

MS RISK LIMITED

# WEEKLY MARITIME REPORT

Global Maritime Activity and Incident Report for the  
Current Reporting Period

1 July 2026



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+ 44 (0) 207 754 3555

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## Incidents at Sea: 24 – 30 June 2026

Region	Incidents	Late Reported Incidents	Threat Level
Gulf of Aden / Red Sea / Indian Ocean / East Africa	0	0	MODERATE
Arabian Gulf / Strait of Hormuz / Gulf of Oman	2	0	MODERATE
Gulf of Guinea	0	0	MODERATE
East Asia	1	0	HIGH
North America	0	0	LOW
Central America / Caribbean / South America	0	0	LOW
Atlantic Ocean	0	0	LOW
Northern Europe / Baltic Sea	0	0	LOW
Mediterranean Sea	0	0	LOW - MODERATE
Black Sea / Sea of Azov / Caspian Sea	1	0	HIGH
Indian Subcontinent	0	0	LOW
Pacific Ocean Area / Australia / New Zealand	0	0	LOW

**Threat levels are determined on a weekly basis as follows:**

- HIGH** 5 or more incidents in current reporting period
- MEDIUM** 2 - 4 incidents in current reporting period
- LOW** 0 - 1 incidents in current reporting period

***\*note that the threat level for the reporting period pertains to the number of current incidents reported in the specified region during the designated reporting period and may be different (higher or lower) to the overall regional threat level***

***\*\* For specified region – Somali Coast and Somali Basin – only***

**Disclaimer:** 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 subscribers to confidentially report any incidents or suspicious activity to [info@msrisk.com](mailto:info@msrisk.com)

# Gulf of Guinea / Red Sea / Indian Ocean / East Africa

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## Red Sea / Bab el-Mandeb Strait Advisory

**Threat Level:** **Moderate**

**Areas of Concern:** Red Sea and Bab el-Mandeb Strait

**Date Assessed:** July 2026

The maritime security environment remains sensitive due to ongoing regional tensions involving Iran and aligned non-state actors. Although a fragile ceasefire remains in place and large-scale Houthi attacks have not resumed, the risk of renewed attacks on commercial shipping cannot be ruled out. Increased reliance on the Red Sea route, following disruptions in the Strait of Hormuz, has heightened the strategic importance of the Bab el-Mandeb Strait.

### **Key Risks**

- Potential resumption of Houthi attacks targeting merchant shipping
- Risk of direct attacks or collateral damage from regional conflict
- Disruption or interference with AIS/GNSS navigation systems
- Increased military activity affecting vessel operations and communications
- Continued rerouting of vessels around the Cape of Good Hope due to security concerns

### **Recommended Measures**

- Maintain heightened vigilance and a hardened security posture
- Monitor UKMTO and MSCHOA advisories and security broadcasts
- Verify navigation data using alternative positioning methods where possible
- Avoid close proximity to the Yemeni coast when safe to do so
- Maintain continuous visual and radar watches
- Exercise caution during slow-speed operations, anchoring and restricted manoeuvring
- Treat unsolicited authority claims with caution and do not permit boarding unless safety of life is at risk
- Report all incidents and suspicious activity immediately to UKMTO, MSCHOA, and relevant authorities

## East Africa

**Threat Level:** **HIGH**

**Areas of Concern:** Somali Coast, Somali Basin, Gulf of Aden, Arabian Sea, Indian Ocean

**Date Assessed:** July 2026

Piracy threat remains elevated following a series of incidents involving hijackings, armed approaches, and attempted boardings. Recent activity suggests increased confidence and coordination amongst pirate groups operating from the Somali coast, often using small, fast craft.

### **Key Risks**

- Increased pirate activity targeting merchant vessels, tankers and fishing vessels
- Use of Pirate Action Groups (PAGs) employing reconnaissance or “soft approach” tactics before escalating attacks
- Continued vulnerability of vessels transiting the Somali Basin and surrounding waters

### **Recommended Measures**

- Strictly comply with BMP guidance and maintain maximum vigilance
- Maintain continuous visual and radar watches throughout transit
- Report any incident and suspicious activity to UKMTO, MSCHOA and relevant authorities

Incidents: 0

## Current Incidents

No incidents reported during this period

## Late Reported Incidents

No late reported incidents

# Arabian Gulf / Strait of Hormuz / Gulf of Oman

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**Threat Level:** **Moderate**

**Areas of Concern:** Arabian/Persian Gulf, Strait of Hormuz, Gulf of Oman

**Date Assessed:** July 2026

The maritime security environment remains at a moderate threat level. Vessels should remain alert to the presence of naval mines while clearance operations continue. The International Traffic Separation Scheme (TSS) should be avoided until further notice. In June 2026, a confirmed mine was located at Latitude 26°24'34.920"N, Longitude 056°20'40.128"E.

The southern transit route within Omani Territorial Water (TTW) has been confirmed clear of mines and is currently the recommended route. The following transit corridor has been assessed as safe:

- 26°02'43.080"N, 056°00'41.040"E
- 26°22'33.900"N, 056°16'56.040"E
- 26°24'21.300"N, 056°22'59.700"E
- 26°24'45.120"N, 056°31'06.660"E
- 26°22'06.180"N, 056°33'25.260"E
- 26°00'00.000"N, 056°33'18.000"E

## ***Voyage Planning***

- Conduct voyage-specific security risk assessments
- Review the latest advisories from flag states and naval authorities
- Consider alternative routing where commercially feasible
- Minimize loitering near the territorial waters of high-risk states

## ***Transit Measures***

- Maintain maximum safe speed through chokepoints
- Avoid unnecessary deviations towards military or energy infrastructure
- Ensure AIS operation complies with flag state and naval guidance
- Maintain enhanced bridge watch, radar surveillance, and continuous monitoring of VHF Channel 16
- Review the Ship Security Plan and conduct drills covering missile/drone attacks, boarding incidents, and emergency manoeuvring
- Ensure communications and navigation systems remain fully operational and prepare for possible electronic interference or GNSS disruption
- Register with regional maritime security centres where applicable and report suspicious activity immediately

## ***Reporting and Security***

- Maintain regular contact with regional maritime security centres, including UKMTO
- Report all security incidents through the UKMTO Voluntary Reporting Scheme
- Apply BMP guidance and review company contingency plans covering routing, crew welfare and emergency response
- Maintain the highest practicable security posture and limit deck activity to essential personnel only while transiting high risk areas due to the continuing threat from missiles and drones

## Current Incidents



1. **27 June (Strait of Hormuz)** – UKMTO has received a report that a Panama-flagged crude oil tanker, **VLCC KIKU**, was struck by a drone on the starboard bridge wing at approximately 08:30 UTC, approximately 22 nautical miles off Ras Al Khaimah, UAE, in the Strait of Hormuz. The Master reported that the vessel sustained damage to the bridge. All crewmembers have been reported safe and there is no environmental damage reported at present. Authorities are investigating the incident.
2. **25 June (Strait of Hormuz)** – UKMTO has reported that a Singapore-flagged container vessel **EVER LOVELY** has been hit on the starboard side by an unknown projectile 7.5 nautical miles southeast of Dahit, Oman, resulting in damage to the bridge. The Master has reported no casualties and no environmental impact. Authorities are investigating the incident.

## Late Reported Incidents

No late reported incidents

## Regional Reporting

- **26 June (Iran)** – The US military attacked Iran on Friday in response to an Iranian drone strike on a cargo ship in the Strait of Hormuz, with each country accusing the other of violating terms of a ceasefire agreed on last week. US Central Command said that aircraft struck missile and drone storage locations and coastal radar sites, later publishing a grainy black-and-white video of an explosion labelled “unclassified.” Iran reported that a projectile struck the area around a pier in Sirik in southern Iraq, and that Iranian naval forces responded by striking US military targets in the region. Tehran did not provide details about what may have been hit.
- **25 June (Strait of Hormuz)** – The evacuation of ships through the Strait of Hormuz was suspended Thursday after an attack on a vessel in the Gulf of Oman that had crossed the waterway, according to the UN maritime agency. Shortly after, Iran’s Persian Gulf Strait Authority disclosed that vessels passing outside routes set by the authority would not be guaranteed safe passage.
- **25 June (Strait of Hormuz)** – Reports indicate that Iran’s Revolutionary Guard Corps Navy (IRGCN) has warned vessels against using any non-Iran-approved transit routes in the Strait of Hormuz, apparently

rejecting an International Maritime Organization (IMO) – backed evacuation plan that offers vessels a southern passage coordinated by Oman and the US. The warning from IRGCN appears to contradict with a plan announced by IMO to evacuate seafarers stranded in the Middle East Gulf after the agency said that it had secured “necessary safety guarantees.” The conflicting instructions effectively create new uncertainty for vessels weighing how to leave the region. An IMO spokesperson reportedly stated that its evacuation framework continues to be implemented as planned.

- **24 June (Strait of Hormuz)** – Qatari Prime Minister Sheikh Mohammed bin Abdulrahman al-Thani visited Muscat on Wednesday for talks with Oman on initiating negotiations involving Iran, Iraq, and Gulf Arab states on the Strait of Hormuz, according to a diplomat briefed on the talks. The discussions are separate from US-Iran peace talks and de-mining agreements. The diplomat stated that Gulf states are expected to push for no transit fees, while Iran could propose, environmental, navigation and security fees. The move appears to implement a provision of the memorandum of understanding signed last week that calls for Iran to hold talks with Oman and other Gulf states and Iraq on the future management of navigation and maritime services in the strait. The diplomat added that Pakistan was the proposed mediator for these talks. Separately, the diplomat disclosed that there are plans for regional reconciliation talks to be held in Riyadh between Iran, Gulf Arab states and possibly other regional countries.

# Gulf of Guinea

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**Threat Level:** **Moderate**

**Areas of Concern:** Gulf of Guinea, including EEZ waters off Nigeria, Benin, Togo, Ghana and Equatorial Guinea

**Date Assessed:** July 2026

The maritime threat level in the Gulf of Guinea is currently assessed as moderate. Although large-scale piracy incidents have declined, armed robbery, attempted boardings, and crew kidnappings remain credible threats. Criminal groups retain the capability and intent to conduct violent attacks.

- **Operational Range** – Incidents have been reported up to 200 nautical miles offshore, particularly in Nigerian EEZ waters
- **Target Profiles:** All vessels remain at risk, including tankers, container ships, general cargo vessels, fishing vessels, passenger vessels and offshore support vessels
- **Weapons:** Armed groups are typically equipped with firearms and bladed weapons
- **Modus Operandi:** Violent confrontations have been reported during both attempted and successful attacks. Crew kidnappings for ransom remain a key objective of organized criminal groups.

## **Advisory**

All vessels transiting or operating within the Gulf of Guinea are strongly advised to implement robust maritime security measures and maintain heightened situational awareness.

### Before Entering the Region

- Conduct a voyage-specific risk assessment
- Review, test and update ship security plans and emergency communication protocols
- Ensure all crewmembers are briefed and trained on anti-piracy procedures
- Maintain access to real-time monitoring of threat activity
- Prepare, secure and rehearse access to the citadel; ensure it is equipped with emergency provisions, independent communications and a satellite phone.

### During Transit

- Maintain increased vigilance, particularly near anchorages and high-risk ports
- Avoid unnecessary loitering, drifting, or slow-speed manoeuvring near known risk areas
- Maintain 24/7 visual, radar and AIS monitoring
- Regularly report vessel position and security status to MDAT-GoG, local naval or coast guard authorities

### If Suspicious Activity is Detected

- Immediately report all suspicious vessels or approaches to the appropriate authorities
- Implement the vessel's anti-piracy contingency plan
- Prepare to move crewmembers to citadel if an imminent threat is identified
- Do not attempt to forcibly resist if attackers board the vessel
- Ensure the incident is fully logged, reported and investigated

Incidents: 0

## Current Incidents

No incidents reported during this period

## Late Reported Incidents

No late reported incidents

## East Asia / Southeast Asia

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**Threat Level:** HIGH

**Areas of Concern:** Singapore Strait, Sulu-Celebes Seas, Eastern Sabah, Coastal Southeast Asia

**Date Assessed:** July 2026

The maritime security environment across East and Southeast Asia remains at a high threat level, driven by continued incidents of armed robbery, and risks of piracy and kidnap. The Singapore Strait continues to record frequent incidents of boarding and theft against commercial vessels, particularly in congested traffic lanes during hours of darkness. Although most incidents are opportunistic and non-lethal, crews should be prepared for the potential use of violence if confronted.

The Sulu-Celebes Seas and Eastern Sabah remain areas of concern due to the residual threat of kidnapping-for-ransom by extremist groups, notably the Abu Sayyaf Group (ASG). While the frequency of incidents has significantly declined because of sustained regional naval and law enforcement operations, the threat cannot be considered completely eliminated.

### **Key Areas of Concern**

#### Singapore Strait

- Frequent reports of armed robbery and unauthorized boardings
- Primary targets include engine spares, ship's stores, and crew valuables
- Most incidents occur at night or in areas of dense maritime traffic; though incidents during daylight hours have also been reported
- Suspects typically seek a rapid escape but may resort to violence if challenged

#### Sulu-Celebes Seas/Eastern Sabah

- Residual kidnapping threat remains despite enhanced regional security operations
- Vessels operating close to coastal waters should maintain heightened vigilance

### **Recommendations**

#### Before Transit

- Conduct a voyage-specific risk assessment
- Review and implement ship-specific security measures in accordance with BMP.
- Brief all crewmembers on the current threat environment, reporting procedures, and emergency response actions

#### During Transit

- Maintain enhanced 24-hour visual and radar watchkeeping
- Remain vigilant for small or suspicious craft approaching the vessel
- Restrict access to the accommodation and secure external doors, stores and equipment where practicable
- Maintain regular communications with the Company Security Officer (CSO)
- Report suspicious activity or security incidents immediately to the nearest coastal state authority, ReCAAP ISC, and other appropriate maritime reporting centres

Incidents: 1

## Current Incidents



1. **26 June (Singapore Strait)** – At 0040 hrs, a cargo vessel was boarded whilst underway in the Phillip Channel, Singapore, 9.7 nautical miles off Pulau Iyu Kecil, Indonesia. The vessel's crew sighted five perpetrators armed with a knife and a gun-like object onboard. Some engine spares were reported stolen.

## Late Reported Incidents

No late reported incidents

## Worldwide

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### North America

#### Current Incidents

No incidents reported during this period

#### Late Reported Incidents

No late reported incidents

### Central America / Caribbean / South America

#### *Venezuela*

#### **Threat Level: MODERATE**

**Areas of Concern:** Venezuelan Territorial Water, Gulf of Venezuela, Caribbean approaches

**Date Assessed:** July 2026

The maritime security environment in and around Venezuelan waters remains at a moderate threat level. Commercial shipping continues to face risks associated with political uncertainty, sanctions enforcement, organized crime, and limited maritime law enforcement capabilities. Vessels calling at Venezuelan ports should anticipate enhanced scrutiny, while opportunistic criminal activity remains possible in ports, anchorages, and coastal waters.

#### **Key Areas of Concern**

##### Ports and Anchorages

- Possible delays due to enhanced inspections and administrative controls
- Opportunistic theft, robbery, and criminal activity remain a concern alongside security incidents in port areas
- Limited port security resources may affect incident response capabilities

##### Gulf of Venezuela/Caribbean Approaches

- Continued risk from small-boat criminal activity, including robbery and theft
- Potential for sanctions-related inspections or enforcement actions involving vessels engaged in Venezuelan oil trades
- Limited maritime security assets may increase vessel vulnerability, particularly at anchor or when operating close to shore

#### **Recommendations**

##### Before Entering the Region

- Conduct a voyage-specific security and sanctions compliance risk assessment
- Review the Ship Security Plan and ensure all communications, navigation, and security equipment are fully operational

- Brief all crewmembers on the current threat environment, reporting procedures, and emergency response actions
- Verify charter party instructions, and applicable sanctions requirements before accepting cargo or port calls

#### During Transit

- Maintain enhanced 24-hour visual and radar watchkeeping
- Avoid unnecessary loitering in ports, anchorages, and near coastal waters where security conditions are uncertain
- Maintain regular communication with the Company Security Officer (CSO)
- Monitor navigational warnings, flag State advisories, and official maritime security updates throughout the voyage
- Report suspicious activity or security incidents to the appropriate coastal authorities and company security management without delay

#### **Current Incidents**

No incidents reported during this period

#### **Late Reported Incidents**

No late reported incidents

### Atlantic Ocean

#### **Current Incidents**

No incidents reported during this period

#### **Late Reported Incidents**

No late reported incidents

### Northern Europe / Baltic Sea

#### **Current Incidents**

No incidents reported during this period

#### **Late Reported Incidents**

No late reported incidents

## Mediterranean Sea

**Threat Level:** **LOW - MODERATE**

**Areas of Concern:** Mediterranean Sea, waters off Israel, Libya and Syria

**Date Assessed:** July 2026

The Mediterranean maritime security environment remains at a low – moderate threat level, with elevated risks concentrated in the Eastern Mediterranean due to regional instability, military activity, and potential conflict spillover from the wider Middle East. Commercial vessels are not currently assessed as deliberate targets, however, heightened military activity, unmanned systems, and regional tensions increase the risk of misidentification, operation disruption, and navigational uncertainty.

### *Mediterranean Sea*

#### **Key Areas of Concern**

Eastern/Central Mediterranean

- Potential spillover from regional conflicts involving drones, missiles and unmanned systems
- Increased military presence and air defence activity may create risks from misidentification or debris from defensive operations
- Vessels should expect possible delays, increased monitoring, or enhanced security procedures during periods of heightened tension
- Avoid unnecessary proximity to vessels suspected of sanctions evasion or shadow fleet activity

#### **Advisory**

All vessels operating in the region should:

- Maintain enhanced situational awareness and monitor navigational warnings and official security updates
- Maintain regular communication with company security officers, flag State authorities, and port agents
- Review contingency plans for delays, route alternations, and security-related disruptions
- Maintain vigilance against unauthorized approaches, suspicious craft, and potential boarding attempts

#### **Regional Port Assessments**

Cyprus

- Ports remain operational; ISPS Security Level 1

Lebanon

- Ports remain operational; ISPS Security Level 1
- Southern Lebanon remains a higher-risk operating environment due to regional instability

Israel

- Major ports including Eilat, Ashkelon, Ashdod, Hadera and Haifa remain operational
- Vessels should monitor security updates due to regional tensions and possible military activity

Syria – Ports Latakia, Baniyas, Tartous

- Operational but subject to elevated security concerns
- Avoid Syrian territorial waters and port calls where possible

- Monitor advisories from UKMTO, NATO, and regional maritime authorities

## Libya

Libya remains a high-risk maritime operating environment due to political instability, competing authorities, and localized security threats. Risks are highest near militarized areas and certain coastal regions.

### Advisory

- Avoid unnecessary operations near Benghazi, Derna, Sirte and areas south of 34°00'N
- Follow approved navigation routes and maintain contact with port authorities
- Declare voyage details and cargo information to local agents in advance
- Ensure cargo compliance requirements are met to avoid regulatory issues or detention

### Libyan Port Risk Overview (July 2026)

Port	Status	Vessel Risk	Personnel Ashore Risk
Tripoli	Operational	Low	Low
Bouri	Operational	Low	Low
Zuwara	Operational	Moderate	Substantial
Melittah	Operational	Moderate	Substantial
Zawiya	Operational	Substantial	Substantial
Khoms	Operational	Moderate	Substantial
Misurata	Operational	Substantial	Severe
Sirte	Operational	Critical	Critical
Es Sider	Operational	Severe	Severe
Ras Lanuf	Operational	Substantial	Substantial
Marsa El Brega	Operational	Moderate	Substantial
Zuetina	Operational	Moderate	Substantial
Benghazi	Operational	Low	Severe
Derna	Operational	Severe	Critical
Tobruk	Operational	Low	Moderate
Marsa El Hariga	Operational	Low	Moderate

### Current Incidents

No incidents reported during this period

### Late Reported Incidents

No late reported incidents

## Black Sea / Sea of Azov / Caspian Sea

**Threat Level: HIGH**

**Areas of Concern:** Black Sea, Sea of Azov, Kerch Strait, Caspian Sea

**Date Assessed:** July 2026

The maritime security environment in the Black Sea and Sea of Azov remains at a high threat level due to the ongoing Russia-Ukraine hostilities, continued military activity, and persistent threats to commercial shipping. Ukrainian ports remain operational, and commercial traffic continues through designated maritime corridors, however, vessels operating near Ukrainian and Russian terminals continue to be exposed to elevated risks from military strikes, mines, electronic interference and collateral damage. This risk extends across the entire Black Sea region, including in waters off Turkey.

The Caspian Sea remains a comparatively lower risk but may be affected by regional security developments, sanctions-related activity, and increased military presence.

### **Primary Threats to Shipping**

#### Mines

- Drifting and moored mines remain a significant hazard throughout parts of the Black Sea
- Vessels should maintain enhanced lookout procedures and avoid unidentified floating objects
- Daylight transits are recommended where operationally feasible

#### Missile and Drone Activity

- Long-range missile strikes and unmanned aerial systems continue to present a direct risk to ports, coastal infrastructure, and vessels operating in affected areas
- Commercial vessels may be impacted by military operations despite not being intended targets

#### Electronic/Cyber Threats

- GPS jamming, AIS spoofing, and communications interference remain ongoing concerns
- Vessels should maintain alternative navigation and communication procedures where practicable
- Cybersecurity measures should be reviewed before entering the region

#### Military Interaction/Collateral Risk

- Encounters with military vessels or authorities may involve inspections, routing instructions, or operational restrictions
- Commercial shipping should remain prepared for sudden changes to navigational guidance or security conditions

### **High-Risk Areas**

Elevated-risk areas include:

- Sea of Azov and designated Black Sea areas identified by maritime authorities and war-risk advisories
- Ukrainian territorial waters, including areas affected by the conflict
- Areas surrounding Crimea and occupied territories
- Selected Russian inland waterways and approaches connected to military operations

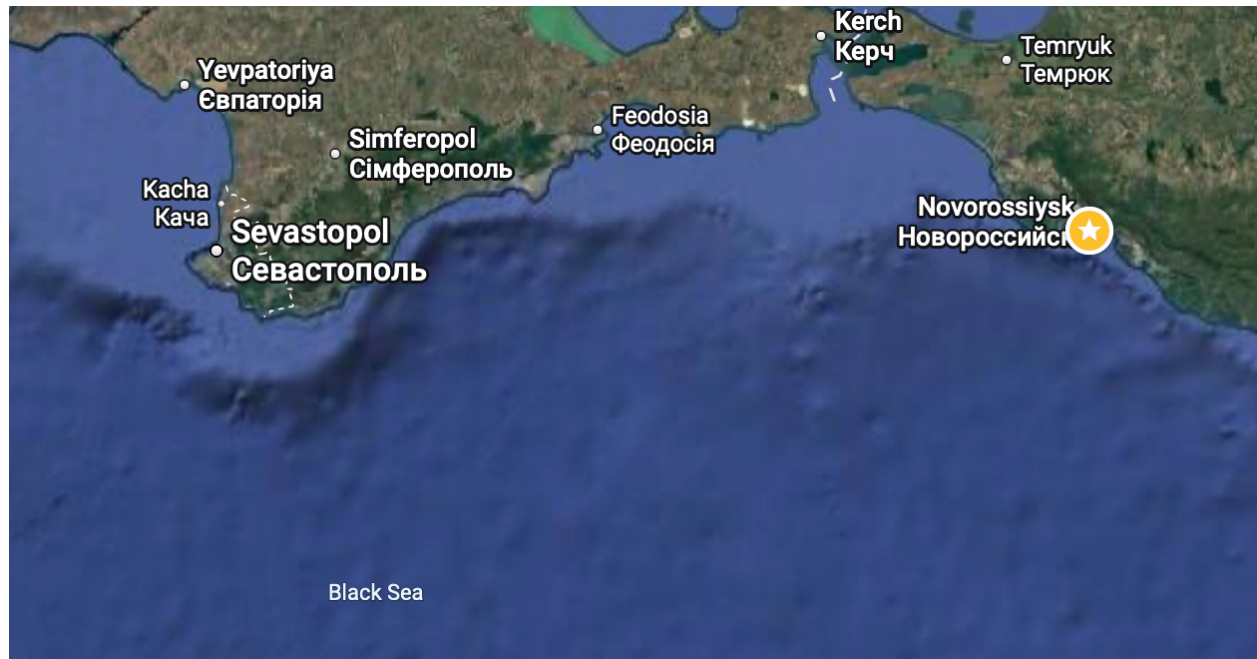
### Advisory

All vessels operating in or transiting the region should:

- Conduct a detailed voyage-specific risk assessment before entry
- Maintain enhanced radar, visual and bridge watchkeeping at all times
- Restrict transits through higher-risk areas to daylight hours where feasible
- Monitor navigational warnings, military safety broadcasts, and official maritime advisories
- Maintain regular communication with Company Security Officers (CSO), flag State authorities, and maritime coordination centres
- Test redundant navigation and communication systems prior to arrival
- Maintain strict cybersecurity practices to mitigate electronic interference
- Ensure contingency plans are in place for mine sightings, military encounters, strikes, or emergency deviation

Overall, vessels should continue to operate with heightened caution and remain prepared for rapid changes in the security environment.

### Current Incidents



1. **30 June (Black Sea)** – Reports indicate that Ukrainian military forces performed a drone strike on Novorossiysk Port, Russia. Local residents reported explosions and Russian air defence activity through the night of 29 – 30 June.

### Late Reported Incidents

No late reported incidents

## Indian Subcontinent

### **Current Incidents**

No incidents reported during this period

### **Late Reported Incidents**

No late reported incidents

## Pacific Ocean Area / Australia / New Zealand

### **Current Incidents**

No incidents reported during this period

### **Late Reported Incidents**

No late reported incidents

## 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. MS Risk is a retained adviser to leading syndicates in the Lloyd's of London specialty risk insurance markets for mitigating and responding to perils including: kidnap for ransom, extortion, hijack, illegal detention, malicious product tamper, crisis evacuation, terrorism, political & war risks.

MS Risk is a signatory of the International Code of Conduct and member of ICOCA. All work is compliant to the Voluntary Principles for Security and Human Rights. It is transparent and compliant to market expectations on legal and ethical conduct in the performance of services worldwide.

MS Risk has dedicated researchers, a 24/7 hotline service and a team of 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

### CRISIS RESPONSE

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

### PROJECT MANAGEMENT

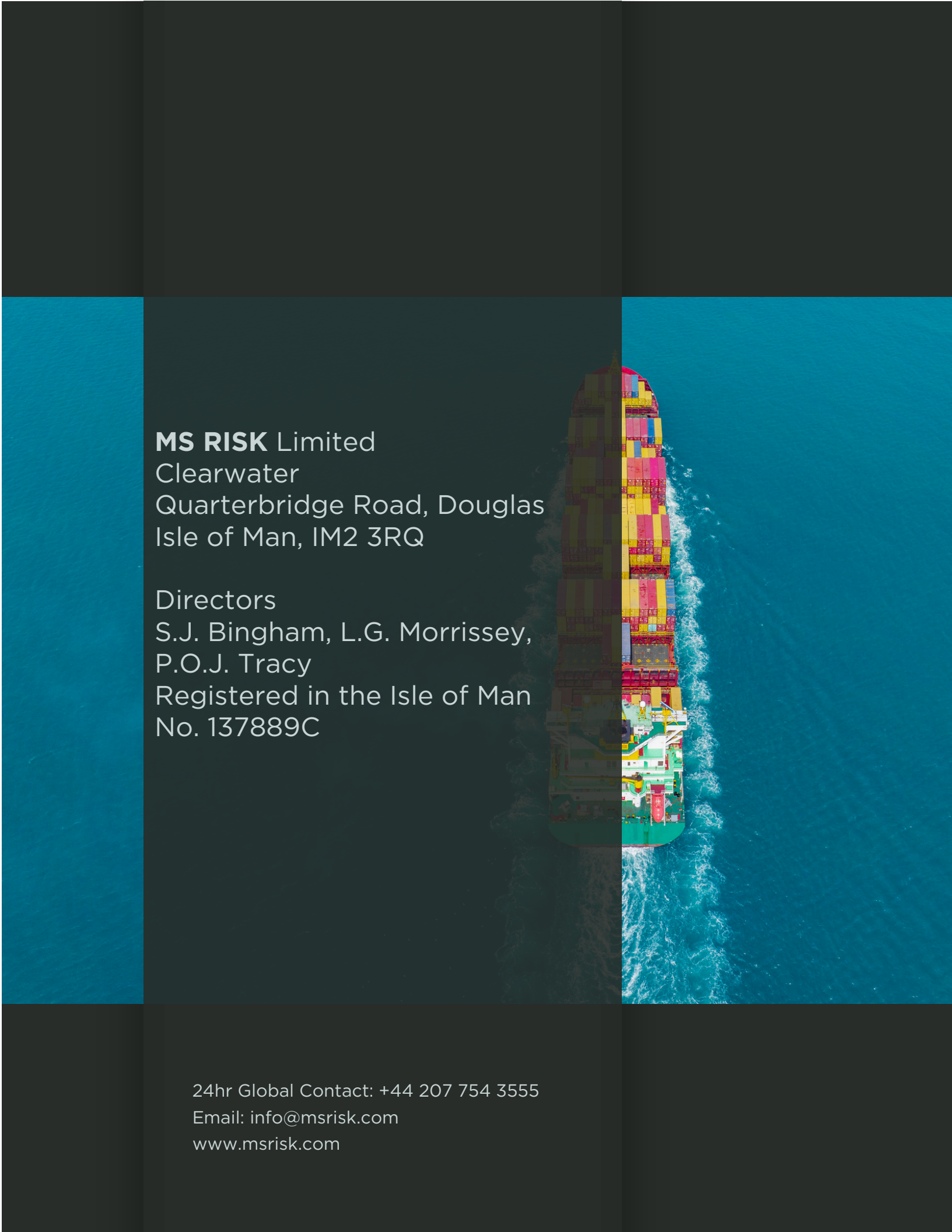
- Interim security
- Training
- Special assignments

### VIRTUAL SECURITY DIRECTOR SERVICE

- For clients lacking a full-time security executive

More information is found at [www.msrisk.com](http://www.msrisk.com)  
24 hr Global Contact Information: +44 207 754 3555  
Email: [info@msrisk.com](mailto:info@msrisk.com)  
Email: [operations@msrisk.com](mailto:operations@msrisk.com)

**References are always available**



**MS RISK** Limited  
Clearwater  
Quarterbridge Road, Douglas  
Isle of Man, IM2 3RQ

Directors  
S.J. Bingham, L.G. Morrissey,  
P.O.J. Tracy  
Registered in the Isle of Man  
No. 137889C

24hr Global Contact: +44 207 754 3555  
Email: [info@msrisk.com](mailto:info@msrisk.com)  
[www.msrisk.com](http://www.msrisk.com)