



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.

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SUMMARY

WAF

Again, this week, there has been 3 reported incidents in the WAF region. An attempted hijacking of a Tanker approx. 100nm South of Lomé which was followed by a successful taking of a large Fishing vessel, possible to be used as a mother ship for future attacks in the area. Third attack was an attempted Robbery at Lomé anchorage, however it involved 7 or 8 suspects instead of the usual 1 or 2 so could point to a more serious situation.

These attacks took place outside of the Nigerian EEZ and so vessels approaching this area need to take the correct routing advise on entering and leaving the region.

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

This week The Libya's National Oil Corporation's (NOC) 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.

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

Page | 3 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

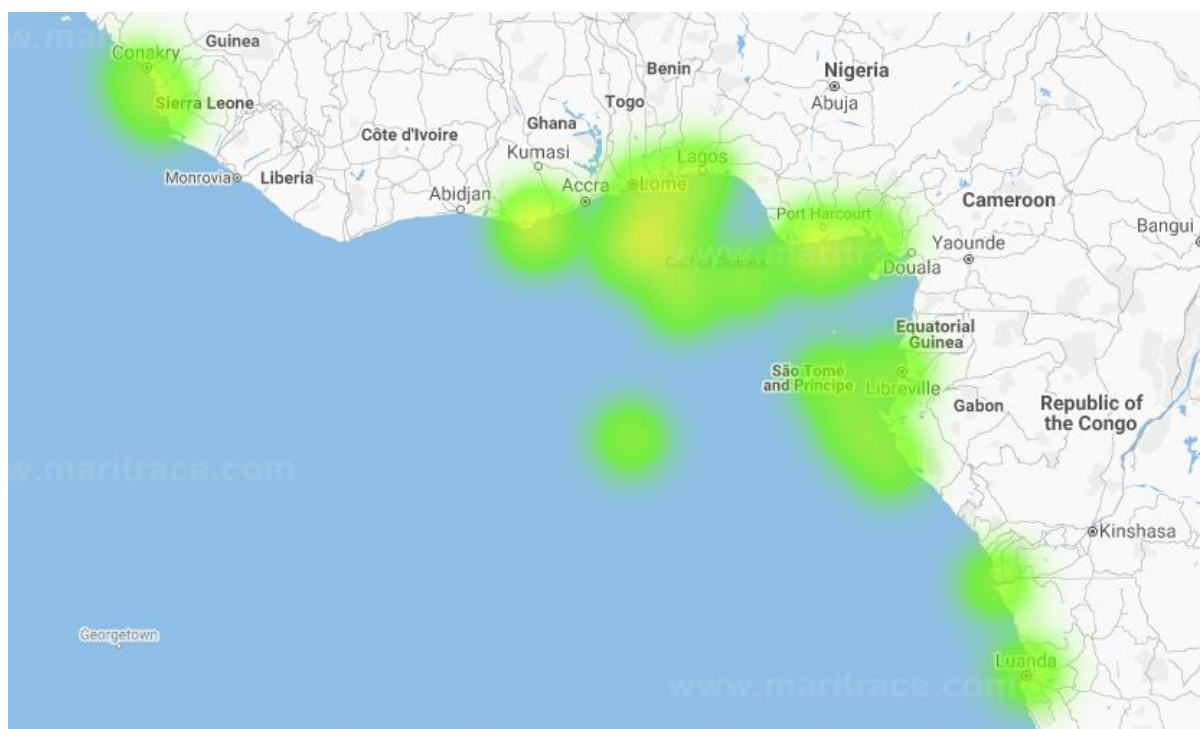


Fig 1. WAF GOG Piracy Incidents last three months (ICC-IMB / MDAT-GOG / MariTrace)

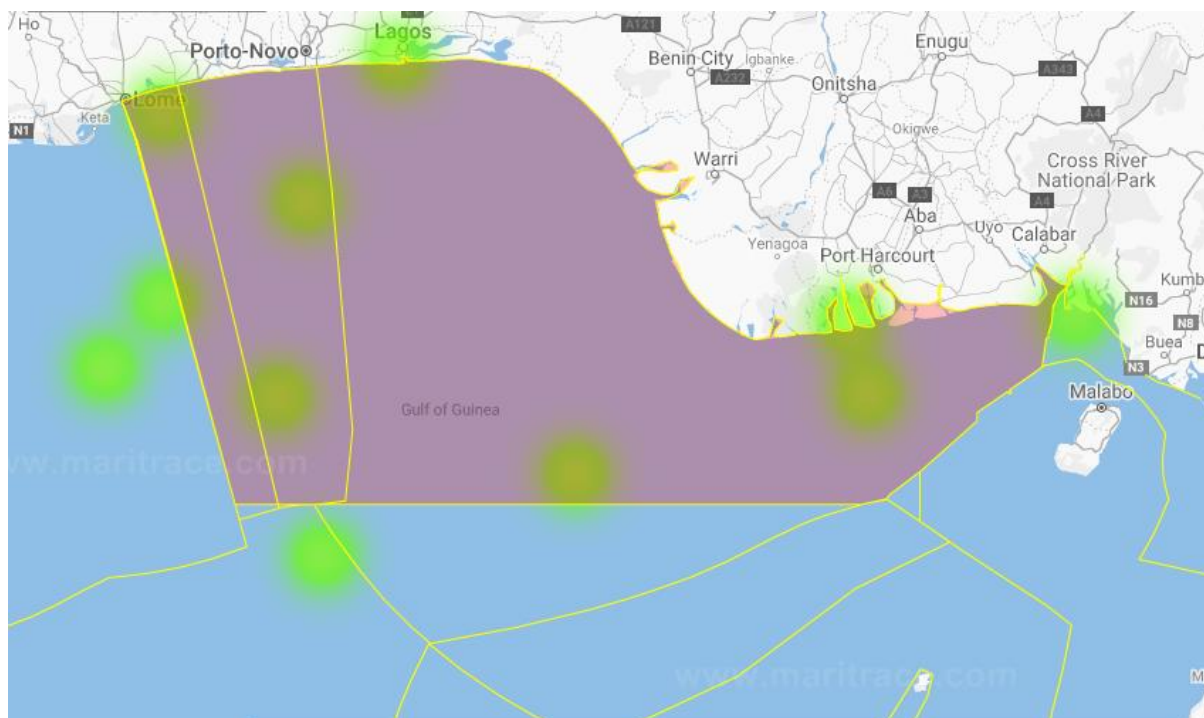


Fig 2. WAF HRA Piracy Incidents last three months (ICC-IMB / MDAT-GOG / MariTrace)

RECENT INCIDENTS– Reported to IMB / MDAT-GOG

Incident 1

Local date: Fri, 28 Aug 2020

Local time: 04:30

Local time of day: Night

Area: Gulf of Guinea

Status: Approached/Boarding attempt

Comments: A Tanker reported a small craft (12-14 meters) with 6-8 persons on board. Metallic ladder sighted. There was an attempt made to board, vessel manoeuvred and the attempt was aborted. Vessel and crew are safe.

Data Source: MDAT-GoG

Incident 2

Local date: Fri, 28 Aug 2020

Local time: 07:30

Local time of day: Morning

Area: Gulf of Guinea

Status: Boarded, Hijacked

Comments: On 28th Aug 2019 at about 0730 UTC, when sailing at about 100 N.miles from shore, south LOME, Togo, the fishing boat AP 703 was boarded. According to initial reports it the AP 703 was hijacked.

Incident 3

UTC date: Sat, 29 Aug 2020

UTC time: 02:30

Local date: Sat, 29 Aug 2020

Local time: 02:30

Page | 5 Local time of day: Night

Area: Gulf of Guinea

Comments: On 29th Aug 2019 at about 0230 LOC, when anchored at LOME anchorage, Togo, the containership BAHAMAS , IMO 9395941 has been approached by a small skiff with 7/8 persons onboard. The unknown persons tried to board the BAHAMAS using grappling hooks. The ISPS watch spotted the intruders – Alarm raised and used fire hoses to repel the assailants. The unknown intruders abandoned attempt and left the area.

Comments:

Incidents 1&2 were most likely linked with being the same Pirate Action Group (PAG), first incident with them attempting to board a vessel and the second being successful. As the successful attack was on a large fishing vessel rather than a tanker there is a good chance that this vessel will be used as mother vessel in the area for future attacks. This could be linked with the 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."

The second incident appears to be a straightforward attempted robbery at anchorage, however this cannot always be guaranteed and it is lucky that the ships staff acted correctly. The PAG attacks took place outside of the Nigerian EEZ and so vessels approaching this area need to take the correct routing advise on entering and leaving the region.

LIBYA

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

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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 **5th 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

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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.

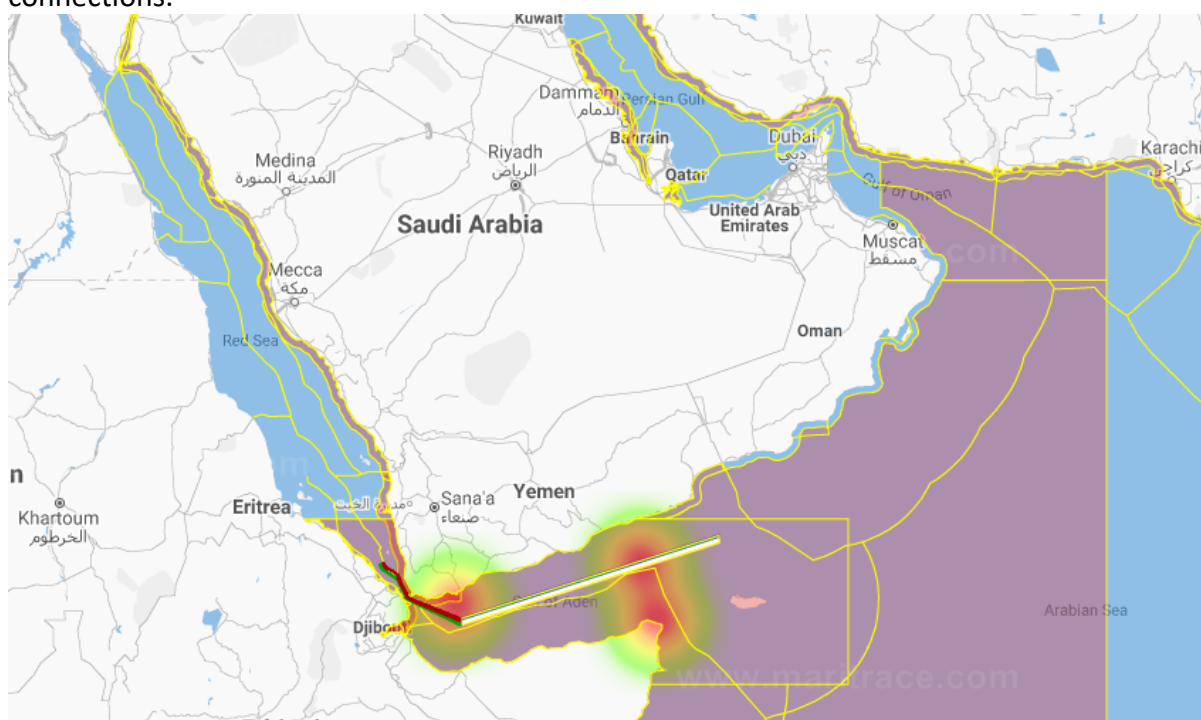


Fig 3. Heat Map of reported incidents in the last 3 months (UKMTO/MariTrace)

INCIDENTS IN THE LAST 7 DAYS

None

YEMEN - PORT SITUATION

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 30 July 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

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.

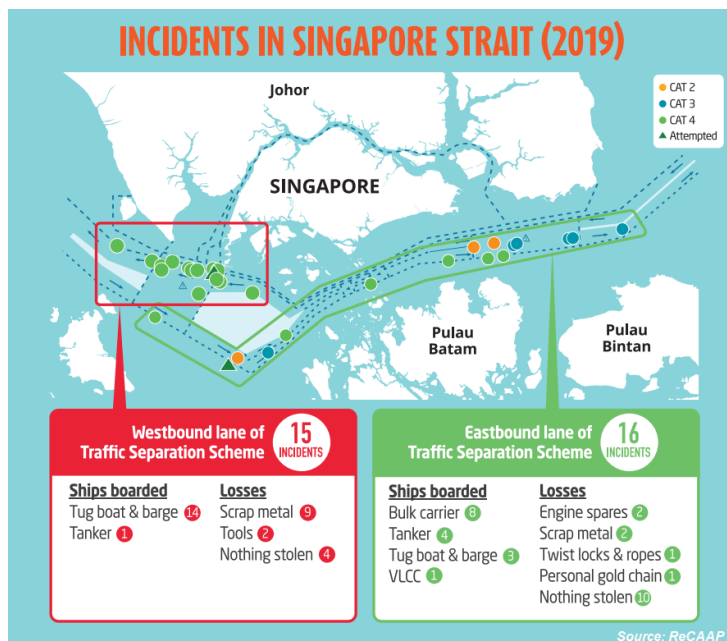


Fig 5. Incidents in the Singapore Strait 2019

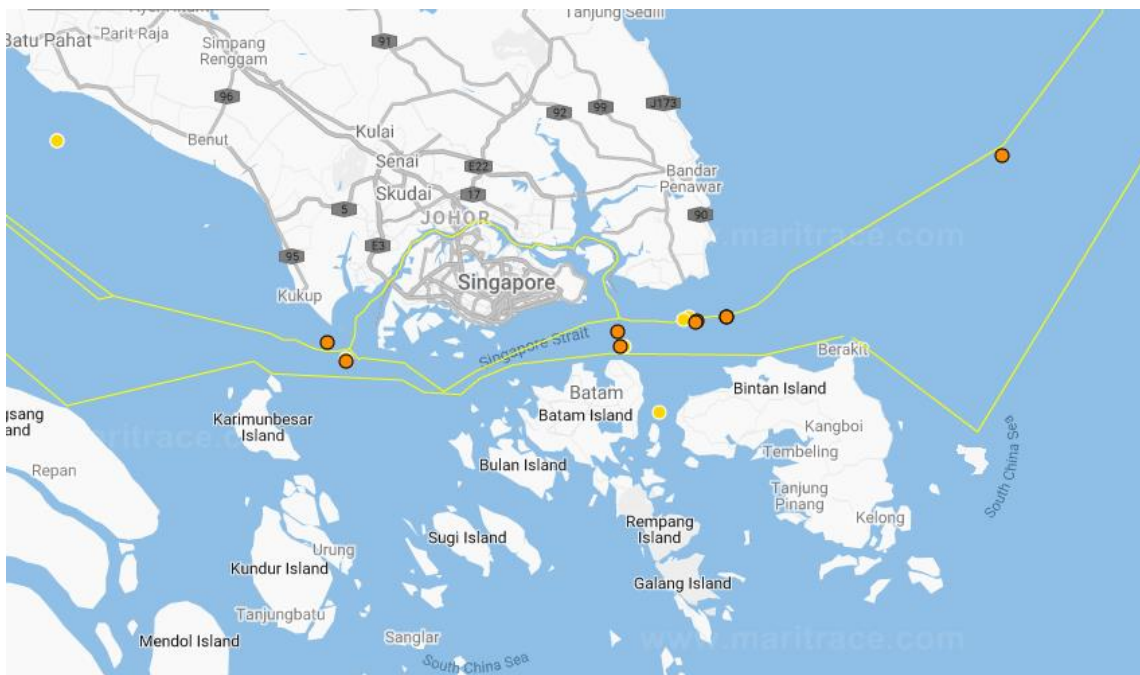
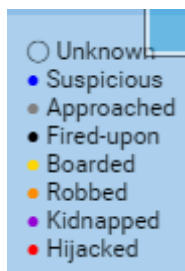


Fig 6. Incidents in Singapore Straits last three months (ICC-IMB / MariTrace)



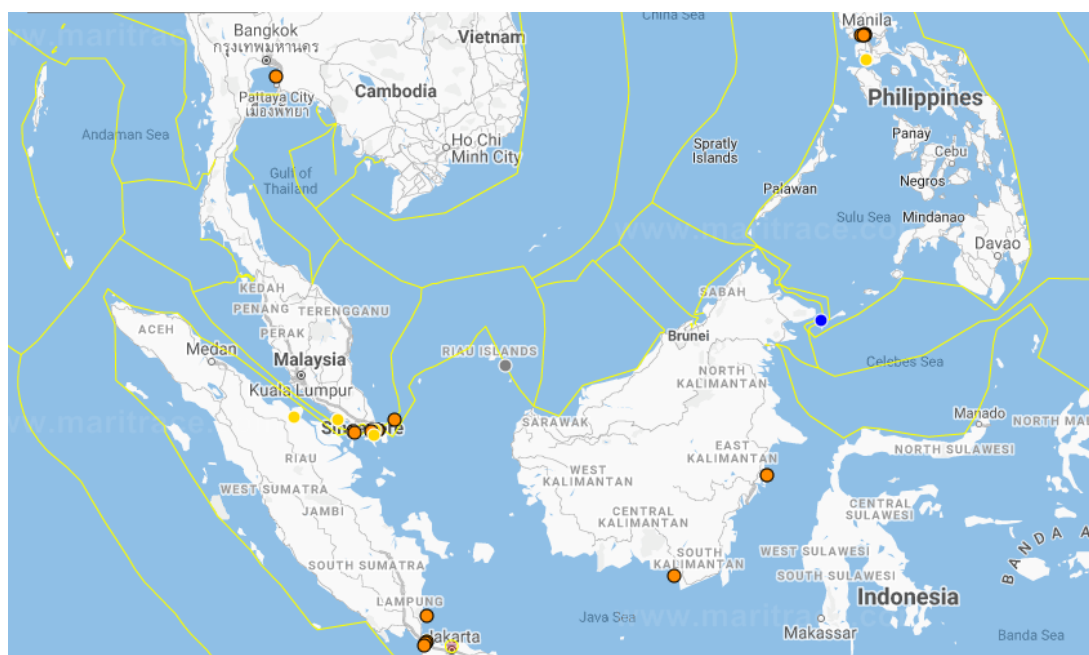


Fig 7. Incidents in wider Far Eastern waters last three months (ICC-IMB / MariTrace)

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

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