



In Partnership with:  **FleetMon**
Tracking the Seven Seas

Commentary on the Aressa (IMO number 7612498) drugs seizure and arrest.

**Was the vessel complying with international or local government regulations?
or not as the case may be... before arrest?**



Aressa IMO number 7612498 Risk Rating Report Summary



Arresa Summary Risk Rating Table:

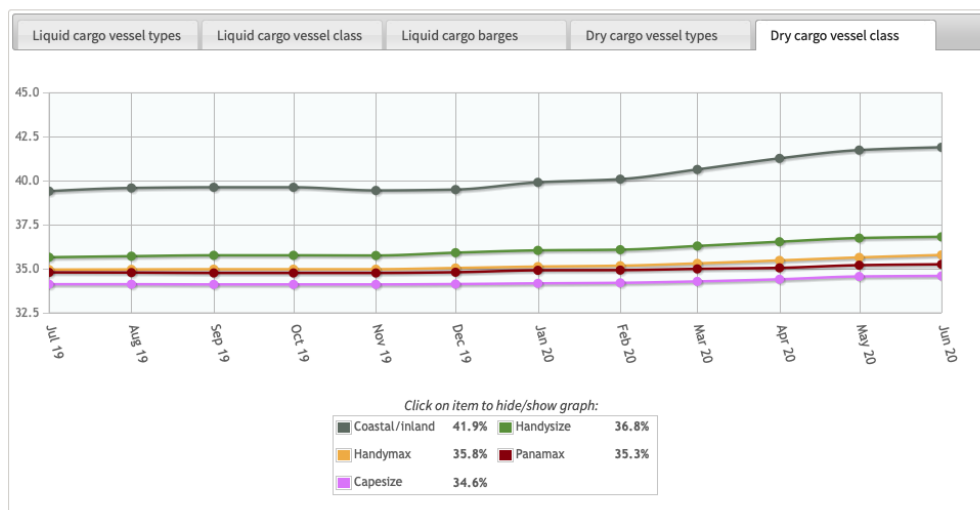
Vessel Name Aressa	IMO 7612498
Risk Rating Report Published	19 February 2020
Traffic Light Warning: Red/Amber/Green	Red
Vessel Risk Rating	74%
Fleet Type Average	40%
Summary	34% over average!

Executive Summary:

On the 19th February our client requested an independent vessel risk rating report for the Aressa, General Cargo Vessel, IMO number 7612498, Flag Cameroon, DWT 2,649, operated by Aressa Shipping Ltd.

The risk rating report was requested as part of the client's company risk management control system to discover if the vessel's risk rating was crucially above, or safely below the average risk rating line. This was the last part of the due diligence before the commercial transaction was agreed.

marinerating.com Risk Rating Trend Graph



IMRRA's clients compare a vessel's risk rating against the long term fleet type vessel trends over 12, or 24-months.

The Aressa's risk rating result was very interesting, the vessel was 'Red' risk rated at 74%, an astounding 34.% above the line of the fleet type average - this is the highest risk rating score ever for a Dry Cargo vessel. Unsurprisingly our client declined to fix the vessel for its cargo!

What happened next?

Seven-days later the following press headlines 26 February 2020 hit the news.

- [Largest drug bust in Aruba history, ship crew arrested UPDATE](#) – FleetMon news
- [Montenegrin Crew of Cocaine Ship Arrested in Caribbean](#) – BalkinInsight
- [CARGO SHIP CARRYING FIVE TONNES OF DRUGS SEIZED OFF ARUBA](#) – Baird Maritime
- [Aruba detains Montenegrins in Cocaine Bust](#) – Organised Crime and Reporting Project

IMRRA had emphatically answered the client's instruction and questions:

- *Has the vessel been complying with international or local government safety regulations, or not?*
- *What is the associated risk rating of the vessel relative to the fleet type average?*
- *What is the commercial risk working with the Aressa?*

The answer was an emphatic no! The Aressa risk rating intelligence report enabled the client to avoid a potential disastrous commercial relationship!

The Aressa story demonstrates why IMRRA's clients request a vessel risk rating report

The Aressa vessel typifies the challenges of companies working legitimately to transfer cargoes, whose chartered vessels are targeted for drug shipments.

There have been increasing number of seizures of drugs (cocaine, heroin and other drugs), in Europe and the US over the past 18-months on large commercial vessels. The size and scale of vessels make them an increasingly appealing method of transportation for drug traffickers.

With ship operators obliged to deliver cargo on time, and with the accepted statistic that only one-in-10 containers are being checked being entering a large complicated and sophisticated supply chain, the risk of drugs being seized can be low.

Other innovative smuggling solutions can include: packages left on board, ships stores, crew baggage, personal effects, pods welded to the hull, secured to sea chest etc.

IMRRA's Clients Challenges and Objectives:

Companies require immediate business intelligence to avoid high-risk vessels

The Aressa vessel risk rating report was written for a client looking to enter commercial relationship with the vessel. IMRRA's vessel risk rating reports are generated within 4-business for the very latest business intelligence to undertake fast timely decisions.

Maritime vessel data information is complex, dispirit and requires constant verification. IMRRA's analysts conduct a significant amount of 'legwork' in a short period of time to gather all the correct information for the vessel's risk rating. The key to vessel intelligence is often what not is said or even mentioned, but where the 'data gaps' are. Computer algorithms give a yes/no answer, IMRRA's analysts use their expertise to fill in the gaps where there are yes/no answers, this is the human touch.

Once the risk rating report is written, the 'Vessel Intelligence Section' quickly highlights the key areas of concern for the reader, evidencing and supporting the higher vessel risk ratings.

IMRRA's analysts were able to research, record, and write the report for the Aressa. With over 80,000 risk rating reports written over the past seven-years, this high-level expertise gives the analysts an insight to the overall safety performance of the vessel.

The company operating the Aressa was the key to its future potential risk! In this example of an arrested drugs bust vessel, IMRRA's vessel risk rating reports can assist companies facing the challenges of avoiding high-risk rated vessels.

How did the Aressa's achieve a 74% Vessel Risk Rating?

The Aressa High-risk factors Summary: Or, the maritime data facts and story of how the vessel got to be 34.5% higher than the average line

Vessel Risk Rating components: All vessel risk rating reports contain the following elements.



Definition: Risk Rating score (%) is calculated by multiplying probability, and impact, through factors reflecting the severity of potential risk to occur due to unforeseen circumstances. Please note, it is not simply the average value between static, dynamic and verified risk ratios.

1. Aressa's Risk Rating Comparison Chart

Vessel Name:	Aressa
Traffic Light Risk Rating	Red
Static Risk score:	78%
Dynamic Risk score:	69%
Verified Risk score*:	N/A*
Aressa Risk Rating:	74%
How far over the line?	34.5% over fleet type average

*Physical (human) vessel examination not undertaken.

2. Primary factors for the 74% vessel risk rating are:

- Crew negative feedback
- Multiple Flag changes
- Non-IACS class
- Trading routes - Potential illicit activity
- Unknown P&I Club
- Unsatisfactory PSC history and detentions

The 74% vessel risk rating shows the vessel is sub-standard and requires the client to enact immediate action to control their potential hazard.

3. Red Rated Definition: The vessel is a high-risk probability for severe accidents and casualties, and a high risk for chartering.

The vessel data also show the vessel represents potential high risk of illicit activity including:

The vessel's higher risk rating is starting to build!

1. Trading routes* and Voyage History

Drug Smuggling & Terrorism Threats – Aressa recent voyage history in areas known for high-intensity drug trafficking. The trading patterns were linked to areas of known drug trafficking and terrorist threats

1.1 Drug Smuggling – port areas of high activity include: Venezuela, Guaranao, Brazil, Fortaleza and Recife.

1.2 Terrorist Threats and Activities: Senegal Dakar and Kaolack.

*Movements data supplied via our AIS partner www.fleetmon.com

2. Port State Control Inspections

PSC inspections listed numerous deficiencies on a number of inspections. Analysts look for deficiencies to be closed-off between inspections. Vessel deficiencies improvements are a significant KPI that vessels under good management and are well maintained.

Extensive research revealed numerous detentions, with either none, or slow improvements between inspections during 2019. Due to the vessel's continual non-compliance, the vessel was continually profiled for PSCO's to board, and no improvements were evidenced.

The lack of improvement between one inspection and another demonstrated poor vessel safety and crew management.

2.1. Aressa Deficiencies History - abbreviated.

2.2. Denmark Sep 11, 2019: Danish Maritime Authority vessel seizure – 37 deficiencies. Third detention within previous 12-months, and now excluded from European ports. Including: Poor living conditions, crew not paid, and crucially security.

2.2 Russia: November 2018, detained four-days in Azov. Released on condition sailed to shipyard for repairs. Not known if repairs took place.

2.3 United Kingdom: Jan 23, 2019, PSC, 24 failures and defects. Detained 6-weeks 13 of the deficiencies were so severe that they each provided reasons for detention. Again, defects and deficiencies in rescue equipment, missing certificates and defective contracts among others. Sailed with presentation of agreement with a shipyard for repairs.

2.4 Denmark: Danish Maritime Authority found several violations of the Maritime Labor Convention, ITF Denmark informed. ITF offered crew assistance, but thrown off the ship by Russian captain. General impression crew suppressed and afraid of the consequences of contacting someone.

3. Vessel Operators Profile was non-conclusive, with large data-gaps for the technical manager. Besides no fleet history either for any evidence. With no known casualty or usual operating information (even good operators have had human error incidents!), the risk rating was increased to unsatisfactory.

4. Social media, a small, but can be a significant indicator of vessel risk, gives an indicative understanding of the moral of the crew. One seaman complained, *'Very poor food supply. The ship manager is awful. There is a delay with salary.'*

5. Vessel Class, non-IACS, with no class notations available to prove class notations were available to prove the operational safety either way.

6. P&I – No valid insurance, combined with no record of the date of the last P&I inspection.

Aressa Vessel Risk Rating Summary

The Aressa demonstrates the requirement of all companies to undertake stringent and thorough due diligence before entering a commercial agreement. For a more detailed break down and listing of the Aressa's numerous transgressions, you can read the Aressa's risk rating report – Appendix A.

Now Available from IMRRA: **Physical Inspections for Drugs & AIS Radioactive vessel contamination**

Preventing ship arrest and seizures: IMRRA now performs physical vessel drug inspections, alongside radioactive vessel contamination inspections, as part of a physical verification inspection when there have been any suspicious activities. Physical inspections can help companies prevent ship arrest, ensuring port, customs or other duly authorized authorities do not seize vessels.

Possible reasons for clients to request physical inspections can include voyage history & trading patterns. The time a vessel spends in port is widely recognised as being the highest risk time for smuggling.

IMRRA's vessel verification inspectors can perform a thorough search of the entire vessel including cargo areas such as those of RO-RO ships or the Engine room spaces looking for presence of suspicious objects or baggage lying unattended.

Getting in to the detail

IMRRA has a dedicated professional risk assessment team using open sourced data and research expertise, which can inspect, analyse and supply a risk rating for all Dry & Wet cargo vessels.

As part of the vessel rating risk assessments it undertakes, IMRRA homes in on these apparently trivial yet hugely consequential details. Plus, IMRRA was the first company to openly publish operator risk ratings, which are based on the fleet average risk rating.

There is a risk rating for the operator and a fleet listing for individual ships. Vessels in a fleet can vary markedly and this information helps build the operator's risk rating profile. Is an operator cutting corners? Will a company only invest in certain vessels, on certain routes for certain charterers?

IMRRA supplements its data analytics with targeted vessel inspections (as required) and use of an extensive vessel intelligence network. This is an excellent way of both corroborating data and also challenging any inconsistencies or grey areas in the vessel's safety risk rating.

In short, IMRRA's vessel and operator risk assessments are an independent and authoritative business information tool that support rapid business decisions, operational efficiency and mitigate risks for vessels globally.

About IMRRA

IMRRA is an independent not-for-profit business that was founded in July 2013 in response to oil major and wider industry request for an independent impartial risk rating for the hydrocarbon shipping industry.