



# MSCIO ATALANTA WEEKLY REPORT

6th Mar – 12th Mar

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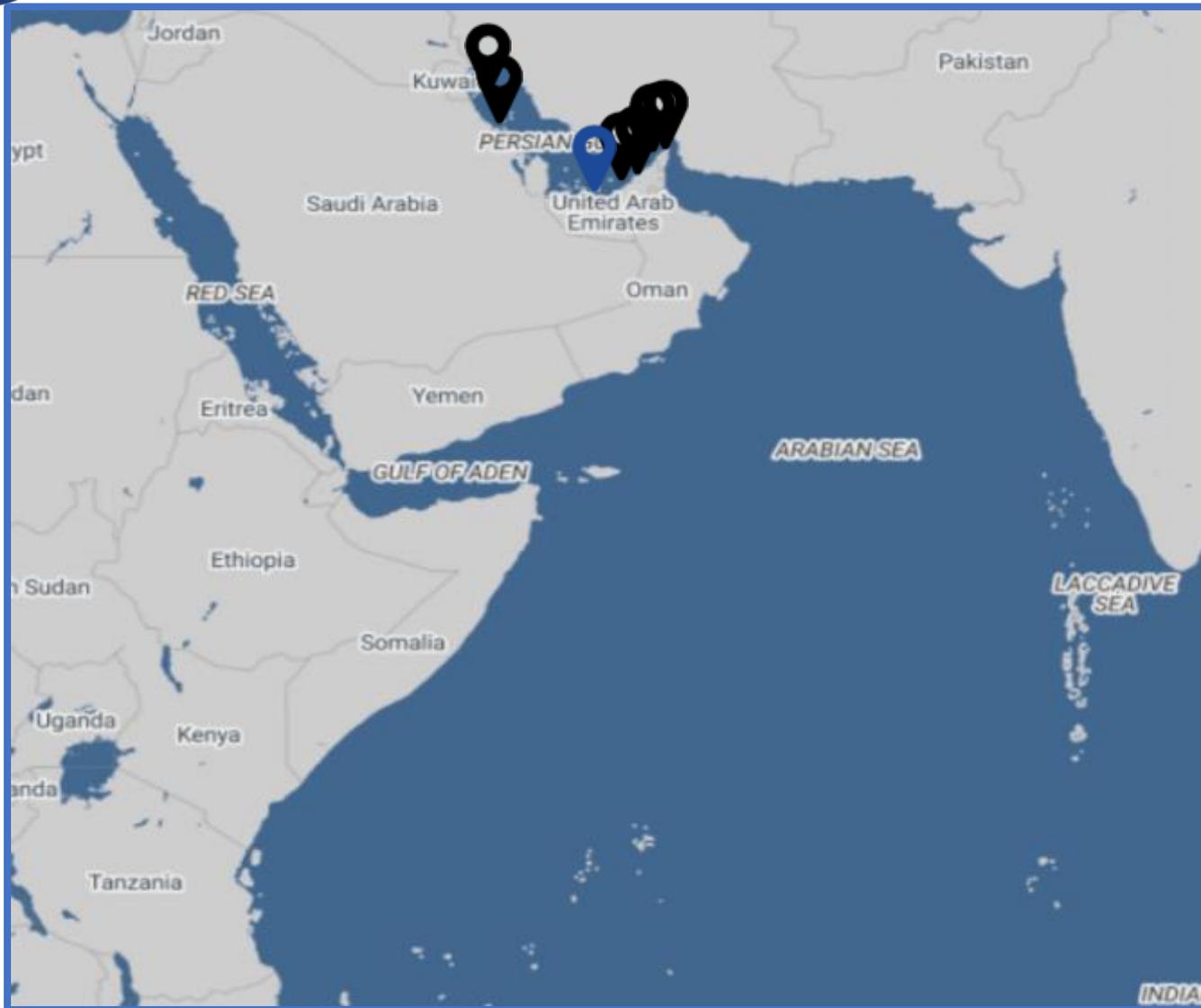
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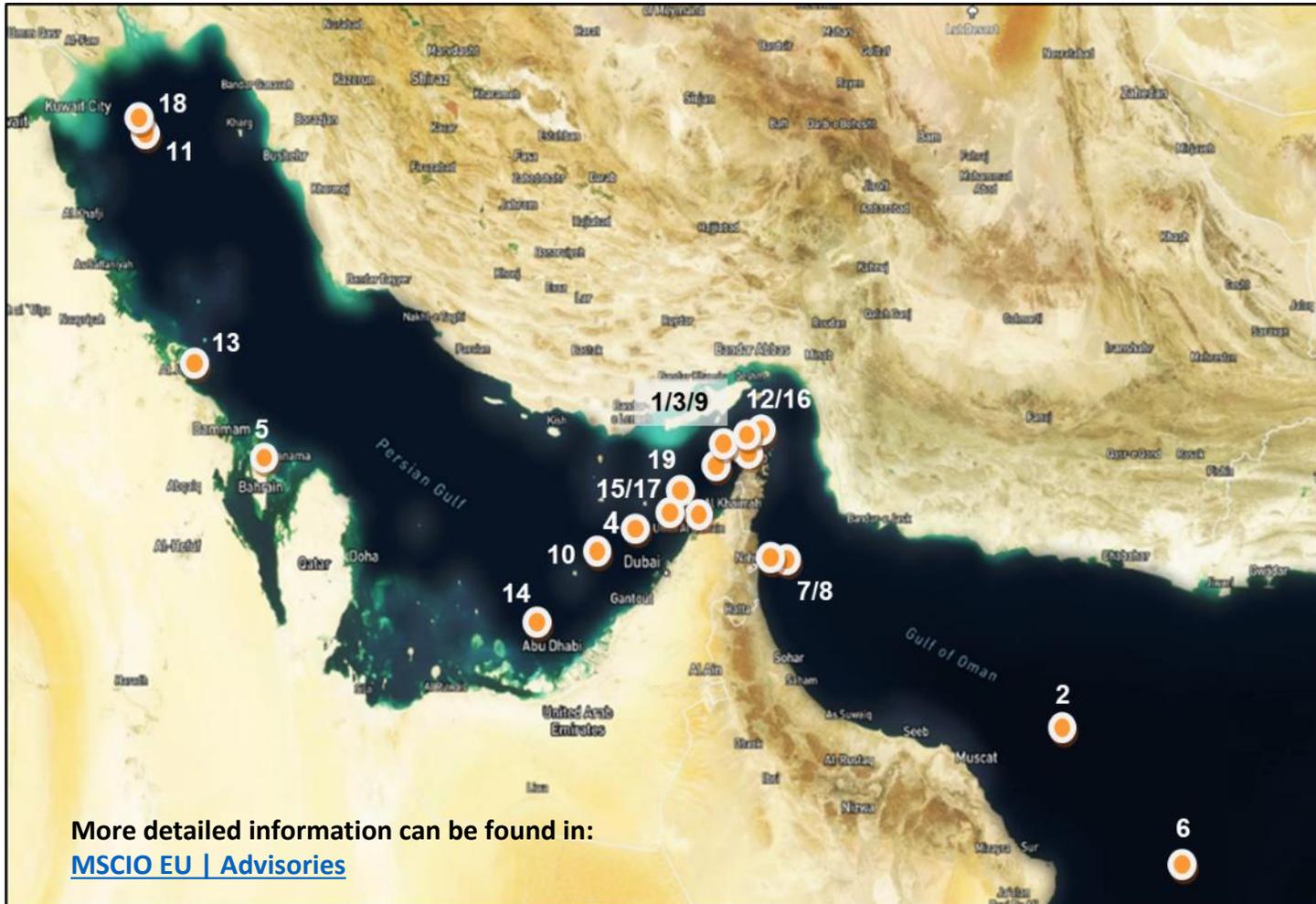
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# OVERVIEW OF INCIDENTS IN THE VOLUNTARY REPORTING AREA (VRA)



CATEGORY		No.	Page Ref.
	Armed Robbery	Nil	NSTR
	Attack	7	<a href="#">Slide 3</a>
	Attempted Boarding	Nil	NSTR
	Boarding	Nil	NSTR
	Hijack	Nil	NSTR
	Kidnap	Nil	NSTR
	Piracy	Nil	NSTR
	Suspicious Activity	1	<a href="#">Slide 3</a>
	Other Maritime Crimes	Nil	NSTR
<b>Total Incidents</b>		<b>8</b>	



EVENTS FROM 6-12MAR			
NUMBER	DATE	LOCATION	DESCRIPTION
19	12MAR	25°37N 055°00E	A container ship has reportedly been struck by an unknown projectile approximately 35 NM north of Jebel Ali, causing a small fire on board. The crew is reported to be safe.
18	11MAR	29-35N 048-48E	A tanker has reported an attack on a vessel close to her in the northern Arabian Gulf. The crew of the reporting vessel is safe.
17	11MAR	26-00N 055-47E	A merchant vessel has reportedly been struck by an unknown projectile, causing damage to the hull, approximately 50 NM northwest of Dubai, UAE. The crew is reported to be safe.
16	11MAR	26-33N 056-29E	A merchant vessel has reportedly been struck by an unknown projectile while transiting the Strait of Hormuz, causing a fire onboard.
15	11MAR	25-54N 055-30E	A container vessel has reported an impact from an unknown projectile at the stern, approximately 25 NM northwest of Ras Al Khaimah. The crew is reported safe and the extent of any damage is currently being assessed by the crew.
14	10MAR	25-05N 054-16E	A merchant vessel has reported a loud blast followed by a water splash in close proximity to the vessel while anchored, possibly caused by an aerial object, approximately 40 NM north of Abu Dhabi.
13	07MAR	27-12N 049-43E	Third party reports possible UAV attack on oil rig. Fire contained and personnel evacuated.
12	06MAR	26-27N 056-25E	A tug has reportedly been struck while operating in the Strait of Hormuz.



## ASSESSMENT AND GUIDANCE FOR AS/SoH/GoO

- Military operations keep ongoing in the region and the maritime security environment in the Strait of Hormuz and adjacent waters remains significantly deteriorated.
- Due to current high threat level, **TRANSIT THROUGH THE STRAIT OF HORMUZ REMAINS NOT RECOMMENDED.**
- Heavy GNSS/AIS spoofing inside the Arabian Gulf, SoH and Gulf of Oman are still reported. Additionally, intermittent disruptions affecting communications and radar systems have also been observed.
- A significant clustering of merchant vessels remains anchored, loitering, or berthed in ports within the Arabian Gulf and in several western ports of the Gulf of Oman. Enhanced caution and vigilance are advised when transiting or loitering in these areas. Vessels are recommended to maintain safe separation distances using radar or visual means.
- It is advised for merchant vessels to:
  - ✓ Avoid transiting the Strait of Hormuz until the security situation improves.
  - ✓ Adhere to guidance issued by their Flag State or competent national authorities when considering transit.
  - ✓ Perform enhanced risk assessment.
  - ✓ Strictly adhere to BMP-MS.
  - ✓ Monitor Ch16 VHF and be prepared to be hailed.
  - ✓ Use AIS as per company policy.
  - ✓ Whenever possible, increase distance from any naval forces to mitigate risk.
  - ✓ Enhance radar and landmark procedures to support safe navigation, since GNSS are highly likely to be unreliable.



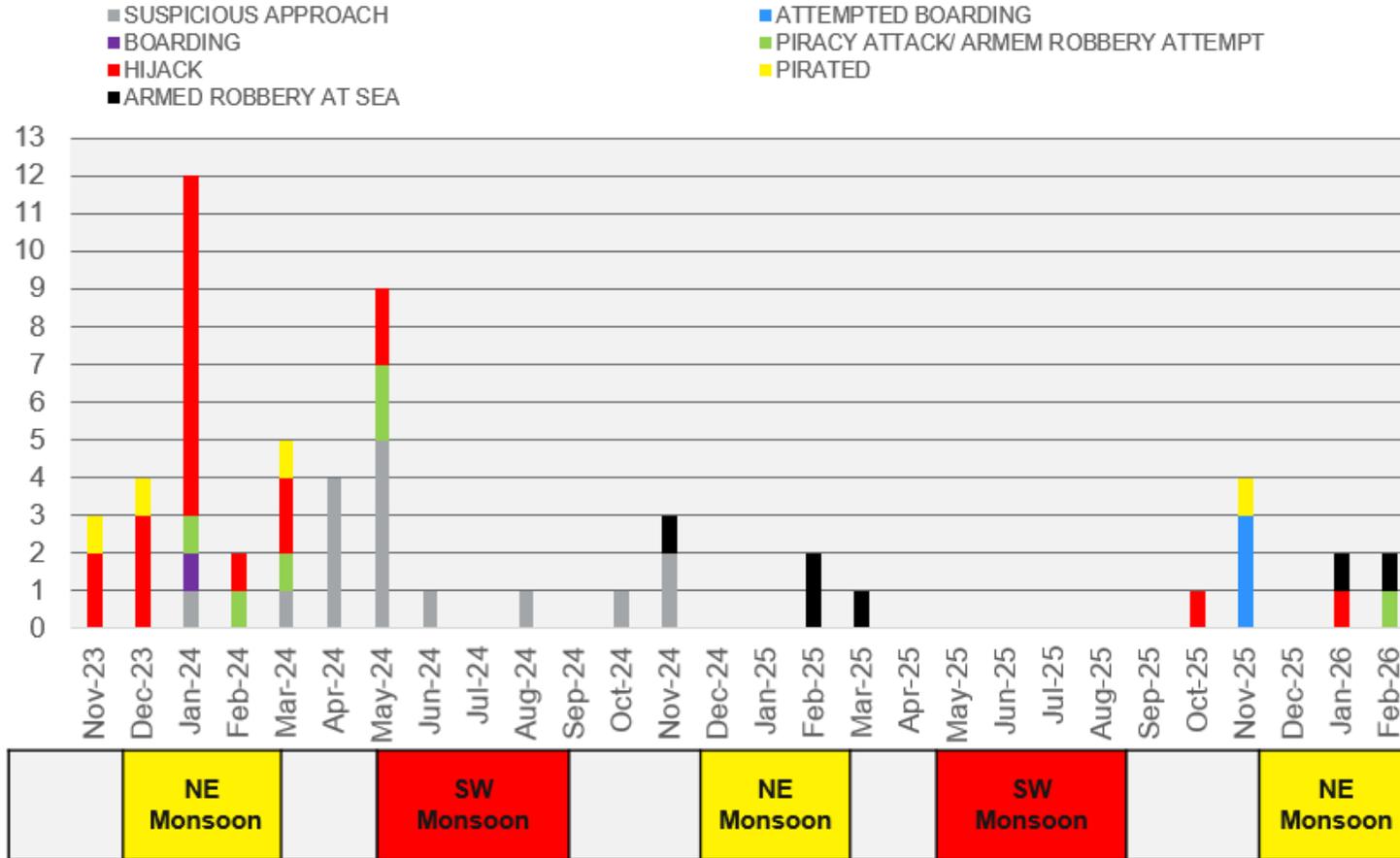
## MARITIME SECURITY RELATED EVENTS (STATUS AND DETAILED DESCRIPTION)



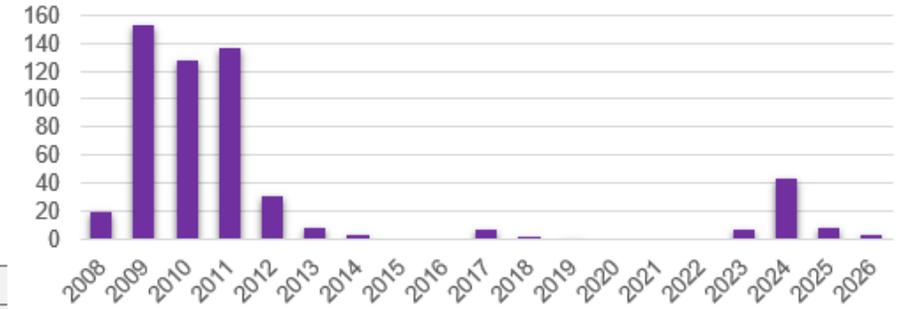
No	Date	Name	MSE Category	Last info.
54	31 DEC	FV LIAO DONG YU 578	Armed Robbery	Armed robbery reported off the coast of Banderbeyla (Bari Region). PSP has informed that the Vessel has been released near Ceel Dhidar, Bandarbeyla district. According to local credible sources, a ransom of 1.2 USD was paid.
55	02 JAN	FV SULTANA 2	Hijack	Alert on IORIS from PMPF. Dhow located off Al- Nushayah. All passengers disembarked. 13JAN Yemen Coast Guard confirmed. RESOLVED after agreement with the vessel's owner. Dhow and crew RELEASED
56	03 FEB	FV AL-WALEED	Armed Robbery	Received a report from Yemen CG on 03 Feb, that a group of 4 armed men captured a Yemeni 8 meter boat (blue hull) on the coast of Hafun. One fisherman was on board during the capture but was later released. The boat is allegedly taken to Dudura coast. Boat size and engine are not coherent with piracy TTP. Event still pending further investigation.
57	26 FEB	UNKNOWN	Piracy Attack	PMPF has reported that two skiffs attempted attacking an Iranian flagged vessel. The vessels defensive actions prevented the boarding. One attacker reportedly killed and two injured. Initial information from LNO MOG and Puntland police, the PAG composition is 9 pirates. PMPF has also allegedly arrested 3 pirates and taken in custody 1 of the 2 skiffs.

● Solved or closed cases ● Active cases ● Unsolved cases

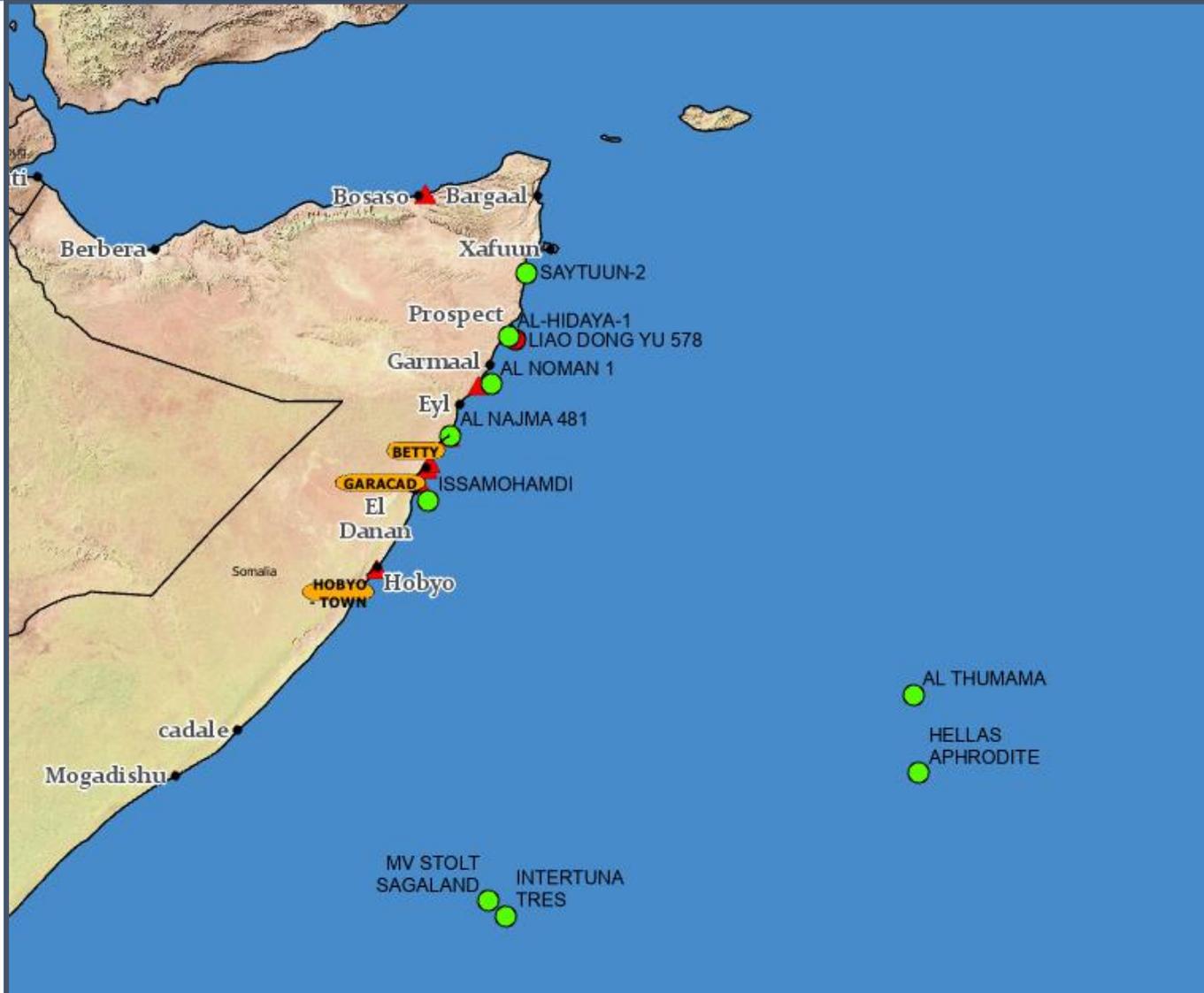
## PIRACY RELATED EVENTS FROM NOV 2023 (57)



## PIRACY RELATED EVENTS FROM 2008



- SUSPICIOUS APPROACH**
  - Sudden changes of course towards the ship and aggressive behavior. CPA inside 1nm with clear intention to attack and/or weapons clearly displayed.
- ATTEMPTED BOARDING**
  - An Act where the PAG failed to get onboard and gain control of the vessel or members of the crew. Boarding paraphernalia were employed or visible in the approach.
- BOARDING**
  - A boarding in which the attackers have boarded the ship but have NOT taken control.
- PIRACY ATTACK/ ARMED ROBBERY ATTEMPT**
  - Ship has been subject to an aggressive approach by unidentified craft and weapons have been discharged. Also, paraphernalia/ tripwires related to piracy, hooks, ladders ect have been reported.
- HIJACK**
  - Attackers have illegally boarded and taken control of a vessel at the high seas against the crew's will.
- PIRATED**
  - A pirated vessel is a vessel subject to an act that falls under the UNCLOS Article 101 definition of piracy.
- ARMED ROBBERY AT SEA**
  - Any illegal act of violence or detention within a state's internal waters, archipelagic waters and territorial seas.



## 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 TTW from IUUF.

It is **ALMOST CERTAIN** that the ransom paid for the LIAO DONG YU will set a bad example for other pirate groups trying to imitate that operation.

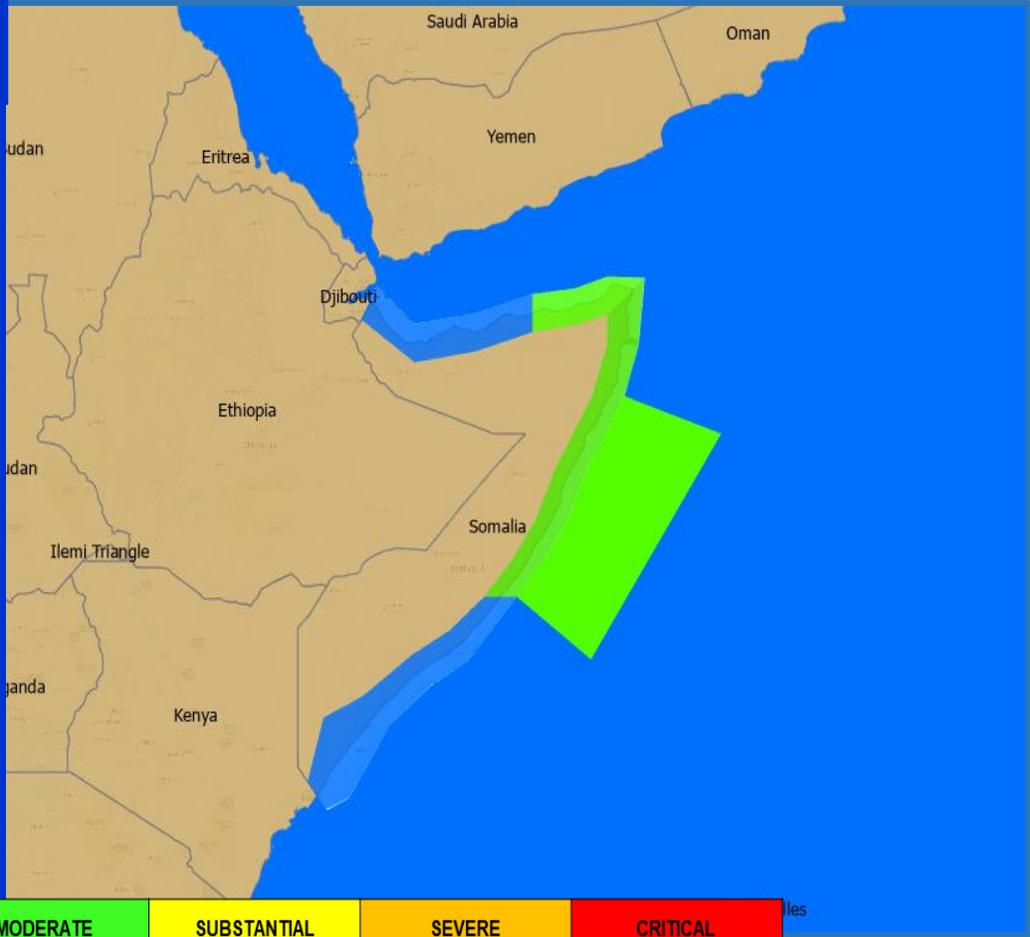


# ATALANTA PIRACY THREAT UPDATE

## 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 <b>HIGHLY UNLIKELY</b> (10% – 20%)	An attack is <b>UNLIKELY</b> (>25% – 35%)	An attack is a <b>REALISTIC POSSIBILITY</b> (40% – <50%)	An attack is <b>LIKELY / PROBABLE</b> (55% – <75%)	An attack is <b>HIGHLY LIKELY</b> (80% – 90%)	An attack is <b>ALMOST CERTAIN</b> (>95%)

# MARITIME SECURITY CENTRE INDIAN OCEAN (MSCIO)

VOLUNTARY REPORTING THAT MAKES A DIFFERENCE



## WHY TO REPORT

- Improve Maritime Situational Awareness (MSA)
- Enable rapid information-sharing and coordination.
- Support vessels in High Risk Areas.
- Contribute to collective maritime security efforts.

## WHAT TO REPORT

- Entry into the Voluntary Reporting Area (VRA).
- Daily position updates.
- Exit from the VRA or arrival at a safe port.
- Suspicious activity or incidents.
- Attacks, attempted or successful.

## HOW TO REPORT

- Online: [www.mscio.eu](http://www.mscio.eu)
- Email: [postmaster@mscio.eu](mailto:postmaster@mscio.eu)
- Copy UKMTO: [watchkeepers@ukmto.com](mailto:watchkeepers@ukmto.com)

## BENEFITS OF REPORTING

- IMPROVED MONITORING AND PROTECTION DURING TRANSIT -
- ACCESS TO TIMELY THREAT ASSESSMENTS AND SECURITY ALERTS -
- ENHANCED COORDINATION WITH NAVAL FORCES OPERATING IN THE REGION -

Your report strengthens maritime security across the Indian Ocean and Red Sea



## 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 to 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

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