

TLP CLEAR – IN OBSCURA CAVEATS APPLY



IN OBSCURA LLC
THREAT INTELLIGENCE – SECURITY COUNTERMEASURES- INVESTIGATIONS
ALEXANDRIA, VIRGINIA
<https://inobscura.org/>

Judges 6:12 ESV And the angel of the Lord appeared to him and said to him, “The Lord is with you, O mighty man of valor.”

///FLASH TRAFFIC///6 DEC 2025, 144 HRS LOCAL EASTERN

**VEHICLE RAM, CHRISTMAS MARKET,
ACROSS FROM CHURCH, ST. ANNE, GUADELOUPE (FRENCH TERRITORY), CARRIBEAN**

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WARNING: THE THREAT LEVEL FOR THE HOLIDAY SEASON IS URGENT AND REQUIRES HIGH VIGILANCE INCREASED SURVEILLANCE BY CHURCH SECURITY FORCES. REMEMBER IN OBSCURA HAS WARNED ON THE TARGET SURVEILLANCE AND INTELLIGENCE COLLECTION AGAINST CHURCHES.

CHURCH THREAT LEVEL – URGENT

ANALYST COMMENT

While this report is alerting to the holiday threat, one source, Radio Carribe International claims the crash is because the driver was under the influence of marijuana. While sources assert the threat level for the island is low, this must be a cautious take based on the terror and anarchist operations against the French and European Governments in totality. There fore this report is pushed to you as a reminder of how quickly and with no warning, attacks have and will come. Included below under Resources that speak to Vehicle attacks.

“Though being an essential part of modern life, very few actually comprehend the deadly and destructive capability of the motor vehicle and its capacity of reaping large numbers of casualties if used in a premeditated manner.” Rumiya Issue 3, Just Terror Tactics, 2016.

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SITUATION REPORT (SITREP)

The cause of the accident is currently unknown, and an investigation into the matter is underway. A person drove a vehicle into a crowd during Christmas event preparations in Sainte-Anne in the French overseas region of Guadeloupe on Friday (local time), leaving at least 19 victims, including 10 deaths.

According to a report by Radio Caraïbes Internationale Guadeloupe, three victims are said to be in a serious condition. The tragedy occurred at Schoelcher Square, opposite the town hall and the church. According to witnesses at the scene quoted in the RCI report, the driver may have suffered a medical episode at the wheel. The theory is yet to be confirmed. The driver is said to have remained on the scene. Firefighters, paramedics, and police officers are deployed at the scene. The mayor of the town is on the scene and has activated a crisis team to assist the victims of the horrific tragedy.

UPDATED: Radio Caraïbes Internationale us reporting fake news follows (partial) accusatory of Elon Musk

"...Setting the record straight - Under the publications relaying the false information, many Internet users post links or screenshots showing the true toll of the tragedy, i.e. 19 victims taken care of, including 7 children. No vital prognosis is engaged. ...**According to our information, the perpetrator is still in police custody. Positive for cannabis, he had 1.5g of alcohol per liter of blood, far from the 0.5g/liter tolerated by the authorities....**"

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RESOURCES

Babak Taghvaei - The Crisis Watch Retweeted

Babak Taghvaei - The Crisis Watch 
@BabakTaghvaei1

Last night, Islamist rioters (in fact terrorists) of France rammed a burning vehicle into house of mayor of a small town named Haÿ-les-Roses in south of Paris. His wife and children were injured.



1:11 PM · Jul 2, 2023 · **4,842** Views

17 Retweets **1** Quote **27** Likes **1** Bookmark

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FIRST RESPONDER TOOLBOX



Vehicle-Borne Attacks: Tactics and Mitigation

SCOPE: This product encourages discussion and creativity among intergovernmental and private sector stakeholders for integrating protective security measures into public and private places to reduce vehicle-borne threats.

Terrorists use vehicles to target pedestrians, breach physical security barriers, and deliver explosive devices. Vehicle ramming attacks are scalable, require minimal preparation and are encouraged in terrorist messaging. These attacks garner widespread media coverage. Therefore, security specialists, architects, engineers, and first responders are encouraged to adopt a layered security approach to mitigate vehicle-borne threats.

Terrorists carry out a variety of vehicle-borne attacks worldwide and vehicle ramming attacks are the most common type of vehicle-borne attack used in the United States. Other types of vehicle attacks, such as vehicle-borne improvised explosive device (VBIED) attacks, have been either foiled or are less likely to be attempted in the United States possibly due to the complex nature of building a VBIED. Since May 2020, there have been over a dozen malicious or intentional vehicle ramming carried out during protests and riots in the United States.

- In September 2020, a woman rammed a vehicle into a gathering of protestors and counter-protestors on a six-lane highway in Yorba Linda, California, injuring two. The attack may have been motivated by political ideology. Criminal charges are pending.
- In July 2020, a woman drove a car through a police barricade on a Seattle, Washington freeway and into a group of protesters, killing one and injuring another. The attack may have been motivated by political ideology. Criminal charges are pending.
- In February 2020, a man drove a van through a tent, targeting a group of political campaign volunteers in Jacksonville, Florida. There were no injuries, and the attack may have been motivated by political ideology. Criminal charges are pending.

RESOURCES

- CENTRE FOR THE PROTECTION OF NATIONAL INFRASTRUCTURE (CPNI/UK) - HOSTILE VEHICLE MITIGATION: <https://www.cpni.gov.uk/hostile-vehicle-mitigation/>
- DHS/CYBERSECURITY & INFRASTRUCTURE SECURITY AGENCY (CISA) - VEHICLE RAMMING ATTACK MITIGATION: www.cisa.gov/first-responder
- DHS/CISA - DAMS SECTOR ACTIVE AND PASSIVE VEHICLE BARRIERS GUIDE (2020): <https://www.cisa.gov/publications/dams-vehicle-barriers-guide>
- DHS/CISA - VEHICLE RAMMING: SECURITY AWARENESS FOR SOFT TARGETS AND CROWDED PLACES: <https://www.cisa.gov/sites/default/files/publications/Vehicle%20Ramming%20-%20Security%20Awareness%20for%20SPPPE.pdf>
- DHS DOJ BOMB THREAT STAND-OFF CARD: <https://dhs.gov/sites/default/files/publications/220482>
- DHS, FBI, AND TSA - VIDEO - PARTNERS IN PREVENTION: VEHICLE RENTALS AND VEHICLE RAMMING: <https://www.fbi.gov/video-repository/vehicle-rentals-vehicle-ramming-011003.mpg/view>
- NCTC/JCAT FIRST RESPONDER'S TOOLBOX: VEHICLE BORNE IMPROVISED EXPLOSIVE DEVICE (VBIED): PREPAREDNESS, RECOGNITION, AND RESPONSE: <https://www.odm.gov/files/NCTC%20documents%20-%20first-responder%20VBIED-Preparedness-Recognition-Response-09L19E-Revision.pdf>

HOSTILE VEHICLE: METHODS AND MITIGATION: Vehicle attacks may include a combination of tactics. Therefore, effective mitigation will require a layered security approach that includes traffic management, physical barriers with routine maintenance and other access controls to restrict or prevent vehicle access without compromising emergency response.



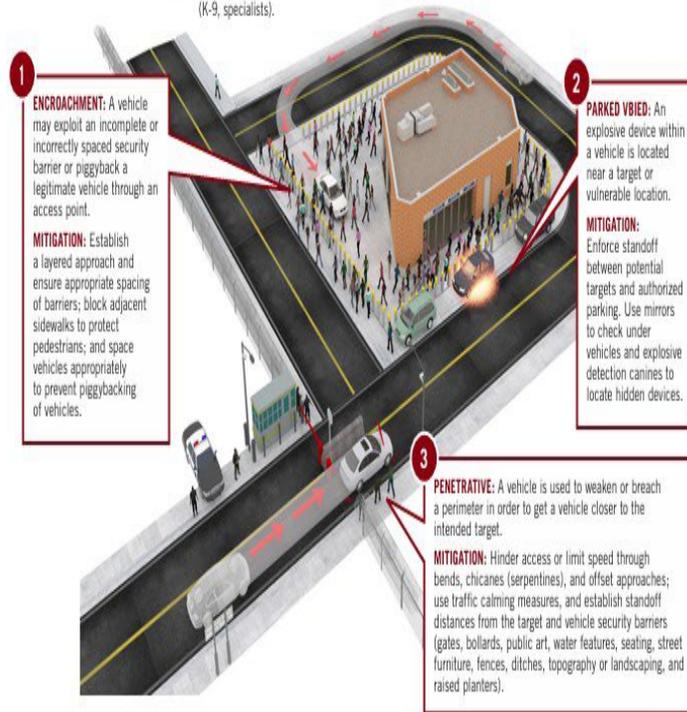
DECEPTION: Rented or stolen vehicles modified to replicate official vehicles. Drivers and their occupants may use false pretenses (impersonation, false identity, fraudulent documents, or an unwitting driver) to gain access to a targeted location (a compound, building, and/or garage).

MITIGATION: Employ a layered screening approach that includes visual inspection, technology (license plate scanner, bar code reader, and/or explosive trace detection systems), and support (K-9, specialists).



DURESS: An individual is forced to grant a vehicle access into a secure or restricted area, or an innocent driver with authorized legitimate access is forced to conduct an attack unwittingly.

MITIGATION: Use passive vehicle barriers with established standoff distances.



NOTICE: This is a Joint Counterterrorism Assessment Team (JCAT) product. JCAT is a collaboration by NCTC, DHS, the FBI, and state, local, tribal, and territorial government personnel to improve information sharing and enhance public safety. The product promotes coordination among intergovernmental authorities and the private sector in identifying, preventing, and responding to terrorist activities. Consider the enclosed information within the context of existing laws, regulations, authorities, agreements, policies or procedures. For additional information contact us at JCAT@NCTC.GOV. This document is best printed in 11 X 17.

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AUTHORED BY NCTC, DHS, FBI

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Vehicle-Borne Attacks: Tactics and Mitigation (continued)

CONSIDERATIONS: A collective approach between government and industry stakeholders can ensure an effective and proportionate response to prevent vehicle attacks or minimize the effects

- A combination of architectural design and traffic movement engineering can improve site security measures to channel a vehicle's movement, and reduce a vehicle's momentum.
- A shared understanding among all security stakeholders of current terrorist tactics aids in the development of tailored security assists and inform risk and vulnerability assessments, as the threat evolves.
- Understand the changes in landscaping, construction, land development, traffic flow, adjacent streets, and other approach avenues such as multi-use paths, bike lanes, and pedestrian crosswalks.
- **EVENT PLANNING:** Special events and their associated security footprints often encompass not only a central location or venue, but also much of the surrounding area, including adjacent buildings, roads, sidewalks, multi-use paths, and mass transit.
 - » Consider pedestrian-friendly streetscapes, physical security measures, and conventional traffic principles to prevent vehicle access or limit proximity to a site by closing as many roads as possible in the surrounding area of the event.
 - » Crowds may have to be screened prior to event entry. Flows of people typically bottleneck at predictable locations such as security checkpoints and public transit stations.
 - » Anticipate locations where large crowds (demonstrators and protestors) might not regularly gather.
 - » Review security modifications to ensure emergency response routes are not impeded.
 - » Ensure all potential security and response stakeholders are familiar with changes made to a venue and its surrounding areas.

ISIS MESSAGING: In April 2020, the third issue of pro-ISIS online magazine Sawt al-Hind (Voice of India) issued a call for vehicular attacks as one of multiple inexpensive and easy ways to attack non-believers.

- **VEHICLE BARRIERS** can be passive (static), active (operable), re-deployable, and improvised. The appropriate use, type, and location of vehicle barriers may require a site assessment, traffic engineering study, and site survey. When deciding vehicle barrier types (bollards, trees, street art), consider intended use, routine maintenance needs and costs, accessibility and safety.
 - **Passive security barriers** include landscape features, large immovable landmarks, integrated street furniture, level changes (high curbs or steps), water features, vegetation, chain-link fences supplemented with high-strength cables, and concrete walls.
 - **Active barriers** include the use of retractable bollards and rising-arm gates that can be used if legitimate vehicle access is required past the standoff perimeter.
 - **Re-deployable barriers** are quick to set up and used during a short notice event or during an increased threat to a planned event.
 - **Improvised barriers**, such as large vehicles, are used to fill gaps and control access to roadways, sidewalks or paths. Consider the size, weight, and placement of improvised barriers relative to the potential threat.
- **TRAFFIC CALMING MEASURES** may reduce the speed of a vehicle, decreasing vehicle energy and impact.
 - **Horizontal Deflection:** Chicanes (serpentines), lateral shift, and traffic circles hinder straight line driving by creating a horizontal shift in the roadway. Consider placing chicanes at both the entrance and exit of an event or venue to prevent a vehicle from traveling the wrong way down a one-way street.
 - **Vertical Deflection:** A change in the height of the roadway that typically forces a motorist to slow down, to maintain an acceptable level of comfort; however, vertical deflections, such as speed humps and speed cushions, will have minimal impact for speed reduction on a vehicle attack.
 - **Inclines:** Steep grade inclines will likely hinder larger and heavier vehicles from increasing speed towards a target. Gradients may also restrict the line of sight along a potential attack route, creating an unpredictable situation for the attacker. Inclines sufficient to slow down vehicles require a large amount of physical space.

VEHICLE RAMMING NICE, FRANCE: In July 2016, a terrorist drove a 19-ton truck through a crowd celebrating Bastille Day along a distance of 1.25 miles, killing 85 and injuring 434. The driver was inspired by international terrorism.



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SOURCES

"10 dead in Guadeloupe": how Elon Musk relays fake news about the Sainte-Anne tragedy By Rci web 06/12/2025 - 12:00 • Updated on 06/12/2025 - 12:02

<https://rci.fm/deuxiles/infos/Societe/10-morts-en-Guadeloupe-comment-Elon-Musk-relaie-une-fake-news-sur-le-drame-de-Sainte>

Car rams into Christmas crowd in France's Guadeloupe, killing ten and injuring several

News Desk 06 December 2025, 10:45 AM IST 2 min

<https://english.mathrubhumi.com/news/world/car-rams-christmas-crowd-france-guadeloupe-tragedy-wp7wzc8o>

Car rams into crowd at Christmas event in French territory of Guadeloupe; 10 killed

The cause of the accident is currently unknown, and an investigation into the matter is underway, Canada Free Press

<https://canadafreepress.com/article/car-rams-into-crowd-at-christmas-event-in-french-territory-of-guadeloupe-10-killed>

Car rams into crowd at Christmas event in French territory of Guadeloupe; 10 killed

By [HT News Desk](#)

Updated on: Dec 06, 2025 08:38 am IST

<https://www.hindustantimes.com/world-news/car-rams-into-crowd-at-christmas-event-in-french-territory-of-guadeloupe-death-toll-injured-101764986481023.html>

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TRAFFIC LIGHT PROTOCOL REQUIREMENTS FOR DISSEMINATION

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Traffic Light Protocol (TLP) Definitions

Color	When should it be used?	How may it be shared?
 <p>TLP:RED</p> <p>For the eyes and ears of individual recipients only, no further disclosure.</p>	<p>Sources may use TLP:RED when information cannot be effectively acted upon without significant risk for the privacy, reputation, or operations of the organizations involved.</p>	<p>Recipients may therefore not share TLP:RED information with anyone else. In the context of a meeting, for example, TLP:RED information is limited to those present at the meeting.</p>
 <p>TLP:AMBER</p> <p>Limited disclosure, recipients can only spread this on a need-to-know basis within their organization and its clients. Note that TLP:AMBER+STRICT restricts sharing to the organization only.</p>	<p>Sources may use TLP:AMBER when information requires support to be effectively acted upon, yet carries risk to privacy, reputation, or operations if shared outside of the organizations involved.</p>	<p>Recipients may share TLP:AMBER information with members of their own organization and its clients, but only on a need-to-know basis to protect their organization and its clients and prevent further harm. Note: if the source wants to restrict sharing to the organization only, they must specify TLP:AMBER+STRICT.</p>
 <p>TLP:GREEN</p> <p>Limited disclosure, recipients can spread this within their community.</p>	<p>Sources may use TLP:GREEN when information is useful to increase awareness within their wider community.</p>	<p>Recipients may share TLP:GREEN information with peers and partner organizations within their community, but not via publicly accessible channels. TLP:GREEN information may not be shared outside of the community. Note: when “community” is not defined, assume the cybersecurity/defense community.</p>
 <p>TLP: CLEAR</p> <p>Recipients can spread this to the world, there is no limit on disclosure.</p>	<p>Sources may use TLP:CLEAR when information carries minimal or no foreseeable risk of misuse, in accordance with applicable rules and procedures for public release.</p>	<p>Subject to standard copyright rules, TLP:CLEAR information may be shared without restriction.</p>

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