

Maritime Security Review



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INCIDENTS AT SEA

Reporting Period: 18 - 24 June 2018

Region	Current Incidents	Late Reported Incidents	Threat Level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	0	Low
Gulf of Guinea	0	0	Low
Asia	0	0	Low
WORLDWIDE			
North America	0	0	Low
Central America/Caribbean/ South America	0	0	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
Southern Africa	0	0	Low
Northeast Asia	0	0	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

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.

GULF OF ADEN, ARABIAN SEA, RED SEA



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

There remains a high threat of piracy and a risk of vessel damage as the result of maritime conflict in this region. International naval patrols and anti-piracy measures on board commercial vessels have greatly diminished Somali piracy since its peak in early 2011. The international community has significant steps to improve security in the region, including:

- Boosting naval forces in the area
- Requiring ships to take protection measures, such as
 - Reporting in and out of high risk areas
 - Sailing at top speed as far as possible from the Somali coast, and
 - Travelling with armed escorts on board.

Some vessels transiting this region may have increasingly become complacent in the belief that the piracy threat had diminished. However, poverty and other motivating factors for piracy remain. The threat of attack and/or hijacking remains significant, as the root causes on the ground in Somalia have not been sufficiently 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 urged to adhere to 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 continues 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, particularly around Bab al Mandab Strait and near Yemen, where fighting has taken a maritime trajectory. The risk for potential for direct or collateral damage to vessels transiting the region is high. 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.

Current
Incidents:

0

VESSEL HIJACKED

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACKS

- 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

- No current maritime news

SPOTLIGHT ON YEMEN

PORT STATUS AS OF 24 JUNE 2018

Port Name	Port Status	Risk Level	Notes
Aden Port	Open	High	Curfew: 2000 - 0600
Ash Shihr Oil Terminal	Closed	High	
Balhaf LNG Terminal	Closed	Closed	
Hodeidah Port	Open	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	Open	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 to Humanitarian Aid	High	Capacity: 2 berths

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

SECURITY ADVISORY: Hodeidah Port

On 13 June, troops backed by the Saudi-led coalition began their assault on Hodeidah, the final maritime stronghold for the Houthi rebels. The battle is the culmination of Operation Golden Spear, a coalition campaign to wrest control of Yemen's western shoreline from the rebels.

The battle for Hodeidah is the first attempt to capture a major city in Yemen. On 15 June, the Saudi-backed government of Yemen captured the airport south of Hodeidah. The victory is a preliminary step

in the coalition's plans to retake Hodeidah from the Houthis. The coalition seeks to box the rebels into Sanaa, forcing them to negotiate a peace agreement. The UN and international governments have raised concerns that a battle at Hodeidah port could have extreme ramifications of the people of Yemen. Hodeidah is a lifeline to the country; attacks at the port could impede access to medicine, food, and fuel, raising concerns that the battle could further exacerbate what has become the world's most critical humanitarian crisis. The coalition has argued that the Houthi rebels are using the port to smuggle weapons for Iran, some of which have been used to conduct missile strikes inside Saudi territory.

Conditions at Hodeidah Port

WARNING: Conditions around Hodeidah are a high security risk

Hodeidah Port is currently secured and functional, and offloading is occurring at the port. However, there is no guarantee that conditions at the port will remain secure. As MS Risk has previously warned, the Houthis could deliberately target the port and its infrastructure, or target vessels in the area to impede access to the port. Some reports have indicated that the Houthis may have, or plan to, mine the port as a "scorched earth" departure in the event of their loss.

Ship owners and shipmasters are urged to consider conditions around Hodeidah port. Vessels in the area are urged to remain constantly vigilant and aware of the risk of both deliberate and inadvertent attacks. There is elevated security in the water around Hodeidah port, and in the territorial waters on the Red Sea, extending to the Bab al Mandab Strait. Masters are advised to stay abreast of current information through local media sources, and to follow guidelines in accordance with the United Nations, the Saudi Coalition, and port authorities. Vessels are warned to proceed with extreme caution in the areas surrounding Hodeidah port. Remain vigilant of remote-controlled drone boats or rocket launchers. Commercial shipping vessels may be mistaken for a Saudi-led coalition vessel and hit by a water borne improvised explosive device or hit by a stray anti-ship cruise missile.

Security checks and offloading remain considerably slowed at Hodeidah Port. Wait times and inspection procedures in cooperation with the UN Verification and Inspection Mechanism are lengthy. Cargo offload is slower than it was prior to the war. The port's five gantry cranes were destroyed by coalition air strikes in 2015. The port now operates with four temporary truck-mounted cranes that have a maximum offloading capacity of 60 tonnes. The cranes cannot always reach container ships, as the old cranes are now obstacles to movement at the port. This has considerably slowed the offloading of shipping containers. As an alternative to Hodeidah port, the Yemeni government has begun efforts to restore Mokha port, 89 nautical miles south of Hodeidah.

ACTIVITY REPORTING

DOCK WORKERS STILL UNLOAD AID AT HODEIDAH

19 June – The battle for Hodeidah intensified on Tuesday as warplanes from the Saudi-led coalition pounded targets citywide in an effort to drive out Houthi rebels. Fighters exchanged fire over mine-infested ground at the international airport south of the city. Houthi tanks fired shells at a key coastal road and trenches into approach roads. However at the port, dock workers continue their job, and unloaded three ships sent by the World Food Program that contained enough food for six million people for one month. The accounts for about 70 percent of imports in a country where two-thirds of the 29 million people rely on international aid. Aid groups warn that any interruption to that movement would cut supplies to eight million people on the edge of starvation, and cause a sharp rise in food prices for other Yemenis, potentially tipping them into danger. The United Arab Emirates, which is commanding the assault, insists that it can achieve a rapid, clean victory that will even improve aid supplies to Yemen. However, some aid workers accused the coalition of engaging in cynical manipulations. In a sharply worded statement, the International Rescue Committee denounced coalition plans to protect Hodeidah residents during the offensive as a “publicity stunt” intended to divert international attention. “The biggest contribution the Saudi-led coalition could make to the humanitarian situation and protection of civilians is to immediately halt the offensive and engage in U.N.-led peace talks,” said Amanda Catanzano, senior director of policy and advocacy at the International Rescue Committee, in the statement.

UN IN ADVANCED TALKS TO TAKE OVER HODEIDAH PORT

17 June – Talks are at an advanced stage for the UN to take over the administration of Hodeidah port, UN humanitarian coordinator Lise Grande said on Sunday. The Saudi-led coalition have threatened to seize the port militarily from Houthi rebels, but the UN special envoy Martin Griffiths is trying to broker a deal for the port to be administered independently by the UN. This would meet Saudi demands that the Iranian-backed Houthis can no longer use Yemen’s main entry point to smuggle arms and raise taxes to keep their war economy alive. Both Britain and France failed to persuade the Saudi-led coalition not to mount the offensive last week, fearing the military attacks risk interrupting the supply of vital aid into a deeply fragile state. There are further claims that the Houthis have mined the port, and could blow up its infrastructure as part of a scorched earth policy that incapacitates the aid programme. Griffiths has been in Sana’a to negotiate with the Houthis for their orderly withdrawal from the port. He is due to report to the UN security council on Monday. But there are doubts Griffiths will be able to broker a deal on the port’s administration given the Saudi-led coalition is determined to use its military advantage – and lack of active political opposition from the west – to press not just for a Houthi withdrawal from the port area, but from the entire region. Some members of the UN-backed Yemen government were making far wider demands of the Houthis than simple withdrawal from the port and town. The UAE foreign affairs minister, Anwar Gargash, said the handover of the port needed to form part of a wider settlement. “The UAE and coalition appreciates the tireless determination of the UN envoy to persuade the Houthis to put down their weapons and enter into meaningful political discussions,” he said. “We and all of Yemen would welcome good news out of Sana’a. We encourage the envoy’s efforts to facilitate the safe handover of Hodeida to the legitimate Yemeni government.”

SAUDI-BACKED FORCES TAKE HODEIDAH'S AIRPORT

15 June – The Saudi-backed government of Yemen has captured the airport south of Hodeidah. The assault on the facility is a preliminary step in the coalition’s plans to retake Hodeidah from the Houthi

rebels, which have held the city since the early days of the Yemeni civil war in 2014. The three-day fight for the airport resulted in at least 40 casualties on the Houthi side. The survivors have retreated into the city, and a house-to-house fight may follow as coalition forces advance. Hodeidah's seaport handles about 70 percent of Yemen's imports, and it is key to the humanitarian relief effort for an estimated eight million Yemenis who are at risk of famine. The United Nations and aid NGOs have expressed concern that an assault on the port could interrupt the supply of basic goods to those in need. The World Food Programme warns that the escalation in fighting could result in up to 1.1 million people requiring emergency food assistance. The coalition says that it has a five-point plan to avoid any disruption to the relief effort, including a preplanned logistics operation. "We have several ships stationed, and we have storage capacity very close to Hodeidah fully stocked up," said Reem Al Hashimy, the UAE minister of state for international cooperation, in a statement last week. Amanda Catanzano, policy director for the International Rescue Committee, alleged that the UAE proposal to deliver alternative aid supplies is not realistic. "The so-called relief plan announced by the Arab coalition in Yemen must be seen for exactly what it is; a justification to launch an attack that will have catastrophic consequences," she asserted in a statement. "If the coalition is sincere in its efforts to protect Yemeni civilians, they would stop the attack and work with aid agencies in Yemen to increase access and security."

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>.

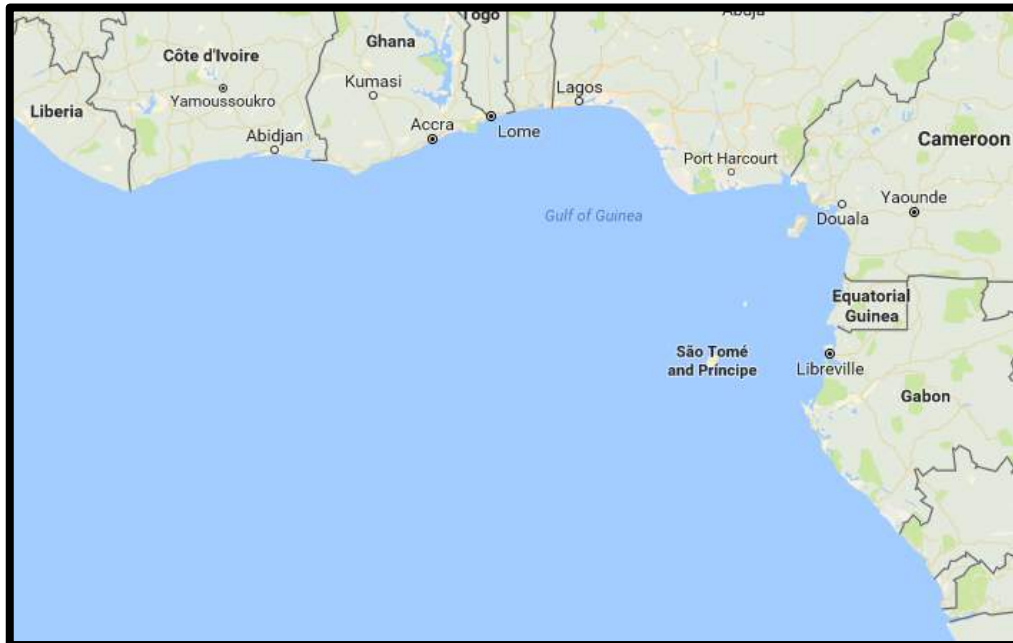
Vessels applying to go to ports under the control of the Government of Yemen need obtain permission for entry from the Yemeni Ministry of Transport. This should be done through the ship's agent and/or receivers prior to the vessel's arrival. The form should be completed by the ship's master and sent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

Current Incidents:

0

WARNING:

In recent weeks, the Gulf of Guinea region has seen a significant rise in incidents. 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.

VESSELS HIJACKED

- 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

- No current maritime news

EAST ASIA, SOUTHEAST ASIA, INDIA



Current Incidents:

0

WARNING:

While in recent months, there have been no reports of kidnapping of crewmembers from vessels while underway in the Sulu-Celebs Sea region, the threat of further such incidents remains high. 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.

VESSELS HIJACKED

- 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

- No current incidents to report

MARITIME REPORTING

- No maritime news to report

WORLDWIDE**NORTH AMERICA**

- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

- No current incidents to report

ATLANTIC OCEAN AREA

- No current incidents to report

NORTHERN EUROPE/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

- No current incidents to report

PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

Current
Incidents:

0

MIGRATION



As the Summer period begins, crossings in the Mediterranean are likely to increase in the coming weeks, with the Western Mediterranean corridor continuing to see migrants trying to reach Spain. The EU's border agency has warned that migrant numbers arriving in Spain are likely to rise this year.

SURVIVORS REPORT 220 MIGRANTS DROWNED OFF LIBYA IN RECENT DAYS

22 June (Italy) – Italy's populist, anti-migrant interior minister disclosed on Friday that Malta should allow a Dutch-flagged rescue ship carrying hundreds of migrants rescued from rubber dinghies off the coast of Libya to make port there because the vessel is now in Maltese waters. Malta has responded stating that it would "act according to the laws and applicable conventions," without further explanation. International law states that Malta must respond if they are the nearest safe port at rescue or if requested by the vessel's captain. The statement from Italy comes just a day after Salvini disclosed that he would not allow the ship operated by the German NGO Mission Lifeline to enter Italian ports, stating that it had acted improperly by taking on board the 224 migrants that the Italian coastguard had assigned to the Libyan coastguard to rescue. Salvini stated that the rescue was in Libyan waters, which Lifeline denies. Mission Lifeline disclosed on Friday that it still has not been assigned a port, despite its requests.

TUNISIA ARRESTS PEOPLE SMUGGLER

22 June (Tunisia) – On Friday, Tunisia arrested the main organizer of a migrant smuggling operation after at least 87 people drowned when their boat sank off the southern coast this month. The boat sank off Kerkenna island from where it had set out. Dozens of people were rescued by the coastguard. The Defence Ministry has reported that the man was arrested on Friday along with another man described as his business partner, a military man, who was trying to take them out of Kerkenna in his car. The Interior Ministry has disclosed that "the security forces arrested the main organizer of the illegal immigration operation in Kerkenna." Earlier this month, Prime Minister Youssef Chahed dismissed Interior Minister Lotfi Brahmi and ten security officials for failing to stop the boat. Security forces have since cracked down on migrant smugglers in several parts of Tunisia. Human traffickers are increasingly

using Tunisia as a launch pad for migrants heading to Europe as Libya's coastguard, aided by armed groups, has tightened control. An Interior Ministry official has reported that Tunisia stopped about 6,000 migrants leaving its coast for Europe in the first five months of this year, a sharp increase from the few hundred that were prevented during the same period last year.

SURVIVORS REPORT 220 MIGRANTS DROWNED OFF LIBYA IN RECENT DAYS

21 June (Libya) – The United Nations disclosed on Thursday that survivors have reported that about 220 migrants have drowned off the coast of Libya in the last few days while trying to reach Europe, putting the death toll this year on that route at more than 1,000. According to the UN refugee agency, UNHCR, only five people survived the capsizing of a boat that was carrying 100 people on Tuesday, while the same day a rubber craft with 130 passengers sank, leading to 70 people drowning. The UNHCR went on to say that on Wednesday, a boat of migrants who were rescued reported that more than fifty people travelling with them had perished at sea. The agency disclosed that “UNHCR is dismayed at the ever-growing numbers of refugees and migrants losing their lives at sea and is calling for urgent international action to strengthen rescue at sea efforts by all relevant capable actors, including NGOs and commercial vessels, throughout the Mediterranean.

LIBYAN COASTGUARD RESCUES OVER 700 MIGRANTS

21 June (Libya) – According to the Libyan Coastguard, 762 migrants have been picked up while trying to reach Italy in rubber boats during the past two days. A spokesman disclosed that Libya's Coastguard picked up 680 African migrants on Thursday alone from at least five inflatable boats near its western coast. According to spokesman Ayoub Qassem, “the coastguard rescued 301 migrants early this morning, including three women and 46 children from 12 different sub-Saharan countries.” He went on to say that “the illegal migrants were on board two big rubber boats,” adding that “The engines of the two boats stopped working in the middle of the sea.” He later disclosed that the coastguard had also recovered three bodies and rescued 142 illegal migrants some 25 miles off Tripoli's eastern Qarabulli town after their boat foundered, adding that 237 illegal migrants including two children and three women had been rescued from two rubber boats off Qarabulli. He also disclosed that on Wednesday, one body was recovered and a group of 82 migrants were rescued off Tripoli's eastern Tajoura suburb. The North African country has become a key departure point for migrants fleeing wars and poverty who are trying to reach Europe, though crossings have dropped significantly since last July due to a more active coast guard presence with support from the European Union.

ITALY ACCEPTS NEW MIGRANTS, BUT IMPOUNDS CHARITY RESCUE SHIP

21 June (Italy) – On Thursday, Italy appeared to relent after at first refusing to accept 226 migrants on board a German charity rescue ship, saying later in the day that it would take them in however it would impound the vessel. While anti-immigrant interior minister Matteo Salvini initially disclosed that the Dutch-flagged ship Lifeline should take the people it plucked from the Mediterranean to the Netherlands and not Italy, transport minister Danilo Toninelli, who oversees the coastguard, later disclosed that it was unsafe for the 32-metre vessel to travel such a great distance with so many people on board. Toninelli disclosed in a video posted on Facebook that “we will assume the humanitarian generosity and responsibility to save these people and take them onto Italian coastguard ships.” The announcement comes after earlier this month, Salvini pledged to no longer let charity ships bring rescued migrants in Italy, leaving the Gibraltar-flagged Aquarius stranded at sea for days with more than 600 migrants until Spain offered them safe haven. The Dutch government denied responsibility for the vessel, something Toninelli said Italy would investigate. He further disclosed that the Italian coastguard would escort Lifeline “to an Italian port to conduct the probe” and impound the vessel. Earlier on Thursday, the crew of the ship operated by Mission Lifeline, a charity based in Dresden, Germany, had

spotted the migrants in two overcrowded rubber boats in international waters. A spokesman for the charity disclosed that they were told by Italy that Libya's coastguard was coming to get them, but decided to rescue the migrants because they would not have been safe if taken back to Libya.

GERMAN CHARITY RESCUE VESSEL ENDS OPERATIONS IN THE MEDITERRANEAN

21 June – In a statement released on Thursday, the Germany charity Sea Eye, which operates another Dutch-flagged ship, the Seefuchs, disclosed that it was ending its sea rescue mission after the Dutch government notified them that it was no longer responsible for the vessel.

LIBYAN COASTGUARD PICKS UP 301 MIGRANTS HEADED FOR EUROPE

21 June (Libya) – According to a spokesman, Libya's coastguard picked up 301 African migrants from two inflatable boats after their engines failed near its western coast. Spokesman Ayoub Qassem disclosed that "the coastguard rescued 301 migrants early this morning, including three women and 46 children from 12 different sub-Saharan countries." Qassem went on to say that "the illegal migrants were on board two big rubber boats," adding that "the engines of the two boats stopped working in the middle of the sea." He also disclosed that on Wednesday, one body was recovered and a group of 82 migrants were rescued off Tripoli's eastern Tajoura suburb.

LIBYAN COASTGUARD RECOVERS BODIES OF FIVE MIGRANTS

19 June (Libya) – On Monday, the Libyan coastguards disclosed that they had recovered the bodies of five migrants and picked 191 survivors off the coast just west of the capital Tripoli. Coastguard officials have indicated that the five dead migrants were brought back to port in Tripoli on Monday along with 115 survivors from various sub-Saharan African Arab countries. According to a coastguard spokesman, their boat was intercepted off Mellitah on Sunday after being damaged by rough seas. Another group of 76 migrants was intercepted on Sunday off Zawiya, just west of Tripoli.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 24 JUNE 2018

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)	CLOSED	Moderate-High
Port of Benghazi	Open	High
Port of Bouri (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	CLOSED	Moderate-High
Port of Tobruk	Open	Moderate
Port of Tripoli	Open	High
Port of Zawiya (Zawia)	Open	Moderate
Port of Zueitina	Open	Low

ACTIVITY REPORTING

EAST LIBYA FORCES CLAIM TO BE IN FULL CONTROL AT RAS LANUF OIL PORT

21 June – East Libyan forces say they took full control of Ras Lanuf oil terminal and the surrounding area on Thursday as they rapidly advanced against rivals who seized the port a week ago, a spokesman said. “Our armed forces fully control the Ras Lanuf district and the enemy suffered large losses in lives and equipment,” Libyan National Army (LNA) spokesman Ahmed al-Mismari said. The Ras Lanuf and Sidra oil terminals, located in the country's northeastern oil crescent, came under attack last week when an armed group opposing Haftar attempted to make a dent in the main income source for Haftar's forces. However, according to Al Jazeera's Mahmoud Abdelwahed, Haftar's claims have been disputed. “All the local media and television channels allied with Haftar have announced that the two oil terminals are under control of Haftar's forces,” Abdelwahed said from Tripoli. “But on the other hand the opposing forces have strongly denied that and said they still control both terminals,” he said. “What we do understand is that the area between the Ras Lanuf and Sidra oil terminals is still experiencing heavy fighting between the two forces.”

SUICIDE BOMBER KILLS 4 EAST LIBYAN SECURITY FORCE MEMBERS

20 June – Four members of east Libyan security forces were killed in Derna by a suicide bomber bearing a white flag as he drove towards a group of soldiers, a military spokesman said. Ahmed al-Mismari, a spokesman the Libyan National Army (LNA), said the bomber detonated explosives packed into the white Chevrolet when he got close, having approached the troops in central Derna asking to leave the combat zone. The LNA is fighting to take Derna, the last city in eastern Libya outside its control, after launching a ground offensive against a coalition of local forces and Islamist militants last month. Clashes continued in central Derna on Wednesday around the neighborhood of Al-Maghar, where the LNA's opponents were holed up, residents said. “The main battle is finished and we are fighting pockets (of resistance) in an area of one square kilometer,” Mismari told TV station Libyas Channel. Residents said water supplies and cooking gas had been restored in areas that the LNA has taken. Water, power, food and medical supplies had been largely cut off as the LNA offensive got under way.

LIBYAN AIRSTRIKES TARGET GROUP ATTACKING OIL PORTS

18 June – Libyan forces carried out airstrikes against a militia attacking key oil ports in the east. The militia, led by Ibrahim Jadhran who opposes the self-styled Libyan National Army commanded by Field Marshal Khalifa Haftar, attacked the oil ports of Ras Lanuf and es-Sider on Thursday. The airstrikes late Sunday targeted fighters loyal to Jadhran, who are trying to seize the oil terminals, said Ahmed al-Mismari, a spokesman for the LNA. Warplanes carried out airstrikes against “terrorist positions and gatherings in the operational military zone stretching from Ras Lanuf to the edge of the city of Sirte.” Al-Mismari called on residents in the region to stay away from “areas where the enemy gathers, munition storages and sites with military vehicles.” Jadhran said in a video circulated online Thursday that he had formed an alliance to retake oil terminals. “Our aim is to overturn the injustice for our people over the past two years,” he said. Jadhran is a rebel commander who took part in the 2011 uprising that toppled and later killed ruler Moammar Ghadhafi. In 2013, he proclaimed himself the guardian of Libya's oil crescent including the ports of al-Sidr, Ras Lanouf and Brega, which represent about 60 percent of Libya's oil resources. Sanella said Jadhran's actions cost Libya more than \$100 billion over three years. He lost control of the oil crescent to Hifter's forces in 2016.

LIBYA WARNS OF ENVIRONMENTAL DISASTER AFTER CLASHES IN OIL CRESCENT REGION

17 June – Libya's National Oil Corporation (NOC) warned of an environmental disaster after clashes in its eastern oil crescent region. The clashes caused damage to an oil tank in Ras Lanuf port, the NOC said in a statement, without revealing details about its negative impact on the environment. It called for the "unconditional and immediate withdrawal of the militia operating under Ibrahim Jadhran to prevent an environmental disaster and further destruction of key infrastructure." Storage capacity at Ras Lanuf port had been cut by 400,000 barrels after a second crude oil tank was set on fire amid fighting. The NOC warned that the blaze that broke out at storage tank No. 2 early on Sunday could spread to three further tanks, which would "stop exports from Ras Lanuf port completely". Jadhran is a wanted former chief of the oil installation guards service. On Thursday, Benghazi Defense Brigades, allied with Jadhran, launched an attack on the Libyan oil crescent region. The clashes killed 34 people from both sides. NOC evacuated all employees from the area. The oil crescent region, 500 km east of Tripoli, contains the country's largest oil ports. UNSIMIL condemned the attack, warning that "this dangerous escalation puts Libya's economy in jeopardy and risks igniting a widespread confrontation."

ATTACK SHUTS RAS LANUF AND ES SIDER OIL PORTS

14 June – Ras Lanuf and Es Sider were closed and evacuated on Thursday after armed brigades opposed to the powerful eastern commander Khalifa Haftar stormed them, causing a production loss of 240,000 barrels per day (bpd). At least one storage tank at Ras Lanuf terminal was set alight following the early morning attack. Libya's National Oil Corporation (NOC) declared force majeure on loadings from both terminals. The clashes between forces loyal to Haftar's Libyan National Army (LNA) and rival armed groups continued throughout the day south of Ras Lanuf, where the LNA was targeting its opponents with air strikes, local sources said. Military sources said the LNA had withdrawn from both ports. The LNA took control of Es Sider and Ras Lanuf along with other oil ports in Libya's oil crescent in 2016, allowing them to reopen after a long blockade and significantly lifting Libya's oil production. More than half the storage tanks at both terminals were badly damaged in previous fighting and have yet to be repaired, though there have been regular loadings from Es Sider. Libya's National Oil Corporation (NOC) said it had evacuated all staff from the two terminals "as a precautionary measure." The immediate production loss was around 240,000 bpd and the entry of a tanker due at Es Sider on Thursday was postponed, it said. NOC Chairman Mustafa Sanalla said the output loss was expected to rise to 400,000 bpd if the shutdown continued, calling it a "national disaster" for oil-dependent Libya. A military source said the three-pronged attack was launched by the Benghazi Defence Brigades (BDB), a group that has previously tried to take the oil crescent and advance on Benghazi, which has been fully controlled by Haftar since late last year. The NOC blamed Ibrahim Jadhran, who headed an armed group that blockaded oil crescent terminals for three years before being forced out by the LNA. The NOC says Jadhran's previous blockades cost Libya tens of billions of dollars in lost revenue. He is sought by judicial authorities in Tripoli for the blockades and attempts to export oil independently. Repeated previous attempts by the LNA's opponents to retake the oil crescent have failed, and it is unclear how much military and local, tribal support Jadhran or BDB forces currently have.

LIBYA PROCEDURE

Guidance updated by Gard on 10 May, 2018 highlights the risk of arrest of crew or the detainment of vessels. For tankers trading in this region, the following recommendations have been made:

- When contracting a vessel for a voyage to Libya, obtain a certificate of origin from the charterers indicating that the shippers are a National Oil Company (NOC) or an approved legal entity of the NOC. The Libyan NOC has the sole rights and control of all oil exports from the country. Most detentions related to oil smuggling, have been in connection with tankers operating offshore and not in a port.
- Charterers should establish the legitimacy of cargo interests and whether they can legitimately ship oil cargoes from Libya. The shippers should be able to provide a letter or document to prove that they are authorized by the NOC to ship the cargo.
- On completion of cargo operations and upon receiving port clearance, sail directly out of Libyan waters as deviations or delays may be construed as suspicious by the authorities.
- Upon leaving the Libyan coast, vessels should avoid navigating close to the coast. Maintain a distance of 40 nautical miles from the coast. Most cases of detention have occurred within 25 nautical miles off the Libyan coast.

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.
- 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 urged to apply extreme caution while navigating coastal waters near Benghazi, Derna and Sirte, the last two ports still being closed. 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.

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- Planning and management
- Due diligence and investigations

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- 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

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