



MERLIN
GLOBAL MARITIME

[Contact us today](#) to discussing performing Due Diligence and Risk Assessments for any High-Risk Area to ensure peace of mind for your fleet and to discuss possible mitigations or further information on regions or port calls. These are produced by experienced Maritime Operations Officers who have experience of sailing in the region as well as commercial and technical operations of vessels in the regions and understand your and your charterers requirements.

CONTENTS

Summary.....Page 2
West Africa.....Page 3
Libya.....Page 6
Indian Ocean.....Page 7
Far East.....Page 8

SUMMARY

WAF

Page | 2 Two incidents to report in the last 7 days, an attempted robbery off Luanda and a boarding and kidnapping of two crew off Lagos. The Robbery is an example where good ISPS discipline on the ship saved all from anything worse. The Incident off Lagos is likely linked to the fishing vessel that was hijacked last week and is now being used as a mothership to attack other vessels. We hope that the two seafarers reported kidnaped are returned soon unharmed.

In addition, warning received from MDAT-GOG that "Information from military source indicate an armed group from Rivers State, NIGERIA are planning a piracy attack against vessels in area D (especially Cameroon and Equatorial Guinea) since the 1st of September. It is likely the attack will occur at low tide, when the monitoring units are missing."

IOR

Continued security vigilance recommended for vessels transiting Arabian Gulf (Ag), Straits of Hormuz (Soh), Gulf of Oman (GoO), Red Sea, Gulf of Aden (GoA) and Indian Ocean.

Increasing threats to, and intimidation of, commercial vessels have been reported in recent weeks. Operators with vessels, particularly tankers, transiting these regions are encouraged to remain thoroughly vigilant. Vessels transiting the Arabian Gulf (AG), Straits of Hormuz (SoH) and Gulf of Oman (GoO) are encouraged to observe the Industry Reporting Guidance 19-07-21 released as a joint advisory from BIMCO, the International Chamber of Shipping, INTERTANKO and the Oil Companies International Marine Forum (OCIMF).

LIBYA

NOC reiterates its call for all oil facilities to be freed from military occupation to ensure the security and safety of its workers. Once this has been done, NOC should be able to lift force majeure and re-commence oil export operations.

However, meantime, according to information received from our local correspondents in Libya, the situation in the Libyan oil export terminals that were placed under force majeure by Libya's National Oil Corporation's (NOC) in January 2020 remains unchanged. The port situation in Libya as at 28th August 2020 is reported to be as follows:

Working: Farwah, Bouri, Melittah, Zawia, Tripoli, Al Khoms, Misurata, Marsa El Brega (only non-oil cargoes), Benghazi and Tobruk

Under force majeure by NOC: Es Sider, Ras Lanuf, Marsa El Brega, Zueitina and Marsa El Hariga

Closed: Sirte and Derna

BEIRUT - PORT SITUATION

Following the initial closure of the port of Beirut after the recent explosion, some container operations have now resumed where vessels have been allowed to discharge their cargo at the local container terminal.

FAR EAST

Ships transiting the Singapore Strait should remain vigilant and maintain an adequate anti-piracy watch as the number of incidents of piracy and armed robbery against ships in the Strait with 37 incidents 2020 YTD, 17 in the last 3 months.

WAF

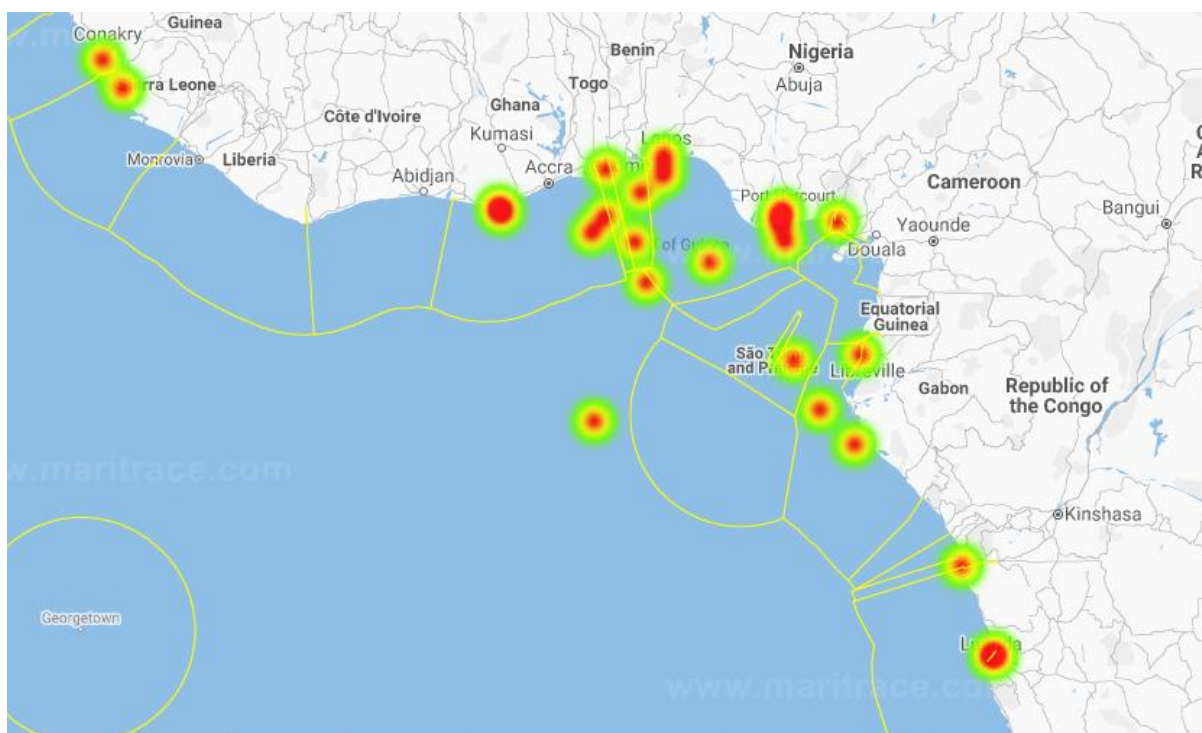


Fig 1. WAF GOG Piracy Incidents last three months (ICC-IMB / MDAT-GOG / MariTrace)

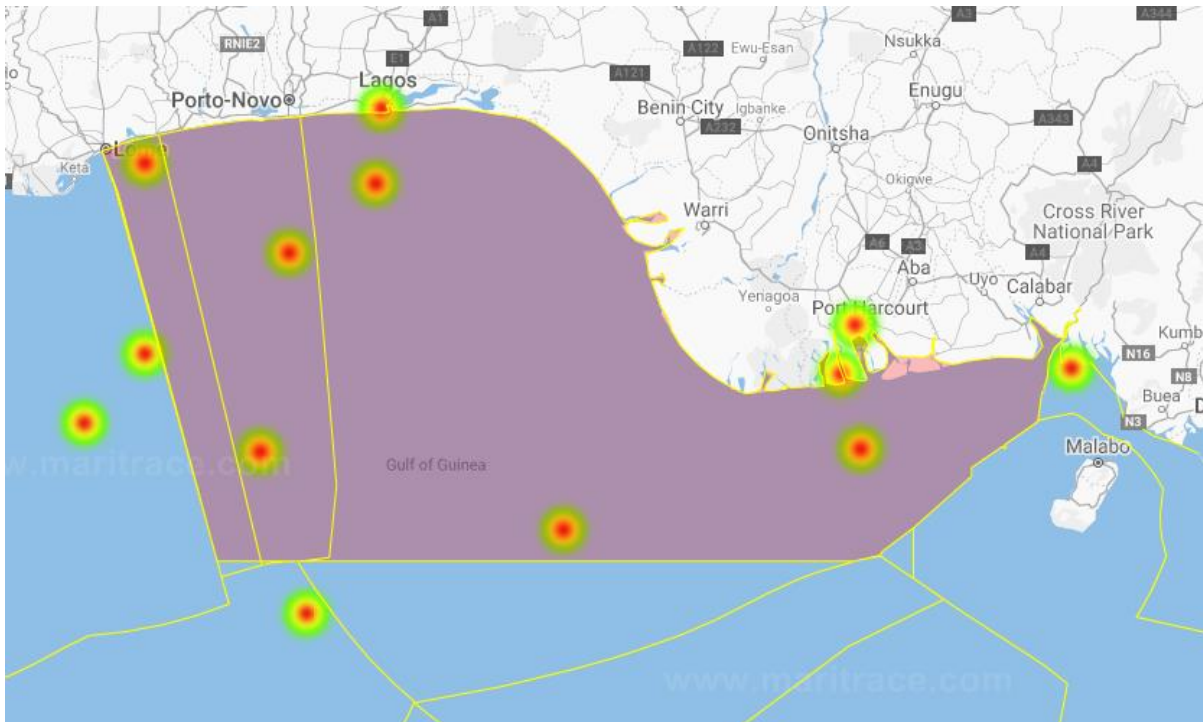
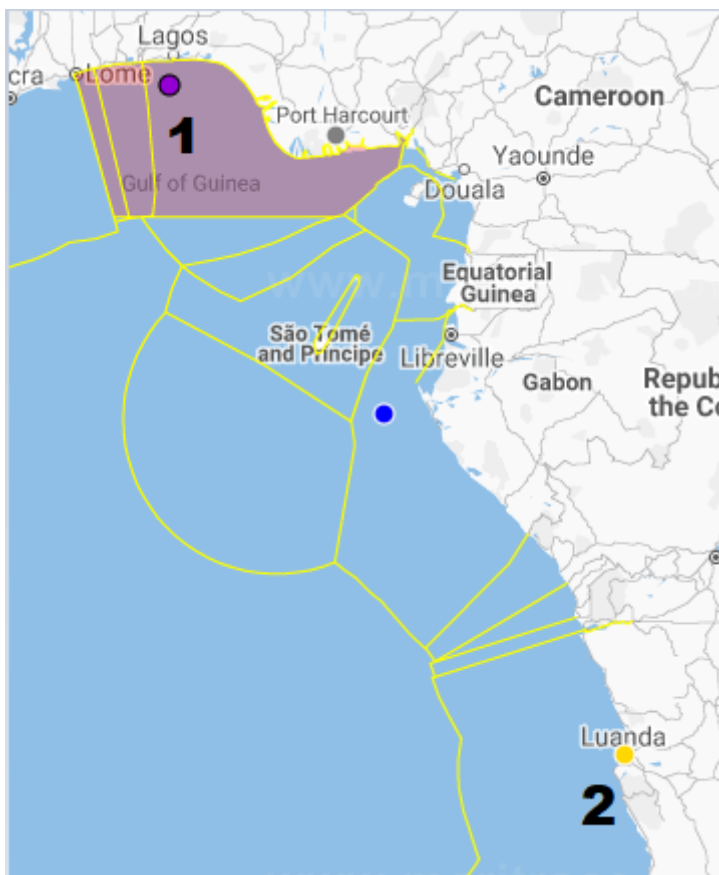


Fig 2. WAF HRA Piracy Incidents last three months (ICC-IMB / MDAT-GOG / MariTrace)

RECENT INCIDENTS– Reported to IMB / MDAT-GOG



Incident 1

Local date: Tue, 08 Sep 2020

Local time: 05:50

Comments: The Liberia-flagged refrigerated cargo vessel WATER PHOENIX came under attack while on route to Lagos. Vessel was attacked by pirates 33Nm SSW off Lagos.

Page | 5

According to initial reports, pirates boarded the vessel and kidnapped the master and another crew member, both Russian nationals. The rest of the crew managed to retreat into the citadel. The crew includes 18 seafarers, of which 7 are Russians and 11 are Filipinos.

Data Source: MDAT-GOG

Incident 2

Local date: Wed, 09 Sep 2020

Local time: 22:54

Comments: On 9th Sept 2020 at 2154 UTC, when anchored at Luanda, ANGOLA, at position 08DEG 45 S- 013 DEG 17 E, the containership NORO has been boarded by sea robbers. The robbers used the anchor chain to gain access onboard. ISPS watch spotted the robbers and raised the alert. The sea robbers fled immediately. Nothing reported stolen.

Data Source: MDAT-GOG

Comments:

Two incidents to report in the last 7 days, the attempted robbery off Luanda is an example where good ISPS discipline on the ship saved all from anything worse. The Incident off Lagos is likely linked to the fishing vessel that was hijacked last week and is now being used as a mothership to attack other vessels. We hope that the two seafarers reported kidnapped are returned soon unharmed.

LIBYA

Please find below, NOC Statement with regards to the reopening of oil ports :

Page | 6

The National Oil Corporation (NOC) welcomes the statement of the Speaker of the House of Representatives and the chairman of the Presidency Council supporting NOC's proposal to resume production and export of oil and to freeze sales revenues in NOC accounts in the Libyan Foreign Bank. Revenues should remain frozen until a comprehensive political agreement is reached in line with the recommendations of the Berlin Process. Full transparency and effective governance are required as well as the return of security management of oil facilities to NOC's exclusive control.

Regarding continued supply of gas to the Zueitina and North Benghazi power plants, NOC is currently making all possible efforts to provide a ship to empty condensate tanks. This should allow gas production to continue. All gas production is currently due to cease tomorrow evening, Saturday 22 August 2020,

NOC sent a shipment of diesel to Benghazi on Wednesday August 19, 2020, to help meet the needs of the city's power stations as far as is possible under current circumstances, despite the severe shortage of fuel allocations and the huge debts that have accumulated as a result of the closure of the fields producing gas and oil and the suspension of refineries.

NOC reiterates its call for all oil facilities to be freed from military occupation to ensure the security and safety of its workers. Once this has been done, NOC should be able to lift force majeure and re-commence oil export operations.

NOC expresses its gratitude to all the local and international actors, including UNSMIL and the US Government, who have helped achieve progress to date. NOC continues to work tirelessly in the interests of all Libyans.

According to information received from our local correspondents in Libya, the situation in the Libyan oil export terminals that were placed under force majeure by Libya's National Oil Corporation's (NOC) in January 2020 remains unchanged. The port situation in Libya as at **11th September 2020** is reported to be as follows:

- **Working:** Farwah, Bouri, Melittah, Zawia, Tripoli, Al Khoms, Misurata, Marsa El Brega (only non-oil cargoes), Benghazi and Tobruk
- **Under force majeure by NOC:** Es Sider, Ras Lanuf, Marsa El Brega, Zueitina and Marsa El Hariga
- **Closed:** Sirte and Derna

According to our correspondents, all working ports are currently considered safe for ships and crew. However, our correspondents advise **Turkish ships and crews** against calling Libya's Eastern ports controlled by the Libyan National Army (LNA). In response to Turkey's support of and cooperation with Libya's UN-backed Government of National Accord (GNA), the LNA may stop any Turkish ships transiting the Eastern Libyan maritime boundaries.

The situation could, however, change at short notice and we recommend ship operators to warn their ships' crews of the volatility of the situation, check with local port authorities as to the port's status and carry out an assessment of the risks involved prior to entering or transiting Libyan waters.

IOR

Page | 7

Increasing threats to, and intimidation of, commercial vessels have been reported in recent weeks. Operators with vessels, particularly tankers, transiting these regions are encouraged to remain thoroughly vigilant. Vessels transiting the Arabian Gulf (AG), Straits of Hormuz (SoH) and Gulf of Oman (GOO) are encouraged to observe the Industry Reporting Guidance 19-07-21 released as a joint advisory from BIMCO, the International Chamber of Shipping, INTERTANKO and the Oil Companies International Marine Forum (OCIMF).

Civil War in Yemen still causing issues within the Gulf of Aden, especially for Saudi Flagged vessels whilst political issues within the Arabian Gulf meaning that transit of the Straits of Hormuz needs to be taken with precautions, especially for vessels with USA and allies' connections.

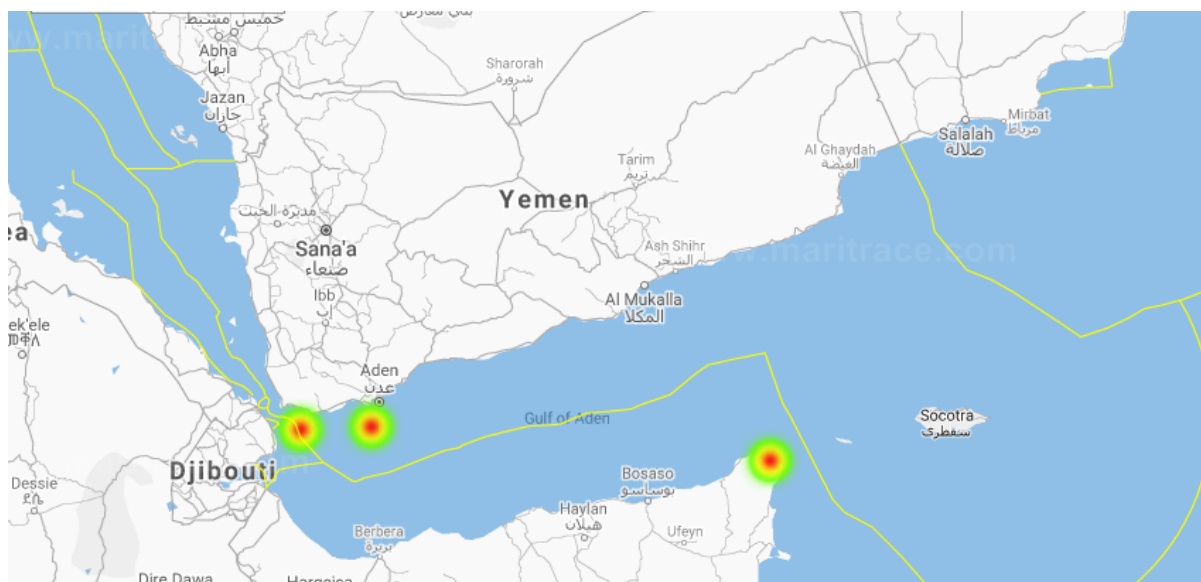


Fig 3. Heat Map of reported incidents in the last 3 months (UKMTO/MariTrace)

SECURITY INCIDENTS IN THE LAST 7 DAYS

Local date: Wed, 09 Sep 2020

Local time: 09:00

Area: Gulf of Aden

Status: Approached/Boarding attempt

Comments: Reporting indicates that the MT BOW ORION was approached whilst underway in the Southern Bab-el-Mandeb. The approach was undertaken by a high-speed craft, with ten individuals on board. The approach was conducted from the port side of the vessel, and came within 0.4 nm of the vessel (weapons were observed onboard). The craft approached the vessel and requested she stop via VHF radio. In response the vessel increased its speed, carried out lockdown procedures and the onboard armed security arm took position on the bridge of the vessel. Prior to this incident the same craft is reported to

have approached a bulk carrier, where it attempted communications by VHF, and claimed they were a vessel of the Yemeni Coastguard.

Data Source: UKMTO

YEMEN - PORT SITUATION

Page | 8

While there have been no recent changes to the status of Yemeni ports, port authorities are now implementing strict quarantine and control measures to prevent the spread of COVID-19.



Fig 4. Yemen Port Situation

Port situation

According to information received from our correspondent Gulf Agency Co. (Yemen) Ltd. (GAC), the port situation in Yemen as at 2020 is as follows:

Working: Aden, Rudhum Oil Exporting Terminal, Mukalla, Ash Shihr Oil Exporting Terminal, Nishtun, Saleef and Hodeidah

Closed: Mokha, Ras Isa Marine Terminal (Safer), Ras Isa Petroleum Products Reception Facility and Balhaf LNG Terminal

FAR EAST

Page | 9

According to data from the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia Information Sharing Centre (ReCaap ISC), a total of 31 piracy incidents, actual and attempted, were recorded in the Singapore Strait by 30 December 2019 compared to seven in 2018. While there is an equal distribution of incidents in the westbound and eastbound lanes of the strait over the last 12 months, 12 of the 16 incidents recorded in the eastbound lane occurred in a relatively short period between 23 November and 30 December 2019.

Unlike the incidents occurring in the westbound lane of the Singapore Strait last year, which primarily involved barges towed by tug boats, theft of tools and scrap metal and no reports of crew injuries, the incidents in the eastbound lane primarily involved bulk carriers (8) and tankers (5), with reports of crew being confronted, threatened and injured as well.

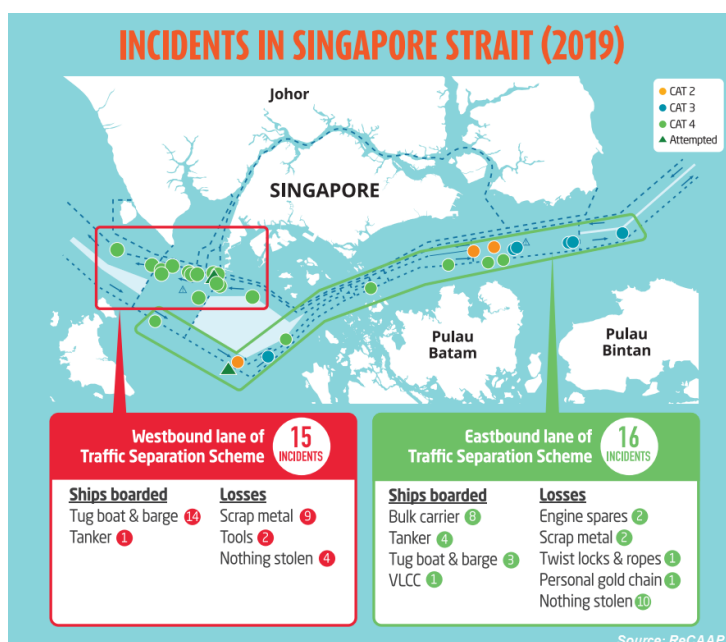


Fig 5. Incidents in the Singapore Strait 2019

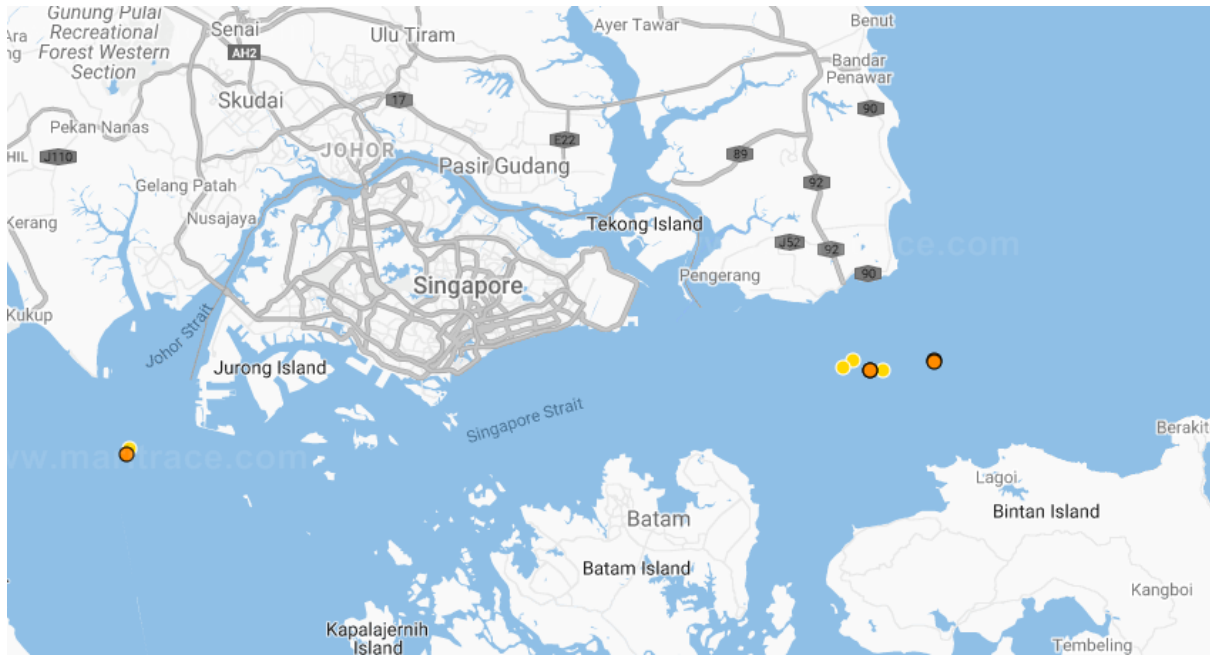
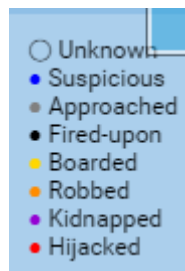


Fig 6. Incidents in Singapore Straits last three months (ICC-IMB / MariTrace)



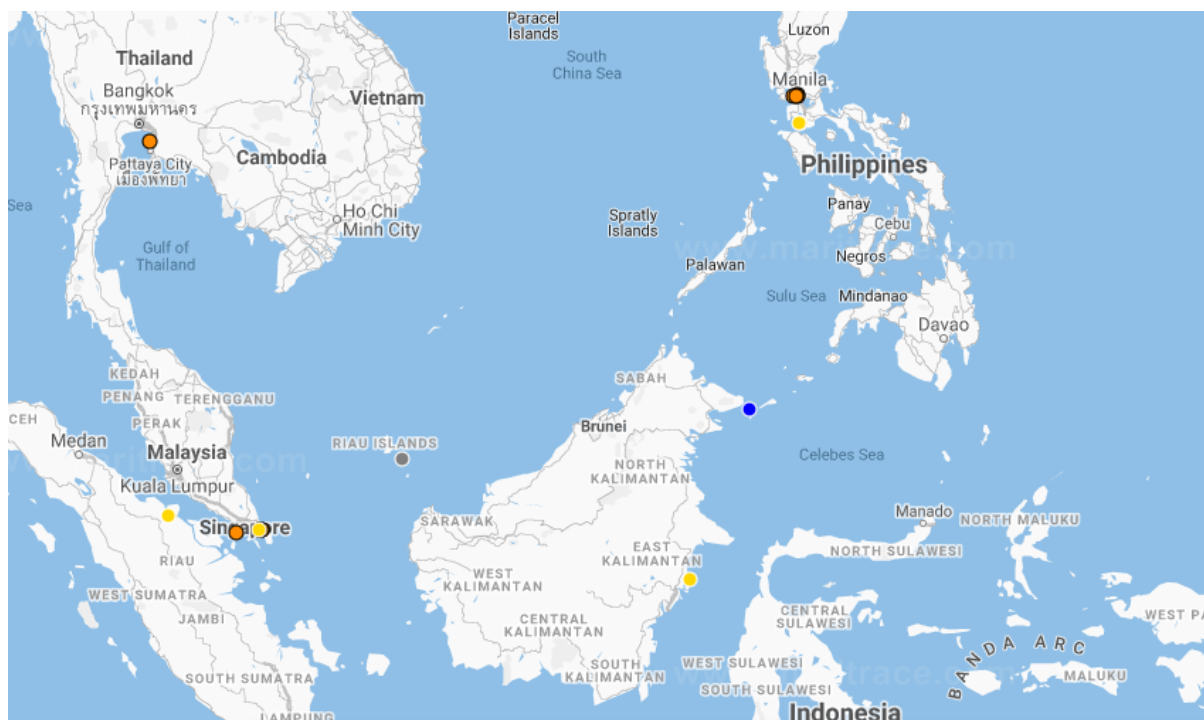


Fig 7. Incidents in wider Far Eastern waters last three months (ICC-IMB / MariTrace)

SOURCES

UKMTO
 MSCHOA
 MDAT-GOG
 ICC-IMB
 International Fusion Centre (IFC-Singapore)
 GARD P&I
 NORTH P&I
 MARSHAL ISLANDS
 MARITRACE
 MERLIN GLOBAL MARITIME
 Various News reporting agencies as credited

© 2020 Merlin Global Maritime Ltd. All rights reserved. Product names are or may be registered trademarks and/or trademarks in the U.K. and/or other countries.

The information herein is for informational purposes only and represents the current view of Merlin Global Maritime Ltd as of the date of this presentation.

Because Merlin Global Maritime Ltd must respond to changing market conditions, it should not be interpreted to be a commitment on the part of Merlin Global Maritime Ltd, and Merlin Global Maritime Ltd cannot guarantee the accuracy of any information provided after the date of this report. MERLIN GLOBAL MARITIME LTD. MAKES NO WARRANTIES, EXPRESS, IMPLIED OR STATUTORY, AS TO THE INFORMATION IN THIS REPORT.