



MSCIO ATALANTA WEEKLY REPORT

28 March – 03 April

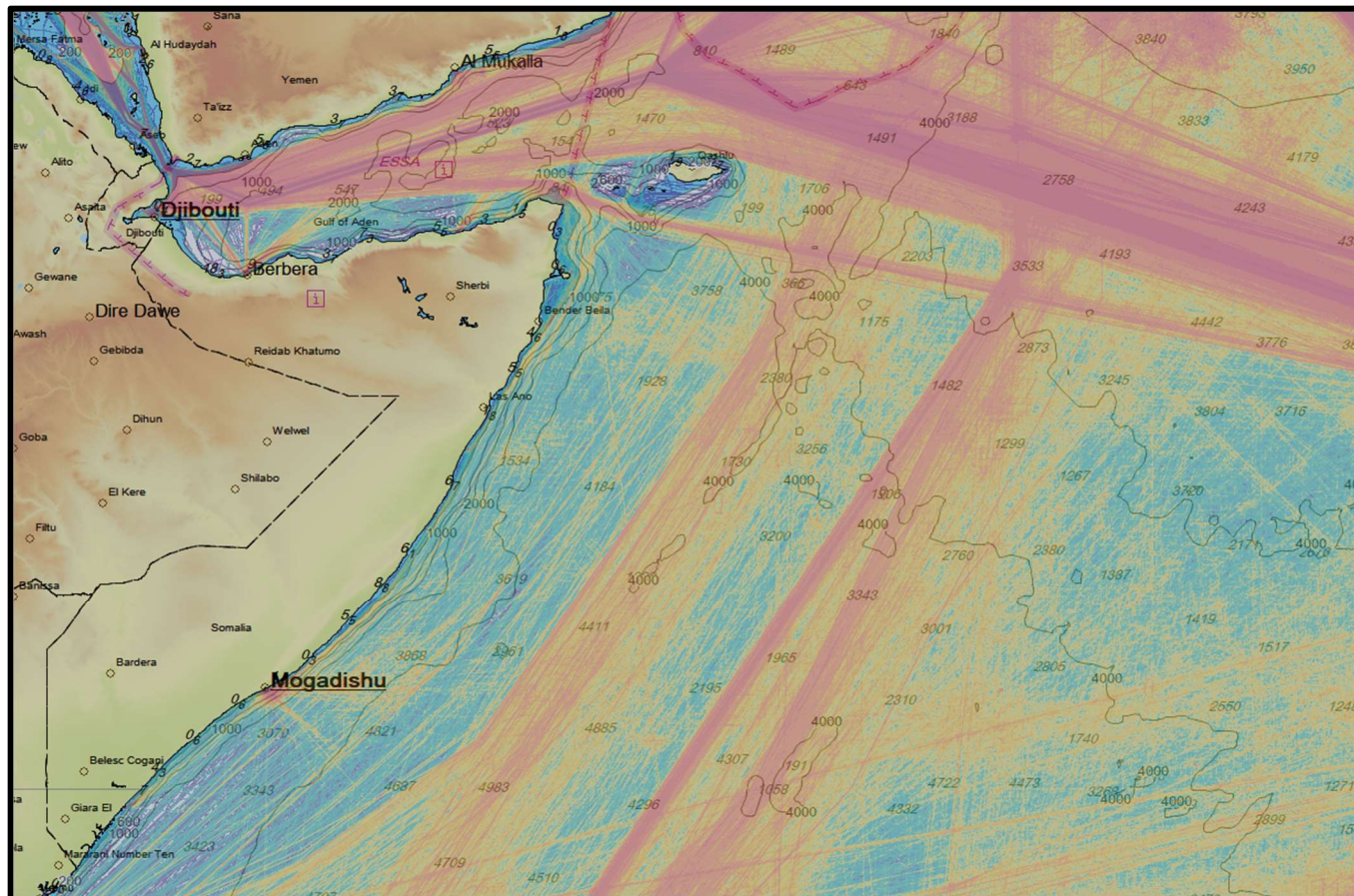
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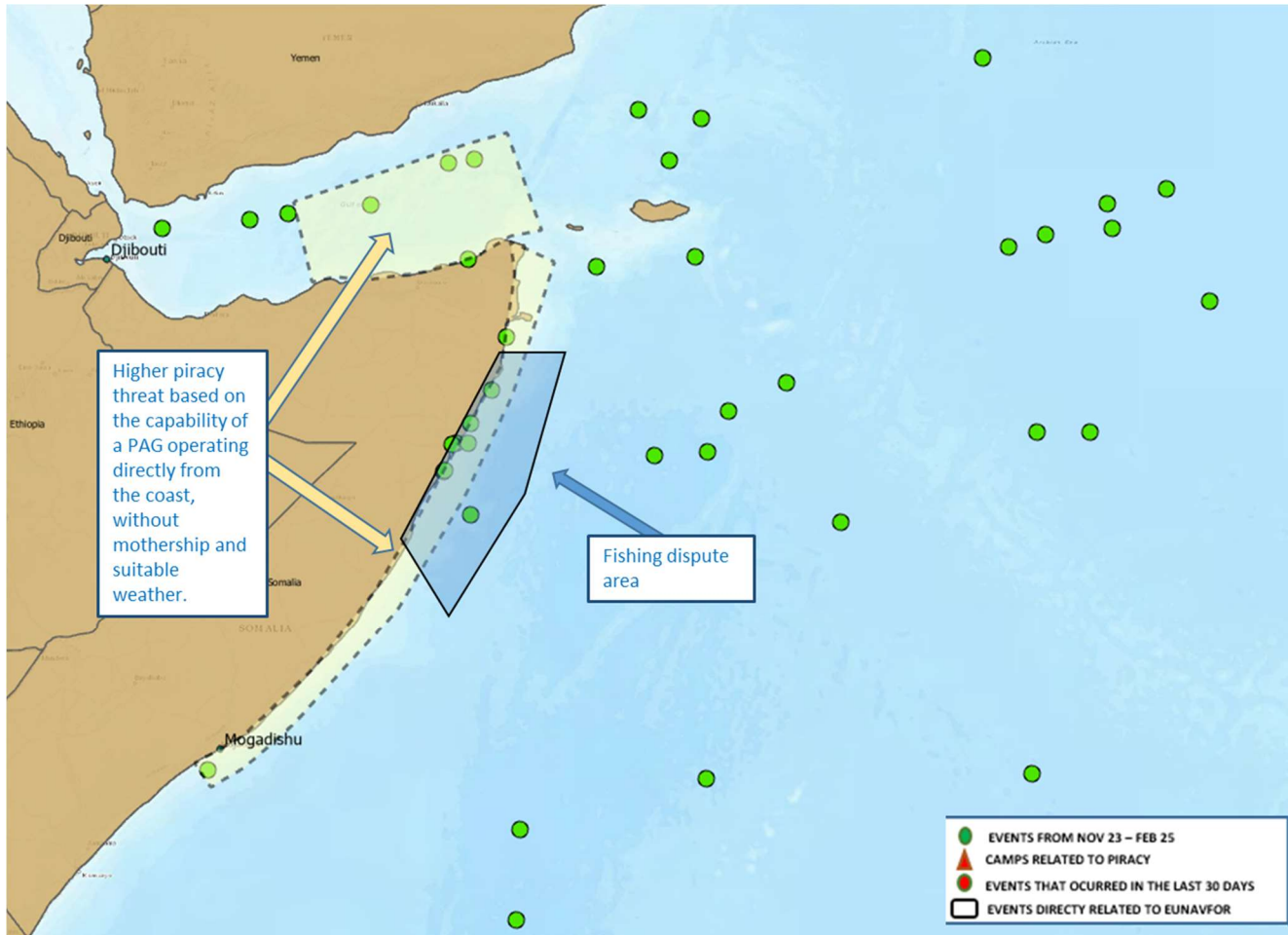
OVERVIEW OF INCIDENTS IN THE VOLUNTARY REPORTING AREA (VRA)



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
Total Incidents	0	



PIRACY SITUATION (NOV 2023 – MAR 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 up to 600 nautical miles or more off the East Somali coast.

PIRACY THREAT UPDATE

ATALANTA

UPDATE ON THE PIRACY THREAT OFF THE COAST OF SOMALIA

21 MAR 2025

Situation: On 16 Mar 25 the Yemen flagged fishing vessel (dhow) FV “AL- HIDAYA 1” was subject to a hijack event ivo the coast of “DURDURA”, Somalia about 80 NM north of Eyl. According to the latest info, on 19 Mar 25, the FV had been abandoned by the hijackers. No information about a ransom paid has been verified.

Pirates' modus operandi: The pirates blend in with the usual traffic and deploy skiffs 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.

Threat evaluation: These recent events within Somali territorial waters demonstrate an active and evolving threat in the region. Despite routine patrols conducted by CMF, EUNAVFOR ATALANTA and other warships in these waters, pirates continue to demonstrate advanced 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

Registration and reporting. CSO's and masters must 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 in accordance with BMP. 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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