

Maritime Security Review



Issue No. 45
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INCIDENTS AT SEA

Reporting Period: 5 - 11 November 2018

Region	Current Incidents	Late Reported Incidents	Threat Level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	1	Low
Gulf of Guinea	1	1	Medium
Asia	0	3	Medium
WORLDWIDE			
North America	0	0	Low
Central America/Caribbean/ South America	0	5	High
Atlantic Ocean Area	0	0	Low
Northern Europe/English Channel/Baltic	0	0	Low
Mediterranean/ Black Sea	0	2	Medium
Arabian Gulf	0	0	Low
Eastern/Southern Africa	0	1	Low
East Asia/Indian Subcontinent	0	0	Low
Northeast Asia	0	0	Low
Pacific Ocean/Southern Ocean	0	0	Low

Piracy Levels are determined on a weekly basis as follows:

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

PLEASE NOTE:

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

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

GULF OF ADEN, ARABIAN SEA, RED SEA



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

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

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

Some vessels transiting this region may have increasingly become complacent in the belief that the piracy threat had diminished. However, poverty and other motivating factors for piracy remain. The threat of attack and/or hijacking remains significant, as the root causes on the ground in Somalia have not been sufficiently addressed. After five years without a successful attack, analysts say that complacency may have set in and this year's successful hijacking is likely to result in potential copycat attacks, as pirate action groups head out in a bid to successfully hijack a commercial vessel.

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

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

Current
Incidents:

1

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

- **3 November (Red Sea – Late Report)** – Merchant vessel *M/V STENA IMPERIAL* was approached by two skiffs, with 4 – 5 persons on board each boat, near position 13:04N – 043:09E, Bab el Mandeb Strait. The two skiffs approached to eight cables at which point onboard armed security team fired a warning flare, both skiffs then passed astern. One skiff then began a second approach, a further warning flare was fired and the skiff turned away. Crewmembers and the vessel have been reported safe.

OTHER ACTIVITY

- No current maritime related reporting

MARITIME REPORTING

- No current maritime related reporting

SPOTLIGHT ON YEMEN

PORT STATUS AS OF 11 NOVEMBER 2018

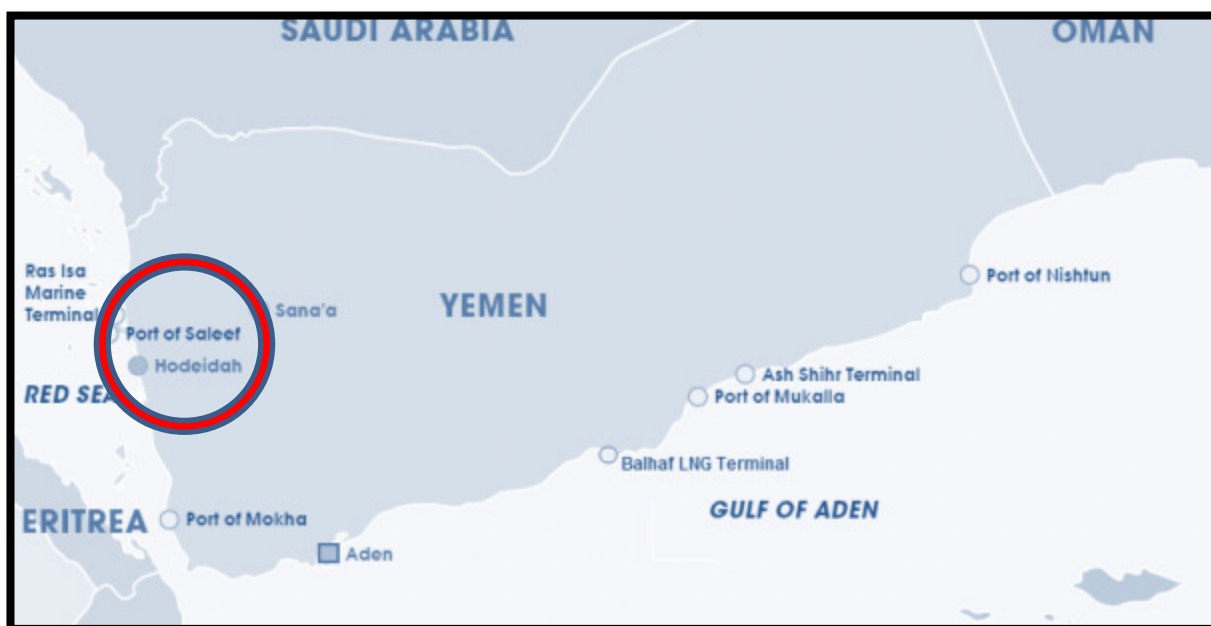
Port Name	Port Status	Risk Level	Notes
Aden Port	Open	High	Curfew: 2000 - 0600
Ash Shihr Oil Terminal	Closed	High	
Balhaf LNG Terminal	Closed	Closed	
Hodeidah Port	Open	High	The Saudi Royal Navy is using a holding area 60 NM west of Hodeidah port for vessels attempting entry into Salif or Hodeidah. Inbound 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.

MS RISK ASSESSMENT**AFTER HODEIDAH: THE HOUTHI THREAT TO SHIPPING IN
THE BAB-AL-MANDEB STRAIT AND RED SEA**

The Yemeni port city of Hodeidah remains the focus of intense clashes between Houthi fighters and forces belonging to the Saudi-UAE led coalition. As the battle for control of the city and its port increasingly intensifies, it is worth considering the implications on shipping, particularly in the aftermath of the battle for Hodeidah.

Hodeidah is a vital gateway for some 80 percent of the country's food imports, humanitarian aid, fuel and other commercial goods. The port is also a critical financial and military asset for Houthi rebels; it provides the Houthis with millions of dollars a month through the taxation of ships and goods and plays an important role in their military anti-shipping capabilities. Vessels using the port are forced to allow the use of their maritime radar to assist in the targeting of other military and commercial vessels in the waters off the coast of Yemen. The Saudi-led coalition seeks to restore control of Yemen, including this vital port, to President Abdrabbuh Mansur Hadi and his Western-backed government.

**A LIMIT TO COALITION PATIENCE?**

Efforts to recapture Hodeidah and its port, once on pause, have now been resumed. The anti-Houthi coalition has been unable to persuade Western powers that the UAE-led 'Operation Golden Victory' can take the city without massive destruction to the port or the exacerbation of an already catastrophic humanitarian situation. As a result, although these forces succeeded in reaching the city's outskirts and securing control of its airport they are now forced to engaged in a difficult battle for the villages and roads to the east in an effort to cut rebel supply-lines and establish a siege. However, in the face of stalled progress and mounting casualties it is possible that the UAE and its allies may perhaps seek to use their overwhelming advantage in numbers and firepower to storm the city and bring the battle to an

end. The Houthis have an estimated 2,000 defenders while coalition forces include approximately 25,000 Yemeni troops and 1,500 UAE troops backed by artillery and airpower. A further factor that may encourage such an attempt would be the possibility that coalition forces could be aided by a civilian uprising, as the defending Houthi force is seen as 'foreign' because its fighters are not local to the city or the surrounding region.

HODEIDAH MAY FALL, BUT THE THREAT TO SHIPPING WILL PERSIST

Whether Hodeidah falls to coalition forces after a street-by-street campaign of urban warfare – the Houthis excel at using well-supplied individual or small groups of fighters to hold positions against superior forces – or through negotiation its loss is unlikely to bring the war in Yemen to an end. Further, the city lies well outside of the rebel movements traditional strongholds in the provinces of Amran and Saada and any loss in port revenue will likely be made up for by taxing goods, including humanitarian aid and supplies, when they enter territory under their control. Should control of the city change hands this could result in an increased risk to both military and commercial vessels in the waters of the Bab al-Mandab Strait and Red Sea off the coast of Yemen.

NEXT TARGET: THE HIGHLY STRATEGIC COASTAL REGION BETWEEN HODEIDAH AND MIDI

The loss of Hodeidah and its port may hamper the ability of the rebels to strike at civilian and military vessels operating off the coast of Yemen but will be insufficient to eliminate this threat. After the battle approximately 200km of Yemen's coastline between the city and the northern port city of Midi will still remain under the control of Houthi forces. Access to civilian maritime radar will also likely continue so long as the Houthis maintain control over the port of Salif located approximately 60km north of Hodeidah. The strategic value of this coastal territory can also be understood due to its use by Iran to smuggle boatloads of weapons and related illicit technology which, in addition to supporting their conventional forces, also allow them to maintain their strategic ballistic missile capabilities. Should coalition forces succeed in capturing Hodeidah it can be anticipated that securing control over this region will become an immediate key military objective.



Image Source: Reuters

A MATTER OF 'USE IT OR LOSE IT' FOR HOUTHİ ANTI-SHIP CAPABILITIES

A military offensive targeting the coastal region between Hodeidah and Midi would not only force Houthi leaders to plan for its defence but also face the strategic question of when, or even if, to use their remaining anti-ship capabilities against military and/or commercial vessels. While some of these weapons are dependent on direct access to the ocean. Examples of these include naval mines, water-borne improvised explosive devices (WBIEDS; aka 'drone boats'), low profile speed boats equipped with heavy-machine guns and rocket-propelled grenades. Rebel forces also possess HSY-2 "Silkworm"/ P21 "Styx", C-801 "Sardine" and C-802 "Saccade" anti-ship cruise missiles as well as weaponized drones such as the "Qasef-1" / "Abadil". While the loss of this territory – and access to civilian vessels in the port of Salif - could be compensated by the continued activity of the Iranian "mothership" Saviz, which has been accused of using its own onboard maritime radar to participate in previous attacks on military and

commercial vessels, the further Houthi forces are forced from the coast will diminish their ability to effectively use these assets against maritime targets.

Although it cannot be discounted that an attempt may be made by rebels to repurpose their remaining anti-ship assets for use against land-based targets or even choose to destroy or abandon them in the face of advancing coalition forces there is a risk that a decision to 'use it or lose it'.

Faced with a deteriorating strategic situation it is possible that the leadership of the Houthi movement would be able to obtain the support of the Iranian Government to resume targeting military and commercial vessels in either an attempt to bring about a halt to the advance of coalition forces or else engage in their own campaign of retaliation for losses suffered. However, any decision by policy-makers in Tehran to permit, or even order, is unlikely to be motivated solely by events on the ground in Yemen. Instead, this could represent an attempt to achieve a number of different objectives. These could range from the basic desire to force both sides to the negotiating table or, in what could be considered a worst-case scenario, employ a proxy to retaliate against what are seen as attacks against Iran's own political, economic and military interests.

The nature of the threat to shipping that may emerge as a consequence of the battle for Hodeidah demands the attention of ship owners and operators of vessels flagged to countries participating in the anti-Houthi coalition. Likewise, in addition to the general risk of target misidentification other vessels transiting through the Bab al-Mandab Strait and the Red Sea should be equally vigilant. Such caution should especially apply to vessels flying under the flag of countries whose governments sell weapons to coalition forces or have recently participated in actions hostile towards Iranian interests.

ACTIVITY REPORTING

YEMENI COALITION FORCES MOVE CLOSER TO HODEIDAH PORT

8 November – The assault on the strategic seaport of Hodeidah, Yemen advanced Thursday with reports that UAE-backed Yemeni forces have seized territory near Street 50, on the city's edge. **The new gains put coalition forces about five miles away from the port complex.** As of Wednesday, the seaport at Hodeidah remains open, but the main roads to the south and east of the city are closed to aid convoys, according to the UN World Food Program. The port of Mokha, near the Strait of Bab el-Mandeb, is closed. A protracted siege would affect tens of thousands of civilians still living within Hodeidah's limits. An estimated 600,000 people have fled the city, but many more remain within, trapped by the fighting and by the escalating cost of transportation. Amnesty International reported Thursday that Houthi fighters have taken up a position on the roof of a hospital near Street 50, which has seen intense fighting in recent days. Armed fighters have reportedly been coming and going from the rooftop ever since. "Placing gunmen on a hospital roof blurs lines which should never be blurred. Hospitals are not a target: the sick and injured have an absolute right to safe medical treatment at all times," said Amnesty spokesperson Samah Hadid in a statement. **UPDATE- 10 NOVEMBER:** Early reporting indicates that May 22 Hospital, Hodeidah's largest hospital, has been captured by pro-Yemeni forces.

OVER 150 KILLED IN WEEKEND VIOLENCE AROUND YEMEN'S HODEIDA

4 November – Fighting has escalated around Yemen's key port city of Hodeida, with more than 150 combatants killed over the weekend from both the rebel and government-backed sides, officials said Sunday. Airstrikes and naval artillery pounded rebel positions around the Red Sea coastal city, where government backed-troops are launching a major ground assault to try to wrest it from dug-in rebels.

The Houthis said they repelled the latest offensive on Hodeida, killing or wounding 215 troops, but did not provide a breakdown. They said they destroyed 20 armored vehicles over the past 24 hours. Fierce fighting also erupted in the provinces of Bayda, to the south, and Saada, a Houthi stronghold in the north, they added.

U.S. SANCTIONS ON IRANIAN SHIPPING RESUME

6 November – American sanctions on Iran took full effect once more on Monday, and the U.S. Treasury Department has published a new list of blacklisted Iranian entities. The government-owned Islamic Republic of Iran Shipping Lines (IRISL) and the National Iranian Tanker Company (NITC) appear prominently, along with their vessels and subsidiaries. The sanctions are intended to "disrupt the Iranian regime's ability to fund its broad range of malign activities," according to the Treasury, and to pressure Iran into fully abandoning its ballistic missile and nuclear weapons programs. Iran has extensive involvement in the ongoing civil wars in Syria and Yemen, and according to the Treasury, one blacklisted IRISL subsidiary has been used regularly by the Iranian Revolutionary Guard Corps (IRGC) to transfer cargo and personnel to ports in the Persian Gulf region. In a notice, Treasury said that Iran has resumed the practice of renaming and transferring ownership of its vessels in order to keep its commerce flowing, as it did during the previous round of sanctions. Four ships on the new blacklist recently underwent name changes and partial ownership changes, but are still IRISL property. "The global maritime industry should be on alert for Iran's use of such tactics and make every effort to thwart Iran's use of their jurisdictions to create front companies; to revoke their flags from IRISL and NITC vessels; and to deny other means that enable Iran to conceal its interest in the vessels," Treasury warned. According to vessel-tracking services, the rest of the Iranian-owned fleet has "gone dark" and turned off its AIS transponders. As eight American trading partners have waivers to permit continued imports of Iranian crude, and a small number of other buyers will likely attempt to evade the sanctions regime, a subset of NITC's vessels will likely have cargoes and commercial voyages for the foreseeable future.

PIRATES REPELLED FROM STENA BULK VESSEL WEST OF YEMEN

3 November – The crew of the *Stena Imperial* successfully thwarted a pirate attack on November 3 whilst northbound through the Red Sea west of Yemen. The tanker was on her way from the Far East to Rotterdam when two suspicious skiffs approached from the port side at a distance of 1.5 nautical miles. The alarm was raised and the Master and the on board security team mustered on the bridge. Hand flares were fired towards the skiffs as warning shots as they were continuously approaching towards the vessel. The Master broadcast a security message about the attempted attack and also contacted a close by warship. Both skiffs ceased approach after flares were fired from the vessel and passed by the stern. One of the skiffs which passed astern again tried to approach the vessel, and once again hand flares were fired. The skiff then slowed down and moved towards another vessel.

YEMEN TROOPS MAKE GAINS AS AIR RAIDS POUND HOUTHI-HELD HODEIDAH

3 November – The Saudi-UAE military alliance says it has advanced towards the western city of Hodeidah, hours after residents reported a barrage of air raids targeting the strategic port city. Residents in Hodeidah said that the alliance launched more than 25 air raids, targeting rebel-held locations on the city's edges. The Houthi-affiliated Al-Masirah news outlet said more than 60 raids targeted Kilo-16 and its surrounding areas, wounding four civilians. Kilo-16 is the main highway linking Hodeidah city with the rebel-held capital, Sanaa. Meanwhile, the dpa news agency reported that Yemeni forces, backed by the Saudi-UAE alliance, gained territory on the eastern and southern outskirts of

Hodeidah. A military source said: "The forces will not stop until they take control of the strategic Hodeidah port." On Tuesday, the alliance sent more than 10,000 troops to Hodeidah in a new offensive aimed at securing the so-called "liberated areas". So far, the Yemeni forces and the alliance had held Kilo 7 and Kilo 10, areas which sit less than five kilometres from the city's busy fish market. Adam Baron, a Yemen analyst and visiting fellow at the European Council on Foreign Relations, said, "Hodeidah is arguably Yemen's most important port and is one of the Houthis' main sources of revenue." He added, "In any conflict [control of a port is] a key prize. It would be a big blow [if the Houthis lost the port to the alliance], but not a killer blow." Analysts expect the rebels to use Hodeidah as a bargaining chip when they enter into UN-brokered talks scheduled in Sweden later this month.

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:

2



WARNING: To all vessels transiting in/off Pointe Noire, Republic of Congo/Gulf of Guinea

The International Maritime Bureau (IMB) received three reported incidents on the same day, 29 October 2018, off Pointe Noire, Republic of Congo, Gulf of Guinea. There is extreme concern about this new area of attack in the Gulf of Guinea region. Local and regional authorities have been notified. Vessels transiting this region are advised to remain vigilant of other suspicious vessels, including fishing vessels in the vicinity. Do not drift or bunker at sea unprotected in these waters, particularly close to coast. Vessels are advised to remain at least 200 nautical miles from the coast, preferably 250 nautical miles from the coast. Early assessment and detection will allow vessels to take evasive measures to prevent boarding and request for assistance. Vessels are advised to remain vigilant and maintain strict anti-piracy watch and measures and stay well clear of the above position. All attacks and suspicious sightings should be reported to the local authorities and to the IMB Piracy Reporting Centre. 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

- **28 October (Ghana – Late Report)** – A robber managed to board a berthed anchor handling tug vessel anchored near position 04:56.4N – 001:42.0W, Sekondi Port. Ship's properties were stolen and the robber escaped unseen. During routine rounds, a duty crewman noticed the padlock to the deck container was damaged and upon reviewing the CCTV recording, the theft was identified. Incident was reported to the local authorities.

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- **6 November (Nigeria)** – A merchant vessel reported being attacked near position 03:55 N – 006:56 E, 30 nautical miles southwest of Bonny Island.

VESSELS BOARDED

- No current incidents to report

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- **2 November (Togo – Incident Update)** – The merchant tanker *M/T ANUKET AMBER* anchored in Lomé, after pirates released the vessel and escaped with 12 kidnapped crewmembers. Pirates attacked tug *ARK TZE* on 29 October off the coast of the Republic of Congo and next boarded the *ANYKET AMBER*. The pirates kidnapped four persons from the *ARK TZE* and took them to the *ANUKET AMBER*. The pirates took an additional eight hostages when they left the vessel.

MARITIME REPORTING

- No current maritime related reporting

EAST ASIA, SOUTHEAST ASIA, INDIA



Current Incidents:

3

WARNING: Imminent threat of attack by Abu Sayyaf Group

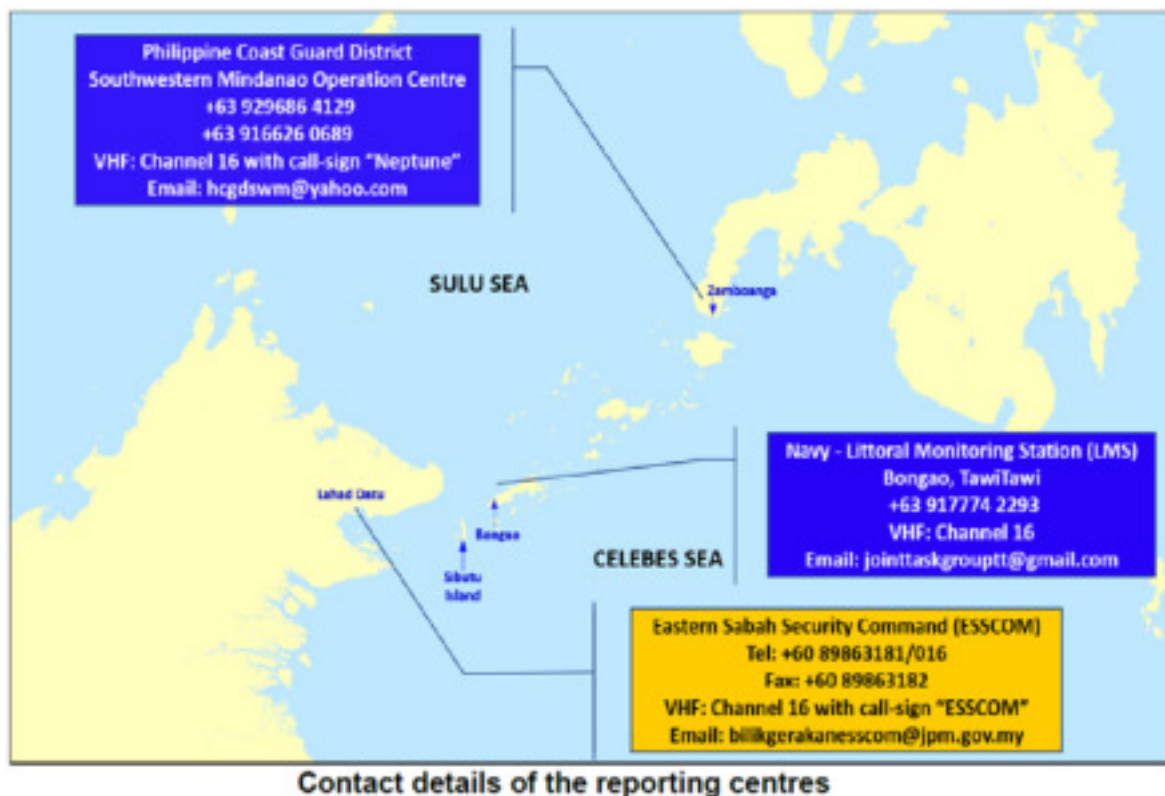
On 30 October 2018, ReCAAP issued a warning, stating that it has received information from the Philippine Focal Point (Philippine Coast Guard) that “a group of approximately 10 ASG members armed with pistol, rifles and grenade launcher is planning to conduct kidnapping activities at any opportune time in undisclosed areas in Sabah primarily targeting business man or ship’s crew of foreign vessels passing through the area.” The statement added that they are “using unmarked coloured blue and white motorbanca locally known as jungkong.”

The first actual abduction incident to occur this year in waters in Sulu-Celebes Sea and off eastern Sabah, East Malaysia occurred on 11 September and involved the kidnapping of two Indonesian fishermen. 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:



VESSELS HIJACKED

- No current incidents to report

KIDNAPPING

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- **4 November (Indonesia – Late Report)** – Five robbers armed with knives boarded the bulk carrier *M/V TN SUNRISE* underway near position 00:56 N – 105:06 E, 11 nautical miles east of Pulau Merapas. They threatened the Master, stole his personal effects and money from the vessel's safe and escaped. SSAS was activated and the incident was reported to the local authority.
- **3 November (Philippines – Late Report)** – Two robbers boarded an anchored Liberia-flagged container ship *M/V NOERTHERN DEFENDER* near position 13:42 N – 121:03 E, Tabangao Anchorage

area, Batangas Bay. The robbers boarded from a small motor boat three metres in length and painted blue. The robbers stole various items including fire nozzles and cable wire from the vessel. The ship's Master and crewmembers were not aware of the robbery on board their vessel until the Philippine Coast Guard (PCG) maritime patrol team alerted and informed them of the stolen items which were confiscated by PCG.

- **1 November (Indonesia – Late Report)** – Robbers boarded an anchored crude oil tanker near position 05:53 A – 105:59 E, Merak Anchorage. The robbers stole engine spares and escaped. The theft was noticed during routine rounds when the vessel's crewmembers noticed that the store room door was open.

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

- No current incidents to report

MARITIME REPORTING

- No current maritime related reporting

PIRACY & ARMED ROBBERY AGAINST VESSELS IN ASIA – Monthly Review (October 2018)

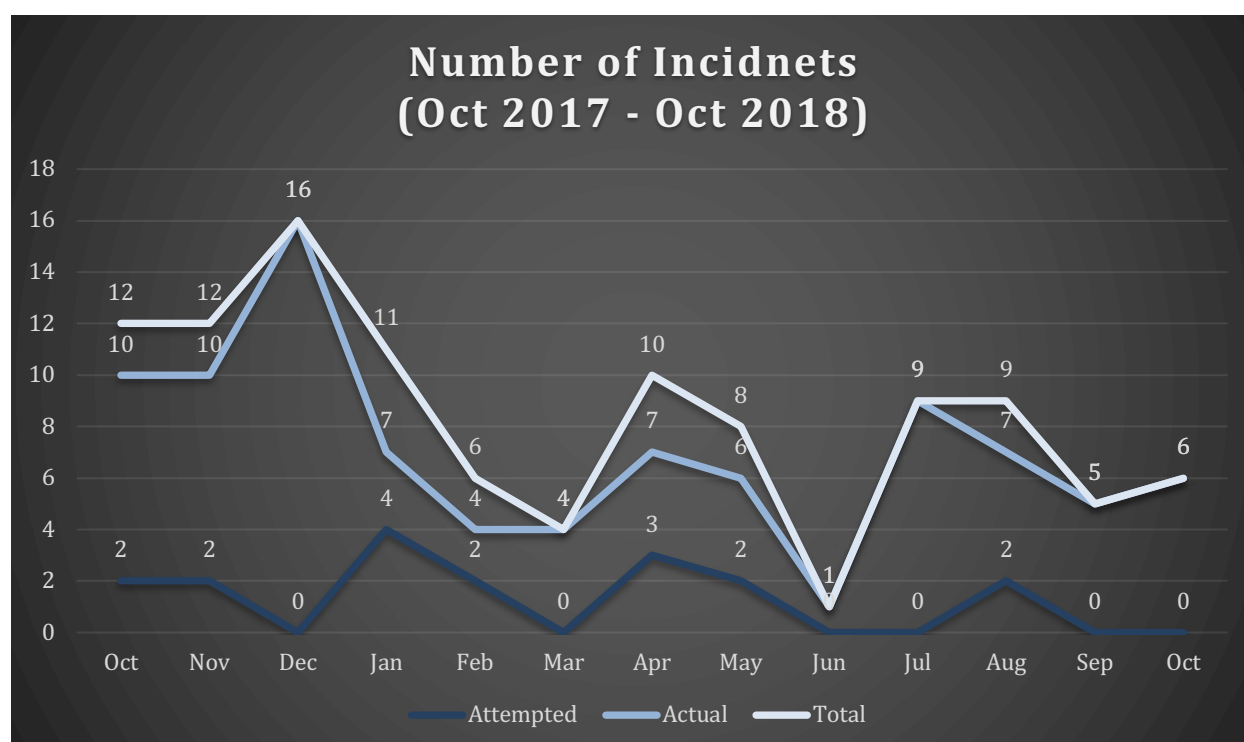
EXECUTIVE SUMMARY

During the October 2018 reporting period, a total of six incidents of armed robbery against vessels were reported in Asia. During this period, there were no piracy incidents reported. Additionally, there were no reports of incidents of abduction of crewmembers in the Sulu-Celebes Sea and no incidents of hijacking of vessels for theft of oil cargo. Nevertheless, the abduction of crewmembers for ransom in the Sulu-Celebes Sea and waters off Eastern Sabah remains a serious concern. Late last month, ReCAAP issued a warning alerting the shipping industry about a group of about 10 Abu Sayyaf Group (ASG) members planning to carry out kidnapping activities at any opportune time in undisclosed areas in Sabah targeting businessmen or ships' crews of foreign vessels passing through the area.

OVERVIEW

Number of Incidents

This reporting period saw a total of six actual incidents of armed robbery against vessels reported. Compared to the preceding month, September 2018, the number of incidents reported in October 2018 has increased slightly. A total of five incidents were reported in September 2018, compared to the six reported this month.



Status of Vessels

Of the six incidents reported in October 2018, five occurred on board vessels at anchor/berth, and one occurred on board a vessel while underway.

DESCRIPTION OF INCIDENTS

3 October 2018 at 2100 hrs (Fishing Trawler – Name withheld; vicinity waters between Guimaras Island and Negros Occidental, Philippines): While underway, three perpetrators wearing face masks armed with two pistols and one M16 rifle boarded the fishing banca from a blue motor banca with “Juvelin” marking on its freeboard. They took the fishermen’s fish catches and other valuable material. The three fishermen were on a fishing venture when the three perpetrators boarded their fishing trawler, which was crystal blue with red waterline paint, not registered and has no Safety, Security and Environmental Numbering (SSEN).

10 October 2018 at 2300 hrs (Panama-flagged LPG Tanker – *BERLIAN EKUATOR*; Kandla Anchorage, India): While at anchor, the crew conducted a routine check on the deck and discovered that some unsecured items were missing (three fire hoses and one lid of fire hydrant). No injuries were sustained during the incident.

11 October 2018 at 0800 hrs (Liberia-flagged Tanker – *GAS ODYSSEY*; Approximately 11 nautical miles off Tekra Light, Kandla, India): While at anchor, the water crew found footprints on the main deck portside leading to the forecastle and back to the manifold areas. A further investigation revealed that two scupper plugs and three cargo reducers were missing, believed to have been cut off with a knife. The Master suspected that two perpetrators had boarded the vessel with a ladder and took away the items during the early hours of 11 October. The Master reported the incident to the Indian Coast Guard (ICG), Kandla Port Trust and the agent of the vessel. The ICG is currently investigating the incident in coordination with the Marine Police and port authorities of Mundra.

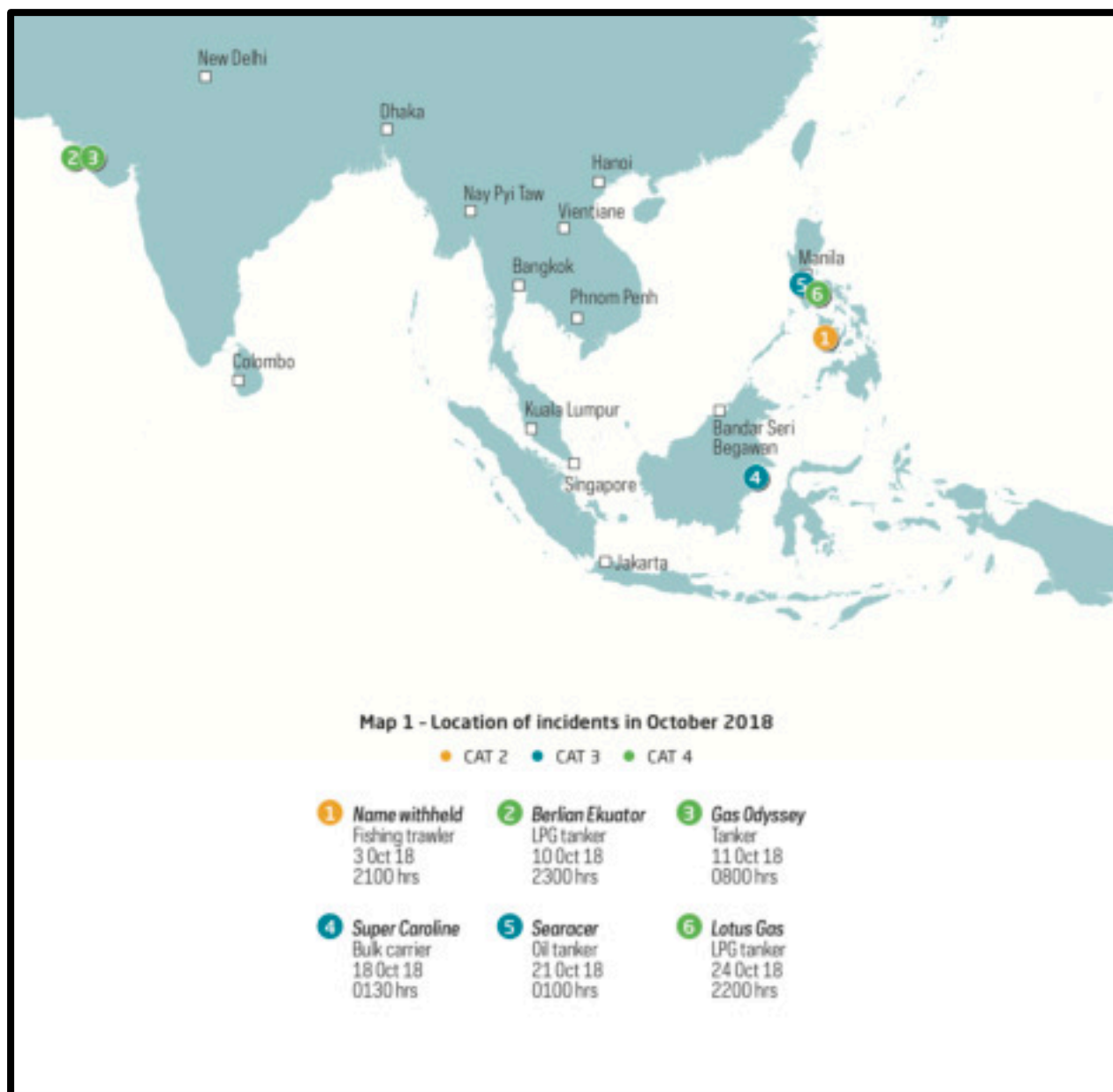
18 October 2018 at 0130 hrs (Marshall Islands-flagged Bulk Carrier – *SUPER CAROLINE*; Muara Berau Anchorage, Samarinda, East Kalimantan, Indonesia): While at anchor, two perpetrators armed with machetes boarded the vessel through the anchor chain. Two other perpetrators were on standby on board a motorized boat. The duty A/B, upon seeing the two perpetrators on the forward deck, immediately informed the duty officer who sounded the alarm and mustered the crewmembers. The chief mate and other crewmembers rushed to the scene. The duty officer informed the pilot station through VHF as well as the vessel’s agent. Padlocks were damaged and three mooring ropes were stolen. No injuries were reported.

21 October 2018 at 0100 hrs (Malta-flagged Oil Tanker – *SEARACER*; Tabangao Customary Anchorage, Batangas, Philippines): While at anchor, the security personnel sighted two perpetrators armed with knives at the forecastle of the vessel. The duty officer sounded the ship’s alarm, and the perpetrators escaped in their motorboat. Six scupper plugs, two fire hose nozzles and fifteen hydrant caps were stolen. No injuries were reported. Personnel from Coast Guard Sub-Station Batangas City and Port State Control Centre Batangas boarded the vessel and carried out an investigation of the incident.

24 October 2018 at 2200 hrs (Panama-flagged LPG Tanker – *LOTUS GAS*; Batangas JG Summit Terminal, Batangas Bay, Philippines): While at berth, a perpetrator boarded the LPG tanker from a small bamboo watercraft. The perpetrator stole a fire hose coupling and a nozzle and then escaped.

The Master did not report the incident immediately to the Philippine Coast Guard (PCG). The PCG only knew about the incident on 29 October, when the local agent furnished a report of the incident to the Port State Control Southern Tagalog. At that time, the vessel had departed the terminal for its next port of call.

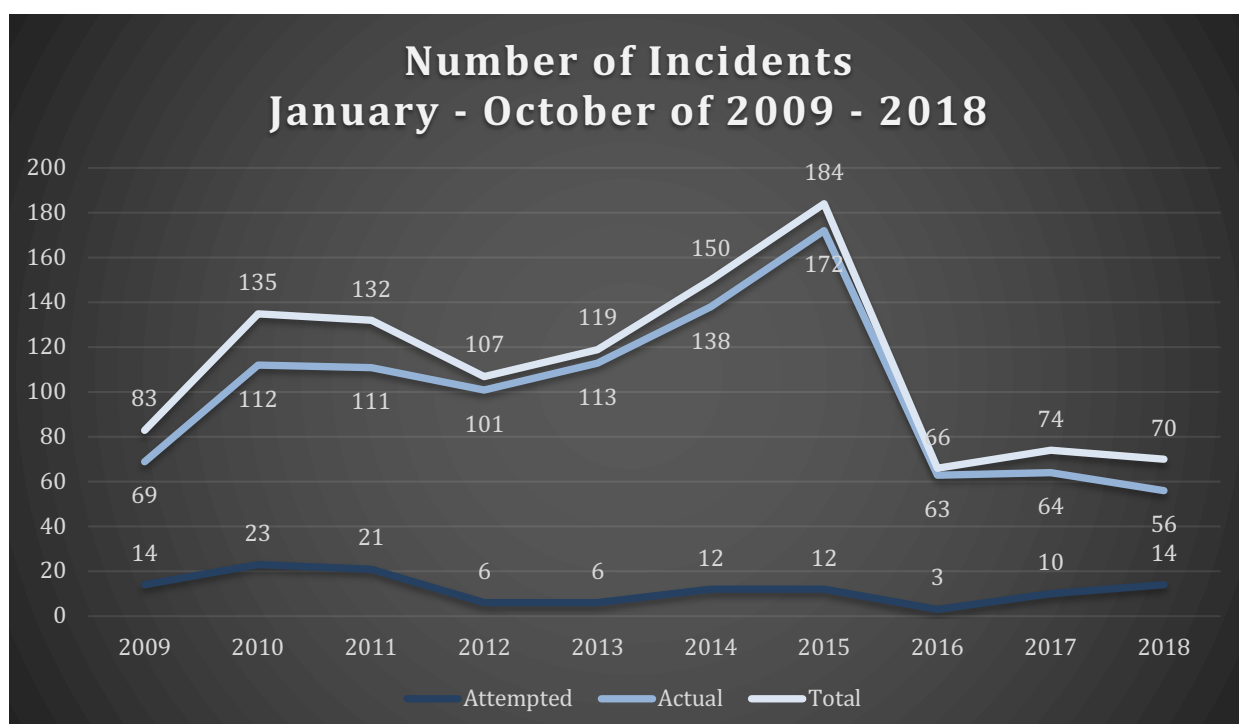
Map: Location of Incidents (October 2018)



Source: ReCAAP

REVIEW: JANUARY – OCTOBER 2018*Number of Incidents*

During the January – October 2018 period, a total of 70 incidents, consisting of 56 actual incidents and 14 attempted incidents, have been reported in the region. Of this total figure, 67 were incidents of armed robbery against vessels and three were incidents of piracy. Compared to the January – October 2017 period, there was a 5% decline in the total number of incidents reported during the January – October 2018 period. In the January – October 2017 period, a total of 74 incidents, consisting of 64 actual and 10 attempted incidents, were reported.

*Actual Incidents*

The decline in the total number of incidents reported during the January – October 2018 period has been due to the lower number of actual incidents that have been reported compared to the same period in 2017. From January – October 2018, a total of 56 actual incidents were reported, compared to 64 actual incidents reported during the same period in 2017. This improvement was most apparent at ports and anchorages in the Philippines, with only six actual incidents being reported during this year's period, compared to 15 incidents during the same period in 2017. Furthermore, the total number of actual incidents reported during the January – October 2018 period was the lowest amongst the 10-year reporting period of January - October.

Attempted Incidents

There has been an increase in the number of attempted incidents reported during this year's period compared to 2017. A total of 14 attempted incidents were reported from January – October 2018, compared to 10 attempted incidents during the same period in 2017. This increase was most apparent at ports and anchorages in Indonesia, with a total of six attempted incidents being reported there this

year, compared to two attempted incidents reported during the same period in 2017. This indicates that vessel Masters and crewmembers along with the Indonesian authorities have been successful in preventing perpetrators boarding vessels during the January – October 2018 period.

UPDATE ON SITUATION OF ABDUCTION OF CREWMEMBERS IN THE SULU-CELEBES SEA AND WATERS OFF EASTERN SABAH

In October 2018, there were no reports of any actual or attempted incidents 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 fishing boat *SRI DEWI 1* while sailing off Gaya Island, Semporna, Sabah, East Malaysia on 11 September 2018. The last attempted incident occurred onboard container vessel *KUDOS 1* while sailing off Sibago Islands, Basilan, Philippines on 16 February 2018.

On 30 October 2018, ReCAAP issued a warning after receiving information from the Philippine Focal Point (Philippine Coast Guard) that a group of about ten ASG members is planning to carry out kidnapping activities at any opportune time in undisclosed areas in Sabah. The group, armed with pistol, rifles and a grenade launcher, is reportedly targeting businessmen or ship's crewmembers of foreign vessels passing through the area. They are using unmarked coloured blue and white motorbanca locally known as jungkong.

A serious threat of abduction of crewmembers in the Sulu-Celebes Sea and waters off Eastern Sabah remains in place. All vessels are advised to re-route from the area, where possible. Otherwise, vessel Masters and crewmembers are strongly urged to exercise additional vigilance when transiting the Sulu-Celebes Sea and waters off Eastern Sabah and report any incidents or suspicious activity to the following Centres:

- 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
- Navy – Littoral Monitoring Station (LMS)
 - Bongao, TawiTwai
 - Tel: +63 917774 2293
 - VHF: Channel 16
 - Email: jointtaskgrouptt@gmail.com
- Eastern Sabah Security Command (ESSCOM)
 - Tel: +60 89863181/016
 - Fax: +60 898631812
 - VHF: Channel 16 with call-sign "ESSCOM"
 - Email: bilanggerakanesscom@jpm.gov.my

CONCLUSION

The total number of incidents of piracy and armed robbery against vessels in Asia decreased by 5% during the January - October 2018 reporting period compared to the same period in 2017. This

decrease was mostly due to a lower number of actual incidents reported during this year's period compared to the January – October 2017 reporting period. The number of actual incidents reported during the January – October 2018 period was the lowest amongst the 10 – year reporting period of January – October of 2009 – 2018. A total of 70 incidents consisting of 56 actual and 14 attempted incidents were reported during the January – October 2018 period, compared to 74 incidents comprised of 64 actual and 10 attempted incidents that were reported during the same period in 2017.

The abduction of crewmembers for ransom in the Sulu-Celebes Sea and waters off Eastern Sabah continues to be a concern, as the threat of further such incidents remains. The recent warning issued by ReCAAP further indicates this threat. MS Risk continues to advise all vessels to reroute from the area, where possible, otherwise to exercise additional vigilance when transiting the Sulu-Celebes Sea and waters off Eastern Sabah. Any incidents or suspicious activity should be immediately reported to the local Centres.

While the October 2018 reporting period saw no actual incidents of abduction of crewmembers in the Sulu-Celebes Sea and waters off Eastern Sabah, nor any incidents of hijacking of vessels for theft of oil cargo, the threat of further such incidents remains. Vessels transiting this region, and the areas of concern, are advised to exercise enhanced vigilance, maintain all round lookout for suspicious boats, and report all incidents and any suspicious activity to the nearest coastal State and flag State immediately.

WORLDWIDE

Current
Incidents:

8

NORTH AMERICA

- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **3 November (Guatemala – Late Report)** – Authorities seized two tonnes of cocaine from a submarine 70 nautical miles off Puerto Quetzal. The drugs were seized by navy officials during a routine operation in Guatemalan waters. Three Colombian nationals aboard the submarine were arrested in the operation.
2. **30 October (Panama – Late Report)** – Robbers boarded an unoccupied boat at anchor in Linton Bay. The owners had been absent for about 2 weeks and on their return discovered a pry bar had been used to defeat the companionway lock and gain entry. The thieves took 2 TVs, tools, dive gear and a large amount of other equipment.
3. **28 October (Martinique – Late Report)** – An in-the-water and not locked dinghy and outboard motor was stolen from a sailing yacht anchored in La Marin anchorage. The dinghy was later recovered at a nearby beach.
4. **27 October (Grenada – Late Report)** – A lone swimmer boarded a sailing yacht in Mt. Hartman Bay. The robber attempted to steal a dinghy that was secured to the yacht. The robber gave up and swam away. A police report was made.
5. **14 October (Grenada – Late Report)** – An 11-foot dinghy and 5 HP outboard was stolen from a sailing yacht moored in Grand Mal.

ATLANTIC OCEAN AREA

- No current incidents to report

NORTHERN EUROPE – BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA

1. **25 October (Spain – Late Report)** – Authorities in the port of Malaga seized 6 tonnes of cocaine hidden amongst a cargo of bananas. Sixteen people were arrested, and cash, weapons, and luxury vehicles were also seized.
2. **30 September (Spain – Late Report)** – One robber boarded a catamaran berthed in Puerto Noray, Melilla. The robber stole unsecured gear on the upper deck. Another boarding occurred the following night however all the gear had been secured and nothing was stolen.

ARABIAN GULF

- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

- No current incidents to report

EASTERN AND SOUTHERN AFRICA

1. **29 October (Mozambique – Late Report)** – A duty crewman on board a tanker anchored near position 14:22 S – 040:42 E, Nacala Outer Anchorage, saw a boat tied up to the anchor chain and a robber trying to board the tanker via the anchor chain. The alarm was raised and all crewmembers were mustered. Upon hearing the alarm, the robber jumped back into the water and escaped. A search was carried out, though nothing was reported stolen.

NORTHEAST ASIA

- No current incidents to report

PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

MIGRATION



Tensions across the European continent remain as governments have failed to find a solution to the ongoing migrant crisis, which has continued over the summer months. Tensions between Italy and its EU neighbours remain after Italy in recent months refused to allow a number of migrant rescue vessels dock at its port. Tensions across the EU bloc are likely to continue over the next few weeks as migrants attempt to benefit from continued warm weather to make the dangerous Mediterranean crossing.

LIBYAN COASTGUARD PICKS UP MIGRANTS IN THE MEDITERRANEAN

7 November (Libya) – According to a spokesman, the Libyan Coast Guard picked up a total of 315 migrants in the Mediterranean Sea on Wednesday as they were trying to reach Europe in three inflatable boats. The migrants, who included 275 men, 32 women and eight children from different sub-Saharan and Arab countries, have since been moved to detention centres. Coast Guard spokesman Ayoub Qassem disclosed that a patrol rescued 116 illegal migrants in an inflatable boat 50 miles off the town of Zawiyah, adding that a further 199 migrants were picked up from two inflatable boats off Kums.

SPAIN FINDS 17 DEAD MIGRANTS, 100 SURVIVORS IN THE MEDITERRANEAN

6 November (Spain) – On Tuesday, Spanish rescue workers searched the seas and shores of southern Spain for 17 missing migrants just a day after finding the bodies of 17 other migrants who died trying to cross the Mediterranean in boats departing from North Africa. The Spanish Civil Guard has disclosed that it had found four bodies of migrants and 22 survivors on Monday, all men from Northern Africa, after their wooden dinghy hit a reef close to the coast, west of the Strait of Gibraltar, adding that 13 of the survivors are believed to be unaccompanied minors. The Civil Guard further reported that 17 other people travelling were missing, noting however that they could have reached Spanish shores. On Tuesday, the Civil Guard resumed the search for them both on sea and land. Earlier on Monday, Spanish maritime rescuers found eighty people, including five women, and recovered the bodies of thirteen dead migrants in the Alboran Sea, part of the western Mediterranean migrant route to Europe. The Spanish Maritime Rescue Service reported that the migrants were travelling in two different boats,

adding that they were all transferred to the Spanish enclave of Melilla, which borders Morocco. The United Nations has reported that over 2,160 people have died trying to cross the Mediterranean to Europe this year, 564 of them trying to reach Spain. Nearly 54,000 migrants have entered Europe this year through Spain, more than the combined migrant arrivals to Italy and Greece, which had been the most popular migrant destinations in previous years. Latest figures released by the UN indicate that one-fifth of them arrived in October, the month with the most migrant arrivals so far this year.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 11 NOVEMBER 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)	CLOSED	Moderate-High
Port of Benghazi	Open	High
Port of Bourri (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)	Open	Moderate
Port of Zueitina	Open	Low

ACTIVITY REPORTING

LIBYA ELECTION TO TAKE PLACE IN EARLY 2019

9 November – United Nations Special Envoy to Libya Ghassan Salame has said he expects elections to take place in early 2019. The announcement on Thursday is the first official acknowledgement that elections in Libya will be difficult to hold on December 10, as had been agreed by rival leaders at a Paris summit in May. Salame said a national conference in early 2019 will set the stage for the vote. "The National Conference is to be held in the first weeks of 2019. The subsequent electoral process should commence in the spring of 2019," Salame told the Security Council. Divisions along regional, tribal and linguistic lines have complicated the north African country's transition to democracy since the overthrow of Muammar Gaddafi seven years ago. The existence of two rival legislatures- each with its own central bank and national oil company - is indicative of the country's plight as it tries to enact the necessary reforms and hold elections. Salame accused the two rival chambers of delaying the vote to waste time and advance their own narrow interests at the expense of Libyans. "To both houses, elections are a threat that must be resisted at all costs, but to the citizens, elections are a means of liberation from the ineffective and increasingly illegitimate authorities," Salame said. "According to our latest poll, which I received this morning, 80 percent of Libyans insist on having elections". Experts, however, say elections will fail to achieve any progress if armed militias aren't reined in. "[...] these figures obfuscate the truth: Libyans have been increasingly impoverished while criminals employ violence and patronage networks to steal billions from the national coffers," Salame said.

RENEWED MILITIA CLASHES IN TRIPOLI, NEAR MITIGA AIRPORT

8 November – Libyan capital Tripoli witnessed renewed skirmishes between armed militias that fired both medium and light weapons. Clashes coincided with Libyan Army Chief Khalifa Haftar's visit to Russian capital Moscow. Heading a senior military delegation to Moscow, Haftar discussed the development in Libya with senior Russian officials. He also met with Russian Defense Minister Sergey Shoygu and discussed ways to resolve the Libyan crisis and fight terrorism. Italian Prime Minister Giuseppe Conte has already confirmed that Haftar will attend the Palermo conference. Conte reiterated that it will be a "Conference for Libya and not on Libya", based on two fundamental principles, such as full respect for the assumption of responsibility on the Libyan side and the inclusiveness of the process, which is part of the path traced from the United Nations plan. In the meantime, security sources and local residents reported on sporadic and limited clashes near Tripoli's Mitiga International Airport. An official Mitiga Airport spokesperson denied that the airport had been hit by any shelling or having witnessed armed confrontations, saying that what happened was a "misunderstanding" which was quickly contained. The spokesperson stressed that the situation remains stable around airport grounds.

LIBYA LIFTS OIL PRODUCTION AFTER RESTARTING FIELDS

4 November – The deputy chief of the Sirte Protection and Security Force (SPSF) Ali Erfida was targeted by an assassination attempt on Sunday in Al-Khums city as he was heading to Tripoli, spokesman of SPSF Taha Hadid said. Erfida was sent to Al-Khums Hospital and his health condition was very critical after his car was shot at by gunmen. According to local sources from Al-Khums, Erfida's body suffered several wounds and had to undergo a surgery to stop bleeding. "There should be a swift and thorough investigation into the incident." The SPSF said in a statement. Erfida is from Al-Khums city. He was a navy officer but left to be part of Al-Bunyan Al-Marsous operation in the fight against ISIS, then he became a part of the SPSF. Al-Khums is suffering from lack of security and a heavy presence for armed

groups with extreme ideologies such as Salafism-Madkhalism. Armed groups also control most vital institutions and facilities in Al-Khums such as the port.

LIBYA PROCEDURE

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

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

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

- Observe international laws of trading
- Follow official sea navigation routes to any of the working Libyan ports and avoid navigating in the coastal waters of the closed ports.
- In advance of arrival, declare the intended voyage and type of cargo to be discharged/loaded to the local agent, to allow sufficient time to notify the appropriate authorities.
- Stay in contact with local port authorities to receive the most up to date information.
- Vessels should report their schedules to local port agents prior to arrival at any Libyan port, including:
 - A declaration of the vessel's sailing route
 - Whether they are loading or discharging cargo

- The type of cargo on board

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

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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.

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