



# **Allmode**

## **INTERNATIONAL SECURITY SERVICES**

### **Global Security and Intelligence Report**

**April 2015**

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COMMERCIAL - IN - CONFIDENCE

## **Contents**

<b>Intelligence &amp; Reporting</b>	Page 2
-------------------------------------	--------

### **Piracy Update – January 2014**

<b>JWC High Risk Area (HRA)</b>	Page 3 - 5
<b>West Africa</b>	Page 5 - 8
<b>Bay of Bengal</b>	Page 8 - 9
<b>South East Asia</b>	Page 10 - 13
<b>South America</b>	Page 13 - 14
<b>Rest of the World</b>	Page 15

<b>Health Advisories</b>	Page 16 - 17
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<b>Security Alerts</b>	Page 17 - 19
------------------------	--------------

### **Maritime Information**

<b>1. Anti-piracy Measures and BMP4</b>	Page 19
<b>2. Definitions of Types of Attack</b>	Page 20
<b>3. Allmode Services</b>	Page 21

## Intelligence & Reporting



Intelligence is more than information and news gathering. It is the process by which information is collated, verified, analysed and used to respond effectively to time critical information. Current, historical and creditable intelligence not only tells you what the risks but projects possible hot spots of criminal activity. At Allmode we do not outsource intelligence but gain real time situational awareness and speed of reporting by continually developing our product, and getting the time critical information out to our teams and clients. Our services include:

- Spot reports
- Advisory reports
- Global security reports
- Specific area and region reports
- Passage threat and risk reports
- Venue and event specific reports

## Piracy Update –

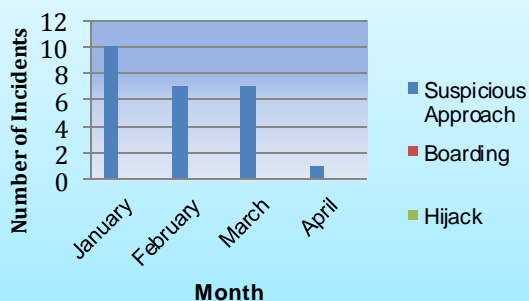
### JWC HIGH RISK AREA (HRA)

The JWC High Risk Area (**HRA**) is defined by the following boundaries:

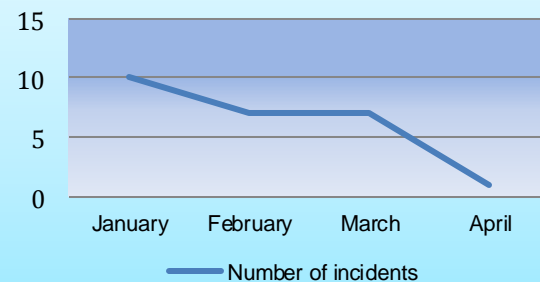
- On the North-West, by the Red Sea, south of Latitude 15°00 N
- On the West of the Gulf of Oman by Longitude 58°00 E
- On the East, Longitude 78°00E
- On the South, Latitude 12°00 S



#### Reported Piracy Incidents - HRA



#### Total number of incidents in the HRA 2015





### **Summary of Piracy incidents –**

1. **23/4/15** – (Position: 11°13'N - 057°43'E, Arabian Sea) **Suspicious Approach.** An MV reported being approached by 4 skiffs at a speed of 20 knots in the Arabian Sea. The skiffs closed to within 0.6nm, before crossing the MV's stern. Two of the skiffs then headed in a north-easterly direction and the other two skiffs headed in a north- westerly direction, at speeds of around 20 knots. Due to the dark conditions, no other details could be reported.
2. **28/04/15** - (Position: 26°02'N - 056°16'E, Straits of Hormuz) **Ship Detained.** A Merchant vessel (MV Maersk Tigris) was approached by five small boats and forced to enter Iranian territorial waters by firing shots over the deck. This vessel has been detained ever since and is in discussion with the Iranian army and the charterers of the vessel, over a debt dispute.

Historically, between the monsoon seasons, the months of March, April and May would normally show a spike in piracy activity, as the weather conditions allow small boats to operate relatively safely in the Gulf of Aden and the Indian Ocean. This year however, the number of reported incidents has dropped to an all-time low, not because piracy has been eradicated, as some publications would like people to believe, but because of the growing military instability of Yemen and the on-going air-strikes and now land battles between the Houthis rebels and the Saudi backed military offensive. This has had a dramatic effect on the shipping movement in both the Red Sea and the Gulf of Aden.

This important shipping route has seen a reduction in traffic from both the commercial and private sectors, along with the normal fishing patterns usually displayed between Somalia and Yemen. Many factors have led to this, but the primary factor is the threat from the military action in Yemen. Ships transiting the Red Sea and Gulf of Aden have been stopped and searched by the Saudi warships and their allies as well as important ports within Yemen being closed down for security reasons; This includes the LNG plant at Balhaf, which announced that it had to close and declare a force majeure to its various stakeholders. Vessels carrying food aid to Yemen, have also been forced to anchor off Yemen, as the Saudi-led coalition search and restrict food bound for Yemen, with the fear that this will help the Houthis led rebel forces. This is having a detrimental effect for the local Yemeni population, who rely heavily on imported food (Yemen imports 90% of their wheat). Flag States are now advising their members not to call at ports in Yemen, as are insurers, such as P&I club Skuld; Skuld in particular have gone one stage further and issued an advisory warning to its members, ship-owners and charterers to avoid Yemen altogether. Norwegian Maritime Authority and BIMCO have both issued guidelines and advise, suggesting that if you have to transit the region, that you stay at least 12nm off the Yemeni coastline.

The Yemeni government, in exile in Riyadh, have issued a ban on all but essential shipping into the country and those ships wanting entry into a Yemen port must have written permission from either the Saudi or Yemeni Government. The mere presence of so many warships has affect the normal fishing pattern and these warships have even been involved in the evacuation of foreigners from Yemen. In the narrow waters of the Bab-el Mandeb, the main traffic is now the smugglers boats and those desperate enough to attempt to escape from the war-torn country. There has also been a reversal of the usual irregular migration into Yemen from Somalia, Ethiopia, Djibouti and Eritrea and migrant boats are now heading in the opposite direction away from Yemen.

Elsewhere in the region, Somalia's on-going problem with large scale illegal fishing in their territorial waters, which many say could spark resurgence in piracy, has been gifted with a new, privately funded, patrol company, who are going to patrol the Puntland waters 24hours a day to deter these illegal fishing vessels. The Somali Security Service (SSS) are licenced to patrol territorial waters and will take action against any vessel found to be fishing illegally. It is estimated that the illegal fishing

industry is worth around 4 to 9 billion US dollars a year and Puntland waters contain some of the best stocks of tuna, anchovies, sharks, rays, lobsters, and shrimps, in the world.

Puntland has seen the return of up to 45 convicted pirates, after al-Qaeda terrorist group staged a prison break in the Yemeni city of Mukallah in early April. The group spoke to the local media about their escape and their ordeal and told the media that they had been informed about the pending break out.

Kenya is taking a stance against the security threat from al-Shabaab by erecting a 440-mile long wall along the border with Somalia. This follows a wave of attacks that have claimed the lives of many, including the recent attack at Garissa University, where around 147 people were killed and at least 79 injured. The wall will be a series of concrete barriers, fences, ditches and observation posts with CCTV installed. It is expected to stretch from the Indian Ocean to the city of Mandera, where both countries join with Ethiopia. Many have criticized the project as being unfeasible and pointless, but nevertheless, work has begun on the project. Alongside this, Kenya has promised to close down the refugee camp at Dadaab, where some 350,000 refugees are housed, mostly Somalians. Does this mean that the refugees will return to Somalia or will they travel to other African countries seeking refuge?

In the North African country of Egypt, the Ministry of Transport has been notified by the International Maritime Organisation (IMO) that inspections will take place of their ships, ports, maritime routes and works, along with the government agencies overseeing shipping in Egypt. This will all take place in 2016 and is aimed at gauging how well Egypt conforms to the shipping safety standards set by international agreements. The country could take up the chance to have a voluntary inspection prior to the 2016, to spot any areas in which the country may need to work on before the mandatory inspection in 2016.

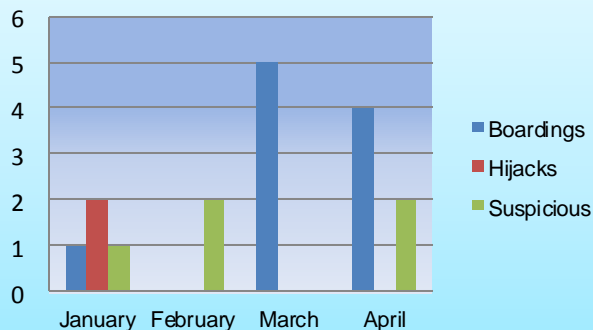
The detention of a Maersk chartered vessel (Maersk Tigris) by the Iranian navy has caused a stir at the end of April, with accusations being made that this was linked to the political tensions being experienced between the Iranians and the Saudis, supported by the American's. The true nature of the detention may never come to light, but the crew are said to be in good health and not under any threat. An Iranian oil company has stated that the issue is purely a financial debt for damages that Maersk has inflicted onto the company historically. It would, however, be advisable for vessels to steer clear of entering Iranian territorial waters during this tense time.

The Maldives is experiencing a turbulent time as the former President Nasheed starts his thirteen year jail term, in one of the harshest prisons in the archipelago. Since his imprisonment, many of his loyal supporters have taken to the street in regular protests against his conviction and his political party have called on the international community to rally behind what is seen as an unfair trial and conviction. It is not clear as yet, whether his appeal against the sentence will be accepted. Male has seen the biggest of these demonstrations, particularly at the weekends and it would be advisable to avoid the main island at this time.

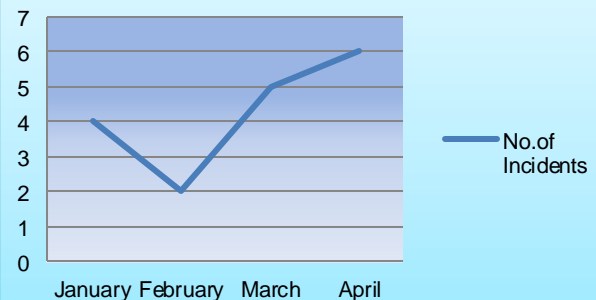
## WEST AFRICA



Incidents per Type - West Africa 2015



Total Number of Incidents -West Africa 2015



### Summary of incidents –

1. **01/04/15** – (Position: 09°15'N - 013°43'W, Conakry Anchorage, Guinea.) **Attempted Boarding.** Six robbers in a blue hulled fishing boat, approached and attempted to board an anchored Container ship using a hook attached to a long pole. One of the robbers pointed a gun towards the duty watchman, who escaped and raised the alarm. All the crew mustered in a safe room. The Master contacted the CSO, local agents and MTISC for assistance. Upon hearing the alarm, the robbers aborted the attempted boarding and escaped. Port control made contact, but no response was received. The Authorities sent a patrol boat to check the surrounding waters.
2. **09/04/15** – (Position: 06°17'N - 003°23'E, Lagos Anchorage, Nigeria.) **Boarding.** Two robbers boarded an anchored Product Tanker. The on-board Nigerian Naval personnel spotted the robbers and fired warning shots, resulting in the robbers jumping overboard to



escape. A Nigerian patrol boat captured one of the robbers. All the crew are safe.

3. **08/04/15** – (Position: unknown, off Nigeria) **Boarding/kidnap.** An Oil Industry Support Vessel (OISV), owned by a French company, Bourbon, has been attacked by pirates off the coast of Nigeria. In the attack, three Nigerian workers have been kidnapped. An emergency unit was activated after the incident, but at present the whereabouts of the kidnapped crew is unknown. Bourbon operates a fleet of light, fast cruisers it calls Surfers (250 of these) that are used to move professionals to offshore oil and gas sites. The boat that was boarded was Surfer 1440.
4. **10/04/15** – (Position: waterways of Brass) **Boarding.** A passenger boat was boarded by pirates who robbed five aides to the Deputy Speaker of Bayelsa State House of Assembly, Chief Sam Ateki, whilst travelling along the waterways of Brass.
5. **11/04/15** – (Position; near Lagos anchorage.) **Boarding/attempted hijack.** During the weekend of the 11<sup>th</sup> April, ten pirates using two speed boats, boarded the MT Imas near Lagos anchorage. The pirates managed to board the vessel, but the crew were able to put out a distress call to the Nigerian navy. The navy responded quickly and were able to apprehend one of the pirates, who was over-powered in a gunbattle.
6. **24/05/15** – (Position: 09°25'N - 013°43'W, Around 5nm South of Conakry, Guinea.) **Suspicious Approach.** The Duty AB on-board an anchored Bulk Carrier, spotted a small wooden boat with eight people on-board attempting to board the vessel. The alarm was raised and the crew mustered. Seeing the crew respond, the robbers aborted and moved away.

The number of persons kidnapped from Nigerian waterways, particularly in the waters of Brass this month is alarming. Some of these attempts have been successful in acquiring financial gain and it is this that makes the process continue to occur.

For the past few months, pirates in the waterways of Ibeno Local Government area, Akwa Ibom State, have been terrorising locals along the waterways, attacking fishermen and impounding their equipment to collect huge ransom money. The Nigerian police are tasked with patrolling the interior waterways and the navy patrol the sea. The Navy were successful at apprehending a suspect and preventing an attack on a petroleum laden vessel, sailing into Nigeria, at the end of this month, however, it is still a worry for commercial vessels that are not allowed to employ armed guards and need to rely on the Nigerian Navy for protection in this vast area of water.

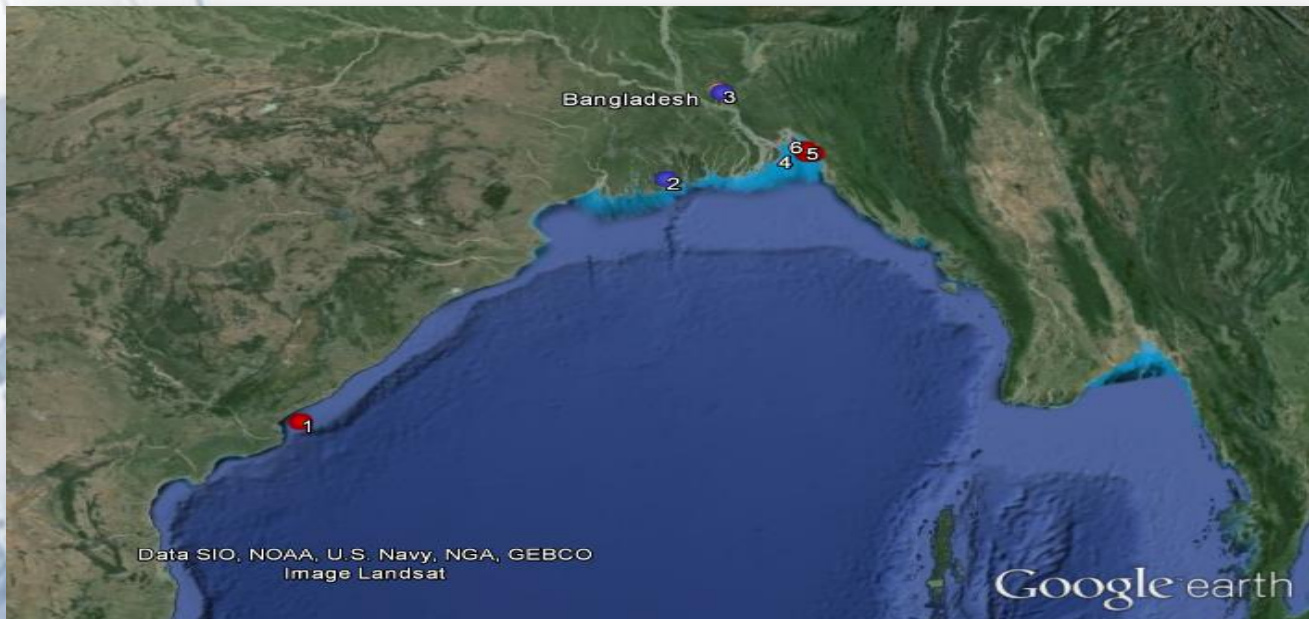
On land, armed robbers in Port Harcourt, River State, have put up posters around the Rumuapu GRA, Rukpokwu area, a wealthy residential area, stating that they will be paying the residents a visit. The armed robbers are nicknamed 'Lords of the Night' and they intend to rob the residents in their homes. The posters warn the residents to ensure that they have money available or else face death. They also warn the security personnel of the residential area not to intervene, or pay the consequences. This threat is being taken seriously, as the gang have acquired a reputation for direct and decisive attacks.

Further north, the new President, Muhammadu Buhari, has continued his offensive against Boko Haram, now known as the Islamic State's West African Province (ISWAP) after pledging allegiance to IS earlier this month. The Nigerian army are carrying out operations in the northeast of Nigeria and are freeing many hundreds of captured women and children, being held in the forests of northern Nigeria. The largest group in April, was the hundreds freed from the Sambisa forest, who had been captured in early April from a school in the town of Chibok. Many of the freed women and children have horrific stories of their time in captivity and a large proportion of the females, both young and old are now pregnant. Goodluck Jonathan came under intense worldwide pressure to end the six-year-long Boko Haram insurgency that has claimed 13,000 lives and forced at least 1.5

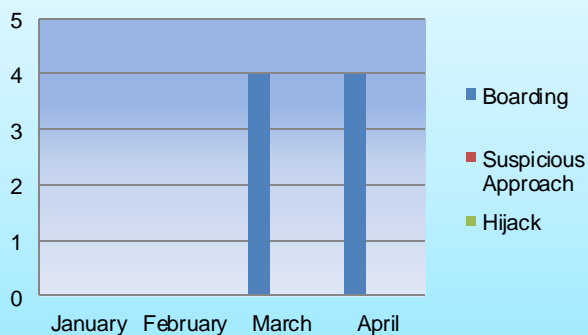


million people to flee their homes. His inaction to defeat them was a huge factor in his recent Presidential election defeat. Buhari, who is due to assume office on 29<sup>th</sup> May, has vowed to crush the militants, who want to create a hardline Islamic state in northeast Nigeria. His decisive action against the group is winning him favour with his people, but will certainly force a reaction from the group, which may be financed by IS, following their recent committal to the group.

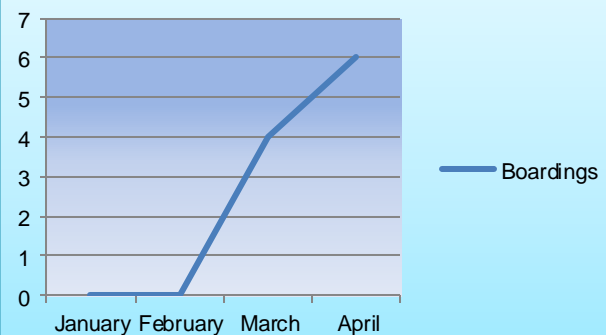
## BAY OF BENGAL



Incident by Type - Bay of Bengal 2015



Incidents in the Bay of Bengal 2015



### Summary of incidents –

1. **30/03/15** – (Position: 16°59'N - 082°18'E, Kakinada Inner Anchorage, India.) **Boarding.** Four robbers in a fishing boat approached an anchored dredger. Two robbers boarded the ship. They were noticed by the 2nd Officer on routine rounds, who informed the bridge and raised the alarm. Seeing the crew respond, the robbers escaped without stealing anything. The Pilot Station was informed.

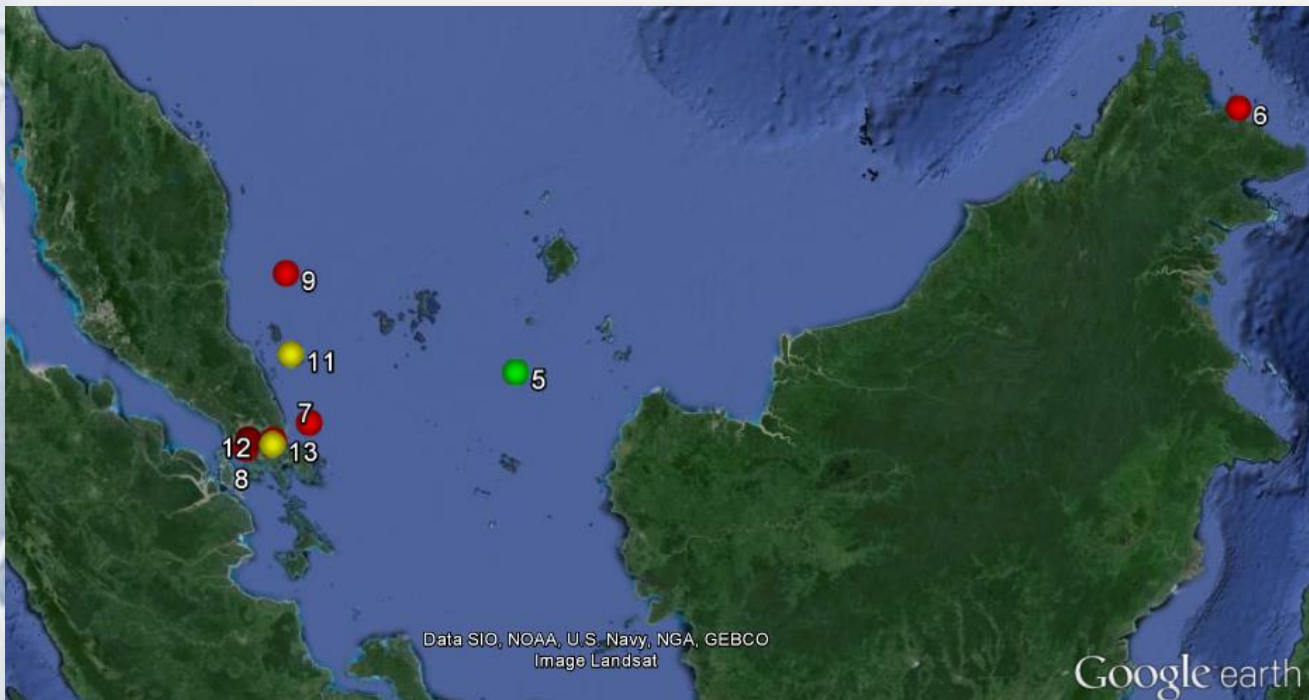
2. **08/04/15** – (Position: Sunderbans, Bangladesh) **Kidnap**. Three small fishing boats were boarded by pirates carrying clubs near to Sunderbans. The pirates initially kidnapped around twenty five of the men, before releasing all but three. A ransom has been demanded for the remaining three and the local police have been informed.
3. **19/04/15** – (Position: Aruab area, on the Shela River, Bangladesh) **Kidnap**. A group of around sixteen pirates attacked a group of fishermen, whilst they fished on the Shela River. The gang kidnapped approximately thirty fishermen, using violence against them. The gang, suspected to be the 'Saheber Golam' group, then demanded a large ransom for their release and threatened to kill the men if their demands were not met.
4. **24/04/15** – (Position: 22°07'N - 091°47' E, Chittagong Outer Anchorage 'C' Bangladesh.) **Boarding**. The Duty AB on-board an anchored Product Tanker spotted one small motor boat approaching from the starboard quarter. He raised the alarm and the crew were mustered on the bridge. Three armed robbers then boarded the tanker and stole the ship's property and made their escape.
5. **25/04/15** – (Position: 22° 06'N - 091°45'E, Chittagong OPL, Bangladesh) **Boarding**. Six armed robbers boarded a Bulk Carrier whilst at anchor. The duty watchman raised the alarm, and the crew were mustered and the Port Control were informed. The robbers stole ship's property and made their escape. Later, the Coast Guard approached the vessel to investigation.
6. **25/04/15** – (Position: 22°11'N - 091°43'E, Chittagong Anchorage, Bangladesh) **Boarding**. Four robbers in a boat approached and came alongside an anchored Container ship. One of the robbers, who was armed with a long knife, boarded the ship and proceeded to steal ship's stores. The duty crew noticed the robber and raised the alarm. The crew were mustered and rushed to the location, which resulted in the robber escaping with his accomplices in their boat, along with the stolen stores. The Port Control and Coast Guard were informed. A Coast Guard patrol boat came to investigation.

An increase in reported boarding's has occurred this month. Pirate gangs have been armed, usually with long knives, which appear to be the weapons of choice for pirates operating in this region. There have also been reports of several attacks on large groups of fishermen in the region, demonstrating that the practice of extortion by criminal gangs is rife and needs to be addressed by the local authorities. It would appear that they are aware of the gangs involved, but seem to do nothing to help these poor fishermen, who are struggling to provide for their families. The large fishing companies tend to be in the habit of paying ransom money for their men, which in itself, encourages this form of ransom for money scenario to continue. The fishermen's lives are not valued by the violent, ruthless gangs and their families cannot afford to pay, so it is a catch twenty two situation.

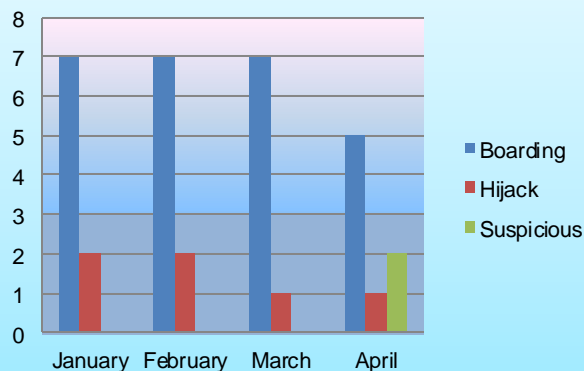
During this time of year between the monsoon seasons, it is not unusual for piracy activity to peak. High daily temperatures and little rainfall make tempers flare and we would not recommend challenging any pirates that board your vessel. Immediately call the local police and the maritime patrolling agency, which falls under the authority of the Bangladesh Navy.

Further around the coast in the Bay of Bengal, the six British ex-servicemen, caught up in the Seaman Guard Ohio case have spent over twenty months in India, having had their case thrown out of the High Court, but now waiting on the Supreme Court to return their passports. The case has now been adjourning for another fortnight.

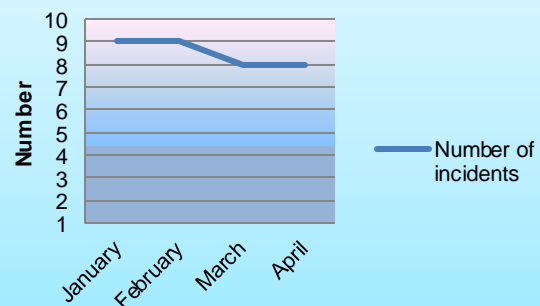
## SOUTH EAST ASIA



Incidents in South East Asia 2015



Total number of incidents In South East Asia 2015



### Summary of incidents –

1. **28/01/15 REPORTED LATE** (Position: 01°9'N - 104°12'E, Around 0.9nm SSE of Tanjung Ayam, Johor, Malaysia) **Hijack**. Nine pirates armed with guns, boarded and hijacked an anchored chemical tanker and took her 10 crew as hostage. The Owners reported the incident to MMEA who immediately deployed several patrol boats to search for the tanker. On 29<sup>th</sup> Jan 2015 a patrol boat intercepted the tanker. Upon seeing the MMEA personnel boarding, two pirates jumped overboard and were later rescued by a passing vessel which handed them to a MMEA patrol boat. The remaining seven were arrested. The tanker sailed to Pengerang, Johor for investigation. All crew members are safe.



2. **25/02/15 REPORTED LATE** (Position: 01°04'N - 103°34'E, Around 8.4nm NE of Pulau Karimun Besar, Indonesia). **Boarding.** Whilst underway, the third engineer on board a container ship noticed three robbers in the engine room. He immediately informed the Master. The alarm was raised and the crew mustered. Upon investigation, no robbers were found and nothing was reported stolen.
3. **22/03/15 – REPORTED LATE** (Position: 02°50'N - 104°30'E, Around 18nm East of Tioman Island, Malaysia.) **Boarding.** Around ten pirates armed with firearms and knives boarded a tug towing a barge. They entered the bridge, apprehended the bridge team, then took them to the Chief Engineer's cabin where they robbed and held them hostage. The pirates took the Chief Engineer to the engine room and transferred part of the tug's bunkers into a small tanker. Before departing the pirates stole some equipment and damaged the tug's communication equipment. The entire operation lasted about five hours.
4. **29/03/15** – (Position: 01°05'N - 103°35'E, Around 5nm SW of Nipah Island, Indonesia) **Boarding.** Ship's crew noticed three robbers on the poop deck. The vessels alarm was sounded, the crew mustered on the bridge and all water tight doors secured and locked. A search was later carried out and engine spares were discovered missing. VTIS informed.
5. **01/04/15** – (Position: 02°09'N - 107°32'E, Around 62nm North of Pulau Uwi, Indonesia.) **Hijack.** Around 15-25 pirates armed with pistols boarded and hijacked a product tanker underway. They took hostage all crew members, damaged all the equipment and stole crew personal belongings. The pirates also transferred the ship's cargo into another vessel and escaped. All crew are safe and the tanker is sailed to a safe port.
6. **03/04/15** – (Position: 05°48'N - 118°05'E, Berth No.4, Sandakan Port, Malaysia.) **Boarding.** Two robbers boarded a general cargo ship at berth. The alarm was raised and the crew mustered. Seeing the crew react, the robbers escaped with stolen ship's properties. Local Police boarded the vessel for investigation.
7. **11/04/15** – (Position: 01°25'N - 104°37'E, around 12nm NNE of Bintan Island, Indonesia). **Boarding.** The Duty AB on-board an anchored bulk carrier noticed robbers on the poop deck. He immediately informed the duty officer. The alarm was raised and the crew were alerted. Seeing the crew respond, the robbers escaped empty handed.
8. **16/04/15** – (Position: 01°03'N - 103°40'E, around 4.6NM SSE of Nipah Islands, Indonesia.) **Boarding.** Five armed robbers boarded a bulk carrier whilst underway and entered the engine room store unnoticed. The duty oiler who was on routine rounds was threatened with a knife and tied up. The third engineer noticed the robbers and raised the alarm resulting in the robbers escaping with ship stores. The Singapore Coast Guard later boarded the vessel for investigation.
9. **20/04/15** – (Position: 03°36'N - 104°18'E, Around 42nm North of Tioman Island, Malaysia.) **Boarding.** Armed pirates boarded a bulk carrier whilst underway. The pirates took hostage all crew members, and proceeded to steel all available cash, properties, documents and crews personal belongings before escaping. No injuries were sustained by any crew member and the incident was reported to the Vietnam Maritime Security Centre.
10. **20/04/15** – (Position: 01°04'N - 103°40'E, Around 5nm South of Pulau Nipah, Indonesia) **Boarding.** A Tanker was boarded whilst underway by four pirates armed with knives. The Duty crew noticed the intruders in the engine room and raised the alarm. The pirates noticed that they had been detected and left the vessel empty handed. The Vessel Traffic Information System (VTIS) was informed.
11. **21/04/15** – (Position: 02°28'N - 104°26'E, Around 4nm East of Pulau Aur, Johor, Malaysia.) **Suspicious Approach.** A nine metre long, light green coloured fishing boat with two outboard engines, approached a tanker whilst underway, from the stern. The Master raised the alarm, sounded the fog horn, increased speed, mustered the crew and took anti-piracy preventive measures, as the boat closed to within seven metres and tried to get alongside the tanker. It was noticed that there were seven men, armed with knives on-board the boat.

Due to the increase in the speed, the boat was unable to keep up and moved away. The crew and vessel are safe.

12. **26/04/15** – (Position: 01°15'N - 104°07'E, Singapore Strait) **Boarding.** Two robbers boarded a Bulk Carrier whilst underway. The Master immediately raised the alarm and the crew were mustered. Upon hearing the alarm and seeing the crew respond, the robbers escaped empty handed. The VTIS Singapore were informed.
13. **27/04/15** – (Position: 01°14'N - 104°07'E, Singapore Straits) **Suspicious Approach.** Six persons armed with guns and long knives in a fast unlit boat, approached a Container ship underway. As the boat came closer to the ship, the Master raised the alarm and the crew were mustered. The duty AB directed the Aldis Lamp towards the boat, which resulted in the pirate boat moving away. The Singapore VTIS were informed.

There have now been seven hijacks of vessels for their fuel, so far this year. Six of these have been small coastal tankers and one was an offshore tug. This is a cause for concern, as pointed out by the Director of IMB. The International Chamber of Commerce (ICC) has stated that this equates to an average of a small tanker being hijacked every two weeks. There is no doubt that South East Asia as a whole has become the piracy hotspot of the world, with the region now accounting for 55% of all cases of global piracy. This is showing a 10% rise already, compared to the same period in 2014. Another worrying factor is the number of hostages taken during these attacks. Although the hostages are not held for very long in South East Asia; compared with the Somali experience; the impact of such events can still be devastating and the violence shown towards crew whilst in captivity on-board the vessel, is increasing. Shipping companies are calling for a more stringent approach to securing their vessels and are calling on the littoral states to work more cooperatively in combating piracy.

Boardings of vessels whilst underway has shown an increase, with twenty six vessels being boarded in total in South East Asia. Of these, nineteen were in Indonesian waters. These boardings are classified as low level, opportunistic in nature. However, it is not helpful for the regional co-ordination centres to play down these events, in our opinion, as this only trivialises what is usually quite a traumatic event and encourages the relevant bodies tasked with protecting the seafarer, to not take the incidents seriously enough, therefore not trying to address the underlying issues. Pirates that board vessels transiting Indonesia usually carry long knives or machetes and this does indicate that they would be prepared to use them against seafarers who tried to prevent a robbery.

Attacks at anchorages in Vietnam have shown an increase (eight so far this year). These have been armed robberies in and around the anchorages of Hai Phong and Vung Tau. Vessels anchoring in Vietnam will need to adhere to strict security protocol and employ all methods of securing their ship available to them.

Similarly, Malaysia has had two reports of boardings, one suspicious report and a boarding and hijack reported late from last month. The Malaysian authorities have also detained a suspected pirate gang this month who are awaiting trial. This action has been commended, but also goes to show that when pro-active, gangs can be removed, if only temporarily.

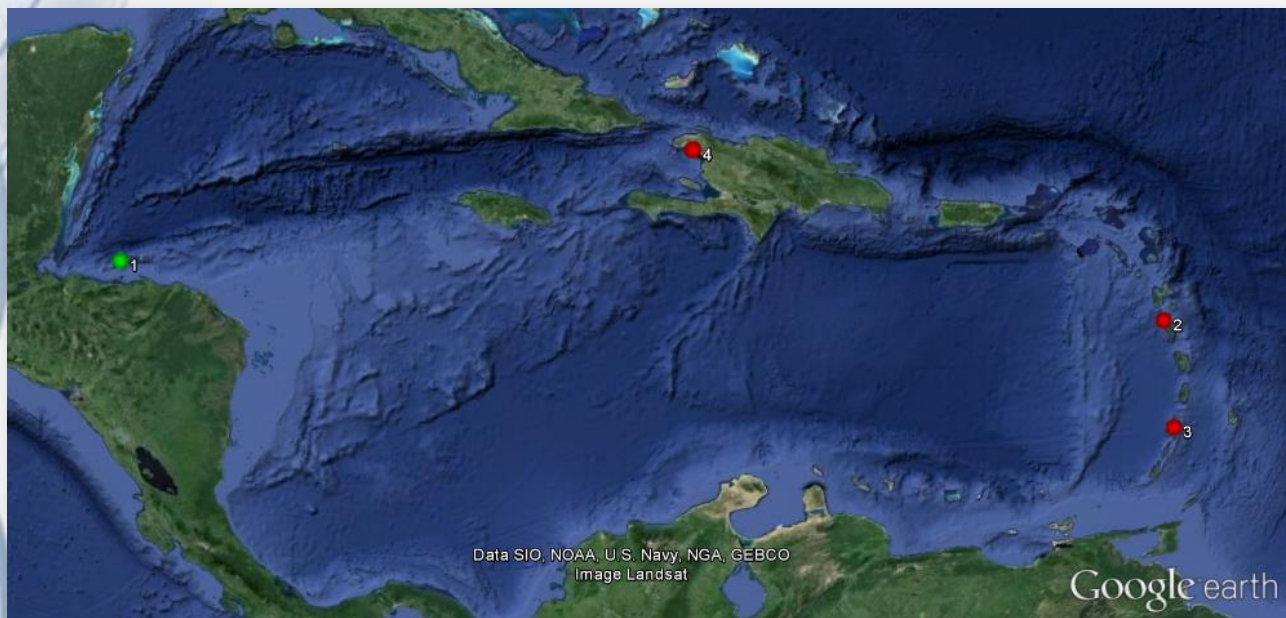
In a call for more cooperation between the countries affected by this rise in piracy, representatives from the navies of Thailand, Indonesia, Malaysia and Singapore meet this month to discuss how they could improve their joint campaign against piracy, particularly in the Malacca Straits. They congratulated the success of moving some pirate groups further east, away from the important transport route of the Malacca Straits, but admitted that there was still a lot that could be done. A few of the suggestions were that ships transiting the region on a regular basis,

should be fitted with a panic button, which would be linked to one of the co-ordination centres and ensure a more speedy response to an exact location. The Singapore Navy discussed moving more patrols over to the South China Sea and there were further calls for both Malaysia and Indonesia to join the Regional Co-operation Agreement on Combating Piracy and Armed Robbery Against Ships in Asia (ReCAAP) to enhance security at sea. Both these countries have the highest incidents of piracy and have not joined the institution, due to a disagreement over the location of the headquarters of this group, which is currently based in Singapore.

Going forward, the number of vessels at risk of piracy may be increased, as the price of gas and oil is lower than usual. This has the effect of encouraging tankers to anchor off Singapore or in the busy anchorages in the South China Sea, for long periods of time, where they do not have to pay port fees or anchorage charges. They only enter Singapore waters when the price is right. However, these prolonged periods of waiting, will increase their vulnerability and make them more prone to attack from pirates seeking a quick reward.

Due to the frequency of attacks in this region, it would be highly advisable to employ armed guards on-board, especially for moving through the Straits of Singapore and the Malacca Straits. This will help to mitigate the risks involved and act as a deterrent to the opportunistic pirate.

## SOUTH AMERICA



### **Summary of Incidents -**

- 1. 31/03/15** – (Position: Escondido Bay, Honduras) **Hijack**. A Canadian couple and their Captain on a chartered sailing boat were boarded by four armed men (guns and knives). They were physically threatened and all their valuables were stolen, before the robbers sailed the boat to the nearby shoreline of a remote beach in JeanetteKawas National Park. Here, the robbers disabled the boat by cutting the sails and the engine wires. They stole the petrol, the



radio and the drinking water. The three victims were left stranded on this remote beach for four days and managed to survive on limited rations before being discovered by other campers exploring the national park. Luckily for the couple, the President was staying in the town they were taken to after the rescue and he offered them his own helicopter to take them to the nearest airport. The Honduran government also paid the bill for the cost of flying the couple to Mexico, before then flying home.

**2. 31/03/15** – (Position: Prince Rupert Bay South End, Portsmouth, Dominica) **Boarding.** At 0100 LT a single handler noticed a noise on his deck. On investigation, he discovered two men on the deck, one armed with a gun. The robbers demanded all valuables, electronic equipment and his credit card (which he did not have) before leaving with the goods.

**3. 13/04/15** – (Position: Blue Lagoon, St Vincent) **Boarding.** During the night, a yacht moored close to the marina heard a motor moving slowly nearby. They thought nothing of it. The next day, the couple discovered that their new fuel tank, hose, filter and other equipment from inside the dinghy had been stolen. The outboard motor was locked to the dinghy and the dinghy was locked to the boat. The incident was reported to the marina.

**4. 16/04/15** – (Position: 19°36' N - 072°59'W, Petit Port a Piment, Haiti) **Boarding, assault and theft.** Six armed men boarded an Australian flagged yacht, 'Pelikaan' whilst it was anchored at Petit Port a Piment. The Australian couple were on their way from Cuba to Ile a Vache in Haiti. On the night of the 16/04/15, the armed men boarded their yacht and the couple tried to cooperate with the men as fully as they could, but were violently beaten, resulting in broken bones and machete wounds for both. They both required hospital treatment after the attack. All valuables, including solar panels and electronic goods and money were taken.

Violent attacks against yachts and their crew are becoming more widespread in and around the Caribbean and the Americas. This is due to the increasing disparity between those that have and those that have not (even if this is only the perception). Historically, pirates in the region are violent, demonstrating little regard for human life and taking whatever they can, bolted down or not. As can be seen from the Haitian incident, cooperation with the pirates does not always end well. Many factors could have prompted this, including the high levels of drug abuse experienced throughout the region, particularly in the poorer communities (but not exclusively).

It would be highly advisable that any yacht wishing to visit countries in this region, to research their destination in depth and not just through the charterers or the travel companies, who have a different agenda for encouraging tourism in places that are considered high risk. More and more, yachties want to explore the hidden treasures of the more obscure destinations, but this comes with an added risk and a certain degree of the unknown. This is not to say that those with a sense of adventure should steer away from lesser known destinations, it simply means that preventative and proactive measures need to be taken prior to a visit, that will help to mitigate certain risks and make the traveller more aware of their own behaviour and what to be wary of. Preparation and pre-planning is the key. You can never have too much information.

*(Crew-Safe and Travel-Safe courses are available for such travellers, along with courses designed to suit a yacht specific crew: contact Allmode on the number below)*

## REST OF THE WORLD

### Europe –

News throughout Europe this month has been dominated by the on-going issue of mass migration via the Mediterranean Sea and the Adriatic Sea. Discussion regarding what to do about the increasing problem has taken place in Brussels and elsewhere in the European Union, with all twenty eight countries voicing their opinions.

There is no doubt that this is a human tragedy that is unprecedented since the Second World War within Europe and the issue of migrants attempting the hazardous journey to Europe will not be curbed or resolved over-night. As this issue is of great concern to Allmode, who have been instrumental in these talks and who are chiefly concerned with the welfare of the seafarer, we have produced both a Best Management Practice booklet, available upon request and training courses directed towards our seafarers, who are at the 'coal-face' of this tragedy.

We will also be shortly publishing a 'Migrant Special Report', which will document the developments that have taken place to date and give a clearer picture of the overall situation. This will be sent out to our subscribers and will be available on our website shortly.

### South Africa –

Once again, the issues over migrant workers in this aptly named country, 'the Rainbow Nation', has raised its ugly head this month, with a spate of xenophobic attacks on the properties and persons of those perceived to be 'foreigners'. The anger shown has been terrifying for those on the blunt end of the attacks. Shops have been burnt and looted, streets have been barricaded off, people have been violently attacked and in five cases, murdered, all because a handful of South African politicians say that the migrants are taking the jobs of the South Africans. In reality, the perception is far from the truth. The Migrating for Work Research Consortium (MiWORC) have gathered the statistics together and shown that this is not really the case. They say that eighty two percent of workers (15 – 64 years) are South Africans and fourteen percent are classed as Domestic migrants, who have moved between provinces. Only four percent of workers are classed as International migrants, a much smaller proportion than some politicians would have you believe. Despite this, demonstrations and violent protests are continuing in the major cities across South Africa and it would be advisable to keep up to date with these developments, if considering visiting the country.

### Libya –

ISIS has continued to demonstrate their total disregard to human life this month, by publishing the brutal beheading of 28 African Christians on social media. ISIS remains an on-going threat in this lawless country and seems to be publishing these terrible events on an almost monthly basis.

### Nepal –

Relief efforts are continuing as the country understands and gets to grip with the terrible consequences of the earthquake, which has killed thousands, with many still not accounted for and destroyed vital infrastructure that will leave the survivors vulnerable to disease for some time to come.

## Health Advisories

### **Saudi Arabia – MERS –CoV virus**

Throughout March and April, cases of the MERS virus were increasingly reported to the local health authorities. The virus was affecting the elderly primarily, but there were cases of people infected in their mid- forties. In April, the World Health Organisation were informed of four new cases including one death.

### **China – Human Infection with Avian Influenza A (H7N9) virus**

On the 10/04/15 the WHO were informed of twenty new cases of the influenza A virus, including four deaths. The ages varied, but the average age was fifty five years. No particular province was affected. The cases were spread across China.

### **Niger – Meningococcal Meningitis**

During the period January – April 2015, there were 1543 suspected cases of the disease, with 147 registered deaths. Suspected cases have been reported in seven of Niger's eight regions. Meningococcal meningitis outbreaks have been confirmed in several areas of Dosso and Niamey regions. In Dosso region, 282 cases, including 27 deaths have been reported, primarily from Dogon-Doutchi and Gaya districts where several areas have exceeded the epidemic threshold. In Niamey, 944 suspected cases, including 88 deaths, have so far been reported. Three of Niamey's five districts (Niamey I, II and III, with a total population of over 660 000) have exceeded the epidemic threshold.

(Source : WHO)

### **Mediterranean Sea - Tuberculosis (TB)**

Numbers, as yet to be confirmed, of irregular migrants rescued from sinking boats in the Mediterranean Sea are reporting and showing signs and symptoms of TB. Tuberculosis (TB) is a disease caused by germs that are spread from person to person through the air. TB usually affects the lungs, but it can also affect other parts of the body, such as the brain, the kidneys, or the spine. People with TB can die if they do not get treatment.

TB germs get into the air when a person with TB disease in the lungs or throat coughs, sneezes, speaks, or sings. These germs can stay in the air for several hours, depending on the environment. People who breathe in the air containing these TB germs can become infected.

As the migrant boats are overcrowded and the conditions in which the migrants have been held prior to their embarkation in the Mediterranean, makes the people prone to contracting the disease.

Anyone handling these large groups of rescued people needs to protect against contracting the disease, by wearing protective clothing and mouth and nose masks.



## Security Alerts



### 1. North & Central America:

**Baltimore riots** – following the initial arrest of Fred Gray, an African American, who was injured during this arrest, due to a heavy handed police approach, and then the subsequent coma that he slipped into; riots have been getting increasingly violent in the vicinity of the police headquarters. This has developed into full scale riots, as the African American population see this as the tip of the iceberg.

**Riots will continue until the issues are resolved.**

### 2. Europe

**Mediterranean Sea** – migrant boat alert to all vessels transiting Cyprus and the Suez Canal.

### 3. Asia & Oceania

#### **Philippines:**

Philippine troops, backed by attack helicopters and artillery fire, battled with at least 250 Abu Sayyaf militants on the 09/04/15 in the countries restive south, leaving two soldiers and six militants dead.

The heavy fighting prompting this attack happened in Sulu province's Patikul town-ship where 10 rebels and 15 soldiers were injured. The province remains highly volatile.

### 4. North Africa and the Middle East

#### **Egypt:**

Egyptian President Abdel-Fattah El-Sisi declared a state of emergency in North Sinai on the 26/04/15 for a period of three months, following a recent spate of attacks targeting security and army personnel in the province. A state of emergency has been enforced in parts of the region since last October, but a statement issued by the Egyptian president said the current decision did not represent an extension of this, but rather a new decision that encompassed different areas in the restive province.

#### **Yemen :**

All foreign offices advise against all travel to Yemen whilst the military offensive continues between the warring factions led by the Saudi regime and their allies and the Houthis rebels, backed by Iran and their allies. This does not just involve air-strikes, but land offensives have started, especially in the border regions of Yemen.

### 5. Africa:

#### **South Africa –**

Random attacks against migrants and their properties in the main cities across the country, with the biggest attacks seen in Durban and Johannesburg. Caution will be needed if visiting these metropolitan areas. Avoid large crowds of people, as the situation can get violent quickly.

## Nigeria –

A military offensive continues in the North-eastern provinces of Nigeria, against the militant group ISWAP (formerly known as Boko Haram).

## 6. South America and Antarctica

### Chile –

Over 5,000 people are still evacuated from an area of over 20 miles around the erupting Calbuca Volcano in southern Chile. The eruption started on the 24/04/15, covering the surrounding towns in metres of ash. The volcano has continued to spew out volcanic ash ever since, making areas inaccessible to residents and visitors alike.

## 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.



## 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

## 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.

## About Allmode

### INTERNATIONAL SECURITY SERVICES

Allmode Limited provides a range of Risk Management and Security services to global, private clients. Due to the diversity of our client base we have consultants from a wide range of backgrounds and professions heightening our knowledge and experience within the security industry which we serve.

Based within the UK, our head office is located in Ramsey on the Isle of Man and our ability to operate globally is enhanced through our network of in-country professionals, contacts and resources and specifically through strategically located offices in Dubai and Singapore.

Our work ethos is focused around professionalism, reliability, time and cost. Our ability to recognise what is important and listen to our clients combined with our extensive networks, wide spectrum of services and worldwide capability ensures that we deliver effectively on all four. Our SAFE concept encompasses a number of services that can be tailored to fit a specific vessel or clients' needs.

The first step in an effective security management plan is to understand the specific and unique threats and risks to the asset and furthermore to the principal. Our consultants are all former Forces personnel and have specialist security knowledge including ISPS, IMO, Close Protection, Security Management, Security Auditing, Intelligence Gathering and Maritime Security. Using a threat and risk assessment analysis, we are able to help our clients understand their vulnerability and therefore tailor SAFE to suit your individual needs and requirements.

**FOR FURTHER INFORMATION ON INTELLIGENCE PLEASE CONTACT**



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