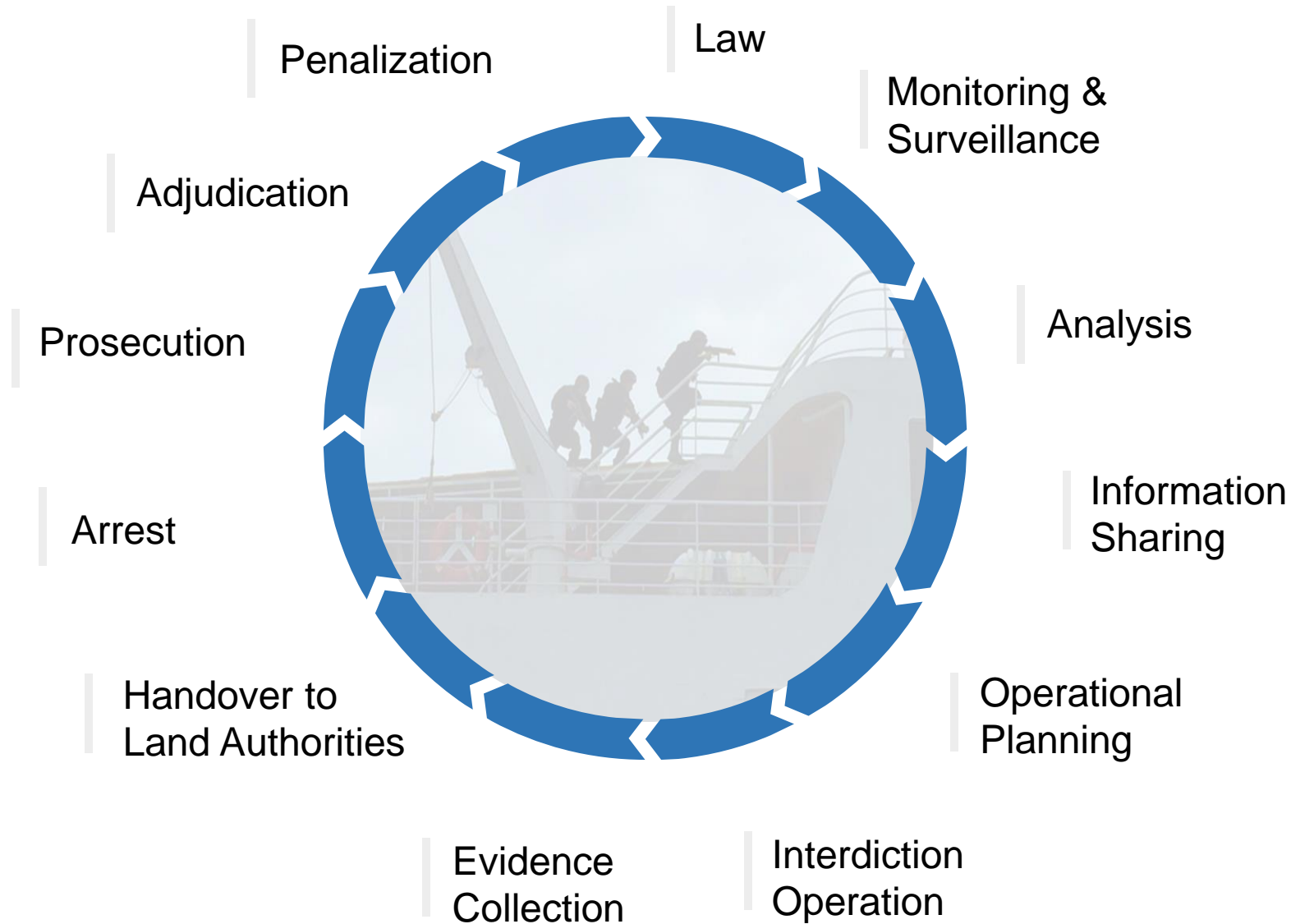


A dark blue world map is visible in the top portion of the slide, showing the continents of North America, South America, Europe, Africa, and Asia. A thin red horizontal line is positioned below the map.

The Role of Law in Maritime Security

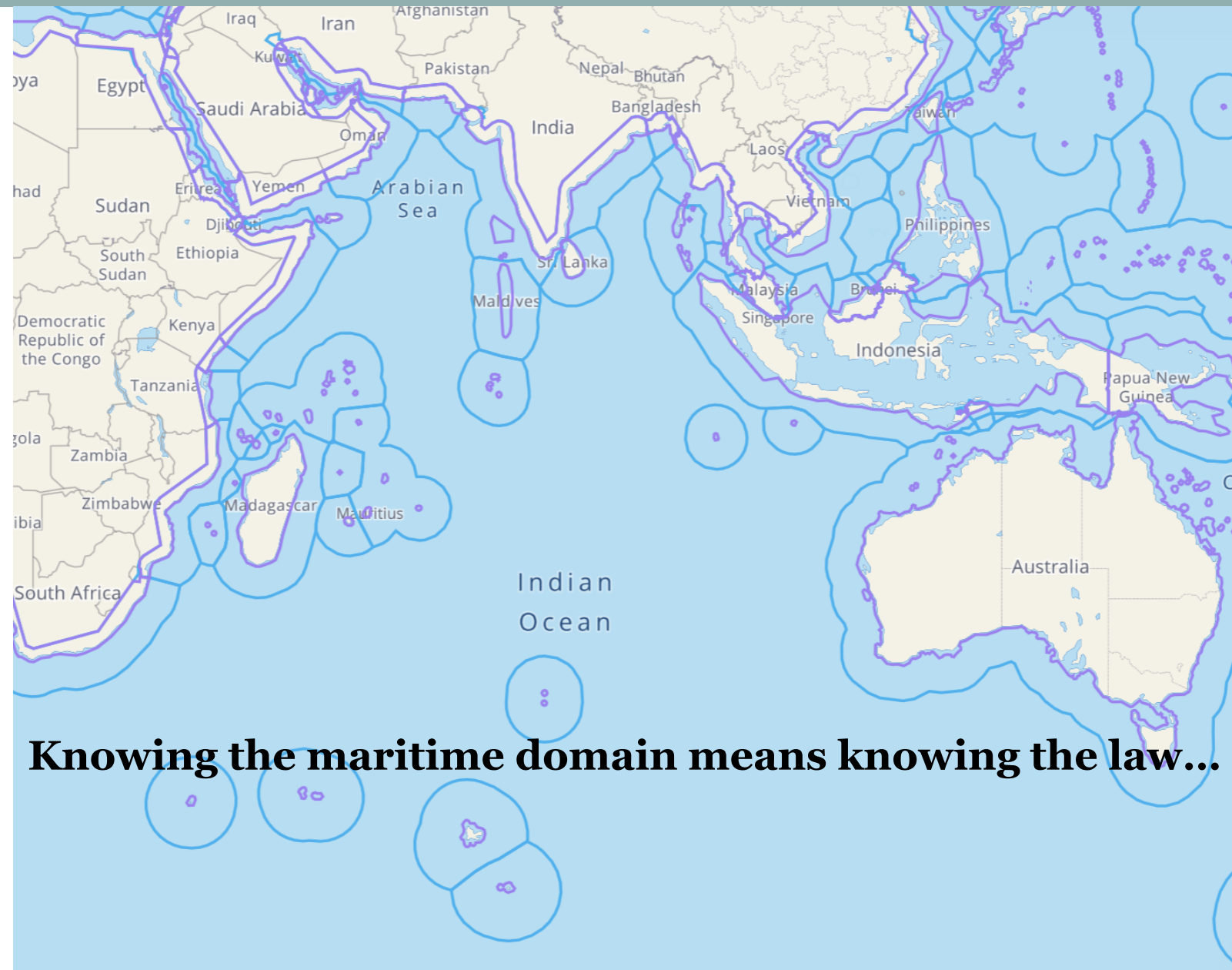
Dr. Ian Ralby
CEO, I.R. Consilium, LLC



Maritime Security

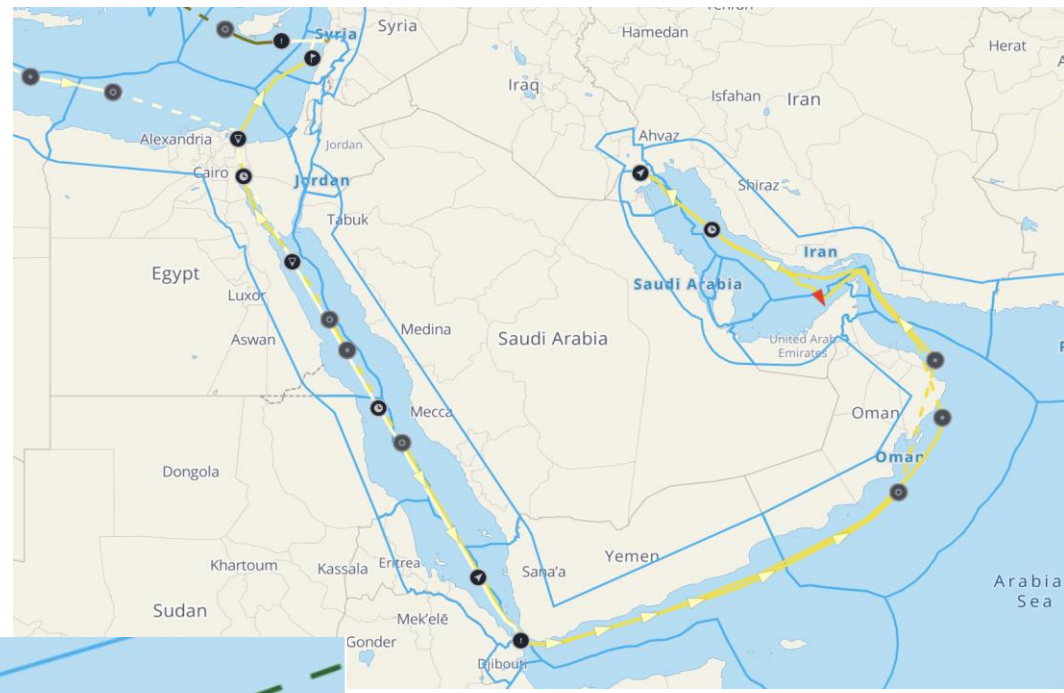
= Capacity + Capability + Authority + Jurisdiction + Law + Will





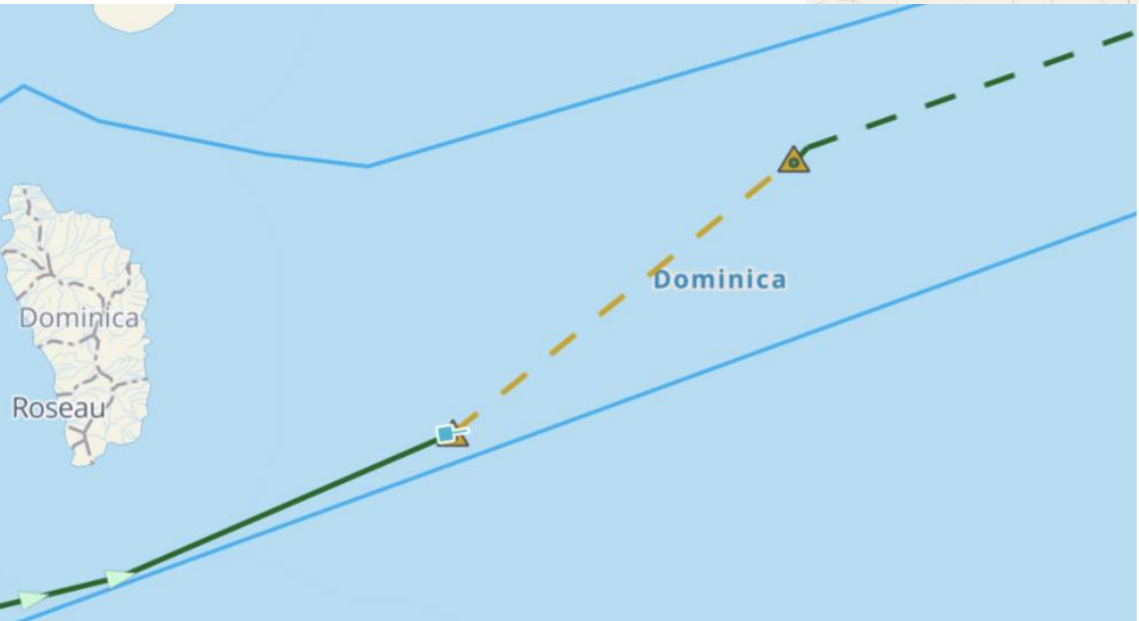
Knowing the maritime domain means knowing the law...

- Livestock Carriers
- Inter-Regional
- Value Transfer / Hawala / Flying Money
- Ownership Structures
- Financing
- Co-Location



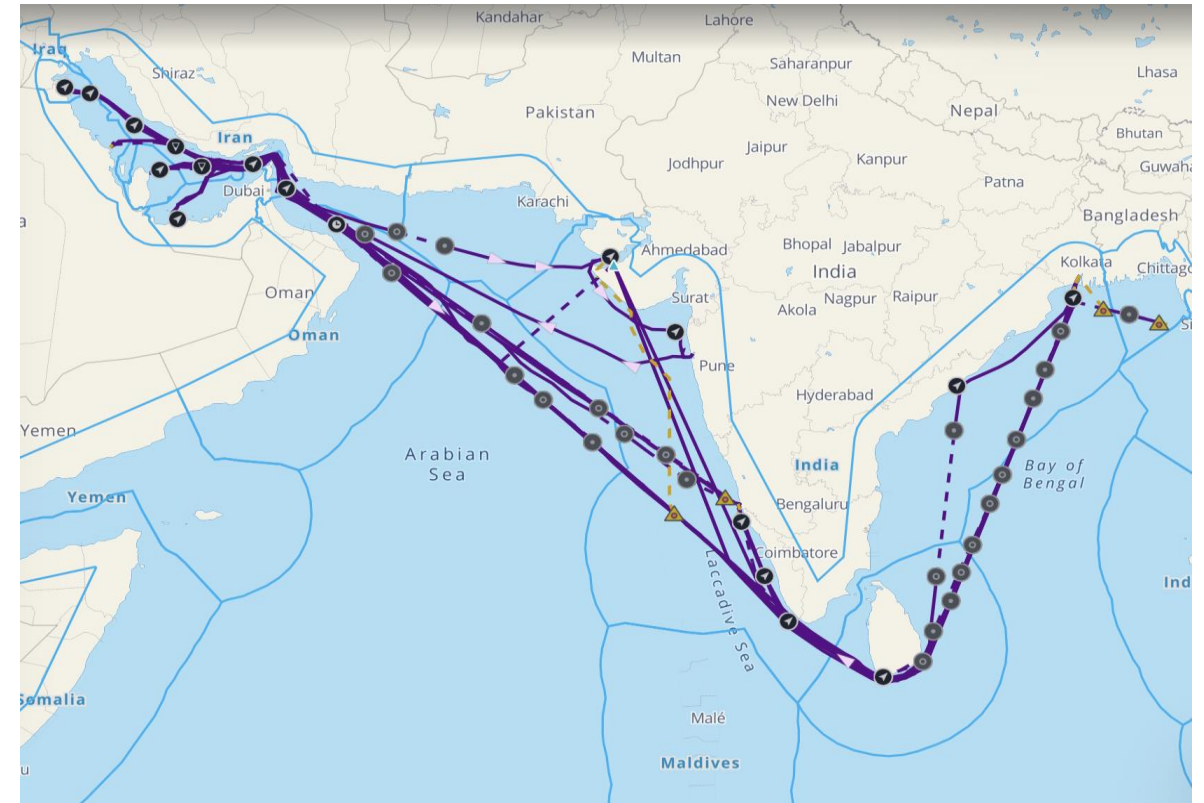
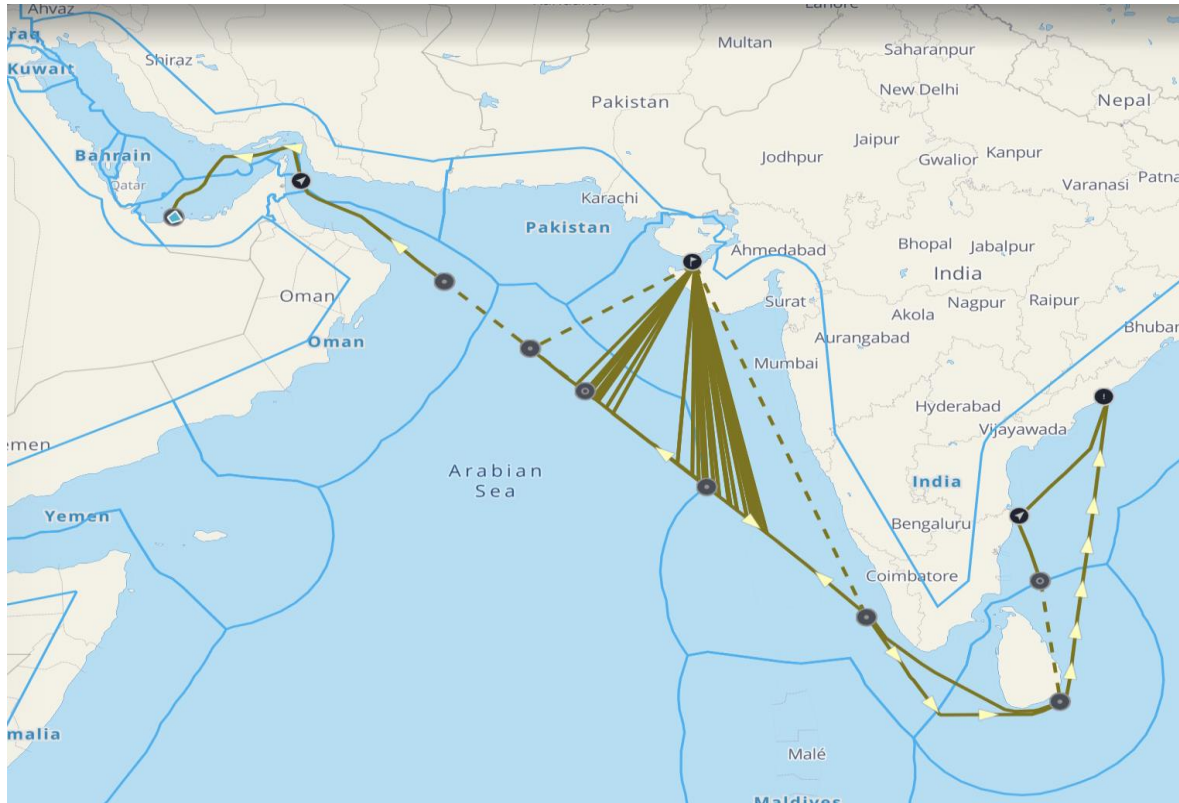
- Fake Identities
- Duplicate Identities
- Reflagging
- Dark Activity
- Draft Changes
- Length Changes

**See the Whole Picture,
Use What you Can!**



Upper Image - Windward depiction of the vessel trail of the BOI BRANCO on a voyage from Colombia entering the Red Sea with one identity, changing it illegally while underway in the Bab el-Mandeb, calling in Iraq, sailing to Lebanon, and changing identity again.

Lower Image – Windward depiction of a livestock carrier livestock carrier’s trail off Dominica depicting dark activity that lasted 20 hours and 6 minutes. From [“Maritime Crime During the Pandemic: Unmasking Trends in the Caribbean.”](#)

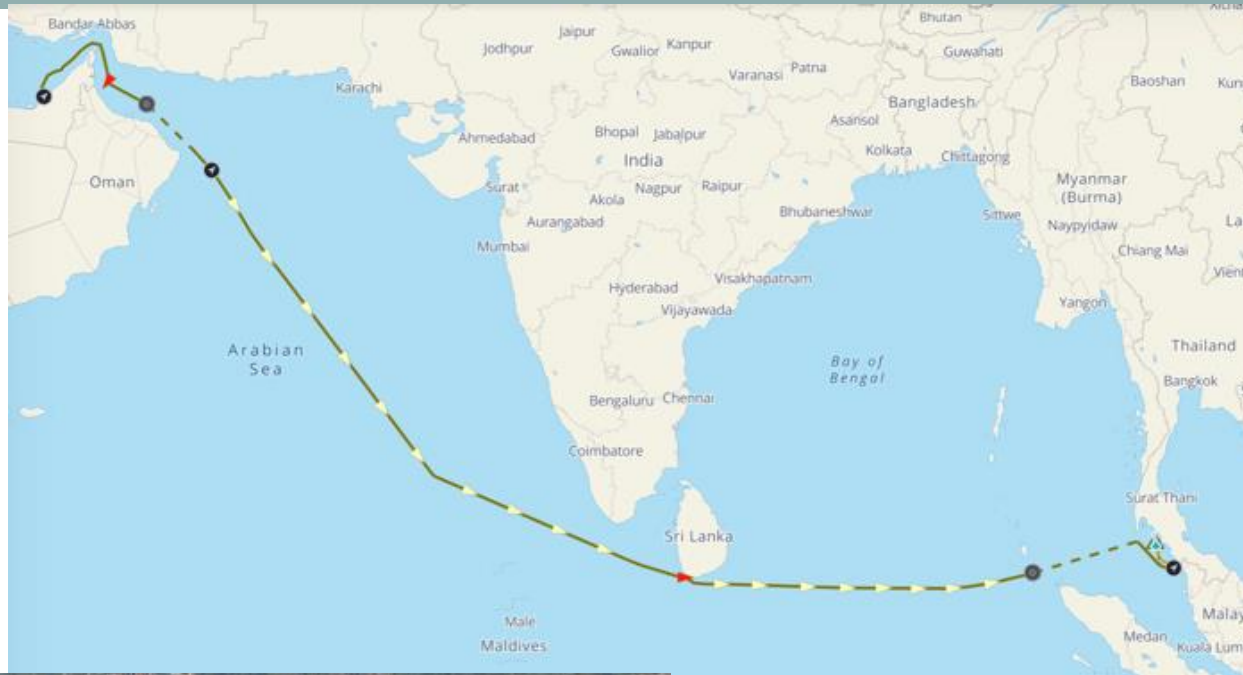


Windward image of the vessel trail of the JAG VASANT in 2020

Windward image of the vessel trail of the RISHI IX in 2020

International Maritime Organization (IMO) Number – 9307750
Maritime Mobile Service Identity (MMSI) Number – 419001387

“You got the wrong guy – it wasn’t me”



Mistaken Assumptions

- Cargo Vessels
- Tankers
- Fishing Vessels
- Luxury Yachts

Does the Law Care?



Upper Image – Windward depiction of the movement of a luxury yacht large enough to transport antiquities from the UAE to Thailand in November-December 2016. The dashed lines indicate periods without AIS transmission, meaning the vessel was “dark.” From [“Crossover Criminal Vessels.”](#)

Lower Image: The MV NIKA



Spectacular security events are often preceded by seemingly benign violations of law.

**The Best Comparative Maritime Lawyers on Earth Are All Criminals;
We Have to do Better!**





- Not just knowing what the maritime domain looks like
- Not just having technology or “data”
- Not just knowing what is happening at sea
- Not just knowing whether what is happening at sea is desirable or undesirable
- Not just knowing whether what is happening at sea is legal or illegal
- Not just knowing whether you can do something about what is happening at sea
- It is all of the above, as well as the mechanism for deciding whether you want to take action and, if so, what action you are going to take ... and
- It is also about understanding the likely ramifications of the action you take.

Are you doing what you need to deter the bad and enable the good?

Operational Maritime Law is not theoretical – it is law in context.

When your only tool is a hammer, every problem looks like a nail.

- Mark Twain

Solutions never come in a box.

LAW IS AN ASSET...

Without Which No Other Assets Can Be Used

Questions

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