

MS | RISK

# Maritime Security Review



Issue No. 4  
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## INCIDENTS AT SEA

Reporting Period: 22 - 28 January 2018

Region	Current Incidents	Late Reported Incidents	Threat Level
<b>MAIN REGIONS</b>			
Gulf of Aden/Arabian Sea	0	2	Medium
Gulf of Guinea	1	3	Medium
Southeast Asia	0	2	Medium
<b>WORLDWIDE</b>			
North America	0	1	Low
Central America/Caribbean/ South America	0	2	Medium
Atlantic Ocean Area	0	0	Low
Northern Europe/English Channel/Baltic	0	0	Low
Mediterranean/ Black Sea	0	0	Low
Arabian Gulf	0	0	Low
East Asia/Indian Subcontinent	0	0	Low
Southern Africa	0	0	Low
Northeast Asia	0	0	Low
Pacific Ocean/Southern Ocean	0	0	Low

**Piracy Levels are determined on a weekly basis as follows:**

- HIGH**            5 or more incidents in the current reporting period
- MEDIUM**        2 – 4 piracy incidents in the current reporting period
- LOW**              0 – 1 piracy incidents in the current reporting period

**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.

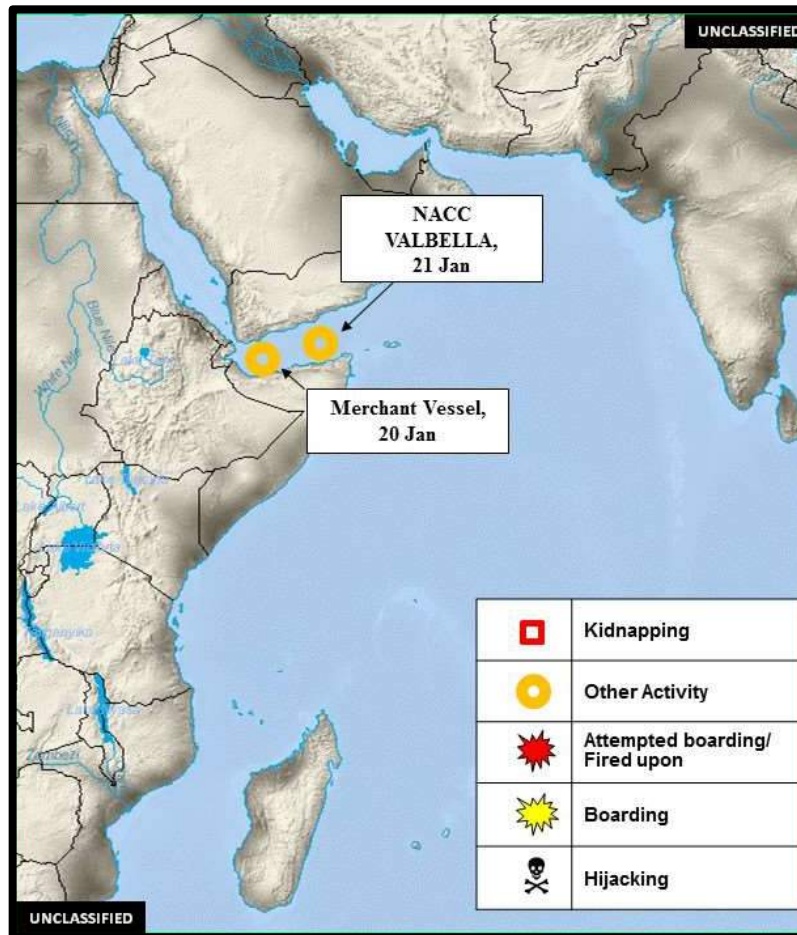
Some vessels transiting this region may have increasingly become complacent in the belief that the piracy threat had diminished. However, poverty and other motivating factors for piracy remain. The threat of attack and/or hijacking remains significant as the root causes on the ground in Somalia have 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:

2

**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

- **21 January (Gulf of Aden – Late Report)** – The bulk carrier *NACC VALBELLA* was headed from the Suez Canal to Cebu, in the Philippines, when the vessel was approached. The incident occurred 90 miles southeast of the Yemeni port of Mukalla in the Gulf of Aden. The vessel's owner said that all crewmembers were unharmed. A security company spokesman said that a mothership pulling two skiffs approached the vessel's bow. The vessel's armed guards initially fired a flare, but the mothership continued its approach. The guards then fired an aerial warning shot, to which the assailants responded with shots. The perpetrators fled after the guards fired a second warning shot.
- **20 January (Gulf of Aden - Late Report)** – A small boat made a suspicious approach against a Panama-flagged merchant vessel under escort by a Chinese Navy frigate in the western Gulf of Aden. The naval vessel fired warning flares and positioned itself for further action against the small boat, forcing it to turn away.

#### MARITIME REPORTING

- **22 January (Somalia)** – On Sunday, embarked maritime security contractors aboard a bulker repelled a pirate attack in the high-risk area (HRA) off the coast of Somalia. According to maritime security firm LSS-SAPU, the cement carrier *NACC VALBELLA* was transiting 90 nautical miles south of Mukalla, Yemen when it was approached by a pirate mothership. The LSS security unit on board the *VALBELLA* lit warning flares, in keeping with their rules of engagement, and then fired warning shots. The pirate mothership opened fire and the guards on board the bulker fired another volley of warning shots. The pirates then abandoned their attack and moved away. While the *VALBELLA* did not suffer material damage and no injuries were reported, it is a further sign of the ongoing threat of piracy in this region.
- **22 January (Somalia)** – On Friday, Indian authorities deported 41 Somali pirates who were arrested in Indian waters in 2011. The Somali government arranged a charter flight to bring them back to their homeland. The convicted pirates were amongst a group of 120 Somalis who were arrested during the peak of the piracy epidemic off the coast of Somalia. Most of them were captured by the Indian Navy and Coast Guard off the Lakshadweep Islands, which are located over 1,000 nautical miles east of Somali waters. In a series of actions between January and March 2011, Indian units deterred ongoing attacks on the region's merchant shipping, capturing scores of pirates and freeing more than fifty hostages aboard pirate motherships. These pirates were taken to the Indian mainland and imprisoned pending trial. During this period, three died in jail and last year, the remaining 117 suspects were sentenced to time served followed by deportation. All are scheduled to be sent back to Somalia by the end of February. According to lawyer Vishwajeet Singh, their appointed representative, "another 76 will be released in two batches on February 15 and 23 and will be sent back to their home country

**WEATHER FORECAST: GULF OF ADEN, ARABIAN SEA, RED SEA****WEATHER FORECAST VALID FROM 25 - 31 JANUARY 2018**

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

- **Extended Forecast:** Westerly 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, and seas of 3 – 5 feet in the northern section of the coastline; with northeast winds of 15 – 20 knots, and seas of 3 – 5 feet in the southern section of the coastline.

- **Extended Forecast:** Northeast winds of 15 – 20 knots and seas of 5 – 7 feet in the northern section of the coastline; with northeast winds of 15 – 20 knots, and sea of 7 – 9 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:** Westerly winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet in the northern Channel; with southeast winds of 15 – 20 knots, and seas of 7 – 9 feet in the southern Channel.

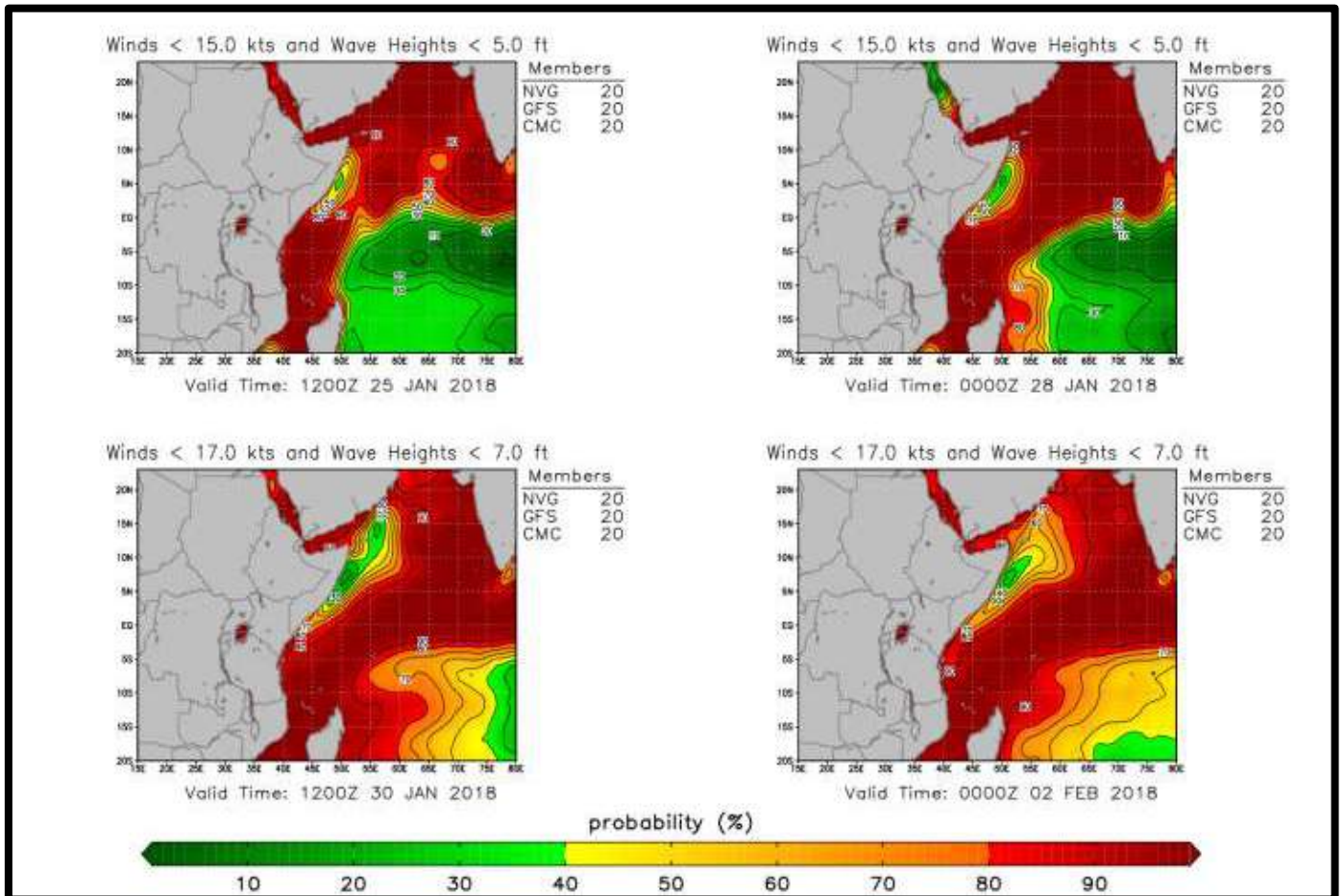
- **Extended Forecast:** West-southwest winds of 5 – 10 knots, gusting to 15 knots, and seas of 3 – 5 feet in the northern Channel; with southeast winds of 15 – 20 knots and seas of 5 – 7 feet in the southern Channel.

**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 28 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.*

**\*\*\*NEW GUIDELINES FOR SECURITY IN RED SEA\*\*\***

In response to rising threats stemming from the conflict in Yemen, BIMCO, ICS and INTERTANKO have published interim guidance on maritime security in the southern Red Sea and Bab al-Mandeb. The Interim Guidance on Maritime Security in the Southern Red Sea and Bab al-Mandeb is available here: <http://www.ics-shipping.org/docs/default-source/Piracy-Docs/1---interim-guidance-on-maritime-security-in-the-southern-red-sea-and-bab-al-mandeb.pdf?sfvrsn=0>.

## ACTIVITY REPORTING

**INTERIM MARITIME GUIDANCE FOR MARITIME SECURITY IN THE RED SEA AND BAB-AL-MANDAB**

**24 January** – In response to rising threats stemming from the conflict in Yemen, BIMCO, ICS and INTERTANKO have published interim guidance on maritime security in the southern Red Sea and Bab al-Mandeb. The European Union Naval Force (EUNAVFOR) and the Combined Maritime Forces (CMF) have advised that a range of threats other than piracy, such as sea mines and water-borne improvised explosive devices (WBIEDs), are potential risks in the area. The guidance stresses the importance of using the Maritime Security Transit Corridor, registration with MSCHOA and reporting to UKMTO, as well as reviewing and updating risk assessments and plans to include these new threats. The guidance also includes advice specific to identified threat types, including WBIEDs and complements the guidance provided in BMP 4. The Interim Guidance on Maritime Security in the Southern Red Sea and Bab al-Mandeb is available here: <http://www.ics-shipping.org/docs/default-source/Piracy-Docs/1---interim-guidance-on-maritime-security-in-the-southern-red-sea-and-bab-al-mandeb.pdf?sfvrsn=0>.

**US CITIZEN HELD BY HOUTHIS RELEASED**

**25 January** – A U.S. citizen held by the Houthis since September 2017 has been released and taken to Oman, sources in Sanaa said. Danny Lavon Burch, who works for the Yemeni Safer oil company and is married to a Yemeni citizen, was detained in Sanaa after taking his children to school, according to two colleagues. Sources said Burch was accompanied to Muscat by Mohammed Abdel-Salam, a senior Houthi leader. Yemeni officials said this week that Houthi officials were due in Muscat soon for a fresh bid to try to restart U.N.-sponsored peace talks held in Kuwait in 2016 but ended without an agreement.

**HOUTHIS FIRE ROCKETS AT MILITARY PARADE- 7 KILLED**

**22 January** – Yemeni security officials say Houthi rebels fired Katyusha rockets on a military parade near Taiz, killing at least seven people, including a local journalist, in an apparent assassination attempt on the interior minister and his deputy. The officials said three civilians and four soldiers were killed; a Yemeni correspondent for satellite broadcaster Russia Today was wounded. Overnight and into the morning, coalition airstrikes around the Houthi stronghold of Saada in the north killed at least seven people, including five children, the pro-Houthi Masirah channel reported.

**UAE-BACKED GROUP VOWS TO 'OVERTHROW' YEMEN'S GOVERNMENT**

**22 January** – A group of separatists in southern Yemen, backed by the United Arab Emirates (UAE), has declared a state of emergency in the port city of Aden and vowed to overthrow the country's internationally recognised government within the next week. Aidarous al-Zubaidi, the leader of the Southern Transitional Council (STC), said Yemen's parliament would be barred from convening in Aden or anywhere else in southern Yemen unless President Abd-Rabbu Mansour Hadi replaced Prime Minister Ahmed bin Daghr and his entire cabinet. Al-Zubaidi accused Hadi's government of "rampant corruption" and of "waging a misinformation campaign against the southern leaders using state funds". The SRF, an armed group that has clashed with forces loyal to Hadi for control of strategic areas including Aden airport, will "become the core of a new force that will rebuild South Yemen's security and military institutions." Several commanders from security forces set up by the UAE reportedly attended the meeting and declared their support for the announcement. The statement, however, did not give details on how it intended to topple Hadi's government, only that he had a week to comply.

#### PIRACY ATTACK NEAR MUKALLAH PORT

**21 January** – The *NACC Valbella* was targeted by pirates off Yemen at 8.30 pm. A pirate ship approached the ship 90 nautical miles southeast of the port of Mukallah. An armed guard who was on board fired warning shots towards the pirate ship. There was initially a reaction by firing upon the *NACC Valbella* but eventually the pirates retreated. The crew are safe; the ship did not suffer any material damage.

#### GERMANY HALTS ARMS EXPORTS TO PARTIES IN YEMEN WAR

**19 January** – Germany will not approve arms exports to countries involved in the conflict in Yemen, a move that could affect sales of military hardware to Saudi Arabia. Chancellor Angela Merkel's Union bloc and the center-left Social Democrats agreed during preliminary coalition talks last week to "immediately" stop approving arms exports to countries involved in the conflict. Government spokesman Steffen Seibert said on Twitter Friday that Germany "isn't taking any arms export decisions right now that aren't in line with the results of the preliminary talks." Saudi Arabia, which supports Yemen's internationally recognized government in its war with Iran-backed Shiite rebels, is a major buyer of German arms.

### 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.

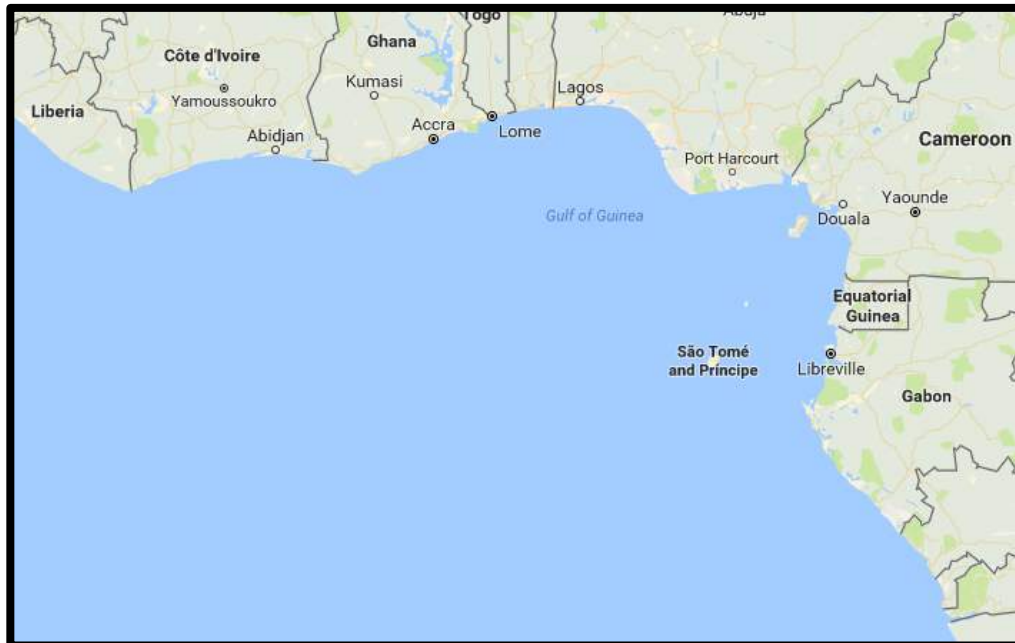
### SAUDI COALITION INSPECTIONS

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



Current  
Incidents:

4

### 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

- No current incidents to report

#### UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

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

- **24 January (Nigeria)** – A merchant tanker was attacked near position 03:30 N – 006:20 E, 50 nautical miles south of Brass. Nigerian Navy troops on board the vessel repelled the attack.
- **24 January (Nigeria)** – A bulk carrier was attacked by two speedboats with 2 – 3 armed men in each boat near position 03:39 N – 006:37 E, 40 nautical miles south of Bonny Fairway Buoy. The speedboats approached the ship on the starboard beam and fired towards the vessel, which

increased speed and the speedboats turned away. Vessel and crewmembers have been reported safe.

#### VESSELS BOARDED

- **5 January (Nigeria – Late Report)** – A duty crewman on board a tanker carrying out STS operations near position 06:17 N – 003:19 E, around 6.24 nautical miles south of Lagos, spotted two robbers near the forecastle. The alarm was raised and the crew was mustered. Upon seeing the crew's alertness, the robbers escaped empty-handed. The incident was reported to the Nigerian Navy.

#### KIDNAPPING

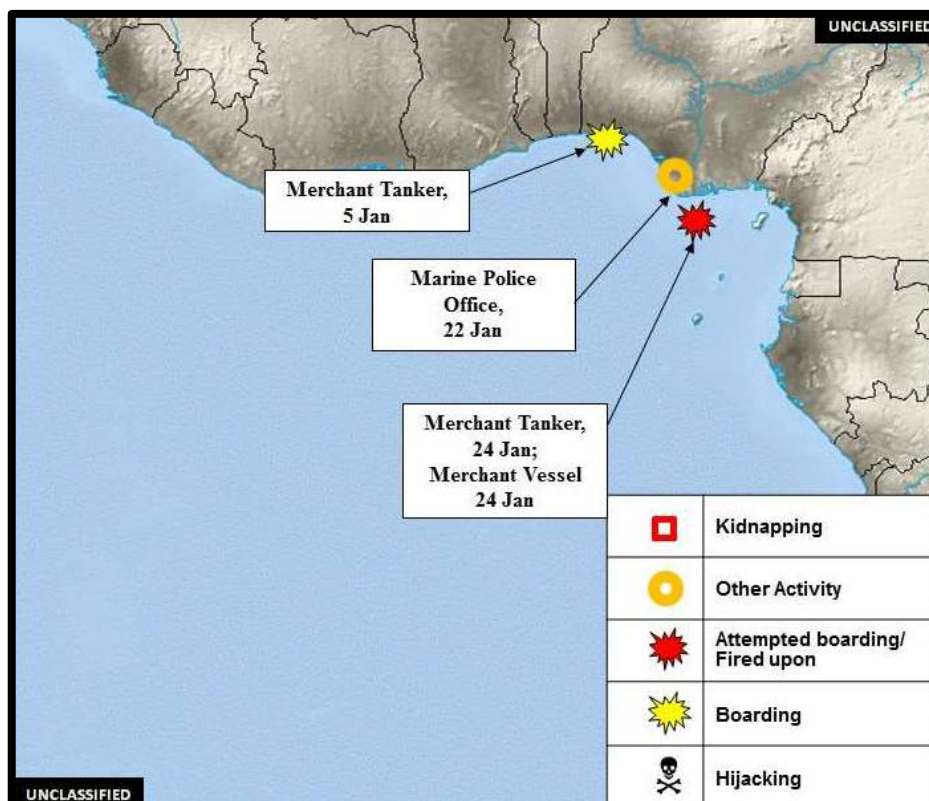
- No current incidents to report

#### SUSPICIOUS ACTIVITY

- No current incidents to report

#### OTHER ACTIVITY

- **22 January (Nigeria)** - Gunmen killed two policemen in Bayelsa State. The gunmen, suspected to be sea pirates, attacked Ogbia Marine Police Division in Ogbia Local Government Area of Bayelsa state. Two police officers were shot dead during the attack, which lasted for over three hours. The gunmen stole two 200-horse power outboard engines in the attack on the police station and escaped into the creeks in gunboats.



**MARITIME REPORTING**

- **22 January (Tanzania)** – Tanzanian President John Magufuli has put a temporary ban on the registration of foreign ships in the country and has ordered over 400 vessels to be investigated for allegations of involvement in criminal activity. A statement released by the president’s office disclosed that “he (Magufuli) issued the instructions...following reports on the seizure of narcotics in at least five vessels flying the Tanzanian flag.” President Magufuli told security forces, “I want to conduct a thorough investigation to vet all the 470 ships that fly the Tanzanian flag,” adding “we cannot allow the image of our country to continue being undermined by some people for their own interests.” The ban comes after at least five foreign-owned ships flying Tanzania’s flag were seized in various parts of the world carrying illegal consignments of weapons and narcotics. Furthermore, the maritime authority in the Indian Ocean archipelago of Zanzibar, which is a semi-autonomous territory of Tanzania, has in previous years been accused of allowing Iranian and North Korean vessels to use the Tanzanian flag to circumvent United Nations sanctions. North Korea is subject to international sanctions imposed over its nuclear programme while sanctions on Iran linked to its nuclear programme were lifted in January 2016, though some of its vessels often operate under other flags for reasons of convenience. In 2012, Tanzania stated that a shipping agent based in Dubai had reflagged 36 Iranian oil tankers with its flag without the country’s knowledge and approval and de-registered the vessels after an investigation. Reflagging ships masks their ownership, which could make it easier for criminal networks and sanctioned nations to obtain insurance and financing for the cargoes, as well as find buyers for the shipments without attracting attention from the Un and other international authorities. President Magufuli has disclosed that the ban on the registration of foreign ships would be in force until the system of reflagging vessels was reviewed. On 6 January, the Greek coastguard impounded a Tanzania-flagged freighter carrying explosives, allegedly destined to war-torn Libya. In December, Dutch naval forces intercepted a Tanzania-flagged merchant vessel carrying 1.6 tonnes of cocaine. Tanzania has said that it has already revoked the registration of the two latest foreign-owned ships seized with illegal consignments of narcotics and weapons.

**WEATHER FORECAST: GULF OF GUINEA****WEATHER FORECAST VALID FROM 25 - 31 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 routinely expected along the Somali and West Africa coasts with increased southerly flow through the Bab el Mandeb Strait due to funnelling effects.



## SOUTHEAST ASIA



Current Incidents:

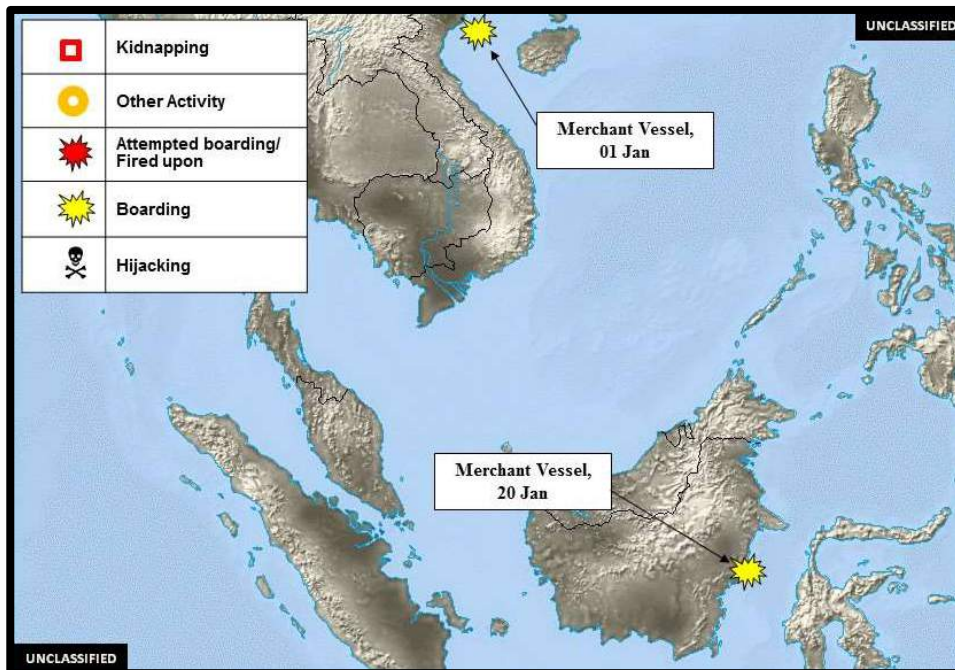
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### WARNING:

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

- **20 January (Indonesia – Late Report)** – Two robbers boarded an anchored vessel near position 00:15 S – 117:35 E, Muara Berau Anchorage. The robbers stole ship properties and escaped. The theft was noticed by crew on routine rounds. Port control was informed.
- **1 January (Vietnam – Late Report)** – A robber boarded an anchored vessel during cargo operations near position 20:57 N – 107:19 E, Cam Pha Loading Anchorage, and escaped with stolen ship properties. The theft was noticed by crewmembers on routine rounds.

#### SUSPICIOUS ACTIVITY

- No current incidents to report

#### OTHER ACTIVITY REPORT

- **19 January (Indonesia – Incident Update)** – Two fishermen kidnapped by Abu Sayyaf militants over a year ago were freed by their captors. The fishermen, La Utu Raali and La Hadi La Adi, were captured on 5 November 2016 in the Sulu Sea, to the northeast of Borneo island and southwest of the Philippines.

#### MARITIME REPORTING

- **24 January (Philippines)** – On Wednesday, Philippine President Rodrigo Duterte disclosed that he may call on China to help secure “high seas” in Southeast Asia from pirates and terrorists. In his speech before leaving for India, President Duterte stated that he might call on China to help guard the Sulu and Celebes Sea, which has been a haven for kidnap-for-ransom terrorists who usually board ships and kidnap dozens of crewmen. The president further disclosed that the Sulu and Celebes Sea, which is located in the western and southern part of the Philippines, are lacking in security, effectively allowing pirates and terrorists to freely pass through. He further praised China for being instrumental in helping Somalia catch pirates in their seas, adding that the only solution to stop piracy and terrorism in Southeast Asia’s waters was a “hardline policy.”

## WEATHER FORECAST: SOUTHEAST ASIA

### WEATHER FORECAST VALID FROM 25 - 31 JANUARY 2018

**SOUTHERN SOUTH CHINA SEA:** Northeast winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet.

- **Extended Forecast:** Northeast winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet.

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

- **Extended Forecast:** 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.

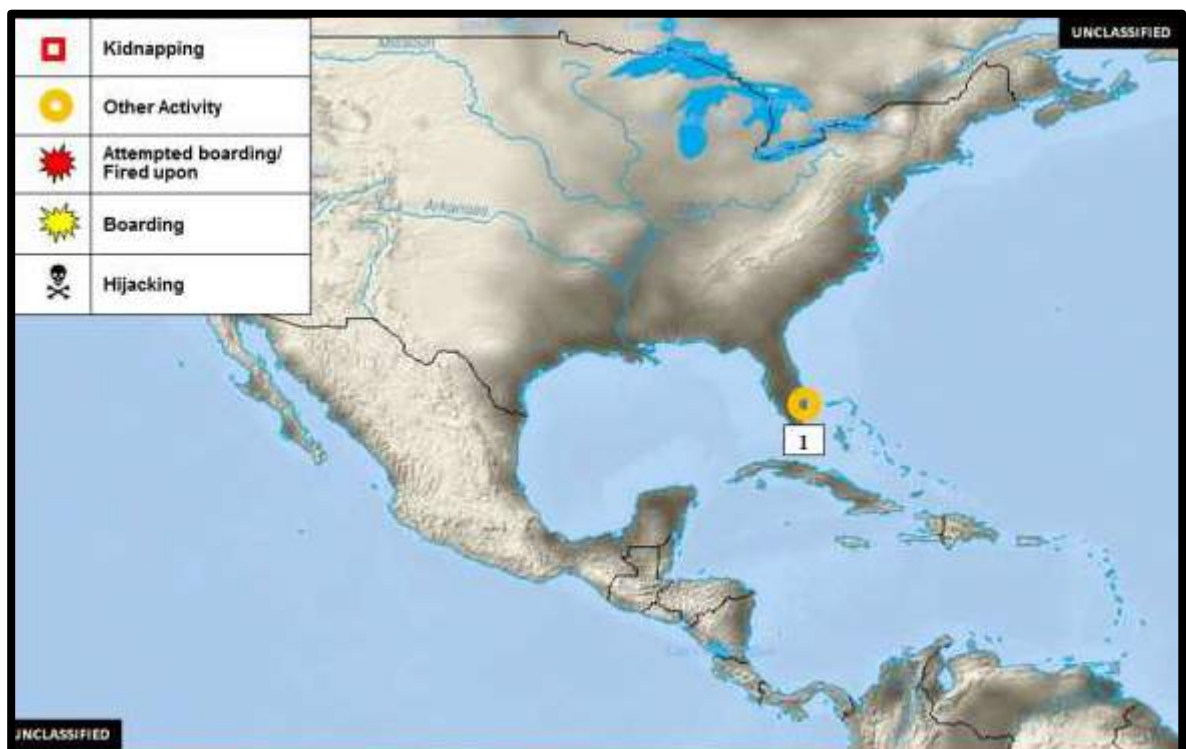
## WORLDWIDE

### NORTH AMERICA

- **17 January (United States – Late Report)** - Authorities in the port of Miami announced that they had seized 500 pounds of cocaine aboard a cargo vessel. Officers examining cargo during an inspection discovered the cocaine in bags hidden behind metal tubing. The bags contained 225 packages containing a white powdery substance that field-tested positive for the presence of cocaine.

Current  
Incidents:

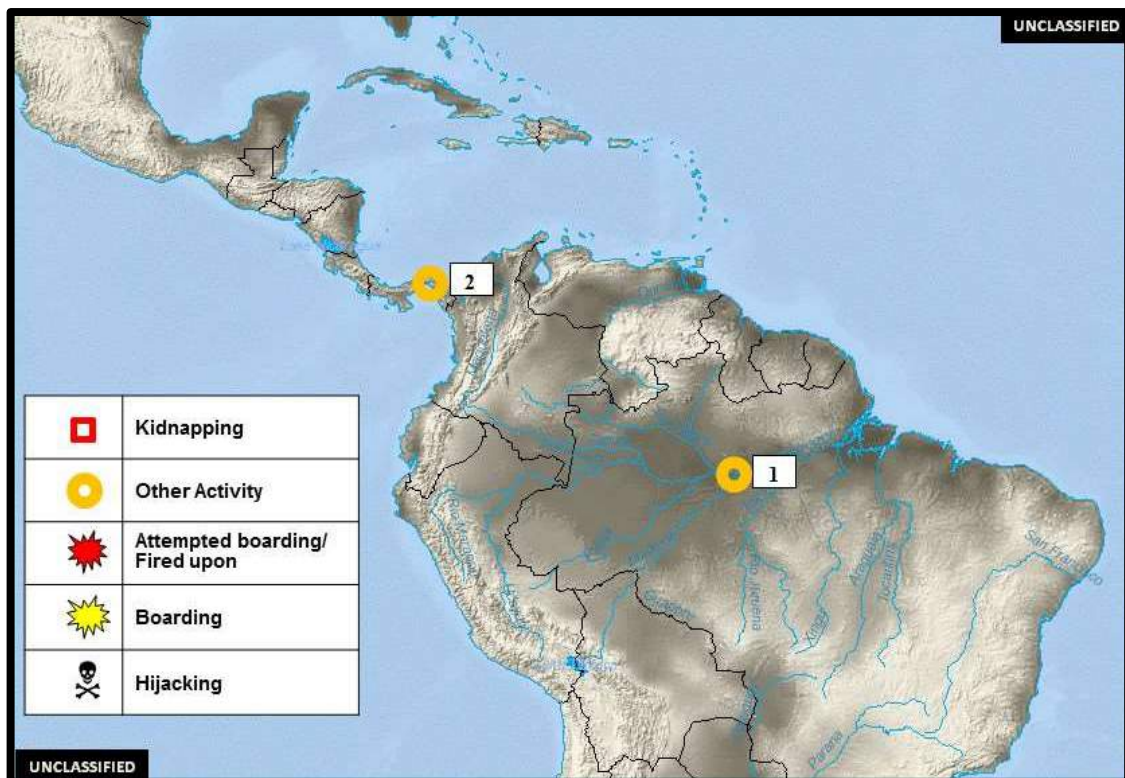
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### CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

- **18 January (Brazil – Late Report)** – Authorities confiscated 444 shipping containers in a probe into illegal logging in the Amazon. The seizures were made as part of an investigation at ports in the riverside city of Manaus, which serves as a key transshipment point for illegal timber.

- **14 January (Panama – Late Report)** – An in the water and not locked dinghy went missing from a sailing yacht anchored in San Blas Wasaladup. There were two separate lines securing the dinghy to the yacht, both were untied at the dinghy end but still secure to the yacht. The owners conducted an extensive search that day and did not locate the dinghy. US \$100 reward was offered. Three days later, the dinghy was found and the promised reward was paid.



#### ATLANTIC OCEAN AREA

- No current incidents to report

#### NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

#### MARITIME REPORTING

- **26 January (France)** – French fishermen have blocked the ports of Calais and Boulogne in protest at so-called pulse fishing, which uses electrified nets to stun fish. Fishing boats stopped ferries from entering or leaving Calais while a roadblock stopped traffic at Boulogne. A Calais port spokeswoman disclosed that they were in talks with the fishermen. A source at the port authority later disclosed that fishermen were allowing one ferry through towards England every hour, though no further information has been released. Calais is a major link between the United Kingdom and France and is used by thousands of tourists and lorries every day. In Boulogne, fishermen set pallets and tyres alight on an

access road while two French boats blocked an area of the port where Dutch trawlers unload their catches. The strike comes after the European Parliament recently voted to ban pulse fishing, which is mainly used by Dutch trawlers. The English port of Dover was also hit by the action, with P&O and DFDS Seaways suspending some scheduled services. DFDS later rerouted some services through Dunkirk while P&O advised some customers to use the Channel Tunnel.

#### **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. The EU's border agency has warned that migrants numbers arriving in Spain are likely to rise this year.

### ILLEGAL MIGRATION TO SPAIN LIKELY TO RISE IN 2018

**22 January** – Europe's border agency Frontex has reported that it expects a further increase in arrivals of illegal migrants to Spain by sea this year after numbers more than doubled in 2017, noting that flows were boosted by the use of fast boats. In 2017, some 22,900 people were detected as they reached Spain via Morocco or Algeria, up from 10,231 reported in 2016. This increase was further boosted by migration from these two North African countries. According to Frontex border agency director Fabrice Leggeri, while arrivals in Italy and Greece via Libya have dropped, total numbers using those routes remain above those to Spain and there are no signs of any major shift. Leggeri went on to say that "economic migrants don't want to end up in a country (Libya) where there are clashes between armed groups...there are individual cases considering finding an alternative route," adding "but the (small) numbers do not make it possible to say there is a displacement." He also disclosed that the EU's border agency was closely monitoring whether there was any shift, by looking at countries such as Niger where migrants could be choosing to go either via Libya to Italy or north or west Africa to Spain. Earlier, Leggeri told a news conference that problems in Morocco's northern Rif region, together with the improvement of Spain's economic situation, have played a role in the increased arrival of illegal migrants to the Iberian peninsula, but there are also sub-Saharan African crossing there. According to Frontex data, nearly 40 percent of migrants intercepted while crossing by sea to Spain were Algerian and Moroccan nationals." Leggeri notes that "the flows arriving from Maghreb countries to Spain are very likely to increase (in 2018)," adding that speedboats, also related to drug trafficking, were being used to move migrants. According to Leggeri, Frontex is finalising plans to make a border operation in the west



Mediterranean, which so far only worked in the summer, permanent, with increased use of air surveillance.

#### **SPAIN: TWO MIGRANTS DEAD AFTER BOAT SINKS IN MEDITERRANEAN SEA**

**22 January** – Spain’s maritime rescue service reported on Sunday that two migrants have died after their boat sank while trying to cross the Mediterranean Sea to reach Europe. The service reported that both of the deceased were men of sub-Saharan origin and that their boat was located late on Saturday about 16 km (10 miles) west of the Island of Alboran. The first man was found dead in the water by a fishing boat that had taken on 32 migrants from the sinking vessel and saved another two who were overboard. A rescue helicopter and ship arrived in time to pull two more men from the water, with the rescue service reporting that one of the men could not be saved. The service added that it also saved another 51 migrants from two other boats between late on Saturday and Sunday morning, adding that Moroccan officials reported that they saved eighteen more from two small boats.

## SPOTLIGHT ON LIBYA

## PORT STATUS AS OF 28 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

## BOMBINGS

**23 January** – A double car bombing in the east Libyan city of Benghazi on Tuesday left at least 33 people dead and dozens more wounded, including senior security figures and civilians. The twin explosions shattered the relative calm that had recently returned to Benghazi, after three years of warfare from 2014 until late last year. The first blast struck outside a mosque in Benghazi's central Al Salmani district as worshippers were leaving evening prayers. Ten to 15 minutes later, after security and health officials had arrived on the scene, a second, more powerful blast was detonated from a Mercedes parked on the opposite side of the street, hitting an ambulance and causing more casualties. Among those killed were a member of the investigation and arrest unit attached to the general command of east Libyan security forces. A senior intelligence official was among around 50 wounded. The victims also included civilians. Health officials said the toll could rise because some of the wounded were in critical condition. It was not immediately clear who was responsible.

## ZUEITINA OIL TERMINAL'S GAS FACTORY REOPENS

**23 January** – Zueitina oil terminal's gas factory has reopened after four years of closure since June 2013. The factory resumed work after weeks-long repairing had been completed last Saturday. The repairing works were done by Libyan a maintenance team, a source from the terminal said. The factory which has four tanks will receive 8000 gas barrels from Abu Al-Tefel field of Millita oil and gas company, the source added, saying it will be producing the local market's needed cooking gas. The factory used to produce in 2013 about 28.000 bpd with 12.000 of them used in C5 and the rest in cooking gas production. Clashes in Tripoli kill 20, close airport

## LIBYA REQUESTS CLARIFICATION INCREASING ITALIAN FORCES IN LIBYA

**16 January** – The Foreign Ministry of Libya's UN-backed government on Friday requested the Italian government to clarify its recent decision to increase its troops in Libya. Libyan Foreign Ministry official Ahmed Al-Arbad said, "The Ministry requested an urgent clarification from the Italian government on the Italian Parliament's vote to increase the number of Italian troops in Libya," Al-Arbad said. The Italian Parliament on Wednesday approved an 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. The National Defense and Security Committee of Libya's eastern-based House of Representatives on Thursday condemned the decision, calling it a "violation of Libya's sovereignty." In September 2016, the Italian government sent a non-combat military mission, which includes about 100 special forces, at the request of the UN-backed Libyan government to Misurata, some 200 km east of the capital Tripoli, to protect Italy's field hospital inside Misurata air base.

## 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)

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