

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: 11 - 17 December 2017

Region	Current Incidents Reported	Late Reported incidents	Threat level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	0	Low
Gulf of Guinea	2	0	Medium
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/ATTACK

- No current incidents to report

VESSELS BOARDED

- No current incidents to report

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

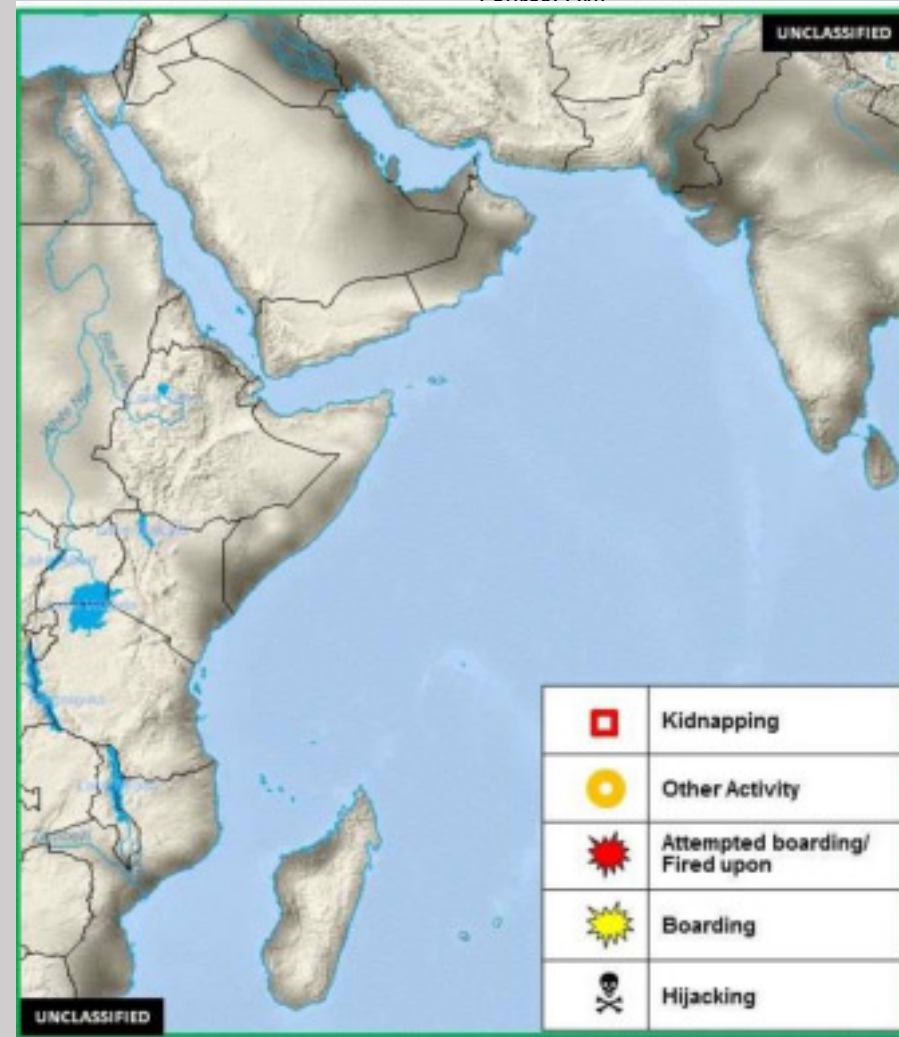
- No current incidents to report

MARITIME REPORTING

- Nothing to report

INCIDENT MAP

Source: OMI



SPOTLIGHT ON YEMEN

PORT STATUS AS OF 17 DECEMBER 2017

Port Name	Port Status	Risk Level	Notes
Aden Port	Open	High	Aden Port is under the protection of Republic of Yemen security forces. Merchant vessels entering Yemeni ports must apply for a permit through the Yemeni Transportation Ministry. Final clearance is authenticated by the coalition guard ship.
Ash Shihr Oil Terminal	Open	High	
Balhaf LNG Terminal	Closed	Closed	
Hodeidah Port	Open For Aid Vessels Only	High	The Saudi Royal Navy is using a holding area 60 NM west of Hodeidah port for vessels entering Saleef 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	Closed	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

- 14 December** – The United States on Thursday publicly presented "undeniable evidence" that a missile fired by Yemeni rebels at Riyadh international airport last month was supplied by Iran. The missile is among a range of weapons being provided by Tehran as part of its destabilising activities in the region, ambassador to the United Nations Nikki Haley said as she laid out the recent findings communicated in the UN's 2231 Implementation Report. Speaking from a military base in Washington, DC, Ms Haley said the missile parts bore markings showing they originated in Iran and had technical specifications that are specific to Iranian-manufactured weapons. "It was made in Iran then sent to Houthi militants in Yemen. From there it was fired at a civilian airport with the potential to kill hundreds of innocent civilians in Saudi Arabia," she said. Ms Haley also listed attack drones, explosives-laden boats designed to be rammed into targets and anti-tank rockets among the weapons found to have been supplied by Iran. She said other governments had been invited to examine the US findings. Iran's UN mission quickly issued a statement claiming that the evidence had been "fabricated".
- 12 December** – Yemeni security forces killed at least three suspected militants in a raid early Tuesday in the southern port city of Aden, officials said. Three policemen were killed in a shootout when the forces stormed a workshop where car bombs were built, they said. The force arrested two suspected militants and found explosive belts and other weapons. Later Tuesday, gunmen shot and killed a Muslim cleric in front of his home in Aden, the seventh killing of a cleric in the past three months, officials said. No group immediately claimed responsibility for the attack. Government forces ostensibly control Aden, but al-Qaida and Islamic State affiliates have carried out several attacks.
- 12 December** – There are no signs that a blockade of Yemen's ports by a Saudi-led military coalition has eased to allow aid to reach communities increasingly at risk of starvation, the head of the U.S. government's aid agency said on

Tuesday. USAID administrator Mark Green called on the Saudi-led military coalition to open Yemen's ports and for Yemen's Houthis to cease firing to allow food and medical supplies to flow to tens of thousands of Yemenis caught in the fighting. Green was speaking after the U.S. announced another \$130 million in emergency food aid for Yemen, bringing U.S. assistance to nearly \$768 million since October 2016. The new funds include nearly \$84 million in U.S. food aid and \$46 million in emergency disaster assistance. "Unfortunately, I can't tell you there has been an easing of the blockade," Green told Reuters. "We're trying to signal with this announcement that we're ready to respond to this humanitarian catastrophe." Green said he was "deeply concerned on so many fronts" about the crisis in Yemen, but in particular the failure to get fuel into the country so people have access to clean water. "That means a number of communities are either without clean water or will be very shortly, and in both cases, that is a terrible concern from the cholera perspective and the survival perspective," he added. The U.N.'s coordinator for Yemen, Jamie McGoldrick, said on Monday the blockade has been eased but the situation remained dire with some 8.4 million people "a step away from famine" in Yemen.

- **11 December** – An Egyptian blog has reported that Iran has withdrawn 40 military advisers from Hodeidah according to marine sources. The blog states that the Iranians withdrew alongside a number of UN advisors, in order not to draw any attention to themselves. The move comes after Iranian military adviser Hossein Khosravi was killed last week in Yemen. The report has not been independently verified.
- **10 December** – Yemen's Houthi rebels have been disrupting internet access nationwide as they consolidate their grip of the capital, residents and an Arab digital rights organisation said. "My Facebook page and Whatsapp [messenger] are the most important tools in my life and I can barely access them," said Mahmoud Mohammed, an aid worker in the rebel-held port city of Hodeida. He said he could only access Whatsapp — a ubiquitous form of communication throughout the Arab World — through a VPN (virtual private network), and that the outage was hampering his work. Yemen's communications ministry, which had been run by partisans of ex-president Ali Abdullah Saleh until his killing on Monday, is now firmly under the control of the Houthi rebels, and they have been tightening their grip on all institutions. Ministry employees not

affiliated to the Houthi rebels said they were no longer welcome at work. The Beirut-based Social Media Exchange (SMEX), which advocates for digital rights across the Arab World, said the rebels completely shut down the Internet on Thursday night and access remains difficult nationwide. "Yemen has only one internet service provider, YemenNet, and any group or entity that controls it or has influence over it has the ability to disrupt access to the Internet, so the disruptions are nationwide and not limited to areas under the control of the Houthis," said Lara Bitar, the lead researcher at SMEX. Residents in areas outside Houthi control confirmed that government-held areas were also experiencing patchy coverage. "We are hearing from our contacts in Yemen that there is a sense of dread over a looming internet shutdown, which could be much more prolonged than Thursday night's," Bitar said. The digital rights group warned that the interruptions not only threatened press freedom, but also civilian access to emergency services. "Shutdowns or slowdowns usually indicate potential for intensified acts of repression or violence," Bitar said.

- **10 December** – Yemeni pro-government forces captured two more districts in Hodeidah province over the weekend as they close in on a key port through which the Houthi rebels control the bulk of humanitarian shipments to the country. The Hais and Al Tuhaita districts were captured by government troops and resistance fighters on Saturday, a spokesman for the army's 4th military zone said. "Our forces advanced to take over two new districts of Hodeidah province and they are approaching a third district, Zabeed, which we expect to fall soon. This comes two days after liberating Al Khokha, the first district of Hodeidah to the south," Lt Mohammed Al Nakeeb told The National. "The military forces including the Popular Resistance in the south region and Tehama region moved in two directions — the first along the coastline towards Al Tuhaita to the north of Al Khokha and the second towards Hais," Lt Al Nakeeb said. Hais lies slightly inland and north-east of Al Khokha..

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

- **14 December (Nigeria)** – At 0830 UTC while in position 03:46.4N – 006:17.2E (near Brass, Nigeria), A bulk carrier underway was attacked and boarded by six pirates from a small boat. Ten crew members were reported missing. The remaining crew onboard sailed the vessel to a safe port.

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- No current incidents to report

VESSELS BOARDED

- No current incidents to report

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- **14 December (Nigeria)** – At 0110 UTC while in position 03:58.3N - 006:12.4E (near Brass, Nigeria), four to five persons in a wooden boat approached and tried to board a general cargo ship underway. Master increased speed and took anti-piracy measures resulting in the ship being able to evade the boarding.

OTHER ACTIVITY

- No current incidents to report

MARITIME REPORTING

- **13 December (Equatorial Guinea)** – Local media reported on Wednesday that Equatorial Guinea's coastguard intercepted a makeshift boat carrying 205 west African migrants headed for Gabon. According to state television, the migrants, who included a new-born baby and three pregnant women, were apprehended on Tuesday off the coast of the capital city Malabo. The migrants, who come from West African countries including Benin, Nigeria and Togo, are being held at Malabo's central police station. Police have disclosed that authorities are aiming to send the migrants back to their home countries in the coming days. In the past few years, Gabon and Equatorial Guinea have had an influx of migrants at their land and sea borders, with migrants attracted by the relatively strong economies of the two countries.

SOUTHEAST ASIA



WARNING:

While in recent months, there have been no reports of kidnapping of crewmembers from vessels while underway in the Sulu-Celebs Sea region, the threat of further such incidents remains high. 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

- **12 December (Philippines)** – At 1945 UTC, at position 14:35.6N - 120:55.2E (Manila South Harbour Anchorage), robbers boarded an anchored container ship via the anchor chain, cut through the forecastle store padlock, stole ship's properties and escaped. The incident was noticed and reported by the bosun after berthing. Local authorities were informed, and the coast guard boarded the vessel to investigate.

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

- 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

MIGRATION



Migrant crossings in the Mediterranean have continued throughout the Autumn period – with an increase in reports of vessels in the Western Mediterranean corridor.

- **14 December** – Germany’s Defense Ministry reported on Thursday that a Bundeswehr ship patrolling the Mediterranean Sea rescued 84 men, two women and fifteen children and a baby from an inflatable dingy. The people were brought aboard the German frigate *MECKLENBURG-VORPOMMERN* and taken to the Sicilian coastal city of Messina while the dinghy was sunk by the military.
- **14 December** – On Thursday, the Turkish coast guard reported that it had rescued 51 migrants stranded on some rocks in the middle of the Aegean Sea. According to officials, the migrants had attempted to illegally cross into Greece from the Turkish province of Izmir. Footage of the operation showed a rescue helicopter using a rope to lift people off the rocks. In a statement, the

coastguard later disclosed that five children and a woman were rescued by airlift while the others were taken onto guard boats and taken back to the port town of Dikili.

- **11 December** – Spain’s maritime rescue service over the weekend saved 104 migrants trying to cross the Mediterranean in a bid to reach Europe. According to the service, its rescue craft *Guardamar Concepcion Arenal* intercepted two boats carrying 53 and 22 migrants each overnight Saturday and early on Sunday in the Strait of Gibraltar. The same rescue vessel also took on board another 25 migrants that a Civil Guard patrol craft had picked up at sea. Meanwhile another rescue craft, the *Salvamar Denebola*, later spotted a small rubber boat carrying four more migrants that it took to shore.
- **11 December** – On Monday, Sicily welcomed nearly 900 migrants that were rescued in Mediterranean waters off the coast of Libya in the past few days. Italian media have reported that more than 330 migrants rescued by Italian coast guard and other European vessels have already disembarked at Sicilian ports, adding that another hundred were en route to the western city of Trapani on Monday while 450 are due to arrive in Augusta by evening aboard the *Aquarius*, a boat that is operated by charity organization SOS Mediterranee along with Doctors Without Borders (MSF).

SPOTLIGHT ON LIBYA

ACTIVITY REPORTING

PORT STATUS AS OF 17 DECEMBER 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	Open for local shipping only	Moderate
Port of Tripoli	Open	High
Port of Zawiya (Zawia)	Open	Moderate
Port of Zueitina	Open	Low

- 14 December** – Around 15,000 African migrants will be repatriated from Libya in the next two months under an emergency plan to stop abuses there, EU foreign policy chief Federica Mogherini said Thursday. European and African leaders announced the plan for accelerated “voluntary” deportations at a summit in Abidjan two weeks ago, but did not set a timetable for repatriating those left in Libyan government detention centres. Mogherini, ahead of an EU summit, said the repatriations should be done by February. “In only two months we hope and we expect to manage to assist the voluntary return of 15,000 people,” she told reporters in Brussels. The EU and the African Union (AU) are working with the UN International Organization for Migration, and the Libyan authorities to arrange for the returns to their home countries in sub-Saharan Africa. In the last year, 16,000 people have returned home, but EU and AU leaders agreed in Abidjan to accelerate returns following CNN television footage of a slave market in Libya, where smugglers and criminal networks act with impunity. It provoked an international furore on top of reports of rape, torture and beatings of migrants in Libya, including in detention camps under the control of the UN-backed government of Libyan Prime Minister Fayez Al-Serraj. The EU faced accusations from rights groups that it created conditions for such abuses via its cooperation with Serraj to detain migrants using Libya as a jumping board to Italy, the main entry point to Europe. EU, UN and AU officials all admit it will be a major challenge to repatriate or protect the 700,000 migrants in Libya, most of whom are in areas outside government control.
- 13 December** – Russia is ready to consider easing an arms embargo for Libya, the Interfax news agency cited Russian Deputy Foreign Minister Gennady Gatilov as saying on Wednesday. Libyan Prime Minister Fayez al-Serraj said this month he was hopeful that a U.N.-imposed arms embargo would be partially lifted against some branches of the country's military. The Libyan government is allowed to import weapons and related materiel with the approval of a U.N. Security Council committee overseeing the embargo imposed in 2011.
- 13 December** – Presidential elections in Libya may be held in mid-2018, Libyan Government of National Accord (GNA) Foreign Minister Mohamed Siala said at the Valdai Club panel discussion in Russia. He invited Russia to reopen its embassy in Tripoli, and for Russian companies to return to Tripoli. Lev Dengov,

head of the contact group on Libya at the Russian Foreign Ministry, said that a forum on the Libyan conflict may be held prior to elections in the country, and Russia may act as a mediator at such a forum. Dengov stressed that the format of such a forum had not been developed yet. Additionally, Russia is able to propose Libya a plan for the regulation of the post-war crisis in the country in case Moscow receives a relevant request.

- **13 December**- The EU plans to intensify contentious efforts to curb migration from Libya in a deal funded by central European countries. Poland, Hungary, the Czech Republic and Slovakia could put tens of millions of euros behind institutional reform and coastguard, border and police forces in the north African state under proposals due to be discussed on Thursday, diplomats said. The four countries, known as the Viesgrad group, have been hostile to Brussels's attempts to force them to take a share of migrants to the EU via mandatory quotas. Diplomats said the states had provisionally decided to offer extra money and public support to the EU-financed work in Libya, believing it had brought about a sharp fall in migration arrivals in Europe. Rights groups have alleged extensive abuses of migrants in conflict-racked Libya, including by coastguards. The EU has defended its role, arguing the work it funds in Libya is making a bad situation better.
- **12 December** – Non-governmental organisation Amnesty International has delivered stinging criticism of the EU and its handling of the migrant crisis, saying European governments are "complicit" in grave human rights violations in Libya through their support for authorities there that often work with people smugglers, and torture refugees and migrants. "We are detailing the human rights violations that refugees and migrants in Libya are suffering. We're talking about arbitrary detention, torture and other ill-treatment, very often to extract a ransom from them when they are detained in detention centres run by the government. We are also describing the ways in which European governments are co-operating with the Libyan authorities and how this co-operation is actually trapping people, refugees and migrants, in the country and exposing them to human rights violations," says the report's co-author, Amnesty's Matteo De Bellis. Amnesty's damning report comes as global outrage at the development of a 21st century slave market in Libya preying on migrants grows. The report alleges a "dark web" of collusion exists and accuses governments of being entirely aware of the plight of tens of thousands. At best

the migrants are being contained; at worse Europe aids in the creation of an infrastructure for their exploitation.

- **9 December** – Libya's UN-backed government agreed with Italy on Saturday to establish a joint operations room for tackling migrant smugglers and traffickers as part of efforts to curb migrant flows toward Europe, according to a statement. A statement from the head of the U.N.-backed Government of National Accord (GNA), Faye Serraj's office said the centre would consist of "representatives from the coastguard, the illegal migration department, the Libyan attorney general and the intelligence services, along with their Italian counterparts." No details were given on the location of the centre and how it would operate. In the past, migrant smugglers have worked with impunity in western Libya, where the GNA has little authority over armed groups that have real power on the ground. The Italian navy already has a presence in Tripoli port, providing "technical" assistance to Libya's coastguard, according to Italian and Libyan officials. The coastguard, which is receiving funding and training from the European Union, has become more assertive in recent months in intercepting migrants and bringing them back to Libya. Activists have criticized the policy, since migrants often face extreme hardship and abuse in Libya, including being subject to slave auctions and forced labour. Migrants who are caught trying to cross to Italy are put in severely overcrowded detention centres authorized by the interior ministry. According to Saturday's statement, Seraj told Minniti that "despite the successes achieved in the migration efforts, the number of illegal immigrants outside shelters remains large and we need more cooperation, especially in securing the borders of southern Libya through which these migrants flow".

The security situation throughout Libya remains fluid. In the absence of a diplomatic solution, 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. 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
- 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 urged to apply extreme caution while navigating coastal waters near Benghazi, Derna and Sirte, the last two ports still being closed. MS Risk advises that shipmasters and owners stay up-to-date on the volatile situation in this region.

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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.

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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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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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