

Maritime Security Review



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INCIDENTS AT SEA

Reporting Period: 13 - 19 August 2018

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

Piracy Levels are determined on a weekly basis as follows:

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

PLEASE NOTE:

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

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

GULF OF ADEN, ARABIAN SEA, RED SEA



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

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

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

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

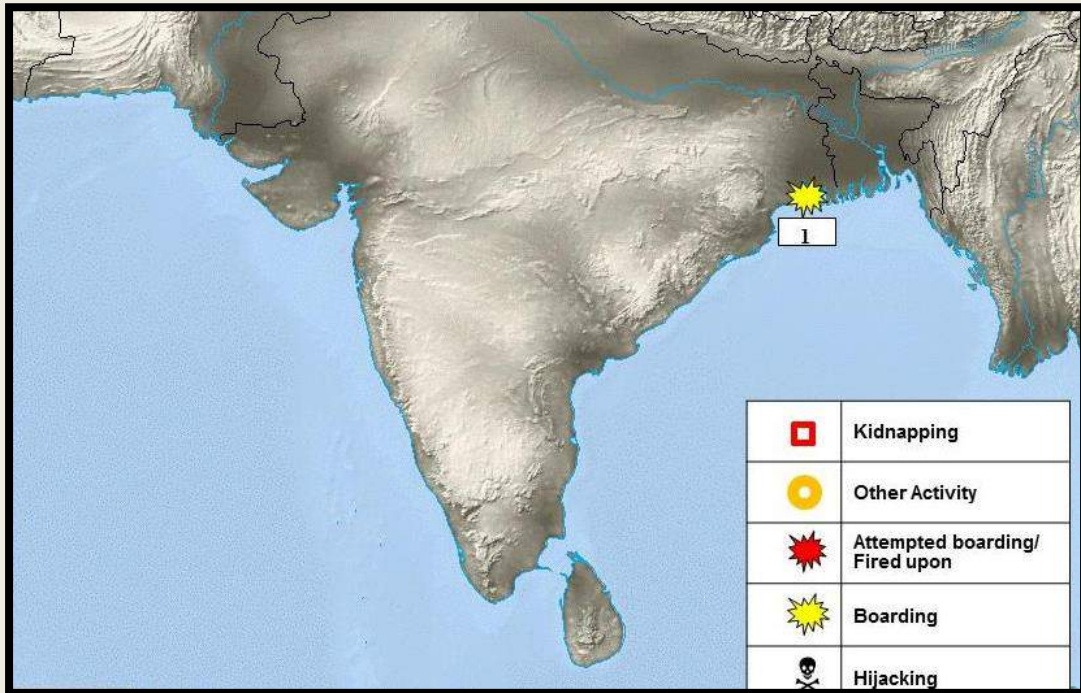
complacency may have set in and this year's successful hijacking is likely to result in potential copycat attacks, as pirate action groups head out in a bid to successfully hijack a commercial vessel.

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

- **10 August (India – Late Report)** – Ten to twelve perpetrators in a boat came alongside a Liberia-flagged general cargo ship anchored near position 21:41N – 088:01E, 2.75 nautical miles off Sagar Light, near Calcutta Port. Two of the perpetrators boarded the vessel. A duty crewman on routine rounds saw the perpetrators transferring bundles of rope to the boat and alerted the crewmembers. Upon realizing the crew had been alerted, the perpetrators escaped. The Master reported the incident to the local agent and the Indian Coast Guard (ICG). The ICG followed up by deploying a vessel to investigate.

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 16 - 22 AUGUST 2018**

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

- **Extended Forecast:** Southwest winds of 10 – 15 knots and seas of 7 – 9 feet.

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

- **Extended Forecast:** Southwest winds of 10 – 15 knots and seas of 3 – 5 feet in the western section of the Gulf; with southwest winds of 10 – 15 knots and seas of 3 – 5 feet in the eastern section of the Gulf.

GULF OF ADEN: Southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 6 – 8 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.

- **Extended Forecast:** West-southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 7 – 9 feet in the western section of the Gulf; with west-southwest winds of 15 – 20 knots, gusting to 25 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 9 – 12 feet in the northern section of the coastline; with southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 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 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 feet in the northern section of the coastline.

CENTRAL AFRICAN COAST/INDIAN OCEAN: South-southeast winds of 15 – 20 knots and seas of 7 – 9 feet.

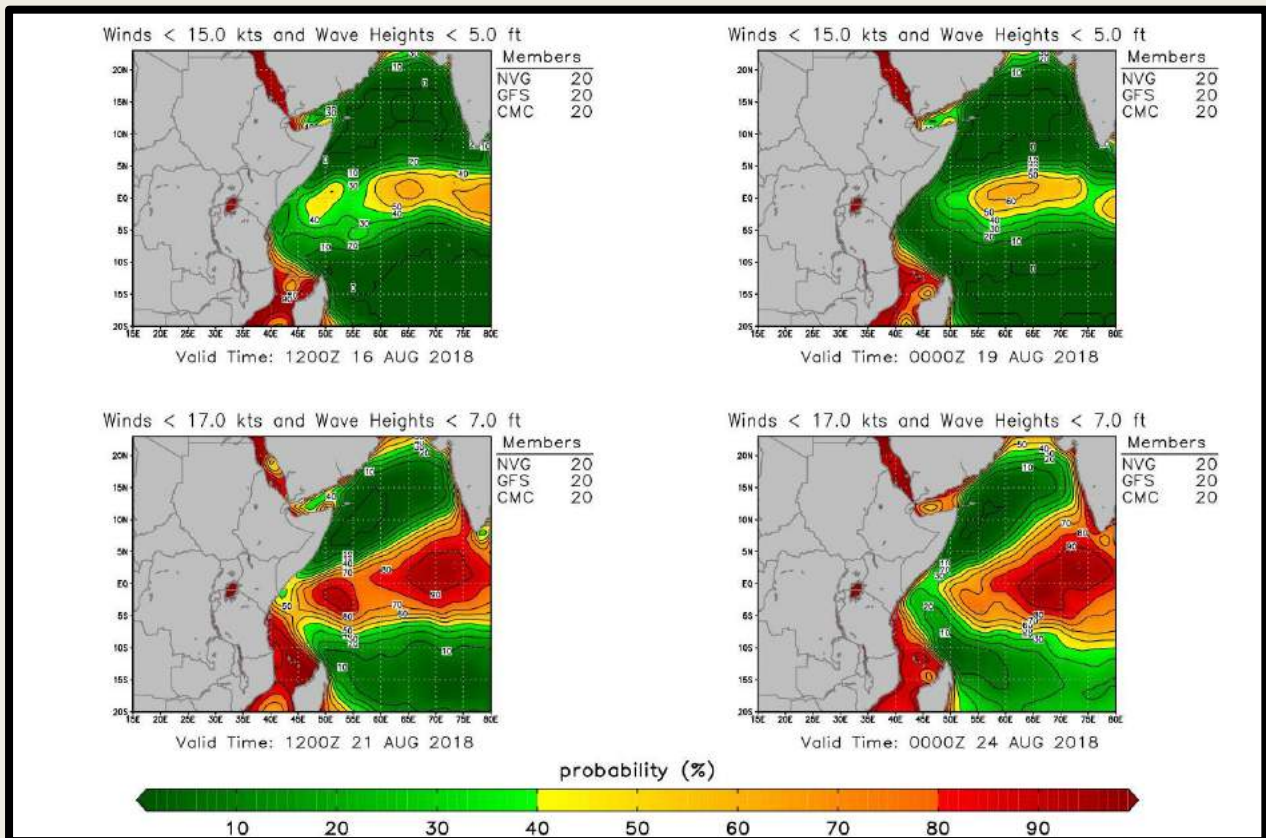
- **Extended Forecast:** Southerly winds of 15 – 20 knots and seas of 7 – 9 feet.

MOZAMBIQUE CHANNEL: Southeast winds of 15 – 20 knots and seas of 5 – 7 feet in the northern Channel; with northerly winds of 15 – 20 knots and seas of 5 – 7 feet in the southern Channel.

- **Extended Forecast:** Southeast winds of 5 – 10 knots, and seas of 5 – 7 feet in the northern Channel; with northerly winds of 5 – 10 knots and seas of 5 – 7 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 19 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.

ACTIVITY REPORTING

UN INVITES YEMENI GOVERNMENT AND HOUTHIS TO SEPT 6 PEACE TALKS

17 August – The United Nations has invited the Yemeni government and the Houthi movement that controls most of the north to peace talks in Geneva on 6 September, 2018. U.N. Special Envoy for Yemen Martin Griffiths is attempting negotiations to end the three-year conflict, which has killed more than 10,000 people and pushed Yemen to the verge of starvation. It is unknown whether either party to the talks has accepted the invitation.

UAE: FORMER AL-QAEDA FOOT SOLDIERS HAVE BEEN ALLOWED INTO YEMEN FORCES

16 August – The Emirati military has said it has absorbed into its local forces in Yemen former low-ranking al-Qaeda fighters left behind in the battlefield, as part of a counter-insurgency strategy. The United Arab Emirates has trained 30,000 Yemeni troops to fight al-Qaeda's most lethal franchise, al-Qaeda in the Arabian Peninsula (AQAP), since intervening in Yemen in early 2015. At its height, AQAP controlled most of Yemen's southern coastline, including Mukalla, Zinjibar, and Jaar. Backed by US drone strikes, the UAE and Yemeni forces have now forced AQAP into isolated pockets in centre of the country. However, the Gulf coalition has faced accusations its successes were not due to military prowess but rather deals struck with AQAP, including allowing militants to leave areas with looted cash, and to fight alongside its men. The Emirati military vehemently denied the claims as "untrue and illogical" but senior commanders have said that they had absorbed members into the Yemeni ranks, after they were extensively vetted. "Many AQAP 'fighters' were just young men under their control who were coerced or persuaded to take up arms. When we cleared al-Qaeda out of urban areas, they left behind many of these men and it made sense to recruit them, because it sent a powerful message about the Yemeni commitment to liberation," said Brigadier Ali, a top UAE commander in the counter-terror operation. "Counter-insurgency is primarily a battle for hearts and minds. AQAP were effective recruiters, but they did not recruit men to be terrorists, they recruited them to be soldiers. It's important to recognise the difference in such a complex conflict zone," Ali added. The US, which has provided substantial support to the operation, including intelligence sharing and drone strikes, vigorously denied any complicity with AQ militants earlier this week.

HOUTHIS KIDNAPS AID WORKER

16 August– Kamal al-Shawish, a field research assistant with Mwatana Organization for Human Rights in the city of Hodeidah, was seized on the street by two Houthi armed men on Tuesday. He was blindfolded and taken to an unknown location. His whereabouts remain unknown. The activist had documented human rights violations against civilians in Hodeidah prior to his arrest. Amnesty International called the abduction "part of a sinister pattern of harassment and repression of human rights work in Yemen, committed by all sides to the conflict." Throughout the conflict in Yemen, human rights defenders and journalists have been harassed, threatened, beaten, arbitrarily detained and forcibly disappeared in both government and Huthi-controlled territory. Mwatana has been particularly targeted, with the organization's Executive Director Abdulrahseed al-Faqih and Chairperson Radhya al-Mutawakel both briefly detained in June. They were given no reasons for their arrest, but were told by the detaining Yemeni government security forces that they were not permitted to travel and were being arrested at the behest of the Saudi and United Arab Emirates (UAE)-led Coalition.

FIGHTING BETWEEN PRO-GOVERNMENT FACTIONS IN YEMEN KILLS 18

15 August - Fighting between two pro-government factions in Yemen has killed at least 18 people on both sides in the past two days, officials said Tuesday, as a U.N. delegation visited children wounded in an airstrike last week that killed dozens of civilians. The fighting in the southwestern city of Taiz pits forces loyal to Vice President Ali Mohsen al-Ahmar against supporters of Aboul Abbas, a militia commander. Both are part of the Saudi-led coalition that has been at war with Iran-backed Houthi rebels since 2015.

ADEN EXPLOSION TARGETS PROVINCIAL GOVERNOR'S CONVOY

14 August – An explosion Aden targeted the convoy of a Saudi-backed Yemeni official, witnesses said on Tuesday. They said a roadside bomb hit the convoy of the governor of Taiz province, who is a member of

the internationally recognised government in exile. The governor survived the blast but others were injured.

UPCOMING YEMEN TALKS TO FOCUS ON TRANSITION, DISARMAMENT

13 August – In remarks published over the weekend, the UN special envoy to Yemen, Martin Griffiths, has disclosed that upcoming talks between Yemen’s warring parties, due to take place next month, will focus on a transitional governance deal and disarmament. Griffiths is trying to negotiate an end to the three-year conflict, which has killed more than 10,000 people and pushed the country to the verge of starvation. Consultations are due to begin in Geneva on 6 September on a framework for peace talks and confidence-building measures. On Saturday, Griffiths told the Arabic-language Saudi-owned Asharaq Al-Awsat newspaper that “primarily, we are trying to reach an agreement between the Yemeni government and (the Houthis’) Ansarullah on the issues essential to ending the war and on a national unity government in which everyone participates,” adding that “this will require a signed agreement that includes setting up a transitional political operation under a national unity government...and putting in place security arrangements for the withdrawal of all armed groups in Yemen and disarming them.” He went on to say that the consultations would lead to direct negotiations. Griffiths also noted that discussions on a new government should also include representatives from the General People’s Congress, once headed by slain former president Ali Abdullah Saleh, and the southern separatist movement, a powerful force that has provided many of the coalition-backed fighters against the Houthis. Griffiths disclosed that “the future of the South will not be discussed in these consultations, but will be part of the Yemeni dialogue in the transitional period,” adding that the UN supported a united Yemen.

FIVE HOUTHIS KILLED IN SEPARATE CLASHES

13 August – A Yemeni military source reported on Sunday that five Houthi members were killed during two separate clashes against the legitimate army in al-Zaher district in al-Bayda governorate. The sources disclosed that two members of the Houthi militia were killed by sniper bullets, while three others were killed in an ambush by the Popular Resistance near a position where the militias are stationed in al-Zaher.

YEMENI FORCES CONTINUE OPERATIONS TO REGAIN AL-DURAHMI

13 August –Yemeni army forces in the west coast front continued their military operations against the Houthi militias to regain control of the centre of the al-Durahmi district, after they succeeded in pushing the militias out of positions surrounding the district. According to local press sources, the militias pushed dozens of families to flee the villages from the areas west of al-Durahmi adjacent to the port city of Hodeidah after their homes came under shelling from Houthi militias.

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.

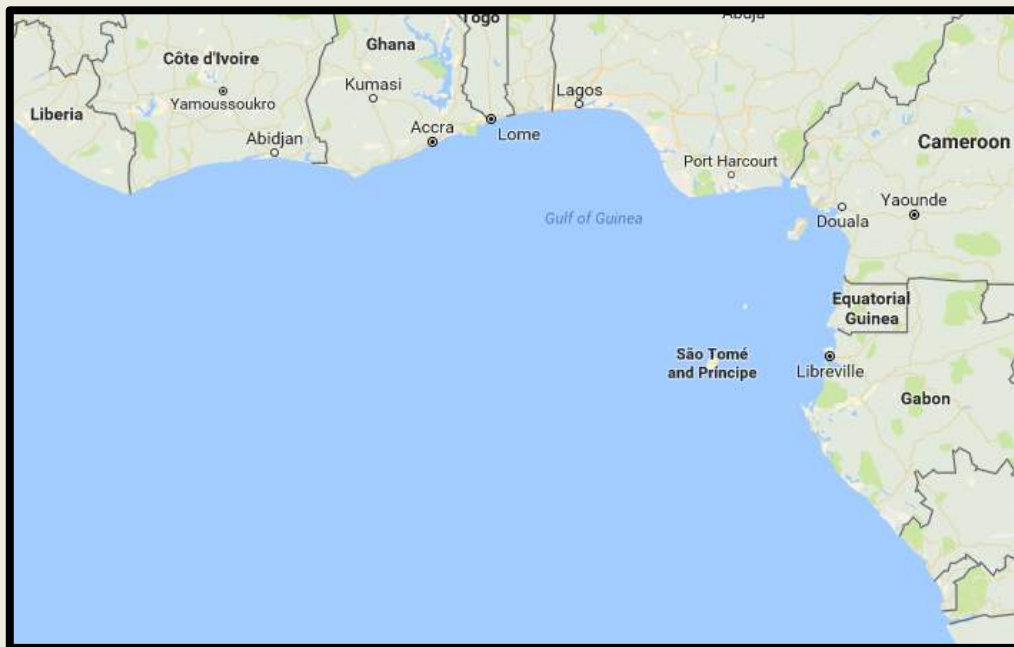
SAUDI COALITION INSPECTIONS

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

- No current incidents to report

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

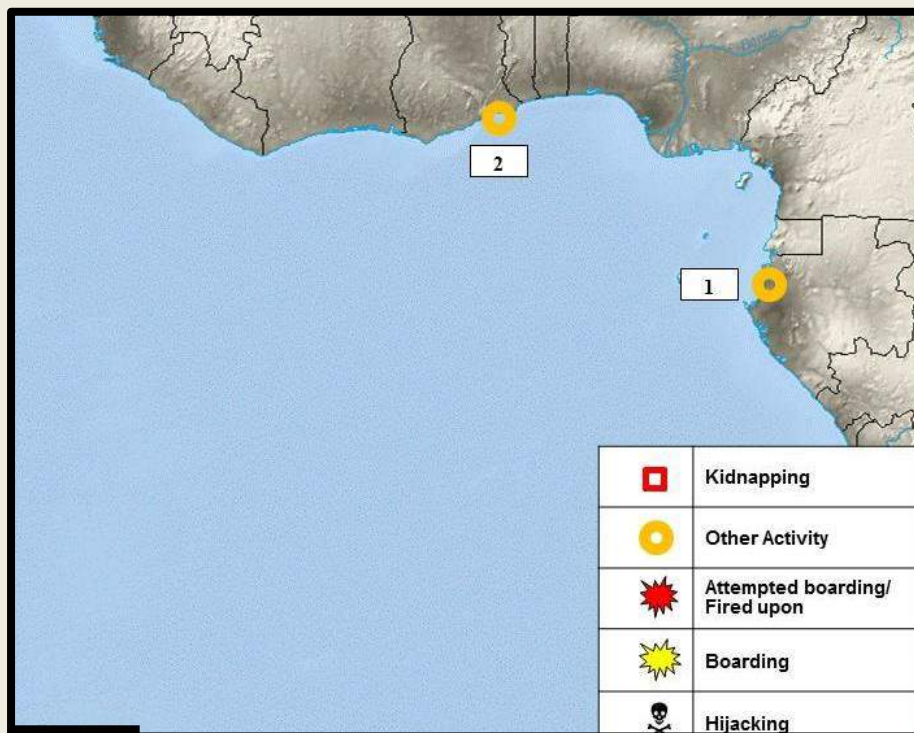
- No current incidents to report

OTHER ACTIVITY

- **14 August (Gabon)** – A company security officer reported that the company lost communication with a vessel in their fleet in the vicinity of 00:27 N – 009:30 E, Libreville anchorage.
- **9 August (Ghana – Late Report)** – Authorities in the Port of Tema arrested a Ghanaian citizen attempting to stowaway aboard a cargo vessel in the harbour.

MARITIME REPORTING

- No major incidents to report



Source: ONI

WEATHER FORECAST: GULF OF GUINEA**WEATHER FORECAST VALID FROM 16 - 22 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 routinely expected along the coast of West Africa.

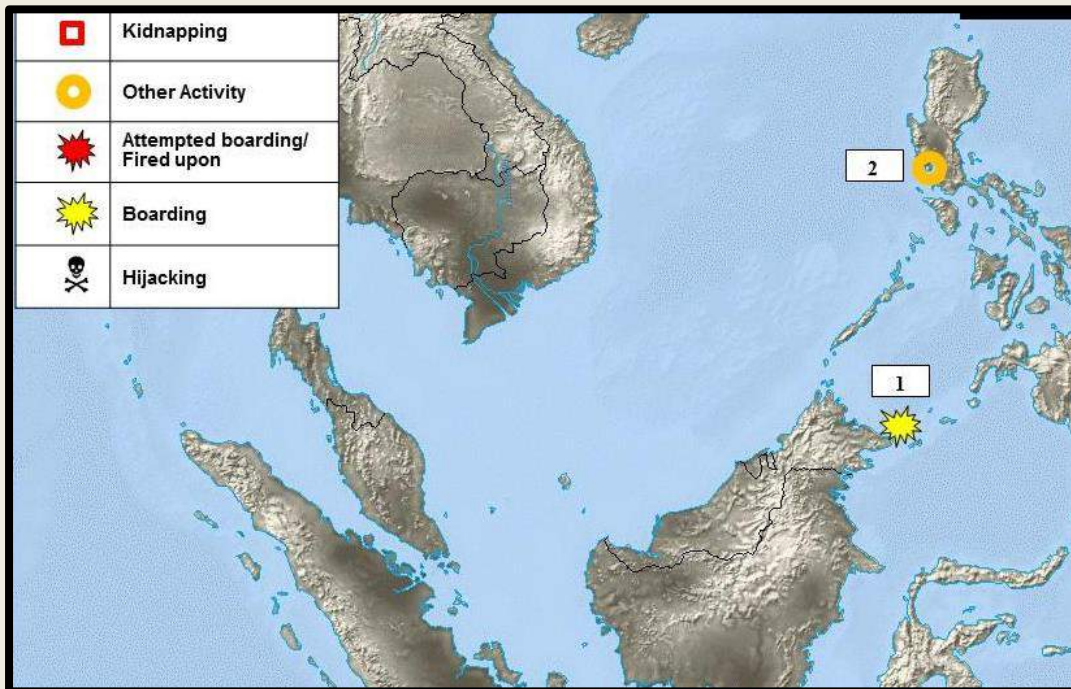
EAST ASIA, SOUTHEAST ASIA, INDIA

**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

- **10 August (Malaysia – Late Report)** – Several persons in speed boats boarded a tug towing a barge underway near position 05:29N – 119:09E, near Tambisan Island. The crewmembers locked all access into the tug and contacted the local authorities who dispatched a security boat. Due to the hardening of the tug, the persons were unable to enter the accommodation and escaped when they noticed the security boat approaching. The tug continued her voyage to the next port. Crewmembers have been reported safe.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

- **9 August (Philippines – Late Report)** – Bureau of Customs seized a shipment of smuggled sugar at the Port of Manila. The shipment, transported in forty-five 20-foot shipping containers and declared as packaging materials, kitchen utensils and paper, was confiscated after it was abandoned by the importer.

MARITIME REPORTING

- No maritime news to report

WEATHER FORECAST: SOUTHEAST ASIA

WEATHER FORECAST VALID FROM 16 - 22 AUGUST 2018

SOUTHERN SOUTH CHINA SEA: Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 8 – 10 feet.

- **Extended Forecast:** Southwest winds of 15 – 20 knots and seas of 5 – 7 feet.

MALACCA STRAIT: Southwest winds of 5 – 10 knots and seas of 2 – 4 feet in the northern Strait; with southwest winds of 5 – 10 knots and seas of 1 – 2 feet in the southern Strait.

- **Extended Forecast:** West-southwest winds of 5 – 10 knots, and seas of 2 – 4 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 7 – 9 feet in the northern section; with west-southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 feet in the southern section.

- **Extended Forecast:** Southwest winds of 15 – 20 knots and seas of 7 – 9 feet in the northern section; with southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 6 – 8 feet in the southern section.

SOUTHERN SULU SEA – NORTHERN CELEBES SEA: Variable winds of 5 – 10 knots and seas of 1 – 2 feet.

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

SURFACE CURRENTS: Currents in the southern South China Sea, Malacca Strait and Andaman Sea are generally less than 1 knot with a few areas in the southern South China Sea averaging 1 knot.

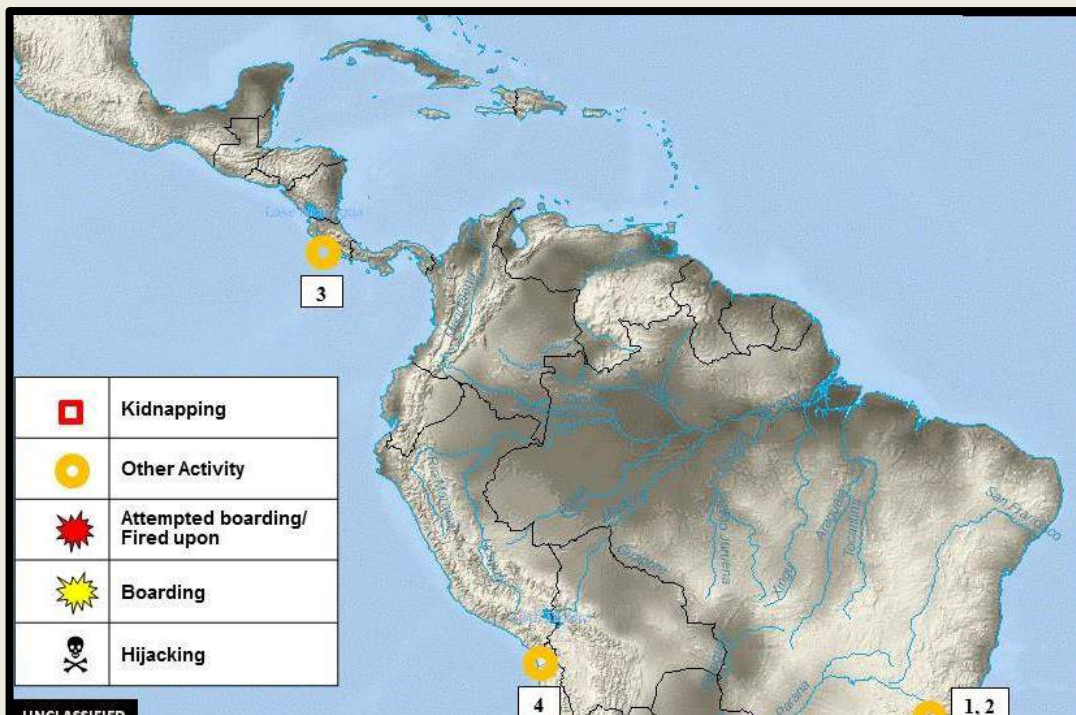
SYNOPTIC DISCUSSION: Low pressure over the Sea of Japan and associated front has increased winds and seas from the Sea of Japan through the northern portion of the South China Sea. Expect strong gusts in and around scattered thunderstorms, throughout the Malacca Strait and the Andaman Sea due to funnelling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

WORLDWIDE

NORTH AMERICA

1. No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA



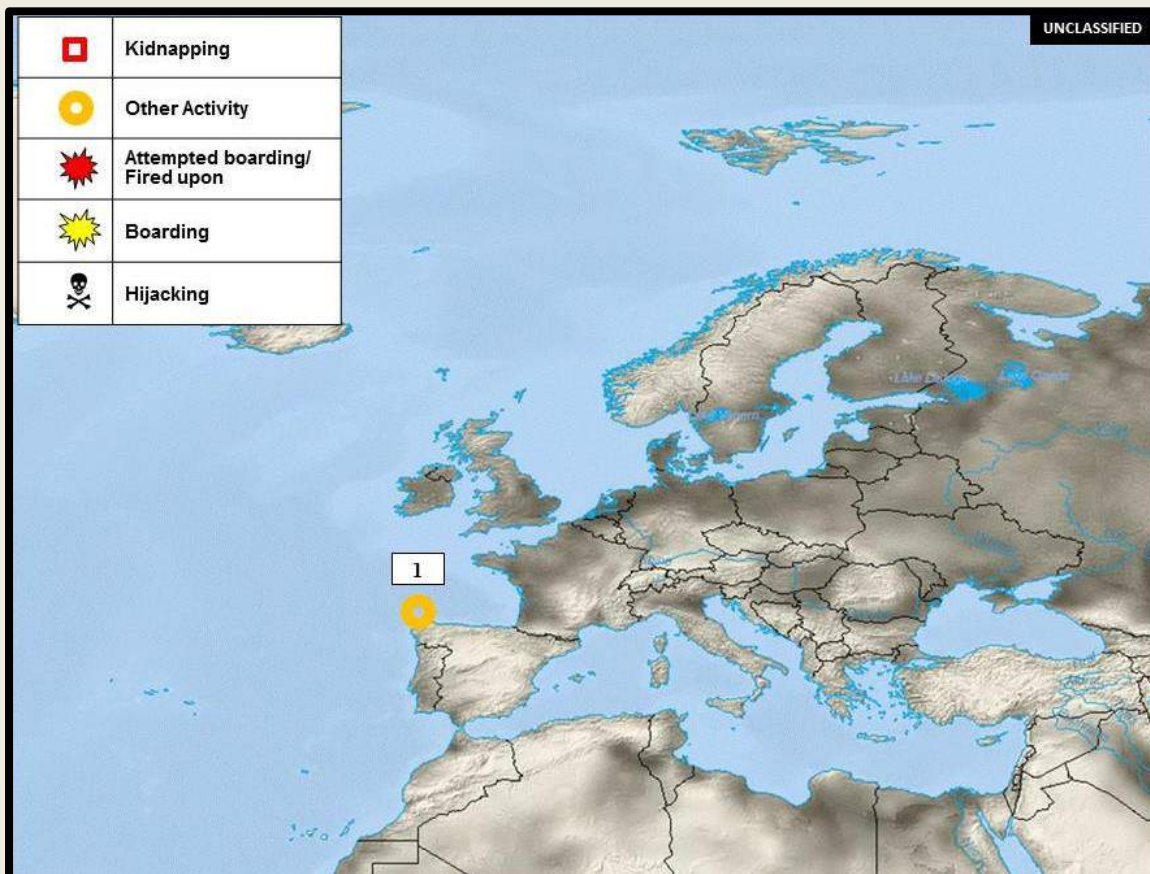
Source: ONI

1. **12 August (Brazil – Late Report)** – The Italy-flagged ro-ro *GRANDE FRANZIA* was boarded by several armed men from a boat, which came alongside the vessel while at anchor in the Santos Outer Anchorage. The crewmembers who spotted the intruders alerted the bridge, the Master activated the security system and informed port authorities, requiring immediate assistance. The crewmembers blocked the superstructure entrances. Due to poor weather, Navy patrol arrived on scene too late to intercept the intruders, with the armed men fleeing the vessel. The cargo area was searched and two broken containers were found though nothing was reported stolen. However two other containers' bags were found with 1,322 kilograms of cocaine in them.
2. **7 August (Brazil – Late Report)** – Authorities in the Port of Santos spotted suspicious activity where the Italy-flagged ro-ro ship *GRANDE NIGERIA* was berthed. A speedboat reportedly came alongside the vessel and objects were hoisted from the boat to the ship's cargo deck, indicating that there were possibly people onboard waiting for the boat with its cargo. Police and port security officers couldn't reach the vessel in time to detain the perpetrators, during a search of

the vessel, 18 large suitcases were found in containers with rice and scrap. Waterproof suitcases contained 1.2 tonnes of cocaine. An investigation was launched, probing both port workers' and crewmembers probable involvement.

3. **2 August (Costa Rica – Late Report)** – Authorities announced the detention of three Colombian men and a boat carrying 2,000 kilograms of cocaine 80 nautical miles from Quepos, Puntarenas.
4. **1 August (Chile – Late Report)** – Naval forces seized two Peruvian fishing boats illegally fishing in Chilean waters 498 km south of Antofagasta. The navy escorted the two vessels to the Port of Arica, where the crewmembers were handed over to the authorities.

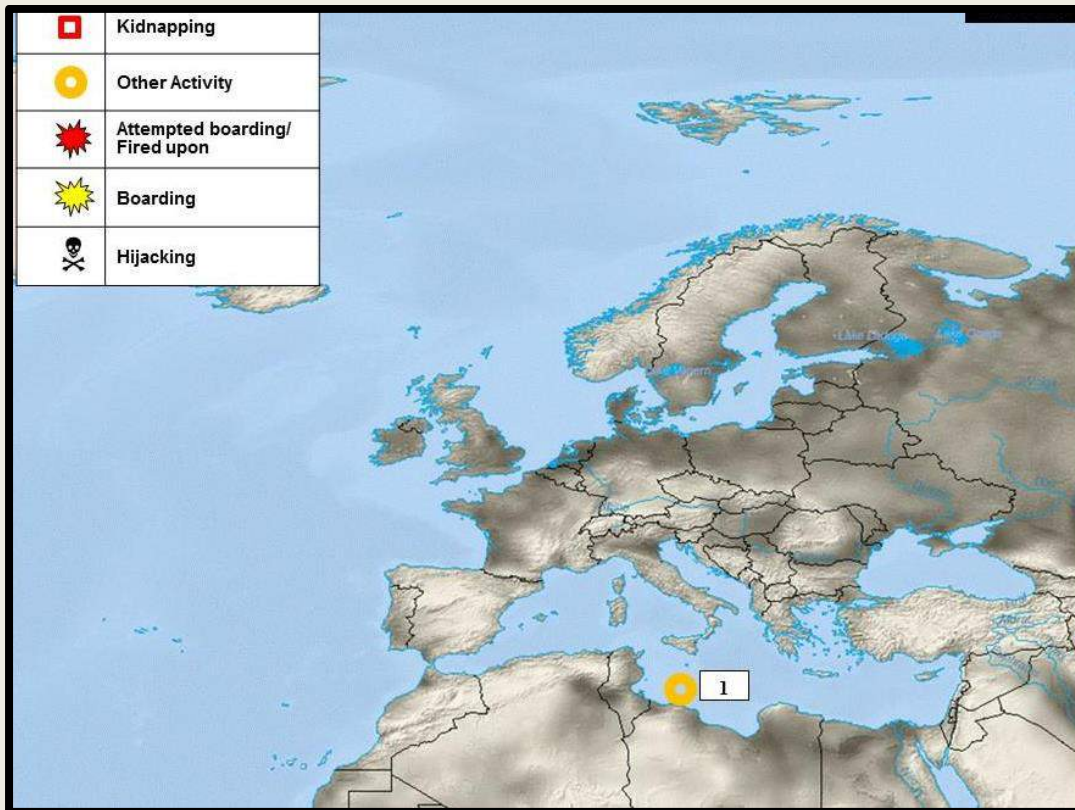
ATLANTIC OCEAN AREA



Source: ONI

- **7 August (Portugal – Late Report)** – Authorities working a joint investigation intercepted a boat named *TITAN III* off the country's northwest coast and arrested 4 men. A search of the boat revealed 2,500 kilograms of cocaine.

MEDITERRANEAN/BLACK SEA



Source: ONI

1. **12 August (Libya – Late Report)** – The coast guard intercepted 60 undocumented migrants off the coast of the north-western city of Zawiya. The migrants were all nationals of various unspecified African countries.

ARABIAN GULF

- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

- No current incidents to report

EASTERN AND SOUTHERN AFRICA

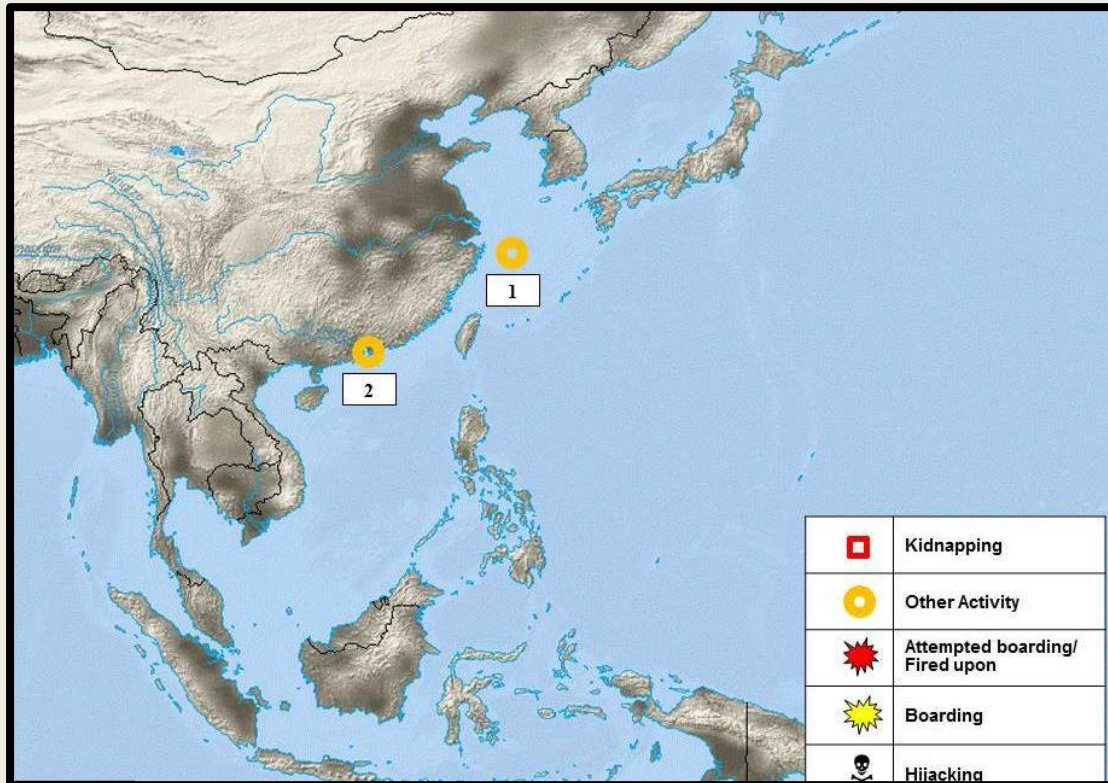
- No current incidents to report

NORTHEAST ASIA

1. **31 July (East China Sea – Late Report)** – The Japanese government announced that a North Korean tanker was spotted alongside a ship displaying what looked like a Chinese flag, presumably engaged in an illegal cargo transfer. Japan's Ministry of Foreign Affairs reported

that the ships were found by a Japan Maritime Self-Defence Force supply vessel around 400 kilometres south of Shanghai and that they were connected by hoses. Japan notified the United Nations Security Council Committee and related countries, including China, about the incident, although the identity of the second vessel remains unknown.

2. **20 July (Hong Kong – Late Report)** – Customs authorities seized a consignment of 7,100 kilograms of pangolin scales in a shipping container manifested from Africa as 880 bags of plastic raw materials.



Source: ONI

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.

ITALY REFUSES SAFE HARBOUR TO MIGRANT VESSEL; SPAIN ALSO RELUCTANT

13 August – On Monday, Italy denied safe harbour to 141 people rescued by a humanitarian ship off the coast of Libya last week in a move that is effectively going to set up another standoff with European Union (EU) allies over taking in migrants who try to cross the Mediterranean. The Aquarius, run by Franco-German charity SOS Mediterranee and Doctors Without Borders (MSF), picked up the people in two separate operations in international waters between Italy and Malta. Malta has already stated that it had no legal obligation to berth the vessel, while Spain has said that its ports were not the safest destination. Italy has now called on Britain to welcome the Aquarius because it was registered in Gibraltar, however the British territory on Spain's southern coast has stated that it should go to an Italian port. The Gibraltar government further disclosed in a statement that the ship could no longer fly a Gibraltar flag from 20 August and should revert back to the "underlying owners' flag," which is Germany. A spokesman in Brussels has disclosed that the European Commission was in touch with several EU states and trying to help resolve the situation. While Britain could theoretically be considered as a destination port, it was not practical to bring the ship there. This is the second time that countries have refused to take migrants in. In June, the Aquarius spent nine days at sea after Italy's new populist government took office and shut its ports to all humanitarian boats, calling its operators a "taxi service" and accusing them of helping people-smugglers, something that has been denied by the charities. **Update (14 August)** – On Tuesday, five EU countries agreed to take in 141 migrants on board rescue vessel Aquarius, prompting Malta to say that it would allow the ship, already barred from three coastal states, to dock. The Maltese government announced that "following discussions between France and Malta, a number of European Union member states, with the support of the European

Commission, agreed on a responsibility-sharing exercise regarding the rescued migrants.” It went on to say that all 141 migrants would be distributed amongst France, Germany, Luxembourg, Portugal and Spain, noting that a further 114 migrants rescued at sea had been brought to Malta on Monday. Sixty of those will also be distributed amongst other EU member states. Spanish Prime Minister Pedro Sanchez has since tweeted that Spain will take sixty of the migrants, while Portugal has said that it would take 30 from the Aquarius and other boats that had arrived in Malta. The decision effectively ended a four-day standoff in which Spain, Tunisia, and Malta also refused the ship entry. The latest migrants had been rescued from boats off Libya and Malta had initially argued that they should be taken to Libya, Tunisia or the Italian island of Lampedusa, all closer to the rescue points. **Update (15 August)** – The Aquarius arrived in Valletta harbour in Malta on Wednesday to allow 141 migrants to get off, effectively ending a five-day tug-of-war amongst EU countries, which had seen the vessel banned from docking in several ports.

MALTA CARRIES OUT MIGRANT RESCUE OPERATION IN THE MEDITERRANEAN

13 August (Malta) – On Monday, Malta’s armed forces rescued 114 migrants from a rubber dinghy taking on water 53 nautical miles (100 km) south of Malta. The migrants were brought back to Malta.

LIBYAN COASTGUARD SAVES 60 EUROPE-BOUND MIGRANTS

13 August (Libya) – Libya’s coastguard has reported that it has rescued 60 Europe-bound migrants, including women and children, off the Mediterranean coast. According to spokesman Ayoub Gassim, the migrants, including 19 women and four children, were rescued after their rubber boat ran into trouble on Sunday off the coast of the western town of Zawiya. He added that the migrants received humanitarian and medical aid and were taken to a refugee camp in the town.

AID GROUP: VESSELS IN MEDITERRANEAN REFUSING TO SAVE MIGRANTS AS 140 RESCUED AT SEA

13 August (Europe) – According to European aid group SOS Mediteranne, migrants in distress at sea have told their rescuers that several vessels passed them by without offering assistance. In a statement, the aid group disclosed that due to the recent refusal of Italy and Malta to let rescue vessels carry migrants dock, ships might now be unwilling to get involved over fears that they will be stranded with migrants aboard and denied a port to disembark them. On Friday 10 August, the group’s chartered ship Aquarius rescued 141 people in waters off Libya. Of these, 25 were found adrift on a small wooden boat that had no motor and was believed to have been at sea for about 35 hours, the group reported. It went on to say that the other 116 people, including 67 unaccompanied minors, were rescued later that day. Nearly three-quarters of those rescued originate from Somalia and Eritrea, with the aid group reporting that many of the migrants recounted how they were “held in inhumane conditions in Libya,” where human traffickers are based, adding that Libya’s rescue coordination authorities wouldn’t provide the Aquarius with “a place of safety” and asked it to request safe harbour from another country’s authorities. On Sunday 12 August, the Aquarius was sailing north in the Mediterranean in the hopes of receiving docking permission from another country.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 19 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

ARSON AT LIBYAN PIPELINE CAUSES FIRE, NO SIGNIFICANT DAMAGE – NOC

16 August – Libya's National Oil Corp (NOC) said arson caused a fire next to a station on Libya's Wafa-Mellitah gas pipeline that was extinguished on Thursday without causing significant damage. The NOC said in a statement the arson was carried out with rocket-propelled grenades, gasoline and burnt car tyres by "unknown criminals". The pipeline connects Wafa field, about 540km (335 miles) southwest of the capital, Tripoli, to the Mellitah complex on Libya's northern coast. It is operated by Mellitah Oil and Gas, a joint venture between the NOC and Italy's Eni, and produces crude oil, condensate and natural gas liquids. The NOC said the fire broke out next to station 15 in Ajaylat, close to the coast.

SHARARA OILFIELD RECOVERS TO 260,000 BPD AFTER ABDUCTION

15 August – Libya's Sharara oilfield is producing 260,000 barrels per day (bpd) after the restart of a control station that had been closed due to the kidnapping of two workers, an engineer at the field said. Station 186 was restarted on Sunday amid tightened security, and was producing about 50,000 bpd, around half its normal capacity, the engineer said.

LIBYAN MP HURT AS SHOTS FIRED IN ROW OUTSIDE PARLIAMENT

14 August – Two people including a lawmaker were wounded on Tuesday when shots were fired during a row outside Libya's parliament, a witness said. "An argument escalated between members of the presidential guard... the Tobruk lawmaker Saleh Hashem was lightly injured as he intervened to separate them," the witness said. "A guard was also shot and wounded. They have both been admitted to hospital and are doing well," he added. The witness did not detail the cause of the row outside parliament in Tobruk. A 2015 UN-brokered deal that set up a Government of National Accord was meant to calm years of chaos that followed the ouster and killing of dictator Muammar Gaddafi in 2011. But the Tripoli-based unity government struggled to win the support of the elected parliament in Tobruk and its legitimacy was questioned by its rivals from the very start. Sitting lawmakers were elected in 2014 and were due to vote at the end of July on a plan to organise a referendum on a Libyan constitution. Parliamentary sessions have repeatedly been adjourned due to lawmakers arguing over the legal text, and no further sessions are scheduled until the end of August.

LIBYAN MILITIA FORCES 1,900 PEOPLE FROM CAMP IN TRIPOLI

14 August – The U.N. refugee agency is concerned over a Libyan militia forcing 1,900 displaced people out of their refugee camp in the capital, Tripoli. UNHCR spokesman William Spindler says the militia ran 370 families, originally from the western city of Tawergha, out of their homes in the Triq al-Matar camp last week. He says the militia also "arrested" around 100 of the Tawerghas, 12 of whom are being held in dismal conditions. He said Tuesday the displaced in other Tripoli camps are also at risk of "forced evictions." The Misrata militia, which is dominant in Tripoli, blames the Tawergha for siding with Gadhafi.

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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- Training
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CRISIS RESPONSE

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

VIRTUAL SECURITY DIRECTOR SERVICE

- For clients lacking a full-time security executive

References are always available.

More information is found at www.msrisk.com

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