

MS | RISK

Maritime Security Review



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INCIDENTS AT SEA

Reporting Period: 1 - 7 January 2018

Region	Current Incidents	Late Reported Incidents	Threat Level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	0	Low
Gulf of Guinea	0	1	Low
Southeast Asia	0	4	Medium
WORLDWIDE			
North America	0	1	Low
Central America/Caribbean/ South America	1	3	Medium
Atlantic Ocean Area	0	0	Low
Northern Europe/English Channel/Baltic	0	0	Low
Mediterranean/ Black Sea	0	1	Low
Arabian Gulf	0	0	Low
East Asia/Indian Subcontinent	0	1	Low
Southern Africa	0	0	Low
Northeast Asia	0	2	Medium
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.

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

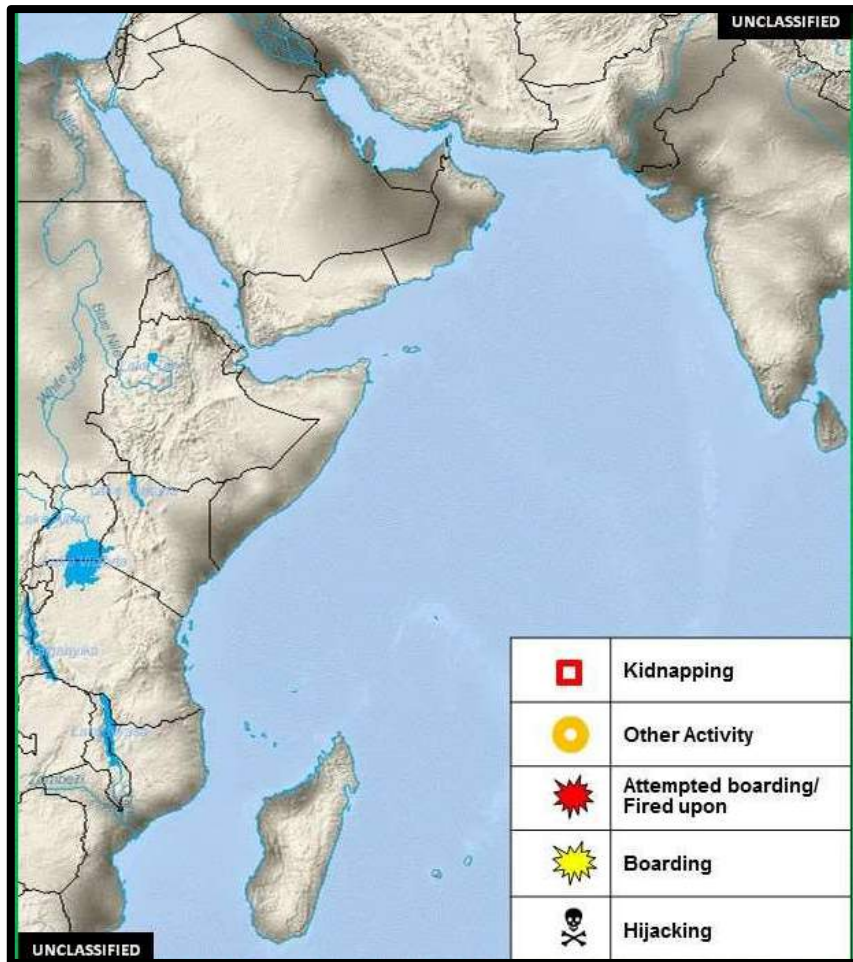
complacency may have set in and this year's successful hijacking is likely to result in potential copycat attacks, as pirate action groups head out in a bid to successfully hijack a commercial vessel.

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

**HIJACKS**

- 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 4 – 9 JANUARY 2018**

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

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

GULF OF OMAN: Westerly winds of 10 – 15 knots, gusting to 20 knots, and seas of 2 – 4 feet in the western section of the Gulf; with northeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 1 – 3 feet in the eastern section of the Gulf.

- **Extended Forecast:** Westerly winds of 10 – 15 knots and seas of 2 – 4 feet in the western section of the Gulf; with westerly winds of 10 – 15 knots and seas of 2 – 4 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:** Westerly winds of 10 – 15 knots and seas of 2 – 4 feet in the western section of the Gulf; with east-westerly 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 20 – 25 knots and seas of 6 – 8 feet in the northern section of the coastline; with northeast winds of 15 – 20 knots and seas 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.

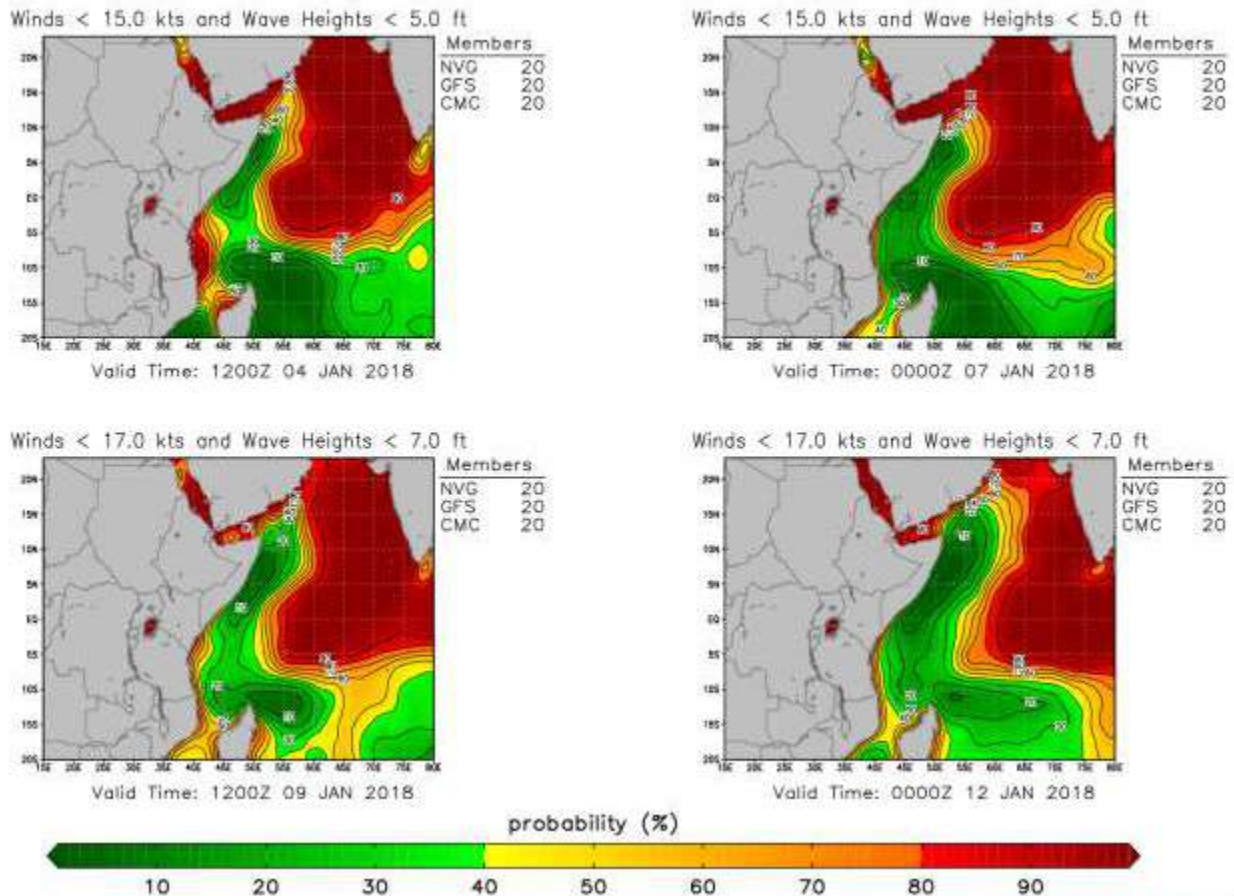
- **Extended Forecast:** Northeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 4 – 6 feet.

MOZAMBIQUE CHANNEL: Southwest winds of 10 – 15 knots and seas of 3 – 5 feet in the northern Channel; with southeast winds of 20 – 25 knots, gusting to 30 knots, and seas of 7 – 9 feet in the southern Channel.

- **Extended Forecast:** Southeast winds of 20 – 25 knots, gusting to 30 knots, and seas of 8 – 10 feet in the northern Channel; with southeast winds of 20 – 25 knots and seas of 12 – 14 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 patten 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. **Note:** Tropical Cyclone 03S (AVA), located approximately 298 nautical miles north-northwest of St. Denis, Reunion Island, with max sustained winds – 40 knots, gusts of 50 knots.



SPOTLIGHT ON YEMEN

PORT STATUS AS OF 4 January 2018			
Port Name	Port Status	Risk Level	Notes
Aden Port	Open	High	
Ash Shihr Oil Terminal	Closed	High	
Balhaf LNG Terminal	Closed	Closed	
Hodeidah Port	Open (see activity reporting for details)	High	The Saudi Royal Navy is using a holding area 60 NM west of Hodeidah port for vessels attempting entry into Salif or Hodeidah. Inbound vessels should plan on holding here prior to receiving clearance.
Mokha Port	Closed	High	Considered unsafe; no activity reported since August 2015
Mukalla Port	Open	High	Capacity: 2 berths
Ras Isa Marine Terminal	Closed	Closed	
Saleef Port	Open	High	Capacity: 2 berths

Shipmasters and crew are urged to remain abreast of current conditions surrounding all Yemeni ports, and to ensure that security measured aboard vessels are in place.

PLEASE NOTE:

The Arab Coalition Command in Yemen has announced that the port of Hodeida will continue to be open to humanitarian and relief supplies and to commercial ships, including fuel and food vessels, for a period of 30 days, beginning on 20 December.

ACTIVITY REPORTING

COALITION CLAIMS TO HAVE CUT HOUTHIS SUPPLY LINES

4 January – The Saudi-led Arab Coalition in Yemen has killed dozens of Houthi fighters and cut one of their main supply routes on Wednesday, United Arab Emirates state news agency WAM reported. The offensive, northwest of Yemen's third largest city of Taiz, could be a major advance for coalition forces as it would consolidate gains made last month at al-Khoukha on the Red Sea where pro-government forces made their biggest advance in months. WAM said local Yemeni fighters, backed by UAE troops, raided Houthi strongholds between al-Khoukha and the town of Heys, about 25 km to the east to try to secure Red Sea areas captured last month.

ELEVEN KILLED IN COALITION ATTACK ON ZABID

3 January – Eleven civilians were killed and eight wounded when coalition planes targeted a group of Houthis near a restaurant in the town of Zabid, southeast of Hodeidah, medical sources in the area said. The attack comes days after airstrikes kill 20 civilians in a Hodeidah market.

COALITION AIRSTRIKES KILL 20 IN HODEIDAH

1 January – At least 20 civilians were killed, and dozens wounded, when Saudi-led coalition launched a series of airstrikes on a crowded market and a petrol station in Hodeidah. The market in al-Jarrahi district caught on fire after first airstrike hit the nearby petrol station, while the market was struck two times afterwards. A medic at the Hodeidah hospital said the death toll is likely to increase as many of the injured were in critical conditions. Rescue teams were still searching for possible survivors from under rubble. The attack was the latest in a series of airstrikes conducted by the U.S.-backed Saudi-led coalition air force since the start of the war in Yemen three years ago. On 30 December, the coalition fighter jets hit three taxis full of travellers near a crowded restaurant also in the same port city, killing at least 20, according to witnesses and medics.

HOUTHIS CAPTURE MARINE DRONE POSSIBLY BELONGING TO US NAVY

2 January – Video released Monday appears to show Houthi forces seizing a US Navy unmanned underwater vehicle in waters off the coast of Yemen. The video, posted by Al Masdar News, shows four men in dive gear holding the underwater drone, identified as a Remus 600 with logos from the manufacturer Hydroid and its parent company, Kongsberg. It also has the name "Smokey" printed on it. Officials from the US Navy's 5th Fleet, whose area of responsibility includes the Red Sea, the Strait of Hormuz, and the Persian Gulf, would not confirm whether the vehicle belonged to the US, however one US defence official said the UUV was a passive system the Navy was using as part of a meteorological study.

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.

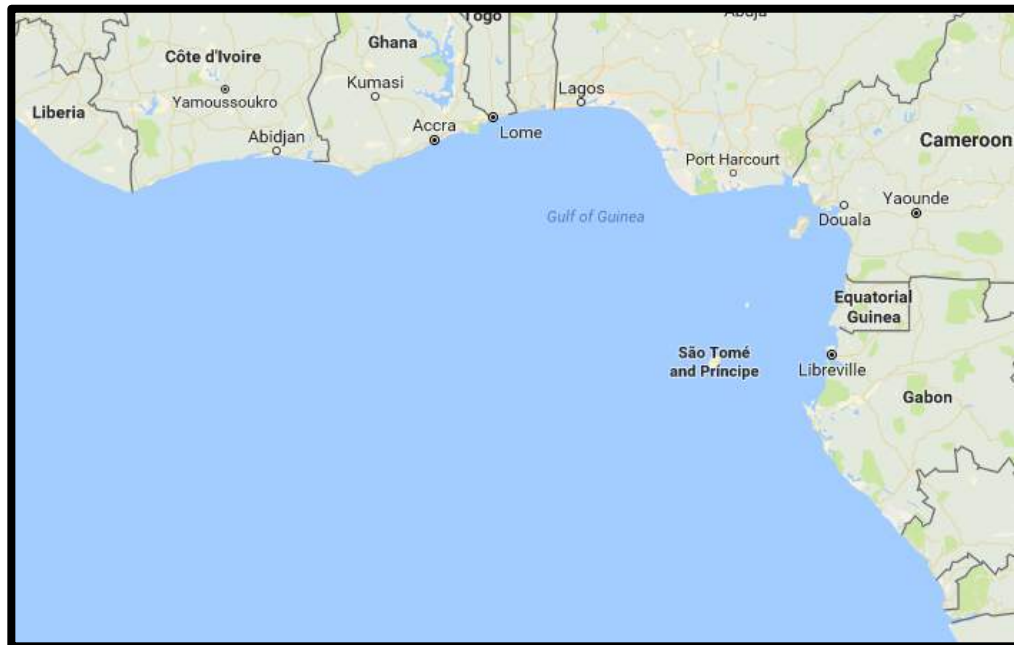
Saudi Coalition Inspections

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:

1

WARNING:

The entire Gulf of Guinea region remains at a high risk to piracy; MS Risk advises all vessels transiting within 100 nautical miles of Tema, Ghana; Lome, Togo; and Cotonou, Benin to remain particularly vigilant.

HIJACKS

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- **24 December (Nigeria – Late Report)** – Duty crewmen onboard a product tanker anchored near position 06:17 N – 003:13 E, SSA Anchorage, Lagos, noticed three robbers attempting to board the vessel and immediately notified the officer on watch. The alarm was raised and the crew was mustered. Upon seeing the alerted crew, the robbers escaped empty handed. The incident was reported to the Nigerian Navy and a patrol boat was dispatched to investigate.

VESSELS BOARDED

- No current incidents

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

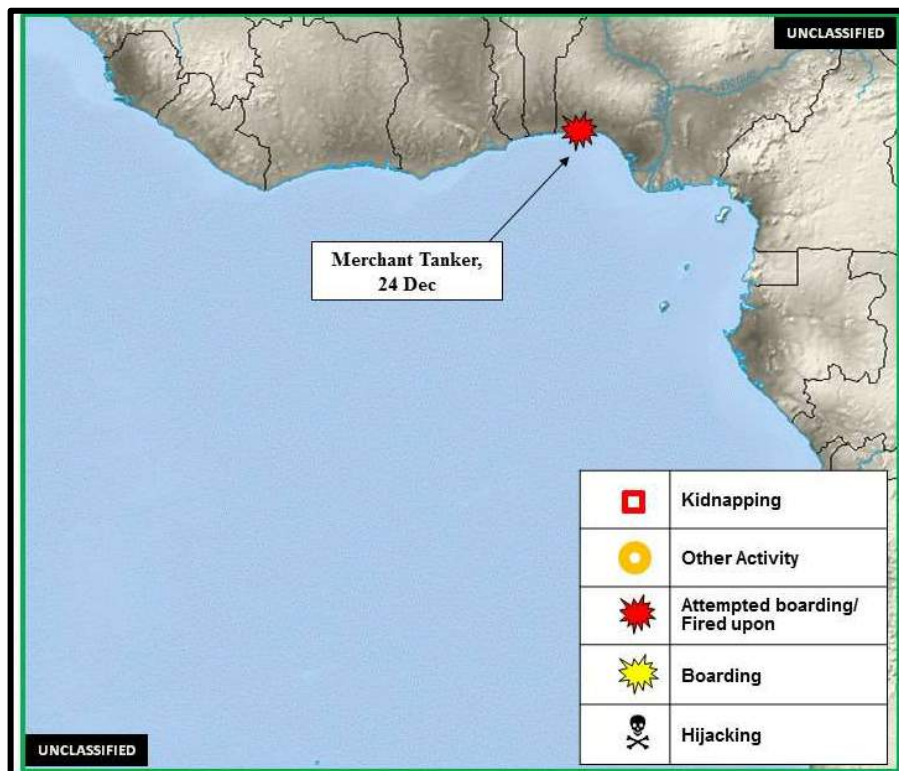
- No current incidents to report

OTHER ACTIVITY

- No current incidents to report

MARITIME REPORTING

- No current incidents to report



WEATHER FORECAST: GULF OF GUINEA**WEATHER FORECAST VALID FROM 4 – 9 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 wind flow through the Bab el Mandeb Strait due to funnelling effects.

SOUTHEAST ASIA



Current
Incidents:

4

WARNING:

While in recent months, there have been no reports of kidnapping of crewmembers from vessels while underway in the Sulu-Celebs Sea region, the threat of further such incidents remains high. MS Risk advises all vessels, particularly slow-moving vessels, to re-route where possible. If unable to re-route, we strongly advise vessel Masters and crewmembers to adopt the following measures:

- Maintain a heightened level of vigilance and increase security watch rotations
- Sound the alarm when unknown people are sighted on board the vessel or when suspicious boats are in the vicinity
- Report all incidents and suspicious activity
- Maintain continuous communication with shipping company and with local enforcement agencies
- Avoid confrontation with the perpetrators

Pirate Action Groups (PAG's) operating in this region are likely to target vessels to siphon fuel or oil onto another ship. Masters are therefore reminded to remain vigilant at all times in all regions, including at ports and anchorages. Attacks and robberies can occur at any time. Incidents involving the siphoning of oil/fuel have been on the rise in recent months. Masters are reminded to remain vigilant at all times and to report any incidents, suspicious activity, attacks or hijackings to the local authorities.

HIJACKS

- No current incidents to report

KIDNAPPING

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- **25 December (Indonesia – Late Report)** – Duty crewman onboard a tanker anchored near position 07:46 S – 109:04 E, Cilacap Anchorage, spotted four robbers near the deck. The alarm was raised and the crew was mustered. Upon seeing the crew's alertness, the robbers escaped with stolen ship's engine spares.

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- No current incidents to report

VESSELS BOARDED

- **28 December (Singapore Strait – Late Report)** – Four robbers boarded a bulk carrier awaiting a Pilot boat near position 01:16 N – 104:02 E, 3 nautical miles south of Changi. They entered the engine room and threatened the duty engineer with a knife. The engineer managed to escape and raise the alarm. Upon seeing the alerted crewmembers, the robbers escaped empty handed. The incident was reported to VTIS East Singapore.

SUSPICIOUS ACTIVITY

- No current incidents to report

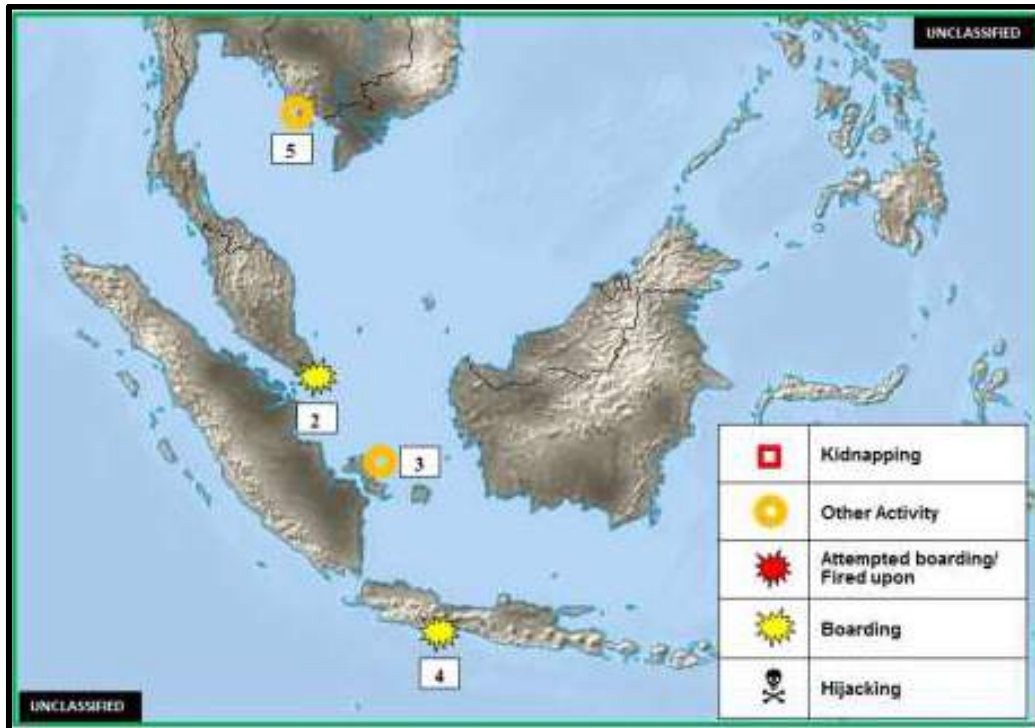
OTHER ACTIVITY REPORT

- **26 December (Indonesia – Late Report)** – A drifting tug under the name *KM AMERIKA* was spotted by local fishermen some 60 nautical miles off Sungai Liat, Bangka Island, Indonesia, South China Sea. There were no people on board, and no signs of disaster or clues as to why and how the crewmembers had abandoned the vessel.
- **6 December (Cambodia – Late Report)** – Authorities in the southwestern port of Sihanoukville found 280 full and partial elephant tusks hidden amongst a cargo of hollowed out logs inside an abandoned shipping container that had arrived from the Ivory Coast nearly a year ago. According to authorities involved in the search of the container, the ivory weighted nearly a ton.

MARITIME REPORTING

- **7 January** – The Chinese government has reported that a tanker carrying Iranian oil and run by the country's top oil shipping firm was ablaze and spewing cargo into the East China Sea on Sunday after colliding with a Chinese freight ship, leaving the Sanchi tanker's 32 crewmembers missing. In a statement, the Chinese Ministry of Transportation disclosed that the Sanchi collided with the CF

Crystal about 160 nautical miles off the coast near Shanghai and the mouth of the Yangtze River Delta on Saturday evening. The Panama registered tanker was sailing from Iran to South Korea and was carrying 136,000 tonnes of condensate, an ultra light crude.



WEATHER FORECAST: SOUTHEAST ASIA

WEATHER FORECAST VALID FROM 4 – 9 JANUARY 2018

SOUTHERN SOUTH CHINA SEA: Northeast winds of 20 – 25 knots and seas of 7 – 9 feet.

- **Extended Forecast:** Northeast winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet.

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

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

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

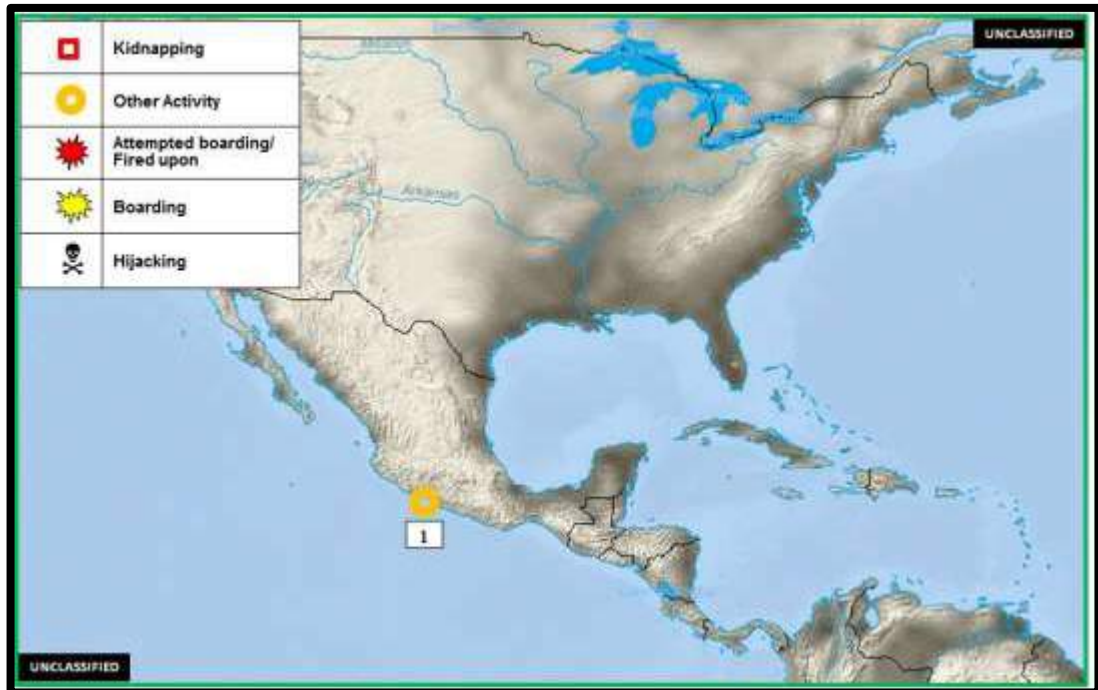
SYNOPTIC DISCUSSION: An area of low pressure moving off of China will produce slightly increased wind flow in the South China Sea. Expect strong gusts in and around scattered thunderstorms, throughout the Malacca Strait and the Andaman Sea due to funnelling effects and daytime heating.

Note: Tropical depression 01W (Bolaven), located approximately 391 nautical miles east of Ho Chi Ming City, Vietnam, with max sustained winds of 30 knots, gusting up to 40 knots.

WORLDWIDE

NORTH AMERICA

- **30 December (Mexico – Late Report)** – Authorities in the port of Lazar Cardenas found six cases attached to the hull below the waterline of the container ship *CAP PALLISER*, containing 285 kilos of cocaine.



CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

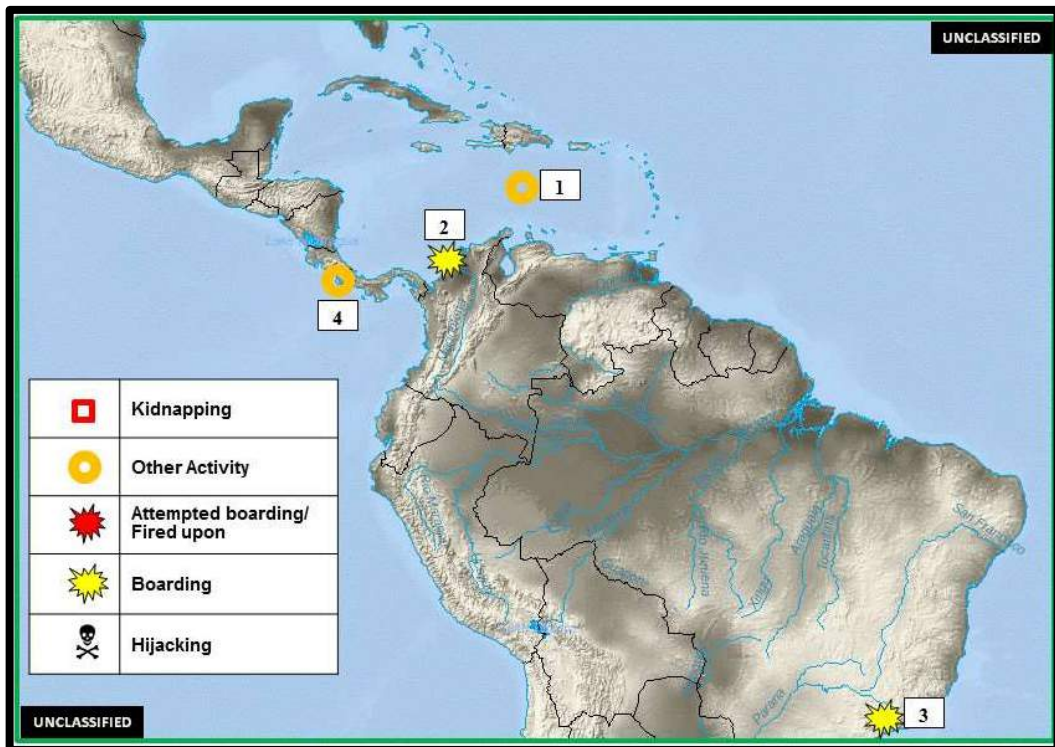
- **1 January (Caribbean Sea)** – After several months of investigation by the Dominican Republic, United States, and Netherlands authorities, the product tanker *KALUBA* was intercepted, boarded, and taken to Santo Domingo, Dominican Republic for further inspection. Authorities discovered 1,570 kilograms of cocaine and detained the 12 crewmembers. The tanker was transiting from Aruba to Puerto Plata, Dominican Republic.
- **29 December (Colombia – Late Report)** – Three robbers in a wooden boat boarded a general cargo vessel anchored near position 10:19 N – 075:31 W, Cartagena Inner Anchorage. Duty crewman noticed the robbers and raised the alarm. Upon seeing the crew's alertness, the robbers escaped with stolen ship's properties. The incident was reported to port control.
- **28 December (Brazil – Late Report)** – Four robbers armed with a handgun boarded a small sailing yacht in the approaches to the port of Santos late at night. The robbers methodically

Current
Incidents:

8

ransacked the boat, taking almost anything that they could carry and escaped. The incident was reported to the local authorities.

- **25 December (Costa Rica – Late Report)** – Costa Rica Drug Control Police and the National Coast Guard Service found numerous packages of cocaine weighting one ton attached to a GPS buoy in the waters of the Pacific 70 nautical miles from the Pacific coast. Authorities took the cocaine to the Golfito Port.



ATLANTIC OCEAN AREA

- No current incidents to report

NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA

- **December (Mediterranean Sea – Late Report)** – According to the Italian Coast Guard, between 25 and 26 December 2017, more than 250 migrants were rescued in the central Mediterranean. The migrants, who were travelling in one large rubber dinghy and two small boats, were rescued in three missions by two ships, one from a non-governmental organization.

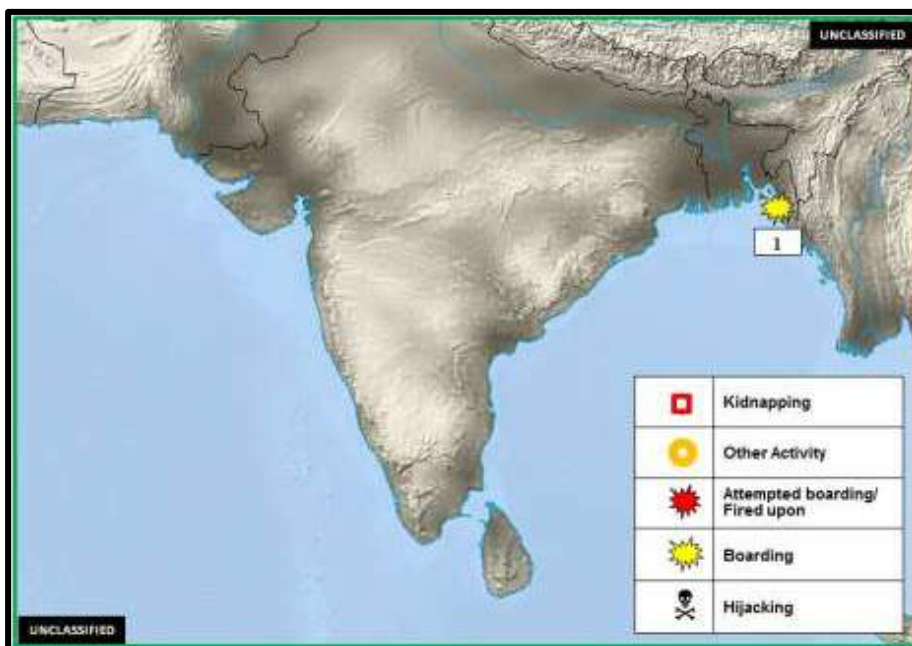


ARABIAN GULF

- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

- **31 December (Bangladesh – Late Report)** – Robbers boarded a barge under tow near position 21:49 N – 091:34 E, vicinity of Kutubdia Island, and stole barge’s properties. All crewmembers have been reported safe.

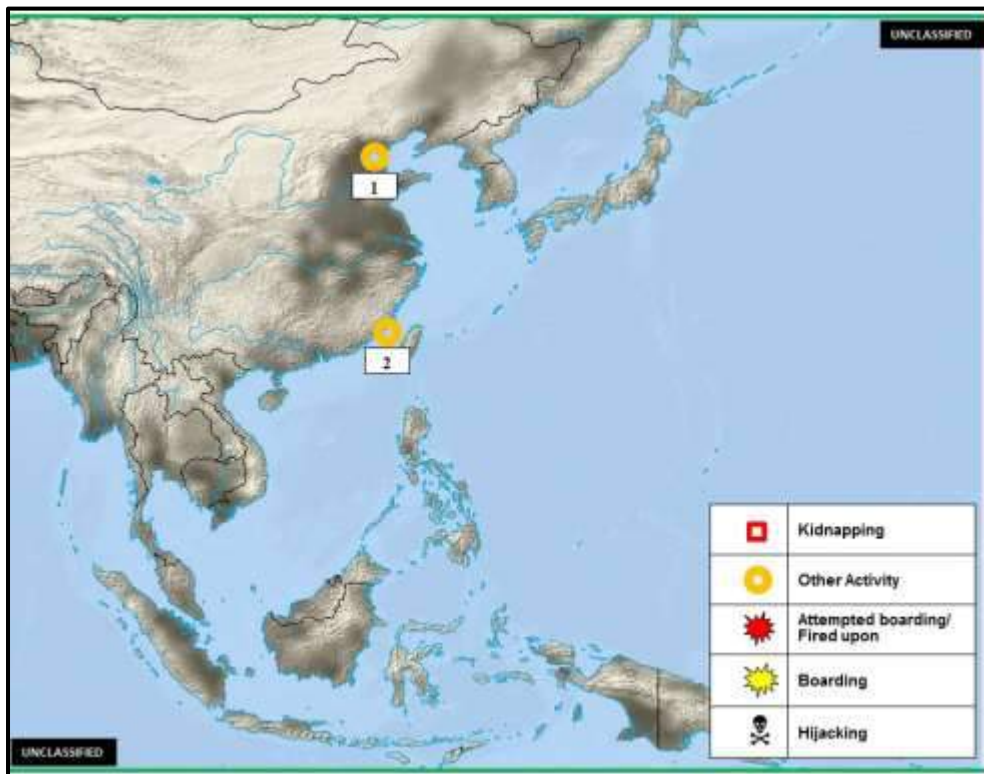


EASTERN AND SOUTHERN AFRICA

- No current incidents to report

NORTHEAST ASIA

- **29 December (China – Late Report)** – Duty crewman onboard a bulk carrier anchored near position 38:46 N – 118:30 E, Caofeidian Anchorage, noticed suspicious movements on the main deck. Upon checking, he noticed two unauthorized persons standing near the emergency generator room. The crewman informed the duty officer who immediately directed a large searchlight toward the area, and saw two persons pulling out a hose from the diesel oil tank sounding pipe. The alarm was raised and the crew was mustered. Upon hearing the alarm and seeing the crew's alertness, the individuals pulled out the hose from the sounding pipe and escaped in a small boat. On sounding the tanks, it was reported that diesel oil had been stolen.
- **25 December (China – Late Report)** – Customs authorities seized 12,000 tonnes of smuggled fuel and arrested seventeen suspects. The seizure is the result of months of investigations in coastal provinces of Jiangsu, Fujian and Zhejiang province. The smuggling occurred outside the mouth of Yangtze River and at sea, through ship-to-ship transfers with foreign vessels.



PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

MIGRATION



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

MIGRANT ARRIVALS TO ITALY FALL IN 2017

SPAIN RESCUES 55 MIGRANTS CROSSING MEDITERRANEAN SEA

3 January – Spain’s maritime rescue service has rescued 55 migrants from a boat in which they were trying to cross the Mediterranean Sea. The service disclosed that a non-governmental organization warned authorities on Tuesday about the boat, which was carrying 53 men and two women. A rescue plane and a vessel were dispatched and the migrants were pulled from the boat 20 km (13 miles) southwest of Alboran Island, which lies midway between the coasts of northern Africa and southern Spain. According to the service, the migrants, all from sub-Saharan countries, are in good health.

SPAIN SAVES 66 MIGRANTS CROSSING MEDITERRANEAN SEA

1 January – Spain’s maritime rescue service has reported that it has saved 66 migrants from two boats in the Mediterranean Sea. According to the service, one boat, carrying 58 migrants, was intercepted by rescue craft in the Strait of Gibraltar before sunrise on Sunday, adding that a further eight migrants were pulled from a second boat in waters east of the strait. On Saturday, Spain saved 177 migrants travelling in six boats.

MIGRANT ARRIVALS TO ITALY FALL IN 2017

1 January – The Italian Interior Ministry reported on Sunday that migrant arrivals to Italy by sea fell by a third in 2017, compared to a year earlier, as Libyan authorities helped to slow departures during the

second half of the year. In a statement, the ministry disclosed that more than 119,000 migrants arrived in Italy by boat in 2017 after a record 181,000 made the crossing in 2016. Since July however, arrivals have declined by more than two thirds versus a year earlier. According to Interior Minister Marco Minniti, “we are able to govern the flow because we were the first to believe that an agreement with Libya was a turning point.” Last February, Italy signed an agreement with the United Nations-backed government in Tripoli, promising aid, equipment and training in exchange for its help in fighting people smuggling. The deal was endorsed by the European Union. Since then, armed groups supported by the Tripoli government have forced smugglers in the city of Sabratha, which is a key hub on the western coast, to stop sending out boats. Italy has also bolstered the Libyan coastguard’s ability to turn back boats. However rights groups and humanitarian organizations operating rescue ships in the Mediterranean have criticized the policy, stating that it traps migrants in a country where they face appalling treatment, including rape, torture and forced labour.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 4 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

AFRICOM: ISLAMIC STATE MAY BE PLOTTING ATTACKS ON OIL CRESCENT

4 January – A senior official in the United States Africa Command (AFRICOM) said that IS-Libya was likely plotting attacks on Libya’s strategic oil crescent, which encompasses the largest oil reserves in Libya, as well as the ports of Sidra, Ras Lanuf and Brega. Mack suggested that IS-Libya would maintain its current strategy, which focuses on rebuilding its operational capabilities and exploiting areas under Libyan control, to destabilize the country and disrupt the political process. Brigadier General Ahmad al-Mesmari, spokesman for the LNA, confirmed the authenticity of this information: “Yes, they have tried more than once to reach the oil crescent and were faced by our forces that secure the region.” Last week, an explosion occurred at a Waha-operated pipeline near Marada in the oil crescent region. A source in the National Oil Corporation in Libya said gunmen possibly caused the explosion. Meanwhile, a senior Libyan military official said that the army was preparing to enter the city of Derna, east of Libya, and liberate it from the grip of ISIS, while stressing the confidentiality of any information regarding the next battle. “There will be no talks on Derna due to the secrecy of operations. It is impossible to publish information,” he stated.

LIBYA RECRUITING 500 FOR DIPLOMATIC SECURITY SERVICES

2 January – Libya's Interior Ministry of the UN-backed government has approved to recruit 500 new members of the diplomatic security service responsible for protecting foreign embassies and missions in Libya, according to a security official on Monday. Col. Wissam Al-Jama, head of the diplomatic security service, said this batch will receive substantial training and intensive lectures related to international relations knowledge. He revealed that a number of EU embassies will reopen earlier this year. Most foreign embassies and missions to Libya, including the UN Support Mission in Libya, moved to neighbouring Tunisia in 2014 following the violent clashes in Tripoli between rival armed groups, which created the current political division in the country. Foreign Minister Mohamed Sayala said in November that 30 foreign embassies have already returned to Libya so far after more than three years of closure.

LANDMINES KILLED 197 IN 2017

1 January – Landmines planted by extremists in the eastern city of Benghazi have killed 197 soldiers and civilians during 2017, the eastern Libyan Press Agency has reported. Twenty-seven military engineering experts were killed and seven others were injured in 2017 as they tried to dismantle landmines in some areas of the clashes between the army and militants, according to Abdussalam Al-Musmari, commander of the army's military engineering unit. Al-Musmari added that landmines also killed 170 civilians in 2017, with the majority of victims killed in central Benghazi. The army's general command issued instructions to launch an awareness campaign on landmines using posters in areas where the remaining militants stationed.

REPAIRS COMPLETED ON DAMAGED PIPELINE LEADING TO ES SIDER TERMINAL

31 December - Repairs have been finished on a Libyan oil pipeline damaged in a suspected attack five days ago and production is restarting gradually, engineers said. The blast and resulting fire on Tuesday about 130 km (80 miles) south of the Es Sider terminal caused a drop in output estimated by the

National Oil Corporation (NOC) at 70,000-100,000 barrels per day (bpd). An engineer from the company that operates the pipeline, Waha Oil Co, said damaged parts had been replaced and flows would start returning to previous levels. A second engineer said that some checks and testing would be necessary as production resumed. An engineer at Es Sider confirmed that oil was flowing through the line and that two tankers were docked at the port waiting to load about 630,000 barrels of oil each

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

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