



# **Allmode**

## **INTERNATIONAL SECURITY SERVICES**

# **Global Security and Intelligence Report**

## **June 2015**

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COMMERCIAL - IN - CONFIDENCE

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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:

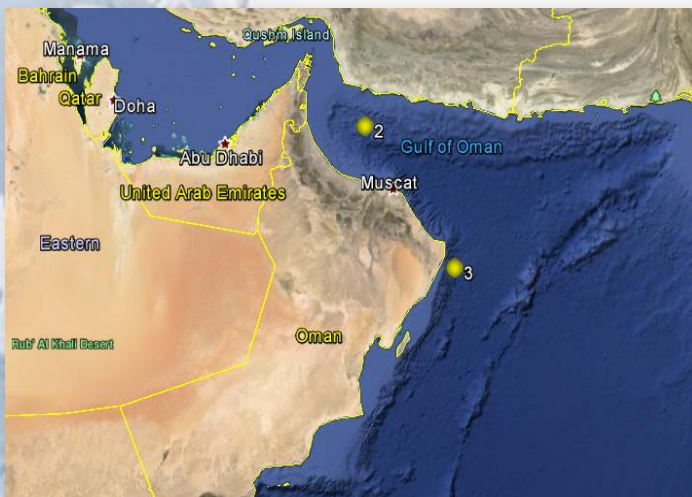
- Spot reports
- Advisory reports
- Global security reports
- Specific area and region reports
- Passage threat and risk reports
- Venue and event specific reports

## Piracy Update –

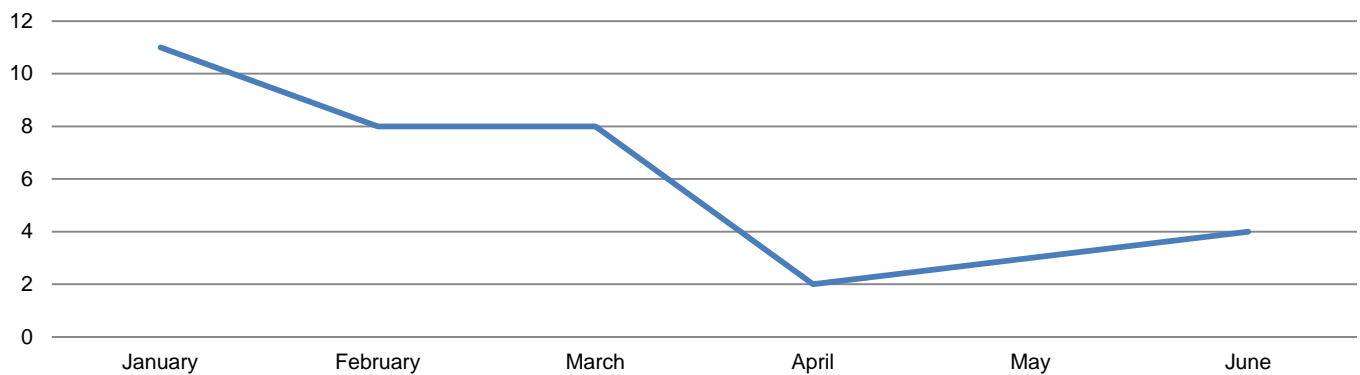
### JWC HIGH RISK AREA (HRA)

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



Total number of incidents in the HRA 2015





## Summary of Piracy incidents –

1. **08.06.15** – (Position: 19°49'S - 034°50'E, Beira Port, Mozambique.) **Boarded.** Three robbers, armed with knives, approached a berthed General Cargo ship in their small wooden boat. One of the robbers managed to board the ship and cut off a mooring rope. The duty crew tried to approach the robbers, but he was threatened with the knife. The alarm was raised and the crew mustered. Seeing the crew respond, the robbers escaped with the ship's stores. The Port Control was informed.
2. **15.06.15** – (Position: 24°36'N - 057°47'E, Gulf of Oman.) **Suspicious Approach.** An MV reported that two white hulled skiffs, each with two engines, approached at high speed. One of the skiffs with two people on board closed to 1nm on the port side, the other skiff with five people on board approached to within 500m on the starboard side. The armed security team fired one warning shot at the skiff on the starboard side. Following this, both skiffs stopped their approach. No weapons or ladders were sighted. The vessel and crew are safe.
3. **20.06.15** – (Position: 21°47'N - 060° 00'E, coast of Oman.) **Suspicious Approach.** An MV reported being followed by 4 skiffs. The on-board armed guards showed their weapons, after the four skiffs neared to within 5 cables. Shortly after, a further six pale-coloured skiffs, with approximately three persons on-board, were observed ahead of the MV, forming a line. These skiffs passed the port side at speed, to within five cables, at which the AST showed their weapons for a second time. The skiffs then stopped in the water. No piracy equipment was spotted and the MV crew remained safe.
4. **27.06.15** – (Position: 04°02' S - 039°38'E, Shimanzi Oil Terminal, Mombasa, Kenya.) **Boarded.** Robbers armed with long knives, boarded a tanker, from a boat using a hook and line. They were spotted by a duty crew, who alerted the C/O. The alarm was raised and the crew notified. The robbers proceeded to steal mooring ropes and escaped. The incident was reported to Port Control and the local agent.

The number of incidents this month is few, due to the onset of the South-West Monsoon, which starts at the beginning of June. It starts in the southern Indian Ocean and moves northwards towards the Horn of Africa. Once it has become fully established over the Somalia Basin and the North Arabian Sea, monsoon conditions persist throughout most of June and August. Winds can get up to 23-28 knots, with gusts of 35 knots. It is not uncommon to see waves of between 7-8 metres. Strong winds and high waves create a non-permissive operating environment for small crafts, hence the small number of incidents.

This has in the past, meant that shipping companies have become complacent about security, assuming that an attack is not possible. However, this month, the Kenyan Government has repatriated around seventy eight Somali pirates, who have served their jail sentences leaving only one hundred and sixty convicted pirates remaining in Kenyan prisons. This also comes at a time when support for anti-piracy initiatives and prosecution has hit an all-time low, with some suggesting that security will not be needed in the future. Security experts warn that this is a dangerous move and that the newly returned pirates will return to their trade, if the patrolling situation and the use of armed guards, was to diminish. The security situation in the region is far from stable, with attacks by al-Shabaab continuing with gusto in the capital Mogadishu. These include attacks near to foreign Embassies and on foreign convoys. Furthermore, African Union peacekeeping troops have had to withdraw from three bases outside Mogadishu, after Al Shabaab attacked one of the bases at Lego, which is 90 kilometres from the capital. In this attack, some sixty Burundian troops were killed.

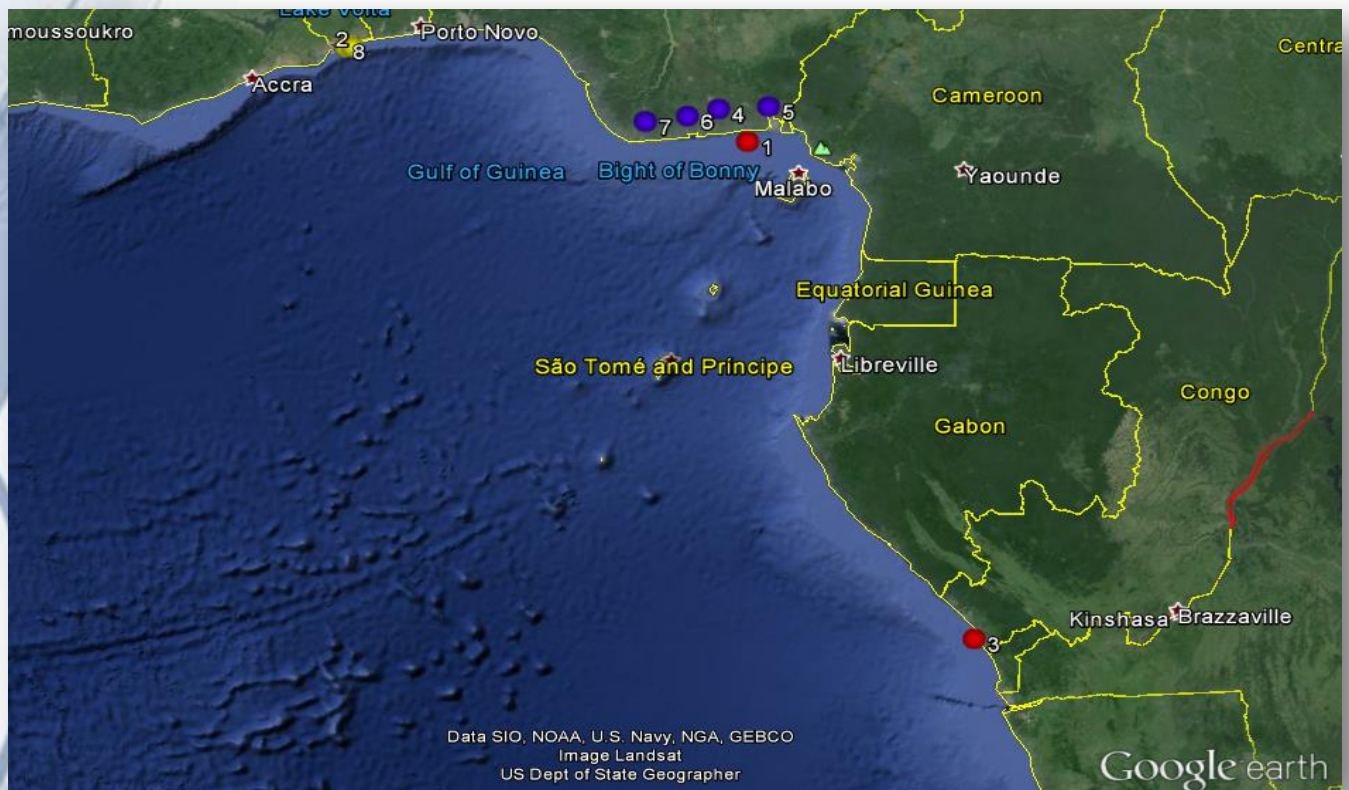
June has seen the beginning of the first piracy and maritime court cases to be held at the newly established courts in the Seychelles. The first cases to be heard, concerned the trial of five suspected Somali pirates who were arrested after they were accused of attacking an oil tanker in the

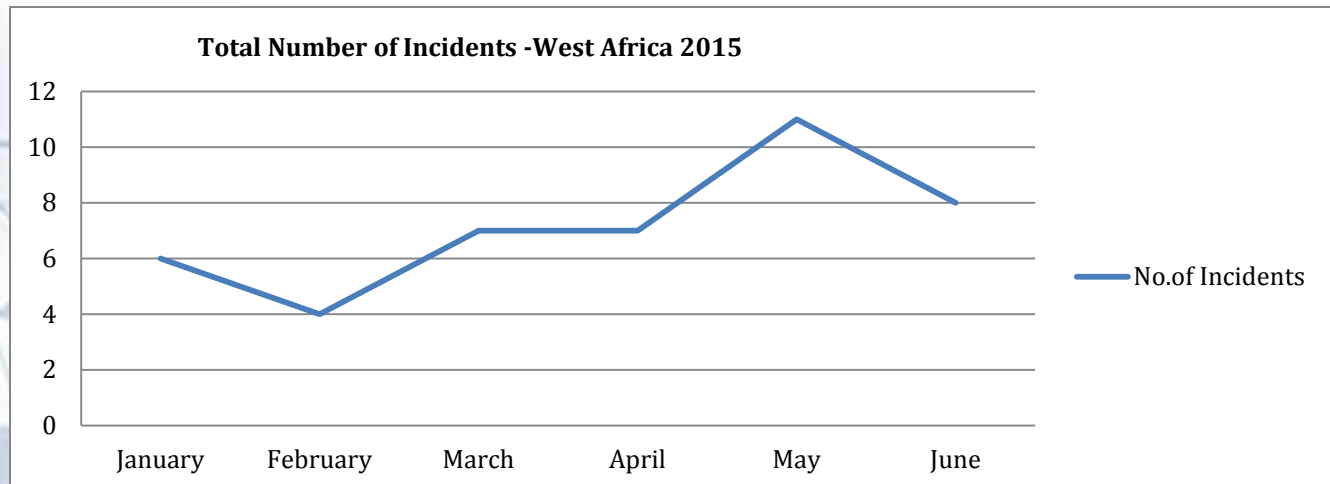
Gulf of Aden back in January 2014. They were arrested the next day by the French naval ship, FS Siroco. The Seychelles has completed sixteen piracy trials over the last few years and this is more than any other country in the region. It is hoped that the new court will make it easier to prosecute suspected pirates, as this has become an area which needs improving, in order to deter future pirates.

On 13<sup>th</sup> June, Egypt's Suez Canal authority announced that the New Suez Canal will be inaugurated on 6<sup>th</sup> August. The project has seen the construction of a new 37 km long waterway, which will reduce the canal transit time from 22 to 11 hours, and the deepening and expansion of 35 km stretch of the current canal. The project is entering the final stage of construction now. Construction on the project began in 2014 at an estimated cost of \$8 billion and the project is expected to increase annual canal revenue from USD 5.5 bn to USD 13 bn in less than a decade.

This month the UN –sponsored negotiations between the warring factions in Yemen, concluded with the failure to agree on a ceasefire and no date was set for any future talks. Therefore, the situation in and around the country remains critical and the humanitarian crisis and violence will continue unabated. This will undoubtedly impact on port operations, with many of the countries ports remaining closed, due to the worsening security situation.

## WEST AFRICA





### Summary of incidents –

1. **18.05.15 REPORTED LATE** – (Position: 04°13'N - 007°57'E, Around 19nm South of Kwa Ibo, Nigeria.) **Boarded.** Six pirates armed with guns approached a drifting vessel in their speed boat and boarded. They assaulted three duty crew members one of whom was injured. The alarm was raised and the rest of the crew took shelter in the safe room. Attempts to contact the security vessel received no response. At 0400 LT, the crew members emerged from the safe room and found that five crew members had been kidnapped. After negotiations, on 03.06.2015 the five abducted crew members were released safely. It is not known if a ransom had been paid.
2. **02.06.15** – (Position: Offshore Lome, Togo) **Suspicious Approach.** A vessel at anchor offshore Lome (Togo) reported that small boats posing as fishing boats keep approaching vessels at anchor taking advantage of the heavy rain which is impairing their visibility.
3. **08.06.15** – (Position: 04°44'S - 011°45'E, Pointe Noire Anchorage, The Congo.) **Boarded.** Six robbers armed with bolos (a bolo is a large cutting tool of Filipino origin, similar to the machete) approached an anchored general cargo ship in their wooden boat. Two robbers managed to board the ship and were noticed by the duty crew. One robber armed with the bolo, chased the duty crew who managed retreat into the accommodation and raise the alarm. Seeing the crew respond, the robbers escaped empty handed. Port control were informed.
4. **13.06.15** – (Position: Akassa River, Bayelsa State, Nigeria) **Attack.** Three armed men in a speedboat, attacked a Navy security checkpoint along the Akassa River, killing one officer, who was carrying out checks on passing vessels.
5. **15.06.15** – (Position: Calabar, Cross River State, Nigeria) **Attack.** Armed pirates attacked the Nigerian Marine Police Armoury in Calabar, where they stole two gun boats and other weapons. One policeman was killed in the incident and it is thought that a security officer was also killed.
6. **23.06.15** – (Position: Abonema Wharf, Port Harcourt, Nigeria.) **Attack.** It has been reported that around 24 gunmen in four boats have approached the Abonema Wharf in Port Harcourt and killed four policemen who were on duty in their patrol boat. The only survivor of the attack, escaped by falling into the river and swimming to safety.
7. **24.06.15** – (Position: Ogbia local area of Bayelsa State, Nigeria) **Attack.** Gunmen have shot dead two policemen and abducted two Lebanese nationals from a construction site in Nigeria's southern delta region. The gunmen approached in their speed boat, killing two policemen guarding the site and kidnapping the two Lebanese workers, before fleeing in their boat.
8. **27.06.15** – (Position: Lome, Togo) **Suspicious Approach.** A vessel that was transiting from Togo to Palma in the Canary Islands was approached by a small wooden boat with six



persons on-board. They showed a clear intent to gain access to the vessel.

9. **26.06.15** – (Position: 6°7'N - 001°19' E, Lome Anchorage, Togo.) **Attempted Boarding.** Around seven suspected robbers in two boats, approached and came alongside an anchored container ship. The duty officer raised the alarm and sounded the ship's fog horn, once they spotted the robbers attempting to board the ship. Upon hearing the alarm and seeing the crew respond, the robbers escaped. The Togo Navy and the Port Control were informed.

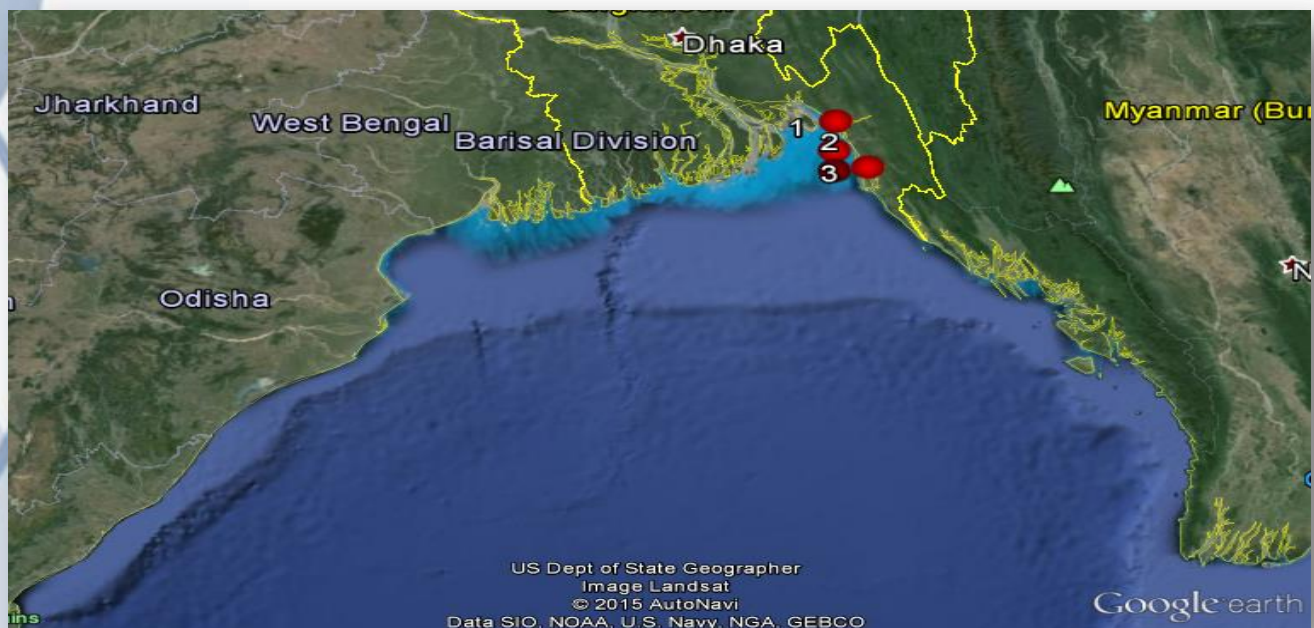
Many of the reported incidents this month revolve in and around the inland waterways, which are becoming increasingly hazardous, with violent attacks on the authorities trying to police them. This will obviously have a detrimental impact on the many oil and gas companies that need to use these waterways to move their goods around. Kidnapping foreign workers is a lucrative business for the West African pirates and the threat to foreign workers is constant.

It has also been disclosed by the chairman of the Nigerian Maritime Administration and Safety Agency (NIMASA), that the agency pays the sum of N1.5bn a month to the ex-militant leader of MEND (Mr. Government Ekpemupolo alias Tompolo) to protect Nigeria's maritime area. It was estimated that around 400,000 barrels of crude oil were being stolen daily from Nigerian shores under the former President Jonathan, despite the fact that Nigeria has an extensive military capability. Calls have been made for the new President Buhari to cancel this contract, as it is suspected that Tompolo is in collaboration with International companies to steal the oil.

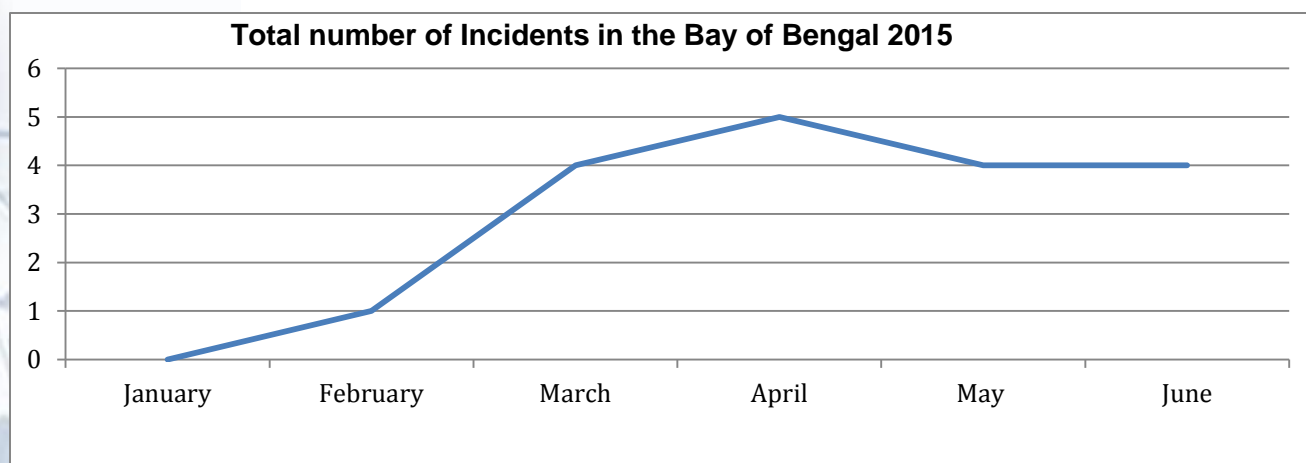
In one of the attacks this month (No.5) a large cache of weapons have been seized, which will no doubt end up being used by the pirate gangs operating in the region and it appears that these gangs are increasingly using firearms against the police patrolling the waterways ( five officers killed this month).

Oceans Beyond Piracy has launched its fifth report, which highlights the economic consequences of piracy and has said that the Gulf of Guinea suffers from chronic under-reporting of incidents, suggesting that this could be as high as 70% unreported incidents.

## BAY OF BENGAL







### **Summary of incidents –**

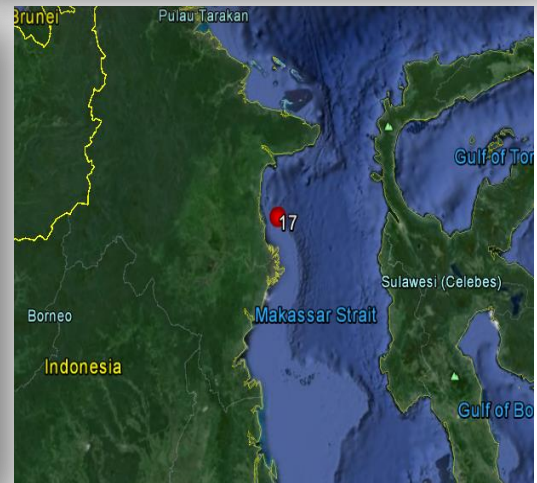
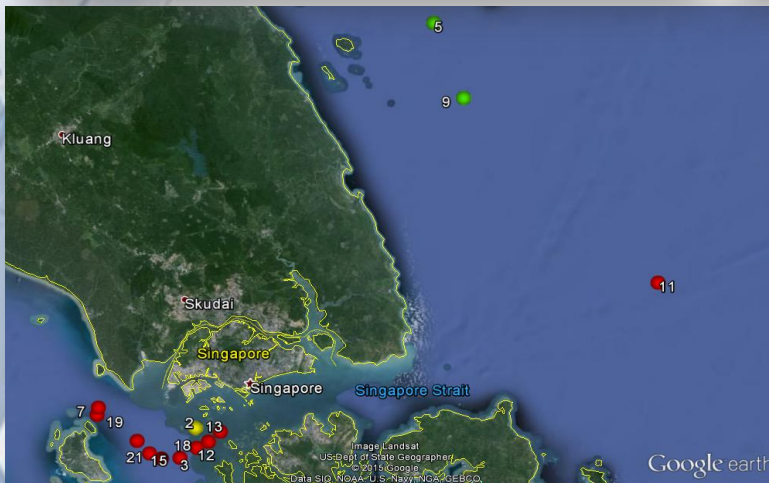
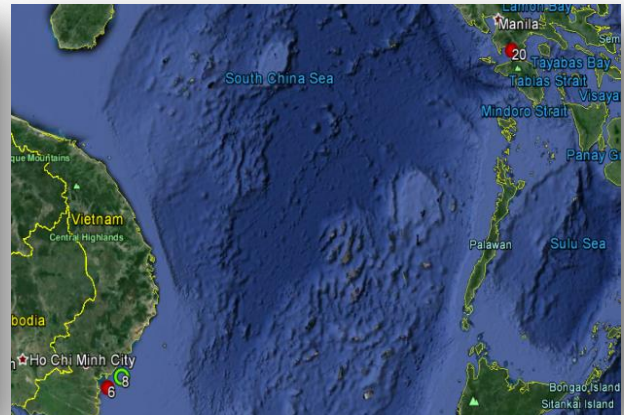
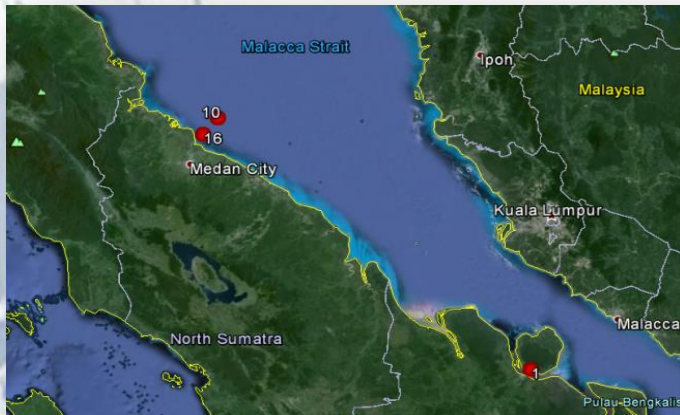
1. **01.06.15** – (Position: 22°15'N – 091°42'E, 3.7nm West of Patenga, Bangladesh) **Boarded.** On the 1<sup>st</sup> June 2015, five robbers armed with knives boarded an anchored bulk carrier using a rope ladder and tried to attack the crew watchmen. The vessels alarm was raised and crew mustered. Upon hearing the alarm, the robbers escaped with ship's property.
2. **11.06.15** – (Position: CUFL Jetty, Bangladesh) **Boarded.** A Chief Officer on-board a berthed chemical tanker noticed four robbers attempting to steal ship's property and raised the alarm. Once the robbers were aware they had been detected they escaped empty handed.
3. **20.06.15** – (Position: Chittagong B anchorage, Bangladesh.) **Boarded.** Three robbers armed with long knives, approached a container ship as it transited towards the anchor point. They were in a speed boat and managed to board the ship. The bridge duty officer informed the deck crew, who shouted at the robbers. Seeing the crew react, the robbers threw ship's property into the waiting boat and escaped. The port authorities and coast guard were notified.
4. **22.06.15** – (Position: Chittagong anchorage, Bangladesh.) **Boarded.** During heavy rainfall, the duty crew on-board an anchored container vessel noticed robbers attempting to enter the accommodation. He informed the OOW on the bridge, who raised the alarm and alerted the crew. The robbers chased the crew, before escaping with ship stores. One crew member slipped and injured himself. The Coast Guard was informed.

With three successful robberies this month, Bangladesh continues to feature in piracy reported incidents, despite the weather conditions at this time of the year. The heavy rains and thunderstorms are not deterring the robberies and can pose a risk for the visiting merchant ships. Vessels will need to be prepared and realise that desperate gangs of robbers are still active and may get more jittery and unpredictable at this time.

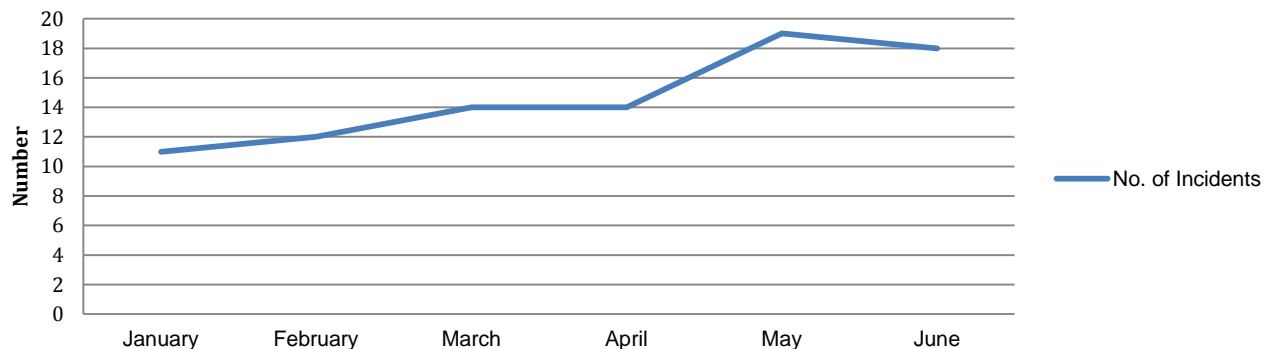
The Indian Navy and Coast Guard have had a busy month due to the inclement weather conditions and have made three significant rescues this month. At the beginning of June, the Indian Navy had to help evacuate twenty crew from a sinking container ship off Mumbai, in the early hours of the morning. The weather had caused the vessel to list and they were forced to abandon ship. Later in the month, the Indian Coast Guard had to launch a search and rescue operation for six missing fishermen, who disappeared off the coast of Machilipatnam coast in the Krishna district of Andhra Pradesh. The men had been missing for five days before the rescue operation was

launched. It is not known whether they were found. Again, a few days later, the Indian Navy and Coast Guard received a distress call from a sinking cement carrier, with fourteen crew on-board. These few incidents demonstrate the difficult conditions that vessels find themselves in at this time of year in the waters around India and it also highlights the need for good health and safety training of the crews.

## SOUTH EAST ASIA



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



## Summary of incidents –

1. **20.03.15 REPORTED LATE** – (Position: 01°42'N - 101°29'E, Dumai Inner Anchorage, Indonesia.) **Boarded.** Eight robbers in a small craft, armed with long knives, approached an anchored Product Tanker. Five robbers managed to board the tanker and entered into the engine room. The duty crew, on routine rounds, noticed the robbers and raised the alarm. Seeing the crew respond, the robbers escaped in their boat with their accomplices. The crew were mustered and made a search throughout the tanker and found that ship's engine spares had been stolen. The Port Control were informed.
2. **08.05.15 REPORTED LATE.** (Position: 01°02'N - 103°39'E, 5.6nm S of Pulau Nipah, Indonesia.) **Attempted Boarding.** Four robbers in an unlit boat approached a tanker underway from the stern. They were spotted by the alert crew who raised the alarm. Noticing the responding crew, the robbers moved away.
3. **02.06.15** – (Position: 01°03'N - 103°39'E, Around 5.53 nm South of Pulau Nipah, Indonesia.) **Boarded.** Two robbers boarded a Tanker whilst underway. The alarm was raised and the crew mustered. Seeing the crew respond, the robbers escaped empty handed.
4. **03.06.15** – (Position: off Pulau Bangka, Indonesia.) **Hijack.** KM Mutiara, an Indonesian-flagged timber carrier, was boarded by armed men on speedboats off Pulau Bangka, Indonesia. The vessel's crew members were forced to jump overboard by the armed men, who subsequently took control of the vessel and altered its course to north. It is thought that the pirates have stolen the cargo, along with the crew and ship's valuables.
5. **04.06.15** – (Position: 02°21'N - 104°22'E, 8nm SW off Pu Aur, Malaysia.) **Hijack.** Armed persons boarded and hijacked a Product Tanker whilst underway. They took all the crew members hostage, altered course and sailed the vessel until it rendezvoused with another vessel. Part of the fuel cargo was siphoned to this vessel. Before departing, the crew's possessions and ship's property were stolen and all communication equipment was damaged. All crew are reported as safe. The vessel sailed on to a safe port.
6. **04.06.15** – (Position: 10°05'N - 107°02'E, Vungtau Anchorage, Vietnam.) **Boarded.** Two robbers boarded an anchored container ship. The duty crew on routine rounds, noticed the robbers and informed the Duty Officer. The alarm was raised and the crew mustered. Seeing the crew respond, the robbers escaped with ship's stores.
7. **08.06.15** – (Position: 01°11'N - 103°25'E, around 2.5 nm NE of Pulau Karimun Kecil, Indonesia.) **Boarded.** Three robbers boarded a Product Tanker underway. The duty crew noticed the robbers near the steering gear room and raised the alarm, which resulted in the robbers escaping without stealing anything.
8. **08.06.15** – (Position: 200 nm south of Ho Chi Minh City, Vietnam.) **Suspected Hijack.** The LPG tanker, Teknogas was en-route from Hai Phong Vietnam to Palembang, Indonesia when it went missing. Its last AIS recorded position was on 08.06.15, showing that the vessel was sailing at 12° 37'N -109° 34'E, around 6 nautical miles off Vietnam coast. At around 0230 UTC on 10.06.15, the tanker Teknogas issued a distress signal in position 07° 36'N 108° 00'E and 200 nautical miles south of Saigon, South China Sea. Since then, there has been no further information recorded by AIS. The vessel is managed by the Malaysian Silverline Maritime Sdn Bhd.
9. **11.06.15** - (Position: 02°08'N - 104°27'E, 17nm SW of Pulau Aur, Malaysia.) **Hijack.** A Malaysia-registered product tanker, Orkim Harmony has been reported reported by their management company as having experienced a loss of communications. The company had been receiving hourly updates until the 11.06.15, 2054 hrs. After this time, attempts to communicate with the vessel failed. The last known position was at the above position. Orkim Harmony is carrying 6,000 metric tonnes of ULG 95 (petrol) and has twenty two crew comprising Indonesians, Malaysians and Myanmar nationals on-board. The Malaysian



Maritime Enforcement Agency (MMEA) and the Indonesian Navy have reportedly deployed patrol boats to search for Orkim Harmony.

10. **12.06.15** – (Position: 04°00'N - 098°54'E, Belawan anchorage, Indonesia) **Boarded.** A Duty officer on-board an anchored wood chips carrier noticed an unlit boat approaching the ship. He informed the duty crew on deck watch who reported that around 5-7 robbers had boarded the vessel. The robbers threatened the crew with long knives. The alarm was raised and crew mustered. The robbers escaped with ship's property.
11. **13.06.15** – (Position: 01°35'N - 105°00'E, around 35nm NE of Pulau Bintan, Indonesia) **Boarded.** Five pirates armed with guns and knives, boarded a tug and barge unnoticed. They stole crew's and ship's property and damaged the ship's communication equipment before escaping. Master was able to send a distress message to a nearby vessel. All the crew are safe.
12. **17.06.15** – (Position: x3 incidents ) **Boardings. Incident 1** – At 0220 local time, a Brazil registered Bulk Carrier was boarded whilst underway in the eastbound lane of the Straits of Malacca and Singapore. The vessel was approximately 1.1nm south-southwest of Pulau Takong Kecil (01°05'N - 103°42'E) when the three men, armed with knives were spotted in the engine room. The crew raised the alarm and conducted a search. The perpetrators had escaped and nothing had been stolen.
13. **Incident 2** – At 0503 local time, a Norwegian-registered LNG Tanker was boarded whilst underway at approximately 3.9 nm northeast of Pulau Takong Kecil (01°08'N - 103°46'E) when it was boarded by five intruders. The crew spotted the intruders in the engine room, before raising the alarm. A search was conducted and no-one was found and nothing had been stolen.
14. **Incident 3** – At 0525 local time, a Panama-registered Tanker was boarded by five perpetrators whilst underway at approximately 6.9nm southwest of Pulau Takong Kecil (01°03'N - 103°36'E). The intruders tied up the Chief Engineer and the 1st Engineer, before being spotted in the engine room. The alarm was raised and the perpetrators escaped with generator spare parts.
15. **17.06.15** – (Position: 01°04'N - 103°34'E, 4.5nm SW of Nipah Island, Indonesia.) **Boarded.** Five robbers, armed with knives, boarded a tanker approaching the Eastern anchorage area. They took one crew member hostage before stealing ship's property and making their escape. The alarm was sounded, crew mustered and a search of the accommodation and engine room carried out. The local authorities boarded the vessel after it had anchored.
16. **19.06.15** – (Position: Belawan anchorage, Indonesia.) **Boarded.** The duty crew on board an anchored Bulk Carrier noticed seven robbers armed with knives boarding the vessel from two motorboats. He informed the Duty Officer, who raised the alarm and mustered the crew. Seeing the crew respond, the robbers escaped empty handed. All of the crew are safe.
17. **24.06.15** – (Position: 0°18' S - 117°40'E, Muara Berau, Samarinda Anchorage, Indonesia.) **Boarded.** Two robbers, armed with long knives, boarded a Bulk Carrier during cargo operations. They boarded the vessel via the anchor chain and forced their way through the hawse pipe cover. They took the duty AB hostage, tied him up and stole his personal belongings. The robbers then entered the forward store and stole ship property. The incident was noticed by another duty AB, who raised the alarm. Seeing the crew respond, the robbers escaped in their boat.
18. **26.06.15** – (Position: 01°06'N - 103°44'E, Around 1nm ESE of Pulau Takong Kecil, Indonesia) **Boarded.** While underway, robbers armed with long knives, boarded a Bulk Carrier from the stern. As they broke the padlock to the engine room entrance, the alarm was raised and the robbers escaped without stealing anything.
19. **26.06.15** – (Position: 1°11'N - 103°25'E, Around 2.5 nm NE of Pulau Karimun Kecil, Indonesia.) **Boarded.** Robbers had boarded a tanker underway unnoticed. They stole ship's property and made their escape. The incident was discovered later in the day.

20. **27.06.15** – (Position: 13°44'N - 121°1'E, Batangas Anchorage, Indonesia.) **Boarded.** Robbers boarded an anchored tanker, broke into the forepeak store and escaped with ship's properties. The duty crew on routine rounds, noticed the theft and informed the OOW, who raised the alarm and mustered the crew. A search was carried out and discovered ship's property had been stolen. Attempts to call the port control received no response.
21. **28.06.15** – (Position: 01°06'N - 103°32'E, Around 7nm SW of Pulau Nipah, Indonesia.) **Boarded.** Eight robbers, armed with knives, boarded a tanker underway. The alarm was raised, the SSAS activated and all non-essential crew were mustered in the citadel. The robbers escaped with ship's engine spares.

With three confirmed hijacks and one suspected, this month has proved costly for the shipping industry. Two of the incidents were in close proximity to each other, showing the confidence and audacity of the pirate gangs. The number of incidents remains high and is a concern for all involved. Boarding's whilst underway during the hours of darkness continue to be the norm and the stealing of engines spares and ship's stores is the most common form of robbery. All incidents impact on the shipping community that regularly transit this important route and it would appear that much talk is taking place regarding the patrolling of this route, with very little agreement about who is responsible for what thus enabling this situation to continue.

The Singapore Shipping Association (SSA) highlighted this conflict of interest, by releasing a statement that stressed the importance of distinguishing between armed robbery and piracy, as the number of incidents of piracy in the region are not considered to be accurate, due to the merging of these two terms. They suggest that the vast number of incidents in this region fall under the armed robbery category – as defined as a robbery that takes place in the territorial waters and under the jurisdiction of the sovereign state, rather than piracy – defined as on the high sea. It may seem irrelevant to some, however, the distinction can determine whether merchant ships can seek protection from the Navy or the Coast Guard of the littoral state or from the Navy or Coast Guard of the vessel's flag of registry. Whilst the arguments continue and the number of attacks remains high, the shipping industry as a whole will be weighing up the cost of using this route and changing their views on security.

The authorities in this region are attempting to address the problem of pirates by arresting and prosecuting gangs operating in the region. The fact that three similar incidents occurred within hours of each other in the same location (incident 12, 13 & 14) would indicate that the same gang is in operation and these need to be apprehended by the authorities of Indonesia, where they appear to be operating from.

A court in Malaysia has found nine pirates guilty of armed robbery from a chemical tanker back in January this year (Sun Birdie). Each received a sentence of ten years in jail, which should act as a deterrent to the gangs continuing to carry out armed robberies from ships.

The Malaysian Maritime Authority has issued a press release that they are close to locating the gang responsible for carrying out the hijack on the *Orkim Harmony* oil tanker and have suggested that the same gang could be responsible for at least six other hijacks in the region. They revealed that the gang had used satellite communication devices that have enabled them to gather intelligence on the gang.

The South East Asian migrant issue continues to make headlines this month, as Myanmar brought around seven hundred 'boat people' ashore at the beginning of the month, as a show of support to the growing problem of people trafficking. The majority of those rescued are thought to be Rohingya and the remainder, Bangladeshis. The authorities then separated those who were thought to be

Bangladeshis and transported them by bus to a location near to the border with Bangladesh. The rest were taken to a warehouse at the landing point, where they were guarded by police. The final destination of this group is not known.

At the end of the month, a court in Myanmar convicted twenty crew members to five years in jail for violating the countries immigration act in relation to human trafficking. The men had been arrested on a ship found to be carrying over two hundred migrants at the end of May.

Although some of the littoral countries have agreed to provide humanitarian assistance to these trafficked people, there are concerns that not enough is being done to address the problem. Calls are being made for further regionally coordinated and concrete measures to be taken to fully respond to the humanitarian principle to save lives, to ensure that the human rights of migrants and asylum seekers are protected and respected, and to provide long-term regional solutions that address the root causes of the crisis. To try to progress this, an emergency ASEAN Ministerial meeting on Transnational Crime: Irregular Movement of Persons in the South East Asia Region will take place on 2<sup>nd</sup> July in Kuala Lumpur, Malaysia.

## SOUTH AMERICA



### Summary of Incidents -

1. **05.06.15** – (Position: 03°51'N - 077°05'W, Buenaventura Inner Anchorage, Colombia.) **Boarded.** The Duty AB on routine rounds, on-board an anchored Product Tanker, noticed the paint store's padlock broken. Upon checking, he found that ship's stores were missing. The Port Control were informed.
2. **08.06.15** – (Atlantic entrance to the Panama Canal, Panama) **Boarded.** A Venezuelan-flagged cargo vessel, VFM Alita, was boarded by four adults and one child, near to the entrance of the Panama Canal, around 50 miles north of Panama City. The two crew members on-board the vessel were held by the robbers for at least two hours whilst the rest searched the ship for valuables. The Panama National Air-Naval Service dispatched a patrol vessel and found the five assailants still on-board. All five were detained.



The political instability in some of the South American countries has a direct effect on the security situations within the countries. Venezuela is slipping further and further towards economic crisis and the levels of violence being experienced in the country is on the rise. The divisions in the opposition coalition is rising amid the tensions before the upcoming parliamentary elections.

In Colombia, there have been a spike in attacks on power networks and the oil infrastructure as negotiations between the government and the FARC rebels continue, seeking an end to the 51 year conflict that has killed almost a quarter of a million people. The targets for this latest string of attacks have been the security forces at the oil installations and the pipelines fuelling the energy companies for the country. So far this month, around forty security personnel have been killed in the ambush style attacks. Oil tanker drivers are stopped regularly and forced to dump thousands of dollars of crude oil they are carrying onto the highways that they using. This can be up to nineteen trucks a day (as on 08.06.15) and this is having a detrimental effect on the local environment.

Tension between Argentina and Britain have been reignited over the drilling for oil off the Argentinian coast. A judge has ordered the seizure of assets of oil belonging to Diamond Offshore drilling. But this ruling has not been accepted by the British authorities who see Buenos Aires as continuing their dictator type practices of old, which could create further tension between the old enemies.

In South America, murder rates in El Salvador have reached record highs over the last few months, as gang warfare grips the country. In May 2015, there were 635 homicides recorded in that month, almost twenty murders per day. Most of the killings occurred during turf battles involving gang members mixed up in drug trafficking and extortion rackets and could be a result of the transfer of over 2,500 gang members to a maximum security prison, where many of their previous privileges would have been lost. Predictions estimate that the number of murders for June, will surpass this record. It has also had a knock-on effect on neighbouring countries, such as Honduras and Guatemala.

## REST OF THE WORLD

### *Summary of Incidents -*

1. **12.06.15** – (Position: Kuyulubuku, Aktur Bay, 10nm E of Datca, Turkey) **Boarded.** Late in the evening, around 2200, a yacht at anchor was boarded by robbers who stole cash and jewellery. They entered through the front hatch and fled in their own boat.
2. **11.06.15** – (Position: Raiatea, French Polynesia) **Boarded.** At least six yachts have been boarded and robbed over the last two weeks, when moored at Uturoa. Four were boarded in one night, with valuables being stolen. All boats were unlocked at the time. Two more yachts were boarded a week later and again, small valuables and electronic equipment were stolen.

The spate of robberies from visiting yachts in the French Polynesian Islands is a concern and one that can easily be addressed if visiting yachts applied the necessary levels of security when there. It would appear that visitors are not even locking their yachts overnight or when visiting local landmarks and the locals are taking advantage of this. The people of French Polynesia are renowned for their friendliness, but do struggle economically. It is therefore the visitor's responsibility to ensure that they are not putting temptation in their way and to ensure that all sensible security precautions have been taken.

### **Mediterranean Migrant Crisis: (June)**

A report from the UN has stated that a record-breaking 137,000 refugees have made the dangerous journey across the Mediterranean to Europe in the first half of 2015, compared to just 75,000 in the same period last year (2014).

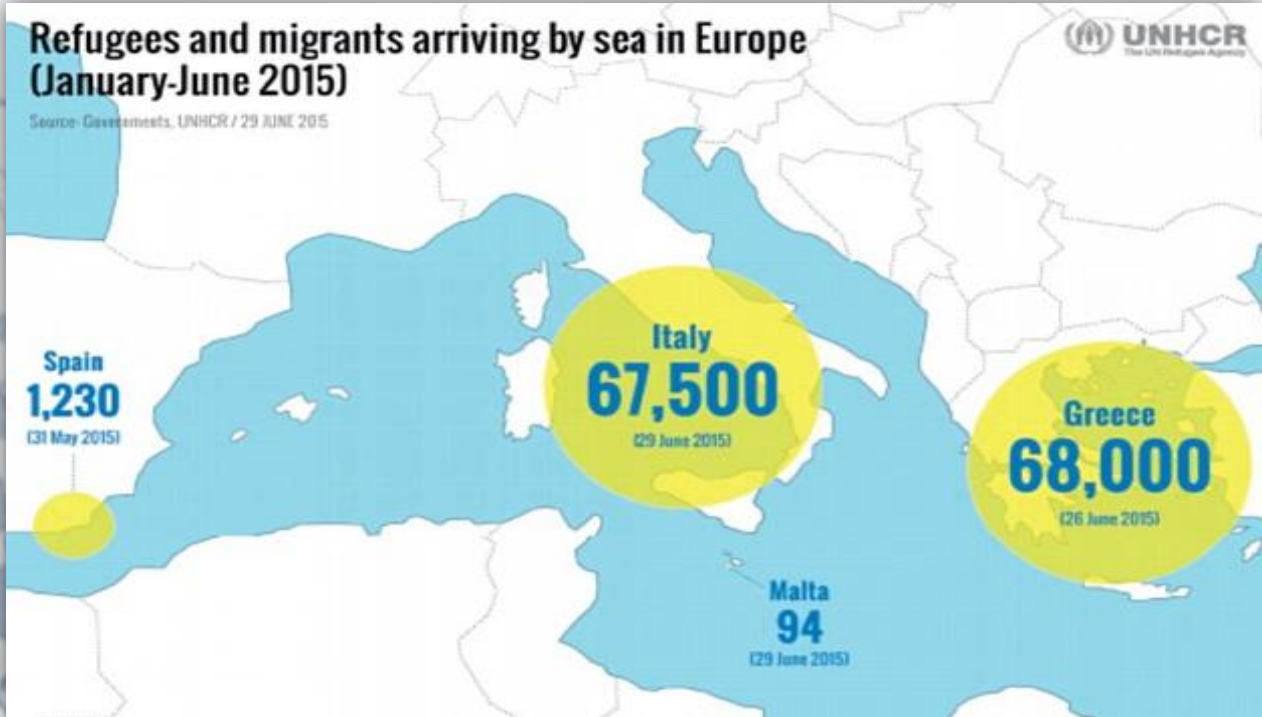
As many as 67,500 people arrived in Italy, whilst 68,000 arrived on the islands of Greece, which overtook Italy as migrants' primary destination. (Many landing on the small islands close to the Turkish coast – see chart below)

The number of those dying in their attempts has also reached 'horrifying new heights', according to the UN report 'The Sea Route to Europe'.

An unprecedented 1,308 refugees - many of whom are escaping war in their home countries - died at sea in April alone, compared to only 42 the previous year.

Eight percent of children that arrived by boat were unaccompanied, a great concern for the Save the Children charity.





The effect of this crisis is impacting on the commercial shipping sector, and the Danish company Maersk Line, have reported that they have conducted six rescues so far this year, involving around 2,200 refugees.

The other element that is of increasing concern, is the risk of taking criminals on-board vessels conducting rescues. To assist owners, seafarers and private maritime security companies dealing with the situation, Human Rights At Sea, a UK charity, has published an international guideline , 'Deprivation of Liberty At Sea', which details what safety precautions and legalities a seafarer may face when conducting such rescues.



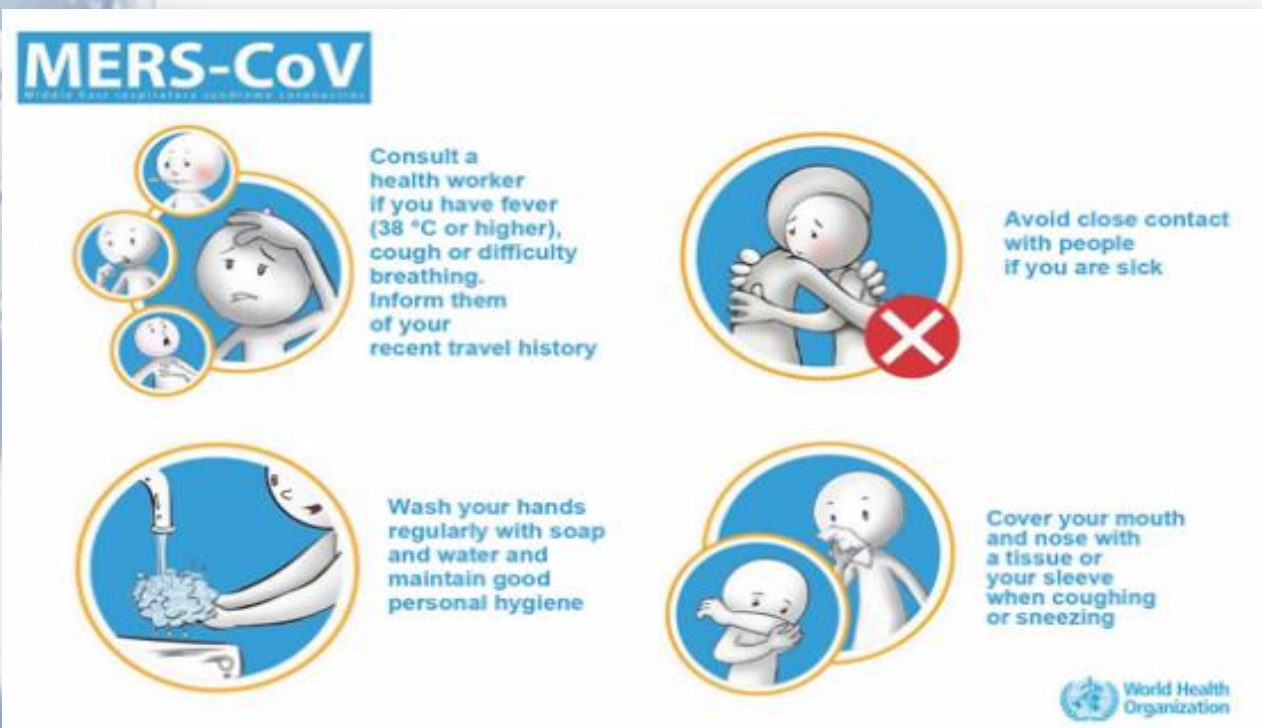
## Health Advisory

### South Korea – MERS outbreak:

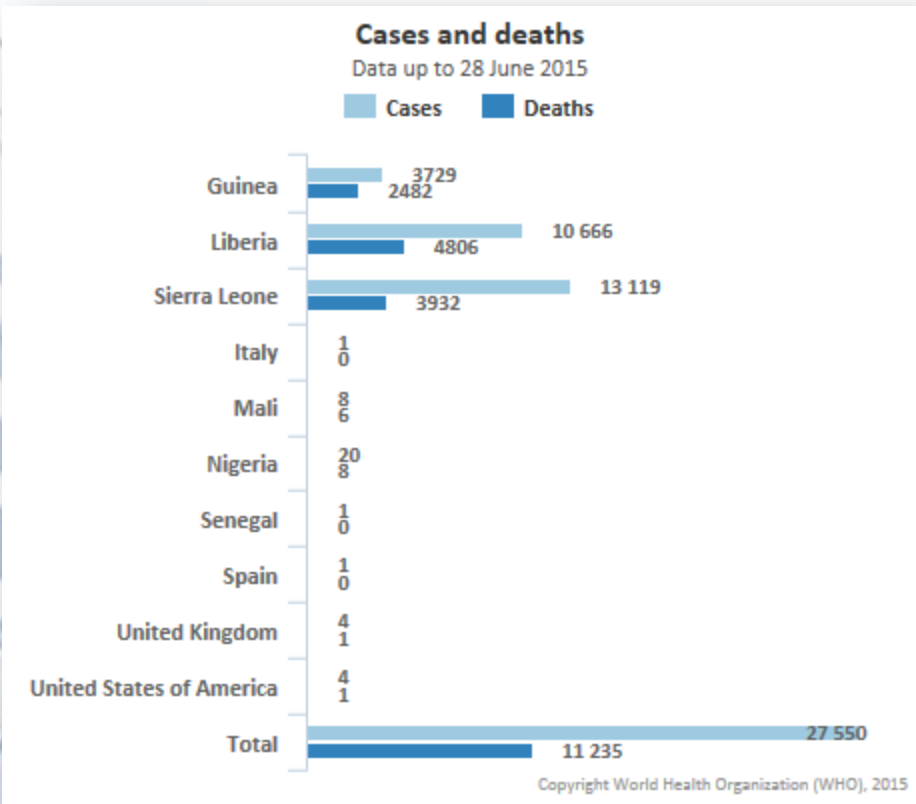
On 12<sup>th</sup> June, Royal Caribbean cruise line announced that it has cancelled all planned port calls to South Korea due to the current outbreak of Middle East Respiratory Syndrome (MERS). The company had four vessels planned to conduct port calls in the country. A number of other cruise companies have also implemented such measures, particularly for vessels transiting from Shanghai.

At least 30 people have died from the outbreak which has seen quarantine procedures implemented across the country's ports for all vessels coming from the Middle East. (PVI)

At the end of June, around 180 cases were confirmed and this number is expected to rise in July.



## Sierra Leone, Liberia and Guinea – Ebola update



There were 20 confirmed cases of Ebola virus disease (EVD) reported in the week to 21 June, compared with 24 cases the previous week. Weekly case incidence has stalled at between 20 and 27 cases since the end of May, whilst cases continue to arise from unknown sources of infection, and to be detected only after post-mortem testing of community deaths. In Guinea, 12 cases were reported from the same 4 prefectures as reported cases in the previous week: Boke, Conakry, Dubreka, and Forecariah. In Sierra Leone, 8 cases were reported from 3 districts: Kambia, Port Loko, and the district that includes the capital, Freetown, which reported confirmed cases for the first time in over 2 weeks. (Source: WHO)

## Security Alerts



### 1. North & Central America:

#### USA –

- The USA Homeland Security and FBI have issued concerns about a heightened state of terror alert for the forthcoming Fourth of July celebrations.

### 2. Europe

#### Greece –

- Daily protests can be seen in Syntagma Square in Athens following the 'No' vote in the Greek referendum and the imminent austerity measures that may be imposed on Greece following the debt crisis. Protests can also be seen in all the major cities across Greece.
- Bank withdrawals from ATM machines are limited to around €60 a day. This has impacted greatly on the local population and the visiting tourist.
- Tourists are advised to take cash as the main source of payment. This has security risks and all tourists are advised to take precautions when carrying cash. Allmode would recommend that travellers do not reveal the amount of cash that they are carrying to anyone and separate this into smaller amounts spread over different forms of luggage



(don't keep it all in one place, especially an obvious place). When staying in hotels or guest-houses, ensure that you secure your cash in unlikely places and don't rely on the hotel room safe, as these are easy to break-in to.

- Try to avoid large crowds, where pick-pocketing is made easy.
- Don't leave valuables out in the open at any time.

#### **Turkey –**

- The terrorist group DHKP-C (Revolutionary People's Liberation Party Front) has launched a series of attacks in Istanbul in 2015 targeting the Turkish police and judiciary.
- On 5<sup>th</sup> June, two people were killed and many injured by an explosion at an HDP rally in Diyarbakir.
- On 9<sup>th</sup> June, 4 people were killed in an attack in Diyarbakir.

You should exercise caution at all times and avoid large gatherings.

#### **Calais, France –**

- Disruption is expected to continue sporadically at the port of Calais, with dock workers striking and protesting on the French side of the Euro Tunnel. The protestors are setting fire to tyres, which are placed on the routes in and out of the tunnel.
- Whilst trucks and vehicles are waiting for long periods of time, in queues up to the tunnel, irregular migrants are using this opportunity to illegally board vehicles and stowaway to gain access to Britain. Numbers are estimated to be over three thousand in the camps near to the port and the police patrols are too few to manage the situation. All travellers will need to remain vigilant and aware of the possibility of migrants boarding your vehicles.
- You are advised to contact your booking operator before proceeding to the port of Calais, as the protests are not predictable.

### **3. Asia & Oceania**

#### **Australia –**

- Based on advice from security and intelligence agencies, the Australian Government has raised the **National Terrorism Public Alert level from Medium to High**. The advice is not based on knowledge of a specific attack plan but rather a body of evidence that points to the increased likelihood of a terrorist attack in Australia.

#### 4. North Africa and the Middle East

##### Tunisia –

- Tunisia is in a State of Emergency following the terrorist attack at the Port El Kantaoui, near Sousse on the 26<sup>th</sup> June. Around 38 people were killed in the attack, which included many foreign tourists. Further terrorist attacks are likely, including in tourist resorts, and by individuals unknown to the authorities, whose actions may be inspired by terrorist groups via social media. You should be especially vigilant at this time and follow the advice of Tunisian security authorities and your tour operator.

##### Libya -

- Current advice is to avoid all travel to Libya, due to the ongoing fighting, threat of terrorist attacks and kidnap against foreigners (including from ISIL-affiliated extremists), and a deteriorating security situation throughout the country.

##### Yemen –

- Yemen continues to be in a war-torn state, with attacks from both sides on land and air. It is not advisable to enter Yemeni waters without permission or extra security.

#### 5. Africa:

##### Somalia /Kenya –

- Security will remain a concern for both Somalia and Kenya, after Al Shabaab has launched a series of successful attacks in both countries in the recent month.
- On 26<sup>th</sup> June, Al Shabaab stormed an African Union troop's base in Somalia, causing casualties and forcing the troops to vacate the base.
- Security will be stepped up, as preparation is made for the imminent visit of the US President Barack Obama, to Kenya on 24<sup>th</sup> July.

#### 6. South America and Antarctica

##### Ecuador –

- Security will be heightened at the beginning of July (5- 8<sup>th</sup>) when Pope Francis will visit the country and take part in large open-aired masses, expected to attract many thousands of worshippers. This could cause travel disruptions and closures of access roads to some cities.

## El Salvador –

- A security warning has been issued by some Foreign Offices, regarding the escalating levels of violence being experienced in El Salvador, involving gangs. The murder Rate is at a record high and causing widespread concern.

## 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.

## 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 affects performance.



## 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

## About Allmode

### INTERNATIONAL SECURITY SERVICES

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

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

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

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

#### FOR FURTHER INFORMATION ON INTELLIGENCE PLEASE CONTACT



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