



Allmode

INTERNATIONAL SECURITY SERVICES

Global Security and Intelligence Report

January 2014

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COMMERCIAL - IN - CONFIDENCE

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Intelligence & Reporting Introduction



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:

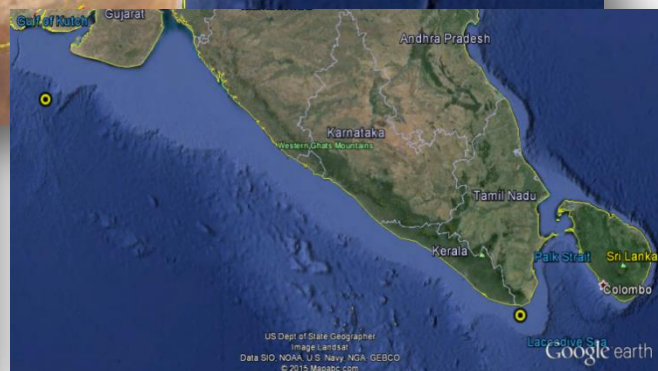
- Spot reports
- Advisory reports
- Global security reports
- Specific area and region reports
- Passage threat and risk reports
- Venue and event specific reports

Piracy Update – January 2015

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



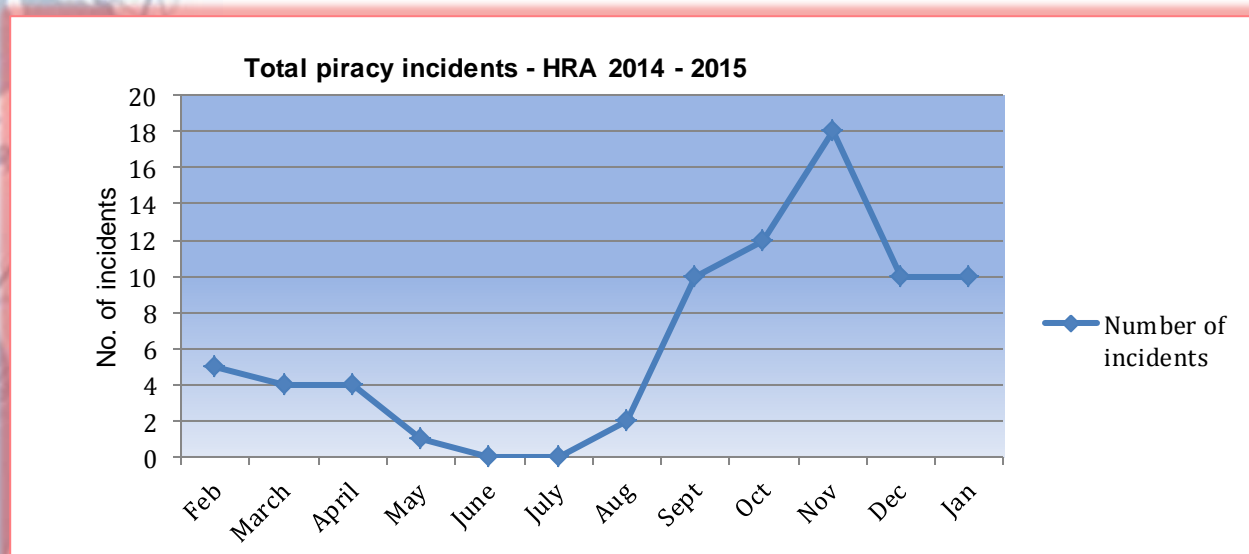
Summary of Piracy incidents –

1. **03/01/15** – (Position: 12°57'N - 043°09'E, Bab el Mandeb) Suspicious Approach. The Master reported being approached by 3 blue and white hulled skiffs at 25kts on MV's port quarter closing to 5 cables. Each skiff had 5/6 POB wearing yellow rain suits. The AST showed their weapons, at which point the skiffs stopped their approach and fell behind the MV. No weapons and no ladders were sighted.

2. **04/01/15** – (Position: 12°33'N - 043°25'E, Bab el Mandeb) Suspicious Approach. The Master reported being approached by 2 skiffs on the starboard bow at a distance of 1.2nm and 3 skiffs on the port side. The skiffs approached at high speed. The ship's whistle and alarm were sounded. The embarked AST showed their weapons and the skiffs continued to approach. The AST showed their weapons again, followed by fired warning shots. The skiffs then stopped their approach on MV at a distance of 1nm. 4-5 POB in skiffs wearing yellow coloured clothing. No ladders and no weapons were seen. One skiff was seen 1.5nm ahead of the vessel, so the AST showed their weapons again, whereupon the skiff moved away to the starboard side. MV alerted Djibouti and ships in the area on VHF of this approach.
3. **06/01/15** – (Position: 13°15'N - 042°57'E, Bab el Mandeb) Suspicious Approach. The Master reported sighting 4 skiffs on his port bow and another 4 skiffs on the starboard bow. They crossed each other at 1.5nm away and then four skiffs started to approach his vessel. The AST on board were stood to on the bridge and fire hoses activated. 4-5 personnel sighted on the skiffs wearing yellow coloured clothing. At 300m the AST exposed their weapons twice. All crew reported to the citadel. The Master, chief officer, duty AB and 3 security personnel were left on the bridge. The Master raised communication via VHF ch.16. The skiffs closed to 170m when the AST fired one warning shot and they continued to approach, they then fired another 3 warning shots and the skiffs then stopped following.
4. **10/01/15** – (Position: 14°04'N - 052°08'E, Gulf of Aden) Suspicious Approach. The Master reported being approached by 2 skiffs, one port and one starboard at a distance of 2.5 cables. The AST discharged 6 parachute rockets and 2 warning shots. The skiffs moved away from the vessel. The Vessel and crew are safe.
5. **20/01/15** – (Position: 14°07'N - 042°49'E, Red Sea) Suspicious Approach. The Master of an MV reported being approached by 1 skiff from a distance of 4nm at a speed of 16Knts. At 2.5nm, 5 personnel were observed dressed in black uniform. When the skiff reached 1.5nm from the MV, 3 men hid inside, whilst it continued to approach. No ladders/Weapons were sighted. The on-board security team (AST) revealed their weapons and the skiffs slowed down to 10Knots, but continued the approach. The skiff reached 5 cables when the AST fired a rocket flare and the skiff then stopped in the water and after 5 minutes moved away. The vessel and crew are safe.
6. **21/01/15** – (Position: 13°10'N 043°06'E, Red Sea) Suspicious Approach. A vessel reported being approached off the port bow by two white hulled skiffs. The first skiffs had 3 people on board (POB) and the second had 4 people on board. The Master reported that all POB were carrying automatic rifles. The vessel informed other ships in the area over Ch16 of the approach. The vessel had no Armed Security Team (AST) on-board, so carried out evasive manoeuvres when skiffs came to within 5 cables and the skiffs stopped following.
7. **24/01/15** – (Position 24°37'N 057°52'E, Oman) Suspicious Approach. A ships master reported being approached by two skiffs at 2nm. One of the skiffs reported as being on the vessels port side closed in to within 1nm. The master implemented evasive manoeuvres and the Armed Security Team (AST) fired six warning shots on the port side. The skiffs then turned away. No weapons and no ladders seen.
8. **28/01/15** – (Position 21°36'N – 060°06'E, Oman) Suspicious Approach. A ships Master reported detecting one white/grey/orange fishing boat and three skiffs at 5nm. The Master then reported being approached by three grey and white hulled skiffs, of which some had two outboard engines and where passaging at high speed, approx. 28Kts. Each skiff had three

POB. Skiffs crossed MV's stbd bow at a distance of five cables. The MV activated ship's alarm, turned search light on and AST showed their weapons. Skiffs moved away and made no further approach. No Weapons and No ladders seen. MV is safe.

9. **28/01/15** – (Position 21°31'N 067°23'E, India) Suspicious Approach. The Master of a vessel identified four skiffs on the ship's bow at approximately 8nm. The skiffs split up into groups when they came within 5nm, two skiffs to port and two skiffs to starboard. One skiff started to close on the port side with four POB. The Master deployed his Armed Security Team (AST) on to the port side. Port side skiff came up to 1nm, the AST then showed their weapons, all skiffs turned away. No weapons and no ladders seen.
10. **30/01/15** – (Position 07°55'N 077°07'E, India) Suspicious Approach. On 30th January 2015 a vessel reported being approached by one blue hulled skiff with seven persons on board. Weapons were sighted in skiff. The vessel took evasive measures, started fire pumps and the Armed Security Team (AST) fired warning shots into the air. The Skiff then ceased approach.



The number of piracy incidents is a reflection on the influence of the North East Monsoon (from December – February) when the weather conditions make any operating in the Indian Ocean almost impossible for small craft movement. This does force more small craft into the more sheltered conditions of the Bab el Mandeb and the Red Sea, where approaches will still be made whatever the month. However, the success of these approaches is still influenced by the weather and vessels cannot let down their guard. The fact that a number of approaches were made by skiffs carrying people wearing yellow clothing, is an indication of the conditions that the skiffs are sailing in, using protective clothing against the elements. The number of incidents is similar to those experienced at the same time in the previous year.

Conditions in the Indian Ocean have made small craft activity difficult and this is reflected in this month's figures, which have shown no approaches being made towards the eastern end of the Gulf of Aden or indeed in the Indian Ocean itself.

Tension has been rising along the Indian Coastline, as the political rivalry between Pakistan and India over the Himalayan territory of Kashmir, caused a highly charged disruption of a possible

terrorist attack on the East Indian coast earlier this month. At the beginning of January, a Pakistani boat, supposedly filled with explosives, was blown-up off Kerala's 570 km coastline. This was reportedly an attempt to target the naval post on the Kerala coast at Kochi. The Indian Navy was responding to information and went in pursuit of the said fishing vessel. However, reports surrounding the incident are sceptical and there are those that are suggesting that this was not a terrorist threat at all, but merely an illegal smuggling incident that was escalated by an over aggressive response by the Indian Coast Guard under orders from the Navy. Whatever is the case, the incident has had ramifications for the shipping industry and vessels transiting Indian Territorial Waters.

A special task force, trained in maritime operations, called Sagar Prahari Bal has been set up. The task force has access to fast-interceptor gunboats capable of operating in littoral waters, based at the Kochi Naval base. Security has been stepped up at all high value targets along the Indian coastline, at places such as the LNG terminals in the Special Economic Zone and the oil refineries in Kochi and Vikram Sarabhai Space Centre and the Technopark campus in Thiruvananthapuram.

On the western coast, around 34 more coastal radar stations have been set up to enhance maritime security by plotting the whereabouts of all local fishing fleets in an attempt to identify alien craft. Overall, the Indian Navy are setting out their stall and reiteration the need for all vessels that may enter their territorial waters, to have the necessary paperwork to hand, or risk being arrested and the vessel and cargo impounded. It is important that all vessels that think that they may have to enter the Economic Exclusion Zone (EEC) have made prior arrangements with the necessary authorities before doing so. Consideration needs to be taken of the current weather conditions in the Indian Ocean and the fact that should the weather become a risk factor, vessels may have to seek shelter closer to the coastline than may have been planned.

In the Gulf of Aden, as part of the Combined Maritime Force (CMF) counter terrorist task force CTF-150, the US Navy destroyer USS Dewey is contributing, alongside the Japanese Maritime Self Defence Force ship Harusame, which started the year by rescuing six Yemeni fishermen, who's engine had broken down and left them drifting for three days.

The US are also contributing in the Gulf of Oman, with their Coast Guard Cutter Maui. France is showing their continued support to assist and take an active role in maritime security and counter-terrorism by sending a French Navy nuclear-powered aircraft carrier, 'Charles de Gaulle' to the Gulf. It is thought that the well-equipped carrier will assist with the planned airstrikes against the Islamic State targets in Iraq, as part of 'Operation Resolve'. France has long established itself as a supporter of anti-terrorism initiatives since 2008. In 2009, France established its first military base at Port Zayed. Since then, it has had a permanent presence in the region.

Recent events in Paris, will only ignite hostilities between jihadists and the French.

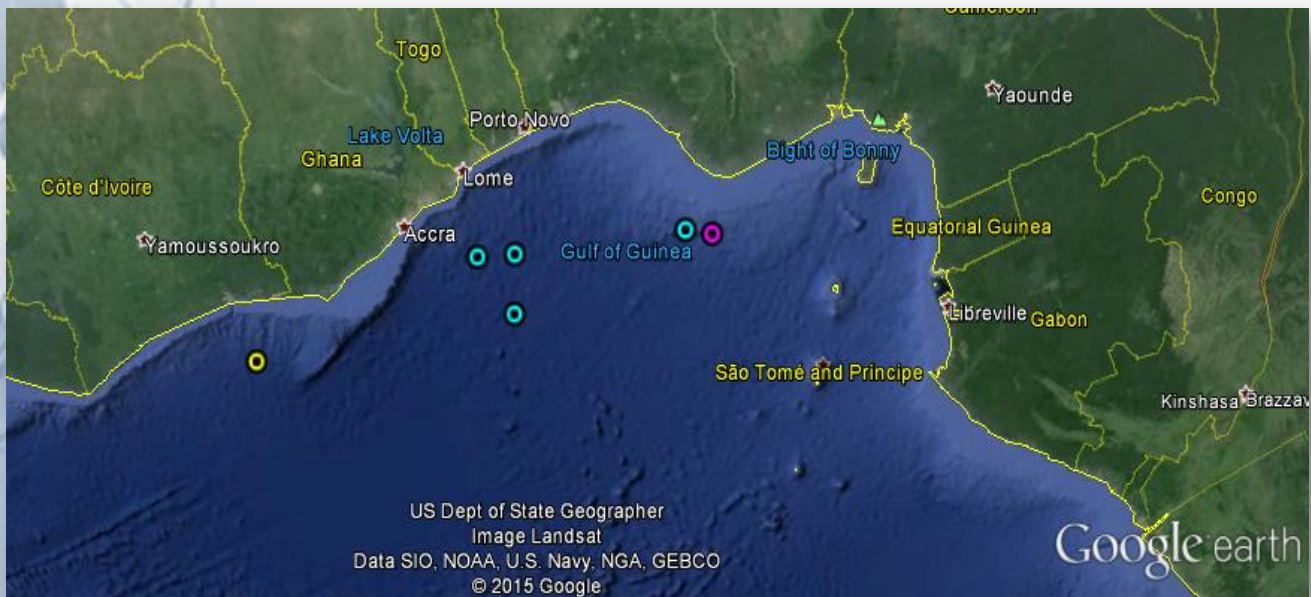
Of great concern in the region, is the continued instability in Yemen, which has seen the bloodiest clashes between the security forces and the Houthis rebels to date this month. On the 8th January, a suicide attack at the cultural centre in Ibb city killed 26 people. Then less than a week later, on the 14th January, a car bomb was exploded outside a police college in the capital Sanaa, which killed up to 40 people who were waiting to register with the college. No group has claimed responsibility for the attack, but many speculate that it was the work of al-Qaeda in the Arabian Peninsula (AQAP), as they battle with the Houthis to fill the void that has been created with the instability of the government.

On the same day, AQAP claimed responsibility for the deadly assault in Paris, on the Charlie Hebdo offices and the Jewish Supermarket, with twelve killed in the offices and four killed in the supermarket. This link to Yemen will carry consequences for those in Yemen and the west and has already caused widespread protests and revenge attacks on both Muslims, Jews and Christians around the world. This attack would be the first time that AQAP has been successful in an operation

in the West, after at least two other attempts and gives the organisation a boost in their renewed determination to their cause.

At the beginning of January, the eagerly awaited Presidential elections took place in Sri Lanka. The long-time leader Mahinda Rajapaksa had expected to win without any opposition, but a last minute candidate, his former health minister and defence secretary of the Sri Lanka Freedom Party (SLFP) Maithripala Sirisena, changed everything and won 51.3% of the votes. Mr Sirisena had already received promises of support from Tamil and Muslim leaders before the election. The result shows he also picked up a significant portion of the majority Sinhalese vote, most of whom solidly supported Mr Rajapaksa in previous elections. Many were suspicious of the how Mr Rajapaksa, who has been in office since 2005, would take the result. There were reports of an attempted coup, led by the military, but these claims have been denied. Whatever the rumours, the future of Sri Lanka looks set to change and this may not be a peaceful transition.

WEST AFRICA

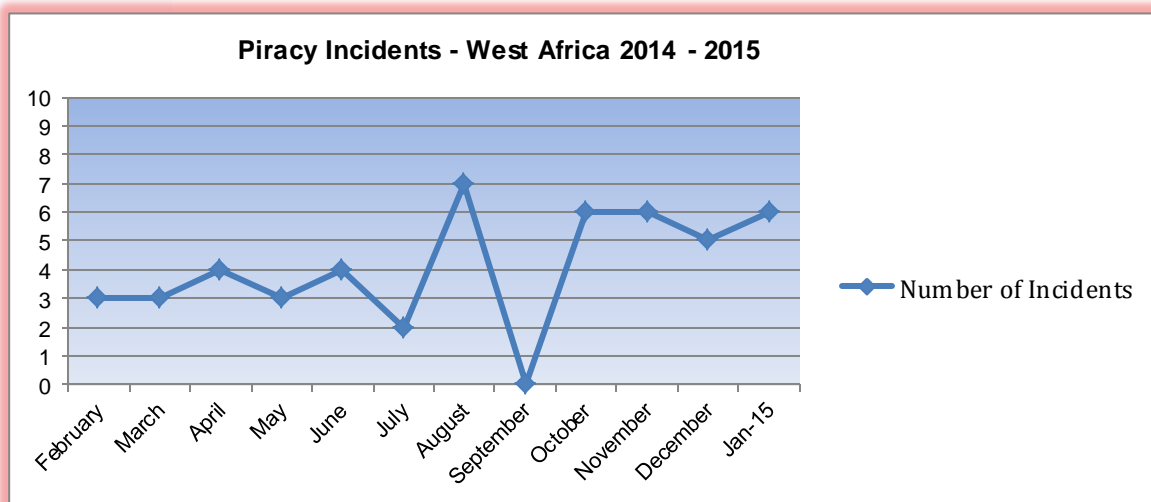


Summary of incidents –

1. **14/01/15** – (Position: 03°24'N - 001°21'E, Around 157nm SSE of Accra, Ghana) Hijack. Eight heavily armed pirates boarded a drifting Bulk Carrier, whilst they were 157nm off the Ghanaian coast. They opened fire to intimidate the crew. The pirates destroyed the communication equipment and manhandled some crew members, before stealing crew and ship property. Before leaving the ship on 15th Jan at 0215 UTC, the crew were warned not to sail until sunrise.
2. **11/01/15** – (Position 03°44'N - 004°59'E, Around 63nm SW of Bayelsa, Nigeria) Hijack. Ten pirates armed with AK47 rifles boarded and hijacked a product tanker and took hostage all nine crew. The pirates ordered the crew to transfer the fuel oil cargo to another vessel, two pirates then departed with the pirate vessel. The Ghanaian navy dispatched a naval vessel to investigate as the hijacked vessel as it moved into its territorial waters. The naval boarding team arrested the remaining eight pirates aboard the hijacked vessel. During the

incident it has been reported that the crew were mistreated by the pirates.

3. **17/01/15** – (Position: 26nm SE of Tema, Ghana) Hijack. On the 17th January, the Ghana Navy have reported the arrest of eight pirates, who they say are Nigerian, after a Crude Oil Tanker, the MT Mariam drifted into their territorial waters. The navy's patrol vessel GNS Blika was dispatched to the scene where the arrests then took place. After speaking to the vessels Captain, it transpires that the vessel was hijacked in the early morning of the 11th January, from Warri, Nigeria. The vessel was carrying 1,500 metric tonnes of crude oil, which it was taking to Togo. The pirates had been armed with AK-47 rifles and siphoned off the cargo whilst they drifted. The vessel and crew are now safe and a search for the stolen cargo is underway between the military forces from Togo, Benin and Nigeria.
4. **20/01/15** – (Position: 04°05'N - 003°50'W, around 70nm SSE of Abidjan, Ivory Coast) Suspicious Approach. During bunker operations, an offshore supply vessel noticed a skiff with eight persons on board approaching at high speed. The bunkering vessels raised the alarm, carried out an emergency disconnection and moved away at full speed. Seeing the vessels actions, the skiff aborted the approach. All the crew are safe.
5. **23/01/15** – (Position 03°29'N 005°27'E, Agbami Oil Field, Nigeria) Attack. On 23 January, the Nigeria-flagged offshore supply vessel JASCON 24 was attacked approximately 70 nm from the Nigerian coastline, at the Agbami Oil Field. One Nigerian naval officer was reportedly killed during the attack.
6. **30/01/15** – (Position 04°26'N 01°43'E, Around 27nm South of Takoradi, Ghana) Hijack. Armed pirates boarded and hijacked a fishing vessel (FV) 'Lu Rong Yuan' whilst underway. The Togo Navy responded and fired upon the vessel. Twenty one crew jumped overboard in an attempt to escape. Twenty crew were rescued by the patrol boat, one crew member died. seven crew remained on board and were taken hostage. On the 3rd February the pirates departed the FV 8nm off the Nigerian coast. Master took control of the FV and sailed towards a safe port.



Although the number of attacks have decreased off West Africa by 18 per cent from the previous year, the nature of the attacks has become a cause for concern. During 2014, fourteen vessels had senior crew members kidnapped, compared to only eight vessels having crew kidnapped in the

previous year. The violent nature of these attacks is also worrying, as all the incidents involving kidnapping were carried out by pirates carrying guns. The other interesting observation is the location of these attacks, with all but two outside the Exclusive Economic Zone (EEZ) of Nigeria. Most of the unsuccessful attacks occurred within this zone, showing that the use of security enforcement measure and local security forces were successful at abating these attacks.

The theft of fuel oil also showed a slight decrease, from five in 2013 to three successful thefts in 2014. This could have been more, as there were a further five attempts by well-armed pirates that proved unsuccessful in 2014. This is continuing in 2015, with one successful cargo theft already this year (MT Mariam) and an investigation into a connection between the Master and the Chief Engineer, concerning the theft of cargo (MV Equinox).

Following the rescue of the crew from the MT Mariam by the Ghanaian Navy, eight pirates have been arrested (all Nigerian). This is reassuring and shows that the littoral states can cooperate with each other. The Nigerian Navy has also received a boost to improve its capacity to fight pirates, by the acquisition of a warship from the US. The new ship, the NNS Okpabana, will join its sister vessel, NNS Thunder in the policing of Nigeria's waterways, in response to the mandate by President Goodluck Jonathan to rid the waterways of crude oil thieves.

It is highly likely that the kidnapping of crew from vessels outside the EEZ will continue, especially as the election is hotting up for February and campaigners for the various parties will be throwing all their resources at the run-up to this highly sought after position. Attacks from Nigerian terrorist groups, such as MEND (Movement for the Emancipation of the Niger Delta) are likely to be stepped up, as they have publically backed the All Progressives Congress (APC) candidate, Muhammadu Buhari after accusing Jonathon Goodluck of ignoring the will of his people. Oil supply vessels and personnel working in the Niger Delta are most at risk of kidnapping, so that the Multi-national oil companies will help fund their campaign, through ransom payments.

This is despite the fact that the long-running battle with oil giant Shell, has been resolved this month, with Shell agreeing to payout \$55 million to the people of the Niger Delta over past oil spills in the region.

The terrorist group Boko Haram are also making waves this month, by increasing their attacks on towns and cities in the north east of the country. The most shocking, was the attack on the northern town of Baga, where it is reported that some 2000 people were shot dead and the town burned to the ground. Later in the month, hundreds of Boko Haram gunmen attacked the northern city of Maiduguri, where they engaged in a gun battle with government troops, being forced back. However, they later attacked the nearby town of Monguno (85 miles away) and were successful in over-running the government troops. They are reportedly in control of this town and its military barracks, after the local residents fled. This is a strategic win for Boko Haram, who can use this town to launch further attacks on Maiduguri. The group are obviously mobilizing their troops to launch further attacks and have released 192 women, whom they captured from the village in Yobe State in early January, as they refused to fight for the group. This allows them to concentrate their efforts on future fighting rather than detention of captives. Interestingly, the attack came a day after President Goodluck Jonathan made a campaign stop in Maiduguri ahead of the February Presidential election.

BAY OF BENGAL

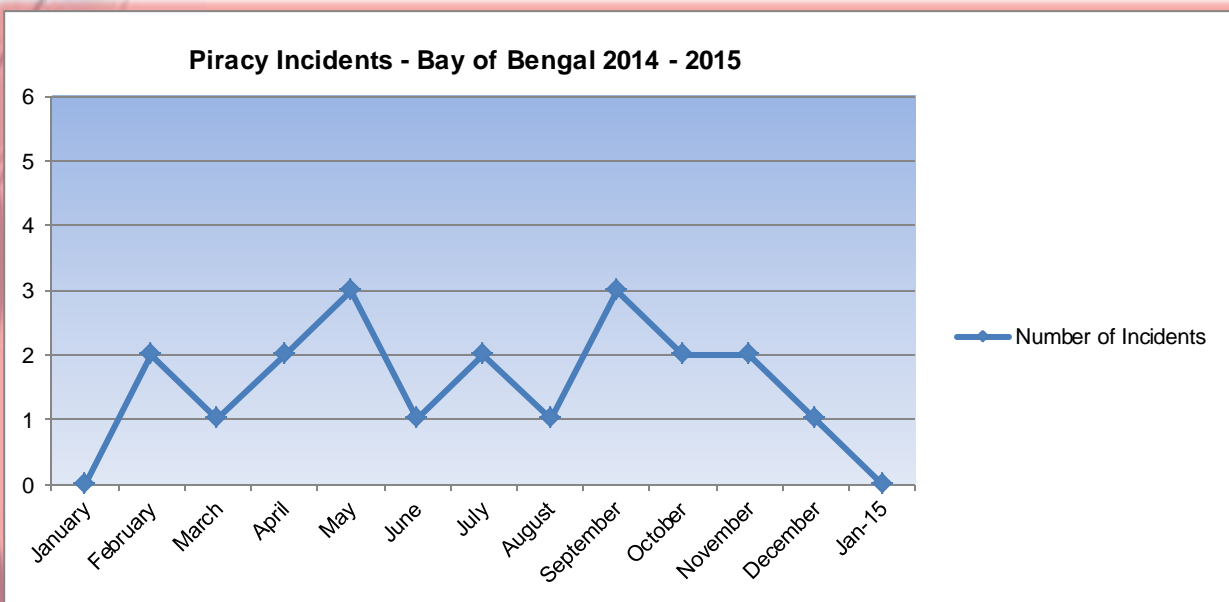
Summary of incidents –

Despite the fact that there have been no incidents so far in January, the number of reports of piracy and armed robbery along Bangladesh's coast has more than doubled in 2014, to 15, compared to six in 2013. Most of these have been petty robberies from anchorages near Chittagong, but the pirates are increasingly using violence against any crew that interrupts their operation. The pirate groups generally consisted of large numbers, with the average being 9 and these men were armed with local weaponry, such as machetes or knives. The groups mainly targeted easily accessible and unsecured items onboard the ship.

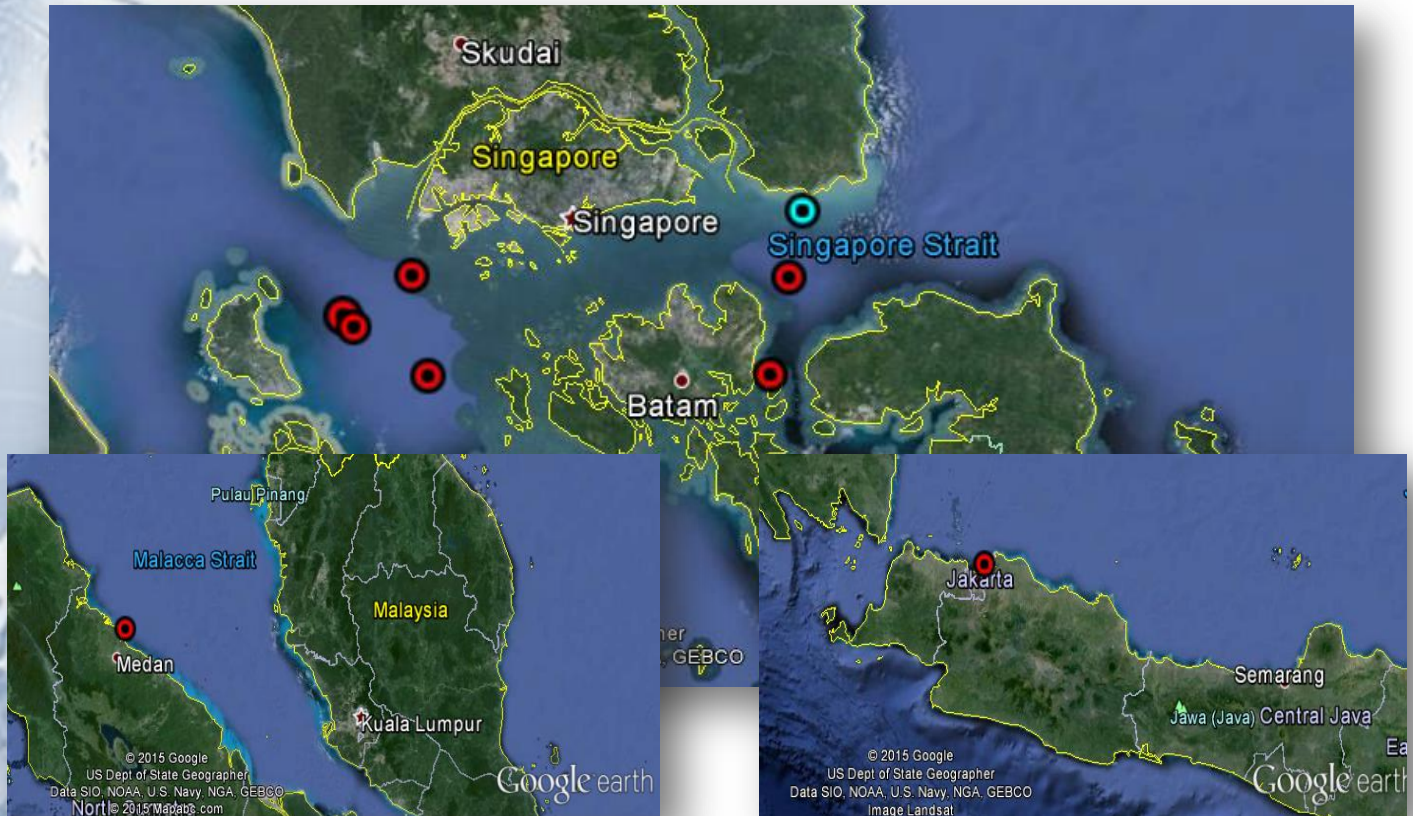
Very few pirates have been caught and prosecuted and this will only encourage more incidents to continue into 2015, once the weather conditions permit.

ReCAAP Information Sharing Centre (ISC) are urging the local authorities to step-up enforcement at Chittagong anchorages and for Masters to exercise vigilance and report all incidents to the authorities.

Being prepared and secure is the key to prevention and this should be taken seriously by all Masters visiting anchorages in the Bay of Bengal.



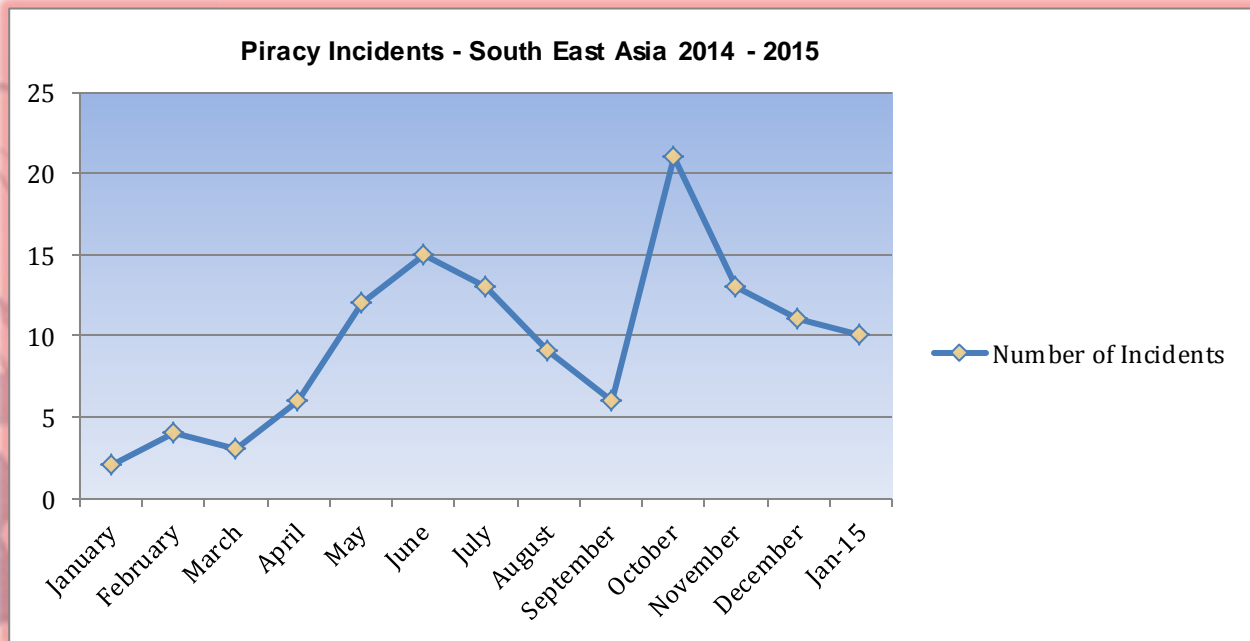
SOUTH EAST ASIA



Summary of incidents –

1. **08/01/15** – (Position: Kabil Anchorage, Pulau Batam, Indonesia.) Boarded. The Duty watchman on routine rounds on an anchored Tanker, heard the sound of a boat engine. Upon checking, he found a person attempting to board. The alarm was raised and the crew mustered. A boat was seen departing from near the bow as the crew carried out checks throughout the tanker. Port Control were informed.
2. **10/01/15** – (Position: 01°04'8"N - 104°10'9"E, Tanjung Uban Anchorage, Indonesia.) Boarded. Three armed robbers boarded an anchored LPG tanker, took hostage the duty AB and tied him up. They entered the engine room store with intention to steal engine spares. Before leaving the vessel, the robbers freed the AB, who reported the incident to the Duty Officer. The alarm was raised and the crew mustered. On searching the vessel, no stores were found missing. The AB sustained slight bruises on his wrists and a mild swelling on the forehead. The remaining crew are safe. The Port Authority were informed immediately via the VHF channel.
3. **14/01/15** – (Position: 01°11'N - 103°37'E, Around 2.7nm NW of Pulau Nipah, Indonesia.) Boarding. Robbers in three small boats approached and boarded a barge under tow. They stole some of the cargo and escaped. The tug reported the incident to the Local Authorities.

4. **18/01/15** – (Position: 01°07'N - 103°31'E, around 6nm E of Pulau Karimun Kecil, Indonesia) Boarded. The duty crew member, on routine rounds on-board a Bulk Carrier underway, noticed two robbers on the poop deck. He immediately informed the OOW, who raised the alarm and the crew were mustered. A search was carried out throughout the ship. No robbers were found on-board, but ship's property had been stolen from the emergency generator room. The incident was reported to Singapore VTIS.
5. **22/01/15** – (Position: 01°06'N - 103°32'E, around 7nm ENE of Pulau Karimun Basar, Indonesia) Boarded. The Bosun, on-board a Bulk Carrier underway, noticed five robbers armed with long knives on the poop deck. He informed the OOW, who raised the alarm and the crew were mustered. The robbers assaulted some of the crew, who came on deck to assist the bosun. The crew retaliated. The bosun was injured in the fight. As more crew arrived to assist, the robbers escaped empty handed in their boat.
6. **28/01/15** – (Position: 01°02'05"N – 103°39'00"E, Around 5.9nm South of Pulau Nipah, Indonesia) Boarding. Five robbers boarded a bulk carrier underway, stole ship's engine spares and escaped. Alarm raised and search initiated. All crew safe.
7. **28/01/15** – (Position: Unknown, North Sulawesi, Indonesia). HIJACK. An Indonesian-flagged chemical tanker named 'Rehobot', carrying around 1,100 tonnes of fuel was hijacked and its crew forced to board a lifeboat off North Sulawesi, Indonesia. ReCAAP Information Sharing Centre quoted an alert from the Information Fusion Centre in Singapore that the vessel was boarded by eight masked pirates with long knives near Lembah Island, North Sulawesi in Indonesia, at 2330hrs local time on 28 January. 14 of the ship's crew members were found adrift in the tanker's lifeboats near to Lembah Island on 31 January. As of 3rd February the vessel remained missing.
8. **29/02/15** – (Position: 06°01'02"S – 106°55'01"E, Tanjung Priok Outer Roads, Jakarta, Indonesia.) Boarding. Two crew on routine security rounds aboard an anchored Bulk Carrier noticed two robbers on the forecastle. They immediately informed the OOW who raised the alarm and remaining crew mustered. On seeing the crew mustering and hearing the alarm, the robbers escaped with their accomplices. The crew then proceeded with a thorough search. Nothing was reported stolen. The incident was reported to Port Control via VHF channel 12.
9. **29/01/15** – (Position: 01°19.39'N 104°12.35'E, Approximately 1 nm south of Tanjung Ayam, Malaysia) HIJACK. On 29th January 2015, the owner of a Malaysia-registered chemical tanker, the Sun Birdie, alerted the Malaysian enforcement Agency (MMEA) that they had lost contact with the vessel. The last contact with the vessel was the previous evening when the vessel was approximately 1 nm south of Tanjung Ayam, On the evening of the 29th, the MMEA intercepted the Sun Birdie and successfully recovered the vessel and its 11 crew members approximately 17.63 nm northeast of Tanjung Penawar, Malaysia. Seven perpetrators, who allegedly hijacked the vessel, were detained and two additional perpetrators that jumped over board were picked up by a passing ship and handed over to Malaysian authorities.
10. **31/01/15** – (Position: 03°55'N 098°46'E, Belawan Anchorage, Indonesia.) Boarding. A crew member performing routine rounds on board an anchored bulk carrier noticed a child on the forecastle deck. He immediately informed the D/O who raised the alarm and all crew mustered. Upon hearing the alarm, the child jumped overboard and swam to a nearby boat in which the crew member noticed two other persons. Upon investigation it was noticed that the child had accessed the forecastle deck by climbing the anchor chain and crawling through the hawse pipe cover opening. Nothing stolen.



The seas in South East Asia are becoming a growing concern for seafarers, as 2014 has seen an increase in piracy activity, with 183 recorded incidents. This is up 22 percent compared to 2013 (150). What is most worrying, is that the main transit route through the Straits of Malacca and Singapore (SOMS) has seen an increase, despite reassurances from the littoral countries that efforts were being made to combat this. This route is transited by approximately 48,000 vessels each year, with the main cargo being oil, making it the most important oil chokepoint in the world.

2014 has seen 11 incidents of hijacking vessels to siphon fuel in both the SOMS and the South China Sea (SCS). During these incidents the pirate groups were large in number and armed with guns and knives. They used threatening behavior towards the crew and destroyed all communication equipment. They also stole the cash and personal belongings of the crew. This is a concern for the fuel industry and for the countries that rely on the importation of such a commodity.

Another interesting development is that an increasing number of petty thefts from vessels in 2014, occurred whilst the vessels were underway in the SOMS. This is a shift from previous modus operandi, where vessels at main anchorages such as Belawan, Dumai, Pulau Nipa and Simarinda were targeted. Security has been stepped up at these anchorages and the number of incidents has declined by 50 percent compared to the previous year. It is clear that the pirate gangs are changing their tactics in response to this. ReCAAP have asked the littoral countries to help patrol this vital waterway.

Backing this up, the Indonesian Defence Minister, Ryamizard Ryacudu emphasized the importance of securing the Malacca Straits from crime. He complained that the current low security presence in the Straits could encourage more pirate into the region.

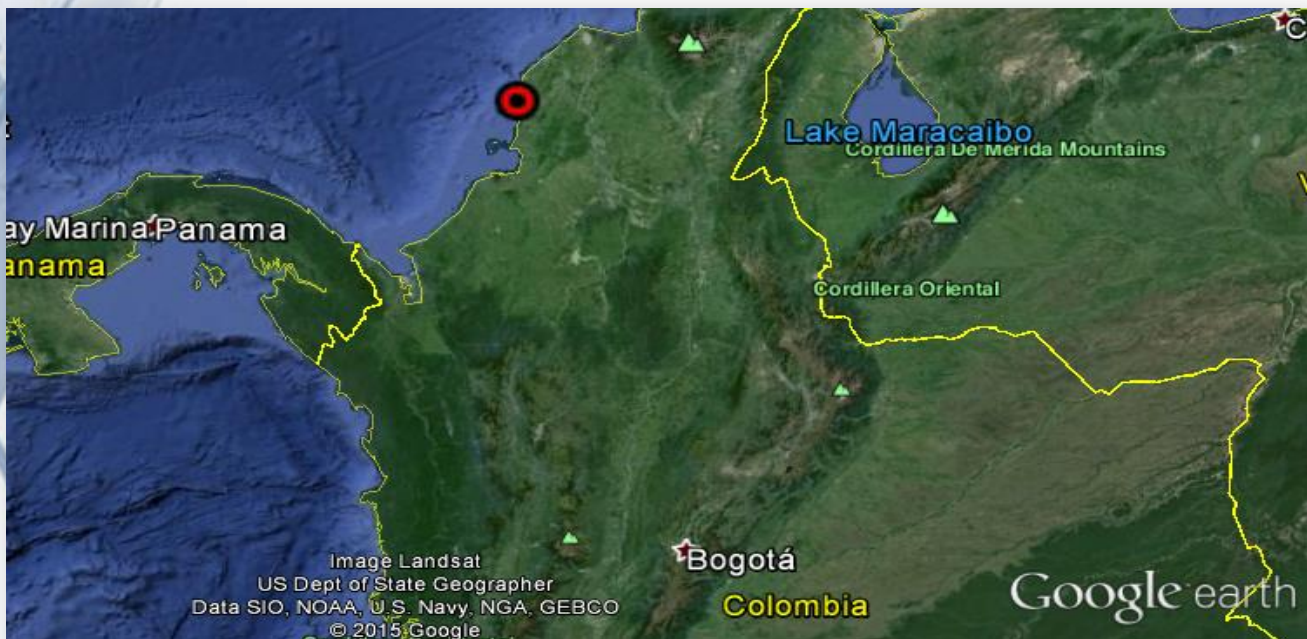
Vessels are still being targeted at anchorages for petty theft in the SCS.

Another shift in modus operandi, is the type of vessel targeted. At the beginning of the year, the smaller tug boats were the main target, but as the year progressed, boarding's shifted to the larger vessels, such as Bulk Carriers, General Cargo ships, and of course, Tankers.

In the Philippines, progress has been made towards improving the training and the proficiency of Philippine seafarers, firstly by the introduction of the revalidated Filipino Seafarers' Certificate of Proficiency (COP) and secondly by the establishment of a simulator classroom at the IDESS Maritime Training Centre, from the Dutch company VStep. At present, Filipino seafarers risked being banned from working on EU-flagged vessels, as the training schools in the Philippines fell short of the standards expected by the EU. Around 80,000 Filipino seafarers work on EU-flagged vessels and this would be a huge blow to the shipping industry (accounting for about \$1 billion in annual remittances). The COP is now in compliance with the Standards of Training, Certification and Watch keeping (STCW) Office, which covers all seafarers serving and planning to serve on board ships.

A reminder has been published regarding the carrying of devices considered to be 'arms' whilst transiting Hong Kong water. It is reported that at least 60 Filipino seafarers have been convicted of carrying unlicensed arms in the region in 2014. The Philippine Consulate General in Hong Kong has reminded Filipinos traveling or transiting Hong Kong are not to bring restricted items such as, "Stun guns and other devices such as tear gas, bullets, extendable batons, flick knives and knuckle dusters are considered 'arms' under the Firearms and Ammunition Ordinance of Hong Kong, and their unlicensed possession is upon conviction punishable by a fine of HK\$100,000 and/or a maximum sentence of 14 years'

SOUTH AMERICA



1. **09/01/15** – (Position: 10°18'31"N - 075°33'14"W, Cartagena Anchorage, Colombia.) Boarded. Robbers boarded an anchored General Cargo ship during bunkering operations and stole the forward life raft. The theft was noticed by the duty crew during departure time. The incident was report to the Harbour Authorities.

Health Advisory



Ebola Virus – Update

On 6th January 2015, the 'Centres for Disease Control and Prevention' (CDC) updated their 'Travel Health Notices' and currently the following countries are all rated as **Warning Level 3, Avoid Nonessential Travel** due to the Ebola outbreak.

- Guinea,
- Sierra Leone
- Liberia

CDC urges all US residents to avoid nonessential travel to these countries because of unprecedented outbreaks of Ebola. CDC recommends that travelers

to these countries protect themselves by avoiding contact with the blood and body fluids of people who are sick, because of the possibility they may be sick with Ebola.

The outbreak of Ebola in Guinea has been ongoing since March 2014. With further outbreaks occurring in Liberia and Sierra Leone; these outbreaks of Ebola are the largest and most complex in history. Civil unrest and violence against aid workers have been reported in West Africa as a result of the outbreak. The public health infrastructure in Guinea is being severely strained as the outbreak grows.

The recommendation to avoid nonessential travel is intended to help control the outbreak and prevent continued spread.

Ebola is a rare and deadly disease. The disease is caused by infection with one of the Ebola virus species (Zaire, Sudan, Bundibugyo, or Tai Forest virus). Ebola is spread by direct contact (through broken skin or mucous membranes in, for example, the eyes, nose, or mouth) with

- blood or body fluids (such as urine, saliva, sweat, feces, vomit, breast milk, and semen) of a person who is sick with Ebola,
- objects (like needles and syringes) that have been contaminated with the virus, and
- Infected fruit bats or primates (apes and monkeys).

Signs of Ebola include fever and symptoms such as severe headache, fatigue (feeling very tired), muscle pain, vomiting, diarrhea, stomach pain, or unexplained bleeding or bruising.



MERS in the Arabian Peninsula

On the 28th January the 'Centres for Disease Control and Prevention' (CDC) issued an **Alert – Level 2, Practice Enhanced Precautions** for the Arabian Peninsula due to multiple cases of Middle East Respiratory Syndrome (MERS) being identified in numerous countries.

MERS is a viral respiratory illness first reported in Saudi Arabia in 2012. It is caused by a virus that is different from any other virus that has been previously found in people. Symptoms of MERS include fever, cough, and shortness of breath. CDC is working with the World Health Organization and other partners to understand the public health risks from this virus.

All travelers can take these everyday actions to help prevent the spread of germs and protect against colds, flu, and other illnesses:

- Wash your hands often with soap and water. If soap and water are not available, use an alcohol-based hand sanitizer.
- Avoid touching your eyes, nose, and mouth. Germs spread this way.
- Avoid close contact with sick people.
- Be sure you are up-to-date with all of your shots, and if possible, see your health care provider at least 4–6 weeks before travel to get any additional shots.
- Visit CDC's Travelers' Health website for more information on healthy travel.

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 too 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.

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.

Global Security Alerts



1. North & Central America:

- **Guatemala** – On the 30th January, The Guatemalan Institute for Tourism –INGUAT- through their PROATUR Program, informed the U.S. Embassy about block roads due to protests in the following areas:

Puente Belice, Guatemala
Km 110 Aldea El Chupol, El Quiché
Km 37 CA-9 Sur a la altura de San Vicente, Pacaya, Ruta al Pacífico
Km 178 cruce El Zarco, Retalhuleu
Km 83 ruta al Atlántico, El Progreso
Km 122 CA-1 Oriente, ruta Frontera San Cristóbal, Jutiapa
Km 131 Santa Elena La Cumbre, ruta a las Verapaces

They will keep tracking the protests and will provide further information.

2. Europe

- **Turkey** – after the explosion in the Sultanahmet district of Istanbul on the 6th January, the Foreign Office advise that anyone visiting the region should seek advice from the local authorities.
- **France** – During January 2015, 20 people were left dead after a series of terrorist attacks, including three Islamist gunmen, took place in and around the country's capital Paris. As a result, the French government has announced a £326m programme to combat terrorism which will include greater surveillance to root out terrorist suspects, hundreds more intelligence officers, gendarmes and police, and better equipment for security services. Since the attacks, France has been on its highest security alert since the terrorist attacks that rocked the country and brought millions on to the streets in demonstrations of support for republican values. About 122,000 police and military personnel – including 10,500 troops – have been deployed across France to protect public places.
- **The Netherlands** - The Dutch navy says it has discovered three stowaways on board a ship that delivered aid to Ebola-hit nations in West Africa. The navy said Tuesday that the men clambered up ropes to get on board the logistics ship Karel Doorman while it was moored in Dakar, Senegal, then hid in a life boat and other parts of the ship. The men were immediately given medical checks and showed no symptoms of Ebola or any other acute illness, the navy says in a written statement.

All ships returning from delivering aid to West Africa risk carrying stowaways and they should be thoroughly checked before docking.

3. Asia & Oceania

- **Indonesia** - on 3rd January the US Embassy warned of a potential threat against US associated hotels and banks in Surabaya; you should be particularly vigilant in these areas.

4. North Africa and the Middle East

- **Egypt** – Increased risk of protests in and around the 25th January 2015, in the run up to the anniversary of the Egyptian Revolution.
- **Libya** – The Foreign Office is advising all expatriates and foreign nationals to leave Libya immediately amid the growing tensions between the two leading governing bodies and the local militias. This is especially a concern surrounding the port facilities and key fuel installations in the country.
- **Yemen** – Resignation of the President and his cabinet! This leaves Yemen without a recognised government and the UN are said to be stepping in to try to resolve this volatile

situation. In the meantime, the situation remains dangerous and the Foreign Office advice all foreign nationals to leave the country immediately.

5. Africa:

- **Somalia** – On the 14th January the U.S. government maritime authorities have advised mariners in Somalia to avoid the port of Mogadishu and to remain at least 200 nautical miles off the coast of Somalia.

6. South America and Antarctica

- **Colombia** – Disruption is expected at the El Dorado International Airport in Bogota as a strike is planned by the immigration officers.

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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