



MS | RISK

Maritime Security Review

Issue 2

7 January 2018



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INCIDENTS AT SEA: 31 DECEMBER – 6 JANUARY

Region	Current Incidents	Late Reported Incidents	Threat Level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	0	Low
Gulf of Guinea	1	0	Low
Asia	0	0	Low
WORLDWIDE			
North America	0	0	Low
Central America/Caribbean/ South America	0	0	Low
Atlantic Ocean Area	0	0	Low
Northern Europe/English Channel/Baltic	2	0	Medium
Mediterranean/ Black Sea	1	2	Medium
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 REPORTED: 0

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

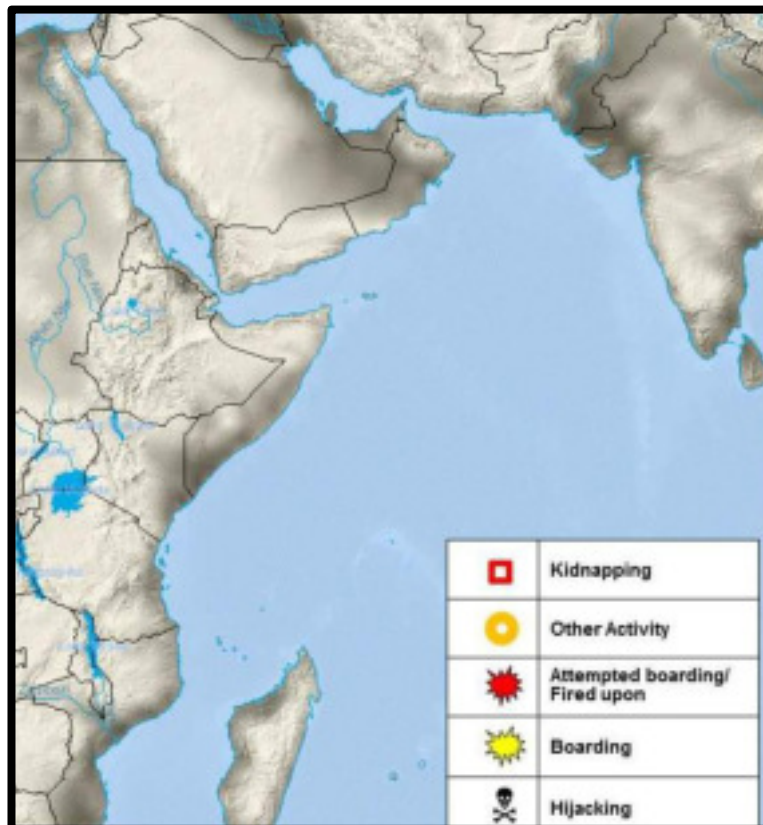
OTHER ACTIVITY

- No current incidents to report

MARITIME REPORTING

- No current maritime related reporting

INCIDENTS REPORTED: GULF OF ADEN, ARABIAN SEA, RED SEA



SOURCE: ONI

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

EFFECTIVE DATES: 27 DECEMBER 2018 – 2 JANUARY 2019

NORTHERN ARABIAN SEA

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

GULF OF OMAN

- Northwest winds of 5 – 10 knots and seas of 1 – 3 feet in the western section of the Gulf; with northwest winds of 5 – 10 knots and seas of 2 – 4 feet in the eastern section of the Gulf.
- *EXTENDED FORECAST:* Northwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 1 – 3 feet in the western section of the Gulf; with west-northwest winds of 10 – 15 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 2 – 4 feet in the western section of the Gulf; with northeast winds of 5 – 10 knots and seas of 3 – 5 feet in the eastern section of the Gulf.
- *EXTENDED FORECAST:* Easterly winds of 10 - 15 knots and seas of 3 – 5 feet in the western section of the Gulf; with easterly winds of 10 - 15 knots, and seas of 3 - 5 feet in the eastern section of the Gulf.

SOMALI COAST

- Northeast winds of 15 – 20 knots and seas of 8 – 10 feet in the northern section of the coastline; with northeast winds of 10 – 15 knots and seas of 4 – 6 feet in the southern section of the coastline.
- *EXTENDED FORECAST:* Northeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 5 – 7 feet in the northern section of the coastline; with northeast winds of 10 – 15 knots, and seas of 5 – 7 feet in the southern section of the coastline.

CENTRAL AFRICAN COAST/INDIAN OCEAN

- Northeast winds of 10 - 15 knots, and seas of 3 - 5 feet.
- *EXTENDED FORECAST:* Northeast winds of 15 - 20 knots, gusting to 25 knots, and seas of 4 – 6 feet.

MOZAMBIQUE CHANNEL

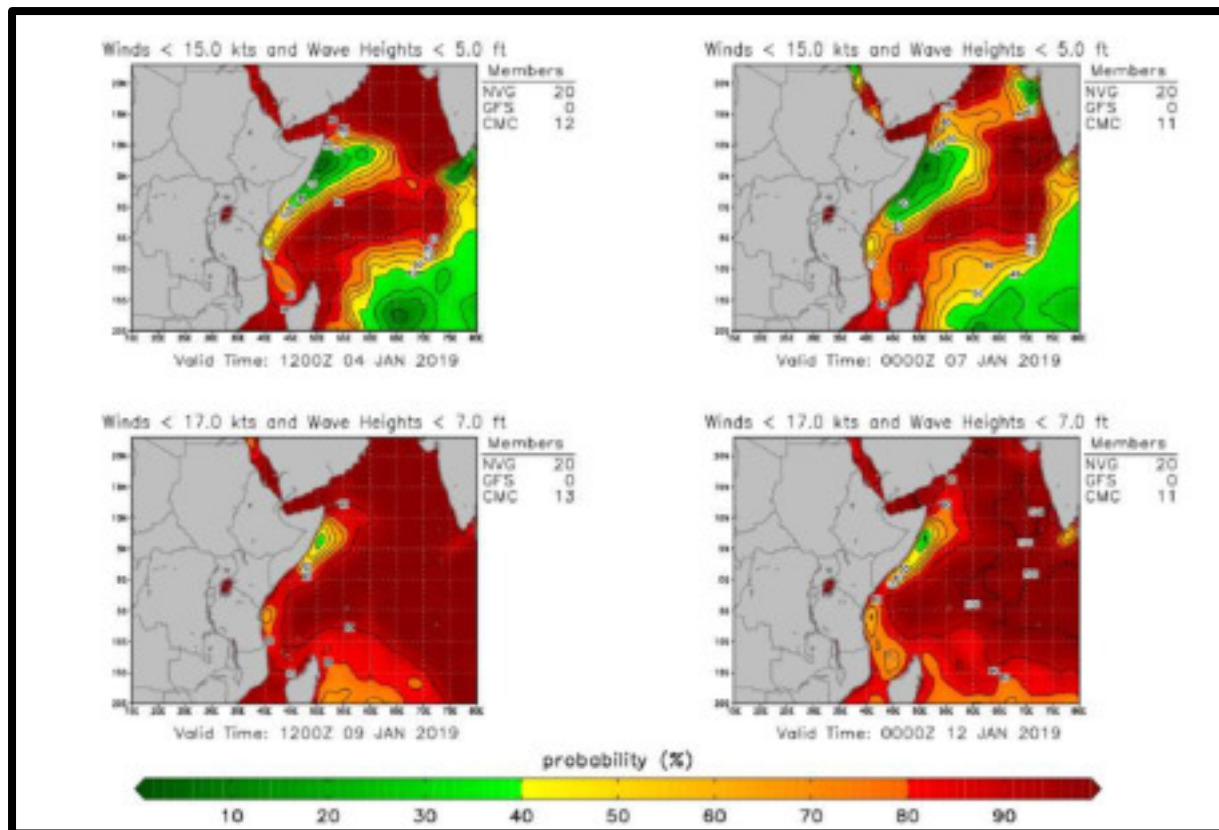
- North-northeast winds of 5 – 10 knots and seas of 3 – 5 feet in the northern Channel; with south-southeast winds of 10 – 15 knots, and seas of 3 – 5 feet in the southern Channel.
- *EXTENDED FORECAST:* Northeast winds of 10 – 15 knots, and seas of 3 – 5 feet in the northern Channel; with northeast winds of 10 – 15 knots and seas of 6 – 8 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

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.

PORT STATUS AS OF 6 JANUARY 2019

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

ACTIVITY REPORTING

CLASHES ERUPT IN HODEIDAH

5 January – Heavy clashes erupted between Yemeni government troops and Houthi rebels in Hodeidah on Saturday, hours ahead of a visit to Sanaa by UN special envoy for Yemen Martin Griffiths. The fighting flared up near Hodeidah University and the Rabasah quarter in the southern part of the city. Heavy machine guns and artillery shelling between the rival forces were heard across the city for hours, locals said. The rival forces traded accusations, blaming each other for breaching the truce and undermining the ongoing peace process. Griffiths was due to arrive in Sanaa Saturday with hopes of cementing the fragile cease-fire. Under the truce deal, the withdrawal from the ports of Hodeidah, Salif and Ras Issa, and critical parts of the city associated with humanitarian facilities should be completed within two weeks after the cease-fire enters into force, while the full withdrawal should be completed within a maximum period of 21 days.

WORLD FOOD PROGRAM CALLS ON HOUTHIS TO END THEFT OF FOOD AID

4 January – The UN food agency demanded that the Houthi rebels put an “immediate end” to food diversion and hold accountable those responsible for food theft. They added that it is not clear how much aid is reaching Yemenis. Further, the Saudi Ambassador to Yemen says that at least 60 percent of the funds sent to the UN by members of the Saudi-led coalition have not yet been spent on their intended purpose. Obstacles imposed by the Houthis on aid agencies in northern Yemen, such as blocking access to on-the-ground medical programs, have resulted in the funds being held up. “This is an issue that affects not just WFP but all aid agencies working in Yemen and indeed in war zones everywhere,” said Herve Verhoosel, spokesman for the World Food Program, on Friday in Geneva. The WFP threatened to suspend some aid shipments to Yemen if the rebels don’t investigate and stop theft and fraud in food distribution, warning that the suspension would affect some 3 million people. It gave an ultimatum of 10 days for Houthis to act. The Houthis accused the WFP of politicizing the aid deliveries and accused the agency of sending expired food to Yemen. Relief workers expressed fears of retaliatory measures by the Houthis, either by holding aid trucks for long periods, or revoking visas for international aid workers as they have repeatedly done in the past. The Saudis are requesting that the UN reshape its aid schemes to support development projects and not just emergencies.

HOUTHI FORCES HAND OVER PORT OF HODEIDAH

30 December – Houthi rebel forces formally handed over control Hodeidah Port to units of the government of Yemen. Local divisions of the pre-war Yemeni coast guard will take over the port's administration, under supervision from the UN. However, the Saudi coalition contested the legitimacy of the handover, suggesting that the units that are now taking control of the port may actually be loyal to the Houthi side. The chairman of the UN team in charge of implementing the ceasefire, General Patrick Cammaert (ret'd), “emphasized that any redeployment would only be credible if all parties and the United Nations are able to observe and verify that it is in line with the Stockholm Agreement.” In return, under the terms of the ceasefire agreement, Saudi coalition forces will withdraw from occupied areas of the city of Hodeidah. Houthi fighters who previously guarded the port complex will be redeployed to these areas. The Sweden agreement requires the conflict's participants to allow aid to reach those in need by opening new humanitarian corridors within their respective areas of control. These corridors include the Hodeidah-Sana'a highway, which leads from Yemen's busiest seaport to its largest city. So far, according to the UN, that highway has not been reopened in line with the accord.

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 remain at high in the ongoing war in Yemen. Despite the fragile truce between the Houthi rebels and Yemeni government, which went into effect in December 2018, the potential for retaliatory measures remains high during the anticipated Houthi withdrawal from key cities. Previously, the Houthis have been known to attack maritime vessels. In February 2017, the Houthi rebels 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 is high. Onshore, there remains a high level of violence and criminal activity. Shipping vessels should remain constantly aware of the situation, including changes to protocol when entering Yemeni maritime waters.

UNITED NATIONS INSPECTIONS

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

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

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

SAUDI COALITION INSPECTIONS

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

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

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

WEST AFRICA, GULF OF GUINEA

**WARNING TO 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.

CURRENT INCIDENTS REPORTED: 1

VESSELS HIJACKED

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- No current incidents to report

VESSELS BOARDED

- No current incidents to report

KIDNAPPING

- **2 January (Benin)** – Pirates attacked a small container ship near position 05:28 N – 002:21 E, 55 nautical miles south of Cotonou. Several crewmembers were reportedly kidnapped. The vessel is owned by the Mediterranean Shipping Company.

SUSPICIOUS ACTIVITY

- No current incidents to report

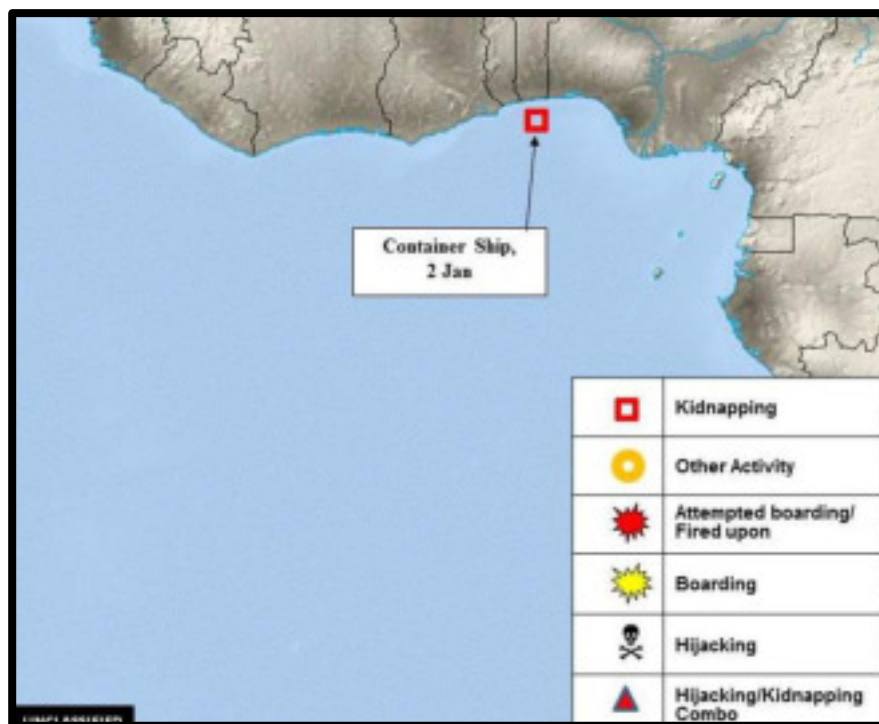
OTHER ACTIVITY

- No current incidents to report

MARITIME REPORTING

- No current maritime related reporting

INCIDENTS REPORTED: WEST AFRICA, GULF OF GUINEA



SOURCE: ONI

WEATHER FORECAST: GULF OF GUINEA

EFFECTIVE DATES: 27 DECEMBER 2018 – 2 JANUARY 2019

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

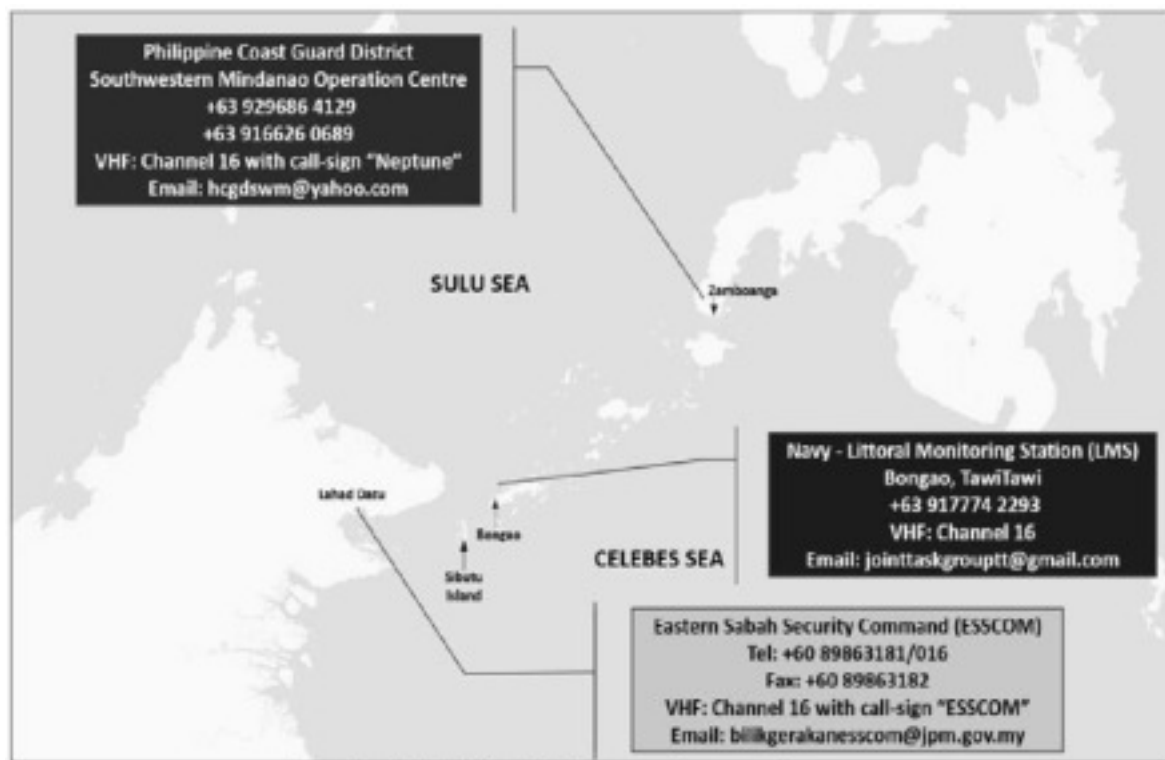
**WARNING: IMMINENT THREAT OF ATTACK BY ABU SAYYAF GROUP**

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

CURRENT INCIDENTS REPORTED: 0

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

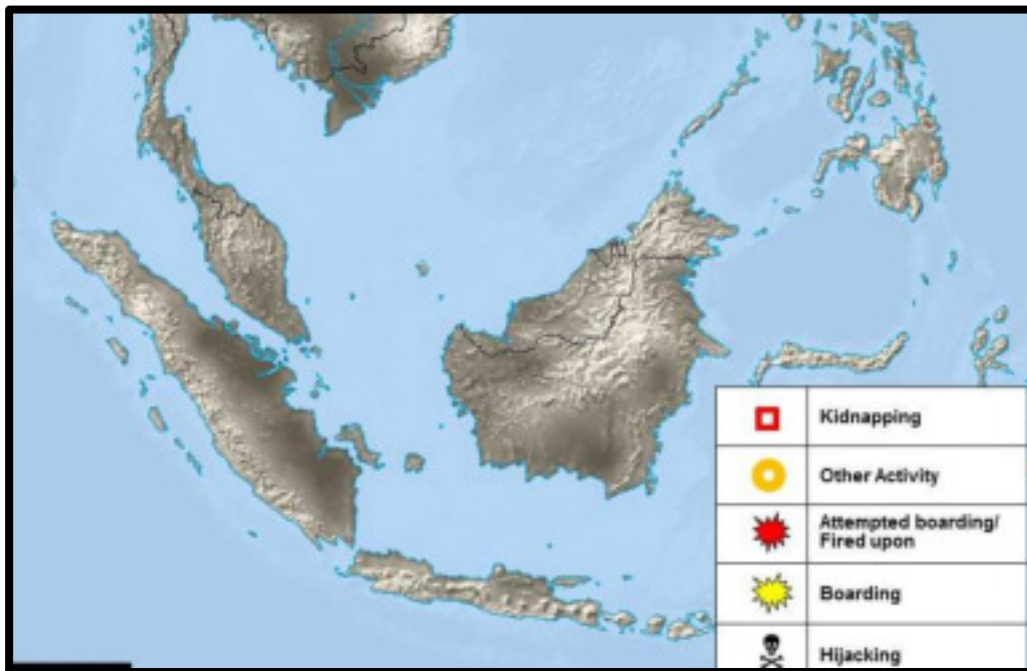
OTHER ACTIVITY REPORT

- No current incidents to report

MARITIME REPORTING

- No current maritime related reporting

INCIDENTS REPORTED: EAST ASIA, SOUTHEAST ASIA, INDIA



SOURCE: ONI

WEATHER FORECAST: SOUTHEAST ASIA

EFFECTIVE DATES: 27 DECEMBER 2018 – 2 JANUARY 2019

SOUTHERN SOUTH CHINA SEA:

- Easterly winds of 15 – 20 knots and seas of 4 – 6 feet.
- *EXTENDED FORECAST*: Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 – 7 feet.

MALACCA STRAIT:

- Northwest winds of 10 – 15 knots and seas of 1 – 3 feet in the northern Strait; with northwest winds of 10 – 15 knots, and seas of 1 – 3 feet in the southern Strait.
- *EXTENDED FORECAST*: Easterly winds of 10 – 15 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:

- Northeast winds of 10 – 15 knots and seas of 1 – 3 feet in the northern section; with northeast winds of 10 – 15 knots and seas of 1 – 3 feet in the southern section.
- *EXTENDED FORECAST*: Easterly winds of 10 – 15 knots and seas of 2 – 4 feet in the northern section; with easterly winds of 10 – 15 knots and seas of 2 – 4 feet in the southern section.

SOUTHERN SULU SEA – NORTHERN CELEBES SEA:

- 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. Tropical Storm 36W is moving towards the Andaman Sea, bringing increased winds and seas through at least 7 January.

WORLDWIDE

CURRENT INCIDENTS REPORTED: 5

NORTH AMERICA

- No current incidents to report

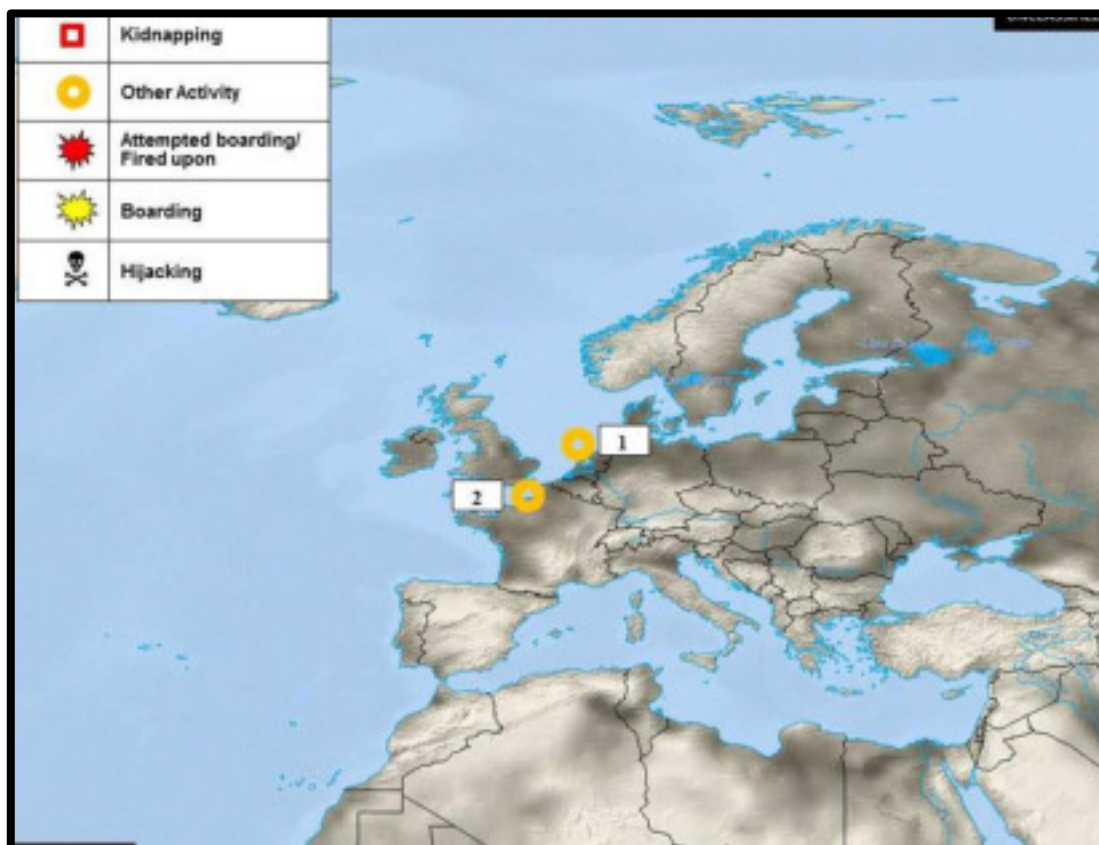
CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

- No current incidents to report

ATLANTIC OCEAN AREA

- No current incidents to report

NORTHERN EUROPE – BALTIC



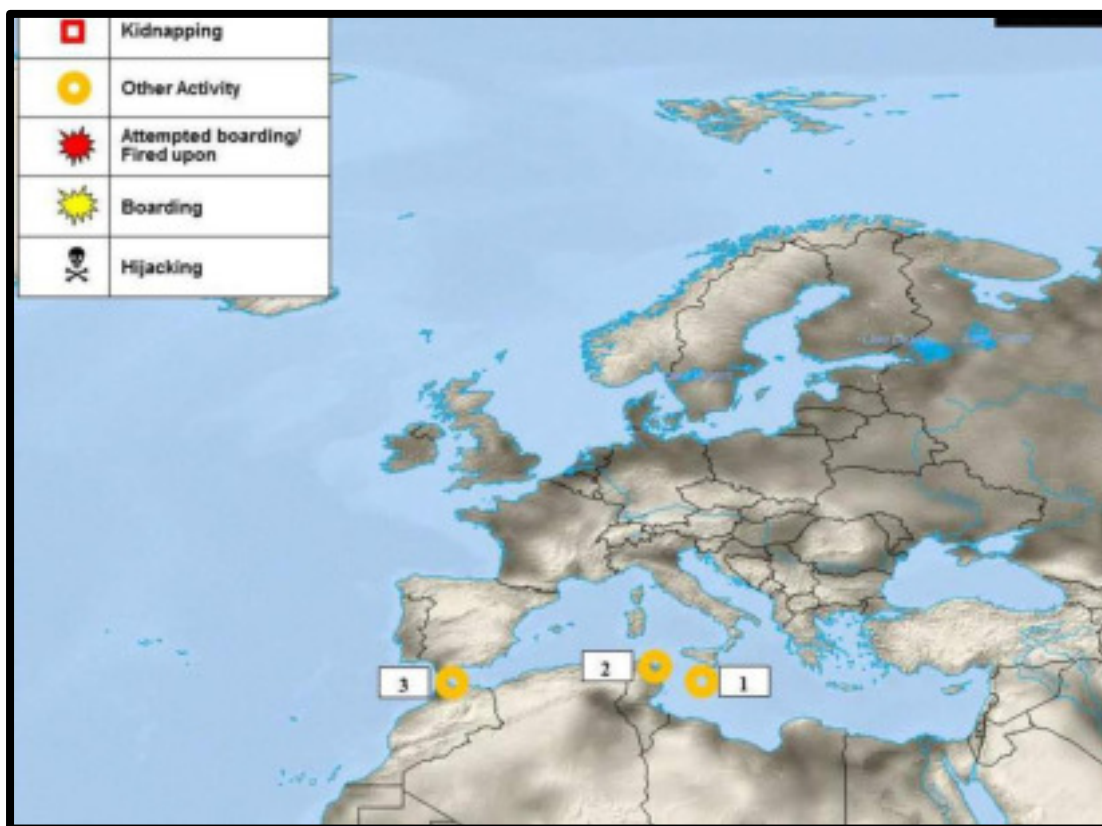
SOURCE: ONI

1. **1 January (Germany)** – The Dutch Coast Guard issued a navigational warning after the Panama-flagged ultra large containership *M/V MSC ZOE* lost scores of containers while underway in heavy seas between Vlieland, Netherlands and the Germany Bight in the southeastern North Sea. The Coast Guard initially reported about thirty containers lost however, an update stated that 270 containers went overboard. The contents of the lost containers have not been confirmed however at least three are reported to contain hazardous materials. The Coast Guard is warning the public not to handle or approach any of the containers.

2. **31 December (England)** – A group of twelve people, including a 10-year-old child, were being interviewed by immigration officials after they came ashore near Lydd-on-Sea Kent. The people are believed to be from Iran. They were given a medical assessment before their transfer to immigration authorities.

MEDITERRANEAN/BLACK SEA

SOURCE: ONI



1. **1 January (Malta)** – Customs authorities intercepted a shipping container at the Freeport. During an initial scan of the container, officials found discrepancies, which led to a physical search of the container. Officials found 5,020 kilograms of hashish amongst the cargo of agricultural plastic sheets.
2. **30 December (Tunisia – Late Report)** – Customs officers seized fourteen hunting rifles at Tunis's La Goulette port. The weapons were seized aboard a vehicle belonging to a Tunisian national.
3. **27 December (Morocco – Late Report)** – The Moroccan Navy rescued 367 migrants off the country's northern coast. The mostly sub-Saharan migrants had been trying to reach Spain when their vessels ran into trouble at sea.

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



Winter conditions haven't stopped migrants from trying to reach the European continent, with the United Kingdom in recent weeks seeking a significant rise in the number of migrant crossings in the English Channel.

SPAIN SEES NEW RECORD IN MIGRANT ARRIVALS IN 2018

3 January (Spain) – According to the International Organization for Migration (IOM), 57,250 migrants managed to complete the journey to Spain across the Mediterranean between 1 January – 26 December 2018, noting that this is an average of nearly 160 arrivals a day. This number though does not include the 300 migrants who arrived in Algeciras on 28 December aboard the Open Arms humanitarian vessel. This year, the Open arms and another rescue vessel, the Aquarius, brought 452 and 630 migrants to Spain, respectively. Spain has effectively become the gateway into Europe for irregular immigration for Africa, far surpassing Italy, Greece, Cyprus and Malta.

SPANISH COASTGUARD RESCUES 325 MIGRANTS

2 January (Spain) – The Spanish coastguard disclosed on Wednesday that it rescued 325 migrants trying to cross the Mediterranean over the first two days of 2019. A spokeswoman for Spain's coastguard disclosed that they had rescued 11 migrants on Tuesday in the Strait of Gibraltar and Alboran Sea, adding that 214 more were rescued on Wednesday and that coastguards were searching for another boat in distress. Spain is now Europe's main entry point for migrants, overtaking Greece and Italy. According to the International Organization for Migration's (IOM) latest figures, more than 56,000 migrants arrived in Spain by sea between 1 January – 19 December 2018 and 769 died trying.

TWELVE MIGRANTS FOUND ON BEACH IN UK

31 December (United Kingdom) – British police have picked up a group of twelve migrants on a beach in southwestern England as top British officials met on Monday in order to discuss the increasing numbers of people attempting to cross the English Channel from France to England. The British government agency that oversees immigration reported that nine men, two women and a 10-year-old child were in the group, who reported being Iranian. According to the Home Office, the people received health checks and have since been turned over to immigration officials for interviews. In recent weeks, a surge of Channel crossings has prompted Home Secretary Sajid Javid to call a crisis meeting with top officials from Britain's Border Force and National Crime Agency as well as senior government officials. After the meeting, Javid indicated that the government planned to put two more Border Force ships on patrol in the English Channel in a bid to protect both the lives of migrants making the risky journey and Britain's borders. He disclosed that in December, about 230 migrants tried to traverse the water from northern France to southern England.

MALTA CARRIES OUT ANOTHER MIGRANT RESCUE OPERATION

31 December (Malta) – On Monday, Malta's armed forces saved 180 migrants in two rescue operations in the Mediterranean. The army disclosed that a patrol boat picked up 28 migrants from a dinghy 114 km (71 miles) southwest of Malta, and another 152 packed onboard a wooden vessel close by in what is the largest such rescue mission for many months.

MALTA RESCUES NEARLY 70 MIGRANTS IN MEDITERRANEAN

30 December (Malta) – On Sunday, a Maltese patrol boat rescued 69 migrants from a wooden both in distress southwest of the small Mediterranean island.

MIGRANTS REMAIN ON BOARD RESCUE VESSEL AS EU STATES REFUSE ENTRY

30 December – Forty-nine migrants remain blocked at sea days after they were picked up by two NGO rescue vessels, with both Malta and Italy refusing to take them in as part of a concerted European effort to halt migration flows from Africa. The Sea-Watch 3 rescued 32 people on 22 December while the Sea-Eye's Professor Albrecht Penck rescued 17 people on Saturday 29 December. Both boats are operating by German NGOs. Jan Ribbeck, head of mission on the Professor Albrecht Penck vessel, has disclosed that maritime law stated that rescued people had to be moved to land as soon as possible. In a statement, he disclosed that "it is utterly unscrupulous that no single European state is taking this responsibility," as he urged nearby Malta to take in the migrants for eventual redistribution amongst several EU countries, as has happened in the past. Meanwhile the United Nations High Commission for Refugees (UNHCR) has also called for the migrants to be allowed into a safe port before forecast bad weather arrived, saying in a statement that "States need to implement a regional arrangement that provides shipmasters with clarity and predictability on where to disembark refugees and migrants rescued in the Mediterranean."

ITALY RELEASES LATEST MIGRATION FIGURES

28 December (Italy) – According to the latest data released by the Italian Government on 28 December, some 12,977 migrants entered Italy this year via boats from Libya, down 87.9 percent on 2017 levels and 92.8 percent on 2016.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 6 JANUARY 2019

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

TWO SUICIDE BOMBINGS IN SOUTHERN LIBYA

2 January – Three Libyan army soldiers were killed and one injured in two suicide bombings suspected to be carried out by ISIS in Ghadwa, near the southern city of Sabha. Interim Interior Minister Ahmed Baraka said the soldiers were killed when a suicide bomber blew himself up near the Ghadwa police station. Another suicide bomber blew himself up inside the police station after his arrest, resulting in no fatalities except the bomber. There was also some material damage to the building. The attacks come less than a day after an operation to free 22 Libyan armed forces, who were held by ISIS. During the operation, several ISIS militants were killed.

LIBYAN AUTHORITIES ISSUE WARRANTS FOR 37 SUSPECTS OVER ATTACKS ON KEY FACILITIES

4 January – Libyan authorities issued arrest warrants for 37 suspects over attacks on key oil ports in the east of the country and a military base in the south, a source in the attorney general's office said. The anonymous source confirmed the authenticity of the arrest warrants. The warrants showed that 31 members of the Chadian and Sudanese opposition based in Libya, along with six Libyan nationals, are wanted for attacks on the oil 'crescent' in the east of the country and on the Tamanhint military base as well as for their participation in fighting between Libyan rivals. After the toppling of veteran Libyan leader Muammar Gaddafi in a NATO-backed uprising in 2011, fighters from neighboring Chad and Sudan joined the ensuing turmoil. Competing Libyan armed factions frequently accuse each other of deploying mercenaries from sub-Saharan Africa. The Libyan suspects include Abdul Hakim Belhadj, a rebel leader who helped to topple Gaddafi in 2011 and is now an Islamist political leader.

Ibrahim Jadhran, who is accused of launching an attack last June on the oil crescent, is also among those sought by the Libyan authorities. Jadhran's forces controlled the oil crescent for years until it was taken over in 2016 by the Libyan National Army, which is loyal to Commander Khalifa Haftar in eastern Libya.

INITIATIVE TO UNITE LIBYAN SECURITY AGENCIES IN TRIPOLI, BENGHAZI

30 December – On Saturday, an initiative to unite Libya's security agencies was revealed, making it the first such overture between the rival governments in Tripoli and Tobruk. A meeting was held in Benghazi between head of the security agency in Tripoli, Salem Qarimida and his counterpart in Benghazi Adel al-Arifi to discuss "current and accumulating challenges". In addition, the Interior Minister of the eastern government, Ibrahim Boushnaf, and his counterpart from the Tripoli Government of National Accord, Fathi Bashaagha, presented a proposal to unite security efforts in order to restore calm throughout Libya. A committee was formed to address the deteriorating security in Libya, which prompted the initiative. An agreement was reached on linking the forensics agencies between Tripoli and Benghazi. Officials will also review the police law and activate a communication network that will cover the entire country.

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.

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- Risk assessments and intelligence reporting
- Planning and management
- Due diligence and investigations

PROJECT MANAGEMENT

- Interim security
- Training
- Special assignments

CRISIS RESPONSE

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

VIRTUAL SECURITY DIRECTOR SERVICE

- For clients lacking a full-time security executive

References are always available.

More information is found at www.msrisk.com

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