

Maritime Security Review



Issue No 29

16 July 2018

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INCIDENTS AT SEA

Reporting Period: 9 - 15 July 2018

| Region | Current Incidents | Late Reported Incidents | Threat Level |
|---|-------------------|-------------------------|--------------|
| MAIN REGIONS | | | |
| Gulf of Aden/Arabian Sea | 1 | 1 | Medium |
| Gulf of Guinea | 0 | 1 | Low |
| Asia | 1 | 2 | Medium |
| WORLDWIDE | | | |
| North America | 1 | 1 | Medium |
| Central America/Caribbean/ South America | 0 | 0 | Low |
| Atlantic Ocean Area | 0 | 0 | Low |
| Northern Europe/English Channel/Baltic | 0 | 0 | Low |
| Mediterranean/ Black Sea | 1 | 2 | Medium |
| Arabian Gulf | 0 | 0 | Low |
| Southern Africa | 0 | 0 | Low |
| Northeast Asia | 0 | 2 | Medium |
| 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.

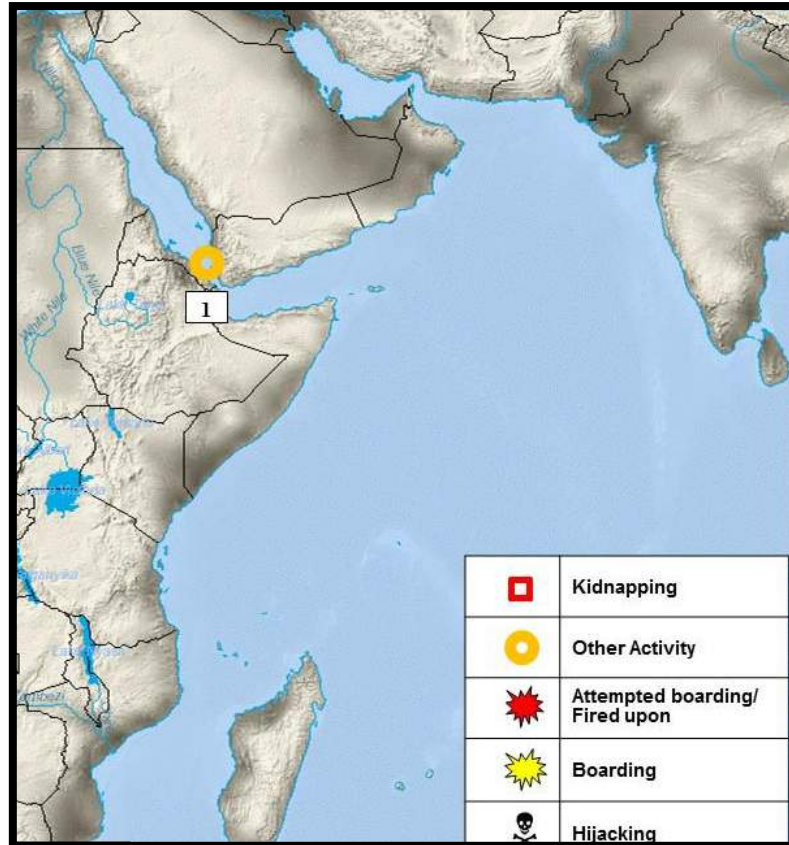
Some vessels transiting this region may have increasingly become complacent in the belief that the piracy threat had diminished. However, poverty and other motivating factors for piracy remain. The threat of attack and/or hijacking remains significant, as the root causes on the ground in Somalia have 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



SOURCE: ONI

VESSEL 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

KIDNAPPING

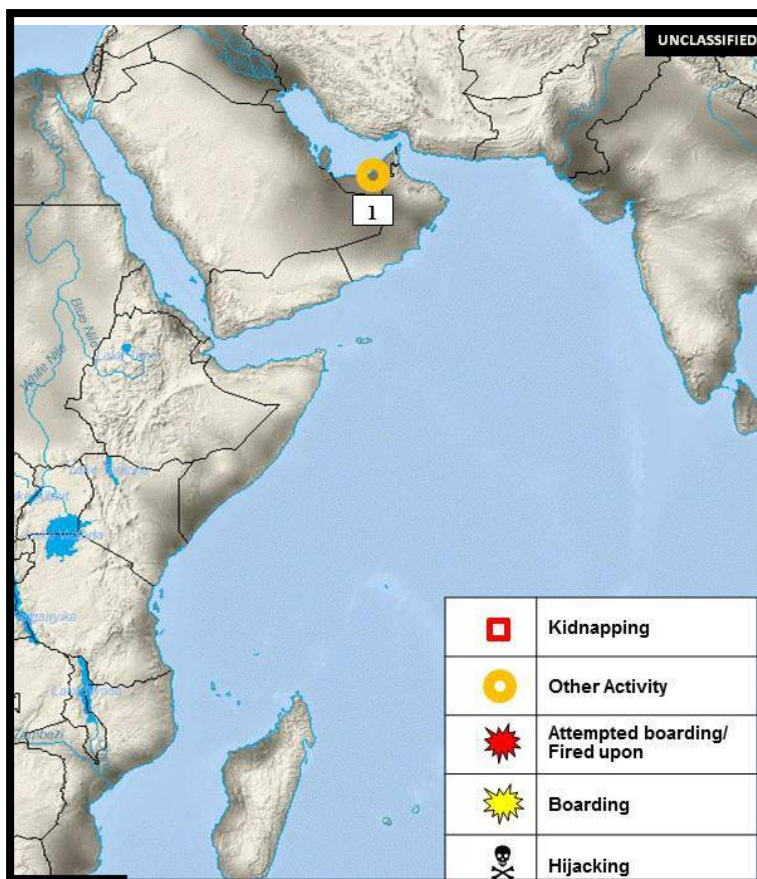
- No current incidents to report

SUSPICIOUS ACTIVITY

- **11 July (Red Sea)** – A merchant vessel transition position 13:22N – 042:45E, 15 nautical miles south of the Hanish Islands reported that a group of skiffs approached the vessel, with one of the skiffs approaching the vessel to within 0.2 nautical miles. The embarked security team showed their weapons and the skiff departed. A ladder was reportedly sighted.

OTHER ACTIVITY

- **8 July Dubai (Late Report)** – Dubai police announced the arrest of four gangs planning to steal and smuggle 46 luxury cars out of the country in shipping containers. Police forces from across the country, including from Dubai, Sharjah and Ajman formed a joint task force, which nabbed the gang members. They seized the thieves at a sea port as the cars were about to be smuggled out on a cargo vessel. While seventeen were found at the port, thirteen were located at a warehouse in the area, 12 vehicles were seized in various emirates, and four cars were being used by the thieves to travel in the country. The vehicles included Bentley, Mercedes, Lexus, and Rolls Royce cars, amongst others.



Source: ONI

MARITIME REPORTING

- No current maritime news

WEATHER FORECAST: GULF OF ADEN, ARABIAN SEA, RED SEA**WEATHER FORECAST VALID FROM 12 - 18 JULY 2018**

NORTHERN ARABIAN SEA: Southwest winds of 25 – 30 knots, gusting to 35 knots, with seas of 15 – 18 feet.

- **Extended Forecast:** Southwest winds of 25 – 30 knots, gusting to 35 knots, with seas of 15 – 18 feet.

GULF OF OMAN: Southeast winds of 5 – 10 knots and seas of 1 – 3 feet in the western section of the Gulf; with southwest winds of 10 – 15 knots, and seas of 5 – 7 feet in the eastern section of the Gulf.

- **Extended Forecast:** Southwest winds of 5 – 10 knots, gusting to 15 knots and seas of 2 – 4 feet in the western section of the Gulf; with southeast winds of 5 – 10 knots, and seas of 5 – 7 feet in the eastern section of the Gulf.

GULF OF ADEN: Southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 7 – 9 feet in the western section of the Gulf; with southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 7 – 9 feet in the eastern section of the Gulf.

- **Extended Forecast:** Southwest winds of 15 – 20 knots, and seas of 5 - 7 feet in the western section of the Gulf; with southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 5 – 7 feet in the eastern section of the Gulf.

SOMALI COAST: Southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 7 – 9 feet in the northern section of the coastline; with southwest winds of 15 – 20 knots, and seas of 7 – 9 feet in the southern section of the coastline.

- **Extended Forecast:** Southwest winds of 25 – 30 knots, gusting to 35 knots, and seas of 9 – 12 feet in the northern section of the coastline; with southwest winds of 20 – 25 knots, and seas of 5 – 7 feet in the southern section of the coastline.

CENTRAL AFRICAN COAST/INDIAN OCEAN: Southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 9 = 12 feet.

- **Extended Forecast:** South-southwest winds of 15 – 20 knots, gusting to 25 knots, and seas of 7 – 9 feet.

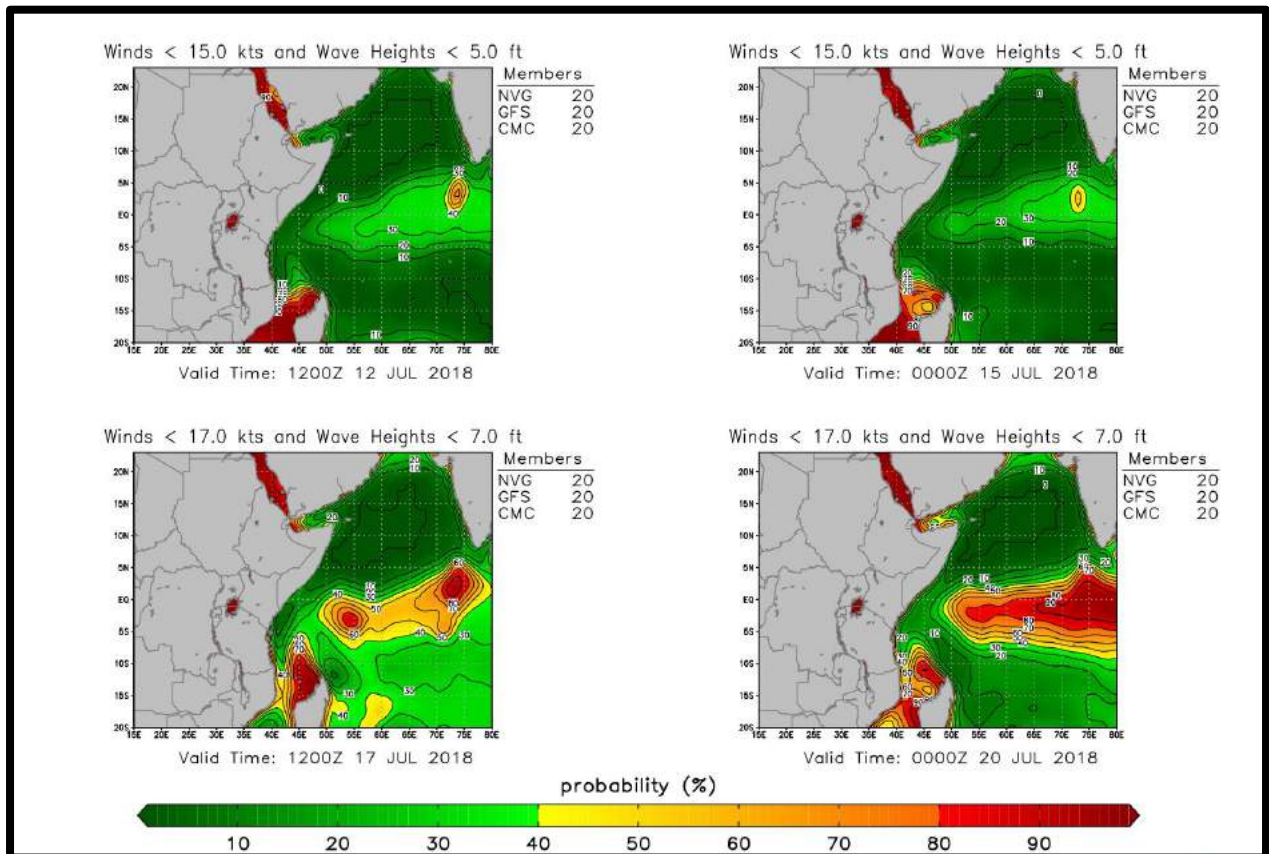
MOZAMBIQUE CHANNEL: South-southeast winds of 15 – 20 knots, and seas of 3 – 5 feet in the northern Channel; with south-southeast winds of 15 – 20 knots, gusting to 25 knots, and seas of 3 – 5 feet in the southern Channel.

- **Extended Forecast:** Southerly winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 – 7 feet, building up to 7 – 9 feet, in the northern Channel; with southerly winds of 15 – 20 knots, gusting to 25 knots, and seas of 15 – 18 feet, abating to 7 – 9 feet in the southern Channel.

SURFACE CURRENTS: The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average

speed of 2 knots. Currents' speed along the Somali Basin are north-easterly averaging between 2 – 3 knots.

SYNOPTIC DISCUSSION: High pressure continues to dominate the weather pattern over much of the region producing mostly clear skies with isolated area of thunderstorm activity. Expect increased localized wind flow through the Strait of Hormuz due to funnelling effects and occasional shamal winds across the Arabian Gulf.



Source: ONI

SPOTLIGHT ON YEMEN

PORT STATUS AS OF 16 JULY 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 | 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 to Humanitarian Aid | 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.

SECURITY ADVISORY: Hodeidah Port

WARNING: Conditions around Hodeidah are a high security risk.

Hodeidah Port is currently secured and functional, and offloading is occurring at the port. However, there is no guarantee that conditions at the port will remain secure. As MS Risk has previously warned, the Houthis could deliberately target the port and its infrastructure, or target vessels in the area to impede access to the port. Some reports have indicated that the Houthis may have, or plan to, mine the port as a “scorched earth” departure in the event of their loss.

Ship owners and shipmasters are urged to consider conditions around Hodeidah port. Vessels in the area are urged to remain constantly vigilant and aware of the risk of both deliberate and inadvertent attacks. There is elevated security in the water around Hodeidah port, and in the territorial waters on the Red Sea, extending to the Bab al Mandab Strait. Masters are advised to stay abreast of current information through local media sources, and to follow guidelines in accordance with the United Nations, the Saudi Coalition, and port authorities. Vessels are warned to proceed with extreme caution in the areas surrounding Hodeidah port. Remain vigilant of remote-controlled drone boats or rocket launchers. Commercial shipping vessels may be mistaken for a Saudi-led coalition vessel and hit by a water borne improvised explosive device or hit by a stray anti-ship cruise missile.

Security checks and offloading remain considerably slowed at Hodeidah Port. Wait times and inspection procedures in cooperation with the UN Verification and Inspection Mechanism are lengthy. Cargo offload is slower than it was prior to the war. The port's five gantry cranes were destroyed by coalition air strikes in 2015. The port now operates with four temporary truck-mounted cranes that have a maximum offloading capacity of 60 tonnes. The cranes cannot always reach container ships, as the old cranes are now obstacles to movement at the port. This has considerably slowed the offloading of shipping containers. As an alternative to Hodeidah port, the Yemeni government has begun efforts to restore Mokha port, 89 nautical miles south of Hodeidah.

ACTIVITY REPORTING

AMNESTY CALLS FOR PROBE OF TORTURE CLAIMS IN YEMEN PRISONS

12 July – Amnesty International is calling for an investigation into alleged disappearances, torture and likely deaths in prisons and "network of secret detention facilities" run by the UAE and allied militias in southern Yemen. In a report released Thursday, the group documented "systemic enforced disappearance and torture and other ill-treatment, amounting to war crimes" in the facilities. Amnesty called on the UAE government to immediately stop the torture, and to release detainees, and called on the US to suspend intelligence gathering cooperation with the UAE, and stop supplying it with weapons. Amnesty said that the 51 cases of enforced disappearance took place between March 2016 and May 2018. Nineteen remain missing. Last year, the Associated Press news agency reported that the UAE and its allied militias were running a network of secret detention facilities, beyond the control of the Yemeni government. On Wednesday, Yemen called on the UAE to close the informal prisons. The UAE has denied involvement in prisons across southern Yemen.

SAUDI-LED COALITION FACES STALEMATE IN HODEIDAH

10 July – The Saudi-led coalition has made no major gains in its offensive for Hodeidah port. The alliance launched the offensive on Hodeidah on June 12 in the largest battle of the three-year war. They pledging a swift operation to take over Hodeidah's air and sea ports without entering the city centre. This would minimize civilian casualties and avoid disruption of the port, a lifeline for a country where 8.4 million are believed to be on the verge of starvation. But they have made little progress in the campaign which aims to cut off the Houthis' main supply line and force the Houthis to the negotiating table. The coalition announced on June 20 that it had seized Hodeidah airport, but local military and aid sources say that neither side has complete control of the airport and its surrounding area, which spreads over 12 miles. After the UAE paused military operations to give U.N. mediation efforts a chance, fighting broke out over the weekend as coalition-backed forces tried to push Houthi fighters further inland to secure the coastal strip south of Hodeidah. U.N. special envoy Martin Griffiths has been shuttling between the warring parties to avert an all-out assault on Hodeidah that the United Nations fears will exacerbate

what is already the world's most urgent humanitarian crisis. He held a second round of talks with the Houthis in Sanaa last week and is expected to do the same with ousted President Abd-Rabbu Mansour Hadi, currently based in his government's temporary headquarters in the southern city of Aden. The Houthis have offered to hand over management of the port to the United Nations as part of an overall ceasefire in Hodeidah province, according to the United Nations, but the coalition has said that the Houthis must quit the western coast. The Arab states accuse the Houthis of using the port to smuggle Iranian-made weapons, including missiles that have targeted Saudi cities. Tehran and the group deny the accusations.

YEMENI GOVERNMENT SAYS HOUTHIS DESTROYING HISTORICAL ARTEFACTS

9 July – Yemen's Minister of Culture, Marwan Damaj, said that a number of sites and historical buildings were subjected to the "exhumation and destruction" by the Iran-backed Houthi militia. He handed a list of missing artifacts to the United Nations panel of experts during a meeting in Aden, where he reviewed the cultural situation in Yemen and the most affected historical monuments in the country. Damaj claimed that Houthis leaders excavated archaeological sites and the sold artifacts in the areas under their control, adding that the militias destroyed museums in Abyan and Taiz. "Museums were severely damaged, resulting in the loss of many of their holdings, artifacts and manuscripts," He said. A team of UN experts will offer technical support to the Ministry of Culture by helping train technicians as specialists in tracing Yemeni artifacts in the international market.

UAE AID SHIP ARRIVES AT MUKALLA PORT

3 July – A UAE aid ship arrived at Al Mukalla Port in Yemen on Sunday, as part of the UAE sea relief bridge to support the humanitarian situation in the Governorate of Hadramaut. Mohammad Obeid Al Shamsi, Head of the Emirates Red Crescent, ERC, in the Governorate, said the ship, which carries tonnes of supplies, is part of the UAE land, sea and air relief bridge being operated by the ERC in Yemen's liberated governorates. "The UAE is committed to continuing the provision of humanitarian and relief assistance to the Yemeni people to overcome the crisis their country is passing through," he said in a statement after the ship's docking at the port. "ERC aid workers will distribute food assistance to the people in the Governorate of Hadramaut," he said. He added that the UAE is implementing a package of relief, developmental and humanitarian services and health projects as part of the Year of Zayed's activities, with the aim of improving living conditions of the Yemeni people, who are enduring difficult economic circumstances caused by the Iran-aligned Houthi militia.

SAUDI FORCES INTERCEPT MISSILE FIRED TOWARDS JAZAN

8 July – Saudi air defence forces have intercepted yet another missile that was fired from Yemen towards the city of Jazan, the Saudi Press Agency (SPA) reported. The missile was spotted on Friday evening at 7.17pm, confirmed Colonel Turki al-Maliki, the spokesperson of the Saudi-led coalition fighting in Yemen. The missile, headed towards Jazan, was "deliberately launched to target civilian and populated areas", but the Saudi Royal Air Defense forces intercepted and destroyed it, he added. No casualties were reported. Al-Maliki added that the firing of ballistic missiles at populated cities and villages is contrary to both international law and international humanitarian law.

ARAB COALITION DESTROYS HOUTHİ MILITARY COMMUNICATION NETWORK

7 July – The Arab coalition backing the Yemeni legitimate army carried out air strikes on Houthi military positions in Yemen's Haydan and Razih directorates in Sadaa governorate. The coalition destroyed a complete military communication system, including advanced technological equipment operated with the help of foreign experts. The coalition stressed that it will not allow a terrorist organization to own

such high quality and advanced equipment, clarifying the “camouflage operations and military counter weapons” prove that the targeted site is a military position.

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>.

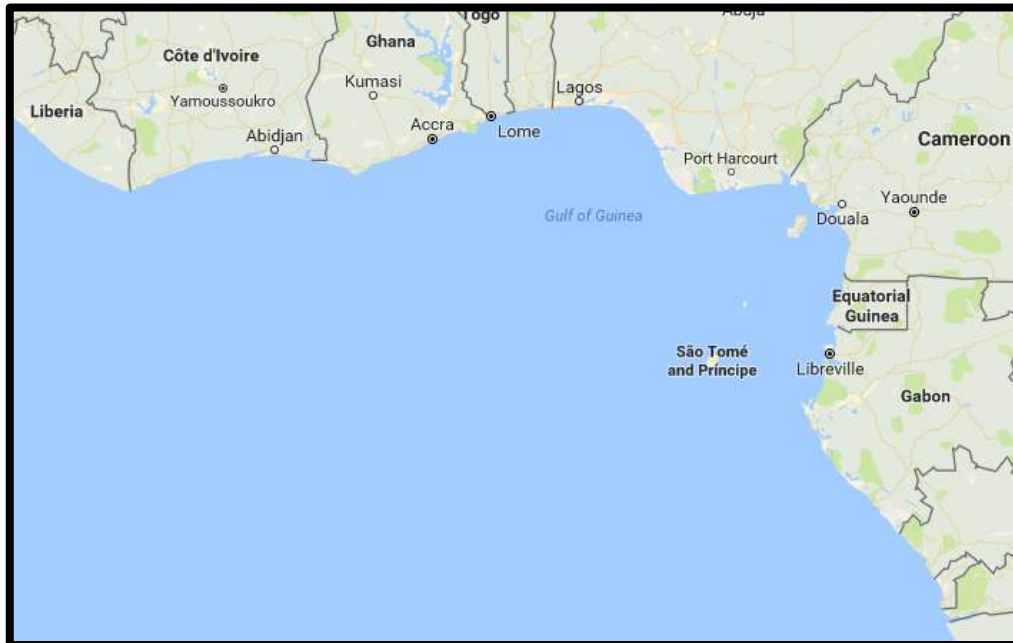
Vessels applying to go to ports under the control of the Government of Yemen need obtain permission for entry from the Yemeni Ministry of Transport. This should be done through the ship’s agent and/or receivers prior to the vessel’s arrival. The form should be completed by the ship's master and sent 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; Lomé, 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

- No current incidents to report

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

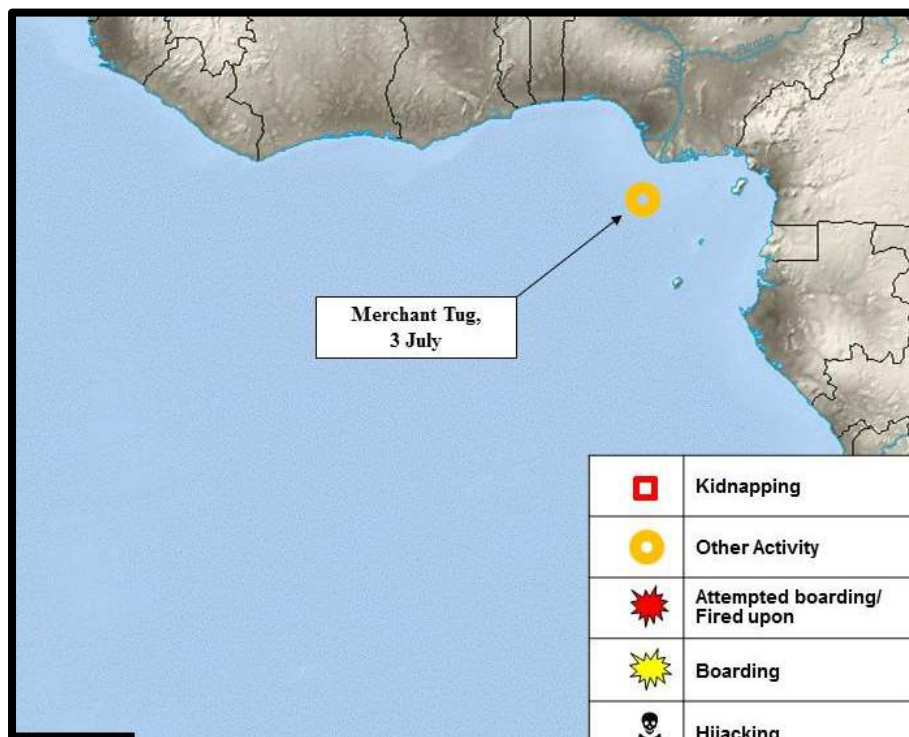
- No current incidents to report

OTHER ACTIVITY

- **3 July (Nigeria – Late Report)** – The duty officer onboard a tug near position 01:49 N – 003:12 E, 220 nautical miles southwest of Bayelsa state, noticed a fishing boat lowering a long skiff into the water. The skiff with 4 – 5 persons onboard started approaching the tug and closed to a distance of 0.5 nautical miles. The Master raised the alarm, increased speed and headed into the swell. Several attempts were made by the skiff to get closer to the tug, however it failed due to the rough weather. After following the tug for over five hours, the skiff eventually moved away.

MARITIME REPORTING

- No current maritime news



Source: ONI

WEATHER FORECAST: GULF OF GUINEA**WEATHER FORECAST VALID FROM 12 - 18 JULY 2018**

GULF OF GUINEA: Southerly winds of 5 – 10 knots and seas of 5 – 7 feet.

- **Extended Forecast:** Southerly winds of 5 – 10 knots, gusting to 15 knots, and seas of 5 – 7 feet.

SYNOPTIC DISCUSSION: High pressure continues to dominate the weather in the region. Isolated thunderstorms and rain showers can be routinely expected along the West Africa coast.

EAST ASIA, SOUTHEAST ASIA, INDIA



Current Incidents:

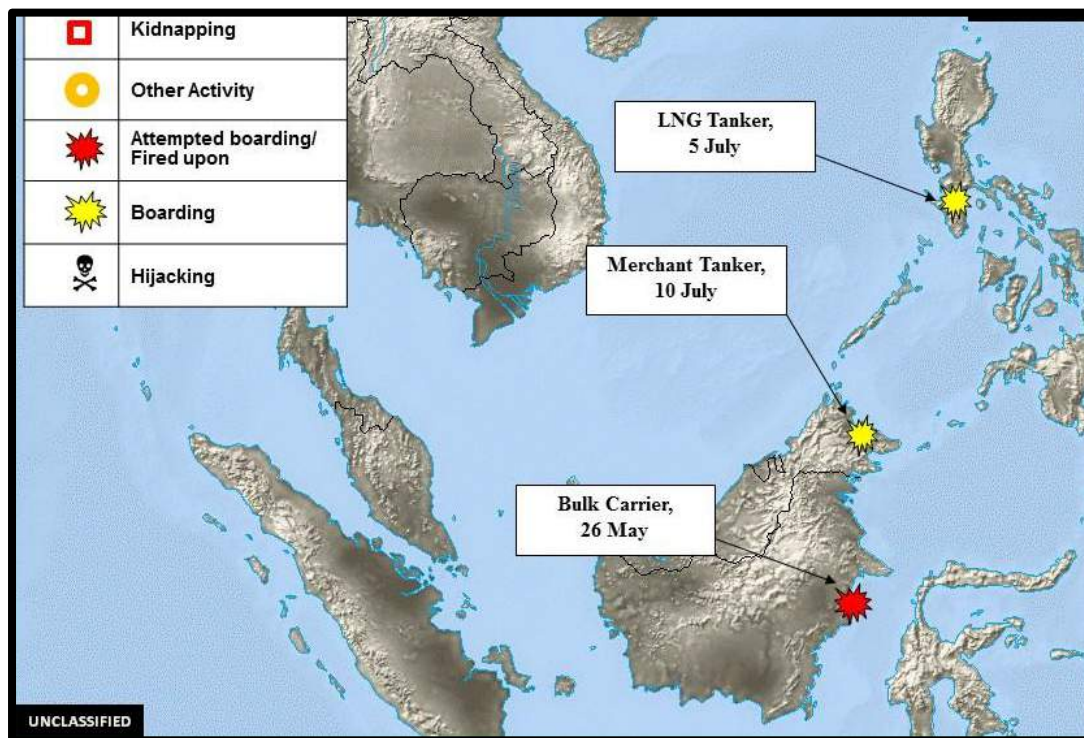
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WARNING:

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.



Source: ONI

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

- **26 May (Indonesia – Late Report)** – A duty crewman on routine rounds onboard a bulk carrier noticed robbers attempting to board the vessel via the hawse pipe. The ship was anchored near position 00:02 S – 117:34 E, 5 nautical miles southeast of Bontang. The alarm was raised and the crew was mustered. Upon seeing the alerted crewmembers, the robbers aborted their attempt and retreated to their boat.

VESSELS BOARDED

- **10 July (Malaysia)** – Robbers boarded a tanker berthed near position 05:48 n – 118:03 E, Sandakan Port, Sabah, stole ship properties and escaped unseen. The theft was noticed by the duty crew on routine rounds. The incident was reported to the local agent who informed the port police. Local police boarded the tanker to carry out an investigation.

- **5 July (Philippines – Late Report)** – A duty crewmembers during routine rounds onboard an Isle of Man-flagged LNG tanker anchored near position 13:45 N – 121:00 E, Batangas Anchorage, saw an unauthorized person on the forecastle deck. He immediately informed the duty officer. The alarm was raised, the crew was mustered and a search of the vessel was carried out. Upon checking, ship's stores were reported as missing. No unauthorized person was found onboard. The incident was reported to the local authorities.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

- No current incidents to report

MARITIME REPORTING

- No maritime news to report

WEATHER FORECAST: SOUTHEAST ASIA

WEATHER FORECAST VALID FROM 12 - 18 JULY 2018

SOUTHERN SOUTH CHINA SEA: Southwest winds of 10 – 15 knots and seas of 2 – 4 feet.

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

MALACCA STRAIT: Southeast winds of 5 – 10 knots and seas of 5 – 7 feet in the northern Strait; with southwest winds of 5 – 10 knots and seas of 1 – 2 feet in the southern Strait.

- **Extended Forecast:** Southwest winds of 5 – 10 knots, gusting to 15 knots, and seas of 5 – 7 feet in the northern Strait; with southerly winds of 5 - 10 knots, and seas of 1 – 2 feet in the southern Strait.

ANDAMAN SEA: Southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 9 – 12 feet in the northern section with southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 8 - 10 feet in the southern section.

- **Extended Forecast:** West-southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 12 – 15 feet in the northern section; with southwest winds of 20 – 25 knots, gusting to 30 knots, and seas of 9 – 12 feet in the southern section.

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

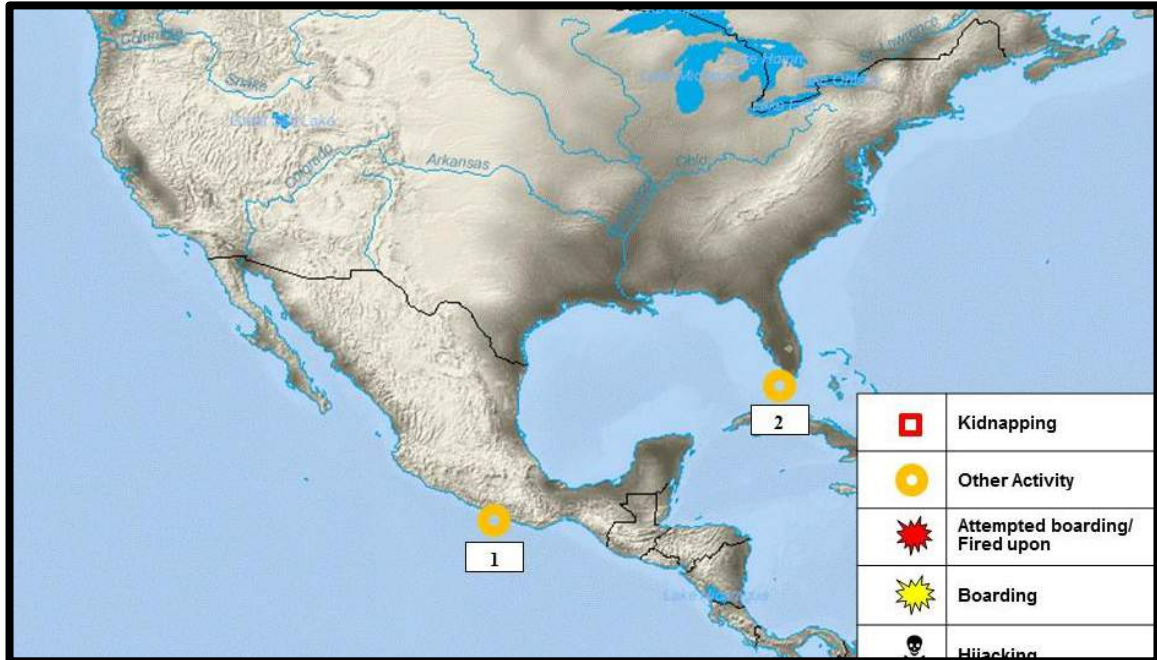
- **Extended Forecast:** Variable winds of 5 – 10 knots and seas of 1 – 2 feet.

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: Low pressure over the Sea of Japan and associated front has increased winds and seas from the Sea of Japan through the northern portion of 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. **Forecaster's Note:** The west Pacific Ocean's Tropical Cyclone Season runs from April to October. Expect numerous tropical cyclones to impact the region during this timeframe that could change the forecast.

WORLDWIDE

NORTH AMERICA



Source: ONI

- **9 July (Mexico)** – Navy personnel seized 250 kilograms of cocaine and apprehended two men aboard a small boat travelling off the coast of Guerrero. Routine aerial surveillance spotted the vessel 370 kilometres south of Acapulco. A joint aerial and maritime operation resulted in the arrest of the two men who were found onboard a “go-fast” boat, which is popular for smuggling drugs. The boat was carrying 71 plastic canisters, ten of which contained small packets of cocaine amounting to a total of 250 kilograms. The other 61 containers held 3,000 litres of fuel.
- **6 July (United States – Late Report)** – A US Coast Guard and a Jamaica Defence Force joint operation interdicted a boat that was attempting to smuggle 2,116 pounds of marijuana into Key West Florida.

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

- No current incidents to report

ATLANTIC OCEAN AREA

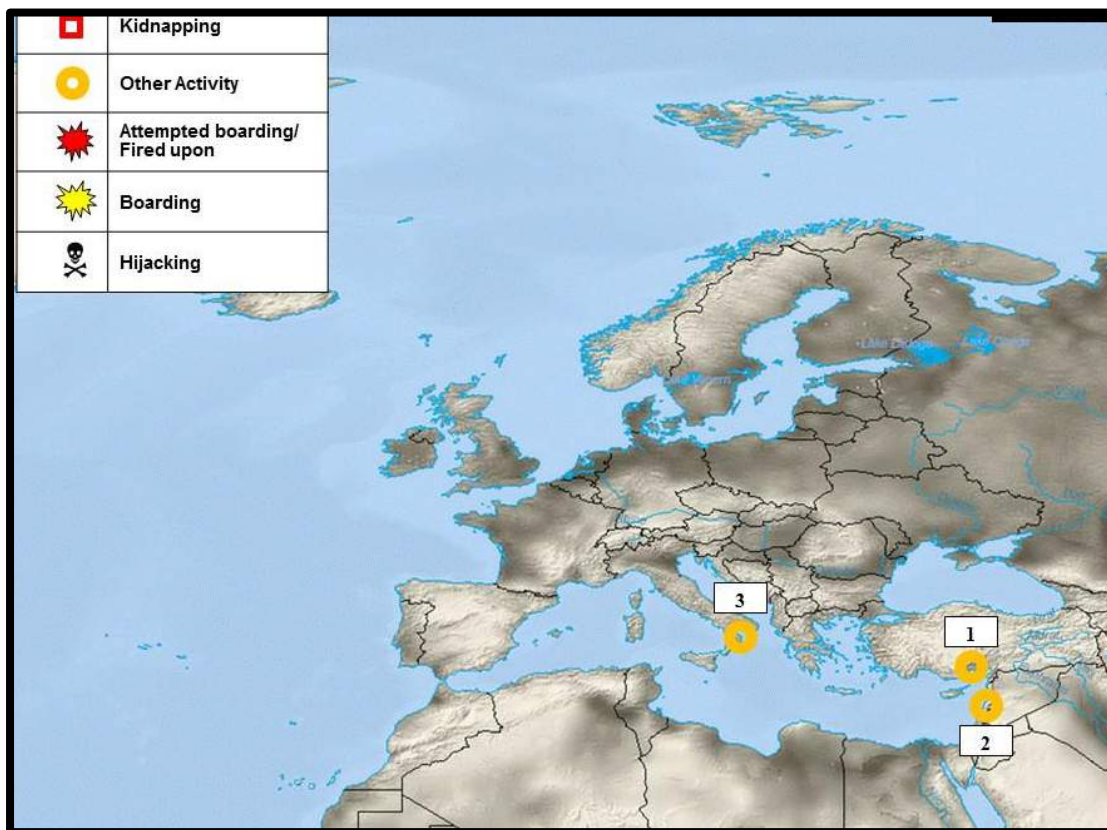
- No current incidents to report

NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA

1. **9 July (Turkey)** – According to a statement released by Turkey’s Customs and Trade Ministry, authorities in the port of Mersin confiscated 14.9 tonnes of acetic anhydride hidden in a truck travelling in a Turkish-flagged ro-ro vessel from Italy. The chemical is used in the production of heroin.
2. **4 July (Lebanon – Late Report)** – Authorities in the Port of Beirut seized a consignment of 2 million Captagon pills hidden in wood cutting equipment. The machines were destined for Oman and Saudi Arabia.
3. **3 July (Italy – Late Report)** – Authorities in the port of Crotona found a Ukraine-flagged sailing yacht carrying 71 migrants. The yacht had picked up the migrants in Turkey.



Source: ONI

ARABIAN GULF

- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

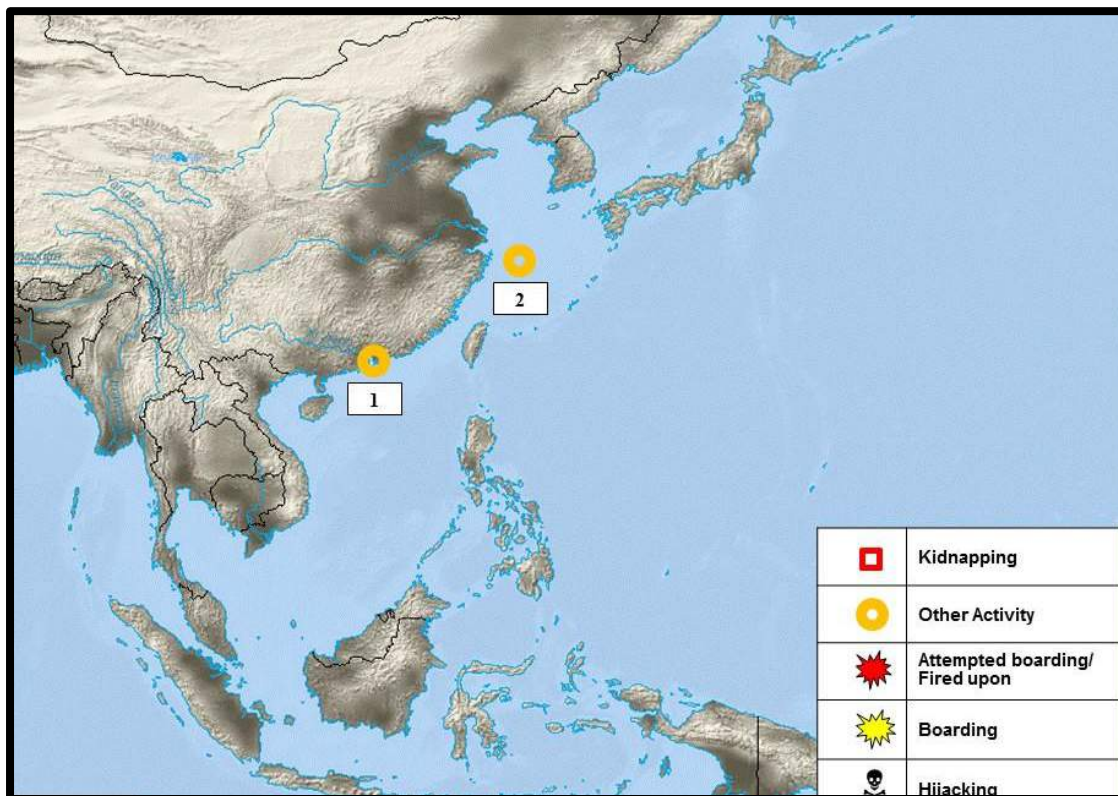
- No current incidents to report

EASTERN AND SOUTHERN AFRICA

- No current incidents to report

NORTHEAST ASIA

1. **8 July (Hong Kong – Late Report)** – Authorities seized about 8,700 kilograms of suspected Thailand rosewood from a container at the Kwai Chung Customhouse Cargo Examination Compound. Through a risk assessment, Customs officers inspected a container arriving in Hong Kong from Cambodia.
2. **29 June (East China Sea – Late Report)** – A Japan Maritime Self-Defence Force vessel spotted the North Korea-flagged tanker *AN SAN 1* alongside a ship of unknown nationality in waters 350 kilometres south-southeast of Shanghai, China. Since the two vessels were seen connected with hoses, the Japanese government suspects that they had conducted ship-to-ship product transfers, which have been banned by the United Nations. *AN SAN 1* has been designated as a vessel subject to an asset freeze and banned from entering any foreign port under a UN Security Council resolution.



Source: ONI

PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

MIGRATION



With the warmer weather arriving across Europe, migrant crossings in the Mediterranean Sea have increased with dozens of boats rescued in the past several weeks. Tensions between Italy and its EU neighbours have risen in the wake of Italy refusing to let a number of migrant rescue vessels dock at its ports. As the migrant crisis continues over the course of the summer months, tensions and further questions about the migrant situation across the EU are likely to occur.

ITALY SAYS MIGRANTS HIJACKED RESCUE VESSEL

12 July (Italy) – Italy’s Interior Minister Matteo Salvini has accused some migrants of hijacking the vessel that rescued them off the coast of Libya. It has been alleged that in order to avoid being returned to Libya, at least two passengers forced the vessel to turn away from the inbound Libyan coastguard. The 67 passengers on board the vessel were eventually handed over to the Italian coastguard. Mr Salvini has called the two suspects “violent hijackers, who will have to get off the Diciotti ship in handcuffs.” While details pertaining to the incident remain unclear, Italian media have reported that police boarded the coastguard vessel Diciotti to question the passengers. They focused on two people in particular – one Ghanaian and one Sudanese – however they did not uncover concrete evidence of a violent crime. La Repubblica newspaper has reported that the police officers then travelled to international waters to speak to the crewmembers of the Vos Thalassa, the original rescue vessel that was supposed hijacked, while the Diciotti remained in the water off the city of Trapani, Sicily, as the investigation continued. The final decision on the fate of the two alleged hijackers now remains with the local prosecutor in Trapani. **Update (13 July)** – The country’s far-right interior minister has announced that dozens of migrants rescued at sea and brought to an Italian port on Thursday cannot disembark, effectively reversing a decision by a fellow minister and opening a rift within the Italian government. Just a few hours earlier, Transport Minister Danilo Toninelli had authorized a coast guard vessel carrying 67 migrants rescued off the Libyan coast to enter the port of Trapani in Western Sicily. Speaking at a news conference following a meeting of European Union interior ministers in Innsbruck, Austria, Italy’s Interior Minister announced that he “...will not authorize (their disembarkation),” adding “if someone does it in my place, he will assume the judicial, moral and political responsibility for it.” The Diciotti

coast guard vessel has arrived in port, though no one has yet been let off the ship. Salvini, who is also the leader of the League Party and deputy prime minister, is in charge of immigration policy and borders while Toninelli, who is a member of the anti-establishment 5-Star Movement, is in charge of ports and the coastguard.

ITALY STOPS VESSELS WITH MIGRANTS AND INCREASES PRESSURE ON EU

10 July (Italy) – Italy has refused to allow a commercial vessel flying an Italian flag to bring ashore rescued migrants, in a move that appears to be in line with keeping a hard-line policy on new arrivals as it presses European allies to share the burden of hosting an influx of displaced people. An Interior Ministry source disclosed that a commercial vessel that supplies oil platforms off the coast of Libya pulled 66 migrants to safety on Monday, however the vessel was told not to bring them to Italy. Transport Minister Danilo Toninelli disclosed that the migrants had been transferred to an Italian coast guard vessel on Tuesday. Meanwhile a source has indicated that the migrants will be brought to Italy, though this has not been confirmed by the interior ministry source, who disclosed that the commercial ship picked up the migrants though it had been told that Libyan patrol boats were coming to retrieve them.

SPAIN EMERGES AS NEW MIGRATION HOTSPOT

9 July (Spain) – Over the last several months, Spain has emerged as the new main entry point for asylum-seekers fleeing Africa – an influx that EU officials fear could exacerbate political tensions across the region over migration. In the first five months of this year, around 19,000 asylum-seekers arrived in Spain, almost as many as arrived in all of 2017 – effectively eclipsing for the first time the numbers flowing through north Africa to Italy. Rescue officials have indicated that the surge has intensified in recent weeks as the new Italian government has shut its ports to most asylum-seekers. With the EU struggling to contain dissent over migration police, some officials in Brussels have indicated that they are worried that Spain could become a new flash-point, even as overall numbers of arrivals into Europe from Africa are in sharp decline. One EU diplomat has noted that the Morocco-Spain route had been kept under control for years, adding, “its not dramatic for now, but we are keeping an eye on this one.” Spain’s new socialist prime minister Pedro Sanchez has been welcoming, and accepted two boat-loads of asylum-seekers who had been denied port entry by Italy even as the number of boats from Morocco also rose. The asylum-seekers are arriving in mostly inflatable boats each week, often without enough fuel to make the crossing, which has put a strain on Spain’s coastguard. Coastguard union officials have indicated that Madrid is training more lifeguards to deal with the rising numbers. According to coastguard official Oriol Estrada, people-smugglers in Morocco use a rights activist to contact the coastguard, advising it when boats set off for Spain. Estrada went on to say that “the people traffickers know that the lifeguards are going to come for them,” adding “they call to say that a certain boat has left such-and-such a coast at a certain time with however many people. They even give the names of those aboard.” A similar situation developed off Libya before Rome’s recent crackdown, which prompted Italy’s ruling League party to accuse rescue vessels of running a “taxi service.” Rescue officials working in the Strait of Gibraltar have reported that more Asian migrants from countries like Pakistan and Sri Lanka are also crossing, in another sign that smuggling networks are focusing more of their efforts on Spain. Refugees say that Morocco is a destination in itself for those fleeing poverty and violence in sub-Saharan Africa, however it has become more of a stepping stone as people determined to reach Europe realize the Libya-Italy route may be worse than futile. Moroccan officials have indicated that they are boosting efforts to counter illegal immigration this summer, which is the busiest time for sea crossings. EJU officials in Brussels however are struggling to agree on a joint response to migration in a bid to calm tensions in Italy and Germany. Earlier this month, leaders signalled their concerns over

Spain when they reached a new accord on the issue, pledging to support Madrid and Morocco to stem the tide.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 13 July 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

LIBYA ISSUES PERMISSION OF REBUILDING TRIPOLI AIRPORT TO ITALIAN FIRMS

13 July – Libya's UN-backed Prime Minister Fayez Serraj has granted permission to Italian companies to start rebuilding the Tripoli International Airport. Serraj launched the project during a ceremony attended by Libyan officials, Italian Ambassador to Libya Giuseppe Perrone, and representatives of the executing companies. In July 2017, Libya signed a 79-million-euro (92.2-million-U.S. dollar) contract with a consortium of Italian companies to rebuild the international airport in the capital Tripoli. The airport has been closed since 2014 due to armed conflict between rival militias, which created the current political division in the northern African country.

LIBYAN COMMANDER WANTED BY ICC 'ESCAPES PRISON'

12 July – A Libyan commander wanted by the International Criminal Court for alleged war crimes has “escaped” from prison, the forces of military strongman Khalifa Haftar said. Haftar, head of the self-styled Libyan National Army, “has ordered the re-arrest of commander Mahmoud al-Werfalli after his escape from the military prison” where he was detained, a statement said. The statement did not mention when Werfalli escaped. The ICC issued a first warrant for Werfalli’s arrest in August last year, accusing him of having ordered or personally carried out seven executions between March and July 2017 and in June 2016 that were filmed and posted to social media sites. On July 5, the ICC issued a second arrest warrant for Werfalli for his “alleged responsibility for murder as a war crime”. Werfalli is a commander of the Al-Saiqa brigade, an elite unit that defected from Libya’s military during the 2011 uprising that toppled and killed dictator Moamer Gadhafi. Werfalli fought on the same side as the LNA and its leader Haftar. Forces loyal to Haftar indicated in August last year that they had arrested Werfalli and said he was the subject of an “investigation in front of the military prosecutor general”. ICC chief prosecutor Fatou Bensouda has repeatedly called for Werfalli’s arrest, including by appealing to Haftar to hand him over during an address to the UN Security Council in November 2017. She has also called for the arrest of Gadhafi’s son Seif al-Islam and former internal security chief Al-Tuhamy Mohamed Khaled for alleged war crimes.

LIBYA'S NOC ANNOUNCES REOPENING OF OIL EXPORT TERMINALS

11 July – Libya’s Tripoli-based National Oil Corporation (NOC) said on Wednesday that four export terminals were being reopened after eastern factions handed over the ports. Force majeure, a legal waiver on contractual obligations, was lifted on the ports of Ras Lanuf, Es Sider, Zueitina and Hariga, it said in a statement. “Production and export operations will return to normal levels within the next few hours,” it said. The ports were closed last month amid a struggle for control by rival factions, slashing Libya’s national production by as much as 850,000 barrels per day (bpd). Ras Lanuf and Es Sider were shut when armed opponents of eastern-based commander Khalifa Haftar attacked them on June 14. The attack was repelled a week later, but eastern officials aligned with Haftar blocked operations at both terminals as well as at Zueitina and Hariga, saying they would take control of exports through a rival NOC based in the east. On Wednesday the NOC commended Haftar’s Libyan National Army (LNA) for “putting the national interest first” by handing back the ports. Eastern oil facilities guards and the head of the rival NOC, Faraj Said, confirmed the ports were reopening, although Said told Reuters that Ras Lanuf and Es Sider, which have been damaged in repeated rounds of fighting, required maintenance work. “The ports of Zueitina and Hariga are now open for any tankers carrying a contract. Ras Lanuf and Es Sider need some maintenance,” he said.

LIBYA'S NOC TO RESUME OIL EXPORTS FROM EASTERN TERMINALS

11 July – The Libyan National Oil Corporation of the eastern-based interim government called on the United Nations to allow it to export oil, after it took over the oil crescent region from the eastern-based army. "We call upon the United Nations and the international community to work with all the parties to reach reasonable and practical solutions that allow oil exports," the corporation said in a statement. "We affirm our full keenness and endeavor on the legal obligations of Libya toward companies and countries with whom we have contracts and common interests," it added. The Libyan eastern-based army, led by Gen. Khalifa Haftar, recently took control of the oil crescent region, which is located some 500 km east of the capital Tripoli and contains the country's largest oil ports, after defeating the militants occupying it. Shortly after that, the army handed over the region to the National Oil Corporation of the eastern-based interim government, instead of the Tripoli-based UN-backed unity government. Last week, UN Secretary-General Antonio Guterres stressed the "need for unity of Libyan institutions and the exclusive right of the (Tripoli-based) National Oil Corporation to export the country's oil." On Monday, the Tripoli-based National Oil Corporation declared the suspension of operations in Hariga and Zuetina oil ports in the region. A day earlier, the UN-backed government warned against "negative repercussions" of suspension of oil exports in the oil crescent region, and said halting oil exports costs more than 67 million U.S. dollars a day.

EU PARLIAMENT HEAD IN LIBYA URGES TRAFFICKER 'BLACKLIST'

9 July – European Parliament chief Antonio Tajani in Libya on Monday called for a "blacklist" of people smugglers to be set up to help stem the flow of migrants from Africa to Europe. The European Union is grappling with the issue of migration from Africa and the Middle East and hammered out a controversial plan last week to curb the number of arrivals. "We have to establish a blacklist of the major traffickers... so that police and law enforcement in Africa and in Europe can work together on a common objective," Tajani said after meeting the head of Libya's internationally backed government in Tripoli. "If we do not manage to destroy these criminal organisations, it will be very difficult to fight against illegal immigration." A deal between Libya's vying leaders was brokered in May by France to hold elections this year, but scepticism remains that the vote will go ahead.

LIBYA REPORTS MEASLES OUTBREAK, ALERT ISSUED

8 July – The Libya National Centre for Disease Control (NCDC), in a recent report, recorded 80 cases of measles in various Libyan cities, prompting the health ministry to issue a health alert. The first case, believed to be from a child from the illegal immigration shelters began in the area of Qatron before the emergence of other cases in the cities of Ubari, Zliten, and Marj, among others. Health Minister Mohamed Haitham Issa said that the ministry has formulated a plan to prevent the emergence of new cases of measles, through a vaccination campaign that will be launched urgently in cooperation with international organizations, according to local media. He also made an urgent appeal to all public and private hospitals and specialized centres to remain watchful for any new cases and raise the alert status; announcing the formation of a committee to monitor and investigate the cases that have been monitored.

TWO WORKERS KILLED IN SECOND ATTACK ON LIBYAN WATER PLANT

7 July – Suspected Islamist militants killed two workers and kidnapped two others at a water plant in southeastern Libya early on Saturday, the second attack targeting water facilities in two days, officials said. "An armed attack was carried out by terrorist groups on the Tazirbu site causing havoc, looting, killing and terrorising families, children and the workers who ensure the supply of water to cities," said a statement from the Great Man-made River Project, a pipe network supplying ground water from the

Libyan Sahara. An engineer and a guard were shot dead and two guards were kidnapped in the raid, which the statement said bore the hallmarks of an attack by Islamic State militants. The assailants also stole cars and supplies from the site, the statement added. On Friday, members of an unidentified armed group kidnapped three Filipinos and one Korean employed as technicians at the Al-Hassouna plant, part of the same water network connecting desert wells to towns and cities in northern Libya. The Al-Hassouna and Tazirbu sites are about 1,000 km (620 miles) apart.

VIOLENT CLASHES ROCK TRIPOLI

7 July – Clashes broke out in Abu Salim, Tripoli, between an armed group led by Ghaniwa Al-Kikly and an group that defected from under his command. The Al-Kikly-led group attacked the defectors, led by Mahmoud Buazza, who was Al-Kikly's second in command. According to locals, Buazza was hit in the head by gunfire and died in the hospital. The fighting was prompted by a previous dispute as Al-Kikly accused Buazza of a coup attempt. Al-Kikly heads a security apparatus of the Interior Ministry and his armed group controls Abu Salim and Al-Hadba areas in Tripoli. Several injuries, material damage, and the blockade of several roads were reported by eyewitnesses. Fighting ceased after Al-Kikly's armed group controlled the positions of Buazza. The number of casualties is unknown.

LIBYA PROCEDURE

Guidance updated by Gard on 10 May, 2018 highlights the risk of arrest of crew or the detainment of vessels. For tankers trading in this region, the following recommendations have been made:

- When contracting a vessel for a voyage to Libya, obtain a certificate of origin from the charterers indicating that the shippers are a National Oil Company (NOC) or an approved legal entity of the NOC. The Libyan NOC has the sole rights and control of all oil exports from the country. Most detentions related to oil smuggling, have been in connection with tankers operating offshore and not in a port.
- Charterers should establish the legitimacy of cargo interests and whether they can legitimately ship oil cargoes from Libya. The shippers should be able to provide a letter or document to prove that they are authorized by the NOC to ship the cargo.
- On completion of cargo operations and upon receiving port clearance, sail directly out of Libyan waters as deviations or delays may be construed as suspicious by the authorities.
- Upon leaving the Libyan coast, vessels should avoid navigating close to the coast. Maintain a distance of 40 nautical miles from the coast. Most cases of detention have occurred within 25 nautical miles off the Libyan coast.

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.

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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:

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- Planning and management
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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.

More information is found at www.msrisk.com

24 HR CONTACT INFORMATION:

Email: operations@msrisk.com



South Suite, Ragnall House, 18 Peel Road
Douglas, Isle of Man, IM1 4LZ

24 hr Global Contact: +44 207 754 3555
www.msrisk.com

Directors

S.J. Bingham, P.A. Crompton, P.O.J. Tracy
Registered in the Isle of Man No. 007435V