

Maritime Security Review



Issue No. 48

3 December 2018

Table of Contents

INCIDENTS AT SEA	3
GULF OF ADEN, ARABIAN SEA, RED SEA.....	4
<i>Weather Forecast Valid From 29 November – 5 December</i>	7
SPOTLIGHT ON YEMEN	9
ACTIVITY REPORTING	9
<i>Yemen ceasefire resolution blocked at UN after Saudi and UAE 'blackmail'</i>	9
<i>Prospects grow for Yemen talks in Sweden next week</i>	10
<i>Shipments at Hodeidah Port Down 50%</i>	10
<i>Yemeni government rejects Handing Hodeidah Port to UN with Houthi conditions</i>	11
<i>Fighting resumes in Hodeidah</i>	11
YEMEN PROCEDURE	12
WEST AFRICA, GULF OF GUINEA	13
<i>Weather Forecast Valid From 29 November – 5 December 2018</i>	15
EAST ASIA, SOUTHEAST ASIA, INDIA	16
<i>Weather Forecast Valid From 29 November – 5 December 2018</i>	19
WORLDWIDE	20
MIGRATION	24
<i>Migrants Rushing to Cross Channel by Boat before Brexit</i>	24
<i>Spain Holds Talks Over Fate of Rescued Migrants</i>	24
<i>Migrants Attempt to Cross the English Channel from France in Canoes, Dinghies</i>	25
<i>UK Home Secretary Wants to Redeploy Border Force in Mediterranean to Resuce Channel Migrants</i>	25
<i>UN: Migrants Dying at Sea of Spanish Coast Triple Last Year's Toll</i>	25
<i>Rescue Vessel Relaunches into Mediterranean</i>	25
SPOTLIGHT ON LIBYA.....	27
ACTIVITY REPORTING	27
<i>Armed attack in Tripoli</i>	27
<i>Migrant flows slow to trickle in Sabratha</i>	27
<i>UN welcomes Libyan parliament's constitution referendum law</i>	28
<i>death toll rises to 8 in Islamic State attack on police station in Tazirbu</i>	28
LIBYA PROCEDURE- ***UPDATED GUIDELINES***	29
ABOUT JLT	31
ABOUT MS RISK	32

INCIDENTS AT SEA

Reporting Period: 26 November – 2 December 2018

Region	Current Incidents	Late Reported Incidents	Threat Level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	0	Low
Gulf of Guinea	0	4	Medium
Asia	0	0	Low
WORLDWIDE			
North America	0	0	Low
Central America/Caribbean/ South America	0	2	Medium
Atlantic Ocean Area	0	2	Medium
Northern Europe/English Channel/Baltic	0	0	Low
Mediterranean/ Black Sea	0	1	Low
Arabian Gulf	0	0	Low
Eastern/Southern Africa	0	0	Low
East Asia/Indian Subcontinent	0	1	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 reports

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to reports

OTHER ACTIVITY

- No current incidents to reports

MARITIME REPORTING

- No current maritime related reporting

WEATHER FORECAST: GULF OF ADEN, ARABIAN SEA, RED SEA**WEATHER FORECAST VALID FROM 29 NOVEMBER – 5 DECEMBER**

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

- **Extended Forecast:** Northeast winds of 10 – 15 knots with seas of 1 - 3 feet.

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

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

- **Extended Forecast:** East-northeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 2 - 4 feet in the western section of the Gulf; with east-northeast winds of 10 – 15 knots, and seas of 3 - 5 feet in the eastern section of the Gulf.

SOMALI COAST: Northeast winds of 15 - 30 and seas of 5 - 7 feet in the northern section of the coastline; with southeast winds of 5 - 10 knots, and seas of 2 - 4 feet in the southern section of the coastline.

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

CENTRAL AFRICAN COAST/INDIAN OCEAN: Easterly winds of 10 – 15 knots, and seas of 2 - 4 feet.

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

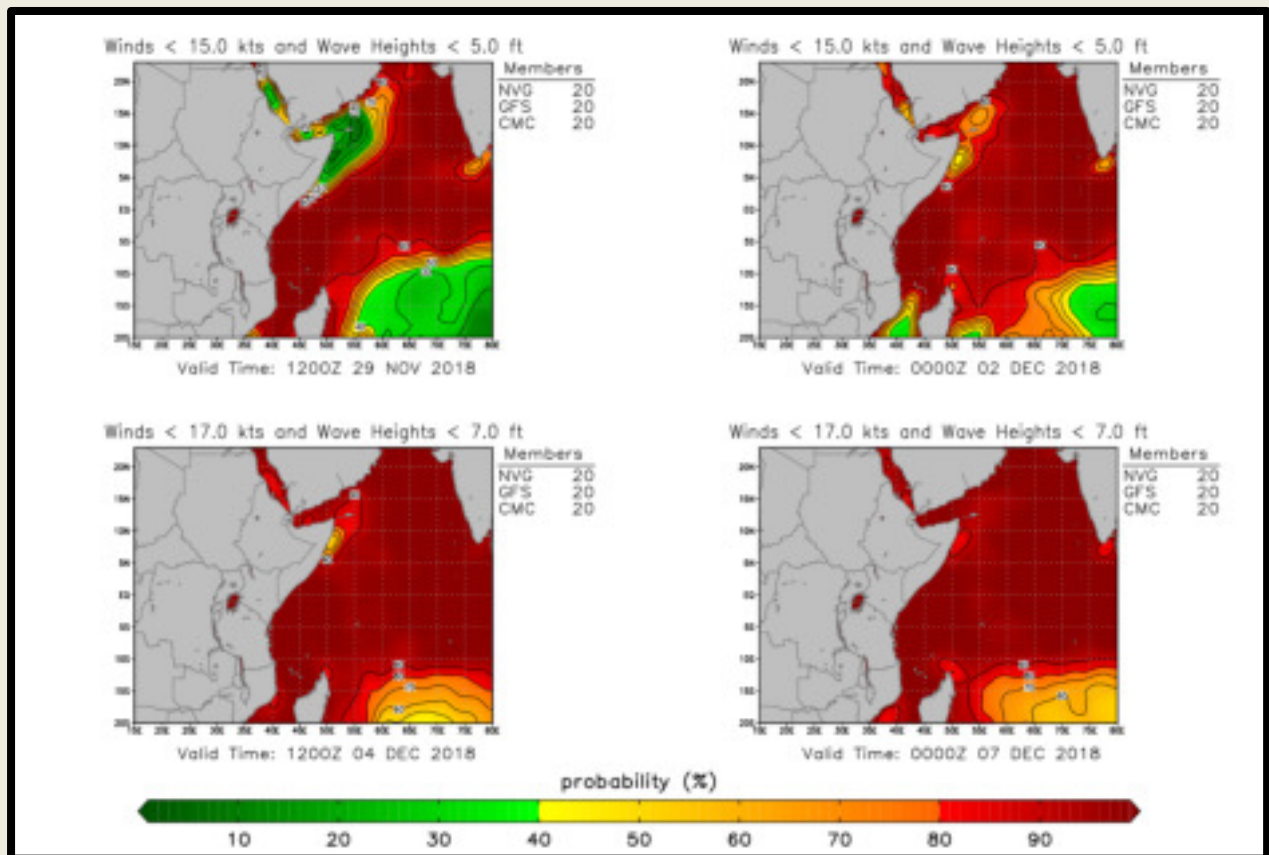
MOZAMBIQUE CHANNEL: Northerly winds of 5 - 10 knots, and seas of 1 - 3 feet in the northern Channel; with northerly winds of 5 - 10 knots, and seas of 3 - 5 feet in the southern Channel.

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

SURFACE CURRENTS: The northern Arabian Sea and the Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average

speed of 2 knots. Currents' speed along the Somali Basin are north-easterly averaging between 2 – 3 knots.

SYNOPTIC DISCUSSION: 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 2 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

YEMEN CEASEFIRE RESOLUTION BLOCKED AT UN AFTER SAUDI AND UAE 'BLACKMAIL'

29 November – A UN resolution calling for a ceasefire and the resumption of humanitarian deliveries in Yemen has been stalled by the US and other security council members after a lobbying campaign by Saudi Arabia and the United Arab Emirates, according to diplomats at the UN. The resolution, drafted by Britain, called for a halt to the fighting for control of the port city of Hodeidah, and for guarantees from the warring sides that food and medicine could be delivered safely. Saudi crown prince Mohammed bin Salman had strenuously opposed the resolution when the UK foreign secretary, Jeremy Hunt, visited Riyadh on 12 November. The UK pressed ahead, limiting the proposed ceasefire to Hodeidah and avoiding any direct criticism of the Saudi-led coalition in the text. British diplomats thought they had US support; US Secretary

of State, Mike Pompeo, and Defence Secretary, James Mattis, had issued a call for a ceasefire at the end of October. But a UK push to have the resolution adopted quickly ran into opposition. The US, China, Kazakhstan and Ethiopia all argued that the resolution should be delayed until the start of planned peace talks between the exile Yemeni government and Houthi rebels in Stockholm. Diplomats familiar with the negotiations said Saudi Arabia and UAE intensively lobbied council members over the past week, threatening that the talks in Stockholm might not take place if the resolution passed. On Monday, the heads of five major aid agencies warned that the US would share the blame for the worst famine in decades if it did not stop its military support for the Saudi-led coalition.

PROSPECTS GROW FOR YEMEN TALKS IN SWEDEN NEXT WEEK

29 November – Yemen’s warring parties suggested they would attend U.N.-sponsored peace talks expected to be held in Sweden next week as Western countries press for an end to a conflict that has pushed millions to the edge of starvation. The United Nations is trying to reconvene talks between the Saudi-backed government led by Abd-Rabbu Mansour Hadi and the Iranian-aligned Houthis who control much of the north to agree on a framework for peace. A previous attempt to hold talks in Geneva in September collapsed when the Houthis failed to show up, accusing their adversaries of obstruction. Outrage over the murder of Saudi journalist Jamal Khashoggi in the Saudi consulate in Istanbul has increased scrutiny of Riyadh’s activities in the region, potentially giving Western powers, which provide arms and intelligence to the Saudi-led military coalition trying to restore Hadi to power, greater leverage to demand action. A spokeswoman for U.N. special envoy Martin Griffiths’ office declined to give a date for the talks but Michael Aron, Riyadh-based British ambassador to Yemen, tweeted to Houthi spokesman Mohammed Abdul salam that “the Sweden consultations led by the U.N. envoy will take place next week”. Griffiths met representatives of Yemen’s political parties in Jordan. Two of them said Griffiths hoped to hold peace talks on Dec. 4, but that it would depend on the evacuation of 50 wounded Houthis. Griffiths said this would happen by Monday. The attempt to convene talks in September collapsed after the Houthis asked for guarantees that their plane would not be inspected. They also wanted to evacuate some wounded to Oman. British foreign minister Jeremy Hunt has said Saudi Arabia is willing to evacuate the wounded Houthis. Kuwait has offered to provide planes to get both sides to Stockholm. The United Nations hopes to halt fighting around Hodeidah, the entry point for most of Yemen’s commercial imports and vital aid supplies, as a stepping stone to a broader ceasefire.

SHIPMENTS AT HODEIDAH PORT DOWN 50%

28 November– Around 50 percent of the shipment of food to Yemen has been cut as many ships are refusing to dock at the country’s port of Hodeidah due to the escalation of fighting, UN said. Shipping companies appear to be reluctant to call at Hodeidah due to insecurity in the port. “Over the last two weeks, the activities have been cut by half. If this continues, it will have a drastic and immediate impact, not only on WFP’s availability to distribute food, but also on prices in local markets,” Stéphane Dujarric, Spokesman for the UN Secretary-General, said. With the port receiving around 70 percent of all imports to Yemen, a decrease in deliveries of wheat and other supplies would affect food stocks in Yemen, according to a spokesperson from the UN’s World Food Programme. The multi-year conflict continues to push millions of Yemenis to the brink of famine. WFP’s data indicates that nearly 17.8 million Yemenis are food insecure, 8.4 million of which severely so.

YEMENI GOVERNMENT REJECTS HANDING HODEIDAH PORT TO UN WITH HOUTHI CONDITIONS

28 November – The Yemeni government rejected the Houthi proposal to hand over supervision of Hodeidah Port to the UN, adding that this would allow the Houthis to re-position themselves. The Houthis agreed to hand over supervision of the port to the UN, provided that the port's revenues are handed over to the Central Bank in Sanaa, controlled by the militias. In a statement, the Yemeni government said, "Handing over the port of Hodeidah to anyone other than the legitimacy is a violation of sovereignty." Minister of State Mohammed al-Amiri said the Houthis have been looting the state's revenues through the port for four years and practiced piracy, threatened international navigation, committed crimes and thwarted humanitarian aid. Negotiations over the Hodeidah Port came amid violent clashes in Al-Khamseen Street where national army forces and Houthi militias exchanged artillery shelling. Meanwhile, the coalition's air force targeted Houthi posts and military vehicles in several areas in Hodeidah. Saudi Arabia's Ambassador to the US, Khalid bin Salman, said that only consistent pressure on the Houthis would lead to a political solution in Yemen.

FIGHTING RESUMES IN HODEIDAH

26 November – Fresh fighting erupted between Yemeni government forces and Houthi rebels in Hodeidah, a few hours after the departure of UN special envoy to Yemen, Martin Griffiths. Both warring parties ignored the UN calls aimed at de-escalating the situation and engaged in armed confrontations. Although both sides had declared their willingness to halt the fighting and head to participate in the upcoming UN-sponsored peace talks in Sweden, sporadic fighting and exchange of gunfire continued in Hodeidah. An army commander said that government forces clashed with Houthi rebels in the areas surrounding the Kilo 16 area in Hodeidah, but no military progress was made. He said that the government forces responded and shelled the Houthi-controlled sites with artillery gunfire. A source from the government's media centre said that several shells fired by Houthis landed on residential buildings in Hodeidah's neighbourhood of Mandher, causing casualties. Witnesses said that coalition warplanes launched several airstrikes against the Houthi-held areas in Hodeidah. The Houthi-affiliated Masirah television network reported that two of the Saudi-led airstrikes hit the rebels-held district of Aljarah in Hodeidah. The resumption of fighting raised questions about the result of the UN peace efforts. On Friday, Griffiths, accompanied by the World Food Program Chief Stephen Anderson and the UN Humanitarian Coordinator Lise Grande, visited Hodeidah. During his visit to the war-torn city, the UN envoy negotiated with the Houthi leadership about a supervisory role over the strategic port in Yemen's Hodeidah, which is controlled by the Houthis. However, the Yemeni Minister of Information, Moammar el-Eryani, said on Friday that it is not possible to accept any agreement that allows the management of Hodeidah's port without its return to the legitimate government's control.

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:

4

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

- **21 November (Nigeria – Late Report)** – A duty crewman onboard a tanker near position 06:21 N – 003:19 E, Lagos Anchorage noticed two robbers boarded the vessel using a rope. The alarm was raised and non-essential crewmembers retreated to the citadel. Upon hearing the alerted crew, the robbers escaped empty handed.

- **21 November (Guinea – Late Report)** – Eight robbers armed with guns and knives boarded an anchored bulk carrier near position 09:19 N – 013:44 W, Conakry Anchorage. They took hostage a duty crewman and forced him, with a knife to his throat, to take them to the bridge. The armed robbers then took the 2nd Officer and the duty crewman to the Master’s cabin, where they hit the Master and threatened to shoot the 2nd Officer before stealing cash from the ship’s safe. They also stole other personal belongings. The robbers kept the three-crewmembers hostage until they disembarked in waiting boats. Port control was informed.

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- No current incidents to report

VESSELS BOARDED

- **22 November (Nigeria – Late Report)** – A merchant vessel was boarded by armed pirates near position 04:13 N – 008:03 E, 19 nautical miles south of the Kwa Ibo coast. Pirates escaped on board a blue-hulled boat following intervention from a security vessel. Vessel and crewmembers have been reported safe.

KIDNAPPING

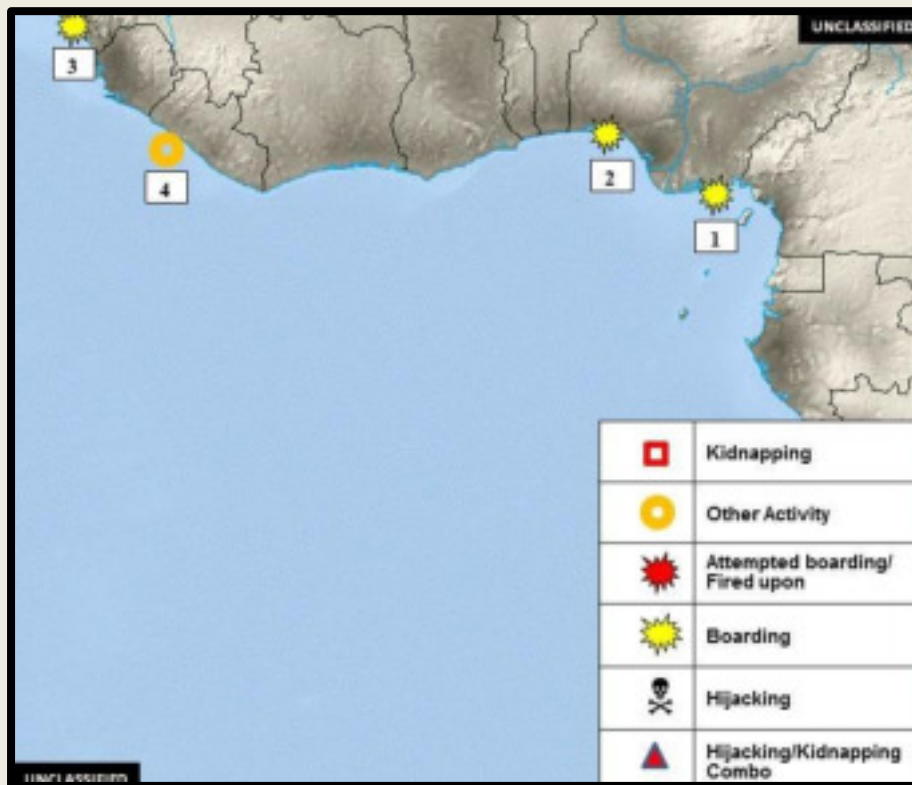
- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- **7 November (Liberia – Late Report)** – An environmental NGO assisted the Liberian Coast Guard in the arrest of a foreign-flagged industrial trawler caught in artisanal fishing waters. Despite efforts to conceal her identity, the 32-meter trawler *F/V BONHEUR* was intercepted by the Liberian Coast Guard after crossing into Liberian waters from neighbouring Ivory Coast with its fishing gear in the water. The vessel was arrested while fishing five nautical miles off the coast, within the six-nautical-mile area the Liberian government banned industrial trawling in a bid to protect the livelihoods of Liberia’s artisanal fishermen.



Source: ONI

MARITIME REPORTING

- No current maritime related reporting

WEATHER FORECAST: GULF OF GUINEA

WEATHER FORECAST VALID FROM 29 NOVEMBER – 5 DECEMBER 2018

GULF OF GUINEA: Southerly winds of 5 – 10 knots and seas of 2 – 4 feet.

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

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

EAST ASIA, SOUTHEAST ASIA, INDIA

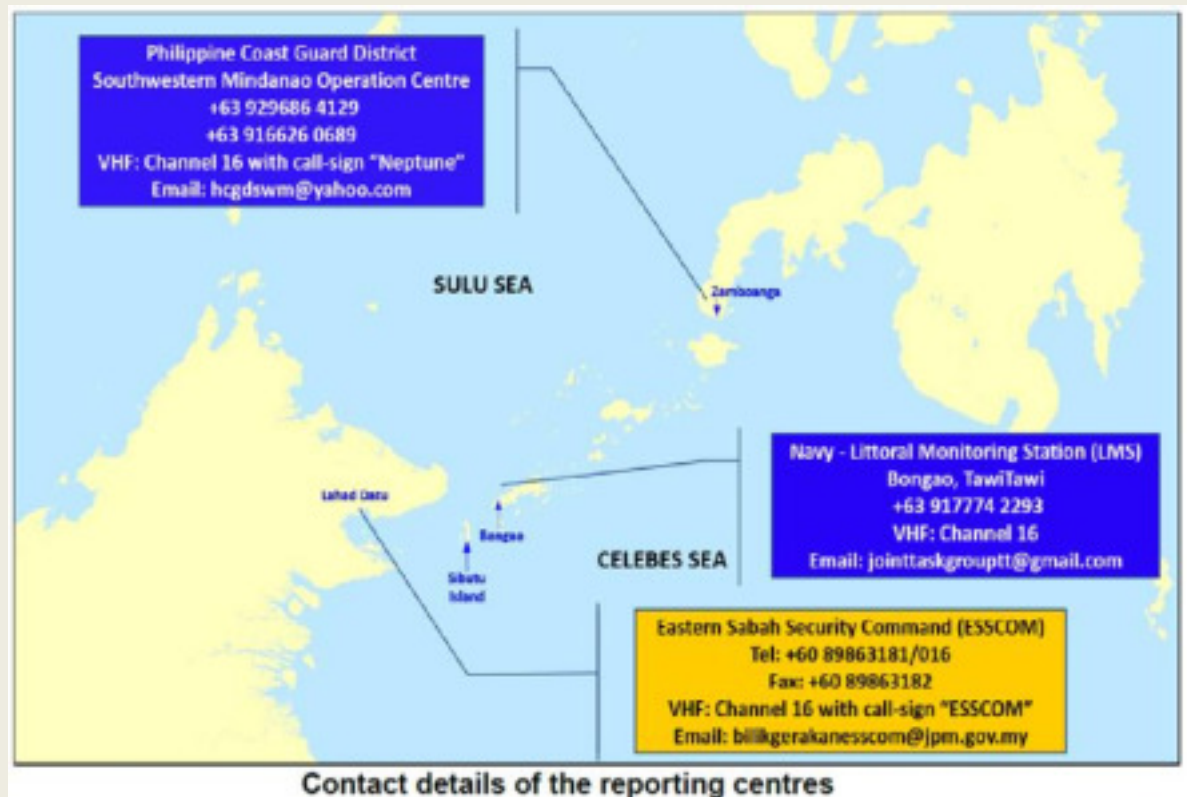
**WARNING: Imminent threat of attack by Abu Sayyaf Group**

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

The first actual abduction incident to occur this year in waters in Sulu-Celebes Sea and off eastern Sabah, East Malaysia occurred on 11 September and involved the kidnapping of two Indonesian fishermen. The last actual reported incident occurred on board SUPER SHUTTLE Tug 1 on 23 March 2017, with the last attempted incident occurring on board KUDOS 1 on 16 February 2018. This latest actual incident is evidence that the threat of abduction of crewmembers in the Sulu-Celebes Sea has not been eliminated. MS Risk continues to advise all vessels to re-route from the area, where possible. If unable to re-route, we strongly advise vessel Masters and crewmembers to adopt the following measures:

- Maintain a heightened level of vigilance and increase security watch rotations
- Sound the alarm when unknown people are sighted on board the vessel or when suspicious boats are in the vicinity
- Report all incidents and suspicious activity
- Maintain continuous communication with shipping company and with local enforcement agencies
- Avoid confrontation with the perpetrators

All vessels transiting this region are urged to report any incidents or suspicious activity to the following Centres:



VESSELS HIJACKED

- No current incidents to report

KIDNAPPING

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- No current incidents to report

VESSELS BOARDED

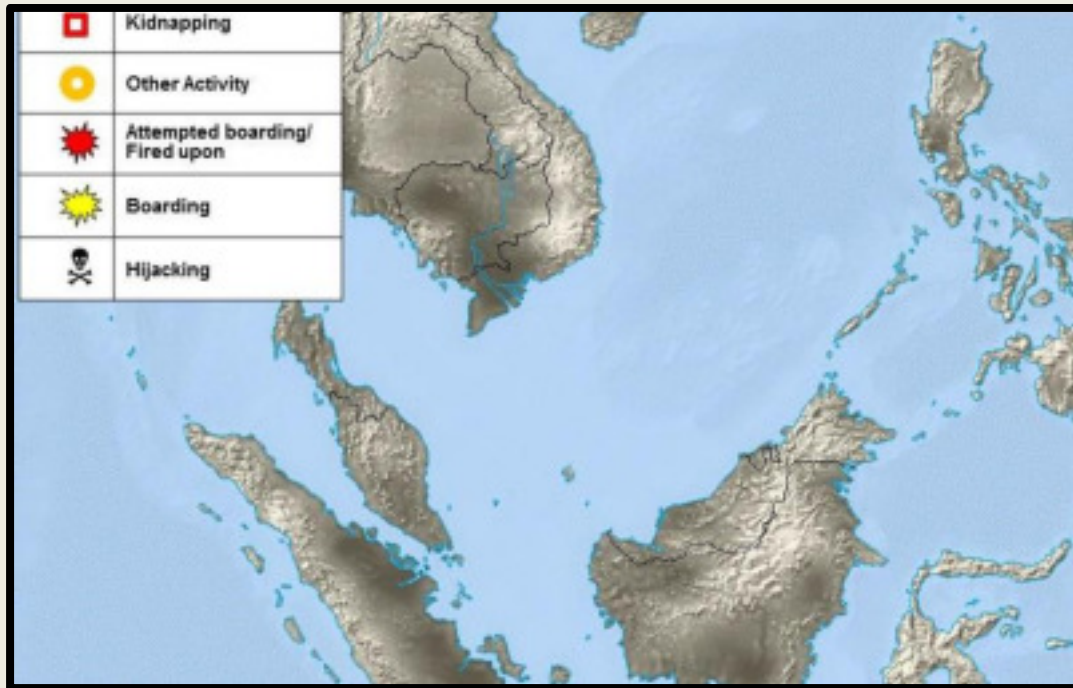
- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

- No current incidents to report



Source: ONI

MARITIME REPORTING

- No current maritime related reporting

WEATHER FORECAST: SOUTHEAST ASIA**WEATHER FORECAST VALID FROM 29 NOVEMBER – 5 DECEMBER 2018****SOUTHERN SOUTH CHINA SEA:** Northeast winds of 15 - 20 knots and seas of 3 - 5 feet.

- **Extended Forecast:** Northeast winds of 5 – 10 knots, gusting to 20 knots, and seas of 4 – 6 feet.

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

- **Extended Forecast:** Northeast winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the northern Strait; with light and variable winds seas of 1 – 3 feet in the southern Strait.

ANDAMAN SEA: North-northeast winds of 5 - 10 knots and seas of 3 - 5 feet in the northern section; with north-northeast winds of 5 - 10 knots, and seas of 2 - 4 feet in the southern section.

- **Extended Forecast:** North-northeast winds of 10 – 15 knots, and seas of 3 - 5 feet in the northern section; with north-northeast winds of 10 – 15 knots, and seas of 3 - 5 feet in the southern section.

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

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

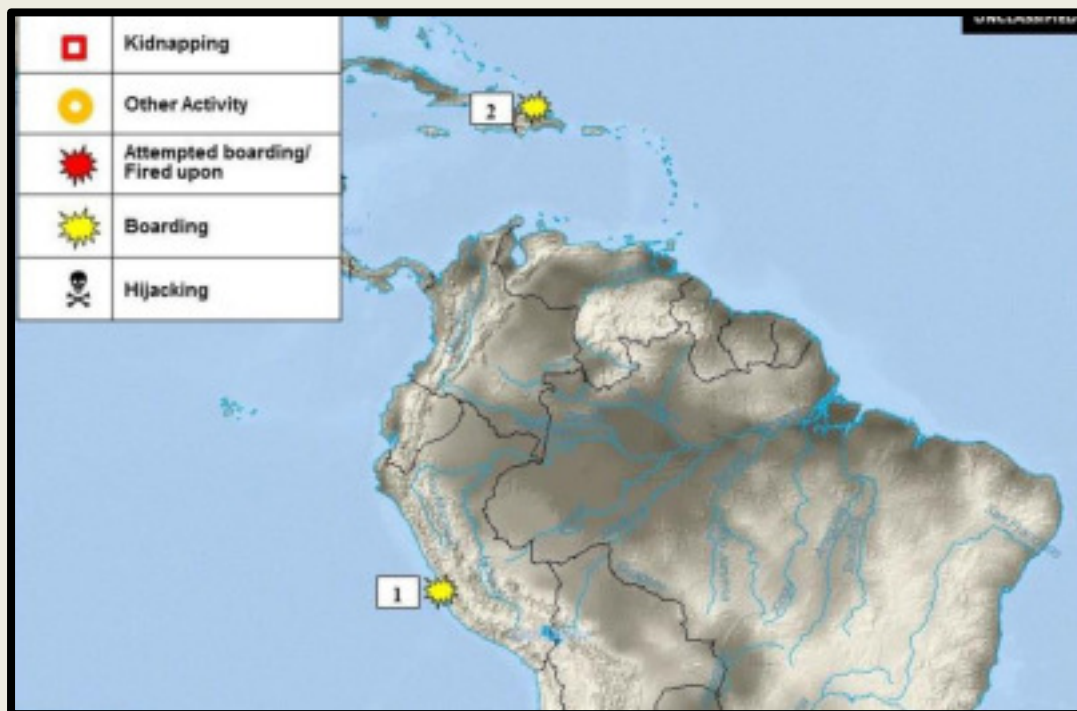
SURFACE CURRENTS: Currents in the southern South China Sea, Malacca Strait, and Andaman Sea are generally less than 1 knot with a few areas in the southern South China Sea averaging 1 knot.**SYNOPTIC DISCUSSION:** Expect strong gusts in and around scattered thunderstorms, throughout the Malacca Strait and the Andaman Sea due to funnelling effects and daytime heating.

WORLDWIDE

NORTH AMERICA

- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA



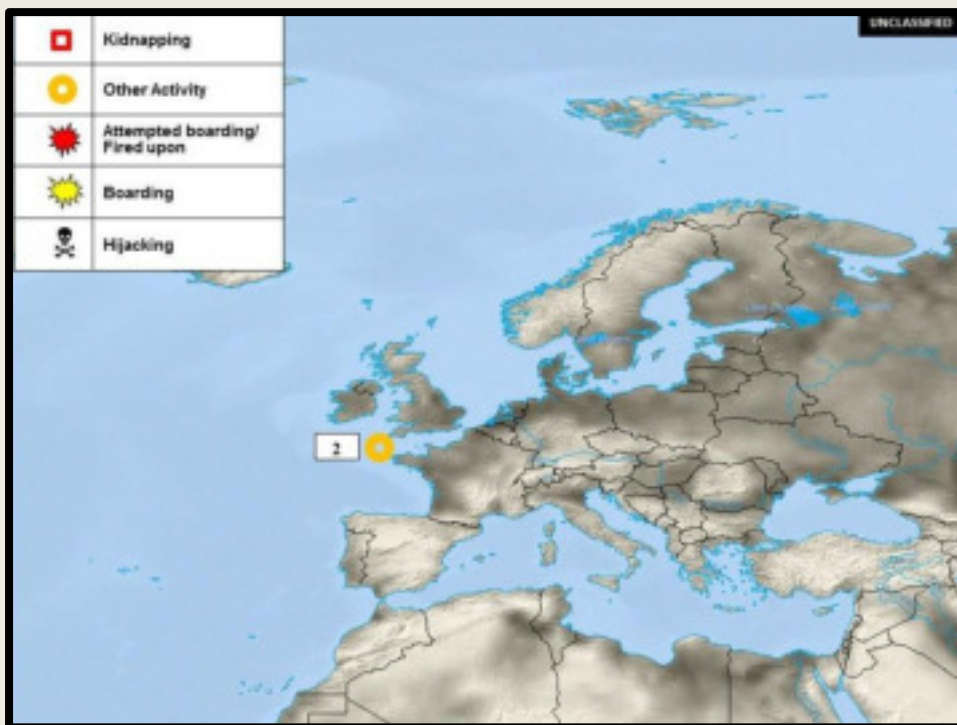
Source: ONI

1. **24 November (Peru – Late Report)** – During routine rounds, duty crew onboard a vehicle carrier anchored near position 12:01 S – 077:11 W, Callao Anchorage, saw a masked robber on the forecastle deck and immediately informed the bridge. The alarm was raised, the ship's whistle was sounded, and crewmembers were mustered. Port control was informed via VHF. Upon investigation, ship's stores were reported stolen.
2. **10 November (Dominican Republic – Late Report)** – Thieves broke into an unoccupied but well locked yacht anchored in Luperon. The caretaker discovered the theft the next morning. A generator, compressor with hose, water pump and many tools were stolen. A stolen dinghy had been used in order to transport the goods and it was recovered. A report was made to the police, coast guard, port captain, the Puerto Blanco Marina, the tourist office and on the VHF net.

ATLANTIC OCEAN AREA



Source: ONI



Source: ONI

1. **22 November (South Atlantic – Late Report)** – Tuna fishing vessel *F/V OCEANO PESCA 1* was rammed by Chinese tuna vessel *F/V CHANG RONG 4* in an area approximately 430 nautical miles east of Natal, Rio Grande do North, in an apparent dispute over fishing grounds. *F/V OCEANO PESCA 1* survived the attack and reached home port on 25 November under her own power, though the vessel was damaged.

2. **13 November (England – Late Report)** – Authorities seized several large bags filled with contraband tobacco offloaded from a boat inside the Port of Cornwall and placed inside a waiting truck on shore. Police were dispatched and two Cornwall residents were arrested. The bags were found to contain a total of 1,064 kg of fine tobacco.

NORTHERN EUROPE – BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA



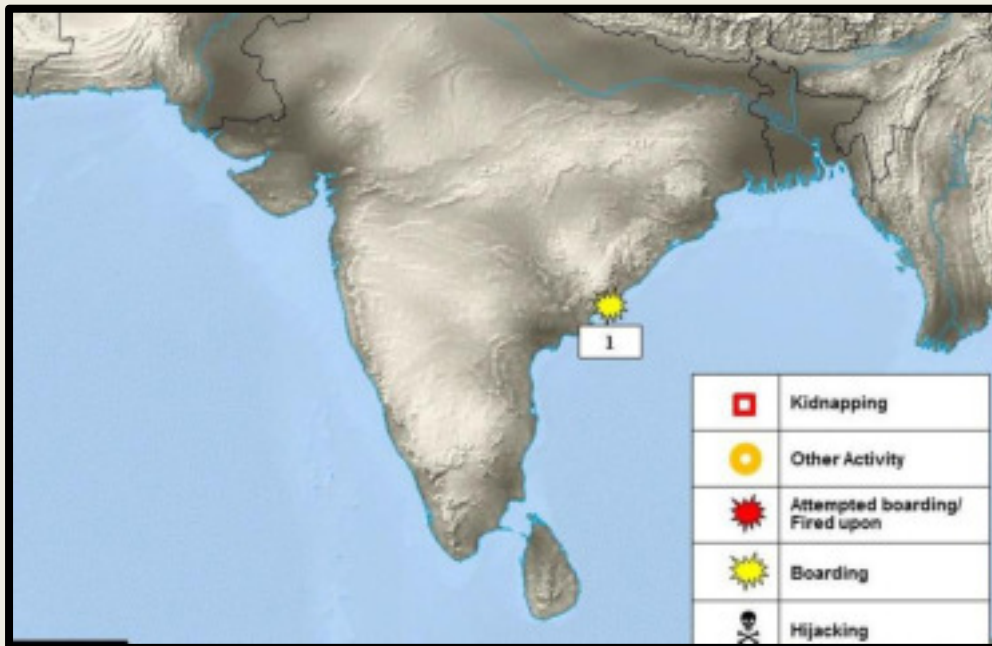
Source: ONI

1. **25 November (Ukraine – Late Report)** – Russian forces seized three Ukrainian naval vessels in the Kerch Strait, preventing their access to the Sea of Azov, marking a significant escalation in tensions between the two countries. During the incident, two Ukrainian gunboats and a tug were reportedly captured, along with 23 Ukrainian crewmembers, several of whom were reportedly injured during the incident.

ARABIAN GULF

- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT



Source: ONI

1. **17 November (India – Late Report)** – Robbers boarded an anchored product tanker near position 017:02 N – 082:26 E, Kakinada Anchorage. They stole ship's stores and escaped. The theft was noticed during routine rounds. Port control and agents were informed.

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.

MIGRANTS RUSHING TO CROSS CHANNEL BY BOAT BEFORE BREXIT

29 November (United Kingdom) – Reports have emerged that migrants crossing the Channel in recent weeks are being exploited by people traffickers who are warning that it will be harder to get into the United Kingdom after Brexit. The BBC is reporting that people smugglers are telling migrants that they must enter the UK before “the borders shut properly” after Brexit. This month, more than 100 people, the majority claiming to be Iranian, have entered British waters in boats. An undercover reporter found that smuggling operations were being organized at makeshift camps in northern France. Not all boats departing France have successfully reached the UK, with at least thirty migrants having been intercepted in French waters since 23 November. Officials on both sides of the Channel have warned of the dangers of crossing through the world’s busiest shipping lane.

SPAIN HOLDS TALKS OVER FATE OF RESCUED MIGRANTS

28 November (Spain) – The Spanish government has indicated that it is holding “intense diplomatic talks” aimed at resolving the stranding of a Spanish fishing vessel for nearly one week after it took on board twelve migrants, including two children, off the coast of northern Libya. The rescue by crewmembers aboard the Nuestra Señora de Loreta occurred on 22 November in waters under Libyan jurisdiction after a Libyan coastguard boat took another group of migrants from the same vessel. According to Spain, Libya has not responded to requests to take in the migrants and bad weather has forced the trawler to sail away close to Lampedusa, an Italian island located half way between Tunisia and Malta. On Wednesday, Deputy Prime Minister Carmen Calvo revealed that Spain is in talks with Italy and Malta, whose coasts are now closer to the trawler, in order to find “an alternative, speedy and satisfactory solution.” On Wednesday,

rights group Amnesty International joined previous calls by other non-profits and said that the migrants “must be allowed to disembark in Europe as soon as possible.”

MIGRANTS ATTEMPT TO CROSS THE ENGLISH CHANNEL FROM FRANCE IN CANOES, DINGHIES

27 November (United Kingdom) – Migrants are attempting to make the 21-mile journey across the English Channel from France to Britain aboard flimsy inflatable boats, canoes and even water scooters. Video footage emerged on Tuesday showing UK authorities picking up nine people who had attempted to traverse the Channel in a rubber dinghy. Four children were amongst those rescued. British media reports have indicated that more than 100 migrants have attempted the crossing in the past three months. In the past, people attempting to reach Britain illegally from France have typically hidden themselves in or under trucks travelling by ferry or train through the so-called Channel. However, tighter security checks mean that some migrants now see the waterway as their only option to reaching Britain.

UK HOME SECRETARY WANTS TO REDEPLOY BORDER FORCE IN MEDITERRANEAN TO RESCUE CHANNEL MIGRANTS

27 November (United Kingdom) – On Tuesday, Home Secretary Sajid Javid revealed that a Border Force cutter could be pulled back from the Mediterranean to rescue increasing numbers of migrants trying to cross the Channel in unseaworthy boats. Mr Javid told MPs that he was considering redeploying the cutter from its humanitarian mission, which is helping with the wider migrant crisis in the Mediterranean. He disclosed that in the past three months, some 100 migrants have risked their lives attempting to reach the UK in 10 boats, adding that there are fears that people could die in the Channel as the weather gets worse. Mr Javid further warned that the deployment would “become a humanitarian and rescue mission and there’s a risk that kind of activity can encourage more people to cross the Channel.” Currently, only two of Britain’s five high-speed cutters are patrolling the Channel to stop and rescue migrants trying to reach the UK from mainland Europe. A third is on standby and two are in the Mediterranean and Aegean. Mr Javid also noted that co-operation with France was critical to solving the crisis, adding that they did not always accept the migrants had come from them and asked for proof.

UN: MIGRANTS DYING AT SEA OF SPANISH COAST TRIPLE LAST YEAR’S TOLL

26 November (Spain) – The latest figures released by the United Nations have indicated that at least 631 African migrants have died trying to reach Spain so far this year – nearly three times more than in all of 2017 – with the UN warning that the situation has become “alarming.” The International Organization for Migration (IOM) has reported that more than 120 migrants, from North Africa and Sub-Saharan Africa, have arrived in Spain each day during November, following a record month in October with over 350 per day. Speaking at a news briefing, IOM spokesman Joel Millman disclosed that “this is usually a time of slowing down on these routes, that is not happening in Spain,” adding that migrants are using smaller and less seaworthy boats in an attempt to make the crossing. Millman further disclosed that about two dozen migrants drowned off the coast of Cadiz in November. So far this year, 104,506 migrants have arrived by sea in Europe and 2,075 have perished, the IOM’s latest figures show. Both figures are about two-thirds of last year’s totals and around a quarter of the totals from 2016. However, while traffic on the main sea route from Libya to Italy has declined sharply over the past year, in part due to agreements with Libyan armed groups to fight smuggling, travel has increased across the western Mediterranean to Spain. Millman also noted that in addition to migrants arriving by sea in mainland Spain, 36 migrants had died trying to reach the Canary Islands this year, compared to just one last year, adding “So that is becoming also a dangerous channel for migrants seeking to access Europe through the Canary Islands,” which are part of Spain located in the Atlantic Ocean off the coast of Morocco.

RESCUE VESSEL RELAUNCHES INTO MEDITERRANEAN

26 November – A migrant rescue vessel has set sail for a new mission in the Mediterranean Sea amidst a continuing dispute with the Italian government over the ultimate destination of migrants who have been plucked from the sea. According to officials from the charity, the Dutch-flagged Sea-Watch 3 was heading to an area off the coast of Northern Africa on 23 November after being held in a Maltese port on unspecified grounds for several months. Following a refit in Spain, the boat joined two other charity ships and a reconnaissance plane patrolling the waters to identify migrants suffering from difficulties in unseaworthy boats from the coastline.

SPOTLIGHT ON LIBYA



PORT STATUS AS OF 2 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

ARMED ATTACK IN TRIPOLI

29 November – An armed attack took place in the evening near the Nest Café in Hai Alandalus, Tripoli. Masked gunmen wearing military uniforms opened fire on two individuals from a vehicle, killing one and injuring another. No further details known. Meanwhile, the perpetrators of the attempted assassination on former Director of Security of Tripoli Salah al-Samu'i were arrested by Special Deterrence Forces.

MIGRANT FLOWS SLOW TO TRICKLE IN SABRATHA

27 November – Departures of migrant-laden boats to Italy from Sabratha, formerly Libya's biggest people-smuggling hub, have slowed to a trickle thanks to a security crackdown triggered by European pressure that ejected the city's top smuggler. Sabratha, 47 miles west of Tripoli, was the main launchpad on Libya's Mediterranean coast for Italy-bound migrants, with the flow peaking in 2016 and early 2017. Crossings fell off abruptly in July 2017 after the city's top smuggler, Ahmed al-Dabbashi struck a deal with Tripoli

authorities under Italian pressure to desist from trafficking migrants. Rival militia ejected Al-Ammu and his followers in fighting two months later, and have since consolidated their position. With EU and Italian support, Libya's coastguard has increased interceptions of migrants in an area stretching 95 miles off the coast. Migrant embarkations from Sabratha have dropped significantly. While thousands once set sail every week, 35 would-be migrants were detained in October in houses before they departed, officials said. However, the Sabratha coastguard said it was not benefiting from EU support being channeled through Tripoli, where naval and interior ministry units have received nine patrol boats. The Sabratha branch says it is still starved for resources, unable to run its own patrols. Sabratha's coastguard has 150 members but just one car, a broken inflatable that was previously used by smugglers, and no uniforms. A navy officer dressed in civilian clothes, said, "We can't do patrols. We can't fix the boat's engine, the radar is broken." By way of explanation, Dabbashi said coordination between Tripoli and smaller coastal towns remains limited. Nearly 22,541 migrants have arrived in Italy by sea since January, well down from the 119,369 in all of 2017. But many migrants are still dying when overladen, unsafe inflatables founder en route. A total of 1,277 are recorded to have drowned on the central Mediterranean route so far in 2018, compared to 2,786 in the same period last year, according to the IOM.

UN WELCOMES LIBYAN PARLIAMENT'S CONSTITUTION REFERENDUM LAW

27 November – UN Support Mission in Libya (UNSMIL) has welcomed the constitution referendum law amendment made by the eastern-based House of Representatives. The UNSMIL said on its Twitter account that the mission welcomes the Libyan parliament's efforts to issue the required legislation, so that Libya can turn to "solid and stable institutions through a referendum on the draft constitution and general elections." On Monday, the parliament voted to amend the referendum law, as well as to reform the Presidential Council to consist of one president and two deputies, instead of the current one that consists of one president and nine deputies. The constitution referendum law was approved by the parliament in September.

DEATH TOLL RISES TO 8 IN ISLAMIC STATE ATTACK ON POLICE STATION IN TAZIRBU

24 November – The official death toll has risen in an attack on a police station in the southeastern Libyan oasis town of Tazirbu, which authorities are attributing to Islamic State radicals. In a statement, the United Nations said at least eight civilians were killed in the attack a day earlier, with nine wounded, three abducted and nine still missing and believed to be kidnapped. The U.N.'s mission to Libya condemned the attack, and called for the immediate release of the kidnapped and their safe return to their families. It said that conflicting parties in Libya should set their differences aside "to defeat the terrorist threat" in Libya and protect civilians in compliance with international humanitarian law.

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

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- Interim security
- Training
- Special assignments

CRISIS RESPONSE

- Crisis management
- Business continuity management
- Hostile operations support to commercial interests

VIRTUAL SECURITY DIRECTOR SERVICE

- For clients lacking a full-time security executive

References are always available.

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