



Industry Releasable Threat Bulletin (IRTB) 046

Issued: 17 MAR 2025

Latest IRTA 01 DEC 24



For General Use. This threat bulletin has been released to the Shipping Industry.

1. **Foreword.** This Industry Releasable Threat Bulletin (IRTB) has been written by Combined Maritime Forces (CMF) and European Union Naval Force (EUNAVFOR) ATALANTA. It is intended to help shipping operators who are responsible for merchant and large commercial fishing vessels that pass through or operate in the Western Indian Ocean, Gulf of Oman, Red Sea and Gulf of Aden.
2. **Purpose.** The purpose of an IRTB is to bring a specific incident or threat to the attention of the shipping industry especially, in advance of the publication of our next quarterly Industry Releasable Threat Assessment (IRTA).
3. **Incident.** Hijack.
4. **Date/time.** 16 Mar 2025.
5. **Location.** Incident took place off the coast of “DURDURA”, Somalia about 80 NM north of Eyl (Figure 1), probably within territorial waters.
6. **Incident Description.** On 16 Feb 25 the Yemen flagged fishing vessel (dhow) FV “AL-HIDAYA 1” (Figures 2, 3 and 4) was subject to a hijack event. The dhow has a crew of eight Somali nationals. According to the latest info, it appears that up to seven armed men attacked the dhow and remained on board. There is no info concerning a ransom request yet.



Figure 1. Surrounding position of the incident.



Figure 2. Image of Fishing Vessel "AL- HIDAYA 1".



Figure 3. Image of Fishing Vessel "AL- HIDAYA 1".



Figure 4. Image of Fishing Vessel "AL- HIDAYA 1".

7. **Assessment.** Although the case is still under investigation and more information is expected to be gathered, it is probable that the intention of hijackers could be to reach high sea and attack M/Vs.
8. **Recommendations.** Vessels are requested to remain vigilant and to adhere to BMP5 when transiting the Western Indian Ocean and the Somali waters. While these waters are routinely patrolled by CMF, EUNAVFOR ATALANTA and other warships, the timely and comprehensive reporting of incidents and suspicious activity remains crucial to allow for a rapid incident response. We request that, where possible, and without endangering the vessel or crew, vessels obtain and report as much factual detail as possible of incidents and suspicious activity, to include logs, photographs, video, and radar footage. CSO's and masters are strongly recommended to register their vessels with MSCIO when entering the Voluntary Reporting Area and to report any incidents to UKMTO in accordance with BMP5. This will enable a more rapid response to incidents and allow CMF and EUNAVFOR ATALANTA to monitor activity, enabling the most effective allocation of resources. CSOs are recommended to gather information on known Pattern of Life and Maritime Domain Awareness along the intended route and ports of call when conducting risk assessments for their fleets.
9. **Publication.**
 - a. Produced by CMF and EUNAVFOR.
 - b. Published by MSCIO.
10. **Feedback.** Enquiries about the content of this bulletin should be directed to CMF and EUNAVFOR;
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