

# Maritime Security Review



Issue No. 50

17 December 2018

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## INCIDENTS AT SEA

Reporting Period: 10 - 16 December 2018

Region	Current Incidents	Late Reported Incidents	Threat Level
<b>MAIN REGIONS</b>			
Gulf of Aden/Arabian Sea	1	1	Medium
Gulf of Guinea	0	0	Low
Asia	0	1	Low
<b>WORLDWIDE</b>			
North America	0	0	Low
Central America/Caribbean/ South America	0	7	High
Atlantic Ocean Area	0	1	Low
Northern Europe/English Channel/Baltic	1	1	Medium
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	0	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.

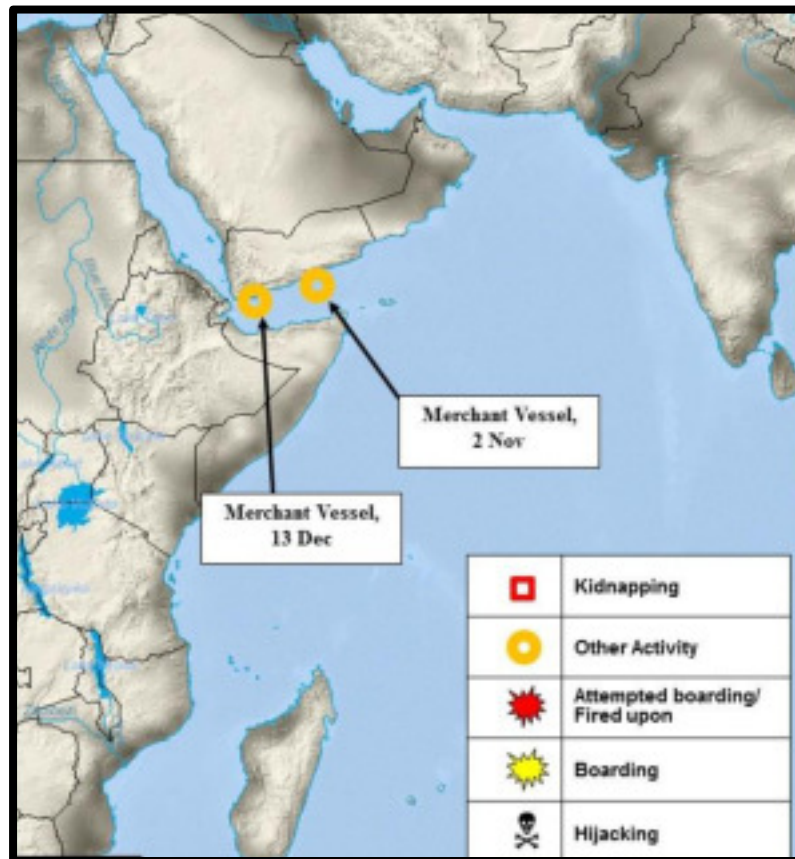
Some vessels transiting this region may have increasingly become complacent in the belief that the piracy threat had diminished. However, poverty and other motivating factors for piracy remain. The threat of attack and/or hijacking remains significant, as the root causes on the ground in Somalia have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

2



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 report

**KIDNAPPING**

- No current incidents to report

**SUSPICIOUS ACTIVITY**

- No current incidents to report

#### OTHER ACTIVITY

- **13 December (Red Sea)** – A merchant vessel reported a suspicious approach by a large number of skiffs near position 11:57 N – 045:00 E, 48 nautical miles southeast of Aden, Yemen. The embarked security team fired warning shots.
- **2 November (Gulf of Aden – Late Report)** – A duty officer onboard a merchant vessel underway near position 13:46 N – 05:20 E, 81 nautical miles southeast of Mukalla, saw a suspicious mothership and two skiffs with two men onboard each skiff. The duty officer informed the Master who activated the deck water spary, broadcast the security situation through VHF Channel 16 and stationed three armed guards on the bridge. He commenced the lock down procedure and informed the company's security officer and UKMTO of the situation. Possibly due to the tanker's manoeuvres and increase in speed, the mothership and its two skiffs stopped their approach.

#### MARITIME REPORTING

- No current maritime related reporting

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

#### WEATHER FORECAST VALID FROM 13 – 19 DECEMBER 2018

**NORTHERN ARABIAN SEA:** Northeast winds of 10 – 15 knots and seas of 1 – 3 feet.

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

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

**GULF OF ADEN:** East-northeast winds of 5 – 10 knots and seas of 1 – 3 feet in the western section of the Gulf; with southerly winds of 5 – 10 knots and seas of 1 – 3 feet in the eastern section of the Gulf.

- **Extended Forecast:** East-northeast winds of 10 – 15 knots and seas of 3 – 5 feet in the western section of the Gulf; with northeast winds of 10 – 15 knots and seas of 4 – 6 feet in the eastern section of the Gulf.

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

- **Extended Forecast:** Northerly winds of 15 – 20 knots and seas of 7 – 9 feet in the northern section of the coastline; with northeast winds of 10 – 15 knots, and seas of 5 – 7 feet in the southern section of the coastline.



**CENTRAL AFRICAN COAST/INDIAN OCEAN:** Easterly winds of 5 – 10 knots and seas of 2 – 4 feet.

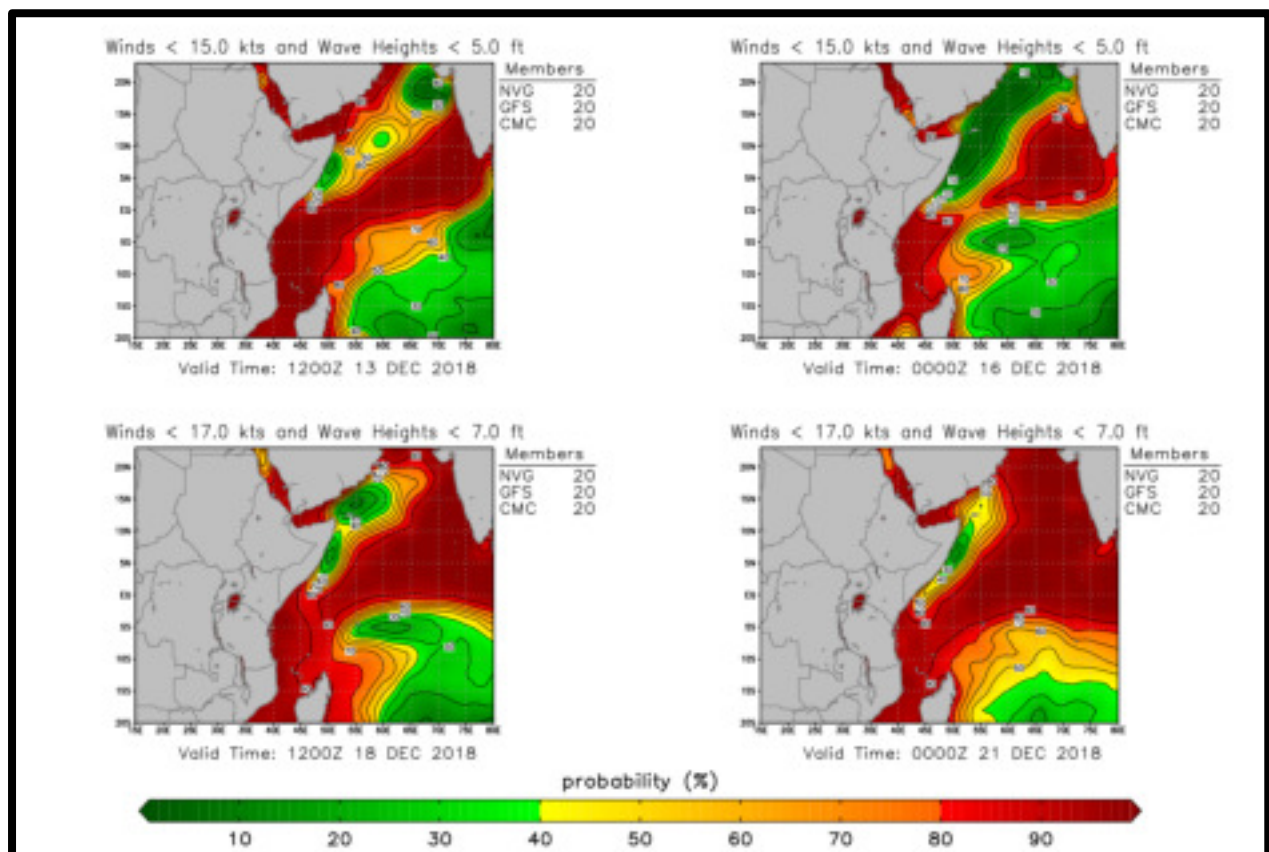
- **Extended Forecast:** Northeast winds of 5 – 10 knots and seas of 3 – 5 feet.

**MOZAMBIQUE CHANNEL:** Westerly winds of 5 – 10 knots and seas of 1 – 3 feet in the northern Channel; with northerly winds of 5 – 10 knots and seas of 3 – 5 feet in the southern Channel.

- **Extended Forecast:** Light and variable winds and seas of 2 – 4 feet in the northern Channel; with light and variable winds and seas of 3 – 5 feet in the southern Channel.

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

**SYNOPTIC DISCUSSION:** 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 16 DECEMBER 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

## UN YEMEN MISSION HEAD TO HODEIDAH TO OVERSEE CEASEFIRE

**14 December** – A small-scale UN monitoring mission will rush to the Yemeni port city of Hodeidah next week to oversee a ceasefire, the UN special envoy for Yemen has said. A fragile truce was secured after negotiations in Sweden. The special envoy, Martin Griffiths, hopes a UN security resolution will endorse the agreements reached in Stockholm, including the need for a UN body to supervise the port's administration and mutual troop withdrawals. Griffiths said: "A robust and competent monitoring regime is not just essential, it is also urgently needed and both parties have told us they would very much welcome it and indeed depend on it." Griffiths said the retired Dutch major general Patrick Cammaert had agreed to lead the monitoring component of the agreement, which took effect on Thursday when the

deal was published. The speed with which the two sides in Stockholm reached agreement on the ceasefire was a pleasant surprise for diplomats, but as a result many potential pitfalls remain and need clarification if the deal is not to collapse before the next round of talks in Kuwait in late January. The agreements leave unclear whether the customs revenues from the Hodeidah port are to go to the Yemen central bank in Aden run by the Hadi government, or instead to remain with Houthis' banks. The Stockholm talks failed to reach a deal on the reunification of central banks, and it has been the state of economy, including inflation, as much as absence of food that has been driving famine. Similarly, details about the security force to run the city after the mutual troop withdrawals are unclear, but western diplomats are hoping the two rivals will set up a joint force. Plans for the transfer of maps showing the location of mines, IEDs, and booby traps may also prove a stumbling block. "Hodeidah is the litmus test for the Sweden talks," said analyst Hisham al-Omeisy. "The parties have agreed to withdraw to the city limits and for a reorganisation of military units and local security forces. But this is Yemen and nothing is that simple."

#### YEMEN'S WARRING SIDES AGREE TO HALT FIGHTING IN PORT CITY

**13 December** – The opposing sides in Yemen's civil war have agreed to a cease-fire in Hodeidah, along with other measures that signalled diplomatic progress after more than four years of conflict, the United Nations secretary general António Guterres said after a week of U.N.-brokered talks in Sweden. The groups agreed to halt the fighting in Hodeida and its surrounding province, along with a prisoner swap that could free thousands. Previous cease-fire agreements have collapsed quickly. But there has been greater international pressure on the warring sides in recent months to de-escalate the fighting, in part because of warnings by relief agencies that more than 16 million people in Yemen — more than half of the country's population — are facing famine-like conditions. Guterres warned that achieving peace between the warring parties would be a "lengthy and complex" process, but he noted, "The agreement of today is a demonstration that they are serious in moving with all the obstacles, with all the difficulties." Anwar Gargash, minister of state for foreign affairs for the United Arab Emirates, which is fighting in Yemen alongside Saudi Arabia, welcomed the news about Hodeida and said in a tweet that "coalition & Yemeni forces military pressure enabled this significant breakthrough." Iran also welcomed the agreement but suggested that the coalition was at fault for Yemenis' suffering. In a tweet, Foreign Minister Mohammad Javad Zarif said Tehran "strongly supports continuation of talks to achieve final accords on all issues. It is well past time for foreign aggressors to end their airstrikes & crimes against humanity." Aid groups urged caution over the Hodeida news, given the failure of past cease-fires and the large number of armed groups across Yemen, many of which are not party to the deal.

#### SAUDI FUNDS 2 CRANES FOR YEMEN PORTS

**10 December** – Two cranes provided by Saudi Arabia, have arrived in Yemen. The cranes have been funded by the Saudi Fund for Development, through Yemen Comprehensive Humanitarian Operation Support Center, said a Saudi Press Agency report. This grant comes as part of the comprehensive humanitarian operations plan in Yemen, which supports the United Nations Humanitarian Response Plan in Yemen 2018. Two cranes will be installed in Aden Port and one in Mukalla Port.

## 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**

**There is continued concern of further attacks in the area around the Republic of Congo in the Gulf of Guinea.** MS Risk continued to advise vessels transiting this region 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**

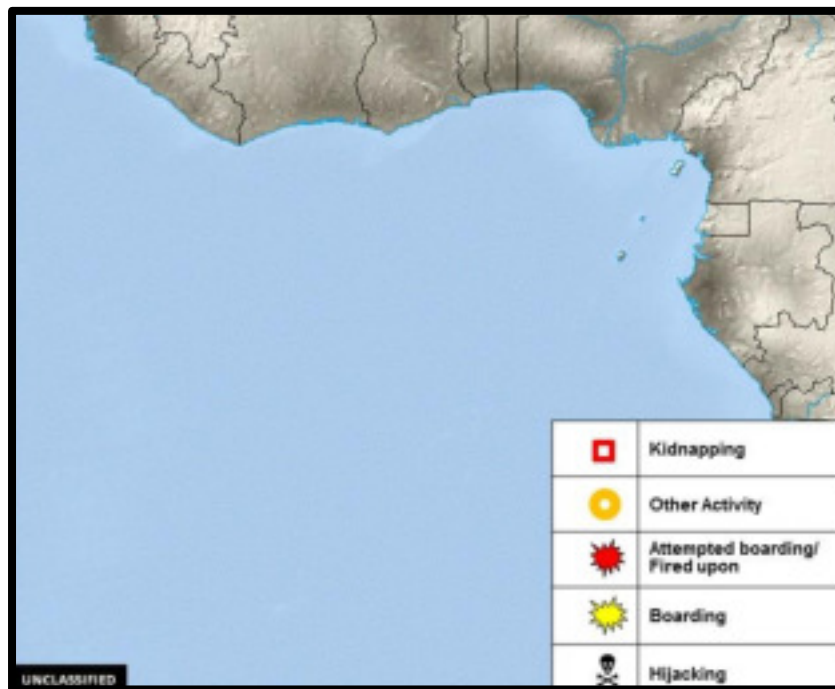
- No current incidents to report

**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 13 - 19 DECEMBER 2018

**GULF OF GUINEA:** Southeast winds of 5 - 10 knots and seas of 2 – 4 feet

- **Extended Forecast:** Southwest winds of 5 - 10 knots and seas of 2 - 4 feet.

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



## EAST ASIA, SOUTHEAST ASIA, INDIA

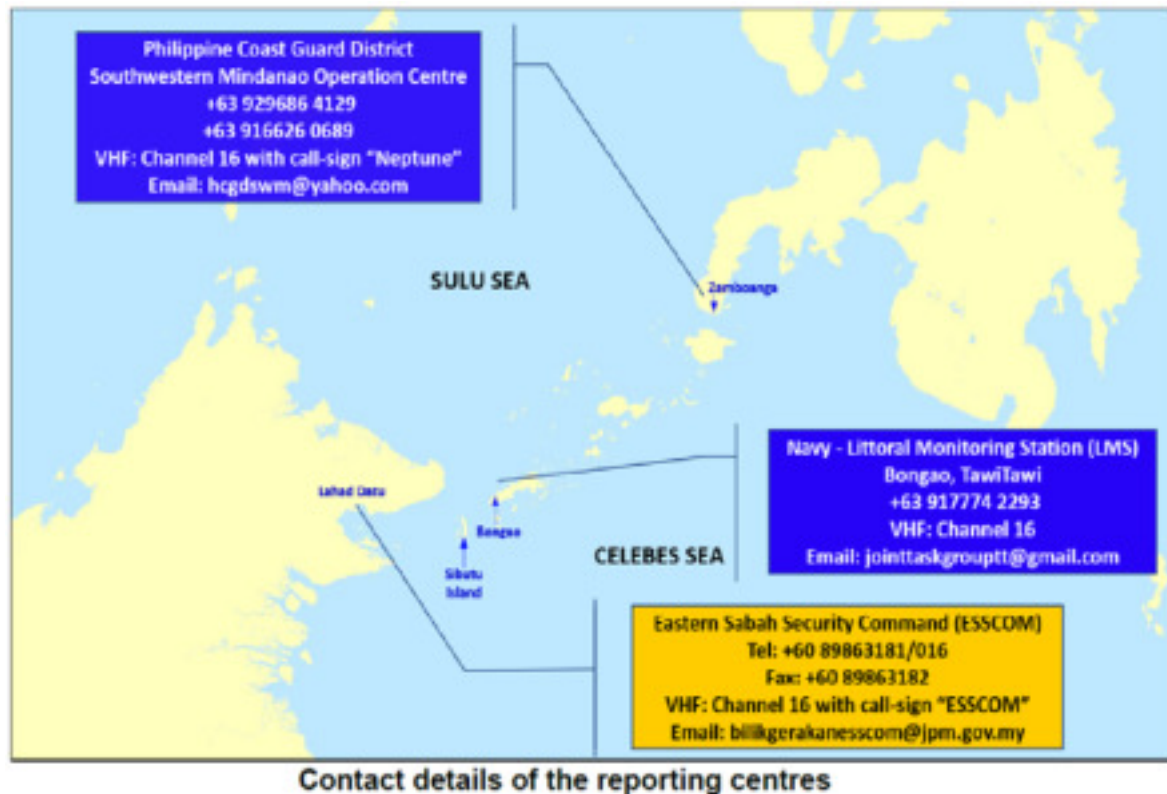
**WARNING: Imminent threat of attack by Abu Sayyaf Group**

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

- **5 December (Malaysia – Late Report)** – Police forces discovered a fishing boat drifting without any occupants, left with its engine running near position 05:38 N – 118:57 E, in the vicinity of Tambisan, Lahad Datu, Sabah. A police spokesman later disclosed that the boat skipper called his wife and said that he and two others had been kidnapped and taken to a location in the Philippines that he could not reveal. When the boat was found, police were in the area investigating an earlier incident where another fishing boat was attacked and the crew managed to fight their attackers using a flare gun.

#### UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

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

- No current incidents to report

#### VESSELS BOARDED

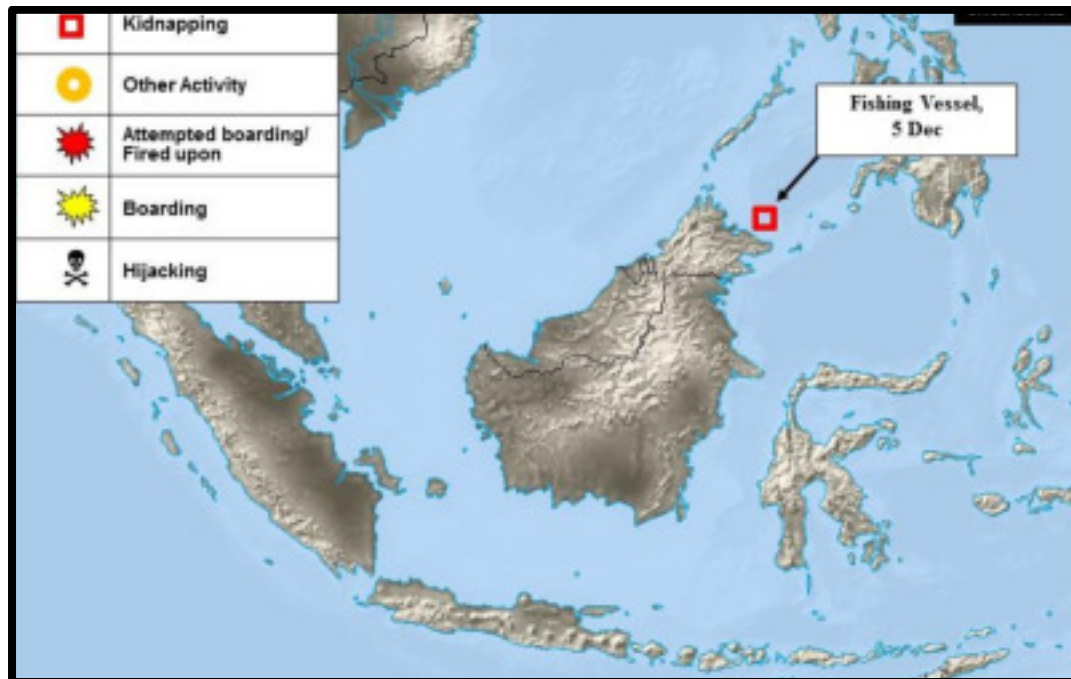
- No current incidents to report

**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 13 - 19 DECEMBER 2018

**SOUTHERN SOUTH CHINA SEA:** Northeast winds of 10 - 15 knots and seas of 4 - 6 feet.

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

**MALACCA STRAIT:** Northeast winds of 5 – 10 knots and seas of 1 – 3 feet in the northern Strait; with northerly winds of 5 – 10 knots, and seas of 1 – 3 feet in the southern Strait.

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

**ANDAMAN SEA:** Easterly winds of 5 - 10 knots and seas of 1 - 3 feet in the northern section; with easterly winds of 5 - 10 knots, and seas of 1 - 3 feet in the southern section.

- **Extended Forecast:** Northwest winds of 5 - 10 knots, and seas of 2 - 4 feet in the northern section; with light and variable winds, and seas of 2- 4 feet in the southern section.

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

- **Extended Forecast:** Light and 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 & ARMED ROBBERY AGAINST VESSELS IN ASIA – MONTHLY REVIEW (NOVEMBER 2018)

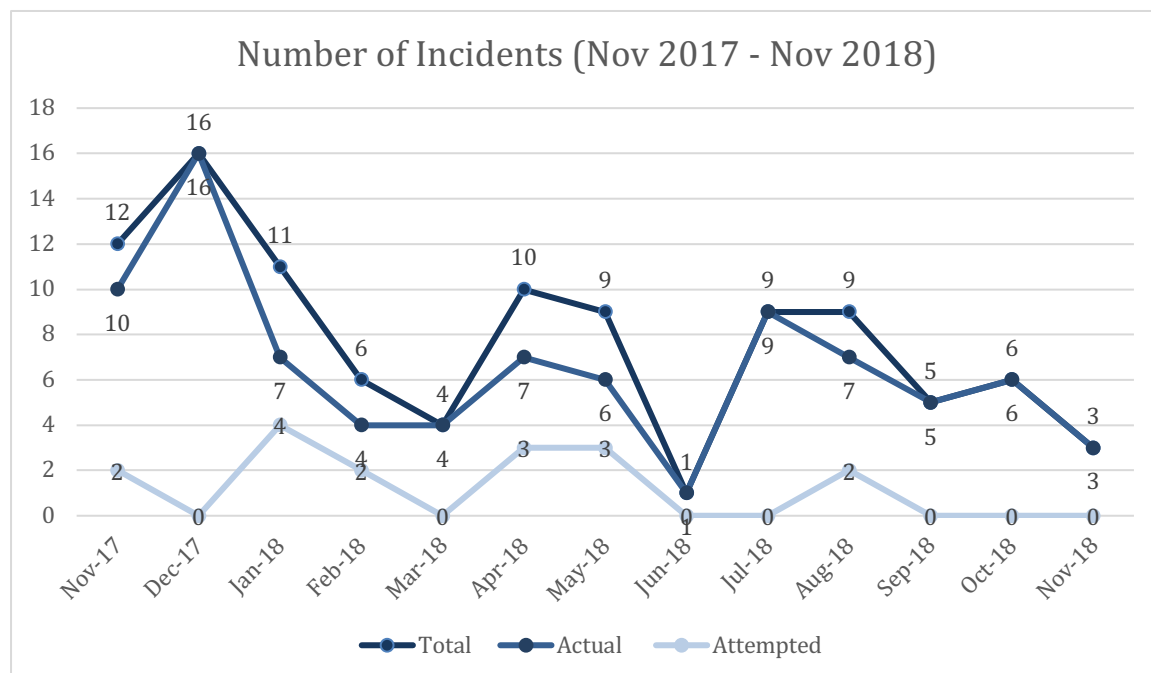
### EXECUTIVE SUMMARY

During the November 2018 reporting period, three incidents of piracy and armed robbery against vessels were reported in Asia. Of the three incidents, one was a piracy incident that occurred in the South China Sea (SCS) and two were incidents of armed robbery against ships reported at ports/anchorages in Batangas, Philippines. During this period, there were no reports of abduction of crewmembers in the Sulu-Celebes Sea and waters off Eastern Sabah and no hijacking of ships for theft of oil cargo. It should be noted however that the threat of abduction of crewmembers for ransom in the Sulu-Celebes Seas and waters off Eastern Sabah remains a serious concern.

### REVIEW (NOVEMBER 2018)

#### Number of Incidents

In November 2018, a total of three actual incidents of piracy and armed robbery against vessels were reported. Compared to the previous month, the number of incidents reported in November 2018 decreased. In October 2018, a total of six incidents were reported, compared to 3 in November.

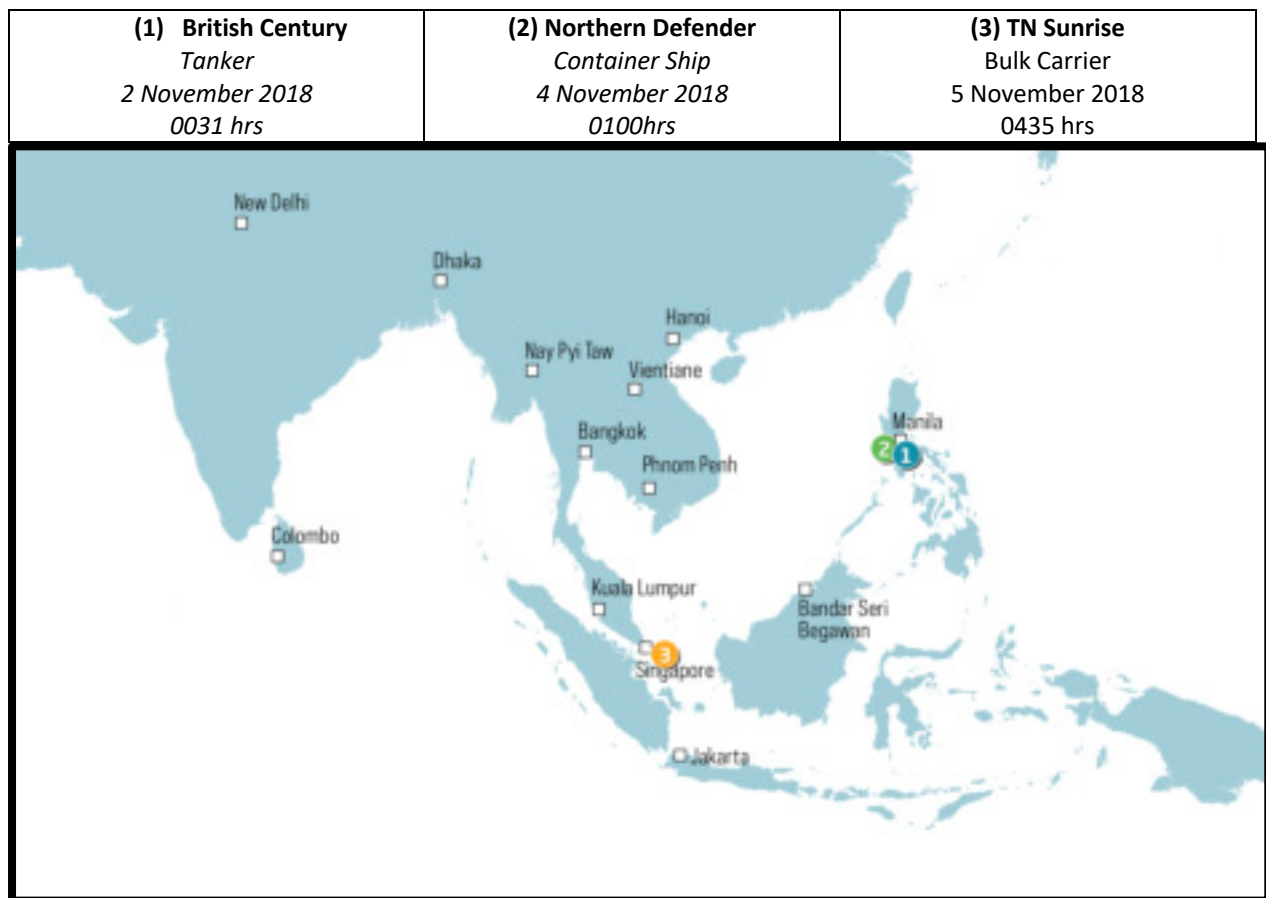


#### Status of Vessels

Of the three incidents reported in November, two occurred on board vessels anchored/berthed at Tabangao Anchorage Area, Batangas Bay. One incident occurred on board a vessel while underway in the South China Sea.

### Location of Incidents

Map – Location of Incidents in November 2018



Source: ReCAAP

### REVIEW (JANUARY – NOVEMBER 2018)

#### Number of Incidents

The January – November 2018 reporting period has seen a total of 73 incidents reported, consisting of 59 actual incidents and 14 attempted incidents. Of the total 73 incidents, 69 were incidents of armed robbery against vessels and four were incidents of piracy.

Compared to the January – November 2017 reporting period, this year's period saw a 15% decline in the total number of incidents reported. A total of 86 incidents, comprising of 74 actual and 12 attempted incidents, were reported during the January – November 2017 period. This decrease in the total number of incidents reported during the January – November 2018 period compared to the same period last year was due to the lower number of actual incidents reported. A total of 74 actual incidents were reported during the January – November 2017 period compared to 59 actual incidents reported during the same period in 2018. There was also a decrease in the number of incidents at ports and anchorages in the Philippines. A total of 15 actual incidents were reported at ports/anchorages in the Philippines during the January – November 2017 period compared to nine incidents, consisting of eight actual and one attempted incident, reported during the same period in 2018. Furthermore, the total number of actual incidents reported during the January – November 2018 period was the lowest amongst the 10-year reporting period of January – November 2009 – 2018.



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

The November 2018 reporting period saw no report of any actual or attempted incidents involving the abduction of crewmembers from vessels while underway in the Sulu-Celebes Sea and waters off eastern Sabah. The last actual reported incident occurred on board fishing boat *SRI DEWI 1* while sailing off Gaya Island, Semporna, Sabah, East Malaysia on 11 September 2018. The last attempted incident occurred on 16 February 2018 and involved container ship *KUDOS 1* while sailing off Sibago Islands, Basilan, Philippines.

On 30 October 2018, ReCAAP ISC issued a warning regarding a group of Abu Sayyaf Group (ASGO) members planning to conduct kidnapping activities at any opportune time in undisclosed areas in Sabah. As the threat of abduction of crewmembers remain, MS Risk continues to advise all vessels to reroute from the area, where possible. Otherwise, vessel Masters and crewmembers are strongly urged to exercise additional vigilance when transiting the Sulu-Celebes Sea and waters off Eastern Sabah. Any incidents or suspicious activity should be reported to the following Centres:

**1. Philippine Coast Guard District**

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

**2. Navy – Littoral Monitoring Station (LMS)**

Bongao, TawiTawi  
Tel: +63 917774 2293  
VHF: Channel 16  
Email: [jointtaskgrouptt@gmail.com](mailto:jointtaskgrouptt@gmail.com)

**3. Eastern Sabah Security Command (ESSCOM)**

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

**CONCLUSION**

The number piracy and armed robbery incidents against vessels in Asia during the January – November 2018 period declined by 15% compared to the same period in 2017. The number of actual incidents reported during the January – November 2018 period was the lowest amongst the 10-year reporting period of January – November of 2009 – 2018.

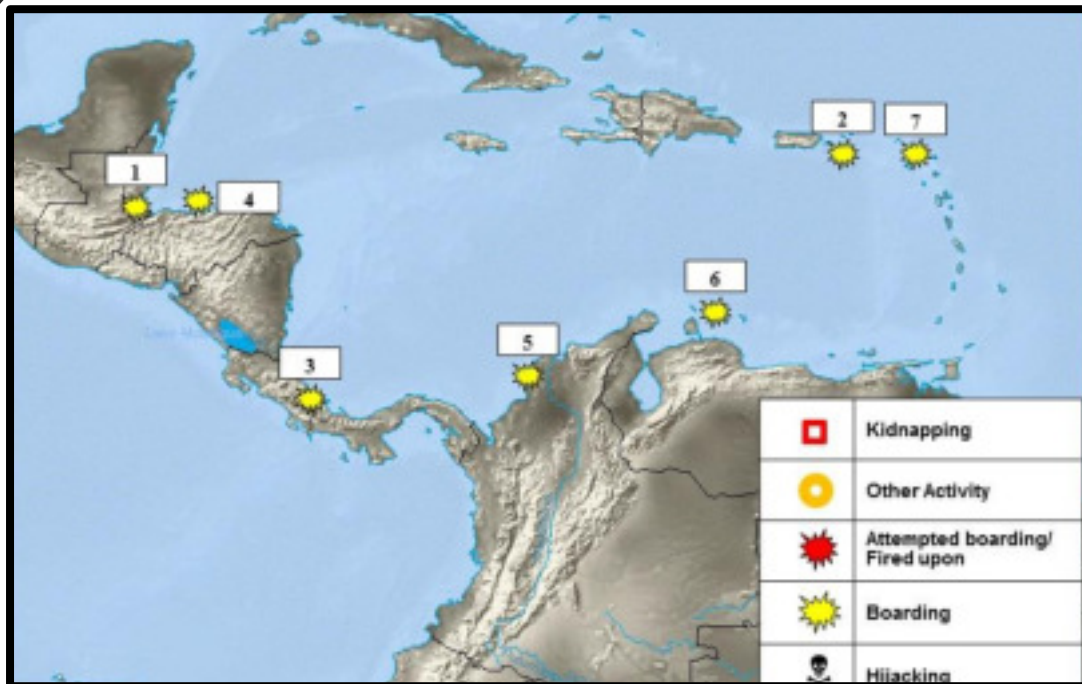
The November 2018 reporting period also saw no incidents of abduction of crewmembers for ransom in the Sulu-Celebes Sea and waters off Eastern Sabah, though this region remains a concern for further such incidents. MS Risk continues to advise all vessels to re-route from the area, where possible, otherwise we advise that vessels exercise extra vigilance and maintain all round lookout for suspicious boats when transiting the Sulu-Celebes Sea and waters off Eastern Sabah and to report any incidents or suspicious activity to the reporting centres.

## WORLDWIDE

## NORTH AMERICA

- No current incidents to report

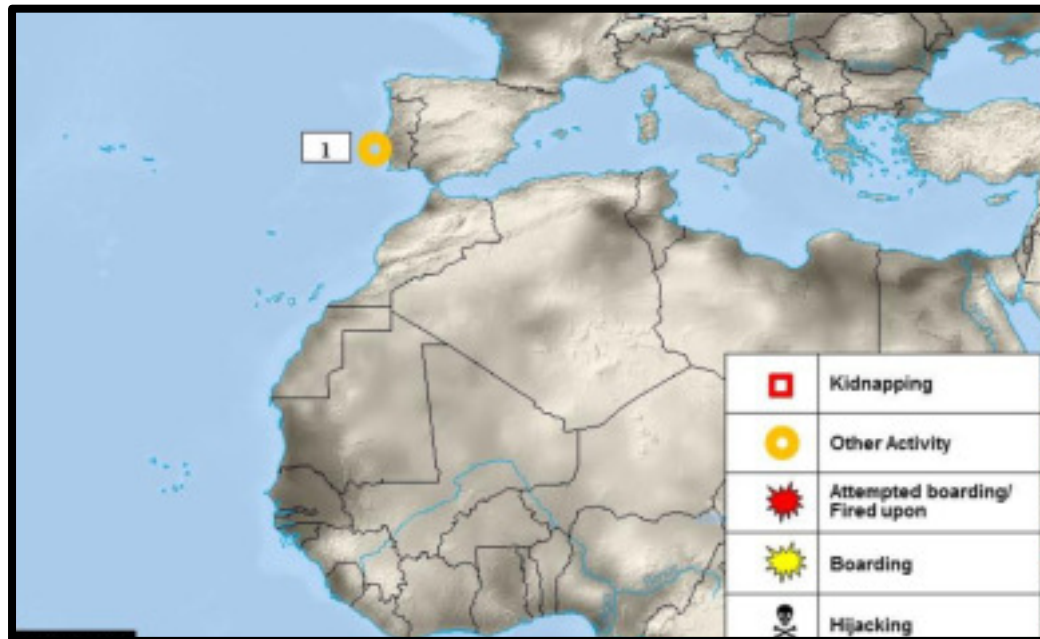
## CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA



Source: ONI

1. **7 December (Guatemala – Late Report)** – Robbers stole a dinghy fuel tank, fuel line, spotlight and other gear from a sailing yacht anchored in Rio Dulce.
2. **5 December (US Virgin Islands – Late Report)** – Robbers stole an in-the-water 10' flex boat with 18-HP outboard from a yacht anchored in Elephant Bay.
3. **2 December (Panama – Late Report)** – Robbers stole a locked 23 foot panga with 40-HP Yamaha outboard from Bocas del Toro. A police report was made.
4. **2 December (Honduras – Late Report)** – Robbers boarded two yachts anchored in West Bay. They managed to steal one 80 cubic foot dive tank from each boat.
5. **2 December (Colombia Islands – Late Report)** – An outboard motor was stolen from a dinghy at the Club Nautico Marina dinghy dock. The incident was reported to the marina and to the police.
6. **28 November (Curacao – Late Report)** – A robber attempted to steal a dinghy from a sailing yacht anchored at Spanish Water.
7. **28 November (St Martin – Late Report)** – An unlocked dinghy and outboard was stolen from the Time Out Boat Yard.

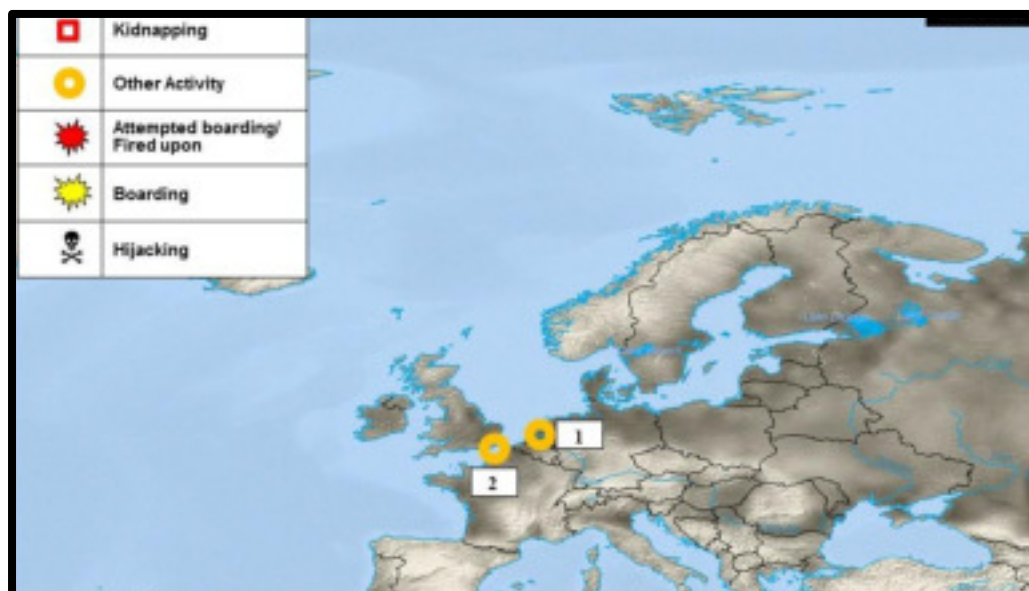
## ATLANTIC OCEAN AREA



Source: ONI

1. **10 December (Portugal)** – Authorities in Lisbon announced the arrest of two senior citizens on suspicion of cocaine smuggling. The drugs were found during a search of the couple's cabin on a cruise ship that was returning from the Caribbean.

## NORTHERN EUROPE – BALTIC

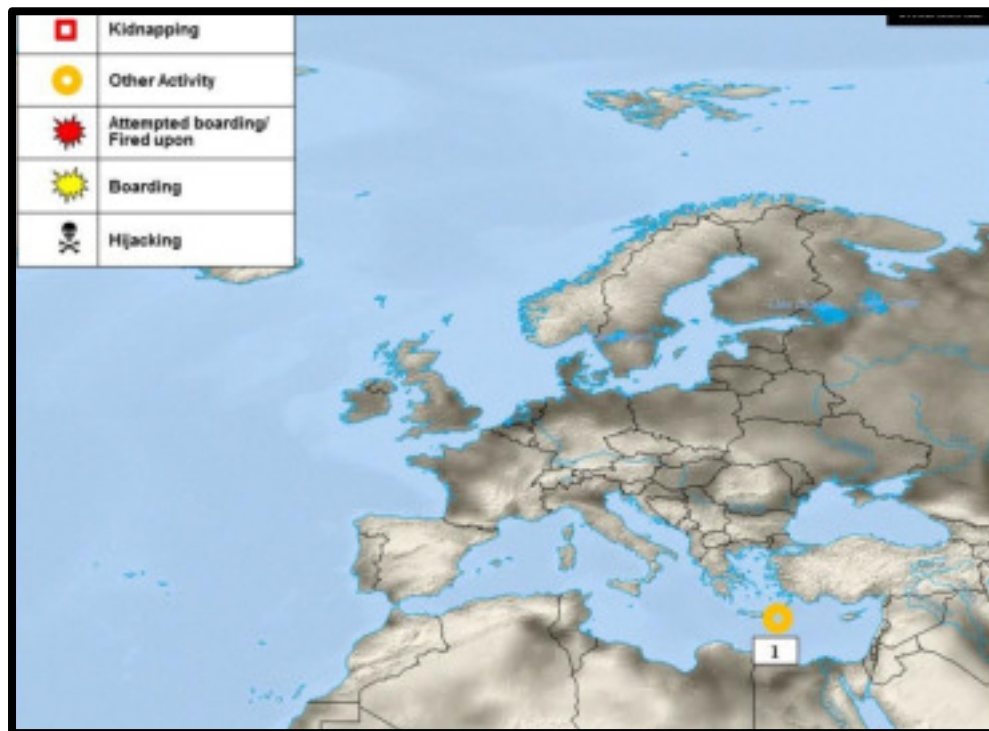


Source: ONI

1. **12 December (Netherlands)** – Authorities in Rotterdam announced the seizure of 1,188 kilograms of cocaine in a shipping container carrying 35 tonnes of avocados from Colombia.

2. **11 November (England – Late Report)** – Coastguard and lifeboat crewmembers rescued six Iranian migrants from a small vessel in the Strait of Dover, bringing them ashore at Dover. The Home Office has not released further details regarding the incident. More than 100 migrants, most of them Iranian, reportedly cross the English Channel from France in November.

#### MEDITERRANEAN/BLACK SEA



Source: ONI

1. **6 December (Greece – Late Report)** – Coast Guard officials intercepted a Syria-flagged ship and took it to Ierapetra, southeast of Crete, on suspicion of carrying illegal cargo.

#### ARABIAN GULF

- No current incidents to report

#### EAST ASIA/INDIAN SUBCONTINENT

- No current incidents to report

#### EASTERN AND SOUTHERN AFRICA

- No current incidents to report

#### NORTHEAST ASIA

- No current incidents to report

#### PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report



## MIGRATION



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.

### SIX MIGRANTS RESCUED FROM DINGHY IN ENGLISH CHANNEL

**11 December (United Kingdom)** – The interior ministry has reported that six suspected migrants were rescued from a dinghy in the English Channel just off the port of Dover early on Tuesday morning. Officials have indicated that the five men and one woman have all disclosed that they are from Iran, in what appears to be the latest in a growing trend of Iranians trying to reach Britain by sailing dinghies across some of the world's busiest shipping lanes to reach Britain. A ministry spokesperson disclosed that "they received a medical assessment and have now been transferred to immigration officials for interview." Nearly 100 would-be migrants, most of whom claimed they were Iranians, made similar journey across the Channel to the UK last month. The recent rise in the number of Iranians trying to enter the UK has been widely linked to Serbia's offer of visa-free access to Iranians in August 2017 in an attempt to increase tourism. Hundreds of Iranians subsequently flew to Europe to take advantage of the offer.

## SPOTLIGHT ON LIBYA

## PORT STATUS AS OF 16 DECEMBER 2018

Port Name	Port Status	Risk Level
Port of Abu Kammash	Open	Low
Port of al-Khums (Homs)	Open	Low
Port of As-Sidra (Sirte, Es Sider)	Open	Moderate-High
Port of Benghazi	Open	High
Port of Bouri (offshore port)	Open	Low
Port of Derna	CLOSED	High
Port of El Brega (Marsa El Brega)	Open	Moderate
Port of Hariga	Open	Moderate
Port of Mellitah	Open	Low
Port of Misrata (Qasr Ahmed)	Open	High
Port of Ras Lanuf	Open	Moderate-High
Port of Tobruk	Open	Moderate
Port of Tripoli	Open	High
Port of Zawiya (Zawia)	Open	Moderate
Port of Zueitina	Open	Low

## ACTIVITY REPORTING

## LIBYA'S NOC AGAINST PAYING 'RANSOM' TO REOPEN EL SHARARA FIELD; DECLARES FORCE MAJEURE

**14 December** – Libya's National Oil Corporation said it was against paying a ransom to an armed group that has halted crude production at the country's largest oilfield. "Any attempt to pay a ransom to the armed militia which shut down El Sharara (oilfield) would set a dangerous precedent that would threaten the recovery of the Libyan economy," NOC Chairman Mustafa Sanalla said in a statement on the company's website. On Monday, the NOC declared force majeure on exports from the 315,000-barrels-per-day oilfield after it was seized by a local militia group. The nearby El-Feel oilfield, which uses the same power supply as El Sharara, was still producing normally, a spokesman for NOC said. Officials have tended to end such action by paying off protesters who demand to be added to the public payroll. At El Sharara, in southern Libya, a mix of state-paid guards, civilians and tribesmen have occupied the field. The NOC has evacuated some staff by plane, engineers at the oilfield said. A number of sub-stations away from the main field have been vacated and equipment removed. The occupiers are divided; members of the Petroleum Facilities Guard (PFG) indicate they will end the blockade in return for a quick cash payment,



and having more men added to the public payroll. The tribesmen have asked for long-term development funds. Armed groups and tribesmen have sometimes vented their anger about high inflation and a lack of infrastructure on the NOC, a relatively stable and profitable institution amid the chaos in the Libyan government.

#### GREECE SEIZES BIG DRUGS HAUL HEADING FOR LIBYA

**14 December** – Greece has seized drugs worth more than 100 million euros (\$113 million) after intercepting a Syrian ship sailing for Libya, the coast guard said on Friday. Officials found about six tonnes of processed cannabis and 3 million super-strength “Captagon” amphetamine pills hidden aboard the Syrian-flagged “Noka”, it said in a statement. The freighter, with a crew of 11, was en route from the Syrian port of Latakia to Benghazi when it was intercepted by Greek authorities off the south-eastern coast of Crete on 5 December. The Noka was escorted to Heraklion port on the Greek island on 8 December, where the authorities unloaded its entire cargo. The drugs were found under false floors in eight containers, hidden between layers of coffee, spices and wood shavings. Syria became a major amphetamines exporter and consumer as the trauma of the country’s civil war fuelled demand and the breakdown in order created opportunity for producers. Captagon was said to be a fund-raising tool and stimulant for militants. Greek authorities have impounded the vessel and its contents. The crew have been arrested and will appear before a public prosecutor on Saturday.

**LIBYA PROCEDURE- \*\*\*UPDATED GUIDELINES\*\*\***

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.

Guidance updated by Gard on 15 November, 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:

There have been no further changes to the working status of Libyan ports and the ports of Sirte and Derna remain closed. All working ports are currently considered safe for ships and crew. However, the situation is subject to change and ship operators are advised to warn their ships' crews of the volatility of the situation and to carry out an assessment of the risks involved prior to entering or transiting Libyan waters. Of particular concern is also the reported oil smuggling activities off the Western Libya coast and the potential consequences for tankers trading to this region, see our alert "Libya - risk of crew being arrested" of 8 May 2018.

**Recommendations**

Members and clients are advised to instruct their ships to continue to exercise caution when entering Libyan ports and waters. At the time of writing, NAVAERA III warning 225/2016 remains in force and recommends that all ships in or near the militarised area south of 34°00'N should also report their position to the nearest Coastal Station in order to receive a safe track-line.

Ships operating in or near Libyan waters must:

- Adhere to the international laws of trading, follow the official sea navigation routes to any of the working Libyan ports and avoid navigating in the coastal waters of the closed ports;
- Declare the intended voyage and type of cargo to be discharged/loaded to the local agent well in advance of arrival at any Libyan port to allow the agent sufficient time to notify the appropriate authorities; and
- Stay in close contact with local port authorities, ship's agent or Gard's local correspondent to obtain the most up to date and reliable information available at any given time.

The above recommendations are in addition to the usual sanctions checks, given that a number of Libyan individuals and entities are subject to international sanctions. Please refer to the "Sanctions" section on Gard's website for relevant information and advice.

**The US International Port Security Program**

In accordance with the Port Security Advisory (1-18) of 15 October 2018, the US Coast Guard (USCG) has determined that ports in Libya are not maintaining effective anti-terrorism measures. Ships are also advised to "proceed with extreme caution when approaching all Libyan oil terminals, particularly in

eastern Libya, due to potential violent and criminal activity based upon recent attempts by armed, non-state actors to engage in illicit export of oil.”

The advisory also reminds the shipping industry that UN Security Council Resolution 2146 authorizes the UN Sanctions Committee to impose certain measures on vessels attempting to illicitly export crude oil from Libya and that this resolution imposes several restrictions regarding loading, transporting, or discharging crude oil from Libya which may include the possible denial of port entry.

Under the US Maritime Transportation Security Act (MTSA), the USCG is required to assess the effectiveness of antiterrorism measures implemented in foreign ports from which US documented vessels and foreign vessels depart on a voyage to the US and other foreign ports believed to pose a security risk to international maritime commerce. As ports with ineffective antiterrorism measures are identified, this information is published in the Federal Register and the USCG will impose conditions of entry on vessels arriving in the US that visited such ports as one of their last five ports of call.

Under the conditions of entry, affected vessels must:

- Implement measures as per the ship’s security plan equivalent to security level 2 while in port in Libya;
- Ensure that each access point to the ship is guarded and that the guards have total visibility of the exterior (both landside and waterside) of the vessel while it is in port in Libya;
- Attempt to execute a declaration of security while in port in Libya;
- Log all security actions in the ship’s security records; and
- Report the actions taken to the relevant Coast Guard captain of the port prior to arrival in US waters.

Any affected vessel that does not meet the stipulated conditions may be denied entry into the United States.

## 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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