





MSCIO ATALANTA WEEKLY REPORT

06 Jun – 12 Jun

 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	Nil	NSTR
 Attack	Nil	NSTR
 Attempted Boarding	Nil	NSTR
 Boarding	Nil	NSTR
 Hijack	Nil	NSTR
 Kidnap	Nil	NSTR
 Piracy	Nil	NSTR
 Suspicious Activity	Nil	NSTR
 Other Maritime Crimes	1	2-3
Total Incidents	1	



OTHER MARITIME CRIMES

1. SIGNIFICANT INCIDENTS IN THE VRA.

1.1 GNSS INTERFERENCES.

1.2 DATE: JUN 10, 2025.

1.3 LOCATION: 1800N-04000E

1.4 DURATION: Effects lasted hours.

2. ANOTHER RELEVANT INFORMATION RELATED WITH GNSS DISRUPTIONS.

In previous MSCIO Weekly Reports, three events related with GNSS interferences were published. These events took place in areas such as southern and central areas of the Red Sea and the Strait of Hormuz. It is well known that these interferences affect GNSS equipment during periods that can last hours. It is utterly advised to watch traditional means of navigation while transiting for the areas where the probability of suffering a GNSS interference is high.

In the map showed in page 3, a summary of all the events related with GNSS interferences happened during the last month of May can be consulted.

To understand more about specific virtual threats, BMP offers a detailed description about different ways to suffer a GNSS disruption. (Pag 15). [bmp-ms-2025-final-hi-res.pdf](#)

MORE INFO:

UKMTO: [Recent Incidents](#)

MSCIO: [MSC IO | Alerts](#)

[MSC IO | WEEKLY THREAT ASSESSMENT 2025](#)

JMIC: [JMIC Weekly Dashboard - 2025](#)



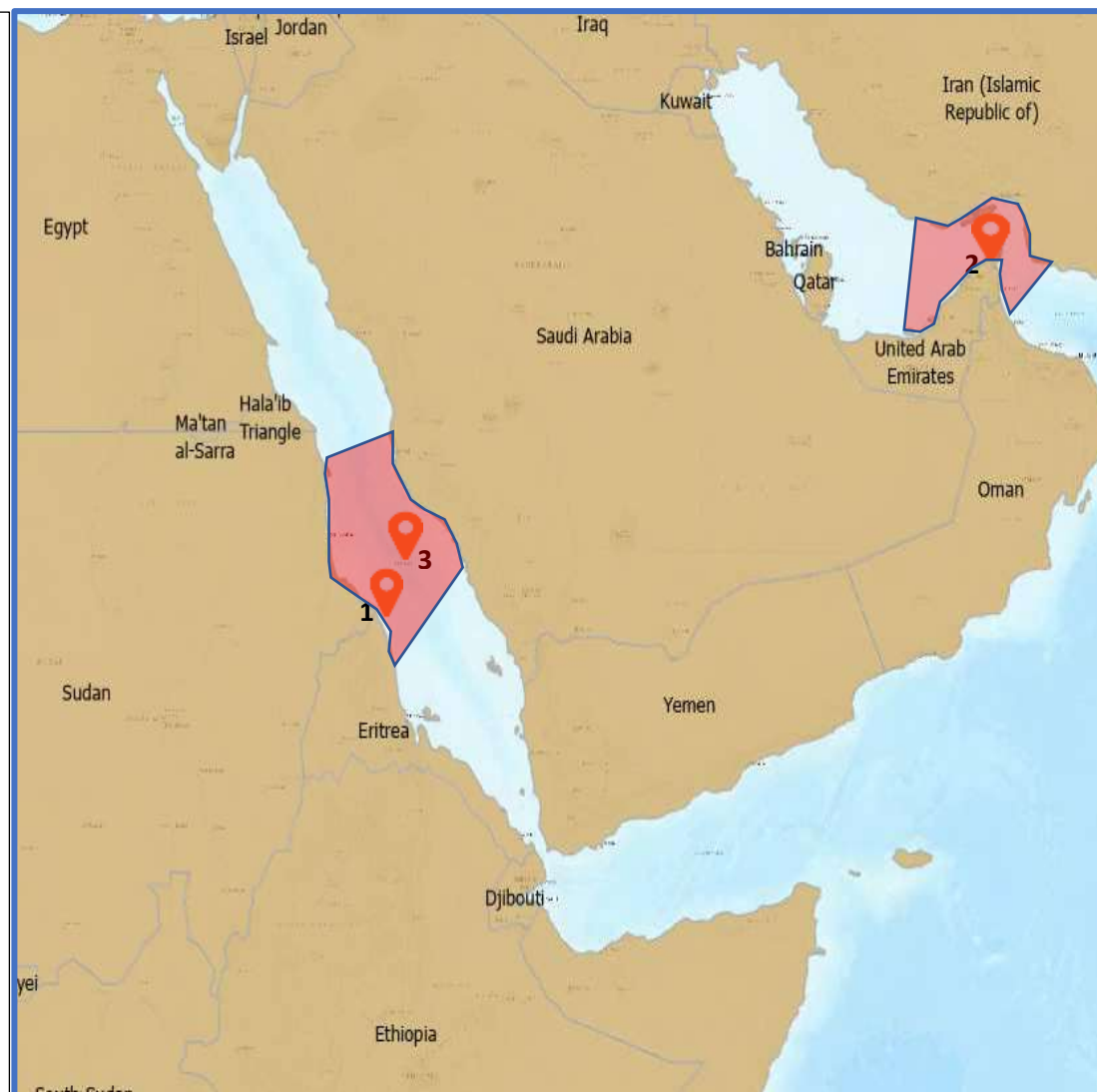
OTHER MARITIME CRIMES

SUMMARY OF EVENTS RELATED WITH GNSS INTERFERENCES HAPPENED IN THE VRA (VOLUNTARY REPORTING AREA) DURING THE LAST MONTH (MAY 25).

Reference points listed below are to be considered as reference areas.

1. 1830N – 03911E RED SEA (Reported on May 09)
2. 2640N – 05630E STRAIT OF HORMUZ (Reported on May 18).
3. 1725N – 04040E RED SEA (Reported on May 22).


Area affected by GNSS interferences.



LAST PIRACY RELATED EVENTS (STATUS AND DETAILED DESCRIPTION)

No	Date	Name	MSE Category	Last info
45	7 FEB	FV AL NAJMA	Armed Robbery	Reported hijacked dhow ivo EYL. 6 hijackers. On 12 Feb, the hijackers left the dhow. No information of any ransom paid was confirmed
46	15 FEB	FV SAYTUUN 2	Armed Robbery	Reported hijacked vessel ivo EYL. 6 hijackers. On 22 Feb, the hijackers, after stealing the crew's belongings, abandoned the dhow. A ransom has been paid
47	16 MAR	FV AL HIDAYA	Armed Robbery	Hijack reported off the coast of "DURDURA" South of XAFUN - 5 hijackers.

Locations of the events 45, 46 and 47 are marked with  in pag 6.

 Solved or closed cases

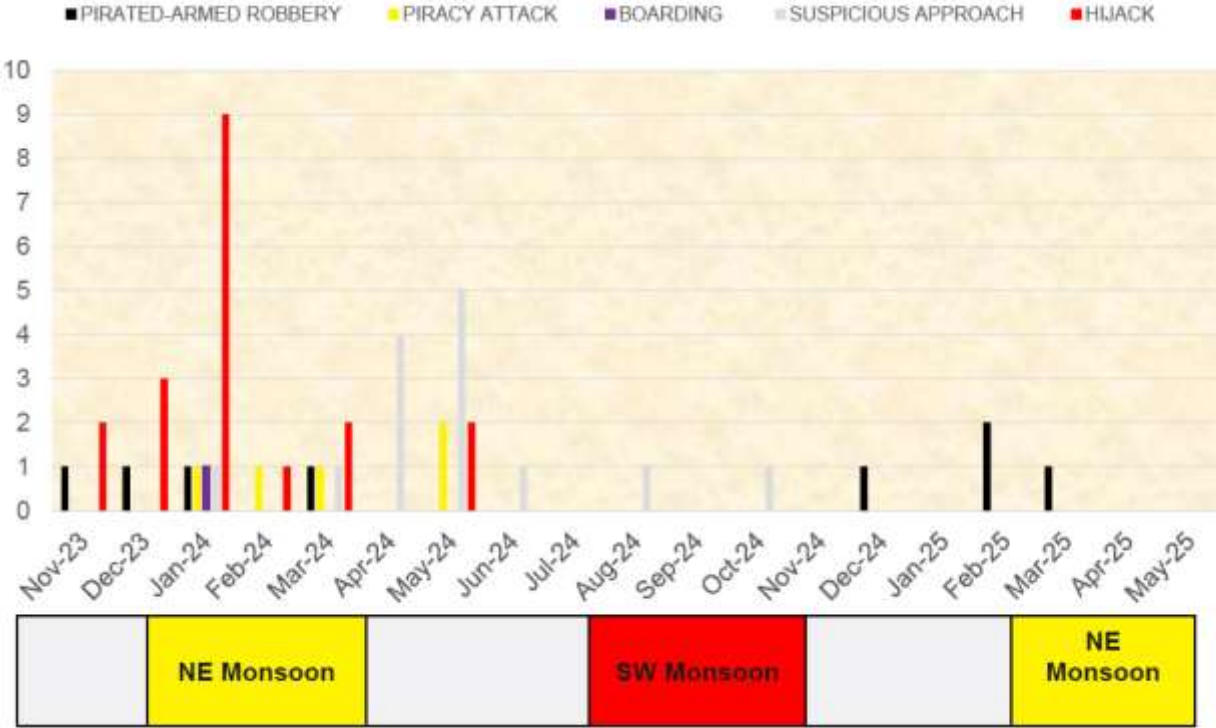
 Active cases

 Unsolved cases

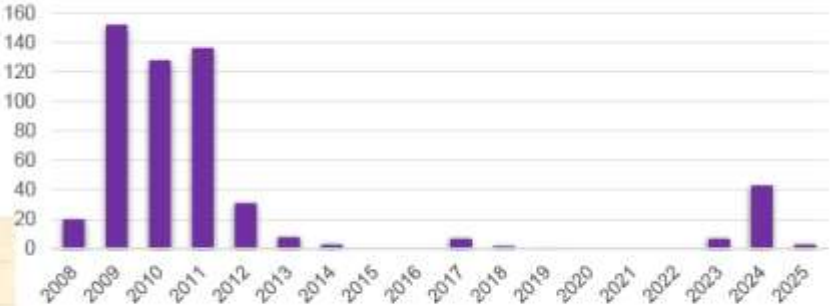


PIRACY STATISTICS (NOV 2023 – JUN 2025)

47 Events



PIRACY 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)

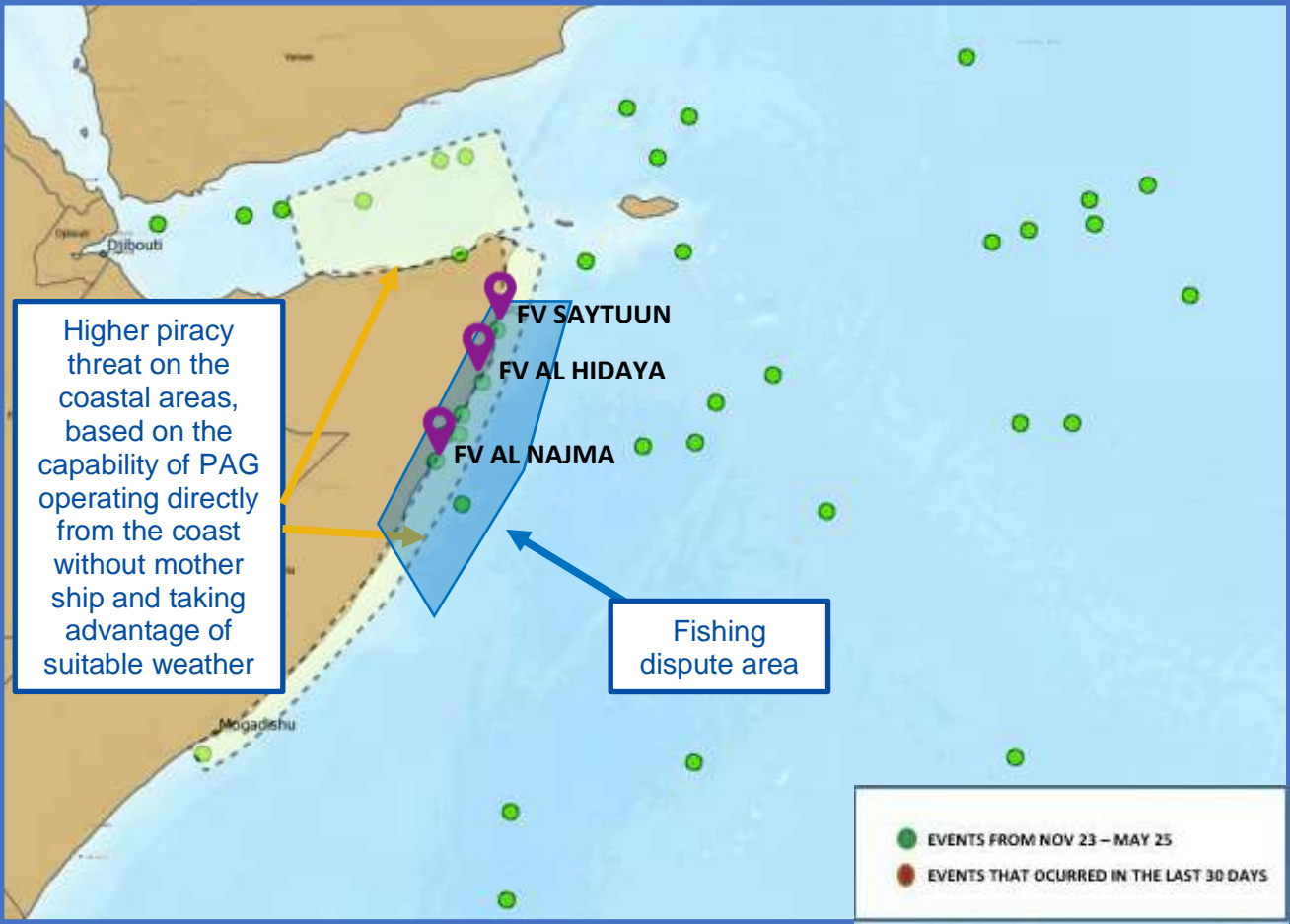


MSCIO

WEEKLY REPORT

RELEASABLE TO SHIPPING INDUSTRY
WEEK 06TH JUN - 12TH JUN 2025

PIRACY SITUATION (NOV 2023 – JUN 2025)



PIRACY ASSESSMENT

It is **ALMOST CERTAIN** that the PAGs (Pirate Action Groups) 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 up to 600 nautical miles or more off the East Somali coast.

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 the Somali TTW from IUU (Illegal, Unreported and Unregulated) fishing.

REMOTE CHANCE	<5%	HIGHLY UNLIKELY	10% – 20%	UNLIKELY	>25% – 35%	REALISTIC POSSIBILITY	40% – <50%	LIKELY / PROBABLE	55% – <75%	HIGHLY LIKELY	80% – 90%	ALMOST CERTAIN	>95%
---------------	-----	-----------------	-----------	----------	------------	-----------------------	------------	-------------------	------------	---------------	-----------	----------------	------



MSCIO

WEEKLY REPORT

RELEASABLE TO SHIPPING INDUSTRY
WEEK 06TH JUN - 12TH JUN 2025

ATALANTA PIRACY THREAT UPDATE

ATALANTA	UPDATE ON THE PIRACY THREAT OFF THE COAST OF SOMALIA	12 JUN 2025
<p>Situation: Nothing significant to report</p> <p>Pirates' modus operandi: The typical pirate strategy involves the seizure and hijacking of a dhow, which is subsequently utilized as a mother ship. The pirates then blend in with the usual traffic and deploy skiffs from the mother ship to attack vessels, navigating as far as 600 Nautical Miles or more, off the East Somali coast. The possibility of Attacks in the Gulf of Aden (GOA) should not be ignored, especially in the Eastern side. After a vessel is seized, it is likely that this is taken to the Somali coast and held there whilst ransom negotiations are ongoing.</p> <p>Threat evaluation: These armed robberies within Somali territorial waters demonstrate an active and evolving threat in the region. Despite routine patrols conducted by Combined Maritime Forces (CMF), EUNAVFOR ATALANTA and other warships in these waters, pirates continue to demonstrate sophisticated operational capabilities. These incidents highlight the existence of well-established coastal support infrastructure and the ability to conduct coordinated operations. The successful execution of recent attacks indicates that pirate action groups maintain the capability and intent to target vessels in this region. This assessment is supported by their demonstrated ability to operate within territorial waters, utilize multiple coastal locations, and sustain extended operations</p>		



Registration and reporting. CSO's and masters are encourage to register their vessels with both MSCIO (<https://mscio.eu/reporting/vessel-registration/>) and UKMTO (<https://www.ukmto.org/reporting-formats/initial-report>) upon entering the UKMTO Voluntary Reporting Area 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 Domain 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



ADVISORY



Area of concern: Arabian Gulf, Strait of Hormuz and Northern Arabian Sea.

Open-source information and regional diplomatic developments indicate a marked escalation in tensions between Israel and Iran. The situation remains fluid and highly volatile. At present, there is no direct evidence that commercial shipping is being targeted. However, given the proximity of regional flashpoints to major maritime routes, the potential for rapid escalation involving a maritime nexus should not be discounted.

More information in the following links:

UKMTO: Advisory # 22

[20250611-ukmto-mscio-jmic-advisory-022-2025.pdf](#)

JMIC: JMIC# 008-25

[008 JMIC Advisory Note 11 JUNE 2025 \(1\).pdf](#)

[008 JMIC Advisory Note 11 JUNE 2025 Update 001 1.pdf](#)

MSCIO:

[008 JMIC Advisory Note 11 JUNE 2025 Update 001 1.pdf](#)

[20250611-UKMTO MSCIO JMIC ADVISORY INCIDENT 021-251.pdf](#)

The information herein is derived from open-source information and does not confirm any deliberate targeting of maritime interests as of this publication.



MSCIO

WEEKLY REPORT

RELEASABLE TO SHIPPING INDUSTRY
WEEK 06TH JUN - 12TH JUN 2025

9 | Page