



MSCIO ATALANTA

WEEKLY REPORT

26th Dec – 01st Jan

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🌐 <https://mscio.eu/>

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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	Nil	NSTR
📍 Kidnap	Nil	NSTR
📍 Piracy	Nil	NSTR
📍 Suspicious Activity	Nil	NSTR
📍 Other Maritime Crimes	Nil	NSTR
Total Incidents	1	



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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 hijacked while operating close to the coast of Kulule, in Somalia.

The incident resulted in the death of one security guard. Several individuals were also injured, including security personnel, crew members and attackers.

Initial investigations indicate that the incident may have stemmed from a family-related dispute concerning the ownership of the vessel and its crew.

Vessels operating in the vicinity are advised to maintain enhanced vigilance, and immediately report any suspicious activity to MSCIO and UKMTO.



More information available in the following links:

MSCIO:

[MSCIO | Alerts](#)

[IRTB Industry Releasable Threat Bulletin](#)



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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

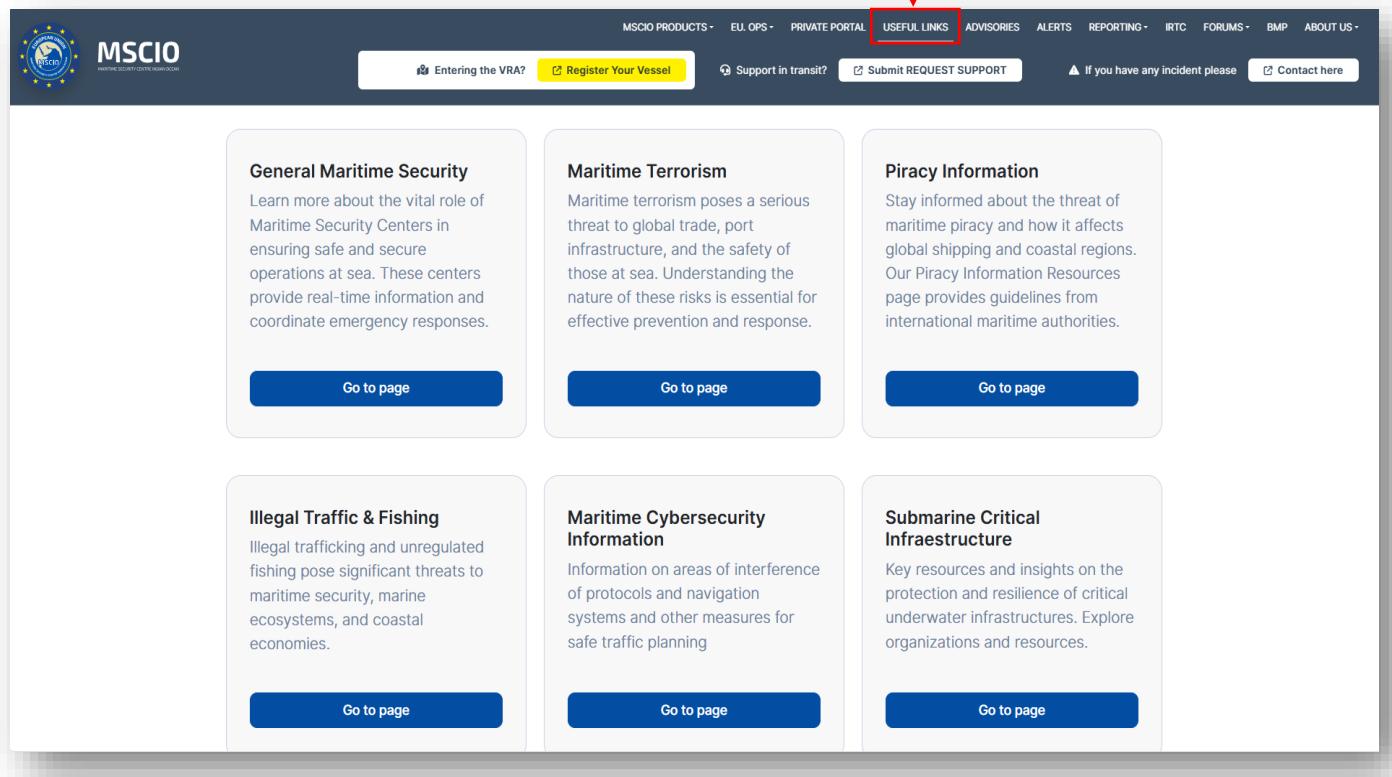
[MSC IO | Illegal Traffic & Fishing](#)

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 header with a dark blue background. The header includes the MSCIO logo, a search bar with placeholder text 'Entering the VRA?', and several navigation links: MSCIO PRODUCTS, EU. OPS, PRIVATE PORTAL, USEFUL LINKS (which is highlighted with a red box and a downward arrow), ADVISORIES, ALERTS, REPORTING, IRTC, FORUMS, BMP, and ABOUT US. Below the header, there are six cards arranged in a 2x3 grid, each with a 'Go to page' button. The cards are: General Maritime Security, Maritime Terrorism, Piracy Information, Illegal Traffic & Fishing, Maritime Cybersecurity Information, and Submarine Critical Infrastructure.

Category	Description	Action
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.	Go to page
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.	Go to page
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.	Go to page
Illegal Traffic & Fishing	Illegal trafficking and unregulated fishing pose significant threats to maritime security, marine ecosystems, and coastal economies.	Go to page
Maritime Cybersecurity Information	Information on areas of interference of protocols and navigation systems and other measures for safe traffic planning.	Go to page
Submarine Critical Infrastructure	Key resources and insights on the protection and resilience of critical underwater infrastructures. Explore organizations and resources.	Go to page



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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. According to the owner, a ransom has been paid.
47	16 MAR	FV AL-HIDAYA	Armed Robbery	Hijack reported off the coast of "DURDURA" South of XAFUN, Somalia - 5 hijackers. After 5 days it was reported that the hijackers left the vessel. According to Yemeni authorities no ransom was paid. According to HUMINT, a ransom was paid.
48	28 OCT	FV 314055ISSAMOAHAMDI	Hijack	Hijack reported off the coast of Garacad. This event is linked to events 49, 50, 51 and 52 below.
49	02 NOV	FV INTERTUNA TRES	Attempted boarding	362nm East of Mogadishu, Master reports 4 unauthorized persons attempted to board his vessel using a skiff. The boarding was repelled by the PAST onboard who shot 2 warning shots.
50	03 NOV	MV STOLT SAGALAND	Attempted boarding	332nm East of Mogadishu, Master reports 4 unauthorized persons attempted to board his vessel using a skiff. The boarding was repelled by the PAST onboard which exchanged fire with the PAG.
51	06 NOV	MT HELLAS APHRODITE	Piracy attack	760nm East of Mogadishu. MT was boarded by PAG. Op Atalanta liberated the vessel on 07 NOV 25.
52	07 NOV	MT AL THUMAMA	Attempted boarding	714nm NE of Mogadishu (120NM North of event 51) Master reports being approached by a skiff with 3 POB. The MT managed to outrun the skiff.
53	31 DIC	FV LIADONGYU578	Armed Robbery	Hijack reported off the coast of Banderbeyla (Bari Region). Attack group consisting in 8-9 individuals using 2-3 skiff to approach the vessel. One Somali security guard was killed on board, another Somali guard and one Indonesian crew member were injured. Two attackers were reportedly injured and remained onboard. Initial investigations indicate that the conflict was a family dispute over the ownership of the vessel and its crew.



Solved or closed cases



Active cases



Unsolved cases



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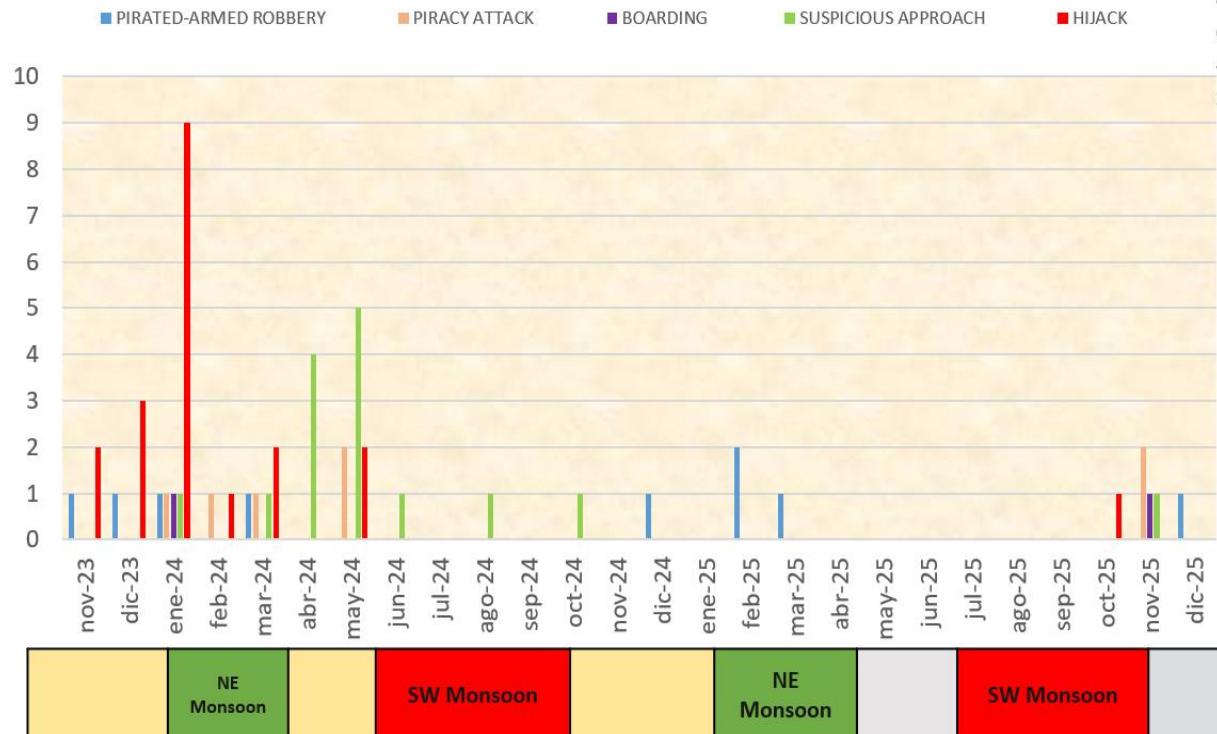
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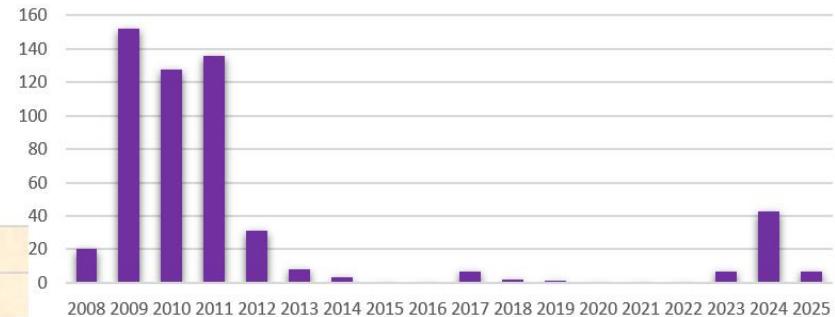
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PIRACY STATISTICS (NOV 2023 – DEC 2025)

53 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)



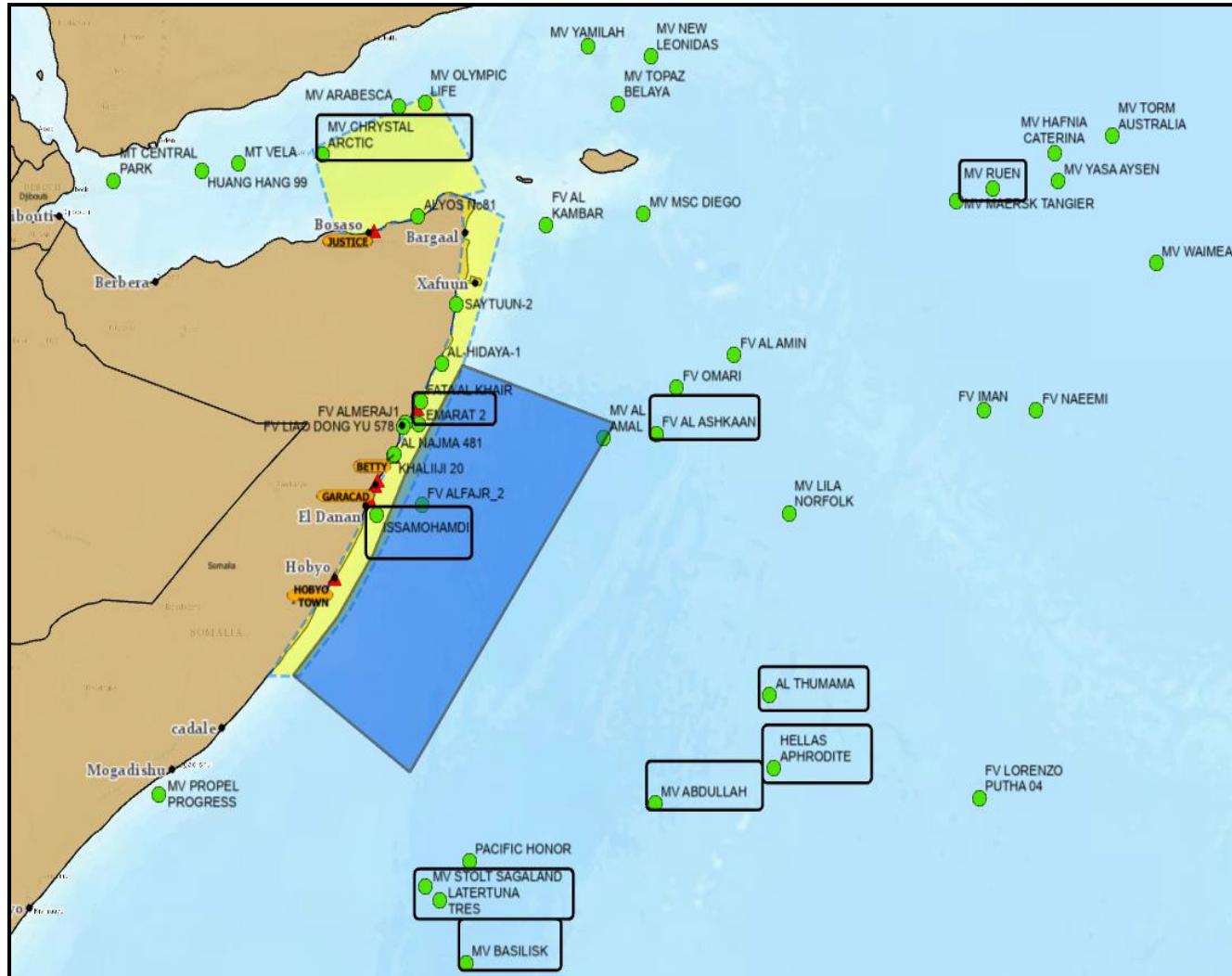
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PIRACY SITUATION (NOV 2023 – DEC 2025)



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 TTW from IUUF.



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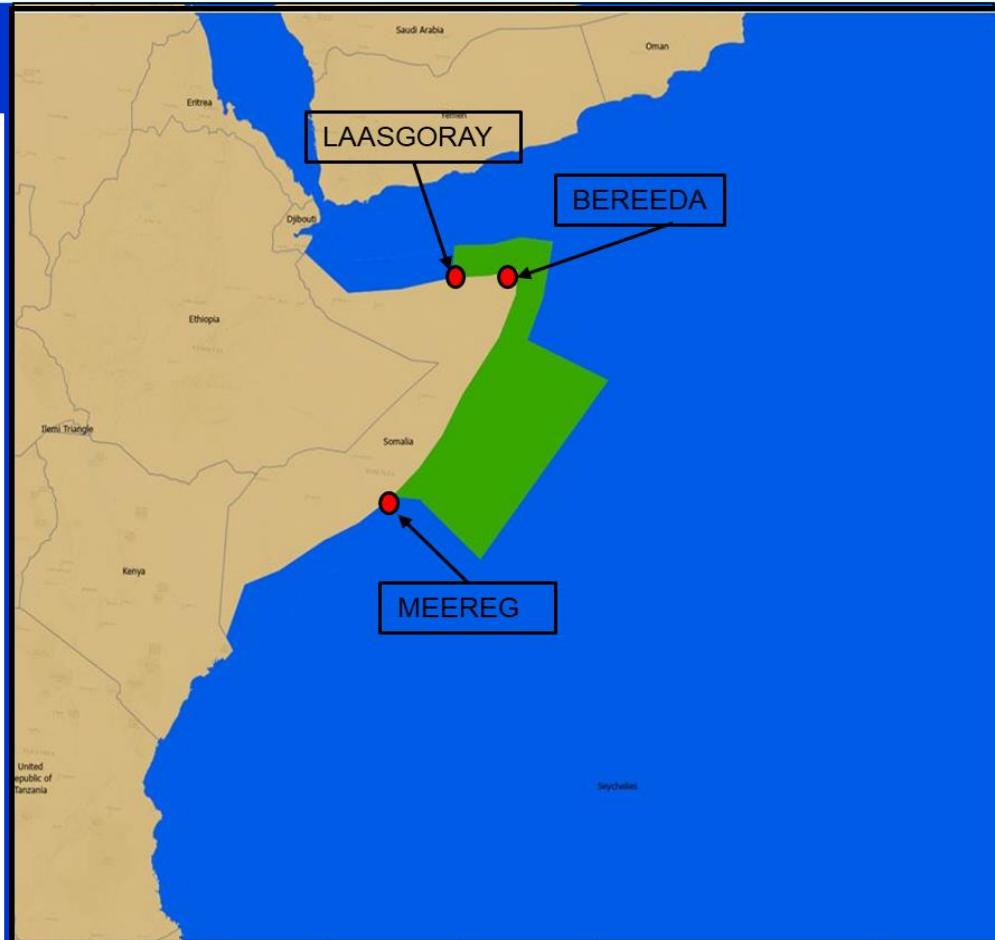
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ATALANTA PIRACY THREAT UPDATE

PIRACY ASSESSMENT

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

From LAASGORAY to BEREEDA and from BEREEDA to MEEREG 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%)



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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



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