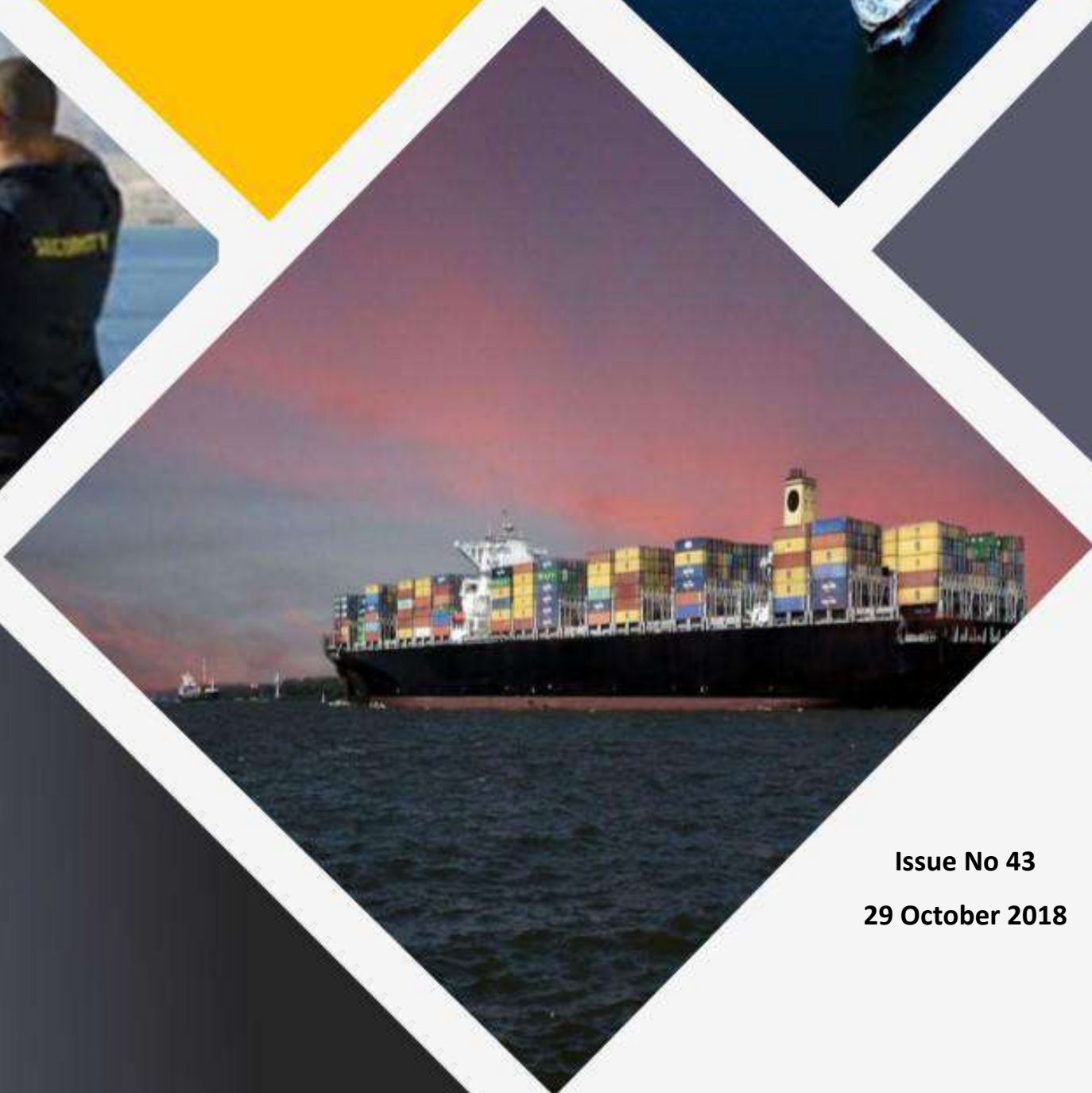


MS | RISK

Maritime Security Review



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INCIDENTS AT SEA

Reporting Period: 22 - 28 October 2018

Region	Current Incidents	Late Reported Incidents	Threat Level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	0	Low
Gulf of Guinea	2	0	Medium
Asia	0	0	Low
WORLDWIDE			
North America	0	0	Low
Central America/Caribbean/ South America	0	3	Medium
Atlantic Ocean Area	1	0	Low
Northern Europe/English Channel/Baltic	0	0	Low
Mediterranean/ Black Sea	0	0	Low
Arabian Gulf	1	0	Low
Southern Africa	0	0	Low
East Asia/Indian Subcontinent	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 BMP5. 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.

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

VESSELS BOARDED

- No current incidents to reports

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- No current maritime related reporting

MARITIME REPORTING

- No current maritime related reporting

Current
Incidents:

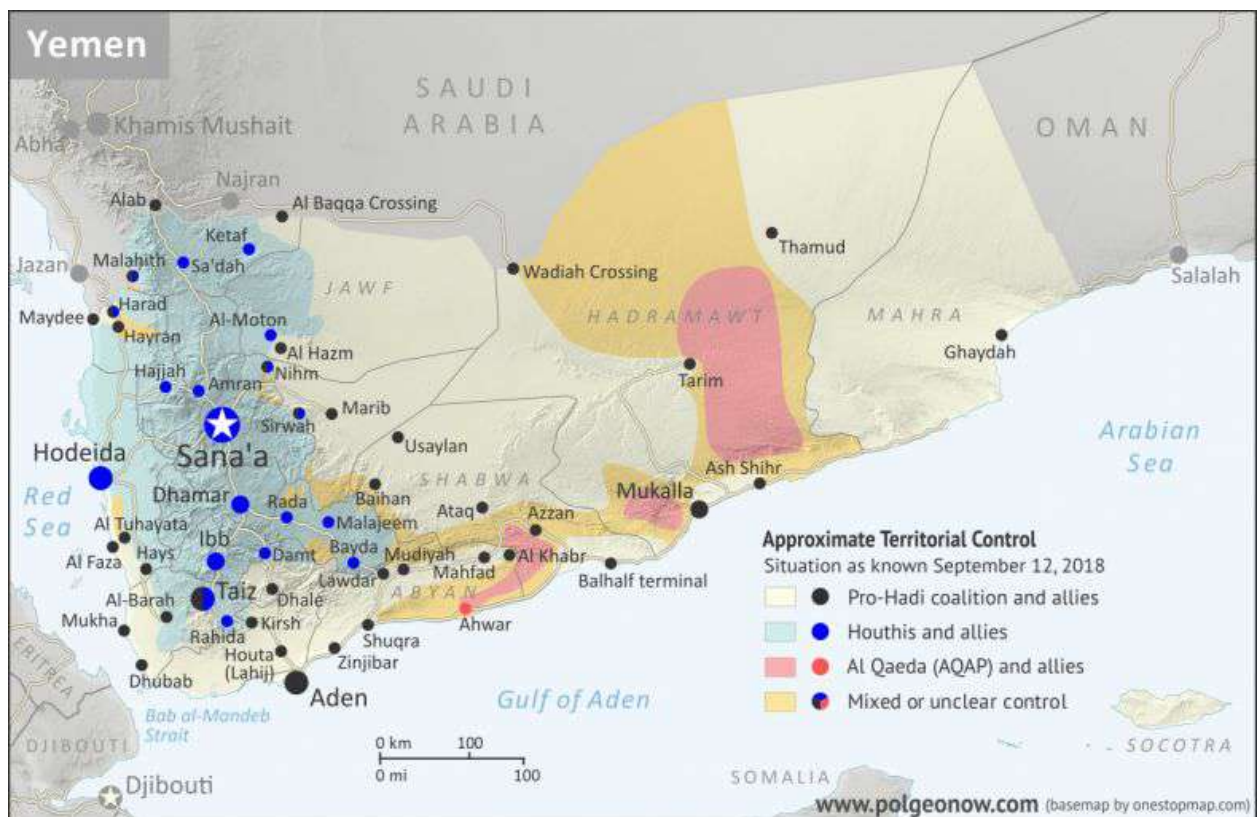
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SPOTLIGHT ON YEMEN

PORT STATUS AS OF 28 OCTOBER 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	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, and to ensure that security measured aboard vessels are in place.



ACTIVITY REPORTING

UN EXPERTS INSPECT SHIPMENT OF WEAPONS

25 October – UN experts on Thursday disclosed that they inspected a shipment of weapons recently seized by the US Navy that US officials suspect could provide new evidence of Iranian support for the Houthi rebels in Yemen. US officials have indicated that UN inspectors will try to identify the origin of about 2,500 AK-47s seized in the Gulf of Aden on 28 August. The weapons are currently being stored on board the USS Jason Dunham, a missile destroyer-guide that confiscated the weapons from a ship encountered about 70 miles off the southern coast of Yemen. Vice Admiral Scott Stearney, commander of the US naval forces in the Middle East, has disclosed that US officials had conducted a preliminary examination of the weapons but they would wait to determine how to handle them until UN investigators reach their conclusions.

SAUDI-LED COALITION BOMBS OPEN-AIR MARKET NEAR HODEIDA

24 October – On Wednesday, the Saudi-led coalition bombed an open-air market outside Hodeida, hitting a vegetable-packing facility in the town of Bayt el-Faqih, just south of the strategic port. Medical workers and residents have reported that at least 16 people were killed, and a further 12 were wounded, in the attack in Bayt al-Faqih, located 70 km (40 miles) south of Hodeida city. The bombs fell on a vegetable packaging factory in the al-Masoudi neighbourhood. All the victims were workers there. Resident have disclosed that violent clashes erupted in the southern outskirts of Hodeida. Meanwhile a spokesman for the Saudi-led coalition, Colonel Turki al-Malki, has stated that the alliance is investigating the incident. **Update (25 October)** – UN representatives reported on Thursday that at least 21 people were killed in Wednesday's bombing of an open-air market.

COALITION SET FOR NEW ASSAULT ON KEY PORT

24 October – Yemeni officials have reported that the Saudi-led coalition has sent reinforcements to Yemen's west coast ahead of a new assault on the rebel-held port city of Hodeida. Officials have reported that the reinforcements arrived on Wednesday in tanks and armored vehicles provided by the UAE. Meanwhile medical officials have reported that in the past 48 hours, at least 65 combatants have been killed and hundreds wounded in fighting around Hodeida and in other parts of the country.

UN WARNS OF FAMINE

23 October – On Tuesday, the United Nations aid chief sounded the alarm at the UN Security Council, stating that half the population of Yemen, some 14 million people, could soon be on the brink of famine and completely relying on humanitarian aid for survival. UN aid chief Mark Lowcock disclosed "there is now a clear and present danger of an imminent and great big famine engulfing Yemen: much bigger than anything any professional in this field has seen during their working lives." The aid chief described the scale of what was being faced in Yemen as "shocking" noting that only two famines had been declared in the world in the past twenty years – Somalia in 2011 and South Sudan in 2017. Lowcock noted that while the UN is currently coordinating the delivery of aid to some eight million people in Yemen, the humanitarian crisis has deepened by an economic crisis and continued fighting around the country's key Hodeida port.

SAUDI AIR RAID KILLS FOUR

22 October – Yemen's Houthi rebels have reported that at least four civilians, including a child, have been killed in an air raid carried out by the Saudi-led coalition, which struck a vehicle as it travelled through the country's northwest. The attack reportedly occurred on Sunday in the Bani Hasan district of Abs province in Hajjah, some 200 km west of the capital, Sanaa. Al Masirah, a TV channel affiliated with the Houthis, reported that all four of the passengers were killed. So far, the claims have not been independently verified.

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.

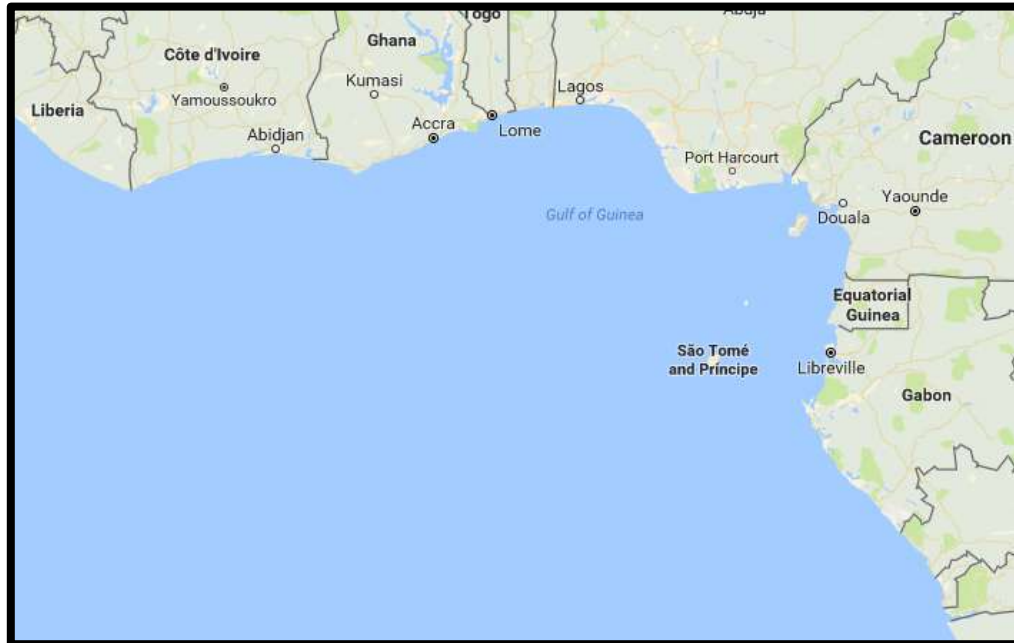
SAUDI COALITION INSPECTIONS

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:

2

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; Lomé, 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

- **24 October (Nigeria)** – Gunmen attacked a passenger boat in the Abonema waterways, kidnapping ten persons, including a local community leader. The group was returning from a meeting with other community leaders when the incident occurred.

VESSELS BOARDED

- **22 October (Republic of Congo)** – Armed robbers boarded a Hong Kong-flagged merchant tanker anchored near position 04:46 N – 011:47 E, Pointe Noire Anchorage. Robbers boarded via the

anchor chain. The alarm was raised, and the robbers escaped with ship's property in a motor boat. The vessel and crewmembers have been reported safe.

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 related reporting

EAST ASIA, SOUTHEAST ASIA, INDIA

Current Incidents:

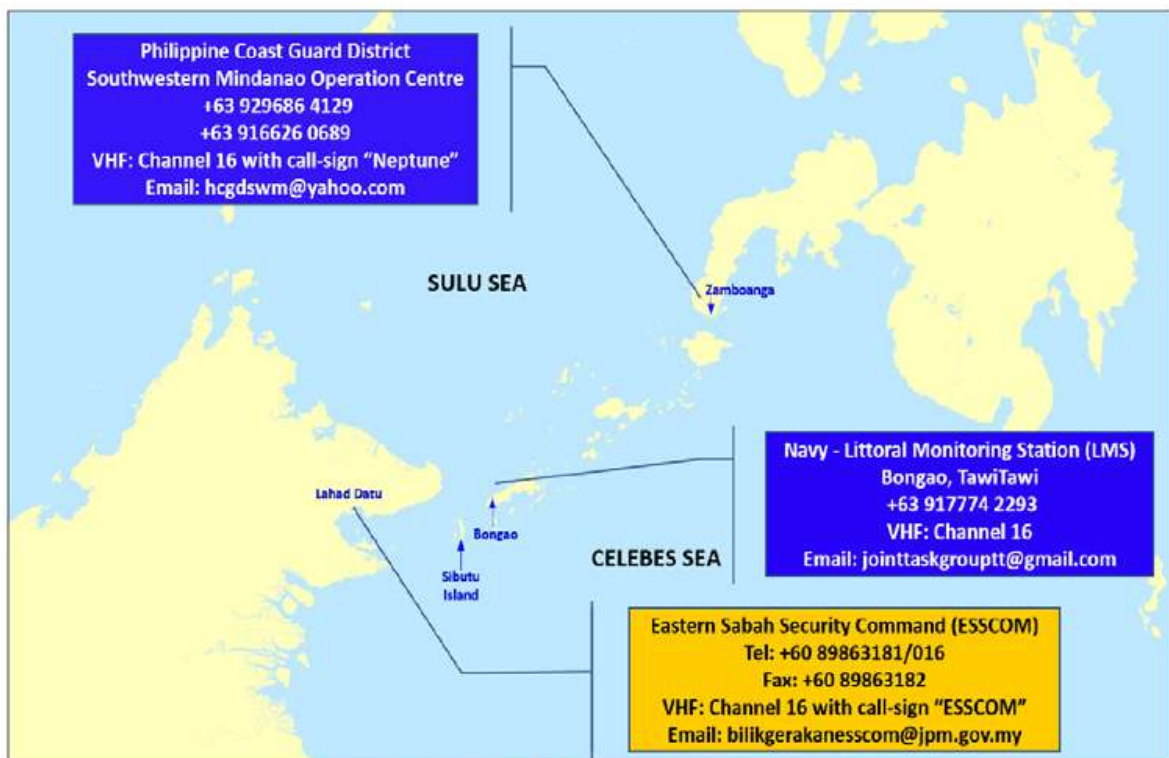
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WARNING: Continued Threat of Kidnap in Sulu-Celebes Sea and off Eastern Sabah

The first actual abduction incident to occur this year in waters in Sulu-Celebes Sea and off eastern Sabah, East Malaysia occurred on 11 September and involved the kidnapping of two Indonesian fishermen. The last actual reported incident occurred on board SUPER SHUTTLE Tug 1 on 23 March 2017, with the last attempted incident occurring on board KUDOS 1 on 16 February 2018. This latest actual incident is evidence that the threat of abduction of crewmembers in the Sulu-Celebes Sea has not been eliminated. MS Risk continues to advise all vessels to re-route from the area, 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

All vessels transiting this region are urged to report any incidents or suspicious activity to the following Centres:



Contact details of the reporting centres

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 current maritime related reporting

WORLDWIDE

Current
Incidents:

5

NORTH AMERICA

- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **14 October (Venezuela – Late Report)** – Two Guyanese citizens were kidnapped while operating a small passenger boat transporting people between Venezuela and Guyana. The following day, one of the men was found in Venezuela’s Orinoco River. He had been killed and dumped in the river. The reason for their abduction is said to be ransom.
2. **13 October (Puerto Rico – Late Report)** – Authorities working with Caribbean Corridor Strike Force partners seized 2,325 pounds of cocaine from a go-fast vessel near Las Paulinas Beach in the municipality of Luquillo.
3. **10 October (Venezuela – Late Report)** – Five robbers with their faces covered and armed with large knives boarded a Honk Kong-flagged tanker via the anchor chain and hawse pipe near position 10:13N – 064:50 W, Jose Anchorage. They held the duty deck patrol crew from behind, tied them up and threatened to kill them. They then escaped with some unsecured items. The vessel Master reported the incident to the local port authorities, flag state, owners and other concerned parties. The Master and crewmembers took additional measures by fabricating a metal plate to fit in the existing metal grill to the hawse pipe to prevent further unlawful access.

ATLANTIC OCEAN AREA

1. **23 October (Canary Islands)** – Spanish authorities announced the seizure of the Moldova-flagged tug boat *M/V BREATH* carrying 1,400 kilograms of cocaine.

NORTHERN EUROPE – BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA

- No current incidents to report

ARABIAN GULF

1. **23 October (Strait of Hormuz)** – A Royal Navy Type 45 Destroyer, *HMS DRAGON*, was confronted by three Iranian fast attack boats while escorting a trio of British vessels through the Strait of Hormuz, sparking a standoff between the naval forces. Both groups of vessels soon separated and continued their journeys.

EAST ASIA/INDIAN SUBCONTINENT

- No current incidents to report

EASTERN AND SOUTHERN AFRICA

- No current incidents to report

Maritime Reporting

- **23 October (Tanzania)** – Tanzanian police reported on Tuesday that seven Ethiopian migrants drowned after a boat carrying thirteen people capsized off the coast of Tanzania while en route to South Africa. Tanga Regional Police Commander Edward Bukombe disclosed that the boat went down early on Monday off East Africa’s Indian Ocean near Tanzania’s maritime border with Kenya, adding that “of the people onboard, 12 were Ethiopians and another person, who was the boat captain, (his) nationality has not been identified because he is still missing. Seven people died in the accident and five have been rescued.” He went on to say that they were still searching for the missing person. Bukombe further disclosed that Tanzania’s immigration service was in touch with the Ethiopian Embassy to arrange proper burial arrangements for the dead and decide on how to deal with those rescued at sea.” He stated that “after questioning the survivors told us that they were going to South Africa,” adding that investigators have yet to identify those who had organized and financed the trip stating that the missing captain could have helped much more with the investigation. He also disclosed that it was not unusual for Tanzanian police to intercept and detain Ethiopian migrants on their way to South Africa, which is the continent’s largest and most development economy, noting however that migration was more common overland than by sea.

NORTHEAST ASIA

- No current incidents to report

PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

MIGRATION



Tensions across the European continent remain as governments have failed to find a solution to the ongoing migrant crisis, which has continued over the summer months. Tensions between Italy and its EU neighbours remain after Italy in recent months refused to allow a number of migrant rescue vessels dock at its port. Tensions across the EU bloc are likely to continue over the next few weeks as migrants attempt to benefit from continued warm weather to make the dangerous Mediterranean crossing.

UN: OVER 45,000 MIGRANTS REACHED SPAIN THIS YEAR

23 October (Spain) – The United Nations migration agency has reported that so far this year Spain has received more migrants via the Mediterranean Sea than it did in the previous three years combined. Latest figures released by the International Organization for Migration (IOM) indicate that 45,145 men, women and children entered Spain through the western Mediterranean route through 21 October. The agency notes that this figure is almost half of the more than 94,000 migrants who have entered Europe by sea from North Africa this year, adding that it comes amidst a migrant crackdown by countries in the eastern Mediterranean. The UN agency has further reported that total arrivals are significantly down on recent years, with almost 147,000 recorded by this point last year and just over 324,000 in 2016. The Mediterranean continues to be a deadly route for migrants trying to enter Europe illegally, with 1,857 deaths reported so far this year.

HUNDREDS OF MIGRANTS STORM SPANISH ENCLAVE IN NORTH AFRICA

22 October (Spain) – Over the weekend, local authorities reported that one African migrant died and three others were injured when around 300 stormed the border fence separating Spanish enclave Melilla from Morocco on Sunday. About 200 migrants managed to scale the seven-metre high metal barrier and were taken to a reception centre in Melilla where officials started the process of identifying them. A statement released by the Spanish government's delegation indicated that the man died of a suspected cardio-respiratory arrest despite being treated by emergency services. In the incident on Sunday, wooden-handled hooks and shoes fitted with spikes to help climb were left behind, along with a

bloodied t-shirt. Figures released by the UN refugee agency UNHCR indicate that more than 6,000 migrants have made it to Melilla and Spain's nearby territory Ceuta so far this year. The UNHCR reports that the vast majority of those arriving in Spain are men, primarily from Guinea, Mali and Morocco. More than 40,000 have arrived by sea on Andalusia's southern coast since January, effectively making Spain Europe's top destination for migrants, with the European Union (EU) failing to agree on how to handle the situation. The routes have changed ever since Italy clamped down on rescue vessels docking at its ports. A deal between the EU and Turkey has also eased flows across the Aegean Sea to Greece.

TURKISH COASTGUARD RESCUES 18 MIGRANTS

22 October (Turkey) – Two children have died and 18 others were rescued by the Turkish Coast Guard on Sunday when a boat heading to Greece with illegally migrants sank off the coast of Bodrum, a resort town in southwestern Turkey located near the Greek island of Kos. Officials have indicated that the boat was carrying 34 migrants, adding that some fourteen others managed to swim to safety. The migrants, whose nationalities have not been disclosed, had boarded a 6-metre-long fibreglass boat minutes before it started sinking off the Gumbet beach in Bodrum. The boat had a capacity for 10 people. Witnesses reported that some aboard the boat fled after swimming to safety. The coast guard has launched an additional search in the area for potential survivors as there are conflicting accounts as to how many people were actually aboard. Police have launched an investigation into the incident and have detained four suspects. Their identities have not been revealed though they are believed to be smugglers helping the migrants sneak out of Turkey and into Greece.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 28 OCTOBER 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)	Open	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	Open	Moderate-High
Port of Tobruk	Open	Moderate
Port of Tripoli	Open	High
Port of Zawiya (Zawia)	Force Majeure	Moderate
Port of Zueitina	Open	Low

ACTIVITY REPORTING

LIBYA HOPES RARE BENGHAZI OIL CONFERENCE WILL MEND RIFTS

24 October – On Wednesday, Libya held a rare oil conference in the eastern city of Benghazi as its state oil firm NOC reached out to a region home to a parallel government that is backing a rival oil firm. The “Benghazi Oil and Gas Exhibition and Forum” is the first international business conference to take place in the country’s second-largest city since 2014, when it turned into a battlefield. In his opening comments, and marking a rare public speech in Benghazi, NOC Chairman Mustafa Sanalla disclosed that “Benghazi city will play a prominent and important role for the oil and gas sector in the region and probably the world,” adding that he was working to improve conditions for oil workers who have staged small protests at some facilities recently. Industry sources have noted that no major deals are expected during the two-day forum in the Tibesti hotel, which aims to promote an industry exchange and, more importantly, to appease complaints in the east about few government activities here. Organizers have disclosed that some 68 companies took part in the event.

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.

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

24 HR CONTACT INFORMATION:

Email: operations@msrisk.com



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