

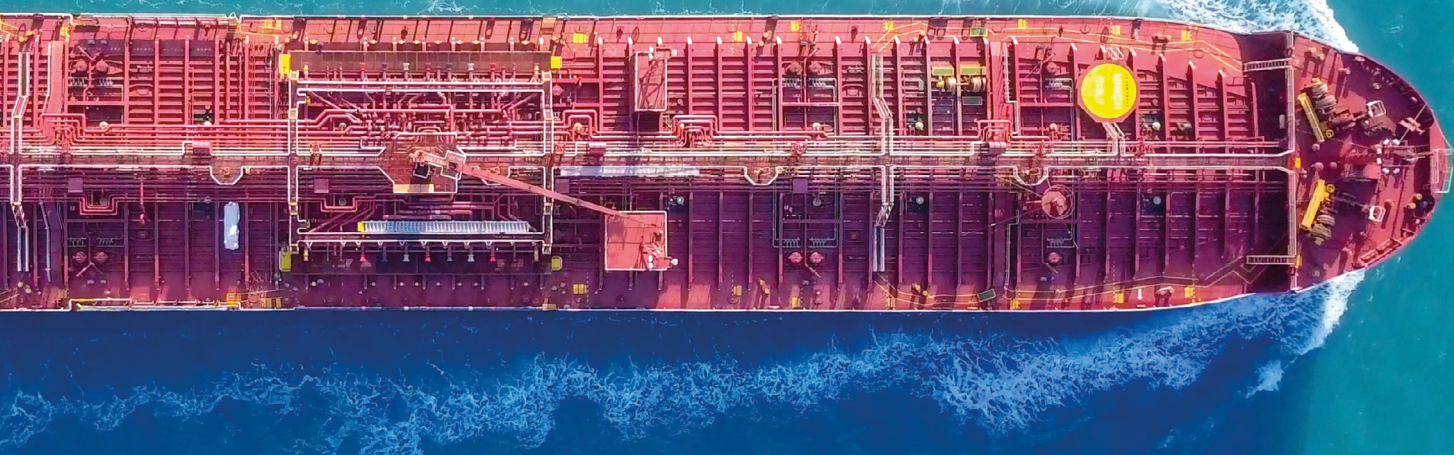


EOSTM RISK GROUP

GULF TENSIONS

UNDERSTANDING & MITIGATING THE RISKS

Governing Your Risk ■ Securing People



■ Overview

On 12th May 2019, the tankers Andrea Victory, Al Marzoqah, Amjad and A.Michel were sabotaged at Fujairah anchorage, UAE. Each vessel was left with a 1.2-3 metre hole in its hull near the stern. Divers had clandestinely affixed limpet mines to the vessels' hulls below the waterline, all timed to detonate within the space of an hour.

A month later on 13th June 2019, assailants in fast boats covertly approached the tankers Front Altair and Kokuka Courageous while they were underway at night exiting the Strait of Hormuz. Two to three limpet mines were placed on each of the vessel's hulls, around 1 metre above the waterline, causing substantial damage upon detonation.

No state or non-state actor has claimed responsibility for the attacks, fuelling uncertainty, regional tension and the prospect of conflict.

Military engagement between the U.S. and Iran was narrowly avoided on 20th June, when Iran shot down a U.S. RQ-4A Global Hawk UAV in what it said was its airspace. A U.S. retaliatory strike on Iranian missile and radar installations, which could have ignited the 'Middle East powder keg', was called off at the last minute. A subsequent U.S.-led cyber-attack on Iranian military installations was, however, reported. The current level of tension has ramifications for stability across the Middle East.

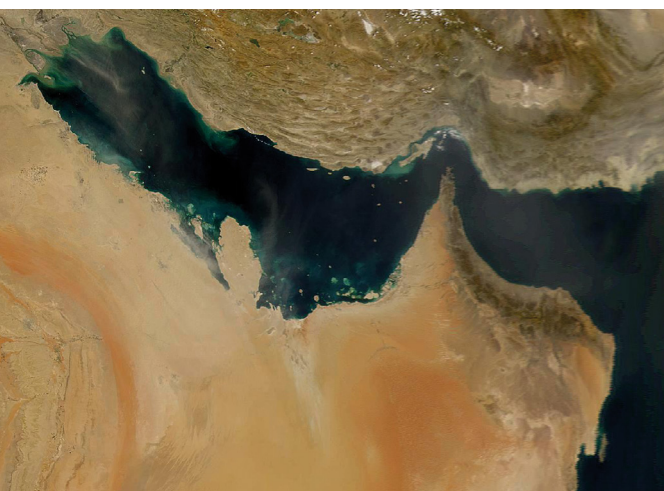
Shipping companies and mariners are now uncertain about continuing their existing trade patterns in the region, and war risk premium for tankers has risen considerably.

■ What Can We Do?

EOS Risk Group has developed a tiered programme to help clients understand, mitigate and monitor maritime security risks in the Gulf.

UNDERSTAND

EOS have produced a comprehensive **Gulf Advisory Report** for shipping companies wanting to understand their risk exposure in the context of heightened Middle Eastern tensions. The report, compiled by regional and maritime security intelligence experts, is designed to deliver clarity in a time of uncertainty. We have mapped out Gulf rivalries, explained how hostilities have escalated, provided timelines of key events and outlined the risks of 'conflict spill-over' beyond the immediate region. Highly detailed, graphical overviews of the recent attacks in the Gulf, combined with data on Iran-backed Houthi attacks in the Red



Sea, has allowed us to provide critical insights into observed targeting strategies and modus operandi. This information will give companies the competitive edge in gauging vessel and voyage 'risk indicators', as well providing an informed strategic outlook.

MITIGATE

The most important aspect of our **Gulf Advisory Report** is its guidance on risk mitigation, which has been shaped by former navy special warfare and maritime special forces operators, HSEQ professionals, CSOs, mariners, intelligence analysts and existing industry best practice. This comprehensive advice, based on known and reasonably anticipated threats, will help vessels and their management teams to prepare for transits confidently by mitigating risks to 'as low as reasonably practicable'. The guidance covers areas such as voyage planning, routing, monitoring and reporting, pre-incident impact mitigation, enhanced watchkeeping and bridge management, threat detection assistance, drills, post-incident impact mitigation and emergency response. The Gulf Advisory Report provides independent advice for both Gulf and Red Sea transits.

MONITOR

Along with the report, we are issuing **NEW** daily Gulf Situation Reports (**Gulf SitReps**). These SitReps will improve situational awareness in an emerging risk area, keeping you and your vessels appraised of the latest incidents, threats warnings and developments that could impact your maritime operations.

All of these services are provided at a competitive fixed cost, which is inclusive of any future updates and amendments to the main report.

■ Enhanced Watchkeeping Services

Recently observed security risks in the Gulf cannot be entirely eliminated, but they can be managed and mitigated. In some cases, a vessel's crew will lack the manpower to adequately enforce a vigilant 24/7, 360 degree watch or the experience to identify and manage potentially hostile threats. Considering what we know about recent covert attacks in the Gulf, this could leave such vessels vulnerable. After all, if a potentially hostile craft is attempting to approach a vessel without being detected, a strong demonstration of crew vigilance and awareness may be enough to deter further escalation.

Certain vessels might also be considered more vulnerable due to their flag state, country of ownership and/or management, trading pattern or cargo affiliation, and therefore require additional support.

Already, Gulf-bound vessels with an armed security team onboard for HRA anti-piracy duties are keeping unarmed Maritime Security Operatives (MSOs) onboard for watchkeeping assistance. In cases where ship owners, managers or charterers require this assistance, EOS has developed an informed set of standard operating procedures for its deployed MSOs to maximise their effectiveness. The MSO Team Leader is provided with a full briefing prior to entering the Gulf and is versed in our de-risking approach, ready to assist and reassure a crew in a professional, measured capacity.


EOS unarmed security teams, of a size and composition catered to your exact requirements, can be embarked at any convenient port.

If we're stipulated on your marine war risk insurance policy, or you are interested in our services, please contact us at intelligence@eosrisk.com or call us on +44 2030 043 137



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