

Maritime Security Review



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MS | RISK



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PLEASE NOTE:

The information contained in this report is as accurate as possible at the time of publishing. In some cases, however, incidents are updated at a later date as more information comes becomes available.

We encourage our readers to confidentially report any incidents or suspicious activity to info@msrisk.com.

INCIDENTS AT SEA

Reporting Period: 23 – 29 October 2017

Region	Current Incidents Reported	Late Reported incidents	Threat level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	1	1	Medium
Gulf of Guinea	1	2	Medium
Southeast Asia	1	1	Medium
WORLDWIDE			
North America	0	0	Low
Central America/Caribbean/South America	0	2	Medium
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	1	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

- **24 October (Yemen)** – A wooden vessel in position 11:50 N – 054:35 E, near Socotra Island, was attacked.
- **20 October (Yemen – Late Report)** – An Iranian vessel with nineteen sailors on board was seized near Socotra Island by local fishermen. There was no immediate official Iranian reaction to the comments made by Yemen’s Prime Minister on his Twitter account, in which he stated that the vessel was detained off the coast of Socotra, the largest island in an archipelago south of Yemen. Iran’s semi-official Fars news agency has reported that the Yemeni

government, which Tehran does not recognize, had “claimed” that an Iranian vessel with a crew of 19 had been seized. There were no further details on the ship or its cargo.

MARITIME REPORTING

- Nothing to report

SPOTLIGHT ON YEMEN

PORT STATUS AS OF 29 OCTOBER 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

- 26 October** – An American destroyer has aided three Iranian civilian mariners who reported being attacked by pirates off Yemen, according to a statement from the US Navy on Wednesday. A team from the USS Howard provided medical aid, food and water to the fishermen and helped make repairs to their boat on Monday. Lt. Christina M. Gibson, spokesperson for U.S. Naval Forces Central Command, said, “The Iranian coast guard called U.S. Naval Forces Central Command to report the incident and seek assistance for the fishing vessel. NAVCENT coordinated with the European Union Naval Force, who sent a patrol aircraft to investigate the incident. The U.S. Navy guided missile destroyer USS Howard (DDG 83) and the CTF 151 attached Japan Maritime Self Defense Force destroyer JS Amagiri (DD-154) responded to the vessel's location.”
- 26 October** – Saudi Crown Prince Mohammad bin Salman has issued a stark warning on Yemen: “If we don’t want another Hezbollah in the Middle East, then let’s change our policy in Yemen,” he warned. Riyadh says Iran is trying to expand its influence in the region by supporting and funding militias in Lebanon, Iraq, Syria and Yemen. “We’re pursuing until we can be sure that nothing will happen there like Hezbollah again, because Yemen is more dangerous than Lebanon. It’s next to Bab Al Mandab so if something happens there, that means 10 per cent of world trade stops. This is the crisis.”
- 25 October** – The United States has announced sanctions on Yemeni individuals and companies to combat the activities of al-Qaeda and the so-called Islamic State. The U.S. Treasury said the sanctions have been issued jointly with other countries as part of the newly-created Terrorist Financing Targeting Center (TFTC). Eight Yemeni individuals and one company, Al Khayr Supermarket, have been placed on a sanctions list. The move was announced Wednesday during a trip by US Treasury Secretary Steven Mnuchin to Riyadh, where he marked the opening of the TFTC. “Through this action we are aggressively targeting radical extremists in Yemen and the surrounding region who pose a direct threat to the security of the United States, Yemen, and the international community,” said Mnuchin. The TFTC was created in May to stem the flow of terrorist financing and is jointly chaired by the U.S. and Saudi Arabia. Other members of the alliance include Qatar, Bahrain, Kuwait, Oman

and the United Arab Emirates. The group's stated objectives include identifying, tracking and sharing information regarding terrorist financing, with the ultimate aim of disrupting money flow to radical groups such as al-Qaeda and ISIS.

- **23 October** – Three Yemeni soldiers and five assailants were killed in an attack on a military base in the southern province of Abyan on Monday. A car rigged with explosives carrying five men pulled up to a military base in the district of Mudiya in Abyan. Four men wearing explosive belts ran out of the car and towards the base, and were all shot dead. The vehicle then exploded outside of the base, killing the driver and three soldiers from a UAE-backed contingent in the Yemeni army. Yemen's southern provinces, including Abyan, are the site of a long-running US drone war against Al-Qaeda's Yemeni branch.
- **21 October** – The Yemeni government announced on Saturday that it had seized an Iranian ship carrying 19 sailors off the coast of the Socotra archipelago, east of the country. “The Iranian ship was seized on the coast of Hadibu, the capital of the Socotra archipelago between the Indian Ocean and the Arabian Sea,” Yemeni Prime Minister Ahmed Obeid bin Daghr said on his Twitter account, adding, “the ship was caught by fishermen on the island of Abdul Kuri, one of the islands of Socotra archipelago”. The news coincided with renewed accusations against Iran of transferring weapons to its Houthi militia allies across the Yemeni coasts, and the announcement by the US administration of the government’s support to meet these challenges. There was no immediate comment from the Iranian authorities on the seizure of the ship.

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

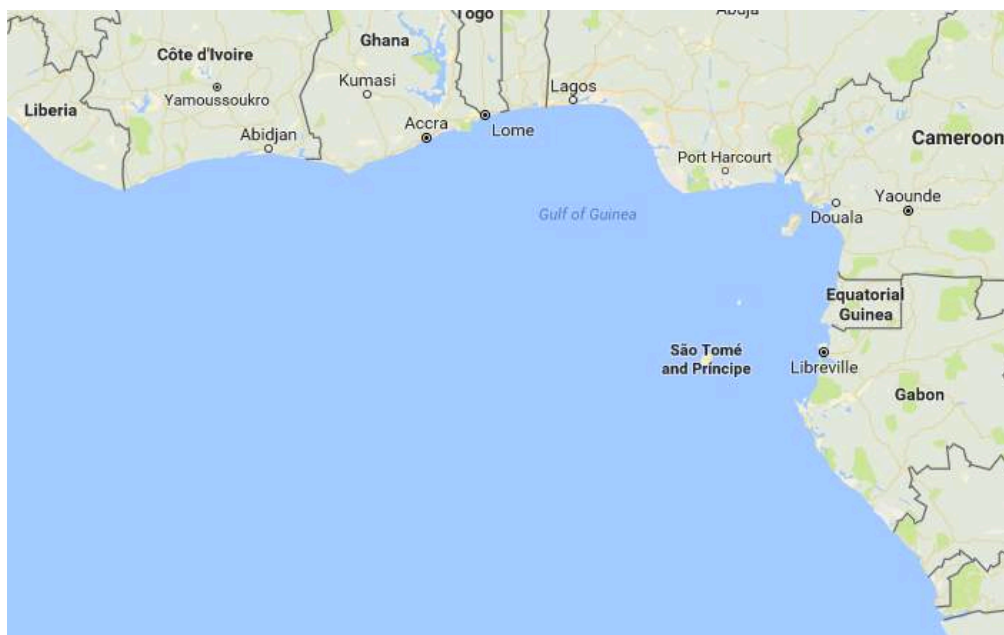
All vessels calling at Yemeni ports will only be allowed to enter Yemeni territorial waters following an inspection by the Saudi Arabian coalition forces. Upon arrival

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

- **20 October (Nigeria – Late Report)** – A vessel was attacked in position 03:55 N – 006:39 E, 50 nautical miles south of Port Harcourt. A black speedboat travelling at 25 to 27 knots approached the vessel and fired shots, Navy team on-board returned fire. The boat followed for 25 minutes before turning away.

VESSELS BOARDED

- **25 October (Nigeria)** – Pirates attacked a laden tanker underway near position 03:32 N – 006:47 E, 54 nautical miles south-southwest of Bonny. Two armed pirates boarded the vessel and crewmembers were mustered in the citadel. The authorities were notified. The vessel and crewmembers have been reported safe and are currently being escorted by a Nigerian navy ship.

KIDNAPPING

- **21 October (Nigeria - Late Report)** – Container ship *DEMETER* was attacked by pirates near position 03:47 N – 007:09 E, south of Port Harcourt, while transiting from Malabo, Equatorial Guinea to Monrovia, Liberia. Pirates boarded the vessel, kidnapped six crewmembers, including the Master, chief officer, second officer, second engineer, bosun and cook, and then escaped.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- No current incidents to report

MARITIME REPORTING

- **24 October (Nigeria)** – A shipping company confirmed on Tuesday that six crewmembers from a German container vessel have been kidnapped in Nigerian waters. A spokesman for Peter Doehle Schiffahrts KG disclosed that “the vessel was attacked by pirates on early Saturday morning when it was approaching one of the ports of Nigeria,” adding “six of the crew were taken off the ship and they are now held by kidnappers in Nigeria.” The spokesman further disclosed that at the time of the statement, there was no official contact with the kidnappers and the vessel had moved away from Nigerian waters with the twelve remaining crewmembers safe. According to the Philippines department of labour and the Ukrainian foreign ministry, four of those taken are Filipino nationals and one is a Ukrainian national. One Hungarian national was also kidnapped. There were no German nationals amongst the kidnapped.

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

- **25 October (Indonesia)** – Four robbers armed with knives boarded an anchored LPG tanker near position 07:44 S – 109:04 E, Cilacap Anchorage. The duty crewman on routine rounds spotted the robbers on the main deck. The alarm was raised, SSAS was activated and all crewmembers were mustered. Upon seeing the crew's alertness, the robbers escaped with stolen ship's properties. Local authorities boarded the vessel to carry out an investigation.
- **17 October (Indonesia – Late Report)** – A duty crewman on board an underway bulk carrier near position 01:16 N – 104:12 E, 9 nautical miles northwest of Todang, Bintan Island, noticed two unauthorized persons on the aft deck. Duty officer was notified and the alarm was raised. Upon seeing the crew's alertness, the persons escaped in their waiting boat. Upon carrying out a search, engine spares were reported missing.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

- No current incidents to report

MARITIME REPORTING

- Nothing to report

WORLDWIDE

NORTH AMERICA

- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **20 October (Venezuela – Late Report)** – A crewman onboard a tanker anchored near position 10:11 N – 064: 46 W, Puerto Jose Anchorage, noticed five robbers on the deck and raised the alarm. Upon seeing the crew's alertness, the robbers escaped. A search was carried out through the tanker. Nothing was reported stolen.
2. **29 September (Venezuela – Late Report)** – Duty crewman on board a tanker anchored near position 10:16 N – 064:42 W, Puerto La Cruz Anchorage, spotted two robbers armed with knives on the deck and immediately informed the duty officer. The alarm was raised, a PA announcement was made and crewmembers were mustered. Upon hearing the alarm and seeing the crew's alertness, the robbers escaped without stealing anything. The incident has been reported to port authorities and local agents.

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

1. **17 October (India – Late Report)** – Two robbers boarded an anchored bulk carrier near position 22:47 N – 070:01 E, Kandla Anchorage. Duty officer spotted the robbers and raised the alarm. Upon seeing the alerted crewmembers, the robbers escaped with stolen ship's properties.

EASTERN AND SOUTHERN AFRICA

- No current incidents to report

NORTHEAST ASIA

- No current incidents to report

PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

MIGRATION



Migrant crossings in the Mediterranean are likely to continue into the Autumn period. As more rescue operations are being suspended, because of tensions with Libyan authorities, migrants may seek the less dangerous crossing towards Spain, which in recent weeks has seen a significant rise in the number of migrants arriving on its shores.

- **23 September** – On Monday, international humanitarian group Save the Children disclosed that it had suspended migrant rescues in the Mediterranean Sea as departures from Libya slow and security conditions worsen. Since September 2016, Save the Children operated a vessel, the *VOS HESTIA*, rescuing more than 10,000 migrants from dangerous and overcrowded boats launched by people smugglers. In a statement released on Monday, Save the Children Director General Valerio Neri stated, “for too long we have been the substitution for the inexistent and inadequate European policies for search and rescue and for hosting migrants.” The statement comes after news emerged that Italian police searched the *VOS HESTIA* on Monday as part of a

wider investigation into the role that non-governmental organizations are playing in picking up migrants off the Libyan coast and bringing them to Italy. Save the Children has disclosed that its decision to halt rescues was already planned before the police search. It further disclosed in the statement that it was not under investigation and was cooperating with the authorities, adding that documents seized by police on Monday concerned “presumed illegal actions committed by third persons.” Earlier this year, the Italian government asked humanitarian groups to sign a “code of conduct,” stating at the time that the rescuers were providing an incentive for smugglers to put migrants to sea. In August, police seized a migrant rescue boat operated by a German aid group, Jugend Rettet. At the time, the chief prosecutor in the Sicilian city of Trapani disclosed that he had evidence of encounters between traffickers, who escorted illegal immigrants to the NGO boat, and members of its crew. Jugend Rettet has denied any wrongdoing. Several months ago, some ten-rescue ships took turns patrolling the North African coast, picking up migrants who reached international waters and bringing them to Italy. Now only one large vessel and a few small ones remains, with many organizations, including Doctors Without Borders (MSF), pulling out for various reasons, including security concerns and unhappiness with the attitude of the Italian authorities. Many NGO’s have cited concerns with the Libyan Coast guard. The coastguard, which is funded and trained by Italy, has taken a hostile stance toward the humanitarian boats in a series of incidents on the high seas. In August, a Libyan vessel intercepted a charity ship and ordered it to sail to Tripoli or risk being fired on. Furthermore, since July, departures from Libya have dramatically fallen. This has been largely due to an armed groups that has been deeply involved in smuggling from the city of Sabratha, beginning to block departures. So far in October, sea arrivals to Italy are down more than 75 percent compared to the same month last year.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 27 OCTOBER 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	OPEN	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	CLOSED	Moderate
Port of Tripoli	Open	High
Port of Zawiya (Zawia)	Open	Moderate
Port of Zueitina	Open	Low



ACTIVITY REPORTING

- 25 October** – According to accounts from victims, the Libyan coastguard is running a racket in the Mediterranean Sea by turning its legitimate power to stop migrant crossings into a cash cow. Guards allegedly stop smuggler vessels offshore and detain those onboard, before taking bribes to later release them. Migrants say they are then able to attempt another crossing to Europe. Human Rights Watch (HRW) has collected numerous testimonies from migrants intercepted at sea who subsequently bribed their way out of Libyan detention centres. HRW says the accounts are tantamount to evidence EU funding could be exacerbating the refugee crisis it aims to fix. Britain and other countries have been supporting the country's coastguard with training and equipment despite heavily documented evidence of refugee abuse and even instances of violent clashes with aid vessels. Despite credible evidence of abuses, the UK Ministry of Defence has embarked on a third round of training which started in October 2016, taking on 60 Libyan coastguard members in total. Two rounds

of programmes including human rights education have been completed offshore and in recent days a classroom-based course on maritime law, navigation and boat-handling has started at a military base in Italy.

- **25 October** – Two soldiers were killed and three wounded at a military checkpoint in north-eastern Libya on Wednesday in an attack claimed by Islamic State. A witness said about a dozen armed vehicles had been used in the dawn assault on a checkpoint 37 miles south of the city of Ajdabiya, run by the eastern-based Libyan National Army (LNA). The attackers set fire to the checkpoint and one of the victims was burned inside his car, said Mustafa Boufjara, a spokesman for Ajdabiya's security department. Images of the checkpoint showed charred checkpoint cabins and two burned cars. In a statement carried by Islamic State's Amaq news agency, IS said its militants had seized a vehicle equipped with a machinegun as well as other weapons and ammunition. Islamic State militants have carried out several attacks on LNA checkpoints in recent months. They have been trying to regroup from desert bases since losing their stronghold of Sirte, about 240 miles west of Ajdabiya, last December.
- **23 October** – According to the Libyan Express, the Man-Made River administration said it would be unable to restore water supplies to flow back into Libyan cities due to the threats of an armed group in the area. The administration had completed routine maintenance work, however an armed group led by Abulqassim Ehnish threatened to shut down the water source and blow it up if their demands were not met. The group demanded their commander, Al-Mabrouk Ehnish, be released from Tripoli after he was detained in September for leading a force and trying to enter southern Tripoli. The group gave 72 hours, "otherwise we will explode the Man-Made River and we will even shut down the gas and oil pipelines in the southern region." According to the Libyan Express, cities in Libya were left with limited water supplies. The report warned that the crisis may worsen as the armed group vows to do more harm to the water source.
- **23 October** – A UAE-based newspaper, reportedly citing LNA sources, suggests that ISIS militants have allegedly begun to regroup in south Libya with Qatar's help after the Gulf state was accused of transferring hundreds of fighters from Syria and Iraq to Libya. Military sources reportedly told Alittihad newspaper

that the move is an effort to turn southern Libya into a hotbed for extremists after ISIS took severe blows in Syria and Iraq. According to Libyan military officials, ISIS fighters began to leave fighting areas through Turkey and are headed to Libya. The newspaper added that Doha, which is accused of supporting terrorist groups (including groups in Libya that suffer from political divisions), is behind this activity. There has been no comment issued by Qatar.

- **23 October** – Egypt's military targeted an arms convoy crossing the border from Libya, destroying vehicles loaded with weapons and explosives, and killing militants, a military spokesman said Monday. The airstrikes come a few days after authorities officially announced that at least 16 policemen were killed in a brazen ambush by militants, about 84 miles southwest of Cairo. Military spokesman Col. Tamer el-Rifai said in a statement that airstrikes destroyed eight vehicles and killed suspected militants, without elaborating. Friday's attack took place near Egypt's vast western desert, where a previous series of attacks were blamed on Islamic militants pouring in from chaotic Libya. Egypt has long contended that weapons smuggled across the porous desert border with Libya have reached militants operating on its soil. Egypt has been struggling to contain an insurgency by Islamic militants led by a local affiliate of the Islamic State group mostly in the northern region of the Sinai Peninsula, but attacks on the mainland have also recently increased.
- **21 October** – The UN-backed talks aimed at bridging differences between rival Libyan factions ended on Saturday with no discernible progress towards stabilizing the country and paving the way for elections. Last month, UN envoy Ghassan Salame, announced a one-year action plan for a transition toward presidential and parliamentary elections. Since then the UN has hosted in Tunis delegations from rival parliaments from eastern Libya and Tripoli, which are meant to draw up amendments to a previous U.N.-mediated plan signed in December 2015. But at the end of a second round of talks Salame, said only that discussions would continue, without giving a new date. "There are some area of consensus ... but there are parts which need discussions with the political leaderships inside Libya," Salame told reporters, without giving details. Salame is in Tripoli to discuss how to move the talks forward.

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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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

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