Summary of Allegations and Proof they have NO Factual Basis

Allegations from Publications relied on by EU	**Publication**	**Response**	**Evidence**
Suspicious movements of the vessel Taurus could mean it is conducting espionage. Various time periods are concerned: 1. January/April 2016; 2. October 2018; 3. March 2019; 4. April-May 2021; and 5. December 2022 (accused of spying on US nuclear Submarine)	NRK Article - 19 April 2023 EUToday Article - 4 April 2024 (repetition)	In relation to time periods 1-4, **Norebo did not even own the vessel**. It was acquired in November 2021. In relation to 5, **the Taurus was departing Tromsø as per the instructions of the Norwegian port authorities and was steered by a Norwegian port pilot for refuelling**, after being fully inspected by the Norwegian Coast Guard. The Taurus was completely unaware of any US submarine presence, with Colin Wood OBE stating that "*commercial echo-sounders and fish-finding sonars aboard trawlers usually lack the sensitivity and processing to detect a modern submarine's low-level signatures*"	Expert Report of Colin Wood OBE Sworn Witness statements of both Taurus Captains (2) Inspection Reports of Norwegian Coast Guards Satellite tracking data Ship's Log-Book
The Kapitan Sokolov was alleged to have assisted the Chinese tanker, Newnew Polar Bear, in damaging undersea cables in the Belgium EEZ	EUToday Article - 4 April 2024 Belgium News Agency – 4 May 2024 (repetition)	A joint investigation by the Finnish National Bureau of Investigation, Finnish Navy, Finnish Border Guard, and Estonian authorities led to the conclusion that the damage was caused by the Newnew Polar Bear. No allegation made against the Kapitan Sokolov and it was not named by the joint investigation at all. The AIS and satellite data shows that **the Kapitan Sokolov was over 50 nautical miles from the incident when it occurred.**	Expert Report of Colin Wood OBE Statement of the Finnish National Bureau of Investigation Finnish Navy statement Finnish Border Guard statement Estonian authorities statement Satellite tracking data Ship's Log-Book Sworn Witness Statement of Captain of Kapitan Sokolov

The Belomorye was alleged to be in the vicinity of a Chinese tanker that itself was alleged to have undertaken suspicious movements near a Norwegian LNG exploration field.	The Barents Observer – 27 November 2024 The Barents Observer – 31 December 2024 (repetition)	**The AIS and satellite data show the Belomorye as consistently located 97 nautical miles from the LNG at all relevant times.** **The Belomorye was stationary due to a broken rudder and then towed to a safe Fjord for repair**. This is confirmed in the invoice of the Norwegian Company (Holm Agency) that towed the Belomorye and in the repair report.	Expert Report of Colin Wood OBE Satellite tracking data Holm Agency invoices Sworn Witness Statement of Belomorye's Captain Rudder repair report Norwegian Coast Guard inspection reports
It was alleged that the Canopus was conducting espionage by laying off the coast of Vlieland (Netherlands) above two undersea pipelines	Follow The Money (FTM) – 24 December 2024	The satellite data shows the **Canopus was docked in Velsen harbour 20 nautical miles south in the relevant period.** **The Dutch Port Authorities also confirm the Canopus is in port in the written docking and exit confirmations.**	Expert Report of Colin Wood OBE Satellite tracking data Dutch port authorities' emails Ships Log-Book Sworn Witness Statement of Canopus's Captain
Allegations of the Lira and Ester being equipped with 'dual-use' covert surveillance equipment to conduct state-sponsored surveillance	Courthouse News Service – 27.02.2025	**The Lira and Ester have never been, and are not, owned by Norebo**. They are owned by Atlantrybflot JSC and Sea Star Co Ltd	Sworn Witness Statement of Executive Director of Norebo's management company (Management Company NOREBO) Lira and Ester ownership documents