



# Allmode

**INTERNATIONAL SECURITY SERVICES**

## **Global Security and Intelligence Report**

**August 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 credible 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:

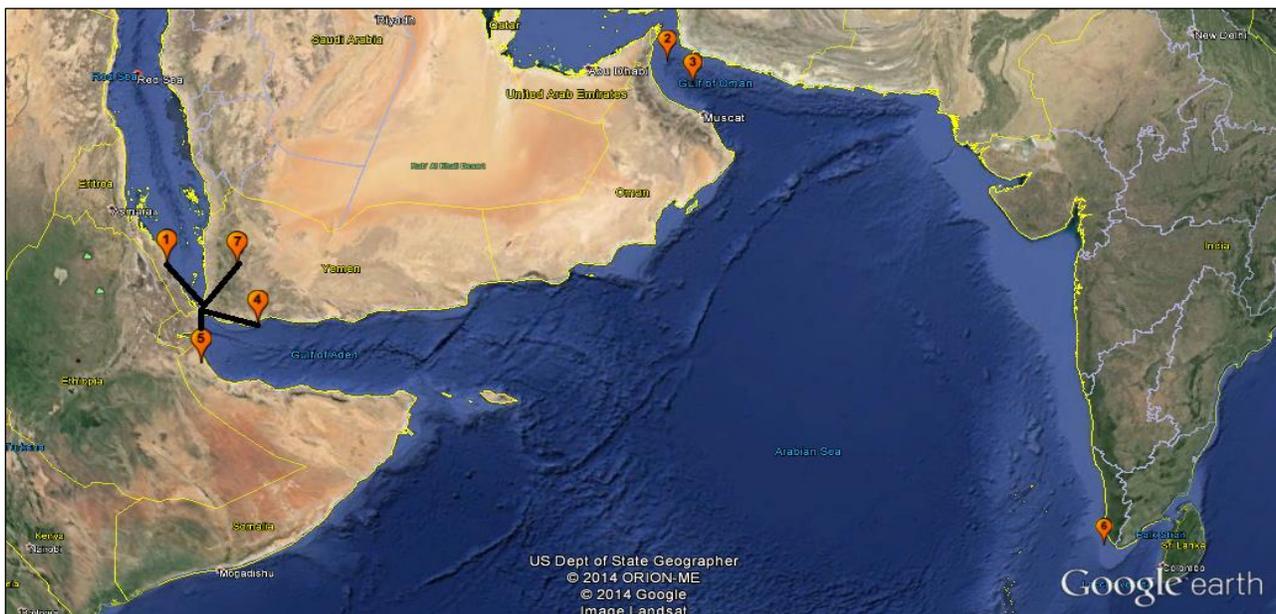
- Spot reports
- Advisory reports
- Global security reports
- Specific area and region reports
- Passage threat and risk reports
- Venue and event specific reports

## Piracy Update – August 2014

### JWC HIGH RISK AREA (HRA)

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

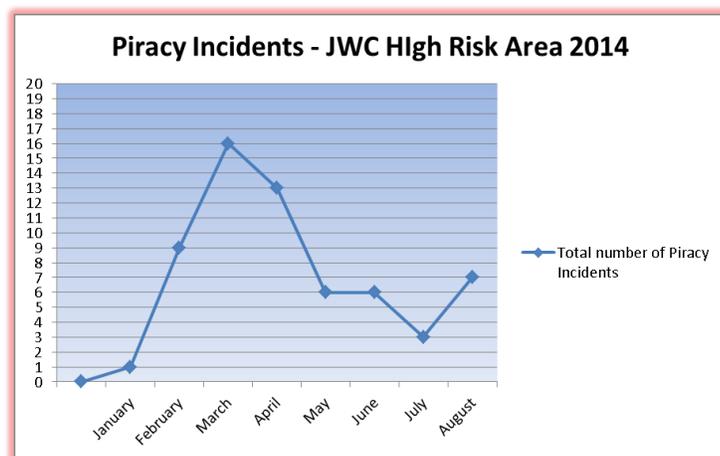
- On the North-West, by the Red Sea, south of Latitude 15°00 N
- On the West of the Gulf of Oman by Longitude 58°00 E
- On the East, Longitude 78°00E
- On the South, Latitude 12°00 S



### Summary of Piracy incidents – August 2014

1. **06.08.2014** (Position 12°53'N - 043°14'E) At 0735 UTC a vessel reported the sighting of one white and blue skiff with 5 POB and allegedly, a ladder closing to within 3 cables. The vessel carried out protection measures and the embarked AST fired two flares whereupon the skiff stopped with no resulting action, no weapons were seen. Vessel and crew are safe.
2. **12.08.2014** (Position 25°11'N - 056°57'E) At 0930 UTC an MV observed 3 white coloured skiffs closing at speed; the MV carried out evasive zig-zig manoeuvres, activated fire pumps and increased to maximum speed. 1 skiff with 5 POB, masked faces and alleged to be carrying weapons approached to within 50m. The MV continuing to be chased carried out evasive manoeuvres making it difficult for the skiffs to follow. During the incident no ladders were sighted nor shots fired. By 1100 UTC the skiffs had given up the chase and fallen 2nm astern. Vessel and crew are safe.

3. **16.08.2014** (Position 24°33'N - 057°58'E) At 0543 UTC a vessel was approached by 2 skiffs (x 4 POB in one skiff, x 2 in the other) at speed closing to within 8 cables. The MV reported an alleged sighting of a ladder. Weapons were reported to have been fired from the skiffs in the water and in the direction of the MV; the embarked Armed Security Team responded by showing weapons and firing flares, resulting in the skiffs backing away, vessel and crew are safe.
4. **18.08.2014** (Position 12°52'N - 043°14'E) While underway a bulk carrier noticed four skiffs at a distance of 1.5nm. A possible mother vessel was also noticed at a distance of around 4nm. As the skiffs approached the vessel, the Master raised the alarm, increased speed, commenced evasive manoeuvres and non-essential crew mustered near the citadel. At a distance of around 5 cables the on board armed security team noticed a ladder in a skiff with six persons on board and they raised their weapons resulting in the skiffs aborting the approach and moving away.
5. **20.08.2014** (Position 12°48'N - 043°14'E) Six persons in a skiff approached a tanker underway. As the skiff closed to a distance of 2 cables the Master raised the alarm, increased speed, activated fire hoses, non-essential crew mustered in a safe room and on board armed security team took positions on bridge wings. As the alarm was raised the skiff altered course and moved away. No weapons or ladders sighted. No fishing equipment sighted.
6. **25.08.2014** (Position 08°21'N - 076°36'E) at 0300 UTC a vessel was approached at speed to within 100m by a white and blue-hulled skiff with x 5 POB. At 0730 UTC in position 08 53 4N, 075 59 1E the same MV was approached to within 300m by x 1 skiff matching the same description with x 6 POB. The vessel reported sighting of weapons on board the skiff. The MV's embarked Armed Security Team responded by showing weapons, after which the skiff backed off. Vessel and crew are safe.
7. **28.08.2014** (Position 12°49'N - 043°16'E) at 0932 UTC a vessel was approached by 2 - 4 skiffs to within 1.5 nm. An initial suspicion of the skiffs being armed was later retracted. The initial VHF message from the vessel was overhead by a coalition warship in the vicinity. Vessel and crew are safe.



Report sources such as the International Maritime Bureau (IMB) and the United Kingdom Maritime Trade Organization (UKMTO), August have seen piracy activity concentrated mainly in the Bab Al Mandeb (BAM) and the Gulf of Oman (GOO). Although the number of incidents has reduced when compared to the same period last year (Total of 14 incidents during August 2013), the main areas affected have remained consistent. Both areas are strategic choke points, which are perfect for pirate and Terrorist attacks due to their natural narrow waterways and concentrated levels of marine traffic.

The BAM is notorious for small boat activity, whether in single or multiple boat form, fishing related or some other pattern of life. With allegations of weapons being sighted and discharged in two

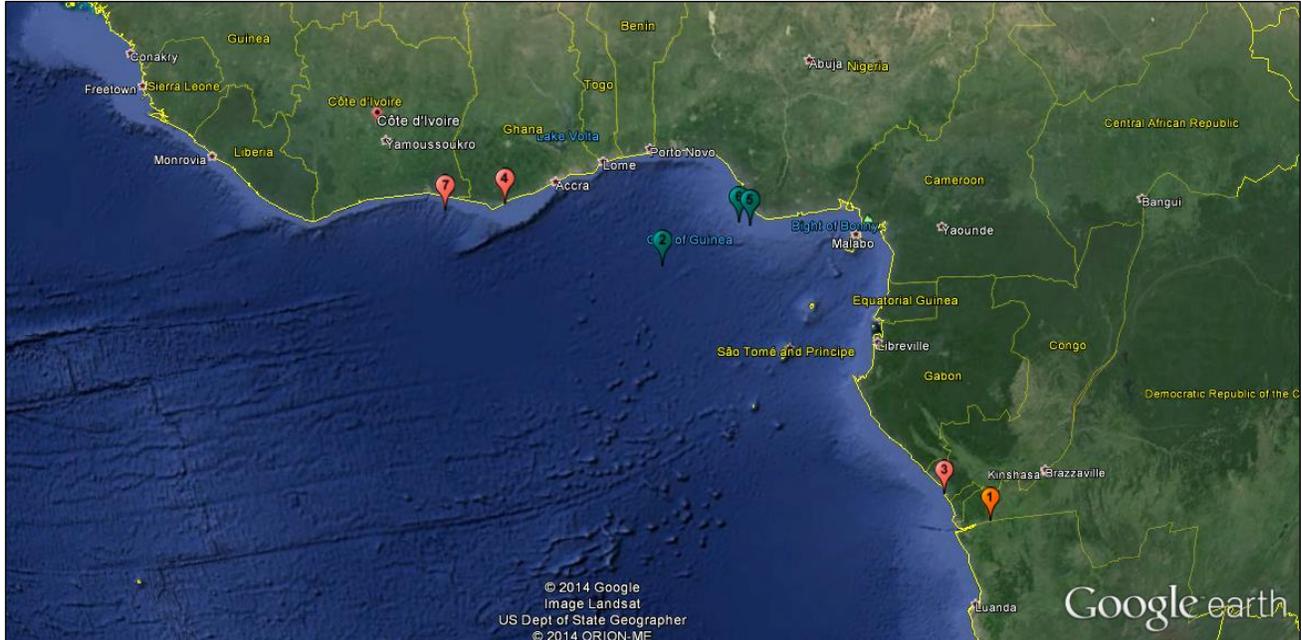
separate incidents within the GOO, potential risk levels have risen across the region.

The SW Monsoon season lasts from between June to September and historically has always seen a reduction in the number of piracy related incidents within the region. The graph shown clearly shows that 2014 is no exception with a reduction of reported incidents during this time. Now that the SW Monsoon is beginning to ease and we head into a transition period, small boat activity is once again on the increase. Historically during transition seasons the weather is calmer and the region is considered to be at higher risk for piracy. It is important to remember that reports of skiffs coming close to merchant vessels are a common occurrence, and could be an action from fishermen within the area. Fishing vessels have been known to approach merchant ships to capitalize on the often increased numbers of fish in the resultant wake or to safeguard their fishing nets which have been set; therefore distinguishing a suspicious approach from any other pattern of life activity is wholly dependent on the accuracy of reporting.

Taking in to account the types of incidents that have taken place during August 2014, a number of them have been suspicious / soft approaches by one or more skiffs. This is a known tactic by pirates which have been known to operate within the region, to ascertain the level of security aboard and speed of response. It has been proven that in a high number of reports that once armed on board security is observed by pirates, the suspicious vessel aborts any further action. Private maritime security company (PMSC) providing armed security provision are a vital part of any vessel wishing to transit through the region.

August 2014 has also seen press releases in relation to the piracy threat along the Indian West coast. Combined efforts by the Indian Navy and the Coast Guard in the last 2 years has seen intensive patrols of the western coast of India along with an increase in the level of armed security teams on board vessels transiting through the region, these direct actions towards combating piracy in the region resulted in a steep decline in the number of piracy attacks taking place. This year members of the Indian coast guard went as far as saying that the West coast was now free from piracy, however the incident noted above on the 25<sup>th</sup> August 2014 is a clear indication that the piracy threat has not gone away and a high risk of a piracy incident taking place still exists. The motivation behind the approach appears to be stereotypical of pirate action groups which are to establish the level of protection that the vessel demonstrates. Any ship not demonstrating adequate security will be at risk from piracy along the Indian coast.

## WEST AFRICA

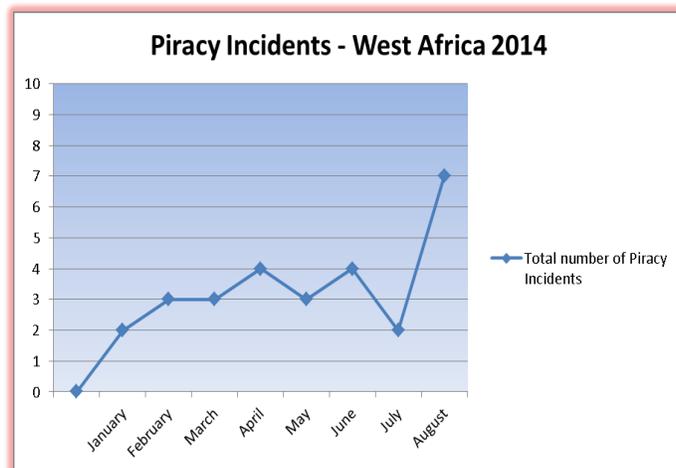


### Summary of incidents – August 2014

1. **04.08.2014** (Position 05°49'S - 013°28'E) Two robbers in a small boat approached and attempted to board an anchored bulk carrier using grappling hooks attached with ropes. Duty crew noticed the robbers and raised the alarm. Realizing they had been spotted, the robbers aborted the attempted boarding, and escaped in their boat.
2. **09.08.2014** (Position 02°59'N - 002°55'E) Armed pirates in three skiffs chased and fired upon a tanker underway. The vessel was hardened as per BMP4 recommendations. Upon increasing speed and carrying out evasive maneuvers, the vessel managed to evade the attack. A mother vessel was noticed in the vicinity of the incident. The crew and vessel are safe.
3. **14.08.2014** (Position 04°44'S - 011°48'E) Three robbers armed with knives boarded an anchored research vessel. The robbers were spotted by a member of the duty crew who raised the alarm and the crew was mustered. On hearing the alarm, the robbers escaped empty handed.
4. **20.08.2014** (Position 04°54'N - 001°43'W) Three robbers in a canoe approached and boarded an anchored offshore tug. Duty AB on routine rounds noticed the robbers attempting to steal the outboard engine of the vessel's rescue boat. He immediately informed the bridge who raised the alarm and the crew mustered. Upon hearing the alarm and seeing the actions of the crew, the robbers escaped empty handed. The incident was reported to Port Control and a Marine Police patrol boat came for investigation.

5. **26.08.2014** (Position 04°08'N - 005°33'E) Seven pirates armed with guns in a five meter long skiff approached and fired upon a product tanker underway. The vessel increased speed and commenced evasive maneuvering. The pirates tried to board but because of the evasive maneuvering the rope ladder fell into the sea resulting in the pirates aborting their attack.
6. **26.08.2014** (Position 04°14'N - 005°13'E) A speed boat with six armed pirates approached a product tanker underway. On board Nigerian naval armed security opened fire towards the pirates, who returned fire. Two pirates managed to board the vessel but remained on deck and did not enter the accommodation. The Master sent a distress signal, raised SSAS alert, informed vessels in the vicinity via VHF and contacted a nearby Nigerian naval vessel, which responded. The next morning naval personnel boarded the vessel to investigate and search the vessel for the pirates who had boarded. The exchange of fire resulted in damage to the lifeboats, accommodation superstructure and navigation equipment. All crew safe.
7. **27.08.2014** (Position 04°43'N - 003°30'W) Twelve armed pirates with guns boarded a drifting product tanker. They took hostage all crew members, stole ships cash, crew cash and personal effects and escaped. No injuries to crew. Before leaving the vessel, the pirates destroyed the vessels navigation equipment and stolen ships properties. Crew and vessel safe.

Piracy incidents have been reported across the region at which highlighting the extent of threat and risk to shipping as well as the unpredictability of attacks.



Nigeria remains to be the most affected area for piracy in the West African waters and continues to pose the highest threat to vessel's operating in the region. Piracy incidents are often armed and violent and there have been numerous incidents where firearms have been used (such as the incidents on the 9<sup>th</sup> and 26<sup>th</sup> August). Crew members are on occasions injured and in some cases it has been fatal.

The incident on 9<sup>th</sup> August saw an attempt to attack and board a vessel underway. In terms of pirate capability, it demonstrates the confidence of the pirates involved. Unlike the

normal tactic of climbing onto to a vessel at anchor, boarding a vessel underway is a very different proposition, especially at night in open seas. This incident could be an indication of a possible change in tactics by the pirate groups, which are similar to those seen by highly motivated Somali pirates of the past.

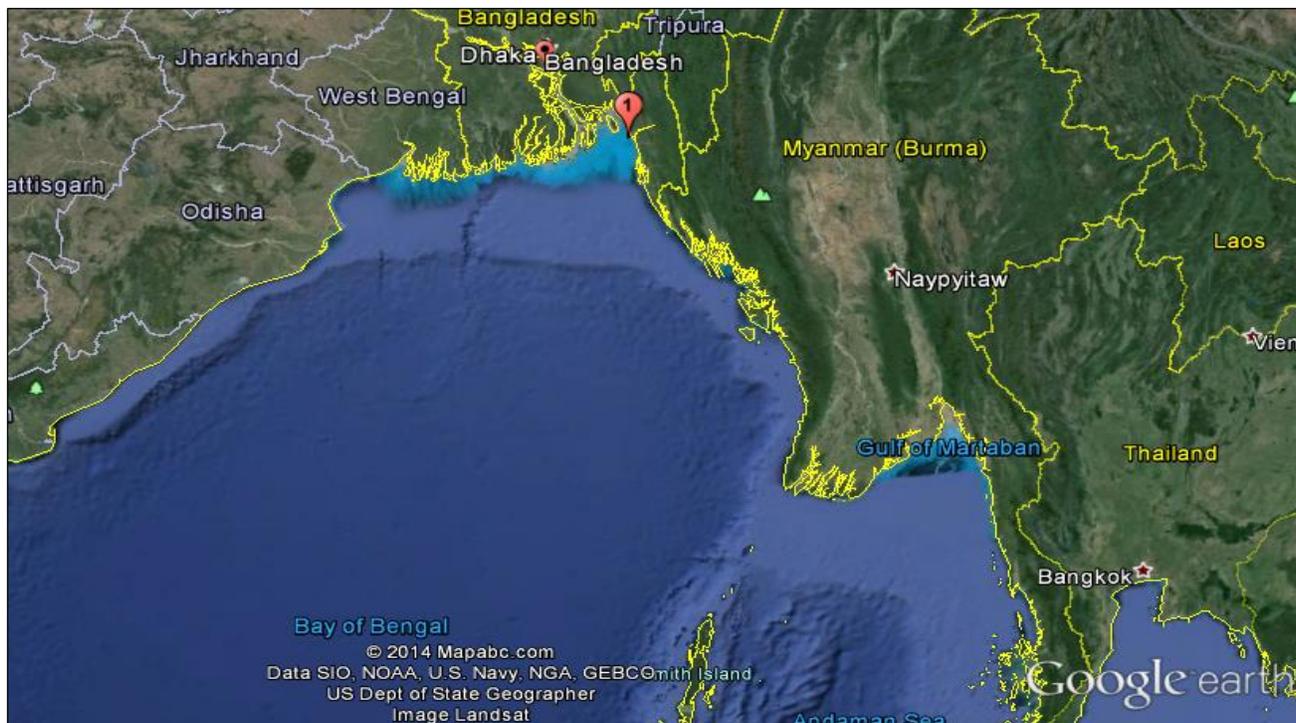
Ghanaian coastal waters typically consist of low level robbery like the incident above on 20<sup>th</sup> August, however recently we have seen a spike in hijackings and attempted hijackings off the coasts of Ghana and Togo in recent months. A vessel was hijacked off the coast of Ghana in July and then later released on 3 August. The modus operandi of the pirates was typical of pirate action groups (PAG) which normally operate within Nigerian waters; they took control of the vessel at night during a bunkering operation, disconnected the ships communication and automatic identification system (AIS), steered the vessel to a remote location to enable them to sell the cargo and then abandon the vessel and its crew.

Unlike the JWC High risk area of East Africa, West Africa's laws and legislation doesn't always allow foreign nationals to operate as armed security aboard vessels within territorial waters. The outcome is that private maritime security company (PMSC) have to utilise locally employed government forces under a mentoring system. This in itself can create a number of security related issues for the vessel, crew and the owner's reputation due to the lack of training, understanding the rules of force (RUF), legal implications and vetting of local force personnel to name but a few.

Other options that have been employed by shipping companies is to employ PMSC's to supply personnel on board as 'Bridge Advisors' who are able to implement vessel hardening, training and watch keeping routines thus helping to mitigate the risk of vessels being boarded and taken by piracy through ensuring procedures and protection measures are in place. Whichever option ship owners / managers employ, they should be fully investigated prior to the employment of a PMSC as armed / unarmed security. The importance of this is to ensure that the ship owners / managers should fully understand the implications of using armed / unarmed security within the whole of West Africa as it should not be underestimated.

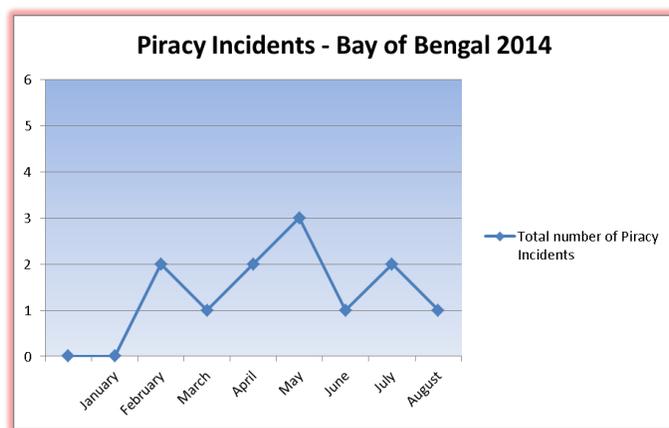
It is apparent that one of the major security issues within West Africa is communication between vessels, agents and port authorities. It has been alleged that a number of times a vessels specific details such as estimated times of arrival (ETA), to critical points and berthing times have been passed onto PAG's therefore enabling them to intercept vessels as they approach local waters. Vessels should, where possible, standoff away from known high risk areas until called forward for their berthing schedule. This will help to limit the time the vessel will spend within areas of heightened risk. It is also stressed that ship owners / managers vet any agents before engaging their services for vessel operations.

## BAY OF BENGAL



### Summary of incidents – August 2014

- 1. 22.08.2014** (Position: 22°15'N - 091°43'E) Four robbers armed with knives boarded a bulk carrier underway. They threatened the duty watchmen who retreated into the accommodation and locked the doors. The robbers stole mooring ropes from the stern lockers and escaped. No injuries to crew. Port Control and Coast Guard informed who asked for more information and ship's details.



Pirates operating in the Bay of Bengal are known to target fishing vessels in the region on a frequent basis. The pirate action groups (PAG) are frequently armed and normally consist of numbers between 15 to 20 members. It is not uncommon for the pirates to be violent and they frequently kidnap fisherman for ransom. It is important that you do not underestimate the capabilities of these PAG's as they have been known to murder their captives if their ransom is not met by the relatives. In February this year, it was reported that 40 fishermen and 10 boats were taken gang members belonging to the

Rahman Bahini and Jahangir Bahini gangs.

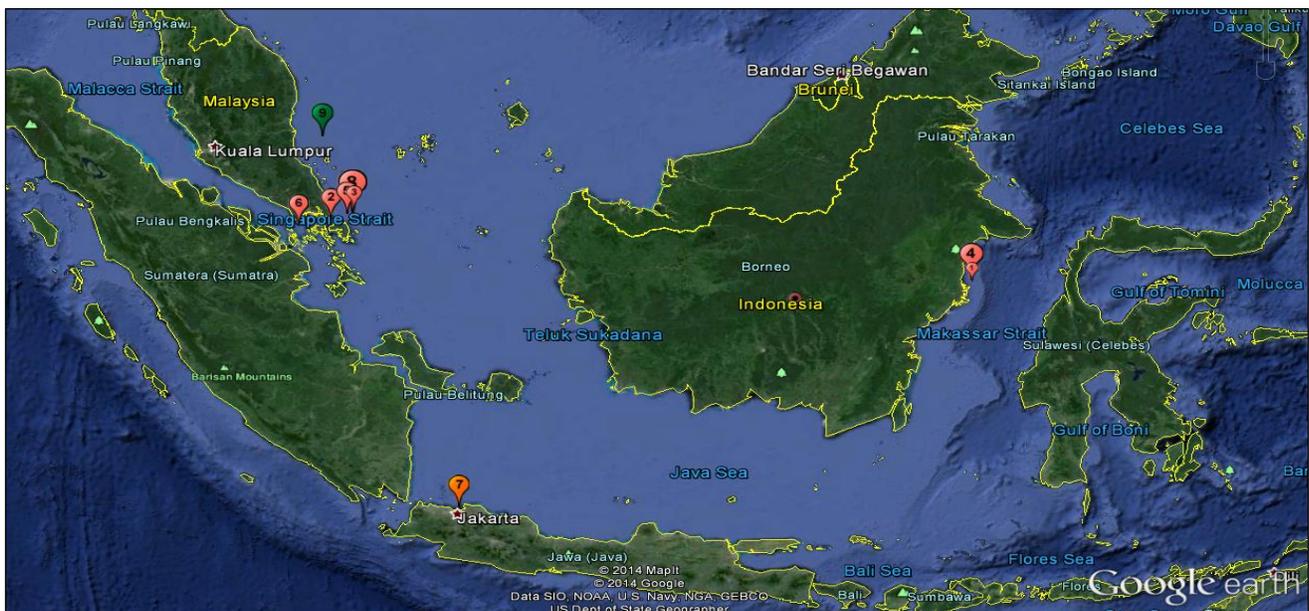
A number of the fishermen were stabbed and four of them were thrown into the sea. They demanded US\$644 for the release of each of the fishermen.

Piracy in the region is generally focused around the Chittagong Port, with vessels at the anchorage being at a higher risk of attack. However, pirates can and do strike anywhere along the coast. Most incidents of piracy activity towards merchant vessels appear to be opportunistic theft, where the group members board vessels to steal the ships stores. At times when the pirates are detected and the alarm sounds, the pirates will in most cases abort their attempted robbery.

The incident on 22<sup>nd</sup> August was different to other incidents we have seen throughout the year as the PAG were able to board a vessel whilst underway which could be an indication of the PAG becoming more confident in their abilities and could mark a change in their modus operandi within this location.

The important factor to consider for any vessel transiting this region, whether that be merchant vessel or private yacht, is that the attacks are commonly opportunistic which means they can and will target your vessel if they have the chance. With that in mind, it is vital that you restrict all access points to your vessel, maintain 24 hour watches, have well trained and rehearsed security procedures for such incidents and report any suspicious activity to local authorities.

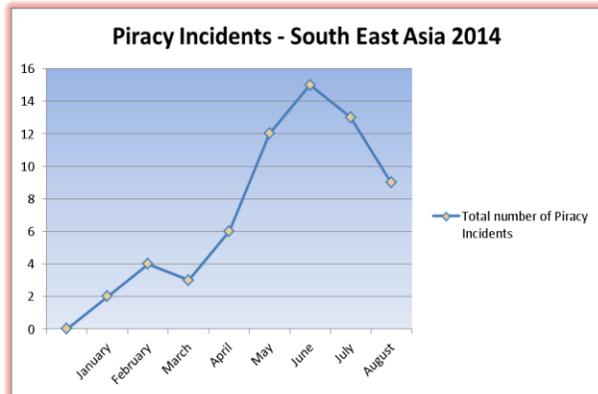
## SOUTH EAST ASIA



### Summary of incidents – August 2014

1. **08.08.2014** (Position: 00°17'S - 117°41'E) Two robbers boarded an anchored Bulk Carrier. The Duty AB spotted the robbers and raised the alarm and the crew were mustered. On hearing the alarm, the robbers escaped. Upon searching the vessel, it was found that the padlocks to the store room were found broken but nothing had been stolen.

2. **10.08.2014** (Position: 01°19'N - 104°16'E) Fifteen armed robbers boarded an anchored water barge. They tied up the crew, covered their faces and subjected them to a beating before asked them the details of the cargo on board. As the vessel was a water barge the robbers stole the vessel's communication equipment and crew belongings before escaping.
3. **20.08.2014** (Position: 01°33'N - 104°46'E) Four robbers armed with knives boarded a product tanker. Crew members raised the alarm and all crew were mustered. The actions of the crew resulted in the robbers abandoning the vessel and they escaped empty handed. All crew safe
4. **20.08.2014** (Position: 00°14'S - 117°40'E) Duty A/B on board an anchored bulk carrier noticed the forward stores door lock broken. Upon searching the store it was found that mooring ropes were missing. Incident reported to Port Control through the local agents.
5. **22.08.2014** (Position: 01°26'N - 104°37'E) Crew on board an anchored bulk carrier noticed three robbers using a bamboo pole to board the ship and alerted the OOW who raised the alarm. The actions of the crew resulted in the robbers aborting their attempt to board the vessel and they escaped. All crew safe.
6. **22.08.2014** (Position: 01°10'N - 103°34'E) Twelve robbers armed with knives boarded and entered the engine room of a container ship underway. They took hostage the Electrical Officer who managed to alert the crew. The alarm was raised and crew mustered. The actions of the crew resulted in the robbers escaping. The ship's engine spares were stolen during this incident. The Vessel Traffic Information System (VTIS) was informed.
7. **25.08.2014** (Position: 06°01'S - 106°53'E) Three persons in a wooden boat approached an anchored chemical tanker. Duty crew aboard were conducting routine rounds when they noticed the boat and informed the OOW who raised the alarm. The Crew was mustered. Upon hearing the alarm and seeing the actions of the crew, the boat moved away.
8. **27.08.2014** (Position: 01°28'N - 104°44'E) Four persons armed with a long knife boarded an anchored bulk carrier via the stern using a grapnel hook and rope. Alert duty crew raised the alarm resulting in the suspected robbers escaping without stealing anything. All crew safe.
9. **28.08.2014** (Position 03°24'N - 104°04'E) Six armed pirates hijacked a product tanker underway. They took hostage all crew and locked them in the engine room. The pirates sailed the vessel to an unknown location where they transferred the cargo into another tanker. Before leaving the vessel the pirates destroyed all navigation and communication equipment and released the crew. The crew managed to repair the vessel and sailed to a safe port.



Pirates operating within South East Asia are usually armed with knives, machetes and guns. Their modus operandi is to target a vessel at night when crew members are generally less alert and makes identification of the pirates more difficult. On a high number of incidents the attack has included the targeting of ships at anchor, which are then moved to a different location where their cargo was stolen, or, the ship has been hijacked, renamed and sold. On many occasions, if the pirates are spotted by the crew they will abort their attempts. The majority of piracy activity in the region occurs in southern and western Indonesia. Attacks at sea are

commonly conducted by pirates travelling in small, fast craft, carrying a small group of assailants. Due to the high numbers of small vessels in the region, it can be difficult for security forces to identify and intercept these criminals. Indonesian pirates can also target Singaporean waters and then flee back to Indonesian waters, making pursuit and arrest difficult

There is a significant threat of piracy in the Singapore Strait, with threat areas switching from east to west. Regional navies are in operation throughout the region which has helped to reduce the number of incidents, however regular incidents continue to occur from week to week.

.Within the Singapore Straits the piracy risks are mainly located off the east coast of Bintan, an Indonesian island. Pirates/robbers typically target ships while underway or while anchored in the strait. Maritime crime is regularly reported in the area of Nipah Anchorage.

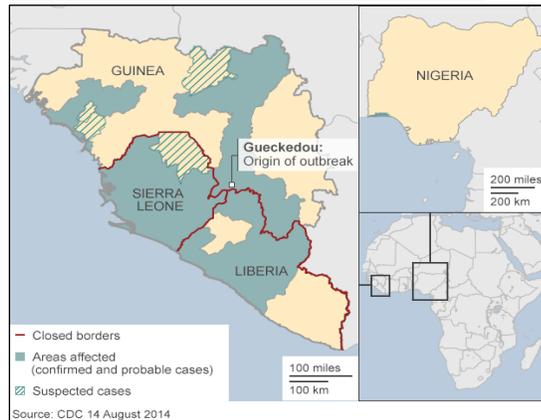
The level of violence during attacks has varied greatly across the region. Knives are often used by pirates to achieve the compliance of the crew which on occasions has resulted in injured crew members.

In September 2005, Malaysia, Singapore and Indonesia set up MALSINDO, a joint air patrol over the Straits, with each country donating two planes each to patrol the Straits. This later became known as Eyes in the Sky (EiS) and by 2006 had been put under one umbrella, known as the Malacca Strait Patrols (MSSP), which covered sea patrols and the exchanging of Intelligence via the MSP Intelligence Exchange Group, who operated a data network for the Straits. In the same year, Singapore introduced Accompanying Sea Security Teams and Malaysia introduced its national coastguard, known as the Malaysia Maritime Enforcement Agency (MMEA), who run a strict policy against piracy.

Even though there is a considerable combined effort to combat piracy levels, the threat of piracy and the risk of attack continue to be a problem.

## Health Advisory

### **Ebola Virus – Update August 2014**



The outbreak of the Ebola virus continues to escalate across West Africa with over 40% of the total number of cases occurring within the past 21 days. It was first reported in March and has rapidly become the deadliest outbreak of the disease since it was first discovered in 1976. Up to 20 August 2014 1,427 people had been reported as having died from the disease in four countries; Liberia 624, Guinea 406, Sierra Leone 392 and Nigeria five. Although the chances of being infected remain low, there are measures you can take to prevent catching Ebola:

- avoid contact with symptomatic patients and their bodily fluids
- avoid contact with corpses and/or bodily fluids from deceased patients.
- avoid close contact with live or dead wild animals
- avoid consumption of “bush meat”
- practice safe sex
- follow strict hand washing routines

The Centre for Disease control and prevention (CDC) issued a **LEVEL 3 WARNING - Avoid Nonessential Travel to Guinea, Liberia, and Sierra Leone due to the unprecedented outbreaks of Ebola in those countries. CDC also recommends that travellers to these countries protect themselves by avoiding contact with the blood and body fluids of people who are sick with Ebola.** The UK Foreign and Commonwealth Office (FCO) also issued the same advice on their website. British Airways has suspended flights to Sierra Leone and Liberia until 31<sup>st</sup> December and other airlines are taking similar measures. Such flight restrictions may make it increasingly hard for people working in these areas to leave.

In relation the Ebola virus, the CDC has also heightened its health advisory during this month in the following locations:

- The Democratic Republic of the Congo - **Alert - Level 2, Practice Enhanced Precautions**
- Nigeria - **Alert - Level 2, Practice Enhanced Precautions**

A Level 2 Alert calls for travellers to maintain a high degree of caution and take strengthened protective measures, especially when they visit certain high-risk places.

You stay up to date with advice on the Ebola virus at the CDC website:  
<http://www.cdc.gov/vhf/ebola/>

## Chikungunya in the Caribbean

The chikungunya virus is transmitted to people by mosquitoes. Mosquitoes become infected when they feed on a person already infected with the virus. Infected mosquitoes can then spread the virus to other people through bites. The most common symptoms of virus are fever and joint pain. Other symptoms may include headache, muscle pain, joint swelling, or rash.



In late 2013, the first local transmission of chikungunya virus in the Americas was reported in some Caribbean countries and territories. Local transmission means that mosquitoes in the area have been infected with the virus and are spreading it to people.

Countries and territories in the Caribbean where chikungunya cases have been reported: Anguilla, Antigua and Barbuda, Aruba, Bahamas, Barbados, British Virgin Islands, Curacao, Dominica, Dominican Republic, Grenada, Guadeloupe, Haiti, Jamaica,

Martinique, Puerto Rico, Saint Barthelemy, Saint Kitts and Nevis, Saint Lucia, Saint Martin, Saint Vincent and the Grenadines, Sint Maarten, Trinidad and Tobago, Turks and Caicos Islands, US Virgin Islands, and Venezuela.

If you suspect that you have contracted the virus then seek advice from your Dr who will normally conduct a blood test for clarification.

There is no medical treatment for the virus however the following can ease the symptoms:

- Get plenty of rest
- Drink fluids to prevent dehydration
- Take medicines, such as ibuprofen, naproxen, acetaminophen, or paracetamol, to relieve fever and pain.

You can seek more information regarding the chikungunya virus on the CDC website <http://www.cdc.gov/chikungunya/index.html>

## **Polio in Cameroon**

### **Alert - Level 2, Practice Enhanced Precautions**

#### **New: Documenting Polio Vaccine**

When you get the polio vaccine, you should be given a yellow card called the International Certificate of Vaccination or Prophylaxis (ICVP) that states when you were vaccinated.

As of August 11<sup>th</sup> 2014 there have been 5 reported cases of polio in the region which is an increase on the 4 which were reported throughout the whole of 2013 and the first outbreak of the disease since 2009.

Anyone travelling to the area should ensure that they are fully vaccinated against Polio. It is also advised that adults, who have received the vaccination, also receive a full lifetime booster. This recommendation is extended to travellers on the border regions, in particular Nigeria, where polio continues to be an epidemic.

Polio is a disease caused by a virus that affects the nervous system and is mainly spread by person-to-person contact. Polio can also be spread by drinking water or other drinks or eating raw or undercooked food that are contaminated with the faeces of an infected person.

Eat safe foods and drink safe beverages: Follow the Food and Water Safety tips to avoid exposure to any food and drinks that could be contaminated with the faeces of a person infected with polio.

Ways in which travellers can protect against Polio:

- ✓ Full polio vaccination
- ✓ Practice hygiene and cleanliness:
  - Wash your hands often
  - If soap and water aren't available, clean hands with hand sanitizer (containing at least 60% alcohol).
  - Don't touch your eyes, nose, or mouth. If you need to touch your face, make sure your hands are clean.
  - Cover your mouth and nose with a tissue or your sleeve (not your hands) when coughing or sneezing.
  - Try to avoid close contact, such as kissing, hugging, or sharing eating utensils or cups with people who are sick

You can seek more information on the polio situation in Cameroon by looking on the CDC website: <http://wwwnc.cdc.gov/travel/notices/alert/polio-cameroon>

## Security Alerts



### 1. United States

During the month of August, security states raised to such a level that nation's such as the United Kingdom and the United States felt in necessary to close their embassies across the Middle East regions for short periods of time to mitigate the risk of terrorist attacks in areas such as:

- US Embassy Abu Dhabi, United Arab Emirates
- US Embassy Algiers, Algeria
- US Embassy Amman, Jordan
- US Embassy Baghdad, Iraq
- US Embassy Cairo, Egypt
- US Consulate Dhahran, Saudi Arabia
- US Embassy Djibouti, Djibouti
- US Embassy Dhaka, Bangladesh
- US Embassy Doha, Qatar
- US Consulate Dubai, United Arab Emirates
- US Consulate Erbil, Iraq
- US Consulate Jeddah, Saudi Arabia

- US Embassy Kabul, Afghanistan
- US Embassy Khartoum, Sudan
- US Embassy Kuwait City, Kuwait
- US Embassy Manama, Bahrain
- US Embassy Muscat, Oman
- US Embassy Nouakchott, Mauritania
- US Embassy Riyadh, Saudi Arabia
- US Embassy Sanaa, Yemen
- US Embassy Tripoli, Libya
- UK Embassy, Yemen
- French Embassy, Yemen

These actions were in response to non-specific information suggesting the terror network; al Qaeda; was planning attacks during the month of August. Personnel travelling to these regions should confirm; prior to embassy visits that further closures have not incurred or are expected to occur during the month of September due to heightened security levels. Allmode advises, prior to any visit to any of the above locations, that you seek current security status via an official government site / embassy before departure / arrival to any of the listed locations.

## **2. United Kingdom (UK)**

On August 29<sup>th</sup> the UK terror threat level was raised to 'severe' meaning that an attack on the country is 'highly likely'. It is the first time the threat level has been at "severe" since 2011 when it was reduced to "substantial". The increase in the threat level is related to developments in Syria and Iraq where terrorist groups are planning attacks against the West. Police and security services have long been concerned over the large numbers of British jihadists travelling to Syria and Iraq, and now they fear that almost half of those will return to the UK with a possibility of planning an attack on British soil. The increase in threat level may have an effect on transport networks in and out of the UK due to increased security measures and therefore we advise that you allow plenty of time for any expected journey

## **3. Libya**

On 26<sup>th</sup> August, the war in Libya escalated when United Arab Emirates (UAE) and Egypt carried out a number of air strikes on the Libyan capital, Tripoli. This attack is a clear indication of willingness by certain Arab states to take a more direct military role within the region.

The Obama administration claim they were aware that actions by Arab states may occur as the crisis worsened, however they claim they had no prior knowledge of this military intervention taking place. Later reports indicated that the aircraft involved were based in Egypt but were flown by pilots from the UAE.

## **4. Iraq**

On 14<sup>th</sup> August the FCO updated its travel advice for Iraq. You are advised against travel to the following locations:

- Anbar province
- Ninewah province
- Salah-ah din province
- Diyala province
- Tam'mim (Kirkuk) province
- Erbil city and all areas west of the city within Erbil province

The FCO also went on to say they advise all but essential travel to the rest of Iraq, including the remainder of the Kurdistan region. If you are in Anbar, Ninewah, Salah-ad-Din, Diyala or Tam'mim (Kirkuk) provinces you should leave now. If you're in Erbil city or areas to the west of the city within Erbil province you should leave by commercial means.

The updated advice came after attacks by the Islamic State of Iraq and the Levant (ISIL) on towns to the South West of Erbil on 6-7 August. The U.S. announced on 8 August that the US military has begun conducting targeted airstrikes against ISIL in northern Iraq. Following advances in June 2014, the Islamic State of Iraq and the Levant (ISIL) and other armed groups now control parts of Iraq, particularly in Anbar, Ninewah, Salah-a-din and Diyala provinces.

The security situation throughout Iraq remains uncertain, and could deteriorate quickly. You should monitor media reporting and make sure you have robust contingency plans in place.

## **5. Pakistan**

Pakistan continues to face significant threats to its internal security from the Tehrik-e-Taliban Pakistan (TTP), Lashkar-e-Jhangvi, and other militant groups.

- On August 28, militants detonated an, Improvised Explosive Device (IED) injuring four security officials along the Pak-Afghan border in Baizai, Mohmand Agency. Jamatul Ahrar, a Tehrik-e-Taliban Pakistan (TTP) splinter group, claimed responsibility for the attack via twitter.
- On August 28, militants killed three civilians including two journalists from the Online News Agency in an attack in Quetta, Balochistan

Instability in Pakistan has security implications for both Afghanistan and India. The TTP is closely allied with the Afghan Taliban in its battle against Afghan and NATO troops, while India fears terrorist attacks carried out by both anti-state and state-sponsored Pakistani militants.

## **6. Yemen**

The situation in Yemen remains volatile with continuing unrest and violent clashes. There is a high threat from terrorism throughout Yemen and specific methods of attack are evolving and increasing in sophistication. The FCO have issued a travel warning against all travel to the region due to an increasing threat of kidnap from armed tribes, criminals and terrorists remains; as see in February and March when there were 3 separate kidnap attempts against well protected westerners; The FCO also go on to say:

*'Terrorists continue to threaten further attacks, particularly in light of on-going Yemeni security*

*operations in the south. Al-Qaida in the Arabian Peninsula (AQAP) has previously targeted western interests and there could be a threat to commercial sites, transport infrastructure, diplomatic missions and any place where westerners gather’.*

On 8th August, horrific images and reports of 14 murdered soldiers came out of Yemen which may pale in comparison to those coming from Iraq and Syria, however they may mark a renewed threat from al Qaeda in the Arabian Peninsula (AQAP) that the U.S and Yemen are ill-prepared to handle. The murders deviate from what has become an accepted level of violence in Yemen, where captured individuals—civilians and soldiers alike—are usually released. The revitalization of AQAP’s insurgency in Yemen, along with continued terrorist attacks, may overwhelm the capabilities of Yemen’s security forces, re-opening a major front in the struggle against al Qaeda as the situation in Iraq and Syria continues to deteriorate.

## **7. Madagascar**

On 21<sup>st</sup> August, the foreign and commonwealth (FCO) updated their safety and security section for Madagascar due to an increased risk of kidnap in the region. Although kidnap for ransom has been rare in Madagascar, 2014 has seen at least 3 incidents involving foreign nationals in the area of Antananarivo. The threat of kidnapping is increasing, targeting wealthy foreign nationals and expatriates working for large international companies. Allmode advise any person visiting the region to be vigilant and avoid unwanted attention when travelling around the country, particularly if travelling alone.



## **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.

FOR FURTHER INFORMATION ON INTELLIGENCE PLEASE CONTACT



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