





MSCIO ATALANTA WEEKLY REPORT

27 Jun – 03 Jul

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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	1	2
Total Incidents	1 (Note 1)	

Note 1: The events described in page two are considered as a whole since they are consecutive reports related with GNSS interferences affecting to the same area since 27 Jun to 03 Jul 25.



OTHER MARITIME CRIMES

1. SIGNIFICANT INCIDENTS IN THE VRA.

1. 1 TYPE OF INCIDENT: GNSS INTERFERENCES.

1.2 PERIOD: 27 JUN to 03 JUL 2025.

1.3 LOCATION: the Strait of Hormuz, the Persian Gulf and the Gulf of Oman.

1.4 DURATION: Effects lasted hours.

2. ANOTHER RELEVANT INFORMATION RELATED WITH GNSS DISRUPTIONS.

During this week, MSCIO continues receiving reports related with GNSS disruption effects in the Strait of Hormuz, the Persian Gulf and the Gulf of Oman areas. Seafarers are utterly advised to be aware of this issue and navigate with precaution.

To use redundant navigation system or consider additional GNSS receiver can mitigate risks derived from a wrong GNSS in areas affected by this electronic anomaly. Previous to enter in areas where GNSS interferences are expected, a training process including drills simulating GNSS interferences could reduce risks by reducing time of answer.

More information available in the following links:

UKMTO: [Recent Incidents Advisory #23](#)

[20250704 UKMTO Summary Report-04July25 \(1\).pdf](#)

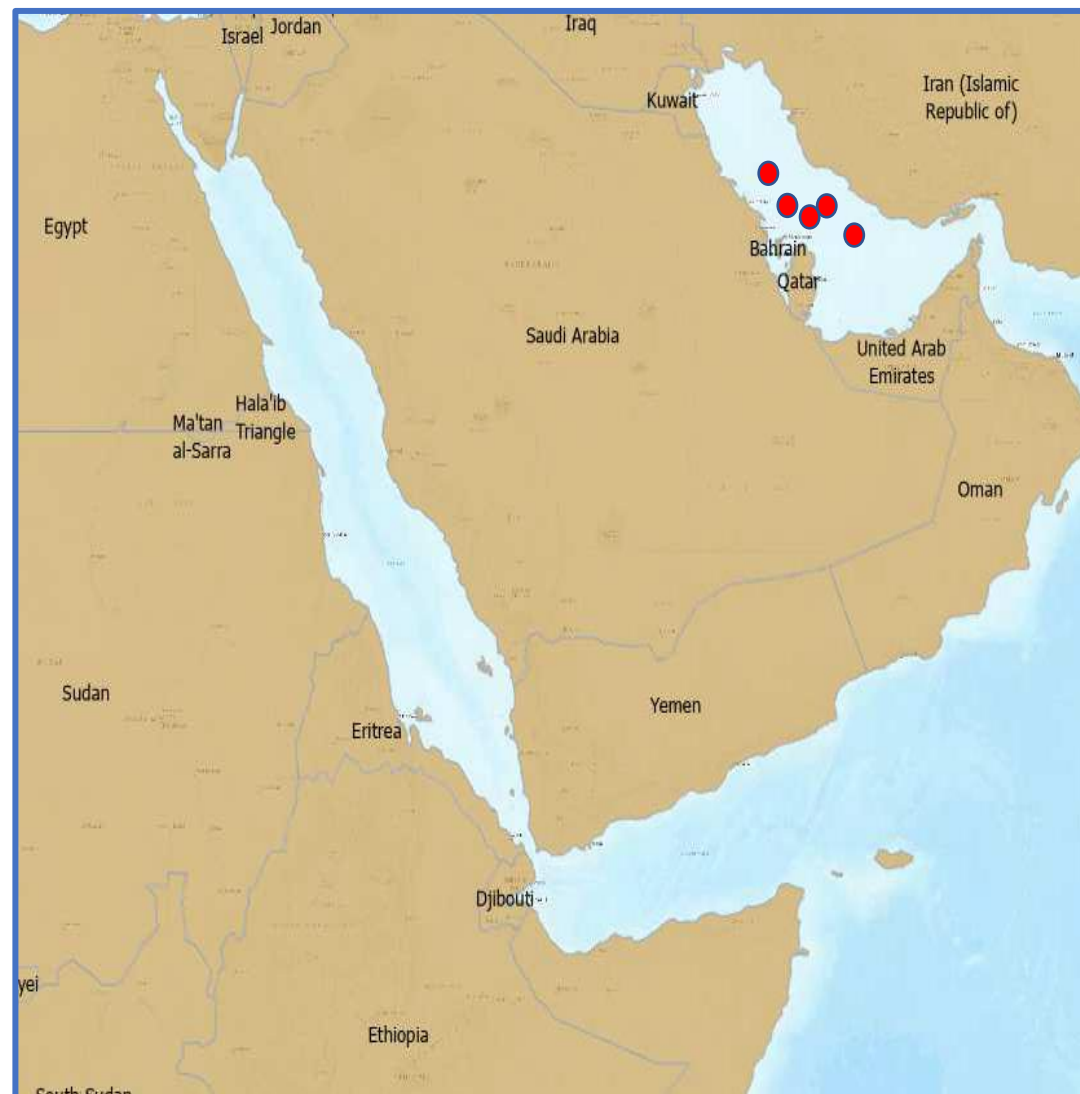
MSCIO: [MSC IO | Weekly Threat Assessment](#)

[MSC IO | Alerts](#)

JMIC: [JMIC Week 26 Dashboard 23 JUNE - 29 JUNE 2025.pdf](#)

NAVAREA: [hydrography.paknavy.gov.pk/wp-content/plugins/navarea-warnings/custom_uploaded_warnings_for_navarea/20250618SEC 294.txt](#)

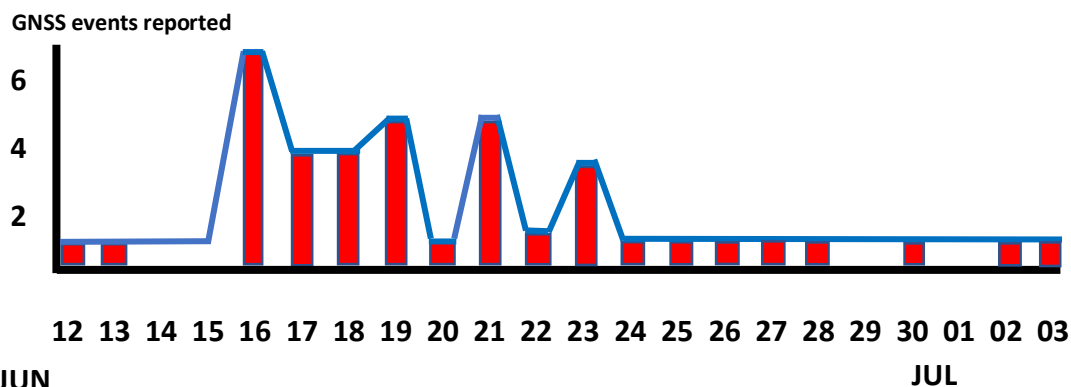
In the map showed on the right side, a summary of all the events related with GNSS interferences happened during period 27 JUN – 03 JUL.



OTHER MARITIME CRIMES

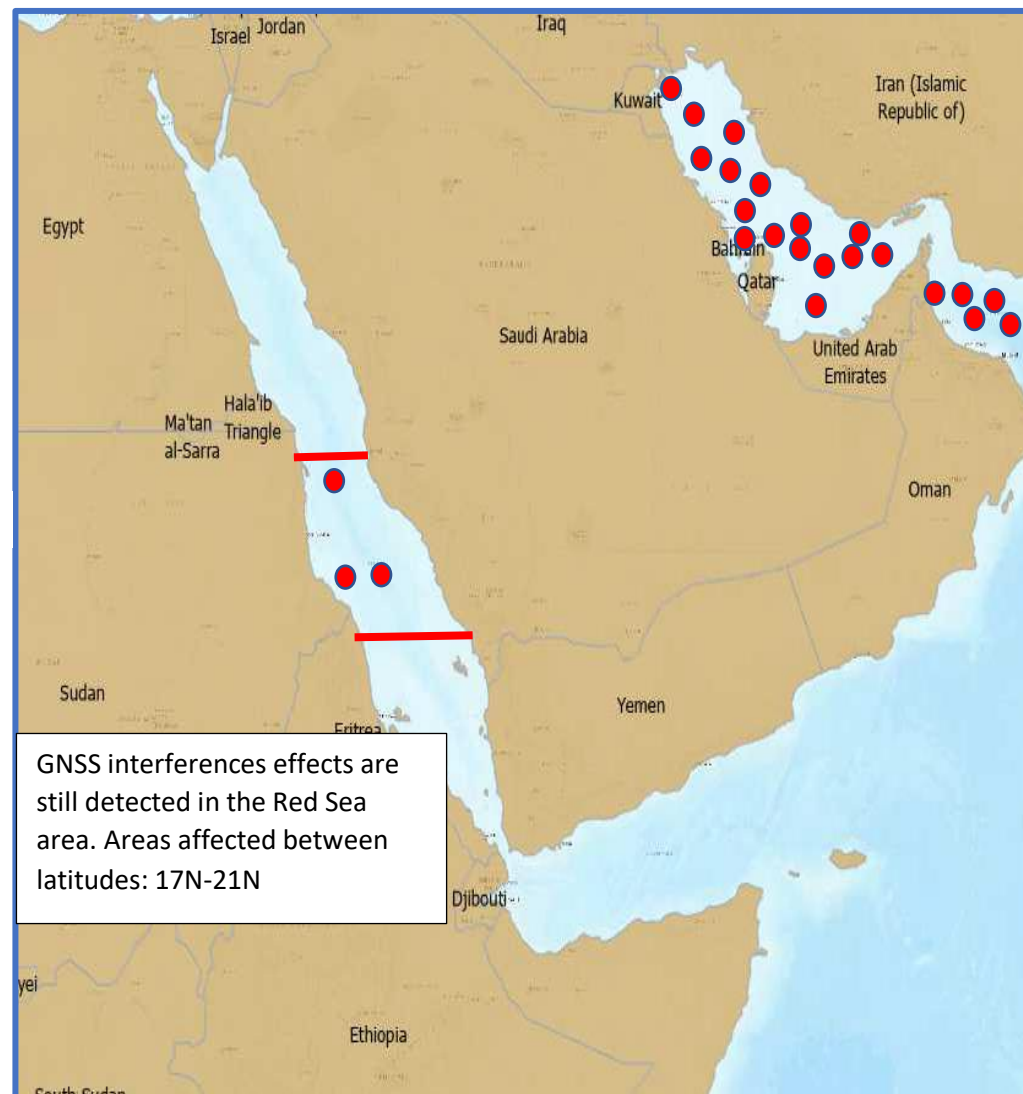
1. SUMMARY OF THE GNSS EVENTS REGISTERED IN MSCIO FROM 12 JUN TO 03 JUL 2025.

In the map showed on the right side, a summary of all the events related with GNSS interferences happened during the last three weeks can be consulted.



Statistic above shows a sharp decrease in the GNSS interferences report since 24 JUN. Although it seems that GNSS interferences could be reaching a level as it was before the conflict in the area (The Persian Gulf, The Arabian Sea and SoH), the reports continue showing that the effects are noticed in an extensive area.




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](#)



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.

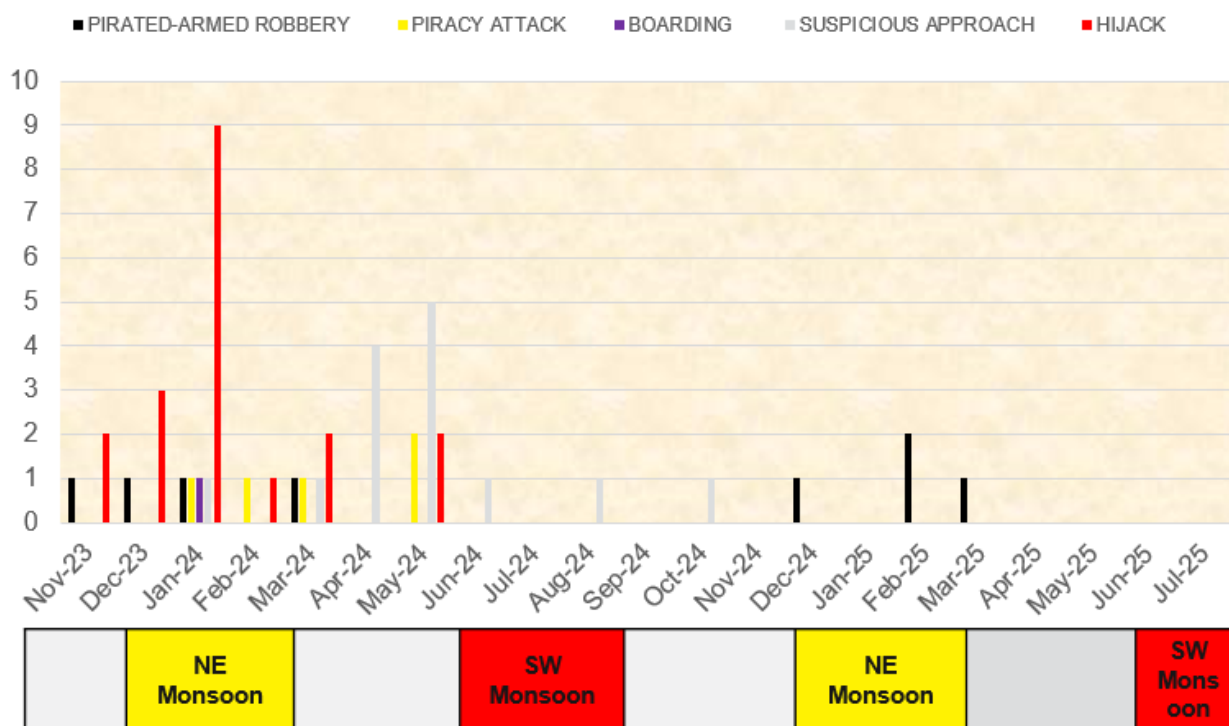
Locations of the events 45, 46 and 47 are marked with  in pag 6.

-  Solved or closed cases
-  Active cases
-  Unsolved cases



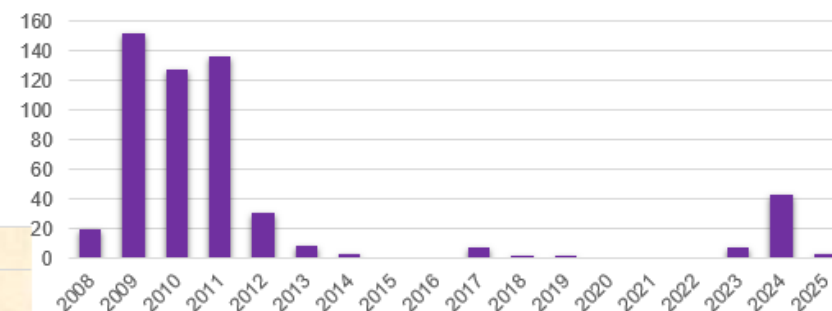
PIRACY STATISTICS (NOV 2023 – JUL 2025)

47 Events



7/4/2025 | 2

MARITIME SECURITY EVENTS



Pirated (Outside TITW) / Armed Robbery at sea (Inside TITW)

•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)

Providing maritime security in the Western Indian Ocean



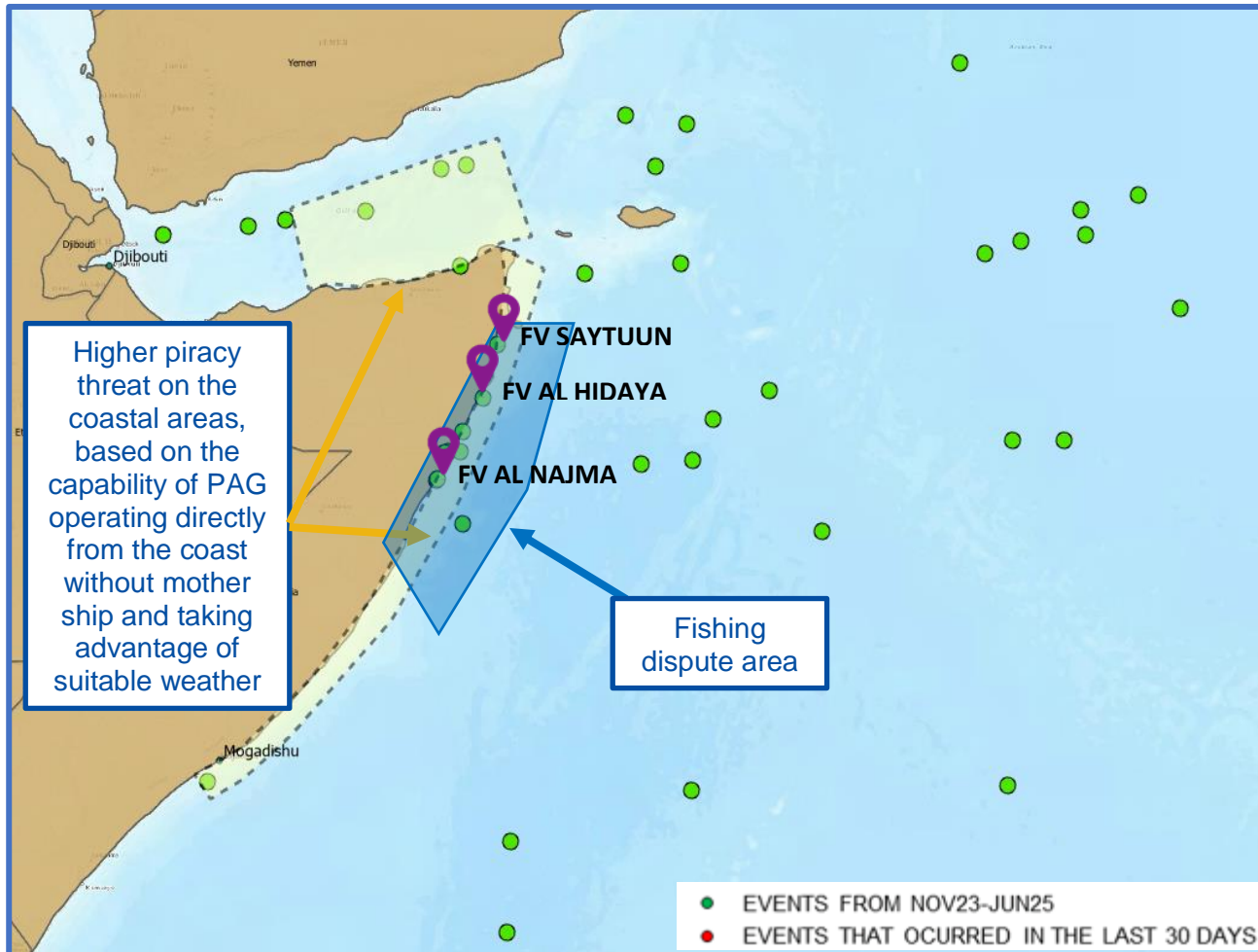
MSCIO

WEEKLY REPORT

RELEASABLE TO SHIPPING INDUSTRY
WEEK 27TH JUN – 03RD JUL 2025

5 | Page

PIRACY SITUATION (NOV 2023 – JUL 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.

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

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%+)



PIRACY SITUATION (NOV 2023 – JUL 2025)

PIRACY ASSESSMENT

(U) The PIRACY Threat Assessment (TA) is determined as **LOW** in the GULF OF ADEN and SOMALI BASIN, while it remains **MODERATE** in the coastal areas from LAASGORAY to the South of TITO.

(U) It is a **REALISTIC POSSIBILITY** that two potential PAGs are active at unknown locations inland in the NE area of PUNTLAND

(U) It is **ALMOST CERTAIN** that there are no PAGs at sea.



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ATALANTA PIRACY THREAT UPDATE

ATALANTA	UPDATE ON THE PIRACY THREAT OFF THE COAST OF SOMALIA	03 JUL 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.

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