

Maritime Security Review



Issue No. 29

24 July 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: 17 - 23 July 2017

Region	Current Incidents Reported	Late Reported incidents	Threat level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	0	Low
Gulf of Guinea	0	1	Low
Southeast Asia	0	2	Medium
WORLDWIDE			
North America	0	2	Medium
Central America/Caribbean/South America	0	0	Low
Atlantic Ocean Area	0	1	Low
Northern Europe/English Channel/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	2	Medium
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: 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

- 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

INCIDENT MAP

Source: ONI



MARITIME REPORTING

- Nothing to report

WEATHER FORECAST: GULF OF ADEN/ARABIAN SEA

WEATHER FORECAST VALID FROM 20 - 26 JULY 2017

NORTHERN ARABIAN SEA: Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 8 – 10 feet.

- **Extended Forecast:** Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 10 – 12 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:** Variable winds of 5 – 10 knots, gusting to 15 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 winds of 3 – 5 feet in the eastern section of the Gulf.

GULF OF ADEN: Southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 4 – 6 feet in the western section of the Gulf; with southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 feet in the eastern section of the Gulf.

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

- **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 7 – 9 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 5 – 7 feet in the northern Channel; with easterly winds of 10 – 15 knots with seas of 8 – 10 feet in the southern Channel.

- **Extended Forecast:** Southeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet in the northern Channel; with southeast winds of 15 – 20 knots, gusting to 25 knots, and seas of 10 – 12 feet in the southern Channel.

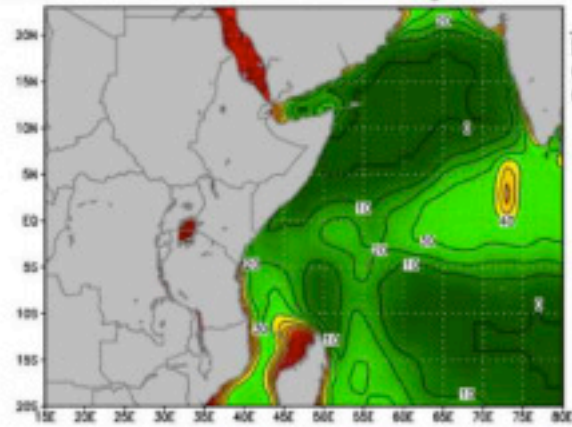
SURFACE CURRENTS: The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Currents speeds along the Somali Basin are northeasterly averaging between 2 – 3 knots.

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

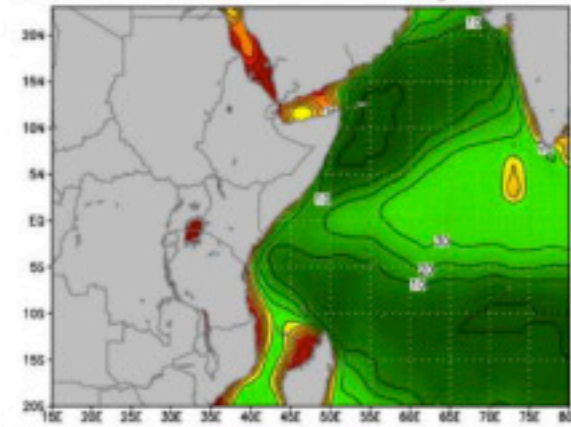
Winds < 15.0 kts and Wave Heights < 5.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 1200Z 20 JUL 2017

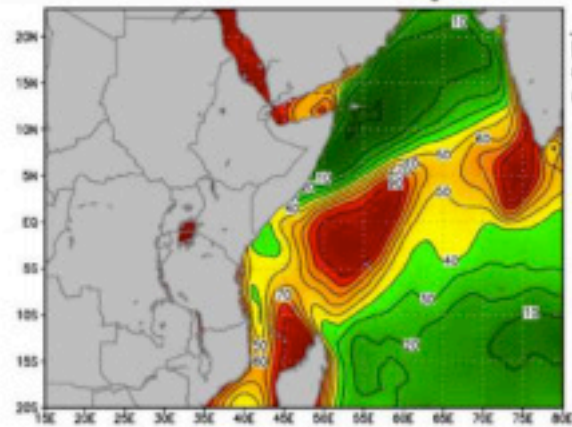
Winds < 15.0 kts and Wave Heights < 5.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 0000Z 23 JUL 2017

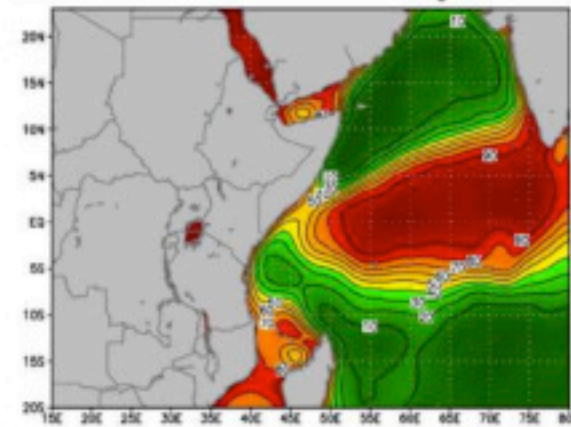
Winds < 17.0 kts and Wave Heights < 7.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 1200Z 25 JUL 2017

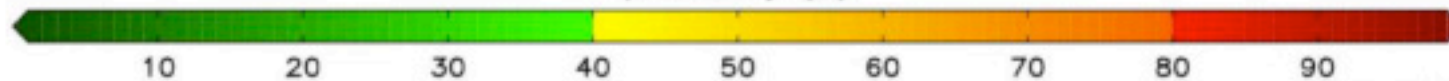
Winds < 17.0 kts and Wave Heights < 7.0 ft



Members	
NVG	20
GFS	20
CMC	20

Valid Time: 0000Z 28 JUL 2017

probability (%)



SPOTLIGHT ON YEMEN

PORT STATUS AS OF 23 JULY 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 WARNING*	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

Shipmasters and crew are urged to remain abreast of current conditions surrounding all Yemeni ports of call, and to ensure that security measured aboard vessels are in place.

HODEIDAH AND MIDI PORT WARNINGS

Reports continue to indicate that rebel forces have planted a number of camouflaged naval mines of different sizes in the area around Hodeidah port. Further, on 10 July, Saudi coalition forces discovered on a naval mine southwest of Midi port, near the border with Saudi Arabia. The aim is to cause damage indiscriminately to ships passing through the Bab el-Mandeb Strait. Vessels are warned to proceed with extreme caution in the areas surrounding Hodeidah and Midi ports. Masters are urged to stay abreast of local conditions, and to report any suspicious activity or incident immediately.

On 17 July, the Combined Maritime Forces issued new advice for vessels transiting the Gulf of Aden/Bab el Mandab waters. The information is in response to a spike of recent attacks against merchant vessels in the region. Please see below for more information.

ADVICE UPDATE

17 July – Combined Maritime Forces says that recent attacks against merchant shipping have highlighted continued risks associated with transiting the Gulf of Aden and Bab-el-Mandeb. Daylight attacks by small boats using small arms, rocket propelled grenades, and Waterborne Improvised Explosive Devices (WBIED) have been conducted in recent months. CMF states, "The identity of the attackers and their reason for the choice of target remain unknown...they potentially demonstrate a non-piracy related threat to the maritime community." The risk of the conflict in Yemen spilling into the maritime domain also continues. Merchant vessels are not expected to be targeted, however, "the risk of collateral damage to commercial shipping is present and should not be ignored," says CMF, issuing the following recommendations:

CMF ADVICE AS OF 17 JULY

Vessels transiting the Gulf of Aden to the Red Sea are advised to pass through the area between 44 00 East in the Gulf of Aden and 13 00 N in the Southern Red Sea during the hours of darkness and exit the Traffic Separation Scheme to the West of the Hanish Islands in daylight hours.

Vessels transiting the Red Sea to the Gulf of Aden are advised to pass through the area between 13 00 N in the Southern Red Sea and 44 00 E in the Gulf of Aden during the hours of darkness.

All vessels transiting the Gulf of Aden and Bab-el-Mandeb should follow the guidance of BMP4 to the maximum extent possible.

Finally, recent piracy attacks were unsuccessful but they serve to emphasize the importance of robustly following the guidance provided by BMP4. These recommendations are not compulsory, and the use of BMP4, armed security, shifting transit times, or any other defensive measures remain the sole decision of vessel operators, based on their own dedicated risk assessment.

ACTIVITY REPORTING

- **20 July** – The Saudi-led coalition prevented a UN flight carrying aid agency staff travelling to the Houthi-controlled capital, Sanaa, because three international journalists were also on board, aviation sources said. The coalition controls the airspace over Yemen and can prevent any flights made without prior permission. Aviation sources said the flight was prevented from taking off from Djibouti to Sanaa because three BBC journalists were on it. Confirming the report, the United Nations has demanded media access to report on what it called a "man-made catastrophe". "Steps like this do not help," Farhan Haq, the UN spokesman, told reporters in New York. "This has been a large man-made humanitarian problem; the world needs to know and journalists need to have access." The coalition claimed the journalists' security could not be guaranteed in rebel-controlled areas, according to the UN Office for the Coordination of Humanitarian Affairs (OCHA) in Yemen. They were instead advised to travel on commercial flights. A source in the coalition said that the Yemeni government was the only party entitled to issue visas for foreigners and that entry must be made via commercial flights through Aden airport, which is under its control. "The United Nations is not concerned with transporting journalists, except those who are coming to cover its own activities," a source in the coalition said, adding that the UN must ensure the journalists' safety and make sure they do not carry out any other activity.
- **20 July** – Charities have urged the UN to name and shame the Saudi-led coalition over child rights violations in Yemen after research showed more than 120 children were killed or maimed in airstrikes by the alliance last year. A briefing by Save the Children and Watchlist on Children and Armed Conflict said the coalition committed "grave violations against children" in a series of 23 attacks in 2016. In each case, the alliance bombed hospitals or schools, or killed or injured children. Campaigners want the UN to highlight the actions of the Saudi-led coalition in its annual report on child rights violations in conflict, expected to be released next month. The report will include a blacklist of states and groups that have committed violations such as killing or maiming children, recruiting children, abduction, sexual violence, or attacking schools or hospitals. Last year, Saudi Arabia appeared on the list only to be removed a

few days later, following furious protests from Riyadh. The UN report had stated the coalition was responsible for 60% of the child deaths and injuries in Yemen in 2015, an estimate Saudi Arabia claimed was “wildly exaggerated”. The U-turn was criticised by human rights groups, which accused the UN of pandering to political pressure. Save the Children has warned that the UN will set a dangerous precedent for conflicts around the world if it fails to include the Saudi-led coalition on this year’s list. More than 4,000 children have been killed or injured, while a further 2.2 million under five are acutely malnourished. A growing cholera epidemic has also affected more than 118,000 children.

- **19 July** – At least 20 civilians have been killed in an air strike by the Saudi-led coalition while attempting to escape fighting in Yemen, according to the UN and witnesses. Survivors said a vehicle packed with families fleeing battles between government forces and Houthi rebels near the city of Taiz was hit on Tuesday. Officials said many of those killed were from the same family, including women and children.
- **18 July** – At a hearing on Tuesday, US Senator Todd Young said Saudi Arabia may be in violation of international human rights laws because it is blocking delivery the of cranes meant to off-load tons of food and medical aid to millions of starving people in Yemen. Matthew Nims, acting director of the USAID’s Office of Food for Peace, said the largest humanitarian crisis is in Yemen where 1.4 million people are in “severe” condition. The crisis is so bad in Yemen that it is estimated a child dies every 10 minutes of a preventable disease, primarily cholera. Young, a member of the Senate Foreign Relations Committee, said that by blocking humanitarian aid, Saudi Arabia may be violating Rule 55 of the International Humanitarian Law. “I think all resources that we and our partners and allies have at our disposal need to be brought to bear so that Saudi Arabia’s actions and this horrendous humanitarian crisis — which they are in large measure responsible for — is mitigated,” Young said.
- **17 July** – At least 15 Yemeni rebels and eight soldiers were killed as government forces attacked insurgent positions in two areas in the south-west of the country. Loyalists attacked the Houthi rebels and their allies, renegade troops loyal to ex-president Saleh, on the road linking the city of Taiz with Hodeida port, on the Red Sea coast. The attack aimed to block the road leading to the rebel-held port, the officials said. The second attack targeted rebels north of the port of Mokha. Several soldiers were wounded in the

clashes, officials said. Warplanes from the Saudi-led Arab coalition backed government forces in the attacks. Meanwhile, a suicide bomber rammed an explosives-laden vehicle into the gate of a military base in the district of Ain Bamaabad, in the southern Shabwa province, a security official said. The attack killed at least three soldiers.

- **17 July** – A UN envoy has proposed a plan for a mandate to run a key Hodeidah port, which is now under control of the Houthi rebels. Ismail Ould Cheikh Ahmed said the port should be run by a third, neutral party, under UN supervision. He spoke after Arab League meetings in Cairo where he presented a "Hodeida Plan" — a possible blueprint for a wider solution for Yemen's conflict. A Saudi-led coalition backing Yemen's internationally-recognized government has long planned to seize Hodeida from Houthi rebels who control much of northern Yemen. But the plan was put on hold amid fears it would impede humanitarian aid deliveries.

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

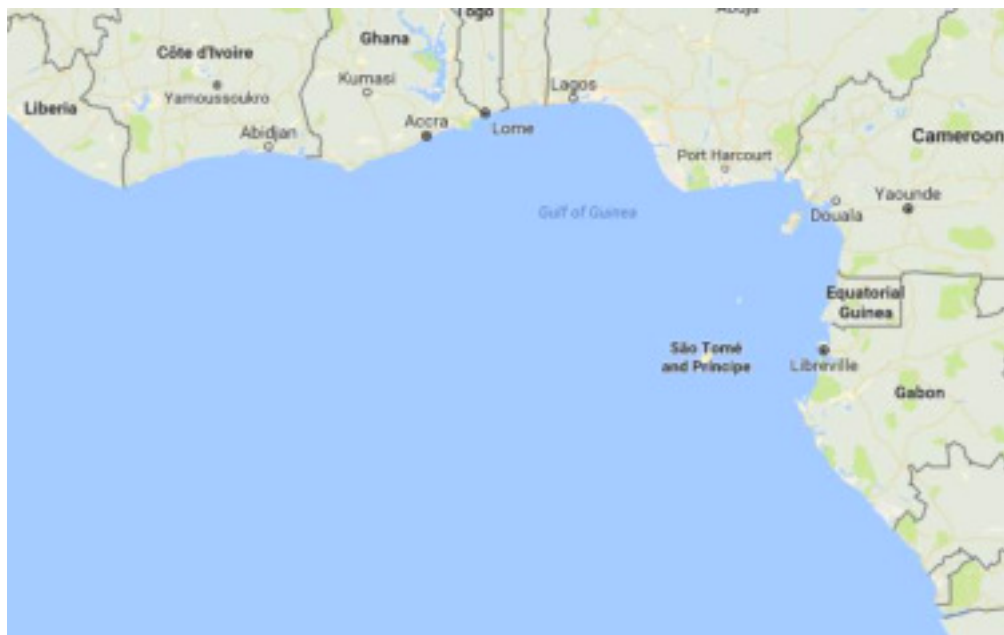
All vessels calling at Yemeni ports will only be allowed to enter Yemeni territorial waters following an inspection by the Saudi Arabian coalition forces. Upon arrival outside Bab Al-Mandab, the shipmaster should call the naval forces of the Saudi Arabian coalition by VHF on channel 16 for the arrival 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.

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

- **13 July (Nigeria – Late Report)** – Six persons in a skiff boarded the underway general cargo ship *UAL HOUSTON* near position 04:08 N – 006:59 E, 16 nautical miles south-southwest of Bonny. The alarm was raised, SSAS activated and all crewmembers retreated into the citadel. The Nigerian Navy boarded the vessel and found all crewmembers safe.

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: Southerly winds of 5 – 10 knots, gusting to 15 knots, and seas of 4 – 6 feet.

- **Extended Forecast:** Southerly winds of 5 – 10 knots and seas of 3 – 5 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

- 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

- **14 July (Philippines – Late Report)** – Two robbers boarded an anchored container ship near position 14:33 N – 120:55 E, Manila South Harbour Anchorage. Duty crewman informed the Chief officer who raised the alarm. The crew was mustered and moved towards the bow. Upon seeing the alerted crew, the robbers escaped with ship’s properties. Manila VTMS was informed of the incident. The coast guard boarded the ship for investigation.
- **10 July (Philippines – Late Report)** – Robbers boarded an anchored container carrier near position 14:33 N – 120:54 E, Manila South Harbour Anchorage, stole ship’s properties and escaped unnoticed. The theft was noticed by the duty crew during routine rounds. The incident was reported to the coast guard.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

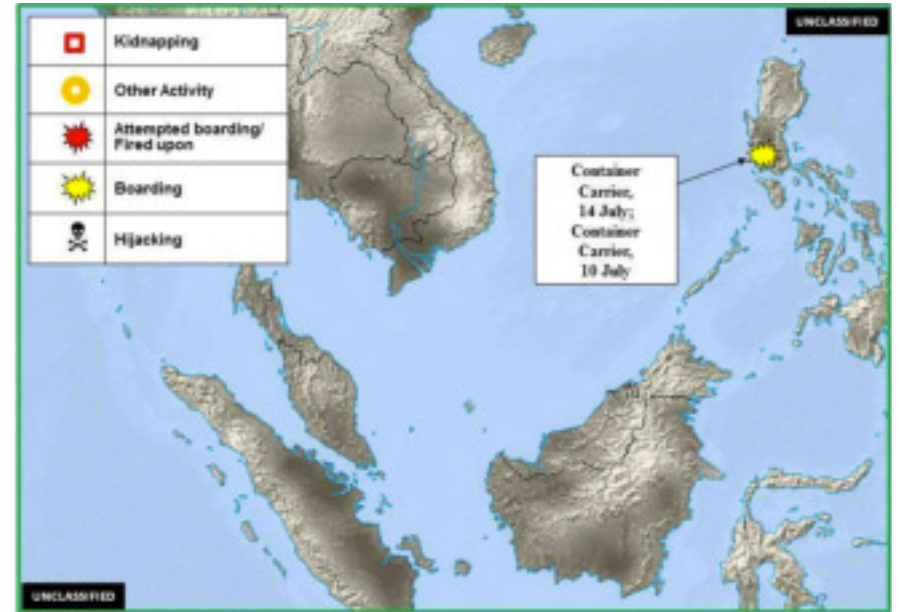
- No current incidents to report

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:** Southwest winds of 10 – 15 knots and seas of 1 – 3 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: West-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 3 – 5 feet in the northern section; with southwest 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: 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.

PIRACY & ARMED ROBBERY AGAINST VESSELS IN ASIA – HALF YEAR REPORT

During the period of January – June 2017, there were a total of 36 incidents of piracy and armed robbery against vessels reported in Asia. This figure comprises of 30 actual incidents and 6 attempted incidents and represents a 22% decline in the number of incidents compared to the same period in 2016, when 46 incidents were recorded.

Of significance is the fact that there have been improvements at ports and anchorages, in India, Indonesia and Vietnam, however the incident involving the hijacking of a vessel for theft of oil cargo carried on board is of particular concern as a similar incident was last reported in October 2016.

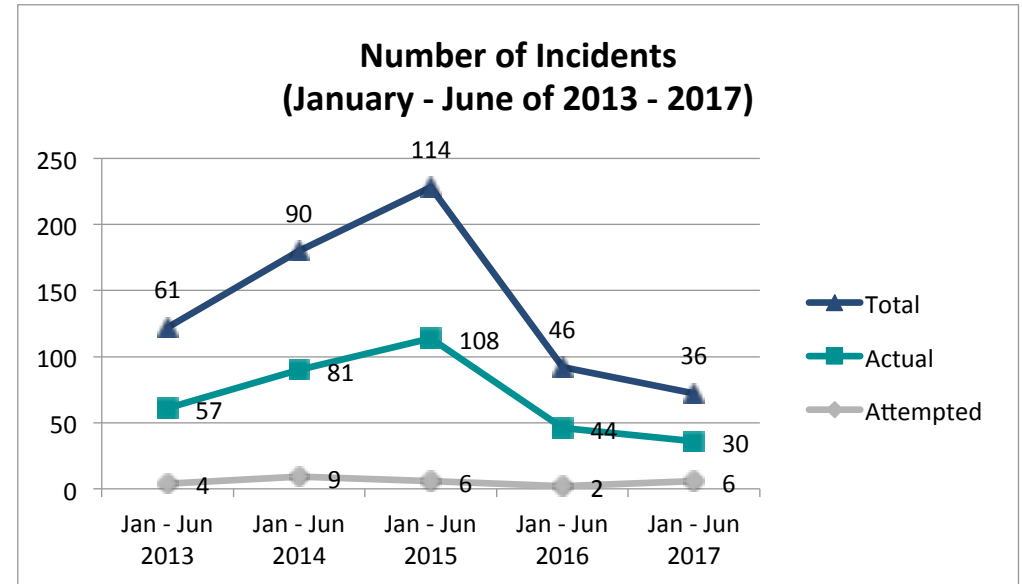
The kidnapping of crewmembers from vessels while underway in the Sulu-Celebes Sea and waters off Eastern Sabah continues to be the greatest concern in the region, with a total of seven such incidents being reported between January – April 2017. This figure comprises of three actual incidents and four attempted incidents. While no such incidents were reported between May – June 2017, authorities in the region continue to warn that there is no room for complacency. As of 30 June 2017, 18 crewmembers are still being held in captivity out of the 59 crewmembers that have been abducted in this region since March 2016.

On 19 June 2017, three littoral states - Indonesia, Malaysia and the Philippines - launched a trilateral maritime patrol agreement in a bid to address the increasing threat of piracy, armed robbery, kidnapping of crewmembers at sea and other transnational crimes along the shared borders of the three states. In a bid to deal with the growing threat of kidnapping of crewmembers off vessels transiting the Sulu-Celebes Sea, the Philippine Coast Guard has also implemented several regulations and guidelines with strict enforcement in security and safety measures in a bid to prevent potential abductors from boarding vessels.

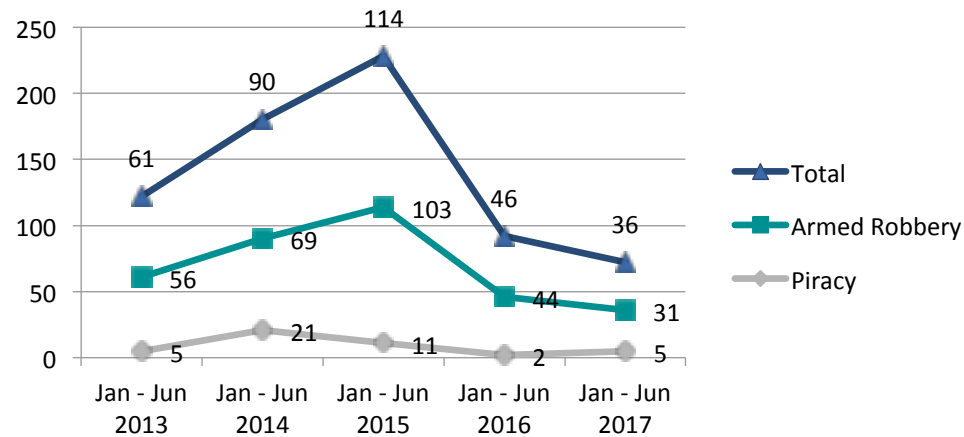
NUMBER OF INCIDENTS

The situation of piracy and armed robbery against ships in Asia continued to improve during the January – June 2017 period, with the lowest number of incidents reported during the five year period.

Between January – June 2017, a total of 36 incidents of piracy and armed robbery against vessels were reported in Asia. This figure comprises of 30 actual incidents and 6 attempted incidents. Furthermore, of this total figure, 31 were incidents of armed robbery against vessels and 5 wer piracy incidents.



Comparison: Piracy and Armed Robbery Incidents (January - June of 2013 - 2017)



STATUS AND LOCATION OF SHIPS

Of the 36 incidents reported during this period, 23 occurred on board vessels while at anchor/berth, and 13 occurred on board vessels while underway.

INCIDENTS ON BOARD VESSELS AT ANCHOR/BERTH

Of the 23 incidents reported between January – June 2017, 12 occurred on board vessels anchored/berthed at ports and anchorages located in Indonesia. Specifically incidents were reported at the following locations: Dumai (4 incidents); off Pulau Bintan (2); Samarinda (2); Cilacap (1); Belawan (1); Taboneo (1) and Tanjung Priok (1). Of the remaining 11 incidents, 5 occurred at ports and anchorages in the Philippines (Batangas); 4 in Bangladesh (Chittagong and off Kutubdia Island); 1 in China (Tangshan Jingtang); and 1 in India (Mumbai).

INCIDENTS ON BOARD VESSELS WHILE UNDERWAY

The majority of incidents that occurred on board vessels while underway involved the abduction of crewmembers from ships while underway in the Sulu-Celebes Sea, Philippines and waters off Eastern Sabah, Malaysia. Of the 13 incidents occurring on board vessels while underway during this period, 7 were incidents of abduction of crewmembers, comprising of three actual incidents and four attempted incidents. The remaining six incidents occurred on board vessels while underway in the following locations: Cox’s Bazar, Bangladesh (1); Sarangani Strait, Philippines (1); off Kuantan and Pulau Mangkai, South China Sea (2); and off Nongsa Point and off Pulau Kukup in the Straits of Malacca and Singapore (2).

GEOGRAPHICAL: REGIONS WHERE INCIDENTS WERE REPORTED

BANGLADESH

During this reporting period, the situation in Bangladesh worsened, as the number of incidents reported in the first half of 2017 increased compared to the same period in 2016. Between January – June 2017, a total of 5 incidents were reported in Bangladesh, consisting of 4 that occurred on board vessels while at anchor and 1 that occurred on board a vessel while underway. During the same reporting period in 2016, there was one attempted incident reported in Bangladesh.

Of the five incidents that were reported this year, the perpetrators escaped empty handed in three incidents. The incident involving vessel *SPIRIT OF BANGKOK* resulted in the stolen ship stores being successfully recovered by the Bangladesh Coast Guard due to the timely reporting by the ship Master.

MODUS OPERANDI

Perpetrators operating in this region typically boarded vessels while anchored/berthed in the outer anchorages via small wooden boats. MS Risk advises all vessels in this region to anchor within the specified port limits, adhere

to strict implementation of anti-piracy measures, install sufficient deck lighting, remain vigilant at all times, enhance security watch particularly during hours of darkness and report all incidents and suspicious activity to the port authorities and enforcement agencies immediately.

INDONESIA

During this reporting period, a total of 12 incidents were reported ports/anchorages in Indonesia. Of this figure, 11 were actual incidents and one was an attempted incident. The situation in Indonesia has improved, with 18 incidents reported during the same period in 2016. This represents a 33% decline in incidents during the January – June 2017 reporting period and the lowest amongst the five-year period (2013 – 2017).

Of the total incidents reported this year, 4 occurred at Dumai port and anchorage, with the remaining 8 occurring in Tanjung Priok (1); Samarinda (2); Pulau Bintan (2); Taboneo (1); Belawan (1); and Cilacap (1).

PHILIPPINES

A total of 9 incidents were reported in the Philippines this year, including three incidents that involved the abduction of crewmembers from vessels while underway. Of these incidents, two were actual and one was attempted, occurring in the waters of Sulu, Tawi-Tawi and Basilan in the Philippines.

MODUS OPERANDI

During this reporting period, five incidents that occurred off Batangas involved perpetrators who boarded vessels anchored/berthed in the area between 2230 hrs - 0300 hrs. In two of these incidents, the perpetrators were armed with knives and managed to escape with stolen items, such as ship stores, spare parts etc... There was one incident, reported in waters of Davao Occidental, where the perpetrators were armed with firearms and stole fuel, paint and rice from a tug boat before escaping.

MS Risk advises all vessels transiting this region to exercise extra vigilance, particularly during hours of darkness. We advise Masters to increase the number of crewmembers on night watch, to secure ship stores and to report all incidents and suspicious activity to the relevant authorities immediately.

STRAITS OF MALACCA AND SINGAPORE (SOMS)

Last year, the situation in SOMS vastly improved, resulting in only two incidents, consisting of one actual and one attempted, being reported between January – June 2017. During the same period last year, there was one actual incident reported in this region. Improvement in this region has been due to concerted efforts by littoral states in patrols, coupled with the arrest of perpetrators by the Indonesian authorities and vigilance exercised by vessels transiting this region.

The first incident occurred on 6 January 2017 and involved chemical tanker *GREAT SAILOR*, which was underway in the eastbound lane of the Traffic Separation Scheme (TSS) of the Singapore Strait when she sighted a small fast craft with an unknown number of perpetrators onboard attempting to board the tanker. The Master took evasive action, raised the alarm and shone the spotlight at the craft, which subsequently aborted the board. The second incident occurred on 4 May 2017 and involved crude oil tanker *NAVE BUENA SUERTE*. Six perpetrators armed with knives manage to board the vessel however they escaped empty handed after they were sighted by the crew, who raised the alarm.

VIOLENCE FACTORS (ACTUAL INCIDENTS)

NUMBER OF PERPETRATORS

Of the 30 actual incidents reported during this period, 22 (73%) involved perpetrators operating in group of 1 – 6 men. There was one incident on 5 June that involved 22 men, who boarded *M/TUG 308*, stealing fuel, paint and rice when the vessel was underway in the vicinity of Sarangani Strait, Philippines. Two of the men were later arrested by the Philippine Coast Guard. There were two incidents

that involved perpetrators in groups of 7 – 9 men. Of these incidents, one involved nine men who boarded a fishing banca off Tawi-Tawi, Philippines and abducted three crewmembers on 18 January. The other involved eight men who boarded the vessel *HARVESTER* off Belawan, Indonesia on 3 June. The Indonesian Navy Western Fleet Quick Response (WFQR) managed to locate and arrest two of the men who had boarded the vessel, and recovered the stolen items.

TYPES OF WEAPONS CARRIED BY PERPETRATORS

Of the 30 actual incidents, 6 involved perpetrators who were armed with guns. Of these, three were incidents of abduction of crewmembers from vessels while underway in the Sulu-Celebes Sea and waters off Eastern Sabah (*FISHING BANCA*, *GIANG HAI*, and *SHUTTLE TUG 1*). One incident involved the hijacking of a vessel for theft of oil cargo. That incident occurred in the South China Sea. The other two incidents occurred on board vessel *ALICE*, which was underway in the South China Sea; and *M/TUG 308*, while underway in the vicinity of Sarangani Strait, Philippines.

There were 10 incidents that involved perpetrators armed with knives/machetes or other types of weapons, including rods, pipes bats, etc... Of these incidents, five were reported at ports and anchorages in Indonesia; two in Bangladesh; two in the Philippines; and one in SOMS.

There were 14 incidents in which no information on the type of weapons carried by perpetrators or that the perpetrators were nor armed was available.

TREATMENT OF CREWMEMBERS

During this reporting period, one incident involved the death of a crewmember (*GIANG HAI* on 19 February); and two incidents involved the abduction of crewmembers for ransom (*FISHING BANCA* and *SUPER SHUTTLE TUG 1*). Two incidents reported that the perpetrators had tied the crewmembers in a bid to restrain their movement (*ALICE* and *C.P. 41*); one incident reported that the perpetrators assaulted the crewmember using a slingshot (*UNI CHALLENGE*); and one incident reported that the perpetrators threatened the crewmembers who signed them (*SILVER EXPRESS*).

In 23 incidents, there was no information available on the condition of the crewmember or whether the crew was not injured.

TYPES OF LOSSES INCURRED

Of the 30 actual incidents reported during this period, 16 incidents reported the loss of ship stores, unsecured items and engine spares. All these incidents occurred on board vessels while at ports and anchorages.

There was one incident that involved cargo being discharged where the perpetrators stole 1.5 million litres of diesel from vessel *C.P. 41* when she was underway off Kuantan, Malaysia in the South China Sea.

There were three incidents that reported loss of cash/property, which occurred on board *JAYA CRYSTAL* in Cox's Bazar, Bangladesh; *ALICE* off Pulau Mangkai in South China Sea; and *M/TUG 308* in the vicinity of Sarangani Strait, Philippines.

TYPE OF VESSELS TARGETED

Thirteen incidents were reported on board tankers; 8 on board bulk carriers; 3 onboard offshore supply vessels; 3 on board tug boats; 2 on board container ships; and 1 on board a fishing boat/trawler.

There was no evidence to suggest that a particular type of vessel was targeted.

UPDATE ON SITUATION IN THE SULU-CELEBES SEA AND WATERS OFF EASTERN SABAH

LATEST SITUATION

Between January – April 2017, there were three actual incidents and four attempted incidents of abduction of crewmembers from vessels reported in the Sulu-Celebes Sea. In May and June of this year, there were no incidents reported.

As of 30 June 2017, of the 23 incidents – comprising of 13 actual and 10 attempted incidents – that have been reported in this region since March 2016, a total of 59 crewmembers have been abducted – 2 have since been killed; 39 have been released/rescued; and 18 remain in captivity.

ADVISE TO VESSELS TRANSITING THIS REGION

MS Risk advises all vessels to re-route, where possible. Otherwise we advise vessels transiting this region to exercise enhanced vigilance, maximise alertness and maintain communication with littoral States' enforcement agencies. We further advise that Master report all incidents and suspicious activity to the relevant authorities.

In transiting the Sulu-Celebes Sea, MS Risk advises vessels to report to the following:

1. The Philippine Coast Guard District in Southwestern Mindanao Operation Centre in Zamboanga;
2. The Philippine Navy – Littoral Monitoring Station (LMS) based in Bongao, Tawi-Tawi;
3. The Eastern Sabah Security Command in Lahad Datu, Sabah, Malaysia.

When passing through the Moro Gulf and Basilan via the RTC, vessels are encouraged to report to the Philippine Coast Guard District South Western Mindanao (CGDSWM) in Zamboanga; and the Coast Guard District South Eastern Mindanao (CGDSEM) in Davao.

LIST OF INCIDENTS (MARCH 2016 – APRIL 2017)

INCIDENT MAP

Source: ReCAAP



1. **BRAHMA 12** (26 March 2016) – 10 Indonesian crewmembers abducted. Crew released on 1 May 2016
2. **MASSIVE 6** (1 April 2016) – 4 Malaysian crewmembers abducted. Crew released on 8 June 2016
3. **HENRY** (15 April 2016) – 4 Indonesian crewmembers abducted. Crew released on 11 May 2016

LATEST SITUATION

During this reporting period, there was one incident of a hijacking of a vessel for theft of oil cargo – the first incident to occur in Asia in 2017. The last such incident was reported on 25 October 2016 and involved tug boat *EVER OCEAN SILK*, which was towing barge *EVER GIANT*. The incident occurred while underway of Bintulu, Sarawak, East Malaysia. The perpetrators had reportedly siphoned 2,499 metric tons of palm oil from the ships and stole the crewmember’s personal belongings.

On 23 June 2017, while underway approximately 25 nautical miles off Kunatna, Malaysia, six perpetrators armed with guns and knives boarded chemical/oil product tanker *C.P. 41*. The perpetrators, who reportedly spoke Bahasa, locked all the crewmembers in the engine room and instructed the ship’s engineer to operate the pump and siphon the cargo of diesel from the *C.P. 41* to their ship. An estimated 1.5 million litres of diesel was siphoned from *C.P. 41* with the perpetrators releasing the crew on 24 June at 0420 hrs and leaving the area. Prior to escaping, the perpetrators damaged the vessel’s communication equipment. *C.P. 41* arrived at Songkha port, Thailand on 26 June. In investigation team from Thailand Maritime Enforcement Coordinating Centre (THAI-MECC) boarded the vessel for investigation.

There is a concern about the recurrence of incidents of hijacking of vessels for theft of oil cargo. MS Risk advises any vessels carrying oil cargo to exercise vigilance and to adopt precautionary measures.

4. **CHARLES 00** (22 June 2016) – 7 Indonesian crewmembers abducted. Two crewmembers escaped on 17 August 2016; three were released on 1 October 2016; and two were released on 12 December 2016.
5. **FISHING TRAWLER** (9 July 2016) – 3 Indonesian crew abducted. Crew released on 18 September 2016.
6. **SERUDONG 3** (18 July 2016) – 5 Malaysian crewmembers missing. Crew rescued on 23 and 26 March 2017.
7. **FISHING TRAWLER** (10 September 2016) – 3 Filipino crewmembers abducted.
8. **DONGBANG GIANT NO. 2** (20 October 2016) – Two crewmembers (one Korea and one Filipino) abducted. Crew released on 15 January 2017.
9. **ROYAL 16** (11 November 2016) – 6 Vietnamese crewmembers abducted. One crewmember rescued on 16 June 2017.
10. **SOUTHERN FALCON** (13 November 2016) – Attempted Incident
11. **KUMIAI SHAGANG** (20 November 2016) – Attempted Incident
12. **KEN TOKU** (23 November 2016) – Attempted Incident
13. **CEMTEX FORTUNE** (24 November 2016) – Attempted Incident
14. **EASTER K** (24 November 2016) – Attempted Incident
15. **STAR NORITA** (8 December 2016) – Attempted Incident
16. **RAMONA 2** (20 December 2016) – 4 Filipino crewmembers abducted. One crewmember killed on 13 April 2017; one crewmember escaped on 6 June 2017.
17. **OCEAN KINGDOM** (3 January 2017) – Attempted Incident
18. **FISHING BANCA** (18 January 2017) – 3 Indonesian crewmembers abducted.
19. **GIANG HAI** (19 February 2017) – 6 Vietnamese crewmembers abducted. One crewmember killed.
20. **DONGHAE STAR** (22 February 2017) - Attempted Incident
21. **PHU AN 268** (5 March 2017) – Attempted Incident
22. **SUPER SHUTTLE TUG 1** (23 March 2017) – 2 Filipino crewmembers abducted. Crew rescued on 25 and 27 March 2017.
23. **DONA ANNABEL** (18 April 2017) – Attempted Incident

CONCLUSION

During the January – June 2017 reporting period, the overall situation of piracy and armed robbery against vessels in Asia improved, compared with the same period in 2016. This improvement was due to the decline in the number of incidents occurring at ports and anchorages in India, Vietnam and Indonesia, coupled with a decline in the number of incidents involving the abduction of crewmembers in the Sulu-Celebes Sea. Of particular concern is the incident involving the hijacking of a vessel for theft of oil cargo. That incident, the first to occur this year, was reported in the South China Sea, with the last known incident of similar nature occurring in October 2016. Additional vigilance is advised when transiting this region.

While there were no incidents of kidnapping of crewmembers in the Sulu-Celebes Sea reported in May and June 2017, MS Risk continues to advise that there is no room for complacency. All vessels are advised to re-route from the area, where possible. If not possible, we strongly urge the shipping industry to conduct voyage risk assessments, adopt piracy countermeasures to mitigate the risk, exercise enhanced vigilance including making immediate reports prior to entering the area, continuing to maintain communication with the littoral States' enforcement agencies and reporting all incidents and suspicious activity to the relevant authorities.

WORLDWIDE

NORTH AMERICA

1. **11 July (United States – Late Report)** – According to the authorities, four crewmembers of a fishing vessel were apprehended in Miami after US Customs and Border Protection officials seized 150 pounds of cocaine during a routine inspection. A Customs and Border Protection spokesman disclosed that the boat, *WES WIN*, was one of two arriving from Nassau that was flagged for a regular inspection. When officers boarded the boat, they found seventy blue bundles of the drugs nestled behind plastic-wrapped drink cans.
2. **9 July (United States – Late Report)** – Six men from south Alabama are facing hundreds of charges in South Florida after they were caught illegally fishing for lobsters and other ocean wildlife out of season. The Florida Fish and Wildlife Conservation Commission (FWC) stopped the rented boat so that officers could perform a resource inspection. During a search of the boat, officers located a bag containing 137 out-of-season wrung spiny lobster tails. The FWC reported that 117 of those were undersized. The officers also recovered several stone crab claws and other fish from the boat. After searing the boat, the officers searched a home the men were renting in the area and recovered 183 out-of-season spiny lobster tails or parts. The FWC reported that 109 of them were undersized. The officers also found stone crab claw and an undersized black grouper carcass in the home. The men face up to 601 misdemeanour counts and two felony counts of possession of spiny lobsters. The FWC has disclosed that the incident is still under investigation and that the men remain in prison without bond.

INCIDENT MAP

Source: ONI



CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

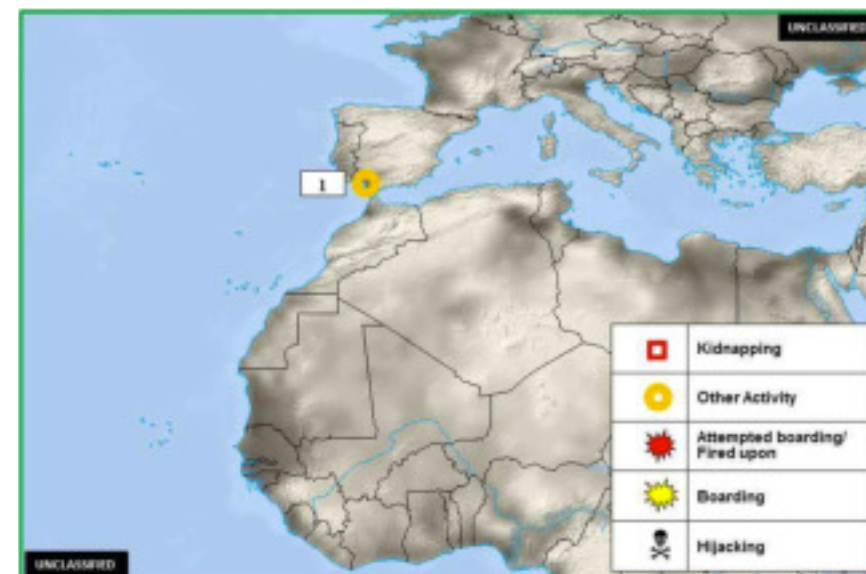
- No current incidents to report

ATLANTIC OCEAN AREA

1. **5 July (Spain – Late Report)** – The Spanish Tax Agency seized over three million packs of contraband cigarettes that were found in six containers being transported by a tugboat and cargo ship heading for the Huelva coast. The seizure, carried out as part of Operation ‘Escudo,’ is the largest ever conducted by the Spanish Tax Agency and in itself represents between one-fourth and one-third of all the manufactured tobacco products seized by the agency in one year throughout Spain. Operation Escudo was launched on 24 June, when in international waters 50 miles to the north of Tunisia, three vessels were spotted transferring tobacco. At the time, investigating officers discovered that the tobacco was being transferred to a cargo ship named *FALKVAC*, which, given its characteristics, could not complete a sea voyage independently and, in fact, was being towed by a tug boat named *EISVOGEL*. Once the convoy was taken to port, the Customs Surveillance officers registered the goods they found in the containers: over 6,000 crates of tobacco containing over 3,200,000 packs of contraband cigarettes, with a market value of approximately 12 million euros. In this operation, the Spanish Tax Agency was supported by British authorities and the European Agency for the management of Operation Cooperation on the Borders of EU Member States (FRONTEX).

INCIDENT MAP

Source: ONI



NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA

1. **12 July (Mediterranean – Late Report)** – According to Rome daily newspaper, *IL Messaggero*, around 4,100 migrants were plucked from the sea, with Italy's Coast Guard coordinating a total of twenty rescue operations.

INCIDENT MAP

Source: ONI



ARABIAN GULF

- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

- No current incidents to report

EASTERN AND SOUTHERN AFRICA

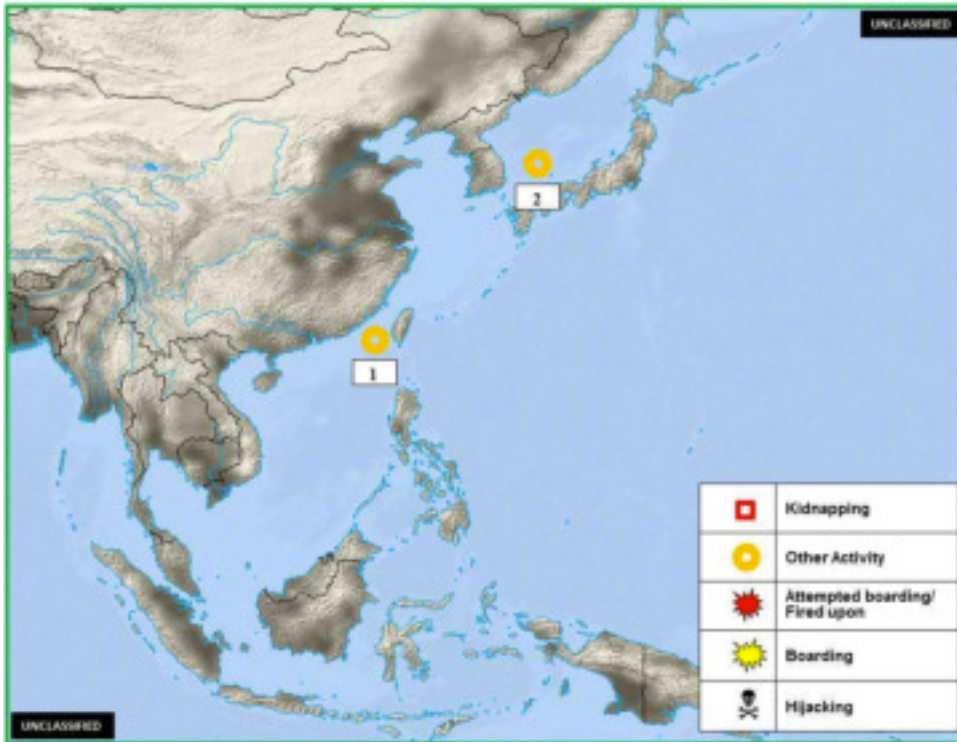
- No current incidents to report

NORTHEAST ASIA

1. **13 July (Taiwan– Late Report)** – The Coast Guard Administration (CGA) disclosed that all seven fishermen aboard the Taiwanese fishing boat *JIN JIN HE FA 2* were safe after they were robbed by men from a Chinese boat. According to the CGA, the fishermen were attacked 113 nautical miles southwest of Qimei Township in Outlying Penghu County at around noon. The robbers were armed with knives and took a large amount of cash from the crewmen. Taiwan asked China for assistance in the matter, referencing the Cross-strait Joint Fight against crime and Mutual Legal Assistance agreement, which was signed by Taiwan and China in 2009. According to Chinese police, a total of fourteen Chinese suspects and their boat were seized the next day near Shantou City.
2. **7 July (Japan – Late Report)** – According to a government spokesman, Japan has reported that one of its patrol vessels was chased by an apparently armed fishing boat believed to be from North Korea. Tokyo stated that the incident occurred in the Sea of Japan and within Japan's exclusive economic zone, which extends 200 nautical miles from the coast. Speaking to reporters, the spokesman disclosed that the fisheries agency ship was on patrol when it was pursued by "a vessel of unknown origin which had what appeared to be a gun," adding "given the high possibility that the vessel is linked to North Korea, we have lodged a strong protest through the embassies in Beijing."

INCIDENT MAP

Source: ONI



PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

MIGRATION



During this summer period, migrants are likely to continue to attempt 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.

- Nothing to report

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 23 JULY 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	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	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 July** – The Libyan National Army on Thursday denied accusations that its troops were involved in torture and killing of prisoners after the United Nations urged the LNA to investigate. The UN Human Rights Commission earlier this week called on the LNA to examine reports of summary executions of prisoners. "We affirm that there is no truth to what is described in the statement regarding the torture or killing prisoners," LNA spokesman Ahmad Messmari said. The LNA has expanded its presence in central and southern Libya as it vies for control with forces linked to the U.N.-backed government in Tripoli and other opponents. LNA commander Khalifa Haftar has gained ground with Egyptian and United Arab Emirates support, and Western states say Haftar must be part of any solution to Libya's conflict. U.N. officials voiced concern this week that, after recent fighting in Benghazi, people taken prisoner by the LNA, which effectively controls eastern Libya, might be at imminent risk of torture and even summary execution. Several videos circulated on social media this year claimed to show a commander of LNA's

Special Forces executing a number of masked and handcuffed prisoners. "For the alleged video (of the commander), we have already launched investigation into the video and we will publish the results when they are issued," Messmari said. Separately, al-Hayat newspaper reported that Haftar and Fayed Al-Seraj, head of the UN-backed government in Tripoli in the far west of the country, would meet with French President Emmanuel Macron in Paris on July 25 as part of diplomatic efforts to end Libya's bloodshed.

- **19 July – Transport and maritime authorities in Benghazi say they want to reopen the city's port as soon as possible.** Once the Libyan National Army (LNA) has declared the area safe, the port could be quickly brought back into operation. Efforts to reopen the port were given a boost on Sunday with a fact-finding visit by Abdul Razzaq Al-Nazhuri, the chief of staff and military governor between Ben Jawad and Derna. The port was vital to the economy for Benghazi, he said during his visit. Its closure over the past three years had significantly hampered trade and economy in the city, resulting in a scarcity of goods and high prices. His inspection, he explained, was part of efforts to assess the effects of the battle to liberate the city in the port itself and see what needed to be done to fully reopen it. Adjacent to so much of the fighting that took place over the past three years, the port had been badly damaged, according to its manager, Mustafa Elabbar. But he said that it could be quickly brought back into operation. Doing so, he said, would also send a strong message to the world that Benghazi was ready and open for business.
- **19 July –** Libyan commander Khalifa Haftar has been signalling his intent to extend his power to the capital, Tripoli. Haftar used his Benghazi campaign to build up his forces whilst shunning a U.N.-mediated peace plan. His strategy now appears to be to forge the kind of local alliances used to advance into key oil ports and parts of the south over the past year. But it is a strategy that would be higher risk and harder to achieve in the capital. It also remains unclear how any move on Tripoli would materialize, and whether Haftar will shift to politics by standing in elections. His supporters paint him as the figure capable of ending Libya's disorder by crushing extremists and stamping out militias. Opponents from Libya's "revolutionary" camp, some former rebels who fought to overthrow Gaddafi in a NATO-backed uprising in 2011, fear a return to autocratic rule. Addressing a large gathering of eastern tribal leaders late last month, he said time was running out for the beleaguered U.N.-backed government in the capital. "Our families in Tripoli and our brothers want us to

enter," he said. "We can enter, but we want to do it in peace, without spilling blood." Among those Haftar has been courting are the Warfalla and Tarhouna tribes, which have a presence in areas on Haftar's potential route to the capital as well as in Tripoli itself. Winning Tripoli may depend on access to funding to gain backing from the capital's fickle armed groups, some of which fiercely oppose Haftar. "There is recognition that he needs a lot more money," said the Western diplomat. "He's looking for a chunk of cash for securing loyalties in Tripoli." That in turn may depend on foreign support, which Haftar has so far received primarily from Egypt and the United Arab Emirates. More recently, he has developed closer ties with Russia. Western powers still formally support the U.N.-backed government in Tripoli, and their envoys say they have told Haftar they will not support a military solution in Libya. But they have also repeatedly stated that Haftar must have a role, and have given more open recognition to the LNA's advances in Benghazi.

- **18 July –** The European Union will limit the number of inflatable boats and motors it sends to Libya in order to prevent human trafficking. "These are devices that are used by traffickers for their smuggling activities. So this decision we have taken on the European Union level will help (in) making their businesses and their lives a bit more complicated," Federica Mogherini, the EU's chief foreign policy official, said at a news conference Monday. The EU said the restrictions will not prevent exports or sales when they are "meant for legitimate uses by the civilian population, for instance for fishermen, who may need motors for their boats." More than 100,000 migrants have arrived in Europe by sea this year. More than 2,300 have been reported dead or missing in the Mediterranean in 2017, according to the IOM.
- **17 July –** A coalition of bread bakers in the Libyan city of Zuwarah has gone on strike in protest at the ongoing fuel crisis as the city has been targeted by fuel smugglers. Petrol station owners receive tokens to get petrol and diesel from distributors affiliated to the Ministry of Economy, however, many have been selling their tokens to smugglers operating on the black market, at highly inflated prices. The pump price of petrol in Libya before the 2011 revolution was between 0.200 and 0.220 LD per litre (\$0.15-\$0.16). However today, at the pump, the price is around 0.300 LD per litre. Residents would be happy to buy fuel at this price, a baker involved in the strike told MEE, however in Zuwarah, petrol has not been readily available in petrol stations for nearly two years. The use of the black-market fuel has become increasingly necessary in

Zuwarah, as otherwise families would struggle to get around, and businesses, many of which rely on fuel-generated power generators during extensive power cuts, would be unable to function. The strike, according to the statement, will continue until the "relevant parties" are able to provide a solution to the crisis. Zuwarah is 60km from the Libyan-Tunisian border crossing of Ra's Ajdir, a hotbed for smugglers who take fuel over the border and sell it in Tunisia at a higher price. Communities on either side of the border have become dependent on the trade, as inflation in Libya reaches record highs. In January, the chairman of the National Oil Corporation of Libya (NOC), Mustafa Sanalla, revealed that smuggling gangs have been stealing the fuel allocated by distribution companies before it even reaches the petrol stations. Smugglers in and around Zuwarah have been stealing the fuel directly from the distributors, using the tokens sold to them by petrol station owners. Fuel smuggling is "the most lucrative illicit trade between Tunisia and Libya" according to Libya analyst Viraj Pattni. Smugglers in Zuwarah range from young amateurs hoping to make some extra money, to organised crime groups operating internationally with the port of Zuwarah now completely in control of the armed militias. Some of these black-market traders have begun storing fuel at home, in large domestic water tanks, normally positioned on roof tops, and not fit for fuel storage, leading to the outbreak of several fires in densely populated areas. Anti-smuggling measures were discussed in mid-January by the NOC and BPMC. Unannounced visits to fuel stations have taken place, residents say, and many fuel stations merely existing on paper have been discovered.

- **16 July** – Fayez Al-Serraj, Head of the Presidential Council of the UN-proposed government, said it is time to unite Libya and save it from the crisis it is going through, adding that everyone is to blame for what has become of the country nowadays. In a televised speech, Al-Serraj said his government worked for over a year on bridging the gap among Libyan parties and had always tried to extend welcoming hands for reconciliation across Libya despite all the obstacles and division in the state institutions in the country. Al-Sirraj accused the House of Representatives and the High Council of State 's members of being totally unable to live up to their privileges regarding the sovereign positions, saying his government is working on making exceptional decisions to handle this issue. He also proposed a new road map to that will help end the current crisis in Libya, urging for uniting the military institutions and putting

them under a civilian authority, plus putting in place some mechanisms to activate transitional justice and declare an amnesty in the country. On the political level, Al-Serraj called for presidential and parliamentary elections in March 2018 under the umbrella of the Libyan Political Agreement until a new Prime Minister is nominated by the President-elect. "Ceasefire in all cities across Libya except places where fighting terror is ongoing, forming a High Council of National Reconciliation with 100 members and forming dialogue committees under the sponsorship of the UN to discuss elections law and constitution amendment." Al-Serraj included in his road map. He also said that there will be formations of committees with the HoR to join the divided institutions into one body, adding that the PC will urge the Central Bank of Libya to commit to handling the cash shortage issues. HoR Speaker, Aqilah Saleh, rejected the road map of Al-Sirraj and told Al-Nabaa TV that there will be no elections until the Libyan constitution is ready.

- **16 July** – It might take up to LD 10 billion to rebuild Benghazi, which would mean major help from central government since the sum is way beyond local fund-raising. Benghazi university economics don Attiyah Fitouri, writing in Al-Wasat, said he believed that the minimum cost of rebuilding the ravaged areas of the city would be LD 5 billion. Libya could afford the LD 10 billion he said, because of its foreign currency reserves. He added that the reopening of Benina airport would assist with the movement of the foreign companies and technicians that are needed in the reconstruction. Brega Marketing has begun extensive work on its Ras-Elmungar gas distribution terminal to the east of the city. It was not damaged in the recent fighting, but has long needed upgrade and expansion. Meanwhile Benghazi Port Authority is completing a survey of what needs to be done to bring the port back into full operation after fighting raged around it for three years.
- **16 July** – **Benghazi Benina Airport has reopened to commercial flights.** The airport was closed for three years due to fighting in the city. The official inauguration of the airport took place on Thursday, days after it was announced that terrorist groups have been defeated in the city. On Saturday, the first commercial flight took off from the facility. The first outward bound flights from Benina Airport were to Tripoli, to Amman, Jordan, and to the south-eastern Libyan city of Kufra. Flights are also scheduled to and from Tunis, Istanbul, Alexandria and Zintan. The flights are operated by two state-owned companies, Libyan Airlines and Afriqiyah Airways. Travellers and airport

staff expressed relief at no longer having to travel to Labraq airport, a four-hour drive east of Benghazi, which had replaced Benina as the main airport in eastern Libya. Benina is just east of Benghazi, where fighting escalated in the summer of 2014 when forces loyal to eastern-based commander Field Marshal Khalifa Haftar launched a military campaign against terrorists. Earlier this month, Haftar declared victory in the campaign as his forces battled rivals in their last downtown holdouts. Despite the announcement, a few pockets of resistance remain.

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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- Risk assessments and intelligence reporting
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- Due diligence and investigations

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- Interim security
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CRISIS RESPONSE

- Crisis management
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References are always available.

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