



Allmode

INTERNATIONAL SECURITY SERVICES

Global Security and Intelligence Report

July 2015

The information and opinions expressed in this report are the views of Allmode Intelligence section, part of Allmode Limited ("Allmode") and constitute a judgment as at the Report time and are subject to change without notice. The information and opinions expressed in this Report have been formed in good faith on the basis of the information and intelligence available at the time of writing, but no representation or warranty, expressed or implied, is made as to its accuracy, completeness or correctness. Allmode accepts no liability arising out of or in connection with the comments made or the information set out in this report and the reader is advised that any decision taken to act or not to act in reliance on this report is taken solely at the readers own risk. In particular, any comments in this report should not be construed as advice, legal or otherwise.

COMMERCIAL - IN - CONFIDENCE

Contents

Intelligence & Reporting	Page 2
---	---------------

Piracy Update – January 2014

JWC High Risk Area (HRA)	Page 3 - 5
---------------------------------------	-------------------

West Africa	Page 5 - 7
--------------------------	-------------------

Bay of Bengal	Page 7 - 9
----------------------------	-------------------

South East Asia	Page 9 - 10
------------------------------	--------------------

Rest of the World	Page 10 - 13
--------------------------------	---------------------

Health Advisories	Page 13 - 14
--------------------------------	---------------------

Security Alerts	Page 14 - 16
------------------------------	---------------------

Maritime Information

1. Anti-piracy Measures and BMP4	Page 16
2. Definitions of Types of Attack	Page 16 - 17
3. Allmode Services	Page 17 - 18

Intelligence & Reporting



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

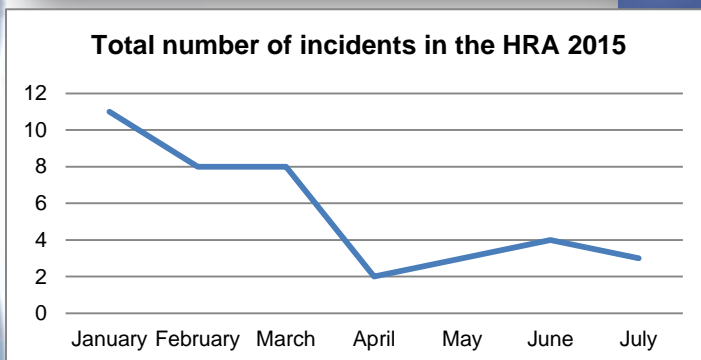
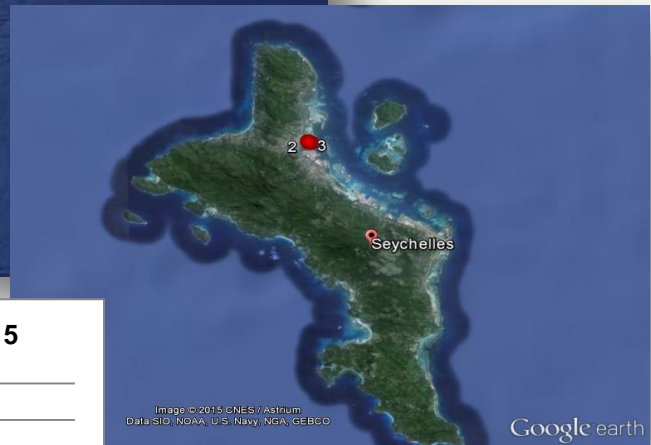
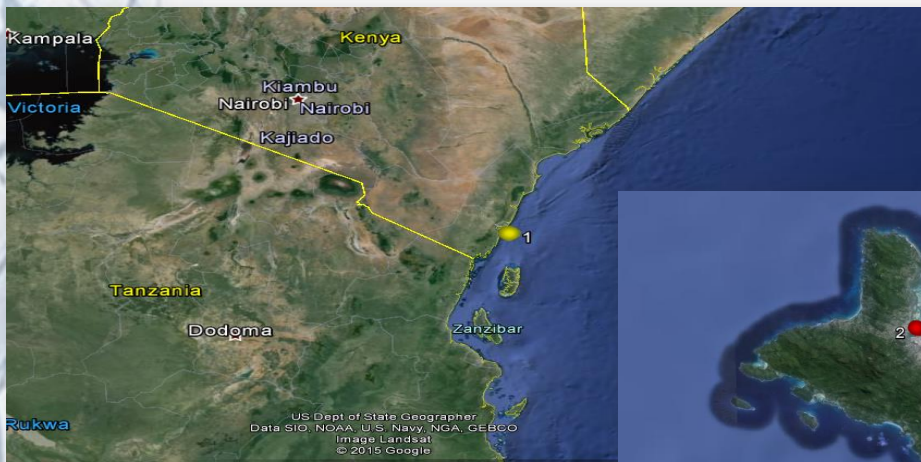
- Spot reports
- Advisory reports
- Global security reports
- Specific area and region reports
- Passage threat and risk reports
- Venue and event specific reports

Piracy Update –

JWC HIGH RISK AREA (HRA)

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

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



Summary of Piracy incidents –

1. **20.07.15** – (Position: Mbaraki Terminal, Mombasa Port, Kenya.) **Attempted Boarding.** Two robbers attempted to board a berthed product tanker during cargo operations. The crew and shore watchmen noticed the robbers as they attempted to gain access via the mooring lines and raised the alarm. Seeing the crew respond, the robbers aborted and moved away. The Port control and Coast Guard were informed. A Coast Guard patrol boat was sent to the vessel's location.

2. **21.07.15** – (Position: Victoria Harbour, Seychelles) **Boarded.** At some point during the week, two robbers are known to have boarded an anchored sailing yacht in Victoria Harbour. The yacht owner intercepted the robbers and attempted to defend himself and his wife using a flare gun, but the robber took the flare gun from the owner and proceeded to fire the gun into the cabin of the yacht, which started a small fire. The yacht owner's wife was physically assaulted, before the robbers escaped with a few of their personal items. The incident was reported to the local police.
3. **21.07.15** – (Position: Victoria Harbour, Seychelles) **Boarded.** An unknown number of robbers boarded an anchored sailing yacht in Victoria Harbour and stole personal equipment such as electronic items that were small enough to carry and cash. They also stole the yacht's dinghy, that had been tied up alongside the boat. This was used to take the items away and used to carry-out the robbery at number 2 (above). The dinghy was later recovered abandoned on a nearby beach. The incident was reported to the local police.

As the SW Monsoon persists, with heavier seas and strong winds, the possibility of piracy incidents at sea are reduced, but this does not prevent robberies or attempted robberies in ports, as incident number 1 shows. Opportunistic thieves will strike anywhere, if given the impression that security is lax. Vessels need to ensure that they take adequate precautions when in ports and anchorages, to demonstrate that security on-board is taken seriously and all available security measures are in place. It is important that vessels do not become complacent and let down their guard.

Somalia: This concern has been raised most recently, as it would appear that some companies are reverting back to sailing close to the Somali coast, as a means of reducing costs and fuel consumption (based on analysis of data gathered between 2009 and 2014 from the International Long-Range Identification and Tracking (LRIT) system). This is being prompted by the false understanding that piracy has been eradicated off Somalia. Of course, the number of *reported* successful piracy attacks has been dramatically reduced, with most attempted attacks foiled by the presence of private maritime security guards and the presence of the many international naval forces as part of Operation Atalanta and other NATO forces. However, the naval forces are clear that without both of these factors, the situation would re-ignite, as the root causes of piracy in the region have not been addressed and the "pull-factors" encouraging criminal activity are still present and groups are waiting for the opportunity to capitalise once more on the vulnerabilities of passing vessels. At the moment in Somalia, unemployment levels are frighteningly high (67%) especially amongst the 14 – 29 year olds, who make up seventy percent of the Somali population. Convicted Somali pirates are being returned to Somalia to either complete their sentences or be released. In a recent joint study by the UN Office on Drugs and Crime, and Oceans Beyond Piracy, economic difficulty was named as the main cause of piracy from 66 convicted pirates who were questioned about their motivation to commit maritime crime. Some of the questioned pirates named illegal fishing practices as the main reason for their lack of any ability to earn a legitimate living. Some suggested that once they had the money to live on, they would leave piracy, but as the money runs out, and the number of hostages (and therefore sources of potential income) diminishes, the necessity to return to piracy will return. The other alternative seen by many disillusioned young Somalis, is the enticement into radical Islamic groups, particularly the local al-Shabaab group. The latest al-Shabaab attack (26th July) has sent shock waves across Somalia, as it targeted a well secured hotel in the centre of Mogadishu, the Al-Jazeera Hotel, destroying at least 8 rooms, killing around 13 people injuring at least 21.

There is a territorial waters dispute between Kenya and Somalia, who are contesting ownership over the waters off their coastlines, particularly in regards to the valuable natural resources found in the Indian Ocean. Somalia has officially submitted a maritime lawsuit case to the UN International Court

of Justice (ICJ). The oil-rich territorial waters have been a bone of contention, with Somalia seeking the Hague court to have a final say on the matter, after years of fruitless negotiations with Kenya. The government's plan to develop the fishing industry and explore the oil and gas potential off the country's more than 3,000-kilometer (1,864-mile) shoreline, could be the saving grace for a country struggling economically after years of clan warfare and Islamic insurgencies.

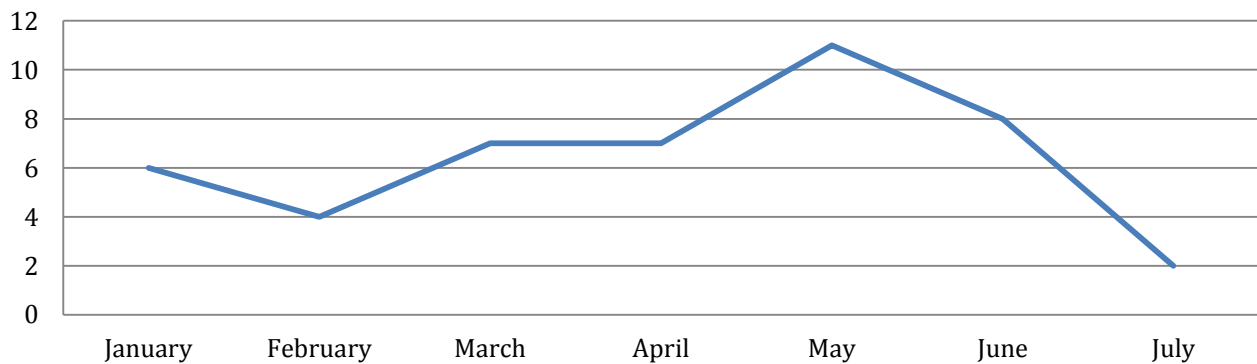
Somalia's security services (from the Coast Guards, army personnel, police officers and prison officers) are becoming more vocal about the source of the despondency felt by many security personnel, as they say that wages go regularly unpaid and are low in comparison to the price of everyday goods. This situation must improve, if the security problems faced within the country are to be addressed. Efforts are being made, to better equip the services, such as the acquisition of six new 4 x 4 Nissan vehicles, IT equipment and new communication equipment, including GPS devices. However, this equipment is only useful if those using them are trained and motivated to remain dedicated to the task of security.

Yemen: The security situation in Yemen shows no signs of abating, despite a five day ceasefire (starting 27th July) for humanitarian aid to be delivered. Even during this period, attacks have continued, although the Saudi-led forces have regained control of the international airport in Aden, for the first time in four months, which has enabled them to fly in aid. The port is also controlled by Saudi-led forces allowing vessels to deliver supplies to the port. In last month's report, it was highlighted that the mass exodus from the country has reached extreme proportions. However, a report this month from the UNHCR has highlighted a surprising fact that Yemen has also *received* an influx of around 10,000 persons since the troubles started in March 2015, as they are being tricked by human traffickers into believing that the conflict has finished and that it is safe to return. The governments of Puntland and Somaliland are now undertaking a mass information campaign to inform people about the real situation within Yemen. Around 51,000 people have fled Yemen to Djibouti, Somalia, Oman, Saudi Arabia and Sudan.

WEST AFRICA



Total Number of Incidents -West Africa 2015



Summary of incidents –

1. **09.07.15** – (Position: Port Harcourt, Nigeria) **Fired Upon.** Seven gunmen in two speedboats opened fire on the passenger vessel MV TARI while conveying passengers from Port Harcourt in Rivers State to Okpoama community in Bayelsa State. One person was killed in the attack and two persons, including the vessel's master, were kidnapped.
2. **14.07.15** – (Position: 06°07'N - 001°16'E, Lome Anchorage, Togo) **Suspicious Approach.** The deck watch of an anchored Container ship, noticed a wooden boat with five individuals and no lights, circling the vessel at very close range with the intention of climbing on board. The alarm was raised, the crew was mustered and all exterior lights turned on. Seeing the crew react, the occupants of the boat aborted their approach and moved away. No weapons were sighted. The Togo Navy were informed.

Gangs of pirates continue to cause fear and intimidation on the waterways within the Nigeria Niger Delta and this month unsubstantiated reports of fishing vessels being robbed of their cargo and equipment have emerged, fueling the concerns that the gangs will try to completely control the region. As in report 1, the kidnapping of crew is paramount to these gangs extracting revenue from the companies operating in the region and helping to fund their future operations. This makes the region particularly dangerous and vessels choosing to operate in Nigeria need to be prepared to face this threat. The newly elected President Muhammadu Buhari is tackling the problem of security head-on and is ruffling the feathers of the highest ranking officers in all areas of security. Indications so far show that Buhari is carrying out a major shake-up in the top levels of the military. He is determined to root out the corrupt and disloyal officers and decision makers and replace them with his own loyal, experienced officers. He is determined to dispel the unsavory image that Nigeria has regarding instability and encourage more international companies to feel that it is safe for them to invest in the country. Buhari is determined to repay the \$20 million of government arrears inherited from his predecessor.

This month, Buhari has replaced the service chiefs and retired Col Sambo Dasuki, the national security adviser; Air Chief Marshal Alex Badeh, chief of defence staff; Vice Admiral Usman Jibrin, the chief of naval staff, Lt General Kenneth Minimah, the chief of army staff and Air Vice Marshal Adesola Amosu, the chief of air staff. The newly-appointed chief of army Major General Tukur Yusuf Buratai and National Security Adviser Major General Babagana Monguno are from the restive Borno State, the nucleus of Boko Haram violence.

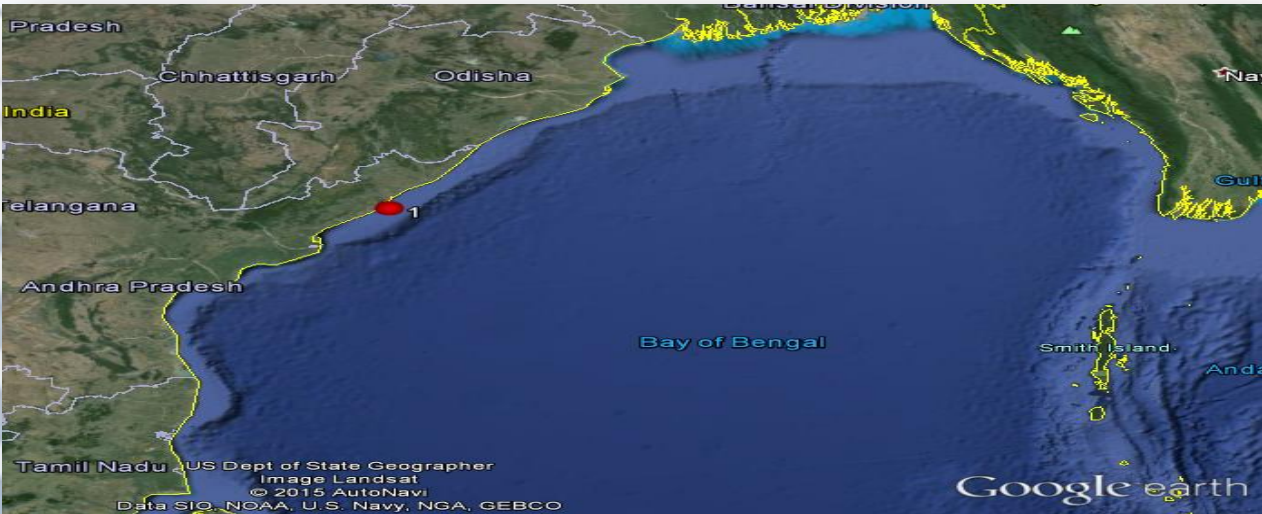
Alongside this, the Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Mr. Patrick Ziakede Akpobolokeni has been fired, as it was thought that he was behind a smear campaign of hate against Buhari during the pre-election campaign.

A newly formed multi-national army made up of Nigerians and men from neighbouring Chad, Niger and Cameroon, are targeting the areas in the north east of the country, where Boko Haram operate, in an attempt to eradicate the group and free the many kidnapped men, women and children that the group hold captive.

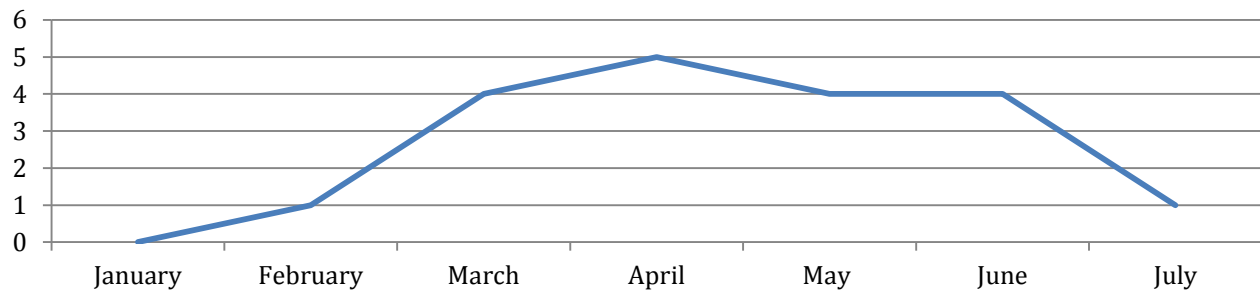
This current shake-up of top military personnel will not go unchallenged by those expelled and the road ahead for Buhari and the newly appointed personnel will not be easy. There is always the possibility that the disgruntled military leaders may put their experience and knowledge to use in a non-too positive manner and revert to aiding the rebel military groups within the country.

Other decisions made by the newly appointed President are also considered controversial. On the 20th July, under Buhari's directive, the Nigerian state oil company NNPC, banned 113 oil tankers from the country's territorial waters, effective immediately. No explanation was given for this, but there is speculation that it is to crack down on illegal crude oil trading. The list, however, listed many VLCC crude oil tankers that have not operated in the region for some time. This directive has angered many within the oil industry, which is already experiences difficulties worldwide.

BAY OF BENGAL



Total number of Incidents in the Bay of Bengal 2015



Summary of incidents –

1. **05.07.15** – (Position: Vizag anchorage, Vishakhapatnam anchorage, India.) **Boarded.** A small boat with five people on-board, approached an anchored Product Tanker and attempted to board, using the anchor chain. The duty watchman saw them and raised the alarm and informed the bridge. Seeing the crew respond, the boat moved away. As most of the crew gathered on the forecastle, another boat approached the vessel from the stern. Two robbers boarded via the poop deck and stole ships properties. The aft duty watchman noticed the robbers and raised the alarm resulting in the robbers escaping.

The number of incidents are temporarily decreasing in the Bay of Bengal, mainly due to the presence of the tropical weather systems, as the winds are on average at 25 knots, with gusts of up to 35 knots, making the sea conditions very difficult. It is, however, not advisable to reduce all watch keeping and relax security measures. Desperate pirate gangs are always alert for unsuspecting vessels, as incident number 1 shows. They will persist in an approach, if they realise that security is not sufficient.

Bangladesh: Attacks on international shipping in Bangladesh are the highest they have been during this period since 2010, when eight attacks were reported. The attacks, which occurred off Chittagong anchorages and approaches, are continuing to pose a problem for the local patrol vessels and are a worry for the shipping industry.

Pirates gangs have been blamed for the recent abduction of up to 15 fishermen and their two trawlers from the River Meghna near Nijhum Dwip. The men had been returning from deep sea fishing, when the gang attacked. Their whereabouts are not known.

India: On 27th July, a high Alert has been declared in the Visakhapatnam city after attempted terrorist attacks in Visakhapatnam city, as five bombs were found on the railway tracks in Punjab. As a result security has been stepped up at all transport hubs, including the port area. Three Pakistani terrorists were later shot dead and the recovery of their GPS devices showed that they had entered the details of the location for the bombs some days earlier. The group originated from Sargodha in Pakistan and were attempting to kill the District magistrate and the Chief of Police, amongst others and destroy as much infrastructure as possible. This incident could jeopardise the planned meeting between the India's PM Narendra Modi and Pakistan's leader Nawaz Sharif.

In a further twist to the on-going saga of the crew of the MV Seaman Guard Ohio, the Supreme Court Judge in Delhi has referred the case back to the Magistrate Court in Tuticorin, to go to full trial. The men have spent 625 days in detention or under travel restrictions so far and this new trail could take a further six months.

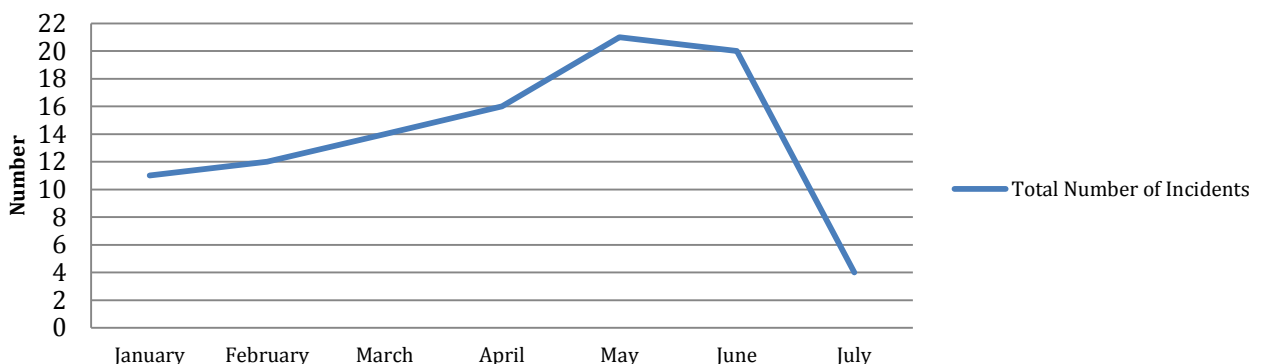
The decision to find that there were no charges to answer came from the High Court in Madurai on 10 July 2014, however they were unable to leave India, as their passports and belongings were retained by the court, and to that end they could not return home to their distraught families. The Mission For Seafarers condemns this further move.

On a similar note, the two Italian marines accused of murdering 2 fishermen in Indian waters have applied for arbitration from the Hamburg-based International tribunal for the Law of the Sea. This will open for a public hearing on the 10th August and last for two days. It is not clear whether the Indian courts will accept the outcome of this hearing.

SOUTH EAST ASIA



**Total number of incidents In South East Asia
2015**



Summary of incidents –

1. **04.07.15** – (Position: Belawan International Container Terminal, Indonesia.) **Boarded.** Three robbers in a wooden boat, approached a berthed Container Ship. The Duty watchman noticed two robbers on board near the forecandle. He shouted at the robbers and informed the crew. Seeing the crew respond, the robbers aborted and moved away without stealing anything.
2. **11.07.15** – (Position: 10°10' N - 107°05' E, Vung Tau Anchorage, Vietnam.) **Boarded.** Robbers boarded an anchored product tanker and stole ship's stores, before escaping. The incident was only discovered later in the day and reported to the authorities.

3. **15.07.15** – (Position: 10°45'N - 106°42'E, Fertiliser Terminal, Ho Chi Minh City Port, Vietnam.) **Boarded.** Eight robbers in two wooden boats, approached and boarded a berthed Bulk Carrier. The duty crew on routine rounds, noticed the robbers and immediately informed the duty officer, who raised the alarm. The duty crew proceeded towards the robbers, but aborted when they saw the robbers were armed with long knives. Upon hearing the alarm and seeing the crew respond, the robbers escaped with the ship's properties in their boats.
4. **26.07.15** – (Position: 04°53'N - 098°37'E, Andaman Sea, approximately 60 nm north of Belawan) **Boarded.** Two pirates boarded the Indonesia-flagged fishing boat MAJU JAYA and ransacked the fishing boat, stealing the vessel's documents, electronics, personal mobile phones and fuel and then departed. The crew were unharmed.

With only four incidents in this month, levels of incidents in the region have taken a huge decline. This could be partly due to the weather conditions. Monsoon conditions persist in the region. Tropical Cyclone 02B will impact the Andaman Sea and portions of the southern South China Sea, bringing increased cloud cover with rain showers and thunderstorms. The thunderstorms have an impact on the number of vessels venturing to sea. They also interfere with with electronic equipment used by pirates to locate target vessels.

Despite this, South East Asia continues to dominate the number of piracy incidents worldwide. A new joint report from the International Maritime Bureau (IMB) and the International Chamber of Commerce (ICC) shows that incidents are up 22 percent on the same six month period last year, which includes 12 hijacks, an increase of 3 from last year for the same period.

This situation has caught worldwide attention and the littoral states are aware that the world is watching to see how they address the problem. On a more positive note, two separate gangs of hijackers have been arrested.

To increase security capabilities, the Singapore Police Coast Guard (PCG) have launched new high speed vessels. These include 11 new patrol interdiction boats (PIB's) and 6 second generation PK-class interceptors.

South east Asian nations have failed to take positive action on the migrant situation facing the region after months of criticism from the international community, over the treatment of the refugees and migrants mainly from Myanmar and Bangladesh — stranded on boats close to Thailand. A special Meeting on Irregular Migration in the Indian Ocean, held in Bangkok on 27th May 2015, brought together 17 countries to discuss the humanitarian crisis unfolding in the Andaman Sea and the Bay of Bengal. As yet, no action seems to have been taken and there still remains inadequate coordination on search and rescue operations, and a lack of clear protection measures for people who have landed on their shores. Indonesia and Malaysia have since committed to providing temporary protection for up to a year to 7,000 people, on the condition that third governments resettle or repatriate them.

REST OF THE WORLD



07.07.15 – (Position: 12°19'N - 069°13'W, Curacao, Venezuela) **Boarded.** A sailing yacht was boarded at night, but nothing was stolen. The yacht owner reported that thieves had attempted to cut steel cables securing a small dinghy to the yacht's main deck, but were unsuccessful.



18.07.15 – (Position: East of Benghazi, Libya) **Fired upon/sunk.** Libyan war planes sank one ship and attacked a second vessel near the eastern city of Benghazi, according to a military spokesman for the country's internationally recognized government. The reasons given for the attack was that the vessels were carrying rebel fighters, weapons and ammunition to support the terrorism organisations in the east of the country.

Problems facing the economy still dominate Venezuela and the ordinary citizen is struggling to make ends meet, with shortages of the basic food stocks experienced on a daily basis. This makes people desperate and as a result, will undoubtedly put those with perceived wealth at a greater risk. Yacht owners will therefore need to take the necessary precautions to ensure that they have security measures and procedures in place. Staying away from the main coast line is recommended, but do not become complacent about the islands off the coast of Venezuela, which also experience the same hardships found on the mainland.

In Libya, the two competing governments in the east and the west are arguing whether shipments from Ras Lanuf are permitted. The National Oil Corp in Tripoli in west Libya claims to have lifted the force majeure at the port, while ships calling at Libya in recent months have been met by airstrikes, nevertheless. Libya's recognized government, in the west, warned its security forces would seize any tankers approaching the Ras Lanuf terminal without permission, saying any attempt to make oil deals with the rival government in Tripoli would be considered by them to be piracy and be dealt with accordingly. This highly volatile situation puts any vessel at risk when entering Libyan waters and advice should be gained before doing so.

This month, tension has grown in the northern Egyptian Sinai Peninsula. IS's Sinai affiliate, Wilayat Sina' (Province of Sinai) launched their July 1st offensive in Northern Sinai, with a series of high-profile bombings, including the bombing of the Italian consulate in downtown Cairo on 10th July and it is thought that the group were responsible for the guided missile attack on the Egyptian naval vessel in the Mediterranean Sea near the coast of Israel and the Gaza Strip (though this attack has never been verified). On the 15th July, twenty militants were killed and 25 injured as security forces

repelled an attack on a checkpoint in North Sinai. The army has intensified its counter-insurgency operations in the Sinai Peninsula since early July after Islamist militants killed at least 21 soldiers in simultaneous attacks on army and police posts in North Sinai. Attacks are regular and it would not be advisable to visit the region.

Elsewhere in Egypt, the trial operations of the new Suez Canal began, ahead of the official inauguration on 6th August. During the trials, ships of unspecified different sizes transited the new 72-km-long channel, which would allow convoys to head in both directions of the waterway for the first time. According to the media, these trials went well and it is hoped that this new channel will increase revenue to the Suez Canal Authority, from \$5.3bn in 2015 to \$13.2bn in 2023.

Turkey has shown its hand against ISIS for the first time this month, by launching a series of airstrikes over the border with Syria, against ISIS territories and PKK strongholds. They have also given permission for US warplanes to use two airbases from which to launch attacks against ISIS. This is being boosted by land raids across 13 provinces, which resulted in the arrests of 250 people suspected to have ties to terrorist organisations.

Tunisia is continuing to feel the effect of the recent terrorist attack, which resulted in the deaths of 38 foreign visitors and caused the withdrawal many tour operators. They are making great efforts to reassure these operators that they are taking every effort to prevent any further attacks and weed out the members of terrorist organisations on home territory. Towards the end of July, the Tunisian authorities arrested 16 suspected jihadists in a series of operations. The authorities are also looking at the improving their anti-terrorism laws, to allow the authorities more power over the detaining of those suspected to be part of a terrorist organisation.

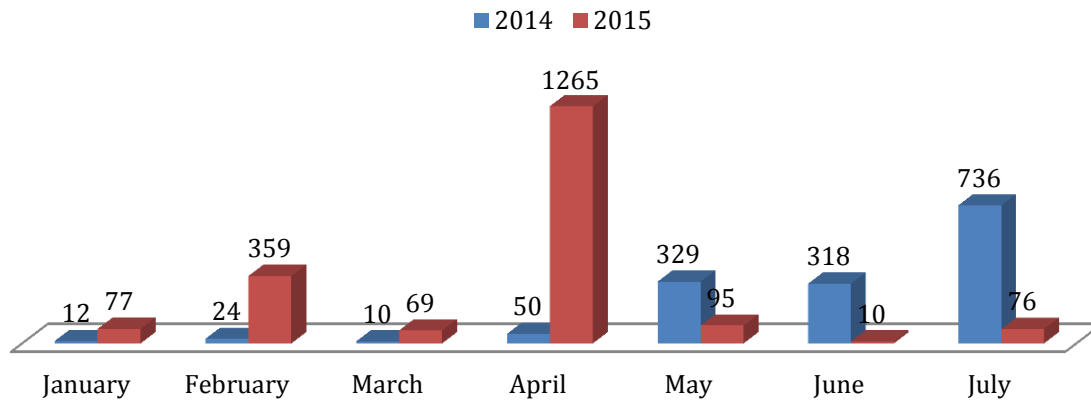
Irregular migrants across the Mediterranean have been making headlines throughout this month. From the thousands camped out at the port of Calais, causing traffic havoc for holiday-makers and lorry drivers, to the bigger picture of the near 200,000 that have attempted the treacherous sea crossing so far this year.

Migrant Numbers arriving in Europe by sea 2015 so far:

Italy	91696
Greece	88695
Spain	1617
Malta	94
Total	182101

Rescue operations have continued on a near daily basis, by many different players and thousands have been successfully rescued, reducing the number of fatalities at sea. (See chart below).

Comparison of the Number of Irregular Migrants fatalities in the Mediterranean Sea



(Figures from the IMO Missing Migrants Project – until 29th July 2015. The total of fatalities for 2015 (until 29th July) is 1,951 compared to 1,479 for the same period in 2014.)

The rescue operations of both private vessels and naval forces of countries directly affected are being pushed to the limit. The Turkish Coast Guard Command has rescued 18,598 migrants in multiple operations in the Aegean Sea since the beginning of this year. The Italian Navy rescue hundreds on a regular basis, as does the Maltese navy and the EU rescue service Frontex. However, the EU are still in regular talks as to what to do with the thousands of migrants arriving on the European shores. After a meeting of EU interior ministers in Brussels on 20th July, the EU have agreed on a date to reach a deal to relocate 40,000 migrants currently residing in Italy and Greece. But not all member states pledged to accept the migrants and were only willing to accept 32,256. It is understood that the remaining 7,774 will be allocated to other EU nations by December 2015. The EU will be paying member states €6,000 (approximately £4,200) for every asylum seeker that is accepted. However, a minority of nations have refused to accept more asylum seekers, including Austria and Hungary. Austria said it was already overstretched. Spain and other European countries agreed to receive a reduced number of asylum seekers than originally proposed. Initially, Madrid was supposed to accept 4,200 in accordance with the EU's criteria, which is based on a country's wealth and population numbers, however, just 1,300 were accepted.

Health Advisory

Philippines –

- 6th July, the World Health Organisation was informed of one laboratory-confirmed case of Middle East respiratory syndrome coronavirus (MERS-CoV).

Republic of Korea –

- Between 8 and 10 July 2015, 2 additional deaths but no new cases of Middle East Respiratory Syndrome Coronavirus (MERS-CoV) have been confirmed. To date, a total of 186 MERS-CoV cases, including 35 deaths, have been reported. One of the 186 cases is the case that was confirmed in China

Saudi Arabia –

- Between 1 and 14 July 2015, the National IHR Focal Point for the Kingdom of Saudi Arabia notified WHO of 6 additional cases of Middle East respiratory syndrome coronavirus (MERS-CoV) infection.

China –

- On 16 July 2015, the National Health and Family Planning Commission (NHFPC) of China notified WHO of 5 additional laboratory-confirmed cases of human infection with avian influenza A(H7N9) virus, including 3 deaths.

Security Alerts



1. North & Central America:

Trinidad and Tobago / St.Lucia / Barbados / Grenada / St Vincent and the Grenadines:

There has been an increase in seismic and volcanic activity in the eastern Caribbean; monitor local media and the Pacific Tsunami Warning Centre website for alerts and warnings.

2. Europe

Turkey:

Demonstrations are expected on Sunday 26th July across Istanbul and there may also be demonstrations in other cities across Turkey. Keep a close watch on media information and avoid large crowds of people.

France:

There will be ongoing disruption to cross channel services due to industrial action and migrant activity in and around Calais. If you can take an alternative route to/from Europe, it would be advisable to do so.

3. Asia & Oceania

No reports.

4. North Africa and the Middle East

Iraq:

Visitors to the remote mountainous region should exercise caution after air strikes by Turkey in the far north of the Kurdistan Region of Iraq.

Tunisia:

On July 4, President Caid Essebsi declared a 30-day state of emergency that grants security forces more authority to maintain civil order, enabling the government to focus on combating terrorism. The Minister of Interior stated on July 6 that the state of emergency will assist in securing the hotels and tourist areas.

5. Africa:

Kenya – The US has issued a new **security alert** to its citizens ahead of President Barack Obama's visit for the 6th Global Entrepreneur Summit. American citizens in Kenya were warned that they may become targets during the July 24 to 26 summit.

Nigeria:

Boko Haram continue to raid villages in the eastern state of Adamawa. The latest incident (25th July) killed at least 25 people.

6. South America and Antarctica

Uruguay :

A general strike on 6th August will affect most of the country - public transport will be disrupted and most shops will be closed, but Carrasco International Airport and ferry services should not be affected.

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 and fog, all affect performance.

About Allmode

INTERNATIONAL SECURITY SERVICES

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

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

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

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

FOR FURTHER INFORMATION ON INTELLIGENCE PLEASE CONTACT



Head Office: +44 (0) 845 004 8000

General Enquiries: info@allmode.org

Intelligence Support: Intelligence@allmode.org



Website: www.allmode.org

