

# Maritime Security Review



Issue No. 1

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MS | RISK



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## PLEASE NOTE:

The information contained in this report is as accurate as possible at the time of publishing. In some cases, however, incidents are updated at a later date as more information comes becomes available.

We encourage our readers to confidentially report any incidents or suspicious activity to [info@msrisk.com](mailto:info@msrisk.com).

# INCIDENTS AT SEA

Reporting Period: 2 – 8 January 2017

Region	Current Incidents Reported	Late Reported incidents	Threat level
<b>MAIN REGIONS</b>			
Gulf of Aden/Arabian Sea	0	0	Low
Gulf of Guinea	0	0	Low
Southeast Asia	2	7	Medium
<b>WORLDWIDE</b>			
North America	0	0	Low
Central America/Caribbean/South America	0	2	Low
Atlantic Ocean Area	0	0	Low
Northern Europe/Baltic	0	0	Low
Mediterranean/ Black Sea	0	0	Low
Arabian Gulf	0	0	Low
East Asia/Indian Subcontinent	1	2	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

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

## **WARNING FOR RED SEA, BAB EL-MANDAB STRAIT AND GULF OF ADEN:**

Vessels transiting these regions should operate under a heightened state of alert. This is due to increasing tensions in the region, which in turn can escalate the potential for direct or collateral damage to vessels transiting the region. These threats may come from a number of different sources such as missiles, projectiles, or waterborne improvised explosive devices. Houthi rebels have claimed responsibility for the 1 October attack on a UAE vessel. MS Risk advises all vessels transiting this region to report any hostile activities immediately.

Masters are advised to remain vigilant at all times inside the HRA and are advised to adhere to strict guidance and protective measures as set down in BMP4. Sailing yachts should avoid transiting the HRA. Past activity has demonstrated that pirates will attack both large and small yachts transiting this region. While successful attacks and hijackings of merchant vessels have significantly decreased over the past two years, the possibility of attacks and the successful hijacking of sailing vessels continue to remain high. This is due to the reduction of revenue sources from pirated merchant vessels and the fact that sailing yachts are vulnerable and easier targets. PAG's continue to conduct "soft approaches" on merchant ships transiting the area. Skiffs have approached vessels in order to probe the reaction of the crewmembers and any possible Privately Contracted Armed Security Personnel (PCASP) onboard. If the pirate approach does not elicit a response, the pirates will likely proceed with an attack, in which additional skiffs may participate.

## HIJACKS

- None reported during this period.

## UNSUCCESSFUL ATTACKS/ROBBERIES

- None reported during this period.

## VESSELS FIRED UPON/ATTEMPTED BOARDINGS

- None reported during this period.

## VESSELS BOARDED

- None reported during this period.

## KIDNAPPING

- None reported during this period.

## SUSPICIOUS ACTIVITY

- None reported during this period.

## OTHER ACTIVITY

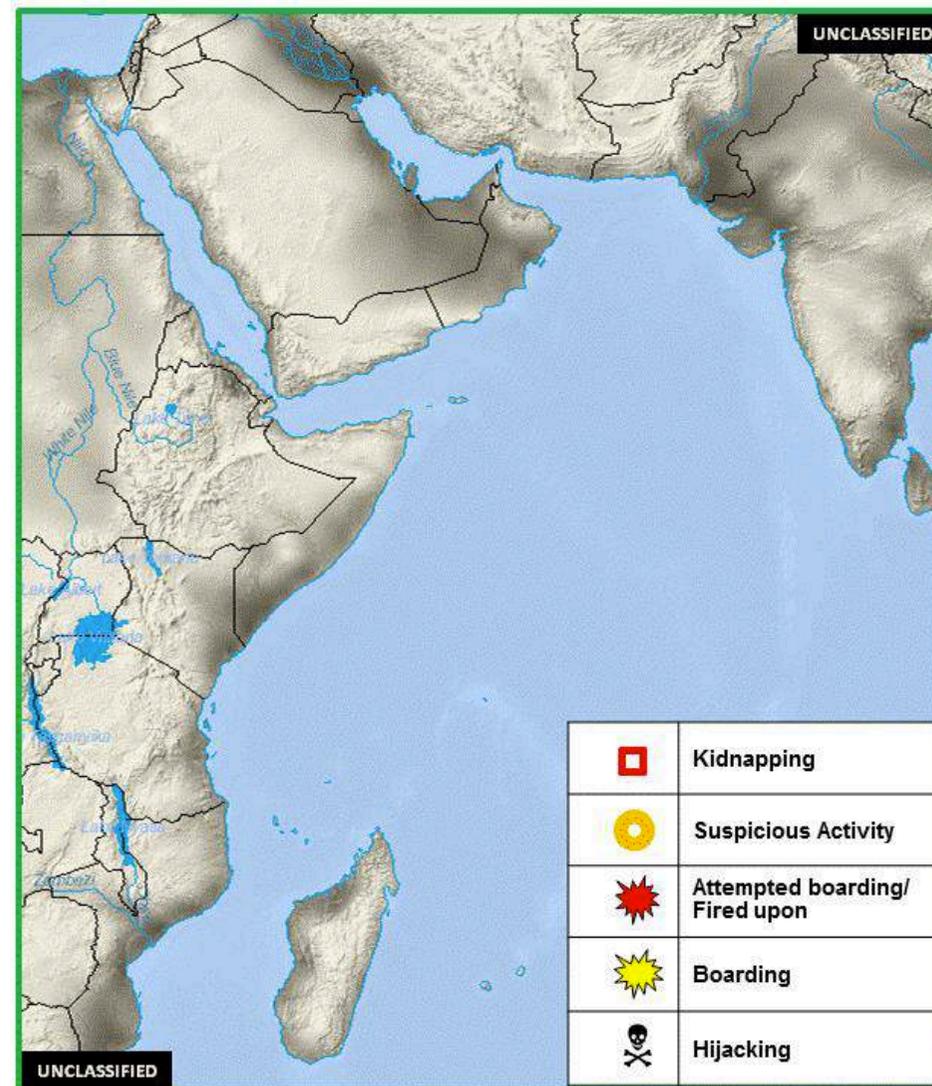
- None reported during this period.

## MARITIME REPORTING

- Nothing to report.

## INCIDENT MAP

Source: ONI



## WEATHER FORECAST: GULF OF ADEN/ARABIAN SEA

**NORTHERN ARABIAN SEA:** Westerly winds of 10 – 15 knots and seas of 1 – 3 feet.

- **Extended Forecast:** Northerly winds of 20 – 25 knots and seas of 5 – 7 feet.

**GULF OF OMAN:** West-northwest winds of 15 – 20 knots and seas of 2 – 4 feet in the western section of the Gulf; with west-northwest winds of 15 – 20 knots and seas of 5 – 7 feet in the eastern section of the Gulf.

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

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

**SOMALI COAST:** Northeast winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 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 and seas of 3 – 5 feet in the northern section of the coastline; with northeast winds of 15 – 20 knots, gusting to 25 knots, and seas of 5 – 7 feet in the southern section of the coastline.

**CENTRAL AFRICAN COAST/INDIAN OCEAN:** East-northeast winds of 10 – 15 knots and seas of 3 – 5 feet.

- **Extended Forecast:** East-northeast winds of 10 – 15 knots and seas of 4 – 6 feet.

**MOZAMBIQUE CHANNEL:** Northerly winds of 5 – 10 knots and seas of 1 – 3 feet in the northern Channel; with variable winds of 5 – 10 knots, gusting to 15 knots, and seas of 7 – 9 feet in the southern Channel.

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

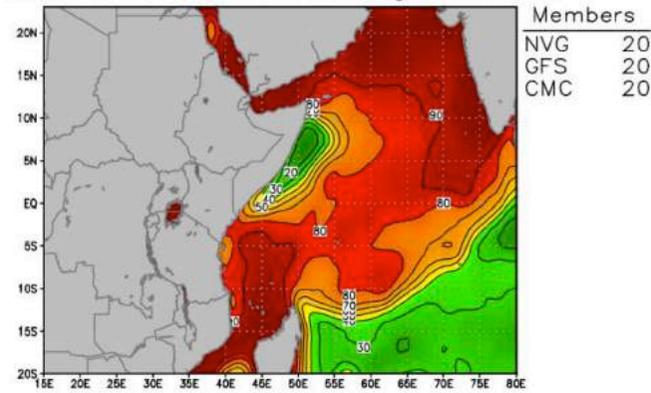
**SURFACE CURRENTS:** The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Currents' speeds along the Somali Basin are northeasterly averaging between 2 – 3 knots.

**SYNOPTIC DISCUSSION:** High pressure continues to dominate the weather over the region producing light winds across the Arabian Gulf, Gulf of Oman and the Arabian Sea. Expect increased wind flow through the Strait of Hormuz and the Bab el Mandeb Strait due to funneling effects.

# WEATHER MAP

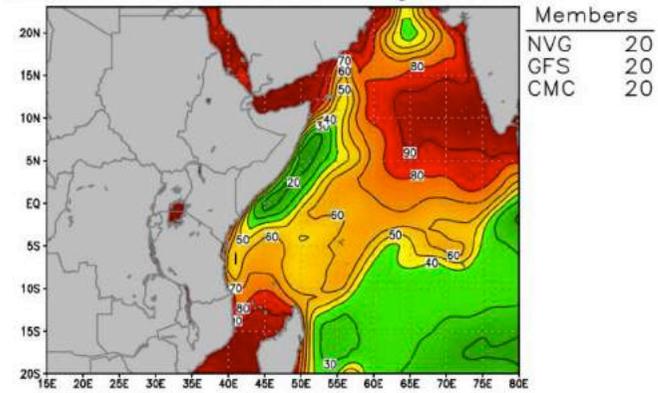
Source: ONI

Winds < 15.0 kts and Wave Heights < 5.0 ft



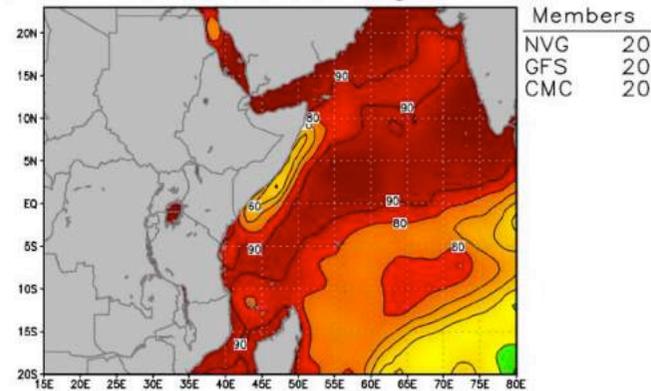
Valid Time: 1200Z 05 JAN 2017

Winds < 15.0 kts and Wave Heights < 5.0 ft



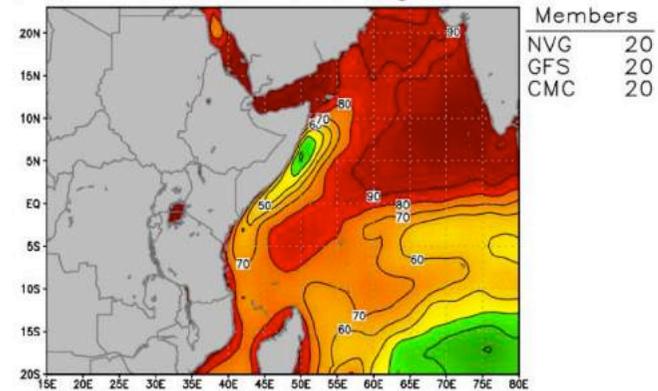
Valid Time: 0000Z 08 JAN 2017

Winds < 17.0 kts and Wave Heights < 7.0 ft



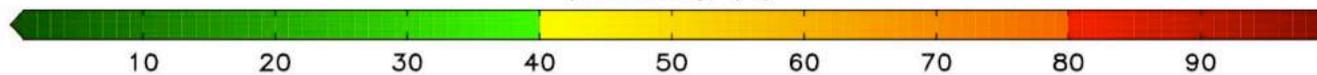
Valid Time: 1200Z 10 JAN 2017

Winds < 17.0 kts and Wave Heights < 7.0 ft



Valid Time: 0000Z 13 JAN 2017

probability (%)



# SPOTLIGHT ON YEMEN

## PORT STATUS AS OF 8 JANUARY 2017

Port Name	Port Status	Risk Level	Notes
Aden Port	Open	High	Only port to facilitate container vessels.
Ash Shihr Oil Terminal	Open	High	
Balhaf LNG Terminal	Closed	Closed	
Hodeidah Port	Open	High	Capacity: 5 berths
Mokha Port	Open	High	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

## ACTIVITY REPORTING

- **5 January** – Sources from both sides of the conflict have reported that Houthi rebels and its allies launched an attack on a military site located near the Bab al-Mandab Strait on Thursday, killing a number of government soldiers. According to Fahman al-Subaihi, a government field commander, Houthi militiamen and allied forces loyal to former Yemeni President Ali Abdullah Saleh had fired a “ballistic missile” at the Shaab al-Jen military camp, which is located near the strategic waterway. According to al-Subaihi, the missile left six government soldiers dead and dozens injured. Houthi officials quoted by Yemen’s Houthi-linked SABA press agency reported that militiamen had fired the missile at a concentration of government troops deployed at the army camp. The press agency quoted an unnamed Houthi military source as stating that “dozens” of government personnel had been killed and injured by the missile strike.

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

The waters around Yemen may become the next affected area in a battle for regional influence. While investigations have not yet concluded whether the attacks were the works of pirates or terrorists, the events have added significant risk to vessels travelling through the region. 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

In recent weeks, pirate and maritime crime activity in waters off West Africa, particularly off the coast of Nigeria, increased with a number of incidents reported. With the recent hijacking of a tanker off the coast of Ivory Coast, pirates may be actively seeking to hijack another vessel. 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.

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### HIJACKS

- None reported during this period.

### UNSUCCESSFUL ATTACKS/ROBBERIES

- None reported during this period.

### VESSELS FIRED UPON/ATTEMPTED BOARDINGS

- None reported during this period.

### VESSELS BOARDED

- None reported during this period.

### KIDNAPPING

- None reported during this period.

### SUSPICIOUS ACTIVITY

- None reported during this period.

### OTHER ACTIVITY

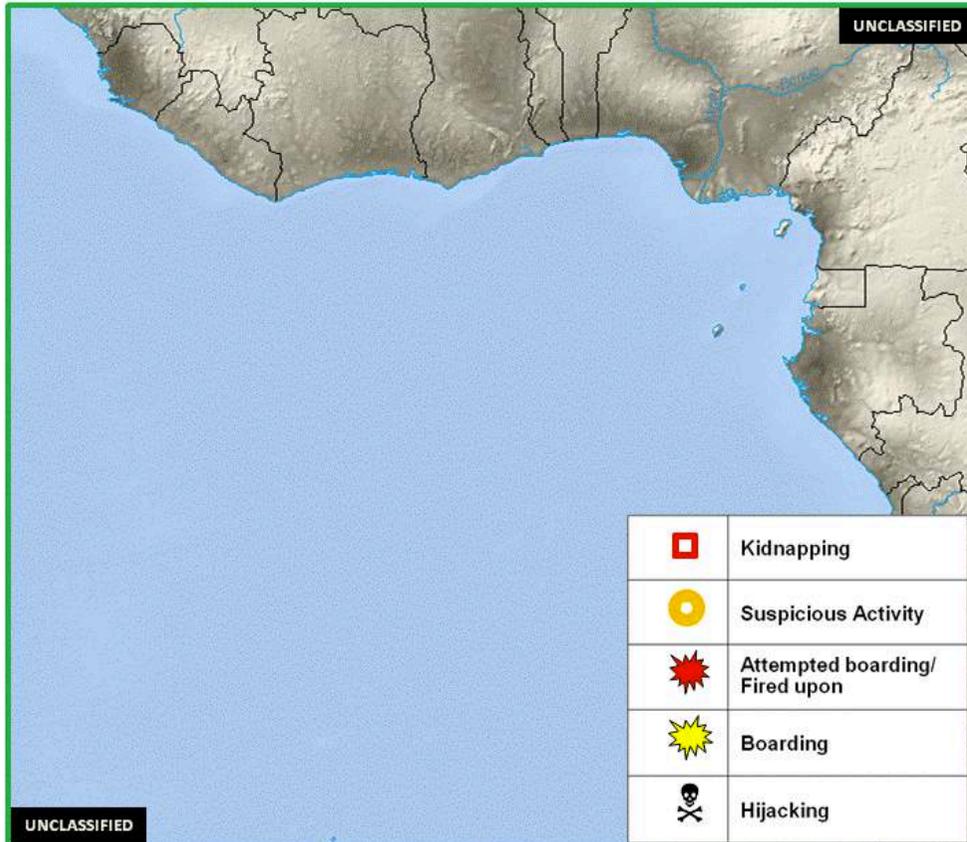
- None reported during this period.

### MARITIME REPORTING

- Nothing to report

## INCIDENT MAP

Source: ONI



## WEATHER FORECAST: GULF OF GUINEA

**GULF OF GUINEA:** South-southeast winds of 10 – 15 knots and seas of 2 – 4 feet.

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

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

# SOUTHEAST ASIA

**WARNING:** There are increasing concerns in regards to the situation of kidnapping of crewmembers from vessels while underway in the Sulu-Celebs Sea region. MS Risk advises all slow moving vessels to re-route from the area, where possible. Otherwise, ship Masters and crewmembers are strongly advised to exercise extra vigilance while transiting the area. We advise that you immediately report any sightings of any suspicious activity or boats.

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.

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## HIJACKS

- None reported during this period.

## KIDNAPPING

- **18 July 2016 (Malaysia - Update)** – Local authorities in Lahad Datu, Sabah, were notified about a possible abandoned tug and barge near Dent Haven. Upon investigation, it was found that tug SERUDONG 3, towing the barge SERUDING 4, had no crewmembers on board and the main engine was still running. The tug carried a crew of five and one of the crewmen has reportedly contacted the shipping company owner to relay a ransom demand from the

kidnappers. **Update (January 2017)** – Efforts are being stepped up in order to secure the release of five Malaysian sailors who were taken hostage from waters off Dent Haven in Lahad Datu. A police spokesman has disclosed that the men were reported safe and well.

## UNSUCCESSFUL ATTACKS/ROBBERIES

- None reported during this period.

## VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- **3 January (Philippines)** – Six persons in two speed boats, armed with automatic rifles, chased and fired upon the general cargo ship OCEAN KINGDOM near position 06:36 N – 122:41 E, 21.6 nautical miles east of Basilan Island. Master raised the alarm and increased speed. The Ship's distress message was relayed by Zamboanga radio station to the local authorities who dispatched Philippine Coast Guard patrol boats to assist the vessel. A brief gun battle ensued between the pirates and the Coast Guard vessels. The cargo vessel sustained multiple gunshots on the port and starboard sides. All crewmembers on board the vessel have been reported safe.

## VESSELS BOARDED

- None reported during this period.

## SUSPICIOUS ACTIVITY

- None reported during this period.

## OTHER ACTIVITY

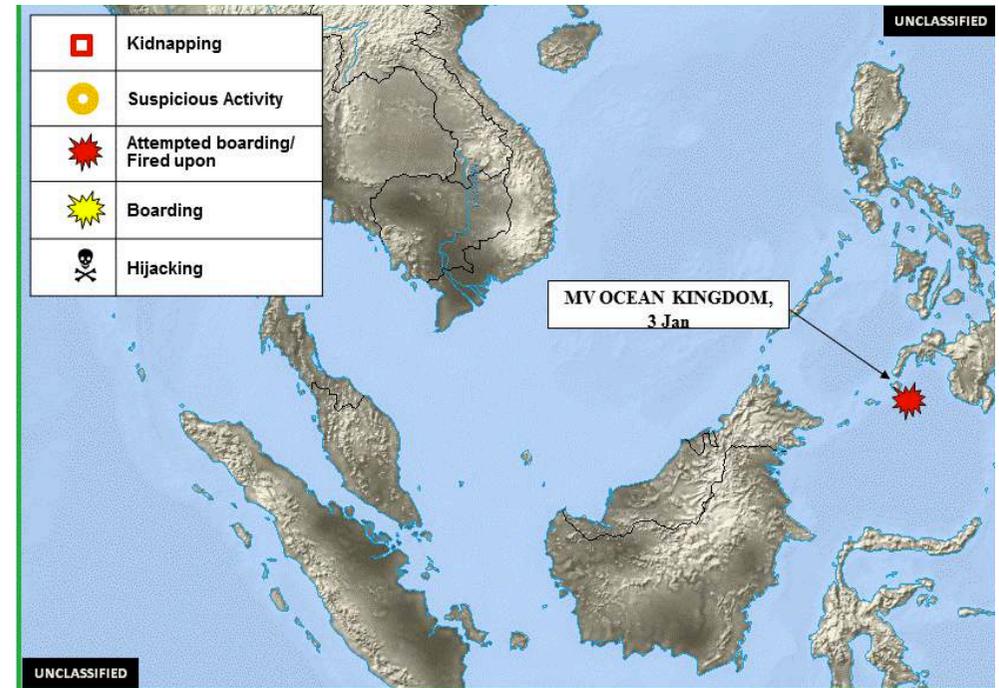
- None reported during this period.

## MARITIME REPORTING

- Nothing to report.

## INCIDENT MAP

Source: ONI



## WEATHER FORECAST FOR SOUTHEAST ASIA

**SOUTHERN SOUTH CHINA SEA:** Northeast winds of 15 – 20 knots and seas of 2 – 4 feet.

- **Extended Forecast:** Northeast winds of 10 – 15 knots and seas of 2 – 4 feet with a northern swell.

**MALACCA STRAIT:** East-northeast winds of 15 – 20 knots and seas of 1 – 3 feet in the northern Strait; with southeast winds of 15 – 20 knots and seas of 1 – 3 feet in the southern Strait.

- **Extended Forecast:** East-northeast winds of 15 – 20 knots and seas of 1 – 3 feet in the northern Strait; with north-northwest winds of 5 – 10 knots and seas of 1 – 2 feet in the southern Strait.

**ANDAMAN SEA:** Easterly winds of 10 – 15 knots and seas of 2 – 4 feet in the northern section; with easterly winds of 15 – 20 knots and seas of 1 – 3 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, gusting to 20 knots, and seas of 2 – 4 feet in the southern section.

**SOUTHERN SULU SEA – NORTHERN CELEBES SEA:** Northerly winds of 10 – 15 knots, gusting to 20 knots, and seas of 1 – 3 feet.

- **Extended Forecast:** North-northwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 2 – 4 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:** Northeast monsoonal flow to the north is generating a northerly swell throughout the South China Sea. Additionally expect strong gusts in and around scattered thunderstorms, throughout the Malacca Strait and the Andaman Sea due to funneling effects and daytime heating.

# WORLDWIDE

## NORTH AMERICA

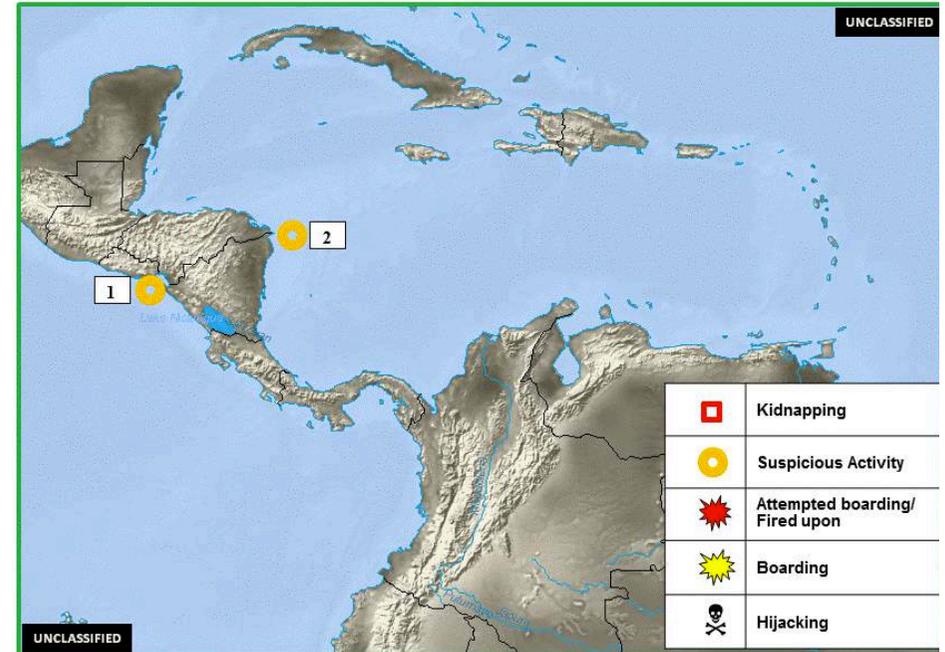
- No current incidents to report

## CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

- **31 December 2016 (Guatemala – Late Report)** – Navy authorities intercepted a vessel in Pacific waters carrying 600 kilograms of cocaine. Two Ecuadorian men and a Colombian man were arrested.
- **20 December 2016 (Nicaragua (Late Report))** – A sailing vessel was boarded while anchored in Media Luna Cay. The boarding occurred after thirteen pangas carrying up to sixty men tried to push the sailing vessel onto a reef where two other wrecks were seen. The apparent leader of the group demanded to search the vessel for cocaine. Finding nothing, the group ransacked the vessel, with 25 men boarding the vessel and helping themselves to fuel, food, cash, cell phones, fishing gear, clothing, marine electronics and anything else that they could remove. The crew protested when the robbers took gear, which was necessary to continue their journey and in a few cases it was reluctantly returned by the leader. The mob eventually left the vessel, which then continued to Belize. The incident was reported to the local authorities in Belize.

## INCIDENT MAP

Source: ONI



## ATLANTIC OCEAN AREA

- No current incidents to report

## NORTHERN EUROPE/ENGLISH CHANNEL/BALTIC

- No current incidents to report

#### **MEDITERRANEAN/BLACK SEA**

- No current incidents to report

#### **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



- **3 January** – A Charity rescue vessel has picked up 114 migrants from the Mediterranean, including eight women and twenty-two children, of whom sixteen were unaccompanied. The rescue occurred overnight amidst calm seas and were carried out by the Aquarius, which is operated by the international charities SOS Mediterranee and Doctors without Borders. The migrants were rescued from a white, inflatable dinghy early on Monday and were mainly from Senegal and from Guinea, however there were also migrants from Uganda, Mali and Ivory Coast.
- **2 January** – Figures have shown that Royal Navy sailors have rescued nearly 15,000 migrants from the Mediterranean and dropped them off in Europe. Marines armed with SA-80 assault rifles have also destroyed and burned 110 smuggling gang boats during their 18-month migrant mission. Since April 2015, the Royal Navy has deployed five ships to rescue migrants. According to Ministry of Defense figures, they have rescued 14,900 migrants in total as part

of the EU mission to tackle people smuggling. This figure includes 900 migrants who were rescued in two operations at the end of December 2016.

- **2 January** – On Sunday, at least 800 sub-Saharan African migrants tried to cross into Spain's North African enclave of Ceuta from Morocco by storming a border fence. The Spanish and Moroccan government have reported that most were eventually turned back. Footage from local TV station Faro TV showed dozens of migrants making it to the top of the six-metre barbed wire fence early on Sunday before being lifted down by cranes. Spanish officials have disclosed that about 1,100 migrants attempted the crossing. A statement released by the government indicated that only two were allowed into Ceuta to be taken to hospital while the rest were returned to Morocco. The statement added that five Spanish police and fifty officers from Morocco were injured after migrants used rocks and metal bars to try and break through gates to access the fence and clashed with authorities.

## SPOTLIGHT ON LIBYA

As of 8 January, this is the status of the following ports in Libya:

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)	Reopening	High
Port of Benghazi	Closed	High
Port of Bouri (offshore port)	Open	No Known Risk
Port of Derna	Closed	High
Port of El Brega (Marsa El Brega)	Open	High
Port of Hariga	Open	Medium
Port of Mellitah	Open	Medium
Port of Misrata (Qasr Ahmed)	Open	High
Port of Ras Lanuf	Open	High
Port of Tobruk	Open	High
Port of Tripoli	Open	High
Port of Zawiya (Zawia)	Open	Medium
Port of Zueitina	Open	Medium



Risk level assessments take into consideration recent events, the likelihood of future outbreaks of violence, regional instability and other mitigating factors that may impact operations at the port.

### WARNING:

**THE SITUATION IN LIBYA CONTINUES TO BE EXTREMELY FLUID. 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. The reintroduction of the National Salvation government further complicates any endeavours at stability within the unstable nation. As a result, ports, infrastructure, and other valuable assets remain at a high risk for violent attack by various armed militia groups.

While all working ports are believed to be currently safe for ships and crew, the security situation remains volatile and subject to rapid change. Shipmasters and

crews are urged to exercise extreme caution when entering Libyan ports and waters. Vessels are urged to:

- Observe international laws of trading
- Follow official sea navigation routes to any of the working Libyan ports and avoid navigating in the coastal waters of the closed ports. **Vessels should avoid navigating in the coastal waters of Benghazi, Derna and Sirte.**
- In advance of arrival, declare the intended voyage and type of cargo to be discharged/loaded to the local agent, to allow sufficient time to notify the appropriate authorities.
- Stay in contact with local port authorities to receive the most up to date information.

## LIBYA: PROCEDURE

Vessels should report their schedules to local port agents prior to arrival at any Libyan port, including:

- A declaration of the vessel's sailing route
- Whether they are loading or discharging cargo
- The type of cargo on board

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

## ACTIVITY REPORTING

- **5 January** – Libya is to reopen the last major oil terminal that has been closed due to factions fighting. The move will allow the North African country to

further increase oil exports, potentially putting pressure on oil prices and on fellow OPEC members that have just started cutting output in a bid to stabilize prices. Quoting an official at the National Oil Corporation, Bloomberg has reported that Libya's Zawiya export terminal is getting ready to restart its exports after the pipeline carrying crude to it was reopened. The imminent reopening of the Zawiya export terminal effectively means that all nine major oil ports in the country will be shipping oil. At the end of December, the NOC reported that the pipelines connecting the Sharara oil field to Zawiya refinery and the El-Feel oil field to the Mellitah complex, had been reopened. The Sharara field, which is operated by a joint venture between the NOC and a consortium of Repsol, Total, OMV and Statoil, has a production capacity of about 330,000 bpd, while El-Feel field is operated by a joint venture between Italy's Eni and NOC, and has a production capacity of around 90,000 bpd.

## ABOUT JLT

At JLT Specialty, we believe in doing things differently.

When it comes to advising ship owners and operators, shipyards and ports and terminal operators we take the time to really understand your world, your people and your very particular challenges. We work closely with you to consider your business both today and tomorrow, and to explore all the variables which may impact on it.

We work with yourselves, our network and the market to deliver a solution which is always tailored to your specific needs and always competitive and comprehensive.

Because of this our clients trust us. They have total confidence that the vital elements of their operations are covered, enabling their businesses to be even more ambitious and surpass expectations. This is why we now place insurance for more than 6,000 vessels, including one third of the world gas fleet and we handle more than USD350m marine insurance premium.

We know how we work makes us different. It's quite a claim but we're driven to deliver on it every single day.

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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](http://www.msrisk.com)

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