

Maritime Security Review



Table of Contents

INCIDENTS AT SEA.....	4
GULF OF ADEN, ARABIAN SEA, RED SEA.....	5
<i>Weather Forecast Valid From 7 - 13 June 2018</i>	8
SPOTLIGHT ON YEMEN.....	10
ACTIVITY REPORTING	11
<i>Ships warned Of Somali piracy as monsoon approaches</i>	11
<i>Red Cross pulls 71 foreign staff out of Yemen amid insecurity, threats</i>	11
<i>Yemen's intelligence officer kidnapped by gunmen in Aden</i>	11
<i>'War of billboards' in southern Yemen</i>	12
<i>UN-Chartered Vessel Attacked off Yemen</i>	12
<i>UN in talks with Houthis to cede Hodeidah port</i>	12
<i>Saudi-led warships shell Houthi sites on Yemen's western coast</i>	12
<i>Saudi Arabia says new Yemen missile intercepted</i>	13
YEMEN PROCEDURE	14
WEST AFRICA, GULF OF GUINEA.....	16
<i>Weather Forecast Valid From 7 - 13 June 2018</i>	18
EAST ASIA, SOUTHEAST ASIA, INDIA	19
<i>Weather Forecast Valid From 7 - 13 June 2018</i>	21
WORLDWIDE.....	22
MIGRATION	26
<i>Tunisia Sees Sharp Rise in Boat Migrants</i>	26
<i>Greek Authorities Recue Migrants Trapped on an Islet</i>	26
<i>Migrant Rescue Operation Underway in Greece</i>	27
<i>Migrant Boat Sinks Off Coast of Tunisia</i>	27
<i>IOM Releases Latest Migration Figures</i>	27
SPOTLIGHT ON LIBYA	28
ACTIVITY REPORTING	29
<i>UN adds six traffickers and smugglers to Libya sanctions list</i>	29
<i>U.S. says it killed four IS militants in Libya strike</i>	29
<i>70 migrants rescued from human traffickers' dens</i>	29
<i>Libyan forces advance into Derna</i>	29
<i>Air strikes kill at least 2 civilians in eastern Libya</i>	30

Libya Signs Agreement with Southern Neighbours on Border Control..... 30

Attack on Libya’s Ajdabiya police station kills woman, 6 men 30

LIBYA PROCEDURE 31

ABOUT JLT 33

ABOUT MS RISK 34

INCIDENTS AT SEA

Reporting Period: 4 - 10 June 2018

Region	Current Incidents	Late Reported Incidents	Threat Level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	1	Low
Gulf of Guinea	0	1	Low
Asia	0	1	Low
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
Southern Africa	0	0	Low
Northeast Asia	0	3	Medium
Pacific Ocean/Southern Ocean	0	0	Low

Piracy Levels are determined on a weekly basis as follows:

- HIGH** 5 or more incidents in the current reporting period
- MEDIUM** 2 – 4 piracy incidents in the current reporting period
- LOW** 0 – 1 piracy incidents in the current reporting period

PLEASE NOTE:

The information contained in this report is as accurate as possible at the time of publishing. In some cases, however, incidents are updated at a later date as more information becomes available.

We encourage our readers to confidentially report any incidents or suspicious activity to info@msrisk.com.

GULF OF ADEN, ARABIAN SEA, RED SEA



WARNING FOR RED SEA, BAB EL-MANDAB STRAIT, AND GULF OF ADEN: HIGH THREAT OF VESSEL HIJACKING

There remains a high threat of piracy and a risk of vessel damage as the result of maritime conflict in this region. International naval patrols and anti-piracy measures on board commercial vessels have greatly diminished Somali piracy since its peak in early 2011. The international community has significant steps to improve security in the region, including:

- Boosting naval forces in the area
- Requiring ships to take protection measures, such as
 - Reporting in and out of high risk areas
 - Sailing at top speed as far as possible from the Somali coast, and
 - Travelling with armed escorts on board.

Some vessels transiting this region may have increasingly become complacent in the belief that the piracy threat had diminished. However, poverty and other motivating factors for piracy remain. The threat of attack and/or hijacking remains significant, as the root causes on the ground in Somalia have not been sufficiently addressed. After five years without a successful attack, analysts say that

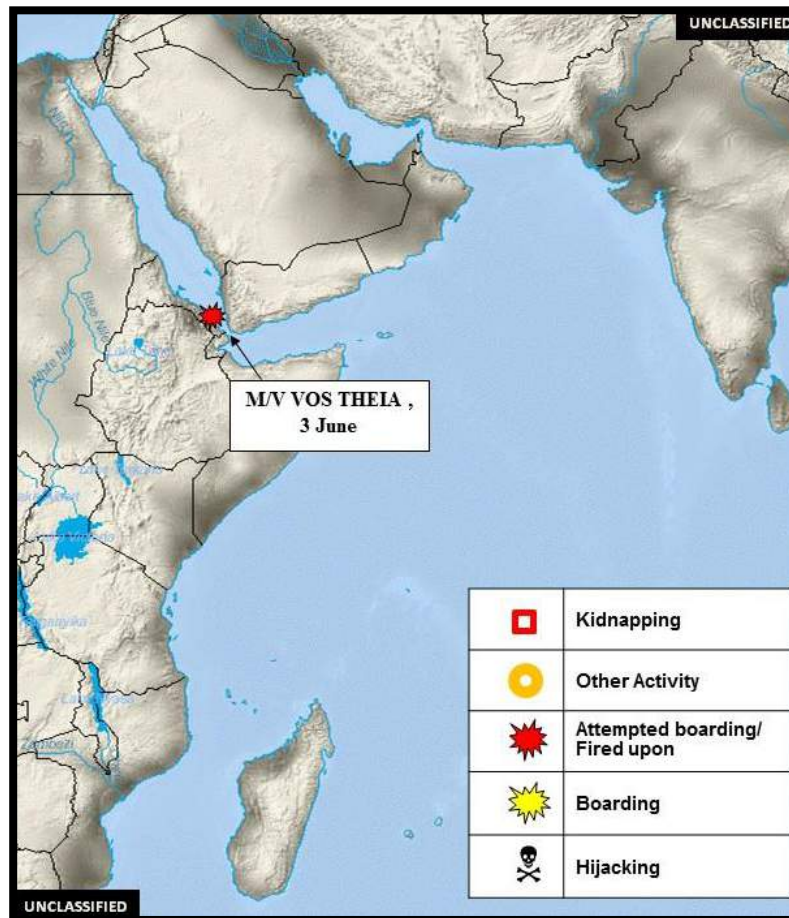
complacency may have set in and this year's successful hijacking is likely to result in potential copycat attacks, as pirate action groups head out in a bid to successfully hijack a commercial vessel.

Masters are advised to remain vigilant at all times inside the HRA and are urged to adhere to guidance and protective measures as set down in BMP4. Sailing yachts should avoid transiting the HRA. Past activity has demonstrated that pirates will attack both large and small yachts transiting this region. While successful attacks and hijackings of merchant vessels have significantly decreased over the past two years, the possibility of attacks and the successful hijacking of sailing vessels continues to remain high. This is due to the reduction of revenue sources from pirated merchant vessels, and the fact that sailing yachts are vulnerable and easier targets. PAG's continue to conduct "soft approaches" on merchant ships transiting the area. Skiffs have approached vessels in order to probe the reaction of the crewmembers and any possible Privately Contracted Armed Security Personnel (PCASP) onboard. If the pirate approach does not elicit a response, the pirates will likely proceed with an attack, in which additional skiffs may participate.

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

Current
Incidents:

1



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

- **3 June (Red Sea – Late Report)** – The supply vessel *VOS THEIA* near position 14:57 N – 042:05 E, approximately 5 nautical miles west of Jazair Az Zubayr Island, Yemen, was attacked by a skiff with

six persons on board. The skiff fired upon the vessel, the ship's embarked security team returned fire, and the skiff retreated.

MARITIME REPORTING

- No current maritime news

WEATHER FORECAST: GULF OF ADEN, ARABIAN SEA, RED SEA

WEATHER FORECAST VALID FROM 7 - 13 JUNE 2018

NORTHERN ARABIAN SEA: Southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet.

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

GULF OF OMAN: West-northwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 1 – 3 feet in the western section of the Gulf; with southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the eastern section of the Gulf.

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

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

- **Extended Forecast:** Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 3 - 5 feet in the western section of the Gulf; with variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 5 - 7 feet in the eastern section of the Gulf.

SOMALI COAST: Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 6 – 8 feet in the northern section of the coastline; with southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 8 – 10 feet in the southern section of the coastline.

- **Extended Forecast:** Southwest winds of 20 - 25 knots, gusting to 30 knots, and seas of 9 - 12 feet in the northern section of the coastline; with southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 8 – 10 feet in the southern section of the coastline.

CENTRAL AFRICAN COAST/INDIAN OCEAN: Southerly winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 - 7 feet.

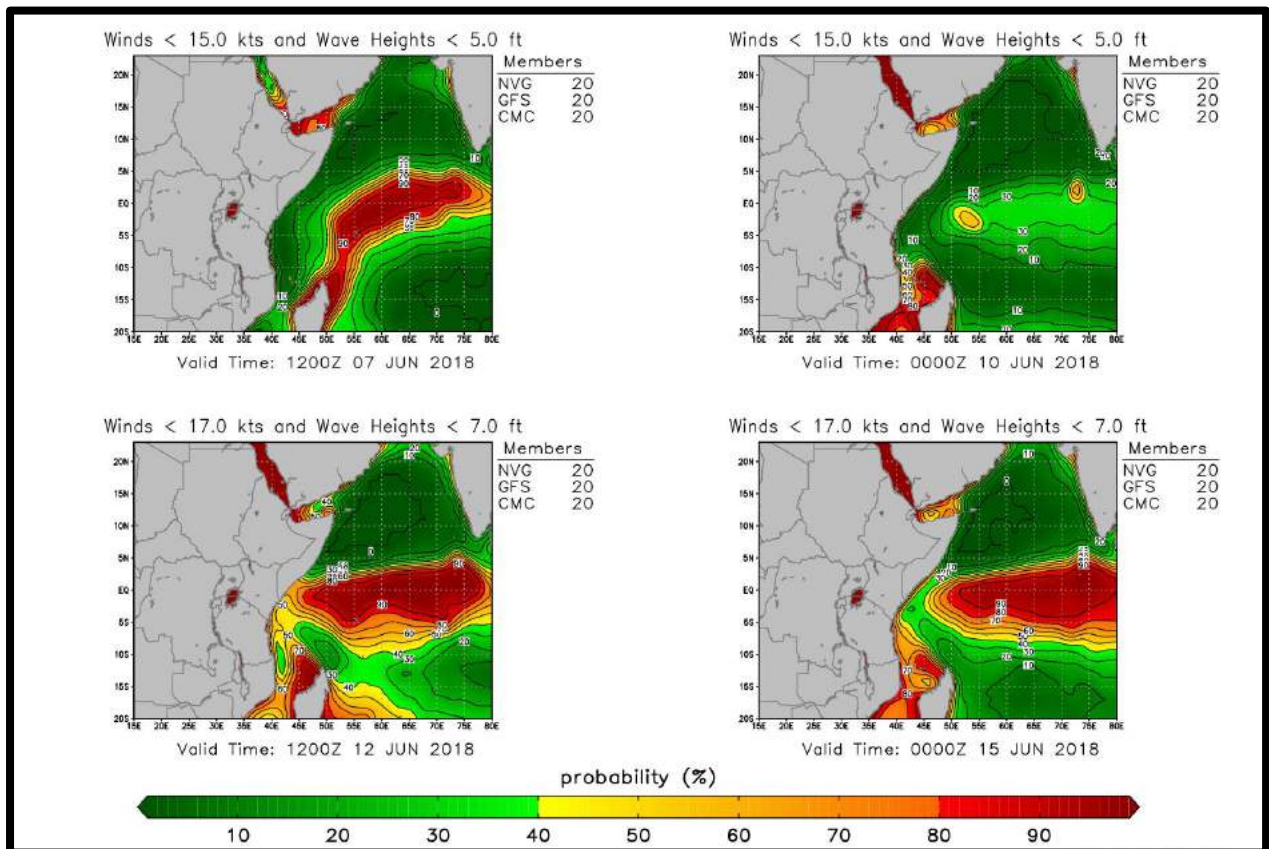
- **Extended Forecast:** Southerly winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 - 7 feet.

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

- Extended Forecast:** Southeast winds of 15 – 20 knots, and seas of 5 – 7 feet and building to 7 – 9 feet in the northern Channel; with southeast winds of 20 – 25 knots and seas of 12 – 14 feet in the southern Channel.

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

SYNOPTIC DISCUSSION: High pressure continues to dominate the weather pattern over much of the region producing mostly clear skies with isolated thunderstorm activity. Expect increased localized wind flow through the Strait of Hormuz due to funnelling effects and occasional shamal winds across the Arabian Gulf.



Source: ONI

SPOTLIGHT ON YEMEN

PORT STATUS AS OF 10 JUNE 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

SHIPS WARNED OF SOMALI PIRACY AS MONSOON APPROACHES

7 June – Navies and marine monitors have warned that Somali pirates may use the monsoon approaching the Arabian Peninsula as cover for attacks on merchant ships. Choppy seas during the monsoon make it difficult for pirates in their swift, small skiffs, but experts said pirates would test waters in the Gulf of Aden, where weather conditions are not as severe. “Somalian pirates continue to approach ships from time to time to determine the level of hardening security,” said Cyrus Mody, assistant director of the IMB. Hardening refers to razor wire placed across the ship to deter boarding by raiders, high-pressure water hoses and armed guards. “The continued fragile state of Somalia, along with ongoing regional conflicts, continues to be a risk to all merchant and local shipping,” Mr Mody said. The overriding message in the bureau’s piracy report for the first three months of this year to shipowners, masters and crew was that they should not relax security protocols. “Somalian pirates continue to possess the capability and capacity to carry out attacks,” the report said. The threat of these attacks still exists in the waters off the southern Red Sea, Bab Al Mandeb, Gulf of Aden including Yemen and the northern Somalian coast, Arabian Sea, off Oman and off the eastern and southern Somali coast. “The pirates will try and push in before the monsoon sets in,” said Chirag Bahri, South Asia director for the International Seafarers’ Welfare and Assistance Network. “We are advising shipping companies to continue instructions to crew so that they do not lose focus during this time. They must maintain proper lookouts during bad weather because that is when complacency sets in.”

RED CROSS PULLS 71 FOREIGN STAFF OUT OF YEMEN AMID INSECURITY, THREATS

7 June – The International Committee of the Red Cross (ICRC) said on Thursday it had pulled 71 international staff out of Yemen because of security incidents and threats, moving them to Djibouti. The aid agency called on all the warring sides in Yemen’s three-year conflict to provide security guarantees so it can keep running its surgical, water and food assistance programs, which it said had been crippled by the partial evacuation. Some 450 ICRC employees remain in Yemen, including dozens of expatriate staff, spokeswoman Marie-Claire Feghali said. Our current activities have been blocked, threatened and directly targeted in recent weeks, and we see a vigorous attempt to instrumentalize our organization as a pawn in the conflict,” the ICRC said in a statement. An ICRC employee, a Lebanese national, was killed on April 21 by an unknown gunmen who opened fire on his car in the southwestern Yemeni city of Taiz as he was on his way to visit a prison, it said at the time. “While the Yemen delegation has received numerous threats in the past, we cannot now accept additional risk less than two months after a gunman killed a staff member. The security of our staff, who are being intimidated by parties to the conflict, is a non-negotiable prerequisite for our presence and work in Yemen and an absolute priority,” the statement said.

YEMEN'S INTELLIGENCE OFFICER KIDNAPPED BY GUNMEN IN ADEN

6 June – An officer of Yemen's intelligence agency was kidnapped in Aden on Wednesday. Yasser AlBujiri, an officer of the Political Security, was kidnapped by an unknown armed group while heading toward his house, the local police source said on condition of anonymity. Masked gunmen intercepted AlBujiri's car in front of his house in Aden's neighborhood of Sheikh Othman, and managed to flee the scene with the officer. Passers-by tried to stop the kidnapping but failed as the gunmen claimed to be policemen and threatened to open fire, residents added. No group has claimed responsibility for the kidnapping.

'WAR OF BILLBOARDS' IN SOUTHERN YEMEN

6 June – A less publicized conflict is raging in Aden between the internationally recognized government and southern separatists. Rival billboards and posters in the city show support to the Saudi-backed government of President Abd Rabbu Mansour Hadi and the Southern Transitional Council (STC), which calls for the separation of southern Yemen. The STC, seeks to declare the secession of southern Yemen, which united with northern Yemen in 1990. Basem al-Shaabi, the director of the Aden-based Masarat Center for Strategy and Media, blames the dispute for the “lack of vision” about Yemen’s future, adding: “This makes all parties seek to impose their project by all means, whether by force or any other tool.” In January, southern separatists and government forces engaged in deadly street clashes amid accusations for the government of pushing the country to the verge of famine.

UN-CHARTERED VESSEL ATTACKED OFF YEMEN

5 June – On Sunday, an offshore supply vessel chartered by the U.N. World Food Programme was attacked off Hodeidah, Yemen, the latest in a series of reported rebel attacks on merchant shipping in the Red Sea. A spokesperson for the World Food Programme said the *VOS Theia* had recently completed a delivery of 80 tons of food and 55 tons of medical supplies to Hodeidah, and was waiting at an anchorage about 30 nm off the coast of Yemen. At 1730 hours, unidentified personnel in a skiff approached the *Theia* and opened fire. They attempted to take control of the ship, but onboard security personnel repelled them in an exchange of gunfire. “Both the crew and the vessel are safe, with no injuries or obvious damage to the vessel,” the WFP spokesperson said in a statement. The attackers were not identified, and could be an attempted piracy attack. However, previous strikes on merchant shipping off Yemen have been attributed to Houthi rebels, who claimed responsibility for the attack on the Saudi tanker *Abqaiq* in April. EUNAVFOR intelligence and security chief Major Tom Mobbs suggested that a second attack on the *Ince Inebolu* was likely carried out by Houthis in a case of mistaken identity, and would likely not be the last of its kind. Houthi forces denied involvement in the strike on the *Inebolu*. The attack on the *Theia* came as Saudi-backed forces close in on the Houthi-controlled port of Hodeidah. Coalition forces are now only eight miles away, and a final push to take the port could come soon.

UN IN TALKS WITH HOUTHIS TO CEDE HODEIDAH PORT

5 June – The UN Yemen mediator is in talks with the Houthi rebels to cede control of Hodeidah Port to the United Nations. The move is an attempt to avert a possible assault on the city by the Saudi-led coalition. Envoy Martin Griffiths arrived in Houthi-held capital Sanaa Saturday as coalition-backed troops moved to within 10 kilometers of the Red Sea port. The advance had paused in the last few days. “He [Griffiths] comes with a proposal for the Houthis to place Hudaida port under U.N. supervision,” said a senior Yemeni politician close to the Hadi government. Sources close to the Houthi movement confirmed that the proposal was being thoroughly discussed.

SAUDI-LED WARSHIPS SHELL HOUTHI SITES ON YEMEN'S WESTERN COAST

5 June – Warships of the Saudi Arabia-led coalition shelled several sites controlled by the Shiite Houthi rebels in Yemen's western port city of Hodeidah on Tuesday evening. An official who asked not to be named said the UAE operating as part of the Saudi-led coalition carried out the naval bombardment and targeted Houthi-controlled sites in AlHali area of Hodeidah province. “Missiles fired by warships precisely targeted the Houthis sites and caused casualties among their ranks,” the government source said. The naval bombardment comes less than a week after a large-scale anti-Houthi military campaign carried out by Yemeni government troops and regained control over key areas in Hodeidah. The naval

attacks are part of an intensifying campaign to kick the Houthis out from the whole province of Hodeidah in the next few days. On Monday night, tens of members of the Iran-backed Houthis were killed in air raids carried out by the Arab coalition fighter jets and in clashes with the Joint Yemeni Resistance Forces in the Red Sea coast, bringing the death toll to more than 140 of the Houthi militiamen in the past two days. The UAE state-run news agency WAM said that "the qualitative and devastating air strikes have weakened the military capabilities amid the accelerated field progress of Yemeni Resistance Forces towards Hodeidah Airport and its strategic port."

SAUDI ARABIA SAYS NEW YEMEN MISSILE INTERCEPTED

1 June – Saudi air defences intercepted a ballistic missile over Jizan after it was fired from rebel-held territory in Yemen. Debris from the missile landed in residential areas of Jizan without causing casualties. Yemen's Houthi militants claimed the attack via their news outlet Al Masirah, saying the "Badr 1" missile had targeted Jizan's port. The militants have in recent months ramped up missile attacks against neighbouring Saudi Arabia. Another rebel missile was intercepted over Jizan on Monday and two rebel missiles targeted the southern city of Khamis Mushait on Saturday. There were no casualties. Saudi Arabia earlier this month tested a new siren system for Riyadh and the oil-rich Eastern Province, in a sign of the increasing challenge posed by the rebels' arms.

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

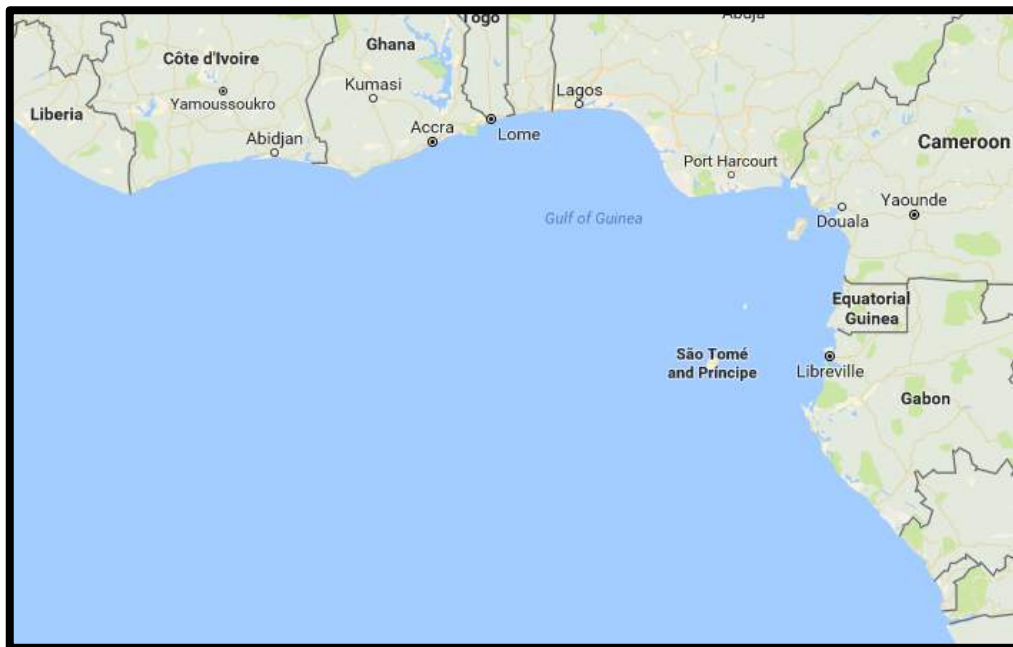
All vessels calling at Yemeni ports will only be allowed to enter Yemeni territorial waters following an inspection by the Saudi Arabian coalition forces. Upon arrival outside Bab Al-Mandab, the shipmaster should call the naval forces of the Saudi Arabian coalition by VHF on channel 16 for the arrival 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



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

- **3 June (Nigeria – Late Report)** – Two robbers boarded an anchored bulk carrier near position 06:17 N – 003:21 E, Lagos Anchorage, using a hook attached to a rope. The duty officer and the armed

security guard noticed the robbers on the forecastle deck. The armed guard fired a warning shot resulting in the robbers escaping. A search of the ship was conducted, with ship's stores reported missing. Maritime Rescue Coordination Centre Nigeria was informed of the incident.

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

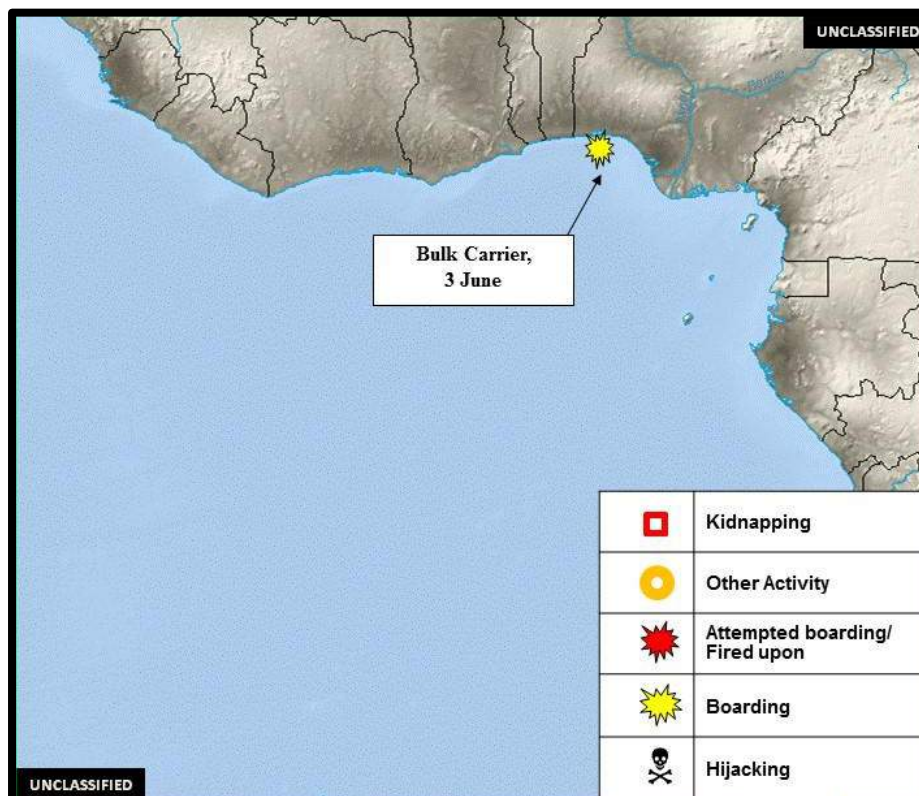
- No current incidents to report

OTHER ACTIVITY

- No current incidents to report

MARITIME REPORTING

- No current maritime news



Source: ONI

WEATHER FORECAST: GULF OF GUINEA**WEATHER FORECAST VALID FROM 7 - 13 JUNE 2018**

GULF OF GUINEA: South-southwest winds of 10 – 15 knots, and seas of 4 – 6 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 coast of West Africa.

EAST ASIA, SOUTHEAST ASIA, INDIA



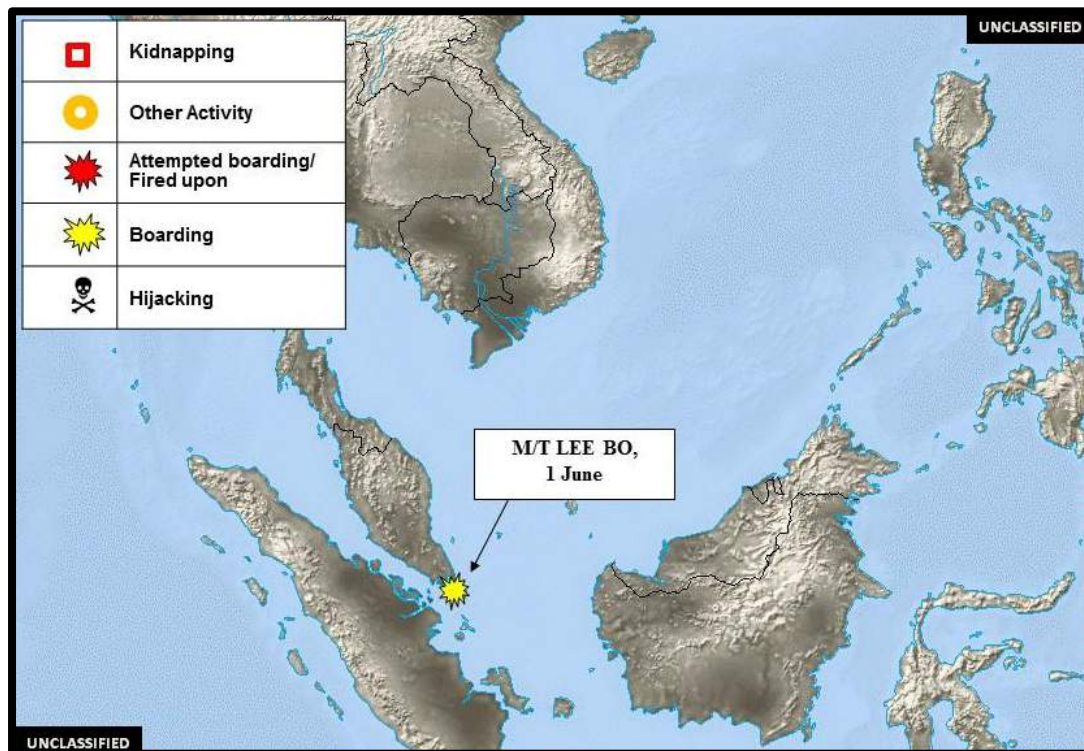
Current Incidents:
1

WARNING:

While in recent months, there have been no reports of kidnapping of crewmembers from vessels while underway in the Sulu-Celebes 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

- **1 June (Malaysia – Late Report)** – Fourteen robbers boarded tanker *LEE BO*, near Baharu, north of Singapore. The robbers, armed with machetes, robbed the crew of cash and valuables, slightly injuring two of the twelve crewmembers. They then moved to another tanker nearby, *M/T BRIGHT*, where they were apprehended by a Malaysian Maritime Enforcement Agency (MMEA) team, which boarded the tanker via helicopter. Two others were arrested later, reportedly they were the gang's leaders.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

- No current incidents to report

MARITIME REPORTING

- No maritime news to report

WEATHER FORECAST: SOUTHEAST ASIA

WEATHER FORECAST VALID FROM 7 - 13 JUNE 2018

SOUTHERN SOUTH CHINA SEA: Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet.

- **Extended Forecast:** Southwest winds of 10 – 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: Southeast winds of 10 – 15 knots and seas of 4 – 6 feet in the northern section; with southeast winds of 5 – 10 knots, gusting to 15 knots, and seas of 6 – 8 feet in the southern section.

- **Extended Forecast:** Southeast winds of 15 – 20 knots, gusting to 25 knots, and seas of 6 – 8 feet in the northern section; with southeast winds of 15 – 20 knots, gusting to 25 knots, and seas of 6 – 8 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.

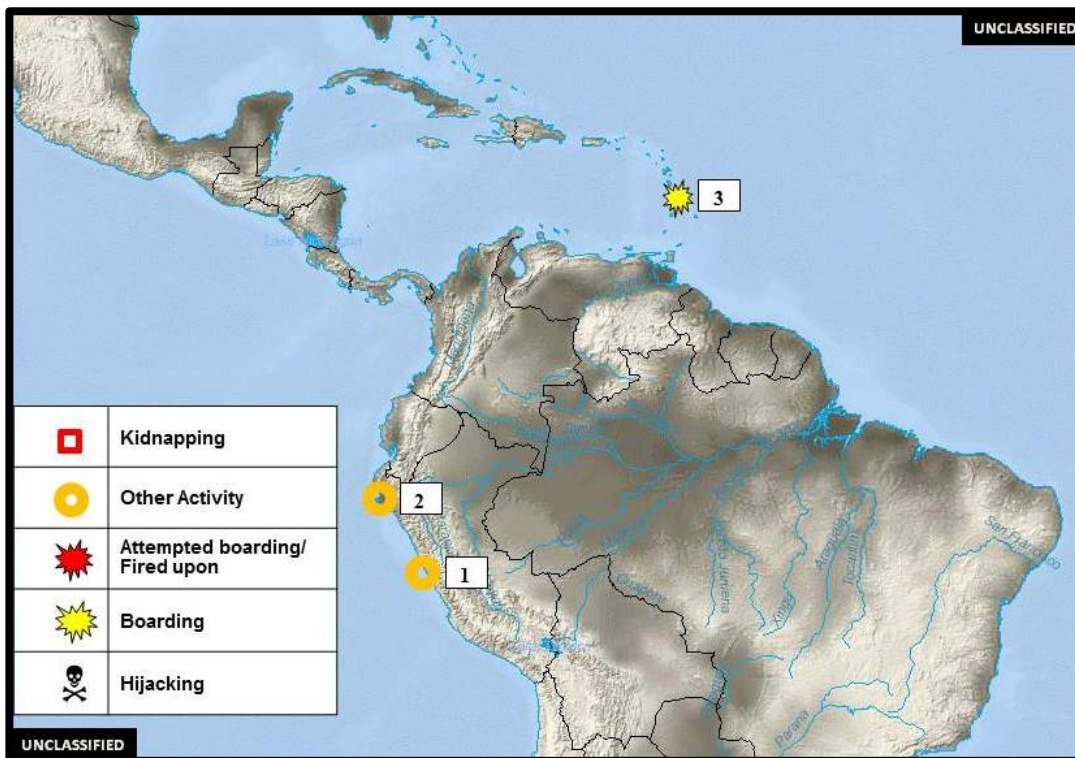
SYNOPTIC DISCUSSION: Low pressure over the Sea of Japan and associated front has increased winds and seas from the Sea of Japan through the northern portion of the South China Sea. Expect strong gusts in and around scattered thunderstorms throughout the Malacca Strait and the Andaman Sea due to funnelling effects and daytime heating. **Forecaster's Note:** The west Pacific Ocean's Tropical Cyclone Seas runs from April until October. During this timeframe, expect numerous Tropical Cyclones to impact the region, which could change the forecast.

WORLDWIDE

NORTH AMERICA

- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA



Source: ONI

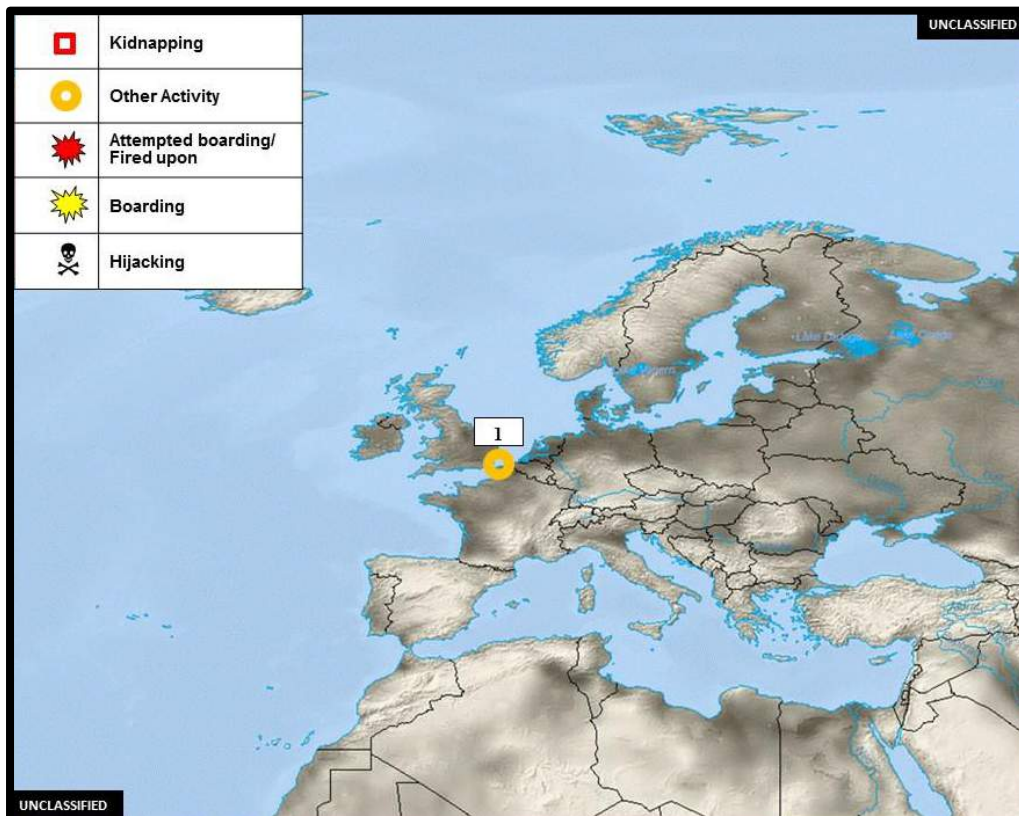
1. **1 June (Peru – Late Report)** – A Peruvian fishing vessel flying a Belize flag, *F/V DAMANZAIHAO*, described as the world’s largest fish factory vessel, was seized by the Ministry of Environment for reported acts of Illegal, Unreported and Unregulated (IUU) fishing. The vessel, which is capable of processing approximately 547,000 tonnes of fish per year, faced multi-million dollar penalties in 2016 for proven IUU violation. The vessel is being held in Chimbote. The vessel requested permission to leave port from Peru twice, however, a non-profit marine conservation group had written to the Peruvian government imploring it to take measures against the vessel, which it accused of marine pollution in addition to IUU violations.

2. **30 May (Peru – Late Report)** – Police seized 1,150 kilograms of cocaine at Paita port. The narcotics, which were hidden in a shipment of frozen fish, were destined for Spain. Eight Peruvians and four Colombians were arrested in connection with the seizure.
3. **19 May (Dominica – Late Report)** – One robber boarded a sailing yacht anchored in the Price Rupert Bay mooring area. When the owners returned to their boat hours later, they discovered a man inside their boat. He had broken the lock to gain access and rummaged the saloon and cabins in an apparent search for cash, however there was none. He jumped overboard as they approached and claimed that he had not taken anything. A search of the vessel revealed that no property or valuables had been stolen. The incident was reported to the local authorities.

ATLANTIC OCEAN AREA

- No current incidents to report

NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC



Source: ONI

- **30 May (England – Late Report)** – A man from Romania was arrested for human smuggling after authorities in the Port of Dover found a 16-year-old Vietnamese boy inside a suitcase in the trunk of the man's car. The suitcase was discovered when the car was searched at the inbound search area of the port, for vehicles arriving in the UK from France on a ferry.

MEDITERRANEAN/BLACK SEA

- No current incidents to report

MARITIME REPORTING

- **4 June (Turkey)** – A statement released by the Turkish coast guard has indicated that nine people, including six children, died on Sunday after a speedboat carrying fifteen refugees sank off the coast of Turkey’s southern province of Antalya.

ARABIAN GULF

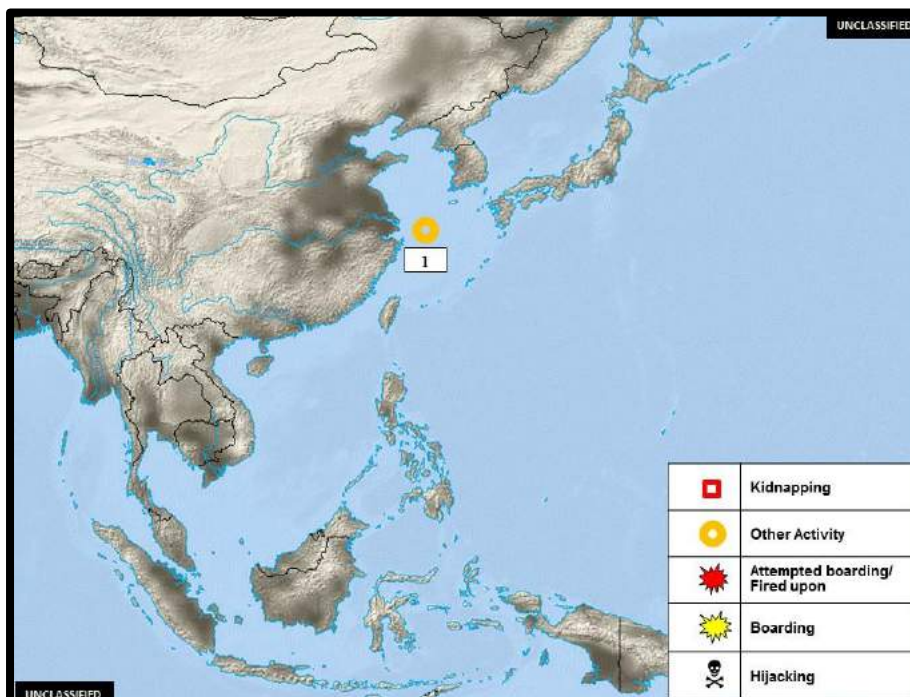
- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

- No current incidents to report

EASTERN AND SOUTHERN AFRICA

- No current incidents to report

NORTHEAST ASIA

Source: ONI

1. **1 June (Taiwan – Late Report)** – Officials from Taiwan and Australia announced that more than 20 million illicit cigarettes were seized after a joint operation between the Australian Border Force (ABF) and the Taiwan Customs Administration. In early May, the ABF Tobacco Strike Team (TST) identified two cargo containers of interest being shipped from Vietnam to Taiwan that were bound for Australia. Investigations by the TST and Taiwan Customs revealed that the

containers contained 20,100,000 illicit cigarettes. The containers were unloaded and the cigarettes were seized by Taiwan Customs. ABF Assistant Commissioner Enforcement Command, Sharon Huey, disclosed that the operation would have significant disruption effects for the illicit tobacco market in Australia.

2. **28 May (Taiwan – Late Report)** – The Coast guard Administration (CGA) busted a tobacco smuggling operation in Pingtung County and seized a large consignment of smuggled cigarettes. In a statement, the CGA disclosed that officers from its southern office seized 160,000 packs of untaxed cigarettes from a Donggang registered fishing boat, *F/V CHANG SHENG*, and arrested five crewmembers including the captain.
3. **24 May (East China Sea – Late Report)** – Japan’s Foreign Ministry announced that a Japan Maritime Self-Defence Force vessel spotted a North Korea tanker and another tanker with a Korean name apparently transferring fuel on the open seas in violation of UN sanctions. The ministry disclosed in a statement that the two vessels are suspected of conducting offshore ship-to-ship transfers banned under UN Security Council resolution. It went on to say that Japan has informed the Security Council of the sighting of North Korean tanker *SAM JONG 2* alongside a ship of unknown nationality with a Korean name. The two ships were spotted east of Shanghai. The UN has blacklisted *SAM JONG 2*. UN Sanctions on North Korea limit energy trade and ban offshore transfers of goods to North Korean ships.

PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

MIGRATION



As the Summer period begins, crossings in the Mediterranean are likely to increase in the coming weeks, 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.

TUNISIA SEES SHARP RISE IN BOAT MIGRANTS

6 June (Tunisia) – An interior ministry official reported on Wednesday that in the first five months of this year, Tunisia stopped about 6,000 migrants from leaving its coast for Europe in what is a sharp rise from the few hundred that were prevented from making the perilous journey across the Mediterranean during the same period last year. Human traffickers have increasingly moved operations to Tunisia in the wake of a crackdown by the coastguard in neighbouring Libya. The UN migrant agency International Organization for Migration (IOM) has reported that this year up to 2 May, a total of 1,910 Tunisian migrants reached Italy, including 39 women and 307 minors – 293 of whom were unaccompanied – compared to only 231 during the same period in 2017.

GREEK AUTHORITIES RESCUE MIGRANTS TRAPPED ON AN ISLET

5 June (Greece) – Greek authorities say that they have rescued 34 migrants, including seven children, who were trapped on an islet on the border river that separates Greece from Turkey. According to police, the migrants, who disclosed that they were from Syria, spent about two hours marooned on the islet on the Greek side of the Evros River. They were located after making an emergency call to Greek authorities on Tuesday morning. It was unclear how they became stuck on the islet. The Evros is a

major crossing point for migrants and refugees seeking to enter Greece, and then move towards Western Europe, from Turkey.

MIGRANT RESCUE OPERATION UNDERWAY IN GREECE

5 June (Greece) – Greece’s coast guard has reported that a search and rescue operation is underway for a boat reportedly carrying 21 people believed to be migrants in the Ionian Sea, west of the Greek mainland. Four patrol boats and a coast guard rescue vessel were searching northwest of the island of Corfu after one of the passengers called Greek emergency services and reported that their boat was in trouble.

MIGRANT BOAT SINKS OFF COAST OF TUNISIA

4 June (Tunisia) – According to officials, at least 48 migrants were killed when their boat sank off Tunisia’s coast on Sunday in what is one of the worst migrant boat accidents to occur in recent years. A further 67 migrants were rescued by the coastguard with security officials reporting that the boat was packed with about 180 migrants. According to a statement released by the defence ministry, the boat went down near the southern island of Kerkenna, a tourist spot, in the night to Sunday adding that the victims were Tunisians and other nationalities, though the statement did not give specific details. One survivor has reported that the captain had abandoned the boat after it started sinking to escape arrest by the coast guard. According to officials, the rescue operation was suspended late on Sunday but will resume on Monday morning. Human traffickers are increasingly using Tunisia as a launch pad for migrants heading to Europe as Libya’s coast guard, aided by armed groups, has tightened its controls.

Update (5 June) – The death toll from a ship packed with migrants that sank off Tunisia on Sunday has risen to at least 60, with dozens still missing. The IOM has reported that at least 100 people were killed or are missing. A statement released by the chief of mission of the IOM in Tunisia, Lorena Lando, disclosed that “among the 60 victims transferred to the forensic department at Habib Bouguiba hospital in Sfax, are 48 Tunisians...12 are non-Tunisian, the identifications are in progress.”

IOM RELEASES LATEST MIGRATION FIGURES

4 June – The latest figures released by the International Organization for Migration (IOM) indicate that as of 30 May 2018, 32,080 people have reached Europe by sea so far this year, adding that 655 have died attempting the crossing, at least 1,000 fewer than the recorded deaths in the same period last year. At this point, the arrivals in 2018 are less than half those seen last year and less than 15 percent of those seen in 2016 at the same point. IOM had reported 69,219 refugees had arrived from January – May in 2017 and 198,346 during the same period in 2016.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 10 JUNE 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

UN ADDS SIX TRAFFICKERS AND SMUGGLERS TO LIBYA SANCTIONS LIST

7 June – The Security Council imposed sanctions on six leaders of criminal networks engaged in human trafficking and migrant smuggling from Libya, the first time ever that these human rights violators have been targeted by the U.N.'s most powerful body. The travel ban and asset freeze were imposed after Russia informed the Security Council committee monitoring sanctions against Libya that it decided "to lift the hold" it had placed on adding the six men to the sanctions blacklist. Netherlands Foreign Minister Stef Blok said his country, which led efforts to list the six men, aims "to destroy the business model of human trafficking networks and tackle the appalling human rights situation of migrants that were sold as slaves on the markets of Libya." Last December, the African Union said between 400,000 and 700,000 migrants were thought to be in more than 40 detention camps across Libya, often under inhumane conditions. The International Organization of Migration recorded more than 3,100 deaths among migrants making the Mediterranean crossing in 2017. Recalling the images of migrants being sold as slaves which "shocked our conscience" and the Security Council's vow to take action, U.S. Ambassador Nikki Haley said Thursday's sanctions "send a strong message that the international community is united in seeking accountability for perpetrators of human trafficking and smuggling." In selecting the six men, she said there was "close collaboration" between the U.S., Netherlands, France, Britain and Germany.

U.S. SAYS IT KILLED FOUR IS MILITANTS IN LIBYA STRIKE

6 June – The United States said on Wednesday it had conducted a precision air strike near the Libyan town of Bani Walid, killing four Islamic State militants. The strike was carried out in coordination with the internationally recognized government in Tripoli, a statement from U.S. Africa Command said. "At this time, we assess no civilians were killed in this strike," the statement said. It gave no information on the identity of those targeted. According to the Bani Walid source and local reports, one of those killed in the strike was Abd al-Aati Ashtaiwy, a Libyan who had traveled to Syria and had previously been based in Sirte, which Islamic State controlled from 2015-2016.

70 MIGRANTS RESCUED FROM HUMAN TRAFFICKERS' DENS

6 June – Major Ramzi Al-Hasi, head of the Illegal Immigration Control Agency, Shahhat branch, said his agency has freed over 70 migrants from a human trafficking gang in Shahhat town, in eastern Libya. Al-Hassi said that some migrants had been tortured, robbed and left without food for several days. The migrants were of Eritrean, Sudanese and Chadian nationalities; they were sent to the Illegal Immigration Agency of Shahhat where they underwent medical checkups.

LIBYAN FORCES ADVANCE INTO DERNA

4 June – Libyan forces advanced into several neighborhoods in Derna on Monday after stepping up a military campaign to oust rivals from the city. The advance followed heavy shelling and air strikes in recent weeks as the Libyan National Army launched a ground campaign around Derna. The LNA has long encircled the city of 125,000, the last in eastern Libya to elude its control. It is held by the Derna Protection Forces, formerly known as the Derna Mujahideen Shura Council, a coalition of Islamists and other anti-Haftar combatants. Early on Monday, LNA forces entered Derna from both the eastern and western coastal roads and took control of the Shiha and Bab Tobruk districts, advancing to within one kilometer of the port. In a speech broadcast on the LNA's social media pages on Monday, Haftar announced the "second phase of the liberation of Derna".

AIR STRIKES KILL AT LEAST 2 CIVILIANS IN EASTERN LIBYA

3 June – At least two civilians were killed by air strikes carried out by Libya's eastern-based army targeting the eastern Libyan city of Derna. "At least two civilians were killed by four air strikes targeting various locations in the city, specifically at the populated western entrance of the city," Awad L'eraj, head of the city council, said. "The city is besieged from all directions, as military forces are trying to break into it without taking into account the civilians and the losses they would suffer by the continuous air strikes and shelling," L'eraj said. He called on international organizations to "lift the siege on Derna and enable entry of medicine and food, as civilians are on the brink of famine."

LIBYA SIGNS AGREEMENT WITH SOUTHERN NEIGHBOURS ON BORDER CONTROL

2 June – Libya has signed an agreement with its southern neighboring countries Niger, Chad and Sudan to secure the joint border against human and weapons smuggling. To control and secure Libya's sea and land borders and to strengthen cooperation on joint border control, the four-way agreement was signed on Thursday in the capital of Chad, N'Djamena. Libyan Foreign Minister Mohamed Sayala, who signed the agreement, said it "enriches the special relations between the four countries, and stressed Libya's keenness to support all efforts to combat terrorism, transnational organized crime, smuggling of all kinds, illegal migration, mercenaries, arms smuggling, and smuggling of all kinds of subsidized commodities and petroleum derivatives." The southern Libyan border, a barren desert, is a large crossing point for illegal immigrants, as well as the movement of militant groups between Libya and its neighboring countries.

ATTACK ON LIBYA'S AJDABIYA POLICE STATION KILLS WOMAN, 6 MEN

2 June – An armed group attacked early on Saturday a police station in Al-Genan town in Ajdabiya, killing one woman around the station and six men, According to the Al-Megaryif Hospital. Sources disclosed that the attack was carried out by an armed group, without naming a specific group, despite some social medial blaming the attack on ISIS affiliates. The armed group also damaged a great part of the station and destroyed a couple of vehicles of the policemen. The police station is run by loyalists to the commander of the self-styled army in eastern Libya, Khalifa Haftar.

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.

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 supports clients in a variety of business sectors with the following services:

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- 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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