

# Maritime Security Review



Issue No. 38

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MS | RISK

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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 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: 18 - 24 September 2017

Region	Current Incidents Reported	Late Reported incidents	Threat level
<b>MAIN REGIONS</b>			
Gulf of Aden/Arabian Sea	0	0	Low
Gulf of Guinea	3	4	High
Southeast Asia	3	1	Medium
<b>WORLDWIDE</b>			
North America	1	1	Medium
Central America/Caribbean/South America	1	3	Medium
Atlantic Ocean Area	1	0	Low
Northern Europe/English Channel/Baltic	0	0	Low
Mediterranean/ Black Sea	1	1	Medium
Arabian Gulf	0	0	Low
East Asia/Indian Subcontinent	0	0	Low
Southern Africa	0	0	Low
Northeast Asia	0	2	Medium
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**

- No current incidents to report

#### **MARITIME REPORTING**

- Nothing to report

## SPOTLIGHT ON YEMEN

### PORT STATUS AS OF 24 SEPTEMBER 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

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

### NEW GUIDANCE FROM COMBINED MARITIME FORCES

On 6 September, Combined Maritime Forces (CMF) issued guidance relating to transit through the Gulf of Aden, Bab Al Mandeb, Southern Red Sea, and associated waters. The new recommendations do not replace or supersede any previous guidance. Summary here:

To address the multiple types of risks and the broad expanse of ocean, Naval Forces must be used in the most efficient manner possible. To assist in this, CMF is establishing a Maritime Security Transit Corridor (MSTC), which consists of:

- The Internationally Recommended Transit Corridor (IRTC)
- The BAM TSS and the TSS West of the Hanish Islands
- A two-way route directly connecting the IRTC and the BAM TSS

The MSTC provides a recommended merchant traffic route around which Naval Forces can focus their presence and surveillance efforts. It is recommended that all vessels use the MSTC to benefit from military presence and surveillance.

The maritime threat environment is dynamic; the risks will not remain constant for subsequent visits. It is essential therefore, that Masters, Ship Security Officers and Company Security Officers carry out detailed Risk Assessments for each voyage to the region and for each activity within the region.

All vessels transiting the Gulf of Aden and Bab Al Mandeb should follow the guidance of BMP4 to the maximum extent possible and consider the use of embarked armed security. Recent piracy attacks in 2017 serve to emphasise the importance of robustly following this guidance.

This guidance is in no way directive. The use of the IRTC, MSTC, BMP4, armed security, shifting transit times, or any other defensive measures remain the sole decision of the vessel operator based on its own dedicated risk assessment and the requirements of the flag state.

## ACTIVITY REPORTING

- **21 September** – The death toll of the cholera epidemic in war-torn Yemen has increased to 2,103 since it broke out in April, the World Health Organization (WHO) said Thursday. The suspected cases have risen up to 704,544, reported from 22 provinces out of 23. Most of the suspected cases were reported from the port city of Hodeidah, while most of the deaths were reported from the north-western province of Hajjah. On Sept. 6, the death toll reached 2,048, while the suspected cases reached 612,009 people, more than half of them children.
- **20 September** – Andalou Agency reports that the Yemeni army downed a reconnaissance drone belonging to the Houthi militia group in Yemen's southern Lahij province, according to a local military source. "The drone was smuggled into Yemen from Iran as part of Tehran's ongoing attempts to destabilize the region and threaten the peace in Yemen," Mohamed al-Naqib, a spokesman for the Yemeni army's fourth military region, told Anadolu Agency. Al-Naqib added that "spy devices, cameras and mobile sim cards" had been found on the aircraft, which was reportedly shot down in Lahij's Karash region. The Houthis and allied forces of former President Ali Abdullah Saleh have yet to comment on the army's assertions.
- **18 September** – The top American admiral in the Middle East said that Iran continues to smuggle illicit weapons and technology into Yemen. Iran has been repeatedly accused of providing arms helping to fuel one side of the war in Yemen. Vice Adm. Kevin M. Donegan said that Iran is sustaining the Houthis with an increasingly potent arsenal of anti-ship and ballistic missiles, deadly sea mines and even explosive boats that have attacked allied ships in the Red Sea or Saudi territory across Yemen's northern border. "These types of weapons did not exist in Yemen before the conflict," said Admiral Donegan. "It's not rocket science to conclude that the Houthis are getting not only these systems but likely training and advice and assistance in how to use them." The admiral's charges appear partially supported by findings in a 2016 report by Conflict Armament Research, a private arms consultancy. The report concluded that the available evidence pointed to an apparent "weapon pipeline, extending from Iran to Somalia and Yemen, which involves the transfer, by dhow, of significant quantities of Iranian-manufactured weapons and weapons that plausibly derive from Iranian stockpiles."

- **14 September** – Yemen's Houthi leader Abdel-Malek al-Houthi said on Thursday his group could target Saudi oil tankers should Saudi Arabia attack Yemen's main port at Hodeida. In a televised speech, the leader also said his group's ballistic missiles were capable of reaching the United Arab Emirates' capital of Abu Dhabi and anywhere inside Saudi Arabia. It was unclear whether the Houthi group has the capability to carry out its threats.

## 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**

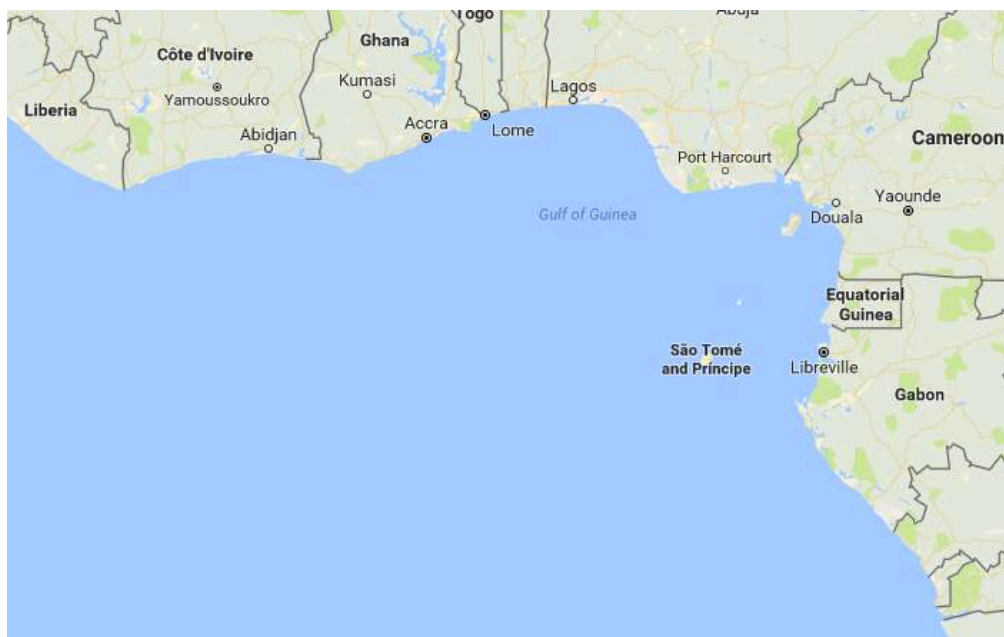
All vessels calling at Yemeni ports will only be allowed to enter Yemeni territorial waters following an inspection by the Saudi Arabian coalition forces. Upon arrival outside Bab Al-Mandab, the shipmaster should call the naval forces of the Saudi Arabian coalition by VHF on channel 16 for the arrival 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

- **14 September (Nigeria – Late Report)** – A supply vessel reported that its security team fired warning shots at a suspicious speedboat as it headed towards their vessel near position 04:16 N – 007:02 E, 9 nautical miles southwest of Bonny Island. The speedboat had hidden behind a trawler before altering its course towards the vessel.

## VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- No current incidents to report

## VESSELS BOARDED

- **15 September (Guinea – Late Report)** – Seven robbers armed with a gun, knives and iron bars boarded an anchored container ship near position 09:24 N – 013:44 W, Conakry Anchorage. They assaulted three crewmembers, stole ship's properties and escaped. Authorities have been informed.

## KIDNAPPING

- **18 September (Nigeria)** – A vessel reported that it was attacked and boarded near position 04:47 N - 008:18 E, vicinity of Parrot Island, Calabar. Four speedboats attacked the vessel and five crewmembers were reportedly abducted. No further details pertaining to the incident have been released.

## SUSPICIOUS ACTIVITY

- No current incidents to report

## OTHER ACTIVITY

- **22 September (Nigeria)** – Six security operatives on an escort mission were feared dead Friday night in Bayelsa State. The security operatives were attacked by sea pirates along the Ekebiri waterways in southern Ijaw Local Government Area of Bayelsa State.

- **19 September (Nigeria)** – Customs authorities announced another find of smuggled weapons at Tin Can Port in a shipping container loaded with 475 smuggled rifles. The interception came barely one week after the command intercepted a 20-foot container load of 1,100 pump action rifles.
- **16 September (Nigeria – Late Report)** – The Nigerian Navy arrested six Bangladesh nationals and sixteen Nigerians for allegedly illegally diverting 22 metric tons of diesel in an illegal Ship to Ship transfer along the Calabar water channel. The ship *NNS VICTORY* of the Nigerian navy in Calabar carried out the operation. Commander of *NNS VICTORY*, Commodore Salihu Ibn Danhu Jibril, disclosed that the vessel, *NV PRINCESS OGE*, brought the product from Lome to deliver to a tank farm in Calabar. The vessel was discovered carrying out the illegal transfer activity and was immediately arrested.
- **27 August (Nigeria - Late Report)** – The Nigerian navy arrested four trawlers belonging to a Chinese company and 79 suspects for Illegal, Unregulated and Unreported (IUU) fishing. A senior Navy spokesman disclosed that the trawlers were arrested less than thirty nautical miles from shore, contrary to the permit granted them, which enabled them to trawl in the high seas. At the time of the arrest, the vessels had a total of 79 crewmembers, 28 Chinese nationals, seven on board each vessel, three Ghanaians and 48 Nigerians.

## 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

- **19 September (Vietnam)** – Robbers boarded an anchored bulk carrier during cargo operations near position 20:54 N – 107:16 E, Campha Inner Anchorage. Duty crewman on routine rounds noticed the paint storeroom padlock broken and raised the alarm. The incident was reported to port authorities through local agents. Ship's stores were reported stolen.

## SUSPICIOUS ACTIVITY

- No current incidents to report

## OTHER ACTIVITY REPORT

- **20 September (Philippines)** – Customs authorities announced the seizure of 500 sacks of smuggled rice in a shipping container falsely declared to contain polyester fabric.
- **17 - 18 September (Vietnam)** – Border guard forces intercepted two illegal shipments of fish and fish products being smuggled from China by boat. The first shipment was intercepted on 17 September and involved a ship transporting 2.2 tonnes of rotten goldfish. The next day, the guards stopped a boat transporting forty Styrofoam boxes containing ornamental fish, aquatic plants and accessories for aquariums. The patrol team seized all the goods because the boat driver failed to show legal documents related to the goods.
- **16 September (Malaysia – Late Report)** – Maritime officers in Labuan seized a large consignment of smuggled beer from a speedboat following a tip-off. However, the two suspects on board the boat managed to escape when they noticed that they were being tailed by police. The Labuan Malaysian Maritime Enforcement Agency (MMEA) director disclosed that his team was conducting patrols around the area when they saw a speedboat heading towards Menumbok not far away. He added that they were tailing the speedboat for about ten minutes when the suspects noticed the police and sped off.

## MARITIME REPORTING

- Nothing to report

# WORLDWIDE

## NORTH AMERICA

1. **18 September (United States)** – Authorities arrested three persons and seized a boat and 1,600 pounds of marijuana after the cargo came ashore on a beach in Del Mar, near San Diego.
2. **16 September (United States – Late Report)** – The United States Coast Guard (USCG) intercepted a fishing vessel operating illegally in waters off the coast of Texas. According to a Coast Guard news release, USCG law enforcement personnel seized the boat and its gear and handed over four Mexican fishermen onboard to federal border enforcement authorities for processing.

## CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **19 September (Brazil)** – Press reporting announced that a female British adventurer on a solo kayaking trip through the Amazon was shot dead by river pirates, local police have confirmed. The woman was 42 days into her 4,000-mile trip along the Amazon River when she was robbed and fatally shot, with the pirates then throwing her body into the river. Police have disclosed that her attackers had tried to sell the items they stole from her, including two mobile phones, a tablet and GoPro camera, at a market in Lauro Sodre. A local teenager admitted to police officials that he and six others robbed and killed the traveller.
2. **14 September (Cayman Islands – Late Report)** – Officers from the Joint Marine Unit patrolling on the eastern side of the Grand Cayman came upon a canoe from Jamaica. Following a brief pursuit, during which packages were thrown overboard, the canoe was intercepted. The packages contained a large amount of marijuana. The men in the canoe were arrested and the remaining drugs, and several caged chickens, found aboard the canoe were impounded.

3. **14 September (Peru – Late Report)** – Container ship *DIMITRIS C* was searched by police and custom officers in the port of Ilo. Three bags with a total of 120 bricks of cocaine were found inside the ship, police also collected US \$16,243 in cash.
4. **29 August (Panama – Late Report)** – A thief stole a dinghy and outboard motor from a yacht anchored in Bocas el Toro.

## ATLANTIC OCEAN AREA

1. **21 September (United Kingdom)** – Activists from an environmental group boarded the vehicle carrier *ELBE HIGHWAY* in the port of Sherness in an attempt to prevent the cargo of cars from being unloaded.

## NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

## MEDITERRANEAN/BLACK SEA

1. **19 September (Greece)** – Authorities arrested the captain and chief mechanic of a ship that was taking part in a clean-up operation after an oil tanker sank and polluted Athens' coastline. The Merchant Marine Ministry disclosed in a press release that the two were arrested on fuel smuggling charges. Their tanker ship *LASSAIA* was carrying oil pumped into it from the wreck of the tanker *AGIA ZONI II*, which sank on 10 September while anchored near Greece's main port of Piraeus.
2. **15 September (Libya – Late Report)** – The general cargo ship *ENVI 1* was intercepted by the Libyan Coast Guard off Zawya, under suspicion of illegal transportation of construction materials, including sand, which were loaded at

Zawya port. Eight crewmen, five Albanians and three from Montenegro, were detained.

#### **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**

1. **14 September (China – Late Report)** – Chinese authorities announced they had busted an oil smuggling group in Fujian Province, in eastern China, that has since the start of this year smuggled fuel worth US \$138 million. The police arrested 99 suspects and confiscated 1,700 tonnes of smuggled fuel. Local police have reported that the network had been operating since June 2016 and involved four gangs operating nine mid-sized oil tankers to smuggle the fuel. The amount of fuel smuggled to date is 180,000 tonnes. Police seized seven vessels, ten oil trucks, and nine underground storage facilities that the smugglers used for the fuel. No details were provided as to where the fuel was smuggled from or to.
2. **5 September (Taiwan – Late Report)** – Police seized 70 kilograms of hydroxylamine hydrochloride, a substance used to make the recreational drug Ketamine. In a joint operation by Luodog precinct police, customs and the coast guard officers, the hydroxylamine hydrochloride was found hidden in water filters being imported into Taiwan in shipping containers.

#### **PACIFIC OCEAN/SOUTHERN OCEAN**

- No current incidents to report

# MIGRATION



***Migrant crossings in the Mediterranean are likely to continue into the Autumn period. As more rescue operations are being suspended, because of tensions with Libyan authorities, migrants may seek the less dangerous crossing towards Spain, which in recent weeks has seen a significant rise in the number of migrants arriving on its shores.***

- **21 September** – At least fifty migrants are feared to have drowned after their boat ran out of fuel and capsized off the coast of Libya. Local officials have disclosed that the dinghy, which had been carrying at least 100 people, had set off from Libya's western city of Sabratha last Friday. The vessel was adrift for days before it capsized and was washed onshore near the city of Zuwara in the early hours of Wednesday. Officials have disclosed that thirty-five survivors were found, along with eight bodies. A spokesman for the Libyan navy disclosed that the survivors were all from sub-Saharan Africa.
- **18 September** – According to a spokesman, Libyan coastguard vessels on Saturday intercepted 1,074 migrants during an intensive day of operations west

of the capital Tripoli. Ayoub Qassem, a coastguard spokesman, disclosed that those trying to cross early on in the number of migrant crossings between Libya and Italy. This drop has been largely attributed to armed groups around the smuggling hubs of Sabratha and Zawiya who have blocked departures. Some boats however have still been leaving from the area, where a number of different smuggling groups operate.

## SPOTLIGHT ON LIBYA

### PORT STATUS AS OF 24 SEPTEMBER 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	Moderate
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



### ACTIVITY REPORTING

- 21 September** – The Anas al-Dabbashi brigade, a militia group known for smuggling people from Libya, is seeking legitimacy and state security jobs from the Tripoli government in exchange for stopping migrant boats from leaving the coast of Sabratha for Italy, a senior group member said. The group struck a deal with Libya's United Nations-backed Government of National Accord (GNA) this summer to clamp down on trafficking. The need for the GNA to strike such a deal would illustrate the power of armed groups in western Libya, which continue to hold the real influence locally. The revelation highlights the fragility of the sharp recent reduction in migrant arrivals from Italy, which took over from the Aegean route as the main focus of European concerns in the crisis. The GNA did not respond to requests for comment. To show it could uphold the deal with Tripoli, the several-hundred-strong brigade has cracked down on departures with the help of the coastguard leading to an 80 percent fall in the arrival of rescued migrants in Italy last month.



- **19 September** – An armed group shut a fuel pipeline from the Libyan port of Zawiya to Tripoli on Monday, restricting supplies to the capital, the National Oil Corporation (NOC) said. The closure would also affect supplies of fuel to towns in Libya’s western mountains, the NOC said. Tankers were sent to Zawiya to ship fuel to Tripoli, 45 km (28 miles) to the east, and the NOC said the situation was “under control” there. It did not identify the armed group or its demands, but said its members had stormed a control room at Zawiya and forced employees to stop pumping fuel.
- **19 September** – Italy received 87 Libyan navy and coastguard personnel as part of a European training programme aimed at improving Libya’s capabilities to combat smuggling and human trafficking across the Mediterranean. A statement by the EU-led Naval Operation “Sophia” said: “The objective of the training is to increase the security of Libyan territorial waters, implementing the capacities of the Libyan Coastguard and Navy to perform their duties, thus enhancing the capacity in basics of maritime security skills, including search and rescue activities to save lives and to disrupt smuggling and trafficking from/to Libyan shores.” The training will last until November and will include “technical topics related to the navigation activities, International Maritime Law, Search and Rescue doctrine, International Human Rights Law, Asylum request procedure, First Aid and medical care at sea and Public Information.”
- **19 September** – Montenegro’s Foreign Ministry sent a note to the Libyan embassy in Belgrade asking for information and assistance in case of the three Montenegrin sailors from an Albanian ship which was seized on smuggling charges near the port of Zawiya, Libya. The ministry said that the Montenegrin citizens, including the captain of the ship, were among the eight-member crew, alongside five Albanian citizens. On Monday, a Panamanian-registered cargo vessel was being held by the Libyan Coastguard on suspicion of smuggling construction materials out of the country. The Albanian-owned ‘Envi 1’ was intercepted off Zawiya on Friday. The vessel, owned by Delmore Ventures Ltd, was sailing from Tripoli in Libya to Malta when it was seized. Tirana’s ambassador in Egypt, Edouard Sulo, told Albanian media on Monday that “the ship is anchored the condition of the sailors and the ship is safe”. The seizure of the ship came amid reports that Libyan authorities have tightened up efforts to prevent criminal gangs smuggling heavily-subsidised Libyan fuel and stolen construction materials, mostly sand, from leaving the country. It was also reported that the ship’s captain was detained over allegations of the illegal transportation of construction materials. The Montenegrin foreign ministry said that there has been no clarification as to whether the sailors have been arrested or not.
- **19 September** – The UN Mission in Libya has stated that they will send 200 security personnel to protect its mission in Libya. The unit will secure the headquarters of the mission; it is not a peacekeeping force in the war-torn nation.
- **19 September** - Egypt will host the "reorganization" of Libya's army, currently an eastern-based force led by Gen. Khalifa Hifter. A statement signed by the Egyptian Committee on Libya said that Libyan military officers who met in Cairo recently chose Egypt as a starting point for plans to unify the army. The group, chaired by Egypt's chief of staff, Lt. Gen. Mahmoud Hegazy, did not say which officials took part in the meeting, or provide further details. A Libyan officer welcomed the initiative, stating, "The army is open to discussion with all parties excluding terrorist organizations [...] the army doesn't recognize any unofficial armed group but has opened discussions in the hope that militias will disband and join as individuals." The Egyptian statement said the Libyan officers pledge to maintain Libya's territorial integrity and create a modern and inclusive, civil democratic state based on a peaceful transfer of power.
- **17 September** – Clashes between rival security forces in Libya's western city Sabratha on Sunday killed five people and injured eight others, according to security and medical sources. "Clashes erupted between anti-IS operation chamber and members of the city's military council killed four people," a security source of Sabratha said. The clashes broke out at dawn using light and medium weapons after a member of the city's military council was killed by the anti-IS operation chamber. The source also said that elders intervened and mediated between the fighting parties. The Libyan Red Crescent of Sabratha announced plans to evacuate the remaining families trapped in the areas of clashes.

**Although conditions are improving in Benghazi, the security situation throughout Libya remains fluid. In the absence of a diplomatic solution, MS Risk continues to advise extreme caution to all vessels entering Libyan waters.** The ports are an extremely valuable target, and control of these key facilities in Libya have, and could again, change hands with little or no notice. As a result, ports, infrastructure, and other valuable assets remain at a high risk for violent attack by various armed militia groups.

While all working ports are believed to be currently safe for ships and crew, the security situation remains volatile and subject to rapid change. Shipmasters and crews are urged to exercise extreme caution when entering Libyan ports and waters. 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:**

### **SECURITY CONSULTING**

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

### **PROJECT MANAGEMENT**

- Interim security
- Training
- Special assignments

### **CRISIS RESPONSE**

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

### **VIRTUAL SECURITY DIRECTOR SERVICE FOR CLIENTS LACKING A FULL-TIME SECURITY EXECUTIVE**

References are always available.

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

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