



MS | RISK

Maritime Security Review

Issue 3

21 January 2019



TABLE OF CONTENTS

INCIDENTS AT SEA: 14 – 20 JANUARY 2019	3
GULF OF ADEN, ARABIAN SEA, RED SEA	4
WEATHER FORECAST: GULF OF ADEN, ARABIAN SEA, RED SEA	7
SPOTLIGHT ON YEMEN	9
ACTIVITY REPORTING	9
SAUDI-LED COALITION PLANES POUND SANAA	9
HEAD OF UN TEAM IN HODEIDAH SAFE AFTER CAR IN CONVOY SHOT	9
YEMEN COMBATANTS START TALKS IN JORDAN ON PRISONER SWAP DEAL	10
YEMEN'S HOUTHIS THREATEN MORE DRONE ATTACKS	10
HOUSHI REBELS BOYCOTT MEETING WITH UN-LED TRUCE MONITORS	11
YEMEN PROCEDURE	12
WEST AFRICA, GULF OF GUINEA	13
WEATHER FORECAST: GULF OF GUINEA	16
EAST ASIA, SOUTHEAST ASIA, INDIA	17
WEATHER FORECAST: SOUTHEAST ASIA	20
WORLDWIDE	21
IMB annual Global piracy review (January – december 2018)	21
MIGRATION	25
INTERIOR MINISTRY: MOROCCO FOILS 89,000 ILLEGAL MIGRATION ATTEMPTS IN 2018	25
SPAIN RESCUES 472 MIGRANTS TRYING TO CROSS MEDITERRANEAN	25
SPAIN SAVES NEARLY 500 MIGRANTS	25
SPANISH CHARITY BOAT BLOCKED BY AUTHORITIES FROM OPERATING IN MEDITERRANEAN	26
SPOTLIGHT ON LIBYA	27
ACTIVITY REPORTING	27
LNA SAYS THEY'VE KILLED SENIOR AL QAEDA OPERATIVE	27
MILITIA CLASHES IN TRIPOLI KILL TEN	27
LIBYA'S HAFTAR PLANS TO SECURE OIL AREAS IN SOUTHERN PUSH	28
LIBYA TO BOYCOTT ARAB SUMMIT OVER ATTACKS ON FLAG	28
LIBYA PROCEDURE	30
ABOUT JLT	32
ABOUT MS RISK	33

INCIDENTS AT SEA: 14 – 20 JANUARY 2019

Region	Current Incidents	Late Reported Incidents	Threat Level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	1	0	Low
Gulf of Guinea	1	0	Low
Asia	1	0	Low
WORLDWIDE			
North America	0	1	Low
Central America/Caribbean/ South America	0	2	Medium
Atlantic Ocean Area	0	0	Low
Northern Europe/English Channel/Baltic	0	1	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	1	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 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 REPORTED: 1

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

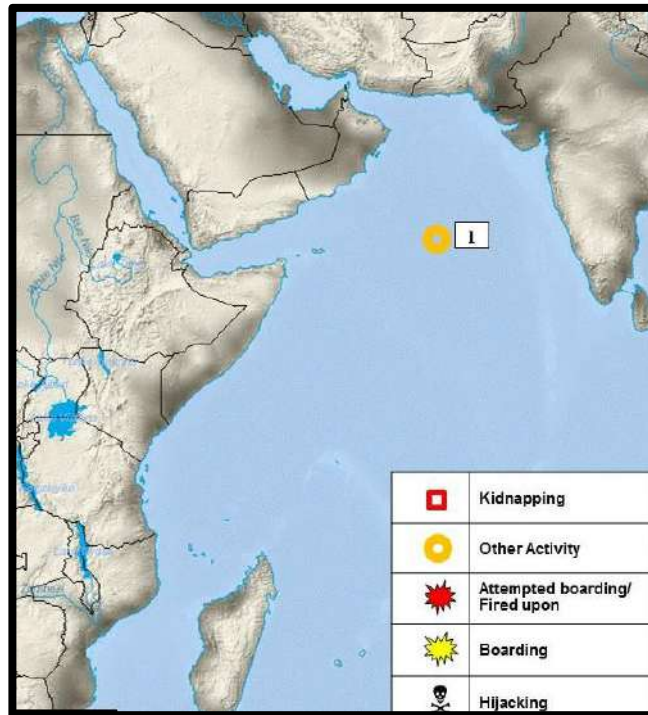
OTHER ACTIVITY

- **9 January (Arabian Sea)** – Royal Australian Navy ship *HMAS BALLARAT* conducted a boarding of a dhow and found 3.1 tonnes of hashish.

MARITIME REPORTING

- No current maritime related reporting

INCIDENTS REPORTED: GULF OF ADEN, ARABIAN SEA, RED SEA



SOURCE: ONI

WEATHER FORECAST: GULF OF ADEN, ARABIAN SEA, RED SEA

EFFECTIVE DATES: 17 - 23 JANUARY 2019

NORTHERN ARABIAN SEA

- Westerly winds of 5 – 10 knots and seas of 2 – 4 feet.
- *EXTENDED FORECAST:* Westerly winds of 10 – 15 knots, and seas of 3 – 5 feet.

GULF OF OMAN

- West-southwest winds of 10 – 15 knots and seas of 1 – 3 feet in the western section of the Gulf; with west-southwest winds of 5 – 10 knots and seas of 1 – 3 feet in the eastern section of the Gulf.
- *EXTENDED FORECAST:* Westerly winds of 15 – 20 knots and seas of 4 – 6 feet in the western section of the Gulf; with westerly winds of 10 – 15 knots and seas of 4 – 6 feet in the eastern section of the Gulf.

GULF OF ADEN

- East-northeast winds of 5 – 10 knots and seas of 1 – 3 feet in the western section of the Gulf; with east-northeast winds of 5 – 10 knots and seas of 1 – 3 feet in the eastern section of the Gulf.
- *EXTENDED FORECAST:* Easterly winds of 10 - 15 knots and seas of 1 - 3 feet in the western section of the Gulf; with easterly winds of 10 - 15 knots, and seas of 2 - 4 feet in the eastern section of the Gulf.

SOMALI COAST

- Northeast winds of 10 - 15 knots and seas of 3 - 5 feet in the northern section of the coastline; with northeast winds of 10 – 15 knots and seas of 4 – 6 feet in the southern section of the coastline.
- *EXTENDED FORECAST:* Northeast winds of 15 - 20 knots and seas of 7 – 9 feet in the northern section of the coastline; with northeast winds of 15 - 20 knots, and seas of 6 - 8 feet in the southern section of the coastline.

CENTRAL AFRICAN COAST/INDIAN OCEAN

- Westerly winds of 5 – 10 knots and seas of 3 – 5 feet.
- *EXTENDED FORECAST:* North-northeast winds of 20 – 25 knots, and seas of 6 – 8 feet.

MOZAMBIQUE CHANNEL

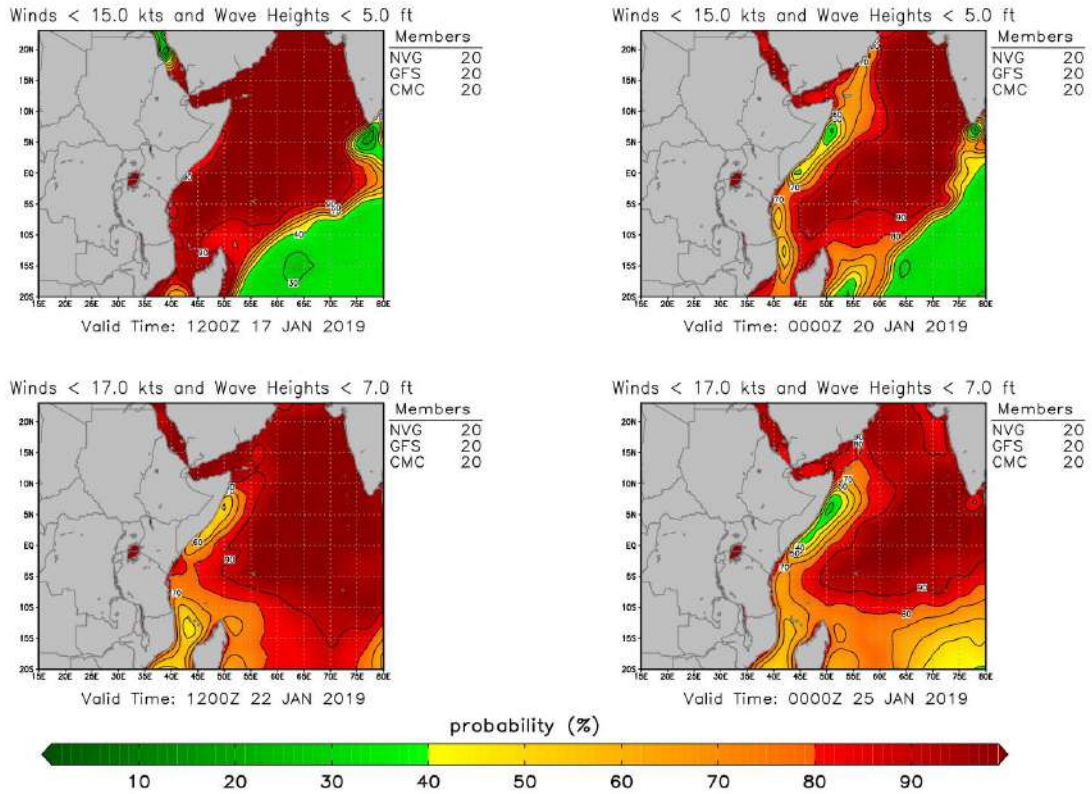
- Northerly winds of 10 – 15 knots and seas of 6 – 8 feet in the northern Channel; with northeast winds of 10 – 15 knots, gusting to 25 knots, and seas of 7 – 9 feet in the southern Channel.
- *EXTENDED FORECAST:* Northerly winds of 20 – 25knots, gusting to 30 knots, and seas of 12 – 14 feet in the northern Channel; with east-northeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 10 – 12 feet in the southern Channel.

SURFACE CURRENTS

The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Currents' speed along the Somali Basin are northeasterly averaging between 2 - 3 knots.

SYNOPTIC DISCUSSION

High pressure dominates the weather pattern over the region producing mostly clear skies with isolated area of thunderstorm activity. Expect increased localized wind flow through the Strait of Hormuz due to funnelling effects and occasional shamal winds across the Arabian Gulf.



SOURCE: ONI

SPOTLIGHT ON YEMEN

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.

PORT STATUS AS OF 20 JANUARY 2019			
Port Name	Port Status	Risk Level	Notes
Aden Port	Open	High	Curfew: 2000 - 0600
Ash Shahr 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

ACTIVITY REPORTING

SAUDI-LED COALITION PLANES POUND SANAA

20 January – Saudi-led forces launched overnight air strikes on Yemen’s capital, described by one resident on Sunday as the worst in a year, as the United Nations struggles to implement a peace deal. A spokesman for the Saudi-led coalition said its warplanes attacked seven military facilities used for drone operations in Sanaa, which is held by rival Houthi forces. Saudi-owned Al Arabiya television said the overnight targets included al-Dulaimi Air Base, a drone storage site, and military training sites. Medical workers and residents said at least two civilians were killed, and others injured, and that the raids also damaged homes. Houthi-run al-Masirah TV said on Sunday that the coalition had conducted 24 air strikes on Sanaa since Saturday evening, including four on the air base. It said a plastics factory was also hit, causing a large fire. Reuters footage showed a large crater next to the factory, and damaged homes nearby. “The raids were very violent, the likes of which we have not seen for a year,” Sanaa resident Arwa Abdul Karim said. “The house shook so much we thought it would fall on our heads.”

HEAD OF UN TEAM IN HODEIDAH SAFE AFTER CAR IN CONVOY SHOT

17 January – The head of a U.N. mission tasked with overseeing a peace deal in Yemen's Hodeidah port city is safe following a reported shooting incident, the United Nations said on Thursday. Both the Houthi movement and the Saudi-led coalition accused one another of opening fire on the convoy of retired Dutch general Patrick Cammaert. UN spokesman Stephane Dujarric said Cammaert and his team were leaving a meeting with representatives of the government of Yemen when the incident occurred. "As they were leaving one U.N. marked armoured vehicle sustained one round of small arms fire. The team returned to base without further incident. We do not have information as to the source of the fire," Dujarric told reporters in New York. He said Cammaert appealed for calm and a strengthening of the ceasefire in Hodeidah by the warring parties. "All the parties in Yemen are responsible for the safety of all UN personnel," Dujarric said. A Yemeni source in the Saudi-led coalition said the convoy was visiting an area under its control when Houthi fighters opened fire. A statement from a Houthi official said coalition-backed forces in the eastern suburbs, a flashpoint, had fired on the convoy. Cammaert arrived in Hodeidah on 22 December to head the committee overseeing implementation of a ceasefire and troop withdrawal deal reached at peace talks last month in Sweden between the Houthis and the Saudi-backed Yemeni government. The ceasefire has largely held but sporadic skirmishes have flared. The United Nations has struggled to implement the withdrawal of forces from both sides. On Wednesday, the UN Security Council approved the deployment of up to 75 observers to Hodeidah for six months to monitor implementation of the deal, which was the first significant breakthrough in peace efforts in five years.

YEMEN COMBATANTS START TALKS IN JORDAN ON PRISONER SWAP DEAL

16 January – Yemen's warring sides started talks in Amman on Wednesday on how to implement a prisoner exchange that will allow thousands of families to be reunited as part of U.N.-led peace efforts, U.N. officials and delegates said. Delegates from the Iran-aligned Houthi movement and the Saudi-backed Yemeni government met in the Jordanian capital to discuss the swap, which was agreed in U.N.-led talks in Sweden in December. Western nations, some of which supply arms and intelligence to a Saudi-led coalition backing the government, have pressed the two sides to agree confidence-building steps to pave the way for a wider truce and a political process to end the war, which has killed tens of thousands of people. As part of that effort, the two sides exchanged lists of some 15,000 prisoners for a swap that delegates said would be conducted via the Houthi-held Sanaa airport in north Yemen and the government-held Sayun airport in the south. The measures also included a plan to withdraw from the contested port city of Hodeidah and place it under the control of an interim entity. Hadi Haig, the head of the Yemen government delegation, said the two sides were verifying the prisoner lists as part of a five-stage process before the swap takes place. The swap would be overseen by the United Nations and the International Committee of the Red Cross (ICRC). The operation will require the Saudi-led coalition to guarantee that air space is secure for flights, the ICRC said. **Update: 19 January** – Yemen's warring sides have failed to reach an agreement on swapping thousands of prisoners of war, with both sides accusing each other of lying. Negotiations broke down in Jordan's capital, Amman, with the Yemeni government accusing the Houthis of providing a fake list of prisoners. The two sides had exchanged the names of some 16,000 prisoners of war, and representatives from both the Yemeni government and Houthi rebels had said they expected the transfers to commence by January 19. "They provided lists of names that were fake," Majid Fada'el, the Yemeni government's deputy minister for human rights told reporters. "We don't even know where they got them from. On the other hand, we have reports and documents on those they have imprisoned. They said some of the names we provided were jailed on criminal charges or even belong to al-Qaeda but it's all lies. Sadly, the Houthis lie with every breath". The Houthis, in turn, accused the Yemeni government of withholding information about prisoners being held by the government's allies, Saudi Arabia and the UAE. Abdul Qader al-Murtada, a member of the Houthi delegation, said the rebels needed "more time". "Those imprisoned in Saudi and UAE jails are still unknown. We only know of 300 names," he said. "This means we need more time in order to identify them, to better deal with this humanitarian crisis". On Thursday, Murtada said the two sides had agreed to hold another round of talks to resolve issues that were holding back the implementation of the deal. He did not specify when or where they could take place.

YEMEN'S HOUTHIS THREATEN MORE DRONE ATTACKS

13 January – The Houthis threatened on Sunday to launch more drone attacks after a deadly strike last week on a Yemeni government military parade, stoking tension between the warring parties amid U.N. peace efforts. Houthi spokesman Yahya Sarea said Thursday's drone strike on a military base in Lahaj province, which killed several people, was a "legitimate operation against aggression". He said the movement was building a

stockpile of locally manufactured drones. "Soon there will be enough in the strategic stockpile to launch more than one drone operation in multiple battle fronts at the same time," Sarea told reporters in the Houthi-held capital Sanaa. The attack on the military parade came as the UN tries to get peace talks going between the Houthis, who control most urban centers in Yemen, and the Saudi-backed government of Abd-Rabbu Mansour Hadi, which is based in the southern port city of Aden. The day after, a Saudi-led military coalition said it destroyed a Houthi communication and control center used to direct drones. The Houthis said in November they were halting drone and missile attacks on Saudi Arabia, the United Arab Emirates and their Yemeni allies, but tensions have risen over how to implement a U.N.-sponsored peace deal reached in December in Hodeidah.

HOUTHİ REBELS BOYCOTT MEETING WITH UN-LED TRUCE MONITORS

13 January – Houthi rebels boycotted a meeting chaired by the head of a UN-led ceasefire monitoring team in Hodeidah, accusing him of pursuing "other agendas". Retired Dutch general Patrick Cammaert is leading a joint committee, which includes both government and rebel representatives, tasked with overseeing a truce in Hodeidah and the withdrawal of both parties. Houthi rebel negotiator Mohammed Abdelsalam said Cammaert "steered from the course of the agreement by implementing other agendas". "If (UN envoy to Yemen Martin) Griffiths does not address the issue, it is going to be difficult to discuss any other matter," he said on Twitter without elaborating. The UN declined to comment.

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 remain at high in the ongoing war in Yemen. Despite the fragile truce between the Houthi rebels and Yemeni government, which went into effect in December 2018, the potential for retaliatory measures remains high during the anticipated Houthi withdrawal from key cities. Previously, the Houthis have been known to attack maritime vessels. In February 2017, the Houthi rebels 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 is high. Onshore, there remains a high level of violence and criminal activity. Shipping vessels should remain constantly aware of the situation, including changes to protocol when entering Yemeni maritime waters.

UNITED NATIONS INSPECTIONS

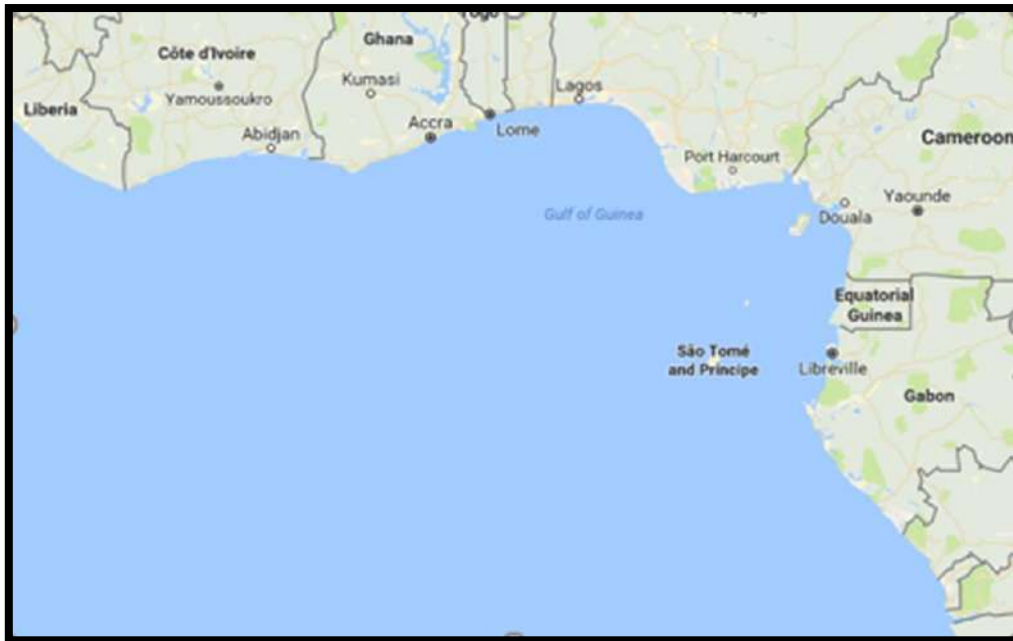
The UN Verification and Inspection Mechanism (UNVIM) is operational for commercial imports to Yemen. *Shipping companies or owners delivering to ports not under the control of the Government of Yemen* must apply for permits upon departing from the port of origin of their cargo. Yemen-based importers/traders 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 TO 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 continued to advise vessels transiting this region to remain vigilant of other 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.

CURRENT INCIDENTS REPORTED: 1

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

- **7 January (Republic of Congo – Incident Update)** – Twelve seafarers, who were kidnapped from the Panama-flagged tanker *ANUKET AMBER* and the Singapore-flagged anchor handling and supply vessel *ARK TZE* in October 2018 off the coast of the Republic of Congo have been released and all are reported safe. The managers of the vessels confirmed their release in an official statement.

SUSPICIOUS ACTIVITY

- No current incidents to report

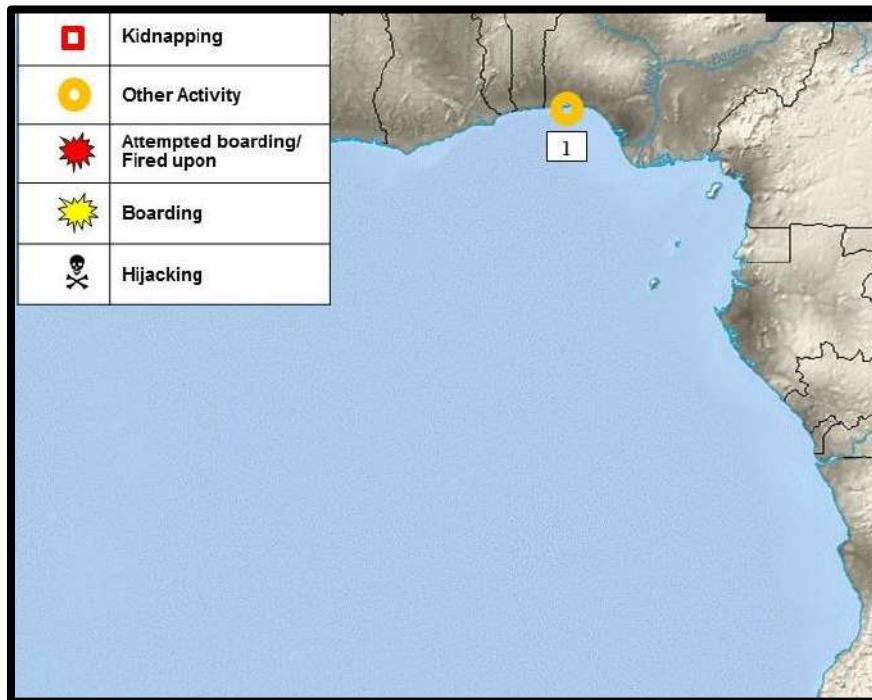
OTHER ACTIVITY

- **8 January (Nigeria)** – Police arrested three persons for illegally attempting to board a ship at Tin Can Island Port in Lagos. The three stowaways attempted to board the *M/V GLOVIS CENTURY* which was bound for European ports. Arrests of stowaways are common in Nigeria though they remain largely under-reported.

MARITIME REPORTING

- No current maritime related reporting

INCIDENTS REPORTED: WEST AFRICA, GULF OF GUINEA



SOURCE: ONI

WEATHER FORECAST: GULF OF GUINEA

EFFECTIVE DATES: 17 - 23 JANUARY 2019

GULF OF GUINEA

- Southwest winds of 5 - 10 knots, and seas of 3 - 5 feet.
- *EXTENDED FORECAST:* Southwest winds of 5 - 10 knots, and seas of 2 - 4 feet.

SYNOPTIC DISCUSSION

High pressure continues to dominate the weather in the region. Isolated thunderstorms and rain showers can be routinely expected along the West Africa coast.

EAST ASIA, SOUTHEAST ASIA, INDIA

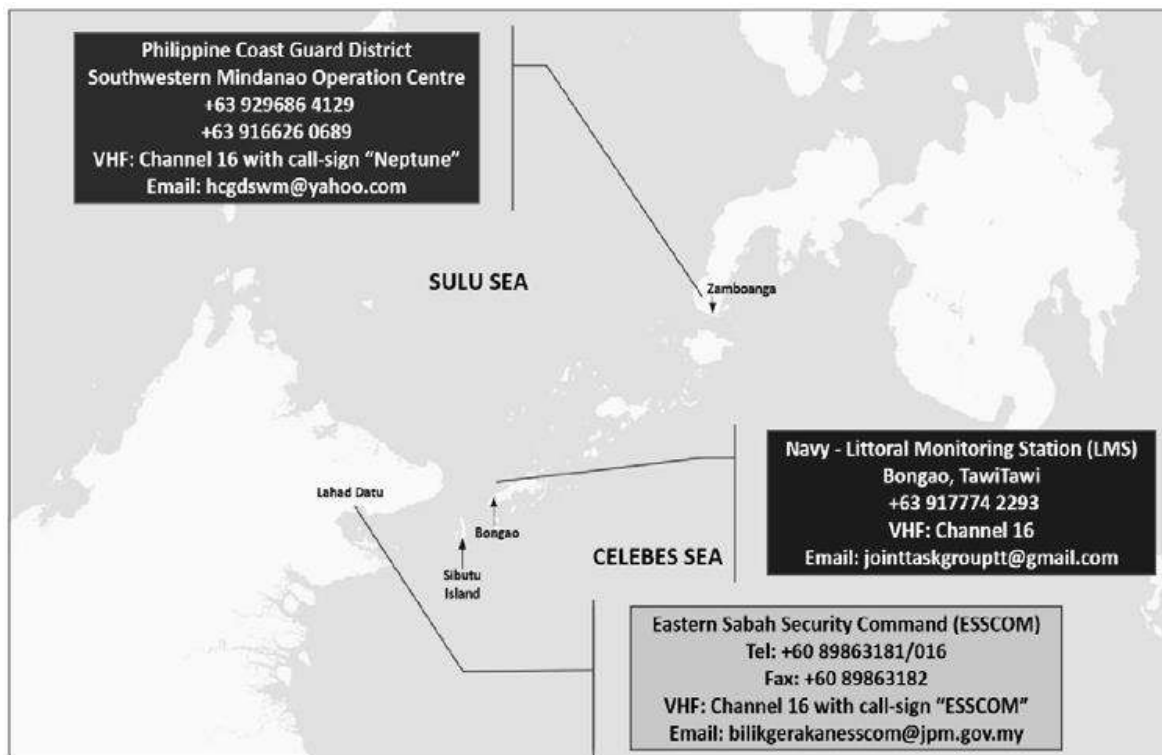
**WARNING: THREAT OF FURTHER ATTACKS BY ABU SAYYAF GROUP**

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

CURRENT INCIDENTS REPORTED: 1

VESSELS HIJACKED

- No current incidents to report

KIDNAPPING

- 15 January (Philippines – Incident Update)** – An Indonesian fisherman kidnapped on 11 September 2018 while in the waters of Gaya Island, Semporna, Sabah, was released to the local authorities in Jolo, southern Philippines. It was stressed that the release was carried out without ransom, even though the kidnapping group repeatedly demanded a large ransom.

UNSUCCESSFUL ATTACKS/ROBBERIES

- 11 January (Indonesia)** – A duty crewman onboard a cargo vessel anchored near position 06:02S – 105:57E, Ciwandan Anchorage, saw the lock to the engine store room broken and the ship's spares missing. Incident was reported to the local agents.

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

INCIDENTS REPORTED: EAST ASIA, SOUTHEAST ASIA, INDIA



SOURCE: ONI

WEATHER FORECAST: SOUTHEAST ASIA

EFFECTIVE DATES: 17 - 23 JANUARY 2019

SOUTHERN SOUTH CHINA SEA:

- Northeast winds of 15 – 20 knots and seas of 7 – 9 feet.
- *EXTENDED FORECAST:* Northeast winds of 15 – 20 knots and seas of 3 – 5 feet.

MALACCA STRAIT:

- Northwest winds of 5 - 10 knots and seas of 1 – 3 feet in the northern Strait; with northwest winds of 5 - 10 knots, and seas of 1 – 3 feet in the southern Strait.
- *EXTENDED FORECAST:* West-northwest winds of 5 – 10 knots and seas of 1 – 3 feet in the northern Strait; with northeast winds of 5 – 10 knots and seas of 1 – 3 feet in the southern Strait.

ANDAMAN SEA:

- Northeast winds of 10 – 15 knots and seas of 2 - 4 feet in the northern section; with northerly winds of 10 – 15 knots and seas of 1 – 3 feet in the southern section.
- *EXTENDED FORECAST:* Northeast winds of 10 – 15 knots and seas of 1 – 3 feet in the northern section; with easterly winds of 10 – 15 knots and seas of 2 – 4 feet in the southern section.

SOUTHERN SULU SEA – NORTHERN CELEBES SEA:

- Light and variable winds of 5 - 10 knots, and seas of 1 - 2 feet.
- *EXTENDED FORECAST:* Light and variable winds of 5 - 10 knots, and seas of 1 - 2 feet.

SURFACE CURRENTS:

Currents in the southern South China Sea, Malacca Strait, and Andaman Sea are generally less than 1 knot with a few areas in the southern South China Sea averaging 1 knot.

SYNOPTIC DISCUSSION:

Expect strong gusts in and around scattered thunderstorms, throughout the Malacca Strait and the Andaman Sea due to funnelling effects and daytime heating.

WORLDWIDE

IMB ANNUAL GLOBAL PIRACY REVIEW (JANUARY – DECEMBER 2018)

SUMMARY

According to the 2018 global piracy report compiled by the International Chamber of Commerce's International Maritime Bureau (IMB), piracy increased on the world's seas last year, with a marked rise in attack against vessels and crewmembers around West Africa. The IMB Piracy Reporting Centre (PRC) has indicated that in 2018, it recorded 201 incidents of maritime piracy and armed robbery, a rise from the 180 incidents reported in 2017.

GULF OF GUINEA

The Gulf of Guinea continued to be the most dangerous region globally for piracy and armed robbery. According to IMB figures, reports of attacks in waters between the Ivory Coast and the Democratic Republic of Congo more than doubled in 2018, accounting for all six hijackings worldwide, 13 of the 18 ships fired upon, 130 of the 141 hostages taken globally and 78 of the 83 seafarers kidnapped for ransom. In particular, the last quarter of 2018 saw a significant rise in violence, with vessels being boarded by pirates well outside territorial waters, as well as crewmembers kidnapped and taken into Nigeria where they are held for ransom.

In the last three months of 2018, 41 kidnappings were recorded in waters off Nigeria alone. On 27 October, eleven crewmembers were kidnapped from a container vessel 70 nautical miles off Bonny Island, Nigeria. Two days later, Nigerian pirates in a speedboat hijacked a tanker underway 100 nautical miles off Pointe Noire, Congo, kidnapping eight of the 18 crewmembers on board. These two incidents marked how armed criminals operating in the region have reached further out to sea and have targeted a wide variety of vessels, including bulk carriers, container vessels and general cargo vessels in addition to local attacks on tankers, oil industry support vessels and fishing vessels. Continued vigilance in waters near the continent and further out to sea is recommended for all vessels transiting the Gulf of Guinea.

SOMALIA

While the IMB received no reports of vessels being hijacked in the region in 2018, pirates fired upon a Suezmax tanker in the Gulf of Aden, as well as a product tanker and a capsized bulk carrier more than three hundred miles from the Somali coast. The IMB has advised continued heightened levels of vigilance when transiting waters in the Gulf of Aden and to follow the latest BMP recommendations.

ASIA

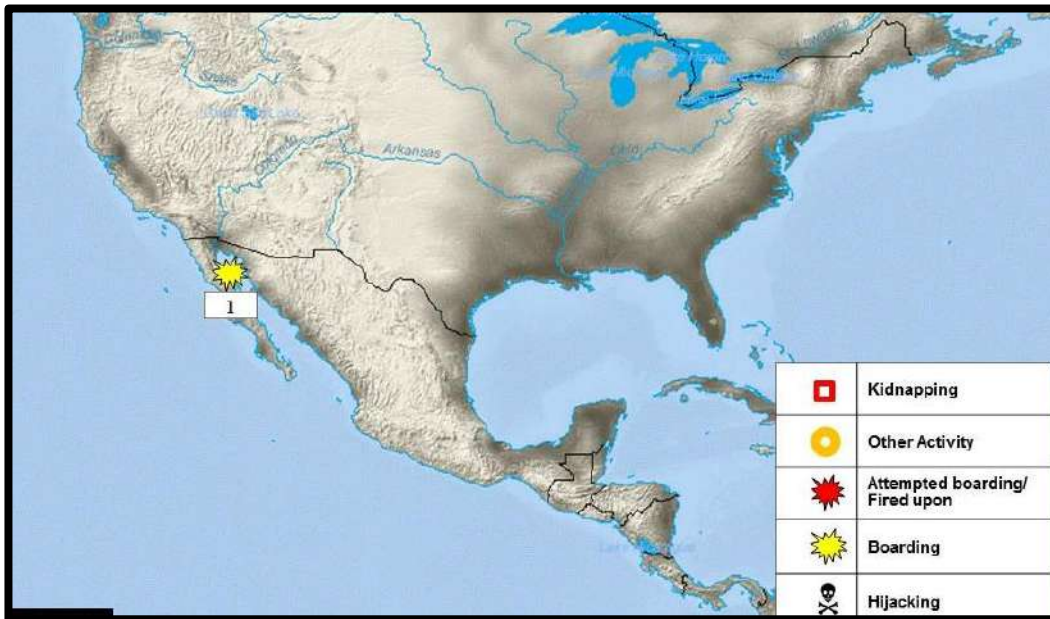
Waters off Indonesia saw improvements over the course of 2018, as patrols by the Indonesia Marine Police have seen the number of incidents drop for the third successive year. IMB states that a majority of the 36 incidents reported in Indonesian waters were low level opportunistic thefts, noting however that six crewmembers were taken hostage and threatened, indicating that continued vigilance is necessary when transiting these waters.

Elsewhere in the region, attacks off Sabah, eastern Malaysia, continued to be a cause of concern, with the IMB reporting that five crewmembers from two fishing vessels were reported kidnapped. Separately, four attackers in a speedboat fired on a tug and the Master was shot in the leg.

The Philippines meanwhile reported ten incidents – a decline from the 22 incidents reported in 2017. Of this figure, Batangas anchorage accounted for five incidents. In one attack, suspected militants fired upon a general cargo ship. The prompt action of the crewmembers and the Philippine Coast Guard ensured the vessel's safety, though a crewmember was injured by gunfire.

CURRENT INCIDENTS REPORTED: 5

NORTH AMERICA

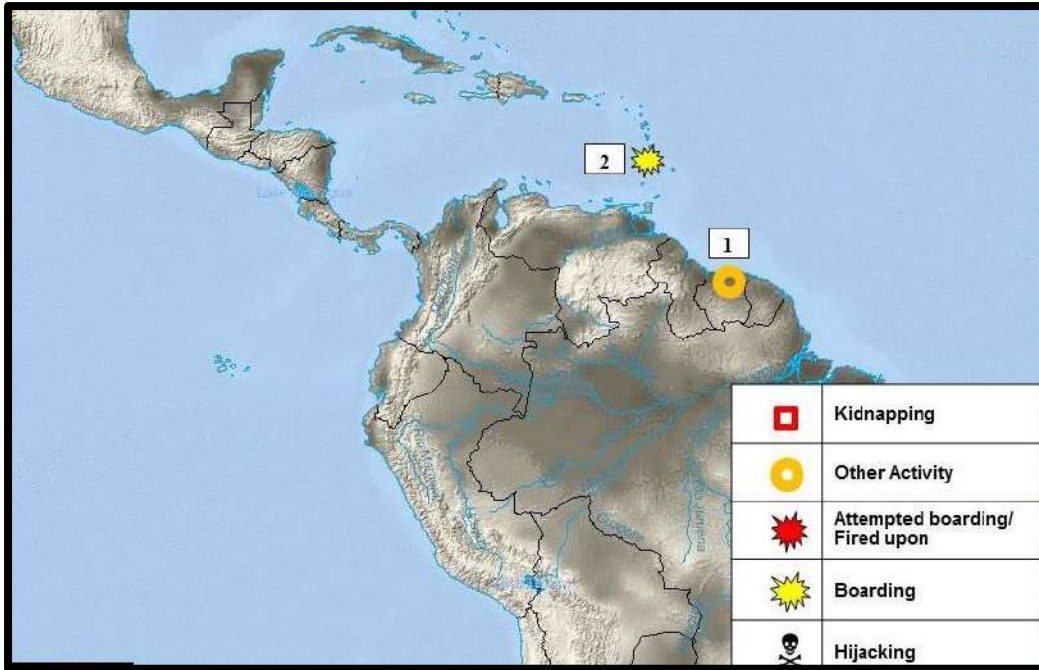


Source: ONI

- 9 January (Mexico – Late Report)** – A ship from an environmental NGO was carrying out a patrol in the Vaquita Refuge in the Upper Gulf of California, and had recovered three illegal gillnets that morning. In the early afternoon, the crewmembers noticed approximately 35 skiffs operating inside the refuge. At this point, one of the skiffs began circling the NGO vessel, which was soon joined by the remainder of the skiffs. The NGO vessel was ambushed and overwhelmed by more than 35 skiffs, many containing gillnets. The poachers attacked by throwing lead weights, anchors, trash, dead fish, and even Tabasco sauce at the vessel and its wheelhouse windows in addition to threatening the vessel’s crewmembers with Molotov cocktails, spraying gasoline at the ship and pouring gas in the sea around the vessel. The poachers then dropped an illegal gillnet in front of the bow of the moving vessel in an attempt to foul the ship’s propellers. Five poachers then proceeded to board the vessel, looting items from the vessel’s deck while it was temporarily immobilized. Mexican Navy sailors and Gendarmeria stationed on board the vessel were under strict orders not to fire. The captain of the vessel managed to restart the engines after the propeller fouling and headed to the Port of San Felipe where the ship was met by the regional Navy Commander and reinforcements.

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

- 9 January (Suriname – Late Report)** – According to the country’s top law enforcement official, authorities in Paramaribo made their largest ever seizure of cocaine, which was found hidden in containers filled with rice waiting to be exported. Local media have reported that at least 2,300 kilograms of cocaine had been found.
- 16 December (St Lucia – Late Report)** – Robbers boarded a sailing yacht anchored in an area north of Marigot Bay harbour and south of Castries. Cash, credit cards, three iPhones, an iPad, a handbag and six bottles of rum were stolen.

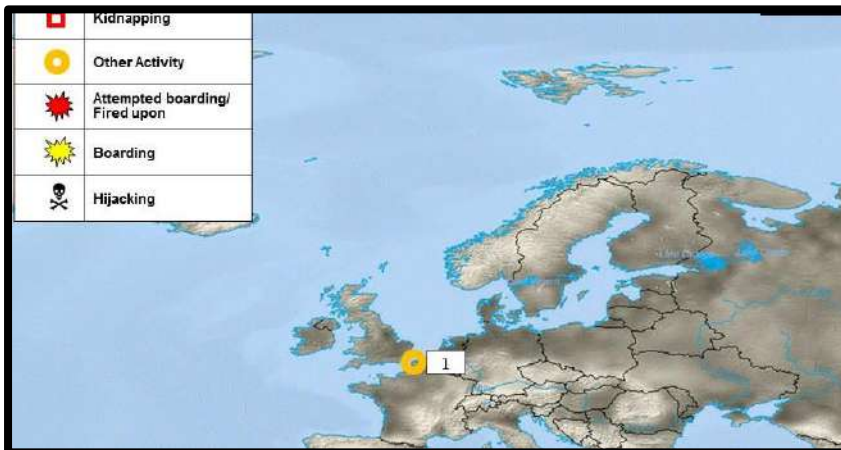


Source: ONI

ATLANTIC OCEAN AREA

- No current incidents to report

NORTHERN EUROPE – BALTIC



Source: ONI

- **1 January (France – Late Report)** – French police intercepted fourteen Iraqi migrants at Boulogne who were allegedly intending to cross the English Channel on a stolen fishing trawler. The interdiction occurred in port after the suspects were spotted in the act of boarding the vessel.

MEDITERRANEAN/BLACK SEA

- No current incidents to report

ARABIAN GULF

- No current incidents to report

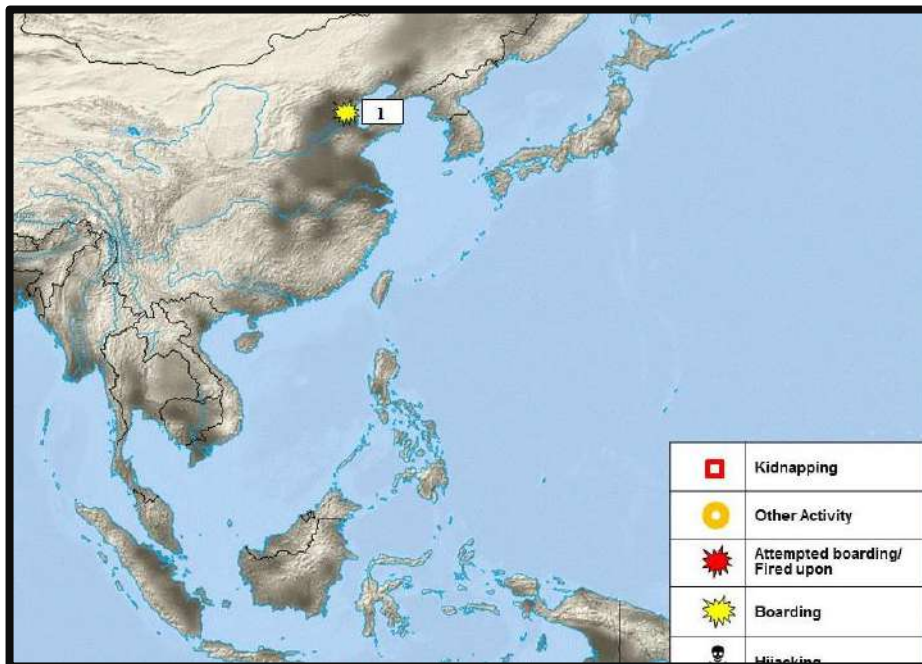
EAST ASIA/INDIAN SUBCONTINENT

- No current incidents to report

EASTERN AND SOUTHERN AFRICA

- No current incidents to report

NORTHEAST ASIA



Source: ONI

- **12 January (China)** – Two robbers, armed with a steel bar, boarded an anchored bulk carrier near position 38:53N – 118:36E, Cao Fei Dian Large Oil Tank Anchorage. A duty crewman noticed the robbers and raised the alarm. Upon hearing the alerted crewmembers, the robbers escaped without stealing anything. The incident was reported to the port authorities.

PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

MIGRATION



With the New Year, Spain has continued to carry out rescue operations in the Mediterranean as migrants attempt to make the crossing in harsh winter conditions.

INTERIOR MINISTRY: MOROCCO FOILS 89,000 ILLEGAL MIGRATION ATTEMPTS IN 2018

17 January (Morocco) – The interior ministry reported on Thursday that Morocco stopped 89,000 people from illegally migrating in 2018 – up 37 percent compared to the previous year, as the country has become the main launchpad in the Mediterranean for Europe-bound migrants. The ministry's figures indicate that in 2018, Moroccan authorities dismantled 229 migrant trafficking networks, adding that some 80% of illegal migrants intercepted in 2018 were foreigners, 29,715 migrants were saved at sea while 5,608 opted for a voluntary return to their home countries. Morocco, which other Africans can visit without visas, has effectively become a major gateway for migrants into Europe in the wake of Italy's tough line and European Union (EU) aid to the Libyan coastguard curbed the number of people coming from Libya. While some migrants try to reach Ceuta and another Spanish enclave in Africa, Melilla, others pay smugglers to put them on boats as Spain is located just 14 km across the western end of the Mediterranean. International Organization for Migration (IOM) figures indicate that about half of the 111,558 migrants and refugees who entered Europe by the Mediterranean sea in 2018 made it through the Western route separating the Iberian peninsula from North Africa. On Thursday, EU foreign police chief Federica Mogherini disclosed at a news conference in Rabat that the EU has already transferred 30 million euros out of 140 million promised last October to help Morocco curb illegal migration.

SPAIN RESCUES 472 MIGRANTS TRYING TO CROSS MEDITERRANEAN

17 January (Spain) – Spain's maritime rescue service has reported that it has saved 472 people who were trying to cross the Mediterranean over the past two days. According to the service, 17 people, including one woman, were rescued early on Thursday from two inflatable rafts. The spokeswoman further disclosed that 455 migrants were rescued on Wednesday – 124 in the Strait of Gibraltar, and 331 further east. Two of the rescued, who were suffering severe hypothermia, had to be evacuated from rescue vessels by helicopters.

SPAIN SAVES NEARLY 500 MIGRANTS

14 January (Spain) – Spanish authorities have indicated that on Monday they pulled 493 migrants from eight boats in the Mediterranean. No further information pertaining to case has been released.

SPANISH CHARITY BOAT BLOCKED BY AUTHORITIES FROM OPERATING IN MEDITERRANEAN

14 January (Spain) – A Spanish charity boat, which rescues migrants at sea, has been blocked by authorities from operating in the Mediterranean, the NGO reported on Monday. In a letter, the Barcelona Maritime Authority has disclosed that the charity Proactiva Open Arms had violated international agreements that rescued migrants should be taken to the closest port available. The letter further states, “measures were not taken to ensure the disembarkment took place as quickly as reasonably possible. In contrast, the boat had to wait with a large number of people on board and subsequently travel for several days crossing the Mediterranean to arrive to a safe port.” This occurred on the boat’s most recent mission in December, when some 300 migrants saved near Libya were taken to Spain. The stated added that Open Arms will not be granted permission to resume rescue operations “until an agreement with the authorities of the relevant SAR (search and rescue) zones is in place.” So far the Barcelona Maritime Authority, which is part of the Ministry of Public Works, has not commented. Open Arms, which operates in waters between southern Europe and Libya, has previously travelled to Spain to disembark migrants after being refused permission to do so in Italy and Malta. It disclosed on Monday that it has appealed the decision, with Open Arms founder Oscar Camps writing on Twitter on Monday, “preventing us from saving lives is irresponsible and cruel. Cowardly politicians have set the counter of deaths running.” He added that “the boat has all its inspections, licenses and papers in order and was ready to sail” on another mission to waters near Libya when Spanish authorities blocked it. Proactiva Open Arms states that the vessel has rescued 5,619 people in the Mediterranean Sea since July 2017.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 20 JANUARY 2019

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

LNA SAYS THEY'VE KILLED SENIOR AL QAEDA OPERATIVE

18 January – The Libyan National Army (LNA), the fighting force based in eastern Libya, reports they have killed a senior al Qaeda figure in southern Libya during an operation to secure oil and gas assets and fight militants in the lawless south. The LNA faction said it killed Abu Talha al-Libi, a commander in Al Qaeda in the Islamic Maghreb (AQIM), and two other militants near the city of Sabha, LNA spokesman Ahmed Mismari said. He named the others as Abdullah al-Desouki, an Egyptian, and al-Mahdi Dangou, a Libyan also known as Abu Barakat, who a Libyan official had previously said had links with Islamic State. Al Qaeda and Islamic State have been using southern Libya as a base for attacks in Libya and neighbouring countries, exploiting a security vacuum created by the fall of dictator Muammar Gaddafi in 2011. The LNA sent troops to Sabha this week, triggering speculation they might be headed for the El Sharara oilfield, some 250 km (150 miles) away. The 315,000-barrels a day El Sharara oilfield has been closed since December due to a protest by tribesmen and state guards demanding salary payments and development in the area.

MILITIA CLASHES IN TRIPOLI KILL TEN

17 January – Two days of clashes between rival militias near Tripoli have left 10 people dead and 41 wounded, the health ministry said Thursday. Fighting between armed groups erupted Wednesday despite a truce deal four months ago that had halted deadly battles in the city. Fierce clashes hit an area some 50 kilometres (30 miles) south of Tripoli on Thursday, after fighting around an airport 25 kilometres from the capital the previous

day. The violence has pitted the Tripoli Protection Force, an alliance of militias from the city, against the Seventh Brigade group from the town of Tarhuna. Women and children were among the wounded. Tripoli was plagued by militia clashes that killed at least 117 people and wounded more than 400 between late August and late September. The United Nations mission in Libya on Wednesday condemned a "military mobilisation" in southern Tripoli and warned groups not to break a ceasefire agreement it brokered in September. The Seventh Brigade has maintained its positions around Tripoli since the accord was reached, a move that has angered rival militias. The main armed groups in Tripoli say they are loyal to the internationally backed Government of National Accord (GNA), but officials have struggled to exert real control over the fighters. The GNA announced security reforms in the wake of the bloodshed last year, aimed at curbing the power of militias in the capital. A rival administration in the east of Libya is backed by strongman Khalifa Haftar and his self-proclaimed Libyan National Army. The UN is pushing for elections to help stabilise Libya, but chronic violence has delayed plans for the vote.

LIBYA'S HAFTAR PLANS TO SECURE OIL AREAS IN SOUTHERN PUSH

15 January – The LNA, under Libya's eastern military leader Khalifa Haftar have entered the city of Sabha as part of a campaign to secure the country's lawless south and protect its oil-producing infrastructure. "The next step is to secure all of Libya's oil regions," Ahmed al-Mismari, spokesman for Haftar's self-styled Libyan National Army, said. The mayor of Sabha, Refa Akhbali, said that Haftar's forces were on the outskirts of the city. Sabha lies roughly 125 miles east of Sharara, the country's largest oil field which has been closed for more than a month after protesters demanding better services stormed it. Sharara has a capacity of about 300,000 barrels per day, the loss of which has a serious impact on the country's oil revenues. The LNA operation may be its most substantial push yet into the that part of the country and, if successful, could help stabilize oil production. Haftar's forces currently secure the OPEC member's main oil ports, where crude exports remain stable. Haftar restored oil exports from Es Sider, Ras Lanuf and other terminals in 2016 after wresting control from another armed group that had hijacked them for two years, devastating the oil-dependent economy and exacerbating political divisions. Exports were halted for some weeks last year due to clashes near the terminals and a dispute over the way oil revenues are invested. "This is the first time, after several announcements of operations that didn't come to anything, that the LNA is deploying substantial forces in southern Libya," said Wolfram Lacher, a Libya expert and researcher at the Germany SWP think tank. The offensive, however, might meet stiff resistance. "It risks provoking conflict with some of the factions in southern Libya given that the objective of the LNA certainly isn't only to expel foreign combatants but also to try to seize control of major installations," he said referring to Chadian and Sudanese groups that operate in the south. Securing the region is key for Libya's leaders and its ailing economy. The country has fought to revive production as the central government has struggled to impose its authority amid economic woes, fighting by rival militias and frequent protests by workers demanding better pay or services. The LNA's push into the region also reflects the complex politics of Libya. Haftar controls the country's largest and most organized paramilitary force, while the Tripoli government has little control over the militias it counts as allies. That means the government has little muscle to enforce its decisions, while Haftar can exert leverage. The country's UN-backed premier, Fayez al-Sarraj, last month traveled south to Sharara to meet with the protesters and was able to broker a deal. While the government subsequently announced that the field had reopened, production has yet to resume. He said production from Sharara could not restart until a militia that was meant to guard the facility, but which joined the protests, withdraws unconditionally. He refused to give a timetable, saying the situation remained "fragile."

LIBYA TO BOYCOTT ARAB SUMMIT OVER ATTACKS ON FLAG

14 January – Libya's internationally recognised government said Monday it will boycott an Arab economic summit in Lebanon this weekend after supporters of a Shiite movement in the country attacked its flag. "We have been forced to boycott this summit and refuse to participate in its work" because Lebanon was unable to guarantee "the appropriate climate" for it, the foreign ministry said in a statement. The UN-backed Government of National Accord (GNA) said the Lebanese government had failed to prevent the attack on Libya's flag. Videos shared on social media showed men tearing and trampling on the Libyan flag before burning it in protest against the North African country's participation at the three-day summit in Beirut. The alleged supporters of the Shiite Amal movement accuse Libya of failing to clarify the disappearance of its founder, imam Moussa Sadr, during a visit to Tripoli in 1978. Tripoli accuses Beirut of having banned the entry

of Libyan businessmen who were to attend meetings on the sidelines of the summit. Foreign ministry spokesman Ahmad al-Arbad said Libya had decided against taking part in the January 18-20 summit "at any level". "Libya's seats will remain empty," said Arbad. In Cairo, Arab League chief Ahmed Aboul Gheit voiced "deep concern" over the burning of the Libyan flag in Beirut. He called on Lebanon to "ensure full respect for the delegations of member states from the Arab League who must participate in the summit meetings".

Update: 18 January: Analysts believe that Libya's absence from the Arab Economic and Social Development Summit in Beirut reduces the importance attached by Arab countries to the big event. "The three political powers in Lebanon showed different views with regard to Libya's participation in the summit and there are threats to prevent the Libyan delegation from entering the country," Samir Atallah, a Lebanese political analyst, said. All these sent negative signals to the Arab community. Despite having confirmed their attendance at the summit in Beirut, many heads of state are now set to stay away. The emirs of Qatar and Kuwait will not attend and Egypt is planning to send the prime minister rather than the president to the summit. The Palestinian president said he will be in New York during the summit. The Tunisian economy minister confirmed that the foreign minister, not the president, will represent his country to attend the summit. The United Arab Emirates Minister of Economy Sultan bin Saeed al-Mansoori arrived in Beirut as the head of his country's delegation. Mauritania and Somalia are the only countries sending heads of state to the summit. Some analysts feel the fact that most heads of states are not coming means they do not take the routine summit seriously. Lebanese Prime Minister-designate Saad Hariri expressed his regret over Libya's absence from the event. However, Lebanon's Amal Movement, headed by House Speaker Nabih Berri, warned that the Libyan delegation will not be able to enter Lebanon because of its lack of cooperation regarding the disappearance of the Shiite leader Musa al-Sadr during his visit to Libya in 1978.

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.

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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.

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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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- Risk assessments and intelligence reporting
- Planning and management
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- Crisis management
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- For clients lacking a full-time security executive

References are always available.

More information is found at www.msrisk.com

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