Control Risks
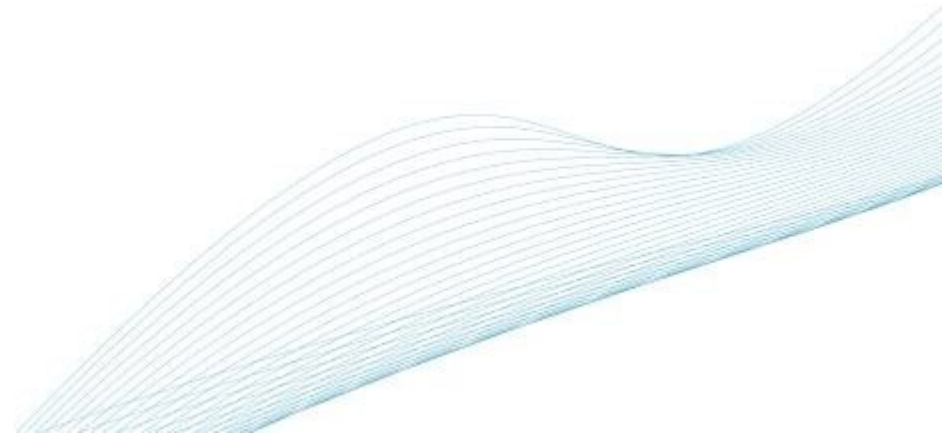
Maritime Security in Nigeria and the Gulf of Guinea

Tom Griffin | **Managing Director, West Africa**
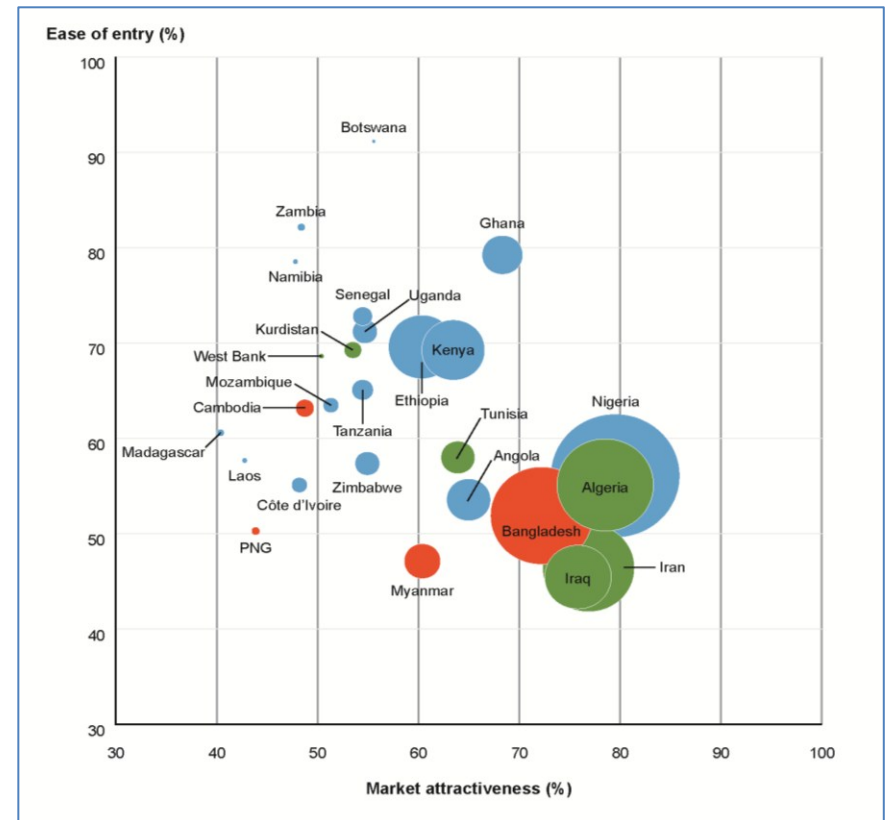
Control Risks in Nigeria and West Africa

- Operating in Nigeria for over 30 years. Risk consulting firm focussed on political, security and integrity risks.

- Over 150 people supporting clients across the region.

- Offices in Lagos & Port Harcourt

- Extensive support provided to companies on / offshore operating in the maritime & transportation industry :

    - Threat assessments and incident monitoring

    - Maritime Transits

    - Kidnap & Ransom and Crisis Management Response

    - Counter-piracy and offshore security operational support

KEY

■ CONTROL RISKS OFFICE OR PERMANENT PRESENCE

■ IN-COUNTRY PRESENCE

□ CONSULTING WORK CONDUCTED DURING THE PAST 12 MONTHS

▬ MARITIME ASSIGNMENTS

Maritime Security in Gulf of Guinea | Context

- Nigeria and other nations across the region have increasing global relevance

- Scramble for Africa Part 2

- $16bn of FDI in '13

- 20 largest economies by 2020.

- Growth beyond oil.

- Regional global players

- Burgeoning middle class and consumer

- spending. Aspirational society

- Heavy reliance on maritime industry:

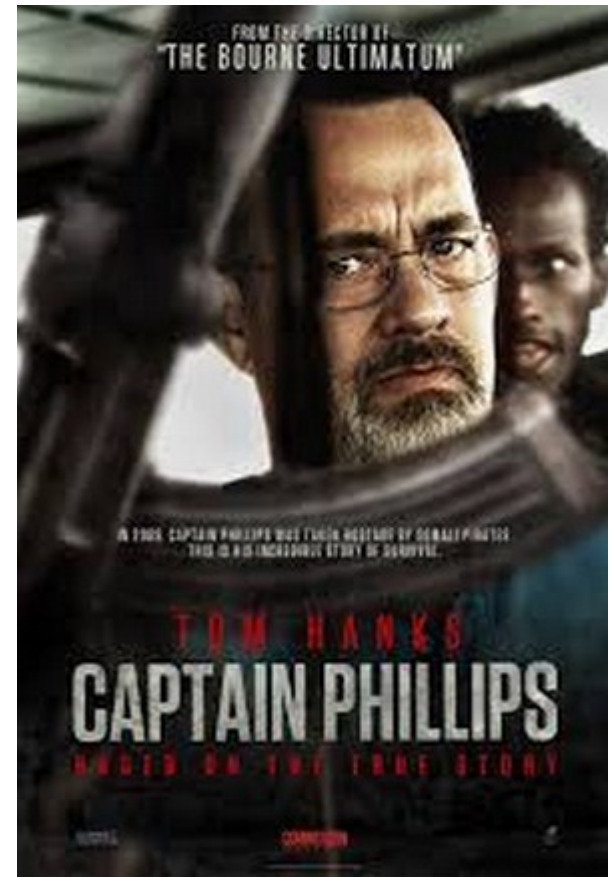   - 80% of ECOWAS GDP

    - 60% of through Nigeria

Maritime Security in Gulf of Guinea | Context

Maritime Security in Gulf of Guinea | Context

Gulf of Guinea: Reported incidents 1 January – 31 December 2013

CLUSTER · ASSAULT · KIDNAP · ATTEMPT · APPROACH · SUSPICIOUS ACTIVITY · THEFT · HIJACK · ROBBERY · TERRORISM · ACTIVISM

Gulf of Guinea | Maritime threats

- Maritime activity and maritime security issues have existed in the area for many years.
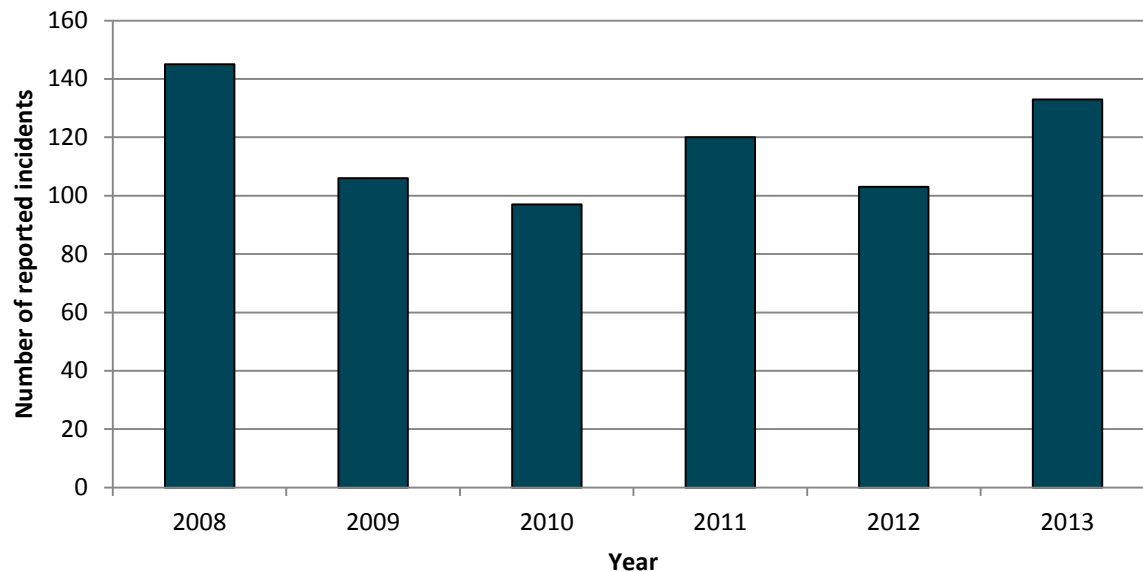
- There has not been a dramatic increase in incident numbers, the major changes have been with the individual trends.

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## Gulf of Guinea | Maritime threats

- Diverse range of maritime threats including:

  - **Anchorage crime:** Theft and robberies involving ships at anchor off major ports.

  - **Armed robbery underway:** Attack on vessels underway in order to steal equipment.

  - **Hijacking for cargo:** The seizure of product tankers in order to transfer off cargo (usually refined fuel products) for re-sale

  - **Kidnapping for ransom:** Kidnapping of small groups of crew members from vessels operating off the Niger delta.

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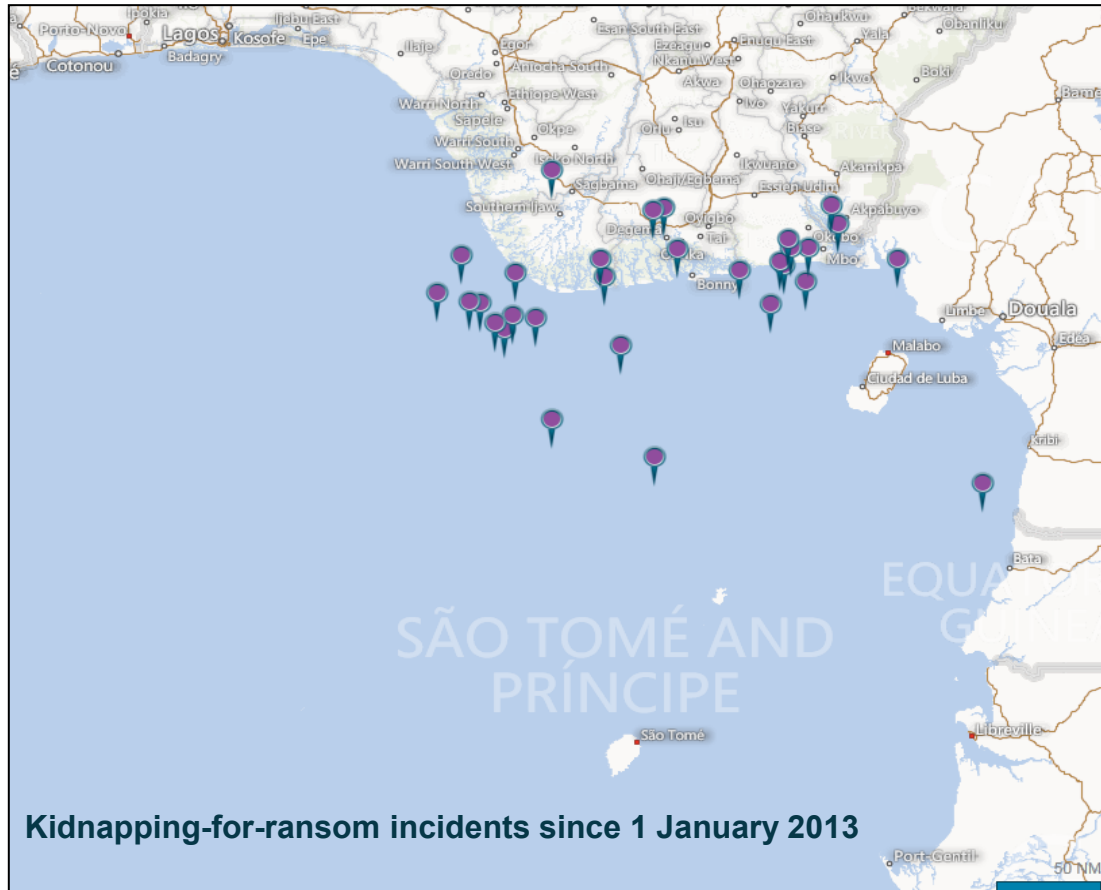# Piracy in the **Gulf of Guinea | Operational areas**

▪The **two** major changes have been with **hijacking for cargo** and

kidnapping for ransom

KEY

KIDNAPPING-FOR-RANSOM

HIJACKING-FOR-CARGO

Kidnapping-for-ransom

Kidnapping-for-ransom incidents since 1 January 2013
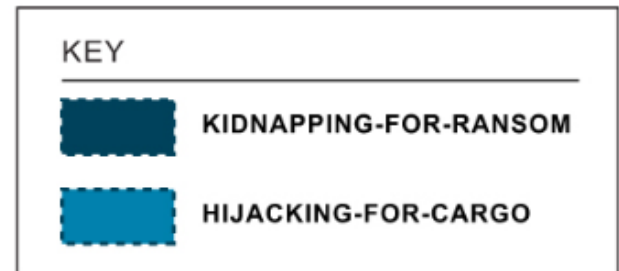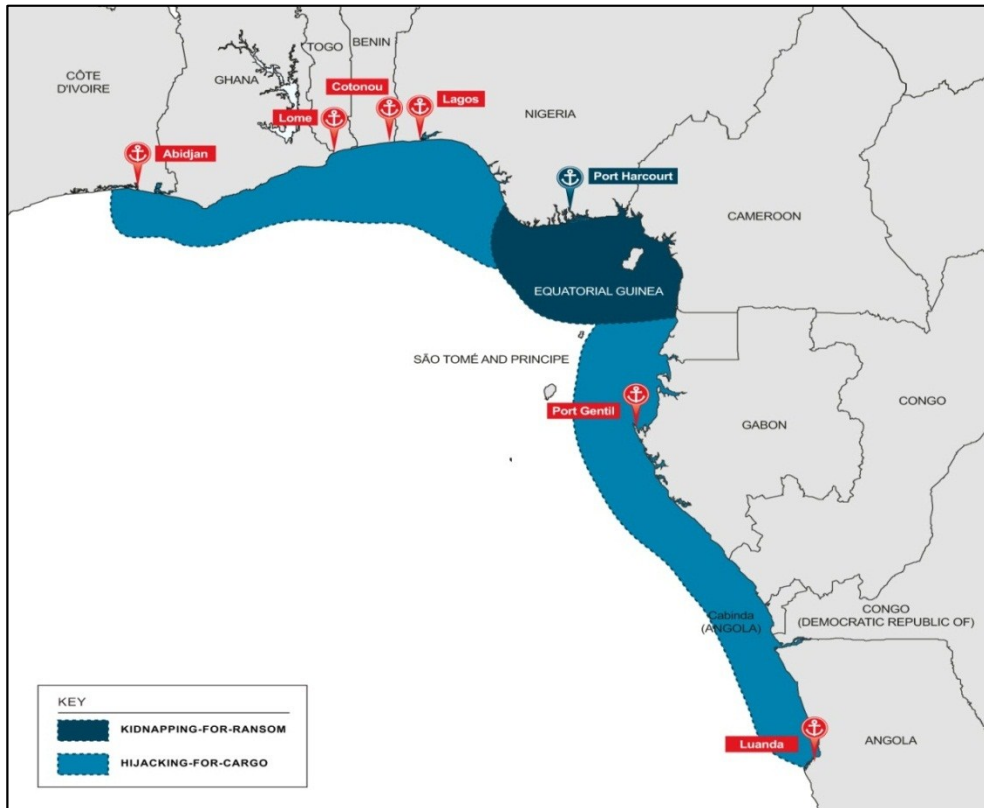
**Vessel attacked and boarded while underway**

Personal belongings and equipment stolen

Between two and five crew members abducted from vessel

**Vessel released and kidnapped crew members taken onshore**

Kidnapping-for-ransom

- Variety of vessels targeted including supply ships, container ships, general cargo vessels as well as local vessels

- All vessels operating within 200 nautical miles of the Niger Delta region vulnerable to these groups

- Number of vessels experiencing a kidnap increased by **355%** in 2013

- 2013 also saw three key trends in offshore kidnapping:

  o Targeting of vessels <u>not</u> transiting to Nigeria

  o Shift further offshore and eastwards

  o Increased use of hijacked vessels (such as fishing boats or supply ships) as mother ships
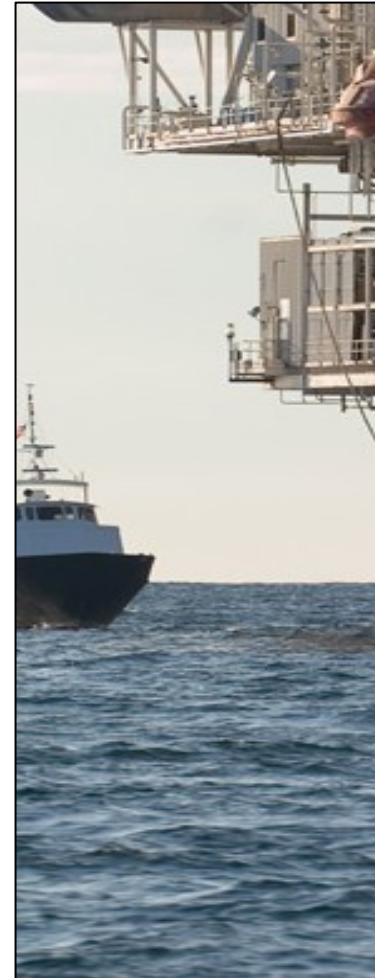
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Hijacking-for-cargo
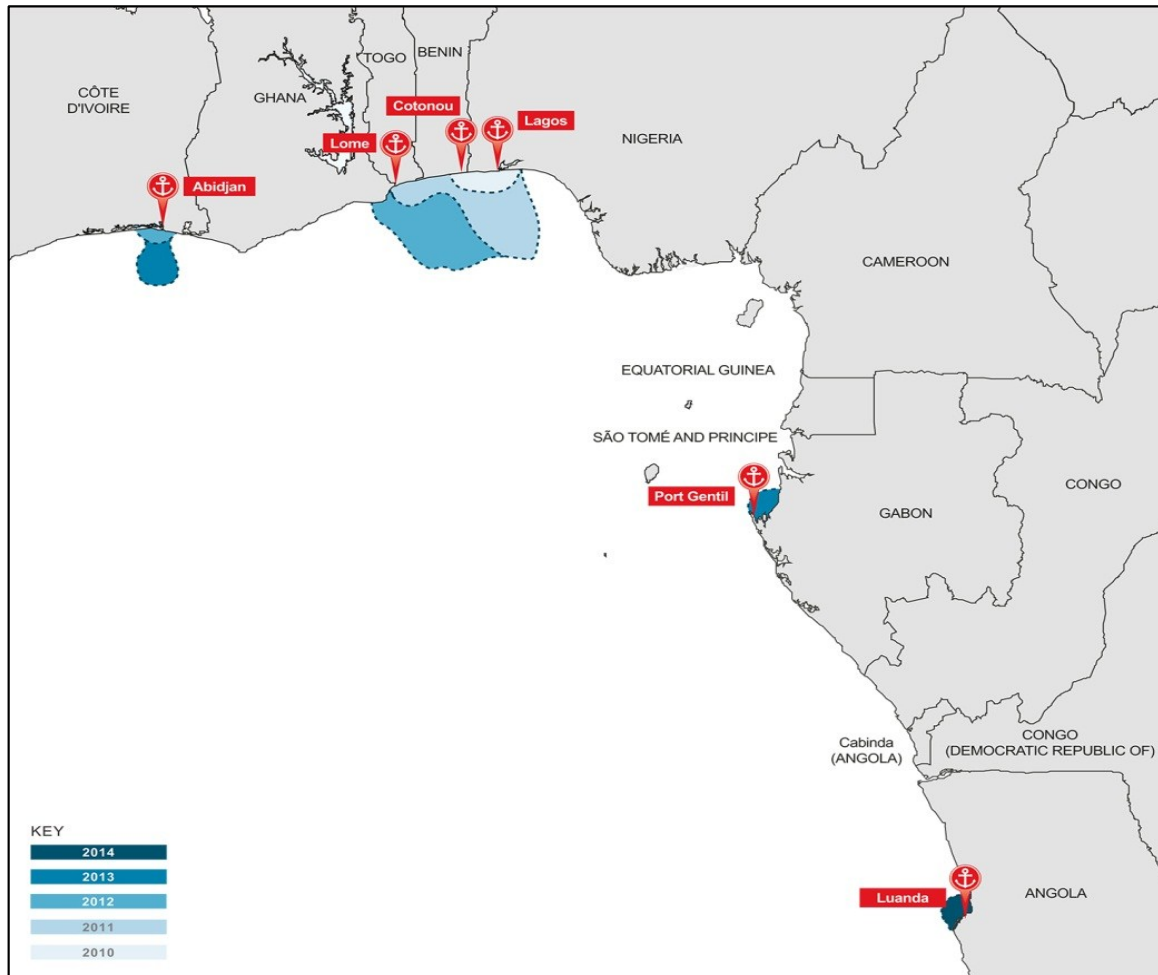
Vessel is boarded while at anchor or drifting

Communications disabled and vessel moved to RV point

Portion of cargo is removed via ship-to-ship transfer

Equipment and personal belongings stolen before vessel is released

KEY
2014
2013
2012
2011
2010

Hijacking-for-cargo

- Although groups have a wider operational area, this activity affects **only** product and chemical tankers

- Intelligence-led operation with pirates demonstrating maritime experience

- Numbers of successful incidents have **declined** since 2011 as security levels have improved across the wider Gulf of Guinea

- There is **no kidnapping-for-ransom element** to this although some crew members have been forced to help transport pirates / stolen equipment back to the coast after cargo has been stolen

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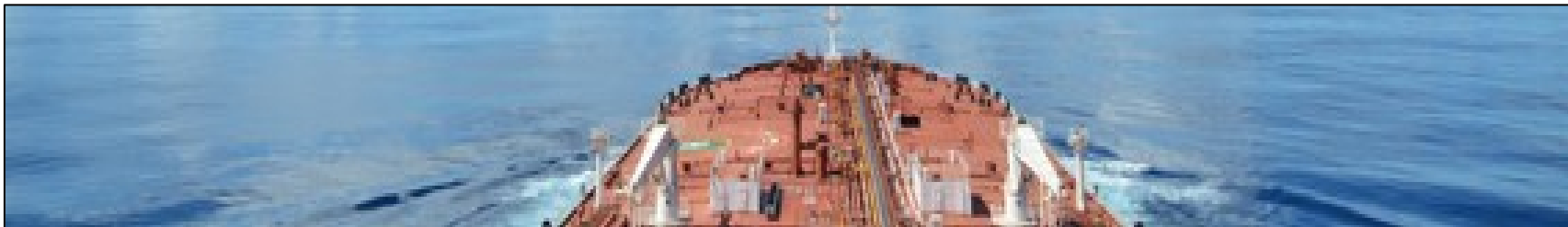
Regional Security – Recent Successes

- Some improvements in offshore maritime security over the last 12 months

  o Improved security awareness amongst the maritime community (e.g. introduction of Best Management Practices Gulf of Guinea)

  o Increased vigilance and implementation of basic ship security measures:

    o Threat monitoring

    o Vessel hardening, security audits & training

    o Security officers and armed support

  o Introduction of port security initiatives such as "secure anchorages"

  o Capacity building of local navies through training by international naval forces
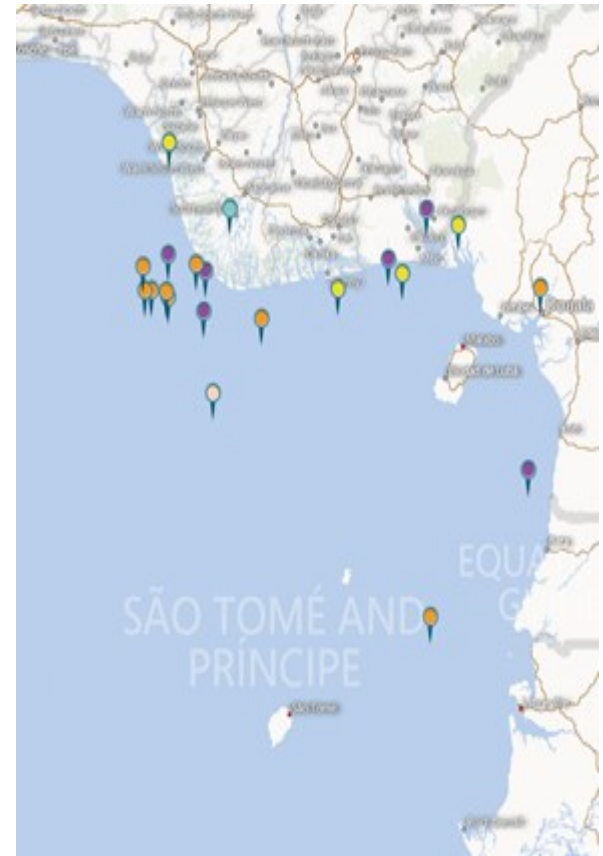
Control Risks
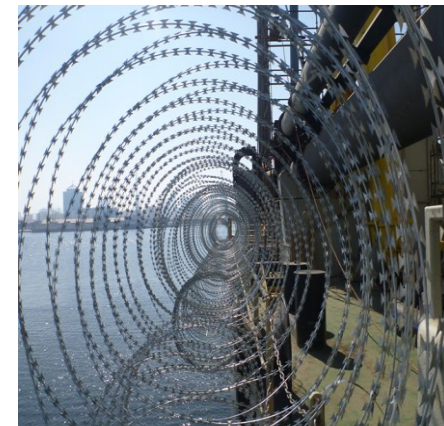
Regional Security – Ongoing Challenges

- Challenges for operators in the region remain:

  o Local navies in the region still lack substantial capability for patrols and operations deep offshore

  o Minimal (political) leadership will for change

  o No regional reporting and coordination centre for vessels to submit reports and request military assistance

  o Horn of Africa model (private armed security teams) cannot be replicated in the Gulf of Guinea

  o Only local security forces can provide armed security protection
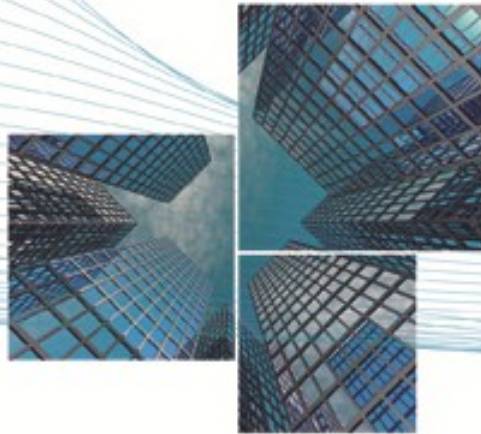
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Outlook for 2014

- The problem will not go away. Attacks are continuing

- Renewed commitment from adventurous pirates. Increased capacity

- Toothpaste tube effect to activity

- 2015 Elections will impact heavily on insecurity

- Pockets of positivity across the region

- Improved awareness by operators and action from international & national agencies is paramount

Questions?