

# Maritime Security Review



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## INCIDENTS AT SEA

Reporting Period: 14 – 20 May 2018

Region	Current Incidents	Late Reported Incidents	Threat Level
<b>MAIN REGIONS</b>			
Gulf of Aden/Arabian Sea	0	2	Medium
Gulf of Guinea	1	0	Low
Asia	0	0	Low
<b>WORLDWIDE</b>			
North America	0	1	Low
Central America/Caribbean/ South America	0	5	High
Atlantic Ocean Area	0	0	Low
Northern Europe/English Channel/Baltic	0	1	Low
Mediterranean/ Black Sea	0	1	Low
Arabian Gulf	0	0	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.

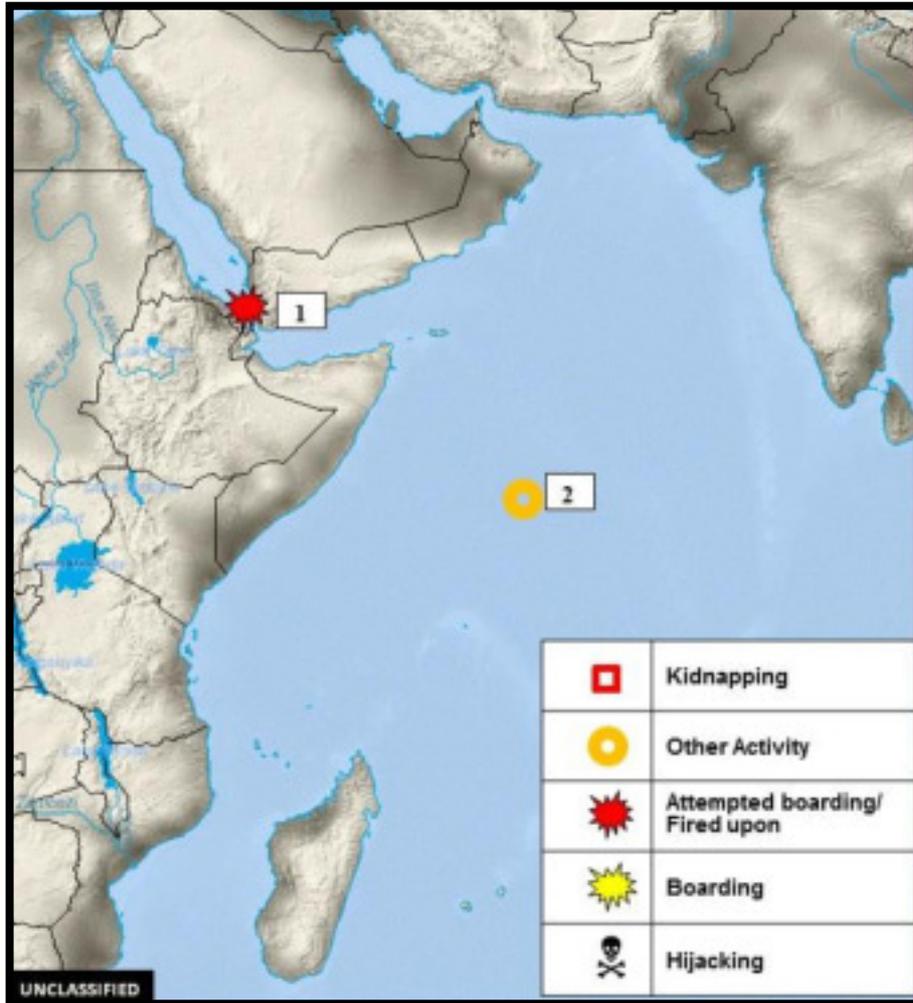
Some vessels transiting this region may have increasingly become complacent in the belief that the piracy threat had diminished. However, poverty and other motivating factors for piracy remain. The threat of attack and/or hijacking remains significant, as the root causes on the ground in Somalia have 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 as set down in BMP4. Sailing yachts should avoid transiting the HRA. Past activity has demonstrated that pirates will attack both large and small yachts transiting this region. While successful attacks and hijackings of merchant vessels have significantly decreased over the past two years, the possibility of attacks and the successful hijacking of sailing vessels continues to remain high. This is due to the reduction of revenue sources from pirated merchant vessels, and the fact that sailing yachts are vulnerable and easier targets. PAG's continue to conduct "soft approaches" on merchant ships transiting the area. Skiffs have approached vessels in order to probe the reaction of the crewmembers and any possible Privately Contracted Armed Security Personnel (PCASP) onboard. If the pirate approach does not elicit a response, the pirates will likely proceed with an attack, in which additional skiffs may participate.

Vessels transiting the greater Gulf of Aden region should operate under a heightened state of alert. This is due to increasing tensions in the region, particularly around Bab al Mandab Strait and near Yemen, where fighting has taken a maritime trajectory. The risk for potential for direct or collateral damage to vessels transiting the region is high. These threats may come from a number of different sources such as missiles, projectiles, or waterborne improvised explosive devices. Houthi rebels have claimed responsibility for the 1 October 2016 attack on a UAE vessel. MS Risk advises all vessels transiting this region to report any hostile activities immediately.

Current Incidents:  
2



SOURCE: ONI

**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

- **10 May (Red Sea – Late Report)** – An explosion was reported inside the hold of the Turkish bulk carrier *INCE INEBOLU*, which was carrying about 50,000 metric tons of wheat to Yemen and was anchored near position 14:40 N – 041:45 E, 70 nautical miles off the coast of Yemen. The captain of the vessel reported no casualties, adding that the wheat was not damaged. It is not known who fired the missile.
- **10 May (Arabian Sea – Late Report)** – The Royal Australian Navy Frigate *HMAS WARRAMUNGA* interdicted a dhow carrying 295 kilograms of heroin as part of Combined Task Force (CTF) 150 Maritime Security Operations. This is *HMAS WARRAMUNGA*'s 11<sup>th</sup> successful interdiction in five months and brings the Royal Australian Navy Frigate's total of narcotics interdicted to approximately 19.3 tons of hashish and 2.1 tons of heroin.

#### MARITIME REPORTING

- No current incidents to report

**WEATHER FORECAST: GULF OF ADEN, ARABIAN SEA, RED SEA****WEATHER FORECAST VALID FROM 17 - 23 MAY 2018**

**NORTHERN ARABIAN SEA:** Southwest winds of 15 – 20 knots and seas of 3 – 5 feet.

- **Extended Forecast:** Southwest winds of 15 – 20 knots and seas of 3 – 5 feet.

**GULF OF OMAN:** Variable winds of 5 – 10 knots and seas of 1 – 3 feet in the western section of the Gulf; with southeast winds of 10 – 15 knots and seas of 3 – 5 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 southeast winds of 10 – 15 knots and seas of 3 – 5 feet in the eastern section of the Gulf.

**GULF OF ADEN:** East-northeast 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.

- **Extended Forecast:** East-northeast winds of 20 – 25 knots, gusting to 30 knots, and seas of 12 – 16 feet in the western section of the Gulf; with easterly winds of 20 – 25 knots, gusting to 30 knots, and seas of 12 – 16 feet in the eastern section of the Gulf. **Note:** A Tropical Cyclone Formation Alert has been issued for the Gulf of Aden and the potential for further development is good. Current winds are 28 – 33 knots.

**SOMALI COAST:** Southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the northern section of the coastline; with southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 4 – 6 feet in the southern section of the coastline.

- **Extended Forecast:** Southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the northern section of the coastline; with southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 4 – 6 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.

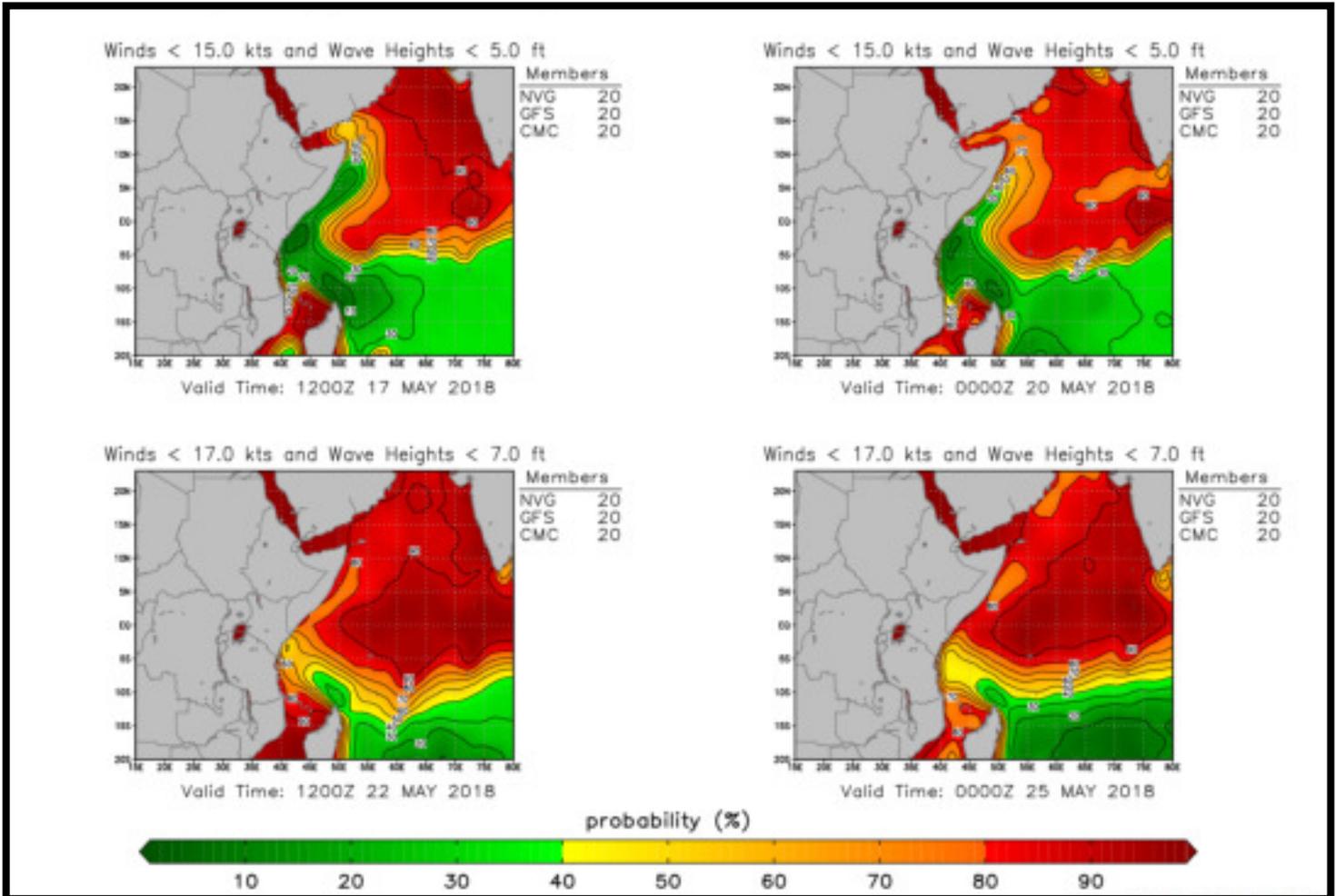
- **Extended Forecast:** Southerly winds of 10 – 15 knots, gusting to 20 knots, and seas of 5 – 7 feet.

**MOZAMBIQUE CHANNEL:** Southerly winds of 10 – 15 knots and seas of 2 – 4 feet in the northern Channel; with southeast winds of 15 – 20 knots and seas of 5 – 7 feet in the southern Channel.

- **Extended Forecast:** Southerly winds of 15 – 20 knots and seas of 3 – 5 feet in the northern Channel; with southeast winds of 15 – 20 knots and seas of 9 – 12 feet in the southern Channel.

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

**SYNOPTIC DISCUSSION:** High pressure will continue to dominate the weather pattern over much of the AOR producing mostly clear skies with isolated areas of thunderstorm activity. Expect isolated areas of dust from Iraq through central Saudi Arabia.



Source: ONI

## SPOTLIGHT ON YEMEN

PORT STATUS AS OF 20 MAY 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

**YEMENIS FLEE HODEIDAH AS FIGHTING BETWEEN SAUDI-LED COALITION AND HOUTHIS NEARS**

**17 May** – Japan Times reports that thousands of Yemenis have been fleeing Hodeidah as fighting intensifies on front lines near the Houthi-held western province, Amnesty International said on Thursday, warning that “the worst is yet to come” if the war reaches urban areas. Forces backed by a Saudi-led military coalition are advancing toward Hodeidah port city, though local officials said this week they do not plan to launch an assault on densely populated areas nearby. The United Nations puts the number of displaced along Yemen’s western coast in recent months at some 100,000 people, most of them from Hodeidah, the second most populated province. Hodeidah handles the bulk of Yemen’s commercial imports and critically-needed aid supplies. The Western-backed alliance accuses the Houthis of using the port to smuggle Iranian-made weapons, accusations denied by the group and Tehran. Civilians from Zabid, al-Jarahi, Hays and al-Khoukhah, 60 to 90 miles south of Hodeidah city, told the rights group that they and many others fled to the southern port city of Aden. The majority of the displaced said they could only fund the trip by selling their belongings, according to Amnesty.

**ASSASSINATION OF ADEN UNIVERSITY DEAN SPARKS OUTCRY IN YEMEN**

**17 May** – The University of Aden has condemned the murder of its dean of sciences and her son and granddaughter, who were killed in her apartment in Aden. Neighbours of Dr. Moqbel in the western Inma residential district managed to catch the gunman and the security services arrived soon after, according to a statement. The university president convened an emergency meeting in the wake of the killings, appointing a task force mandated to press for a timely and transparent investigation of the case. Yemen’s prime minister, Ahmad bin Dagher, condemned the “despicable” killings of Dr. Moqbel, her son Sameh and granddaughter Lian, in a statement carried by the state-run Saba news agency. He said President Abedrabbo Mansour Hadi had issued directives for security agencies to merge under the umbrella of the Interior Ministry to facilitate information sharing. Aden has seen a string of assassinations against religious figures in recent weeks.

**INCE: EXPLOSION ABOARD BULKER WAS A MISSILE STRIKE**

**16 May** – Turkish conglomerate Ince Shipping Group has issued a statement asserting that an explosion aboard the bulker *Ince Inebolu* off the port of Saleef last week was caused by a missile attack. Ince technical manager A. Yaşar Canca said in the statement that the Inebolu was anchored and awaiting permission to enter Saleef to offload a cargo of Russian wheat. The vessel had received approval from UN officials to proceed. At midnight on May 10, a missile penetrated the Number 3 topside tank and exploded inside, causing localized hull damage and a hole in the Inebolu's shell plating. No personnel were injured in the alleged attack. Saudi forces responded to the scene and arranged to bring the vessel to the port of Gizan. Houthi rebels have launched several attacks on Saudi-allied vessels off Hodeidah in the recent past, but it was uncertain if they were to blame for the attack. Saudi forces conducted a survey onboard and found an explosion from the inside to the outside, adding that the blast appeared to have originated from within the hull. When asked, the captain said he did not know the cause of the damage. In a statement, the Houthi ministry of transport told Saba news outlet that the vessel was targeted by the Saudi coalition.

**YEMEN'S ARMY LIBERATES AL-HIMA PORT SOUTH OF HODEIDAH**

**14 April** – The Yemeni army regained the port of Al-Hima in the coastal province of Hodeidah, western Yemen. Military sources said Yemeni forces liberated the military port after heavy fighting with the pro-Iranian Houthi militia. The Houthis suffered heavy casualties and lost equipment as they retreated, according to official Yemeni news agency.

**EXPLOSION DAMAGES SHIP CARRYING WHEAT TO YEMEN**

**13 May** – An explosion has damaged a Turkish vessel carrying wheat to the port of Saleef, with varying accounts reporting an unexplained blast aboard the ship or a possible missile strike. A naval ship of a Saudi-led military coalition received a call from the captain of the *Ince Inebolu*, who reported an opening had appeared in the middle of the ship on the left side, a spokesman for the alliance said. The captain said he did not know the cause of the damage, the spokesman said. The coalition later towed the ship to the port of Jizan in Saudi Arabia. A shipping source said separately it was possible the damage was either caused by overheating of parts of the ship or a missile. A separate source connected with the shipment said the vessel was carrying 50,000 tonnes of Russian milling wheat, adding that it was unclear if it was hit by a missile or due to an internal blast, while anchored about 70 miles off Saleef, which is just north of the port of Hodeidah on the Red Sea. The ship was in a waiting area, the source said, where vessels typically anchor for permission to dock. Ship tracking data showed the Turkish flagged *Ince Inebolu* bulk carrier's last position as of 1157 GMT on Friday as being underway in the Red Sea with Saleef as its destination.

**YEMENI OFFICIALS SAY FIGHTING KILLS 115 IN WESTERN YEMEN**

**12 May** – Yemeni officials say fighting over two days in western Yemen has killed at least 115 people on both sides of the conflict pitting forces loyal to a Saudi-led coalition against Houthi rebels. The officials said the clashes west of the province of Taiz wounded dozens. Forces loyal to the coalition seized control of some rebel-held areas in western Yemen.

## 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:**1****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**

- **17 May (Nigeria)** – A merchant ship reported an attack near position 03:530 N – 006:42 E, near Okwori Field.

**VESSELS BOARDED**

- No current incidents to report

**KIDNAPPING**

- No current incidents to report

**SUSPICIOUS ACTIVITY**

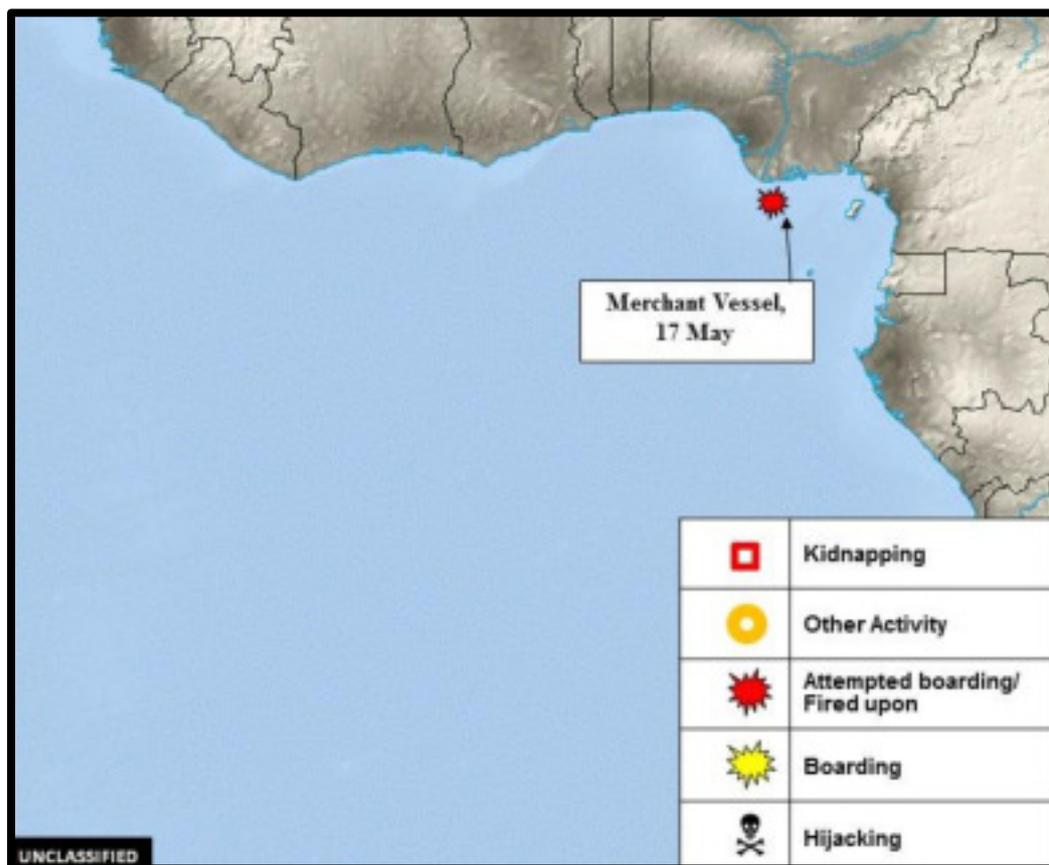
- No current incidents to report

**OTHER ACTIVITY**

- No current incidents to report

**MARITIME REPORTING**

- No major incidents to report



Source: ONI

**WEATHER FORECAST: GULF OF GUINEA****WEATHER FORECAST VALID FROM 17 – 23 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. Isolated thunderstorms and rain showers can be routinely expected along the West African coast.

## EAST ASIA, SOUTHEAST ASIA, INDIA



Current Incidents:

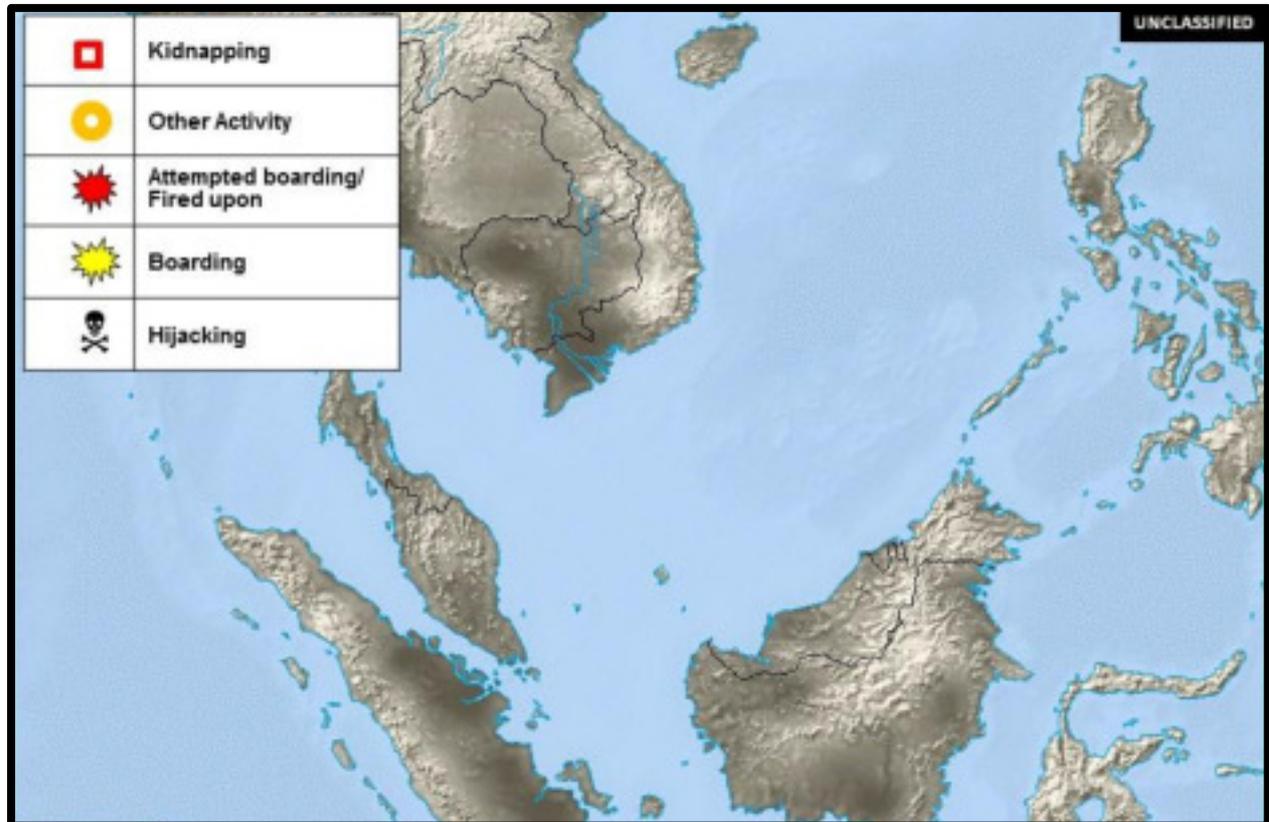
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### WARNING:

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.



Source: ONI

#### VESSELS HIJACKED

- No current incidents to report

#### KIDNAPPING

- No current incidents to report

#### UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

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

- No current incidents to report

#### VESSELS BOARDED

- No current incidents to report

**SUSPICIOUS ACTIVITY**

- No current incidents to report

**OTHER ACTIVITY REPORT**

- No current incidents to report

**MARITIME REPORTING**

- No incidents to report

**WEATHER FORECAST: SOUTHEAST ASIA****WEATHER FORECAST VALID FROM 17 - 23 MAY 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 10 – 15 knots and seas of 3 – 5 feet in the northern section; with northerly winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 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.

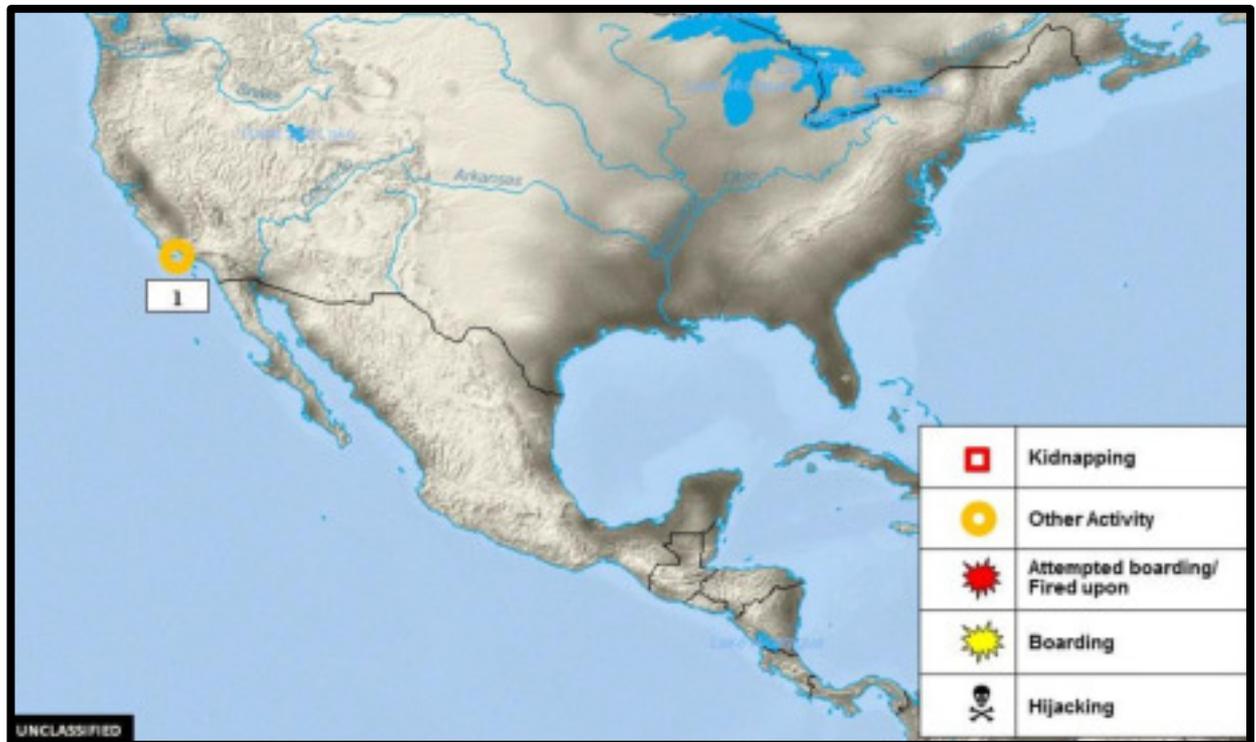
- **Extended Forecast:** Variable winds of 5 – 10 knots and seas of 1 – 2 feet.

**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:** Low pressure over the Sea of Japan and associated front has increased winds and seas from the Sea of Japan through the northern portion of the South China Sea. Strong gusts in and around scattered thunderstorms are expected throughout the Malacca Strait and the Andaman Sea due to funnelling effects and daytime heating.

## WORLDWIDE

## NORTH AMERICA



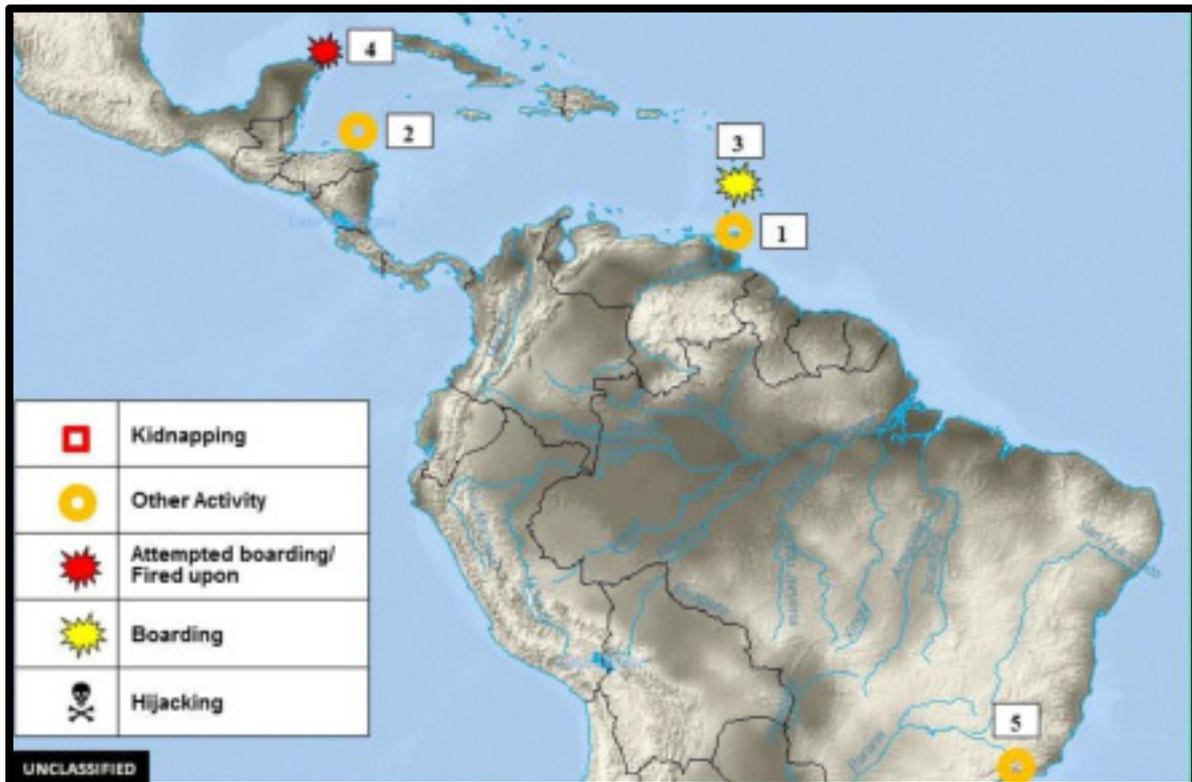
Source: ONI

1. **12 May (United States – Late Report)** – Police near Santa Barbara, California intercepted a panga-type boat that was carrying 3,000 pounds of marijuana. Police have arrested eighteen persons on suspicion of drug smuggling.

## CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **1 May (Trinidad and Tobago – Late Report)** – Police arrested a Venezuelan man after he came ashore in a small boat near Boleau Beach Road, Icacosa Village, Cedros. A search of the man revealed that he had 10.8 kilograms of cocaine in his backpack along with a loaded .380 calibre semi-automatic pistol.
2. **29 April (Honduras – Late Report)** – Police intercepted a boat transition from Colombia to Belize that was transporting 700 pounds of cocaine.

3. **20 April (Saint Vincent and the Grenadines – Late Report)** – A charger catamaran was boarded while anchored in Canouan Charlestown Bay. The thief stole a cell phone and escaped unseen.
4. **19 April (Mexico – Late Report)** – An unknown. Person riding a jet ski shot at people on a beach in Cancun’s resort area. No injuries were sustained in the incident.
5. **16 April (Brazil – Late Report)** – Authorities seized 453 kilograms of cocaine hidden amongst a cargo of paper in the port of Santos. The cargo was reportedly destined for retain.



Source: ONI

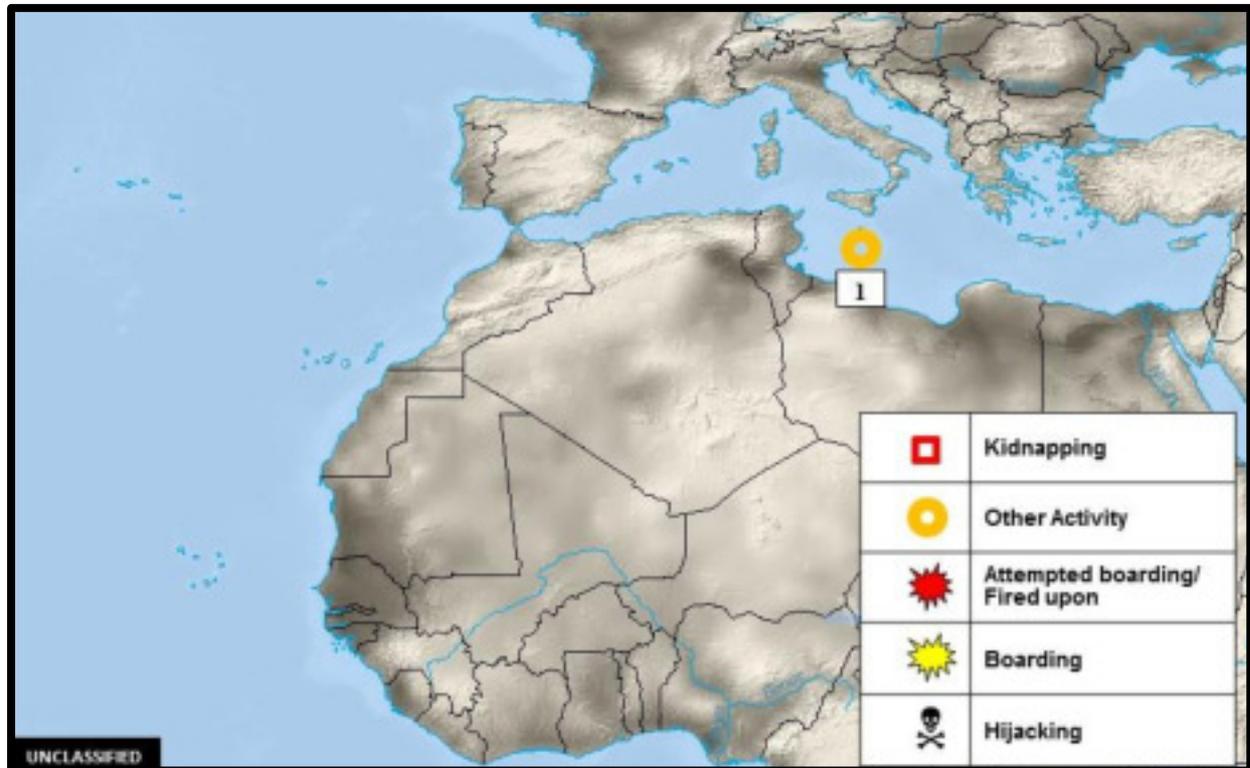
#### ATLANTIC OCEAN AREA

- No current incidents to report

#### NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

## MEDITERRANEAN/BLACK SEA



Source: ONI

1. **7 May (Libya – Late Report)** – Government officials announced that their coast guard had intercepted over 500 migrants in two separate operations that occurred off the country’s north-western coast. According to the naval coast guard spokesman, over 400 migrants were intercepted off Garabulli while another 100 were stopped near Sabratha. The migrants have since been taken to a detention centre in Tripoli.

## ARABIAN GULF

- No current incidents to report

## EAST ASIA/INDIAN SUBCONTINENT

- No current incidents to report

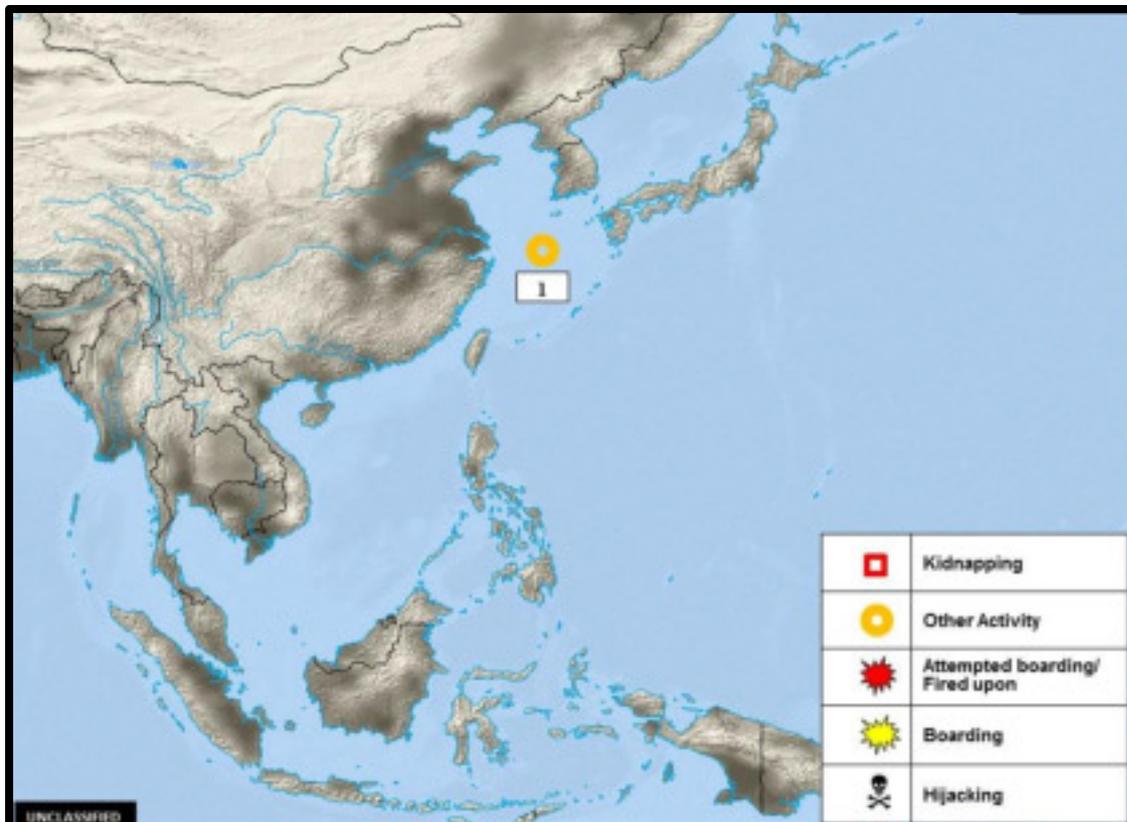
## EASTERN AND SOUTHERN AFRICA

- No current incidents to report

## NORTHEAST ASIA

1. **3 May (East China Sea – Late Report)** – A Japan Maritime Self-Defense Force vessel spotted a South Korean tanker beside a North Korean tanker, possibly conducting a ship-to-ship

transfer of goods banned under United Nations Security Council resolutions. The South Korean government is investigating the incident.



Source: ONI

#### 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.

### SEVEN MIGRANTS DIE DURING SEA CROSSING TO GREECE

**15 May (Turkey)** – Turkey's coast guard has reported that seven Afghan national, including three children, have died while trying to cross into Greece, adding that the coast guard managed to rescue thirteen people from the sinking boat. In a statement released on Tuesday, the coastguard disclosed that a rescue ship and helicopter were dispatched late on Monday near the western province of Canakkale following a tip, adding that as rescuers arrived on scene, they found a half-sunk 6-metre fibre boat. Amongst those rescued were twelve Afghans and one alleged Iranian smuggler.

### LIBYAN NAVY RESCUES 180 MIGRANTS IN MEDITERRANEAN

**13 May (Libya)** – Libya's Navy has reported that it has rescued 180 African and Arab migrants who were heading to Europe across the Mediterranean Sea. According to Navy spokesman Ayoub Jassem, the migrants were mostly men from Syria, Egypt and the Comoros Islands, adding that they were picked up in waters near Quara, a town located close to the capital Tripoli. Authorities have since transferred the group to Tripoli's naval base where they were given humanitarian and medical assistance before being handed over to Libya's Immigration Control Agency.

## SPOTLIGHT ON LIBYA

## PORT STATUS AS OF 20 MAY 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	<b>CLOSED</b>	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

**HAFTAR FORCES LAUNCH FRESH ATTACK ON BESIEGED LIBYAN CITY OF DERNA**

**16 May** – Forces loyal to Khalifa Haftar have launched fresh land and air operations against Derna, one of the last eastern cities still outside of his control, and whose residents have suffered almost two years of siege warfare. At least five people on Tuesday were killed as Haftar's Libyan National Army used aircraft and artillery support to take villages on the outskirts of the city. It was the first major operation against Derna since Haftar announced intentions last week to seize the last stronghold of LNA opposition in Libya's east. Derna is home to 150,000 people. "Derna residents, suffering under a military siege for nearly two years, are bracing for a possible drawn-out battle for their city," said Hanan Salah, senior Middle East and North Africa researcher at Human Rights Watch. Libyan analysts suggest that Haftar is under pressure from supporters, both domestic and foreign, to consolidate control over the entirety of the east. This would reinforce the General's strong man status after his return from France for an undisclosed illness. **UPDATE #1: 18 MAY**– Heavy clashes broke out in the eastern Libyan city of Derna on Thursday between the eastern-based army forces and militants in the city, killing five soldiers and six militants, according to medical and military sources. **UPDATE #2: 18 MAY** – Humanitarian coordinator of the UN Support Mission in Libya on Thursday called on LNA to allow humanitarian aid to enter Derna. "Some 300 to 500 families have reportedly been displaced from Al Fatayih area (east of Derna), to Derna city as a result of the renewed conflict," Maria Ribeiro said in a report issued later on Thursday. "Humanitarian access to Derna is severely limited and humanitarian supplies are awaiting approval to enter. The most urgent needs are in the health sector. If closures remain, humanitarian needs will increase," the report said.

**LIBYAN ARMY CAPTURES 21 TERRORISTS IN EASTERN LIBYA**

**15 May** – LNA spokesman Ahmad Mismari said the army has captured 21 terrorists in Derna, after the army forces advanced in the south of the city. "The armed forces carried out a pre-planned combat mission today, where the enemy positions in Duhur al-Hamr, al-Tila, and Matrouba areas were controlled. The enemy suffered heavy losses of individuals and vehicles," Mismari said in a statement. Mismari said the arrested terrorists descent from six foreign nationalities, and confirmed that the army is "proceeding with a steady and orderly pace towards the liberation of Derna from terrorism."

**EIGHTEEN KILLED, SCORES INJURED IN LIBYA TRIBAL WARS**

**15 May** – Eighteen civilians were killed and 86 injured after recurring clashes between rival tribal groups in southwestern Libya. The bloodshed is a result of skirmishes between the Tebu and Awlad Suleiman communities in the Sebha city. Tensions have re-escalated after a temporary ceasefire had been negotiated. Humanitarian officials have also reported multiple casualties among fighters. The city is facing a shortage of medical personnel, essential medicines and medical supplies. Following renewed fighting, the Sebha blood bank is requesting urgent blood donations. The Sebha Medical Centre remains inaccessible particularly to the Tebu tribe following restrictions along the main roads. Access to basic services and commodities, such as education, water and fuel, is also restricted due to the clashes. Schools in areas most affected by conflict have been closed. The latest escalation of violence between the tribes began in February. Human trafficking and competition over smuggling routes have been blamed for the resurgence. Use of heavy and indiscriminate weaponry by the rival tribes has flouted a ceasefire mediated by the Humanitarian Dialogue.

**LIBYA'S ELECTORAL COMMISSION TO BE PROTECTED BY PRESIDENTIAL GUARD**

**14 May** – The Presidential Guard has been officially commissioned by the Presidential Council to secure the High National Elections Commission headquarters in Tripoli. In a press statement Sunday, the head of the Commission, Emad Sayeh, stated that the Presidential Council allocated two million Libyan dinars for the maintenance of the headquarters of the HNEC. A committee of engineers is preparing a report on the damage caused to its building in order to resume work as soon as possible. The headquarters of the High National Elections Commission was targeted by a terrorist attack earlier this month, leaving several casualties between dead and wounded.

**OFFSHORE BAHR AL-SALAM GAS FIELD RESUMES OPERATIONS**

**13 May** – Libya's offshore Bahr al-Salam gas field has resumed operations with production of 380 million cubic feet per day, state firm NOC said on Sunday after completing upgrade and maintenance. New wells had been linked from the field to the coastal station of Sabratha, along with other maintenance work, during which production had stopped, NOC said in a statement.

**FUEL SMUGGLERS' DENS TO BE RAIDED IN WESTERN LIBYA**

**13 May** – The Fuel and Gas Crisis Committee at Brega Oil Marketing Company has tracked more than 200 fuel smuggling dens in the west, especially in the cities of Zuwara, Abu Kammash and Zolten. A source from the committee said that it had coordinated with the Air Force in the western region to locate these smuggling sites, adding that a large operation is to be launched soon to storm these dens and go after the smuggling gangs. The operation will also target 105 filling stations that have been closed on accusations of being involved in smuggling operations. A number of managers of fuel distribution companies have been called by the Attorney General to interrogate them about accusations of collaborating with gangs to smuggle fuel.

## LIBYA PROCEDURE

**Guidance updated by Gard on 10 May, 2018 highlights the risk of arrest of crew or the detainment of vessels. For tankers trading in this region, the following recommendations have been made:**

- When contracting a vessel for a voyage to Libya, obtain a certificate of origin from the charterers indicating that the shippers are a National Oil Company (NOC) or an approved legal entity of the NOC. The Libyan NOC has the sole rights and control of all oil exports from the country. Most detentions related to oil smuggling, have been in connection with tankers operating offshore and not in a port.
- Charterers should establish the legitimacy of cargo interests and whether they can legitimately ship oil cargoes from Libya. The shippers should be able to provide a letter or document to prove that they are authorized by the NOC to ship the cargo.
- On completion of cargo operations and upon receiving port clearance, sail directly out of Libyan waters as deviations or delays may be construed as suspicious by the authorities.
- Upon leaving the Libyan coast, vessels should avoid navigating close to the coast. Maintain a distance of 40 nautical miles from the coast. Most cases of detention have occurred within 25 nautical miles off the Libyan coast.

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.

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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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- Interim security
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### CRISIS RESPONSE

- Crisis management
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### VIRTUAL SECURITY DIRECTOR SERVICE

- For clients lacking a full-time security executive

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