

MS | RISK

Maritime Security Review



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INCIDENTS AT SEA

Reporting Period: 30 April – 6 May 2018

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

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.

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

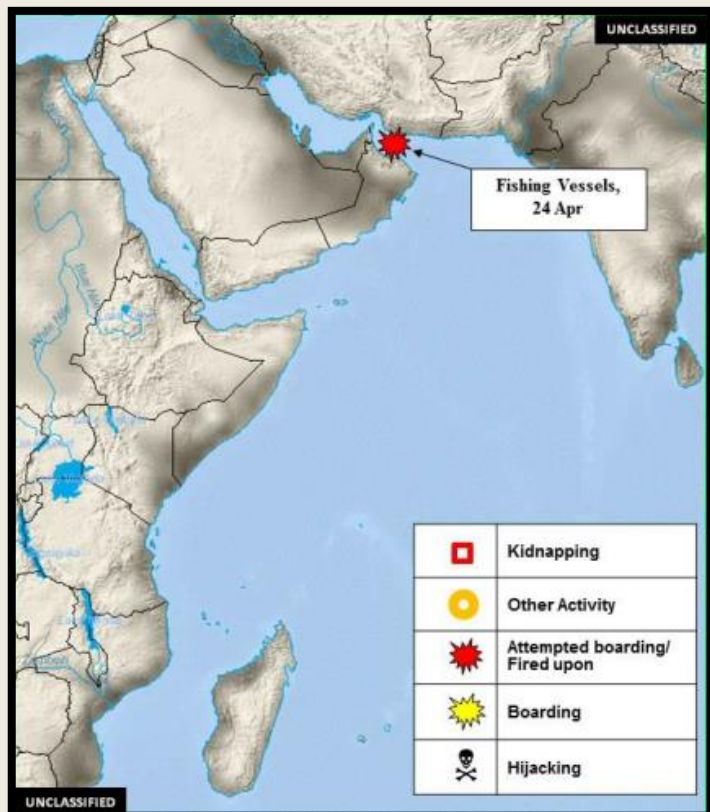
- **24 April (Gulf of Oman – Late Report)** – A group of Emirati fishing vessels was fired upon by unidentified individuals while sailing in the Gulf of Oman. One of the boat captains said the fleet was about 90 kilometres off the coast of Fujairah in international waters. “We tried to escape but they managed to shoot our engines and damaged them. We laid down on the floor to avoid the gunshots and then another boat came to rescue us,” he said. He said he was not sure what nationality the men were. His group was searching for tuna fish at the time.

MARITIME REPORTING

- No current incidents to report

Current Incidents:

0



WEATHER FORECAST: GULF OF ADEN, ARABIAN SEA, RED SEA**WEATHER FORECAST VALID FROM 3 - 9 MAY 2018**

NORTHERN ARABIAN SEA: Westerly winds of 10 - 15 knots, gusting to 20 knots, with seas of 3 - 5 feet.

- **Extended Forecast:** Westerly winds of 10 - 15 knots, gusting to 20 knots, with seas of 3 - 5 feet.

GULF OF OMAN: Northwest winds of 5 - 10 knots, gusting to 15 knots, and seas of 2 - 4 feet in the western section of the Gulf; with west-northwest winds of 10 - 15 knots, and seas of 3 - 5 feet in the eastern section of the Gulf.

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

GULF OF ADEN: Easterly winds of 5 - 10 knots, gusting to 15 knots, and seas of 2 - 4 feet in the western section of the Gulf; with variable winds of 5 - 10 knots, gusting to 15 knots, and seas of 2 - 4 feet in the eastern section of the Gulf.

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

SOMALI COAST: Variable winds of 5 - 10 knots, and seas of 3 - 5 feet in the northern section of the coastline; with southwest winds of 10 - 15 knots, and seas of 3 - 5 feet in the southern section of the coastline.

- **Extended Forecast:** Variable winds of 5 - 10 knots, and seas of 3 - 5 feet in the northern section of the coastline; with southwest winds of 10 - 15 knots, and seas of 3 - 5 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.

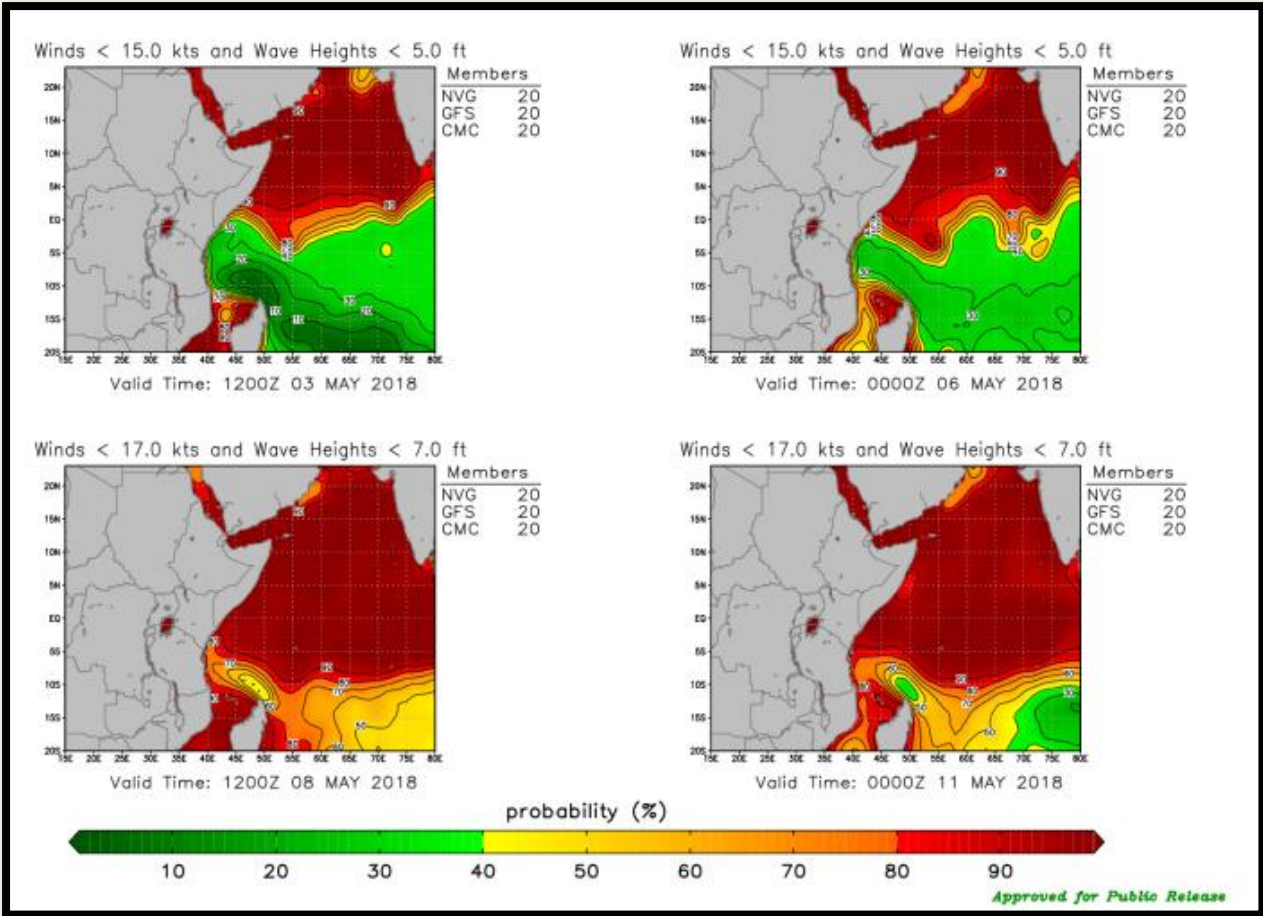
- **Extended Forecast:** Southerly winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet.

MOZAMBIQUE CHANNEL: Northerly winds of 10 - 15 knots and seas of 3 - 5 feet in the northern Channel; with northerly 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 3 - 5 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 continue to dominate the weather pattern over the much of the AOR producing mostly clear skies with isolated area of thunderstorm activity. Expect isolated areas of dust from Iraq through Central Saudi Arabia.



SPOTLIGHT ON YEMEN

PORT STATUS AS OF 06 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	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

SUDAN RECONSIDERING ROLE IN SAUDI-LED YEMEN CAMPAIGN

- **3 May** – Sudan says it is reconsidering its participation in a Saudi-led coalition that has been fighting the Houthi rebels in Yemen for more than three years. Sudan has at least 3,000 ground troops and several fighter jets fighting in Yemen as part of the Saudi-led alliance. Dozens of Sudanese soldiers have been killed on key coastal battlefronts, local and Yemeni media have reported, while Khartoum is struggling with a severe hard-currency shortage. “We are conducting studies and assessments these days about the participation of Sudanese forces in Yemen,” Defence Minister Ali Salem told parliament. Salem spoke amid calls for the troops’ withdrawal following reports of mounting casualties among Sudanese troops in Yemen in recent weeks. Sudan is grappling with economic difficulties, including a hard currency shortage.

HOUGHIS SUFFER AS YEMEN ARMY CUTS MAIN SUPPLY ROUTES

- **1 May**– Yemen’s army, along with the Arab coalition, has been working to sever critical supply lines of the Houthi rebels in a push to recapture Hodeidah and Sanaa on behalf of the legitimate government. The Houthi insurgency sprawling from the capital Sanaa is facing difficulty supplying its outlying militias as the Yemeni army continues to pinch their stream to weaponry. The most recent campaign took place in the Taz governorate. The rebel group is now forced to transfer supplies and reinforcements via rigorous mountain corridors and desert routes, exposing themselves to Arab coalition air strikes. The plan is based off the effective implementation of cutting off supply routes in Aden and Lahj in 2015 when the Houthi militia was sending supply to the southern region.

SAUDI MEDIA: AIRSTRIKE KILLS HOUTHILeadERS IN YEMEN CAPITAL

- **29 April** – A Saudi-led airstrike targeting a high-level meeting of Shiite rebels in Yemen's capital killed two of the group's leaders and dozens of their militiamen, according to the kingdom's state media. Saudi state-run television reported that the strike Friday killed more than 50 militiamen, including the two leaders. Al-Arabiya, without offering a source, said the strike hit a building belonging to Yemen's Interior Ministry in the country's rebel-held capital, Sanaa. It said more than 38 Houthi fighters including the two leaders were killed in the strike targeting a high-level meeting. Al-Masirah, a Houthi-run satellite news channel, acknowledged Houthi leaders met Friday to discuss Saturday's funeral of Saleh al-Samad. However, the only airstrike Friday night in Sanaa the outlet reported on involved wounded civilians.

SAUDI MAN KILLED BY SHRAPNEL FROM INTERCEPTED MISSILE

- **28 April** – Houthi rebels fired ballistic missiles at what it called “economic and vital targets” in the southern Saudi province of Jizan on Saturday, and Saudi authorities said a man was killed by debris from the projectiles. The attack appeared to be retaliation promised by the rebels, as as thousands attended a funeral Sanaa for Saleh al-Samad, a top Houthi official killed in a Saudi-led air strike last week. The Houthis said they launched eight ballistic missiles at “economic and vital targets” in Saudi’s Jizan province on Saturday. Riyadh said it intercepted four of the projectiles. Jizan civil defense spokesman Colonel Yahya Abdullah Al-Qahtani said on Arabiya TV that the Saudi man was killed by “falling fragments of military projectiles.” In a televised speech, Houthi leader Abdul Malik al-Houthi vowed that the death of Samad — a relative moderate who helped oversee political and administrative duties while the Houthi military wing pursued fighting — would not split its ranks.

SENIOR IS LEADER KILLED IN SOUTHERN YEMEN

- **28 April** – A senior Islamic State group leader was killed and three others arrested in a government raid on Saturday in southern Yemen, reported police on Saturday. Saleh Nasr Fadl al-Bakhshi - a self-proclaimed "emir" of the extremist group's branch in the Aden and Abyan regions - was killed during a raid on an IS hideout in government-held territory, said a senior officer with Aden's police force said. Extremist groups including IS and al-Qaeda have exploited years of conflict in Yemen to expand their presence in the country's south.

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:

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

- **29 April (Ghana – Late report)** – A merchant vessel anchored near position 04:53N - 001:41.32W, Takoradi anchorage, was boarded by one person. Alarm raised resulting in the perpetrator jumping overboard. Nothing reported stolen.

KIDNAPPING

- **27 April (Nigeria – Late Report)** – Three South Korean sailors kidnapped in waters off Ghana were released unharmed, Prime Minister Lee Nakyon said Saturday. "All the three sailors were freed safe and sound," Lee said on Facebook. Seoul had deployed an anti-piracy warship to the area after unidentified pirates boarded the MARINE 711 with about 40 Ghanaian and three South Korean sailors on 26 March. The pirates seized the South Koreans – the captain, engineer and mate, and a Greek sailor, and escaped on a separate speedboat.

SUSPICIOUS ACTIVITY

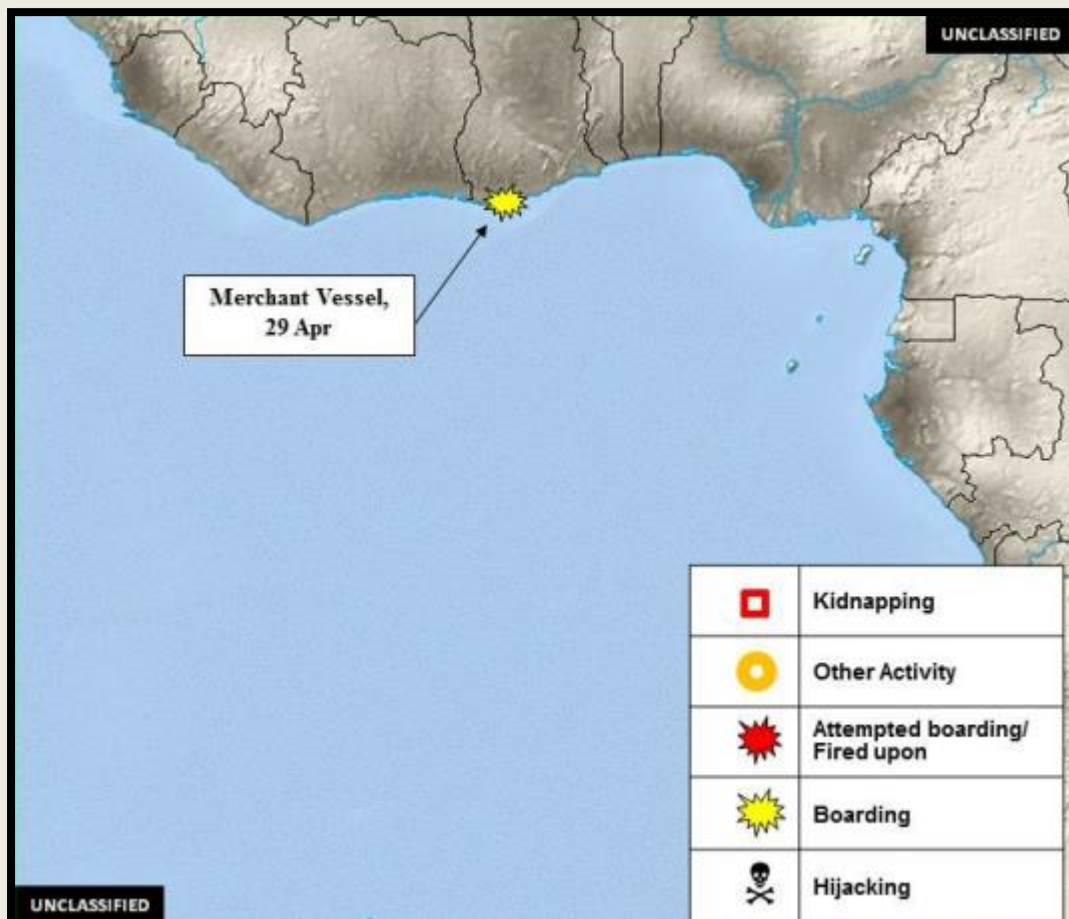
- No current incidents to report

OTHER ACTIVITY

- No current incidents to report

MARITIME REPORTING

- No current incidents to report



WEATHER FORECAST: GULF OF GUINEA

WEATHER FORECAST VALID FROM 3 – 9 MAY 2018

GULF OF GUINEA: Southerly winds of 10 - 15 knots, and seas of 4 - 6 feet.

- **Extended Forecast:** Southerly winds of 10 - 15 knots, and seas of 4 - 6 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 Africa coasts.

SOUTHEAST ASIA



Current Incidents:

1

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

1. 29 April (Indonesia) – Robbers boarded an anchored heavy lift vessel near position 01:24N - 104:46E, 16 nm northeast of Tanjung Berakit, Pulau Bintan. While carrying out routine deck work the next day, the Bosun noticed that the paint store room padlock was broken and the door left opened. Further investigation showed that the padlocks to the garbage room, oxygen locker, acetylene locker and the bunker station were also broken into and the doors left open. On investigating, nothing reported stolen.

2. 28 April (Indonesia – Late Report) – A duty crewman on routine rounds onboard a general cargo vessel anchored near position 00:14S - 117:32E, Muara Berau, Samarinda, was threatened by four robbers armed with knives. The crewman managed to escape and raised the alarm. Seeing the alerted crew, the robbers escaped in two boats. Nothing reported stolen.

3. 25 April (Indonesia – Late Report) – Five armed Indonesian men were arrested for attempting to kidnap three Malaysian fishermen and demanding a ransom after a rescue operation by Malaysian and Indonesian authorities. The day before, the Southern Region Malaysian Maritime Enforcement Agency (MMEA) received a distress call from a local fishing boat about 15 nautical miles southwest off Tanjung Laboh, Batu Pahat, Johor. Their vessel was released after the five suspects were arrested by Indonesian authorities; the fishermen were able to return safely.

SUSPICIOUS ACTIVITY

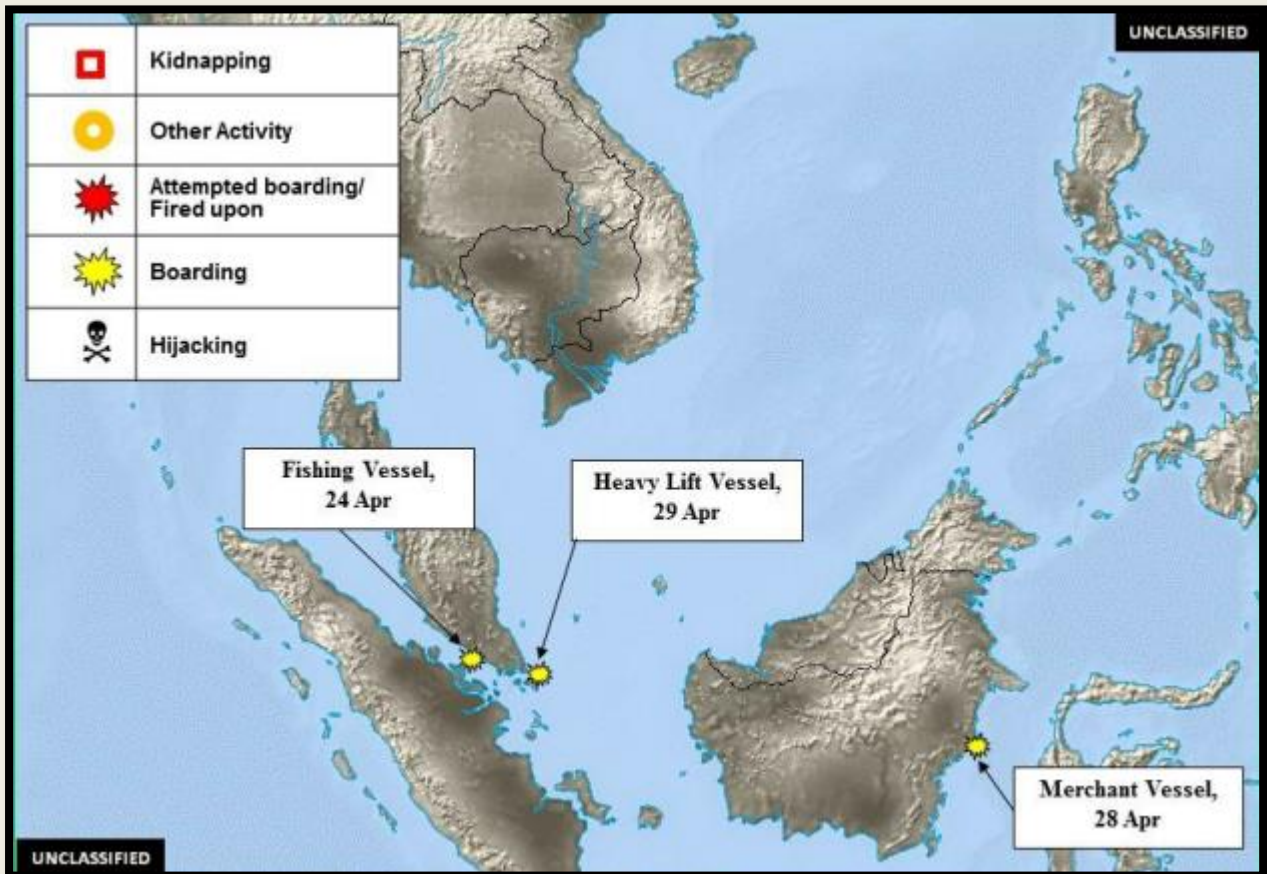
- No current incidents to report

OTHER ACTIVITY REPORT

- No current incidents to report

MARITIME REPORTING

- No current incidents to report



WEATHER FORECAST: SOUTHEAST ASIA

WEATHER FORECAST VALID FROM 3 - 9 MAY 2018

SOUTHERN SOUTH CHINA SEA: Southwest winds of 5 - 10 knots, and seas of 2 - 4 feet.

- **Extended Forecast:** Northeast winds of 15 - 20 knots, and seas of 5 - 7 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: Southerly winds of 5 - 10 knots, gusting to 15 knots, and seas of 1 - 3 feet in the northern section; with southerly winds of 5 - 10 knots, gusting to 15 knots, and seas of 1 - 3 feet in the southern section.

- **Extended Forecast:** Southerly winds of 5 - 10 knots, gusting to 15 knots, and seas of 1 - 3 feet in the northern section; with southerly 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 Sea of Japan and associated front has increased winds and seas from Sea of Japan through the northern portion of the South China Sea; expect strong gusts in and around scattered thunderstorms, throughout the Malacca Strait and the Andaman Sea due to funneling effects and daytime heating.

WORLDWIDE

NORTH AMERICA

- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **27 April (Suriname- Late report)** – Pirates attacked a group of 20 fishermen in 4 boats and forced them to jump overboard. Four men managed to swim to shore and three of them remain hospitalized. Sixteen fishermen are missing. The survivors told police and the Suriname Coast Guard that the assailants, suspected of being from Guyana because of their accents, beat them with machetes and forced them to jump into the sea. They said some of the victims had batteries tied to their legs to weigh them down. The Coast Guard and police vessels, along with members of the Fisheries Collective Association, have searched for the missing men and the pirates since the attack.

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

- No current incidents to report

EASTERN AND SOUTHERN AFRICA

- No current incidents to report

NORTHEAST ASIA

- No current incidents to report

PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

Current
Incidents:

1

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.

LIBYAN NAVY RESCUES 80 IMMIGRANTS OFF WESTERN COAST

5 May (Libya) – The Libyan navy announced on Friday that 80 illegal immigrants on a rickety boat were rescued off the coast of the city of Zuwara, some 120 km east of Tripoli. "The rescue operation took place 25 miles off the coast of the town of Melita in Zuwara," Libyan navy spokesman Ayob Qassem said. He added that the rescued migrants were taken to Tripoli navy base and handed over to the anti-illegal immigration department of Tripoli. The 56 migrants from Nigeria, including three children, were voluntarily deported to their country, as part of the voluntary repatriation program carried out by the department in cooperation with the International Organization for Migration (IOM).

MEDITERRANEAN MIGRANT ARRIVALS REACH 22,439 IN 2018

4 May (Mediterranean) – Mediterranean arrivals at this point in 2018 are running at well under half last year's level on this date, and about 12 per cent of 2016 arrivals at this point in the year. The UN Migration Agency reports that 22,439 migrants and refugees entered Europe by sea through the first 122 days of 2018. About 42% arrived in Italy, and the remainder were divided between Greece (38%) and Spain (20%). This compares with 45,540 arrivals across the region through the same period last year and 184,793 at this time in 2016. IOM Rome's Flavio Di Giacomo reported that 9,467 migrants and refugees reported arrived in Italy in 2018 represent nearly a 75 per cent decline from the 37,250 that arrived at this point in

2017. IOM Libya's Christine Petré reported that for the month of April, Libyan Coast Guard units rescued or intercepted 1,485 migrant men, women and children during the month, bringing to 4,964 the total number of irregular migrants returned to Libya after debarking from Libya. She added Libyan authorities recorded the discovery of 11 victims of drowning or other accidents during the month.

DEATH RATE OF MIGRANTS CROSSING TO SPAIN 'QUADRUPLES' THIS YEAR

30 April (Spain) – A TOTAL of 213 migrants died while attempting to cross the Mediterranean to Spain, with 602 killed or missing on the journey to Europe as a whole according to data. The statistics, from the International Organisation of Migration (IOM) NGO, were four times higher for Spain than at the same time last year. Around 57 people had died crossing the Mediterranean to the continent by April 27 in 2017, the same data the latest statistics refer to. The number of those who lost their lives on their way to Europe fell by almost half during the same time period. There were 598 deaths recorded of migrants crossing the sea to reach Europe as of April 27 this year. The figure for the same time the year before stood at 1,115. The total number of those arriving in Spain in the first months of this year was estimated to be 3,556 people in 166 vessels, according to Spanish government data. The figure has increased by 18 per cent on the same time period in 2017, when it stood at 3,010 migrants in 135 boats.

ALGERIA: AT LEAST 15 MIGRANTS DIE AFTER BOAT SINKS

30 April (Algeria) – At least 15 African migrants died on Sunday when their boat trying to reach Europe capsized off the Algerian coast. Coast guard and civil protection authorities rescued 19 of 34 people on board. The boat sank off the coast of Oran, a city some 450 km west of the capital Algiers, an official told Ennahar TV station, adding that the boat had departed from Morocco. No details on nationalities were provided. Last week, Algeria's interior ministry said the North African country was suffering from an influx of illegal migrants from sub-Saharan countries as Europe had made boat departures more difficult from Libya and other countries.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 06 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	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

CLASHES ON DERNA OUTSKIRTS LEAVE DEATHS, INJURIES AMONG EAST LIBYA FORCES

3 May – In Derna, seven fighters were killed and six wounded in clashes between Haftar’s Libyan National Army and fighters from Derna Shura Council, local media reported a medical source from the field hospital in Qubba district. Sources from Derna reaffirmed that heavy fighting and artillery shelling took place Thursday morning as Al-Mukhtar Operations Room forces tried to advance on the city. Al-Mukhtar operations room has been tasked by Haftar to encircle Derna and conduct attacks on the city’s Shura Council fighters. In the meantime, the spokesman for the Derna Shura Council, Mohammed Al-Mansouri said they were able to foil the attack and to shell locations for Haftar’s forces by heavy artillery fire.

ISLAMIC STATE SUICIDE ATTACKERS STORM HQ OF LIBYA’S ELECTION COMMISSION, 12 DEAD

2 May – Suicide bombers stormed the head offices of Libya’s electoral commission in Tripoli, killing at least 12 people and setting fire to the building. The attack was claimed by the Islamic State militant group. The assailants also opened fire on employees of the High National Election Commission (HNEC) and fought a gun battle with security forces trying to regain control of the site, officials said. The attack appeared aimed at derailing efforts to organize elections in Libya by the end of this year, part of a UN-led attempt to unify and stabilize the country after years of conflict and political division. Wednesday’s attack was the first of its kind in Tripoli since 2015. Though security across Libya remains volatile, violence in the capital has recently been limited to localized clashes between armed groups. Immediately after the attack thick black smoke could be seen billowing from the electoral commission’s offices in the Ghout al-Shaal district west of central Tripoli. “I saw two suicide bombers myself... they were shouting Allahu Akbar (God is greatest),” said commission spokesman Khaled Omar, who fled the offices with other staff as the attack unfolded. “A suicide bomber blew up himself inside the commission and the others set a part of the building on fire.” A security official who spoke to witnesses at the scene of the attack said several gunmen had opened fire on guards while the suicide bombers entered the building, and that some may have later escaped. Once inside the bombers shot dead employees at close range before detonating explosives. Islamic State claimed responsibility for the attack in a statement on Amaq, its news agency. Two assailants — identified as Abu Ayoub and Abu Toufik — clashed with security forces before entering the building and detonating explosive jackets after running out of ammunition, the jihadist group said. Twelve people had been confirmed killed and seven wounded. Most of the victims were HNEC staff, with at least two security personnel also killed, Interior Minister Abdulsalam Ashour told a press conference.

COMPLAINT FILED WITH FRENCH PROSECUTOR GENERAL OVER CRIMES COMMITTED BY HAFTAR

2 May – The Libyan Observer reports that attorneys for Libyan victims of crimes committed by General Khalifa Haftar have filed a formal complaint with the French Prosecutor General’s Office. President of Democracy and Human Rights Foundation, Emadeddin Zahri Muntasser, states that the complaint detailed crimes perpetrated by Haftar, including the torture and murder of Libyan civilians in Benghazi and its surrounding. “French law No. 2010-930 permits the filing of such complaints even if the accused were not a French citizen.” Muntasser remarked. The complaint was filed on behalf of victims whose family members were starved, tortured, and killed by “warlord” Haftar. The new filing in France complements other filings in the United States and International Criminal Court (ICC).

ONE KILLED, TWO INJURED IN RENEWED CLASHES IN SOUTHERN LIBYA

30 April – Violent clashes erupted Monday dawn in Tripoli between armed brigades of the Presidential Council government. According to sources from Abu Salim area, where the clashes took place, the fighting was between Central Security Brigade (Ghaniwa Brigade) and the Eighth Force (Al-Nawasi Brigade.) Both are under the umbrella of Interior Ministry in Tripoli. The sources said that the two groups fought over an armed vehicle. No reports about injuries and deaths have been published. In the meantime, calm has descended on the clashes' area since the early Monday morning, but damage to cars and houses as well as shops were seen in the aftermath.

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

At JLT Specialty, we believe in doing things differently.

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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ABOUT MS RISK

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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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