

Vessels

More than Technology and Data Solutions



Acuris Risk Intelligence maintains a list of aircrafts and vessels, added as businesses in the proprietary database. These are aircrafts and vessels that have been sanctioned (by the UN, OFAC, HMT, Austrac, and the EU and under non-proliferation provisions) or where there is adverse media on them.

Acuris Risk Intelligence Gaming EDD: Helpful Insight

Vessels are entered to the Acuris Risk Intelligence database by name, e.g. "Dove", "Artenos", Caribbean Princess", etc. Each vessel has an International Maritime Organisation (IMO) number. The IMO and unique 7-digit number, cannot be "reassigned" and is kept for the lifetime of the vessel. The IMO number, was introduced early 1980s under the International Convention for Safety of Life at Sea (SOLAS) to improve maritime safety & security and reduce maritime fraud. E.g.: "Dove", IMO 9362061. Some profiles contain IMO numbers of vessels, as well as flag states, i.e. the states under whose laws the vessels are registered or licensed. This information is available in the articles, not as separate notes in KYC6.

Aircrafts are entered to the Acuris Risk Intelligence database by registration, e.g. EP-CFI, EK-30064, EP-CFJ. In accordance with the Convention on International Civil Aviation (also known as Chicago Convention), all civil aircrafts must register in only one jurisdiction with a National Aviation Authority (NAA). Every country has a NAA. The NAA allocates a unique alphanumeric identifier, indicates nationality (i.e., country of registration), and provides a legal document called a certificate of registration, carried when the aircraft is in operation. Registration identifier must be displayed prominently on aircrafts, e.g. on the wings or tail. Some countries allow re-use of identifiers when aircrafts are sold, destroyed or retired.

Profiles contain other identifiers such as aircraft manufacturer date, model, operator and serial number (MSN). E.g.: "EP-CFD", Aircraft Manufacture Date 19 Feb 1993; Aircraft Model F.28-0100; Aircraft Operator IRAN AIR; Aircraft Manufacturer's Serial Number (MSN) 11442. Profiles of aircrafts/vessels that have been either sanctioned or have adverse media are updated whenever information about them is identified during checks, performed by the Acuris Risk Intelligence research team.

Acuris Risk Intelligence profile vessels for reasons such as:

- Owners/operators try to avoid sanctions or law enforcement restrictions by changing vessels' names and flags. E.g.: Two North Korean ships changed names from Jin Teng and Jin Tai to Sheng Da 8 and Sheng Da 6 to avoid sanctions.
- Vessels can be involved in violations of the law – water pollution, drug-trafficking, smuggling, etc. E.g. In 2005, M/V Porto Cayo, was fined \$22,000 for illegally discharging 190 litres of hydrocarbons in Canadian waters. Aircrafts for military purposes without notifying relevant authorities. E.g. USA repeatedly sanctioned Iran Air and Mahan Air for transporting military equipment to the Syrian government led by Bashar Al-Assad.