

MS | RISK

Maritime Security Review



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INCIDENTS AT SEA

Reporting Period: 8 - 14 January 2018

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

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.

GULF OF ADEN, ARABIAN SEA, RED SEA



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

There remains a high threat of piracy and a risk of vessel damage as the result of maritime conflict in this region. International naval patrols and anti-piracy measures on board commercial vessels have greatly diminished Somali piracy since its peak in early 2011. The international community has significant steps to improve security in the region, including:

- Boosting naval forces in the area
- Requiring ships to take protection measures, such as
 - Reporting in and out of high risk areas
 - Sailing at top speed as far as possible from the Somali coast, and
 - Travelling with armed escorts on board.

Some vessels transiting this region may have increasingly become complacent in the belief that the piracy threat had diminished. However, poverty and other motivating factors for piracy remain. The threat of attack and/or hijacking remains significant as the root causes on the ground in Somalia have not been sufficiently addressed. After five years without a successful attack, analysts say that

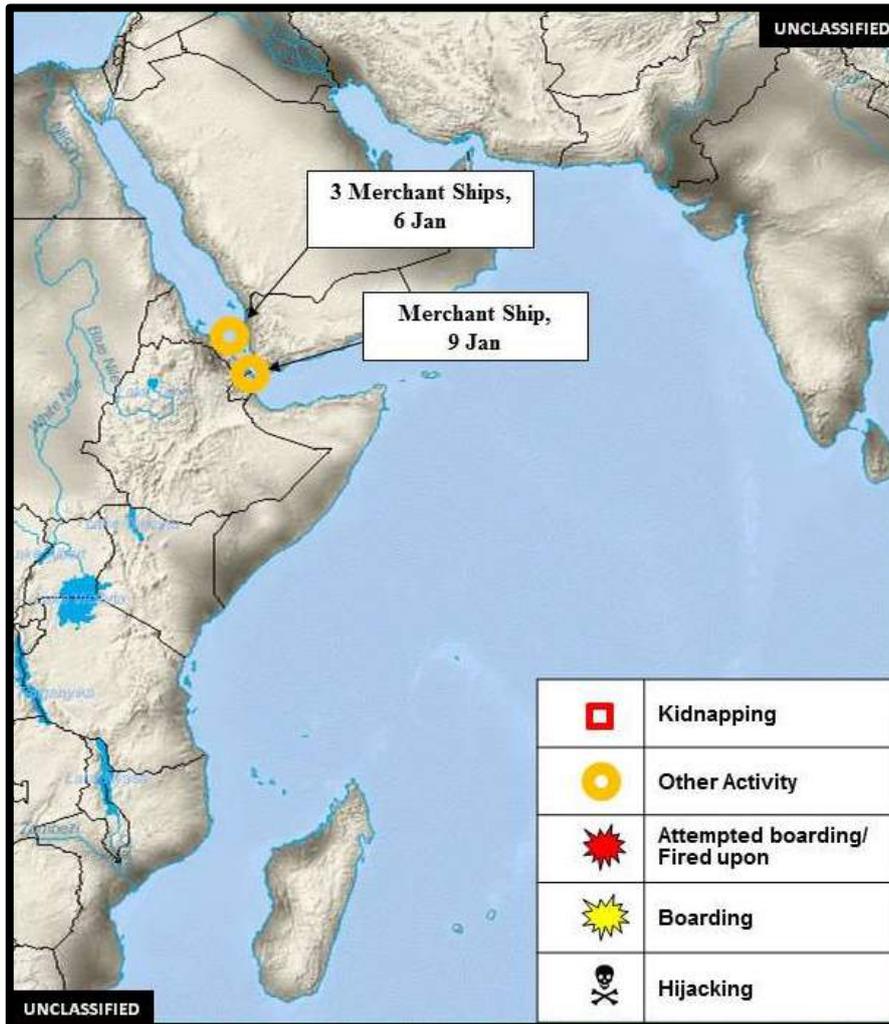
complacency may have set in and this year's successful hijacking is likely to result in potential copycat attacks, as pirate action groups head out in a bid to successfully hijack a commercial vessel.

Masters are advised to remain vigilant at all times inside the HRA and are urged to adhere to 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 continues 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, particularly around Bab al Mandab Strait and near Yemen, where fighting has taken a maritime trajectory. The risk for potential for direct or collateral damage to vessels transiting the region is high. 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.

Current
Incidents:

2

**VESSELS HIJACKED**

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACKS

- No current incidents to report

VESSELS BOARDED

- No current incidents to report

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- **9 January (Red Sea)** – A merchant vessel reported a suspicious approach near position 12:31 N – 043:29 E, southeast of the Bab el Mandeb Strait. Five persons were reported in each boat.
- **6 January (Red Sea – Late Report)** – Three different merchant ships reported being approached by three 7-10-metre rigid grey-hulled boats, each carrying up to 6 armed persons, near position 14:46 N – 041:58 E, west of Hodeida, Yemen.

OTHER ACTIVITY

- No current incidents to report

MARITIME REPORTING

- No current incidents to report

WEATHER FORECAST: GULF OF ADEN, ARABIAN SEA, RED SEA

WEATHER FORECAST VALID FROM 11 - 17 JANUARY 2018

NORTHERN ARABIAN SEA: Northeast winds of 10 – 15 knots, with seas of 3 – 5 feet.

- **Extended Forecast:** Northeast winds of 10 – 15 knots, with seas of 3 – 5 feet.

GULF OF OMAN: Variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet in the western section of the Gulf; with variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 3 – 5 feet in the eastern section of the Gulf.

- **Extended Forecast:** Northwest winds of 5 – 10 knots and seas of 1 – 2 feet in the western section of the Gulf; with northwest winds of 5 – 10 knots, gusting to 15 knots, and seas of 2 – 4 feet in the eastern section of the Gulf.

GULF OF ADEN: East-northeast winds of 15 – 20 knots, and seas of 3 – 5 feet in the western section of the Gulf; with east-northeast winds of 15 – 20 knots and seas of 3 – 5 feet in the eastern section of the Gulf.

- **Extended Forecast:** East-northeast winds of 20 – 25 knots and seas of 2 – 4 feet in the western section of the Gulf; with east-northeast winds of 20 – 25 knots and seas of 3 – 5 feet in the eastern section of the Gulf.

SOMALI COAST: Northeast winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 – 7 feet in the northern section of the coastline; with northeast winds of 15 – 20 knots and seas of 4 – 6 feet in the southern section of the coastline.

- **Extended Forecast:** Northeast winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 – 7 feet in the northern section of the coastline; with northeast winds of 15 – 20 knots, and seas of 4 – 6 feet in the southern section of the coastline.

CENTRAL AFRICAN COAST/INDIAN OCEAN: Northeast winds of 10 – 15 knots and seas of 3 – 5 feet.

- **Extended Forecast:** Northeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 4 – 6 feet.

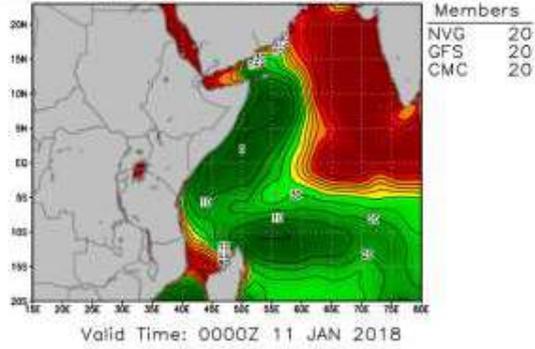
MOZAMBIQUE CHANNEL: North-northwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 5 – 7 feet in the northern Channel; with southeast winds of 10 – 15 knots, with seas of 10 – 12 feet in the southern Channel.

- **Extended Forecast:** Northwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 5 – 7 feet in the northern Channel; with southeast winds of 20 - 25 knots, and seas of 4 – 6 feet in the southern Channel.

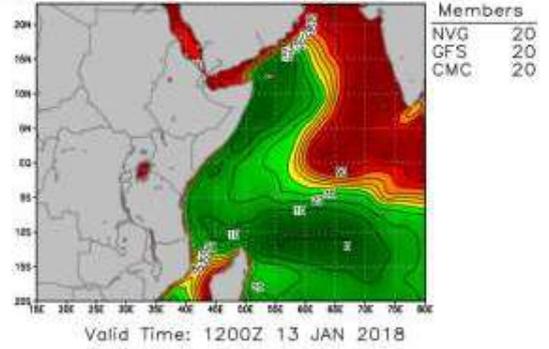
SURFACE CURRENTS: The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Currents' speed along the Somali Basin are north-easterly averaging between 2 – 3 knots.

SYNOPTIC DISCUSSION: High pressure will dominate the weather pattern over much of the region 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 funnelling effects and occasional shamal winds across the Arabian Gulf.

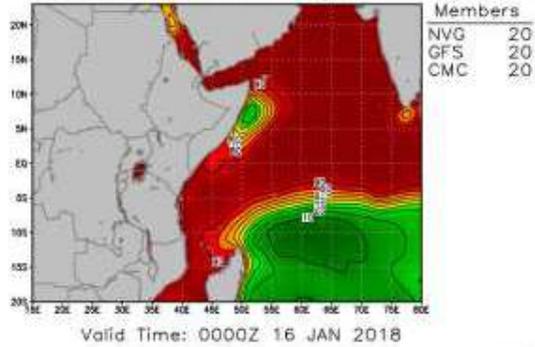
Winds < 15.0 kts and Wave Heights < 5.0 ft



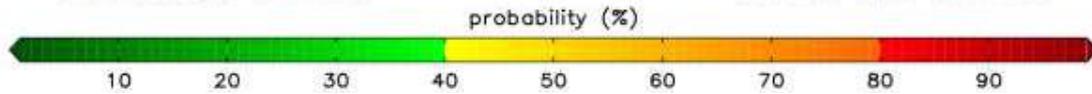
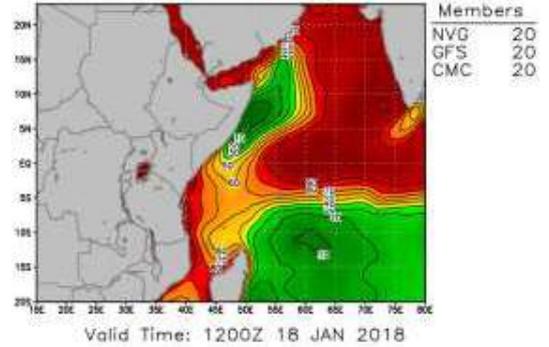
Winds < 15.0 kts and Wave Heights < 5.0 ft



Winds < 17.0 kts and Wave Heights < 7.0 ft



Winds < 17.0 kts and Wave Heights < 7.0 ft



SPOTLIGHT ON YEMEN

PORT STATUS AS OF 14 JANUARY 2018

Port Name	Port Status	Risk Level	Notes
Aden Port	Open	High	Curfew: 2000 - 0600
Ash Shihr Oil Terminal	Closed	High	
Balhaf LNG Terminal	Closed	Closed	
Hodeidah Port	Open (see activity reporting for details)	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	Open	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, and to ensure that security measured aboard vessels are in place.

PLEASE NOTE:

The Arab Coalition Command in Yemen has announced that the port of Hodeida will continue to be open to humanitarian and relief supplies and to commercial ships, including fuel and food vessels, for a period of 30 days, beginning on 20 December.

WARNING:**HOUTH MILITIAS TRAINING FIGHTERS TO TARGET SHIPS**

The Saudi-led coalition warns that Houthi militias appear to be training fighters to target ships. According to the coalition spokesman, Hodeidah Port has become a starting point for operations threatening maritime navigation. The spokesman added that the Houthi militia was using radars to monitor navy ships near ports, adding that there was considerable evidence of foreign experts in Yemen to support the militants' operations. See the Security Advisory for more information.

SECURITY ADVISORY: YEMEN, RED SEA, BAB-AL-MANDAB**EXECUTIVE SUMMARY:**

- Yemen's Houthi movement has threatened to block international navigation in the Red Sea.
- Two events were reported on 6 January, involving speedboats targeting merchant vessels in waters around Hodeidah port.
- The most likely targets are the waters around Hodeidah port, and Bab-al-Mandab Strait.
- Evidence indicates that the Houthis have the capabilities to disrupt shipping through the strait.
- MS Risk continues to advise extreme caution for vessels traveling through Bab Al Mandab, the Red Sea, the Gulf of Aden and the Indian Ocean.

SUMMARY:

On 9 January, Yemen's Houthi movement threatened to block the Red Sea shipping lane if the Saudi led coalition continues its push north toward the port of Hodeidah. Houthi Political Council Chief, Saleh al-Samad, the latter was quoted as saying, "If the aggressors keep pushing towards Hodeidah and if the political solution hits wall, there are some strategic choices that will be taken as a no return point, including blocking the international navigation in the Red Sea." The report provided no specific details of how they would enact this threat. However, the waters around Hodeidah Port, and the Bab-al Mandab Strait that connects the Red Sea to the Gulf of Aden is the most likely target.

On 11 January a spokesperson for the Saudi-led coalition said that Houthi militias appear to be training fighters to target maritime vessels. Turki Al-Maliki stated that Hodeidah port has become a starting point for operations threatening maritime navigation, and that the Houthi militia was using radars to monitor navy ships near ports.

CAPABILITIES AND ATTEMPTED ATTACKS

Houthi rebels appear to have the capability to disrupt traffic in the Red Sea via manned or unmanned drones, ballistic missiles, or naval mines. In recent days, sources reported a possible threat from explosive boats in the Southern Red Sea. On 6 January, two separate incidents were reported of speed boats approaching merchant vessels. In the second incident, one of the speed boats was reported to be unmanned.

- **6 January** – 0745 UTC, position 14 50.2N 042 03.4E: Two speed boats with 5-7 people on board were observed approaching a northbound merchant vessel from the starboard quarter. The merchant vessel increased to maximum speed and after 4-5 minutes the speed boats broke away in the direction of another merchantman. This first merchant vessel warned the second via VHF, and the second merchant vessel increased speed to evade. After a few minutes the speed boats stopped following.

- **6 January** – 0910 UTC: Three speed boats were observed by a merchant vessel at a distance of 4nm. Subsequent reporting indicates that two of the speed boats were manned and one was unmanned (assessed to be carrying explosives). The persons on the manned speed boats were reported to be armed and carrying camera equipment. The speed boats were intercepted by a warship belonging to the Saudi-led coalition operating near the merchant vessel. An exchange of gunfire was reported resulting in the unmanned vessel exploding. The two manned speed boats left the area.

Houthi rebels have conducted other attacks near Bab-al-Mandab Strait using both manned and unmanned vessels. In October 2016, LNG gas tanker Galicia Spirit was attacked by unknown assailants in a vessel near Perim Island, eight miles from the Yemeni Coast in Bab al-Mandab Strait. Galicia Spirit sustained small arms fire, and the attackers launched an RPG. It was later assessed that the speedboat was carrying a substantial amount of explosives; analysts believe it may have been an attempted suicide attack.

In January 2017, Saudi warship Al-Madinah was attacked west of Hodeidah port, leaving two crew members dead. It was determined that the attack was conducted via a remotely controlled drone device, launched and controlled from Hodeidah port.

BALLISTIC MISSILES AND NAVAL MINES

Apart from unmanned drone vessels, the Houthis have previously used other means for launching attacks. On 19 December, the Houthis launched a ballistic missile toward Riyadh, Saudi Arabia—the third such attack in inside a month, including the 4 November attack on Riyadh International Airport. The missile's target was over 800 miles away. The rebels had previously used ballistic missiles in a maritime vector. In October 2016, the rebels claimed a missile strike which destroyed a UAE civilian catamaran in Bab-al-Mandab Strait, approximately 163 miles away.

In March 2017, a Yemeni coast guard vessel struck a naval mine in the vicinity of Mokha port, killing two soldiers and wounding eight. The attack was the first recorded instance of the use of naval mines since the war began. Security officials believed that the mine was planted by Houthi rebels, and reports circulated that the rebels may have placed naval mines around Mokha port to disrupt Coalition operations. Warnings were also issued that the Houthi rebels could deploy aquatic mines in the waters around Hodeidah port as they prepare to defend their control of the Hodeidah governorate.

ACCESS TO WEAPONRY

The coalition has been conducting searches aboard vessels entering Yemeni ports and reinforced security on land and at airports, however the Houthis do not show any signs of lacking the arsenal necessary to continue their insurgency in Yemen. The recapture of Mokha port from the Houthi rebels in February 2017 uncovered hidden caches of weapons; it is likely that Houthi rebels have additional stockpiles in other areas across Yemen, and are being supplemented through still unidentified smuggling routes. In December, UN secretary general Antonio Guterres warned that Iran may be defying a call to halt ballistic missile development, and may have been transferring these weapons to the Houthi rebels in Yemen. The November 2017 a ballistic missile into Riyadh had Iranian markings, according to a US Air Force official in the Middle East.

It is believed that both missiles and naval mines deployed by the Houthi rebels have made their way to Yemen through Iranian arms smuggling networks led by the Islamic Revolutionary Guards Corps (IRGC), using extensive maritime smuggling networks. In March 2017, it was found that at least three IRGC front companies were identified in arms smuggling to Yemen, likely using maritime commercial supply chains to deliver weaponry. As access to Yemen ports has been impeded, the companies may be using sea ports outside of Yemen to smuggle weapons, which are then transferred overland to their final destination. This evidence indicates that the Houthis have the capability to disrupt maritime traffic through the waterway, and could likely target the waters around Hodeidah port or Bab-al-Mandab Strait in an effort to protect their hold on Hodeidah port.

IMPLICATION: AREAS OF RISK

It is highly likely that the Houthis will conduct strikes around Hodeidah port, and likely they will target Bab al Mandab Strait. The Houthis, in an effort to protect their control of the port, will likely attempt increased strikes in the waters around Hodeidah port as the Saudi coalition moves toward the area. Further, Houthi threats to block international traffic in the Red Sea make it likely that they will target Bab al Mandab Strait.

At just 20 miles across at its widest point, the strait is a chokepoint for maritime vessels entering or exiting the waterways. More than 60 commercial vessels transit the strait each day, alongside passenger cruise liners. Bab-al-Mandab is also one of the most important trade routes for oil tankers; between four and five million barrels of oil pass through the strait annually, mostly heading to Europe. Together, the area and vitality of this waterway combine to make the strait a valuable—and easy—target, potentially threatening hundreds of vessels.

BACKGROUND

Since January 2017, the Saudi-led coalition has been engaged in Operation Golden Spear, an offensive aimed at recapturing Yemen's western coast from Houthi forces and denying them access to key Red Sea ports. Hodeidah port is the final maritime stronghold for the Houthi rebels, and is critical to both the rebel group and Yemeni government. Hodeidah port receives 80% of Yemen's imports, including vital food and medical aid necessary to support civilians in what has become the world's largest humanitarian crisis. However, reports indicate the Houthis have relied on the port to smuggle in Iranian-made weapons to maintain their offensive against the Yemeni government. The Saudi-led coalition has conducted ground and air campaigns in the areas around the port, but have conducted comparatively few targets against the port itself, relenting to urgent warnings by allies and UN member states.

The UN has been working to bring the Yemeni government and the Houthi rebels together for peace negotiations. However, on 4 December, the Houthis assassinated their former ally, Former Yemeni President Ali Abdullah Saleh, causing a shutdown of all negotiation attempts. Saleh, who had aligned with the Houthi rebels throughout the war, had formally broken ties with the group on 2 December, two days before his death. Saleh was believed to be a vital component of resolution to the years-long war; it was believed he could broker a deal between the rebels and the Yemeni government. Following Saleh's assassination, the Saudi Coalition closed all land, air and sea ports, resulting in a vacuum of critical food, gas, and medical supplies to the stricken country. Once again at the urging of the UN and allies, the

Coalition reopened many ports, with a temporary reopening of Hodeidah port beginning on 20 December and lasting 30 days.

The warning from the Houthis came during a meeting with Deputy UN envoy to Yemen, Maeen Shureim, who travelled to meet with Houthi leaders and set the stage for another round of peace negotiations. On Monday, Houthi Chief al-Samad criticised UN efforts to resolve the war in Yemen. “We’ve come to a stage where we don’t care anymore about the role of the UN in solving the crisis in Yemen,” al-Samad was quoted as saying. On Tuesday, the United Arab Emirates minister of state for foreign affairs, Anwar Gargash, said “The Houthi who decimated crops and seeds, destroyed Yemen, betrayed his ally and partner, is now threatening the international navigation; we are facing a terrorist gang that the end of its existence in Yemen is nigh.”

ACTIVITY REPORTING

HOUTHIS TRAINING MILITANTS TO TARGET YEMENI PORTS

11 January – Turki al-Maliki, spokesperson for the Saudi-led coalition, said that Houthi militias appear to be training fighters to target ships. Al-Maliki pointed out that Hodeidah port has become a starting point for operations threatening maritime navigation, and that the militias also threaten air navigation over the capital Sanaa. Maliki said the Houthi militia was using radars to monitor navy ships near ports, adding that there was considerable evidence of foreign experts in Yemen to support the militants' operations.

SAUDI COALITION THWARTS ATTACK ON OIL TANKER

10 January – The Saudi-led coalition fighting in Yemen said it had thwarted an attack on a Saudi oil tanker over the weekend by Houthi fighters near the Red Sea port of Hodeidah. The coalition destroyed a boat carrying explosives as it headed toward the tanker on Saturday, 6 January, according to coalition spokesman Colonel Turki al-Maliki.

THREE YEMENI SOLDIERS KILLED BY AQ CAR BOMB

10 January – Three soldiers of the newly-recruited Yemeni troops were killed when a car bomb hit a military convoy in the Saeed district of Shabwa province. The Yemeni troops, backed by Emirati forces, were deployed in Shabwa in an attempt to kick the al-Qaeda terrorists out of their hideouts in rugged areas and villages. The UAE-backed troops with armored vehicles entered al-Qaeda-held areas and conducted an operation to track all the terrorists there. According to local tribal sources, key leaders of the Yemen-based al-Qaeda branch gave up fighting and surrendered themselves after the arrival of the UAE-backed troops in Shabwa's village of Yashbum.

HOUTHIS THREATEN TO BLOCK RED SEA SHIPPING LANE

9 January – Yemen's Houthi movement threatened to block the strategic Red Sea shipping lane if the Saudi-led coalition keeps pushing towards Hodeidah port. See Security Advisory for details.

AL JAZEERA YEMEN OFFICE FORCIBLY CLOSED

9 January – Al Jazeera has condemned the forced closure of its bureau in Taiz. The office was ordered shut by soldiers on Tuesday for reasons that were not made clear, Al Jazeera Media Network said in a statement. "The Yemeni military force belonging to the Higher Security Command in Taiz, southern Yemen, stormed Al Jazeera Media Network's offices in the city and forcefully ordered its closure," it said. "The Network calls on the authorities in the city of Taiz to reverse its decision and allow Al Jazeera's journalists to carry out their professional responsibilities duties without any hindrance or intimidation." It is extremely dangerous for media workers to report throughout the war-torn country. Three network staff were abducted in Taiz in January last year. In December 2017, Houthi rebels attacked the Yemen Al Youm TV channel and took dozens of media staff hostage.

TWELVE CIVILIANS KILLED IN SAUDI AIRSTRIKE

9 January – Yemen’s Saba News Agency reports that the Saudi Coalition bombed a row of trucks that were filled with coal inside the Hais District of Tai’z, killing a dozen people. The Saudi Coalition has recently intensified their air operations over the western countryside of Yemen in order to aid the UAE-backed Southern Resistance forces in their battle against the Houthis.

SALEH’S PARTY NAMES NEW LEADER

7 January – The party of former Yemeni president Ali Abdullah Saleh named a new leader on Sunday after he was killed in December by his former allied Houthi rebels. In a statement on Sunday, it was revealed that Sadeq Amin Abou Rass, a former agriculture minister, had succeeded Saleh. Saleh’s exiled son, Ahmed Ali Saleh, had vowed to lead a campaign against the Houthi movement after his was killed, but the statement on Sunday did not mention his name. Questions have arisen over where the loyalty of the General People’s Congress (GPC) fighters lay after Saleh was killed after agreeing to negotiate with the Saudi-led coalition. Sunday’s announcement condemned the Saudi “aggression” and said the party would keep resisting, but did not mention the Houthis.

YEMEN PROCEDURE

MS RISK CONTINUES TO ADVISE EXTREME CAUTION FOR VESSELS TRAVELING THROUGH BAB AL MANDAB, THE GULF OF ADEN, AND THE INDIAN OCEAN.

In the past year, the battle between the Yemeni government and Saudi led coalition against the Houthi rebels has taken a maritime trajectory. In 2016, Houthi rebels deployed sea mines and unmanned armed vessels in the waters around Yemen. While unmanned drone boats may likely target coalition warships, aquatic mines do not distinguish, and can cause harm to any vessel in the vicinity. Therefore, 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 GUINEACurrent
Incidents:**2****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.

VESSELS HIJACKED

- 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 January (Nigeria – Late Report)** – Two passenger boats were boarded by armed men in the Farupa creeks area of the Southern Ijaw Local Government Area. Cash and personal property was stolen from the passengers.

KIDNAPPING

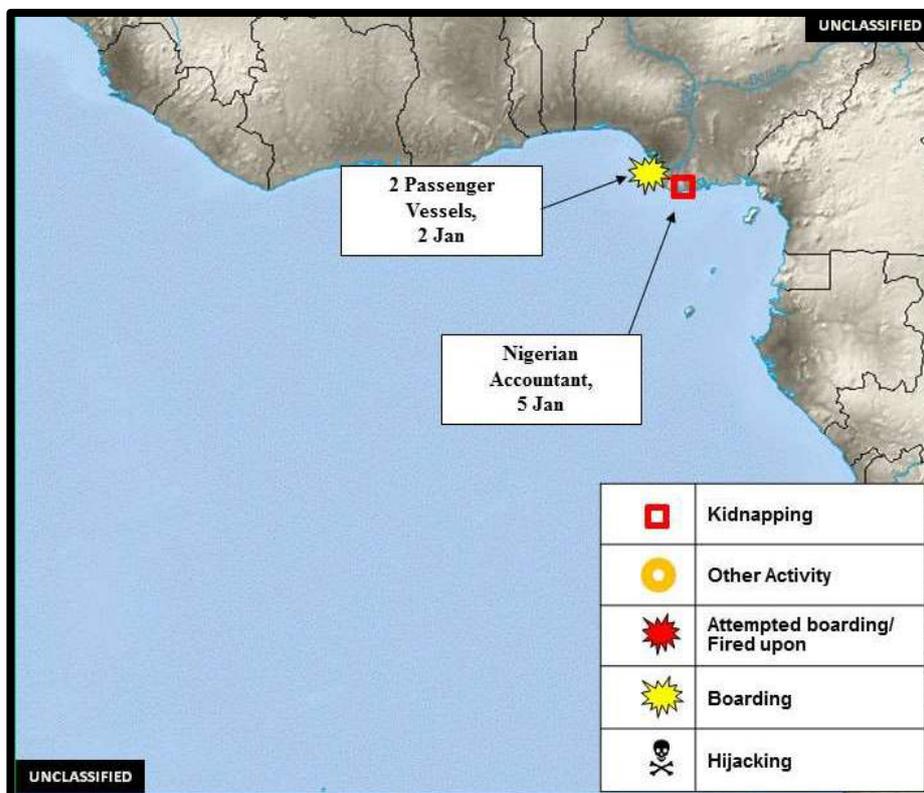
- **5 January (Nigeria – Late Report)** – Armed men kidnapped an accountant with the Nigerian Content Development Monitoring Board. He was reportedly taken by speedboats to an unknown destination along the Brass-Nembe waterways. The kidnappers have contacted the family and have demanded a large ransom to set him free.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- No current incidents to report



MARITIME REPORTING

- No current incidents to report

WEATHER FORECAST: GULF OF GUINEA**WEATHER FORECAST VALID FROM 11 - 17 JANUARY 2018**

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.

SOUTHEAST ASIA



Current Incidents:

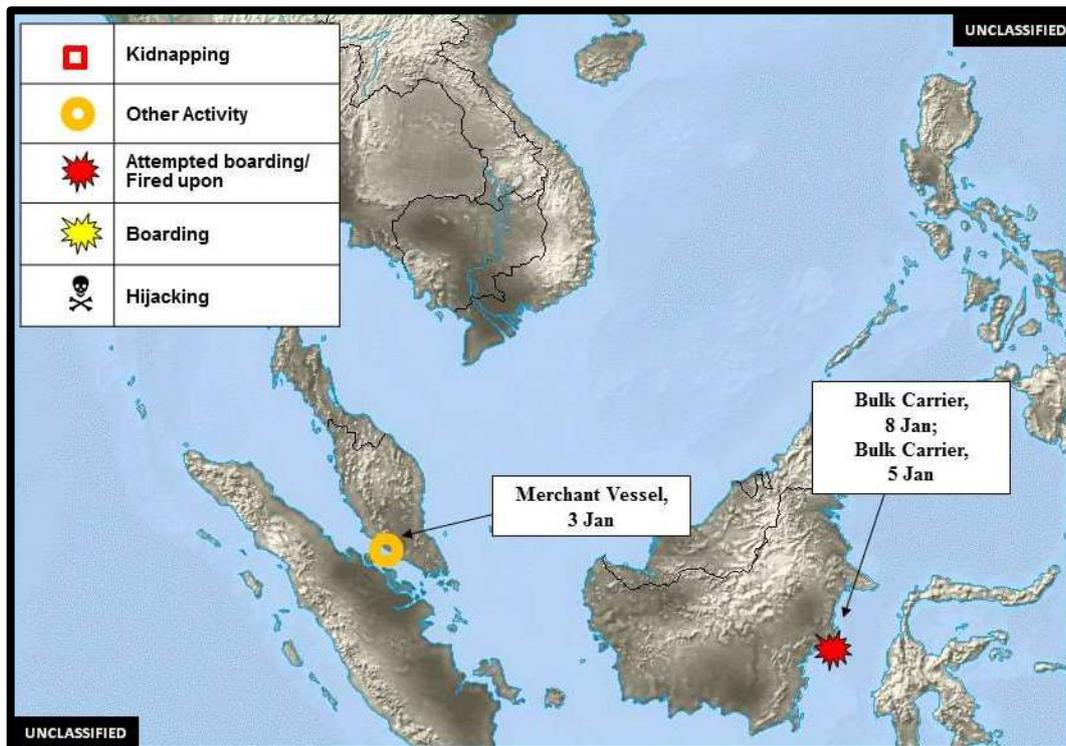
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WARNING:

While in recent months, there have been no reports of kidnapping of crewmembers from vessels while underway in the Sulu-Celebs Sea region, the threat of further such incidents remains high. 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.



VESSELS HIJACKED

- 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

- **8 January (Indonesia)** – Vessel's crewman onboard a bulk carrier anchored near position 00:16 S – 117:43 E, Muara Berau Anchorage, Samarinda, noticed robbers attempting to board the vessel via the anchor chain and informed the duty officer who sounded the fog horn. Upon seeing the alerted crewmembers, the robbers aborted the attempt and escaped in a small boat.
- **5 January (Indonesia – Late Report)** – Five robbers approached an anchored bulk carrier anchored near position 00:16 S – 117:36 E, Muara Berau Anchorage, Samarinda. The robbers attempted to board via the anchor chain. Alert duty crewman noticed the robbers and shouted at them resulting in the robbers retreating and moving away.

VESSELS BOARDED

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

- **3 January (Malaysia – Late Report)** – A duty officer onboard a cargo vessel near position 02:27 N – 101:39 E, 9 nautical miles west-southwest of Port Dickson, noticed a speedboat with five masked persons holding a long hook approaching the vessel. The alarm was raised and the crew mustered with fire hoses. Upon seeing the crew's alertness, the speedboat moved away.

MARITIME REPORTING

- **8 January** – According to Chinese authorities, an oil tanker that collided with a freight ship off the eastern coast of China over the weekend was still on fire Monday and at risk of exploding. The collision occurred approximately 160 nautical miles east of the mouth of the Yangtze River, at about 8 PM local time on Saturday. The Shanghai Maritime Bureau reported on Monday morning that the vessel and leaked cargo were burning furiously and that the fumes were hampering rescue efforts, adding that experts believe that there was a risk that the vessel could explode and sink. Thirty Iranians and two Bangladeshi citizens went missing from the Panama-registered tanker *SANCHI* after the collision. On Monday, Lu Kang, a spokesman for China's Ministry for Foreign Affairs, disclosed that one body had been found by search-and-rescue teams but that the person's identity had not been confirmed. The Shanghai Maritime Bureau has drawn a 10-nautical-mile avoidance area around the *SANCHI*.



WEATHER FORECAST: SOUTHEAST ASIA**WEATHER FORECAST VALID FROM 11 - 17 JANUARY 2018**

SOUTHERN SOUTH CHINA SEA: Northeast winds of 10 – 15 knots and seas of 3 – 5 feet.

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

ANDAMAN SEA: Easterly winds of 15 – 20 knots and seas of 3 – 5 feet in the northern section; with easterly winds of 15 – 30 knots, and seas of 2 – 4 feet in the southern section.

- **Extended Forecast:** Easterly winds of 10 – 15 knots and seas of 1 – 3 feet in the northern section; with easterly 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 funnelling effects and daytime heating.

IMB Global Piracy Report – 2017 Review

The latest annual report released by the International Chamber of Commerce's (ICC) International Maritime Bureau (IMB) indicates that a total of 180 incidents of piracy and armed robbery against vessels were reported in 2017. This figure marks the lowest annual number of incidents since 1995, when 188 incidents were reported.

HIGHLIGHTS OF REPORT

The 180 incidents consist of 136 vessels boarded, 22 attempted attacks, 16 vessels fired upon and six vessels hijacked.

In 15 separate incidents, 91 crewmembers were taken hostage and 75 were kidnapped from their vessels in 13 other incidents. Three crewmembers were killed in 2017 and six were injured.



GULF OF GUINEA REMAINS A DANGER

In 2017, there were 36 reported incidents that occurred in the Gulf of Guinea. During this reporting period, there were no vessels hijacked, however there were 10 incidents of kidnapping involving 65 crewmembers in and around Nigerian waters. Seven of the sixteen incidents involving vessels being fired upon occurred in the Gulf of Guinea. The IMB notes that “although the number of attacks is down this year in comparison with last year, the Gulf of Guinea and the waters around Nigeria remain a threat to seafarers. The Nigerian authorities have intervened in a number of incidents helping to prevent incidents from escalating.

SOMALI PIRATES STILL ACTIVE

Nine incidents were reported in waters off Somalia in 2017, up from two in 2016.

In November, a container ship was attacked by armed pirates approximately 280 nautical miles east of Mogadishu. The pirates, unable to board the vessel due to its evasive manoeuvring, fired two RPG

rockets, both of which missed, before retreating. Six Somali pirates were subsequently detained by European Union Naval Force, and were transferred to the Seychelles, where they were charged with “committing an act of piracy.” If convicted, they face up to 30 years’ imprisonment. The IMB notes that “this dramatic incident, alongside our 2017 figures, demonstrates that Somali pirates retain the capability and intent to launch attacks against merchant vessels hundreds of miles from their coastline.”

CONTINUED ATTACKS IN SOUTHEAST ASIA

In 2017, Indonesia recorded 43 incidents, an improvement from the 49 incidents that were recorded in 2016. IMB notes that Indonesian Marine Police patrols continue to be effective in the country’s ten designated safe anchorages.

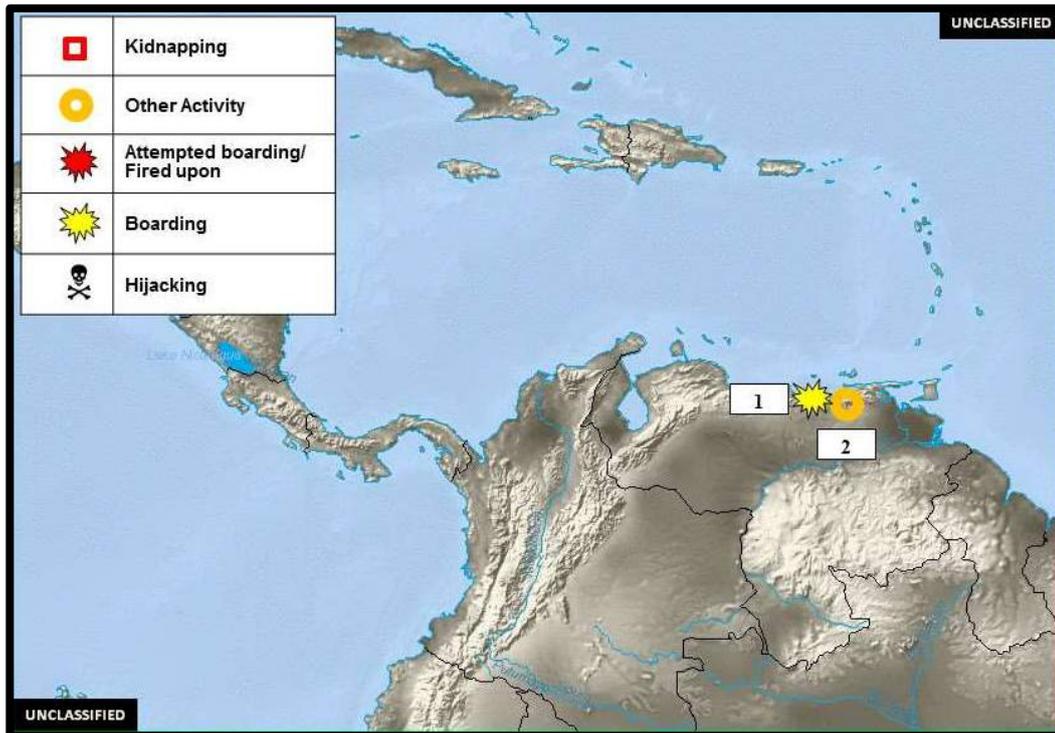
In the Philippines however the number of reported incidents more than doubled in 2017, from 10 in 2016 to 22. According to the IMB report, the majority of these incidents were low-level attacks on anchored vessels, mainly at the ports of Manila and Batangas. During the first quarter of 2017, vessels underway off the southern Philippines were boarded and crewmembers were kidnapped, however alerts and increased vigilance have since helped to avoid further successful attacks.

WORLDWIDE

NORTH AMERICA

- No current incidents to report

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA



Current
Incidents:

3

- **3 January (Venezuela – Late Report)** – Five robbers in a small boat boarded an anchored bulk carrier near position 10:11 N – 064:50 W, Puerto Jose Anchorage. Duty crewman saw the robbers and reported to the duty officer, who raised the alarm. Upon seeing the alerted crew, the robbers escaped. The Master contacted port control but received no reply.
- **28 December (Venezuela – Late Report)** – A monohull sailing yacht with two persons on board departed Puerto La Cruz, Venezuela for Grenada. During the mid-morning hours, 2 miles off the Paria Peninsula, and approximately 10 miles east of Cabo Tres Puntas, an open fishing boat with six men approached, displaying and firing multiple long guns into the air. The yacht crew immediately altered course and turned offshore. When the pirates came closer, the crew fired their flare gun directly at the pirates, nearly hitting them. The pirates, apparently understanding the fire hazard a burning flare would pose to their gasoline fuelled boat turned away, dropping back and making no further approaches. The yacht then headed northwest and made safe port at Porlamar, Margarita, where a report was made to local officials.

ATLANTIC OCEAN AREA

- No current incidents to report

NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA

- **10 January (Greece)** – According to the coastguard, Greek authorities seized a Tanzania-flagged vessel heading for Libya and carrying materials used to make explosives. The vessel was detected sailing near the Greek island of Crete when it was intercepted. Authorities found 29 shipping containers carrying materials including ammonium nitrate, non-electric detonators and eleven empty liquefied petroleum gas tanks. According to the vessel's bill of lading, the cargo had been loaded in the Turkish ports of Mersin and Iskenderum and was destined for Djibouti and Oman. However the coastguard disclosed that a preliminary investigation found that the captain had been ordered by the vessel's owner to sail to the Libyan city of Misrata to unload and deliver the entire cargo. The coastguard further noted that no shipping maps were found on the vessel's logbook for the Djibouti and Oman areas. The eight-member crew has been arrested.

ARABIAN GULF

- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

- No current incidents to report

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 have continued throughout the Autumn period, with an increase in reports of vessels in the Western Mediterranean corridor.

DOZENS OF MIGRANTS MISSING OFF LIBYA

9 January – Survivors from a boat that foundered off the coast of Libya on Tuesday have stated that about fifty people who had embarked with them were feared dead, with the coastguard reporting that the number of missing might be as high as 100. On Tuesday, Libyan coastguard vessels picked up nearly 300 migrants from three boats off the coast of the North African country, however one rubber boat was punctured and the coastguard only found sixteen survivors clinging on its wreckage. According to Nasr al-Qamoudi, a coastguard commander, “we found the migrant boat at about 10 o’clock this morning, it had sunk and we found 16 migrants. The rest were all missing and unfortunately we didn’t find any bodies or (other) survivors.” Several of the survivors, who were brought back to a naval base in Tripoli, reported that there were originally about 70 people on board the boat when it set off near the town of Khoms, east of the capital city. A statement later released by the coastguard indicated that “at least 90 – 100” migrants were missing. The two other migrant boats were found off Zawiyah, west of Tripoli. A Nigerian woman who had been on board the boat that sank stated that the migrants had waited several hours to be rescued and that the survivors were extremely weak.

LIBYAN COASTGUARD RECOVERS MIGRANTS AND BODIES OF TWO MISSING

8 January – Libya’s coastguard has recovered the bodies of two female migrants who perished trying to cross the Mediterranean. According to officials, the coastguard also picked up at least 250 survivors from two boats east of Tripoli. Officials have indicated that one of the boats sank while the other was badly overcrowded. Meanwhile survivors have indicated that several dozen migrants were unaccounted for and were feared to have drowned. The boats were at sea near Garabulli, where departures have become more common since local armed groups began preventing boats from leaving from the coast to the west of Tripoli last summer. **Update (9 January)** – Humanitarian groups are now reporting that up to 64 migrants died off the coast of Libya at the weekend, when their flimsy boat sank. On Saturday,

eighty six people were plucked from a stricken rubber dinghy and eight bodies, all women, were recovered. Survivors however have stated that the boat had been carrying 150 migrants, with many of the dead vanishing beneath the waves.

HALF AS MANY MIGRANTS REACHED EUROPE IN 2017 AS 2016

8 January – The latest figures released by the International Organization for Migration (IOM) indicate that slightly fewer than half as many migrants reached Europe by sea in 2017 than 2016, with curbs cutting traffic on the deadly route from Libya to Italy. Two years after more than a million people entered the EU, the IOM recorded 171,635 arrivals by boat in 2017, compared to 363,504 recorded in 2016. While the route between Turkey and Greece has largely been shut, thanks to a deal that was reached between the EU and Ankara, reducing traffic on the other main route, across the central Mediterranean from North Africa to Italy, has been slower, though numbers finally started to come down sharply in the second half of last year. On 31 December 2017, the Italian Interior Ministry reported that arrivals by boat in Italy accounted for most of the 2017 arrivals: 119,310 in total, down by a third compared to the previous year. Speaking at a news briefing, IOM spokesman Joel Millman disclosed, “we can tell you with confidence that the numbers from North Africa to Italy this year are under 120,000...That’s the lowest in the last for years for arrivals in Italy,” adding that “the same can be said for the arrivals in Greece with 29,595 for 2017, absolutely the lowest in the four years we have been keeping numbers on Greece.” According to IOM figures, in 2016, some 173,614 migrants arrived by sea in Greece. Furthermore, preliminary figures indicate that some 21,663 migrants arrived in Spain as of 28 December 2017, while 1,067 arrived in Cyprus. According to Millman, more patrols and rescues off the coast of Libya, as well as fighting between smuggling groups, contributed to the overall drop. Millman also noted that the number of migrant deaths at sea has not been finalized, though the figure currently stands at 3,116 compared to 5,143 recorded in 2016. He also stated that African migrants in Libya continue to depart for Europe from the coast, where the IOM is monitoring rescues, adding “boats are still rescuing in the hundreds every day, depending on the day, sub-Saharan Africans who have come through Libya,” adding that nearly 20,000 Africans went home last year under IOM’s voluntary repatriation programme from Libya, including 7,000 since an African Union (AU) – European Union agreement reached in Abidjan on 29 November. The United Nations agency is aiming to repatriate a further 15,000 migrants from Libya by the end of this month.

MIGRANTS REACH SPAIN AFTER STORMING FENCE

8 January – More than 300 people have stormed the heavily fortified border between Morocco and the Spanish enclave Melilla in what authorities on Sunday called a mass “violent crossing.” Some 209 migrants succeeded in reaching Spain in the incident, which occurred Saturday.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 14 JANUARY 2018

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	Open	Moderate
Port of Tripoli	Open	High
Port of Zawiya (Zawia)	Open	Moderate
Port of Zueitina	Open	Low

ACTIVITY REPORTING

SUSPECTED DAESH BOMBER SURRENDERS AT LIBYA CHECKPOINT

12 January – A suspected Daesh militant driving a car laden with explosives surrendered to Libyan security forces at a checkpoint rather than continue with an attack in Misrata. A Misratan counterterrorism official said the bomber surrendered at a checkpoint near Abu Qurayn, about 60 miles south of Misrata. The official said the car bomb is being dismantled by explosives experts. Since Daesh's defeat in Sirte in 2016, officials say militants have been trying to regroup in desert areas to the south, where they were targeted last year by several U.S. airstrikes. They have occasionally set up temporary checkpoints, and had done so in two places on a remote road in the area early Wednesday. It is unclear why the bomber turned himself in.

GREECE SEIZES FREIGHTER CARRYING EXPLOSIVES TO LIBYA

11 January – Greece's coast guard seized a freighter carrying explosive materials from Turkey to Libya, described as a "moving bomb." The ship was found to be carrying 29 crates containing detonators and explosive materials including ammonium nitrate. Authorities said they impounded the Tanzanian-flagged freighter and arrested its eight-man crew. The Merchant Marine Ministry said the *Andromeda* was stopped off the southern Greek island of Crete over the weekend following a tip and escorted to a Cretan port for an inspection. It was found to be carrying 29 shipping containers of explosives and detonators, which according to the ship's papers had been loaded in Turkey and were destined for the east African port of Djibouti. But a ministry statement said the ship's owner later ordered the captain to change course and take the cargo to the Libyan port of Misrata. The arrested crew members were identified as five Indians, two Ukrainians and an Albanian.

THREE SUSPECTED HUMAN TRAFFICKERS ARRESTED

11 January – Nigeria's government has arrested three suspected human traffickers involved in the enslavement of Nigerians in Libya. Two suspected traffickers were arrested and under investigation, along with a female returnee who was also identified as a trafficker. A total of 5000 Nigerians have been identified in various migrant camps; the arrests occur after the government announced the successful evacuation of 972 Nigerians from Libya.

DOZENS OF MIGRANTS ARRESTED IN EAST LIBYA AND FACE DEPORTATION

11 January – Authorities in eastern Libya said they have arrested and would deport 81 migrants from Eritrea, Ethiopia and Somalia who had escaped from smugglers after failing to reach Europe. The migrants were reported to authorities by an imam at in Zuetina. "They were arrested in the Zueitina area at a camp of illegal migrants," said Ahmed al-Arifi, an official from the department for countering illegal migration in the eastern city of Benghazi. "They were arrested for deportation back to their countries."

UN POLITICAL CHIEF IN TALKS WITH LIBYAN LEADERS

9 January – UN political affairs chief Jeffrey Feltman travelled to Libya on Tuesday seeking progress in a new push to bring stability to Libya through elections and changes to a 2015 political deal that set up a Government of National Accord led by Prime Minister Fayez al-Sarraj. Little progress was made following

two meetings that were held in Tunis last year. Sources say Feltman planned to meet with Khalifa Haftar, the powerful leader of the Libyan National Army in the east. He will also hold talks with Sarraj and Aguila Saleh Issa, the parliament speaker based in the eastern town of Tobruk who opposes the UN-backed administration. Despite the 2015 accord, Libya remains divided between the UN-backed government in Tripoli and a rival administration in the east that enjoys support from Egypt, Russia and the United Arab Emirates.

PC COMMANDER JUWAILI TAKES CONTROL OF RAS JEDIR BORDER

8 January – The commander of the Presidential Council’s (PC) western military zone, Usama Juwaili, has taken charge of the Ras Jedir border and surrounding areas. The move follows clashes in Abu Kammash between the PC-backed forces and Zuwaran fighters who had protected the border since 2011. The clashes caused Ras Jedir border, a key crossing between Tunisia and Libya, to be closed for 24 hours. In Zuwara, Juwaili met with officials and tribal figures who negotiated a ceasefire agreement. A statement released by the Presidential Council said the takeover would bolster security measures and help return a sense of stability in the area. With fuel smuggling rife in the region, the PC said it was also trying to clamp down on criminality to improve the livelihood of normal Libyans. Juwaili will now lead military actions in the area, however local forces will play an important role, particularly in Zuwara, in an effort to integrate the various armed factions. The Zuwara forces who controlled the border post also nominally support the unity government, however they have been accused of involvement in smuggling a vast network smuggling contraband and fuel to Tunisia and Malta.

TERROR SUSPICION DELAYS REPATRIATION OF MOROCCANS

7 January - Terror suspicion has delayed the repatriation of some 330 illegal Moroccan migrants from Libya. The Moroccan authorities had sent an official delegation to identify the Moroccan nationals stranded in Libya's detention centres; the process of identification and background checking is still underway before their repatriation. During the last few years amid the rise of Islamic State (IS) group in Libyan territories, Moroccan security services have busted several cells over recruiting Moroccan sympathizers to join terror groups in Libya. Hundreds of Moroccan migrants, who sought to enter Europe illegally, are stuck in Libyan detention centers.

LIBYA PROCEDURE

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.
- 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 urged to apply extreme caution while navigating coastal waters near Benghazi, Derna and Sirte, the last two ports still being closed. 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.

MS Risk supports clients in a variety of business sectors with the following services:

SECURITY CONSULTING

- Risk assessments and intelligence reporting
- Planning and management
- Due diligence and investigations

PROJECT MANAGEMENT

- Interim security
- 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.

More information is found at www.msrisk.com

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