



OFFSHORE SECURITY:
THE CHANGING
DYNAMICS

Salama Fikira ^{SF}

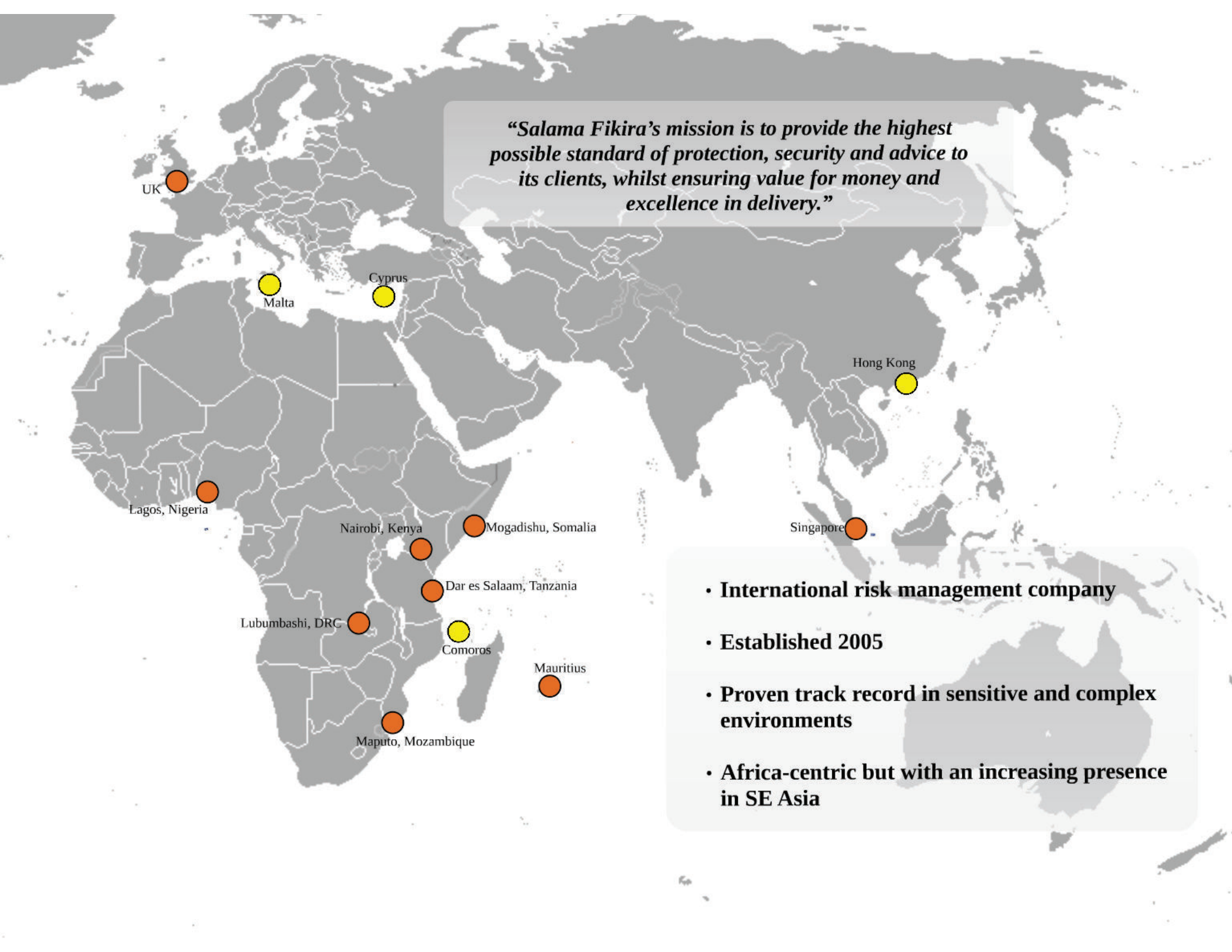
Conrad Thorpe OBE



MENU

- Salama Fikira - Who are we?
- Gulf of Guinea - Threats and Response
- Indian Ocean - Threats and Response
- South East Asia - Threats and Response
- The SF Approach
- Recommendations
- Questions





“Salama Fikira’s mission is to provide the highest possible standard of protection, security and advice to its clients, whilst ensuring value for money and excellence in delivery.”

UK

Malta

Cyprus

Hong Kong

Lagos, Nigeria

Nairobi, Kenya

Mogadishu, Somalia

Singapore

Dar es Salaam, Tanzania

Lubumbashi, DRC

Comoros

Mauritius

Maputo, Mozambique

- **International risk management company**
- **Established 2005**
- **Proven track record in sensitive and complex environments**
- **Africa-centric but with an increasing presence in SE Asia**

Gulf of Guinea

Threats Offshore

- Interconnected threat from militancy, piracy and oil bunkering

Militants

- Speed boats in the waterways
- MEND
- Led by "Tompolo"
- Kidnap for ransom
- Attack passenger boats in the Delta

Pirates

- Tankers targeted for fuel cargo
- Kidnap for ransom and to facilitate escape
- Violence, murders frequently reported
- FSVs frequently targeted off Akwa Ibom

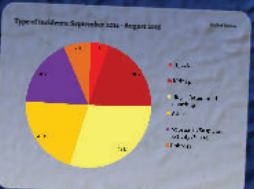
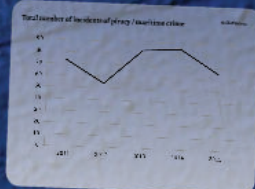
Oil Bunkering

- 7% of daily production lost in Nigeria
- USD 6bn worth of losses annually



Response

- International armed teams not allowed to operate in Nigerian waters
- Nigerian Navy provide armed teams
- Joint Task Forces's Operation Pulo Shield patrol Niger Delta's waterways
- Bridge advisors
- Vessel hardening
- Political solution - Amnesty Agreement



Threats Offshore

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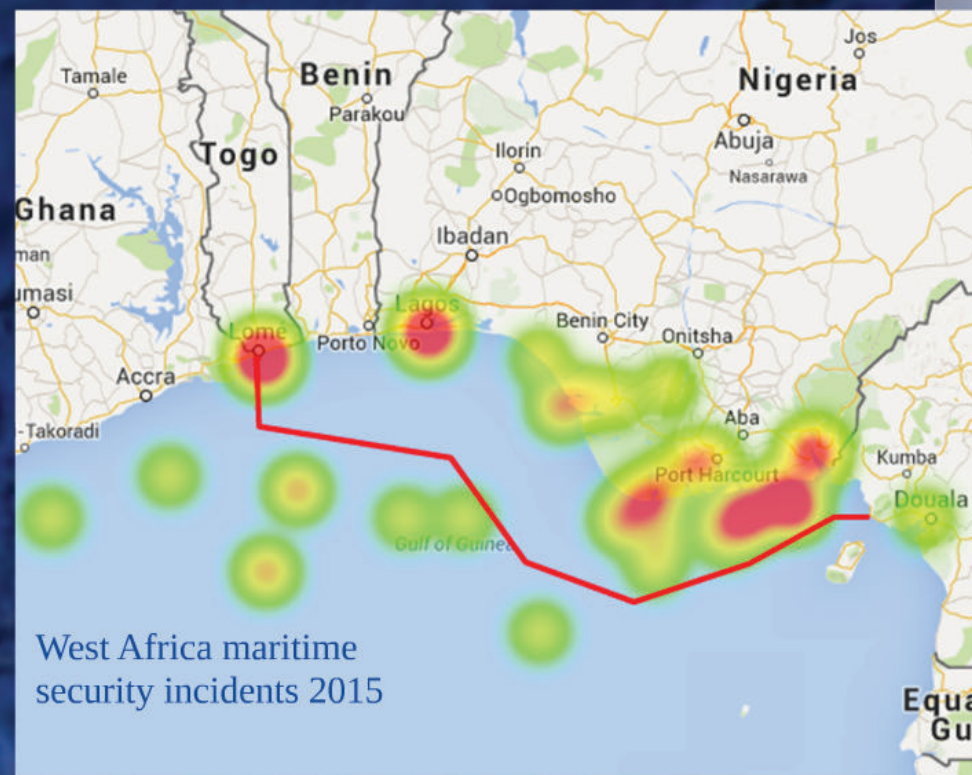
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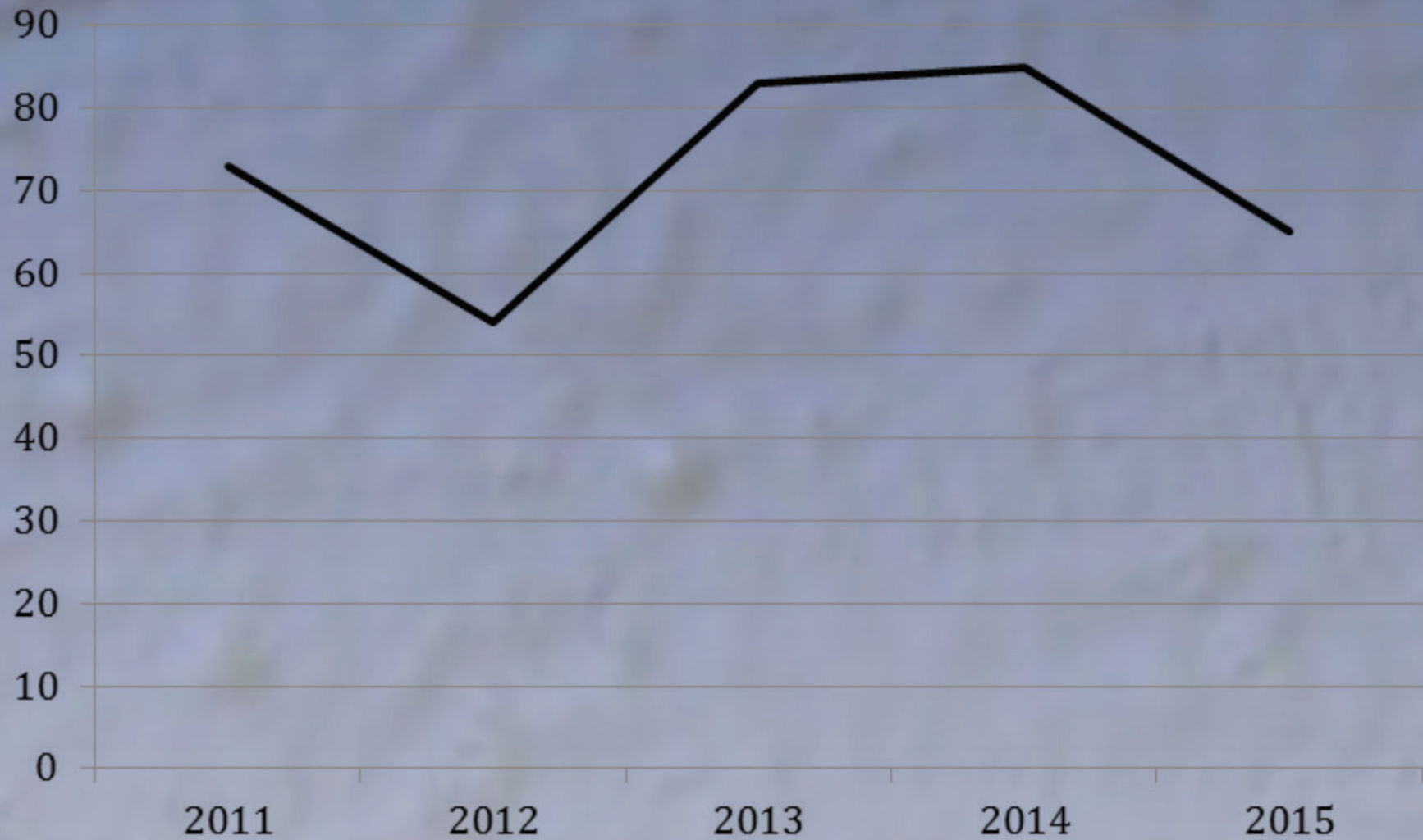
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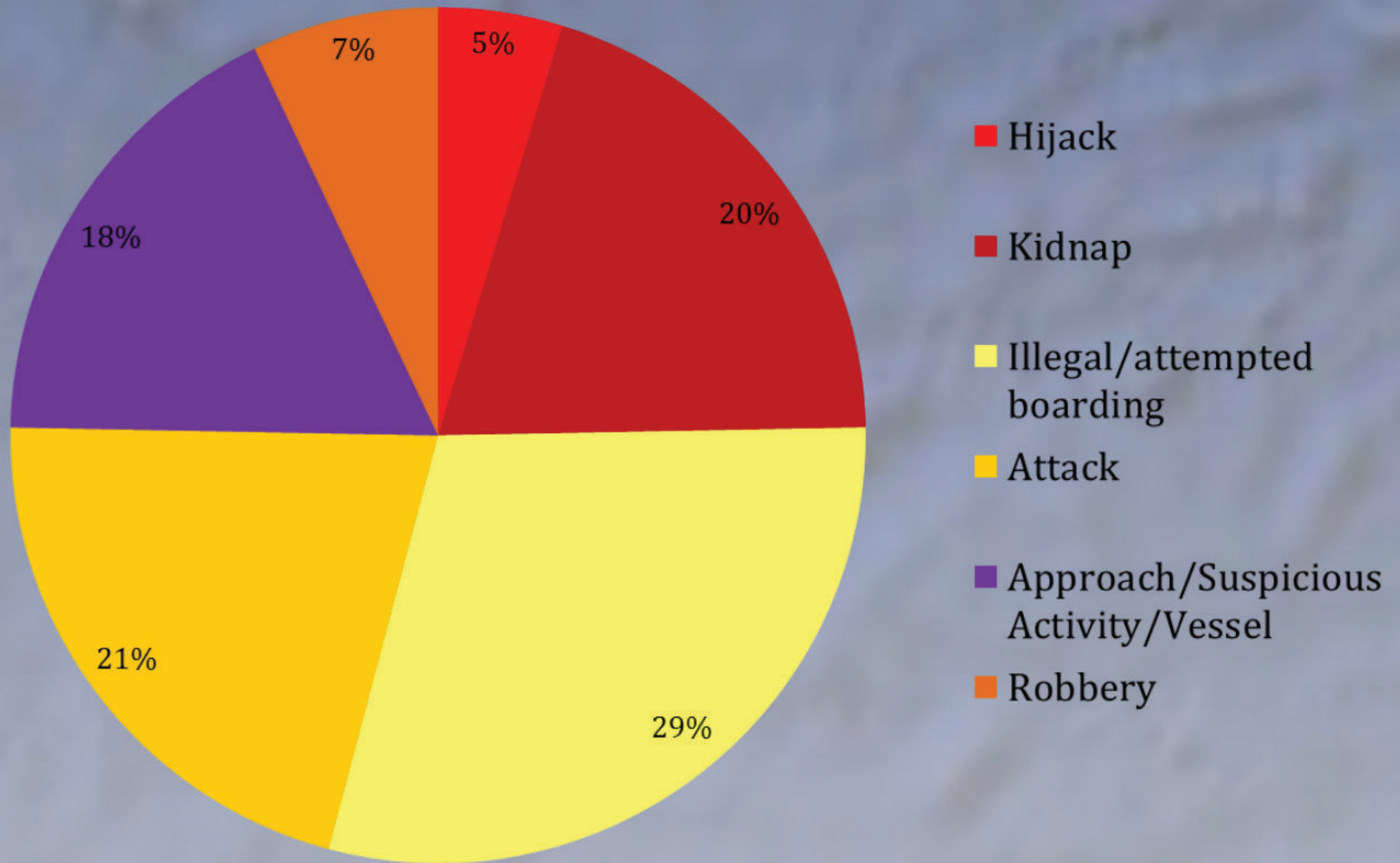


Total number of incidents of piracy / maritime crime

Gulf of Guinea



Type of incidents: September 2014 - August 2015



Threats Offshore

Indian Ocean

Piracy

- Hijack and kidnap solely for ransom
- PAGs actively "hunt" for vulnerable target
- Fatalities are rare - crew kept alive to ensure maximum ransom
- Organised syndicates with most profit going to the group leaders

Land-based conflict

- Somalia - al Shabaab
- Yemen crisis



Response

- International navies
- Armed embarked security
- Application of Best Management Practices
- Land based security improving

Indian Ocean

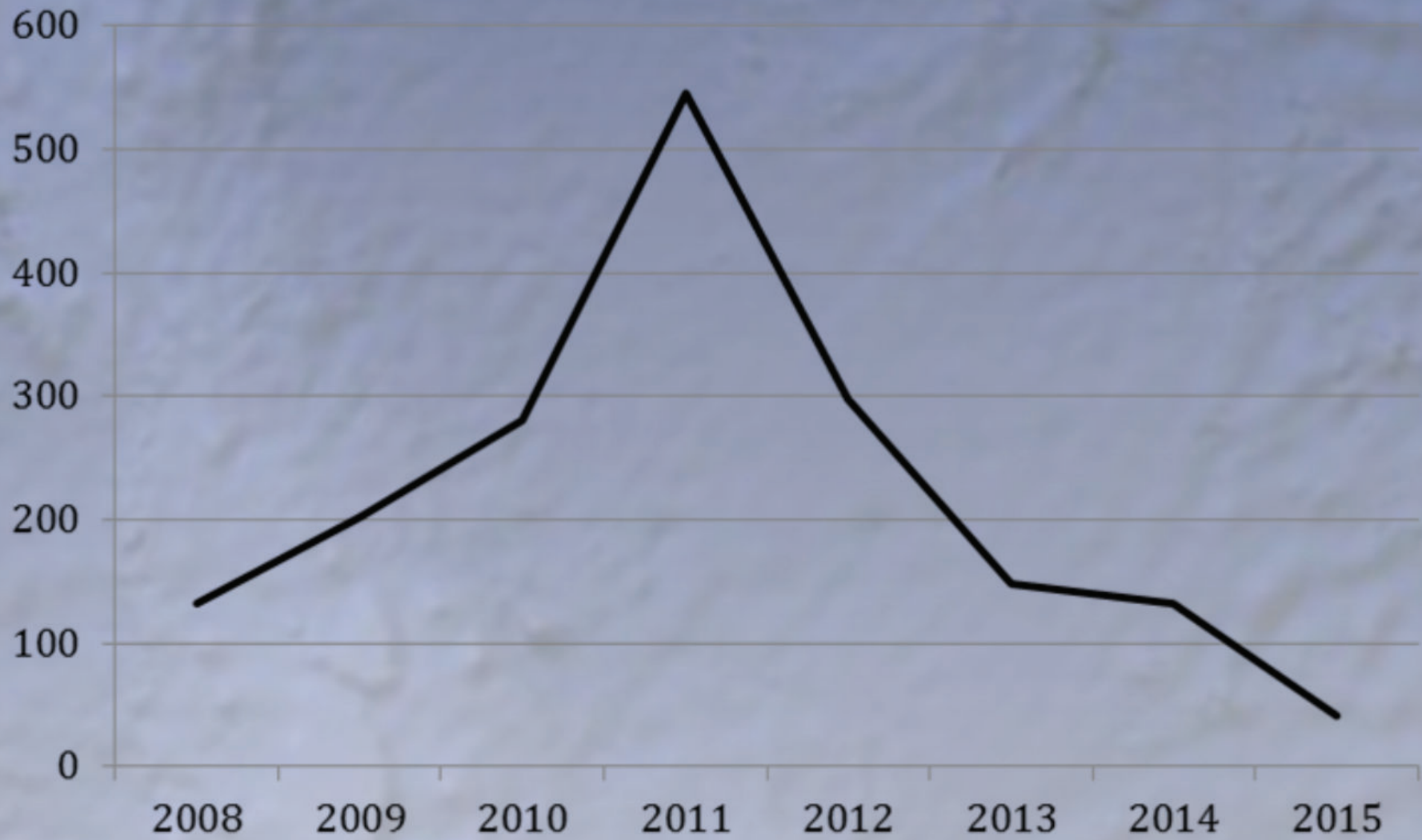


Result: Decline in activity. No commercial vessel hijacked since 2012

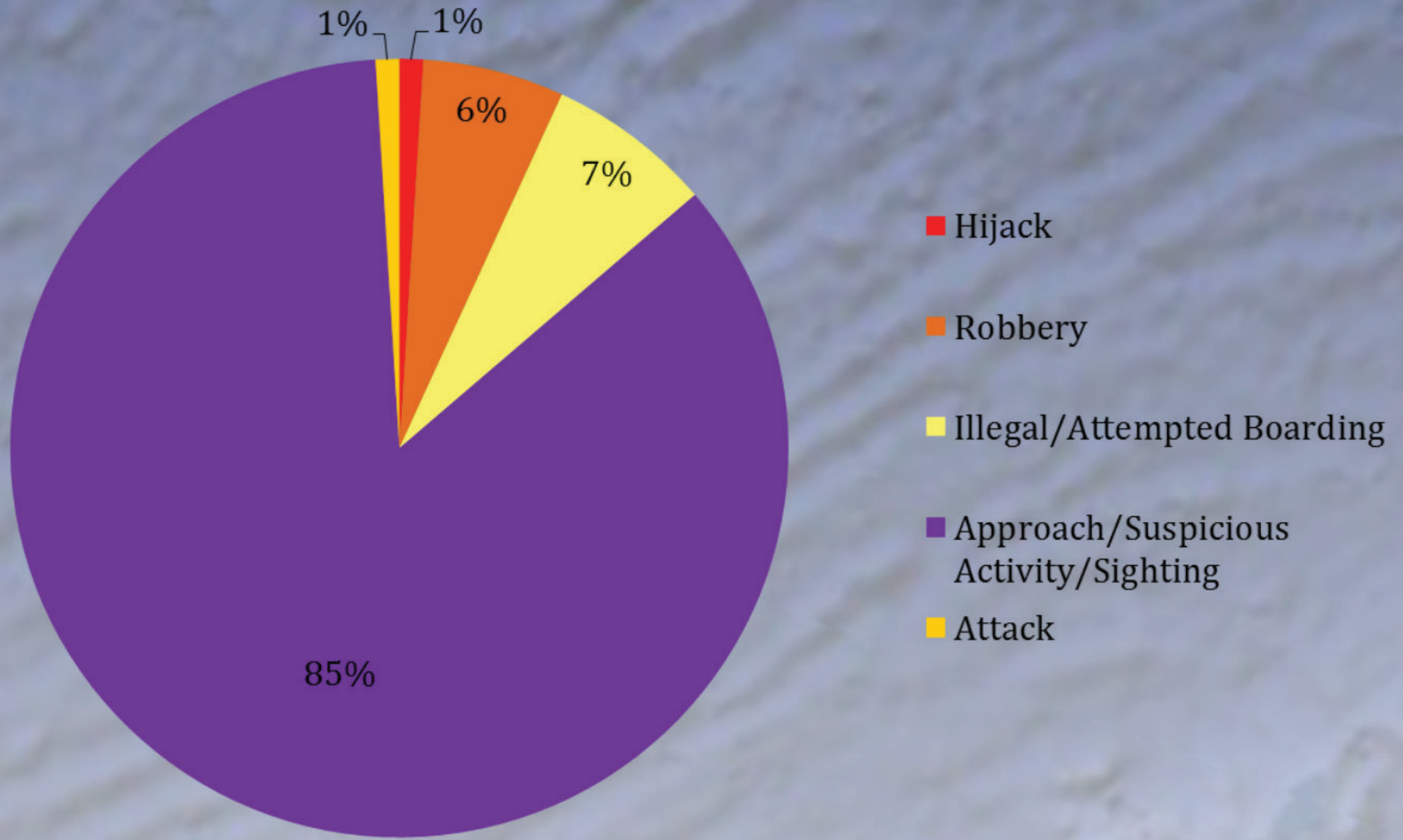


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South East Asia

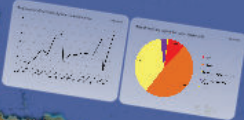
Armed robbery

- Focused in the Singapore Strait
- Threat of engine spaces and crew
- Low levels of commitment - unwilling to engage security forces



Hijack for siphoning

- Siphoning of oil
- Siphoning of fuel
- Siphoning of cargo
- Siphoning of crew
- Siphoning of passengers
- Siphoning of cargo
- Siphoning of crew
- Siphoning of passengers



Response - The Limitations

- Limited resources
- Limited legal jurisdiction
- Limited intelligence
- Limited cooperation
- Limited information
- Limited resources
- Limited legal jurisdiction
- Limited intelligence
- Limited cooperation
- Limited information



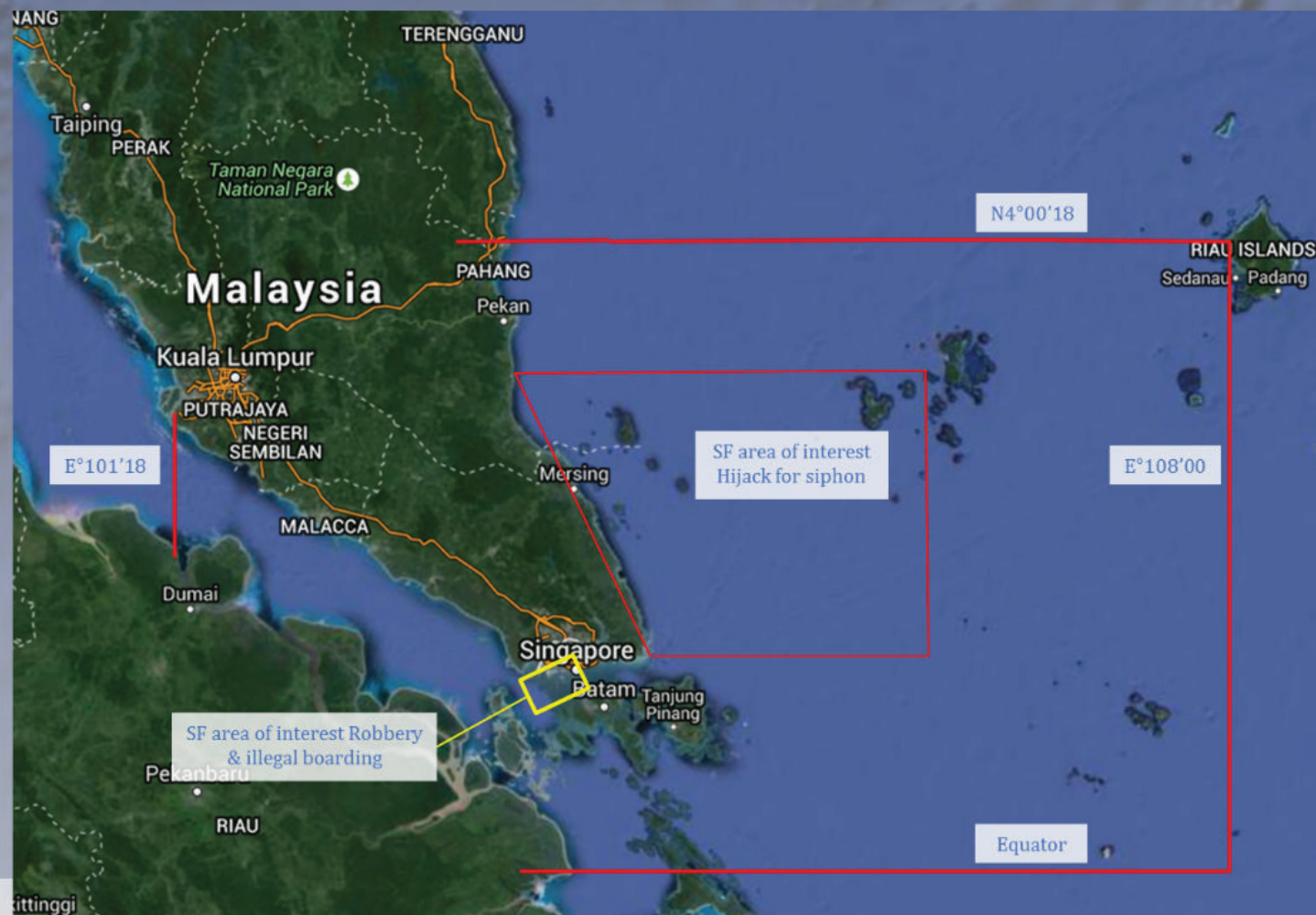
Threats Offshore

- Hijack for siphoning
- Armed robbery



Threats Offshore

- Hijack for siphoning
- Armed robbery



Hijack for siphoning

South East Asia

- High levels of violence
- Deliberate targeting
- South China Sea most affected
- Vessels very rarely held in excess of 24hrs
- Petroleum products require minimal onshore logistics for distribution and sale - targeting of tankers <8000dwt
- Increasing presence of firearms over edged/blunt trauma weapons
- Insider collusion

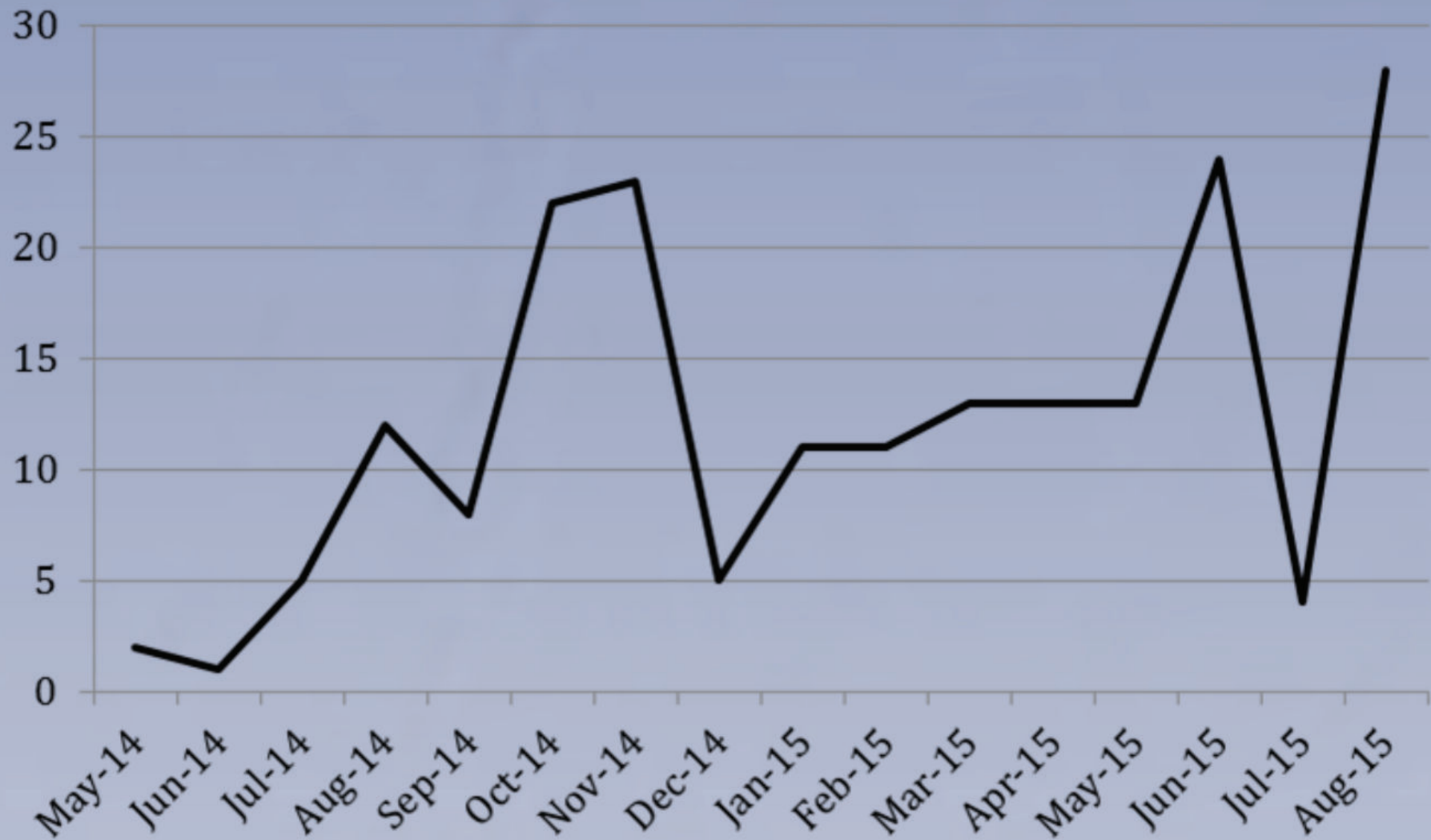
Armed robbery

- Focused in the Singapore Strait
- Theft of engine spares and crew possessions
- Organised but less so than with siphoning incidents
- Low levels of commitment – unwilling to engage security forces

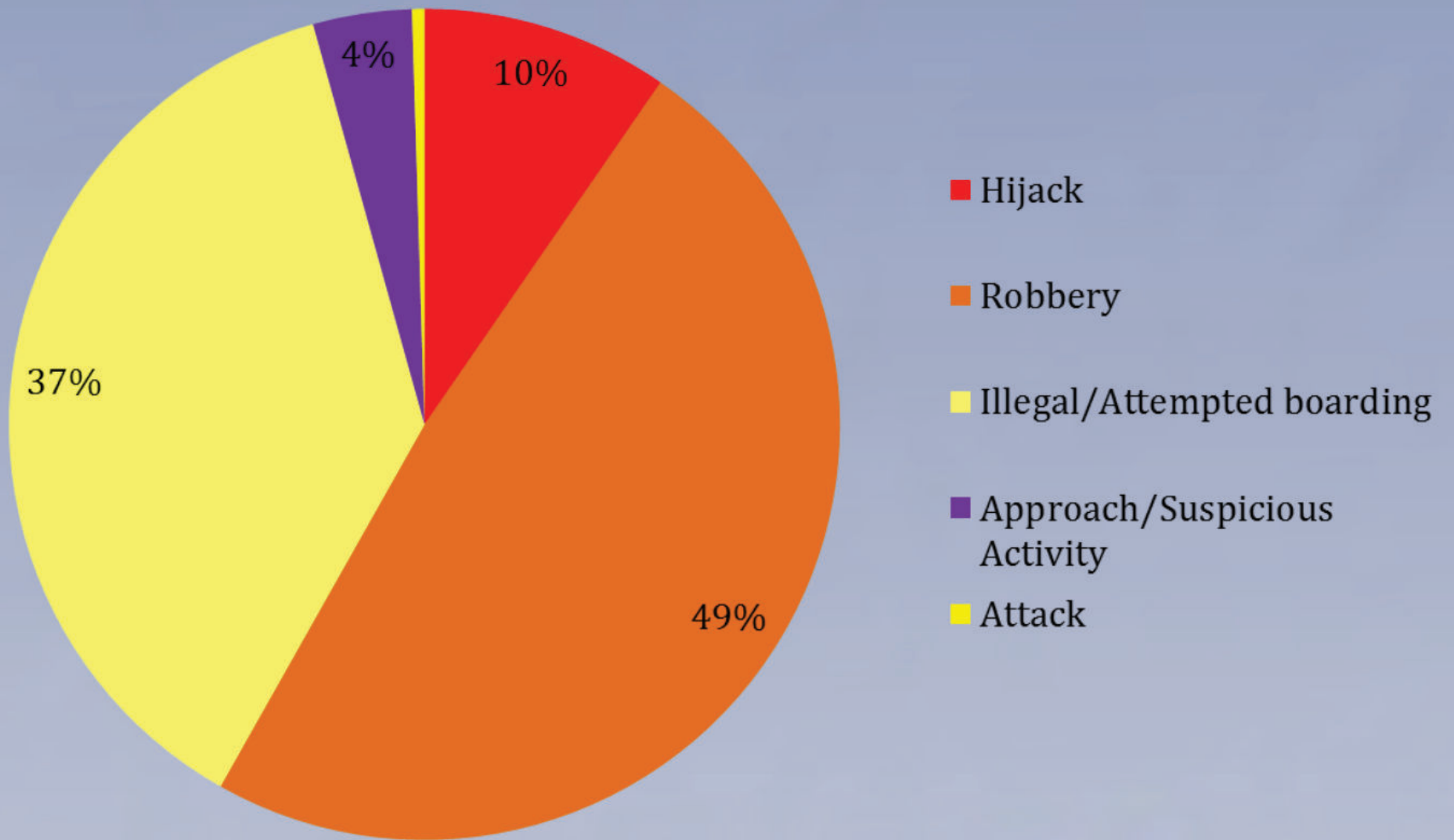


Total number of incidents of piracy / maritime crime

South East Asia



Type of incidents: September 2014 - August 2015



Response - The Limitations

- Armed security not legal in international waters in south-east Asia
- Disputed boundaries of territorial waters
- Perceived high costs associated with private security
- Lack of harmony between reporting bodies
- Piracy is perceived as a tolerable threat - third greatest concern behind collision and fire?

The Salama Fikira approach

- A practical response must be intelligence led
- Close cooperation with the shipping industry and official bodies
- SF's proven, effective proactive solutions:
 - Bridge advisors
 - Vessel hardening
 - Crew training
 - Vessel/fleet audits
 - Internal investigations
 - Information services



Recommendations

- The security environment must adapt to the *modus operandi* of the threat
- Increased harmony between maritime security bodies
- Increased training / awareness
- Increased vessel hardening
- Accurate and timely reporting and increased information sharing
- Improved understanding of trends - adapt operations accordingly



QUESTIONS ?


Salama Fikira

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