



# Allmode

**INTERNATIONAL SECURITY SERVICES**

## **Global Security and Intelligence Report**

**September 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 are 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:

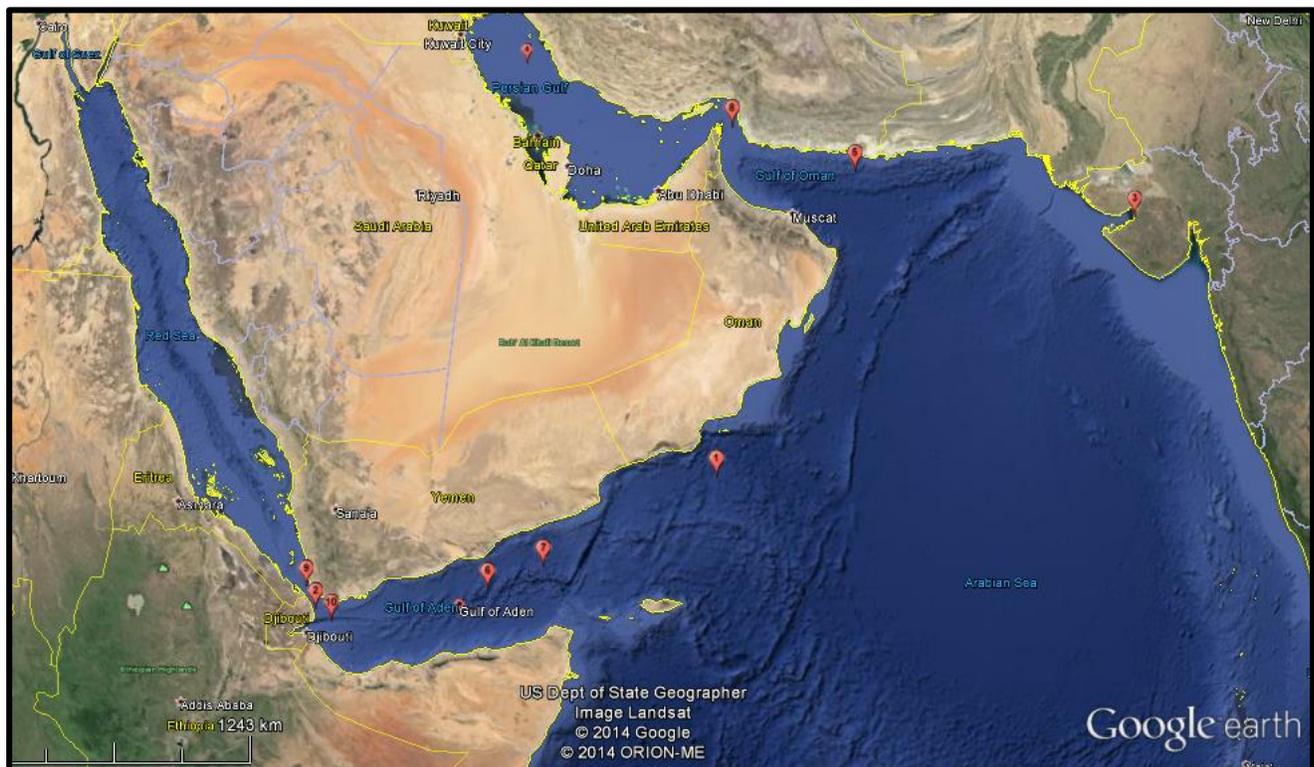
- Spot reports
- Advisory reports
- Global security reports
- Specific area and region reports
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## Piracy Update –

### 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



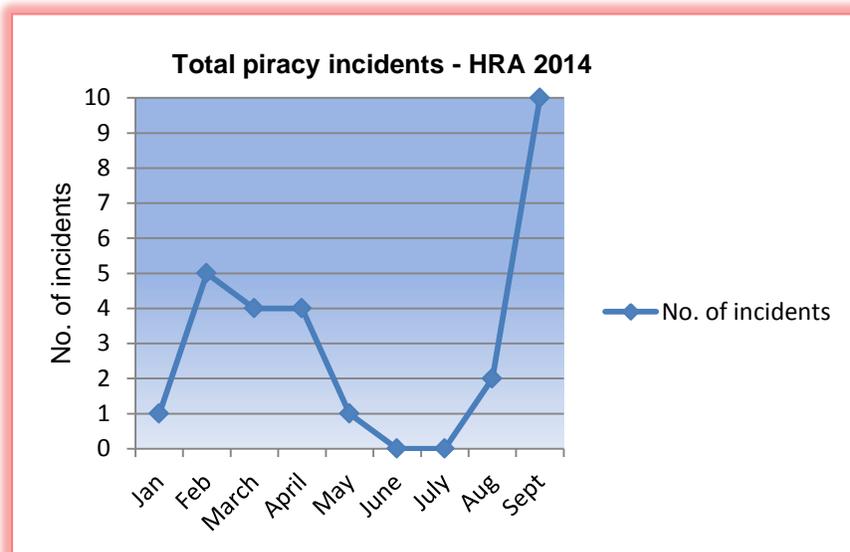
### Summary of Piracy incidents – September 2014

1. **01.09.14** (Position 12°31'N - 043°32'E, Gulf of Aden) At 0441 UTC a vessel reported being approached by four white skiffs each containing x 4 – 6 POB. Travelling at 18 knots, the skiffs approached to within 0.5nm from astern, 1nm off the bow and 1nm to port. On-board Armed Security Team displayed weapons and the skiffs moved away. Vessel and crew are safe.
2. **02.09.14** (Position 12°34'N - 043°30'E, Gulf of Aden) At 0800 UTC x 2 white and yellow skiffs making 18 knots approached a vessel to within 0.4nm on the port beam. The skiffs halted

their approach after the embarked Armed Security Team displayed weapons. Vessel and crew are safe.

3. **03/09/14** (Position 22°44' N - 070°01' E, Kandia Outer Anchorage, India) At 0230 LT three robbers armed with knives, boarded an anchored Product Tanker. They threatened the duty crew, who managed to escape and informed the bridge. The alarm was raised and the crew were mustered. The robbers escaped with ships stores.
4. **04.09.14** (Position 28°24'N - 050°11'E, Persian Gulf) At 0645 UTC x 3 grey and orange-hulled speed boats approached a vessel's starboard quarter to within 1.2nm. Each boat contained x 2 POB in black clothing, and reportedly were armed with a machine-gun partially covered by a tarpaulin. The Master conducted evasive manoeuvres whilst being followed for 5 – 10 minutes, after which the boats headed in a westerly direction. Vessel and crew are safe.
5. **05.09.14** (Position 24°55'N - 060° 46'E, Gulf of Oman) At 0700 UTC x 3 white-hulled skiffs approached a vessel to within 0.6nm. The skiffs carried x 2 or 3 POB wearing green or black clothing. The vessel operated hoses and the skiffs departed in a northerly direction towards the Strait of Hormuz. Vessel and crew are safe.
6. **08/09/14** (Position 13° 07'N - 048°41'E, Gulf of Aden) At 1300 UTC an MV reported another craft in distress unable to start its engines. A large number of passengers, approx. 50 – 60 including children were sighted inside the craft under an orange tarpaulin. Despite providing a lee and standing by to assist, offers of help were not accepted. The craft regained propulsion and headed off towards the Yemeni Coast.
7. **17/09/14** (Position 13°42'5"N - 050°28'3"E, Gulf of Aden) At 1305 UTC an MV reported being approached twice in the Gulf of Aden by x 3 skiffs (one described as a mother-ship). On the first occasion the CPA being 1nm, on the second at position 13° 36'1"N, 050° 13'6"E x 1 skiff closing to within 3 cables. The MV implemented protection measures, during the second approach the embarked Armed Security Team fired one parachute flare followed by two more, after no response by the skiff, x 3 warnings shots were fired whereupon the skiffs moved away. A coalition warship in the vicinity was being kept informed. The vessel and the crew are safe.
8. **25/09/14** (Position 26°15'N - 056°45'E, Straits of Hormuz) At 1253 UTC an MV reported being approached to within 20m astern by x 1 skiff at speed. The grey skiff approx. 10m in length was carrying x 3 POB, weapons were alleged to have been sighted plus rope and hook. The MV with no AST embarked, alerted vessels in the vicinity, applied self-protection measures, increased speed and carried out evasive steering, the skiff eventually breaking off and falling astern, the incident lasting for 1.5 hours. The vessel and the crew are safe.
9. **25/09/14** (Position 13°05'N - 043°5'30"E, Gulf of Aden) At 2126 UTC an MV reported being approached to within 1 – 2 cables by x 8/9 skiffs who followed for approximately 1.5 hrs. The MV transmitted a Mayday on VHF and HF DSC received by ships in the vicinity and shore authorities. Due to darkness the MV was unable to accurately identify any distinguishing features or confirm sightings of weapons/ladders. The embarked AST fired warning shots, contact breaking with the skiffs at 2257 UTC. UKMTO advised vessels transiting the area to remain vigilant. The vessel and crew are safe.

**10.29/09/14** (Position 12°22' 05N - 043°53'E, Gulf of Aden) At 1144 UTC a vessel reported being approached at speed to within 8 cables by 1 skiff. The dark blue hulled skiff was carrying 3 POB. The embarked Armed Security Team displayed weapons whereupon the skiff withdrew to join 2 other skiffs carrying 1 and 2 POB respectively. No weapons or ladders were sighted. The vessel and crew are safe.



Traditionally, the inter monsoon period from September to November will see an increased risk of piracy incidents in the HRA. As the seas calm and the wind abates in the Indian Ocean, the capacity for pirate operations increases throughout the HRA and especially in the Indian Ocean, thereby extending the range from which attacks can be carried out. Pirate groups will move away from the shelter of the Bab el Mandeb strait and venture further away from the

patrolled RTC. This effectively puts all vessels at increased risk of attack. During this inter-monsoon period, winds around Socotra fall below 9m per second (18kys) enabling small boats to operate further out to sea. Most skiffs are able to operate when the wave height is below 2.5 m, therefore close attention to the weather conditions is advisable, in particular the surface wind speed, when determining how vulnerable a vessel will be. The use of motherships also increases the range from which attacks can be launched and any sightings of suspicious vessels should be reported immediately to the UKMTO to warn others of any possible threat.

As the graph shows, the number of reported incidents is increasing as expected, with ten incidents during September. Of these incidents, 7 MV's experienced approaches ranging from 20nm to 1.2nm and 4 incidents involved the on-board armed security teams responding. The fact that so much more movement is evident in the region could be related to the fishing industry capitalising on the improved weather, although some of the suspicious approaches have reported seeing weapons and piracy equipment on-board the approaching skiffs and POB wearing army style fatigues. It appears that some of the above incidents are examples of soft approaches made to ascertain the presence of on-board security and levels of watch-keeping.

Again, the improving weather conditions have seen a couple of suspicious approaches in the Gulf of Oman, far away from the usual area of the Straits of Hormuz and this is also an indication that attacks are possible further away from land and that patrols from the Omani navy are no deterrent for transiting vessels. All vessels will need to remain vigilant and have all the recommended vessel hardening measures in place.

More reports in the media this month have emerged regarding the Iranian navy thwarting a pirate attack on an Iranian oil tanker. The report suggests that 12 pirate boats attempted to hijack the Iranian oil tanker in the waters of the Gulf of Aden, near to the Bab el Mandeb strait. However, the Iranian Navy's 31st fleet of war vessels, comprising Bayandor destroyer and Bandar Abbas auxiliary ship, successfully foiled all three attacks against the ship and chased off the assailants.

This report has not been verified and it would seem strange for an attempt involving so many skiffs, not to be noticed by other vessels in the area and subsequently reported to the UKMTO.

On the 19<sup>th</sup> September, the EU Naval Force frigate, ESPS Navarra, came to the assistance of a stricken yacht in the Gulf of Aden. The yacht had been detected on the warship's radar in the early morning. ESPS Navarra's Bridge team initially tried to hail the yacht via their VHF radio. After several attempts, a member of the crew finally answered the call. He said that they were running very short on water and fuel, but still had some distance to travel in to the Indian Ocean. This is the second time that the Spanish frigate has helped a yacht that has got into difficulties in less than two months. This is a worrying sign and the advice of the International Naval counter-piracy forces is that all sailing yachts under their own passage should remain out of the High Risk Area (HRA) or face the risk of being hijacked and held hostage for ransom. Yachts remain extremely vulnerable to attack, especially now that the weather conditions are improving and access to yachts ( typically having very low freeboard and relatively low speed) is easier than most commercial vessels, especially if they are experiencing difficulties which would affect the speed at which they sail.

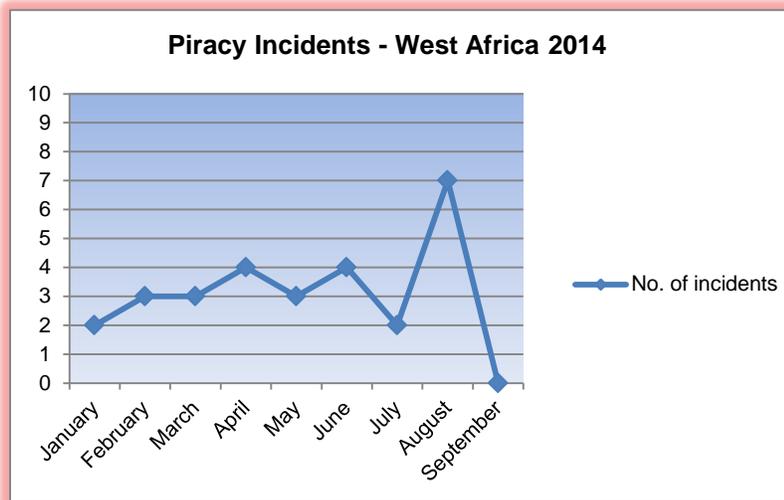
EUNavFor are adding to their arsenal of equipment to help fight piracy, by introducing an Unmanned Aerial Vehicle (UAV - General Atomics MQ-1 Predator) as part of the 32nd wing of the Italian Air Force, based in Djibouti. This should provide more real-time intelligence on possible pirate attacks and the Predators will also be used to monitor the safety of World food programme (WFP) vessels transiting the Indian Ocean to provide food and other necessities to needy people in East Africa. This will be the first time UAV's have been deployed in anti-piracy operations off Africa's east coast, helping to bolster the already present Operation Atalanta's forces.

On a positive note, the German-American journalist Michael Scott Moore has been released from captivity at the hands of Somalian pirates, after two and a half years in captivity. This puts the number of those still held captive, down to thirty seven. It would appear that a ransom of approximately \$2 million was paid for his release and this in turn caused a dispute to erupt between his captors, leading to six of the group being killed in a gunbattle, over how the money should be divided up. Such reports shows the instability within the pirate groups and a degree of desperation and frustration experienced by the captors. This does not give much hope for the remaining hostages, all of whom are from poor backgrounds and countries which will not aid in terms of ransom payment, although negotiations are still continuing regarding this.

## WEST AFRICA

### Summary of incidents –

No incidents to report this month.



However, in light of the growing concern about the number of incidents in the Gulf of Guinea and the serious nature of these, the international shipping community has released an updated version of *Guidelines for Owners, Operators and Masters for the Protection Against Piracy in the Gulf of Guinea Region*. These guidelines have been developed jointly by BIMCO, ICS, Intertanko and Intercargo. (downloadable from websites of BIMCO, ICS, Intertanko and Intercargo). These guidelines are to be read in conjunction with BMP4.

Attacks in the Gulf of Guinea have spread as far south as Angola and as far north as Sierra Leone. The attacks have become more violent, with the pirates carrying guns and have been more targeted towards vessels carrying valuable cargo, such as fuel. Some of the recent incidents have involved kidnapping for ransom and crew have been physically attacked in many incidents. The local naval forces has struggled to curtail these incidents, which are carried out by well organised and informed criminal gangs. This has prompted a response, as many companies fear entering the Gulf, due to the heightened risks involved. Many in the maritime sector complain that the time vessels are at anchor in such a busy locality, automatically puts them at risk. Armed robbery is especially prevalent in the localities near Lagos, in Port Harcourt, Bonny River, Cotonou and Lome, where the thieves are targeting valuable items such as IT equipment and personal effects that can be easily sold on. The region around the Bonny River is particularly difficult to patrol, due to the many inlets and tributaries that feed the bay. This enables the gangs to use small speedboats to approach their target and escape easily, down the many small waterways. Gangs are also protected by the locals, who live in fear of the gangs, therefore nobody will help the JTF (Joint Task Force) patrols in case of retribution.

Cargo thefts are particularly prevalent in the area where STS operations take place. This is a busy area and the pirates are knowledgeable about the operations onboard the vessels and can blend in, making it very difficult for the patrol vessels to realize that anything untoward is occurring. The vessels are taken for a few days, along with the crew, as the cargo is transferred and then sold on to a pre-arranged buyer onshore. Corruption is rife in the Gulf of Guinea countries and the black market is present on all levels.

Kidnap for Ransom incidents have increased, particularly against the smaller offshore supply vessels and tankers used by the major oil companies. The crew are typically taken ashore and a ransom is demanded for their release from the company.

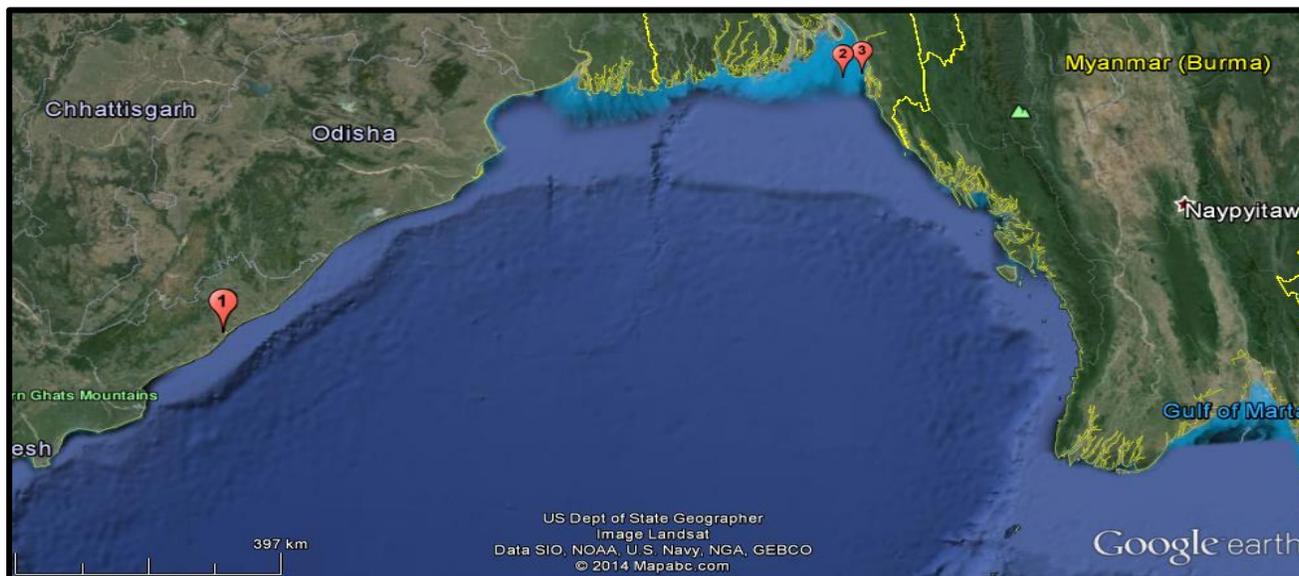
Most worrying of all, is the recent occurrence of attacks far out to sea, whereby the pirates target ships away from the areas thought to be most at risk, with the use of a mothership. This now has implications for all vessels having to cross this volatile region, even if they are trying to stay far away from the coastal areas. This has changed the previous modus operandi of the Gulf of Guinea pirates and has made the maritime sector very nervous.

The Gulf of Guinea is new to collating and assisting in reporting incidents, with the opening of *The Maritime Trade Information Sharing Centre Gulf of Guinea (MTISC – GoG)*, based in Ghana. They administer a Voluntary Reporting Area (VRA) and are in the early stages of trying to add the coordinated approach that is seen in the HRA off the east of Africa.

Furthermore, a grey area surrounding the use of armed guards has not been adequately explained by the Gulf of Guinea states. The Nigerian Navy offer licences to certain companies to employ naval personnel on board their escort vessels. Similarly, some agents and Private Security Companies offer Nigerian security forces as armed guards for use on board merchant ships. Private Security Armed guards are not permitted to operate on vessels inside territorial waters of coastal states in the region. Many companies are reluctant to use the Nigerian naval personnel due to cost and corruption claims and therefore have little choice, but to use vessel hardening measures recommended in BMP4. This does create many problems for companies, considering the volumn of goods that are imported and exported from the region.

## BAY OF BENGAL

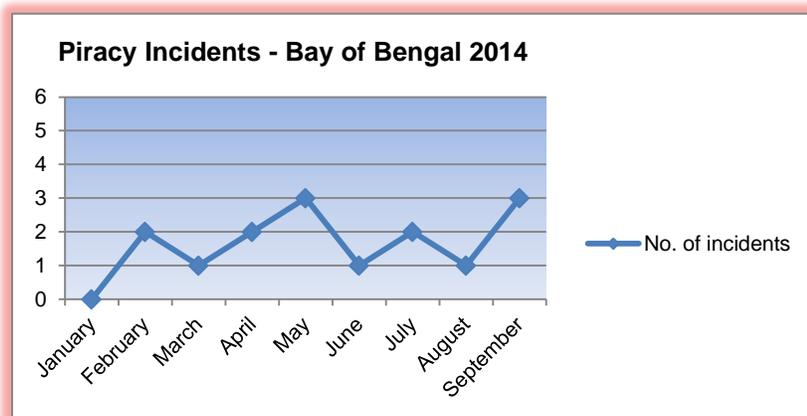
### Summary of incidents –



1. **14/09/14** (Position 17°40' N - 083° 23' E, Visakhapatnam Anchorage, India.) At 0630 LT seven robbers in a boat approached an anchored Chemical Tanker. Four of the robbers boarded the tanker via the stern and stole fire hose nozzles and couplings. The Master noticed the robbers, raised the alarm and the crew were mustered. Upon hearing the alarm and the robbers jumped overboard and escaped with the stolen items. Port Control were

informed.

2. **18/09/14** (Position Chittagong Anchorage, Bangladesh.) At 0049 LT twenty five robbers, armed with knives, approached an anchored vehicle carrier. Ten of the robbers boarded the vessel via the stern ramp coaming brackets. The alarm was raised and the crew were mustered. The robbers stole mooring ropes and escaped. No injuries were sustained to the crew. Port control and the coast guard were informed. They dispatched a patrol boat. At 0645 LT the coast guard contacted the ship indicating that the suspect vessel had been apprehended and the mooring ropes recovered.
  
3. **27/09/14** (Position 21°51'N - 091°48'E, Chittagong Lighterage Anchorage, Bangladesh.) At 0130 LT four robbers in a wooden boat, armed with knives, boarded an anchored Product Tanker using hooks, attached to ropes. They took hostage the duty crewmembers whilst on routine rounds, seized his handheld radio, so he could not raise the alarm and stole ship's stores. The duty crewmember managed to escape and raised the alarm. All crew were mustered, the fog horn sounded and the coast guard and port control were informed. Seeing that they had been detected, the robbers escaped with the stolen items. First aid was given to the duty crewmember, who had sustained cuts on his hands.



Over 400 million people in the Bay of Bengal area are dependent on coastal and marine resources for their food, livelihood and security. Rapid population growth, high dependence on resources and increased land use has resulted in over exploitation of fishstocks, putting pressure on local fishermen and their families to make a living for themselves. Widespread corruption and exploitation is common across Bangladesh. Fishermen and the

companies that they work for, pay protection money from the pirates that seek to cash in on the highly lucrative fishing stocks and the equipment used in the industry. At certain times of the year, piracy activity increases, depending on the fishing season. At the moment, it is the season for hilsa fish. This is the time when boats enter the creeks and channels of Sunderbans to catch fish. And this is also the time when the pirates become particularly active. Over the past few years, many fishermen netting in the creeks, channels and rivers on the Indo-Bangladesh border waters in Sunderbans along the Bay of Bengal were killed, kidnapped, tortured and their boats looted by the pirates of Khulna and Jessore. These pirates also poach wildlife, fell trees for timber, steal wood and camp in the forests of Sunderbans on the Indian side.

Coupled with the fact that the Coast Guard and Navy are lax in patrolling in the Bay of Bengal, makes this a difficult time for all using the anchorages in the bay.

These groups are known to involve larger numbers of men, as can be seen in incident no. 2. They are primarily interested in the equipment used on vessels that can then be sold on to be used by other pirate groups in the area. They are known to be violent and carry weapons and will become aggressive if tackled, as in incident no.3.

All vessels using the anchorages in the Bay of Bengal need to be prepared for PAG's and have all

security protection measures in place before entering the bay.



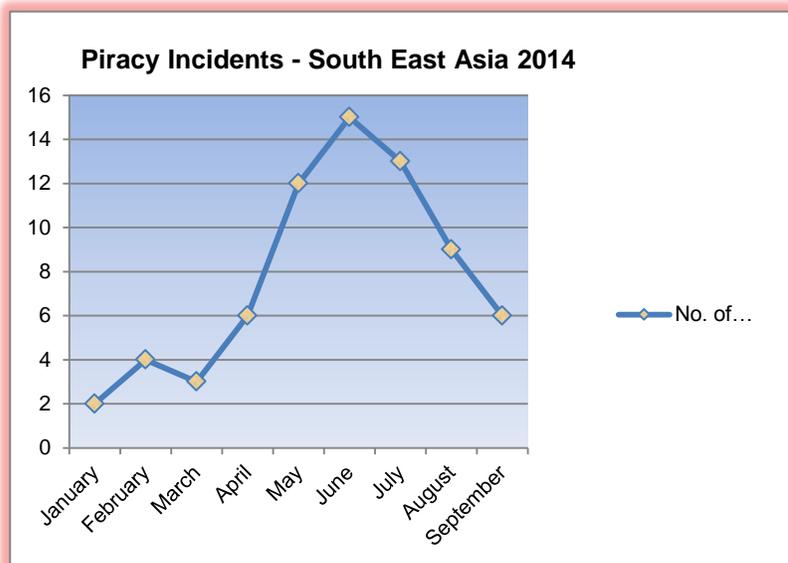
## SOUTH EAST ASIA

### Summary of incidents –

1. **17/09/14** (Position 01°26'N - 104°50'E, 20nm of Tg Berakit, Bintan Island, Indonesia) At 2200 LT eight armed pirates boarded and hijacked a Product Tanker en route to Timor Leste. The vessel rendezvoused with two smaller tankers and the cargo of gas-oil was transferred. Later, the pirates released the tanker and escaped. Crew and vessel safe.
2. **17/09/14** (Position 10°14'9"N - 107°03'1"E, Vung Tao Inner anchorage, Vietnam) At 0230 LT three robbers boarded an anchored tanker. The Duty AB on routine rounds, spotted the robbers and informed the D/O, who raised the alarm. All the crew were mustered. Upon hearing the alarm, the robbers escaped in their small wooden boat with ship's stores.
3. **22/09/14** (Position 07°10'N - 098°12'E, around 34nm SSW of Phuket Island, Thailand.) At an unknown time, six armed pirates boarded a tanker en route to Yangon, Myanmar. They tied up the 2nd officer and duty AB on the bridge and mustered the rest of the crew in the Mess Room. The 2nd officer managed to activate the SSAS alert, without being noticed by the pirates, who later escaped after stealing all the crew's personal effects and money.
4. **23/08/14** (Position 06°05'S - 106°53'E, Jakarta Port, Indonesia.) At 0700 LT robbers boarded a berthed Bulk Carrier unnoticed and escaped with ship's stores. The theft was noticed when

the Chief Officer noticed the deck store broken into and ships stores missing.

5. **24/08/14** (Position 01°13'N - 103°53'E, Singapore Straits.) At 0610 LT six robbers boarded a livestock vessel underway. They entered the engine room, took hostage the duty engineer and tied him up and proceeded to steal engine spares and personal cash before making their escape. The 2<sup>nd</sup> Engineer managed to free himself and raised the alarm. The incident was reported to the coast guard upon entry into the port. The coast guard boarded the vessel and conducted an investigation.
6. **25/09/14** (Position 01°24'32"N - 104°40'54"E, around 16nm of Tg. Berakit, Bintan Island, Indonesia.) At 0545 LT three robbers boarded an anchored Crude Tanker using a boarding hook. The Duty A/B on routine rounds, noticed the robbers near the poop deck and raised the alarm. Realising they had been spotted and the robbers escaped in their boat, empty handed.



Weather conditions over the next few weeks will have a significant impact on the ability of pirate groups to operate using small crafts, powered by outboards. This time of year, Asia is hit by heavy rain, strong winds and frequent thunderstorms. Alongside this, the region will see severe Typhoons developing, such as Typhoon Phanfone, which has hit Japan with winds of around 100 km/h. This typhoon is still developing in the seas off Vietnam and may move landward in the next week.

Despite these difficult weather conditions, which have an impact on the number of incidents at sea, piracy incidents in the more sheltered bays and anchorages cannot be ruled out. In fact, the conditions could force piracy groups to move to carry out more opportunistic robberies on ships at anchor, when the opportunity presents itself. As a result, all vessels cannot afford to become complacent, as vessels may have to spend more time at anchor and be vulnerable to attack, with conditions not allowing them to sail.

The trade in illegally solicited fuel was highlighted this month, with the arrest of an official from the Indonesian State firm Pertamina. The official was accused of being involved in a five year fuel scandal, with more than \$100m from illegal fuel siphoning from ships. The Riau-based official, was taken in by police following an investigation into suspect oil transactions. The Indonesian police think that the suspect, named as "Yusri" and another accomplice have been conducting ship-to-ship fuel transfer four times a month since 2008. The case highlights the extent of corruption and shows that the perpetrators of this well organised business, which is costing the industry millions, goes through to the highest levels in organisations. It shows that the authorities are attempting to address this ever increasing problem and sends a clear message out to those involved, no matter who they are. Theft from fuel tankers will continue to

be the main problem facing smaller tankers transiting the region. Cases of illegal trade in marine diesel are on the rise in Singapore and more offenders have been arrested, according to the republic's Police Coast Guard (PCG). From January to July this year, around 60 metric tonnes of ship fuel changed hands illegally, 10 times more than the whole of last year, local media reported, citing information from the PCG. In total, the oil was worth more than SGD70,000 (\$55,500). The police also arrested 32 men up to July this year, compared to 26 arrests in the whole of last year for such offences. The PCG reveal that the pirates siphoned off boats while they were moored in Singapore waters, and later sell on to vessels outside the territory, through a middleman. An average boat can hold only 20 metric tonnes of oil, but offenders will usually modify the boats' fuel tanks illegally to store a larger volume. Those found guilty of theft of bunker oil face seven years in jail and a fine. Those who buy the stolen oil could be jailed for five years and fined.

All vessels will need to continue to be vigilant and well protected from such attacks. Any suspicious activity should be reported immediately to the one of the ReCAAP focal centres found throughout the region.

As of the 23<sup>rd</sup> September, the United States has become the 20th member of Singapore-based anti-piracy body Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP). The Assistant Commandant for Prevention Policy of the US Coast Guard, Rear Admiral Paul F Thomas has been appointed as the ReCAAP Information Sharing Centre (ISC) governor for the United States. The US Coast Guard - Rescue Coordination Centre Alameda (RCC Alameda) has been designated to be the focal point of the US. This more coordinated effort, involving all the littoral states should help to safeguard vessels transiting this essential trade corridor.

## Health Advisories for September

### a) Foreign & Commonwealth Office travel advice update for Guinea, Liberia and Sierra Leone

Issued: 01/09/14



The FCO have recently updated their travel advice to advise against all but essential travel to Guinea, Liberia and Sierra Leone. The ongoing outbreak of Ebola virus in these countries is narrowing the options for commercial flights. Combined with the deteriorating public health situation and pressure on medical facilities, non-essential travel is being discouraged. Only those individuals involved in the direct response to the Ebola outbreak should consider travelling.

British Airways have suspended flights to Sierra Leone

and Liberia, Air France has suspended flights to Sierra Leone and some other airlines have also suspended flights to Sierra Leone, Liberia and Guinea.

British nationals in Guinea, Liberia and Sierra Leone should be vigilant that the limited commercial flight options and growing restrictions on travel may make it difficult to leave these countries, particularly at short notice.

### b) Locally-acquired cases of dengue fever in Japan

**Issued: 03/09/14**



The Japanese Ministry of Health have reported 34 cases of locally acquired Dengue fever since 1 September 2014. Dengue fever is an arbovirus spread by the *Aedes aegypti* species of mosquitoes which predominantly bite during the day.

All of the cases have visited Yoyogi park in central Tokyo during August 2014 and none of the cases have a recent history of overseas travel. Tokyo Metropolitan city has closed Yoyogi park and implemented control measures, including fumigation, to control mosquito breeding sites.

### Advice for Travellers

Travellers to affected areas should be advised to take measures to avoid mosquito bites, particularly during daylight hours. Using DEET-based insect repellents, covering up with clothing and eliminating mosquito breeding sites (standing water) can help reduce risk.

### c) Ross River Virus in Australia

**Issued: 08/09/14**



The Health Department of Western Australia (WA) is concerned about the consistent increase in Ross River virus (RRV) infections over the past two years. In the last year, 1535 RRV cases were reported which compares with 1137 the previous year.

Thus far in 2014, 1173 cases have been notified, which is just below the 1374 cases recorded in 2012, one of the worst years for RRV infection in WA.

Once the warmer months arrive, the risk of RRV increases. Many of the reported cases are in Perth with a high proportion in the South West, where most cases usually occur.

The Health Department is investigating whether the unseasonal increase in cases during the winter months,

has been caused by a warmer winter or a change in testing methods skewing results.

### **Advice for Travellers**

Travellers should be aware of the risk of Ross River virus infection in Western Australia, particularly if visiting during the summer months in Australia. Ross River virus is transmitted by the bite of an infected mosquito; travellers should take steps to avoid mosquito bites.

### **d) Ebola Virus Disease in Democratic Republic of Congo (DRC) (Update)**

**Issued: 11/09/14**

The outbreak of Ebola virus disease (EVD) in the Democratic Republic of Congo (DRC) is ongoing. A further 31 cases were reported between 2-9 September 2014. The total number of cases has increased to 62, of those 14 have been confirmed and 35 deaths have occurred (9 confirmed, 26 probable).

The outbreak has been confined to Jeera country; affected villages include:Watsi Kengo, Lokolia, Boende, and Boende Muke. A total of 239 contacts have been followed-up. All cases and contacts are linked to the index case.

### **Advice for Travellers**

The risk of travellers becoming infected or developing EVD is extremely low, unless there has been direct contact with blood or bodily fluids of dead or living infected persons or animals. Healthcare workers are at particular risk, although practicing appropriate infection control should effectively prevent transmission of disease in this setting.

Travellers returning from tropical countries should always seek rapid medical attention if they develop flu-like symptoms (such as fever, headache, diarrhea or general malaise) within three weeks after return, and be reminded to mention to their health care provider that they have recently travelled

### **e) Ebola in Guinea, Liberia and Sierra Leone - issued 11/09/14**

**Warning raised to level 3 – Avoid all non-essential travel**

It is not recommended that anyone travel to these countries unless it is absolutely necessary. If they do, they should protect themselves by avoiding contact with the blood and body fluids of people who are sick with Ebola.

### **At a Glance**

- Total Case Count: **1199**
- Total Deaths: **739**
- Laboratory Confirmed Cases: **97**

### **Ebola in Nigeria – issued 11<sup>th</sup> Sept 2014**

**Level 2 – Practice Enhanced Precautions.**

#### f) Rabies (Canine and Human) in China



**Issued: 11/09/14**

Rabies virus infection among the dog population of China is an ongoing problem. An anti-rabies campaign has been implemented in Yunnan province in the south of the country, following reports of five human deaths from rabies in the last three months.

The municipal government in Baoshan City has facilitated the administration of rabies vaccine to 100 000 dogs. Part of the campaign has also included the culling of 4900 dogs.

#### Advice for Travellers

Visitors to China should be aware that rabies infection is still prevalent in the canine population despite stringent controls. All contact with animals should be avoided and any bites sustained must be assessed carefully immediately. Pre-exposure rabies vaccine may be considered for travellers to China.

#### g) Hajj and Umrah in Saudi Arabia - issued 30/09/14

##### **Level 2 – Practice Enhanced Precautions.**

The annual Hajj pilgrimage to Mecca, Saudi Arabia, is among the largest mass gatherings in the world. Hajj draws about 3 million Muslims from around the world, and more than 11,000 Americans make the pilgrimage each year. This year, Hajj will take place from approximately **02/09/14 to 07/09/14**. Umrah is a similar pilgrimage that can be undertaken at any time of the year.

Because of the crowds, mass gatherings such as Hajj and Umrah are associated with unique health risks. If you plan to travel to Saudi Arabia for Hajj or Umrah, follow all the recommendations given by tour operators regarding how to avoid falling sick or putting yourself in danger.

#### h) Chikungunya cases rise to six in the Cayman Islands-

The total number of confirmed cases of Chikungunya in the Cayman Islands has now reached six, as at 15/09/14. Since the last update on 08/09/14, five new cases were placed under investigation during the week of 09-15/09/14. Of the six confirmed cases, five have reported a travel history to countries having an outbreak, (two to Dominican Republic, two to Guyana, one to Jamaica). One had no travel history, an indication that the infection was acquired locally.

To date 10,972 confirmed/probable cases of Chikungunya have been reported, from 20 CARPHA member states and 11 other Caribbean countries/territories. Total suspected cases are 690,309.

## Security Alerts



### 1. North & Central America

**19/09/14 - Hurricane Odile (Mexico): British Nationals in affected areas of Baja California and Baja California Sur advised to leave via Internacional de Los Cabos International airport (SJD).**

Hurricane Odile has affected parts of Baja California and Baja California Sur. British Nationals in the affected area are advised to leave via Aeropuerto Internacional de Los Cabos International airport (SJD). Please go with the expectation of a potentially long wait; the airport is crowded. We recommend travelling with basic provisions of food and water where possible.

There are reports of looting and gang violence on the streets of downtown San José del Cabo. Exercise caution when transiting to the airport. Monitor local media and follow the guidance of local authorities.

### **US has first case of Ebola – 30/09/14**

The first person to be diagnosed with Ebola within the US has deteriorated from a serious to a critical condition. Thomas Duncan, who caught the virus in his native Liberia, is being treated at a Dallas hospital in isolation. Four other occupants of the flat where he lived are being kept in isolation.

## 2. Europe

**26/09/14** - The Prime Minister of the UK spoke in Parliament on the UK's role in tackling ISIL in Iraq (Islamic State of Iraq and the Levant). An overall majority voted in favour of supporting the Iraqi government in its fight against ISIL and are to join other countries in airstrikes against ISIL in Iraq.

## 3. Asia & Oceania

**12/09/14** **Australia raise Terrorism Alert level to High** - Prime Minister Tony Abbott raised Australia's terrorism alert level from medium to high on Friday, after warnings from security officials that a growing number of Australians joining extremist groups, including the Islamic State in Iraq and Syria, represents an increased threat to the country. **High means that a terrorist attack is likely.** Mr. Abbott said that there was no indication that a specific threat was imminent, but that there was "a body of evidence that points to the increased likelihood of a terrorist attack in Australia." It is thought that about 60 Australians are fighting with the Islamic State in Iraq and Syria, known as ISIS and with the Nusra Front, an Islamic rebel group in Syria. Fifteen Australians are believed to have been killed in the current conflict in Iraq and Syria, including two suicide bombers.

Back in Australia, supporters of both groups are known to be actively recruiting and earlier in the week, two men in the Australian state of Queensland were arrested in connection with allegations that they had been recruiting and providing funds to Australians to travel to Syria to fight with the Nusra Front.

On the 18/09/14, an anti-terrorism raid, involving around 800 personnel, was carried out in suburbs of Sydney, where around 14 suspected terrorist were detained. The intelligence services said that they had uncovered a plot by a group of ISIS supporters to carry out a random beheading of a member of the public and film this, drapping the flag of ISIS over the decapitated body. So far, only two of the group have been charged.

**On the 29/09/14** the UK foreign office expressed concern about the situation in Hong Kong and encourages all parties to engage in constructive discussion, following weeks of sit-in protests by pro-democracy supporters on the streets of Beijing. All are watching to see how the Chinese Communist Party will react to these continuing acts of defiance, especially the more peripheral areas and states that are under Chinese control, but have little regard for the Chinese way of leadership. Any signs of weakness will be pounced upon by places like Taiwan and Xinjiang and any heavy-handed approach will be condemned by the west and only feed the reputation of the dictatorship government, with a poor history in human rights.

### **03/09/14 - Al Qaeda opens a branch in the Indian Subcontinent –**

Al Qaeda has announced the establishment of a new branch, called "Qaedat al-Jihad in the Indian Subcontinent." The group reports to Mullah Omar, the head of the Afghan Taliban, and is led by a former commander in the Movement of the Taliban in Pakistan who also served as a sharia official

in al Qaeda's branch in Pakistan. The ultimate goal of al Qaeda in the Indian Subcontinent is the same as al Qaeda's: to establish a global caliphate and impose sharia, or Islamic law.

However, this newly established Al Qaeda group in India have failed in their first mission, according to various media reports. The terrorists thought they were storming an American aircraft carrier in Karachi in light of the 13<sup>th</sup> anniversary of the September 11 attacks, but the ship turned out to be a Pakistan navy frigate. Three jihadis were killed and seven more were arrested. Two Pakistan Navy guards were injured during the attack. A senior official confirmed that there was no kind of damage done, and more captures may come. The attackers were well-equipped and came with the intention of taking a ship into their custody, but were caught in the initial stages.

#### **4. North Africa & Middle East**

**19/09/14 - Threat of terrorism throughout Yemen** - The Foreign and Commonwealth Office (FCO) advise against all travel to Yemen and strongly urge British nationals to leave. Since late August the Houthis and their supporters have held a number of anti-government demonstrations in Sana'a. The Houthis have erected camps and set up checkpoints on main roads in and around Sana'a to restrict the movement of government and military traffic. Since early September there has been fighting between Houthi and government forces in and around Sana'a, and some commercial airlines have now suspended flights into the capital. Fighting also continues in the northern region of Al-Jawf. The situation in Yemen remains volatile with continuing unrest and violent clashes. The threat of an escalation of violence and disorder remains.

When commercial flights resume, British nationals should take the opportunity to leave the country. In the meantime, British Nationals should minimise their movements around Sana'a and follow the other precautions in this travel advice. The level of consular assistance available to British nationals is limited in Yemen and it is extremely unlikely that the British government will be able to evacuate you. If you need urgent consular assistance call either +967 1308 114 and follow the instructions given, or +44 (0) 20 7008 1500.

#### **05/09/14 – Al Shabaab leader killed, new leader appointed.**

In a US airstrike in southern Somalia, the Pentagon has reported that the leader of Al Shabaab, Ahmed Abdi Godane has been killed. A senior African counter-terrorism official reported that Godane was targeted during a meeting of senior al-Shabaab commanders outside of the coastal city of Barawe. The official said the U.S. airstrike was carried out in conjunction with an offensive by African Union and Somali government forces operating in the area.

On the 07/09/14, his successor was named as Ahmed Omar Abdikarem on social media sites.

Al Shabaab has warned that al-Shabaab is likely to plan retaliatory strikes against educational and medical facilities. The group has promised vengeance for the drone strike that killed its former leader and five other members.

## 5. Africa

**Mozambique Travel Alert** – all travellers to Mozambique should be aware that general elections will take place on Wednesday, 15/10/14. Official campaigning began on 31/09/14. As with all elections, the Western Embassy's in Maputo urges foreign citizens to exercise caution during the election period, review recent Security Messages on the Embassy's website and carefully consider whether travel is necessary during this period, namely in the week prior to the elections and the days following. This Travel Alert will expire on 31/10/14.



## 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.



## 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.

**FOR FURTHER INFORMATION ON INTELLIGENCE PLEASE CONTACT**



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