



# **MSCIO ATALANTA WEEKLY REPORT**

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**19th Dec – 25th Dec**

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## OVERVIEW OF INCIDENTS IN THE VOLUNTARY REPORTING AREA (VRA)



CATEGORY	No.	Page Ref.
 <b>Armed Robbery</b>	Nil	NSTR
 <b>Attack</b>	Nil	NSTR
 <b>Attempted Boarding</b>	Nil	NSTR
 <b>Boarding</b>	Nil	NSTR
 <b>Hijack</b>	Nil	NSTR
 <b>Kidnap</b>	Nil	NSTR
 <b>Piracy</b>	Nil	NSTR
 <b>Suspicious Activity</b>	Nil	NSTR
 <b>Other Maritime Crimes</b>	Nil	NSTR
<b>Total Incidents</b>	0	



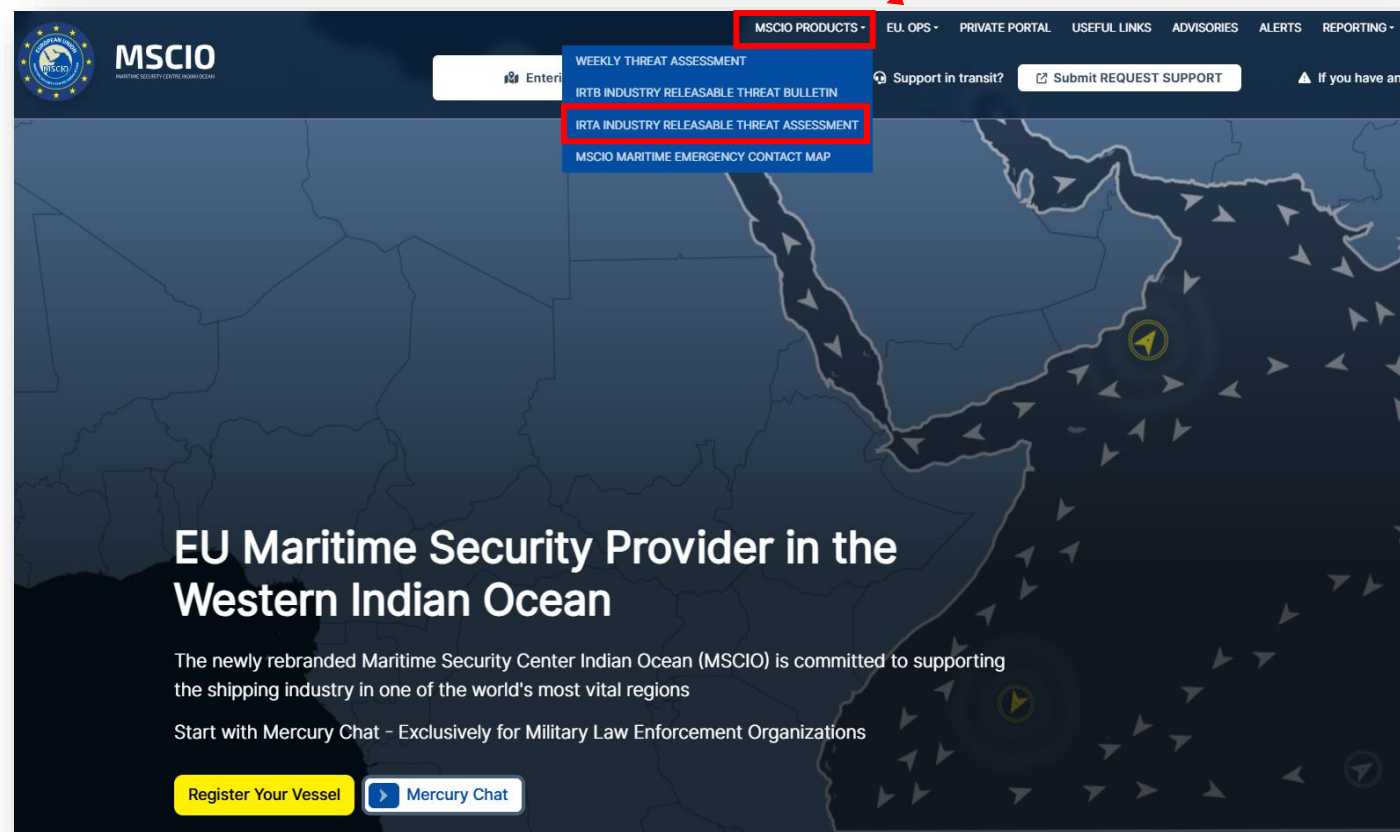
# INDUSTRY RELEASABLE THREAT ASSESSMENT (IRTA)

New Industry Releasable Threat Assessment is available on the Maritime Security Center Indian Ocean (MSCIO) website [MSC IO | Home](#).

The purpose of this document is to articulate the maritime security threat to merchant and large fishing vessels transiting the Red Sea, Bab al Mandeb Strait, Gulf of Aden and the Western Indian Ocean.

It can also be found in the following link:

[MSC IO | IRTA Industry Releasable Threat Assessment](#)



## MSCIO WEBSITE. USEFUL LINKS

To know more about different maritime security threats, please access to the following links:

[MSC IO | Useful Links](#)

### 1. General Maritime Security:

[MSC IO | General Maritime Security](#)

### 2. Maritime Terrorism:

[MSC IO | Maritime Terrorism](#)

### 3. Piracy Information:

[MSC IO | Piracy Information](#)

### 4. Illegal Traffic and Fishing

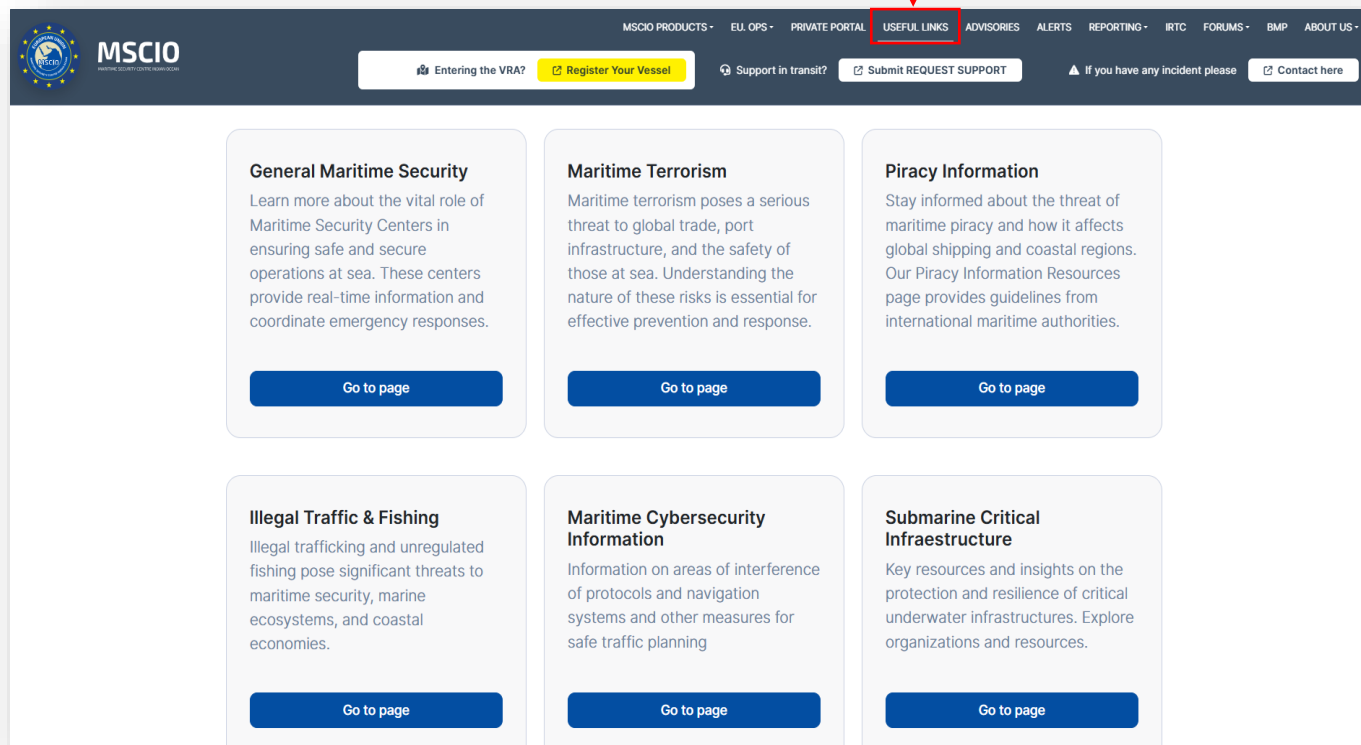
[MSC IO | Illegal Traffic & Fishing](#)

### 5. Maritime Cybersecurity Information.

[MSC IO | Maritime Cybersecurity Information](#)

### 6. Submarine Critical Infrastructure.

[MSC IO | Submarine Critical Infraestructure](#)



## LAST PIRACY RELATED EVENTS (STATUS AND DETAILED DESCRIPTION)

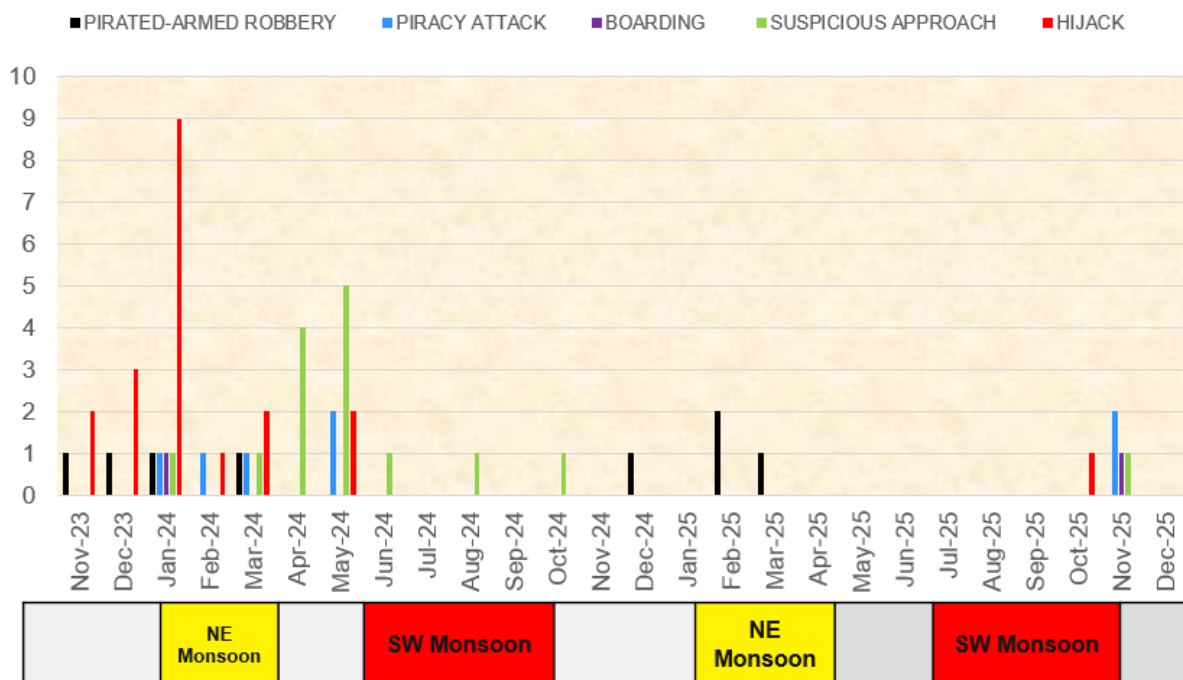
No	Date	Name	MSE Category	Last info.
45	7 FEB	FV AL NAJMA	Armed Robbery	Reported hijacked dhow ivo EYL. 6 hijackers. On 12 Feb, the hijackers left the dhow. No information of any ransom paid was confirmed.
46	15 FEB	FV SAYTUUN 2	Armed Robbery	Reported hijacked vessel ivo EYL. 6 hijackers. On 22 Feb, the hijackers, after stealing the crew's belongings, abandoned the dhow. According to the owner, a ransom has been paid.
47	16 MAR	FV AL-HIDAYA	Armed Robbery	Hijack reported off the coast of "DURDURA" South of XAFUN, Somalia - 5 hijackers. After 5 days it was reported that the hijackers left the vessel. According to Yemeni authorities no ransom was paid. According to HUMINT, a ransom was paid.
48	28 OCT	FV 314055ISSAMOHAMDI	Hijack	Hijack reported off the coast of Garacad. This event is linked to events 49, 50, 51 and 52 below.
49	02 NOV	FV INTERTUNA TRES	Attempted boarding	362nm East of Mogadishu, Master reports 4 unauthorized persons attempted to board his vessel using a skiff. The boarding was repelled by the PAST onboard who shot 2 warning shots.
50	03 NOV	MV STOLT SAGALAND	Attempted boarding	332nm East of Mogadishu, Master reports 4 unauthorized persons attempted to board his vessel using a skiff. The boarding was repelled by the PAST onboard which exchanged fire with the PAG.
51	06 NOV	MT HELLAS APHRODITE	Piracy attack	760nm East of Mogadishu. MT was boarded by PAG. Op Atalanta liberated the vessel on 07 NOV 25.
52	07 NOV	MT AL THUMAMA	Attempted boarding	714nm NE of Mogadishu (120NM North of event 51) Master reports being approached by a skiff with 3 POB. The MT managed to outrun the skiff.

● Solved or closed cases ● Active cases ● Unsolved cases

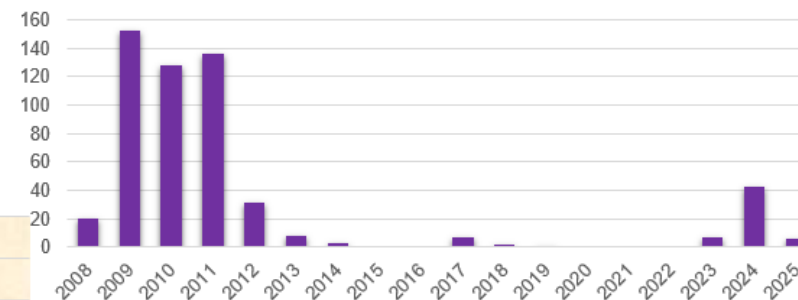


# PIRACY STATISTICS (NOV 2023 – DEC 2025)

52 Events



## PIRACY RELATED EVENTS



### Pirated (Outside TTW) / Armed Robbery at sea (Inside TTW)

- PAG takes control of the ship and requests a ransom

### Piracy Attack

- PAG unsuccessful attack on ship

### Hijack

- Attackers boarded and taken control of a ship against the crew's will

### Boarding

- Successful attack but pirates do not take control

### Suspicious Approach

- Suspicious maneuvering with clear intentions to attack. (weapons clearly displayed)



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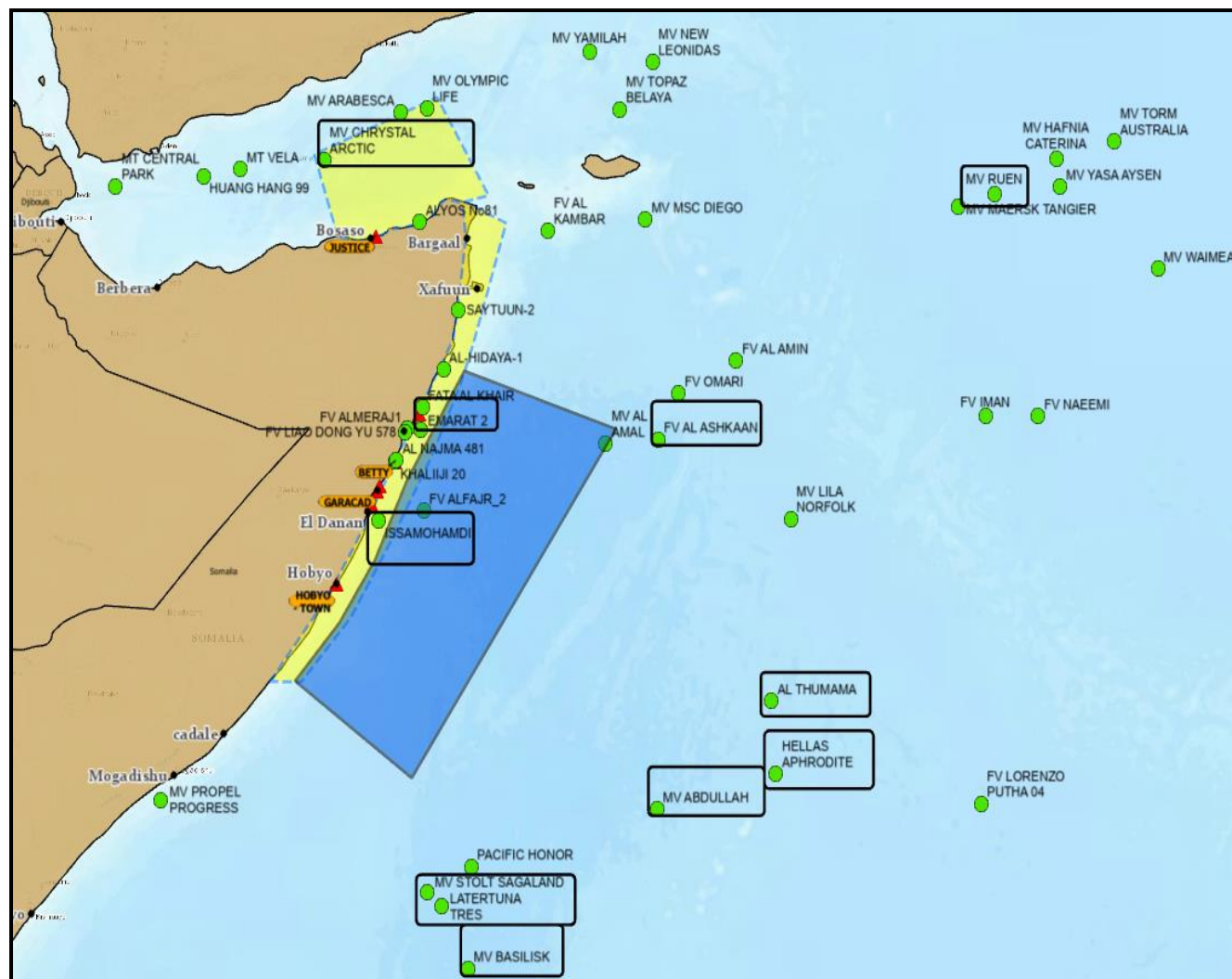
RELEASABLE TO SHIPPING INDUSTRY  
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# PIRACY SITUATION (NOV 2023 – DEC 2025)

## PIRACY ASSESSMENT



It is **ALMOST CERTAIN** that the PAG's tactics for conducting piracy on the high seas involve hijacking a dhow and using it as a mother ship. The pirates then blend in with the usual traffic and deploy skiffs from the mother ship to attack vessels. They are able to navigate to the high seas, with evidence of events up to up to 600 nautical miles off the East Somali coast.

Nevertheless, from November 2024 it is becoming increasingly common for a group of people to organise themselves, identify a vulnerable ship close to the coast and use skiffs to carry out an attack. These attacks typically target Yemeni fishing dhows. While there is no confirmed information, it is **HIGHLY LIKELY** that ransoms would have been paid.

On the other hand, that risk could be amplified if local fishermen turn into pirates as a consequence that no effective action is being taken from the authorities to safeguard Somali TTW from IUUF.

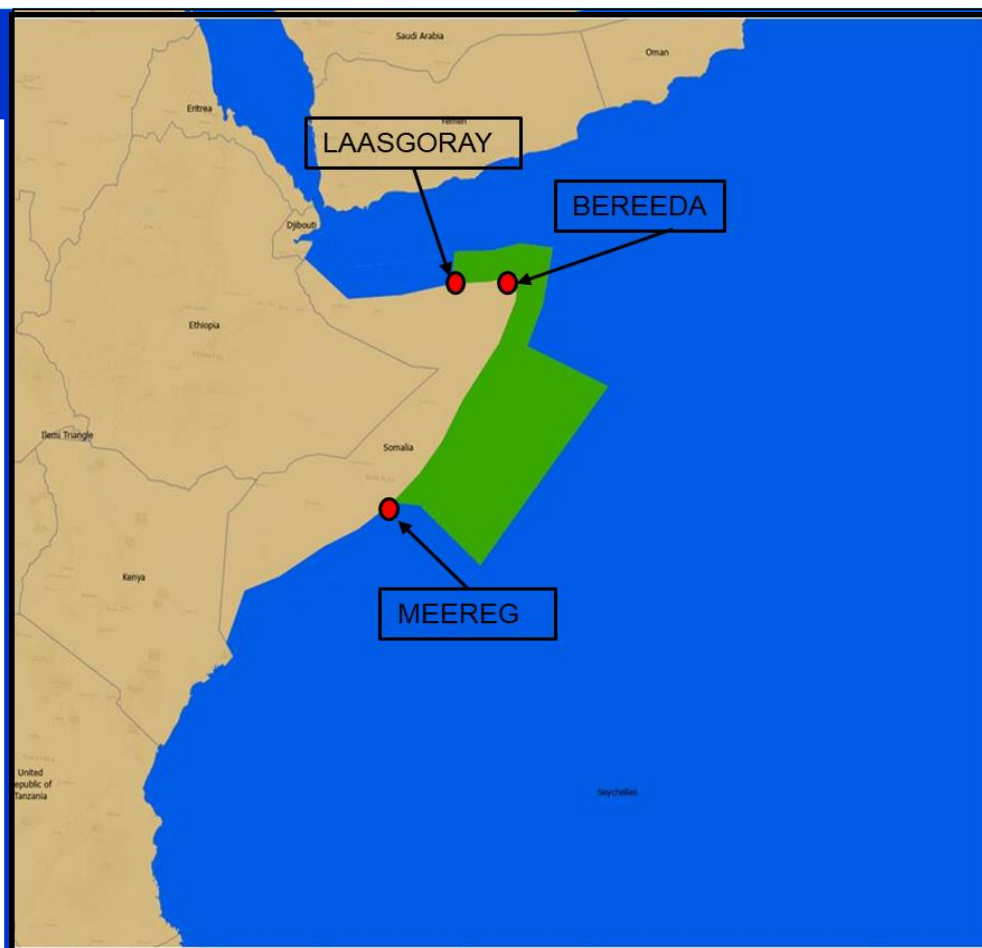


# ATALANTA PIRACY THREAT UPDATE

## PIRACY ASSESSMENT

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

From LAASGORAY to BEREEDA and from BEREEDA to MEEREG remain **MODERATE**.



THREAT ASSESSMENT	BENIGN	LOW	MODERATE	SUBSTANTIAL	SEVERE	CRITICAL
YARDSTICK	An attack is HIGHLY UNLIKELY (10% – 20%)	An attack is UNLIKELY (>25% – 35%)	An attack is a REALISTIC POSSIBILITY (40% – <50%)	An attack is LIKELY / PROBABLE (55% – <75%)	An attack is HIGHLY LIKELY (80% – 90%)	An attack is ALMOST CERTAIN (>95%)



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## REGISTRATION AND REPORTING

### Registration and reporting.

CSO's and Masters are encouraged to register their vessels upon entering the UKMTO Voluntary Reporting Area with both:

- MSCIO (<https://mscio.eu/reporting/vessel-registration/>)
- UKMTO (<https://www.ukmto.org/reporting-formats/initial-report>)

And report all incidents to UKMTO and MSCIO.

When safe to do so, vessels should document incidents and suspicious activity through logs, photographs, video, and radar footage. CSOs should gather information on Pattern of Life and Maritime Situational Awareness for their planned routes and ports of call to support risk assessments. These procedures enable effective monitoring and resource allocation by CMF and EUNAVFOR ATALANTA.

### Contact Information (MSCIO):

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