



Global Security and Intelligence Report

November 2014

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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

Red Sea/ Gulf of Aden:



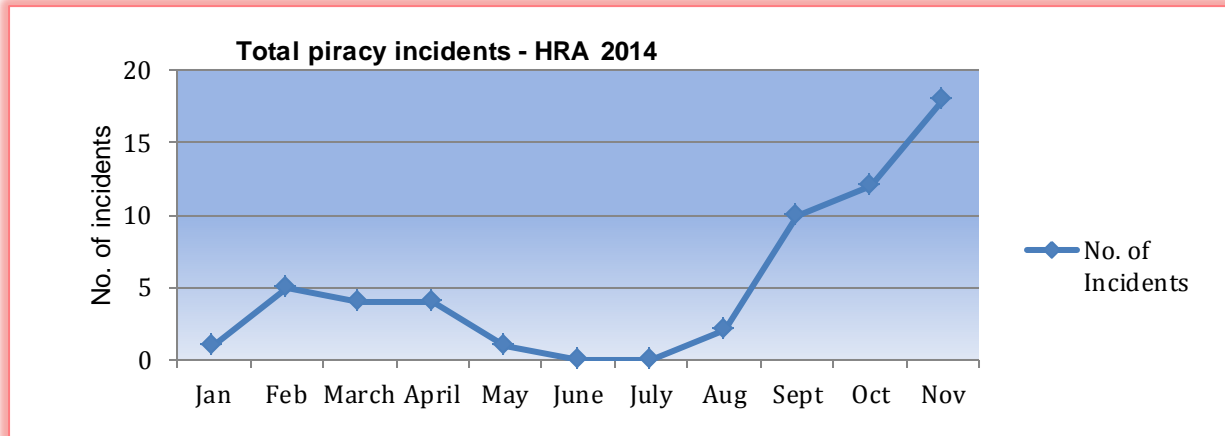
Gulf of Oman:



Indian Ocean:



Summary of incidents – November 2014

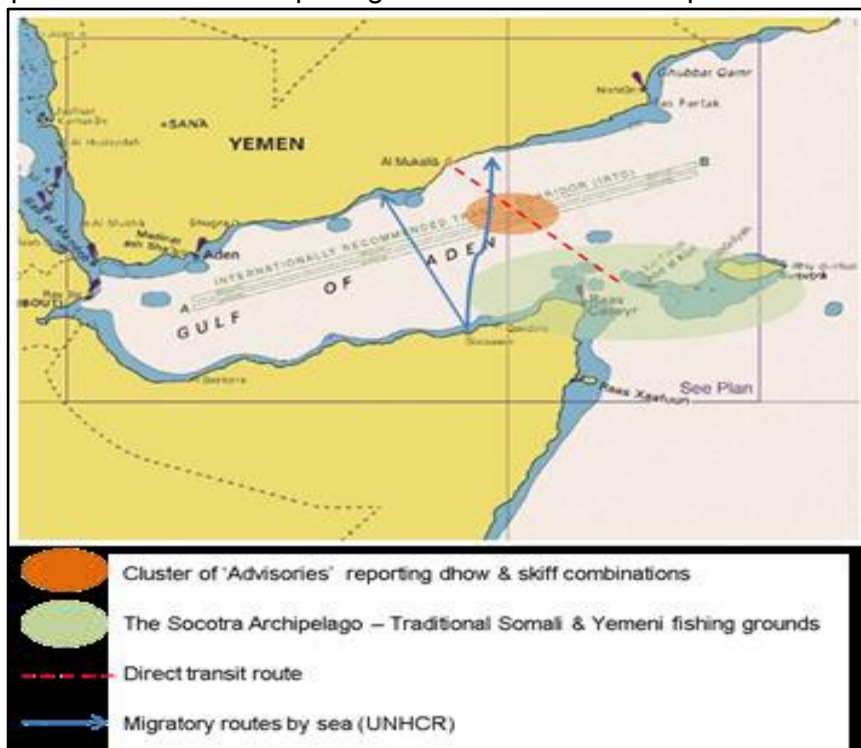


1. **03/11/14** – (Position: 13°30'N - 050°6'E, Gulf of Aden) Suspicious approach. A vessel reported the sighting of x 1 Dhow towing x 3 skiffs. The vessel reporting is safe.
2. **03/11/14** – (Position: 13°35'N - 050°19'E, Gulf of Aden) Suspicious approach. A vessel reported being passed astern by x 1 vessel towing x 3 skiffs at a distance of 4nm. Vessel reporting is safe.
3. **07/11/14** – (Position: 13°15'N - 049°03'E, Gulf of Aden) Suspicious approach. A vessel transiting IRTC west bound reported x 2 white-hulled skiffs with orange canvas covering, each carrying x 6 POB, approached at 15 knots to within 2 cables. Vessel altered course and skiffs followed. AST displayed weapons and skiffs discontinued approach. Vessel and crew safe.
4. **07/11/14** – (Position: 03°70'S - 052°29'E, Indian Ocean) Suspicious approach. A vessel reported being followed by a blue and white trawler. The trawler increased speed and closed from 12 to 6nm before steering in the direction of another vessel. Vessel and crew are safe.
5. **09/11/14** – (Position: 12°36'N - 043°25'E, Gulf of Aden) Suspicious Approach. A vessel has reported it was approached at speed to within 100m by two skiffs. Each skiff had 2 POB. No weapons or ladders were sighted. The vessel's AST showed arms and the skiffs turned away. The vessel is safe. Vessel announced incident via ch16.
6. **11/11/14** – (Position: Bab el Mandeb/Red Sea entrance) Attempted attack. An attempt by Somali pirates to hijack a cargo ship en-route to Israel was thwarted by armed Israeli security guards on board. The ZIM shipping company ship, which set sail from southeastern Asia a few days earlier, was carrying trade items destined for Israel when Somali pirates began to sail close to it near the entrance to the Red Sea, at the Strait of Bab el Mandeb. The pirates headed to the ship and when they noticed the armed Israeli security guards on board, they retreated and called for reinforcements. After the pirates made a second attempt the guards threatened to use their weapons. After the pirate ships made a second attempt to get closer to the vessel, the Israeli security guards threatened to use their weapons. At this point the pirates decided to retreat and no weapons were used. Ship and crew are safe.
7. **12/11/14** – (Position: 13°26'N - 050°07'E, Gulf of Aden) Suspicious Approach. A vessel reports 5 skiffs approaching from ahead at 1nm and one skiff with 5 POB astern at 1nm. No weapons or ladders were sighted. Weapons were shown by on board AST and the skiffs backed off.
8. **16/11/14** – (Position: 12°20'N - 44°58'E, Gulf of Aden) Suspicious Approach. One skiff approached a vessel from port beam at a speed of 20kts. The skiff continued approaching port quarter to 2.9nm and proceeded to starboard quarter to 3nm. The skiff continued approach for approx 2 hrs, The AST showed weapons, the ship's alarm and fire hoses were activated. The skiff discontinued its approach and stopped at 9.8 cables. No weapons/ladders were sighted and x 4 POB. The skiff was blue in colour.

9. **18/11/14** – (Position: 14°23'N - 042°09'E, Red Sea) Suspicious Approach. A vessel was approached by x 2 skiffs to 0.5nm at 20kts, x 7 POB, no weapons/ladders were sighted. The AST showed their weapons and the skiffs discontinued the approach.
10. **21/11/14** – (Position: 25°37'N - 057°18'E, Gulf of Oman) Suspicious Approach. a vessel was a vessel was followed and approached over a period of two hours by x 2 green-hulled skiffs, each carrying x 3 POB wearing face masks, approached to within 3 cables before eventually turning away. No weapons or ladders were seen. Vessel, and crew are safe.
11. **22/11/14** – (Position: 13°28'N - 049° 51'E, Gulf of Aden) Suspicious Approach. A MV reported that x 3 speedboats and a fishing trawler approached the vessel to within 10m. The vessel conducted evasive manoeuvres, after which the boats and trawler steered away. A verbal warning was made on Ch16 to other vessels in the vicinity. No weapons or ladders were sighted.
12. **24/11/14** – (Position: 19°40'60"N - 064°42'94"E, Arabian Sea) Suspicious Approach. A suspicious vessel was seen on the radar at 5.7nm on port beam. No AIS identification was seen on the radar. The suspicious vessel was next seen at 3.7nm astern. The suspicious vessel had a white hull with an orange band. Unable to see how many POB, no weapons or ladders seen. The suspicious vessel followed the MV matching its speed for 45mins. MV is safe.
13. **24/11/14** - (Position: 13°08'1"N - 043°04'0"E, Red Sea) Suspicious Approach. A motor vessel was approached by eight white and blue hulled skiffs at a closing speed of 28-30 Knots each with 4 POB and a ladder sighted on one of the skiffs. The MV activated the fire hoses, carried out evasive manoeuvres and alerted other vessels in the vicinity on VHF. At 3 cables distance from the MV, the skiffs turned away from the vessel. This approach lasted 20 minutes. The MV is safe
14. **25/11/14** - (Position: 13°46'N – 050°40'E, Gulf of Aden) Suspicious Approach. The Master of a Motor Vessel (MV) reported being approached by 6 small crafts travelling at speed with a CPA 2.5nm. No weapons/ladders were sighted. The Armed Security Team (AST) on board stood too and made their presence known. The MV increased speed and conducted evasive manoeuvres. Upon seeing the AST the skiffs dropped back and the vessel is SAFE.
15. **26/11/14** – (Position: Gulf of Oman) Suspicious Activity. An Iranian Warship has advised all vessels to avoid the triangular area between
a) 25°18N - 59°47E, b) 24°34N - 59°32E, c) 25°19N - 60°06E. due to suspicious activity. This was announced via VHF CH 16.
16. **25/11/14** – (Position: Kochi anchorage, India.) Boarding. Five robbers in two speed boats approached and boarded an anchored Product Tanker. They broke into the paint store and stole ship's stores. The duty crew noticed the robbers and informed the duty officer. The alarm was raised and the crew were mustered. Upon hearing the alarm, the robbers escaped in their boats with the stolen stores. The Port Control relayed the incident report to the Coast Guard and Coastal Police.
17. **26/11/14** - (Position: 13°25'N - 050°02'E, Gulf of Aden) Suspicious Vessel. The Master of an MV reported sighting a Dhow towing 4 skiffs in position 13°25'N - 050°02'E at a distance of 3nm. The Master was unable to confirm the number of persons on board (POB), whether a ladder or weapons were present, due to the distance, but described the Dhow as white with a brown top. Of the four skiffs two were brown and two were blue. The vessel continued safely.
18. **28/11/14** – (Position: 04°25'S - 046°15'E, Indian Ocean) Suspicious Vessel. An MV reported being chased/ followed by a suspicious vessel off their starboard quarter in POSN 04°25'S - 046°15'E. Initially the vessel was stopped with all lights switched off, described as being white in colour and had a small speed boat hanging on a crane. Subsequently the suspicious vessel followed for 15-20 minutes. The Master used evasive manoeuvres, until the suspicious vessel was at a distance of 7nm, when it then stopped following. The AST on board, vessel and crew are SAFE.

The number of incidents in this months report may be slightly higher than previous months, as the UKMTO are trialing a new system for the next three months, whereby the UKMTO will be passing

on advisories from Masters/CSO's and industry representatives. Many of these have been reports of Suspicious approaches and although these can be significant and in many cases examples of soft approaches to determine the level of security on a vessel, some will simply be the usual fishing activity and migration pattern that the region experiences. It is therefore a system that relies on experience and understanding of the region and relies on individual teams determining if the approach was with malice intentions. Nevertheless, it could be argued that over reporting is preferable to under-reporting and the increased cooperation of Masters and CSO's is welcomed. In



the light of this, the UKMTO issued a reminder about the usual fishing patterns for the region, to help teams make informed decisions. This clearly shows the relationship between the cluster of suspicious approaches and the Socotra fishing ground and the migratory and transit routes.

Instability in the region continues to blight any progress in both Somalia and Yemen. The internal bickering between the Somali President and the Prime Minister may undermine the efforts to develop the country, under the Vision 2016 programme and could cause the country to become lawless again, leaving

the way open for terrorist groups such as Al-Shabaab to extend their operations within and outside of Somalia. A vote of no confidence has been called for in the Prime Minister, Abdiweli Sheikh Ahmed, for the next parliamentary meeting in early December. The United Nations and the European Union are watching carefully, as this situation develops.

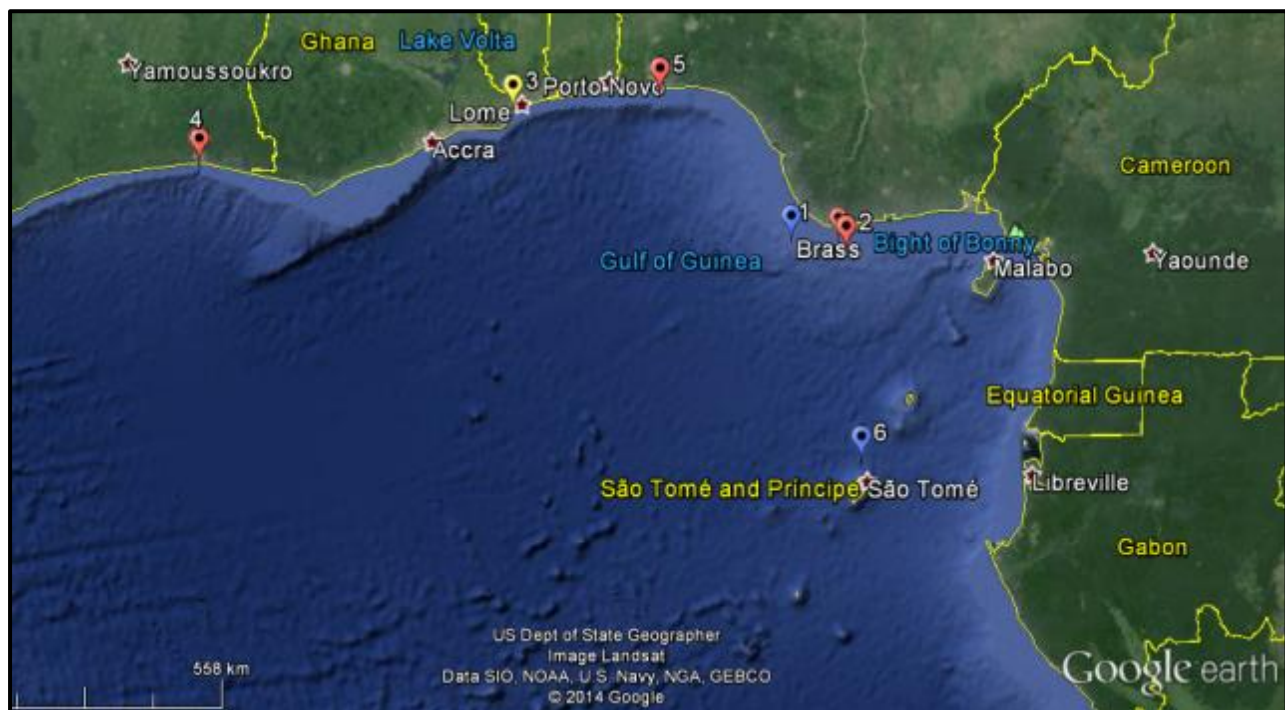
Al-Shabaab has been particularly active this month, particularly along the border between Kenya and Somalia. Attacks against non-Muslims have killed 64 people in the last two weeks. The first attack near in Mandera county, near the border with Somalia, where a bus was stopped and all non-Muslims ordered off and shot (28). The latest incident involved workers at a mine, also in the Mandera county, where non-Muslim workers were rounded up and either shot in the back of the head or beheaded. Many have fled the area in fear and demonstrations have been held in the capital Nairobi calling for improvements to be made regarding security. The Kenyan government has responded by replacing the Interior Minister, Joseph Loe Lenku with a former army general, Joseph Nkaissery. This makes Kenyan relationships with Somalia very tense and further attacks may be possible and cause a more aggressive response. It has also notably weakened the Kenyan government, who are being reactive rather than proactive to terrorist groups, dividing the country.

Yemen is also facing a crossroads, as the Shia Houti rebels, allied with Iran, took control of Sanaa in September and have continued to spread across the country, clashing violently with Sunni tribesman and the Yemen local branch of al-Qaeda. These clashes have escalated towards the end of the month and have involved targeting key personnel, such as the Iranian Ambassador and bombing of strategically important oil pipelines, such as the main export Marib pipeline, which runs

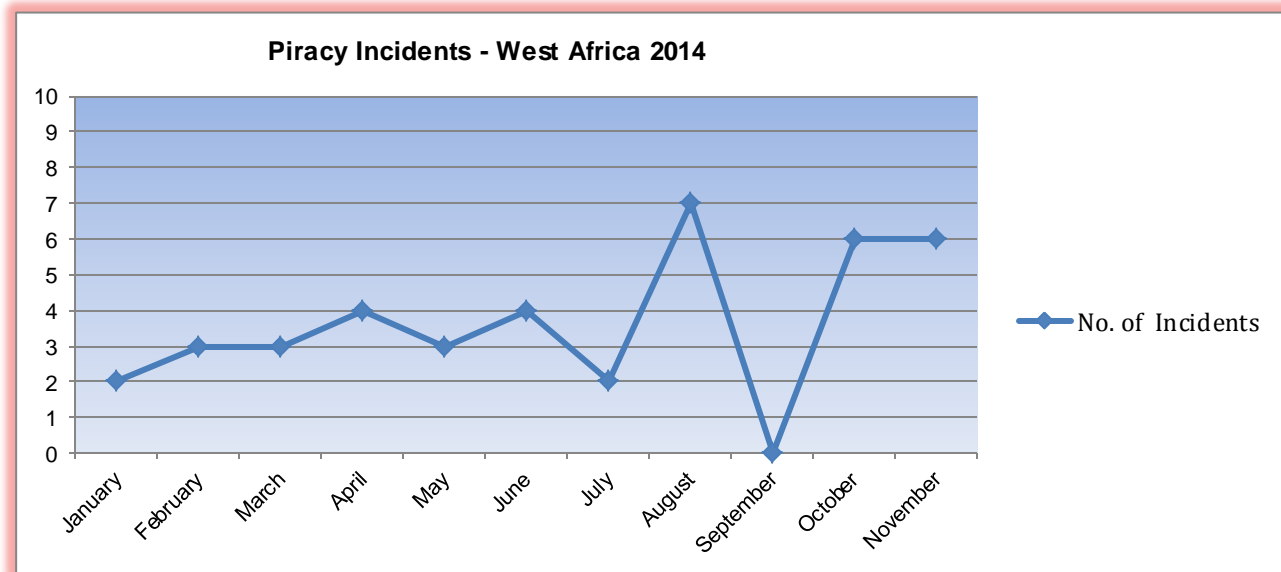
to the Red Sea export terminal at Ras Isa. Given the growing instability and severity of attacks between the two feuding groups, it would not be advisable for any vessel to disembarking in Yemen.

To help stabilise the maritime situation in the region, the Council has extended the EU's counter-piracy Operation Atalanta by two more years, until 12th December 2016. The Operation's main focus is the protection of World Food Programme vessels delivering humanitarian aid to Somalia; and the deterrence, repression and disruption of piracy off the Somali coast. In addition, Operation Atalanta contributes to the monitoring of fishing activities off the coast of Somalia. This move recognises the fact that although the number of piracy attacks has decreased, the threat from piracy remains and needs to be addressed at whatever cost (estimated to be €14.7 million for 2015 & 2016). Alongside this, is the increasing use of Private Armed Guards, whom have proved effective in warding off attacks. Attacks have been occurring further south in the Indian Ocean, suggesting that motherships are being used to launch attacks from further out to sea and the IMB has voiced its concern about the remaining 30 hostages still held by Somali pirates being forgotten about and calling for their immediate release

WEST AFRICA



Summary of incidents – November 2014



1. **04/11/14** – (Position: 04°03'N - 005°28'E, Around 30nm of Bayelsa Coast, Nigeria) Fired Upon. About 5-6 pirates in a boat approached and fired upon a Container vessel underway. The pirates managed to come alongside the vessel, destroy part of the razor wire and attempted to hook on their boarding ladder. The Master increased speed, took evasive manoeuvres and managed to evade the attack. The vessel and crew are safe.
2. **04/11/14** – (Position 77nm south-southeast of Brass, Nigeria) Boarded. Pirates boarded an underway tanker near position 03:00N - 006:45E.
3. **06/11/14** – (Position: 06°02'N - 001°15'E, Lome anchorage, Togo) Attempted Boarding. Nine robbers twice attempted to board an anchored vessel near position 06:02N – 001:15E, Lome Anchorage using ropes with hooks.
4. **16/11/14** - (Position: 05°12'N - 004°02'W, Ivory Coast) Boarding. Eight robbers armed with Kalashnikov machine guns and knives boarded an anchored bitumen tanker. They tried to hijack the vessel, but the 2/E managed to immobilise the main engine and jumped overboard to escape. After several failed attempts to start the main engine, the robbers stole ship's properties, crew personal belongings and damaged the ship's equipment before disembarking. The robbers were violent towards all the crew who suffered minor injuries. The Master reported the incident to local authorities and port administration. The 2/E was rescued by local fishermen and safely returned to the vessel. The vessel was relocated to the inner anchorage to provide support and medical assistance to crew members.
5. **25/10/14** - (Position: 06°19'N - 003°24'E, Nigeria) Boarding. About 8-10 robbers in a high-speed boat, approached an anchored Product Tanker and hid under the tanker's bow flare. One of the robbers boarded the vessel and rigged three hoses into the forward cargo tank domes and began siphoning the cargo into his boat. The duty crew sighted some movements near the bow and raised the alarm. All crew were mustered and went forward. Seeing the crew advancing, the robber panicked, shouted and threatened the crew, before escaping with his accomplices. When investigated, it was found that some cargo was stolen. Lagos port control and the Nigerian navy were informed.
6. **30/11/14** – (Position: 00°46'N - 006°15'E, Gulf of Guinea, near Equatorial Guinea) Attack. A Tanker reported coming under attack at 1120 UTC, approximately 30 nm NW of Sao Tome and Principe, Gulf of Guinea. The vessel was fired upon with automatic rifles by suspected pirates on

board a tug boat. A small tanker, suspected to be a mother-ship, was observed close to the pirate vessel. The pirates were unable to board the vessel, due to the Master ordering an increase in speed. The vessel is safe.

Pirate attacks in the Gulf of Guinea continue to cause concern to the shipping industry, with attacks continuing at a high level. Pirates are still boarding vessels in open water and targeting tankers for their cargo. However, they are also continuing to kidnap for ransom, foreign seafarers. This month, Turkish media have reported that on the 5th November, two Turkish Seafarers have been abducted from a Chemical Tanker after pirates had boarded as it made its way from Cameroon to the Ivory Coast. A ransom has been demanded for their release.

The BBC has produced a documentary this month on the problems surrounding piracy off Nigeria. They concluded that piracy was only going to get worse in the Gulf of Guinea, before it gets better, as the seas off the Nigerian ports were swarming with cargo vessels waiting long periods before they could get a slot in the over-crowded port. Many of these sit low in the water and make an easy target for pirates.

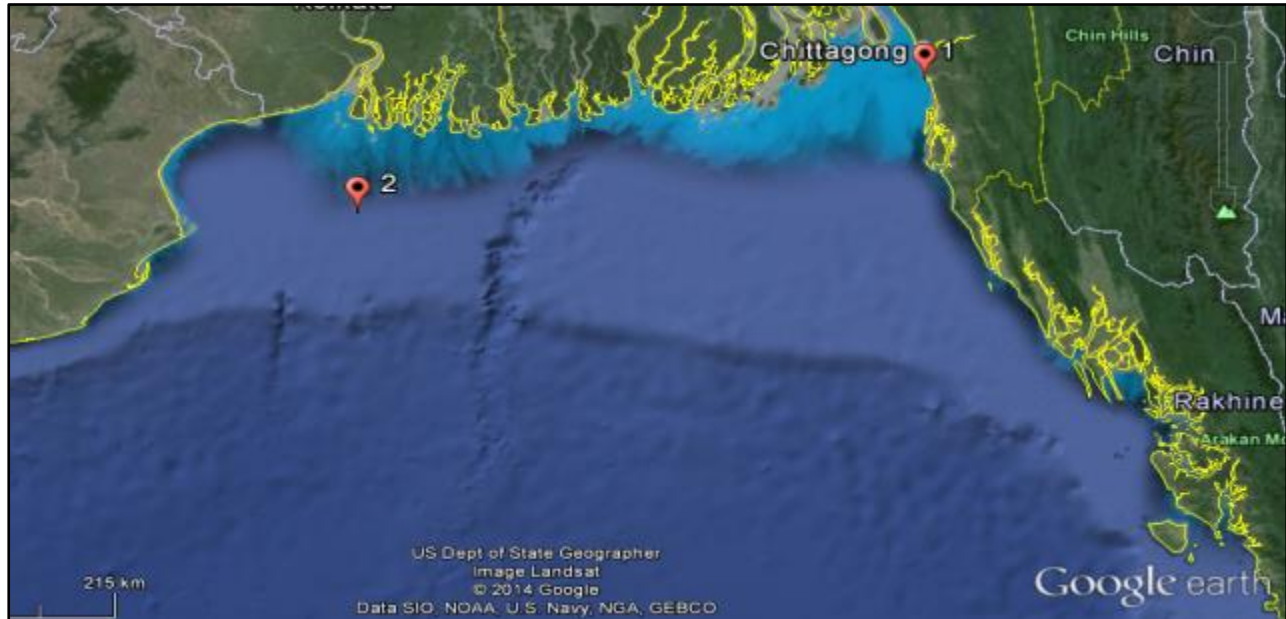
The Economist has stated that the waters in the Gulf of Guinea are now the most dangerous waters for piracy and pirates are after a quick hit, in the form of cash, equipment and cargo, rather than the time consuming method of taking hostages for ransom. (although this is still happening, but on a smaller scale than that of Somalia) The Economist states, 'Incidents have stretched all the way from the Ivory Coast to Angola, but the root of the problem lies in Nigeria. Most acts of piracy are committed in Nigerian seas, by Nigerian criminals. The trouble at sea is ultimately tied to the country's dysfunctional oil industry and the violent politics of the Niger Delta, where most of the oil is produced. Nigeria is the world's eighth-largest oil producer; nevertheless, it suffers from shortages of refined fuels.' They also pointed out that, 'Analysts say there tend to be spikes in both bunkering and maritime criminality before elections, which may mean that politicians are using illicit means to finance themselves. If so, expect pilfering to rise as Nigeria's presidential vote nears in February.' The map below clearly shows a shift in piracy activity from the eastern coast of Africa, to the west coast.



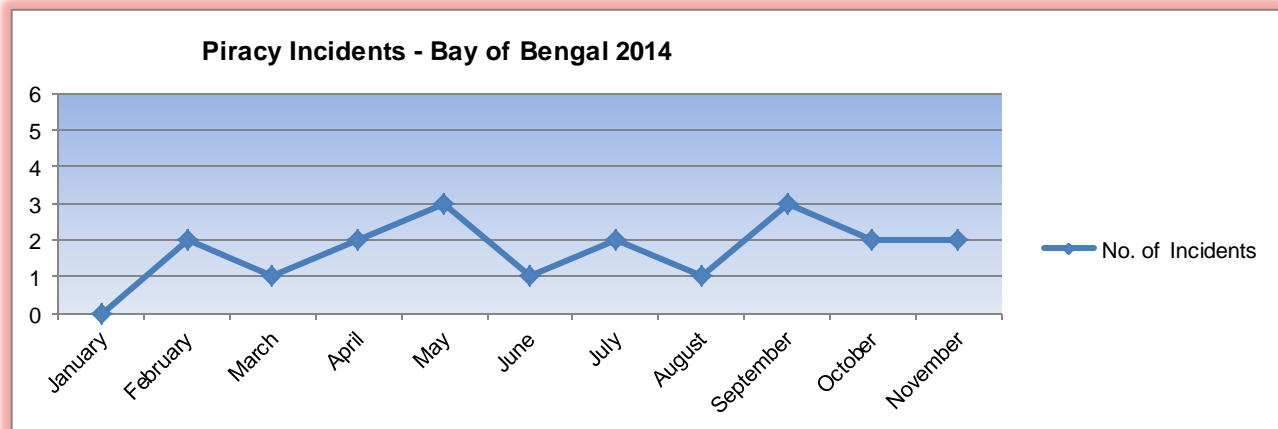
Discussions have once again centred around the debate as to whether foreign armed guards should be allowed on vessels off Nigeria, but the overall conclusion is that the current instability and economic problems on land will have to accompany this, if the situation was to change dramatically.

(The Economist)

BAY OF BENGAL

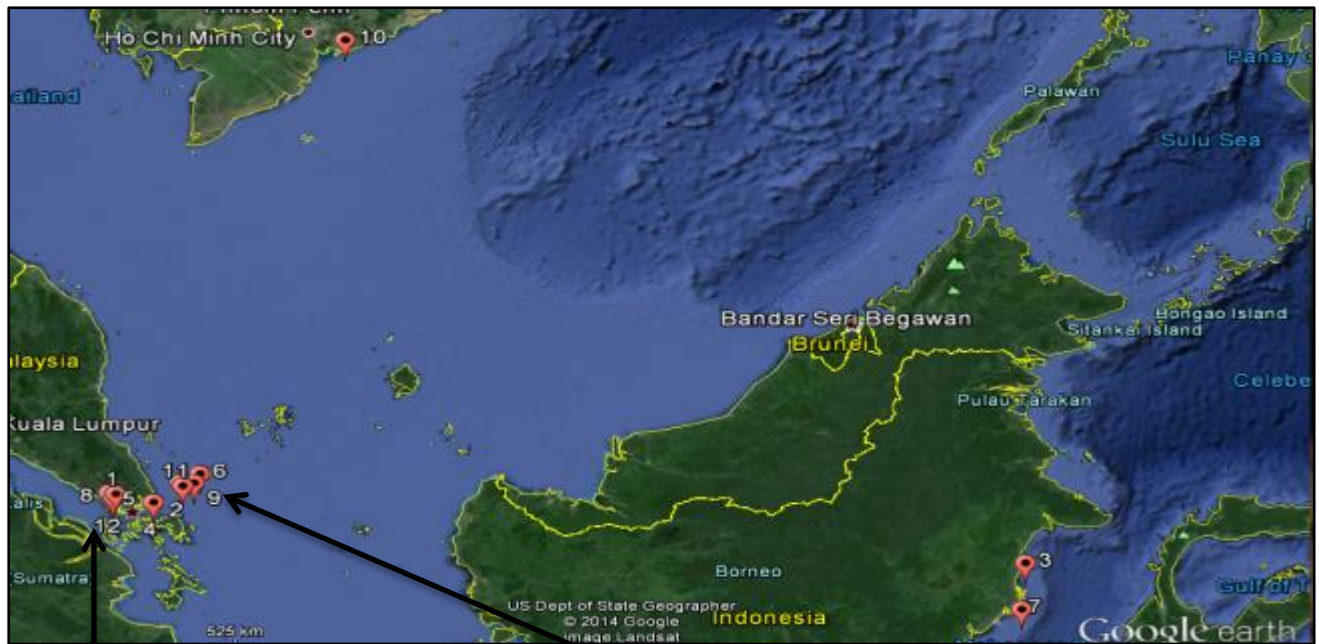


Summary of Incidents – November 2014

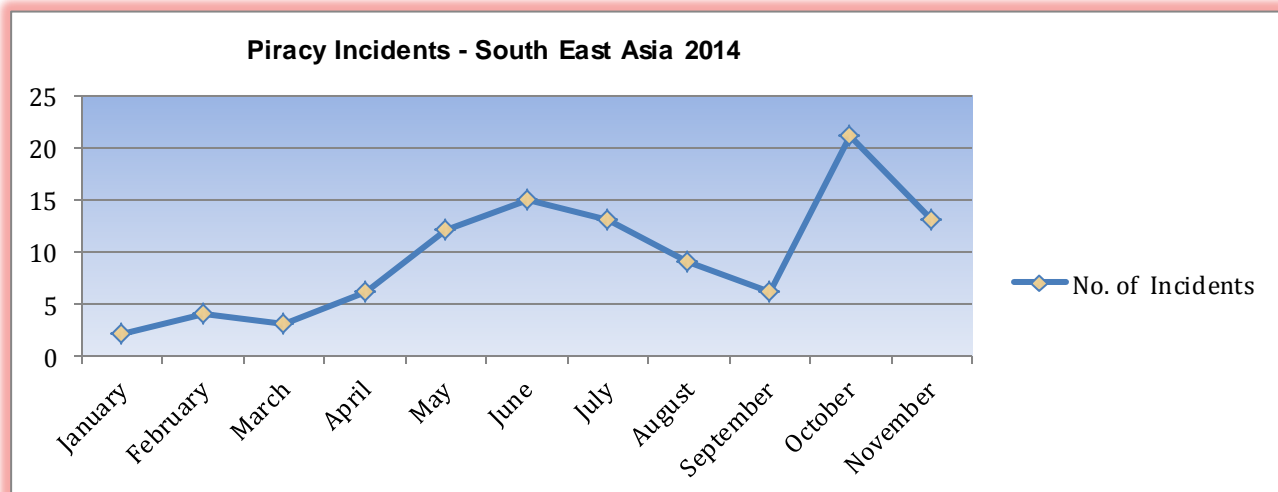


- 23/11/14** – (Position: 22°07'N - 091°48'E, Bangladesh) Boarding. The duty crew undergoing routine rounds on-board an anchored Container ship noticed two robbers armed with long knives on the poop deck. He immediately informed the C/O on the bridge, who raised the alarm and the crew were mustered. Upon hearing the alarm, the robbers jumped overboard and escaped empty handed into their boat. The Master made several attempts to call Chittagong Port Control and Coast Guard, but received no response.
- 27/11/14** – (Position: 20°55'N - 088°07'E, India) Boarding. Seven persons in a wooden boat, approached a Bulk Carrier at anchor, waiting to discharge cargo. One person boarded the vessel and was spotted by the crew. The alarm was raised and the other crew alerted, resulting in the unauthorised person escaping. Nothing was stolen.

SOUTH EAST ASIA



Summary of incidents – November 2014



1. **04/11/14** – (Position: 01°13'N - 103°34'E, Around 4nm SE of Tanjung Piai, Johor, Malaysia) Boarding. The Duty AB on routine rounds on-board an anchored Offshore Tug noticed a robber on the main deck and immediately notified the bridge. The alarm was raised and the crew mustered. Seeing crew prepared, the robber escaped. On searching the tug, the padlocks on the store room doors were found damaged with a few items missing.
2. **08/11/14** – (Position: 01°28'N - 104°38'E, Around 4nm NNE of Tanjung Berakit, Bintan Island, Indonesia.) Boarding. The Duty watchman on routine rounds on-board an anchored Chemical Tanker noticed three persons on the poop deck. One of them was armed with a long knife. He informed the duty officer, who raised the alarm and the crew were mustered. A search was made throughout the vessel and found that the persons had escaped without stealing anything.
3. **08/11/14** – (Position: 00°17'S - 117°36'E, Muara Berau anchorage, Samarinda, Indonesia) Boarding. Five robbers boarded an anchored Bulk Carrier during cargo operations, took hostage two duty crew and tied them up. They broke into the forecastle store, stole ship's properties, stores and belongings of the duty crew members and escaped.
4. **11/11/14** – (Position: 01°04'N - 104°12'E, Tanjung Uban, Jetty No.1 Indonesia) Boarding. Second engineer on-board a berthed LPG tanker noticed a robber in the engine room. He shouted at the robber and approached him. The robber moved towards the steering gear room where two more robbers armed with metal rods were noticed. Seeing the crew, the robbers escaped. 2/E alerted the remaining crew and a search of the vessel was carried out. Terminal security and agents were notified. All crew are safe.
5. **13/11/14** – (Position: 01°14'N - 103°28'E, Around 2nm SW of Tanjung Piai, Johor, Malaysia.) Boarding. Engine room crew, on-board an anchored tanker noticed two unauthorised persons in the steering gear room. OOW on the bridge was informed. The alarm was raised, crew mustered and search initiated. CSO and Port facility security officer were notified. No unauthorised persons found on-board.
6. **16/11/14** - (Position: 01°38'N - 104°55'E, Indonesia) Boarding. The Duty 4/E on-board an anchored Bulk Carrier noticed five unauthorised persons on the ship. One was armed with a long knife. He immediately informed the bridge. The alarm was raised and the crew mustered. A search was carried out throughout the vessel and no unauthorised persons were found. No ship stores had been stolen.
7. **16/11/14** – (Position: 01°14'S - 117°35'E, Indonesia) Boarding. The duty crew on routine rounds on-board an anchored Bulk Carrier noticed seven robbers armed with knives on the forecastle. He immediately notified the bridge. The alarm was raised and the crew were mustered. Seeing that the crew had detected their presence, the robbers escaped with ship's properties. Other vessels in the vicinity were notified.
8. **16/11/14** - (Position: 01°08'N - 103°30'E, Indonesia) Boarding. Four robbers boarded a Chemical Tanker underway. The duty crew noticed the robbers and raised the alarm. Seeing crew respond, the robbers escaped. A search was carried out throughout the vessel. No robbers were found. POCC Singapore was informed and upon anchoring, the Singapore Coast guard boarded the vessel for inspection.
9. **19/11/14** - (Position: 01°29'N - 104°51'E, Indonesia) Boarding. About 4-5 persons armed with knives boarded an anchored tanker. The alarm was raised and the crew mustered. Seeing the alerted crew, they confronted the deck watch keeper, stole his portable radio and escaped.
10. **19/11/14** - (Position: 10°12'4"N - 107°14'6"E, Vietnam) Boarding. Robbers boarded a drifting Container ship unnoticed and escaped with ship's stores. The duty crew discovered footprints on the main deck in the vicinity of the forecastle.
11. **22/11/14** - (Position: 01°24'N - 104°41'E, Indonesia) Boarding. The Second Mate on routine rounds on-board an anchored LPG tanker, noticed three unauthorised persons with bags on their back on the poop deck. He immediately ran to the bridge, raised the alarm and made an

announcement on the PA system. All crew were mustered. A small boat was seen leaving the tanker. On searching the vessel all stored and ships properties were found intact.

12. 22/11/14 - (Position: 01°07'N - 103°30'E, Indonesia) Boarding. Three robbers boarded a Chemical Tanker underway and entered the engine room. They threatened and tried to take the duty oiler hostage. He managed to escape and raise the alarm. The crew were mustered and a search was carried out, but no robbers were found. VTIS Singapore was informed.

13. 23/11/14 - (Position: 01°07'N - 103°29'E, Indonesia) Boarding. About 5-6 robbers armed with knives, boarded a Bulk Carrier underway and entered into the engine room. The duty oiler and the 2/E manning the engine room noticed the robbers and raised the alarm. The crew were mustered and a search was carried out. Upon hearing the alarm and seeing the crew aware, the robbers escaped with stolen engine spares. The vessel continued her passage.

The reported number of incidents is slightly down from the previous month and is just lower than the figure for the same period last year (17). The most vulnerable time are the hours of darkness, when transiting the eastbound lane of the TSS. Most of the thefts this month have been petty thefts from small-time criminals, regardless of the type of vessel. Nevertheless, smaller tankers are still being hijacked for their cargo and held for longer periods of time, as is the case of the Indonesian-flagged tanker that was hijacked in October. The Srikandi 515 went missing on the 9th October, near central Kalimantan waters and did not re-emerge until the 27th November. The vessel had been boarded by pirates, who tied up the crew and took control of the vessel, sailing it in a north-western direction. The vessel was laden with 3,100 tons of palm oil. The pirates took time to change the identity of the vessel by renaming the vessel, 'Chong Li 2' However, the RTN (Thailand) and the Thai Marine Police were able to identify the vessel, some 9nm off Narathiwat province and apprehend eight of the pirates, after a month and a half in captivity. The palm oil remained on the vessel. Good cooperation and continued surveillance from the authorities has paid off in this case and demonstrates a determination from the local littoral states that they need to apprehend the gangs carrying out such hijacks, before it damages the industry too much. The final destination for the cargo has not been determined.

On the other hand, a failed cargo hijack also means that pirate gangs will be determined to replace the lost cargo and this puts other similar vessels at a heightened risk.

Indonesia are showing signs of acknowledging the huge problem by launching a new coastguard in December 2014, to help crack down on piracy and smuggling, which is disrupting commerce in Southeast Asia. The new force will be part of President Joko Widodo's push to reassure investors, who see the economy growing at the slowest rate for five years. At present, Indonesia relies on a loose grouping of police and navy personnel to safeguard its waters. This new coastguard will bring it all under one roof, making coordination, resourcing and intelligence easier and hopefully more effective in tackling piracy.

SOUTH AMERICA



Summary of incidents – November 2014

1. **24/10/14** – (Position: 10°16'3"N - 064°34'5"W, Guanta anchorage, Venezuela) Boarding. Two robbers armed with knives, boarded an anchored Bulk Carrier. The duty officer noticed the store room door open and instructed two crew members to check. Upon arrival at the store, the crew were confronted by the robbers and chased along the main deck. The alarm was raised, the crew mustered and VTS contacted. The Coast Guard dispatched a boat and an investigation was carried out. Padlocks to the paint room were found broken and some paint drums were missing. The crew are safe.
2. **07/11/14** – (Position: 03°49'N - 077°09'W, Buenaventura anchorage, Colombia) Boarding. Robbers boarded an anchored Bulk Carrier unnoticed, during heavy rain and escaped with a life raft. The Duty AB on routine rounds, noticed the hawse pipe cover opened and the securing chain had been broken. The Master reported the incident to Port Control whom in turn, informed the Coast Guard who boarded the vessel for investigation. During the incident, there were small fishing boats in the vicinity, but these were not visible on the radar.

The current economic problems faced by Venezuela at present, have seen people queuing in the shops for hours for everyday goods and items such as paints or shipping equipment have become almost luxury items, making them highly valuable and highly sort after. With this in mind and the presence of a very successful black market and corrupt authority, it would not be surprising to see more robberies from vulnerable vessels anchored near Barcelona. The peninsula already has a reputation for insecurity, where gangs of criminals operate. All vessels using these anchorages need to be prepared and employ adequate vessel hardening methods and good watch-keeping routines to prevent such robberies...



Health Advisories

Health Advisories for November:

- **Bubonic Plague – Madagascar:** As of 16th November, a total of 119 cases of plague have been confirmed, including 40 deaths. Only 2% of reported cases are of the pneumonic form. Cases have been reported in 16 districts of seven regions. Antananarivo, the capital and largest city in Madagascar, has also been affected with 2 recorded cases of plague, including 1 death. There is now a risk of a rapid spread of the disease due to the city's high population density and the weakness of the healthcare system. The situation is further complicated by the high level of resistance to deltamethrin (an insecticide used to control fleas) that has been observed in the country. So far, there are no travel or trade restrictions based on the current information available. In urban areas, such as Antananarivo, the surveillance of epidemic risk indicators is highly recommended for the implementation of preventive vector control activities.
- **Ebola** – The outbreak continues to spread in Sierra Leone, recording 63 deaths since last Friday. The toll in the Ebola epidemic has risen to 5,420 deaths out of 15,145 cases in eight countries. Sierra Leone, a former British colony, confirmed 533 new cases in the week to November 16th, accounting for much of the increase, which seems to be continuing and WHO report that this is an estimated figure, as many cases still go unreported in this deeply suspicious country. The capital Freetown, which accounted for 168 new confirmed cases, and nearby Port Loko were particularly hard-hit. The outbreaks in Guinea and Liberia currently appear to be driven by intense transmission in several key districts, the WHO said, citing N'Zerekore and Macenta in Guinea and Montserrado in Liberia, which includes the capital Monrovia.
- **Chikungunya Virus** – The Chikungunya outbreak which continues to affect thousands of Caribbean residents since it first appeared in St. Martin last year has been relatively self-limiting in the United States, due to the fact that the current strain only spreads through the *Aedes aegypti* mosquito vector, which is uncommon on the US Eastern seaboard. But recent diagnoses of a new viral strain in Brazil may turn the current hemispheric spread of the crippling disease on its head. The strain – which is prevalent in some African states and which has been the cause of several outbreaks in South-east Asian countries – readily infects the *Aedes albopictus* mosquito, a hardier species which is common along the US East Coast, and which is adapted to colder climates. Brazil has recorded over 200 cases of Chikungunya – predominantly in the country's east-coast Bahia state – but according to Kansas State University virologist Stephen Higgs, the African strain in Brazil has not yet developed the type of dangerous mutations observed in South-east Asia. Such mutations could make the strain up to 100 times more infectious to mosquitoes, says Higgs, allowing the vectors to become more easily infected and pass the virus on to humans. With the Brazilian summer beginning next month, increased rains may create more favourable breeding conditions for mosquitoes and facilitate the spread of the new strain, but local transmission of any imported cases in the US may be mitigated by the approaching winter months in North America.

- **Human infection with avian influenza A(H7N9) virus** – China : On 15th November 2014, the National Health and Family Planning Commission (NHFPC) of China notified WHO of 3 additional laboratory-confirmed cases of human infection with avian influenza A(H7N9) virus, including 1 death. The Chinese Government has taken the following surveillance and control measures: a) Strengthen surveillance and situation analysis, b) Reinforce case management and medical treatment, c) Conduct risk communication with the public and release information.
- **Human Cases of Avian influenza H5N1 – three die in Egypt in November:** Egypt has now confirmed 11 cases of the virus in people this year, including the six who have died, three of whom have been in the last week of November. H5N1 is a type of influenza virus that causes a highly infectious, severe respiratory disease in birds. Human cases of H5N1 avian influenza occur occasionally, but it is difficult to transmit the infection from person to person. When people do become infected, the mortality rate is about 60%.
- **Dengue Fever in Malaysia** - The number of people who have died from dengue fever in Malaysia has more than tripled this year compared to 2013, with 250 cases being reported daily. The increase comes despite extensive government campaigns to highlight the danger of the virus, which is transmitted via mosquito bites. Figures released show the extent of the problem, as between January and November 2014, 88,806 cases were recorded. Kelantan was the worst affected state, with a thousand percent increase in the one year, totalling 1,430 cases. Selangor also had a large number of cases, with 11 deaths from the disease recorded.



Security Alerts



1. North & Central America:

Columbia – After suspending a two year long peace process between the Colombian government and the Farc rebels, President Juan Manuel Santos faced a dilemma after a high ranking general was kidnapped two weeks ago by the Farc rebels, reigniting the initiative. General Rubén Darío Alzate was captured in Farc territory two weeks ago, as he ignored army protocol and ventured deep into Farc territory to visit villages, whilst wearing civilian clothing. Over the next two weeks, the government and the rebels were effectively forced into talks and have revived the peace talks on the release of the General. On his release, the General resigned, having put the army and the government into a compromising position.

Farc are very active in the border regions and are involved in well organised and ruthless criminal activities linked with smuggling, drugs and kidnappings to help fund their cause. It is not advisable to visit any of the border regions.

USA – Ships returning to the U.S. after taking aid cargo to Ebola affected areas, may have to fly the black and yellow L Lima flag on their return, signaling that they are in quarantine. The length of time for the period of quarantine is 21 days, but this will start on their return journey and therefore should not involve too long on the vessels, once back in USA waters.

2. Europe

Turkey – U.S Navy sailors attacked by Turkish Youth Union: Twelve Turkish nationals have been detained and subsequently released, facing possible charges, after they assaulted three US sailors on a crowded street in Istanbul, shouting 'Yankee go home'. The TYU tried pulling the hoods over the sailor's heads and pushed and shoved the three men, in a highly publicised attack (posted on YouTube). This incident highlights the undercurrent of feeling towards Americans that is creeping across Turkey.

Protests against the situation in Kobane/Tal al Abyad(Syria) have led to deaths in the Turkey's south eastern provinces including Gaziantep, Diyarbakir, Mardin and Bingol. There have also been clashes between protesters and police in Istanbul, including around Taksim Square, Adana, Antalya and Izmir.

Spain – Spanish authority's battle against Greenpeace: Clashes have erupted between the Spanish Navy and the Greenpeace vessel Arctic Sunrise, which is now under control of the authorities. The Greenpeace vessel was accused of encroaching on a drilling campaign by Repsol off the Canary Islands, involving the Rowan Renaissance drillship. A You Tube video documented the incident, which saw three naval rigid-hulled inflatable aggressively slamming into the Greenpeace boats, causing injury to at least one of the activists. Greenpeace are claiming that this was an 'excessive use of force'.

EU develop software to improve maritime security: The European Commission's Joint Research Centre (JRC) has developed a new anti-piracy software system that is currently being tested in two maritime operational centres in Kenya and the Seychelles. Known as the Piracy, Maritime Awareness and Risks (PMAR) system, it has been developed on the back of a three-year study carried out by JRC researchers into technologies intended to build up maritime awareness for authorities in regions affected by piracy. The JRC says that the software provides a live picture of ship traffic activity, indicating current ship positions on a digital map, by combining data from a number of different vessel reporting and earth observation systems. In this way the software can create a single maritime picture of the entire western Indian Ocean, JRC says, offering a region-wide picture that can complement the smaller scale coastal displays used by individual countries. It is in essence an improvement on the current technology available, but it is not certain who will have access to this technology.

Risk from Migrants increasing: Seafarers Rights International (SRI) are concerned that the recently dissolved 'Mare Nostrum' being replaced by the EU Frontex operation 'Triton' will put Masters in a difficult position, as they are obliged to render assistance to persons in danger at sea, but this does not necessarily go alongside governments obligation to ensure that assistance be provided to any person in distress at sea. Cuts to this service will upset the delicate balance between the two and the implications regarding incurred costs involved in the rescue of large numbers of migrants has to be taken on by a party. Who will this be? Despite this grey area, the Italian Navy are not ignoring this continuing problem. In November, they continued to rescue large numbers of migrants, in one case, some 600 people between Sicily and North Africa and went to the assistance of Merchant ships that had picked up nearly 100 migrants off the coast of Libya. Greece has also had to send a frigate to rescue a container ship believed to be carrying hundreds of migrants who had come under distress off the southern island of Crete.

As the weather in the Mediterranean deteriorates, the migrants will find themselves in extra danger, as they still attempt the crossing to Europe. Ships in the Mediterranean will have to play a greater role in these rescues.

3. Asia & Oceania

India: Six years after the Mumbai terrorist attack, involving approaches made by sea, the Indian authorities are waiting for clearance from the Cabinet Committee on Security, to open the new maritime security hub at Gurgaon. The Information Management and Analysis Centre (IMAC), the single-point agency linking the newly-formed coastal radar chain, is ready to be commissioned. The National Command Control Communication and Intelligence System, or NC3I, will eventually become the backbone of national maritime domain awareness. While IMAC will be the merging point of all maritime intelligence, the national maritime domain awareness will provide a larger picture by bringing into its fold other agencies. The NC3I will link 20 naval and 31 Coast Guard stations including joint operations centres. In all, 51 nodes across the coastline and Andaman and Nicobar have been

networked. Out of these, seven nodes - Delhi, Gandhinagar, Mumbai, Kochi, Chennai, Vishakhapatnam and Port Blair - will be prominent hubs. The centre will also have a comprehensive shipping database of world registers of shipping for analysis of traffic. The ultimate goal of maritime domain awareness is to bring together more than two dozen agencies for gathering information.

4. North Africa and the Middle East

- **Tightened Security on the Suez Canal** – Following an attack against the Egyptian Navy, 40 miles north of the seaport of Damietta, which has left eight Egyptian navy personnel declared lost at sea following a firefight with an unnamed insurgency group, security has been stepped up on the key navigational route. This attack did not carry the hallmarks of a planned terrorist attack, but does highlight the vulnerable nature of the Egyptian navy and security forces, which are the target of jihadist Ansar Bayt el Maqdis attacks. The group has pledged allegiance this month to the Islamic State group in Syria and Iraq. It is thought that Ansar Bayt el Maqdis has access to heavy weapons, following the release in January, of a video which appeared to show one of its fighters using a Russian-made MANPADS to down an Egyptian military helicopter. Five soldiers were killed in the incident.
- **ISIL Training Camp in Eastern Libya:** The Islamic State in Iraq and the Levant (ISIL), has set up training camps in eastern Libya. It is thought that only a couple of hundred members are in these training camps, but it is thought that ISIL has gained a foothold in the eastern town of Derna, which is near to the Egyptian border.
- **Afghanistan bombing outside British Embassy, killing one British civilian security member** – on the 27th November, the Taliban bombed a British embassy vehicle in the Afghan capital Kabul, killing five people and attacked a foreign compound in the city centre in the evening. The suicide attack on the car in the east of the Afghan capital killed two embassy workers, one Briton and one Afghan, and wounded more than 30 others nearby. A second blast, at a compound run by a contractor for the U.S. aid agency in Afghanistan, shook buildings in the diplomatic quarter and was followed by an intense hour-long gun battle between insurgents and Afghan security forces. A foreign national was injured and two suicide bombers were killed in the second attack, which started when a car loaded with explosives detonated outside the compound just after 7 p.m. These incidents are just part of a number of daily attacks by insurgents against local and security forces, but signals a change in direction as Embassy staff and foreign diplomats are targeted. The security in the country remains on high alert.
- **UN add two groups working within Libya to terrorist list** - Ansar Al Sharia Benghazi (AAS-B) and Ansar Al Sharia Derna (AAS-D). Both groups have links with Al-Qaeda and are responsible for acts of terror in Libya, including bomb attacks, kidnappings, and murder.
- **Djibouti Security Warning:** Information is circulating that potential terrorist threats aimed at Western (including U.S.) and Djiboutian interests in Djibouti. Terrorist acts can include suicide operations, bombings (to include car bombings), kidnappings, attacks on civil aviation, and attacks on maritime vessels in or near Djiboutian ports. Attacks may target

official government facilities, including Embassies and military installations, as well as soft targets such as restaurants, clubs, hotels, and other commercial entities.

- **Jihadists swear allegiance to Baghdadi:** Late November, Jihadists from Algeria, the Sinai region in Egypt, Libya, Saudi Arabia and Yemen all swore allegiance to Abu Bakr al Baghdadi in an audio message that was coordinated by the Islamic State.

5. Africa:

- **Terrorist Attack in Kenya by Al Shabaab on bus travelling to Nairobi, killing 28 –** Members of Somalia's al-Shabaab armed group have hijacked a bus in Kenya and killed 28 non-Muslims on board after singling them out from the rest of the passengers. The bus was travelling to the capital Nairobi with 60 passengers was hijacked 50km from the town of Mandera. The attack was in response to the continued presence of the Kenyan troops as part of the offensive against the terrorist group in Somalia.
- **Nigeria:** Boko Haram has raised the tension in Kano, after bombers and gunmen struck, killing more than 100 people at the central mosque. The attack has caused fury in the community and across Nigeria, as many see this as an attack against Islam, showing the lack of respect that Boko Haram demonstrate. Earlier in the week, two suicide bombers, both teenagers, killed dozens in a market place in north-eastern Nigeria.

6. South America and Antarctica

- **Colombia:** Peace talks set to resume between the government and FARC. This is in response to the capture of a high ranking General earlier in the month.



Anti-Piracy Measures/Best Management Practices

Allmode strongly recommend that all vessels transiting the HRA implement BMP4. The three fundamental requirements of BMP4 are:

- 1. Register at MSCHOA:** Ensure that a 'Vessel Movement Registration Form' has been submitted to MSCHOA prior to entering the HRA.
- 2. Report to UKMTO:** On entering the UKMTO Voluntary Reporting Area – an area bound by Suez to the North, 10S and 78E – ensure that a UKMTO 'Vessel Positioning Reporting Form – Initial Report' is sent. Vessels are strongly encouraged to report daily to the UKMTO by email at 0800 GMT whilst operating in the HRA.
- 3. Implement Ship Protection Measures (SPM):** The measures described in BMP4 are the most basic that are likely to be effective. If pirates are unable to board a ship they cannot hijack it. Allmode is able to provide advice on request.
- 4. Enhanced Watch keeping:** Additional, briefed lookouts should be used for each watch, and careful Radar Watch should be maintained. A sufficient number of anti-glare binoculars should be available for the enhanced Bridge Team. Masters should consider a shorter rotation of the watch period in order to maximise alertness of the lookouts, and the utilisation of night vision optics.



Attack Types

Definitions of attack type vary between the different piracy reporting centres. The definitions used in this report are as follows:

- **Hijacked Vessel:** Vessel which pirates board and take control of against the will of the crew.
- **Boarded and Robbed:** Vessel which pirates board and rob, but do not take control of.
- **Fired Upon:** Vessel which is fired upon by pirates using small arms or RPG.
- **Attempted Boarding:** Vessel which pirates have attempted to board, or have boarded but failed to secure.
- **Suspicious Approach:** Suspicious small craft, e.g.: a craft containing non-fishing equipment such as ladders, which makes a definite course alteration towards the vessel.

- **Suspicious Activity:** Small craft behaving suspiciously such as sailing on the same course or speed for an uncommon period and distance, not in keeping with normal fishing trends.
- **Disruption:** Any incident where a pirate vessel at sea is prevented from conducting piracy operations due to direct engagement or interdiction by coalition forces.
- **Internationally Recognised Transit Corridor (IRTC):** The IRTC was established in the Gulf of Aden in February 2009. This enables Vessels to transit the corridor, if necessary in arranged convoys, and the IRTC is patrolled and supported by a strong naval presence.
- **Pirate Action Group:** Any group engaging in pirate activity consisting of a mother-ship accompanied by at least one attack skiff, or two or more attack skiffs operating independently.
- **Pirated Vessel:** A vessel captured by pirates which will be used to demand a ransom. Pirates remain on board the vessel in full control of both the vessel and the crew, can also be used as a mother-ship



Night Vision Devices

Visual acuity from night vision devices provides a vast improvement over human night vision. However, it is far from perfect. As with direct sight, higher levels of acuity are associated with closer, slower targets. The visual acuity offered by image intensification rapidly diminishes for objects over 400 feet away. This distance is further reduced, the faster the target is moving. A number of environmental factors can also reduce the acuity of image intensification systems. Rain, clouds, mist, dust, smoke, fog all affect performance.



About Allmode

INTERNATIONAL SECURITY SERVICES

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

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

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

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

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