

Maritime Security Review



Issue No. 7

20 February 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: 13 - 19 February 2017

Region	Current Incidents Reported	Late Reported incidents	Threat level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	1	Low
Gulf of Guinea	0	3	Medium
Southeast Asia	0	0	Low
WORLDWIDE			
North America	0	0	Low
Central America/Caribbean/South America	0	0	Low
Atlantic Ocean Area	0	0	Low
Northern Europe/Baltic	0	0	Low
Mediterranean/ Black Sea	0	0	Low
Arabian Gulf	0	0	Low
East Asia/Indian Subcontinent	0	0	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 crew-members 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:

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.

A RECENT FORMAL NOTIFICATION BY THE FLOATING ARMOURY SERVICE PROVIDER, SOVEREIGN GLOBAL SERVICES (SGS), STATES THAT THEY WILL CEASE TO PROVIDE THE FACILITY TO PRIVATE MARITIME SECURITY COMPANY'S (PMSC) AFTER MID-FEBRUARY 2017.

As SGS is one of the larger Floating Armoury service providers, this will potentially have a significant impact on the logistical dynamic for the embarkation and disembarkation of privately armed security personnel (PCASP) in the southern Red Sea and the Gulf of Oman. BIMCO has issued its revised Guidance for GUARDCON, which was published in November 2016. In it, it re-emphasizes the importance of checking the legitimacy of all weapon serial numbers against licenses and permits provided held by the PCASP in

order to ensure that weapons are not being “rented” or “borrowed.” If contractors breach the law, then it hazards the insurance status of the ship owner as per the 1906 Marine Insurance Act. Owners and Masters are reminded to interrogate security plans of service providers comprehensively to ensure that they are operationally and legally sound at all times.

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

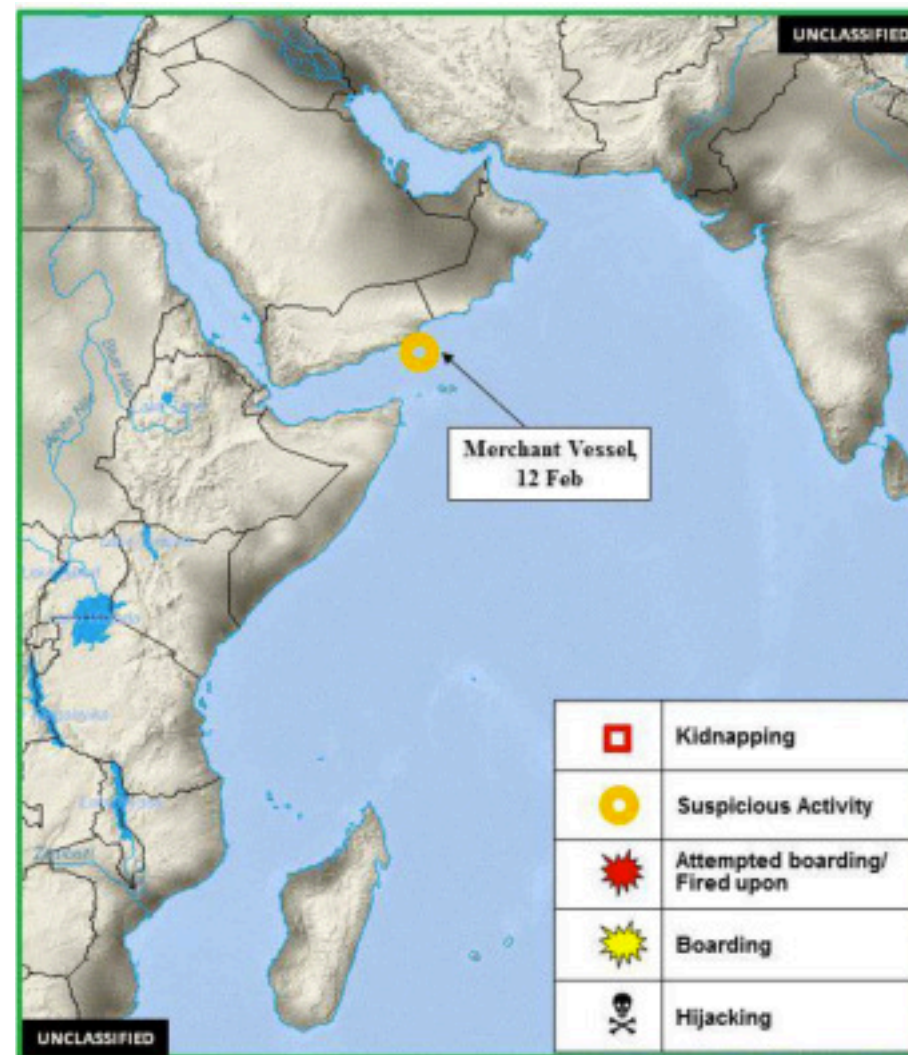
OTHER ACTIVITY

- **13 February (Late Report)** – A skiff with six armed persons on board approached a merchant vessel 37 nautical miles south of the town off Haswayn, off Yemen’s eastern coast. The captain of the vessel reported automatic weapons and rocket-propelled grenades on board the skiff. The merchant vessel sounded the alarm, increased speed, activated hoses and

armed guards on board displayed their weapons, leading to the retreat of the skiff.

INCIDENT MAP

Source: ONI



MARITIME REPORTING

- **13 February (Somalia)** – According to an Iranian MP, eight Iranian sailors have been freed from captivity of pirates in Somalia as efforts continue for the release of the remaining captives. Ali Yar Mohammadi, an Iranian MP, disclosed on Monday that eight sailors were freed as a result of negotiations. The lawmaker, who was speaking to a media outlet associated with Iranian state TV, disclosed that the head of consular officials at Iran’s Foreign Ministry had confirmed the release of the sailors. The news of their release comes six months after the crewmembers of an Iranian fishing vessel, which fell prey to pirates in May 2016, managed to escape their kidnappers. Reports suggest that twelve other sailors, from a separate Iranian boat, remain in captivity. The pirates have demanded a large ransom for their release.

WEATHER FORECAST: GULF OF ADEN

NORTHERN ARABIAN SEA: Northerly winds of 10 – 15 knots and seas of 2 – 4 feet.

- **Extended Forecast:** Northerly winds of 10 – 15 knots and seas of 2 – 4 feet.

GULF OF OMAN: Easterly winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 2 feet in the western section of the Gulf; with easterly winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet in the eastern section of the Gulf.

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

GULF OF ADEN: East-northeast winds of 10 – 15 knots and seas of 1 – 3 feet in the western section of the Gulf; with east-northeast winds of 10 – 15 knots and seas of 1 – 3 feet in the eastern section of the Gulf.

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

SOMALI COAST: Northeast winds of 15 – 20 knots and seas of 4 – 7 feet in the northern section of the coastline; with northeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 4 – 6 feet in the southern section of the coastline.

- **Extended Forecast:** Northeast winds of 10 – 15 knots and seas of 2 – 4 feet in the northern section of the coastline; with northeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 5 – 7 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 10 – 15 knots and seas of 2 – 4 feet.

MOZAMBIQUE CHANNEL: Northwest winds of 10 – 15 knots and seas of 2 – 4 feet in the northern Channel; with northeast winds of 6 – 70 knots and seas of 14 – 18 feet in the southern Channel because of Tropical Cyclone 05S.

- **Extended Forecast:** Northwest winds of 10 – 15 knots and seas of 2 – 4 feet in the northern Channel; with east-northeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 6 – 8 feet in the southern Channel.

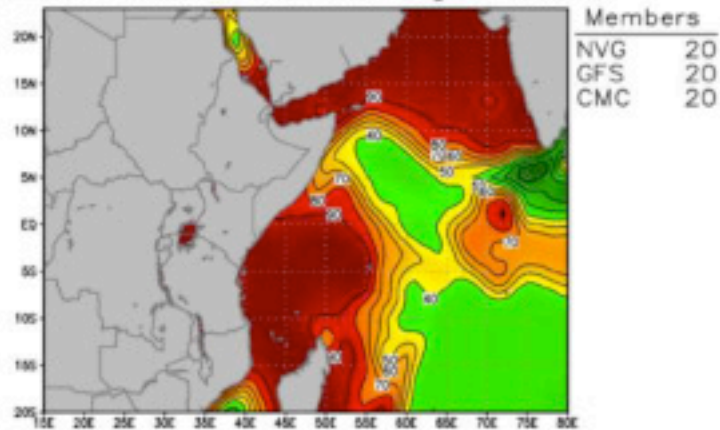
SURFACE CURRENTS: The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Currents’ speeds along the Somali Basin are northeasterly averaging between 2 – 3 knots.

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

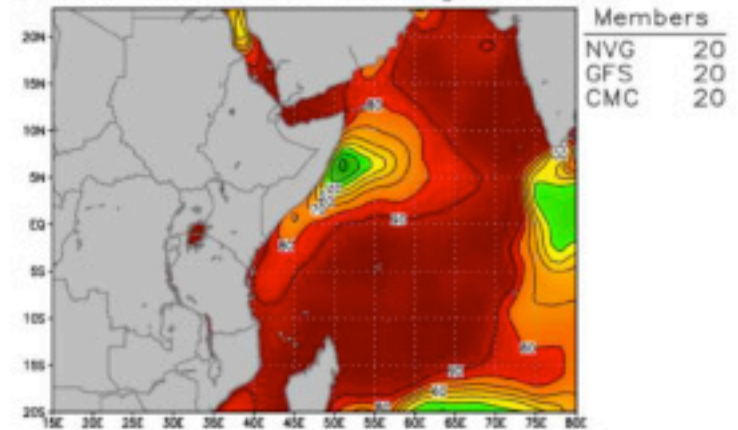
Source: ONI

Winds < 15.0 kts and Wave Heights < 5.0 ft



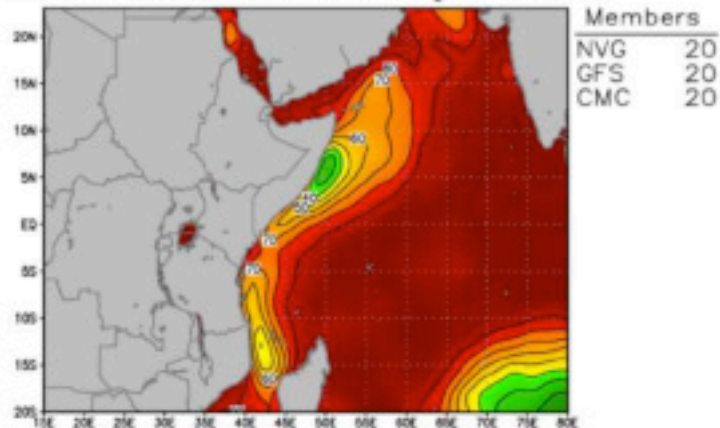
Valid Time: 1200Z 16 FEB 2017

Winds < 15.0 kts and Wave Heights < 5.0 ft



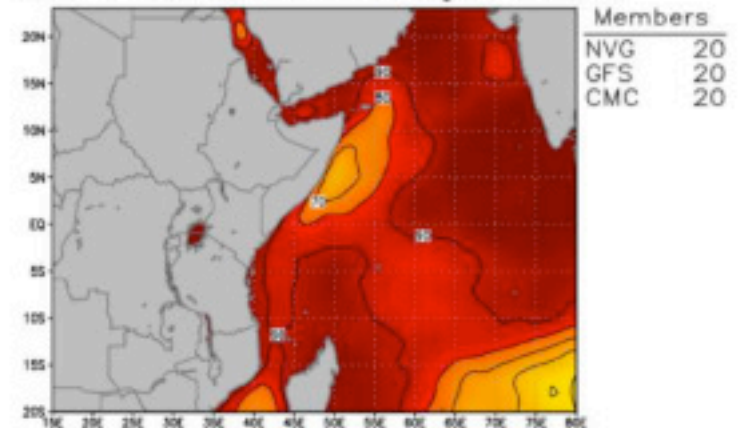
Valid Time: 0000Z 19 FEB 2017

Winds < 17.0 kts and Wave Heights < 7.0 ft



Valid Time: 1200Z 21 FEB 2017

Winds < 17.0 kts and Wave Heights < 7.0 ft



Valid Time: 0000Z 24 FEB 2017

probability (%)



SPOTLIGHT ON YEMEN

PORT STATUS AS OF 19 FEBRUARY 2017

Port Name	Port Status	Risk Level	Notes
Aden Port	Open	High	Only port to facilitate container vessels. Curfew: 2000-0600
Ash Shihr Oil Terminal	Open	High	
Balhaf LNG Terminal	Closed	Closed	
Hodeidah Port	Open	High	Capacity: 8 berths
Mokha Port	Closed	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

MS Risk continues to advise extreme caution for vessels traveling through Bab Al Mandab, the Gulf of Aden and the Indian Ocean. In October, MS Risk warned that the battle in Yemen could change in trajectory, causing greater impact on the maritime navigation through the Bab al Mandab Strait. According to reports, Hudaydah port remains operation, however this is subject to change. The Saudi-led coalition has not yet given any indication of its next steps, however as they

continue to push northward along Yemen's coast, there is a likelihood of potential shore-to-ship, or water-borne attacks, or retaliatory responses. This could result in disruption of shipping routes, or possible damage to vessels.

Ship owners and masters are urged stay abreast of the conflict and to carry out a risk assessment prior to entering Bab al Mandab or Yemeni waters. Seek up-to-the-moment, reliable information from local sources and remain vigilant. Crew members are urged to report unusual or potentially hostile activity to coalition naval forces via the following methods:

VHF: Channel 16

E-mail: cusnc.bwc@me.navy.mil

Phone: 011-973-1785-3879

All vessels must adhere to UN and Coalition-led inspections.

ACTIVITY REPORT

- 14 February** – Local authorities in Shabwa province have deployed 30 coastguards off the coast of Balhaf region that hosts a giant LNG plant. The forces are equipped with four armed boats, and a further 80 troops are receiving military training in Hadramout and will be deployed in Balhaf in the coming months. Security has been tightened around the plant since the company that runs it announced force majeure in early 2015, citing security concerns.
- 13 February** – Fourteen rebels and six government troops were killed in clashes in the coastal towns of Midi and Mokha. Fighting erupted a day after government forces seized control of the area. Forces loyal to Yemen's president entered Mokha last month in a drive to push the Houthi rebels out of the area. Government forces are now seeking to take the main port of Hodeida, which is still under the control of Houthis.

- **12 February** – Inter-militia fighting at Aden airport has resulted in a government-allied helicopter gunship firing on fighters in the area, killing three. Troops from the presidential guard, backed by the UAE, have surrounded the facility. The airport has been closed for days due to the fighting.

YEMEN: PROCEDURE

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.

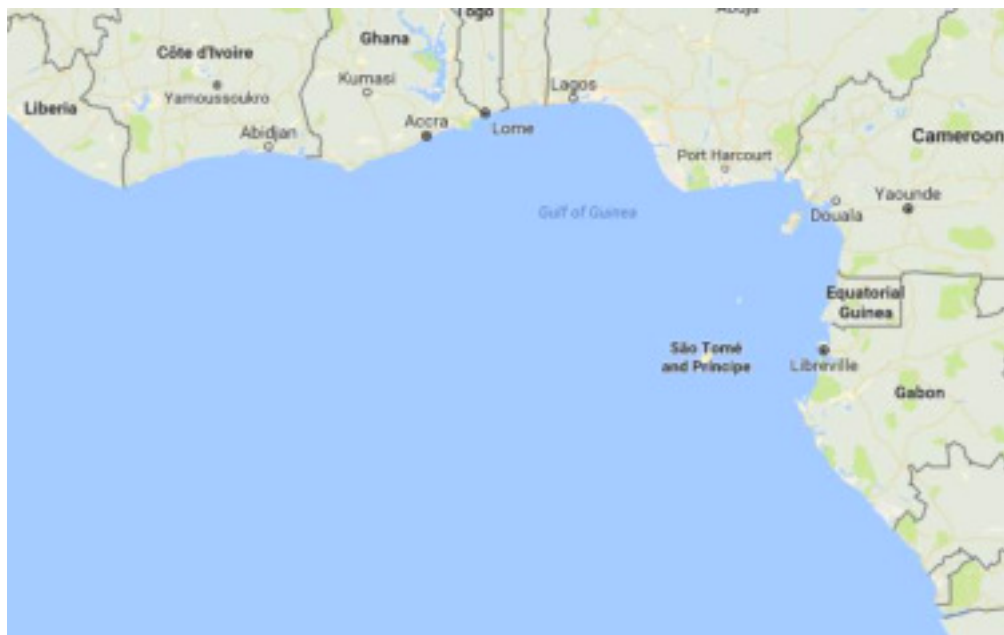
SAUDI COALITION INSPECTIONS

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



WARNING: After several weeks of calm, this reporting period saw a number of incidents occur in the Gulf of Guinea. 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

- **10 February (Liberia – Late Report)** – Authorities impounded a Chinese fishing vessel for overfishing, citing a permit to land 40 tons of fish, while the vessel was actually carrying 130 tons of fish.
- **10 February (Liberia – Late Report)** – Authorities impounded a Spanish fishing vessel, citing at least 25 violations of international safety and labor standards.
- **6 February (Liberia – Late Report)** – Authorities impounded a Senegalese fishing vessel *HISPASEN 7*, citing numerous violations of international safety and labor standards, including expired sanitation certificates and fishing licenses and a non-operation AIS system.

MARITIME REPORTING

- **14 February (Nigeria)** – A US diplomat disclosed on Tuesday that the United States is increasingly worried about pirate attacks off West Africa, adding that it is committed to helping countries bolster security in the region. According to the International Maritime Organization (IMO), at least 27 attacks on vessels, including robbings, kidnappings or failed attacks, have occurred off the coast of West Africa since April 2016. Andrew Haviland, charge d'affaires at the US embassy in Ivory Coast's economic capital Abidjan, disclosed that "creating...national strategies for maritime security is an essential first step." Haviland was speaking at the opening of a US-organized conference on sea security, which was attended by officials from fifteen African countries and which will run through Friday. Countries along the Gulf of Guinea, stretching from Senegal to Angola, have been trying to cooperate on improving maritime security, however they have limited resources for pursuing pirates. Haviland noted that "...we need legal frameworks in our own countries and with our neighbours,...in order to bring criminals to justice." In October, more than forty African countries pledged to step up the fight against piracy at a summit meeting in Lome, Togo. The United States has indicated that it will support these efforts through its Africa Centre for Strategic Studies, which is financed by the US Defense Department.

WEATHER FORECAST: GULF OF GUINEA

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

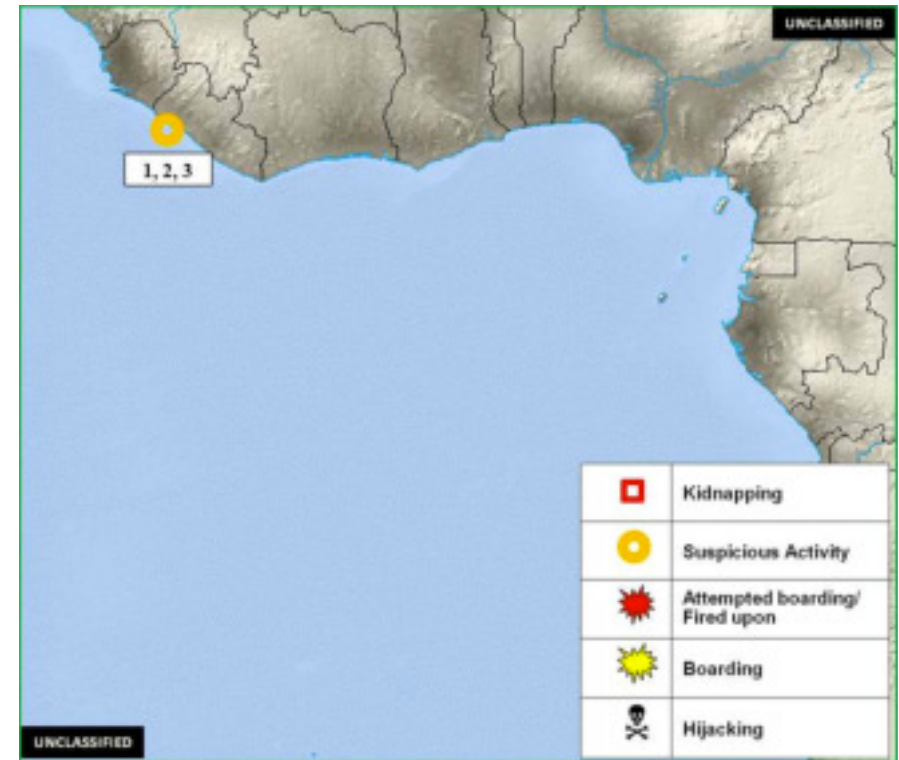
- **Extended Forecast:** South-southwest winds of 5 – 10 knots and seas of 2 – 4 feet.

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 Africa coasts with increased southerly flow wind through the Bab el Mandeb Strait due to funnelling effects.

INCIDENT MAP

Source: ONI



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. In January 2017 there were two such incidents reported in the region (comprising of one actual and one attempted incident). Further such incidents are likely to occur. 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

- No current incidents to report

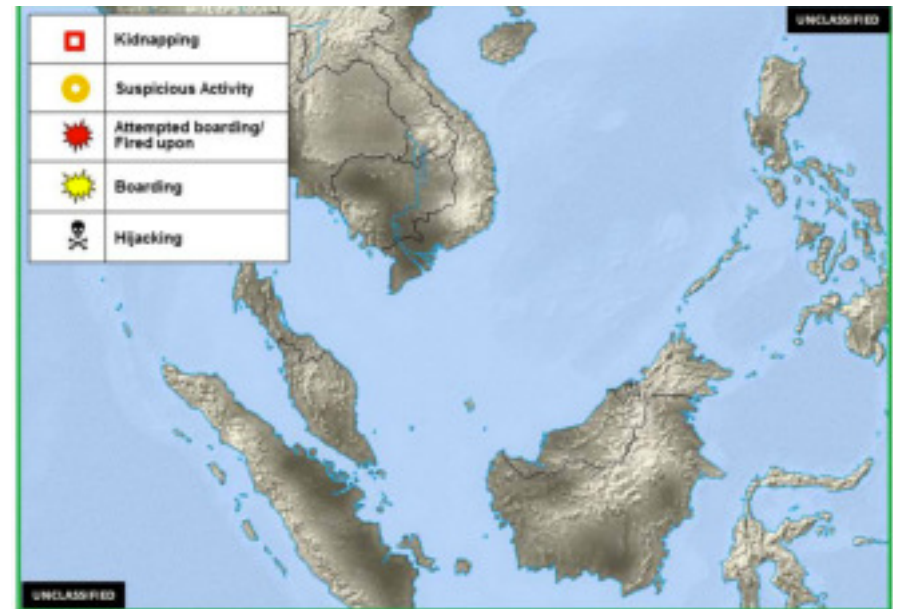
MARITIME REPORTING

- **14 February (Philippines)** – SITE Intelligence group reported on Tuesday that Philippines-based Abu Sayyaf Group has threatened to kill German hostage Jurgen Kantner if the German government fails to pay a ransom by 26 February. SITE Intelligence Group, a US-based website monitoring jihadist activities, has reported that the terror group has effectively given the German government twelve days to save Kantner, who was abducted in November 2016. The website did not mention the ransom amount demanded by the terror group. Kantner, 71, was abducted while his wife Sabine Merz, 59, was shot dead when Abu Sayyaf militants attacked their yacht in Tawi-tawi, the southernmost province of the Philippines, on 6 November. Kantner last appeared in an Abu Sayyaf video that was released on 11 January.
- **14 February (Philippines)** – A senior Philippine defense official disclosed on Tuesday that Japan has offered to deploy patrol ships to deal with a growing piracy threat in the southern Philippine waters bordering Indonesia and Malaysia. According to Raymund Quilop, assistant defense minister for assessments and international affairs, Japanese vice minister Ro Manabe offered the assistance during a meeting in Tokyo on Friday and expressed readiness to contribute to efforts by the Philippines, Malaysia and Indonesian “in addressing piracy and terrorism.” A senior Japanese defense ministry official however gave a different account of the meeting in Tokyo, stating that

no offer of patrols was made to the Philippines, just “capacity building.” Last fall, leaders from the two countries agreed that Japan would give the Philippines high-speed small boats for its counter-terrorism efforts, however it was not clear if that was part of the apparent offer made by Manabe. Efforts by the Philippines to strengthen its security ties with Japan comes as it is also seeking to diversify defense relations that are traditionally aligned with the United States, to include Russia and China. Last month, Philippines President Rodrigo Duterte asked Beijing to send its ships to thwart piracy by Abu Sayyaf however China has yet to issue a response to that request. A rise in piracy off parts of the southern Philippines has forced ship-owners to divert vessels through other waters, which in turn has increased costs and shipping times. Over the past year, dozens of sailors have been taken captive by the Abu Sayyaf Group.

INCIDENT MAP

Source: ONI



WEATHER FORECAST FOR SOUTHEAST ASIA

SOUTHERN SOUTH CHINA SEA: Northeast winds of 15 – 20 knots and seas of 6 – 8 feet.

- **Extended Forecast:** Northerly winds of 10 – 15 knots and seas of 2 – 4 feet with a northeasterly swell.

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

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

ANDAMAN SEA: Variable 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:** Easterly winds of 10 – 15 knots with seas of 1 – 3 feet in the northern section; with northeast winds of 15 – 20 knots and seas of 3 – 5 feet in the southern section.

SOUTHERN SULU SEA – NORTHERN CELEBES SEA: Northerly winds of 10 – 15 knots and seas of 1 – 3 feet.

- **Extended Forecast:** Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 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.

WORLDWIDE

NORTH AMERICA

- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

- 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

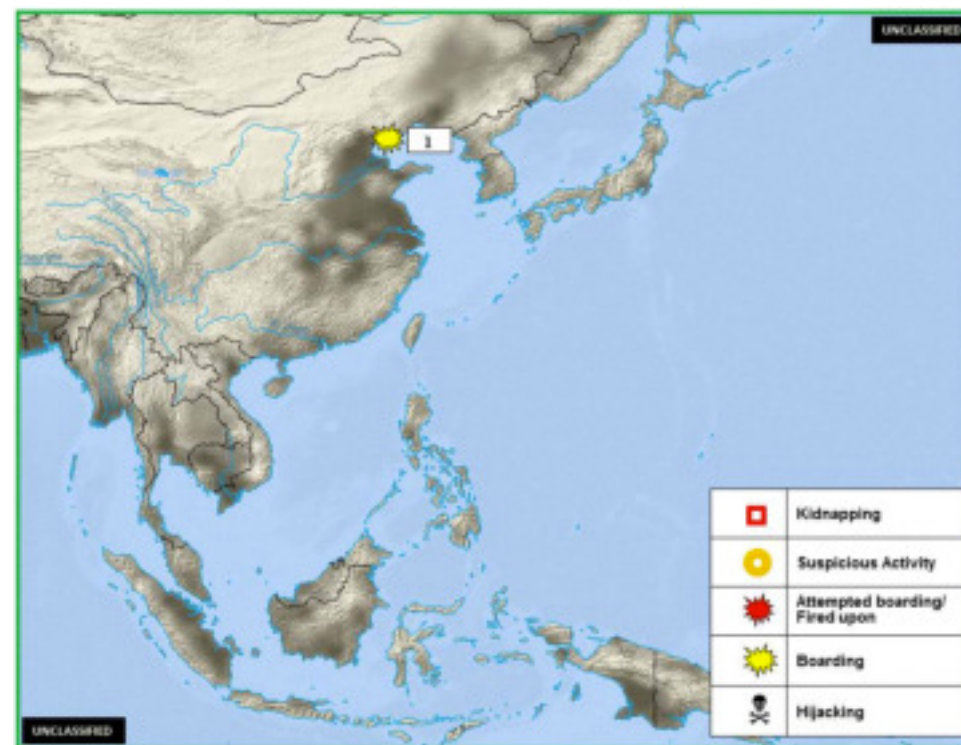
NORTHEAST ASIA

- **14 February (China – Late Report)** – Four robbers boarded an anchored bulk carrier near position 38:52 N – 119:10 E, Jingtang Anchorage, and tried to open the port side Marine Diesel Oil manhole. Duty officer raised the alarm and SSAS Alert was activated. Upon seeing the crew's alertness, the robbers escaped without stealing anything. The crew was mustered and a search of

the vessel was carried out. The incident was reported to the port authorities and the local agents.

INCIDENT MAP

Source: ONI



PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

MIGRATION



- **17 February** – Emergency services have reported that around 500 sub-Saharan African migrants crossed the fenced border surrounding Spain's North African enclave of Ceuta from Morocco early on Friday. TV footage depicted dozens of migrants, many with wounds from climbing over the 6-metre barbed wire fence, celebrating in the streets in the early hours of the day with some shouting "freedom." Ceuta's emergency service said on its Twitter page that the Red Cross was treating some 400 migrants at its centre there and had dispatched five ambulances to help.
- **15 February** – The European Union's (EU) border agency disclosed on Wednesday that the EU should expect as many migrants crossing from Libya this year as in 2016, when a record number disembarked in Italy. Between 2014 – 2016, some 1.6 million refugees and migrants reached the EU bloc by crossing the Mediterranean, and the main route now leads from the shores of lawless Libya to Italy. Speaking to reporters, Fabrice Leggeri, the head of the EU's border agency Frontex, reported that "there was an increase by 17 percent last year so we had approximately 181,000 irregular border crossings

coming from Libya...we have to be ready to face the same number," adding "in 2016, 2015 and 2014, we had more than 150,000 thousand irregular migrants come from Libya," using the term favoured by the EU to mean those entering illegally. The EU, which has been overwhelmed by the arrivals and which is waging bitter internal battles on how to share the burden, has increased its efforts in a bid to cut the number of people who use smugglers' boats to make the perilous voyage. This includes support for the UN-backed Libyan government in Tripoli, coupled with efforts to boost deportations of people with no case for asylum and working with African countries along the migration trails to ensure that they let fewer people pass. However Leggeri notes that these would only bear fruit in the medium- to long-term, adding that for now the EU had to ensure that Italy has enough support and capacity in order to handle high arrivals. He went on to say "I hope 2017 will see the start of a shift, a positive impact of alternative measures...But These are measures that need time." The EU states that some 70 percent of people coming via Libya from Africa are not fleeing violent conflicts or oppressive regimes and therefore are unlikely to win asylum. They are however qualified as economic migrants and the EU wants to deport them. Frontex said that the whole bloc deported some 176,000 people last year, roughly in line with 2015, nothing however that a majority of these returns are actually of nationals from the non-EU states in the Western Balkans. The more complicated deportations to the Middle East are often held up by asylum procedures, which must ensure the right to appeal. This is the case for Syrians and other potential refugees who arrived in masses to Greece from Turkey in 2015, an influx that has now largely stopped after Brussels reached a deal with Turkey under which Ankara prevents them from leaving its shores.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 19 FEBRUARY 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

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

- 17 February** – UK Defence Secretary Sir Michael Fallon has warned Russia against interfering in Libya, as Britain and NATO allies consider sending more aid to help rebuild Libya's armed forces. Fallon said Russia was testing the alliance with overtures to Field Marshal Khalifa Haftar, who is in opposition to the UN backed government based in Tripoli. The UN-backed government has called on the NATO to help rebuild forces as the country remains split between rival governments backed by various militia groups. In January, Haftar visited a Russian aircraft carrier and held a video-conference call with Russia's defence minister, Sergei Shoigu, where the pair discussed the fight against terrorist

organisations. Sir Michael claimed the conference call had been largely symbolic, stating, “Putin is testing the West, he’s testing the alliance. At any point where he sees weakness, he pushes home.”

- **15 February** – The Libyan air force, led by Gen. Khalifa Haftar, conducted airstrikes on two militia positions in Misrata, according to military officials in the district of Jufra. The targeted militias are allies of the UN-backed Unity Government based in Tripoli. Sources state that the first airstrike destroyed several military positions of the elite force of Brigade 12. The second bombing raid targeted the main military base in Jufra. No casualties were reported. Jufra has a strategic significance, as it is one of the gates that gives access to the seaports of Sidra and Ras Lanuf, the country’s most important oil ports.
- **14 February** – The Benghazi Defence Brigades attempted to launch an offensive to capture Libya’s eastern oilfields. The attack creates new doubts about Libya’s ability to sustain an oil-output recovery. The BDB, which now occupies the central towns of Houn and Waddan, launched an offensive on 9 February against the Libyan National Army (LNA), which has since September controlled the Sirte Basin, the prolific heartland of Libya’s oil sector. The attack was thwarted before it began by a wave of LNA air and helicopter strikes. The forces, under the control of Khalifa Haftar, claimed to have destroyed 40 vehicles, but lost a helicopter in the process. Libya’s oil production stands at more than 0.7m barrels a day, its highest level in nearly three years.
- **10 February** – Security officials say that Daesh have shifted to desert valleys southeast of Tripoli. Several hundred militants, described by security officials as “remnants” of Islamic State in Libya, are attempting to create chaos by cutting power and water supplies and to identify receptive local communities.

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.

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.

We know how we work makes us different. It's quite a claim but we're driven to deliver on it every single day.

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ABOUT MS RISK

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- Risk assessments and intelligence reporting
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- Due diligence and investigations

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- Interim security
- Training
- Special assignments

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References are always available.

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