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**SPECIAL**

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#hoonuhabaru

# President Yameen linked to illegal Oil trade?

Misuse of "Green Box" Oil Tankers' Call Signs by Foreign Ships

"Green Box" Failure to Declare Full Amount of Imported Fuel

Misuse of Maldives Transport Authority seal



# Demand to Disclose Connection Between “Green Box” Oil Tankers and President Yameen

Case Filed by the Maldivian Democratic Party (MDP) to the Anti-Corruption Commission  
27 August 2018

## 1. Introduction

At around 1pm in the afternoon, on 1 March 2018, 53 year-old Mr. Ahmed Moosa of Naares, Gdh.Madaveli got a call from an unknown number. When he answered the call, the person on the other end said he was Azmoon from Raajje TV.

“Azmoon informed me that a crisis has emerged because a foreign vessel was using a number belonging to *Kanduvaali*. He SMSed me the alleged number. Azmoon asked me whether the number (MMSI No. 455123170) could have been shared with any other party and I replied I didn’t know what number he was talking about and that I hadn’t shared any number affiliated to *Kanduvaali* with anyone<sup>1</sup>” Mr. Ahmed Moosa said in his statement given to the police on 4 April 2018.

The crisis that erupted in relation to the misuse of Mr. Ahmed Moosa’s *Kanduvaali* dhoni’s Maritime Mobile Service Identity (MMSI) number, involved the illegal transfer of fuel to North Korea. A confidential intelligence report titled *Violation of Sanctions Imposed on North Korea by Maldivian Flagged Xin Yuan 18*<sup>2</sup> compiled by Maldives National Defence Force’s Defence Intelligence Service, dated 15 March 2018, stated that “it is believed that the Maldivian flag was illegally used in this ship to create allusions that Maldives violated UNSC resolutions and continued to engage with North Korea. Such allusions that suggest relations exist between Maldives and North Korea would undermine the Government’s credibility among Maldivians<sup>3</sup>”. The report said *Xin Yuan 18*’s Call Sign is 8QQ2238 and that it was duly issued to a Maldivian vessel named *Kanduvaali* registered under the name of Mr. Ahmed Moosa, Naares, Gdh.Madaveli. This Call Sign and its corresponding MMSI number 455123170 was issued on 24 October 2016 the report said<sup>4</sup>.

According to a statement issued by the Japanese Foreign Ministry<sup>5</sup> on 24 February 2018, at 0000 on February 24, 2018, a P-3C aircraft of Japan Maritime Self-Defense Force found that *Chon Ma San*, North Korean-flagged tanker (I.M.O number 8660313), lying alongside *Xin Yuan 18*, Maldivian-flagged tanker, on international waters. Judging from the actions of the two vessels, both vessels could have been engaged in ship-to-ship transfers banned by UNSCR, the

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<sup>1</sup> Criminal Court, *State v Fahumee* (399/Cr-C/2018), Folio No. 134.

<sup>2</sup> Maldives National Defence Force, Defence Intelligence Service, *Violation of Sanctions Imposed on North Korea by Maldivian Flagged Xin Yuan 18* (15 March 2018) Report No. ED22-2018-001 (Hereafter “Intelligence Report”).

<sup>3</sup> *Intelligence Report*, p.1 of the original.

<sup>4</sup> *Intelligence Report*, p.4 of the original.

<sup>5</sup> Ministry of Foreign Affairs of Japan, Suspicion of illegal ship-to-ship transfers of goods by *Chon Ma San*, North Korean-flagged tanker, and *Xin Yuan 18*, Maldivian-flagged tanker (February 24, 2018)  
[https://www.mofa.go.jp/fp/nsp/page4e\\_000775.html](https://www.mofa.go.jp/fp/nsp/page4e_000775.html)

## TRANSLATION

*Demand to Disclose Connection Between “Green Box” Oil Tankers and President Yameen – 27 August 2018*

statement said; adding that on February 23, 2018, the US Treasury Department<sup>6</sup> designated *Chon Ma San* as a vessel of sanction target against North Korea. Following this statement, the Maldivian authorities said *Xin Yuan 18* was not registered in Maldives and that Maldives did not allow flag of convenience to foreign-owned vessels to operate outside Maldivian waters<sup>7</sup>.

In March 2018, **Mr. Abdulla Fahumee** of Arinagaage, Gdh.Madaveli, the brother of *Kanduvaali dhoni*'s owner was arrested and subsequently charged for terrorism. Mr. Fahumee's charge-sheet stated that in order to create an act of terrorism, he solicited bribes to various parties to topple unlawfully the lawfully established Government of Maldives; forged documents and stamps falsely purporting to be that of the Maldives Transport Authority; used these forged stamps and created a false Gmail account on the name of a former transport authority senior official; used this Gmail to send misinformation to the International Maritime Organisation (IMO); emailing [them] in order to obtain fraudulent Call Signs to a vessel that was never registered in the Maldives and used the Maldivian flag on the *Xin Yuan 18*.

The Intelligence Report also mentioned that it was "known that Fahumee previously worked, along with **Colonel Mohamed Ziyad** (retired), for a Singaporean national named Michael who provided oil tankers to Maldivian parties. It is believed this Michael is the director of a Singaporean company named Asia Pacific Shipping Pte Ltd, Michael Tan"<sup>8</sup>.

## 2. President Yameen's Link to “Green Box”

Apart from the culprit-ship *Xin Yuan 18*, a vessel named **Prosperity** was also under the care of the vessels' leaseholder: Hongkong based Long Line International Shipping Management Co Ltd, the Intelligence Report said. The Report stated that, having IMO number 9081265, this vessel also used Maldives flag illegally, after 15 January 2018. That it used Call Sign (8QJW) of Maldives oil tanker *Transfuel 11* and that *Transfuel 11* is owned by Green Box Private Limited headed under the managing directorship of Colonel Mohamed Ziyad (retired)<sup>9</sup>.

Colonel Ziyad, in an interview given to *Mihaaru*<sup>10</sup> newspaper on 1 March 2018 denied there was any connection with him in this matter.

“When *Mihaaru* questioned Mr. Ziyad, he said the allegations were untrue. Those alleging the ship [Xin Yuan 18] was connected to his company only wanted to bring his name to disrepute he said. “It's not my ship. And even if I own any ship, that ship is located in a Malaysian dock”, Mr. Ziyad said. He said his company has not obtained any loans from Bank of Maldives to date and therefore all these allegations were baseless” *Mihaaru* reported.

Having made Mr. Fahumee (now charged with terrorism) the scapegoat of this entire racket, he is now charged for masterminding everything. But it remains true that for all those charges levelled against Mr. Fahumee, Colonel Ziyad is equally implicated. The Intelligence Report stated “a relationship between Former MNDF Colonel Mohamed Ziyad (retired) and Fahumee was

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<sup>6</sup> The U.S. Department of the Treasury's Office of Foreign Assets Control (OFAC) ISSUES GLOBAL SHIPPING ADVISORY, <https://home.treasury.gov/news/press-releases/sm0297>

<sup>7</sup> <https://pbs.twimg.com/media/DXHlr08VQAATc5p.jpg>

<sup>8</sup> *Intelligence Report, p.8 of the original.*

<sup>9</sup> *Intelligence Report, p. 10 of the original.*

<sup>10</sup> <https://mihaaru.com/news/32009>



formed during Ziyad’s deals with Asia Pacific Shipping to purchase oil tankers. That was when Fahumee worked as the company’s [Asia Pacific] sales representative”<sup>11</sup>.

According to the statement Mr. Fahumee gave the police<sup>12</sup>, he returned to the Maldives on August 2017, after having worked for two years in a Singaporean company called Asia Pacific as its authorized director.

“I traded for Asia Pacific company... Under an agreement between Asia Pacific and Green Box Private Limited I undertook a number of business transactions for Asia Pacific... I held a number of meetings with the company’s director Colonel Ziyad regarding business transactions. They were oil business transactions undertaken between Green Box Private Limited and Asia Pacific. And I also undertook oil tanker purchasing transactions”, Mr. Fahumee’s statement said.

Green Box employee, **Mr. Mohamed Shareef (Sanco)** told police he met Mr. Fahumee when Colonel Ziyad requested him to meet him because, according to Ziyad, he was offering to sell foreign ships. Mr. Shareef says he first met Mr Fahumee in Green Box office. After that Mr. Shareef went to Johor Bahru, Malaysia to inspect the ships that the Singaporean company Mr. Fahumee worked, Asia Pacific, was offering to sell. Mr. Shareef says the ships were anchored in Pasir Gudang and that having met Mr. Fahumee there, he inspected the ships and shared their conditions with Colonel Ziyad. After that he was involved in undertaking repair works for the ships Green Box purchased, Mr. Shareef said.

Green Box’s lawyer, **Mr. Hassan Falah** informed the police that in the transactions for the purchase of oil tankers by Green Box, Mr. Fahumee sometimes signed on behalf of Asia Pacific. That Colonel Ziyad signed the documents on behalf of Green Box. Mr. Falah says, having brought 3 oil tankers to the Maldives, from the 5 tankers that Green Box purchased from Asia Pacific, they were registered under Green Box and were currently operating in Maldives and that the other 2 tankers were in Malaysia. These 2 tankers were also registered at the Maldives Transport Authority as Green Box owned, Mr. Falah said.

“I know there are payments in arrears that Green Box owes to Asia Pacific for oil purchases and for the purchase of *Transfuel 10* (formerly *Arsenal*)” Mr. Falah said in his statement.

The Bank of Maldives unofficially revealed that what Colonel Ziyad told *Mihaaru* was true: Green Box did not obtain any loans from the bank. However, the bank confirmed that Green Box applied in 2016 to the bank to obtain loans to purchase 5 oil tankers and that President Yameen pressured bank board members to approve the loans. Despite Yameen’s pressure, given that the bank’s good name was tarnished in the MMPRC corruption scandal, the bank turned down the application the bank said.

### 3. Misuse of “Green Box” Oil Tankers’ Call Signs by Foreign Ships

As previously mentioned, apart from *Xin Yuan 18*, a vessel named *Prosperity* also misused Maldives flag after 15 January 2018, the Intelligence Report stated. The Report said the vessel used Call Sign (8QJW) of Maldives oil tanker *Transfuel 11* and that the owner of *Transfuel 11* is Green Box Private Limited headed under the managing directorship of Colonel Mohamed Ziyad

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<sup>11</sup> *Intelligence Report, p.9 of the original.*

<sup>12</sup> Criminal Court, *State v Fahumee* (399/Cr-C/2018), Folio No. 138.

retired). Moreover, following this revelation, the Maldives Transport Authority (MTA) announced that three vessels: *Ocean Porpoise*, *Xin Yuan 18* and *Prosperity* had fraudulently flown the Maldivian flag (letter number 202-M/INDIV/2018/17 (2 March 2018)).

Despite the fact that MTA knew *Prosperity* misused *Transfuel 11* Call Sign, and despite MTA obtaining a copy of the forged registry that *Prosperity* sent IHS for fraudulent registration; and despite the fact MTA knew this forged registry was almost identical to the forged *Xin Yuan 18* registry – the ship that smuggled oil to the North Korean ship – MTA failed to take any action against Green Box owners.

## 4. “Green Box” Oil Tankers’ Illegal Flagging

According to the statement given to the police by Mr. Abdulla Shiham Adam, Deputy Director, Communications Authority of Maldives (CAM), Mr. Fahumee met him on 4 January 2018 at his office and told him that he wanted to purchase Call Signs and MMSI for his company’s vessels sailing abroad.

He said because the Call Signs and MMSI purchased from Fiji were difficult to track, [Fahumee’s company’s] board had determined to purchase them from the Maldives. I asked him where Call Signs and MMSI [really] sold in Fiji, he replied that it was possible in that country” Mr. Abdulla Shiham said<sup>13</sup>.

Now, the report compiled by the MTA following the incident mentions that “on September 2017, Fiji reported similar incidents whereby 91 foreign ships were fraudulently using Fijian flags claiming to be registered in Fiji and using falsified registration documents”<sup>14</sup>.

It is remarkable that among the 91 ships exposed by Fiji, three ships belonging to Green Box were named<sup>15</sup>:

Vessel Name Registered by Green Box in Maldives.	Foreign Vessel’s IMO Number	Name of Foreign Vessel
TRANSFUEL 11	84917	PUTERI AUR
TRANSFUEL 10	9058880	ARSENAL
TRANSFUEL 7	83497	SEA TREASURE

Colonel Ziyad says “if I own any ship, that ship is located in a Malaysian dock”. Green Box lawyer Mr. Hassan Falah informed the police that from the 5 tankers Green Box purchased from Asia Pacific 3 tankers were brought to the Maldives and 2 tankers were left in Malaysia. “These 2 tankers were also registered at the Maldives Transport Authority as Green Box owned” Mr. Falah said, adding that *Transfuel 10* was formerly known as *Arsenal*.

Given that 3 tankers owned by Green Box were on Fiji’s fraudulent ship list, and given that both Colonel Ziyad and Mr. Falah confessed that two ships of theirs (*Transfuel 10* formerly *Arsenal*

<sup>13</sup> Criminal Court, *State v Fahumee* (399/Cr-C/2018), Folio No. 128.

<sup>14</sup> Maldives Transport Authority, *REPORT OF VESSEL XIN YUAN 18*; Report Number: (11)202-M/202/2018/2; 19 March 2018 (Hereafter “*Xin Yuan 18 Report*”), p.4.

<sup>15</sup> Maritime Safety Authority of Fiji, Letter Number: MS 5(R) 01, 28 September 2017 addressed to the International Maritime Organisation.



Our ref: MS 5(R) 01

28<sup>th</sup> September 2017

(By email: [fkennedy@imo.org](mailto:fkennedy@imo.org))

The Director Legal Affairs and External Relations Division  
International Maritime Organisation  
4 Albert Embankment  
London SE1 7SR

Dear Mr. Frederick Kenney

**RE: REPORT ON SHIP FRAUDULENTLY FLYING THE FIJI FLAG**

Reference is made to the above subject matter.

I would like to bring to your attention a re-occurring issue that is of grave concern to the Maritime Safety Authority of Fiji (MSAF).

MSAF has received and is still receiving several reports from different countries, port state authorities and news media on foreign ships' fraudulently using Fijian flags claiming to be registered in Fiji and using falsified registration documents.

On that note, MSAF had reported the same to Tokyo MOU and seeking their assistance in notifying all Tokyo MOU members of the issue (*please see Annexures*).

Please be advised that the said ships are not registered with Fiji/MSAF and therefore as far as MSAF is concerned, the ships' documentations are falsified. In addition, please note that Fiji does not have any registered ships operating in international waters and maintains a closed Registry.

MSAF would like to request that this information be disseminated to all member States.

Submitted for your information and necessary actions.

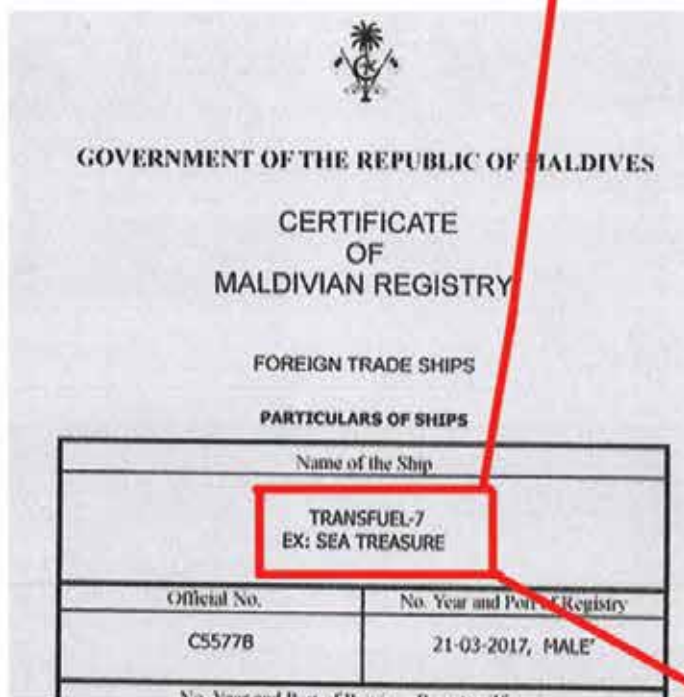
Yours sincerely

A handwritten signature in black ink, appearing to read 'John V. Tunidau', is written over a circular stamp. The signature is fluid and cursive.

JOHN V TUNIDAU  
CHIEF EXECUTIVE OFFICER

# Registry of "Transfuel 7"

# Fiji List



Document proving former "Sea Treasure" is now renamed as Transfuel 7

47	Seven Angel	85152
48	Great Pioneer	8654730
49	Manfaa	85015
50	Cahaya Sampoerna	85017
51	TB Lancar Jaya	85012
52	Glory Hope 1	8671611
53	Puteri Aur	84917
54	Oji	84985
55	MT Rizky Marine	7701768
56	TB Propus	85005
57	The Fuel 7	880404
58	N Intan	84935
59	Ovary 7	84932
60	Ria	84944
61	Arsenal	9058880
62	MT Soo Young 1	8510075
63	Rose Angel	84912
64	Alena Rose	9029241
65	Lokong	84781
66	Chang Xin 88	8661032
67	Zai Zhou 1	8664149
68	Zhi Kun 6	8660909
69	C Drake	84793
70	Mazu	84794
71	Star Angel	87001
72	Zhong Hai 18	8773524
73	Tong De	8696673
74	Blue Sea Jet	84924
75	Super Petro 2	85027
76	Jlan Fu	8306890
77	Thousand Sunny	8817681
78	MT Jaya Fujim	83751
79	DMS 8	85077
80	Sea Treasure	83497
81	Zhai Hui	9095412
82	FV Teapalmy	8313192
83	Chun Yang 8	8661290
84	Shun Yang	8749262
85	Jessica	8651221
86	Dolphin 26	8513338



and *Transfuel 7* formerly *Sea Treasure*) were docked in Malaysia, it is a matter of great concern that the Maldivian authorities failed to take action against Green Box.

## 5. Misuse of MTA Stamps

Green Box’s lawyer, Mr. Hassan Falah informed the police that in the course of having discussions with Mr. Fahumee, he informed him that he was the authorized person from MTA to issue Flag Ship Authority and that in his apartment in Malaysia he had in his possession all the Maldivian stamps necessary for the issuance.

Mr. Shareef told the police “in a trip I went to Singapore, I met Abdulla Fahumee and talked to him. Having visited the office Fahumee was working, in the course of meeting Asia Pacific company owner Mr. Michael, I glimpse a part of a document on Fahumee’s desk, on Maldives Transport Authority letterhead, the title of which said in English: “Flag of Convenience” and below that it said: “This is to certify that Abdulla Fahumee...”.

Mr. Fahumee says in the transactions involving the misuse of MTA stamps the following were involved: (1) Colonel Ziyad; (2) MTA Chairman Mr. Mahudhee Imad; (3) Mr. Abdul Rasheed Nafiz, Deputy Minister, Ministry of Economic Development and (4) MTA surveyor Mr. Abdul Nasir Mohamed.

The Intelligence Report says “we noticed the Transport Authority was careless in its communication with IMO. In so doing, it delayed significantly, to update Point of Contact (PoC) information to IMO. This meant it was possible that the IMO accepted as PoCs those who were not currently working in Maldives maritime administration”. The Report names five individuals as officially prescribed PoCs when the *Xin Yuan 18* incident occurred:

1. Mr. Abdul Rasheed Nafiz (former chairman of Transport Authority)
2. Mr. Ibrahim Yasir (Transport Authority)
3. Mr. Abdul Nasir Mohamed (Transport Authority)
4. Mr Ahmed Rasheed (Maldives Ports Authority)
5. Colonel Mohamed Ibrahim (Maldives National Defence Force)<sup>16</sup>

The element of great concern here is the fact that two of the four people Mr. Fahumee accused are mentioned in the Intelligence Report list.

## 6. Misuse of Mr. Nafiz’s Email

The Intelligence Report says “under the heading of UPDATING THE CALL SIGN OF XIN YUAN 18 AND OCEAN PURPOSE, the email [email address [naafizrasheed@gmail.com](mailto:naafizrasheed@gmail.com)] was sent on the name of former Transport Authority Chairman Abdul Rasheed Nafiz. On 1 February 2017, he was transferred from this post to the post of Deputy Minister of the Ministry of Economic Development. *However, when this incident occurred he was still listed as point of contact as facilitator in the IMO database. It is noted this email did not name Mr Nafiz’s job position, nor did the IMO database mention it*”<sup>17</sup>.

MTA’s own report on the incident says “It is evident that a mail was sent to IHS requesting GISIS hosting, under the name of a Transport Authority official Abdul Rasheed Nafiz (former chairman

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<sup>16</sup> *Intelligence Report, p.6 of the original.*

<sup>17</sup> *Intelligence Report, p.9 of the original.*

of the Authority) from the email [naafizrasheed@gmail.com](mailto:naafizrasheed@gmail.com) on 4 December 2017, having attached a forged certificate to it. This email id is not the mail used by the Transport Authority. Also, the submitted registry is not on the format used by the Authority"<sup>18</sup>.

But Mr. Nafiz's own statement to the police says "I did not know that when I worked at the Maldives Transport Authority, my name was mentioned as its senior-most official in the International Maritime Organisation website. The email address allocated to me when I worked at the Transport Authority was [nafiz@transport.gov.mv](mailto:nafiz@transport.gov.mv). While I was chairman of Maldives Transport Authority, I never communicated with the International Maritime Organisation through email"<sup>19</sup>.

Despite these denials by Mr. Nafiz, the Intelligence Report says "According to information we have received, out of the 173 countries registered in the IMO, some countries use commercial email addresses such as Gmail instead of government domain mail addresses, to communicate with the IMO. Therefore, given it is difficult to verify false information mailed by false email addresses, it is possible that such information was accepted by IMO". The Report also says "*It is assumed the perpetrator made use of the loophole created by the fact that IMO accepts email communications between concerned authorities of some countries and the IMO through commercial emails instead of official accounts*"<sup>20</sup>.

## **7. "Green Box" Failure to Declare Full Amount of Imported Fuel**

The Intelligence Report says "Maldives Customs show no record on the aforementioned ship [*Xin Yuan 18*], no was there any record of any of the aforementioned vessel names having called to the Maldives"<sup>21</sup>. However *Transfuel* ships are still undertaking fuel business in the Maldives, supplying fuel from abroad. In so doing, in 2017, Green Box's *Transfuel 9* (formerly *Samarai*) loaded 1300 tons of oil from abroad but only declared 600 tons to Maldives Customs. In July 2017, *Transfuel 11* (formerly *Puteri Aur*) loaded 400 tons of oil but only declared 100 tons to Maldives Customs.

**The question broached is whether the undeclared fuel ended up in North Korea?**

## **8. Conclusion**

In the light of the aforementioned facts, it is incumbent upon President Yameen and Green Box owners to be accountable to the following broad questions:

1. Why did President Yameen pressure Bank of Maldives (BML) to approve Green Box loan application to purchase 5 tankers?
2. When BML refused to grant the loans, who funded the purchase?
3. Whether the real owners of Green Box are President Yameen and his brother Alqeen Abdul Qayyoom?
4. Did President Yameen have an informal understanding to sell, fraudulently made vessel registries, call signs and MMSI numbers illegally?

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<sup>18</sup> *Xin Yuan 18 Report*, p.2.

<sup>19</sup> Criminal Court, *State v Fahumee* (399/Cr-C/2018), Folio No. 133.

<sup>20</sup> *Intelligence Report*, p.6 of the original.

<sup>21</sup> *Intelligence Report*, p.6 of the original.

TRANSLATION

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5. Did President Yameen or Colonel Ziyad know MTA stamps were being fraudulently used in Singapore?
6. Did any of the fuel loaded to Green Box tankers from abroad, to supply Maldives, fail to turn up in Maldives?

Apart from the 6 questions above, many other questions abound. The Intelligence Report says the "fact that a Maldivian flagged vessel violated United Nations Security Council sanctions against North Korea is an issue of concern", adding "notwithstanding that this is the first incident of this kind encountered by Maldives, it is possible more incidents may occur in the future"<sup>22</sup>.

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<sup>22</sup> *Intelligence Report, p.12 of the original.*

## **Appendix 1: Intelligence Report Translation**

**CONFIDENTIAL**  
**Defence Intelligence Service**  
Maldives National Defence Force  
Malè, Maldives

Number: ED22-2018-001

Date: 15 March 2018

### **Violation of Sanctions Imposed on North Korea by Maldivian Flagged *Xin Yuan 18***

*This report is prepared for Maldives Police Service use. Any information included in this report may be shared with any other party after having discussed and obtained permission from the Defence Intelligence Service.*

#### **1. Introduction**

From information obtained it is known that *Xin Yuan 18* is a ship that committed identity fraud and violated international law. This ship is suspected of having taken part in transactions that violated the sanctions imposed by the UN Security Council on North Korea. The MMSI number used on the ship was that of a Maldivian fishing vessel. It is suspected that Maldivian national Abdulla Fahumee (ID Card Number A007294) was involved in the identity fraud committed in relation to this ship. The ship's operating company appears to be a shell company. Furthermore, it is believed that the Maldivian flag was illegally used in this ship in order to make allusions that Maldives violated UNSC resolutions and continued to engage with North Korea. Such allusions that suggest relations exist between Maldives and North Korea would undermine the Government's credibility among Maldivians. Given that foreign interference against the Government has intensified currently, because of what unfolded after the Supreme Court issued its Court Order on 1 February 2018, this incident is likely to put the country into more diplomatic pressure.

According to a statement issued by the Japanese Foreign Ministry on 24 February 2018, at 0000 on February 24, 2018, a P-3C aircraft of Japan Maritime Self-Defense Force found that *Chon Ma San*, North Korean-flagged tanker (I.M.O number 8660313), lying alongside *Xin Yuan 18*, Maldivian-flagged tanker, on international waters. Judging from the actions of the two vessels, both vessels could have been engaged in ship-to-ship transfers banned by UNSCR, the statement said; adding that on February 23, 2018, the US Treasury Department designated *Chon Ma San* as a vessel of sanction target against North Korea. Following this statement, the Maldivian authorities said *Xin Yuan 18* was not registered in Maldives and that Maldives did not allow flag of convenience to foreign-owned vessels to operate outside Maldivian waters.

#### **2. Vessel Details**

Name of Vessel: XIN YUAN 18  
MMSI Number: 455910000 (A.I.S), 455123170 (GISIS Record)  
Call Sign: 8QQ2238  
IMO Number: 8126082  
Flag (A.I.S): Maldives  
Type of Ship: Oil Tanker  
Length/Width: 77m/23m



## TRANSLATION

*Demand to Disclose Connection Between "Green Box" Oil Tankers and President Yameen – 27 August 2018*

When Built: 1982

Last Port Entered: Kaohsiung, Taiwan

It is known the vessel was purchased by HA FA TRADE INTERNATIONALS of Hong Kong on November 2017. From then on, having changed its name from the previous name to *Xin Yuan 18*, it is known that the vessel was carrying the flag of the Pacific island of Nieuve. In January 2018 the vessel was leased to LONG LINE INTERNATIONAL SHIPPING MANAGEMENT CO LTD of Hong Kong. According to AIS, the vessel sailed under the Nieuve flag up to 10 January 2018. It first appeared as Maldives flagged on 12 January 2018. On these occasions, according to AIS, the vessel location was near Kaohsiung, Taiwan.

It is believed the vessel was used in Indonesia as *Victory 1* and *Victory Premier*. It was Nieuve flagged in order to distort the vessel's history. According to the IMO's GISIS database, the vessel's name changed a number of times, as detailed below:

1. Xin Yuan 18 (from November 2018)
2. Victory Premier (from 1999)
3. Victory 1 (from September 1995)
4. Botany Triad (from March 1991)
5. In Ma (from April 1990)
6. Botany Triad (first name, from 1982)

According to the GISIS database, the vessel's flag changed as follows:

1. Maldives (from December 2017)
2. Nieuve (from November 2017)
3. Indonesia (from November 1998)
4. Panama (from March 1982)
5. Myanmar (from April 1990)
6. Panama (from March 1982) [sic.]

Between 2014 and 2017 the vessel mainly sailed in the Malacca Strait area. However, it is noted that in August 2017 it sailed away from that area. The last time the vessel was located under the name of *Victory Premier* was in the Chinese Baima River on 6 October 2017 heading towards the Chinese port of Fuan, most likely to sell the ship.

The vessel's Call Sign is 8QQ2238, duly issued to a Maldivian vessel named *Kanduvaali* registered under the name of Ahmed Moosa, Naares, Gdh.Madaveli. This Call Sign and its corresponding MMSI number 455123170 was issued on 24 October 2016.

It is believed *Xin Yuan 18* conducted identity fraud activities. According to the report of a maritime analytic company called Windward, such vessels frequently transmit false AIS data, different MMSI numbers and fake IMO numbers. Such occurrences have been identified in relation to *Xin Yuan 18*. In so doing, the last AIS data transmitted by the vessel lacked an IMO number. Furthermore, the vessel transmitted different Call Sign and MMSI numbers on many different occasions.

It is believed the vessel transmitted AIS when it entered and left the port of Kaohsiung. Because, where the transmissions did not comply with port authority regulations, there was a chance the vessel might not be allowed to leave. The vessel was loaded by Taiwan's UNI-FRIEGHT

LOGISTICS. The company trades fuel and gas between the US and Asia and between Asia and Europe.

### **3. Administrative Issues**

#### **3.1 Vessel Registration**

Registration of Maldivian vessels is undertaken by the Transport Authority of Maldives which is under the Economic Ministry. Where a foreign-vessel wished to be registered in the Maldives, M16 form is required to be filled. Furthermore, all documents related to the vessel's sale and purchase, non-encumbrance certificate and the owner company's certificate is required. Where the owner is a foreigner, copy of his passport is required. Where the vessel was previously registered abroad, certificate of cancellation of former registry must also be submitted. The Transport Authority of the Maldives has the discretion to issue a six-month provisional registration certificate, where all documents related to the vessel's sale and purchase were submitted, save the certificate of former registry cancellation. Maldivian registry is not issued to any ship running an operation in the Maldives [sic.].

#### **3.2 Updating IMO Database**

Having got registered in the Maldives, the ship owner must send all documents to the International Maritime Organisation to be included in the GISIS database. It is the ship owner who must apply for an IMO number. However, in order to determine the amount of annual fee to be paid to IMO, information on all ships operating in Maldives must be sent to them by the Transport Authority. It is possible this information is used to authenticate the information that appear on GISIS. According to information we have received, out of the 173 countries registered in the IMO, some countries use commercial email addresses such as Gmail instead of government domain mail addresses, to communicate with the IMO. Therefore, given it is difficult to verify false information mailed by false email addresses, it is possible that such information was accepted by IMO. Also, we noticed the Transport Authority was careless in its communication with IMO. In so doing, it delayed significantly, to update Point of Contact (PoC) information to IMO. This meant it was possible that the IMO accepted as PoCs those who were not currently working in Maldives maritime administration. According to GISIS database, the following were officially prescribed PoCs when the incident occurred.

6. Abdul Rasheed Nafiz (former chairman of Transport Authority) for facilitation purposes, assigned from 23 October 2014.
7. Ibrahim Yasir (Transport Authority) for ship inspection and for investigation of injured persons, assigned from 30 June 2011.
8. Abdul Nasir Mohamed (Transport Authority) for ship inspection and for investigation of injured persons, assigned from 30 June 2011.
9. Ahmed Rasheed (Maldives Ports Authority) to report emergencies, assigned from 30 June 2011.
10. Colonel Mohamed Ibrahim (Maldives National Defence Force) to report emergencies, assigned from 30 June 2011.
11. Abdul Nasir Mohamed (Transport Authority) to report emergencies, assigned from 30 June 2011.
12. Ibrahim Yasir (Transport Authority) to report emergencies, assigned from 30 June 2011.

### **3.3 Issuing Maldivian MMSI Numbers**

Call Sign and MMSI numbers correspond to the flag carried by the vessel. Call Signs beginning with 8Q and those having 8QXX or 8QXXXXX format are Maldivian Call Signs. Also MMSI numbers starting with 455 or 455XXXXX format are Maldivian. Mandate to issue Maldivian Call Signs and MMSI is vested in Maldives Communication Authority. When applying for a Call Sign or MMSI, Transport Authority issued vessel registry certificate must be submitted.

### **3.4 Maldives Customs Records**

Maldives Customs show no record on the aforementioned ship, nor was there any record of any of the aforementioned vessel names having called to the Maldives.

## **4. Related Information**

A vessel named *Prosperity* was also under the care of Long Line International Shipping Management Co Ltd. Its IMO number is 9081265. This vessel, which formally flagged Sierra Leone, also used Maldives flag after 15 January 2018. The vessel used Call Sign (8QJW) of Maldives oil tanker *Transfuel 11*. Owner of *Transfuel 11* is Green Box Private Limited headed under the managing directorship of Colonel Mohamed Ziyad (retired) (ID A041542). When we look at *Prosperity's* history, it sailed with the flag of Panama under the name of *Lito*, and before that was Malaysian flagged under the name of *MT Bunga Kemiri*. Owner of *Prosperity* is a company called Prospera Marine International.

Having obtained information on vessels with similar issues, it is noted a Taiwanese ship named *Ocean Porpoise* (No. 9113109) used the Maldivian flag from October 2017. The ship used Call Sign 8QH2316 and MMSI 455147850 belonging to a Maldivian fishing dhoni named *Hedheykuri*.

## **5. Findings**

It is known that the registration documents of *Xin Yuan 18* were signed by a person named Fahumee Abdulla. Also noted is the fact that registration documents of the vessel named *Ocean Porpoise* were signed by a person having the same name. These registries are not similar to those issued by the Maldives Transport Authority. Having stamped Transport Authority stamp on these two registries, they were mailed to IHS Maritime Ships in Service on 5 February 2018 from the email address [naafizrasheed@gmail.com](mailto:naafizrasheed@gmail.com). It was the day the State of Emergency was declared in the Maldives. Under the heading of UPDATING THE CALL SIGN OF XIN YUAN 18 AND OCEAN PURPOISE, the email was sent on the name of former Transport Authority Chairman Abdul Rasheed Nafiz (A045968). On 1 February 2017, he was transferred from this post to the post of Deputy Minister of the Ministry of Economic Development. However, when his incident occurred he was still listed as point of contact as facilitator in the IMO database. It is noted this email did not name Mr Nafiz's job position, nor did the IMO database mention it.

It is assumed that the registries' signatory Fahumee Abdulla, signed in the name of the Registrar of Maldives Ships at the Port of Singapore is Abdulla Fahumee of Arinagaage, Gdh.Madaveli (A007294). Politically he is registered as an MDP member.

It is known that Fahumee previously worked, along with Colonel Mohamed Ziyad (retired), for a Singaporean national named Michael who provided oil tankers to Maldivian parties. It is believed

this Michael is the director of a Singaporean company named Asia Pacific Shipping Pte Ltd, Michael Tan.

On 28 July 2017 Michael Tan issued a termination notice of Abdulla Fahumee to Asia Pacific company customers and concerned parties. The notice said it had come to the attention of Asia Pacific Shipping that Mr Abdulla Fahumee was making unlawful transactions on behalf of Asia Shipping and frequently cheated the company. The notice requested customers to look through their own account statements and see if there were any unauthorized trading activities. The notice said the company had identified these fraudulent acts and were in touch with the owners of the affected accounts (copy of notice attached to the appendix).

Furthermore, in January 2018, Fahumee visited the Communication Authority of Maldives and requested for the acquisition of Call Signs and MMSI numbers for a Singaporean company. Fahumee visited the Authority with GLOBAL MARINE PTE LTD director on 4 January 2018. After this visit a letter was sent to the Communication Authority on 7 January 2018, signed by the company's director (copy of letter attached to the appendix). The Communication Authority declined the request in writing. Given that there is scarcely any information about Global Marine online, and for other reasons, it is suspected of being a shell company.

It is believed a relationship between Former MNDF Colonel Mohamed Ziyad (retired) and Fahumee was formed during Ziyad's deals with Asia Pacific Shipping to purchase oil tankers. That was when Fahumee worked as the company's sales representative.

## 6. Analysis

It is assumed Xin Yuan 18 was Maldivian flagged as a result of Fahumee's forged documents. Also, it is assumed that Fahumee, having obtained Abdul Rasheed Nafiz's information from the IMO database, created an email account on his name and communicated with IMO through it. However, this assumption can only be certain once information in relation to the account is obtained from Google.

It is assumed the perpetrator made use of the loophole created by the fact that IMO accepts email communications between concerned authorities of some countries and the IMO through commercial emails instead of official accounts. It is also noted that forged documents purporting to show that this vessel was registered in Maldives was sent to IMO three days before the ship departed from its port of call, on 5 February 2018, to sail to the rendezvous location with the North Korean ship. It is assumed this was done because port authorities oblige ships calling and leaving port to transmit AIS signal. Furthermore, it is significantly remarkable that this registry was sent on the same day the State of Emergency was declared in the Maldives.

It is suspected that a Hong Kong company, with the assistance of a Maldivian, caused one of its ships to fly the Maldivian flag. This is because, having violated UN sanctions against North Korea, they wanted to cover up the name and owner of the ship. Therefore, because the AIS was only transmitted when the ship entered and left the Taiwanese port of Kaohsiung and because transmission data was inconsistent, it is highly suspected that attempts were made to distort the vessel's identity.



## **7. Conclusion**

Apart from committing identity fraud, it is suspected that *Xin Yuan 18*, having used the Maldivian flag, was involved in illegal transactions that violated United Nations Security Council sanctions against North Korea. Also it is suspected that the ship's owner Long Line International is a shell company. The fact that a Maldivian flagged vessel violated United Nations Security Council sanctions against North Korea is an issue of concern. Given that the issue could be used by some countries to exert foreign pressure against the Maldives, in the aftermath of Supreme Court Order of 1<sup>st</sup> February. Notwithstanding that this is the first incident of this kind encountered by Maldives, it is possible more incidents may occur in the future.

