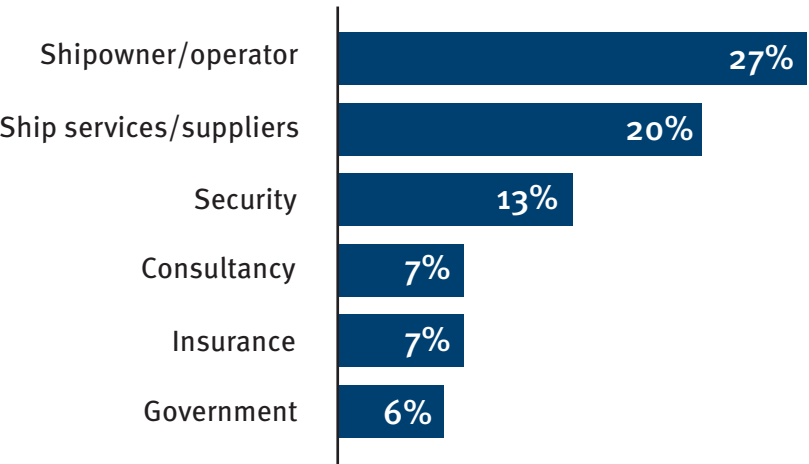


Lloyd's List security survey

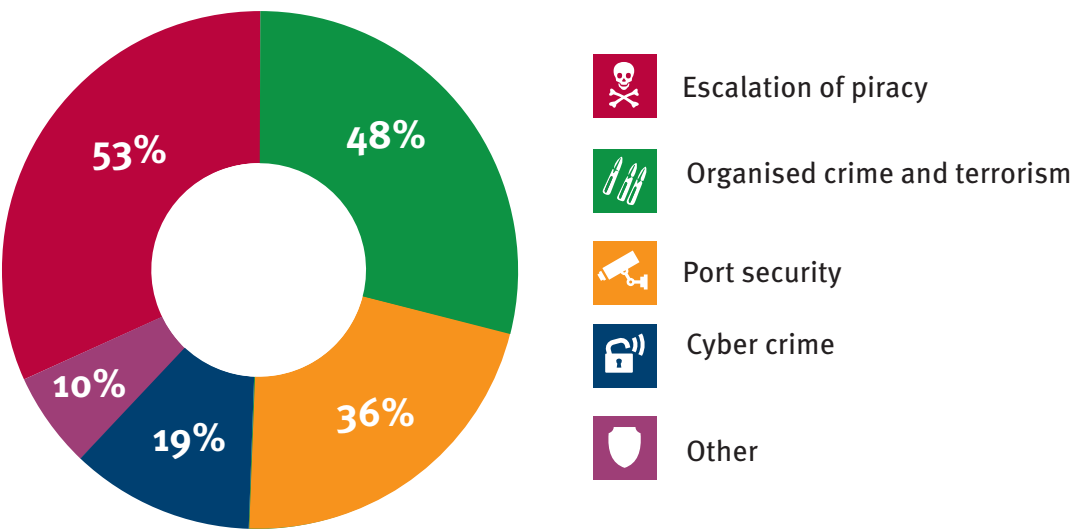
Lloyd's List recently conducted a four-week online survey to gauge what the shipping industry sees as future threats to maritime security. Given the rise of the private maritime security sector, a key focus of this research was to examine how these companies planned to evolve beyond providing a protection service against piracy and to cater to other threats to shipping. A summary of the responses is included below.

*Respondents were invited to give multiple answers to these questions.

Who responded to the survey?



What are the future threats to shipping?*



YOU SAY



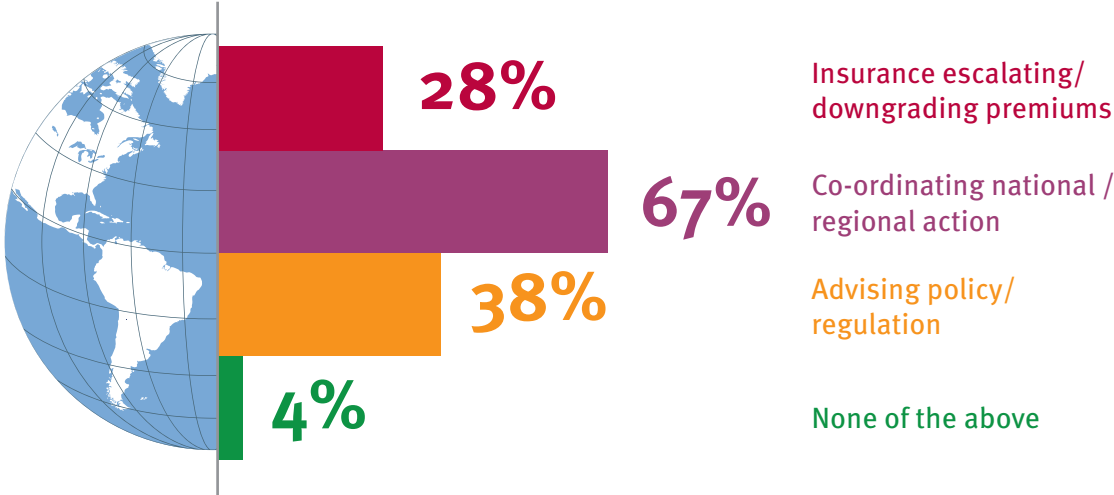
Although the current situation shows a decrease in captured vessels, attacks are still happening and becoming swarm-style approaches. The pirate groups are probing to check for weakened vessel protection and lapses in security procedures. All criminal activity will escalate in coming years, the switch of tactic to land-based attacks by al-Shabab proves they are not afraid to change their targets. Ports will need extra vigilance in the coming months and years to combat infiltration at entry and exit points of the supply chain.

Private maritime security expert

Cyber crime can become the number one threat for the maritime industry. We have managed to diminish shore threats, though there is not yet evidence of improved technologies, either on vessels or in shipping companies. Instantly, a hacker can intrude the system and cause havoc.

Shipowner

What role should intelligence play?*



YOU SAY



The issue with intelligence right now is that there are too many hands in the cookie jar. Reports from different agencies conflict with each other. In addition, under-reporting of pirate incidents is commonplace.

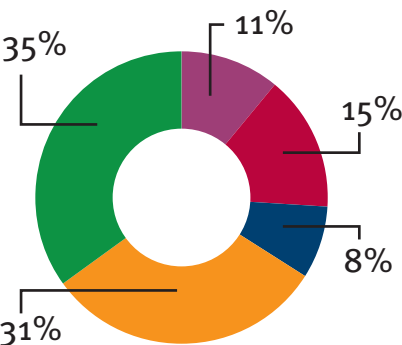
Supplier of ship services

Intelligence has a critical role in assisting the risk-assessment process and reducing the operational risks facing a shipowner/operator.

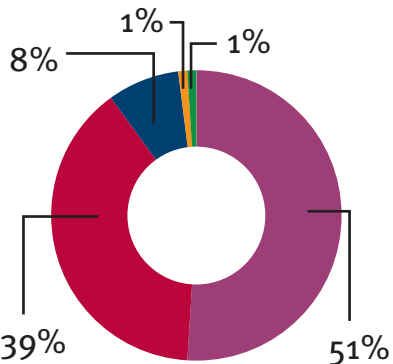
Private maritime security expert

Do you think players should share intelligence?

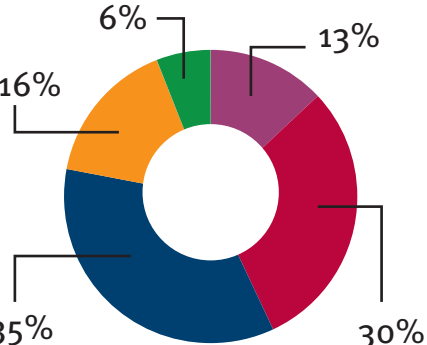
Intelligence should not be shared



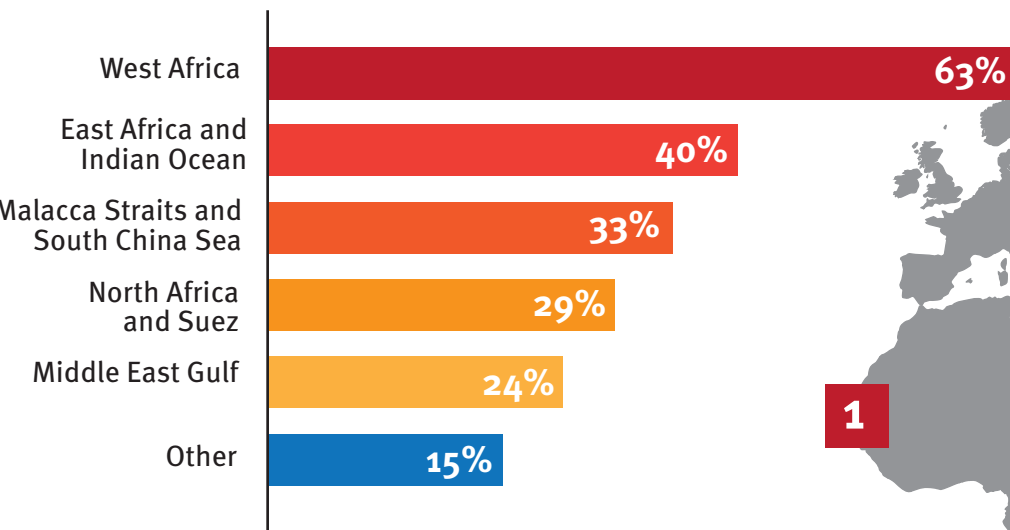
Sharing of intelligence should be encouraged



Intelligence should only be shared if costs of gathering intelligence are also shared



What are the likely hotspots for future threats?*



YOU SAY



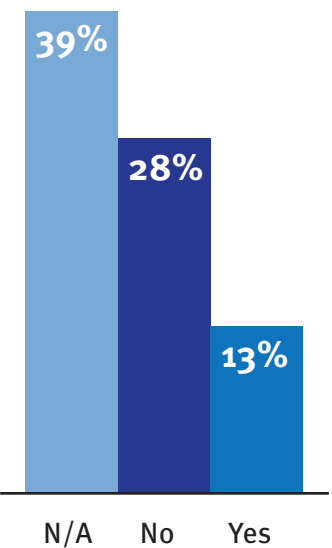
[The hotspots are] terrorism in North Africa / Suez. Piracy in West Africa. Armed robbery in Indonesia and Bangladesh.

Supplier of ship services

All areas are targets and do not think for one instant that criminal and terrorist organisations are not carrying out reconnaissance operations whilst this survey is being circulated.

Private maritime security expert

Are your security needs being met in West Africa?



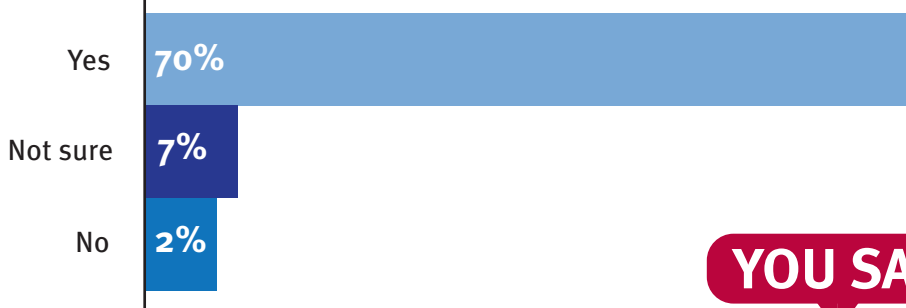
YOU SAY



The problem in West Africa is difficult and local governments should be further encouraged to be more co-operative with international resources.

Shipowner

Do you still think the coast of Somalia presents a risk to shipping?



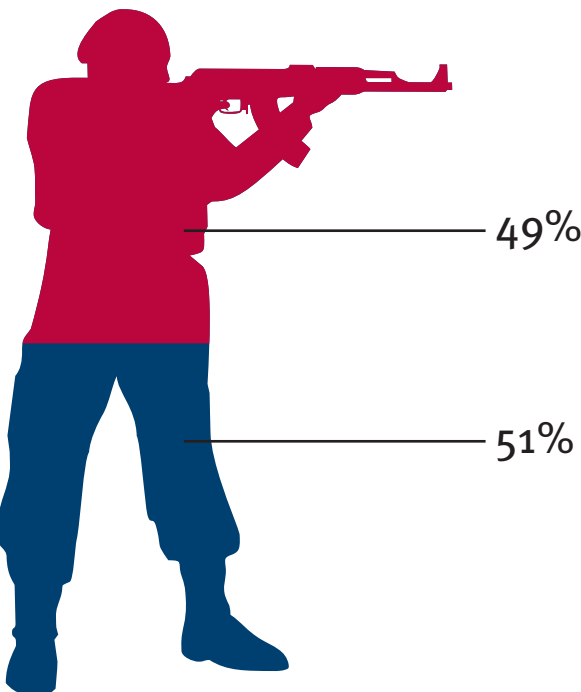
YOU SAY



Yes, you have a large number of unemployed, healthy males and a few dedicated professional mischief-makers stirring the pot.

Maritime consultant

Do you use a PMSC for transits through the Indian Ocean?



YOU SAY



It depends on the type of ship, the counter measures employed (BP4, etc) and seasonality but this answer will vary from a prudent shipowner with corporate social responsibility all the way to a charterer who is under pressure to turn a profit on a trip. The question should also be put to the crew members – there you will get a very clear answer.

Maritime consultant

Complacency is a killer!

Private maritime security expert