

MS | RISK

Maritime Security Review



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INCIDENTS AT SEA

Reporting Period: 19 - 25 November 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
Eastern/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**

Current Incidents:

0

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 reports

OTHER ACTIVITY

- No current incidents to reports

MARITIME REPORTING

- No current maritime related reporting

SPOTLIGHT ON YEMEN

PORT STATUS AS OF 25 NOVEMBER 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

PEACE TALKS SCHEDULED FOR DECEMBER

21 November – Peace talks to end the conflict in Yemen will take place in Sweden in December, according to US Secretary of Defense James Mattis.

PROPOSED UN RESOLUTION URGES YEMEN'S WARRING PARTIES TO TALK

20 November – A proposed U.N. Security Council resolution circulated on Monday urges Yemen's warring parties to relaunch negotiations. The British-drafted resolution calls on Yemen's internationally recognized government and rival Houthi Shiite rebels to agree to a cease-fire around the key port of Hodeidah, and "to cease all attacks on densely populated civilian areas across Yemen" — and to halt missile and drone attacks "against regional countries and maritime areas." Kuwait's U.N. Ambassador Mansour Alotaibi, the Arab representative on the Security Council, told reporters he had "problems" with the draft resolution and hoped they were addressed before a vote. The spotlight has refocused on Yemen since the murder of Saudi journalist Jamal Khashoggi at Saudi Arabia's consulate in Istanbul on Oct. 2. U.N. special envoy Martin Griffiths said he is determined to take advantage of "the international attention and energy" to move toward peace. The draft resolution expresses "unqualified support" for efforts by Griffiths, who told the Security Council on Friday that the Houthis and the Saudi-backed government have agreed to attend talks "soon" in Sweden. U.N. humanitarian chief Mark Lowcock said the Security Council should urge the parties to negotiate an end to the conflict and the international community to boost aid. He also called for a humanitarian cease-fire around key aid facilities, delivery of humanitarian and commercial imports to all Yemeni ports and onward to their final destinations, and funding to pay Yemeni pensioners and civil servants.

YEMEN: MINE KILLS TWO FISHERMEN OFF HODEIDAH

19 November– Two Yemeni fishermen were killed when their vessel hit a sea mine planted by Houthi rebels off Hodeidah, according to local media. The blast occurred nearly 5 km from the coast of Haruniya, west of al-Munira. Houthis rebels have been accused of widely using naval mines along western Yemen and there is concern these devices could drift into nearby sea lanes.

CLASHES RESUME IN YEMEN'S HODEIDAH AFTER HOUTHIS SAY OPEN TO TRUCE

Intense fighting resumed in Hodeidah late on Monday, shattering a lull in violence that had raised hopes of a ceasefire. Coalition warplanes conducted more than 10 air strikes on Houthi positions and battles could be heard in the "July 7" district, four km (2.5 miles) away from the port, residents said. One resident said a medium-range missile had been fired from the city center towards the district in the suburbs. The coalition led by Saudi Arabia and the United Arab Emirates had last week ordered a halt in its offensive against the Houthi-held Red Sea port city amid pressure from the West to end a conflict that has pushed Yemen to the brink of famine. The two countries also pledged on Tuesday a new \$500 million food aid program for Yemen, aiming to reach 10 to 12 million people. The Houthi group announced early on Monday it was halting drone and missile attacks on Saudi Arabia, the UAE and their Yemeni allies, in one of its biggest concessions since it quit the southern port city of Aden in 2015. The Houthi movement also said it was ready for a broader ceasefire if the coalition "wants peace".

UAE-BACKED YEMENI SECURITY OFFICIAL KILLED IN ADEN

18 November – Unidentified shot dead a senior official from the Yemeni security forces backed by the United Arab Emirates (UAE) in the southern port city of Aden. A group of masked gunmen wearing military uniforms opened a barrage of bullets at Col. Fahed Ghramah who was leaving his house in Aden's neighborhood of Enma, killing him instantly. Ghramah had led a massive anti-terror operation against strongholds of the al-Qaeda group in the neighbouring southern province of Abyan in the past months. Security forces arrived at the scene after the attack and launched an investigation into the incident. No group has claimed responsibility for the drive-by shooting, but Yemeni sources accused the Yemen-based al-Qaida branch and the Islamic State group of being behind such attacks. Government officials, including high-ranking security commanders and intelligence officers, have been the prime targets of kidnapping and armed attacks in recent days.

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

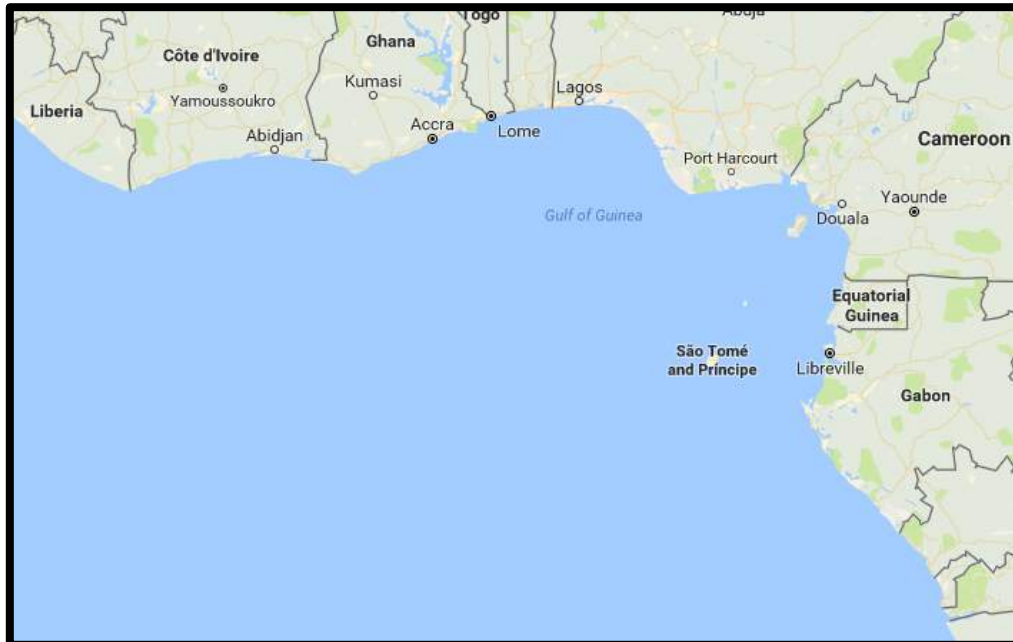
All vessels calling at Yemeni ports will only be allowed to enter Yemeni territorial waters following an inspection by the Saudi Arabian coalition forces. Upon arrival outside Bab Al-Mandab, the shipmaster

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: To all vessels transiting in/off Pointe Noire, Republic of Congo/Gulf of Guinea

The International Maritime Bureau (IMB) received three reported incidents on the same day, 29 October 2018, off Pointe Noire, Republic of Congo, Gulf of Guinea. There is extreme concern about this new area of attack in the Gulf of Guinea region. Local and regional authorities have been notified. Vessels transiting this region are advised to remain vigilant of other suspicious vessels, including fishing vessels in the vicinity. Do not drift or bunker at sea unprotected in these waters, particularly close to coast. Vessels are advised to remain at least 200 nautical miles from the coast, preferably 250 nautical miles from the coast. Early assessment and detection will allow vessels to take evasive measures to prevent boarding and request for assistance. Vessels are advised to remain vigilant and maintain strict anti-piracy watch and measures and stay well clear of the above position. All attacks and suspicious sightings should be reported to the local authorities and to the IMB Piracy Reporting Centre. 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

- No current incidents to report

VESSELS BOARDED

- No current incidents to report

KIDNAPPING

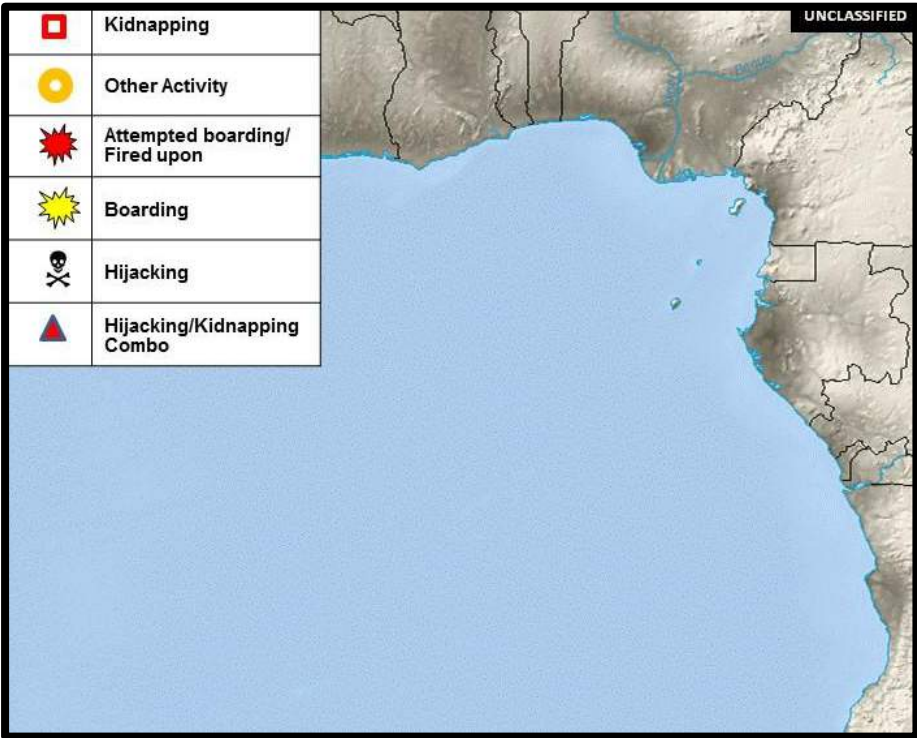
- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- No current incidents to report



Source: ONI

MARITIME REPORTING

- No current maritime related reporting

EAST ASIA, SOUTHEAST ASIA, INDIA



Current Incidents:

0

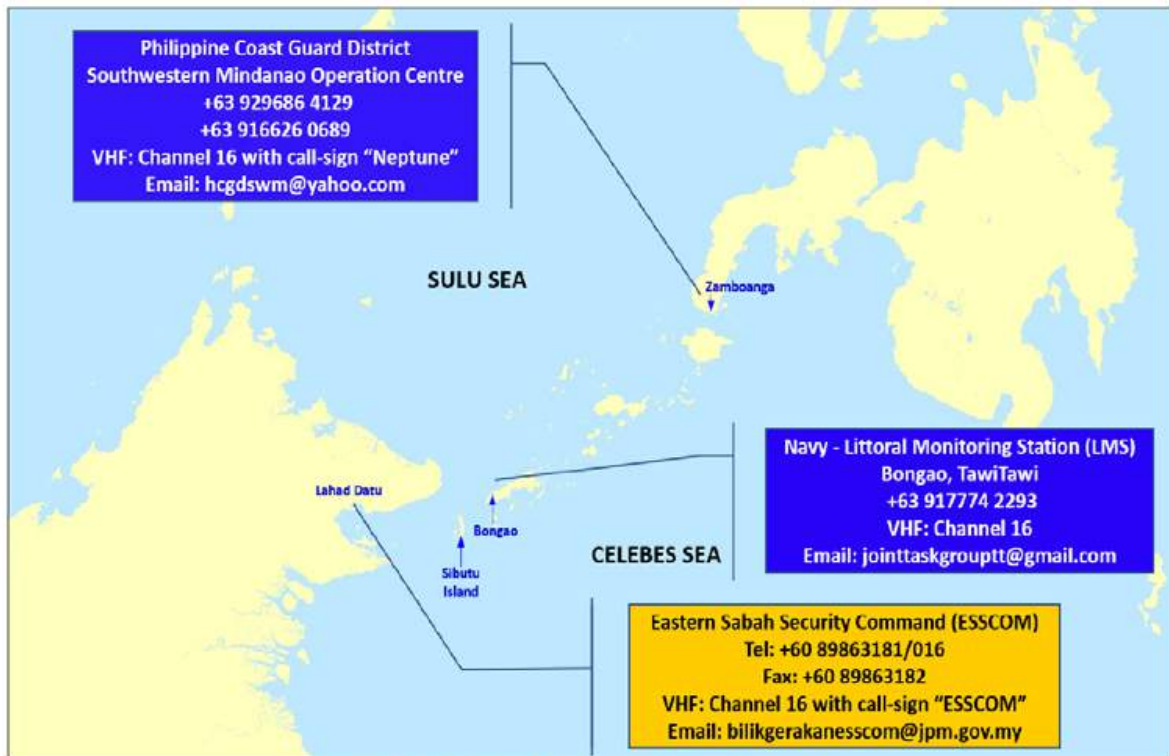
WARNING: Imminent threat of attack by Abu Sayyaf Group

On 30 October 2018, ReCAAP issued a warning, stating that it has received information from the Philippine Focal Point (Philippine Coast Guard) that “a group of approximately 10 ASG members armed with pistol, rifles and grenade launcher is planning to conduct kidnapping activities at any opportune time in undisclosed areas in Sabah primarily targeting business man or ship’s crew of foreign vessels passing through the area.” The statement added that they are “using unmarked coloured blue and white motorbanca locally known as jungkong.”

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

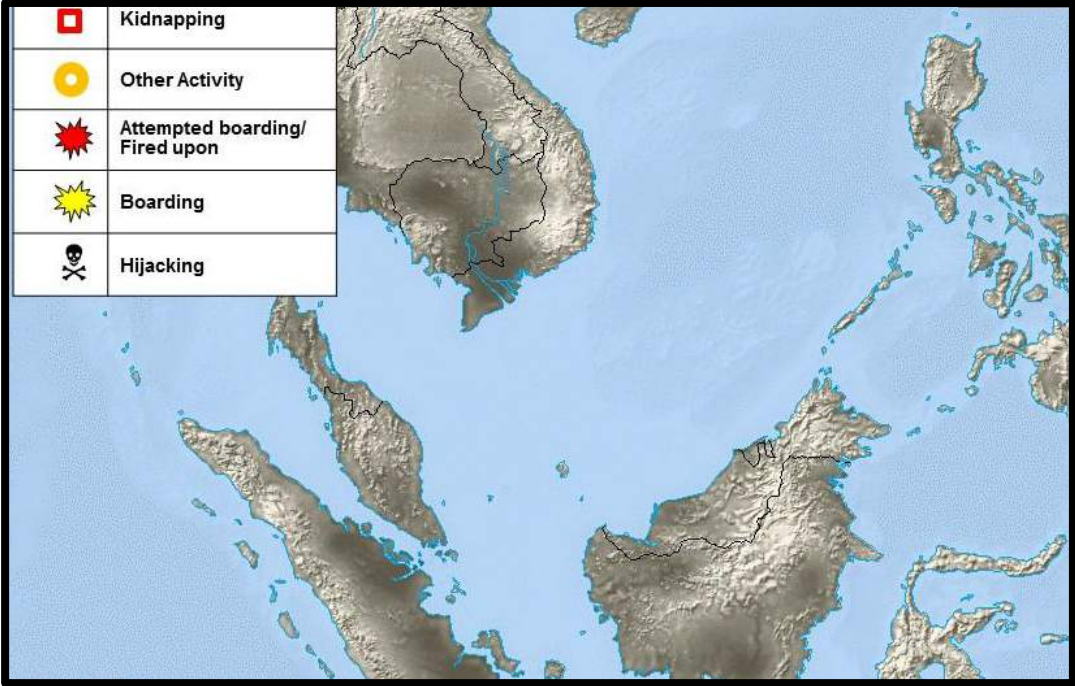
- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

- No current incidents to report



Source: ONI

MARITIME REPORTING

- No current maritime related reporting

WORLDWIDECurrent
Incidents:**0****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 – 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

- current incidents to report

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.

MIGRANTS IN DINGHY PICKED UP NEAR DOVER

23 November (United Kingdom) – Eight suspected migrants have been picked up in a dinghy off the coast of Kent on Friday morning. The coastguard has disclosed that it is helping the Border Force after the boat was spotted at about 7 AM local time near Dover.

SUSPECTED MIGRANTS RESCUED FROM DINGHIES OFF KENT

22 November (United Kingdom) – According to officials, fourteen suspected migrants have been rescued from two dinghies off the coast of Kent. The first dinghy was seen at 3:30 AM on Thursday while the second appeared about five hours later. Each one carried seven people, with the two boats containing a total of thirteen men and one woman. The Home Office has confirmed that the dinghies were brought into Dover by Border Force coastal patrol vessels, with a spokesman disclosing that all fourteen on board presented themselves as Iranian and have been transferred for interviews with immigration officials. They are suspected of attempting to enter the country illegally. In recent week, there have been a number of migrant-carrying boats that have tried to reach the UK. On 18 November, nine migrants, believed to be Iranian, were picked up at Folkestone and on 16 November, seven others, also believed to be Iranians, were picked up near Dover.

SEVERAL MIGRANTS RESCUED IN CHANNEL

22 November (France) – French officials have indicated that 11 people were pulled from boats in the Channel as they tried to reach Britain. The group's boat was seen in distress near the French town of

Wimereux and four of them were taken to hospital suffering from hypothermia. The others were handed over to French border police in Calais.

ITALY ORDERS SEIZURE OF AQUARIUS RESCUE VESSEL

20 November (Italy) – An Italian prosecutor has ordered the seizure of the Aquarius rescue vessel, which has rescued 30,000 migrants from the Mediterranean Sea, in a move that is seen by aid workers as the latest example of how European countries are taking steps to “criminalize” their operations. Italian authorities have also ordered that bank accounts belonging to Doctors Without Borders (MSF) be frozen. Crewmembers aboard the Aquarius have been accused of contravening rules for the disposal of waste. Following an investigation into how food leftovers, clothes and medical waste were dealt with, a prosecutor in the Sicilian port city of Catania on Monday ordered that the Aquarius be seized. However, the vessel remained docked in Marseille, France, on Tuesday. Its operators plan to appeal the decision. Karline Kleijer, the head of emergencies at MSF, which joint operates the Aquarius vessel, has described the order as a “sinister” attempt to “stop humanitarian lifesaving search and rescue capacity at any cost.” SOS Mediterranee, which operates the vessel alongside MSF, has “strongly condemned” what it described as a new attempt to “criminalize humanitarian aid at sea.” It went on to say in a statement, “we categorically refute all accusations of participating in illegal activities,” adding that the Aquarius had always followed rigours procedures in port.

MIGRANTS REFUSE TO LEAVE VESSEL TAKING THEM TO LIBYA

19 November (Libya) – Dozens of increasingly desperate migrants rescued by a cargo ship in the Mediterranean have refused to leave the vessel after it docked in a Libyan port. Some have told journalists that they would rather die than be forced to disembark in Libya, where they say they were held captive and tortured by smugglers. The vessel brought them to Misrata on 10 November after picking them up from a boat off the western coast of Libya. They were picked up by a Panamanian-flagged cargo ship, *the NIVIN*, on 8 November. According to a UN statement, the migrants are from Ethiopia, Eritrea, South Sudan, Pakistan, Bangladesh and Somalia. According to al-Jazeera, fourteen people including unaccompanied children and a mother and baby left the vessel on 14 November for official detention centres in Libya, however 77 migrants remained on board as of 18 November. Doctors Without Borders (MSF) has disclosed that aid workers have been treating burns and “witnessing the despair” amongst those still aboard the vessel. **Update (20 November)** –Libyan authorities on Tuesday forcibly disembarked more than ninety migrants who had refused to leave a cargo vessel that rescued them before docking in Misrata. Once there, 14 disembarked willingly however, in what is the first documented case of its kind, the other 92 refused to leave. According to the commander of the central region coastguards, Tawfiq Essakair, “a joint force raided the cargo ship and used rubber bullets and tear gas to force (them off the ship).” He further disclosed that some had been injured during disembarkation but were now “in good condition” after treatment in hospital, adding that all had been taken to a detention centre in the city. He also noted that the operation had been carried out under the auspices of Libya’s attorney general.

TURKISH COASTGUARD RESCUES 44 PEOPLE STUCK ON ISLAND

19 November (Turkey) – The Turkish coastguard has rescued 44 people who became stranded on the Aegean island of Yumurta while attempting the crossing to Greece in stormy weather. The coastguard dispatched two helicopters and a boat following a rescue request call by someone on the island. Aerial footage showed groups of people on the island off the coast of the western province of Balikesir. The coastguard has not specified the nationalities of the people, though it did indicate that the group included thirteen children.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 25 NOVEMBER 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	Open	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

GUNMEN KILL AT LEAST 5 IN SOUTHEAST LIBYA

23 November – A Libyan doctor and an eyewitness say armed men in pickup trucks have killed at least five people in an attack in the south-eastern town of Tazirbu. Basit Alzway, a witness from Tazirbu, says Friday's attack targeted a police station and the casualties included policemen and civilians. He says the gunmen also kidnapped several citizens before fleeing the scene. Mahmoud AbuShumo, a doctor at a local hospital, also confirmed the attack saying it bore the hallmarks of the extremist Islamic State (IS) group. IS militants were driven out of their chief stronghold in Sirte in 2016. They have since taken refuge in the vast deserts of central and southern Libya, where they continue to stage attacks.

MIGRANTS FORCED OFF BOAT IN LIBYA AFTER STANDOFF

21 November – Dozens of migrants have been forced off a cargo vessel by Libyan authorities after refusing to disembark over fears of abuses. The 79 asylum seekers and migrants were forcibly removed on Tuesday

from the Panama-flagged commercial ship *Nivin* after rejecting demands for 10 days to disembark in the Libyan port of Misrata. Some of the people on board were injured during the forceful removal and transferred to a local hospital. The *Nivin* rescued the group from their sinking rubber dinghy in the waters off Libya under instructions from Italy's Maritime Rescue Coordination Committee on November 7 and then docked in Misrata. Amnesty International says migrants held in Libyan facilities "are routinely exposed to torture, rape, beatings, extortion and other abuse". The UN warned last week that the situation in Libya's detention centres "continues to deteriorate" because of food shortages and the spread of diseases including tuberculosis.

LIBYAN GUNMEN FREE KIDNAPPED EGYPTIANS HELD OVER BUSINESS DISPUTE

21 November – Egyptian workers who were taken hostage in Libya this week over a financial dispute between Libyan contractors and their Egyptian partner have been freed. The 16 workers were seized four days ago in Tobruk by unknown gunmen after Libyan contractors accused a business partner from the same Egyptian village as the kidnapped men of fleeing the country after he stole 100,000 Libyan dinars (\$72,000). The kidnapping had stoked concerns over the fate of thousands of Egyptians, most of them working as laborers in Libya. A brother of one of the hostages said the kidnappers freed the workers, some into the custody of local contractors who paid money on their behalf, while the rest signed undertakings to stay in Libya and work to settle the gunmen's demands. Thousands of Egyptians, most driven by a lack of jobs, have sought work in Libya since 2011, risking their lives in a country where Islamist militants and militias largely rule. One resident of the Egyptian village said his brother paid 7,000 Egyptian pounds (\$390) to smugglers who helped him reach Libya through desert roads.

GUNMEN ATTACK SHARARA OIL FIELD, PRODUCTION UNCHANGED

21 November – Libya's oil company says eight gunmen attacked a substation of its southwestern Sharara oilfield but no employees were hurt and production was unaffected. Wednesday's statement from the National Oil Corporation says the attackers stole three company vehicles and mobile phones in the assault, which took place on Tuesday. Management of the subsidiary running the site, Akakus, along with security teams and regional authorities are seeking out the perpetrators. The company says the attack "serves to show the ongoing need for heightened security at NOC and subsidiary facilities," adding that oil sector remains a plush target for thieves.

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

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