

Maritime Security Review



Issue No. 10

13 March 2017

MS | RISK



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PLEASE NOTE:

The information contained in this report is as accurate as possible at the time of publishing. In some cases, however, incidents are updated at a later date as more information comes becomes available.

We encourage our readers to confidentially report any incidents or suspicious activity to info@msrisk.com.

INCIDENTS AT SEA

Reporting Period: 6 - 12 March 2017

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

NOTE: PRESIDENT TRUMP IMMIGRATION BAN

On 3 February, a federal judge issued a temporary, nation-wide halt to President Trump's Executive Order (EO) on immigration and travel to the United States. Customs and Border Patrol have told airlines to resume pre-ban procedures.

Following the finding, the White House stated that the Department of Justice would file an emergency request to push the EO through. If the EO is upheld following the emergency request, please be warned that it may have implications for vessels calling at US ports.

The Executive Order calls for a blanket ban on travel and immigration from seven countries (Syria, Yemen, Sudan, Somalia, Iraq, Iran, and Libya) for a 90-day period. If upheld, crewmembers from these countries will be denied entry to the US while the ban is in effect. Shore leave will be denied for crewmembers from those nations, regardless of their visa status. However, it is not believed that ships with crews from this country will be denied entry into US ports. If a crewmember from a nation under the ban requires emergency medical treatment, an exception ***may*** be made to allow the member ashore for treatment.

Ship owners are advised to stay abreast of updates as they emerge.

GULF OF ADEN/ARABIAN SEA/BAB EL-MANDAB/RED SEA



WARNING FOR RED SEA, BAB EL-MANDAB STRAIT AND GULF OF ADEN:

A Yemeni Coast Guard vessel has struck a mine in the vicinity of Mokha Port, killing two. It is believed that Houthi rebels have deployed additional mines near Mokha port, and mines may be deployed near Hodeidah (al Hudaydah) port as the Saudi Coalition attempts to deny Houthi rebels access to Yemen's western coastline. MS Risk continues to advise extreme caution for vessels traveling through Bab Al Mandab, the Gulf of Aden and the Indian Ocean.

Vessels transiting these regions should operate under a heightened state of alert. This is due to increasing tensions in the region, which in turn can escalate the potential for direct or collateral damage to vessels transiting the region. These threats may come from a number of different sources such as missiles, projectiles, or waterborne improvised explosive devices. Houthi rebels have claimed responsibility for the 1 October attack on a UAE vessel. MS Risk advises all vessels transiting this region to report any hostile activities immediately.

Masters are advised to remain vigilant at all times inside the HRA and are advised to adhere to strict guidance and protective measures as set down in BMP4. Sailing yachts should avoid transiting the HRA. Past activity has demonstrated that pirates will attack both large and small yachts transiting this region. While successful attacks and hijackings of merchant vessels have significantly decreased over the past two years, the possibility of attacks and the successful hijacking of sailing vessels continue to remain high. This is due to the reduction of revenue sources from pirated merchant vessels and the fact that sailing yachts are vulnerable and easier targets. PAG's continue to conduct "soft approaches" on merchant ships transiting the area. Skiffs have approached vessels in order to probe the reaction of the crewmembers and any possible Privately Contracted Armed Security Personnel (PCASP) onboard. If the pirate approach does not elicit a response, the pirates will likely proceed with an attack, in which additional skiffs may participate.

HIJACKS

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS

- No current incidents to report

VESSELS BOARDED

- No current incidents to report

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

1. **9 March** – At 0845 UTC in position 13:52 N – 050:20 E, an MV reported that two motherships had deployed four skiffs that approached the MV to within 1 cable. The onboard AST showed their weapons and the skiffs retreated. The vessel has been reported safe.
2. **7 March** – At 0834 UTC in position 13:12 N – 048:58 E, an MV reported being followed by two skiffs with 16 – 20 armed persons on board. The skiffs followed astern for 40 minutes. The MV has been reported safe.
3. **2 March (Late Report)** – The Royal Australian Navy frigate *HMAS ARUNTA* seized 800 kilograms of hashish from a dhow in the Arabian Sea. *HMAS ARUNTA* was patrolling the area and her specialist boarding team located the drugs hidden in a consignment of coffee. Commanding officer Commander Cameron Steil disclosed that it was the ship's first successful intercept since

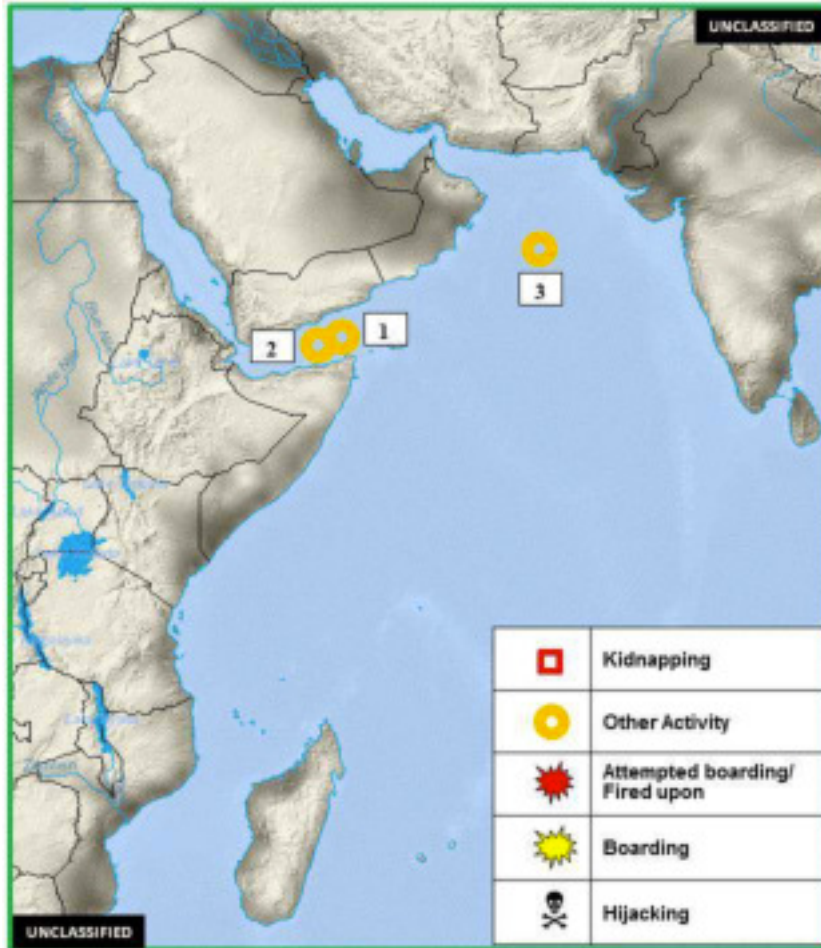
starting her rotation in December. He went on to say that “there were numerous suspicious elements regarding this vessel, we conducted a thorough search.” The 31-nation Combined Maritime Forces in the region are tasked to improve overall maritime security, stability, and prosperity by denying terrorist organizations the ability to move personnel, weapons or narcotics and obstructing their capacity to raise funds. Head of Australian forces in the Middle East, Major General John Frewen, disclosed that the successful drug interception was the culmination of significant work that the ship had undertaken as part of the Combined Maritime Forces, which is a partnership built on defeating terrorism, preventing piracy, encouraging regional cooperation and promoting a safe maritime environment.

MARITIME REPORTING

- Nothing to report

INCIDENT MAP

Source: ONI



WEATHER FORECAST: GULF OF ADEN

NORTHERN ARABIAN SEA: Westerly winds of 10 – 15 knots with seas of 2 – 4 feet.

- **Extended Forecast:** Northwest winds of 20 – 25 knots with seas of 3 – 5 feet.

GULF OF OMAN: Northwest winds of 10 – 15 knots, and seas of 1 – 2 feet in the western section of the Gulf; with northwest winds of 10 – 15 knots, and seas of 1 – 3 feet in the eastern section of the Gulf.

- **Extended Forecast:** East-southeast winds of 10 – 15 knots and seas of 1 – 3 feet in the western section of the Gulf; with east-southeast winds of 10 – 15 knots and seas of 2 – 4 feet in the eastern section of the Gulf.

GULF OF ADEN: Easterly winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the western section of the Gulf; with easterly winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the eastern section of the Gulf.

- **Extended Forecast:** Easterly winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the western section of the Gulf; with easterly winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the eastern section of the Gulf.

SOMALI COAST: Northeast winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the northern section of the coastline; with northeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 2 – 4 feet in the southern section of the coastline.

- **Extended Forecast:** Northeast winds of 15 – 20 knots and seas of 2 – 4 feet in the northern section of the coastline; with northeast winds of 15 – 20 knots and seas of 3 – 5 feet in the southern section of the coastline.

CENTRAL AFRICAN COAST/INDIAN OCEAN: East-northeast winds of 10 – 15 knots and seas of 2 – 4 feet.

- **Extended Forecast:** East-northeast winds of 15 – 20 knots and seas of 3 – 5 feet.

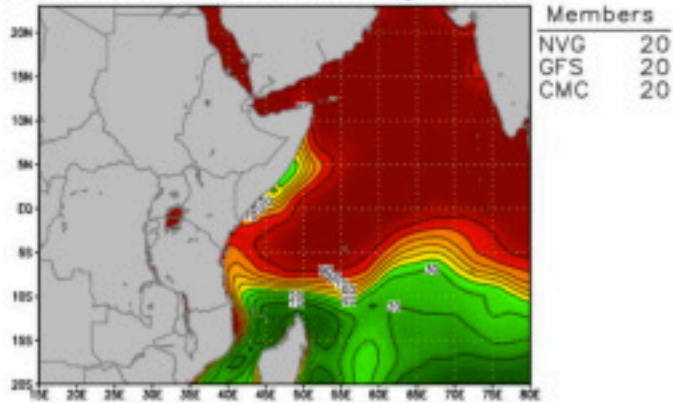
MOZAMBIQUE CHANNEL: Northwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 7 – 9 feet in the northern Channel; with southeast winds of 15 – 20 knots, gusting to 30 knots, and seas of 9 – 12 feet in the southern Channel.

- **Extended Forecast:** Northwest winds of 15 – 20 knots, and seas of 5 – 7 feet in the northern Channel; with southeast winds of 20 – 25 knots, gusting to 30 knots, with seas of 9 – 12 feet, **increasing to 30 – 35 knots, gusting to 40 knots, and seas of 25 – 30 feet in the southern Channel, due to Tropical Cyclone 09S.**

SURFACE CURRENTS: The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Currents' speeds along the Somali Basin are northeasterly averaging between 2 – 3 knots.

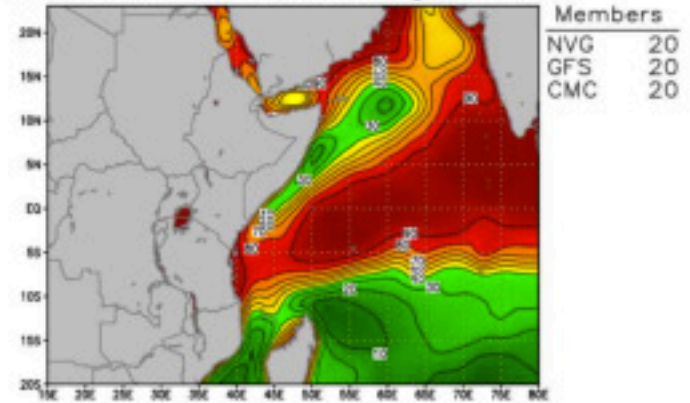
SYNOPTIC DISCUSSION: High pressure continues to dominate the weather over the region producing light winds across the Arabian Gulf, Gulf of Oman and the Arabian Sea. Expect increased wind flow through the Strait of Hormuz and the Bab el Mandeb Strait due to funneling effects.

Winds < 15.0 kts and Wave Heights < 5.0 ft



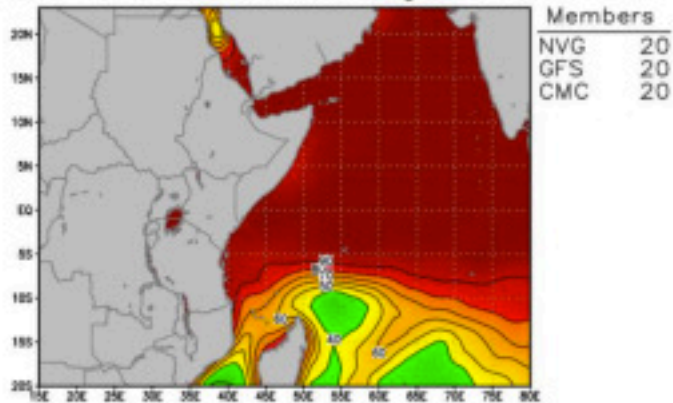
Valid Time: 1200Z 09 MAR 2017

Winds < 15.0 kts and Wave Heights < 5.0 ft



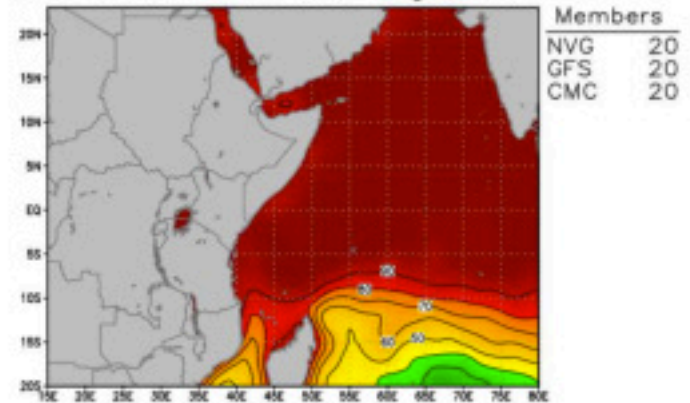
Valid Time: 0000Z 12 MAR 2017

Winds < 17.0 kts and Wave Heights < 7.0 ft



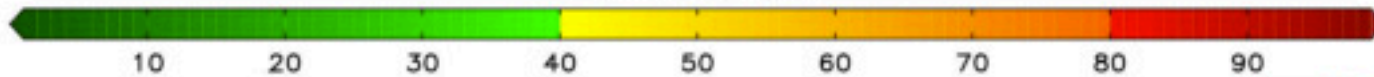
Valid Time: 1200Z 14 MAR 2017

Winds < 17.0 kts and Wave Heights < 7.0 ft



Valid Time: 0000Z 17 MAR 2017

probability (%)



SPOTLIGHT ON YEMEN

PORT STATUS AS OF 12 MARCH 2017

Port Name	Port Status	Risk Level	Notes
Aden Port	Open	High	Curfew: 2000-0600
Ash Shihr Oil Terminal	Open	High	
Balhaf LNG Terminal	Closed	Closed	
Hodeidah Port	Open	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

*Security conditions surrounding **Hodeida port** are subject to change. Shipmasters and crew are urged to remain abreast of current conditions in the area, and ensure that security measured aboard vessels are in place.*

YEMEN MARITIME WARNING

A Yemeni Coast Guard vessel has struck a mine in the vicinity of Mokha Port, killing two. It is believed that Houthi rebels have deployed additional mines near Mokha port, and mines may be deployed near Hodeidah (al Hudaydah) port as the Saudi Coalition attempts to deny Houthi rebels access to Yemen's western coastline. **MS Risk continues to advise extreme caution for vessels traveling through Bab Al Mandab, the Gulf of Aden and the Indian Ocean.**

BACKGROUND

On 10 March, a Yemeni coast guard vessel hit a naval mine near Mokha port, killing two soldiers and wounding eight. Security officials suspect that the mine was planted in the Red Sea by Houthi rebels. It is the first recorded instance of the use of naval mines since the war began. The Saudi-led coalition has previously warned of the presence of naval mines planted by Houthi militants in the Red Sea.

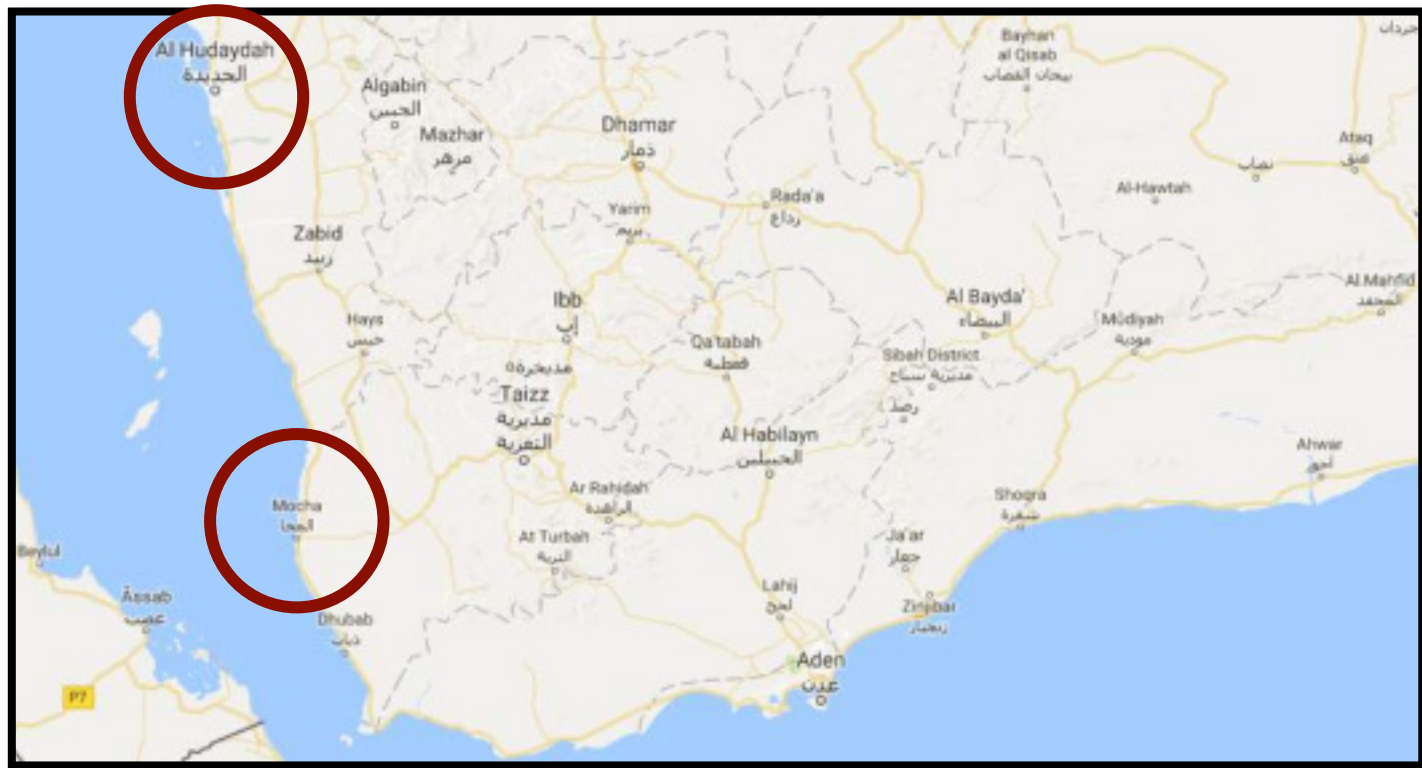
This week, Saudi Coalition warships delivered tanks and armoured vehicles to Mokha port, as they continue Operation Golden Spear, an offensive aimed at recapturing Yemen's western coast from Houthi forces and denying them access to key Red Sea ports. In February, Coalition and pro-Hadi government forces wrested control of Mokha port from Houthi rebels, who reportedly fled north and were preparing to regroup. Unconfirmed reports have circulated that the rebels placed naval mines around Mokha port to disrupt Coalition operations. Currently, Houthi forces are preparing to defend their control of the Hodeidah governorate. **It is likely that Houthi rebels may deploy aquatic mines in the waters around Hodeidah port.**

The detonation of a naval mine is the latest in a series of assaults targeting maritime vessels. In October 2016, Houthi rebels claimed an attack which destroyed a UAE catamaran in the Strait. Later that month, LNG gas tanker *Galicia Spirit* was attacked by unknown assailants near Perim Island, approximately eight miles from the Yemeni Coast, in Bab al-Mandab Strait. In January 2017, Saudi warship *Al-Madinah* was attacked west of Hodeidah port, leaving two crew members dead. It was later determined that the attack had been conducted via an unmanned vessel; a remotely controlled drone device, launched and controlled from Hodeidah port. **The attacks in recent weeks indicate that the Houthi rebels are determined to defend their control of the shore from the coastline, therefore it is likely that attacks on maritime vessels will continue.**

While unmanned drone boats may likely target coalition warships, aquatic mines do not distinguish, and can cause harm to any vessel in the vicinity.

IMPLICATIONS

The US Office of Naval intelligence has issued a warning of potential aquatic mines to merchant ships travelling in the Bab al Mandab Strait near Mokha Port. The US Navy is seeking to detect and disarm mines near the strait, and warns that attacks, particularly commercial vessels, may trigger involvement from other parties. There has been no indication that Bab al Mandab waterway is subject to closure or blockade, however the presence of a mine, whether reported as visible or



implicated in an incident, can become a force multiplier, causing a scare in the narrow waterway. This could lead to stricter regulations for access to the waterway, or closure of the traffic lanes in the Strait.

Such a decision could have critical impact. More than 60 commercial vessels travel through the narrow waterway daily, and approximately four million barrels of oil per day are shipped through the strait. Bab al Mandab is a maritime chokepoint, spanning from 10-15 miles wide. International traffic, such as shipping and passenger liners, are divided into two lanes, with northbound traffic nearer the Arabian side, and southbound traffic near the African side. A threat that results in

even temporary blockage of this waterway can lead to significant increases in world energy prices. Impeded passage through the strait would likely require ships to travel around the southern tip of Africa.

HOUTHİ ACCESS TO MINES

In 2015, the Saudi-led Coalition has conducted an aerial and naval blockade, which has significantly hampered Houthi efforts to obtain illicit weapons from sources outside of the country. However, the recapture of Mokha from the rebels in February 2017 uncovered hidden caches of weapons; it is likely that Houthi rebels have additional stockpiles in other areas across Yemen, and are being supplemented through still unidentified smuggling routes.

Iran has long been believed to be aiding Houthi rebels in what has become a proxy war between Saudi-Arabia and the Islamic Republic. It is believed that naval mines deployed by the Houthi rebels have made their way to Yemen through Iranian arms smuggling networks. In particular, the Islamic Revolutionary Guards Corps (IRGC) is believed to have provided weapons to the Houthis through their extensive maritime smuggling networks. Through a combination of state funds and illicit gains, the IRGC has amassed a vast amount of finances, and are believed to be major funders of state-sponsored terrorism. Sources have indicated that the IRGC exclusively controls approximately 90 of Iran's 212 official docks, covering nearly 45% of Iran's imports and exports. Under orders from Ayatollah Khamenei, no authorities oversee the activities of the IRGC



Sample image of naval mine

at border areas, including land, air, or sea. The docks play a key role evading sanctions and allowing illicit goods in for sale on the black market, and are also reportedly used by the IRGC through front companies, to smuggle exports including the shipment of arms to proxy groups, such as the Houthi rebels.

At least three IRGC front companies have been identified for engagement to smuggle arms, particularly to Yemen. These front companies may be using commercial supply chains to deliver weaponry from points outside of Yemen,

unbeknownst to the governments of the nations where they dock. As access to Yemen is impeded, the companies may use sea ports outside of Yemen, and then transfer overland to their final destination. Media sources have reported that one of the companies is believed to be key in delivering weapons to the Houthi rebels. The company and reportedly utilizes docks north of Yemen to transfer guns, rocket launchers, mines, and other weapons. Unverified reports suggest that members of the IRGC have trained the Houthi rebels in the deployment of aquatic mines. It is likely that the Houthi rebels may be bolstered

by support from Iranian special forces, or these forces may be embedded with Houthis.

It is unlikely that modern smart munitions are being deployed. It is also most unlikely that they are tethering or otherwise mooring sea mines. If they are, this is the most dangerous deployment type as they will remain unseen and so are therefore very dangerous to unsuspecting vessels. In this scenario, specialist naval clearance is the only safe method for making a mined area safe. It is highly likely that any sea mines are free floaters deployed in a relatively clumsy fashion:

dropped from a headland or wharf, or by a mine laying vessel which is probably disguised. Influencing factors will include tidal stream and currents. If deployed at sea by a mine laying vessel free floaters will cause more disruption due to unpredictability. Once spotted, currents must be mapped carefully to determine impending risks. If free floating mines are being deployed from headland locations, then it is imperative for vessels to avoid coastal areas.

It is unlikely that any mines encountered are modern or smart munitions. It is highly likely that any encountered will be vintage stock from the Iran Iraq War of the 1980s and under these circumstances a detonation is typically triggered by one of three means:

- Acoustic
- Magnetic
- Pressure (i.e. contact)

The magnetic signature of any merchant vessel will be significant and therefore a severe risk from 100m plus radius. If a vessel finds itself in suspect waters, then speed must be reduced to enable spotting and permit manoeuvre. If smart mines are deployed, then all the above triggers will be present and the explosive yield will be significantly greater than vintage models.

GUIDANCE:

The guidance issued by UKMTO on 1 February 2017 remains in place. Masters are urged to:

- Increase vigilance
- Maintain the furthest possible distance from the Yemen coast
- Transit the Bab el Mandeb strait during daylight hours
- Use the western Traffic Separation Scheme wherever possible.

In addition, ships are urged to prevent misidentification, transmit AIS, and register and comply in full with BMP.

If a master believes he is in or near a mined area note the following immediate action drills:

- Mount extra watches with binoculars and any other observation aids available
- Watch for foreign objects, flotsam and suspect craft in the vicinity
- Drill muster stations and abandon ship preparations
- High state of readiness maintained at all times
- Review cargo consignment for extra sensitivity or control measures
- Plot friendly warships in proximity for distress options and identify if military minesweepers are active or inbound
- Consider night operations, pilot meeting points, harbour entry/exit very carefully

If a mine strike is unavoidable, masters should issue distress signals on Channel 16 and attempt to strike bow-on to minimise casualties and ensure best chance of crew survival. Stern, glancing or flank strikes will enhance damage and accelerate any crisis. If sea mines are confirmed in an area, then vessels must deviate from any route that would take them into the danger zone until verifiable clearance has completed.

ACTIVITY REPORTING

- **7 March** – US Office of Naval Intelligence (ONI) warned merchant ships traveling between Yemen’s Bab al Mandeb Strait of aquatic mines. The Yemeni army confirmed it will act quickly to clear the areas of the mines placed by Houthi forces. The closure of this waterway would lead to substantial increases in total energy costs and global oil prices.
- **6 March** – The Pentagon is increasing military operations in Yemen. On Thursday and Friday, the U.S. carried out over 30 airstrikes in Shabwah, Abyan and Al Bayda provinces. In 2016, the total number of US airstrikes in Yemen was 36. According to the Pentagon, the strikes were targeting al-Qaeda in the Arabian Peninsula. The U.S. military did not disclose how many al Qaeda fighters were killed, although on Thursday, Reuters reported that strikes, using manned and unmanned aircraft, left at least nine militants dead. The attacks come after a botched ground raid on a Yemeni village in January left 25 civilians and one U.S. Navy SEAL dead.

YEMEN: PROCEDURE

MS RISK CONTINUES TO ADVISE EXTREME CAUTION FOR VESSELS TRAVELING THROUGH BAB AL MANDAB, THE GULF OF ADEN, AND THE INDIAN OCEAN.

MS Risk has previously assessed that the waters around Yemen may become the next affected area in a battle for regional influence. As Operation Golden Spear

ensues along the western coast of Yemen, the potential for retaliatory measures is heightened. On the water, the battle has taken a turn as the US navy has discovered that the recent attack on the Saudi frigate, *RSN Al Madina*, was conducted via an unmanned, remotely controlled vessel. It is unknown how many similar vessels are currently in the hands of Houthi rebels. Attacks from ship-to-shore or vice versa could cause accidental damage to vessels or disruption to shipping routes.

The risk of passage through the region has increased and is likely to rise. There remains a high level of violence and criminal activity ashore. Shipping vessels should remain constantly aware of the situation, including changes to protocol when entering Yemeni maritime waters.

UNITED NATIONS INSPECTIONS

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

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

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

SAUDI COALITION INSPECTIONS

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

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

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

WEST AFRICA/GULF OF GUINEA



WARNING: The entire Gulf of Guinea region remains at a high risk to piracy; MS Risk advises all vessels transiting within 100 nautical miles of Tema, Ghana; Lome, Togo and Cotonou, Benin to remain particularly vigilant.

HIJACKS

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS

- No current incidents to report

VESSELS BOARDED

- No current incidents to report

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

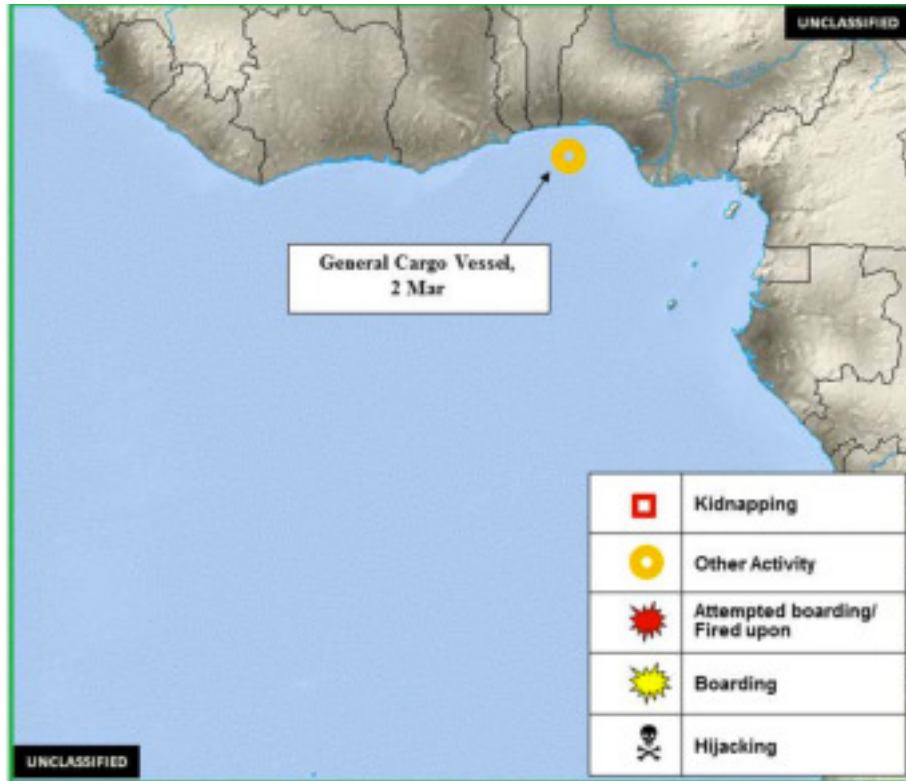
- **2 March (Nigeria – Late Report)** – An alert crewman on board a general cargo vessel underway near position 04:28 N – 002:30 E, 131 nautical miles southwest of Lagos, noticed a suspicious boat doing 9 knots at a distance of 0.9 nautical miles astern. The cargo vessel increased speed and made large course alterations and the boat appeared to follow. As the cargo vessel was slightly faster, after nearly two hours, the distance increased and the boat moved away. The cargo vessel continued its passage.

MARITIME REPORTING

- Nothing to report

INCIDENT MAP

Source: ONI



WEATHER FORECAST: GULF OF GUINEA

GULF OF GUINEA: South-southwest winds of 5 – 10 knots and seas of 2 – 4 feet.

- **Extended Forecast:** South-southwest winds of 5 – 10 knots and seas of 2 – 4 feet.

SYNOPTIC DISCUSSION: High pressure continues to dominate the weather in the region producing relatively light winds across the Somali Basin. Isolated thunderstorms and rain showers can be routinely expected along the Somali and West African coasts with increased southerly wind flow through the Bab el Mandeb Strait due to funnelling effects.

SOUTHEAST ASIA

WARNING: There are continuing concerns in regards to the situation of kidnapping of crewmembers from vessels while underway in the Sulu-Celebs Sea region. MS Risk advises all slow moving vessels to re-route from the area, where possible. Otherwise, ship Masters and crewmembers are strongly advised to exercise extra vigilance while transiting the area. We advise that you immediately report any sightings of any suspicious activity or boats.

Pirate Action Groups (PAG's) operating in this region are likely to target vessels to siphon fuel or oil onto another ship. Masters are therefore reminded to remain vigilant at all times in all regions, including at ports and anchorages. Attacks and robberies can occur at any time. Incidents involving the siphoning of oil/fuel have been on the rise in recent months. Masters are reminded to remain vigilant at all times and to report any incidents, suspicious activity, attacks or hijackings to the local authorities.



HIJACKS

- No current incidents to report

KIDNAPPING

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- No current incidents to report

VESSELS BOARDED

- No current incidents to report

SUSPICIOUS ACTIVITY

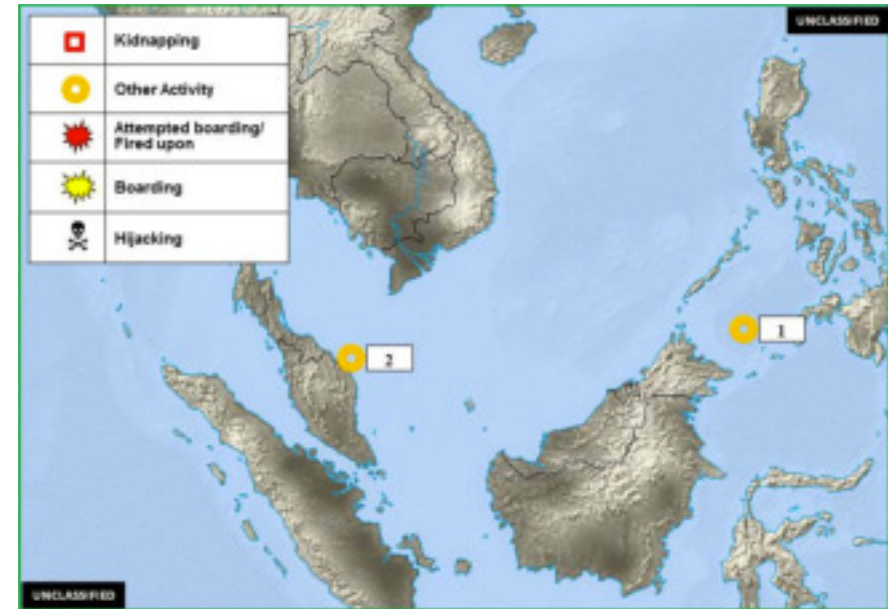
- No current incidents to report

OTHER ACTIVITY REPORT

1. **5 March (Philippines – Late Report)** – A skiff with six persons onboard approached and followed general cargo ship *PHU AN 268* for approximately 1.5 hours. The skiff initially started following the ship near position 06:20 N – 118:08 E, 4.43 nautical miles northeast of Lihiman Island. Master raised the alarm, increased the speed and activated the fire hoses. The incident was reported to the Malaysian authorities. A patrol vessel rendezvoused with the vessel and escorted her to Sandakan port. The vessel and all crewmembers on board have been reported safe.
2. **1 March (Philippines – Late Report)** – State marine police foiled an attempt to smuggle 21,000 litres of diesel in an operation near Seberang Takir River. A marine police spokesman disclosed that two locals and two Indonesian crewmembers were detained to assist investigation. Further adding that they found out that the boat had a modified fuel tank and that the boat was heading towards a neighbouring country from the Kemaman Port, and the tub boat was not authorized to carry the fuel.

INCIDENT MAP

Source: ONI



MARITIME REPORTING

- **9 March (Vietnam)** – The Vietnam Maritime Administration (Vinamarine) has ordered port authorities across the country to warn vessel owners and maritime transport companies of the increasing number of pirate attacks occurring in Southeast Asian waters, particularly around East Sabah and the southern Philippines. Vietnam has already warned of increasing piracy in Southeastern Asian waters, with Vinamarine disclosing that between November 2016 and February 2017, pirates raided two Vietnamese ships, seizing crew members. On 19 February, vessel *GIANG HAI* was attacked by pirates while operating off the Philippines, resulting in the death of one crewmembers and six other crewmembers being held hostage. On 11

November 2016, the Vietnamese vessel *ROYALS 16* was attacked by pirates off the Philippines when it was transporting cement from the northern Vietnamese city of Haiphong to Indonesia. Six crewmembers were kidnapped during that raid. Vietnam Register Quality and Safety Certification Centre (VRQC) has disclosed that pirates have tended to arrest crewmembers for ransom rather than stealing the vessel's cargo. Pirates often use high-speed vessels and guns in a bid to overwhelm ships and are even willing to kill crewmembers on the spot. Vinamarine has warned international shipping firms to be alert while going through the Straits of Malacca, East Sabah and the South Philippines. Ships with slow speeds have been advised to avoid travelling through these areas. In cases where vessels have to travel through these areas, they are advised to go in groups. Ships are also advised to operate during daylight hours and to avoid islands, which pirates may use as a base. They should also be well-equipped to prevent pirate attacks.

- **9 March (Asia)** – On Thursday, Manila's defense secretary confirmed that the Philippines, Malaysia and Indonesia will launch joint patrols in piracy-plagued waters. The announcement comes after a wave of attacks, which saw the Abu Sayyaf Group kidnap and murder a number of foreigners. Defense Secretary Delfin Lorenzana disclosed that he and his counterparts from Malaysia and Indonesia had agreed to patrol a sea lane where commercial vessels could pass with protection from the three nations' navies. Speaking at a news conference, he stated "we are inaugurating some time in April or May a joint patrol of the three nations in that area," adding "(vessels) cannot stray beyond that lane so that we can help protect them." In recent years the waters between the three countries have become increasingly dangerous, with maritime officials warning of a "Somalia-type" situation if the attacks are not addressed. According to Lorenzana, the Abu Sayyaf Group is holding 31 foreign and local hostages, including six Vietnamese seamen who were attacked on board their cargo ship off the southern Philippines last month. Lorenzana went on to say that he told the Vietnamese convoy to Manila last week to either arm his country's crewmembers passing through the waters or coordinate with Philippine authorities in order to avoid being kidnapped, adding that President Rodrigo Duterte remains "very interested" in ending the kidnapping problem. The Philippines President has already asked China to help

patrol the waters, citing Beijing's dispatch of a naval convoy to the Gulf of Aden in 2009 to protect Chinese vessels from Somali pirates. Lorenzana also disclosed that equipment to help fight the Abu Sayyaf Group, like fast boats, drones and radars, would be acquired as part of a military modernisation programme.

- **6 March (Philippines)** – According to military officials, the body of a German hostage beheaded by Islamist militants in the Philippines last month has been recovered. Officials have disclosed that the body was retrieved on the island of Sulu and will be returned to Germany. Jurgen Kantner was abducted from his yacht in November 2016, with the Abu Sayyaf Group taking responsibility for the kidnapping. Mr Kantner's companion, Sabine Merz, was found shot dead aboard their abandoned yacht in November. Last month, a video was posted depicting the beheading of Mr Kantner by a knife-wielding man shortly after a deadline for a 30m peso (US \$600,00) ransom expired. The German Foreign Ministry later disclosed in a statement that it was "deeply shocked by the inhuman and gruesome act." Earlier, Philippine President Rodrigo Duterte apologized to Germany and to Mr Kantner's family for failing to rescue him during nearly four months of captivity, however he insisted that ransoms should not be paid.

SOUTHERN SOUTH CHINA SEA: Variable winds of 5 – 10 knots and seas of 1 – 3 feet.

- **Extended Forecast:** Northeast winds of 5 – 10 knots and seas of 1 – 2 feet with a northerly swell.

MALACCA STRAIT: Northwest winds of 5 – 10 knots and seas of 1 – 2 feet in the northern Strait; with northwest winds of 5 – 10 knots and seas of 1 – 2 feet in the southern Strait.

- **Extended Forecast:** Northwest winds of 5 – 10 knots and seas of 1 – 2 feet in the northern Strait; with northerly winds of 5 – 10 knots and seas of 1 -2 feet in the southern Strait.

ANDAMAN SEA: Northerly winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the northern section; with northeast winds of 10 – 15 knots and seas of 2 – 4 feet in the southern section.

- **Extended Forecast:** Northerly winds of 10 – 15 knots and seas of 1 – 3 feet in the northern section; with northeast winds of 10 – 15 knots and seas of 2 – 4 feet in the southern section.

SOUTHERN SULU SEA – NORTHERN CELEBES SEA: North-northwest winds of 10 – 15 knots and seas of 3 – 5 feet.

- **Extended Forecast:** North-northeast winds of 15 – 20 knots and seas of 3 – 5 feet.

SURFACE CURRENTS: Currents in the southern South China Sea, Malacca Strait, and Andaman Sea are generally less than 1 knot with a few areas in the southern South China Sea averaging 1 knot.

SYNOPTIC DISCUSSION: The return of monsoonal flow late in the forecast period will produce increased winds and seas throughout the South China Sea. Expect strong gusts in and around scattered thunderstorms throughout the Malacca Strait and the Andaman Sea due to funneling effects and daytime heating.

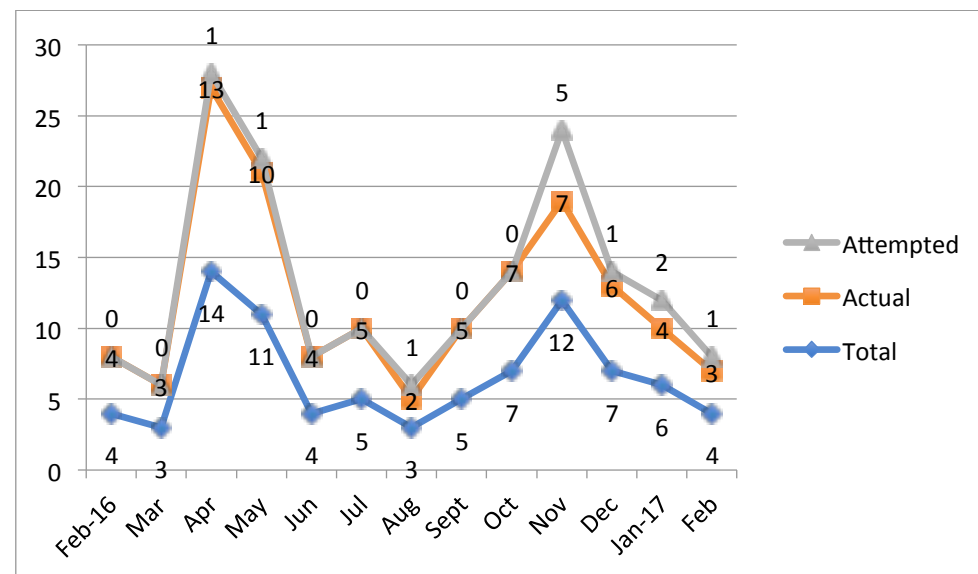
REVIEW OF PIRACY & ARMED ROBBERY AGAINST VESSELS IN ASIA – FEBRUARY 2017

During the month of February 2017, there were a total of four incidents of piracy and armed robbery against ships reported in Asia. Of this total, three were actual incidents and one was an attempted incident. Of the three actual incidents, two were incidents of armed robbery against vessels and one was a piracy incident. During this period, the occurrence of incidents involving the abduction of crewmembers from ships while underway in the Sulu-Celebs Sea and waters off eastern Sabah continued to be of great concern with one actual incident and one attempted incident reported in February 2017.

NUMBER OF INCIDENTS BY MONTH (FEB 2016 – FEB 2017)

In February 2017, there were four incidents of piracy and armed robbery against vessels reported in Asia. This figure is consistent with the total number of incidents that were reported in February 2016. On a month-on-month comparison between February 2016 and February 2017, there has been a continuous decline in the total number of incidents in the past four months – from 12 incidents reported in November 2016 to seven incidents in December 2016, to six incidents in January 2017 and four incidents in February 2017.

Number of Incidents (Feb 2016 – Feb 2017)



LOCATION AND DESCRIPTION OF INCIDENTS

Below is a description of the four incidents that were reported in February 2017.

1. **SKYTHIA Bulk Carrier; Malta (15 February 2017; 0130 hrs; Jing Tang No. 4 Anchorage, China)** – While at anchor, four perpetrators boarded the vessel. The duty officer raised the alarm and the perpetrators fled the ship without stealing anything.
2. **MMA PINNACLE Offshore Supply Vessel; Singapore (18 February 2017; 0330 hrs; Mumbai D4 Anchorage, India)** – While at anchor, the project personnel

and crewmembers found that some items on board the ship were missing. Upon further investigation, they found bare footprints at the access area on the port aft bollard/mooring station of the ship. The master reported the incident to the local agent, CSO and Flag State.

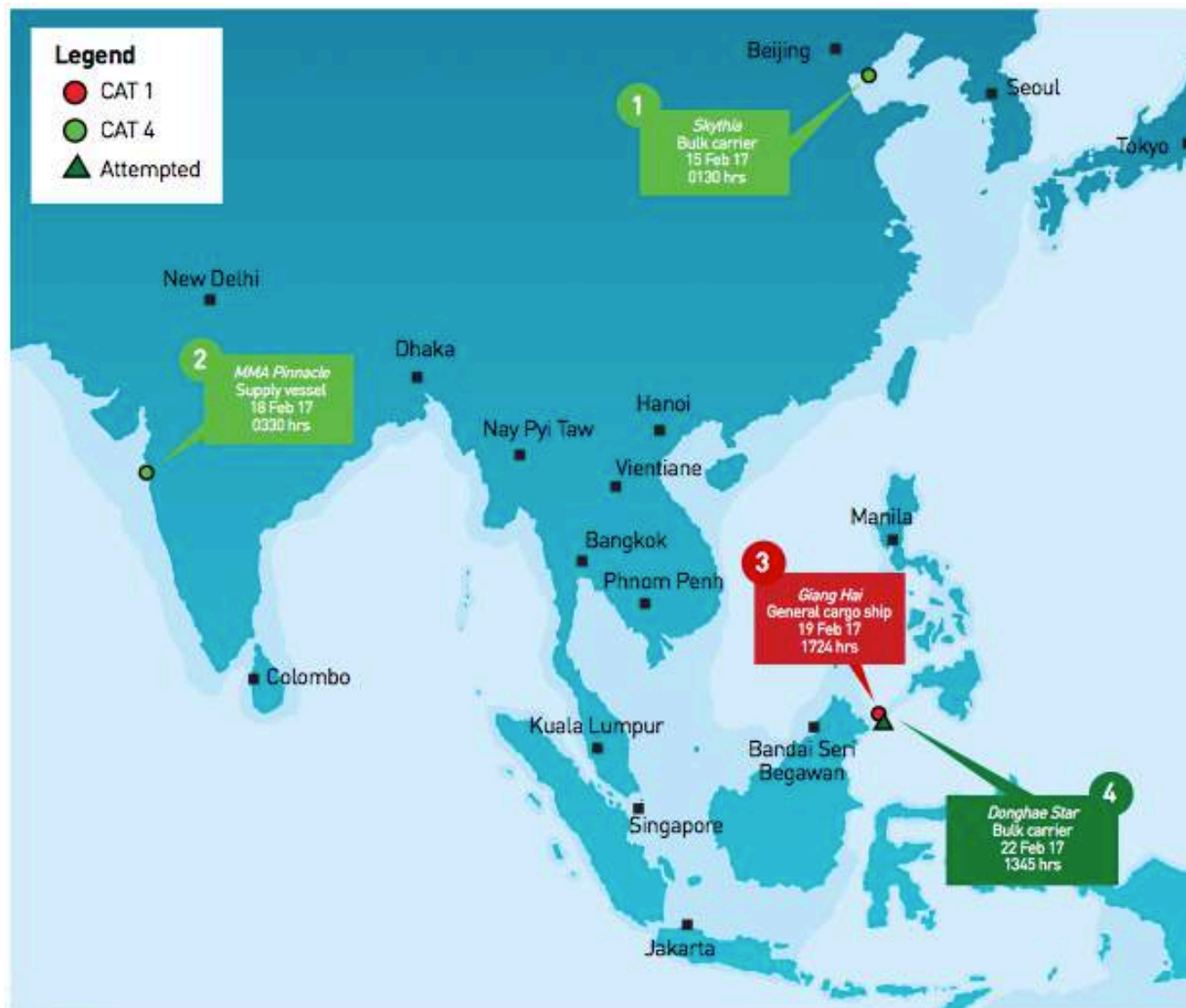
3. **GIANG HAI General Cargo Ship; Vietnam (19 February 2017; 1724 hrs; Approximately 35 nautical miles north-northwest of Doc Can Island, Sulu, Philippines)** – While underway from Indonesia to Iloilo port, Philippines, five perpetrators armed with firearms in a green jungkong (small wooden traditional fishing boat) approached the bulk carrier. They reportedly fired several warning shots at the vessel ordering her to stop. The perpetrators continuously fired at the ship until they managed to board the vessel. Upon boarding, the perpetrators gathered the crew at the crew deck. One of the crewmembers was shot when he tried to block the perpetrators from entering the bridge. He subsequently died from multiple gunshot wounds. The perpetrators entered the bridge, destroyed the ship's navigation and communication equipment, and abducted six crewmembers (comprising of the Master, Chief Officer, 3rd Officer, 2nd Engineer, 3rd Engineer and one crewmember). The Vietnam MRCC informed the Philippine Coast Guard (PCG) about the incident. The PCG Action Centre immediately directed personnel from the Coast Guard District South Western Mindanao, Coastal Guard Station (CGS) Bongao and Coast Guard Sub Station Taganak to the location of the incident. At about 0910 hrs on 20 February personnel of CGSS Taganak together with personnel of Philippine National Police (PNP) and Philippine Marines conducted a joint maritime patrol in the vicinity waters off Baguan Island and rescued the remaining 10 crewmembers and the crewman who was killed. The PCG also alerted Coast Guard unit and the Bureau of Fisheries and Agrarian reform (BFAR) vessels in the area, issued a Notice to Mariners and has

organized a pursuit operation in coordination with the Armed Forces of the Philippines (AFP) and PNP units in the area.

4. **DONGHAE STAR Bulk Carrier; Panama (22 February 2017; 1345 hrs; Approximately 10.4 nautical miles southwest of Pearl Bank, Philippines)** – While underway, the vessel spotted three fast boats painted in black with five perpetrators on board wearing black. The boats were chasing the vessel at a speed of about 20.5 knots. Immediately the crew contacted the Philippine Navy-Littoral Monitoring Station (LMS), Bongao in the area via radio. After which, the fast boats slowed down their speed. The vessel proceeded to its next port of call with no untoward incident. The Philippine Navy (PN) informed the Joint Task Force Tawi-Tawi (JTFTT) and deployed PN vessels to continue patrols in the vicinity of Pearl Bank and approaches.

INCIDENT MAP

Source: ReCAAP



UPDATE ON SITUATION OF ABDUCTION OF CREWMEMBERS FROM VESSELS IN THE SULU-CELEBES SEA AND OFF EASTERN SABAH REGION

During this reporting period there were two incidents, comprising of one actual incident and one attempted incident, of abduction of crewmembers in the Sulu-Celebes Sea and off eastern Sabah region recorded.

1. Actual incident involving *GIANG HAI* (Bulk Carrier – 19 February)
2. Attempted incident involving *DONGHAE STAR* (Bulk Carrier – 22 February)

INCIDENT MAP

Source: ReCAAP



CONCLUSION

During the month of February 2017, the overall situation of piracy and armed robbery against vessels in Asia continued to improve, with continuous decrease in the total number of incidents consecutively since November 2016. However, the continued occurrence of incidents involving the abduction of crewmembers from vessels while underway in the Sulu-Celebes Sea and waters off eastern Sabah remains to be a concern. All vessel Masters and crewmembers are strongly advised to avoid confrontation with the perpetrators and report immediately to the PCG's Southwestern Mindanao Operation Centre, Philippine Navy-Littoral Monitoring Station in Bongao and Malaysia's Eastern Sabah Security Command (ESSCOM) prior to entering the area. Due to the current threat of kidnap in the Sulu-Celebes Sea and waters off eastern Sabah, all vessels are advised to re-route, where possible. Otherwise, vessel Masters and crewmembers are strongly urged to exercise enhanced vigilance, maximize alertness in lookouts and maintain continuous communication with the shipping company and reporting centres.

REGIONAL AUTHORITIES

Philippine Coast Guard District Southwestern Mindanao Operation Centre

- +63 929686 4129
- +63 916626 0689
- VHF: Channel 16 with call-sign "ENVY"
- Email: hcgdswm@yahoo.com

Navy – Littoral Monitoring Station (LMS) Bongao, Tawi-Tawi

- Tel: +63 917774 2293
- VHF: Channel 16
- Email: jointtaskgroupt@gmail.com

Eastern Sabah Security Command (ESSCOM)

- Tel: +60 89863281/016
- Fax: +60 89863182
- VHF: Channel 16 with call-sign "ESSCOM"
- Email: bilikgerakanesscom@jpm.gov.my

WORLDWIDE

NORTH AMERICA

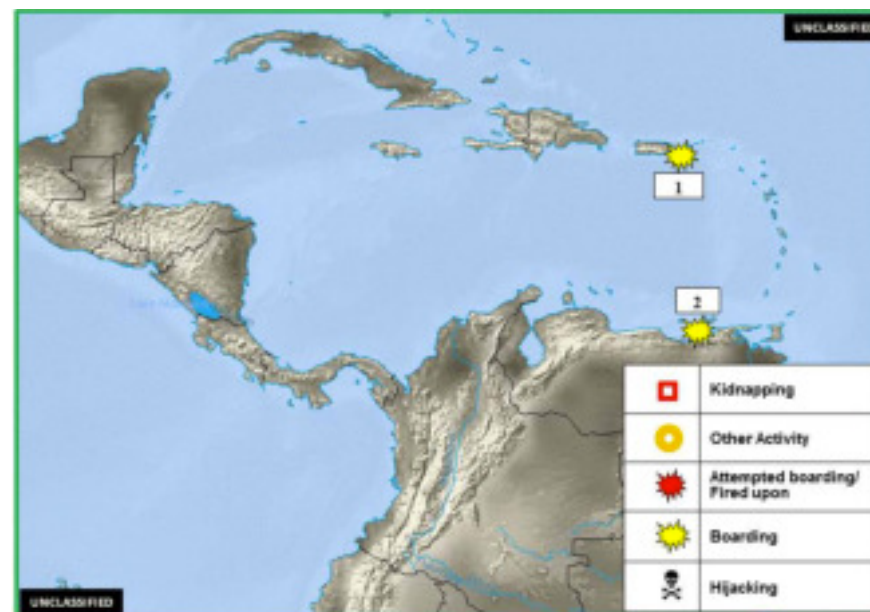
- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **2 March (Puerto Rico – Late Report)** – Robbers stole a dinghy and outboard motor from a sailing yacht anchored in Sun Bay, Vieques. The dinghy was recovered later that day, minus the motor and fuel tank.
2. **1 March (Venezuela – Late Report)** – Three robbers boarded an anchored product tanker near position 10:16 N – 064:42 W, Puerto La Cruz. Alert crewman noticed the robbers and raised the alarm. Upon seeing the crew's alertness, the robbers escaped without stealing anything.

INCIDENT MAP

Source: ONI



NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

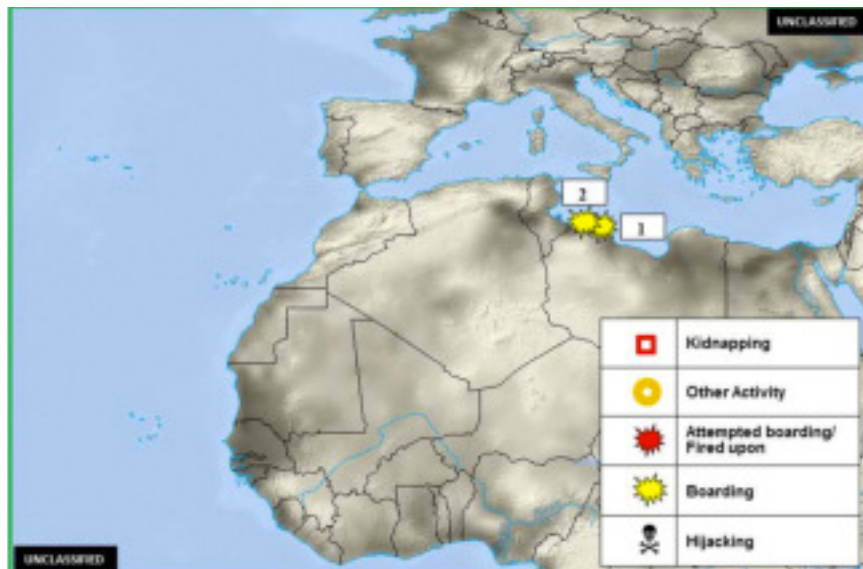
MEDITERRANEAN/BLACK SEA

1. **5 March (Libya – Late Report)** – The Russia-flagged general cargo ship *MERLE* was seized by the Libya Coast Guard Zawiya Squad in Libyan waters and taken to Tripoli. The ship was reportedly en route to Zawara to load scrap metal.
2. **24 February (Libya – Late Report)** – According to Turkish media reports, a Turkish-flagged oil tanker, *HACI TELLI*, was seized by an armed group in Libya,

with eleven crewmembers on board held captive. The Deniz Haber Ajansi news agency has reported that the armed group detained the ship when it was sailing off the coast of Zuwarah city in northwestern Libya. The armed people claimed that the owner of the vessel owed them more than US \$430,000 for purchasing oil.

INCIDENT MAP

Source: ONI



ARABIAN GULF

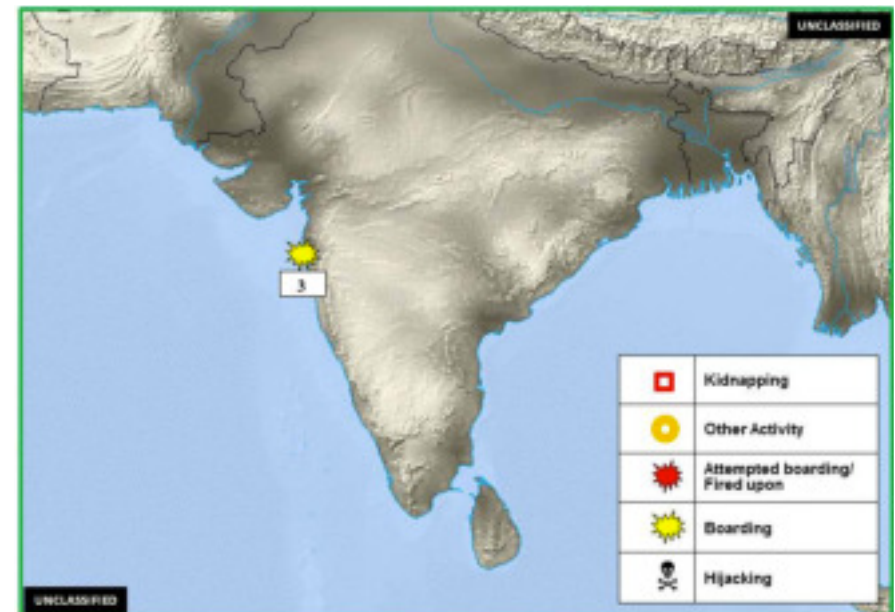
- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

3. **17 February (India – Late Report)** – Two robbers boarded an offshore support vessel anchored near position 18:54.23 N – 072:52.25 E, 6.3 nautical miles west of JNPT Port, Mumbai. The robbers stole ship’s equipment and escaped. The incident was reported to the Coast Guard who boarded the vessel to investigate and collect evidence.

INCIDENT MAP

Source: ONI



EASTERN AND SOUTHERN AFRICA

- No current incidents to report

NORTHEAST ASIA

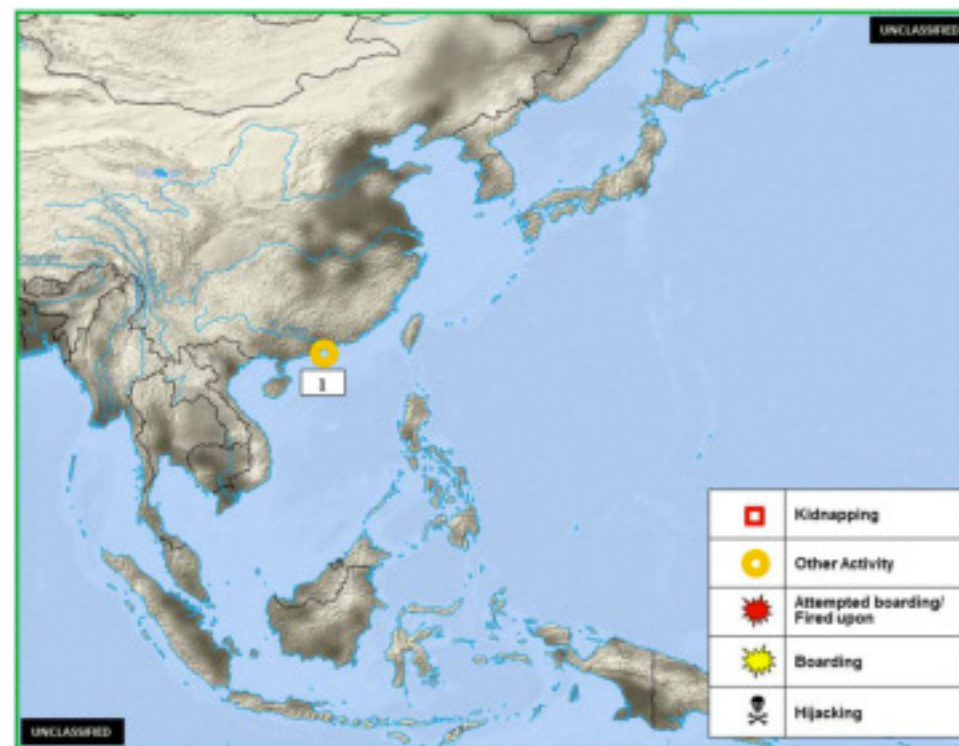
- **2 March (Hong Kong – Late Report)** – Customs authorities broke up a smuggling attempt when they arrested five men and confiscated more than HK \$ 10 million worth of goods during the raid at Wong Shek pier in Sai Kung Country Park. According to a source, Hong Kong marine police were watching the pier after receiving a tip-off. At about 6:30 LT, a speedboat berthed at the pier while two delivery vans and another vehicle showed up. Officers ambushed the smugglers as they began loading boxes from the vehicles onto the speedboat. While police managed to capture five of the men at the pier, several others managed to flee on the high-powered speedboat, which was equipped with two outboard engines. Police attempted to chase down the smugglers as they fled towards the mainland, however they were outrun. All 84 boxes were seized and the three vehicles were impounded. According to police, the boxes were filled with bird’s nests, tablet computers, mobile phones and computer components.

PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

INCIDENT MAP

Source: ONI



MIGRATION



- **8 March** – People smugglers have been blamed for the death of twenty-two African migrants, whose bodies were found buried on a beach in Libya. The migrants had apparently refused to board the traffickers’ boat, which was attempting to sail from the beach at Sabratha to Italy or Malta. Sources have indicated that they were killed by the traffickers when they complained about the bad weather and the risks of making the hazardous journey across the Mediterranean Sea. The Libyan Red Crescent has disclosed that the killings occurred over the weekend. Geneva-based International Organization for Migration (IOM) has also confirmed the deaths, stating “there seems to have been an exchange of fire between the smugglers, which resulted in the death of 22 migrants.”
- **7 March** – Greece’s Coast Guard has disclosed that 113 migrants have been rescued from a boat that ran into trouble in rough seas in the Ionian off the western coast of Greece. According to the Coast Guard, the migrants were found sailing 32 nautical miles (59 kilometres; 36 miles) west of the islands of Paxos and were picked up by a nearby cargo vessel. The cargo vessel was

heading to the western port of Patras, where the migrants would disembark. No information was immediately available on their nationalities or where they had set sail from.

- **7 March** – According to a Cyprus police spokesman, a boat carrying 24 people believed to be Syrian migrants has landed in a remote area off the northwestern tip of the east Mediterranean island. Nicos Tsappis disclosed that authorities are in the process of transferring the group, which includes women and children, to the town of Polis, where they will receive a medical check-up. Sources have disclosed that the boat had set sail from Mersin, Turkey on Monday 6 March. The migrants will be transferred later on to a migrant reception centre outside the capital Nicosia.
- **6 March** – Italy’s Coast Guard reported on Monday that almost 1,300 migrants arrived in Sicily on rescue ships over the weekend after crossing the Mediterranean, adding that a 16-year-old boy died on one of the ships. Another 500 migrants were heading to Sicily and expected to arrive in the next couple of days, after being picked up from flimsy boats off the coast of Libya. Proactive Open Arms, which operated one of the rescue vessels, reported that five migrants had drowned before one of the rescues. Meanwhile in Catania, on Sicily’s eastern coast, the body of the 16-year-old boy was taken off the Siem Pilot, a Norwegian vessel operating on behalf of European Union (EU) border agency Frontex. According to Jorgen Berg, the ship’s commander, “unfortunately one of the migrants...died on the Siem Pilot on Friday morning as a result of an illness,” adding that the boy’s illness was still unknown, but he had no visible wounds. His nationality has not been disclosed. Figures released by Italian officials last week indicate that Italy has seen migrants arriving by boat at a record-setting pace this year so far, with far more people braving the crossing from North Africa this year than in the previous three years. According to the International Organization of Migration (IOM), as of 2 March, there have been 487 migrant deaths in the Mediterranean, higher than the 425 that were reported during the first two months of last year.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 12 MARCH 2017

Port Name	Port Status	Risk Level
Port of Abu Kammash	Open	Low
Port of al-Khums (Homs)	Open	Low
Port of As-Sidra (Sirte, Es Sider)	Closed	High
Port of Benghazi	Closed	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	High
Port of Tobruk	Open	Moderate
Port of Tripoli	Open	Moderate
Port of Zawiya (Zawia)	Open	Moderate
Port of Zueitina	Open	Low

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.

Risk level assessments take into consideration recent events, the likelihood of future outbreaks of violence, regional instability and other mitigating factors that may impact operations at the port.



ACTIVITY REPORTING

- 10 March** – Eastern Libyan forces have launched a counter attack to attempt to regain key oil ports captured last week by Benghazi militias. Reports indicate that fighting in the desert as armoured brigades move forward. Jets from the Libya National Army (LNA) struck the ports of Ras Lanuf and as-Sidra on Friday afternoon. The offensive by the LNA, commanded by Field Marshal Khalifa Haftar, was launched on Thursday night after a meeting of tribal elders in

Benghazi endorsed it and pledged troops from the eastern region's militias. The ports were captured from Haftar's forces last Friday by the Benghazi Defence Brigades (BDB), a militia that is originally from Benghazi but was driven out by the LNA last year. The BDB handed control of the ports to the UN-backed Government of National Accord (GNA) in Tripoli. The GNA is opposed by the eastern parliament, the House of Representatives, which in turn controls the LNA. Intense fighting was reported at al Ugaylah, a small coastal settlement 60 kilometres east of Ras Lanuf that has become a front line between the two forces. The BDB intends to launch an offensive to push eastward down the coast against the LNA, with the objective of capturing Benghazi. The GNA defence ministry in Tripoli on Friday announced it would send its own brigades from west and south Libya to reinforce the oil ports and oppose the LNA advance.

- **9 March** – Mediation efforts are also under way in the battle for two major Libyan ports. General Paolo Serra, military adviser to the United Nations Support Mission for Libya (UNSMIL), met GNA officials in Tripoli to discuss port security. Mission chief Martin Kobler called for peace talks, asking all parties to respect the rules of war with no hostage-taking, no arbitrary detentions and no summary executions. It is likely the calls will fall on deaf ears. In Tobruk, where the House of Representatives is based, the municipal council began collecting weapons on Thursday from civilians and local militias to send to the LNA front-line units.
- **8 March** – Libyan Coast Guard, Zawiya Squad, reportedly intercepted a Russian vessel in the territorial waters off Libya's western coast. The vessel, MERLE, was sailing to Zuwara Port to load scrap metal to Turkey, a booming illegal trade in Libya. Seven crewmembers from Russia were arrested on board the vessel without entry permission from Libyan authorities. The vessel and the crewmembers were handed over to Tripoli-based Special Deterrence Force for investigation.
- **8 March** – Libya's eastern Parliament voted to withdraw its support for a United Nations peace deal and Government of National Accord. Abdullah Ablaihig, spokesman for the Tobruk-based, House of Representatives, said the body voted to annul its previous acceptance of a presidential council and the

U.N.-backed government currently led by Prime Minister Fayeze al-Sarraj in Tripoli. The decision comes as Libya's rival power centres come closer to open conflict. Breakaway militias backed by western Libyan factions seized oil terminals from the east's strongman, whose forces have vowed to take them back. The Tobruk body called on all Libyan parties to condemn militias that occupied the two key terminals in what it described as "terrorist attacks," saying it was suspending its participation in peace talks until they did so. The militias, which oppose the Parliament, say they intend to take the eastern city of Benghazi and drive Gen. Khalifa Haftar from the area. Haftar's forces have deployed more troops in preparation of a counterattack to drive out the Benghazi Defense Brigades, which are comprised of Islamist militants and former rebels recently defeated by Haftar's forces in Benghazi. They are also joined by militiamen from Misrata. Since the BDB attack, a front line has formed between the ports of Ras Lanuf and Brega. The Libyan National Army still controls Brega as well as Zueitina.

- **6 March** – Libya halted exports from Es Sider and Ras Lanuf oil ports and reduced production from some fields after clashes threatened to reverse the country's progress in reviving crude output and sales. Shipments have been suspended until the security situation improves and workers return to the facilities. The Benghazi Defense Brigades, a militia not allied to the United Nations-backed government in Tripoli, seized the Es Sider terminal on Friday. The facility had previously been under the control of eastern-based military commander Khalifa Haftar. The National Oil Corporation sees no need to declare force majeure; however, the number of workers at Es Sider has been kept to a minimum, and the rest of the staff have been evacuated.
- **7 March** – Idris Bukhamada, recently named by the Government of National Accord as the head of the Petroleum Facilities Guard, has been tasked with protecting oil ports by an armed faction that took over Es Sider and Ras Lanuf terminals last week. He told local TV that export operations at the ports were continuing and that the oil was for all Libyans. Bukhamada spoke after a fifth day of clashes between the Benghazi Defence Brigades (BDB), the faction that overran the ports, and the eastern-based Libyan National Army. A senior official from Libya's National Oil Corporation (NOC) said that production had

dipped by 35,000 barrels per day due to the latest unrest, leaving national production at just over 660,000 bpd. The BDB says it is using air strikes to prepare the ground for a counter-attack. Libyan National Army spokesman Ahmed al-Mismari said the latest strikes had hit targets from the BDB at Ras Lanuf and at Nawfiliya, 45 miles to the west. A military official in Ras Lanuf confirmed the air strikes, but said there had been no change to the positions of the rival factions on the ground. The current battle threatens to enflame a long-running, low intensity conflict between political and military factions based in eastern and western Libya, which the U.N.-backed government has failed to solve.

- **3 March** - An armed faction entered the oil terminal of Es Sider on Friday and an airport at the neighbouring terminal of Ras Lanuf, after attacking eastern forces that have controlled the terminals since September. The Libyan National Army had earlier claimed to have repelled an attack by the Benghazi Defence Brigades (BDB) south and west of Es Sider with air strikes and in clashes on the ground. However, soon after BDB fighters posted pictures and videos of themselves in Ras Lanuf airport, the LNA said it had retaken control.

LIBYA: PROCEDURE

WARNING:

THE SITUATION IN LIBYA CONTINUES TO BE EXTREMELY FLUID. 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. The reintroduction of the National Salvation government further complicates any endeavours at stability within the unstable nation. As a result, ports, infrastructure, and other valuable assets remain at a high risk for violent attack by various armed militia groups.

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

- Observe international laws of trading
- Follow official sea navigation routes to any of the working Libyan ports and avoid navigating in the coastal waters of the closed ports. **Vessels should avoid navigating in the coastal waters of Benghazi, Derna and Sirte.**
- In advance of arrival, declare the intended voyage and type of cargo to be discharged/loaded to the local agent, to allow sufficient time to notify the appropriate authorities.
- Stay in contact with local port authorities to receive the most up to date information.
- Vessels should report their schedules to local port agents prior to arrival at any Libyan port, including:
 - A declaration of the vessel's sailing route
 - Whether they are loading or discharging cargo
 - The type of cargo on board

Vessels are cautioned to avoid navigating in the coastal waters of Benghazi, Derna and Sirte. MS Risk advises that shipmasters and owners stay up-to-date on the volatile situation in this region.

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When it comes to advising ship owners and operators, shipyards and ports and terminal operators we take the time to really understand your world, your people and your very particular challenges. We work closely with you to consider your business both today and tomorrow, and to explore all the variables which may impact on it.

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- 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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