

Maritime Security Review



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INCIDENTS AT SEA

Reporting Period: 28 May – 4 June 2018

Region	Current Incidents	Late Reported Incidents	Threat Level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	1	0	Low
Gulf of Guinea	0	4	Medium
Asia	1	1	Medium
WORLDWIDE			
North America	0	0	Low
Central America/Caribbean/ South America	0	5	High
Atlantic Ocean Area	0	0	Low
Northern Europe/English Channel/Baltic	0	0	Low
Mediterranean/ Black Sea	1	1	Medium
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.

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:

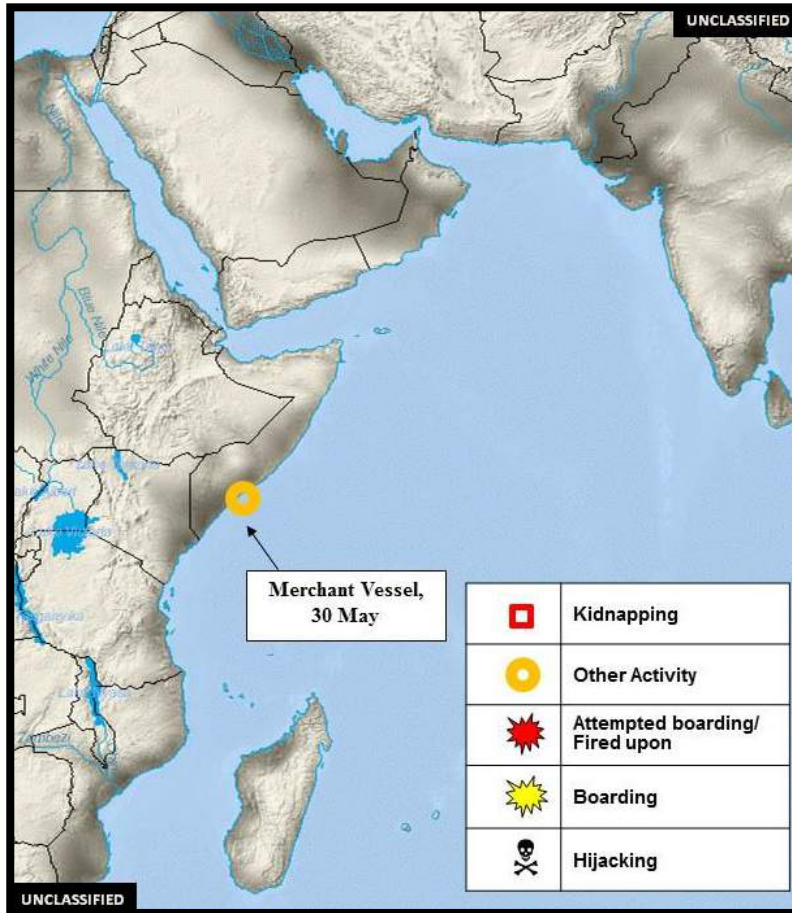
- Boosting naval forces in the area
- Requiring ships to take protection measures, such as
 - Reporting in and out of high risk areas
 - Sailing at top speed as far as possible from the Somali coast, and
 - Travelling with armed escorts on board.

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.



SOURCE: ONI

Current Incidents:
1

VESSEL HIJACKED

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACKS

- No current incidents to report

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- **30 May (Somalia)** – A merchant vessel reported an approach by up to six skiffs near position 01:38 N – 044:41 E, 46 nautical miles southwest of Mogadishu. The vessel and crewmembers have been reported safe.

MARITIME REPORTING

- No current maritime news

WEATHER FORECAST: GULF OF ADEN, ARABIAN SEA, RED SEA**WEATHER FORECAST VALID FROM 31 MAY – 6 JUNE 2018**

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

- **Extended Forecast:** Southwest winds of 10 – 15 knots, gusting to 20 knots, with 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 west-northwest 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 southeast winds of 10 – 15 knots and seas of 2 – 4 feet in the eastern section of the Gulf.

GULF OF ADEN: East-northeast winds of 5 – 10 knots, gusting to 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 10 – 15 knots, gusting to 20 knots, and seas of 12 – 16 feet in the western section of the Gulf; with easterly winds of 10 – 15 knots, and seas of 1 – 3 feet in the eastern section of the Gulf.

SOMALI COAST: Southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 8 – 10 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 9 – 12 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.

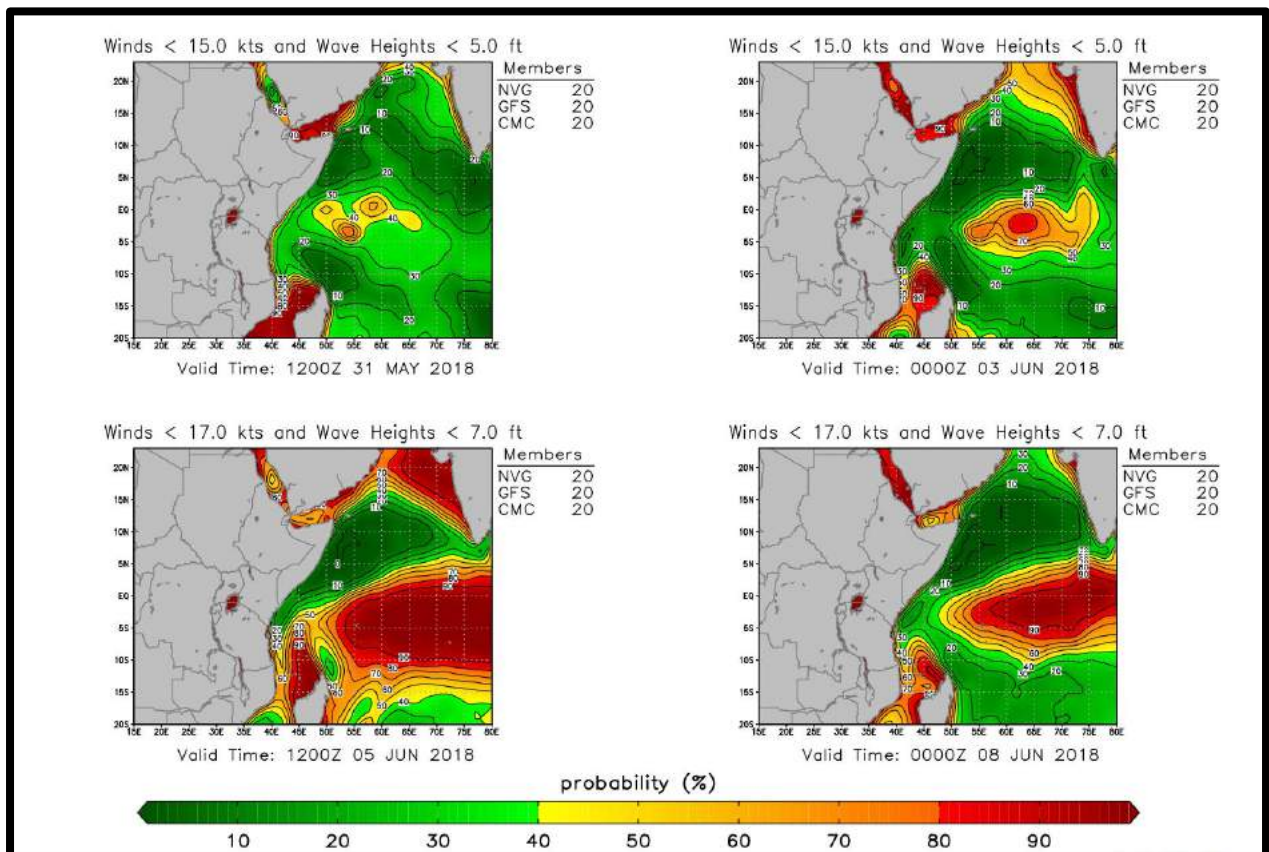
- **Extended Forecast:** Southerly winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 – 7 feet.

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 will continue to dominate the weather pattern over 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.



Source: ONI

SPOTLIGHT ON YEMEN

PORT STATUS AS OF 3 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

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.

YEMENI PRO-GOVERNMENT FORCES PREPARE FOR ASSAULT ON HODEIDAH PORT

30 May – Yemeni pro-government forces are planning an assault on the Red Sea port of Hodeidah. Troops are now 13 kilometers (8 miles) from Hodeidah, which is in the hands of the Shiite Houthi rebel. The troops need time to prepare for a "swift takeover with minimal casualties," Ahmed al-Kawkabani of the Tihamah Popular Resistance said. TPR, which is making inroads to the south of Hodeidah, is made up of locals loyal to Yemen's exiled president, Abd-Rabbu Mansour Hadi. The coalition plans to ensure that the port keeps running without interruption. A spokesman for the so-called National Resistance forces, loyal to allies of Yemen's former president Ali Abdullah Saleh, said, "First, we will cut off supply lines, especially between [the rebel-held capital] Sana'a and Hodeidah. Then we will place Hodeidah under siege and bring them down, perhaps without a fight." The force is commanded by Tareq Saleh, a nephew of the former president. Hodeidah's port is a vital lifeline from which most of the Yemeni population's food and medicine comes. The United Nations is "extremely concerned" about the situation in Hodeidah. Martin Griffiths, the UN special envoy for Yemen, who is due to publish a peace proposal, said a battle over Hodeidah would "take peace off the table". Iran's deputy foreign minister, Seyed Abbas Araqchi, said Tehran is ready to hold talks on Yemen with Europe, but only on humanitarian issues. It was the first time that Iran has publicly indicated willingness to hold negotiations. A battle for the city could itself complicate the delivery of aid to those northern regions at least in the short term. Nadwa Al-Dawsari of the Project on Middle East Democracy, said, "There is a chance the fighting will be long and deprive the entire population of the north of aid and food and that will worsen an already bad humanitarian situation." The densely populated area in and around Hodeidah itself also risks falling into a prolonged crisis of its own. "My worry is that the Yemeni government and the Saudi-led coalition have not prepared a plan to mitigate civilian harm during the operation and also to establish security and governance immediately after the Houthis are pushed out," Al-Dawsari says. "It might create a vacuum with negative consequences on the humanitarian side as well as on the security side."

COALITION TARGETS HOUTHİ DRONE MAKING WORKSHOPS

28 May – Colonel Turki Al-Maliki, spokesman for the Saudi-led coalition said on Monday that it had targeted Houthi militia workshops, which had been arming drones in Yemen. He added that all the drones used by Houthi militia in Yemen are the 'Ababil' type developed by Iran. Al-Maliki stated that Iran-backed Houthi militia are still recruiting women and children to deploy on the front lines or simply to use Yemeni women and children as human shields. The coalition said that it noticed a deterioration of the morale of Houthi militia, as they had been weakened by the coalition strikes, especially on the

western coastal front leading to the port of Al-Hodeidah. Finally, Al-Maliki also announced that the Yemeni army, backed by coalition air and land support, has been advancing in Saadah, the Houthi militia stronghold in northern Yemen.

WORLD FOOD PROGRAM SHIP CARRYING AID ARRIVES AT HODEIDAH PORT

27 May – A ship belonging to the World Food Program (WFP) arrived on Saturday morning at the port of Hodeidah. “The ship carries 581 containers of aid, which considered the largest relief shipment to reach the port of Hodeidah since the start of the war,” an official said. The Saudi-led coalition has been imposing restrictions on allowing aid to reach Yemen’s port since the start of the war by the coalition forces on Yemen in March 2015.

NEW BOUT OF HEAVY FIGHTING IN YEMEN KILLS DOZENS

27 May – Heavy fighting in Yemen has killed more than 150 people in the last four days, Yemeni officials and witnesses said Sunday. Government forces have been trying to seize rebel-held areas along the western coast, while an allied Saudi-led coalition has been targeting the rebels with airstrikes in the northwestern Saada province, a rebel stronghold. The offensive is being waged by ground troops carrying sophisticated weapons, including shoulder-fired missiles, with air cover from the coalition, the officials said. Security officials say a Saudi-led airstrike near a gas station in the capital, Sanaa, killed four civilians on Saturday and wounded ten.

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.

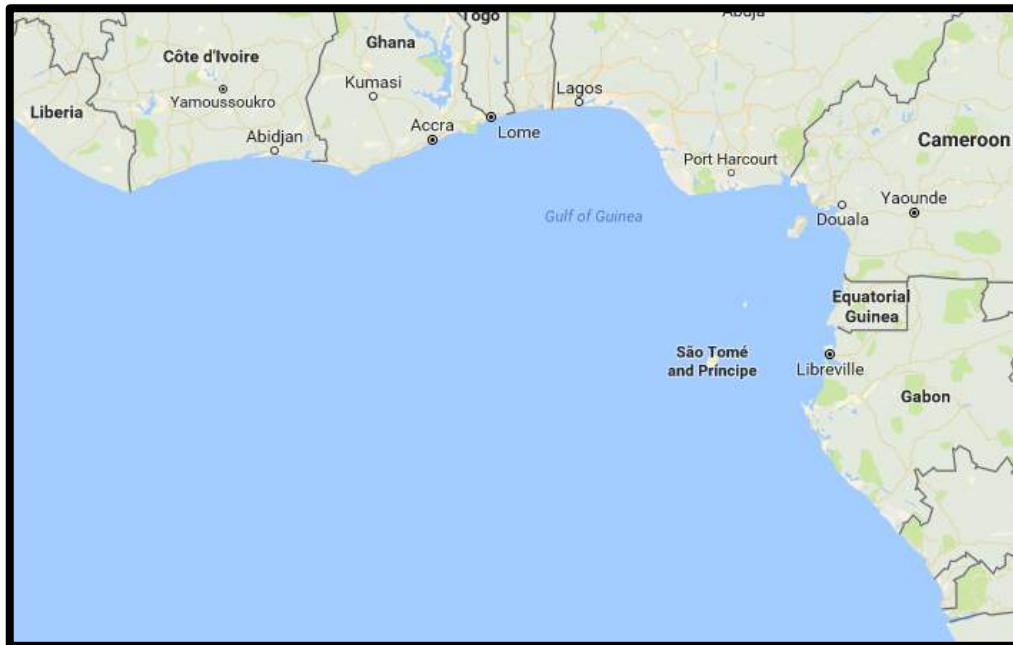
SAUDI COALITION INSPECTIONS

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

- **26 May (Nigeria – Late Report)** – Seven robbers boarded a berthed ro-ro ship near position 06:52 N – 002:57 E, Lagos Port. They took hostage the duty crew, tied him up, took his UHF radio and asked for the location of the paint store and then stole ship's stores. The duty crew managed to free

himself and raised the alarm resulting in the robbers escaping. A search of the vessel was carried out. PFSO and local agents were informed.

- **26 May (Nigeria – Late Report)** – Two robbers attempted to board a merchant vessel near position 06:18 N – 003:20 E, 7 nautical miles south of Lagos. The alarm was sounded. The robbers jumped off the vessel and into a skiff and escaped.
- **24 May (Nigeria – Late Report)** – A merchant vessel reported a boarding near position 06:15 N – 003:12 E, Lagos anchorage. The intruder was sighted on deck. The alarm was raised and the intruder jumped overboard, escaping in a skiff.
- **13 April (Nigeria – Late Report)** – Four robbers in a skiff boarded a berthed container ship shortly after the mooring operations near position 06:52 N – 003: 57 E, Apapa Port, Lagos. Duty crewman on routine rounds noticed the robbers and raised the alarm. Upon seeing the alerted crewmembers, the robbers escaped. Upon carrying out a search of the vessel, the bosun store room was found broke into and ship's properties were noted missing.

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

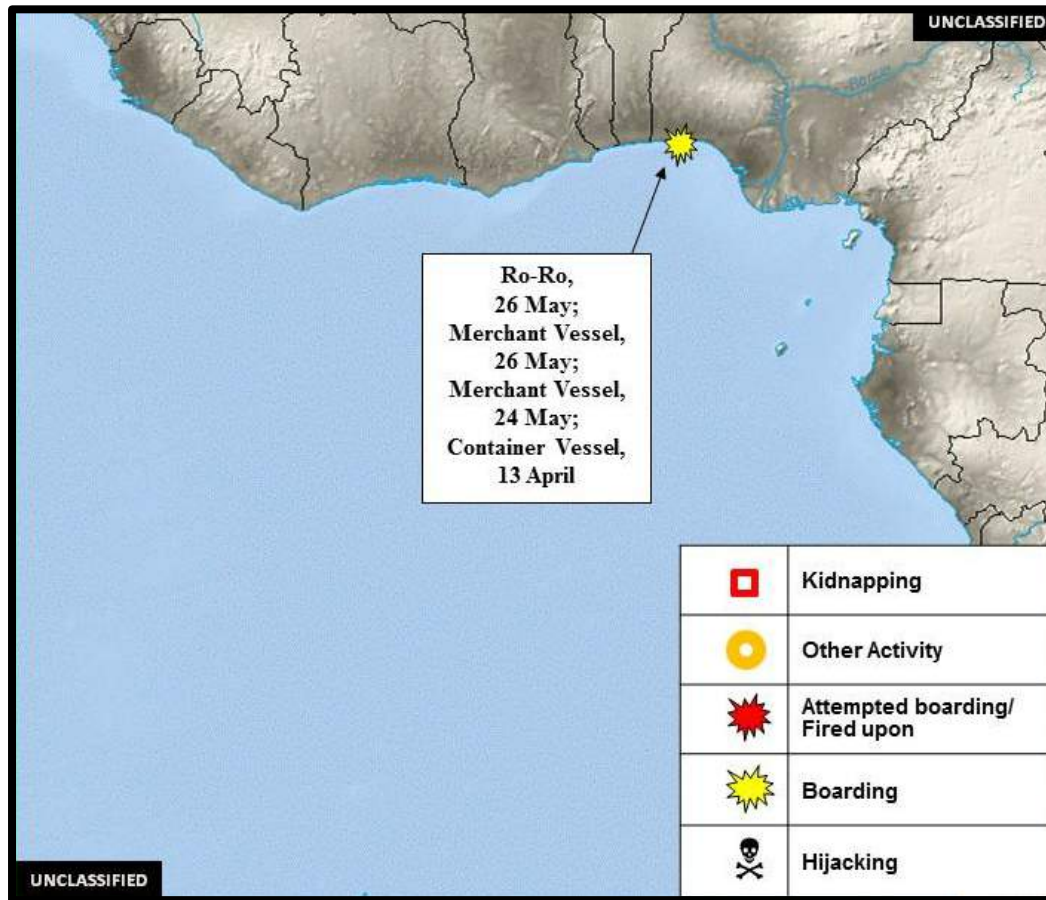
- No current incidents to report

OTHER ACTIVITY

- No current incidents to report

MARITIME REPORTING

- No current maritime news



Source: ONI

WEATHER FORECAST: GULF OF GUINEA

WEATHER FORECAST VALID FROM 31 MAY – 6 JUNE 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 routine expected along the coast of West Africa.

EAST ASIA, SOUTHEAST ASIA, INDIA



Current Incidents:

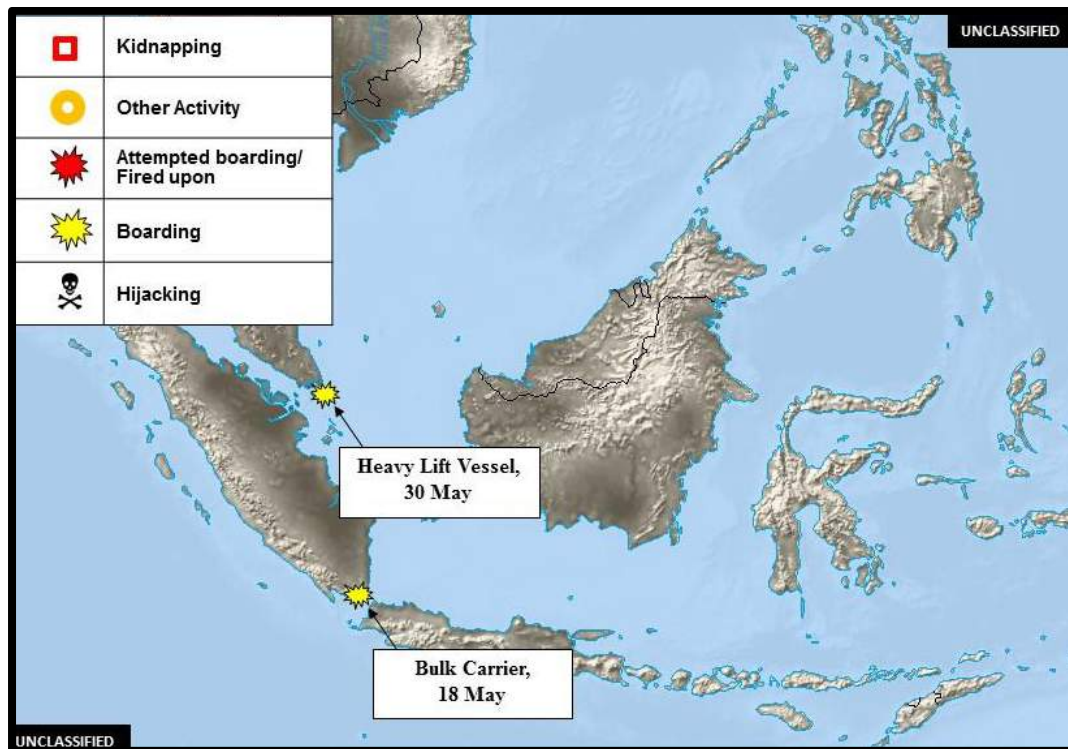
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WARNING:

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

- **30 May (Indonesia)** – An unknown number of robbers boarded at Netherlands-flagged heavy lift vessel anchored near position 01:06 N - 104:11 E, 16 nautical miles northeast of Tanjung Berakit, Pulau Bintan. The ship's boatswain discovered the padlock of the paint store was broken and the door left open. Further investigations found that the padlocks of the garbage room, oxygen locker,

acetylene locker and the bunker station were also broken and the doors were left open. Nothing was reported missing.

- **18 May (Indonesia – Late Report)** – Five robbers armed with knives boarded an anchored bulk carrier near position 05:32 S – 105:18 E, Tarahan Anchorage. They took hostage a duty crewman, tied him up and threatened him with knives. The robbers stole ship's properties and engine spares and escaped. The crewman managed to free himself and raised the alarm. Duty officer sounded the ship's horn and crew was mustered. A search of the vessel was carried out.

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 31 MAY – 6 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 northern 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.

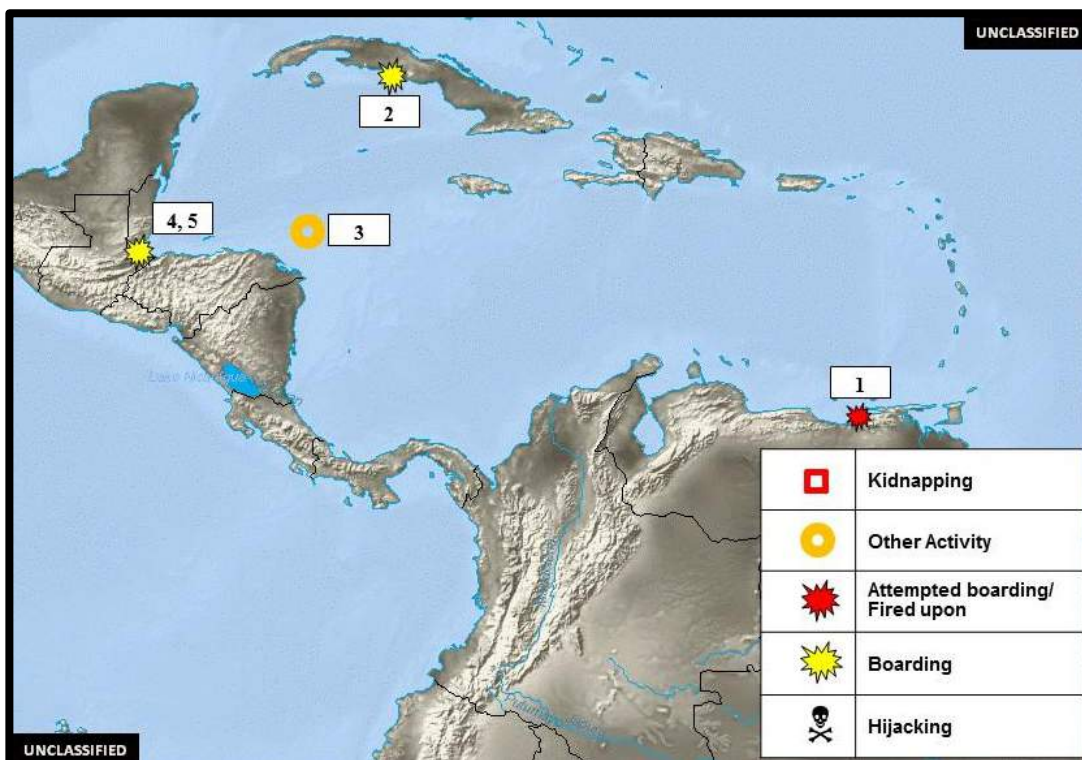
SYNOPTIC DISCUSSION: Low pressure over the Sea of Japan and associated front has increased winds and seas from the Sea of Japan through the northern portion of the South China Sea. Expect strong gusts in and around scattered thunderstorms, throughout the Malacca Strait and the Andaman Sea due to funnelling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

WORLDWIDE

NORTH AMERICA

- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA



Source: ONI

1. **23 May (Venezuela – Late Report)** – A white skiff with three robbers onboard came alongside an anchored product tanker near position 10:11 N – 064:47 W, Puerto Jose Anchorage. They tried to board the tanker via the deck. Duty crewman spotted the robbers and raised the alarm resulting in the robbers aborting the attempted boarding and moving away.
2. **14 May (Cuba – Late Report)** – Two men aboard a sailing yacht anchored in Cienfuegos Harbour attempted to steal articles of value and an unsecured dinghy. The owner was awakened and chased the would-be thieves off. There was no damage and nothing was reported taken. A report was made to the port captain and on the VHF net.

3. **13 May (Honduras – Late Report)** – A yacht transiting northward from Isla Providencia, Colombia to Grand Cayman at a position of 15:45 N – 081:32 W, was off the Gorda Banks and noticed a suspicious vessel on an intercept course from the west southwest at 2245 hrs. At 2315, the suspect vessel was within a few hundred metres of the yacht, displaying only running lights. The yacht captain assumed that it was law enforcement and turned on its lights and made several calls on VHF 16 that were not answered. The suspect vessel continued to track on an intercept course and increased speed in clear pursuit. The yacht captain believed the pursuing vessel to be a large boat, approximately 70 feet in length, similar to a fishing trawler type vessel. The yacht was making good speed with full sail and added engine to further increase the speed and was able to outpace the suspect vessel, which after 20 minutes gave up the pursuit, then stopped dead and lit up.
4. **11 May (Guatemala – Late Report)** – A yacht anchored in Rio Dulce Nana Juana Marine had its in-the-water but locked dinghy stolen overnight. The owners discovered the painter and locking cable had both been cut. The dinghy, minus the outboard, was recovered in the mangroves, however the tubes had been slashed and the fuel tank, fuel line, manual pump and oars had also been taken. A report was made to the marina and on the VHF net.
5. **4 May (Guatemala – Late Report)** – An unlocked yacht anchored in Shell Bay was boarded while the owners were not onboard. A medical device and personal electronic items were stolen. A report was made on the VHF net.

ATLANTIC OCEAN AREA

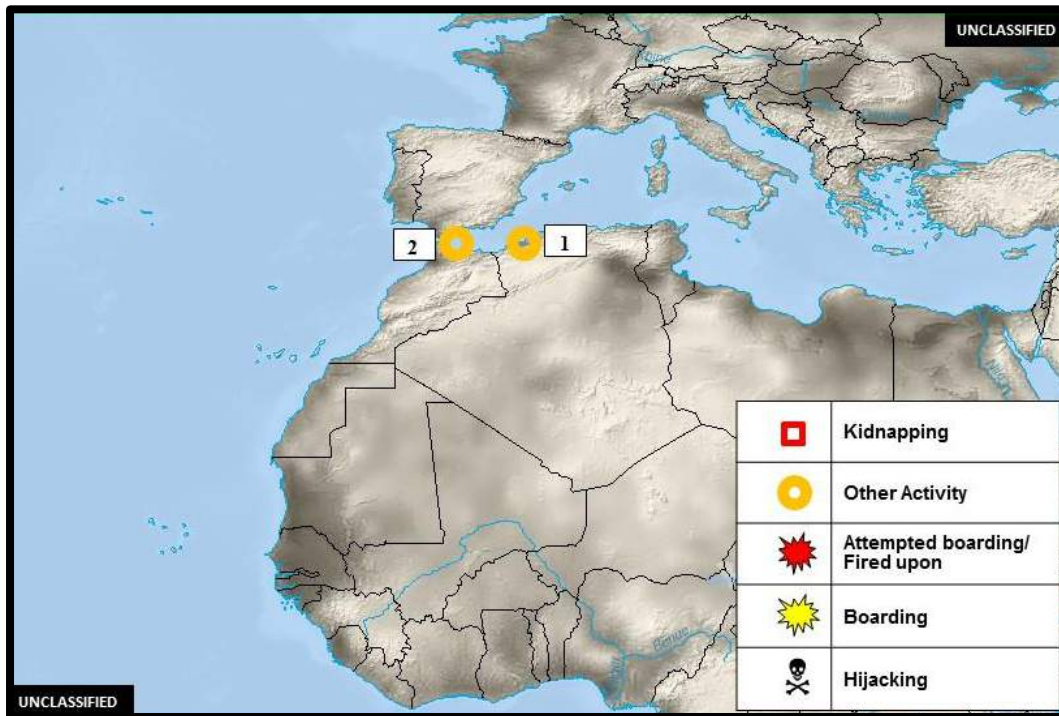
- No current incidents to report

NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA

1. **29 May (Algeria)** – Authorities intercepted the container ship *VEGA MERCURY* using an Algerian Navy ship and Helicopter off Oran. Algerian authorities were alerted by Spanish authorities about a probable drug shipment on board. More than 700 kilograms of cocaine were found in boxes marked as “halal meat.” Fourteen people were arrested, including three of the vessel’s crewmembers.
2. **21 May (Spain – Late Report)** – The Spanish Civil Guards confirmed the seizure of over 900 kilos of cocaine and ten arrests in an operation that was centred on the port city of Algeciras in the southwestern region of the country. In a statement, the Civil Guard explained that the cocaine had come from South America and was hidden in a cargo of fruit.



Source: ONI

ARABIAN GULF

- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

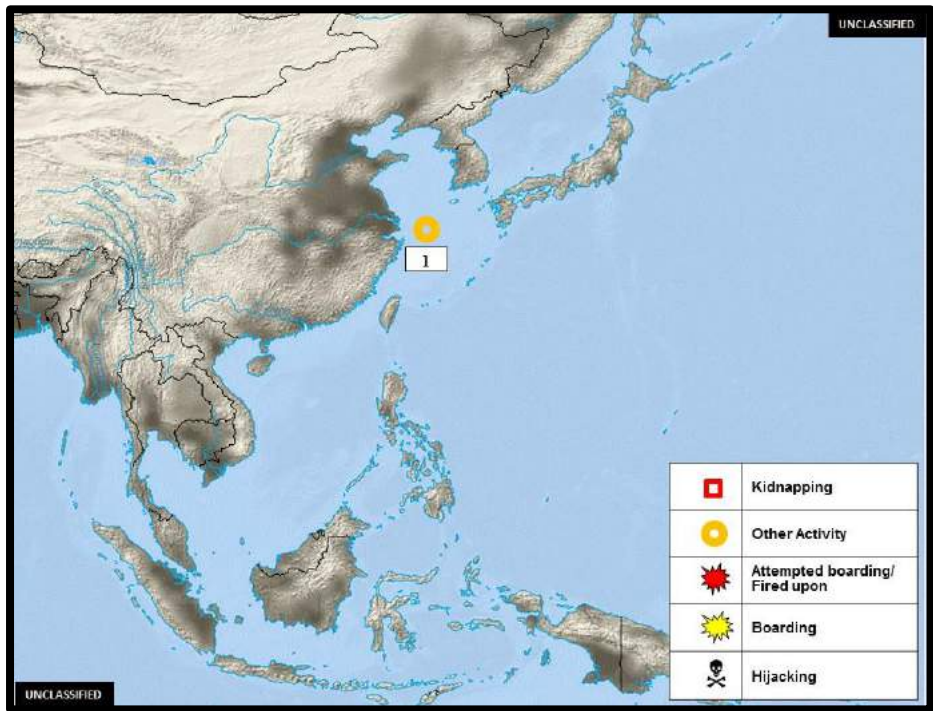
- No current incidents to report

EASTERN AND SOUTHERN AFRICA

- No current incidents to report

NORTHEAST ASIA

1. **19 May (East China Sea – Late Report)** – A Japanese P-3 maritime patrol plane detected what appeared to be a Chinese-flagged vessel 218 miles off Shanghai, conducting illegal transfers to a North Korean vessel, identified as *M/T JI SONG 6*. The vessels lay alongside each other connected by hoses, with one of the vessels flying what appeared to be a Chinese flag. In April 2018, the United Nations Security Council blacklisted dozens of ships and shipping companies over oil and coal smuggling by North Korea, including five based in China. The vessels are subject to a global port ban and must be deregistered.



Source: ONI

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.

SPAIN RESCUES OVER 500 MIGRANTS IN THE MEDITERRANEAN

28 May – Spanish authorities over the weekend rescued over 500 migrants from more than a dozen boats making the perilous Mediterranean crossing to Europe. Authorities have disclosed that following plane and helicopter searches, Spanish boats rescued almost 300 migrants from nine boats on Saturday, adding that as of Sunday afternoon, a further 250 migrants were rescued from eight boats, three of which were in poor condition and later sank. The migrants were from various countries in North and sub-Saharan Africa. In recent years, the number of people crossing into Spain by sea from North Africa, either via the Strait of Gibraltar or the Sea of Alboran, has increased significantly while arrivals to Italy and Greece via Libya have dropped. Around 19,000 people made the sea crossing in 2017, representing a 182 percent increase on the previous year. In January, Europe's border agency disclosed that it expected a further increase in irregular immigration to Spain this year, with flows boosted by the use of fast boats.

ITALY RESCUES MORE THAN 1,800 MIGRANTS

28 May – An Italian coastguard official has disclosed that over the past three days, more than 1,800 migrants attempting to cross from Libya to Italy were rescued, following an improvement in the weather.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 3 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

LANDMINES KILL EIGHT CIVILIANS IN DERNA

31 May – Landmines killed eight civilians in Derna, where the army is fighting militants who have controlled the city since earlier in May, a military official said. "The landmines exploded when a number of civilians tried to leave Derna to nearby areas and towns in order to get fuel and food. As they approached the exit of the city, specifically near the municipal stadium, a number of mines exploded, causing civilian casualties," added the official. The eastern city has been encircled since July 2017 by the Libyan National Army (LNA). The army accused the armed group of being loyal to al-Qaeda. Landmines planted by the group are major obstacles facing the army, which is making steady progress towards taking control of Derna. Fighting in the Libyan city of Derna has escalated to unprecedented levels, with air raids and shelling of residential areas as well as heavy ground clashes. There were severe water, food and medicine shortages, and electricity and water had been completely cut off for the city's 125,000 residents, according to a UN report. Their surge over recent days overshadowed high-level talks in Paris on Tuesday that tried to chart a way out of Libya's turmoil and set a goal of holding elections in December. Following fighting on Wednesday, the LNA took control of most entry points to Derna from the west, LNA spokesman Abdulkarim Sabra said. The LNA has also claimed control of the city's al-Fatayih Industrial Zone and strategic hills over the Bab Tubruk district. Electricity supply was restored early on Thursday after maintenance to a power plant that was hit by shelling earlier in the week, according to Sabra and a Derna resident.

ARMED GROUP ATTACKS TAMANHINT AIRBASE, SOUTH LIBYA, AND TAKES BRIEF CONTROL

31 May – An armed group launched a surprise attack on Tamanhint airbase, northeast of the southern city of Sabha, on Thursday, and took over control before LNA forces managed to retake it again. Sources said around 15 military vehicles attacked the main gate early in the day and took control after a brief exchange of fire with the fighters there. Later, the attackers were forced to retreat under heavy airstrikes by Operation Dignity and only then were its ground fighters able to retake the airbase. Sources indicated that the attackers ordered residents around the airbase to stay at home for their safety before their pull-out to the town of Samnu. No group has claimed responsibility for the attack, but Operation Dignity accused Benghazi Defense Brigades of being behind it. Other sources claimed that the attackers were from the Tabu tribe, which has engaged in tribal conflict with Awlad Sleiman tribe, whose most members are fighting alongside Dignity Operation.

LIBYAN CONSTITUTION DRAFTING ASSEMBLY RENEWS CALLS FOR HOLDING REFERENDUM BEFORE ELECTIONS

31 May – The Libyan Constitution Drafting Assembly has emphasised the necessity of a referendum on the constitution before parliamentary and presidential elections set for December. The Assembly also called on all bodies and public institutions in Libya to assume their responsibilities by working to speed up the issuance of the referendum law and its commitment to the success of the constitutional process in all respects. The Assembly asked the head of the UN mission in Libya to make the referendum a priority, stressing the right of the Libyan people in building a state of law and institutions and the peaceful transfer of power.

TERRORIST ATTACKS IN LIBYA'S OIL CRESCENT RAISES SECURITY ALERT

29 May – Libya's oil crescent has announced a maximum security alert over possible terrorist attacks in vital oil ports and oilfields threaten to further unsettle the turbulent oil market. Armed guards are now

standing by at oil ports, according to the Libyan Express, ready to thwart any terrorist attack that seeks to move into the oil crescent region. Khalifa Emraja, commander of the gulf military zone, called on the citizens to take caution about any unknown individuals or objects, and work with the security services for public security.

LIBYAN RIVALS AGREE TO DECEMBER ELECTIONS

29 May – Rival Libyan leaders meeting in Paris tentatively agreed on a roadmap leading to parliamentary and presidential elections on Dec. 10, but the plan faces major obstacles. In an early sign of trouble, the Libyan leaders declined to sign a closing declaration outlining their commitments, which include laying the groundwork for the vote with new electoral laws and establishing a "constitutional basis" by mid-September. French President Emmanuel Macron, who hosted the conference, nevertheless lauded the eight-point declaration as a "crucial step" toward stabilizing the country. The talks brought together Prime Minister Fayez Sarraj, head of Libya's U.N.-backed government in Tripoli, and General Khalifa Haftar, whose forces dominate eastern Libya. The conference aimed to forge a political roadmap that would restore order in Libya. Moving toward parliamentary and presidential elections by the end of 2018 was a key goal. Sarraj said there was lingering disagreement over the setting of a "constitutional basis" for the vote, which the declaration said should be done by Sept. 16. He said the two sides had not agreed on whether this entails amendments to the country's current laws or the drafting of a new constitution. An anonymous French diplomatic official raised the possibility of a delay of the elections if the Libyans decide to proceed with a constitutional referendum.

FALSE TERRORIST ALARM LEADS TO EVACUATION OF TOBRUK MEDICAL CENTER

29 May – A security force in Tobruk evacuated the city's medical center on Sunday as they suspected that there was a terrorist inside it, thus causing a wave of horror among medics and patients alike; however, the news proved to be untrue. The Head of the center Faraj Al-Jali told reporters that security intelligence was wrong, adding that the personnel did not do their job properly, calling for a probe into the chaotic incident as to caused great chaos and horror among the people at the center.

OVER 100 MIGRANTS ESCAPE FROM LIBYA TRAFFICKING CAMP

28 May – More than 100 east African migrants escaped from a camp in the Libyan town of Bani Walid where they were being held hostage and tortured. The hospital in Bani Walid said around 20 of them were being treated for injuries from torture. According to Doctors Without Borders (MSF), in a statement quoting witnesses, 15 migrants were killed and 25 injured during the escape, but there was no immediate confirmation from local sources. Some of those who escaped, mostly adolescents, told MSF rescue workers they had been held by people traffickers for up to three years. The medical charity said that seven of those hospitalized had serious gunshot wounds. Bani Walid, 170 kilometers southeast of Tripoli, is a transit point for migrants aiming to reach Europe by boat from the coast further north. People traffickers and kidnappers run around 20 detention centers in the town, telephoning the migrants' families to deliver ransom demands.

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 has a dedicated team of researchers, a 24/7 hotline service and a pool of trained and experienced consultants to support client needs.

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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.

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