

Maritime Security Review

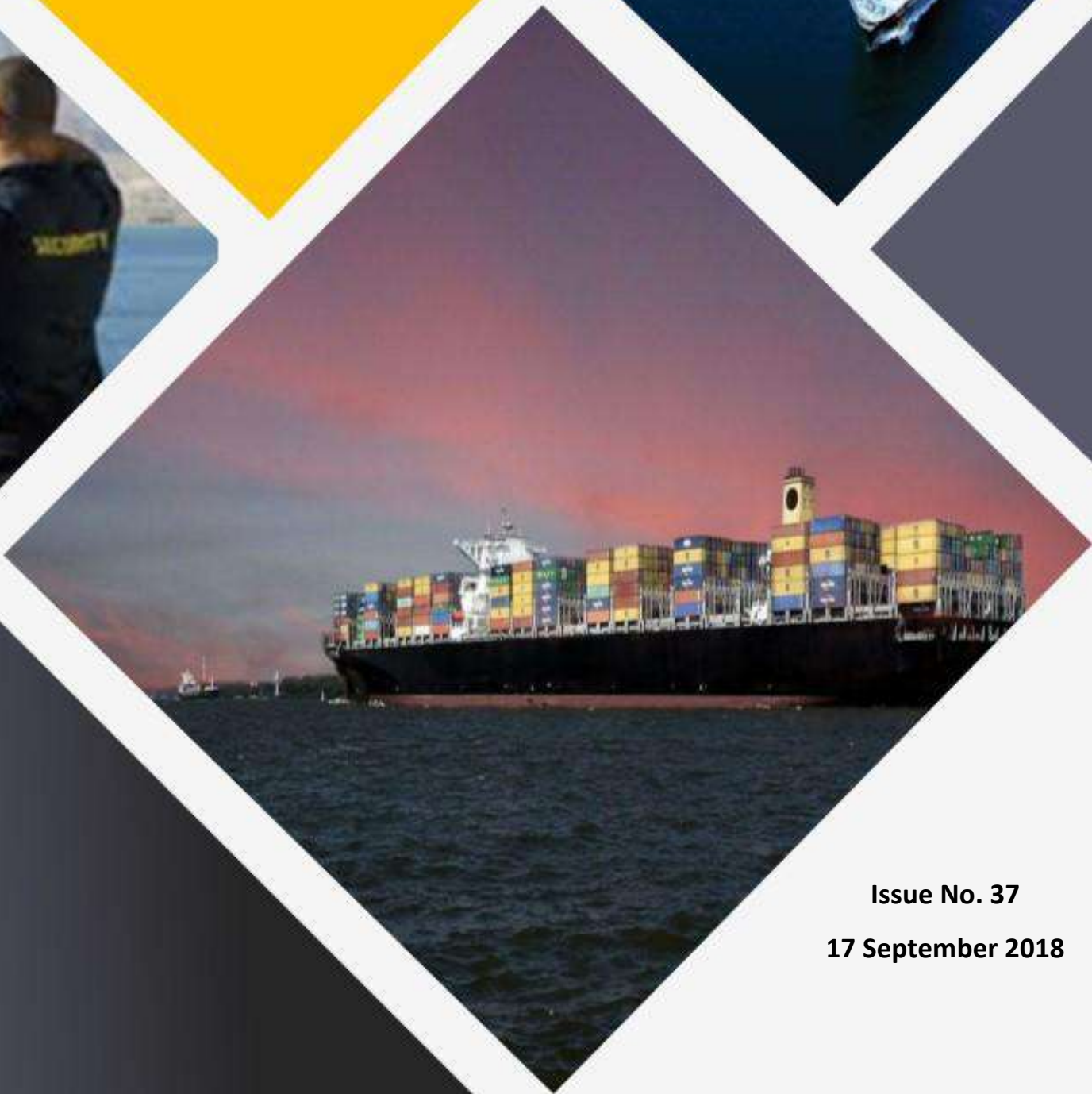


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INCIDENTS AT SEA

Reporting Period: 10 - 16 September 2018

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

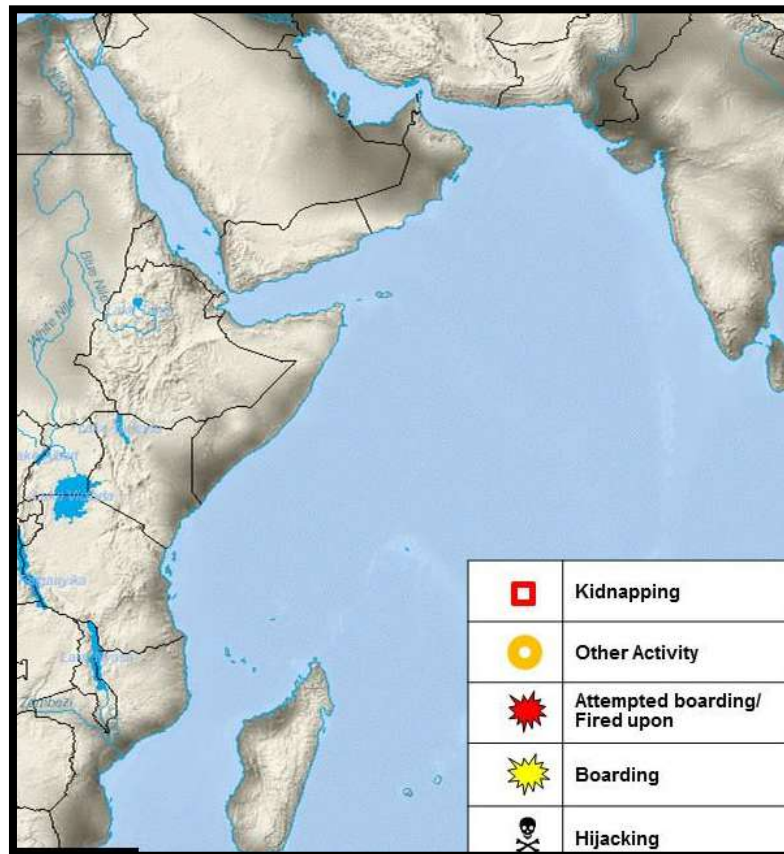
Some vessels transiting this region may have increasingly become complacent in the belief that the piracy threat had diminished. However, poverty and other motivating factors for piracy remain. The threat of attack and/or hijacking remains significant, as the root causes on the ground in Somalia have 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:

0



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

- No current incidents to report

MARITIME REPORTING

- No current maritime news

WEATHER FORECAST: GULF OF ADEN, ARABIAN SEA, RED SEA**WEATHER FORECAST VALID FROM 13 – 19 SEPTEMBER 2018**

NORTHERN ARABIAN SEA: Southwest winds of 15 – 20 knots and seas of 5 – 7 feet.

- **Extended Forecast:** West-southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 4 – 6 feet.

GULF OF OMAN: Light and variable winds with seas of 1 – 3 feet in the western section of the Gulf; with southwest winds of 10 – 15 knots and seas of 3 – 5 feet in the eastern section of the Gulf.

- **Extended Forecast:** Easterly winds of 5 – 10 knots and seas of 1 – 3 feet in the western section of the Gulf; with southwest winds of 10 – 15 knots and seas of 3 – 5 feet in the eastern section of the Gulf.

GULF OF ADEN: Easterly winds of 10 – 15 knots and seas of 1 – 3 feet in the western section of the Gulf; with easterly winds of 5 – 10 knots, and seas of 2 – 4 feet in the eastern section of the Gulf.

- **Extended Forecast:** South-southeast winds of 5 – 10 knots and seas of 1 – 3 feet in the western section of the Gulf; with easterly winds of 5 – 10 knots and seas of 2 – 4 feet in the eastern section of the Gulf.

SOMALI COAST: South-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, gusting to 20 knots, and seas of 5 - 7 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 3 – 5 feet in the southern section of the coastline.

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

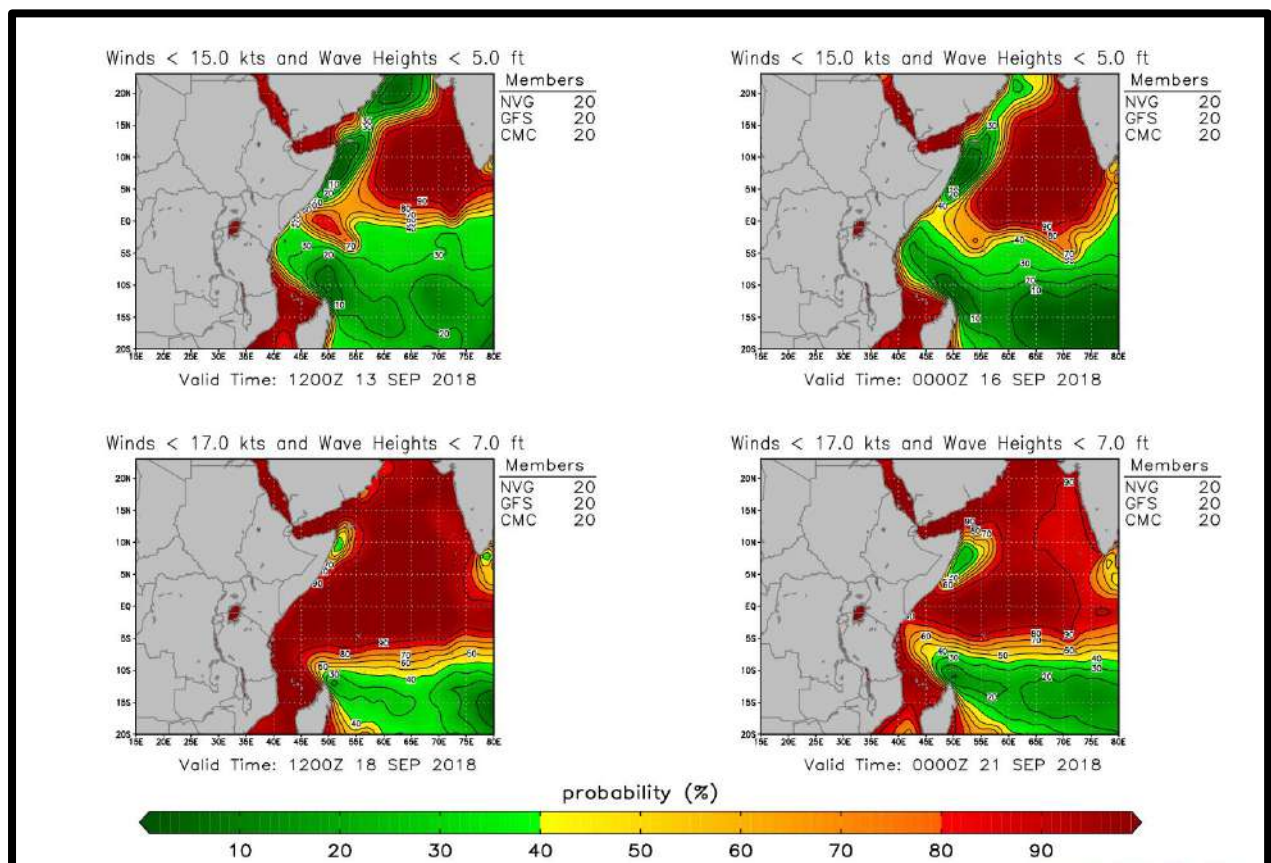
- **Extended Forecast:** Southerly winds of 10 – 15 knots and seas of 3 – 5 feet.

MOZAMBIQUE CHANNEL: Southerly winds of 10 – 15 knots and seas of 5 – 7 feet in the northern Channel; with southerly winds of 10 – 15 knots and seas of 5 – 7 feet in the southern Channel.

- Extended Forecast:** Northerly winds of 10 – 15 knots, gusting to 20 knots and seas of 1 – 3 feet in the northern Channel; with southerly winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the southern Channel.

SURFACE CURRENTS: The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Currents’ speed along the Somali Basin are north-easterly averaging between 2 – 3 knots.

SYNOPTIC DISCUSSION: The Southwest Monsoon season continues in a lull period bringing decreased winds along the Somali Basin. 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 14 SEPTMEBER 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

WORLD FOOD PROGRAM: HODEIDAH FIGHTING THREATENS MILLIONS OF YEMENIS

14 September – Recent fighting between Yemeni government forces and Houthi rebels around Hodeidah could jeopardize shipments of 46,000 tons of wheat expected to arrive within the next ten days, the World Food Program said on Friday. The latest offensive began last week following the failure of renewed peace talks in Geneva. Fighting was concentrated in the eastern and southern entrances to Hodeidah, which is considered the lifeline of Yemen. Humanitarian workers, infrastructure and food supplies have been targeted in recent days as clashes are still ongoing near the Red Sea Mill Silos, a

critical facility for WFP operations. The fighting could impact WFP's ability to supply up to 3.5 million people in dire need in northern and central Yemen for one month, he said. A mortar shell launched by an unidentified armed group also hit a WFP warehouse in Hodeidah city holding enough food to assist 19,200 people, wounding a guard at the warehouse. The fighting for Hodeidah has also effectively shut down the main artery linking the port city to the rest of the country, the Save the Children charity said Thursday. The government forces first tried to retake Hodeida in June, but their offensive was stalemated by the rebels' resistance. One main objective of the ongoing offensive is to cut off the road between Hodeida and Sanaa, thus depriving the capital city, which is controlled by the Houthis, from supplies arriving by sea. Government forces are also trying to cut off the road to Taiz, a fiercely contested and strategic city south of Hodeida.

ARAB COALITION SEIZES MAIN ROAD LINKING HODEIDAH TO SANAA

13 September – Yemeni forces backed the Arab coalition seized the main road linking the port city of Hodeidah to the capital Sanaa, blocking a supply route for the Houthi rebels who controls both cities. The Western-backed alliance in Yemen resumed its offensive after the collapse of peace talks Saturday which the United Nations had hoped would avert an assault on the Red Sea city, the country's main port and a lifeline for millions of Yemenis, and start a process to end the three-year war. The Arab coalition has said taking control of Hodeidah would force the Iran-backed Houthi rebels to the negotiating table by cutting off its main supply line. "The main entrance in Hodeidah leading to Sanaa has been closed after forces backed by the UAE took control of the road," a pro-coalition military source said. Residents said the main eastern gate had been damaged in air strikes by coalition warplanes and that fighting was continuing on secondary streets off the main road. There is another more circuitous route between Hodeidah on the western coast of Yemen to the capital in the north.

SPAIN REVERSES DECISION, WILL SELL 400 MISSILES TO SAUDI ARABIA

13 September – The Spanish government reversed its decision to scrap a deal to sell 400 laser-guided missiles to Saudi Arabia, despite earlier reservations the hi-tech weapons may kill civilians in Yemen's devastating war. Foreign Minister Josep Borrell said on Thursday the deal will now go ahead, a week after it was halted. "The decision is that these bombs will be delivered to honour a contract that comes from 2015 and was made by the previous government," Borrell told Spanish radio station Onda Cero, adding the sale had been reviewed three times. "We found no reason not to carry it out." Spain and other Western countries, such as the United States and UK, have been heavily criticised for selling arms to Saudi Arabia because of its leading involvement in the disastrous war in Yemen. At least 10,000 people - mostly civilians - have been killed since the Saudi and Emirati-led military coalition began bombing Houthi rebels in Yemen in 2015 - a death toll that hasn't been updated in years and is likely far higher. The alliance has faced increasing calls for restraint in its bombing campaign, particularly following an attack that hit a school bus and killed 51 civilians, including 40 children, last month. Spain is the fourth-largest provider of military equipment to Saudi Arabia, according to Amnesty.

HOUTHIS REBELS CLAIM MISSILE AIMED AT SAUDI MILITARY CAMP

10 September – Yemen's rebels fired a ballistic missile toward a military camp in the Saudi Arabian southern border region of Asir, said the Houthis in a brief statement carried by the group-controlled Saba news agency. There were no immediate comments from the Saudi-led coalition. The Monday night attack, which came two days after Geneva UN-hosted peace talks between the Yemeni warring parties collapsed, was the seventh of the Houthi long-range ballistic missile attacks on Saudi border cities in a week. On Tuesday, the Houthis said they fired four ballistic missiles at the facilities of Saudi oil giant

Aramco in the border city of Jizan. The Saudi-owned Al Arabiya TV said two missiles fired Tuesday from Yemen were intercepted and destroyed over Jizan, but gave no details about the other missiles.

SECURITY OFFICIAL ESCAPES ASSASSINATION ATTEMPT IN ADEN

10 September – An official of Yemen's Interior Ministry escaped an assassination attempt on Monday in the southern port city of Aden. "Abu Muhtam Sumaidi, the commander of the 4th Special Security Battalion, survived an assassination attempt when gunmen ambushed his motorcade," the local government official said on condition of anonymity. The armed attack apparently aimed at killing the security commander on his way to the headquarters of the Saudi-led coalition forces, the government source said. The targeted security official was not hurt but his bodyguards suffered injuries. Some of the motorcade's vehicles were affected during an exchange of gunfire with the masked attackers, according to the source. There has been no claim of responsibility of the attack. Police sources in Aden blamed al-Qaida in the Arabian Peninsula and the Islamic State group of being behind the failed assassination attempt.

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 GUINEACurrent
Incidents:**1****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

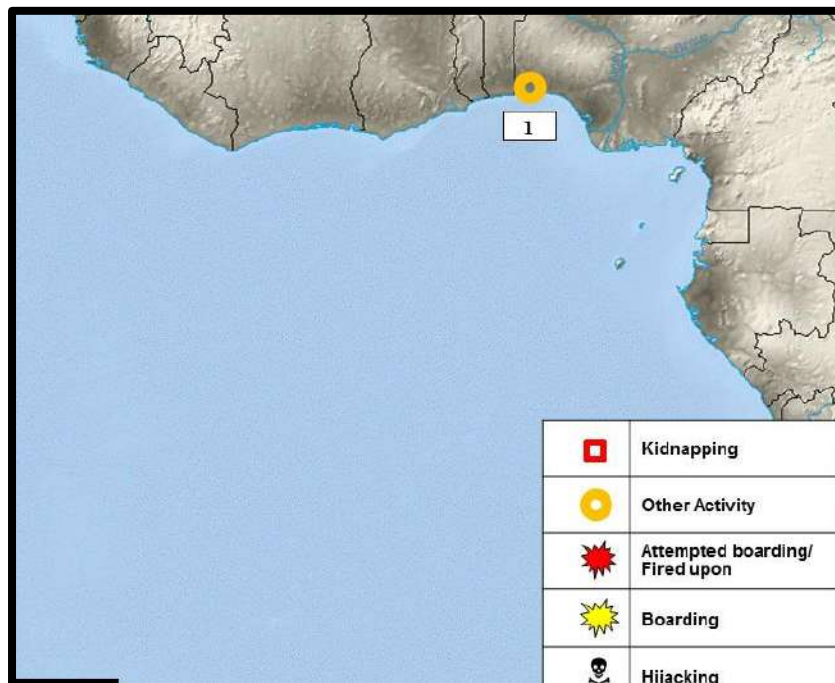
- No current incidents to report

OTHER ACTIVITY

- **4 September (Nigeria – Late Report)** – Authorities announced the seizure of numerous wooden transport boats and 50,000 jerry cans of fuel that were being prepared to be smuggled to Benin. The seizure occurred in Ijofin Creek in the Ipokia Local Government Area of Ogun State.

MARITIME REPORTING

- No current maritime news



Source: ONI

WEATHER FORECAST: GULF OF GUINEA**WEATHER FORECAST VALID FROM 13 – 19 SEPTEMBER 2018**

GULF OF GUINEA: Southerly winds of 10 – 15 knots and seas of 3 – 5 feet.

- **Extended Forecast:** Southwest winds of 10 – 15 knots and seas of 2 – 4 feet.

SYNOPTIC DISCUSSION: High pressure continues to dominate the weather in the region. Isolated thunderstorms and rain showers can be routinely expected along the coast of West Africa.

EAST ASIA, SOUTHEAST ASIA, INDIA



Current Incidents:

2

WARNING: INCIDENT OF ABDUCTION OF CREWMEMBERS OF FISHING TRAWLER

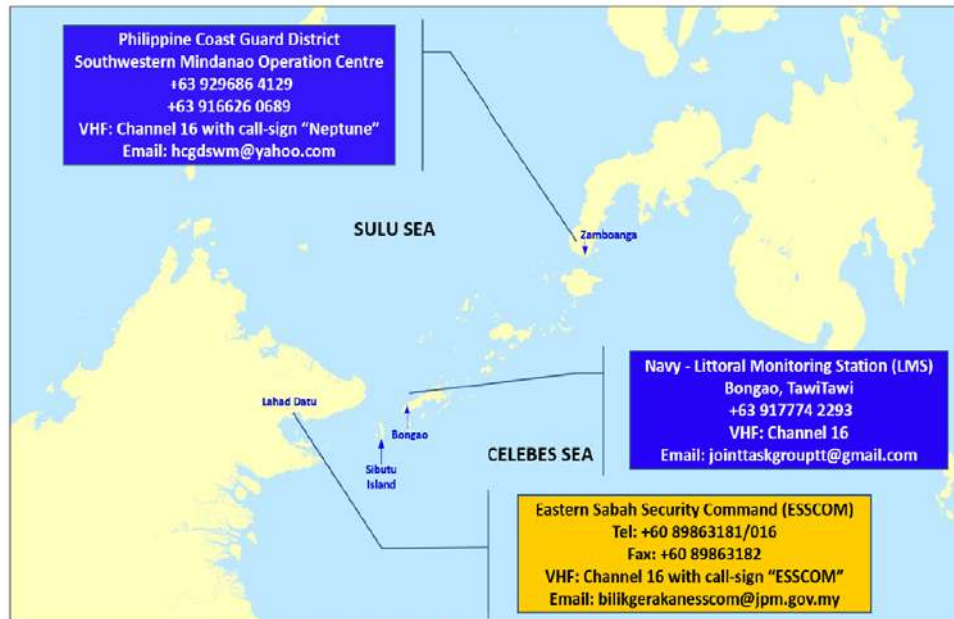
On 11 September 2018 at about 0100 hours, two masked armed men clad in dark clothing armed with M16 machine guns boarded a fishing trawler and abducted two Indonesian fishermen off Semporna waters, off Sabah, East Malaysia. Two other fishermen on board the vessel managed to escape abduction by hiding in a compartment onboard the boat. Once the two perpetrators left, the two remaining crewmembers immediately made their way to Semporna to lodge a police report. There was no shooting that occurred during the incident and the perpetrators fled with the victims in a boat towards TawiTawi province, the Philippines. It has been reported that both victims were transported by a speed boat to Talipao, Sulu in the Philippines at about 1400 hours on 11 September 2018.

This is the first actual abduction incident to occur this year in waters in Sulu-Celebes Sea and off eastern Sabah, East Malaysia. The last actual reported incident occurred on board SUPER SHUTTLE Tug 1 on 23 March 2017, with the last attempted incident occurring on board KUDOS 1 on 16 February 2018. This latest actual incident is evidence that the threat of abduction of crewmembers in the Sulu-Celebes Sea has not been eliminated. MS Risk continues to advise all vessels to re-route from the area, where possible. If unable to re-route, we strongly advise vessel Masters and crewmembers to adopt the following measures:

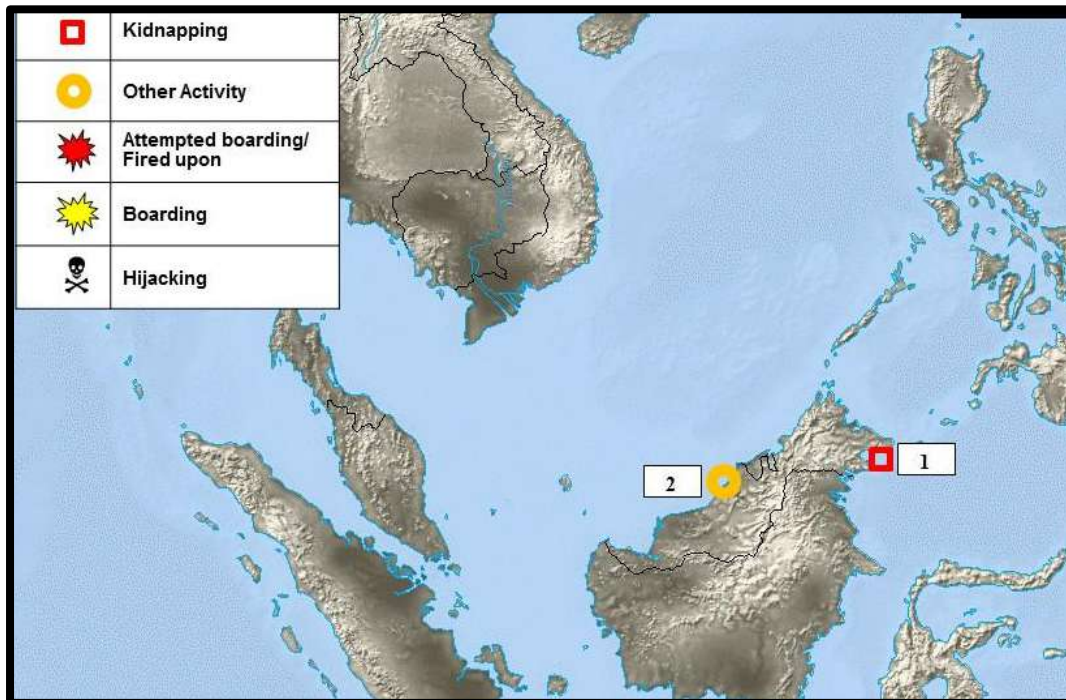
- Maintain a heightened level of vigilance and increase security watch rotations
- Sound the alarm when unknown people are sighted on board the vessel or when suspicious boats are in the vicinity
- Report all incidents and suspicious activity

- Maintain continuous communication with shipping company and with local enforcement agencies
- Avoid confrontation with the perpetrators

All vessels transiting this region are urged to report any incidents or suspicious activity to the following Centres:



Contact details of the reporting centres



Source: ONI

VESSELS HIJACKED

- No current incidents to report

KIDNAPPING

- **11 September (Malaysia)** – Two masked men clad in dark clothing and armed with M16 rifles boarded the fishing trawler *DWIJAYA* and kidnapped two Indonesian fishermen near position 04:40N – 118:43E, vicinity of Sabah, East Malaysia. Two other fishermen managed to escape the abduction by hiding. Once the perpetrators left, the two crewmembers made their way to Semporna to lodge a police report. The perpetrators fled with the victims in a boat towards TawiTawi province, the Philippines.

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

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

- **10 September (Malaysia)** – Malaysian Maritime Enforcement Agency (MMEA) detained a tanker that was being used to smuggle diesel in Miri waters. A senior MMEA spokesman disclosed that the tanker was stopped about three nautical miles from Tanjung Lobang and had 250,000 litres of smuggled diesel onboard.

MARITIME REPORTING

- No current maritime news

WEATHER FORECAST: SOUTHEAST ASIA

WEATHER FORECAST VALID FROM 13 – 19 SEPTEMBER 2018

SOUTHERN SOUTH CHINA SEA: Southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet.

- **Extended Forecast:** South-southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 8 – 10 feet.

MALACCA STRAIT: West-southwest 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:** Southerly winds of 5 – 10 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.

ANDAMAN SEA: 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.

- **Extended Forecast:** West-southwest winds of 20 – 25 knots, gusting to 30 knots, and seas building through the week of 18 – 21 feet in the northern section; with southwest winds of 25 – 30 knots, gusting to 35 knots, and seas of building through the week to 18 – 21 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: The presence of Tropical Storm 27W is causing increased winds and seas in the northern portion of the South China Sea. Expect strong gusts in and around scattered thunderstorms, throughout the Malacca Strait and the Andaman Sea due to funnelling effects and daytime heating. On

16 September, Typhoon 26W will enter the South China Sea significantly increasing winds and seas.

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.

REVIEW OF PIRACY & ARMED ROBBERY AGAINST VESSELS IN ASIA (AUGUST 2018)

EXECUTIVE SUMMARY

During the August 2018 reporting period, a total of eight incidents of armed robbery against vessels were recorded in Asia. During this period, there were no incidents of piracy, no reports of abduction of crewmembers in the Sulu-Celebes Sea and no hijackings of vessels for theft of oil cargo.

OVERVIEW

NUMBER OF INCIDENTS

This reporting period saw a total of eight incidents, consisting of seven actual incidents and one attempted incident, all of which were incidents of armed robbery against vessels. Compared to the previous month, July 2018, the number of incidents reported in August 2018 decreased slightly – a total of nine incidents were reported in July 2018, compared to eight incidents in August.

STATUS OF VESSELS

Of the eight incidents reported in August 2018, six incidents occurred on board vessels at anchor/berth, and two incidents occurred on board vessels while underway.

JANUARY – AUGUST 2018 REVIEW

NUMBER OF INCIDENTS

Between January – August 2018, a total of 57 incidents, comprising of 45 actual and 12 attempted incidents, were reported in the region. Of this figure, 54 were incidents of armed robbery against ships and three were piracy incidents.

Compared to January – August 2017, there was a 5% increase in the total number of incidents reported during January – August 2018. A total of 54 incidents comprising of 46 actual and eight attempted incidents were reported during the January – August 2017 period. The increase in the total number of incidents during the January – August 2018 reporting period was due to the larger number of attempted incidents compared to the same period in 2017. The January – August 2018 reporting period saw a total of 12 attempted incidents compared to eight attempted incidents that were recorded during the same period in 2017. The number of actual incidents remains fairly consistent during the January – August period of 2017 and 2018. During the January – August 2018 period, a total of 45 actual incidents were reported, compared to 46 incidents reported during the same period in 2017.

INCREASE IN INCIDENTS REPORTED AT ANCHORAGES OFF CHITTAGONG, BANGLADESH

The January – August 2018 reporting period saw an increase in the number of incidents reported at anchorages off Chittagong, Bangladesh. This reporting period saw a total of 11 incidents, consisting of nine actual incidents and two attempted incidents. This compares to a total of six actual incidents that were reported during the same period in 2017. Of the 11 incidents reported during this year's period, 10 occurred at anchorages off Chittagong and one occurred at anchorage off Kutubdia Island.

During this reporting period, mooring ropes were stolen by perpetrators in seven of the nine incidents while two other incidents reported loss of drums of paint and unsecured items. The Bangladesh authorities had successfully recovered the stolen items in five of the incidents reported during this period however there was no mention about the arrest of the perpetrators responsible except in the incident involving *BERTINA* on 12 April 2018, when the Bangladesh Coast Guard successfully apprehended three perpetrators and handed them over to the local police. MS Risk advises all vessels anchored off Chittagong to secure all stores under lock, increase look-out during hours of darkness, and make immediate report of all incidents to the port authorities and law enforcement agencies.

ROBBERY INCIDENT OFF TANJUNG KIDURONG, BINTULU

On 4 August 2018 at about 2300 hrs, at Kuching-registered oil tanker was underway from Bintulu to Miri, Sarawak, East Malaysia when five perpetrators armed with pistol and long knife boarded the tanker from a small fast boat at about 12 nautical miles off Tanjung Kidurong, Sarawak, East Malaysia. The perpetrators wore masks and gloves. When on board the vessel, they tied all the crewmembers and took away their cash, mobile phones and some jewellery items before escaping. The crew were not injured in the incident and the vessel was not carrying out any oil cargo on board. With information gathered from the perpetrators, and cooperation with the local police, MMEA arrested the perpetrators on 17 August and handed them over to the investigation team. Upon further interrogation, the perpetrators admitted to carrying out the robbery on 4 August and brought the investigation team to the location of the fast boat that they had used to commit the robbery and the stolen items. All five perpetrators are currently being held in remand and will be charged for gang robbery under the Penal Code of Malaysia.

It should be noted that this is the first incident of armed robbery at sea that has been reported off Bintulu since January 2018. No incidents were reported off Bintulu in 2017 and two incident were reported in 2016, with both being incidents of hijacking of vessels for theft of oil cargo. The first incident occurred on 3 June 2016 when perpetrators boarded tug boat *EVER PROSPER*, robbing the crewmembers and siphoning 3,000 litres of Crude Palm Kernel Oil (CPKO) from barge *EVER DIGNITY*. The other incident occurred on 25 October 2016 when perpetrators boarded tug boat *EVER OCEAN SILK*, stealing the ship's communication and navigation equipment, crewmember's personal belongings and siphoning 2,500 metric tonnes of palm oil from barge *EVER GIANT*.

While there is no indication to suggest that the incident on 4 August 2018 was one of theft oil cargo, MS Risk advises all vessel Masters to exercise additional vigilance when transiting this area.

UPDATE ON SITUATION OF ABDUCTION OF CREW IN THE SULU-CELEBES SEA

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

As the threat of abduction of crewmembers in the Sulu-Celebes Sea has not been eliminated, MS Risk maintains its advisory that all vessels should reroute from the area, where possible. Otherwise, vessel Masters and crewmembers are strongly urged to exercise additional vigilance while transiting the Sulu-Celebes Sea and eastern Sabah region. Vessels are advised to report any suspicious activity or incidents to the following Centres:

1. Philippine Coast Guard District

Southwestern Mindanao Operation Centre
Tel: +63 929686 4129
Tel: +63 916626 0689
VHF: Channel 16 with call-sign "NEPTUNE"
Email: hcgdswm@yahoo.com

2. Navy – Littoral Monitoring Station (LMS)

Bongao, TawiTawi
Tel: +63 917774 2293
VHF: Channel 16
Email: jointtaskgrouptt@gmail.com

3. Eastern Sabah Security Command (ESSCOM)

Tel: +60 89863181/016
Fax: +60 898631812
VHF: Channel 16 with call-sign "ESSCOM"
Email: bilikgerakanesscom@jpm.gov.my

CONCLUSION

The total number of incidents of piracy and armed robbery against vessels in Asia during the January – August 2018 period increased by 5% compared to the same reporting period in 2017. The January – August 2018 period saw a total of 57 incidents reported consisting of 45 actual and 12 attempted, compared to 54 incidents, comprising of 46 actual and eight attempted incidents, that were reported during the same period in 2017. The number of actual incidents during the January – August 2018 period and that of January – August 2017 have remained fairly consistent. A total of 45 actual incidents were reported during the January – August 2018 period compared to 46 actual incidents reported during the same period last year. The 5% increase in the total number of incidents reported during this year's period was due to the larger number of attempted incidents that were reported during the January – August 2018 period compared to the same period in 2017. This indicates that ship Masters

and crewmembers along with the local authorities were successful in preventing boarding by perpetrators during the January – August 2018 reporting period. Of concern has been the increase in the number of incidents reported at anchorages off Chittagong, Bangladesh, with the majority being petty theft in nature.

While there were no actual incidents of abduction of crewmembers in the Sulu-Celebes Sea nor hijackings of vessels for theft of oil cargo during the January – August 2018 period, the threat of such incidents occurring remains high and MS Risk continues to warn vessels transiting areas of concern to exercise enhanced vigilance, maintain look-out for suspicious boats and report all incidents and suspicious activity to the nearest coastal State and flag state immediately.

WORLDWIDE

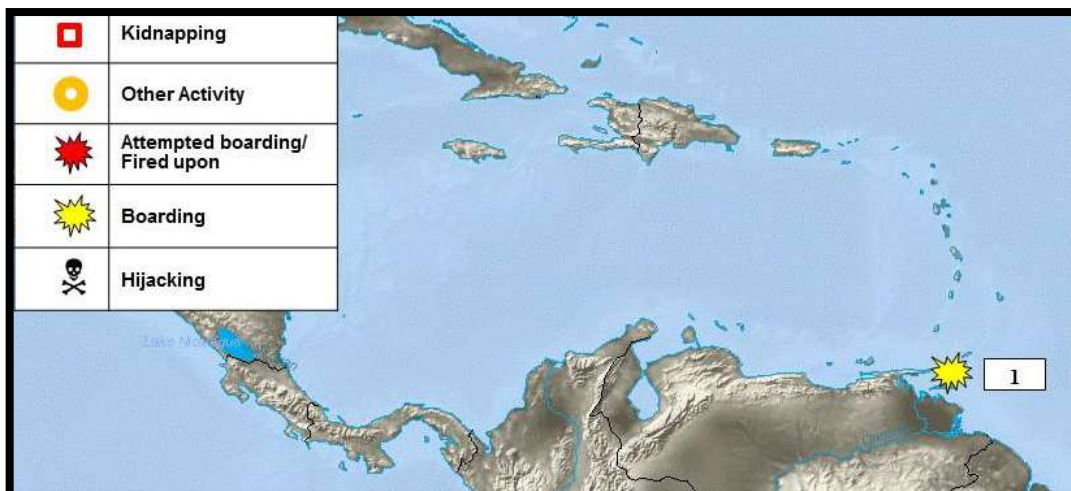
NORTH AMERICA



Source: ONI

- **30 August (Mexico – Late Report)** – Authorities seized a boat off the coast of Oaxaca carrying approximately 2.2 tonnes of cocaine and arrested eight men.

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA



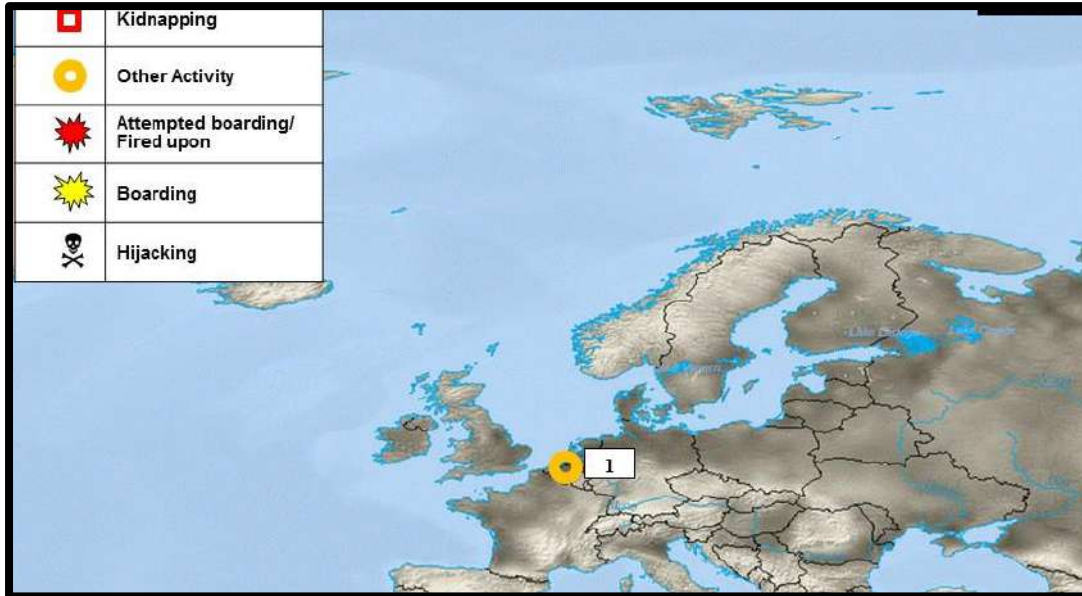
Source: ONI

1. **4 September (Trinidad and Tobago – Late Report)** – Two robbers boarded a sailing yacht anchored at Chaguaramas. The robbers attempted to steal the dinghy and outboard motor. Quick action carried out by the yacht owner convinced the thieves to stop the attempt and move away. The incident was reported to the local authorities.

ATLANTIC OCEAN AREA

- No current incidents to report

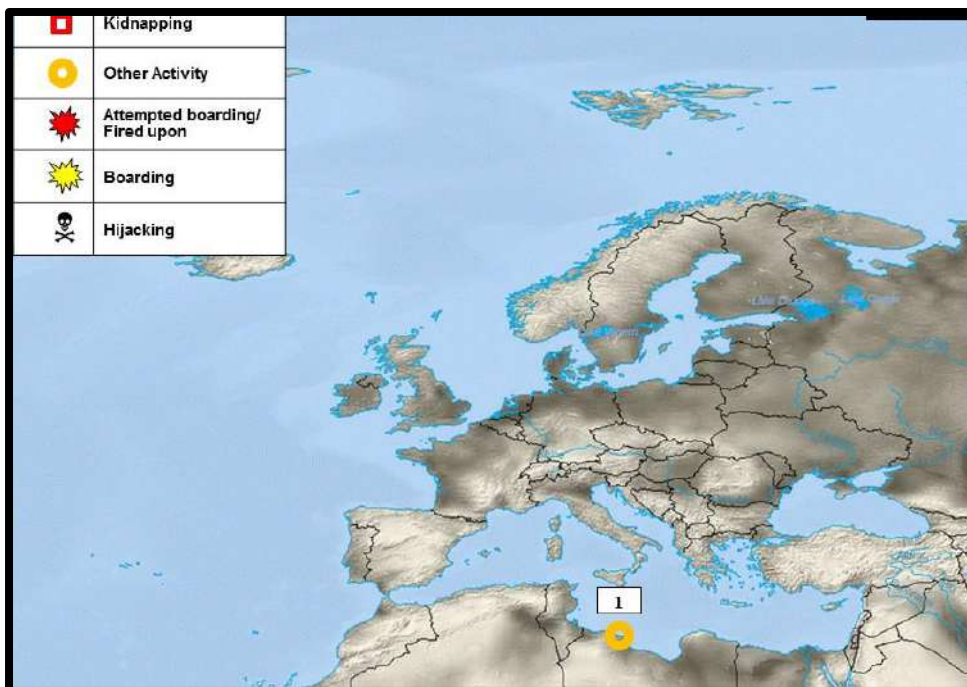
NORTHERN EUROPE – BALTIC



Source: ONI

1. **28 August (Netherlands – Late Report)** – Authorities seized a shipment of 260 kilograms of cocaine during an inspection in the Port of Rotterdam. The narcotics were hidden in a container with cardboard boxes and a batch of plastic waste. The container originated in Curacao.

MEDITERRANEAN/BLACK SEA



Source: ONI

- **4 September (Libya – Late Report)** – Officials from the customs office at the Port of Khums, 120 km east of Tripoli, seized a shipment of 17 tonnes of hashish coming from Syria, which was registered in the customs declaration as construction materials.

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)** – Two stowaways were discovered aboard the freighter *UAL LOBITO* as the vessel was leaving Table Bay. One of the stowaways was injured when he fell into a hard-to-access void space. The vessel returned to anchor in Table Bay and called for assistance. A rescue team deployed to the scene and found the victim amongst the freighter's cargo of containers. The team used high-angle rescue equipment and a Stokes litter to pull him to safety. Both men were taken onboard the rescue boat and brought into port, where the injured man was taken to a hospital by ambulance and the second man was transferred to the custody of South Africa's Sea Borderline Police.



Source: ONI

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.

ITALY THREATENS TO RETURN MIGRANTS TO LIBYA IN LATEST STANDOFF

13 September (Greece) – Greece’s coastguard has disclosed that a search and rescue operation off the southwestern tip of Greece located a boat carrying 65 migrants, adding that the group has since been transported on coastguard vessels to the nearest port. The search operation involved three coastguard vessels and a plane from the European Union (EU) border agency Frontex. The operation was launched on Thursday after one of those on board the boat made a call to an emergency number. The coastguard disclosed that all passengers on board were safely transported to Pylos in the Peloponnese.

MSF: OVER 100 DIED IN BOAT WRECK OFF LIBYA BETWEEN 1 – 2 SEPTEMBER

10 September (Libya) – On Monday, aid agency Medecins Sans Frontieres (MSF) quoted survivors as reporting that more than 100 migrants died earlier this month when their crowded rubber boats were wrecked off the coast of Libya. In a statement on its website, MSF disclosed that the two vessels had set out from the Libya coast early on 1 September, each carrying scores of people. The statement quoted one survivor as stating that one boat’s engine failed later that day and the other began to deflate adding that some survived by clinging to floating wreckage. A survivor told MSF that “European rescuers” had come by aircraft and thrown life rafts however the migrants remained in the water for hours. MSF quoted the survivor as stating further that “on our boat, only 55 people survived. Many people died, including families and children. They could have been saved if rescuers had come earlier.” Sudanese, Malians, Nigerians, Cameroonians, Ghanaians, Libyans, Algerians and Egyptians were amongst those on board the wrecked vessels. MSF has reported that many survivors were brought to the Libyan port of Khoms on 2 September by the Libyan coastguard adding that they faced further ordeals in Libya.

According to MSF, “many of the survivors are mourning the loss of their relatives...Instead of receiving the support they need, refugees and migrants are arrested and detained in deplorable living conditions, without basic safeguards or legal recourse,” adding “MSF reiterates its call to end the arbitrary detention of thousands of refugees and migrants across Libya.”

SPAIN RESCUES MIGRANTS IN THE MEDITERRANEAN

10 September (Spain) –Spain’s maritime rescue service has reported that it saved over 300 migrants attempting to cross the Mediterranean Sea this weekend. The service reported that it rescued 160 migrants from six boats on Saturday 8 September, and another 172 migrants from four boats on Sunday 9 September in the Strait of Gibraltar.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 16 SEPTEMBER 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

UN RENEWS LIBYA MISSION, DELAYS VOTE INDEFINITELY

13 September – The UN Security Council has extended the mandate for the UNSMIL mission in Libya by another year, until September 15, 2019. However the organisation but did not endorse a December 10 date for elections that were agreed to in a Paris meeting four months ago. France stuck to its position pushing for elections in Libya by the end of the year on Thursday, a day after Italy and the UN-backed government in Tripoli sowed doubts on the electoral calendar, citing a worsening security situation. The council unanimously adopted a British-drafted resolution that called for parliamentary and presidential elections to be held "as soon as possible, provided the necessary security, technical, legislative and political conditions are in place". Four key leaders from Libya had agreed in May to hold the landmark polls on December 10 as part of a French-led plan to stabilise the war-torn North African country, despite ongoing violence and deep divisions. Former colonial power Italy, however, has consistently maintained the North African country is not ready for elections and offered instead to host a national dialogue conference in Rome later this year. On Wednesday, Prime Minister Fayed Serraj, who had agreed to the plan, said conditions in his country were too unstable to hold elections. Those comments were echoed by Italy's Foreign Minister Enzo Moavero Milanesi who was quoted by a state news agency as saying the date should be reconsidered.

ROCKETS FIRED AT AIRPORT IN TRIPOLI

12 September – A spokesman for a faction controlling Matiga airport said rockets were fired at the airport functioning in the capital, but there were no casualties or damage. Libyan channels reported that several people had been wounded by the rockets, one of which landed in the Mediterranean sea. Rival groups have been fighting in Tripoli for several days but clashes had been focused on the south of the city. Matiga airport lies in an eastern suburb. A spokesman for Misrata airport said that all flights bound for Tripoli would be diverted to Misrata.

UPDATE: TRIPOLI CLASHES

11 September – There were unconfirmed reports of gunfire along the Airport Road and an explosion in Ain Zara. A statement from the 301 Battalion has urged the warring factions to work positively to solve the current situation. Security conditions remain volatile in Tripoli, further skirmishes are likely. The UN is putting forward solutions for the security arrangements in Tripoli.

MASKED GUNMEN ATTACK NATIONAL OIL CORPORATION HEADQUARTERS IN TRIPOLI

10 September – Armed men have stormed the headquarters of Libya's National Oil Corporation (NOC) in Tripoli. Around 0900GMT, blasts were reported from the NOC headquarters. Witnesses said the resultant fire spread through the lower floors of the building. Sources have reported that three masked gunmen dressed in civilian clothes, entered the building. They were armed with automatic rifles and hand grenades, which they first aimed toward the NOC security guards. Two members of staff were killed in the attack, and at least 10 NOC staff are wounded, officials said. The three attackers were also killed. NOC Chairman Mustafa Sanalla said, "The building was heavily damaged due to the fire. Smoke is everywhere [...] The gunmen attacked the lower floors with random shooting and explosions." Interior Minister Brigadier General Abdul Salam Ashour said that the gunmen had taken several people hostage, but that Libyan security forces entered the headquarters and conducted a rescue operation. This is the first assault of its kind against the top managers of Libya's state-run oil industry. The identity of the attackers has not been established, and no group has claimed responsibility for the incident. The attack

follows a shaky ceasefire agreement after heavy fighting between rival militias in the region. However, it is unlikely that the militia groups involved in the recent skirmishes are responsible for the attack on the NOC. The method of attack is in line with fighters affiliated with the Islamic State. **UPDATE: 11 September** – Islamic State claimed responsibility for the suicide attack on the Tripoli headquarters of the NOC, according to SITE, a U.S.-based intelligence group that monitors extremists. A statement from Amaq, the IS news agency, said it targeted the "economic interests of the pro-Crusader governments of the tyrants of Libya." The U.N. mission in Libya condemned what it called a "cowardly terrorist attack."

LIBYA PROCEDURE

Guidance updated by Gard on 10 May, 2018 highlights the risk of arrest of crew or the detainment of vessels. For tankers trading in this region, the following recommendations have been made:

- When contracting a vessel for a voyage to Libya, obtain a certificate of origin from the charterers indicating that the shippers are a National Oil Company (NOC) or an approved legal entity of the NOC. The Libyan NOC has the sole rights and control of all oil exports from the country. Most detentions related to oil smuggling, have been in connection with tankers operating offshore and not in a port.
- Charterers should establish the legitimacy of cargo interests and whether they can legitimately ship oil cargoes from Libya. The shippers should be able to provide a letter or document to prove that they are authorized by the NOC to ship the cargo.
- On completion of cargo operations and upon receiving port clearance, sail directly out of Libyan waters as deviations or delays may be construed as suspicious by the authorities.
- Upon leaving the Libyan coast, vessels should avoid navigating close to the coast. Maintain a distance of 40 nautical miles from the coast. Most cases of detention have occurred within 25 nautical miles off the Libyan coast.

The security situation throughout Libya remains fluid. In the absence of a diplomatic solution, MS Risk continues to advise extreme caution to all vessels entering Libyan waters. The ports are an extremely valuable target, and control of these key facilities in Libya have, and could again, change hands with little or no notice. As a result, ports, infrastructure, and other valuable assets remain at a high risk for violent attack by various armed militia groups. While all working ports are believed to be currently safe for ships and crew, the security situation remains volatile and subject to rapid change. Shipmasters and crews are urged to exercise extreme caution when entering Libyan ports and waters. Vessels are urged to:

- Observe international laws of trading
- Follow official sea navigation routes to any of the working Libyan ports and avoid navigating in the coastal waters of the closed ports.
- In advance of arrival, declare the intended voyage and type of cargo to be discharged/loaded to the local agent, to allow sufficient time to notify the appropriate authorities.
- Stay in contact with local port authorities to receive the most up to date information.

- Vessels should report their schedules to local port agents prior to arrival at any Libyan port, including:
 - A declaration of the vessel's sailing route
 - Whether they are loading or discharging cargo
 - The type of cargo on board

Vessels are urged to apply extreme caution while navigating coastal waters near Benghazi, Derna and Sirte, the last two ports still being closed. MS Risk advises that shipmasters and owners stay up-to-date on the volatile situation in this region.

ABOUT JLT

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

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

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

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

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

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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