

Maritime Security Review



Issue No. 28

17 July 2017

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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.

INCIDENTS AT SEA

Reporting Period: 10 - 16 July 2017

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

Piracy Levels are determined on a weekly basis as follows:

- HIGH** 5 or more incidents in the current reporting period
- MEDIUM** 2 – 4 piracy incidents in the current reporting period
- LOW** 0 – 1 piracy incidents in the current reporting period

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

- 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

- **11 July (Gulf of Oman)** – A merchant vessel was approached by 1 yellow metal-hulled skiff that was carrying two armed persons near position 25:31 N – 057: 25 E, approximately 10 nautical miles northwest of Jask, Iran. The skiff approached the vessel to within 1 cable. Onboard armed security team fired warning shots and the skiff withdrew.

INCIDENT MAP

Source: ONI



MARITIME REPORTING

- **10 July (Somalia)** – CNN reported this week that it has learned that the United Nations and the United States are investigating at least two pirate kingpins for providing material support to terror groups. According to CNN, that material support includes helping factions of the two terror groups – al-Qaeda-linked al-Shabaab and IS' Somalia faction – who are working against each other, smuggle weapons and perhaps even people across the Gulf of Aden. One of

the pirates being investigated is Mohamed Garfanje, the kingpin of the Hobyo-Haradhere Piracy network, which thrived in the small fishing village of Haradhere. Garfanje is also one of the main suspects wanted for the kidnapping of American-German journalist Michael Scott Moore in 2012. According to three sources, CNN has reported that Garfanje is believed to have helped al-Shabaab smuggle weapons and ammunition in the Horn of Africa country. Oceans Beyond Piracy has also reported that he is still carrying out pirate attacks in the region. Another pirate kingpin, whom CNN has chosen not to name, is believed to have been smuggling arms and people to IS' small, but increasingly worrisome, faction in Somalia. That faction is based in Qandala, in the semi-autonomous region of Puntland. UN sources have disclosed that this pirate has assisted IS with logistics and has a relationship with Abdulkadir Mumin, the leader of IS in Somalia. Researchers from Oceans Beyond Piracy have indicated that they believe he is behind some of the recent piracy attacks that have occurred in the Gulf of Aden.

WEATHER FORECAST: GULF OF ADEN/ARABIAN SEA

WEATHER FORECAST VALID FROM 13 - 19 JULY 2017

NORTHERN ARABIAN SEA: Southwest winds of 15 – 20 knots, gusting to 25 knots, with seas of 10 – 12 feet.

- **Extended Forecast:** Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 10 – 12 feet.

GULF OF OMAN: Easterly winds of 15 – 20 knots and seas of 2 – 4 feet in the western section of the Gulf; with southeast winds of 10 – 15 knots, and seas of 3 – 5 feet, in the eastern section of the Gulf.

- **Extended Forecast:** East-southeast winds of 15 – 20 knots and seas of 1 – 3 feet in the western section of the Gulf; with southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the eastern section of the Gulf.

GULF OF ADEN: Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 4 – 6 feet in the western section of the Gulf; with southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 5 – 7 feet in the eastern section of the Gulf.

- **Extended Forecast:** Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 feet in the western section of the Gulf; with southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 7 – 9 feet in the eastern section of the Gulf.

SOMALI COAST: Southwest winds of 25 – 30 knots, gusting to 35 knots, and seas of 10 – 14 feet in the northern section of the coastline; with southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 feet in the southern section of the coastline.

- **Extended Forecast:** Southwest winds of 25 – 30 knots, gusting to 35 knots, and seas of 10 – 14 feet in the northern section of the coastline; with south-southwest winds of 20 – 25 knots, and seas of 7 – 9 feet in the southern section of the coastline.

CENTRAL AFRICAN COAST/INDIAN OCEAN: Southerly winds of 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 feet.

- **Extended Forecast:** Southerly winds of 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 feet.

MOZAMBIQUE CHANNEL: Southerly winds of 10 – 15 knots, gusting to 20 knots, and seas of 4 – 6 feet in the northern Channel; with south-southeast winds of 10 – 15 knots, gusting to 20 knots, with seas of 8 – 10 feet in the southern Channel.

- **Extended Forecast:** South-southeast winds of 15 – 20 knots and seas of 3 – 5 feet in the northern Channel; with southeast winds of 15 – 20 knots, gusting to 25 knots, and seas of 10 – 12 feet in the southern Channel.

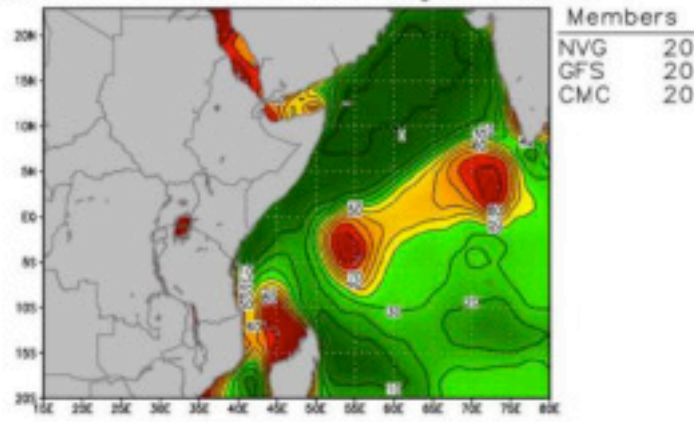
SURFACE CURRENTS: The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Current speeds along the Somali Basin are northeasterly averaging between 2- 3 knots.

SYNOPTIC DISCUSSION: High pressure will dominate the weather pattern over much of the AOR producing mostly clear skies. Isolated rain showers and thunderstorms can be expected during the forecast as an area of low pressure moves through the region. Expect increased localized wind flow through the Strait of Hormuz due to funneling effects and occasional shamal winds across the Arabian Gulf.

WEATHER MAP

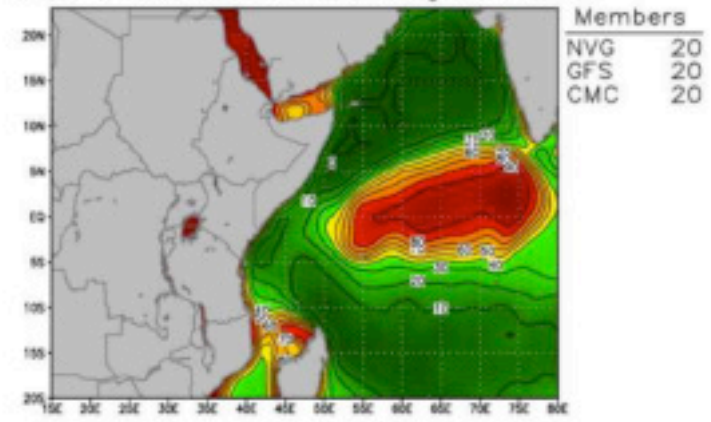
Source: ONI

Winds < 15.0 kts and Wave Heights < 5.0 ft



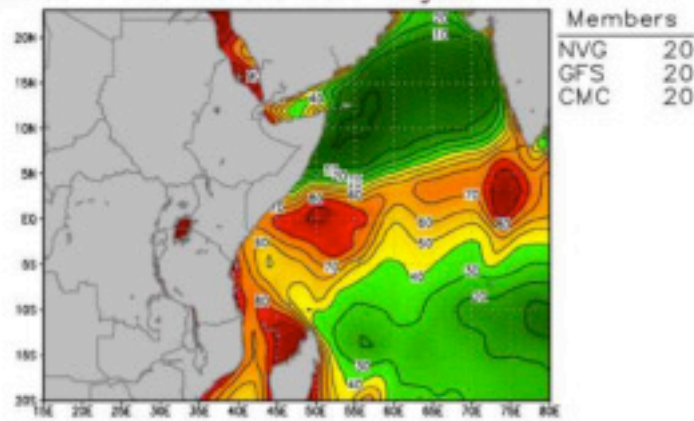
Valid Time: 1200Z 13 JUL 2017

Winds < 15.0 kts and Wave Heights < 5.0 ft



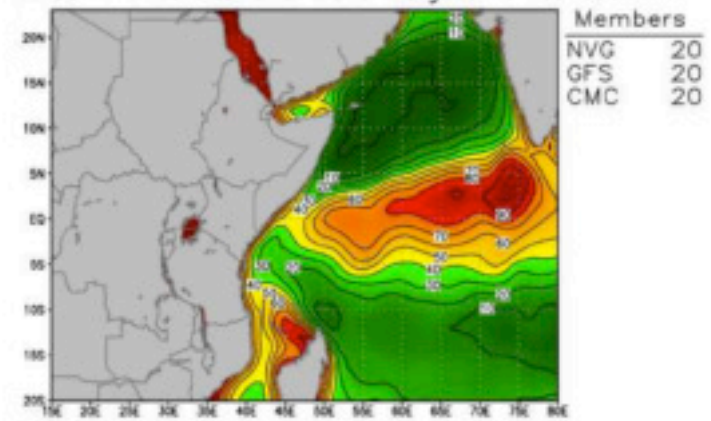
Valid Time: 0000Z 16 JUL 2017

Winds < 17.0 kts and Wave Heights < 7.0 ft



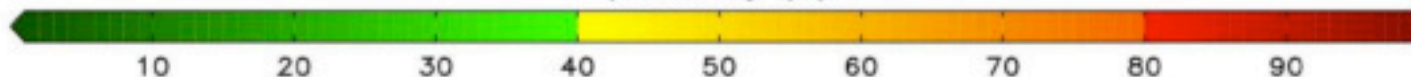
Valid Time: 1200Z 18 JUL 2017

Winds < 17.0 kts and Wave Heights < 7.0 ft



Valid Time: 0000Z 21 JUL 2017

probability (%)



SPOTLIGHT ON YEMEN

PORT STATUS AS OF 16 JULY 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 WARNING*	High	The Saudi Royal Navy is using a holding area 60 NM west of Hodeidah port for vessels attempting entry into Salif or Hodeidah. Inbound vessels should plan on holding here prior to receiving clearance.
Mokha Port	Closed	High	Considered unsafe; no activity reported since August 2015
Mukalla Port	Open	High	Capacity: 2 berths
Ras Isa Marine Terminal	Closed	Closed	
Saleef Port	Open	High	Capacity: 2 berths

Shipmasters and crew are urged to remain abreast of current conditions surrounding all Yemeni ports of call, and to ensure that security measures aboard vessels are in place.

HODEIDAH AND MIDI PORT WARNINGS

Reports continue to indicate that rebel forces have planted a number of camouflaged naval mines of different sizes in the area around Hodeidah port. Further, on 10 July, Saudi coalition forces discovered a naval mine southwest of Midi port, near the border with Saudi Arabia. The aim is to cause damage indiscriminately to ships passing through the Bab el-Mandeb Strait.

Vessels are warned to proceed with extreme caution in the areas surrounding Hodeidah and Midi ports. Masters are urged to stay abreast of local conditions, and to report any suspicious activity or incident immediately.

ACTIVITY REPORTING

- 13 July** – Xinhua News reports that three people were killed and five others injured when gunmen stormed the National Bank's branch in Yemen's southern port city of Aden. According to Xinhua, a source close to the province's police chief said eight masked militants attacked the bank, with the first four breaking into the building and the other four shooting randomly. All attackers escaped. Three of the bank's security guards were killed while workers were evacuated to a safe place. The manager of the National Bank refused to open the safe and was critically injured, one of the bank workers told Xinhua. No group immediately claimed responsibility for the armed robbery attack, nor have any other media reported on this event.
- 11 July** – The United Nations said on Tuesday that it was suspending plans for a cholera vaccination campaign in Yemen — reversing a decision made a month ago — because the disease's rampant spread and the ravages of war there would make such an effort ineffective. Jamie McGoldrick, the United Nations aid coordinator in Yemen, said plans for preventive vaccination were being "set aside." He attributed the change to obstacles in delivering vaccines in the middle of a conflict that has crippled the country's health system and hampered access to some areas threatened by the contagious disease. Christian Lindmeier, a

spokesman for the World Health Organization, told reporters the vaccine doses originally designated for shipment to Yemen would probably be sent to other countries threatened by cholera, where they could be used more effectively. The surprise disclosure, made at a regular news briefing at the United Nations headquarters in Geneva, came as the number of Yemenis afflicted with cholera reached 313,000 and the death toll exceeded 1,700.

- **10 July** – Coalition forces discovered a naval mine southwest of Midi port, near the border with Saudi Arabia. The Yemeni national army dismantled the mine right away without causing any damages. The Houthi militias, along with forces loyal to deposed former Yemen president Ali Abdullah Saleh were said to have planted the mine. Coalition forces have called on the international community to counter arms smuggling to the militias, which are used by the latter to wreak havoc in the region especially by delaying aid arriving to Yemen via its ports. The Houthis continue to target water channels to incur damages on ships.
- **7 July** – Yemeni military sources report that the Arab coalition destroyed a weapons shipment through several raids on the island of Kamaran, 45 miles from the Hodeidah port. The sources state that the destroyed weapons were smuggled in fishing boats that were operating on the Red Sea. Coalition forces spotted the shipment, and destroyed it after it was stored on the island.

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

- No current incidents to report

MARITIME REPORTING

- Nothing to report

WEATHER FORECAST: GULF OF GUINEA

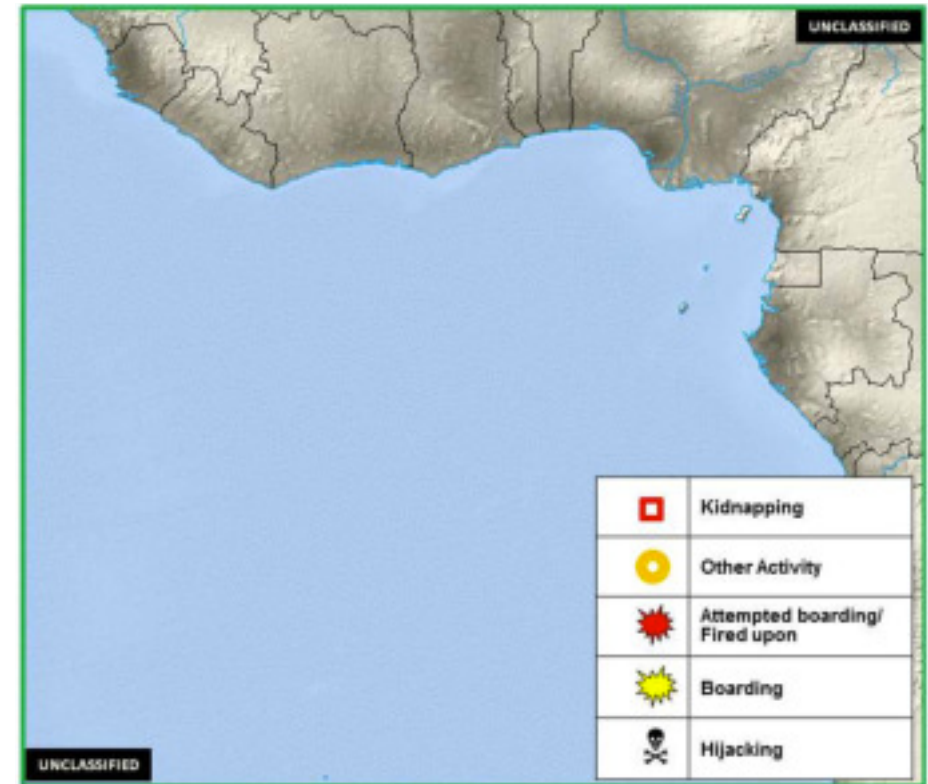
GULF OF GUINEA: Southerly winds of 5 – 10 knots, gusting to 15 knots, and seas of 6 – 8 feet.

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

SYNOPTIC DISCUSSION: High pressure continues to dominate the weather in the region producing relatively light winds across the Somali Basin. Isolated thunderstorms and rain showers can be routinely expected along the Somali and West Africa coasts with increased southerly wind flow through the Bab el Mandeb Strait due to funnelling effects.

INCIDENT MAP

Source: ONI



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

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

1. **13 July (Indonesia)** – Police raided an abandoned beach hotel and found one ton of crystal methamphetamine being smuggled into the country from China. According to a spokesman, two Taiwanese were arrested while a third was shot dead when Indonesian police, who were acting on a tipoff from Taiwanese police, seized the drugs. Following a two-month investigation, Indonesian police raided the drug landing operation at the pier of the hotel in Serang in Banten province, bordering Jakarta. Police believe that a large inflatable boat seen on the beach had been used to carry the drugs to shore from a ship that was anchored out at sea. The crystal methamphetamine was found packed into 51 boxes that had already been loaded into two minivans.
2. **5 July (Malaysia – Late Report)** – The Malaysian Maritime Enforcement Agency seized a Chinese ship carrying more than 1,000 tons of sand illegally mined off Klang. The *XINZHOU 1*, registered in the Pacific Island of Palau, is believed to have been engaged by a company to transport sand to a location in Kuala Langat, Selangor. During an inspection, the vessel had no customs or domestic shipping license allowing it to engage in sand-mining activities, and it was detained. Nine crewmembers were arrested.

MARITIME REPORTING

- Nothing to report

INCIDENT MAP

Source: ONI



WEATHER FORECAST FOR SOUTHEAST ASIA

SOUTHERN SOUTH CHINA SEA: Southeast winds of 5 – 10 knots and seas of 1 – 3 feet.

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

MALACCA STRAIT: Northwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 1 – 3 feet in the northern Strait; with southeast winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 2 feet in the southern Strait.

- **Extended Forecast:** Northwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 1 – 3 feet in the northern Strait; with southeast winds of 10 – 15 knots and seas of 1 – 2 feet in the southern Strait.

ANDAMAN SEA: Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 – 7 feet in the northern section; with southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 4 – 6 feet in the southern section.

- **Extended Forecast:** Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 – 7 feet in the northern section; with southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 4 – 6 feet in the southern section.

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

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

SURFACE CURRENTS: Currents in the southern South China Sea, Malacca Strait, and Andaman Sea are generally less than 1 knot with a few areas in the southern South China Sea averaging 1 knot.

SYNOPTIC DISCUSSION: An area of low pressure moving off of China will produce slightly increased wind flow in the South China Sea. Expect strong gusts in and around scattered thunderstorms, throughout the Malacca Strait and the Andaman Sea due to funneling effects and daytime heating.

WORLDWIDE

NORTH AMERICA

- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **2 July (Barbados – Late Report)** – Members of the Drug Squad, Police Marine Unit and the Barbados Coast Guard intercepted a vessel that was carrying 171 pounds of cannabis. A yacht was also seized.

INCIDENT MAP

Source: ONI



ATLANTIC OCEAN AREA

- No current incidents to report

NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA

- No current incidents to report

ARABIAN GULF

- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

- No current incidents to report

EASTERN AND SOUTHERN AFRICA

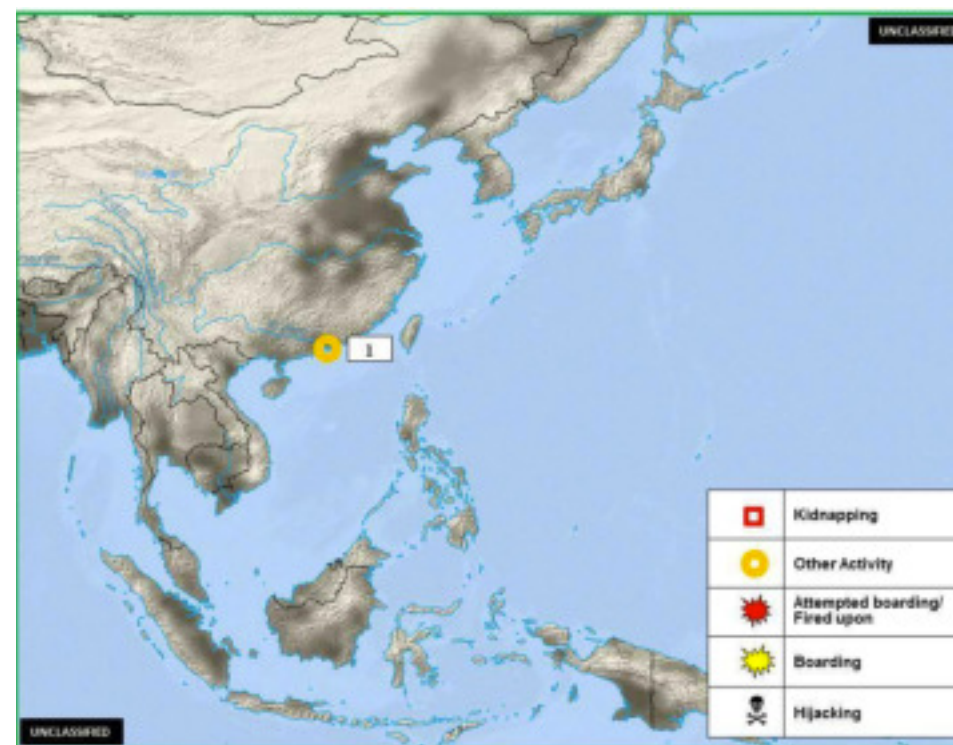
- No current incidents to report

NORTHEAST ASIA

- **4 July (Hong Kong – Late Report)** – Customs authorities announced that they had seized 7.2 tons of illegal ivory tusks, its largest haul in thirty years. The cargo was seized from a 40-foot shipping container. The ivory was hidden under boxes of frozen fish from Malaysia and was discovered during a routine check.

INCIDENT MAP

Source: ONI



PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

MIGRATION



During this summer period, migrants are likely to continue to attempt 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.

- **14 July (Italy)** – On Friday, more than 1,400 migrants disembarked in Italy – the first of more than 4,400 who are expected to come ashore during the day after being picked up by rescue boats this week in the southern Mediterranean. Besides 1,428 newcomers who disembarked from an Italian coastguard vessel in the Sicilian port of Catania, a further 935 were due in the southern Italian port of Salerno, 860 were due to arrive in Brindisi and 1,200 in Crotone. Their arrival comes as the Italian government, which is looking to stem the flow of migrants into the country, has drawn up a draft code of conduct for non-governmental organizations that operate in the Mediterranean Sea. While NGO's have

criticized plans for a code of conduct, stating that it will make it more difficult to help migrants who are fleeing poverty and war, a United Nations spokeswoman has disclosed that Italy needed more help dealing with the crisis. This week, Italy's Interior Ministry reported that up until 13 July, some 86,123 migrants had arrived in Italy so far this year. This figure is up 10 percent on the same period last year.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 16 JULY 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	Closed	High
Port of Bourri (offshore port)	Open	Low
Port of Derna	Closed	High
Port of El Brega (Marsa El Brega)	Open	Moderate
Port of Hariga	Open	Moderate
Port of Mellitah	Open	Low
Port of Misrata (Qasr Ahmed)	Open	High
Port of Ras Lanuf	Open	Moderate - High
Port of Tobruk	Open	Moderate
Port of Tripoli	Open	Moderate
Port of Zawiya (Zawia)	Open	Moderate
Port of Zueitina	Open	Low



ACTIVITY REPORTING

- 13 July** – A series of military victories over extremist Islamic groups along Libya's Mediterranean coastline has forced hundreds of militants, including Daesh fighters, to seek refuge in the vast deserts of Libya, already home to militias from neighbouring countries, cross-border criminal gangs and mercenaries. Libya's lawless centre and south provides a sanctuary for militants to reorganize, recruit, train and potentially plot for a comeback. In the remote stretches near the borders with Egypt, Sudan, Chad, Algeria, Niger and Tunisia, multiple armed groups already operate freely. Arms are easily available. Human trafficking and cross-border smuggling are rampant and lucrative. Lack of effective border controls has allowed militiamen fighting the Sudanese and Chadian governments to set up camp inside Libya. Militants "travel back and forth near the southern borders and all the way to the central parts of the country, robbing travelling cars and attacking civilians," said Brig. Gen. Abdullah Noureddeen of the Libyan National Army. "They sometimes work close to the borders since there is money to be made from smuggling and arms trading." The migration of the militants

comes after rivals drove them out of coastal cities like Sirte, Benghazi, Sebratha and Derna. Their dispersion into the desert undermines prospects for a return of stability in oil-rich Libya. Going forward, Daesh remnants will likely try to influence and win over groups opposed to Gen. Khalifa Haftar. Egypt has begun to closely monitor its borders with Sudan and Libya, fearing the area could turn into a major staging ground for attacks inside its territory. Egypt has said Daesh militants fighting its security forces in the Sinai Peninsula receive arms and fighters from Libya, adding that the militants behind recent deadly attacks against Christians were trained in Libya and sneaked into Egypt across the porous desert border. Gen. Haftar has sought to drive out Islamic militants and bring the centre and south under his control — but with limited success. He said he intends to seal off Libya's borders with Egypt, Sudan and Chad by early July to stop the flow of arms, fighters and migrants. It is widely believed, however, that his forces don't have the resources to enforce order in the vast region or take on the hardened militants and militiamen there. In a sign of desperation over deteriorating security, Libya's national oil company halted shipments to the south, after a series of hijackings of convoys delivering fuel. Invariably, the fuel surfaced later in the black market or in neighbouring countries.

- **11 July** — Clashes between rival Libyan factions east of Tripoli extended into a second day on Monday, keeping the coastal road shut and preventing residents from returning to their homes. Fighting began on Sunday when armed groups opposed to the UN-backed government in Tripoli tried to approach the capital and met resistance from rival groups that have aligned themselves with the government. It is the latest in a series of attacks by armed opponents of the Government of National Accord (GNA), which have continued despite the GNA's attempts to win the cooperation of militias operating in the city and to calm bouts of violence inside or close to the capital. Al-Shareef Jaballah, a spokesman for the municipality of Garabulli, about 50 km from Tripoli, reported, "The clashes have resulted in severe damage to houses and shops because of indiscriminate shelling, and forced a large number of residents ... to flee. The coastal road is still closed. The residents who have fled their homes are trapped because of the closure of the road." The health ministry later confirmed that at least four people including two foreign workers had been killed and 21 wounded over two days of fighting.

- **10 July** — Libyan media reports that a row erupted after armed military police this morning entered Tobruk port and raided a Turkish-flagged cargo vessel suspected of fuel smuggling. Port director Captain Ghaith Al-Tuhaimi protested that the raid was mounted without his permission. He said in a statement that he was surprised at what had happened and rejected the action. Tuhaimi insisted the suspect vessel was not smuggling fuel but that the cargo it had taken on board, which he did not specify, was being exported after all the proper procedures had been followed. The Turkish vessel was named as the Tanour, but a search of MartineTraffic.com showed no ship of that name. Earlier there were three cargo vessels moored in Tobruk's port, two of which showed no identity. There are no analogous reports from Turkish or other media.
- **10 July** — Libya and Nigeria, which have both boosted oil production since they were exempt from global cuts this year, may be asked to cap their crude output soon in an effort to help re-balance the market, Kuwait Oil Minister Issam Almarzooq said. OPEC and non-OPEC producers have invited the two nations to their committee meeting in St Petersburg, Russia, on July 24 to discuss the stability of their production. "We invited them to discuss the situation of their production," Almarzooq said. "If they are able to stabilise their production at current levels, we will ask them to cap as soon as possible." Crude sank last month amid concerns that the cutbacks by OPEC producers, Russia and other nations are being partially offset by a rebound in supply by Libya, Nigeria and US shale output. Libya and Nigeria were both exempt from the cuts due to their internal strife. The two countries came into focus after they seemed to resolve some of the political challenges that had slashed their production. Libya's oil output has climbed to more than 1mn bpd for the first time in four years. Nigeria's production rose 50,000 bpd in June, according to a Bloomberg survey.

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.

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- Crisis management
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VIRTUAL SECURITY DIRECTOR SERVICE FOR CLIENTS LACKING A FULL-TIME SECURITY EXECUTIVE

References are always available.

More information is found at www.msrisk.com

24 HR CONTACT INFORMATION:

Email: operations@msrisk.com

Telephone: +44 207 754 3555



South Suite, Ragnall House, 18 Peel Road
Douglas, Isle of Man, IM1 4LZ

24 hr Global Contact: +44 207 754 3555
www.msrisk.com

Directors

S.J. Bingham, P.A. Crompton, P.O.J. Tracy
Registered in the Isle of Man No. 007435V