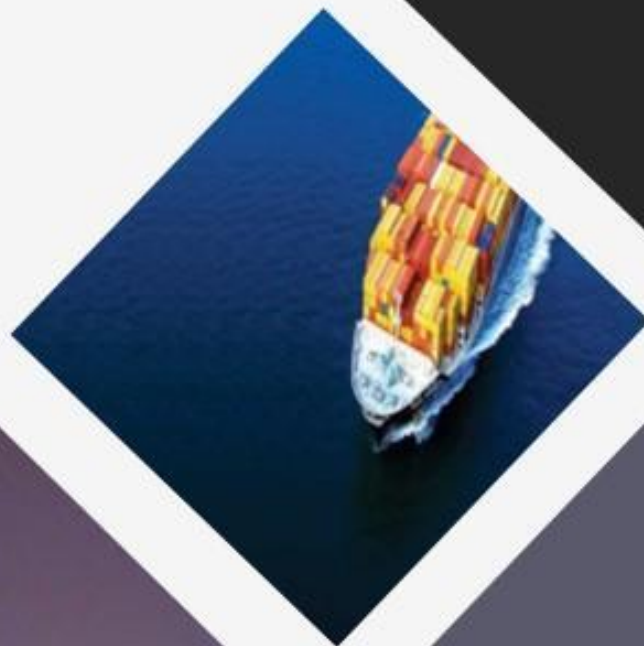


# Maritime Security Review



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## INCIDENTS AT SEA

Reporting Period: 12 – 18 November 2018

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

Piracy Levels are determined on a weekly basis as follows:

<b>HIGH</b>	5 or more incidents in the current reporting period
<b>MEDIUM</b>	2 – 4 piracy incidents in the current reporting period
<b>LOW</b>	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.

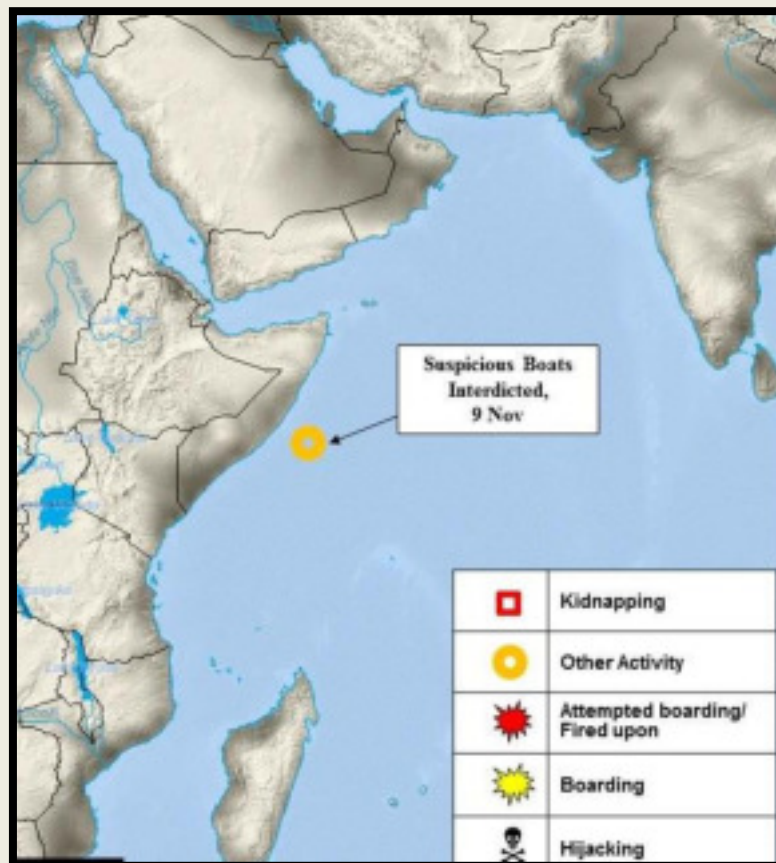
Some vessels transiting this region may have increasingly become complacent in the belief that the piracy threat had diminished. However, poverty and other motivating factors for piracy remain. The threat of attack and/or hijacking remains significant, as the root causes on the ground in Somalia have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

1



SOURCE: ONI

**VESSEL HIJACKED**

- No current incidents to report

**UNSUCCESSFUL ATTACKS/ROBBERIES**

- No current incidents to report

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

- No current incidents to report

**VESSELS BOARDED**

- No current incidents to reports

**KIDNAPPING**

- No current incidents to report

**SUSPICIOUS ACTIVITY**

- No current incidents to reports



**OTHER ACTIVITY**

- **9 November (Indian Ocean – Late Report)** – Navy officials have reported that an Indian Navy ship *SUNAYNA* interdicted several boats carrying weapons in an area approximately 400 nautical miles northeast of Mogadishu. Two high-calibre AK-47 and AKM rifles as well as ammunition were seized from the boats.

**MARITIME REPORTING**

- No current maritime related reporting

**WEATHER FORECAST: GULF OF ADEN, ARABIAN SEA, RED SEA****WEATHER FORECAST VALID FROM 15 - 21 NOVEMBER 2018**

**NORTHERN ARABIAN SEA:** Northeast winds of 10 – 15 knots and seas of 3 – 5 feet.

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

**GULF OF OMAN:** Northerly winds of 5 – 10 knots and seas of 1 – 3 feet in the western section of the Gulf; with northerly winds of 5 – 10 knots, and seas of 4 - 6 feet in the eastern section of the Gulf.

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

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

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

**SOMALI COAST:** Northeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 4 – 6 feet in the northern section of the coastline; with southeast winds of 10 – 15 knots, and seas of 3 – 5 feet in the southern section of the coastline.

- **Extended Forecast:** Northeast winds of 15 - 20 knots, gusting to 25 knots, and seas of 6 - 8 feet in the northern section of the coastline; with northeast winds of 10 – 15 knots, and seas of 3 - 5 feet in the southern section of the coastline.

**CENTRAL AFRICAN COAST/INDIAN OCEAN:** Southerly winds of 10 – 15 knots, and seas of 4 - 6 feet.

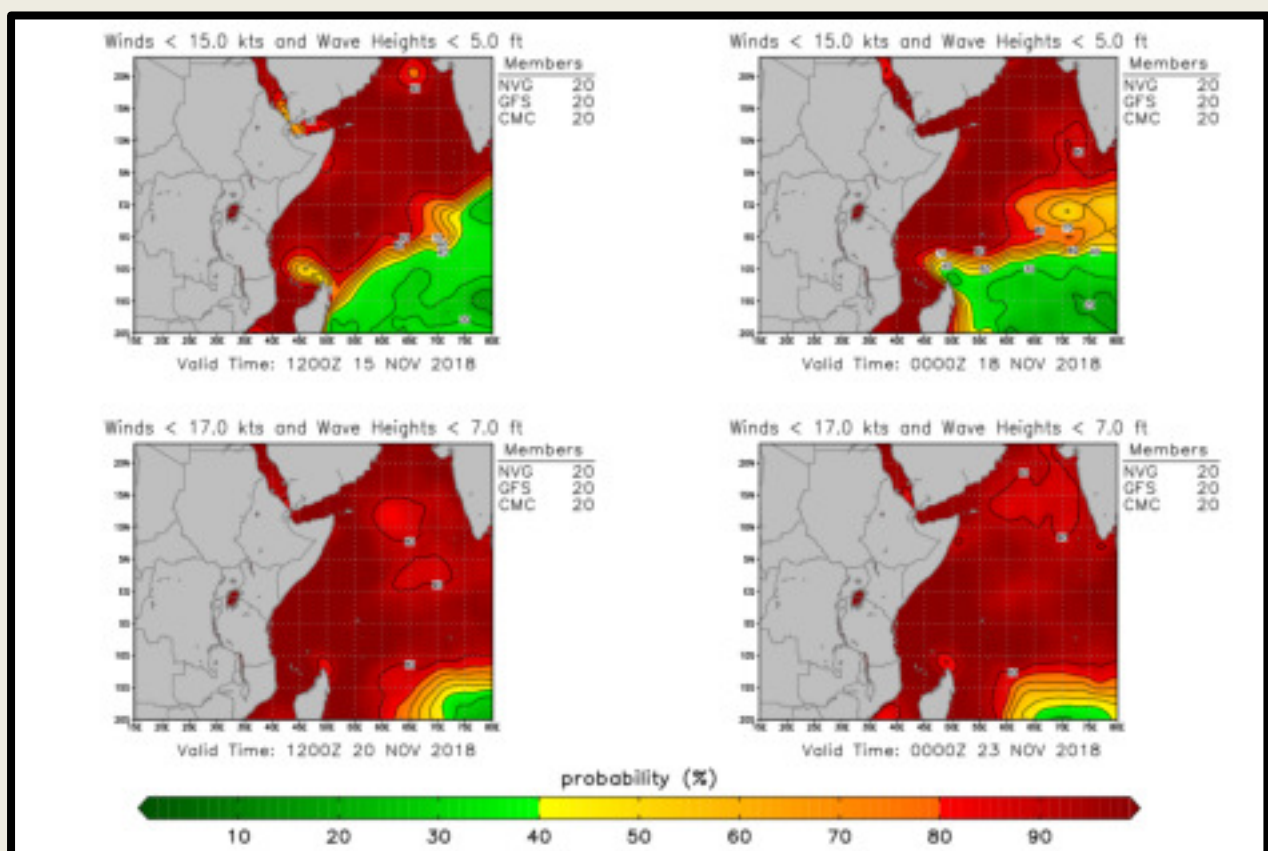
- **Extended Forecast:** Westerly winds of 10 – 15 knots, and seas of 3 - 5 feet.

**MOZAMBIQUE CHANNEL:** Southwest winds of 10 - 15 knots, and seas of 5 - 7 feet in the northern Channel; with southwest winds of 10 - 15 knots, and seas of 6 - 8 feet in the southern Channel.

- **Extended Forecast:** Southerly winds of 10 - 15 knots, and seas of 1 - 3 feet in the northern Channel; with southerly winds of 10 – 15 knots, and seas of 5 – 7 feet in the southern Channel.

**SURFACE CURRENTS:** The northern Arabian Sea and the 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:** As tropical cyclone Gaja transits into the southern Arabian Sea by 17 November, expect increased winds and seas in the southern Arabian Sea and northern Somali coast. 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 18 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.*

## ACTIVITY REPORTING

## SAUDI-LED COALITION ORDERS HALT TO HODEIDAH OFFENSIVE

**15 November** – The Saudi-led coalition has ordered a temporary halt to its offensive against Houthi rebels occupying Hodeidah, officials have said, raising hopes that a more lasting ceasefire can be reached to end fighting that threatens to push the country into full-blown famine. Saudi and UAE-backed militias were told to pause the 12-day-old assault until further notice, adding that the offensive would resume if the Houthis attacked coalition positions. The coalition was prepared to restart its operation, known as Golden Victory, if progress towards new peace talks stalled, a source familiar with coalition operations said. The decision appears to have been a response to calls from aid agencies for a cessation in hostilities, and to intense shuttle diplomacy efforts by the United Nations and the UK foreign secretary, Jeremy Hunt. The

last round of talks aimed at ending Yemen's almost four-year-old war, convened in Geneva in September, were cancelled after three days of waiting for a Houthi delegation that failed to arrive. Among the stumbling blocks that scuppered the last negotiations was an unmet Houthi demand for the evacuation of wounded fighters to neighbouring Oman – a request that the coalition has since granted before fresh talks planned for the end of the month in Sweden. Those talks received a boost on Thursday when the Saudi foreign minister, Adel al-Jubeir, agreed a deal to allow Houthi negotiators to attend, after a phone call with Hunt. In the Red Sea city, violence has subsided to intermittent clashes in the last two days during sunset and a marked drop in coalition bombing, although one strike on Wednesday outside the city limits hit a bus carrying fleeing civilians, killing seven and wounding four. Two shells reportedly hit the city's al-Thawra hospital, local media and several residents said, damaging a building but causing no injuries. Many staff and patients able to move have already fled the hospital – Hodeidah's last functioning medical facility – in the face of encroaching street fighting. Despite the pause in the offensive, it is feared ground militias loyal to the exiled Yemeni government will still seek to gain as much ground as possible before talks are scheduled to start. The coalition's leaders in Riyadh and Abu Dhabi, however, appear to have thrown their weight behind the efforts to restart the peace process.

**15 November** – Early reporting suggests that Houthi commander Hussein Mohammed al-Ajran killed along with "dozens" of other Houthi fighters in Saudi coalition airstrikes in al-Hodeidah. This report is awaiting confirmation.

#### **HODEIDAH PORT REMAINS OPEN AFTER AIR STRIKES**

**14 November** – Two Saudi-led air strikes hit the main entrance to the rebel-held Hodeidah Port, but the docks were still operating normally on Tuesday, the port's deputy director said. The vital docks have been at the centre of international concern about a new drive to recapture Hodeidah which the Yemeni government launched with Saudi-led support on November 1. In the meantime, diplomatic efforts appeared to have eased the fighting as Britain said the Saudi-led coalition had agreed to the evacuation of wounded rebels from the country ahead of proposed peace talks in Sweden. Monday's strikes, in which port staff said four rebels were killed and four wounded, was the first to hit the docks in 12 days of intensified bombardment and ground fighting in the Red Sea coastal city of some 600,000 people, many of whom have fled or now fear a siege. The main gate "was the target of air strikes... but the port is operating normally," the port's deputy director Yehya Sharafeddin said, adding that three guards had been wounded. Four other port employees said that one strike had killed a rebel commander and three of his guards, while a second strike had wounded another commander and his guards. Rebel-controlled media reported two air strikes but made no mention of casualties. Residents of Hodeidah reported that the city was calm on Tuesday after a lull in bombardment during the night as Western governments stepped up calls for a halt to the offensive to pave the way for peace talks.

#### **CLASHES REACH RESIDENTIAL STREETS IN HODEIDAH**

**11 November** – Fighting for control of Yemen's rebel-held city of Hodeidah reached residential streets on Sunday, as the Houthi insurgents mounted fierce resistance to government forces backed by Saudi Arabia, military sources said. Fears for civilian safety have been rising since November 1, when the loyalist forces renewed an operation to take Hodeidah. Troops entered residential streets in eastern Hodeidah Sunday with the aim of "purging them of insurgents", according to a pro-government military official. Rebels

entrenched in the streets and positioned on rooftops battled to keep loyalist fighters out of a neighbourhood located between two major landmarks in Hodeidah, the city's main hospital and vegetable market, both essential to the daily lives of civilians. Yemenis across the city have reported seeing snipers stationed on rooftops and rebel-run tanks firing artillery. Pro-government fighters moved into the neighbourhood between the May 22 hospital -- the largest in Hodeida -- and Sanaa Road, which links the port city to inland Yemen. Fighters clashed around the Al-Waha (Oasis) Resort hotel complex, closing in on a civilian district located south of the hospital and north of Sanaa Road. More than 400 combatants have been killed in 10 days of clashes in Hodeida.

## YEMEN PROCEDURE

### **MS RISK CONTINUES TO ADVISE EXTREME CAUTION FOR VESSELS TRAVELING THROUGH BAB AL MANDAB, THE GULF OF ADEN, AND THE INDIAN OCEAN**

MS Risk has previously assessed that the waters around Yemen may become the next affected area in a battle for regional influence. As Operation Golden Spear ensues along the western coast of Yemen, the potential for retaliatory measures is heightened. On the water, the battle has taken a turn as the US navy has discovered that the recent attack on the Saudi frigate, *RSN Al Madina*, was conducted via an unmanned, remotely controlled vessel. It is unknown how many similar vessels are currently in the hands of Houthi rebels. Attacks from ship-to-shore or vice versa could cause accidental damage to vessels or disruption to shipping routes.

The risk of passage through the region has increased and is likely to rise. There remains a high level of violence and criminal activity ashore. Shipping vessels should remain constantly aware of the situation, including changes to protocol when entering Yemeni maritime waters.

### UNITED NATIONS INSPECTIONS

The UN Verification and Inspection Mechanism (UNVIM) is operational for commercial imports to Yemen.

*Shipping companies or owners delivering to ports not under the control of the Government of Yemen* must apply for permits upon departing from the port of origin of their cargo. Yemen-based importers/traders are required to submit this notification form. More information about the UNVIM program is available here: <https://www.vimye.org/home>.

*Vessels applying to go to ports under the control of the Government of Yemen* need obtain permission for entry from the Yemeni Ministry of Transport. This should be done through the ship's agent and/or receivers prior to the vessel's arrival. The form should be completed by the ship's master and sent directly to the Ministry of Transport.

### SAUDI COALITION INSPECTIONS

All vessels calling at Yemeni ports will only be allowed to enter Yemeni territorial waters following an inspection by the Saudi Arabian coalition forces. Upon arrival outside Bab Al-Mandab, the shipmaster should call the naval forces of the Saudi Arabian coalition by VHF on channel 16 for the arrival registration, and indicate his location (ideally three miles from Bab Al Mandab). Coalition authorities will advise on the anchor position until they provide final approval to enter the port. This procedure will not take more than 48 hours.

Coalition inspectors do not conduct investigation with the crew; contact will be with the ship's master or Chief Officer about the cargo and documents. Once the vessel is permitted into Yemeni ports, the Master will be required to call port control by VHF on channel 14 or 16 for the arrival registration. The shipmaster will be advised the anchor position until the Harbour master confirms berthing prospects.

Coalition forces require AIS to be kept on at all times. The situation is subject to change and vessels should check frequently with local sources for any changes.

## WEST AFRICA, GULF OF GUINEA



**WARNING: 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

- No current incidents to report

#### VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- No current incidents to report

#### VESSELS BOARDED

- No current incidents to report

#### KIDNAPPING

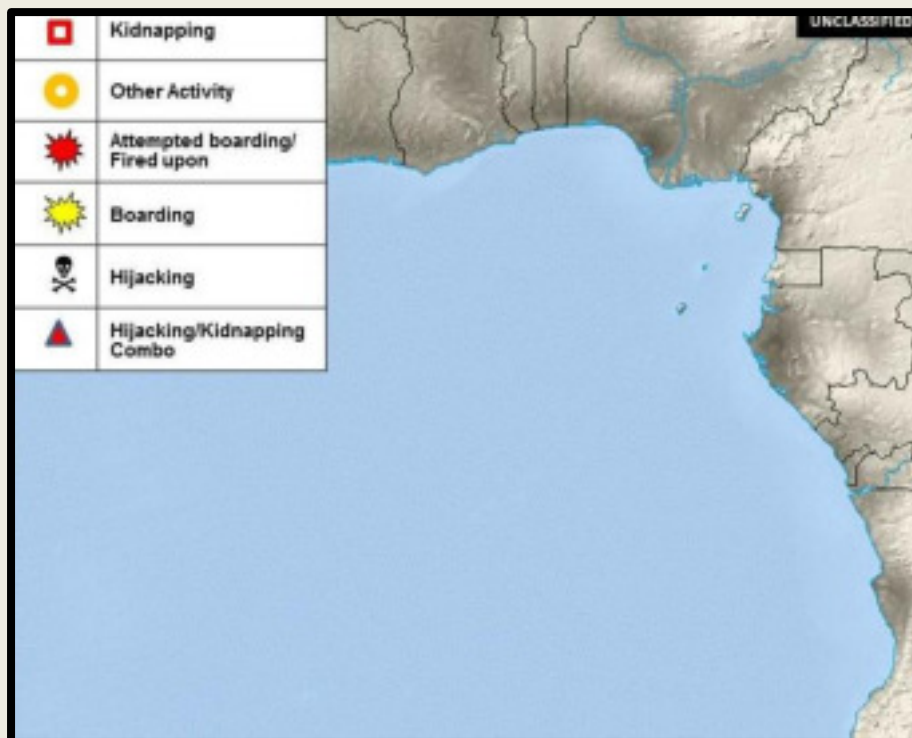
- No current incidents to report

#### SUSPICIOUS ACTIVITY

- No current incidents to report

#### OTHER ACTIVITY

- No current incidents to report



Source: ONI

#### MARITIME REPORTING

- No current maritime related reporting



**WEATHER FORECAST: GULF OF GUINEA****WEATHER FORECAST VALID FROM 15 - 21 NOVEMBER 2018**

**GULF OF GUINEA:** Southwest winds of 10 - 15 knots and seas of 3 - 5 feet.

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

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

## EAST ASIA, SOUTHEAST ASIA, INDIA

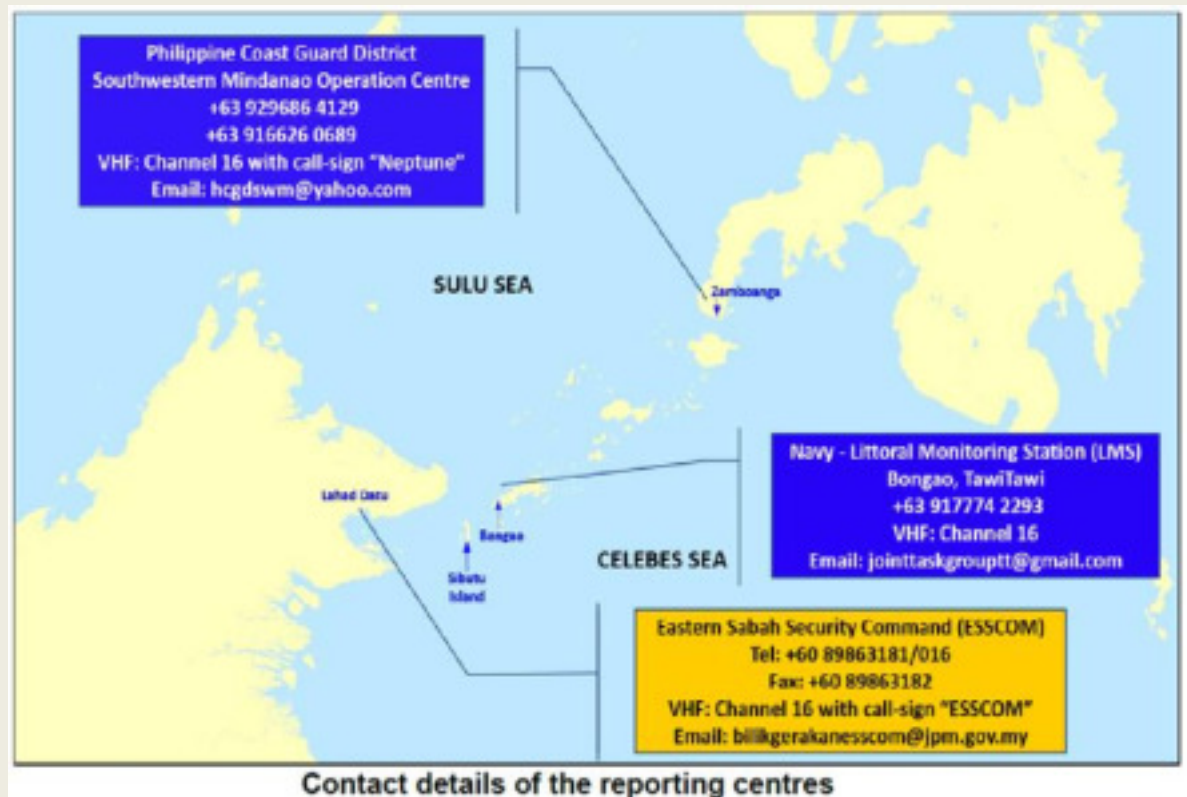
**WARNING: Imminent threat of attack by Abu Sayyaf Group**

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

- No current incidents to report

#### VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- No current incidents to report

#### VESSELS BOARDED

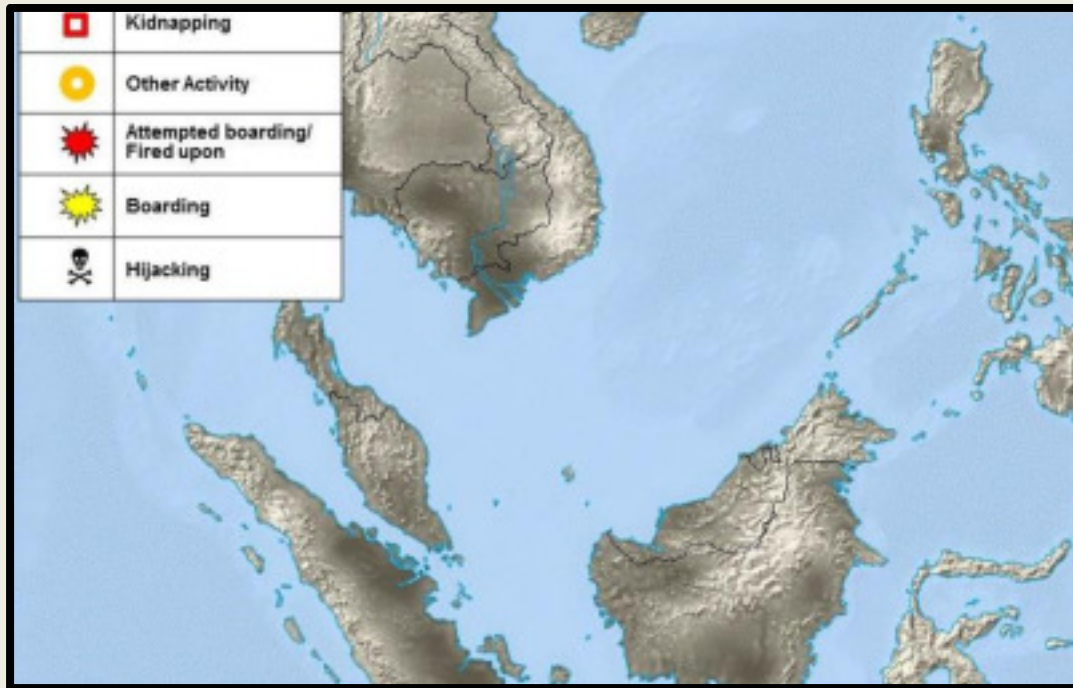
- No current incidents to report

#### SUSPICIOUS ACTIVITY

- No current incidents to report

**OTHER ACTIVITY REPORT**

- No current incidents to report



Source: ONI

**MARITIME REPORTING**

- No current maritime related reporting

**WEATHER FORECAST: SOUTHEAST ASIA****WEATHER FORECAST VALID FROM 15 - 21 NOVEMBER 2018**

**SOUTHERN SOUTH CHINA SEA:** East-northeast winds of 10 – 15 knots and seas of 2 – 4 feet.

- **Extended Forecast:** Northerly winds of 10 – 15 knots, and seas of 1 – 3 feet.

**MALACCA STRAIT:** Light and variable winds and seas of 1 – 3 feet in the northern Strait; with light and variable winds seas of 1 – 3 feet in the southern Strait.

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

**ANDAMAN SEA:** Northerly winds of 5 - 10 knots and seas of 2 - 4 feet in the northern section; with northerly winds of 5 - 10 knots, and seas of 2 - 4 feet in the southern section.

- **Extended Forecast:** Norhtwest winds of 10 – 15 knots, and seas of 2 - 4 feet in the northern section; with northwest winds of 10 – 15 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.

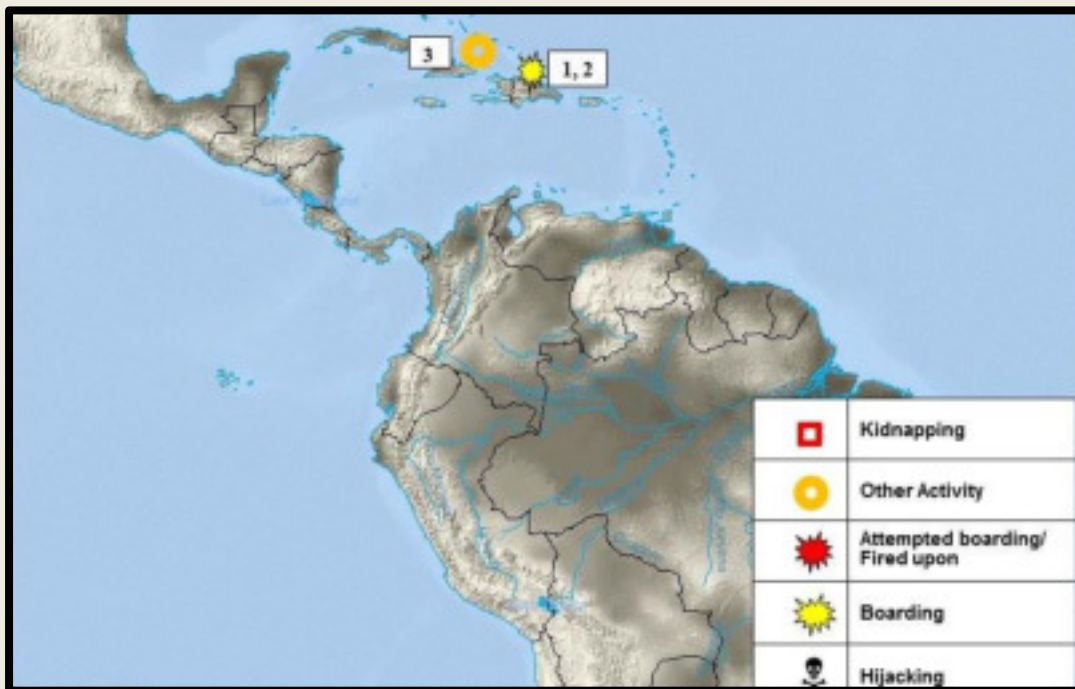
**SYNOPTIC DISCUSSION:** Expect strong gusts in and around scattered thunderstorms, throughout the Malacca Strait and the Andaman Sea due to funnelling effects and daytime heating.

## WORLDWIDE

## NORTH AMERICA

- No current incidents to report

## CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA



Source: ONI

1. **9 November (Dominican Republic – Late Report)** – A robber boarded a sailing yacht anchored in Luperon. Cash was stolen. No police report was made.
2. **29 October (Dominican Republic – Late Report)** – Yacht owners returned to their yacht anchored in Luperon after inland travel. They found a deck hatch that had been left close but not locked, was open, and that the cabin had been ransacked. Only cash, which was hidden, was taken. A report of the incident was made to the police, coast guard, port captain, the marina, and the tourist office and on the VHF net.
3. **14 October (Bahamas – Late Report)** – The Royal Bahamas Defence Force (RBDF) escorted three “motherships” with 124 fishermen from the Dominican Republic to the capital after they were turned over to the Defence Force by the Cuban Border Patrol the day before. The Dominicans had illegally entered Cuban waters after being pursued by the Defence Force for illegally fishing in Bahamian waters. The apprehension was the result of a collaborative effort by the Royal Bahamas Defence Force with the United States Coast Guard and the Cuban Border Patrol.

## ATLANTIC OCEAN AREA

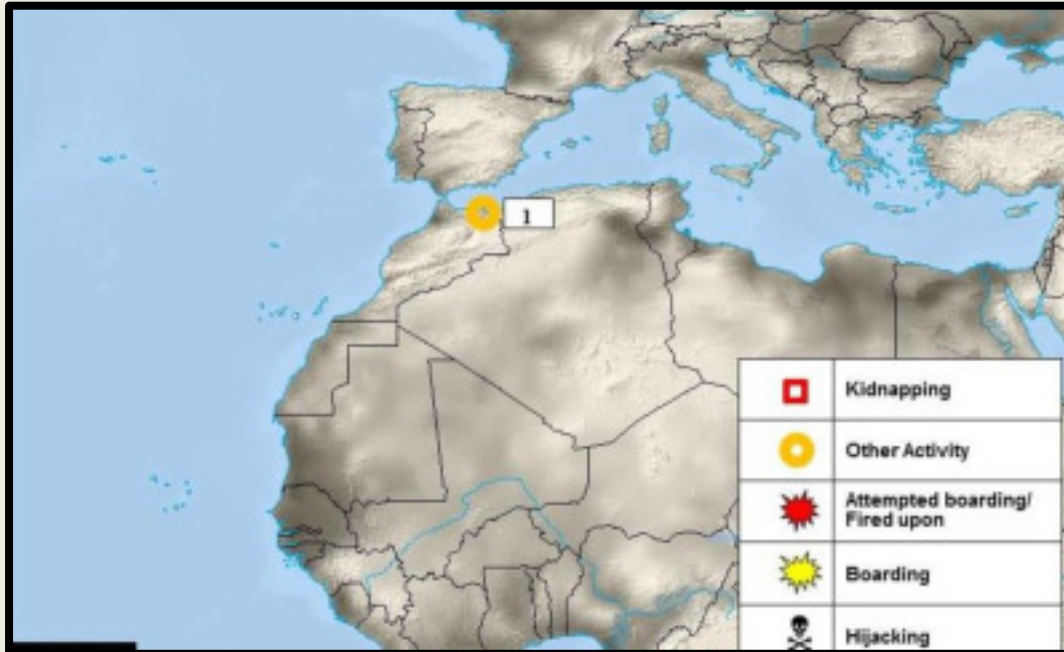


- No current incidents to report

#### NORTHERN EUROPE – BALTIC

- No current incidents to report

#### MEDITERRANEAN/BLACK SEA



Source: ONI

1. **7 November (Morocco – Late Report)** – The country's state-run news agency has reported that Moroccan naval forces rescued approximately 140 migrants off its Mediterranean coast.

#### ARABIAN GULF

- No current incidents to report

#### EAST ASIA/INDIAN SUBCONTINENT

- No current incidents to report

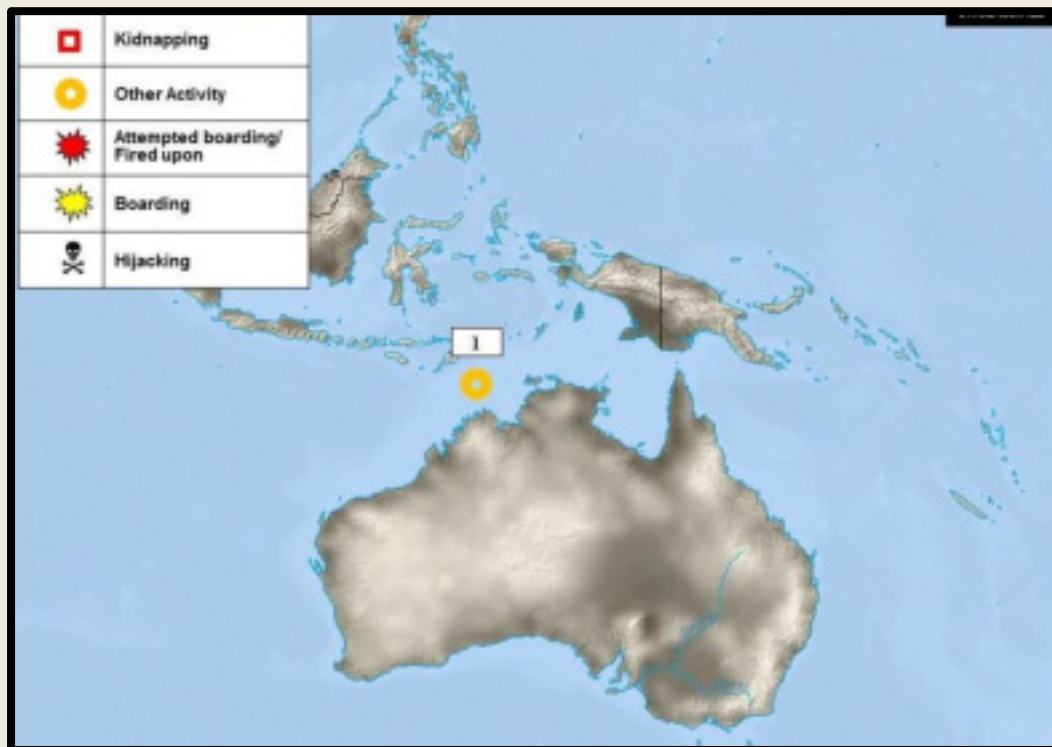
#### EASTERN AND SOUTHERN AFRICA

- current incidents to report

#### NORTHEAST ASIA

- No current incidents to report

#### PACIFIC OCEAN/SOUTHERN OCEAN



Source: ONI

1. **7 November (Australia – Late Report)** – An Indonesian fishing vessel and its five crewmembers were apprehended off the coast of western Australia. They are suspecting of having fished illegally in Australian waters.

## 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.

### **TURKEY: 4 MIGRANTS KILLED, 6 MISSING AFTER BOAT SINKS**

**12 November (Turkey)** – According to Turkey's state-run news agency, the Turkish coast guard on Monday recovered four bodies and was still searching for six missing migrants after their boat sank in the Aegean Sea. Anadolu Agency reported that three other migrants were rescued as part of a search-and-rescue operation launched after the boat, with a total of fifteen people on board, went down off the coast of Dikili, close to the Greek island of Lesbos. Earlier, two of the migrants managed to swim to shore to seek help. The group was made up of fourteen Afghans and one was an Iraqi citizen, the agency reported, adding that four of them were children.

### **SPAIN RECOVERS TWO MIGRANT BODIES**

**12 November (Spain)** – Spanish police over the weekend recovered the bodies of two Moroccans from a boat that reached Spain's coast after crossing the Mediterranean Sea with migrants and a hashish shipment. Police disclosed on Sunday that they found the bodies along with two other people who were suffering from hypothermia on Saturday after they were alerted that a rubber boat had reached a beach near Malaga. Police believe that one of the dead could be a minor. Police also disclosed that they found six kilograms of hashish near the boat, adding that they suspect that the drugs belonged to the boat's owner and pilot, who police were looking for along with three others. Police have located eight more Moroccan men from a total of fifteen people they believe to have been on board.

**SPAIN RESCUES NEARLY 180 MIGRANTS**

**12 November (Spain)** – On Sunday, Spain's maritime rescue service reported that it had saved 179 people from seven boats its rescue craft intercepted either in the Strait of Gibraltar or in nearby waters.

**MIGRANTS RESCUED BY CARGO VESSEL REFUSE TO DISEMBARK AT LIBYAN PORT**

**12 November (Libya)** – Officials from the United Nations and the Libyan coast guard reported on Monday that some 95 migrants picked up by a cargo ship off the coast of Libya have refused to disembark in the western city of Misrata. According to Rida Essa, a Misrata-based coast guard commander, on Thursday a cargo ship bound for Misrata rescued around 95 migrants whose boat was about to sink. He disclosed that the coast guard vessels had been unable to reach the site of the accident so the cargo ship brought them to Misrata, Libya's largest port. He disclosed that "they (migrants) did not want to leave the ship...We tried to negotiate with them and this has lasted for three days," adding that two migrants had eventually left. Meanwhile the UN migration agency IOM has reported that it has provided food, water and blankets, noting however that the migrants are refusing to leave the vessel. In a report in September, the UN refugee agency disclosed that migrants picked up by the Libya coastguard are being brought to detention centres where they face ill-treatment and abuse, accusations which have been denied by Libyan officials.

## SPOTLIGHT ON LIBYA

## PORT STATUS AS OF 18 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 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)	Open	Moderate
Port of Zueitina	Open	Low

## ACTIVITY REPORTING

**CLASHES AT POLICE STATION IN GHUT SHAAL**

**16 November** – At 3:00 am, armed clashes broke out at a police station in Ghut Shaal, near the Tobacco Factory. The fighting was between an unidentified armed group and forces of the General Security Service. The unidentified group was reportedly trying to break an individual out of the police station. One person was reportedly killed in the clash.

**CEASEFIRE RESUMES FOLLOWING CLASHES IN TRIPOLI**

**15 November** – On Wednesday, a ceasefire was agreed after clashes erupted in Tripoli between rival militant groups, ending nearly a month of relative calm. On Wednesday, clashes broke out between the Seventh Brigade and the Abu Salim Central Security Forces brigade, a group that supports Libyan Prime Minister Fayez Al Serraj. Official sources said the new attack by the Seventh Brigade was due to disappointment following the Libya conference in Palermo over the fact that pro-Serraj militias in Tripoli would not be expelled. There had been skirmishes throughout the day in southern Tripoli, near the Qasr bin Ghashir bridge, approximately 25km from the city centre, and near International Airport, which has been closed since 2014. The closed airport was declared a "military zone" by the Twenty-Second Brigade, allied with the Seventh. The ceasefire was announced following the application of security measures agreed upon after clashes in September, which caused nearly 120 deaths and left over 400 wounded. In a televised declaration, an official said Abu Salim wants to go to the Seventh Brigade's headquarters in Tarhuna to meet with its leaders in order to strengthen the ceasefire.

**LEADERS MEET IN ITALY TO FIND SETTLEMENT IN LIBYA**

**12 November** – Representatives of Libya's quarrelling factions and of countries seeking to stabilize the started meetings in Sicily on Monday. Italy's anti-migrant populist government organized the two-day conference in Palermo, hoping to make progress on ending years of lawlessness in Libya. Italian Premier Giuseppe Conte said the conference aims to "help end the armed conflicts and to help the Libyan stabilization process" in the framework of the United Nations. Eventually, the West hopes Libyans will have a democratic election, but the conference isn't aiming to fix a date. Ghassan Salame, the U.N. special envoy to Libya, last week told the U.N. Security Council that the "status quo in Libya was untenable" with the country. Salame met on the conference sidelines with Fayez Serraj, the prime minister of the U.N.-backed government in Tripoli and a chief rival of General Khalifa Haftar. Italy has been a staunch Serraj backer. Libya's neighbor to the east, Egypt, backs Haftar. Egyptian President Abdel-Fattah el-Sissi, among the participants, had recently reiterated Cairo's call for lifting the international arms embargo against Libya. For rights advocates, the conference provided an opportunity to spotlight plight of migrants trapped in Libya, now that the nearly nightly launching of human traffickers' boats from Libya's coasts has sharply dropped off as Italy and Malta have closed their ports to private rescue groups' vessels.



## 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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