



# Maritime Security Review

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## Summary

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### *List of Incidents at Sea for this Reporting Period*

#### Main Regions

**Gulf of Aden/Arabian Sea:** No current incidents to report

**Gulf of Guinea:** No current incidents to report

**Southeast Asia:** No current incidents to report

#### Worldwide

**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:** No current incidents to report

**Mediterranean/Black Sea:** Update on the migration situation

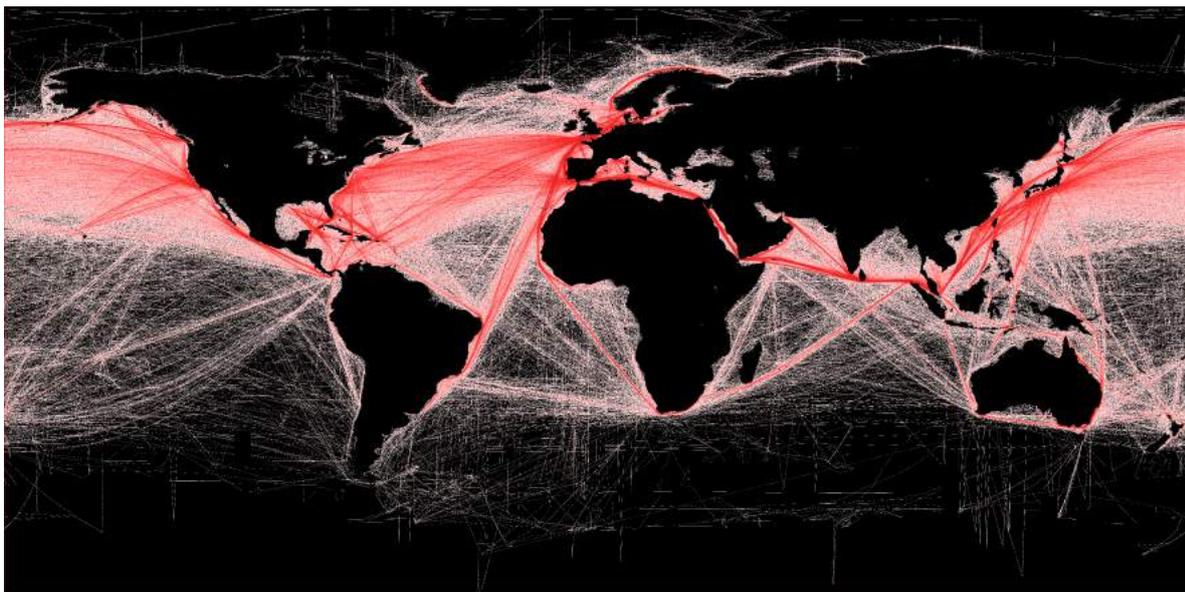
**Arabian Gulf:** No current incidents to report

**East Asia/Indian Subcontinent:** No current incidents to report

**Southern Africa:** No current incidents to report

**Northeast Asia:** No current incidents to report

**Pacific Ocean/Southern Ocean:** No current incidents to report



## Gulf of Aden/Arabian Sea

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### Somalia

***Pirate and maritime crime activity in waters off East Africa remains at a low level. There were no incidents reported during this period.***

Masters are advised to remain vigilant at all times inside the HRA and are advised to adhere to strict guidance and protective measures as set down in BMP4. 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 continue 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.

### At Sea

#### Hijacks

- None reported during this period.

#### Unsuccessful Attacks/Robberies

- None reported during this period.

#### Vessels Fired Upon/Attempted Boardings

- None reported during this period.

#### Vessels Boarded

- None reported during this period.

#### Kidnapping

- None reported during this period.

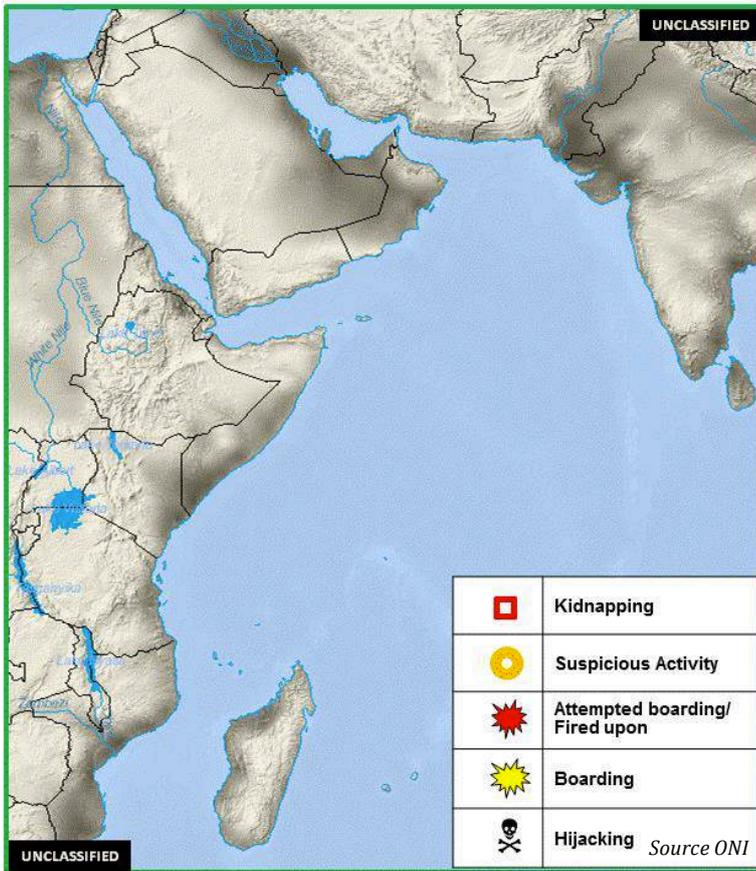
#### Suspicious Activity

- None reported during this period.

#### Other Activity

- None reported during this period.

Incident Map - Maritime



Maritime Reporting

- None reported during this period.

## Spotlight Report: Yemen

**Yemen's security situation is grave. Terrorist groups Al Qaeda in the Arabian Peninsula (AQAP) and the so-called Islamic State have exploited the power vacuum left by over a year of fighting between Yemeni government forces and Houthi rebels. There is reason to believe that al Qaeda may pose a growing threat to merchant vessels at ports or along Yemeni waterways.**

Al Qaeda has taken advantage of the power vacuum over the past year to gain control over strategic cities. On 24-25 April, Emirati-led coalition forces successfully swept AQAP from their stronghold in the port city of al Mukalla, capital of the Hadramawt region. However, the terrorist group still controls areas along the coastline. Coalition forces are advancing on AQAP-held towns along the 370-mile coastline between Mukalla and Aden. On 5 May, in negotiations with tribal leaders, AQAP agreed to withdraw from the coastal towns of Zinjibar and Jaar. The militants still have control of Shuqrah, approximately 70 miles from the Yemeni government's relocated capital in Aden. It is believed that militants are seeking to mount a stronger resistance in the region. According to Captain William Nault, chief of staff for the multinational Combined Maritime Forces (CMF), the group has stated their intent and capability to conduct a maritime attack. Commercial vessels entering or exiting the Red Sea may be targeted.

Nault also raised concerns over the rise in militant-led piracy in Yemeni waters. On 16 May, pirates were repelled from boarding a container ship as they approached the vessel in five skiffs while it was underway in the Gulf of Aden. The pirates were interrupted when a security team fired warning shots and the vessel took evasive action. The pirates reportedly came within 90 metres of the vessel, approaching from astern. The shipmaster contacted authorities, and a nearby Japanese warship dispatched its helicopter. The skiffs aborted. There is no indication of whether militants were aboard the skiff, however, vessels transiting the Gulf of Aden, Bab al Mandab Strait, and Indian Ocean are urged to remain particularly vigilant.

Meanwhile, shortly after AQAP's exit, the so-called Islamic State conducted a series of attacks in Mukalla. On 15 May, the group claimed a suicide bombing which killed 31 police recruits in the city. Hadramawt security chief, General Mubarak al-Oubthani, was present during the attack but unhurt. Later that day, a second bombing appeared to target Oubthani as he walked out of his office, killing six of his guards but leaving him with only minor injuries. Days earlier, IS claimed responsibility for a vehicle-borne IED (VBIED) which killed 15 soldiers in the army base on Mukalla's eastern outskirts. These attacks are consistent with the IS strategy of focusing on targeted attacks and assassinations in an effort to gain leverage in a particular territory.

UN-led peace talks in Kuwait move slowly and falteringly in an effort to establish agreements between the government and Houthi forces, which control the capital, Sana'a, and key cities and ports on Yemen's western border. On 18 March, the Yemeni government suspended participation in the talks until the Houthis withdraw from cities they have seized since 2014 and hand over weapons. A shaky ceasefire has remained in place for the past month, yet over a year of fighting has created a humanitarian catastrophe, as more than 21 million Yemenis are in need of some form of aid. Over 6,000 people had been killed since the beginning of coalition strikes; half were civilians, over 700 among them children.

In the absence of a diplomatic agreement, the situation remains highly volatile. Oil terminals, air and sea ports continue to be targets for strikes, and control over ports could change rapidly. Infrastructure and assets have been purposefully destroyed in an attempt to gain power or prevent the other faction from gaining control of an asset. Even in the event of a diplomatic compromise, the expansion of militants in the region

will likely take longer to address, and could continue to be a destabilising force in the nation and its surrounding territorial waters.

**MS Risk advises extreme caution for vessels traveling through Bab Al Mandab, the Gulf of Aden and the Indian Ocean.** There is an increase of violence and criminal activity ashore. Shipping vessels should remain aware of the situation at all times, including changes to protocol when entering Yemeni maritime waters.

- Port is Open
- Port is closed



Port Name	Port Status	Risk Level	Notes
Aden Port	Open	High	Only port to facilitate container vessels.
Ash Shihr Oil Terminal	Closed	Closed	
Balhaf LNG Terminal	Closed	Closed	
Hodeidah Port	Open	High	Capacity: 5 berths
Mokha Port	Open	High	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

## Procedure

**THE FOLLOWING ADVICE IS CURRENT AS OF 19 JUNE.**

### **UNITED NATIONS INSPECTIONS:**

The United Nations has begun to inspect all shipments to rebel-held ports in Yemen in a bid to boost commercial imports and enforce an arms embargo. The United Nations Verification and Inspection Mechanism (UNVIM) for the facilitation of commercial imports to Yemen, is in line with Security Council resolution 2216 (2015). **UNVIM is operational with immediate effect.**

Shipping companies or vessel owners shipping commercial goods or services to any port not under the direct control of the Government of Yemen (Salif, Mokha, Hodeidah and associated oil terminals) need to apply for permits upon departure of the port of origin of their cargo. The Yemen Ministry of Transport will no longer accept permits for those ports after 5 MAY 2016. All Yemen-based importers/traders who intend to import respective goods are required to submit this notification form. Vessels applying to go to ports under the control of the Government of Yemen (Aden and Mukalla) need to continue to apply through the Yemeni Ministry of Transportation. UNVIM applies only to commercial imports and bilateral assistance going to Yemeni ports outside of the authority of the Government of Yemen. This process is expected to have a minimal impact on shipping.

Companies calling at ports in Yemen are required to apply for permits from the United Nations Verification and Inspection Mechanism (UNVIM) upon departure the port of origin of their cargo. The Request for Clearance from the UNVIM can be found at <http://www.vimye.org/node/add/request-for-clearance>.

### **YEMENI MINISTRY OF TRANSPORT/SAUDI COALITION REQUIREMENTS:**

Vessels calling Yemeni ports should first obtain entry permission from the Ministry of Transport through the ships 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 at [Yemen.transport@gmail.com](mailto:Yemen.transport@gmail.com). In addition, vessels calling at Yemeni ports will only be allowed to enter Yemeni territorial waters following an inspection by the Saudi Arabian coalition forces.

In order to avoid lengthy delays in port entry, applications should be made 7 to 10 days prior to the vessel arriving at the port's anchorage. The form can be sent by the cargo receivers who should then follow up until the ship arrives outside Bab Al-Mandab.

Vessels calling at Yemeni ports will only be allowed for call and to enter to the Yemeni territorial waters only after being inspected by the naval forces of the Saudi Arabian coalition. Once the vessel arrives outside Bab Al-Mandab, the Master should call the naval forces of the Saudi Arabian coalition by VHF on channel 16 for the arrival registration and indicate his location which should ideally be 3 miles from Bab Al Mandab in order to obtain entry approval to the Yemeni territorial waters. Thereafter they will advise the ship's master on the anchor position until they provide final approval to enter the port. This procedure will not take more than 48 hours.

They do not conduct investigation with the crew; contact will be with the ship's master or Chief Officer about the cargo and documents. The Master should advise them that he is awaiting permission number and further instructions.

Once the vessel is allowed to enter Yemeni ports, the Master will be required to call once again to the port control by VHF on channel 14 or 16 for the arrival registration and thereafter he will be advised the anchor position until berthing prospects are confirmed by the Harbour master.

The following (notice of arrival) information is required by the coalition forces:

• Name of vessel	• Call sign
• IMO number	• Port of Registry
• Type of vessel	• Number of crew members on board
• Last port of call	• Next port of call
• Nationality of crew and master	• Cargo (type and quantity)
• Load Port	• Armed guards on board? If yes, nationality
• Type and number of arms and ammunition	

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. However, power and communication outages ashore can make maintaining contact difficult.

## Gulf of Guinea

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*Over the past week, pirate and maritime crime activity in the Gulf of Guinea remained at a low level. There were no incidents recorded during this reporting period.*

*In recent weeks, pirate and maritime crime activity in waters off West Africa, particularly off the coast of Nigeria, increased, with a number of incidents reported. With the hijacking of a tanker off the coast of Ivory Coast earlier this month, pirates may be actively seeking to hijack another vessel. While 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; Lome, Togo and Cotonou, Benin to remain particularly vigilant.*

### At Sea

#### Hijacks

- None reported during this period.

#### Unsuccessful Attacks/Robberies

- None reported during this period.

#### Vessels Fired Upon/Attempted Boarding/Attack

- None reported during this period.

#### Vessels Boarded

- None reported during this period.

#### Kidnapping

- None reported during this period.

#### Suspicious Activity

- None reported during this period.

#### Other Activity

- None reported during this period.

## Southeast Asia

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***Pirate and maritime crime activity in waters off Southeastern Asia remains at a low level. There were no incidents recorded during this reporting period.***

Pirate Action Groups (PAG's) operating in this region are likely to target vessels to siphon fuel or oil onto another ship. Masters are therefore reminded to remain vigilant at all times in all regions, including at ports and anchorages. Attacks and robberies can occur at anytime. Incidents involving the siphoning of oil/fuel have been on the rise in recent months. Masters are reminded to remain vigilant at all times and to report any incidents, suspicious activity, attacks or hijackings to the local authorities.

### At Sea

#### Hijacks

- None reported during this period.

#### Kidnapping

- None reported during this period.

#### Unsuccessful Attacks/Robberies

- None reported during this period.

#### Vessels Fired Upon/Attempted Boardings

- None reported during this period.

#### Vessels Boarded

- None reported during this period.

#### Suspicious Activity

- None reported during this period.

#### Other Activity

- None reported during this period.

## Worldwide

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### *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*

- **18 June 2016 (France)** – The main ferry port in Calais was closed for several hours after migrants were seen trying to swim towards a departing vessel. A search and rescue operation was immediately launched and several migrants were taken to hospital. The ferry port at Calais has since reopened and French maritime authorities have increased harbour patrols. There are currently more than 5,000 migrants camped out around the French port. In the wake of French and UK authorities investing millions of euros in enhanced security around the ferry terminal and Eurotunnel rail terminal, migrants living around the camp have become increasingly desperate. In recent weeks, other migrants have been caught trying to cross the English Channel in small boats, rather than sneak aboard lorries heading on the Calais ferries and trains.

### *Mediterranean/Black Sea*

- **17 June 2016 (Mediterranean)** – Egyptian investigators confirmed on Friday that a second flight recorder with information on crashed EgyptAir flight MS804 has been retrieved. An Egyptian committee investigating last month's crash into the eastern Mediterranean Sea, made the announcement just a day after search teams found the cockpit voice recorder. Two specialist vessels, John Lethbridge and Laplace, had been searching for the flight data recorders. The Egyptian investigation committee has disclosed that preparations are now under way to transfer the two flight recorders to Alexandria where they will be received by an official from the general prosecutor's office and investigators.
- **16 June 2016 (Mediterranean)** – Egyptian investigators stated on Wednesday that pieces of the cabin from the missing EgyptAir plane, which crashed into the Mediterranean last month, have been found. A

statement released by the Egyptian board of inquiry disclosed that a French vessel taking part in the search discovered pieces of the fuselage at “several sites.” The “John Lethbridge” research vessel, which made the find, arrived in Egypt last week to begin searching the Mediterranean for the wreckage with an underwater robot. **(Update)** – Egyptian investigators have confirmed that the cockpit voice recorder has been found, adding that the black box was damaged and had been pulled out of the water in several stages. In a statement, investigators disclosed that “the vessel’s equipment was able to salvage the part (of the recorder) that contains the memory unit, which is considered the most important part of the recording device,” adding that the recorder will now be taken to the Egyptian city of Alexandria to be studied.

- **13 June 2016 (Mediterranean)** – Egyptian investigators disclosed on Monday that the flight data recorders from an EgyptAir jet that crashed in the Mediterranean last month are expected to stop emitting signals on 24 June adding that search boats are working against the clock to retrieve them. Without the “black boxes,” investigators say that there is not enough information to explain why flight MS804 crashed on 19 May, killing all 66 people on board. A statement released on Monday disclosed that the Egyptian-led investigation committee has accepted a request by the United States’ National Transportation Safety Board (NTSB) to have a representative join the investigative team. Investigators also disclosed on Monday that radar imagery obtained from Egyptian military confirmed previous reports based on Greek and British data, which indicated that the plane had swerved in mid-air before crashing. Egyptian Air Navigation had previously reported that the plane suddenly disappeared off the radar at cruising altitude around 37,000 feet. Those comments however contradicted the Greek Defense minister’s account on the day of the crash that the plane had turned sharply to the left, then 360 degrees to the right before disappearing from radar at 15,000 feet. One aviation source has indicated that that conclusion is important, because it goes some way to excluding the possibility that the plane was brought down by a mid-air explosion. France’s air accident investigation agency, the BA, which is advising Egypt on the underwater search, has also indicated that one of the search ships has continued to pick up locator signals from one black box, whose position has been narrowed to within 1 to 2 kilometres.

## Migration

- **16 June 2016** – According to the authorities, Greece’s coast guard rescued fifty-seven migrants or refugees from a sailboat, which ran aground off the coast of the eastern Aegean island of Lesbos on Thursday, adding that two suspected smugglers who were found on board the sailboat have been arrested. Coast Guard officials have disclosed that the vessel ran aground south-southwest of Lesbos, adding that two fishing boats in the area assisted two coast guard patrol boats. The number of migrants and refugees reaching Greek Islands from the nearby Turkish coast has dramatically fallen in recent months, from hundreds or even thousands daily to none or a few dozen, following a European Union (EU) – Turkey agreement under which those arriving on or after 20 March face being returned to Turkey unless they successfully apply for asylum in Greece. On Thursday, Greece returned six Algerian men from Lesbos to Turkey. According to the country’s civil protection ministry, the six men were returned on board a vessel chartered by the EU border protection agency Frontex to the nearby Turkish port of Dikili. The ministry has indicated that since the EU-Turkey agreement went into effect, 468 people of varying nationalities have been returned to Turkey, adding that another 1,053 people have been sent back to Turkey under a bilateral 2001 Greek-Turkish agreement, while 36 Turkish nationals have been sent back based on a separate EU-Turkey deal regarding Turkish citizens.

- **15 June 2016** – The Defense Ministry reported on Wednesday that a Dutch marine ship in the EU border agency Frontex rescued nearly 200 migrants on a sinking ship in the Mediterranean. In a statement, the ministry disclosed that amongst those onboard were sixteen children and two pregnant women. The Dutch responded to a distress signal from the vessel, which was on the verge of capsizing. Officials have disclosed that the vessel was a week into a crossing from Egypt to Sicily.
- **14 June 2016** – The International Organization of Migration (IOM) reported on Tuesday that more than 55,000 migrants have died on their journey in the past twenty years, adding that their families rarely learned of their fate. In a newly released report, the agency called on the authorities to ensure that the missing are identified and that their families are traced. The IOM has indicated that 5,400 migrants are estimated to have died in 2015 while trying to cross borders, adding that a further 3,100 have perished in the first five months of this year. The report states that of last year's deaths, 3,770 occurred in the Mediterranean where boats capsized en route to Europe while others died in the Bay of Bengal and Andaman Sea, the Gulf of Aden and Red Sea and along the US-Mexico border. The IOM states that "a second tragedy following the thousands of victims is that the majority, even among deaths that are known of, are never official identified," adding, "for each body that remains nameless..., families are left wondering if their relative is alive or dead." It notes that fewer than half of the 387 migrants who died when their boats capsized off the Italian island of Lampedusa in October 2013 have been officially identified.
- **13 June 2016** – The Italian coast guard has disclosed that more than 2,500 migrants seeking to reach Europe were rescued off the coast of Sicily over the weekend in twenty separate operations. Vessels from the Italian navy and coast guard took part in rescue operations, along with ships from volunteer and aid groups. Medical charity Doctors Without Borders (MSF) has reported that it had recovered one dead body from one of the migrant boats. Authorities have disclosed that 1,348 migrants were picked up on Saturday and 1,230 on Sunday. According to the UN refugee agency, so far this year more than 48,000 have been brought to the Italian coast after being pulled from boats trying to cross from Libya.

## Spotlight Report: Libya

Libya's security situation remains critical; extreme caution is advised for commercial vessels operating in Libyan waters. Libya faces a significant rise in terrorism by Islamic State in Libya, which has now incorporated attacks via maritime trajectory. There is a significant threat to commercial vessels attempting to approach Libyan ports.

### Port Status as of 19 June 2016

Port Name	Port Status	Risk Level	Risk Change
Port of Abu Kammash	Open	Low	
Port of al-Khums (Homs)	Open	Low	
Port of As-Sidra (Sirte, Es Sider)	<b>Closed</b>	High	
Port of Benghazi	<b>Closed</b>	High	
Port of Bouri (offshore port)	Open	No Known Risk	
Port of Derna	<b>Closed</b>	High	
Port El Brega (Marsa El Brega)	Open	High	Upgraded from Low. 1/16
Port of Hariga	Open	Medium	
Port of Mellitah	Open	Medium	
Port of Misrata (Qasr Ahmed)	Open	High	
Port of Ras Lanuf	<b>Closed</b>	High	
Port of Tobruk	Open	Medium	
Port of Tripoli	Open	High	
Port of Zawiya (Zawia)	Open	Medium	
Port of Zueitina	<b>Closed</b>	High	Upgraded from Medium. 1/16

### Incidents

No current incidents to report

### Arabian Gulf

No current incidents to report

### *East Asia/Indian Subcontinent*

No current incidents to report

### *Southern Africa*

No current incidents to report

### *Northeast Asia*

No current incidents to report

### *Pacific Ocean/Southern Ocean*

No current incidents to report

## 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](http://www.msrisk.com)

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