

# Maritime Security Review



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## INCIDENTS AT SEA

Reporting Period: 27 August – 2 September 2018

Region	Current Incidents	Late Reported Incidents	Threat Level
<b>MAIN REGIONS</b>			
Gulf of Aden/Arabian Sea	2	0	Medium
Gulf of Guinea	0	0	Low
Asia	2	0	Low
<b>WORLDWIDE</b>			
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](mailto:info@msrisk.com).

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

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

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

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

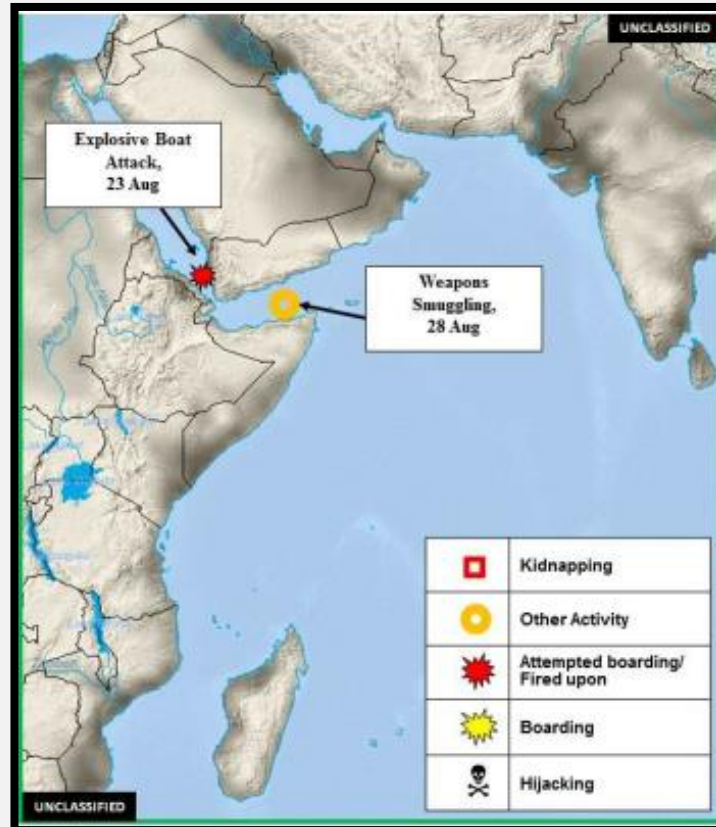
have set in and this year's successful hijacking is likely to result in potential copycat attacks, as pirate action groups head out in a bid to successfully hijack a commercial vessel.

Masters are advised to remain vigilant at all times inside the HRA and are urged to adhere to guidance and protective measures as set down in BMP5. Sailing yachts should avoid transiting the HRA. Past activity has demonstrated that pirates will attack both large and small yachts transiting this region. While successful attacks and hijackings of merchant vessels have significantly decreased over the past two years, the possibility of attacks and the successful hijacking of sailing vessels continues to remain high. This is due to the reduction of revenue sources from pirated merchant vessels, and the fact that sailing yachts are vulnerable and easier targets. PAG's continue to conduct "soft approaches" on merchant ships transiting the area. Skiffs have approached vessels in order to probe the reaction of the crewmembers and any possible Privately Contracted Armed Security Personnel (PCASP) onboard. If the pirate approach does not elicit a response, the pirates will likely proceed with an attack, in which additional skiffs may participate.

Vessels transiting the greater Gulf of Aden region should operate under a heightened state of alert. This is due to increasing tensions in the region, particularly around Bab al Mandab Strait and near Yemen, where fighting has taken a maritime trajectory. The risk for potential for direct or collateral damage to vessels transiting the region is high. These threats may come from a number of different sources such as missiles, projectiles, or waterborne improvised explosive devices. Houthi rebels have claimed responsibility for the 1 October 2016 attack on a UAE vessel. MS Risk advises all vessels transiting this region to report any hostile activities immediately.

Current  
Incidents:

2



SOURCE: ONI

**VESSEL HIJACKED**

- No current incidents to report

**UNSUCCESSFUL ATTACKS/ROBBERIES**

- No current incidents to report

**VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACKS**

- **23 August (Yemen- Late Report)** – It was reported that Houthi rebel forces had launched an attack by an explosive-laden boat against a ship in the southern Red Sea. Saudi-led coalition forces thwarted the attack, said to have occurred near Hodeidah.

**VESSELS BOARDED**

- No current incidents to reports

**KIDNAPPING**

- No current incidents to report

**SUSPICIOUS ACTIVITY**

- No current incidents to report

**OTHER ACTIVITY**

**28 August (Yemen)** – a US Navy destroyer, USS JASON DUNAM, seized hundreds of small arms, including Kalashnikovs and AK-47s, from onboard a small boat in the Gulf of Aden, a Pentagon official said. The official added that the boat was seized in an area where weapons were previously smuggled by the Houthi militias. He stated that the seized weapons were now being held onboard the ship.

**MARITIME REPORTING**

- No major incidents to report



**WEATHER FORECAST: GULF OF ADEN, ARABIAN SEA, RED SEA****WEATHER FORECAST VALID FROM 30 AUGUST – 5 SEPTEMBER 2018**

**NORTHERN ARABIAN SEA:** Southwest winds of 10 – 15 knots, gusting to 20, and seas of 6– 8 feet.

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

**GULF OF OMAN:** Southerly winds of 10 – 15 knots, gusting to 20 knots, and seas of 1 – 3 feet in the western section of the Gulf; with southerly winds of 10 – 15 knots and seas of 2 – 4 feet in the eastern section of the Gulf.

- **Extended Forecast:** South-southwest winds of 5– 10 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:** West-southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 2 – 4 feet in the western section of the Gulf; with west-southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 4 – 6 feet in the eastern section of the Gulf.

- **Extended Forecast:** South-southwest winds of 10 – 15 knots, and seas of 2 – 4 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.

**SOMALI COAST:** Southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 9– 12 feet in the northern section of the coastline; with southwest winds of 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 7– 9 feet in the northern section of the coastline; with south-southwest winds of 15 – 20 knots, and seas of 5 – 7 feet in the southern section of the coastline.

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

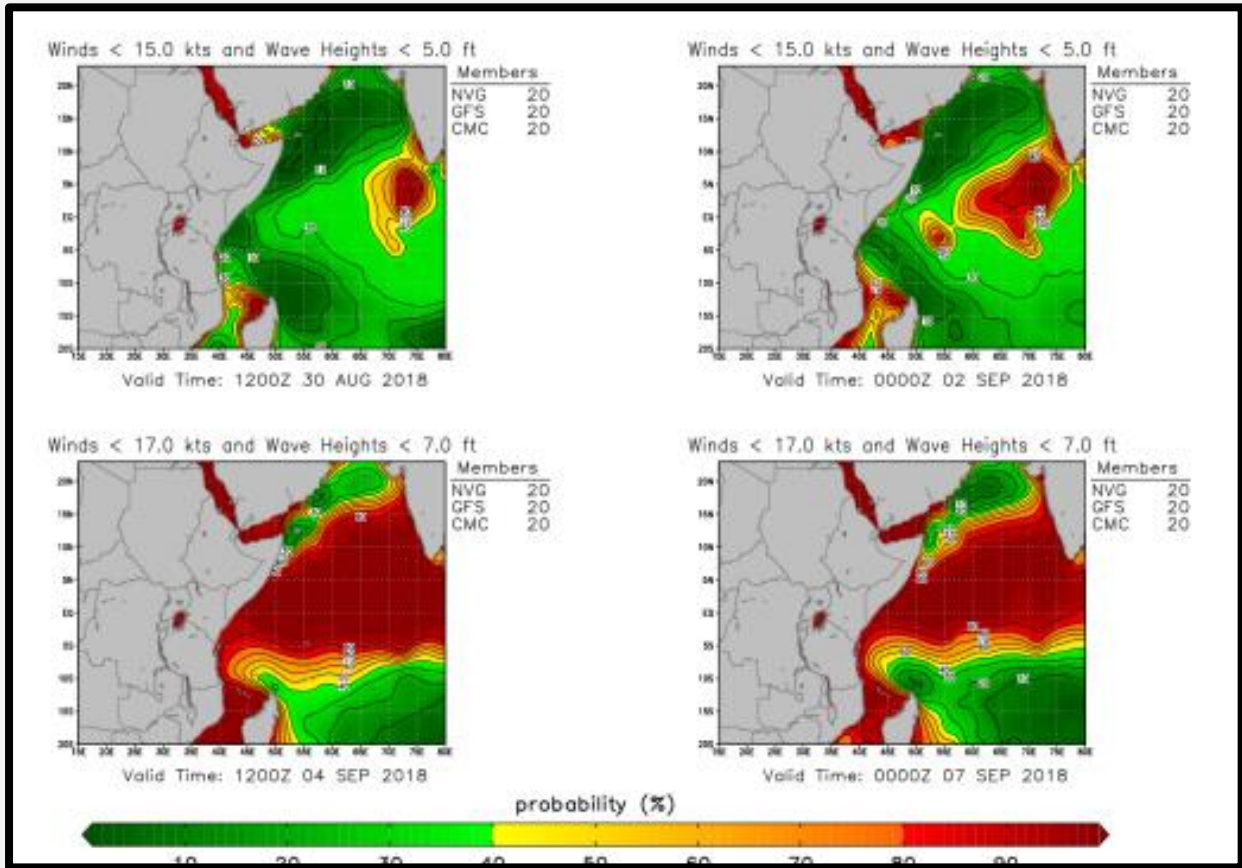
- **Extended Forecast:** Southwest winds of 15 – 20 knots, and seas of 7 – 9 feet.

**MOZAMBIQUE CHANNEL:** Southerly winds of 10 – 15 knots and seas of 3 – 5 feet in the northern Channel; with south-southeast winds of 20 – 25 knots, gusting to 30 knots, and seas of 4 – 6 feet in the southern Channel.

- **Extended Forecast:** Southeast winds of 5 – 10 knots and seas of 3 – 5 feet in the northern Channel; with east-southeast winds of 5 – 10 knots and seas of 2 – 4 feet.

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

**SYNOPTIC DISCUSSION:** High pressure continues to dominate the weather pattern over much of the region producing mostly clear skies with isolated areas of thunderstorm activity. Expect increased localized wind flow through the Strait of Hormuz due to funnelling effects and occasional shamal winds across the Arabian Gulf.



Source: ONI

## SPOTLIGHT ON YEMEN

PORT STATUS AS OF 26 AUGUST 2018			
Port Name	Port Status	Risk Level	Notes
Aden Port	Open	High	Curfew: 2000 - 0600
Ash Shihr Oil Terminal	Closed	High	
Balhaf LNG Terminal	Closed	Closed	
Hodeidah Port	Open	High	The Saudi Royal Navy is using a holding area 60 NM west of Hodeidah port for vessels attempting entry into Salif or Hodeidah. Inbound vessels should plan on holding here prior to receiving clearance.
Mokha Port	Open	High	Considered unsafe; no activity reported since August 2015
Mukalla Port	Open	High	Capacity: 2 berths
Ras Isa Marine Terminal	Closed	Closed	
Saleef Port	Open to Humanitarian Aid	High	Capacity: 2 berths

*Shipmasters and crew are urged to remain abreast of current conditions surrounding all Yemeni ports, and to ensure that security measured aboard vessels are in place.*

## ACTIVITY REPORTING

## HOUTHIS CLAIM THEY TARGETED SAUDI WARSHIP

**1 September** – The Houthi movement targeted a Saudi Arabian warship off the coast of Saudi Arabia's province of Jizan, the group's Al Masirah TV said on Saturday on its Twitter feed. There were no immediate reports of damage or casualties, or comment from the Saudi-led coalition that is battling the Houthis in Yemen's civil war.

## US NAVY SEIZES 1,000 SMUGGLED ASSAULT RIFLES NEAR YEMEN

**31 August** – The US military said early Friday it seized over 1,000 Kalashnikov assault rifles being smuggled by small ships in the Gulf of Aden amid the ongoing war in nearby Yemen. The seizure by the guided-

missile destroyer USS Jason Dunham may mark the first such interdiction of weapons at sea bound for Yemen in years for American forces patrolling the region. However, the military did not say whom they suspected of smuggling the weapons. A short video released by the US Navy it said was taken Monday appeared to show a skiff and a dhow, a traditional ship that commonly sails the waters of the Persian Gulf region. As the vessels bob in the high waves, people on the dhow toss large boxes into the skiff. The U.S. Navy's 5th Fleet, based in Bahrain, said sailors boarded the boats Tuesday, uncovering the arms cache. Photos released by the Navy showed what appeared to be new Kalashnikov rifles wrapped in plastic. It said those aboard the vessels were handed over to Yemeni forces loyal to its exiled government in Saudi Arabia. The U.S. military did not offer a location for the seizure in the Gulf of Aden, which has Yemen to its north and Somalia to its south. Smuggling of drugs, weapons and charcoal into and out of Somalia by criminal gangs and militant groups remains common.

#### UN: 120,000 SUSPECTED CASES OF CHOLERA IN YEMEN

**30 August** – The United Nations says nearly 120,000 suspected cases of cholera were reported in conflict wracked Yemen between January and mid-August and the pace has been increasing. U.N. spokesman Stephane Dujarric told reporters Thursday that although the 120,000 figure is lower than during the same period in 2017, "the increasing rate of infections over recent weeks is raising concerns of a possible third wave of the epidemic, with the current rains increasing the risk." Since April 2017, over 1.1 million suspected cholera cases and 2,310 deaths have been reported in Yemen.

#### AL-QAEDA ATTACK AT CHECKPOINT KILLS 5

**29 August** – Yemeni tribal and security officials say a suspected al-Qaeda attack on a checkpoint in a southern province has killed five soldiers and wounded four others. They say the attack took place late Tuesday in Ahwar district in Abyan province and targeted Security Belt forces — fighters trained and financed by the UAE, which is part of a Saudi-led coalition battling the country's Houthi rebels.

#### SAUDIS, UAE MAY HAVE COMMITTED WAR CRIMES IN YEMEN

**28 August**– Three experts working for the U.N.'s top human rights body say the governments of Yemen, the United Arab Emirates and Saudi Arabia may have been responsible for war crimes including rape, torture, disappearances and "deprivation of the right to life" during 3 1/2 years of escalated fighting against rebels in Yemen. In their first report for the Human Rights Council, the experts also point to possible crimes by rebel Shiite militia in Yemen. The experts have also chronicled the damages from coalition airstrikes, the single most lethal force in the fighting, over the last year. They urged the international community to "refrain from providing arms that could be used in the conflict" — an apparent reference to countries including the United States and Britain that help arm the Saudi-led coalition, as well as Iran, which the coalition has accused of arming the Houthis. "(We have) reasonable grounds to believe that the governments of Yemen, the United Arab Emirates and Saudi Arabia are responsible for human rights violations," the report said. It cited violations including unlawful "deprivation of the right to life," arbitrary detention, rape, torture, enforced disappearances and child recruitment. Saudi, Emirati and Yemen officials did not immediately respond to requests for comment Tuesday. The U.N. report accused the "de facto authorities" — an allusion to rebel leaders that control some of the country's most populated western and northern areas — of crimes including arbitrary detentions, torture and child

recruitment. Human rights advocates have faulted the Houthis for laying land mines and targeting religious minorities and imprisoned opponents.

#### **HOUTHIS FIRE TWO MISSILES AT SAUDI ARABIA**

**26 August** – Yemen's Houthi group fired two Zelzal-1 missiles in the direction of Saudi Arabian provinces alongside the joint border, the Houthis' Masirah TV said in a tweet on Sunday. The two missiles targeted "gatherings of Saudi soldiers," one in Jizan and the other in Najran, it said. Saudi Arabia confirmed the attack in a report citing Coalition spokesman Turki al-Maliki said. Maliki stated that Saudi Arabian air defenses intercepted a ballistic missile fired in the direction of the city of Najran by Yemen's Houthi group. "There were no casualties as a result of the interception," the statement added.

#### **TWO SENIOR HOUTHILY LEADERS KILLED IN HAJJAH**

**26 August** – Yemeni military sources said on Sunday that two senior field commanders in the Houthi militias were killed during clashes in Hiran directorate of Hajjah governorate. The two commanders, Abdul Wahab Mohammed al-Hussam and Salah Massad Khamousi, were killed among other of the militias' fighters, in battles with the Yemeni national army, according to the sources. Khamousi was the supervisor of the Houthi militias in the directorate of Mahabsha.

#### **YEMENI ARMY DETONATES SIX MINES PLANTED BY HOUTHIS IN RED SEA**

**25 August** – The Yemeni national army backed by the Arab coalition, detonated six mines planted by the Houthi militias in the international waters of the Red Sea. A military source in the naval unit in the fifth zone of the Yemeni army said that the military naval teams were able to find six mines near the sea port of Habel in Hajjah governorate, and detonated them, despite the attempt by Houthis to hide them at two meters down in the sea. The Houthis are trying to disrupt navigation in the Red Sea by trying to plant mines that threaten international shipping. On Thursday, the Arab coalition said that they had thwarted a planned attack by the Houthis who attempted to use a booby-trapped boat on the shores of the port city of Hodeidah.

#### **YEMEN TRIBAL LEADERS SAY SENIOR AL-QAIDA LEADER KILLED**

**25 August** – A senior al-Qaida leader was killed in Yemen's central province of Marib while fighting alongside the government forces battling Shiite rebels, officials and tribal leaders said Saturday. Ghalib al-Zaidi's death came a week ago in an exchange of fire during clashes with the rebels, known as Houthis, in the Sirwah district of Marib. The fighting over the area was supported by air cover from a Saudi-led coalition backing Yemen's internationally recognized government. The officials and elders said that al-Zaidi had dozens of al-Qaida operatives under his command and had taken part in several battles against the Houthis in the province. They spoke on condition of anonymity because they were not authorized to brief the media. The coalition couldn't immediately be reached for comment. Al-Zaidi was also found to have helped AQAP to expand its control in parts of Marib. He had been the group's leader in the province since 2015. A recent investigation by the Associated Press found that Saudi-led coalition members through militias they back in Yemen had struck secret deals with al-Qaida, paying some to leave key cities and towns and letting others retreat with weapons, equipment and wads of looted cash. Hundreds more were recruited to join the coalition itself because they are considered to be exceptional fighters. The coalition has long maintained that it's committed to fighting terrorism in Yemen.

## 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**

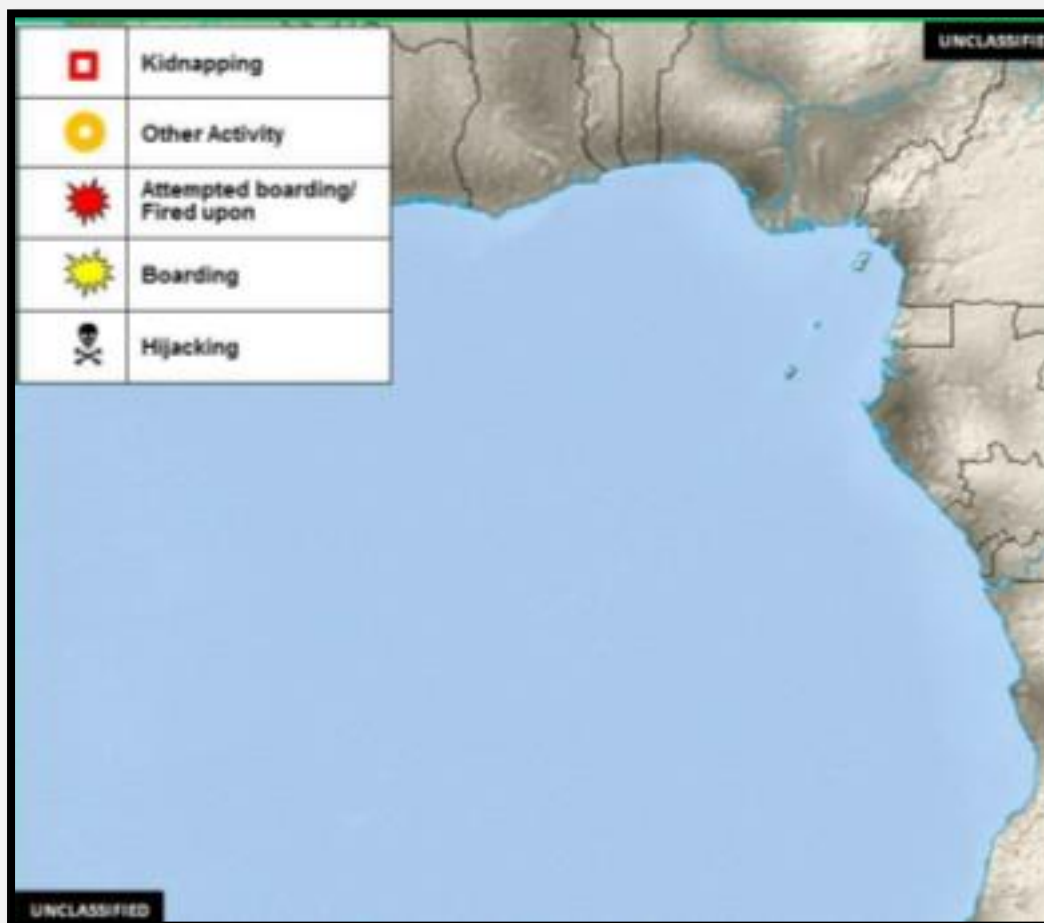
- No current incidents to report

**OTHER ACTIVITY**

- No current incidents to report.

**MARITIME REPORTING**

- No current incidents to report.





## EAST ASIA, SOUTHEAST ASIA, INDIA



Current Incidents:

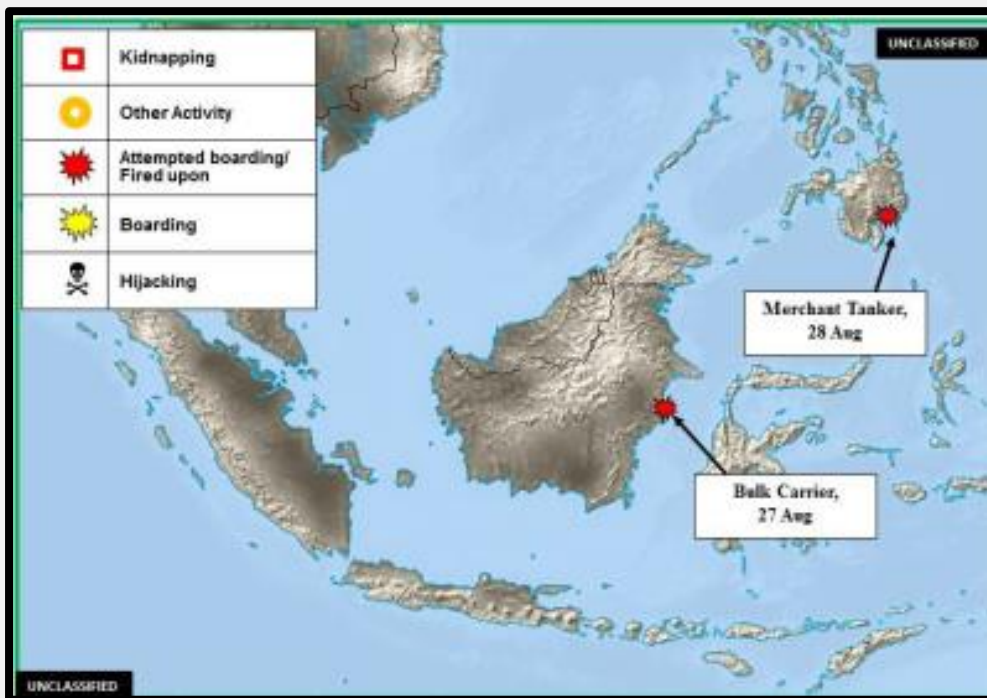
2

**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

1. **27 August (Indonesia)** – Two robbers attempted to board an anchored bulk carrier during cargo operations near position 00:15S - 117:41E, Muara Berau Anchorage, Samarinda. Alert duty crewman stationed on the forecandle deck spotted the robbers and immediately notified the master and duty officer. Alarm was sounded and crew made their way to the forward deck. Hearing the alerted crew approach, the robbers aborted the attempt and escaped in their boat. Incident reported to the agent.
2. **27 August (Philippines)** – Four robbers in a boat attempted to board a berthed product tanker near position 07:06N - 125:39E, Insular Oil Terminal, Davao. Duty crewman noticed the robbers and raised the alarm. Seeing the crew's alertness, the robbers aborted the boarding attempt and escaped. Coast Guard informed.

**VESSELS BOARDED**

- No current incidents to report

**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 30 AUGUST – 5 SEPTEMBER 2018**

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

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

**MALACCA STRAIT:** Westerly 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, gusting to 15 knots, and seas of 1 – 3 feet in the northern Strait; with south-southwest winds of 5 -10 knots and seas of 1 – 2 feet in the southern Strait.

**ANDAMAN SEA:** Southwest winds of 15 – 20 knots and seas of 4 – 6 feet in the northern section; with west-southwest winds of 10 – 15 knots, and seas of 3 – 5 feet in the southern section.

- **Extended Forecast:** West-southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the northern section; with westerly winds of 15 – 20 knots, and seas of 3 – 5 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.

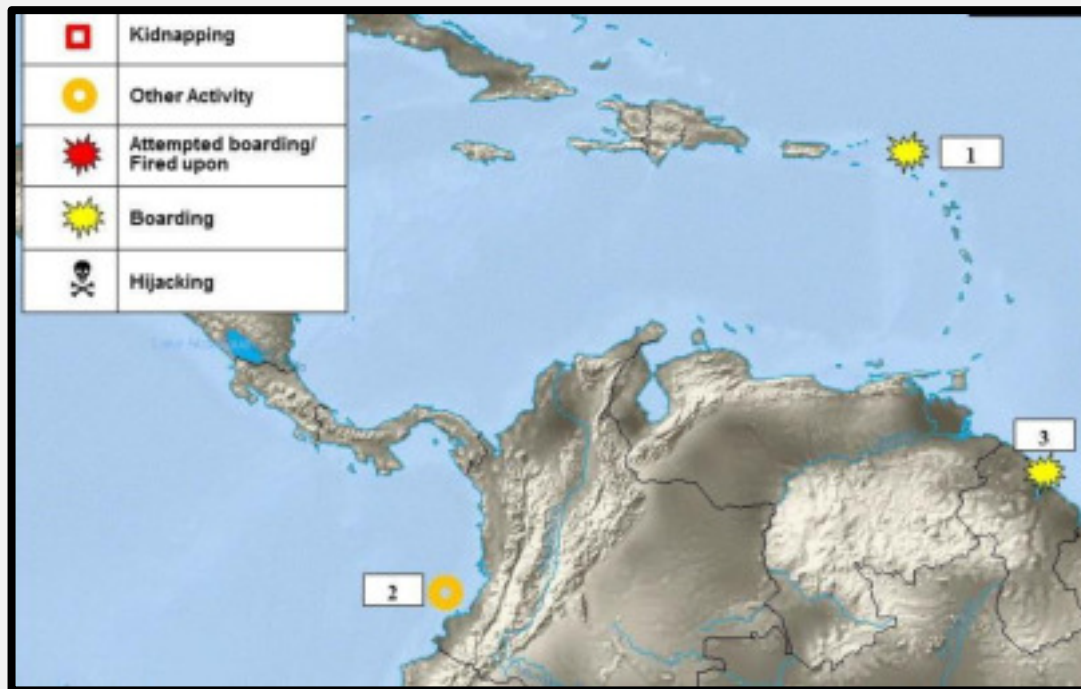
**SYNOPTIC DISCUSSION:** Low pressure over the Sea of Japan and associated front has increased winds and seas from the Sea of Japan through the northern portion of the South China Sea. During this period, expect strong gusts in and around scattered thunderstorms, throughout the Malacca Strait and the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

## WORLDWIDE

### NORTH AMERICA

1. No current incidents to report

### CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA



Source: ONI

1. **20 August (Ecuador- Late Report)** – Two persons in a small skiff came alongside a container vessel underway near position 02:22S - 080:00W, Estero Salada Passage, Guayaquil. The onboard security guards spotted the persons, raised the alarm and switched on all deck lighting. Seeing the crew's alertness, the persons aborted the attempted boarding and moved away. Incident reported to Guayaquil Port Control.
2. **12 August (Brazil- Late Report)** – The Italy-flagged ro-ro GRANDE FRANCIA was boarded by several armed men from a boat, which came alongside the ship while at anchor in the Santos Outer Anchorage. The crew who spotted intruders alerted the bridge, master activated security system and informed port authorities, requiring immediate assistance. The crew blocked the superstructure entrances. Navy patrol came too late to intercept the intruders because of foul weather, and the armed men fled the ship. Cargo area was searched, two broken containers were found, with nothing stolen. But two other containers' bags were found with 1,322 kilograms of cocaine in them.

### ATLANTIC OCEAN AREA

1. **7 August (Spain- Late Report)** – Authorities working a joint investigation intercepted a boat named TITAN III off the country's northwest coast and arrested 4 men. A search of the boat revealed 2,500 kilograms of cocaine.

## NORTHERN EUROPE – BALTIC



Source: ONI

1. **27 August (France)** – French and British fishermen clashed over scallop fishing stocks in the Normandy area. Authorities said they would increase the police presence "if necessary" to prevent a repeat of clashes in which boats collided and stones and metal objects were thrown. French fishermen sent nearly 40 boats to confront UK rivals they accuse of depleting scallop stocks.

## MEDITERRANEAN/BLACK SEA

1. **19 August (Spain- Late Report)** – The yacht HCH-X was intercepted by Spanish Customs patrol boat 15 nm west of Ibiza, Balearic Islands, on a suspicion of drug trafficking. During a search of the vessel, 300 kilograms of cocaine hidden inside yacht's interior and Captain's cabin. The crew of 5 was arrested.

## ARABIAN GULF

- No current incidents to report

## EAST ASIA/INDIAN SUBCONTINENT

1. **17 August (Bangladesh- Late Report)**– Robbers boarded an anchored container vessel unseen and escaped with stolen ship's stores near position 22:06N - 091:44E, Chittagong Outer Anchorage. The theft was noticed during routine rounds. Incident reported to Chittagong Port Control.

**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.

### ITALY PROPOSES EU ROTATION OF MIGRANT RESCUE SHIP PORT ENTRY

**30 August** – Rome will on Thursday ask the European Union to rotate the ports where migrants rescued at sea disembark, Defence Minister Elisabetta Trenta said, with France and Spain expected to top the list. Trenta will put the plan to her European counterparts during an informal meeting in Vienna. The proposal calls for a revision of the EU's military operation codenamed Sophia - currently commanded by Italy - and under which all migrants rescued disembark at an Italian port. "The proposal aims for a rotation of landing ports ... our goal is to ensure that Italy is not the only one taking charge of the problem, but also other member states," a defence ministry source said. According to La Stampa newspaper, Italy's idea is to rotate landings between Mediterranean ports, with a particular emphasis on France and Spain, and with Greece and Malta also sharing the load. Italy has been turning away ships with migrants rescued at sea in a campaign to make EU countries take their share. Last week, it threatened to stop billions of euros of EU funding over the issue, accusing Europe of turning its back as Italy grapples with seemingly endless migrant arrivals. In the latest incident, nearly 140 migrants who had been stranded on the Diciotti coast guard ship at a port in Sicily were allowed to disembark on Sunday after Ireland and non-EU member Albania agreed to take some of them in.

### UN HELPS LIBYA EVACUATE MIGRANTS TRAPPED BY FIGHTING IN TRIPOLI

**30 August** – Hundreds of migrants have been relocated from government-run detention centers in Libya after being trapped by clashes between rival groups. The migrants were abandoned when their guards fled from the fighting, which killed almost 30 people. It pitted rival groups vying for power and state funds,

a recurring theme in Libya since the chaotic overthrow of Muammar Gaddafi in a 2011 NATO-backed uprising. The migrants were taken to a “safer place” from two centers run by the U.N.-backed government in the Ain Zara area in southeastern Tripoli, aid workers said. The U.N refugee agency UNHCR said in a statement it facilitated the transport “in coordination with other agencies and the Department for Combatting Illegal Migration (DCIM)”. The migrants, mainly Eritreans, Ethiopians and Somalis, were taken to a separate detention center away from the fighting. A few were still waiting to evacuate from Ain Zara, an official at another international organization said.

#### **ITALY ALLOWS MIGRANTS ASHORE AFTER 5 DAYS**

26 August (Italy) – Italy on Sunday disembarked all 150 migrants from a rescue ship that had been docked for five days in a Sicilian port, ending the migrants’ ordeal and a bitter stand-off between Rome’s anti-establishment government and its European Union partners. The migrants, mainly from Eritrea, had been stranded in the port of Catania since Monday because the government refused to let them off the boat until other EU states agreed to take some of them in. Interior Minister Matteo Salvini said Albania had offered to accept 20 of the migrants and Ireland 20-25, while the rest would be housed by Italy’s Catholic Church “at zero cost” to the Italian taxpayer. “The church has opened its heart and opened its wallet,” Salvini, from the right-wing League party, told supporters at a rally in Pinzolo in northern Italy on Saturday evening. Salvini, who has led a popular crackdown against immigration since the government took office in June, also announced that he had been placed under investigation by a Sicilian prosecutor for abuse of office, kidnapping and illegal arrest. “Being investigated for defending the rights of Italians is a disgrace,” he said. On Saturday, the United Nations called for reason from all sides after a meeting of envoys from 10 EU states in Brussels a day earlier failed to break the deadlock.



## 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

## TRUCE ANNOUNCED IN TRIPOLI, 7TH BRIGADE REJECTS

**1 September** – The Reconciliation Commission, composed of Tarhuna, Misrata, Zawia, Tripoli and Zintan, confirm that a truce was reached to halt fighting in southern Tripoli on Friday, the third one in four days. The truce provided for the immediate cessation of fire and the entry of a neutral force to Tripoli, consisting of the forces of Western and Central military zones. It was also agreed the groups would conduct another meeting in a week, with the municipalities of Zawiya, Zintan, Tripoli, Misrata and Tarhuna. Participants aim to ease tensions between the conflicting groups and cement the process of reconciliation. Bouts of fighting continue in Tripoli despite previous ceasefire agreements that failed to translate into any concrete results. Meanwhile, the 7th Brigade of Tarhuna rejected the truce and vowed to continue fighting until “it cleanses Tripoli of militias.”

### LIBYA CLOSES TRIPOLI'S ONLY AIRPORT AFTER ROCKETS FIRED

**31 August** – Clashes in Libya's capital of Tripoli have caused a 48-hour closure of Mitiga International airport, the city's only operational airport. A spokesman for the state airline Libyan Airlines said authorities closed the airport on Friday after some rockets were fired in its direction. Flights were diverted to Misrata airport, which lies 120 miles east of Tripoli. Rival militias have been fighting for days in suburbs south of Tripoli. The clashes erupted on Monday and have left at least 39 dead, including civilians, and wounded 119 others, Libya's Health Ministry said on Thursday. Though a ceasefire deal was agreed to on Thursday, the conflict reignited on Thursday and continued into Friday. The fighting has resulted in refugees migrating to Europe to flee the conflict, many using fragile boats in an attempt to cross the Mediterranean Sea.

### 30 DEAD IN TRIPOLI CLASHES, REFUGEES AND MIGRANTS CAUGHT IN CROSSFIRE

**31 August** – At least 30 people have been killed in Libya amid fierce militia fighting in Tripoli that has left thousands of migrants and refugees trapped in government-run detention centres without food or water. Clashes first erupted in the southern suburbs of the Libyan capital on Monday between rival brigades that are supposed to operate under the recognised defence ministry. At least 30 people have now been killed and 96 wounded, according to the local health ministry, despite appeals by the United Nations for calm. Doctors Without Borders (MSF) said on Friday that an additional 8,000 migrants and refugees were at risk after they were abandoned in their cells in the middle of the chaotic battlefield. The medical charity said that some people were left without access to food for more than 48 hours when guards fled heavy shelling. Other migrants who were released had no choice but to flee to nearby neighbourhoods where they were at risk of being caught in the crossfire. On Thursday the UN's refugee agency said it had helped rescue some 300 migrants – who hailed from Eritrea, Ethiopia and Somalia – to a comparatively safer location within the city. Libya's UN-recognised authority, the Government of National Accord (GNA), has struggled to maintain a grip on Tripoli and to subdue gangs of ex-rebels since first taking power in the capital in 2016.

### US AIRSTRIKE KILLS ISIS COMMANDER

**29 August** – The U.S. command for Africa AFRICOM Tuesday said it conducted an airstrike that killed an Islamic State group (ISIS) militant in the town of Bani Walid, 153 km south of Tripoli. The command said it carried out the airstrike in coordination with the UN-backed Government of National Accord (GNA), headquartered in Tripoli. AFRICOM did not name the alleged militant but residents in the town said the slain "ISIS-Libya terrorist" was Walid Bu Hariba, from the coastal city of Sirte, the hometown of Muammar Gaddafi. Photos of a white pickup apparently hit by projectiles have emerged following the airstrike. AFRICOM assisted the GNA-aligned forces to retake Sirte from the terror group in 2016. Although it has been broken, ISIS has been seeking to regroup in the Libyan vast desert and in towns such as Bani Walid, located some 150 km south of Tripoli.

### CLASHES ESCALATE IN TRIPOLI

**27 August** – At least four people were killed and seven wounded in clashes between rival armed groups Tripoli, as they attempt to take control of the city. The health ministry declared a state of emergency on Monday, after the Sunday evening clashes continued to escalate. The fighting erupted between local militias and al-Kani tribal fighters from Tarhouna, southeast of Tripoli, who are sending reinforcements to the country's north. Both sides technically operate under Libya's UN-recognised Government of National

Accord (GNA). Heavy weapons, including artillery, have been used in the fighting. Residential areas have been hit by what seems to be random shelling and several families have had to evacuate their homes. Roads were blocked, while tanks and armoured vehicles were seen at several places across the city.

#### DAESH CLAIMS RESPONSIBILITY FOR WESTERN LIBYA CHECKPOINT ATTACK

**26 August** – Daesh claimed responsibility for a gun attack on a checkpoint east of the Libyan capital Tripoli earlier this week, the group’s Amaq news agency said on Saturday. Thursday’s attack took place between the towns of Zliten and Khoms on the coastal road leading from Tripoli to the port city of Misrata, an area in which members of the militant group are known to be operating, according to the Zliten mayor. Amaq said “seven Libyan road security personnel were killed” in the attack by Daesh militants, while around 10 more were wounded. It provided no evidence. A local official and a resident on Thursday said at least four people had been killed in the attack, among them security personnel. Local forces drove the militant group from its former stronghold in Sirte, southeast of Misrata, in 2016, but Libyan and Western officials say militants have sought to regroup through mobile desert units and sleeper cells in northern towns. The United Nations is leading efforts to prepare for national elections in Libya, which it hopes will reunify rival factions based in Tripoli and the east of the country.

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

### PROJECT MANAGEMENT

- Interim security
- Training
- Special assignments

### CRISIS RESPONSE

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

### VIRTUAL SECURITY DIRECTOR SERVICE

- For clients lacking a full-time security executive

References are always available.

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

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