GLOBAL EVALUATION OF FISHERIES MONITORING CONTROL AND SURVEILLANCE – ASSESSING RISK BASED SOLUTIONS: A BASELINE ANALYSIS OF MARITIME ENFORCEMENT IN 84 COUNTRIES

ANGOLA – COUNTRY REPORT

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IUU RISK INTELLIGENCE

Policy Report - Volume 1 Number 2

MAY 2023

SUMMARY

*This evaluation of Fisheries Monitoring Control and Surveillance report for **Angola** is one of 84 such country evaluations that covers nations landing 92% of world's fish catch. Using a wide range of interviews and in-country consultations with both military and civilian agencies, the report exemplifies the best attempt by the author(s) at evaluation of MCS compliance using 12 questions derived from international fisheries laws. The twelve questions are divided into two evaluation fields, (MCS Infrastructure and Inspections). Complete details of the methods and results of this global evaluation would be published shortly through IUU Risk Intelligence website.*

Over a five-year period, this global assessment has been subjected to several cross-checks from both regional and global MCS experts familiar with compliance aspects in the country concerned. Uncertainty in assigning each score is depicted explicitly through score range. However, the author(s) are aware that gaps may remain for some aspects. The lead author remains open at any time to comments, and revisions will be made upon submission of evidence where necessary. Throughout the report, extreme precaution has been taken to maintain confidentiality of individuals who were willing to share information but expressed an inclination to remain anonymous out of concern for their job security, and information from such sources was cited as 'anonymous' throughout the report.

Suggested citation:

Pramod, G. (2023) Angola – Country Report, 12 pages, In: Policing the Open Seas: Global Assessment of Fisheries Monitoring Control and Surveillance – Assessing Risk-Based Solutions: A baseline analysis of maritime enforcement in 84 countries, IUU Risk Intelligence - Policy Report Vol. 1, No. 2, Canada, 1051 pages.

https://iuuriskintelligence.com

ANGOLA – COUNTRY REPORT

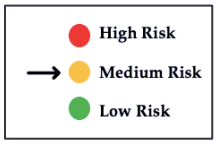
FAO landings (2022)[1]: 469,336 tonnes
Fisheries contribution to GDP (2012): 1.7%
Law of the Sea (Ratification /Accession)[2]: 5th December 1990
Coastline: 1650 km
RFMO Membership: ICCAT, SEAFO
Patrolling agencies: Angola Navy, Ministry of Fisheries, Polícia Fiscal
Listed as Least Developed Country (LDC) by United Nations (2021): Yes
IUU Fishing Penalties score (2012): Low Penalties (Risk Rating: Red – High Risk)
Corruption Perception Index score (2022): 33 (Risk Rating: Red – High Risk)
Flag state compliance score (2021): Excellent (Low Risk)
Fisheries-MCS Index score (2021): Risk Rating – Moderate risk (0.536)
Species targeted by illegal fishing vessels: Horse mackerel, sardines, hake, shrimp (small pelagic & benthic finfishes nei)

Rank	Priority for maritime security tasks
1.	Protection of Oil installations
2.	Fuel smuggling & Illegal Immigration
3.	Illegal Fishing

[1] *Global Marine Capture Fisheries Production, FAO - Fisheries and Aquaculture Information and Statistics Service, https://www.fao.org/fishery/statistics-query/en/capture/capture_quantity (Assessed on Nov 21, 2024).*
[2] *UNCLOS (The United Nations Convention on the Law of the Sea of 10 December 1982), Chronological lists of ratifications of, accessions and successions to the Convention and the related Agreements as at 23 January 2013, UN Division for Ocean Affairs and the Law of the Sea.*

SECTION 1: MCS INFRASTRUCTURE

1. **Does the country have adequate surveillance infrastructure (maritime patrol aircraft, inshore and offshore patrol vessels) to effectively patrol fisheries resources within its EEZ?**



Score: 5

Score Range: 4-7

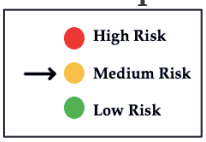
Angolan Navy (*Marinha de Guerra Angolana* or MGA) and Polícia Fiscal have moderate capability for effective fisheries surveillance in some jurisdictions (Jane 2011; Anon 2012c; Blade 2017; Military Balance 2023; Munguengue 2018; Tchindele 2019; Vrey and Blaine 2020). In 1980, Angola acquired limited coastal patrolling capability through "*Protector* 1" (57 metres length and max. speed of 18 knots). In 1995, the Ministry of Fisheries acquired three more patrol vessels (20 metres) with a capability of staying for 5-6 days at sea. The country has also acquired seven FRP vessels (7 metres) for patrolling within territorial waters (Azevedo 2008). National Service of Fisheries Control acquired ten new patrol boats 30-47 metres long (worth US$ 62 million) capable of carrying 20 crew on each vessel (Anon 2010). Ministry of Fisheries has also procured two new 62-metre-long patrolling ships (*FISV Ngola Kiluange; Nzinga Mbande*) that will be operated by the National Fisheries Inspection Service (Anon 2012a; Minpescas 2014). Angola Navy has a total of 24 patrol vessels (*2 offshore patrol vessels - Ngola Kiluange with 1 helicopter landing platform (Ministry of Fisheries); 5 Rei Bula Matadi (Ministry of Fisheries) coastal patrol craft; 8 fast patrol boats (FPB); 9 PVC-170 patrol boats including 4 Mandume type and 5 Comandante Imperial Santana (Ministry of Fisheries)* (Military Balance 2023).

In January 2024, Angolan President inaugurated the National Maritime Surveillance Centre (*Nacional de Vigilancia Maritima*) budgeted at around US$ 70 million that will act as "eyes" of the Angolan Navy, providing information on fishing vessels, illegal fishing, Merchant Navy ships and other vessels that sail in national waters. The Maritime Coordination and Surveillance Center will play a strategic role in the protection of Angolan territorial waters and will contribute to the country's maritime security, in coordination with other centers (ANGOP 2024a). In addition, Angola has seven regional Fishery Monitoring Stations in Dande, Luanda, Benguela, Namibe, Zaire, Cabinda and Cuanza Sul to track fishing vessels (Anon 2016). The regional centres are equipped with VMS tracking equipment and radio system to communicate and warn fishing vessels entering prohibited areas.

Most of the patrol vessels mentioned above are confined to docks due to maintenance, lack of trained officers and low fuel allocation. Angolan at-sea presence for fisheries control is not proportionate to the annual MCS benchmarks. Protection of oil installations and other maritime crimes receive more priority than boarding fishing vessels at sea (Anon, *pers.comm.*, 2016).

2. Does the country have adequate trained officers to conduct MCS operations?

Score: 4.5
Score Range: 3-5



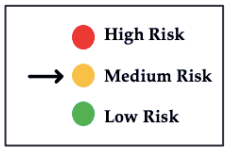
Serviço Nac. Fiscalização has 117 officers of whom 80 inspectors are deployed in the marine fisheries and seven observers in coastal fisheries. See Tchindele (2019); Anon (2018a); Codia (2018); SNFPA (2016); Njock *et al.*, (2014) reports for more information.

Several provinces, including Cabinda, Namibe, and Benguela, have reported a shortage of inspectors (*for example, the Benguela region requires at least 150 inspectors but only has 25*) (ANGOP 2023; ANGOP 2020; Upale 2021).

In the past, MCS operations in offshore waters were conducted through joint operations in coordination with SADC patrol vessels. The Directorate of Surveillance unit of the Ministry of Fisheries employs 429 persons, which includes supervisors and crew of surveillance vessels (Duarte 2005).

3. Does the country have adequate management plans to monitor their fishing vessels on the high seas?

Score: 5
Score Range: 4-7

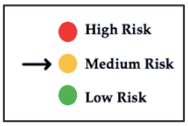


Effective to a limited extent. Angola is a signatory to the FAO Compliance Agreement and member of two Regional Fishery Management Organisations. Further, at present Angola appears to have limited problem for this aspect, as Angolan flagged vessels are not reported to operate on the high seas. Articles 118 and 123 of the *Law 6-A/04* require Angolan flagged vessels to be licensed for fishing on the high seas and transshipments at sea are banned in the absence of an observer. See Tchindele (2019) report for more information.

Angola flagged vessels operating beyond coastal waters are not mandated to take any authorizations. The Navy conducts a few offshore patrols every year to curtail illegal bunkering and other maritime crimes that occur well within the EEZ (Anon, *pers.comm.*, 2016).

4. **What proportion of fishing vessels is equipped with vessel monitoring system (VMS) to monitor their movements on a continuous basis?**

Score: 5
Score Range: 3-5



Efficacy of the VMS technology remains doubtful as the system has been on and off for several years under different governments (Anon, *pers.comm*., 2016).

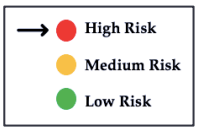
"…very limited number of functional 'blue boxes' i.e. vessel monitoring systems, on board the IF and SIF fleets (28 functional for about 260 vessels); and difficulty in monitoring artisanal fisheries (since they are dispersed over 1650 km of coastline)". "With regard to satellite control, the Act (LRBA - The Law on Aquatic Biological Resources n.o 6-A/04 of 8 October 2004) obliges all IF and SIF vessels to be equipped with the electronic vessel monitoring system (MONICAP), which allows for the periodic determination of their location. Thus, the presence of a 'blue box' is mandatory, but only 61 vessels are currently equipped, of which 28 are functional. It is up to the Angolan authorities to finance such equipment, which represents a constraint in terms of budget and therefore a huge limitation in terms of the roll out and efficiency of the system" (European Commission 2023).

The new fisheries law makes it mandatory for all fishing vessels above 15 metres (irrespective of flag state) operating within its EEZ to be equipped with the Vessel Monitoring System. Fishing vessels operating in Angolan EEZ & SEAFO waters are equipped with VMS transponders. The Fisheries Ministry has also upgraded the technical equipment and created 7 regional monitoring centres to receive information on fishing vessels operating along the entire coast (Azevedo 2008). Recent inaugaration of MONICAP, with a land-based control centre, a mobile unit and communication system would help in continuous monitoring of fishing vessels (Anon 2012b). Limitations to efficacy of VMS remain as some past sources such as SADC (2005) stating that VMS centre was not used effectively to guide maritime and aerial patrols in the Angolan EEZ.

340 industrial fishing vessels operating in Angolan EEZ. 200 of these commercial vessels are equipped with VMS transponders. There are several semi-industrial fishing vessels longer than 15 m, of which around 60 vessels have been mounted with blue boxes. However, the system's effectiveness is undermined by cases of tampering and VMS devices switched off to fish in closed areas (Anon *pers.comm*., 2014).

5. **What percentage of fishing vessels (>20 m OAL) is monitored through onboard observers at sea (for major commercial fish stocks)?**

Score: 2
Score Range: 2-5

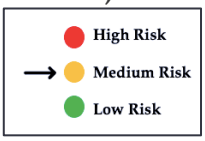


Data deficient - More recent data is lacking. Shortage of trained observers in tuna fisheries (ICCAT 2024). According to SADC (2005), 48 personnel are working as fisheries observers and inspectors at DIF Inspectorate in Luanda, which has two fishing ports. Observer coverage is reported in the tuna fishing vessels operating under ICCAT. Observers "*do not have a surveillance role, are unpaid and do not receive any special government security protection. They communicate infringements and hand over evidence to surveillance officers*" (AU 2016).

SECTION 2: INSPECTIONS

6. **How often fishing vessels are inspected at sea (Identification by sight and boarding for inspections)?**

Score: 4.5
Score Range: 3-5



Gaps in monitoring foreign flagged trawlers is reported (Angolan Times 2022).

"*The monitoring, control and surveillance system focusses on four main areas: i) inspection of landings, ii) inspectors on board industrial fishing (IF) vessels and semi-industrial fishing (SIF) vessels, iii) control of the movement of vessels with length overall (LOA) above 15 m by satellite (MONICAP system), iv) surveillance at sea with dedicated inspection vessels, under the responsibility of the National Inspection Service for Fisheries and Aquaculture (SNFPA). The SNFPA is equipped with 3 patrol vessels (one 30 m long and two 19 m long) and coastal boats, and operates in collaboration with two additional Navy vessels. With limited capacities (it only has 28 fisheries observers), it gives priority during inspections to the most problematic/vulnerable fisheries, i.e. small pelagics and demersal species and the vessels fishing for them. The major risks identified by the SNFPA in terms of IUU fishing are: fishing in excess of authorised quotas (industrial vessels and illegal unregulated and unreported (IUU) vessels transshipping fish to artisanal fishing vessels); failure to respect minimum species and mesh sizes*" (European Commission 2023).

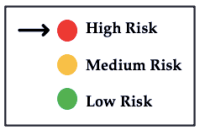
Sea-based patrols are well short of projected targets due to lack of operational funding for fisheries enforcement. Fishing vessels are boarded few times each year mostly on route to offshore oil facilities. Chinese trawlers and DRC fishing boats fish illegally near oil installations compelling more naval patrols in

northern coastal provinces. Old navy vessels currently lack the capacity for regular offshore patrols. Foreign trawlers also fish illegally and escape into neighboring countries when naval vessels confront them at sea (Anon, *pers. comm*., 2016).

In 2016, a total of 253 checks were reported: 55 industrial vessels were inspected of which only 10 had "serious infringements" which included two Russian vessels, 5 Chinese and one Namibian vessel that were caught while fishing in prohibited areas or fishing with prohibited fishing nets (Negroni and Serangali 2019; SNFPA 2016; SNFPA 2017). Between 2012 to 2016, seven Regional Fisheries Inspection Centers were established; one in each coastal province, to strengthen use of MONICAP system and improve SNFPA capabilities along the coast. There are also nine fishing inspection observation posts in coastal provinces and in Cuanza Norte, equipped with land-sea communication means (SSB, VHF and HF). Figures from 2016 registered fleet showed that up to 40% of the small boats (Canoes, Catrongas) in the artisanal sector were unregistered (Jose 2017; Tchindele 2019). See Anon (2015) report for more information.

7. How often fishing vessels are scrutinized through aerial patrols?

Score: 4
Score Range: 2-5

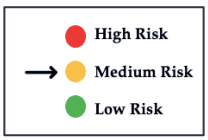


Data deficient - More recent aerial surveillance data is lacking. Four patrols (26 days) were conducted during December 2003 to August 2004 using F406 Surmar aircraft to sight 198 industrial vessels and detect 18 infringements (Giroux and Hosch 2005). First Airbus C295W aircraft of the *Forca Aerea Nacional Angolana* was delivered in July 2024. Angola has two maritime patrol aircraft 1 sqn with one Cessna 500 Citation aircraft and C-212 Aviocar aircraft (Military Balance 2023). In 2019, "*Operação Transparência*" involved five air assets, including three fixed-wing and two rotary-wing aircraft (Anon 2019).

Low priority for fisheries enforcement, but sporadic aerial patrols collect and document maritime security breaches. Navy has records for such data but it is not shared with other agencies (Anon, *pers. comm*., 2016).

8. How often are fishing vessels inspected at landing centers and docks for foreign and domestic vessels (Dockside monitoring)?

Score: 4.5
Score Range: 3-5



Not as comprehensive, as far as can be determined. There are two major fishing ports in the country (Luanda and Tombua). There are 325 industrial and semi-industrial vessels along with over 6500 artisanal fishing vessels (ICCAT 2024). European Commission (2023) report states that "the inspection and control system for industrial landings generally appears to work well for landings in the main industrial ports". According to Tchindele (2019) despite the existence of the MONICAP system, fishing vessels are not regularly inspected at sea, and because most ports lack the capacity to receive fish, industrial and semi-industrial fleets transship catches to other ships at sea.

There are a few fisheries inspectors for checks at ports and given the large volume of fishing vessel traffic that enter and exit ports each month, Government agencies are constrained by time to check legality of catches on only a few vessels. Most problems stem from mixed catches of legal and illegal vessels and seafood caught in closed areas using illegal gears. Although number of unlicensed vessels entering ports has decreased, the same conditions do not apply to vessels disembarking catches in other West African ports or through EU bound cargo with fraudulent landing declaration or instances when catches are illegally transshipped at sea (Anon, *pers.comm.*, 2016).

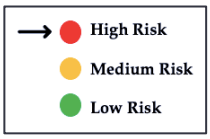
Information from AU (2016); NFDS (2011); Pramod *et al.,* (2008); Pramod and Pitcher (2006) have reported limited dockside inspections at Angolan ports. 48 personnel were working as fisheries observers and inspectors at DIF Inspectorate in Luanda. SADC (2005) report states that Navy, Police and Port authorities were not actively involved in MCS activities in Angola due to lack of technical means/ harmonization within these agencies to perform fisheries related inspections.

PSMA Status: FAO Agreement on Port State Measures to Prevent, Deter and Eliminate Illegal, Unreported and Unregulated Fishing (Signed on November 22, 2009; Ratified on 14 October 2022).

9. Are there adequate plans to monitor catches in coastal areas through coastal patrols (beach patrols, small-scale fishing gear and catch inspections) on a regular basis?

Score: 3.5

Score Range: 2-5



No, only to a limited extent. Angola currently has modest number of inshore patrol vessels for monitoring coastal fisheries (Anon 2015). However, limited information is available on the effectiveness or frequency of fishery patrols. Illegal fishing by trawlers in prohibited area (4-mile inshore artisanal fishing

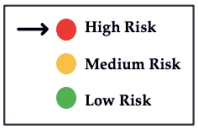
zone), use of explosives (Tchindele 2022) and illegal trawling at night to evade inspections are reported as a persistent issue in most of the coastal provinces in Angola (Luhaco 2022; Liapupula 2021). Several types of violations are reported in the coastal fisheries. See (Bearak and Mooney 2019; Codia 2018; Anon 2018b; Anon 2018c; BCC 2011; Njock *et al.*, 2014; Ojukwu *et al.*, 2013; Potts *et al.*, 2010) reports and Q.8 for more information on this aspect.

Land based inspections are conducted at several landing sites spread along coastal jurisdictions and few cases are prosecuted through courts each year. Frequency of inspections varies month-wise for all seven regional fishery stations. There are reports of illegal fishing in coastal waters daily and officers are stationed at landing beaches to check for these issues but scope of co-operation with fishing communities remains low allowing such practices to prevail in numerous locations. There is a need for more trained officers and land-based patrols to conduct surprise checks. Current finances allow for patrols only a few times each month with certain landing beaches receiving more enforcement due to their proximity to monitoring stations (Anon, *pers.comm.*, 2016).

ANGOP (2023) reports that illegal fishing gear such as banda-banda and rapa are widely used in artisanal fisheries although their use is banned under the law.

10. Are all the catches that are caught in this jurisdiction at sea accounted for (i.e., unreported Trans-shipments at sea)?

Score: 3.5
Score Range: 3-5



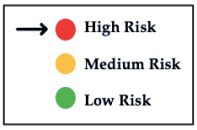
Data deficient – more recent data is lacking. Angolan fishing vessels have also been accused of crossing the northern maritime boundary and fishing illegally at night in Namibian waters before landing their catches in the Democratic Republic of the Congo (Shihepo 2021). Angola does not allow transshipment at sea in tuna fisheries (ICCAT 2024). Data on MCS patrols for the year 2009 suggested that Angolan Navy was taking illegal fish transshipments at sea seriously, with the arrest of three fishing vessels while transshipping at sea. See Codia (2018) report for relevant information on conditions for transshipments in Angolan EEZ. Tchindele (2019) report states that despite the existence of the MONICAP system, fishing vessels are not regularly inspected at sea; and due to the inability of most ports to receive fish; industrial and semi-industrial fleets transship catches to other vessels at sea.

The volume and number of transshipments that are monitored at sea is quite low. Navy boards a few fishing vessels in offshore waters when they encounter transshipments at sea. But, frequency of offshore patrols is minimal due to high fuel and patrolling costs. Number of illegal transshipments can be high with past inspection records certainly revealing a grim picture. VMS position reports are increasingly used to track such violations (Anon, *pers.comm*., 2016).

11. Are vessels required to undergo inspection of equipment and fishing gear for every fishing trip?

Score: 1.5

Score Range: 1-4



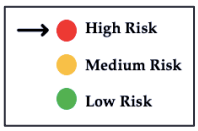
No, existing fisheries policy in the country does not require fishing vessels to be checked for every trip. However, the country has many national laws regulating use of fishing nets such as Order No. 100/09 regulating fishing nets used by commercial vessels; Decreto executivo n. 160/06 of 26 December 2006 provides standards and requirements on fishing nets used by commercial fishing vessels and provides sanctions for non-compliance with provisions set in the Decree. See SNFPA (2016); Codia (2018); Anon (2018b); Anon (2018c) reports for relevant information. Use of illegal fishing gear is widespread (ANGOP 2023).

Currently, fishing net inspections are expected during license renewal and vessel registration for industrial vessels. Fishing gear inspections are also conducted when vessels are boarded at sea; artisanal gears have more problems in this regard as they are not audited for compliance with mesh regulations (Anon, *pers.comm*., 2016).

12. Has the country taken adequate measures to revise and implement national fisheries laws to curtail illegal fishing practices; and does it comply with national and international laws signed?

Score: 3.5

Score Range: 3-5



Effective to a limited extent. The Fisheries Law N.6-A/04 of 8 October 2004 is the main national legislation for fisheries management in Angolan waters. The country recently adopted NPOA on IUU Fishing (*Decreto Presidencial n. 284/14 of 13 October 2014*) approving the Regulation to fight and eliminate illegal fishing (FAO 2014). Angola ratified the UN Port State Measures Agreement (20 July 2022) and the FAO Compliance Agreement (7 March 2006). More information about Angolan fisheries policy and legal instruments can be found in the Nakamura and Amador (2022) document.

According to SNFPA, the fisheries sector has been extensively undermined by illegal fishing, which includes operations such as vessels offloading catches that exceed the authorised load; fishing without authorization or license; fishing in closed areas in the restricted inshore zone; fishing in areas such as perimeters of oil rigs, as well as fishing with VMS devices turned off; and vessels leaving Angolan waters without seeking permission, etc., (SNFPA 2015; Munguengue 2018; Codia 2018; Paulo 2019; ANGOP 2024b).

Angola loses 8 billion kwanzas a year to illegal fishing mostly due to unpaid fines, according to Fisheries Minister Carmen Sacramento dos Santos (Paxe 2024). In 2021, the director of the SNFPA acknowledged that groups of Angolan shipowners (with foreign partners) who offload on the high seas and insist on illegally catching fish in defiance of government regulations posing a significant obstacle to inspection services (Anon 2021). In 2017 alone, SNFPA inspectors detained 58 illegal fishing vessels off the province of Namibe coast despite lack of resources (Anon 2018a). Several irregularities in issuance of licenses to industrial fishing vessels and allegations of corruption within Fisheries Department also came to light back in 2019 (Kapapelo 2019; Gomes 2019). Use of unregistered fishing vessels is reportedly also a big issue in artisanal fisheries - In 2022, in the municipality of Belas alone more than 200 artisanal vessels carried out fishing activities illegally, without making annual license payments amounting to nearly 50,000 kwanzas (ANGOP 2023b).

In 2020, the National Aquaculture Fisheries Inspection Service registered 356 infractions for non-compliance with the Law by different fishing segments (industrial, semi-industrial, recreational, subsistence - Artisanal Fishing sector led with 275 violations (for fishing without a license, unsupervised gear and conflicts between fishermen), followed by Industrial (61 - for invading prohibited areas and omitting to provide data), Semi-Industrial (20 - for fishing of unauthorized species and omission of statistical data) which still represented a reduction of 40 percent in violation incidents, compared to the same period in 2019 (ANGOP 2021).

European Commission (2023) report states that “the major risks identified by the SNFPA in terms of IUU fishing are the following: i) fishing in excess of authorised quotas (IF and IUU vessels illegally transhipping fish to artisanal fishing vessels); and ii) failure to respect minimum sizes (species and mesh). Since artisanal fisheries are spread over 1650 km of coastline, it is difficult to monitor their catches effectively”.

Illegal boat building yards are also reported – Namibe port alone has closed eight illegal boatyards since January 2024 (AMN 2024). Some penalties on illegal fishing vessels have been reported to target industrial trawlers (e.g., seven vessels were held off Tômbwa between August 2018 and January 2019 for unlawful fishing breaches, the majority of which had Chinese crews (Upale 2019). Extent of illegal fishing was quite high during some years with Director of Fisheries Antonio Barradas reporting back in 2019 during "Operação Transparência no Mar" 400 vessels operated in Angolan territorial waters during some years, exceeding the limit number established by the Ministry of Fisheries, which was 230 vessels for catches on the high seas – action was reported subsequently on the violating vessels and companies (Paulo 2019). The provinces of Cabinda and Namibe record higher rates of illegal fishing activity (ANGOP 2024b). In 2023, more than 70 illegal fishing vessels were detained by naval forces (Martins 2023). Angolan fishing vessels have also been detained for alleged illegal fishing in Namibian waters (LUSA 2024).

Refer Negroni and Serangali (2019); Tchindele (2019); Anon (2018a); Codia (2018); Anon (2015); Figueiredo (2013); Ojukwu et al., (2013); Albriktsen *et al*., (2007); du Preez (2009); Pramod and Pitcher (2006) reports for more information.

Flag of Convenience	No	Source: ITF (2015)
Vessels on the RFMO – IUU vessel list	Yes	

RFMO	Year of the assessment	Compliant	Partially compliant	Not Compliant	Source
SEAFO	2023	Yes			SEAFO (2024)
ICCAT	2023	Yes			ICCAT (2024)

***Last updated**: 25 November 2024*

Note:

Bibliography and other notes relevant to this country report including methods, results and discussion for the global evaluation of 84 countries would be released shortly through IUU Risk Intelligence website (https://iuuriskintelligence.com/). (The author can be contacted at prammod@hotmail.com to provide any feedback).

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