

Port Risk



**ATLAS
INFORM**

Compliant with

- SOLAS Chapter XI-2 & ISPS
- BMP-5 / BMP West Africa
- ICS Maritime Security Guide for Shipowners
- International Safety Guide for Tankers and Terminals (ISGOTT 6)

DG

**DRYAD
GLOBAL**

Port Threat Assessment

Lome - Togo

Overall Risk Rating: **MODERATE**

USCG List: **NO**

ISPS Compliant: **YES**

ISPS Level: 1

Threat Type	Level
Threat to Personnel Outside Port Area	MODERATE
Threat from Terrorism	LOW
Threat of Vessel Boarding	MODERATE
Threat of Robbery and Cargo Theft	MODERATE
Threat of Military Activity	LOW
Threat of Hijack & Kidnap	MODERATE
Threat from Fraud and Corruption	SUBSTANTIAL
Threat of Industrial Action	MODERATE

Port Description : Lomé is the only port in West Africa that has been recognized by ECOWAS as a Free Trade Zone. The port is situated approximately 5 km east of the city of Lomé, the capital of Togo and is included within the JWRC area within the Gulf of Guinea.

Key Operational Details : The Lomé Port Control is available 24 hours, mainly listening through on Channels 16, 12 and 14; Channel 14 is the primary working channel. Berthing is possible at any time on the Master's request, however movements normally commence at 0600 local time.

Gangway and hatch security guards available whilst in port for all vessels conducting discharge and loading. Offshore Naval escort available by advance request through approved security provider (provided by Togolese Navy). Togolese Navy operate escort from 50nm, 100nm, and 150nm on a weekly rotation.

In order to comply with the safety standards recommended by ISPS, the Port of Lomé has implemented new safety measures, in particular the installation of a remote monitoring system of port facilities and a port security body which has been thus guaranteeing optimal security on all assets.

Security Context : The Lomé offshore domain is the area of highest risk and thus vessels are at highest risk when on approach and departure from the port, or whilst at the Lomé anchorage area.

The Togo government recently extended a state of health emergency from March 16th 2021 for the next 6 months to at least September 2021.

On July 6 2021, a Lomé court sentenced 9 people for piracy and maritime crime in what was the country's first recorded conviction of these crimes. Ghana and Togo have also made headways in maritime security domains with the intention of further collaboration. MDAT-GoG intelligence indicates that a deep offshore pirate action group vessel set sail to sea from the Niger Delta region, Nigeria on the 27th June 2021. Caution is advised as risk in deep offshore is relatively high.

Additional Information : COVID-19

Crew changes are currently possible but with restrictions. On-signing crew are required to provide proof of a negative PCR test no older than 72 hours, they must also take a TDR test upon arrival, they will be quarantined for 24 hours in a hotel facility whilst waiting for their results.

Threat to Personnel Outside Port Area MODERATE (an incident is a realistic possibility, but not likely)

The threat to personnel outside of port areas is MODERATE. Togo has extended its state of emergency for 6 months in March 2021 due to ongoing risks associated with the COVID-19 pandemic. Aside from COVID-19, petty crime is the biggest concern ashore, particularly opportunistic theft in public and crowded areas presenting the greatest risk. Foreigners are assessed to be opportune targets for robberies and scams which are common in tourist hot spots like beaches and bars. Personnel should avoid carrying valuables in public, being vigilant of pickpockets in areas of congestion. Incidents of violence including violent armed robbery and muggings do occur, however are largely confined to the suburb areas in the outskirts of Lomé. It is advised not to travel to the border region with Burkina Faso.

Threat from Terrorism LOW (an attack is highly unlikely)

The threat from terrorism impacting operations in the Port of Lomé is assessed as LOW. Togo contributes to the UN peacekeeping initiative in Mali (MINUSMA) and may therefore be considered a legitimate target by Al-Qaida in the Islamic Maghreb (AQ-M) and its associated groups. As seen in Mali, Cote d'Ivoire and Burkina Faso, terrorist groups continue to mount attacks on beach resorts, hotels, cafés and restaurants visited by foreigners. Be especially vigilant in these places beyond the port.

Threat of Vessel Boarding MODERATE (an incident is a realistic possibility, but not likely)

The threat of illegal boarding within the port facilities and anchorage is assessed as MODERATE. There currently have been no reports of vessels boarded within the confines of the port, however as with the wider maritime security profile, there is a heightened risk offshore and within the anchorage area. On 6 February 2021 two vessels were attacked by pirates while underway from Lomé and in November 2019 a vessel was attacked at anchorage which resulted in kidnapping of crew.

Threat of Robbery and Cargo Theft MODERATE (an incident is a realistic possibility, but not likely)

The threat to cargo within the Port of Lomé is considered LOW. Incidents of theft have been

reported but recent security improvements have resulted in a decline in reports of incidents at port. There have been previous reports concerning incidents of complex theft where falsified documents have been presented to port authorities that have resulted in the theft of cargo, however these incidents remain uncommon.

Threat of Military Activity **LOW** (an attack is highly unlikely)

The threat of military activity impacting operations at the port of Lomé is assessed as LOW. Local Naval forces are present at the port location and are known to conduct security patrolling within both the port and anchorage areas. Military activity is predominately confined to the enforcement of security and thus unlikely to negatively impact commercial operations at the port.

Threat of Hijack & Kidnap **MODERATE** (an incident is a realistic possibility, but not likely)

The threat of hijack and kidnapping within the Port of Lomé is considered LOW, however, there remains a SUBSTANTIAL risk of hijack and kidnapping in the anchorage and further offshore in the Gulf of Guinea. The risk within port is considerably reduced as a result of enhanced security and regular patrolling by naval forces, however there have been several incidents of hijack and kidnapping in the anchorage since 2019. In November 2019, a vessel was involved in an armed attack at anchorage which resulted in the kidnapping of crew. In addition, in May 2019, a tanker was hijacked in the Lome Anchorage and the crew were taken hostage, the vessel was intercepted 25nm from the anchorage by the Togo navy, the crew were found safe and the perpetrators were captured.

Threat from Fraud and Corruption **SUBSTANTIAL** (an incident is likely / incidents expected monthly)

The threat of fraud and corruption within the Port of Lomé is assessed as SUBSTANTIAL. Corruption is common in Togo, and port officials may target foreign vessels and personnel. All administrative documents and personnel should be verified where possible. The legitimacy of transactions when engaging with immigration, health and port officials should be monitored.

Threat of Industrial Action **MODERATE** (an incident is a realistic possibility, but not likely)

The threat as a result of industrial action is considered MODERATE. The Lome Port Authority is understood to have an established and effective relationship with employees. This relationship was established recently following concessions over pay in the last 18 months. Since this time, COVID pressures have resulted in staffing difficulties at the port which are known to fluctuate. Ongoing political unrest from Faure Gnassingbe's re-election continues to result in protests which may target port facilities. Local media sources should be monitored to gain an understanding of possible delays.

Recommendations

LOW Risk Profile

- Ship and port operation is carried out as per ship and port facility security plan
- Establish a relationship with the local port authority.
- Be prepared to increase the ISPS Security Level at short notice.
- Monitor local media and continue to monitor the situation ashore.

MODERATE Risk Profile (all mitigation's above plus)

- Minimum access to the vessel is maintained at all times.
- Maintain a 24-hour visible on-deck watch

SUBSTANTIAL Risk Profile (all mitigation's above plus)

- Maintain a 24-hour visible on-deck watch with operators patrolling in pairs.
- Maintain vigilance on the outboard side and gangway when alongside.
- Ensure crew know where to go in the event of shore based / beyond port incident.

SEVERE Risk Profile (all mitigation's above plus)

- Assigning additional personnel for patrolling the access areas.
- Deterring waterside access to the ship.
- Establishing a restricted area on the shore side of the ship.
- Increasing the search frequency and detail of the persons due to board or disembark.
- Escorting all visitors onboard.
- Additional security briefings to the ship's personnel to with emphasis in relation to the security level
- Carrying out a full or partial search of the ship.
- A curfew during the hours of darkness should be observed when alongside

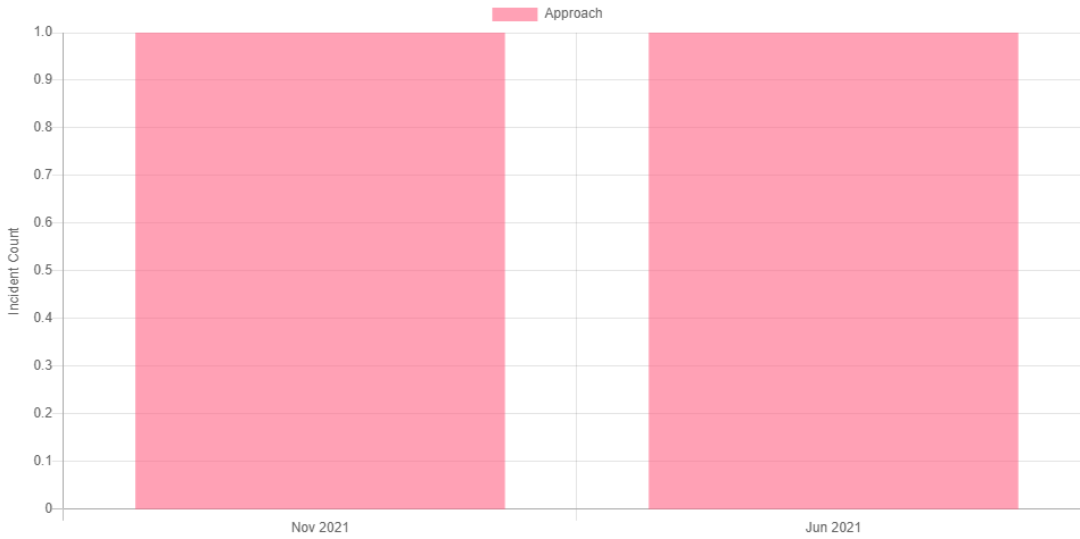
CRITICAL Risk Profile (all mitigation's above plus)

- Limit access to a single, controlled access point
- Grant access strictly to authorised personnel or those responding to any security incident
- Suspension of embarkation and disembarkation
- Suspension of cargo operations and stores etc

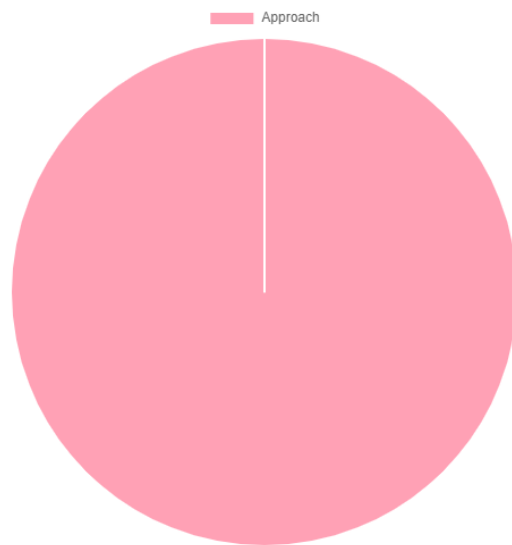
- Prepare for ship evacuation if required
- Close monitoring of the movement of the people on board vessel
- Preparing for a full or partial search of the ship

Maritime Crime Data: 22/5/2021 to 22/11/2021

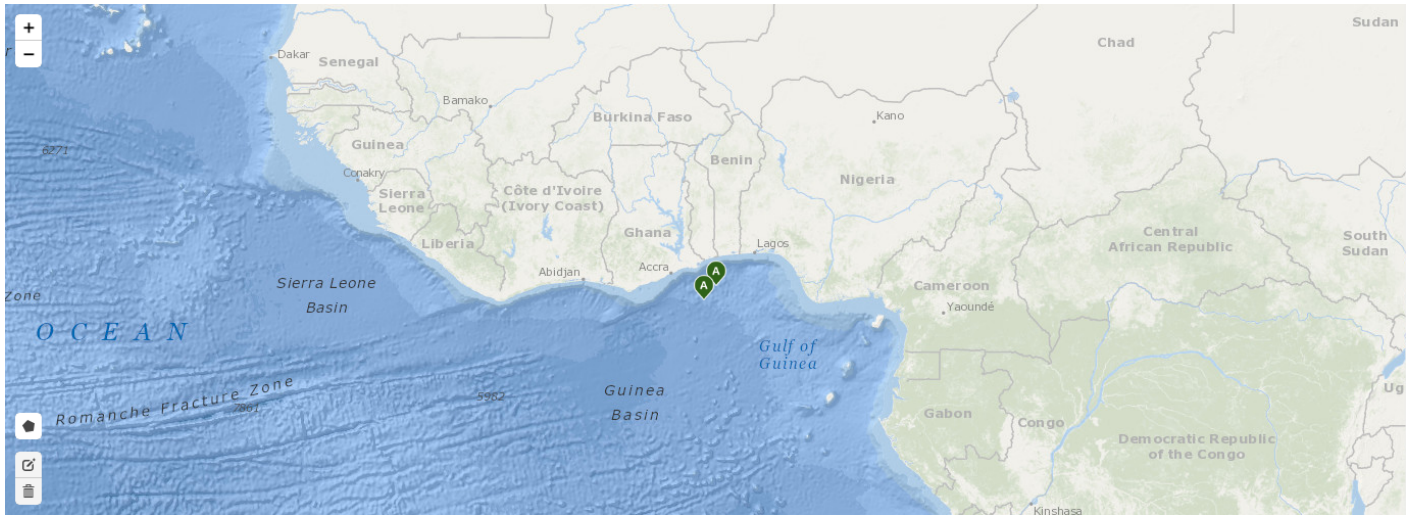
Incident Over Time



Incident By Type



Incident Plot



Incident Summary Table:

Time	Title	Type	Area
08/11/2021 03:31	Approach at Anchor - Lome Anchorage	Approach	Gulf of Guinea
04/06/2021 13:32	Approach - 49nm SW Lomé	Approach	Gulf of Guinea

Risk Metric Description:

LOW Risk Profile	An attack is highly unlikely.
MODERATE Risk Profile	An incident is a realistic possibility, but not likely.
SUBSTANTIAL Risk Profile	An incident is likely / incidents expected monthly
SEVERE Risk Profile	An incident is highly likely / incidents expected weekly
CRITICAL Risk Profile	An incident is highly likely / incidents expected daily

Conditions of Release:

This information is copyright of Dryad Global and the intellectual property rights for this publication belong exclusively to Dryad Global. No material or information contained in this publication should be reproduced, stored in a retrieval system, or transmitted in any form without the expressed permission of Dryad Global.

This report contains assessments and forward looking statements based on the best available data at the time of writing. A report of possible activity or lack of activity gives no guarantee of actual events and may not be sufficient in itself to warrant the declaration of force majeure. Mitigation measures and precautions are provided for guidance and planning purposes based on the assessment of the situation. Dryad Global shall not be liable for any actions, losses, damages, claims, liabilities, costs, expenses or injuries in any way arising out of or relating to the services provided by Dryad Global pursuant to the provision of information and reports.

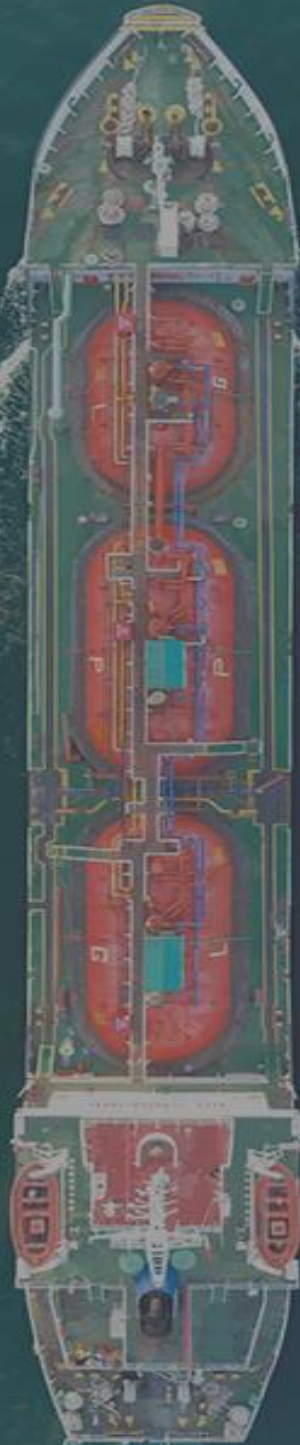
Disclaimer:

Advice given and recommendations made do not constitute a guarantee, undertaking or warranty of future results or an assurance against risk. Recommendations are based on information provided by you and other information available to us at the time of writing/publishing. No express or implied warranty is given in respect of any judgment made by us.

Reports (including enclosures and attachments) are for the intended recipient only and may not be disclosed to any third parties without our prior written consent. Any unauthorised disclosure, copying, distribution, use or reliance upon this report or any accompanying documents is strictly prohibited. You agree to indemnify us against any claim and any resulting damages that may be caused by any unauthorised disclosure or use of such documents.

To be read in conjunction with <https://dryadglobal.com/terms-of-use>

Dryad Global
71-75 Shelton Street
London
WC2H 9JQ



Talk to us on chat at
www.dryadglobal.com

