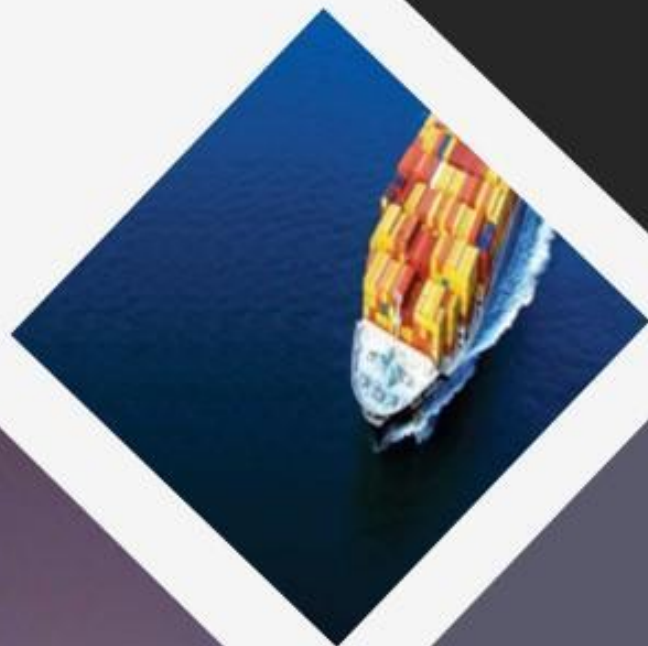


Maritime Security Review



Issue No. 34

27 August 2018

Table of Contents

INCIDENTS AT SEA	4
GULF OF ADEN, ARABIAN SEA, RED SEA.....	5
WEATHER FORECAST: GULF OF ADEN, ARABIAN SEA, RED SEA.....	9
<i>Weather Forecast Valid From 23 - 29 August 2018.....</i>	9
SPOTLIGHT ON YEMEN	11
ACTIVITY REPORTING	11
<i>Yemen airstrike kills 22 children fleeing earlier bombing, Houthis say</i>	11
<i>UN warns of a possible new cholera epidemic in Yemen.....</i>	12
<i>Houthis declare 'state of emergency' in their stronghold of Marran</i>	12
<i>Saudi forces intercept Missile over Jizan</i>	12
<i>Child soldiers returned</i>	13
<i>Saudi Arabia 'to build oil port' in al-Mahra</i>	13
<i>Southern separatists attack military academy in Aden</i>	13
<i>Journalist killed while covering clashes in Yemen.....</i>	14
<i>Houthis accused of storming World Food Program warehouse in Hodeidah</i>	14
YEMEN PROCEDURE	15
WEST AFRICA, GULF OF GUINEA	16
EAST ASIA, SOUTHEAST ASIA, INDIA	18
<i>Weather Forecast Valid From 23 – 29 August 2018</i>	20
WORLDWIDE	21
MIGRATION	25
<i>Tunisian Coastguard Recovers Migrant Bodies</i>	25
<i>Migrants Storm Border of North African Spanish Enclave.....</i>	25
<i>Italy Threatens to Return Migrants to Libya in Latest Standoff.....</i>	26
<i>Migrants Clash at Sea.....</i>	26
<i>Italian Transport Minister Calls for Sanctions Against Malta</i>	27
SPOTLIGHT ON LIBYA.....	28
ACTIVITY REPORTING	28
<i>Over six tons of hashish seized in Al-Khums</i>	28
<i>Gunmen attack checkpoint in western Libya</i>	28
<i>UN calls on Libya to crack down on militias</i>	29
<i>Production at Sharara Oil Field at risk again</i>	29
LIBYA PROCEDURE.....	30

ABOUT JLT31

ABOUT MS RISK.....32

INCIDENTS AT SEA

Reporting Period: 20 - 26 August 2018

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

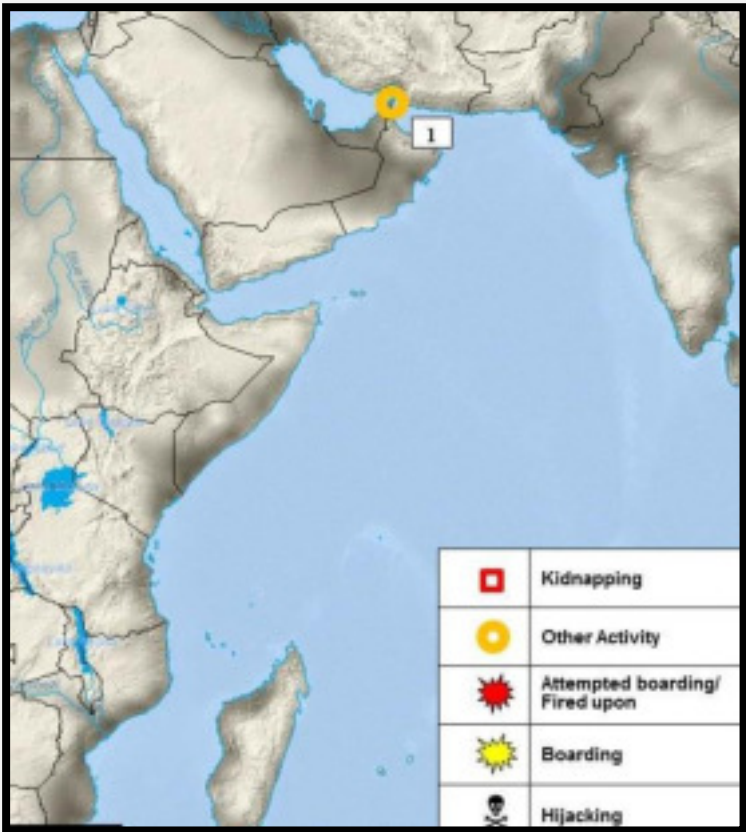
have set in and this year's successful hijacking is likely to result in potential copycat attacks, as pirate action groups head out in a bid to successfully hijack a commercial vessel.

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.

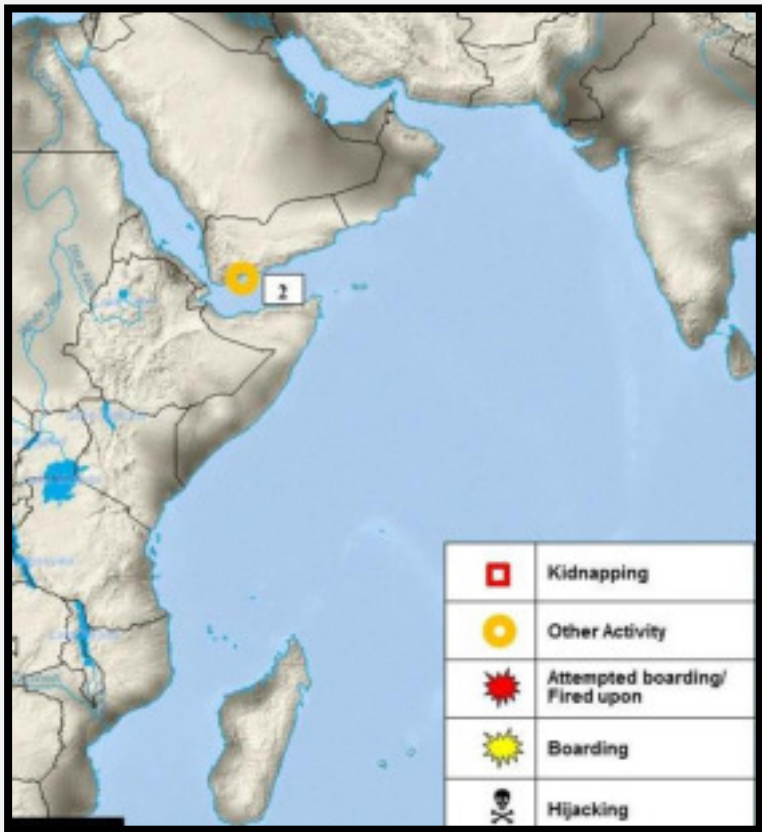
Vessels transiting the greater Gulf of Aden region should operate under a heightened state of alert. This is due to increasing tensions in the region, particularly around Bab al Mandab Strait and near Yemen, where fighting has taken a maritime trajectory. The risk for potential for direct or collateral 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:

2



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

- No current incidents to reports

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

1. **9 August (Oman – Late Report)** – Officials announced the arrest of 12 persons and the seizure of a ship carrying 50,000 litres of smuggled diesel fuel off the Bukha coast.
2. **19 August (Yemen – Late Report)** – Port officials in Aden announced that they had seized a shipment of antiques they suspect to be part of what the Yemeni government says is looting of the country's heritage by Houthis to fund their insurgency. According to a statement released by the head of the harbour security force, the consignment of eight objects seized arrived by truck from Sanaa, the rebel-held capital, on its way to an address in Djibouti. Port officials asked an official at Yemen's antiquities authority to examine the objects. A statement released disclosed "we found that they were artefacts from early Islamic history: jars, jugs, jambiyas, necklaces, rings; some made of silver mixed with gold, housewares made of silver and gems, in addition to boxes made of decorative wood."

MARITIME REPORTING

- No major incidents to report

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

WEATHER FORECAST VALID FROM 23 - 29 AUGUST 2018

NORTHERN ARABIAN SEA: Southwest winds of 15 – 20 knots and seas of 12 – 15 feet.

- **Extended Forecast:** Southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 7 – 9 feet.

GULF OF OMAN: South-southwest winds of 10 – 15 knots and seas of 1 – 3 feet in the western section of the Gulf; with south-southwest winds of 10 – 15 knots and seas of 2 – 4 feet in the eastern section of the Gulf.

- **Extended Forecast:** 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 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 5 – 7 feet in the eastern section of the Gulf.

- **Extended Forecast:** West-southwest winds of 15 – 20 knots, and seas of 4 – 6 feet in the western section of the Gulf; with west-southwest winds of 10 – 15 knots, and seas of 5- 7 feet in the eastern section of the Gulf.

SOMALI COAST: Southwest winds of 25 – 30 knots, gusting to 35 knots, and seas of 12 – 15 feet in the northern section of the coastline; with southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 6 – 8 feet in the southern section of the coastline.

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

CENTRAL AFRICAN COAST/INDIAN OCEAN: South-southeast winds of 10 - 15 knots and seas of 7 – 9 feet.

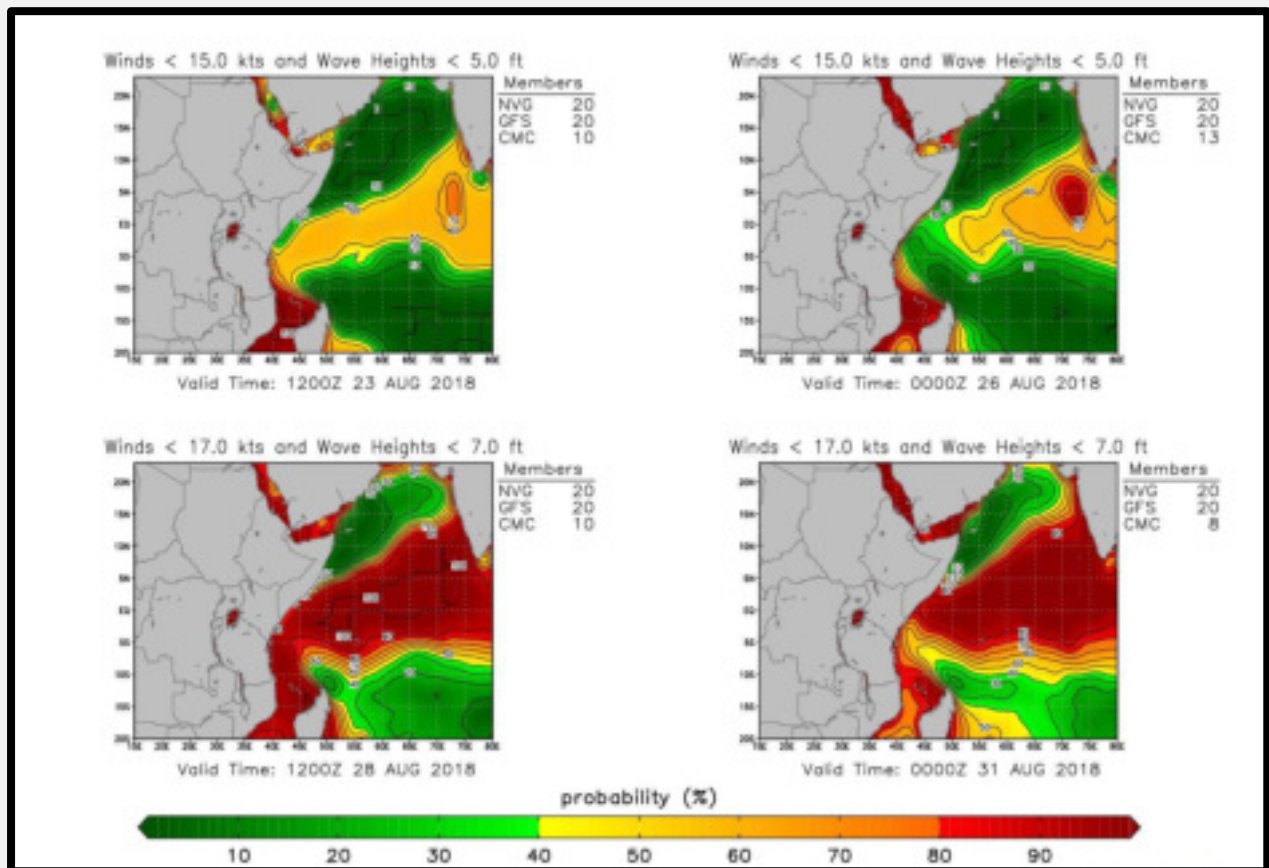
- **Extended Forecast:** Southeast winds of 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 feet.

MOZAMBIQUE CHANNEL: South-southeast winds of 5 – 10 knots and seas of 3 – 5 feet in the northern Channel; with southeast winds of 5 – 10 knots and seas of 4 – 6 feet in the southern Channel.

- **Extended Forecast:** East-southeast winds of 15 – 20 knots and seas of 5 – 7 feet in the northern Channel; with east-southeast winds of 15 – 20 knots and seas of 5 – 7 feet, with 10 foot swells, 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 areas 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 26 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

YEMEN AIRSTRIKE KILLS 22 CHILDREN FLEEING EARLIER BOMBING, HOUTHIS SAY

24 August – Saudi-led coalition airstrikes killed 30 people, including 22 children, in a rebel-held area in northwestern Yemen on Thursday, according to the Houthi-controlled Health Ministry. Four families were evacuating their homes in a vehicle when the airstrikes hit, according to Houthi-owned media. Earlier coalition airstrikes on Wednesday killed four people and injured two, according to two surviving family members who preferred to remain anonymous for security reasons. Four people were killed in the strike before, that's why they fled. They wanted to save their lives, their children's lives. Is nowhere safe for us?"

one survivor said. Thursday's airstrikes hit al-Duraihmi district, 20 km from Hodeidah. The International Rescue Committee said airstrikes in al-Duraihmi city on Wednesday killed 13 people. Earlier this month, a Saudi-led airstrike hit a school bus carrying scores of boys in Yemen. The attack killed 51 people, including 40 children, according to the Houthi-held Health Ministry. CNN established that the bomb used in the attack was a 500-pound (227 kilogram) laser-guided MK 82 bomb made by Lockheed Martin, one of the top US defense contractors. Houthi rebels also launched an attack in the same area on Thursday, according to UAE state media. A ballistic missile struck a village recently recaptured by the coalition-backed Yemeni national government, killing one child and injuring dozens, the UAE statement said.

UN WARNS OF A POSSIBLE NEW CHOLERA EPIDEMIC IN YEMEN

22 August – The United Nations is warning of a possible "third wave" of the cholera epidemic in Yemen, which is already "the largest outbreak on record." UN spokesman Stephane Dujarric said there have been more than 1.1 million suspected cases of cholera since April 2017, and the number is increasing. Over 2,300 deaths have been reported. Dujarric said humanitarian organizations are trying to avoid a large-scale resurgence and have vaccinated more than 385,000 people in August against the infectious disease in high-risk districts in Hodeida and Ibb governorates. Cholera is caused by eating contaminated food or drinking water, and Dujarric said humanitarian organizations are continuing to support water, sanitation, hygiene and health facilities in Yemen.

HOUTHIS DECLARE 'STATE OF EMERGENCY' IN THEIR STRONGHOLD OF MARRAN

22 August – A Yemeni military source says that the Houthi militias declared a state of emergency in the areas of Marran in Saada governorate in northern Yemen. The declaration comes after intensive raids by coalition aircraft targeting their positions, amid advances by the Yemeni national army. Major General Abdulkarim al-Sudai, commander of a brigade in the Yemeni army, confirmed that his forces were seeking to retake control of a strategic area in Marran, in addition to side roads in the direction of Jabal Marran, adding that the Houthi militias had suffered heavy losses. On the border of the two districts of Abes-Hiran in Hajjah province, coalition fighters targeted a Houthi militia site, killing 12 of them and destroying two military vehicles.

SAUDI FORCES INTERCEPT MISSILE OVER JIZAN

22 August – The Saudi Royal Air Defense Forces intercepted a ballistic missile launched by Houthi militias targeting the southern city of Jazan. Col. Turki Al-Maliki, spokesman of the Coalition forces to restore legitimacy in Yemen, said that the missile was launched deliberately from Amran of Yemen to target populated civilian areas. "At 6.19 p.m. the Royal Saudi Air Defense Forces spotted the launch of the missile heading toward Jazan and successfully intercepted and destroyed it. There were no casualties in the attack," Al-Maliki said. He said that this hostile action by the Houthi militia proves the Iranian regime's continued involvement in supporting the armed group in clear and explicit defiance of the UN resolutions with the aim of threatening the security of not only Saudi Arabia but also the region and the world.

CHILD SOLDIERS RETURNED

21 August – While the United Nations has blamed the Saudi-led coalition for being responsible for most of Yemen's child casualties from the past year, children in Yemen are vulnerable in other ways, including being recruited as child soldiers, mainly by the Houthi rebels. A report documented the recruitment of more than 800 child soldiers in 2017 in Yemen - including some as young as 11 years old. On 19 August, Houthi rebels handed over 31 child soldiers to the International Committee of the Red Cross (ICRC). The Houthis claimed the children were arrested during the battles, according to the Houthi-controlled state Saba news agency. Saba also added that the child soldiers were "recruited by the aggression forces," in reference to the internationally-recognized government forces backed by a Saudi-led coalition. However the UN report suggests that nearly two-thirds of Yemen's child soldiers have been recruited to fight alongside the Houthi rebels. There have been no comments yet from the Yemeni government in Aden. The Yemeni warring forces, which have frequently exchanged prisoners, are set to attend a UN-brokered talk in Geneva next month to negotiate an end to the civil war.

SAUDI ARABIA 'TO BUILD OIL PORT' IN AL-MAHRA

20 August – Saudi Arabia is seemingly planning to build an oil port in Yemen's al-Mahra governorate in the country's southeast, where Saudi and United Arab Emirates' troops are present. A document obtained by Al Jazeera on Monday points to Saudi Arabia's intention to develop the port, which would extract and export petroleum, the sources said. In a letter addressed to the kingdom's ambassador to Yemen, a Saudi-based marine construction company, Huta Marine, thanked the official for trusting the company's capabilities by asking it to present a technical and financial proposal for the design and implementation of the port. The company added it would arrange to visit the site and carry out necessary fieldwork needed to develop a proposal and construction plan. Huta Marine's phone lines were temporarily put out of service on Monday.

SOUTHERN SEPARATISTS ATTACK MILITARY ACADEMY IN ADEN

18 August – Southern separatists opened fire on a military academy graduation ceremony in Yemen's port city of Aden on Saturday, killing a cadet and wounding at least two others, witnesses said. The incident is the latest in a series of killings and bombings in the southern city, the temporary headquarters of the internationally recognized government of President Abd-Rabbu Mansour Hadi, who was expelled from the capital Sanaa in 2014 by the armed Houthi group. One academy officer said southern separatist forces fighting alongside a Saudi-led coalition against the Houthis had opened fire from their mountain base across from the academy. "When the graduation ceremony began they opened fire with machine guns because the academy had flown the unification flag of Yemen," he told Reuters, speaking on condition of anonymity. Another witness said two people had been injured and that the ceremony was moved inside, and cut short. The rising tension between the southern separatists, who are allied with the United Arab Emirates, and Hadi's government comes ahead of U.N.-sponsored consultations between the warring Yemeni parties next month in a bid to end the more than three-year-old conflict.

JOURNALIST KILLED WHILE COVERING CLASHES IN YEMEN

18 August – A Yemeni journalist was killed while covering ongoing clashes between government forces and Houthi rebels in the central Al-Bayda province on Saturday, according to a military source. “Ahmed al-Musabi was killed while covering battles on the ground,” military spokesman Abdul Rahman al-Muradi said. The journalist was killed after an artillery shell struck him, along a number of government forces, the spokesman said. Al-Musabi had been previously injured as he was covering clashes in the same province. Al-Musabi was a spokesman for the pro-government forces and director of its media center in the southern Shabwa province.

HOUTHIS ACCUSED OF STORMING WORLD FOOD PROGRAM WAREHOUSE IN HODEIDAH

17 August – A Yemeni minister has accused Houthi militants of storming a warehouse used by the World Food Program to store humanitarian aid in Hodeidah. Abdel-Raqeeb Fateh, the minister of local administration, said that the Houthis have turned the WFP warehouse in Al-Durayhimi district into a military barracks. Hodeida, Yemen’s largest port, has become the center of the fighting between pro-government forces and the Iran-backed Houthis, who seized the capital Sanaa in 2014. Fateh added that thousands of families were caught in the district’s crossfire between the Houthis and the Saudi-led coalition forces fighting them. Fateh said the Houthis are intimidating humanitarian workers and called for a condemnation from the UN.

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

- **21 August (Nigeria)** – A vessel was boarded at Onne Port Anchorage, near position 04:40 N – 007:0-9E. Four intruders boarded the vessel with weapons. Cans of oil were stolen and the intruders left without entering the vessel. The vessel and crewmembers have been reported safe.

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- **24 August (Togo)** – A tanker with 19 crew members on board docked at a port in Togo after going missing for over a week in a suspected hijacking off the West African coast. The Ialkani agency and the ship's managers lost communication with the Panama-registered *Pantelena* on Aug. 14, when it was about 17 miles from the port of Libreville, in Gabon. Two Russian nationals and 17 Georgians were aboard the dual purpose oil or chemicals tanker managed by Athens-based Lotus Shipping. The company gave no further details on the cargo or crew. All aboard are "alive and well". The ship is in the port of Lome. Georgia's government says they have not yet been able to communicate with the returning crew but could not rule out that the tanker had been hijacked.
- **13 August (Gabon – Late Report)** – On 13 August, Panama-flagged tanker *PANTELENA* was reported missing. The *PANTELENA* has a crew of seventeen Georgian citizens and 2 Russian citizens. The tanker's last known position was 00:32N – 008:48E, approximately 40 nautical miles west of Libreville on 13 August at 2100 UTC. **Update** – On 23 August, reports emerged that the vessel was located. Unconfirmed reports indicate that the vessel and all crewmembers are safe.

MARITIME REPORTING

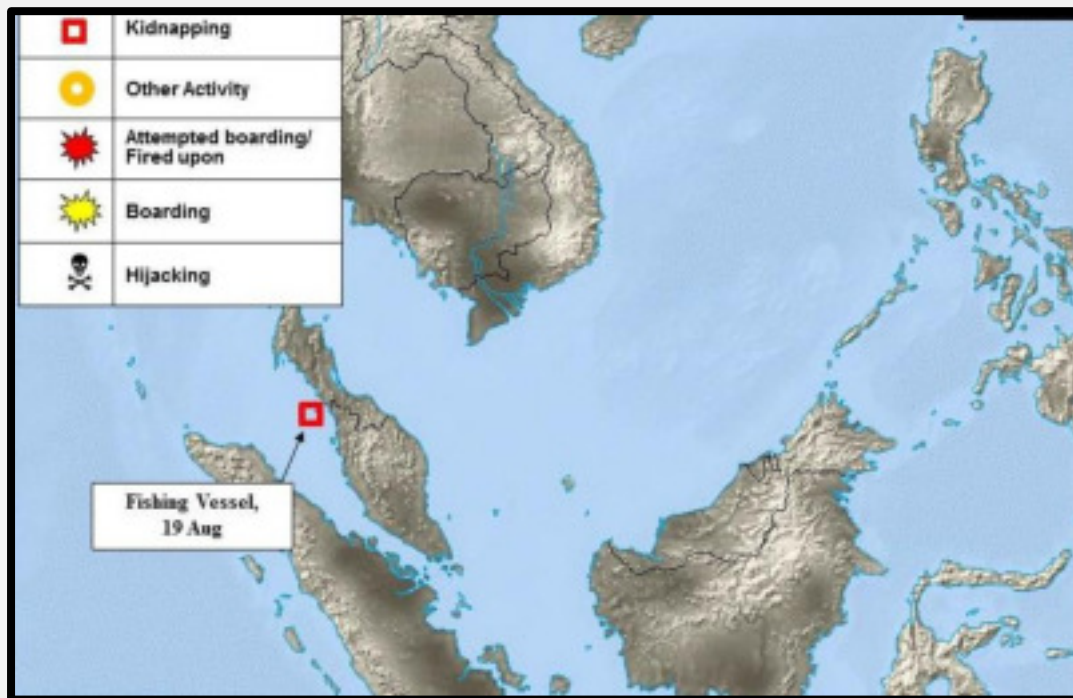
- **22 August (Gulf of Guinea)** – According to a statement released by crewing company from Georgia, Black Sea, tanker *PANTELENA* has been missing since 13 August in the Gulf of Guinea, with all contacts reported lost. Crewmembers include 17 Georgia citizens and two Russian citizens. The tanker was en route from Lomé, Togo to Libreville Gabon, with its last known position dated 2100 UTC 13 August in 00:32N – 008:48E, some 40 nautical miles west of Libreville. The tanker is deployed in the Gulf of Guinea trade, calling at the ports of coastal states including Togo, Gabon, Nigeria, Liberia, Ghana.

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

- **19 August (Malaysia – Late Report)** – Twelve pirates from Thailand boarded two small fishing boats near Pulau Langgun, in the Strait of Malacca. The fishermen were able to send a distress signal and local police rushed to the scene. Police successfully intercepted one of the boats used by the suspects, arresting four suspects and rescuing seven fishermen. According to police, efforts to rescue the four other Malaysians, who are believed to have been taken to Thailand, are underway as is the hunt for the remaining eight suspects.

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 23 – 29 AUGUST 2018

SOUTHERN SOUTH CHINA SEA: Southwest winds of 15 – 20 knots and seas of 4 – 6 feet.

- **Extended Forecast:** Southwest winds of 10 – 15 knots and seas of 3 – 5 feet.

MALACCA STRAIT: Westerly winds of 15 – 20 knots and seas of 4 – 6 feet in the northern Strait; with southerly winds of 5 – 10 knots and seas of 1 – 2 feet in the southern Strait.

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

ANDAMAN SEA: West-southwest winds of 15 – 20 knots and seas of 4 – 6 feet in the northern section; with west-southwest winds of 15 – 20 knots, and seas of 6 – 8 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.

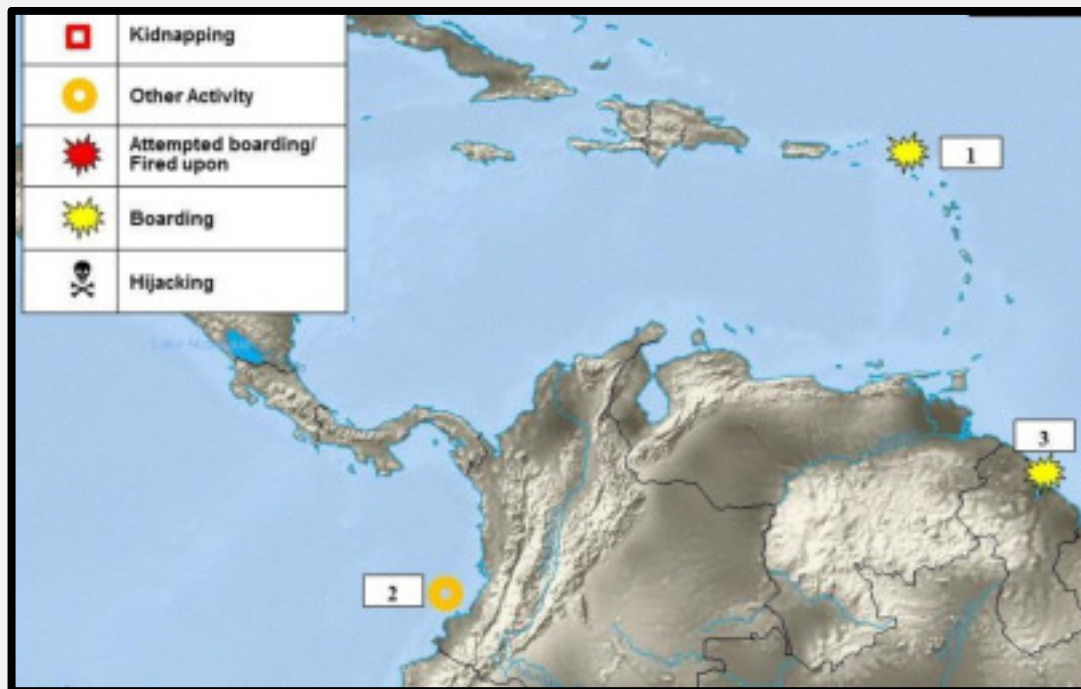
SYNOPTIC DISCUSSION: Low pressure over the Sea of Japan and associated front has increased winds and seas from the Sea of Japan through the northern portion of the South China Sea. During this period, expect strong gusts in and around thunderstorms, throughout the Malacca Strait and the Andaman Sea due 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

- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA



Source: ONI

1. **8 August (St Martin – Late Report)** – An in-the-water dinghy and outboard was stolen from a yacht anchored in Marigot Bay. A police report was made.
2. **1 August (Colombia – Late Report)** – Authorities intercepted a semi-submersible vehicle carrying 748 kilograms of cocaine near Gorgona Island. Authorities arrested four Colombian crewmembers.
3. **26 July (Guyana – Late Report)** – Robbers boarded a container ship berthed near position 06:47N – 058:10W, Port of Georgetown. The thieves stole ship's stores and escaped. The theft was noticed during routine rounds. A report of the incident was made to the local agent.

ATLANTIC OCEAN AREA

- No current incidents to report

NORTHERN EUROPE – BALTIC



Source: ONI

1. **12 August (Belgium – Late Report)** – The Federal Finance Ministry has reported that officials conducting an inspection in the port of Antwerp found 1,561 kilograms of cocaine. The drugs were concealed in a container with tree trunks originating in Colombia.

MEDITERRANEAN/BLACK SEA

- No current incidents to report

ARABIAN GULF

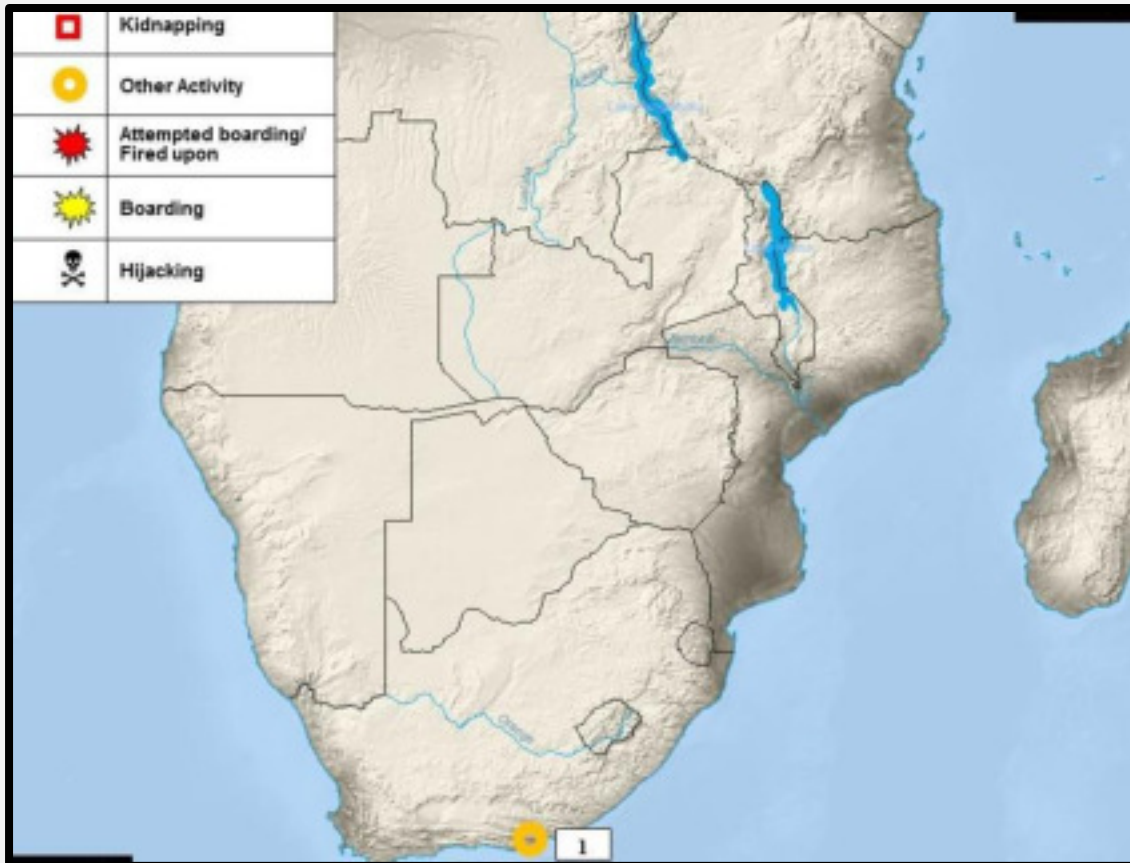
- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

- No current incidents to report

EASTERN AND SOUTHERN AFRICA

1. **19 August (South Africa – Late Report)** – Authorities from the port of Elizabeth impounded twenty shipping containers from the Russia-flagged ship *LADA*. Illegal weapons and explosives were found after an anonymous tip reporting possible arms trafficking. The vessel was bound for Lagos, Nigeria.



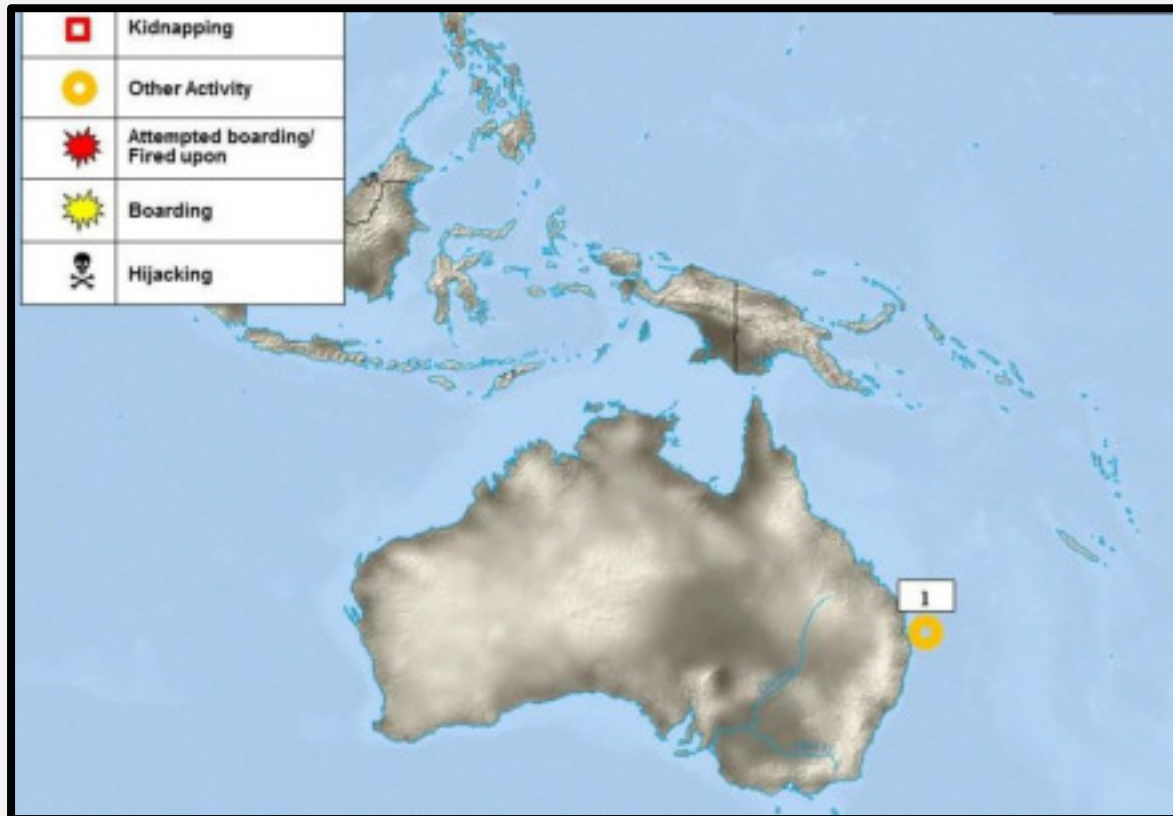
Source: ONI

NORTHEAST ASIA

- No current incidents to report

PACIFIC OCEAN/SOUTHERN OCEAN

1. **1 August (Australia – Late Report)** – Authorities announced the arrest of two men caught trying to smuggle 600 kilograms of cocaine in a yacht near Byron Bay.



Source: ONI

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.

TUNISIAN COASTGUARD RECOVERS MIGRANT BODIES

23 August (Tunisia) – Tunisia’s coastguard has reported that it recovered the bodies of five migrants on Thursday whose boat sank as they tried to cross the Mediterranean to reach the Italian island of Lampedusa. Officials have indicated that crews are searching for another five Tunisians that relatives had said were also on the boat, which set off earlier this week from the southern coastal community of Zarzis. As the Libyan coastguard, aided by armed groups, has tightened its controls in a bid to prevent migrants from reaching its shores, human traffickers have increasingly turned to Tunisia, using the North African country as a launch pad for migrants heading to Europe. Many Tunisian migrants say that they are fleeing high unemployment and inflation.

MIGRANTS STORM BORDER OF NORTH AFRICAN SPANISH ENCLAVE

22 August (Ceuta) – On Wednesday, more than 100 African migrants managed to force their way into the Spanish enclave of Ceuta from Morocco where hundreds tried to storm the highly fortified border. Television images depicted some of the migrants with bloodied arms and legs, apparently caused by the razor wire that tops the border fences, cheering as they walked towards a temporary reception centre. Most of them were young men. Five migrants were injured in the jump and seven Spanish policemen suffered burns caused by a corrosive substance thrown by the migrants. According to figures released by the UN refugee agency UNHCR, more than 3,800 migrants have crossed the Moroccan border into the Spanish enclaves of Ceuta and Melilla so far this year, adding that the route accounted for 14 percent of the total 27,600 who arrived, mainly by sea, between January and July, a 130 percent increase on the previous year. During a recent visit to Spain, German Chancellor Angela Merkel and Spanish Prime Minister Pedro Sanchez agreed to increase dialogue with Morocco in a bid to handle migrant inflows to

Spain, which is now the main destination for people seeking a better life in Europe. **Update (23 August)** – Spain on Thursday sent back to Morocco 116 migrants who had stormed the border fence at its Ceuta enclave in North Africa the day before, a Spanish Interior Ministry spokesman confirmed. Morocco agreed to take back the people under an agreement, which dates from 1992 and under which Morocco must readmit citizens of third countries who have entered Spain illegally, if Spain requests this within ten days of their arrival. According to the spokesman, police identified the entire group and gave them legal and medical help before starting the process of expelling them, which the migrants accepted, adding that two will be allowed to stay as they are minors. The spokesman further added that the migrants had all been informed that they had the right to request asylum in Spain, though none accepted the offer to start the process. The move has been criticised by Amnesty International, which disclosed in a statement “due to the speed at which it is carried out, it is difficult to guarantee access to a personalized procedure with full guarantees.” The group further disclosed that in the short time available it was difficult to provide good legal assistance and interpreters, and adequately identify potential asylum seekers.

ITALY THREATENS TO RETURN MIGRANTS TO LIBYA IN LATEST STANDOFF

19 August (Italy) – On Sunday, Italy’s interior minister threatened to return 177 migrants, who have been aboard an Italian coastguard ship for days following a standoff with Malta, back to Libya. Interior Minister Matteo Salvini demanded that other European countries take in the migrants after his Maltese counterpart, Michael Farrugia, insisted that the “only solution” is for the Diciotti ship to dock at the Italian island of Lampedusa. The Diciotti, which is working under the European Union’s (EU) Frontex Mediterranean rescue operation, has been off Lampedusa after rescuing the migrants on 16 August. While Italy asked Malta to take them in, Malta refused, stating that the migrant boat was not in distress and that the migrants declined Maltese assistance, preferring to continue towards Italy. In a tweet on Sunday, Farrugia accused Italy of rescuing the migrants in Maltese waters “purely to prevent them from entering Italian waters.” The ANSA news agency quoted Salvini as replying by stating “or Europe decides to help Italy concretely, starting with the 180-odd migrants aboard the Diciotti, or we’ll be forced to do what will definitively stop the smugglers’ business: bring the people recovered at sea to a Libyan port.” If carried out however, Salvini’s threat could pose legal issues for Italy, since the Italian government has already been faulted by the European Court of Human Rights for using its own ships to return migrants to Italy. Italy has gotten around that 2012 court ruling by helping Libya’s coastguard better patrol its own coasts to bring migrants back. **Update (20 August)** – On Monday, Italian Transport Minister Danilo Toninelli disclosed that Italy will allow its coastguard ship carrying 177 migrants it rescued on the high seas five days ago to dock in Sicily, effectively ending a standoff with Malta over where it should disembark. Meanwhile the European Commission has stated that it is working on a solution to share out the migrants on board the Diciotti with Italy’s EU partners after a request was made the previous day by Italy’s foreign ministry.

MIGRANTS CLASH AT SEA

20 August (Tunisia) – A security official disclosed on Sunday that eight bodies were recovered off Tunisia after security forces clashed with a group of people on a boat attempting to cross illegally to Italy. National Guard spokesman Colonel Houssemeddine Jebabli disclosed that eight bodies had been found since the incident on Friday 17 August, noting that their nationalities had not yet been determined and that a search would continue. The police intervened to stop the boat that had been launched from the central city of Sfax. According to Jebabli, people on the vessel threw Molotov cocktails at security forces before setting fire to the boat and attempting to flee. Four Tunisians were arrested along with eight migrants from the Ivory Coast and two from Congo, adding that one was hospitalized with burns.

ITALIAN TRANSPORT MINISTER CALLS FOR SANCTIONS AGAINST MALTA

20 August (Italy) – On Sunday, Italian Transport Minister Danilo Toninelli called for sanctions against Malta, accusing it of not rescuing migrant boats in the Mediterranean and leaving the burden to Italy. Toninelli stated on Twitter that the European Union (EU) had to open “its ports to solidarity” and take in migrants rescued at sea. The statement comes after Malta on Wednesday 15 August did not aid a boat carrying 190 migrants, which was crossing international waters, saying it was not in distress. Once closer to the Italian island of Lampedusa, the Italian coastguard vessel Diciotti picked it up. The Diciotti has been at sea off Lampedusa for the past four days as the countries argue over where it should dock. On Sunday, Maltese Prime Minister Joseph Muscat disclosed in a radio interview that “they are now on board a military vessel, which practically means on Italian soil. I expect that Italy would ask other EU states to help, it is up to them, but Malta followed international law.” He did not comment on Toninelli’s call for sanctions. The row is the latest issue that illustrates how politically fraught the issue of coping with seaborne migrants remains despite a migration deal that EU leaders agreed on in June. Over the past week, Malta has rescued two boats in distress in waters, one on Monday 13 August, which was carrying 114 people, and one on Saturday 18 August with about sixty migrants.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 26 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

OVER SIX TONS OF HASHISH SEIZED IN AL-KHUMS

23 August – The Anti-Smuggling and Drug Control Agency al-Khums branch announced that it had managed to thwart a smuggling operation of a vast amount of Hashish that amounted to 6 tons and 300 kg in al-Khums Port coming from Egypt. The agency said that this huge quantity was hidden inside containers recorded in the procedures issued by the Egyptian authorities in Port Said as a shipment of ceramics.

GUNMEN ATTACK CHECKPOINT IN WESTERN LIBYA

23 August – At least four people were killed in a gun attack by suspected militants on a checkpoint east of the Libyan capital Tripoli. The attack took place between the towns of Zliten and Khoms on the coastal road leading from Tripoli to the port city of Misrata, Zliten mayor Miftah Hamadi said. Islamic State militants, who are active in the area, were thought to be behind the attack, he added. Security personnel at the checkpoint were among the dead, a local resident said. **UPDATE: 25 August** – Islamic State, claimed

responsibility for the attack. The group made the announcement in statement carried by its Amaq news agency on Saturday.

UN CALLS ON LIBYA TO CRACK DOWN ON MILITIAS

21 August – The UN has called on Libya’s internationally recognized government to crack down on armed groups obstructing the work of state institutions in Libya. The UN Support Mission in Libya (UNSMIL) expressed its “strong condemnation of the violence, intimidation and obstruction to the work of Libya’s sovereign institutions by militiamen. ” It called on the UN-backed Government of National Accord to “prosecute those responsible for these criminal actions. ” The GNA’s military and security institutions have failed to place limits on the powerful militias; several state institutions, including those in Tripoli, have been regular targets of harassment and intimidation by armed groups technically operating under the GNA’s Interior Ministry. Members of militias “nominally acting under the Ministry of Interior of the Government of National Accord are attacking sovereign institutions and preventing them from being able to operate effectively,” UNSMIL said. Last week, the GNA’s National Oil Corp. said men from the Interior Ministry had forced their way into the headquarters of Brega Petroleum Marketing Company — a distribution outfit — to “arrest” its chief. The Libyan Investment Authority, the GNA-managed sovereign wealth fund, recently moved from its downtown Tripoli office to a more “secure” location after threats from militiamen against its employees. UNSMIL said it would work with the international community and the GNA to “investigate the possibility of bringing sanctions against those interfering with or threatening the operations of any sovereign institution. ”

PRODUCTION AT SHARARA OIL FIELD AT RISK AGAIN

17 August – Fresh protests at the oil terminal and refinery servicing the country’s largest oil field, Sharara, threaten to shut down production again, days after output had been nearly restored to the levels before the kidnapping of oil workers last month. Sharara, which has the capacity to pump 340,000 bpd, has seen production recovering to around 300,000 bpd this week, ramping up from around 218,000 bpd last week. But renewed protests by workers who threaten to block a tanker from loading crude at the Zawiya oil export terminal, and protests that have now led to stoppage of the 120,000-bpd Zawiya refinery, may lead to the major Libyan oil field shutting down completely. “We are expecting a complete shutdown [at Sharara] because of some problems at Zawiya refinery. Tomorrow a tanker is due but maybe loading will be stopped by the guys causing the problems,” a source said. The port blockades in Libya’s Oil Crescent that began in mid-June ended with an agreement some three weeks later, and the country reopened its oil ports in the east. Only a few days, later, the National Oil Corporation (NOC) declared force majeure on crude oil loadings at the Zawiya port in the west, following an attack and abduction of oil workers at the Sharara field that had cut production at the site. Field production was limited to 125,000 bpd – enough to meet the requirements of the Zawiya refinery, but leaving no excess crude for export, the NOC said back then, noting that oil wells had been closed as a precaution.

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.

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At JLT Specialty, we believe in doing things differently.

When it comes to advising ship owners and operators, shipyards and ports and terminal operators we take the time to really understand your world, your people and your very particular challenges. We work closely with you to consider your business both today and tomorrow, and to explore all the variables which may impact on it.

We work with yourselves, our network and the market to deliver a solution which is always tailored to your specific needs and always competitive and comprehensive.

Because of this our clients trust us. They have total confidence that the vital elements of their operations are covered, enabling their businesses to be even more ambitious and surpass expectations. This is why we now place insurance for more than 6,000 vessels, including one third of the world gas fleet and we handle more than USD350m marine insurance premium.

We know how we work makes us different. It's quite a claim but we're driven to deliver on it every single day.

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

PROJECT MANAGEMENT

- Interim security
- Training
- Special assignments

CRISIS RESPONSE

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

VIRTUAL SECURITY DIRECTOR SERVICE

- For clients lacking a full-time security executive

References are always available.

More information is found at www.msrisk.com

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