

Maritime Security Review



Issue No. 44

5 November 2018

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INCIDENTS AT SEA

Reporting Period: 29 October – 4 November 2018

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

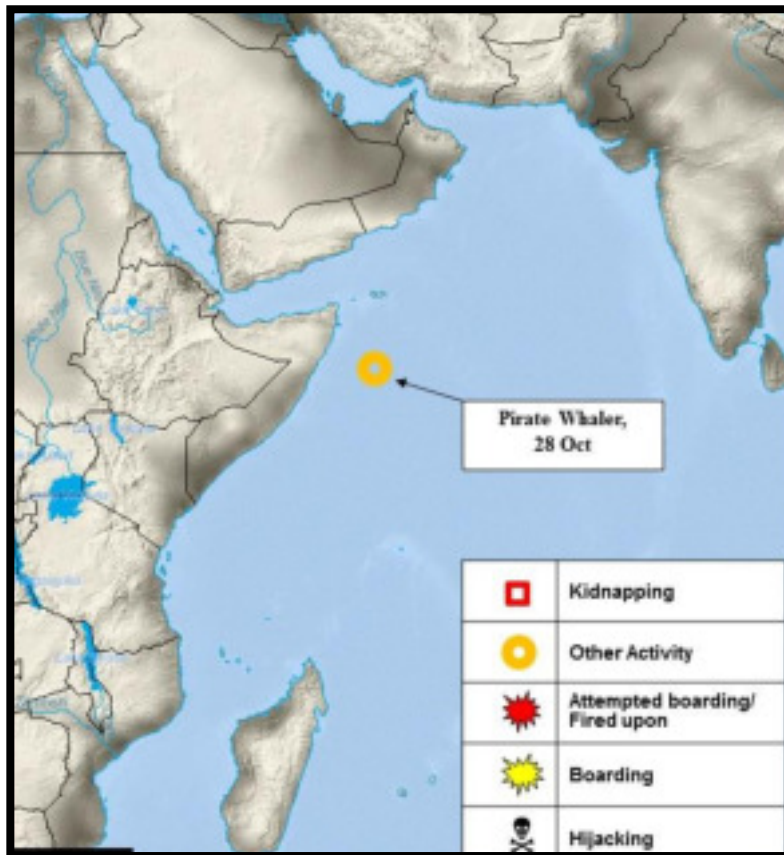
Some vessels transiting this region may have increasingly become complacent in the belief that the piracy threat had diminished. However, poverty and other motivating factors for piracy remain. The threat of attack and/or hijacking remains significant, as the root causes on the ground in Somalia have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



SOURCE: ONI

VESSEL HIJACKED

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACKS

- No current incidents to report

VESSELS BOARDED

- No current incidents to reports

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- **28 October (Somalia – Late Report)** – EU NAVFOR Military personnel seized an active Pirate Action Group (PAG) whaler and destroyed it. This followed a sustained period of surveillance after a piracy attack was carried out against the Hong Kong flagged bulk carrier *KSL SYDNEY*. The attack against the bulk carrier occurred on 16 October, 340 nautical miles of the coast of Somalia.

MARITIME REPORTING

- No current maritime related reporting

WEATHER FORECAST: GULF OF ADEN, ARABIAN SEA, RED SEA

WEATHER FORECAST VALID FROM 1 – 7 NOVEMBER 2018

NORTHERN ARABIAN SEA: North-northeast winds of 5 – 10 knots and seas of 3 – 5 feet.

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

GULF OF OMAN: Northwest winds of 5 – 10 knots and seas of 1 – 3 feet in the western section of the Gulf; with northwest winds of 5 – 10 knots, and seas of 2 – 4 feet in the eastern section of the Gulf.

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

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

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

SOMALI COAST: Northeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 5 – 7 feet in the northern section of the coastline; with east-southeast winds of 10 – 15 knots, and seas of 3 – 5 feet in the southern section of the coastline.

- **Extended Forecast:** Northeast winds of 10 – 15 knots, and seas of 4 – 6 feet in the northern section of the coastline; with southeast winds of 10 – 15 knots, and seas of 2 – 4 feet in the southern section of the coastline.

CENTRAL AFRICAN COAST/INDIAN OCEAN: Easterly winds of 10 – 15 knots, and seas of 9 – 12 feet.

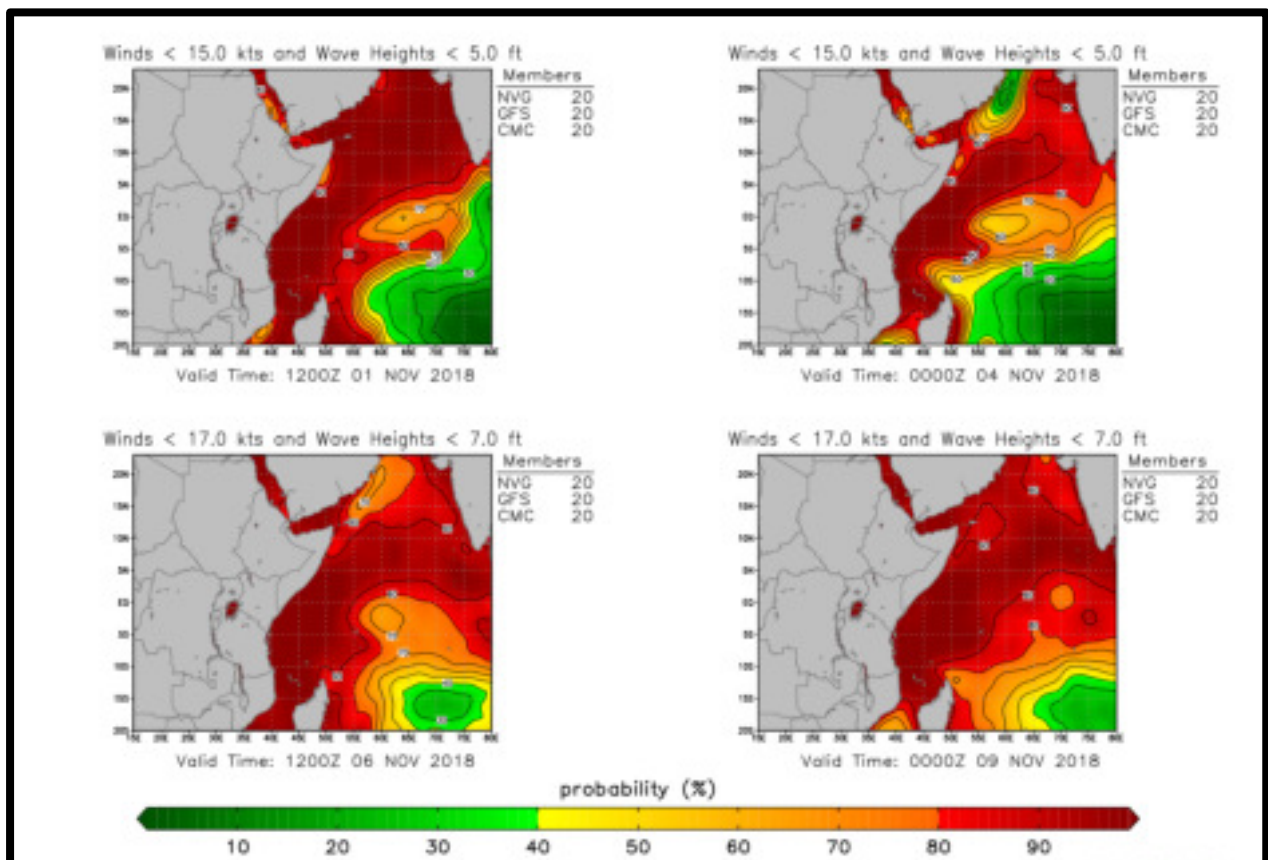
- **Extended Forecast:** Southeast winds of 10 – 15 knots, and seas of 4 – 6 feet.

MOZAMBIQUE CHANNEL: Northeast winds of 5 – 10 knots, and seas of 3 – 5 feet in the northern Channel; with northeast winds of 5 – 10 knots, and seas of 5 – 7 feet in the southern Channel.

- **Extended Forecast:** Westerly winds of 5 – 10 knots, and seas of 4 – 6 feet in the northern Channel; with northwest winds of 5 – 10 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: High pressure dominates much of the weather causing winds to remain light and seas low. Expect increased localized wind flow through the Strait of Hormuz due to funnelling effects and occasional shamal winds across the Arabian Gulf.



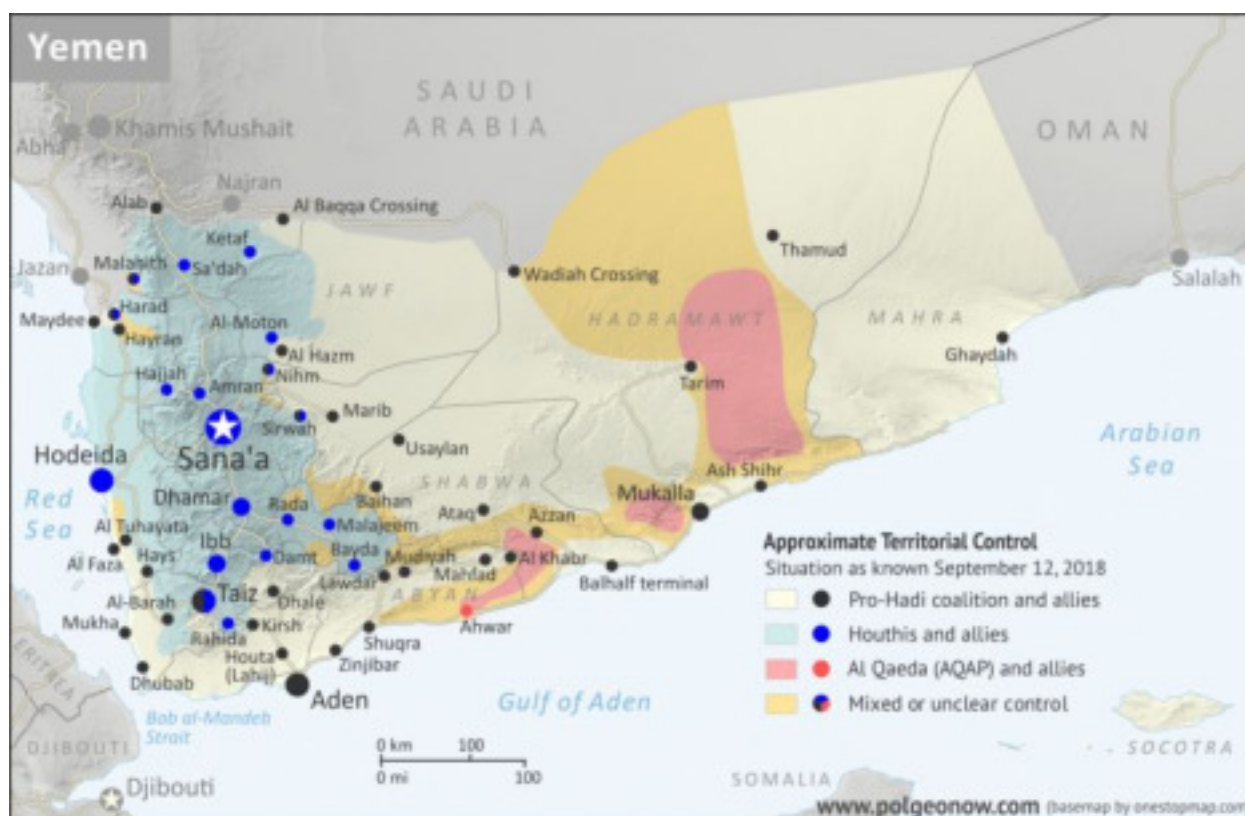
Source: ONI

SPOTLIGHT ON YEMEN

PORT STATUS AS OF 4 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-UAE ALLIANCE ATTACK AIRBASE, MISSILE SITES IN YEMEN CAPITAL

2 November – The Saudi-UAE military alliance at war with Yemen's Houthis says it bombed Sanaa International Airport and an adjoining airbase which were allegedly being used to launch drone and ballistic missile attacks. Colonel Turki al-Malki, the alliance's spokesman, said on Friday that aviation at the airport and international aid efforts were not affected. He told the kingdom's al-Ekhbaria TV that a press conference would be held later in the day to provide evidence that the airport was being used by the Houthis to launch attacks. The Houthi-affiliated Al-Masirah news outlet did not address the alliance's claims, instead reporting that more than 30 raids targeted the al-Dulaimi airbase in Sanaa and its surrounding areas. Sources in the capital, however, told Al Jazeera that the number of attacks was closer to 20. The air raids came just hours after Yemen's internationally recognised government said it was ready to re-start peace talks with Houthis. The Yemeni government said on Thursday that it welcomed "all efforts to restore peace" after the US and UN called on the warring parties to enter into negotiations planned for Sweden later this month.

SAUDI ALLIANCE SENDS OVER 10,000 TROOPS TO HODEIDAH

30 October – The Saudi-UAE alliance sent more than 10,000 troops to the port city of Hodeidah in a new offensive aimed at securing so-called "liberated areas". Hodeidah port is the main gateway for commercial imports and relief supplies into the country, and also carries strategic importance for the alliance. Saudi and Emirati officials have alleged it is the main entry point for Iranian arms shipments to the Houthis, a charge Tehran and the rebels deny. The move is designed to pressure Iranian-aligned Houthi insurgents to return to U.N.-sponsored peace talks. The United States and Britain have called for

an end to the 3-1/2-year war that has driven impoverished Yemen to the verge of famine, raising pressure on Saudi Arabia as it faces a global outcry over the murder of prominent Saudi journalist Jamal Khashoggi in the Saudi consulate in Istanbul on Oct. 2.

GUNMEN KILL ADEN'S TOP ANTI-NARCOTICS OFFICER

28 October – Gunmen shot dead the top anti-narcotics police officer in Aden, the latest shooting in a city rattled by a string of unsolved killings, security officials said. They said the gunmen opened fire on the car in which Col. Fadl Sael was traveling along with two members of his security detail, instantly killing all three. Aden has seen an upsurge in killings in recent months, including a spate of drive-by shootings targeting Muslim clerics and top counterterrorism officials. Simultaneously, the city has seen a hike in the narcotics trade, something that residents say is a byproduct of a security vacuum.

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:

6



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

- **29 October (Republic of Congo)** – Offshore supply vessel *ARK TZE* was boarded and hijacked by armed pirates near position 04:57 S – 010:43 E, 68 nautical miles west of Pointe Noire. All crewmembers were taken hostage and made to lie on the deck while the pirates ransacked and stole crew and ship's properties. The pirates then kidnapped four crewmembers and escaped. The remaining crewmembers sailed the vessel to a safe port. One crewman sustained injuries in the incident. The bridge equipment was damaged during the attack.
- **29 October (Republic of Congo)** – Vessel owners lost contact with their vessel *M/T ANUKET AMBER*. The vessel's last known position was 04:47 S – 010:08 E, 102 nautical miles west of Pointe Noire. The vessel has reportedly been hijacked.

UNSUCCESSFUL ATTACKS/ROBBERIES

- **20 October (Republic of Congo – Late Report)** – A duty crewman onboard a landing craft anchored in Pointe Noire Anchorage saw two robbers armed with long knives lowering mooring ropes to their accomplice in a wooden boat. Alarm was raised and the crewmembers were alerted, resulting in the robbers escaping in their boat. Master contacted port control via VHF to request for assistance. Upon checking, several mooring ropes were found missing.

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- **29 October (Republic of Congo)** – Pirates in a speed boat chased and fired upon LPG tanker *BW FRIGG*, which was carrying out bunkering operations while underway near position 04:46 S – 010:08 E, 101 nautical miles west of Pointe Noire. Emergency bunker stop and cast off was initiated. The speed was increased, and the tanker carried out evasive manoeuvres and managed to escape. All crewmembers have been reported safe.
- **25 October (Nigeria – Late Report)** – A merchant vessel reported being attacked near position 04:21 N – 007:42 E.

VESSELS BOARDED

- No current incidents to report

KIDNAPPING

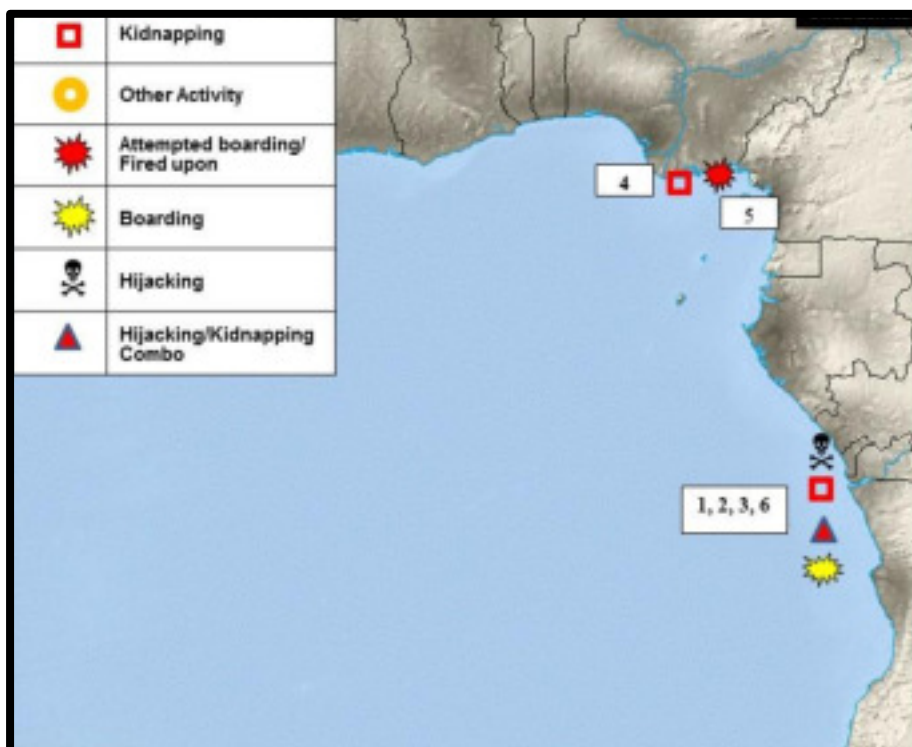
- **27 October (Nigeria – Late Report)** – Pirates attacked the container ship *POMERANIA SKY* near position 03:21 N – 006:30 E, 60 nautical miles southwest of Bonny. Eleven crewmembers – 8 Poles, 2 Filipinos and 1 Ukrainian – were kidnaped.
- **26 October (Nigeria – Incident Update)** – According to a press release from the Slovenian Ministry of Foreign Affairs, twelve crewmembers of Swiss-flagged bulk carrier *GLARUS* were released and are already in Switzerland. The crewmembers were kidnapped on 22 September 2018. All are reportedly in good health. No details on the release and conditions of the release, including whether or not a ransom payment was made, have been released.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- No current incidents to report



Source: ONI

MARITIME REPORTING

- **31 October** – The Philippine Embassy in Nigeria reported on Wednesday that a total of 10 Filipino seafarers are suspected to have been kidnapped by pirates in two separate hijacking incidents in the Gulf of Guinea. Ambassador to Nigeria Shirley Ho-Vicario has disclosed that the first hijacking occurred on 27 October when two Filipino seafarers on board a Liberian-flagged container ship were amongst 11 crewmembers kidnapped by pirates who boarded the vessel. On 29 October, a group of pirates hijacked a Panamanian-registered tanker and seized eight Filipino seafarers and nine other crewmembers. The Embassy has disclosed that the whereabouts of the kidnapped Filipinos remain unknown.
- **29 October** – Polish state media has confirmed that pirates boarded a container ship off the coast of Nigeria, seizing 11 crewmembers including eight from Poland. A statement released on Sunday by Midocean (IOM) Ltd disclosed that the pirates attacked the *MV POMERANIA SKY*, which was bound for the Nigerian port of Onne, early on Saturday and abducted 11 of the vessel's crewmembers, adding that nine others remained on board and were unharmed in the incident. In its statement, Midocean disclosed that "our priority is securing the earliest release of the eleven crew who have been taken and we are working closely with our partners and the local authorities to achieve that." It further disclosed that "the families of those crewmembers taken are being kept

informed of the situation,” adding that the vessel has proceeded to safe waters. While Midocean declined to disclose where the kidnapped crewmembers were from, Polish state media, citing Foreign Minister Jacek Caputowicz, confirmed that eight of them were from Poland. The nationality of the three other abducted crewmembers currently remains unknown.

- **29 October** – A Swiss shipping company has confirmed that twelve crewmembers of a bulk carrier who were abducted by pirates more than five weeks ago near Nigeria have been released. Massoel Shipping has disclosed that seven Filipinos, a Slovenian, a Ukrainian, a Romanian, a Croatian and a Bosnian were freed late Saturday (27 October) in Port Harcourt, Nigeria and were in Switzerland on Monday before returning home. The Geneva-based company disclosed that it would not provide any details pertaining to the release, stating that “...to do so would only encourage further criminal acts of this kind.” The vessel was carrying wheat when it was attacked on 22 September as it sailed from Lagos to Port Harcourt. The attackers apparently boarded the vessel using long ladders and cut razor wire on the deck to reach the bridge. Seven crewmembers were not captured.

WEATHER FORECAST: GULF OF GUINEA

WEATHER FORECAST VALID FROM 1 – 7 NOVEMBER 2018

GULF OF GUINEA: South-southwest winds of 5 – 10 knots and seas of 4 – 6 feet.

- **Extended Forecast:** Southeast winds of 5 – 10 knots, and seas of 1 – 3 feet.

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

EAST ASIA, SOUTHEAST ASIA, INDIA

Current
Incidents:

4



WARNING: Imminent threat of attack by Abu Sayyaf Group

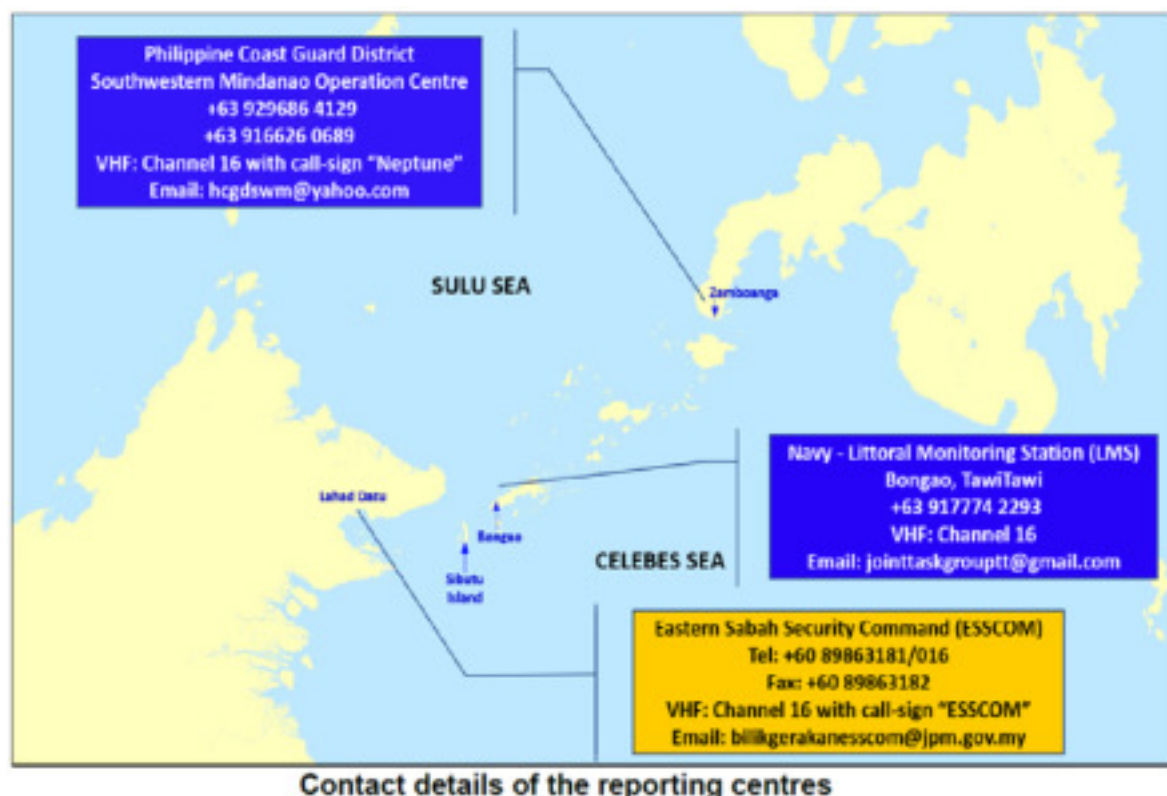
On 30 October 2018, ReCAAP issued a warning, stating that it has received information from the Philippine Focal Point (Philippine Coast Guard) that “a group of approximately 10 ASG members armed with pistol, rifles and grenade launcher is planning to conduct kidnapping activities at any opportune time 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:



Contact details of the reporting centres

VESSELS HIJACKED

- No current incidents to report

KIDNAPPING

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- **24 October (Philippines – Late Report)** – Robbers in a small bamboo boat approached a berthed LPG tanker during cargo operation near position 13:45 N – 120:48 E, JG Summit Terminal Jetty 1, Batangas. One robber managed to board the tanker. Duty crewman spotted the robber and raised the alarm resulting in the robber escaping. Crew directed flashlight towards the boat as it moved away. A search of the vessel was carried out and ship's properties were reported stolen.
- **16 October (Vietnam – Late Report)** – Robbers, pretending to be stevedores, boarded an anchored bulk carrier during cargo operations near position 20:53 N – 107:16 E, Campha Anchorage. The robbers stole ship's stores and escaped. The theft was noticed during routine rounds after departure. The incident was reported to the local agent.

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- No current incidents to report

VESSELS BOARDED

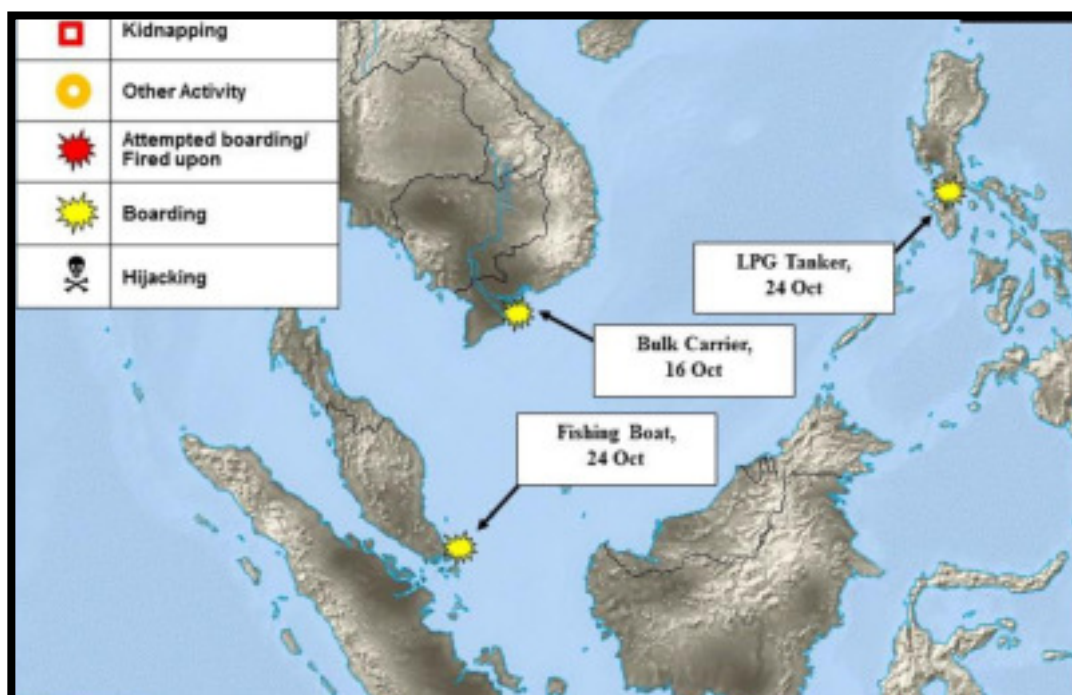
- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

- **24 October (Malaysia – Late Report)** – Five persons were arrested on suspicion of sea robbery. The Rompin district police chief released a statement stating that the five suspects were armed when they boarded a Vietnamese fishing boat off the waters of Rompin, posing as law enforcement officers, and took a large amount of cash as well as their catch, which reportedly weighed one tonne. The suspects are currently in police custody.



Source: ONI

MARITIME REPORTING

- No current maritime related reporting

WEATHER FORECAST: SOUTHEAST ASIA**WEATHER FORECAST VALID FROM 1 – 7 NOVEMBER 2018**

SOUTHERN SOUTH CHINA SEA: Northeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 2 – 4 feet.

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

MALACCA STRAIT: Easterly winds of 5 – 10 knots, and seas of 1 – 3 feet in the northern Strait; with northeast winds of 5 – 10 knots, and seas of 1 – 2 feet in the southern Strait.

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

ANDAMAN SEA: Easterly winds of 15 – 20 knots and seas of 3 – 5 feet in the northern section; with easterly winds of 15 – 26 knots, and seas of 4 – 6 feet in the southern section.

- **Extended Forecast:** Northerly winds of 10 – 15 knots, and seas of 1 – 3 feet in the northern section; with easterly winds of 10 – 15 knots, and seas of 2 – 4 feet in the southern section.

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

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

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

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

PIRACY AND ARMED ROBBERY AGAINST VESSELS GLOBALLY – THIRD QUARTER REVIEW (JANUARY – SEPTEMBER 2018)

EXECUTIVE SUMMARY

The latest report released by the International Chamber of Commerce's (ICC) International Maritime Bureau (IMB) shows a record-low hijacking rate, with warnings that piracy dangers continue to persist in the Gulf of Guinea region.

The latest report provides figures for the first nine months of 2018, indicating that a total of 156 incidents of piracy and armed robbery against vessels were reported to the ICC IMB Piracy Reporting Centre (PRC) during this year's reporting period, compared to 121 for the same period in 2017. Of the total 156 incidents reported globally, the Gulf of Guinea region accounted for 57 attacks, with most of these incidents being reported in and around Nigeria (41). The number of crewmembers held hostage (112) for the duration of the incident has increased in comparison to the same period in 2017 (80) and 2016 (110). The number of crewmember kidnappings however has reduced, from 49 in 2017 to 39 in 2018. It should be noted that 37 of the 39-crewmember kidnappings for ransom that occurred globally occurred in the Gulf of Guinea region in seven separate incidents. Twenty-nine crewmembers were kidnapped in four separate incidents that occurred in waters off Nigeria. This highlights the fact that the Gulf of Guinea region remains a high-risk area for piracy, armed robbery and other maritime incidents, including kidnappings of crewmembers for ransom.

While the Somali region reported two incidents during the January – September 2018 period, there were no new incidents reported off the coast of Somalia in Q3. Nevertheless, vessels transiting this region are advised to continue to maintain heightened vigilance as the threat of further attacks remains.

In the Asian region, after a period of calm, two fishermen were reported kidnaped in September off Semporna, Sabah Malaysia, indicating that the Abu Sayyaf Group (ASG) continues to pose a threat to merchant vessels and other ships transiting these waters.

Incidents in the remaining regions of the world, including some in Latin American countries, boarder on low level opportunist theft. Nevertheless, Masters and crewmembers are advised to remain aware of the risks of crime in this region and to remain alert and vigilant at all times, while underway and when anchored/berthed at ports.

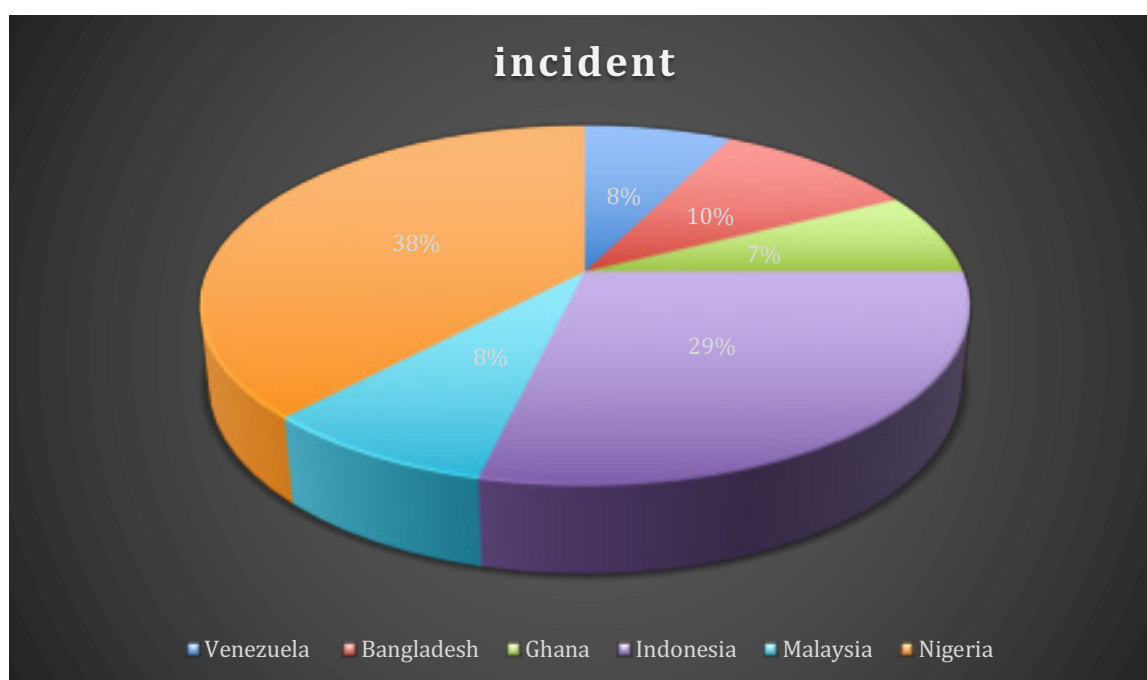
HIGHLIGHTS OF REPORT

During the January – September 2018 reporting period, there were a total of 156 attacks, consisting of 111 actual attacks (107 boarding's and 4 hijackings); and 45 attempted attacks (32 attempted attacks and 13 vessels fired upon). It should be noted that no vessels were reported as hijacked in the third quarter of 2018. This is the first time since 1994 when no vessel hijackings have been reported in two consecutive quarters. The report does note however that incidents of crime persist, with the number of crewmembers held hostage increasing in comparison to the same period in 2017 – from 80 incidents to 112 by the third quarter of 2018.

The African continent (Angola, Benin, Cameroon, Democratic Republic of Congo, Gabon, Ghana, Guinea, Gulf of Aden, Ivory Coast, Kenya, Liberia, Mozambique, Nigeria, Red Sea, Sierra Leone, Somalia, South Africa, Tanzania, the Congo and Togo) reported the greatest number of incidents, with a total of 64 attacks reported during this period; followed by Southeast Asia (Indonesia, Malacca Straits, Malaysia, Philippines, Singapore Straits, Thailand) with 49 incidents; the Americas (Brazil, Colombia, Ecuador, Guyana, Haiti, Peru and Venezuela) with 25 incidents; the Indian sub-continent (Bangladesh and India) with 14 incidents and East Asia (China and Vietnam) with 4 incidents.

The following ports and anchorages reported the most incidents during the January – September 2018 reporting period: Bangladesh (Chittagong/Kutubdia) reported 11 incidents; Benin (Cotonou) 5 incidents; Brazil (Macapa) 3 incidents; Ecuador (Guayaquil) 4 incidents; Ghana (Takoradi) 6 incidents; Haiti (Port Au Prince) 3 incidents; Indonesia (Muara Berau) 15 incidents; Indonesia (Pulau Bintan) 4 incidents; Nigeria (Apapa/Lagos) 20 incidents; Peru (Callao) 3 incidents; Venezuela (Puerto Jose) 4 incidents; Venezuela (Puerto La Cruz) 4 incidents.

The following six locations contributed to 69% of the total 156 incidents reported between January – September 2018:



ANALYSIS OF INCIDENTS

BREAKDOWN OF INCIDENTS PER MONTH

During this year's reporting period, month after month, the number of incidents reported varied, with January recording the highest number of incidents, 27 in total, and June recording the lowest number of incidents, 4 in total. A total of 23 incidents were reported in February; 20 in March and May; 19 in April; 17 in July and 13 in both August and September.

STATUS OF VESSELS

This reporting period saw a total of 111 actual attacks and 45 attempted attacks. Of the total actual attacks reported, 78 occurred on board vessels that were anchored; 14 occurred on board berthed vessels; 18 occurred on board vessels that were underway and 1 incident did not disclose the status of the vessel at the time of the attack. For the total 45 attempted attacks during this reporting period, 17 occurred on board anchored vessels; 3 occurred on board vessels at berth; and 25 occurred on board vessels while underway.

VESSELS TARGETED

During the January – September 2018 reporting period, most of the vessels that were targeted were bulk carriers, with 51 reported incidents, followed by product tankers (39), container vessels (13), tankers (12), tugs (10), refrigerated cargo ships (6), general cargo vessels (6), fishing vessels (5), Ro-Ro cargo ships (2), offshore supply ships (2), offshore supply vessels (2), chemical tankers (2), asphalt tanker (1), ore carrier (1), heavy lift vessel (1), drilling rig (1), LPG tanker (1), and LNG tanker (1).

WEAPONS USED DURING ATTACKS

During this year's reporting period, there were 37 incidents of perpetrators being armed with guns; 25 with knives; 4 with other weapons and 90 in which there was no information on the types of arms used during attacks.

Southeast Asia: A total of 4 incidents in the region saw perpetrators using guns (3 in Malaysia; 1 in the Philippines); 10 incidents of knives being used (7 in Indonesia; 2 in Malaysia; 1 in Singapore Straits); 34 incidents in which no information pertaining to the types of arms used was available (24 in Indonesia; 4 each in Malaysia and the Philippines; 2 in Singapore Straits); 1 incident in which other weapons were used (in the Philippines).

East Asia: A total of 1 incident in the region saw perpetrators being armed with knives (Vietnam); three incidents did not indicate what types of arms were used (2 China; 1 Vietnam).

Indian Sub-Continent: One incident in Bangladesh reported the perpetrators being armed with guns; 4 incidents in Bangladesh reported perpetrators being armed with knives; a total of 7 incidents (4 in Bangladesh; 3 in India) indicated that there was no information on weapons used; and 2 incidents in Bangladesh indicated that other weapons were used by the perpetrators.

Americas: Four incidents (2 in Ecuador; 1 Haiti; 1 Venezuela) indicated that guns were used; 7 incidents indicated that knives were used (1 Brazil, 2 Peru, 4 Venezuela); 13 incidents had no information on what types of weapons were used (3 Brazil; 1 each in Peru and Colombia; 2 each in Ecuador, Guyana, Haiti and Venezuela); and one incident in Venezuela indicated that other weapons were used by the perpetrators.

Africa: Twenty-eight incidents indicated that guns were used (5 Benin; 1 each in Cameroon, Ghana, Guinea, Gulf of Aden and Somalia; 18 in Nigeria); 3 incidents had indicated that knives were carried (1 each in the DRC, Ghana and Nigeria); 33 incidents had no information regarding the types of weapons used (1 each in Cameroon, Guinea, Ivory Coast, Mozambique and Togo; 6 in Ghana; 22 in Nigeria).

VIOLENCE TO CREWMEMBERS

During the January – September 2018 reporting period, there were a total of 164 incidents of violence, consisting of 112 hostages, 39 kidnappings, 7 crewmembers threatened and 6 crewmembers sustaining injuries.

TYPE OF VIOLENCE TO CREWMEMBERS BY LOCATION

Southeast Asia: In this region there were 3 hostages taken (1 Indonesia; 2 Malaysia); 2 kidnappings in Malaysia; 3 incidents where crewmembers were threatened (2 Indonesia; 1 Philippines); and one incident in the Singapore Straits where crewmembers sustained injuries.

East Asia: There was one incident in which crewmembers sustained injuries. Incident occurred in Vietnam.

Indian Sub-Continent: One hostage incident and two incidents where crewmembers were threatened, with all incidents occurred in Bangladesh.

Americas: One hostage incident in Peru and one incident of crewmembers being threatened in Venezuela.

Africa: A total of 161 hostage incidents reported in this region (46 Benin; 44 Ghana; and 17 in Nigeria); 37 kidnap incidents (2 Benin; 3 Cameroon; 3 Ghana; and 29 in Nigeria); 1 incident where crewmembers were threatened in the Democratic Republic of Congo; and 4 incidents in Nigeria where crewmembers sustained injuries.

ANALYSIS BY REGION

SOMALIA

From January – September 2018, the IMB PRC receive two attempted incidents that occurred off Somalia and the Gulf of Aden. Both incidents involved vessels being fired upon.

While in recent years, Somali pirates have lacked the opportunity to successfully hijack merchant vessels, they continue to possess the capabilities and drive to carry out further attacks. Somali pirates tend to be well armed with automatic weapons and RPGs and sometimes use skiffs launched from mother vessels, which may be hijacked fishing vessels or dhows, to carry out attacks further from the Somali coast. Masters and vessel owners are advised to register and report their vessels and ensure that their vessel is hardened prior to entering the high-risk area. While transiting this region, vessels are advised to maintain a 24-hour visual and radar watch. Early sightings and detection enable an accurate assessment while being aware of the warnings and alerts for this area will also vessel Masters to make informed decisions to keep clear of small boats, dhows, fishing vessels and if necessary to carry out evasive actions and request assistance as needed. Masters are reminded that fishermen in this region may try to protect their nets by attempting to aggressively approach merchant vessels. Some fishermen may be armed to protect their catch and should not be confused with pirates.

International navies continue to patrol waters off the coast of Somalia and coordinate and liaise with merchant and fishing vessels to identify and apprehend pirate action groups operating in these waters. All vessels transiting this region are advised to closely monitor the situation and remain alert at all times as Somali pirates continue to have the capabilities and capacity to carry out attacks, including hijackings. MS Risk advises all vessels to adhere to the latest BMP5 recommendations. Vessels that employ Privately Contracted Armed Security Personnel (PCASP) should cautious and not mistake fishermen for pirates in some heavy fishing areas.

SOUTHEAST ASIA AND INDIAN SUB-CONTINENT

This region reported a total of 67 incidents, consisting of 49 actual incidents and 18 attempted attacks. All the actual attacks consisted of boarding's, there were no reported hijackings during this period; while all the attempted incidents consisted of 17 attempted attacks and one vessel being fired upon. Of the actual attacks reported during this period, 35 occurred on board anchored vessels; 3 occurred on board vessels at berth; and 11 occurred on board vessels while underway.

Bangladesh

Total 11 attacks: 9 actual boarding's occurring on board anchored vessels; 2 attempted attacks on board anchored vessels

Robbers operating in this area continue to target ships at anchor. Most attacks during this reporting period have been reported at Chittagong anchorages and approaches. While attacks in Bangladesh have significantly declined over the past few years, due to the efforts carried out by the Bangladesh Authorities, recently it does appear that attacks are on the rise.

Indonesia

Total 31 attacks: 24 actual attacks (20 on board anchored vessels, 1 on board berthed vessel, 3 on board vessels while underway); 7 attempted attacks occurring on board anchored vessels

Vessels are advised to remain vigilant in the following areas: Tanjung Priok – Jakarta, Batu Ampar/Batam, Bintan Island, and Muara Berau anchorage and surrounding waters. Pirates and robbers operating in this region are normally armed with guns/knives and/or machetes and normally carry out attacks during the night. When spotted and alarm sounded, pirates/robbers usually escape without confronting crewmembers. Many attacks have gone unreported in this area. MS Risk advises all vessels to maintain strict anti-piracy watch and measures and to report all attacks and suspicious sightings to the local authorities and the IMB Piracy Reporting Centre.

The Indonesian Marine Police have advised all vessels intending to anchor to do so at or near the following areas where patrols are carried out for greater protection:

1. Belawan: 03:55.00N-098:45.30E
2. Dumai: 01:42.00N-101:28.00E
3. Nipah: 01:07.30N-103:37.00E
4. Tanjung Berakit/Bintan: 01:23.30N - 104:42.30E
5. Tanjung Priok: 06:00.30S-106:54.00E
6. Gresik: 07:09.00S-112:40.00E
7. Taboneo: 03:41.30S-114:28.00E
8. Adang bay: 01:40.00S-116:40.00E
9. Muara Berau: 00:17.00S-117:36.00E
10. Balikpapan: 01:22.00S-116:53.00E

Malacca Straits

No reported incidents during this period

While the number of attacks has significantly dropped in this region, with both 2016 and 2017 reporting no attacks, due to the increased aggressive patrols by the littoral states authorities since July 2005, vessels continue to be advised to maintain strict anti-piracy/robbery watches when transiting the Straits.

Currently there are no indications as to how long these patrols will continue or reduce. In some cases, attacks may have gone unreported.

Malaysia

Total 9 Incidents: 7 actual attacks (1 on board anchored vessel; 2 on board berthed vessels; 4 on board vessels while underway); 2 attempted attacks on board vessels while underway

In and off Eastern Sabah, militants operating in this region continue to target vessels - including tugs, barges, fishing boats and vessels – attacking and kidnapping crewmembers. While no incidents were reported from 23 March 2017, a recent attack on 10 September 2018 resulted in the kidnapping of two crewmembers. As a result, local authorities have increased patrols in this region. Vessels are advised to take precautionary measures and maintain strict anti-piracy watch and measures

Highlight of Incidents:

- 8 May 2018 - A Malaysian-flagged fishing vessel was attacked by armed perpetrators while underway in position 04:55.12 N – 119:06.70 E, around 10 nautical miles south-southeast of Felda Sahabat, Sabah, Malaysia, at approximately 1800 UTC. Armed perpetrators in a boat approached a group of fishing vessels at high speed. A Malaysian Marine Police patrol boat in the vicinity noticed the approach and chased the suspect boat resulting in the perpetrators firing upon the Marine Police patrol boat. In the ensuing exchange of fire, four perpetrators were killed. The Malaysian Marine Police later reported that the intentions of the armed suspects were to kidnap the fishermen for ransom.
- 31 May 2018 - A Mongolia-flagged product tanker *MT LEE Bo* was boarded whilst underway by fourteen perpetrators in position 02:18.2 N – 104:15.7 E, approximately 6.6 nautical miles East of Pulau Tingii, Mersing, Johor, Malaysia at approximately 1900 UTC. After realizing that the tanker was in ballast, the armed perpetrators stole crewmembers personal belongings and disembarked. The Malaysian Maritime Enforcement Agency (MMEA) received information pertaining to the incident and deployed assets, which spotted a tanker drifting suspiciously. A special forces team from the MMEA boarded the suspected tanker and detained fourteen persons on board after finding weapons and the stolen items belonging to the tanker attacked earlier. In collaboration with the Indonesian Enforcement Authorities, two suspects were later arrested.
- 10 September 2018 - A fishing vessel *FV DWI JAYA 1* was attacked by armed perpetrators while underway in position 04:40.36 N – 118:43.12 E, around 3 nautical miles north-northwest of Pulau Gaya, Semporna, Sabah, at approximately 1800 UTC. Two armed persons in a speed boat approached and boarded the fishing vessel while underway and kidnapped two crewmembers. The remaining crewmembers managed to retreat to a safe location. Once the armed persons left the vessel, the remaining crewmembers sailed the fishing vessel to a safe port. The incident has been reported to the local police.

Philippines

Total 6 Incidents: 2 actual attacks on board anchored vessels; 4 attempted attacks (1 on board anchored vessel; 1 on board berthed vessel; 2 on board vessels while underway)

Pirates and militants operating in the southern Philippines have attacked vessels in/off Sibutu Passage, off Sibutu island, TawiTawi, Sulu Sea, Celebes Sea, and off eastern Sabah. Perpetrators operating in this region have typically attacked tugs, barges, fishing vessels, yachts and merchant ships in a bid to rob and

kidnap crewmembers for ransom. While since March 2017, there were no reports of any kidnappings by militants in this region, on 10 September 2018, two crewmembers were kidnapped off Sabah. It is believed that the kidnappers behind this latest attack are affiliated to the Abu Sayyaf Group (ASG). MS Risk advises all vessels transiting this region to take precautionary measures and to maintain strict anti-piracy watch and measures.

Highlight of Incidents:

- 16 February 2018 - A Philippines-flagged general cargo ship *MV KUDOS 1* was attacked by armed persons while underway in position 06:44.21N – 122:23.50 E, off Sibago Island during night hours. The alarm was raised and a distress signal was activated. The Philippines Coast Guard (PCG) immediately responded by dispatching its patrol boats. As the armed perpetrators attempted to board the vessel, the crewmembers poured hot water on the perpetrators who fired upon the vessel, injuring one of the crewmembers before aborting the attack. The PCG boarding team provided medical assistance to the injured crew.

Batangas and Manila

No reported incidents during this period

Vessels transiting this region are advised to remain vigilant. This is due to past and recent attacks and robberies

Singapore Straits

Total 3 actual attacks on board vessels while underway

Vessels are advised to remain vigilant and to continue maintaining adequate anti-piracy/robber watch and measures. Pirates and robbers operating in this region typically attack vessels while underway or while at anchor, especially during the night.

South China Sea

No reported incidents during this period

While the number of attacks off Tioman, off Pulau Aur, off Anambas, Natuna, Mangkai islands, Subi Besar and Merundung areas has significantly declined, vessels are advised to continue to remain vigilant, particularly at night. In the past, a number of hijackings of small product tankers occurred off the coast of Malaysia, Indonesia, Singapore and in the South China Sea area. This trend began in April 2014, with hijackings abruptly stopping in late 2015. Local authorities are nevertheless continuing to monitor the situation in the region, with reports indicating that some criminals have been arrested by local authorities both in Malaysia and in Indonesia.

GULF OF GUINEA

Piracy and robbery in the Gulf of Guinea region remains a high concern, with the region accounting for a total of 57 of the total 156 reported incidents during this period. While most of these incidents occurred in and around Nigeria (41), the Nigerian navy has actively responded and dispatched patrol boats when incidents have been reported promptly.

It should be noted that 37 of the 39 crew kidnappings for ransom that were reported globally during the January – September 2018 period occurred in the Gulf of Guinea region, in seven separate incidents. A

total of 29 crewmembers were kidnapped in four separate incidents that occurred off Nigeria – including a 12-crew kidnapping from a bulk carrier off Bonny Island, Nigeria that occurred in September.

Highlights of Regional Incidents:

- Cameroon (9 February 2018) – A Chinese-flagged fishing vessel *LUWEN-YU 2* was attacked and boarded by armed persons in position 04:06 N – 008:51 E, around 10 nautical miles southwest of Idenao, Cameroon at approximately 1245 UTC. The perpetrators kidnapped three crewmembers and escaped. Cameroonian authorities were notified of the incident.

Benin (Cotonou)

Total 5 actual attacks: 3 boarding's; 2 hijackings – All incidents occurred on board anchored vessels

During this reporting period, attacks have increased at Benin anchorage. Early this year, within a period of several weeks, five attacks were reported at Benin anchorage. Vessels, particularly gas oil tankers, have been targeted and forced to sail out of Benin anchorage. These tankers were hijacked and released days later. It is believed that ransom payments were made for their release. Previous attacks in this region have showed that pirates and robbers operating in this area are well armed and are violent. In some incidents, vessels have been fired upon. Pirates have in the past forced Masters to sail their vessels to unknown locations, where ship's properties and sometimes parts of their cargo (typically gas oil) were stolen. In past incidents, crewmembers have sustained injuries.

Highlight of Incidents

- 10 January 2018 – A Marshall Islands-flagged product tanker *MT BARRETT* was attacked and hijacked by armed persons while anchored at Cotonou Anchorage. The owners lost communication with their tanker and notified the IMB PRC, who went on to inform and liaise with authorities in Benin and Nigeria. Other regional authorities were also notified about the incident. A search was carried out and on 16 January the owners of the vessel reported that the tanker and her 24-crew arrived safely in Lagos, Nigeria after successful negotiations with the hijackers.
- 1 February 2018 – A Panama-flagged product tanker *MT MARINE EXPRESS* was attacked and hijacked by thirteen armed persons while anchored in position 06:16 N – 002:31 E, Cotonou Anchorage at approximately 0748 UTC. The IMB PRC received a missing vessel report from the vessel owners who advised that they had lost contact with their tanker, which was laden with gasoline. The IMB PRC notified and liaised with local and regional authorities, including international warships in the Gulf of Guinea. A search for the vessel was carried out and a missing vessel message was broadcast to all vessels in the region to lookout for the missing tanker. On 6 February, the owners confirmed that the tanker was released. During the time of the hijacking, crewmembers were beaten and personal belongings and cash were stolen.
- 26 February 2018 – A Luxembourg-flagged product tanker *MT ST MARSEILLE* was attacked by five armed persons while anchored at position 06:16.31 N – 002:29.24 E, Cotonou Anchorage at approximate 2330 UTC. While boarding the tanker, the armed persons commenced firing and injured one Benin naval guard. All of the crewmembers, with the exception of the D/O, retreated into the citadel. As the armed perpetrators made their way to the bridge, they continued to fire their weapons, injuring another naval guard. They took the D/O hostage and demanded the Master, Chief Officer and Chief Engineer to emerge from the citadel and come to the bridge. The perpetrators then instructed the Master to heave up they anchor. When they were told that the tanker was in ballast, they stole crew properties, and kidnaped the Master and one Engineer,

leaving the tanker in the vessel's rescue boat. The Benin Navy was notified to medivac the injured guards. Once the armed persons were safely ashore they released the Master and Engineer who were able to make contact with the local police. They later re-joined the tanker.

Ghana

Total 8 attacks: 7 actual attacks (6 boarding's, 1 hijacking); 1 attempted attack – Six actual incidents occurred on board vessels at anchor, 1 actual incident onboard vessel while underway; 1 attempted incident on board vessel while underway

Vessels are advised to remain vigilant in Takoradi.

Highlight of Incidents:

- 26 March 2018 - A Ghanaian-flagged fishing vessel was attacked and hijacked by armed pirates in position 05:20.0 N – 000:51.4 E, around 27 nautical miles south of Angola, Ghana. The owners of the fishing vessel reported the incident to the IMB PRC who contacted and liaised with the Ghana Navy Ops Centre. As the fishing vessel moved from Ghanaian waters into Togolese and Benin waters, the IMB PRC updated the respective neighbouring and regional naval authorities. Naval boats were deployed by the respective navies within their waters in a bid to look for the vessel. On 28 march, vessel owners confirmed that the fishing vessel had been released. Three crewmembers were reported kidnapped.

Guinea

Total 2 attacks: 1 actual attack (vessel boarded at anchor); 1 attempted attack (on board berthed vessel)

Vessels are advised to remain vigilant in Conakry.

Highlight of Incidents:

- 17 September 2018 - A Marshall Islands-flagged product tanker was attacked by armed pirates while anchored in position 09:20.8 N – 013:43.3 W, Conakry Anchorage, at approximately 0300 UTC. Four armed persons in a small craft attacked and boarded the tanker, which was carrying a cargo of gas oil. Master raised the alarm, locked the accommodation and all 23 crewmembers were mustered in the citadel. The armed robbers fired at the bridge windows and managed to gain access into the accommodation. They ransacked all the crew cabins and escaped with crew personal belongings and cash. A Navy boat arrived at the location to provide assistance. All crewmembers were reported safe.

Ivory Coast

Total 1 actual attack: boarding that occurred on board anchored vessel

While the number of attacks has dropped, the threat of further incidents remains high. Vessels transiting this region are advised to remain vigilant, particularly in Abidjan.

Nigeria (Lagos)

Total 41 attacks: 26 actual attacks (25 boarding's; 1 hijacking); 15 attempted attacks (5 attempted attacks; 10 vessels fired upon – Of the actual attacks, 12 occurred on board anchored vessels, 8 occurred on board berthed vessels and 6 occurred on board vessels while underway; of the attempted attacks, 1 occurred on board an anchored vessel and fourteen occurred on board vessels while underway

Pirates and robbers operating in waters in and around Nigeria are often well armed, violent and have attacked, hijacked and robbed vessels and kidnapped crewmembers along the coast, rivers, anchorages, ports and surrounding waters. In the past, attacks have been reported up to about 170 nautical miles from the coast of Nigeria. In many previous incidents, pirates hijacked the vessels for several days, ransacking the ship and stealing part of its cargo, usually gas oil. A number of crewmembers have been injured and kidnapped in this region. Generally, all waters in and around Nigeria remain a high threat, and vessels are advised to remain vigilant at all times. The areas off Bayelsa, Brass, Bonny Island and Port Harcourt remain risky as recently, there has been a rise in the number of reported attacks, hijackings and kidnappings of crewmembers off these areas. Vessels are advised to take additional measures when transiting these high-risk areas. Masters and crewmembers should be aware that attacks have gone unreported.

Highlight of Incidents:

- 9 February 2018 - A Bahamas-flagged refrigerated cargo ship was attacked, fired upon and boarded by eight armed pirates while underway in position 03:40 N – 006:45 E, around 48 nautical miles south-southwest of Bonny Island at approximately 0600 UTC. One crewmember was injured due to the firing. The pirates stole ship's properties, cash and kidnapped four crew members prior to escaping. The remaining crewmembers sailed the vessel to open seas.
- 22 March 2018 - A Chinese-flagged fishing vessel *FV LURONYUANYU 216* was attacked and hijacked by armed pirates while anchored in position 06:01.0 N – 003:12.0 E, around 30 nautical miles south-southeast of Badagry, Nigeria at approximately 1000 UTC. The pirates forced the crew into Beni waters where they kidnapped two crewmembers before releasing the fishing vessel.
- 7 April 2018 - A Panama-flagged bulk carrier was attacked by armed pirates while underway in position 03:44 N - 006:37 E, around 41 nautical miles south-southeast of Brass at approximately 0430 UTC. Four pirates armed with guns in a speed boat attacked and boarded the vessel while underway. The alarm was raised and all nineteen crewmembers were mustered in the citadel. The IMB PRC was notified of the incident and liaised with the Nigerian Navy. The Nigerian Navy dispatched a patrol boat to the location. The pirates fired upon the vessel and damaged the ship's equipment and accommodation. They stole ships' cash and properties and escaped before the Navy patrol boat arrived. Naval personnel boarded the vessel, rescued the crewmembers and escorted the ship to a safe port.
- 21 April 2018 - A Dutch-flagged general cargo ship *MV FWN RAPIDE* was attacked by armed pirates while underway at position 03:48.0 N – 006:50.0 E, around 38 nautical miles south-southwest of Bonny Island, Nigeria at approximately 0534 UTC. Armed pirates attacked and boarded a vessel that was enroute from Takoradi, Ghana to Port Harcourt, Nigeria. The pirates kidnapped 11 crewmembers and escaped. The incident was reported to the Nigerian Navy and a patrol boat was dispatched to the location. Naval personnel boarded the vessel and carried out a search. A total of three crewmembers were found safe on board. The vessel then sailed under naval escort to a safe location. On 25 May, the vessel owners confirmed that the 11 kidnaped crewmembers had been released safely on 20 May.
- 22 September 2018 - A Swiss-flagged bulk carrier was attacked by armed pirates while underway in position 03:40 N - 006:40 E, around 51 nautical miles southwest of Bonny Island, Nigeria, at approximately 0500 UTC. Around seventeen armed pirates in a craft attacked and boarded the bulk

carrier while underway. They kidnapped 12 crewmembers and escaped. The IMB PRC liaised with the Nigerian Navy who dispatched a naval vessel to assist the ship. The remaining seven crewmembers sailed the vessel under a naval escort to a safe location.

Togo

Total 1 attempted attack: occurred on board vessel while underway

While attacks in waters off Togo have reduced, the area remains to be one of concern and risk. In the past, pirates and robbers operating in this area have been well armed, violent and dangerous. Attacks have occurred at anchorages and off the coast, typically at night. Some previous attacks resulted in vessels being hijacked for several days, ransacked and parts of their cargo, gas oil, stolen.

SOUTH AND CENTRAL AMERICA AND THE CARIBBEAN WATERS

Ecuador

Total of 4 attacks: 1 actual attack (on board anchored vessel); 3 attempted attacks (on board vessels while underway)

Vessels are advised to remain vigilant in Guayaquil. While attacks have stopped, vessels are advised to continue to remain vigilant as the threat remains high and further attacks may occur.

Haiti

Total of 3 actual attacks occurring on board anchored vessels

Vessels are advised to remain vigilant in Port au Prince

Peru

Total 3 actual attacks on board anchored vessels

Vessels are advised to remain vigilant in Callao.

Venezuela

Total of 8 attacks: 5 actual attacks (on board anchored vessels); 3 attempted attacks (on board anchored vessels)

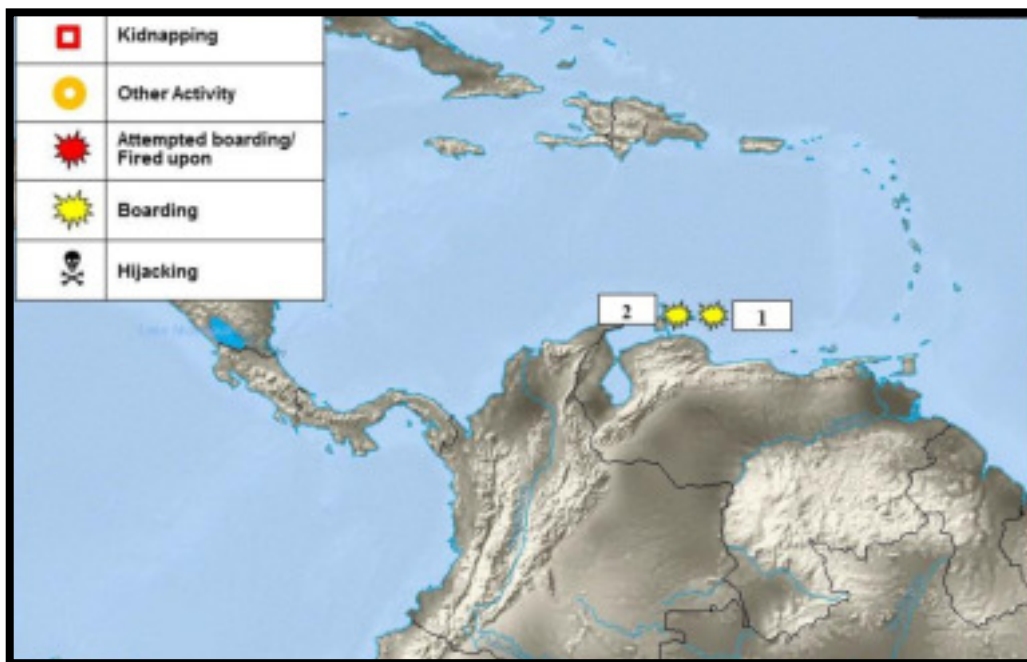
Vessels are advised to remain vigilant in Puerto Cruz and Puerto Jose as attacks in these areas are on the rise.

WORLDWIDE

NORTH AMERICA

- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA



Source: ONI

1. **11 October (Bonaire – Late Report)** – Two young men boarded a catamaran anchored in the Kralendijk mooring field. The yacht was locked and the security system detected their presence, at the same time a passing dinghy noticed the disturbance and the two men jumping into the water. A report was made on the VHF net.
2. **1 October (Curacao – Late Report)** – An occupied yacht anchored in Cabrita Bay had the in-the-water and cable locked 11-foot dinghy and 18-HP Nissan outboard stolen overnight. The painter and cable had both been cleanly cut near the waterline. A report was made to the police, port captain and on VHF net.

ATLANTIC OCEAN AREA

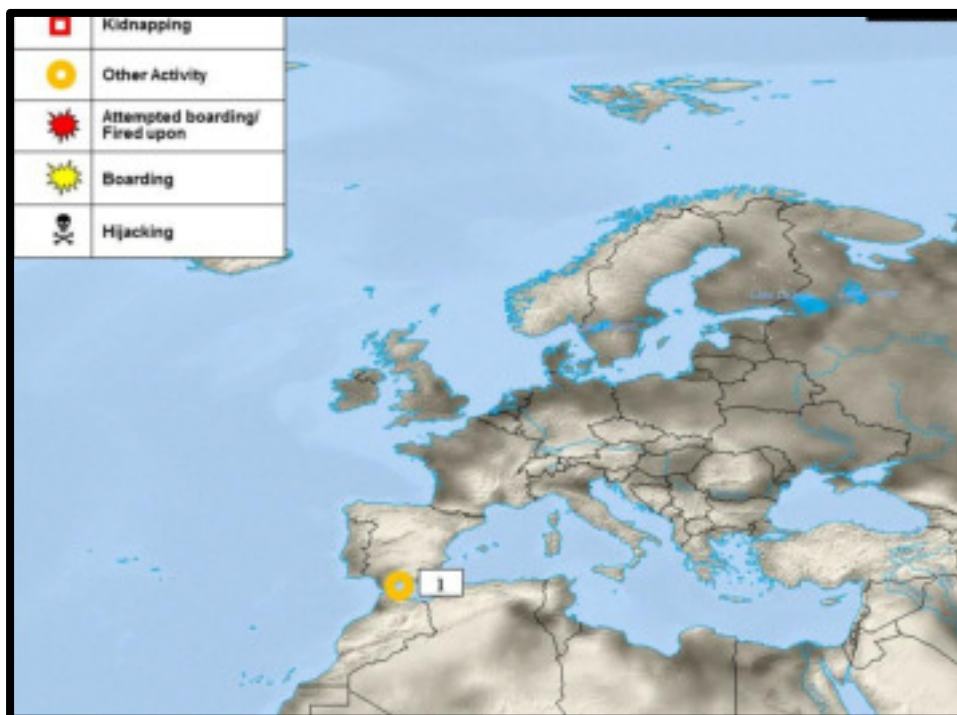


Source: ONI

1. **19 October (England – Late Report)** – Border Force officers at the Port of Tyne International Passenger Terminal seized approximately 115 kilograms of cocaine during a search of a Polish-registered truck that had arrived on a ferry from Amsterdam.

NORTHERN EUROPE – BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA

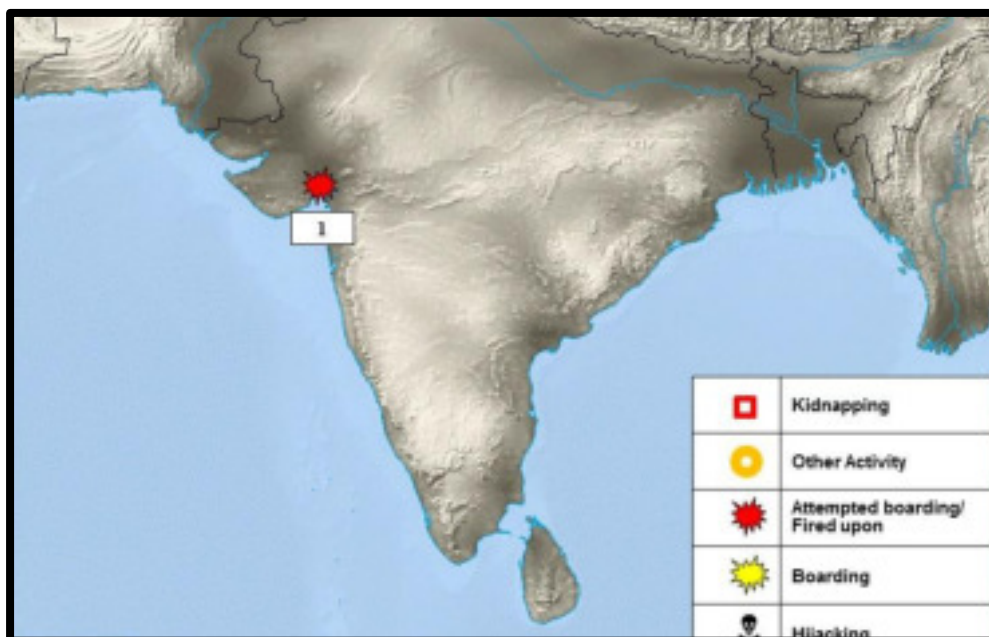
Source: ONI

1. **30 October (Spain)** – The Spanish Interior Ministry declared that a joint operation between Spanish National Police and customs officers had led to the capture of 3,250 kilograms of hashish and the detention of eight people. The Ministry confirmed that the raid, which occurred in an area called the “Campo de Gibraltar” on the southwest coast of Spain, also led to the seizure of a small boat and three stolen vehicles which were prepared to transport the hashish.

ARABIAN GULF

- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT



Source: ONI

1. **26 October (India – Late Report)** – Three robbers attempted to board an anchored Marshall Islands-flagged tanker using hooks attached to ropes in Kandla Anchorage. Crewmembers noticed the assailants and raised the alarm, resulting in the assailants to escape. There were no reported injuries.

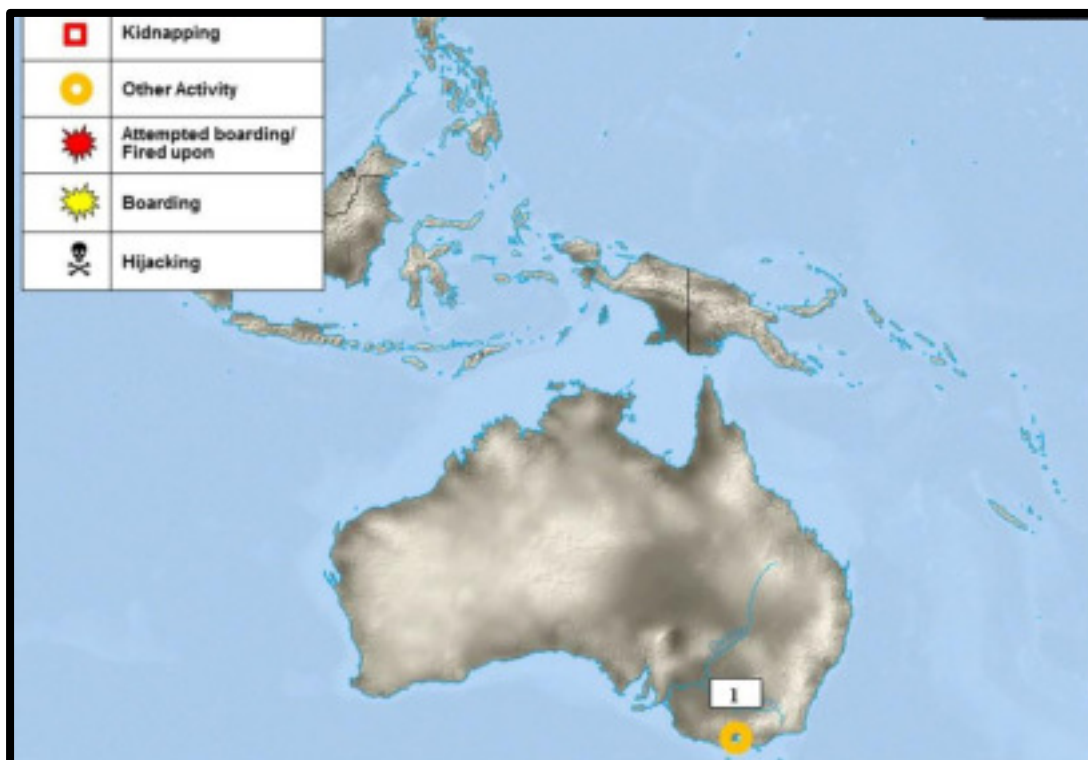
EASTERN AND SOUTHERN AFRICA

- No current incidents to report

NORTHEAST ASIA

- No current incidents to report

PACIFIC OCEAN/SOUTHERN OCEAN



Source: ONI

1. **19 October (Australia – Late Report)** – Customs authorities seized two sea cargo containers at the Melbourne Examination Facility after they were found to contain 10 million contraband cigarettes during a routine search.

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.

UN: 2,000 MIGRANTS PERISHED IN MEDITERRANEAN THIS YEAR

31 October – The United Nations migration agency has reported that a total of 1,987 migrants drowned while crossing the Mediterranean this year, noting that over two-thirds died in waters between North Africa and Sicily despite a sharp decline in arrivals to Italy. The latest figures released by the International Organization for Migration (IOM) indicate that while 2,651 migrants perished on the crossing to Italy from North Africa through late October 2017, the death rate was 2.4 percent compared with over 9 percent this year. The IOM has stated that “the Mediterranean remains a lethal passage for migrants, despite the sharp drop in traffic on the deadly central Mediterranean route.” IOM figures indicate that a total of 22,027 migrants reached Italy this year, less than a fifth of the number who arrived over the same period in 2017. Meanwhile a total of 47,433 migrants crossed to Spain across the Mediterranean this year through 28 October – IOM figures show that this is more than twice the number who reached Italy and nearly half the total arrivals, effectively making it the leading destination this year. Greece received 36,940 arrivals, making it the second highest number of boat migrants this year after Italy’s hard-line Interior Minister Matteo Salvini closed the country’s ports to rescue ships, forcing many migrants to head to other countries. The IOM has stated that the 97,857 migrants who entered Europe by sea compare with 147,170 arrivals across the region through the same period last year and 334,914 at this point in 2016, adding that a further 20,812 migrants entered Europe by land, bringing this year’s total arrivals to 118,669.

TWO CHILDREN REPORTED DROWNED AS MIGRANTS ATTEMPT TO REACH SPAIN FROM MOROCCO

27 October (Spain) – The Spanish Coast Guard reported on Saturday that two children have drowned in the Mediterranean as hundreds of migrants were attempting to reach Spain from Morocco. The coast guard authority further reported that another 16 Moroccan migrants were reported missing after another boat sank off the coast of Morocco's northern city of Nador, adding that "53 people had been rescued in the waters between Spain and Algeria as their migration boat took on water." It disclosed that two lifeless bodies were also recovered.

SPAIN RESCUES HUNDREDS OF MIGRANTS IN THE MEDITERRANEAN

27 October (Spain) – Spain's maritime rescue service has reported that it has saved over 350 migrants attempting the perilous crossing of the Mediterranean Sea. The service has reported that it pulled 359 people from seven small boats its rescue craft intercepted in waters between Spain and the coast of northern Africa on Saturday. The International Organization for Migration (IOM) reported this week that over 45,000 men, women and children have entered Spain through the western Mediterranean route in 2018.

TURKEY CARRIES OUT SEVERAL MIGRANT RESCUE OPERATIONS

27 October (Turkey) – Security sources reported on Saturday that at least seventeen irregular migrants have been rescued in the Aegean Sea off the southwestern coast of Turkey. Sources have reported that the migrants requested help from the Turkish Coast Guard when their rubber boat started taking in water off the Emecik district in the Mugla province. In a separate incident, in the Bodrum district, thirteen irregular migrants were also rescued after their fibre boat sank off Turgutreis Cape. Amongst the migrant was a 31-year-old Iraqi mother of two who died in a district hospital. All of the migrants, most of whom are Palestinian and Iraq nationals, were referred to the provincial migration office.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 28 OCTOBER 2018

Port Name	Port Status	Risk Level
Port of Abu Kammash	Open	Low
Port of al-Khums (Homs)	Open	Low
Port of As-Sidra (Sirte, Es Sider)	Open	Moderate-High
Port of Benghazi	Open	High
Port of 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)	Force Majeure	Moderate
Port of Zueitina	Open	Low

ACTIVITY REPORTING

LIBYA'S TRIPOLI GOVERNMENT REPLACES INTELLIGENCE CHIEF

1 November— Libya's UN-backed unity government on Thursday appointed Abdullah Masoud al-Darsi as intelligence chief, replacing Abdul Qader al-Tuhami, according to a statement released late Wednesday by Fayez al-Sarraj, head of the government's Presidential Council. Following his appointment, al-Darsi told Libya's private Al-Nabaa television channel that he would "take action" to unify the national intelligence apparatus. "Our intelligence services safeguard the country's security and should be kept out of political disputes," he told the broadcaster. On Wednesday, al-Sarraj called on the international community to provide Libya with the support it needs to promote the country's stability, according to a statement issued by his office. At a recent meeting with his interior minister, top military and security commanders, and UN envoy to Libya Ghassan Salame, al-Sarraj had also called for the ongoing arms embargo on Libya to be lifted "to allow the unity government to meet its responsibilities", according to the statement.

LIBYA LIFTS OIL PRODUCTION AFTER RESTARTING FIELDS

31 October— Libya has restarted three small oil fields and added around 10,000 bpd to its oil production—which has been steadily rising over the past two months—a spokesman for Libya's National Oil Corporation (NOC) said. Late on Tuesday, Libya restarted the al-Bayda oil field, while the NOC spokesman confirmed that the company also gave instructions for oil production at the Tibesti and Dor Marada oil fields to resume. NOC has moved to resume oil production at these three small fields in southeastern Libya, which were shut in June when armed groups attacked the eastern oil ports in Libya, forcing a large part of Libya's oil production to shut in and NOC to declare force majeure for several weeks. NOC is holding talks with international oil companies that could result in increased investment and production in Libya's oil industry, if security across the country improves, Sanalla said last month. Earlier this month, Sanalla told Bloomberg that Libya's oil production could rise by several hundred thousand barrels daily when BP and Eni resume production at a shared field.

ISLAMIC STATE ATTACKS TOWN OF AL-FUQAHA, KILLS FOUR

29 October — Islamic State militants attacked a small town in central Libya on Monday, killing at least four people, including the mayor's son and two policemen, and torching the local police station, according to residents and a lawmaker from the area. The attack on al-Fuqaha began around 1 a.m. At least a dozen townspeople have gone missing, presumed abducted by the militants, including an 80-year-old man, said Ismail al-Shareef, a lawmaker from the area. IS later claimed the attack in an online statement, saying it took hostages. The militants torched the town's police station along with two houses, residents said, speaking on condition of anonymity for fear of reprisals. The attack on al-Fuqaha, south of the former IS bastion of Sirte on the Mediterranean coast, underscores the volatility of Libya's central region, where IS and other armed groups, including some from neighboring Chad, operate as highway robbers or attack patrols of the self-styled Libyan National Army led by Gen. Khalifa Haftar. Following the attack, Haftar's forces, which answer to the government based in eastern Libya, pursued the attackers into the desert. He said he believed the attack was retaliation for recent LNA operations against IS militants in the area and the capture of senior militants. The U.N. mission in Libya condemned the attack and said two of the four killed by the militants were "executed in public." It did not say how they were killed, but residents had earlier said they had their throats slit. The U.N. said it was "deeply concerned" about the increasingly fragile security situation in central Libya.

LIBYA STRONGMAN HAFTAR IN ROME AHEAD OF CRISIS TALKS

29 October – Libyan strongman Khalifa Haftar was in Rome Monday for talks ahead of next month's Sicily conference on the conflict-hit North African nation. Italy is trying to convince Haftar to support a crisis resolution plan drawn up by the UN's envoy to Libya, Ghassan Salame, which will be presented to the Security Council a few days before the Sicily meet, Italian media reported. Haftar arrived in the Italian capital on Sunday and met with Prime Minister Giuseppe Conte for a series of meetings ahead of the November 12 to 13 summit, which will be held in Palermo. The Italian premier had also held separate meetings on Friday with the head of Libya's UN-backed government, Fayez al-Sarraj, and the UN's Salame. The UN envoy was quoted by Conte's office as saying he believes the Palermo conference could be "a key signal of support by the international community to the political process, which is in a particularly important phase". Four key leaders from Libya agreed at a conference in Paris in May to hold landmark polls on December 10 as part of a French-led plan to stabilise the crisis-hit country despite ongoing violence. But France has faced opposition to the election timetable from the United States along with other European Union countries, notably Italy.

LANDMINE BLAST KILLS 3 POWER PLANT WORKERS IN BENGHAZI

27 October– Three workers of Libya's state-owned General Electricity Company were killed on Saturday by a landmine planted by "terrorist groups" in the eastern city of Benghazi, the eastern-based government said. "Three workers of the electricity company were killed today as a result of a landmine explosion created by terrorist groups the army fought in al-Gawarsheh area of Benghazi," Tareq al-Kharraz, spokesman of the interior ministry, said. "The mine exploded while the workers were carrying out maintenance on power lines," al-Kharraz said. Earlier in October, a landmine explosion claimed the life of a young man in downtown Benghazi, according to a medical source. In Benghazi, the second largest city in Libya, hundreds of people had been killed by landmines planted by terrorists in areas under their control before they were expelled by the army last year.

LIBYA PROCEDURE

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

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

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

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

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

ABOUT JLT

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

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

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

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

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- 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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