

# Maritime Security Review



Issue No. 25

26 June 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](mailto:info@msrisk.com).

# INCIDENTS AT SEA

Reporting Period: 19 - 25 June 2017

Region	Current Incidents Reported	Late Reported incidents	Threat level
<b>MAIN REGIONS</b>			
Gulf of Aden/Arabian Sea	1	1	Medium
Gulf of Guinea	0	0	Low
Southeast Asia	0	1	Low
<b>WORLDWIDE</b>			
North America	0	0	Low
Central America/Caribbean/South America	0	0	Low
Atlantic Ocean Area	0	0	Low
Northern Europe/English Channel/Baltic	0	0	Low
Mediterranean/ Black Sea	1	0	Low
Arabian Gulf	0	1	Low
East Asia/Indian Subcontinent	1	0	Low
Southern Africa	0	0	Low
Northeast Asia	0	0	Low
Pacific Ocean/Southern Ocean	0	1	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: HIGH THREAT OF VESSEL HIJACKING**

While international naval patrols and anti-piracy measures on board commercial vessels have practically eradicated Somali piracy since its peak in early 2011, poverty coupled with other factors that motivate pirates remain and some vessels transiting this region may have increasingly become complacent in the belief that the piracy threat had diminished. While the international community has over the past several years taken significant steps in order to improve security in the region, including boosting naval forces in the area and requiring ships to take protection

measures, including reporting in and out of high risk areas, sailing at top speed as far away as possible from the Somali coast and travelling with armed escorts on board, the threat of an attack and hijacking remained as the real root of the cause on the ground in Somalia has never been properly addressed. After five years without a successful attack, analysts say that complacency may have set in and this year's successful hijacking is likely to result in potential copycat attacks, as pirate action groups head out in a bid to successfully hijack a commercial vessel.

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.

Vessels transiting the greater Gulf of Aden region 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 2016 attack on a UAE vessel. MS Risk advises all vessels transiting this region to report any hostile activities immediately.

### HIJACKS

- No current incidents to report

### UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

### VESSELS FIRED UPON/ATTEMPTED BOARDINGS

- **19 June (Kenya)** – Duty crewman on anti-piracy watch onboard a product tanker berthed near position 04:04 S – 039 E, Mbaraki Terminal, Mombasa, noticed a robber attempting to board via the deck using a hook attacked with rope and informed the duty officer in the cargo control room. As the robber approached the ship’s railing the duty crew shouted at him resulting in the robber escaping. A search was made throughout the tanker. It was reported that nothing was stolen.

### VESSELS BOARDED

- No current incidents to report

### KIDNAPPING

- No current incidents to report

### SUSPICIOUS ACTIVITY

- No current incidents to report

### OTHER ACTIVITY

- **12 June (Jordan)** – Authorities intercepted a shipment of 1,200 cartons of smuggled cigarettes in the port of Aqaba.



### MARITIME REPORTING

- Nothing to report



# WEATHER FORECAST: GULF OF ADEN/ARABIAN SEA

**NORTHERN ARABIAN SEA:** Southwest winds of 15 – 20 knots, gusting to 25 knots, with seas of 5 – 7 feet.

- **Extended Forecast:** Southwest winds of 15 – 20 knots, gusting to 25 knots, with seas of 5 – 7 feet.

**GULF OF OMAN:** Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the western section of the Gulf; with southeast winds of 10 – 15 knots, and seas of 3 – 5 feet in the eastern section of the Gulf.

- **Extended Forecast:** Westerly winds of 10 – 15 knots, gusting to 20 knots, and seas of 1 – 3 feet in the western section of the Gulf; with southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the eastern section of the Gulf.

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

**SOMALI COAST:** Southwest winds of 25 – 30 knots, gusting to 35 knots, and seas of 10 – 14 feet in the northern section of the coastline; with southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 feet in the southern section of the coastline.

- **Extended Forecast:** Southwest winds of 25 – 30 knots, gusting to 35 knots, and seas of 10 – 14 feet in the northern section of the coastline; with south-southwest winds of 20 – 25 knots, and seas of 7 – 9 feet in the southern section of the coastline.

**CENTRAL AFRICAN COAST/INDIAN OCEAN:** Southerly winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 – 7 feet.

- **Extended Forecast:** Southerly winds of 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 feet.

**MOZAMBIQUE CHANNEL:** Southerly winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the northern Channel; with southerly winds of 10 – 15 knots, gusting to 20 knots, with seas of 10 – 12 feet in the southern Channel.

- **Extended Forecast:** Southerly winds of 10 – 15 knots, gusting to 20 knots, and seas of 7 – 9 feet in the northern Channel; with southeast winds of 15 – 20 knots, with seas of 10 – 12 feet in the southern Channel.

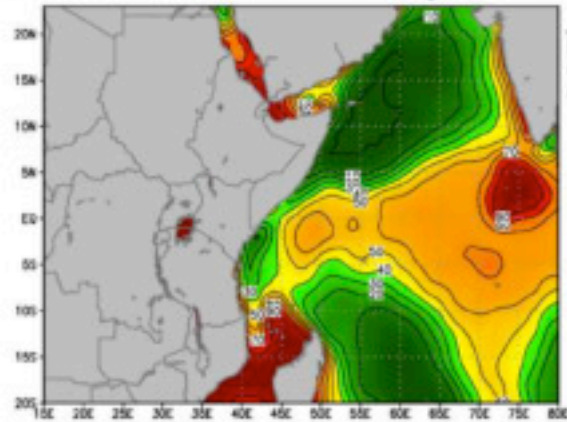
**SURFACE CURRENTS:** The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Current speeds along the Somali Basin are northeasterly averaging between 2- 3 knots.

**SYNOPTIC DISCUSSION:** High pressure will dominate the weather pattern over much of the AOR producing mostly clear skies. Isolated rain showers and thunderstorms can be expected during the forecast as an area of low pressure moves through the region. Expect increased localized wind flow through the Strait of Hormuz due to funneling effects and occasional shamal winds across the Arabian Gulf.

# WEATHER MAP

Source: ONI

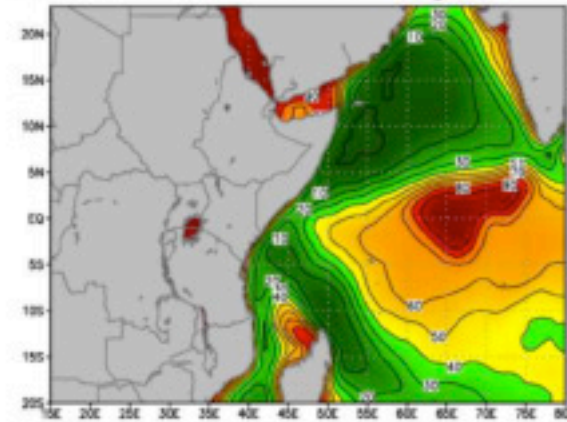
Winds < 15.0 kts and Wave Heights < 5.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 1200Z 22 JUN 2017

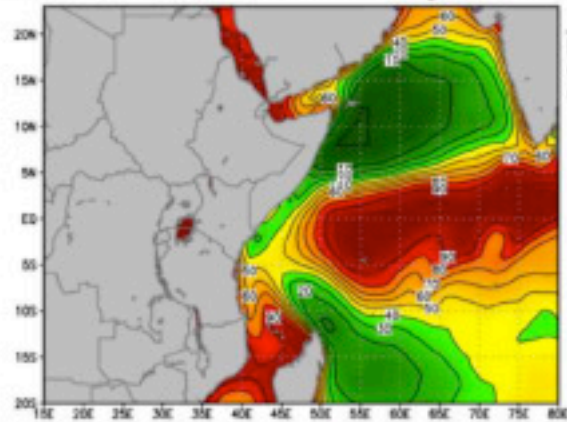
Winds < 15.0 kts and Wave Heights < 5.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 0000Z 25 JUN 2017

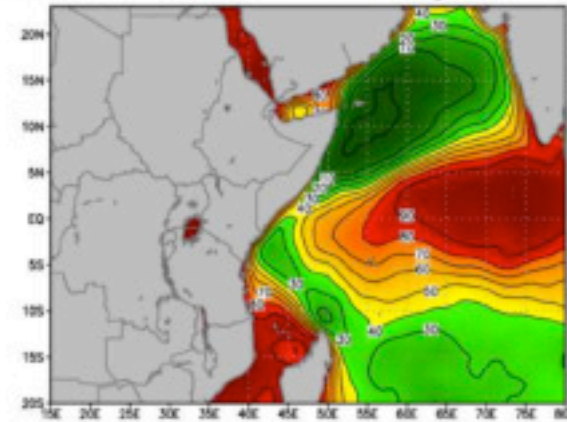
Winds < 17.0 kts and Wave Heights < 7.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 1200Z 27 JUN 2017

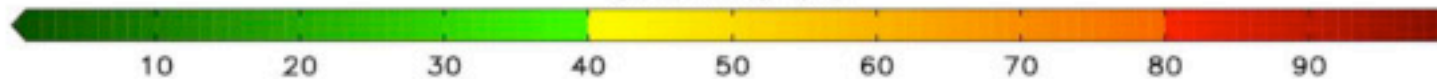
Winds < 17.0 kts and Wave Heights < 7.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 0000Z 30 JUN 2017

probability (%)



## SPOTLIGHT ON YEMEN

### PORT STATUS AS OF 25 JUNE 2017

Port Name	Port Status	Risk Level	Notes
Aden Port	Open	High	Curfew: 2000-0600
Ash Shihr Oil Terminal	Open	High	
Balhaf LNG Terminal	Closed	Closed	
Hodeidah Port	Open <b>WARNING*</b>	High	The Saudi Royal Navy is using a holding area 60 NM west of Hodeidah port for vessels attempting entry into Salif or Hodeidah. Inbound vessels should plan on holding here prior to receiving clearance.
Mokha Port	Closed	High	Considered unsafe; no activity reported since August 2015
Mukalla Port	Open	High	Capacity: 2 berths
Ras Isa Marine Terminal	Closed	Closed	
Saleef Port	Open	High	Capacity: 2 berths

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

### ACTIVITY REPORTING

- 17 June** – Yemen's Saudi-backed government said on Saturday it agreed to a two-point plan advanced by the United Nations to ease suffering in the country's civil war, but the Iran-aligned Houthi movement remained sceptical. On Thursday the U.N. Security Council urged the warring parties to agree on a U.N.-brokered plan to keep the Houthi-held port of Hodeidah out of the fighting and to resume government salary payments. The U.N. has proposed that Hodeidah, a vital aid delivery point on the Red Sea where some 80 percent of Yemen's food imports arrive, should be turned over to a neutral party. The U.N. Security Council warned the Saudi-led Arab coalition, that is fighting the Houthis, against any attempt to extend the war to the port. Yemeni Foreign Minister Abdel-Malek al-Mekhlafi said in a tweet his government renewed its acceptance of the proposals first made by U.N. Yemen envoy Ismail Ould Cheikh Ahmed in May.

### YEMEN: PROCEDURE

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

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



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

### **UNITED NATIONS INSPECTIONS**

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

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

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

### **SAUDI COALITION INSPECTIONS**

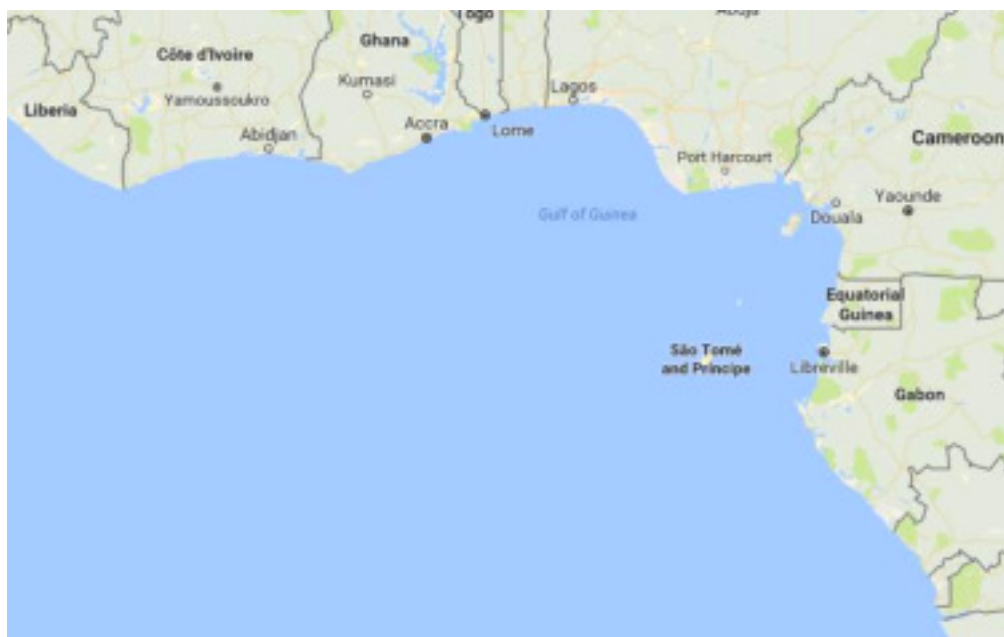
All vessels calling at Yemeni ports will only be allowed to enter Yemeni territorial waters following an inspection by the Saudi Arabian coalition forces. Upon arrival outside Bab Al-Mandab, the shipmaster should call the naval forces of the Saudi Arabian coalition by VHF on channel 16 for the arrival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

Coalition inspectors do not conduct investigation with the crew; contact will be with the ship's master or Chief Officer about the cargo and documents. Once the vessel is

permitted into Yemeni ports, the Master will be required to call port control by VHF on channel 14 or 16 for the arrival registration. The shipmaster will be advised the anchor position until the Harbour master confirms berthing prospects.

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

# WEST AFRICA/GULF OF GUINEA



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

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## HIJACKS

- 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

## KIDNAPPING

- No current incidents to report

## SUSPICIOUS ACTIVITY

- No current incidents to report

## OTHER ACTIVITY

- No current incidents to report

## MARITIME REPORTING

- Nothing to report

## WEATHER FORECAST: GULF OF GUINEA

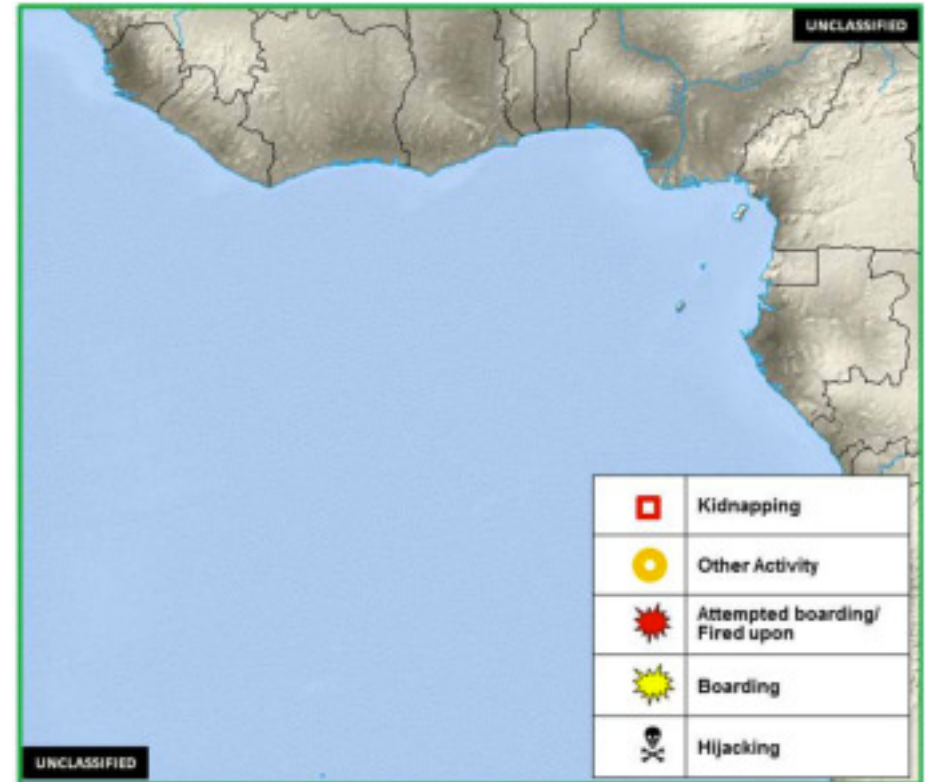
**GULF OF GUINEA:** South-southwest winds of 5 – 10 knots and seas of 2 – 4 feet.

- **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 wind flow 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. MS Risk advises all vessels, particularly slow moving vessels, to re-route where possible. If unable to re-route, we strongly advise vessel Masters and crewmembers to adopt the following measures:

- Maintain a heightened level of vigilance and increase security watch rotations
- Sound the alarm when unknown people are sighted on board the vessel or when suspicious boats are in the vicinity
- Report all incidents and suspicious activity
- Maintain continuous communication with shipping company and with local enforcement agencies
- Avoid confrontation with the perpetrators

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

1. **11 November 2016 (Philippines – Incident Update)** – Suspected Ten persons armed with guns approached the underway bulk carrier *ROYAL 16* near position 06:40 N – 122:31 E, 10 nautical miles north-northeast of Basilan Island. Ship's Master raised the alarm and activated the SSAS. The armed persons boarded the vessel and took its crewmembers hostage. They stole ships property, kidnapped six crewmembers and escaped. One crewman was injured during the incident. The incident was reported to the Philippines Coast Guard. A patrol was dispatched and the authorities boarded and escorted the vessel to a safe port. Update (16 June 2017) – A kidnapped Vietnamese sailor grabbed the opportunity and dashed to freedom as government troops targeted the lair of

the Abu Sayyaf Group in Basilan province. Col. Juvymax Uy, Joint Task Force Basilan commander, identified the Vietnamese sailor as Hoang Vo, the second mate of the Vietnam-registered bulk carrier *ROYAL 16*. He disclosed that “the kidnapped victim was airlifted by an air ambulance and is now in Zamboanga City,” citing that Vo sustained bruises as a result of his daring escape. Vo’s five companions, who remain in captivity, include the *ROYAL 16*’s Master, chief mate, third officer, bosun and assistant bosun

#### 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

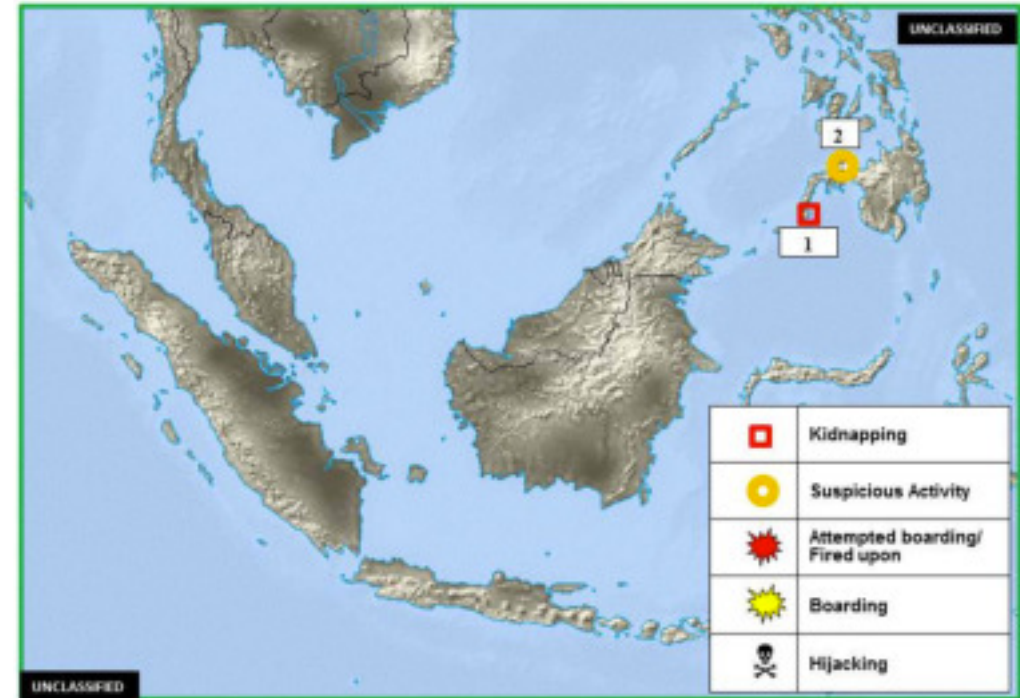
2. **14 June (Philippines – Late Report)** – Two men armed with a loaded firearm were arrested while attempting to enter Pulauan Port in Dapitan City. During an inspection, the two were found to be carrying a 9 mm pistol and thirty rounds of ammunition.

#### MARITIME REPORTING

- Nothing to report

### INCIDENT MAP

Source: ONI





## WEATHER FORECAST FOR SOUTHEAST ASIA

**SOUTHERN SOUTH CHINA SEA:** Variable winds of 5 – 10 knots and seas of 1 – 2 feet.

- **Extended Forecast:** West-southwest winds of 5 – 10 knots and seas of 1 – 2 feet.

**MALACCA STRAIT:** Northwest winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the northern Strait; with southeast winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 2 feet in the southern Strait.

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

**ANDAMAN SEA:** Southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the northern section; with southwest winds of 10 – 15 knots, and seas of 3 – 5 feet in the southern section.

- **Extended Forecast:** Southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 4 – 6 feet in the northern section; with southwest winds of 10 – 15 knots and seas of 3 – 5 feet in the southern section.

**SOUTHERN SULU SEA – NORTHERN CELEBES SEA:** Southwest winds of 5 – 10 knots and seas of 1 – 2 feet.

- **Extended Forecast:** Southwest winds of 5 – 10 knots and seas of 1 – 2 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:** An area of low pressure moving off of China will produce slightly increased wind flow in the South China Sea. Expect strong gusts in and around scattered thunderstorms, throughout the Malacca Strait and the Andaman Sea due to funneling effects and daytime heating.

# 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

1. **19 June (Mediterranean)** – A group of alleged Libyans boarded a large rubber raft carrying more than 120, mostly Sudanese, migrants. The thieves stole the boat’s motor, causing it to take on water and eventually sink, killing all but four people in the boat.

## INCIDENT MAP

Source: ONI



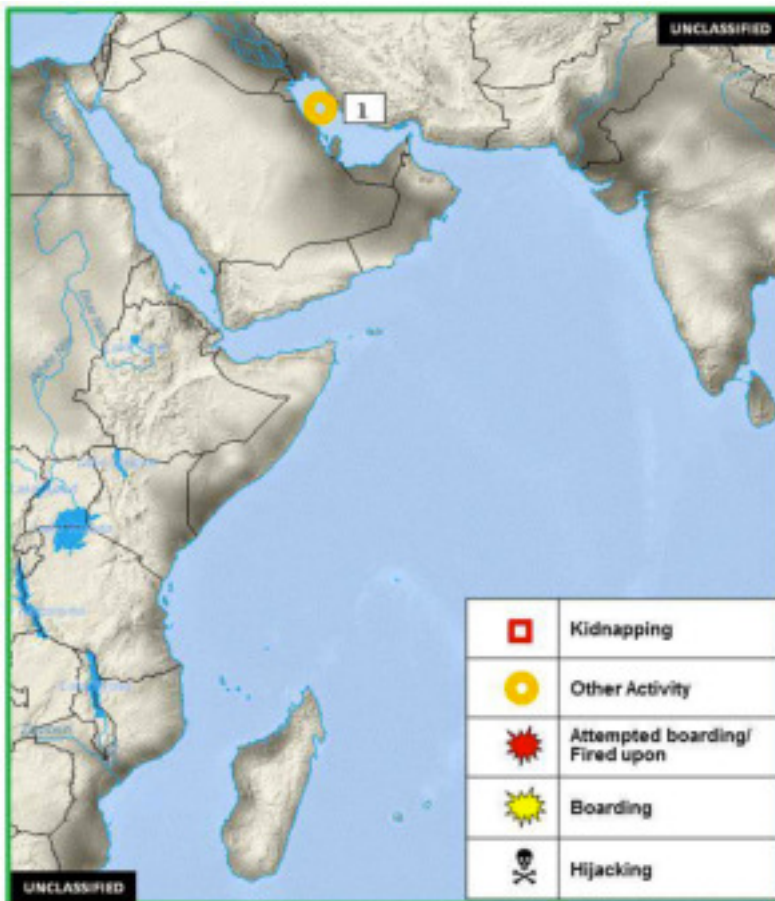
## ARABIAN GULF

1. **16 June (Arabian Gulf – Late Report)** – The Saudi Navy reported that they had captured three members of Iran’s Revolutionary Guard Corps from a boat as it approached the kingdom’s offshore Marjan oilfield. According to statement released by the ministry’s centre for international communications, “this was one of three vessels which were intercepted by Saudi forces. It was captured with the three men on board, the other two escaped.” Citing a Saudi official, the statement further disclosed, “the three captured members of the Iranian Revolutionary Guard are now being questioned by Saudi authorities.” The vessel

was reportedly carrying explosives intended to conduct a “terrorist act” in Saudi territorial waters.

### INCIDENT MAP

Source: ONI



### 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

1. **31 May (Fiji– Late Report)** – Two robbers boarded a sailing yacht anchored near position 17:19 S – 177:07 E, Wayasewa Island. The robbers stole an iPad, 2 phones and a dive lamp. Local authorities were notified of the incident.

### INCIDENT MAP

Source: ONI



# MIGRATION



***With summer approaching, growing numbers of migrants have been attempting the perilous crossing to Europe by transiting the central Mediterranean route in rubber dinghies and rickety boats from lawless Libya, where people smugglers continue to operate with impunity.***

- **19 June** – Citing testimony from survivors brought to Italy, the International Organization for Migration (IOM) reported that more than 120 migrants are feared to have died at the weekend when the motor of their boat was stolen, causing it to sink. IOM spokesman Flavio Di Giacomo disclosed that two Sudanese men who arrived with around 1,000 other migrants at the Sicilian port of Palermo on Monday told IOM staff members that they left Libya in a rubber boat packed with 130 people, mainly Sudanese. Di Giacomo went on to say that after a few hours at sea, the men said a group of Libyans caught them up, adding “They described (the Libyans) as pirates, but they are basically traffickers...They stole the motor – something which has happened a few times recently – and at that point the boat started to take on water and sank.” Passing Libyan fishermen rescued the Sudanese pair along with two Nigerian men who were the only other survivors, and put them on another migrant boat. They were

eventually rescued and brought to Sicily. Di Giacomo has stated that the survivors “...were in shock, traumatised by what had happened, and exhausted” adding that there were no official witnesses to what had happened though migrants from the second boat confirmed the account.

- **19 June** – Humanitarian ships on Sunday picked up about 730 migrants from rubber and wooden boats in the Mediterranean, adding to the lengthening list of rescue operations that were carried out in recent days. According to Italy’s coastguard, the migrants were plucked up in seven separate rescue operations aboard three dinghies and four wooden craft. Save the Children SAR team leader Gillian Moyes disclosed that the past few days have been extremely busy, following a pattern that has been seen in recent weeks, adding “we are seeing increasing numbers of people, large scale rescues with multiple boats.” She further disclosed that there was insufficient capability in search and rescues to deal with the situation unfolding in the Mediterranean. On Saturday 17 June, hundreds of migrants, some drifting in rubber dinghies off the coast of Libya, were picked up by Spanish and Italian ships. Spain’s Defense Ministry disclosed in a statement on 18 June that a Spanish navy ship was dispatched to help two migrant boats struggling to stay afloat near Libya on Saturday afternoon, adding that at sundown it found three other rubber dinghies transporting migrants in the area. The ministry further reported that in total, 526 people, including eight pregnant women and nine children, were picked up in that rescue, aided by a ship belonging to a non-governmental organization, adding that the migrants were headed to an Italian port. The Italian coastguard has also reported that around 800 migrants were rescued from rubber boats in six operations in the Mediterranean on Saturday. Libya’s coastguard had already intercepted 906 migrants on board damaged wooden and rubber boats on 16 June, and earlier in the week humanitarian rescue ships picked up more than 1,000 migrants off Libya’s shores.



## SPOTLIGHT ON LIBYA

### PORT STATUS AS OF 18 JUNE 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)	Open	Moderate - High
Port of Benghazi	<b>Closed</b>	High
Port of Bouri (offshore port)	Open	Low
Port of Derna	<b>Closed</b>	High
Port of El Brega (Marsa El Brega)	Open	Moderate
Port of Hariga	Open	Low
Port of Mellitah	Open	Low
Port of Misrata (Qasr Ahmed)	Open	High
Port of Ras Lanuf	<b>Open</b>	Moderate - High
Port of Tobruk	Open	Moderate
Port of Tripoli	Open	Moderate
Port of Zawiya (Zawia)	Open	Moderate
Port of Zueitina	Open	Low



### ACTIVITY REPORTING

- 20 June** – A car bomber blew himself up overnight in a failed attack near a security checkpoint outside the Libyan oil port of Es Sider, a security source and a witness said on Tuesday. Security officials did not say who they thought was behind the attempted attack, which took place a few kilometres from the oil port and caused no material damage. Images show a blue vehicle near a sand barrier with the front doors blown open, and body parts apparently belonging to the bomber lying on the ground nearby. They also showed what looked like rocket casings, which the security source said had been found inside the vehicle. Es Sider opened last year after forces loyal to eastern-based commander Khalifa Haftar took control of the terminal and three other ports. It was attacked early last year by Islamic State militants before they were ousted from Sirte, and has since been the scene of clashes between Haftar's LNA and opponents who had previously been battling him in Benghazi.



**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 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.

MS Risk is always mindful and compliant to legislation and guidelines on the use of private security services including, but not limited to the US FCPA (1977), UK Bribery Act (2010), Canadian Bill C-48 (2007), ASX 8 Corporate Governance Principles, and the World Bank/IFC Voluntary Principles on the Use of Government and Private Security Forces. MS Risk is a signatory of the Swiss government's International Code of Conduct. It is transparent and compliant to market expectations on legal and ethical conduct in the performance of services.

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](http://www.msrisk.com)

### **24 HR CONTACT INFORMATION:**

Email: [operations@msrisk.com](mailto: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](http://www.msrisk.com)

**Directors**

S.J. Bingham, P.A. Crompton, P.O.J. Tracy  
Registered in the Isle of Man No. 007435V