

MS | RISK

# Maritime Security Review



Issue No. 17

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## INCIDENTS AT SEA

Reporting Period: 23 - 29 April 2018

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

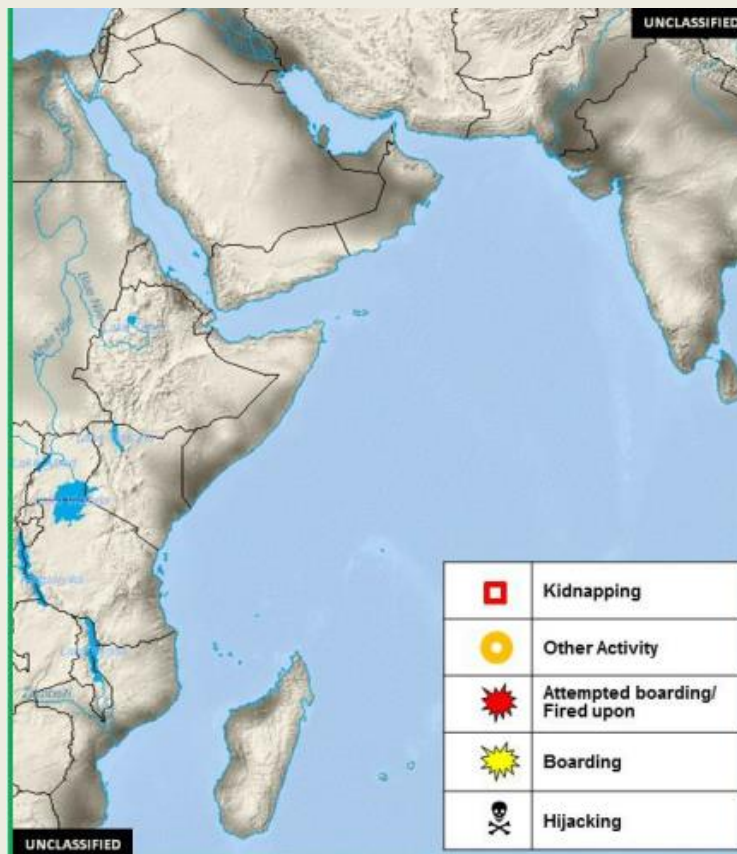
have set in and this year's successful hijacking is likely to result in potential copycat attacks, as pirate action groups head out in a bid to successfully hijack a commercial vessel.

Masters are advised to remain vigilant at all times inside the HRA and are urged to adhere to guidance and protective measures stated 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

**VESSEL 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

**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 26 APRIL - 2 MAY 2018**

**NORTHERN ARABIAN SEA:** West-northwest winds of 10 – 15 knots and seas of 2 – 4 feet.

- **Extended Forecast:** West-northwest winds of 10 – 15 knots and seas of 2 – 4 feet.

**GULF OF OMAN:** Variable winds of 5 – 10 knots and seas of 1 – 3 feet in the western section of the Gulf; with variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet in the eastern section of the Gulf.

- **Extended Forecast:** Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the western section of the Gulf; with variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet in the eastern section of the Gulf.

**GULF OF ADEN:** Variable winds of 5 - 10 knots, gusting to 15 knots, and seas of 1 - 3 feet in the western section of the Gulf; with variable winds of 5 - 10 knots, gusting to 15 knots, and seas of 1 - 3 feet in the eastern section of the Gulf.

- **Extended Forecast:** Easterly winds of 10 - 15 knots, and seas of 1 - 3 feet in the western section of the Gulf; with easterly winds of 10 - 15 knots, and seas of 1 - 3 feet in the eastern section of the Gulf.

**SOMALI COAST:** East-northeast winds of 10 – 15 knots and seas of 2 – 4 feet in the northern section of the coastline; with east-northeast winds of 10 – 15 knots and seas of 2 – 4 feet in the southern section of the coastline.

- **Extended Forecast:** East-northeast winds of 10 – 15 knots and seas of 2 – 4 feet in the northern section of the coastline; with east-northeast winds of 10 – 15 knots and seas of 2 – 4 feet in the southern section of the coastline.

**CENTRAL AFRICAN COAST/INDIAN OCEAN:** Southerly winds of 15 – 20 knots and seas of 5 – 7 feet.

- **Extended Forecast:** Southerly winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet.

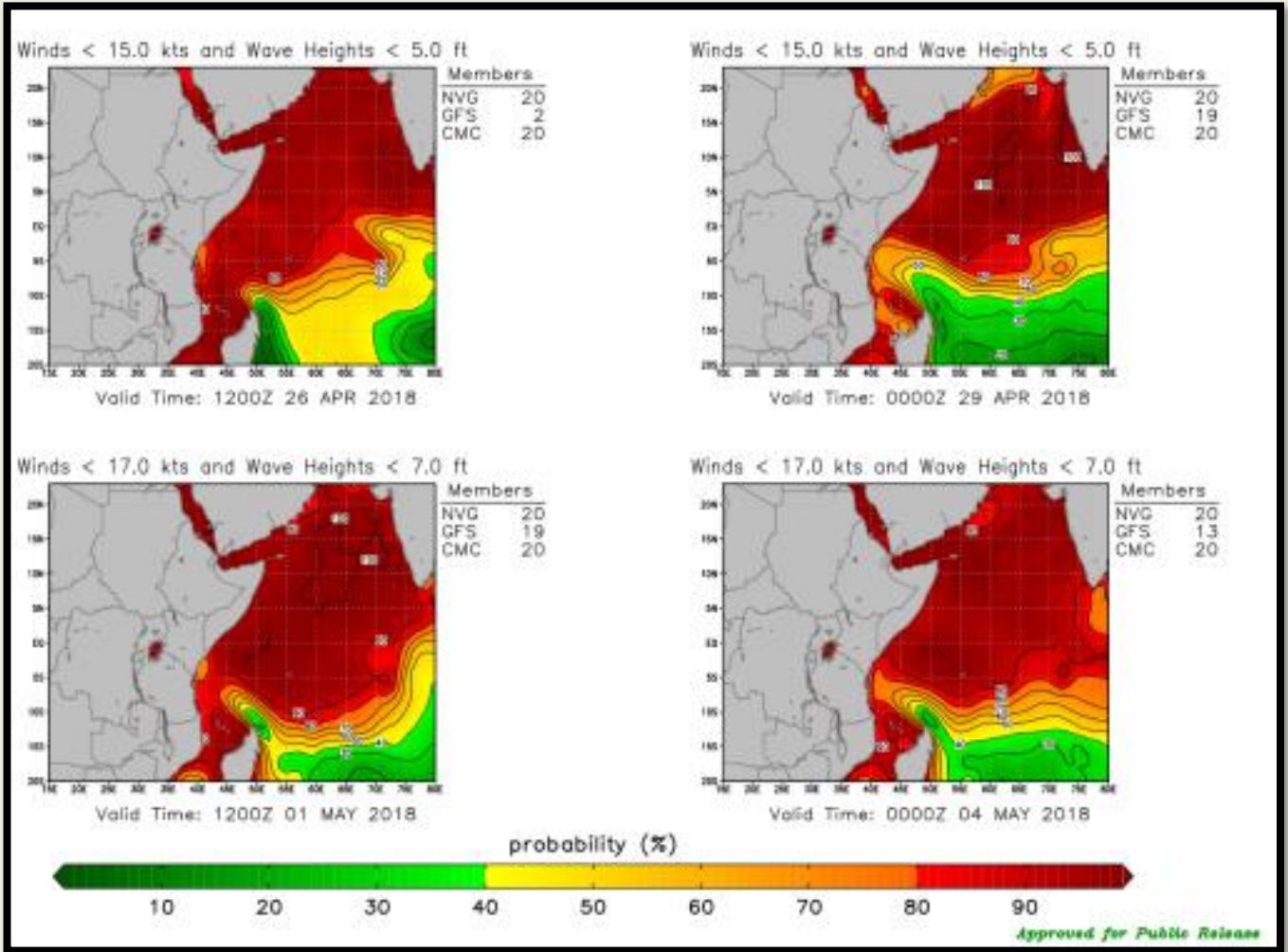
**MOZAMBIQUE CHANNEL:** South-southeast winds of 10 - 15 knots and seas of 3 - 5 feet in the northern Channel; with southeast winds of 15 - 20 knots, with seas of 5 - 7 feet in the southern Channel.

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

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

**SYNOPTIC DISCUSSION:** High pressure will dominate the weather pattern over much of the region producing mostly clear skies. Isolated rain showers and thunderstorms can be expected during the forecast as an area of low pressure moves through the region. Expect increased localized wind flow through the Strait of Hormuz due to funnelling effects and occasional shamal winds across the Arabian Gulf.





## SPOTLIGHT ON YEMEN

### PORT STATUS AS OF 29 APRIL 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.*

## ACTIVITY REPORTING

## EXPERTS DEBUNK SAUDI ANNOUNCEMENT OF 19 OIL SHIPS HELD AT HODEIDAH

- **26 April** – A Saudi Arabian diplomat said last weekend that 19 oil tankers were seized by rebel forces off the coast of Yemen. Then, the Saudi Embassy in Washington, DC, repeated the story. But shipping companies and industry analysts tell a different story. Hodeidah's deep-water port accommodates commercial tankers and cargo ships that deliver food and fuel to the Yemeni north. The port is controlled the Houthi rebels. The Houthis have regularly attacked Saudi targets, but this is the first time the group has been accused of blocking its own port to maritime traffic. The sea lanes approaching Hodeidah are controlled — and frequently blocked — by the Saudi-led coalition. The Saudi blockade has been blamed for famine conditions so dire that international organizations have urged the Saudi-led coalition to ease its blockade of Hodeidah. On Tuesday, a spokesperson for a Greek shipping company whose tankers are on the Saudi list expressed surprise about the Saudi accusations. "Up to now there is not any issue reported by vessels," wrote Capt. Minas Papadakis of the Athens-based company, Eurotank, which manages four of the ships. "There is congestion at port, but waiting time is normal for Hodeidah." Papadakis said the Delia I had successfully offloaded its cargo of fuel at Hodeidah and that Eurotank's other ships were in line to do the same. Samir Madani of TankerTrackers.com fact-checked the Saudi claim that vessels had been held hostage for up to 26 days. "Given everything that we've seen from satellite imagery, we have not seen any vessels that were surrounded or physically blocked from entering port," he said. "They've been sitting idle in anchorage. And now we see a lot of traffic: vessels that move from anchorage into port to deliver the cargo, and then they leave the port. Everything looks normal. It looks like something that you see in Houston outside Galveston right now. But on a smaller scale." The Saudi-generated stories may have been developed to alert the world that the Houthis are a danger to the global community," said Ellen Wald, author of the book *Saudi, Inc: The Arabian Kingdom's Pursuit of Profit and Power*. "It would make sense for the Saudis to take this tactic, particularly when their own activities in Yemen are under so much scrutiny. They are also probably looking to push the UN to take action against Iran for funding the Houthis and showing evidence of their disruption of global shipping lanes is a piece of that." The Saudi Embassy has not commented.

## HOUSHI "PRESIDENT" CONFIRMED KILLED IN HODEIDAH

- **25 April** – Yemen's Houthis suffered a major setback with the killing of their political chief in an Arab-led airstrike. Saleh al-Sammad, the head of the Houthis' main political body, died Thursday in a strike in Hodeidah. Sammad was the most senior Houthi official killed since an Arab-led coalition launched its intervention against the insurgents in March 2015. Analysts say that despite renewed efforts to find a negotiated solution to the conflict, the latest strike shows not just Riyadh's willingness to continue on the military path, but the coalition's increasing effectiveness. Sammad, as head of the Houthis' Supreme Political Council, was in effect the president of the vast areas of Yemen under rebel control. Adam Baron of the European Council on Foreign Relations states, "With regards to targeting Houthi leaders, it represents the biggest hit for the coalition so far – and suggests their intelligence capabilities are improving." Sammad was killed along with six others in the strike. Another Western expert, speaking on condition of anonymity, said Sammad was a "reasonable" person who had taken part in peace negotiations and that his death is "a setback for prospects for productive talks." The latest death is among a series of targeted strikes by the coalition, with at least 25 field commanders also recently killed.

**IRAN SAYS EVIDENCE OF HOUTHİ SUPPORT WAS FABRICATED**

- **24 April** – Iran's foreign minister says somebody "fabricated" evidence that the US ambassador to the United Nations used to back up the US claim that Iran is arming Houthi rebels in Yemen. Foreign Minister Mohammad Javad Zarif says that a large missile part had the Iranian logo used on "cheese puffs", not on military hardware. Zarif says the part had the logo of "the Standard Institute of Iran." He says that logo is put on consumer goods as a sign of quality, showing "that your cheese puffs will not give you a stomach ache." Zarif isn't saying that Haley fabricated the evidence, but that "somebody" did and she used it.

**300,000 HOUTHİ LANDMINES REMOVED**

- **24 April** – Yemen's National Centre for Removal of Landmines said that the Yemeni army has removed 300,000 landmines planted by Iran-backed Houthi militias during two years in liberated areas. In a press statement, Ameen Al-Aqaili, head of the centre, affirmed that Yemen was exposed to the biggest mine-planting operation since the Second World War, adding that the Houthi coup militias planted more than 500,000 landmines in various areas in Yemen, Saudi Press Agency (SPA) reported.

**OVER 50 PEOPLE KILLED IN THREE DAYS OF YEMEN AIRSTRIKES**

- **24 April** – An airstrike from a Saudi-led coalition hit a gas station in the Yemeni province of Hajja late Monday, killing 18 people and injuring 13. Hajja, located in northwestern Yemen, is under the control of Houthi rebels. Monday's attack is the fourth in Hajja since Sunday when two coalition airstrikes struck a wedding party. It brings the three-day death toll to 56. At least 17 of the 33 people killed in the airstrikes that hit the wedding celebrations were women and children, according to official sources. A family of five were killed in a separate strike in the same province.

**SAUDI SAYS IT INTERCEPTED MISSILES FIRED AT ARAMCO FACILITY BY HOUTHİS**

- **23 April** – Saudi state media reports that Houthi rebels fired two ballistic missiles at a Saudi Aramco facility in the southern city of Jizan, adding that both projectiles were destroyed. The Houthis' al-Masirah TV said they had targeted a port belonging to the Saudi state oil giant. Coalition spokesman Turki al Maliki stated that there were no casualties or damage reported.

**COALITION AIRSTRIKE KILLS MORE THAN 20 AT WEDDING**

- **23 April** – An airstrike by the Saudi-led coalition fighting in Yemen's civil war killed more than 20 people at a wedding party late Sunday night, Yemeni officials said. Most of the victims of the attack in northwestern Yemen appeared to be children, according to officials and photos posted by victims and their families on social media sites. The attack comes after a top political leader for the Houthis, the rebel movement that controls much of northern Yemen, was reportedly killed in an airstrike. The rebels vowed Monday to avenge the death of Saleh Ali al-Sammad, chairman of their Supreme Political Council, who wielded great influence in the movement.

## 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:

2

### WARNING:

In recent weeks, the Gulf of Guinea region has seen a significant rise in incidents. 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

- **21 April (Cameroon)** – Two robbers attempted to board a berthed utility vessel in port via the scaffolding installed at the stern. The duty watchman noticed the robbers and informed the security guard onboard who fired a warning shot, resulting in the robbers aborting the attempted boarding and escaped. Port authority informed.

#### VESSELS BOARDED

- No current incidents to report

**KIDNAPPING**

- **21 April (Nigeria)** – The Netherlands-flagged cargo ship FWN RAPIDE was hijacked near position 03:48N - 006:50E, 38 nm south-southwest of Bonny Island. Eleven crewmen are believed to have been kidnapped.

**SUSPICIOUS ACTIVITY**

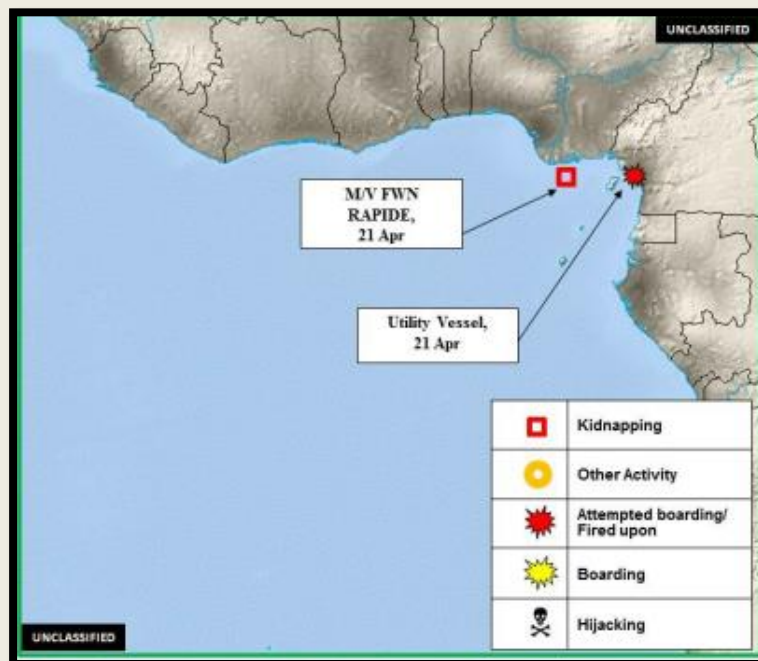
- No current incidents to report

**OTHER ACTIVITY**

- No current incidents to report

**MARITIME REPORTING**

- No current incidents to report

**WEATHER FORECAST: GULF OF GUINEA****WEATHER FORECAST VALID FROM 26 APRIL – 2 MAY 2018**

**GULF OF GUINEA:** South-southwest winds of 10 - 15 knots, and seas of 3 - 5 feet.

- **Extended Forecast:** South-southwest winds of 10 - 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:

3

**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

- **21 April (Indonesia)** – Robbers in a boat approached an anchored bulk carrier and attempted to board via the anchor chain near position 00:14S - 117:35E, Muara Berau Anchorage, Samarinda. Duty crew directed lights towards the robbers and raised the alarm. Seeing the alerted crew, the robbers aborted their attempt and escaped in their boat.
- **20 April (Indonesia)** – Robbers in a wooden boat tried to board an anchored bulk carrier via the anchor chain near position 00:14S - 117:35E, Muara Berau Anchorage, Samarinda. The crew noticed the boats and raised the alarm. Seeing the crew's alertness, the robbers quit the attempted boarding and escaped.

#### VESSELS BOARDED

- **21 April (Indonesia)** – Duty crewman onboard a bulk carrier underway near position 01:15N - 104:08E, 4.7 nm northeast of Nongsa, Pulau Batam noticed unauthorized persons in the engine room and raised the alarm. Hearing the alarm, the persons escaped. On searching the vessel nothing reported stolen.
- **20 April (Vietnam)** – Six Vietnamese fishermen were rescued after their boat was allegedly sunk by two Chinese vessels in disputed waters, a Vietnamese official said. The incident occurred near Lincoln Island in the Paracel Archipelago, according to Nguyen Viet Thang, chairman of the state-run Vietnam Fisheries Society. Thang said the two Chinese boats chased and rammed the Vietnamese boat before armed assailants boarded the vessel and seized equipment and fishing catch from the fishermen. According to Vietnam's Tuoi Tre newspaper, since March, over 10 Vietnamese fishing boats have allegedly been hit and robbed while fishing in the South China Sea.
- **18 April (Indonesia-late report)** – Robbers boarded an anchored bulk carrier near position 00:15S - 117:36E, Muara Berau Anchorage, Samarinda. They stole ship store's and escaped unseen. The theft was noticed during routine rounds.

#### SUSPICIOUS ACTIVITY

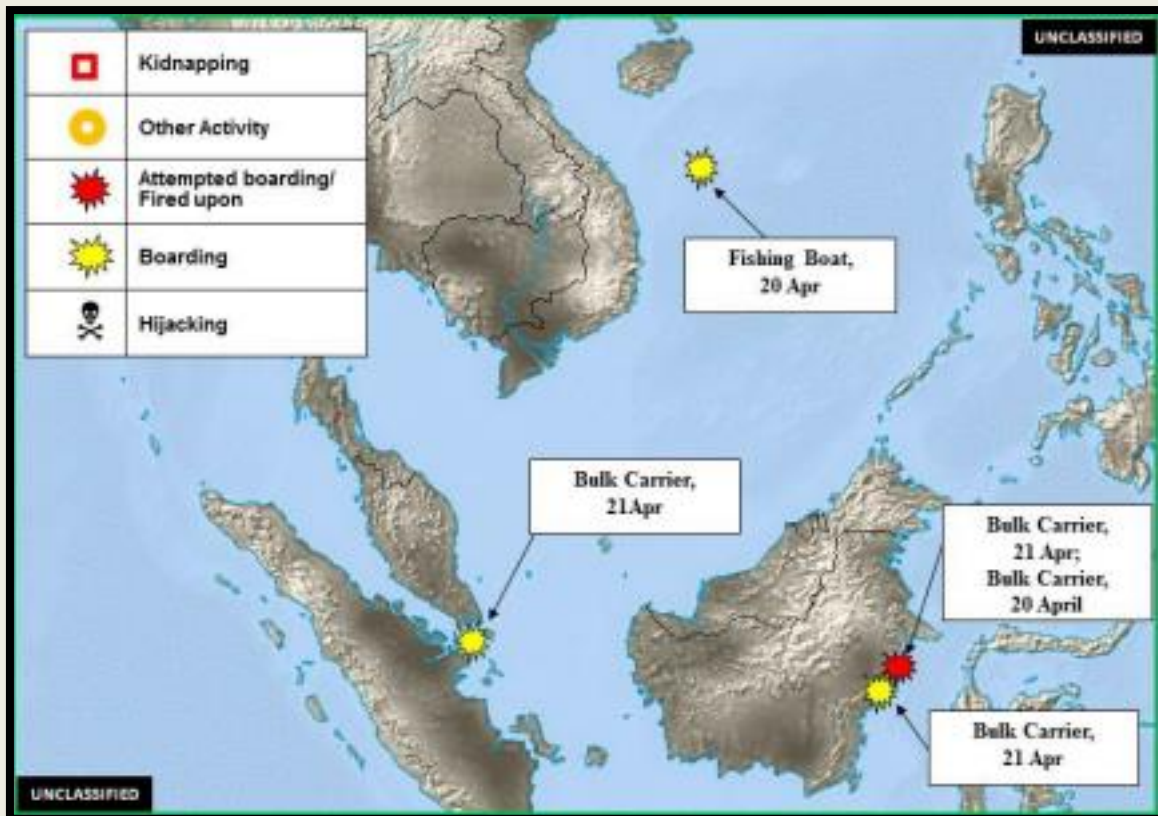
- No current incidents to report

#### OTHER ACTIVITY REPORT

- No current incidents to report

#### MARITIME REPORTING

- No current incidents to report



## WEATHER FORECAST: SOUTHEAST ASIA

### WEATHER FORECAST VALID FROM 19 - 25 APRIL 2018

**SOUTHERN SOUTH CHINA SEA:** Northeast winds of 5 – 10 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 variable winds of 5 - 10 knots, and seas of 1 - 2 feet in the southern Strait.

**ANDAMAN SEA:** Northerly winds of 5 - 10 knots, gusting to 15 knots, and seas of 1 - 3 feet in the northern section; with northerly winds of 5 - 10 knots, gusting to 15 knots, and seas of 1 - 3 feet in the southern section.

- **Extended Forecast:** Northerly winds of 5 - 10 knots, gusting to 15 knots, and seas of 1 - 3 feet in the northern section; with northerly winds of 5 - 10 knots, gusting to 15 knots, and seas of 1 - 3 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.

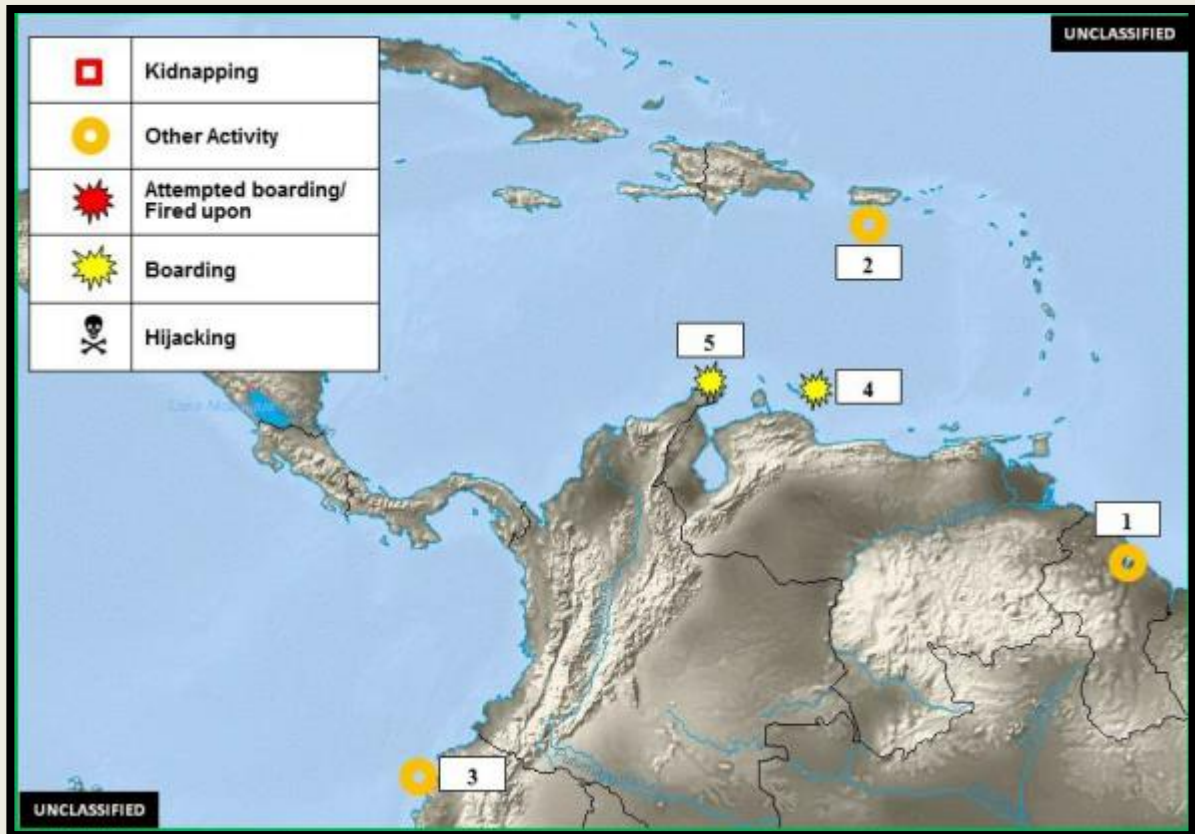
**SYNOPTIC DISCUSSION:** An area of low pressure moving off of China will produce slightly increased wind flow in the South China Sea. Expect strong gusts in and around scattered thunderstorms, throughout the Malacca Strait and the Andaman Sea due to funnelling effects and daytime heating.

## WORLDWIDE

### NORTH AMERICA

- No current incidents to report

### CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA



- 1. 20 April (Guyana)** – A ship named JUBILEE was seized by Guyana Energy Agency (GEA) authorities on suspicion of fuel smuggling. According to reports in the media, the vessel purchased fuel from neighbouring Trinidad with Suriname as its destination port. After the deal fell through, however, the vessel reportedly docked in port Georgetown. Reports indicate that GEA agents boarded the vessel, which was carrying over 500,000 litres of gas and sealed the tanks and pumps after the crew was unable to provide the requisite documentation.
- 2. 10 April (Ecuador- late report)** – Navy personnel intercepted the ship SOUTH KING and detained 23 crew members and 1,500 kilograms of cocaine. The ship was taken to Galapagos for further investigation.
- 3. 6 April (Venezuela- late report)** – Four robbers boarded an anchored cargo vessel in Bahia De Barcelona Anchorage, Jose terminal. A duty crewman on routine rounds saw the robbers and raised the alarm. An announcement followed and all crew mustered on the bridge. The ship's

crew tried to intimidate the intruders by shouting, flashing lights and use of the ship's whistle. Due to this action, the intruders jumped overboard. They escaped in a small boat and managed to steal one coil of loose messenger rope lying on the poop deck. A thorough search of the vessel was conducted revealing no breach on the vessel, with the exception of a broken padlock to the paint locker and the security seal of the emergency generator room.

4. **4 April (Brazil- late report)** – Two robbers armed with long knives boarded a bulk carrier anchored near position 00:03N - 050:58W, 6 nm northeast of Macapa Port. Duty crewman noticed the robbers and immediately informed duty officer who raised the alarm, sounded the ship's whistle and alerted the crew on the PA system. Seeing the alerted crew, the two robbers escaped in their speed boat. On searching the ship, nothing reported stolen.
5. **29 March (Trinidad and Tobago- late report)** – An unknown vessel made a suspicious approach on a sailing vessel on a northbound night transit 6 nm south of the Hibiscus gas platform. As the unknown vessel closed to within 100 yards astern, the yacht crew doused all lighting, made full sail and readied defensive equipment on deck. After a short period, the unknown vessel dropped back and left the area.

#### 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

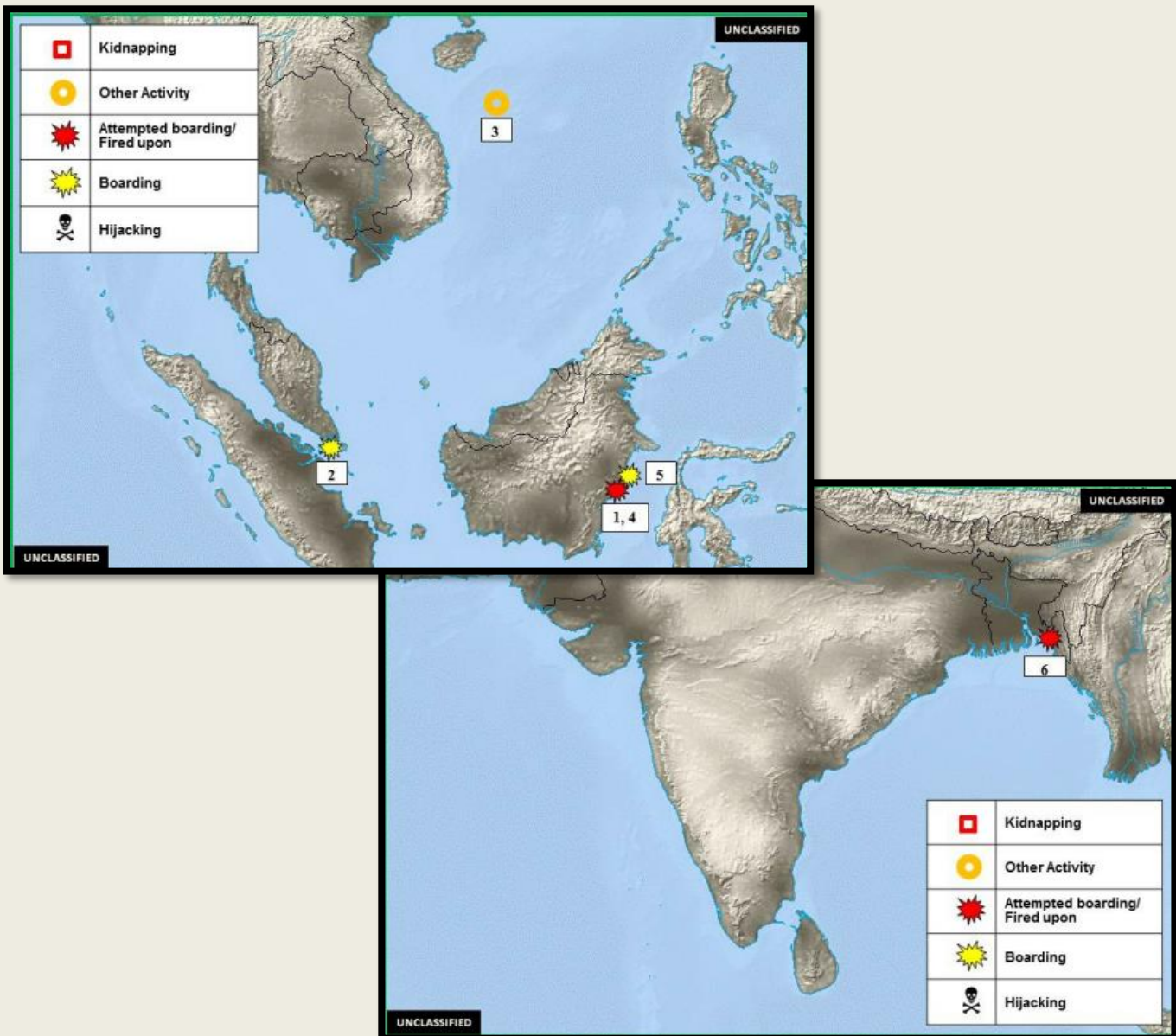
#### ARABIAN GULF

- No current incidents to report

#### EAST ASIA/INDIAN SUBCONTINENT

1. **21 April (Indonesia)** – Robbers in a boat approached an anchored bulk carrier and attempted to board via the anchor chain near position 00:14S - 117:35E, Muara Berau Anchorage, Samarinda. Duty crew directed lights towards the robbers and raised the alarm. Seeing the alerted crew, the robbers aborted their attempt and escaped in their boat.
2. **21 April (Indonesia)** – Duty crewman onboard a bulk carrier underway near position 01:15N – 104:08E, 4.7 nm northeast of Nongsa, Pulau Batam noticed unauthorized persons in the engine room and raised the alarm. Hearing the alarm, the persons escaped. On searching the vessel nothing reported stolen.
3. **20 April (Vietnam)** – Six Vietnamese fishermen were rescued after their boat was allegedly sunk by two Chinese vessels in disputed waters, a Vietnamese official said. The incident occurred near Lincoln Island in the Paracel Archipelago, according to Nguyen Viet Thang, chairman of the state-run Vietnam Fisheries Society. Thang said the two Chinese boats chased and rammed the Vietnamese boat before armed assailants boarded the vessel and seized equipment and fishing catch from the fishermen. Since March, over 10 Vietnamese fishing boats have allegedly been hit and robbed while fishing in the South China Sea.

4. **20 April (Indonesia)** – Robbers in a wooden boat tried to board an anchored bulk carrier via the anchor chain near position 00:14S – 117:35E, Muara Berau Anchorage, Samarinda. The crew noticed the boats and raised the alarm. Seeing the crew’s alertness, the robbers quit the attempted boarding and escaped.
  
  5. **18 April (Indonesia - late report)** – Robbers boarded an anchored bulk carrier near position 00:15S - 117:36 E, Muara Berau Anchorage, Samarinda. They stole ship store’s and escaped unseen. The theft was noticed during routine rounds.
  
  6. **17 April (Bangladesh - late report)** – Six robbers in a black boat tried to board an anchored general cargo vessel from astern near position 22:11.3N - 091:42.1E, Chittagong Anchorage.
- The crew noticed the robbers and raised the alarm. One robber managed to board the vessel and threatened the crew by showing a knife. Hearing the alarm and seeing the alerted crew, the robber escaped without stealing anything. All crew reported safe.

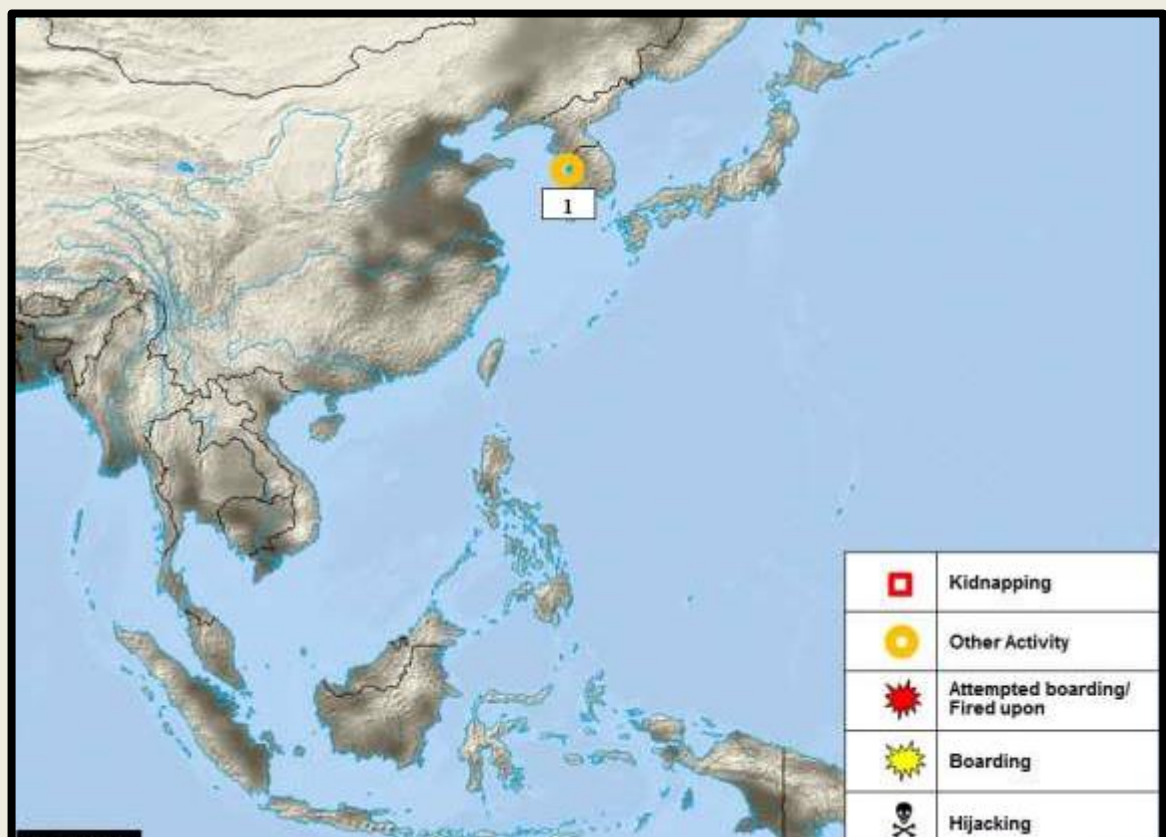


## EASTERN AND SOUTHERN AFRICA

- No current incidents to report

## NORTHEAST ASIA

1. **13 April (South Korea – Late Report)** – According to officials, coast guard forces seized a Chinese fishing boat for illegally operating in South Korean waters off the west coast. The 35-ton dragnet boat was caught fishing in waters about 26 km northwest of South Korea's northernmost island of Baengyeong after crossing the inter-Korean maritime border, known as the Northern Limit Line, 5 km into the South. Officials reported that the Coast Guard chased the boat for two and a half hours before seizing it, adding that in the course of chasing it, the Coast Guard also chased eight other Chinese fishing boats out of South Korean waters. About 150 kilograms of blue crabs along with some 2,700 kg of skate fish were found onboard the seized boat.



## 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 migrant numbers arriving in Spain are likely to rise this year.

### MOROCCAN GANG DISBANDED, USED JET SKIS TO SMUGGLE REFUGEES

**28 April (Morocco)** – A gang who used jet skis to smuggle migrants across the Strait of Gibraltar in trips that took half an hour and cost £3,500 has been broken up by Spanish police. The Moroccan gang carried up to three people on each of the powerful craft to make the ten-mile dash from Africa to Europe. Police said that the overall number of migrants using the new way to reach Spain was small but their use had increased sharply. The gang also used the jet skis to smuggle cannabis into Europe. Migrants are increasingly choosing Spain as a route to find a new life in Europe, with 3,994 arriving by sea this year, a rise of 65 per cent compared with the same period last year.

### ALGERIA FRETS OVER RISE IN MIGRANTS AS EUROPE TIGHTENS CONTROLS

**27 April (Algeria)** – Algeria expects to have to accommodate more illegal migrants from sub-Saharan Africa after the European Union made it more difficult to reach Europe by boat. "We are now at tens of thousands (of illegal migrants), but in the near future we can talk about hundreds of thousands after Europe closed its doors," Hassen Kacimi, interior ministry official in charge of illegal migration, said. "Algeria is very concerned by the growing numbers of illegal migrants." Kacimi said his country has spent \$20m in the past three years to handle an influx of illegal migrants from the Sahel region fleeing war, insecurity or poverty.



**180 RESCUED, FIVE DIE TRYING TO CROSS MEDITERRANEAN**

**26 April (Spain)** – The Spanish coastguard said five migrants had died trying to cross the Mediterranean after they rescued more than 180 others. Rescue boats, helicopters and planes from southern Spain carried out a series of rescue operations late on Wednesday and Thursday. Since Wednesday evening, 185 people in five boats had been rescued. But at least one boat had capsized, and four migrants were already dead in the water some 40 kilometres off Morocco's coast when rescuers arrived. Another of those rescued died later of cardiac arrest.

**11 MIGRANTS DEAD, 263 RESCUED OFF LIBYA COAST**

**23 April (Libya)** – Eleven migrants died at sea and 263 were rescued in two separate operations off the coast of Libya, the country's navy said. In the first operation, a coastguard patrol rescued 83 illegal migrants and recovered 11 bodies in a rubber boat, five nautical miles northeast of Sabratha, 40 miles west of Tripoli. The eleven migrants died when the dinghy overturned, but were recovered by the survivors. The second rescue operation took place off the coast of Zliten in the country's east, where 180 migrants were rescued from two boats. The migrants, of different African nationalities, were on two inflatable boats when they were intercepted and returned to Tripoli.

**NEARLY 500 MIGRANTS RESCUED FROM CENTRAL MEDITERRANEAN**

**16 April (Italy)** – The Italian Coastguard has disclosed that nearly 500 people have been rescued in three separate operations from the central Mediterranean, on the sea crossing between Libya and Italy. The coastguard has disclosed that all those rescued on Friday 13 April were aboard inflatable boats. Sea Watch, a rescue NGO named by the Italian Coastguard as one of the organizations involved in Friday's rescue, tweeted that it had rescued approximately 300 people out of two rubber boats in distress. In its statement, the Italian coastguard disclosed that the Sea Watch vessel could not reach the Italian port, however "due to the deterioration of the weather conditions, the number of migrants on board and the absence of sufficient water, food."

## SPOTLIGHT ON LIBYA



PORT STATUS AS OF 29 APRIL 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

**ONE KILLED, TWO INJURED IN RENEWED CLASHES IN SOUTHERN LIBYA**

**28 April** – Already poor conditions for migrants in Libya have deteriorated further since a European-backed push to stop boat departures led to a sharp drop in the number of crossings to Italy. The number of mainly sub-Saharan African migrants reaching Italy has fallen sharply since last July, when a major smuggling group in Sabratha struck a deal to halt departures under Italian pressure. Libya's EU-backed coastguard has also returned more migrants to Libya after intercepting them at sea. So far this year, just over 6,400 migrants have crossed from Libya to Italy, a drop of more than 80% compared to the same period last year, according to Italian interior ministry data. But for migrants in Libya, the situation is unbearable. Migrants are being trapped for longer by armed groups that are trying to extort more money from them through torture. Osman, a Sudanese community representative in Tripoli said "Before, it was possible that they took money and then left (the migrants). Now they take the money and then torture them with fire, with electricity [...] The sea route is shut ... if you can't travel there's more torture." Another aid worker added that forced labour and slavery markets have been created by smuggling gangs: "They are gangs and (the migrants) are delivered from one gang to another. I take my share then you receive the migrant and take your share, and so on." She added that smuggling gangs are asking for more money than before. The business is largely run by Libyan and east African smugglers. Pictures or videos of torture are sent to families to pressure them into making money transfers from home countries. Aid workers say the health of migrants passing through the Bani Walid area has deteriorated, including cases of malnutrition and active tuberculosis.

**LIBYAN STRONGMAN RETURNS TO COUNTRY AFTER TREATMENT ABROAD**

**26 April** – Libyan strongman Gen. Khalifa Haftar returned to the country's eastern city of Benghazi on Thursday, after much speculation over his treatment for an unknown ailment in France. After disembarking from a plane at Benghazi's Benina airport, Haftar, looking in good health, met military commanders from his self-styled Libyan National Army as well as tribal elders in the airport's VIP hall. A live broadcast by the local channel Libya al-Hadath showed the leaders welcoming him and congratulating him on a safe return. "I am in good health," Haftar said in a speech to cheering supporters at the airport, adding that he did not want to discuss what ailments had driven him to travel for care abroad. "The army is as stable as (our) green mountains, no wind can shake it." Earlier this month, officials had only said Haftar had suffered a "medical issue" and was taken from Jordan to France for hospitalization but was stable. Unconfirmed reports in Libyan media at the time had speculated on Haftar's condition, with various outlets saying he suffered a lung problem, was in a coma or was under no risk but would remain under medical supervision for days. The spokesman of Libya's self-styled national army, Ahmed al-Mesmari, has said Haftar is in "excellent health." Prior to his return to the eastern city of Benghazi, Haftar made a stop in Cairo and held talks with security officials there in meetings that mainly tackled coordination between both sides, al-Mesmari said.

**CHADIAN MILITANTS KILL THREE SOLDIERS AND ONE CIVILIAN IN FEZZAN**

**26 April** – Three soldiers and one civilian were killed in armed clashes during an attack by Chadian militants on the main gate of the sixth infantry brigade headquarters in the town of Sabha in Al-Qarda district in Libya's Fezzan region on 23 April, Al-Wasat reported. No group immediately claimed responsibility for the attack, but a military source referred to the attackers as Chadian mercenaries.

**LIBYA RESUMES CRUDE OIL FLOWS TO ES SIDER EXPORT TERMINAL**

**25 April** – Libya has resumed crude oil flows to Es Sider export terminal after completing repairs after the pipeline was damaged by an explosion on Saturday. Libya's crude oil production was cut by 80,000 bpd after the attack on the pipeline supplying the Es Sider oil terminal. It was unclear how much crude was being transported following the repairs. The explosion and fire occurred on the pipeline from Al-Zidah to Es Sider, around 21 km northwest of Mourada. Waha Oil, a joint venture of Libya's state-owned NOC with ConocoPhillips, Hess and Total, said it had immediately transferred production to another pipeline. Sources said Tuesday that loadings of Es Sider crude resumed Monday afternoon from Ras Lanuf port.

## 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.

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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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- 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.

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