



# **MSCIO ATALANTA WEEKLY REPORT**

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**13th Feb – 19th Feb**

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# 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
<b>Total Incidents</b>	<b>0</b>	





## OTHER INCIDENTS IN VRA

On the 20<sup>th</sup> February, a merchant vessel reported being approached in position 13-01N 062-39E at 03:02UTC, in the Arabian Sea.

The merchant vessel reported three skiffs, with 2-3 people on board, plus one larger boat (reportedly a dhow).

Skiffs crossed the vessel's bow and then moved closer alongside the ship. The first one reached a CPA of one cable approx, despite the ship having widely altered the course.

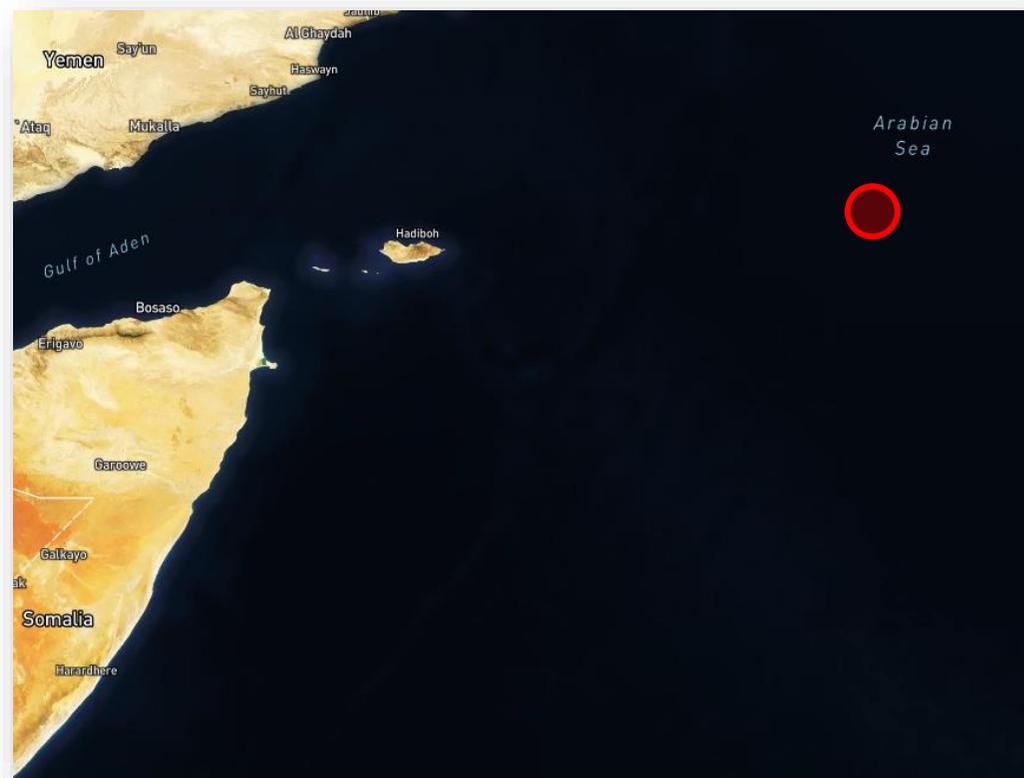
Finally, skiffs opened distance. No more tripwires were spotted.

As no aggressive behavior was initially reported, and no further developments were reported when the ship was contacted, the event has been classified as:

### **NON-PIRACY RELATED.**

This event is shared for general information and awareness purposes.

MSCIO encourages Masters to report any suspicious activity or observations to maintain a robust Maritime Domain Awareness (MDA) and allow a fast incident response.



# 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



MSCIO

WEEKLY REPORT

RELEASABLE TO SHIPPING INDUSTRY  
FROM 13<sup>TH</sup> TO 19<sup>TH</sup> FEB 2026

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# 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 Infrastructure](#)

The screenshot shows the MSCIO website's 'USEFUL LINKS' page. The navigation bar includes links for MSCIO PRODUCTS, EU OPS, PRIVATE PORTAL, USEFUL LINKS (highlighted with a red box and a red arrow), ADVISORIES, ALERTS, REPORTING, IRTC, FORUMS, BMP, and ABOUT US. Below the navigation bar, there are six content cards arranged in a 2x3 grid. Each card has a title, a brief description, and a 'Go to page' button.

Category	Description
General Maritime Security	Learn more about the vital role of Maritime Security Centers in ensuring safe and secure operations at sea. These centers provide real-time information and coordinate emergency responses.
Maritime Terrorism	Maritime terrorism poses a serious threat to global trade, port infrastructure, and the safety of those at sea. Understanding the nature of these risks is essential for effective prevention and response.
Piracy Information	Stay informed about the threat of maritime piracy and how it affects global shipping and coastal regions. Our Piracy Information Resources page provides guidelines from international maritime authorities.
Illegal Traffic & Fishing	Illegal trafficking and unregulated fishing pose significant threats to maritime security, marine ecosystems, and coastal economies.
Maritime Cybersecurity Information	Information on areas of interference of protocols and navigation systems and other measures for safe traffic planning.
Submarine Critical Infrastructure	Key resources and insights on the protection and resilience of critical underwater infrastructures. Explore organizations and resources.



## 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	Armed robbery reported off the coast of Banderbeyla (Bari Region). FV at anchor. 14 Feb 26 Satellite imagery of the last known position of the vessel confirmed the vessel is no longer there.
54	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.
55	03 FEB	FV AL-WALEED	Hijack	Alert from Yemen Coast Guard. Group of 4 armed hijackers. Blue hull, 8 meter Yemeni boat, coast of Hafun. Reports one fishermen onboard and released. Allegedly boat is taken to Durdura coast.

● Solved or closed cases  
 ● Active cases  
 ● Unsolved cases

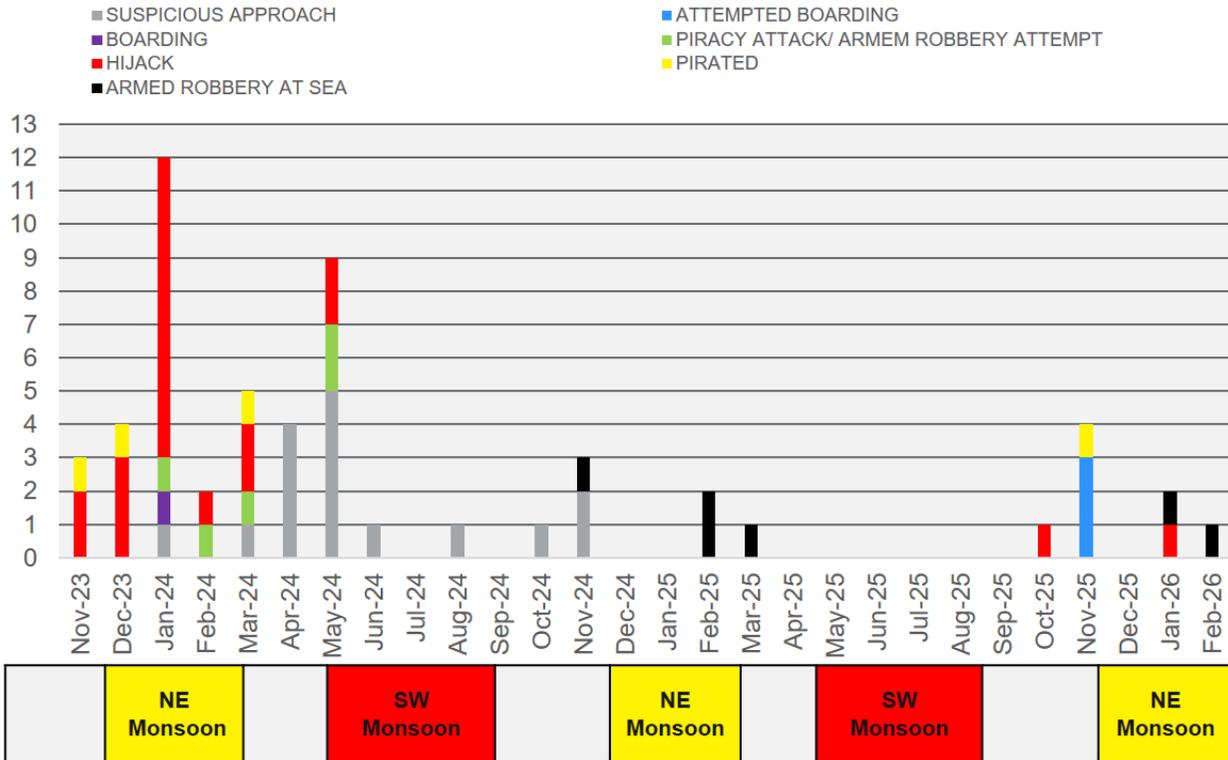


# PIRACY STATISTICS (NOV 2023 – FEB 2026)

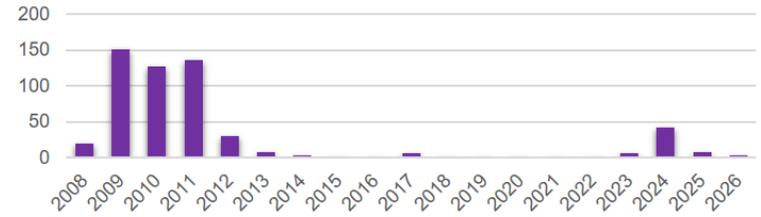


## PIRACY RELATED EVENTS STATISTICS (AS OF FEB 26)

### PIRACY RELATED EVENTS FROM NOV 23 (56)



### PIRACY RELATED EVENTS FROM 2008

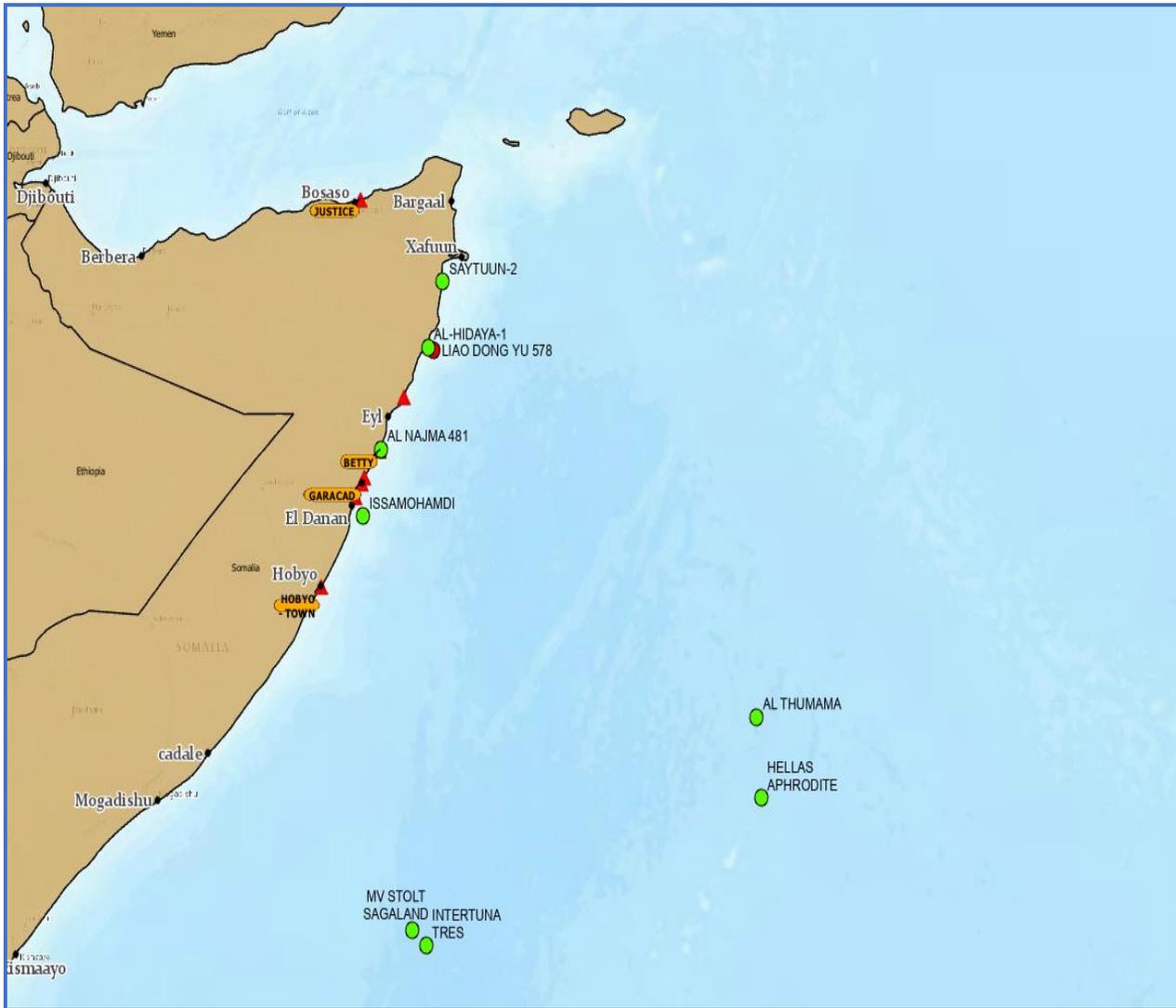


### MSE Categories iaw ATALANTA-CMF + INDUSTRY agreement

- 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 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 SITUATION (NOV 2023 – FEB 2026)



## PIRACY ASSESSMENT

It is **ALMOST CERTAIN** that the PAG's tactics for conducting piracy 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.

Ransom **POSSIBLY** paid for the release of the Chinese FV could be a good motivation for activate other PAG.

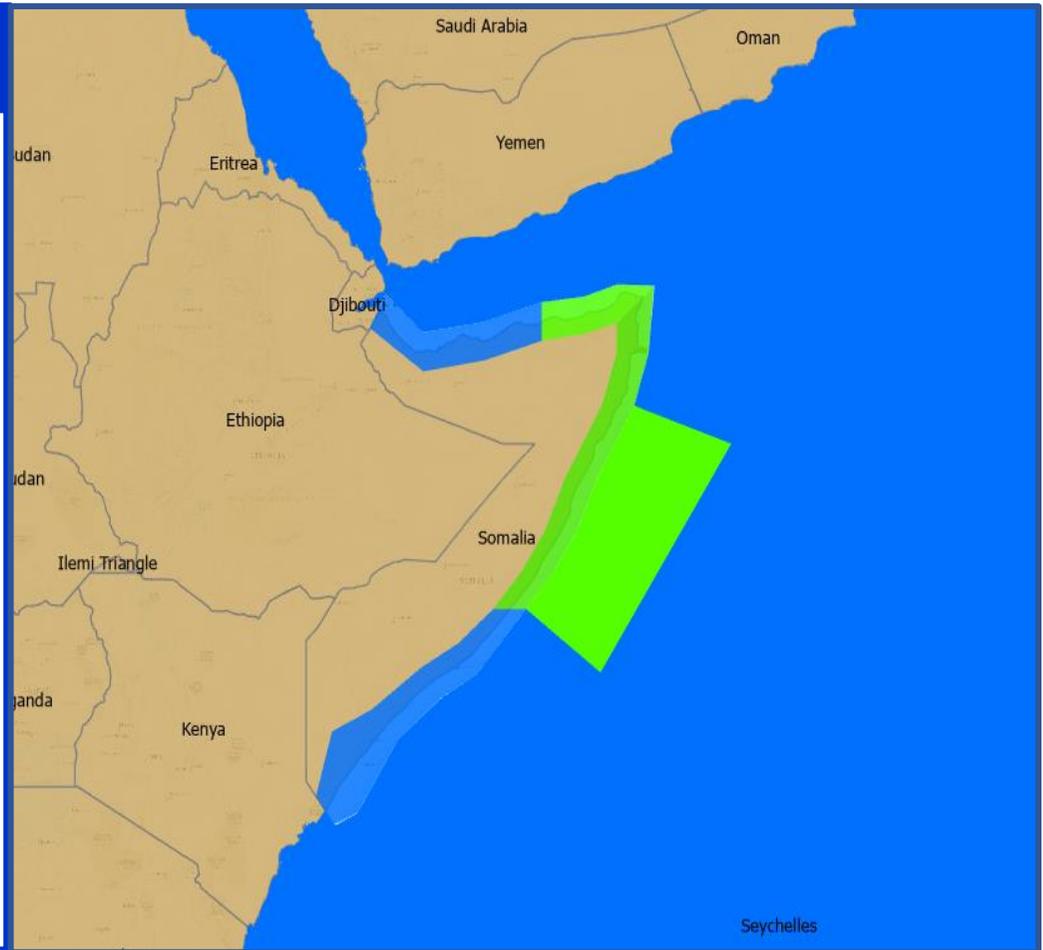


# ATALANTA PIRACY THREAT UPDATE

## 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%)



## 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](http://www.mscio.eu)

Email: [postmaster@mscio.eu](mailto:postmaster@mscio.eu)

