

Maritime Security Review



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MS | RISK

TABLE OF CONTENTS

TABLE OF CONTENTS	2
INCIDENTS AT SEA	3
GULF OF ADEN/ARABIAN SEA/BAB EL-MANDAB/RED SEA	4
SPOTLIGHT ON YEMEN	6
YEMEN: PROCEDURE	7
WEST AFRICA/GULF OF GUINEA	9
SOUTHEAST ASIA	11
PIRACY & ARMED ROBBERY AGAINST VESSELS IN ASIA: QUARTERLY REVIEW (JAN-SEPT 2017)	13
NUMBER OF INCIDENTS (JANUARY - SEPTEMBER 2017)	14
STATUS OF VESSELS.....	14
MODUS OPERANDI OF INCIDENTS	16
LOCATION OF INCIDENTS	18
UPDATE ON INCIDENTS OF ABDUCTION OF CREWMEMBERS FROM VESSELS IN THE SULU-CELEBES SEA AND WATERS OFF EASTERN SABAH.....	20
CONCLUSION	21
WORLDWIDE	22
SPECIAL FEATURE: CYBER SECURITY CONCERNS FOR THE SHIPPING INDUSTRY	23
MIGRATION	24

SPOTLIGHT ON LIBYA	25
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LIBYA: PROCEDURE.....	27
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ABOUT MS RISK	28
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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 comes becomes available.

We encourage our readers to confidentially report any incidents or suspicious activity to info@msrisk.com.

INCIDENTS AT SEA

Reporting Period: 16 - 22 October 2017

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

There was one suspicious incident reported during this period. MS Risk advises vessels transiting this area are advised to remain alert at all times, as skiffs may attempt to approach vessels in a bid to hijack them.

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

- **15 October (Gulf of Aden - Late Report)** – An Iranian fishing boat captain reported that his boat had broken down and he had sighted two approaching

fast boats. No further communication was received from the boat and its location is unknown. The boat had 20 crewmembers on board whose situation remains unknown.

MARITIME REPORTING

- Nothing to report

SPOTLIGHT ON YEMEN

PORT STATUS AS OF 22 OCTOBER 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.

ACTIVITY REPORTING

- 20 October** – A military plan is in place for Yemen, backed by a Saudi-led coalition, to strike the Al Houthi-held Hodeidah port on the Red Sea, Yemen's foreign minister has said. In an interview with the Saudi-owned Al Riyadh newspaper, Abdul Malik Al Mekhlafi said that a military offensive in Hodeida would bring about a peaceful settlement that would end the more than three years of civil war. "Al Hodeida is part of the war and it is the only remaining smuggling point under the control of Al Houthis and Saleh. We have [prepared] a plan for the liberation of Al Hodeida." He added that the Saudi government has agreed to a proposal put forth by UN envoy Esmail Ould Shaikh Ahmad which aims to disrupt the flow of arms to the rebels through the strategic port city. Al Houthis have rejected repeated calls by the UN envoy to hand over control of the port city to neutral Yemeni forces under the aegis of the United Nations. The Yemeni government has said that the rebels have made millions of dollars by taxing goods that come through the sea port who have, in turn, used it to fund their military efforts across Yemen.
- 19 October** – The government of China has written off Yemen's debts in excess of \$100 million. The announcement was made by the Chinese Ambassador in Yemen, Tian Qi, in a message to Deputy Prime Minister and Foreign Minister Abdulmalik Al-Mekhlafi. The minister praised China for its understanding and support for the legitimacy of the government of President Hadi. An official meeting will be arranged to sign a mutual agreement relating to the debt waiver. China has a strong bilateral relationship with Yemen. Its Embassy in the capital Sana'a remains operational, despite the war.
- 17 October** – US forces conducted airstrikes against two ISIS training camps in Yemen, killing dozens of ISIS fighters and "disrupting the organization's attempts to train new fighters," according to a statement released by the Pentagon. A US defence official said this is the first US strike specifically targeting ISIS in Yemen. Two camps, containing an estimated 50 fighters, were targeted. The ISIS camps in al Bayda Governorate were used to "train militants to conduct terror attacks using AK-47s, machine guns, rocket-propelled grenade launchers and endurance training." The strike was done in cooperation with the government of Yemen, according to the Pentagon.

- **16 October** – Two protesters and a policeman were killed Monday in the eastern city of Marib as a clash broke out at a rally to demand jobs for Yemeni tribes, a security source said. Dozens of residents of Marib had gathered outside the local government offices to demand better jobs for and representation of Yemen's tribes in the state and military. Police opened fire after the demonstrators refused to disperse, killing two and wounding three others, the source said on condition of anonymity. A policeman was also killed and four more wounded when an armed protester returned fire, according to the source.
- **15 October** – The cholera outbreak in Yemen is the largest single-year cholera outbreak on record, UN spokesman Stephane Dujarric has said, with more than 2,150 associated deaths and over 820,000 cases since April. The World Health Organisation last week chartered two flights to Sanaa, carrying 53 tonnes of medicine and medical supplies. Dujarric said humanitarian workers reached "more than 2.2 million people with essential medicine and (medical) kits". Yemen's civil war has ruined the economy and pushed millions to the brink of famine. The war has also destroyed its water sanitation system and hospitals. Without access to clean water, or medicine, hundreds of thousands of Yemenis have contracted cholera, which spreads through faecal bacteria in water.
- **14 October** – Aidaroos al-Zubaidi, a sacked former governor of Aden, is leading a movement for southern Yemen's secession. He has declared that an independence referendum would be announced soon and a parliamentary body set up to administer the territory. Speaking to supporters on Saturday, Zubaidi said a new 303-member parliamentary body, the National Association, would act like a small parliament to represent Yemenis from all areas of the south. Zubaidi announced in May a new council formed by senior tribal, military and political figures. The council seeks the secession of southern Yemen and is looking to establish a political leadership under his presidency that would administer the south. The move threatens more turmoil in the impoverished country where the internationally-recognized government is forced to sit in Aden because Houthi rebels control the capital Sanaa. Hadi's government has rejected the formation of the council, saying it would deepen divisions and play into the hands of the Houthi rebels. Many southerners feel that officials in the north have exploited their resources and cut them off from jobs and influence.

YEMEN: PROCEDURE

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.

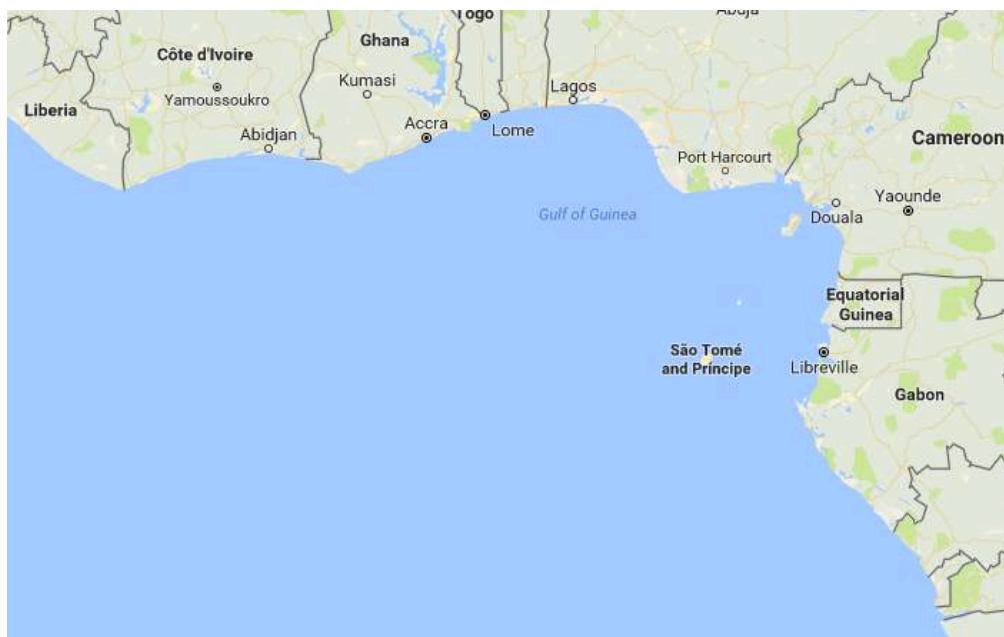
SAUDI COALITION INSPECTIONS

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. In recent weeks, there have been a number of incidents reported in Nembe-Brass Creeks area in Nigeria.

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

- No current incidents to report

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- **15 October (Nigeria - Late Report)** – Authorities arrested five persons onboard a boat pushing a barge carrying 456,000 litres of illegally refined diesel fuel. According to a spokesman, the arrests were made during a routine patrol following a tip off on suspected oil bunkering activities in Yokri, near Warri, Delta State.

MARITIME REPORTING

- **16 October (Nigeria and Ghana)** – The Nigerian Maritime Administration and Safety Agency (NIMASA) has signed a four-year Memorandum of Understanding (MoU) with Ghana Maritime Authority (GMA) to stop pirate attacks in both countries. During a ceremony in Lagos on Monday, the Director-General of NIMASA, Dr Dakuku Peterside, told the delegation of GMA that the MoU would be renewed every four years, adding that it would have no financial implication

on both countries. The two maritime bodies have endorsed a document of relationship to support the aspirations of both countries. According to Peterside, the key highlights of the MoU are: Knowledge sharing, Capacity Building Initiative, Cabotage Enforcement and Joint efforts to combat piracy and terrorism.

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

- **14 October (Philippines – Late Report)** – Armed men abducted five crewmen from *F/V DANVIL 9* in the port of Poblacion on Pangutaran Island. A spokesman disclosed that the probable Abu Sayyaf captors were aboard two motorized bancas and left immediately the area after taking the victims.

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- No current incidents to report

VESSELS BOARDED

- **13 October (Indonesia – Late Report)** – Two robbers in a wooden boat boarded an anchored bulk carrier via the anchor chain near position 00:13 S – 117:35 E, Muara Berau, Samarinda Inner Anchorage. They stole the ship’s properties and threatened the duty AB with knives. As the robbers were escaping with the stolen property, the duty AB raised the alarm and alerted the crewmembers. Local agent was informed.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

- No current incidents to report

MARITIME REPORTING

- Nothing to report

PIRACY & ARMED ROBBERY AGAINST VESSELS IN ASIA: QUARTERLY REVIEW (JAN-SEPT 2017)

During the period of January – September 2017, there were a total of 50 incidents of piracy and armed robbery against vessels reported in Asia – comprising of 43 actual incidents and 7 attempted incidents. Of the total figure, 7 were incidents of piracy and the remaining 43 were incidents of armed robbery against ships.

The total number of incidents during this reporting period has declined by 15% compared to the same reporting period in 2016, when a total of 59 incidents were recorded between January – September.

The January – September 2017 reporting period saw improvements at ports and anchorages in India, Indonesia, Malaysia and Vietnam. However ports and anchorages in the Philippines have reported an increase in the number of incidents, with a total of 11 incidents being reported off Batangas and Manila during this period, compared to three incidents reported during the same period in 2016.

Of great concern is the occurrence during this reporting period of two incidents involving the hijacking of vessels for theft of oil cargo. Both incidents occurred in the South China Sea: on board *C.P. 41* on 23 June and *MGT 1* on 6 September. In the incident involving *MGT 1*, the Malaysian Maritime Enforcement Agency (MMEA) had successfully boarded the ship, arrested the ten perpetrators on board and detained the vessel that was used to hold the stolen diesel oil that had been transferred from *MGT 1*. On 20 September, the Malaysian court convicted and charged the perpetrators with armed robbery. Each of them was sentenced to sixteen years of imprisonment; and seven of them in addition to the imprisonment were given five strokes of cane each. During this reporting period there were no incidents of abduction of crewmembers from vessels while underway in the Sulu-Celebes Sea and waters off Eastern Sabah reported, with the last attempted incident reported in

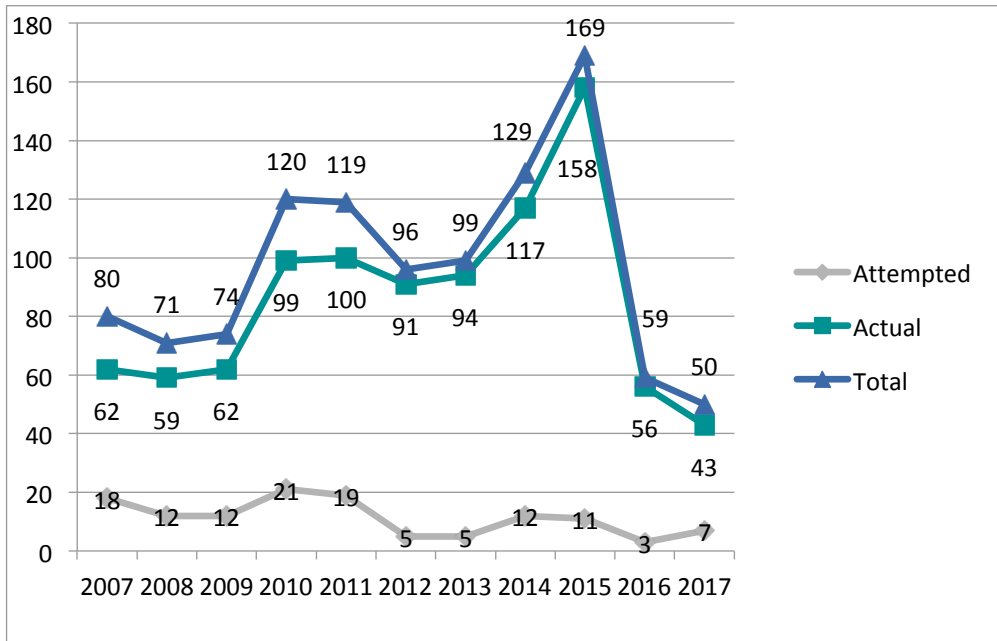
April 2017. As of 30 September 2017, fourteen crewmembers are still being held in captivity out of the 59 crewmembers abducted since March 2016. While there have been no such incidents reported in recent months, MS Risk reiterates its advice that all vessels re-route from the area, where possible. Otherwise vessel Masters and crewmembers are strongly urged to exercise enhanced vigilance while transiting the area and report all incidents immediately to regional authorities.

NUMBER OF INCIDENTS (JANUARY - SEPTEMBER 2017)

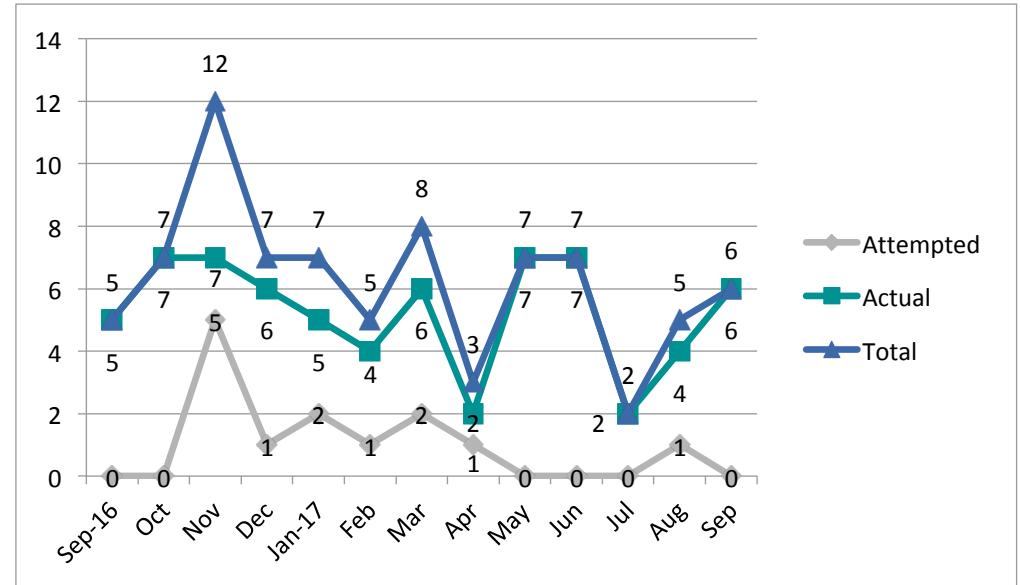
During the January – September 2017 reporting period, a total of 50 incidents of piracy and armed robbery against vessels were reported in Asia, comprising of 43 actual incidents and 7 attempted incidents. Of the total 50 incidents, seven were piracy incidents and 43 were incidents of armed robbery against ships.

The maritime security situation in Asia continues to improve, with the number of incidents reported during the January – September 2017 period being the lowest compared to the same period in the past ten years (2007 – 2016).

Number of Incidents (January – September of 2007 – 2017)



Number of Incidents (September 2016 – September 2017)



STATUS OF VESSELS

Of the total fifty incidents reported between January – September 2017, 34 incidents (68%) occurred on board ships while at anchor/berth and 16 incidents (32%) occurred on board vessels while underway.

INCIDENTS ON BOARD VESSELS AT ANCHOR/BERTH

During this reporting period, a total of 34 incidents occurred on board ships at ports and anchorages comprising of 14 incidents occurring in Indonesia (Dumai, off Pulau Bintan, Samarinda, Belawan, Cilacap, Taboneo and Tanjung Priok); 11 in the Philippines (Batangas and Manila); five in Bangladesh (Chittagong and off Kutubdia

Island); and one incident each in China (Tangshan Jingtang); India (Mumbai); Malaysia (Sandakan); and Vietnam (Cam Pha).

INCIDENTS ON BOARD VESSELS WHILE UNDERWAY

Of the sixteen incidents that occurred on board vessels while underway, 7 (comprised of three actual and four attempted) involved the abduction of crewmembers from vessels in the Philippines, Sulu-Celebes Sea and Malaysia, four incidents occurred in the South China Sea (off Johor Bahru, Kuala Dungun, Kuantan and Pulau Mangkai); three incidents (comprising of two actual and one attempted incident) in the Straits of Malacca and Singapore (SOMS) (off Helen Mar Reef, Nongsa Point and Pulau Kukup); and one incident each in Bangladesh (Cox's Bazar); and the Philippines (Sarangani Strait).

TYPES OF VESSELS TARGETED AND LOCATIONS

Of the 43 actual incidents reported during this period, 18 occurred on board tankers (grouping of various types of tankers including product tanker, chemical tanker, crude oil tanker, LPG tanker, LNG tanker etc...); 12 on board bulk carriers; five on board container ships; three on board tug boats; three on board offshore supply vessels; one on board a fishing trawler and one on board a general cargo ship.

There is no evidence to suggest that a particular type of vessel was targeted at certain locations. Incidents that involved bulk carriers occurred in areas where most ports primarily handle dry bulk cargo, as in Indonesia and Bangladesh. MS Risk advises vessel Masters and crewmembers on board ships that were anchored/berthed at ports and anchorages to exercise vigilance, adopt anti-piracy measures and enhance security watch, particularly during hours of darkness.

VIOLENCE FACTORS

Thirty of the 43 actual incidents reported between January – September 2017 involved perpetrators operating in groups of 1 to 6 men. There were two incidents that involved perpetrators in groups of 7 – 9 men; and two incidents that involved more than nine men. One incident, on board *M/TUG 308* involved 22 men and occurred in the vicinity of Sarangani Strait, Philippines on 5 June. Two of the 22 men

were later arrested by the Philippine Coast Guard (PCG). The incident involving *MGT 1* involved 13 men who boarded and hijacked the vessel on 6 September. In nine of the incidents, the number of perpetrators remains unknown.

TYPES OF WEAPONS CARRIED BY PERPETRATORS

Slightly more than half of the 43 actual incidents reported during this period indicated that the perpetrators were armed. There were seven incidents that involved perpetrators being armed with guns only. Of this figure, three were incidents of abduction of crewmembers from vessels while underway in the Sulu-Celebes Sea and waters off Eastern Sabah (involving a fishing banca, *GIANG HAI* and *SUPER SHUTTLE TUG 1*); and two were incidents that involved the hijacking of vessels for theft of oil cargo (*C.P. 41* and *MGT 1*) in the South China Sea. The other two incidents were armed robberies that occurred on board *ALICE* in the South China Sea and *M/TUG 308* in the Philippines, with the perpetrators stealing ship's property, including fuel, paint, rice, crewmembers' cash and personal belongings. There were fourteen incidents that involved perpetrators who were armed with knives/machetes or other types of weapons, such as iron rods and slingshots.

TREATMENT OF CREWMEMBERS

More than three-quarter of the 43 actual incidents (35) reported that there were either no injuries to the crewmembers or there was no information on the condition of the crew.

In 20% of the incidents (8) there were reports that crewmembers suffered some form of physical violence, including death of crew; and crew were kidnapped, taken hostage (or restrained temporarily), assaulted and threatened. The incident involving *GIANG HAI* reported the death of two of its crewmembers. One crewmember was killed when he tried to deny the perpetrators access to the bridge on 19 February and the body of another crewmembers was recovered by government troops on 7 July. Two incidents involved the abduction of crewmembers for ransom (a fishing banca and *SUPER SHUTTLE TUG 1*); three incidents reported that the perpetrators tied the crewmembers in order to restrain their movement (*ALICE*, *C.P. 41*, and *SENNA 3*); one incident reported that the perpetrators assaulted the crew using a slingshot (*UNI CHALLENGE*) and one incident

reported that the perpetrators threatened the crewmembers who sighted them (*SILVER EXPRESS*).

ECONOMIC LOSS

Of the 43 actual incidents, 25 reported the loss of ship stores, unsecured items and engine spares. Nineteen incidents reported ship stores being stolen; 3 reported engine spares stolen; 4 reported cash/property being stolen; 3 incidents involved unsecured items being stolen and 12 incidents reported nothing stolen.

There were two incidents of cargo discharge involving *C.P. 41* and *MGT 1* in which the perpetrators made away with 1.5 million litres of diesel from *C.P. 41* and attempted to siphon 1 million litres of diesel from *MGT 1* but was later recovered by the authorities.

MODUS OPERANDI OF INCIDENTS

INCIDENTS AT PORTS/ANCHORAGES IN THE PHILIPPINES

During the January – September 2017 reporting period, the Philippines reported a rise in the number of incidents at ports and anchorages compared to the same period in 2016. Of the total 11 incidents reported during this year's period, seven incidents occurred at ports/anchorages in Batangas and four incidents at ports/anchorages off Manila.

Modus Operandi

Below is a summary of the modus operandi of the perpetrators involved in incidents at ports and anchorages in Batangas and Manila during the January – September 2017 period.

Batangas Ports/Anchorages (7 Incidents)

- Type of Vessel & Gross Tonnage
 - While the vessels that were targeted were different types of tankers, the majority were of more than 25,000 GT.
 - 2 Tankers – 26,900 GT; 25,400 GT
 - 1 Product Tanker – 29,225 GT
 - 1 Chemical Tanker – 30,018 GT
 - 2 LPG Tankers – 5,017 GT; 46,025 GT
 - 1 LNG Tanker – 48,612 GT
- Flag of Ships
 - There is no evidence that certain flagged vessels were targeted
 - Panama (3)
 - Marshall Islands (2)
 - Liberia (1)
 - Brunei Darussalam (1)
- Time of Incident
 - Six incidents occurred during hours of darkness.
 - One incident, involving vessel *MS. SOPHIE* was reported to have occurred at 1000 hrs, which was the time the items were discovered missing. It was likely that the incident had occurred earlier during hours of darkness without notice by the crewmembers.
- Boats Used by Perpetrators
 - Small boats were commonly used.
- Number of Perpetrators Involved

- Three incidents reported having two perpetrators; one incident reported having three perpetrators; the remaining three incidents had an unknown number of perpetrators involved.
 - In three of the seven incidents, the perpetrators jumped into the water after being sighted by the crewmembers. They escaped in a small boat, which was manned by their accomplice.
 - In three of the incidents, the number of perpetrators were unknown because the stolen items were only discovered after the perpetrators had left the ships.
 - Weapons Possessed by Perpetrators
 - In two of the incidents, the perpetrators were armed with long knives; in the remaining five incidents, there was no information available about the weapons carried by the attackers.
 - Treatment of Crewmembers
 - There were no injuries reported in all incidents except in *SILVER EXPRESS*, when the duty watch was chased by a perpetrator with a knife.
 - Economic Loss
 - The perpetrators targeted items that were relatively light in weight, made of brass and that could be easily sold for cash.
 - In five of the seven incidents, the following common items were stolen: ship bell, fire hydrant cap/cover and air valve cap/connector cover
 - Other items stolen included fire hose nozzles (in 3 incidents) and fire hydrant nozzles (in one incident).
- Manila Ports/Anchorages (4 Incidents)**
- Two of the incidents reported during this period adopted similar modus operandi, with the perpetrators boarding the vessel through the hawse pipes.*
- Type of Vessel & Gross Tonnage
 - There was no particular type of vessels that were targeted.
 - 2 Container Ships – 17,068 GT; 18,480 GT
 - 1 General Cargo – 29,927 GT
 - 1 LPG Tanker – 5,017 GT
 - Flag of Ships
 - There is no evidence that certain flagged vessels were targeted
 - Panama (1)
 - Liberia (2)
 - Cyprus (1)
 - Time of Incident
 - All incidents occurred during the hours of darkness, between 1930 hrs and 0459 hrs.
 - Boats Used by Perpetrators
 - Small boats were commonly used.
 - Number of Perpetrators Involved
 - In most of the incidents, one to two men were involved. There was one incident that involved four men and in one incident the number of men involved is unknown.
 - Weapons Possessed by Perpetrators
 - There is no information available.
 - Treatment of Crewmembers
 - In all four incidents, crewmembers were not injured.

- Economic Loss
 - Amongst the items that were stolen included fire hose nozzle, life raft, Self-Contained Breathing Apparatus (SCBA), fireman's outfit.

HIJACKING OF VESSELS FOR THEFT OF OIL CARGO

During the January to September 2017 reporting period, two incidents involving the hijacking of vessels for theft of oil cargo were reported in the South China Sea and involved vessels *C.P. 41* and *MGT 1*.

Modus Operandi

Generally, the modus operandi of the perpetrators in both of the incidents were fairly similar.

- Type of Vessel & Gross Tonnage
 - Both incidents involved product tankers
- Flag of Ships
 - Both incidents involved Thailand flagged vessels.
- Time of Incident
 - Both of the incidents occurred at the same time – 2100 hrs
- Location
 - Both incidents occurred in the South China Sea
 - The *C.P. 41* was attacked approximately 25 nautical miles off Kuantan, Malaysia; while the *MGT 1* was attacked approximately 54 nautical miles east off Kuala Dungun, Kuala Terengganu, Malaysia.
- Boats Used by Perpetrators

- Mother ships were used in both incidents. The incident involving the *MGT 1* also involved two small fast boats.

- Weapons Possessed by Perpetrators
 - In both of the incidents, the perpetrators were armed with guns and knives. There were no reports that the guns were fire.
- Treatment of Crewmembers
 - In the incident involving *C.P. 41*, the crewmembers were threatened and locked in the engine room; crewmembers were not injured on board *MGT 1*.
- Economic Loss
 - The *C.P. 41* sustained damage to the communication equipment and 1.5 million litres of diesel were siphoned.
 - One million litres of diesel had been siphoned off the *MGT 1* to the mother ship, which was later recover and detained by the MMEA.
 - The mastermind and perpetrators involved in *C.P. 41* are still at large while the mastermind and perpetrators involved in *MGT 1* have been arrested and charged in court. However the two perpetrators who escaped remain at large.

LOCATION OF INCIDENTS

INDIA

The January – September 2017 reporting period has seen a significant improvement in the situation of armed robbery against vessels in India compared to the same period in the past four years.

During this year’s reporting period, only one incident was recorded – occurring on board an offshore supply ship anchored at Mumbai D4 Anchorage. While at anchor, the vessel’s crewmembers discovered that some ship items were missing. Upon investigation, they found bare footprints at the access area on the port aft bollard/mooring station of the vessel. The vessel’s Master reported the incident to the local agent, CSO and flag State.

	Jan – Sep 2013	Jan – Sep 2014	Jan – Sep 2015	Jan – Sep 2016	Jan – Sep 2017
Total Incidents	3	10	6	12	1

VIETNAM

The situation in Vietnam has significantly improved during this reporting period, with only one incident recorded. Improvements in this region have been due to the Vietnamese Coast Guard and law enforcement agencies enhancing surveillance and enforcement of port security coupled with the shipping industry maintaining vigilance and adopting anti-piracy measures when at ports and anchorages in Vietnam.

	Jan – Sep 2013	Jan – Sep 2014	Jan – Sep 2015	Jan – Sep 2016	Jan – Sep 2017
Total Incidents	6	1	19	6	1

INDONESIA

Indonesia has also reported an improvement during this period, with a total of fourteen incidents reported at various ports and anchorages – the lowest number of incidents compared to the same period in the past four years (2013 – 2016).

	Jan – Sep 2013	Jan – Sep 2014	Jan – Sep 2015	Jan – Sep 2016	Jan – Sep 2017
Total Incidents	62	41	17	20	14

BANGLADESH

From January – September 2017, a total of 6 incidents were reported in Bangladesh – comprising of five incidents that occurred on board vessels while at anchor and one on board a vessel while underway. The majority of the incidents were reported during the first half of 2017 – five incidents reported between January – June 2017 and one incident reported in September 2017.

The total number of incidents reported during this period has increased compared to the same period in 2016.

MS RISK advises vessels transiting this region to remain vigilant when at anchor/berth, to exercise necessary anti-piracy measures and to enhance security watch, particularly during hours of darkness and to report all incidents immediately to the authorities.

	Jan – Sep 2013	Jan – Sep 2014	Jan – Sep 2015	Jan – Sep 2016	Jan – Sep 2017
Total Incidents	6	11	10	2	6

SOUTH CHINA SEA

The South China Sea region reported an increase in the number of incidents during the January – September 2017 period, compared to the same period in 2016. A total of four incidents were reported on board vessels while underway in the South China Sea during this year’s reporting period, compared to three incidents reported in the same period last year. Of the four incidents reported this year, two involved the hijacking of ships for theft of oil cargo and two were incidents of robberies that occurred on board vessels while underway. In all four incidents, the perpetrators were armed with guns and knives. The guns were not fired and there were no reports of crewmembers sustaining injuries in the incidents.

	Jan – Sep 2013	Jan – Sep 2013	Jan – Sep 2013	Jan – Sep 2013	Jan – Sep 2013
Total Incidents	6	30	11	3	4

UPDATE ON INCIDENTS OF ABDUCTION OF CREWMEMBERS FROM VESSELS IN THE SULU-CELEBES SEA AND WATERS OFF EASTERN SABAH

Between January – September 2017, there were three actual incidents and four attempted incidents of abduction of crewmembers in the Sulu-Celebes Sea. Of the 11 crewmembers who were abducted, two were killed, two were rescued, and seven remain in captivity (*GIANG HAI* – 4 crewmembers; and Malaysian Fishing Trawler – 3 crewmembers).

No incident has been reported since the last attempted incident reported in April 2017.

The Philippine authorities have continued to conduct pursuit operations and have intensified their military operations to rescue the abducted crewmembers and to neutralize the Abu Sayyaf Group (ASG). On 7 July, while government troops were conducting military operations in Patikul Sulu, they recovered the body of one of the abducted crewmembers of *GIANG HAI*. On 20 August, the Philippine authorities rescued one of the abducted crewmembers of *ROYAL 16* while they were conducting military operations in the vicinity of Mataja Island, Basilan province.

On 19 June, the Philippine Department of National Defense (DND) announced that Malaysia, Indonesia and the Philippines had launched a trilateral maritime patrol agreement to address the increasing incidents of piracy, armed robbery against vessels, kidnapping of crewmembers at sea and other transnational crime along the shared areas of the three countries. Due to the vast areas to be patrolled, the DND has indicated that it is necessary for the three countries to joint force in order to ensure that the waters remain safe and secure.

Location of Actual and Attempted Abduction Incidents (Jan – Sept 2017)

Source: ReCAAP



1. **FISHING BANCA** (18 January 2017) – Three Indonesian crewmembers abducted.
2. **GIANG HAI** (19 February 2017) – Six Vietnamese crew abducted; two abducted crewmembers killed.
3. **SUPPER SHUTTLE TUG 1** (23 March 2017) – Two Filipino crewmembers abducted; crewmembers rescued on 25 and 27 March 2017.
4. **OCEAN KINGDOM** (3 January 2017) – Attempted Incident
5. **DONGHAE STAR** (22 February 2017) – Attempted Incident
6. **PHU AN 268** (5 March 2017) – Attempted Incident
7. **DONA ANNABEL** (18 April 2017) – Attempted Incident

CONCLUSION

The January – September 2017 reporting period has seen improvement in the situation of piracy and armed robbery against ships in Asia, with the lowest number of incidents reported during the January – September 2017 period compared to the same period of 2007 – 2016. Compared to the same reporting period last year, the January – September 2017 period has seen a 15% decline in the number of incidents, with a total of fifty incidents of piracy and armed robbery against ships reported – comprising of 43 actual incidents and seven attempted incidents.

During this period, ports and anchorages in India, Indonesia, Malaysia and Vietnam saw improvements, however there has been an increase in the number of incidents reported at ports and anchorages in the Philippines. Furthermore, the occurrence of two incidents involving the hijacking of ships for theft of oil cargo remains a concern.

No incidents of abduction of crewmembers from ships while underway in the Sulu-Celebes Sea and waters off Eastern Sabah have been reported since the last attempted incident was recorded in April 2017. However there is no room for complacency, and MS Risk reiterates its advice that all ships re-route from the area, where possible. Other wise ship masters and crewmembers are strongly advised to exercise enhanced vigilance while transiting the area and report all incidents immediately to the authorities.

WORLDWIDE

NORTH AMERICA

- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

- No current incidents to report

ATLANTIC OCEAN AREA

1. **5 October (Spain – Late Report)** – Authorities in Cadiz found 290 kilograms of cocaine hidden in two shipping containers of oranges shipped from Brazil.

NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA

- **9 October (Italy – Late Report)** – Authorities detained the Bulgaria-flagged general cargo ship *SEVEN STAR* in Salerno, as she was found carrying a cargo of hazardous iron waste.

ARABIAN GULF

- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

1. **18 October (Indian Ocean)** – A merchant vessel near position 20:15 N – 066:50 E, approximately 170 nautical miles southwest of Porbandar, India, reported two

unknown vessels had followed the merchant vessel at a range of 50 metres for approximately 1 hour. Nothing else was sighted in boats due to darkness.

2. **17 October (India)** – Two robbers boarded an anchored bulk carrier near position 22:47 N – 070:01 E, Kandla Anchorage. Duty officer spotted the robbers and raised the alarm. Upon seeing the alerted crew, the robbers escaped with stolen ship's properties.

EASTERN AND SOUTHERN AFRICA

- No current incidents to report

NORTHEAST ASIA

- No current incidents to report

PACIFIC OCEAN/SOUTHERN OCEAN

1. **8 October (French Polynesia – Late Report)** – Police in Nuku Hiva boarded a catamaran and found a large consignment of cocaine. Several persons were arrested.

SPECIAL FEATURE: CYBER SECURITY

CONCERNS FOR THE SHIPPING INDUSTRY

For several years, security experts have warned that outdated technological systems could lead to increased risks to shipping vessels. In recent months, the warnings have grown louder. Most computer based shipping technologies, developed in the 1990s, were initially designed as isolated systems. Over time, the industry has moved increasingly online. The change has opened the industry to more threats from outside actors. As technology and users become more sophisticated, the shipping industry has struggled to keep up to speed with the latest changes, leaving older systems vulnerable to targeting.

Two key risks are the hacking or spoofing of marine traffic. Hacking refers to the unauthorized access to data in a system. A hacker could gain entry into the internal systems of a company and access private information, such as cargo documents, or the personal details of crew members aboard a vessel. A hacker could also install malware into the system, allowing them access to sensitive material such as e-mail transmissions. In the past year, hackers have changed the banking information on email invoices going to shipping companies, redirecting millions of dollars before the issue was identified. In June, the NotPetya ransomware-attack targeted several large businesses, including shipping giant Maersk. The virus wormed through the company's global network, forcing a stoppage at 76 port terminals globally, and costing the company nearly \$300 million.

Spoofing, on the other hand, is a process of falsifying the origin or location of something in order to mislead a user. In terms of the shipping industry, it can be used to alter the coordinates of a vessel, or make the vessel simply disappear from tracking systems. Spoofing attempts are often spotted quickly, however

sophisticated actors continue to construct ways to outsmart the systems, causing spoofing to remain a point of concern.

Aboard a vessel, security issues can be amplified. For example, the AIS system uses satellites and marine radar to pinpoint the location of a vessel. This information, often publicly available, can be used to track the location of vessels around the globe, and can be used by pirates as a sort of "shopping list". Using spoofing, a malevolent actor can theoretically alter the location of a vessel, causing a ship to redirect its course into unknown waters. With hacking, they can access a cargo list, obtain the information about the content of specific crates, and if they successfully board a vessel, they target only the crates with goods they find valuable.

While there are numerous entry points for a hacker to target, aboard a vessel, perhaps the weakest point is maritime satellite communication (satcom) system. Satcom boxes are nearly always connected to the internet, and often do not have updated technology. They are often poorly secured, and can easily allow access to "protected" data and entry into a company's larger systems.

Governments and corporations have long struggled to keep up with the changes in technology. Because of the rapid rate of sophistication, legacy systems often do not have the features or capacity to protect shipping companies from such attacks. Awareness is growing as cyber-security becomes a more prominent global concern. Experts have called for changes in the industry, including secure firmware, password complexity, penetration testing, and other preventative measures to ensure that vessels, cargo, and crew remain safe.

The International Chamber of Shipping has recently launched guidelines designed to help ship owners protect themselves from hackers. More information can be found here:

<http://www.ics-shipping.org/docs/default-source/resources/safety-security-and-operations/guidelines-on-cyber-security-onboard-ships.pdf?sfvrsn=16>

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.

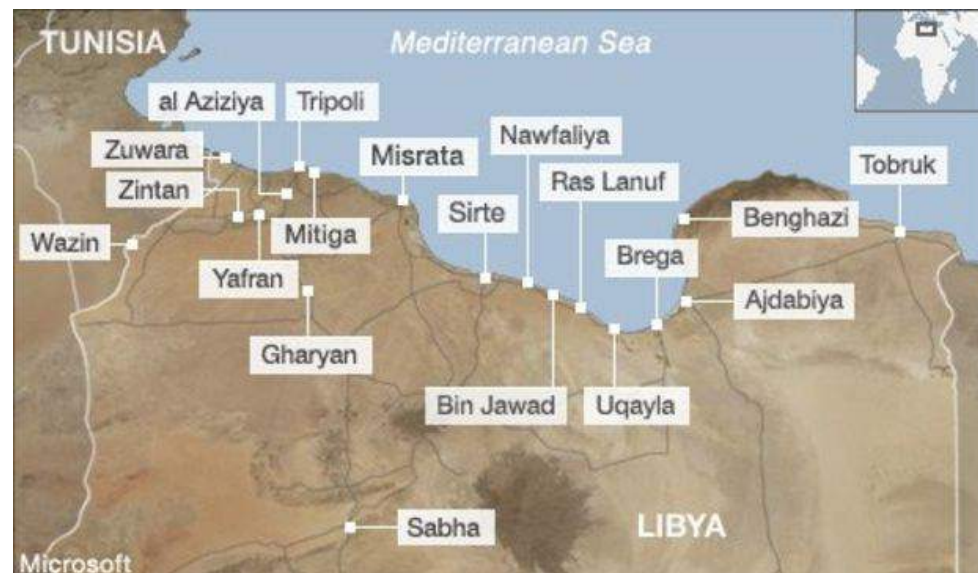
- **16 October** – According to the authorities, Tunisia’s navy rescued almost 100 migrants from a sinking boat off its southeast coast late on Monday, just hours after eight people being smuggled to Europe drowned in the same stretch of water. Late on Monday, the Tunisian Interior Ministry reported that the coast guard pulled 98 Tunisians, including three children from the sinking vessel near the island of Kerkennah. The Tunisian Defense Ministry has disclosed that the incident coincided with the launch of joint patrols by the Tunisian and Italian navies aimed to stem migrant flows and carry out search and rescue operations in the area.

- **16 October** – On Monday, officials reported that at least eight people drowned in waters off Tunisia when a boat carrying dozens of migrants collided with a Tunisian navy vessel.
- **16 October** – Over the weekend, Spain’s maritime rescue service reported that it saved 168 migrants from several boats trying to cross the Mediterranean Sea from North Africa. The service disclosed that its ships intercepted nine different boats carrying a total of 168 migrants on Saturday and Sunday.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 22 OCTOBER 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	OPEN	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	CLOSED	Moderate
Port of Tripoli	Open - Disruptions reported at port	High
Port of Zawiya (Zawia)	Open	Moderate
Port of Zueitina	Open	Low



ACTIVITY REPORTING

- 19 October** – Greece’s Evalend Shipping is threatening to seize Libyan assets abroad in protest over one of its tankers being detained there since late August, and is urging its peers to avoid doing business in the country. On 27 August, Libyan coastguards forcibly boarded the vessel LEVANTE about 25 miles off the country’s coast, awaiting orders. The vessel was subsequently taken to Tripoli. Local media cited a Libyan navy spokesman as saying that the tanker was trying to smuggle 6,000 tonnes of oil out of the country. However, Evalend Shipping says not yet received formal notification stating why the vessel was detained. The ship’s crew of 20 Filipinos remain held at a prison in Tripoli. Lawyer access to the crew or the ship is “severely restricted”. In addition, Evalend’s request to meet with Libya’s ambassador to Athens has gone unanswered. Evalend denies any allegations of fuel smuggling. Libyan authorities have thoroughly searched the ship since, and “appear to have found no cargo and everything was in order

— yet, the vessel and her crew remain under detention,” Evalend managing director Kriton Lendoudi said.

- **18 October** – Tripoli has witnessed violent clashes in past two days between government forces and outlawed armed groups. On Wednesday, forces of UN-backed Government of National Accord took over Tripoli port after violent clashes against an armed group that had been stationed inside the port for years. The clashes caused no casualties and limited damage to the port. GNA forces expelled the armed group that was illegally stationed in the port. Around Tripoli, several people have been killed and injured in clashes, and flights were suspended from Misrata and Tripoli International Airports.
- **16 October** – The Joint Drafting Committee of the House of Representatives and the High Council of State continued its debate in Tunisia for finalizing the amendments to the Libyan political agreement, in the presence of the UN envoy to Libya Ghassan Salame. According to Salame, the committee has set an agenda for this new round of talks, focusing on the mechanism of selecting the mini Presidential Council, and establishing the competencies and powers of the Presidential Council and the government.
- **15 October – Tobruk port has been closed to international shipping.** Head of the Eastern Libyan National Army, General Khalifa Haftar, told General Transport Authority director Mohamed Abdelgader to stop imports and exports through Tobruk. Oil shipments through Hariga terminal are not affected by the order. The stoppage is reportedly aimed at halting smuggling through Tobruk. The army changed the route of international commercial ships to Benghazi port until further notice. Shipments from/to Libya will be regularly accepted for the following ports: Al Khums, Benghazi, Misrata and Tripoli.
- **14 October** – Moroccan migrants detained in Libyan shelters started a hunger strike to protest for not being deported back to Morocco. "Illegal immigrants of Moroccan nationality have entered an open food and drink strike since Thursday," Tripoli's anti-illegal immigration department said in a statement. "The strike is a protest against being detained in the shelters without the Moroccan authorities issuing temporary travel documents to facilitate their voluntary return to Morocco," the statement said. The department announced earlier that

measures were being taken to deport the migrants to their country under the voluntary repatriation program of the International Organization for Migration.

- **13 October** – Crimean tanker GOEAST, shelled by the Libyan Coast Guard last week, and arrived on Malta outer anchorage, its AIS reappearing on Oct 11. According to Libya, on 7 October, The Russian-owned, Comoros-flagged oil products tanker, *GOEAST*, was suspected of smuggling fuel, and reportedly refused to obey instructions to be stopped and searched by the Coast Guard. The Coast Guard fired at the ship with 30mm ammunition, causing significant damage to the fuel tanks and engine compartment. Footage shows water ingress and a heavy listing of the ship. The Russians say smuggling was not involved, but that there had been “financial issues” between the Swiss company that had chartered the tanker and unnamed Libyans.

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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- Planning and management
- Due diligence and investigations

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- Training
- Special assignments

CRISIS RESPONSE

- Crisis management
- Business continuity management
- Hostile operations support to commercial interests

VIRTUAL SECURITY DIRECTOR SERVICE FOR CLIENTS LACKING A FULL-TIME SECURITY EXECUTIVE

References are always available.

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