

Milipol

Monthly News

MILIPOL QATAR 2010,
8th International Exhibition of
Internal State Security, Doha
Exhibition Center, 25-27 October 2010

► **Issue # 2**
October 2010

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Milipol
QATAR 2010



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■ Editorial



Visit of Milipol Qatar 2008 by His Highness Sheikh Tamim Bin Hamad Al-Thani, Crown Prince of Qatar, accompanied by His Highness Sheikh Abdullah Bin Nasser Bin Khalifa Al-Thani, Minister of Interior.

Welcome to this second newsletter before Milipol Qatar 2010. We hope you will find the articles concerning security issues in the Middle East, as well as in Asia Pacific, informative and interesting. There is now less than a month to go before Milipol Qatar 2010 opens on 25 October. The latest list of exhibiting companies can be found at www.milipol.com. With companies continuing to reserve their booths, there are currently almost 200 exhibitors from 33 countries promoting a wide selection of innovative products and technologies for the internal state security sector.

We look forward to welcoming you in Doha 25-27 October for the 8th edition of the leading meeting place in the region for state security professionals.



Michael Weatherseed
General Manager –
EDS Milipol

■ Training, an Essential Part of Supplying Equipment to Arab World



Antoine Sfeir
Managing editor
Les Cahiers de l'Orient

In less than a decade the Near and Middle East have experienced upheavals that generate the deepest security concerns. The breakup of the region has put paid to calls for nations to band together in such organizations as the Arab Maghreb Union and the League of Arab States. Each nation has withdrawn into itself and seeks to protect itself against neighbors. Mistrust prevails between Algeria and Morocco; between Egypt and Sudan and between Lebanon and Syria, even if the latter is on the defensive; while Persian and Shi'ite Iran fears its Arab neighbours, Pakistan and Afghanistan (Pashtuns, Baluch, Uzbeks, Tajiks), all of them Sunni; for its part, Libya keeps strictly to itself.

Within each state, such as Iraq, communities seek to gain strength and thus find themselves feeding an ever-growing market for security equipment.

But the efforts deployed in this endeavour have not come to much because the armed forces and security agencies of the countries in question are not in a position to use the equipment to maximum effect. Apart from the need to transfer technology there is an equal necessity to train security personnel on both the technical and operational levels. But that is the rub. To provide training you need full trust between the two sides. In no case should a balance of power emerge, such as teacher-student relationship. Hence the need for the nation that dispenses training to have highly detailed knowledge of the country that asks for it. That means the country's mind-set and culture rather than clichés about it. Only on that condition can a successful partnership be forged. ■

■ French Gendarmerie Nationale to showcase at Milipol Qatar 2010

For the first time the French Gendarmerie Nationale will exhibit its expertise to the international market. At Milipol Qatar 2010, they will present in particular their special forces "GIGN" as well as the "Republican Guard" horseback and motorbike squads.

"Under the authority of the French Ministry of Interior, the 100000-strong Gendarmerie Nationale has been established as a military-staffed security organisation to serve the stated purpose of ensuring peace, tranquillity and protection of the general public and of property." ■



■ Maritime security: To Arm or Not to Arm

The debate on whether to legally arm commercial vessels to defend themselves against pirates has been a contentious one for decades

Most non-lethal systems and the use of trained private security companies are too expensive for the majority of shipping companies to employ. The effective policing of all dangerous waters is impossible. If a vessel is not very fast (under 14 knots), has a low free board and its owner lacks cash to spend on security the simplest and cheapest option of self defense against the lethal threat posed by pirates is a gun. But there are a host of dissenters against that practice no matter how vulnerable the vessel is.

The most vocal are insurance companies, armed forces and maritime organizations, although it often appears the latter are influenced by the first two. Many insurance companies refuse to underwrite a vessel that employs lethal weaponry, mainly due to liability issues. If someone gets killed – whether crew member, innocent bystander or even perpetrator – the first question is who should bear responsibility : the private security firm, shipping company, shipowner or captain ? Claims arising from liability could be expensive for there are unclear areas of international law concerning jurisdiction. Jurisdiction is influenced by the ship's country of registration, the waters it was travelling through and the nationalities of the victims or perpetrators. If the case ends up in a US court the costs and potential damages could spiral out of control.

Many insurers are also sensitive to the moral issue of encouraging deadly force against people by armed security personnel. But the attitude of insurance companies also seems

influenced by fiscal matters and image. That being said, there are some insurance syndicates that recognize security as a deterrent and make a point of offering lower rates to vessels that protect themselves.

Most naval advisers agree that arming a ship's crew is inadvisable. They believe it will only encourage an escalation in violence. That logic is rooted in the belief that the pirate's strategy is to capture the crew alive, and not just because of their hostage value but because the crew generally aren't a threat. The theory says that if merchant vessels use lethal force the pirates will kill any crew in the boarding phase and only when they've won control of the vessel will they revert to rounding up the remaining crew for ransom.

Basically, the military believes that it alone should be able to use lethal force because it is trained to do so.

Those arguing that ships operating in hostile environments should arm themselves, espouse the idea that attacking pirates are in such a vulnerable position prior to gaining a foothold on a vessel that even if armed defenders are outnumbered they should be able to repel an attack.

But there are many other theories and potential consequences. Nobody really knows how pirates will react when crew members fight back. There are too many variables to come up with a single solution that fits all parts of the world, all ships and every financial situation. Which theories are to

Three French crew members were kidnapped by pirates who boarded the *Bourbon Alexandre* (see photo) on an oil field operated by Addax off Nigeria on the night of Sept. 21. Sixteen crew members were aboard the vessel when it was attacked. It was the fourth act of piracy and kidnapping targeting the Bourbon shipping concern since 2008, both off Nigeria and elsewhere in the Gulf of Guinea.



Facts.

- A total of 406 incidents of piracy and armed robbery against ships have been reported in 2009.
- The last time piracy figures crossed 400 incidents was in 2003.
- 2009 is also the third consecutive year that the number of reported incidents have increased with 239, 263 and 293 incidents reported in 2006, 2007 and 2008 respectively.
- Worldwide in 2009, 153 vessels were boarded, 49 vessels were hijacked, 84 attempted attacks and 120 vessels fired upon - compared to 46 ships fired upon in 2008. A total of 1052 crew were taken hostage. Sixty eight crew were injured in the various incidents and eight crew killed.
- Germany (64), Greece (59), Singapore (45), Hong Kong (20), Japan (16), United Kingdom (14) and Turkey (14) were the managing countries whose ships were attacked 12 times or more in 2009.

Source : 2009, annual report, International Maritime Bureau.

be espoused ? Are there reliable statistics supporting one or the other ? For instance, can the statistics regarding the escalation of violence in the U.S., where all law enforcement officers are armed, be compared with the U.K. where the police are generally unarmed. Can such comparisons apply to the GOA, Nigerian Delta or the South China Seas ? What's clear is that it can be dangerous to allow theory and myth to dictate policy. Since the onus on any escalation of violence lies with the pirates maybe we should ask them for their thoughts on the matter. One certainty is that most criminals temper their violence, if only because they fear the consequences. Would the prospect of a ship using violence to defend itself deter attackers ? If Somali pirates, for instance, made a habit of executing all crew members they captured from a vessel bearing arms, what would be our solution ?

The debate will continue but the truth is that more and more shipowners, wealthy and poor alike, are turning to lethal weapons as a solution to protecting their crew and cargoes. Perhaps they are choosing to ignore the insurance companies, humanists and theorists in favor of simple economic reasons. ■

Richard Fillon

CEO Integrated Risk & Security Management
Former member UK Special Boat Service



www.irsm.com

■ Product News

Processing...

For its fifth year attending the Milipol exhibitions both in Qatar and Paris, **Daetech** has teamed up with **Alzomar Trading Company** which will act as its regional representative. Daetech will be showcasing its latest product, the MIDAS DB3, a mobile retrieval system designed to gather and process both evidence and intelligence from images, video and data. The MIDAS system helps law enforcement, counter-terrorism, military and border control agencies to retrieve CCTV and surveillance evidence and intelligence and is capable of interfacing with any system or recorder, using an array of connections including : LAN, USB, Dvi, composite video, component video, S-Video and high definition video through HDMI, with extra functionality such as hard drive copying, cloning, full video and image enhancement and photogrammetry. The MIDAS is the ultimate mobile data lab allowing for instant use of results to guide command teams, CSIs and investigators. ■



Protecting !

ARAVIS®, the **Nexter's** latest multirole heavily protected vehicle, of which 15 units have been delivered to the French army in the past months, can carry 2 crew members and up to 5 infantry men and their equipment. Equipped with the SAFEPRO® armour technology that can defeat combined effects (blast and fragments), it also benefits from a remote-controlled weapon station with a 12.7 mm machine gun similar to the French army VAB TOPs used in Afghanistan since the beginning of the year. For its reconnaissance tasks, the ARAVIS® has, in addition to the turret cameras, peripheral cameras showing the nearby environment around the vehicle. One of the major advantages of this new 13 ton 4x4 vehicle is its protection, a main concern of armed security forces, highlighted by experience acquired in Iraq and Afghanistan. ■



■ Interview

Pascale Sourisse, Senior Vice President, Defense & Security C4I Systems Division - Thales

According to Thales, what are the main trends in the global Security market?

The security market has considerably evolved with the emergence of new threats. Globalization or the increased terrorist risks have turned governments' attention towards a better management of security issues. As a consequence, most countries are developing "global" security approaches based on a "Prevention – Protection – Response" triptych. Thales, as a worldwide leader in communications systems, intelligence and command & control solutions, is heavily involved in these major changes. Our products range and systems integration capabilities answer the most demanding security needs : the development of secured and resilient networks, protection of critical assets, border control solutions, cyberdefence centres, intelligence systems, etc.

Currently in the Middle-East, Thales provides high-end security solutions: Mecca (optimization of crowd movements for the Hajj pilgrimage), Jordan (nationwide secured communication network offering full interoperability between security forces), etc. More globally, Thales provided a safety and security system to the Dubai airport as well as to the Durban's King Shaka International Airport, a crucial issue in the context of the 2010 FIFA World Cup.

How would you define the main stakes of the Security market in the Middle East?

The risk of terrorism is probably one of the major stakes in the Middle-East today. Addressing it requires to be able not only to provide efficient solutions in terms of prevention (such as intelligence or identification solutions) or protection (such as oil & gas centres, airports and border surveillance) but also to facilitate the exchange of information between these systems.

This ability to gather information and transform it into knowledge is at the core of Thales' know-how. We consider that the development of efficient security solutions relies on a tight partnership between Thales and its clients, as the knowledge of the local context plays a key role in the efficiency of the delivered solutions.



Pascale Sourisse

Lastly, as Middle East countries are facing a rapid economic growth, we think that the development of comprehensive urban security solutions will become a key stake for the region. In this domain, we have acquired a solid experience, for example with the urban security project in Mexico city.

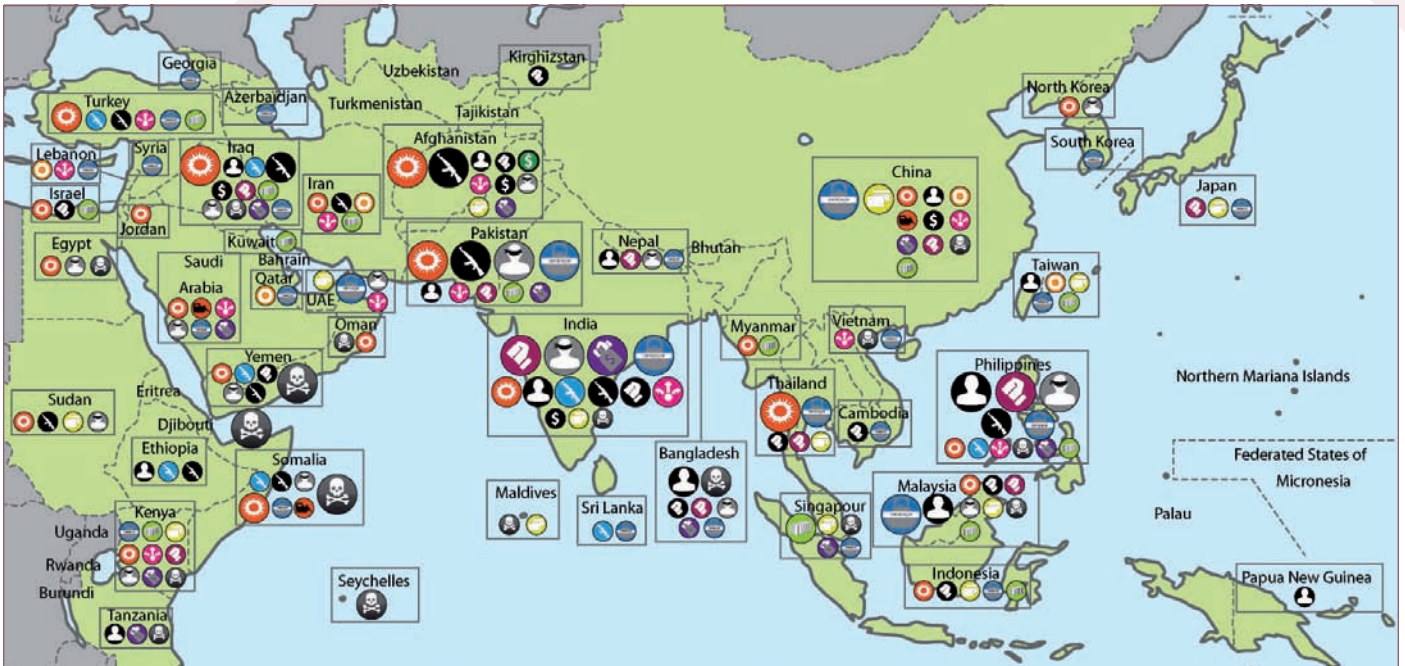
What do you plan to highlight this year at the 8th edition of Milipol Qatar?

Thales' booth at Milipol Qatar this year is organized around three key notions : Prevent, Protect and Respond. Numerous solutions will be presented to visitors, demonstrating Thales' strong involvement in Security.

The **Prevention zone** showcases interception systems as well as a command and control information system that meets the evolving operational requirements of Security Forces today for sophisticated crisis management.

The **Protection zone** showcases a full portfolio of solutions from Border Surveillance systems to the latest offers dedicated to protect critical information systems against Cyber Threat (CYBELS). In the **Respond zone** the Thales Hypervisor is highlighted, a sophisticated and powerful solution to improve Systems Supervision without the complexity associated with conventional methods of integration. ■

Cartography: How Crime Hits at Companies



Eastern Africa - Middle East - Asia - 2010



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EDHEC Research Centre on Criminal Risks Management

Comments

The number of criminal and terrorist attacks against corporations recorded during the first eight months of 2010 underscores the risk of crime facing companies.

Apart from the particular cases of Iraq and Afghanistan, where companies operate in war zones, a first geographical distinction can be made in the types of crime that prevail. While West Africa and parts of South-East Asia (particularly, the Philippines and Thailand) fall victim more often to destruction and the predation of corporate assets, the South and South-East Asian nations (China, India, Malaysia and

the like) are marked primarily by economic parasitism.

The distinction can be linked to the kind of criminals operating in these countries : for instance, terrorists or guerillas mainly resort to destruction and predation. The prime examples are Somalia, prey to pirates and Shebab militants, Yemen, with Al Qaeda, and the Philippines where several guerilla groups are active.

Apart from the «ideological» type of malefactors, the economic parasitism is mainly the work of transnational organizations like India's D-Company, Chinese triads or

other local criminal gangs in South-East Asia which band together to attain an international dimension.

The actual counterfeiting of goods bears closer examination. To be sure, the biggest number of incidents involving this criminal practice can be found in countries where fake goods are produced (China, India and Malaysia) whereas the smallest number occur in transit nations like Qatar and the United Arab Emirates or in nations where the counterfeit goods are widely sold, such as Japan and Kenya. ■



Milipol Monthly News

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