

# Maritime Security Review



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## INCIDENTS AT SEA

Reporting Period: 6 - 12 August 2018

Region	Current Incidents	Late Reported Incidents	Threat Level
<b>MAIN REGIONS</b>			
Gulf of Aden/Arabian Sea	0	1	Low
Gulf of Guinea	0	2	Medium
Asia	0	4	Medium
<b>WORLDWIDE</b>			
North America	0	0	Low
Central America/Caribbean/ South America	0	3	Medium
Atlantic Ocean Area	0	1	Low
Northern Europe/English Channel/Baltic	0	0	Low
Mediterranean/ Black Sea	1	0	Low
Arabian Gulf	0	0	Low
Southern Africa	0	0	Low
Northeast Asia	0	0	Low
Pacific Ocean/Southern Ocean	0	0	Low

**Piracy Levels are determined on a weekly basis as follows:**

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

**PLEASE NOTE:**

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

We encourage our readers to confidentially report any incidents or suspicious activity to [info@msrisk.com](mailto:info@msrisk.com).

## GULF OF ADEN, ARABIAN SEA, RED SEA



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

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

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

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

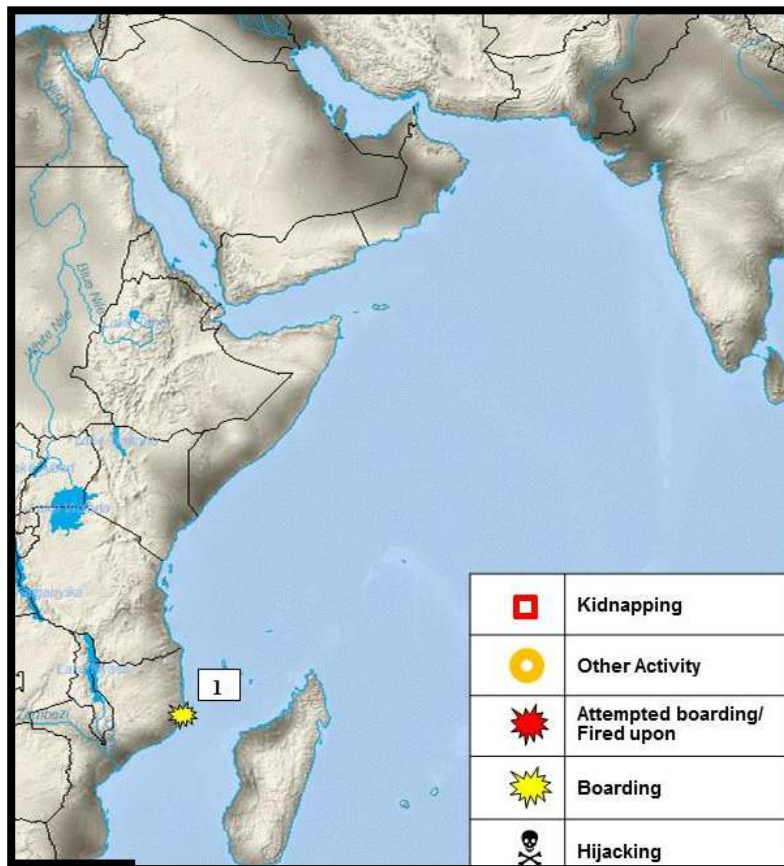
complacency may have set in and this year's successful hijacking is likely to result in potential copycat attacks, as pirate action groups head out in a bid to successfully hijack a commercial vessel.

Masters are advised to remain vigilant at all times inside the HRA and are urged to adhere to guidance and protective measures as set down in BMP5. 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

**VESSELS BOARDED**

- **26 July (Mozambique – Late Report)** – Three robbers in a small boat approached a berthed product tanker near position 14:32S – 040:40E, Port of Nacala. The vessel was conducting discharging operations. Using a bamboo pole attached with a hook and a portable wooden ladder, one robber managed to board the tanker. The duty deck watch crewman saw the robber and immediately informed the duty officer who raised the alarm. Upon hearing the alarm, the robber escaped with his two accomplices. A search of the tanker was carried out and it was reported that ship's properties were stolen. The incident was reported to Port Authorities through the local agents.

**KIDNAPPING**

- No current incidents to report

**SUSPICIOUS ACTIVITY**

- No current incidents to report

**OTHER ACTIVITY**

- No current incidents to reports

**MARITIME REPORTING**

- No major incidents to report

**WEATHER FORECAST: GULF OF ADEN, ARABIAN SEA, RED SEA****WEATHER FORECAST VALID FROM 9 - 15 AUGUST 2018**

**NORTHERN ARABIAN SEA:** Southwest winds of 10 – 15 knots with seas of 10 – 12 feet.

- **Extended Forecast:** Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 10 – 12 feet.

**GULF OF OMAN:** East-southeast winds of 10 – 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 4 – 6 feet in the eastern section of the Gulf.

- **Extended Forecast:** East-southeast winds of 10 – 15 knots and seas of 1 – 3 feet in the western section of the Gulf; with southerly winds of 5 – 10 knots and seas of 4 – 6 feet in the eastern section of the Gulf.

**GULF OF ADEN:** West-southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 3 – 5 feet in the western section of the Gulf; with southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 4 – 6 feet in the eastern section of the Gulf.

- **Extended Forecast:** West-southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 5 – 7 feet in the western section of the Gulf; with southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 7 – 9 feet in the eastern section of the Gulf.

**SOMALI COAST:** Southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 10 – 12 feet in the northern section of the coastline; with south-southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 - 7 feet in the southern section of the coastline.

- **Extended Forecast:** Southwest winds of 25 – 30 knots, gusting to 35 knots, and seas of 12 – 14 feet in the northern section of the coastline; with southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 7 – 9 feet in the southern section of the coastline.

**CENTRAL AFRICAN COAST/INDIAN OCEAN:** Southerly winds of 10 – 15 knots and seas of 5 – 7 feet.



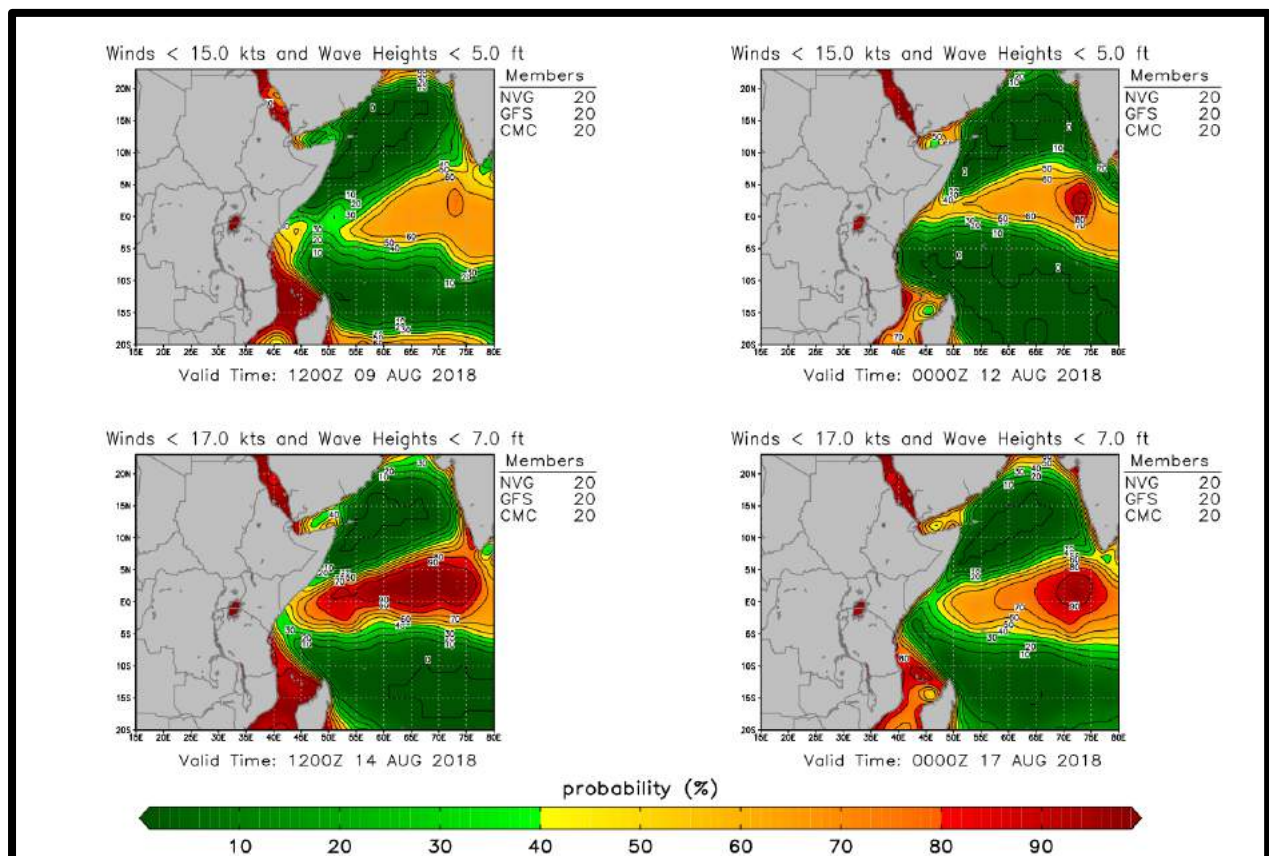
- **Extended Forecast:** Southerly winds of 15 – 20 knots and seas of 7 – 9 feet.

**MOZAMBIQUE CHANNEL:** Southerly winds of 5 – 10 knots and seas of 3 – 5 feet in the northern Channel; with southerly winds of 5 – 10 knots and seas of 3 – 5 feet in the southern Channel.

- **Extended Forecast:** Southeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 5 – 7 feet in the northern Channel; with southeast winds of 15 – 20 knots, and seas of 7 – 9 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 area of 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 12 AUGUST 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.*

## Conditions at Hodeidah Port

## Conditions around Mokha Port

**WARNING: Conditions around Hodeidah and Mokha ports are a high security risk.**

**Fighting has continued around the port city of Hodeidah.** Heavy fighting near the city has killed over 80 as Yemeni ground forces, backed by coalition air support, attempt to seize control of the Zabid district, a UNESCO World Heritage Site located south of Hodeidah. On 13 June, the Saudi Coalition announced they would begin their efforts to retake Hodeidah port from Houthi rebel forces. Hodeidah port is the

final maritime stronghold for the rebel group and is a critical port of entry for the vast majority of goods entering Yemen.

MS Risk has previously warned that the Houthis could deliberately target the water around Yemen's coastline going south to Bab al-Mandab Strait, a critical waterway where the Red Sea meets the Gulf of Aden in the Arabian Sea. Bab al-Mandab is only 12 miles wide; a strike near the Strait could cause significant damage to international shipping. MS Risk has also consistently warned of the threat to Hodeidah Port and its infrastructure, as well as the threat to vessels in the area. Reports suggest that the Houthis may plant naval and/or land mines at critical positions as part of a "scorched earth" departure in the event of their loss. This could include targets at Hodeidah, nearby ports, or along the coastline. Because the Houthis rely on cargo entering Hodeidah, they could view increased capacity of nearby ports as a threat. Thus, there is a likelihood that the Houthis could target nearby ports in a bid to distract attention from Hodeidah, or to achieve continued reliance on the port.

## ACTIVITY REPORTING

### HOUTHIS WELCOME UN CALL FOR INVESTIGATION INTO AIR STRIKES

**10 August** – On Friday, Houthi rebels welcomed a call by the United Nations for an independent investigation into Saudi-led coalition air strikes that killed dozens of people a day earlier. A Yemeni health official and the International Committee of the Red Cross (ICRC) disclosed on Thursday that an air strike had hit the bus carrying children as it drove through a market in northern Saada province. Hours later, UN Secretary General Antonio Guterres condemned the airstrike, with his spokesman stating that he has called for an "independent and prompt investigation." In a tweet, the head of the Houthis' supreme revolutionary committee, Mohammed Ali al-Houthis stated, "we welcome the call of the secretary general (of the United Nations) and we are ready to cooperate." In a statement on Friday, Henrietta Fore, executive director of the UN Children's Fund UNICEF disclosed that the "horrific" bus attack "marks a low point in (Yemen's) brutal war," adding "the question now is whether it will also be a turning point – the moment that must finally push the warring parties, UN Security Council and international community to do what's right for children and bring an end to this conflict."

### SAUDI ARABIA INTERCEPTS YEMEN REBEL MISSILE

**8 August** – On Wednesday, Saudi Arabia shot down a missile fired by Yemen's Houthi rebels, with debris killing a Yemeni man and wounding 11 others. A coalition statement published by the official Saudi Press Agency disclosed that the ballistic missile was fired from the northern Yemeni province of Amran towards the southern Saudi city of Jizan. The coalition went on to say that "shrapnel from the intercepted missile scattered over residential areas, leaving a Yemeni resident killed and 11 other civilians wounded. According to the coalition, Wednesday's attack brings the tally to 165 rebel missiles that have been launched since 2015.

### CHILDREN KILLED IN AIR STRIKE ON BUS

**6 August** – Dozens of people, many of them children, have been killed or wounded in a Saudi-led coalition air strike in northern Yemen. The bus was travelling through Dahyan market in Saada province at the time of the attack. The health ministry run by the rebel Houthi group has reported that at least 43 people were killed, with the Red Cross indicated that most of the victims were under 10 years old. The coalition has stated that the actions were "legitimate." According to spokesman Col. Turki al-Malki,

“(The air strike) conformed to international and humanitarian law,” adding that the coalition had responded to ballistic missile launches by the rebels, which he said had targeted civilians in the southern Saudi city of Jizan.

#### **US ALLIES STRIKE DEAL WITH AL-QAEDA**

**6 August** – Reports emerged on Monday that a military coalition battling Houthi rebels secured secret deals with al-Qaeda in Yemen and recruited hundreds of the group’s fighters. While for more than two years, a Saudi-led alliance claimed that it crushed al-Qaeda’s ability to carry out attacks from Yemen, an investigation carried out by The Associated Press has now found that the coalition has been paying some al-Qaeda commanders to leave key cities and towns while letting others retreated with weapons, equipment and looted cash. The report has indicated that hundreds of al-Qaeda members were recruited to join the coalition as soldiers. Key figures in the deal-making have indicated that the US was aware of the arrangements and held off on drone attacks against the armed group. The AP’s findings are based on reporting in Yemen and interviews with two dozen officials, including Yemeni security officers, militia commanders, tribal mediators and four members of al-Qaeda’s branch.

#### **AT LEAST 80 KILLED AMIDST FIGHTING NEAR HODEIDAH**

**5 August** - Yemeni officials and witnesses reported on Sunday that heavy fighting in the province of Hodeidah between pro-government forces and Shi’ite rebels killed at least 80 people on both sides over the last two days. Officials have disclosed that forces backed by airstrikes from the Saudi-led coalition have been trying to seize the rebel-held district of ad-Duryahimi south of Hodeidah city, adding that at least 100 people have been wounded over a 24-hour period. Officials have indicated that the rebels have killed at least 30 Emirati-backed forces in an ambush in ad-Durayhimi, adding that fighting has been ongoing in the district, which is located about 20 km (12 miles) south of Hodeidah International Airport. In recent weeks, government forces, backed by a Saudi-led coalition, have been advancing in the area as they battle the Houthi rebels. The fighting has escalated as government forces try to retake the port city of Hodeidah.

## 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.

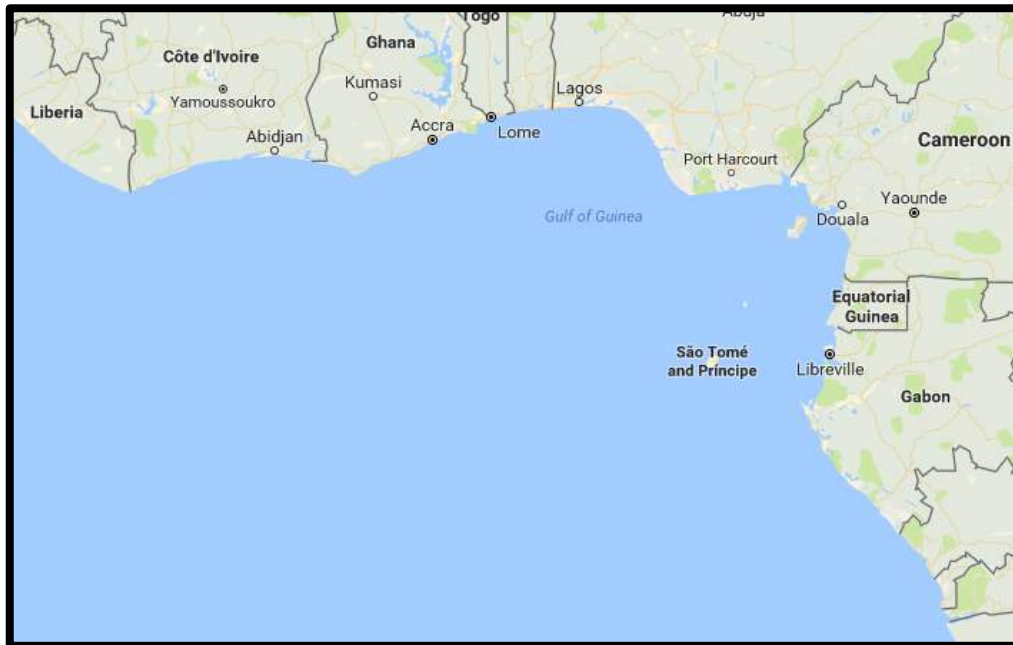
**SAUDI COALITION INSPECTIONS**

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:

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; Lomé, 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

- **22 July (Ivory Coast – Late Report)** – Three robbers in a small boat boarded an anchored product tanker near position 05:11N – 004:04W, Abidjan, Anchorage. Duty watchman saw the robbers near the port quarter and raised the alarm resulting in the robbers escaping with three mooring ropes. The incident was reported to the local authorities.

**KIDNAPPING**

- No current incidents to report

**SUSPICIOUS ACTIVITY**

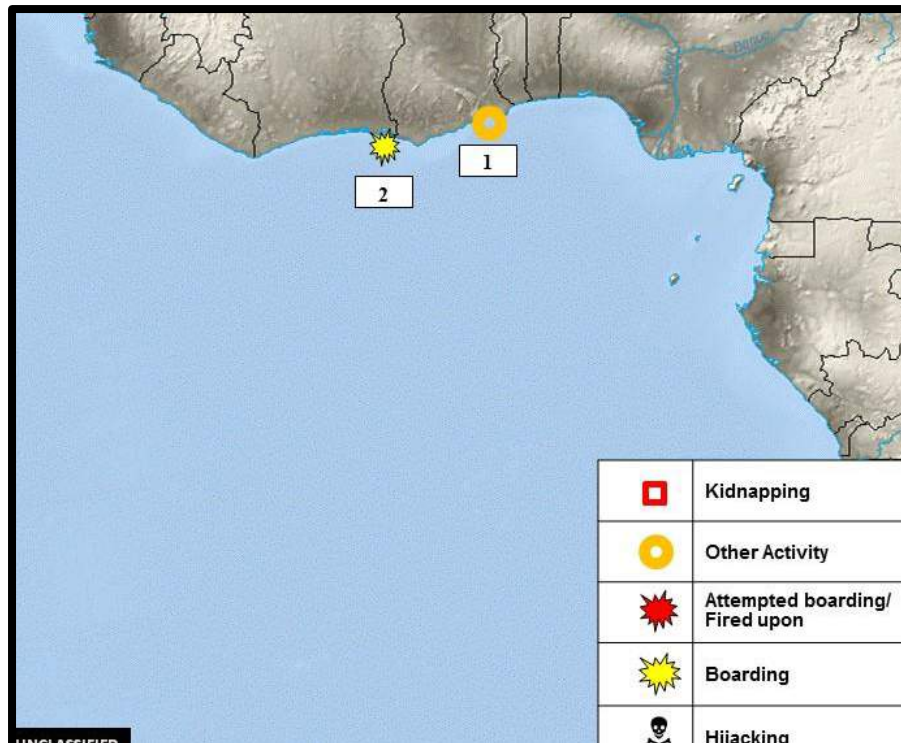
- No current incidents to report

**OTHER ACTIVITY**

- **3 August (Ghana – Late Report)** – Authorities arrested seventeen persons suspected to be part of a cartel dealing in the smuggling of petroleum products. Most were arrested following a tip-off that they were transferring fuel from a ship to drums on the shores of Aflao in the Volta Region. Seven drums filled with diesel, 76 empty drums, 32 filled yellow gallons (25 litres) of diesel and 20 empty containers were seized. A statement indicated that four others were arrested while siphoning fuel from two “canoe tankers” to fuel a tanker truck at the Tema Fishing Harbour. A tanker truck was impounded along with 16,000 litres of fuel, a pumping machine and a fuel hose however the tanker boats and its operators managed to escape.

**MARITIME REPORTING**

- No major incidents to report



Source: ONI

**WEATHER FORECAST: GULF OF GUINEA****WEATHER FORECAST VALID FROM 9 - 15 AUGUST 2018**

**GULF OF GUINEA:** Southerly winds of 10 – 15 knots and seas of 5 – 7 feet.

- **Extended Forecast:** West-southwest winds of 10 – 15 knots and seas of 5 – 7 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



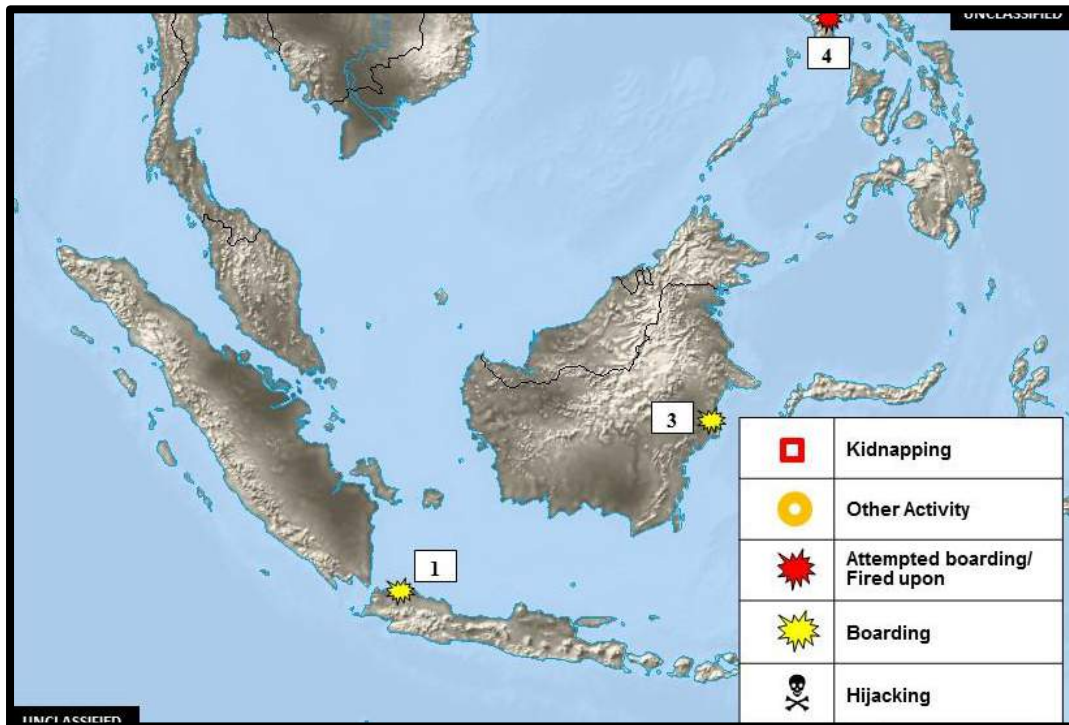
Current Incidents:  
4

**WARNING:**

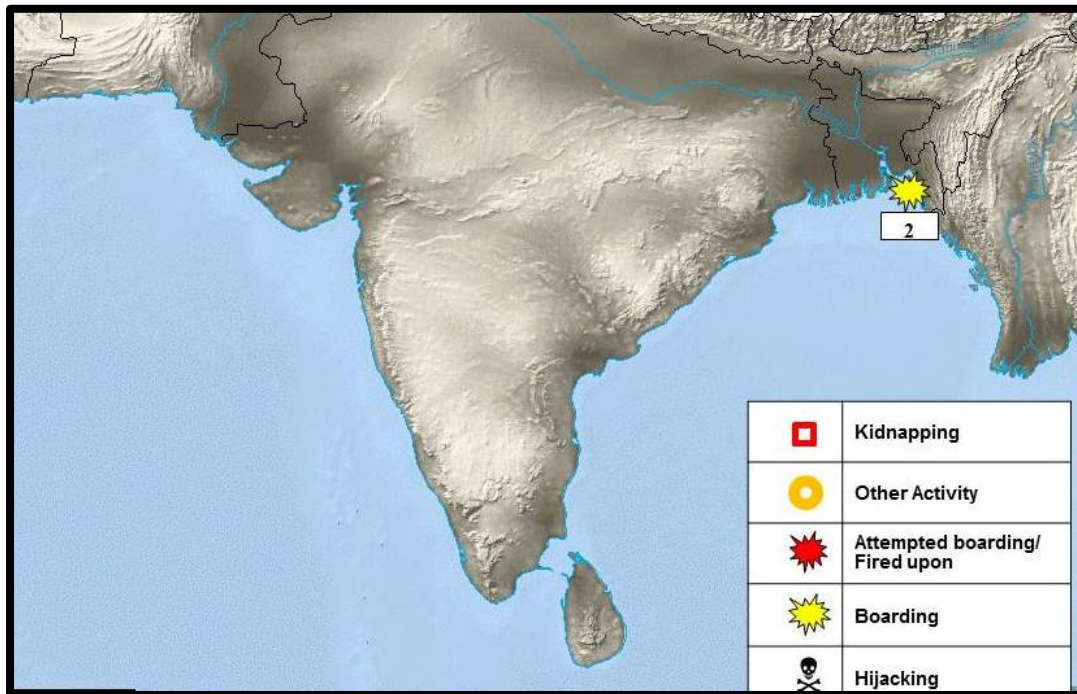
While in recent months, there have been no reports of kidnapping of crewmembers from vessels while underway in the Sulu-Celebs Sea region, the threat of further such incidents remains high. MS Risk advises all vessels, particularly slow-moving vessels, to re-route where possible. If unable to re-route,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



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

- **28 July (Philippines – Late Report)** – A duty crewman on routine rounds on board a bulk carrier anchored near position 13:44N – 121:01E, Batangas Anchorage, saw an unauthorised person attempting to board the vessel from a small boat using a hook attached with a rope. Duty crewmembers informed the bridge and SSO. The alarm was activated and the crewmembers were mustered. Upon seeing the altered crew, the person aborted the boarding attempt and escaped. The incident was reported to the local agent and the coastguard.

#### VESSELS BOARDED

- **3 August (Indonesia – Late Report)** – Robbers boarded an anchored bulk carrier near position 06:02S – 106:53E, Tanjung Priok Anchorage, Jakarta, stole engine spares and escaped. The theft was noticed during routine rounds and a search of the vessel was carried out.
- **2 August (Bangladesh – Late Report)** – Six robbers in a small boat boarded an anchored tanker near position 22:01N – 091:46E, Kutubdia Anchorage, using a hook attached with a rope. They stole ship's stores and properties and escaped. The incident was reported to the Bangladesh coastguard who searched the area.
- **1 August (Indonesia – Late Report)** – Duty personnel onboard a bulk carrier anchored near position 00:14S – 117:33E, Samarinda Anchorage, saw five robbers on the forecastle deck armed with knives and immediately informed the duty officer. The alarm was raised. Upon seeing the alerted crewmembers approach the forecastle deck the robbers escaped with stolen ship stores.

#### 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 9 – 15 AUGUST 2018**

**SOUTHERN SOUTH CHINA SEA:** Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 feet.

- **Extended Forecast:** Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 feet.

**MALACCA STRAIT:** West-southwest winds of 5 – 10 knots and seas of 3 – 5 feet in the northern Strait; with southeast winds of 5 – 10 knots and seas of 1 – 2 feet in the southern Strait.

- **Extended Forecast:** westerly winds of 5 – 10 knots, and seas of 3 – 5 feet in the northern Strait; with southeast winds of 5 – 10 knots and seas of 1 – 2 feet in the southern Strait.

**ANDAMAN SEA:** Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 8 – 10 feet in the northern section; with west-southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 10 – 12 feet in the southern section.

- **Extended Forecast:** Westerly winds of 15 – 20 knot's, gusting to 25 knots, and seas of 7 – 9 feet in the northern section; with southwest winds of 20 – 25knots, gusting to 30 knots, and seas of 10 – 12 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. During this period, 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 Season runs from April until October. During this period, expect numerous tropical cyclones to impact the region, which could change the forecast.

## Piracy & Armed Robbery Against Vessels in Asia: Monthly Review (July 2018)

### EXECUTIVE SUMMARY

During the July 2018 reporting period, there was a total of seven incidents of armed robbery against vessels reported in Asia. During this period, there were no reports of any piracy incidents, no reports of abduction of crewmembers in the Sulu-Celebes Seas and no hijackings of vessels for theft of oil cargo.

### NUMBER OF INCIDENTS (JULY 2018)

During this reporting period, a total of seven incidents were recorded, consisting of all actual incidents of armed robbery against vessels. Compared to the preceding month of June 2018, there has been an increase in the number of incidents in July 2018: only one incident was reported in June 2018.

### STATUS OF VESSELS

Of the seven incidents that were reported in July 2018, two occurred on board vessels while underway, while the remaining five incidents occurred on board vessels at anchor/berth.

### JANUARY – JULY 2018 REVIEW

#### *Number of Incidents*

During the January – July 2018 period, a total of 47 incidents, consisting of 36 actual incidents and 11 attempted incidents, were recorded in the region. Compared to the same reporting period in 2017, the 2018 period saw a 4% decline in the total number of incidents: a total of 49 incidents consisting of 42 actual and 7 attempted incidents were reported during the January – July 2017 period.

### UPDATE ON SITUATION IN THE STRAITS OF MALACCA AND SINGAPORE (SOMS)

The January – July 2018 period has seen a rise in the number of incidents reported in the Straits of Malacca and Singapore (SOMS) compared to the same period in 2017. A total of seven incidents, consisting of five actual incidents and two attempted incidents, were reported compared to two incidents, comprising of one actual incident and one attempted incident, reported during the same period in 2017.

Of the seven incidents that were reported in this region during the January – July 2018 period, two occurred in July, two in May, one in April and two in January. The latest two incidents in July involved tugboat *SUNG FATT 31* towing barge *SUNG FATT38* loaded with scrap metal while underway in the westbound lane of the Traffic Separation Scheme (TSS) in the western sector of the Singapore Strait on 3 July; the other incident occurred on 7 July and involved tug boat *BINTANG OCEAN 3* towing barge *WINBUILD 2313* while underway in the eastbound lane of the TSS in the eastern sector of the Singapore Strait. In both incidents, the Masters and crewmembers did not notice the sampans alongside the barges. The perpetrators boarded the barges from the sampans and escaped with scrap metal from *SUNG FATT 38* and coils of tow line from *WINBUILD 2313*.

MS RISK advises all vessels in this region to exercise enhanced vigilance and report all incidents to the nearest coastal state. Tug boats towing barges loaded with cargo are relatively more vulnerable to attack as they are slower in speed, with lower freeboard and unmanned barges.

## UPDATE ON SITUATION ON ABDUCTION OF CREWMEMBERS FROM VESSELS IN THE SULU-CELEBES SEA AND WATERS OFF EASTERN SABAH

During the July 2018 reporting period, there was no report of actual or attempted incident involving the abduction of crewmembers from vessels while underway in the Sulu-Celebes Sea and waters off eastern Sabah. The last actual reported incident occurred on board *SUPER SHUTTLE TUG 1* on 23 March 2017; with the last attempted incident reported on board *KUDOS 1* on 16 February 2018.

As of 31 July 2018, nine crewmembers remain in captivity. The Philippine authorities continue to carry out pursuit operations and intensify its military operations to rescue the abducted crewmembers and to neutralize the Abu Sayyaf Group (ASG).

Information from the Philippine Coast Guard indicates that the threat of further such incidents has not been eradicated and there are reports that the militant group has been able to recruit and replenish its ranks and continues to attempt to carry out abductions. The possibility of resurrecting maritime piracy and kidnappings is plausible when the opportunity arises given the complex maritime environment of the Sulu-Celebes Seas.

As the threat of abduction of crewmembers in the Sulu-Celebes Sea has not been eliminated, MS Risk advises all vessels to re-route from the area, where possible. Otherwise vessel Masters and crewmembers are strongly advised to exercise additional vigilance while transiting the Sulu-Celebes Seas and eastern Sabah region, and report and incidents and suspicious activity to the following Centres:

- 1. Philippine Coast Guard District**  
Southwestern Mindanao  
Operation Centre  
Tel: +63 929686 4129  
Tel: +63 929686 0689  
VHF: Channel 16 with call-sign "ENVY"  
Email: [hcgdswm@yahoo.com](mailto:hcgdswm@yahoo.com)
- 2. Navy – Littoral Monitoring Station (LMS)**  
Bongao, TawiTawi  
Tel: +63 917774 2293  
VHF: Channel 16  
Email: [jointtaskgrouptt@gmail.com](mailto:jointtaskgrouptt@gmail.com)
- 3. Eastern Sabah Security Command (ESSCOM)**  
Tel: +60 89863181/016  
Fax: +60 898631812  
VHF: Channel 16 with call-sign "ESSCOM"  
Email: [bilikgerakanesscom@jpm.gov.my](mailto:bilikgerakanesscom@jpm.gov.my)

## CONCLUSION

The situation of piracy and armed robbery against vessels in Asia during the January – July 2018 reporting period has improved compared to the same period in 2017. There was a decrease of 4% in the total number of incidents reported during the January – July 2018 period compared to the same period in 2017. A total of 47 incidents, consisting of 36 actual and 11 attempted incidents, were reported

during the January – July 2018 period compared to 49 incidents, comprising of 42 actual and 7 attempted incidents, reported during the January – July 2017 period.

While during the January – July 2018 reporting period there were no actual incidents of abduction of crewmembers for ransom and no hijacking of ships for oil cargo theft, what is concerning has been the continued occurrence of incidents in the Singapore Strait. Two incidents of theft of cargo from barges towed by tug boats while underway in the Singapore Strait were reported in July 2018, bringing the total number of incidents in the Strait of Malacca and Singapore to seven during the January – July 2018 period, compared to two incidents that were reported during the same period in 2017.

While there was no actual incident of abduction of crewmembers in the Sulu-Celebes Sea and no theft of oil cargo during the January – July 2018, the threat of further such incidents remains.

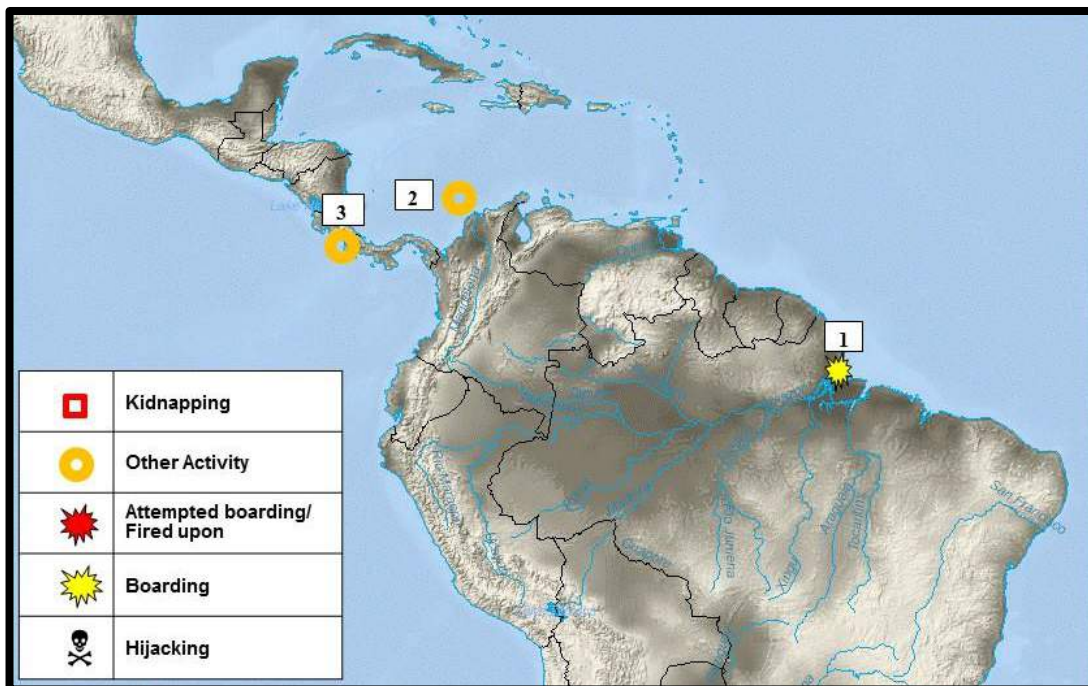
Vessels transiting the areas of concern in this region are advised to exercise enhanced vigilance, maintain look-out for suspicious boats, report all incidents and suspicious activity to the nearest coastal State and flag State immediately.

## WORLDWIDE

## NORTH AMERICA

1. No current incidents to report

## CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

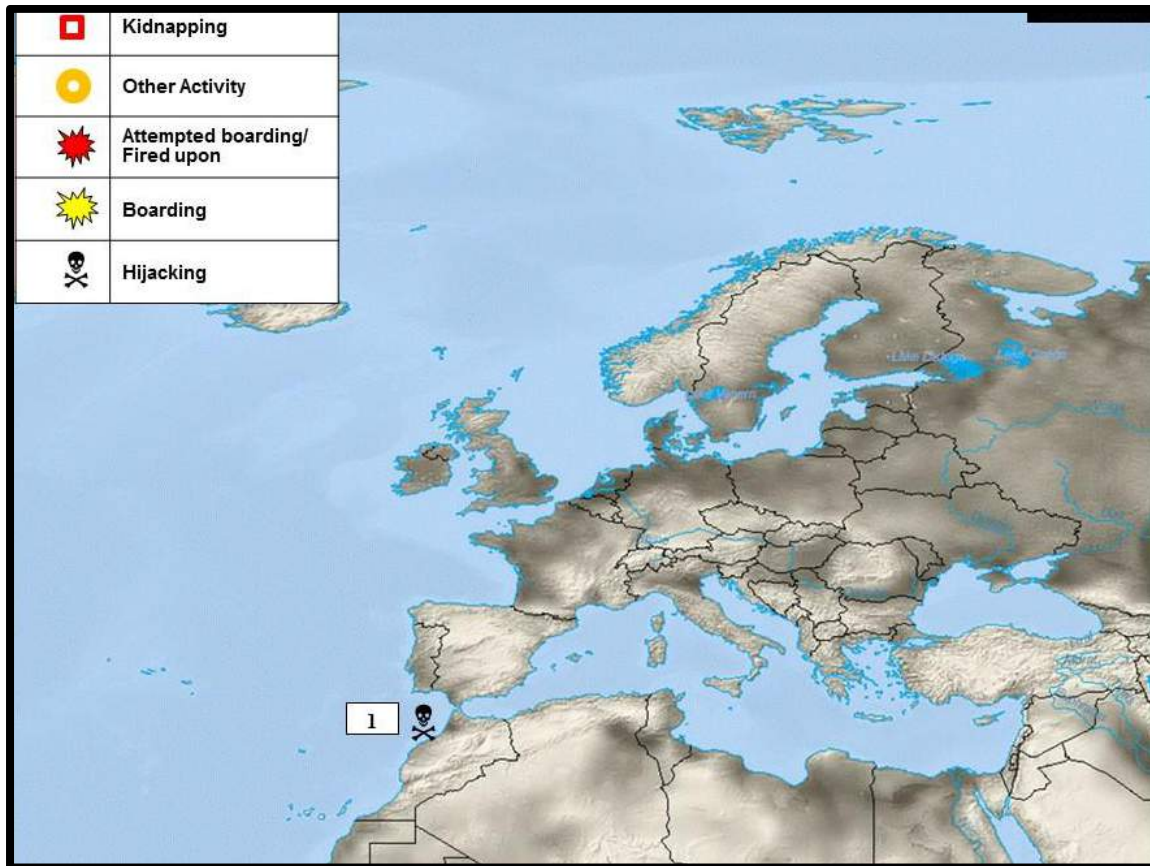


Source: ONI

1. **5 August (Brazil – Late Report)** – Robbers boarded a bulk carrier anchored near position 00:04.0N – 050:58.5W, Macapa Anchorage unnoticed. The robbers stole ship’s stores and escaped. The theft was noticed during routine rounds. The incident was reported to the local agent.
2. **2 August (Colombia – Late Report)** – The container ship *M/V CAP SAN TAINARO* was intercepted by Colombian Navy and fast response team in the Caribbean off Cartagena, when the ship was en route to Caucedo, Dominican Republic. Anti-drug team boarded the ship, checked containers and found in one of them 1,144 kilograms of cocaine, hidden in a container loaded with wine. The 15 persons allegedly related to this shipment were arrested, with several crewmen amongst them.
3. **28 July (Costa Rica – Late Report)** – Authorities detained two suspects aboard a homemade submarine transporting 1,200 kilograms of cocaine in the Punta Burica area, a small coastal peninsula and reef in the Pacific Ocean region of Costa Rica’s southern zone.



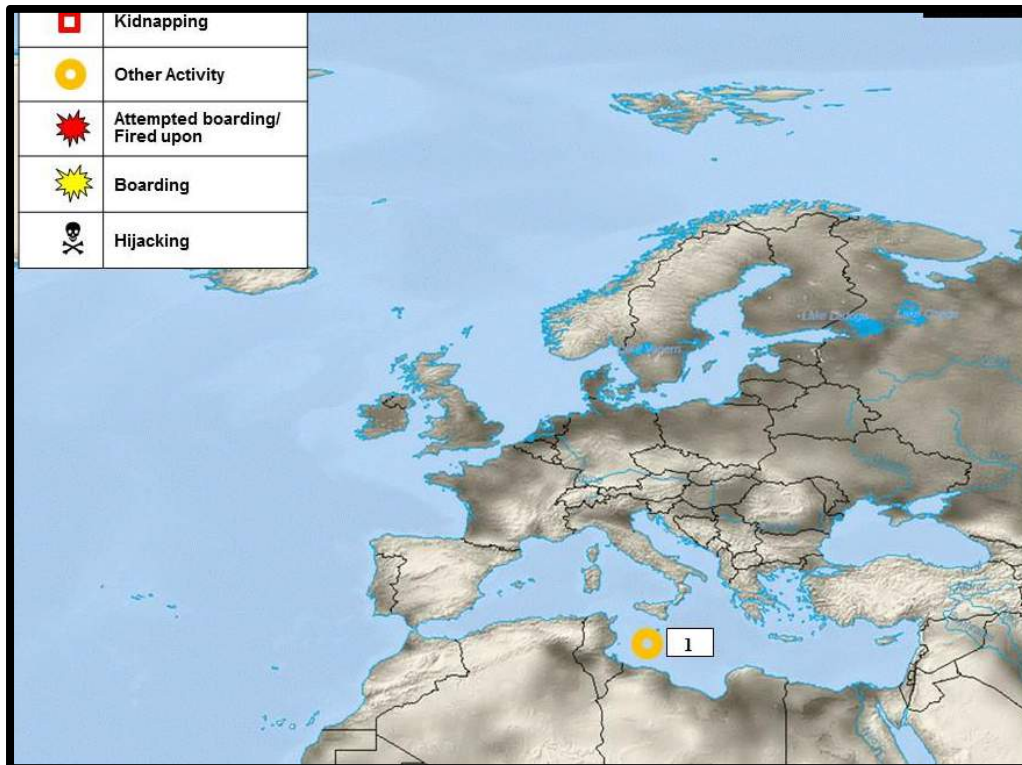
## ATLANTIC OCEAN AREA



Source: ONI

- 1 August (Portugal – Late Report)** – An elite unit of Portugal’s maritime police rescued a French citizen who was kidnaped and held captive on his own yacht by a compatriot accused of drug dealing. Judicial police revealed that the police staged the dramatic rescue, with help from the air force, swooping on the vessel after the victim managed to tip off a friend in France by telephone and the latter raised the alarm. The kidnapper, from the French island of Corsica, forced the yacht owner to raise anchor at Leixoes, a port near the northern city of Porto, threatening his family if he did not comply. Police disclosed that the kidnapper was looking to take delivery of a stash of drugs in Morocco. The rescue came after the authorities located the yacht 300 kilometres off Portugal’s southern Algarve coast.

## MEDITERRANEAN/BLACK SEA



Source: ONI

1. **9 August (Italy)** – Italian police announced that they had intercepted the Panama-flagged research ship *REMUS* and took the ship to Sicily for further investigation. A search of the vessel revealed 20 tons of hashish hidden in the ship's fuel tanks. Italy's finance police disclosed in a statement that the entire 11-person crew, all from Montenegro, were arrested for international drug trafficking. The research and survey vessel *REMUS* left the Canary Islands bound for Egypt and Turkey, but police surveillance showed that it had turned off its position transmitter near the coast of North Africa, raising investigators' suspicions.

## ARABIAN GULF

- No current incidents to report

## EAST ASIA/INDIAN SUBCONTINENT

- No current incidents to report

## EASTERN AND SOUTHERN AFRICA

- No current incidents to report

## NORTHEAST ASIA

- No current incidents to report

**PACIFIC OCEAN/SOUTHERN OCEAN**

- No current incidents to report

## MIGRATION



With the warmer weather arriving across Europe, migrant crossings in the Mediterranean Sea have increased with dozens of boats rescued in the past several weeks. Tensions between Italy and its EU neighbours have risen in the wake of Italy refusing to let a number of migrant rescue vessels dock at its ports. As the migrant crisis continues over the course of the summer months, tensions and further questions about the migrant situation across the EU are likely to occur.

### NINE DEAD AS MIGRANT BOAT SINKS OFF TURKEY

**9 August (Turkey)** – Local media have reported that at least nine migrants, including seven children, died on Thursday after their boat sank off the western coast of Turkey. The state-run Anadolu news agency has reported that four people were rescued by the Turkish coastguard after the boat, which was destined for Greece and carrying mostly Iraqi migrants, sank off the Turkish holiday resort town of Kusadasi. According to the news agency, initial testimony of the migrants has suggested that there were no others missing.

### RESCUE VESSEL ARRIVES IN SPANISH PORT WITH MIGRANTS ABOARD

**9 August (Spain)** – Spanish rescue vessel Open Arms arrived in the southern port of Algeciras on Thursday with 87 migrants on board, which the crew indicated had been rescued off the coast of Libya. According to Open Arms, the 87 people were rescued from an inflatable raft, which was floating directionless with a broken motor in the open sea on 2 August, adding that those saved included 84 from Sudan, a Syrian, an Egyptian and a Gambian. There were also 12 children amongst the group. Speaking at a news conference on Thursday, Open Arms mission head Ricardo Gatti disclosed “we came across the raft where the people were in a very bad state and very afraid that we were a Libyan boat and we planned to return them to Libya.” The charity has reported that the migrants they have helped have disclosed that they fear if they were returned to Libya they could face imprisonment and torture and many have said that they would rather die than be returned. In Spain, they will be processed before being granted refuge in Europe or they will be deported back to where they came from. The Charity Proactiva Open Arms operates in the sea between Libya and southern Europe in a mission aimed at

aiding migrants who have found themselves in trouble during an attempt to cross the Mediterranean Sea from northern Africa.

#### **IOM: SPAIN TAKES IN 40 PERCENT OF MEDITERRANEAN MIGRANTS THIS YEAR**

**8 August (Spain)** – The latest figures released by the International Organization for Migration (IOM) indicate that Spain has taken just over 40 percent of all irregular migrants crossing the Mediterranean Sea into Europe this year. Spain tops the list of destinations, taking 23,741 migrants via the Mediterranean by the end of July, compared to 8,677 for the same period in 2017. According to the IOM, this number has nearly tripled compared to those registered at this time last year. Last month, the IOM reported that Spain had overtaken Italy as the top destination for Mediterranean crossings – and the latest figures confirm that the surge has continued. According to the IOM, arrivals to Italy are now down by over 80 percent compared to 2017, noting however that the number of people coming to Greece has risen by almost 50 percent, with nearly 5,000 more arrivals than last year’s totals. However, the overall picture indicates a large decline in the number of migrants and refugees entering Europe by sea, with IOM reporting that 59,271 had arrived by 5 August, compared to more than 117,000 at this time last year and over 263,000 during the same period in 2016.

#### **ITALY TO PROVIDE VESSELS TO LIBYAN COASTGUARD**

**7 August (Italy)** – Italian lawmakers have approved ten new patrol boats and two larger vessels for the Libyan coastguard, as part of measures by the new populist government to control migration. News agency ANSA has reported that the vessels, which were approved by the Italian Senate on Monday, will be ready to deploy by the end of this month. The measure to supply the boats was approved by a vote of 382 – 11, with one abstention.

#### **MIGRANT RESCUE VESSEL AQUARIUS WON’T TAKE PEOPLE BACK TO LIBYA**

**6 August** – Rescue vessel Aquarius, which has picked up almost 3,000 migrants in the Mediterranean Sea this year, will carry out rescue missions without waiting for orders from coastguards and will not return people to Libya, its search and rescue head has announced. Nick Romaniuk disclosed that “when we see there is a vessel in distress, with a high likelihood of people dying, we will go and rescue them immediately as per international maritime law.” He added that over the last year, coordination centres asking rescue vessels to go on standby or wait for clarification on certain things had added to the danger of people needing to be rescued, which is why they would no longer wait. This week, the 77-metre vessel, which is operated by Franco-German charity SOS Mediterranee, set sail from Marseille, France on its 10<sup>th</sup> mission of the year. The vessel will be patrolling between 25 – 30 miles from the Libyan coast, west of Tripoli – an area that is outside Libya’s territorial waters but inside the Libyan search and rescue region. International law states that the country responsible for operations in an area has primary responsibility for disembarking rescue ships. Romaniuk has disclosed that while Aquarius would continue to abide by international maritime law, it would not be taking people back to Libya as it was not a safe place. This is likely to put the NGO at odds with the wishes of the new Italian government. In the past, the Aquarius has waited for orders from the responsible authorities before moving ahead to rescue migrants aiming to reach Italy from Libya. However Italy has toughened its stance since the new government, a coalition including the anti-immigrant League party, took office earlier this year.

#### **UN: OVER 1,500 DIE IN MEDITERRANEAN SO FAR THIS YEAR**

**6 August** – United Nations officials have reported that more than 1,500 migrants have died trying to cross the Mediterranean Sea in the first seven months of this year as smugglers are turning to ever more unseaworthy vessels. The office of the High Commissioner for Refugees has disclosed that more than

850 people perished in June and July alone – about one in every 31 people trying to make the crossing in those months compared to 1 in 49 for all of last year. The deaths come even though the number of people arriving by sea in Europe has fallen to about 60,000 so far this year – about half the number for the same period last year.

#### **ALMOST 400 MIGRANTS RESCUED OFF SPANISH COAST OVER THE WEEKEND**

**6 August (Spain)** – Over the weekend, almost 400 migrants were rescued in the Mediterranean as they attempted to make the crossing from Morocco to Spain. The Spanish coastguard has reported that through Saturday 4 August, 395 people were rescued from nine boats in the Strait of Gibraltar and the Alboran Sea – the two principal sea crossings to Spain – adding that two more people were rescued from a small boat on Sunday 5 August. Spain, which for the first time in years has overtaken Italy as the preferred destination for refugees, has registered almost 21,000 migrants so far this year, almost more than in the whole of last year according to figures compiled by the International Organization for Migration (IOM). The IOM has reported that mortality rates for the crossing from Morocco is around 1 in 70 – lower than between Libya and Italy, which stands at 1 in 19.

#### **UN: LIBYA RECOVERED SOME 100 BODIES OF MIGRANTS THIS YEAR**

**6 August (Libya)** – According to the United Nations refugee agency, Libya's coastguard has recovered some 100 bodies of Europe-bound migrants off its coast this year. A statement released by UNHCR disclosed that as of 31 July, the Libyan coastguard had also intercepted or rescued 12,633 migrants in the Mediterranean Sea, near its shores.

## SPOTLIGHT ON LIBYA

## PORT STATUS AS OF 12 AUGUST 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)	Force Majeure	Moderate
Port of Zueitina	Open	Low

## ACTIVITY REPORTING

**LIBYA'S SOVEREIGN WEALTH FUND TO MOVE OFFICES AFTER THREATS AND ABDUCTIONS**

**8 August** – The Libyan Investment Authority (LIA), disclosed in a statement released on Wednesday that it has decided to move from its main office in Tripoli due to security breaches after a number of staff were threatened or abducted. The LIA disclosed in its statement that it has been “...faced with a series of violations and abuses due to blatant interference by armed members of the battalion charged with protecting the tower,” adding “the authority rejects these actions and announces the transfer of its headquarters from Tripoli Tower as a result of security breaches.” The LIA went on to report that staff members had been threatened, intimidated and had their movements restricted, and that some employees were abducted and held at a nearby base. Heads of departments were told not to comply with instructions from management. The LIA, which holds about US \$66 billion-worth of mostly frozen assets, has long been at the centre of leadership disputes and power struggles that reflect the country's political divisions.

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**HEAD OF THE GENERAL AUTHORITY OF AWQAF AND ISLAMIC AFFAIRS REPORTED KIDNAPPED IN TRIPOLI**

**4 August** – An unknown armed group kidnapped on Saturday Abbas al-Qadi, the head of the General Authority of Awqaf and Islamic Affairs, in Tripoli. Al-Qadi was kidnapped at gunpoint from the Tripoli airport and taken to an undisclosed location. So far no group has claimed responsibility for the kidnapping. **Update (5 August)** - Local media outlets reported on Sunday that Al-Qadi was not kidnapped but arrested by the General Investigation Department over complaints by Hajis families.



## 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 is a privately-owned company domiciled in the Isle of Man. It is underwritten by a syndicate of Lloyd's of London for special risks case management in all jurisdictions. It also acts as retained advisors to syndicates in the Lloyd's of London specialty risk insurance markets: kidnap for ransom, extortion, hijack, illegal detention, illegal war tax, malicious product tamper, terrorism, political and war risk.

MS Risk is always mindful and compliant to legislation and guidelines on the use of private security services including, but not limited to the US FCPA (1977), UK Bribery Act (2010), Canadian Bill C-48 (2007), ASX 8 Corporate Governance Principles, and the World Bank/IFC Voluntary Principles on the Use of Government and Private Security Forces. MS Risk is a signatory of the Swiss government's International Code of Conduct. It is transparent and compliant to market expectations on legal and ethical conduct in the performance of services.

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

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

### SECURITY CONSULTING

- Risk assessments and intelligence reporting
- Planning and management
- Due diligence and investigations

### PROJECT MANAGEMENT

- Interim security
- Training
- Special assignments

### CRISIS RESPONSE

- Crisis management
- Business continuity management
- Hostile operations support to commercial interests

### VIRTUAL SECURITY DIRECTOR SERVICE

- For clients lacking a full-time security executive

References are always available.

More information is found at [www.msrisk.com](http://www.msrisk.com)

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