

Maritime Security Review

Issue No. 4

30 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: 23 - 29 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

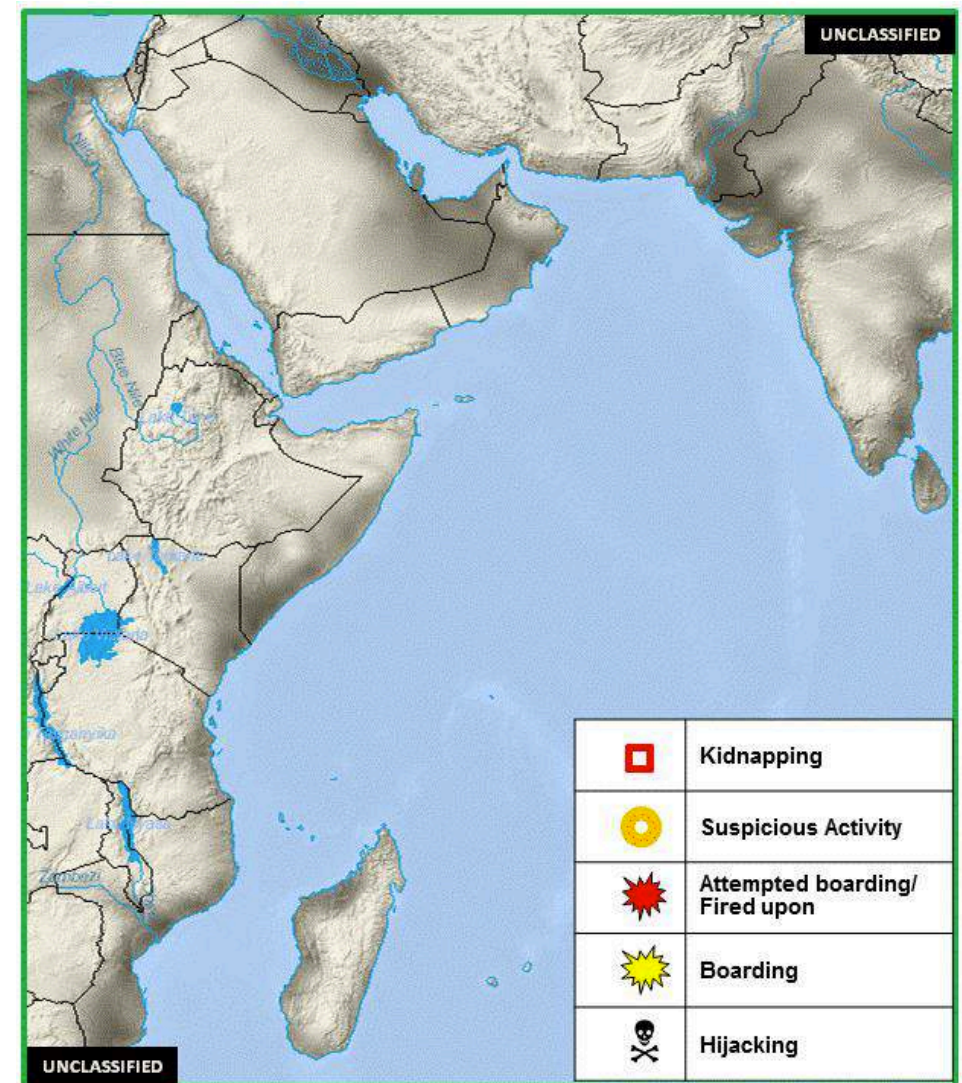
- None reported during this period.

MARITIME REPORTING

- Nothing to report.

INCIDENT MAP

Source: ONI



WEATHER FORECAST: GULF OF ADEN/ARABIAN SEA

NORTHERN ARABIAN SEA: Northeast winds of 10 – 15 knots, gusting to 20 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.

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

- **Extended Forecast:** West-northwest winds of 10 – 15 knots, and seas of 2 – 4 feet in the western section of the Gulf; with northwest winds of 15 – 20 knots and seas of 2 – 5 feet in the eastern section of the Gulf.

GULF OF ADEN: Easterly winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the western section of the Gulf; with easterly winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 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, gusting to 20 knots, and seas of 1 – 3 feet in the eastern section of the Gulf.

SOMALI COAST: Northeast winds of 15 – 20 knots, gusting to 25 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 10 – 15 knots, gusting to 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 4 – 6 feet in the southern section of the coastline.

CENTRAL AFRICAN COAST/INDIAN OCEAN: East-northeast winds of 10 – 15 knots and seas of 3 – 5 feet.

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

MOZAMBIQUE CHANNEL: Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet in the northern Channel; with northerly winds of 5 – 10 knots, gusting to 15 knots, and seas of 8 – 10 feet in the southern Channel.

- **Extended Forecast:** Northwest winds of 15 – 20 knots and seas of 3 – 4 feet in the northern Channel; with northeast winds of 15 – 20 knots and seas of 7 – 8 feet in the southern Channel.

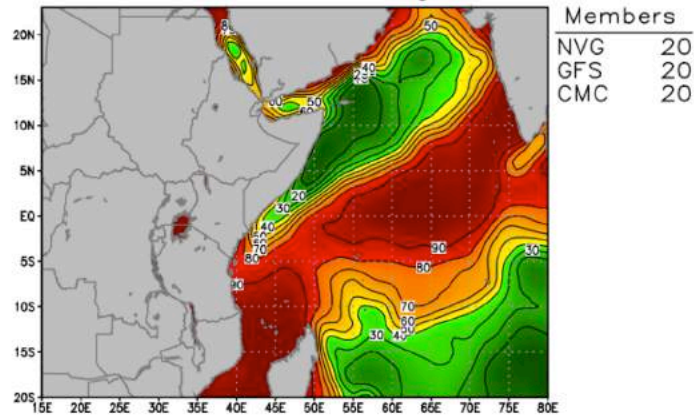
SURFACE CURRENTS: The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Currents' speeds along the Somali Basin are northeasterly averaging between 2 – 3 knots.

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

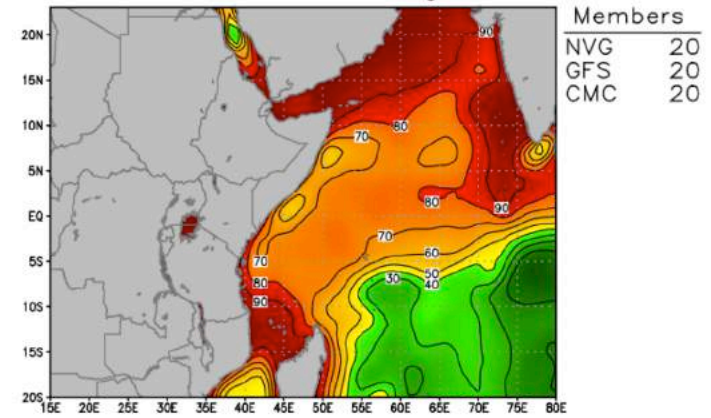
Source: ONI

Winds < 15.0 kts and Wave Heights < 5.0 ft



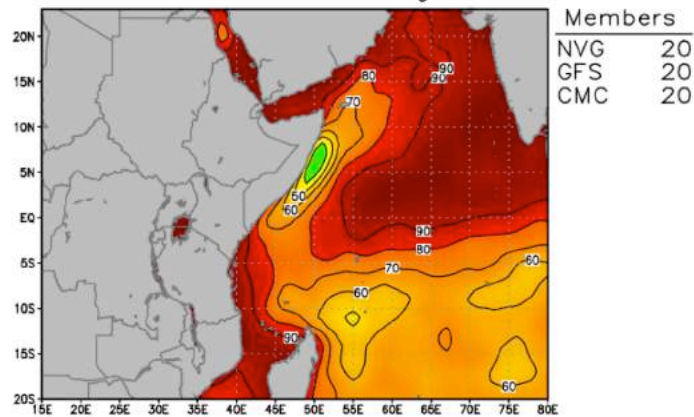
Valid Time: 1200Z 26 JAN 2017

Winds < 15.0 kts and Wave Heights < 5.0 ft



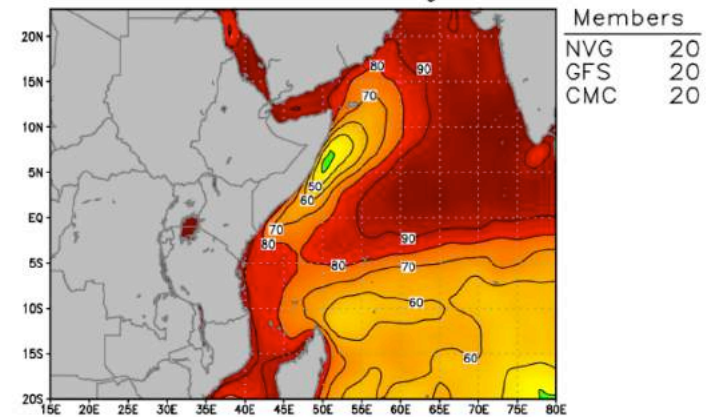
Valid Time: 0000Z 29 JAN 2017

Winds < 17.0 kts and Wave Heights < 7.0 ft



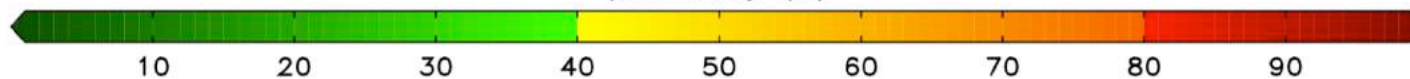
Valid Time: 1200Z 31 JAN 2017

Winds < 17.0 kts and Wave Heights < 7.0 ft



Valid Time: 0000Z 03 FEB 2017

probability (%)



SPOTLIGHT ON YEMEN

PORT STATUS AS OF 29 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	Yemeni government forces capture port (23 Jan 2017)
Mukalla Port	Open	High	Capacity: 2 berths
Ras Isa Marine Terminal	Closed	Closed	
Saleef Port	Open	High	Capacity: 2 berths

ACTIVITY REPORTING

- 23 January** – On the ground sources have reported that Yemeni government forces captured the port of Mokha on Monday as they pushed to oust Houthi rebels from the Red Sea coastline. An AFP journalist accompanying the troops has reported that government forces were combing the port. The capture of the port comes almost three weeks after the loyalists launched an offensive against the Shi'ite insurgents and their allies on Yemen's southwestern coast. An official statement disclosed that government forces recaptured the whole city, however a military commander in the field indicated that loyalists were still fighting the rebels on the southern outskirts of Mokha. **Update (24 January)** – Military officials reported on Tuesday that fighting for a key port on the Red Sea coast has left at least 40 rebel and pro-government fighters dead. While on Monday loyalist forces stated that they had captured the port of Mokha overnight, they exchanged fire with rebels still holed up in the port of Mokha's southwestern edge. Clashes continued on Tuesday in the southern and eastern outskirts of the city.

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

- **23 January (Nigeria)** – Gunmen kidnapped four individuals from a farm in the Epe area of Lagos stat. The kidnappers reportedly arrived at the far in two speed boats. The victims were three farmers and a female graduate student. The kidnappers were demanding five million Naira for each victim.

SUSPICIOUS ACTIVITY

- None reported during this period.

OTHER ACTIVITY

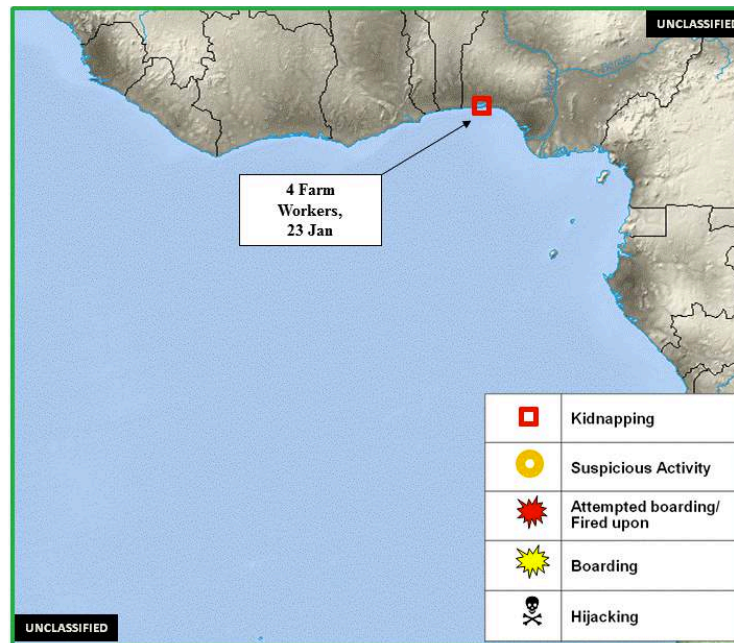
- None reported during this period.

MARITIME REPORTING

- Nothing to report

INCIDENT MAP

Source: ONI



WEATHER FORECAST: GULF OF GUINEA

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

- **Extended Forecast:** South-southwest 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 routinely be expected along the coasts of Somalia and West Africa with increased southerly winds 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

- **19 January (Malaysia)** – Three Indonesian crewmen were kidnapped from their boat operating near Taganak in Sabah. A Malaysian Foreign Ministry official later disclosed that one of the men had been in contact with his family, saying that the three men were kidnapped by the Abu Sayyaf Group and were taken to Sulu Island.

UNSUCCESSFUL ATTACKS/ROBBERIES

- None reported during this period.

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- None reported during this period.

VESSELS BOARDED

- **8 January (Indonesia)** – A sailing catamaran was boarded while anchored in Sorong Harbour. The thief stole a computer and two cellular phones and escaped.

SUSPICIOUS ACTIVITY

- None reported during this period.

OTHER ACTIVITY REPORT

- None reported during this period.

MARITIME REPORTING

- **29 January (Malaysia)** – Maritime authorities have reported that a boat carrying 31 people, including at least 28 Chinese tourists, has gone missing off the Malaysian coast. The catamaran boat left Kota Kinabalu on Saturday at 09:00 local time (01:00 GMT) and was heading towards Pulau Mengalum, a popular tourist island located 60 km (37 miles) west of the city. The boat lost contact after departing the eastern state of Sabah on Saturday. The Malaysian Maritime Enforcement Agency has reported that it received a distress call from the boat but contact was lost soon after, adding that search and rescue efforts were being hampered by bad weather. According to the New Strait Times, the search area covers 400 nautical square miles between Kota Kinabalu and Pulau Mengalum. Storms are common in the area at this time of year.
- **23 January (Malaysia)** – On Monday, officials reported that the bodies of ten people believed to be Indonesian migrants were found washed ashore in Malaysia not far from a capsized boat, adding that two Indonesians were rescued. A Malaysian Maritime Enforcement Agency official disclosed that villagers discovered the bodies of six women and four men on a beach in southern Johor state, adding that an Indonesian man and woman were rescued. He went on to say that a rickety wooden boat was found not far from the beach, noting that it may have been carrying about forty people who were trying to enter Malaysia illegally. The boat is believed to have overturned due to strong waves and bad weather conditions. A search for other victims was called off the night but will resume on Tuesday.
- **23 January (Philippines)** – A surge in piracy to the west of the Philippines is forcing ship owners to divert vessels through other waters and in turn increasing their costs and extending the time it takes to transport goods such as Australian iron ore to key Asian destinations. According to the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP), since March 2016 there have been sixteen attacks on vessels in Sulu and Celebes Seas, through which about US \$40 billion worth of cargo passes each year. The government-backed anti-piracy organization has reported that over a dozen crewmembers are currently being held hostage by

militant group Abu Sayyaf, noting that all of the crewmembers are from ships that have sailed through the Sulu and Celebes Seas. According to Gerry Northwood, chief operating officer at armed guard company Maritime Asset Security and Training (MAST), “the Sulu/Celebes area is the world’s fastest growing piracy hotspot, with violent attacks on commercial vessels and their crews, and an increasingly successful kidnap and ransom business model.” The International Maritime Bureau’s (IMB) piracy reporting centre in Kuala Lumpur has also warned of the rising threat of armed pirates in these waters, noting that shipping companies are beginning to shy away. Sources have reported that several large vessels carrying iron ore from Australia to northern Asia, which used to take the route through the Sulu Sea, are now sailing east of the Philippines, through the open Pacific Ocean. Furthermore, shipping executives have reported that at least six shipping companies are now diverting vessels via this route. Sailing east to avoid the Sulu Sea adds about half-a-day to a 14-day voyage from Port Hedland, which is Western Australia’s main iron ore export terminal, to northern Asia. Shippers have indicated that while the additional costs of around US \$300 per day for fuel on each journey are not large, the added costs would mount up over time and will effectively deal another blow to an industry that is already grappling with a period of extremely low profit margins.

WEATHER FORECAST FOR SOUTHEAST ASIA

SOUTHERN SOUTH CHINA SEA: Northeast winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet.

- **Extended Forecast:** Northeast winds of 15 – 20 knots, gusting to 25 knots, and seas of 8 – 10 feet with a northern swell.

MALACCA STRAIT: Variable winds of 5 – 10 knots and seas of 1 – 3 feet in the northern Strait; with northeast winds of 5 – 10 knots and seas of 1 – 2 feet in the southern Strait.

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

ANDAMAN SEA: Northeast winds of 10 – 15 knots and seas of 1 – 3 feet in the northern section; with easterly winds of 10 – 15 knots and seas of 3 – 5 feet in the southern section.

Extended Forecast: Northeast winds of 10 – 15 knots and seas of 1 – 3 feet in the northern section; with easterly winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 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.

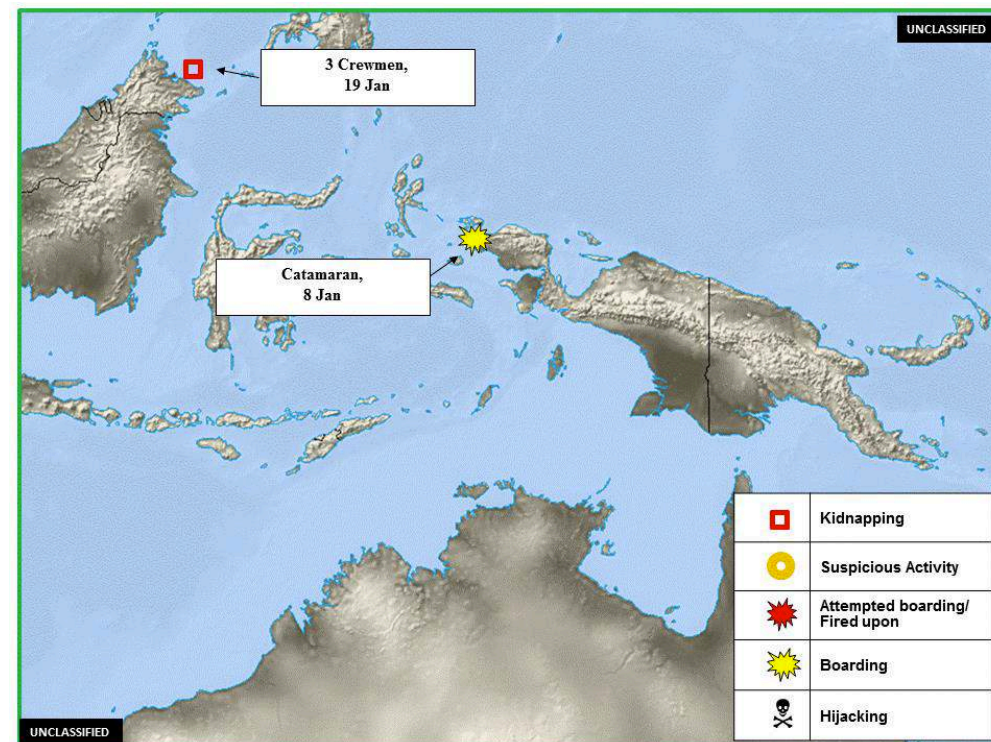
- **Extended Forecast:** Variable winds of 5 – 10 knots and seas of 1 – 3 feet.

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 monsoon 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 de to funneling effects and daytime heating.

INCIDENT MAP

Source: ONI



WORLDWIDE

NORTH AMERICA

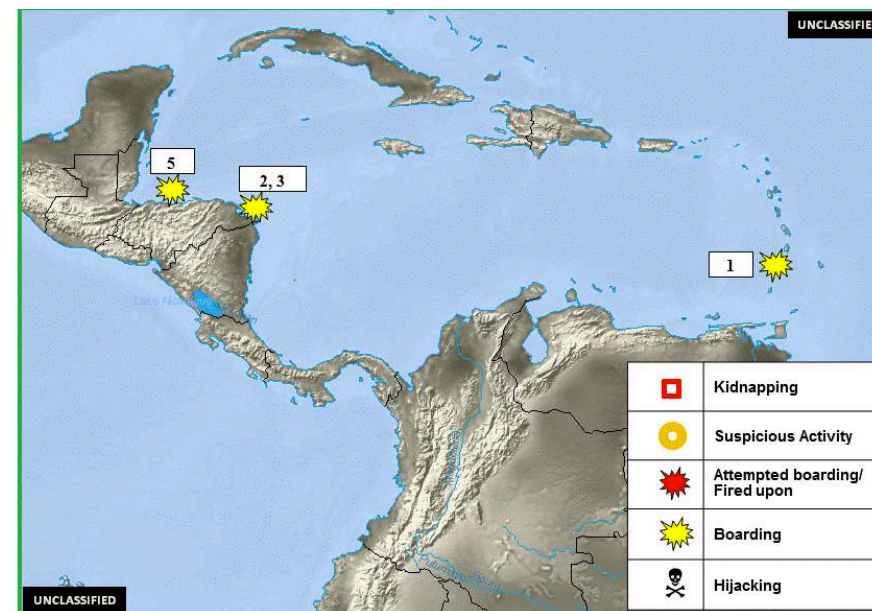
- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **21 January (Saint Vincent and the Grenadines – Late Report)** – A sailing yacht anchored near Young Island was boarded. The thief was able to steal a cell phone, dive watch, and flashlight. A report was made to the local police.
2. **19 January (Honduras – Late Report)** – During the morning hours of 19 January, a France-flagged catamaran transiting from Isla Providencia, Colombia, to Rio Dulce, Guatemala, was boarded two different times during a three-hour period in an area approximately 35 nautical miles east-southeast of the Hobbies Islands. The robbers stole computers, smartphone, cash, electronics, binoculars, VHF and handheld radios, alcohol and clothing.
3. **19 January (Honduras – Late Report)** – During the evening hours of 19 January, a sailing yacht was boarded in an area approximately 20 nautical miles from Gordo bank. The robbers stole computers, electronics and alcohol. The incident was reported to Honduran navy and local police.
4. **19 January (Ecuador – Late Report)** – Unknown numbers of robbers boarded a bulk carrier anchored near position 02:43 S – 080:24 W, Guayaquil Outer Anchorage. The robbers stole ship's properties and escaped unnoticed. The theft was noticed by the duty crew during routine rounds. The incident was reported to the local agents.
5. **13 January (Honduras – Late Report)** – A US-flagged sailing yacht transiting from Puerto Cortez to Roatan was boarded approximately 5 miles off the coast after anchoring in rough weather. Eight armed men boarded the yacht and ransacked it, stealing electronics, a wall mounted TV, dingy and outboard motor, cash, alcohol, dive gear and passports. The incident was reported to the Honduran Coast Guard and the local authorities.

INCIDENT MAP

Source: ONI





ARABIAN GULF

- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

- No current incidents to report

EASTERN AND SOUTHERN AFRICA

- No current incidents to report

NORTHEAST ASIA

- No current incidents to report

PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

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

MIGRATION



- **27 January** – Italy’s coast guard has reported that some 1,000 migrants were saved from leaky boats in the central Mediterranean on Friday, adding that one person was found dead. An Italian coast guard ship, the Spanish humanitarian group Proactiva Open Arms and a Caribbean-registered supply vessel went to the aid of six rubber dinghies and three wooden vessels. According to a statement released by the coast guard, “a dead body was recovered from one of the rubber boats.” The statement did not indicate the migrants’ nationalities.

SPOTLIGHT ON LIBYA

As of 29 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)	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
Port of Zuwara	Open	Moderate

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 government of Libya continues to be divided between the Tobruk-based House of



Representatives, the Tripoli-based General National Congress, and the UN-backed Government of National Accord (also based in Tripoli). No government acknowledges the others as legitimate, and none has significant authoritative control within the country.

Militias have largely supplanted police and security forces, and may erect arbitrary checkpoints or road blocks. The nation has also been heavily impacted by the presence of numerous extremist groups. Clashes between militia groups and extremists, or amongst rival militias have occurred regularly. As a result, the threat of crime, kidnapping, and violent extremism remain high, occurring most commonly in or near major cities on Libya's northern coastline.

The struggle between the divided governments, militias and extremist groups has resulted in extremely unstable conditions. Cuts in electricity, telephone services or water occur on occasion; military grade weapons have become accessible to private individuals, and seaports and roads can close with little or no warning. Further, infrastructure including ports and other valuable assets remain at significant risk for attack or seizure by various armed militia groups, or may close as the result of conflict between rival governments. Several ports have also become hubs for human smuggling operations to transport migrants into Europe.

MS Risk advises extreme caution for vessels traveling through the region. There is an increase of violence and criminal activity ashore. Shipping vessels should remain aware of the situation at all times, including any obligations and procedures if called to assist in search and rescue (SAR) operations.

While all operational ports and terminals are believed to be currently safe for ships and crew, the security situation remains volatile and subject to rapid change, particularly for foreign nationals venturing ashore. 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

- Nothing major reported

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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For more information, visit our website: www.jltspecialty.com.

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ABOUT MS RISK

MS Risk is a privately-owned company domiciled in the Isle of Man. It is underwritten by a syndicate of Lloyd's of London for special risks case management in all jurisdictions. It also acts as retained advisors to syndicates in the Lloyd's of London specialty risk insurance markets: kidnap for ransom, extortion, hijack, illegal detention, illegal war tax, malicious product tamper, terrorism, political and war risk.

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MS Risk has a dedicated team of researchers, a 24/7 hotline service and a pool of trained and experienced consultants to support client needs.

MS RISK SUPPORTS CLIENTS IN A VARIETY OF BUSINESS SECTORS WITH THE FOLLOWING SERVICES:

SECURITY CONSULTING

- Risk assessments and intelligence reporting
- Planning and management
- Due diligence and investigations

PROJECT MANAGEMENT

- Interim security
- Training
- Special assignments

CRISIS RESPONSE

- Crisis management
- Business continuity management
- Hostile operations support to commercial interests

VIRTUAL SECURITY DIRECTOR SERVICE FOR CLIENTS LACKING A FULL-TIME SECURITY EXECUTIVE

References are always available.

More information is found at www.msrisk.com

24 HR CONTACT INFORMATION:

Email: operations@msrisk.com

Telephone: +44 207 754 3555



South Suite, Ragnall House, 18 Peel Road
Douglas, Isle of Man, IM1 4LZ

24 hr Global Contact: +44 207 754 3555
www.msrisk.com

Directors

S.J. Bingham, P.A. Crompton, P.O.J. Tracy
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