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INCIDENTS AT SEA: 7 – 13 JANUARY 2019

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	2	Medium
WORLDWIDE			
North America	0	0	Low
Central America/Caribbean/ South America	1	3	Medium
Atlantic Ocean Area	1	0	Low
Northern Europe/English Channel/Baltic	0	0	Low
Mediterranean/ Black Sea	1	1	Medium
Arabian Gulf	0	0	Low
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**

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.

CURRENT INCIDENTS REPORTED: 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

VESSELS BOARDED

- No current incidents to report

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

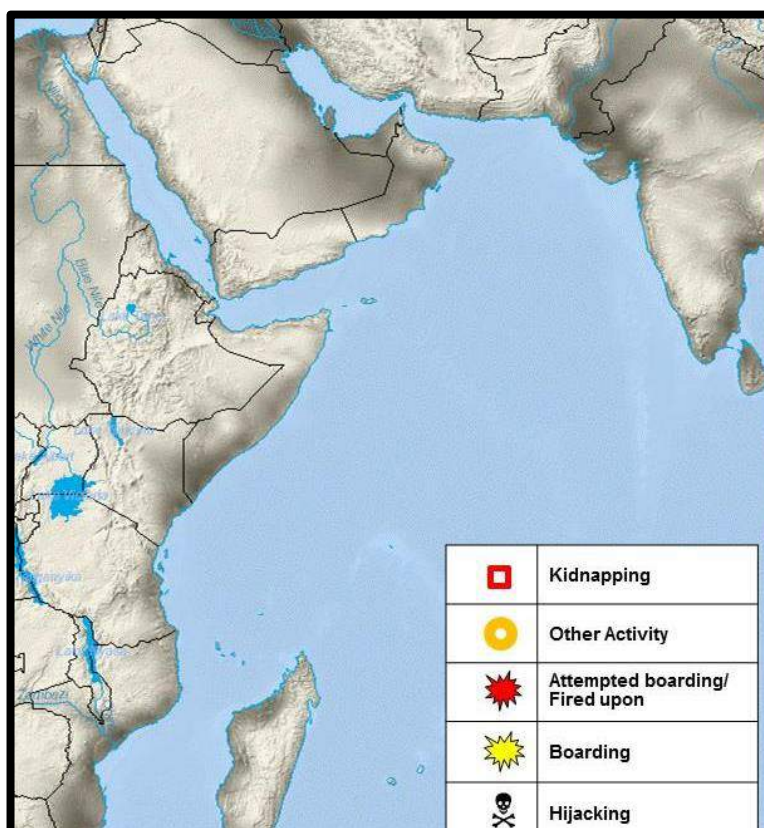
OTHER ACTIVITY

- No current incidents to report

MARITIME REPORTING

- No current maritime related reporting

INCIDENTS REPORTED: GULF OF ADEN, ARABIAN SEA, RED SEA



SOURCE: ONI

SPOTLIGHT ON YEMEN

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.

PORT STATUS AS OF 13 JANUARY 2019

Port Name	Port Status	Risk Level	Notes
Aden Port	Open	High	Curfew: 2000 - 0600
Ash Shahr 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

ACTIVITY REPORTING

HOUTHIS LAUNCH AIRSTRIKE IN BLOW TO PEACE EFFORTS

10 January – A Houthi drone attack hit a Yemeni military parade outside of Aden on Thursday, killing at least troops from the Saudi-led coalition and wounding 20 including senior officers and other military personnel. The attack comes as a blow to Yemen peace efforts after a cease-fire was signed for the key port city of Hodeida last month, and just a day after U.N. envoy Martin Griffiths told the Security Council that the agreement had brought a considerable de-escalation to the conflict. Pro-rebel news website al-Masirah said the attack was carried out by a drone that targeted “invaders and mercenaries” at Al-Anad Air Base in the southern province of Lahj, leaving “dozens of dead and wounded.” Military officials say the dead and wounded include “officers and senior leaders” of the coalition troops, which in southern Yemen contain a strong contingent from the United Arab Emirates that largely oversees the Al-Anad base. Saudi satellite broadcaster Al-Hadath put the death toll at five in Thursday’s drone strike.

UN ENVOY: NO NEW YEMEN TALKS UNTIL MAJOR PROGRESS ON HODEIDAH

9 January – Progress on implementing a cease-fire and withdrawing Houthi forces from Hodeidah port has been “gradual and tentative” and new talks between the warring sides won’t take place until there is “substantive progress,” UN envoy Martin Griffiths told the Security Council on Wednesday. Griffiths added that the warring parties “have largely adhered” to the cease-fire in the port of Hodeidah and surrounding areas. But Griffiths said progress on a pullout of rival forces, humanitarian access and other issues agreed to in Stockholm has been slow, and he called for stepped up efforts by both sides, saying “speedy implementation is crucial.” Secretary-General Antonio Guterres proposed in a letter to the council on Dec. 31 that up to 75 monitors should be deployed for an initial period of six months to oversee the cease-fire and demining of Hodeida and the smaller ports of Salif and Ras Isa, and the redeployment of forces. The mission should also work with the government and Houthis to assure security in the three ports by local security forces. “Progress on implementation has been gradual and tentative, but it has made a tangible contribution to peace,” he said. “There are doubtless many hurdles to be overcome in the days, weeks and months ahead, but the parties must not be diverted from their commitments.” On other commitments, Griffiths said the U.N. is working with both parties to finalize lists of some 15,000 prisoners to be exchanged by Jan. 20 under the Stockholm agreement. The U.N. will hold a meeting in Amman, Jordan on Jan. 14 on the prisoner exchanges, he said, and “I hope these talks will allow many thousands of prisoners to go home and be reunited with their families.” Griffiths said both sides agreed in Stockholm to address the violence in Taiz — one of Yemen’s largest cities which he said holds “enormous historic significance” for the whole country — and have nominated members of a joint committee. Griffiths has said he would convene a new round of talks between the government and the Houthis in January but that now seems unlikely; he working with the Houthis and the government to make sure the next round of talks “will happen at the earliest possible date.”

WFP ISSUES ULTIMATUM AS NGOs CALL ON THEM TO REVEAL AID ‘CORRUPTION’

9 January – The UN humanitarian aid chief Mark Lowcock accused the Houthi rebels of blocking humanitarian supplies traveling from areas under Houthi control to government-held areas. He urged all parties to “allow and facilitate safe, timely and unhindered humanitarian access,” across Yemen. Lowcock’s comments came more than a week after the WFP said it collected evidence showing rebels diverted shipments of food sent to help alleviate the country’s humanitarian crisis. An investigation by the AP found that across Yemen, factions and militias on both sides of the conflict have blocked food aid from reaching groups suspected of disloyalty, diverting it instead to front-line combat units or selling it for a profit on the black market. The World Food Program’s ultimatum was unusually strong, underscoring how corruption has increased the threat of famine in Yemen, where the war has created the world’s worst humanitarian crisis. In a letter sent to rebel leader Abdul-Malek al-Houthi, WFP director David Beasley said on Dec. 31 that a WFP survey showed that aid is only reaching 40 percent of eligible beneficiaries in Sanaa, and only a third are receiving aid in the rebels’ northern stronghold of Saada, he said. “If you don’t act within 10 days, WFP will have no choice but to suspend the assistance ... that goes to nearly 3 million people,” the letter said. “This criminal behavior must stop immediately.” The WFP said it obtained photographic evidence showing rebels seizing food and manipulating lists of aid recipients. Yemeni non-governmental groups voiced concern over the threat. A statement by more than 35 local groups and charities called on the WFP to reveal “corruption” it claims surrounds its humanitarian work in Yemen. “The silence of the WFP so far is considered collusion with the authorities to loot food from the mouths of the hungry people in Yemen,” the statement said. The Houthis, in turn, accused the WFP of politicizing the aid deliveries and accused the agency of sending expired food to Yemen. Relief workers expressed fears of retaliatory measures by the Houthis, either by holding aid trucks for long periods, or revoking visas for international aid workers as they have repeatedly done in the past.

UN CHIEF WANTS 75 TRUCE MONITORS DEPLOYED TO YEMEN

8 January – UN Secretary-General Antonio Guterres has asked the Security Council to approve the deployment of up to 75 observers to Yemen’s port city of Hodeidah for six months to monitor a ceasefire and redeployment of forces by the warring parties. The 15-member U.N. Security Council will need to take action on Guterres’ request by about Jan. 20, when a 30-day authorization for an advance monitoring team led by retired Dutch General Patrick Cammaert expires. It was not immediately clear how many monitors were currently on the ground with Cammaert. The United Nations has said the monitors are not uniformed or armed. In his 31 December proposal to the council, Guterres described the proposed 75-strong team as “a nimble presence” to monitor compliance of the deal and establish and assess facts and conditions on the ground. Guterres said the

larger monitoring mission would contribute to sustaining a “fragile political process” re-launched by U.N. Yemen envoy Martin Griffiths. Griffiths is aiming to convene another round of talks between the warring parties this month. Guterres also called on Yemen’s neighboring states to assist the monitors by “ensuring the free, unhindered and expeditious movement to and from Yemen” of all personnel, equipment, supplies through their territory and the stationing of “support personnel, vehicles and aircraft on their territory.”

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 remain at high in the ongoing war in Yemen. Despite the fragile truce between the Houthi rebels and Yemeni government, which went into effect in December 2018, the potential for retaliatory measures remains high during the anticipated Houthi withdrawal from key cities. Previously, the Houthis have been known to attack maritime vessels. In February 2017, the Houthi rebels 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 is high. Onshore, there remains a high level of violence and criminal activity. Shipping vessels should remain constantly aware of the situation, including changes to protocol when entering Yemeni maritime waters.

UNITED NATIONS INSPECTIONS

The UN Verification and Inspection Mechanism (UNVIM) is operational for commercial imports to Yemen.

Shipping companies or owners delivering to ports not under the control of the Government of Yemen must apply for permits upon departing from the port of origin of their cargo. Yemen-based importers/traders are required to submit this notification form. More information about the UNVIM program is available here: <https://www.vimye.org/home>.

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

SAUDI COALITION INSPECTIONS

All vessels calling at Yemeni ports will only be allowed to enter Yemeni territorial waters following an inspection by the Saudi Arabian coalition forces. Upon arrival outside Bab Al-Mandab, the shipmaster should call the naval forces of the Saudi Arabian coalition by VHF on channel 16 for the arrival registration and indicate his location (ideally three miles from Bab Al Mandab). Coalition authorities will advise on the anchor position until they provide final approval to enter the port. This procedure will not take more than 48 hours.

Coalition inspectors do not conduct investigation with the crew; contact will be with the ship’s master or Chief Officer about the cargo and documents. Once the vessel is permitted into Yemeni ports, the Master will be required to call port control by VHF on channel 14 or 16 for the arrival registration. The shipmaster will be advised the anchor position until the Harbour master confirms berthing prospects.

Coalition forces require AIS to be kept on at all times. The situation is subject to change and vessels should check frequently with local sources for any changes.

WEST AFRICA, GULF OF GUINEA

**WARNING TO VESSELS TRANSITING IN/OFF POINTE NOIRE, REPUBLIC OF CONGO/GULF OF GUINEA**

There is continued concern of further attacks in the area around the Republic of Congo in the Gulf of Guinea.

MS Risk continued to advise vessels transiting this region 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.

CURRENT INCIDENTS REPORTED: 2

VESSELS HIJACKED

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- **7 January (Nigeria)** – Five robbers in a small skiff came alongside an anchored product tanker and threw two ropes attached with hooks onto the tanker’s railing. The vessel was anchored near position 06:15 N – 003:12 E, Lagos Secure Anchorage Area. A duty crewman on routine rounds heard voices near the bow and noticed the hooks and the skiff. The alarm was raised and all non-essential crewmembers were mustered into the citadel. The Master requested assistance from the Nigerian Navy patrol boat in the area which immediately responded. Upon hearing the alarm, the robbers moved away. The patrol boat searched the waters around the tanker.

VESSELS BOARDED

- **7 January (Nigeria)** – Two robbers with plastic hoses boarded an anchored tanker during STS operations near position 06:16 N – 003:20 E, Lagos STS Anchorage. They connected the hoses to the forward cargo tanks and attempted to steal cargo. Duty crewman saw the robbers and raised the alarm resulting in the robbers escaping. The incident was immediately reported to the Nigerian Navy patrol boat who came to the location and carried out a check on the surrounding waters. Nothing was reported stolen.

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

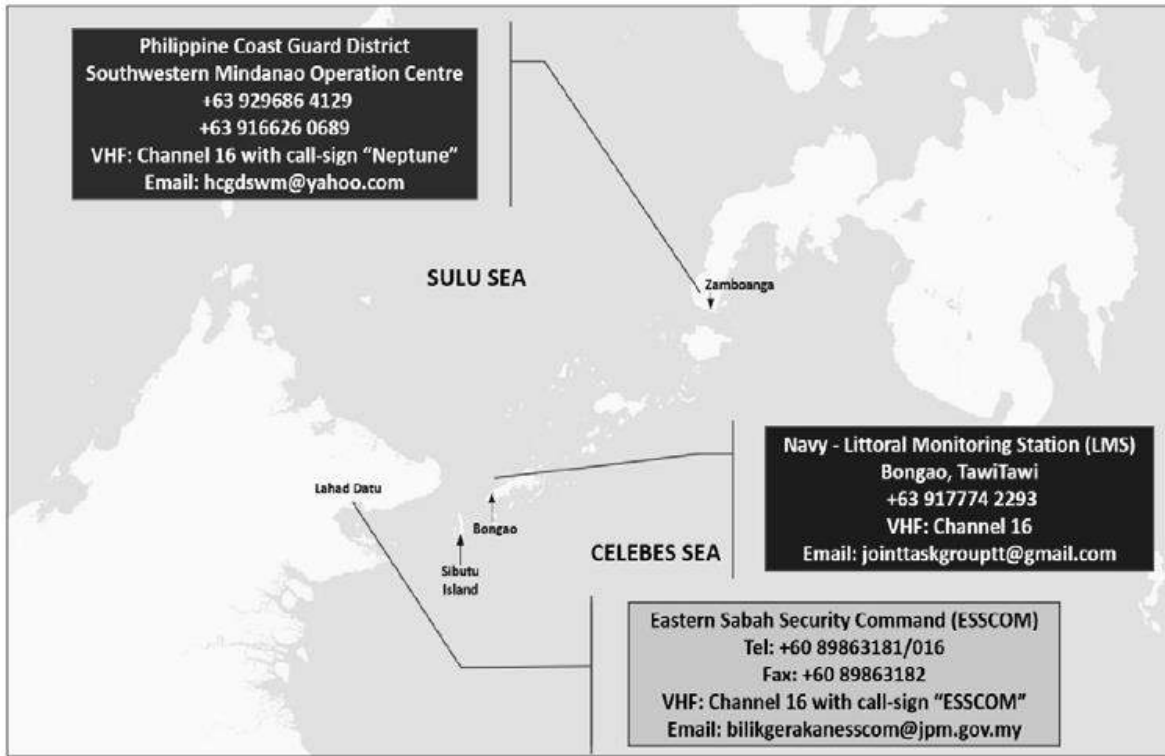
**WARNING: IMMINENT THREAT OF ATTACK BY ABU SAYYAF GROUP**

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

CURRENT INCIDENTS REPORTED: 2

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

- **7 January (Philippines)** – Customs authorities in the Port of Cebu seized four luxury automobiles in a 40-foot shipping container. The container was manifested as carrying car parts and accessories. A spokesman disclosed that they discovered a Range Rover Evoque, an Alfa Romeo, a vintage Porsche 911 and a vintage Mercedes-Benz in the container, which had arrived from Japan.
- **7 January (Indonesia)** – Officials have declared *M/T NAMSE BANGZOD* as missing. On 28 December 2018, the ship loaded with palm oil left Sampit, southern Kalimantan, bound for Jakarta. According to officials, a large-scale search across the Java Sea has not yielded results. Reportedly, there was brief AIS activity on 6 January however no conclusive evidence of the ship's location has been found.

MARITIME REPORTING

- No current maritime related reporting

WORLDWIDE

CURRENT INCIDENTS REPORTED: 7

NORTH AMERICA

- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

- **7 January (Chile)** – The Peru-flagged fishing vessel *ESTHER* was seized by the Chilean Navy when it was illegally fishing in Chilean waters and transferred to the port of Arica for further investigation.
- **3 January (Panama – Late Report)** – Authorities seized 1.3 tonnes of unspecified narcotics from a speedboat in the Pacific coast southwest of Monutosa Island. Authorities seized the narcotics during a routine operation in nearby waters. Three foreign nationals were arrested at the scene.
- **3 January (Colombia – Late Report)** – A deck watch man onboard a container vessel anchored near position 10:19N – 075:32 W, Cartagena Anchorage, saw three robbers near the forecandle and informed the duty officer. The alarm was raised, crewmembers were mustered inside the accommodation area and all doors were locked from the inside. The Master reported the incident to the coastguard and requested assistance. A Coast Guard boat arrived and searched the waters around the vessel. The vessel's properties were reported missing.
- **3 January (Venezuela – Late Report)** – A duty crewman on board a tanker anchored near position 10:16 N – 064:42 W, Puerto la Cruz Anchorage, saw robbers attempting to board using a grappling hook attached to the guardrails of the deck. The alarm was raised and the vessel's horn sounded. Upon hearing the alerted crew, the robbers aborted the boarding attempt and escaped in their boat. The incident was reported to port control.

ATLANTIC OCEAN AREA

- **7 January (Morocco)** – Officials announced the seizure of 13.7 tonnes of cannabis at the Tangier-Med port facility.

NORTHERN EUROPE – BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA

- **7 January (Libya)** – Customs officials at Misrata Port seized a container with 20,000 pistols from a ship that had arrived from Turkey. The arms were reportedly hidden behind boxes containing household items and toys.
- **5 January (Libya – Late Report)** – Customs authorities at Misrata Port seized 8,156 kilograms of cannabis from two containers shipped from Malta.

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

MIGRATION



Winter conditions haven't stopped migrants from trying to reach the European continent, with the United Kingdom in recent weeks seeking a significant rise in the number of migrant crossings in the English Channel.

MIGRANTS STRANDED AT SEA AWAITING FOR EU PORT

8 January (Germany) – On Tuesday, Germany disclosed that it could take in some of the 300 migrants rescued in the Mediterranean in recent weeks, though dozens remain stranded at sea with no European country offering a safe port. The Sea-Watch 3, a vessel run by a German humanitarian group, rescued 32 people from an unsafe boat off the coast of Libya on 22 December and another German charity, Sea-Eye, rescued 17 others on 29 December. The vessels, carrying a combined 49 people, have been sailing back and forth off the coast of Malta for days. The vessel's crewmembers have expressed concern about the migrants' mental state, which has been exacerbated by bad weather and seasickness. Malta is asking partners to take in some of the migrants, including another 249 people that were picked up by Maltese navy boats in the final week of 2018. In response to this, Germany's Interior Minister Horst Seehofer disclosed on Tuesday that his country is willing to take in 50 migrants as long as other European countries also do their part. The Netherlands had also indicated that it was willing to welcome some. Italy's government meanwhile has split on the issue, with the hard-line anti-immigrant Interior Minister Matteo Salvini refusing to host a single migrant while Prime Minister Giuseppe Conte offering to take in a small port as long as Malta lets the vessels dock. In a statement, the Maltese government indicated that talks to divvy up the migrants are ongoing "and the Maltese government would like to see them concluded in the coming hours," adding "a long-term European solution for similar issues in the future should be a priority in order to avoid a repeat which puts even more burden on a member state like Malta which always abides by its obligations." **Update (9 January)** – A group of 49 migrants stranded at sea after being refused entry to any European port in late December was finally allowed to land in Malta on Wednesday. According to Maltese Prime Minister Joseph Muscat, the asylum seekers will be shared amongst nine member states of the EU. A further 224 people who had been brought to Malta by the Maltese Coast Guard will also be distributed across the nine countries.

MIGRANTS REMAIN ON BOARD RESCUE VESSEL AS EU STATES REFUSE ENTRY

7 January (Spain) – Spain's maritime rescue service has disclosed that it has saved 549 migrants trying to cross the Mediterranean. The service reported that its craft intercepted six small smuggling boats that were carrying a total of 350 migrants on Saturday 5 January in waters east of the Strait of Gibraltar. On 6 January, another 199 migrants were pulled from five different boats, including two tiny inflatable boats meant for small bodies of water or near the beach. One of those tiny recreational boats was carrying four children while the other was packed with ten adults.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 13 JANUARY 2019

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

UN HUMANITARIAN CHIEF CONCERNED BY 'SUBSTANTIAL CIVILIAN CASUALTIES' IN DERNA

12 January – Increasing hostilities in Derna are becoming a source of concern, said the UN Humanitarian Coordinator for Libya, following an intensification in fighting which has resulted in "substantial civilian casualties". "I am deeply concerned by the escalation of hostilities in the eastern city of Derna and the consequent further deterioration of the humanitarian situation in parts of the city", said Maria Ribeiro. She added that in addition to substantial civilian casualties, recent intense fighting has reportedly resulted in deteriorating infrastructures and services, leaving some civilians without basic food, water and urgent lifesaving medical care for families and the wounded. "I firmly call for unconditional, unimpeded and sustained humanitarian access to the affected civilians in the old city", she underscored, urging all conflict parties to respect and protect civilians and civilian facilities, and to "strictly adhere to their obligations under International Humanitarian Law and Human Rights Law." Back in December, a trauma hospital in Benghazi, the country's second-largest city, was hit and before that media reports said that Da'esh had claimed responsibility for attacking the Foreign Ministry in the capital, Tripoli. In November, fighting between armed militia damaged a Tripoli hospital for Women and Childbirth, resulting in a doctor being shot and a three-day halt to non-emergency medical services.

MISRATA AUTHORITIES SEIZE TONS OF HASHISH

4 January – Libyan authorities on Sunday seized 8 tons of hashish inside two containers in the port of the Libyan city of Misurata. According to a statement issued by Misurata's Customs Department, the narcotics were found distributed on 260 bags inside the two containers. Authorities destroyed all the seized narcotics, the statement said. In October 2018, authorities in Misurata seized millions of narcotic pills coming from Turkey, the largest shipment seized in Libya. Despite weak security in Libyan sea ports, drugs and narcotics are often seized by authorities during attempts to smuggle them into the country.

MISRATA AUTHORITIES SAY THEY HAVE SEIZED OVER 20,000 TURKISH GUNS

8 January – Libyan authorities on Monday seized more than 20,000 Turkish guns inside a container in the city of Misurata's port. "A 20-foot container carrying Turkish pistols has been seized. Inside the container were some household items and toys as camouflage," said a statement issued by Misurata's Customs Department. "Some 556 cartons were found, and each contains 36 pistols," the statement said. Last month, Libyan authorities seized two shipments of arms from Turkey to the port of the western city of Khoms. UN Support Mission in Libya expressed concern over the shipments, saying that UN Panel of Experts is expected to look into the two seized shipments. In January 2018, Greek Coast Guards announced that they seized a ship with the flag of Tanzania carrying materials used to make explosives while it was sailing to Libya. The UN Security Council has imposed a ban on the sale and supply of arms to Libya since 2011.

LIBYA PROCEDURE

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.

Guidance updated by Gard on 15 November, 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:

There have been no further changes to the working status of Libyan ports and the ports of Sirte and Derna remain closed. All working ports are currently considered safe for ships and crew. However, the situation is subject to change and ship operators are advised to warn their ships' crews of the volatility of the situation and to carry out an assessment of the risks involved prior to entering or transiting Libyan waters. Of particular concern is also the reported oil smuggling activities off the Western Libya coast and the potential consequences for tankers trading to this region, see our alert "Libya - risk of crew being arrested" of 8 May 2018.

RECOMMENDATIONS

Members and clients are advised to instruct their ships to continue to exercise caution when entering Libyan ports and waters. At the time of writing, NAVAERA III warning 225/2016 remains in force and recommends that all ships in or near the militarised area south of 34°00'N should also report their position to the nearest Coastal Station in order to receive a safe track-line.

Ships operating in or near Libyan waters must:

- Adhere to the international laws of trading, follow the official sea navigation routes to any of the working Libyan ports and avoid navigating in the coastal waters of the closed ports;
- Declare the intended voyage and type of cargo to be discharged/loaded to the local agent well in advance of arrival at any Libyan port to allow the agent sufficient time to notify the appropriate authorities; and
- Stay in close contact with local port authorities, ship's agent or Gard's local correspondent to obtain the most up to date and reliable information available at any given time.

The above recommendations are in addition to the usual sanctions checks, given that a number of Libyan individuals and entities are subject to international sanctions. Please refer to the "Sanctions" section on Gard's website for relevant information and advice.

THE US INTERNATIONAL PORT SECURITY PROGRAM

In accordance with the Port Security Advisory (1-18) of 15 October 2018, the US Coast Guard (USCG) has determined that ports in Libya are not maintaining effective anti-terrorism measures. Ships are also advised to "proceed with extreme caution when approaching all Libyan oil terminals, particularly in eastern Libya, due to potential violent and criminal activity based upon recent attempts by armed, non-state actors to engage in illicit export of oil."

The advisory also reminds the shipping industry that UN Security Council Resolution 2146 authorizes the UN Sanctions Committee to impose certain measures on vessels attempting to illicitly export crude oil from Libya and that this resolution imposes several restrictions regarding loading, transporting, or discharging crude oil from Libya which may include the possible denial of port entry.

Under the US Maritime Transportation Security Act (MTSA), the USCG is required to assess the effectiveness of antiterrorism measures implemented in foreign ports from which US documented vessels and foreign vessels depart on a voyage to the US and other foreign ports believed to pose a security risk to international maritime commerce. As ports with ineffective antiterrorism measures are identified, this information is published in the Federal Register and the USCG will impose conditions of entry on vessels arriving in the US that visited such ports as one of their last five ports of call.

Under the conditions of entry, affected vessels must:

- Implement measures as per the ship's security plan equivalent to security level 2 while in port in Libya;
- Ensure that each access point to the ship is guarded and that the guards have total visibility of the exterior (both landside and waterside) of the vessel while it is in port in Libya;
- Attempt to execute a declaration of security while in port in Libya;
- Log all security actions in the ship's security records; and
- Report the actions taken to the relevant Coast Guard captain of the port prior to arrival in US waters.

Any affected vessel that does not meet the stipulated conditions may be denied entry into the United States.

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

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