines and medical supplies that have been blocked in Djibouti. The supplies to be shipped over the coming days include enough antitoxin to treat 1,000 cases of diphtheria.

- **29 November** – Assailants detonated a car bomb outside the Yemeni Finance Ministry offices in Aden on Wednesday, killing at least two people. They said the force of the blast shook the Khor Maksar area of Aden, the temporary capital of the internationally recognized government of President Abd-Rabbu Mansour Hadi, and causing severe damage to the six-storey building. The force of the blast also shattered windows of adjacent houses. ISIS has claimed responsibility for the explosion. An official at the city's main government-run Jumhuriya hospital said that two people arrived dead to the hospital, while three others were in critical condition. Medics have said they believe that more casualties were at the scene of the blast, but no one could reach them due to an exchange of gunfire that was taking place in the area.
- **29 November** – More than 960,000 suspected cases of cholera have been reported in war-torn Yemen since April 27, according to a World Health Organization (WHO) report released Wednesday. According to the report, the WHO has recorded a total of 962,536 suspected cases of the disease throughout the impoverished and war-torn country. Over the same period, the report goes on to note, 2,219 cholera-related deaths have been documented in 22 out of Yemen's 23 provinces. The highest number of suspected cases (about 140,000) were reported in Yemen's western Al-Hodeidah province, while the highest number of cholera-related deaths (about 417) were reported in the north-western Hajjah province. The only part of the country to have remained entirely unaffected by cholera -- a potentially fatal infection of the small intestine -- is Yemen's Socotra province, a small four-island archipelago in the Arabian Sea.

- **27 November** – A drone strike has killed seven suspected members of Al-Qaeda in southern Yemen, a security official said. The US is the only force known to operate armed drones over Yemen. The official said an overnight drone attack, "likely American," targeted three vehicles on the road from the southern province of Shabwa to the central province of Bayda, killing the seven suspected jihadists. In the southern province of Lahj, a suspected local leader of Al-Qaeda and a policeman were killed in a shoot-out as security forces raided the alleged terrorist's home to arrest him, a security official said. Another suspected terrorist was also arrested in the raid in the Al-Wahat area, Lahj security director Saleh Said said in a statement.
- **27 November** – Critically needed aid arrived Saturday in war-torn Yemen, some of the first such aid to arrive since Saudi Arabia imposed a blockade of the country in early November. Passenger planes carrying aid workers and around 1.9 million vaccine doses -- enough for 600,000 children -- landed in Sanaa, United Nations World Food Program (WFP) spokeswoman Abeer Etefa said. Three types of vaccines were sent to protect against at least eight deadly diseases, including whooping cough, tetanus, tuberculosis, diphtheria, pneumonia and meningitis. A plane carrying eight aid workers with the International Committee of the Red Cross also landed Saturday in Sanaa, a spokeswoman said.
- **26 November** – A UN aid ship carrying food supplies has been allowed to dock at a rebel-held port in Yemen, after the Saudi-led coalition eased a blockade that has lasted for nearly three weeks. The blockade worsened the plight of millions at risk of starvation. Planes carrying medical supplies were allowed to land in Sanaa on Saturday but this is the first shipment of food aid to be let in. The blockade was imposed on 6 November after a missile attack on Saudi Arabia. The coalition blocked off land, sea and air routes two days after the Houthi rebels they are fighting in Yemen fired the missile at the Saudi capital, Riyadh. It was intercepted over the international airport. The UN ship, loaded with thousands of tonnes of desperately-needed wheat, has arrived at the port of Saleef. It is carrying enough food to feed 1.8m people in northern Yemen for a month, World Food Programme country director Stephen Anderson said. He said the ship had been forced to "hover off the coast" for two weeks waiting for permission to enter. A commercial ship carrying 5,500 tonnes of wheat flour

earlier docked at the key port of Hodeidah, south of Saleef and also controlled by the Houthi rebels.

- **25 November** – The Saudi-led coalition announced on Friday that the ballistic missile which targeted Riyadh's civilian airport earlier this month was trafficked through Hodeidah port. Coalition spokesperson Turki al-Maliki released a statement saying that the missile launched towards the city of Riyadh on Nov 4 had entered through Yemen's port of Hodeidah. Three days ago, Saudi Arabia said that the coalition will see to the reopening of Hodeidah port to aid shipments and the Sana'a airport to United Nations flights. Upon its announcement, the coalition renewed its call for the UN to take over the port of Hodeidah, which is under the control of the Houthi militia.

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

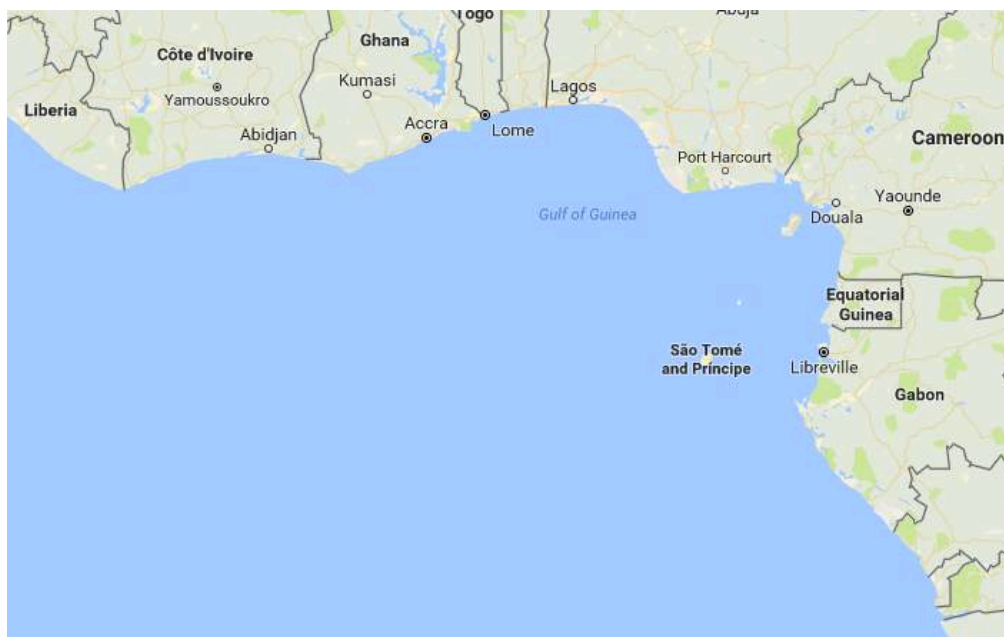
All vessels calling at Yemeni ports will only be allowed to enter Yemeni territorial waters following an inspection by the Saudi Arabian coalition forces. Upon arrival outside Bab Al-Mandab, the shipmaster should call the naval forces of the Saudi Arabian coalition by VHF on channel 16 for the arrival 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

INCIDENT MAP

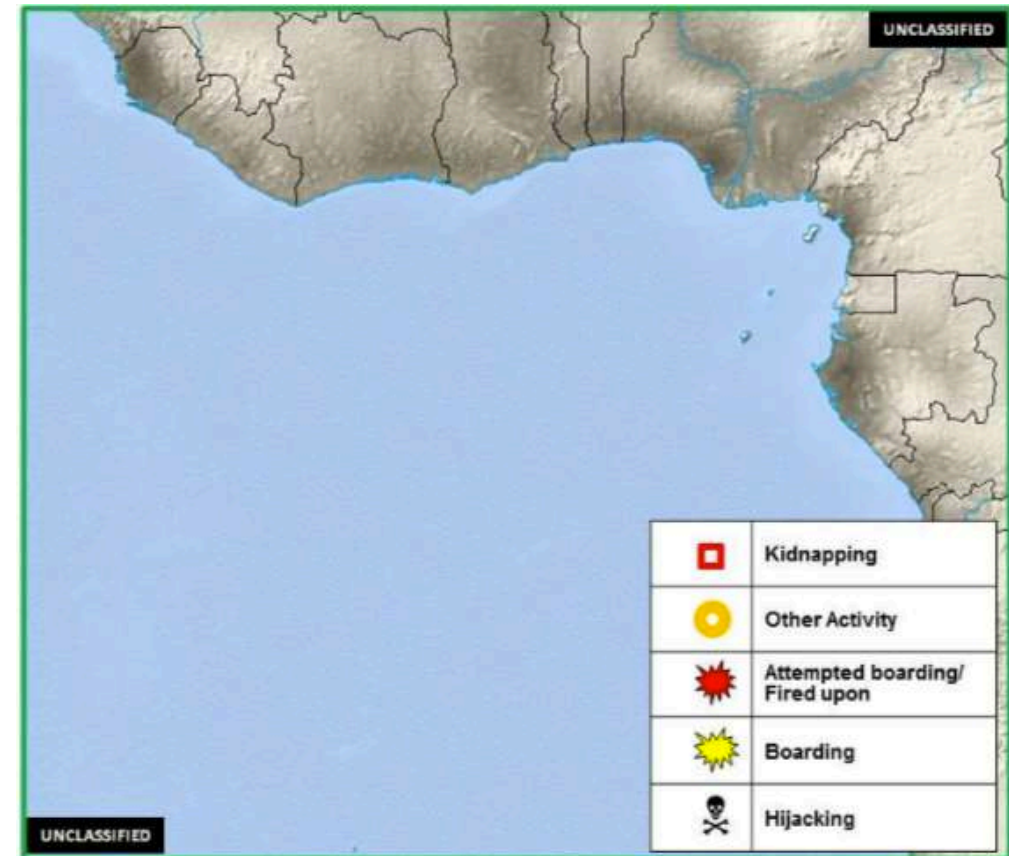
Source: ONI

WEATHER FORECAST VALID FROM 29 NOVEMBER – 5 DECEMBER 2017

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

Extended Forecast: Southwest 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.



SOUTHEAST ASIA

WARNING:

While in recent months, there have been no reports of kidnapping of crewmembers from vessels while underway in the Sulu-Celebs Sea region, the threat of further such incidents remains high. 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

- **22 November (Indonesia – Late Report)** – Pirates hijacked the tug *EVER PROSPER*, tied up the crew and stole the barge *EVER OMEGA*, which was carrying 3,700 tonnes of Palm Oil. The barge was later found by the authorities, however the cargo was gone.

KIDNAPPING

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- **20 November (Indonesia – Late Report)** – An unlit boat approached a bulk carrier underway near position 01:02 N – 103:39 E, 6 nautical miles south of Pulau Nipah, and came alongside the starboard quarter. Crew on deck watch noticed the boat and informed the duty officer. Deck lights and search lights were switched on and directed towards the boat. Duty officer noticed eight robbers in the boat. A ladder was seen hooked onto the ships rail. The alarm was raised and the crew was mustered. Upon seeing the alerted crewmembers, the robbers unhooked the ladder and moved away. VTIS was informed. Once the vessel arrived at the anchorage, the Singapore Coast Guard boarded the vessel for investigation.

VESSELS BOARDED

- **26 November (Indonesia – Late Report)** – A duty crewman conducting routine rounds onboard a product tanker anchored near position 01:25 N – 104:41 E, 13 nautical miles north-northeast of Tanjung Berakit, Pulau Bintan, noticed two damaged padlocks and raised the alarm. The crew was mustered and the vessel was searched, however nothing was found missing. The authorities were informed.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

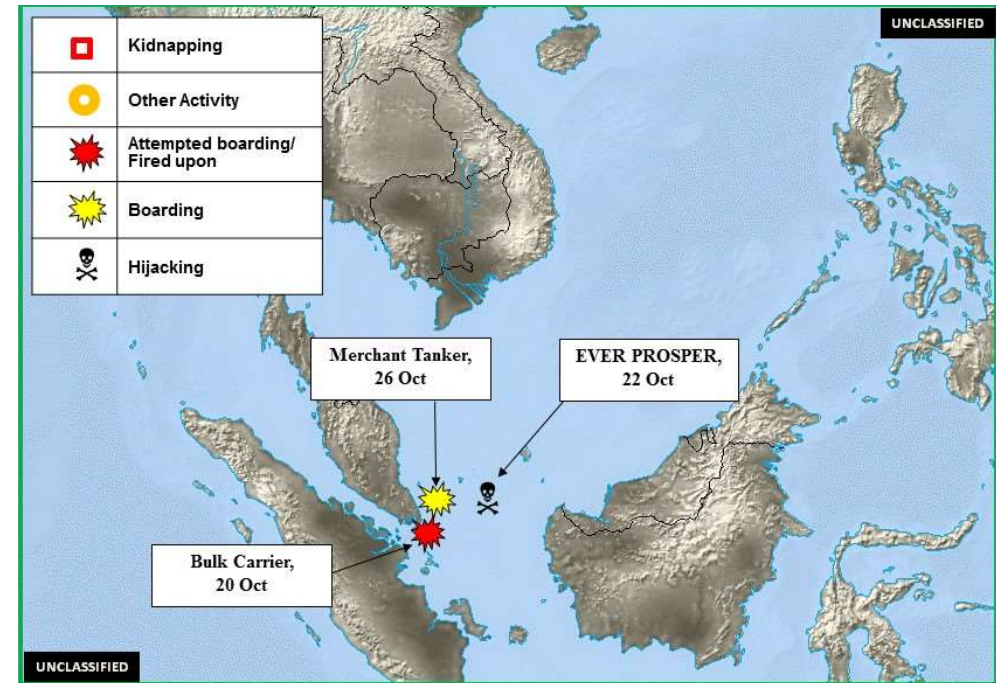
- No current incidents to report

MARITIME REPORTING

- Nothing to report

INCIDENT MAP

Source: ONI



WEATHER FORECAST VALID FROM 29 NOVEMBER – 5 DECEMBER 2017

SOUTHERN SOUTH CHINA SEA: Northeast winds of 10 – 15 knots and seas of 2 – 4 feet.

- **Extended Forecast:** Northeast winds of 10 – 15 knots and seas of 2 – 4 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:** Northwest winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the northern Strait; with northwest winds of 10 – 15 knots, and seas of 1 – 2 feet in the southern Strait.

ANDAMAN SEA: Easterly winds of 15 – 20 knots, and seas of 3 – 5 feet in the northern section; with easterly winds of 10 – 15 knots, and seas of 2 – 4 feet in the southern section.

- **Extended Forecast:** Easterly winds of 10 – 15 knots and seas of 3 – 5 feet in the northern section; with easterly 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.

WORLDWIDE

NORTH AMERICA

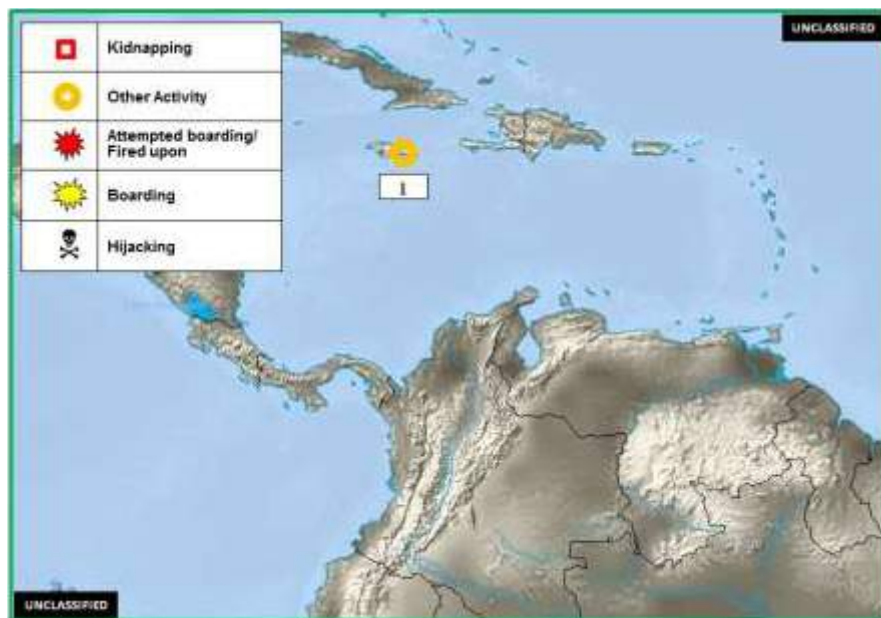
- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **16 November (Jamaica – Late Report)** – Authorities found 26.7 kilograms of cocaine in a shipping container in the port of Kingston. The container had recently arrived from Suriname.

INCIDENT MAP

Source: ONI



ATLANTIC OCEAN AREA

- No current incidents to report

NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA

1. **25 November (Greece – Late Report)** – Greek Coast Guard authorities seized 1.6 tonnes of cannabis and arrested ten men suspected of being part of a large network smuggling drugs from Albania to Greece and Italy. Their suspicious speedboat was first intercepted by a coastguard patrol in the Ionian Sea and was pursued by more coast guard vessels and a helicopter across to the Aegean. Two officers were injured when they dove off their boat under fire from the smugglers, who were eventually stopped by helicopter snipers in the area between the islands of Makronissos and Tzia. Three men, two Albanian nationals and an Italian, were arrested on the boat and another seven suspects have been brought in for questioning.

INCIDENT MAP

Source: ONI

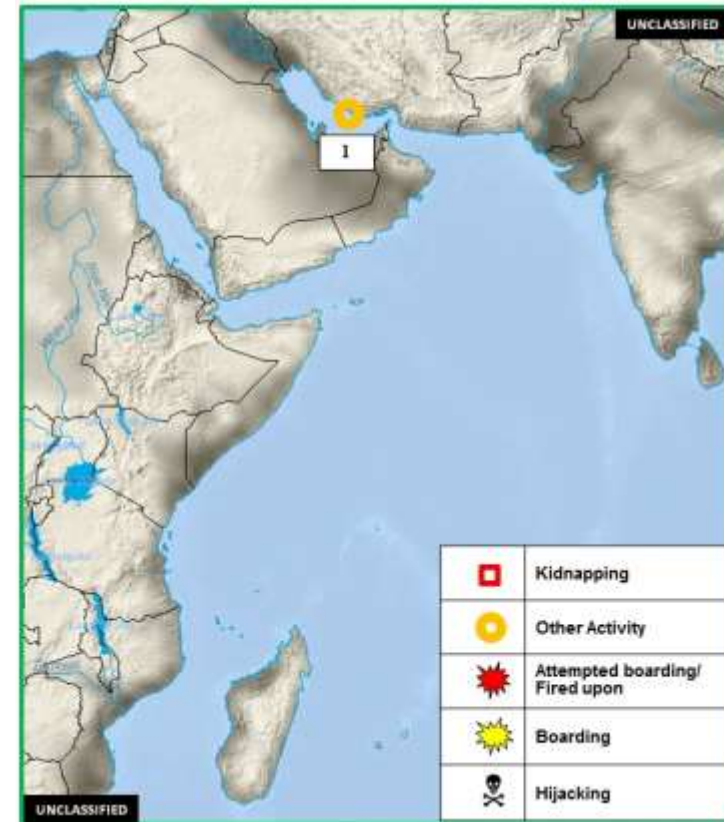


ARABIAN GULF

1. **21 November (Iran – Late Report)** – Authorities intercepted a boat near Kish Island conducting illegal fishing activity.

INCIDENT MAP

Source: ONI



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



Migrant crossings in the Mediterranean have continued throughout the Autumn period – with an increase in reports of vessels in the Western Mediterranean corridor.

- **28 November** – On Tuesday, Romania’s coastguard rescued 66 migrants, including dozens of children, aboard a Turkish ship on the Black Sea after the vessel issued a distress signal. A statement released by the coastguard disclosed that the ship reported engine trouble earlier on Tuesday as it was being battered by high winds in rough waters some 35 kilometres (22 miles) from the Black Sea coast, and asked Romanian authorities and a commercial ship in the area for help. The coastguard dispatched two ships to the area and escorted the vessel to the Black Sea port of Constanta. The migrants, comprising of 31 men, 11 women and 24 children, are from Iraq, Pakistan and Afghanistan and were trying to illegally enter Romania. Border police are investigating the incident and the migrants will be placed in refugee centres.

- **28 November** – The latest figures released by the International Organization for Migration (IOM) indicate that the number of migrants who died crossing the Mediterranean Sea has topped 3,000 for the fourth year in a row. On Tuesday, the IOM reported that a “grim weekend of death” pushed the 2017 toll to at least 3,033. While the number of deaths recorded so far this year is lower than 2016’s year-end total of 5,143, the fatality rate has increased and as of 26 November 2017, 163,979 migrants have attempted to cross the Mediterranean this year, and approximately 1.9 percent of them had died. A much greater number of migrants tried to make the journey last year, but the fatality rate for 2016 was 1.4 percent. The leading causes of Mediterranean deaths this year were drowning and presumed drowning, followed by unknown causes, dehydration and starvation. IOM has reported that worldwide, the death toll stands at 5,124 migrant fatalities, with IOM indicating that the leading causes for migrants elsewhere in the world were shootings, physical abuse and harsh weather conditions. Over the past weekend, deaths were again reported as more migrants seek to reach Europe. On Saturday, at least 31 migrants died after their boat capsized off the Libyan coast. While the coastguard rescued some 200 people, many more remain unaccounted for. That same day, a 10-year-old Afghan boy was reportedly crushed to death on a boat carrying scores of people towards the Greek island of Lesbos. IOM has also reported that an additional eight migrant deaths were reported this weekend on the western Mediterranean route connecting North Africa to Spain.
- **27 November** – According to officials, at least 31 migrants died after their boat sank off Libya’s western coast on Saturday, adding that some 200 others were picked up by the coastguard to be brought back to port in Tripoli. Abu Ajala Amer Abdelbari, a coast guard commander, disclosed that the migrants were on two boats off the coast near Garabulli, east of Tripoli, adding that one of the boats had already sunk when the coastguard arrived at the scene. According to Abdelbari, “the boat had sunk and they were spread out in the sea, they were trying to swim towards the coast...There were about 60 people who we were able to save because they were clinging to the (remains of the) boat,” adding that another 140 migrants were picked up from the second boat. The dead, which include a number of children, were brought back to Tripoli naval base.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 3 DECEMBER 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)	CLOSED	Moderate-High
Port of Benghazi	Open	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 for local shipping only	Moderate
Port of Tripoli	Open	High
Port of Zawiya (Zawia)	Open	Moderate
Port of Zueitina	Open	Low

ACTIVITY REPORTING

- 30 November** – French president Emmanuel Macron has announced that the European Union and African Union will launch "concrete military and policing action" to rescue African migrants enslaved in Libya and arrest human traffickers. The development came as the EU pledged a Marshall Plan for Africa of €44 billion at a summit dominated by outrage over slave auctions in Libya of migrants sold "like goats". Macron said that the leaders of Libya, France, Germany, Chad, Niger and other countries along with the UN, had "decided on an extreme emergency operation to evacuate from Libya those who want to be". The evacuations would start "in the coming days or weeks". "Libya has reaffirmed its agreement to identify camps where scenes of barbarity have been identified," he went on. "President Sarraj has given his green light for access to be assured." The countries president agreed to set up "close cooperation with an operational task force bringing together police and intelligence services...to dismantle networks and their funding and to arrest people traffickers," he said, adding that the smugglers had close links to terror groups in the area. Participants also agreed to freeze the assets of identified traffickers, while the AU will set up a commission of inquiry. Macron said he was not suggesting sending foreign troops to Libya. The plan could see up to 15,000 people flown out of Libya. Source countries will have to come to a holding centre in Tripoli and take back their citizens. Migrants without documentation would be held until their case is resolved.
- 30 November** – The Brega Oil Marketing Company has stated that the long queues at filling stations is beginning to disappear. The reason for the build-up at stations was the delay in fuel tankers reaching the sea ports after a delay in financial dues. On Wednesday that a fuel tanker arrived at Misrata sea port carrying over 32 million litres of fuel, and has pumped a shipment of 10 million litres to the Tripoli fuel depot from the Zawiya refinery, providing enough fuel for Tripoli and neighbouring cities.
- 28 November** – Libyan authorities are attempting to negotiate with a group that has cut water supplies to the Libyan capital for the second time in two months to press for the release of a jailed ally. The group shut down pipes pumping

water to Tripoli and other coastal towns at the al-Hasawna well system south of the capital, said Tawfiq Shwehaidi, a manager at the Great Man Made River in the eastern city of Benghazi. “Today is the fifth day in a row that the water has stopped and we are trying to negotiate with them,” he said. The group, loyal to late former leader Muammar Gaddafi, is demanding the release of Mabrouk Ehnaish, a militia leader detained last month by Tripoli’s Special Deterrence Force (SDF), which is aligned with Libya’s U.N.-backed government. Ehnaish’s backers have made various threats to sabotage infrastructure including oil and gas supplies, and in October blocked water supplies to the capital for about two weeks. The Great Man Made River is a pipeline system built under Gaddafi that pumps water to coastal areas from underneath the country’s southern desert. The water cuts come as Libyans struggle to cope with a steep decline in living standards during the conflict that developed after Gaddafi’s 2011 overthrow, and an economic crisis that has led to rapid inflation and severe cash shortages. In recent days there have also been long queues for fuel and cooking gas in Tripoli. Though distributors have denied any shortages, some residents nervous about disruption to supplies have queued for more than an hour to fill vehicles or jerry cans.

- **27 November** – Authorities at Benghazi port announced that they had discovered 40 containers last week loaded with under-priced imported goods as part of a US\$ 8 million Letter of Credit fraud scam. The authorities did not name the company but said it had been referred for further investigation and legal action. The discovery continues a trend since the 2011 revolution that toppled the Qaddafi regime and dismembered the Libyan state apparatus. The authorities said that the containers were supposed to be full of sugar but instead contained bricks, bottled water, and a sample quantity of lentils and canned tomato paste. With the weakness of state security, monitoring and enforcement agencies and with the black-market price of hard currency shooting through the roof – at about seven times its official rate, the LC financial fraud scam has become common. The failure to import adequate quantities of essential goods such as sugar have led to prices rocketing at a time when Libyan consumer’s purchasing power is diminishing. Libya is also running budget and balance of trade deficits and is making up the revenue shortfall by fast exhausting its hard currency reserves.

The security situation throughout Libya remains fluid. In the absence of a diplomatic solution, 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. 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.
- 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 urged to apply extreme caution while navigating coastal waters near Benghazi, Derna and Sirte, the last two ports still being closed. MS Risk advises that shipmasters and owners stay up-to-date on the volatile situation in this region.

ABOUT MS RISK

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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- Crisis management
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- Hostile operations support to commercial interests

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

References are always available.

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