

Maritime Security Review



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INCIDENTS AT SEA

Reporting Period: 3 – 9 September 2018

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

Piracy Levels are determined on a weekly basis as follows:

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

PLEASE NOTE:

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

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

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

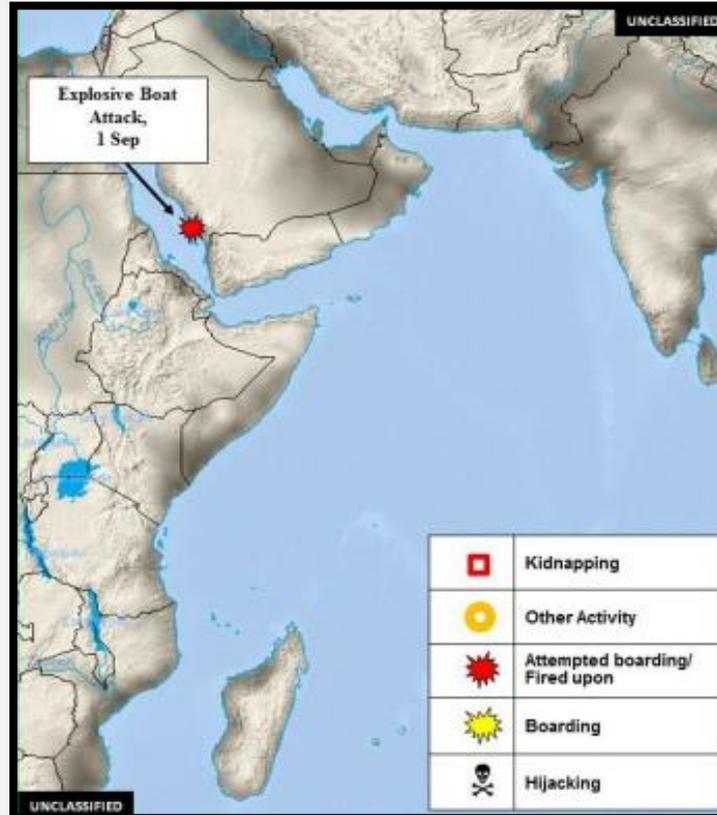
have set in and this year's successful hijacking is likely to result in potential copycat attacks, as pirate action groups head out in a bid to successfully hijack a commercial vessel.

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

- **1 September (Saudi Arabia- Late Report)** – The Yemen based armed Houthi rebel movement targeted a Saudi Arabian warship off the coast of Saudi Arabia's province of Jizan, according to the group's media outlet. Jizan lies in the southwest corner of Saudi Arabia and directly north of the border with Yemen. There were no immediate reports of damage or casualties.

VESSELS BOARDED

- No current incidents to reports

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- No major incidents to report

MARITIME REPORTING

- No major incidents to report

WEATHER FORECAST: GULF OF ADEN, ARABIAN SEA, RED SEA**WEATHER FORECAST VALID FROM 6 – 12 SEPTEMBER 2018**

NORTHERN ARABIAN SEA: Southwest winds of 15 - 20 knots, gusting to 25 knots, with seas of 8 - 10 feet.

- **Extended Forecast:** West-southwest winds of 10 - 15 knots, gusting to 20 knots, with seas of 5 - 7 feet.

GULF OF OMAN: 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 2 - 4 feet in the eastern section of the Gulf.

- **Extended Forecast:** 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 3 - 5 feet in the eastern section of the Gulf.

GULF OF ADEN: Southwest winds of 10 - 15 knots, and seas of 1 - 3 feet in the western section of the Gulf; with west-southwest winds of 10 - 15 knots, and seas of 2 - 4 feet in the eastern section of the Gulf.

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

SOMALI COAST: Southwest winds of 15 - 20 knots, gusting to 25 knots, and seas of 5 - 7 feet in the northern section of the coastline; with southwest winds of 10 - 15 knots, and seas of 2 - 4 feet in the southern section of the coastline.

- **Extended Forecast:** Southwest winds of 20 - 25 knots, gusting to 30 knots, and seas of 6 - 8 feet in the northern section of the coastline; with southwest winds of 15 - 20 knots, and seas of 5 - 7 feet in the southern section of the coastline.

CENTRAL AFRICAN COAST/INDIAN OCEAN: Southeast winds of 10 - 15 knots, gusting to 20 knots, and seas of 5 - 7 feet.

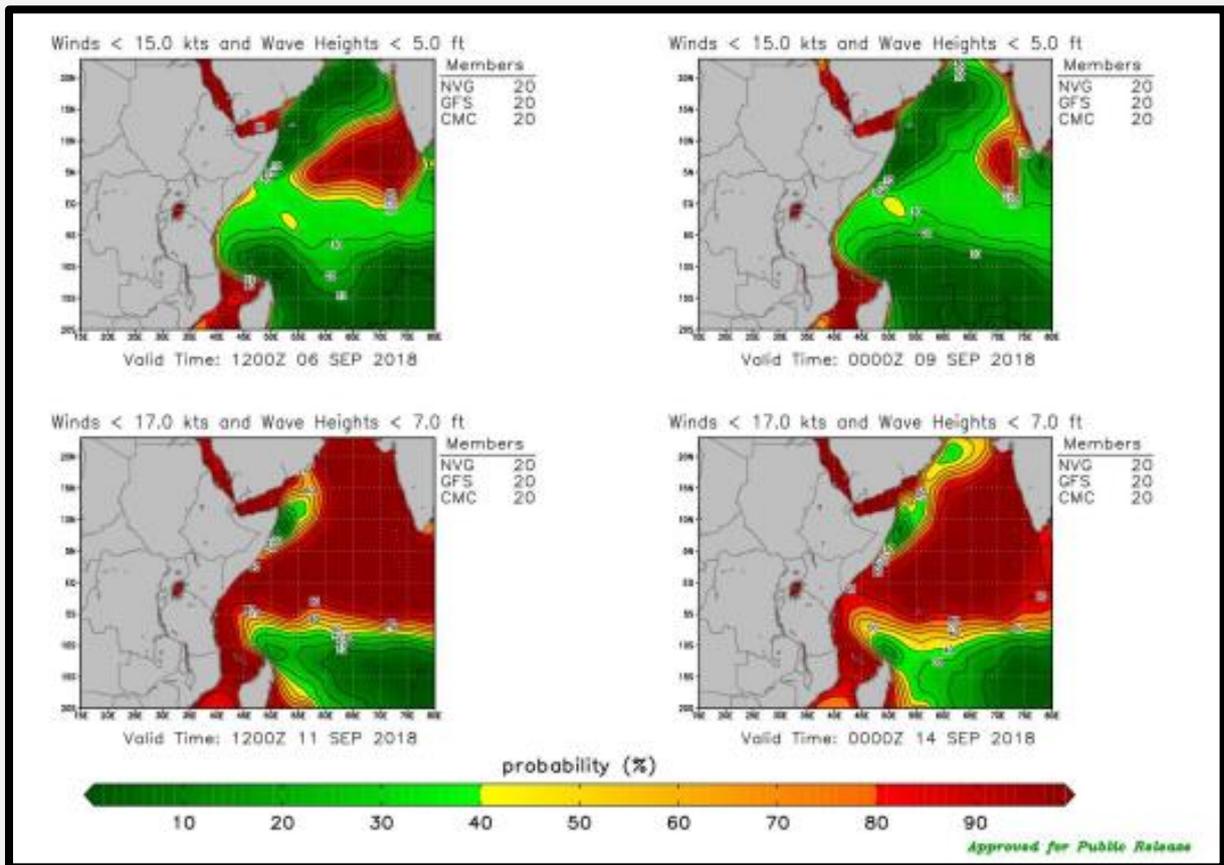
- **Extended Forecast:** Southeast winds of 10 - 15 knots, and seas of 6 - 8 feet.

MOZAMBIQUE CHANNEL: Northeast winds of 10 - 15 knots, and seas of 3 - 5 feet in the northern Channel; with northerly winds of 10 - 15 knots, and seas of 4 - 6 feet in the southern Channel.

- **Extended Forecast:** Southerly winds of 10 - 15 knots, gusting to 20 knots, and seas of 3 - 5 feet in the northern Channel; with southerly winds of 10 - 15 knots, gusting to 20 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 northeasterly 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 funneling effects and occasional shamal winds across the Arabian Gulf.



Source: ONI

SPOTLIGHT ON YEMEN

PORT STATUS AS OF 9 September 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	Closed	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	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 PEACE TALKS COLLAPSE IN GENEVA AFTER HOUTHİ NO-SHOW

8 September – Yemen's Houthi movement failed to attend peace talks in Geneva. The UN Special Envoy said that it did not represent a "fundamental blockage in the process" and that he would meet soon with their representatives in Sanaa and in Muscat, Oman. "They would have like to get here, we didn't make conditions sufficiently correct to get them here", UN envoy Martin Griffiths told a news conference, declining to elaborate. Earlier in the week, Griffiths expressed confidence in the talks despite their postponement on the first day as the Houthi rebels failed to arrive in Switzerland. The Yemeni government delegation is leaving Geneva. Yemen's Minister of Information, Muammar al-Eryani, voiced the government delegation's anger at the Houthi side, which had still not traveled to Geneva for the talks. Eryani said "the Houthi leader ordered his delegation not to travel, for the third day in a row, unless Hezbollah and Iranian military experts and injured elements were evacuated." Meanwhile, agreement

has been reached for medical evacuations from the Houthi-held Yemeni capital of Sanaa, to start in a week with a flight to Cairo.

SOUTHERN YEMEN THREATENS TO STOP OIL SHIPMENTS

6 September – The governor of a southern Yemeni province pumping 100,000 bpd—half of Yemen’s total oil production—threatened to suspend oil shipments from the region if the internationally recognized Yemeni government doesn’t meet the demands of protesters in Yemen’s south who oppose government policies as the economic and humanitarian situation continues to deteriorate and the local currency to plunge. Salmeen al-Bahseeni, the governor of the southern Hadramout province, made the threat in a radio-broadcasted speech, after protests in southern Yemen spread. Protesters have been protesting for two weeks against government policies after the Yemeni currency, the rial, has lost more than half of its value against the U.S. dollar since the civil war in Yemen began in 2015. Southern Yemeni separatists backed by the United Arab Emirates (UAE) control most of the southern provinces, including the Hadramout province, and have been at odds with the president Abd-Rabbu Mansour Hadi, who is backed by Saudi Arabia.

SAUDIS ADMIT ERROR OVER DEATHS OF SECOND GROUP OF YEMENI CHILDREN

6 September – The Saudi-led coalition fighting to defeat Houthi rebels in Yemen has again admitted that its bombing campaign may have hit civilians, the second time in a week it has made such a rare admission. Saudi Arabia is under pressure from the UK and the US both to improve its accuracy and to accept error if internal reviews find civilians have been hit. The latest admission of Saudi error focuses on a strike on 23 August that the UN says killed 26 children south of the port of Hodeidah. UN humanitarian operations chief Mark Lowcock said the 26 children and four women killed were in Al-Durayhimi area. In a statement released by the Saudi Press Agency, coalition spokesman Colonel Turki al-Maliki said: “According to the results of the comprehensive review ... there might have been collateral damage and civilian casualties. All documents relating to this incident have been handed over to the joint incidents assessment team pending assessment and announcement of results.” The official spokesman reaffirmed the commitment of the joint forces command of the coalition to apply “the highest standards of targeting, and principles of the international humanitarian law, as well as taking all necessary procedures in case of an incident, God forbid, to achieve the highest levels of responsibility and transparency.” Last Saturday, the Saudis admitted a bombing raid on 9 August that killed 51 people including 40 children in the rebel-held North was due to mistakes by the Saudi air force.

SEVEN WOUNDED IN PROTESTS OVER PRICE HIKES

5 September – Yemeni officials say security forces have dispersed hundreds of protesters rallying against the government and a Saudi-led coalition over the deteriorating economy in Yemen, wounding at least seven of them. Wednesday's demonstration in the western Hadramout province was held to protest price hikes linked to the weakening local currency. The officials say protesters blocked roads and burned tires.

AUGUST WAS DEADLIEST MONTH FOR CIVILIANS IN YEMEN

6 September – August was the bloodiest month this year for civilians in Yemen with more than 300 children among the casualties. This comes after over 3 years of brutal conflict that has become what the UN calls the world’s largest humanitarian crisis. Millions are on the verge of starvation, as vital goods like

food, fuel and humanitarian aid have been blocked from coming through Yemen's major ports, and the country's economy, health and education services have collapsed. Reports compiled by the UN's civilian impact monitoring department show that in the first nine days of August there were more than 450 civilian casualties, including 131 children. By August 31, 981 civilians had been killed or injured, including over 300 children.

SPAIN CANCELS WEAPONS SALES TO SAUDI ARABIA

5 September – Spain said Tuesday it has canceled the delivery of 400 laser-guided bombs purchased by Saudi Arabia, amid fears that the weapons could be used against Iran-aligned Houthi rebels in Yemen. The arms deal was originally signed in 2015 under Spain's former conservative government, but the new center-left administration of Prime Minister Pedro Sanchez plans to return the €9.2 million (U.S. \$10.7 million) already paid by the Saudis, Cadena SER radio reported Tuesday. A Defence Ministry spokeswoman confirmed the report, but declined to elaborate. She was not authorized to be identified in media reports. International rights groups have blamed a Saudi-led coalition's airstrikes and other attacks in Yemen for the killing of civilians, including children. U.N. human rights experts say all sides, including militias backed by the United Arab Emirates, may have committed war crimes in the conflict raging since March 2015.

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



Current
Incidents:

0

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

- No current incidents to report.

MARITIME REPORTING

- No current incidents to report.



EAST ASIA, SOUTHEAST ASIA, INDIA



Current Incidents:

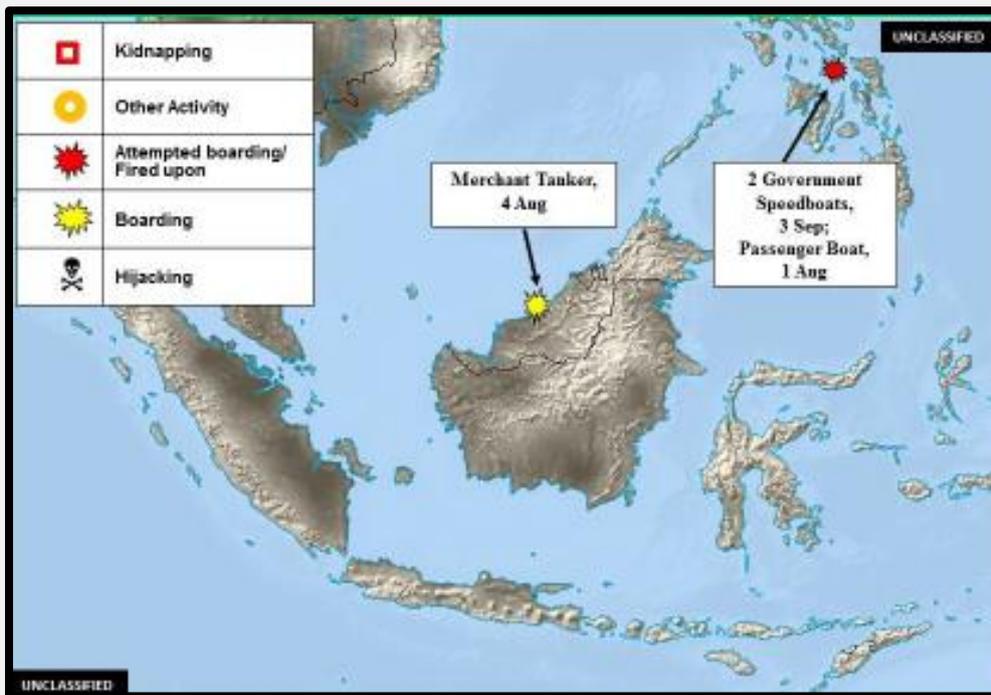
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WARNING:

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

- Maintain a heightened level of vigilance and increase security watch rotations
- Sound the alarm when unknown people are sighted on board the vessel or when suspicious boats are in the vicinity
- Report all incidents and suspicious activity
- Maintain continuous communication with shipping company and with local enforcement agencies
- Avoid confrontation with the perpetrators

Pirate Action Groups (PAG's) operating in this region are likely to target vessels to siphon fuel or oil onto another ship. Masters are therefore reminded to remain vigilant at all times in all regions, including at ports and anchorages. Attacks and robberies can occur at any time. Incidents involving the siphoning of oil/fuel have been on the rise in recent months. Masters are reminded to remain vigilant at all times and to report any incidents, suspicious activity, attacks or hijackings to the local authorities.



Source: ONI

VESSELS HIJACKED

- No current incidents to report

KIDNAPPING

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- **3 September (Philippines)** – Two rescue speedboats of the Philippine Army and Coast Guard were damaged when an IED, set up by unidentified suspects near the Coast Guard office, exploded at the Masbate City Port. Police discovered that the Army's 25-foot rescue speedboat made of fibreglass and Coast Guard's 25-foot rescue aluminium speedboat and their engines were damaged by the explosion.
- **1 August (Philippines – Late report)**, a motorized banca sank shortly after an explosion at the Masbate City port in Barangay Bapor. The boat, docked at the pier, was destroyed by the impact of the explosion at about 11:15 p.m. according to a senior police spokesman of the Police Regional Office 5.

VESSELS BOARDED

- **4 August (Malaysia - Late Report)** A small fast boat approached a Malaysia-flagged oil tanker underway near position 03:240N - 112:54E, vicinity of Tanjung Kidurong, Bintulu. Five armed men boarded the ship. No crew were injured but robbers stole cash and personal belongings. Incident

lasted about 20 minutes before all perpetrators left the vessel. Master diverted the ship to Bintulu Port and lodged a report to the local police. Perpetrators' boat spotted at nearby village. On 17 August, the perpetrators were detained by local police.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

- No current incidents to report

MARITIME REPORTING

- No maritime news to report

WEATHER FORECAST: SOUTHEAST ASIA

WEATHER FORECAST VALID FROM 6 – 12 SEPTEMBER 2018

SOUTHERN SOUTH CHINA SEA: Southwest winds of 5 – 10 knots and seas of 1 – 3 feet.

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

MALACCA STRAIT: Northwest 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.

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

ANDAMAN SEA: West-southwest winds of 15 - 20 knots, gusting to 25 knots, and seas of 6 - 8 feet in the northern section; with west-southwest winds of 15 - 20 knots, and seas of 5 - 7 feet in the southern section.

- **Extended Forecast:** Westerly winds of 10 - 15 knots, and seas of 2 - 4 feet in the northern section; with westerly winds of 10 - 15 knots, and seas of 2 - 4 feet in the southern section.

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

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

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

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

WORLDWIDE

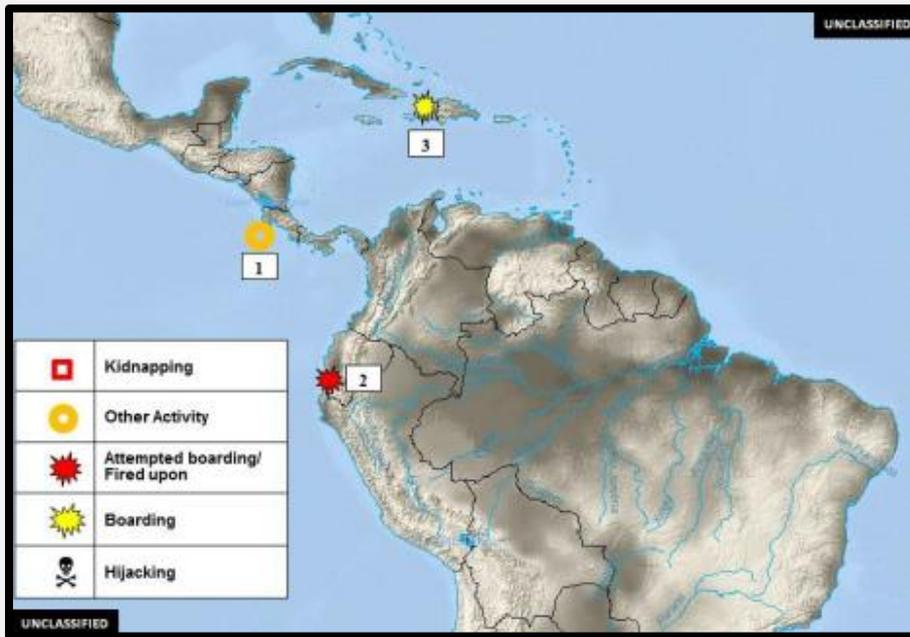
NORTH AMERICA

1. **27 August (UNITED STATES- Late Report):** Authorities intercepted a small fishing boat approximately 15 miles west of Point Loma, California. A total of 19 persons were onboard, two were suspected smugglers. There were also 2 migrants from India and 15 from Mexico onboard.



CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **29 August (COSTA RICA – Late Report)** – An operation developed by members of the National Coast Guard Service and the Drug Control Police in Guanacaste seized 407 kilograms of cocaine and arrested three suspects. Authorities onboard Patrol 3818 intercepted the suspects 90 nautical miles from Flamingo, in waters of the North Pacific.
2. **28 August (ECUADOR – Late Report)** – Three persons in a small skiff came alongside a container vessel underway near position 02:30S - 080:05W, Guayaquil. The skiff was detected on ship's radar on the starboard side. One person attempted to board while another two persons showed a handgun. The crew spotted the attempted boarding and sounded the ship's horn continuously. Upon hearing the alarm, the persons aborted the attempted boarding and moved away. Incident reported to Guayaquil Port Control and Ecuador Coast Guard.
3. **22 August (HAITI – Late Report)** – Two robbers boarded a chemical tanker anchored near position 18:34N - 072:32W, Port Au Prince Anchorage. A cadet on routine rounds found the robbers on the forecastle. One of the robbers attacked the cadet who suffered cuts on his left palm. The robbers then jumped overboard and escaped.



Source: ONI

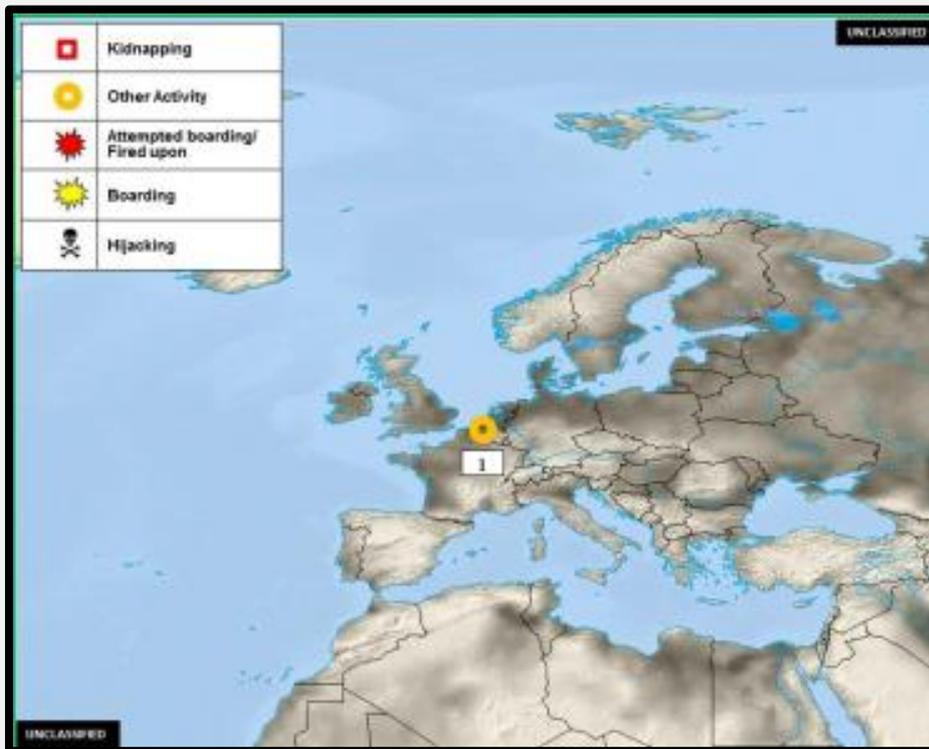
ATLANTIC OCEAN AREA

1. **4 September (UNITED KINGDOM)** – Authorities announced the arrest of 5 persons by the UK Border Force. Three of the persons were aboard a 38-meter boat, NOMAD, intercepted in the western approaches of the southern Irish coast as part of a National Crime Agency-led operation. Two other persons ashore were also arrested. A search of the vessel revealed approximately a ton of cocaine.



NORTHERN EUROPE – BALTIC

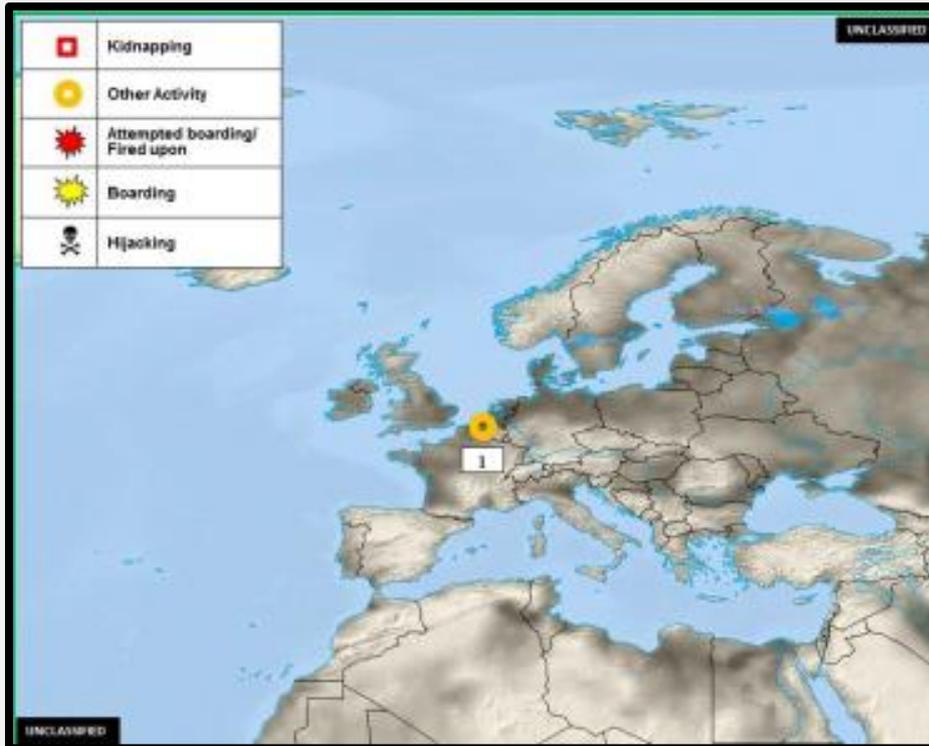
1. **25 August (Belgium – Late Report)** – Authorities announced they had seized approximately two tons of cocaine in the Port of Ghent. The drugs were hidden in three shipping containers that had arrived from Brazil. The consignment consisted of 1,900 bricks and were stamped with the logo of Russia’s largest political party.



Source: ONI

MEDITERRANEAN/BLACK SEA

1. **29 August (Italy - Late Report)** – Police arrested two Ukrainian nationals accused of trafficking migrants from Turkey to Italy. Police told local media the two men were caught attempting to smuggle 44 Afghan migrants on a vessel from Turkey to Noto in Sicily.



ARABIAN GULF

- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

- No current incidents to report

EASTERN AND SOUTHERN AFRICA

- No current incidents to report.

NORTHEAST ASIA

- No current incidents to report

PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

MIGRATION



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

MSF CALLS FOR MIGRANT EVACUATIONS FROM TRIPOLI

8 September – Aid group Doctors Without Borders (French name Medecins Sans Frontieres, or MSF), has urged the evacuation of thousands of migrants trapped in detention centers in Libya's capital Tripoli, which is under a fragile cease-fire after deadly clashes. The cease-fire brokered by the UN was agreed between armed groups on Tuesday after at least 63 people were killed in days of fighting around the city. MSF, said migrants in squalid detention centers close to the frontline could yet come under shelling and artillery fire. Analysts say the cease-fire is doomed without a sustainable political agreement between the myriad armed groups. Ibrahim Younis, MSF's mission chief in Libya, said food supplies to the detention centers were sparse as international groups had been forced to suspend their work due to the clashes. The charity has been completely cut off from one of the most crowded detention centers, depriving some 700 people of aid, and has pulled some staff from the city. The UN's refugee agency, the UNHCR, last week said it had "evacuated" some 300 migrants from the Ain Zara detention center to another a few kilometers away as they risked getting caught in the crossfire. But Younis said, "Moving endangered refugees and migrants from one detention center to another in the same conflict zone cannot be described as an evacuation and it is certainly not a solution," he said in a statement. The aid group called on the UNHCR and the governments of peaceful countries to organize a mass evacuation for the migrants, who could then claim asylum.

FIFTY MIGRANTS ALLOWED IN BY ITALY HAVE DISAPPEARED

6 September – More than 50 of the 144 migrants recently allowed into Italy after being stranded for days on a coastguard vessel have disappeared from reception centres, the country's far-right Interior Minister Matteo Salvini said Wednesday. These migrants "were so in need of protection, a roof and a blanket that they decided to leave and disappear," Salvini said on Facebook. "This is the umpteenth confirmation that those who arrive in Italy are not skeletons fleeing war and famine," he added. The migrants were picked up by the Diciotti coastguard ship on the night of August 15 and were left stranded at sea for 10 days as Salvini refused to allow the vessel to dock in an Italian port. Salvini, head of the far-right League party, finally relented after Ireland, Albania and the Italian Catholic church agreed to take most of them in. Reacting to the disappearance of 50 of those taken in, Giorgia Meloni -- leader of the far-right Brothers of Italy party -- asked on Twitter who would be responsible if one of them committed a crime in Italy, calling for an end to "uncontrolled immigration" and an immediate naval blockade. Most of those aboard the Diciotti were Eritreans, along with a small number of Somalians, Syrians, Sudanese and Comorans.

PROTESTS FOR TUNISIAN FISHERMEN WHO AWAIT TRIAL AFTER 'SAVING HUNDREDS OF MIGRANTS'

5 September – Friends and colleagues have rallied to the defence of six Tunisian men awaiting trial in Italy on people smuggling charges, saying they are fishermen who have saved hundreds of migrants and refugees over the years who risked drowning in the Mediterranean. The men were arrested at sea at the weekend after their trawler released a small vessel it had been towing with 14 migrants onboard, 24 miles from the coast of the Italian island of Lampedusa. Italian authorities said an aeroplane crew from the European border agency Frontex had first located the trawler almost 80 nautical miles from Lampedusa and decided to monitor the situation. They alerted the Italian police after the migrant vessel was released, who then arrested all crew members at sea. According to their lawyers, the Tunisians maintain that they saw a migrant vessel in distress and a common decision was made to tow it to safety in Italian waters. They claim they called the Italian coastguard so it could intervene and take them to shore. Prosecutors have accused the men of illegally escorting the boat into Italian waters and say they have no evidence of an SOS sent by either the migrant boat or by the fishermen's vessel. Immediately following the arrests, hundreds of Tunisians gathered in Zarzis to protest and the Tunisian Fishermen Association of Zarzis sent a letter to the Italian embassy in Tunis in support of the men. Giulia Bertoluzzi, an Italian filmmaker and journalist, said the men were well known in their home town. "In Zarzis, Bourassine and his crew are known as anonymous heroes", Bertoluzzi told the Guardian. "Some time ago a petition was circulated to nominate him for the Nobel peace prize. He saved thousands of lives since." The six Tunisians who are now being held in prison in the Sicilian town of Agrigento pending their trial. If convicted, they could face up to 15 years in prison.

MIGRANT BOAT SINKS OFF YEMEN; 30 DEAD

4 September – At least 30 people died when a boat with 150 African migrants aboard overturned in the waters off of the southern Yemeni coast of Shabwa, according to Yemeni security forces. Among the victims were five women and children. The incident took place Sunday; most of the migrants aboard were Somali. The waters of the strait between Yemen and the Horn of Africa are often chosen as a route for migrants from Africa, despite the Yemeni conflict that has been underway for years. Many migrants hope to pass from Yemen into the rich Arab countries.

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

BUILD-UP OF TROOPS, EQUIPMENT DESPITE TRIPOLI CEASEFIRE

7 September – The situation on the ground remains tense without any outbreaks of clashes. Numerous localised media sources have reported of a build-up by the 7th Brigade of fortifications along the Airport Road and westwards along Crown Prince Street. Further military material is said to have been deployed into the areas. Air traffic at Mitiga International Airport has not resumed as of yet. Power cuts are still affecting the capital with unconfirmed reports of telephone and internet services being down. During a televised interview, Field Marshal Haftar stated that Tripoli must be liberated, and that military action will come in time. Furthermore, he expressed his support of the Paris agreement and reiterated that the results of free and fair elections will be accepted.

KHUMS: CUSTOMS OFFICIALS SEIZE 17 TONS OF HASHISH

6 September – The Libya Observer reports that an official from the customs office at the Port of Khums, 120 km east of Tripoli, reported a seizure on Tuesday a shipment of 17 tons and 500 kg of Hashish coming from Syria, which was registered in the customs declaration as construction materials. The official explained that this shipment is the third of its kind to arrive at the port in less than a month, adding that the number of shipments seized of this drug during this period amounted to 37 tons and 800 kg.

SPATE OF KIDNAPPINGS IN KUFRA REGION

6 September – A spate of kidnappings during the past week, along the only road in and out of southeast Libya, may pose a threat to local peace in the border region of Kufra, where proxy fighting sits alongside longstanding tribal conflict. An employee at the Kufra medical emergency department said that 13 civilians traveling along the Kufra-Jalu Road were kidnapped by unidentified armed groups between Friday and Tuesday. The kidnappings were first reported on Friday, when an unidentified armed group kidnapped two travellers near what is locally known as the 40 Company, a building belonging to a Chinese road repair company that has been abandoned since 2011. According to the source, two others from the Tazirbu oasis were kidnapped on the same day. Fearing further kidnappings and security incursions, units from the Subol al-Salam Brigade, who guard the only checkpoint controlling movement in and out of the area, have advised residents against traveling on the road. The Kufra-Jalu Road is the main access point to the Kufra region, which includes the area covered by the Libyan-Sudan-Chad triangle, a hotbed for migration, proxy militias from Libya's neighbours, tribal conflict and the drug trade between Libya and Egypt. This reporting has not been independently verified.

MATIGA AIRPORT SET TO REOPEN

5 September – Libya is scheduled to reopen Matiga International Airport on Friday. The only functioning airport in Tripoli was closed for a week because of fighting among rival groups. On Tuesday, the United Nations brokered a ceasefire to end fighting lasting more than a week in Tripoli that has killed more than 60 people.

CEASEFIRE SIGNED IN TRIPOLI, BREAKS IN FIRST HOUR

4 September – A ceasefire has been signed between armed factions fighting over the Libyan capital, the United Nations said on Tuesday, after more than a week of violence inside Tripoli. Less than an hour after the UN brokered ceasefire was declared, clashes continued in the capital. The fighting continued late into the night, with its focus lying in the areas of Khallet Al-Furjan and Wadi Alraabie. The situation on the ground remains tense with the warring sides differing in their interpretation on the conditionality of the ceasefire. The 7th Brigade has remained firm on the condition of ridding the capital of the militias. Comment – “The armed clashes are set to continue and gain in size with increased levels of violence. The conditions set by the 7th Brigade together with the opposing militias backing of the Presidential Council strongly suggest that the conflict will likely find its resolution through military means. A prolonged period of clashes is to be expected.”

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

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

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

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

SECURITY CONSULTING

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

PROJECT MANAGEMENT

- Interim security
- Training
- Special assignments

CRISIS RESPONSE

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

VIRTUAL SECURITY DIRECTOR SERVICE

- For clients lacking a full-time security executive

References are always available.

More information is found at www.msrisk.com

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