

# Maritime Security Review



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## INCIDENTS AT SEA

Reporting Period: 15 - 21 January 2018

Region	Current Incidents	Late Reported Incidents	Threat Level
<b>MAIN REGIONS</b>			
Gulf of Aden/Arabian Sea	0	0	Low
Gulf of Guinea	0	3	Medium
Southeast Asia	0	0	Low
<b>WORLDWIDE</b>			
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	0	Low
Arabian Gulf	0	0	Low
East Asia/Indian Subcontinent	0	0	Low
Southern Africa	0	0	Low
Northeast Asia	0	0	Low
Pacific Ocean/Southern Ocean	0	0	Low

Piracy Levels are determined on a weekly basis as follows:

<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

**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).

## GULF OF ADEN, ARABIAN SEA, RED SEA



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

There remains a high threat of piracy and a risk of vessel damage as the result of maritime conflict in this region. International naval patrols and anti-piracy measures on board commercial vessels have greatly diminished Somali piracy since its peak in early 2011. The international community has significant steps to improve security in the region, including:

- Boosting naval forces in the area
- Requiring ships to take protection measures, such as
  - Reporting in and out of high risk areas
  - Sailing at top speed as far as possible from the Somali coast, and
  - Travelling with armed escorts on board.

Some vessels transiting this region may have increasingly become complacent in the belief that the piracy threat had diminished. However, poverty and other motivating factors for piracy remain. The threat of attack and/or hijacking remains significant as the root causes on the ground in Somalia have not been sufficiently addressed. After five years without a successful attack, analysts say that

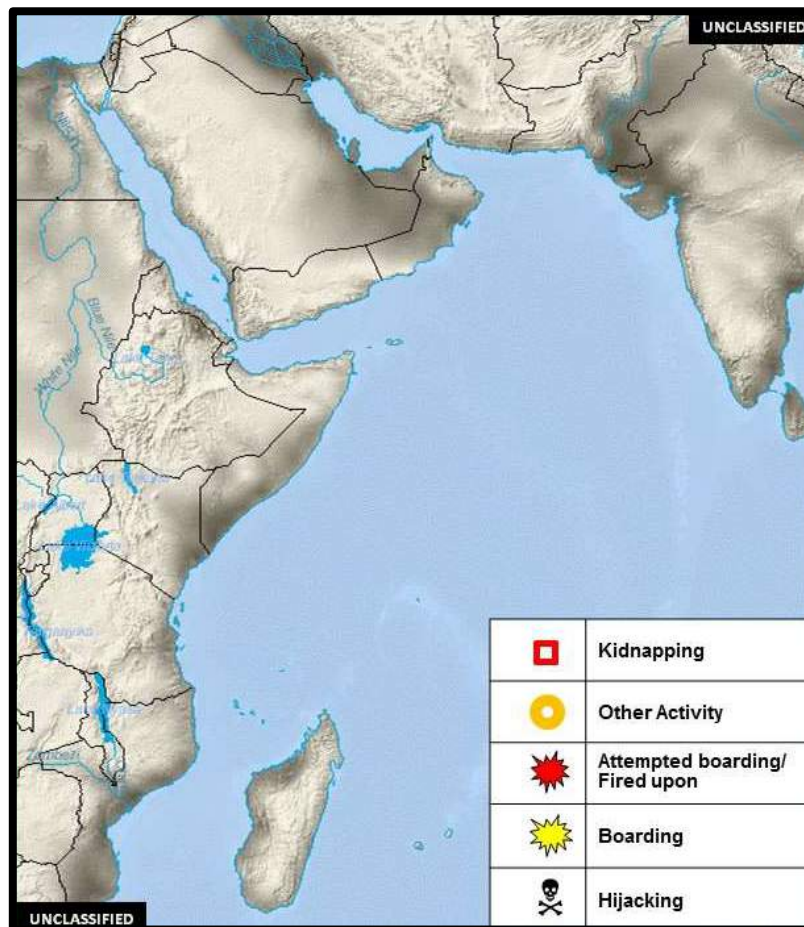
complacency may have set in and this year's successful hijacking is likely to result in potential copycat attacks, as pirate action groups head out in a bid to successfully hijack a commercial vessel.

Masters are advised to remain vigilant at all times inside the HRA and are urged to adhere to 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 continues 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, particularly around Bab al Mandab Strait and near Yemen, where fighting has taken a maritime trajectory. The risk for potential for direct or collateral damage to vessels transiting the region is high. 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.

Current  
Incidents:

0

**VESSELS HIJACKED**

- No current incidents to report

**UNSUCCESSFUL ATTACKS/ROBBERIES**

- No current incidents to report

**VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACKS**

- 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**

- No current incidents to report

**WEATHER FORECAST: GULF OF ADEN, ARABIAN SEA, RED SEA****WEATHER FORECAST VALID FROM 18 - 24 JANUARY 2018**

**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 2 – 4 feet in the western section of the Gulf; with variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 3 – 5 feet in the eastern section of the Gulf.

- **Extended Forecast:** West-northwest winds of 20 – 25 knots, and seas of 3 – 5 feet in the western section of the Gulf; with west-northwest winds of 20 – 25 knots and seas of 4 – 6 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 2 – 4 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 2 – 4 feet in the eastern section of the Gulf.

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

- **Extended Forecast:** Northeast winds of 15 – 20 knots, and seas of 7 – 9 feet in the northern section of the coastline; with northeast winds of 15 – 20 knots and seas of 4 – 6 feet in the southern section of the coastline.

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



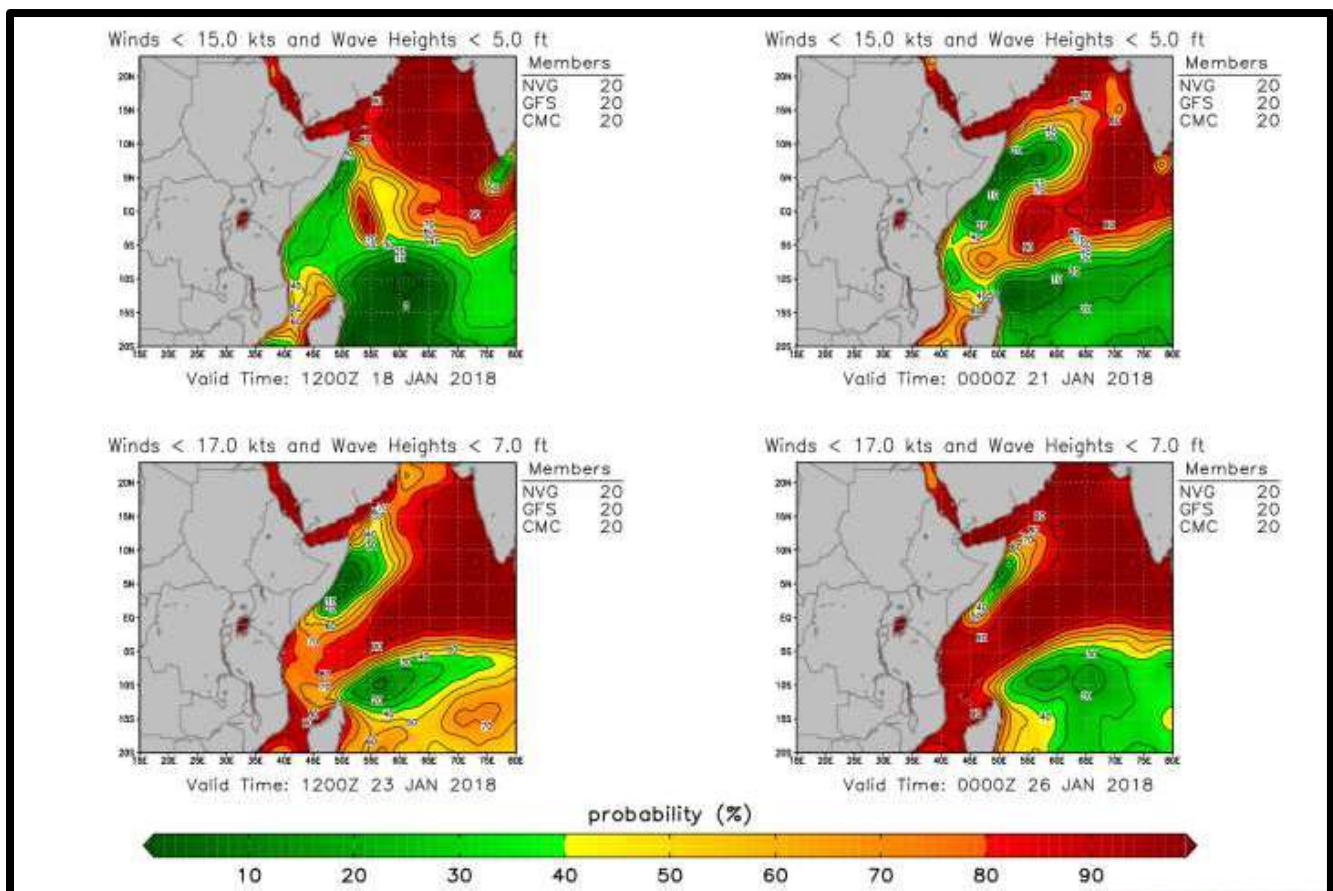
- **Extended Forecast:** Northeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 4 – 6 feet.

**MOZAMBIQUE CHANNEL:** North-northwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 5 – 7 feet in the northern Channel; with southeast winds of 10 – 15 knots, and seas of 10 – 12 feet in the southern Channel.

- **Extended Forecast:** Southwest winds of 20 – 25 knots and seas of 5 – 7 feet in the northern Channel; with southeast winds of 20 – 25 knots, and seas of 10 – 12 feet in the southern Channel.

**SURFACE CURRENTS:** The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Currents' speed along the Somali Basin are north-easterly 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 funnelling effects and occasional shamal winds across the Arabian Gulf.



## SPOTLIGHT ON YEMEN

PORT STATUS AS OF 21 JANUARY 2018			
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	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, and to ensure that security measured aboard vessels are in place.*

**WARNING:****HOUTHI MILITIAS TRAINING FIGHTERS TO TARGET SHIPS**

The Saudi-led coalition warns that Houthi militias appear to be training fighters to target ships. According to the coalition spokesman, Hodeidah Port has become a starting point for operations threatening maritime navigation. The spokesman added that the Houthi militia was using radars to monitor navy ships near ports, adding that there was considerable evidence of foreign experts in Yemen to support the militants' operations.

## ACTIVITY REPORTING

**SAUDI FORCES SHOOT DOWN MISSILE TARGETING AIRPORT**

**17 January** - Yemen's Houthi movement said it fired a ballistic missile toward a regional airport in Saudi border province of Jizan. Houthis said the missile is a short-range one, giving no further details. Saudi-owned Al Arabiya TV channel reported that the Saudi defense forces shot down the missile over Jizan. It is the sixth ballistic missile attack by the Yemeni Houthi rebels on Saudi Arabia in two months. Last week, Houthis fired a long-range ballistic missile toward a military airport of Apache helicopters at the Saudi Special Forces camp in the Saudi border province of Najran. Al Arabiya reported that the Saudi air defenses intercepted the missile and destroyed it over Najran. Also last week, the Houthis threatened to cut off the Red Sea shipping line if the Saudi-led coalition forces keep advancing toward the Yemeni port city of Hodeidah, according to the Houthi-controlled Saba news agency.

**SENIOR YEMENI OFFICER KILLED IN ADEN**

**17 January** – A senior officer of the UAE-backed Yemeni security forces was assassinated on Wednesday by gunmen in the country's southern port city of Aden. "Unidentified assailants gunned down a senior officer of the newly-recruited security forces in Aden while he was on duty in the district of DarSaad," an official said on condition of anonymity. The assassinated security officer, identified as Qassim alHariri, was a member of the anti-terror troops backed by the United Arab Emirates. Witnesses said the assailants managed to escape on their motorcycles. No group has yet claimed responsibility for the attack.

**MOBILE CRANES ARRIVE AS HODEIDAH PORT RE-OPENS**

**15 January** – Four mobile cranes have arrived in Houthi-controlled Hodeidah port after the Saudi-led coalition agreed to let them into Yemen. The equipment will help replace four giant cranes disabled by coalition warplanes in an August 2015 raid that drastically slowed the unloading of food, medicine and fuel needed by a population riven with hunger and disease. The United Nations World Food Programme (WFP) said in a statement that a ship carrying the cranes it bought with funds from the United States Agency for International Development (USAID) had arrived in Yemen's Hodeidah Port and were expected to be operational immediately. "With each of the mobile cranes able to handle up to 60 tons, they will significantly boost the discharge of humanitarian cargo and other relief items," the statement said. The Arab coalition, under international pressure, eased a three-week blockade which was imposed on Yemeni ports and airports in November in response to a ballistic missile fired by the Houthis toward the Saudi capital Riyadh. The cranes are expected to help ease a humanitarian crisis ravaging Yemen since its war began in 2015. Before the conflict, Hodeidah port handled around 70 percent of Yemen's imports, including critically-needed food and humanitarian supplies. The Norwegian Refugee Council said the 30-day extension, expiring on Jan. 19, was causing anxiety in Yemen and outside. Mutasim Hamdan, the NRC's Yemen director, said, "The instability caused by the coalition's arbitrary policies, closing ports one day and reopening them on another, is making problems worse for the Yemeni population." He added that "shipping companies, importers and vendors are left without assurance that the port will remain open, and this is serving to sustain inflation that makes food unaffordable for most Yemeni people."

#### UN FAULTS IRAN, SAUDI ARABIA OVER YEMEN WAR

A confidential UN report has concluded that Iran failed to block ballistic missile supplies from being used by Houthi rebels fighting a Saudi-led military coalition in war-torn Yemen. The report does not identify the supplier of the weaponry but says missile debris inspected by UN experts was of Iranian origin. A UN panel of experts wrote the report examining whether a Security Council arms embargo imposed on Yemen was being broken. The report also criticizes Saudi Arabia and its coalition fighting the Iranian-backed rebels in Yemen for not doing enough to prevent civilian casualties. However, a significant portion of the report blames Iran and could be used to justify further action by the US, which has blasted the Iranians on several fronts and accused of them of arming rebels in Yemen with ballistic missiles.

#### THREE YEMENI SOLDIERS KILLED BY AQ CAR BOMB

**14 January** – Forces loyal to Yemen's internationally-backed government killed about 35 Houthi militants in the ongoing fighting in the central province of al-Bayda on Sunday. A military source said that the pro-government forces supported by the Saudi-led warplanes launched a military campaign and managed to capture three districts from the Houthi militants in al-Bayda province. "Battles against the Houthi militias in al-Bayda are still ongoing and we have a strong determination to liberate the whole province soon," the local military source said on condition of anonymity. Scores of young fighters belonging to the Shiite Houthi group surrendered themselves to the government troops while many others fled and left their weapons behind, the source added. Warplanes of the Saudi-led coalition launched a series of overnight airstrikes and targeted several arms depots belonging to Houthis in al-Bayda, according to local Yemeni sources. Medical sources confirmed that the fighting in al-Bayda left more than 35 Houthi militants killed and about 16 government soldiers injured.

## YEMEN PROCEDURE

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

In the past year, the battle between the Yemeni government and Saudi led coalition against the Houthi rebels has taken a maritime trajectory. In 2016, Houthi rebels deployed sea mines and unmanned armed vessels in the waters around Yemen. While unmanned drone boats may likely target coalition warships, aquatic mines do not distinguish, and can cause harm to any vessel in the vicinity. Therefore, 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

Current  
Incidents:

3



### 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.

#### VESSELS HIJACKED

- **10 January (Benin – Late Report)** – According to a press release from the owner, a Marshall Islands-flagged merchant tanker *BARRETT* was hijacked off the coast of Benin. On 16 January, the vessel and twenty-two crewmembers were located in safe condition.

#### UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

#### VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- **15 January (Nigeria)** – Ship's crew preparing for STS cargo operations onboard an anchored tanker near position 06:18 N – 003:23 E, Lagos Outer Anchorage, noticed robbers attempting to board the vessel and informed the duty officer who raised the alarm. All crew was mustered on the bridge, ship's whistle sounded continuously, additional lights switched on, search lights directed towards



the robbers and all access to the accommodation area secured. Upon seeing the crew's alertness, the robbers aborted the boarding and moved away.

#### VESSELS BOARDED

- **9 January (Nigeria – Late Report)** – Two suspicious people boarded a tanker near position 06:18 N – 003:23 E, 5.5 nautical miles south of Lagos. Crew spotted the individuals and they jumped overboard. Nothing was stolen. The vessel and crewmembers have been reported safe.

#### KIDNAPPING

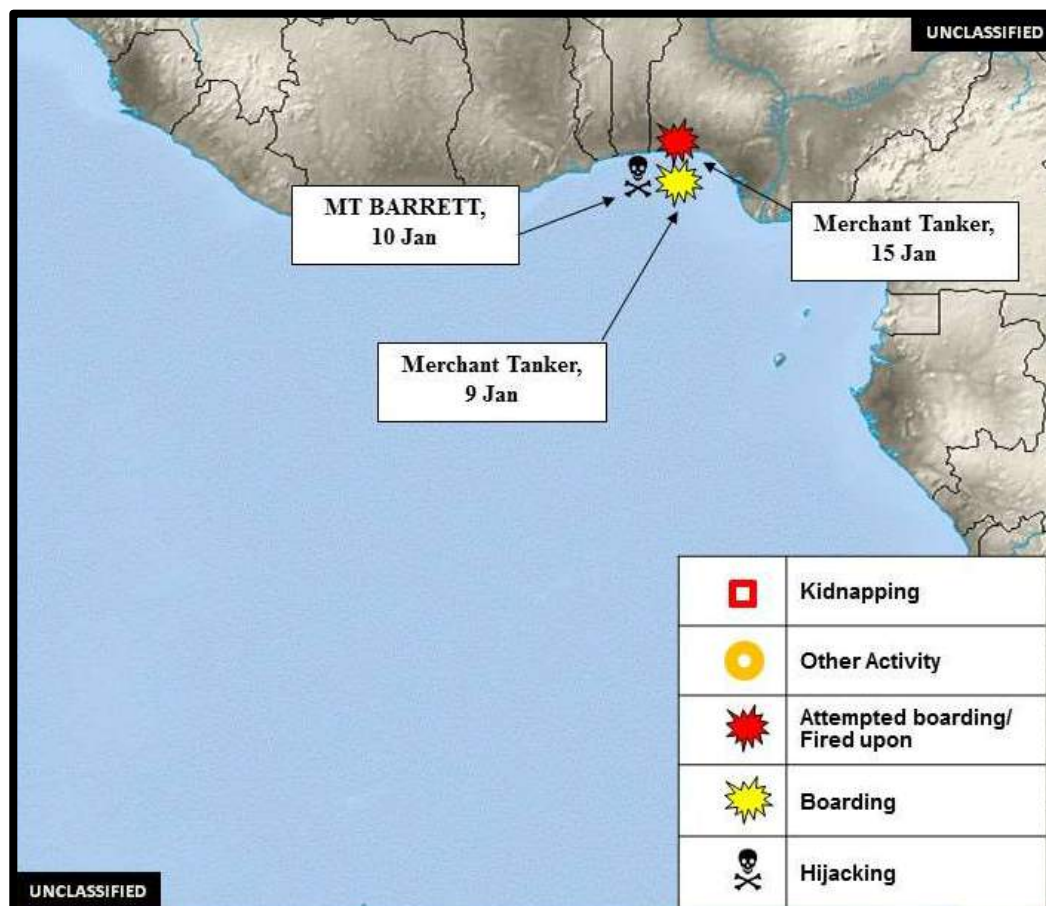
- No current incidents to report

#### SUSPICIOUS ACTIVITY

- No current incidents to report

#### OTHER ACTIVITY

- No current incidents to report





**MARITIME REPORTING**

- **17 January (Nigeria)** – Tanker operator Union Maritime reported on Wednesday that the product tanker *BARRETT* has been safely recovered after it was hijacked on 10 January off Benin, West Africa. In a statement, the firm disclosed, “Union Maritime can confirm that the MT *BARRETT* has been released after a Gulf of Guinea piracy incident lasting six days. All crew are safe. We are extremely grateful to the many parties that assisted in achieving the successful resolution of this incident.” The *BARRETT* was at anchor off Benin on 10 January when communications were lost. While Union Maritime activated a response plan and alerted the authorities, the nature of the incident was not clear until 12 January, when the hijackers first made contact. Twenty-two crewmembers were on board the vessel at the time of the incident. Union Maritime disclosed that a “resolution process” ultimately led to the release of the vessel and her crewmembers on 16 January, adding that she is now at anchor off Lagos.
- **17 January (Nigeria)** – On Wednesday, Nigerian militants threatened to attack off-shore oil facilities within days, effectively raising fears of a repeat of a 2016 wave of violence that helped push Africa’s biggest economy into recession. The Niger Delta Avengers stated that they had planned the assaults after giving up on talks to give their impoverished southern region a greater share of the oil revenue it produced. In a statement posted on the group’s website, it disclosed “this round of attacks will be the most deadly and will be targeting the deep sea operations of the multinationals.” The statement went on to say that its targets, in the seas off the swampland delta region, would include the Bonga Platform and the Agbami, EA and Akpo fields. The militants also stated that they would target the Nigerian oil company Brittania-U. Shell operates the Bonga and EA fields while Chevron is the operator of Agbami. Akpo stakeholders include Total, China’s CNOOC, Brazil’s Petrobras and Nigeria’s Sapetro.

**WEATHER FORECAST: GULF OF GUINEA****WEATHER FORECAST VALID FROM 18 - 24 JANUARY 2018**

**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 routine expected along the Somali and West African coasts with increased southerly wind flow through the Bab el Mandeb Strait due to funnelling effects.

## SOUTHEAST ASIA



Current  
Incidents:

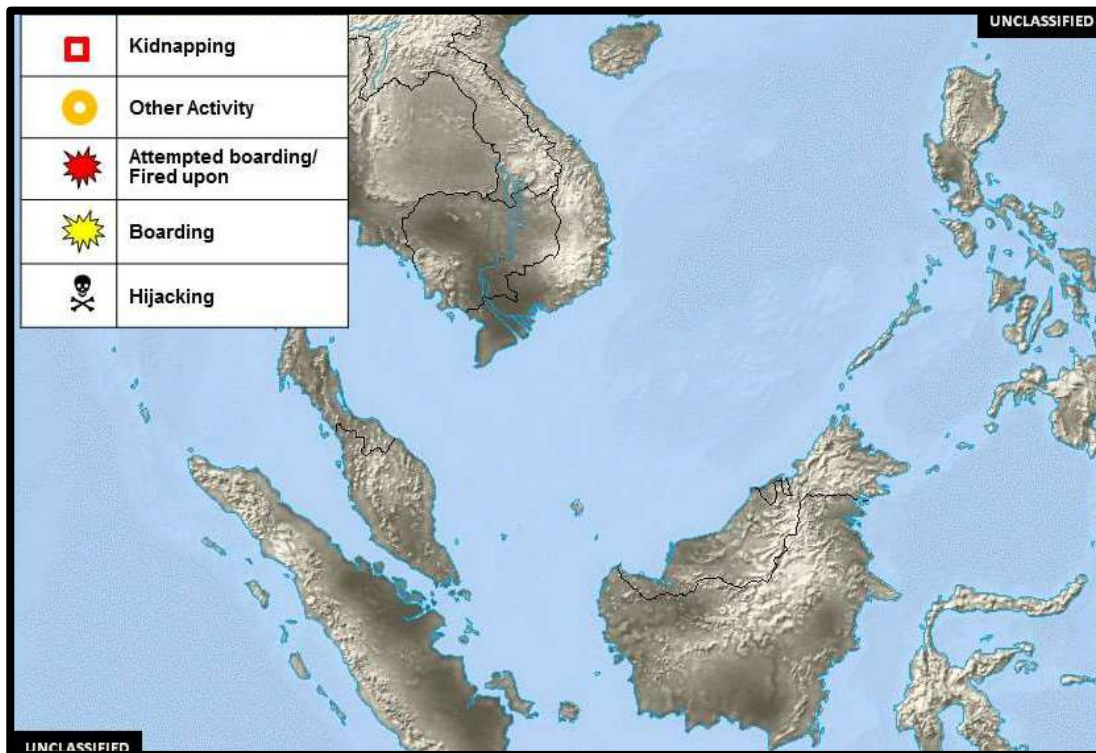
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### WARNING:

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.



#### VESSELS HIJACKED

- No current incidents to report

#### KIDNAPPING

- No current incidents to report

#### UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

#### VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- No current incidents to report

#### VESSELS BOARDED

- No current incidents to report

#### SUSPICIOUS ACTIVITY

- No current incidents to report

#### OTHER ACTIVITY REPORT

- No current incidents to report

## MARITIME REPORTING

- **16 January** – The Chinese government disclosed late on Tuesday that an Iranian oil tanker, that sank into the East China Sea, has left two oil slicks covering a combined 109 square km (42 square miles), as maritime police scour for damage and prepare to explore the wreck. The State Oceanic Administration (SOA) disclosed in a statement that satellite imaging showed a slick of 69 square km (26.6 square miles) and a second 40 square km (15.4 square mile) slick, which is less thick and not as concentrated. The large tanker *SANCHI* sank on Sunday. The bodies of two sailors were recovered from the ship while a third body was pulled from the sea near the vessel. The remaining 29 crewmembers of the ship are presumed dead. On Wednesday, the Ministry of Transport disclosed in a statement that the salvage team had located the wreck, which was at a depth of 115 metres (377 feet) under sea level, adding that they were preparing to send underwater robots to explore it. Clean-up teams continue to monitor the wreck area to assess the distribution and drift of the oil spill and the ecological impact. The *SANCHI* had been adrift and ablaze after crashing into the freighter *CF CRYSTAL* on 6 January.

## WEATHER FORECAST: SOUTHEAST ASIA

### WEATHER FORECAST VALID FROM 18 - 24 JANUARY 2018

**SOUTHERN SOUTH CHINA SEA:** Northeast winds of 10 – 15 knots and seas of 3 – 5 feet.

- **Extended Forecast:** Northeast winds of 5 – 10 knots and seas of 1 – 3 feet.

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

- **Extended Forecast:** 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 1 – 3 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 funnelling effects and daytime heating.

## PIRACY & ARMED ROBBERY AGAINST SHIPS IN ASIA – ANNUAL REPORT (2017)

### OVERVIEW

In 2017, a total of 101 incidents of piracy and armed robbery against vessels were reported in Asia, comprising of 89 actual incidents and 12 attempted incidents. Of the 101 incidents, 16 were incidents of piracy while the remaining 85 were incidents of armed robbery against vessels.

Compared to stats for 2016, 2017 saw a **19% increase** in the total number of incidents reported. With the exception of 2008 and 2016, the total number of incidents reported in 2017 is the lowest among the 10-year period of 2008 – 2017.

#### PIRACY VS. ARMED ROBBERY AGAINST SHIPS

The majority of incidents reported in 2017 were incidents of armed robbery against ships.

Over the 10-year period, the number of piracy incidents fluctuated each year, with an average of 13% piracy incidents against 87% armed robbery against ships incidents. The annual percentage of piracy incidents reported in 2010 – 2014 was between 24% - 25%; in 2009, 2011 and 2017 it was between 13% - 16%; and in 2008, 2012, 2013, 2015 and 2016 it was between 5% - 7%.

#### STATUS OF SHIPS

Of the 101 incidents reported in 2017, 68 incidents (67%) occurred on board vessels while at anchor/berth while 33 incidents (33%) occurred on board vessels while underway. This is in line with past trends which indicated that majority of the incidents reported in Asia involved vessels at anchor/berth. The only exception was in 2015, when close to two-thirds of the incidents that were reported in Asia involved vessels while underway. This was due to the large number of incidents that occurred on board vessels while underway in the Straits of Malacca and Singapore.

### ANALYSIS OF INCIDENTS

#### VIOLENCE FACTOR

##### *Number of Perpetrators*

A majority of the actual incidents reported in 2017 involved perpetrators operating in groups of 4 – 6 men – this is in line with past trends observed during 2013 – 2016. In 2017, there were three incidents that reported perpetrators in groups of 7 – 9 men who boarded the vessel (*HARVESTER* when anchored off Belawan, Indonesia and *BOTANY BAY* when anchored in Manila anchorage, Philippines, were both boarded by 8 men; and fishing trawler while underway of Tawi-tawi, Philippines, which was boarded by 9 men). Five of the 89 incidents (6%) in 2017 involved more than 9 men who boarded *CREST 252* (10 men); *TRON LEGACY* (12 men); *MGT 1* (13 men); *JAYA CRYSTAL* (more than 20 men); and *M/TUG 308* (22 men).

### *Type of Weapons Carried by Perpetrators*

In 45% (40 of 89) of the actual incidents reported in 2017, the perpetrators were armed with weapons. The percentage of incidents involving armed perpetrators has increased compared to the past two years (2015 – 2016) – in 2016, 39% (30 of 76) of the incidents involved armed perpetrators and 38% (73 of 190) in 2015.

In 2017, seven incidents reported perpetrators armed with firearms. This includes three involved in the abduction of crewmembers (fishing trawler, *GIANG HAI* & *SUPER SHUTTLE TUG 1*), two involved in the hijacking of ships for theft of oil cargo (*C.P. 41* & *MGT 1*), and two that were robberies on board vessels *ALICE* & *M/TUG 308*). These incidents occurred on board vessels while underway in the Sulu-Celebes Sea and in the South China Sea.

### *Treatment of Crewmembers*

In line with previous trends during 2013 – 2016, a majority of the incidents in 2017 reported that the crew was not injured or there was no information available on the treatment of crewmembers.

There were three incidents of kidnap for ransom (*SUPER SHUTTLE TUG 1*, fishing trawler and *GIANG HAI*) in 2017, of which the incident involving *GIANG HAI* reported its crew being killed. Two Filipino crewmembers abducted off *SUPER SHUTTLE TUG 1* were subsequently rescued in March 2017 while the three Indonesian crewmembers of the fishing trawler are still held in captivity since January 2017. In the incident involving *GIANG HAI*, four of the abducted crewmembers were killed and three crewmembers were subsequently rescued by the Philippine authorities in November 2017.

## **ECONOMIC FACTOR**

### *Type of Losses*

Ship stores, engine spares and unsecured items on board ships were the most commonly stolen items in incidents that were reported in 2017. There was also a large number of incidents that reported the perpetrators did not manage to steal anything and escaped empty-handed. This is attributed to the crew raising the alarm immediately when they discovered the presence of perpetrators on board the ship, which caused the perpetrators to escape immediately as they wanted to avoid confrontation with the crew.

Three incidents of cargo discharged occurred on board *C.P.41* and *MGT1* when they were underway in the South China Sea; and on board *EVER PROSPER* & *EVER OMEGA* off Singkawang, Indonesia. There were six incidents that reported the loss of cash and personal belongings – *ALICE*, *SENNA 3* and a bulk carrier (all in the South China Sea); *JAYA CRYSTAL* (Bangladesh); *M/TUG 308* (Philippines); and *THUNDERBIRD* (Straits of Malacca and Singapore).

## **GEOGRAPHICAL**

2017 saw an improvement in the situation of armed robbery against vessels at ports and anchorages in India, Malaysia and Vietnam compared to 2016. However, the number of incidents reported at ports and anchorages in Bangladesh (Chittagong), Philippines (Manila and Batangas) and on board vessels



while underway in the South China Sea and Straits of Malacca and Singapore has increased in 2017 compared to 2016.

#### BANGLADESH

A total of 11 incidents were reported in Bangladesh in 2017, compared to 2 incidents reported in 2016. Six of the 11 incidents reported last year occurred on board vessels at berth/anchor; while the remaining five incidents occurred on board vessels while underway.

#### INDIA

A total of 4 incidents were reported in India in 2017 – the lowest among the 5-year period. Of the four incidents, three occurred on board ships at anchor/berth and one on board a vessel while underway.

Ports and anchorages in India saw improvements in 2017, with the most apparent being at Kandla port. In 2017, one of the four incidents occurred at Kandla port compared to eight of 12 incidents in 2016 and 9 of 12 incidents in 2015. The decrease in incidents in the past four years has been attributed to measures carried out by the Indian Coast Guard (ICG) to conduct intensive sea patrols; broadcast of advisories via NAVTEX as well as community interaction programme in the local fishing hamlets; arrest of perpetrators; and enhanced vigilance by Masters and crewmembers.

#### INDONESIA

A total of 33 incidents were reported in Indonesia in 2017, compared to 32 incidents in 2016. Of the 33 incidents, 30 occurred on board ships at berth/anchor while the remaining three incidents occurred on board vessels while underway. Furthermore, of the 33 incidents, 30 were actual and three were attempted incidents. There was one incident involving the hijacking of barge, *EVER OMEGA*, which was towed by tug boat, *EVER PROSPER*, on 22 November 2017 off Singkawang, Indonesia. While the barge was eventually recovered, her cargo of Crude Palm Kernel Oil (CPKO) remains missing.

2016 and 2017 reported the lowest number of incidents among the five-year period in Indonesia. This improvement has been due to enhanced port security at certain ports and anchorages; an increase in presence of authorities; enhanced vigilance by Masters and crewmembers; and the arrest of perpetrators. Improvements are more apparent at ports and anchorages off Dumai and Belawan in 2017 compared to 2016.

#### PHILIPPINES

The situation at ports and anchorages in the Philippines remains a concern, with a total of 22 incidents reported in 2017, compared to 15 in 2016 and 8 in 2015. Of the total incidents, 10 were reported in Manila and 7 in Batangas ports and anchorages.

The number of incidents involving the abduction of crewmembers for ransom in 2017 has decreased, with three such incidents reported in Philippine waters during this period, compared to six incidents in 2016. MS Risk reiterates its advisory to vessels underway in the Sulu-Celebes Sea to re-route the area where possible. Otherwise, ship Masters and crewmembers are strongly advised to exercise extra vigilance while transiting the area and report immediately to the authorities. Authorities are also advised to step up surveillance and presence while crewmembers are advised to exercise extra vigilance.

#### SOUTH CHINA SEA

In 2017, twelve incidents were reported in South China Sea (SCS) compared to five in 2016. Six of the incidents occurred on board ships at anchorages outside port limit and two incidents involved the

hijacking of ships for theft of oil cargo. MS Risk advises vessels to sail closer to coast, if possible, to remain vigilant while underway, particularly during the hours of darkness, and to avoid anchoring outside port limit.

#### STRAITS OF MALACCA & SINGAPORE

2017 saw a significant increase in the number of incidents reported in the Straits of Malacca and Singapore (SOMS) compared to 2016. Last year there were 9 incidents reported, compared to 2 in 2016. While the number of incidents is still lower than in previous years, notably in 2013, 2014 and 2015, the increase in 2017 compared to 2016 is of concern. Eight of the nine incidents reported in SOMS in 2017 occurred on board vessels while underway in the Singapore Strait, with one incident occurred on board a vessel while underway in the Malacca Strait. Of the eight incidents reported in the Singapore Strait, six occurred in the eastbound lane of the Traffic Separation Scheme (TSS) and two in the westbound lane. A possible reason behind the increase of incidents in the Singapore Strait could be due to lower surveillance by littoral States and complacency of crewmembers on vessels transiting this region. MS Risk advises all vessels to exercise enhanced vigilance, maintain strict look-out while underway in the Singapore Strait, particularly during hours of darkness, raise the alarm when suspicious boats are sighted in the vicinity or when unknown personnel are sighted on board ships, and report all incidents and suspicious activity to the nearest coastal state and flag State immediately.

#### VIETNAM

The situation at ports and anchorages in Vietnam continued to improve throughout last year, with two incidents reported in Cam Pha (Inner Anchorage and Hon Net Anchorage), and no incidents reported at Vung Tau port, compared to seven incidents reported there in 2016 and five in 2015. The possible reason for improvement in the situation in Vietnam is attributed to the arrest of perpetrators in 2016, coupled with better information sharing coordination amongst governmental agencies, close monitoring and surveillance and the creation of employment for fishermen in Vung Tau area.

## MODUS OPERANDI OF INCIDENTS

#### INCIDENTS AT PORTS AND ANCHORAGES

##### *Bangladesh*

In 2017, Bangladesh reported a total of 11 incidents, comprising of six incidents that were reported at ports and anchorages, with most occurring during the hours of darkness between 2315 hrs – 0325 hrs. Below is the modus operandi of the six incidents that occurred at ports and anchorages in Bangladesh:

Modus Operandi	Observations
<b>Type of Ships</b> <ul style="list-style-type: none"> <li>• Container ship (2)</li> <li>• Bulk carrier (1)</li> <li>• Offshore supply vessel (1)</li> <li>• Tanker (1)</li> <li>• Tug boat (1)</li> </ul>	<ul style="list-style-type: none"> <li>• No particular type of vessel was targeted</li> </ul>

<b>Flag of Ships</b> <ul style="list-style-type: none"> <li>• Hong Kong, China (1)</li> <li>• Liberia (1)</li> <li>• Marshall Islands (1)</li> <li>• Norway (1)</li> <li>• Panama (1)</li> <li>• Singapore (1)</li> </ul>	<ul style="list-style-type: none"> <li>• No evidence that certain flagged vessels were targeted</li> </ul>
<b>Time of Incident</b> <ul style="list-style-type: none"> <li>• Between 2315 – 0325 hrs (5)</li> <li>• No mention (1)</li> </ul>	<ul style="list-style-type: none"> <li>• Majority of the incidents reported in 2017 occurred during the hours of darkness</li> </ul>
<b>Boats Used by Perpetrators</b> <ul style="list-style-type: none"> <li>• Small boats (2)</li> <li>• No mention (4)</li> </ul>	
<b>Number of Perpetrators</b> <ul style="list-style-type: none"> <li>• Four perpetrators (3)</li> <li>• Three perpetrators (1)</li> <li>• Unknown (2)</li> </ul>	<ul style="list-style-type: none"> <li>• Four of the six incidents involved three or four perpetrators</li> </ul>
<b>Weapons Possessed by Perpetrators</b> <ul style="list-style-type: none"> <li>• Knives (2)</li> <li>• Armed (1)</li> <li>• No mention (3)</li> </ul>	<ul style="list-style-type: none"> <li>• Knives were commonly used when perpetrators were reported armed.</li> </ul>
<b>Treatment of Crewmembers</b> <ul style="list-style-type: none"> <li>• No injuries mentioned (6)</li> </ul>	
<b>Economic Loss</b> <ul style="list-style-type: none"> <li>• Drums of paint and high pressure jet machine (1)</li> <li>• Ship stores (2)</li> <li>• Pails of grease (1)</li> <li>• Empty-handed (2)</li> </ul>	<ul style="list-style-type: none"> <li>• Four incidents reported loss of ship properties</li> <li>• Two incidents reported perpetrators escaping empty-handed</li> <li>• Ship stores were commonly targeted</li> </ul>

### Indonesia

In 2017, a total of 33 incidents were reported in Indonesia, comprising of 30 that occurred at ports and anchorages. Below is the modus operandi of the thirty incidents that occurred at ports and anchorages in Indonesia:

Modus Operandi	Observations
<b>Type of Ships</b> <ul style="list-style-type: none"> <li>• Bulk carrier (12)</li> <li>• Tanker (9)</li> <li>• Offshore supply vessel (3)</li> <li>• Chemical tanker (1)</li> <li>• LPG tanker (1)</li> <li>• Heavy Transport Vessel (1)</li> <li>• Research ship (1)</li> <li>• Supply vessel (1)</li> <li>• Tug boat (1)</li> </ul>	<ul style="list-style-type: none"> <li>• Twelve of the thirty ships targeted were bulk carriers</li> <li>• Nine were tankers</li> </ul>

**Flag of Ships**

- Singapore (8)
- Marshall Islands (6)
- Liberia (3)
- Bahamas (2)
- Hong Kong (2)
- Panama (2)
- India (1)
- Indonesia (1)
- Isle of Man (1)
- Norway (1)
- Saudi Arabia (1)
- St Vincent & The Grenadines (1)
- Vanuatu (1)

- Eight of the 30 incidents occurred on board Singapore-flagged ships. This could be due to higher percentage of reporting by these ships.

**Time of Incident**

- Between 2012 – 0600 hrs (28)
- At 0700 hrs (1)
- No mention (1)

- Most of the incidents, 28, occurred during the hours of darkness
- Time for the incident involving *NAVIG8 EXCEED* was at 0700 hrs, which was when the crew discovered broken locks and missing items.
- There is no information on the time of boarding of *HARVESTER*, when eight perpetrators boarded the bulk carrier and stole point. The Indonesian Navy Western Fleet Quick Response (WFQR) managed to locate and arrested two of the perpetrators, and recovered the stolen items.

**Location**

- Samarinda (8)
- Dumai (5)
- Off Pulau Bintan (4)
- Off Pulau Batam (3)
- Cilacap (3)
- Galang Layup anchorage (3)
- Off Belawan (1)
- Taboneo (1)
- Tanjung Priok (1)
- Merak Anchorage (1)

- Most incidents were reported at Samarinda, East Kalimantan

**Boats Used by Perpetrators**

- Small boats/crafts (5)
- Wooden boat (2)
- Speed boat (3)
- Unknown (1)
- No mention (19)

- Small boats were commonly used

**Number of Perpetrators**

- Eight perpetrators (1)

- Majority of the incidents (17) involved two to four perpetrators

- Six perpetrators (2)
- Five perpetrators (2)
- Four perpetrators (6)
- Three perpetrators (8)
- Two perpetrators (3)
- One perpetrator (2)
- Unknown (6)

#### Weapons Possessed by Perpetrators

- Knives (12)
- Slingshot (1)
- No mention (17)

- Of the 12 incidents where knives were used by perpetrators, six incidents reported stolen items, six incidents reported nothing stolen and perpetrators escaped after the alarm was raised
- In four of the seventeen incidents without mention of arms, crewmembers discovered missing ship items, but did not see the perpetrators
- No evidence suggests that perpetrators armed with knives were more aggressive or more successful in stealing items

#### Treatment of Crewmembers

- Crewmembers taken hostage (2)
- Crew threatened (2)
- Shot by stones with slingshot (1)
- No injuries (25)

- The incident involving *AKROTIRI* reported that the AB was taken hostage in the engine room. When the alarm was raised, the perpetrators escaped with stolen items
- The incident involving *ALPHA BULKER* reported five perpetrators taking hostage the duty crewman and tying him up. When the alarm was raised, the perpetrators fled in a speedboat with stolen stores.
- The incidents involving *SBI POSEIDON* and *PORT BELMONTE* reported the perpetrators threatening the crew with knives and escaping with properties
- In the incident involving *UNI CHALLENGE*, the perpetrator shot two stones at the crew with a slingshot. After the Master raised the alarm, the perpetrator escaped with three other accomplices on board a speedboat. Some engine spares were stolen
- Of the incidents where the perpetrators threatened and took crewmembers hostage, they were bold to take away ship items despite the alarm being raised

#### Economic Loss

- Ship stores (6)
- Mooring ropes (4)

- Ship items such as stores, mooring ropes, engine spare parts, equipment, tools, etc., were targeted

- Engine spare parts (3)
- Welding machine (1)
- Electric drill and hacksaw (1)
- Engine of rescue boat, Breathing Apparatus Compressor (1)
- Tools and electric cable (1)
- Nothing stolen (13)

### Philippines

In 2017, a total of 22 incidents were reported in the Philippines, consisting of 18 incidents that occurred at ports and anchorages, and four incidents that occurred on board vessels while underway. Of the 18 incidents at ports and anchorages, seven occurred in Batangas, 10 in Manila and one in Davao. Below is the modus operandi of perpetrators involved in incidents that occurred in Batangas and Manila in 2017:

Factors	Batangas Ports/Anchorages (7 incidents)	Manila Ports/Anchorages (10 Incidents)		
	Details	Observations	Details	Observations
Type of ships & Gross Tonnage	<ul style="list-style-type: none"><li>• LPG Tanker (3)</li><li>• Tanker (2)</li><li>• Product tanker (1)</li><li>• Chemical tanker (1)</li></ul>	<ul style="list-style-type: none"><li>• All were tankers</li><li>• Majority were tankers of more than 25,000 GT</li></ul>	<ul style="list-style-type: none"><li>• Container ship (9)</li><li>• General Cargo (1)</li></ul>	<ul style="list-style-type: none"><li>• Majority of ships were containers</li></ul>
Flag of ships	<ul style="list-style-type: none"><li>• Panama (3)</li><li>• Marshall Islands (2)</li><li>• Brunei (1)</li><li>• Liberia (1)</li></ul>	<ul style="list-style-type: none"><li>• No evidence that certain flagged vessels were targeted</li></ul>	<ul style="list-style-type: none"><li>• Liberia (6)</li><li>• Panama (2)</li><li>• Cyprus (1)</li><li>• Marshall Islands (1)</li></ul>	<ul style="list-style-type: none"><li>• No evidence that certain flagged vessels were targeted</li></ul>
Time of incident	<ul style="list-style-type: none"><li>• Between 2200 – 0300 hrs (6)</li><li>• At 1000 hrs (1)</li></ul>	<ul style="list-style-type: none"><li>• Six incidents occurred during hours of darkness. One incident involving <i>MS SOPHIE</i> occurred at 1000 hrs, which was the time the items were discovered missing</li></ul>	<ul style="list-style-type: none"><li>• Between 1930 hrs – 0459 hrs (10)</li></ul>	<ul style="list-style-type: none"><li>• All incidents occurred during the hours of darkness</li></ul>
Boats used by perpetrators	<ul style="list-style-type: none"><li>• Small boat/craft (3)</li><li>• Small motor boats (1)</li><li>• Unknown (3)</li></ul>	<ul style="list-style-type: none"><li>• Small boats were commonly used</li></ul>	<ul style="list-style-type: none"><li>• Small motor boats (2)</li><li>• Small craft (1)</li><li>• Unknown (7)</li></ul>	<ul style="list-style-type: none"><li>• Small boats were used</li></ul>
Number of perpetrators	<ul style="list-style-type: none"><li>• Three men (1)</li></ul>	<ul style="list-style-type: none"><li>• In three</li></ul>	<ul style="list-style-type: none"><li>• Eight men</li></ul>	<ul style="list-style-type: none"><li>• In four of the</li></ul>

	<ul style="list-style-type: none"> <li>• Two men (3)</li> <li>• Unknown (3)</li> </ul>	<p>incidents, the perpetrators jumped into the water upon being sighted by the crew; and escaped in a small boat which was manned by their accomplice</p> <ul style="list-style-type: none"> <li>• The number of men in the other three incidents were unknown because the stolen items were discovered after the perpetrators left the vessels</li> </ul>	<ul style="list-style-type: none"> <li>(1)</li> <li>• Four men (1)</li> <li>• Three men (2)</li> <li>• Two men (2)</li> <li>• Unknown (4)</li> </ul>	<p>incidents, perpetrators boarded the ships through the hawse pipes</p>
<b>Weapons possessed by perpetrators</b>	<ul style="list-style-type: none"> <li>• Long knives (2)</li> <li>• No information available (5)</li> </ul>		<ul style="list-style-type: none"> <li>• Armed (1)</li> <li>• No information available (9)</li> </ul>	
<b>Treatment of Crew</b>	<ul style="list-style-type: none"> <li>• No injuries reported (7)</li> </ul>	<ul style="list-style-type: none"> <li>• Crew was not injured</li> </ul>	<ul style="list-style-type: none"> <li>• No injuries reported (10)</li> </ul>	<ul style="list-style-type: none"> <li>• Crew was not injured</li> </ul>
<b>Economic Loss</b>	<ul style="list-style-type: none"> <li>• Loss of ship bell, fire hydrant cap/cover and air valve cap/connector cover (6)</li> <li>• Loss of fire hose nozzles (3 of the 6 incidents)</li> </ul>	<ul style="list-style-type: none"> <li>• Perpetrators targeted items that are relatively light in weight and easily sold for cash</li> </ul>	<ul style="list-style-type: none"> <li>• Among the items stolen included fire hose nozzle, life raft, Self-Contained Breathing Apparatus, immersion suits, fireman's outfit, electric scaling machine and welding machine</li> </ul>	<ul style="list-style-type: none"> <li>• Among the common items were life raft, fire fighting apparatus/equipment</li> </ul>



### South China Sea

In 2017, a total of 12 incidents were reported in the South China Sea (SCS), consisting of six that were reported on board vessels anchored in the SCS and six on board vessels while underway. Of the six incidents reported on board vessels at anchor in the SCS, all occurred on board chemical tankers and tankers above 29,500 GT, with all incidents reported during the October – December period. Below is the modus operandi of incidents that occurred on board ships anchored in the SCS:

Modus Operandi	Observations
<b>Type of Ships</b> <ul style="list-style-type: none"> <li>Tanker &gt; 50,000 GT (4)</li> <li>Chemical tanker 29,500 GT (2)</li> </ul>	<ul style="list-style-type: none"> <li>Four of six are tankers above 50,000 GT, two are chemical tankers around 29,500 GT</li> </ul>
<b>Flag of Ships</b> <ul style="list-style-type: none"> <li>Panama (2)</li> <li>Liberia (1)</li> <li>Norway (1)</li> <li>Saudi Arabia (1)</li> <li>Singapore (1)</li> </ul>	<ul style="list-style-type: none"> <li>No evidence that certain flagged vessels were targeted</li> </ul>
<b>Time of Incident</b> <ul style="list-style-type: none"> <li>Between 0340 – 0345 hrs (2)</li> <li>Between 0510 – 0530 hrs (3)</li> <li>At 0750 hrs (1)</li> </ul>	<ul style="list-style-type: none"> <li>Five of the six incidents occurred between 0340 and 0530 hrs</li> <li>One incident involving <i>SKS DOYLES</i> reported the crew discovering padlocks broken or missing at 0750 hrs. Perpetrators could have boarded the vessel during hours of darkness</li> </ul>
<b>Boats Used by Perpetrators</b> <ul style="list-style-type: none"> <li>Small boats/crafts (2)</li> <li>No mention (4)</li> </ul>	<ul style="list-style-type: none"> <li>Small boats were used</li> </ul>
<b>Number of Perpetrators</b> <ul style="list-style-type: none"> <li>Five perpetrators (2)</li> <li>Four perpetrators (1)</li> <li>Three perpetrators (2)</li> <li>No mention (1)</li> </ul>	<ul style="list-style-type: none"> <li>Five of the six incidents involved three to five perpetrators.</li> </ul>
<b>Weapons Possessed by Perpetrators</b> <ul style="list-style-type: none"> <li>Knives (3)</li> <li>No mention (3)</li> </ul>	<ul style="list-style-type: none"> <li>Of the six incidents, three involved perpetrators armed with knives.</li> <li>There was no mention of weapons in the other three incidents</li> </ul>
<b>Treatment of Crewmembers</b> <ul style="list-style-type: none"> <li>Tied the crew (1)</li> <li>Threatened the crew (1)</li> <li>No injuries mentioned (6)</li> </ul>	<ul style="list-style-type: none"> <li>In all the incidents, no injuries to the crew were reported</li> <li>Of the three incidents where perpetrators were armed with knives, one incident involved tying the crew, one involved threatening the crew</li> </ul>
<b>Economic Loss</b> <ul style="list-style-type: none"> <li>Engine spare parts (2)</li> <li>Ship stores (1)</li> <li>Breathing Apparatus Compressor (1)</li> <li>Nothing stolen (2)</li> </ul>	<ul style="list-style-type: none"> <li>Engine spare parts and ship stores were targeted</li> </ul>

## INCIDENTS ON BOARD VESSELS WHILE UNDERWAY

*South China Sea*

Six incidents, comprising of five actual and one attempted, reported on board vessels while underway in the South China Sea in 2017. Majority occurred on board small tankers (below 5,000 GT), with all incidents occurring during the hours of darkness. The perpetrators were armed and controlled the crew immediately after boarding the ship, though they did not harm them. They targeted the cargo on board the ship's or the crew's personal belongings and cash. Below is the modus operandi for these incidents:

Modus Operandi	Observations
<b>Type of Ships</b> <ul style="list-style-type: none"> <li>Chemical tanker (2)</li> <li>Product tanker (2)</li> <li>Bulk carrier (1)</li> <li>LPG tanker (1)</li> </ul>	<ul style="list-style-type: none"> <li>Five of six are tankers, one is a bulk carrier</li> <li>Five of the six actual incidents involved ships below 5,000 GT. One attempted incident involved a tanker above 6,000 GT</li> </ul>
<b>Flag of Ships</b> <ul style="list-style-type: none"> <li>Thailand (3)</li> <li>Marshall Islands (2)</li> <li>Hong Kong, China (1)</li> </ul>	<ul style="list-style-type: none"> <li>Of the five incidents, three involved Thai-flagged tankers</li> </ul>
<b>Time of Incident</b> <ul style="list-style-type: none"> <li>Between 2100 – 0435 hrs (6)</li> </ul>	<ul style="list-style-type: none"> <li>All incidents occurred during the hours of darkness</li> </ul>
<b>Boats Used by Perpetrators</b> <ul style="list-style-type: none"> <li>Small boat (3)</li> <li>Mother ship (2)</li> <li>Speed boat (1)</li> </ul>	<ul style="list-style-type: none"> <li>Small boats were used</li> <li>Mother ships were reported in the two incidents involving theft of oil cargo</li> </ul>
<b>Number of Perpetrators</b> <ul style="list-style-type: none"> <li>Thirteen perpetrators (1)</li> <li>Six perpetrators (2)</li> <li>Four perpetrators (1)</li> <li>Two perpetrators (1)</li> <li>No mention (1)</li> </ul>	<ul style="list-style-type: none"> <li>Four actual incidents, out of six, involved four to thirteen perpetrators</li> </ul>
<b>Weapons Possessed by Perpetrators</b> <ul style="list-style-type: none"> <li>Guns and knives (3)</li> <li>Knives/machetes only (2)</li> <li>No mention (1)</li> </ul>	<ul style="list-style-type: none"> <li>Of the five actual incidents, three involved perpetrators armed with guns and knives; and two incidents involved perpetrators armed with knives/machetes only. No mention for the attempted incident</li> </ul>
<b>Treatment of Crewmembers</b> <ul style="list-style-type: none"> <li>Tied the crew (2)</li> <li>Locked the crew (1)</li> <li>Forced the crew (2)</li> <li>Threatened the crew (1)</li> </ul>	<ul style="list-style-type: none"> <li>Of all the actual incidents, the perpetrators either controlled the crew or forced the crew, but did not harm them. They targeted the cargo on board, personal belongings and/or cash</li> </ul>
<b>Economic Loss</b> <ul style="list-style-type: none"> <li>Personal belongings and cash (3)</li> <li>Cargo discharged (2)</li> <li>Nothing was taken (1)</li> </ul>	<ul style="list-style-type: none"> <li>Three incidents reported loss of personal belongings and cash</li> <li>Two incidents reported theft of oil cargo. The perpetrators damaged the communication system in one of the incidents before they escaped</li> </ul>

### ***Straits of Malacca and Singapore***

A total of nine incidents, consisting of seven actual and two attempted, were reported on board ships while underway in the Strait of Malacca and Singapore in 2017. Below is the modus operandi involving these incidents:

Modus Operandi	Observations
<b>Type of Ships</b> <ul style="list-style-type: none"> <li>Bulk carrier (3)</li> <li>Tanker (2)</li> <li>Chemical tanker (1)</li> <li>General cargo ship (1)</li> <li>Oil tanker (1)</li> <li>Tug boat (1)</li> </ul>	<ul style="list-style-type: none"> <li>No particular type of ship was targeted</li> </ul>
<b>Flag of Ships</b> <ul style="list-style-type: none"> <li>Liberia (3)</li> <li>Panama (2)</li> <li>Hong Kong, China (1)</li> <li>Marshall Islands (1)</li> <li>Singapore (1)</li> <li>Vietnam (1)</li> </ul>	<ul style="list-style-type: none"> <li>No evidence that certain flagged vessels were targeted</li> </ul>
<b>Time of Incident</b> <ul style="list-style-type: none"> <li>Between 2000 – 0315 hrs (8)</li> <li>At 0720 hrs (1)</li> </ul>	<ul style="list-style-type: none"> <li>Eight incidents occurred during the hours of darkness</li> <li>One incident involving an unmanned jack-up rig towed by tug boat <i>MMA CRYSTAL</i> was reported to have occurred at 0720 hrs</li> </ul>
<b>Location</b> <ul style="list-style-type: none"> <li>Eastbound lane of the TSS (6)</li> <li>Westbound lane of the TSS (2)</li> <li>Malacca Strait (1)</li> </ul>	<ul style="list-style-type: none"> <li>Majority of the incidents (6) occurred on board vessels while underway in the eastbound lane of the TSS</li> </ul>
<b>Boats Used by Perpetrators</b> <ul style="list-style-type: none"> <li>Small boats/crafts (3)</li> <li>Small fast boat (1)</li> <li>Unknown (4)</li> <li>No mention (1)</li> </ul>	<ul style="list-style-type: none"> <li>Small boats were used</li> </ul>
<b>Number of Perpetrators</b> <ul style="list-style-type: none"> <li>Six perpetrators (2)</li> <li>Five perpetrators (1)</li> <li>Four perpetrators (4)</li> <li>Two perpetrators (1)</li> <li>Unknown (1)</li> </ul>	<ul style="list-style-type: none"> <li>Majority of the incidents (7 of 9) involved four to six perpetrators</li> </ul>
<b>Weapons Possessed by Perpetrators</b> <ul style="list-style-type: none"> <li>Knives (4)</li> <li>Armed but specific type of weapons used not disclosed (1)</li> <li>No information available (4)</li> </ul>	<ul style="list-style-type: none"> <li>Of the four incidents involving perpetrators armed with knives, three reported that they entered the ship's engine room</li> </ul>
<b>Treatment of Crewmembers</b> <ul style="list-style-type: none"> <li>Crew was confronted (3)</li> </ul>	<ul style="list-style-type: none"> <li>The incident involving <i>GP T2</i> reported that the ship duty oiler was tied up in the</li> </ul>

- No injuries reported (6)

engine room.

- The incident involving *NAVE BUENA SUERTE* reported that the perpetrators forced the 2<sup>nd</sup> Engineer to show them the way out of the engine room
- The incident involving *KOR SEA* reported that one crewman was confronted and punched

#### Economic Loss

- Mobile phone (1)
- Engine spare parts (3)
- Ropes (1)
- Nothing stolen (4)

- Five incidents reported economic loss, of which three reported loss of engine spare parts

## ABDUCTION OF CREW FROM SHIPS IN THE SULU-CELEBES SEA AND OFF EASTERN SABAH

### SITUATION UPDATE

In 2017, there were three actual incidents and four attempted incidents of abduction of crew 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

As of December 2017, nine crewmembers are still being held in captivity. The Philippine authorities continued to conduct pursuit operations and intensify its military operations to rescue the abducted crewmembers and to neutralize the militant group.

MS Risk continues to reiterate that all vessels re-route from the area, where possible. Otherwise, ship Masters and crewmembers are strongly urged to exercise extra vigilance while transiting the Sulu-Celebes Sea and eastern Sabah region, maintain communication for monitoring and immediate responses of any eventualities by authorities to the following centres:

- **Philippine Coast Guard District**  
Southwester Mindanao  
Operation Centre  
Tel: +63 929686 4129  
Tel: +63 929686 0689  
VHR: Channel 16 with call-sign "ENVY"  
Email: [hcgdswm@yahoo.com](mailto:hcgdswm@yahoo.com)
- **Navy – Littoral Monitoring Station (LMS)**  
Bongao, TawiTawi  
Tel: +63 917774 2293  
VHF: Channel 16  
Email: [jointtaskgrouptt@gmail.com](mailto:jointtaskgrouptt@gmail.com)

- **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)

## HIJACKING OF SHIPS FOR THEFT OF OIL CARGO

In 2017, three incidents involving the hijacking of ships for theft of oil cargo were reported. Generally, the modus operandi of the perpetrators in these incidents were fairly similar, as shown below:

	<i>C.P. 41</i>	<i>MGT1</i>	<i>EVER PROSPER</i> <i>EVER OMEGA</i>	Observations & Comments
<b>Type of ships</b> <b>Gross tonnage</b>	Product tanker -2752 GT	Product tanker -983 GT	Tug boat Towing barge	Two incidents involving product tanker
<b>Flag of ships</b>	Thailand	Thailand	Malaysia	Two incidents involved Thailand-flagged vessel
<b>Time of incident</b>	2100 hrs	2100 hrs	0400 hrs	All incidents occurred during hours of darkness
<b>Location</b>	Approx. 25 nm off Kuantan, Malaysia	Approx. 54 nm east off Kuala Dungun, Kuala Terengganu, Malaysia	Off Pulau Penghibu, Indonesia	<ul style="list-style-type: none"> <li>• Two incidents occurred in the SCS</li> <li>• One incident occurred in Indonesia in the vicinity of SCS</li> </ul>
<b>Boats used by perpetrators</b>	Mother ship (1)	Small fast boats (2) Mother ship (1)	No mention	Apparently, mother ships were used in two incidents
<b>Number of perpetrators</b>	6 men	13 men	No mention	
<b>Weapons possessed by perpetrators</b>	Guns and knives	Guns and knives	Knives	<ul style="list-style-type: none"> <li>• Perpetrators were armed with guns in two incidents</li> <li>• No reports of the guns being discharged</li> </ul>
<b>Treatment of</b>	The crew was	The crew was	The crew were	In all incidents, the

crewmembers	threatened and locked in the engine room	forced but not injured	tied up and controlled, but later all released	crew were threatened and controlled but not injured
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The perpetrators were interested in the oil cargo carried on board the targeted vessels and had no intention to hijack the ships or to kidnap the crewmembers. They boarded the ships during the hours of darkness far away from coast. There was no report of violence involved in these incidents. Although the perpetrators immediately controlled the crewmembers after successful boarding, they left the crew unharmed as soon as they finished transferring the oil cargo. The perpetrators had steered the ship to a location further away from the coast to carry out siphoning of the oil cargo to a mother ship, which came alongside the ship. The case involving *C.P.41*, the ship reported that the perpetrators destroyed the communication and navigation equipment and escaped after completing the oil transfer.

## CONCLUSION

The number of incidents of piracy and armed robbery against vessels in Asia in 2017 has increased by 19% compared to 2016, with a total of 101 incidents reported – comprising of 89 actual incidents and 12 attempted incidents. This compares to 85 incidents that were recorded in this region in 2016. With the exception of 2008 and 2016, the total number of incidents reported in 2017 was the lowest amongst the past 10 years (2008 – 2017).

2017 saw improvements at ports and anchorages in India, Malaysia and Vietnam. The situation of abduction of crewmembers from vessels in the Sulu-Celebes Sea and waters off Eastern Sabah has also improved, with three actual incidents reported last year, compared to the 10 that were reported in 2016. Furthermore there has been no report of an actual incident of abduction of crew since March 2017.

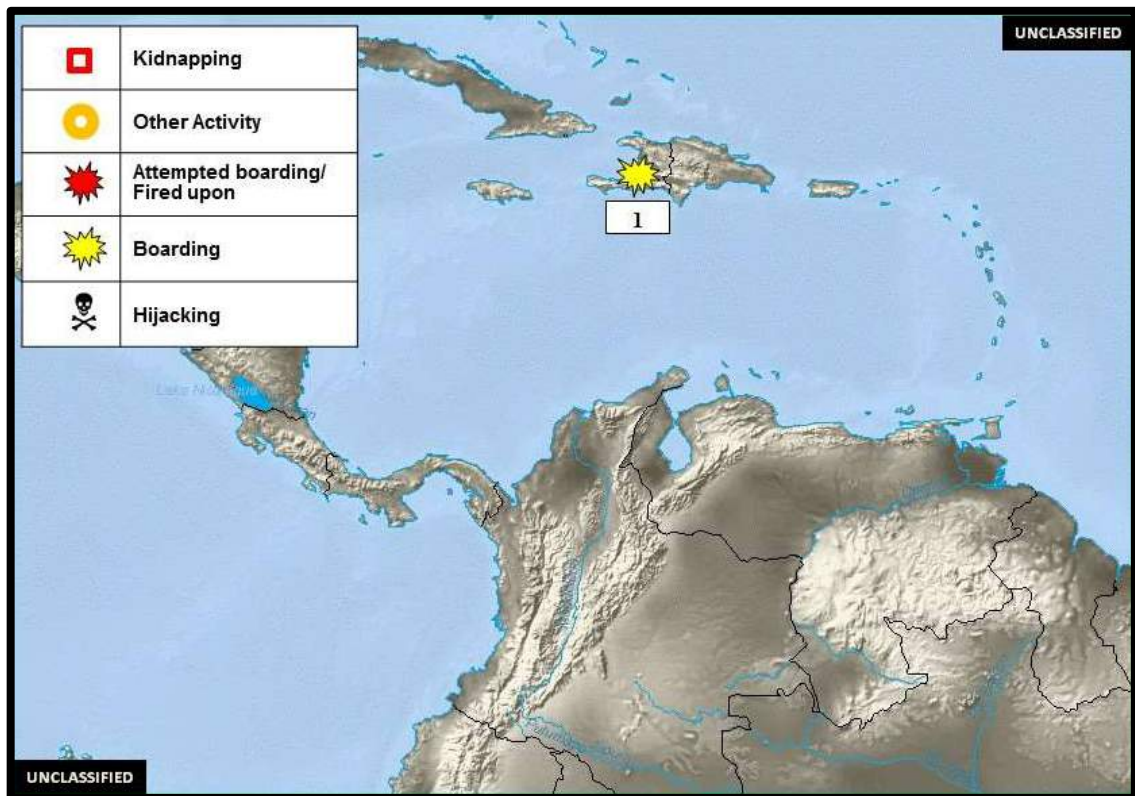
Of concern is the increase in the number of incidents that were reported in the Philippines, Bangladesh, Singapore Straits and South China Sea. Of further concern was the recurrence of three incidents involving the hijacking of ships for theft of oil cargo in 2017. Notably, the percentage of incidents involving perpetrators who were armed in 2017 has increased compared to the past four years (2013 – 2016).

## WORLDWIDE

### NORTH AMERICA

- No current incidents to report

### CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA



- **10 January (Haiti – Late Report)** – A robber boarded an anchored tanker near position 18:34 N – 072:22 W, Port Au Prince Anchorage, stole ship's properties and escaped unseen. The theft was discovered by a duty crewman during routine rounds.



**ATLANTIC OCEAN AREA**

- No current incidents to report

**NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC**

- No current incidents to report

**MEDITERRANEAN/BLACK SEA**

- No current incidents to report

**ARABIAN GULF**

- No current incidents to report

**EAST ASIA/INDIAN SUBCONTINENT**

- No current incidents to report

**EASTERN AND SOUTHERN AFRICA**

- No current incidents to report

**NORTHEAST ASIA**

- No current incidents to report

**PACIFIC OCEAN/SOUTHERN OCEAN**

- No current incidents to report

## MIGRATION



Despite the cold winter weather, migrant crossings in the Mediterranean have continued throughout the winter period, with the Western Mediterranean corridor continuing to see migrants trying to reach Spain.

### SOME 1,400 MIGRANTS RESCUED AT SEA

**16 January** – According to Italy's coastguard, some 1,400 migrants were picked from overcrowded boats off the coast of Libya on Tuesday, adding that two bodies were also recovered. A statement released by the coastguard indicated that vessels belonging to the Italian coastguard and police, the European Union anti-smuggling operation, Sophia, and ships run by humanitarian groups took part in eleven rescue operations. No details about the nationalities of those rescued have been released, nor was there further information about the deaths. While hundreds of thousands of migrants have reached Europe via Italy after setting off in boats from North Africa over the past four years, it is unusual to see so many rescued on a single day during the winter season, when the seas tend to be rough.

### NEARLY 1,000 MIGRANTS HAVE ALREADY REACHED ITALY THIS YEAR

**16 January** – The Italian Interior Ministry reported on Tuesday that so far this year, 974 migrants have reached Italy by sea, down from 2,393 during the same period last year. This figure however was released before nearly 1,400 migrants were rescued later in the day. Immigration is one of the hot issues ahead of a national election in Italy on 4 March. The ruling Democratic Party has pointed to a sharp fall in arrivals from Libya since July last year as proof that it is now managing what before seemed like an endless flow of migrant boats.

### SEVEN MIGRANTS DIE WHILE TRYING TO REACH CANARY ISLANDS

**15 January** – According to Spanish authorities, seven North African migrants died on Monday trying to reach Spain's Canary Islands from Morocco in a small inflatable boat. A rescue crew found five of the men dead in the boat, which was drifting off Bastian beach on Lanzarote island, about 130 km (80 miles)

from the Moroccan coastline, while two other men died trying to swim for the coast. Medical services were treating for various stages of hypothermia twenty others that managed to swim to shore. Authorities received an emergency call at about midday alerting them to the drifting boat and found the five dead bodies inside. While a police spokesman has disclosed that their cause of death is currently unknown, it is likely that the drowned or died from hypothermia.

## SPOTLIGHT ON LIBYA

## PORT STATUS AS OF 21 JANUARY 2018

Port Name	Port Status	Risk Level
Port of Abu Kammash	Open	Low
Port of al-Khums (Homs)	Open	Low
Port of As-Sidra (Sirte, Es Sider)	Open	Moderate-High
Port of Benghazi	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	Moderate
Port of Tripoli	Open	High
Port of Zawiya (Zawia)	Open	Moderate
Port of Zueitina	Open	Low

## ACTIVITY REPORTING

**UN ENVOY: MILITARY FORCES ARE "FLEXING THEIR MUSCLES"**

**18 January** – UN envoy for Libya, Ghassan Salame, said on Wednesday that military forces "are flexing their muscles in many parts of the country" and the nation needs a competent government. Salame told the Security Council that "the specter of violence remains present," pointing to clashes between forces allied with two rival communities close to Libya's border with Tunisia, rival groups at a flashpoint in the eastern vicinity of the capital of Tripoli, and heightened tension around the city of Derna. He delivered the briefing by videoconference from Tunis "because bloody clashes at [Tripoli] airport have halted all flights in and out ... for the whole week." Salame said that although a formal agreement is yet to be reached, consensus is "desirable and reachable." He added that Libya needs a government that can deliver desperately needed public services, unify the country's institutions, provide order and justice, and preside over elections that would end the current transition. He lamented that civilians continue to be killed and injured "in crossfire and indiscriminate attacks" and "armed groups fight recklessly in residential areas, with no thought to the safety of civilians." Rebuffing calls to end the arms embargo, Salame stated that Libya already has "20 million pieces of arms" and the arms embargo on the North African nation "has never been more important.[...] It is for this reason that recent reports of a large shipment of explosives intercepted by the Greek Coast Guard are particularly alarming." The UN panel of experts monitoring the arms embargo on Libya is looking into the shipment. (See below for news item from 11 January: Greece seizes freighter carrying explosives to Libya.)

**LIBYA CONDEMNS ITALY'S INCREASE OF TROOPS IN MISURATA**

**18 January** – The National Defense and Security Committee of the Tobruk-based House of Representatives has condemned Italy's decision to deploy more troops in the city of Misurata, calling it a "clear violation of Libya's sovereignty by Italy" in a statement. The committee warned Italy against "continued violation of Libya's sovereignty," and demanded explanation from Italy. The Italian parliament on Wednesday approved the increase of Italian troops in Libya. Italian Prime Minister Paolo Gentiloni said earlier that Italy will transfer part of its military units from Iraq and Afghanistan to North Africa to combat illegal immigration and counter terrorism threats. In September 2016, the Italian government sent a non-combat military mission, which includes about 100 special forces personnel, at the request of the Libyan UN-backed government to Misurata, some 200 km east of the capital Tripoli, to provide protection for the Italian field hospital inside Misurata air base. Mitiga airport closed amid clashes in Tripoli

**CLASHES IN TRIPOLI KILL 20, CLOSE AIRPORT**

**16 January** – Fierce clashes broke out in Tripoli on Monday, killing at least 20 people, shutting the only functional airport in Tripoli, and damaging planes. The government says clashes stemmed from a failed attempt to spring militants from a nearby prison. The attack triggered the heaviest fighting in Tripoli for months, undercutting claims by the internationally recognised Government of National Accord (GNA) to have largely stabilised the city. The clashes also undermine GNA efforts to persuade diplomatic missions to return. Automatic gunfire and artillery rounds could be heard from the city centre early in the day and authorities at Mitiga airport, which operates all civilian air traffic to and from the capital, said flights had been suspended until further notice. A Reuters reporter saw one Airbus A319 sitting in a hangar at Mitiga with a hole in its roof from artillery fire. At least four other aircraft suffered what appeared to be

lesser damage from gunfire. The fighting pitted the Special Deterrence Force (Rada), one of Tripoli's most powerful armed groups, against a rival faction based in the city's Tajoura neighborhood. Rada acts as an anti-crime and anti-terrorism unit and controls Mitiga airport and a large prison next to it. It is aligned with the GNA and is occasionally targeted by rivals whose members it has arrested. Rada said the airport had been attacked by men loyal to a militia leader known as Bashir 'the Cow' and others it had been seeking following their escape from a prison it controls elsewhere in Tripoli. The GNA said the attack had "endangered the lives of passengers, affected aviation safety and terrorised residents." At least 20 people were killed in the clashes and 60 wounded, including civilians, a health ministry official said. Mitiga is a military air base near the centre of Tripoli that began hosting civilian flights after the international airport was put out of service in 2014. In an adjacent prison, Rada says it is holding some 2,500 people, including ISIS suspects..

## 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 JLT

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

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

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

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

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MS Risk 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)

### 24 HR CONTACT INFORMATION:

Email: [operations@msrisk.com](mailto:operations@msrisk.com)



South Suite, Ragnall House, 18 Peel Road  
Douglas, Isle of Man, IM1 4LZ

24 hr Global Contact: +44 207 754 3555

[www.msrisk.com](http://www.msrisk.com)

**Directors**

S.J. Bingham, P.A. Crompton, P.O.J. Tracy

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