

Maritime Security Review



Issue No. 35

4 September 2017

MS | RISK



TABLE OF CONTENTS

TABLE OF CONTENTS	2
INCIDENTS AT SEA	3
GULF OF ADEN/ARABIAN SEA/BAB EL-MANDAB/RED SEA	4
SPOTLIGHT ON YEMEN	8
YEMEN: PROCEDURE	9
WEST AFRICA/GULF OF GUINEA	11
WEATHER FORECAST: GULF OF GUINEA	12
SOUTHEAST ASIA.....	13
WEATHER FORECAST FOR SOUTHEAST ASIA	15
WORLDWIDE	16
SPOTLIGHT ON LIBYA	17
LIBYA: PROCEDURE	18
ABOUT JLT	19
ABOUT MS RISK.....	20

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: 29 August – 4 September 2017

Region	Current Incidents Reported	Late Reported incidents	Threat level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	1	0	Low
Gulf of Guinea	0	0	Low
Southeast Asia	1	0	Low
WORLDWIDE			
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	0	0	Low
Arabian Gulf	0	0	Low
East Asia/Indian Subcontinent	0	0	Low
Southern Africa	0	0	Low
Northeast Asia	0	0	Low
Pacific Ocean/Southern Ocean	0	0	Low

Piracy Levels are determined on a weekly basis as follows:

- HIGH** 5 or more incidents in the current reporting period
- MEDIUM** 2 – 4 piracy incidents in the current reporting period
- LOW** 0 – 1 piracy incidents in the current reporting period

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

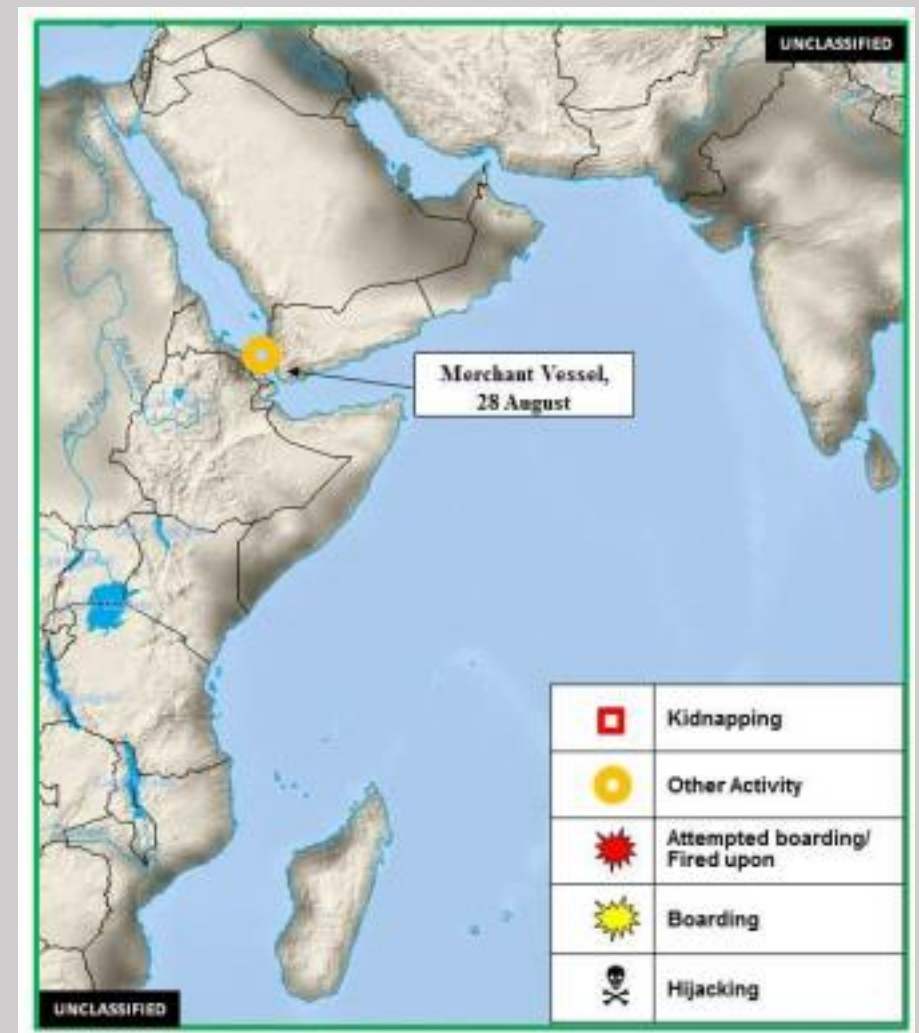
- **28 August (Red Sea)** – A merchant vessel reported sighting 4 skiffs with 5 to 6 persons in each boat, near position 13:00N - 043:10E. Vessel reports seeing one ladder on board two of the skiffs, no weapons were sighted. The skiffs did not approach any closer than 0.8 nm. Onboard security team showed their weapons and skiffs turned away. Vessel is safe.

MARITIME REPORTING

- Nothing to report

INCIDENT MAP

Source: ONI



WEATHER FORECAST: GULF OF ADEN/ARABIAN SEA

WEATHER FORECAST VALID FROM 31 AUGUST - 6 SEPTEMBER 2017

NORTHERN ARABIAN SEA: Southwest winds of 15 - 20 knots, with seas of 5 - 7 feet

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

GULF OF OMAN: Variable winds of 5 - 10 knots, gusting to 15 knots, and seas of 1 - 2 feet in the western section of the Gulf; with 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 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 3 - 5 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.

- **Extended Forecast:** Southwest winds of 10 - 15 knots, gusting to 20 knots, and seas of 3 - 5 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.

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 and seas of 5 – 7 feet.

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

MOZAMBIQUE CHANNEL: Southeast winds of 5 - 10 knots, gusting to 15 knots and seas of 3 - 5 feet in the northern Channel; with southwest winds of 10 - 15 knots, with seas of 5 - 7 feet in the southern Channel.

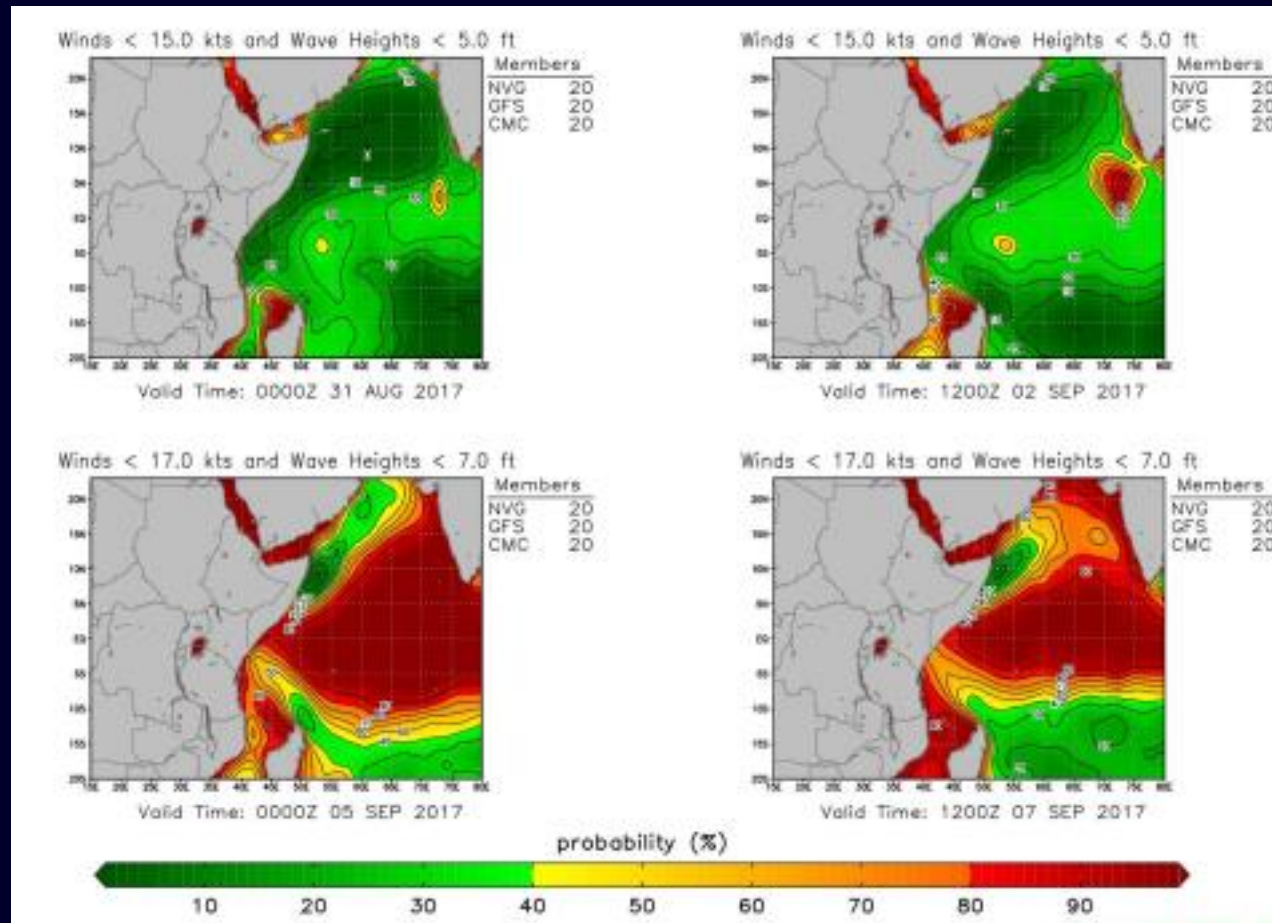
- **Extended Forecast:** Southwest winds of 20 - 25 knots, and seas of 7 - 9 feet in the northern Channel; with southeast winds of 20 - 25 knots, and seas 11 - 13 feet in the southern Channel.

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's 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



SPOTLIGHT ON YEMEN

PORT STATUS AS OF 28 AUGUST 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.

ACTIVITY REPORTING

- 30 August** – At least 13 people were killed and one seriously injured Wednesday when a Saudi airstrike hit a security checkpoint near Sanaa, causing an oil tanker to explode, rebel officials said. The attack occurred before dawn in the Bani Matar region on the main road linking Sanaa with Hodeida, according to a senior Houthi defense ministry official in Sanaa. "Among the killed were 8 civilians who were passing their vehicles through the checkpoint, including the driver of the oil tanker. Two of the 13 dead were security personnel who were stationed at the checkpoint. A local security official said, "This is the third Saudi strike this week that attacked while people are sleeping. Over 80 have been killed in three separate incidents, the majority of them civilians, including women and children." The Saudi-led coalition in Yemen has not commented.
- 30 August** – Human rights groups have urged the UN to establish an independent inquiry into abuses during the Yemen conflict, which has spiralled into the world's worst humanitarian crisis. The UN human rights council has verified the deaths of more than 5,000 civilians since the outbreak of war in March 2015, although the actual number is likely to be significantly higher. The conflict has devastated Yemen's infrastructure and economy, leaving at least 8,719 people wounded, 7 million on the brink of famine, and an estimated 540,000 suffering from cholera. In a letter addressed to the UN human rights council, a coalition of 62 NGOs warned that serious violations of international humanitarian and human rights law are being committed with impunity. "The Saudi Arabia-led coalition has conducted scores of unlawful airstrikes ... that have killed thousands of civilians and hit schools, hospitals, markets, and homes. The Houthi armed group and forces loyal to former president Ali Abdullah Saleh have fired weapons indiscriminately into populated areas in Yemen and southern Saudi Arabia and used explosive weapons with wide-scale effects," wrote the signatories to the letter. Parties to the conflict are also recruiting child soldiers, preventing the delivery of aid and harassing activists and journalists, said the NGOs.
- 29 August** – At least 18 people have been killed in southern Yemen in flooding caused by heavy rain. Monsoon rains on Tuesday night flooded the al-Maqatra Wadi in Lahij province, south-west of the city of Taiz, sweeping away dozens of

cars and vehicles, local officials were cited as saying. "The bodies of 10 people have been found and a search is continuing for the other eight," the agency quoted one official as saying, appealing for international help.

- **29 August** – A prominent Yemeni activist and Indy Voice’s contributor has been detained without access to a lawyer for 15 days. Hisham al-Omeisy was pulled from the street by 15 armed guards in the nation’s capital of Sana’a on 14th August and has not been heard from since, according to Amnesty International. The right’s group reported that the 38-year old social media activist’s detention is in breach of Yemen’s constitution — which requires those arrested be presented in court within 24 hours. Mr al-Omeisy rose to fame during the Arab Spring and has used Twitter to criticise and document events, such as airstrikes, to his 25,000 twitter followers in real time. The political analyst is one of the most prominent Yemeni activists and tweets in both English and Arabic, often multiple times a day.
- **27 August** – A Yemeni colonel loyal to former president Ali Abdullah Saleh and two Houthi rebels have been killed in Sanaa, in an unprecedented escalation of violence between the allies with Saleh's party warning it could push the capital into all-out war. An anti-government alliance between Saleh and rebel leader Abdul Malik al-Houthi has crumbled over the past week, with the two accusing each other of treason and back-stabbing.
- **27 August** – UN Secretary General Antonio Guterres urged warring parties in Yemen to allow humanitarian aid into the country amid a political stalemate. "We are doing our best to create the conditions for the present stalemate to be overcome," Guterres said after talks in Kuwait. Guterres said the UN was trying to facilitate the re-opening of the country's main international airport in Sanaa as well as the Hodeida port, a key entry point for aid also in rebel-held territory.

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

- No current incidents to report

KIDNAPPING

- **19 August (Nigeria)** – On 30 July, armed pirates boarded the general cargo ship OYA 1 underway near position 04:10N - 006:59E, 15 nm southwest of Bonny Island. The pirates kidnapped five crewmen and escaped. The Nigerian Navy was alerted and the vessel was taken to Bonny Island for further investigation. **UPDATE:** On 19 August, the two Moroccan sailors kidnapped on 30 July were released, according to a spokesman for the Moroccan government

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- No current incidents to report

MARITIME REPORTING

- Nothing to report

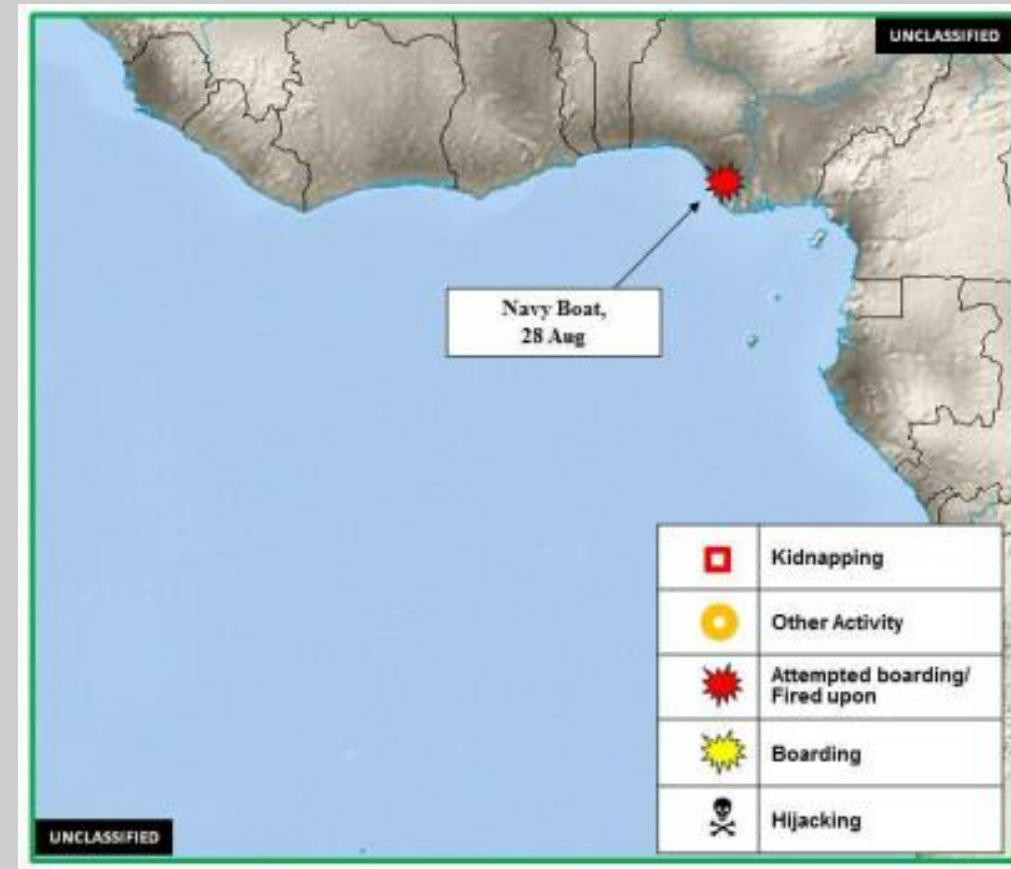
Source: ONI

WEATHER FORECAST VALID FROM 31 AUGUST - 6 SEPTEMBER 2017

GULF OF GUINEA: Southerly winds of 5 - 10 knots, gusting to 15 knots, and seas of 3 - 5 feet.

Extended Forecast: Southerly winds of 5 - 10 knots, gusting to 15 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.



SOUTHEAST ASIA

WARNING:

There are continuing concerns in regard 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

- 19 August (Indonesia) – On 11 November 2016, ten persons armed with guns approached the underway bulk carrier ROYAL 16 near position 06:40N - 122:31E, 10 nm north-northeast of Basilan Island. Ship's master raised the alarm and activated the SSAS. The armed persons boarded the vessel and took its crew hostage. They stole ship's properties, kidnapped six crewmen, and escaped. One crewman was injured during the incident. Incident reported to the Philippines Coast Guard. A patrol vessel was dispatched and the authorities boarded and escorted the vessel to a safe port. UPDATE: 19 August, Philippine

troops raided an Islamist militants' camp on a remote southern island and rescued a Vietnamese sailor held captive for nine months, a navy spokeswoman said. Do Trung Huige, 33, was left behind when troops attacked an Abu Sayyaf camp on Mataja Island. Two Vietnamese sailors are still being held, two were beheaded and another was rescued.

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- No current incidents to report

VESSELS BOARDED

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

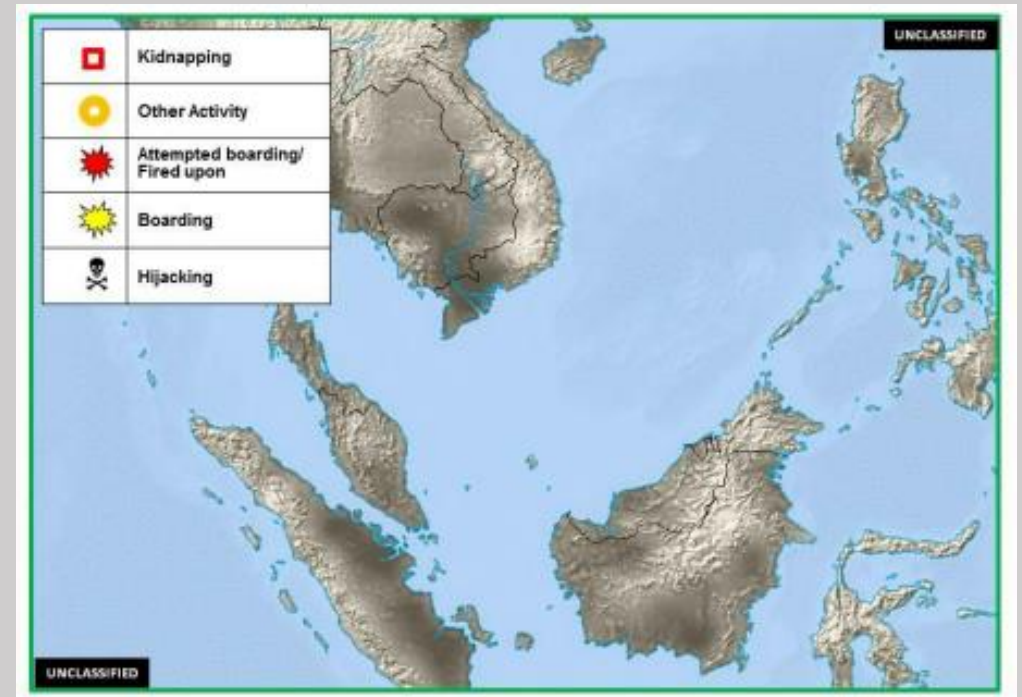
- No current incidents to report

MARITIME REPORTING

- Nothing to report

INCIDENT MAP

Source: ONI



WEATHER FORECAST VALID FROM 31 AUGUST - 6 SEPTEMBER 2017

SOUTHERN SOUTH CHINA SEA: Southwest winds of 5 - 10 knots, gusting to 15 knots, and seas of 1 - 3 feet.

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

MALACCA STRAIT: Variable winds of 5 - 10 knots, and seas of 1 - 2 feet in the northern Strait; with variable winds of 5 - 10 knots, gusting to 15 knots, and seas of 1 - 2 feet in the southern Strait.

- **Extended Forecast:** Variable 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 20 - 25 knots, and seas of 5 - 7 feet in the northern section; with southwest winds of 10 - 15 knots, and seas of 2 - 4 feet in the southern section.

- **Extended Forecast:** Southwest winds of 10 - 15 knots, and seas of 3 - 5 feet in the northern section; with southwest winds of 10 - 15 knots, and seas of 2 - 4 feet in the southern section.

SOUTHERN SULU SEA – NORTHERN CELEBES SEA: Variable winds of 5 - 10 knots, and seas of 1 - 2 feet.

- **Extended Forecast:** Variable 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. **Forecaster's Note:** The west Pacific Ocean's Tropical Cyclone Season runs from April to October. Expect numerous Tropical Cyclones to impact the region during this timeframe.

WORLDWIDE

NORTH AMERICA

- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

- No current incidents to report

ATLANTIC OCEAN AREA

- No current incidents to report

NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA

- No current incidents to report

ARABIAN GULF

- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

- No current incidents to report

EASTERN AND SOUTHERN AFRICA

- No current incidents to report

NORTHEAST ASIA

- No current incidents to report

PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

PORT STATUS AS OF 28 AUGUST 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

**No activity has been reported at the port.

ACTIVITY REPORTING

- 31 August** – A car bomb at a checkpoint killed four troops from Libyan commander Khalifa Haftar’s forces on Thursday, in an attack claimed by Islamic State, officials and security sources said. “The car bomb explosion that targeted a checkpoint in Nawfiliya town has resulted in two killed of Sirte Security Directorate and some other wounded,” LNA spokesman Ahmad Mesmari said. Two security sources later said two more soldiers had died. Islamic State claimed the attack, according to the militant group’s AMAQ news agency.
- 29 August** – Under a deal backed by Italy, Libya's government in Tripoli has paid militias implicated in trafficking to now prevent migrants from crossing the Mediterranean to Europe, one reason for a dramatic drop in migrant traffic. The policy has raised an outcry among some in the Libyan security forces and activists dealing with migrants, who warn that it enriches militias, enabling them to buy more weapons and become more powerful. In the country's chaos, the militias can at any time go back to trafficking or turn against the government. The deal further cements the real power of militias, which since the fall of dictator Moammar Gadhafi in 2011 have undermined Libya's successive governments, including the current one of Fayez Serraj, which is internationally recognized but weak. The European Union has given tens of millions of euros to Serraj's government to help it stop migrants. Mainly, the money is earmarked for beefing up Libya's coast guard, reinforcing its southern border and improving conditions for migrants in detention centres. Funds can also be used to develop alternative employment for those involved in trafficking — though enlisting them against migrants would be a significant stretch of that mandate. The past two months have seen an exponential drop in crossings. Arrivals in July were down by half from the previous year, while August so far has seen around 2,936 crossings compared to 21,294 in August 2016, an 86 percent drop. Rough summer seas and tougher Libyan coast guard patrols are believed to be in part the reason.
- 28 August** – **The Libyan coast guard seized product tanker LEVANTE on Aug 28 or earlier off Zawia, Libya. The tanker had nearly 6,000 tons of oil on board, allegedly smuggled from Libya.** Tanker was taken to Zawia or Tripoli. Twenty

Filipino seafarers have been detained in Libya on suspicion that they were trying to smuggle six million litres (1.6 million gallons) of fuel to Tunisia. The Philippine government has instructed its embassy in Libya to “exert all efforts” to secure their immediate release. The 20 Filipino seafarers were detained on Sunday when Libyan authorities intercepted the Liberian-flagged tanker *Levant* sailing 110 miles from Tripoli. The Libyan Coast Guard then took the vessel, operated by Evalend Shipping Tankers in Athens, under tow, and the seafarers were taken to Libya’s prosecutor general. In response to Philippines Foreign Affairs Minister Allan Peter Cayetano's request, the Libyan government assured Philippine embassy officials in Tripoli that the detainees are being treated well and are in good condition.

- **28 August** – Two more oil fields in Libya are being closed after an armed group took over pipelines to both deposits. El Feel has stopped production and the National Oil Corp. declared force majeure at the deposit, according to a person familiar with the situation. The Hamada oil field will gradually stop pumping through Monday because of the pipeline closing. Force majeure was also declared on Hamada. Libya’s biggest field, Sharara, has been shut for about a week after an armed group closed the pipeline that linked the deposit to an export terminal. The Zawiya refinery is currently operating at half-capacity.

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 current 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.

JLT Specialty Limited (JLT Specialty) is a member of the Jardine Lloyd Thompson Group of companies. Jardine Lloyd Thompson Group plc is an international group of Risk Specialists and Employee Benefits Consultants. Listed on the FTSE 250 index of the London Stock Exchange, Jardine Lloyd Thompson Group plc is one of the largest companies of its type in the world.

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

DISCLAIMER:

This report has been produced by MS Risk and has been published for the benefit of clients and prospects of JLT Specialty Limited. It is not legal advice and is intended only to highlight general issues relating to the subject matter which may be of interest and does not necessary deal with every important topic nor cover every aspect of the topics with which it deals. If you intend to take any action or make any decision on the basis of the content of this newsletter, you should first seek specific professional advice.

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

24 HR CONTACT INFORMATION:

Email: operations@msrisk.com

Telephone: +44 207 754 3555



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

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

Directors

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

Registered in the Isle of Man No. 007435V