

MS | RISK

# Maritime Security Review



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## INCIDENTS AT SEA

Reporting Period: 23 - 30 December 2018

Region	Current Incidents	Late Reported Incidents	Threat Level
<b>MAIN REGIONS</b>			
Gulf of Aden/Arabian Sea	0	0	Low
Gulf of Guinea	0	0	Low
Asia	0	0	Low
<b>WORLDWIDE</b>			
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
Eastern/Southern Africa	0	0	Low
East Asia/Indian Subcontinent	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:**

<b>HIGH</b>	5 or more incidents in the current reporting period
<b>MEDIUM</b>	2 – 4 piracy incidents in the current reporting period
<b>LOW</b>	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](mailto: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:

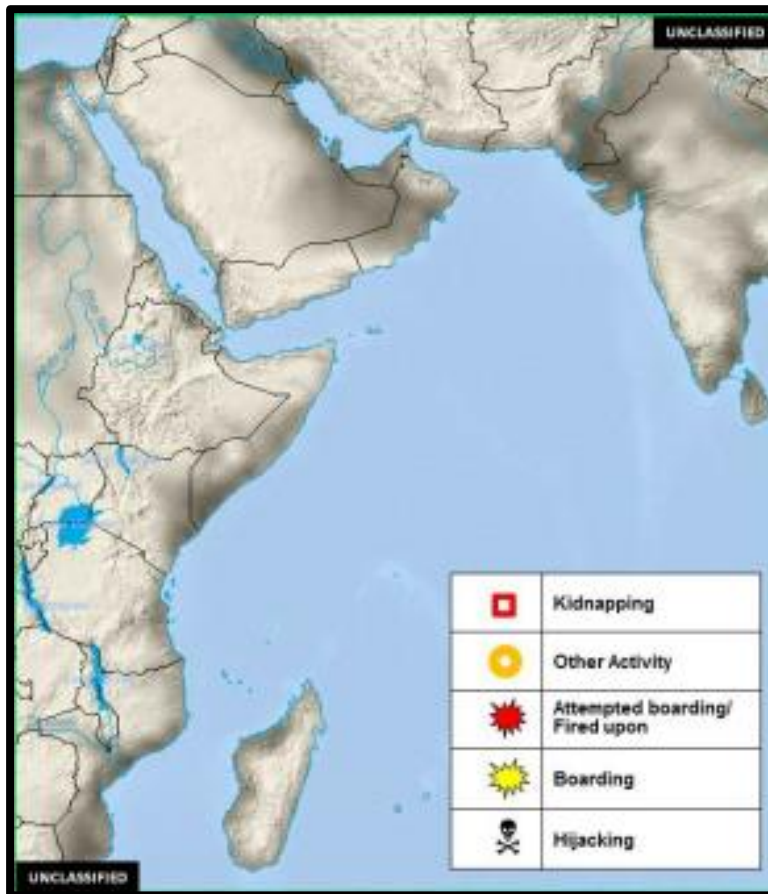
- Boosting naval forces in the area
- Requiring ships to take protection measures, such as
  - Reporting in and out of high-risk areas
  - Sailing at top speed as far as possible from the Somali coast, and
  - Travelling with armed escorts on board.

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 BMP5. 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.

Current Incidents:  
**0**



Source: ONI

**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 maritime related reporting

## SPOTLIGHT ON YEMEN

## PORT STATUS AS OF 30 DECEMBER 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	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, and to ensure that security measures aboard vessels are in place.*

## ACTIVITY REPORTING

## HOUSHI REBELS BEGIN WITHDRAWAL FROM HODEIDA PORT

**29 December** – Yemen's Houthi rebels have started to redeploy inside the port city of Hodeidah as part of the United Nations-sponsored peace agreement signed in Sweden earlier this month, a UN source and a spokesperson for the group said on Saturday. The Houthis have agreed with the Saudi-backed government to implement a ceasefire in Hodeidah city and withdraw their respective forces. Pro-government forces are also supposed to pull back from parts of the city they recaptured in an offensive they launched with the backing of a Saudi-led coalition on June 13. The Houthis began "the first phase of redeployment from the Hodeida port", a rebel official told the Houthi-run Saba news agency. Hodeidah's Houthi governor, Mohammed Ayash Qaheem, said that the group's fighters had withdrawn from the port as specified in the peace agreement, handing control to local units of Yemeni coast guards who were in charge of protecting ports before the war. Retired Dutch general Patrick Cammaert, the head of a UN advance team charged with monitoring the ceasefire, arrived in Hodeidah earlier this week. Under the



deal, international monitors are to be deployed in Hodeidah and a Redeployment Coordination Committee - represented by both sides and chaired by Cammaert - will oversee the implementation. The UN-led panel addressed "the first phase of the implementation of the agreement... based on ceasefire, confidence building measures to deliver humanitarian assistance and redeployment", a UN statement said. It added that the panel would convene again on January 1 to discuss "detailed plans for full redeployment". The agreement, the first significant breakthrough in peace efforts in five years, was part of confidence-building measures that aim to pave the way for a wider truce and a framework for political negotiations. The truce came into force on December 18.

#### UN TEAM HOLD MEETING IN YEMEN PORT CITY OVER CEASE-FIRE

**26 December** – Yemeni officials say a U.N. team has met with representatives of the country's warring parties for the first time in a key port city. The team, led by Dutch Maj. Gen. Patrick Cammaert, arrived in Hodeida over the weekend to monitor a cease-fire that went into force in the Red Sea port city. The officials say the meeting Wednesday involved discussions about the mechanism of the team's work and the number of monitors that will be required in the near future. Elsewhere in Yemen, officials say fighting over the past two days between forces loyal to the government and Shiite rebels in the capital, Sanaa, has left at least 17 dead from both sides.

#### SOUTHERN YEMEN DEMANDS SPLIT FROM NORTH AMID FEARS OF FRESH CONFLICT

**22 December** – The leader of a growing independence movement in south Yemen has called for a split from the north and warned southerners would “defend” their lands militarily if ignored, igniting fears the country could face another civil war. Aidarus al-Zoubaidi, president of the so-called Southern Transitional Council (STC), demanded an immediate referendum on the secession issue and urged the United Nations to address the “southern question” in future peace talks scheduled from next month. The former governor of Aden said the STC was “extremely disappointed” it was excluded from recent UN-held peace talks in Sweden, which resulted in a tense truce between the Houthi rebels and the recognised Yemeni government. The Sweden talks did not address the issue of southern independence, which has been simmering since fighters in the south, largely backed by the UAE, took a leading role in the conflict. Zoubaidi warned that southern forces would defend their lands if they were not taken seriously, claiming the majority of the south wanted a return to independence, with the southern port city of Aden as their capital. “The STC will aim to launch a dialogue with all Yemeni political parties and use all peaceful and democratic means to discuss the right of self-determination. The southern people have been struggling since 1991 to restore the legitimacy of our land. We respect all UN laws and resolutions, we prefer dialogue over disagreements, but if that doesn’t happen we will defend ourselves and our land energetically. We are on the ground militarily and security wise, and we will defend our land with all means and options available.” Many fear ignoring the calls for southern succession will undermine the truce brokered earlier this month by the UN in Sweden.



## 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



Current Incidents:

0

### **WARNING: To all vessels transiting in/off Pointe Noire, Republic of Congo/Gulf of Guinea**

**There is continued concern of further attacks in the area around the Republic of Congo in the Gulf of Guinea.** MS Risk continues to advise vessels in this region to remain vigilant of suspicious vessels, including fishing vessels in the vicinity. Do not drift or bunker at sea unprotected in these waters, particularly close to coast. Vessels are advised to remain at least 200 nautical miles from the coast, preferably 250 nautical miles from the coast. Early assessment and detection will allow vessels to take evasive measures to prevent boarding and request for assistance. Vessels are advised to remain vigilant and maintain strict anti-piracy watch and measures and stay well clear of the above position. All attacks and suspicious sightings should be reported to the local authorities and to the IMB Piracy Reporting Centre. 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; Lomé, 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 maritime related reporting

## EAST ASIA, SOUTHEAST ASIA, INDIA



Current Incidents:  
0

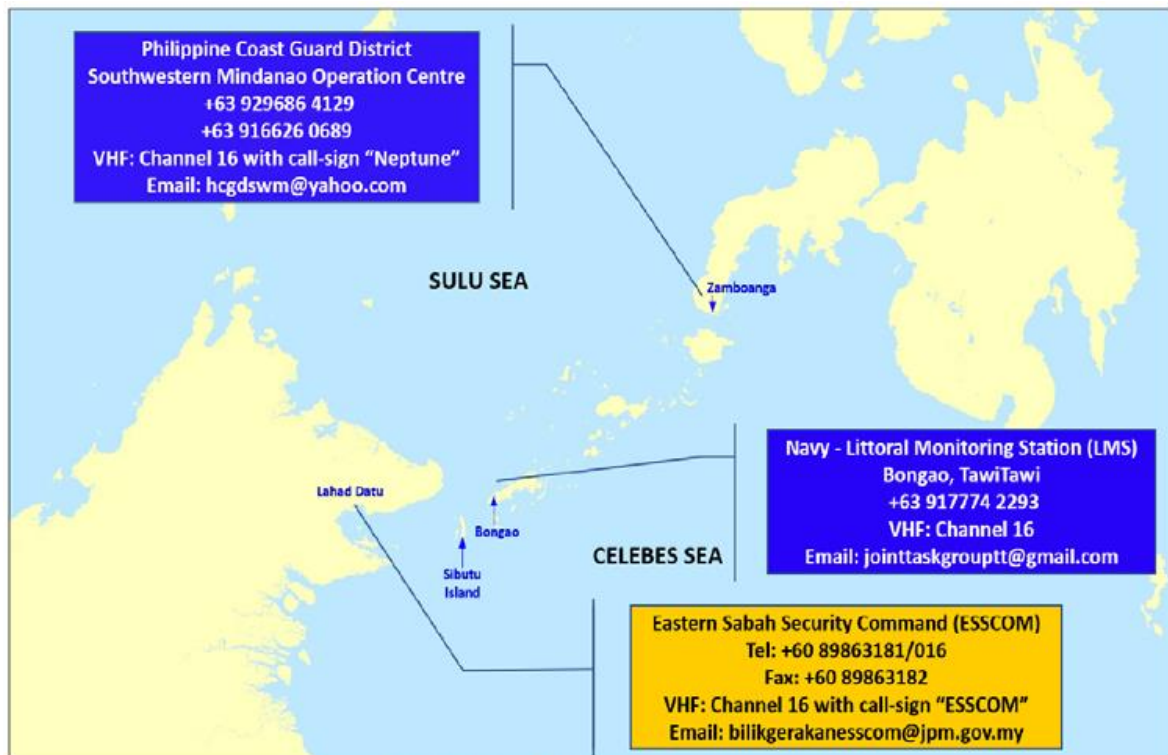
### WARNING: IMMINENT THREAT OF ATTACK BY ABU SAYYAF GROUP

On 30 October 2018, ReCAAP issued a warning, stating that it has received information from the Philippine Focal Point (Philippine Coast Guard) that “a group of approximately 10 ASG members armed with pistol, rifles and grenade launcher is planning to conduct kidnapping activities at any opportune time in undisclosed areas in Sabah primarily targeting business man or ship’s crew of foreign vessels passing through the area.” The statement added that they are “using unmarked coloured blue and white motorbanca locally known as jungkong.”

The first actual abduction incident to occur this year in waters in Sulu-Celebes Sea and off eastern Sabah, East Malaysia occurred on 11 September and involved the kidnapping of two Indonesian fishermen. The last actual reported incident occurred on board SUPER SHUTTLE Tug 1 on 23 March 2017, with the last attempted incident occurring on board KUDOS 1 on 16 February 2018. This latest actual incident is evidence that the threat of abduction of crewmembers in the Sulu-Celebes Sea has not been eliminated. MS Risk continues to advise all vessels to re-route from the area, 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

All vessels transiting this region are urged to report any incidents or suspicious activity to the following Centres:



Contact details of the reporting centres

#### 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 current maritime related reporting

**WORLDWIDE**Current  
Incidents:**0****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 – 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



Tensions across the European continent remain as governments have failed to find a solution to the ongoing migrant crisis, which has continued over the summer months. Tensions between Italy and its EU neighbours remain after Italy in recent months refused to allow a number of migrant rescue vessels dock at its port. Tensions across the EU bloc are likely to continue over the next few weeks as migrants attempt to benefit from continued warm weather to make the dangerous Mediterranean crossing.

### RESCUE BOAT ARRIVES IN SPAIN WITH MORE THAN 300 MIGRANTS

**28 December** – A Spanish charity rescue boat arrived in the country's southern port carrying more than 300 migrants rescued off the coast of Libya a week ago. The Open Arms docked in the port of Crinavis in San Roque, just across from Gibraltar near the city of Algeciras. Proactiva Open Arms, the Spanish charity which runs the vessel, tweeted the details on Thursday. Red Cross workers will be on hand to provide food, clothes and medical assistance to the 310 migrants on board, including people from Somalia, Nigeria and Mali. Police will identify them before moving them to shelters. The charity rescued the migrants, including pregnant women, children and babies, on December 21 from three vessels. Prime Minister Pedro Sanchez's Socialist government on Saturday authorised the ship to dock in Spain after Italy and Malta both refused it access. Libya, France and Tunisia did not respond to Proactiva Open Arms' requests for permission to dock, Madrid said. On Saturday, a newborn baby and his mother were helicoptered from the boat to Malta, while a 14-year-old suffering from a serious skin infection was taken to the Italian island of Lampedusa. Friday's docking will be the first time since August that Spain has allowed a charity rescue ship to dock and unload migrants in the country. More than 1,300 migrants have perished trying to reach Italy or Malta since the beginning of the year, according to the International Organization for Migration (IOM). Spain has become Europe's main entry point for migrants this year; more 56,000 migrants have arrived in Spain by sea in 2018, and 769 have died trying, according to the IOM.



### MOROCCAN ROYAL NAVY RESCUES 367 IRREGULAR MIGRANTS IN MEDITERRANEAN

**28 December** – The Royal Moroccan Navy has rescued 367 irregular migrants from the Mediterranean, including women and children, mostly from sub-Saharan Africa. The migrants were aboard several inflatable boats in trouble, according to a military source. The royal navy brought the migrants safely back to Morocco. The Moroccan navy rescued 202 irregular migrants aboard unsafe boats in the Mediterranean Sea on December 22 and 23. Thousands of sub-Saharan Africans use Morocco as a transit country to reach Europe. Local youth in northern Morocco also seek migration due to unemployment in the country. Morocco, however, has also become a final destination for migrants, according to Morocco's Minister of Foreign Affairs Nasser Bourita. Bourita emphasized in a recent interview with BBC that migrants should not be treated as criminals. The official also said that "migration is a natural, universal phenomena." Bourita said that there are an estimated 256 million migrants globally, both documented and undocumented. He said that out of the 256 million migrants, 36 million are African.

### LIBYA MIGRANT RESCUE SHIP SEEKS CHRISTMAS PORT

**24 December** – A civilian ship with 33 migrants aboard rescued off the Libyan coast appealed on Sunday for a European port to take them to before the weather turns at Christmas. German NGO ship Sea Watch 3 rescued the migrants, including four women and six children, when they were in difficulty attempting the perilous journey across the Mediterranean on Saturday. "We have requested a port of safety to disembark those people," Sea Watch spokesperson Ruben Neugebauer said. "There is no country willing so far to offer the people safe port." Requests to receive the Dutch-flagged vessel have been made to several countries, he said, and Italy and Malta have refused. Their governments say that they have to bear an unfair burden of migrants arriving from Africa. "We will try everything to get a port of safety before Christmas, because on the 25th the weather is worsening, so we urge European states to find a solution within the next 24 hours," Neugebauer said. The rescued migrants include people from Nigeria, Libya and Ivory Coast.



## SPOTLIGHT ON LIBYA

## PORT STATUS AS OF 30 DECEMBER 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)	CLOSED	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

## LIBYA TO INVESTIGATE SEIZED ARMS SHIPMENTS FROM TURKEY

**27 December** – Gunshots were heard in a Benghazi hospital after a militia group stormed the intensive care unit on Tuesday, amid ongoing concerns surrounding security in the Libyan city. Armed gunmen forced themselves into Al-Jala’s Hospital, causing panic among patients and doctors. Some equipment was reportedly damaged in the crossfire before the group left the facility; no other injuries were sustained in the incident. Hospital management did not reveal the identity of the gunmen or why they wanted to

enter the intensive care unit, but condemned the rampant lawlessness in the city. "This dire situation continues without a radical solution to these violations," it said in a statement. The incident was also condemned by the World Health Organisation (WHO), which urged armed groups to abide by international law which protects hospitals from attacks. Tuesday's incursion was just the latest in an unprecedented wave of attacks and robberies by militants and armed groups in the eastern bloc of the country led by General Khalifa Haftar, in recent months.

#### **AT LEAST THREE KILLED IN TERROR ATTACK AGAINST FOREIGN MINISTRY**

**25 December** – Libya was hit by an ISIS terror attack which targeted the foreign ministry in Tripoli. At least three people were killed and over ten wounded by suicide bombers, according to local security officials. Witnesses said attackers stormed the building and started shooting as heavy gunfire was heard. Explosions were heard and heavy smoke rose from the building, which was surrounded by security forces. According to press reports, two of the attackers blew themselves up in the ministry while the third one was shot dead by the guards in an exchange of fire before he could detonate his explosive vest. This is the third attack launched against state institutions in Tripoli this year.

#### **LIBYA TO ENHANCE SECURITY IN ITS LARGEST OIL FIELD**

**25 December** – Libya's Prime Minister Fayez Serraj on Monday agreed with the Chairman of the state-owned National Oil Corporation (NOC) Mustafa Sanalla to enhance security in Al-Sharara oil field in southern Libya, which was recently reopened after a forceful shutdown by protesters. According to a statement issued by the Prime Minister's Information Office, the two officials discussed the situation in the field, and agreed to implement a security plan of the corporation in the oil field. The two officials also agreed to reconstruct the oil installations guards, who secure the oil fields in ports in the country, and develop training programs for the guards. The government has announced that Al-Sharara, the largest oil field in the country, was reopened after it was forcefully closed two weeks ago by gunmen and protesters demanding better services. The government made the announcement following a visit by the prime minister to the field, where he promised to improve the security and services in the region. UN Special Envoy to Libya, Ghassan Salame, last Thursday said that the Libyan oil belongs to all Libyans and warned against using the oil for "bargaining."

## 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.

Guidance updated by Gard on 15 November, 2018 highlights the risk of arrest of crew or the detainment of vessels. For tankers trading in this region, the following recommendations have been made:

There have been no further changes to the working status of Libyan ports and the ports of Sirte and Derna remain closed. All working ports are currently considered safe for ships and crew. However, the situation is subject to change and ship operators are advised to warn their ships' crews of the volatility of the situation and to carry out an assessment of the risks involved prior to entering or transiting Libyan waters. Of particular concern is also the reported oil smuggling activities off the Western Libya coast and the potential consequences for tankers trading to this region, see our alert "Libya - risk of crew being arrested" of 8 May 2018.

## Recommendations

Members and clients are advised to instruct their ships to continue to exercise caution when entering Libyan ports and waters. At the time of writing, NAVAERA III warning 225/2016 remains in force and recommends that all ships in or near the militarised area south of 34°00'N should also report their position to the nearest Coastal Station in order to receive a safe track-line.

Ships operating in or near Libyan waters must:

- Adhere to the international laws of trading, follow the official sea navigation routes to any of the working Libyan ports and avoid navigating in the coastal waters of the closed ports;
- Declare the intended voyage and type of cargo to be discharged/loaded to the local agent well in advance of arrival at any Libyan port to allow the agent sufficient time to notify the appropriate authorities; and
- Stay in close contact with local port authorities, ship's agent or Gard's local correspondent to obtain the most up to date and reliable information available at any given time.

The above recommendations are in addition to the usual sanctions checks, given that a number of Libyan individuals and entities are subject to international sanctions. Please refer to the "Sanctions" section on Gard's website for relevant information and advice.

## The US International Port Security Program

In accordance with the Port Security Advisory (1-18) of 15 October 2018, the US Coast Guard (USCG) has determined that ports in Libya are not maintaining effective anti-terrorism measures. Ships are also advised to "proceed with extreme caution when approaching all Libyan oil terminals, particularly in

eastern Libya, due to potential violent and criminal activity based upon recent attempts by armed, non-state actors to engage in illicit export of oil.”

The advisory also reminds the shipping industry that UN Security Council Resolution 2146 authorizes the UN Sanctions Committee to impose certain measures on vessels attempting to illicitly export crude oil from Libya and that this resolution imposes several restrictions regarding loading, transporting, or discharging crude oil from Libya which may include the possible denial of port entry.

Under the US Maritime Transportation Security Act (MTSA), the USCG is required to assess the effectiveness of antiterrorism measures implemented in foreign ports from which US documented vessels and foreign vessels depart on a voyage to the US and other foreign ports believed to pose a security risk to international maritime commerce. As ports with ineffective antiterrorism measures are identified, this information is published in the Federal Register and the USCG will impose conditions of entry on vessels arriving in the US that visited such ports as one of their last five ports of call.

Under the conditions of entry, affected vessels must:

- Implement measures as per the ship’s security plan equivalent to security level 2 while in port in Libya;
- Ensure that each access point to the ship is guarded and that the guards have total visibility of the exterior (both landside and waterside) of the vessel while it is in port in Libya;
- Attempt to execute a declaration of security while in port in Libya;
- Log all security actions in the ship’s security records; and
- Report the actions taken to the relevant Coast Guard captain of the port prior to arrival in US waters.

Any affected vessel that does not meet the stipulated conditions may be denied entry into the United States.

## 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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For more information, visit our website: [www.jltspecialty.com](http://www.jltspecialty.com).

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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](http://www.msrisk.com)

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