

Maritime Security Review



Issue No. 37

18 September 2017

MS | RISK

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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.

INCIDENTS AT SEA

Reporting Period: 11 - 18 September 2017

Region	Current Incidents Reported	Late Reported incidents	Threat level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	3	Medium
Gulf of Guinea	0	2	Medium
Southeast Asia	1	5	High
WORLDWIDE			
North America	1	1	Medium
Central America/Caribbean/South America	0	2	Medium
Atlantic Ocean Area	0	1	Low
Northern Europe/English Channel/Baltic	0	0	Low
Mediterranean/ Black Sea	1	6	High
Arabian Gulf	0	0	Low
East Asia/Indian Subcontinent	1	3	Medium
Southern Africa	0	0	Low
Northeast Asia	0	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

GULF OF ADEN/ARABIAN SEA/BAB EL-MANDAB/RED SEA



WARNING FOR RED SEA, BAB EL-MANDAB STRAIT AND GULF OF ADEN: HIGH THREAT OF VESSEL HIJACKING

While international naval patrols and anti-piracy measures on board commercial vessels have practically eradicated Somali piracy since its peak in early 2011, poverty coupled with other factors that motivate pirates remain and some vessels transiting this region may have increasingly become complacent in the belief that the piracy threat had diminished. While the international community has over the past several years taken significant steps in order to improve security in the region, including boosting naval forces in the area and requiring ships to take protection

measures, including reporting in and out of high risk areas, sailing at top speed as far away as possible from the Somali coast and travelling with armed escorts on board, the threat of an attack and hijacking remained as the real root of the cause on the ground in Somalia has never been properly 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 advised to adhere to strict guidance and protective measures as set down in BMP4. 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 continue 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, which in turn can escalate the potential for direct or collateral damage to vessels transiting the region. 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.

HIJACKS

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS

- 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

1. **6 September (Bahrain - Late Report)** – Authorities announced the arrest of two Bahrainis in connection with an attempt to smuggle 68 kilograms of drugs into the Kingdom from Iran.

INCIDENT MAP

Source: ONI



1. **3 September (Saudi Arabia - Late Report)** – Naval patrols of the Border Guards in the Makkah region broke up an attempt to smuggle in a large quantity of hashish through the Jeddah sector. A spokesman stated that naval patrol boats intercepted and boarded a boat with three Yemeni nationals on board. They were arrested with a total of 258.35 kilograms of hashish. Coastal patrols also apprehended five other Yemenis who were about to receive the drug consignment.
2. **21 August (Egypt - Late Report)** – Authorities announced the arrest of a group of persons involved in smuggling a collection of 18th century artefacts in a joint operation between the Hurghada Ports Authority and the Egyptian Ports Antiquities Unit of the Ministry of Antiquities.

MARITIME REPORTING

- Nothing to report

INCIDENT MAP

Source: ONI



WEATHER FORECAST: GULF OF ADEN/ARABIAN SEA

WEATHER FORECAST VALID FROM 14 - 20 SEPTEMBER 2017

NORTHERN ARABIAN SEA: Southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 2 – 4 feet.

- **Extended Forecast:** Southwest winds of 10 – 15 knots, with seas of 2 – 4 feet.

GULF OF OMAN: Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 2 feet in the western section of the Gulf; with variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the eastern section of the Gulf.

- **Extended Forecast:** Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 2 feet in the western section of the Gulf; with southwest winds of 10 – 15 knots and seas of 1 – 3 feet in the eastern section of the Gulf.

GULF OF ADEN: Easterly winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the western section of the Gulf; with easterly winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the eastern section of the Gulf.

- **Extended Forecast:** Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the western section of the Gulf; with variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 3 feet in the eastern section of the Gulf.

SOMALI COAST: Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 feet in the northern section of the coastline; with southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 5 – 7 feet in the southern section of the coastline.

- **Extended Forecast:** Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 feet in the northern section of the coastline; with south-southwest winds of 20 – 25 knots, and seas of 5 – 7 feet in the southern section of the coastline.

CENTRAL AFRICAN COAST/INDIAN OCEAN: Southeast winds of 15 – 20 knots, and seas of 5 – 7 feet.

- **Extended Forecast:** South-southeast winds of 15 – 20 knots and seas of 3 – 5 feet.

MOZAMBIQUE CHANNEL: Southwest winds of 10 – 15 knots and seas of 2 – 4 feet in the northern Channel; with southwest winds of 10 – 15 knots and seas of 7 – 9 feet in the southern Channel.

- **Extended Forecast:** Southwest winds of 5 – 10 knots, gusting to 15 knots, and seas of 3 – 4 feet in the northern Channel; with southeast winds of 15 – 20 knots and seas of 7 – 9 feet in the southern Channel.

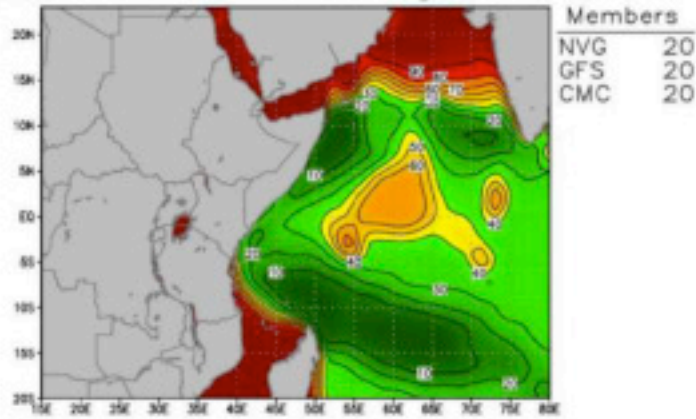
SURFACE CURRENTS: The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Current's speeds along the Somali Basin are northeasterly averaging between 2 – 3 knots.

SYNOPTIC DISCUSSION: High pressure will dominate the weather pattern over much of the AOR producing mostly clear skies. Isolated rain showers and thunderstorms can be expected during the forecast as an area of low pressure moves through the region. Expect increased localized wind flow through the Strait of Hormuz due to funneling effects and occasional shamal winds across the Arabian Gulf.

WEATHER MAP

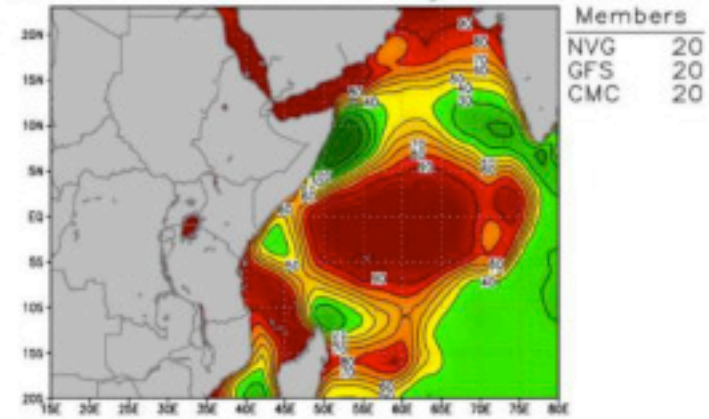
Source: ONI

Winds < 15.0 kts and Wave Heights < 5.0 ft



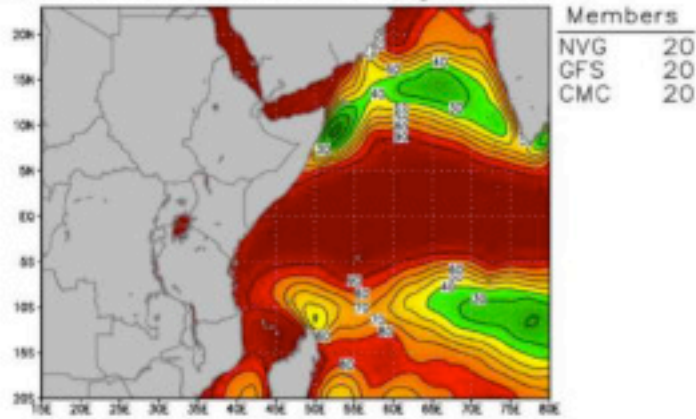
Valid Time: 1200Z 14 SEP 2017

Winds < 15.0 kts and Wave Heights < 5.0 ft



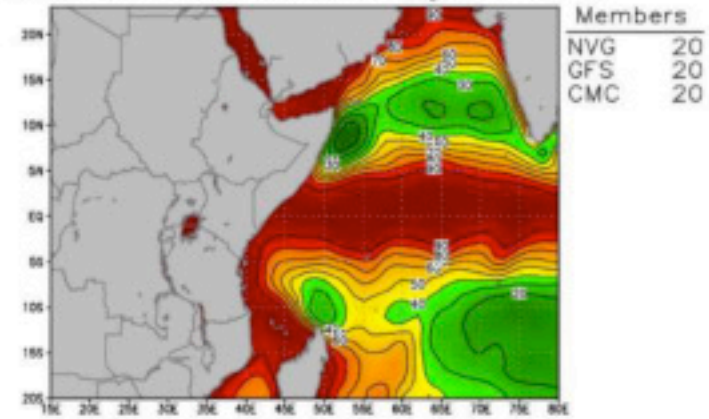
Valid Time: 0000Z 17 SEP 2017

Winds < 17.0 kts and Wave Heights < 7.0 ft



Valid Time: 1200Z 19 SEP 2017

Winds < 17.0 kts and Wave Heights < 7.0 ft



Valid Time: 0000Z 22 SEP 2017

probability (%)



SPOTLIGHT ON YEMEN

PORT STATUS AS OF 18 SEPTEMBER 2017

Port Name	Port Status	Risk Level	Notes
Aden Port	Open	High	Curfew: 2000-0600
Ash Shihr Oil Terminal	Open	High	
Balhaf LNG Terminal	Closed	Closed	
Hodeidah Port	Open WARNING*	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

Shipmasters and crew are urged to remain abreast of current conditions surrounding all Yemeni ports of call, and to ensure that security measured aboard vessels are in place.

NEW GUIDANCE FROM COMBINED MARITIME FORCES

On 6 September, Combined Maritime Forces (CMF) issued guidance relating to transit through the Gulf of Aden, Bab Al Mandeb, Southern Red Sea, and associated waters. The new recommendations do not replace or supersede any previous guidance. Summary here:

To address the multiple types of risks and the broad expanse of ocean, Naval Forces must be used in the most efficient manner possible. To assist in this, CMF is establishing a Maritime Security Transit Corridor (MSTC), which consists of:

- The Internationally Recommended Transit Corridor (IRTC)
- The BAM TSS and the TSS West of the Hanish Islands
- A two-way route directly connecting the IRTC and the BAM TSS

The MSTC provides a recommended merchant traffic route around which Naval Forces can focus their presence and surveillance efforts. It is recommended that all vessels use the MSTC to benefit from military presence and surveillance.

The maritime threat environment is dynamic; the risks will not remain constant for subsequent visits. It is essential therefore, that Masters, Ship Security Officers and Company Security Officers carry out detailed Risk Assessments for each voyage to the region and for each activity within the region.

All vessels transiting the Gulf of Aden and Bab Al Mandeb should follow the guidance of BMP4 to the maximum extent possible and consider the use of embarked armed security. Recent piracy attacks in 2017 serve to emphasise the importance of robustly following this guidance.

This guidance is in no way directive. The use of the IRTC, MSTC, BMP4, armed security, shifting transit times, or any other defensive measures remain the sole decision of the vessel operator based on its own dedicated risk assessment and the requirements of the flag state.

ACTIVITY REPORTING

- **14 September** – The leader of Yemen’s Shiite rebels threatened on Thursday to attack territory in the United Arab Emirates, a key member of a Saudi-led coalition fighting to defeat the Houthis in a speech aired on the rebel-run al-Masirah TV, Abdel-Malek al-Houthi said the UAE is now within range of missiles available to his forces after a “successful” missile test showed they could reach the UAE capital, Abu Dhabi. “All companies (working) in the UAE should no longer see it as safe,” he said. In his Thursday address, al-Houthi also hinted at a possible reconciliation with former President Ali Abdullah Saleh. He said an agreement between their two sides was reached on “political stability.” A power struggle has recently emerged between the two, with Saleh complaining that Houthis side-lined him and his loyalists, leaving them out of military and political decisions.
- **12 September** – Human Rights Watch accused the Saudi-led coalition fighting in Yemen of war crimes on Tuesday, saying its air strikes killed 39 civilians including 26 children in two months. The rights group said five air strikes hitting four family homes and a grocery store was carried out either deliberately or recklessly, causing indiscriminate loss of civilian lives in violation of the laws of war. The coalition has repeatedly denied allegations of war crimes and says its attacks are directed against its foes in Yemen's armed Houthi movement and not civilians.
- **11 September** – Yemen’s president, Abd Rabbo Mansour Hadi, in an interview with London-based Al Quds Al Arabi daily, noted that his government was in agreement with the Saudi-led coalition and the Americans that military pressure alone would bring the Iran-backed Al Houthi militia back to the table and would force them into disarming. “We and the Saudi-led coalition are aware that only a military solution would defeat the putschists and would force them into accepting the GCC initiative and outcome of the National Dialogue and the international [community] resolution,” Hadi said. Hadi attributed the military stalemate on most fronts to pressure on him from big powers which favour of a peaceful settlement. “Europeans, for example, are with a political solution, while the American administration seeks to strike Iranian interests in Yemen by supporting a military solution, because the Americans believe that the end of the Iranian project in Yemen would mark the beginning of the end of the Iranian imperial ambition,” Hadi said.
- **9 September** – Five suspected al Qaeda militants were killed in drone strikes on two villages in Yemen’s al Baida governorate on Saturday, a local official and residents said. “The strikes targeted two villages where al Qaeda is known to be active,” a local official said, adding that a total of five were killed in the strikes in central Yemen. Residents said two suspected militants were killed when a drone targeted the car they were traveling in.
- **8 September** – The Combined Maritime Forces (CMF) are setting up a security corridor Gulf of Aden and Bab Al Mandeb in response to recent attacks in the region. The busy sealane has become the focus of both renewed pirate attacks and instability from the conflict in Yemen. “The multiple types of risks and the broad expanse of ocean on which these attacks can occur dictate that Naval Forces must be used in the most efficient manner possible. To assist in this, CMF is establishing a Maritime Security Transit Corridor (MSTC).” The MTSC encompasses the Internationally Recommended Transit Corridor (IRTC), the BAM traffic separation scheme (TSS) and the TSS West of the Hanish Islands, and a two-way route directly connecting the IRTC and the BAM TSS. The CMF said it recommended that all vessels use the MSTC to benefit from military presence and surveillance.

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 may become the next affected area in a battle for regional influence. As Operation Golden Spear ensues along the western coast of Yemen, the potential for retaliatory measures is heightened. On the water, the battle has taken a turn as the US navy has discovered that the recent 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 has increased and is likely to rise. There remains a high level of violence and criminal activity ashore. 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.

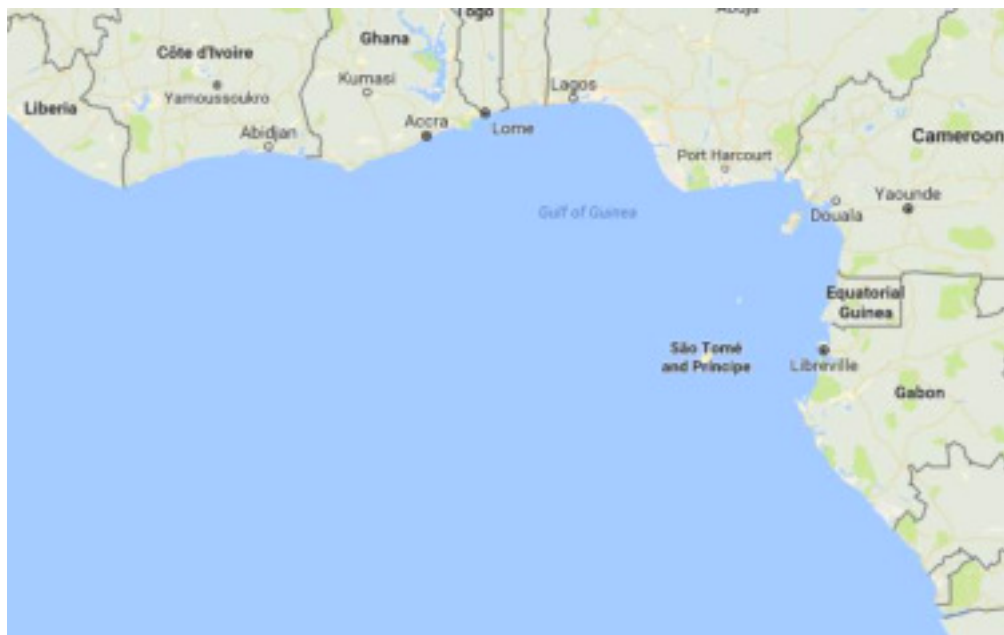
SAUDI COALITION INSPECTIONS

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: 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; Lome, Togo and Cotonou, Benin to remain particularly vigilant.

HIJACKS

- 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

- **8 September (Guinea - Late Report)** – Seven robbers armed with knives and crowbars boarded an anchored bulk carrier near position 09:21 N – 012:44 W, Conakry Anchorage. They attempted to kidnap the master. After fifteen minutes, the robbers left the vessel with ship's property and personal effects. The crew has been reported safe.

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- **7 September (Nigeria - Late Report)** – The Tin-Can Island Command of the Nigerian Customs Service (NCS) intercepted 1,100 rifles that were smuggled into the country from Turkey. The Comptroller-General of NCS told journalists in Lagos that the seizure was the third interception of smuggled firearms and ammunition at Lagos port within the past nine months.

MARITIME REPORTING

- Nothing to report

WEATHER FORECAST VALID FROM 14 - 20 SEPTEMBER 2017

GULF OF GUINEA: Southwest winds of 5 – 10 knots, gusting to 15 knots, and seas of 3 – 5 feet.

- **Extended Forecast:** Southwest winds of 5 – 10 knots, gusting to 15 knots, and seas of 3 – 5 feet.

SYNOPTIC DISCUSSION: High pressure continues to dominate the weather in the region producing relatively light winds across the Somali Basin. Isolated thunderstorms and rain showers can be routinely expected along the Somali and West African coasts with increased southerly wind flow through the Bab el Mandeb Strait due to funnelling effects.

INCIDENT MAP

Source: ONI



SOUTHEAST ASIA

WARNING: There are continuing concerns in regards to the situation of kidnapping of crewmembers from vessels while underway in the Sulu-Celebs Sea region. MS Risk advises all vessels, particularly slow moving vessels, to re-route 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

Pirate Action Groups (PAG's) operating in this region are likely to target vessels to siphon fuel or oil onto another ship. Masters are therefore reminded to remain vigilant at all times in all regions, including at ports and anchorages. Attacks and robberies can occur at any time. Incidents involving the siphoning of oil/fuel have been on the rise in recent months. Masters are reminded to remain vigilant at all times and to report any incidents, suspicious activity, attacks or hijackings to the local authorities.



HIJACKS

- No current incidents to report

KIDNAPPING

- 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

2. **11 September (Indonesia)** – Robbers boarded a bulk carrier during cargo operations, near position 00:13 S – 117:33 E, Muara Berau, Samarinda anchorage, and stole two mooring ropes from the forecandle storeroom and escaped unnoticed. Incident was reported by duty crewman on routine rounds. Local agents were informed.
3. **7 September (Malaysia – Late Report)** – Four persons armed with a gun and knives boarded an underway LPG carrier near position 02:03 N – 104:59 E, 35 nautical miles south-southeast of Pulau Aur. They stole crew and ship's properties and escaped. All crewmembers have been reported safe.
10. **25 August (Malaysia – Late Report)** – Authorities boarded and searched the cargo ship *AMANAH II*, near the Riau Islands, finding fifteen tons of salt for which the Master had no documentation.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

4. **7 September (Philippines - Late Report)** – Philippine security forces rescued two Indonesians kidnapped in November 2016 by the Abu Sayyaf Group off Kunak town in Sabah, Malaysia. Brigadier-General Cirilito Sobejana, commander of Joint Task Force Sulu, disclosed that the two men were found at 6:30 AM inside a van in the Indanan district of Sulu Province, an Abu Sayyaf stronghold. The two were taken by the extremist group on 19 November 2016.
5. **7 September (Malaysia – Late Report)** – Authorities completed a lengthy search of a shipping container at Sepanggar Port, ultimately finding 1,148 ivory tusks weighing more than 3,000 kilograms and pangolin scales weighing more than 5,000 kilograms. Officials stated that they believe that these items were from Africa en route Sepanggar Port before proceeding to China as they have high market value there.

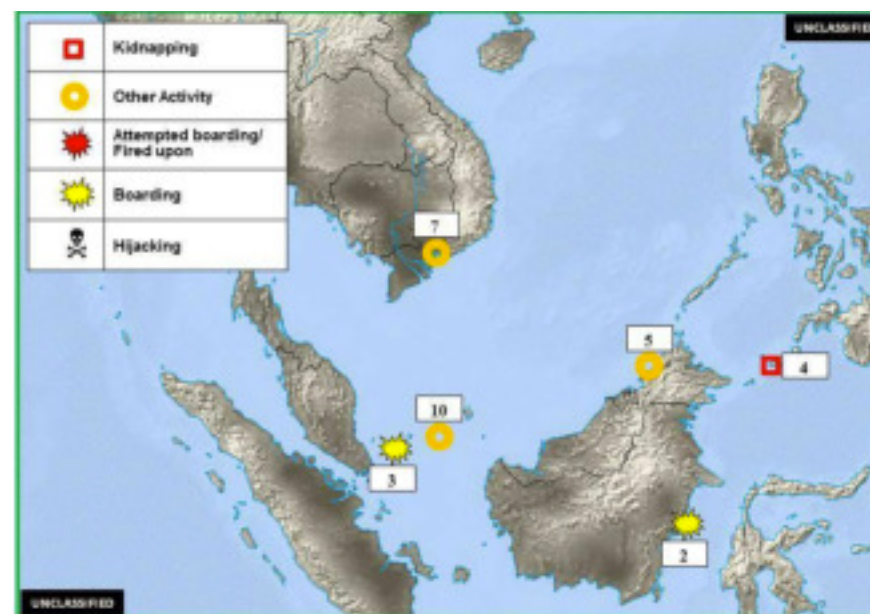
7. **6 September (Vietnam – Late Report)** – Authorities in the port of Cat Lai searched a shipping container arriving from Africa and found 1,356 kilograms of smuggled ivory. Authorities seized 6 tons of smuggled ivory at this same port during 2016.

MARITIME REPORTING

- Nothing to report

INCIDENT MAP

Source: ONI



WEATHER FORECAST VALID FROM 14 - 20 SEPTEMBER 2017

SOUTHERN SOUTH CHINA SEA: Variable winds of 5 – 10 knots and seas of 1 – 2 feet.

- **Extended Forecast:** Southwest winds of 5 – 10 knots and seas of 1 – 3 feet.

MALACCA STRAIT: Variable winds of 5 – 10 knots and seas of 1 – 2 feet in the northern Strait; with variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 1 – 2 feet in the southern Strait.

- **Extended Forecast:** Variable winds of 5 – 10 knots, gusting 15 knots, and seas of 1 – 3 feet in the northern Strait; with variable winds of 10 – 15 knots, and seas of 1 – 2 feet in the southern Strait.

ANDAMAN SEA: West-southwest winds of 10 – 15 knots and seas of 3 – 5 feet in the northern section; with southwest winds of 10 – 15 knots and seas of 2 – 4 feet in the southern section.

- **Extended Forecast:** Southwest winds of 20 – 25 knots and seas of 10 – 12 feet in the northern section; with southwest winds of 10 – 15 knots and seas of 2 – 4 feet in the southern section.

SOUTHERN SULU SEA – NORTHERN CELEBES SEA: Variable winds of 5 – 10 knots and seas of 1 – 2 feet.

- **Extended Forecast:** 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: An area of low pressure moving off of China will produce slightly increased wind flow in the South China Sea. Expect strong gusts in and around scattered thunderstorms, throughout the Malacca Strait and the Andaman Sea due to funneling and daytime heating.

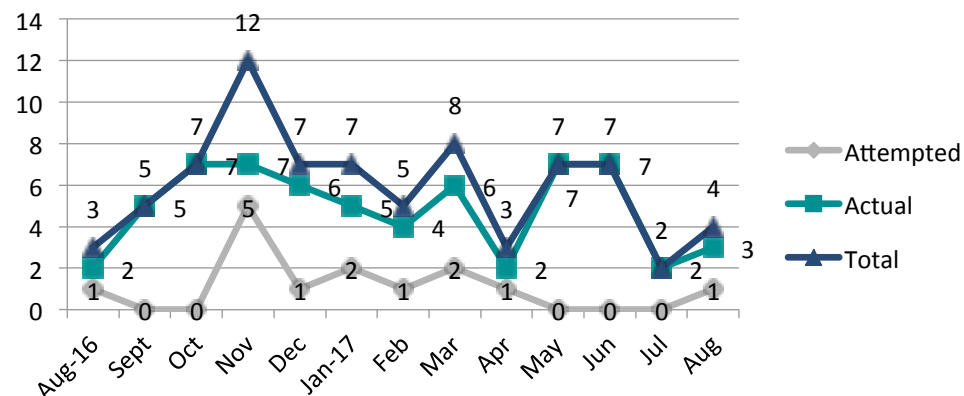
PIRACY & ARMED ROBBERY AGAINST VESSELS IN ASIA: MONTHLY REVIEW (AUGUST 2017)

During the month of August 2017, there were four incidents of armed robbery against vessels reported in Asia, consisting of three actual incidents and one attempted incident. During this reporting period, there were no piracy incidents recorded and there were also no reports of actual or attempted incidents involving the abduction of crewmembers from vessels in the Sulu-Celebes Sea and waters off Eastern Sabah.

NUMBER OF INCIDENTS (AUGUST 2017)

In August 2017, there were a total of four incidents of armed robbery against vessels reported. This figure comprises of three actual incidents and one attempted incident. Compared to the same reporting period in 2016, the total number of incidents reported in August 2017 increased by one incident. In August 2016, there were a total of three incidents, comprising of two actual incidents and one attempted incident, reported.

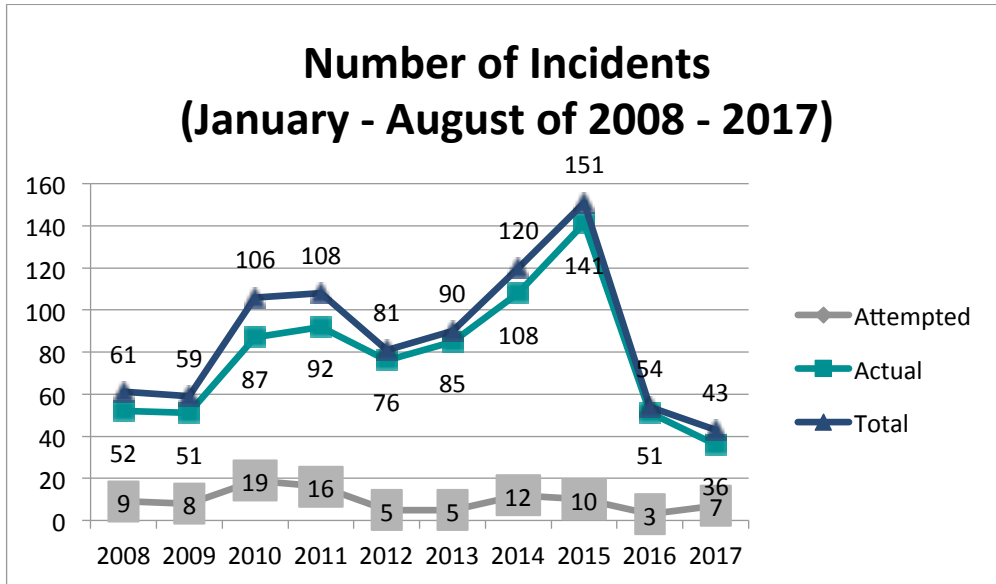
Number of Incidents (August 2016 - August 2017)



REVIEW OF JANUARY – AUGUST 2017 PERIOD

Between the January – August reporting period, a total of 43 incidents were recorded, comprising of 36 actual and 7 attempted incidents. Compared to the same reporting period in 2016, there was a 20% decline in the total number of incidents reported in 2017 and a 72% decline compared to the same period in 2015. The January – August 2016 period recorded 54 incidents while 151 incidents were reported between January – August 2015. The number of incidents reported during January – August 2017 is also the lowest amongst the 10-year reporting period. The improvements during the January – August 2017 period were attributed to the improvement of the situation in the Straits of Malacca and Singapore since 2016 as well as an improvement at certain ports and anchorages in India, Indonesia and Vietnam.

It should however be noted that while the overall situation during the January – August 2017 period has improved, there was an increase in the number of incidents reported at ports and anchorages in Bangladesh (Chittagong) and the Philippines (Manila and Batangas) compared to the same reporting period in 2016.



the Master, sounded the general alarm and reported the incident to the Vessel Traffic Management System (VTMS) Manila. Upon hearing the alarm, the perpetrators quickly jumped into the water and moved away with their motor banca towards an unknown direction. The Philippine Coast Guard (PCG) proceeded to the location of the incident and conducted maritime patrol in the area. The crew was not injured. Two sets of breathing apparatus and one set of fireman’s outfit were found missing.

2. **WARNOW MASTER, Container Ship, Cyprus (16 August 2017; 0459 hrs; Anchorage in the vicinity waters off South Harbour Manila, Philippines)** – While conducting a routine inspection, the duty roving watch noticed two perpetrators inside the hawse pipe at the starboard side of the vessel. He immediately reported the incident to the duty officer on watch who alerted the Master, sounded the general alarm and reported the incident to the Vessel Traffic Management System (VTMS) Manila. Upon hearing the alarm, the perpetrators jumped into the water.
3. **STAR LILY, Bulk Carrier, Panama (21 August 2017; 0234 hrs; Eastbound lane of the TSS of the Singapore Strait, at approximately 1.3 nautical miles WNW off Helen Mar Reef)** – While sailing, the crew sighted four perpetrators armed with machete, boarding the vessel from a craft. The alarm was raised, accommodation area secured and anti-piracy measures activated on board. The perpetrators escaped in a waiting boat. Nothing was reported stolen and the crewmembers have been reported safe.

LOCATION AND DESCRIPTION OF INCIDENTS

Below is a description of the four incidents that were reported in August 2017.

Actual Incidents

1. **RHL AQUA, Container Ship, Liberia (10 August 2017; 0140 hrs; Approximately 2.84 nautical miles off Sangley runway, Cavite City, the Philippines)** – While at anchor, the duty deck watch noticed four perpetrators at the forecastle deck of the vessel. The duty deck watch immediately reported the incident to the duty officer on watch who alerted

Attempted Incident

4. **AQUABELLE, Chemical tanker, Malaysia (13 August 2017; 1355 hrs; Alongside the KBOT (Karamunting Bulk Oil Terminal), Sandakan, Sabah, Malaysia)** – While at berth, the crew along with the cargo surveyor and the loading master were carrying out cargo gauging when the duty AB noticed one perpetrators attempting to board the vessel through its starboard side near no. 1 cargo tank using a small rope. The cargo control room was alerted and the alarm was raised. The perpetrator escaped in a small boat, which had another person on board.

INCIDENT MAP – Location of Incidents in August 2017

Source: ReCAAP



miles southwest of Manila. This incident occurred on 10 August. The second incident occurred on 16 August on board container ship *WARNOV MASTER*, and occurred in the vicinity waters off South Harbour, Manila.

Between January – August 2017, there were a total of ten incidents reported at ports and anchorages in the Philippines. Of these, four incidents occurred off Manila and six incidents occurred off Batangas. Of the four incidents that were reported off Manila, the incident involving *COSCO FUKUYAMA* on 14 July 2017 and the incident involving *WARNOV MASTER* on 16 August adopted similar modus operandi. Both incidents involved two perpetrators in each case, with the perpetrators boarding the vessels through the hawse pipe.

MS Risk advises all vessel Masters and crewmembers to exercise enhanced vigilance, increase the number of crewmembers on night watch and secure ship's stores, particularly during hours of darkness when at these ports and anchorages. We further advise that Masters and crewmembers report all incidents and sighting of suspicious men, boats or activity in the vicinity immediately to the local authorities.

INCIDENT IN STRAITS OF MALACCA AND SINGAPORE (SOMS)

At about 0234 hrs on 21 August 2017, bulk carrier *STAR LILY* while underway in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait, at about 1.3 nautical miles west-northwest off Helen Mar Reef was boarded by four perpetrators armed with machetes. The four perpetrators boarded the vessel from a craft. Upon sighting the perpetrators, crewmembers raised the alarm, secured the accommodation and activated anti-piracy measures on board. The perpetrators escaped in a waiting boat. Nothing was stolen and the crewmembers were reported safe.

During the January – August 2017 period, a total of three incidents, comprising of two actual and one attempted incident, were reported in SOMS. All three incidents occurred during the hours of darkness between 0100 hrs and 0300 hrs. Of these incidents, two – comprising of one actual incident and one attempted incident – occurred on board vessels while underway in the eastbound lane of TSS of the

INCIDENTS AT PORTS/ANCHORAGES IN THE PHILIPPINES

Of the four incidents reported in August 2017, two occurred at ports/anchorages off Manila, Philippines, with both incidents occurring on board vessels anchored in close proximity to each other.

One incident occurred on board container ship *RHL AQUA* at approximately 2.84 nautical miles off Sangley, Cavite City, Philippines which is approximately 8 nautical

Singapore Strait and one incident on board a vessel while underway in the Strait of Malacca.

Compared to the same January – August period in 2016, 2017 has seen a slight increase in the number of incidents reported in SOMS. Between January – August 2016, two incidents, comprising of one actual and one attempted incident, were reported in this area.

MS Risk advises all vessels transiting SOMS to exercise vigilance, particularly during the hours of darkness, and adopt relevant measures.

UPDATE ON SITUATION OF ABDUCTION OF CREWMEMBERS FROM VESSELS WHILE UNDERWAY IN THE SULU-CELEBS SEA AND WATERS OFF EASTERN SABAH (JANUARY – AUGUST 2017)

During the August 2017 reporting period, there were no incidents involving the abduction of crewmembers from vessels while underway in the Sulu-Celebes Sea reported. The last actual incident occurred on board *SUPER SHUTTLE TUG 1* on 23 March 2017 while the last attempted incident involved *DONA ANNABELLE* on 18 August 2017.

During the January – August 2017 period, a total of eleven crewmembers were abducted from vessels while underway in the Sulu-Celebes Sea and off the waters of Eastern Sabah. Of the eleven crewmembers, two have been rescued, two were killed and seven remain in captivity. The Philippine authorities continued to conduct pursuit operations and intensify its military operations to rescue the abducted crew and neutralize the militant group.

From March 2016 until August 2017, a total of 59 crewmembers have been abducted. Of these, thirty have been released, 10 rescued, five killed and fourteen that are still in captivity.

On 20 August 2017, the Philippine authorities rescued one of the abducted crewmen of *ROYAL 16* while they were conducting military operations in the vicinity of Mataja Island, Basilan province. The *ROYAL 16* was boarded by ten armed men on 11

November 2016 who abducted its six crewmembers. On 16 June 2017, while government troops were conducting military operations, they successfully rescued one of the abducted crew in Sumipsip, Basilan, Philippines. On 5 July 2017, the Philippine military found the bodies of another two of *ROYAL 16*'s abducted crew at Sitio Limbutulan, Brgy Tumahubong, Sumisip Basilan, Philippines. To date, the remaining crewmembers of *ROYAL 16* are still being held in captivity.

CONCLUSION

The number of incidents of piracy and armed robbery against vessels in Asia for the period of August 2017 increased slightly compared to the same reporting period in 2016. Four incidents were reported in August 2017, compared to three that were reported in August 2016. It should be noted that the January – August 2017 reporting period was the lowest amongst the 10-year reporting period of January – August 2008 – 2017.

During the August 2017 reporting period, there were no incidents involving the abduction of crewmembers from vessels in the Sulu-Celebes Sea, with the last actual incident taking place in March 2017. Nevertheless, MS Risk continues to closely monitor the situation.

WORLDWIDE

NORTH AMERICA

1. **11 September (United States)** – Two men aboard a boat filled with marijuana were arrested after officials found 1,500 pounds of marijuana on the suspects' craft off Calafia Beach in San Clemente.
2. **3 September (Canada – Late Report)** – Authorities searched a 9-metre sailboat, named *QUESERA*, in east River, Nova Scotia and found 270 kilograms of cocaine. The owner of the boat, and one other man, were arrested.

INCIDENT MAP

Source: ONI



CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

1. **2 September (Colombia – Late Report)** – Duty officer onboard an LPG tanker anchored near position 10:19 N – 075:32 W, Cartagena Inner Anchorage, noticed a small boat approaching near the bow and asked the duty watch crewman to investigate. Upon checking, the duty crewman reported that the padlocks to the forepeak storeroom and paint locker were broken and the ship's stores and properties were stolen.
2. **1 September (Grenada – Late Report)** – Multiple boardings were reported aboard six occupied and unoccupied yachts in Prickly Bay. A minor altercation was reported with the thief, who escaped, when discovered by one of the onboard owners. A generator and outboard motor, among other items, were reported stolen.

INCIDENT MAP

Source: ONI



ATLANTIC OCEAN AREA

1. **9 September (United Kingdom – Late Report)** – Three men were arrested after illegal firearms were found on five boats moored at Fallwood Marina in Bramley. An initial police raid took place at an industrial building in Bramley the previous week, and a man was arrested on suspicion of manufacturing firearms after several weapons were found. Two other men were subsequently arrested on suspicion of firearms offences. Five boats and two container units were searched and further weapons were discovered.

INCIDENT MAP

Source: ONI



NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA

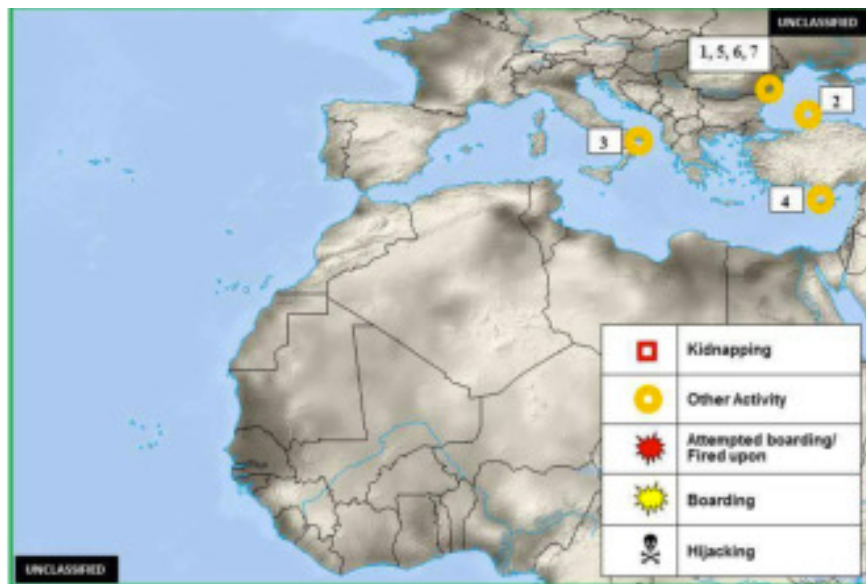
1. **13 September (Romania)** – Romania's coast guard rescued before the dawn more than 157 migrants from Iraq and Iran, of which 53 were children, from a vessel in distress on the Black Sea. The rusty ship was towed to the Black Sea port of Constanta, 250 kilometres east of Bucharest. Authorities initially spotted the ship outside Romanian territorial waters. It sent a distress signal and two coast guard boats were dispatched, but high waves and winds hampered rescue efforts before the ship was eventually towed to port.
2. **9 - 10 September (Turkey – Late Report)** – Turkish authorities rescued 313 migrants on the Black Sea attempting to reach Balkan countries, suggesting the emergence of an alternative route to Europe. Turkey's coast guard disclosed that it stopped the first fishing boat carrying 93 Syrians and one Afghan off the northern coast of Istanbul. According to the coast guard, the migrants were with a suspected Turkish smuggler. The following day, the coast guard intercepted 68 Syrians and two Iranians in a sailboat with one alleged Turkish smuggler. The vessel was intercepted 36 nautical miles east of Bulgaria on Saturday.
3. **9 - 10 September (Italy – Late Report)** – Authorities in the port of Gioia Tauro found two large consignments of cocaine hidden in shipping containers coming from South America. In total, 534 kilograms of cocaine were found.
4. **10 September (Cyprus – Late Report)** – Authorities intercepted two boats carrying more than 300 undocumented migrants off the northwestern coast of the island, and one person has already been arrested for human trafficking. Paphos Police arrested a 36-year-old male who allegedly navigated one of the two boats. The first boat with 134 undocumented migrants (92 men, 13 women and 29 under age children) was towed to Latsi late on Saturday and the second

at Kato Pyrgos Tillyrias. The second boat was carrying 110 men, 17 women and 44 underage children.

5. **9 September (Romania – Late Report)** – The Romanian coast guard intercepted a fishing boat in the Black Sea with 97 migrants on board, 36 of them children. Border police disclosed that they were Iranian and Iraqi nationals, picked up close to the Romanian-Bulgarian sea border.
6. **8 September (Romania – Late Report)** – Authorities intercepted a boat heading for Romanian territorial waters. The fishing boat, which was carrying around 120 migrants, was caught by border police and handed over to the Turkish coast guard.
7. **3 September (Romania – Late Report)** – Authorities rescued 87 migrants onboard a boat off its Black Sea coast. The boat is believed to have set sail from the northern coast of Turkey.

INCIDENT MAP

Source: ONI



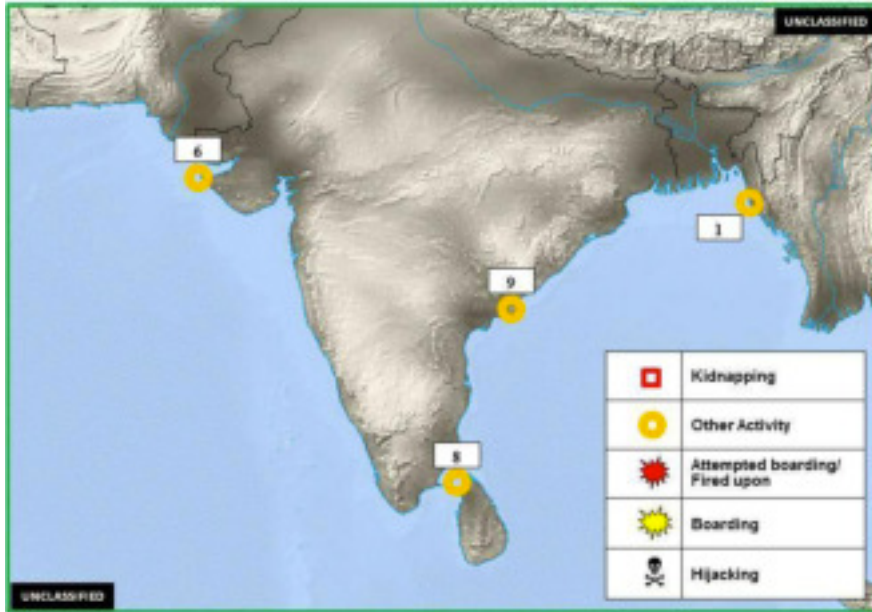
ARABIAN GULF

- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

1. **13 September (Bangladesh)** – Authorities announced that at least 99 bodies, believed to be those of Rohingya Muslims, have washed ashore in Bangladesh. Police and border guards have disclosed that up to six overloaded boats have capsized in the past two weeks. Many were small boats or rickety fishing vessels not intended to carry passengers.
6. **7 September (India – Late Report)** – An Indian Coast Guard (ICG) unit detained a passenger vessel, *MSV AL KARIMI*, on suspicion of the illegal transfer and smuggling of 5,000 litres of diesel fuel. An ICG spokesman disclosed that the ICG station at Okha received a tip-off about a passenger vessel involved in illegal activity at Bet Dwarka and deployed a hovercraft to investigate. Upon finding the vessel, it was escorted to Kankai jetty at Okha harbour.
8. **1 September (Sri Lanka – Late Report)** – Sri Lanka Navy personnel arrested three Indian nationals attempting to smuggle in a banned herbicide in the seas off the northwest coast, 33 nautical miles west of Kudiramalai. The suspects were found in the possession of 1,125 kilograms of ammonium salt of glyphosate. The suspects along with the banned consignment and their dhow were handed over to the police for legal action.
9. **29 August (India – Late Report)** – Robbers boarded an anchored chemical tanker during cargo operations near position 16:57 N – 082:15 E, Kakinada Port. They stole ship's stores and escaped unnoticed. The theft was noticed by the duty crew during routine rounds. Port control was informed.

INCIDENT MAP



EASTERN AND SOUTHERN AFRICA

- No current incidents to report

NORTHEAST ASIA

- No current incidents to report

PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

MIGRATION



Migrant crossings in the Mediterranean are likely to continue into the Autumn period. As more rescue operations are being suspended, because of tensions with Libyan authorities, migrants may seek the less dangerous crossing towards Spain, which in recent weeks has seen a significant rise in the number of migrants arriving on its shores.

- **13 September** – Romania’s coast guard rescued before the dawn more than 157 migrants from Iraq and Iran, of which 53 were children, from a vessel in distress on the Black Sea. The rusty ship was towed to the Black Sea port of Constanta, 250 kilometres east of Bucharest. Authorities initially spotted the ship outside Romanian territorial waters. It sent a distress signal and two coast guard boats were dispatched, but high waves and winds hampered rescue efforts before the ship was eventually towed to port.
- **13 September** – Interior minister’s disclosed on Thursday that the European Union (EU) is determined to go on preventing migrants setting off from the coast of Libya, despite criticism from rights advocates who say that the strategy is

aggravating human suffering. After more than two years struggling to stem the flow of migrants and refugees from Africa and the Middle East, the EU is cautiously hopeful that it is finally in control of the situation. A 2016 agreement with Turkey effectively closed one major migratory route and this year, Italy has led the EU’s efforts to curb sea crossings from Libya, supplying money, equipment and training for Libya’s border and coast guard and striking deals with local groups in control on the ground in a country that still largely remains lawless. According to the latest United Nations data, Mediterranean crossings have dropped from nearly 28,000 people in June to below 10,000 in August, with sources reporting late last month that a new armed group on Libya’s coast was stopping migrant boats from leaving. Human rights groups however have decried the EU’s support for Libya’s Prime Minister Fayez Seraj and allied militants who run migrant detention centres, which they have compared to concentration camps. The top UN human rights official has disclosed that the EU strategy was “very thin on the protection of the human rights of migrants inside Libya and on the boats, and silent on the urgent need for alternatives to the arbitrary detention of vulnerable people.” In order to offset this, the EU has stepped up financing for the UN agencies for migration (IOM) and refugees (UNHCR) in a bid to have them try to improve conditions for migrants inside Libya. However this is not changing tack on trying to keep them there. Ahead of talks in Brussels with his EU peers, Estonia’s Interior Minister Andres Anvelt disclosed “if we look at the flow of migrants across the Mediterranean a few months ago and now, the decrease in illegal migration has been big in numbers,” adding “we’ll have a discussion about how to have this success story going on.”

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 18 SEPTEMBER 2017

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)	Open	Moderate - High
Port of Benghazi	Closed	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	Moderate
Port of Zawiya (Zawia)	Open	Moderate
Port of Zueitina	Open	Low



ACTIVITY REPORTING

- 14 September** – The Libya Political Agreement (LPA) is due to expire on Monday. Ghassan Salame, UN special envoy to Libya, seeks to break the political deadlock while keeping all interested parties engaged in a new road map for Libya. If all goes according to Mr Salame’s plan, the country could be ready to hold elections for president and parliament by 2019.
- 14 September** – Libya’s Sharara oilfield is producing about 180,000 barrels per day (bpd), 100,000 bpd below recent levels, as it is held back by security problems. Two workers at the field said a facility about 40 kilometres (25 miles) west of the field was shut because of poor security, hindering the recovery of production after the field reopened following a pipeline blockade earlier this month.

- **13 September** – In Sabrata, Libya’s main departure point for clandestine migrants hoping to reach Europe, people trafficking gangs are under so much pressure that some have closed for business. Italy has registered 6,500 arrivals since mid-July, barely 15 percent of the average for the same period between 2014 and 2016. Libyan officials say the falling number is due to stronger surveillance by the coast guards of both countries, as well as pressure on major people smuggling gangs in Sabrata. Traffickers in Sabrata, 70 kilometres (45 miles) west of Tripoli, are preparing to hand security forces thousands of migrants they had planned to put on makeshift boats heading for the Italian coast, Sabrata security officials said. “We are giving them a chance. It’s an opportunity for traffickers to repent,” said Bassem Ghrabli, commander of a force tackling clandestine migration. “We expect (the smugglers) to hand over more than 10,000 migrants to us.” Ghrabli said 90 percent of the city’s traffickers had agreed to halt their illegal activities after negotiations with residents. “We gave them an ultimatum: we will no longer tolerate such activities in the city. If they do not agree to abandon their trafficking, we will use force,” he said.
- **12 September** – Less than a year after being driven out of its Libyan stronghold, Islamic State is re-emerging. The group is “dangerously active” on the western fringes of the main oil producing region, in an area of about 40,000 square kilometres, according to Ibrahim Mlitan, who’s in charge of security in nearby Sirte. Militants have been seen roaming the coastal highway in armoured vehicles, setting up checkpoints and searching for opponents. Their vows to re-establish Islamic State rule have caused panic among locals. The region in which it now has a presence extends from the central town of al-Nawfalya to the eastern outskirts of Sirte, and south to beyond Waddan in Jufra district. There, rocky terrain provides it with a safe passage to and from the southern desert, said Mlitan.
- **8 September** – The United Nations is preparing to deploy 150-250 mostly Nepalese guards to Libya to protect its base in the capital as part of a plan to return its operations to the country. The mission has been based in Tunis since 2014, when fighting among rival Libyan brigades forced out most foreign embassy staff, but it has gradually increased its presence in Libya and has been

planning for months for a fuller return. A spokesperson for the mission said there were no plans to send U.N. peacekeepers to Libya.

- **8 September** – The Libya Herald reports that Benghazi port will reopen on 1 October, citing port authority spokesman Muftah Al-Shuaiby. The port suffered major damage during the conflict in Benghazi. In mid-July, the chief of staff and military governor from Ben Jawed to Derna, Major-General Abdul Razzaq Al-Nazhuri, visited it to assess the damage and what needed to be done before it could be operational again.

LIBYA: PROCEDURE

Although conditions are improving in Benghazi, 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. Vessels are urged to:

- Observe international laws of trading
- Follow official sea navigation routes to any of the working Libyan ports and avoid navigating in the coastal waters of the closed ports. **Vessels should avoid navigating in the coastal waters of Benghazi, Derna and Sirte.**

- In advance of arrival, declare the intended voyage and type of cargo to be discharged/loaded to the local agent, to allow sufficient time to notify the appropriate authorities.
- Stay in contact with local port authorities to receive the most up to date information.
- Vessels should report their schedules to local port agents prior to arrival at any Libyan port, including:
 - A declaration of the vessel's sailing route
 - Whether they are loading or discharging cargo
 - The type of cargo on board

Vessels are cautioned to avoid navigating in the coastal waters of Benghazi, Derna and Sirte. MS Risk advises that shipmasters and owners stay up-to-date on the volatile situation in this region.

ABOUT MS RISK

MS Risk is a privately-owned company domiciled in the Isle of Man. It is underwritten by a syndicate of Lloyd's of London for special risks case management in all jurisdictions. It also acts as retained advisors to syndicates in the Lloyd's of London specialty risk insurance markets: kidnap for ransom, extortion, hijack, illegal detention, illegal war tax, malicious product tamper, terrorism, political and war risk.

MS Risk is always mindful and compliant to legislation and guidelines on the use of private security services including, but not limited to the US FCPA (1977), UK Bribery Act (2010), Canadian Bill C-48 (2007), ASX 8 Corporate Governance Principles, and the World Bank/IFC Voluntary Principles on the Use of Government and Private Security Forces. MS Risk is a signatory of the Swiss government's International Code of Conduct. It is transparent and compliant to market expectations on legal and ethical conduct in the performance of services.

MS Risk has a dedicated team of researchers, a 24/7 hotline service and a pool of trained and experienced consultants to support client needs.

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- Special assignments

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- Hostile operations support to commercial interests

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References are always available.

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