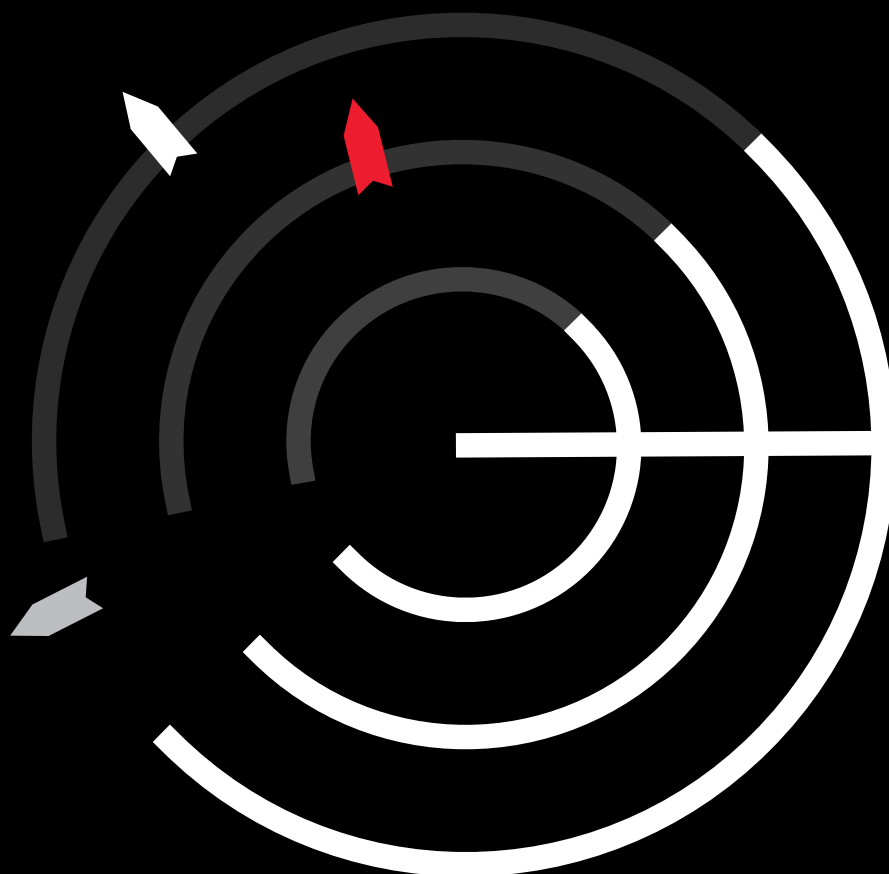


# Maritime Risk & Compliance

Latest developments relating to the Russia/Ukraine conflict



## New Developments

In light of latest developments, here are recent additions:

- Joint War Committee – JWLA-028 Black Sea of Azov
- Joint War Committee – JWLA-029 Black Sea of Azov
- Joint War Committee - JWLA-030 Russia
- Suspected Dark Activity zone for Russia
- Addition of Sanctioned Vessels from OFAC & International Regulators
- Addition of Sanctioned Entities from OFAC & International Regulators
- Casualty & Events Updates

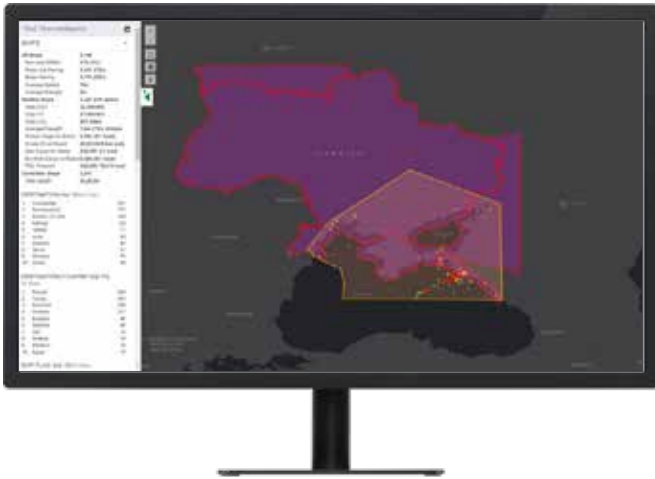
## Currently Existing Capabilities

- **Live Tracking** based on Satellite, Terrestrial and Vessel AIS feeds
- **Active Monitoring** (instant alerts) based on country proximity, Port Calls and Ship Field Changes (such as Destination, ETA)
- Zone Creation for bespoke reporting and list exporting
- Vessel & Entity **Screening against sanctions lists** (OFAC, UN, EU, UK, Swiss, Canada, Australian, UAE)
- Entity **country information** (Domicile, Nationality & Country)
- Entity **fleet information** & composition as well as **Company related screening**
- **Integrated Zones** for reporting & monitoring (Territorial Waters, EEZ, Sanctioned Zones, JWC zones)
- **Movements reporting** for port calls (down to berth/terminal), anchorages & transits

## Joint War Committee - Listed Areas

Monitoring of the Joint War Committee for any updates to the JWLA.

- We continuously monitor the Joint War Listed Areas for any updates, which are swiftly deployed into our solutions; especially since the situation itself is dynamic.
- Ongoing monitoring of JWLA for any changes. Now includes JWLA-028 to JWLA-030.
- The zones which are traditionally used by the insurance sector has since been adopted by other industries. This proves critical when monitoring the marine scene in the area, and facilitates the reporting of assets.
  - Quick reports: quickly view and generate a report of vessels in zone
  - Alert: receive instant notifications whenever vessels move in and out of the zones/Whenever an event takes place in the zone.



Source: Website - Joint War (Imalloyds.com)

Tankers not seen for more than 10 days around Ukraine & Russia

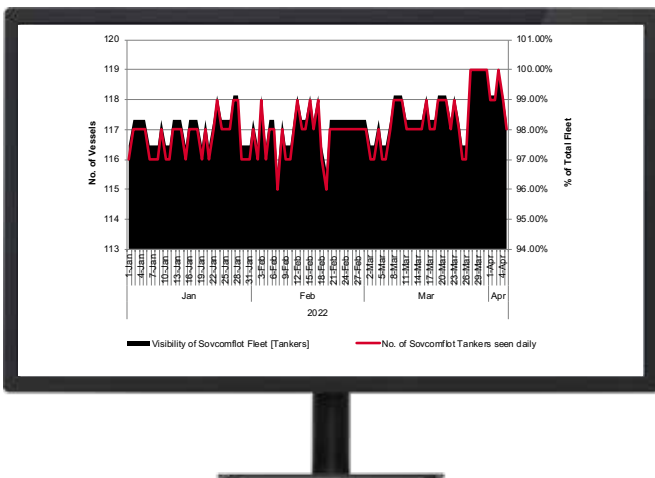


Note: Although this is being recorded as such, we have yet to see significant levels of activity in this space.

## Suspected Dark Activity - Russia

In the event that vessels do start using deceptive shipping practises, we have started recording dark activity data – resulting in a Warning indicator being raised.

Visibility Analysis of Sovcomflot Tanker Fleet



Source: IHS Markit - Maritime Data Services



Update Frequency: We take daily feeds directly from the regulators, which are screened against our ships and companies data. Our databases themselves are updated at midnight every night with the latest datapoints.

## Addition of Sanctions to Vessels

Leverage the largest and most comprehensive maritime database in industry to facilitate your screening and vetting.

S&P Global Market Intelligence is responsible for managing the IMO Ship Numbering Scheme on Behalf of the UN's International Maritime Organisation.

To facilitate the increasing need for transparency when it comes sanctions screening, we have developed a systematic approach whereby 34 different fields of information are screened on a daily basis, providing through a traffic light system an indication of the risk associated to the vessel.

This includes screening the:

- Vessel against major lists,
- The related ownership (of which we look at the 7 roles associated to the management and ownership of the vessel),
- The vessels historical port calls, STS, involvement in events,
- Current, Historical as well as False Flags
- Data maintenance
- Suspected Dark Activity

## Addition of Sanctions to Companies

We're constantly monitoring the sanctions lists for maritime entities.

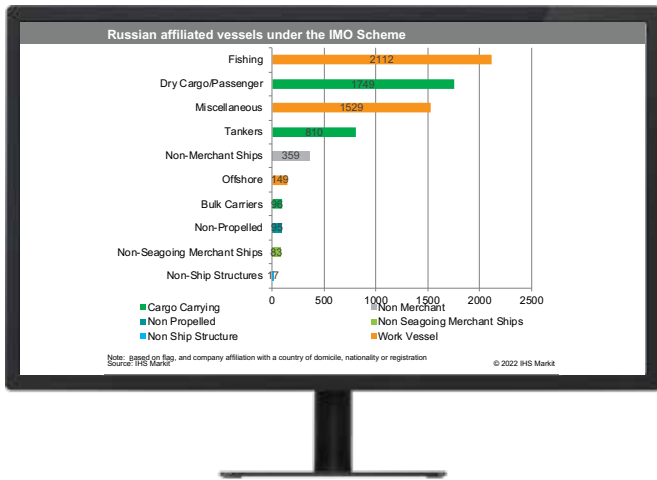
- A number of entities have been added to the sanctions list which we have internally matched to our companies data.
- Our Companies data provides insight into all affiliated vessels (current & historical fleet).
- Our compliance screening ensures that ships relating to these entities (which weren't explicitly stated as sanctioned), can be flagged.
- We establish child-parent relationships as well as company associations.



# “U.S. Treasury Imposes Immediate Economic Costs in Response to Action in the Donetsk and Luhansk Regions”

Press Releases

Update Frequency: We take daily feeds directly from the regulators. Our databases themselves are updated at midnight every night with the latest datapoints.



## Due diligence against Russia ties

Due to our unique standing in industry, we've been able to identify 6,999 IMO registered ships with ties to Russia.

Due to our unique standing in industry who manages the IMO numbering scheme on behalf of the International Maritime Organisation for Ships and for the Companies, we are able to establish the:

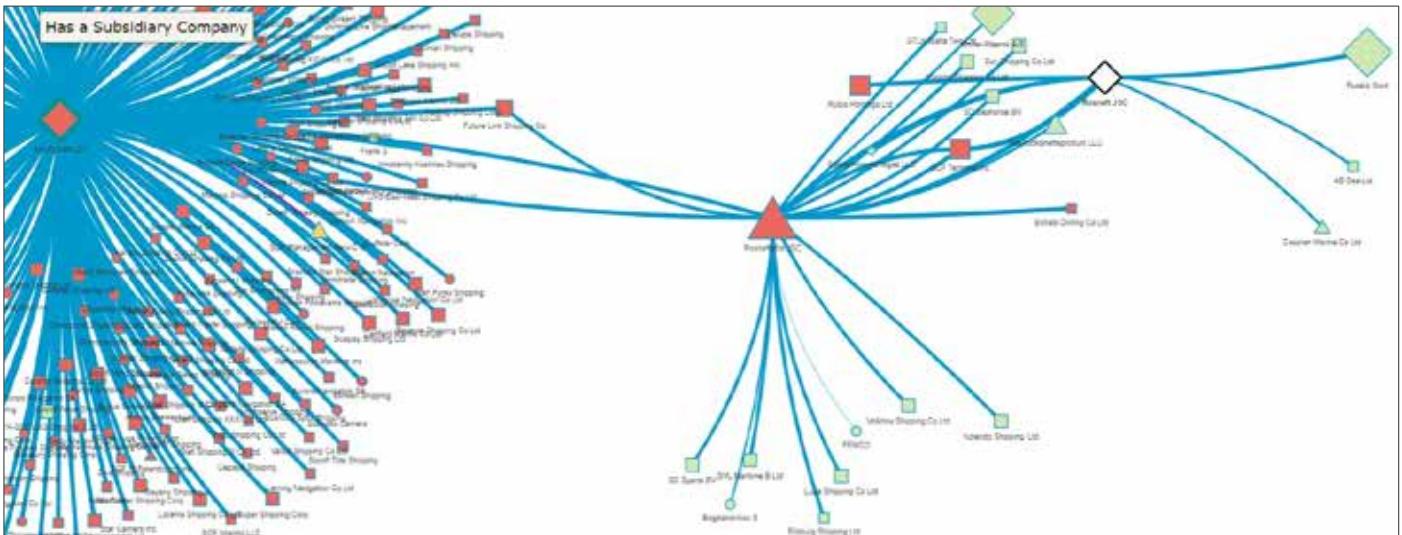
- Roles that companies play in owning/managing vessels,
- The associations between entities (child/parent & 3rd party)
- as well as their underlying fleets

The relationship that we have with the Flag Authorities also enables us to provide verified and validated data on the current flag.



## Relationship Navigator

Our navigator allows you to explore the linkages between companies and vessels both horizontally, and vertically



## Casualty & Events Updates

The conflict has led to several vessels being hit, 14 have currently been catalogued.

- **Classification:** Our Casualty & Events database has a specific “War-Loss/Hostilities” category to identify events relating to the conflict.
- **Event details:** We provide information surrounding what took place, as well as the lats/longs for the events as to visualise them on the map.
- **Alerting System:** Instant Notification the moment a vessel of interest is involved in a maritime event.



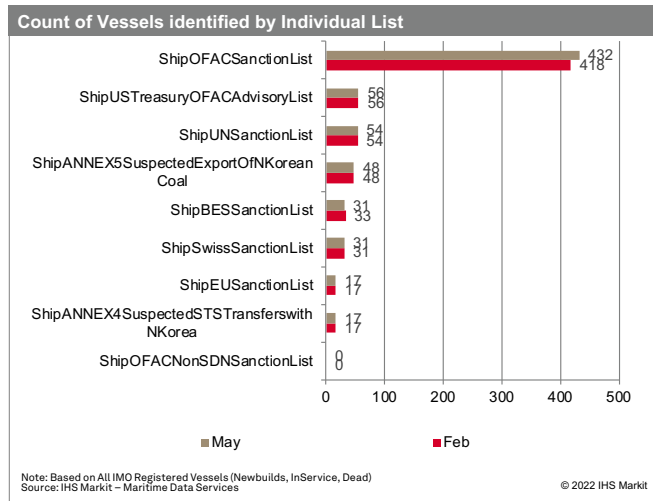
# Statistics & Insights

Exploring the count of Vessels and Entities being flagged with compliance issues. We have also included historical figures as to show the dynamic nature of sanctions & changes.

Note: We receive feeds from the regulators on a daily basis which are also refreshed in our database daily. As such these figures are accurate as of the day they were run (but may have since changed).

## Vessel Sanctions by Field

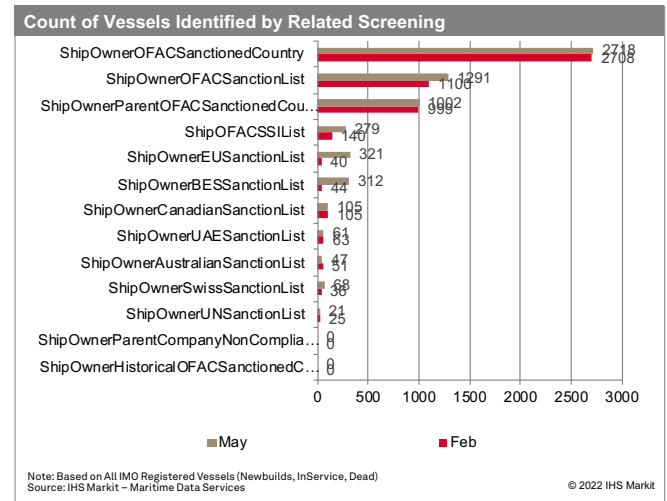
We screen all the major lists for direct vessel matches against the IMO registered vessels.



Current Series Used: 08/04/2022  
Historical Series Used: 02/03/2022

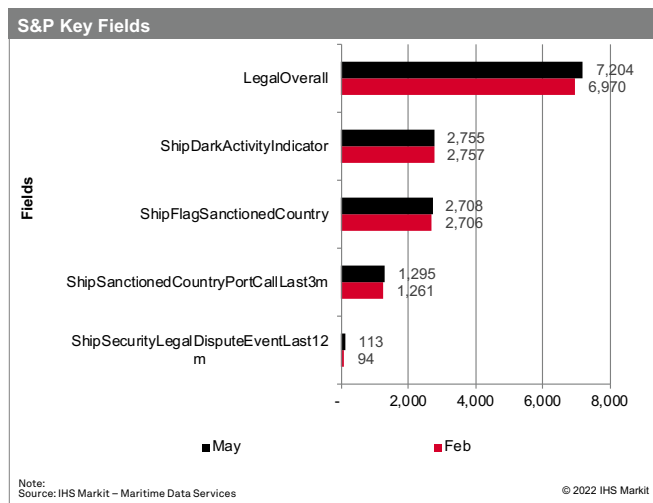
## Vessel Sanctions by Company Screening

We also screen the related ownership as part of the ship screening to identify vessels that are affiliated with sanctioned entities.



## S&P Intelligence Screening

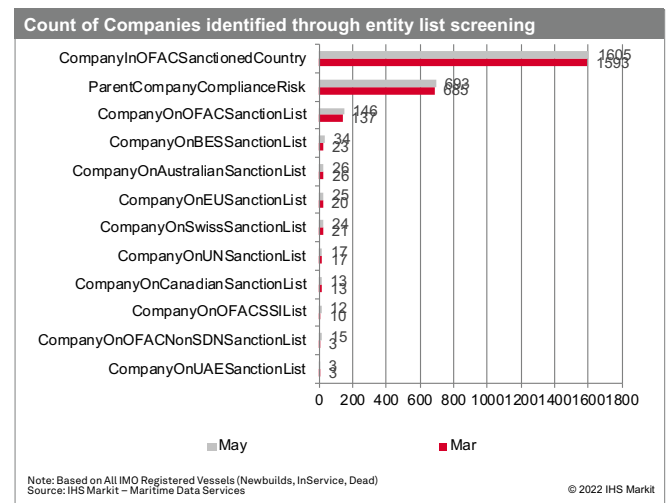
Being the issuer of the IMO on behalf of the UN, we use our internal data (such as AIS, Events & ships data) to provide additional insights into potential compliance flags.

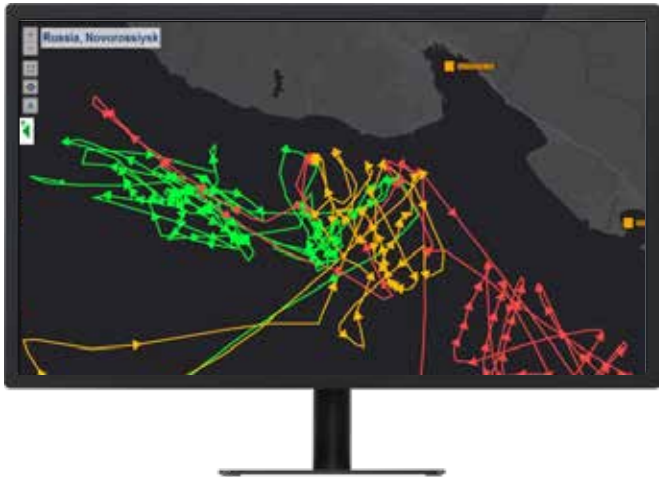


Current Series Used: 08/04/2022  
Historical Series Used: 02/03/2022

## Company Screening

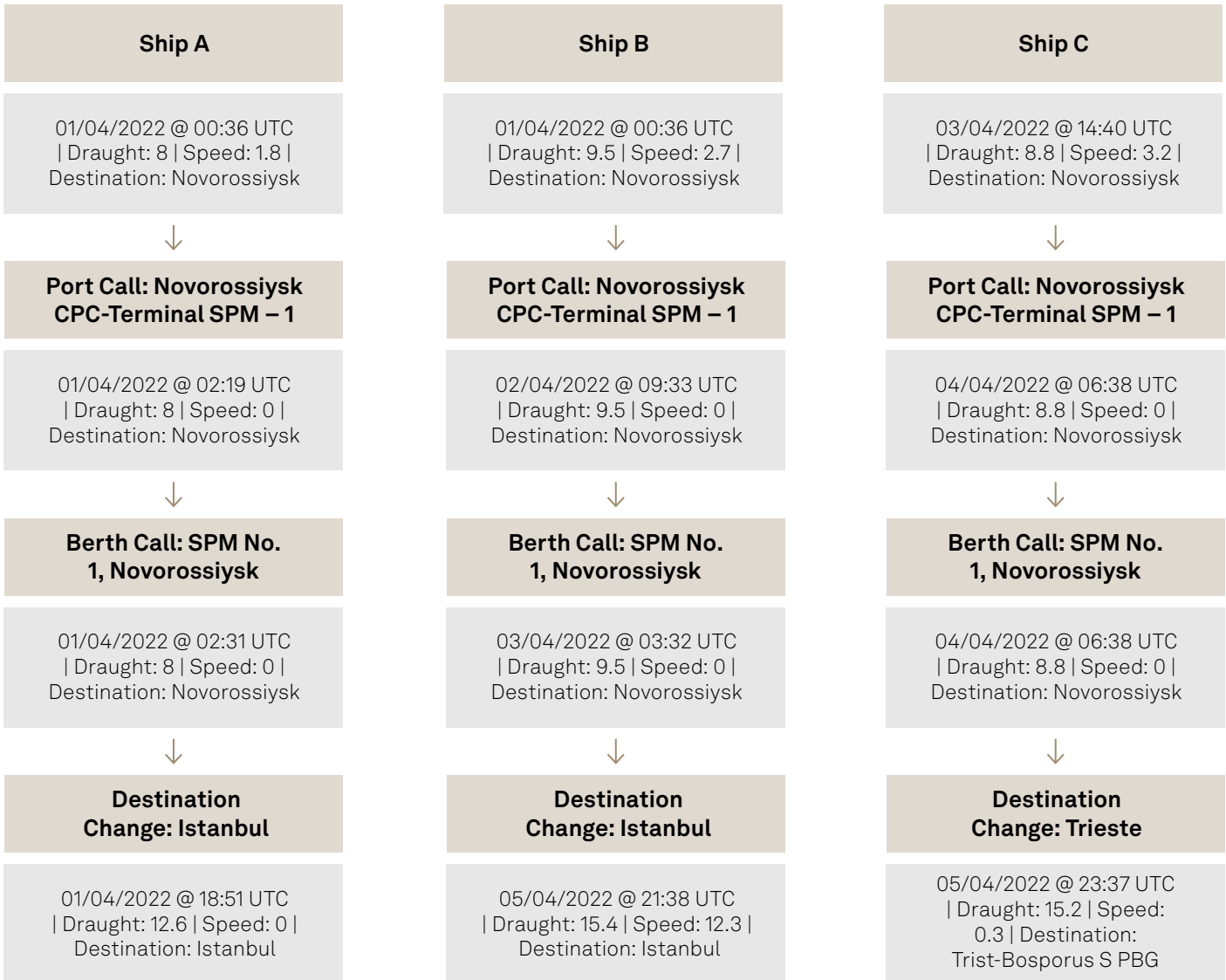
Having established the 7 different roles that companies can fulfil in owning/managing vessels, we screen the individual companies and the parent structure against sanctions lists.





## Industry Insights on Suspected Dark Activity

A recent article published suggests that three vessels are observed as going 'dark' while in proximity to Novorossiysk, and reappearing laden. S&P Global data sees no breaks in AIS with berth calls with CPC-Terminal SPM – 1. This leads us to believe that other providers have Incomplete or Missing data which might be responsible for these.

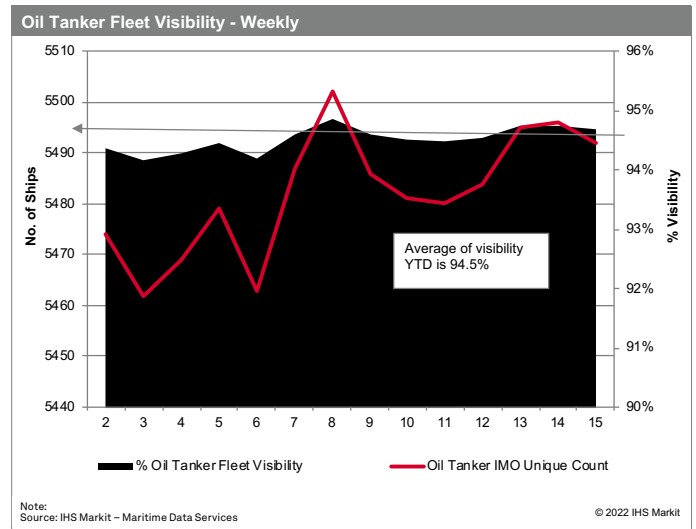
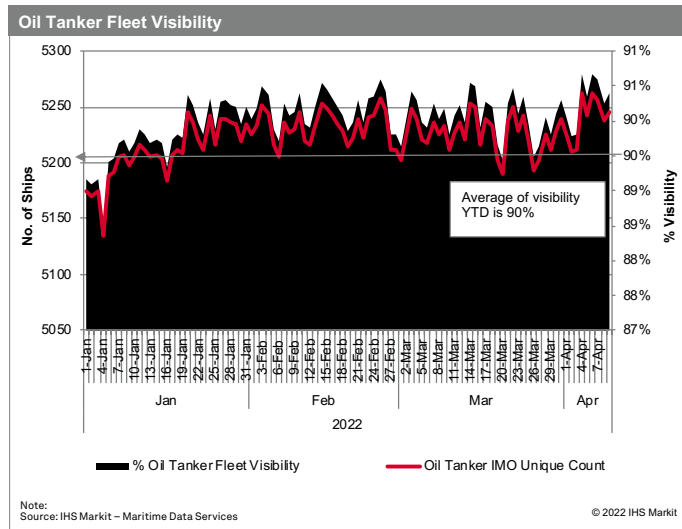




# Industry Insights on Suspected Dark Activity

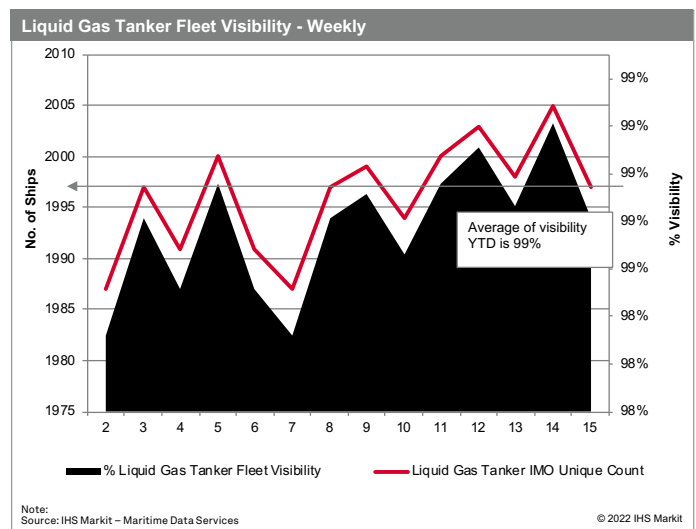
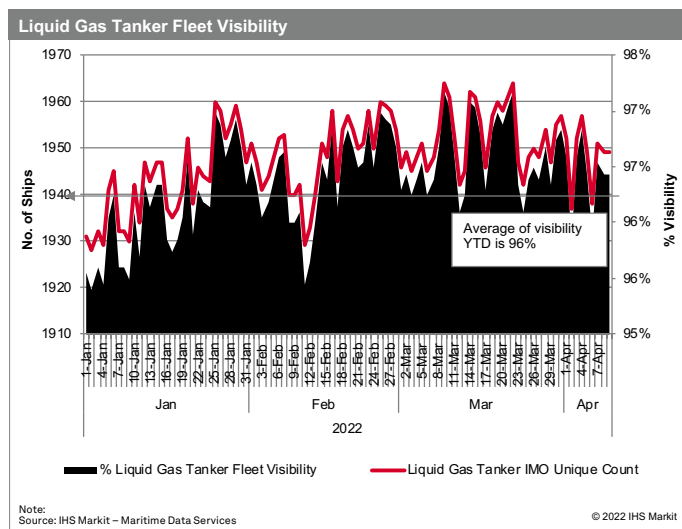
## Tanker Analysis - Oil

It appears as though visibility as actually increased by 1% from what it was in earlier weeks of the year to what it currently is in early April.



## Tanker Analysis – Liquid Gas

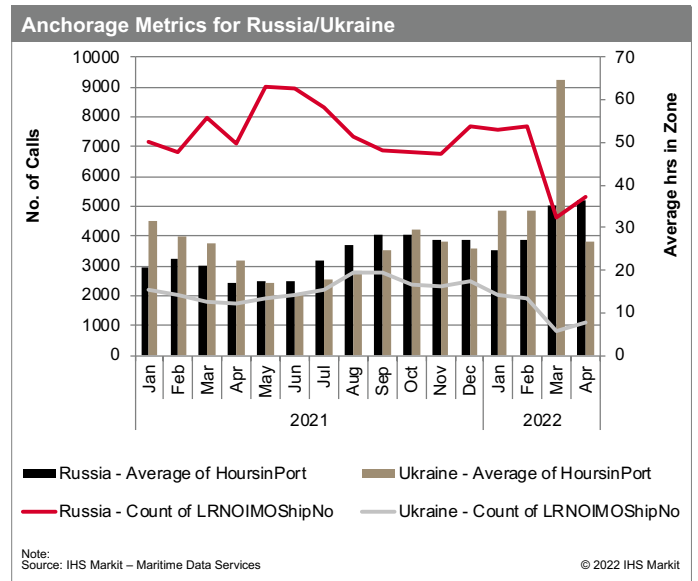
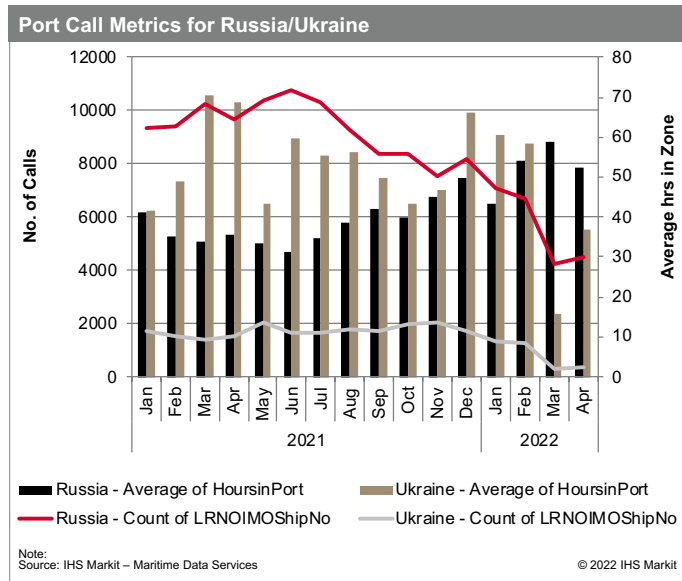
Visibility appears to remain incredibly high with the entirety of the fleet nearly seen holistically globally per week.





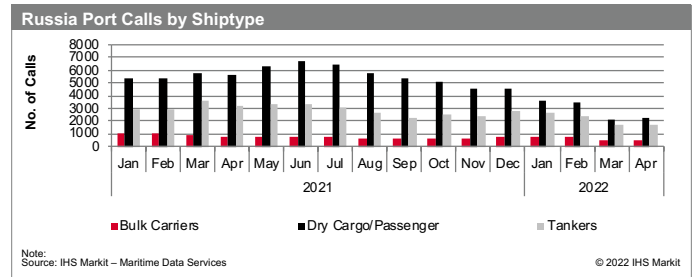
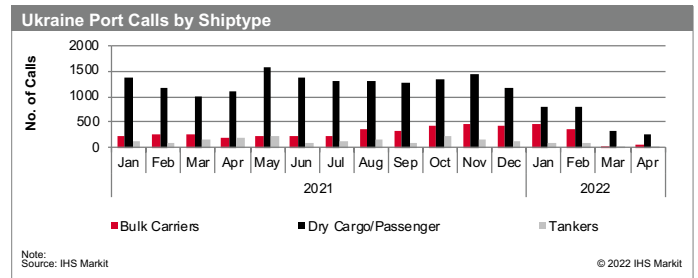
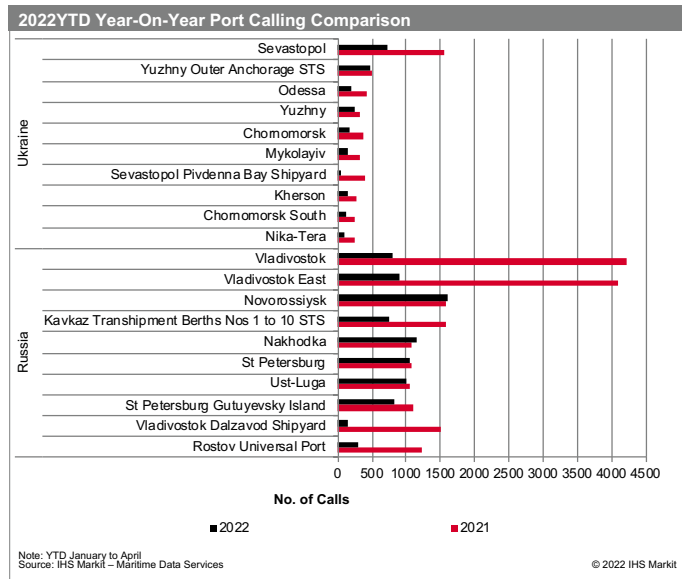
# Callings Analysis - Counts

Activity in both Russia & Ukraine has been decreasing since February for Cargo Carrying Vessels, with average waiting time increasing as vessels become stranded in certain areas.



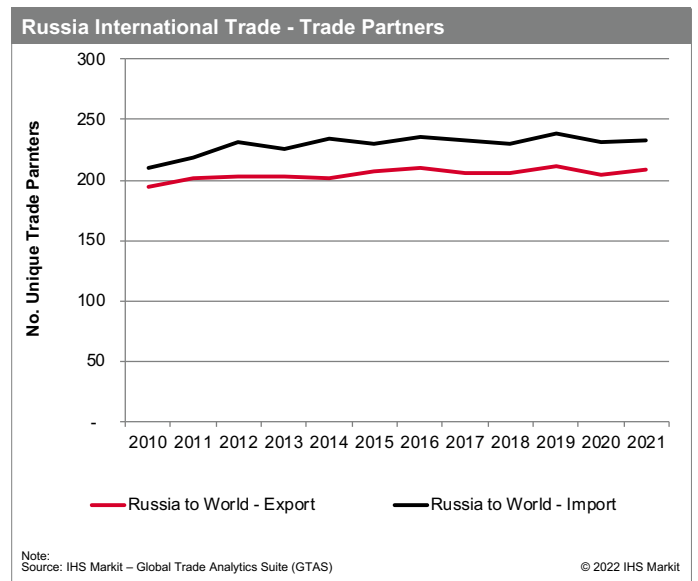
# Callings Analysis - Comparing Last Year to this year

It is clear that the conflict has reduced activity by more than half within the Ports situated in the Black Sea and the Sea of Azov.



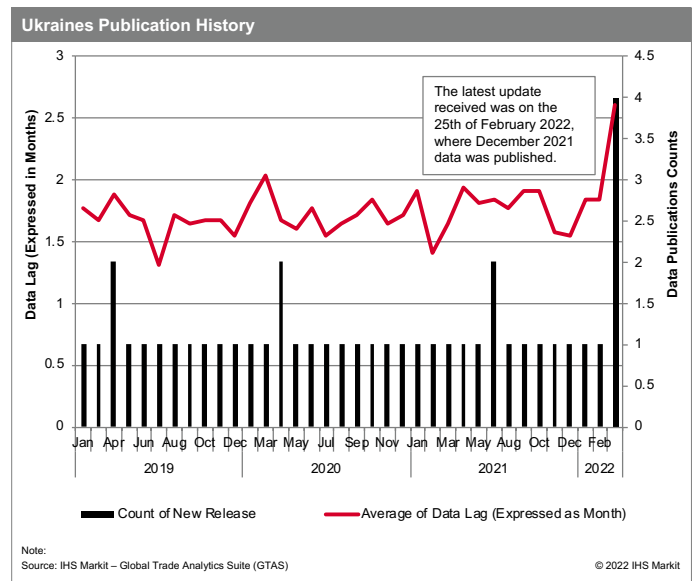
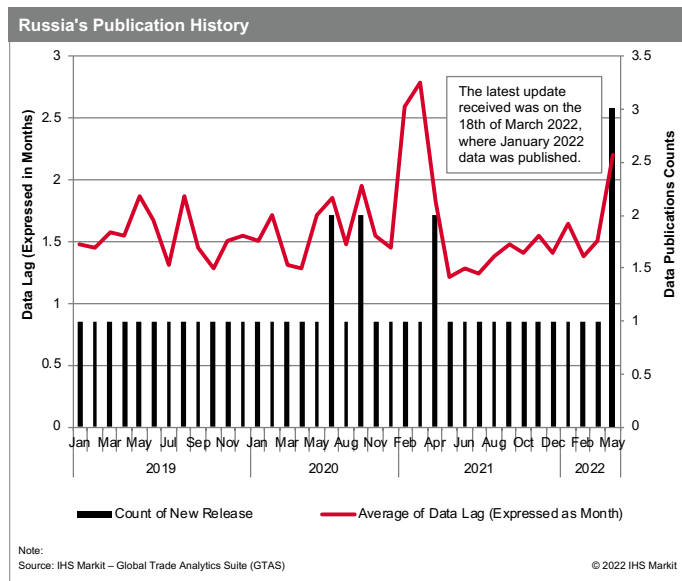
# Russia International Trade - Annual

Historical trade data shows impact of Annexing of Crimea in 2014, subsequent recovery, impact from pandemic, and subsequent recovery. Gradually increasing international trade partner base on both Imports and Exports.



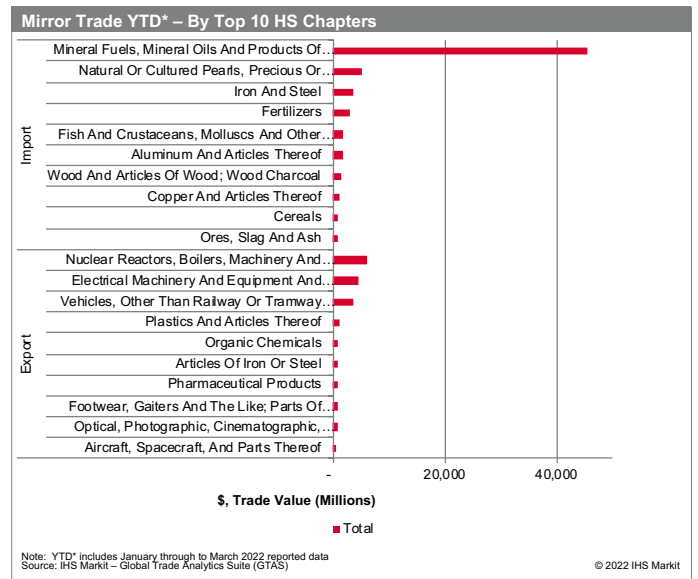
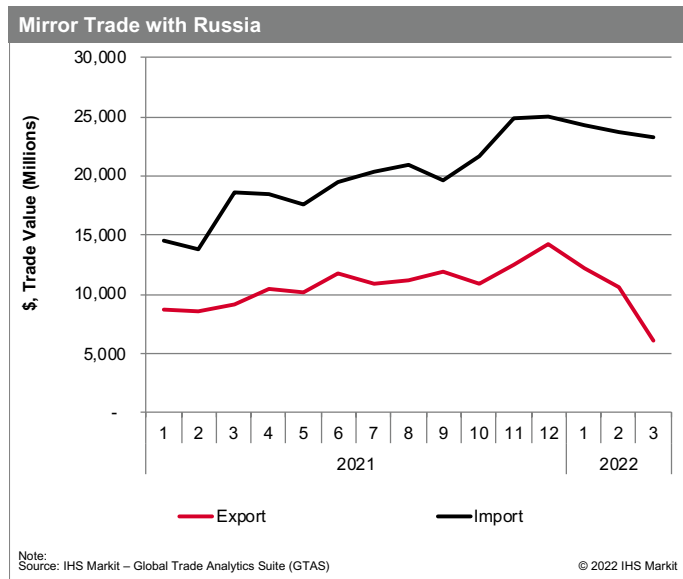
# Historical Publication schedules for International Trade

Since February 28th 2022, no new statistical trade data has been published by either Russia, or by Ukraine. With priorities and resources shifting to focus on the conflict, it might be a while before new data is released.



# World Trade (Mirror) with Russia

In the absence of reported data, we can use mirror trade to infer activity. Year to date, 36 Reporters have declared trade data. Import/Export activity with Russia show to be in decline, with major dependencies still being seen in Mineral Fuels, Oils and products.



# Supporting Solutions

# Maritime Intelligence Risk Suite (MIRS) - Risk & Compliance

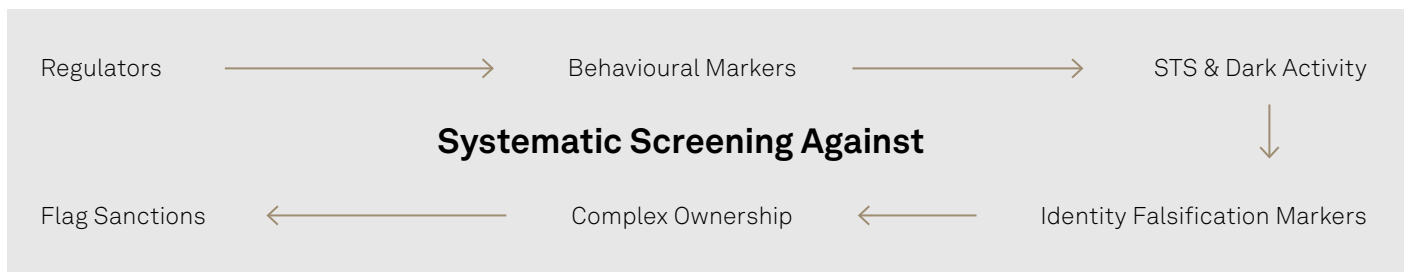
The market leading maritime compliance suite for providing transparency into the convoluted shipping landscape.

## Risk & Compliance

Integrated Intelligence powered by the world's largest maritime databases. One stop shop for compliance/sanctioned screening.

Ships Data	Companies Data	Ports Data	AIS/Movements Data	Casualty & Events
<ul style="list-style-type: none"><li>- 200,000+ Vessels</li><li>- &gt;600 Fields of Ship Particulars</li></ul>	<ul style="list-style-type: none"><li>- 7 Owner/Operational Entities</li><li>- Relationship tables</li><li>- Associated fleets</li></ul>	<ul style="list-style-type: none"><li>- 6,400+ Ports</li><li>- Anchorage zoning</li></ul>	<ul style="list-style-type: none"><li>- S-AIS, T-AIS &amp; V-AIS</li><li>- +10 Years of historical data</li></ul>	<ul style="list-style-type: none"><li>- Security/Legal Disputes</li><li>- War-Loss/Hostilities</li><li>- Event Alerting &amp; Monitoring</li></ul>

### Risk & Compliance Screening



Active Monitoring/Alerting

Clear Indicator Outputs

Auditing Capabilities

Investigative Capabilities

Over 200 Checks Conducted

# Global Trade Analytics Suite (GTAS)

## – International Trade

Unrivalled capabilities that allow you to explore the multiple facets of trade, from macro trade, commodities, companies & forecasting.

Statistical Trade Data	Bill of Lading Data	Forecasting	Reports
<ul style="list-style-type: none"><li>- 104 Monthly Countries</li><li>- 68 EDF Countries</li><li>- 200+ Annual Countries</li><li>- Updates Mon-Fri</li><li>- Multisources</li></ul>	<ul style="list-style-type: none"><li>- US + 14 Countries</li><li>- Domestic/Foreign Company Information</li><li>- Raw Commodity Text</li></ul>	<ul style="list-style-type: none"><li>- 15 Years Annual Frequency</li><li>- 2 Year Quarterly Frequency</li><li>- 16 Concepts</li></ul>	<ul style="list-style-type: none"><li>- Monthly Global Trade Monitor</li><li>- Quarterly Country Economic Outlook</li><li>- Quarterly Trends in the Economy &amp; Trade</li></ul>



# Sourcing and Frequency of Updates

## Data Quality

We have a large team dedicated to maintaining and ensuring high quality, accurate data.

### Quality

Dedicated global team of 50+ in house experts reviewing data and monitoring transactions to ensure the best quality of all our datasets.

Our data operations are accredited to ISO 9001:2015 (audited May 2020).

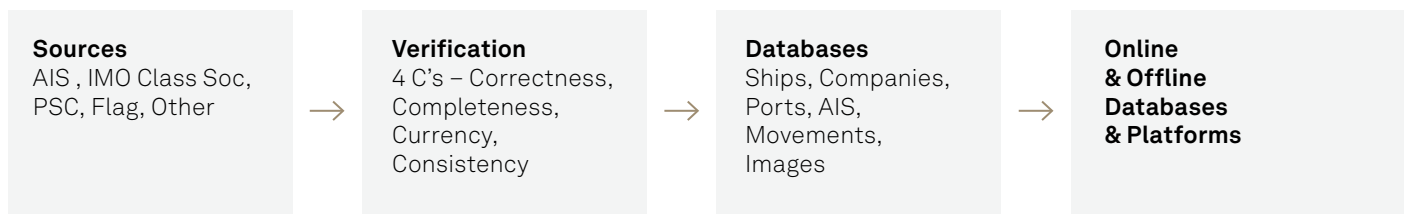
### Authority

We are the sole appointed authority for assigning and validating the IMO Ship and Company numbers as mandated by the UN. This gives us a primary position in the market place.

### Breadth of Coverage

Covering all ships of 100 gross tons and above that are propelled and seagoing.

Every vessel at risk is covered in our data extracts or on-line services, including small ships/noncore.



## Data Updates & Sourcing

We have a large team dedicated to maintaining our database and improving data supplies.



- Latest data and updates guaranteed
- Dedicated data team consistently manage data updates
- Sourcing team work to obtain new data sources to ensure database completion

### Our Data is collected from over 30,000 sources including:

- **155** Flag Authorities
- **272** Shipbuilders
- 8 P&I Clubs which make up **90% of World Tonnage**
- 2800+ AIS Transponders
- **Class Societies**

### In January 2020 alone we made:

- **74,884** Major Ship changes and **198,767** Minor Ship Changes
- Edited **1,875 Owners**
- Added or edited **549 Casualties Records**
- Amended **109 Ports**



## About S&P Global Market Intelligence

S&P Global Market Intelligence integrates financial and industry data, research, and news into tools that help track performance, generate alpha, identify investment ideas, understand competitive and industry dynamics, perform valuation, and assess risk.

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