

Maritime Security Review



Issue No. 5

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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: 30 January – 5 February 2017

Region	Current Incidents Reported	Late Reported incidents	Threat level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	1	0	Low
Gulf of Guinea	1	1	Medium
Southeast Asia	0	0	Low
WORLDWIDE			
North America	0	0	Low
Central America/Caribbean/South America	0	6	High
Atlantic Ocean Area	0	0	Low
Northern Europe/Baltic	0	0	Low
Mediterranean/ Black Sea	0	1	Low
Arabian Gulf	0	0	Low
East Asia/Indian Subcontinent	0	0	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

NOTE: 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 Armour 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

- 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

- **30 January (Red Sea)** – Houthi militants attacked a Saudi frigate at position 14:49 N – 042:21 E, 30 nautical miles west of Hodeidah, Yemen. The Houthis used three suicide boats, one of which was successful in striking the rear of the Saudi warship and blew up. The resulting explosion caused the death of two Saudi sailors and injuries to three others. We are confident that they were suicide boat attacks despite the claims of shore to ship missile launches by the rebels.

MARITIME REPORTING

- None reported during this period.

SPOTLIGHT ON YEMEN

PORT STATUS AS OF 3 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

TWO SAUDIS KILLED IN WARSHIP ATTACK OFF HUDAYDAH PORT, YEMEN

31 January, 2017 - An attack on a Saudi warship west of Hudaydah Port has left two crew members killed and three injured. Al Masira TV, a Houthi-controlled station, has broadcast what appears to be footage of the attack on Yemen's western coast.

Rebel sources told Al Masira that guided missiles were used in the attack; however, a statement by Saudi authorities says that three "suicide boats" approached the frigate. One of the suicide boats reportedly collided with the rear of frigate, exploding and causing a fire.

The attacks come as coalition forces continue "Operation Golden Spear," which began on 7 January 2017. Operation Golden Spear will see coalition forces advancing northward along Yemen's western coast to drive Houthi rebels out of Hudaydah and other Red Sea ports. The coalition has warned that the Houthis may be using Hudaydah as a launch-pad for terrorist operations that could hamper international navigation and the flow of humanitarian and medical necessities into Yemen.

Saba news agency, part of which taken over by the Houthis in January 2015, cited a military source as saying, "The targeting of this warship comes within the framework of the legal right of Yemen to defend the homeland and its sovereignty."

The attack comes ten days after a statement reportedly made by the Yemeni navy, coastal defense and coastguard, which warned that the forces are prepared to respond to aggression, should Saudi warships in international waters bomb civilian targets in the country. The statement also warned that merchant vessels in international water land require Long Range Tracking and Identification (LRTI) for safe navigation. In October, the Houthis were accused of firing missiles at a US warship and a UAE chartered logistics ship.

In a separate event, al Masira reports on Tuesday morning, Houthi fighters launched a missile at a coalition military base on the island of Zuqar, situated between Yemen and Eritrea on the Red Sea. There is currently no information

regarding damages or casualties, nor confirmation from the Saudi-led coalition. South of Hudaydah, fierce fighting is reported to be ongoing at the port city of Mokha.

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.

ADDITIONAL ACTIVITY REPORTING

- **30 January** – Yemeni officials claimed that warships shelled suspected al Qaeda strongholds in a mountainous region of southern Yemen last week. An anonymous source stated that ships, widely believed to be American, fired several missiles towards the al-Maraqisha mountains, a key al Qaeda stronghold. In Washington, Pentagon spokesman Captain Jeff Davis quickly denied any U.S. involvement.
- **29 January** – Yemen's army units announced they have liberated key areas along the coast near Mocha from control of Houthi rebels. Backed by coalition airpower, pro-government forces pushed into the Hodeidah Governorate. Mokha's eastern security district are reportedly under pro-government control and undergoing extensive mine sweeps, according to military sources. The push is a component of the Saudi-led coalition's Operation Golden Spear, an effort to liberate the national western coastline from Houthi control. Earlier in the week, pro-government forces announced that Mocha port had been fully liberated from the rebels. The Yemeni army states they are now in control of most of the eastern coast.

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.

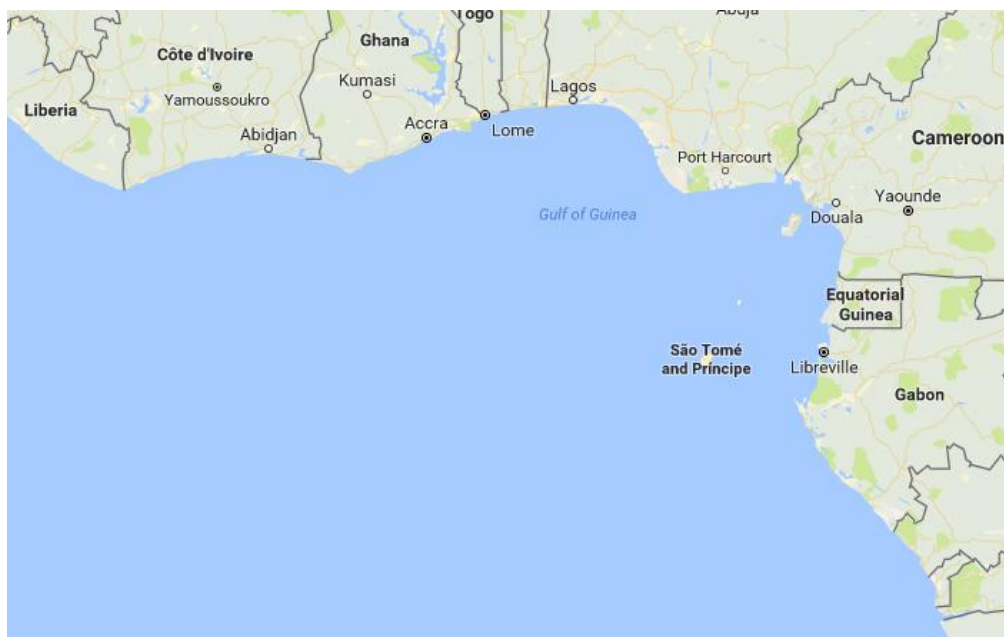
SAUDI COALITION INSPECTIONS

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

- **30 January (Sierra Leone)** – Two robbers boarded an anchored container ship near position 08:27 N – 013:26 W, Freetown Outer Anchorage. A duty crewman informed the duty officer that he saw them on the forecastle. Alarm was raised, PA announcement was made and the crew was mustered. Upon hearing the alarm and seeing the crew's alertness, the robbers escaped without stealing anything.
- **25 January (Sierra Leone – Late Report)** – Three men armed with knives boarded an anchored bulk carrier near position 08:27 N – 013:21 W, Pepel Anchorage. Upon noticing the men, the crew raised the alarm but the assailants stole ship's stores and escaped.

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

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

- None reported during this period.

VESSELS BOARDED

- None reported during this period.

SUSPICIOUS ACTIVITY

- None reported during this period.

OTHER ACTIVITY REPORT

- None reported during this period.

MARITIME REPORTING

- **31 January (Philippines)** – On Tuesday, Philippine President Rodrigo Duterte disclosed that he had asked China to deploy naval or coastguard vessels to patrol international waters off the southern Philippines in a bid to help in the fight against piracy. In an address to military officers, the Philippine leader stated that he “asked China if they can patrol the international waters without necessarily intruding into the territorial waters of countries,” referring specifically to the Sulu Sea between Mindanao and Borneo, adding “we would

be glad if we have their presence there.” The statement comes after the International Maritime Bureau (IMB), in a report released on 10 January, disclosed that kidnappings of crewmembers of oceangoing merchant vessels and slow-moving tugs and barges in the Sulu Sea “are a particular concern” and that it has advised vessel owners and charterers to avoid that area. It further noted that some crewmembers kidnapped there were then transferred to the southern Philippines and held for ransom by armed men linked to the Abu Sayyaf Group (ASG). The Philippines, Malaysia and Indonesia have recently been cooperating in a bid to curb the rampant cross-border kidnapping-for-ransom activities that have been blamed on rebels based in the southern Philippines. In May 2015, they three countries launched a coordinated naval patrol in the Sulu Sea area to this end. They have also discussed allowing cross-border hot pursuit of pirates.

WORLDWIDE

NORTH AMERICA

- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **25 January (Mexico – Late Report)** – In the Gulf of California, a ship from an environmental organization rescued a fisherman who fell overboard while illegally fishing. The ship encountered the boat while they were fishing for the endangered Vaquita Porpoise. Upon seeing the ship, the fishermen fled with one of them falling into the water.
2. **28 January (Colombia – Late Report)** – Colombian Navy divers found 67 kilograms of cocaine in a cylinder attached underwater to the hull of the NYK (Japan) reefer *CROWN OPAL* in the Gulf of Uraba. The following day, the ship was underway with scheduled stops in the Dominican Republic, United Kingdom and lastly in Belgium. The vessel's crew was not charged with drug trafficking.
3. **27 January (Panama – Late Report)** – Items were stolen from an anchored unlocked catamaran in San Blas. The thieves took a wallet and cell phones from the stolen chart table and left two sets of muddy footprints. A report was made to the local police and to a weather report network.
4. **27 January (Puerto Rico – Late Report)** – A dinghy and outboard motor was stolen from a sailing yacht anchored in Vieques Esperanza. The dinghy and outboard motor had been secured with a steel chain that had been cut. Later the dingy was found on a nearby beach minus the motor, which had been chained to the dinghy. The owners reported the incident to the local police who noted that this was the fourth motor stolen this week.
5. **25 January (Dominican Republic – Late Report)** – A knife-armed intruder swam on to a sailing yacht and attacked the husband and wife in the Marina Zar Par, Boca Chica. After a struggle the intruder held a knife to the wife's

neck and demanded and received money and jewellery. He then tied the owners up and left. The incident was reported to local port authorities.

6. **24 January (Colombia – Late Report)** – Robbers boarded an anchored chemical tanker near position 10:19 N – 074:32 W, Mamonal Inner Anchorage, Colombia. The robbers stole ship items, and escaped without being noticed. The crew noted the theft during routine rounds later in the day.

ATLANTIC OCEAN AREA

- No current incidents to report

NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA

- **27 January (Spain – Late Report)** – Spanish authorities seized 200 kilograms of cocaine in the port of Valencia and arrested seven persons for drug trafficking. The cocaine, which was in a shipping container, was estimated to have a street value of 15 million Euros. Of the seven arrested, one was a Spanish Civil Guard Office stationed in Valencia. Authorities also seized documents, computers, and substances to treat and cut drugs.

ARABIAN GULF

- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

- No current incidents to report

EASTERN AND SOUTHERN AFRICA

- No current incidents to report

NORTHEAST ASIA

- No current incidents to report

PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

MIGRATION



- **3 February** – During the early morning hours on Friday, the Aquarius, a humanitarian ship chartered by SOS Mediterranee and Doctors Without Borders (MSF), and the Golfo Azzuro, chartered by Spain's Proactiva Open Arms, rescued more than 500 people. The Italian coast guard has reported that other operations were under way as the Aquarius and Golfo Azzuro raced to intercept more migrant dinghies.
- **3 February** – On Friday, rights groups blasted EU plans to help Libya stem migrant departures as a recipe for children being sent back to squalid detention centres in the North African country. At a summit on the migrant crisis in Malta, leaders of the EU approved a new strategy to “break the business model” of traffickers who have helped more than half a million mainly African migrants enter the EU via Libya and Italy in the past three years. However non-government organizations have warned that the strategy could result in women and children being returned to inhumane conditions and left vulnerable to rape, beatings and forced labour as well as forcible repatriation

to uncertain fates in their home countries. The cornerstone of the plan involves funding and training the Libyan coastguard in order to make it better able to intercept migrant boats before they reach international waters patrolled by an Italian-led search-and-rescue operation.

- **2 February** – European sources have disclosed that the European Union (EU) is increasing aid to train the Libyan coast guard and construct better camps in Africa, amongst other measures, as it prepares for more migrants from Africa with the approach of spring. Sources noted however that continuing chaos in Libya and the inability of the new UN-backed government in Tripoli to exercise control over its territory still pose big challenges. The sources have indicated that EU leaders are expected to release a joint communiqué at the end of a meeting in Malta later on this week, which will focus on migration across the central Mediterranean and the situation in Libya. The main focus will be on the African migration issue. Last year, a record 181,000 people made the journey from Libya to Europe, including 25,000 unaccompanied minors. More than 5,000 are believed to have died attempting the crossing.
- **2 February** – On Thursday, European Union (EU) chief Donald Tusk disclosed that shutting the migrant smuggling route from Libya to Europe is “within our reach,” arguing that doing so would be in the interest of both sides. Flanked by Libya’s UN-backed leader Fayeze al-Sarraj in Brussels, Tusk stated that he would propose additional “concrete and operational measures” to curb migrant flows when EU leaders meet in Malta on Friday. He went on to say that the EU “proved” that it could shut the eastern Mediterranean route with its deal last March with Turkey that has significantly declined the numbers of asylum seekers landing in Greece, previously the main entry point to Europe. Speaking to reporters, Tusk indicated that “now it is time to close down the route from Libya to Italy,” adding that he had discussed the issue with Italian Prime Minister Paolo Gentiloni on Wednesday. He went on to say, “I can assure you it is within our reach...What we need is the full determination to do that.” He also disclosed that the EU summit in Valletta, which he will co-host as European Council President, will discuss boosting cooperation with Libya, stating “we have a shared interest and determination to reduce the number of irregular migrants risking their lives cross the central Mediterranean.” He added, “this is not sustainable...as the smuggler let people drown and

undermine the authority of the Libyan state for their own profit.” While far fewer than the hundreds of thousands who had arrived in Greece before the agreement with Turkey was reached, a record 180,000 migrants arrived in Italy last year. Unlike the asylum seekers arriving in Greece from war-torn Syria and other conflict zones, most of those leaving Libya are sub-Saharan Africans deemed illegal economic migrants who face voluntary or involuntary expulsion. The EU has already begun training and equipping Libya’s coastguard in a bid to crackdown on the smugglers. Leaders are expected on Friday to examine a proposal to release new funds for the training programme as well as for UN agencies that can help the Libyan look after the migrants. According to Sarraj, “we hope that EU mechanisms to help Libya will be more practical,” adding that the funds so far come to “very small amounts.”

- **2 February** – On the eve of a Malta meeting to discuss the ongoing migrant crisis, Italian Prime Minister Paolo Gentiloni and his Libyan counterpart signed a deal in Rome on tackling people smugglers in the North African country. Italy pledged money, coastguard training and equipment to assist the UN-backed government. It also urged EU leaders to do the same when they meet on 3 February in Valletta, Malta to address the continent’s worst migrant crisis since World War II. The agreement states that Rome and the EU will also fund Libyan camps – which will be run by the Libyan interior ministry – where migrants will be held before being returned to their original countries. It appears that this would apply to migrants of any nationality, including those fleeing war zones or persecution – those that currently have a high rate of success when applying for asylum in European countries, such as Eritreans or Syrians.
- **1 February** – Italy disclosed on Wednesday that it has pledged 200 million euros (US \$215 million) in funds to several African countries as it seeks to decrease the number of migrants risking their lives in the Mediterranean in a bid to reach Europe. Unlike previous European financing pledges, which have aimed to tackle the root causes of migration, the fund seeks to boost efforts by African security forces to stop people from leaving. According to Italian Foreign Minister Angelino Alfano, the so-called Africa Fund will help bolster the “fight against human trafficking and illegal migration.” The funds will go mainly to Niger, Libya and Tunisia, which are three key transit and departure points for the vast majority of African migrants who are trying to reach Italy.

They are intended to help train the countries’ security forces and to pay for equipment to monitor borders.

- **1 February** – Libya’s UN-backed Prime Minister Fayez al-Serraj has disclosed that NATO or EU ships could be permitted to operate in Libyan waters alongside the national military coastguard to slow the flow of people-smuggling across the Mediterranean. Currently, smugglers’ boats can only be turned back to Libya if they are stopped inside Libyan waters, however both NATO and the EU need Libyan government consent in order to operate inside its sovereign waters. The move came as a report claimed elements of the Libyan coastguard were complicit in the smuggling and said that returning anyone caught on boats to coastal detention centres was risky since conditions there were horrendous. The Libyan Prime Minister’s comments, which come after talks at NATO on Wednesday, will be a boost to EU plans to move its anti-smuggling mission Operation Sophia into Libyan waters to help prevent migrants from reaching Europe. The EU is due to discuss a comprehensive plan for Libya at a special heads of state summit in Malta on 3 February.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 5 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

- 31 January** – According to the Libyan Coast Guard, human smugglers opened fire on one of its vessels during a mission to intercept 700 migrants off the coast of western Libya. The assailants reportedly shot at the coast guard vessel from shore. Libyan service members returned fire, causing the smugglers to retreat. The coast guard then intercepted two wooden boats loaded with hundreds of migrants. No casualties were reported.
- 27 January** – Libyan forces have discovered 90 bodies of slain militants at the sites of recent US airstrikes about 45 km from the former Daesh stronghold of Sirte. The strikes targeted training sites use by the militant groups. Forces

discovered shells, suicide belts and booby traps at the scene. Authorities arrested two suspected militants and killed four who refused to surrender. According to US officials, last week B-2 bombers released guided munitions over the camp, which contained more than 80 militants, some plotting attacks in Europe. There were no details of the militants' nationalities. The sources said the decision to strike came after U.S. intelligence officials determined that the training camps were connected to the bloody Berlin truck attack last month.

- **27 January** – Libya has launched its largest ranging investigation into corruption in the oil sector since the 2011 revolution. A series of warrants and travel bans have been issued against petrol company executives and government ministers. The investigations will address the smuggling of petrol and other refined oil products from Libya to Italy, Malta, Cyprus, and Greece. Illicit trade has reportedly cost Libya half a billion dinars. The investigation is undertaken by Attorney General Sadiq Al-Sour, working with the Presidency Council and the UN-backed Government of National Accord (GNA) in Tripoli. The actions are backed by NOC chairman Mustafa Sanalla, who has called for legal action against smugglers.

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

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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

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