

complex and demanding field of study and to make the maritime political risk tool fulfil its potential these recommendations should be implemented.

5.5 Conclusion

Creating this maritime political risk tool has been a more demanding process than expected. Finding adequate, suitable and correct information is a challenge, especially when looking for information from the past year or months. A well-managed system of organising information from a multitude of sources is a necessity. However, the maritime political risk tool is a simple way of organising information in a manner that gives the user an understanding of the nature of the problem. The more knowledgeable one is about a subject, the higher the possibility to forecast probable future scenarios. This maritime political risk tool gives the user the appropriate knowledge to understand the nature of the possible problem and set a foundation for formulating management and mitigation strategies.

The actors and actions in the maritime political risk tool counter this challenge of adequate knowledge by overlapping each other. This means that the same aspect of maritime security is analysed from different perspectives. This is a strength since it creates different scenarios and a deeper understanding of the same issue, i.e. both the maker of the maritime political risk tool and the user are forced to look at potential problems from different perspectives. These different perspectives are starting points to forecast probable futures, and to implement appropriate management and mitigation strategies.

The conclusion is that the maritime political risk tool is a promising tool that can improve management and mitigation strategies. It is based on a strong understanding of political risk theory and transforms it into a practical tool that can help the offshore oil and gas industry to create a more secure maritime environment.

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Appendix A

Location of all ACTUAL and ATTEMPTED attacks³³.

January – December: 2006 – 2010 and January – June 2011.

Locations	2006	2007	2008	2009	2010	2011 (Up to June)
SE Asia	72	63	52	44	69	42
Malacca Strait	11	7	2	2	2	
Far East	5	10	11	23	43	15
Indian Sub-Continent	53	30	23	30	28	9
South America	29	21	14	37	40	9
Africa	33	45	115	146	91	45
Somalia	10	31	19	80	139	125
GoG – Benin				1		12
Cameroon	1		2	3	5	
Equatorial Guinea			1			
Ghana	3	1	7	3		2
Ivory Coast	1		3	2	4	1
Liberia		1	1		1	
Nigeria	12	42	40	29	19	6
Togo	1		1	2		
Rest of World	8	12	2	8	4	1
Total of the Year	239	263	293	410	445	266

Adapted from ICC, 2011b: 5-6; ICC, 2011d: 5-6.

³³ Armed or piracy attacks on vessels.

Appendix B

Port and anchorage, with three or more reported incidents

January – December 2010 and January – June 2011.

Country	Location	1.1.2010 - 31.12.2010	1.1.2011 – 30.6.2011
Bangladesh	Chittagong	22	4
Brazil	Vila Do Conde	7	
Cameroon	Douala	4	
Guinea	Conakry	5	
Haiti	Port Au Prince	5	
India	Visakhapatnam	3	
Indonesia	Dumai	4	4
Indonesia	Jakarta / Tanjung Priok	4	5
Indonesia	Tanjung Pensancingan	3	
Ivory Coast	Abidjan	4	
Nigeria	Lagos	11	3
Peru	Callao	9	
Philippines	Manila	3	
Singapore Strait	Singapore EOPL Anchorage	3	
Venezuela	Puerto la Cruz	5	
Vietnam	Vung Tau	7	
India	Cochin		4
Benin	Cotonou		11
Venezuela	Puerto Limon		3
Indonesia	Samarinda		3

Adapted from ICC, 2011b: 11; ICC, 2011d: 10.