



International Security Services

Intelligence Report

Week Ending: 10th January 2014



- Maritime Security
- Intelligence & Piracy Analysis
- Asset Tracking with 24/7 support
- Close Protection Services
- Hostile & Complex Environment Services
- Crisis Management with 24/7 support
- Security Training Courses



Tel: +44 (0) 845 004 8000

E-mail: Intelligence@allmode.org

Website: www.allmode.org



Offices in UK | Dubai | China | Singapore

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COMMERCIAL - IN - CONFIDENCE

Table of Contents

Global News

North Africa..... Section A. Page 2

East/West Africa..... Section B. Page 3 - 4

Indian OceanSection C. Page 4

Asia.....Section D. Page 4

Rest of the World..... Section E. Page 5

Piracy Reports

Piracy Incidents by Region..... Page 6 - 9

Advisory Reports

..... Page 9

Maritime Information

1. Anti-piracy Measures/ Best Management Practice.....Page 10

2. Definitions of Types of Attack..... Page 11

3. Moon Calendar & Moon Phases.....Page 12 - 14

4. Night Vision.....Page 14

5. STCW 95/ At Risk Courses at Allmode Page 14 - 16

6. Allmode Services Page 17 -19

A. North Africa

- ***Morsi trial delayed supposedly due to 'Bad Weather'...***



The trial of the former president Mohamed Morsi has been postponed by the trial judge until the 1st February due to bad weather preventing the helicopter that was supposed to transport Morsi from his jail in Alexandria to Cairo from taking off. Heavy fog was stated to have prevented the take-off, but sceptics have said that they suspect that the real reason was to hold the trial after the country are set to vote in the constitutional referendum on January 14th and 15th. Violent clashes are expected to dominate Morsi's trial and these could have a direct impact on the voting.

- ***Three Al Jazeera journalists held in custody in Egypt...***



Three of Al Jazeera's journalists have been held in custody in Egypt since December 29th, accused of spreading lies harmful to state security and joining a terrorist organisation. Producers Mohamed Fahmy and Baher Mohamed, and correspondent Peter Greste were arrested along with cameraman Mohamed Fawzy, who was later released. All have spent over 11 days in custody without charge and concern is growing for their safety. On Friday, their detention was extended to a further 15 days.

- ***Tunisia's Prime Minister resigns...***



On Thursday afternoon, the Islamist Prime Minister of Tunisia, Ali Larayedh resigned to help the country escape from the political deadlock that it finds itself in. He will be replaced by the Industry Minister Mehdi Jomaa. The ruling Ennahda party was to take over as a caretaker government until elections have taken place later this year, but have struggled to rule effectively with many questioning their authority and an upsurge in violent political demonstrations. As the birth-place of the Arab Spring revolution, many look to

Tunisia as the forerunner of what the region is to experience and have tended to follow suit with developments there. Interesting days lie ahead.

B. East/West Africa

- ***Greek sailor released by Nigerian Pirates...***



A 65 year old Chief Engineer, kidnapped by Nigerian pirates on the 17th December, has been released on Tuesday 7th January. He was kidnapped along with a Ukrainian Captain from the Greek owned cargo vessel the Althea, whilst sailing off Nigeria. Sources say that the Ukrainian captain has also been released, after the payment of an undisclosed ransom.

- ***Bunkering to restart in Nigerian Waters...***



In an attempt to regenerate the oil and natural gas businesses in Nigeria, plus regenerate the marine industry, the federal government has approved the restarting of bunkering operations in Nigerian territorial waters. These will be strictly controlled by the Nigerian Navy and licencing will be issued and certified by the Nigerian Maritime Administration and Safety Agency (NIMASA). At present, maritime operators need to go to Senegal, Cape Verde and

Cote D'Ivoire to fuel vessels operating in Nigerian territorial waters and Nigeria is missing out on the revenue that this brings with it.

- ***Senegal detain 62 Russian nationals for alleged illegal fishing...***



Russian authorities are furious with the Senegalese authorities after 62 of their nationals have been detained, accused of illegally fishing off Senegal. For years Senegal has been battling with foreign trawlers who regularly fish without authority in their waters, depleting the fishing stock on a huge scale. At present, any vessel found to be fishing illegally in their waters faces a fine, but the Senegal authorities say that this is not a big enough deterrent and have

found that nations such as Russia, are regular abusers of this system. They want to change the law so that vessels are taken away from offenders, removing their ability to fish. The Russian trawler that the 62 men were on has received a fine in previous years for fishing illegally in the same waters and the Senegalese are trying to make a stand. Russia on the

other hand, see that they have been targeted by a small African country and are throwing their weight around to show their power. At the moment, the crew and the vessel are under guard in Dakar.

C. Indian Ocean

- ***A Principal Sessions Judge has cancelled the bail granted to the crew of the US ship...***



On Tuesday 7th January a Principal Sessions Court has cancelled the conditional bail granted by a lesser court to the 35 crew members of the MV Seaman Ohio, who were arrested on charges of carrying weapons illegally and straying into Indian waters without permission. It was argued that the bail was flawed and went against orders from a higher court, saying that the incident posed a challenge to national security. Twenty two foreign nationals are among the crew being held in the

Chennai Puzhal Central prison, whilst another from the UK and twelve Indians are in the Palayamkottai Central prison in neighbouring Tirunelveli.

D. Asia

- ***Thailand set to deploy 15,000 police and troops for 'Shutdown'...***



The Thailand capital Bangkok will see over 15,000 security forces deployed in the capital next week to address the planned 'shut down' by protestors trying to overthrow the government and prevent people from voting in the forthcoming elections in February. The protestors say they will occupy the capital from Jan 13th until they win their battle to topple the government.

They plan to set up stages around the city, preventing officials from going to work and cutting off power and water to state buildings.

E: Rest of the World

- ***Two suicide bombings in two days...***



The Russian city of Volgograd is on high alert after two female suicide bombers have targeted the city on consecutive days. The latest blast on a packed trolleybus has killed at least 14 people and injured 20. The blast the previous day at the main train station in Volgograd killed 17 and injured many, as the station was packed with people travelling for New Year. As yet, no one has claimed responsibility for the blasts, but it is suspected to be the work of the Chechen rebels, who are trying to gain a separate Muslim state in the south of Russia. The group promised to disrupt the forthcoming Winter Olympics, which are taking place in a months time, 650km southwest of Volgograd.

- ***Security crackdown begins in preparation for Winter Olympics...***



As the winter Olympics are due to start on the 7th February, security agents in Russia have been deployed to secure the area around the southern resort of Sochi. The entire zone around Sochi, about 100 km long and 400 km deep, has been sealed off for fears of terrorist suicide bombers, who aim to disrupt the games. Alongside regular security personnel, undercover police and electronic surveillance devices will also be deployed. From Tuesday, demonstrations in Sochi not connected with the games will be banned. President Vladimir Putin is determined to see that the games go ahead without incident and has put his political career on the line to ensure this. However, fears of attacks from Chechen fundamentalists is heightened, following two suicide bombings in the last few weeks in the city of Volgograd, about 600km away, which killed 34 people and wounded scores.

- ***Ice save mission...***



On 24th December 2013, Russian ship 'Akademik Shokalskiy' became stranded in Antarctica after a blizzard pushed thick sheets of ice around the ship, freezing it in place. The Chinese ship, the Xue Long had been sent to rescue the vessel and its crew and after the crew were airlifted to safety by a Chinese helicopter, the Xue Long then became trapped itself. By Wednesday 8th January the entrapped Antarctic ships, the Akademik Shokalskiy and the Xue Long, had broken free from the ice in Antarctica and are no longer in need of assistance.

Piracy Incidents by Region

RED SEA/HIGH RISK AREA

Reports from a senior Iranian Commander says the country's naval forces have rescued an Iranian merchant vessel which had come under attack by pirates in the Arabian Sea. The Iranian freighter came under attack in the Gulf of Aden on Thursday morning after several armed people on board eight boats approached the ship. Iran's 28th naval flotilla - comprising Alborz destroyer, Bandar Abbas auxiliary ship, super-heavy Younes submarine as well as a Bell 212 Twin Huey helicopter - rushed to assist the cargo ship upon its distress call. The pirates fled when the Iranian Navy warships arrived on the scene.

On Wednesday morning, Iranian naval forces saved an Iranian-owned oil tanker from pirates in the Indian Ocean.

INDONESIA

Incident: *Boarding*

Muara Berau Anchorage, Samarinda, Indonesia.



On the **3rd January** at 0340 local time in position 00°17'15"S - 117°40'15"E whilst at Muara Berau anchorage, three robbers armed with a gun boarded a Bulk Carrier carrying out loading operations at anchor. They took hostage the duty A/B on routine rounds, tied him up and stole his personal effects. The robbers then broke into the forecastle store, stole ship's property and escaped. The A/B managed to untie himself and reported the incident to the duty officer.

Allmode comment: This is the first boarding of a vessel at this particular anchorage this year, carried out under darkness. Ships will need to follow all advice on vessel hardening and keep a round the clock lookout. Good use of lights around the ship would help prevent robbers from gaining access unseen.

Incident : Boarding

Belawan Anchorage, Indonesia



On the **3rd January** at 0530 local time in position 03°57'N - 098°47'E robbers boarded an anchored Chemical Tanker, stole ship's properties and escaped unnoticed. The incident was reported to the Port Authorities.

Allmode comment: This is the second boarding of a vessel on this particular day at anchorage.

Ships will need to follow all advice on vessel hardening and keep a round the clock lookout. Good use of lights around the ship would help prevent robbers from gaining access

during the hours of reduced light.

Ships are also advised to spend as little time as possible in anchorages in Indonesia, as they are now notorious for robberies whilst at anchor.

Incident : Boarding

Belawan Outer Anchorage, Indonesia.



On the **6th January** at 1515 local time in position 03°55'25"N - 098°46'72"E whilst at Belawan Outer anchorage, six robbers armed with knives boarded a Chemical Tanker at anchor via the anchor chain. Alert crew spotted the robbers and raised the alarm resulting in the robbers escaping in their wooden boat without stealing anything. Ships in the vicinity were alerted via VHF Ch 16.

Incident: Boarding

Gresdik Inner Anchorage, Indonesia.



On the **7th January** at 0018 local time in position 07°05'S - 112°39'7"E whilst at Gresik Inner anchorage, two robbers boarded an anchored Chemical Tanker. They caught the duty watch keeper, threatened him with a knife and stole the ship's stores. When the robbers were noticed, the alarm was raised and the crew mustered, resulting in the robbers escaping. All of the crew are safe.

EAST AFRICA

No reported incidents.

GULF OF GUINEA

Incident : *Boarding*

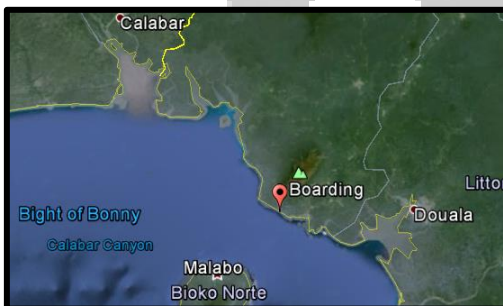
Around 55nm West of Corisco Island, Gabon.



On the 2nd January at 0020 local time in position 00°59'N - 008°23'E west of Corisco Island Gabon, five pirates boarded a drifting Gas Carrier. The alert crew raised the alarm and blew the ship's horn, resulting in the pirates escaping. The Master reported that there were a few tugboats and unlit fishing vessels without AIS in the vicinity.

Incident : *Boarding*

Douala Port, Cameroon.



On the 7th January at 0610 local time in position 04°02'5"N - 009°40'7"E three robbers armed with knives boarded a berthed Container ship. The Duty Able Bodied noticed some suspicious movements at the forecastle and saw one end of a mooring rope floating in the water. The Duty Officer was informed and the alarm was raised. Seeing the crew alertness, the robbers escaped in their wooden boat. The crew managed to recover the mooring rope and the Port Authorities were informed.

Incident : *Hijacking*

20 nm off port of Bata, Equatorial Guinea.



Reports have been published in the Equatorial Guinea press of the Hijack of a vessel, the San Miguel, owned by the company Martinez Hermanos, from the beginning of January to Sunday 5th January. The report states that the vessel set out from the Port of Malabo in Equatorial Guinea on the 2nd January, making its way to the port of Bata, also in Equatorial Guinea. On route, the ship 'disappeared' and by the accounts of the crew, ten pirates boarded on the 3rd

January and steered the vessel towards Kribi, Cameroon, after stealing the crews money and personal belongings. On route, mobile phones were confiscated from the nine crew and the navigational equipment was damaged to avoid detection. The vessel was released back in the port of Malabo, with most of the crew. The pirates have taken the Captain Kanishk Jhorar, the mechanic and the welder hostage and have asked for a reward from the owners, Martinez Hermanos, for their release.

Incident : *Boarding*

Monrovia Port, Liberia.



On the 8th January at 0215 local time in position 06°20'N - 010°48'W at Monrovia Port, Liberia, a duty watchman on board a berthed General Cargo ship heard a loud noise near the stern. On approaching the location the watchman noticed a robber throwing ship's properties overboard. Seeing the approaching crew, the robber jumped overboard and escaped. The alarm was raised and the crew mustered. Upon investigation, it was found that the robber boarded the ship using a hook attached with a long pole and some ship's

properties was missing. The Local Authorities were informed and a port security patrol boat came for investigation and recovered some of the stolen properties that was adrift near the stern of the ship.

SOUTH CHINA SEA

No reported incidents.

SOUTH AMERICA

No reported incidents.

Advisory Reports

No advisory reports this week.

Anti-Piracy Measures/ Best Management Practices

Allmode strongly recommend that all vessels transiting the HRA implement BMP4. The three fundamental requirements of BMP4 are:

- 1. Register at MSCHOA:** Ensure that a 'Vessel Movement Registration Form' has been submitted to MSCHOA prior to entering the HRA.
- 2. Report to UKMTO:** On entering the UKMTO Voluntary Reporting Area – an area bound by Suez to the North, 10S and 78E – ensure that a UKMTO 'Vessel Positioning Reporting Form – Initial Report' is sent. Vessels are strongly encouraged to report daily to the UKMTO by email at 0800 GMT whilst operating in the HRA.
- 3. Implement Ship Protection Measures (SPM):** The measures described in BMP4 are the most basic that are likely to be effective. If pirates are unable to board a ship they cannot hijack it. Allmode is able to provide advice on request.
- 4. Enhanced Watch keeping:** Additional, briefed lookouts should be used for each watch, and careful Radar Watch should be maintained. A sufficient number of anti-glare binoculars should be available for the enhanced Bridge Team. Masters should consider a shorter rotation of the watch period in order to maximise alertness of the lookouts, and the utilisation of night vision optics.

High Risk Area (HRA) The area defined in this report is the area defined by the Joint War Committee at Lloyd's of London. The waters are enclosed by the following boundaries:
























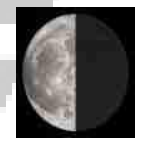







- On the North-West, by the Red Sea, south of Latitude 15°00 N
- On the West of the Gulf of Oman by Longitude 58°00 E
- On the East, Longitude 78°00E
- On the South, Latitude 12°00 S










Attack Types

Definitions of attack type vary between the different piracy reporting centres. The definitions used in this report are as follows:

- **Hijacked Vessel:** Vessel which pirates board and take control of against the will of the crew.
- **Boarded and Robbed:** Vessel which pirates board and rob, but do not take control of.
- **Fired Upon:** Vessel which is fired upon by pirates using small arms or RPG.
- **Attempted Boarding:** Vessel which pirates have attempted to board, or have boarded but failed to secure.
- **Suspicious Approach:** Suspicious small craft, e.g.: a craft containing non-fishing equipment such as ladders, which makes a definite course alteration towards the vessel.
- **Suspicious Activity:** Small craft behaving suspiciously such as sailing on the same course or speed for an uncommon period and distance, not in keeping with normal fishing trends.
- **Disruption:** Any incident where a pirate vessel at sea is prevented from conducting piracy operations due to direct engagement or interdiction by coalition forces.
- **Internationally Recognised Transit Corridor (IRTC):** The IRTC was established in the Gulf of Aden in February 2009. This enables Vessels to transit the corridor, if necessary in arranged convoys, and the IRTC is patrolled and supported by a strong naval presence.
- **Pirate Action Group:** Any group engaging in pirate activity consisting of a mother-ship accompanied by at least one attack skiff, or two or more attack skiffs operating independently.
- **Pirated Vessel:** A vessel captured by pirates which will be used to demand a ransom. Pirates remain on board the vessel in full control of both the vessel and the crew, can also be used as a mother-ship

Moon Calendar – January 2014						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			 new moon	 0.9% illuminated	 4.6% illuminated	 11% illuminated
 19.4% illuminated	 29.2% illuminated	 39.7% illuminated	 50.4% illuminated	 60.7% illuminated	 70.3% illuminated	 78.9% illuminated
 86.2% illuminated	 92.1% illuminated	 96.5% illuminated	 99.1% illuminated	 full moon	 99.1% illuminated	 96.4% illuminated
 92.1% illuminated	 86.1% illuminated	 78.7% illuminated	 70.1% illuminated	 60.4% illuminated	 50% illuminated	 39.4% illuminated
 28.8% illuminated	 19% illuminated	 10.7% illuminated	 4.4% illuminated	 0.8% illuminated	 new moon	

Moon Phases		
Image	Moon state	Description
	New Moon	The lighted side of the Moon faces away from the Earth. This means that the Sun, Earth, and Moon are almost in a straight line, with the Moon in between the Sun and the Earth. The Moon that we see looks very dark.
	First Quarter	The right half of the Moon appears lighted and the left side of the Moon appears dark. During the time between the New Moon and the First Quarter Moon, the part of the Moon that appears lighted gets larger and larger every day, and will continue to grow until the Full Moon.
	Full Moon	Full Moon: The lighted side of the Moon faces the Earth. This means that the Earth, Sun, and Moon are nearly in a straight line, with the Earth in the middle. The Moon that we see is very bright from the sunlight reflecting off it.
	Last Quarter	Sometimes called Third Quarter. The left half of the Moon appears lighted, and the right side of the Moon appears dark. During the time between the Full Moon and the Last Quarter Moon, the part of the Moon that appears lighted gets smaller and smaller every day. It will continue to shrink until the New Moon, when the cycle starts all over again.
	Waxing Crescent	This is known as a Waxing Crescent Moon. This Moon can be seen after the New Moon, but before the First Quarter Moon. The crescent will grow larger and larger every day, until the Moon looks like the First Quarter Moon.
	Waxing Gibbous	This Moon is known as a Waxing Gibbous Moon. This Moon can be seen after the First Quarter Moon, but before the Full Moon. The amount of the Moon that we can see will grow larger and larger every day. ("Waxing" means increasing, or growing larger.)
	Waning Gibbous	This Moon is called a Waning Gibbous Moon. This Moon can be seen after the Full Moon, but before the Last Quarter Moon. The amount of the Moon that we can see will grow smaller and smaller every day. ("Waning" means decreasing, or growing smaller.)



Waning Crescent

This Moon is called the Waning Crescent Moon. This Moon can be seen after the Last Quarter Moon and before the New Moon. The crescent will grow smaller and smaller every day, until the Moon looks like the New Moon.

Night Vision Devices

Visual acuity from night vision devices provides a vast improvement over human night vision. However, it is far from perfect. As with direct sight, higher levels of acuity are associated with closer, slower targets. The visual acuity offered by image intensification rapidly diminishes for objects over 400 feet away. This distance is further reduced, the faster the target is moving. A number of environmental factors can also reduce the acuity of image intensification systems. Rain, clouds, mist, dust, smoke, fog all affect performance.

Maritime News

Are your crew ready for the new legislation?

Coming into effect in January 2014, and related to all vessels over 500 gross tonnage.

- **Proficiency in Security Awareness – New Certification Required**

ALL seafarers who **do not** have specific security-related duties on board are required to hold a Proficiency in Security Awareness Certificate (**PSA**) and will need to take an approved course approx. 4 hours in length.

- **Proficiency in Designated Security Duties –New Certification Required**

All seafarers with **designated** security duties stipulated in the ship security plan will be required to hold a certificate of Proficiency in Designated Security Duties (**PDSD**) and will need to take an approved course approximately 10 hours in length.

Allmode are currently one of the few accredited companies in the UK, who can offer the above courses.



Course Topics:

- ✓ Reporting a security incident
- ✓ Security threat procedures
- ✓ Enhancement of maritime security through heightened awareness
- ✓ Recognition of security risks and threats
- ✓ Maintaining security awareness and vigilance
- ✓ Maintaining conditions set out in a Ship Security Plan.
- ✓ Vessel Security Inspections
- ✓ Security equipment and systems.

***New* STCW 95 – PROFICIENCY IN SECURITY AWARENESS & FOR SEAFARERS WITH DESIGNATED SECURITY DUTIES.**

On 1st January 2014, security training required for seafarers will change.

STCW Regulation VI/6 will enter into force. This regulation requires all seafarers on ships subject to the ISPS Code to have received security related training and instruction relevant to their assigned duties on-board.

Allmode will provide STCW training and issue certification Recognised by all IMO member states.


Offering competitive rates with added convenience that we can come to you!

Make Allmode your first point of contact when it comes to your training needs.


Email: info@allmode.org www.allmode.org T: +44 (0)845 004 8000




At Anchor



At RISK



Under Tow



Crew - Safe

- ✓ Situational Awareness
- ✓ Document & Information Security
- ✓ Enhanced Security through awareness
- ✓ Accommodation & Travel Security
- ✓ Conflict Management
- ✓ Vessel & Personnel Searching Techniques
- ✓ Vessel Security Training
- ✓ Security Equipment & Systems Introduction

Allmode Crew - Safe

Crew - Safe is designed to mitigate risk through enhanced security and situational awareness through training and education.





- Are your vessels planning a visit to a high risk area?
- Do you know what risks the vessel, crew and clients may face whilst transiting a high risk region, whilst at Anchor, whilst Towing?
- Have your crew been adequately trained in security awareness?
- Have you got the correct security plans in place?


Allmode will provide a non-intrusive security solution, as we understand that the risks facing clients are unique and fluid. We aim to provide a bespoke protective capability that mitigate these risks, thus providing a secure environment for your crews and assets to safely conduct their business.

Offering competitive rates with a worldwide capability.

Make Allmode your first point of contact when it comes to your training and security needs.

Email: info@allmode.org www.allmode.org Tel: +44 (0)845 004 8000



About Allmode

COMPANY OVERVIEW

Allmode is a market-leading provider of security services to the Maritime Industry. We are dedicated to meeting the needs of our clients operating in high risk regions around the world. Our consultants are predominantly drawn from British Forces and are qualified with a number of recognised industry qualifications. In addition, Allmode offers cost effective solutions across a wide spectrum of Maritime Services and our operational capability is worldwide, which is enhanced by careful liaison with International Maritime Security Forces.

MARITIME SERVICES

Allmode has extensive experience in providing security and maritime solutions to a global market, our key services are:

- Armed/Unarmed Vessel Security
- Fleet/Vessel Security Assessment & Consultancy
- Fleet/Vessel Journey Management & Tracking
- Vessel Hardening – in line with industry guidelines
- Intelligence Updates & Piracy Analysis
- Vessel Recovery
- ISPS Regulated Vessel Audits & Ship Security Plans
- Incident & Emergency Management with 24 hour shore side support
- Crew & Staff Security Training Packages
- Super-yacht Security Including Close Protection Services

INTELLIGENCE SERVICES

- Allmode High Risk Area (HRA) reporting
- Weekly intelligence reporting
- Spot reporting
- Advisory reporting
- Passage risk assessments (PRA)
- Operational risk assessments (ORA)

PORT & FACILITY SECURITY CONSULTANCY

- ISPS Port Facility Assessments (PFSA)
- ISPS Port Facility Plan (PFSP)
- Vulnerability Assessment of the Physical Protection Systems
- Gap Analysis

HOSTILE & COMPLEX ENVIRONMENT SERVICES

Many companies globally are faced with operating in hostile and complex environments. This is particularly true of the natural resources sectors. Often businesses lack the in-house capability to manage their security requirements adequately.

Allmode deploys their consultants, embedding them in the clients' operations, to not only manage the security plan and advise on risk management issues, but provide professional advice, tailoring strategies and aiming to add value throughout the task, helping clients to operate in difficult environments so they can concentrate on their core business.

Most businesses need a security partner. Allmode is well placed to provide bespoke solutions for companies who require support and solutions in several critical areas:

- Close protection details
- Armed protection teams in very high risk environments
- Security awareness training
- Market entry assessments and scoping visits
- Incursion and intrusion testing
- Technical surveillance countermeasures
- Life support solutions and facilities/ camp management
- Major event security
- Crisis management planning
- Research and Intelligence

When operating in challenging or hostile environments, having a comprehensive but concise security plan in place enables our clients to both mitigate the risks to their projects and react effectively to incidents.

Our modular approach to security planning makes our solutions flexible and adaptable to many different environments.

Our aim is to protect lives, protect assets, maintain all stakeholder relationships, and minimise any potential reputational harm.

CLOSE PROTECTION SERVICES

Allmode provides close protection services to high wealth individuals and corporate clients. Because we understand the risks facing clients are unique and fluid, we aim to provide a bespoke protective capability that mitigate these risks, thus providing a secure and none intrusive environment for the client to conduct their business and personal lives. Close Protection Officers employed by Allmode, are carefully interviewed, trained and selected for each task. All our Close Protection Officers are highly qualified, experienced and fully licensed.

BESPOKE TRAINING COURSES

We provide first class education, training and consultancy to the international shipping and offshore oil industries. Allmode has the capability to conduct training worldwide and can offer a number of tailored courses to suit your needs.

FOR FURTHER INFORMATION ON SECURITY OR INTELLIGENCE PLEASE CONTACT

Allmode E-mail: info@allmode.org

Allmode Tel: 0044 (0) 845 004 8000

Allmode intelligence support E-mail: intelligence@allmode.org

Website: www.allmode.org

