

# Maritime Security Review



Issue No. 49

11 December 2017

# TABLE OF CONTENTS

TABLE OF CONTENTS.....	2
INCIDENTS AT SEA.....	3
GULF OF ADEN/ARABIAN SEA/BAB EL-MANDAB/RED SEA .....	4
SPOTLIGHT ON YEMEN.....	8
YEMEN: PROCEDURE .....	10
WEST AFRICA/GULF OF GUINEA.....	11
WEATHER FORECAST: GULF OF GUINEA.....	12
SOUTHEAST ASIA .....	13
WEATHER FORECAST FOR SOUTHEAST ASIA .....	15
PIRACY & ARMED ROBBERY AGAINST VESSELS IN ASIA: MONTHLY REVIEW (NOV. 2017) .....	16
NUMBER OF INCIDENTS .....	16
REVIEW OF JANUARY – NOVEMBER 2017 .....	16
LOCATION AND DESCRIPTION OF INCIDENTS.....	17
INCREASE IN THE NUMBER OF INCIDENTS IN THE SOUTH CHINA SEA.....	19
HIJACKING FOR THEFT OF OIL CARGO .....	19
SITUATION OF ABDUCTION OF CREWMEMBERS FROM VESSELS WHILE UNDERWAY IN THE SULU-CELEBES SEA AND WATERS OFF EASTERN SABAH (JANUARY – NOVEMBER 2017) .....	20
CONCLUSION .....	21
WORLDWIDE .....	22

MIGRATION .....	25
SPOTLIGHT ON LIBYA .....	26
LIBYA: PROCEDURE .....	27
ABOUT MS RISK .....	28

## 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 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: 4 - 10 December 2017

Region	Current Incidents Reported	Late Reported incidents	Threat level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	0	Low
Gulf of Guinea	1	2	Medium
Southeast Asia	0	2	Medium
WORLDWIDE			
North America	0	1	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	1	3	Medium
Arabian Gulf	0	1	Low
East Asia/Indian Subcontinent	0	1	Low
Southern Africa	0	0	Low
Northeast Asia	0	0	Low
Pacific Ocean/Southern Ocean	0	0	Low

Piracy Levels are determined on a weekly basis as follows:

<b>HIGH</b>	5 or more incidents in the current reporting period
<b>MEDIUM</b>	2 – 4 piracy incidents in the current reporting period
<b>LOW</b>	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

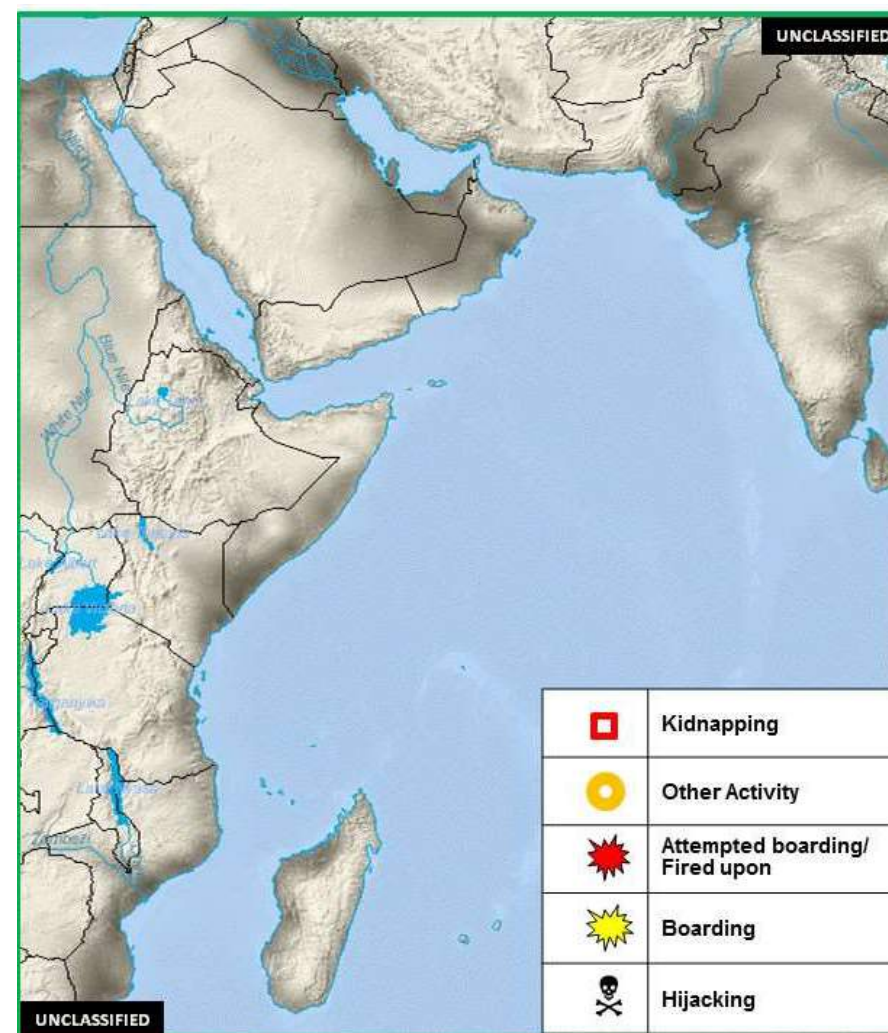
- No current incidents to report

## MARITIME REPORTING

- Nothing to report

## INCIDENT MAP

Source: ONI



# WEATHER FORECAST: GULF OF ADEN/ARABIAN SEA

## WEATHER FORECAST VALID FROM 7 - 13 DECEMBER 2017

**NORTHERN ARABIAN SEA:** North-northeast winds of 10 – 15 knots, with seas of 3 – 5 feet.

- **Extended Forecast:** North-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 north-northwest winds of 5 – 10 knots, and seas of 1 – 3 feet in the eastern 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 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.

**SOMALI COAST:** Northeast winds of 15 – 20 knots, gusting to 25 knots, and seas of 6 – 8 feet in the northern section of the coastline; with northerly winds of 12 – 18 knots, and seas of 4 – 6 feet in the southern section of the coastline.

- **Extended Forecast:** Northeast winds of 20 – 25 knots, gusting to 30 knots, and seas of 9 – 11 feet in the northern section of the coastline; with northerly winds of 15 – 20 knots, and seas of 6 – 8 feet in the southern section of the coastline.

**CENTRAL AFRICAN COAST/INDIAN OCEAN:** Northerly winds of 10 – 15 knots and seas of 3 – 5 feet.

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

**MOZAMBIQUE CHANNEL:** Northeast winds of 15 – 20 knots, and seas of 4 – 6 feet in the northern Channel; with southeast winds of 25 – 30 knots with seas of 8 – 11 feet in the southern Channel.

- **Extended Forecast:** Northeast winds of 10 – 15 knots, and seas of 2- 4 feet in the northern Channel; with southwest winds of 15 – 20 knots, and seas of 6 – 8 feet in the southern Channel.

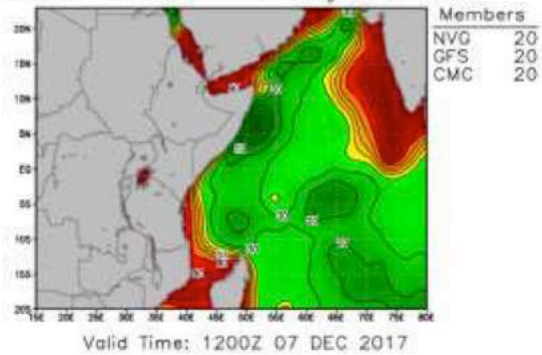
**SURFACE CURRENTS:** The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Currents' speeds along the Somali Basin are northeasterly averaging between 2 – 3 knots.

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

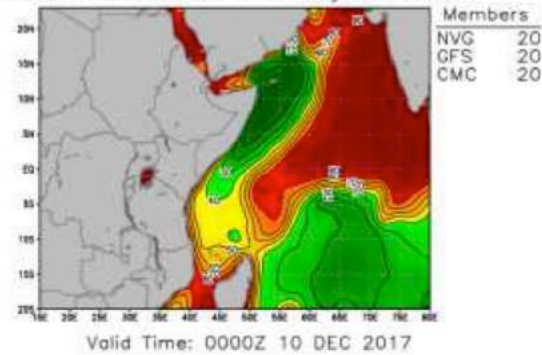
## WEATHER MAP

Source: ONI

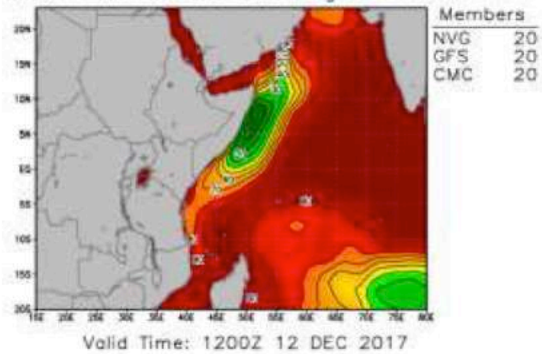
Winds < 15.0 kts and Wave Heights < 5.0 ft



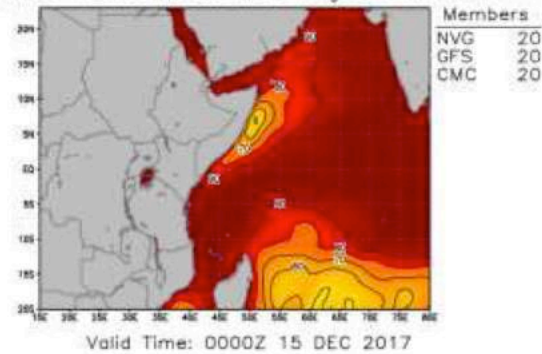
Winds < 15.0 kts and Wave Heights < 5.0 ft



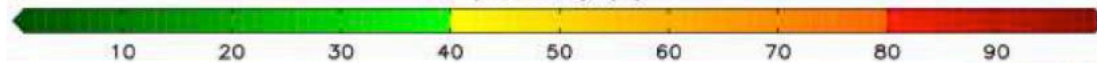
Winds < 17.0 kts and Wave Heights < 7.0 ft



Winds < 17.0 kts and Wave Heights < 7.0 ft



probability (%)



## SPOTLIGHT ON YEMEN

### PORT STATUS AS OF 10 DECEMBER 2017

Port Name	Port Status	Risk Level	Notes
Aden Port	Open	High	Aden Port is under the protection of Republic of Yemen security forces. Merchant vessels entering Yemeni ports must apply for a permit through the Yemeni Transportation Ministry. Final clearance to enter is authenticated by the coalition guard ship.
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

*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.*

### SUMMARY

*Former Yemeni President Ali Abdullah Saleh has been killed, severing the main exit strategy to the long running war in Yemen. Saleh, who had aligned with the Houthi rebels throughout the war, had formally broken ties with the group on 2 December. It was believed he could broker a deal between the rebels and the Yemeni government, in exchange for securing a prominent position for himself or his son. Two days later, Houthi media announced his death at the hands of the rebel fighters. Analysts warn that negotiations must resume immediately before the country enters new phase of civil war. In the wake of Saleh's death, his son, Ahmed Ali Saleh, a former leader of the elite Republican Guard vowed to return from his exile in the UAE and take the helm of the anti-Houthi movement. Currently, neither the Houthis nor the Saudi-led coalition appear to have the resources to break what has been a long-standing stalemate, and it is unclear whether Saleh's loyalists will rally around his son and continue the battle against the rebels. Coalition-enforced port closures have led to a dearth of much needed food, gas, and medical supplies to the stricken country. There is heightened risk of fracturing groups along sectarian and regional divides. Extremist groups such as Al Qaeda and IS, which tend to thrive amid chaos, could ostensibly take advantage of the spiralling conflict to reclaim or gain territory they consider vital to their operations.*

### ACTIVITY REPORTING

- 8 December** – The White House called on the Saudi-led coalition Friday to allow aid and commercial goods into Yemen, as the humanitarian crisis there continues to escalate. Two weeks ago, the coalition eased an air, land, and sea blockade of Yemen that had been in place for three weeks, putting millions at risk of starvation, according to the United Nations. The White House praised



Saudi Arabia for opening one seaport and airport, but had called for "additional steps" to ensure an unfettered flow of humanitarian aid. Now, the White House is repeating its call for the coalition to facilitate aid and goods through all Yemeni ports and allow commercial flights to resume out of Sana'a Airport. Last weekend, the chiefs of several United Nations agencies and other top humanitarian officials said millions of Yemenis depend on supplies that can't get through the Saudi blockade, and many cities are already out of fuel, which means health and facilities can't operate. Nearly 400,000 Yemeni children suffer from severe acute malnutrition and more than 8 million Yemenis "could starve without urgent food assistance coming into Yemen," they said. The most recent White House statement also condemned the killing of former Yemeni president Ali Abdullah Saleh by the Houthis on Monday, as well as "their reckless missile attacks" against Saudi Arabia and the United Arab Emirates.

- **7 December** – Tankers laden with oil have turned away from Hodeida, the biggest entry point for cargo to the devastated north, without unloading. The United Nations' body tasked with inspecting ships seeking to enter the area said on Wednesday it could not say when such ships would be allowed through. The shortage means areas hardest hit by war, malnutrition and cholera lack functioning hospital generators, cooking fuel and water pumps. It also makes it harder to move food and medical aid around the country. At least one in four people in the nation of 28 million is starving, according to the United Nations, as a three-year civil war, stoked by regional foes Saudi Arabia and Iran, rages on. The United Nations and individual governments have urged Saudi Arabia over the past few weeks to loosen its blockade on Yemen's northern Red Sea ports. A spokesperson for the U.N. inspection body, the Verification and Inspection Mechanism for Yemen (UNVIM), said the Saudi-led coalition forces have refused tankers permission to enter Hodeida despite its approval, "and repeated attempts by the vessels to proceed ... The coalition has repeatedly said their priority is food only." The coalition has turned away up to 12 tankers in recent weeks, the UNVIM spokesperson said, adding: "UNVIM is unable to say when the coalition will allow fuel tankers to enter Yemen's Red Sea ports' anchorage areas."
- **4 December** – Houthi rebels killed their erstwhile ally Ali Abdullah Saleh, the country's former president and strongman, as their forces battled for control of the capital, Sanaa. The collapse of their alliance throws Yemen's nearly 3-year-

old civil war into unpredictable new chaos. The circumstances of Saleh's death were unclear but Houthi officials said their forces caught up with him as he tried to flee Sanaa. A video circulating online purported to show Saleh's body, his eyes open but glassy, motionless with a gaping head wound, as he was being carried in a blanket by rebel fighters chanting "God is great" who then dump him into a pickup truck. Blood stained his shirt under a dark suit. Saleh's death was announced by the rebels, who have been fighting Saleh's forces for the past week. Two of Saleh's associates have confirmed and a third official from the government of Yemen's internationally recognized president, Abed Rabbo Mansour Hadi, has also confirmed. "The leader of treason has been killed," Houthis' TV network al-Masriah said. Saleh allied with the Houthis, and the support of his loyalist military units was key to helping the Houthis overrun the capital, Sanaa, in 2014, driving out Hadi's government. But in recent months, the alliance frayed amid Houthi suspicions Saleh was leaning toward the Saudi-led coalition backing Hadi. Hadi's forces, trying to take advantage of the collapse of the alliance, announced they would march on Sanaa. Over the past days, fighter jets from the Saudi-led coalition pounded Houthis positions, throwing support behind Saleh and fuelling divisions with Houthis. Hadi's government had expressed willingness to turn "a new page" with whoever stands against the rebels. During his more than 30 years in power, Saleh was known as the man who "dances on the heads of snakes" for his mastery of shifting alliances, playing both sides or flipping sides in the multiple conflicts tearing apart Yemen.

- **3 December** –The World Health Organization reports the Saudi-led blockade of Yemen's sea ports is hampering efforts to contain a diphtheria outbreak that has caused 197 cases of the disease, including 22 deaths. Diphtheria has spread to 13 of Yemen's 22 governorates, including Sana'a, since the first case was detected less than two weeks ago. WHO spokesman Christian Lindmeier says the Saudi blockade is hindering WHO's ability to import the vaccines needed to keep the disease in check. "There is still not even one dose of Tetanus-Diphtheria vaccine in the country for children above five years and young adults," said Lindmeier. "Around 8.5 million doses are needed for three rounds of the vaccination campaign." Diphtheria is an infectious bacterial disease. It can cause severe breathing difficulties, suffocating its victims to death. Lindmeier tells VOA diphtheria is a vaccine-preventable disease. "So, what we did is, we had a vaccination campaign for children under five years," said Lindmeier. "That was possible with the material which was available in country." Following an

international outcry, Saudi Arabia has partially lifted the blockade. As a consequence, Lindmeier says a ship carrying 33 tons of medical supplies, including surgical supply kits, infant incubators, and vaccine cold boxes is arriving in Hodeida port. But, because of the long delay and closure of access, he says there is a big backlog of anti-diphtheria vaccines and other supplies stored in Djibouti and elsewhere waiting to get in.

## 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.

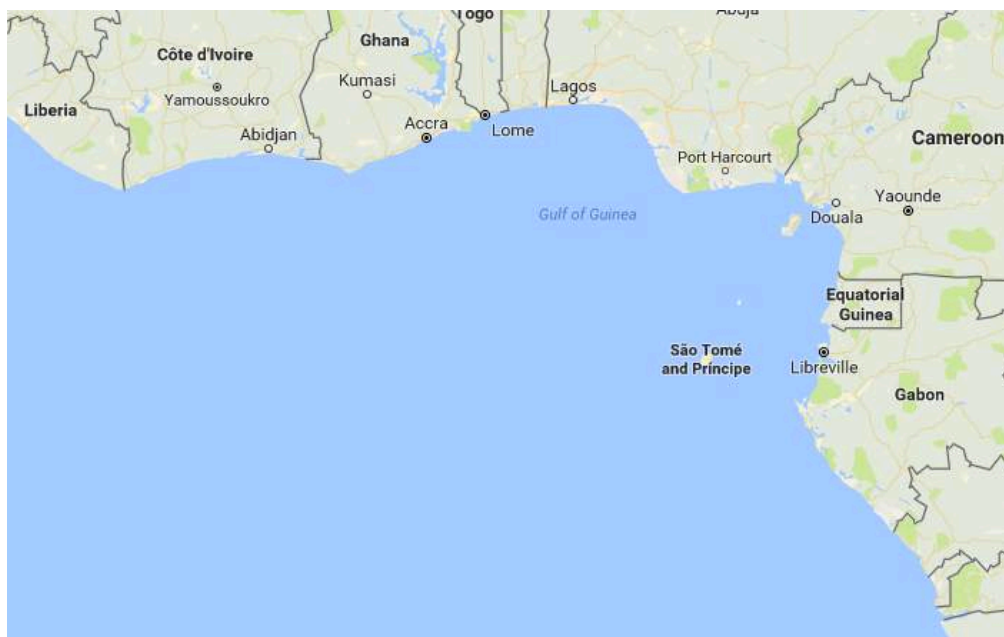
### **SAUDI COALITION INSPECTIONS**

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

- **7 December (Nigeria)** – A merchant ship reported that eight robbers attempted to board their vessel near position 03:31 N – 007:07 E, approximately 60 nautical miles south of Bonny. The boarding attempt failed and the vessel and crewmembers have been reported safe.

## VESSELS BOARDED

- **2 December (Ghana – Late Report)** – A merchant vessel near position 04:54 N – 001:42 W, Takoradi Anchorage, was boarded by one person with five others waiting in two nearby boats. A fire hose, computer and monitor were exported missing. A navy patrol boat was dispatched to the zone.
- **1 December (Nigeria – Late Report)** – Pirates boarded a merchant vessel near position 03:24 N – 006:50 E, 57 nautical miles south-southwest of Bonny. The Nigerian Navy responded.

## 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 7 - 13 DECEMBER 2017

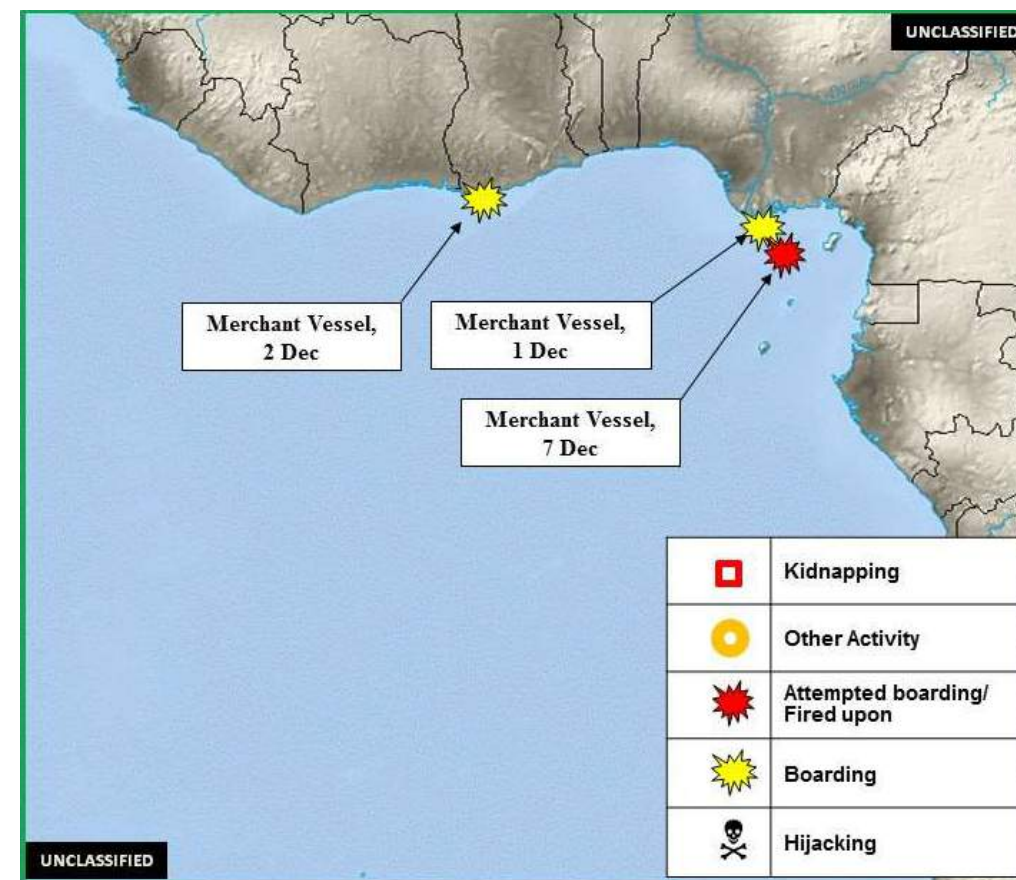
**GULF OF GUINEA:** Southwest winds of 5 – 10 knots, gusting to 15 knots, and seas of 3 – 5 feet.

- **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.

## INCIDENT MAP

Source: ONI



# 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

- 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

- **25 October (Indonesia – Late Report)** – An alert crewmember on board a general cargo ship underway near position 01:03 N – 103:41 E, 1.8 nautical miles



northwest of Pulau Cula, noticed four persons onboard a small wooden craft closing on the stern of the ship. Alarm was raised and the crew was mustered. Upon seeing the alerted crewmembers, the boat moved away. Master reported the attempted boarding to Singapore VTIS via VHF.

#### VESSELS BOARDED

- **3 December (Philippines – Late Report)** – During routine security rounds, crewman onboard an anchored container ship near position 14:33 N – 120:55 E, Manila Quarantine Anchorage, noticed the securing cables for the forward lifesaving equipment cut, and the life rafts and immersion suits missing. On inspecting the area, it was noticed that the robbers had boarded the vessel via the anchor chain and hawse pipe. VTS Manila and the Coast Guard carried out a security search around the vessel.

#### SUSPICIOUS ACTIVITY

- No current incidents to report

#### OTHER ACTIVITY REPORT

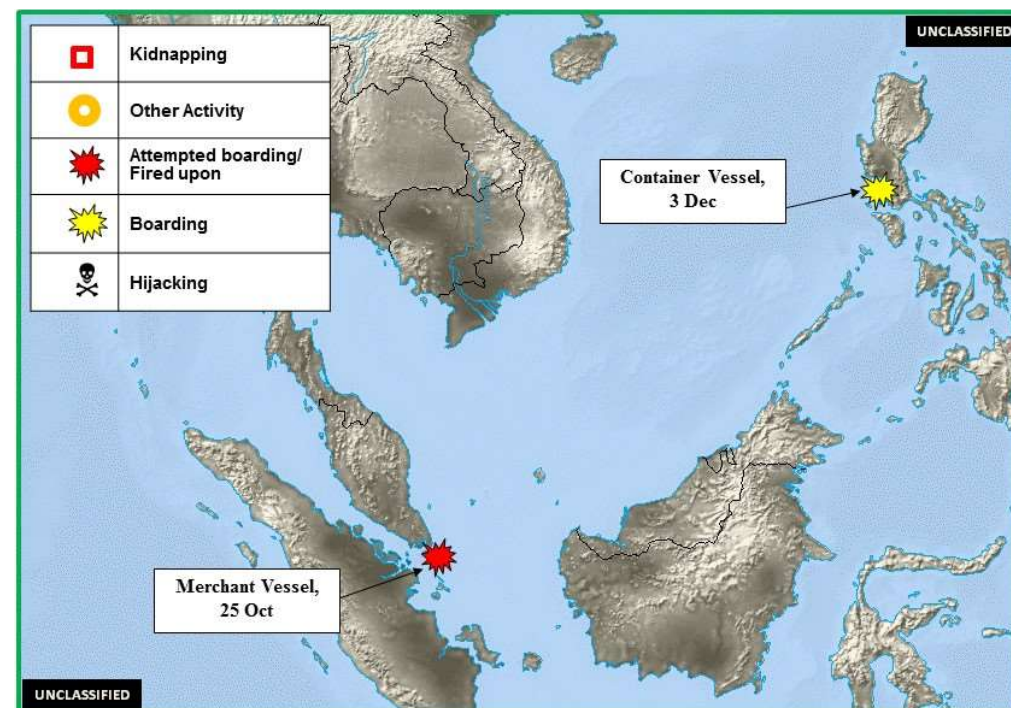
- No current incidents to report

#### MARITIME REPORTING

- Nothing to report

#### INCIDENT MAP

Source: ONI



### WEATHER FORECAST VALID FROM 7 - 13 DECEMBER 2017

**SOUTHERN SOUTH CHINA SEA:** Northeast winds of 20 – 25 knots and seas of 4 – 6 feet.

- **Extended Forecast:** Northeast winds of 15 – 20 knots, and seas of 5 – 7 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:** Southeast winds of 15 – 20 knots and seas of 4 – 6 feet in the northern section; with south-east winds of 15 – 20 knots and seas of 3 – 5 feet in the southern section.

- **Extended Forecast:** Easterly winds of 10 – 15 knots, and seas of 2 – 4 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.

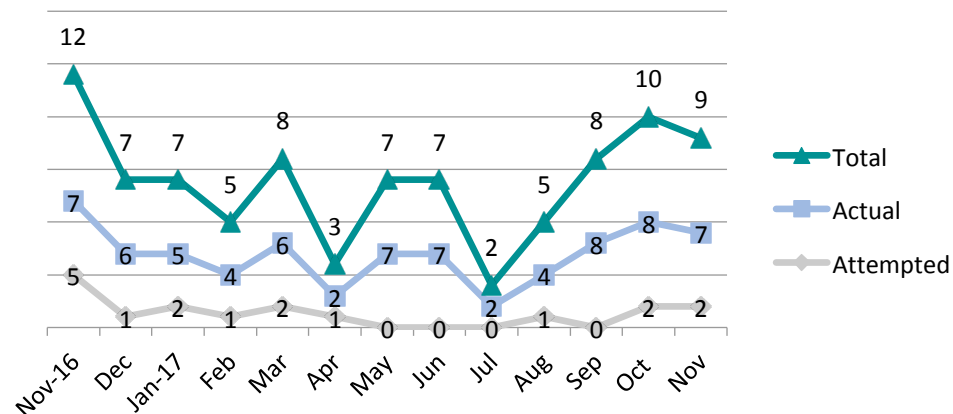
## PIRACY & ARMED ROBBERY AGAINST VESSELS IN ASIA: MONTHLY REVIEW (NOV. 2017)

During the month of November 2017, there were a total of nine incidents of piracy and armed robbery against vessels reported, consisting of seven actual incidents and two attempted incidents. Of the nine incidents, four were piracy incidents and five were incidents of armed robbery against vessels. During this reporting period there was no actual or attempted incident involving the abduction of crewmembers from vessels reported in the Sulu-Celebes Sea and waters off Eastern Sabah. However what is of concern is the incident of theft of oil cargo that occurred on 22 November, coupled with an increase in the number of incidents occurring on board vessels while anchored in the South China Sea.

### NUMBER OF INCIDENTS

During the month of November 2017, a total of nine incidents of piracy and armed robber against vessels were reported. Compared to the same period in 2016, when a total of 12 incidents were reported, the total number of incidents in November 2017 has decreased.

**Number of Incidents  
(November 2016 - November 2017)**

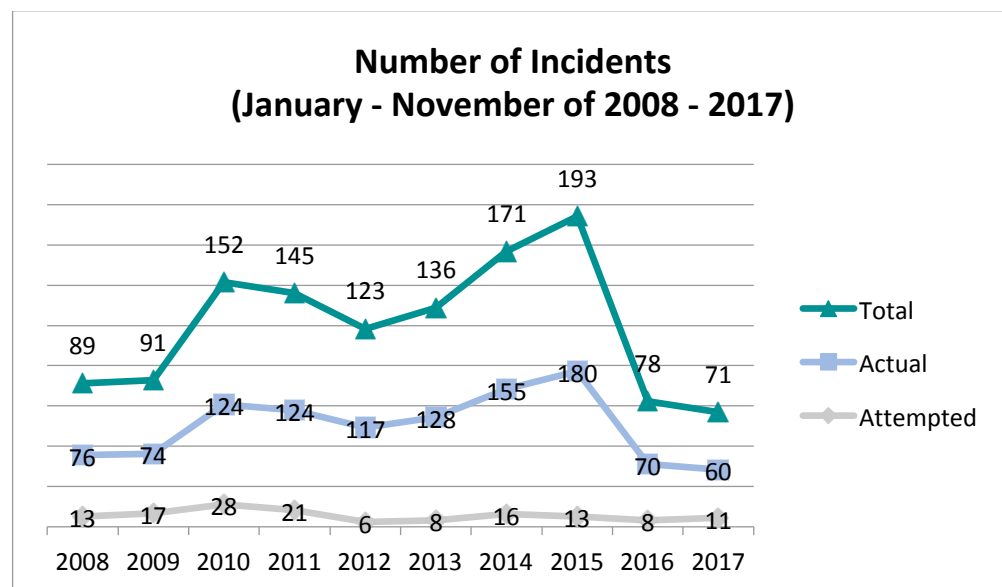


### REVIEW OF JANUARY – NOVEMBER 2017

During the January – November 2017 reporting period, a total of 71 incidents were reported, consisting of 60 actual incidents and 11 attempted incidents. The number of incidents reported during January – November 2017 was the lowest amongst the 10-year reporting period. Compared to the same reporting period in 2016, there was a 9% decrease in the total number of incidents that were reported during January – November 2017; and a 63% decrease compared to the January – November 2015 reporting period.

The improvement of the situation during the January – November 2017 reporting period was seen at ports and anchorages in India, Indonesia, Malaysia and Vietnam, compared to the same period in 2016. However the 2017 period also saw an increase in the number of incidents reported at ports and anchorages in Bangladesh (Chittagong); Philippines (Manila and Batangas) and on vessels while underway in

the South China Sea and Straits of Malacca and Singapore compared to the same period in 2016.



## LOCATION AND DESCRIPTION OF INCIDENTS

Below is a description of the nine incidents that were reported in November 2017.

### Actual Incidents

1. **HAIMA, Tanker, Panama (1 November 2017; 0345 hrs; Approximately 17.7 nautical miles northeast of Tanjung Berakit, Pulau Bintan, Indonesia)** – While at anchor, crewmembers on routine rounds noticed footprints on the floor in the engine room. Upon investigation, engine spares were missing.

Review of the CCTV recording showed that five perpetrators had boarded the vessel.

2. **MARITIME RAJA, Tug boat, Singapore (3 November 2017; 1930 hrs; Kutubdia Anchorage, Bangladesh)** – While underway, the Master of the tug boat sighted two small boats with unknown number of perpetrators on board at port side of the barge under their tow. The perpetrators attempted to climb into the barge port quarter using a ladder. The Master manoeuvred his tugboat to warn the perpetrators to move away. He then flashed the searchlight at one of the perpetrators who managed to climb onto the barge. However he fled when his presence was discovered. When the barge was cleared of perpetrators, the crewmembers of the tugboat boarded the barge and found weapons, including a knife and metal hacksaw, on board. While checking on the barge, the tugboat crewmembers observed that the small boats were still in the vicinity at about 200 metres away from the barge. About an hour later, due to bad weather and upon instruction from the Control Centre, the tug boat Master casted off his boat from the barge, so he could bring his tug boat close to port limit. Noting that the tugboat was moving closer to the port limit, the suspected boats appeared again and quickly approached themselves towards the barge. The Master immediately manoeuvred the tug boat and flashed the searchlight to warn the perpetrators to move away. The boats disappeared only when officers from the Bangladesh Coast Guard arrived in the vicinity. It was later discovered that the locked pallet was broken and that items stored in the pallet were missing. The towing rope with Norwegian buoy was also found missing.
3. **PACIFIC LIBERTY, Tug/supply vessel, Singapore (4 November 2017; 0209 hrs; Batu Ampar Anchorage, Pulau Batam, Indonesia)** – While at anchor, three barefooted perpetrators, dressed in short pants and shirts, boarded the vessel from a small wooden boat with outboard engine. They cut the padlock to gain access to the ship propulsion room through the starboard aft of the emergency escape hatch. The duty AB sighted the perpetrators and shouted to them. He informed the bridge and raised the general alarm. Upon hearing the alarm, the perpetrators fled from the vessel via its starboard aft mooring access in their wooden boat, which was heading towards McDermott Shipyards in Pulau Batam. A search of the vessel was carried out and various tools and electrical cables were stolen. The padlocks

to the propulsion room, electrical locker, deck store on starboard side of main deck accommodation and AC unit room were found cut by the bold cutter.

4. **X-PRESS YAMUNA, Container ship, Singapore (9 November 2017; 2000 hrs; Kulpi anchorage, Kolkata port, India)** – While at anchor, the crewmembers before proceeding to the next port of call secured the deck and discovered that three mooring ropes were missing from the aft deck. The Master and crewmembers conducted a detailed search however no perpetrators were found on board the vessel. The crew was not injured and there was no damage to the vessel. The incident was reported to the vessel's agent, Company Security Officer (CSO) and to the local police.
5. **BORAQ, Chemical tanker, Saudi Arabia (18 November 2017; 0530 hrs; Approximately 12 nautical miles north of Tanjung Berakit, Bintan Island, Indonesia)** – While at anchor, the duty officer and OS sighted three perpetrators armed with knives making their escape at the stern of the vessel. One Breathing Apparatus Compressor was reported missing from the steering gear flat. The crew was not injured.
6. **EVER PROSPER, Tug boat, Malaysia and EVER OMEGA, Barge (22 November 2017; 0400 hrs; Off Singkawang, Indonesia)** – On 18 November 2017 at 0700 hrs, tug boat *EVER PROSPER* towing *EVER OMEGA* carrying 3,700 tonnes of Crude Palm Kernel Oil (CPKO) departed from Bintulu, Sarawak, East Malaysia for Butterworth, Peninsular Malaysia. While underway on 22 November 2017 at about 0400 hrs, a group of perpetrators armed with parangs boarded the ships and tied up the crewmembers on board *EVER PROSPER* and *EVER OMEGA*. The perpetrators took off with *EVER OMEGA* and with the six crewmembers on board, leaving behind tugboat *EVER PROSPER* with four crewmembers who later managed to free themselves and sailed the tug boat to waters off southern Johor, Malaysia. The incident was reported to the MMEA and the Indonesian authorities. The MMEA despatched a boat from Sedili Maritime District in Johor to escort *EVER PROSPER* to Tanjung Pengelih. The perpetrators had reportedly siphoned some fuel from the tugboat. The MMEA also contacted the Indonesian authorities to locate the barge *EVER OMEGA*. On 23 November 2017 at about 1800 hrs, the Indonesian authorities found *EVER OMEGA* and towed her to Tanjung Pinang, Indonesia. All 10 crewmembers were

reported safe, however the oil cargo on board the barge was missing. In investigation into the incident is ongoing.

7. **SKS DOYLES, Tanker, Norway (27 November 2017; 0750 hrs; Approximately 14.8 nautical miles east of Tanjung Berakit, Pulau, Bintan, Indonesia)** – While at anchor, the duty bosun and OS during their rounds on board the vessel discovered that the two padlocks at the main deck of steering gear room entrance were damaged and one padlock was missing. Also the paint locker and the main entrance to engine room incinerator deck were found with signs of attempted entry into the engine casing. The Master conducted a search on board the vessel and found no sign of intruders. Furthermore, no ship properties or stores were reported missing. Double anti-piracy watch was implemented with patrols carried out on the deck from sunset to sunrise.

#### Attempted Incidents

8. **ROSE DIAMOND, Chemical tanker, Hong Kong, China (9 November 2017; 0435 hrs; Approximately 20.57 nautical miles northeast of Pulau Mapur, Indonesia)** – While underway, two perpetrators on board a drifting craft approached the astern part of the vessel and attempted to board the chemical tanker. The duty crewmembers informed the Master who immediately raised the alarm, switched on the deck light and activated the Ship Security Alert System (SSAS). The crewmembers were also mustered at the bridge. The perpetrators eventually aborted the attempt.
9. **ATLANTIC 8, Tug boat, Malaysia and ATLANTIC 9, Barge, Malaysia (18 November 2017; 1900 hrs; Nearby Pulau Singkep, Indonesia)** – While underway, five perpetrators on board a speed boat with many oil drums attempted to come alongside the tug boat towing a barge loaded with coal from Muara Jambi to Vietnam. The AB on duty noticed that the speedboat had been tailing the tug boat since they left Jambi. The Master switched on the spotlight and when he confirmed that the speedboat does not belong to the authorities (Navy or marine police), he did not heed the request of the personnel on board to allow them to come alongside. Instead, the Master maintained the speed and altered her course away from the speedboat. After chasing for some time, the speedboat gave up and left the location.



The Master reported the incident to the Indonesian navy who advised them to report future incidents to the authorities, and that there were pirates armed with fire weapons operating in the region.

## INCREASE IN THE NUMBER OF INCIDENTS IN THE SOUTH CHINA SEA

The November 2017 reporting period saw an increase in the number of incidents reported on board vessels while anchored in the South China Sea.

During this period, a total of four incidents, comprising of three actual incidents and one attempted incident, were reported. Furthermore, all four incidents occurred in close proximity to each other and occurred when the vessels were anchored in the South China Sea. It is believed that these vessels were anchored outside the port limit areas in the South China Sea so as not to pay port dues.

During the January – November 2017 reporting period, a total of nine incidents were reported on board vessels while underway and anchored in the South China Sea, compared to five incidents that were recorded during the same period in 2016. Of the nine incidents reported during this period, two involved the hijacking of ships for theft of oil cargo (*C.P. 41* and *MGT 1*); two were incidents of robbery on board vessels while under; four were incidents of robbery on board vessels while at anchor; and one was an attempted incident.

MS Risk is concerned about the increase in the number of incidents occurring in the South China Sea and advises all vessels transiting this area to avoid anchoring outside port limit area. We further advise that all vessels exercise enhanced vigilance, maintain strict look-out, particularly during the hours of darkness, and immediately report all incidents to the relevant authorities.

## HIJACKING FOR THEFT OF OIL CARGO

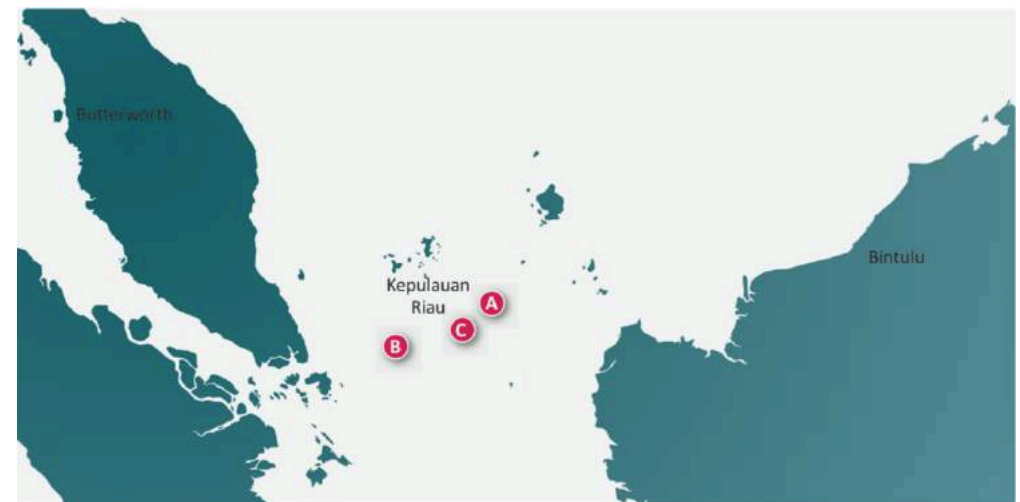
On 18 November 2017 at about 0700 hrs, tug boat *EVER PROSPER* towing *EVER OMEGA* carrying 3,700 tonnes of Crude Palm Kernel Oil (CPKO) departed Bintulu,

Sarawak, East Malaysia for Butterworth, Peninsular Malaysia. While underway on 22 November 2017 at about 0400 hrs, a group of perpetrators armed with parangs boarded the vessel and tied up the crew on board *EVER PROSPER* and *EVER OMEGA*. The perpetrators then took off with *EVER OMEGA* and the six crewmembers on board, leaving behind tugboat *EVER PROSPER* along with its four crewmembers who later managed to free themselves and sail the tug boat to waters off southern Johor, Malaysia. The MMEA and Indonesian authorities were informed of the incident. The MMEA dispatched a boat from Sedili Maritime District in Johor to escort *EVER PROSPER* to Tanjung Pengelih. The perpetrators had reportedly siphoned some fuel from the tugboat. The MMEA also contacted the Indonesian authorities in order to locate the barge *EVER OMEGA*.

On 23 November 2017 at about 1800 hrs, the Indonesian authorities located *EVER OMEGA* and towed her to Tanjung Pinang, Indonesia. All ten crewmembers were reported safe. However the oil cargo (3,700 tonnes of CPKO) on board the barge was missing. An investigation into the incident is ongoing.

### INCIDENT MAP

Source: ONI



This is the second time that tugboat *EVER PROSPER* has been the target of theft of oil cargo, with the first incident occurring on 3 June 2016 in waters off Sarawak, East Malaysia.

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

On 10 November 2017, Philippine troops, during a military operation in Kang Tipayan Island, Languyan, Tawi-tawi, rescued four crewmembers of *GIANG HAI*. One of the crewmembers however was found dead. *GIANG HAI*, a Vietnam-registered bulk carrier was boarded on 19 February 2017 at about 35 nautical miles west of Doc Can Island in Sulu, Philippines by an unknown number of armed men who abducted six of its crewmembers, all Vietnamese nationals. One crewmember was killed while underway and on 7 July 2017, the Philippine troops recovered the body of another crewmember.

During the November 2017 reporting period there were no reports of incidents involving the abduction of crewmembers from vessels while underway in the Sulu-Celebes Sea, with the last actual incident occurring on board *SUPER SHUTTLE TUG 1* on 23 March 2017 and the last attempted incident occurring on board *DONA ANNABEL* on 18 April 2017.

As of 30 November 2017, ten crewmembers remain in captivity. The Philippine authorities continue to conduct pursuit operations and intensify its military operations in a bid to rescue the abducted crewmembers and to neutralize the Abu Sayyaf Group (ASG).

MS Risk continues to warn all vessels transiting this region that there is no room for complacency. We continue to advise all vessels to re-route from the area, where possible. Otherwise, vessel Masters and crewmembers are advised to exercise extra vigilance while transiting the Sulu-Celebes Sea and eastern Sabah region, and to report all suspicious activity and incidents to the following Centres:

### 1. Philippine Coast Guard District

Southwestern Mindanao Operation Centre  
Tel: +63 929686 4129  
Tel. +63 929686 0689  
VHF: Channel 16 with call-sign "ENVY"  
Email: [hcgdswm@yahoo.com](mailto:hcgdswm@yahoo.com)

### 2. Navy – Littoral Monitoring Station (LMS)

Bongao, Tawi-tawi  
Tel: +63 917774 2293  
VHF: Channel 16  
Email: [jointaskgrouptt@gmail.com](mailto:jointaskgrouptt@gmail.com)

### 3. Eastern Sabah Security Command (ESSCOM)

Tel: +60 89863181/016  
Fax: +60 898631812  
VHF: Channel 16 with call-sign "ESSCOM"  
Email: [bilikgerakanesscom@jpm.gov.my](mailto:bilikgerakanesscom@jpm.gov.my)

## CONCLUSION

The situation of piracy and armed robbery against vessels in Asia continued to improve in November 2017 while the total number of incidents during the January – November 2017 period was the lowest amongst the 10-year reporting period of January – November 2008 – 2017.

During the month of November, there were no reports of abduction of crewmembers from vessels in the Sulu-Celebes Sea and waters off Eastern Sabah. What is of concern however is the incident involving the hijacking of tugboat *EVER PROSPER* and towing barge *EVER OMEGA* for the theft of oil cargo on board. November 2017 also saw an increase in the number of incidents reported on board ship's anchored in the South China Sea. Furthermore, during the January – November 2017 period, nine incidents were reported in the South China Sea, compared to five incidents reported during the same period last year.

MS Risk continues to advise all vessels transiting the areas of concerns to exercise enhanced vigilance during the hours of darkness, maintain strict look-out for suspicious approaches by boats and to immediately report all suspicious activity and incidents to the nearest coastal State and flag State.

# WORLDWIDE

## NORTH AMERICA

1. **1 December (United States – Late Report)** – US Customs and Border Protection stopped an attempt to smuggle 15 people into the US off the coast of San Diego. A crew was on patrol when they spotted a 23-foot cabin boat. After inspecting the vessel, which was spotted about four miles south of Point Loma, agents saw that it was overloaded with people. The driver of the boat will face federal charges related to the smuggling attempt.

### INCIDENT MAP

Source: ONI



## CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

- No current incidents to report

## ATLANTIC OCEAN AREA

- No current incidents to report

## NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

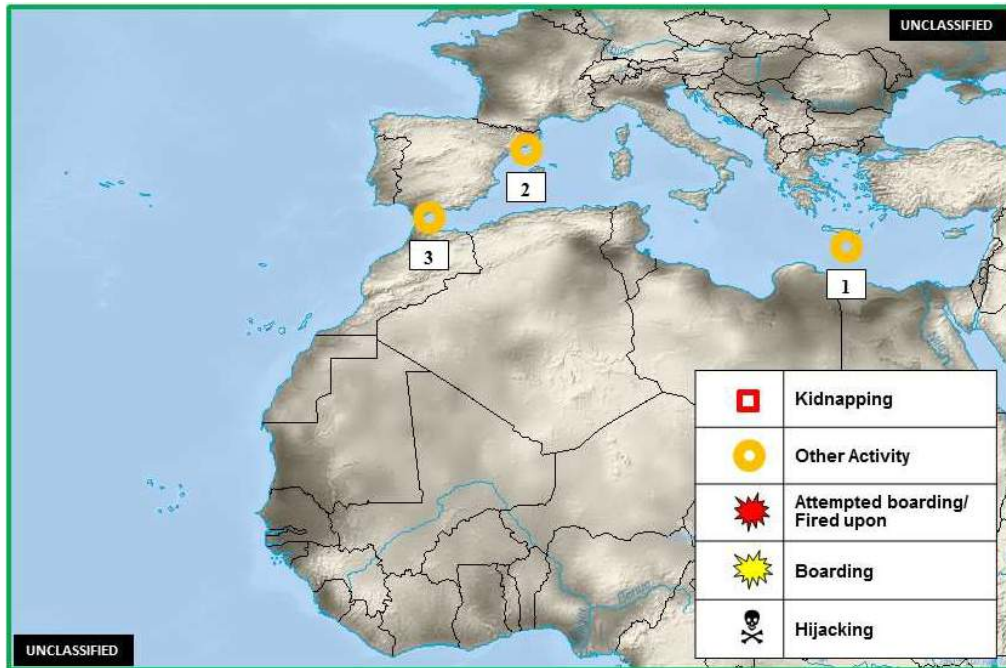
- No current incidents to report

## MEDITERRANEAN/BLACK SEA

1. **6 December (Greece)** – The merchant tug *ANDREAS* was intercepted by Greek Coast Guard, south of Ierapetra, Crete, on suspicion of drug trafficking. The tug was taken to Agia Galini port, southwest of Crete, and searched. Ten tonnes of hashish were found in the tug's cargo hold, hidden beneath drums. All six crewmembers of Syrian nationality were arrested.
2. **30 November (Spain – Late Report)** – Police officials announced that they had seized 331 kilograms of heroin. The haul was worth 120 million euros. According to Spain's Interior Minister, a 263 – kilogram batch of high-purity heroin was discovered at the port of Barcelona, hidden inside a shipment of cement that had been sent from Turkey. The rest was found in the residences of four suspects who were detained as part of the police operation and during an attempted transaction that went wrong. The four include two Dominicans, an Ecuadorian and a Spaniard. All have been charged with drug trafficking.
3. **28 November (Spain – Late Report)** – Authorities in Algeciras discovered 5,800 kilograms of highly pure cocaine in shipping containers amongst a cargo of bananas coming from Colombia aboard the *M/V BANAK*. Three people had been arrested in relation to the haul, including the Spanish head of the import company using the container, and more arrests have not been ruled out with at least two more people under investigation.

## INCIDENT MAP

Source: ONI



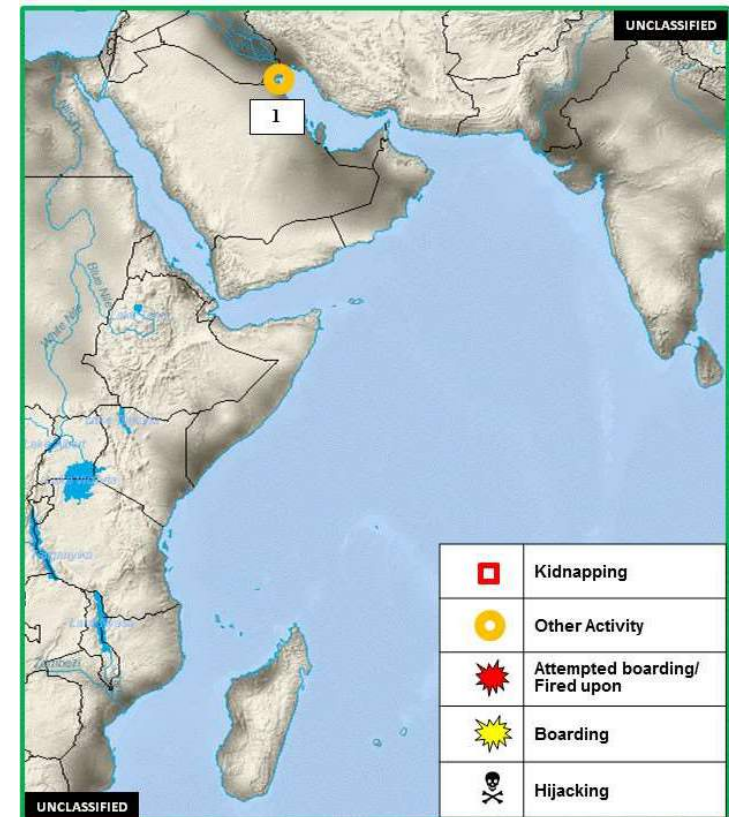
## ARABIAN GULF

1. **30 November (Iraq – Late Report)** – A shipping container loaded with 80 million narcotic pills was seized by Basra Operations Command at the southern port of Umm Qasr. The drug haul is being described by officials as the largest amount apprehended in Iraq’s war against drugs. A statement released from the Iraqi Ministry of Defense disclosed that “based on accurate intelligence, filed in a follow-up to intensive efforts by the Basra Operations Command, a container was found in the southern port of Umm Qasr containing narcotic pills.” The

statement did not disclose what type of pills were found, however it did note that there were an estimated “80 million pills in small school bags.” Local media have speculated that the pills were Captagon.

## INCIDENT MAP

Source: ONI





## EAST ASIA/INDIAN SUBCONTINENT

1. **28 November (Saudi Arabia – Late Report)** – Border Guards in Tabuk foiled an attempt to smuggle 745,000 amphetamine tablets through Saudi waters, near the Haql beaches. A Border Guards spokesman disclosed that marine patrols in Tabuk intercepted a target of interest in Saudi waters, adding that the boat tried to return to Egyptian waters when the Saudi patrols approached it. The patrols, however, managed to stop it and an inspection yielded the banned drugs. Two Egyptians on board were arrested and 745,000 Captagon tablets were found.

## EASTERN AND SOUTHERN AFRICA

- No current incidents to report

## NORTHEAST ASIA

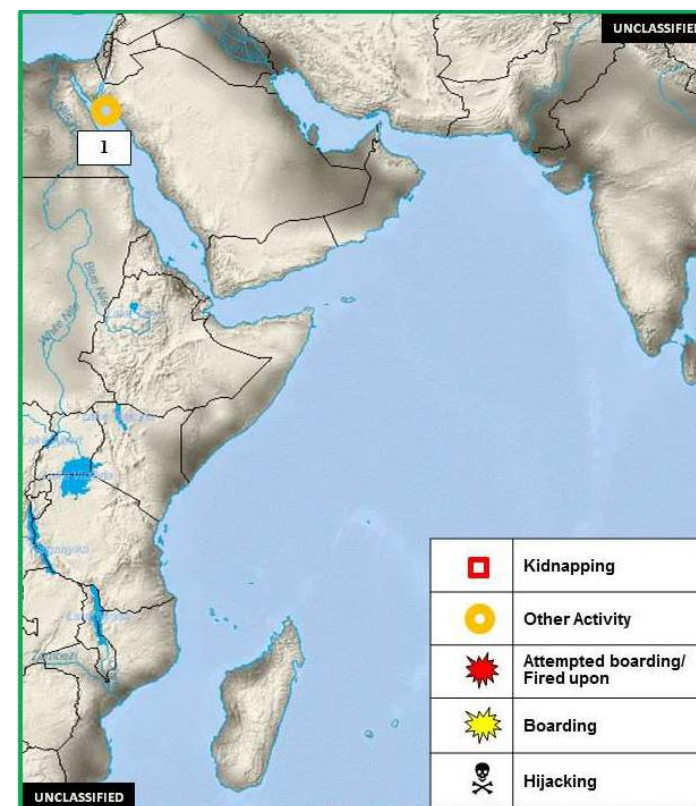
- No current incidents to report

## PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

## INCIDENT MAP

Source: ONI



# MIGRATION



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

- **4 December** – On Friday, a Moroccan official disclosed that at least three migrants, two of them women, died when their boat sank off Morocco late on Thursday. The official further disclosed that four migrants from sub-Saharan countries were rescued and were being treated in a Moroccan hospital, adding that a navy search operation for other possible survivors was underway. A spokesman for the United Nations International Organization for Migration (IOM), Joel Millman, disclosed that another 28 people who were on their boat are still missing. According to Millman, 174 people have already died on the route between North Africa and Spain this year, up from 121 in the same period of 2017, while the number of people arriving in Spain has reached 19,668 by 29 November 2017.

## SPOTLIGHT ON LIBYA

### PORT STATUS AS OF 7 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)	<b>CLOSED</b>	Moderate-High
Port of Benghazi	Open	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 for local shipping only	Moderate
Port of Tripoli	Open	High
Port of Zawiya (Zawia)	Open	Moderate
Port of Zueitina	Open	Low

### ACTIVITY REPORTING

- 7 December** – German Chancellor Angela Merkel is urging Libya to work to improve conditions for hundreds of thousands of migrants living in camps in the North African nation, and to improve access for international aid organizations to the facilities. Libya is a collecting point for many refugees before they attempt the risky crossing of the Mediterranean to Europe. In November, the African Union Commission painted a bleak picture, saying between 400,000 and 700,000 migrants are living in camps in Libya, often under "inhuman" conditions. Merkel said Thursday she emphasized in meetings in Berlin with Libyan Prime Minister Fayez Serraj that this "shocking picture" of suffering needed to be improved. He says a commission is investigating but in the meantime abuses "contradict Libyan culture and we will not tolerate them.".
- 7 December** – An international rights group says Muslim Sufi places of worship face increasing attacks in Libya. Thursday's Human Rights Watch statement says two historic Sufi mosques were attacked in November and October in Tripoli. The group also cited a September report on the abduction of 21 Sufis in eastern Libya a month earlier. HRW says successive authorities "have failed" to protect Sufis from militias since 2011 uprising. Islamic militants, including the Islamic State group, consider Sufis heretics because of their less literal interpretations of the faith.
- 5 December** – The African Union and member states will repatriate more than 15,000 migrants stranded in Libya by the end of the year amid outrage over recent footage that showed migrants being auctioned off as slaves. African and European leaders last week drew up an emergency evacuation plan for migrants, agreeing to airlift at least 3,800 stranded in one of more than 40 detention centres in Libya. Morocco, France, and Germany will provide the air carriers. Between 400,000 and 700,000 African migrants are in dozens of camps across Libya, often under inhumane conditions. The International Organization for Migration says more than 423,000 migrants have been identified in the chaotic North African country, most of them from impoverished countries across sub-Saharan Africa.

- **2 December** – Special Representative of the UN Secretary-General and Head of UN Support Mission in Libya Ghassan Salame said that the mission is working on holding elections in Libya before the end of 2018. The mission proposed an action plan for Libya in September that includes amendment of the current UN-sponsored political agreement, holding a UN-sponsored national conference for all of Libya's political factions, adopting a constitution, and finally election of a president and a parliament. Representatives of Libya's eastern-based House of Representatives and the Tripoli-based Higher Council of State have recently held UN-sponsored negotiation meetings in Tunisia to amend the agreement.
- **4 December** – Interim Prime Minister Abdullah Al-Thinni has issued a decree saying medical supplies may arrive only by air and sea, but not by land. Ironically two of the airports listed as being allowed to bring in medical supplies – Tripoli International and Sebha – are not functioning. Another, Misrata, is not under his control. The same applies for the maritime ports of Tripoli, Khums and Misrata. Tripoli's Matiga Airport, which is open but not under his control, was not mentioned. The decree does include Benina, Tobruk and Labraq airports, and Benghazi and Tobruk seaports, all of which are under his authority. However, Tobruk port was ordered to close in October by Khalifa Haftar and shipping diverted to Benghazi. As part of the decree, Thinni has also restructured the eastern government's medical supply authority, appointing a new board of directors headed by Salam Ojali. The authority is to be headquartered in Benghazi. No reason, though, has been given for the restructuring or why imports of medicines by land are being stopped.

## LIBYA: PROCEDURE

**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.

MS Risk is always mindful and compliant to legislation and guidelines on the use of private security services including, but not limited to the US FCPA (1977), UK Bribery Act (2010), Canadian Bill C-48 (2007), ASX 8 Corporate Governance Principles, and the World Bank/IFC Voluntary Principles on the Use of Government and Private Security Forces. MS Risk is a signatory of the Swiss government's International Code of Conduct. It is transparent and compliant to market expectations on legal and ethical conduct in the performance of services.

MS Risk has a dedicated team of researchers, a 24/7 hotline service and a pool of trained and experienced consultants to support client needs.

**MS RISK SUPPORTS CLIENTS IN A VARIETY OF BUSINESS SECTORS WITH THE FOLLOWING SERVICES:**

### **SECURITY CONSULTING**

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

### **PROJECT MANAGEMENT**

- Interim security
- Training
- Special assignments

### **CRISIS RESPONSE**

- Crisis management
- Business continuity management
- Hostile operations support to commercial interests

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

References are always available.

More information is found at [www.msrisk.com](http://www.msrisk.com)

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