

## Industry Releasable Threat Assessment



Issued on 03 AUG 2026  
ICOD 01 AUG 26



This Threat Assessment has been released to the maritime community in confidence.  
It should not be disseminated further without permission.



UNCLASSIFIED

## **Table of Contents**

|                                                                                             |    |
|---------------------------------------------------------------------------------------------|----|
| Table of Contents.....                                                                      | 2  |
| Introduction .....                                                                          | 3  |
| Yemen Threat Environment .....                                                              | 3  |
| Piracy Related Threat – A projection to the Future .....                                    | 4  |
| Terrorism-Illicit Activities .....                                                          | 5  |
| Strait of Hormuz (SOH) Threat Environment .....                                             | 5  |
| CMF Activity .....                                                                          | 6  |
| EUNAVFOR Activity .....                                                                     | 7  |
| MSCIO .....                                                                                 | 9  |
| Conclusions .....                                                                           | 10 |
| Feedback .....                                                                              | 11 |
| ANNEX A. Piracy Related Recent Events .....                                                 | 13 |
| ANNEX B. Confirmed Maritime Security Incidents List in SOH/ AG/ GOO since 28 February ..... | 15 |
| ANNEX C. Glossary of Terms, Abbreviations and Acronyms.....                                 | 19 |
| ANNEX D. Lexicon.....                                                                       | 22 |

## **Introduction**

1. This Industry Releasable Threat Assessment (IRTA) has been prepared by EUNAVFOR ATALANTA, EUNAVFOR ASPIDES, and the Combined Maritime Forces (CMF).
2. The purpose of the IRTA is to articulate the maritime security threat to merchant and large fishing vessels transiting the Red Sea (RS), Strait of Bab al Mandeb (BAM), Gulf of Aden (GOA) and the Western Indian Ocean (WIO).
3. It replaces the previous IRTA released on 16 December 2025. Please note that this IRTA is complementary to any post-ICOD information provided after its publication by the CMF Joint Maritime Information Centre (JMIC) uploaded on the UKMTO website (<https://www.ukmto.org/indian-ocean/jmic-products>) and the Piracy Threat Update uploaded on the MSCIO website (<https://www.msicio.eu/mscio-products/eunavfor-atalanta/>).

## **Yemen Threat Environment**

4. The maritime security situation in Red Sea and Gulf of Aden is largely influenced on the ongoing situation in Houthi controlled Yemen.

### **a. Recent Events.**

Since 15 December 2025, the security situation in the Red Sea and Gulf of Aden has remained relatively stable, with no confirmed attacks against merchant vessels reported. The Houthis have maintained the suspension of attacks against commercial shipping while continuing to express their support for the Palestinian cause. During this period, several ballistic missile and UAV attacks were launched against Israel. Most of these attacks were intercepted; however, they demonstrate the Houthis' determination to maintain military pressure on Israel as well as their ability to conduct long range strikes. Nevertheless, regional tensions increased during the first half of 2026, particularly due to developments in Gaza and the confrontations between Israel and Iran. The Houthis reiterated their intention to resume actions against Israeli interests, including in the maritime domain, should the regional situation deteriorate further.

### **b. Capability.**

The Houthis continue to have credible capabilities to threaten maritime traffic in the southern Red Sea, Bab el Mandeb Strait, and Gulf of Aden. Their arsenal includes anti-ship missiles, UAVs, unmanned surface vessels (USVs), and other asymmetric systems adapted to the maritime environment. The continued employment of ballistic missiles and long range UAVs against Israel throughout the reporting period demonstrates that the Houthis retain significant strike capabilities, supported by an effective command structure and logistical network. The operational pause in attacks against merchant shipping has likely enabled them to preserve, replenish, and potentially enhance their military capabilities. Recent statements and activities indicate that they retain both the intent and capability to selectively target vessels associated with Israel or other designated interests. While commercial traffic continues to transit the area, the risk of missile, UAV, USV, or boarding incidents cannot be ruled out. In

addition, sporadic GPS interference and other electronic disruptions continue to pose challenges to safe navigation.

### **Piracy Related Threat – A projection to the Future**

5. The threat of piracy and armed robbery remains primarily concentrated in Somali waters. The presence and potential operational capacity of PAGs continues across the Gulf of Aden, Somali Basin and the East Somali Coast.

a. **Recent Events.** See Annex A.

b. **Capability.**

The events described in Annex A indicate an increase in piracy activity originating from the Somali coast and targeting vulnerable vessels in both Somali waters and in the GOA. While fishing vessels continue to represent attractive targets due to their low speed, reduced freeboard and limited security measures, recent events suggest that PAGs remain primarily interested in merchant vessels and, in particular, motor tankers, which offer greater potential economic returns through hijacking and ransom demands.

The capability of Somali pirate groups is characterized by extensive experience operating within local maritime environment and exploiting the region's complex coastal geography. Although piracy off the Somali coast was significantly reduced through sustained international counter-piracy efforts, pirate networks have conducted 3 successful attacks in the 1<sup>st</sup> semester of 2026 and 1 in July against MV.

Hijacked fishing vessels and dhows can be utilized as motherships to launch pirate attacks further offshore, extending the operational reach of PAGs beyond Somalia's immediate coastal waters. This capability enables pirate groups to operate across the Somali Basin, Gulf of Aden and potentially the wider Western Indian Ocean, while blending into normal maritime traffic and approaching potential targets with limited warning.

The recent increase in piracy activity may also be influenced by broader economic factors. Furthermore, the crisis in the SoH that originally caused the rise of the prices may also created the perception that warships are no longer focusing in the Somali basin as they are focusing solely in the SoH, thus providing an additional motive for PAGs to go at sea.

c. **Industry Impact.**

For the upcoming months, piracy and armed robbery incidents are expected to remain primarily concentrated in the GoA due to the unfavourable conditions on the Somali basin until the end of the monsoon season.

There is a probability that PAGs will try to perform attacks against lafre vessels using multiple skiffs simultaneously in order to overpower the PAST on board. There is also the probability that after the monsoons season, PAGs will try to operate in South Indian Ocean areas where in the past there was no piracy activity in an attempt to locate unprotected

large MVs. In general, opportunistic attacks against vulnerable vessels without PAST and non compliant with BMP MS protection measures are more likely. Vessels are encouraged to register with MSCIO, report suspicious activity to UKMTO and continue implementing BMP MS protection measures.

### **Terrorism-Illicit Activities**

6. No terrorist incidents were reported in the maritime domain during the reporting period. Amid regional tensions in the Arabian Gulf (AG), Houthi forces remained uninvolved in direct maritime kinetic activity, with their engagement limited to messaging and public expressions of support. The threat from terrorism (excluding the Houthi threat) in the maritime domain is assessed as BENIGN. A terrorist attack in the region is UNLIKELY.

Owing to regional tensions reduced reported counter-illicit trafficking activity was observed. However, robust maritime domain awareness was sustained through continuous information exchange, intelligence sharing and coordination among regional and international partners, supporting the timely identification of potential illicit maritime activity.

### **Strait of Hormuz (SOH) Threat Environment**

7. The SOH, AG and Gulf of Oman (GOO) experienced a significant deterioration in maritime security environment during the reporting period, driven by regional military confrontation, heightened state-on-state tensions and increased military activity. Unlike previous reporting periods where the principal risks were limited to isolated vessel boardings or interference with merchant shipping, the operating environment evolved into one characterised by direct kinetic activity, Electro Magnetic Interference (EMI), and rapidly changing military control measures affecting merchant shipping.

Commercial vessels operating within the region were exposed to multiple concurrent threats including missile, Unmanned Aerial System (UAS), collateral damage from military engagements, naval operations, sea mine threats, EMI affecting GNSS, Automatic Identification System (AIS) interference, and aggressive VHF hailing intended to influence merchant vessel movements. Although freedom of navigation through SOH remained recognised under international law, operational risk associated with transiting the area increased substantially.

Throughout the reporting period, JMIC advisories consistently assessed the regional threat level as **CRITICAL**, **SEVERE** or **SUBSTANTIAL**. Maritime traffic through the Strait reduced considerably during periods of peak tension as many operators delayed transits or adopted enhanced voyage risk assessments prior to entering the area. Subsequent improvements in security environment resulted in a reduction in the threat level to **MODERATE** only before returning to **SEVERE** shortly thereafter. Elevated military presence and periodic security incidents continued to present an increased risk compared to historical norms.

As of 31 July 2026, a total of 67 reported kinetic events were recorded within the SOH, AG and GOO during the reporting period (since last published IRTA). Detailed breakdowns and

descriptions of these incidents are provided in **ANNEX B**.

The principal threat to merchant vessels remained largely indiscriminate, rather than vessel-specific. Risk was primarily associated with a vessel's presence within the operational area rather than ownership, flag, cargo or affiliation. Consequently, all commercial shipping operating within the AG, SOH and GOO should continue to maintain a high level of situational awareness, conduct dynamic voyage-specific risk assessments, comply with volunteering reporting requirements to UKMTO, and closely monitor the latest JMIC advisories and military guidance before and during transit.

### **CMF Activity**

8. During the reporting period, CMF continued to deliver maritime security effects across its Area of Operations through its five Combined Task Forces and the Joint Maritime Information Center (JMIC). Despite heightened regional tensions and an increasingly complex maritime security environment, CMF maintained operational continuity and continued to fulfil its regional maritime security commitments, demonstrating resilience and adaptability. Elevated regional tensions resulted in reduced reported counter-illicit trafficking activity during the reporting period. However, maritime domain awareness was maintained through surveillance, intelligence sharing and close coordination with regional and international partners, supporting awareness of illicit maritime activity.

In parallel, CMF maintained an active posture against the resurgence of piracy activity in the Gulf of Aden, Somali Basin and wider Indian Ocean. Through naval presence, aerial surveillance support and information sharing, CMF contributed to situational awareness and containment of piracy-related activity. CMF strengthened its coordination with EUNAVFOR ATALANTA and ASPIDES, to strengthen maritime security efforts in GOA, SB and RS. CMF led maritime security efforts and engagement with maritime industry through JMIC, contributed to industry awareness of evolving piracy threat and reinforced the adoption of Best Management Practices (BMP). Improved vigilance by merchant vessels, combined with timely reporting and coordinated responses, assisted in detecting and disrupting suspicious activity before it developed into successful attacks.

Throughout the reporting period, JMIC focused primarily on the deteriorating maritime security environment in the Middle East, including the AG, SOH, GOO, BAM and GOA. JMIC products, including weekly dashboards, advisory notes, incident updates and monthly statistics, shifted from routine maritime risk reporting to operational advisories for commercial shipping during periods of heightened regional tension. JMIC continued to publish products through UKMTO portal and provided unclassified, operationally relevant information to support commercial shipping.

Overall, JMIC reporting in 2026 provided timely incident reporting, regional threat assessments, traffic analysis, transit recommendations and practical guidance for ship operators. JMIC continued to encourage industry coordination with military maritime security organisations and remained an authoritative source of consolidated, unclassified information for shipping companies, insurers and mariners operating in the Middle East maritime region.

## **EUNAVFOR Activity**

9. During the reporting period, EUNAVFOR ATALANTA continued to fulfill its mandate as a key contributor to maritime security in the Western Indian Ocean. The operation maintained its efforts in counter-piracy, protection of humanitarian activities, monitoring of Illegal, Unreported and Unregulated (IUU) fishing and the enhancement of maritime security through MSCIO and cooperation with regional partners and other naval operations.

10. Containing piracy remains a cornerstone of EUNAVFOR ATALANTA's mission. The incidents described in Annex A demonstrate that piracy continues to pose a threat in the Area of Operations, particularly in Somali waters, with recent events also occurring in and around the IRTC in the GoA. Through targeted operations, enhanced surveillance and close coordination with regional and international partners, EUNAVFOR ATALANTA continues to contribute to deterrence, maritime situational awareness and the disruption of pirate activity throughout the region.

11. The piracy phenomenon in Somalia has deep structural roots that can be briefly described as

- a. Fragmented state authority: Rule of law in Federal Government of Somalia and Federal Member States is not aligned and far from being unified.
- b. Clan impunity: Law enforcement agents who belong to the same clan are reluctant to take actions against outlaws that belong to the same clan.
- c. Pirates impunity: For various reasons only very few maritime incidents related to piracy have been investigated by the law enforcement agencies and very few arrests of suspects did take place.
- d. Illegal / Unreported / Unregulated (IUU) Fishing: Due to fragmented authority, consistent and pragmatic fishing regulations are neither implemented nor enforced.
- e. Weak Coastguard Capabilities: Somali coastguard personnel and assets are fully dependant on the aid of International Partners and maintain limited operational capabilities.

And circumstantial factors:

- f. IRAN / ISRAEL-USA Conflict perception of Naval Vacuum: The diversion of traditional anti-piracy patrolling routes creates a gap that is taken as a leverage for piracy-related activities. Furthermore the conflict lead to a significant increase on the oil price that made piracy attacks extremely profitable.
- g. Weather conditions: Intermonsoon periods also create a window of opportunity for PAGs to carry out illicit activities, due to favourable sea and wind conditions, however, in the monsoon period pirates are operating in the GoA.

12. EUNAVFOR ATALANTA will continue its counter-piracy operations in the GoA and in the Somali Basin, whilst monitoring and protecting World Food Program (WFP) ships and

vulnerable vessels that requested it. In addition, EUNAVFOR ATALANTA will continue to coordinate with relevant Somali authorities in the fight against counter-piracy, thereby, bolstering deterrence against potential pirates.

13. EUNAVFOR ATALANTA will continue to improve coordination and information exchange with relevant partners in the Western Indian Ocean, in order to obtain a comprehensive picture of the AOO and operate more efficiently with available resources against all kinds of illicit activities. EUNAVFOR ATALANTA will also continue to work in close coordination with the shipping industry to ensure the safety of seafarers .

14. EUNAVFOR ATALANTA maintains its maritime security presence by conducting Focused Operations aimed at addressing illicit activities such as drug and weapons trafficking. EUNAVFOR ATALANTA is also continuing to develop its procedures to counter other illegal activities.

15. EUNAVFOR ASPIDES primary focus is to protect merchant shipping and restore freedom of navigation (FoN) by contributing to maritime security, within South Red Sea (SRS), Bab-El-Mandeb (BAM) Strait and Gulf of Aden (GOA) where the majority of Houthis' attacks have been carried out.

16. EUNAVFOR ASPIDES assets daily support shipping with protection or monitoring operations.

17. EUNAVFOR ASPIDES monitoring operations are a way to build up confidence of the maritime shipping industry. Thus, EUNAVFOR ASPIDES provides reassurance to the MV, while on the other hand being ready to respond to emergencies.

18. EUNAVFOR ASPIDES, EUNAVFOR ATALANTA, and EUNAVFORMED IRINI. continuously monitor the Shadow Fleet

19. EUNAVFORs collect and share information about arms smuggling with other partners/operations in order to shape and understand the battlespace.

20. EUNAVFORs , since Mar 26, within its means and capabilities, collect and share information on suspicious activities related to Critical Submarine Infrastructures (CIS).

21. EUNAVFOR ASPIDES, since 30 Mar 26, train the Djiboutian maritime forces and cooperate with the Yemeni Coast Guard, while linking those tasks with other Union initiatives, in particular CRIMARIO, EU assistance for the Yemeni Coast Guard and the assistance measure under the European Peace Facility to support the Djibouti Armed Forces.

22. Senior Leadership Engagements through Key Leader Engagements (KLE) exercised by EUNAVFORs are focusing on enhancing coordination and strengthening regional cooperation.

## **MSCIO**

23. MSCIO has continued supporting the shipping industry within the Voluntary Reporting Area (VRA). The launch of the new MSCIO website and the continued enhancement of its digital services have contributed to improving the registration and information-sharing process.

24. Vessel registrations have remained at consistently high levels, reflecting the continued use of MSCIO services by the shipping industry. Registration enables the timely dissemination of alerts, advisories and operational information to vessels operating within the Area of Operations (AOO).

25. Merchant vessels are strongly encouraged to register with MSCIO prior to entering the Voluntary Reporting Area (VRA) and to submit a Final Report upon exiting the VRA or arriving at their Port of Call (POC). The use of the online reporting system remains the preferred method, as it facilitates the timely processing of vessel information.

## **Operations/ MSCIO Analysis**

26. During the reporting period, the maritime security environment has evolved significantly. Following the cessation of blockade operations in the Strait of Hormuz, commercial traffic has progressively resumed through the area. At the same time, active mine clearance operations, temporary traffic management measures and intermittent GNSS interference continue to affect the operating environment in the Arabian Gulf, Strait of Hormuz and Gulf of Oman.

27. Piracy continues to represent a maritime security concern in the western Indian Ocean. Although the southwest monsoon has reduced the ability of Pirate Action Groups (PAGs) to conduct extended offshore operations, piracy-related incidents and suspicious approaches remain possible, particularly in coastal waters and within the Gulf of Aden.

28. Recent incidents have demonstrated that merchant vessels may continue to encounter suspicious approaches by small craft in the Gulf of Aden and off the Somali coast. The implementation of the Best Management Practices for Maritime Security (BMP-MS) remains an important element in reducing vessels' vulnerability during transit.

29. Recent piracy-related incidents indicate that Pirate Action Groups continue to have access to firearms, including AK-47 rifles and rocket-propelled grenades (RPGs), reinforcing the need for continued vigilance when operating in areas where piracy remains a concern.

30. Recent incidents have highlighted the effectiveness of the measures contained in BMP-MS. Early detection, increased speed, evasive manoeuvring, the deployment of embarked Armed Security Teams where applicable, and the availability of a properly prepared citadel have contributed to preventing successful attacks and enhancing crew safety.

31. Recent piracy incidents have also highlighted the importance of registering with MSCIO prior to entering the VRA. Registration facilitates the timely dissemination of alerts and advisories and enables MSCIO to provide direct support to vessels during maritime security incidents.

32. MSCIO continues to work closely with partner organisations such as UKMTO and JMIC under the Single Information Framework (SIF), as well as with the MICA Center and IOF-IOR, to exchange information and disseminate accurate maritime security data to the shipping industry in a timely manner.

## **Conclusions**

The security situation in the Red Sea, Bab el-Mandeb Strait and the Gulf of Aden remains volatile and is linked to developments in the geopolitical situation in the region. Consequently, a sudden reaction by the Houthis, based on their operational capabilities, cannot be ruled out. Merchant vessel transit through the Red Sea continues largely uninterrupted. Transit through the Strait of Hormuz (SoH) has been gradually resuming since 18 June 2026, following the signing of the Memorandum of Understanding (MoU) between the United States and Iran. EUNAVFOR ASPIDES' recommendations to the shipping industry are regularly updated to reflect the evolving security environment. Major shipping companies are informed accordingly through the MSCIO website.

34. Both EUNAVFORs and CMF assess that the threat to Israel affiliated shipping is still there. Moreover, recent announcement of blockade by the Houthis towards Saudi affiliated shipping has added a new threat dimension.

35. The recently **announced U.S.–Iran Framework Agreement** is likely to be viewed by the Houthis as a strategic success for Iran and the wider **Axis of Resistance**. However, they are expected to maintain a high level of military readiness and preserve the option to resume attacks against Israel or Israeli-linked shipping should the agreement collapse, Israel intensify its operations in Lebanon, or Iran call for a coordinated response from the Axis.

36. Despite the efforts of international naval forces and regional authorities, maritime security risks persist. However, recent events have also demonstrated the value of cooperation between EUNAVFORs, CMF, regional partners and the shipping industry in

mitigating these threats. The continued exchange of information, coordinated operations and implementation of industry best practices contribute significantly to maritime security across the Area of Operations.

37. As we move forward, it is essential that we continue to work together to address the complex and dynamic nature of maritime threats in the region. This includes enhancing information-sharing mechanisms, developing more effective counter-measures, and promoting a culture of security awareness and cooperation throughout the maritime community.

38. The piracy-related events described in Annex A have demonstrated the continued importance of multinational and multi-agency cooperation in maintaining maritime security in the Western Indian Ocean. The effective implementation of BMP MS measures, vessel registration with MSCIO and the timely exchange of information between naval forces, regional partners and the shipping industry have contributed to mitigating piracy-related threats and reducing opportunities for successful attacks.

### **Feedback**

39. Enquiries about the content of this threat assessment should be directed to CMF and EUNAVFOR.

#### **CMF:**

Tel: 00973 1785 9629 // 00973 1785 8933

Website: [www.combinedmaritimeforces.com](http://www.combinedmaritimeforces.com)

Email: [cmf\\_info@me.navy.mil](mailto:cmf_info@me.navy.mil)

#### **EUNAVFOR ATALANTA:**

Tel: 0033 (0) 298 220 220 (24/7) // 0033 (0) 298 220 170.

Website: [www.msco.eu](http://www.msco.eu)

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

#### **EUNAVFOR ASPIDES:**

Tel: +302410994607 (Internal 5620)

Website: [www.eeas.europa.eu/eunavfor-aspides\\_en](http://www.eeas.europa.eu/eunavfor-aspides_en)

Email: [cj2\\_acos@eleuohq.mil.gr](mailto:cj2_acos@eleuohq.mil.gr)

### **Annexes to this IRTA:**

- A. Piracy Related Recent Events
- B. Confirmed Maritime Security Incidents List in SOH/AG/GOO since 28 February.

UNCLASSIFIED

- C. Glossary of Terms, Abbreviations and Acronyms.
- D. Lexicon.

## **ANNEX A. Piracy Related Recent Events**

| <b>Date</b>                                                  | <b>Vessel</b>        | <b>Vessel Type</b> | <b>Event Type</b>          | <b>Location</b> | <b>Summary</b>                                                                                                                                                                                                                                                        |
|--------------------------------------------------------------|----------------------|--------------------|----------------------------|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>01 Jan 2026 –<br/>MSCIO ALERT 01/26<br/>IRTB 049</b>      | LIAO DONG<br>YU 578  | Fishing<br>Vessel  | Armed<br>robbery at<br>sea | Somali Basin    | The fishing vessel was hijacked near Bandar Beyla area (Somalia) and released the 3 March 2026. According to information a ransom was paid.                                                                                                                           |
| <b>24 Mar 2026 –<br/>MSCIO ALERT 24/26<br/>IRTB 051</b>      | AL<br>WASEEMI<br>786 | Fishing<br>vessel  | Pirated                    | Somali Basin    | The fishing vessel was boarded approx.. 400 NM east of Mogadishu (Somalia) and released the 5 April 2026 after EUNAVFOR ATALANTA intervention.                                                                                                                        |
| <b>21 Apr 2026 –<br/>MSCIO ALERT 38/26<br/>IRTB 054</b>      | HONOUR<br>25         | Tanker             | Pirated                    | Somali Basin    | The vessel was hijacked in vicinity of Xafuun (Somalia), outside TTW. The vessel then sailed near to Kulule (Somalia). This event is still open and EUNAVFOR ATALANTA is monitoring the ongoing situation.                                                            |
| <b>23 Apr 2026 –<br/>MSCIO ALERT 37/26<br/>IRTB 052</b>      | EL FRIEDE            | Cargo              | Piracy<br>attack           | Somali Basin    | Two small vessels approached ELFRIEDE 83 NM SE of Eyl (Somalia). After warning shots from the security team on board, there was a fire response from the attacking vessels and returned to coast.                                                                     |
| <b>25 Apr 2026 –<br/>IRTB 052,054</b>                        | FAHAD 4              | Fishing<br>vessel  | Armed<br>robbery at<br>sea | Somali Basin    | The fishing vessel was hijacked approx.. 10 NM off the coast of Dhinowda (Somalia) and released the 4 May 2026. According to information a ransom was paid.                                                                                                           |
| <b>26 Apr 2026 –<br/>MSCIO ALERT 38/26<br/>IRTB 052,054</b>  | SWARD                | Cargo              | Pirated                    | Somali Basin    | The vessel was hijacked near Garacad (Somalia), outside TTW. Subsequently sailed towards Somalia. This event is still open and EUNAVFOR ATALANTA is monitoring the ongoing situation.                                                                                 |
| <b>28 Apr 2026 –<br/>MSCIO ALERT 39/26<br/>IRTB 052</b>      | MINERVA<br>PISCES    | Tanker             | Suspicious<br>activity     | Somali Basin    | At 470 NM SE of Garacad (Somalia) a suspicious Dhow crossed the vessel from starboard to port at a CPA of approx.. 1.2 NM. Later a skiff approached the vessel and showed intent to board. The MT implemented BMP and PAST and attackers aborted their approach.      |
| <b>01 May 2026 –<br/>MSCIO ALERT 40/26<br/>IRTB 053</b>      | NEW<br>VENTURE       | Cargo              | Suspicious<br>activity     | Gulf of Aden    | A skiff aggressively approached the vessel closing up to 10 meters and demonstrating intent to board at 105 NM NNW of Bosaso (Somalia). The vessel activated PAST on board and the skiff sailed away.                                                                 |
| <b>02 May 2026 –<br/>MSCIO ALERT 41/26<br/>IRTB 053, 054</b> | EUREKA               | Tanker             | Pirated                    | Gulf of Aden    | The vessel was boarded while anchored off Qana Port, Shabwa (Yemen). The vessel sailed to the Somali Coast. This event is still open and EUNAVFOR ATALANTA is monitoring the ongoing situation.                                                                       |
| <b>23 May 2026 –<br/>MSCIO ALERT 55/26<br/>IRTB 055</b>      | Name<br>withheld     | Tankers            | Attempted<br>boarding      | Gulf of Aden    | 3 vessels reported that they were approached and followed by a skiff at approx. 95 NM N of Caluula (Somalia). All three vessels implemented BMP and PAST and attackers aborted their approach.                                                                        |
| <b>23 May 2026 –<br/>MSCIO ALERT 56/26<br/>IRTB 055</b>      | MASHA<br>ALLAH 152   | Cargo              | Attempted<br>boarding      | Gulf of Aden    | The dhow reported that they were approached and followed by 1 skiff at approx.. 60 NM NW of Caluula (Somalia). After EUNAVFOR ATALANTA coordination with the Indian Navy, the Indian Navy intercepted the skiff and aborted their approach returning back to Somalia. |
| <b>10 Jun 2026 –<br/>MSCIO ALERT 61/26</b>                   | MARIA F              | Cargo              | Suspicious<br>activity     | Gulf of Aden    | The vessel reported that she was approached by a small craft at approx.. 120 NM NW of Bosaso (Somalia). There was an exchange of fire between the vessel and the craft and the small craft turned away.                                                               |
| <b>15 Jun 2026 –<br/>MSCIO ALERT 64/26<br/>IRTB 056</b>      | VST<br>AMARA         | Tanker             | Piracy<br>attack           | Gulf of Aden    | The vessel reported that she was approached by a skiff and opened fire on the vessel using an RPG at approx.. 150 NM NE of Berbera (Somalia). The tanker implemented BMP and PAST and attackers aborted their approach.                                               |

UNCLASSIFIED

|                                                |                  |                   |                        |              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|------------------------------------------------|------------------|-------------------|------------------------|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 17 Jun 2026 –<br>MSCIO ALERT 65/26<br>IRTB 057 | FAREEDA 5        | Tanker            | Piracy<br>attack       | Gulf of Aden | The vessel reported that she was approached by two skiffs and opened fire on the vessel at approx.. 105 NM E of Aden (Yemen). The MT implemented BMP and PAST and attackers aborted their approach.                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 01 Jul 2026 –<br>IRTB 058                      | JAL KISAN        | Tanker            | Suspicious<br>activity | Gulf of Aden | The vessel reported having been approached by a skiff at approx. 95 NM NW of Bosaso (Somalia). The vessel implemented BMP increasing speed and showing the PAST on board, then the skiff altered course                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 01 Jul 2026 –<br>IRTB 058                      | Name<br>withheld | Cargo             | Boarding               | Gulf of Aden | The vessel reported that she was approached by a skiff carrying armed persons on board at approx.. 110 NM NW of Bosaso (Somalia). The armed persons boarded the vessel. The Master reported that the crew had implemented BMP, stopped the vessel, activated the distress alert, switched on AIS, and gathered all crew in the citadel so the assailants did not take control of the vessel. After EUNAVFOR ATALANTA coordination with South Korean and Indian Navy warships in the area, Indian Navy boarding team subsequently secured MV, confirmed that no pirates were onboard, and enabled the crew to leave the citadel safely. |
| 16 Jul 2026 –                                  | MAKRAN           | Fishing<br>vessel | Pirated                | Somali Basin | The vessel was hijacked approx. 170 NM E of Mogadishu (Somalia). According to information received, the vessel was released few days after a ransom was paid.                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 16 Jul 2026 –                                  | UNKNWON          | Fishing<br>vessel | Pirated                | Somali Basin | The vessel was hijacked approx. 170 NM E of Mogadishu (Somalia). According to information received, the vessel was released few days after a ransom was paid.                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 17 Jun 2026 –<br>MSCIO ALERT 78/26<br>IRTB 058 | ASANA            | Tanker            | Pirated                | Gulf of Aden | The vessel was hijacked at approx. 65 NM SW of Mukalla (Yemen). Subsequently sailed towards Somalia. This event is still open and EUNAVFOR ATALANTA is monitoring the ongoing situation.                                                                                                                                                                                                                                                                                                                                                                                                                                               |

**ANNEX B. Confirmed Maritime Security Incidents List in SOH/ AG/ GOO since 28 February**

| Date                        | Vessel            | Vessel Type                       | Event Type          | Location                                                          | Summary                                                                                                                                                              |
|-----------------------------|-------------------|-----------------------------------|---------------------|-------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 01 Mar 2026<br>UKMTO 004-36 | SKYLIGHT          | Tanker                            | Attack              | Strait of Hormuz                                                  | Vessel struck by projectile while at anchor causing fire; crew evacuated with injuries reported.                                                                     |
| 01 Mar 2026<br>UKMTO 005-26 | HERCULES STAR     | Tanker                            | Attack (serious)    | Strait of Hormuz                                                  | Vessel struck by projectile while transiting outbound; fire reported onboard.                                                                                        |
| 01 Mar 2026<br>UKMTO 006-26 | OCEAN ELECTRA     | Bulk                              | Attack (serious)    | Arabian Gulf                                                      | Projectile detonated in close proximity while vessel was transiting westbound; no damage reported.                                                                   |
| 01 Mar 2026<br>UKMTO 007-36 | MKD VYOM          | Tanker                            | Attack (serious)    | Gulf of Oman                                                      | Vessel struck by projectile (USV) while transiting northbound causing fire; one fatality reported.                                                                   |
| 01 Mar 2026<br>UKMTO 008-26 | STENA IMPERATIVE  | Tanker                            | Attack (serious)    | Bahrain                                                           | Vessel struck by two projectiles while in drydock causing fire and damage.                                                                                           |
| 03 Mar 2026<br>UKMTO 009-26 | PELAGIA           | Bulk                              | Near Miss           | Gulf of Oman                                                      | UAV observed near vessel before impacting water nearby; no damage reported.                                                                                          |
| 03 Mar 2026<br>UKMTO 010-26 | GOLD OAK          | Bulk                              | Attack (serious)    | Gulf of Oman                                                      | Vessel struck by projectile while at anchor causing structural damage; crew safe.                                                                                    |
| 03 Mar 2026<br>UKMTO 011-26 | LIBRA TRADER      | Tanker                            | Attack (serious)    | Gulf of Oman                                                      | Vessel struck by projectile while anchored; damage reported.                                                                                                         |
| 04 Mar 2026<br>UKMTO 012-26 | SAFEEN PRESTIGE   | Container                         | Attack (serious)    | Strait of Hormuz                                                  | Explosion was reported near stern following approach by small craft; crew abandoned vessel.                                                                          |
| 04 Mar 2026<br>UKMTO 013-26 | MSC GRACE         | Container                         | Near Miss (serious) | Arabian Gulf                                                      | Projectile detonated approximately 1 NM from vessel while drifting.                                                                                                  |
| 06 Mar 2026<br>UKMTO 015-26 | MUSSAFAH 2        | Tug                               | Attack (serious)    | Strait of Hormuz                                                  | Vessel struck by projectiles while supporting operations with SAFEEN PRESTIGE.                                                                                       |
| 07 Mar 2026<br>UKMTO 016-26 | ARABIA III        | Offshore Rig                      | Attack (serious)    | Arabian Gulf                                                      | Drilling rig struck by UAV causing injuries and evacuation of personnel.                                                                                             |
| 10 Mar 2026<br>UKMTO 017-26 | GH KAHLO          | Bulk                              | Near Miss           | Arabian Gulf                                                      | The Master reports witnessing a splash and hearing a loud bang in proximity of a bulk carrier.                                                                       |
| 10 Mar 2026<br>UKMTO 018-26 | ONE MAJESTY       | Container                         | Attack (serious)    | Arabian Gulf                                                      | Vessel struck by projectile at stern causing possible structural damage.                                                                                             |
| 11 Mar 2026<br>UKMTO 020-26 | STAR GWYNETH      | Bulk Carrier                      | Attack (serious)    | Arabian Gulf                                                      | Projectile strike caused breach in cargo hold and adjacent ballast tanks resulting in listing.                                                                       |
| 11 Mar 2026<br>UKMTO 021-26 | SAFESEA VISHNU    | Tanker                            | Attack (serious)    | Northern Arabian Gulf (STS area)                                  | Struck by projectile while conducting STS operations; fire onboard and casualty reported.                                                                            |
| 11 Mar 2026<br>UKMTO 021-26 | ZEFYROS           | Tanker                            | Attack (serious)    | Northern Arabian Gulf (STS area)                                  | Struck by projectile during STS operations causing significant fire.                                                                                                 |
| 12 Mar 2026<br>UKMTO 022-26 | SOURCE BLESSING   | Container                         | Attack              | Arabian Gulf (North of Jebel Ali)                                 | Projectile struck accommodation block causing fire; crew safe.                                                                                                       |
| 17 Mar 2026<br>UKMTO 023-26 | Name withheld UFN | LPG Carrier                       | Suspicious activity | Approx 23 NM of the coast of UAE                                  | Vessel was subjected to falling debris from drone or Missile Interception minor structural damage, no fire; crew safe.                                               |
| 18/03/2026<br>UKMTO 024-26  | Name withheld UFN | Chemical products tanker          | Attack              | Vessel in TTW of UAE, 11NM off the coast                          | Hit by unknown projectile and caught fire. Crew of 16, 15 rescued and one crew member unaccounted for.                                                               |
| 19/03/2026<br>UKMTO 025-26  | Name withheld UFN | Tug, Multipurpose Offshore vessel | Suspicious activity | Inner anchorage at Ras Laffan Port, approx 4 NM out.              | Debris from a drone impacted on board, resulting in damage to the bridge window. No injuries to personnel and no structural damage to the vessel have been reported. |
| 21/03/2026<br>UKMTO 026-26  | Name withheld UFN | Bulk carrier                      | Suspicious activity | Arabian Gulf, approx 12 NM from the coast of UAE.                 | Vessel crew heard an explosion and observed a fire for a short period approx 1300 meters from vessel, crew of 24 safe.                                               |
| 30/03/2026<br>UKMTO 028-26  | EXPRESS ROME      | Container                         | Suspicious activity | Transiting eastbound via the Arabian Gulf, 22NM from Saudi Arabia | 2 missiles splash into the water approximately 50 – 100 meters on the starboard side of the vessel. No damage and all crew are safe                                  |
| 30/03/2026<br>UKMTO 029-26  | AI SALMI          | Crude oil Tanker                  | Suspicious activity | Stationary, 31NM from the coast of                                | Vessel was hit by an unknown projectile. There was a fire located in the STBD side cargo tank, fire was extinguished. Crew safe.                                     |

UNCLASSIFIED

|                                          |                   |                   |                     |                                                                 |                                                                                                                                                                                                                                                                                           |
|------------------------------------------|-------------------|-------------------|---------------------|-----------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                          |                   |                   |                     | UAE, Arabian Gulf.                                              |                                                                                                                                                                                                                                                                                           |
| <b>31/03/2026</b><br><b>UKMTO 030-26</b> | AQUA 1            | Tanker            | Suspicious activity | Stationary 12NM from the coast of Qatar.                        | Vessel was hit by 2 unknown projectiles. As a result, a small fire started but was extinguished. Crew safe.                                                                                                                                                                               |
| <b>05/04/2026</b><br><b>UKMTO 031-26</b> | Name withheld UFN | Container         | Suspicious activity | Alongside in Khorfakkan port, UAE                               | Three unknown projectiles impacted in proximity, no damage. Crew safe.                                                                                                                                                                                                                    |
| <b>07/04/2026</b><br><b>UKMTO 032-26</b> | Name withheld UFN | Container         | Attack              | In transit westbound Arabian Gulf, 25 NM off the coast of Iran. | The vessel was struck by an unknown projectile causing damage above the waterline. The crew are safe.                                                                                                                                                                                     |
| <b>07/04/2026</b><br><b>UKMTO 036-26</b> | Name withheld UFN | Bulk Carrier      | Attack              | 112nm SE of Ras-al-Hadd                                         | The vessel was struck by 2 unknown projectiles resulting in a fire. The crew is safe.                                                                                                                                                                                                     |
| <b>18/04/2026</b><br><b>UKMTO 037-26</b> | Name withheld UFN | Tanker            | Attack              | 20NM NE of Oman                                                 | The vessel being approached by 2 IRGC gun boats, no VHF challenge that then fired upon the tanker. Tanker and crew are reported safe.                                                                                                                                                     |
| <b>18/04/2026</b><br><b>UKMTO 038-26</b> | Name withheld UFN | Container         | Attack              | 25NM NE of Oman                                                 | A report of a vessel being hit by an unknown projectile which caused damage to some of the containers, no fires or environment impact reported                                                                                                                                            |
| <b>18/04/2026</b><br><b>UKMTO 039-26</b> | Name withheld UFN | Unspecified       | Suspicious activity | 3NM E of Oman                                                   | The Master reported sighting a splash in close proximity of the vessel.                                                                                                                                                                                                                   |
| <b>20/04/2026</b><br><b>UKMTO 040-26</b> | Name withheld UFN | Unspecified       | Suspicious activity | Strait of Hormuz                                                | Vessel experienced aggressive hailing and threats by IRGC during transit of the Strait of Hormuz. Vessel proceeded unharmed.                                                                                                                                                              |
| <b>22/04/2026</b><br><b>UKMTO 041-26</b> | Name withheld UFN | Container         | Attack              | 15NM from the coast of Oman                                     | A container vessel was attack by 1 small craft with 3persons onboard. The bridge heavily damaged by RPG and small arms fire. The Master was informed he has permission to transit the Strait of Hormuz. AIS was off. No VHF warning prior to the attack. Crew are reported safe and well. |
| <b>22/04/2026</b><br><b>UKMTO 042-26</b> | Name withheld UFN | Container         | Attack              | 6NM west of Iran                                                | The vessel was transiting southbound through the Strait of Hormuz. The vessel was fired at and VHF hailed by the IRGC to drop anchor.                                                                                                                                                     |
| <b>22/04/2026</b><br><b>UKMTO 043-26</b> | Name withheld UFN | Cargo             | Attack              | 8NM west of Iran                                                | An outbound cargo ship reported been fired upon and then stopped in the water. Crew are safe and accounted for. There is no reported damage to the vessel.                                                                                                                                |
| <b>03/05/2026</b><br><b>UKMTO 050-26</b> | Name withheld UFN | Bulk Carrier      | Attack              | 11NM west of Sirik, Iran                                        | The Master of a northbound bulk carrier has reported being attacked by multiple small craft. All crew reported safe and no environmental impact reported.                                                                                                                                 |
| <b>03/05/2026</b><br><b>UKMTO 052-26</b> | Name withheld UFN | Tanker            | Attack              | 78NM of coast of UAE                                            | Vessel attacked by possible drones in the engine room and cargo hold. All crew reported safe and no environmental impact reported.                                                                                                                                                        |
| <b>04/05/2026</b><br><b>UKMTO 053-26</b> | Name withheld UFN | Cargo Vessel      | Suspicious Activity | 36NM N of Dubai                                                 | Fire reported in engine room. Cause unknown. Authorities investigating. All crew reported safe and no environmental impact reported.                                                                                                                                                      |
| <b>04/05/2026</b><br><b>UKMTO 054-26</b> | Name withheld UFN | Tanker            | Attack              | 40NM off the coast of UAE                                       | Fire reported on deck, a result of attack. Ballast and cargo tank damage reported. All crew reported safe.                                                                                                                                                                                |
| <b>05/05/2026</b><br><b>UKMTO 055-26</b> | Name withheld UFN | Cargo Vessel      | Attack              | Strait of Hormuz, IVO the coast of Oman                         | The vessel has reportedly been hit by an unknown projectile while transiting out of the Straits of Hormuz. 4 of the crew have been injured and 1 crew member is severely injured. Later 8 crew were flown to hospital.                                                                    |
| <b>10/05/2026</b><br><b>UKMTO 056-26</b> | Name withheld UFN | Bulk Carrier      | Attack              | 23NM northeast of DOHA, QATAR                                   | The Master of a Bulk Carrier reports being hit by an unknown projectile. A small fire was extinguished; there are no casualties or environmental impact.                                                                                                                                  |
| <b>14/05/2026</b><br><b>UKMTO 057-26</b> | Name withheld UFN | Fishery Research  | Suspicious Activity | 38NM northeast of Fujairah, United Arab Emirates.               | The CSO reported that the vessel has been taken by unauthorized personnel whilst at anchor, now bound for Iranian Territorial Waters                                                                                                                                                      |
| <b>14/05/2026</b><br><b>UKMTO 058-26</b> | Name withheld UFN | Livestock Carrier | Suspicious Activity | IVO Limah, Oman                                                 | Livestock carrier suffered an explosion and subsequently sank. All 14-crew recovered by Omani authorities.                                                                                                                                                                                |

|                                             |                   |                  |                     |                                       |                                                                                                                                                                                                                                                                                                                                                                                                           |
|---------------------------------------------|-------------------|------------------|---------------------|---------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>26/05/2026</b><br><b>UKMTO 062-26</b>    | Name withheld UFN | Tanker           | Attack              | 60NM east of Muscat, Oman             | The Master of a Tanker reports of an external explosion, Port side aft close to the waterline. The crew and vessel are safe, although the Master reports some bunker fuel has discharged into the sea.                                                                                                                                                                                                    |
| <b>01/06/2026</b><br><b>UKMTO 063-26</b>    | Name withheld UFN | Cargo Vessel     | Attack              | 40NM southeast of Umm Qasr, Iraq      | A Cargo Vessel was transiting in the Arabian Gulf when it experienced a large explosion following potential impact from an unknown projectile on the starboard side.                                                                                                                                                                                                                                      |
| <b>08/06/2026</b><br><b>UKMTO 064-26</b>    | MARIVEX           | Tanker           | Suspicious Activity | 15NM northeast of Masirah, Oman       | A tanker has experienced a fire onboard resulting in the evacuation of crew. Omani and Indian Authorities are coordinating the response. There are no reports of environmental impact at present.                                                                                                                                                                                                         |
| <b>10/06/2026</b><br><b>UKMTO 066-26</b>    | SETTEBELLO        | Tanker           | Suspicious Activity | 20NM northeast of Sohar, Oman.        | Vessel was subjected to US blockade enforcement and experienced a fire in its engine room. The Omani Coastguard is assisting with the evacuation of the crew from the vessel. One member of the crew has sustained injuries, and two other crew members are currently missing. No environmental impact reported.                                                                                          |
| <b>11/06/2026</b><br><b>UKMTO 067-26</b>    | M/T JALVEER       | Tanker           | Suspicious Activity | 21NM northeast of Sohar, Oman         | Vessel was subjected to US blockade enforcement and experienced a fire in its engine room. No environmental impact has been reported.                                                                                                                                                                                                                                                                     |
| <b>12/06/2026</b><br><b>UKMTO 068-26</b>    | Name withheld UFN | Tanker           | Attack              | 6 NM east of Oman.                    | A tanker reported being struck by an unknown projectile on the port bow while transiting approximately Crew reported safe, and no environmental impact was observed. The vessel continued its planned voyage to the next port of call.                                                                                                                                                                    |
| <b>25 June 2026,</b><br><b>UKMTO 074-26</b> | Name withheld UFN | Container vessel | Attack              | TTW, 7.5NM from the coast of Oman     | Vessel was hit by an unknown projectile, in the bridge area, just before the impact the Master stated that he heard a loud high-pitched noise. Reported damage is three broken bridge windows on the starboard side with blast damage. The vessel proceeded without further incidents and has now cleared the wider Middle Eastern approaches, continuing its voyage in open waters without restrictions. |
| <b>27 June 2026,</b><br><b>UKMTO 076-26</b> | Name withheld UFN | Tanker           | Attack              | 8NM from the coast of Oman            | Vessel was struck by a projectile believed to be a drone. There are no casualties, damage to starboard bridge wing deck. Vessel continued to NPOC.                                                                                                                                                                                                                                                        |
| <b>07 July 2026,</b><br><b>UKMTO 080-26</b> | Name withheld UFN | Tanker           | Attack              | 8NM east of Limah, Oman.              | A tanker has reported being hit by an unknown projectile on the port side engine room causing a fire, whilst travelling southbound.                                                                                                                                                                                                                                                                       |
| <b>07 July 2026,</b><br><b>UKMTO 081-26</b> | Name withheld UFN | Tanker           | Attack              | 16NM east of Khor Fakkan, UAE.        | A VLCC reported being hit by an unknown projectile on the port side upon exiting the SOH. Vessel was able to proceed to NPOC and no crew injuries were reported.                                                                                                                                                                                                                                          |
| <b>07 July 2026,</b><br><b>UKMTO 082-26</b> | Name withheld UFN | Tanker           | Attack              | 6NM east of Musandam Peninsula, Oman. | A tanker reported being struck by an unknown projectile and has sustained minor structural damage. No casualties or environmental impact reported and vessel is proceeding to NPOC.                                                                                                                                                                                                                       |
| <b>12 July 2026,</b><br><b>UKMTO 083-26</b> | GFS Galaxy        | Container ship   | Attack              | 9NM east of Oman                      | Military authorities have reported that a container ship has sustained damage by an unknown projectile hitting the rear of the vessel. This caused a fire to the engine room. The crew abandoned the vessel and did embark in a lifeboat, later rescued by local authorities.                                                                                                                             |
| <b>13 July 2026,</b><br><b>UKMTO 085-26</b> | Name withheld UFN | Chemical tanker  | Attack              | 40NM northeast of Qalhat, Oman        | A Tanker reports being hit by an unknown projectile on the starboard side engine room. All crew are safe and accounted for with no environmental impact reported.                                                                                                                                                                                                                                         |
| <b>13 July 2026,</b><br><b>UKMTO 086-26</b> | MOMBASA B         | Tanker           | Attack              | 13NM southeast of Limah, Oman         | A tanker reported being struck by a suspected missile while transiting outbound on the southern route of the Strait of Hormuz. Multiple injuries, some serious, reported.                                                                                                                                                                                                                                 |
| <b>13 July 2026,</b><br><b>UKMTO 087-26</b> | AL BAHYAH         | Tanker           | Attack              | 13NM southeast of Limah, Oman         | A tanker reported being struck by a suspected missile while transiting outbound on the southern route of the Strait of Hormuz. One fatality, one injury reported                                                                                                                                                                                                                                          |

|                                             |                   |        |                      |                                                        |                                                                                                                                                                                                                                                                                                                                             |
|---------------------------------------------|-------------------|--------|----------------------|--------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>15 July 2026</b><br><b>UKMTO 089-26</b>  | Undisclosed       | Tanker | Blockade Enforcement | Arabian Gulf                                           | U.S. forces disabled an unladen oil tanker that attempted to breach blockade enforcement in the Arabian Gulf. 16 According to CENTCOM, the vessel was sailing toward Kharg Island and ignored repeated warnings before a U.S. aircraft disabled it with a Hellfire missile.                                                                 |
| <b>17 July 2026,</b><br><b>UKMTO 088-26</b> | Name withheld UFN | Tanker | Attack               | TTW, 6NM from the coast of Oman                        | CSO reported that the vessel had been hit by an unknown projectile on the port quarter, minor damage was reported, but there was a smell smoke, fumes and gunpower on the bridge. The CSO reported that no fire was noted. All crew are safe and well and the vessel is continuing to its next port of call (Fujairah) under its own power. |
| <b>17 July 2026,</b><br><b>UKMTO 091-26</b> | Name withheld UFN | Tanker | Blockade Enforcement | Indian Ocean                                           | Military authorities reported that on 17 July, the tanker WEN YAO was boarded by US Forces enforcing a blockade while transiting the Indian Ocean. No reports of crew injuries or vessel damage.                                                                                                                                            |
| <b>20 July 2026,</b><br><b>UKMTO 092-26</b> | Name withheld UFN | Tanker | Suspicious Activity  | 8NM northwest of Kumzar, Oman                          | UKMTO reported that at 0200 local, a tanker was attacked by a suspected UAV while traveling inbound along the SoH to the Arabian Gulf. The crew were confirmed safe and were recovered by an Omani tugboat after abandoning ship into their life raft. Vessel was reportedly on fire and had drifted north IVO Larak Island.                |
| <b>20 July 2026,</b><br><b>UKMTO 093-26</b> | Name withheld UFN | Tanker | Attack               | 17NM east of Dibba, United Arab Emirates               | The Master of the Vessel reports on 20 July being struck by an unknown projectile causing damage to the steering gear while traveling outbound SoH. All the crew are reported as safe. There is no environmental impact.                                                                                                                    |
| <b>21 July 2026,</b><br><b>UKMTO 094-26</b> | Name withheld UFN | Tanker | Attack               | 6NM from the coast of Limah, Oman                      | UKMTO was informed on 20 July that a tanker had reportedly been struck by an unknown projectile while transiting outbound through the SoH. The CSO later advised that the crew had abandoned the vessel and were embarked in a lifeboat. No environmental impact has been reported.                                                         |
| <b>22 July 2026,</b><br><b>UKMTO 095-26</b> | Name withheld UFN | Tanker | Attack               | Southern Red Sea, 70 NM from the coast of Saudi Arabia | On 23 July 2026, JRCC UK relayed a distress alert from a laden Saudi-flagged products tanker that the vessel was struck on its starboard side by an unknown projectile while transiting south in the Southern Red Sea. Crew reported safe, and conducted fire-fighting. Fire extinguished, vessel at anchor, environmental impact unknown.  |
| <b>22 July 2026,</b><br><b>UKMTO 096-26</b> | Name withheld UFN | Tanker | Advisory             | Gulf of Oman                                           | On 25 July 2026, UKMTO have received third party reports that the Mozambique flagged tanker has been involved in an incident in the Gulf of Oman. Full details remain unknown at present.                                                                                                                                                   |
| <b>26 July 2026,</b><br><b>UKMTO 097-26</b> | Name withheld UFN | Tanker | Suspicious Activity  | Southern Red Sea                                       | On July 24, 2026, it was reported to UKMTO that a Saudi Arabia flagged tanker witnessed a splash from an unknown projectile in close proximity to the vessel. Reports confirm that the vessel and crew are safe. Environmental impact is unconfirmed at present.                                                                            |

## **ANNEX C. Glossary of Terms, Abbreviations and Acronyms**

|                  |                                                                                                                                                                                   |
|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>AaS</b>       | Ansar al-Sunna: Terrorist Group operating in Mozambique                                                                                                                           |
| <b>AG</b>        | Arabian Gulf                                                                                                                                                                      |
| <b>AOO</b>       | Area of Operation                                                                                                                                                                 |
| <b>AOR</b>       | Area of Responsibility                                                                                                                                                            |
| <b>AQAP</b>      | Al-Qaeda in the Arabian Peninsula                                                                                                                                                 |
| <b>AS</b>        | Arabian Sea                                                                                                                                                                       |
| <b>AS</b>        | Al Shabaab: Terrorist Group operating in Somalia                                                                                                                                  |
| <b>ASBM</b>      | Anti-Ship Ballistic Missile                                                                                                                                                       |
| <b>ASCM</b>      | Anti-Ship Cruise Missile                                                                                                                                                          |
| <b>ATMIS</b>     | African union Transition Mission in Somalia                                                                                                                                       |
| <b>BAM</b>       | Bab-al-Mandeb strait                                                                                                                                                              |
| <b>BMP5</b>      | Best Management Practice (Version 5): IMO and industry sponsored suggested planning and operational practices for ship operators and Masters of ships transiting the Indian Ocean |
| <b>BM</b>        | Ballistic Missile                                                                                                                                                                 |
| <b>CMF</b>       | Combined Maritime Forces: 38 nation multi-national maritime force operating in Indian Ocean, Red Sea, Arabian Gulf, Gulf of Oman, and Gulf of Aden.                               |
| <b>COA</b>       | Course Of Action                                                                                                                                                                  |
| <b>CRS</b>       | Central Red Sea                                                                                                                                                                   |
| <b>CTF</b>       | Combined Task Force                                                                                                                                                               |
| <b>EMASOH</b>    | European Maritime Awareness Operation in the Strait of Hormuz                                                                                                                     |
| <b>EU NAVFOR</b> | European Union Naval Force Somalia (Operation ATALANTA)                                                                                                                           |
| <b>FO</b>        | Focused Operation                                                                                                                                                                 |
| <b>FV</b>        | Fishing Vessel                                                                                                                                                                    |
| <b>GOA</b>       | Gulf of Aden                                                                                                                                                                      |
| <b>GOO</b>       | Gulf of Oman                                                                                                                                                                      |
| <b>HOA</b>       | Horn Of Africa                                                                                                                                                                    |
| <b>HQ</b>        | Headquarters                                                                                                                                                                      |
| <b>HRA</b>       | High Risk Area: Industry defined area where it is considered there is a higher risk of piracy and within which self-protective measures are most likely to be required            |
| <b>IMB</b>       | International Maritime Bureau                                                                                                                                                     |

|               |                                                                                                           |
|---------------|-----------------------------------------------------------------------------------------------------------|
| <b>IMSC</b>   | International Maritime Security Construct                                                                 |
| <b>ICOD</b>   | Intelligence Cut-off Date                                                                                 |
| <b>IOT</b>    | In Order To                                                                                               |
| <b>IRTA</b>   | Industry Releasable Threat Assessment                                                                     |
| <b>IRTB</b>   | Industry Releasable Threat Bulletin                                                                       |
| <b>IRTC</b>   | Internationally Recommended Transit Corridor                                                              |
| <b>IUU</b>    | Illegal Unreported and Unregulated                                                                        |
| <b>IS</b>     | Islamic State                                                                                             |
| <b>Kts</b>    | Knots                                                                                                     |
| <b>KSA</b>    | Kingdom of Saudi Arabia                                                                                   |
| <b>MOU</b>    | Memorandum Of Understanding                                                                               |
| <b>MSCHOA</b> | Maritime Security Centre (Horn of Africa): The maritime industry control centre for the EU's Op ATALANTA. |
| <b>MSO</b>    | Maritime Security Operation                                                                               |
| <b>MSTC</b>   | Maritime Security Transit Corridor                                                                        |
| <b>MT</b>     | Motor Tanker                                                                                              |
| <b>MV</b>     | Merchant Vessel                                                                                           |
| <b>NM</b>     | Nautical Mile                                                                                             |
| <b>NRS</b>    | North Red Sea                                                                                             |
| <b>OSINT</b>  | Open Source Intelligence                                                                                  |
| <b>PAG</b>    | Pirate Action Group                                                                                       |
| <b>PAST</b>   | Private Armed Security Team                                                                               |
| <b>PCASP</b>  | Privately Contracted Armed Security Personnel                                                             |
| <b>POB</b>    | Persons on Board                                                                                          |
| <b>RS</b>     | Red Sea                                                                                                   |
| <b>SBM</b>    | Single Buoy Mooring                                                                                       |
| <b>SLC</b>    | Saudi-Led Coalition                                                                                       |
| <b>SNA</b>    | the Somali National Army                                                                                  |
| <b>SRS</b>    | South Red Sea                                                                                             |
| <b>SSF</b>    | Somali Security Force                                                                                     |
| <b>STC</b>    | Southern Transitional Council                                                                             |
| <b>SV</b>     | Sailing Vessel                                                                                            |
| <b>TTPs</b>   | Tactics, Techniques And Procedures                                                                        |

|              |                                                           |
|--------------|-----------------------------------------------------------|
| <b>TTW</b>   | Territorial Waters                                        |
| <b>UAS</b>   | Unmanned Aerial System                                    |
| <b>UAV</b>   | Unmanned Aerial Vehicle                                   |
| <b>UAE</b>   | United Arab Emirates                                      |
| <b>UKMCC</b> | United Kingdom Maritime Component Commander               |
| <b>UKMTO</b> | United Kingdom Maritime Trade Operations (Based in Dubai) |
| <b>USV</b>   | Unmanned Surface Vehicle                                  |
| <b>VRA</b>   | Vessel Registration Area                                  |
| <b>WBIED</b> | Water Borne Improvised Explosive Device                   |
| <b>WIO</b>   | Western Indian Ocean                                      |
| <b>WFP</b>   | World Food Programme                                      |

## **ANNEX D. Lexicon**

| Category                  | Industry Definition                                                                                                                                                     | EUNAVFOR ATALANTA<br>Additional Considerations                                                    |
|---------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|
| <b>Attack</b>             | Aggressive approach with weapons discharged.                                                                                                                            | Conflict-related: The threat of or the use of violence related to conflict or conflict spillover. |
| <b>Attempted Boarding</b> | Close approach with visible boarding paraphernalia, thwarted by defensive measures.                                                                                     | No additional categorization                                                                      |
| <b>Boarding</b>           | Boarding with intent to steal or harm without taking control.                                                                                                           | No additional categorization                                                                      |
| <b>Hijack</b>             | Attackers take control of a ship against the crew's will for purposes such as robbery, cargo theft, or kidnapping.                                                      | No additional categorization                                                                      |
| <b>Piracy</b>             | As per UNCLOS Article 101:<br>- Illegal acts on high seas<br>- Against ship/persons outside state jurisdiction<br>- Operating pirate vessel<br>- Facilitating such acts | No additional categorization                                                                      |

| Category                                        | Industry Definition                                                                                                                                                                                         | EUNAVFOR ATALANTA<br>Additional Considerations                                                                                                                                                                                                                                                    |
|-------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Armed Robbery</b>                            | As per IMO Resolution A.1025(26):<br>Acts within state waters, including violence/detention/depredation.                                                                                                    | No additional categorization                                                                                                                                                                                                                                                                      |
| <b>Suspicious Activity</b>                      | Unaccountable actions including:<br>- Unusual crew numbers<br>- CPA considerations<br>- Unusual equipment<br>- Multiple skiffs<br>- Unusual vessel type<br>- High-speed operations<br>- Unmanned appearance | No additional categorization                                                                                                                                                                                                                                                                      |
| <b>Other Crimes in the Maritime Environment</b> | Basic categorization:<br>1. Sea theft (without violence)<br>2. Sea robbery (with violence/arms)                                                                                                             | Expands categories to include:<br>1. Kidnap<br>2. Human Trafficking<br>3. Sea Theft/Robbery<br>4. Smuggling (Human, weapons, narcotics, cargo)<br>5. IUU Fishing<br>6. Maritime Pollution<br>7. Sabotage<br>8. Cyber Attacks<br>9. Underwater Cable Tampering<br>10. Other (disputes, harassment) |