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Through Intelligence



Libya Intelligence Digest

19 September 2023



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SCOUT

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ATLAS INFORM

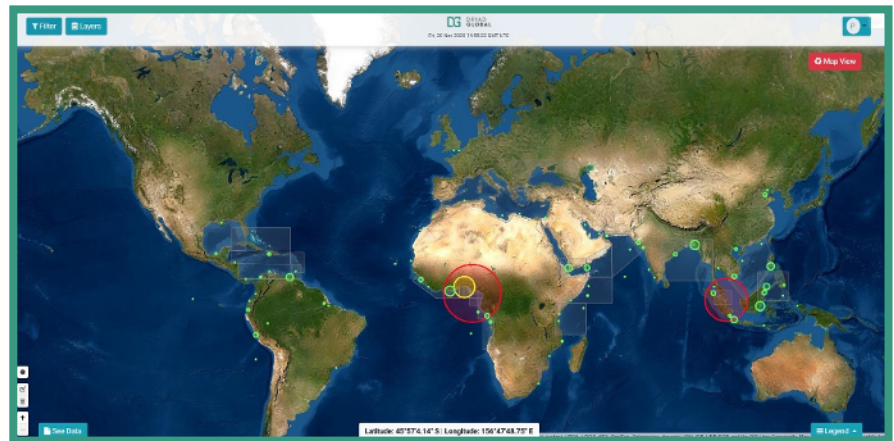
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Industry leading web based platform for security decision makers in all maritime operations sectors - above and beyond BMP 5 and ISGOTT 6 industry guidance.

ATLAS INFORM Your central resource of Dryad Global's proprietary maritime security reporting and analysis giving you easily **understood** and **actionable** security analysis with recommendations that understand your objectives.

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- **Global Port Risk** - Reports and Risk Assessments with incident data analysis.
- **Global Country Risk** - Country Overview and Risk Assessments.
- **Layers and Filtering** - Contextual and geographical layer mapping (HRA, EEZ, Terminals).
- **Search** - Powered by ElasticSearch: find the related information not just the headline.
- **Best Practice** - Based on intelligence gathering best practice evolved from military experience and fused with latest methodology.
- **Industry Standard** - exceed BMP 5 and ISGOTT 6 industry guidance.



West Libya Sector

West Libya Sector (1)

Port: Farwah & Bouri Terminals

Risk to Vessels in Port: **LOW**

Risk to Personnel Ashore: n/a

Risk Trend (Last 30 Days): **NO CHANGE**

West Libya Sector - (2)

Port: Zuwara

Risk to Vessels in Port: **SUBSTANTIAL**

Risk to Personnel Ashore: **SUBSTANTIAL**

Risk Trend (Last 30 Days): **NO CHANGE**

BOURI OIL FIELD

1

ABU KHAMMASH

2

MARSA SABRATAH

3

4

5

6

MINA TARABULUS (TRIPOLI)

AZ ZAWIYA

KHOMS

MISRATAH

West Libya Sector - (3)

Port: Mellitah

Risk to Vessels in Port: **MODERATE**

Risk to Personnel Ashore: **SUBSTANTIAL**

Risk Trend (Last 30 Days): **NO CHANGE**

West Libya Sector - (4)

Port: Zawiya

Risk to Vessels in Port: **CRITICAL**

Risk to Personnel Ashore: **CRITICAL**

Risk Trend (Last 30 Days): **NO CHANGE**

West Libya Sector - (5)

Port: Tripoli

Risk to Vessels in Port: **SEVERE**

Risk to Personnel Ashore: **SEVERE**

Risk Trend (Last 30 Days): **NO CHANGE**

West Libya Sector - (6)

Port: Al Khums

Risk to Vessels in Port: **MODERATE**

Risk to Personnel Ashore: **SUBSTANTIAL**

Risk Trend (Last 30 Days): **NO CHANGE**

Central Libya Sector

Central Libya Sector - (1)

Port: Misurata

Risk to Vessels in Port: **SUBSTANTIAL**

Risk to Personnel Ashore: **SUBSTANTIAL**

Risk Trend (Last 30 Days): **NO CHANGE**

Central Libya Sector - (2)

Port: Sirte

Risk to Vessels in Port: **CRITICAL**

Risk to Personnel Ashore: **CRITICAL**

Risk Trend (Last 30 Days): **NO CHANGE**

Central Libya Sector - 3

Port: As Sidr

Risk to Vessels in Port: **MODERATE**

Risk to Personnel Ashore: **SUBSTANTIAL**

Risk Trend (Last 30 Days): **NO CHANGE**

Central Libya Sector - 4

Port: Ras Lanuf

Risk to Vessels in Port: **MODERATE**

Risk to Personnel Ashore: **SUBSTANTIAL**

Risk Trend (Last 30 Days): **NO CHANGE**

Central Libya Sector - 5

Port: Marsa El Brega

Risk to Vessels in Port: **MODERATE**

Risk to Personnel Ashore: **SUBSTANTIAL**

Risk Trend (Last 30 Days): **NO CHANGE**

AS SIDR

3

4

RAS LANUF

5

Central Libya Sector - 6

Port: Zuetina

Risk to Vessels in Port: **MODERATE**

Risk to Personnel Ashore: **SUBSTANTIAL**

Risk Trend (Last 30 Days): **NO CHANGE**

East Libya Sector

East Libya Sector - (1)

Port: Benghazi

Risk to Vessels in Port: **MODERATE**

Risk to Personnel Ashore: **SEVERE**

Risk Trend (Last 30 Days): **NO CHANGE**

East Libya Sector - (2)

Port: Derna

Risk to Vessels in Port: **SEVERE**

Risk to Personnel Ashore: **CRITICAL**

Risk Trend (Last 30 Days): **NO CHANGE**

DARNAH

2

MERSA TOR

3

4

BANGHAZI

1

EZ ZUEITINA

6

AL BURAYQAH

East Libya Sector - (3)

Port: Tobruk

Risk to Vessels in Port: **MODERATE**

Risk to Personnel Ashore: **SUBSTANTIAL**

Risk Trend (Last 30 Days): **NO CHANGE**

East Libya Sector - (4)

Port: Marsa Al Hariga

Risk to Vessels in Port: **MODERATE**

Risk to Personnel Ashore: **MODERATE**

Risk Trend (Last 30 Days): **NO CHANGE**

Libya-Wide Risk Map

Reportable Events

12-19 September 2023

Location: Libya

Effect upon Risk: Heightened

Comment: The fallout from the catastrophic flooding caused by Storm Daniel continued this week. The death toll is disputed, but there have been at least 4,000 deaths and more than 9,000 people missing- according to the UN. The storm burst 2 dams, wiping out as much as a quarter of the eastern city of Derna.

Assessment: These floods have devastated the port city of Derna, and the port will be out of operation until infrastructure can be rebuilt. Port

operations in other Eastern ports also remains heightened as damage from the flood was severe. Whilst crew should remain vigilant to weather conditions, this event does not represent an increased security risk to vessels and crew at port as conditions are currently stable.

17 September 2023

Location: Derna

Effect upon Risk: Nil

Comment: Demonstrations were held in the flood-hit city of Derna, with protesters demanding the overthrow of the House of Representatives and the Municipal Council of the city of Derna, holding them responsible for the extent of the damage and the number of victims because of their corruption. The protesters called on Libyans in the rest of the country to take to the streets and protest against the existing political bodies, and to consider the Derna disaster as a

starting point for change.

Assessment: These protests demonstrate the potential impact that the flooding could have on the overall security situation in Libya. Civil unrest may widen as Libyans look to hold someone responsible for this catastrophic event. In turn, this may deepen East-West tension as both governments try to shift blame onto one another. As the protests currently remain constricted to Derna, the risk to vessels and crew at port is unaffected, and there is so impact on port operations.



Reportable Events

13 September 2023

Location: Eastern Libya

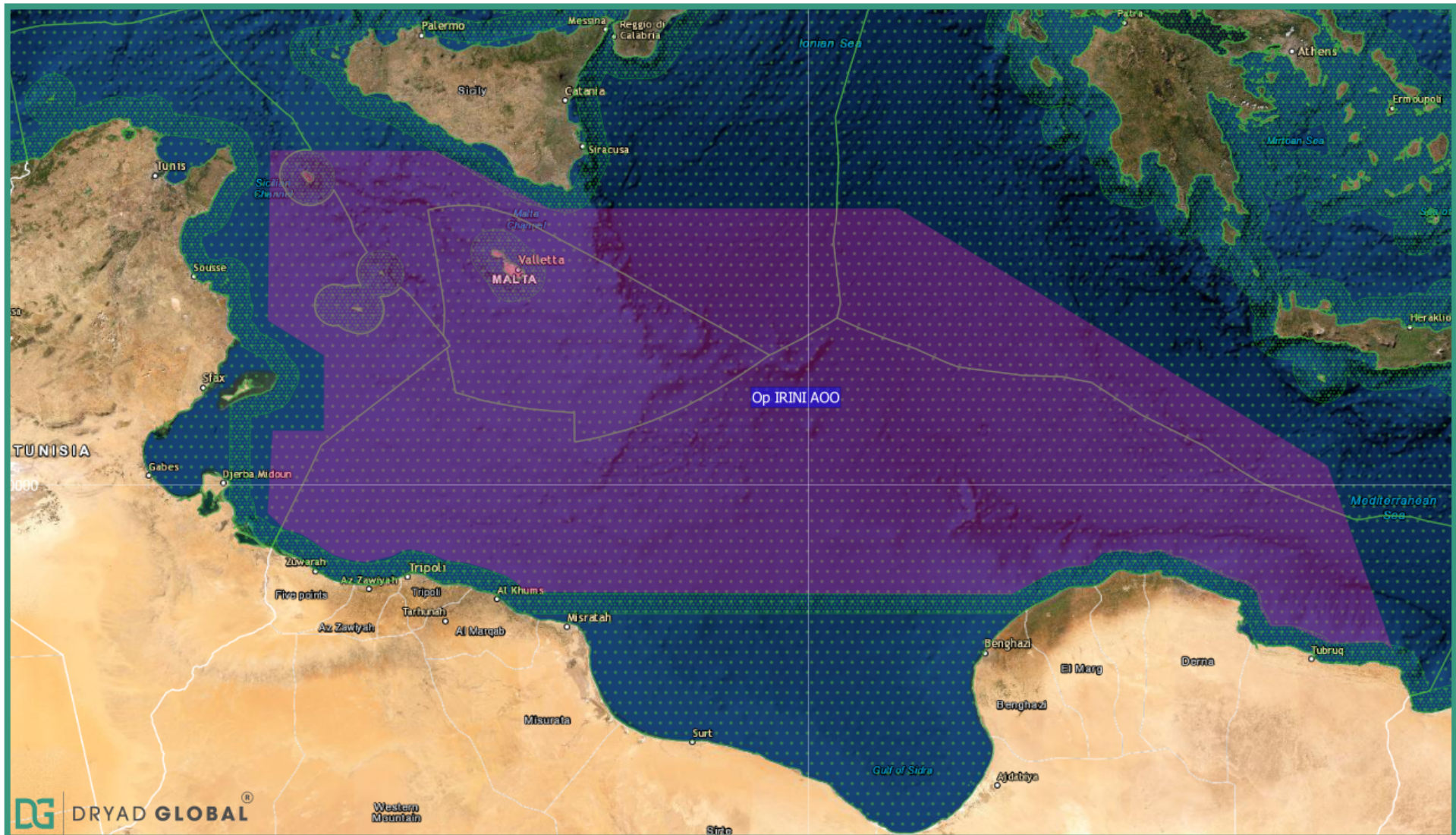
Effect upon Risk: Reduced

Comment: Four major oil ports in Libya have reopened after shutting down on Saturday because of the powerful storm that swept the country. The eastern ports of Brega, Es Sidra and Ras Lanuf opened on Tuesday and the port of Zueitina opened on Wednesday morning following a three-day closure.

Assessment: The reopening of these ports reflects a reduced risk to port operations, and the risk to vessels and crew at port remains the same.

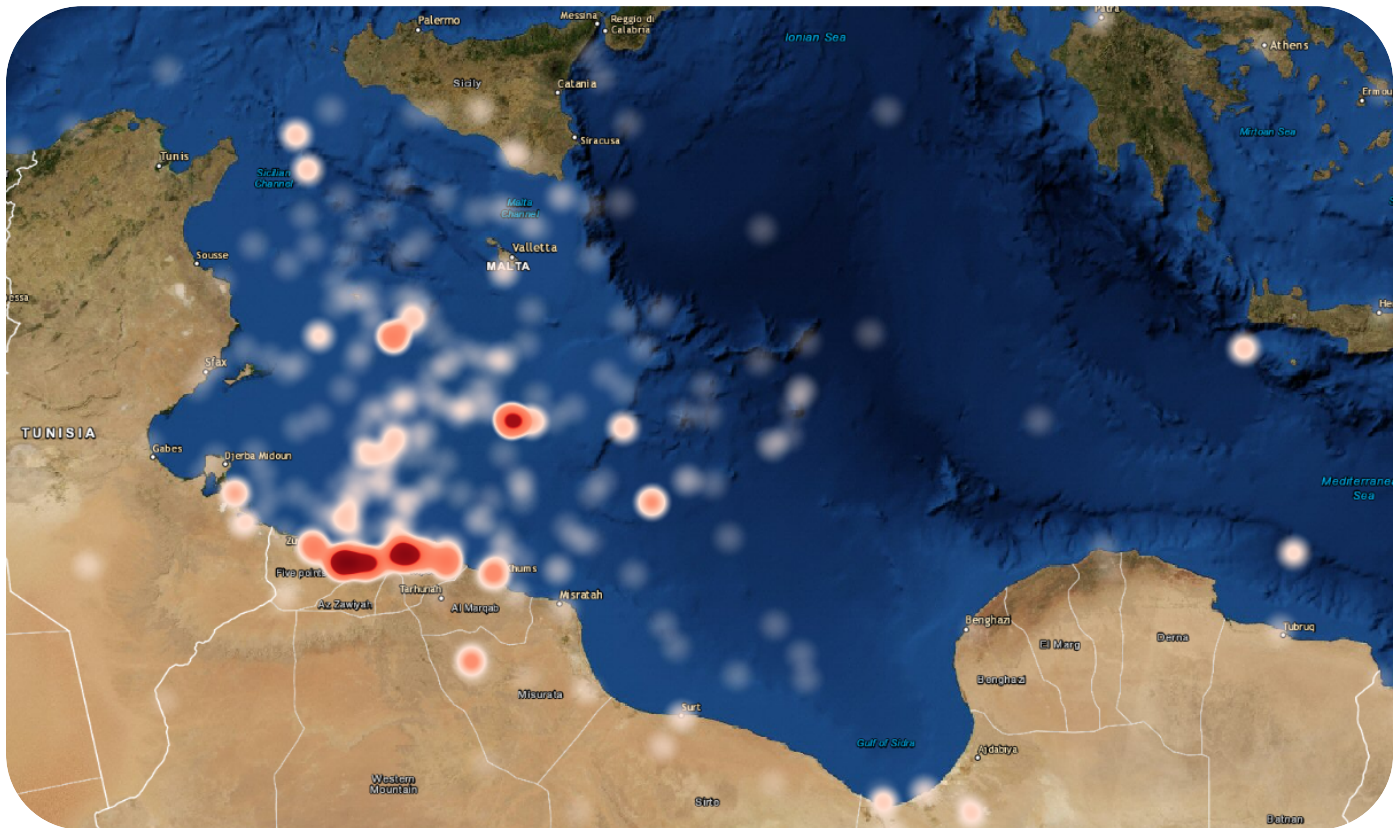


Operation Irini - Area of Operations



Launched in March 2020, the EUNAVFOR Operation Irini focuses on enforcing the UN arms embargo placed upon Libya.

Migrant Risk



19 September 2023

Location: West Libya Sector.

Effect upon Risk: **NIL**

Boats carrying refugees continue to attempt and cross the body of water into Europe. The IMO estimate that 1155 migrants are missing and 911 are confirmed as having drowned crossing the Mediterranean since the start of 2023.

In 2022, the International Organisation of Migration reported that over 24,684 migrants had been intercepted offshore of Libya, compared with over 32,000 migrants the previous year. Despite the decrease in migrant interceptions, the total number of migrants arriving in Italy from Libya have increased. In 2022 it was reported that 53,000 refugees arrived in Italy from Libya, an increase of 70% from 2021.

Assessment:

Dryad Global continues to recommend that vessels remain cautious of migrant vessels, and follow Dryad Global's recommended actions upon encountering a migrant vessel in distress, which can be found at the rear of this

document. The wholesale breakdown of order and spread of COVID-19 within migrant camps and/or detention centres will only seek to compound the issues vessels have faced in Libyan waters, which are caused by migrant vessels.

With the ongoing spread of COVID-19 within Libya, and the Libyan government's inability to provide high levels of health care for Libyan and non-Libyans, the 'push' factors which encourage migrant activity off the Libyan coast are likely to increase, and this assessment is confirmed by UN data suggesting an uptick of migrant rescues.

West Libya Port Status - 19 September 2023

Farwah & Bouri Terminals - 1

Port Status: **OPEN**

Port Control: Government of National Accord



Mellitah - 3

Port Status: **OPEN**

Port Control: Government of National Accord



Tripoli - 5

Port Status: **OPEN**

Port Control: National Oil Corporation



Zuwara - 2

Port Status: **OPEN**

Port Control: Government of National Accord



Zawiya - 4

Port Status: **OPEN**

Port Control: National Oil Corporation



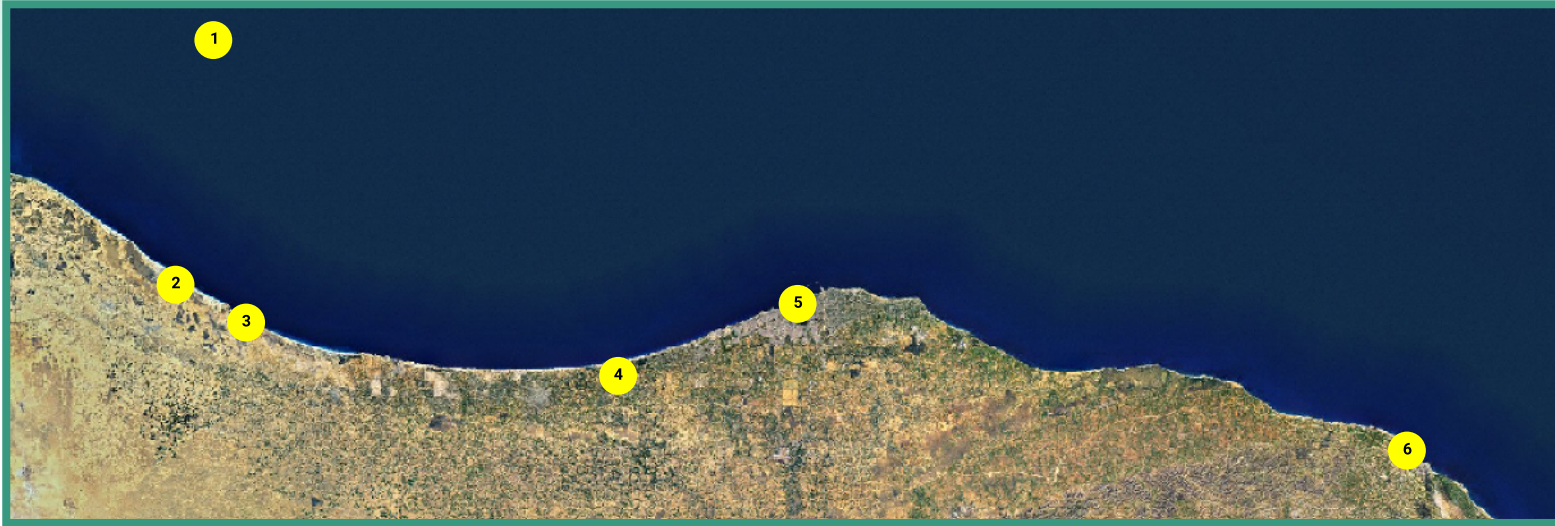
Al Khums - 6

Port Status: **OPEN**

Port Control: Government of National Accord



West Libya Port Review - 19 September 2023



Vessel Categories



Cargo





Tanker





Farwah & Bouri Terminals - 1

At Farwah	At Bouri	Arrived last 7 days
--	--	-- 
--	--	-- 

Mellitah - 3

At terminal	At anchorage	Arrived last 7 days
5	--	6 
--	--	2 



Tripoli - 5

At terminal	At anchorage	Arrived last 7 days
1	--	-- 
--	--	15 



Zuwara - 2

At terminal	At anchorage	Arrived last 7 days
--	--	--

Zawiya - 4

At terminal	At anchorage	Arrived last 7 days
--	--	4 
--	--	-- 

Al Khums - 6

At terminal	At anchorage	Arrived last 7 days
2	--	-- 
7	--	5 

Central Libya Port Status - 19 September 2023

Misurata - 1

Port Status: **OPEN**

Port Control: Islamist Militia Aligned to the GNA



As Sidr - 3

Port Status: **OPEN**

Port Control: Libyan National Army



Marsa El Brega - 5

Port Status: **OPEN**

Port Control: Libyan National Army



Sirte - 2

Port Status: **CLOSED**

Port Control: Libyan National Army



Ras Lanuf - 4

Port Status: **OPEN**

Port Control: Libyan National Army



Zuetina - 6

Port Status: **OPEN**

Port Control: Libyan National Army



Central Libya Port Review - 19 September 2023



Vessel Categories



Cargo





Tanker





Misurata - 1

At terminal	At anchorage	Arrived last 7 days
6	--	2 
10	--	9 

As Sidr - 3

At terminal	At anchorage	Arrived last 7 days
--	--	2 
--	--	-- 



Marsa Al Brega - 5

At terminal	At anchorage	Arrived last 7 days
1	--	2 
--	--	-- 



Sirte - 2

At terminal	At anchorage	Arrived last 7 days
--	--	--

Ras Lanuf - 4

At terminal	At anchorage	Arrived last 7 days
--	--	1 
--	--	-- 

Zueitina - 6

At terminal	At anchorage	Arrived last 7 days
--	--	3 
--	--	-- 

East Libya Port Status - 19 September 2023

Benghazi - 1

Port Status: **OPEN**

Port Control: Libyan National Army



Tobruk - 3

Port Status: **OPEN**

Port Control: Libyan National Army



Derna - 2

Port Status: **CLOSED**

Port Control: Libyan National Army



Marsa Al Hariga - 4

Port Status: **OPEN**

Port Control: Libyan National Army



East Libya Port Review - 19 September 2023



Vessel Categories



Cargo





Tanker





Benghazi - 1

At terminal	At anchorage	Arrived last 7 days
3	--	4 
8	--	9 



Tobruk- 3

At terminal	At anchorage	Arrived last 7 days
--	--	-- 
3	--	1 

Derna - 2

At terminal	At anchorage	Arrived last 7
		
--	--	-- 

Marsa Al Hariga - 4

At terminal	At anchorage	Arrived last 7 days
1	--	1 
--	--	-- 

Dryad 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.

Dryad Recommendations

Upon Identification of a Migrant Vessel in Distress

Under SOLAS, vessels are obliged to assist those who are in danger at sea.

On first sighting a migrant vessel it is best to contact national and international authorities in the area, such as the national coastguards, or a warship which is equipped to deal with such an incident. A VHF Call is the most expeditious way to achieve this. Note that warships rarely transmit on AIS. The position and if possible, a photo, should be sent. The vessel should be continually tracked until a warship or authorities have control of the situation.

When it has become apparent that life is in danger, the best and safest approach is to follow the steps detailed below.



Actions on Apparent Life in Danger

Make a Mayday Call.

Approach and launch inflatable life rafts.

Life rafts are the most efficient and safest way to transfer people, some of whom may be weak or injured.

Launch a rescue boat with additional water, medical supplies and at least two first aiders.

Cut the painters on the life raft to the ship and tie the rafts together.

Use the rescue boat to take the life rafts to the casualties for them to board.

If at all possible, the rescue boat should stand off and not take casualties, as it is at risk of being overloaded.

Migrants need to be loaded into the boats.

Once everyone is onboard and distributed effectively across the boats (launch more if required), then water can be distributed, and first aiders can tend to the casualties.

Throughout the incident keep trying to get a response from authorities. The vessel remains in charge of the incident until released by authorities.

Dryad Recommendations

COVID-19 Specific Recommendations

Personnel are prohibited from disembarking unless in extreme circumstances.

Shipping agents must be prepared to provide their last 10 ports of call, including dates of entry and departure, a declaration that the vessels captain is free of COVID-19.

Pilotage is to be conducted remotely using VHF/'walkie talkie' means.

Crew provision of PPE is required, including N95 face masks.

At the end of daily working hours the ship's captain must raise the accommodation ladder and not lower until the next working day.

At oil terminals, ships should disinfect connection and loading equipment after use.

Cargo vessels must disinfect all loading decks and hatch covers before discharging their cargo.

Roll-on-roll-off carriers have to wait at anchorage for 14 days before being allowed access to Libyan ports.

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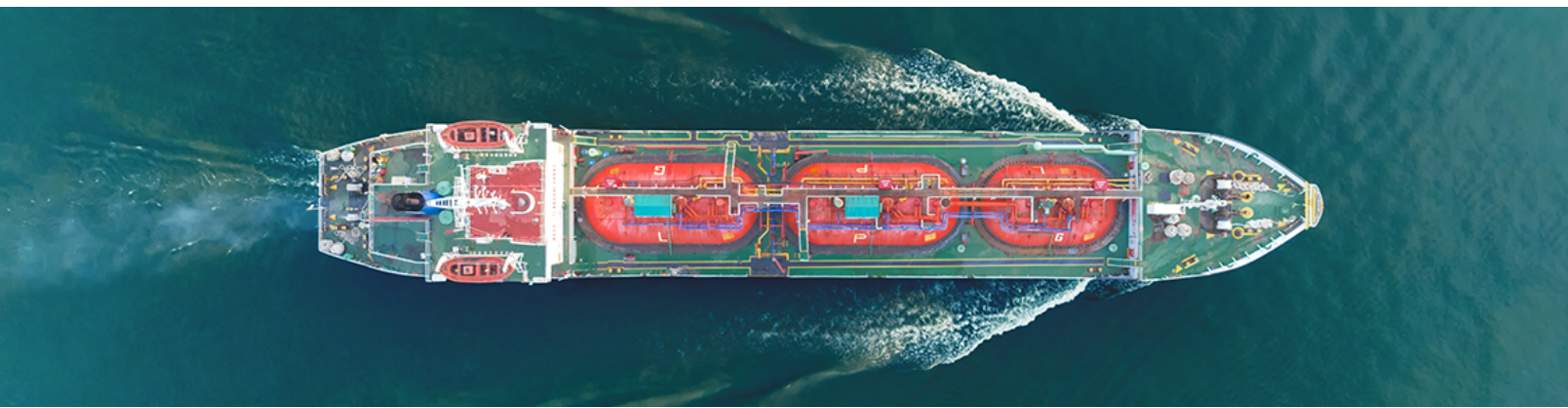
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