

# Maritime Security Review



Issue No. 22

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## 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 comes becomes available.

We encourage our readers to confidentially report any incidents or suspicious activity to [info@msrisk.com](mailto:info@msrisk.com).

# INCIDENTS AT SEA

Reporting Period: 29 May – 4 June 2017

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

Piracy Levels are determined on a weekly basis as follows:

<b>HIGH</b>	5 or more incidents in the current reporting period
<b>MEDIUM</b>	2 – 4 piracy incidents in the current reporting period
<b>LOW</b>	0 – 1 piracy incidents in the current reporting period

## GULF OF ADEN/ARABIAN SEA/BAB EL-MANDAB/RED SEA



### **WARNING FOR RED SEA, BAB EL-MANDAB STRAIT AND GULF OF ADEN: HIGH THREAT OF VESSEL HIJACKING**

While international naval patrols and anti-piracy measures on board commercial vessels have practically eradicated Somali piracy since its peak in early 2011, poverty coupled with other factors that motivate pirates remain and some vessels transiting this region may have increasingly become complacent in the belief that the piracy threat had diminished. While the international community has over the past several years taken significant steps in order to improve security in the region, including boosting naval forces in the area and requiring ships to take protection

measures, including reporting in and out of high risk areas, sailing at top speed as far away as possible from the Somali coast and travelling with armed escorts on board, the threat of an attack and hijacking remained as the real root of the cause on the ground in Somalia has never been properly 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 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.

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, which in turn can escalate the potential for direct or collateral damage to vessels transiting the region. 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.

## HIJACKS

- No current incidents to report

## UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

## VESSELS FIRED UPON/ATTEMPTED BOARDINGS

- **1 June (Gulf of Oman)** – Armed persons attacked the Marshall Islands-flagged tanker *NAVIG8 PROVIDENCE* near position 23:32 N – 060:26 E, 100 nautical miles east-southeast of Muscat, Oman.
- **31 May (Gulf of Aden)** – Three assailants in a skiff armed with an RPG chased and fired upon a laden Marshall Islands-flagged tanker *MUSKIE* near position 12:35 N – 043:25 E, near the Bab el Mandeb Strait. The alarm was raised and all non-essential crewmembers were mustered into the citadel. The onboard armed security team fired warning shots, which resulted in the skiff moving away. A second skiff followed the tanker. UKMTO was notified and two warships were reported proceeding to the area. All equipment reported to be operational and no injuries to the crewmembers on board the vessel were reported. The tanker has been reported safe and continued her passage to Rabigh, Saudi Arabia.

## VESSELS BOARDED

- No current incidents to report

## KIDNAPPING

- No current incidents to report

## SUSPICIOUS ACTIVITY

- **27 May (Indian Ocean – Late Report)** – A South Korean fishing boat reported a suspicious approach by an unknown boat approximately 1,440 kilometres southeast of Salalah, Oman. Contact was subsequently lost with the fishing vessel, leading the authorities to believe that the fishing boat had been hijacked. In a statement, the South Korean Ministry has since reported that “contact was then re-established with the South Korean skipper and it has been confirmed the crew are all safe.”

## OTHER ACTIVITY

- No current incidents to report

## MARITIME REPORTING

- **1 June (Gulf of Oman)** – According to the European Naval Force (EU NAVFOR), suspected Somali pirates in a skiff attacked a Marshall Islands-flagged oil tanker, *MV NAVIG8 Providence*, in the Gulf of Oman on Thursday and were driven off by the vessel’s security. In a statement, EU NAVFOR disclosed that “there was an exchange of small arms fire between the suspected pirates and the maritime security team on board the tanker.” EU NAVFOR further disclosed that the guards onboard the tanker reported seeing a ladder in the skiff, adding that anti-piracy forces in the area were jointly responding to the attack by searching for the skiff.
- **29 May (Somalia)** – South Korea has disclosed that it has resumed contact with a distressed fishing vessel that feared it was being followed by a suspected pirate vessel off waters of Somalia, adding that the crewmembers, composed of three Koreans and eighteen Indonesians, were safe. The South Korean military had dispatched its anti-piracy naval unit after communication with the Mongolian squid fishing vessel was cut when it requested help after midnight on Friday 26 May.

## SPOTLIGHT ON YEMEN

### PORT STATUS AS OF 5 JUNE 2017

Port Name	Port Status	Risk Level	Notes
Aden Port	Open	High	Curfew: 2000-0600
Ash Shihr Oil Terminal	Open	High	
Balhaf LNG Terminal	Closed	Closed	
Hodeidah Port	Open <b>WARNING*</b>	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

Security conditions surrounding **Hodeida port** are subject to change. Shipmasters and crew are urged to remain abreast of current conditions in the area, and ensure that security measured aboard vessels are in place.

### ACTIVITY REPORTING

- 2 June – Unknown assailants fired three rocket-propelled grenades at Marshall Islands-flagged oil tanker MT MUSKIE before breaking off their assault in the southern Bab al-Mandab Strait.** A spokesman for the EU force said the attack did not appear to have been launched by pirates and was likely related to “continuing instability at sea off the coast of Yemen.” A Saudi-coalition statement said none of the crew was hurt, and the tanker had sailed on into the Red Sea. It was not clear if any of the RPGs hit the ship. The attack happened near Perim, or Mayun in Arabic, an island that commands the strategic strait and has been controlled by coalition forces since 2015 when they seized it from Yemeni rebels. The coalition is investigating who was behind the latest attack. Houthi rebel spokesman Muhammad Ali al-Houthi said the Yemeni army and allied Houthi fighters had no role in Wednesday’s alleged attack. He said the accusation is an attempt in line with US conspiracies to make Mandeb Strait insecure, he said, adding the waters are under the control of Saudi-US forces and they are responsible for any incident there. "The US and its allies are seeking to create incidents that could be used as an excuse for their actions in Yemen, but such attempts are useless," he added. Meanwhile, there has also been a resurgence in attacks on shipping in the area by Somali pirates in recent months. "Arms- and ammunition-smuggling activities into Yemen that are carried out by Houthi militias threaten maritime security in this vital part of the world," the coalition statement said. The rebels control most of Yemen's Red Sea coastline, although a government offensive launched at the start of the year has pushed them away from the strait itself. In March, the head of US Central Command, General Joe Votel, warned that coastal defence missiles, radar systems, mines and explosives boats deployed by the rebels posed a threat to shipping in the strait. Meanwhile, suspected pirates in a skiff attacked a Marshall Islands-flagged oil tanker, MT NAVIG8 Providence, in the Gulf of Oman on Thursday and were driven off by the ship's security, the European Naval Force said. "There was an exchange of small arms fire between the suspected pirates and the maritime security team on board the tanker," the maritime force, known as EU NAVFOR, said in a statement.
- 2 June –** An estimated 70,000 cases of cholera have been reported by UNICEF in Yemen, with nearly 600 people dying over the past month, as the disease continues to spread at an alarming rate. The UN agency said on Friday that the

already dire situation for children in Yemen was quickly turning into a disaster. "Cholera doesn't need a permit to cross a checkpoint or a border, nor does it differentiate between areas of political control," said Geert Cappelaere, UNICEF regional director in a statement on the agency's website. He gave warning that "the number of suspected cases is expected to reach 130,000 within the next two weeks." UNICEF said at least 10,000 cholera cases were reported in the past 72 hours alone. Health workers are racing against time to prevent cholera from killing more children, despite not receiving their salaries in almost nine months.

- **2 June** – An official source from the Arab Coalition welcomed a statement by envoy to Yemen Ismail Ould Cheikh Ahmed calling on the Houthi militias to hand control of Hodeidah port to a neutral party. The statement is a confirmation of previous claims made by the coalition, which called for UN port supervision to protect the Yemeni people from weapons smuggling carried out by the militias, and the confiscation of humanitarian aid and medical access through the port. Ould Cheikh expressed his regret over the lack of participation of the Houthi militias and the forces of ousted president Ali Abdullah Saleh in a meeting to discuss this proposal to exploit the port for the introduction of humanitarian materials and commercial products. The source confirmed the readiness of the Coalition to support the relief efforts to ensure the flow of medical and food aid to the port of Hodeidah.
- **1 June** – A state of calm returned to Aden's airport, in the interim capital of Yemen, after clashes erupted on Wednesday between two factions of the forces charged with protecting the security of the airport. Troops directed by coalition forces stepped in to stop clashes between airport security forces and forces loyal to another military commander. One combatant was killed and the fighting ended when other forces backed by a Saudi-led military coalition intervened. The airport was scheduled to receive various flights early on Thursday, meaning coalition forces had to swiftly intervene and reinforce order, reinstating airport security. "The situation at the airport is calm now. Forces of the Arab coalition forces backed by local security units are now fully in control of the airport," Aden police spokesman Abdul Rahman al-Naqib said. The security chiefs who caused the security situation on Wednesday handed themselves over to the authorities.
- **30 May** – Oman is mediating between Yemeni President Abd-Rabbu Mansour Hadi's government and its Houthi opponents over a U.N. plan to resume peace talks in the war-torn country. The two-year war has been exploited by al Qaeda

and the Islamic State group to widen their influence in the impoverished country, prompting repeated U.S. air strikes against militants. An official, speaking on condition of anonymity, said Yemeni Foreign Minister Abdel-Malek al-Mekhlafi was in Muscat at Oman's invitation to discuss ways to bridge differences with the Houthis, who control the capital Sanaa with their allies, over plans presented by the U.N. special envoy to Yemen last week. The plans, presented by U.N. Special Envoy Ismail Ould Cheikh Ahmed during a regional tour last week, included confidence building measures such as turning over the port of Hodeidah to a neutral party, opening Sanaa airport for civilian traffic and paying civil servants' salaries. UN aid chief Stephen O'Brien warned on Tuesday that any attempt to extend the war to the strategic port city would "directly and irrevocably drive the Yemeni population further into starvation and famine." The Omani side has conveyed to Mekhlafi the Houthis' willingness to accept this plan but also its insistence that civil servants' salaries be paid first. "The differences regarding Hodeidah now centre on the identity of the neutral party which will manage the port," the official said. Oman maintains good ties with the Houthis, who seized Sanaa in 2014 in a campaign that eventually forced Hadi to flee to Saudi Arabia in 2015 with his government. The Gulf Arab state had long mediated in international affairs, including facilitating talks between Iran and the United States. Hadi's government has threatened to attack Hodeidah, where most of Yemen's food and humanitarian supplies enter, unless the Houthis agreed to turn the facility over to neutral observers. The Houthis have in turn demanded that the Saudi-led coalition that controls Yemen's airspace allow Sanaa airport to reopen and that the Yemen central bank, which Hadi had moved last year from Sanaa to Aden, pay salaries that had been withheld from civil servants for several months. The Yemeni official said the Omani side have informed Mekhlafi in talks on Monday that the Houthis were ready to agree to Ould Cheikh Ahmed's plan in full.

- **23 May** – The U.S. military says its forces have killed seven members of Al-Qaeda in the Arabian Peninsula (AQAP) in a raid in Yemen. The U.S. Central Command said, "During this operation, U.S. forces killed seven AQAP militants through a combination of small-arms fire and precision air strikes. Raids such as this provide insight into AQAP's disposition, capabilities, and intentions, which will allow us to continue to pursue, disrupt, and degrade." The U.S. military said the raid was carried out early on May 23 with the support of Yemen's government.

U.S. officials said early indications were that no U.S. troops were killed or injured in the raid.

- **22 May** – Thousands of Yemenis who back southern secession demonstrated in second city Aden on Sunday as a self-proclaimed autonomous body said it would press for the south's "liberation" from the north. The protest was the second since 4 May when thousands of southerners marched in support of former Aden governor Aidarous al-Zoubeidi after he was sacked by President Abedrabbo Mansour Hadi. After being fired in April, Zoubeidi set up the South Transition Council, an autonomous body whose 26 members include the governors of five southern provinces and two government ministers. The body chaired by Zoubeidi aims to "run the southern provinces" and "represent them inside and outside" the country. The presidency in war-ravaged Yemen has rejected the body and said in a statement last week that "such acts remain baseless and will never be accepted". The port city of Aden is Hadi's hometown and where his government, which is battling Shia Houthi rebels who have seized the capital Sanaa, is based. Sunday's protesters, who flooded Aden from several southern provinces, defended Zoubeidi's council, chanting "Independence is our objective" as they marched. The South Transition Council released a statement pledging to "pursue the mission of liberating" south Yemen, which was an independent state until 1990 when it was unified with North Yemen. Hadi sacked Zoubeidi on 27 April along with cabinet minister Hani bin Breik, in a move widely seen as reflecting divisions among his supporters. The two men played key roles in restoring security to Aden and adjacent provinces after rebels were pushed out in 2015.

## YEMEN: PROCEDURE

### **MS RISK CONTINUES TO ADVISE EXTREME CAUTION FOR VESSELS TRAVELING THROUGH BAB AL MANDAB, THE GULF OF ADEN, AND THE INDIAN OCEAN.**

MS Risk has previously assessed that the waters around Yemen may become the next affected area in a battle for regional influence. As Operation Golden Spear ensues along the western coast of Yemen, the potential for retaliatory measures is heightened. On the water, the battle has taken a turn as the US navy has discovered that the recent attack on the Saudi frigate, *RSN Al Madina*, was conducted via an unmanned, remotely controlled vessel. It is unknown how many similar vessels are currently in the hands of Houthi rebels. Attacks from ship-to-shore or vice versa could cause accidental damage to vessels or disruption to shipping routes.

The risk of passage through the region has increased and is likely to rise. There remains a high level of violence and criminal activity ashore. Shipping vessels should remain constantly aware of the situation, including changes to protocol when entering Yemeni maritime waters.

### **UNITED NATIONS INSPECTIONS**

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

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

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

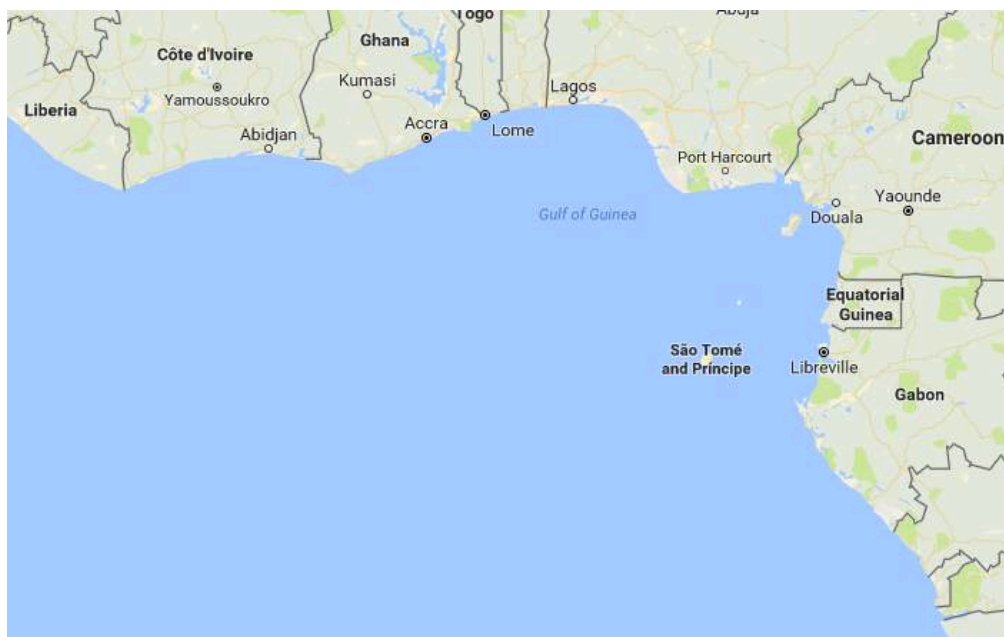
#### **SAUDI COALITION INSPECTIONS**

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

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

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

# WEST AFRICA/GULF OF GUINEA



**WARNING:** 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.

## HIJACKS

- 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

- No current incidents to report

## SUSPICIOUS ACTIVITY

- No current incidents to report

## OTHER ACTIVITY

- **25 May (Nigeria – Late Report)** – Armed men kidnapped six senior secondary school students of Lagos State Model College, Igbonla, in the Epe area. The group was taken to waiting boats and they disappeared into the creeks.
- **24 May (Nigeria – Late Report)** – Customs authorities in Tin Can Port in Lagos seized a shipment of over 400 firearms hidden in a consignment of plaster of Paris shipped from Turkey.

## MARITIME REPORTING

- Nothing to report

## SOUTHEAST ASIA

**WARNING:** There are continuing concerns in regards to the situation of kidnapping of crewmembers from vessels while underway in the Sulu-Celebs Sea region. MS Risk advises all vessels, particularly slow moving vessels, to re-route 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

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 any time. 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.



### HIJACKS

- 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

- **24 May (Indonesia – Late Report)** – Two robbers armed with a machete boarded an anchored product tanker near position 01:43 N – 101:25 E, Dumai Anchorage. The alarm was raised and the crew was mustered. The robbers escaped with stolen ship's properties.

## SUSPICIOUS ACTIVITY

- No current incidents to report

## OTHER ACTIVITY REPORT

- No current incidents to report

## MARITIME REPORTING

- Nothing to report

# WORLDWIDE

## NORTH AMERICA

- No current incidents to report

## CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **26 May (Colombia – Late Report)** – Authorities in the port of Al Guajira found a metal cylinder welded to the hull, below the waterline, of the general cargo vessel *CARMEN 1*. The cylinder contained 50 kilograms of cocaine.
2. **24 May (Venezuela – Late Report)** – Six robbers boarded an anchored general cargo ship, near position 10:17 N – 064:42 W, near Isla Boraccha, Pozuelos Bay Anchorage, and broke into the forecastle store room. Alert duty crewman noticed the robbers and informed the duty officer who raised the alarm. Upon seeing the alerted crew, the robbers escaped with stolen ship's property. The Master of the vessel tried to contact Port Authorities by VHF however he received no response.

## NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

## MEDITERRANEAN/BLACK SEA

- No current incidents to report

## ARABIAN GULF

1. **24 May (Saudi Arabia – Late Report)** – Authorities in Jazan intercepted a boat near Fursan Island and seized 154 kilograms of hashish and 113,621 Captagon tablets. Two Yemenis on board the boat were subsequently arrested.

2. **24 May (Saudi Arabia – Late Report)** – Saudi authorities in the Hagel governorate of Tabuk seized 97,500 Captagon tablets and 7.7 grams of opium from a boat that tried to enter Saudi waters. Two Egyptians onboard were arrested and their boat was impounded.

## EAST ASIA/INDIAN SUBCONTINENT

- No current incidents to report

## EASTERN AND SOUTHERN AFRICA

- No current incidents to report

## NORTHEAST ASIA

1. **31 May (Hong Kong)** – Hong Kong Customs seized about 7,200 kilograms of pangolin scales. The shipment, which was declared to be charcoal, arrived at the Kwai Chung Customhouse Cargo Examination Compound in a 20-foot container from Nigeria. Officials inspected the container as part of a risk assessment. Pangolins are the most illegally trafficked animal on earth, surpassing the trafficking of rhinoceroses and elephants.

## PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

# MIGRATION



*With summer approaching, growing numbers of migrants have been attempting the perilous crossing to Europe by transiting the central Mediterranean route in rubber dinghies and rickety boats from lawless Libya, where people smugglers continue to operate with impunity.*

- **30 May** – The United Nations reported on Tuesday that migrants rescued from a rubber boat that left Libya last week disclosed that as many as thirty people were trampled or drowned during their voyage as this year's Mediterranean death toll climbs to more than 1,700. According to officials, the survivors arrived in Pozzallo, Italy, on Monday and disclosed that their boat lost its motor and took on water hours after leaving Libya. Some fell in the sea and drowned while others were trampled during the panic, including a small child, leaving between twenty and thirty dead. Two bodies were recovered. A second group of survivors from a rubber boat told the United Nations High Commission for Refugees (UNHCR) that 82 were feared dead after falling into the water when their boat deflated last Wednesday. On the same day, 33 bodies were retrieved,

including thirteen women and seven children, when a wooden boat nearly capsized and dumped some 200 people into the water as rescue operations began. The UNHCR has recorded more than 1,700 dead or missing this year, and has indicated that migrant arrivals by sea to Italy are up about a third this year to roughly 60,000. The agency further disclosed that more than fifty bodies have been brought to Italy in the past few days, noting that dozens more are feared dead.

- **30 May** – Dozens of migrants were rescued at the weekend after jumping from a rubber dinghy that had burst into flames as they tried to reach Spain. A Portuguese Air Force plane spotted the boat and managed to save all 34 migrants with the help of the sea rescue service from the Spanish city of Almeria. Video taken from the plane on Sunday and released on Monday by the European border agency Frontex depicts flames spreading from the dinghy's outboard motor.

## SPOTLIGHT ON LIBYA

### PORT STATUS AS OF 4 JUNE 2017

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)	Open	Moderate - High
Port of Benghazi	<b>Closed</b>	High
Port of Bouri (offshore port)	Open	Low
Port of Derna	<b>Closed</b>	High
Port of El Brega (Marsa El Brega)	Open	Moderate
Port of Hariga	Open	Low
Port of Mellitah	Open	Low
Port of Misrata (Qasr Ahmed)	Open	High
Port of Ras Lanuf	<b>Open*</b>	Moderate - High
Port of Tobruk	Open	Moderate
Port of Tripoli	Open	Moderate
Port of Zawiya (Zawia)	Open	Moderate
Port of Zueitina	Open	Low

\*Ras Lanuf port was expected to resume activity on 26 March, however no scheduled arrivals have been identified.



### ACTIVITY REPORTING

- 2 June** – Forces loyal to the eastern-based Libyan National Army (LNA) moved into strategic oasis towns in the central desert region of Jufra, clashing with rival factions after conducting heavy air strikes in the area. The LNA wants to expand its presence in central and southern Libya, clashing with forces linked to the UN-backed government in Tripoli and other opponents. The clashes on Friday were between local forces loyal to the LNA and the Benghazi Defence Brigades (BDB). LNA spokesman Ahmed al-Mismari said 12 fighters were killed in the clash, six on each side. He said the LNA had taken control of the adjoining towns of Waddan, Hun and Sawkna, though it did not control Jufra air base just west of Waddan. The advance came after LNA fighter jets launched heavy air strikes on Thursday night in Jufra. Haftar has been slowly gaining ground while rejecting the UN-backed government in Tripoli. The LNA expects to take control of Tripoli, though many doubt it has the capacity to do so. The recent escalation of

violence came after dozens of fighters loyal to the LNA were killed last month in a raid on Brak Al-Shati air base near Sabha, the region southwest of Jufra.

- **1 June** – About 10,000 migrants were rescued off the coast of Libya over the previous four days but at least 54 others died, Libyan and Italian officials said Saturday. The Tunisian army also rescued 126 migrants from sub-Saharan Africa hoping to reach Italian shores, officials said. They were aboard a flimsy inflatable boat off the coastal town of Ben Gardane, near the Libyan border. On Friday, more than 1,200 migrants were rescued by Libyan ships and taken to Tripoli or Zawiya, about 30 miles west, while the Italian coastguard and commercial boats rescued 2,200 others and took them to Italy. At least 10 bodies were also found by the Italian coastguard. Migrants were still disembarking in southern Italy on Saturday. Another 6,400 were picked up between Tuesday and Thursday, but at least 44 people died, including 35 who drowned on Wednesday when a powerful wave struck their vessel, pitching them into the sea as a rescue ship was distributing life jackets. Meanwhile, Spain's maritime rescue service saved 157 migrants from five small boats attempting to cross the Mediterranean Sea. The service completed five different rescue missions in waters east of the Strait of Gibraltar to reach the small craft from late Friday through until Saturday evening. The service said that it reached the first boat carrying 27 men and six women late on Friday after it was sighted by a Spanish military plane. Another rescue boat intervened early Saturday to pull five men from a second boat. A third craft in danger of sinking with 35 men aboard was then spotted by a Spanish navy outpost on the Alboran Island between Spain and Morocco. The Spanish military helped the boat dock on the island, where the migrants were picked up by the rescue service. A fourth boat with 30 men and two women was located after the service received an alert from Moroccan authorities. The fifth boat bearing 42 men and 10 women was spotted by a Spanish navy vessel, which guided the rescue service to its whereabouts.
- **29 May** – Warplanes launched three air strikes on Derna days after Egypt attacked camps there, saying it was targeting fighters responsible for killing Egyptian Christians. There was no immediate confirmation of Monday's strikes from officials in Libya or Egypt, nor any claim of responsibility for the raid. A witness said one attack hit the western entrance to Derna and the other two hit Dahr al-Hamar in the south. Egyptian jets attacked Derna hours after masked men boarded vehicles en route to a monastery in the southern Egyptian

province of Minya and opened fire, killing 29 and wounding 24. ISIS claimed responsibility for that attack in Egypt, the latest targeting of Christian minority there. Egypt has been backing eastern commander Khalifa Haftar, head of the eastern-based Libyan National Army. Libyan National Army spokesman Colonel Ahmad Messmari told reporters in Benghazi late on Sunday that Haftar's forces were coordinating with Egypt's military in air strikes and the weekend raids targeted ammunition stores and operations camps. Egyptian President Abdel Fattah el-Sisi said the air raids targeted fighters responsible for plotting the attack, and that Egypt would not hesitate to carry out additional strikes inside and outside the country.

- **27 May** – Intense clashes between government forces and militias in Tripoli have left 78 dead, with as many as 1,000 injured, the government's health ministry reported Saturday. The fighting broke out in Tripoli Friday between forces loyal to the UN-backed government and a rival militia loyal to an Islamist government that preceded the current one. Khalifa Ghweil seized power in mid-2014 but was toppled in March 2016 by the unity government led by Fayeza Serraj. The latest clash started when the militia loyal to Ghweil, the self-appointed prime minister, attacked facilities manned by forces aligned with Serraj's Government of National Accord (GNA). Fighting broke out in a residential neighbourhood, around a complex of luxury villas that, until March, had served as the headquarters for militias loyal to Ghweil. There were reports of explosions and artillery fire in the Abu Slim, Al-Hadhba and Salaheddin districts in the south of the city. Tripoli had been relatively calm since, but dozens of armed groups still operate there. The United Nations Libya envoy Martin Kobler appealed for a halt to the latest fighting.

### WARNING:

**THE SITUATION IN LIBYA CONTINUES TO BE EXTREMELY FLUID. 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. The reintroduction of the National Salvation government further complicates any endeavours at stability within the unstable nation. 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. Vessels are urged to:

- Observe international laws of trading
- Follow official sea navigation routes to any of the working Libyan ports and avoid navigating in the coastal waters of the closed ports. **Vessels should avoid navigating in the coastal waters of Benghazi, Derna and Sirte.**
- In advance of arrival, declare the intended voyage and type of cargo to be discharged/loaded to the local agent, to allow sufficient time to notify the appropriate authorities.
- Stay in contact with local port authorities to receive the most up to date information.
- Vessels should report their schedules to local port agents prior to arrival at any Libyan port, including:
  - A declaration of the vessel's sailing route

- Whether they are loading or discharging cargo
- The type of cargo on board

Vessels are cautioned to avoid navigating in the coastal waters of Benghazi, Derna and Sirte. MS Risk advises that shipmasters and owners stay up-to-date on the volatile situation in this region.

## 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:**

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References are always available.

More information is found at [www.msrisk.com](http://www.msrisk.com)

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