





MSCIO ATALANTA WEEKLY REPORT

02nd Jan – 08th Jan

 postmaster@mscio.eu










 **0033 (0) 298 220 220**

 <https://mscio.eu/>

 **0033 (0) 298 220 170**

OVERVIEW OF INCIDENTS IN THE VOLUNTARY REPORTING AREA (VRA)



CATEGORY	No.	Page Ref.
 Armed Robbery	1	Page 2
 Attack	Nil	NSTR
 Attempted Boarding	Nil	NSTR
 Boarding	Nil	NSTR
 Hijack	1	Page 3
 Kidnap	Nil	NSTR
 Piracy	Nil	NSTR
 Suspicious Activity	Nil	NSTR
 Other Maritime Crimes	Nil	NSTR
Total Incidents	2	



ARMED ROBBERY

1.1. TYPE OF INCIDENT: Armed robbery.

1.2. PERIOD: 31 DEC 2350 UTC.

1.3. LOCATION: 5NM off the coast of Kulule (Somalia) - 09°09'N 050°43'E.

2. VESSELS DETAILS.

2.1. ATTACKED VESSEL: Chinese fishing vessel LIAO DONG YU 578.

2.2. ATTACKING VESSEL: 2-3 skiffs.

3. RELEVANT INFORMATION RELATED TO THE EVENT.

At approximately midnight on 31st Dec 25, the Chinese-flagged fishing vessel LIAO DONG YU 578 was seized by armed individuals while operating close to the coast of Kulule, in Somalia.

Preliminary investigations suggest that the seizure of the fishing vessel may be linked to local fishermen's demands to halt fishing activities inside Somali waters and to compel the remaining vessels within the fleet to leave the area.

The vessel is assessed to remain held in the depicted area.

This situation continues to be closely monitored by EUNAVFOR OP Atalanta.



More information available in the following links:

MSCIO:

[MSC IO | Alerts](#)

[IRTB Industry Releasable Threat Bulletin](#)



MSCIO
WEEKLY REPORT

RELEASABLE TO SHIPPING INDUSTRY
FROM 02ND TO 08TH JAN 2026

2 | Page

HIJACK

NO ALERT ON THIS EVENT WAS ISSUED
AS IT HAS NOT POSED A BROADER THREAT TO
MERCHANT SHIPPING AT THIS TIME.

1.1. TYPE OF INCIDENT: Hijack.

1.2. PERIOD: 02 JAN 0700 UTC.

1.3. LOCATION: In transit from Yemen to Somalia.

2. VESSELS DETAILS.

2.1. ATTACKED VESSEL: Cargo vessel SULTANA-2.

2.2. ATTACKING VESSEL: Small skiff with armed persons.

3. RELEVANT INFORMATION RELATED TO THE EVENT.

Cargo vessel SULTANA-2 departed from Mukalla (Yemen) bound for Bossaso (Somalia) with passengers on board.

During her transit, the dhow was reportedly intercepted by a small skiff carrying armed individuals and diverted back towards Yemen.

All passengers are reported to have been disembarked safely, and the vessel is believed to remain seized in Bir Ali (Yemen) area. Preliminary assessments suggest that the incident is likely linked to a financial dispute.

The evolution of this event is closely monitored by EUNAVFOR OP Atalanta.



MSCIO WEBSITE. USEFUL LINKS

To know more about different maritime security threats, please access to the following links:

[MSC IO | Useful Links](#)

1. General Maritime Security:

[MSC IO | General Maritime Security](#)

2. Maritime Terrorism:

[MSC IO | Maritime Terrorism](#)

3. Piracy Information:

[MSC IO | Piracy Information](#)

4. Illegal Traffic and Fishing

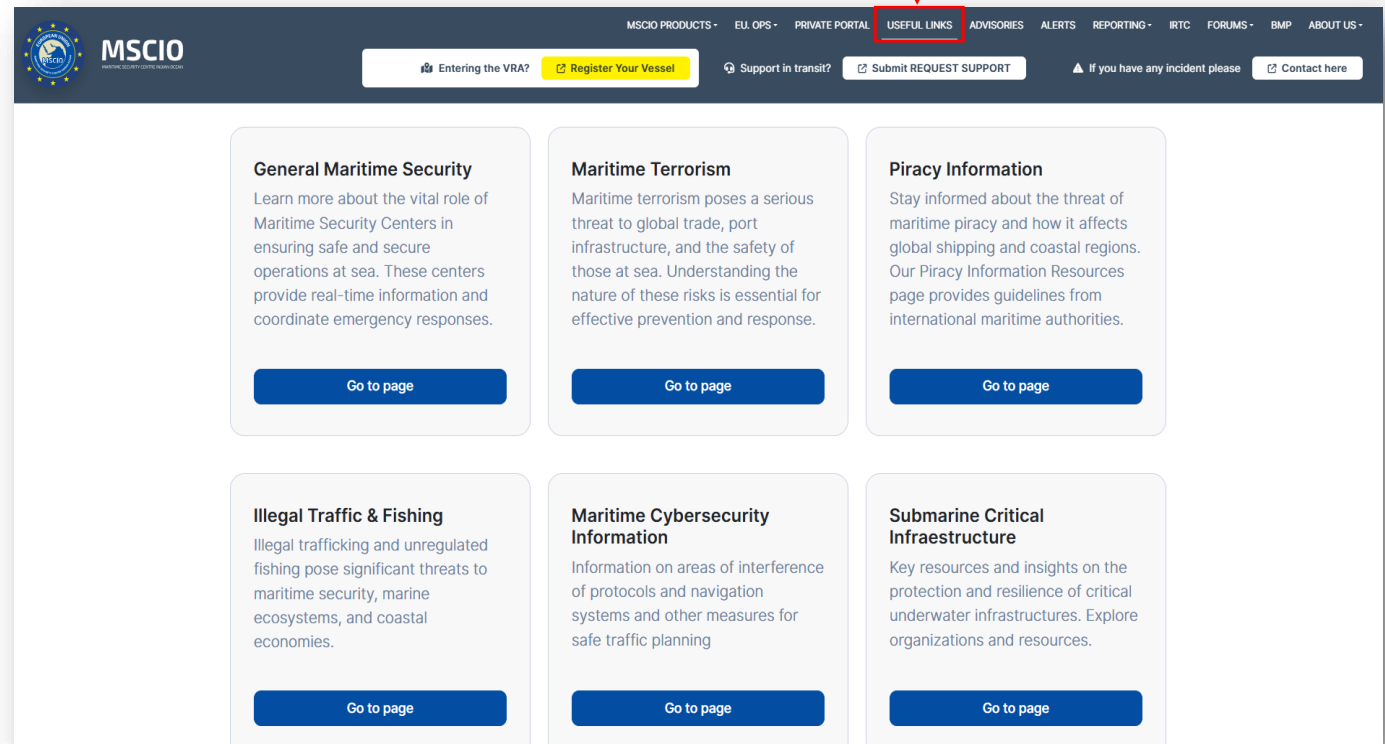
[MSC IO | Illegal Traffic & Fishing](#)

5. Maritime Cybersecurity Information.

[MSC IO | Maritime Cybersecurity Information](#)

6. Submarine Critical Infrastructure.

[MSC IO | Submarine Critical Infraestructure](#)



MARITIME SECURITY RELATED EVENTS (STATUS AND DETAILED DESCRIPTION)

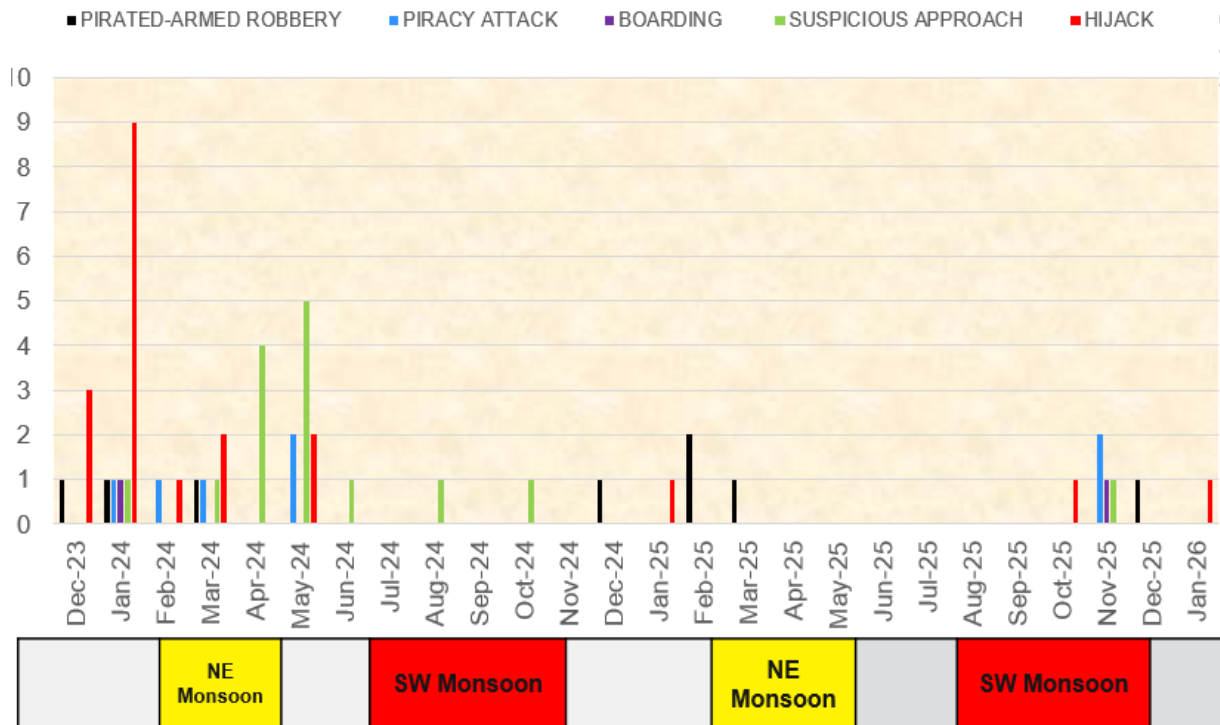
No	Date	Name	MSE Category	Last info.
53	31 DEC	FV LIAO DONG YU 578	Armed Robbery	Hijack reported off the coast of Banderbeyla (Bari Region). The vessel is still anchored near Banderbeyla.
54	02 JAN	FV SULTANA 2	Hijack	Received a Piracy incident report from PMPF on IORIS platform. The dhow with its 14 crew is currently located off Al- Nushayah, West of Bir Ali area. All passengers have been disembarked.

● Solved or closed cases
 ● Active cases
 ● Unsolved cases

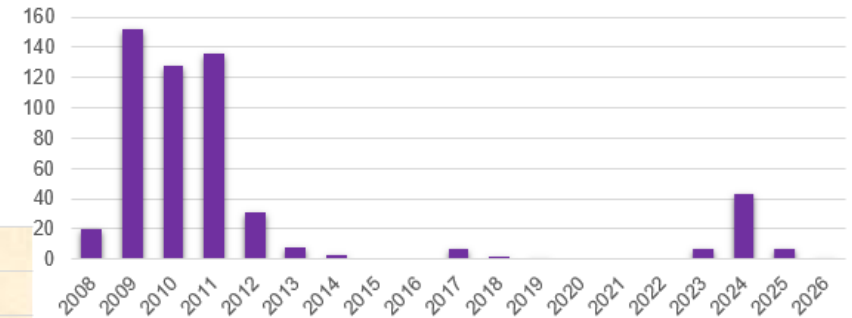


PIRACY STATISTICS (NOV 2023 – JAN 2026)

54 Events



MARITIME SECURITY RELATED EVENTS



Pirated (Outside TTW) / Armed Robbery at sea (Inside TTW)

- PAG takes control of the ship and requests a ransom

Piracy Attack

- PAG unsuccessful attack on ship

Hijack

- Attackers boarded and taken control of a ship against the crew's will

Boarding

- Successful attack but pirates do not take control

Suspicious Approach

- Suspicious maneuvering with clear intentions to attack. (weapons clearly displayed)



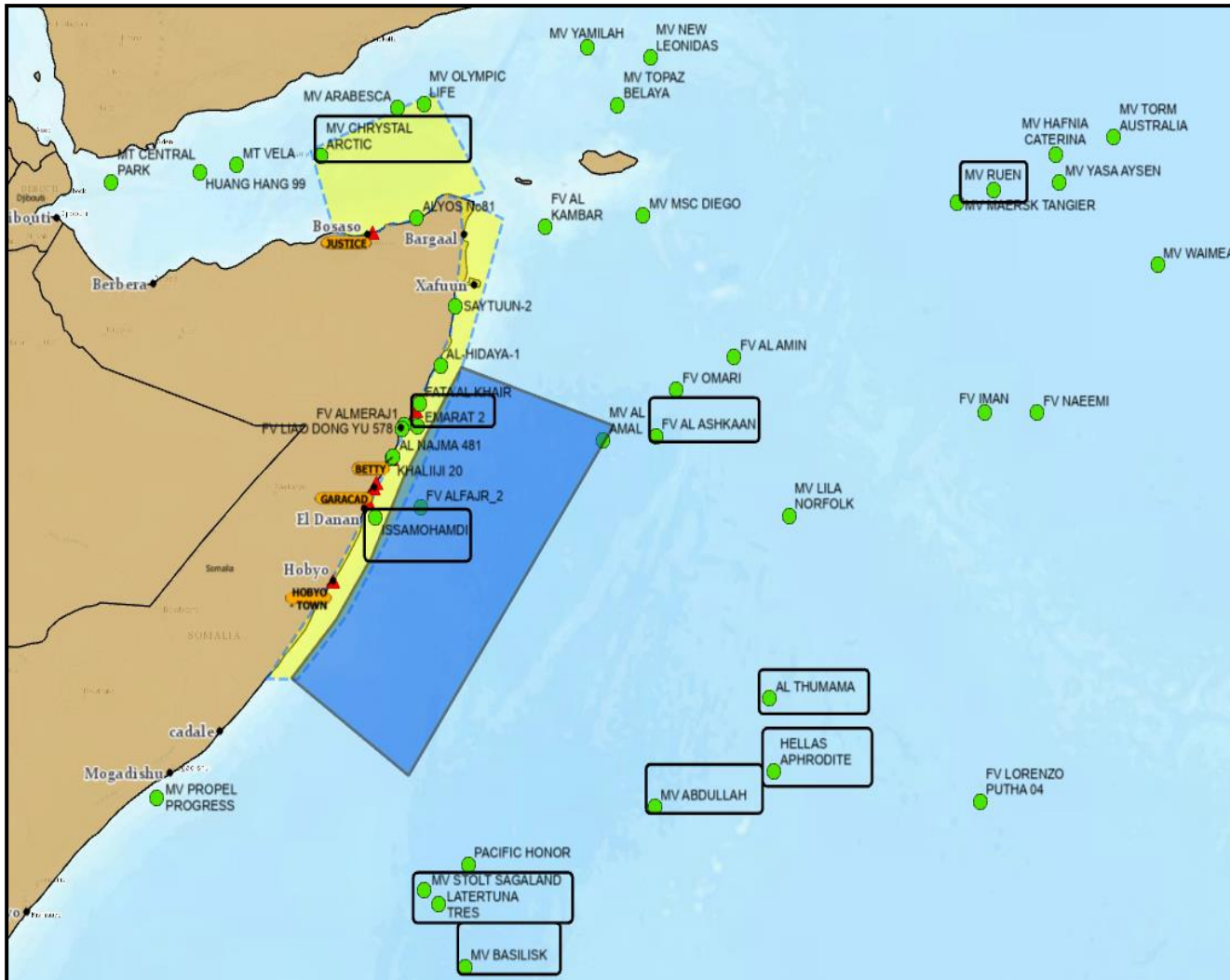
MSCIO

WEEKLY REPORT

RELEASABLE TO SHIPPING INDUSTRY
FROM 02ND TO 08TH JAN 2026

6 | Page

PIRACY SITUATION (NOV 2023 – DEC 2025)



PIRACY ASSESSMENT

It is **ALMOST CERTAIN** that the PAG's tactics for conducting piracy on the high seas involve hijacking a dhow and using it as a mother ship. The pirates then blend in with the usual traffic and deploy skiffs from the mother ship to attack vessels. They are able to navigate to the high seas, with evidence of events up to up to 600 nautical miles off the East Somali coast.

Nevertheless, from November 2024 it is becoming increasingly common for a group of people to organise themselves, identify a vulnerable ship close to the coast and use skiffs to carry out an attack. These attacks typically target Yemeni fishing dhows. While there is no confirmed information, it is **HIGHLY LIKELY** that ransoms would have been paid.

On the other hand, that risk could be amplified if local fishermen turn into pirates as a consequence that no effective action is being taken from the authorities to safeguard Somali TFW from IUUF.

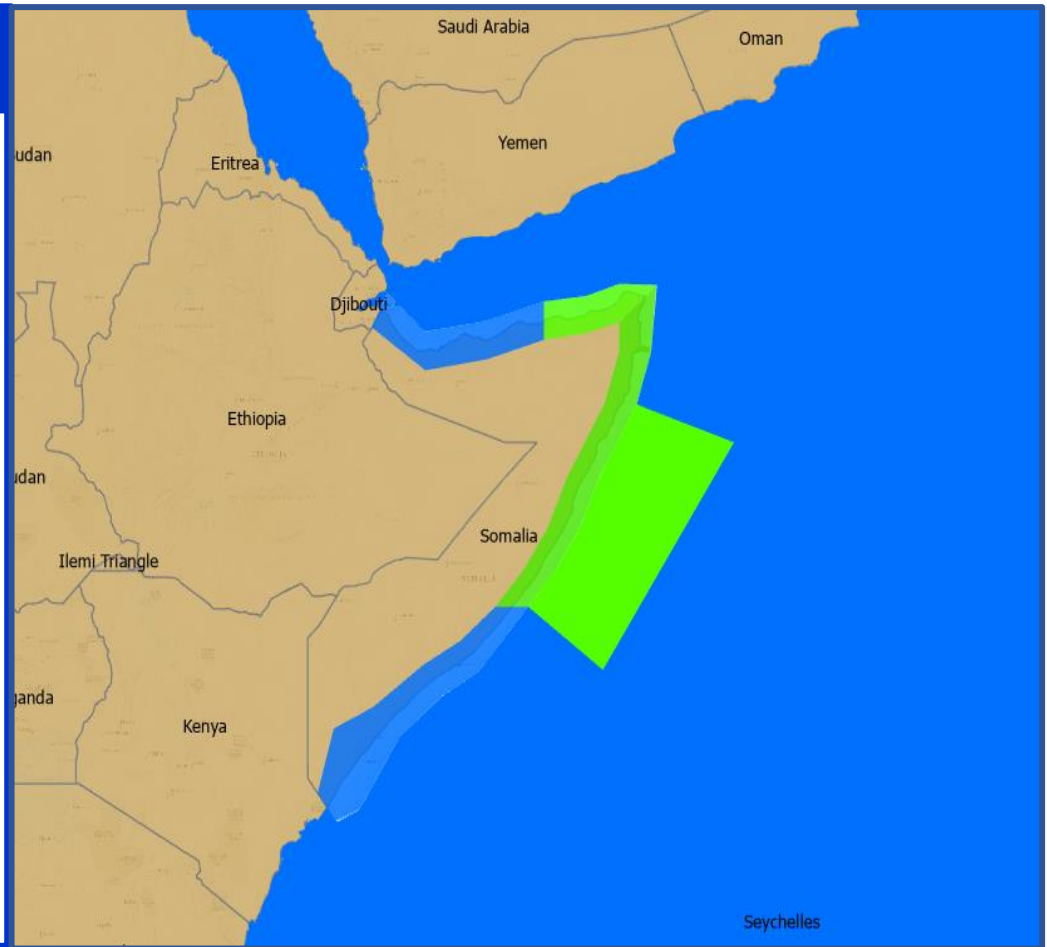


ATALANTA PIRACY THREAT UPDATE

PIRACY ASSESSMENT

The PIRACY Threat Assessment (TA) is determined as **LOW** in the GULF OF ADEN.

Coast of Bari (NE of Somalia) and East coast from Bari to Galgadud region remain **MODERATE**.



THREAT ASSESSMENT	BENIGN	LOW	MODERATE	SUBSTANTIAL	SEVERE	CRITICAL
YARDSTICK	An attack is HIGHLY UNLIKELY (10% – 20%)	An attack is UNLIKELY (>25% – 35%)	An attack is a REALISTIC POSSIBILITY (40% – <50%)	An attack is LIKELY / PROBABLE (55% – <75%)	An attack is HIGHLY LIKELY (80% – 90%)	An attack is ALMOST CERTAIN (>95%)



REGISTRATION AND REPORTING

Registration and reporting.

CSO's and Masters are encouraged to register their vessels upon entering the UKMTO Voluntary Reporting Area with both:

- MSCIO (<https://mscio.eu/reporting/vessel-registration/>)
- UKMTO (<https://www.ukmto.org/reporting-formats/initial-report>)

And report all incidents to UKMTO and MSCIO.

When safe to do so, vessels should document incidents and suspicious activity through logs, photographs, video, and radar footage. CSOs should gather information on Pattern of Life and Maritime Situational Awareness for their planned routes and ports of call to support risk assessments. These procedures enable effective monitoring and resource allocation by CMF and EUNAVFOR ATALANTA.

Contact Information (MSCIO):

Tel: 0033 (0) 298 220 220 // 0033 (0) 298 220 170

Website: www.mscio.eu

Email: postmaster@mscio.eu

