

MORAN SECURITY GROUP

MARITIME OPERATIONS



AUGUST 2013



Moran Security Group is the Leading International Consortium Providing State-of-the-Art Security Services

Experts in
Global Security

Elite
Land & Marine
Operations

Urgent
Evacuation
& Medical
Assistance

Expert
Consulting &
Training





Our Company In Brief

Signatory: International Code of Conduct

5 Million U.S. Dollars Liability Insurance



Industry Member: Security Association for the Maritime Industry



Member: South Asia and Africa Regional Port Stability Cooperative

Distinctions and Achievements



Certification: ISO 9001



Certification: OHSAS 18001



Panama accreditation to provide security services for Panama flagged sea-going vessels



All Missions are Executed with Strict Adherence to International and Local Legislation



UN Charter



UN Convention on the Law of the Sea



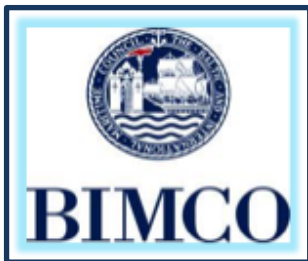
UN Security Council Resolutions 1816 and 1836



UN Mine Action Standard

Circulars of the IMO,
BIMCO, ISC,
INTERCARGO,
INTERTANKO,
OCIMF,
IG P&I CLUBS

Laws and
Regulations of
Host Country

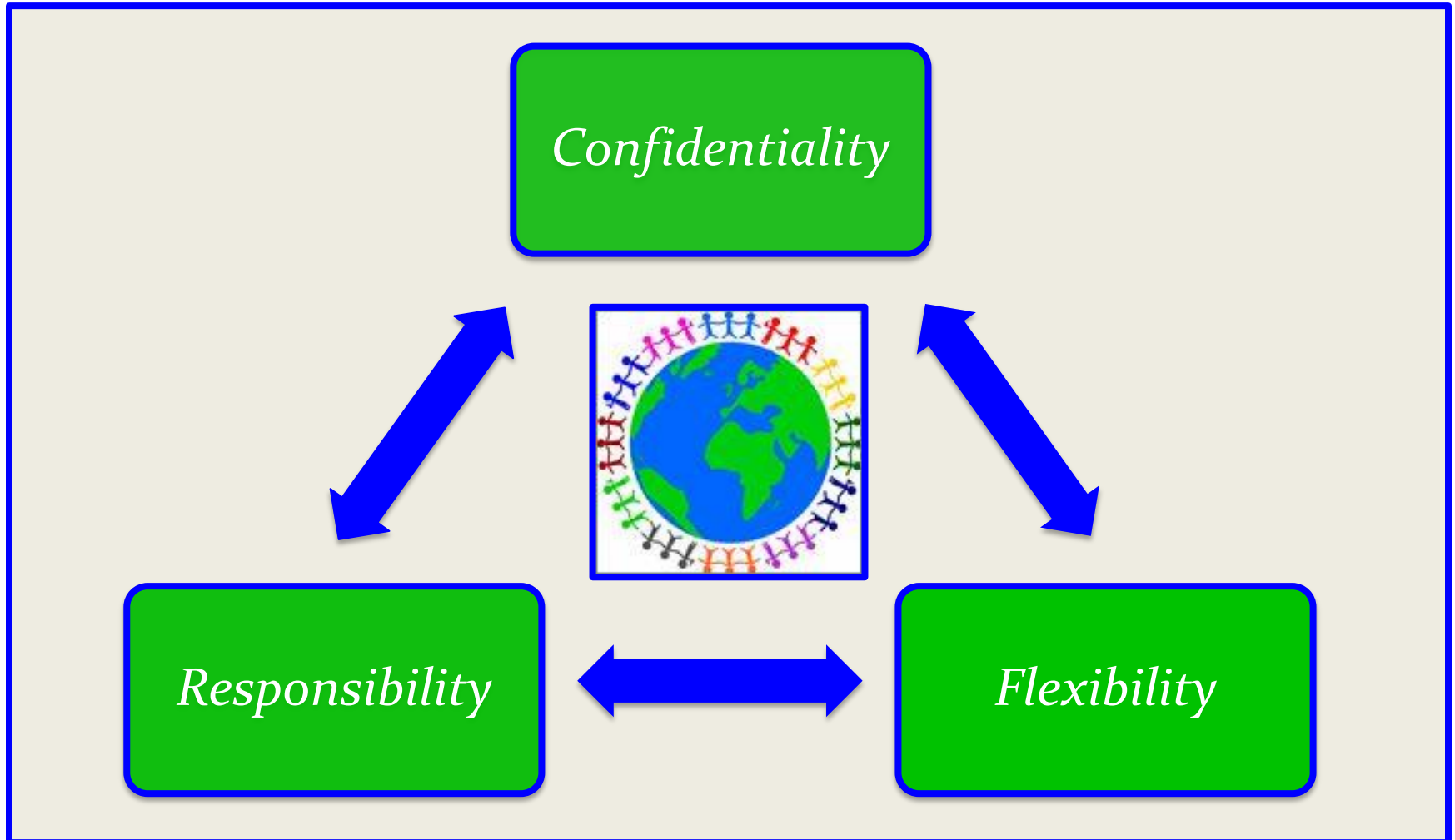


Full Compliance with BMP 4





Our Ethical Code is Guided by Three Fundamental Principles





Scope of Work in Maritime Security



Protection by Elite Marines

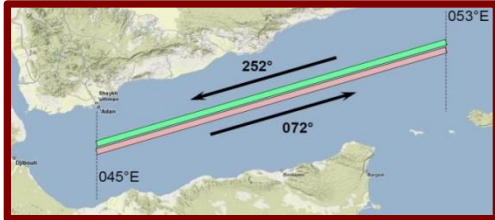
- Merchant vessels
- Offshore platforms
- Personnel in hot spots
- Narrows and fairways of seaports
- Ports and coastline infrastructures
- Rescue operations on the high seas and along coastlines
- Mine clearance

Forces & Equipment

- Company-owned fleet
- Armed security teams onboard client vessels and offshore units
- Provision of sophisticated offshore threat data and analysis
- Installation of special purpose equipment onboard ships and offshore units in conditions of war or acts of piracy
- Duty officers` support, 24/7



Interface with Official Agencies



OPERATIONS WITHIN THE IRTC

PATTERNS OF INTERACTION



• COALITION FORCES

Clear communication channels

Adherence to local laws and regulations

• PORT AUTHORITIES & LOCAL GOVERNMENTS



MORAN

Robust alliances based on joint working groups

Real-time information exchange

• RUSSIAN NAVY



• COALITION FORCES





Interface with Official Agencies / Participation in International Maritime Exhibitions / Security Workshops with Clients



Moran Security Group representatives
among the participants and speakers
at the "NATO MARCOM"
Russian Navy Counter-piracy Meeting
St. Petersburg, Russia
December 17-20, 2012



Moran Security Group
Exhibit Booth
Dubai Trade Center
Sea Trade Middle East Maritime Exhibition
November 2012

Presentation of Moran Security Group
successes and achievements in
protecting client vessels in the High
Risk Area at Sovcomflot headquarters
St. Petersburg, Russia
May 2013





Vetting our Personnel



Our personnel act in conformity with the principles established in the **International Code of Conduct**, which our company signed as per the **Swiss Government Initiative**

**Top-drawer
naval officers**

**Hands-on
battle
experience**

**Honorable
discharge**

**Keen
awareness of
international
& local laws**



August 1,
2013

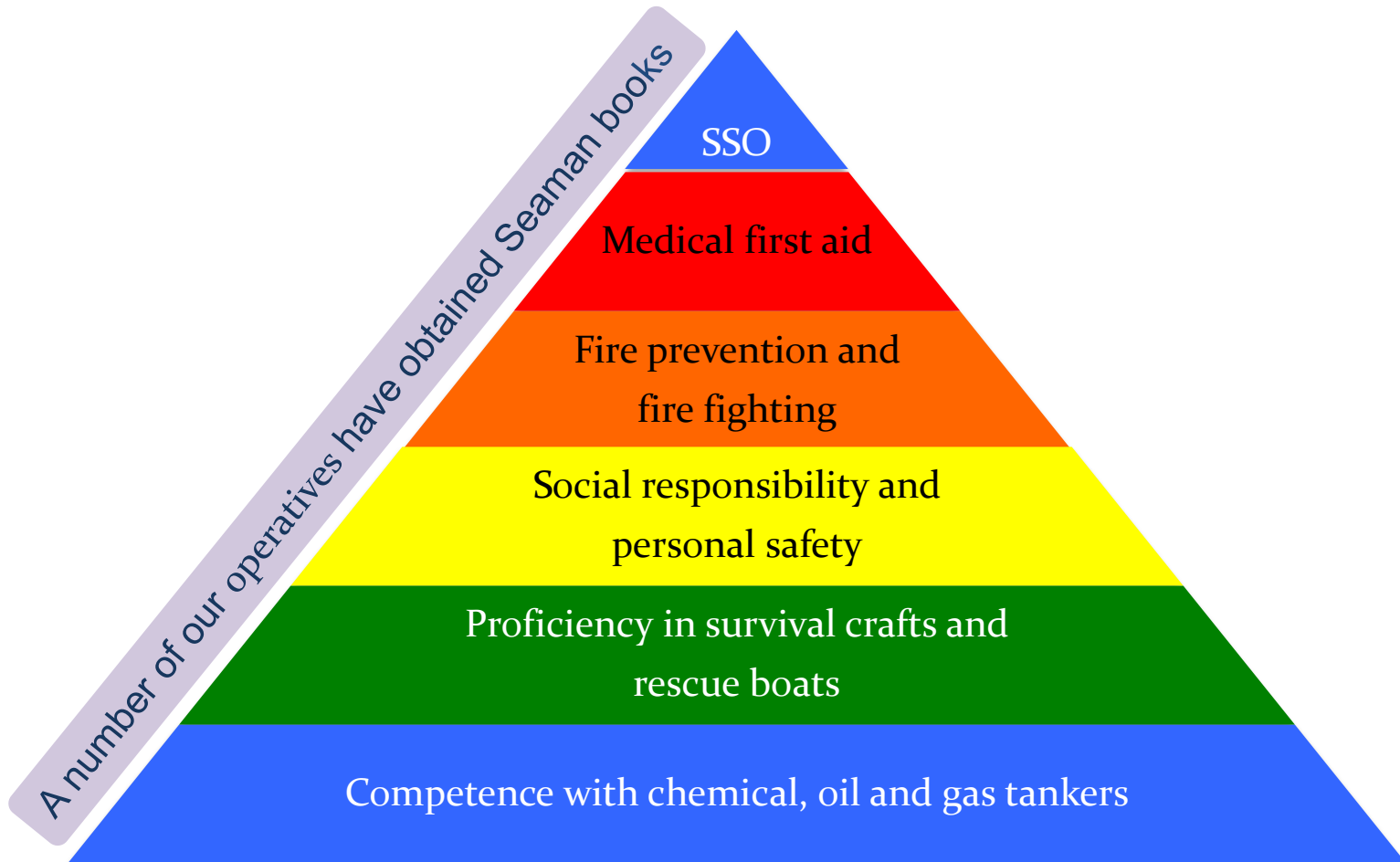
Moran Security Group

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Training and Certification of Personnel

All our staff have successfully completed specialized maritime training according to **STCW-95**, including **Ship Security Officer (SSO)** certification





Our Expertise

The credentials of our highly qualified, well-trained personnel include strong military backgrounds and expertise in military operations in red-zones around the world

◆ Knowledge of current security threats and patterns/risk assessment

◆ Detection of dangerous substances and devices

◆ Strategies to thwart counter-security efforts

◆ Crowd management and control protocols

◆ Awareness of emergency and contingency plans



◆ Operation of security equipment and systems

◆ Testing and calibration of security gear, and maintenance while at sea

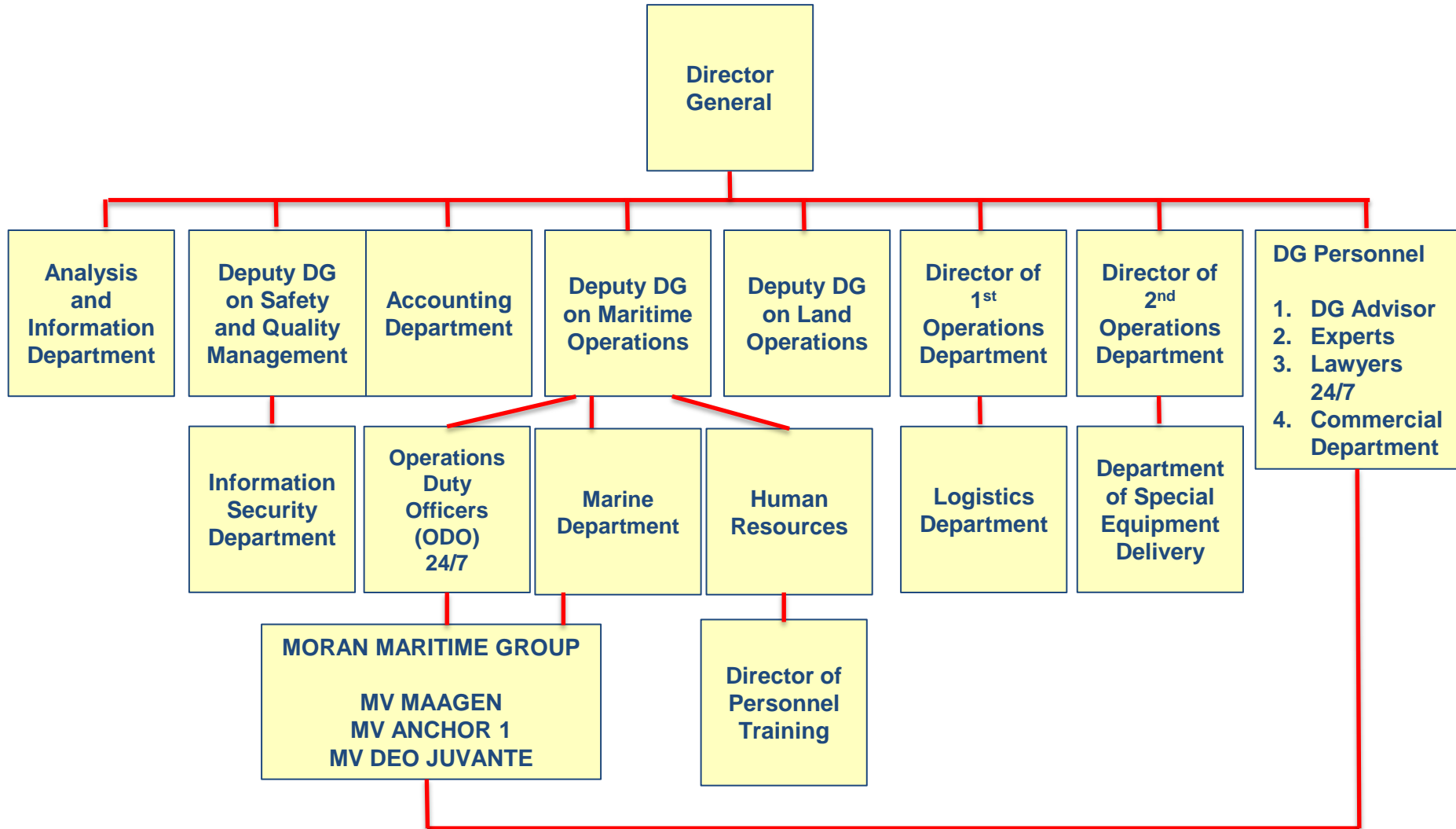
◆ Inspection, control and monitoring procedures

◆ Relevant provisions of the Ship Security Plan (SSP)

◆ Identification of characteristics and behaviors of persons likely to threaten security



Organizational Structure



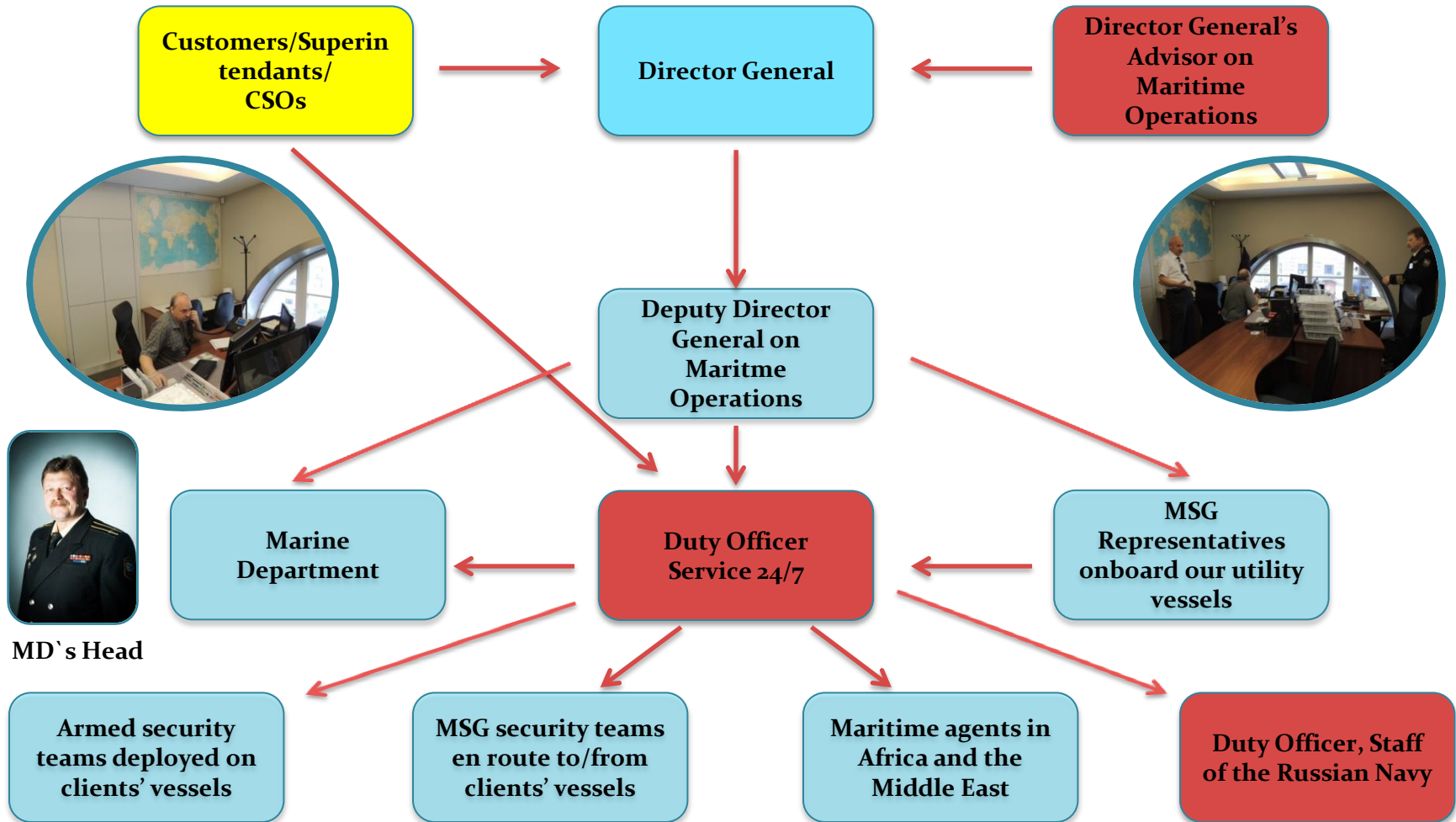


Three of our utility vessels are deployed throughout the Indian Ocean region and are authorized to carry arms and ammunitions onboard by the Cook Islands Maritime Administration





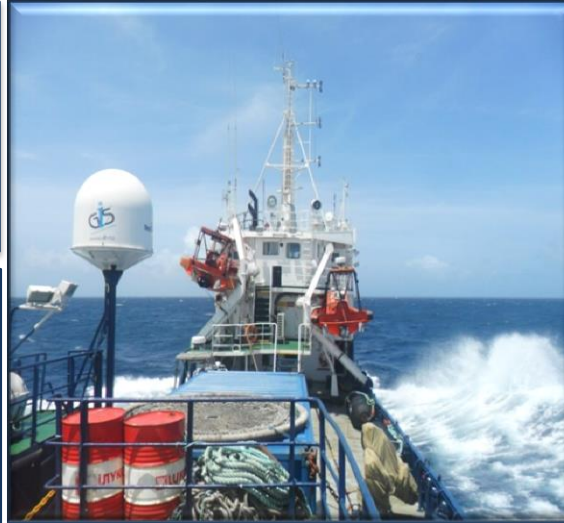
Duty Officer Service 24/7: Pattern of Interaction





Methods of Protection of LNG/LPG tankers from maritime terrorist threats

We deploy compact, high speed boats mounted on tankers (carriers) with armed security teams onboard.



Depending on weather conditions, these boats are loaded and secured on deck after the completion of shifts.



Boats convoy the vessels portside and starboard at a distance of 0.5 – 1 NM within a fixed period, ensuring a highly effective system for guarded object protection.



These tactics prevent terrorists from chasing vessels within shooting range for RPG 29-like weapons and their analogs, such as "Hashim".

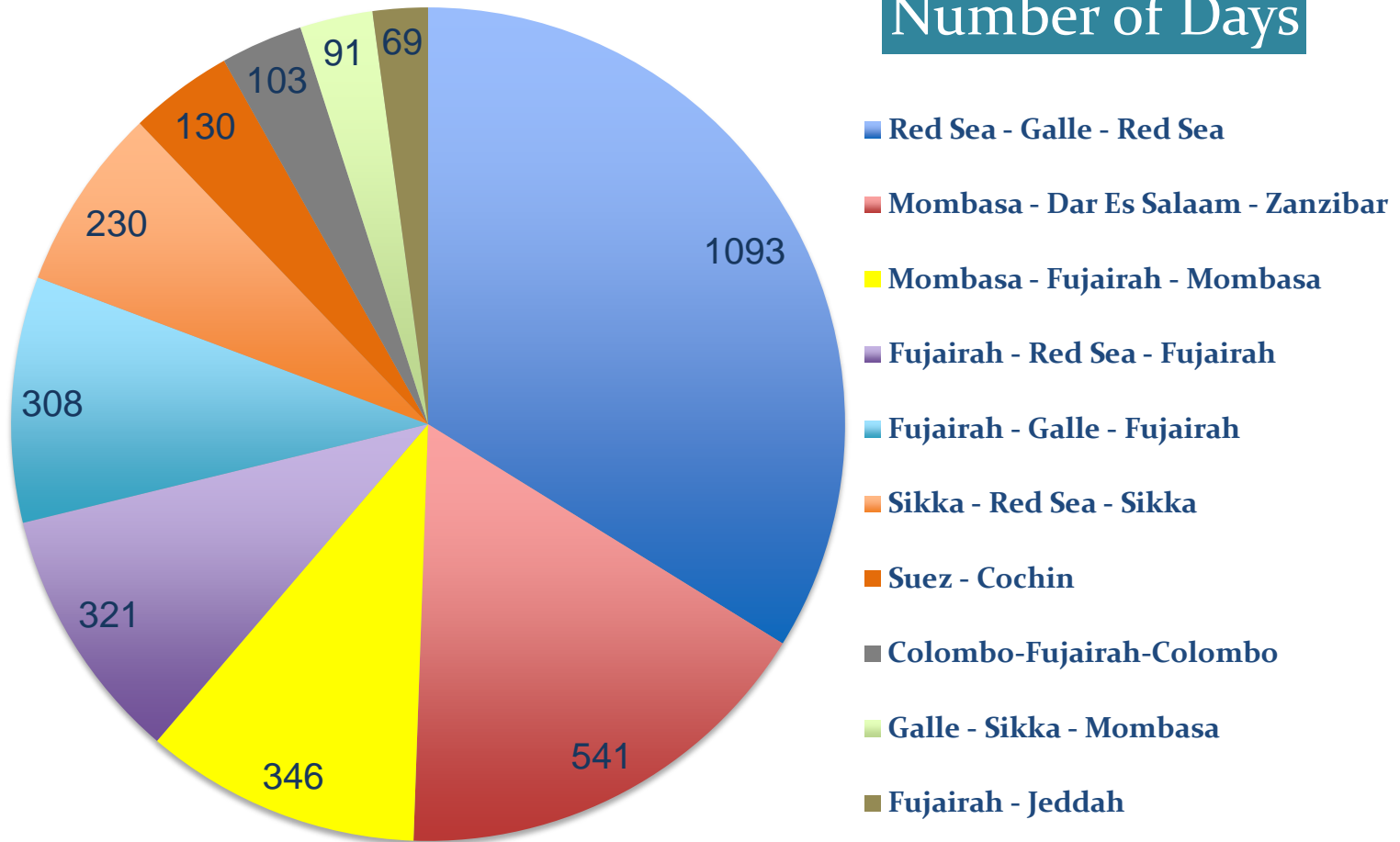


Achievements and Milestones in Maritime Security Statistics (09.12.2010 – 01.06.2013)

- ❖ *We have provided more than **5102 days** of professional maritime security services in the Indian ocean*
- ❖ *We are entrusted with the protection of 100 merchant vessels of diverse classes, including crude oil tankers, LPG and bulk carriers, dry cargoes, barges, tugs, seismic and supply vessels and offshore platforms*
- ❖ *We are readily able to provide armed security to more than twenty vessels simultaneously*
- ❖ *We collaborate with a network of steadfast partners throughout the international maritime community*
- ❖ *We have traversed more than 110 sea routes in the High Risk Area across the Indian Ocean*
- ❖ *We perpetually expand the scope of our maritime security operations*
- ❖ *We continuously enhance our legal credentials to provide security services for merchant vessels flying diverse international flags*



Maritime Operations in the Indian Ocean: Primary Routes





Types of Vessels Protected by Moran





Moran Security Group provided security services for technologically advanced seismic research vessels “Vyacheslav Tikhonov” and “Vitus Bering”, on assignment in the Indian Ocean in 2013



August 1,
2013

Moran Security Group

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Protection of an offshore platform towed by tugs in June 2013



Two tugs towing an oil rig were dispatched from the west coast of India to the Persian Gulf



Our security vessel "Maagen" guided the RV with the tugs outside Pakistani waters



Our armed guards were deployed on the tugs and the MV "Maagen" escorted the vessels half-way



Our guards disembarked just prior to the Persian Gulf's entrance



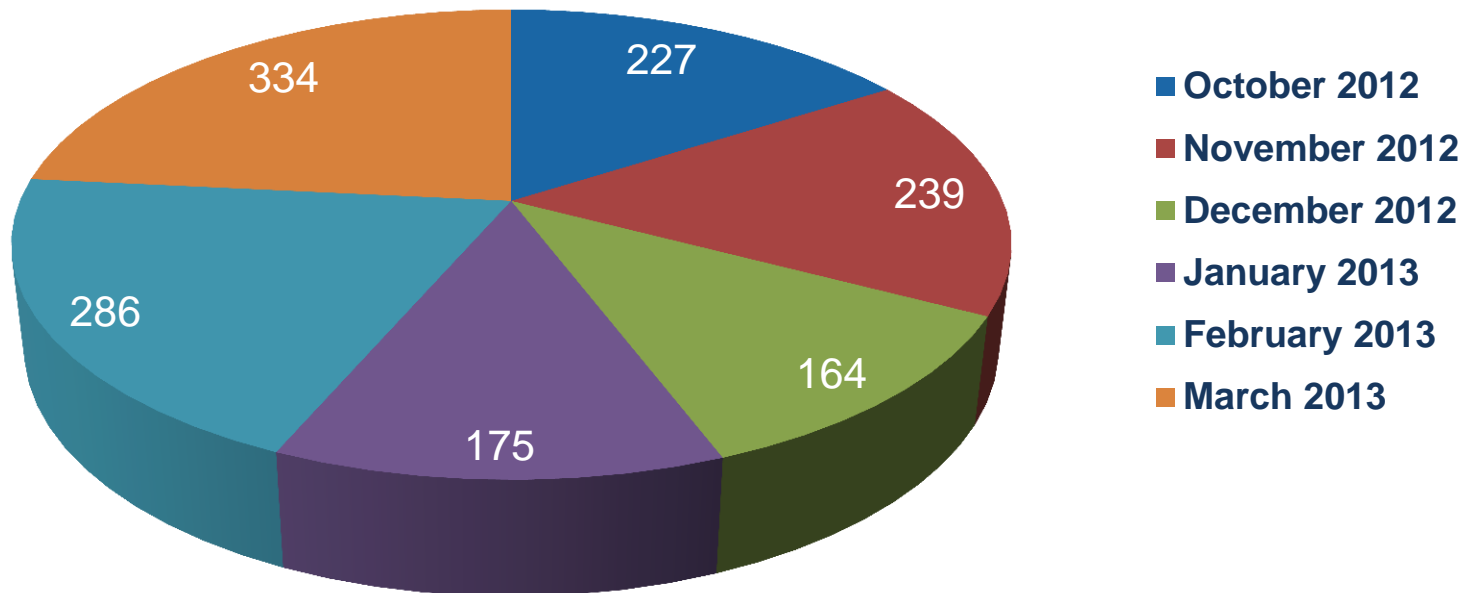
The client bestowed MSG the highest level of gratitude for ensuring a secure transit





Comparison of the 4th quarter of 2012 and the 1st quarter of 2013

Number of days per month of armed protection of clients' vessels, reflecting a 20% increase in services rendered





SUMMARY

Our capacity for providing world-class maritime security is expanding daily

The statistics illustrate our high level of engagement in global maritime operations

The scope of our security program spans nearly the entire Indian Ocean region

The record demonstrates our expertise in providing security for LNG and LPG tankers

Our masterful services ensure the protection of seismic research vessels and heavy cargo transport operations

5 key points derived from the data



Transcripts of the elite armed security teams' outstanding responses to numerous pirate attacks on MV "X"





14 attacks on MV “X” were attempted en route from India to the Red Sea

The brave and timely actions of the security team saved the vessel and her crew from capture by pirates

Moran Security Group (MSG) had been keeping watch from August 27, 2011 to September 24, 2011 on a dry cargo vessel (MV “X”), which was steaming from India into the Red Sea. There were no isolated incidents to report before entering the Gulf of Aden on September 6, 2011, except for chronic running failure of the main engine, which led to periodic heaving to of the vessel. However, the motor vessel (MV) had a low free board – only one meter high, rendering her extremely vulnerable to pirate attacks.

During the period from September 7, 2011 to September 12, 2012, the MV “X” was shelled several times and was fiercely attacked by pirates as many as fourteen times. All of the attacks were successfully repelled by the team members of Moran Security Group.

Brief Description of the Pirates’ Attempts to Board the Vessel

The reports to UKMTO and MSCHOA were executed in a timely manner and in accordance with the requirements of BMP 4 (Appendices “B and E”) before entering the High Risk Area (HRA). While moving through the International Transit Corridor (ITC), radio contact between the vessel and NATO and EU warships was established to exchange information and coordinate the actions of all parties.

During the night between September 6 and September 7, an unknown vessel with both her navigations lights and AIS turned off maneuvered twice and crossed the course of the MV “X” close to the bow. In the morning on September 7, she was again spotted by members of Moran Security Group and was identified by her external characteristics as the “Khaled Muhieddine”, listed as a mother vessel.

Despite the several stops of the vessel due to engine trouble, the pirate mother vessel relentlessly followed MV “X”, staying steady on course 2-5 miles away.

The advance alert status was announced. Early on September 8, 2011, a small-sized boat left the mother vessel and was detected at 07:00 advancing at a high rate of speed toward the MV “X”. She failed to respond by VHF channel.

The general alert was then announced and the crew of the vessel sheltered in the citadel. Moran Security Group team members demonstrated their formidable presence onboard and fired several shots in the air, by order of the captain, when the boat approached to a distance of 400 meters. The boat rapidly reversed course and headed away from MV “X”.



All subsequent pirate attacks concurred, as a rule, with the vessel hove to. Furthermore, the pirates deployed several skiffs and were armed with AK-47s and grenade launchers. Their boats were equipped with ladders and metal hooks as boarding equipment.

Extract from the report of the Moran Security Group Team Leader

September 9, 2011 05:54 PM “: ... All the targets closed in at approximately 300 meters and tried to cut their way through. MV “X” was fired upon with AK-47s. MSG staff returned fire with continuous bursts, repeatedly calling for the naval ship and warning of the attack on the 16th radio channel, to no avail; our calls went unanswered.

We concentrated our fire on those targets firing directly at us or those trying to cut their way through and board. We achieved the intended result when the prime target was caught in the crossfire from the forecandle, bridge wings and stern. Meanwhile, our multiple calls for help still went unanswered. We reported the attack to the company’s governing body which immediately assessed the threat and dispatched our utility vessel «Maagen» with the security team onboard to the scene. Later, we managed to establish contact with the antisubmarine warship (ASW) “Severomorsk” that had just terminated her mission, exited the patrol area, and was en route to the base.

The company executives assessed the situation and sent the auxiliary vessel MV “Maagen” with her security team onboard to assist us. Shortly thereafter, we received communications that ASW “Severomorsk” had taken a detour to rescue another vessel that was under attack nearby.

September 10, 2011 09:56 AM: MV “Maagen” also reported a foreign vessel under attack and sending a MAYDAY signal. The information was immediately transmitted to ASW “Severomorsk.”





High profile incident of the armed protection of MV “X”

Extract from the report of the Moran Security Group Team Leader

“... It was twilight as a big desert storm approached and the pirate boats were forced to retreat to the coast. After a while, at a distance we observed a foreign frigate approaching head on with its AIS turned off, advertising anti-piracy services. They failed to respond to our call. By nightfall, ASW “Severomorsk” arrived (September 10, 2011, 11 PM). In her presence, no ship or boat approached us within a 3 mile radius. At dawn, a group of vessel engineers boarded the MV “X” and started repairing her main engine. After the repair was complete, ASW “Severomorsk” returned to the base. MV “X” was escorted by MV “Maagen”, and together on September 11, 2011, they fended off 3 attacks and prevented 4 dangerous cutting maneuvers from suspicious clusters of speed boats loaded with people and weapons, completed attachment to a sea tag (September 12, 2011, 1 PM), and proceeded to the safe northern region of the Red Sea.

P.S. The farewell to the crew was very solemn. The Master, accompanied by all crew members, gathered on deck to salute our team. Triumphant music sounded from the speaker, heralding our departure”

Team Leader

To all concerned

m/v
Red sea
12.09.11

LETTER OF GRATITUDE

Dear Sirs,

This is to inform you, that on the 27.08.11 on the beam of Sri Lanka Island the security team under command of Sergey were embarked to the vessel. Soon the vessel entered to the high risk area concern pirates. During the voyage through above mentioned area the security team beat off a numerous pirate attacks against the vessel.

These fellows were defending the crew and vessel under bullets of attacking pirates. What is more, in the most of dangerous place, when the vessel couldn't make motion owing to the main engine faultiness, the security team's vessel Maagen came to help. On the name of my crew and personally me, I should like to express true gratitude to the security team for saving our life and defending the vessel. I'll tell my children and grandchildren about these real men. It is absolutely sincerely.

Yours faithfully,

Captain of m/v





A Statement of Fact

- ◆ The force of international navies and compliance with Best Management Practices (BMP 4) are necessary but not sufficient to guarantee protection from hijacking.
- ◆ It has been clearly proven that **privately contracted armed security personnel** onboard ships effectively disrupt the pirates' ability to capture vessels.
- ◆ *According to international statistics, not one ship has been boarded or hijacked with an armed security team onboard.*





THANK YOU FOR YOUR ATTENTION!
MORAN SECURITY GROUP