MSCIO ATALANTA

WEEKLY REPORT

09th Jan – 15th 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	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	Nil	NSTR
Total Incidents	0	

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

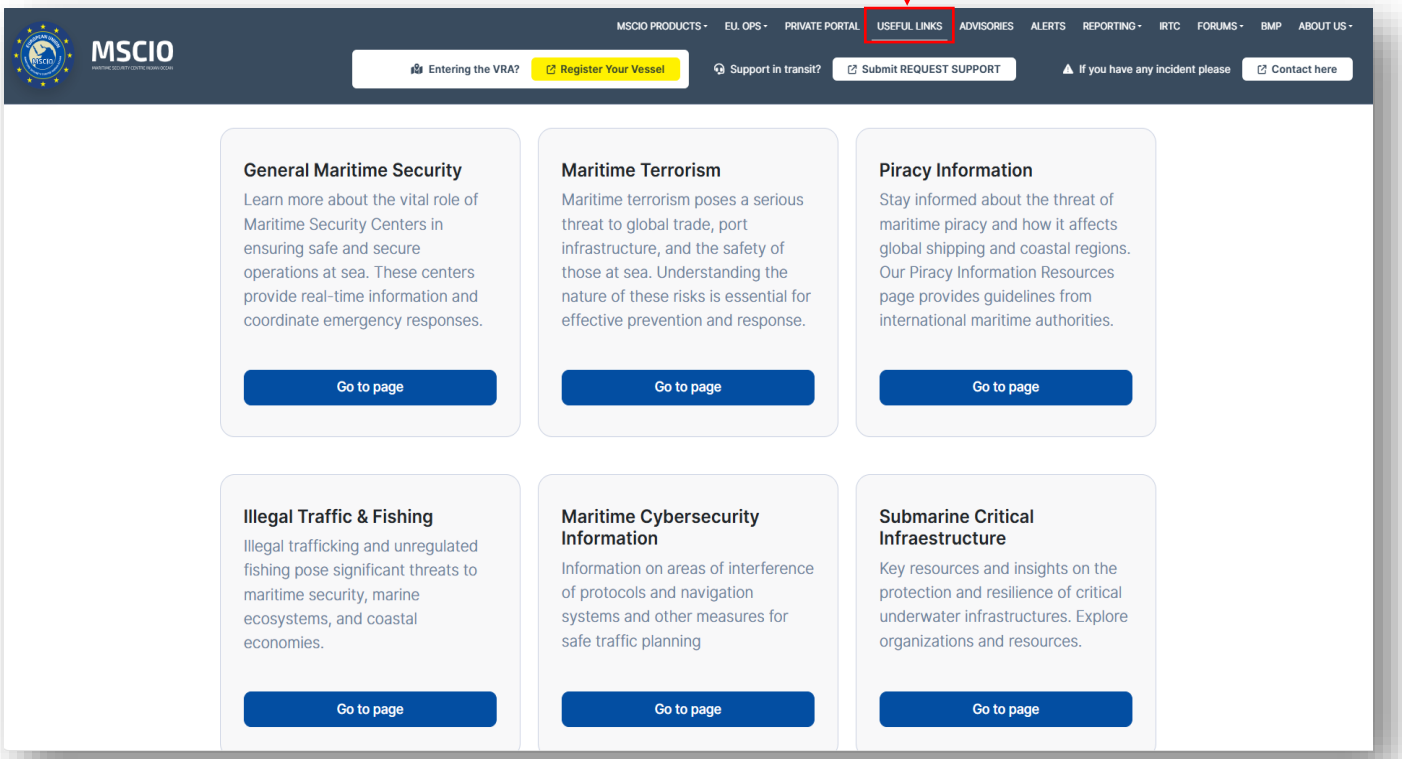
MSC IO | Illegal Traffic & Fishing

5. Maritime Cybersecurity Information.

MSC IO | Maritime Cybersecurity Information

6. Submarine Critical Infrastructure.

MSC IO | Submarine Critical Infraestructure

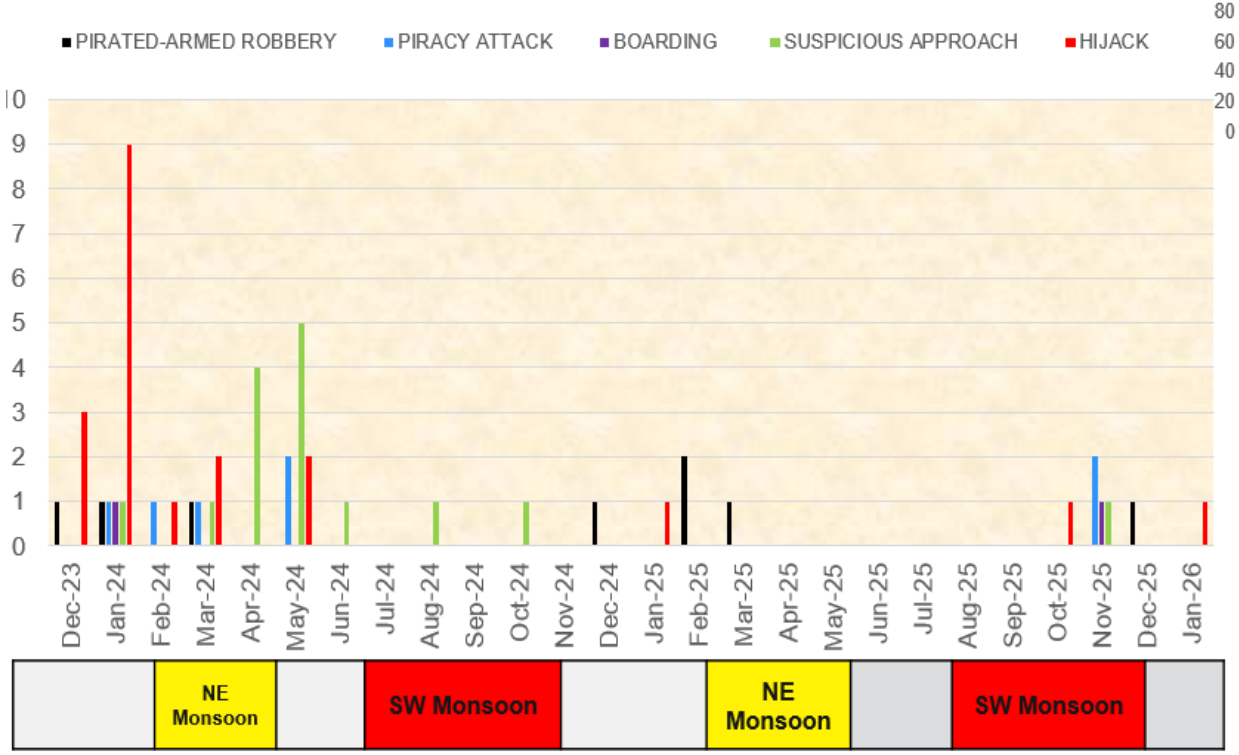


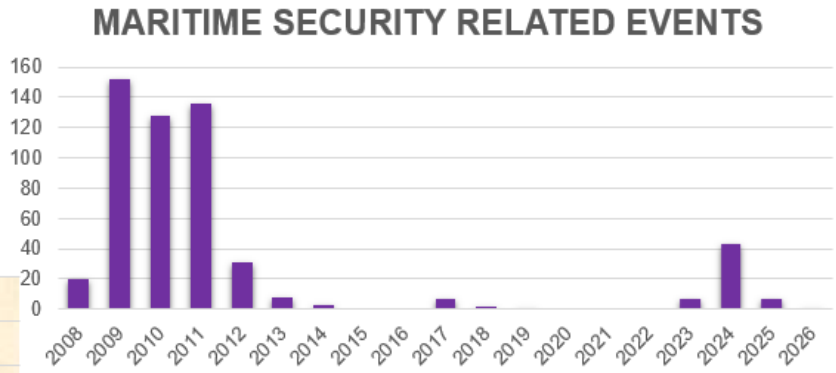
MARITIME SECURITY RELATED EVENTS (STATUS AND DETAILED DESCRIPTION)

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. **On 13 JAN 26, the Yemen Coast Guard confirmed that the issue has been resolved following an agreement with the vessel's owner. The dhow was released together with its crew.**

Solved or closed cases *Active cases* *Unsolved cases*

PIRACY STATISTICS (NOV 2023 – JAN 2026)





Pirated (Outside TTW) / Armed Robbery at sea (Inside TTW)
- PAG takes control of the ship and requests a ransom

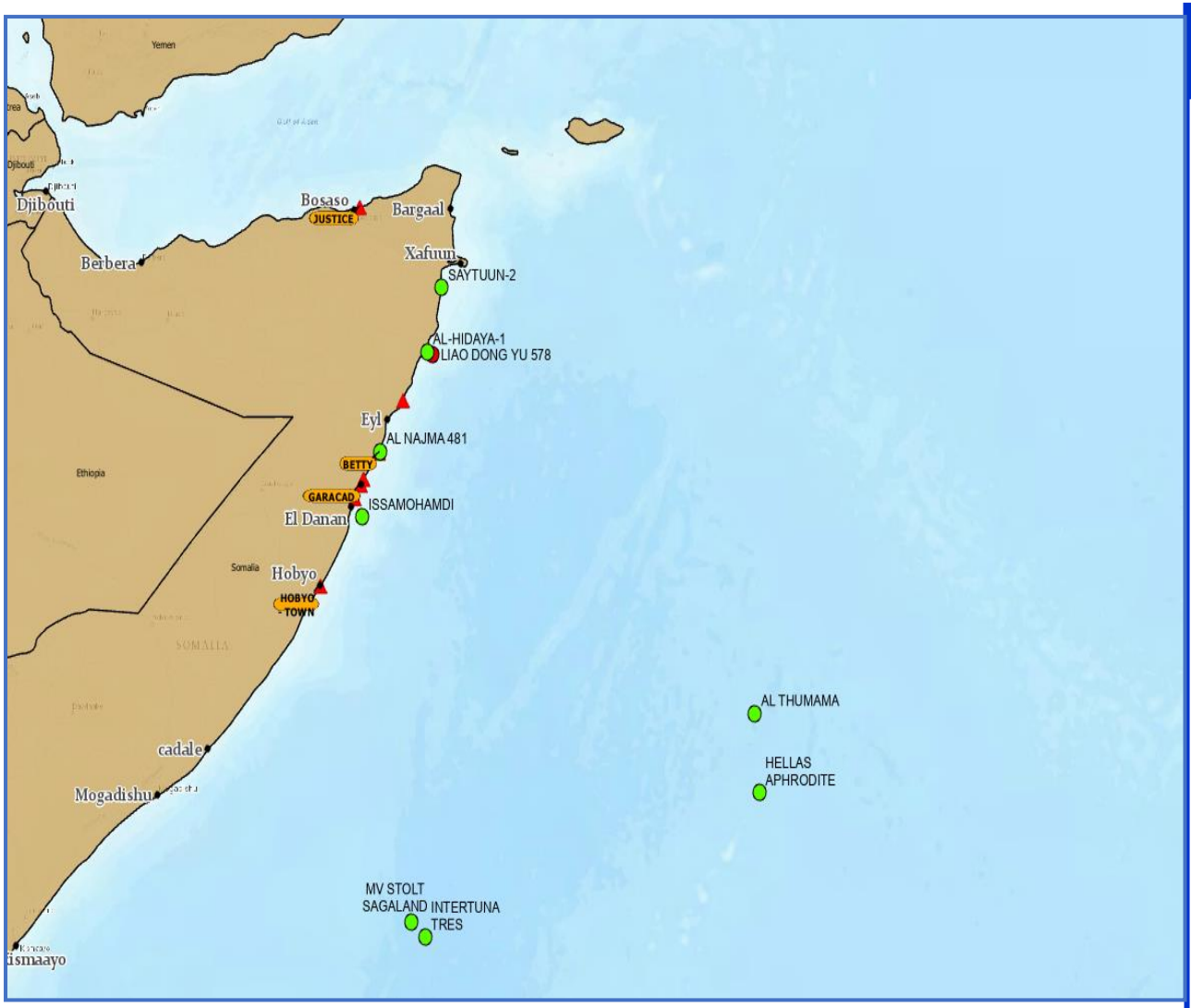
Piracy Attack
- PAG unsuccessful attack on ship

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)

PIRACY SITUATION (NOV 2023 – JAN 2026)



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.

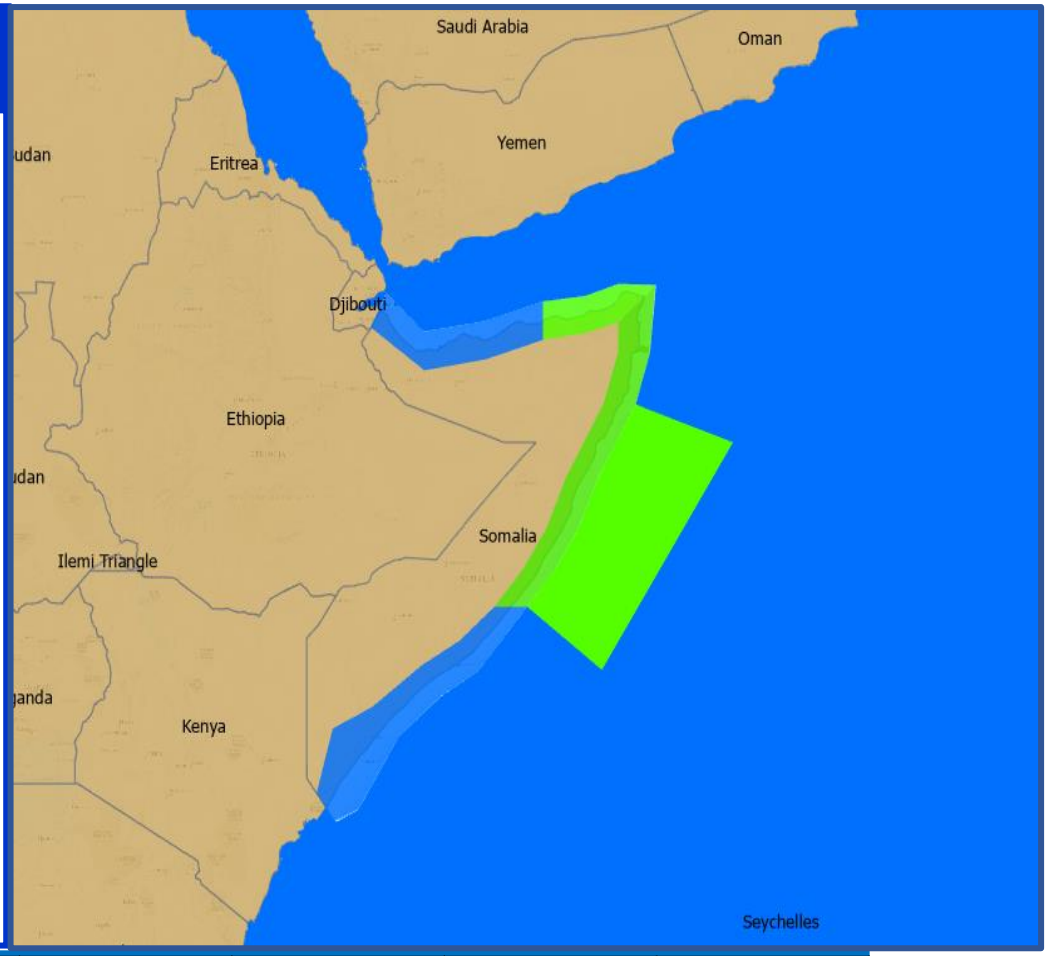
On October 2025 a PAG was formed that used the original PAG's tactics. As the PAG was not apprehended by the authorities until now, it should be considered inland in Garacaad area but active. It is possible that the PAG that hijacked the Chinese FV on Dec 31 could be the same one.

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