



Global Security and Intelligence Report

December 2014

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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:

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- 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



Summary of Piracy incidents – December 2014

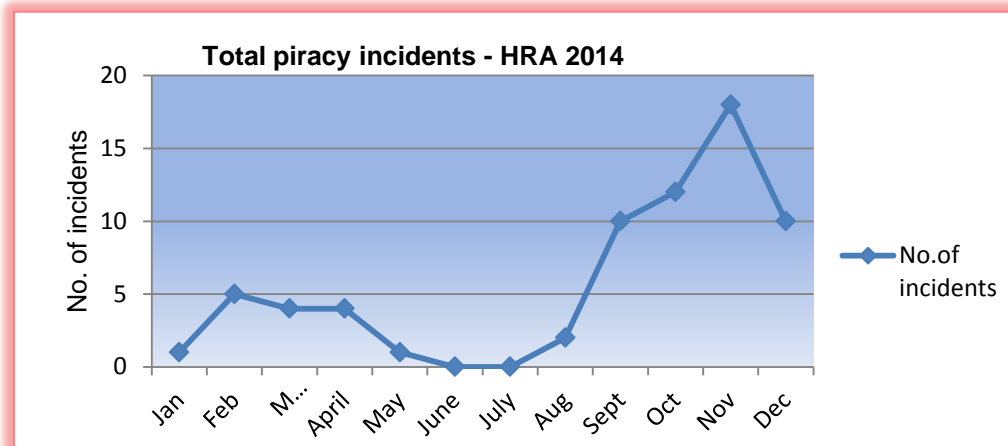
1. **29/11/14** – (Position: 13°17'N - 042°54'E, Red Sea) Suspicious Vessel. An MV reported being followed for approx. 15 minutes by a suspicious vessel, described as being blue in colour. The master used evasive manoeuvres and activated water hoses, the alarm was sounded and the armed security team (AST) mustered. The suspicious vessel was at a distance of 0.3nm when it then stopped following. No weapons or ladders were spotted. The vessel, crew and AST on board are SAFE.
2. **29/11/14** – (Position: 13°36'N - 050°27'E, Gulf of Aden) Suspicious Vessel. At 1150 LT, an MV reports seeing a vessel towing 3 skiffs in position 13°36'N 050°27'E. The vessel came to within 1.9nm of the MV. No ladders or weapons were sighted. 4 people were

seen on deck. The MV is safe.

3. **12/12/14** – (Position: 16°10'N - 040°57'E, Red Sea) Suspicious Approach. On 12th December 2014, a Master reports being approached by 2 Dhows and 2 skiffs. 1 Dhow came to within 3 cables (1 cable = 1/10 nautical mile or 185.2m), port side and was carrying 8-10 Persons on board (POB). The 2nd Dhow was seen towing 2 skiffs that came to within 4-5NM, starboard side. No weapons or ladders were sighted. The AST on-board showed their weapons. The vessel is safe.
4. **15/12/14** – (Position: 12°23'N - 043°54'E, Gulf of Aden) Suspicious Approach. On the 15th December 2014, a Master reports being approached by 1 blue skiff to within 0.6NM on starboard quarter at high speeds. The AST on board, showed their weapons and the skiff stopped dead in the water and then moved astern of the vessel before stopping their engine. The AST showed their weapons again and the skiff made full speed ahead northbound of the vessel. The skiff had a yellow tarpaulin and a blue hull. There were 3 Persons on board (POB) and **weapons were sighted**. The vessel is safe.
5. **16/12/14** – (Position: 12°31'N - 043°35'E, Gulf of Aden) Suspicious Approach. The Master reports being approached by 2 groups of skiffs to within 5 cables at speeds of up to 22 knots. The 1st group of 4 yellow/blue hulled skiffs closed to 5 cables, at which point the AST showed their weapons and the skiffs turned away. The 2nd group of 3 white/grey hulled skiffs closed to 8 cables, where the AST showed their weapons and the skiffs turned away. The skiffs had 6-8 POB, a **ladder was sighted** on 1 skiff, but no weapons were seen.
6. **16/12/14** – (Position: 19°48'0"S - 034°49'8"E, Mozambique) Boarding. A Port Security Watchman noticed a robber, armed with a long knife, lowering mooring ropes from a berthed Chemical Tanker. He alerted the OOW, who raised the alarm. On hearing the alarm, the robber escaped with his accomplice, but only after threatening the Port security watchman. The incident was reported to the Port Facility Security Officer, who boarded the vessel for investigation.
7. **18/12/14** – (Position: 12°22'5"N - 043°58'0"E, Gulf of Aden) Suspicious Approach. The Master of a MV reported being approached by one skiff with 6 POB. The skiff closed to 5 cables off the vessel's port bow. The on-board AST showed their weapons and the skiff moved away. The MV alerted other vessels in the vicinity on VHF CH 16. The MV is safe.
8. **21/12/14** – (Position: 12°56'N - 043°22'E, near to the entrance of the Gulf of Oman) Suspicious Approach. The Master reports being approached by 2 groups of white/blue/brown skiffs to within 0.5nm at high speeds. The 1st group of 7 skiffs slowly approached at both sides of the vessel and the 2nd group of skiffs approached at high speed. The AST showed weapons, the ship sounded its horn and then the skiffs ceased their approach. They reported 5-6 POB each skiff, **2 outboard engines were sighted** on some of the skiffs. The vessel is Safe.
9. **23/12/14** – (Position 22°22'N-060°46'E, Gulf of Oman) Suspicious Approach. The Master reports two craft approaching his vessel at speeds of 24Knts. At 2nm the two vessels separated to either side of the flank. The Master sounded the horn and the AST was stood to. The two craft passed ahead of the vessel and then stopped in the water, so that the vessel would pass between them. The Master altered course to keep the two

craft on the Starboard side and maintain a closest point of approach (CPA) of 2nm. The craft then deviated away from the vessel and increased to 4nm. No information on the craft and no weapons were sighted. The vessel is safe.

10. **30/12/14** – (Position: 15°06'N - 042°00'E, Red Sea) Suspicious Approach. A vessel reported being approached by 2 skiffs. The skiffs came to 1.5 cables of the vessel and **ladders and AK style weapons were sighted**. The skiff held a large number of people for the size of the skiff and all were standing. The AST fired warning shots and the skiffs stopped. The Vessel is safe.



The number of suspicious approaches in the vicinity of the Bab el Mandeb continues to be of concern. Due to its natural narrow waterway and concentrated levels of marine traffic, the Bab el Mandeb continues to be a perfect location to launch a pirate or terrorist attack.

Recent reported cases show that a number of small skiffs have come uncomfortably close to transiting vessels which has resulted in Armed Security Team (AST) showing their weapons and acting in accordance to the rules of the use of force (RUF). Due to increased naval presence and the use of on-board AST in the Indian Ocean, Pirates within this region are renowned for using soft approach tactics to ascertain what level of security has been implemented on board and the sighting of potential boarding equipment, is a strong indicator of piratical intent. It is worth noting that in a number of the suspicious approaches, the skiff / skiffs did not move away at the showing of weapons, but only after warning shots were fired. There is no doubt that if the AST's were not on-board, these vessels would be vulnerable to attack.

The incident which took place on the 30th December is now one of the most significant incidents to take place within this region during 2014. The persistence of the pirate action group (PAG's) involved, even after warning shots were fired, is a clear indication of intent and the sighting of boarding equipment and increased personnel shows they have the means and capability to launch an attack. Should a PAG be successful in its attack and adhere to the historical modus operandi for the region, hostages would be taken. All vessels transiting this choke-point are required to operate at a heightened state of readiness, maintaining strict anti-piracy measures in line with Best Management Practices (BMP) 4. There are currently 30 hostages still being held by Somali pirates, seven of whom are Indians. They have been held for over four years, with little knowledge or hope of their release. It is a sad state of affairs that the names of these remaining thirty hostages is not known.

The economic situation in Somalia is not improving significantly enough to deem piracy unnecessary in certain communities, putting pressure on pirate groups to act successfully in gaining hostages for ransom.

Many in the region acknowledge that piracy cannot just be dealt with through the use of force, but that land based initiatives are essential to break the cycle and need for piracy. The International Committee for the Red Cross (ICRC) and the UN's refugee agency (UNHCR) are attempting to introduce schemes targeting returned refugees, especially from Kenya, in fishing programmes, whereby groups of eight men are given a boat and means to fish, alongside the training and support, to re-engage in the fishing industry in Kismayo. By doing this, it is hoped that they can become self-sustaining and have no need to be tempted into piracy as a source of income.

Deterring Somalis away from piracy has been made more difficult, with the recent ruling by both the Seychelles High Court and the European Courts regarding the security of convictions for piracy and the payment of compensation to pirates, who were held for forty eight hours longer than permitted. This month, three Somali pirates have had their convictions overturned in the Seychelles and have been repatriated back to Somalia, due to lack of concrete evidence. Later in the month, the French and the Danish were forced to pay out compensation to pirates who had been held for too long, according to the European courts. Both these situations make a mockery of the struggle to get countries to prosecute and hold convicted pirates, who show little regard for the human rights of the seafarers whom they attack.

Within Somalia itself, Presidential elections are due to take place for Somaliland in 2015 and it would seem that a potential President has been found to have had a rather checkered past and is facing strong piracy allegations. A UN Monitoring report on Somalia shows that Kamal Gutale was involved in piracy, and was a key broker in a number of alleged pirate acts. The report says Gutale opened a bank account for Mohamed Abdi Hassan 'Afweyne' the kingpin of pirates, who is considered to be responsible for at least 24 hijacking and abduction cases and has often and publicly admitted his involvement, including during a 24th April 2013 interview with AFP(Agence France-Presse).

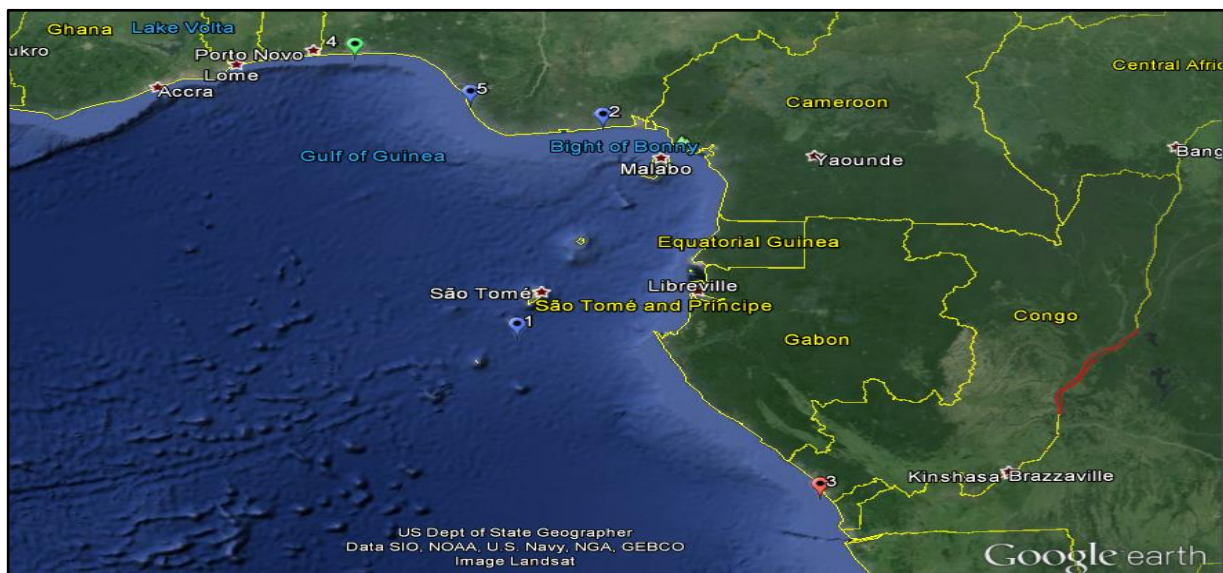
Despite these setbacks, Puntland are continuing to fight piracy and have started on the construction of a Counter Piracy camp in Eyl, the coastal district notorious with piracy. The camp will allow forces to launch close range attacks on suspected individuals and their hideouts and hopefully rid the district of pirate's altogether, with the help of the locals.

Coastguard operations in the region have shown a steady improvement and with the help of the locals, information has been acted upon that has seen the arrest of sixteen large vessels and thirty two smaller skiffs involved in illegal fishing in their territorial waters. Most of the vessels arrested hail from Yemen, which underlines a continuing and potent problem between the two countries, as both struggle with their economies.

During December, the lack of stability in the region has continued to prove a problem for security forces internally and externally. At the beginning of the month, al-Shabaab sent out a clear message to all non-Muslims in Somalia and in the neighbouring country of Kenya, by attacking and slaughtering around thirty mine workers in the border town of Mandera, after singling out the non-Muslim workers. They have also continued to use suicide bombs in the capital Mogadishu, in and around the highly secure airport and have targeted soldiers at military facilities in the south of the country. These recent attacks have caused a stir in

neighbouring Kenya, as it battles with the security concerns of the country. Many of the non-Muslim workers, which make up a large proportion of the workforce in north eastern Kenya, have fled the region over security concerns. This has not been helped by the growing unease in Kenya regarding their security forces, as information has circulated about the infamous Kenyan 'Death Squads' which have historically been the answer to any potential security or political threat, who's record of human right has been seriously questioned. To add fuel to the fire, President Uhuru Kenyatta has recently signed into law, a controversial security bill that gives more power to the police and the authorities to arrest and detain terror suspects and restrict the media in what and how security related issues are reported, some say effectively turning Kenya into a police state. This has angered many politicians within Kenya, further destabilising the country at a time when solidarity is needed the most to help fight al-Shabaab.

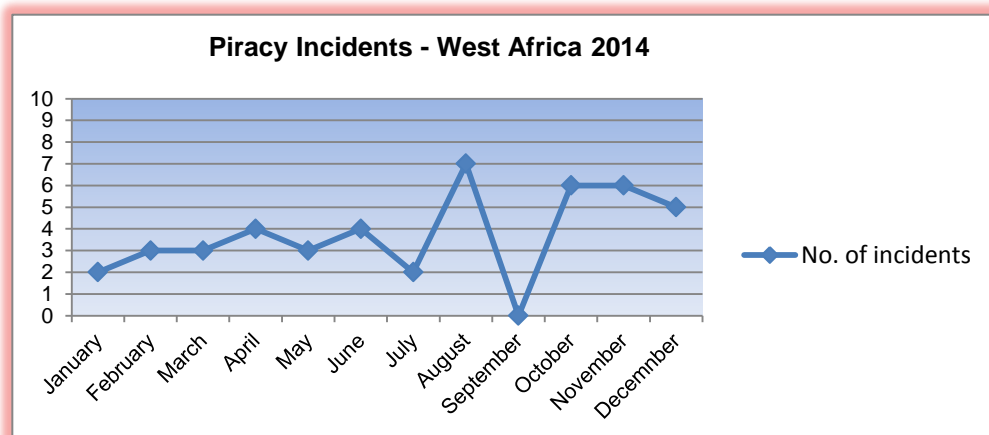
WEST AFRICA



Summary of incidents – September 2014

1. **30/11/14** – (Position: 00°45S -006°15'E, Gulf of Guinea) Fired Upon. A Master on-board a tanker underway observed a black hull tug boat lowering a speed boat with eight pirates armed with machine guns and a ladder. The speed boat approached the tanker and started firing at the accommodation. The Master raised the alarm, activated the fire pumps and took evasive manoeuvres to prevent the boarding. The non-essential crewmembers were mustered in the citadel. After several unsuccessful attempts to board the tanker, the pirates aborted the attack and returned to their mother vessel/tug. All crewmembers are safe, but the tanker sustained some damage due to the firing.
2. **09/12/14** – (Position: 18nm SW of Akwa Ibon State, Nigeria.) Fired Upon. Pirates attacked an underway Chemical Tanker approximately 18 nm southwest of Akwa Ibon State. The crew spotted the pirates as they were inbound and raised the alarm. The pirates reportedly attacked the ship for approximately 30 minutes, but did not board the ship.(MTISC-GOG)

3. **13/12/14** – (Position: 04°46'S - 011°50'E, The Congo) Boarding. Four robbers in a small rowing boat approached an anchored Research Vessel. Two robbers boarded the vessel, entered the engine room. The duty AB on routine rounds noticed the robbers and raised the alarm. On hearing the alarm, the robbers escaped with the ship's property. All crew were mustered and a search was carried out on the vessel. The SSO made several attempts to contact the Pointe Noire port control, but received no response.
4. **19/12/14** – (Position: 06°26'N - 003°19'E, Nigeria) Boarding. Two robbers boarded a berthed tanker using hooks attached with ropes at Capital Oil Jetty, Lagos. When the alarm was raised and the crew responded, the robbers fled empty handed. Lagos Port Control and Nigerian Navy informed. A Nigerian naval patrol boat searched the area and a guard was posted on board the vessel. On investigation it was found that the robbers had cut through the razor wire to gain access on board the vessel.
5. **22/12/14** – (Position: Niger Delta, Nigeria) Militants attacked a gunboat belonging to the Nigerian Navy, which was escorting a cargo barge to an oil field in the Niger Delta. It is believed that three Nigerian soldiers were killed during the attack, and the militants stole the gunboat and weapons. The incident took place along the waterways near Local Government Area of Bayelsa State.



The level of violence used in attacks off West Africa continues to be a problem. Unlike Somali pirates, who often trail a target vessel in order to assess the hardening measures being used, West African pirates tend to use violence earlier and more freely, approaching at speed to open fire on intended targets. Pirates groups operating in the Niger Delta have shown little regard for the forces patrolling the delta and continue to operate with relative immunity. A prime example of this was seen in the attack on the JTF military gunboat that was escorting materials to the Brass Terminal, owned by the Nigeria Agip Oil Company. During the attack, three soldiers were killed and the gunboat stolen, adding to the collection of military weapons and equipment that the pirates have at hand.

In an attempt to boost the anti-piracy resources available to the Nigerian Navy, NIMASA have acquired five decommissioned Norwegian warships, through ex-militant Tompolo, a former militant known to have been behind piracy attacks in the Niger Delta, but who now owns an anti-piracy firm, Global West Vessel Specialists Ltd. The warships have been acquired to help boost the Navies capability to fight piracy and other maritime crime, such as bunkering.

It was also highlighted in December, problems which have been emerging regarding the provision of security for vessels off West Africa. As maritime security companies can only operate with armed personnel provided by the littoral states, such as a detachment of armed police or coastguards, this has proven to have a major impact on the contracts which are required to be in place. These are coming to light as regards the GUARDCON contracts that many shipping companies comply by and the companies own operating procedures. This is a concern to many in the shipping industry, who don't see the situation in West Africa improving enough to alleviate their fears of operating there.

There is a general election scheduled in Nigeria during February 2015 which could cause further instability within the region, specifically in the Niger Delta. One of the main issues in West Africa is whether or not the Nigerian Federal Government continues to fund the \$500 million amnesty programme for militants. Should the government or succeeding government decide to cease the programme, it is likely that the security situation will quickly deteriorate and an increase in militancy and kidnappings would follow. Recently the Nigerian Navy has started preventing vessels from using Nigerian Marine Police on board their ships, considerably lowering the protection afforded to commercial shipping by the Nigerian Government within its territorial waters.

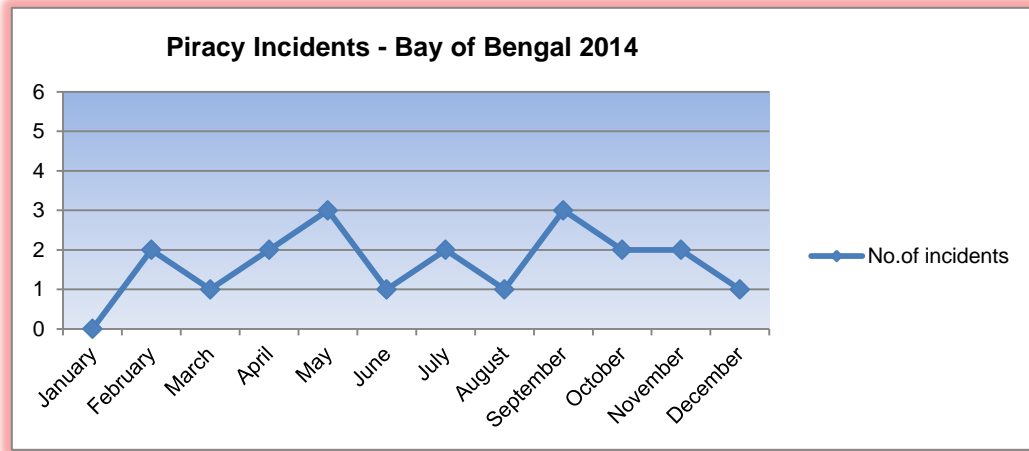
BAY OF BENGAL



Summary of incidents – December 2014

17/12/14 – (Position: 22°18'N - 091°46'E, Chittagong Anchorage, Bangladesh.) Three robbers armed with long knives boarded a Product Tanker during anchoring operations. A duty crewmember on routine rounds noticed the robbers stealing ship's stores from the stern area. He immediately informed the bridge and the alarm was raised. Upon hearing the alarm and seeing the crew response, the robbers fled with stolen ship's stores in their boat. The crew informed Port Control. The Bangladeshi Coast Guard subsequently contacted the vessel and informed the Master that they had sent a patrol

boat to the location.

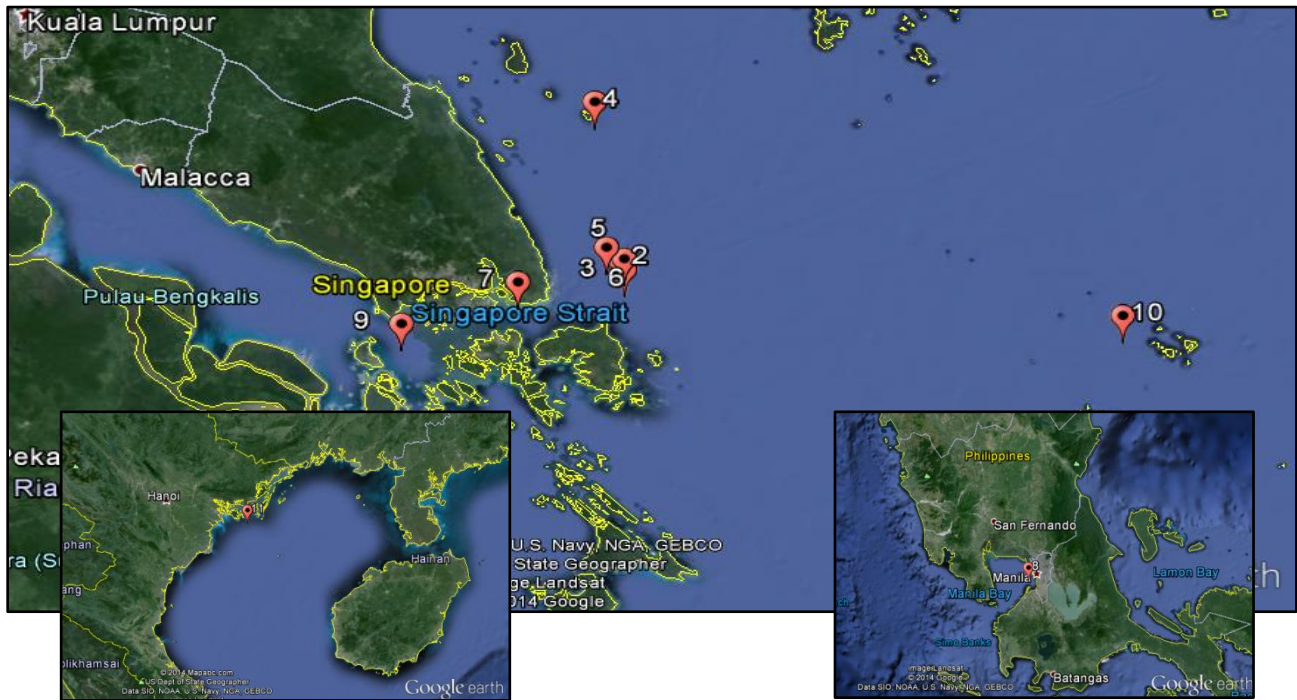


Incidents in the Bangladesh region have shown a decrease in recent months due to the effective patrolling of the naval forces. This has been enhanced by the assistance of the Chinese People's Liberation Army, especially at port Chittagong. That said, low level robberies still take place, and murder and kidnapping incidents can occur sporadically. Local fishing vessels remain a prime target for criminality and extortion in the region. Pirates have been known to kidnap fishermen for ransom and in a number of cases where their demands were not met the hostages have been subsequently murdered. Chittagong port remains to be the prime location of piracy incidents within the region, with vessels anchored being at greatest risk of attack.

The Indian Government aimed to announce plans on a maritime policy within December to facilitate port-led economic growth in the ports on the eastern side of India, particularly in the state of Andhra Pradesh. The Chief Minister N Chandrababu said his government is focusing on the industrial development of Andhra Pradesh through public private partnership. The government's plan is to make the state the largest trade gateway to India for the East. The Visakhapatnam-Kakinada industrial Area Development Authority will boost trade ties between India and countries like Singapore, Malaysia, Thailand, South Korea, China and Japan. However, there are concerns that the proposed Petroleum, Chemicals and Petrochemical Investment Regions (PCPIRs) between Visakhapatnam and Kakinada, could affect farmers, fishermen and farming in the region. The opposition party is worried that these developments will simply led to the privatisation of the seaports.

This month has also seen the Indian Navy enhance its links to both Bahrain and Qatar by providing training and advice to the navies of the two countries to bolster Defence Corporation.

SOUTH EAST ASIA

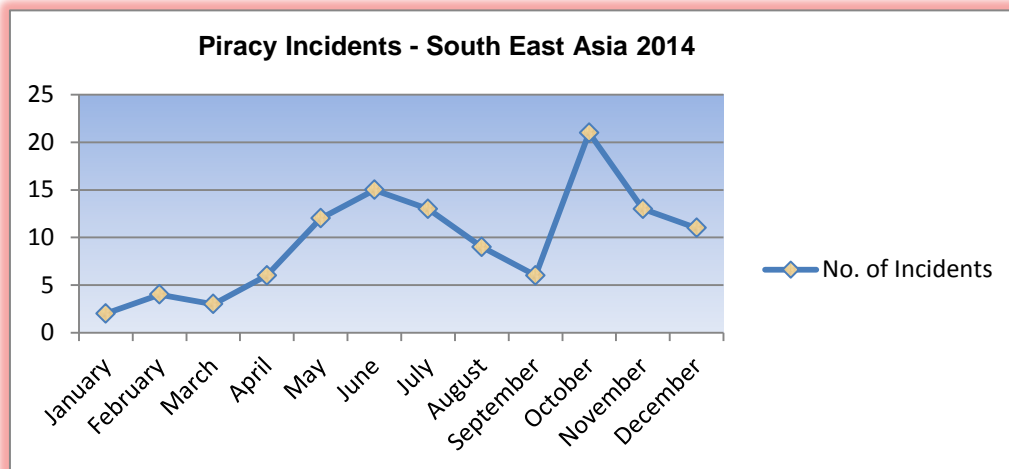


Summary of incidents – December 2014

1. **02/12/14** – (Position: 11°02'N - 115°58'E, Vietnam) Attacked. A Vietnam flagged fishing vessel reported being attacked near position 11:02N – 115:58E, approximately 162 nm west of Palawan Island.
2. **04/12/14** – (Position: 01°29'N - 104°39'E, Indonesia) Boarding. Four robbers in small boat approached and boarded an anchored LPG tanker from the stern. The Duty AB spotted the robbers and informed the bridge, who raised the alarm and mustered the crew. Seeing that they had been detected, the robbers escaped empty handed.
3. **04/12/14** – (Position: 01°26'N - 104°39'E, Indonesia) Boarding. Three robbers in a small wooden boat approached and boarded an anchored Bulk Carrier from the stern. The duty AB spotted one robber on-board the vessel. He informed the bridge who raised the alarm and mustered the crew. On hearing the alarm, the robber escaped empty handed.
4. **07/12/14** – (Position: 20nm SE of Pulau Aur, Malaysia) Boarding. On the 7th December, seven pirates armed with guns, boarded a Vietnam- registered tanker, the VP Asphalt 2, in the early hours of the morning and took control of the vessel. They stole crew's personal belongings and checked the cargo on the tanker, before leaving the tanker. Violence had been used against the crew during the robbery and it transpired that the Third Officer had been shot in the head and later died of his injuries.
5. **07/12/14** – (Position: 01°31'N - 104°35'E, Malaysia) Boarding. Around 20 armed pirates in a boat approached a Product Tanker underway. Of these, five pirates managed to board the vessel using ladders and by cutting through the razor wire. The alert 2/O

raised the alarm, activated the SSAS and broadcast an alert message to all ships in the vicinity. Crew members locked the access doors to the bridge and accommodation and the non-essential crew mustered in the citadel. Upon hearing the alarm and seeing the crew respond, the pirates escaped empty handed in their boat.

6. **20/12/14** – (Position: 01°23'4"N - 104°40'0"E, around 11nm NNE of Tg. Berakit, Bintan Island, Indonesia) Four robbers wearing face masks and armed with knives boarded an anchored Container ship. They took the duty oiler hostage, tied his hands and took him to the engine room workshop. One of the robbers guarded the oiler, while the other robbers stole engine spares. After a few minutes, the robbers left the oiler in the workshop and escaped. The oiler managed to call the bridge and informed the duty officer about the incident. The alarm was raised, crew mustered and a search was carried out.
7. **20/12/14** – (Position: 01°19'0"N - 104°08'5"E, around 1.5nm S of Tanjung Setapa Johor, Malaysia.) Robbers boarded an anchored Product Tanker and entered the engine room. They broke open the padlock to the engine store room and proceeded to steel engine spares and ship's properties. They then escaped unnoticed. The theft was noticed by the duty crew during routine rounds.
8. **20/12/14** – (Position: 14°34'N - 120°54'E, Manila South Harbour Quarantine Anchorage, Philippines.) Robbers armed with knives, boarded an anchored Container ship by cutting off the razor wire, and lashing protection on the hawse pipe cover. They broke open the forepeak store and paint room padlocks, stole ship's stores and property and escaped unnoticed. The Duty OS on routine rounds noticed bare foot-prints on the forecastle deck and raised the alarm. The crew were mustered and a search was carried out throughout the vessel. The incident was reported to VTMS Manila. The Coast Guard boarded the vessel for investigation.
9. **23/12/14** – (Position: 01°06'N - 103°32'E, Pulau Karimun Kecil, Indonesia) Whilst underway, a Duty crew found four robbers armed with long knives in the engine room. He immediately notified the 2nd engineer, who raised the alarm and informed the OOW on the bridge. Hearing the alarm and realising that they had been detected, the robbers escaped. A search was carried out, but nothing had been stolen. No injuries were reported by the crew.
10. **25/12/14** – (Position: 01°02'N - 103°38'E, around 13nm East of Pulau Karimun Besar, Indonesia.) Eight persons armed with long knives, boarded a Product Tanker underway. They entered the engine room, tied up the duty oiler, stole engine spares and escaped. The oiler managed to free himself and inform the bridge. The alarm was raised, the crew mustered and a search carried out on deck and engine room. No-one was found and the ship continued on its way.
11. **25/12/14** – (Position: 20°41'N - 107°12'E, Campha Anchorage, Vietnam) Four robbers boarded an anchored General Cargo ship. They broke into the forward store, stole ship's property and escaped unnoticed.



Piracy incidents are continuing to occur north east off Bintan islands at the busy anchorage and this month has seen a continuation of this pattern. However, this month has also seen the killing of a crew member on a Vietnamese Tanker, the VP Asphalt 2 on the 7th December, 20nm SE of Pulau Aur. This was the first fatality during this type incident in Asia since 2009. ReCAAP are investigating the incident and vessel crew members are advised to never resist or retaliate against armed criminals who have shown; like within this incident; that they are willing to use lethal force in order to achieve their objective. Recent statistics have shown that during 2014, over 50% of piracy incidents within Southeast Asia have confirmed the use of knives and/or firearms during the attack and a threat of violence has been shown in over a quarter of all reported incidents across the region.

Pirates operating off the east coast of Bintan islands and around the east bound traffic lane in the Singapore Straits are now boarding more vessels whilst underway demonstrating the confidence and competency of the criminals involved. In the majority of cases attacks will occur during the hours of darkness, however more worryingly is the increase in attacks taking place during daylight hours, showing a blatant disregard for the maritime patrol authorities. The main target for most robberies, are engine spares, which are still highly prized in the region, which relies so much on maritime trade and industries such as fishing.

The hijacking of vessels has dominated the region this year, with 13 vessels hijacked in Asian waters, compared to only three last year. This is something that the regions maritime authorities will need to address as a matter of urgency. Unlike the pirates operating within other known regions of the world, these pirates prefer to sell the items they steal as oppose to kidnap and ransom. This year has seen a huge increase in vessel hijacking with the intention of stealing the ship's fuel cargo and they have predominantly targeted slow moving vessels with a low freeboard and up to 5,000 tonnes in weight. It is known that criminal syndicates can earn somewhere in the region of US\$2 million from such hijackings and this lucrative business proposal at a time of serious economic decline, is a huge pull factor that will need to be broken. In light of these attacks, maritime patrols have been stepped up, particularly in the Malacca Straits and littoral states are being more cooperative, but this is still not having a significant impact on the number of incidents which average out at about three every week.

In an attempt to improve the situation in the Malacca Straits, a new task force, called Sea Eagle, has been set up. The special team will be based specifically in the Riau islands to help

Definition of Piracy : *The act of violence or depredation on the high seas; the crime of robbery of ships or boats on the oceans.*

Other arrests made this month have been made by the Indonesian Navy or the Singapore Police Coast Guard. At the beginning of the month, the Singapore Coast Guard arrested three men on suspicion of misappropriating S\$57,000 worth of marine gasoil (\$43,700). It appears that a ship's Superintendent, Chief Engineer and Third Engineer are involved in this theft from a Singapore- registered vessel and face charges that could lead to 15 years in jail. The Indonesian Navy arrested six pirates involved in a sea piracy network operating in the Malacca Straits. The suspects were arrested on Terong Island. The officers also confiscated 0.5 kg of Marijuana and packages of crystal methamphetamine from the suspects, again showing a link between piracy and drug related issues.

The region has had a difficult month with environmental issues, as it took a battering from Typhoon Hagupit. The Typhoon killed 27 people on the island of Samar in the Philippines. Overall, some 800,000 workers were affected by the Typhoon, as their source of livelihood was damaged. Of these, approximately 370,000 people are considered to be particularly vulnerable, as they were employed in adhoc industries and were already below the poverty line. Damage such as this takes a long time to repair and can push desperate people into criminality as a means to get by.

A satellite map of the Caribbean Sea and surrounding regions. The map shows landmasses in green and brown, and water in blue. Key locations labeled include Grand Cayman, Jamaica (Kingston), Port-au-Prince, Santo Domingo, Puerto Rico (St Thomas), St Christopher Antigua, St Vincent Grenadines, St Lucia, St Kitts Nevis, St John's Barbados, Panama, Roca, Panama, Caracas, Isla de Margarita, Port of Spain, and San Juan. Geographical features labeled include the Gulf of Gonave, Caribbean Sea, and Gulf of Venezuela. Three red location pins are numbered 1, 2, and 3. Pin 1 is located in the western Caribbean near Cuba. Pin 2 is located on the northern coast of Santo Domingo, Dominican Republic. Pin 3 is located on the eastern coast of Venezuela near Isla Margarita. The map also includes text at the bottom: "US Dept of State Geographer © 2014 Google Image Landsat Data SIO, NOAA, U.S. Navy, NGA, GEBCO" and "Google earth".

Summary of Incidents – December 2014

1. **12/12/14** – (Position: 14°11'N – 082°16'W, approximately 29 nm southeast of Cayos Miskitos, Honduras.) A sailing yacht experienced a suspicious approach approximately 29 nm southeast of Cayos Miskitos. The yacht master reported that an unlit fishing boat at first shadowed the yacht for some time and then made a series of course changes to bring it within 200 yards of the sailing yacht. The yacht master made course and speed changes to open the distance with the ship and it finally fell back and then moved out of the area. (Noonsite)
2. **07/12/14 – 11/12/14** – Dominican Republic. There were two reported boardings of sailing yachts at Marina ZarPar in Boca Chica between 7 and 11 December. In both instances, there were several reported attackers armed with knives. (Noonsite)
3. **08/12/14** – (Position: 13°51'N – N 061°03'W, Soufriere, St Lucia.) Robbers boarded two sailing yachts in one night. One of the yacht master reported losing a large amount of cash as a result of the boarding. (Noonsite)

Sailing yachts remain vulnerable, particularly whilst at anchor in the Caribbean. Yacht Masters are advised to take all possible precautionary measures when securing their yachts and report any suspicious activity or approaches to the local coastguards. Lock away all valuables, particularly at night and never attempt to confront any robbers who make it on-board.

The Caribbean Sea and Gulf of Mexico are known routes for drug and people smuggling and these gangs can be well armed and dangerous. At the beginning of the month, HMS Argyll apprehended a huge haul of cocaine, with a street value of \$27.9 million from a vessel off Key West in Florida and then later in the month a haul of \$7.1 million of cocaine from a vessel in Mayaguez, Puerto Rico.

Nicaragua has announced the commencement of building a \$50 billion shipping canal, backed by China, which aims to rival the Panama's waterway and revitalize the economy of the second-poorest country in the Americas. The 172-mile waterway, which its Hong Kong-based developer HK Nicaragua Canal Development Investment Co Ltd (HKND Group) says will be operational by 2020, is not backed by the Chinese government but is being led by a little-known Chinese mogul, Wang Jing, who will not reveal his financiers. This has raised concern with America, who has a vested interest in the Panama Canal, which is also undergoing constructional improvements. Clashes have also broken out between the local police and protestors over the construction of the canal, leaving twenty one people injured.

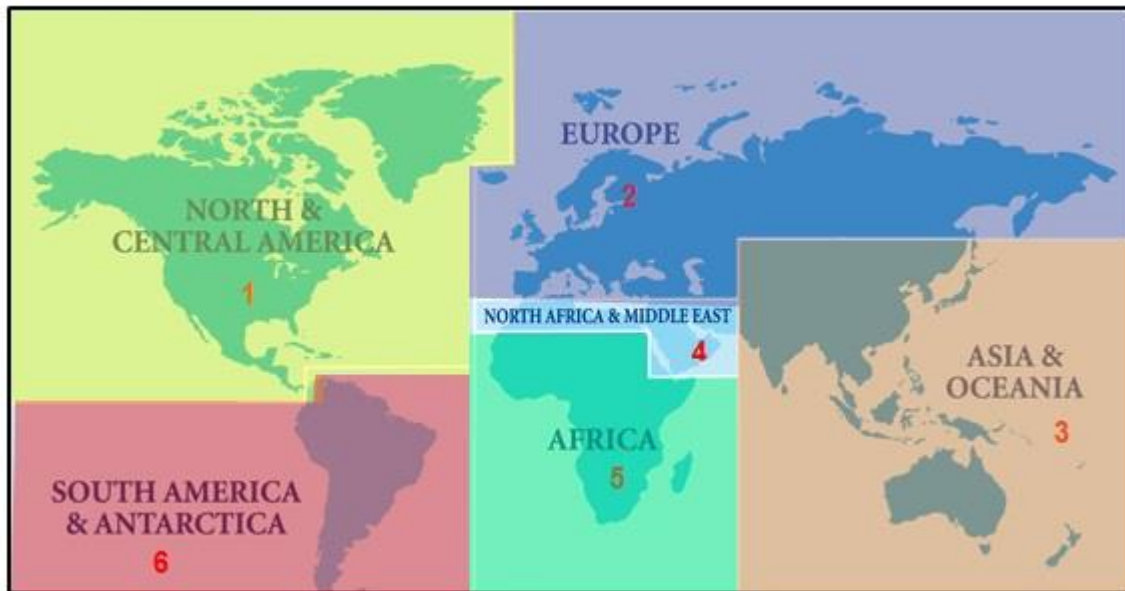
A worrying report was released this month which stated researchers have discovered a drug-resistant bacterium in the sea waters off Brazil, where sailing and windsurfing events will take place during the 2016 Olympic Games in Rio de Janeiro. The 'super-bacteria' is normally found in hospital waste and does not respond to antibiotics. It was found in samples taken from Flamengo Beach. This is contravening the promises made by Brazil in their bid to host the 2016 Olympics, as the quality of the sea water was a concern, as 70% of sewage in Rio (a city of over 10 million people) is pumped out in its raw form into waters of Guanabara Bay. It is not anticipated that much improvement is possible in the short time left before the Olympics are hosted. Not good news for sailors from around the world.

Tourism security in Venezuela received a blow this month, after robbers carried out a daring mass robbery on a popular tourist beach, Arapito Isla, in broad daylight, robbing 300 tourists of

their valuables and cash. The gang approached the beach using speed boats and shot into the air, ordering all the unsuspecting and frightened tourists to hand over their valuables. They then made their escape by stealing a local fishing boat. Luckily, no one was hurt during this raid, but it does not reassure potential tourists as to the safety of visiting Venezuela.

On a positive note, December saw the successful completion of the Atlantic Rally for Cruisers (ARC) which started in Las Palmas de Gran Canaria and took six weeks approximately, before ending at Rodney Bay, St. Lucia, in the Caribbean. Some 50 yachts took part, carrying around 200 crew members, who enjoyed the hospitality shown in the Caribbean.

Security Alerts



1. North & Central America:

Mexico - Illegal roadblocks reported more frequently, particularly in the state of Guerrero; if possible, travel by air if you're visiting a major tourist destination in Guerrero.

2. Europe

Issue over Migrants

The issue over large scale migration has reached fever pitch at the end of December, with two cargo ships filled with migrants being abandoned in waters off Italy. The first, the Blue Sky M, carrying around 800 migrants was set adrift off Corfu and pointed in the direction of the Adriatic and the second, two days later and into the new Year, the Ezadeen carrying 450 people was abandoned and set adrift in the Adriatic, heading for Italy. This brings to a close a year where record numbers of migrants are attempting the dangerous journey to Europe from war-torn and impoverished countries at a pace that the international community cannot ignore.

With the scrapping of Operation Mare Nostrum, the responsibility for these migrants has fallen on the European community as a whole and the shipping industry is rightfully worried about the implications that this will have on the shipping industries responsibility to rescue those in distress at sea.

In 2014, more than 3, 400 people died on their sea journey in the Mediterranean. It is estimated that around 207,000 people have made the crossing this year alone. Most have set out from Libya for Italy or Malta, but this latest development shows that the people traffickers are changing their tactic and using alternative routes and methods. Turkey now has become the hotbed of the new route and the European community need to act to prevent the record number of death for 2015.

3. Asia & Oceania

Pakistan

- On the 16th December, the Pakistan Taliban attacked a school in Peshawar, run by the military and killed 149 people, 133 of whom were children. The Pakistan government plan to execute 500 militants in the forthcoming week, after a moratorium on the death penalty in terror cases has been lifted.

Sri Lanka

- The upcoming presidential election promises more competition than was initially anticipated. But with that comes a great risk of violence. (results expected on the 8th January 2015). The Presidential election between incumbent Mahinda Rajapaksa (hoping for his third term in office) and his former ally Maithripala Sirisena, looks set to be a close contest. Promising to

abolish the executive presidency and revive parliamentary democracy, the opposition offers a different vision from that of the government, which is increasingly entrenched in power (three brothers holding key government posts). Concerns centre around whether the extremist Bodu Bala Sena (Buddhist Power Force) movement will be marshalled to solidify the government's Sinhalese base (mainly supporters of Rajapaksa), or intimidate or provoke the Muslim electorate (mainly supporters of Sirisena) Likewise, Tamil-majority areas in the north and east remain under tight control; as with the 2013 provincial elections, there are fears that campaigning will be heavily controlled there and the authorities could resort to intimidation or worse. Even if Sirisena was to gain victory, would his party be allowed to implement the widespread changes that they promise, without facing significant obstacles and would the ensuing instability open the way for renewed, ingrained fighting.

4. North Africa and the Middle East

North Africa

- France have now freed all their known hostages around the world, by gaining freedom for their last remaining hostage, Serge Lazarevic, who was being held by Al Qaeda in the Islamic Maghreb (AQIM) in the Sahara. He was captured more than three years ago whilst in Mali. The details leading to his release are not known.

Egypt

- A collision between a Kuwaiti-registered container ship (Al-Safat) and an Egyptian fishing vessel (FV Badr) as they exited the Suez canal, led to the deaths of 25 Egyptian fishermen. The Captain of the containership has been charged with their manslaughter and the ship has been seized.
- A curfew imposed on the Sinai Peninsula following security concerns for the region has been shortened by three hours in mid- December. The curfew will now extend from 7pm to 6am.

Yemen

- Al-Qaeda in the Arabian Peninsula (AQAP) in Yemen have killed two western hostages at the beginning of this month, namely Luke Somer's and Pierre Korkie after attempts of their rescues failed.
- The Yemen capital Sanaa has been hit by a series of suicide bombs throughout the month as conflict continues between the Houtis militants and the government representatives. The Houtis militants are also gaining territory from the al-Qaeda linked Islah party, in the Arhab region near the capital. The continuing instability is causing some companies to close its doors. Nexen have closed their Block 51 field operations and BAK PF processing facility in Yemen, until the situation becomes more stable.

Pakistan

- Over 100 children were massacred by Taliban gunmen in their school in the city of Peshawar. The school is an Army Public School and the suicide gunmen carried out the attack as a reprisal for the army's attacks in the tribal areas. The Pakistani army retaliated by sanctioning 20 new military attacks, particularly in the Khyber region.

Libya

- Boko Haram has carried out a spate of kidnappings in the Sahel region. Take extra care if you need to travel there and seek advice from the Foreign Office before travelling.
- Close monitoring is being done on areas of eastern Libya as reports of new training camps for ISIS are emerging. It is thought that a couple of hundred of fighters are attending these camps and the US are watching to see how this develops.
- Air strikes are being conducted against rival government forces trying to seize major oil ports in the east of the country. Libya is in a confusing state and has two governments and parliaments since a group called Libya Dawn seized the capital Tripoli in August. Both groups are battling for control and political power and of course control of the valuable oil reserves. This could see the country splitting in half in the future, with much bloodshed until then. The ports of Es Sider, Ras Lanuf and Benghazi are currently closed.

Egypt

- Ansar Bait-al-Maqdis have pledged allegiance to ISIS and the threat of kidnapping in the remote desert regions has been heightened as a result.

5. Africa:

Cote D'Ivoire

- Increased troop deployments throughout the country, particularly in the north and west in response to an increase in banditry and overall insecurity during the Christmas holiday season; take extra care if you're planning road journeys over the holiday period.

Madagascar

- The situation remains fragile after recent rioting in Morondava and Port Berge (Boriziny).

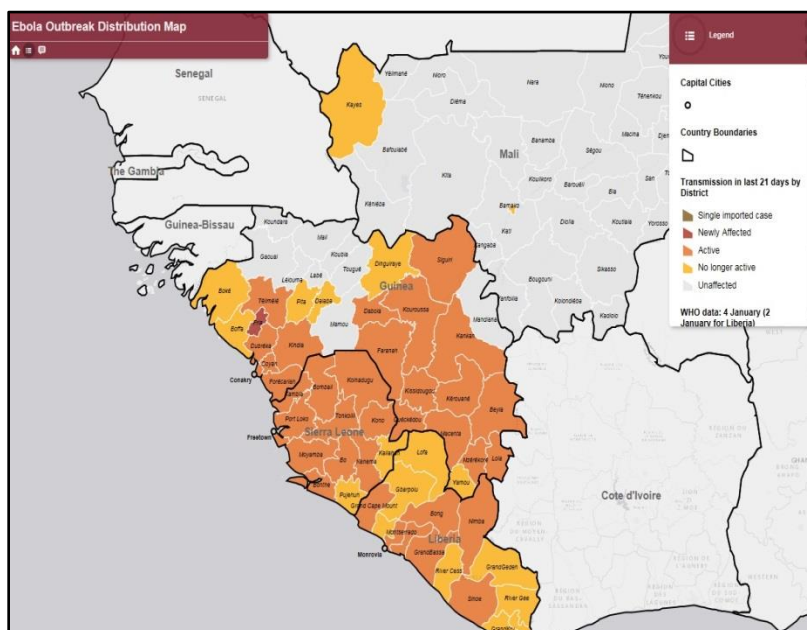
Nigeria

- Killing and mass abduction of villagers in Northern Nigeria, Borno State. On the 19th December, Boko Haram attacked the village of Gumsuri in Borno State which resulted in the death of over 30 people and the abduction of nearly 200 others.

- General elections will be held on 14th February and then widely at state level on 28th February; take extra care and be vigilant during the election and campaign period.

Health Advisory

• **Ebola**



As of the 28th December (24th December for Liberia), WHO reports a total of 20,163 clinically compatible cases (CCC) of Ebola virus disease (EVD), including 7,894 deaths, in the four currently affected countries (Guinea, Liberia, Sierra Leone and Mali) and four previously affected countries (Nigeria, Senegal, Spain and the US) since December 2013. Reported data on case totals and deaths are an underrepresentation of the true impact of the outbreak in West Africa.

The UK imported EVD case diagnosed on 29th December is not included in the WHO data above.

Trends in national incidence continue to differ across the three worst-affected countries. Incidence continues to fluctuate in Guinea while it appears to be declining in Liberia. In Sierra Leone evidence continues to indicate that incidence may no longer be increasing nationally, although transmission remains intense in the western districts.

Guinea – There is neither a downward or upward spiral in incidents. Recent hotspots include a surge in cases in Kissidougou, the capital Conakry, the district of Coyah, Macenta, Kindia, N'Zerekore and Forecariah.

Liberia – The number of cases are declining with only certain areas remaining intense with cases. Five districts are currently affected; Montserrado, Grand Cape Mount, Bong, Nimba and Grand Bassa.

Sierra Leone – The number of cases are beginning to stabilise. Intense transmission is persistent in areas in the north and west of the country. The capital Freetown still reports the majority of cases. Other areas of intense transmission include Port Loko, Bombali, the Western Rural Area and Kambia. The Eastern district of Kono continues to have a number of cases reported weekly.

- **Chikungunya –**

Outbreaks of Chikungunya have become increasingly frequent over the past months after local transmission was reported for the first time in the Caribbean in December 2013. Since then, local transmission of the virus has spread to many countries in neighbouring regions.

Caribbean and Americas: Since December 2013, confirmed cases of Chikungunya have been reported on many islands in the Caribbean. Local transmission of the virus has also spread to countries in Central and South America and Florida in the United States. These cases mark the first time that locally acquired transmission of Chikungunya has been detected in the region of the Americas. Outbreaks within these regions are ongoing with over 900,000 suspected and confirmed cases.

France: In October of this year, 11 locally acquired transmitted cases of Chikungunya were reported in Montpellier, a city in southern France. This is the first time that locally acquired transmission of Chikungunya has been reported in the country since 2010.

Pacific Islands: Outbreaks of Chikungunya are ongoing in American Samoa, French Polynesia, Samoa and Tokelau.

Several other countries have reported cases in individuals who have travelled to some of these affected areas.

Signs and symptoms

Chikungunya is characterised by an abrupt onset of fever frequently accompanied by joint pain. Other common signs and symptoms include muscle pain, headache, nausea, fatigue and rash. The joint pain is often very debilitating, but usually lasts for a few days or may be prolonged to weeks.

Most patients recover fully, but in some cases joint pain may persist for several months, or even years. Occasional cases of eye, neurological and heart complications have been reported, as well as gastrointestinal complaints. Serious complications are not common, but in older people, the disease can contribute to the cause of death. Often symptoms in infected individuals are mild and the infection may go unrecognised, or be misdiagnosed in areas where dengue occurs.

Avian Influenza - reports of avian influenza (bird flu) in a flock of farm turkeys in the Veneto area of Italy.



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.

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