

MS | RISK

Maritime Security Review



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INCIDENTS AT SEA

Reporting Period: 19 - 26 March 2018

| Region | Current Incidents | Late Reported Incidents | Threat Level |
|---|-------------------|-------------------------|--------------|
| MAIN REGIONS | | | |
| Gulf of Aden/Arabian Sea | 0 | 0 | Low |
| Gulf of Guinea | 0 | 0 | Low |
| Southeast Asia | 0 | 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

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 becomes available.

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

GULF OF ADEN, ARABIAN SEA, RED SEA



WARNING FOR RED SEA, BAB EL-MANDAB STRAIT, AND GULF OF ADEN: HIGH THREAT OF VESSEL HIJACKING

There remains a high threat of piracy and a risk of vessel damage as the result of maritime conflict in this region. International naval patrols and anti-piracy measures on board commercial vessels have greatly diminished Somali piracy since its peak in early 2011. The international community has significant steps to improve security in the region, including:

- Boosting naval forces in the area
- Requiring ships to take protection measures, such as
 - Reporting in and out of high risk areas
 - Sailing at top speed as far as possible from the Somali coast, and
 - Travelling with armed escorts on board.

Some vessels transiting this region may have increasingly become complacent in the belief that the piracy threat had diminished. However, poverty and other motivating factors for piracy remain. The threat of attack and/or hijacking remains significant as the root causes on the ground in Somalia have not been sufficiently 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 urged to adhere to 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 continues 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, particularly around Bab al Mandab Strait and near Yemen, where fighting has taken a maritime trajectory. The risk for potential for direct or collateral damage to vessels transiting the region is high. 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.

VESSEL HIJACKED

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACKS

- 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

- No current incidents to report

Current
Incidents:

0

SPOTLIGHT ON YEMEN

PORT STATUS AS OF 25 MARCH 2018

| Port Name | Port Status | Risk Level | Notes |
|-------------------------|--------------------------|------------|---|
| Aden Port | Open | High | Curfew: 2000 - 0600 |
| Ash Shihr Oil Terminal | Closed | High | |
| Balhaf LNG Terminal | Closed | Closed | |
| Hodeidah Port | Open | 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 | Open | 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 to humanitarian aid | High | Capacity: 2 berths |

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

ACTIVITY REPORTING

US SECDEF MATTIS PRAISES SAUDIS, \$1B ARMS SALE TO BE APPROVED

22 March – Defense Secretary Jim Mattis on Thursday said Saudi Arabia was "part of the solution" in Yemen, where the Saudis are leading a U.S.-supported military campaign against Houthi rebels that is heavily criticized for inflicting civilian casualties. Mattis spoke at the start of a Pentagon meeting with Saudi Crown Prince Mohammed bin Salman, who is on a three-week U.S. visit. Earlier this week the Senate debated and then shelved a resolution calling for an end to U.S. support for the Saudi-led coalition in Yemen. Mattis had opposed the measure, saying it would be counterproductive by increasing civilian casualties, jeopardizing counterterrorism cooperation and emboldening Iran to increase its support for Houthi rebels. In another vote of confidence in the Saudi military, the Trump administration told Congress on Thursday it planned to approve an arms sale to Saudi Arabia valued at more than \$1 billion. The State Department said the package includes up to about 6,700 U.S.-made anti-tank missiles, along with servicing, maintenance and parts for helicopters and tanks already in the kingdom's arsenal.

YEMENI MINISTERS RESIGN IN PROTEST OVER SAUDI ARABIA'S MOVES

22 March – Two Yemeni government ministers announced their resignations on Wednesday in a gesture of protest, claiming that Saudi Arabia has for months now prevented Yemeni President Abed Rabbo Mansour Hadi from returning home. Minister of State Salah el-Sayadi announced his resignation in a statement Wednesday, a day after Deputy Prime Minister and Minister of Civil Service and Insurance Abdulaziz el-Jabari said in televised comments that he was stepping down. El-Jabari said he handed in his resignation on Monday to Hadi in Riyadh and though he said Hadi is not held in Saudi Arabia, the president cannot return home to Aden. El-Sayadi is in Cairo, Yemeni government officials said. He was forced to leave Aden by pro-United Arab Emirates' forces after he allegedly called on residents earlier this month to stage protest so that Hadi would return to the country. There was no immediate comment from Saudi Arabia, from Hadi or other government officials. In November, Yemeni officials told The Associated Press that Saudi Arabia had been barring Hadi, along with his sons, ministers and military officials, from returning home.

AIR STRIKE KILLS 10 CIVILIANS IN YEMEN

22 March – A Saudi coalition air strike has killed ten civilians in the northern province of Saada on Thursday, residents and medics said. The alliance has conducted frequent air strikes targeting Houthi fighters and has often hit civilians, although it denies ever doing so intentionally. Saada province is the main stronghold of the Houthis, who control much of northern Yemen. Medics who saw the wreckage said an air strike had destroyed a house in Ouled Amer village. A spokesman for the Saudi-led coalition could not immediately be reached for comment.

HOUTHIS DISPERSE PRO-SALEH RALLY IN SANAA

21 March – Houthis rebels reportedly violently disbanded a protest organised by dozens of supporters of slain ousted president Ali Abdullah Saleh in Sanaa. Residents said dozens of men and women gathered outside Saleh's home in Al Kumimi district, in the heart of the capital, to pay tribute to their leader on his birthday. Carrying arms and sticks, Al Houthis violently dispersed the gathering and

detained a number of the protesters who were carrying flowers. Yemen Today TV, Saleh's station, said Houthis beat the protesters with batons and fired live rounds, injuring some of the protesters. Videos posted on social media show a number of terrified women covered in abaya running from the Houthis.

US SENATORS BLOCK YEMEN WAR POWERS RESOLUTION

20 March – The Senate blocked a war powers resolution Tuesday that called for an end to US involvement in the Yemen conflict. By a vote of 55 to 44, senators voted against a procedural motion that would have advanced the measure. Three senators pushed for the vote, complaining the US military was assisting Saudi Arabia and other countries in their ongoing conflict with Iranian-backed Houthi rebels in Yemen without congressional authorization. They argued that assistance -- including logistical support and mid-air refueling -- constituted involvement in "hostilities" and was contributing to a massive humanitarian crisis in Yemen. The Trump administration and GOP leaders opposed the move, arguing the limited military support did not require congressional signoff. They also said US involvement in Yemen was needed to counter the threat from Iran. "Withdrawing US support would increase, not decrease, the risk of civilian casualties. And it would signal that we are not serious about containing Iran or its proxies," Senate Majority Leader Mitch McConnell said before the vote. Defense Secretary James Mattis traveled to the Capitol to lobby senators to block the resolution.

HALF BROTHER OF YEMEN'S SLAIN EX-PRESIDENT TO HEAD FORCES

17 March – Yemen's president has appointed the half brother of the country's slain ex-president to head a military force. Saturday's decision by President Abed Rabbo Mansour Hadi assigns Ali Saleh al-Ahmar, the half brother of ex-President Ali Abdullah Saleh, as commander of the country's reserve force. Al-Ahmar fled the rebel-held capital, Sanaa, to Saudi Arabia following Saleh's death in December at the hands of Shiite Houthi rebels. The Houthis and Saleh's forces joined ranks in 2014, sweeping the capital and forcing Hadi's internationally recognized government to flee. Months later, a Saudi-led coalition backed Hadi's government and waged an all-out campaign against the Houthis and Saleh's forces. Saleh was killed after he expressed readiness to negotiate with the coalition, a move the Houthis saw as betrayal.

IRANIAN OFFICIAL URGES DIALOGUE BETWEEN YEMEN FACTIONS

17 March – According to Iran state media, a senior Iranian security official has called for dialogue between factions in Yemen to end the conflict. Ali Shamkhani, the secretary of Iran's Supreme National Security Council, made the comment during a meeting with Oman's foreign minister, Yusuf bin Alawi, in Tehran. "The shared view of Iran and Oman about the Yemen crisis is that the war must end quickly with the beginning of a ceasefire, the ending of the siege, sending humanitarian help and the beginning of Yemeni-Yemeni dialogue for the development of new political structures based on the vote and desires of the people of Yemen," Shamkhani said. Saudi Arabia and its adversaries in Yemen's armed Houthi movement are holding secret talks to try to end a three-year-old war that has unleashed a major humanitarian crisis, diplomats and Yemeni political sources have said.

WHO SAYS DIPHTHERIA INFECTED OVER 1,300 PEOPLE IN YEMEN

17 March – The World Health Organization says a diphtheria outbreak in war-torn Yemen has spread rapidly nationwide and infected more than 1,300 people. WHO said in a statement that children and

young adults account for almost 80 percent of cases and more than 70 people have died. WHO said a vaccination campaign targeting 2.7 million Yemeni children has been completed in 11 governorates.

YEMEN FORCES FOIL NAVAL ATTACK, HOUTHİ BALLISTIC MISSILE IN WESTERN YEMEN

16 March – According to the official website of the Yemeni army, Yemeni forces foiled a naval attack by the Houthis at the western coast frontier of Hodeidah province. The site states the attack near the village of Qataba, near the coast of Khokha, south of Hodeidah. This follows the blocking of a naval attack by the Houthi militia on Tuesday in the same city using three fishing boats, that were destroyed, killing the fighters on board. The air force defense systems of the Arab coalition intercepted a ballistic missile launched by the Houthi militia on the coast of Mokha in western Yemen. Air defenses blew up the missile over the city in uninhabited areas without causing any damage. Arab coalition fighters continued to launch air raids on the Houthi militia positions in Al-Jarahi and Zabid areas on the West Coast Front.

YEMEN PROCEDURE

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

In the past year, the battle between the Yemeni government and Saudi led coalition against the Houthi rebels has taken a maritime trajectory. In 2016, Houthi rebels deployed sea mines and unmanned armed vessels in the waters around Yemen. While unmanned drone boats may likely target coalition warships, aquatic mines do not distinguish, and can cause harm to any vessel in the vicinity. Therefore, 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>.

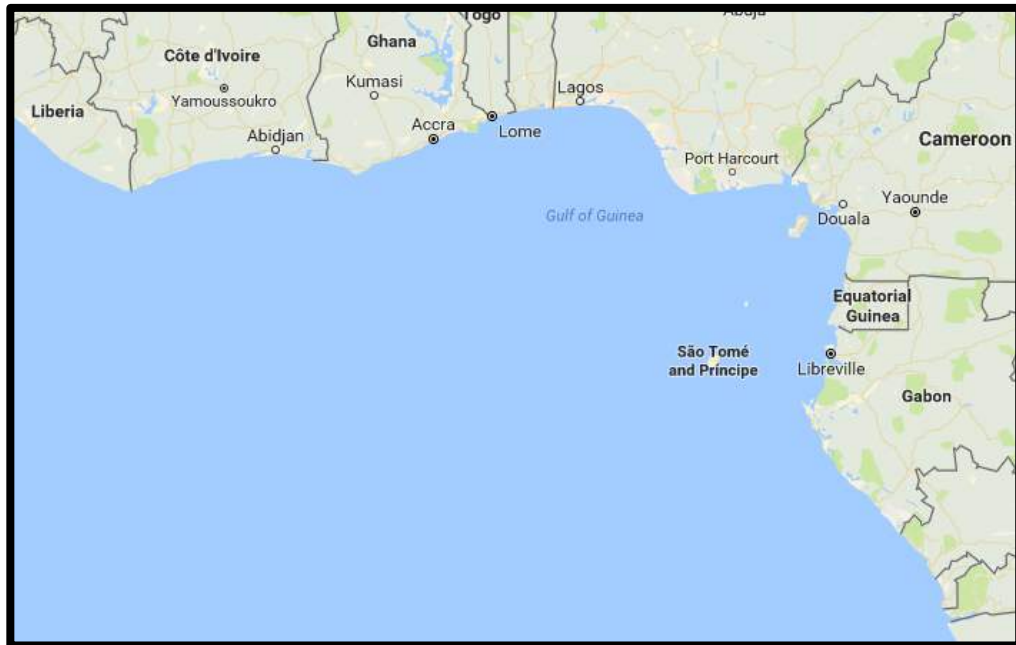
Vessels applying to go to ports under the control of the Government of Yemen need obtain permission for entry from the Yemeni Ministry of Transport. This should be done through the ship's agent and/or receivers prior to the vessel's arrival. The form should be completed by the ship's master and sent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

0

WARNING:

In recent weeks, the Gulf of Guinea region has seen a significant rise in incidents. 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.

VESSELS HIJACKED

- 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

- No current incidents to report

SOUTHEAST ASIA



Current Incidents:

0

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.

VESSELS HIJACKED

- 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

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

- No current incidents to report

MARITIME REPORTING

- No incidents 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

Current
Incidents:

0

MIGRATION



Despite the cold winter weather, migrant crossings in the Mediterranean have continued throughout the winter period, with the Western Mediterranean corridor continuing to see migrants trying to reach Spain. The EU's border agency has warned that migrant numbers arriving in Spain are likely to rise this year.

ITALY SEIZES SHIP IN MEDITERRANEAN WITH MIGRANTS ON BOARD

20 March – According to an aid group, Italian authorities seized a charity's vessel on suspicion that it had helped immigration by picking up migrants in the Mediterranean instead of letting Libya's coastguard take them back to North Africa. The Italian coastguard reported that the Spanish charity Proactiva Open Arms picked up 218 migrants who were in unsafe rubber boats in international waters off Libya's coast on Thursday, then took them to Sicily, adding that the charity ignored a message from the Libyan coastguard claiming responsibility for taking in migrants in that stretch of sea. The charity further disclosed that a Sicilian court impounded the boat late on Sunday on suspicion that members of its crew had violated international agreements on handling migrants and helped illegal migration into Europe. The case has highlighted an increasingly tense stand-off between humanitarian groups seeking to save lives on the open seas and authorities across Europe trying to stop people from making the dangerous crossing in the first place.

MIGRANTS DIE AS BOAT SINKS OFF GREEK ISLAND

19 March – According to Greek coast guard officials, sixteen people, including at least five children, died on Saturday 17 March when the small boat that they were in capsized in the Aegean Sea. Officials have indicated that the incident occurred off Greece's Agathonisi Island, which is close to the Turkish coast. The nationalities of the victims currently remain unknown. Saturday's incident is believed to be the highest death toll of migrants trying to reach outlying Greek islands for months. Greek authorities have disclosed that they believe that there were 22 people on the boat.

SPOTLIGHT ON LIBYA



PORT STATUS AS OF 25 MARCH 2018

| 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 | Moderate |
| Port of Tripoli | Open | High |
| Port of Zawiya (Zawia) | Open | Moderate |
| Port of Zueitina | Open | Low |

ACTIVITY REPORTING

UN URGES LIBYA RIVALS TO END POLITICAL CRISIS

22 March – The U.N. Security Council urged rival leaders in Libya on Wednesday to engage in talks and put an end to the political crisis in the oil-rich country. Council members condemned the continuing violence in Libya and said there can be no military solution in the North African nation. They urged rival leaders to agree on elections, expected this year, and a political transition. The council statement followed a briefing by U.N. envoy for Libya Ghassan Salame who stressed that "the status quo is untenable." There remains continued violence and localized conflicts in the country, as well as the presence of extremists including the Islamic State group and al-Qaida. Salame said kidnappings of children and adults for profit have also increased, even in Tripoli, and "shadowy security forces" arbitrarily arrest Libyans who are "held and abused in unofficial, or quasi-official detention prisons." The Security Council "underlined the importance of unifying Libya's armed forces under civilian oversight." Salame proposed amendments to the 2015 peace agreement, which both sides agree is the only way to end the stalemate. He told the council that on Thursday he will start "a new and final attempt to realize the amendments," adding, "Unless Libyans from all stripes and segments can come together to speak, they will be unable to agree. And unless they agree, the political process cannot progress." The talks come a day after Human Rights Watch reported that Libya is far from ready in political, judicial or security terms to hold free and fair elections as sought by the United Nations. HRW stated, "for elections to be free and fair, they need to be held in an environment free of coercion, discrimination, or intimidation of voters, candidates, and political parties."

TWO-WEEK MAINTENANCE AT OIL FIELDS IN APRIL

21 March – Libya will carry out maintenance at its gas fields from the first week of April, the state-owned National Oil Corp. said. The maintenance schedule covers the closure of the onshore Wafa field for around a week, along with the offshore Sabratha platform and Mellitah gas complex for 10 to 15 days. As a result of the complex closure, green stream to Italy will also be offline.

UN REPORT: LIBYAN SLAVE TRADE CONTINUES, MILITANTS KILL AND TORTURE WITH IMPUNITY

21 March – U.N. human rights office (OHCHR), in a report to the Human Rights Council, the OHCHR said Libyans and migrants are still being detained in appalling conditions and sold in "open slave markets." With the country split between two rival governments, no authority is able to stop the rampant human rights abuses. "Extrajudicial and unlawful killings are rampant," said Andrew Gilmour, U.N. Assistant Secretary-General for Human Rights, reporting to the council in Geneva. The port city of Benghazi has become a center of extrajudicial killings. "In what has become an increasing pattern in and around Benghazi over the last two years, more bodies with signs of torture and hands bound were found in the streets," Gilmour said. The main perpetrators of human rights violations are armed militias that "act with almost complete impunity," and some of the worst offenses take place in detention centers run by armed groups "including those with links to ministries," Gilmour explained.

DIVERS CLEAN UP SIRTE PORT OF REMNANTS OF WAR

19 March – A team of divers at the Marine Research Center have completed the first phase of the cleanup operation of the basin of Sirte Port. The spokesperson for the Municipal Council Sirte,

Mohammed Al-Amil, clarified in a press statement that the divers have cleaned up the port from impurities and the remnants of war. The cleaning process comes in preparation for the resumption of work at the port during the next period. The Chairman of the Ports Authority and the Mayor of Sirte paid a visit to the port last week, confirming that it would be resumed very soon.

LIBYAN ARMY NABS 16 AL-QAEDA-LINKED FOREIGN MILITANTS

18 March – Libya's eastern-based army arrested 16 al-Qaida-linked foreign militants in the southern city of Kufra as they were trying to infiltrate into the country. "The Counter-terrorism Department members managed to take down fighters of Al-Nusra Front with an ambush in the Kufra desert after they were trying to infiltrate the Libyan territories," the department of the army said in the statement. The arrested militants are Syrian and Sudanese fighters involved in the Syrian war, it added. According to the statement, preliminary investigations showed they were flown from Syria to Turkey, and then to Sudan and Libya.

LIBYA PROCEDURE

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.

ABOUT JLT

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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