

MS | RISK

Maritime Security Review



Issue No. 16

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INCIDENTS AT SEA

Reporting Period: 16 - 22 April 2018

Region	Current Incidents	Late Reported Incidents	Threat Level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	1	Low
Gulf of Guinea	0	0	Low
Southeast Asia	0	3	Medium
WORLDWIDE			
North America	0	0	Low
Central America/Caribbean/ South America	0	3	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	0	2	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.

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

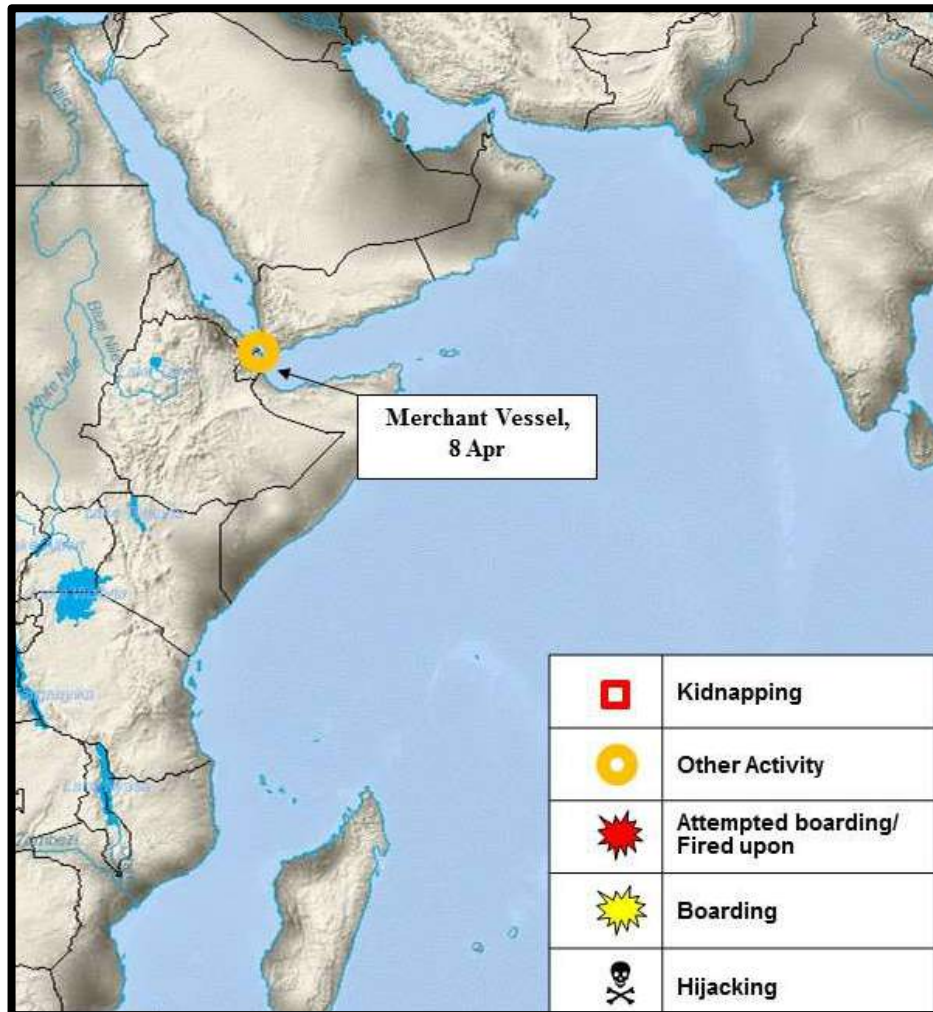
complacency may have set in and this year's successful hijacking is likely to result in potential copycat attacks, as pirate action groups head out in a bid to successfully hijack a commercial vessel.

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:

1

**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

3. **8 April (Red Sea – Late Report)** – A vessel's embarked security team fired warning shots after three white-hulled skiffs, each with seven to eight persons on board, approached the vessel in the Bab el

Mandeb, off Yemen. Weapons were sighted on board two of the skiffs as they approached. The vessel attempted to contact a coalition war ship, however no answer was received during the incident. The shots were fired after crewmembers were mustered and other anti-piracy measures failed to deter the skiffs, which came within 150 metres of the vessel. The vessel and all crewmembers have been reported safe.

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 19 - 25 APRIL 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: East-northeast winds of 15 – 20 knots and seas of 3 – 5 feet in the western section of the Gulf; with east-northeast winds of 15 – 20 knots and seas of 3 – 5 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.

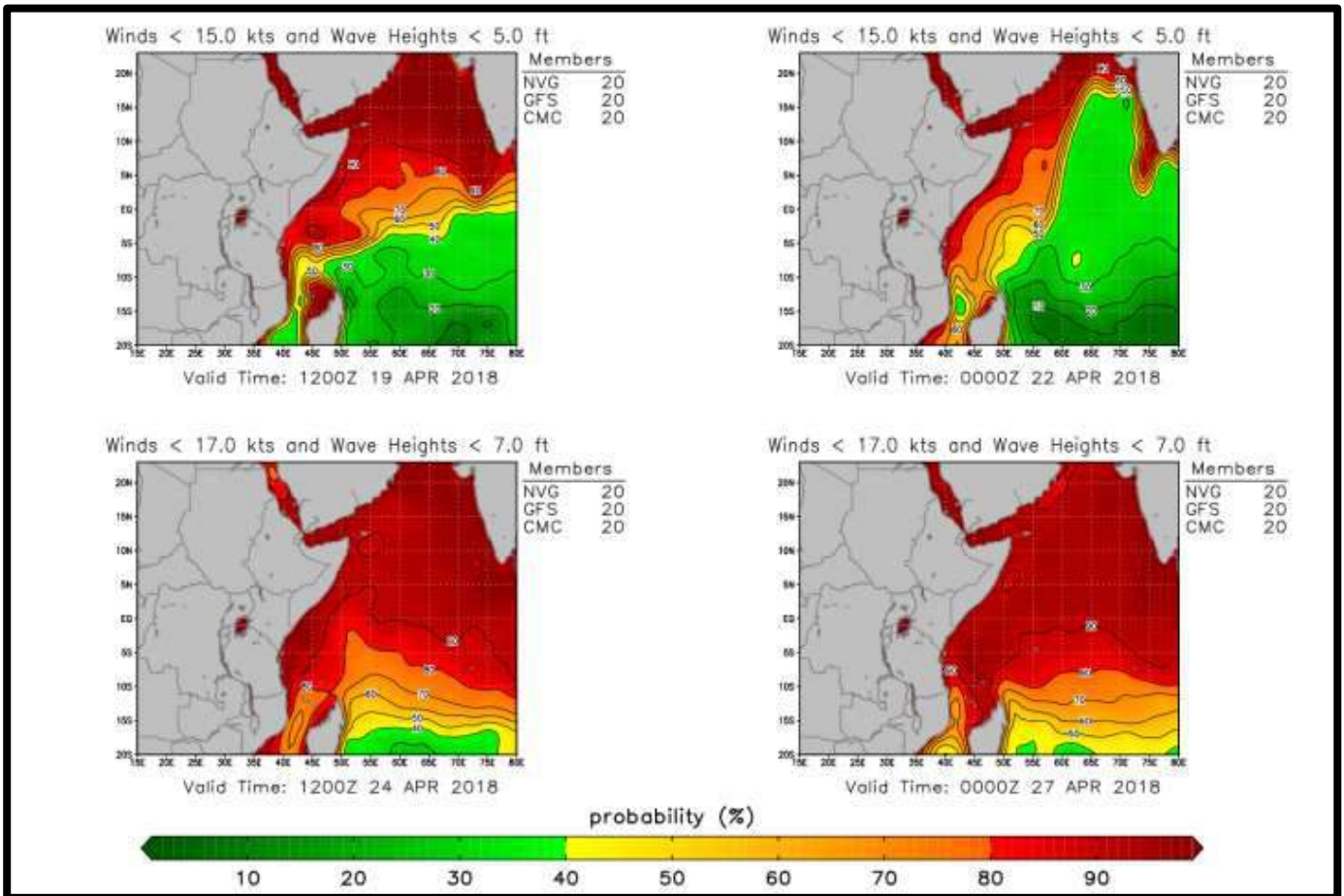
- **Extended Forecast:** Southerly winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet.

MOZAMBIQUE CHANNEL: Variable winds of 5 – 10 knots, gusting to 20 knots, and seas of 2 – 4 feet in the northern Channel; with southeast winds of 15 – 20 knots and seas of 12 - 14 feet in the southern Channel.

- **Extended Forecast:** Southeast winds of 15 – 20 knots and seas of 5 – 7 feet in the northern channel; with northerly winds of 15 – 20 knots and seas of 6 – 8 feet in the southern Channel.

SURFACE CURRENTS: The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Currents' 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 22 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 to Humanitarian Aid	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

NEPHEW OF FORMER YEMENI PRESIDENT LEADS CLASHES AGAINST HOUTHIS FORCES

19 April – Heavy fighting between Yemeni pro-government forces and Houthi rebels killed at least 25 people since Tuesday in the southwestern province of Taiz, Yemeni security officials said Thursday. Houthi rebels carried out an attack with heat-seeking, shoulder-fired missiles against pro-government forces led by the nephew of Yemen's late President Ali Abdullah Saleh in the western al-Burj district. The conflict marks the first such battle between the two sides since the veteran leader was killed last year. The fighting underlined the growing complexity of the conflict. The forces included a new unit set up by Saleh's nephew, Brigadier-General Tareq Mohammed Saleh. He had led a brigade of a Yemeni army unit before his uncle was forced to step down in 2012 following mass protests against his rule. The fighting followed a major switch in allegiances in the war. Saleh initially sided with the Iranian-allied Houthis. The switch in allegiances came when Houthis fighters killed Saleh in December after he called on the Saudi-led coalition to end the war, a move interpreted by the Houthis as betrayal. The new force led by Saleh's nephew is now expected to bolster Hadi's supporters.

SAUDI ARABIA SAYS TWO AL QAEDA MILITANTS KILLED IN YEMEN

19 April – Coalition-backed forces killed two al Qaeda militants in Yemen in a raid in the southern province of Abyan on Wednesday, the Saudi government media office said. It described Murad Abdullah Mohammed al-Doubli, known as Abu Hamza al-Batani, and Hassan Basurie as among "the most dangerous leaders" of Yemen's al Qaeda branch. The two men were killed in a clash with forces backed by the United Arab Emirates.

HOUTHIS CLAIM DOWNING OF U.S. DRONE IN HODEIDAH CITY

19 April – A statement made by the Houthi rebels claims that their air defense forces shot down a U.S.-made fighter drone on Wednesday in Hodeidah city. "The air defense forces of the army and popular forces shot down a U.S. Air Force MQ-9 Reaper drone in Hodeidah," said the statement posted on the Saba News Agency controlled by the rebels. The statement provided no further details. There were no immediate comments by the U.S. army, which has been operating such fighter drones over Yemen to combat the al-Qaida branch in the country.

REBELS KILL DOZENS OF SUDANESE TROOPS IN YEMEN: MILITARY SOURCES

19 April – The Yemeni National Resistance Forces have launched a large-scale military operation on the Red Sea Coast near Mokha and Al Barah Area, west of Taiz. The objective is to liberate new areas from the Houthi militias. The operation coincides with preparations by the National Resistance Forces to widen the battlefronts against the Houthis in other parts of the Yemen's Red Sea Coast. Arab Coalition Forces are playing a role in securing most of the Yemeni coastal areas and protecting international maritime navigation which has been threatened by Houthi militias, who use Hodeidah Port as a launching-pad for their operations. Regaining control over the rest of the Red Sea Coast will cut off the supply routes used by Iran to provide the militia with smuggled weaponry.

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 GUINEACurrent
Incidents:

0

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

- No current incidents to report

VESSELS BOARDED

- No current incidents to report

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

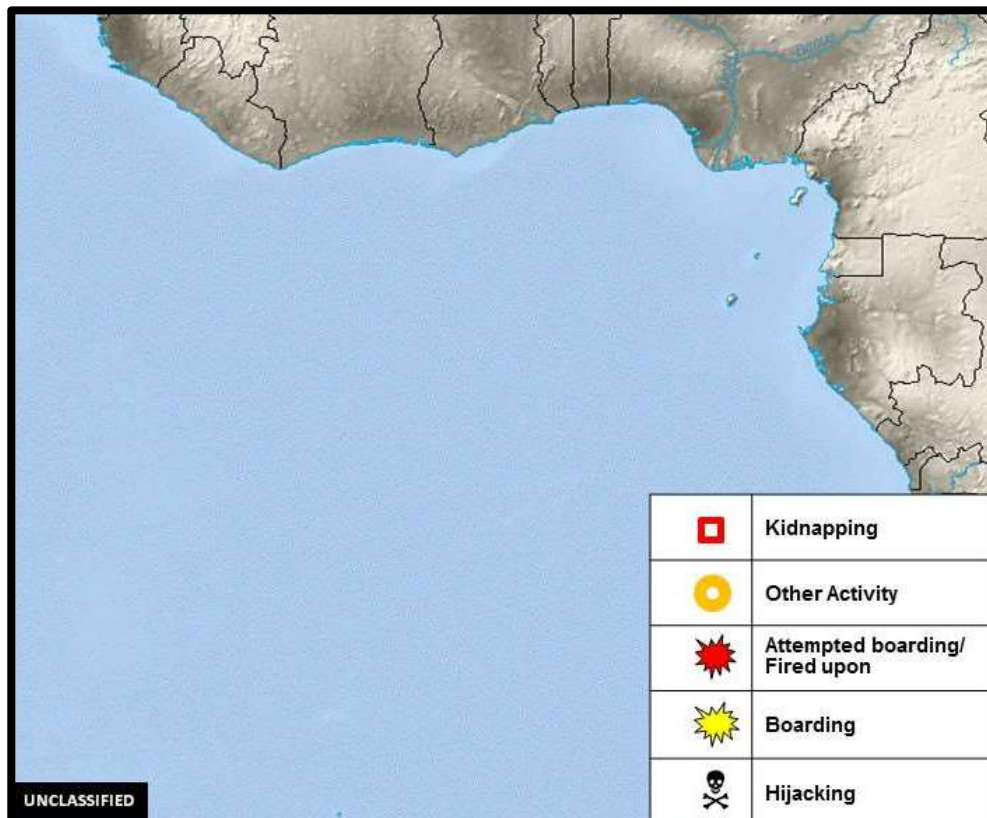
- No current incidents to report

OTHER ACTIVITY

- No current incidents to report

MARITIME REPORTING

- No current incidents to report



WEATHER FORECAST: GULF OF GUINEA**WEATHER FORECAST VALID FROM 19 - 25 APRIL 2018****GULF OF GUINEA:** South

- **Extended Forecast:** South

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 coasts of Somalia and West Africa with increased southerly wind flow through the Bab el Mandeb Strait due to funnelling effects.

SOUTHEAST ASIA



Current Incidents:

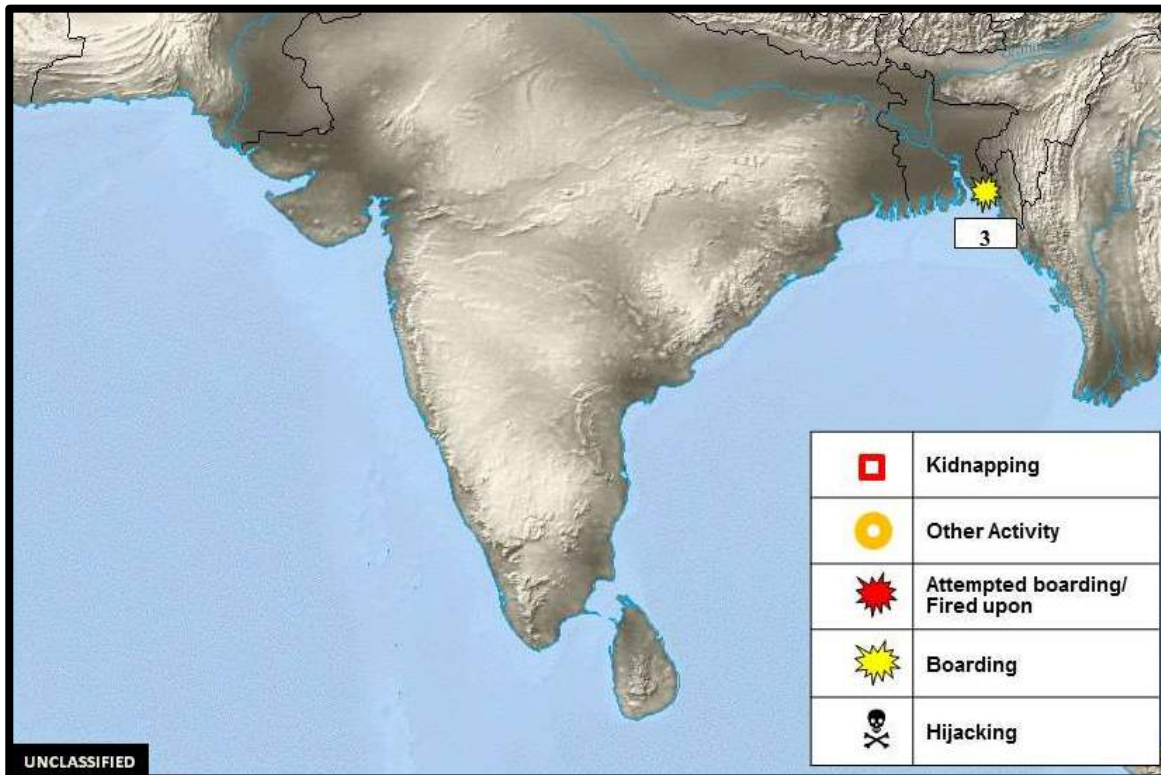
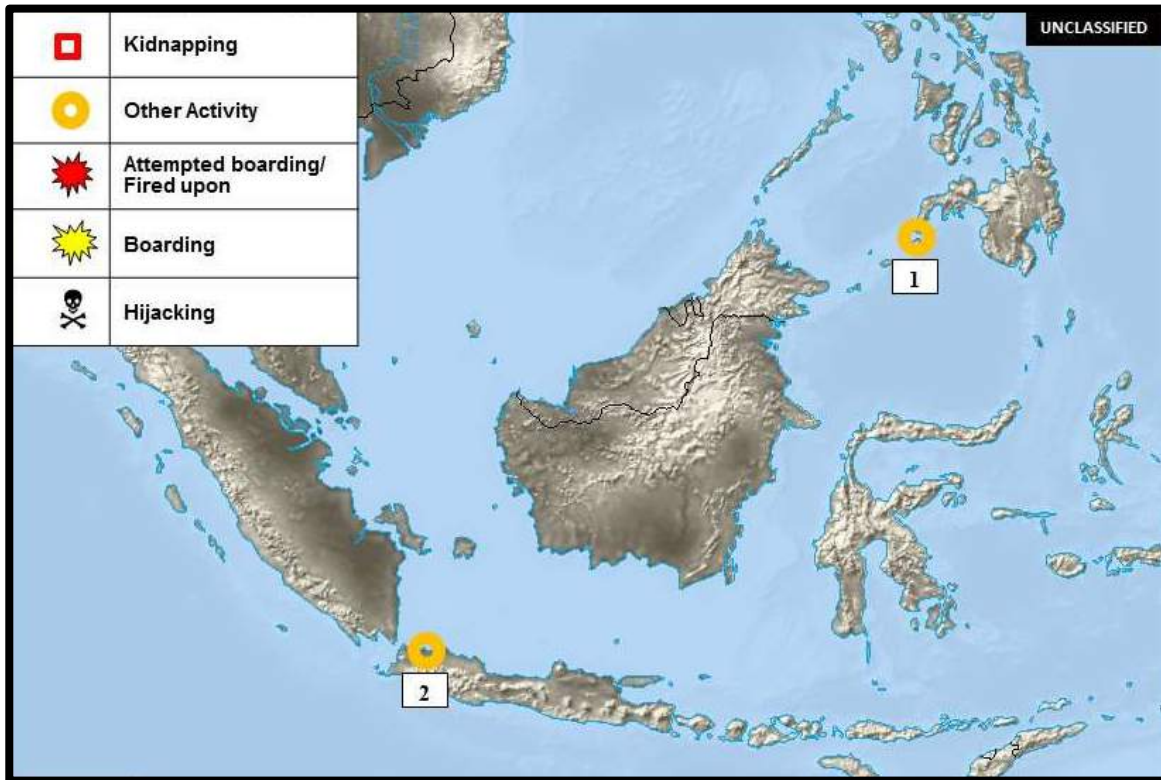
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WARNING:

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

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

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



VESSELS HIJACKED

- No current incidents to report

KIDNAPPING

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- No current incidents to report

VESSELS BOARDED

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

1. **14 April (Philippines – Late Report)** – General cargo ship *DIAMOND 8* was seized by the Philippine Navy in Zamboanga waters, southwest of Mindanao Island. The vessel reportedly was smuggling more than 20,000 bags of rice from Vietnam into the country.
2. **12 April (Indonesia – Late Report)** – A shipment of luxury motorbikes and cars was seized in Jakarta onboard the Ro-Ro ship *BAJAR FAHARI V*, which arrived to Jakarta from Pontianak, West Kalimantan, Indonesia. In total, twenty-seven motorbikes and cars, with Malaysian plates, were seized, including eighteen Harley Davidson, BMW and Honda motorbikes, and nine Toyota, BMW, Nissan Terrano and Porsche cars.
3. **12 April (Bangladesh – Late Report)** – Three robbers in a small boat boarded an anchored product tanker near position 22:12 N – 091:44 E, Chittagong Anchorage. Crewmembers on board the vessel raised the alarm and the crew was mustered. The robbers, who were armed with an iron rod, hit the local watchman, stole ship's properties and escaped. The incident was reported to the Bangladesh Coast Guard who dispatched a patrol boat to search the area.

MARITIME REPORTING

- No 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 Strait.

- **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 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.

Review of Piracy and Armed Robbery Against Vessels in Asia (Q1 Review)

EXECUTIVE SUMMARY

During the Q1 reporting period (January – March 2018), a total of fourteen incidents were reported, comprising of nine actual incidents and five attempted incidents. Of this figure, one was an incident of piracy, with the remaining thirteen incidents being armed robberies against vessels. The Q1 reporting period of this year saw a 48% reduction in the number of incidents reported compared to the same period in 2017, which saw a total of 27 incidents (comprising of 21 actual and six attempted incidents). The improvement in the region in Q1 of 2018 was due to a decrease in the number of incidents at ports and anchorages in Bangladesh and the Philippines. Furthermore, this period saw no actual incidents of abduction of crewmembers for ransom in the Sulu-Celebes Sea and no incidents of hijacking of ships for theft of oil cargo. However of concern was the 16 February 2018 attempted incident that was reported in the Sulu-Celebes Sea involving container ship KUDOS 1. During the January – March 2018, several arrests of perpetrators and recovery of stolen items were reported.

OVERVIEW

NUMBER OF INCIDENTS

During the Q1 reporting period, a total of fourteen incidents of piracy and armed robbery against vessels were reported in Asia, comprising of nine actual incidents and five attempted incidents.

PIRACY VS. ARMED ROBBERY AGAINST VESSELS

Of the total 14 incidents reported during this period, one was an incident of piracy, with the remaining thirteen being incidents of armed robbery against vessels. The majority of incidents reported in waters in Asia are armed robbery against vessels.

STATUS OF VESSELS

Of the fourteen incidents reported in Q1 of 2018, ten incidents (71%) occurred on board vessels while at anchor/berth, and four incidents (29%) occurred on board vessels while underway. This has been in line with general trends in Asia where more incidents occur on board vessels at anchor/berth than on board vessels while underway.

Of the ten incidents that occurred on board vessels at anchor/berth, 3 occurred in Bangladesh; 2 in Vietnam; 2 in Indonesia; 1 in India; 1 in the Philippines and 1 in the South China Sea. Of the incidents reported on board vessels while underway, 2 incidents occurred in the Straits of Malacca and Singapore (SOMS); 1 in India and 1 in the Sulu-Celebes Sea.

ANALYSIS OF ACTUAL INCIDENTS

VIOLENCE FACTOR

Number of Perpetrators

Overall the majority of incidents reported between January – March 2018 involved groups of 1 – 6 perpetrators.

Of the nine actual incidents reported in the Q1 2018 period, three incidents involved perpetrators operating in groups of 1 – 3 men; and four incidents involved perpetrators operation in groups of 4 – 6 men. There was one incident that involved seven perpetrators who boarded container ship *POLAR ECUADOR* when she was anchored at South Harbour Anchorage Area, Manila, Philippines. Five of the perpetrators were arrested by the authorities while the remaining two escaped by jumping into the water.

Type of Weapons Carried by Perpetrators

Seven of the nine actual incidents reported during this period involved perpetrators who were either not armed with weapons or there was no report to suggest that they were armed. In the remaining two incidents, there were reports that the perpetrators were armed with knives. These two incidents occurred on board *PORT HAINAN*, when the bulk carrier was anchored at Kutubdia Anchorage B, Bangladesh; and *GLOBE EXPLORER*, when the bulk carrier was anchored at Go Dau Port, Vietnam. In both of these incidents, the perpetrators threatened the crewmembers with knives. In the incident involving *GLOBE EXPLORER*, the bosun sustained injuries.

Treatment of Crewmembers

Of the nine actual incidents reported during the Q1 2018 period, six incidents reported no injuries to the crewmembers. One incident reported that a crewmember was assaulted, this occurred on board *GLOBE EXPLORER*; and two incidents reported that crewmembers had been threatened (*PORT HAINAN* and *BBC AMBER*). During this period, there were no reports of very severe mistreatment of crewmembers.

ECONOMIC LOSS

Type of Losses

Of the nine actual incidents reported during this period, eight incidents reported loss of stores and unsecured items, including mooring ropes, paint, welding machine, breathing apparatus, extension wire and lubricating oil. In four of the eight reported incidents, the stolen items were recovered and returned to the vessel.

TYPE OF VESSELS AND LOCATIONS

Five of the nine actual incidents reported between January – March 2018 occurred on board bulk carriers at ports and anchorages. However there is no sufficient evidence to suggest that the perpetrators targeted a specific type of vessel to board and it is more likely that certain types of vessels visit a port due to the facilities available at that port and consequently the possibility of them being boarded is high.

GEOGRAPHY OF INCIDENTS

During the January – March 2018 reporting period, improvement in the situation of armed robbery against vessels was most seen at ports and anchorages in Bangladesh and Philippines. It should however be noted that the number of incidents at ports and anchorages in Vietnam and in the Straits of Malacca and Singapore (SOMS) has increased slightly.

BANGLADESH

During this reporting period, three incidents were reported off the port of Chittagong and Kutubdia Island. Of these incidents, the Bangladesh Coast Guard reportedly recovered the stolen ropes from bulk carrier *PORT HAINAN* and bulk carrier *TIBERIUS*.

PHILIPPINES

The situation of armed robbery against vessels at ports and anchorage in the Philippines improved during the Q1 2018 reporting period with only one incident recorded in the South Harbour Anchorage Area, Manila, compared with four incidents (all at Batangas port) reported during the same period in 2017. During the 2018 period, there were no incidents reported at Batangas port.

In the incident that occurred between January – March 2018, the Philippine Coast Guard (PCG) team located the suspected motor banca with the perpetrators on board. The PCG apprehended five perpetrators on board the banca and recovered the stolen items. Two other perpetrators managed to jump into the water and escaped.

VIETNAM

Two incidents were reported at ports and anchorages in Vietnam during the January – March 2018 reporting period, compared with no incidents during the same period in 2017. The incidents that occurred this year were reported at Go Dau Port and Cam Pha loading anchorage, Vietnam.

STRAIGHTS OF MALACCA AND SINGAPORE (SOMS)

During the reporting period, two incidents were recorded in the SOMS area compared to 1 incident reported during the January – March 2017 period and no incident reported during the same period in 2016. In the incidents reported in January 2018, the perpetrators were not successful in their attempt to board the vessel due to the crewmember's vigilance. The crewmembers raised the alarm and reported the incidents to the local authorities. There were no incidents reported in SOMS in February and March 2018.

UPDATE ON SITUATION OF ABDUCTION OF CREWMEMBERS FROM VESSELS OPERATING IN THE SULU-CELEBES SEA

SITUATION UPDATE

During the January – March 2018 reporting period, there were no reports of any actual incidents involving the abduction of crewmembers from vessels while underway in the Sulu-Celebes Sea. The last actual incident was reported on 23 March 2017 on board *SUPER SHUTTLE TUG 1*.

Of concern however is the report of an attempted incident, that occurred on 16 February 2018 and which involved container ship *KUDOS 1*. Prior to this incident, the last attempted incident occurred on 18 April 2017 on board the *DONA ANNABEL*. On 16 February, *KUDOS 1* was underway at approximately 4.4 nautical miles southeast of Sibago Island, province of Basilan, Philippines, when three motorized bancas with three perpetrators on board each banca manoeuvred to the port side of the vessel. Armed with firearms, the perpetrators attempted to board the vessel using ropes and hooks. The Master and crewmembers splashed hot water onto the perpetrators who opened fire at the vessel for about two minutes and re-positioned themselves at about 400 – 500 metres away from the vessel. The Master activated two flares. The perpetrators escaped quickly in the motorized bancas towards Basilan. Two crewmembers sustained minor injuries due to glass debris from the porthole, which had been broken as a result of the gun firing. The authorities were alerted by distress signal and immediately responded by deploying assets to the location of the incident. The Philippine Coast Guard (PCG) and Philippine Navy escorted the vessel towards the port of Zamboanga City. The vigilance of the crewmembers coupled with quick responses in retaliation towards the perpetrators and timely distress signals to the local authorities resulted in an immediate response by the authorities and forced the perpetrators to abort their boarding and escape.

On 19 February 2018, reports emerged of the release of two Indonesian fishermen who had been held captive by the Abu Sayyaf Group (ASG) for more than a year. They were rescued by the Philippine authorities and handed over to the Indonesian authorities on 20 January 2018. The two fishermen were Masters of fishing vessels *SSK 00520* and *SN 1154* who were abducted in the waters between Pegasus Reef and Kual Kinatabangan near Taganak Island in Tawi-Tawi on 5 November 2016.

As of 31 March 2018, nine crewmembers are still in captivity. The Philippine authorities continue to conduct pursuit operations and intensify their military operations in a bid to rescue the abducted crewmembers and neutralise the militant group.

ADVISORY

MS Risk continues to advise all vessels to re-route from the area, where possible. Otherwise, we advise that vessel Masters and crewmembers exercise extra vigilance while transiting the Sulu-Celebes Sea and eastern Sabah region. We further advise that any incidents, and suspicious activity are immediately reported to the following Centres:

- 1. Philippine Coast Guard District**
Southwestern Mindanao
Operation Centre
Tel: +63 929686 4129
Tel: +63 929686 0689
VHF: Channel 16 with call-sign "ENVY"
Email: hcgdswm@yahoo.com
- 2. Navy – Littoral Monitoring Station (LMS)**
Bongao, Tawi-Tawi
Tel: +63 917774 2293
VHF: Channel 16
Email: jointtaskgrouptt@gmail.com
- 3. Eastern Sabah Security Command (ESSCOM)**
Tel: +60 89863181/016

Fax: +60 898631812
VHF: Channel 16 with call-sign "ESSCOM"
Email: bilikgerakanesscom@jpm.gov.my

CONCLUSION

The overall situation of piracy and armed robbery against vessels in Asia during the January – March 2018 reporting period improved compared to the same period in 2017, with an overall 48% decline in the number of incidents reported during the Q1 2018 period compared to the Q1 2017 period. This decline was due to the decrease in incidents at ports and anchorages in Bangladesh and the Philippines, along with the fact that there were no actual incidents of abduction of crewmembers in the Sulu-Celebes Sea and no hijacking of vessels for theft of oil cargo during this reporting period. Of concern during this period was the report of an attempted incident involving *KUDOS 1* in the Sulu-Celebes Sea on 16 February 2018. While due to the vigilance of the crewmembers, effective counter-measures and timely distress signals by the vessel as well as an immediate response by the authorities, the perpetrators ultimately failed to board the vessel, this incident has highlighted the continued threat to vessels transiting this region. MS Risk therefore advises vessels transiting the Sulu-Celebes Sea to exercise enhanced vigilance, maintain look-out for suspicious approach by boats, and to report all incidents and suspicious activity to the nearest coast States and flag State immediately.

WORLDWIDE

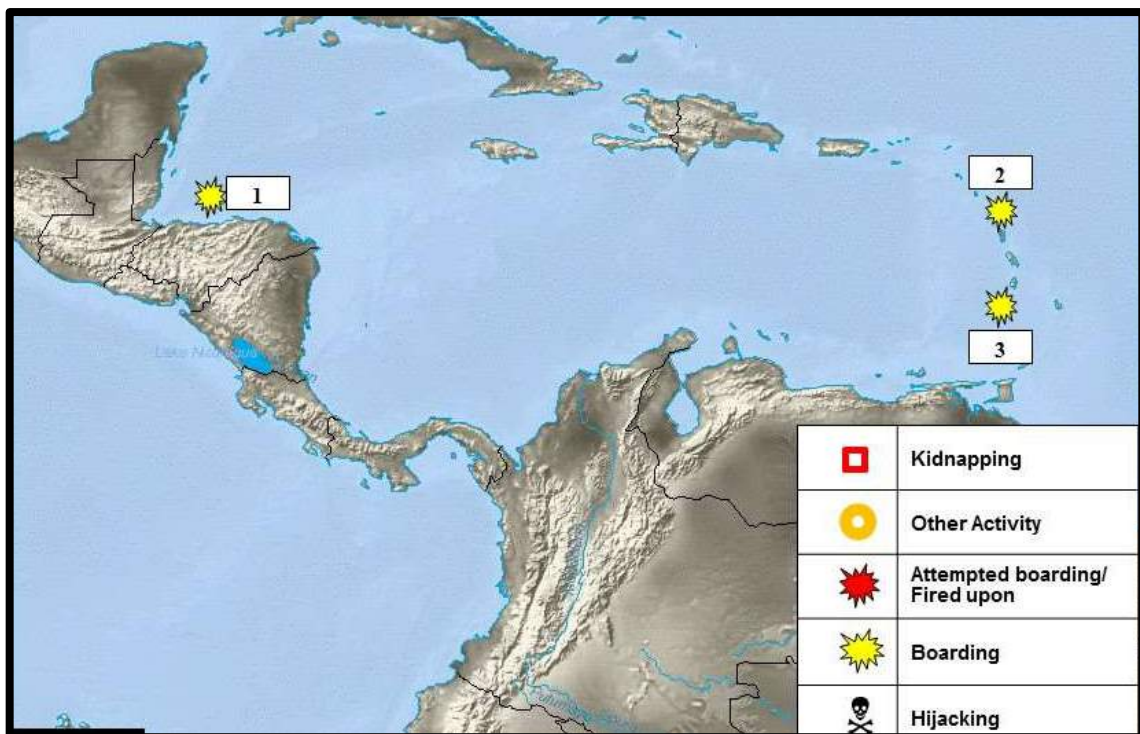
NORTH AMERICA

- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

Current
Incidents:

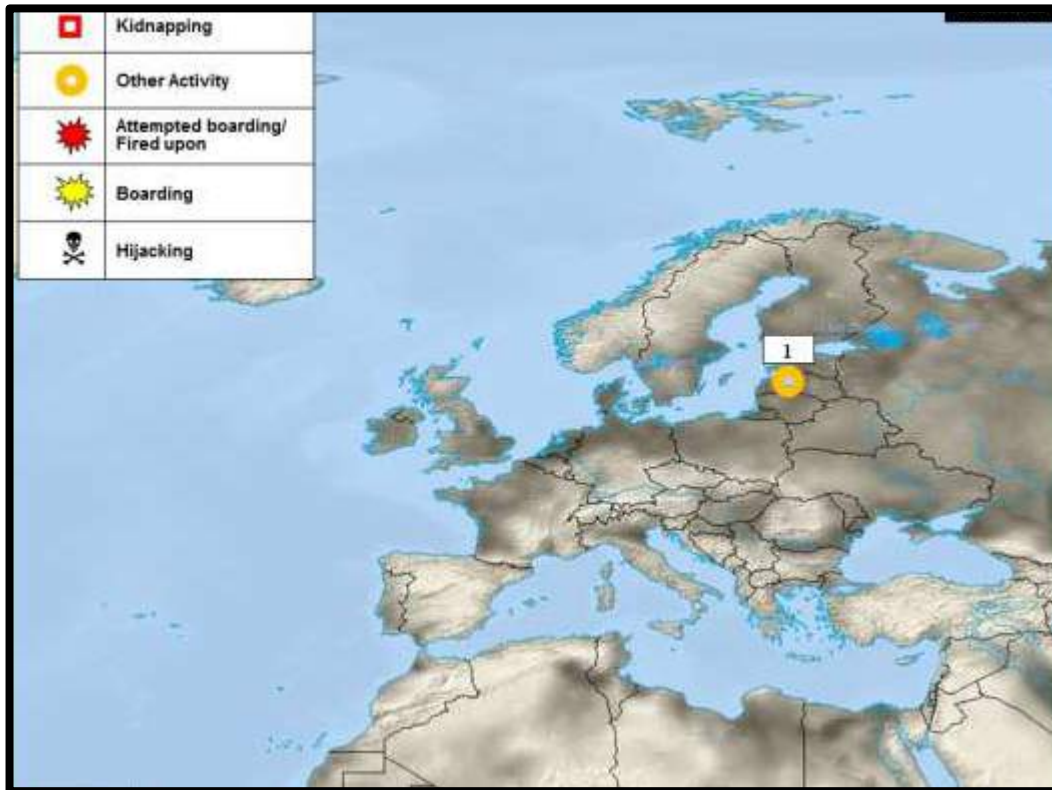
7



1. **8 April (Honduras – Late Report)** – An unoccupied yacht on a mooring was broken into and the dinghy outboard engine was stolen from West End, Roatan. The mooring line was cut and the boat had grounded nearby where it was later discovered.
2. **1 April (Saint Vincent and the Grenadines – Late Report)** – A local fisherman had a small boat stolen from Clifton Harbour. The boat was set adrift and was later recovered, however it was missing its new 25 horsepower outboard.
3. **9 March (Guadeloupe – Late Report)** – A sailing yacht anchored about 150 metres from shore of Pigeon Island had its in-the-water dinghy stolen. The line had been clearly cut. No police report was made.

ATLANTIC OCEAN AREA

- No current incidents to report

NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

1. **26 March (Latvia – Late Report)** – According to the State Revenue Service, customs officers at the Freeport of Riga seized 17,472 pairs of counterfeit athletic shoes while checking two containers that had arrived from China, with the footwear meant for a recipient in Russia.

MEDITERRANEAN/BLACK SEA

- No current incidents to report

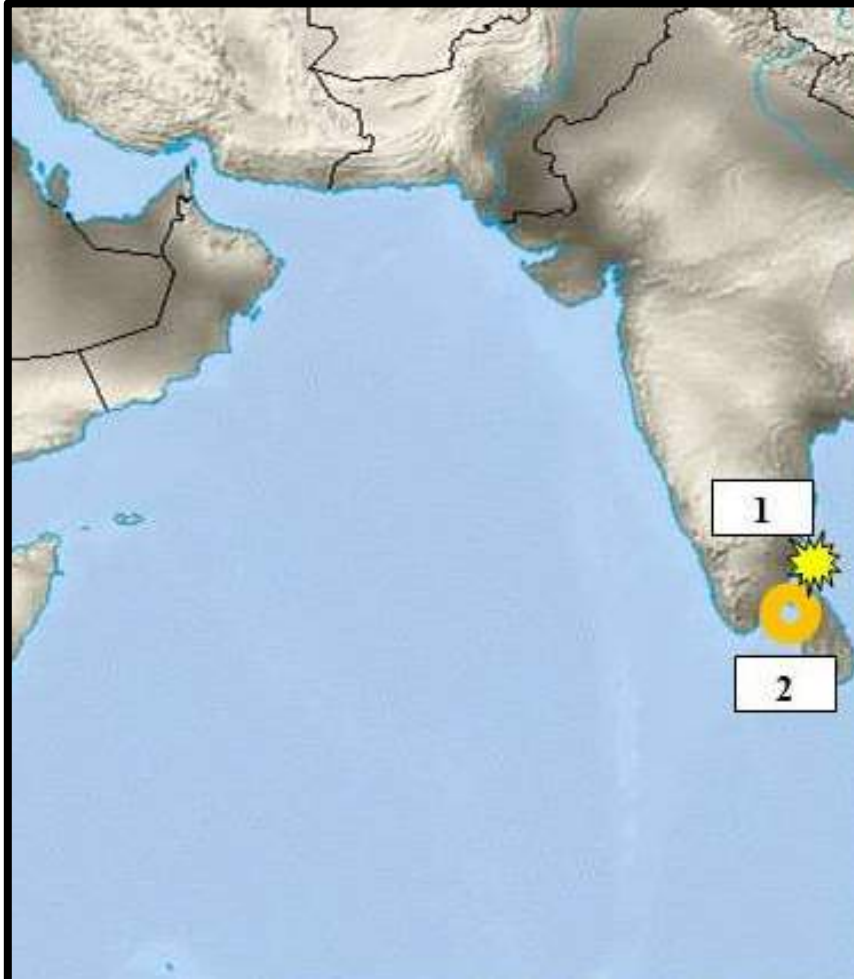
ARABIAN GULF

- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

1. **13 April (India – Late Report)** – Suspected Sri Lankan pirates attacked an Indian fishing trawler, leaving four fishermen injured southeast of the Kodiyakkarai coast. According to fisheries officials, the fishermen, from Seruthur village, put to sea in a fishing boat and when they were fishing near the International Maritime Boundary Line, a group of pirates, who came in a high-speed fiberglass boat, attacked them with iron rods. They also looted fish catch, GPS units and mobile phones from the fishermen.

2. **12 April (Sri Lanka – Late Report)** – The Sri Lanka Navy caught three people attempting to smuggle 24.2 kg of gold from the country via the sea. The three Sri Lankans were detained in the sea north of Mannar in the island's north.

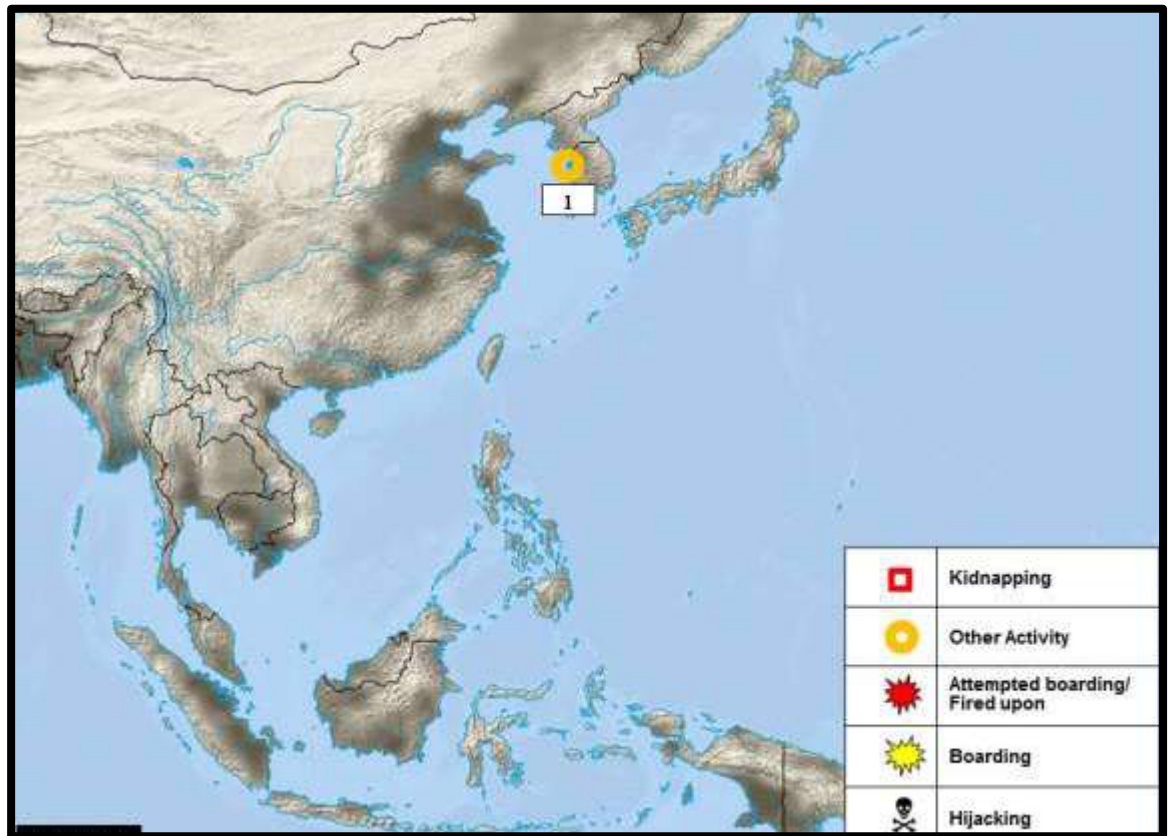


EASTERN AND SOUTHERN AFRICA

- 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.

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 22 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

MELLITAH OIL AND GAS HALTS GAS SUPPLY TO POWER PLANTS IN WESTERN LIBYA

16 April – Mellitah Oil and Gas Company has suspended natural gas supply to the General Electricity Company, causing fluctuation in the power output in the western region of Libya. Mellitah clarified in a statement that it has started work on the second phase of the Bahr Essalam gas and condensate field project, which includes the addition of 10 submerged wells in order to stabilize the supply of natural gas to the domestic market. The process requires a complete halt to the Sabratha Platform, which will result in the cessation of Mellitah Complex, which provides most of the power plants in the western region with gas.

HAFTAR'S ILLNESS STOKES FEARS OF SUCCESSION FEUD

19 April – General Khalifa Haftar is in a hospital in Paris after a reported stroke. His condition remains secret, sparking speculation about his fate, causing a power vacuum in eastern Libya, and stoking fears that a violent succession feud that could plunge Libya into turmoil again. Since the news broke 10 days ago that Haftar had been airlifted to France from Jordan for emergency treatment, Libya's rumor mill has gone into overdrive amid news reports that the general was seriously ill, incapacitated or even dead. Haftar's aides denied the reports, insisting that he had been hospitalized for a routine checkup, and they promised that he would soon be back in Benghazi, his eastern stronghold where he nurtured ambitions of national power. But a car bomb targeting a senior commander in Haftar's Libyan National Army on Wednesday suggests that tensions could soon overtake the bedridden Haftar. Gen. Abdel Raziq al-Naduri, seen as a possible successor to General Hifter, escaped unhurt, and the assailants were not publicly identified. The attack was widely interpreted as a possible opening salvo in a battle to succeed General Hifter. "There are clear signs that a leadership contest has started," said Tarek Megerisi, a Libya analyst at the European Council on Foreign Relations. "The conversation has moved on from whether Haftar is dead or alive, to whether he will be able to return to the same role as before. Most people believe he won't." Haftar supporters have long worried that his age might diminish his fitness for the hectic pace of Libya's notoriously complex battle for supremacy. Even if he does prove fit enough to return to work, his illness has dealt a blow to his carefully cultivated persona of a leader with the muscle to rule. "His strongman image has been ruined," Mr. Megerisi said. "Now he's the sick man of Libya."

MITIGA AIRPORT UNDER FIRE AGAIN

19 April – Rockets hit Libya's main airport and damaged a plane as it was waiting to take off early on Thursday, the same day the United Nations envoy and France's ambassador were visiting the capital to discuss a peace plan. One rocket hit an Airbus 320 and others struck the arrivals hall at Mitiga airport at around 2 a.m., but no one was injured, a spokesman for the Special Deterrence Force (Rada) said. UN envoy Ghassan Salame and French ambassador Brigitte Curmi arrived at the same airport - the only one operating in the city. Their offices did not immediately release a statement on the attack or say when they landed. No injuries were reported, and no one has claimed responsibility. Special Deterrent Force (SDF) accused Brigade 33 of Tajoura district of being behind the attack. "Artillery shells fell on the airport and hit Libyan Airlines plane Airbus 320, leaving material damage at the arrivals' lounge." The head of the SDF media office, Ahmed Salim, said. In a joint statement, leadership in the region called on the security apparatuses in Souq Jumua and Tajour districts to identify the attackers and bring them to justice, urging the elders of the two districts to cooperate with authorities.

LIBYA OFFICIAL SAYS HAFTAR'S CHIEF OF STAFF SURVIVED BOMBING

19 April – A spokesman says the chief of staff of the Libyan National Army has survived an attempted car bomb assassination in Benghazi. Ahmed al-Mesmari says Wednesday's explosion targeted the convoy of Brig. Gen. Abdel-Razek al-Nadhouri in the Sedi Khalifa neighborhood. There were no casualties. No group has immediately claimed responsibility. The news came amid a state of uncertainty over the health of Khalifa Haftar, the leader of the eastern-based army, who is in France for medical treatment.

LIBYA EYES FUEL MARKING, BOAT SEIZURES, TO COUNTER FUEL SMUGGLING

18 April – Libya's National Oil Corporation (NOC) is considering using a chemical marking system to help trace oil products smuggled out of the country, its chairman said on Wednesday. Mustafa Sanalla also called on a European Union naval mission to combat smugglers by seizing their ships in the Mediterranean, said the United Nations should consider sanctioning smugglers, and urged Libya to reform massive subsidies that allow fuel to be sold for as little as 2-3 U.S. cents per liter. "The fuel smugglers and thieves have permeated not only the militias which control much of Libya, but also the fuel distribution companies which are supposed to bring cheap fuel to Libyan citizens," Sanalla told an inaugural Oil and Fuel Theft conference in Geneva. "The huge sums of money available from smuggling have corrupted large parts of Libyan society," he said. The state-run NOC was looking at adding molecular markers to subsidized fuel, to help Libyan and international law enforcers including Europol, CEPOL and Interpol identify smugglers, Sanalla said. Between 30 and 40 percent of fuel refined in Libya or imported into the country is stolen or smuggled, according to the NOC. Libyan vessels smuggle mainly diesel to international ships offshore, while gasoline is diverted to roadside sellers or smugglers who operate across Libya's land borders. The practice costs the Libyan state one billion Libyan dinars per year, or \$750 million at the official exchange rate, the NOC estimates.

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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