



# 33<sup>rd</sup> Monthly Report – “Maritime Piracy and Terrorism” January 2017

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## **1 GENERAL OVERVIEW**

The new year started with 10 reported incidents for the month of January which means another decrease of around 40% compared with the figures of December 2016.

This time, however, the reason for the reduction did not stem from Southeast Asia where the number of incidents even increased from six attacks in December to 10 in January but from the GULF OF GUINEA where only four incidents were reported which are all categorized as petty crime. No case of kidnap for ransom occurred and only one incident occurred in NIGERIA. If this trend continues over the next months it would likely be a result of intensified political and law enforcement efforts to reduce piracy in West African waters.

Looking at the INDIAN OCEAN, three incidents were identified during the reporting period. Thus, the number of incidents remained on the same level as in December 2016. Taking all circumstances into consideration it is likely that all are linked to the ongoing conflict in YEMEN. At least this assessment is confirmed for an attack on a Saudi Arabian warship on 30.01.17. The YEMEN conflict has finally spilled over into the RED SEA which means an increasing threat for all vessels transiting the BAB AL MANDEB strait.

Coming back to Southeast Asian waters, the forecast that Islamist ABU SAYYAF GROUP will target larger vessels cannot be confirmed. The reason is, however, not an increased effort of all neighbouring countries in their fight against piracy and maritime terrorism but the fact that shipping companies started to divert their routes through the PACIFIC OCEAN, thus avoiding the SULU and CELEBES SEAS. Simultaneously, PHILLIPINE president DUTERTE is looking for new allies be it RUSSIA or CHINA to ensure maritime security in Southeast Asian waters. And finally, BANGLADESH seems to be back in the table of piracy incidents with three cases during the reporting period.

The ongoing refugee crisis still characterized the security situation in the MEDITERRANEAN SEA. The Libyan coastguard achieved its first success by intercepting around 700 migrants off the country's coast.

## 2 WEST AFRICA

The new year started with a clear decrease of piracy related incidents in West African waters. Only four reports were notified to the authorities. AGEMA-Services categorizes all of them as petty crime with the aim to steal ship's stores and / or properties.

Compared with the previous month, this means a reduction of 50% which is quite remarkable. Even more surprising is the fact

### Key Points

- Clear Reduction of Incidents
- No Kidnap for Ransom
- Political Initiative of Nigerian President
- More Gunboats deployed

that there was no kidnap for ransom activity amongst the reported incidents. In December 2016 the situation was completely different when AGEMA-Services categorized six out of eight pirate attacks "as attempted or accomplished kidnap for ransom activities". Another surprising observation is the fact that only one incident occurred in Nigerian waters which had previously been notorious for pirate attacks.

Despite this positive development the Panama Maritime Authority issued a recommendation to all Panamanian flagged vessels transiting the GULF OF GUINEA to increase security measures on board and to comply with all security regulations recommended.

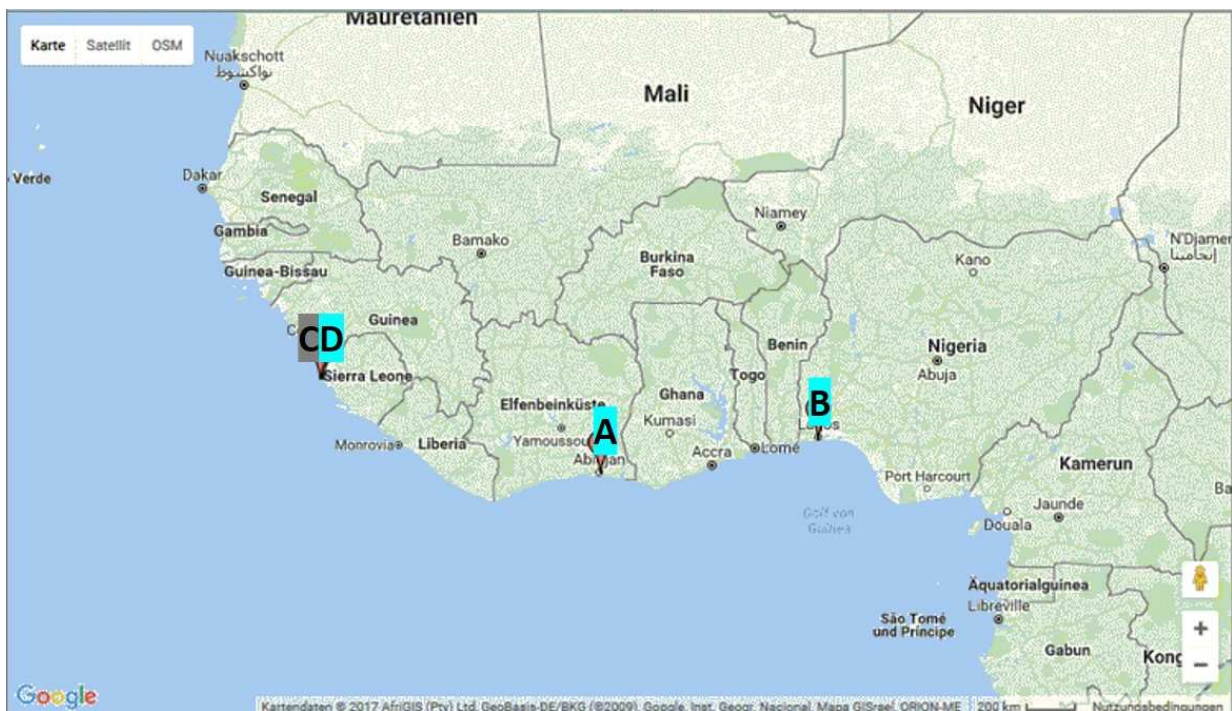
At the moment it is not clear whether this reduction occurred accidentally or as a result of intensified political and law enforcement efforts to reduce piracy in the GULF OF GUINEA. Nigerian president Muhammadu BUHARI, for example, announced already in his New Year address to come to a peace agreement with Niger Delta Militants in 2017. As a first step, the Nigerian government resumed its payments of stipends to former NIGER DELTA AVENGERS as it was agreed in an amnesty deal in 2009.

Simultaneously, there are indications that the Nigerian law enforcement agencies have increased pressure on militant groups. On 14.01.17, for example, two persons were reportedly shot dead in POLAKO community by troops of the Joint Military Task Force during OPERATION DELTA SAFE (ODS). The persons were reportedly in the possession of weapons allegedly meant for pirates in the EGBEDI community. Additionally the RIVER STATE government had ordered 10 gun boats which will be reportedly used to tackle the insecurity on the waterways.

These gunboats are to be added to the warships which were already deployed to the region in December 2016.

AGEMA-Services will closely monitor whether the mentioned reduction of incidents will be the starting point of a sustainable trend or only a flash in the pan. Taking the recommendation of the Panama Maritime Authority into consideration, AGEMA-Services is obviously not the only one to be reluctant to believe in a tangible success in the fight against pirates and maritime terrorists in West African waters.

## 2.1 Incident Reports WEST AFRICA, January 2017



<b>A ABIDJAN Lagoon Anchorage, IVORY COAST</b>		
<b>Date:</b>	03.01.2017	A crewmember spotted a robber on board. He raised the alarm and the trespasser jumped overboard reaching a canoe and escaped. ABIDJAN Port Authorities were informed and a security patrol boat was sent to search for the robber.
<b>Time:</b>	1430 LT	
<b>Position:</b>	05°19'00"N 004°01'00'W	
<b>Ship:</b>	Unknown	
<b>Status of Ship:</b>	Anchored	
<b>Type of Incident</b>	<b>Boarding</b>	

<b>B LAGOS Anchorage, NIGERIA</b>		
<b>Date:</b>	23.01.2017	An attempted robbery occurred on a tanker whilst berthed at IBRU JETTY. One unarmed robber was seen on board trying to syphon the cargo. Crew members ran towards him which resulted in the robber jumping overboard and escaping in a small boat empty handed.
<b>Time:</b>	0630 LT	
<b>Position:</b>	06°26'13"N 003°20'14"E	
<b>Ship:</b>	Tanker	
<b>Status of Ship:</b>	Berthed	
<b>Type of Incident</b>	Boarding	

<b>C PEPEL Anchorage, SIERRA LEONE</b>		
<b>Date:</b>	25.01.2017	Three robbers with knives boarded an anchored bulk carrier. Duty crew noticed the robbers on the forecas- tle and notified the duty officer who raised the alarm. Robbers threatened the duty crew with knives and later escaped with stolen ship's properties.
<b>Time:</b>	0035 LT	
<b>Position:</b>	08°27'00"N 013°21'01"W	
<b>Ship:</b>	Bulk Carrier	
<b>Status of Ship:</b>	Anchored	
<b>Type of Incident</b>	Robbery	

<b>D FREETOWN Outer Anchorage, SIERRA LEONE</b>		
<b>Date:</b>	30.01.2017	Duty crew on board of an anchored container ship informed the Officer on Watch that two robbers were sighted on the forecas- tle. Alarm raised, public address announcement made and crew mustered. Hearing the alarm and seeing the crew's alertness, the robbers escaped without stealing anything.
<b>Time:</b>	0345 LT	
<b>Position:</b>	08°27'13"N 013°26'24"W	
<b>Ship:</b>	Container Ship	
<b>Status of Ship:</b>	Anchored	
<b>Type of Incident</b>	Boarding	

Attempted Boarding, Blocking, Boarding, Fired Upon, Hijacking, Kidnapping, Robbery, Suspicious Approach

### 3 INDIAN OCEAN

Another three incidents were reported for the first month of the new year. This is the same number as listed for December 2016. It is not clear whether incidents A and B have a piracy background or not. Taking all circumstances into consideration, AGEMA-Services believes that both are rather to be categorized as unpleasant meetings with warring factions of the YEMEN conflict, be it HOUTHJI rebels or AL-QAIDA in the ARAB PENINSULA (AQAP).

#### Key Points

- Situation still unstable
- Spill over of YEMEN Conflict
- Reinforcement of Egyptian Naval Presence
- Confrontation between US and IRAN

Incident C, however, is clearly linked to the regional conflict. Despite the announcement of the Saudi Arabian Ministry of Defence which claims that suicide bombers of the Iranian backed HOUTHFI faction attacked the frigate, AGEMA-Services prefers the version that the vessel was hit by a missile because suicide attacks have not been part of the HOUTHFI repertoire yet. If it turned out, however, that a Waterborne Improvised Explosive Device was used to attack the Saudi Arabian frigate this would mean that rather AQAP was responsible for the incident. In this case, the motive of the attackers is not clear because it makes no sense that a Sunni terror group attacks the leading Sunni nation in the anti-HOUTHFI coalition. An explanation could likely be that the attackers mixed up the Saudi frigate with a UNITED STATES one. In this case the motive for the incident could be explained as retaliation for previous US strikes against AQAP installations and personnel.

Irrespective of the questions who executed all the above-mentioned incidents, all of them confirm AGEMA-Services' previous assessments that the security situation in INDIAN OCEAN waters is going to deteriorate again. The YEMEN conflict spills over into the RED SEA and threatens merchant shipping.

There are even more indications which support the above-mentioned assessment. The objective of the following events is most likely to contain the impact of the YEMEN conflict on BAB EL-MANDEB Strait.

Firstly, Yemeni loyalists succeeded in taking back MOCHA port on the RED SEA although small pockets of resistance remained. Thus, HOUTHFI militants were cut off from Iranian weapons supplies. Additionally, they lost a strategic basis which enabled them to affect the shipping in the BAB EL-MANDEB strait.

Secondly, the Egyptian navy reinforced its presence in the RED SEA with the formation of the Southern Fleet Command. It comprises a destroyer, a helicopter carrier, missile crafts, coastal patrol assets, and Special Operation Forces (SOF).

Beyond the YEMEN conflict there is another subject of concern for merchant shipping in the region. On 09.01.17 a US Navy Destroyer, the USS MAHON, fired warning flares and three warning shots towards four vessels belonging to the Islamic Revolutionary Guard Corps (IRGC) after it came within 800 m of the vessel at high speed. Reportedly, the USS MAHON established radio contact with the vessels, but they refused to slow down.

AGEMA-Services expects more confrontations of that kind because there are clear indications that US president Donald TRUMP will react more aggressively than his predecessor. His statement that “any Iranian vessel threatening a US naval vessel in the region would be shot out of the water” is a clear warning towards IRAN and especially towards the IRGC.

### 3.1 Incident Reports INDIAN OCEAN, January 2017



<b>A 30 nm North of BAB EL-MANDEB STRAIT, YEMEN</b>		
<b>Date:</b>	03.01.2017	A speedboat followed TOGO flagged Landing Craft SULTAN 2 before opening fire. A mayday distress call included information that a RPG hit the vessel which had taken on water. A fire reportedly broke out on board and the crew was evacuated. The cargo vessel was then towed to ASSAB, ERITREA.
<b>Time:</b>	1730 LT	
<b>Position:</b>	13°04'00"N 043°08'00"E	
<b>Ship:</b>	Cargo Vessel	
<b>Status of Ship:</b>	Underway	
<b>Type of Incident</b>	<b>Fired Upon</b>	

<b>B BAB EL-MANDEB, YEMEN</b>		
<b>Date:</b>	09.01.2017	A merchant vessel reported that four white high-speed skiffs came within two cables of their ship. Six armed men were on board of each skiff, prompting the embarked armed security team to take their positions. The skiffs were subsequently forced to move away. The vessel was reported safe.
<b>Time:</b>	1115 LT	
<b>Position:</b>	13°05'00"N 43°08'00"E	
<b>Ship:</b>	Unknown	
<b>Status of Ship:</b>	Underway	
<b>Type of Incident</b>	<b>Suspicious Approach</b>	

C 30 nm West of HODEIDAH, YEMEN		
Date:	30.01.2017	HOUTHİ rebels reportedly attacked a Saudi Arabian Navy MADINAH class frigate, ship was hit at the stern, killing two crew, injuring another three, resulting fire which was reportedly quickly extinguished. Saudi MoD claimed three suicide boats, two of which were destroyed before reaching the ship. HOUTHİ rebels denied this version, saying an anti-ship missile hit the ship.
Time:	1520 LT	
Position:	14°49'05"N 042°21'48"E	
Ship:	Frigate	
Status of Ship:	Underway	
Type of Incident	Fired Upon	

Attempted Boarding, Blocking, Boarding, Fired Upon, Hijacking, Kidnapping, Robbery, Suspicious Approach

#### 4 SOUTHEAST ASIA

For January 2017, ten incidents of piracy and maritime terrorism in Southeast Asian waters were reported which means an increase of four attacks compared with the previous month.

AGEMA-Services categorizes incidents **C**, **D**, **F**, **G**, and **I** as petty crime with the main aim to steal ship's spares and properties from

anchored or berthed vessels. Regarding incident **D**, it is usual for Southeast Asian pirates that they are armed with knives and take crew members temporarily hostage when they are detected. This is, however, not an indication for increased criminal energy because it does not happen to request ransom but rather to ensure a silent escape from the vessel.

Incidents **A**, **B**, **E**, **H**, and **J** are categorized as major crime, likely with the aim to kidnap crew members for ransom. During incidents **A** and **E** the attackers fired upon the vessels killing eight crew members in incident **E** which indicates a high degree of criminal energy and brutality. In addition to the listed incidents, a Malaysian-registered fishing boat was found abandoned in waters off LANGAWAN ISLAND in the southern Philippines on 19.01.17. No further details are known yet.

Looking at the modus operandi and the location where incidents **A** and **H** took places, namely the SULU SEA, AGEMA-Services believes that ABU SAYYAF GROUP (ASG) is likely responsible

#### Key Points

- ABU SAYYAF GROUP under Pressure
- Ship Owners divert vessels from SULU and CELEBES SEAS
- Philippine President DUTERTE looking for new Allies
- BANGLADESH back in Piracy Area



for the mentioned incidents. It is, however, remarkable that only one commercial vessel was attacked during the month of January. At a first glance this sounds contradictory to publications stating that ASG is about to target larger vessels than fishing trawlers. AGEMA-Services sees two reasons for this development. The first one is that ship-owners started to divert their vessels through other waters than the SULU and CELEBES SEAS. They are now sailing east of the PHILIPPINES, through the open PACIFIC OCEAN where they are out of reach of ASG. The second reason is, that the neighbouring countries continuously have continuously increased their pressure on terrorist groups. On 12.01.17, for example, clashes with ASG were reported from BASILAN ISLAND, PHILLIPINES which were reportedly part of a long-term military offensive against ASG. Furthermore, the Philippine Navy will augment its Naval Forces in WESTERN MINDANAO with some 30 speedboats and additional personnel to help fight the ASG and pirates in the region.

On 14.01.17, ASG freed a South Korean cargo ship captain and a Filipino member of his crew held captive on JOLO ISLAND. Per an official announcement of the PHILLIPINE government, no ransom was paid. The release was reportedly brokered with the support of the Moro National Liberation Front, another Muslim rebel faction. No further details are known yet. Nevertheless, AGEMA-Services sees a likely causal connection between the military offensive on BASILAN ISLAND and the release of the hostages which would indicate that the pressure on ASG finally takes effect.

On a strategic level, PHILIPPINE President DUTERTE is obviously looking for other allies than the UNITED STATES in his fight against piracy and maritime terrorism. At the beginning of the month he considered intensifying the cooperation with Russian naval forces and at the end of January he suggested an anti-piracy mission comparable to the NATO and EU missions off SOMALIA in which CHINA – as part of an international effort - could patrol international waters in the SULU and CELEBES SEAS to protect international shipping from pirates.

AGEMA-Services assesses DUTERTE's approach as a political move to put pressure on the UNITED STATES which have lost influence in the region due to difference of opinion about DUTERTE's brutal anti-drug-measures. It will be interesting to see how the new US administration will push through its geopolitical interests in Southeast Asia.

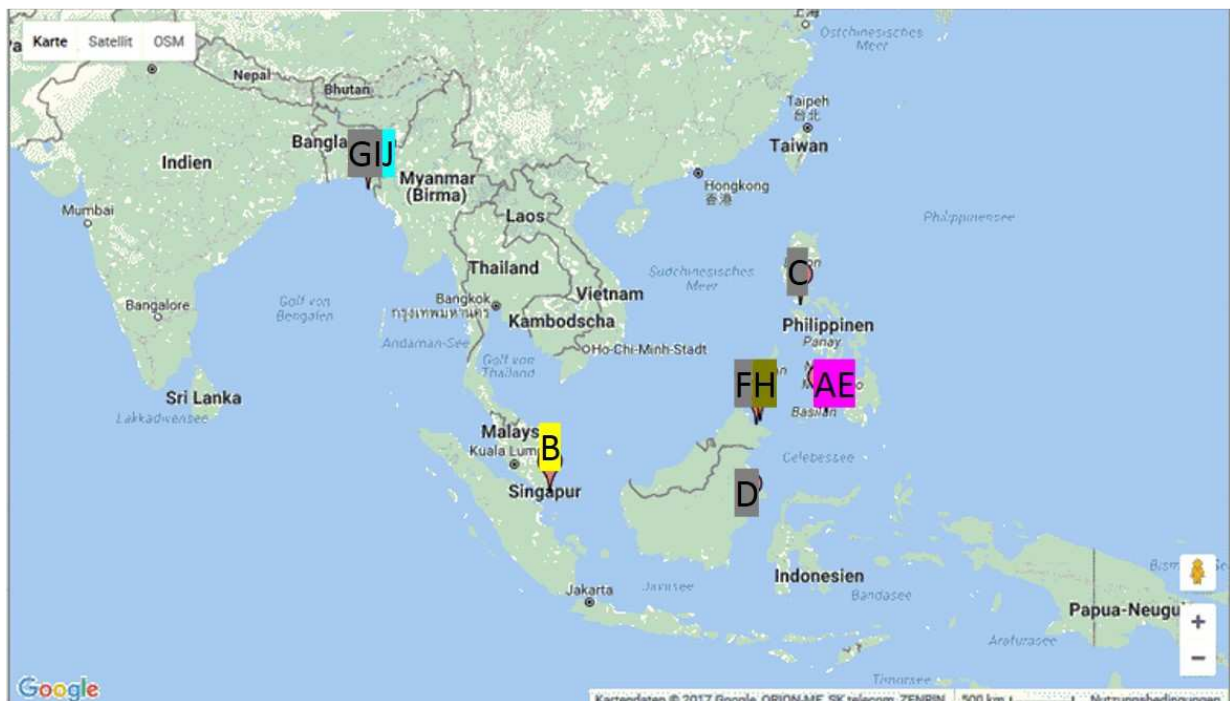
Incident **E** cannot clearly be categorized as an attack launched by ASG. It is untypical for the group that no crew members were kidnapped but eight fishermen shot dead. Thus, AGEMA-Services believes that the perpetrators of this attack were rather ordinary pirates than ASG members.

Incident **B** emphasizes that piracy is still a threat in the STRAITS OF SINGAPORE although the number of incidents has significantly decreased over the last time.

Finally, BANGLADESH reports back in the arena of piracy in Southeast Asian waters. The new year started with good news when reports told that infamous robber gang NOA BAHINI surrendered with its weapons to local authorities. The gang used to attack fishing trawlers and to kidnap fishermen for ransom. Over the last six months, reportedly a total of 72 members of eight robber gangs surrendered to law enforcers along with huge arms and ammunition.

Despite the above-mentioned success of BANGLADESH law enforcers, especially incident **J** underlines that piracy is still a serious threat in the GULF OF BENGAL.

#### 4.1 Incident Reports SOUTHEAST ASIA, January 2017



<b>A About 25 nm east of MATANAL POINT, SIBAGO ISLAND, BASILAN, PHILIPPINES</b>		
<b>Date:</b>	03.01.2017	Two speedboats with two and three perpetrators in each of them, approached the vessel from SIBAGO ISLAND, BASILAN Province. While approaching, one of the armed perpetrators made a hand signal to stop and abruptly increased its speed while the other speedboat proceeded towards the stern with one armed perpetrator attempting to climb onto the freeboard. The Master conducted a zig-zag manoeuvre which resulted in swaying of the rudder and propeller. This eventually created intermittent waves which prompted the perpetrators to abort their attempt to board the vessel. The attackers were armed with assault rifles and continuously fired at the vessel which resulted in multiple bullet holes at the bridge area and other parts of the ship.
<b>Time:</b>	1500 LT	
<b>Position:</b>	06°37'42"N 122°44'24"E	
<b>Ship:</b>	Container Ship	
<b>Status of Ship:</b>	Underway	
<b>Type of Incident</b>	<b>Fired Upon</b>	

<b>B STRAITS OF SINGAPORE, approx. 2.8 nm north of NONGEA POINT, BATAM ISLAND, INDONESIA</b>		
<b>Date:</b>	06.01.2017	An unknown number of perpetrators in a small fast moving craft attempted to board tanker GREAT SAILOR. The master took evasive actions, raised alarm, and shone the spotlight at the small craft. Upon realizing that they had been detected, the unknown craft aborted the boarding attempt.
<b>Time:</b>	0123 LT	
<b>Position:</b>	01°14'50"N 104°06'01"E	
<b>Ship:</b>	Chemical Tanker	
<b>Status of Ship:</b>	Underway	
<b>Type of Incident</b>	<b>Attempted Boarding</b>	

<b>C BATANGAS Alpha Anchorage, PHILIPPINES</b>		
<b>Date:</b>	07.01.2017	Robbers in two boats approached and boarded anchored product tanker SILVER EXPRESS. Duty AB on routine rounds noticed the robbers and raised the alarm. Hearing the alarm, the robbers escaped in their boats. Crew mustered and a search was carried out. It was reported that ship's properties were stolen. Incident reported to Coast Guard, which boarded the tanker for investigation.
<b>Time:</b>	2250 LT	
<b>Position:</b>	13°44'00"N 121°02'00"E	
<b>Ship:</b>	Product Tanker	
<b>Status of Ship:</b>	Anchored	
<b>Type of Incident</b>	<b>Robbery</b>	

<b>D MUARA BERAU Anchorage, SAMARINDA, INDONESIA</b>		
<b>Date:</b>	09.01.2017	Five robbers boarded an anchored bulk carrier. They took hostage the duty crew and tied him at the fore mast. As another duty crew approached the forecandle, he noticed the robbers and informed the Officer on Watch who raised the alarm. Hearing the alarm and seeing the crew's alertness, the robbers escaped in their speed boat with stolen ship's stores.
<b>Time:</b>	0135 LT	
<b>Position:</b>	00°15'02"S 117°34'00"E	
<b>Ship:</b>	Bulk Carrier	
<b>Status of Ship:</b>	Anchored	
<b>Type of Incident</b>	<b>Robbery</b>	

<b>E Off ZAMBOANGA PENINSULA, PHILIPPINES</b>		
<b>Date:</b>	09.01.2017	A Filipino fishing vessel with 15 crewmembers was attacked while operating off LAUD SIROMAN ISLAND. Five armed men on board of a speedboat reportedly fired on the vessel killing eight crew. Five of the crew jumped overboard and swam to a nearby island while two others who remained on board were unharmed. The attackers fled afterwards and two coast guard vessels were dispatched to search the area.
<b>Time:</b>	2400 LT approx..	
<b>Position:</b>	06°57'37"N 122°19'37"E	
<b>Ship:</b>	Fishing Vessel	
<b>Status of Ship:</b>	Underway	
<b>Type of Incident</b>	<b>Fired Upon</b>	

<b>F Mowtas Oil Terminal, SANDAKAN Port, SABAH, MALAYSIA</b>		
<b>Date:</b>	17.01.2017	During cargo operations, crew on board of a berthed product tanker observed a robber on the forecandle. Seeing the alerted crew approaching the forecandle the robber jumped overboard and escaped with stolen ship's stores.
<b>Time:</b>	0330 LT	
<b>Position:</b>	05°47'14"N 118°01'33"E	
<b>Ship:</b>	Product Tanker	
<b>Status of Ship:</b>	Berthed	
<b>Type of Incident</b>	<b>Robbery</b>	

<b>G CHITTAGONG Anchorage, BANGLADESH</b>		
<b>Date:</b>	17.01.2017	Robbers armed with knives boarded an anchored container ship. The duty crew noticed the robbers and notified the duty officer who raised the alarm, made a PA announcement, and mustered the crew. Seeing the crew's alertness, the robbers escaped with ship's stores. The incident was reported to the authorities who boarded the ship to investigate.
<b>Time:</b>	0215 LT	
<b>Position:</b>	22°06'06"N 091°44'04"E	
<b>Ship:</b>	Container Ship	
<b>Status of Ship:</b>	Anchored	
<b>Type of Incident</b>	<b>Robbery</b>	

<b>H 4 nm east of BAKUNGAN Island, TAGANAK Municipality, TAWI-TAWI, PHILIPPINES</b>		
<b>Date:</b>	18.01.2017	Nine perpetrators armed with guns boarded a fishing boat from a grey speed boat. They took three Indonesian crew hostages and left the area heading towards SULU. A Malaysian Foreign Ministry official later stated that one of the hostages had been in contact with his family, saying the three men had been kidnapped by ABU SAYYAF GROUP and taken to SULU ISLAND.
<b>Time:</b>	1730 LT	
<b>Position:</b>	06°05'00"N 118°18'00"E	
<b>Ship:</b>	Fishing Trawler	
<b>Status of Ship:</b>	Underway	
<b>Type of Incident</b>	<b>Kidnapping</b>	

<b>I CHITTAGONG Anchorage, BANGLADESH</b>		
<b>Date:</b>	19.01.2017	Four robbers armed with knives boarded an anchored container ship using a hook attached to a rope. Duty crew noticed the robbers and raised the alarm. Seeing the alerted crew, the robbers escaped with ship's stores. The incident was reported to Port Control and CHITTAGONG Coast Guard.
<b>Time:</b>	0155 LT	
<b>Position:</b>	22°05'40"N 091°48'48"E	
<b>Ship:</b>	Container Ship	
<b>Status of Ship:</b>	Underway	
<b>Type of Incident</b>	<b>Robbery</b>	

] COX's BAZAR, BANGLADESH		
Date:	23.01.2017	Several small boats approached tug boat JAYA CRYSTAL which was towing another ship, EL HADJ. The master immediately contacted CHITTAGONG Port Control and BANGLADESH Coast Guard. In the meantime, JAYA CRYSTAL performed zigzag manoeuvres to deter the small boats from approaching. However, several perpetrators climbed onto EL HADJ and set fire on board of the ship. The small boats left the area after the BANGLADEH Navy arrived at the location of the incident.
Time:	1000 LT	
Position:	21°12'00"N 091°43'00"E	
Ship:	Tug Boat	
Status of Ship:	Underway	
Type of Incident	Boarding	

Attempted Boarding, Blocking, Boarding, Fired Upon, Hijacking, Kidnapping, Robbery, Suspicious Approach

## 5 MEDITERRANEAN SEA

During the reporting period, the situation in the MEDITERRANEAN SEA was dominated by the ongoing migrant crisis and the political development in LIBYA. Both subjects are of course partly interdependent.

On 14.01.17, approximately 100 migrants drowned when their boat capsized about 50 km off the Libyan coast. One day later, the

United Nations Refugee Agency UNHCR reported that during the first two weeks of the new year, in total 1,500 refugees were rescued and taken to the Italian islands LAMPEDUSA and SICILY.

On 28.01.17, the Italian Coast Guard coordinated the rescue of some 1,000 migrants from leaky boats in the central MEDITERRANEAN SEA.

As the European Union's OPERATION SOPHIA, still does not have approval neither from the UN nor TRIPOLI to operate in Libyan waters, the EU continues its training and equipping of LIBYA's coast guard to facilitate its crack down on migrant smuggling. Obviously, the training brought first results when the Libyan coast guard reported on 30.01.17 that it had intercepted around 700 Europe-bound migrants in territorial waters off SABRATHA. People smugglers on the beach reportedly opened fire without causing any casualties. Fire was returned, causing the smugglers to withdraw.

### Key Points

- Migrant Crisis still an Issue
- Libyan Coastguard successful
- RUSSIA supports UN opposed Libyan National Army

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AGEMA-Services believes that the refugee crisis will carry on dominating the maritime security situation in the MEDITERRANEAN SEA. Although the Libyan coast guard reported its first success in intercepting migrants bound for EUROPE, AGEMA-Services believes that because of ongoing indications about corruption and complicity with criminal organizations, there is still a long way to go until Libyan law enforcement agencies are reliable partners in the fight against human trafficking and terrorism.

Beyond the refugee crisis, activities of the TOBRUK based Libyan National Army (LNA) which is opposed to the UN / internationally recognized government in TRIPOLI raised the interest of AGEMA services.

On 11.01.17, the Russian Aircraft Carrier ADMIRAL KUSNETSOV arrived off TOBRUK. Khalifa HAFTAR, leader of the LNA visited the ship for a formal reception and a video conference with Russian defence minister SHOIGU.

Six days later, HAFTAR's government which is also backed by EGYPT rejected planned humanitarian aid to the east of LIBYA from the Italian government unless ITALY pulled its troops out of LIBYA.

AGEMA-Services assesses HAFTAR's visit as another approach of MOSCOW to demonstrate that a political solution of the ongoing civil war in LIBYA can only be achieved with Russian support. This signal reinforces the position of the LNA in the Libyan theatre which is clearly documented by HAFTAR's request of a withdrawal of Italian troops from Libyan soil.

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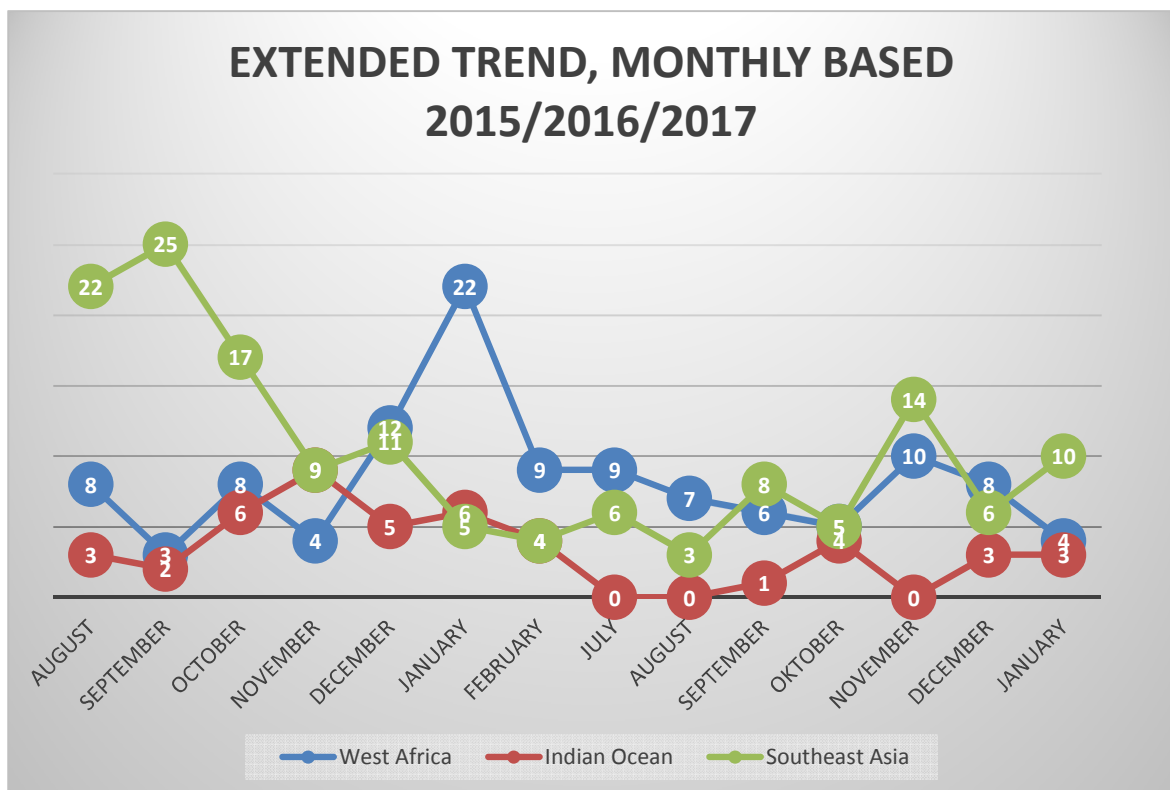
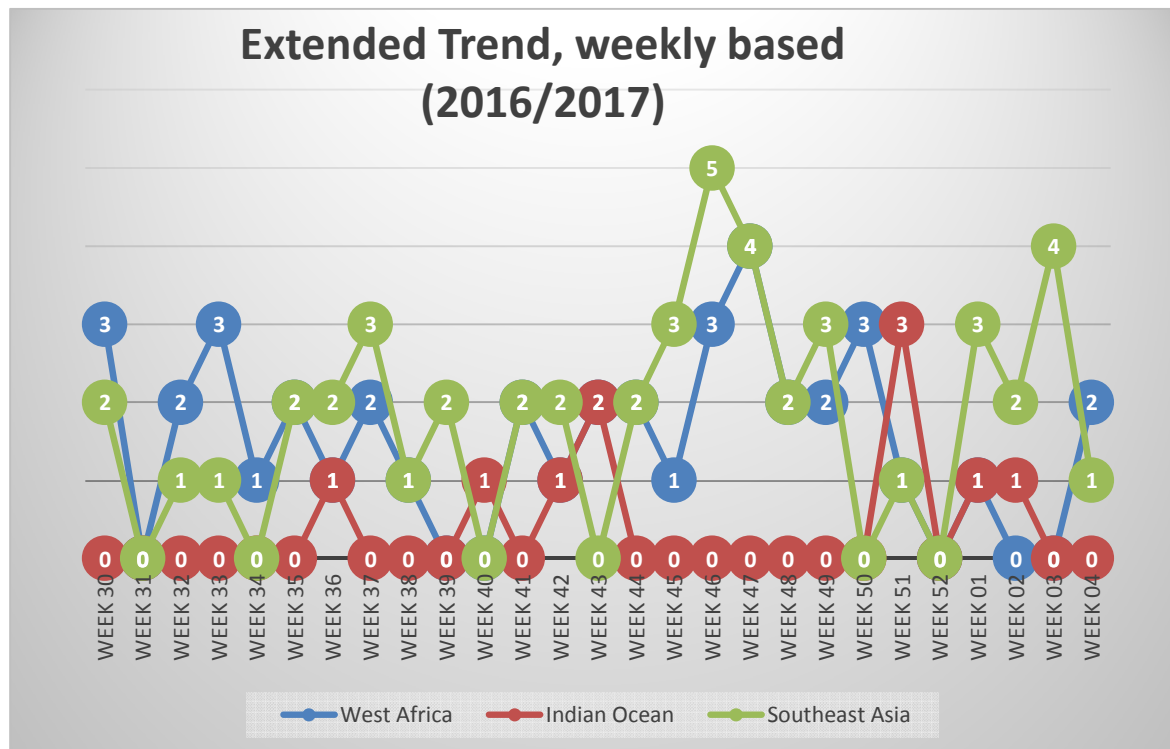
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The Tide

Worldtribune

7 Annex 1: Extended Trends, January 2017





## 8 Annex 2: Overview by Ship Type, January 2017

<b>West Africa</b>					
<b>Container</b>	<b>Ship's name</b>	<b>Date</b>	<b>Area</b>	<b>Incident</b>	<b>Damage</b>
1	Unknown	30.01.17	FREETOWN Outer Anchorage, SIERRA LEONE	Boarding	None
<b>Tanker</b>	<b>Ship's name</b>	<b>Date</b>	<b>Area</b>	<b>Incident</b>	<b>Damage</b>
1	Unknown	23.01.17	LAGOS Anchorage, NIGERIA	Boarding	None
<b>Bulker</b>	<b>Ship's name</b>	<b>Date</b>	<b>Area</b>	<b>Incident</b>	<b>Damage</b>
1	Unknown	25.01.17	PEPEL Anchorage, SIERRA LEONE	Robbery	Ship's Properties stolen
<b>MPP Carrier</b>	<b>Ship's name</b>	<b>Date</b>	<b>Area</b>	<b>Incident</b>	<b>Damage</b>
<b>Offshore Vessel</b>	<b>Ship's name</b>	<b>Date</b>	<b>Area</b>	<b>Incident</b>	<b>Damage</b>
<b>Other</b>	<b>Ship's name</b>	<b>Date</b>	<b>Area</b>	<b>Incident</b>	<b>Damage</b>
1	Unknown	03.01.17	ABIDJAN Lagoon Anchorage, IVORY COAST	Boarding	None

<b>Indian Ocean</b>					
<b>Container</b>	<b>Ship's name</b>	<b>Date</b>	<b>Area</b>	<b>Incident</b>	<b>Damage</b>
<b>Tanker</b>	<b>Ship's name</b>	<b>Date</b>	<b>Area</b>	<b>Incident</b>	<b>Damage</b>
<b>Bulker</b>	<b>Ship's name</b>	<b>Date</b>	<b>Area</b>	<b>Incident</b>	<b>Damage</b>
<b>MPP Carrier</b>	<b>Ship's name</b>	<b>Date</b>	<b>Area</b>	<b>Incident</b>	<b>Damage</b>
<b>Offshore Vessel</b>	<b>Ship's name</b>	<b>Date</b>	<b>Area</b>	<b>Incident</b>	<b>Damage</b>
<b>Other</b>	<b>Ship's name</b>	<b>Date</b>	<b>Area</b>	<b>Incident</b>	<b>Damage</b>
1	SULTAN 2	03.01.17	30 nm North of BAB EL-MANDEB, YEMEN	Fired Up- on	Unknown
2	Unknown	09.01.17	BAB EL-MANDEB, YEMEN	Suspicious Approach	None
3	Unknown	30.01.17	30 nm west of HODEIDAH, YEM- EN	Fired Up- on	Unknown

<b>Southeast Asia</b>					
<b>Container</b>	<b>Ship's name</b>	<b>Date</b>	<b>Area</b>	<b>Incident</b>	<b>Damage</b>
1	Unknown	03.01.17	About 25 nm east of MATANAL POINT, SIBAGO ISLAND, BASILAN, PHILIPPINES	Fired Upon	Multiple bullet holes
2	Unknown	17.01.17	CHITTAGONG Anchorage, BANGLADESH	Robbery	Ship's stores stolen
3	Unknown	19.01.17	CHITTAGONG Anchorage, BANGLADESH	Robbery	Ship's Stores stolen
<b>Tanker</b>	<b>Ship's name</b>	<b>Date</b>	<b>Area</b>	<b>Incident</b>	<b>Damage</b>
1	GREAT SAILOR	06.01.17	STRAITS OF SINGAPORE	Attempted Boarding	None
2	SILVER EXPRESS	07.01.17	BATANGAS Alpha Anchorage, PHILIPPINES	Robbery	Ship's Properties stolen
3	Unknown	17.01.17	Mowtas Oil Terminal, SANDAKAN Port, SABAH, MALAYSIA	Robbery	Ship's Stores stolen
<b>Bulker</b>	<b>Ship's name</b>	<b>Date</b>	<b>Area</b>	<b>Incident</b>	<b>Damage</b>
1	Unknown	09.01.17	MUARA BERAU Anchorage, SAMARINDA, INDONESIA	Robbery	Ship's Stores stolen
<b>MPP Carrier</b>	<b>Ship's name</b>	<b>Date</b>	<b>Area</b>	<b>Incident</b>	<b>Damage</b>
<b>Offshore Vessel</b>	<b>Ship's name</b>	<b>Date</b>	<b>Area</b>	<b>Incident</b>	<b>Damage</b>
<b>Other</b>	<b>Ship's name</b>	<b>Date</b>	<b>Area</b>	<b>Incident</b>	<b>Damage</b>
1	Unknown	09.01.17	Off ZAMBOANGA PENINSULA, PHILIPPINES	Fired Upon	Unknown
2	Unknown	18.01.17	4 nm east of BAKUNGAN Island, TAGANAK Municipality, TAWI-TAWI, PHILIPPINES	Kidnapping	Unknown
3	JAYA CRYSTAL	23.01.17	COX's BAZAR, BANGLADESH	Boarding	Unknown

<b>Mediterranean Sea</b>					
<b>Container</b>	<b>Ship's name</b>	<b>Date</b>	<b>Area</b>	<b>Incident</b>	<b>Damage</b>
<b>Tanker</b>	<b>Ship's name</b>	<b>Date</b>	<b>Area</b>	<b>Incident</b>	<b>Damage</b>
<b>Bulker</b>	<b>Ship's name</b>	<b>Date</b>	<b>Area</b>	<b>Incident</b>	<b>Damage</b>
<b>MPP Carrier</b>	<b>Ship's name</b>	<b>Date</b>	<b>Area</b>	<b>Incident</b>	<b>Damage</b>
<b>Offshore Vessel</b>	<b>Ship's name</b>	<b>Date</b>	<b>Area</b>	<b>Incident</b>	<b>Damage</b>
<b>Other</b>	<b>Ship's name</b>	<b>Date</b>	<b>Area</b>	<b>Incident</b>	<b>Damage</b>

## 9 Annex 3: Total Overview, January 2017

	West Africa	Indian Ocean	Southeast Asia	Mediterranean	Total
<b>Type of Incident</b>					
Approach		1	1		2
Attack		2	2		4
Boarding	3		1		4
Hijack					
Kidnapping			1		1
Robbery, harbour			1		1
Robbery, anchorage	1		4		5
Robbery, underway					
Other					
<b>Total</b>	<b>4</b>	<b>3</b>	<b>10</b>		<b>17</b>
<b>Ship's Type</b>					
Container	1		3		4
Tanker	1		3		4
Bulk Carrier	1		1		2
MPP Carrier					
Offshore Supply Vessel					
Other	1	3	3		7
<b>Time</b>					
Day	1	3	3		7
Night	2		7		9
Morning	1				1
Evening					
Unknown					
<b>Status</b>					
Underway/drifted		3	5		8
Anchored	3		4		7
Berthed	1		1		2
Unknown					0
<b>Incident Details</b>					
Dead		2	8		10
Injured		3			3
Hostages			3		3
Fired upon		2			2
Firearms sighted					
Knives sighted	1		2		3
RPG sighted					
VPT on board					
VPT/use of flares					
VPT/show of weapons		1			1
VPT/warning shots					
VPT/aimed fire					

### Remarks:

- Discrepancies between single assets and total account may result out of multiple types of incident for a single incident.
- Attacks, Hijackings, Kidnappings, and in some boarding are categorized as incidents of high intensity.
- Obviously double reported incidents are counted as just one occurrence; warning reports are not included

- "Type of incident" only counts the highest level reached per incident, less serious stages are not taken into account (e.g. for each hijack a vessel has to be boarded previously, in such a case only the hijack will be registered but not the boarding).
- All three types of robbery also include cases of intended robbery. According to experience specific approaches or boardings are counted as robbery.
- "Approach" also includes reported sightings of suspicious crafts. The reporting vessel does not have to be approached at all.
- "Dead", "injured" and "hostages" only lists the number of cases not the actual number of dead, injured or hostages.