

Maritime Security Review

Issue No. 2

16 January 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: 9 – 15 January 2017

Region	Current Incidents Reported	Late Reported incidents	Threat level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	0	Low
Gulf of Guinea	0	0	Low
Southeast Asia	2	7	Medium
WORLDWIDE			
North America	0	0	Low
Central America/Caribbean/South America	0	2	Low
Atlantic Ocean Area	0	0	Low
Northern Europe/Baltic	0	0	Low
Mediterranean/ Black Sea	0	0	Low
Arabian Gulf	0	0	Low
East Asia/Indian Subcontinent	1	2	Low
Southern Africa	0	0	Low
Northeast Asia	0	0	Low
Pacific Ocean/Southern Ocean	0	0	Low

Piracy Levels are determined on a weekly basis as follows:

- HIGH** 5 or more incidents in the current reporting period
- MEDIUM** 2 – 4 piracy incidents in the current reporting period
- LOW** 0 – 1 piracy incidents in the current reporting period

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

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

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

- None reported during this period.

UNSUCCESSFUL ATTACKS/ROBBERIES

- None reported during this period.

VESSELS FIRED UPON/ATTEMPTED BOARDINGS

- None reported during this period.

VESSELS BOARDED

- None reported during this period.

KIDNAPPING

- None reported during this period.

SUSPICIOUS ACTIVITY

- None reported during this period.

OTHER ACTIVITY

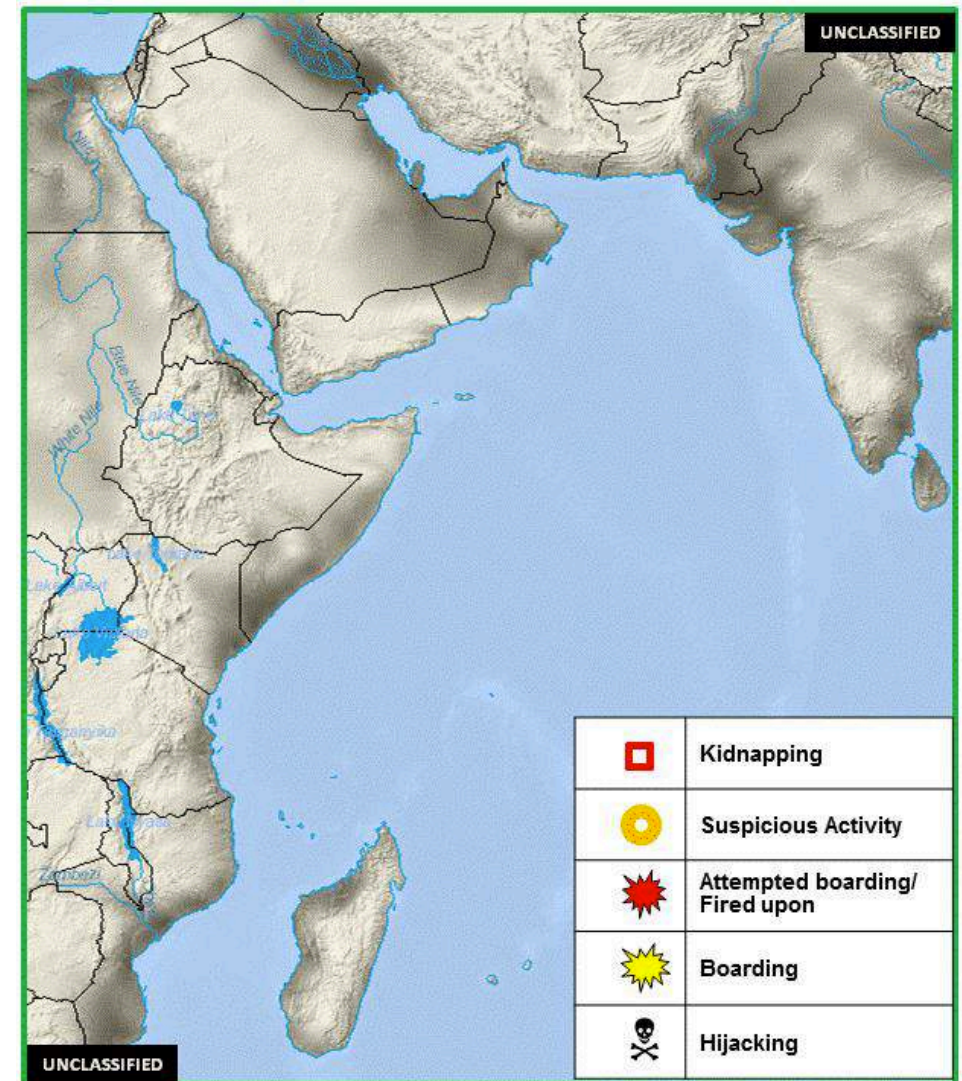
- None reported during this period.

MARITIME REPORTING

- Nothing to report.

INCIDENT MAP

Source: ONI



WEATHER FORECAST: GULF OF ADEN/ARABIAN SEA

NORTHERN ARABIAN SEA: West-northwest winds of 10 – 15 knots and seas of 1 – 3 feet.

- **Extended Forecast:** Easterly winds of 10 – 15 knots and seas of 3 – 5 feet.

GULF OF OMAN: Variable winds of 5 – 10 knots and seas of 1 – 2 feet in the western section of the Gulf; with variable winds of 5 – 10 knots and seas of 1 – 3 feet in the eastern section of the Gulf.

- **Extended Forecast:** West-northwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 2 – 4 feet in the western section of the Gulf; with west-northwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 4 – 6 feet in the eastern section of the Gulf.

GULF OF ADEN: Easterly winds of 15 – 20 knots and seas of 1 – 2 feet in the western section of the Gulf; with easterly winds of 10 – 15 knots, gusting to 20 knots, and seas of 2 – 4 feet in the eastern section of the Gulf.

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

SOMALI COAST: Northeast winds of 15 – 20 knots and seas of 3 – 5 feet in the northern section of the coastline; with northeast winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 – 7 feet in the southern section of the coastline.

- **Extended Forecast:** Northeast winds of 15 – 20 knots and seas of 3 – 5 feet in the northern section of the coastline; with northeast winds of 15 – 20 knots and seas of 5 – 7 feet in the southern section of the coastline.

CENTRAL AFRICAN COAST/INDIAN OCEAN: East-northeast winds of 20 – 25 knots and seas of 5 – 7 feet.

- **Extended Forecast:** East-northeast winds of 10 – 15 knots and seas of 3 – 5 feet.

MOZAMBIQUE CHANNEL: Northerly winds of 10 – 15 knots and seas of 2 – 4 feet in the northern Channel; with variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 5 – 7 feet in the southern Channel.

- **Extended Forecast:** Northeast winds of 10 – 15 knots and seas of 3 – 5 feet in the northern Channel; with southeast winds of 20 – 25 knots, gusting to 30 knots, and seas of 6 – 8 feet in the southern Channel.

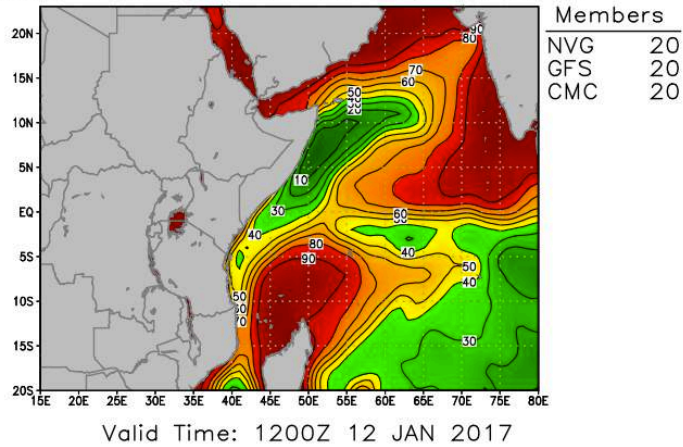
SURFACE CURRENTS: The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Currents' speeds along the Somali Basin are northeasterly averaging between 2 – 3 knots.

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.

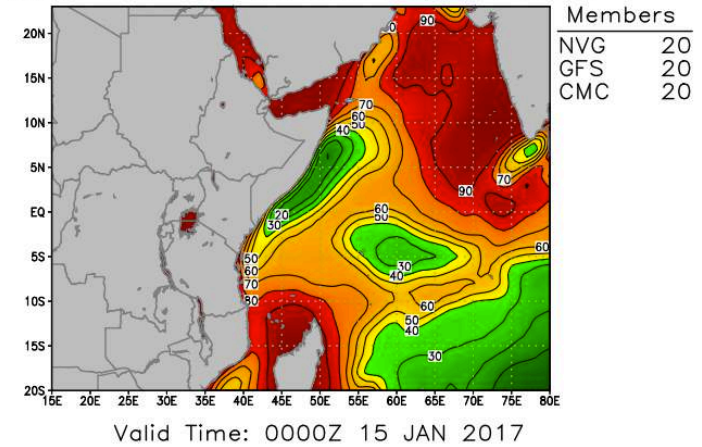
WEATHER MAP

Source: ONI

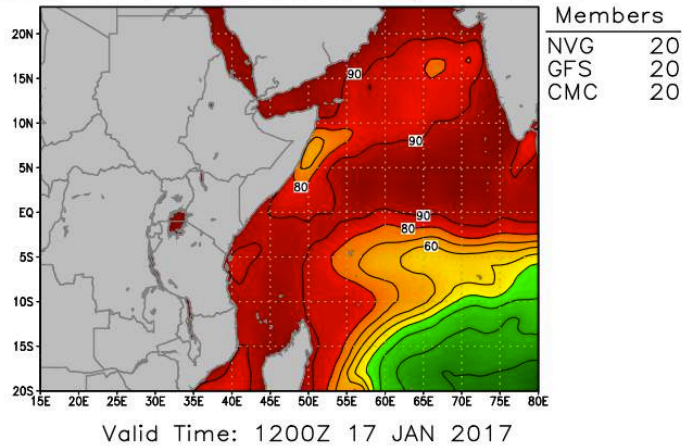
Winds < 15.0 kts and Wave Heights < 5.0 ft



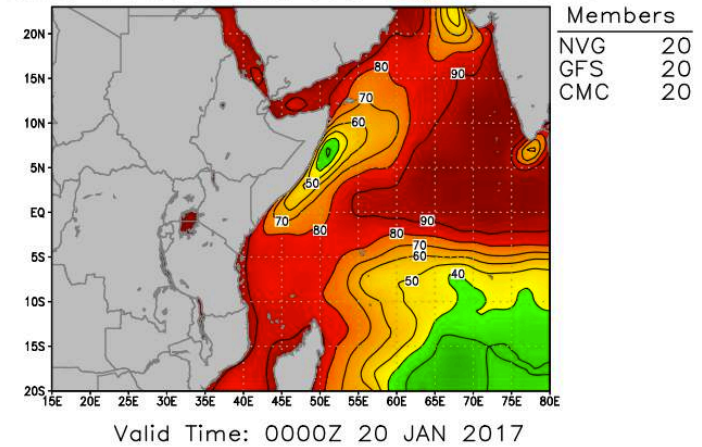
Winds < 15.0 kts and Wave Heights < 5.0 ft



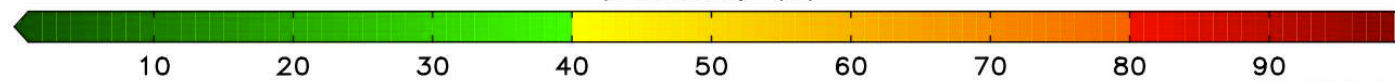
Winds < 17.0 kts and Wave Heights < 7.0 ft



Winds < 17.0 kts and Wave Heights < 7.0 ft



probability (%)



SPOTLIGHT ON YEMEN

PORT STATUS AS OF 15 JANUARY 2017

Port Name	Port Status	Risk Level	Notes
Aden Port	Open	High	Only port to facilitate container vessels.
Ash Shihr Oil Terminal	Open	High	
Balhaf LNG Terminal	Closed	Closed	
Hodeidah Port	Open	High	Capacity: 5 berths
Mokha Port	Open	High	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

- 11 January** – According to security officials, heavy fighting continued to rage near the strategic Red Sea strait of Bab al-Mandab in western Yemen on Wednesday. Since Monday, officials have reported that fighters aligned with Yemen's internationally recognized President Abed Rabbo Mansour Hadi have been making advances and seizing more territory from Yemen's Houthi rebels, adding that warplanes from the Saudi-led coalition are providing air cover for Hadi's forces. According to Fadh Hassan, commander of the 4th Military District, an advanced phase of the operation would be the liberation of the embattled city of Taiz, which is divided between Houthi rebels and pro-Hadi forces. The battles are part of the so-called Golden Spear operation, which was launched by the coalition and Hadi's government in an attempt to uproot Houthis and allied forces from the western coast, starting from the strait of Bab al-Mandab and extending to the vital Red Sea ports of Mokha and Hodeida. The coalition accuses the Houthi rebels of using these ports to receive supplies of arms and ammunition from Iran.

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

The waters around Yemen may become the next affected area in a battle for regional influence. While investigations have not yet concluded whether the attacks were the works of pirates or terrorists, the events have added significant risk to vessels travelling through the region. 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

In recent weeks, pirate and maritime crime activity in waters off West Africa, particularly off the coast of Nigeria, increased with a number of incidents reported. With the recent hijacking of a tanker off the coast of Ivory Coast, pirates may be actively seeking to hijack another vessel. 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

- None reported during this period.

UNSUCCESSFUL ATTACKS/ROBBERIES

- None reported during this period.

VESSELS FIRED UPON/ATTEMPTED BOARDINGS

- None reported during this period.

VESSELS BOARDED

- None reported during this period.

KIDNAPPING

- None reported during this period.

SUSPICIOUS ACTIVITY

- None reported during this period.

OTHER ACTIVITY

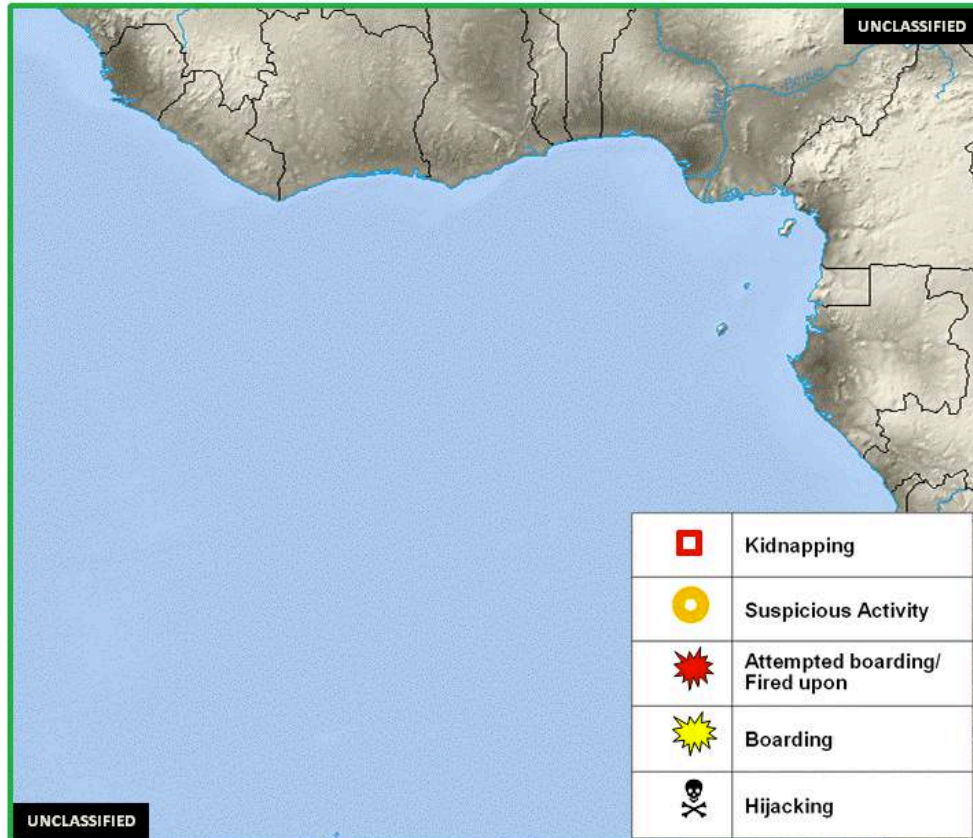
- None reported during this period.

MARITIME REPORTING

- Nothing to report

INCIDENT MAP

Source: ONI



WEATHER FORECAST: GULF OF GUINEA

GULF OF GUINEA: South-southeast winds of 10 – 15 knots and seas of 2 – 4 feet.

- **Extended Forecast:** South-southeast winds of 10 – 15 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 increasing 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

- None reported during this period.

KIDNAPPING

- None reported during this period.

UNSUCCESSFUL ATTACKS/ROBBERIES

- None reported during this period.

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- **9 January (Philippines)** – Gunmen attacked a Filipino fishing boat with fifteen crewmembers on board, which was operating off Laud Siromon Island near the Zamboanga peninsula. Five armed men were in the speedboat that attacked the fishing boat. A police spokesman stated that eight fishermen were killed and another five men jumped overboard and swam to a nearby island. Two others who remained on the boat were unharmed. The spokesman also disclosed that the attackers fled in the darkness and two Coast Guard ships were sent to the area to search for them.

VESSELS BOARDED

- **8 January (Indonesia – Late Report)** – Five robbers boarded a bulk carrier anchored near position 00:15 S – 117:34 E, Muara Berau Anchorage, Samarinda. They took hostage a duty crewman and tied him at the fore mast. Another duty crewman tried to contact the detained crew but received no response. As he approached the foremast to investigate, he noticed the robbers and informed the duty officer who raised the alarm. Upon hearing the alarm and seeing the crew's alertness, the robbers escaped in their speedboat with the stolen ship's stores.
- **7 January (Philippines – Late Report)** – Robbers in two unlit boats boarded a product tanker anchored near position 13:44 N – 121:02 E, Batangas Anchorage. Duty crewman on routine rounds noticed the robbers and raised

the alarm. Upon hearing the alarm, the robbers escaped in their boats. The crew was mustered and a search of the vessel was carried out. It was reported that ship’s properties were stolen. The incident was reported to Coast Guard, who boarded the tanker for investigation.

SUSPICIOUS ACTIVITY

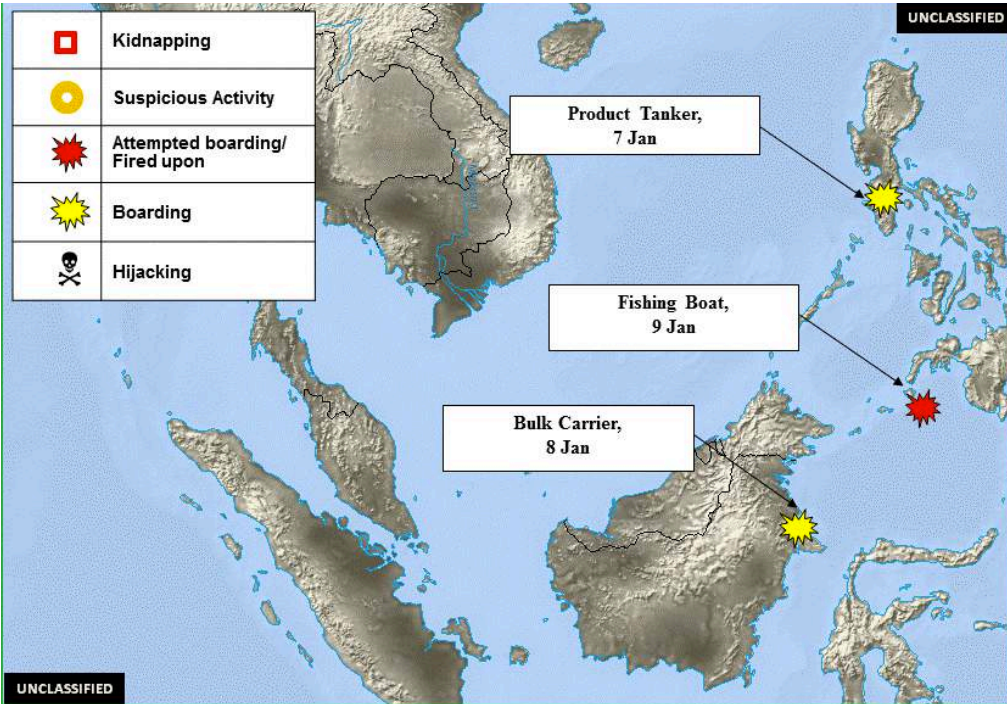
- None reported during this period.

OTHER ACTIVITY REPORT

- None reported during this period.

INCIDENT MAP

Source: ONI



MARITIME REPORTING

- **11 January (Philippines)** – On Wednesday, Islamic State (IS) supporters posted a video depicting an elderly German man who is believed to have been kidnapped by Filipino Islamist Abu Sayyaf militants in November 2016. The video shows the German man in an orange jumpsuit standing in a freshly dug grave. Masked militants behind him held assault rifles and threatened the German government. An IS flag is also seen in the background. One of the masked men can be heard saying, “to the German government: it seems that you are not paying attention to our demands. Failure to pay the ransom will cause the beheading of this German citizen.” The German Foreign Ministry has declined to comment on the video, stating that it was its policy not to discuss cases involving Germans kidnapped abroad. On 7 November, soldiers found the body of a German woman on an abandoned yacht in the troubled waters of the southern Philippines. The body was found naked and with gunshot wounds on the yacht, which bore a German flag and was docked on a remote island in the Sulu archipelago, a stronghold of the Abu Sayyaf group. Officials disclosed at the time that they suspected that her companion may have been taken captive by Abu Sayyaf rebels. The Filipino army also reported that Abu Sayyaf leader, Muamar Askali, had made claims on radio that they were holding a 70-year-old German after intercepting the yacht in Sabah, easterly Malaysia a week earlier. Since March 2016, Abu Sayyaf militants have intercepted several slow-moving tugboats towing coal barges in waters near the borders of Malaysia and the Philippines, taking captive more than a dozen Indonesian and Malaysian sailors. While several hostages have been freed, after paying ransom to the Abu Sayyaf group, two Canadians were killed last year. The group is currently believed to be holding fifteen captives, including a Netherlands citizens, five Malaysians, two Indonesians and seven Filipinos.

WEATHER FORECAST FOR SOUTHEAST ASIA

SOUTHERN SOUTH CHINA SEA: Northeast winds of 5 – 10 knots and seas of 2 – 4 feet.

- **Extended Forecast:** Northeast winds of 5 – 10 knots and seas of 1 – 3 feet with a northern swell.

MALACCA STRAIT: Northeast winds of 10 – 15 knots and seas of 1 – 3 feet in the northern Strait; with northwest winds of 10 – 15 knots and seas of 1 – 3 feet in the southern Strait.

- **Extended Forecast:** Northwest winds of 10 – 15 knots and seas of 1 – 3 feet in the northern Strait; with northwest winds of 5 – 10 knots and seas of 1 – 2 feet in the southern Strait.

ANDAMAN SEA: Northwest winds of 10 – 15 knots and seas of 2 – 4 feet in the northern section; with northwest winds of 10 – 15 knots and seas of 3 – 5 feet in the southern section.

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

SOUTHERN SULU SEA – NORTHERN CELEBES SEA: Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 2 feet.

- **Extended Forecast:** Northwest winds of 10 – 15 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: Northeast monsoonal flow to the north is generating a northerly swell throughout the South China Sea. Additionally, expect strong gusts in and around scattered thunderstorms, throughout the Malacca Strait and the Andaman Sea due to funneling effects and daytime heating.

GLOBAL PIRACY INCIDENTS: 2016 SUMMARY

In 2016, sea piracy declined to its lowest levels in eighteen years, however the kidnapping of crewmembers for ransom is on the rise in waters off West Africa and in the Sulu Seas near the Philippines.

In its annual report, the International Maritime Bureau (IMB) reported that there were 191 piracy incidents recorded worldwide in 2016; down from 246 in 2015 and the lowest level since 1998. According to the report, pirates hijacked seven vessels and held 151 hostages, down from 15 ships and 271 hostages in 2015. Worldwide, Indonesia remained the top hotspot for piracy, with 49 incidents reports. Most were low-level thefts and the number of incidents reported in Indonesia have sharply declined from the 108 that were reported in 2015. Attacks surged off Nigeria, which accounted for 36 incidents in 2016, up from 14 in 2015. India accounted for 14 incidents; Peru 11 and the Philippines 10.

Last year, maritime kidnappings surged by threefold to 62 people from just 19 in 2015. According to the IMB, 34 crewmembers were captured off West Africa, while 28 were taken from tugs, barges, fishing boats and more recently merchant vessels in waters around Malaysia and Indonesia and believed transferred to southern Philippines. In the last quarter alone, IMB disclosed that twelve crewmembers were kidnapped from two cargo vessels that were underway and from an anchored fishing vessel in the Sulu Sea. In November, a bulk carrier was fired upon but pirates were not able to board the vessel. Earlier in 2016, crewmembers were kidnapped in three attacks on vulnerable slow-moving tugs and barges. The IMB has urged ship owners to consider avoiding the Sulu Sea and has called on regional governments to investigate and identify the kidnappers and punish them under the law. The IMB further urged vessels to remain vigilant in the Gulf of Guinea region, which remained a high-risk kidnapping hotspot with 34 crewmembers seized from vessels in nine incidents.

WORLDWIDE

NORTH AMERICA

- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

- No current incidents to report

ATLANTIC OCEAN AREA

- No current incidents to report

NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA

- No current incidents to report

ARABIAN GULF

- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

- No current incidents to report

EASTERN AND SOUTHERN AFRICA

- No current incidents to report

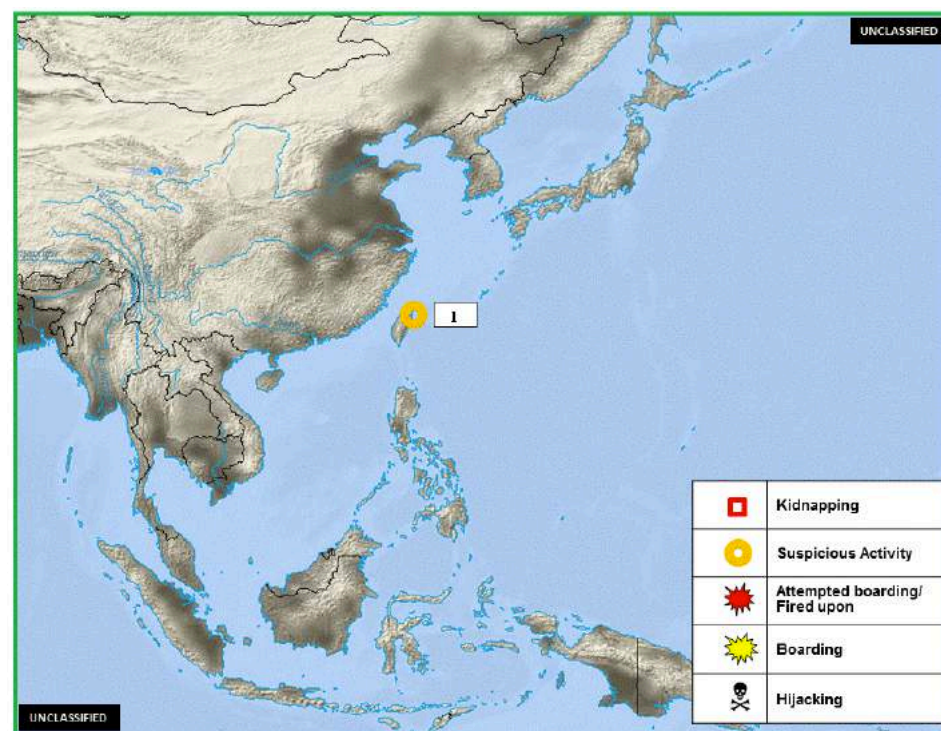
NORTHEAST ASIA

- **6 January (Taiwan – Late Report)** – According to a Coast Guard Administration spokesman, a Taiwanese fishing boat carrying Vietnamese migrants was

intercepted off the coast of Yilan and 46 people were arrested. Forty of the people arrested were Vietnamese nationals, 25 men and 15 women, who were packed into a small space only 1.2m high. The other six people were the captain and crew of the WUN SHUN MAN No. 66, a fishing vessel registered in Kaohsiung. The boat was intercepted 9.2 nautical miles off the coast of Yilan after the administration received a tip-off about possible illegal immigrants onboard the vessel. They were each charged between US \$4,000 and US \$6,500 to board the boat.

INCIDENT MAP

Source: ONI



PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

MIGRATION



- **12 January** – On Thursday, Italy's coast guard reported that some 800 migrants were plucked from flimsy rubber boats as Libya-based people smugglers took advantage of a window of good mid-winter weather to send them to sea. According to the coast guard, Italian coast guard vessel Diciotti and two ships run by humanitarian groups, the Aquarius and the Golfo Azzurro, went to rescue of a total of six rubber boats in international waters off the coast of Libya. Mathilde Auvillain, a spokeswoman for SOS Mediterranee, which co-runs the Aquarius, disclosed that they aided a small wooden boat carrying 26 people, mostly Nigerians, on Wednesday, while 123 were taken off a rubber dinghy on Thursday. She went on to say that after several days of rough seas, weather conditions improved on Wednesday evening and are expected to remain calm until Friday evening, adding "we are expecting another long year. There's no sign that things are going to improve. So far this winter we have had no rest. We have not gone a full week without

a rescue." Amongst the 149 rescued by the Aquarius were people from Nigeria, Sudan, Guinea and Bangladesh.

- **12 January** – According to officials, the European Union (EU) is planning new measures to deter migrants crossing the Mediterranean from Libya. The news comes as Malta urged the bloc to act on Thursday to head off a surge in arrivals from Libya - a country where Russia is taking a new interest. With options limited by the weakness of the UN-recognized government in Libya and by divisions amongst EU states, it is unclear just what the EU may agree to, however officials do believe that a consensus can be found within weeks in support of national steps taken by Italy. Italy is now working with UN-backed Prime Minister Fayez Seraj on a new agreement under which Rome will help guard Libya's southern desert borders against smugglers. Malta's Prime Minister Joseph Muscat, who hosted the executive European Commission in Valletta on Wednesday and will host an EU summit discussing immigration on 3 February, disclosed that new Russian contacts with a Libyan rebel commander and intelligence indicating an increase in crossings once the weather improves made urgent EU action imperative. Speaking at a news conference, he stated, "come next spring, we will have a crisis," forecasting "unprecedented" numbers following the record 180,000 sea arrivals in Italy in 2016. After all but halting migration flows to Greece through a deal that was reached with Turkey last year to hold back Syrian refugees, the EU now wants to cut flows from Libya. Furthermore, it wants to step up deportations of failed asylum seekers and is using aid budgets to pressure African countries to cooperate in taking back their citizens.
- **11 January** – According to the United Nations migration agency, more migrants were killed cross the Mediterranean Sea to Europe in 2016 than ever before. The UN International Organization for Migration (IOM) has released its preliminary figures, which indicate that at least 363,348 people cross the sea "mostly to Italy and Greece" but 5,079 additional people were either killed or missing. This figure is expected to increase with the addition of fatalities that occurred in December. In a statement, IOM Director General William Lacy Swing disclosed that "the probable addition of several hundred more fatalities recorded in 2016 only deepens the tragedy," adding that Europe's frustration

with a seemingly endless cycle of migrant rescue followed by reports of shipwrecks and more drownings will continue unless governments throughout the region find a way in order to manage migration comprehensively. Swing called for “finding creative means to permit safe, legal and secure migration,” which could be done through works visas, family reunification or temporary protected status.

SPOTLIGHT ON LIBYA

As of 15 January, this is the status of the following ports in Libya:

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)	Reopening	High
Port of Benghazi	Closed	High
Port of Bouri (offshore port)	Open	No Known Risk
Port of Derna	Closed	High
Port of El Brega (Marsa El Brega)	Open	High
Port of Hariga	Open	Medium
Port of Mellitah	Open	Medium
Port of Misrata (Qasr Ahmed)	Open	High
Port of Ras Lanuf	Open	High
Port of Tobruk	Open	High
Port of Tripoli	Open	High
Port of Zawiya (Zawia)	Open	Medium
Port of Zueitina	Open	Medium



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.

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.

LIBYA: PROCEDURE

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.

ACTIVITY REPORTING

- **11 January** – On Wednesday, Russian media reported that Eastern Libyan military commander Khalifa Haftar was given a tour of a Russian aircraft carriers in the Mediterranean, in a show of Kremlin support for the faction leader who opposes Libya's UN-backed government. Haftar was welcomed on board the aircraft carrier, the Admiral Kuznetsov, as it was on route from the coast off Syria, where it has been taking part in operations, back through the Mediterranean to Russia. Russia's RIA news agency cited the defense ministry as stating that he was greeted by the ship's officers, given a tour, then spoke via video-conference from one of the ship's war rooms with Russian Defense Minister Sergei Shoigu. The agency quoted the ministry as stating that "they discussed pressing issues in the fight against international terrorist groups in the Middle East." Russia's courting of the Libyan commander, who some Libyans see as the strongman their country needs after years of instability, has prompted some to draw parallels with Syria, where the Kremlin stepped into a chaotic civil war to prop up President Bashar al-Assad.
- **9 January** – According to a statement released by the presidential council, Libya's UN-backed government will declare force majeure on two ports in order to stop fuel smuggling from them. While the statement provided no details on when the measure would come into effect, it comes after officials accused a local armed group of fuel smuggling from Zawiya port. The measure will cover the ports of Zawiya and Zuwara. The armed faction guarding Zawiya port peacefully withdrew from the terminal earlier this month.

ABOUT JLT

At JLT Specialty, we believe in doing things differently.

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.

We work with yourselves, our network and the market to deliver a solution which is always tailored to your specific needs and always competitive and comprehensive.

Because of this our clients trust us. They have total confidence that the vital elements of their operations are covered, enabling their businesses to be even more ambitious and surpass expectations. This is why we now place insurance for more than 6,000 vessels, including one third of the world gas fleet and we handle more than USD350m marine insurance premium.

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