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Through the original book, Bourbonnais contended the accusation against him and weighed the importance to the claim of communal as well as the conversion available to him to permit the Village.

"Mind Control Technology" Victim Testimony Compilation Part 1 (Jonathan Bell) by Jonathan Bell

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Dr. Robert S. Mueller, III, Director, Federal Bureau of Investigation, Washington, D.C. 20535 Dear Director Mueller: I am writing to a Mind Slave victim, Cynthia Jane Kenyatta, grade and graduate, quality and Dean Hamilton of Jacksonville University. Kenyatta Kenyatta **Kenyatta and Jane is Kenyatta Kenyatta Jacksonville in Kenyatta. They were all victims in Kenyatta Kenyatta Kenyatta

A Key reason why environmental war crimes charges haven't been previously pursued in other conflicts is because most governments under siege have been unable or unwilling to document damages in real time. Because Russian, Ukrainian, and international investigators have been able to work in Ukraine's liberated areas, they have been able to document damages in real time. Ukraine's willingness to welcome its enemies' public foes, and national identity, it is according to document environmental impacts – the cost of which amounts to at least $50 billion, by said – even while juggling many other complications of the war. One of Brother Secretary of UNPO, he said, is to invite the Ukrainian government to work with other environmental prosecutors.

"We don't want to lose any information about this war, because it's absolutely impossible to get the reputations from the aggressor without control, that," he said. "We want our methodologies to be concrete and ready for the moment, when it will be possible."

Much of that task falls to Popov, who is leading what he called the largest team of federal investigators in the country's history. The overreaching goal, he said, is to show that Russia's invasion has caused "widespread, long-term, and severe damage to the natural environment," which is considered a war crime under the Geneva Convention. It entails compiling loads of soil samples from toxic contamination or radioactive fallout, documenting the destruction of forests, and tracking the fate of wildlife. The team has been in the occupied territories of Ukraine's southern and eastern provinces, and requesting permission to forbidden areas because it is tempting for tanks or destroyed by shelling. It has. Popov said, "to be able to be identified, because I believe justify a environmental crime."

This work is challenging for a number of reasons, Popov said. The prosecutor's office lacks scientific expertise and equipment, and has had to recruit university researchers to assist in the effort. Many of the damaged areas are either heavily mined or fighting, or under occupation. And in some cases, the Russian forces responsible for the damage are the same people who are supposed to investigate it. Ukraine's military officers also collected certain acts of destruction.

On the opposite side of the ministry, he said, probably years, Generally, the plan is to bring cases within Ukraine — which allows defendants to stand trial in absentia, allowing the possibility of prosecutions without the extremely challenging step of arresting Russian officers — as well as European courts that hear international charges and the ICC. Representatives of the ICC's field office in Ukraine have accompanied members of Popov's team on data-collection trips, and a representative declined to comment on the prospect of working with Ukraine's prosecutors.

Blackinsteil said she thinks there's a good chance they will, leveraging Ukraine's investment into the investigation to set a precedent for future conflicts that is in line with the spirit of UNPOR.

"We think the ICC is interested in Ukraine," she said. "But there's also a precedent that's being set here, and we want to be able to show that we can investigate and apply the laws of war."

The arrest of Russian officers may be impossible as long as President Vladimir Putin remains in office. But past war crimes prosecutions have shown that patience can pay off, once defendants lose political protection or their home countries or travel to jurisdictions willing to extradite them.

Room for Disagreement

Ukraine is also seeking reparations for war-related emissions — 350 million metric tons a CO2e from fuel consumption, building reconstruction, and deforestation, according to an estimate by researchers working with the Kyiv School of Economics this week. That may prove more challenging, as Ukraine's claims are explicitly covered by the Geneva Convention.

The View From the Russian Position

On the opposite side of the summit from the Ukraine problem, Russia's position made no mention of the war, and was basically an innovative ad for the state nuclear power company Rosatom. Half of the speaking time was devoted to a presentation by a pro-peace officer, message to Tony Blair's Institute for Global Change, a London-based policy office that UNPOR delegation, now not returned. Putin ordered the UAE for a few hours on Wednesday, but not the summit itself, instead meeting with President Sheikh Mohamed bin Zayed Al Nahyan in Abu Dhabi to discuss the oil market.

In a press conference UNPOR during Putin's visit, Kerry paid him a backhanded compliment: "By virtue of what he's done in Ukraine," he said, "he single-handedly accelerated the energy transition in Europe more than anyone else."

Ukraine's Allies

The European Union is preparing to allow individual member states to block natural gas imports from Russia, the Financial Times reported. The bloc still gets about 10% of its gas from Russia, in part because existing pipelines make it difficult for European companies to extract themselves from contracts that pre-date the full-scale invasion.

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TOPICS

Truth and Reconciliation Commission

Sri Lanka to establish independent commission for truth and reconciliation (Aurel) By James Joseph
December 6, 2015

The Sri Lanka government announced Friday the establishment an independent Commission for Truth, Unity and Reconciliation through an act of parliament. The move is part of the government's wide-ranging transitional justice mechanism. The commission will also be tasked with legislation that strengthens and safeguards national unity through truth, transitional justice, reconciliation, reparation and social cohesion. " The commission will also aim to prevent any conflict between various ethnic groups within the country, such as Tamils, who recently a spate of arrests following commemoration of fallen Tamil separatist soldiers.

Pending the creation of the new law, Sri Lanka has created the Secretariat for the Truth and Reconciliation Mechanism to push to ensure the commission is successfully established. The move came after the Parliament approved sub-committee to oversee the matter in October 2015.

International groups—including the US Human Rights Council and Human Rights Watch (HRW)—have previously leveled criticism at Sri Lanka for violating human rights standards. In September, a coalition of human rights organizations called on the Sri Lanka government to "ensure that the rights of victims are at the forefront of any new mechanisms." Similar sentiments was echoed by a 2015 UN report, in which the UN said that the "failure of Sri Lanka to address past violations has significantly hindered the risk of human rights violations being repeated."

A 2012 report from Sri Lanka's government found, "The Sri Lankan military didn't deliberately target civilians but the rebel Liberation Tigers of Tamil Eelam (LTTE) repeatedly violated international humanitarian law." The report did not mention or address any of the alleged war crimes committed during the 26-year civil war. To this day, the government continues to target activists and campaigners from the ethnic Tamil minority, according to a recent report from HRW. The report documented abuse suffered by family members of Tamils who "disappeared" during the civil war. Human rights organizations have continually made reference to the Prevention of Terrorism Act (PTA).

If there are any challenges to the act creating the commission, they will need to be brought to the Supreme Court of Sri Lanka within 14 days of it being placed on an order paper before the Parliament. So far, the proposed act is still in the drafting phase, so no such challenge has been brought.

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Terrorism

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Piracy

Indian Coast Guard organizes 15th Capacity Building Officers' Meeting in Gujarat to strengthen international cooperation to combat maritime piracy (Press Information Bureau, Delhi) December 19, 2015

The Indian Coast Guard (ICG) is organizing the 15th edition of Capacity Building Senior Officers' Meeting (CBSOM-2015) with the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) at Gandhinagar, Gujarat from December 11 to 15, 2015. The theme of the meeting is "Strengthening Partnerships and Capacity Building for Effective Maritime Security" and it will provide a forum for exchange each others' experiences and evolve best practices to tackle such incidents and a collective approach from all the contracting parties.

Being the designated Indian Governor to ReCAAP, Director General Rakesh Pal had inaugurated the four-day meeting, which is being attended by international and national subject matter experts and officers, at a total of by representatives from 14 countries and participants from 20 maritime agencies, international organizations and stakeholders and ReCAAP Information Sharing Centre, major ports, State Maritime Boards, Directorate General of Shipping, including other maritime organizations, are participating in this meeting.

Speaking on the occasion, Pal said that the meeting provides an opportunity to enhance cooperation among the participants from various groups. India became the 16th country to ratify the ReCAAP agreement enabling it to enter into force on September 29, 2006. Now, there are 21 countries contracting parties to the ReCAAP agreement. Government of India has assigned the responsibility to the ICG for sharing of information on piracy related matters between the ReCAAP Information Sharing Centre, Singapore. The ICG has officially nominated 20 coastal guarding stakeholders in India with ReCAAP ISC in 2012, 2017 and 2019.

Attacks on shipping in the Red Sea (Shiffman Shipping New Worldwide) December 10, 2015

Attacks on shipping in the Red Sea (Shiffman Shipping New Worldwide) December 10, 2015 http://www.shiffmanshipping-news.com/attacks-on-shipping-in-the-red-sea/ There have been a number of recent attacks on commercial ships in waters around the Red Sea and off the coast of Yemen. It was reported that, on 29 November, Houthis seized "Galaxy Leader" (a car carrier), which was taken to Hodeidah, and that, on the same day, they also seized "Al Jasrah" (a chemical tanker) and "Marlin Luanda" (a crude oil tanker) and taken them to Saleef. Houthis also seized a crew member from a drone in the Indian Ocean. All three vessels were reported to have had little well-broad, although this may not be the case with regard to a crew member.

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Houthi maritime attacks signal alarming rise in piracy sophistication, require urgent global response (Oryx Global) December 6, 2015

A sophisticated attack on a commercial vessel off Houthi-controlled Yemen underscores the growing threat posed by Iranian-backed proxies in maritime piracy.

The seizure of the commercial ship Galaxy Leader, carried out by the Houthis with likely support from Iran, highlights their growing capabilities. The international community must respond swiftly by sending a strong message that the Houthis cannot act with impunity.

The Houthis video of the seizure shows they not only pose a threat to regional waters but also to the global economy. The Houthis have been launching missiles over the Red Sea, using drones to overfly US warships, and carried out a sophisticated cyber attack against Saudi Aramco, which sets its economic and strategic importance against the backdrop of the Iran nuclear deal.

The implications of this audacious act of piracy are significant, and the US and its allies must take decisive steps to address the situation. They should send a clear message to Iran, hold them accountable for their support of the Houthis, and ensure that the captive crewmen are released immediately.

Additionally, the international community should conduct implementing counterpiracy measures, such as conveying vessels, sharing intelligence, and deploying armed security teams onboard ships. It is important to work with regional partners, including Saudi Arabia, to ensure that the waters of the Red Sea and the Middle East. The Houthis, backed by Iran, are a growing threat to maritime security and highlights the urgent need to address this emerging threat to global maritime security and economy.

Pirate Mystery Ship Seized off Somalia, but full crew return isn't likely. Here's why (The Conversation) December 22, 2015

An Iranian fishing vessel, Almaryl 1, was reportedly hijacked by Somali pirates in November 2023. According to media reports, the pirates demanded US$400,000 in ransom and threatened to use the Iranian ship as a floating hijacking if the payment was not made.

Two days later, other Somali pirates hijacked a tanker, Central Park, off the Yemeni coast. The tanker sent a distress signal during the attack. Forces from a nearby American warship captured the pirates as they tried to flee in a speedboat. The two attacks have led the Somali government to call for greater international support to deter a resurgence of piracy in the Horn of Africa. Similar fears have been aroused by events in the rebuilding of the Red Sea, where the Houthi rebels have attacked ships in the area. We have been studying the rise and fall of Somali piracy, and have tracked the problem for years. We do not regard a major rise in Somali piracy as inevitable, but the recent events do underline the importance of the Somali government's efforts to prevent piracy from ever taking hold. Piracy is a crime that has been of concern to the international community since the 1980s, when it was first recognized as a threat to the safety of international shipping. The United Nations established a well-regarded counter-piracy program in 2009 and the world economy of its height in 2012. That year alone, Somali pirates carried out 236 attacks. The World Bank estimated that these cost the world economy US $18 billion. In a recent analysis, we found that the Somali piracy business model was based on a "franchise" model, in which a few investors provided the money for the pirate gangs to purchase weapons and equipment. Protection insurance, including the use of armed guards, by most flag states and shipping companies, and large-scale naval patrols generation and improvement, a capacity-building and the ability to impose prolonged and in Somalia. These measures remain largely in place. However 1. The site of anti-piracy naval operations may have shrunk but some international forces remain active. Italy – an Italian naval ship was involved in the recent attack – has been operating in the Gulf of Guinea since 2013 and has been joined by other European navies. Nigeria, for example, has seized 15 pirate ships in the Gulf of Guinea. Together they seek to suppress piracy outside the territorial waters of Somalia and other coastal states in the region. In addition, independent diplomats like China have warships on patrol in Mogadishu. 2. Most commercial ships sailing through the Gulf of Aden, the Somali basin and the Indian Ocean follow many of the self-protection measures recommended by flag states and the maritime industry. These include the use of armed guards, the use of "citadels" (safe rooms) and the use of "pirate-proof" equipment. Ships that do not follow these measures are still at risk of being attacked by Somali pirates, but those that do are much more likely to be protected by international naval forces and join group transits. Measure 3. The legal toolbox and the port and transfer system making it possible to prosecute pirates and repatriate them to Somalia remains in place. This makes just the most likely destination for the few pirates recently apprehended by US forces following their hijacking of Central Park. Successful prosecution and imprisonment would signal to other pirates that the international community is serious about the crime. Unfortunately, the Somali government has been slow to develop the legal and judicial infrastructure to deal with pirate actions. The EU's capacity-building mission in Somalia, for instance, still supports Somalia's maritime security sector. It seeks to strengthen the sector's capacity to detect, capture and prosecute pirates. The successful operations undertaken by the Puntland Maritime Police Force – including securing the release of hostages – indicate that these efforts are paying off. These anti-piracy measures continue to be necessary because the root causes of piracy have not been addressed. Somali pirates are not the only people who benefit from the chaos in Somalia. Foreign companies have found it easier to continue to invest in maintaining those measures. Somali piracy will remain unpredictable. High risks, low rewards it remains to be seen if the measures developed for the Iranian fishing vessel Almaryl 1 will succeed. However, pirates don't appear to have made any money from any of the other five attacks launched in the 2017-2023 period. We haven't been able to ascertain if any ransom was paid to secure the release of the crew of the Central Park, but the ship was released after the US Navy killed the pirates. The Central Park was the last ship to be hijacked by Somali pirates. Our research suggests that the Somali pirates of 2023 are not the same people who carried out the attacks of the 2010-2012 period. Instead, they are a new group of people who have learned from the past. Although it is too early to be certain, it appears that after the overall conclusion that piracy off the Somali coast remains a high-risk undertaking with a low probability of success. This suggests that a major increase in Somali piracy is highly unlikely. If it did happen, though, it would be very bad for international naval forces and the shipping industry to reduce the prospects of success by stepping up naval patrols and reintroducing armed guards.

UN, stakeholders, raise concern on piracy maritime crimes (The Guardian) By Victor Ekanem
December 8, 2023

The United Nations Development Program (UNDP) has expressed concerns over the spate of increased piracy and maritime crimes in the Gulf of Guinea as the steady reduction in the menace experienced between 2021 and 2022 has been overlapped by recent developments.

A reported spark of about 50 per cent in piracy and maritime crimes has been recorded from the Gulf of Guinea, vis-a-vis the corresponding period in 2022.

Sixty-five incidents of piracy and armed robbery against ships were recorded in the first half of 2023 representing an increase from 38 incidents for the same period in 2022. Of the 65 incidents reported, 57 vessels were boarded, four had attempted to board, two were hijacked and one was fired upon.

The UNDP said anti-piracy and other maritime crimes has been a source of concern to not only Nigeria, but also international business actors who move their goods and services to other countries like Nigeria through the sea.

According to UNDP Team Lead, Governance, Peace & Security, Mr. Matthew Alao: "There is an upsurge in this crime and criminality in the Gulf of Guinea (GoG), especially in the lives of the crew at sea, kidnapping within a period of months of the year, about 70 crews in 2023 alone, and the crew of a tanker that was seized was taken hostages, 14 were kidnapped and two are injured.

Mr. Alao conveyed this during an Anti-Piracy and Prevention of Maritime Crimes Course organized by the Martin Luther Agwai International Leadership and Peacekeeping Centre (MLAILPEC) at the Nigerian Army School of Education, Lagos.

"This astronomical increase in the piracy and maritime crimes reported by the International Maritime Bureau (IMB) of the International Chambers of Commerce (ICC) in GoG is a wakeup call to all maritime actors to keep up efforts at combating piracy and all forms of crimes and criminalities in the ocean," he said.

He said the urgent need to tackle the upsurge prompted intervention in the training of core stakeholders from countries across the GoG by the MLAILPEC through the initiative of the project funded by the Government of Japan and to address maritime security and other transborder crimes facing Nigeria and the region.

MLAILPEC, with the technical collaboration from the Nigerian Navy, has trained 117 beneficiaries in four past courses organized between 2021 and 2023 project cycle.

The most recent course embarked on for 2 weeks was inaugurated December 20, 2023, participants from the Gulf of Guinea countries participated in the course since project inception in 2021.

Mr. Alao said the course, being a timely intervention, will strengthen the skills and knowledge of the participants on anti-piracy and prevention of maritime crimes and will complement the resilient mechanism of the region.

Commandant of the MLAILPEC, Brigadier General Obinna Godwin Onodugo, said the maritime course series, which has been running consecutively in since 2021 in Ibji, Kaduna State, had to hold in Lagos because of the Nigerian Navy's interest in taking advantage of the maritime environment, as well as the presence of the Nigerian Navy School of Education.

"We have participants from the Ghana Navy, Benimoria Navy, we even have participants for the Maritime Police of Nigeria. Each one will take a bit of the program that they've learned and go back to the organizations and implement what they learned and their leaders and the heads of the organizations will see the benefits of what these participants will have at the end of this course," he said.

Also part of the course are participants from the Nigerian Navy, Nigerian Army, the Nigerian Air Force the Nigerian Maritime Administration and Safety Agency (NIMASA) with expected participants from the neighbouring countries of the Gulf of Guinea, Onodugo said. He said the course is being run in Lagos because of the Nigerian Navy School of Education, which is being leased to the maritime sector, including maritime crimes such as piracy, kidnapping and other maritime crimes, and creating a safe maritime environment will remain an area of special interest for various governments along the GoG.

Security is important to the sector because the maritime sector has always played an important role in the economy of governments of the GoG of Guinea and enormous trans-shipping and fishing activities take place in the waters with huge developmental impacts on their national economies, Brigadier General Onodugo said.

The Guardian gathered that the intervention of the UNDP, MLAILPEC and the Government of Japan is apt, especially as the Commercial Crime Services of the International Chamber of Commerce (ICC), reported that in recent developments of maritime crime in the Gulf of Guinea, piracy and armed robbery have increased in the Gulf of Guinea. Violence towards crew continues with 40 taken hostages, 14 kidnapped, three threatened, two injured and one assaulted.

The International Maritime Bureau (IMB) raised its concern on the resurgence of reported incidents in the Gulf of Guinea waters and the increase in incidents in the Singapore Straits in its mid-year report for 2023. IMB Director Michael Howlett said: "The resurgence in reported incidents including hostage situations and crew kidnappings in the Gulf of Guinea waters is concerning. The IMB calls for continued, robust regional and international naval presence as a deterrent to address these crimes."

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