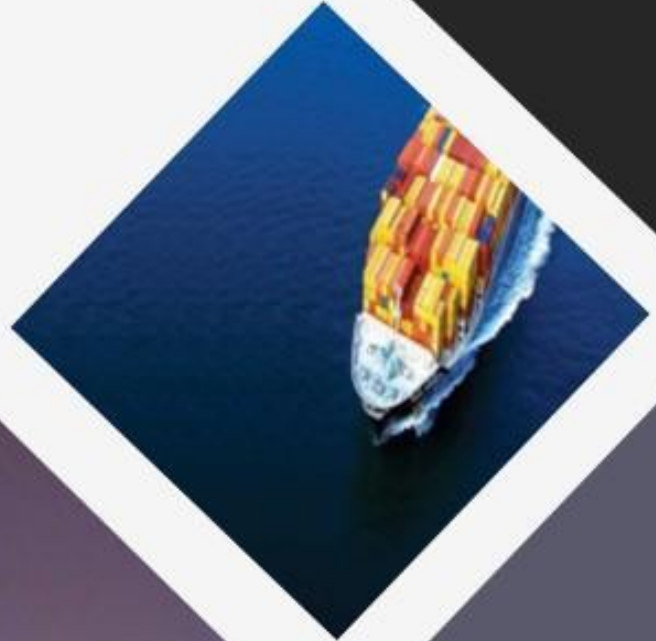


Maritime Security Review



Issue No. 51

24 December 2018

Table of Contents

INCIDENTS AT SEA	3
GULF OF ADEN, ARABIAN SEA, RED SEA.....	4
WEATHER FORECAST: GULF OF ADEN, ARABIAN SEA, RED SEA	7
SPOTLIGHT ON YEMEN	9
ACTIVITY REPORTING.....	9
<i>UN approves team to monitor ceasefire in Hodeidah</i>	<i>9</i>
<i>Saudi-led coalition bombs air base in Sana'a</i>	<i>10</i>
<i>Clashes continue in Hodeidah.....</i>	<i>10</i>
<i>Yemen warring parties say port city ceasefire starts on Tuesday</i>	<i>10</i>
YEMEN PROCEDURE.....	12
WEST AFRICA, GULF OF GUINEA	13
WEATHER FORECAST: GULF OF GUINEA	15
EAST ASIA, SOUTHEAST ASIA, INDIA	16
WEATHER FORECAST: SOUTHEAST ASIA	19
WORLDWIDE	20
MIGRATION	22
<i>Nearly 300 migrants rescued off Libya: aid group.....</i>	<i>22</i>
<i>Migrant Boat Tragedy Off Algerian Coast.....</i>	<i>22</i>
<i>Tunisia rejects practice of forced repatriations</i>	<i>23</i>
<i>Spain Rescues 2 Minors Crossing Mediterranean on Truck Tire</i>	<i>23</i>
SPOTLIGHT ON LIBYA.....	24
ACTIVITY REPORTING.....	24
<i>Tripoli Militia Clashes update</i>	<i>24</i>
<i>Libya to investigate seized arms shipments from Turkey</i>	<i>25</i>
<i>Libya Declares Force Majeure On Largest Oil Field.....</i>	<i>25</i>
<i>UNCONFIRMED REPORTING: Daesh leaflets detailing terror bombing plans found in Libya</i>	<i>25</i>
LIBYA PROCEDURE.....	26
ABOUT JLT	28
ABOUT MS RISK	29

INCIDENTS AT SEA

Reporting Period: 17 - 23 December 2018

Region	Current Incidents	Late Reported Incidents	Threat Level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	0	Low
Gulf of Guinea	1	1	Low
Asia	0	2	Low
WORLDWIDE			
North America	0	0	Low
Central America/Caribbean/ South America	0	4	Medium
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:

- 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:

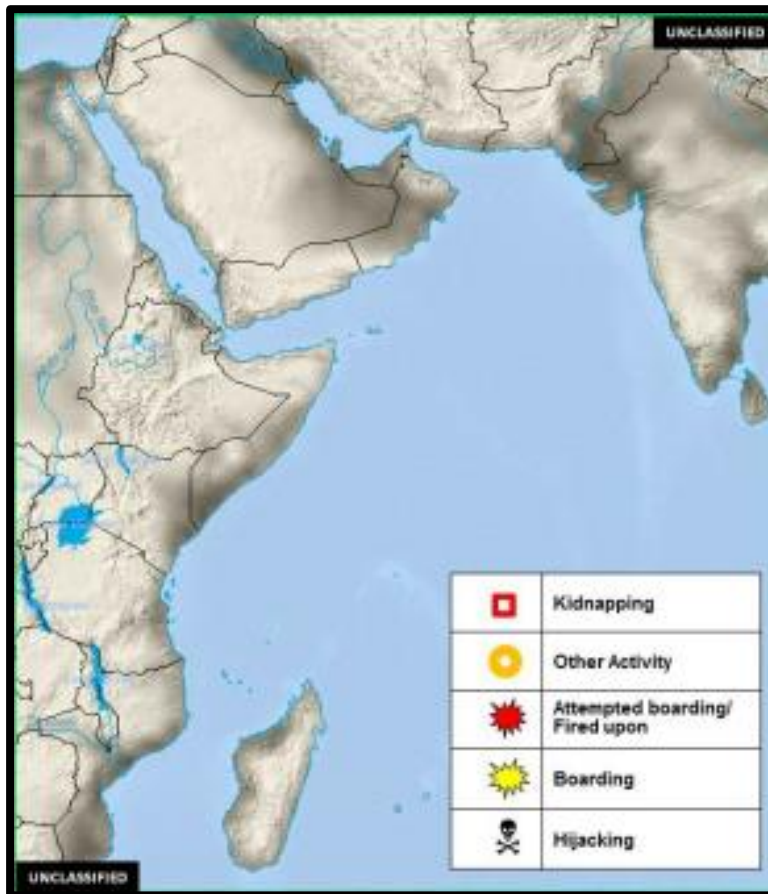
- Boosting naval forces in the area
- Requiring ships to take protection measures, such as
 - Reporting in and out of high-risk areas
 - Sailing at top speed as far as possible from the Somali coast, and
 - Travelling with armed escorts on board.

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:
0



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

- No current incidents to report

MARITIME REPORTING

- No current maritime related reporting

WEATHER FORECAST: GULF OF ADEN, ARABIAN SEA, RED SEA**WEATHER FORECAST VALID FROM 20 – 26 DECEMBER 2018**

NORTHERN ARABIAN SEA: Northerly winds of 10 - 15 knots, with seas of 2 - 4 feet.

- EXTENDED FORECAST: Northerly winds of 10 - 15 knots, with seas of 3 - 5 feet.

GULF OF OMAN: Northwest winds of 10 - 15 knots, and seas of 1 - 3 feet in the western section of the Gulf; with northwest winds of 10 - 15 knots, and seas of 2 - 4 feet in the eastern section of the Gulf.

- EXTENDED FORECAST: West-northwest winds of 10 - 15 knots, and seas of 1 - 3 feet in the western section of the Gulf; with west-northwest winds of 5 - 10 knots, gusting to 15 knots, and seas of 2 - 4 feet in the eastern section of the Gulf.

GULF OF ADEN: Northeast-northeast winds of 5 - 10 knots, and seas of 3 - 5 feet in the western section of the Gulf, with northeast winds of 15 - 20 knots, and seas of 5 - 7 feet in the eastern section of the Gulf.

- EXTENDED FORECAST: Easterly winds of 10 - 15 knots, gusting to 20 knots, and seas of 4 - 6 feet in the western section of the Gulf; with easterly winds of 10 - 15 knots, and seas of 4 - 6 feet in the eastern section of the Gulf.

SOMALI COAST: Northeast winds of 20 - 25 knots, gusting to 30 knots, and seas of 8 - 10 feet in the northern section of the coastline; with northeast winds of 10 - 15 knots, gusting to 20 knots, and seas of 4 - 6 feet in the southern section of the coastline.

- EXTENDED FORECAST: Northeast winds of 20 - 25 knots, and seas of 9 - 12 feet in the northern section of the coastline; with northeast winds of 15 - 20 knots, and seas of 7 - 9 feet in the southern section of the coastline.

CENTRAL AFRICAN COAST/INDIAN OCEAN: Northeast winds of 10 - 15 knots, and seas of 3 - 5 feet.

- EXTENDED FORECAST: Northeast winds of 15 - 20 knots, and seas of 5 - 7 feet.

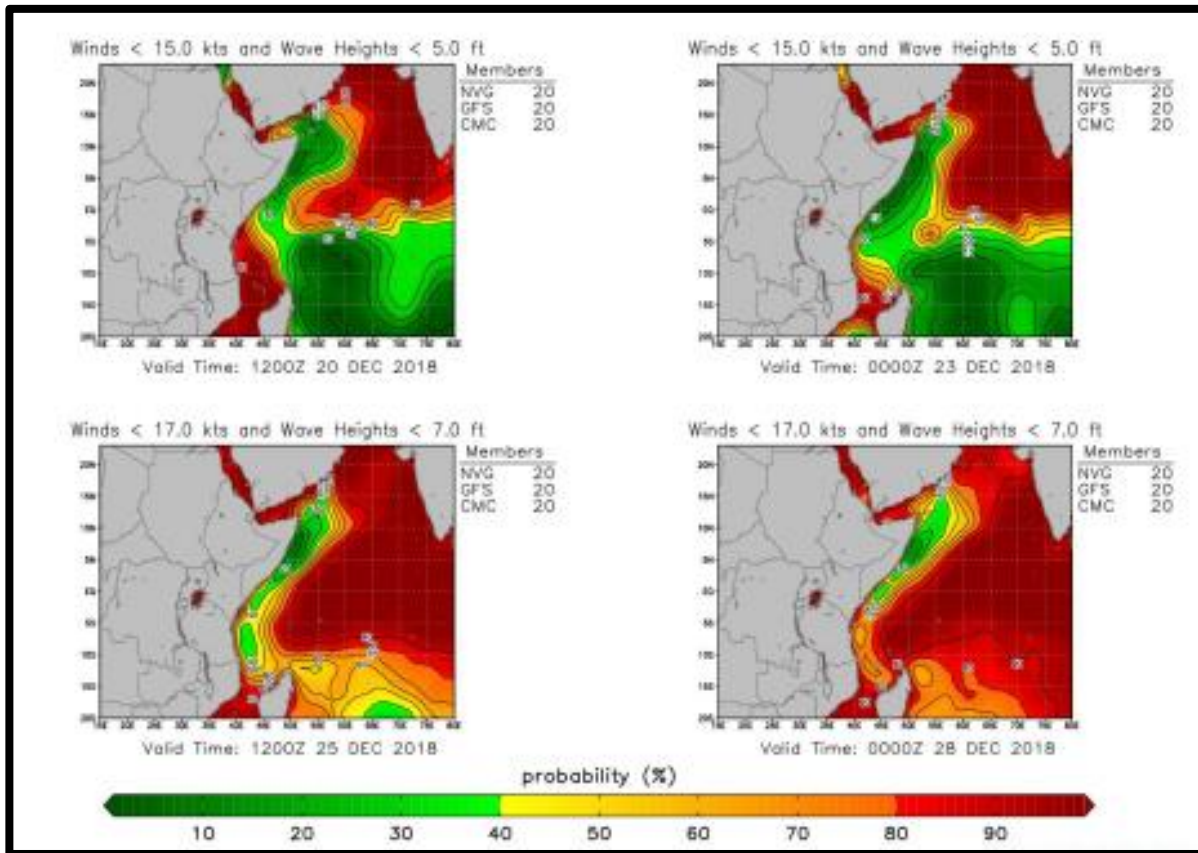
MOZAMBIQUE CHANNEL: Northeast winds of 5 - 10 knots, and seas of 2 - 4 feet in the northern Channel; with northerly winds of 5 - 10 knots, and seas of 2 - 4 feet in the southern Channel.

- EXTENDED FORECAST: Light and variable winds and seas of 5 - 7 feet in the northern Channel; with southerly winds of 5 - 10 knots, 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 northeasterly averaging between 2 - 3 knots.

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

Source: ONI



SPOTLIGHT ON YEMEN

PORT STATUS AS OF 23 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 measures aboard vessels are in place.

ACTIVITY REPORTING

UN APPROVES TEAM TO MONITOR CEASEFIRE IN HODEIDAH

21 December – The United Nations Security Council has unanimously approved the deployment of its observers to Yemen to monitor a fragile truce in the strategic port of Hodeidah. The resolution, which was amended several times before the vote on Friday, called for a withdrawal of fighters in Hodeidah, a key gateway for aid and food imports in the impoverished nation. The agreement also included a planned prisoner swap involving some 15,000 detainees. After Friday's meeting, Karen Pierce, Britain's ambassador to the UN, said UN ceasefire monitors were needed in Hodeidah urgently and a core group of them would be dispatched to Yemen within days. In a second phase, Guterres would have one month to determine the full size and scope of the mission and how it will ensure troops vacate the city and port. Guterres "is going to deploy an advance team first and that team will go in the next few days", said Pierce. "He needs to get people there quickly and therefore the Security Council has been willing to authorise for 30 days an advance team." Later, the UN chief will "submit plans for a larger monitoring mission", she

added. French ambassador Francois Delattre said the unanimous vote sent a "strong signal of the council's unity and engagement" on Yemen, and that it had put its weight behind the UN-brokered talks. The UN observer mission could consist of 30 to 40 people, tasked with ensuring the withdrawal of the warring parties from Hodeidah and the safe passage of humanitarian aid. The observers will head up monitoring teams made up of government and rebel representatives, under the auspices of a Redeployment Coordination Committee headed by Cammaert. **UPDATE: 23 December** – The UN mission monitoring the ceasefire in Hodeidah arrived in Aden on Saturday, where they met with Yemeni government officials before a scheduled trip to the rebel-held capital of Sanaa. The team led by Patrick Cammaert, a retired Dutch general, will travel to Hodeidah after their stop in Sanaa, where they will meet Houthi officials.

SAUDI-LED COALITION BOMBS AIR BASE IN SANA'A

19 December – The Saudi-led coalition bombed an air base in Yemen's rebel-held capital on Wednesday as a local cease-fire held around the port city of Hodeidah. In comments aired by Saudi state-run TV, the coalition said it struck the air base next to Sanaa's international airport, destroying a rocket launcher and a drone that it said was preparing to carry out an attack. It said the Houthis are using the airport "as a military camp in violation of international humanitarian law." Yemen's rebel-run al-Masirah TV said the airstrikes hit the base and surrounding areas. It was not immediately clear if there were any casualties. Reopening the airport was among key issues discussed in peace talks in Sweden earlier this month. The warring parties did not make progress on the topic. One proposal from the rebels was for Sanaa-bound aircraft to stop at another city in the region for inspection before proceeding to the Yemeni capital. The internationally recognized government proposed that Sanaa-bound aircraft be inspected in the southern port city of Aden.

CLASHES CONTINUE IN HODEIDAH

17 December – Clashes continued Sunday in the port city of Hodeidah between Houthi rebels and pro-government forces backed by the Saudi-led coalition. Both sides blamed the other for the clashes. The Houthi-run Al-Masirah TV said the Saudi-led coalition conducted 7 airstrikes and shelled the province more than 50 times on Sunday. Houthi military spokesman Yahya Saree said the coalition conducted 12 airstrikes in Hodeidah on Saturday. Moammar Al-Eryani, the minister of information for the Saudi-backed and internationally recognized government, blamed the Houthi rebels for launching intermittent attacks, saying pro-government forces were only defending their positions in Hodeidah. A member of the Houthi negotiation delegation said that the Saudi-led coalition is still trying to capture the rebel-held port city but the rebels are fending them off. Both Assem and Al-Eryani were optimistic that the violence could subside when the UN deploys monitors to the ports in Hodeidah, Salif and Ras Issa in accordance with the ceasefire agreement. In response to the reports of clashes, the Office of the UN Special Envoy to Yemen, Martin Griffiths, tweeted that the Special Envoy "expects the parties to respect their obligations to the text and in the spirit of the Stockholm Agreement."

YEMEN WARRING PARTIES SAY PORT CITY CEASEFIRE STARTS ON TUESDAY

16 December – A ceasefire agreed between Yemen's warring parties in Hodeidah will begin on 18 December. The Houthi group and the government of Abd-Rabbu Mansour Hadi agreed on Thursday after a week of U.N.-sponsored peace talks in Sweden to cease fighting in the Red Sea city and withdraw forces. The Houthis control most towns and cities, including Hodeidah and the capital Sanaa. The government is now based in Aden. Residents have reported continued skirmishes, mostly at night, on the outskirts of Hodeidah, where thousands of coalition-backed Yemeni troops have massed. A source in the Saudi-

backed government confirmed the date and said it was officially communicated to both parties in a letter from special Yemen envoy Martin Griffiths. The United Nations is trying to avert a full-scale assault on the port, the entry point for most of Yemen's commercial goods and crucial aid supplies. It is a lifeline for millions of Yemenis facing starvation. The agreement, the first significant breakthrough in peace efforts in five years, was part of confidence-building measures discussed at peace talks that aim to pave the way for a wider truce and a framework for political negotiations. Under the deal, international monitors would be deployed in Hodeidah and all armed forces would pull back completely within 21 days of the start of the ceasefire. A U.N.-chaired Redeployment Coordination Committee including both sides would oversee implementation. The committee is expected to start its work this week, the U.N. source said. Griffiths has asked the Security Council to pass a resolution backing deployment of a robust monitoring regime to oversee compliance with the truce, headed by retired Dutch Major General Patrick Cammaert. The combatants are due to hold another round of talks in January to agree on the political framework for negotiations to end the war.

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:

1

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

- **14 December (Nigeria, Late Report)** – A tanker was attacked by armed pirates near position 04:05N - 004:43E, 62 nm southwest of Bayelsa. All crew took shelter in the citadel and the armed security team onboard repelled the attack. Vessel and crew are safe. (IMB)

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

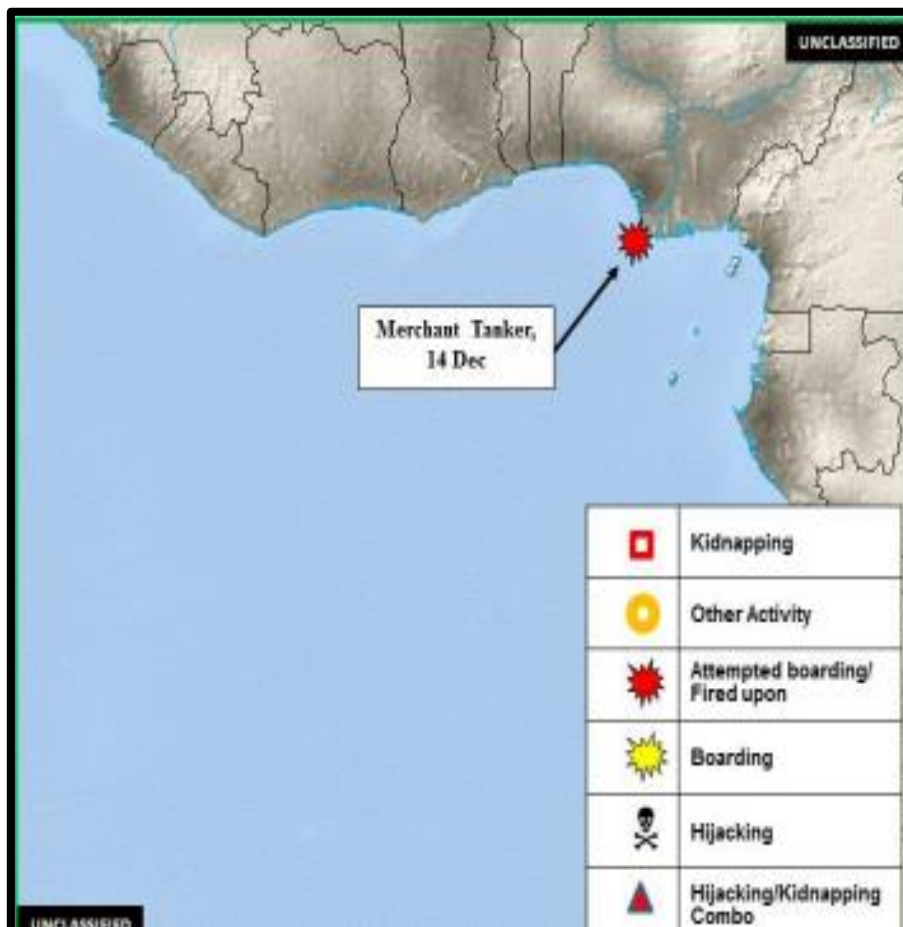
OTHER ACTIVITY

- **18 December (Nigeria)** – Press has reported that 11 crewmen from M/V POMERENIA SKY were released. Pirates kidnapped the men on 27 October.

MARITIME REPORTING

- No current maritime related reporting

Source: ONI



WEATHER FORECAST: GULF OF GUINEA**WEATHER FORECAST VALID FROM 20 - 26 DECEMBER 2018**

GULF OF GUINEA: Southwest winds of 5 - 10 knots, and seas of 3 - 5 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 West Africa coast.

EAST ASIA, SOUTHEAST ASIA, INDIA



Current Incidents:

0

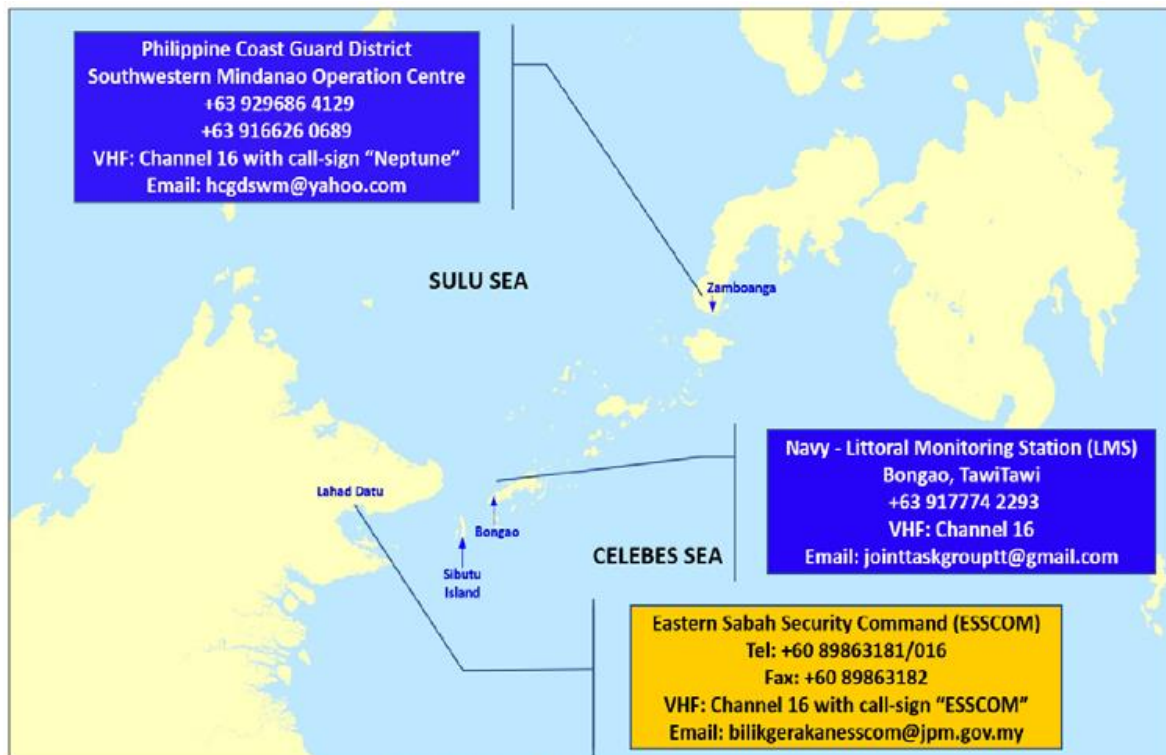
WARNING: IMMINENT THREAT OF ATTACK BY ABU SAYYAF GROUP

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

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- No current incidents to report

VESSELS BOARDED

- **10 December (Vietnam, Late Report)** – During routine security rounds, a duty crew onboard an anchored bulk carrier noticed robbers armed with knives and bamboo stick on the forward deck. The ship was anchored near position 20:55N - 107:17E, Campha Anchorage. Duty officer was notified, alarm was raised and crew was mustered. Seeing the crew's alertness, the robbers escaped in a wooden boat. Upon investigation, ship's stores were reported stolen. Local agents and authorities informed. (IMB)

- **10 December (Indonesia, Late Report)** – A duty watchman onboard a container vessel anchored near position 06:00S – 106:54E, Tanjung Priok Anchorage Area 'ECHO,' saw three robbers on the aft deck. Duty officer notified. Alarm was raised, announcement on PA system made and all crew mustered on the bridge. Master contacted the pilot station and agents. Authorities boarded the vessel to render assistance and investigate. (IMB)

SUSPICIOUS ACTIVITY

- No current incidents to report

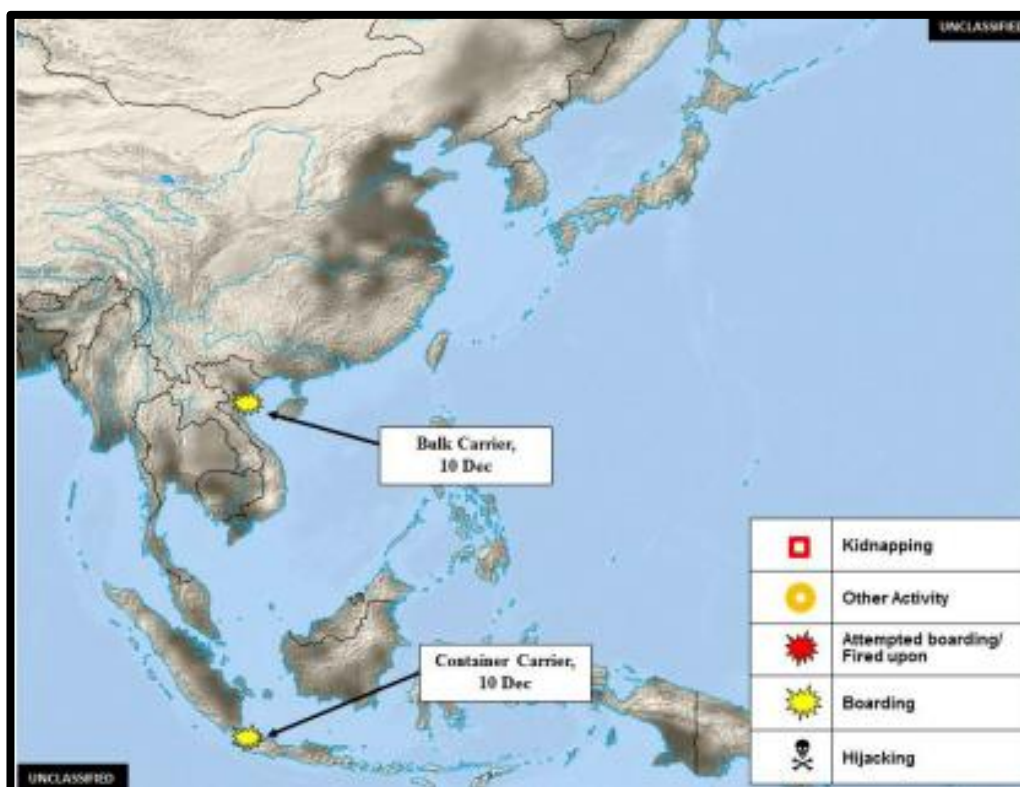
OTHER ACTIVITY REPORT

- No current incidents to report

MARITIME REPORTING

- No current maritime related reporting

Source: ONI



WEATHER FORECAST: SOUTHEAST ASIA**WEATHER FORECAST VALID FROM 20 - 26 DECEMBER 2018**

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

- **EXTENDED FORECAST:** Southwest winds of 20 - 25 knots, gusting to 30 knots, and seas of 10 - 12 feet.

MALACCA STRAIT: Southeast 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 - 3 feet in the southern Strait.

- **EXTENDED FORECAST:** Northwest winds of 5 - 10 knots, and seas of 1 - 3 feet in the northern Strait; with northwest winds of 5 - 10 knots, and seas of 1 - 3 feet in the southern Strait.

ANDAMAN SEA: Southeast winds of 5 - 10 knots, and seas of 1 - 3 feet in the northern section; with northeast 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 northwest winds of 5 - 10 knots, and seas of 1 - 3 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.

WORLDWIDE

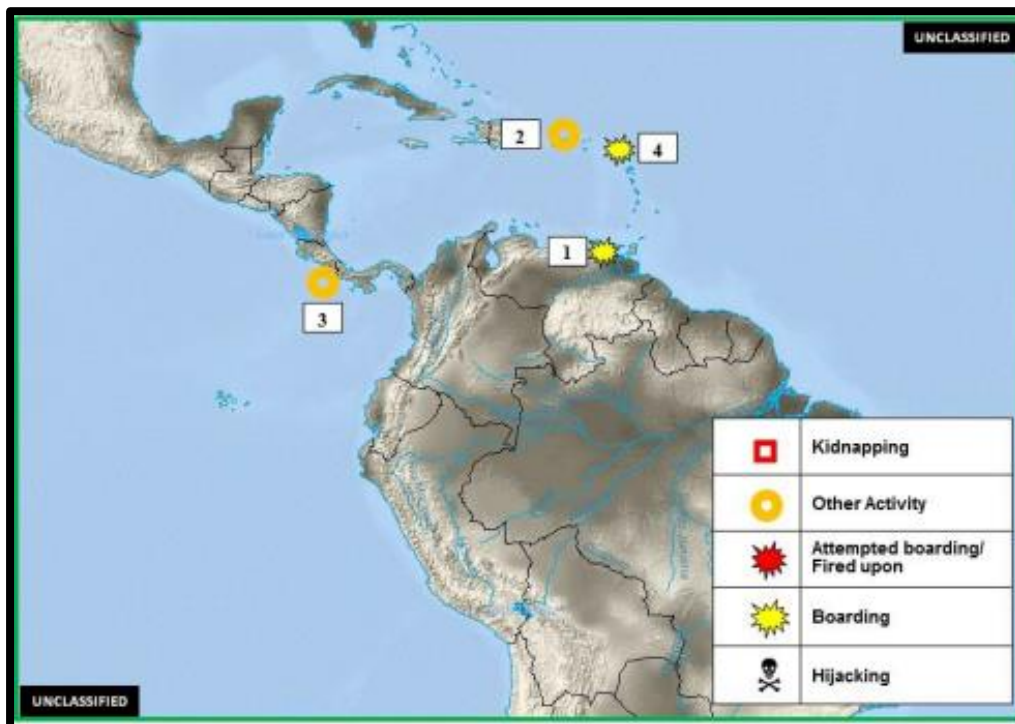
NORTH AMERICA

- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **14 December (Venezuela – Late report)** – Four robbers boarded a crude oil tanker anchored near position 10:11N - 064:46W, Puerto Jose Anchorage. At daybreak crew searched the entire tanker. Nothing reported as stolen. Incident reported to port authorities through agent. Port authorities sent a patrol boat to carry out a search of the surrounding waters.
2. **10 December (Puerto Rico – Late report)** – A speedboat that sailed without lights through the waters of the Caribbean was spotted by the crew of a US Coast Guard plane 65 miles north of San Juan, Puerto Rico, and when they managed to intercept it, it was carrying 2,606 pounds of cocaine. The Coast Guard reported that it intercepted the boat after 10 hours of chase in rough seas.
3. **5 December (Costa Rica – Late report)** – Authorities announced a joint patrol operation of the Costa Rican Coast Guard Service and the U.S. Coast Guard resulted in the arrest of four people who were transporting 1.5 tons of cocaine aboard a vessel intercepted 53 nautical miles from Punta Burica in the South Zone. The vessel, MIRIAM V, was taken to the port of Golfito in Puntarenas for further inspection.
4. **3 December (Saint Martin– Late report)** –French authorities seized 285 kilograms of cocaine from a small boat, arresting one man.

Source: ONI



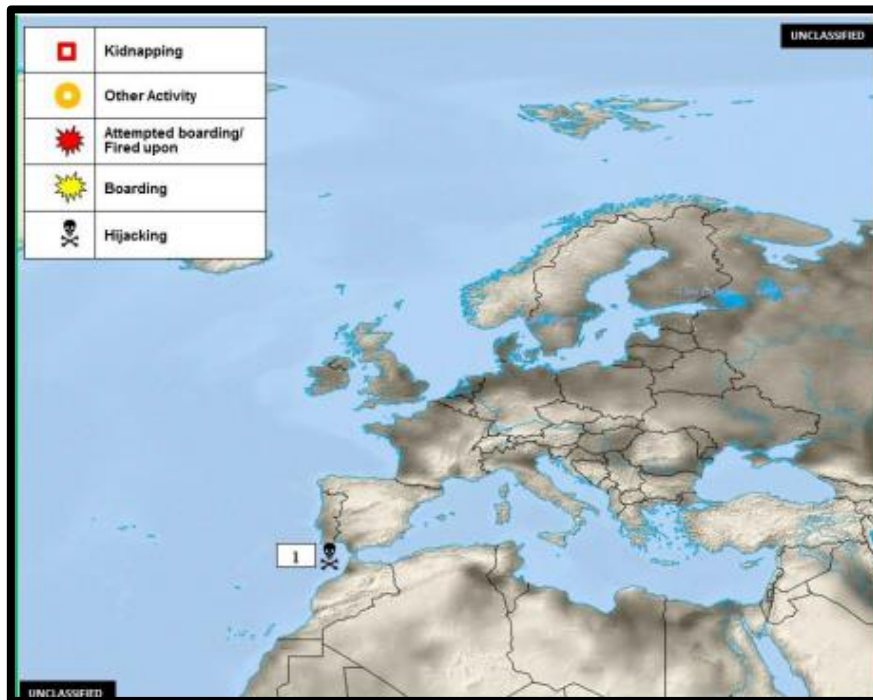
Current
Incidents:

11

ATLANTIC OCEAN AREA

1. **12 November (Portugal – Late report)** – The 20-meter schooner S/V KLEEN BREEZE was hijacked from anchorage at Culatra. The incident was reported to the Maritime Police.

Source: ONI



NORTHERN EUROPE – BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA

- No current incidents to report

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.

NEARLY 300 MIGRANTS RESCUED OFF LIBYA: AID GROUP

21 December – A migrant group said Friday it had rescued nearly 300 migrants off the coast of Libya over the previous 24 hours. "More than 300 people safe on board the #OpenArms," the Proactiva Open Arms organisation tweeted. The organisation added that it had rescued people on board three vessels in difficulty in a single day. The vessel started patrolling the Mediterranean with two other boats run by migrant aid groups off the Libyan coast in late November.

MIGRANT BOAT TRAGEDY OFF ALGERIAN COAST

21 December – Twenty migrants were missing Friday a day after the boat they were travelling in caught fire off the Algerian coast, the APS national news agency said. APS, quoting an unnamed security source, said the migrants were among 29 people aboard the ill-fated boat. A Liberian-flagged vessel assisted the boat and rescued nine people, including two newborn babies, the agency said, adding that some had suffered burns. The survivors are in "stable condition", said Mohammed Sayeb, the director of the Tenes hospital west of Algiers where they were taken for treatment. The fire broke out shortly after the migrants set off at midnight Wednesday from the coastal city of Oran in northwest Algeria. According to the report the passengers -- all of them Algerians -- jumped into the sea to escape the blaze. It was not clear what started the fire.

TUNISIA REJECTS PRACTICE OF FORCED REPATRIATIONS

19 December – Tunisia "categorically refuses forced expulsions of its irregular migrants from their respective hosting countries", Tunisian Social Affairs Minister Mohamed Trabelsi said, opening a seminar in Tunis on migration in relation to objectives of sustainable development. The minister added that the Tunisian government supports the right to access basic services and integration projects in hosting countries and does not accept for its migrants to return unless they are willing to do so. In his address, Trabelsi denounced the use of unilateral measures by some hosting countries, stressing that irregular migration can only be tackled with the help of conventions and international agreements. Trabelsi said an estimated 200,000 Tunisians are residing abroad without regular documents. He announced the presentation of a national strategy on migration to Parliament in 2019 with the objective of institutionalizing the system of migration, asylum and residence in Tunisia. Trabelsi continued by recalling that the majority of illegal migrants are fleeing war, human rights abuses and difficult economic conditions, insisting that the migration dossier should be handled with more responsibility and equality between northern and southern Mediterranean countries. He said the world economic system should be fairer. Lorena Lando, head of the mission of the International Organization for Migration (IOM), spoke about the relation between migration and sustainable development targets in the UN's 2030 agenda, noting that a national strategy could be one of the possible solutions for Tunisia to tackle the migration dossier. According to IOM, there are an estimated 60,000 undocumented migrants in Tunisia, while Tunisian migrants living abroad without regular documents are about 1.3 million.

SPAIN RESCUES 2 MINORS CROSSING MEDITERRANEAN ON TRUCK TIRE

17 December (Spain) – Spain's maritime rescue service has reported that over the weekend, it saved two underage migrants who were trying to cross the Strait of Gibraltar on a truck tire. The service disclosed that its rescue craft took aboard two minors on Saturday 15 December after it was alerted to their plight. The service did not specify their nationality, though it appears that they left from Morocco. The Strait of Gibraltar is 14 Km (9 miles) wide at its narrowest point. This year, Spain has become the main entry point for migrants to Europe with more than 57,000 arrivals. According to the UN Authorities, they have registered more than 11,000 unaccompanied minors arriving this year. The UN states that more than 750 people have died while attempting to cross from Africa to Spanish shores this year.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 23 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)	CLOSED	Moderate-High
Port of Benghazi	Open	High
Port of Bouri (offshore port)	Open	Low
Port of Derna	CLOSED	High
Port of El Brega (Marsa El Brega)	Open	Moderate
Port of Hariga	Open	Moderate
Port of Mellitah	Open	Low
Port of Misrata (Qasr Ahmed)	Open	High
Port of Ras Lanuf	Open	Moderate-High
Port of Tobruk	Open	Moderate
Port of Tripoli	Open	High
Port of Zawiya (Zawia)	Open	Moderate
Port of Zueitina	Open	Low

ACTIVITY REPORTING

TRIPOLI MILITIA CLASHES UPDATE

19 December – Unidentified masked gunmen targeted members of the 55th Brigade at a café in Al-Zahra, Warshafana. Eight people were killed and six were heavily wounded. Reportedly, among the injured is 55th Brigades commander, Muammar al-Dawawi. **Update: 21 December** – The Civil Society Union (CSU) released a statement condemning the attack Al-Zahra, Warshafana, pointing out the deteriorating security situation in the Warshafana area, which has seen an increase in killings and violent crime.

LIBYA TO INVESTIGATE SEIZED ARMS SHIPMENTS FROM TURKEY

22 December – Libya’s UN-backed government announced Thursday it will start an investigation into two seized shipments of arms from Turkey. “Prime Minister Fayed Serraj issued instructions to the concerned security agencies to open a thorough investigation into the two arms and ammunition shipments seized at Khoms port,” Serraj’s spokesman Mohamed al-Sallak said in a statement. Serraj also instructed the Foreign Ministry to contact Turkish authorities to clarify the circumstances and causes of the incident. The Libyan eastern-based army on Wednesday demanded the UN Security Council start an immediate investigation into the two shipments of arms from Turkey that were seized in Khoms. “The ammunition in those shipments included more than 4.2 million bullets, enough to kill nearly 80 percent of the Libyan people, as well as pistols and rifles with their accessories, including silencers used for assassinations,” the army said in a statement.

LIBYA DECLARES FORCE MAJEURE ON LARGEST OIL FIELD

18 December – After a week’s blockade by a militant group, the NOC has declared force majeure on Sharara. A statement issued by NOC said that production from the field will resume when “alternative security arrangements are put in place.” This force majeure follows another one from last week that covered exports from the blocked field, which pumps more than 300,000 bpd, contributing almost a third of Libya’s national total. The latest problems for the field, which has already become the target of several production interruptions this year, began a week ago. Initial reports said the blockaders comprised local tribesmen and members of the Petroleum Facilities Guard—the group that until two years ago held control of Libya’s four export terminals in the Oil Crescent, demanding payment from the government to allow crude to be exported, severely affecting production. Later during the week things escalated when the PFG demanded money from the government to lift the blockade from Sharara. NOC’s chairman warned this course of action would be ill-advised. **UPDATE: 20 December** – Libya will restart production at the 315,000 barrel a day El Sharara oilfield, two Libyan oil sources said on Thursday. A third oil source said output had not yet resumed. There has been no comment from the NOC. Libya’s Tripoli-based government said on Wednesday production at the field, located deep in south, would resume after the prime minister visited it and persuaded protesters to end a blockage.

UNCONFIRMED REPORTING: DAESH LEAFLETS DETAILING TERROR BOMBING PLANS FOUND IN LIBYA

15 December – *the following incident was reported by the Saudi Gazette and circulated by some media sources. MS Risk could not independently verify the authenticity of this reporting, but acknowledges its potential significance.* Libyan security authorities reportedly discovered leaflets containing plans by Daesh extremist group to carry out terrorist bombings targeting key Libyan sites. The publications belonging to Daesh were reportedly found in a coffee shop, and included threats to blow up and sabotage Al-Zintan airport, the headquarters of security directorates, police stations and other security services, in addition to assassinating security and military officials. There is no indication of the methods that Daesh planned to use. Rajban’s security directorate has reportedly announced a state of high alert.

LIBYA PROCEDURE

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.

JLT Specialty Limited (JLT Specialty) is a member of the Jardine Lloyd Thompson Group of companies. Jardine Lloyd Thompson Group plc is an international group of Risk Specialists and Employee Benefits Consultants. Listed on the FTSE 250 index of the London Stock Exchange, Jardine Lloyd Thompson Group plc is one of the largest companies of its type in the world.

For more information, visit our website: www.jltspecialty.com.

DISCLAIMER:

This report has been produced by MS Risk and has been published for the benefit of clients and prospects of JLT Specialty Limited. It is not legal advice and is intended only to highlight general issues relating to the subject matter which may be of interest and does not necessary deal with every important topic nor cover every aspect of the topics with which it deals. If you intend to take any action or make any decision on the basis of the content of this newsletter, you should first seek specific professional advice.

ABOUT MS RISK

MS Risk is a privately-owned company domiciled in the Isle of Man. It is underwritten by a syndicate of Lloyd's of London for special risks case management in all jurisdictions. It also acts as retained advisors to syndicates in the Lloyd's of London specialty risk insurance markets: kidnap for ransom, extortion, hijack, illegal detention, illegal war tax, malicious product tamper, terrorism, political and war risk.

MS Risk is always mindful and compliant to legislation and guidelines on the use of private security services including, but not limited to the US FCPA (1977), UK Bribery Act (2010), Canadian Bill C-48 (2007), ASX 8 Corporate Governance Principles, and the World Bank/IFC Voluntary Principles on the Use of Government and Private Security Forces. MS Risk is a signatory of the Swiss government's International Code of Conduct. It is transparent and compliant to market expectations on legal and ethical conduct in the performance of services.

MS Risk has a dedicated team of researchers, a 24/7 hotline service and a pool of trained and experienced consultants to support client needs.

MS Risk supports clients in a variety of business sectors with the following services:

SECURITY CONSULTING

- 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

24 HR CONTACT INFORMATION:

Email: operations@msrisk.com

MS | RISK

South Suite, Ragnall House, 18 Peel Road
Douglas, Isle of Man, IM1 4LZ

24 hr Global Contact: +44 207 754 3555

www.msrisk.com

Directors

S.J. Bingham, P.A. Crompton, P.O.J. Tracy

Registered in the Isle of Man No. 007435V