Global Security and Intelligence Report

March 2015

Contents

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INTERNATIONAL SECURITY SERVICES

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. <u>**01/03/15**</u> **–** (Position: 12°25'N - 047°52'E Gulf of Aden) Suspicious Approach. An MV was approached by two skiffs on the port bow from 0.6nm. One of the skiffs had five persons on board (POB) wearing black rain-coats and the second had three POB wearing black rain-coats. The MV turned on the fire hose, sounded a long blast on ship's horn and the crew were mustered in citadel. At 900m from the port beam the Armed Security Team (AST) fired a warning shot. The

skiffs increased speed to 13Kts and approached on the port beam, CPA 0.2nm. The MV increased speed and altered course. Then, the MV sounded a second long blast on ship's horn; the AST fired a second warning shot. The skiffs followed the MV at 12.5Kts for about 30 minutes, then reduced speed and stopped in the water. No ladders and no weapons seen. The vessel and crew are safe.

2. **04/03/15** – (Position: 13°30'N - 049°54'E, IRTC, Gulf of Aden.) Suspicious Approach. A Master reported being approached by one boat with ten persons on-board, which came to within 3nm at a speed of 7knots. The boat was towing four white skiffs. One boat then moved towards the vessel to within 1nm and stopped. No weapons or ladders were spotted. Another boat was spotted on the port bow, towing a blue skiff. This was accompanied by a white skiff with 2 POB. This white skiff crossed the vessels bow at a speed of 25 knots and closed to within 1nm on the starboard side. The armed security team showed their weapons and the skiffs returned to the mothership. The vessel is safe.

3. **07/03/15** – (Position: 14°44'N - 050°56'E, Gulf of Aden.) Suspicious Approach. An MV reported that 6 blue/white skiffs and one large boat were acting suspiciously. 1 skiff came towards the vessel. It had 4 POB on board. The skiff came to within 800m. The AST on board showed their weapons. Immediately the skiffs turned away from the vessel. All skiffs and large boat remained outbound. Confirmed sighting of weapons on the skiff that came towards the vessel, unable to confirm what type of weapons. No ladders or rope was sighted. The vessel and crew are safe.

4. **10/03/15**– (Position: 13°24'N - 050° 02'E Gulf of Aden). Suspicious Approach. At 1508 an MV reported that two skiffs with 7/8 POB closed to within 1nm. The MV sighted ladders on the skiffs and the AST fired two warning shots. The skiff stopped their approach after 20 minutes. The vessel and crew are safe.

5. **18/03/15** – (Position: 26°25' N - 056°36'E, Strait of Hormuz). Suspicious Approach. At 1418 LT an MV reported that 4 skiffs had approached the vessel to within 70 metres. The MV took evasive action and increased speed. The skiffs moved away. No ladders or weapons were sighted. The vessel and crew are safe.

6. **23/03/15** – (Position: Ceel Huur, Somalia) Detained. An Iranian flagged fishing boat has reportedly been detained by local fishermen, as it was fishing illegally in Somali waters. The crew of the illegal fishing vessel engaged in a gun-battle with the fishermen, who have reportedly handed the crew over to the local authorities.

7. **26/03/15** – (Position: 13°01'N - 043°07'E, Bab el Mandeb) Suspicious Approach. A Master reports being approached by 1 white hulled skiff to within 250 metres of the vessel, at speeds of up to 20 knots. The skiff approached parallel to the vessel's course at 0.5nm and then directed towards the vessel's port quarter. At 400 metres, the vessel released a flare and the on-board AST showed their weapons. The skiff continued to approach to 250 metres, at which point the AST fired 3 warning shots and the skiff discontinued with their approach. No weapons or ladders were sighted and the 3 POB were described as wearing yellow raincoats. The vessel and crew are safe.

8. **27/03/15** – (Position: 13°05'N - 043°00'E, Bab el Mandeb) Suspicious approach. At 1501 UTC an MV reported being approached by 4 white-hulled skiffs to within 1.5nm at speeds of 15-20 knots. The skiffs approached the vessel's port quarter after trailing for 15 minutes at a distance of 3nm. No weapons or ladders were sighted. There were approximately 4/5 POB on each skiff wearing orange/yellow rain-coats. The on-board AST showed their weapons and the skiffs diverted.

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Total piracy incidents - HRA 2014 - 2015
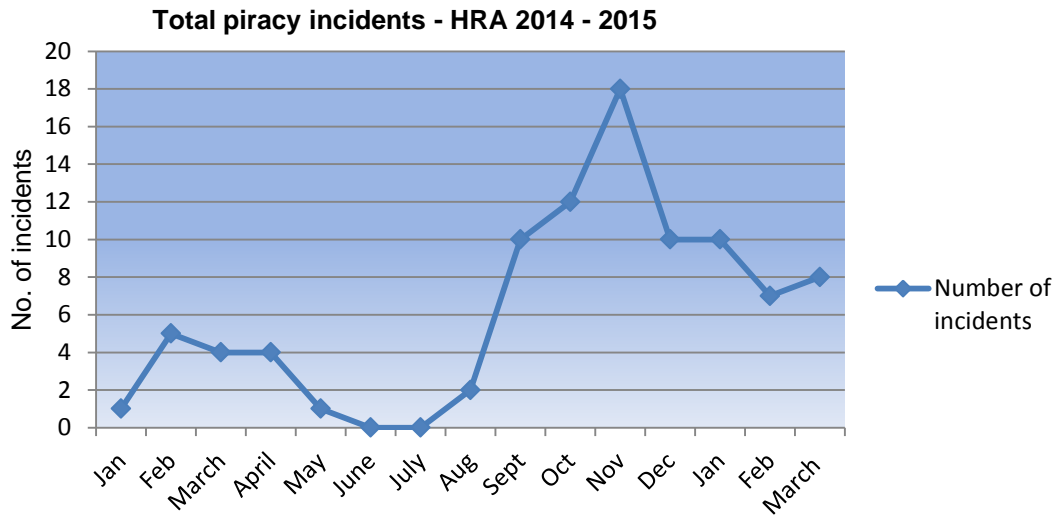
As expected the number of suspicious approaches has increased slightly, as the weather conditions improve, however none of the soft approaches have been successful due to the presence of armed guards on board vessels. During six out of seven approaches, the Armed Security Team (AST) had to either show their weapons or fire warning shots to deter the potential pirates. The skiffs carried an average of five people on board and one incident reported the use of a mothership. As the weather continues to improve, these motherships will enable pirate gangs to launch an attack further away from the coastal areas and further into the Indian Ocean.

Alongside the increased use of armed guards on board vessels, NATO has announced that it will maintain its counter-piracy efforts at sea and ashore, by supporting countries in the region to build the capacity to fight piracy themselves, until the end of 2016. The other EU initiatives on Operation Atalanta, will also continue running until the end of 2016. The Council have also extended the EU training mission in Somalia (EUTM Somalia) until the 31st December 2016.

However, Italy announced this month, that they are to withdraw their naval vessels for the NATO counter piracy mission, with the Italian Defence Minister, Roberta Pinotti announcing, stating that, "considering the decline in pirate attacks" and "increasingly widespread defence equipment through the use of private security companies", their presence was not needed. The Minister also mentioned the deterioration in the security of Libya which has prompted speculation that this move is to enable Italy to focus their naval operations in the Mediterranean, where the problem of migrants reaching Italian shore, is becoming an overwhelming issue for the Italian Navy.

Towards the end of March, China announced that they would be removing three of their naval ships used in piracy patrols in the region, as the political insecurity in Yemen caused them to use these vessels to help evacuate over three hundred Chinese citizens from the unstable country. Following this announcement, the Chilean Minister of Defence revealed that they would be sending a ship to replace the Chinese, to take part in the EU counter-piracy operation.

The situation in the High Risk Area has become extremely volatile, due to the commencing of airstrikes from Saudi Arabia and the Arab allies. Egypt has moved naval warships to the region to support the Saudi offensive, as have the US. Many of the major ports in the coastal areas have been closed down and foreigners have been advised to leave Yemen immediately.

So far, this offensive has not affected the important trade route significantly, however the closure of the ports and the bombing near the Sanaa airport will affect the capacity of some industrial operations in and out of the country. For a supertanker to use an alternative route around Africa, it would take at least 17 more days, incurring huge additional costs. Experts have said that the waterways that bypass Yemen are too important for trade to be closed and Bimco; the biggest trade group for ship owners; said that although there was no disruption so far, risk could rise as a result.

All vessels will need to stay updated on the developments in Yemen, as it may hinder operational capability for vessels and their crew. The Chinese Maritime Safety Administration (MSA) issued a safety alert to Chinese carriers over the weekend (28/29th March) which stated that they should immediately notify their vessels to avoid the seas off Yemen due to the continuing political crisis in the country.

March has seen further development along the Somali coast, as an Iranian- registered fishing vessel, that had been fishing illegally off the Somalia coast, was detained by local fishermen, after a gun battle with the crew of the fishing vessel. Many saw this as a resurgence of the Somali piracy situation and classed it as a hijack. However, the local fishermen would argue that they are only protecting their fishing stocks and were using the legal channels to have the crew prosecuted and the vessel detained. The weekend before the detention, local fishermen had held a rally in Mogadishu to protest against the illegal fishing, which is happening on an industrial scale. Earlier in March (18th March), the authorities in Somalia's semi-autonomous region of Puntland had fined an Iranian registered vessel $18,000 USD for catching 9 tonnes of fish as they failed to hold the correct licence. The crew were all Iranian. Puntland is battling to curb illegal fishing, which is threatening fishing stocks and the lives of hundreds of local fishermen.
The spokesman for the group, Abdi Abshir Gedi, warned other vessels to keep off Somali territorial waters or face the consequence of the local fishermen initiative. This threat must be taken seriously, as it was the discontent of the local fishermen, which led to the Somali piracy problem emerging in the region.

The Seychelles Supreme Court has found nine Somali pirates guilty on three counts of piracy. The nine; including one juvenile; were arrested for attacks on Hong-Kong-flagged Chemical Tanker Zhongji No. 1 on the 6th November 2013 and on a Denmark-flagged Product Tanker, Torm Kansas, three days later. The group were arrested whilst aboard a Whaler, used as a mothership, in the Gulf of Aden, by the Danish naval vessel HDMS Esbern Snare. In both attacks the presence of armed guards on board prevented the pirates succeeding in their attack.

Towards the end of March, a Kenyan court ordered the repatriation of ten suspected pirates to Somalia. The ten have four years left to serve, after they were convicted of hijacking a vessel in the Gulf of Aden. Kenya is keen to rebuild relationships with the Somalis and says that they now have the capability of holding the men securely in their own homeland.

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WEST AFRICA
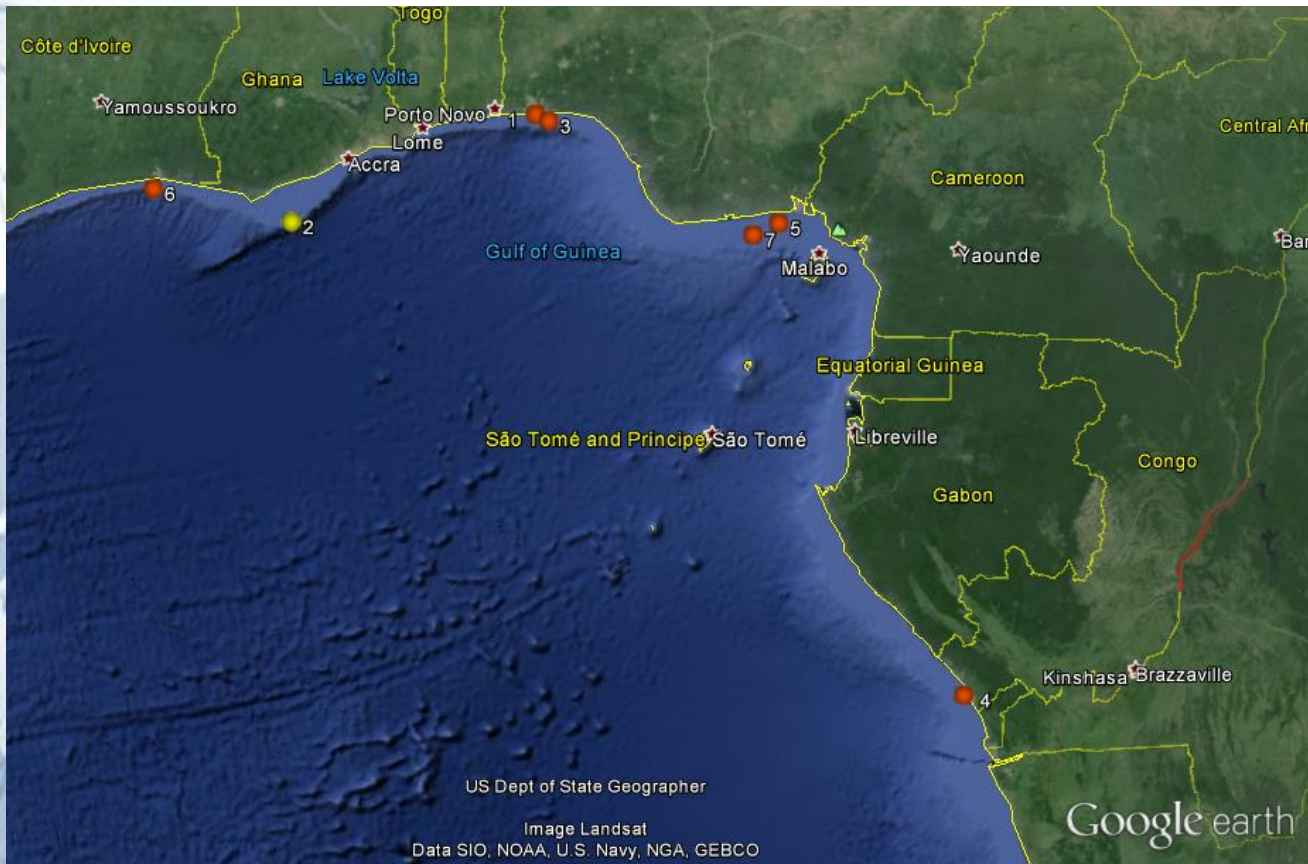
Summary of incidents –

1. **03/03/15** – (Position: Apapa Berth No.9, Nigeria) Boarding. At 0425 LT eight robbers boarded a berthed reefer ship. The ship's security watch spotted the robbers and raised the alarm. Once detected the robbers escaped empty handed.
2. **10/03/15** – (Position: 04°04'N - 001°22' W, 54nm SSE of Takoradi, Ghana) Suspicious Approach. A vessel was reported to be acting suspicious at about 1348 UTC and was described as a 50 metre long grey or white-hulled fishing boat.
3. **12/03/15** – (Position: Terminal 5, Apapa Port, Lagos, Nigeria) Boarding. At 2254 LT, a crew member on board a berthed Product Tanker, noticed two robbers hiding near the hatch cover of No.1 Cargo oil tank. He immediately informed the duty officer and alerted all crew. Aware that they had been detected, the robbers jumped overboard, disconnected their own hoses and escaped. Upon inspection, it was noticed that around five cubic metres of base oil was stolen. Agents and Port Security Officer were informed.
4. **14/03/15** – (Position: 04°45'S - 011°48'E, Pointe Noire anchorage, Congo) Robbery at anchor. At 0530 LT, unnoticed robbers boarded an anchored barge vessel. They broke open the store room, stole ship's property and escaped. The incident was detected the next morning.
5. **19/03/15** – (Position: 04°14'N - 008°02'E, 19nm S of Kwa Ibo, Nigeria) Boarding. At 0030 LT, six pirates armed with rifles, boarded a supply vessel in the Bight of Bonny. The Master raised the

alarm and sent out a SSAS alert whilst the crew mustered. Two crew members were kidnapped, during the incident. The Nigerian Navy dispatched a patrol boat to the location 15 minutes after the call. The remaining crew are reported as safe.

6. **25/03/15**-(Position: Fishing Port Berth DNP 23, Abidjan, Ivory Coast) Boarding. At 0230 LT, four robbers boarded a berthed refrigerated Cargo Ship. The Second Officer on routine rounds, noticed the padlock to the central store room was missing. As he opened the door to investigate, four robbers pushed him aside and escaped. One robber jumped overboard, while the other three left the vessel by the gangway. The local security watch observed the situation, but did not take any action. The alarm was raised, the crew mustered and a vessel search was conducted. A number of cartons had been removed from the cargo holds and lay ready to lower into a wooden boat. However due to the timely intervention of the Second Officer, no cargo or stores where stolen.

7. **21/3/15** – (Position: 04°02'N - 007°31'E, around 36nm SE of Bonny Islands, Nigeria) Boarding. At 2230 LT, six pirates armed with guns, boarded an anchored floating production, storage and offloading vessel. They entered the accommodation area, but were deterred by the sounding of the alarm. However, on escaping the pirates managed to kidnap three crew members (the Captain, Chief Engineer and Second Engineer).
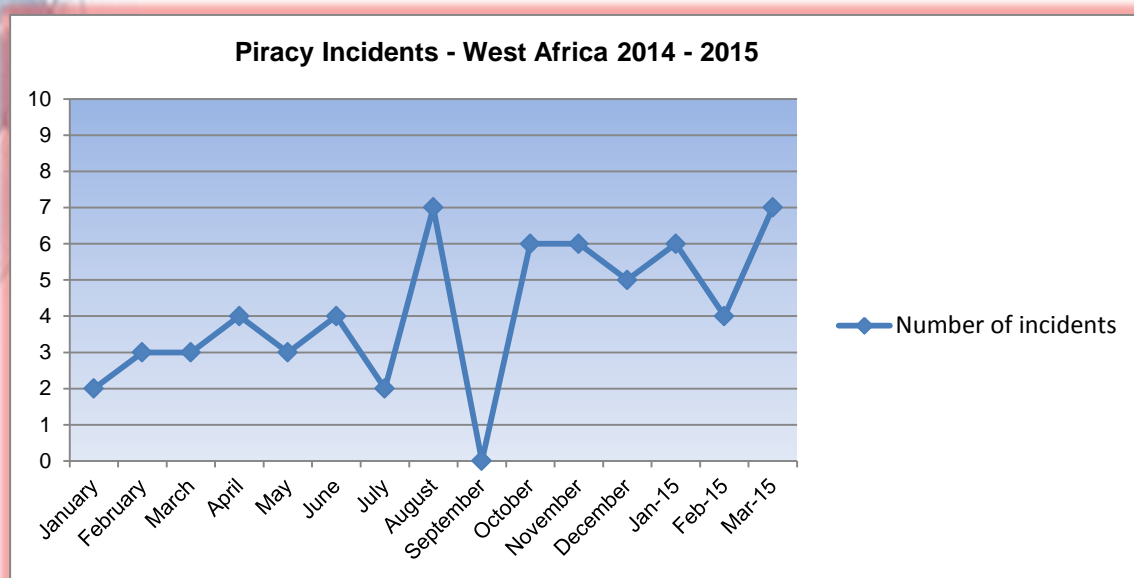
As can be seen from the chart above, the number of reported piracy incidents has been steadily increasing since the start of the year. The ferocity used in the incidents is worsening and cases of kidnap are becoming more common. As expected the Presidential election raised tension and financial expectations to help fund an election campaign. The election of a new President in Nigeria has dominated this month and at the end of March a new President was elected. Muhammadu Buhari is an ex-military General from the Islamic north and the news that he has won the election has caused many to speculate what ramifications this may have for the country and how the various groups in the Niger Delta will react to Goodluck Jonathans departure. Another issue to consider, is the ending of the amnesty programme, created by the late President Umaru Yar'Adua, which aimed to encourage militants to lay down their arms, in exchange for training, employment and a monthly payment of $400. At present, this has been taken up by around 30.000 ex-militants, but with the programme ending, what is to stop these ex-militants returning to a life of crime. The challenge facing the new President is immence and the situation will slowly start to unfold.

A lot of pressure has now been placed on curbing the growing piracy trend in the region and all bodies concerned have been laying out their plans going forward. The Nigerian Maritime Administration and Safety Agency (NIMASA) have reiterated that they have the capability of eliminating piracy from the region's waterways, stating that their 24-hour Satellite Surveillance Centre in Lagos is up to the task. NIMASA aimed this reassurance of capability at the corporate bodies and the business community, who wish to operate in and out of Nigeria.

Alongside the reassurance from NIMASA, the Economic Community of West African States (ECOWAS) have inaugurated the multinational maritime coordination centre (MMCC) for a maritime zone, known as Pilot Zone E. Based in Cotonou, the centre aims to implement the Integrated Maritime Strategy (EIMS), which involves initiatives to solve the critical issues of maritime piracy in an area considered to be the most dangerous maritime zone in Africa, that of Benin, Niger, Nigeria and Togo. At the meeting, Maritime Security chiefs from the region discussed how they could share ideas and harmonise strategies to deal with rising levels of piracy. It was also agreed that the International community should do more for the region, beyond writing courses and simulation exercises and provide more in the way of material assets to strengthen naval and aviation capabilities.

The European Union Council annexed the Gulf of Guinea Action Plan 2015 – 2020, outlining their commitment to addressing the maritime security issues. It will work with the existing ECOWAS and the Economic Community of Central African States (ECCAS) and the Gulf of Guinea Commission (GGC) to push forward inter-regional cooperation and increased cooperation with the EU and its member states. In this effort, the Council will appoint an EU Senior Coordinator for the Gulf of Guinea.

On a positive note, March saw the release of three crew members who were kidnapped from a tanker which was waiting at an anchorage outside an oil terminal for three weeks ago. It has been reported that a ransom was paid for their release, but the details of this have not been released, as they fear it may encourage more kidnap for ransom attacks.

BAY OF BENGAL

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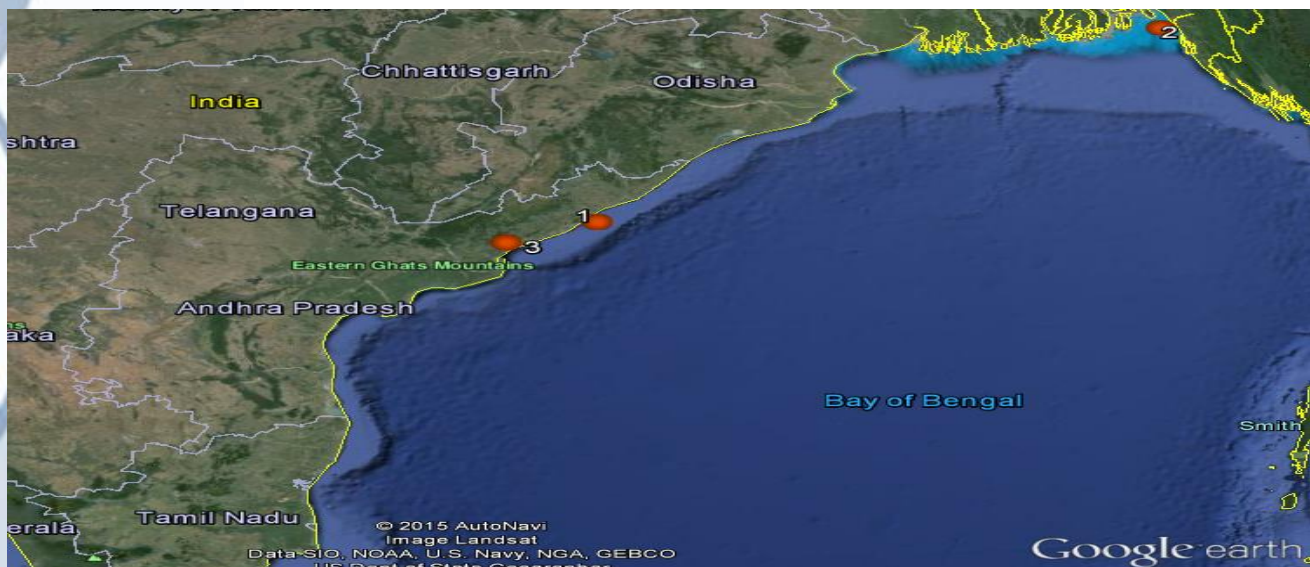
Summary of incidents –

1. **16/03/15** – (Position: 17°38'N - 083°25'E, Visakhapatnam anchorage, India) Robbery at anchor. At 1900 LT, robbers boarded an anchored Product Tanker and stole ship's stores, before escaping unnoticed. The theft was detected the next morning.
2. **21/03/15** – (Position: 22°06'N - 091°44'E, Chittagong anchorage, Bangladesh) Boarding. At 2100 LT, armed robbers boarded an anchored tug and stole the ship's stores and properties. The alarm was raised and the crew mustered. As the crew approached the robbers, they retaliated with force, which resulted in the Master sustaining minor injuries. The robbers escaped with the stolen items in their boat. The Master then heaved up the anchor and sailed further away from the anchorage area.
3. **30/03/15** – (Position: 16°59'N - 082°18'E, Kakinada Inner Anchorage, India) Boarded. Four robbers in a fishing boat approached an anchored dredger. Two robbers boarded the ship. They were noticed by the 2nd Officer on routine rounds, who informed the bridge and raised the alarm. Seeing the crew respond, the robbers escaped without stealing anything. The Pilot Station were informed.

Piracy Incidents - Bay of Bengal 2014 - 2015
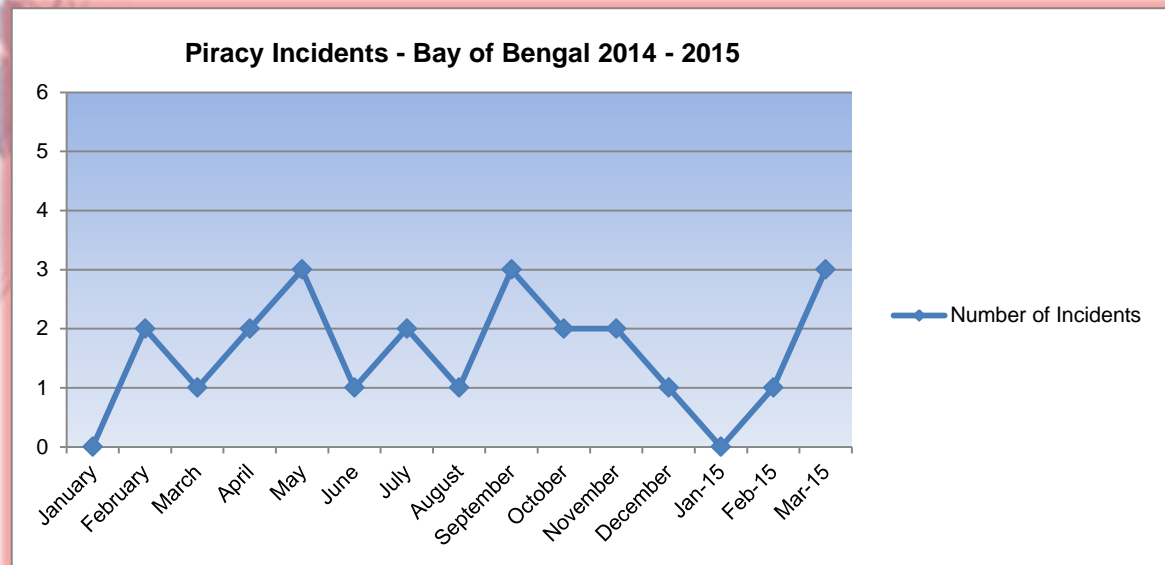
Indian authorities have issued numerous warnings to Indian crew members this month as it emerged that 91 Indian crew members have been held hostage over the last three years by Somali pirates and so far eighty nine have been released. According to the Indian Defence Minister, the threat of piracy has moved away from the Somali coast, due to the presence of the naval forces and suggests that pirates have moved some 30 – 40 nautical miles away from their traditional piracy grounds. This would still mean that pirates are operating around 450 nm away from India. He was quick to voice that Indian authorities were well prepared for this but also warned Indian seafarers to be extra cautious when transiting South East Asia, particularly the Malacca Straits, due to the increase in piracy incidents across the region.

This month, it has been highlighted that the Indian Penal Code is not up to date and cannot accommodate the crime of piracy. A Coast Guard official was quoted as stating that they are reluctant to arrest pirates, as there is no provision in the Penal Code to prosecute them, therefore anyone arrested of piracy, will undoubtedly sit in prison awaiting trial which cannot happen until the law is changed. There are currently around 200 piracy suspects awaiting trial in Indian jails.

SOUTH EAST ASIA
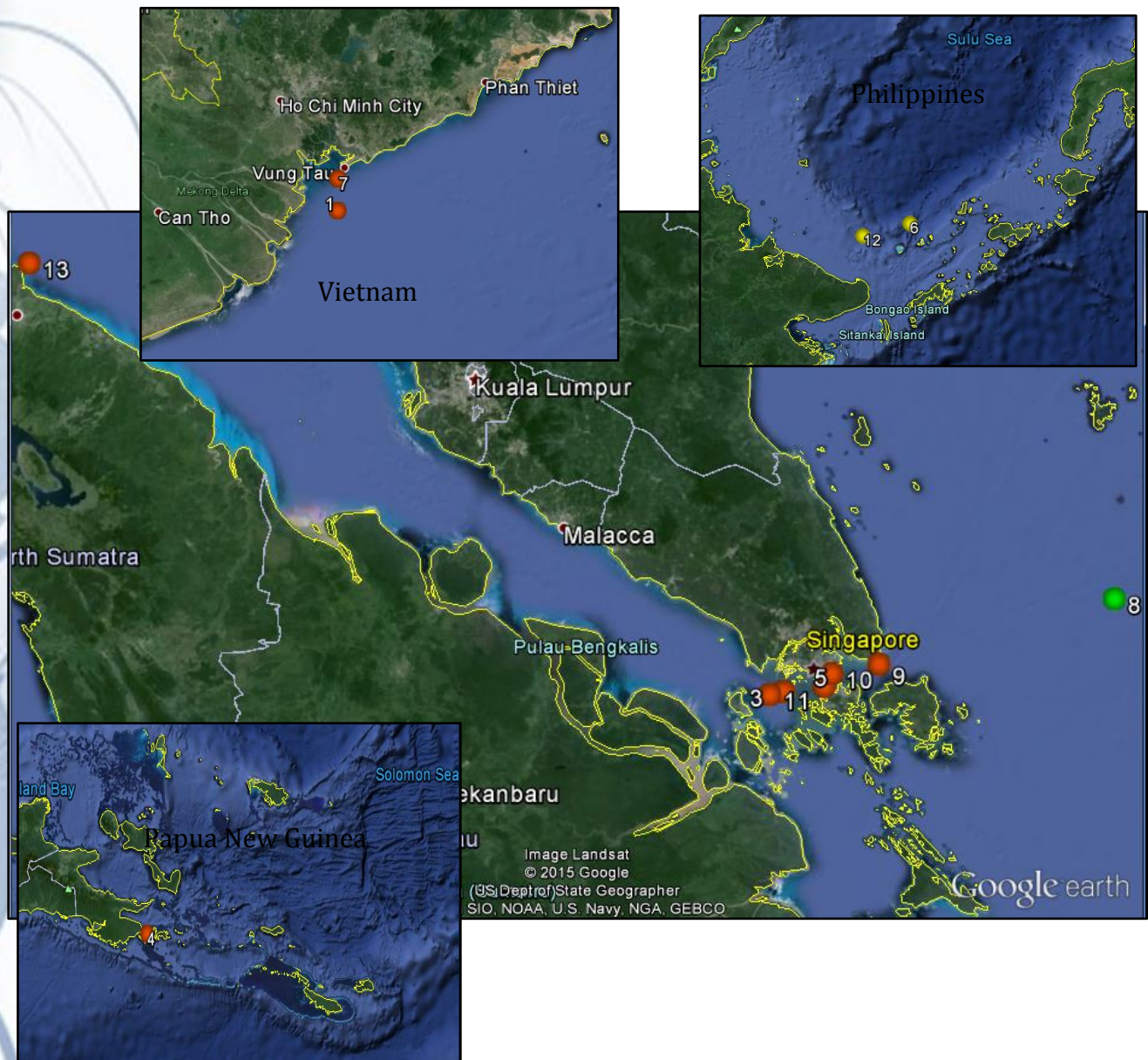
Summary of incidents –

1. **25/01/15** - REPORTED LATE. (Position: 10°07'N 107°02'E, Vung Tau Anchorage, Vietnam) Boarding. At 0655 LT the duty officer on-board an anchored bulk carrier noticed a small fishing boat approaching the ship. He alerted the duty AB who noticed the boat slowly moving away from the ship. As he continued his deck patrol he noticed five robbers stealing ship's stores. Seeing the approaching AB the robbers chased him with long pipes and knives. The AB retreated into the accommodation, secured it and informed the duty officer who raised the alarm and crew mustered. Seeing the alerted crew, the robbers escaped. Upon inspection, it was

reported that stores from the paint locker were stolen. Port Control was informed and the Harbour Master boarded the ship for investigation.

2. **25/02/15** – REPORTED LATE. (Position: 20°41'N - 107°17'E, off Hon Gai, Vietnam) Boarding. At 0130 LT, four robbers, armed with knives, boarded an anchored Bulk Carrier. The OOW raised the alarm and all the crew were alerted. Seeing the crew respond, the robbers escaped with ship's stores. The agent and the port authorities were notified.

3. **25/02/15** - REPORTED LATE (Position: Around 5nm SW of Pulau Nipah, Indonesia). Boarding. At 0615 LT four robbers armed with long knives boarded a bulk carrier underway. 4/E noticed the robbers and informed the bridge who raised the alarm, sent SSAS alert and crew mustered. The robbers escaped upon hearing the alarm and seeing the crew alertness. A search was carried out throughout the ship and the generator spares were reported stolen. When the ship arrived and dropped anchor at Singapore, the police boarded for investigation.

4. **02/02/15** – REPORTED LATE (Position: 10°37'S - 150°45'E, Papua New Guinea) Boarding. At 1630 LT, six robbers armed with guns and knives in an orange and white dingy, approached and boarded a local passenger boat. Shots were fired in the air and the Captain and some crew were assaulted. The robbers stole cash and property, destroyed communication and navigation equipment and escaped. The crew sailed to Alotau where the authorities boarded for investigation. The Captain received medical attention and the rest of the crew are reported as safe.

5. **03/03/15** – (Position: 01°08'N - 103°55'E, in the vicinity of Cape Uncang, Batam Islands, Indonesia) Boarding. Six pirates attempted to board an anchored Cargo ship. The robbers were spotted by an Indonesian Navy patrol boat and the robbers were apprehended. They were carrying two long knives and tolls to enable them to break into ship's stores.

6. **07/03/15** – (Position: 06°13'N - 119°50'E, around 18nm NNW of Laparan Island, Philippines.) Suspicious Approach. At 0930 LT, a suspected mother vessel, disguised as a fishing vessel, deployed six high speed skiffs which chased a Bulk Carrier underway. The persons on-board the skiffs were wearing camouflage clothing. They circled around the Bulk Carrier and attempted to board the ship. The Master raised the alarm, activated the water spray system and increased speed. Further evasive manoeuvres were taken and security messages were broadcast continuously via VHF channel 16 and the Master contacted the Philippines navy for assistance. Upon hearing the Philippines navy's reply on the VHF channel, the skiffs aborted the attempted attack and moved away.

7. **11/03/15** – (Position: 10°15'N - 107°02'E, Vung Tau Anchorage, Vietnam) Boarding. At 0100 LT, the Duty AB on-board an anchored Bulk Carrier noticed robbers on the deck. He immediately informed the duty officer. The alarm was raised and the crew were alerted. The robbers stole ship's stores and escaped.

8. **09/03/15** – (Position: 01°43'N - 105°50'E, around 37nm South of Pulau Repong, Indonesia) Hijack. At 2108 UTC, Seven pirates, in a speed boat, wearing masks and armed with guns and long knives, boarded and hijacked a Product Tanker underway. They took hostage the crew members, damaged all the communication and navigational equipment, transferred the MFO cargo into another vessel and escaped. One crew suffered a minor injury during the incident. The owners informed the MMEA, who dispatched their vessel for investigations.

9. **19/03/15** – (Position: 01°16' N - 104°16'E, Singapore Straits) Boarding. At 0248 LT, three robbers boarded a Bulk Carrier underway. The duty crew noticed the robbers and informed the bridge. The alarm was raised and all the crew mustered at the bridge. The Master informed the Vessel Traffic Information System (VTIS), who then despatched a patrol boat to investigate. The robbers escaped when the patrol boat approached the vessel. All the crew are safe.

10. **20/03/15** – (Position: 06°00'N - 119°13'E, around 27nm WNW of Pearl Bank, Philippines) Suspicious Approach. At 1155 LT, a pirate action group (PAG) in four speed boats approached a Bulk Carrier underway, The Master raised the alarm and called the Malaysian navy via VHF channel. He then increased speed, took evasive manoeuvres, mustered the crew and activated

the anti-piracy preventive measures. The boats chased the ship for around 20 minutes and then moved away.

11. **21/03/15** – (Position: 03°56'N - 098°45'E, Belawan anchorage, Indonesia) Boarding. At 0230 LT, five robbers armed with a gun and knives boarded an anchored Bulk Carrier. They took the duty AB hostage and tied him up. The robbers stole the ship's stores from the paint locker and escaped. The AB managed to untie himself and informed the bridge, who raised the alarm. The crew were mustered and a search was carried out.

12. **21/03/15** – (Position: 01°13'N - 103° 58'E, SOMS) Boarding. A Bulk Carrier, Capetan Giogis (Marshall Island registered vessel) was boarded by four men at about 0100 local time, whilst the vessel was underway at approximately 3.8nm off Tanjung Sengkuang, Batam, Indonesia. On inspection of the vessel, nothing was found missing and the crew were safe.

13. **21/03/15** – (Position: 01°6' N - 103°34'E, SOMS) Boarding. Later the same day, at about 0545 local time, a Luxemburg registered Container ship, MSC Vancover, was boarded by seven armed men, whilst underway at approximately 9nm north-east of Pulau Karimun Besar. The pirates had taken tools with them, with the intention of stealing ship's equipment. On being noticed, the gang robbed the 2nd Engineer of his gold chain and watch, before leaving the vessel.

14. **25/03/15** – (Position: Dolphin Buoy No.16, Bangkok, Thailand) Boarded. Four robbers, armed with knives, boarded a berthed Bulk Carrier. The alarm was raised and the crew mustered. Seeing the crew respond, the robbers escaped with ship's property.
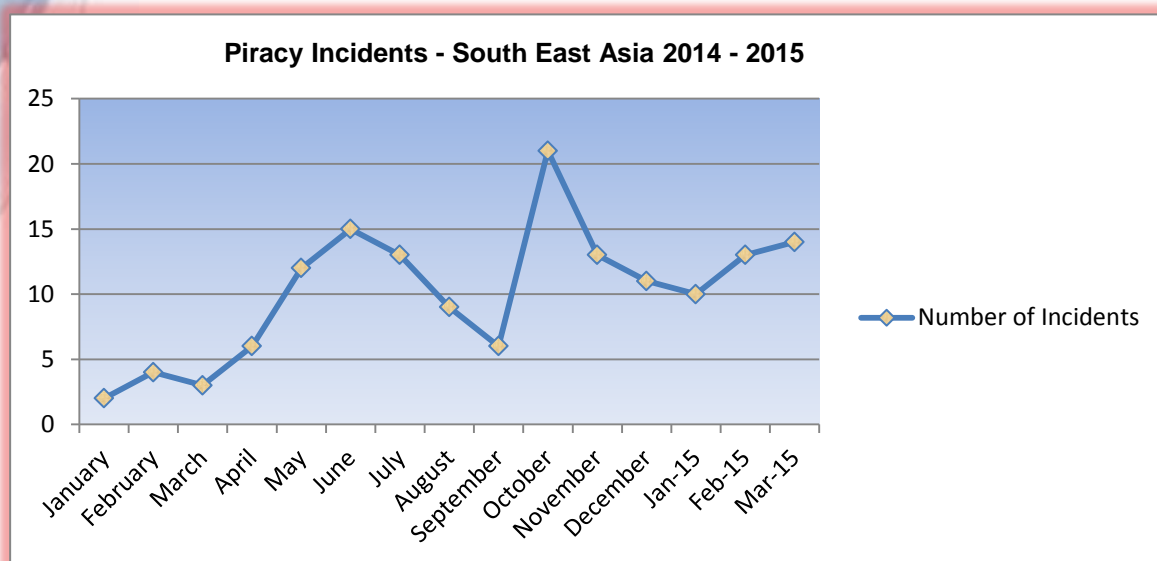
The number of piracy incidents occurring in South East Asia is a matter of concern and is becoming an issue for both vessels at anchor and in transit. Nearly half of the boardings so far this year have occurred on vessels that are underway and as the map below shows, the concentration of these boardings is clear to see. Most have occurred in the eastbound transit corridor off Pulau Bintan and the nearby islands, suggesting that numerous gangs are in operation in the region.

 Incidents 12 and 13 occurred within five hours of each other sparking speculation that this could be the work of one criminal gang. Subsequently a warning was issued to all using the SOMS to remain vigilant and expect future incidents until this gang is apprehended.

The Maritime and Port Authority of Singapore (MPA) has called for a strengthening of cooperation between littoral states, to help counter this worrying trend. They said that they are looking to boost their

efforts and were considering repositioning the ReCAAP Information Sharing Centre (ISC). However, this increased cooperation may not be forthcoming, as Malaysia announced that the budget cuts in their defense spending could prevent them from achieving this goal.
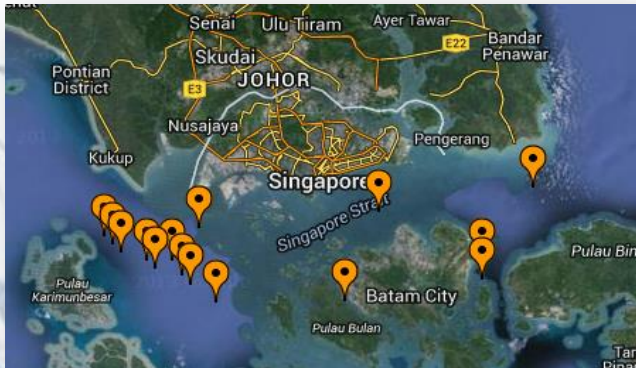
The commander of the U.S. Navy Seventh Fleet has called for all Southeast Asian nations to form a combined maritime force that can patrol areas of the South China Sea, especially in the light of the increased tensions between the littoral nations and China over territorial rights in the region. This may not necessarily be concerned with piracy, but could be more to do with the highly valuable natural resources that are present in the South China Seas.

At the beginning of the month (9th March), a Product tanker was hijacked in the South China Sea in a location where most of the hijacks have taken place this year. This area is more difficult to patrol due to its size which allows the pirate groups ample time to carry out a quick 'smash and grab' type raid. In this month's case, the vessel was boarded whilst underway, around 37nm south of Pulau Repong. The armed gang took control of the ship and detained the crew, until the cargo of marine fuel oil had been transferred to another vessel. One crew member sustained injury during this attack. It would not be entirely unexpected if more hijacking of vessels were to occur in this particular area, which has proven to be successful from a pirating point of view.

SOUTH AMERICA

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Summary of Incidents -

1. **06/03/15** – (Position: St Vincent and the Grenadines, at the Tamarind Hotel, Canouan, Charlestown Bay). Robbers boarded a sailing vessel via an open window. The robbers stole cash from the sleeping crew, who only discovered the robbery in the morning. The incident was reported to the local police.
2. **07/03/15** – (Position: Morrocoy National Park, Venezuela) Boarding. Robbers boarded three separate motor boats moored in the park and spent seven hours ransacking the three boats, stealing all the belongings and valuables of the three families. The robbers then made their escape, by stealing one of the motor boats.
3. **23/03/15** – (Position: 10°24'N - 075°32'W, Club Nautico, Cartagena, Colombia) Boarding. Two robbers boarded a sailing yacht near to Club Nautico. The owner spotted the robbers and shooted a warning at the robbers, who then jumped overboard to escape.

The boarding and subsequent theft from yachts in South America seems to be on the increase, however obtaining exact figures of verified cases is extremely difficult. The yachting website *Noonsite* publish reports of first- hand experiences of yacht owners/crew in most countries around the world and can provide a good overview of the current situation for yachts. According to the site, Itiparica in Brazil has had a spate of robberies from yachts, which have not been veritied, but seem highly probable. In Colombia, one yachtie describes being woken by a noise and finding two men stealing the outboard from his yacht and the next day, his neighbour reported having his Kayak stolen. Both yacths involved admit that they are taking security seriously now and this should be the advised to all yachts visiting any South American country. An increased sense of security in countries experiencing economic difficulties is not uncommon and relying on the marinas security is not enough. Yachts need to take their own precautions and never drop their guard or become complacant if they are to avoid becoming victims of crime.

Cruise ships visiting South America have appeared in the media during March, highlighting how the cruise industry can be used as mules for the illicit drugs trade to Europe. At the beginning of the month, five Norwegian Cruise Line crew members were arrested after allegedly smuggling 7kg (15 pounds) of cocaine on the *Norwegian Sun* as it arrived in Tampa, Florida, after visiting Roatan in Honduras. Later this month, Argentian police discovered 15kg (33pounds) of cocaine on the Royal Caribbean Line's *Splendour of the Sea*. The drugs were discovered in the custody of two crew members , after it arrived in Buenos Aires from Uruguay, en route to Europe.

REST OF THE WORLD

Irregular Migrants – Month on month, irregular migrants continue to make the hazardous journey across the Mediterranean to reach Europe in larger numbers than ever before seen and countries in Europe are having to deal with the consequences of this, whether it be a rescue at sea or the processing of the migrants once on land. The Italian Coast Guard have called for the Italian Government to allow its 11,000 seamen to carry weapons, amid fears over possible attacks by people traffickers or terrorists. This call comes following an incident recently, which saw the coastguard threatened by traffickers armed with Kalashnikov rifles, as they demanded the rescuers return the boat to the traffickers. This motion has now been approved and the Italian Coast Guard are allowed to arm its personnel in the same way that it allows the Italian police to be armed.

Italy has been pivital to rescues at sea and continue to rescue migrants on an almost daily basis, but the EU would like to outsource its patrols of the Mediterranean to other countries such as Egypt and

Tunisia and in a confidential proposal, the Italian Government and the EU would like to cut deals with North African countries to help fund and train their Navies in search and rescue missions and once saved, the migrants would be taken back to the country of those who saved them or returned to their country of origin.

In the meantime, as possible strategies are discussed, the EU has launched a Joint Operational Team (JOT) MARE, set with the task to tackle the organised criminal groups who are facilitating the journeys of the migrants across the Mediterranean. The operation will be hosted by Europol at their headquarters in the Hague and will involve intelligence sharing amongst their member states regarding the criminal network operation out of the North African countries.

Europol has helped the Greek law enforcement authorities to dismantle an organised criminal group thought to be behind the movement of irregular migrants via the sea, from Turkey to Greece. The group were also thought to be behind the forging and distributing of travel documents supplied to the traffickers. Although the group operated from Greece, it is reported that they were from countries such as Syria, Iraq, Egypt and Romania.

Tunisia

The terrorist attack in the Tunisian capital of Tunis, which left twenty one tourists and one Tunisian dead, has caused widespread fear of attacks from Islamic fundamentalist groups. It has also put the stop-over destination of the Cruise ship industry under the spot-light. Nine of the dead were passengers from the cruise ship 'MSC Splendida', which had entered the Goulette port that morning and a second cruise ship, the 'Costa Fascinoso' also reported fatalities and injuries in the attack. Stopping at Tunisia was a relatively new addition to the Costa fleet and the company have now halted all future stops at the country for the remainder of the year.

Yemen

An attack at two crowded mosque in the Yemen capital of Sanaa on the 20th March has ignited tension in a country already split by warring factions. The Al Badr mosque served the members of the Zaidi sect of Shiite Islam, followed by the Houthis rebels, who have occupied the city. Four suicide bombers wearing suicide belts walked into the mosques before detonating themselves. At least one hundred and twenty six people were killed in the attack.

Stowaways

The IMO have released the figures relating to the number of stowaways for 2014. During 2014, sixty one reports of stowaways were recorded, involving one hundred and twenty stowaways. The data showed that Cape Town and Lagos were the most common ports of embarkation and the stowaways were mainly from African countries such as Nigeria, Ghana and Tanzania (81%). According to the data, the average cost for a stowaway case was USD 38,500, although the costs for one case can escalate to several hundreds of thousands of dollars, depending on the legal and practical difficulties of repatriating a stowaway.

Health Advisory

- **China** – 9th March – WHO Human infection with **avian influenza A(H7N9) virus**;

On 9th March 2015, the National Health and Family Planning Commission (NHFPC) of China notified WHO of 59 additional laboratory-confirmed cases of human infection with avian influenza A(H7N9) virus, including 17 fatal cases. Onset dates ranged from 21st January to 25th February 2015. Below is a breakdown of the 59 cases included in this notification by epidemiological week of symptom onset:

- Week 4 (19 – 25 January) 5 cases
- Week 5 (26 January – 1 February) 13 cases
- Week 6 (2 – 8 February) 9 cases
- Week 7 (9 – 15 February) 15 cases
- Week 8 (16 – 22 February) 14 cases
- Week 9 (24 – 25 February) 3 cases

Of these 59 cases, 44 (75%) were male. The majority (49 cases, 83%) reported exposure to live poultry or live poultry markets; the exposure history of six cases is unknown or unavailable. Three family clusters were reported, each comprised of two cases; four of the six cases had exposure to live poultry or live poultry markets, one case had no exposure to poultry, and one case is still under investigation. Cases were reported from nine provinces: Anhui (4), Fujian (1), Guangdong (35), Guizhou (1), Hunan (2), Jiangsu (3), Jiangxi (1), Shanghai (1), and Zhejiang (11).

- **Saudi Arabia** – 11th March - **Middle East respiratory syndrome coronavirus (MERS-CoV)**
  Between 11th and 22nd March 2015, the National IHR Focal Point for the Kingdom of Saudi Arabia notified WHO of 15 additional cases of Middle East respiratory syndrome coronavirus (MERS-CoV) infection, including 3 deaths. Cases are listed by date of reporting, with the most recent case listed first.

- **Sierra Leone** - The President of Sierra Leone has announced a national 'Zero Ebola' campaign to drive Ebola out of Sierra Leone. As part of the campaign, residents of Sierra Leone were required to stay at home from 6am on Friday 27th March until 6pm on Sunday 29th March. Similar arrangements for staying at home will be implemented on three consecutive Sundays **(4th, 11th and 18th April).** There will be no trading activities across the country during these periods.

- **Guinea -** Guinea's President Alpha Conde has announced new emergency measures enabling authorities to restrict movements in the districts of Forecariah, Coyah, Dubreka, Boffa and Kindia for a period of 45 days, following a fresh wave of cases thought to be due to the lapse in infection control. Last week, more than ten health workers were reported to have contracted the disease.

- **Liberia** – The last reported case of Ebola has died. Liberia had hoped to declare the country free from Ebola, but cannot do so until 42 days has passed after the last known patient has either died or has proven negative to the disease.

Allmode
INTERNATIONAL SECURITY SERVICES

Security Alerts

1. North & Central America:

- **El Salvador –** Rocketing murder rates have been revealed as gangland violence and drug trafficking escalates out of control. The countries National Civil Police (PNC) have reported that at least 481 people were murdered in March. This equates to 16 murders per day and is a 52% increase on the figure for the same period last year.

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2. Europe

- **Turkey** - The Turkish Government has highlighted the increased risk of attacks in the run-up to elections on 7th June. So far incidents have involved:
  - bombing in the Sisli district of Istanbul on 25th March;
  - Turkish police intercepted a vehicle carrying weapons into Istanbul over the weekend of 21/22nd March.

3. Asia & Oceania

- **Indonesia** – Terrorist group Abu Roban are carrying out terrorist activities in the Aceh region. The Abu Roban terror group has targeted military personnel, drug dealers and wealthy former Free Ache Movement (GAM) members. It is thought that there are at least 40 Adu Roban members active in the region. Members of the group have also pledged support to the Islamic State (IS) movement.

4. North Africa and the Middle East

- **Tunisia** – Terrorist alert is high following the Attack at the Bardo Museum in Tunis on the 18th March.

- **Egypt** – Parliamentary elections are delayed once more. Egypt has now had no full Parliament for two and a half years.

- **Libya** – Foreign workers have been kidnapped from Al Ghani oilfield, near Zalla.

- **Yemen** – continuing airstrikes and clashes between government troops and al Houthis militias. All foreign nationals have been advised to leave Yemen immediately.

5. Africa:

- **Nigeria –** 25th March **-** Further from Damask, Northern Nigeria. Boko Haram have reportedly abducted up to 500 young women and children from the town of Damask in northern Nigeria.

- **Nigeria –** election results are expected to be announced following election on 28th March. This may lead to out breaks of violence.

- **Kenya** – 27th March – The UK Foreign office have updated its travel advice for Kenya. They advise against all but essential travel to the coast from Tiwi (just south of Mombasa) all the way up to the border with Somalia. This area includes Mombasa Island, Moi International Airport (Mombasa Airport), Malindi, Kilifi and Watamu but does not include Diani. This is in addition to the previous advice issued by the foreign office.

- **Mauritius** – 30th March - you will not be allowed to enter Mauritius if you have visited Guinea, Liberia or Sierra Leone within 21 days of the date of your arrival.

- **Maldives** – political unrest as former President and defence Minister given lengthy jail sentences and laws are changed to prevent those in jail from holding political positions. Daily protests as a result and call for International assistance and boycott on travel.

6. South America and Antarctica

- **Venezuela** - President Obama has declared Venezuela a threat to national security and slapped seven top officials with sanctions amid the worst diplomatic flare-up of the past two years. The sanctions target leaders of security forces involved in violence last year, which left dozens of people dead from both sides of Venezuela's political divide.

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.

Allmode

INTERNATIONAL SECURITY SERVICES

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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