

The Gulf of Guinea

– current challenges & initiatives to manage them

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Founder & CEO

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Advisors on security and geopolitical risk

New president, new government



Muhammadu Buhari

All Progressives Congress

IN



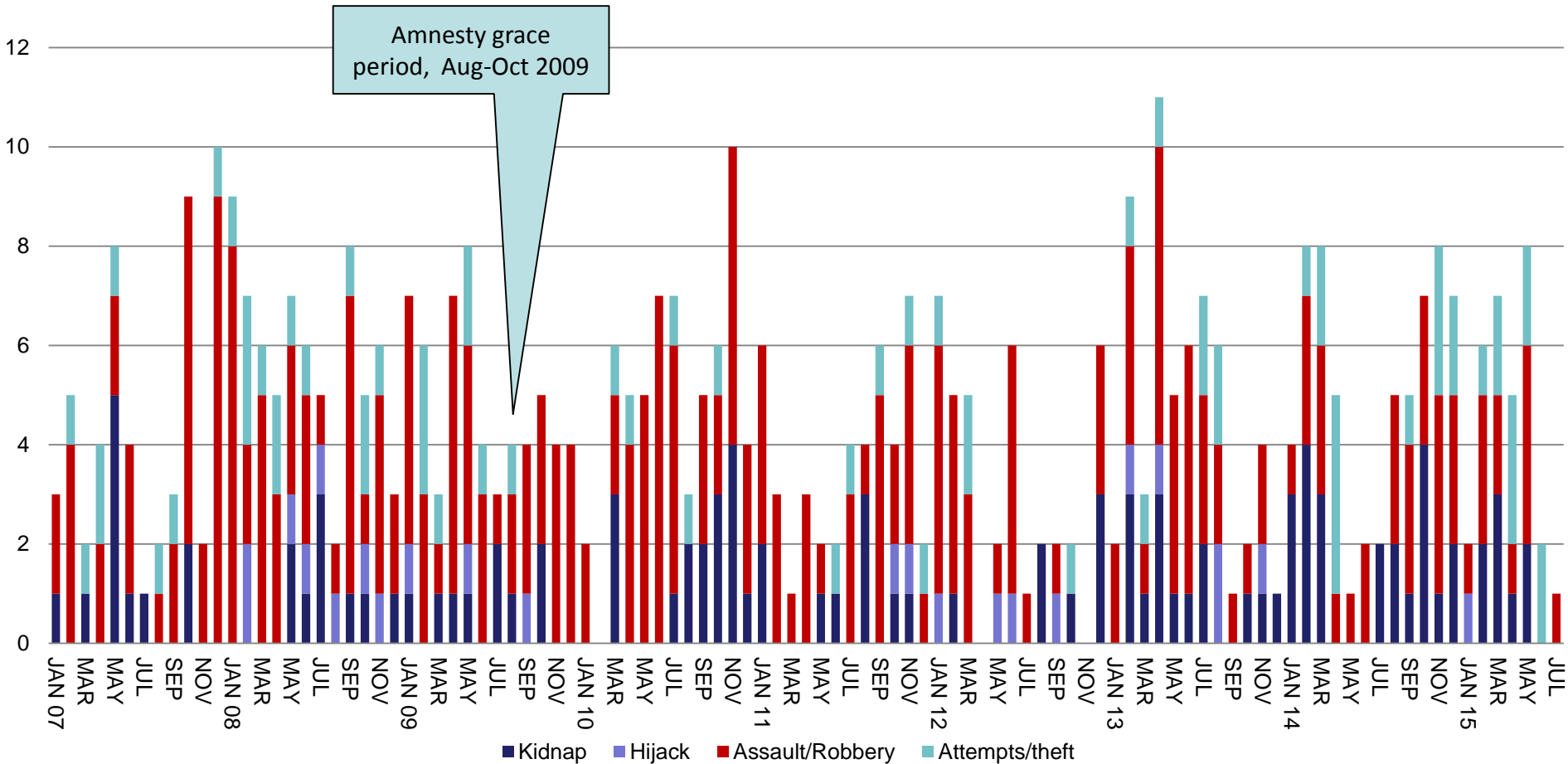
Goodluck Jonathan

Peoples Democratic Party

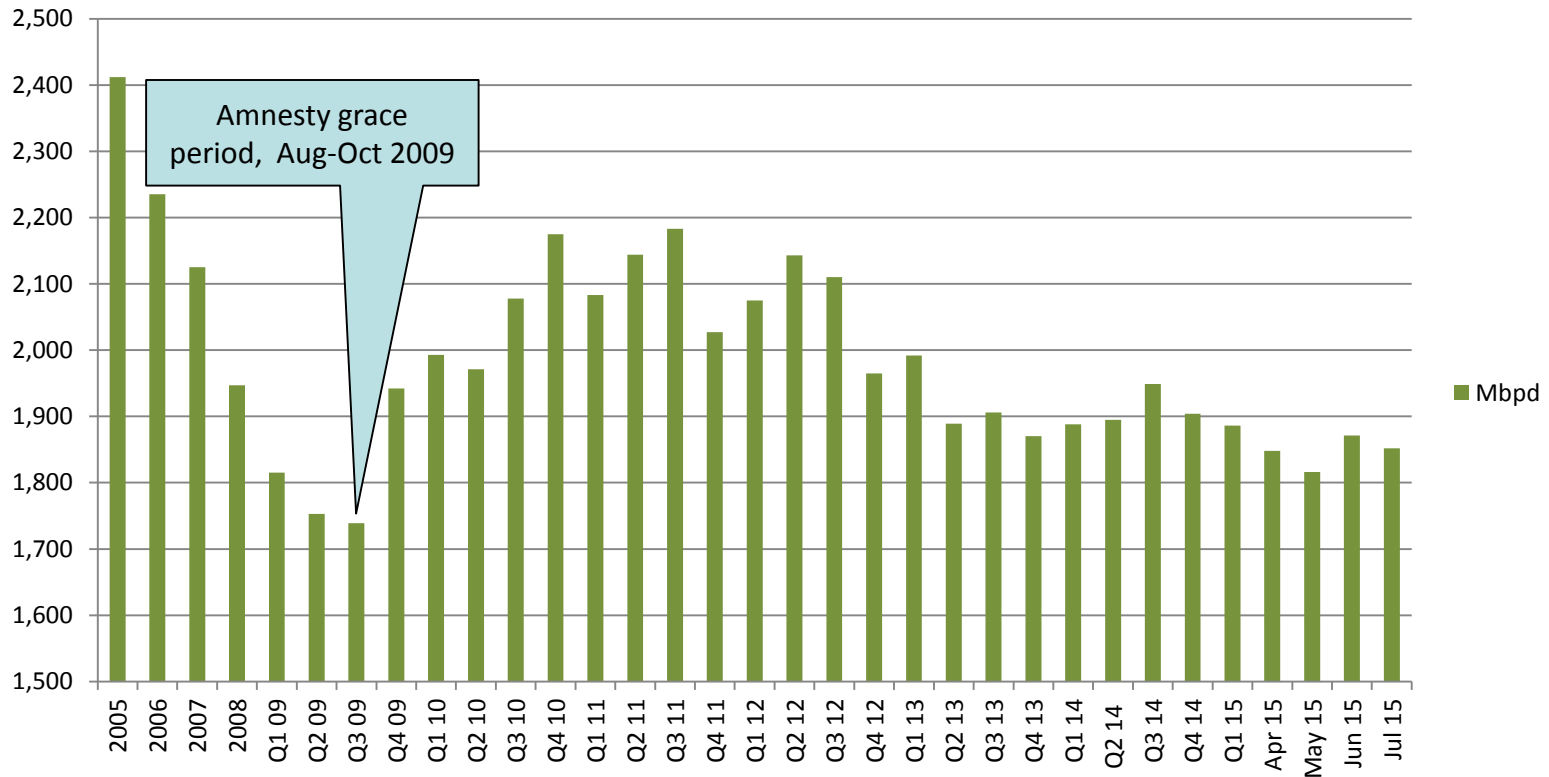
OUT

Volatility, volatility, volatility

MarSec incidents in Nigeria (excl. local shipping) by month 2007-2015



Crude production 2004-2015



Data source: OPEC Monthly Market Reports.

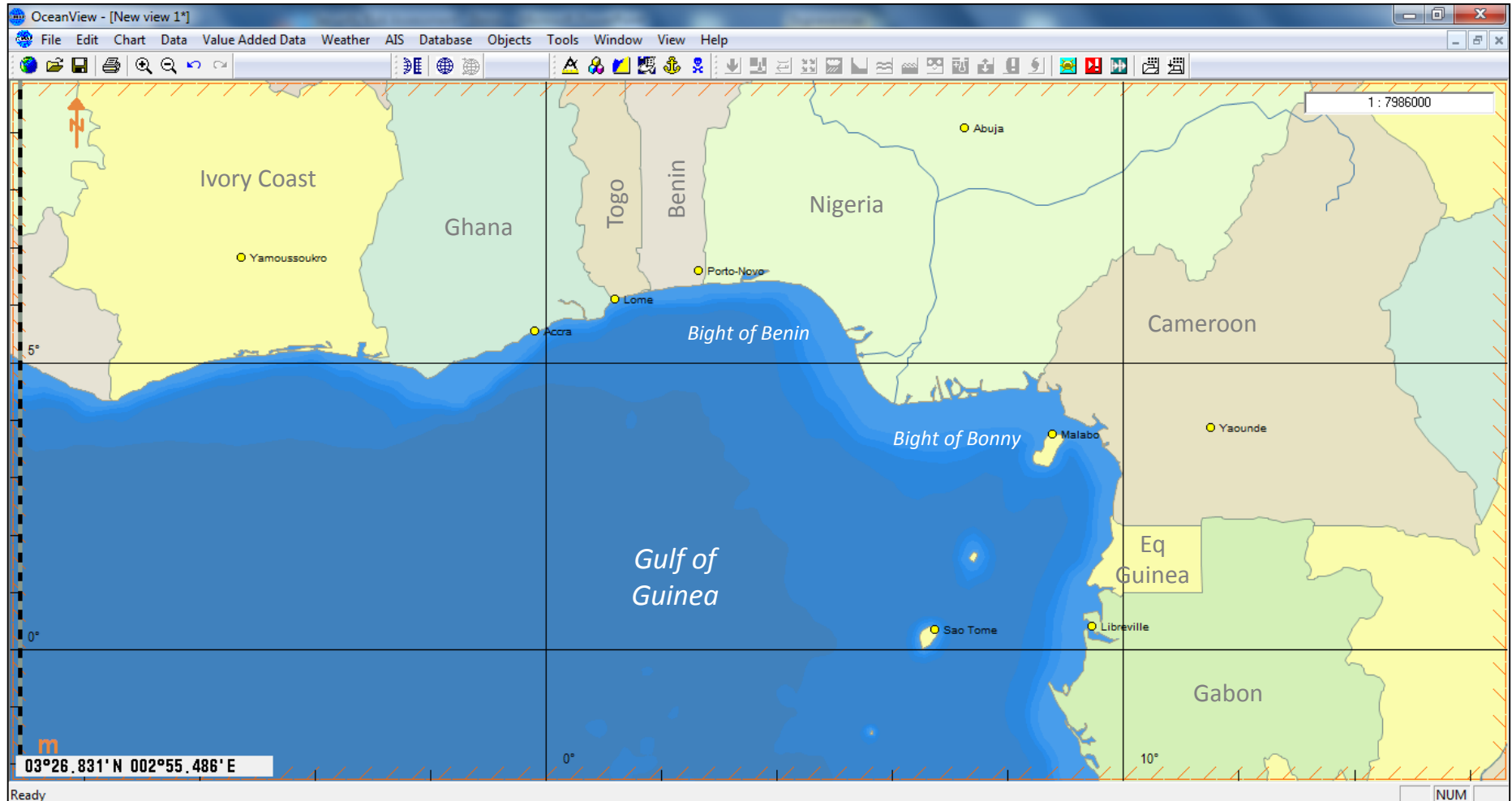
CRUDE OUTPUT fell to 1,852 mbpd in July, after having risen to 1,871 mbpd in June, according to OPEC's latest (11 August) figures based on secondary sources. Production figures based on direct communication were reported at 1,724 mbpd in July, an increase of 157,700 bpd over June's revised figure.

Main observation and challenge

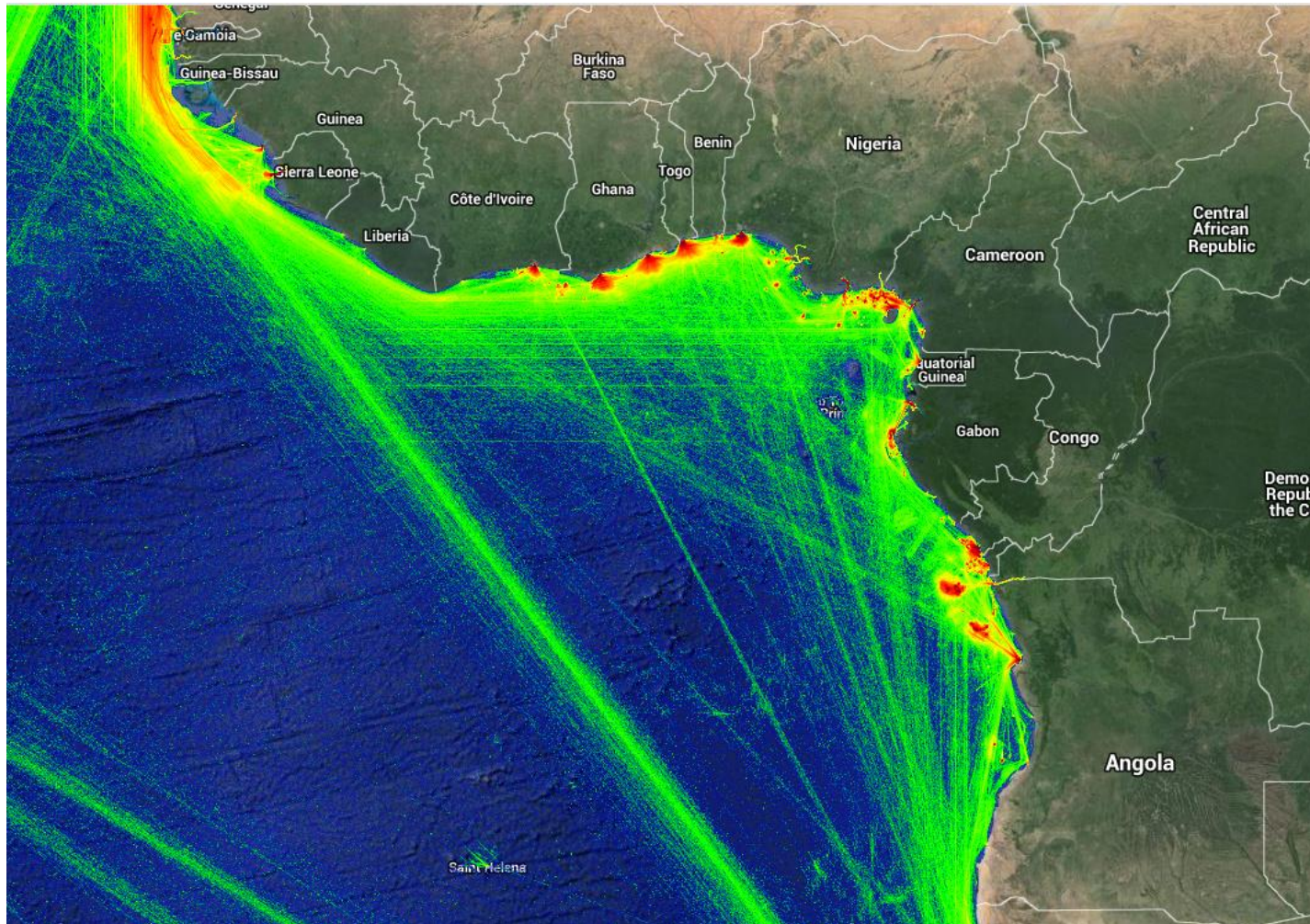
Attacks in the Gulf of Guinea have spread West & South from Nigeria - and far offshore.

How does one manage this threat?

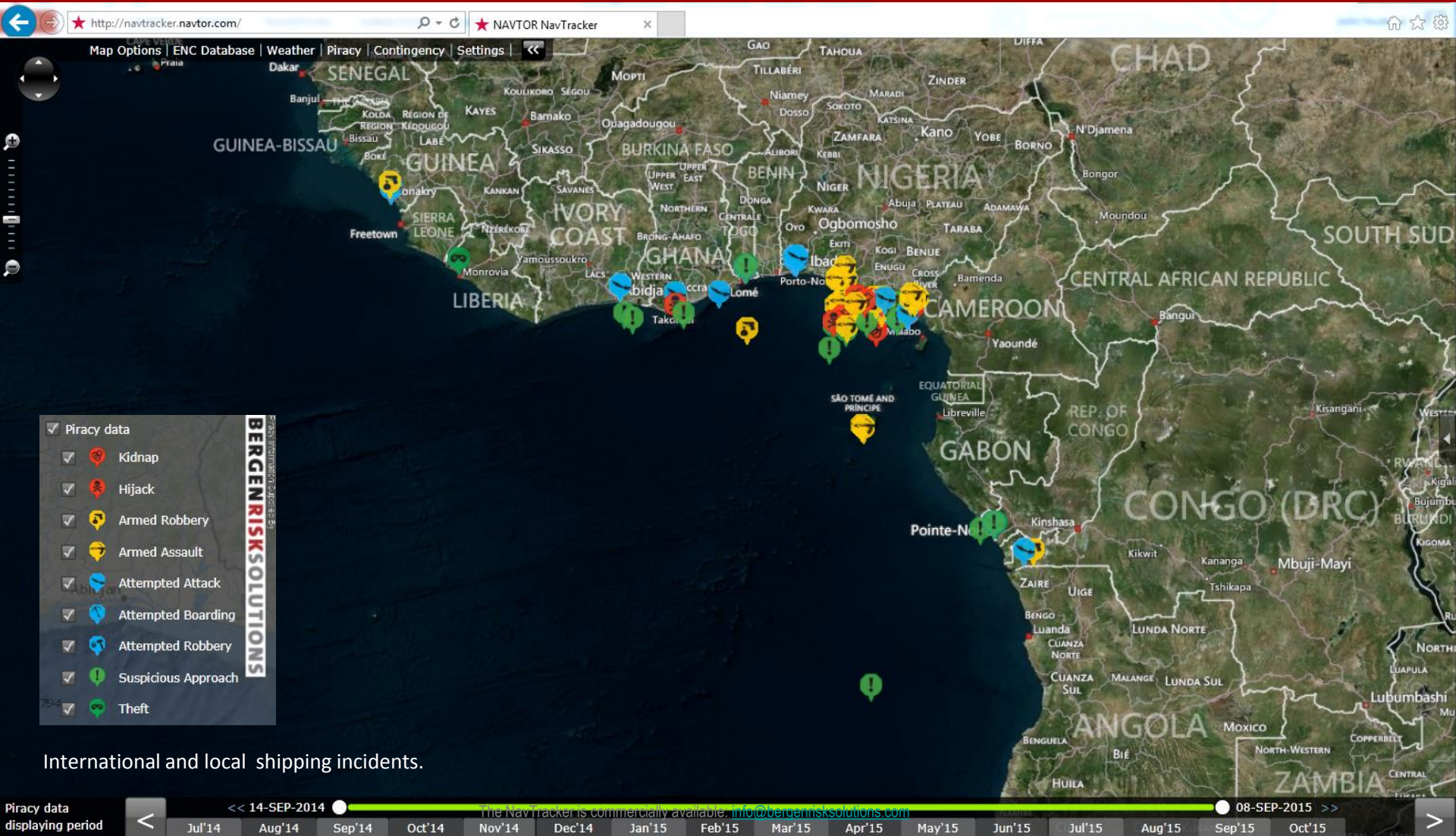
Area Orientation Map



Shipping density 2014

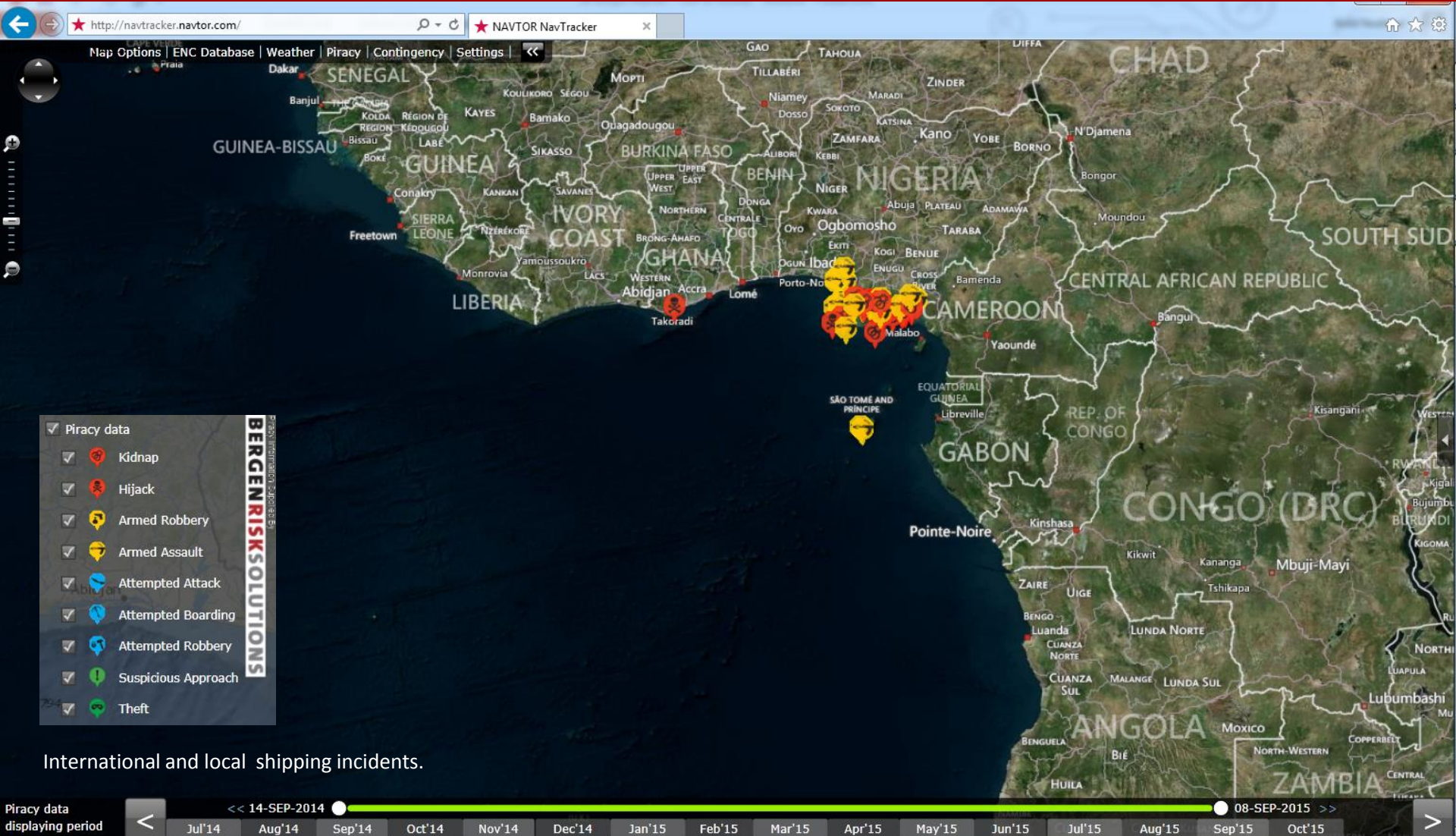


Incidents past 12 months – as of 11 Sep 2015



International and local shipping incidents.

Serious incidents past 12 months – as of 11 Sep 2015



International and local shipping incidents.

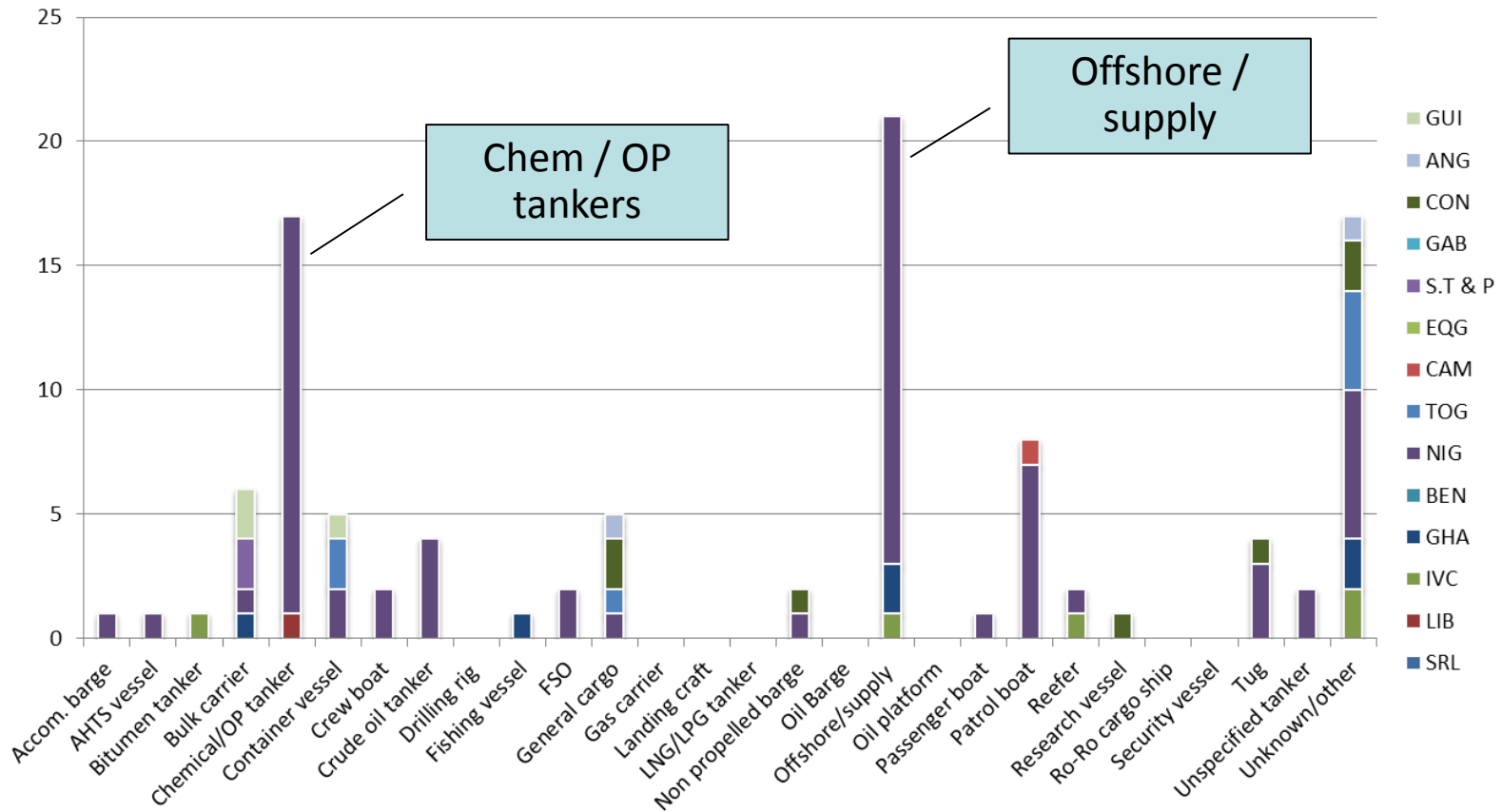
By county, past 12 months – as of 1 Sep 2015

Ship type	GUI	SRL	LIB	IVC	GHA	TOG	BEN	NIG	CAM	EQG	S.T & P	GAB	CON	DRC	ANG	Total
Accom. barge								1								1
AHTS vessel								1								1
Bitumen tanker				1												1
Bulk carrier	2				1			1						1		5
Chemical/OP tanker			1					16			2					19
Container vessel	1					2		2								5
Crew boat								2								2
Crude oil tanker								4								4
Fishing vessel					1											1
FSO								2								2
General cargo						1		1					2		1	5
Non propelled barge								1					1			2
Offshore/supply				1	2			18								21
Passenger boat								1								1
Patrol boat								7	1							8
Reefer				1				1								2
Research vessel													1			1
Tug								3					1			4
Unspecified tanker								2								2
Unknown/other				2	2	4		6					2		1	17
Total	3	0	1	5	6	7	0	69	1	0	2	0	7	1	2	104

All recorded incidents, incl. theft and suspicious approaches. *Attacks on international stakeholders* only.*

*Owned/managed by, 'working for' or 'associated with'.

By ship type, past 12 months – as of 1 Sep 2015

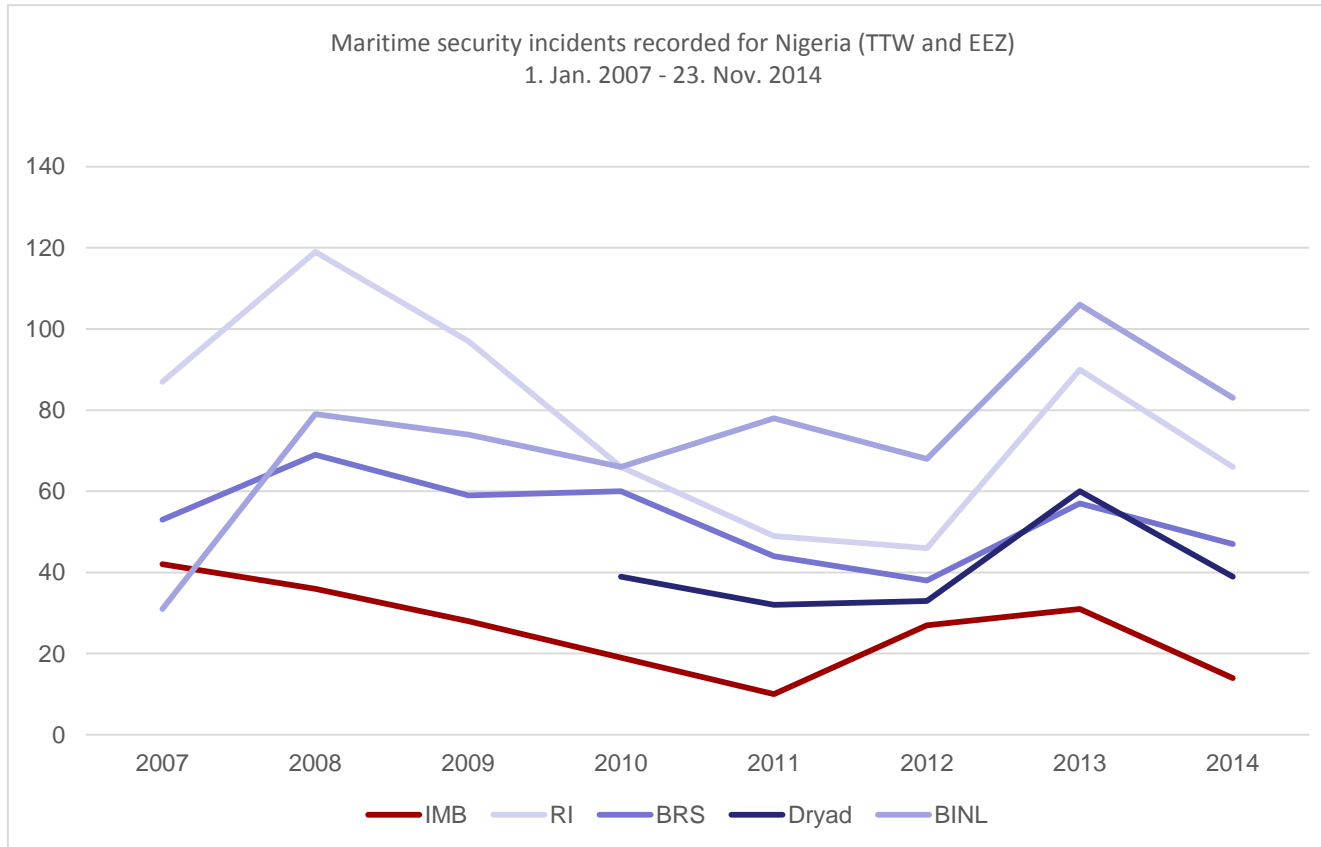


All recorded incidents, incl. theft and suspicious approaches. *Attacks on international stakeholders* only.*

*Owned/managed by, 'working for' or 'associated with'.

How accurate are the numbers?

Underreporting is a problem!



There are forums in Nigeria for information sharing. BRS, and other intelligence providers, have access to this information whilst the IMB (apparently) has not. These fairly elaborate information sharing networks, which are driven by the oil/service companies, is motivated by the need for the petroleum industry locally to understand and mitigate maritime security risks. They don't see the need for reporting to outsiders.

Nigerian government advisors we have spoken to claim that many attacks, especially on product tankers, go unreported because the victims are involved in the oil theft trade.

The gap in IMB vs numbers reported by private intel providers is far less expressed in other countries on the Gulf of Guinea.

This graph, made by Dirk Steffen of Denmark's Risk Intelligence depicts incident numbers recorded by:
International Maritime Bureau – IMB, International Maritime Organisation – IMO, Risk Intelligence – RI, Bergen Risk Solutions – BRS, Dryad Maritime, Bourbon InterOil Nigeria Ltd. - BINL

Hijackings: 1 Jan 2014 – 21 Aug 2015

Blackbeard - The World Piracy Update

File Edit View Tools Help

Between 2014-01-01 00:01 and 2015-08-26 14:46 1d 1w 1m 1y All

Incident Types: Hijack All None Regions: West Africa All None Countries: All All None Vessel Types: All



8 incidents
down from 16
a year ago

It's a regional
challenge

bing

Showing 8 of 3333 instances.

Logged in as Arild Nodland

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Kuala Lumpur 14 SEP 2015

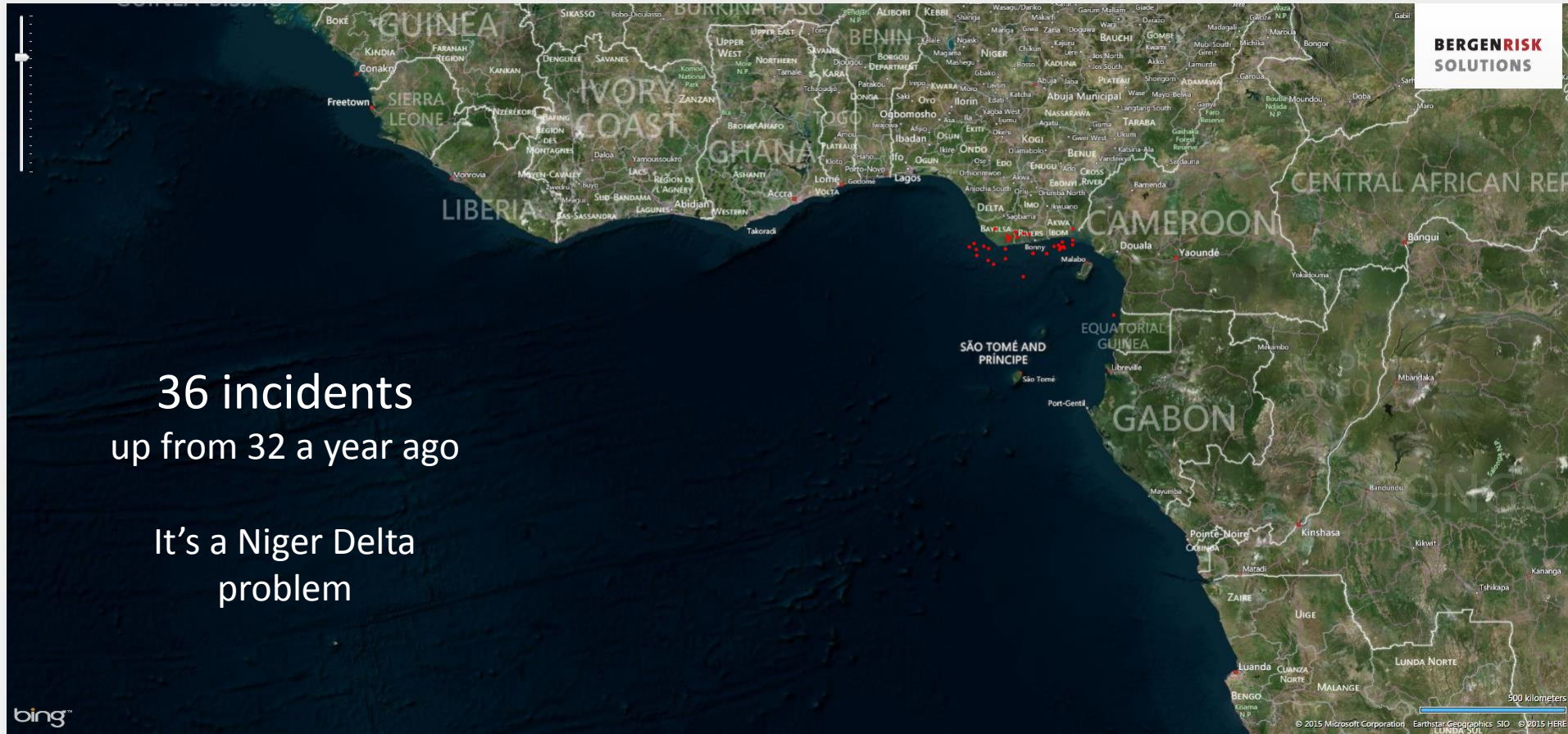
Kidnaps: 1 Jan 2014 – 21 Aug 2015

Blackbeard - The World Piracy Update

File Edit View Tools Help

Between 2014-01-01 00:01 and 2015-08-26 14:46 1d 1w 1m 1y All

Incident Types: Kidnap All None Regions: West Africa All None Countries: All All None Vessel Types: All



36 incidents
up from 32 a year ago

It's a Niger Delta
problem

bing

© 2015 Microsoft Corporation. Earthstar Geographics. SIO © 2015 HERE

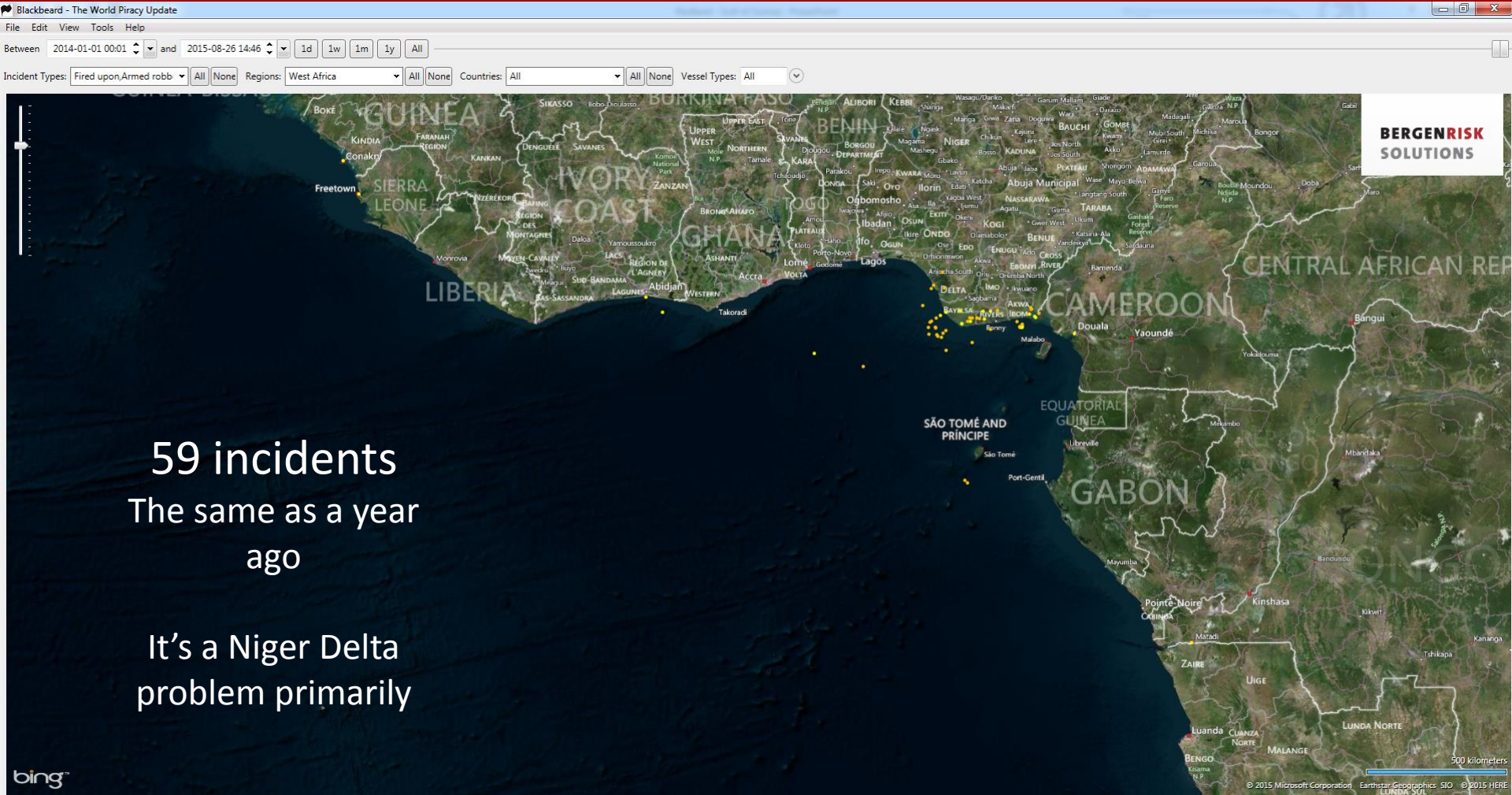
Showing 36 of 3333 instances.

Logged in as Arild Nodland

BERGENRISK SOLUTIONS

Kuala Lumpur 14 SEP 2015

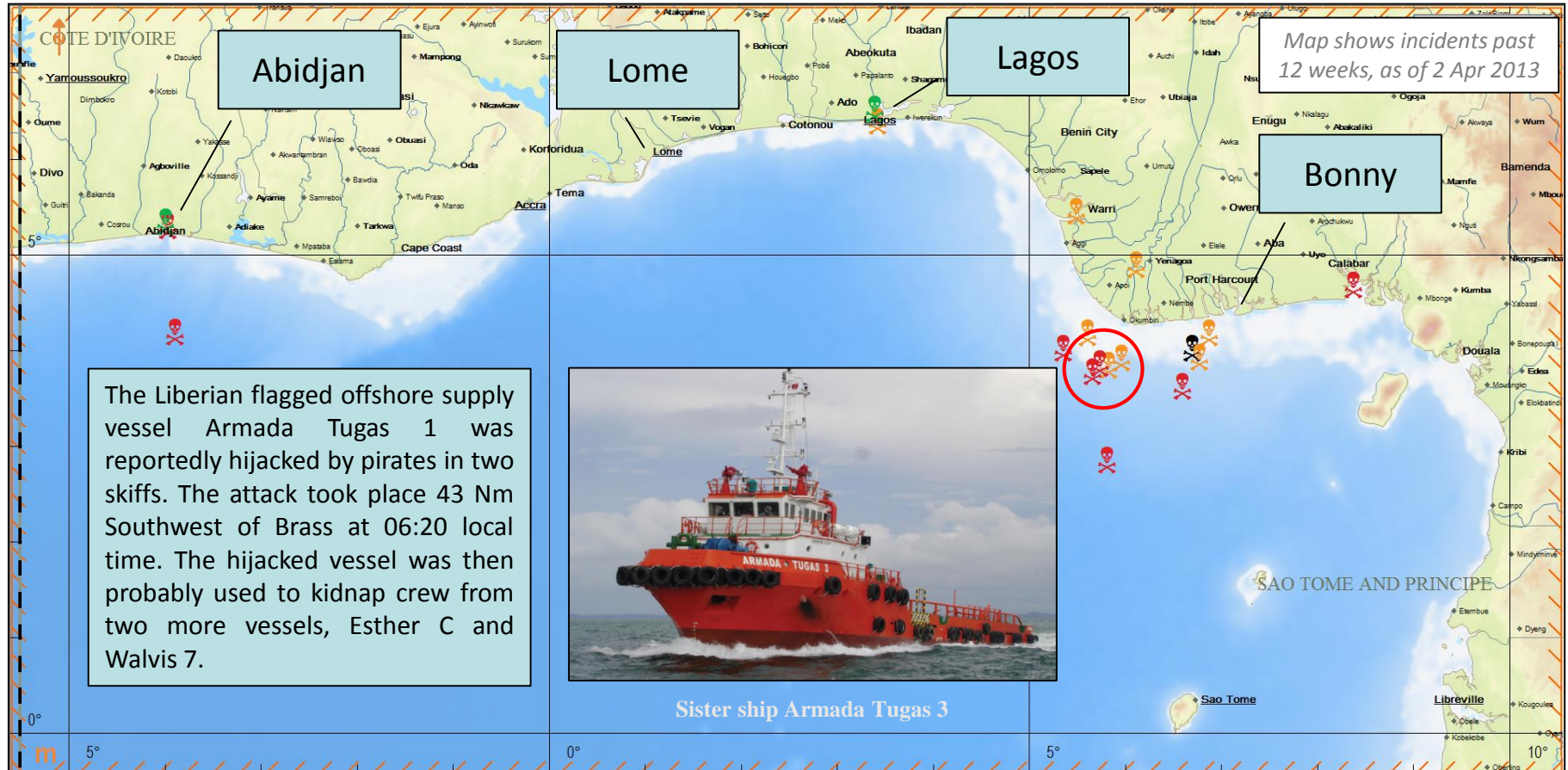
Shots fired/armed robbery: 1 Jan 2014 – 21 Aug 2015



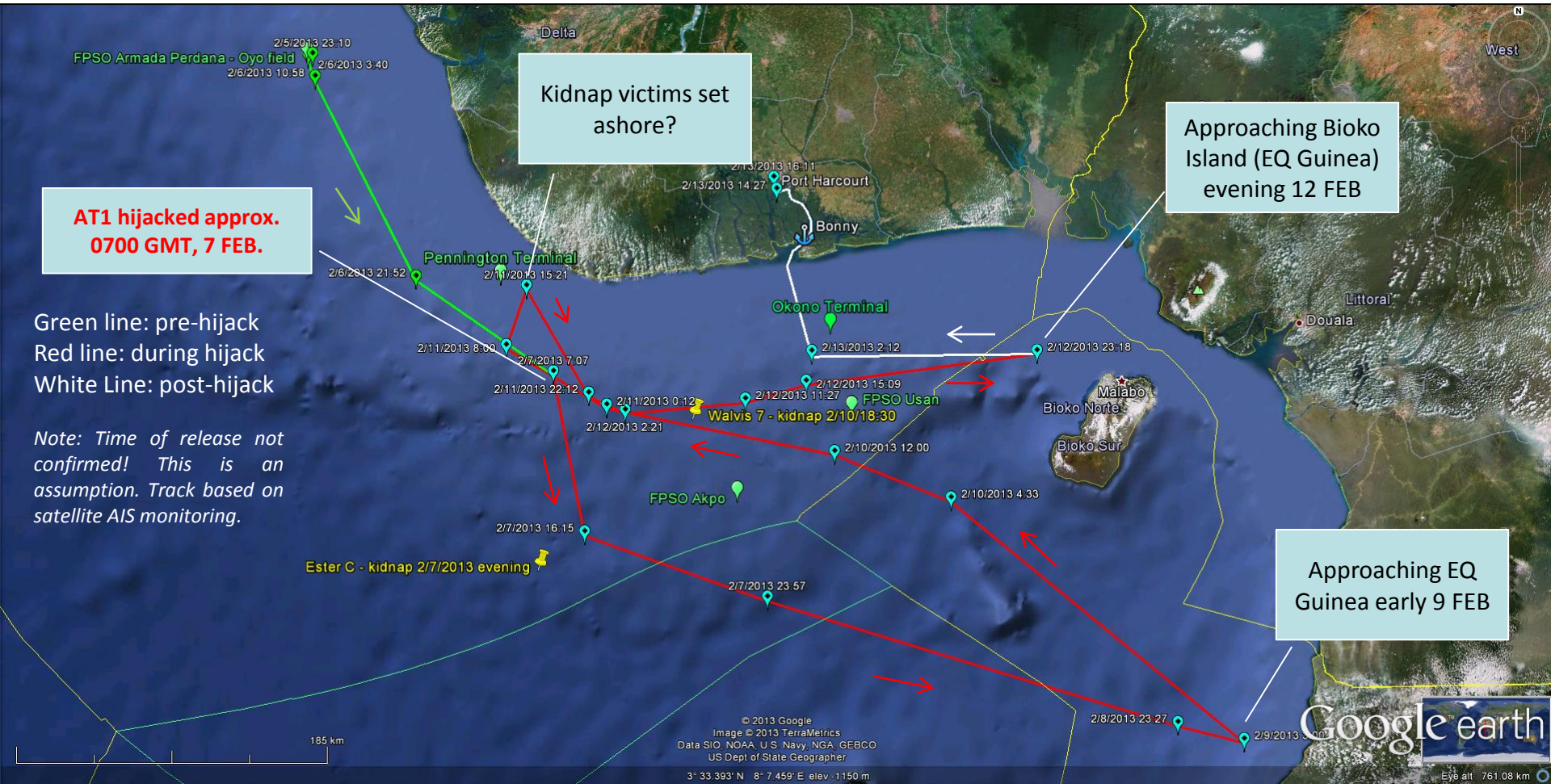
Showing 59 of 3333 instances.

Logged in as Arild Nodland

7 Feb 2013 – Supply vsI ARMADA TUGAS 1 Hijacked and used as staging platform for two kidnappings



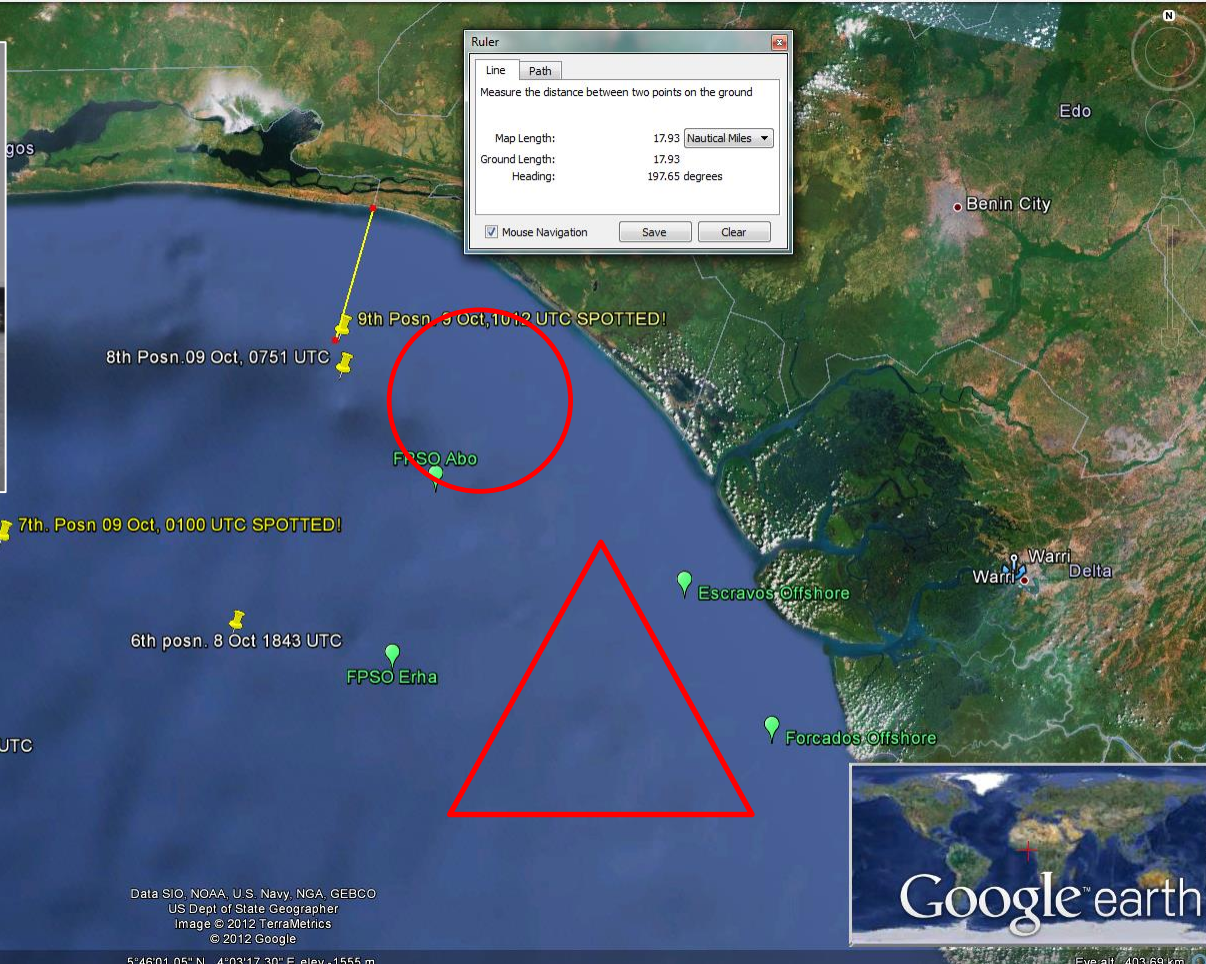
ARMADA TUGAS 1 track



6 Oct 2012 – ORFEAS hijacked off Abidjan Released SW Lagos, at Aiyetoro “release area”



© erwin willense
MarineTraffic.com



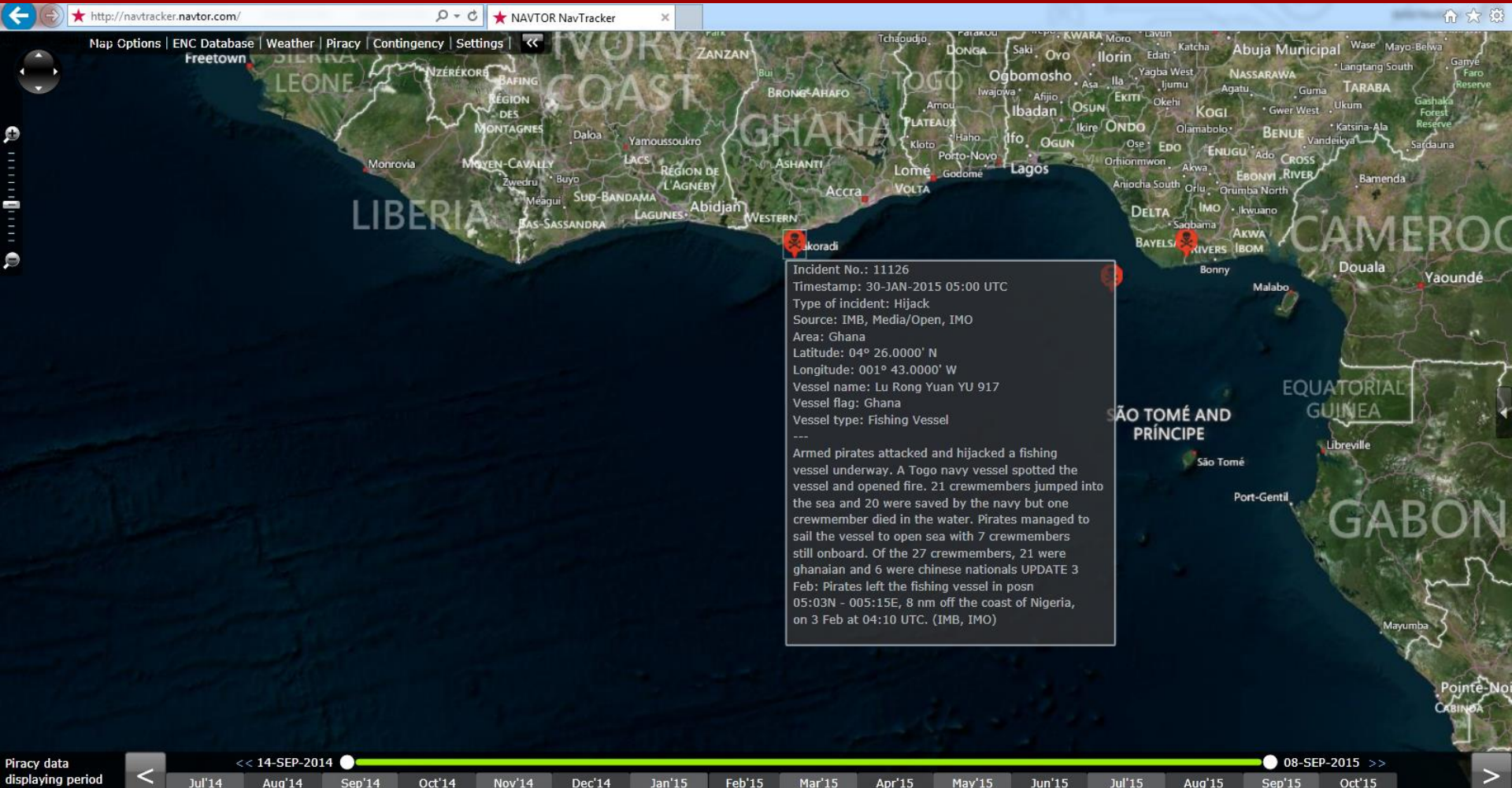
17 Jan 2014 – Hijack of MT Kerala, Angola



MT Kerala was hijacked off Luanda, Angola on 17 or 18 January and brought to Nigeria, where the pirates disembarked, probably on the 26th. The vessel's manager released the following statement on the same day. "We are relieved to advise that on Sunday, 26 January 2014, we were able to re-establish contact with the vessel and speak to the Master. All crew members are alive and accounted for, but one is wounded [reportedly stabbed in the back] and all have clearly been affected by their ordeal. A large amount of cargo has been stolen."

Latest hijacking

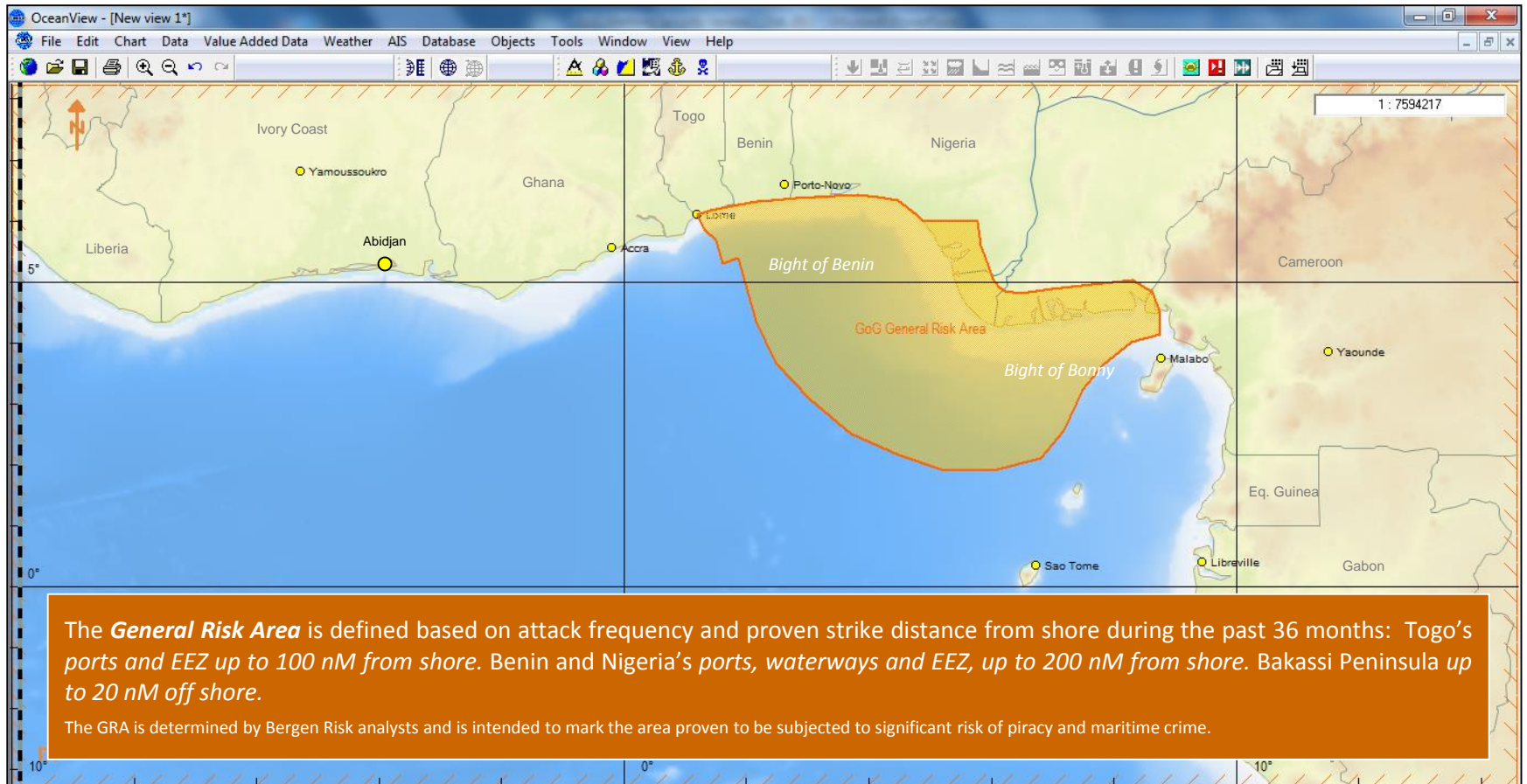
Fishing vessel off Takoradi, Ghana 1 Jan 2015



Hazard ID & Analysis – Summary

- Attack trends, especially in Nigeria, are **volatile**
- The risk of serious acts of piracy has now **taken hold in the wider Gulf of Guinea region.**
- **Hijackings** are probable from Angola in the south to the Ivory Coast in the north & west.
- **Kidnappings** mainly occur in Nigerian waters.
- Levels **of violence in attacks are high**, with pirates demonstrating a low threshold for the use of firearms and edged weapons.
- **Motherships are being used** (hijacked or chartered fishing vessels/OSVs)
- Attacks have been confirmed **200 nM off the coast off Nigeria.**
- Attacks are most frequent during **hours of darkness** – but also occur in broad daylight.
- Recorded numbers are minimum numbers.

General Risk Area



Map: C-MAP OceanView by Jeppesen – a Boeing company.

Listed Area (War Risk Area) as defined by Lloyds Joint War Committee, 12 June 2013

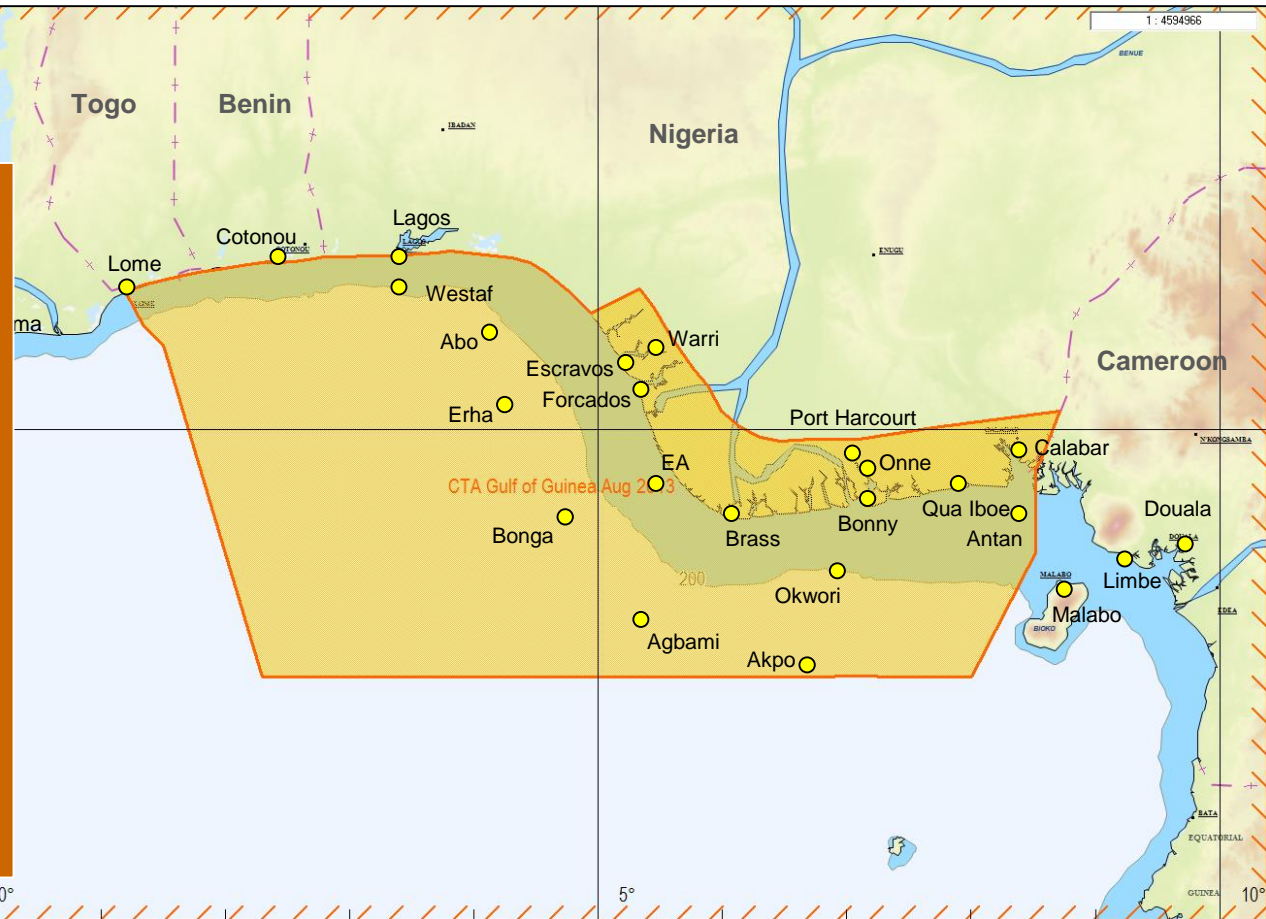
Lloyd's Joint War Committee's Listed Area (JWCLA)

As the result of a critical increase in attacks on international shipping off **Benin** in 2011, the country's territorial waters and EEZ were included in the *Hull, War, Strikes, Terrorism and Related Perils Listed Areas* by Lloyd's Joint War Committee on 1 August 2011.

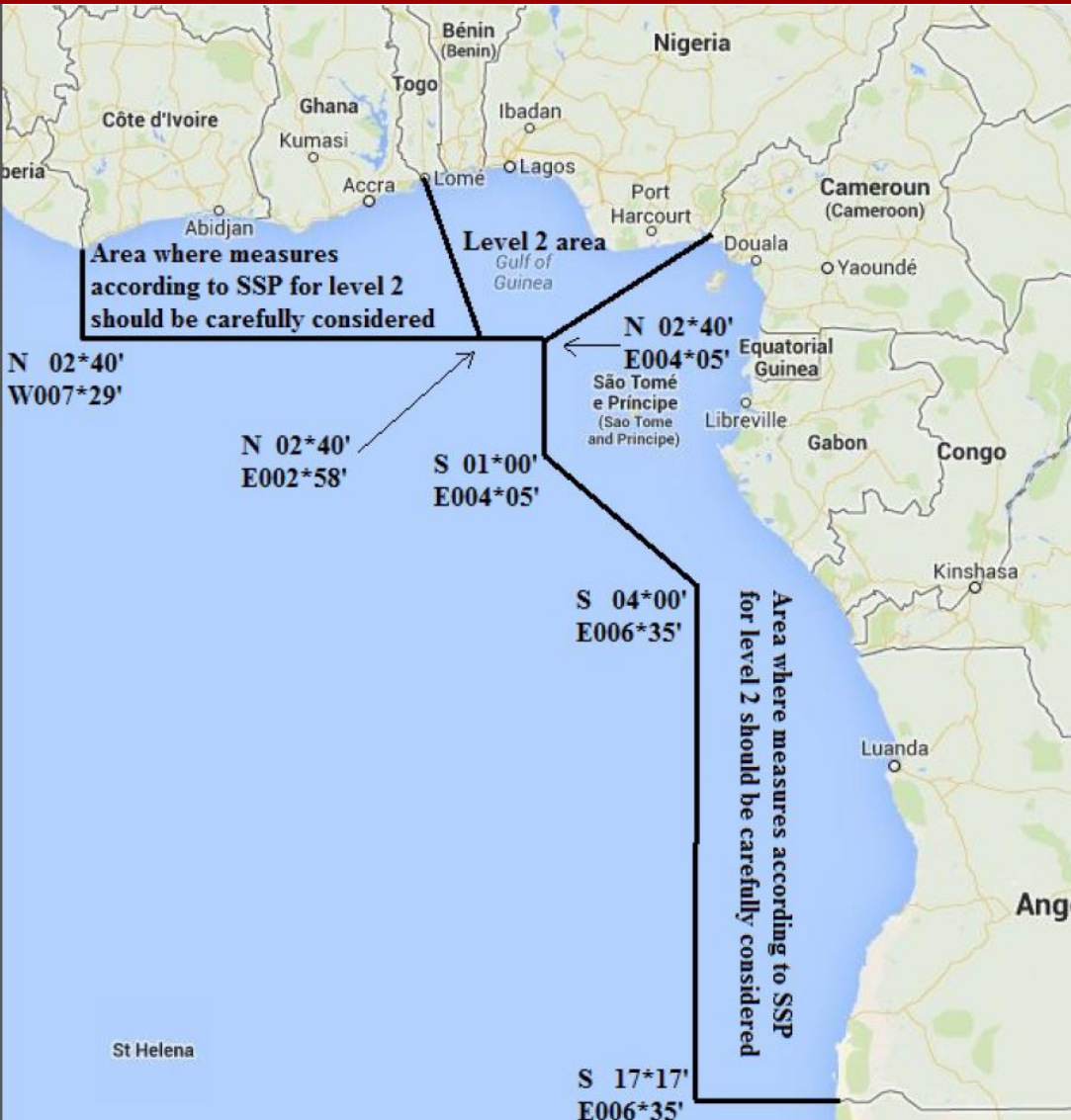
Nigeria was already listed at the time.

Togo was included on 12 June 2012 for the same reasons.

The Listed Area is defined as: *Gulf of Guinea, but only the waters of the Togolese, Beninese and Nigerian Exclusive Economic Zones north of Latitude 3° N*



Norwegian Maritime Authority's caution area



Norwegian Maritime Authority notice issued 31 Jan 2014:

Expansion of security level 2 area in West African areas

Reference is made to ISPS notification dated 19.12.2013, related to West Africa. In that notification, the area where security level 2 is required was expanded to the waters off Togo and Benin, which was an addition to the already existing (since 2007) requirements for security level 2 in the waters off Nigeria.

Furthermore, on the same date (19.12.2013), the Norwegian Maritime Authority recommended that Masters carefully consider implementing relevant security measures for areas west of Togo (all the way to and including Ivory Coast) and east/south of Nigeria (all the way to and including Gabon). The relevant areas were marked on the map as "area where measures according to SSP for level 2 should be carefully considered".

Due to recent and credible reports of Nigerian piracy activity off the coast of Angola, NMA advises vessels flying the Norwegian flag to carefully consider relevant security measures east and south of Nigeria, all the way to and including the waters off Angola.

The Norwegian Maritime Authority emphasizes that the required security level for the said area west of Togo and east/south of Nigeria is still level 1.

Source: <http://www.sjofartsdir.no/om-direktoratet/aktuelt/security-and-piracy-information/piracy-information40/>

Risk Management

Prevention and response

International efforts

Regional & local initiatives

Maritime oil & gas

Shipowners

INTERNATIONAL RESPONSES

US Navy – African Partnership Station – Joint regional exercises



US Navy HSV Swift - Training navies and building relations



French Navy, Mission Corymbe



French Frigate Latouche -Treville

EU's Crimgo & GoG Action Plan 2015-20

Critical Maritime Routes in the Gulf of Guinea Programme (CRIMGO)

Initiative by: EU

Announced: 11 January 2013

Objective: Assist governments across West and Central Africa to improve security and safety of the main shipping routes.

4 pillars:

- establishing a regional information sharing network;
- training related to coastguard functions;
- developing a framework for inter-agency cooperation;
- promoting operational inter-agency cooperation.

Partner countries: Benin, Cameroon, Eq Guinea, Gabon, Nigeria, São Tomé and Togo (Côte d'Ivoire and Ghana).

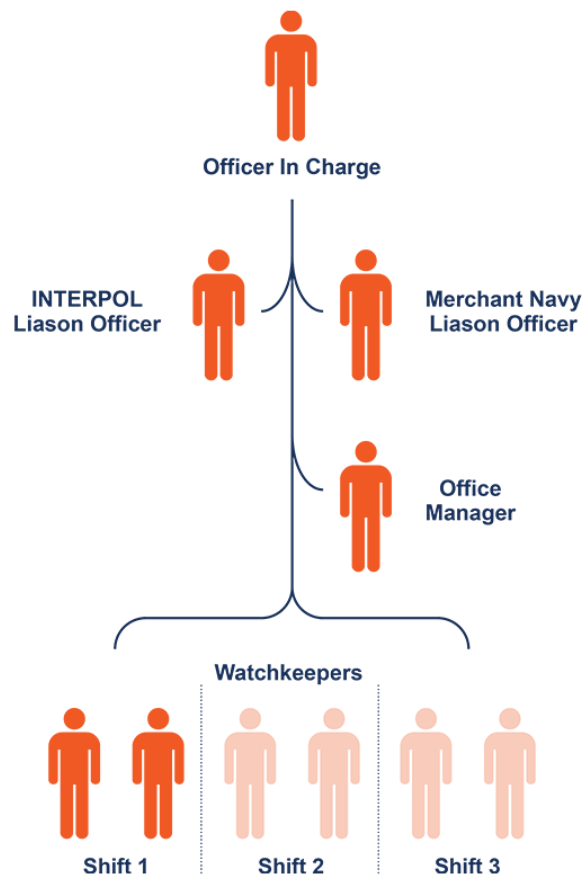
Graduation Ceremony of the second CRIMGO courses initiated by the European Union in Ghana (16/07/2015)

For the second time, with the support of the European Union (EU) Critical Maritime Route project for Gulf of Guinea (CRIMGO) project and the Regional Maritime University (RMU) in Accra, has delivered an innovative training, to 42 mid-managers and operators from seven coastal countries of the Gulf of Guinea (Benin, Cameroon, Equatorial Guinea, Gabon, Ghana, Nigeria, and Togo). This was after eight weeks of undergoing various courses on maritime security. The participants were presented with certificates, at a ceremony in Accra on 15 July 2015.



CRIMGO is being supported under the EU project "Fight against piracy and armed robbery in the Gulf of Guinea" at the Regional Maritime University (RMU) in Accra.

MTISC-GOG - Accra, Ghana



Maritime Trade Information Sharing Centre – Gulf of Guinea

Initiative by: The Oil Companies International Marine Forum (OCIMF), UK Govt - supported by IMO
Cast in the mould of the UKMTO and Maritime Security Centre-Horn of Africa (MSC-HOA)
Ambition: Single point of contact for GoG marsec information and maritime domain awareness

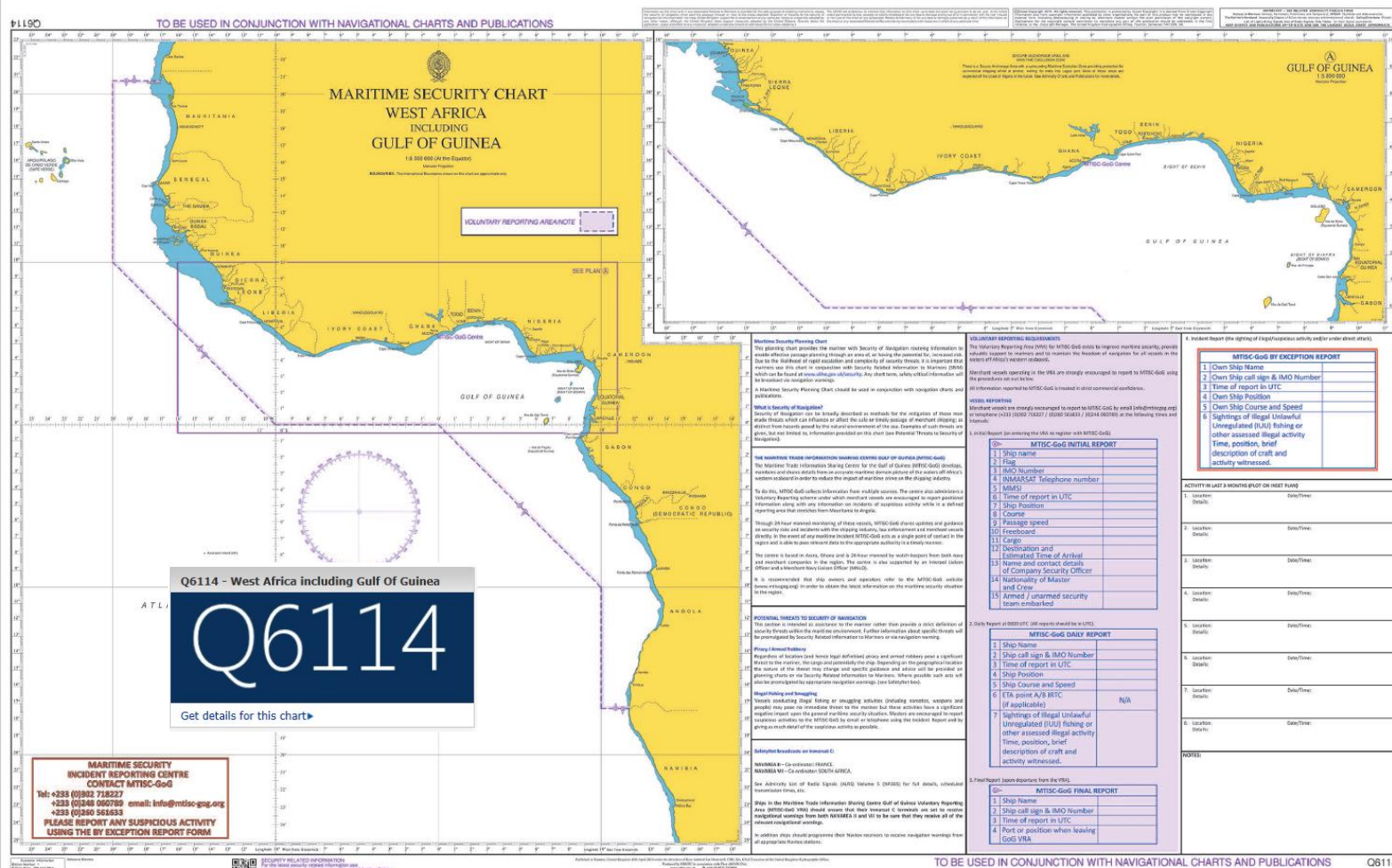
Location: Ghana

Trial run in Feb 2013 & 14 as part of the regional naval exercise OBANGAME EXPRESS

Operational as a 12-month test project

Information / Intelligence / Voluntary Reporting

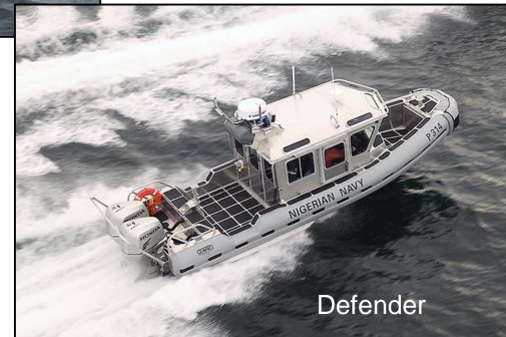
Maritime Security Chart West Africa / MTISC



<http://www.ukho.gov.uk/ProductsandServices/MaritimeSafety/Pages/SRIM.aspx>

REGIONAL RESPONSES

More patrol boats – increased surveillance/MDA



Former Norwegian MTBs now in service with NIMASA



MVs GEIR, HAUK, JO, STEGG, TERNE AND TJELD in Norway prior to the handover to CAS Global, a British company, in 2012. The Norwegian newspaper Dagbladet confirmed in June that they were now controlled by Global West Vessel Specialists Nigeria Ltd and in service with Nimasa. Photo: Royal Norwegian Navy.

INDUSTRY RESPONSES

Interim Guidelines with recommendations & guidance



BIMCO



Interim Guidelines
for Owners, Operators and Masters for protection against
piracy in the Gulf of Guinea region

(To be read in conjunction with BMP4)

Information / Intelligence

PUBLIC PROVIDERS

“LIVE”

- IMB-PRC *Live Piracy Map*
- MTISC-GOG

“PERIODICALS”

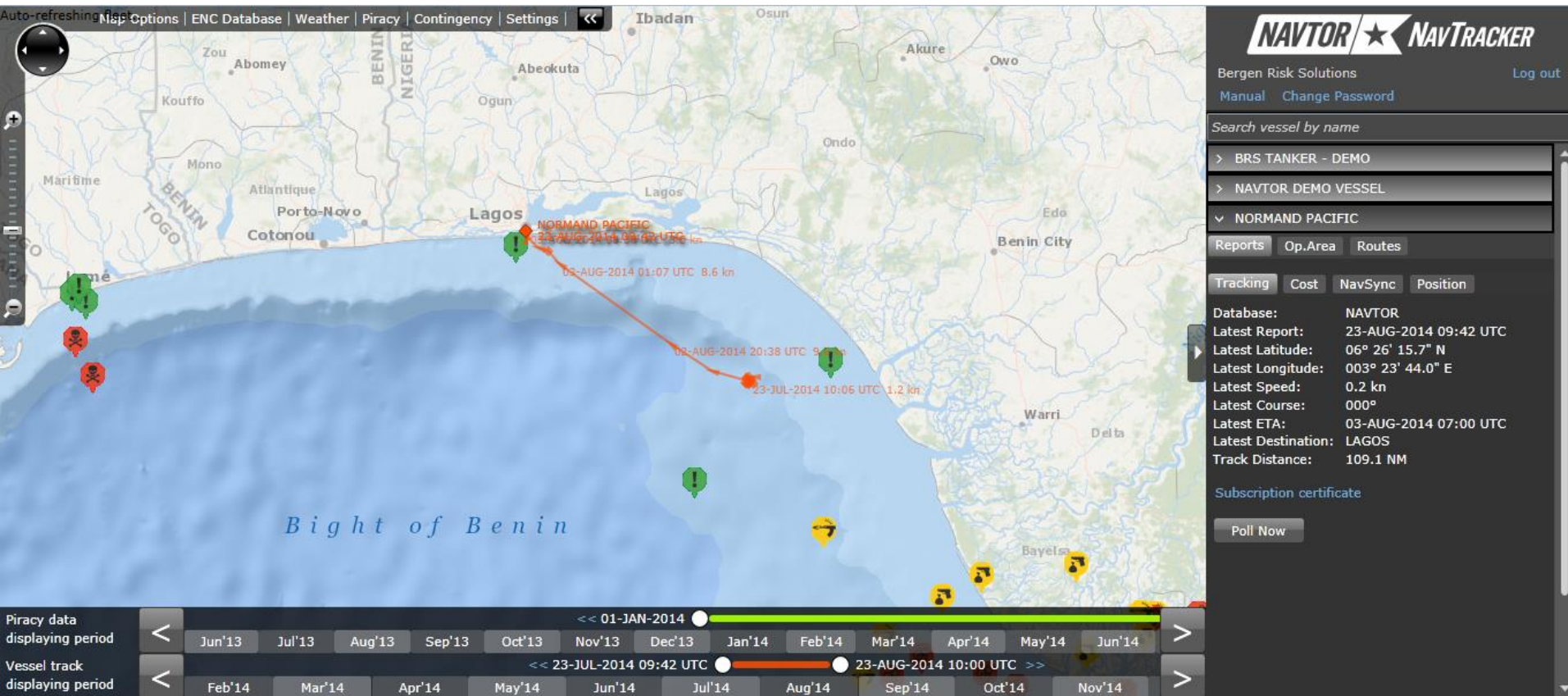
- IMO
- US Office of Naval Intel
- Media

PRIVATE PROVIDERS

- Bergen Risk (NOR)
- Risk Intelligence (DK)
- Dryad (UK)
- Oceanus Live (UK)
- Oil companies
- Ship owners
- PMSCs

Information / Intelligence

INTEGRATED SOLUTIONS







OIL COMPANIES' RESPONSES

Public/private partnership: Patrol boats hired to protect fields/installations

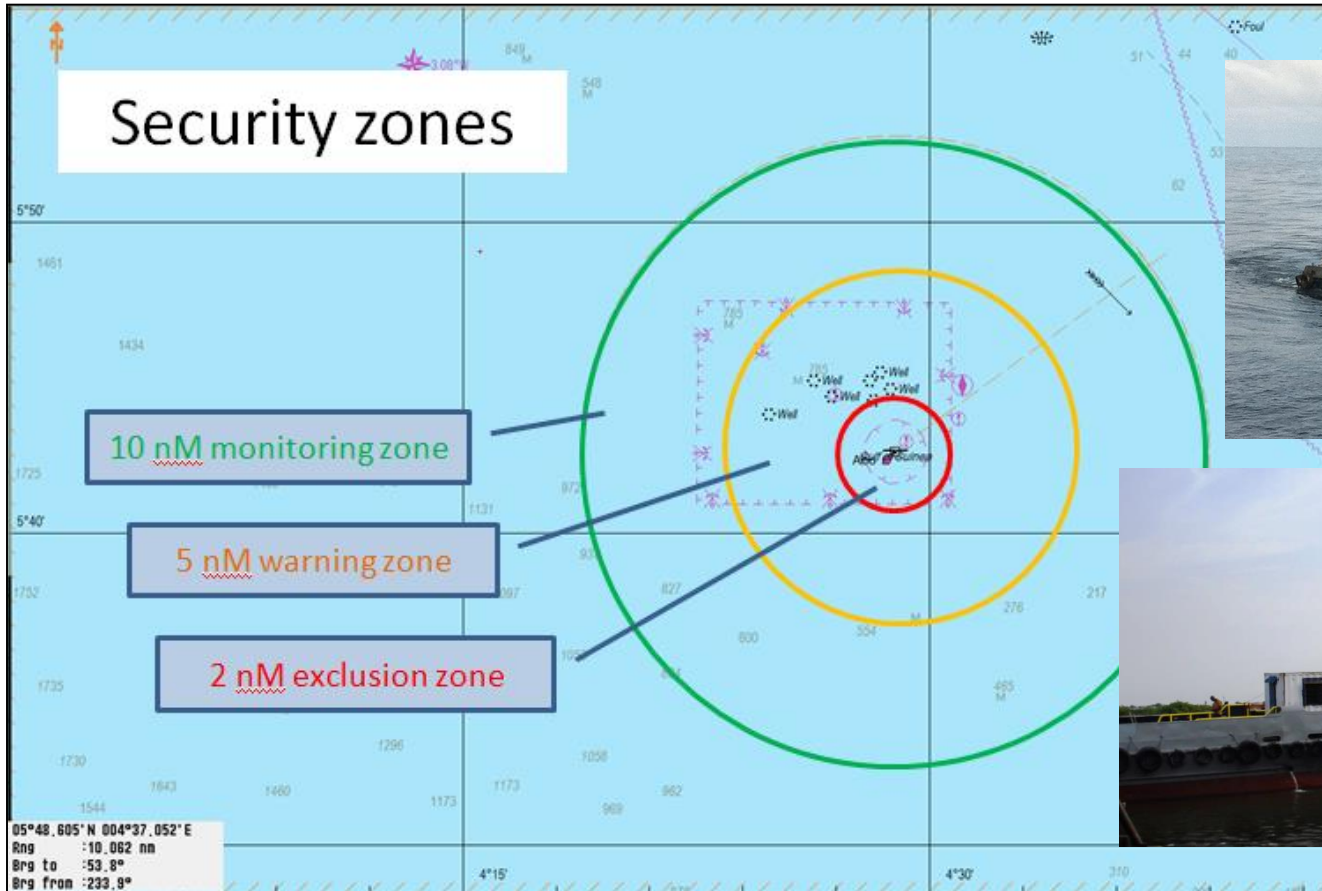


Oil company security plans

OFFSHORE SECURITY COORDINATION PLAN			Document Number [REDACTED]
			Revision [REDACTED]
Document type : PLN	System/Subsystem :	Discipline : OPE	Rev. Date : 09-Sep-10
Contractor document number : [REDACTED]			Page : 1 of 74

 TOTAL	USAN DEEPWATER DEVELOPMENT PROJECT UFR & OLT PACKAGE	 Usan Project
	TOTAL E&P NIGERIA LIMITED	 eni  saipem

Oil field security



(ARMED) GUARDS & ESCORT VESSELS?

Confusing and inconsistent, especially in Nigeria

**RUSSIAN SECURITY VESSEL AND CREW
DETAINED IN LAGOS, OCT 2012**



**BRITISH SECURITY PERSONNEL
ARRESTED, MAR 2014**



**NIG/UK SECURITY VESSEL ARRESTED IN
LAGOS, JUL 2014**



MV EMER moored at NNS Beecroft, Apapa, Lagos on 11 August.

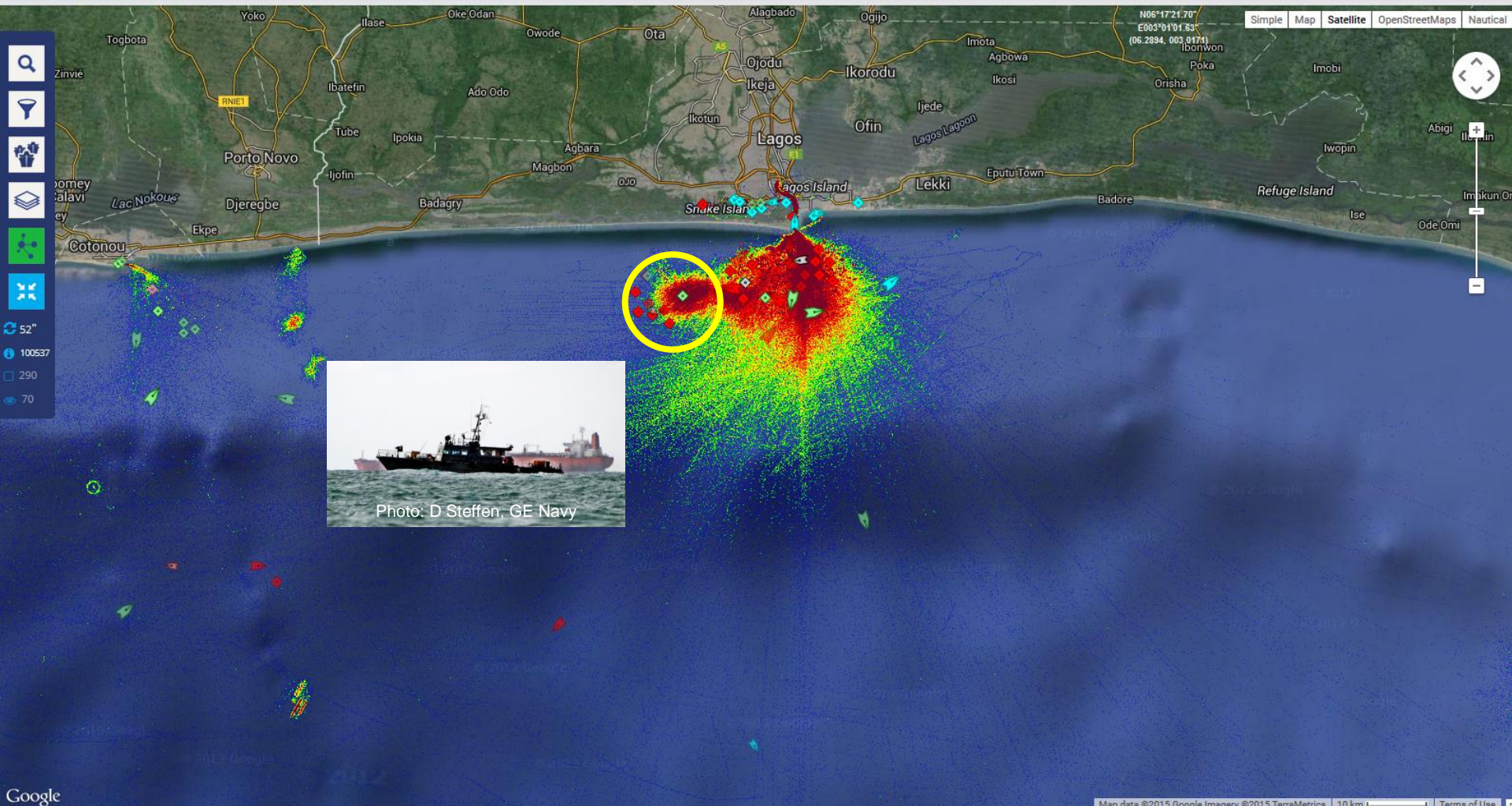
Armed guards & escort vessels

NIGERIA

- Private armed guards are illegal!
- Confusion on govt. security - Navy or Police?
- Navy says escort vessels only – no onboard protection (but practice may differ from official statements)
 - BIMCO warning 16 July 2014
 - IMO & BIMCO & others seek clarification – not received

Secure anchorages (here Lagos)

MarineTraffic



Emergency response & Info sharing

- **IMB Piracy Reporting Centre:**

Tel. +603 2078 5763 / +603 2031 0014 ; Fax No: +603 2078 5769

E-mail: piracy@icc-ccs.org / imbkl@icc-ccs.org

- **Maritime Security Incident Reporting Centre (MTISC-GoG)**

Tel. +233 (0)302 718227 / (0)248 060789 / (0)260 561633

E-mail: info@mtiscgog.org

- **Regional Maritime Rescue Coordination Centre (RMRCC) - Lagos.**

The following emergency numbers are manned on a 24/7 basis:

Mobile: +234 803 068 5167 / Land line: +234 1 730 6618.

GoG Maritime Security Briefing

Questions?

MORE INFO?

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